Regular Meeting of the Madera City Council

205 W. 4th Street, Madera, California 93637

MEETING NOTICE AND AGENDA

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

CALL TO ORDER

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

INVOCATION: Pastor James Kendall, Grace Community Church

PLEDGE OF ALLEGIANCE:

APPROVAL OF AGENDA:

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 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)

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)

INTRODUCTIONS:

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 – 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)

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)

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

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

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)

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)

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)

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)

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;

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

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)

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)

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)

E. ADMINISTRATIVE REPORTS

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

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)

E. 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.

F. 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 Legl 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

ADJOURNMENT – Next regular meeting on April 1, 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 March 18, 2020 near the front entrances of City Hall and on the City's website www.madera.gov at 8:00 p.m. on March 12, 2020.

Alicia Gonzales, City Clerk

RETURN TO AGENDA

Item:	B-1
Minutes for:	03/04/2020
Adopted:	03/18/2020

MINUTES OF A REGULAR MEETING OF THE MADERA CITY COUNCIL AND SPECIAL MEETING OF THE MADERA CITY COUNCIL AS SUCCESSOR AGENCY TO THE FORMER REDEVELOPMENT AGENCY

March 4, 2020 **Council Chambers**
6:00 p.m. **City Hall**

CALL TO ORDER – Both meetings were called to order at 6:00 p.m.

Roll Call: Roll was called for both agencies.

ROLL CALL:

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

Absent: **None**

Others present were City Manager Arnoldo Rodriguez, City Clerk Alicia Gonzales, City Attorney Hilda Montoy Cantu, Police Chief Dino Lawson, Finance Director Roger Sanchez, Parks Director John Scarborough, City Engineer Keith Helmuth, Police Commander Gino Chiaramonte, Grant Administrator Ivette Iraheta, Human Resources Director Wendy Silva, Information Services Manager Mark Souders, Assistant Fire Chief Matthew Watson, Battalion Chief James Forga, Interim Planning Manager Darrel Unruh, Assistant Engineer Victor Aldama, Police Officer Matt Sauceda

INVOCATION: Councilmember Donald Holley

PLEDGE OF ALLEGIANCE: Mayor Medellin

APPROVAL OF AGENDA

ON MOTION BY COUNCIL MEMBER HOLLEY AND SECONDED BY COUNCIL MEMBER ROBINSON, THE AGENDA WAS APPROVED BY A VOTE OF 7/0. AYES: MAYOR MEDELLIN, COUNCIL MEMBERS MONTES, GALLEGOS, GARCIA, AND RODRIGUEZ. 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.

WRITTEN COMMUNICATIONS: None

PRESENTATIONS: None

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 COUNCIL MEMBER HOLLEY, AND SECONDED BY COUNCIL MEMBER ROBINSON, THE CONSENT CALENDAR, WAS ADOPTED BY A VOTE OF 7/0. ITEM B-5 WAS PULLED FOR DISCUSSION. AYES: MAYOR MEDELLIN, COUNCIL MEMBERS MONTES, GALLEGOS, GARCIA AND RODRIGUEZ. NOES: NONE. ABSENT: NONE. ABSTAIN: NONE.

B-1 Minutes – 2/19/20

B-2 Informational Report on Register Audited Demands 2/8/20 – 2/21/20 (Report by Roger Sanchez)

B-3 Informational Report on Personnel Activity (Report by Wendy Silva)

B-4 Consideration of a Resolution Approving Three Agreements for Purchase and Sale of Real Property with the Property Owners, Authorizing the Mayor to Execute the Agreements, Accepting Three Easement Deeds and Authorizing the City Clerk to Execute the Certificate of Acceptance and to Record the Easement Deeds for the New Traffic Signal Installation at the Intersection of Howard Road and Granada Drive, City Project No. TS-17 (APN No. 009-130-001, 009-130-007, and 009-340-043) (Report by Keith Helmuth)

RES 20-22 A RESOLUTION OF THE COUNCIL OF THE CITY OF MADERA, CALIFORNIA, APPROVING THREE AGREEMENTS FOR PURCHASE AND SALE OF REAL PROPERTY WITH THE PROPERTY OWNERS, AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENTS, ACCEPTING THREE EASEMENT DEEDS AND AUTHORIZING THE CITY CLERK TO EXECUTE THE CERTIFICATE OF ACCEPTANCE AND RECORD THE EASEMENT DEEDS FOR THE NEW TRAFFIC SIGNAL INSTALLATION AT THE INTERSECTION OF HOWARD ROAD AND GRANADA

DRIVE, CITY PROJECT NO. TS-17 (APN NO. 009-130-001, 009-130-007, AND 009-340-043)

B-5 Consideration of a Minute Order Acceptance of the Construction, File Notice of Completion, and Release of Retention Funds for the 2018-19 SB-1 (RMRA) Seals and Overlays, City Project No. R-76 (Report by Keith Helmuth)

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

B-6 Consideration of a Resolution Approving a Non-Disclosure Agreement with Pacific Gas and Electric Company (PG&E) for Utility Information for Various City Projects, and Authorizing the City Engineer to Execute the Non-Disclosure Agreement (Report by Keith Helmuth)

RES 20-23 A RESOLUTION OF THE COUNCIL OF THE CITY OF MADERA, CALIFORNIA, APPROVING A NON-DISCLOSURE AGREEMENT WITH PACIFIC GAS AND ELECTRIC COMPANY (PG&E) FOR UTILITY INFORMATION FOR VARIOUS CITY PROJECTS, AND AUTHORIZING THE CITY ENGINEER TO EXECUTE THE NON-DISCLOSURE AGREEMENT

B-7 Consideration of a Resolution Authorizing the City Manager or Designee to: Execute All Documentation for Pre-Application and Application to the Federal Aviation Administration for Airport Improvement Program Grants for Federal Fiscal Years 2020 and 2021 for the Madera Municipal Airport as Shown in the City's Capital Improvement Plan; Accept Federal Aviation Administration Airport Improvement Program Grants for Federal Fiscal Year 2020 and 2021 Projects at the Airport Including All Subsequent Amendments Thereto; and Apply for and Accept Grants and All Subsequent Amendments Thereto Offered by the California Department of Transportation, Division of Aeronautics for Matching Funds for Federal Fiscal Year 2020 and 2021 Federal Aviation Administration Approved Projects at the Madera Municipal Airport. (Report by Jim Howell)

RES 20-24 RESOLUTION AUTHORIZING THE CITY MANAGER OR DESIGNEE TO EXECUTE ALL DOCUMENTATION FOR PRE-APPLICATION AND APPLICATION TO THE FEDERAL AVIATION ADMINISTRATION FOR AIRPORT IMPROVEMENT PROGRAM GRANTS FOR FEDERAL FISCAL YEARS 2020 AND 2021 FOR THE MADERA MUNICIPAL AIRPORT AS SHOWN IN THE CITY'S CAPITAL IMPROVEMENT PLAN; ACCEPT FEDERAL AVIATION ADMINISTRATION AIRPORT IMPROVEMENT PROGRAM GRANTS FOR FEDERAL FISCAL YEAR 2020 AND 2021 PROJECTS AT THE AIRPORT INCLUDING ALL SUBSEQUENT AMENDMENTS THERETO; AND APPLY FOR AND ACCEPT GRANTS AND ALL SUBSEQUENT AMENDMENTS THERETO OFFERED BY THE CALIFORNIA DEPARTMENT OF TRANSPORTATION, DIVISION OF AERONAUTICS FOR MATCHING FUNDS FOR FEDERAL FISCAL YEAR 2020 AND 2021 FEDERAL AVIATION ADMINISTRATION APPROVED PROJECTS AT THE MADERA MUNICIPAL AIRPORT

B-8 Consideration of Adopting a Resolution Approving an Agreement with Reinard W. Brandley, Consulting Airport Engineers, for Airport Engineering and Construction Management Services and Authorizing the Mayor to Execute the Agreement on Behalf of the City (Report by Jim Howell)

RES 20-25 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA, APPROVING AN AGREEMENT WITH REINARD W. BRANDLEY, CONSULTING AIRPORT ENGINEERS, FOR AIRPORT ENGINEERING AND CONSTRUCTION MANAGEMENT SERVICES AND AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT ON BEHALF OF THE CITY

B-9 Consideration of a Resolution Appointing Michael Pistoresi to the City of Madera Airport Advisory Commission Representing District 3 (Councilmember Steve Montes) (Report by Jim Howell)

RES 20-26 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA, APPOINTING MICHAEL PISTORESI TO THE CITY OF MADERA AIRPORT ADVISORY COMMISSION REPRESENTING DISTRICT 3 (COUNCILMEMBER STEVE MONTES)

B-10 Consideration of a Resolution Authorizing Submittal of a Joint Application to the California Department of Housing and Community Development for Infill Infrastructure Grant Program Funding in an Amount Not to Exceed $6 Million to Construct Off-Site Improvements for a 52-Unit Affordable Apartment Complex (Sugar Pine Village formerly known as Madera Village) and Approving a Memorandum of Understanding with Self-Help Enterprises to Apply as Joint Applicants for Said Funds (Report by Ivette Iraheta)

RES 20-27 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA AUTHORIZING SUBMITTAL OF A JOINT APPLICATION TO THE CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT FOR INFILL INFRASTRUCTURE GRANT PROGRAM FUNDING IN AN AMOUNT NOT TO EXCEED $6 MILLION TO CONSTRUCT OFF-SITE IMPROVEMENTS FOR A 52-UNIT AFFORDABLE APARTMENT COMPLEX (SUGAR PINE VILLAGE FORMERLY KNOWN AS MADERA VILLAGE) AND APPROVING A MEMORANDUM OF UNDERSTANDING WITH SELF-HELP ENTERPRISES TO APPLY AS JOINT APPLICANTS FOR SAID FUNDS

B-11 Consideration of a Resolution Approving a Contract with Fraser and Associates for the Preparation and Filing of the Required Continuing Disclosure Reports for the City of Madera (City) and the Madera Successor Agency to the Former Madera Redevelopment Agency (Agency) Outstanding Bond Transactions for the Period from Execution of Contract for a Term of Three (3) Years (Report by Roger Sanchez) **(City and Successor Agency Action)**

RES 20-28 & SA RES 20-03 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA, AND CITY OF MADERA AS THE SUCCESSOR AGENCY OF THE FORMER MADERA REDEVELOPMENT AGENCY APPROVING A SPECIAL SERVICES AGREEMENT

BETWEEN THE CITY OF MADERA, SUCCESSOR AGENCY AND FRASER AND ASSOCIATES AND AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT

B-12 Consideration of a Resolution of the City Council Approving an Agreement between the City and Thales Consulting, Inc. to Prepare and File the City's Financial Transactions Report, the Financing Authority Special District Report, and the Annual Transit Report for Fiscal Year (FY) 2019/20 with the State Controller's Office (Report by Roger Sanchez)

RES 20-29 CONSIDERATION OF A RESOLUTION OF THE CITY COUNCIL APPROVING AN AGREEMENT BETWEEN THE CITY AND THALES CONSULTING, INC. TO PREPARE AND FILE THE CITY'S FINANCIAL TRANSACTIONS REPORT, THE FINANCING AUTHORITY SPECIAL DISTRICT REPORT, AND THE ANNUAL TRANSIT REPORT FOR FISCAL YEAR (FY) 2019/20 WITH THE STATE CONTROLLER'S OFFICE

C. PUBLIC HEARINGS: None

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

D-1 Waive full Reading and Consider Introduction of an Ordinance Amending Title V, Sanitation and Health, Chapter 3 Garbage, Refuse and Recycling of the Madera Municipal Code to Establish Mandatory Organic Recycling Requirements for Commercial Businesses and Multi-family Units Containing Five or More Units as Required by AB 1826 (Report by Jim Howell)

Report by Arnoldo Rodriguez. Ivette Rodriguez and Annette Kwock from MID Valley Disposal provided Council with additional information.

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

E. ADMINISTRATIVE REPORTS:

E-1 Community Facilities District 2006-01 (Kaufman & Broad subdivision) follow-up from City Council Workshop held on June 19, 2019 (Report by Arnoldo Rodriguez)

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.

G. CLOSED SESSION:

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

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 Real Property Negotiators – Pursuant to Government Code §54956.8
Property: 2 Parcels
City of Madera APNs: 009-331-002 and 003
Agency Negotiator(s): Arnoldo Rodriguez
Negotiating Party: SPAN Construction & Engineering, Inc.
Under Negotiations: Price and Terms

G-4 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-5 Conference with Labor Negotiators – Pursuant to Government Code §54957.6
Agency Designated Representative: Arnoldo Rodriguez
Unrepresented Position: Public Works Operations Director

G-6 Conference with Real Property Negotiators – Pursuant to Government Code §54956.8
Property: 7 Parcels
City of Madera APNs: 008-143-003, 008-143-021, 008-143-020, 008-143-019, 008-143-018, 008-143-001, 007-142-001 ***(Successor Agency)***
Agency Negotiator(s): Arnoldo Rodriguez
Negotiating Party: Rick Amerine
Under Negotiations: Price and Terms

City Attorney Hilda Cantu Montoy made the Closed Session Announcement at 6:57 p.m.

Mayor Medellin opened public comment at 6:59 p.m

Attorney Sophie Treader representing the client in closed session item G-2 requested that Council give the settlement amount serious consideration.

Mayor Medellin closed public comment at 7:05 p.m

Council adjourned to Closed Session at 7:05 p.m.

Council returned from closed session at 9:53 p.m. with all Councilmembers present.

City Attorney Hilda Cantu Montoy reported that Council voted 7/0 to reject claim related to G-1 (Council Member Holley voted No).

ADJOURNMENT – The meeting was adjourned at 9:54 p.m. Next regular meeting March 18, 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: March 18, 2020

Agenda Number: B-2

SUBJECT:

Informational Report on Register of Audited Demands

RECOMMENDATION:

Review Register of Audited Demands Report for February 22, 2020 to March 6, 2020.

SUMMARY:

The Register of Audited Demands for the City covering obligations paid during the period of February 22, 2020 to March 6, 2020 is contained in the attachment and summarized in the following tables.

Table 1: *Warrant Distribution Summary*		
Description	*Check #'s*	*Amount*
General Warrant	25162 - 25322	$5,198,744.72

Table 2: *Wire Transfer Summary*		
Description	*Vendor*	*Amount*
Payroll and Taxes	Union Bank	$594,354.19
SDI	EDD	$2,137.98
CalPERS Payment	CalPERS	$122,382.75

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

March 18, 2020

CHECK	PAY DATE	DEPARTMENT	PAID FROM ORG	ISSUED TO	DESCRIPTION	AMOUNT
25162	02/24/2020	HR	FINANCE	ACRO SERVICE CORPORATION	FINANCIAL SERVICES DIRECTOR	3,559.94
25163	02/24/2020	HR	INS/RISK MGT	ADMINISTRATIVE SOLUTIONS INC.	MONTHLY ADMINISTRATIVE FEE- FEB	4,232.50
25164	02/24/2020	FINANCE	PAYROLL TRUST	ADMINISTRATIVE SOLUTIONS INC.	MEDICAL & CHILD CARE EXP ACCT	1,091.01
25165	02/24/2020	FINANCE	PAYROLL TRUST	ADMINISTRATIVE SOLUTIONS INC.	ADMIN FEES FOR FEBRUARY 2020	144.00
25166	02/24/2020	FINANCE	PAYROLL TRUST	ADMINISTRATIVE SOLUTIONS INC.	ASI MEDICAL PART A FOR CLAIMS FEB	30,969.38
25167	02/24/2020	PURCHASING	ENGINEERING	AMERICAN BUSINESS MACHINES	PLOTTER COPIER SERVICE FEBRUARY 2020	166.61
25168	02/24/2020	HR	BUILDING	ANTHEM BLUE CROSS	CITY PAID RETIREE MED BILL MARCH	876.20
25169	02/24/2020	FINANCE	VARIOUS	ARAMARK UNIFORM SERVICES	01/20 UNIFORM SERVICES	3,265.06
25170	02/24/2020	PD	VARIUOS	AT&T	01/20 CALNET 3 SERVICE 9391026414	552.55
25171	02/24/2020	HR	CITY ADMIN	BLUE SHIELD OF CA - MEDICARE	CITY PAID RETIREE RX BILL MARCH	118.40
25172	02/24/2020	ENGINEERING	MAX - CAPITAL	BMY CONSTRUCTION GROUP, INC.	CONSTRUCTION OF TRANSIT CENTER	83,632.49
25173	02/24/2020	WWTP	WWTP	BSK ASSOCIATES	PERMIT COMPLIANCE LAB	217.00
25174	02/24/2020	PD	MEAS K - PD	BUSHEY, SHAWN	PER DIEM SLI #3	231.00
25175	02/24/2020	FINANCE	PAYROLL TRUST	CA DEPARTMENT OF CHILD SUPPORT	CHILD SUPPORT DEDUCTIONS	1,717.64
25176	02/24/2020	PD	PD ADMIN	CALIFORNIA DEPARTMENT OF JUSTICE	MISCELLANEOUS SERVICES OCT-DEC 2019	1,908.98
25177	02/24/2020	FINANCE	AIRPORT OPS	CITY OF MADERA	LMD ASSESSMENT	307.28
25178	02/24/2020	GRANTS	INTERMODAL	CITY OF MADERA	02/20 UTILITY SERVICE 003040421-6	77.45
25179	02/24/2020	GRANTS	INTERMODAL	CITY OF MADERA	02/20 UTILITY SERVICE 003040431-8	83.94
25180	02/24/2020	GRANTS	INTERMODAL	CITY OF MADERA	02/20 UTILITY SERVICE 003040441-0	47.82
25181	02/24/2020	FINANCE	PAYROLL TRUST	COLONIAL LIFE & ACCIDENT INSURANCE	EMPLOYEE LIFE INSURANCE	1,087.79
25182	02/24/2020	FINANCE- UB	UB/WATER	CORELOGIC INFORMATION SOLUTIONS	METROSCAN JANUARY 2020	150.00
25183	02/24/2020	FINANCE	PAYROLL TRUST	COURT ORDERED DEBT COLLECTIONS	COURT ORDERED DEBT COLLECTION	182.06
25184	02/24/2020	WATER	WATER QC	DELLAVALLE LABORATORY,INC.	WATER SAMPLES	1,089.00
25185	02/24/2020	PARKS	COMM & REC	DIAMOND COMMUNICATIONS	PAC ALARM MONITORING	36.00
25186	02/24/2020	ENGINEERING	GF CAPITAL PROJ	ENGIE SERVICES U.S. INC.	ENERGY CONSERVATION SERVICES PROJECT	3,769,773.00
25187	02/24/2020	BUILDING	BUILDING	FIRE SAFETY SOLUTIONS, LLC	FIRE PROTECTION ENG SVS	11,268.75
25188	02/24/2020	PD	PD ADMIN	GACAYAN, PAIGE	TRAVEL REIMBURSEMENT	193.20
25189	02/24/2020	PLANNING	PLANNING	LOPEZ, RAMON	PER DIEM PLANNING COMM ACADEMY	316.29
25190	02/24/2020	FINANCE	PAYROLL TRUST	M A C E A	FEBRUARY 2020 MONTHLY DUES	2,212.50
25191	02/24/2020	FINANCE	PAYROLL TRUST	M P O A	FEBRUARY 2020 MONTHLY DUES	7,735.44
25192	02/24/2020	FINANCE	PAYROLL TRUST	M.C.E.A.	FEBRUARY 2020 MONTHLY DUES	390.00
25193	02/24/2020	PD	SUPP LAW ENF	MADERA ANIMAL HOSPITAL	VETERINARY SERVICES	498.88
25194	02/24/2020	FINANCE	PAYROLL TRUST	MADERA CO SHERIFF-CIVIL DIVISION	SHERIFF GARNISHMENT ORDER	1,003.41
25195	02/24/2020	HR	INS/RISK MGT	MADERA COUNTY SHERIFF DEPT.	LHMP UPDATE- COST SHARE	9,100.00
25196	02/24/2020	WATER	WATER OPS	MADERA PUMPS, INC.	CRANE SERVICE	240.00
25197	02/24/2020	FINANCE- UB	UB/WATER	MADERA TRIBUNE	AD FOR PUBLIC HEARING OF SB 998	149.50
25198	02/24/2020	FACILITIES	FACILITIES	MEDINA, MATIAZ	PER DIEM INTRO/INTERMEDIATE PLC CLASS	280.50
25199	02/24/2020	FINANCE	PAYROLL TRUST	MID-MGMT EMPLOYEE GROUP	FEBRUARY 2020 MONTHLY DUES	620.00
25200	02/24/2020	GRANTS	TRANS- DAR	MV TRANSPORTATION, INC.	DECEMBER TRANSIT OPERATOR SERVICES	111,881.08

CHECK	PAY DATE	DEPARTMENT	PAID FROM ORG	ISSUED TO	DESCRIPTION	AMOUNT
25201	02/24/2020	FINANCE	PAYROLL TRUST	N.P.C.-ORCHARD TRUST COMPANY	DEFERRED COMP CONTRIBS	2,962.32
25202	02/24/2020	FINANCE	PAYROLL TRUST	N.P.C.-ORCHARD TRUST COMPANY	DEFERRED COMP CONTRIBS	8,516.05
25203	02/24/2020	PLANNING	PLANNING	OROZCO, JESUS	PER DIEM PLANNING COMM ACADEMY	316.29
25204	02/24/2020	WATER OPS	WATER CONS	CORTES, LORENZO ORTIZ	TURF REPLACEMENT REBATE	2,000.00
25205	02/24/2020	WATER OPS	WATER CONS	FIFIELD, DEAN	TURF REPLACEMENT REBATE	2,765.00
25206	02/24/2020	FACILITIES	WATER CAPITAL	PACIFIC GAS & ELECTRIC	ELECTRICAL SERVICES AT WATER WELL #20	4,171.33
25207	02/24/2020	PARKS	GENERAL TRUST	CUELLAR, SARAHI	FACILITY DEPOSIT REFUND	100.00
25208	02/24/2020	PARKS	SPORTS PROGRAMS	FAYERWEATHER, CHARMESHIA	SPORT CANCELLATION REFUND	35.00
25209	02/24/2020	PARKS	GENERAL TRUST	GARCIA, JOVANNA	FACILITY DEPOSIT REFUND	200.00
25210	02/24/2020	PARKS	GENERAL TRUST	VELASQUEZ, VANESSA	FACILITY DEPOSIT REFUND	50.00
25211	02/24/2020	ENGINEERING	VARIOUS	TERRY ROLFE	SEWER MAIN INSTALLS	32,536.80
25212	02/24/2020	STREETS	STREETS	MORRIS J PIERCE	ASPHALT PATCHING	7,811.08
25213	02/24/2020	WWTP	WWTP	POLYDYNE INC.	BIOSOLIDS DEWATERING	6,373.76
25214	02/24/2020	FLEET	FLEET MAINT	PRESSURE PRO CLEANING	PRESSURE WASHING	250.00
25215	02/24/2020	HR	SEWER OPS	REGENCE BLUECROSS BLUESHIELD OF UT	CITY PAID RETIREE PRES BILL MARCH	334.00
25216	02/24/2020	PD	PD ADMIN	RON'S TOWING & ROAD SERVICE	TOWING SERVICE	195.00
25217	02/24/2020	PLANNING	PLANNING	SALAZAR, ALEX	PER DIEM PLANNING COMM ACADEMY	316.29
25218	02/24/2020	IS	COMP MAINT	SOUTHERN COMPUTER WAREHOUSE	MICROSOFT SURFACE REPLACEMENTS	892.78
25219	02/24/2020	FINANCE	PAYROLL TRUST	STATE OF CALIFORNIA	FRANCHISE TAX DEDUCTIONS	573.30
25220	02/24/2020	ENGINEERING	LTF- STREETS	SWRCB	ANNUAL PERMIT FEE FAC ID: 5B20CR00095	260.00
25221	02/24/2020	WATER	WATER OPS	SWRCB	GRADE T1 RE-EXAM FEE	30.00
25222	02/24/2020	WWTP	WWTP	TERRAFORM POWER, LLC.	JANUARY 2020 ELECTRIC UTILITIES	12,635.25
25223	02/24/2020	PURCHASING	VARIOUS	TESEI PETROLEUM INC.	DIGESTER & FACILITIES HEATING	12,313.20
25224	02/24/2020	PD	PD ADMIN	TRANSUNION RISK & ALT DATA SOL.	DATABASE ACCESS JANUARY 2020	207.00
25225	02/24/2020	FINANCE- UB	WATER FUND	POWELL LINDA OR CITY OF MADERA	UTILITY BILLING CREDIT REFUND	198.39
25226	02/24/2020	FINANCE	PAYROLL TRUST	VANTAGEPOINT TRANSFER AGENTS-457	DEFERRED COMP CONTRIBS	22,306.99
25227	02/24/2020	PD	PD ADMIN	VASQUEZ, RYAN	PER DIEM POLICE K-9 CONFERENCE	167.75
25228	02/24/2020	PARKS	COMM & REC	VORTEX INDUSTRIES, INC.	FAB EXTERIOR DOOR REPAIR	1,740.22
25229	03/03/2020	ENGINEERING	VARIOUS	A S DEZIGN, INC.	ALLEY PAVING AT VARIOUS LOCATIONS	569,013.64
25230	03/03/2020	HR	FINANCE	ACRO SERVICE CORPORATION	FINANCIAL SERVICES DIRECTOR	4,239.11
25231	03/03/2020	PD	SUPP LAW ENF	ALERT-O-LITE	MADERA SOUTH HOMECOMING PARADE	1,500.00
25232	03/03/2020	HR	INS/RISK MGT	AMERITAS LIFE INSURANCE CORP.	MARCH 2020 DENTAL INSURANCE	14,317.08
25233	03/03/2020	FINANCE	VARIOUS	AT&T	02/20 SERVICE 831-000-6408 576	6,297.19
25234	03/03/2020	FINANCE	VARIOUS	AT&T	01/20 CALNET 3 SERVICE	3,766.80
25235	03/03/2020	FINANCE	WWTP BOND	BANK OF NEW YORK MELLON	AMENDMENT FEE WATER REV BONDS	4,500.00
25236	03/03/2020	HR	INS/RISK MGT	BLUE SHIELD OF CALIFORNIA	CITY PAID EE HEALTHCARE MARCH 2020	245,206.38
25237	03/03/2020	WWTP	WWTP	BSK ASSOCIATES	PERMIT COMPLIANCE	1,588.50
25238	03/03/2020	PD	PD ADMIN	CALIFORNIA DEPARTMENT OF JUSTICE	JANUARY 2020 BLOOD ALCOHOL ANALYSIS	2,375.00
25239	03/03/2020	PD	PD ADMIN	CALIFORNIA POLICE CHIEFS ASSOC	TUITION FOR CPCA EXEC LEADERSHIP INST	8,800.00
25240	03/03/2020	PD	PD ADMIN	CV FORENSIC NURSING SPECIALISTS	VICTIM EXAMINATIONS	2,150.00
25241	03/03/2020	FINANCE- UB	WATER CONS	CITY OF MADERA	REBATES APPLIED TO UB ACCTS	450.00
25242	03/03/2020	FINANCE	VARIOUS	COMCAST	CITY INTERNET CONNECTION	1,372.25

CHECK	PAY DATE	DEPARTMENT	PAID FROM ORG	ISSUED TO	DESCRIPTION	AMOUNT
25243	03/03/2020	PD	PD ADMIN	COMCAST	02/14/20- 03/13/20 SVS 8155500320092096	208.88
25244	03/03/2020	PARKS	COMM & REC	DIAMOND COMMUNICATIONS	TELEPHONE ANSWERING SERVICE FEB	772.50
25245	03/03/2020	PW	STREETS	EMMETT'S EXCAVATION, INC.	HOWARD AND SHNOOR ROAD REPAIR	4,070.00
25246	03/03/2020	PD	SUPP LAW ENF	FOREMOST PROMOTIONS	LIP BALM & SANITIZER	1,450.00
25247	03/03/2020	FINANCE- UB	PD ADMIN	MADERA COUNTY TREASURER	COUNTY SHARE OF PARKING PENALTIES	923.50
25248	03/03/2020	HR	HR/RISK MGT	MADERA TRIBUNE	RECRUITMENT ADS	350.80
25249	03/03/2020	GRANTS	GRANTS	ONTRAC	OVERNIGHT SHIPPING	8.24
25250	03/03/2020	FINANCE	VARIOUS	PACIFIC GAS & ELECTRIC	01/20 SERVICE	129,258.84
25251	03/03/2020	FINANCE- UB	FINANCE	PHOENIX GROUP INFO SYS	CITATIONS FOR JANUARY 2020	467.35
25252	03/03/2020	PW	VARIOUS	PRAXAIR DISTRIBUTION, INC.	CYLINDER DEMURRAGE	534.75
25253	03/03/2020	PARKS	COMM & REC	STATE OF CALIFORNIA	ELEVATOR CERTIFICATION	675.00
25254	03/03/2020	FIRE	FIRE	TESEI PETROLEUM INC.	FUEL FOR FIRE DEPT	990.28
25255	03/03/2020	PD	PD ADMIN	CRISCOM PUBLIC RELATIONS, INC.	GRANT RESEARCH AND WRITING SERVICES	4,000.00
25256	03/03/2020	PD	PD ADMIN	TRILOGY MEDWASTE WEST LLC	REUSABLE TUB	139.00
25257	03/03/2020	FINANCE- UB	WATER FUND	ABDULLAH ALSOUKHELAH	UTILITY BILLING CREDIT REFUND	790.43
25258	03/03/2020	FINANCE- UB	WATER FUND	ALEJO-GONZALEZ MARIA	UTILITY BILLING DEPOSIT REFUND	39.70
25259	03/03/2020	FINANCE- UB	WATER FUND	ALHOMEDI MOHAMED	UTILITY BILLING CREDIT REFUND	213.03
25260	03/03/2020	FINANCE- UB	WATER FUND	ANTONIO JOSE TIRSO	UTILITY BILLING CREDIT REFUND	271.55
25261	03/03/2020	FINANCE- UB	WATER FUND	BARAJAS AMPARO BARAJAS SALVADOR	UTILITY BILLING CREDIT REFUND	135.76
25262	03/03/2020	FINANCE- UB	WATER FUND	BARRIGA JULIE	UTILITY BILLING CREDIT REFUND	12.70
25263	03/03/2020	FINANCE- UB	WATER FUND	BAYKUR MADERA PARTNERS LLC C/O NETCO	UTILITY BILLING CREDIT REFUND	66.00
25264	03/03/2020	FINANCE- UB	WATER FUND	BAYKUR MADERA PARTNERS LLC C/O NETCO	UTILITY BILLING CREDIT REFUND	851.77
25265	03/03/2020	FINANCE- UB	WATER FUND	BELION MICHELLE	UTILITY BILLING CREDIT REFUND	20.99
25266	03/03/2020	FINANCE- UB	WATER FUND	BRADFORD DAVID BRADFORD LENA	UTILITY BILLING DEPOSIT REFUND	93.97
25267	03/03/2020	FINANCE- UB	WATER FUND	BREITWIESER FRED W	UTILITY BILLING DEPOSIT REFUND	95.07
25268	03/03/2020	FINANCE- UB	WATER FUND	BUGAY JOSHUA	UTILITY BILLING CREDIT REFUND	235.15
25269	03/03/2020	FINANCE- UB	WATER FUND	CALDERON YOSIMI SANTOYO	UTILITY BILLING DEPOSIT REFUND	1.29
25270	03/03/2020	FINANCE- UB	WATER FUND	CARRASCO SABRINA	UTILITY BILLING CREDIT REFUND	66.23
25271	03/03/2020	FINANCE- UB	WATER FUND	CASTILLO ESMERELDA	UTILITY BILLING CREDIT REFUND	120.68
25272	03/03/2020	FINANCE- UB	WATER FUND	CEBALLOS JESSE JR	UTILITY BILLING DEPOSIT REFUND	5.88
25273	03/03/2020	FINANCE- UB	WATER FUND	CHAUHAN HARJINDER AND SOLIS CARMEN	UTILITY BILLING DEPOSIT REFUND	4.50
25274	03/03/2020	FINANCE- UB	WATER FUND	CHEEMA HENANT	UTILITY BILLING CREDIT REFUND	92.94
25275	03/03/2020	FINANCE- UB	WATER FUND	CHURCH OF GOD 7TH DAY	UTILITY BILLING DEPOSIT REFUND	109.77
25276	03/03/2020	FINANCE- UB	WATER FUND	CITY OF MADERA OR PERRY CALVIN II	UTILITY BILLING CREDIT REFUND	173.93
25277	03/03/2020	FINANCE- UB	WATER FUND	ROGERS CHRISTINE OR CITY OF MADERA	UTILITY BILLING CREDIT REFUND	156.82
25278	03/03/2020	FINANCE- UB	WATER FUND	COX ASHLEY	UTILITY BILLING DEPOSIT REFUND	275.56
25279	03/03/2020	FINANCE- UB	WATER FUND	CRUZ TIBURCIO	UTILITY BILLING CREDIT REFUND	227.02
25280	03/03/2020	FINANCE- UB	WATER FUND	D R HORTON CA3 INC - RPC UTILITIES	UTILITY BILLING DEPOSIT REFUND	70.59
25281	03/03/2020	FINANCE- UB	WATER FUND	DELANO MARK	UTILITY BILLING DEPOSIT REFUND	25.88
25282	03/03/2020	FINANCE- UB	WATER FUND	EMEHISER MARY C/O COLDWELL BANKER	UTILITY BILLING DEPOSIT REFUND	109.47
25283	03/03/2020	FINANCE- UB	WATER FUND	GARCIA JUDITH GARCIA AMADOR	UTILITY BILLING CREDIT REFUND	186.73
25284	03/03/2020	FINANCE- UB	WATER FUND	GARCIA-RUIZ MARICELA	UTILITY BILLING CREDIT REFUND	141.14

CHECK	PAY DATE	DEPARTMENT	PAID FROM ORG	ISSUED TO	DESCRIPTION	AMOUNT
25285	03/03/2020	FINANCE- UB	WATER FUND	GILPATRICK KEVIN GILPATRICK KAREN	UTILITY BILLING CREDIT REFUND	268.11
25286	03/03/2020	FINANCE- UB	WATER FUND	GOMEZ SERNA MANUEL	UTILITY BILLING CREDIT REFUND	148.80
25287	03/03/2020	FINANCE- UB	WATER FUND	GUERRERO EDER	UTILITY BILLING CREDIT REFUND	139.57
25288	03/03/2020	FINANCE- UB	WATER FUND	HARBIN LAKESHA HARBIN CARLIST	UTILITY BILLING CREDIT REFUND	129.28
25289	03/03/2020	FINANCE- UB	WATER FUND	HERNANDEZ CORINA	UTILITY BILLING CREDIT REFUND	77.48
25290	03/03/2020	FINANCE- UB	WATER FUND	HERNANDEZ GERARDO	UTILITY BILLING CREDIT REFUND	28.11
25291	03/03/2020	FINANCE- UB	WATER FUND	HOVANNISIAN MARITAL TRUST	UTILITY BILLING DEPOSIT REFUND	33.00
25292	03/03/2020	FINANCE- UB	WATER FUND	INDEPENDENT PROPERTY C/O D PACHECO	UTILITY BILLING DEPOSIT REFUND	91.82
25293	03/03/2020	FINANCE- UB	WATER FUND	INDEPENDENT REALTY C/O JUNIA PAINTER	UTILITY BILLING CREDIT REFUND	124.10
25294	03/03/2020	FINANCE- UB	WATER FUND	JARA DARIO AND ROJAS ANA	UTILITY BILLING CREDIT REFUND	146.35
25295	03/03/2020	FINANCE- UB	WATER FUND	JOSEPH CROWN CONSTRUCTION	UTILITY BILLING CREDIT REFUND	4.38
25296	03/03/2020	FINANCE- UB	WATER FUND	LOO JANICE	UTILITY BILLING CREDIT REFUND	179.33
25297	03/03/2020	FINANCE- UB	WATER FUND	MAGANA MARIA TRINIDAD	UTILITY BILLING CREDIT REFUND	85.75
25298	03/03/2020	FINANCE- UB	WATER FUND	MARTINEZ SILVIA	UTILITY BILLING CREDIT REFUND	26.05
25299	03/03/2020	FINANCE- UB	WATER FUND	MICHELSON JERI	UTILITY BILLING DEPOSIT REFUND	20.00
25300	03/03/2020	FINANCE- UB	WATER FUND	MOLINA ALICIA	UTILITY BILLING CREDIT REFUND	218.09
25301	03/03/2020	FINANCE- UB	WATER FUND	ORDUNEZ VICTOR MANUEL	UTILITY BILLING CREDIT REFUND	161.63
25302	03/03/2020	FINANCE- UB	WATER FUND	PENA MARIA	UTILITY BILLING CREDIT REFUND	159.91
25303	03/03/2020	FINANCE- UB	WATER FUND	PEREZ DELLA	UTILITY BILLING CREDIT REFUND	343.23
25304	03/03/2020	FINANCE- UB	WATER FUND	PEREZ MARIO OR CITY OF MADERA	UTILITY BILLING CREDIT REFUND	42.49
25305	03/03/2020	FINANCE- UB	WATER FUND	PONCE IRASEMIA	UTILITY BILLING CREDIT REFUND	14.10
25306	03/03/2020	FINANCE- UB	WATER FUND	POOLS BY RICKETTS	UTILITY BILLING DEPOSIT REFUND	71.52
25307	03/03/2020	FINANCE- UB	WATER FUND	PRADO ROSEANNA	UTILITY BILLING CREDIT REFUND	45.96
25308	03/03/2020	FINANCE- UB	WATER FUND	PRUITT ALYSSA OR CITY OF MADERA	UTILITY BILLING DEPOSIT REFUND	43.38
25309	03/03/2020	FINANCE- UB	WATER FUND	RODRIGUEZ JOSE LUIS	UTILITY BILLING CREDIT REFUND	60.58
25310	03/03/2020	FINANCE- UB	WATER FUND	RODRIGUEZ ROSA ESTELA	UTILITY BILLING CREDIT REFUND	67.70
25311	03/03/2020	FINANCE- UB	WATER FUND	RUBIO-ORTIZ LETICIA PASTRANA-ROSARIO	UTILITY BILLING CREDIT REFUND	55.92
25312	03/03/2020	FINANCE- UB	WATER FUND	SANCHEZ JUAN	UTILITY BILLING CREDIT REFUND	680.71
25313	03/03/2020	FINANCE- UB	WATER FUND	SCHULTZ WILLIAM	UTILITY BILLING CREDIT REFUND	161.99
25314	03/03/2020	FINANCE- UB	WATER FUND	SHENK MIKE OR CITY OF MADERA	UTILITY BILLING CREDIT REFUND	52.04
25315	03/03/2020	FINANCE- UB	WATER FUND	TIRADO SALVADOR	UTILITY BILLING DEPOSIT REFUND	52.98
25316	03/03/2020	FINANCE- UB	WATER FUND	VASQUEZ DE LEON YAKLY OR CITY	UTILITY BILLING CREDIT REFUND	141.97
25317	03/03/2020	FINANCE- UB	WATER FUND	WALKER BURL	UTILITY BILLING CREDIT REFUND	38.03
25318	03/03/2020	FINANCE- UB	WATER FUND	WATHEN CAROL C/O PERFORMANCE PROP MGT	UTILITY BILLING DEPOSIT REFUND	126.91
25319	03/03/2020	FINANCE- UB	WATER FUND	WILHITE GERRY WILHITE JOYCE	UTILITY BILLING DEPOSIT REFUND	93.04
25320	03/03/2020	FINANCE	VARIOUS	VERIZON WIRELESS	CITY CELL PHONE CHARGES JAN 11 - FEB 10	6,968.29
25321	03/03/2020	PD	MEAS K - PD	WATCHGUARD VIDEO	VISTA HD CAMERA AND BATTERY KIT	617.03
25322	03/03/2020	PD	PD ADMIN	HARRY D. WILSON INC.	16K MILE SERVICE	1,341.00
				BANK #1 - UNION BANK GENERAL ACCOUNT TOTAL		**5,198,744.72**

RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved by:

Council Meeting of: March 18, 2020

Agenda Number: B-3

Department Director

Arnoldo Rodriguez, City Manager

SUBJECT:

Consideration of a Resolution Authorizing the Appointment of Stephanie Nathan to the Community Development Block Grant - Block Grant Commission

RECOMMENDATION:

Staff recommends that City Council (Council) approve a resolution authorizing an appointment to the Community Development Block Grant (CDBG) Block Grant Commission (Commission).

SUMMARY:

The Commission meets quarterly. Meetings consist of discussions to evaluate and provide recommendations on the City of Madera's (City) CDBG program. This body makes recommendations for the annual CDBG allocation and ensures that they are consistent with the priorities of the U.S. Department of Housing and Urban Development (HUD) and the Council-approved five-year City CDBG Consolidated Plan. Staff and the Chair of the Commission take these recommendations to Council, which ultimately decides on how to distribute the final CDBG allocation each year. To continue to allow for greater community input and oversight of the CDBG allocation process, Council appointments to the Commission are necessary.

DISCUSSION:

The Commission allows for greater community involvement in the operations of the local government. The appointment criteria provide for a representative nominated by each Council Member and the Mayor. This seven-member body ensures a wider selection of potential candidates. The appointment criteria align with policies of other community advisory bodies and the composition of the Council. The Commission is a discretionary part of the City's CDBG process and HUD neither requires its formation nor prescribes its policies. The Council is encouraged to

be bound by the recommendations, yet the Council may allocate CDBG funds according to its own preferences.

Council Member Montes nominates Stephanie Nathan to fill a vacancy that currently exists on the Commission. The previous appointee, Eva Medina, resigned in January due to a residential relocation outside of the City. The BGC appointees serve for a period consistent with the Mayor's and Council Members' terms. The Mayor and Council Members have the option to re-nominate existing BGC appointees.

FINANCIAL IMPACT:

The BGC operates as a volunteer advisory commission and its members do not receive compensation for their services. As a result, the BGC composition will not impact the General Fund.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

The CDBG program has the potential to advance an extensive number of the Vision Plan's objectives and the commission performs a valuable role in the community input process.

ALTERNATIVES:

Alternatives available for the City Council to consider are as follows:

1. Reject the appointment. This alternative has the potential to create a lack of progress on this year's CDBG allocation process; thereby, not meeting milestones and jeopardizing funding, should it affect having quorum during Commission meetings.
2. Dissolve the BGC and return to presentations by applicants followed by Mayor and Council Member agreed upon allocations.
3. Refer the item back to staff, to coordinate the nomination of a different candidate.

ATTACHMENTS:

1. Resolution
2. Stephanie Nathan's Commission Application

RESOLUTION 20- _____

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

WHEREAS, the City of Madera established the Community Development Block Grant (CDBG) - Block Grant Commission (BGC) to provide greater public input in the grant allocation process; and

WHEREAS, a vacancy exists in the City of Madera Block Grant Commission; and

WHEREAS, Council Member Montes nominates Stephanie Nathan as his representative on the CDBG-BGC.

NOW, THEREFORE, the City Council of the City of Madera, California, hereby finds, orders, and resolves as follows:

1. The above recitals are true and correct.
2. Council Member Montes nominates Stephanie Nathan to the CDBG-BGC of the City of Madera for the term prescribed by Ordinance.
3. This resolution is effective immediately upon adoption.

*** * ***

ATTACHMENT:2

RECEIVED 2-10-20

CITY OF MADERA
COMMISSION, BOARD, AND COMMITTEE

APPLICATION

I hereby request that I be considered as a nominee for the following City of Madera Commission, Board, or Committee:

PLEASE CHECK ONE OR MORE:

- ☐ ADA Advisory Council
- ☐ Airport Advisory Commission
- ☐ Beautification Committee
- ☐ Civil Service Commission
- ☒ CDBG Review and Advisory Committee
- ☐ Loan Review Committee
- ☐ Planning Commission
- ☐ Transit Advisory Board
- ☐ Other:_____

Please type or print in ink.

LAST NAME	FIRST NAME	MI
Nathan	Stephanie	L

HO [redacted]

MAILING ADDRESS	CITY, STATE ZIP	ADDR
Madera County Public Health	Asst. Public Health Director ([redacted]	
EMPLOYER	**JOB TITLE**	**BUSINESS PHONE**

LENGTH OF RESIDENCE IN CITY OF MADERA	ARE YOU A REGISTERED VOTER OF THE CITY OF MADERA?	HAVE YOU EVER BEEN CONVICTED OF A FELONY?
12 YEARS ___ MONTHS	☒ YES ☐ NO	☐ YES ☒ NO

EDUCATIONAL BACKGROUND:

Master Public Health, Loma Linda
Bachelor Political Science, UC Riverside
High School, Madera High

PLEASE LIST ANY ORGANIZATIONS OF WHICH YOU ARE A MEMBER AND ANY OFFICES YOU HAVE HELD IN THOSE ORGANIZATIONS:

PLEASE LIST ANY APPOINTED PUBLIC BOARDS OR COMMISSIONS ON WHICH YOU HAVE SERVED, DATES OF SERVICE AND ANY CHAIRMANSHIP OR OFFICE HELD:

N/A

I AM INTERESTED IN SERVING FOR THE FOLLOWING REASONS:

I'd care about the city of Madera and I am interested in serving the community. In particular, I am interesting in serving low income communities which I can do indirectly through CDBG.

REFERENCES (Optional):

Tim Echevarria - [redacted]

Sara Bosse - [redacted]

2-5-20
DATE

SIGNATURE

PLEASE RETURN COMPLETED APPLICATION TO:

CITY OF MADERA
OFFICE OF THE CITY CLERK
205 West Fourth Street
Madera, CA 93637
(559) 661-5405
(559) 674-2972 Fax

RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved by:

Gino Chiaramonte

Dino Lawson, Chief of Police

Arnoldo Rodriguez

Arnoldo Rodriguez, City Manager

Council Meeting of: March 18, 2020

Agenda Number: B-4

SUBJECT:

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 Adopt and Maintain the Lease Program.

RECOMMENDATION:

Staff recommends the City Council (Council) adopt a Minute Order authorizing the Chief of Police to execute all documents necessary to accept and maintain vehicles from the National Insurance Crime Bureau (NICB) vehicle lease program.

SUMMARY:

The NICB periodically leases used vehicles to law enforcement agencies, including the Madera Police Department, to be used in the efforts of investigating insurance-related crime and/or fraud. This program results in a cost savings to the City as management does not have to seek funding from City funds to acquire vehicles for this purpose.

DISCUSSION:

The NICB has a program designed to assist law enforcement agencies by providing them with recovered stolen vehicles. The program leases recovered stolen vehicles to agencies for a period of one year with the option to extend the agreement upon request. The vehicles used in this program were previously stolen and the owners/lending institutions have received compensation from their insurance agency. The insurance agency takes possession of the recovered vehicle and the vehicle is thoroughly inspected, repaired if needed, and certified as sound. The vehicle is then turned over to the NICB who is the nation's leading not-for-profit organization dedicated exclusively to preventing, detecting, and defeating insurance-related crime and fraud. The NICB then offers vehicles for use to law enforcement agencies as long as the agency dedicates some time to the prevention, investigation, and apprehension of insurance-

related crimes or fraud. The Madera Police Department has benefited from this program since 2008. NICB vehicles are used by our Special Investigation Unit.

The NICB currently has a 2008 GMC Acadia that they would like to lease to the Madera Police Department to be used in the efforts of investigating insurance-related crime and/or fraud. In the past the Police Department has sought Council approval prior to signing the Vehicle Use Agreements for each vehicle. Staff requests that Council authorize the Chief of Police to sign Vehicle Use Agreements from the NICB Lease Program to maintain the program in the future. Historically, these vehicles have been leased to the Police Department longer than the initial one-year period and are usually returned at the vehicle's end-of-life. While the City is in possession of the vehicle, it must maintain and insure the vehicle. The City has adequate resources to meet these obligations.

FINANCIAL IMPACT:

Accepting the use of these vehicles through the Lease Program results in an approximate savings of $25,000 per vehicle to the City.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

The requested action is consistent with the following Vision Strategy:
Strategy 115 – Economic resources provision: ensure sufficient economic resources to provide adequate City services and prepare for future growth.

ALTERNATIVES:

Potential Council options include:

1. Adopt the request as outlined above
2. Council may direct staff to bring each Vehicle Use Agreement to Council for adoption.
3. Council may direct staff to review alternative vehicle options to include purchasing utilizing existing budget.

ATTACHMENTS:

1. Vehicle Use Agreement

Attachment 1
Vehicle Use Agreement

NATIONAL INSURANCE CRIME BUREAU

Leading the Fraud Fight

VEHICLE USE AGREEMENT

The National Insurance Crime Bureau ("NICB") does hereby lease to the City of Madera (the "Agency") the vehicle described as:

YEAR: 2008
MAKE: GMC
MODEL: ACADIA SLE
VIN: 1GKER13748J170558

This vehicle will be used by the Agency for the purpose of investigation of insurance-related crime and/or fraud.

This Agreement is subject to the following conditions:

1. The Agency leases from the NICB, the above-described vehicle for use in pursuit of its lawful purposes. The Agency shall accept said vehicle "as is" and shall re-title the vehicle in the name of the Agency prior to any use. The NICB shall retain remainder interest in said vehicle and that remainder interest shall take full force and effect on the 1,095th day after the effective date of this Agreement, or longer if the term is extended in writing. For the duration of the agreement, the Agency shall perform all routine and necessary maintenance and repairs on the vehicle.

2. In the event the vehicle is not re-titled in the name of the Agency within 90 days from the date last written below, the Agency shall immediately return said vehicle to the NICB.

3. The Agency warrants that it will not sell, convey, or in any way dispose of said vehicles in a manner which may impair the NICB's remainder interest. However, in the event that the above-described vehicle is stolen or in any way damaged while in the custody of the Agency, its agents or assigns, the Agency shall be liable for any repair or replacement costs.

4. The Agency does hereby release the NICB from all claims for property damage or bodily injury arising from the operation or maintenance of the vehicle described herein by an employee, agent or assign of the Agency during the term of this Agreement.

5. The Agency agrees and warrants that it shall provide insurance coverage (self-insured agency acceptable) for the above-described vehicle in the normal course of its business.

6. The Agency agrees to provide monthly reports to the NICB employee signing this Agreement setting forth statistical accomplishments attributed to the vehicle. These reports must include:
   a. The number of times the vehicle was deployed,
   b. The number of arrests, and the crimes charged, made due to the use of the vehicle,
   c. The number of convictions obtained due to the use of the vehicle,
   d. The current mileage and condition of the vehicle, and
   e. The number of vehicle recoveries.

   Failure to provide these reports is a material breach of this Agreement and upon written notice to Agency; the NICB may terminate this Agreement and require the return of the vehicle.

7. The effective date of this Agreement shall be the date the vehicle is delivered into the custody of the Agency.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement this 28th day of January, 2020.

THE AGENCY	NATIONAL INSURANCE CRIME BUREAU
By: _____ Name of Signer	By: Bob Jones
Its: Title	Its: Director of Operations, West Region
Date: Date	Date: Date 1/3/2020

VIN: 1GKER13748J170558

NICB FILE #: C1900200080

RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved by:

Keith Helmuth, P.E., Department Director

Arnoldo Rodriguez, City Manager

Council Meeting of: March 18, 2020

Agenda Number: B-5

SUBJECT:

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

RECOMMENDATION:

Staff recommends that the City Council (Council) adopt a Resolution:

1. Accepting the Improvements for Varbella Estates I Subdivision.
2. Authorizing the Filing of the Notice of Acceptance for Said Subdivision Improvements.
3. Authorizing staff to record the Notice of Acceptance of Subdivision Improvements.

SUMMARY:

The Varbella Estates I Subdivision is a two-phased residential development located between the streets of Pecan Avenue, Gary Lane, Stadium Avenue and Monterey Street. The City Council (Council) approved the Final Map on April 4, 2018.

The Subdivider, DMP Development Corporation, A California Corporation, has completed the off-site public improvements in accordance with the approved Subdivision Agreement and improvement plans associated with the Subdivision, which was approved by Council on April 4, 2018. The Subdivider has paid all required fees and submitted a Warranty Bond. It is recommended that the Council accept the improvements for the Varbella Estates I Subdivision.

DISCUSSION:

On December 18, 2019, the City accepted a portion of the improvements required to be installed in connection with Varbella Estates I Subdivision. This portion was accepted early because the completion of the other off-site improvements appeared to be running significantly behind that which would be expected and because the Madera Municipal Code allows for it as may be recommended by the City Engineer if it is in the public interest and such improvements are for the use of the general public. Accepting this portion early made it possible for the City to

reimburse the Subdivider for the completed improvements prior to the more typical time that would occur at full acceptance of improvements.

The Subdivider, DMP Development Corporation, A California Corporation, has completed the remainder of the off-site public improvements in accordance with the approved Subdivision Agreement and improvement plans.

All required public improvements for this subdivision have been completed except for the construction of interior sidewalks. In accordance with the Subdivision Agreement, installation of sidewalks may be deferred and constructed with residential development subsequent to the acceptance of the subdivision improvements so long as each and every house has an ADA accessible route to a collector or arterial adjacent to the subdivision prior to occupancy of any house. This is common practice for new residential subdivisions to avoid damaging sidewalk as houses are being constructed.

FINANCIAL IMPACT:

Acceptance of this subdivision will result in the transfer of maintenance and resulting costs from Subdivider to City.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

Acceptance of the improvements for Varbella Estates I Subdivision is not directly addressed in the vision or action plans; however, the requested action could address the following specific task in the action plan:

Action 126: Clean, attractive streets: Expand or develop programs to create clean, safe and aesthetically pleasing streets – Current landscape design standards have been adhered to which aid in the establishment of Well-Planned Neighborhoods and Housing.

ALTERNATIVES:

If Council does not accept the completed improvements, the City will not provide regular maintenance that includes street sweeping, pavement maintenance, street light maintenance, etc.

ATTACHMENTS:

1. Resolution
   Exhibit A – Notice of Acceptance

Attachment 1

Resolution

RESOLUTION NO. 20-___

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

WHEREAS, a portion of the improvements for the Varbella Estates I Subdivision has been accepted by the City of Madera on December 18, 2019; and

WHEREAS, the Subdivider, DMP Development Corporation, A California Corporation, has requested final acceptance of the remainder of the improvements for the Varbella Estates I Subdivision; and

WHEREAS, the City Engineer has certified to this Council that the required improvements for Varbella Estates I Subdivision have been completed.

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 improvements for the Varbella Estates I Subdivision are accepted.

3. The City Clerk is hereby authorized and directed to record a Notice of Acceptance as required by Section 10-2.712.2 of the Madera Municipal Code.

4. This resolution is effective immediately upon adoption.

* * * * * * * * * *

Exhibit A

Notice of Acceptance

RECORDING REQUESTED BY:

City of Madera
AFTER RECORDING RETURN TO:
City Clerk
City of Madera
205 W. 4th Street
Madera, CA 93637

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

NOTICE OF ACCEPTANCE OF SUBDIVISION IMPROVEMENTS

NOTICE IS HEREBY GIVEN that on March 18, 2020, the City Council of the City of Madera confirmed the satisfactory completion of the improvements as shown on the plans for the Varbella Estates I Subdivision.

Dated: _____

By: _____
Alicia Gonzales
City Clerk

RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved by:

Darrell Unruh
_____
Department Director

Arnoldo Rodriguez
_____
Arnoldo Rodriguez, City Manager

Council Meeting of: March 18, 2020

Agenda Number: C-1

SUBJECT:

Public Hearing and Consideration of:

1. A Resolution of the City Council (Council) of the City of Madera, California, 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.

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.

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.

RECOMMENDATION:

After reviewing the above-referenced resolutions and accompanying documents, it is recommended that the Council hold the public hearing and, after its close, adopt the resolutions, and conduct the special election. If the election is successful, the Council should adopt the resolution certifying the results and annexing of the territory into the City's CFD 2005-01.

SUMMARY:

At the Council's February 5, 2020 meeting, the Council approved a resolution adopting a boundary map depicting the territory proposed for annexation, and approved a resolution declaring the City's intention to annex the proposed territory into CFD 2005-01.

At tonight's meeting, after the close of the public hearing and adoption of the above-referenced resolutions, if the landowner elects to annex at the special election, the City can proceed with the annexation by adopting a resolution of annexation.

DISCUSSION:

On November 16, 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 of Madera (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.

The project, Rancho Santa Fe, is prepared to proceed with the annexation process into CFD 2005-01. The project includes the development of 182 single-family residential units on 39.33 acres of land. 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 eight annexation. See Attachment 4 for a history of annexations into CFD 2005-01.

FINANCIAL IMPACT:

The 2019/20 Fiscal Year CFD 2005-01 assessment for single-family residential development is approximately $467.18 per unit. Based on this figure, the estimated annual revenue that will be received by the City (Fund 76650) for all 182 units will be $85,026.76 per year. 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 City Council adopted Ordinance C.S. 792 on December 7, 2005, authorizing the levy of a Special Tax within CFD 2005-01 commencing in the fiscal year 2006-07 and each year thereafter. The Council could, at its discretion, consider alternative methods for funding the necessary

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 of Annexation
   - Exhibit A – Rate and Method of Apportionment
   - Exhibit B – Ballot
2. Resolution Calling for Election
   - Exhibit A – Ballot
3. Resolution of Results of Election
   - Exhibit A – Statement of Votes Cast
   - Exhibit B – Annexation Map
   - Exhibit C – List of Properties
4. CFD 2005-01 Map

Attachment 1 – Resolution of Annexation

RESOLUTION NO. _____

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

WHEREAS, this City Council (Council), on February 5, 2020, adopted Resolution No. 20-11, (hereafter referred to as the "Resolution of Intention") stating its intention to annex territory to City of Madera Community Facilities District No. 2005-01 (hereafter referred to as "CFD No. 2005-01"), pursuant to the Mello-Roos Community Facilities Act of 1982, as amended (hereafter referred to as the "Act"); and

WHEREAS, a copy of the Resolution of Intention, which states the authorized services to be provided and financed by CFD No. 2005-01, and a description and map of the proposed boundaries of the territory to be annexed known as Rancho Santa Fe ("Annexation No. 8") to CFD No. 2005-01, is on file with the City Clerk and the provisions thereof are fully incorporated herein by this reference as if fully set forth herein. Annexation No. 8 will consist of 182 single-family residential units located on the corner of Avenue 16, Cleveland Avenue and 15 ½ Avenue; and

WHEREAS, on the 5th of February 2020, the Council held a noticed public hearing as required by the Act and the Resolution of Intention relative to the proposed annexation of territory to CFD No. 2005-01; and

WHEREAS, at said hearing all interested persons desiring to be heard on all matters pertaining to the annexation of territory to CFD No. 2005-01 and the levy of said special taxes within the area proposed to be annexed were heard and a full and fair hearing was held; and

WHEREAS, prior to the time fixed for said hearing, written protests had not been filed against the proposed annexation of territory to CFD No. 2005-01 by (i) 50% or more of the registered voters, or six registered voters, whichever is more, residing in CFD No. 2005-01, or (ii) 50% or more of the registered voters, or six registered voters, whichever is more, residing in the territory proposed to be annexed to CFD No. 2005-01, or (iii) owners of one-half or more of the area of land in the territory proposed to be annexed to CFD No. 2005-01; and

WHEREAS, a boundary map for Annexation No. 8 to CFD No. 2005-01 has been filed with the County Recorder of the County of Madera, which map shows the territory to be annexed in these proceedings, and a copy thereof is on file with the City Clerk.

NOW, THEREFORE, BE IT RESOLVED, determined and ordered by the City Council for the City of Madera as follows:

1. The above recitals are all true and correct.

2. All prior proceedings taken by this Council with respect to CFD No. 2005-01 and the proposed annexation of territory thereto have been duly considered and are hereby determined to be valid and in conformity with the Act.

3. The description and map of the boundaries of the territory to be annexed to CFD No. 2005-01, on file with the City Clerk are hereby finally approved, are incorporated herein by reference, and shall be included within the boundaries of CFD No. 2005-01, and said territory is hereby annexed to CFD No. 2005-01, subject to voter approval of the levy of the special taxes therein as hereinafter provided.

4. The services which CFD No. 2005-01 is authorized to finance are in addition to those provided in or required for the territory within CFD No. 2005-01 and the territory to be annexed to CFD No. 2005-01 and will not be replacing services already available. A general description of the services to be financed is as follows:

> 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, and (iv) City overhead costs associated with providing such services within the District. 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 as provided in the Rate and Method of Apportionment of the Special Taxes. 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 funding for police and fire services.
>
> Park Maintenance of the City of Madera, including but not limited to, labor, material, administration, personnel, equipment, and utilities necessary to maintain park improvements within the District, including recreational facilities, trees, plant material, sod, irrigation systems, sidewalks, drainage facilities, weed control and other abatements, public restrooms, signs, monuments, and associated appurtenant facilities located within the District.
>
> Storm drainage system maintenance and operations of the City of Madera, including but not limited to, labor, material, administration, personnel, equipment, and utilities necessary to maintain and operate the storm drainage system within the District.

5. It is the intention of this legislative body that, except where funds are otherwise available, a special tax sufficient to pay for said services to be provided in CFD No. 2005-01 and the territory proposed to be annexed as part of Annexation No. 8, secured by recordation of a continuing lien against all non-exempt real property in Annexation No. 8, will be levied annually within the boundaries of Annexation No. 8 from and after the annexation of such property to CFD No. 2005-01. The special taxes shall be those as originally authorized through the formation of CFD No. 2005-01 and adopted by Ordinance of this legislative body, and no changes or modifications are proposed in the special taxes from those as originally set forth and made applicable to CFD No. 2005-01.

For particulars as to the rate and method of apportionment of the proposed special tax (the "RMA"), reference is made to the attached and incorporated Exhibit "A," which sets forth in sufficient detail the method of apportionment to allow each landowner or resident within the Annexation No. 8 to clearly estimate the maximum annual amount that said person will have to pay on said special tax.

6. The provisions of the Resolution of Intention of the City each as heretofore adopted by this Council are by this reference incorporated herein, as if fully set forth herein.

(a) Pursuant to the provisions of the Act, the proposition of the levy of the special tax within Annexation No. 8 shall be submitted to the voters within Annexation No. 8 at a special election called therefor as hereinafter provided. This Council hereby finds that fewer than 12 persons have been registered to vote within Annexation No. 8 for each of the 90 days preceding the close of the hearing heretofore conducted and concluded by this Council for the purposes of these annexation proceedings. Accordingly, and pursuant to Section 53326 of the Act, this Council finds that for purposes of these proceedings the qualified electors are the landowners within Annexation No. 8 and that the vote shall be by said landowners, each having one vote for each acre or portion thereof such landowner owns in Annexation No. 8.

(b) Pursuant to Section 53326 of the Act, the election shall be conducted by mail ballot under section 1340 of the California Elections Code. The Council called a special election to consider the measures described and incorporated as Exhibit "A," which election will be conducted on March 18, 2020 (hereafter referred to as "Election Day"). The City Clerk is the election official to conduct the election and provided each landowner in the territory to be annexed to CFD No. 2005-01, a ballot in the form of Exhibit "B", which form is hereby approved. The City Clerk has accepted the ballots of the qualified electors received prior to 6:00 p.m. on Election Day, whether received by mail or by personal delivery.

(c) This Council hereby further finds that the provision of Section 53326 of the Act requiring a minimum of 90 days to elapse before said election is for the

protection of voters, that the voters have waived such requirement and the date for the election hereinabove specified is established accordingly.

7. This resolution is effective immediately.

* * * * *

EXHIBIT A

CITY OF MADERA
COMMMUNITY FACILITIES DISTRICT 2005-01
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.

A. 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 funding 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.

"Unit" 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.

B. 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.

C. MAXIMUM SPECIAL TAX RATE

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.

D. 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.

E. 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.

F. EXEMPTIONS

No Special Tax shall be levied on Non-Residential Property, Undeveloped Property, Property Owner Association Property or Public Property.

G. 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.

H. 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.

EXHIBIT B

City of Madera

Community Facilities District No. 2005-01, (Public Services), Annexation No. 8

OFFICIAL BALLOT

SPECIAL TAX ANNEXATION ELECTION

This ballot is for the special landowner election. You must return this ballot in the enclosed envelope to the office of the City Clerk of the City of Madera no later than 6:00 o'clock p.m. on Wednesday, March 18, 2020 either by mail or in person. The City Clerk's office is located at City Hall, 205 W Fourth Street, Madera, California, 93637.

To vote, mark in the voting square after the word "YES" or after the word "NO". For a list of acceptable marks, please refer to the back of this ballot.

If you wrongly mark, tear, or deface this ballot, return it to the City Clerk of the City of Madera and obtain another.

BALLOT MEASURE: Shall the City of Madera, by and for its Community Facilities District No. 2005-01 (Public Services) (the "CFD"), be authorized to levy special taxes within the territory annexed to the CFD pursuant to and as described in the Resolution of Intention of the City of Madera adopted by its Council on February 5, 2020?

YES: ☐

NO: ☐

By execution in the space provided below, you also confirm your waiver of the time limit pertaining to the conduct of the election and any requirement for notice of election and analysis and arguments with respect to the ballot measure, as such waivers are described and permitted by Section 53326 (a) and 53327 (b) of the California Government Code.

Acres Owned Within Territory Annexed:

Number of Votes:

Property Owner:

Property Owner/ Authorized Representative Signature: _____

Attachment 2 – Resolution Calling for Election

RESOLUTION NO. _____

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

WHEREAS, pursuant to Section 53325.1 of the California Government Code the City Council (the "City Council") of the City of Madera (hereafter referred to as the "City") has adopted the resolution authorizing the annexation of territory known as Rancho Santa Fe (hereafter referred to as "Annexation No. 8") to City of Madera Community Facilities District No. 2005-01, County of Madera, State of California (hereafter referred to as "CFD No. 2005-01"). Annexation No. 8 will consist of 182 single-family residential units located on the corner of Avenue 16, Cleveland Avenue and 15 ½ Avenue; and

WHEREAS, by that resolution, the City Council called a special election on the propositions to be submitted to the voters of the territory proposed to be annexed to CFD No. 2005-01 with respect to the levy of special taxes therein for the financing of police protection services, fire protection and suppression services, park maintenance, and storm drainage system operation and maintenance within CFD No. 2005-01; and

WHEREAS, pursuant to Section 53326 of the California Government Code, it is necessary that the City Council submit to the voters of Annexation No. 8 the annual levy of special taxes on taxable property within Annexation No. 8; and

WHEREAS, the Community Development Director has advised the City Council that the property owners of the subject parcels have reported to the City staff that all of the subject parcels are uninhabited with no voters registered at the subject parcel. City Staff has personally visited the sites and found that there are no occupied dwellings on the subject parcels. Staff has advised the City Council that the annexation area qualifies as uninhabited as there are less than 12 persons registered to vote within Annexation No. 8;

NOW, THEREFORE, BE IT RESOLVED, determined and ordered by the City Council for the City of Madera Community Facilities District No. 2005-01, Annexation No. 8 as follows:

1. The City Council finds that: (i) the foregoing recitals are true and correct; (ii) 12 persons have not been registered to vote within the territory to be annexed to CFD No. 2005-01 for each of the 90 days preceding the close of the public hearing on March 18, 2020; (iii) pursuant to Section 53326 of the California Government Code, as a result of the findings set forth in clause (ii) above, the vote in the special election called by this resolution shall be by the

landowners of the territory to be annexed to CFD No. 2005-01, whose property would be subject to the special taxes if they were levied at the time of the election, and each landowner shall have one vote for each acre, or portion thereof, which he or she owns within Annexation No. 8 which would be subject to the proposed special taxes if they were levied at the time of the election; (iv) the owners of all of the land in Annexation No. 8 by written consent (a) waived the time limits set forth in Section 53326 of the California Government Code for holding the election called by this resolution and the election on the propositions, (b) consented to the holding of the election on March 18, 2020, (c) waived notice and mailed notice of the time and date of the election, (d) waived an impartial analysis by the City Attorney of the ballot propositions pursuant to Section 9280 of the California Elections Code and arguments and rebuttals pursuant to Sections 9281 to 9287, inclusive, and 9295 of that Code, and mailing of a statement pursuant to Section 9401 of that Code, and (e) waived a synopsis of the measures to be included in the official ballot for said elections pursuant to Section 12111 of that Code; and (v) the City Clerk (hereafter referred to as the "City Clerk") has consented to the holding of the election on March 18, 2020.

2. The City Council hereby calls and schedules a special election for March 18, 2020, on the proposition of the annual levy of special taxes on taxable property within Annexation No. 8 to CFD No. 2005-01 to finance police protection services, fire protection and suppression services, park maintenance, and storm drainage system operation and maintenance within Annexation No. 8 to CFD No. 2005-01.

3. The proposition to be submitted to the voters of Annexation No. 8 at such special election shall be as follows:

Shall the City of Madera, by and for its Community Facilities District No. 2005-01 (Public Services) (the "CFD"), be authorized to levy special taxes within the territory annexed to the CFD pursuant to and as described in the Resolution of Intention of the City of Madera adopted by its Council on February 5, 2020.

4. Except as otherwise provided in Section 6 hereof, the special election shall be conducted by the City Clerk in accordance with the provisions of the California Elections Code governing mail ballot elections of cities, and in particular the provisions of Division 4 (commencing with Section 4000), of that Code, insofar as they may be applicable.

5. The procedures to be followed in conducting the special election on the proposition with respect to the levy of special taxes on taxable property within Annexation No. 8 to CFD No. 2005-01 to pay for police protection services, fire protection and suppression services, park maintenance, and storm drainage system operation and maintenance within the District:

(a) Pursuant to Section 53326 of the California Government Code, ballots for the Special Election shall be distributed to the qualified electors by the City Clerk by mail or by personal service.

(b) Pursuant to applicable sections of the California Elections Code governing the conduct of mail ballot elections of cities, and in particular Division 4 (commencing with Section 4000) of that Code with respect to election conducted by mail, the City Clerk, or designated official shall mail or deliver to each qualified elector an official ballot in the appropriate form attached hereto as Exhibit "A," and shall also mail or deliver to all such qualified electors a ballot pamphlet and instructions to voter, a return identification envelope addressed to the City Clerk for the return of voted official ballots.

(c) The official ballot to be mailed or delivered by the City Clerk to each landowner-voter shall have printed or typed thereon the name of the landowner-voter and the number of votes to be voted by the landowner-voter and shall have appended to it a certification to be signed by the person voting the official ballot which shall certify that the person signing the certification is the person who voted the official ballot, and if the landowner-voter is other than a natural person, that he or she is an officer of or other person affiliated with the landowner-voter entitled to vote such official ballot, that he or she has been authorized to vote such official ballot on behalf of the landowner-voter, that in voting such official ballot it was his or her intent, as well as the intent of the landowner-voter, to vote all votes to which the landowner-voter is entitled based on its land ownership on the propositions set forth in the official ballot as marked thereon in the voting square opposite each such proposition, and further certifying as to the acreage of the landowner-voter's land ownership within Annexation No. 8 to CFD No. 2005-01.

(d) The return identification envelope mailed or delivered by the City Clerk to each landowner-voter shall have printed or typed thereon the following: (i) the name of the landowner, (ii) the address of the landowner, (iii) a declaration under penalty of perjury stating that the voter is the landowner or the authorized representative of the landowner entitled to vote the enclosed ballot and is the person whose name appears on the identification envelope, (iv) the printed name and signature of the voter, (v) the address of the voter, (vi) the date of signing and place of execution of the declaration, and (vii) a notice that the envelope contains an official ballot and is to be opened only by the City Clerk.

(e) The information to voter form to be delivered by the City Clerk to the landowner-voters shall inform them that the official ballots shall be returned to the City Clerk properly voted as provided thereon and with the certification appended thereto properly completed and signed in the sealed return identification envelope with the certification thereon completed and signed and all other information to be inserted thereon properly inserted by 6:00 p.m. on

the 18th day of March 2020; provided that if all qualified electors have voted, the elections shall be closed with the concurrence of the City Clerk.

(f) Upon receipt of the return identification envelopes, which are returned prior to the voting deadline on the date of the elections, the City Clerk shall canvass the votes cast in the election, and shall file a statement with the City Council as to the results of such canvass and the election on each proposition set forth in the official ballot.

6. This resolution is effective immediately.

* * * * *

EXHIBIT A

City of Madera

Community Facilities District No. 2005-01, (Public Services), Annexation No. 8

OFFICIAL BALLOT

SPECIAL TAX ANNEXATION ELECTION

This ballot is for the special landowner election. You must return this ballot in the enclosed envelope to the office of the City Clerk of the City of Madera no later than 6:00 o'clock p.m. on Wednesday, March 18, 2020 either by mail or in person. The City Clerk's office is located at City Hall, 205 W Fourth Street, Madera, California, 93637.

To vote, mark in the voting square after the word "YES" or after the word "NO". For a list of acceptable marks, please refer to the back of this ballot.

If you wrongly mark, tear, or deface this ballot, return it to the City Clerk of the City of Madera and obtain another.

BALLOT MEASURE: Shall the City of Madera, by and for its Community Facilities District No. 2005-01 (Public Services) (the "CFD"), be authorized to levy special taxes within the territory annexed to the CFD pursuant to and as described in the Resolution of Intention of the City of Madera adopted by its Council on February 5, 2020?	**YES:** ☐ **NO:** ☐

By execution in the space provided below, you also confirm your waiver of the time limit pertaining to the conduct of the election and any requirement for notice of election and analysis and arguments with respect to the ballot measure, as such waivers are described and permitted by Section 53326 (a) and 53327 (b) of the California Government Code.

Acres Owned Within Territory Annexed:

Number of Votes:

Property Owner:

Property Owner/ Authorized Representative Signature: _____

Attachment 3 – Resolution of Results of Election

RESOLUTION NO. ____

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

WHEREAS, the City Council of the City of Madera (the "City Council"), has previously formed a Community Facilities District pursuant to the 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, said Article 3.5 thereof. The existing Community Facilities District being designated as Community Facilities District No. 2005-01 (hereafter referred to as CFD No. 2005-01); and

WHEREAS, the City Council initiated proceedings to annex certain territory known as Rancho Santa Fe (hereafter referred to as "Annexation No. 8") to Community Facilities District No. 2005-01. Annexation No. 8 will consist of 182 single-family residential units located on the corner of Avenue 16, Cleveland Avenue and 15 ½ Avenue; and

WHEREAS, at this time the unanimous consent to the annexation of Annexation No. 8 has been received from the property owner or owners of such territory; and

WHEREAS, less than twelve (12) registered voters have resided within the territory of Annexation No. 8 for each of the ninety (90) days preceding March 18, 2020, therefore, pursuant to the Act the qualified electors of Annexation No. 8 shall be the "landowners" of Annexation No. 8 as such term is defined in Government Code Section 53317(f) and each such landowner who is the owner of record, or the authorized representative thereof, shall have one vote for each acre or portion of an acre of land that she or he owns within Annexation No. 8; and

WHEREAS, the time limit specified by the Act for conducting an election to submit the levy of the special taxes on the property within Annexation No. 8 to the qualified electors of Annexation No. 8 and the requirements for impartial analysis and ballot arguments have been waived with the unanimous consent of the qualified electors of Annexation No. 8; and

WHEREAS, the City Clerk of the City of Madera has caused ballots to be distributed to the qualified electors of Annexation No. 8, has received and canvassed such ballots and made a report to the City Council regarding the results of such canvas, a copy of which is attached as Exhibit A hereto and incorporated herein by this reference; and

WHEREAS, at this time the measures voted upon did receive the favorable 2/3's vote of the qualified electors, and the City Council desires to declare the results of the election; and

WHEREAS, a map showing the territory to be annexed and designated as Annexation No. 8 (hereafter referred to as the "Annexation Map"), a copy of which is attached as Exhibit B hereto and incorporated herein by this reference, and a list of Assessor Parcel Numbers and landowners, a copy of which is attached as Exhibit C hereto and incorporated herein by this reference, has been submitted to the City Council.

NOW, THEREFORE, BE IT RESOLVED, determined and ordered by the City Council for the City of Madera Community Facilities District No. 2005-01, Annexation No. 8 as follows:

1. The above recitals are all true and correct.

2. This City Council does hereby determine as follows:

   (a) The unanimous consent to the annexation of Annexation No. 8 to CFD No. 2005-01 has been given by all of the owners within Annexation No. 8 and such consent shall be kept on file in the Office of the City Clerk.

   (b) Less than twelve (12) registered voters have resided within the territory of Annexation No. 8 for each of the ninety (90) days preceding March 18, 2020, therefore, pursuant to the Act the qualified electors of Annexation No. 8 shall be the "landowners" of such Annexation No. 8 as such term is defined in Government Code Section 53317(f).

   (c) The qualified electors of Annexation No. 8 have unanimously voted in favor of the levy of special taxes within Annexation No. 8 upon its annexation to CFD No. 2005-01.

3. The boundaries and parcels of territory within Annexation No. 8 and on which special taxes will be levied in order to pay for the costs and expenses of authorized public services are shown on the Annexation Map as submitted to and hereby approved by this City Council.

4. The City Council does hereby determine and declare that Annexation No. 8 is now added to and becomes a part of CFD No. 2005-01. The City Council, acting as the legislative body of CFD No. 2005-01, is hereby empowered to levy the authorized special tax within Annexation No. 8.

5. Immediately upon adoption of this Resolution, notice shall be given as follows:

   An Amendment No. 8 to the Amended Notice of Special Tax Lien shall be recorded in the Office of the County Recorder no later than fifteen (15) days after the date of adoption of this Resolution.

6. This resolution is effective immediately.

* * * * *

Exhibit A
Certificate of Election Official and Statement of Votes Cast

STATE OF CALIFORNIA)
COUNTY OF MADERA) ss.
CITY OF MADERA)

The undersigned, ELECTION OFFICIAL OF THE CITY OF MADERA, COUNTY OF MADERA, STATE OF CALIFORNIA, DOES HEREBY CERTIFY that pursuant to the provisions of Section 53326 of the Government Code and Division 12, commencing with Section 17000 of the Elections Code of the State of California, I did canvass the returns of the votes cast at the

CITY OF MADERA
COMMUNITY FACILITIES DISTRICT NO. 2005-01
ANNEXATION NO. 8
SPECIAL ELECTION

held in the City of Madera, on March 18, 2020.

I FURTHER CERTIFY that this Statement of Votes Cast shows the whole number of votes cast in the area proposed to be annexed, Annexation No. 8 to Community Facilities District No. 2005-01 of the City of Madera for or against the Measure are full, true and correct.

VOTES CASTED: YES_____
NO _____

WITNESS my hand this _____ day of _____, 2020

Exhibit B
Annexation Map

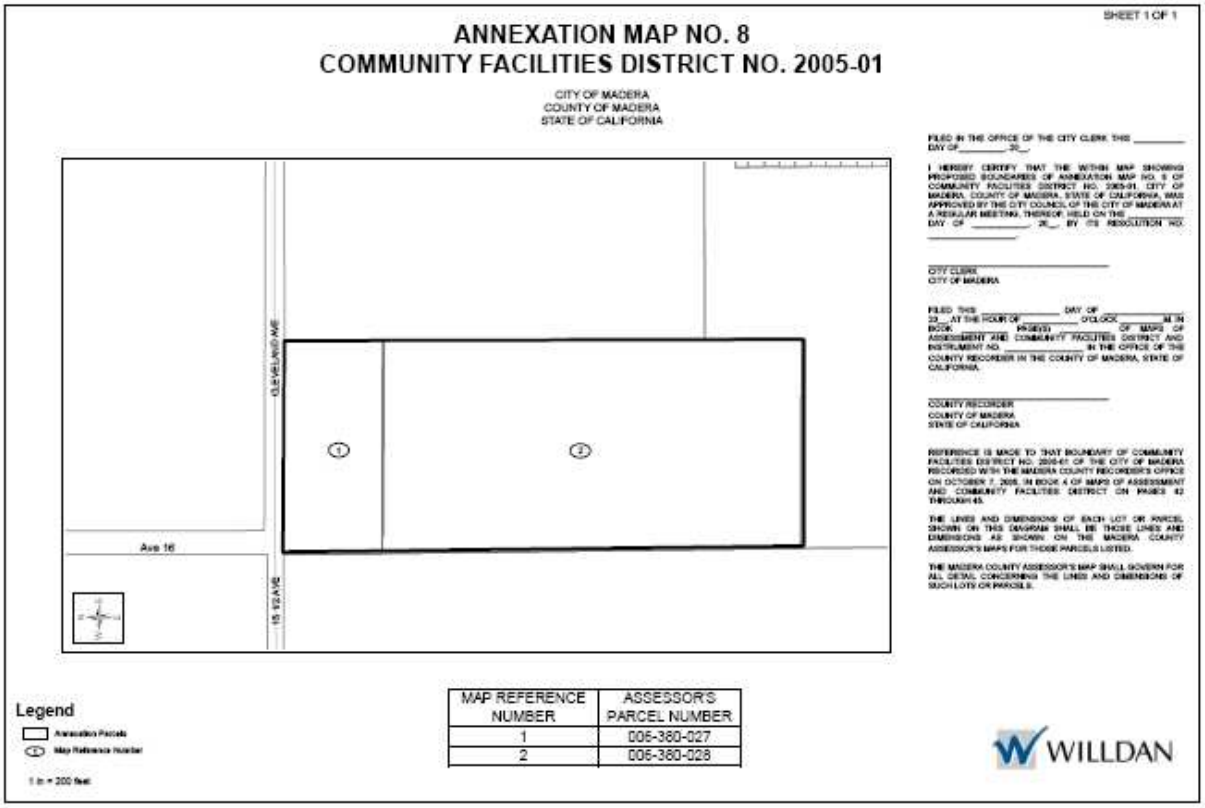
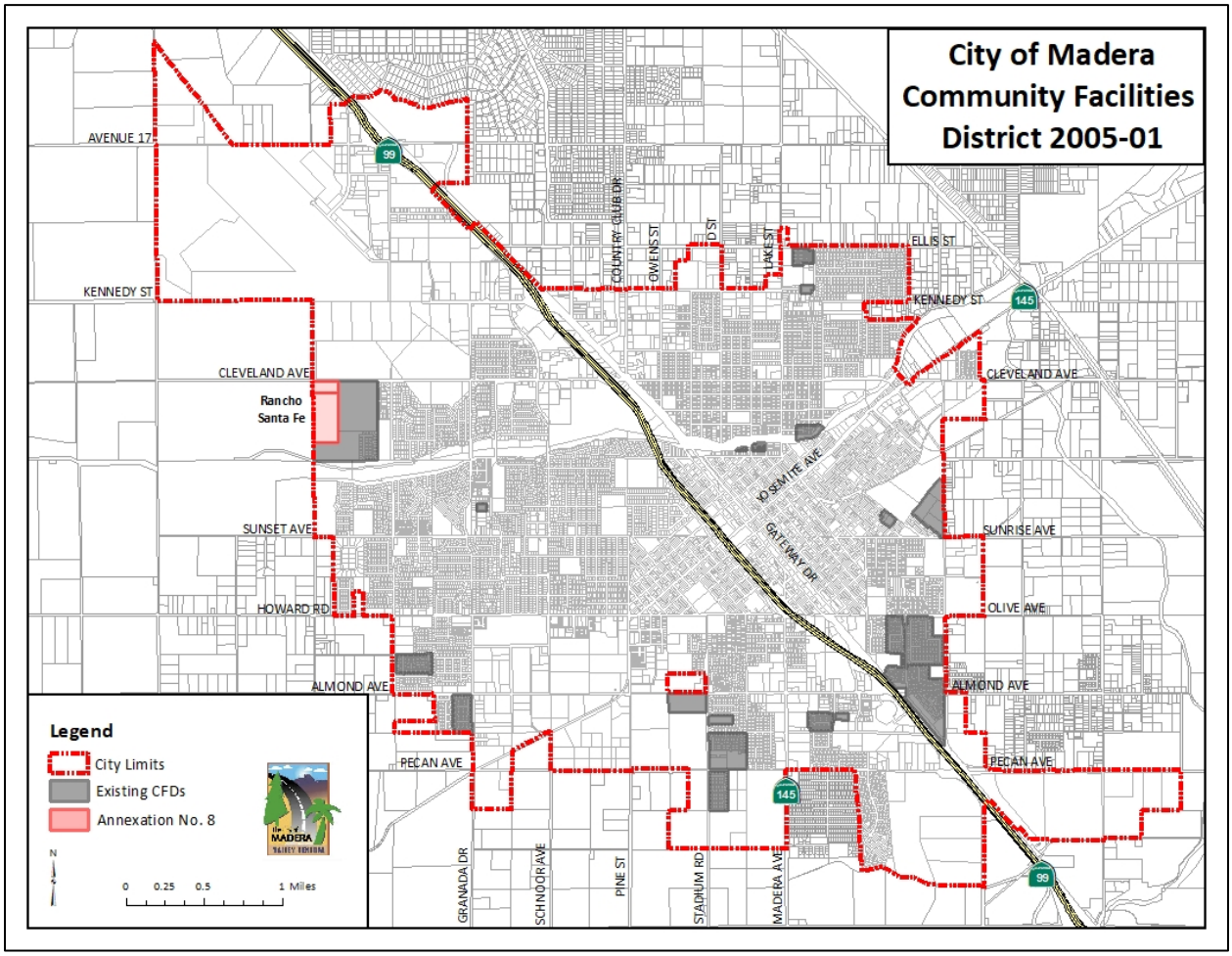


Exhibit C
List of Assessor Parcel Numbers and Landowners

APN	Landowner
006-380-027-000	KB Home South Bay Inc
006-380-028-000	KB Home South Bay Inc

Attachment 4 – CFD 2005-01 Map



RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved by:

Keith Helmuth, City Engineer

Arnoldo Rodriguez, City Manager

Council Meeting of: March 18, 2020

Agenda Number: D-1

SUBJECT:

Consideration of Adopting a Resolution Adopting the Final Report for the State Route 145 (Yosemite Avenue) as Downtown Main Street Plan.

RECOMMENDATION:

Staff recommends Council adopt a Resolution adopting the Final Report for the State Route 145 (Yosemite Avenue) as Downtown Main Street Plan (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: _____%

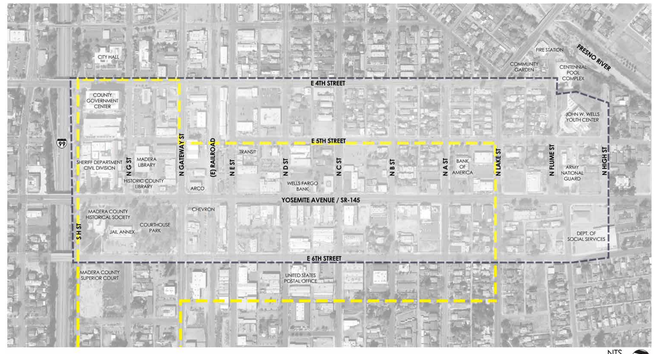
Note: Each task must contain a grant amount and a local cash match amount. Local cash match must be proportionally distributed by the same percentage throughout each task. Local in-kind match needs to be indicated where in-kind services will be used. Please review the grant program section that you are applying to for details on local match requirements. The project timeline must be consistent with the scope of work.

ATTACHMENT 2

Master Plan

DOWNTOWN MADERA | EXISTING CONDITIONS

PROJECT AREA MAP

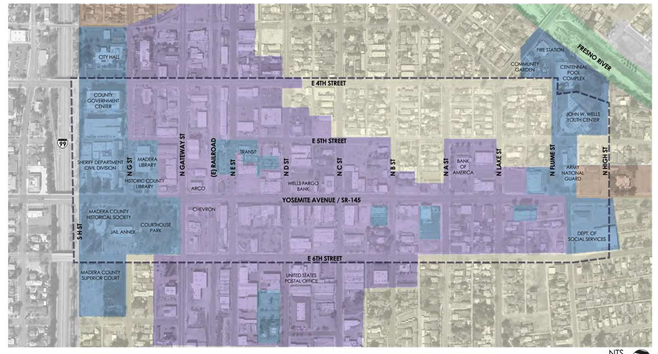


NTS

LEGEND

PROJECT BOUNDARY — DOMA AREA

LAND USE



NTS

LEGEND

CIVIC/PUBLIC — COMMERCIAL CORE — RESIDENTIAL — RIVER AREA — OTHER

PROJECT BOUNDARY

PARKING ANALYSIS



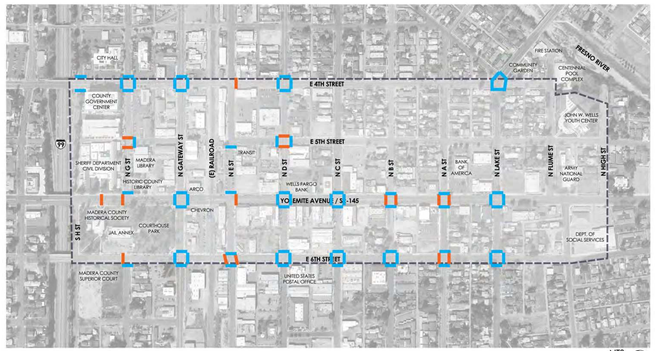
NTS

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

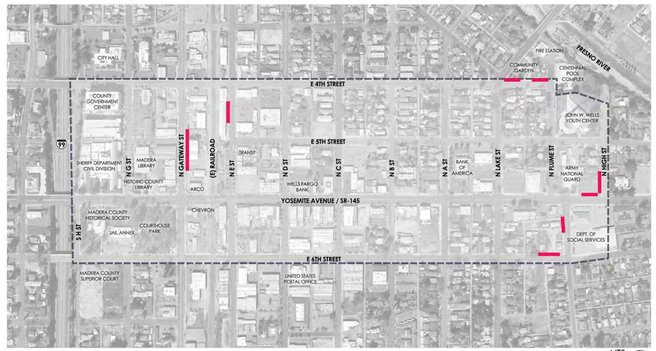


NTS

LEGEND

PROJECT BOUNDARY — UNPROTECTED CROSSWALK — PROTECTED CROSSWALK

SIDEWALK ANALYSIS



NTS

LEGEND

PROJECT BOUNDARY — DISCONTINUOUS SIDEWALK

SITE LIGHTING ANALYSIS

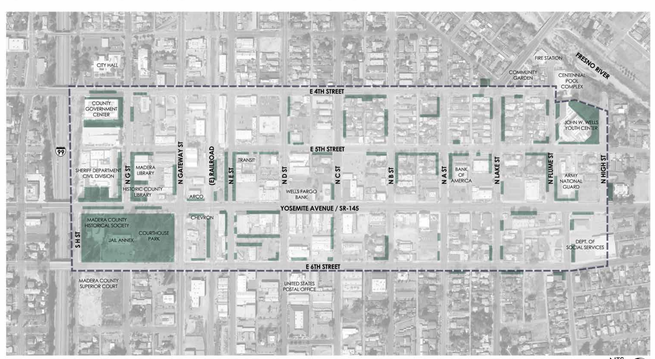


NTS

LEGEND

PROJECT BOUNDARY — ACORN TYPE STREET LIGHT — COBRA TYPE STREET LIGHT

URBAN CANOPY ANALYSIS

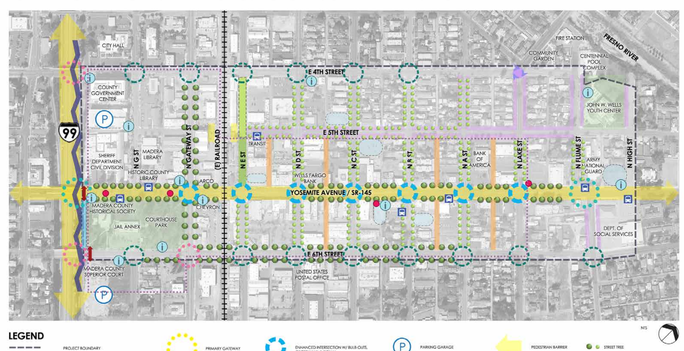


NTS

LEGEND

PROJECT BOUNDARY — URBAN CANOPY

OPPORTUNITIES & CONSTRAINTS



NTS

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 E ST — DOMA STUDY AREA

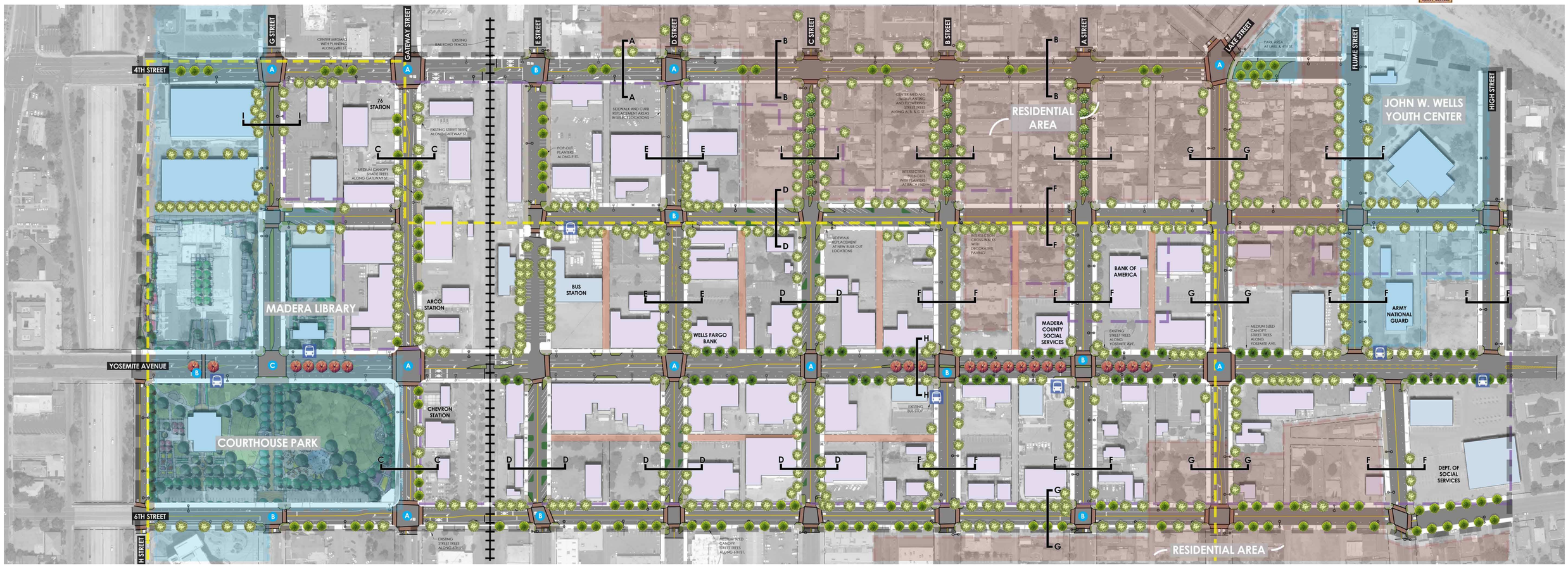
PRIMARY GATEWAY — SECONDARY GATEWAY — ROUNDABOUT — ENHANCED INTERSECTION W/ BULB-OUTS, CROSSWALK, & SIGNAL — INTERSECTION BULB-OUTS — PROPOSED CROSSWALK

PARKING GARAGE — SURFACE LOT ACTIVATION — PARK

PEDESTRIAN BARRIER — NODE — EXISTING BUS STOP

STREET TREE — WAYFINDING — OPPORTUNITY FOR PUBLIC ART

DOWNTOWN MADERA | CONCEPTUAL MASTER PLAN

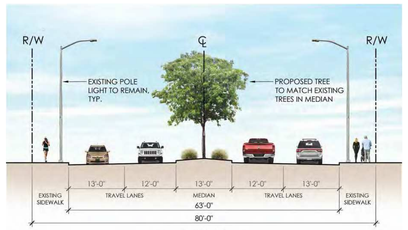


0’ 80’ 160’ 320’

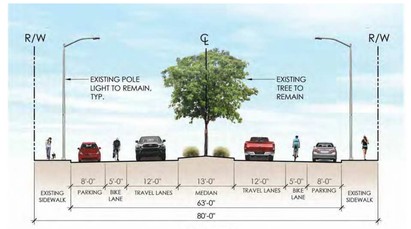
LEGEND

- 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

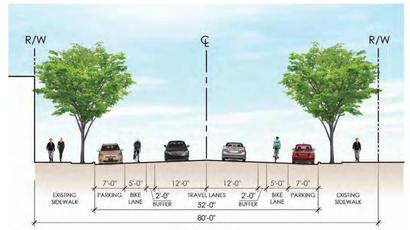
DOWNTOWN MADERA | STREET SECTIONS



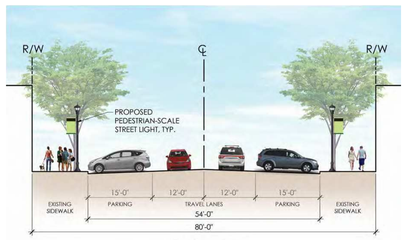
SECTION A-A



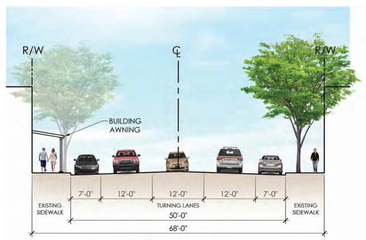
SECTION B-B



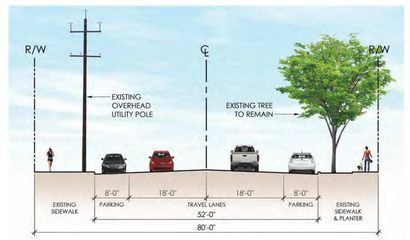
SECTION C-C



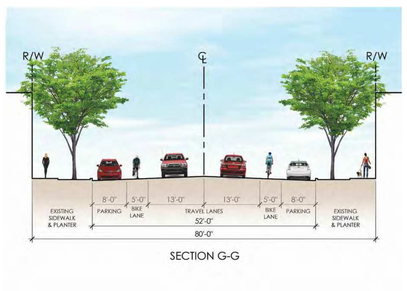
SECTION D-D



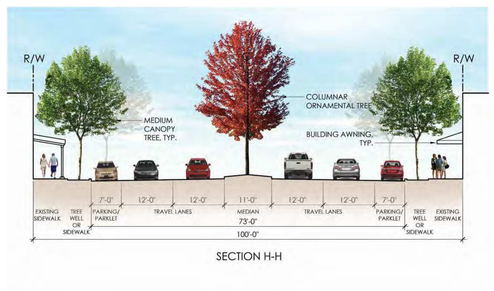
SECTION E-E



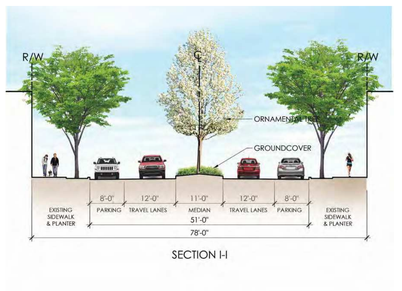
SECTION F-F



SECTION G-G



SECTION H-H

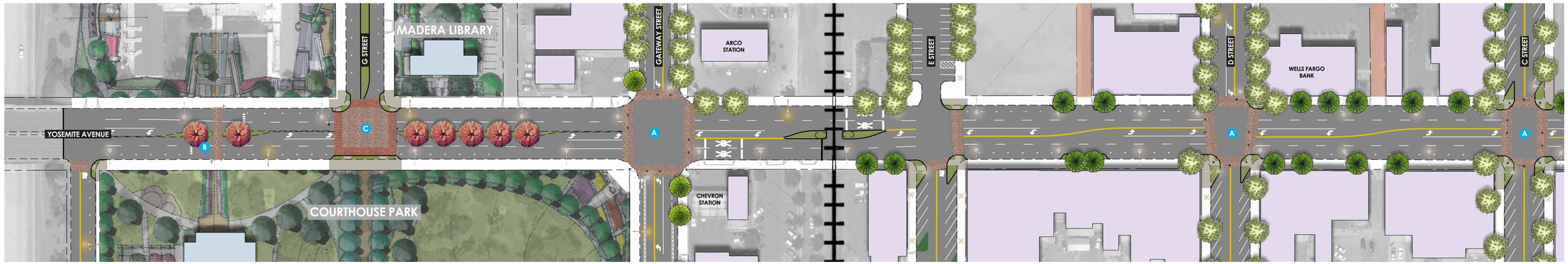


SECTION I-I

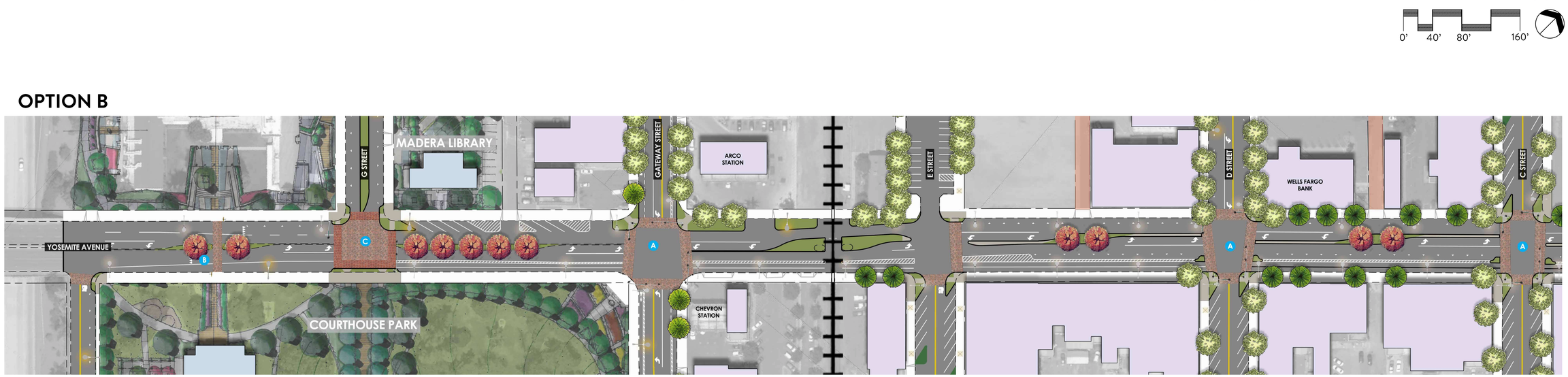
0' 10' 20' 40'

DOWNTOWN MADERA | DOWNTOWN CORE - YOSEMITE AVENUE - OPTION A vs OPTION B - SEGMENT 1 - PLAN

OPTION A



OPTION B

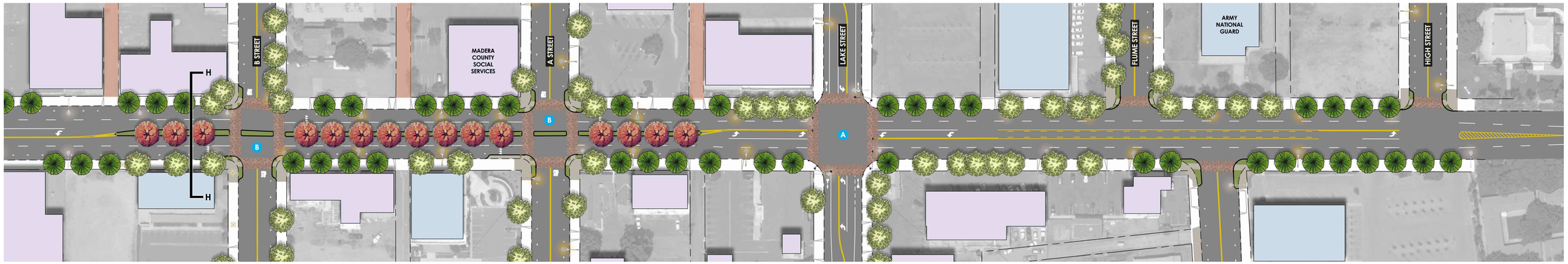


LEGEND

- 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

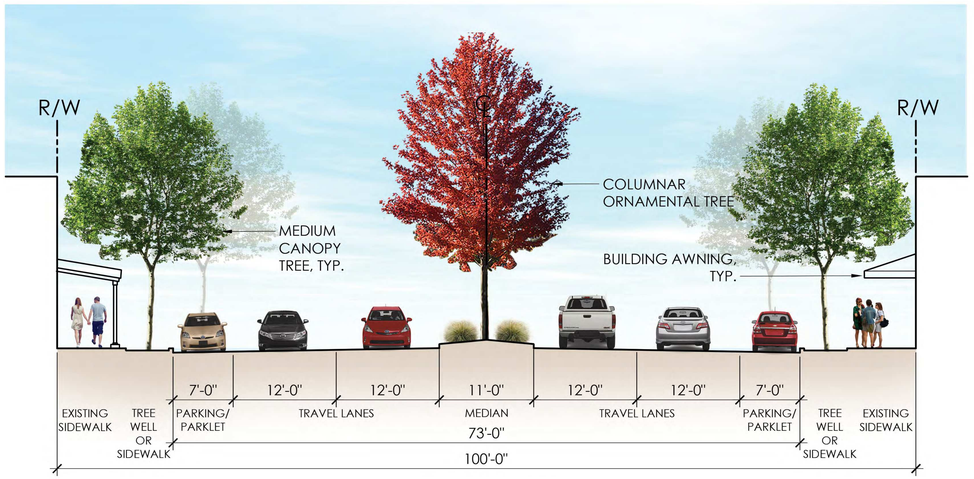


OPTION B

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

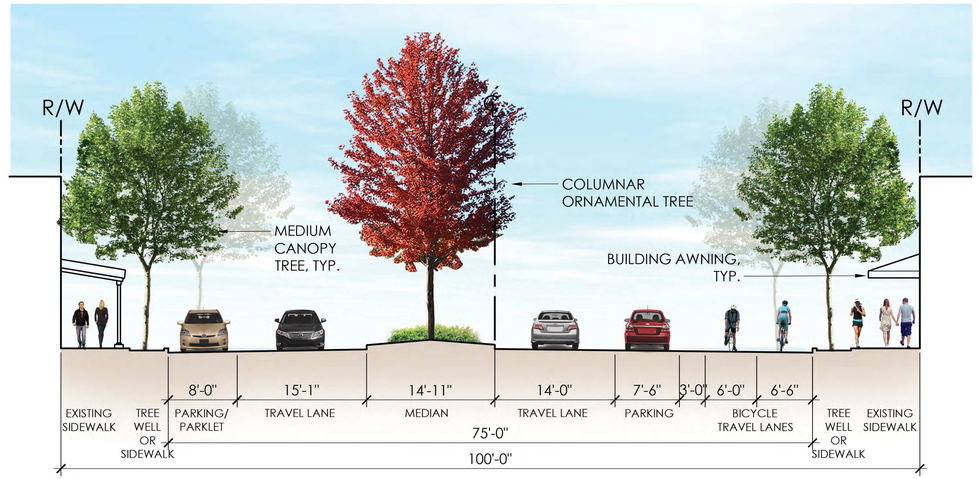
DOWNTOWN MADERA | OPTION A vs OPTION B - SECTIONS



SECTION H-H

YOSEMITE AVE. OPTION A

0’ 5’ 10’ 20’



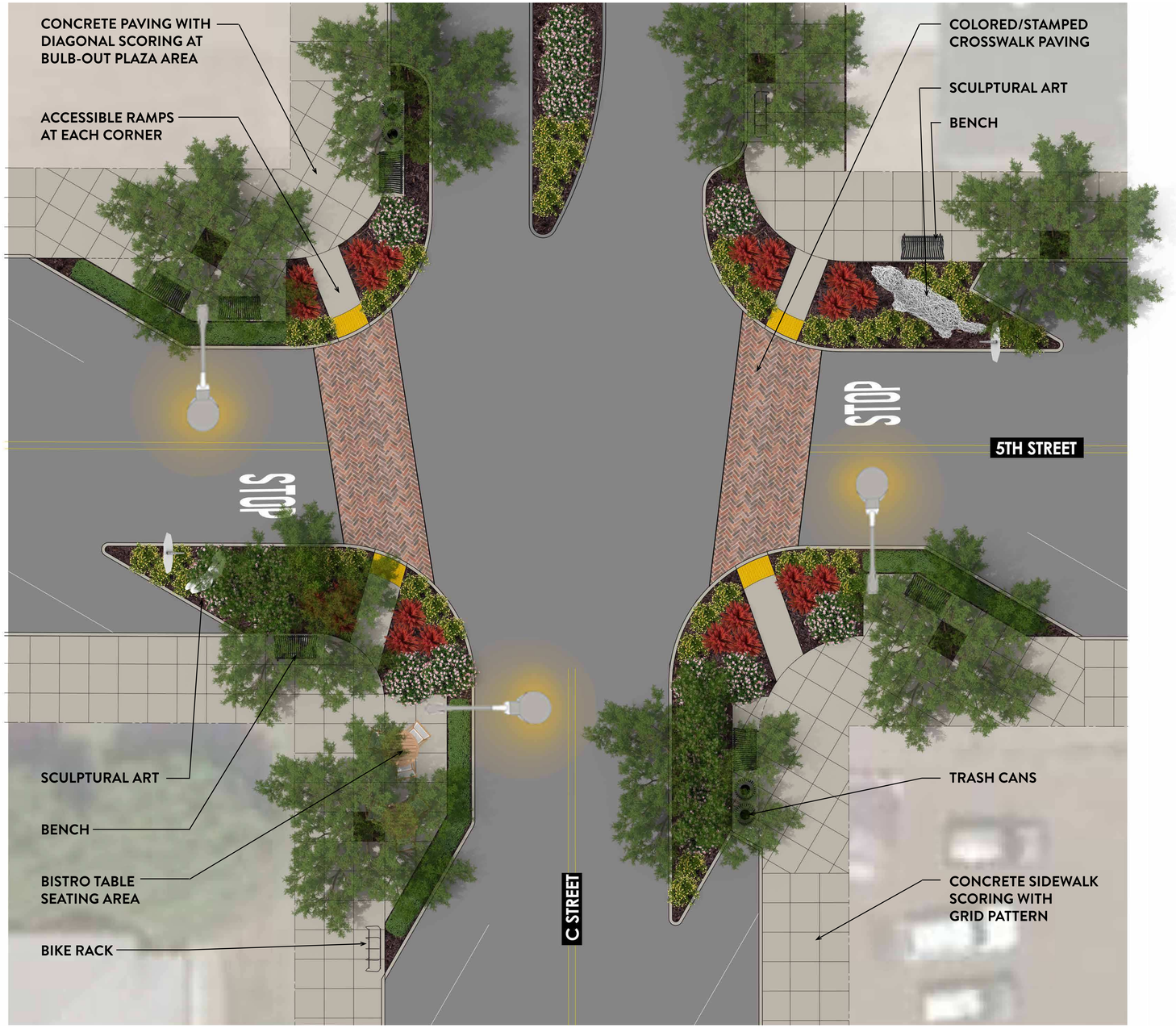
SECTION J-J

YOSEMITE AVE. OPTION B

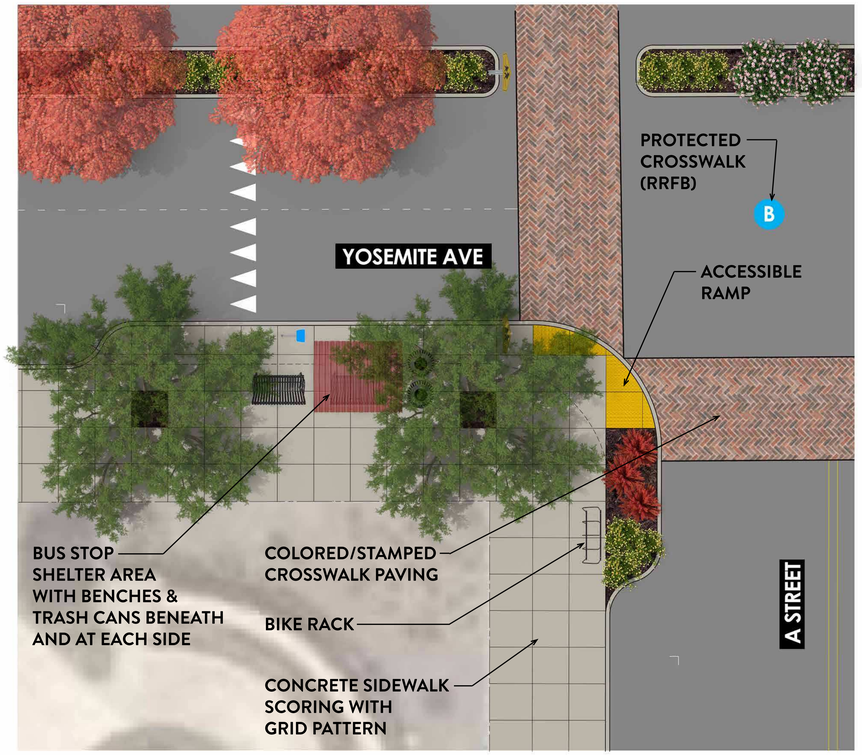
0’ 5’ 10’ 20’

DOWNTOWN MADERA | STREET IMPROVEMENTS - ENLARGEMENTS

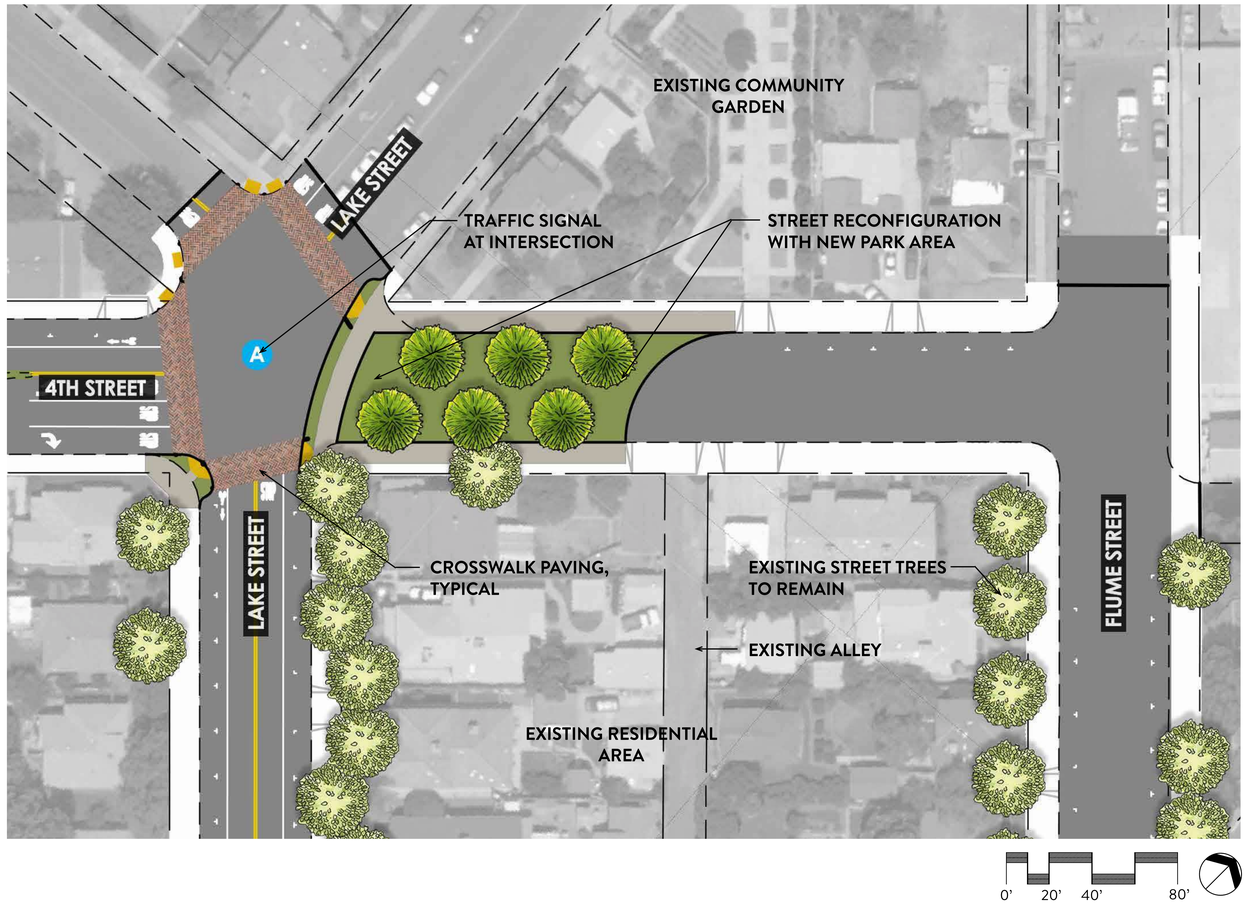
ENHANCED BULB-OUTS & PARKLETS - INTERSECTION OF 5TH STREET & C STREET



BUS STOP - YOSEMITE AVENUE & A STREET



STREET/INTERSECTION RECONFIGURATION - 4TH STREET & LAKE STREET



DOWNTOWN MADERA | STREET IMPROVEMENTS - INSPIRATION

PUBLIC ART





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, 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	Oceanside
Coachella	Oxnard
Delano	Salinas
El Centro	San Luis Obispo
Fresno	Santa Cruz
Madera	Santa Maria
Marysville	Santa Rosa
Modesto	Stockton
Monterey	

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:

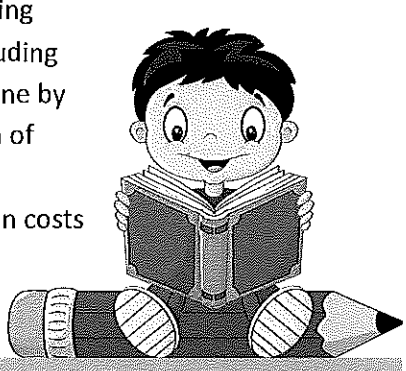
It is with great enthusiasm that I submit this letter of support for the City of Madera grant application. I am writing to communicate our strong support for the Madera Downtown Streetscape Plan application for a CalTrans Sustainable Transportation Planning Grant.

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:

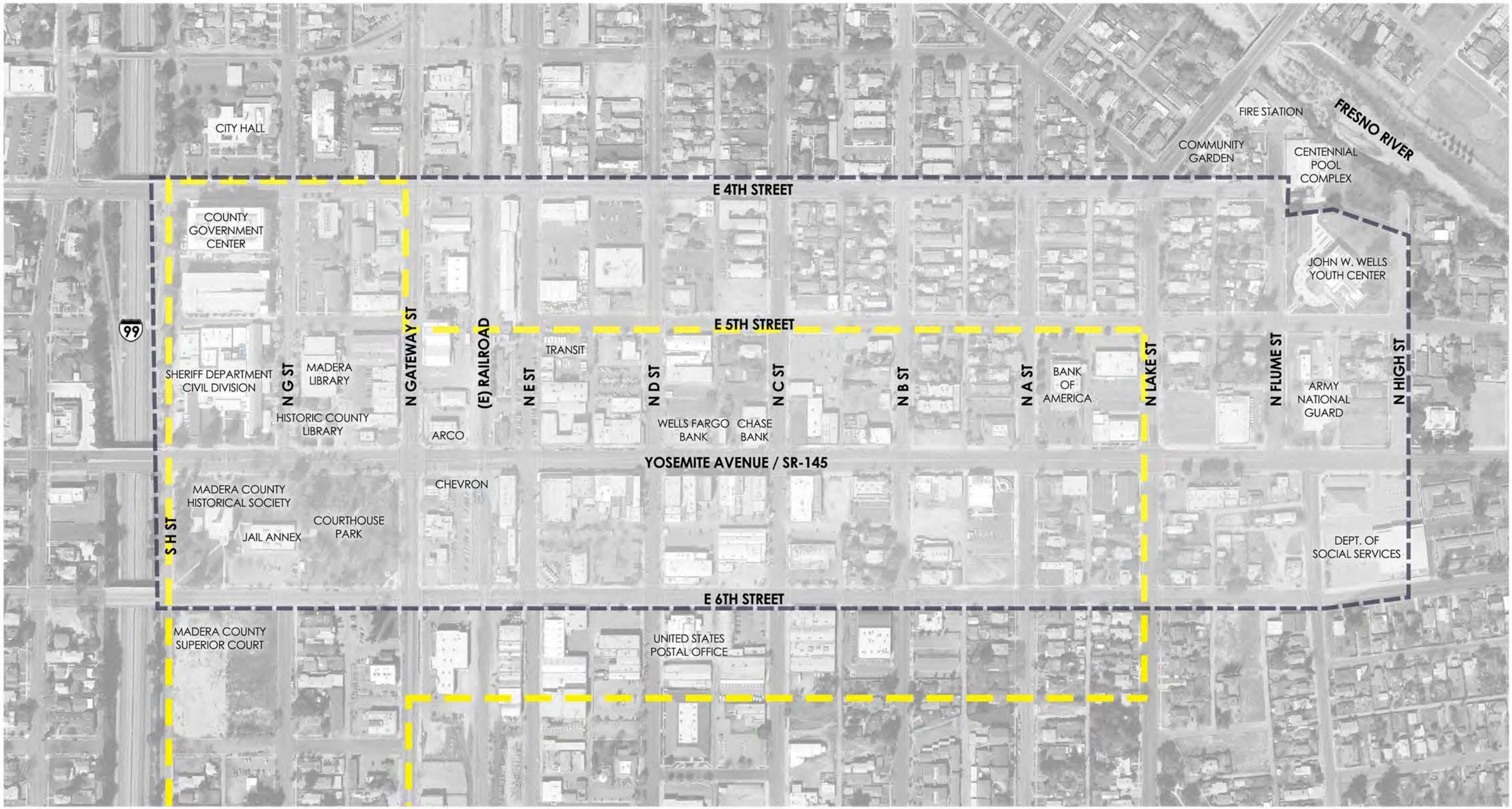
•Enhance multi-modal connectivity between all modes including transit
•Promote active transportation such as walking and biking
•Address environmental issues in our communities including greenhouse gas emissions, particulate matter, and ozone by reducing vehicle miles traveled through the promotion of 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

CITY HALL
COUNTY GOVERNMENT CENTER
SHERIFF DEPARTMENT CIVIL DIVISION
MADERA LIBRARY
HISTORIC COUNTY LIBRARY
ARCO
TRANSIT
WELLS FARGO BANK
CHASE BANK
BANK OF AMERICA
FIRE STATION
COMMUNITY GARDEN
CENTENNIAL POOL COMPLEX
JOHN W. WELLS YOUTH CENTER
ARMY NATIONAL GUARD
CHEVRON
MADERA COUNTY HISTORICAL SOCIETY
JAIL ANNEX
COURTHOUSE PARK
DEPT. OF SOCIAL SERVICES
MADERA COUNTY SUPERIOR COURT
UNITED STATES POSTAL OFFICE

99

E 4TH STREET
E 5TH STREET
E 6TH STREET
YOSEMITE AVENUE / SR-145

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
S H ST

FRESNO RIVER

NTS

LEGEND

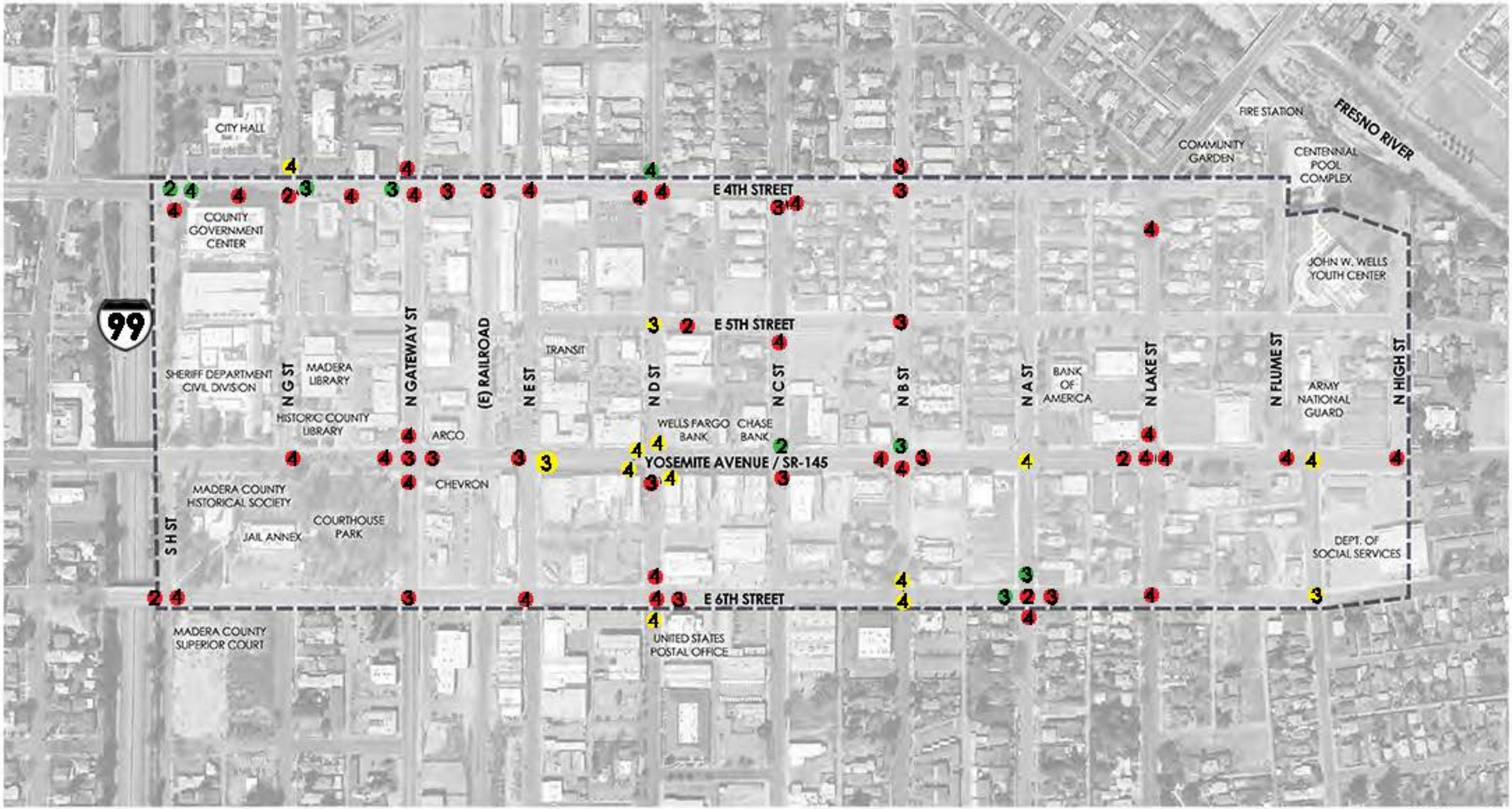
CIVIC/PUBLIC
COMMERCIAL CORE
RESIDENTIAL
RIVER AREA
OTHER
PROJECT BOUNDARY

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

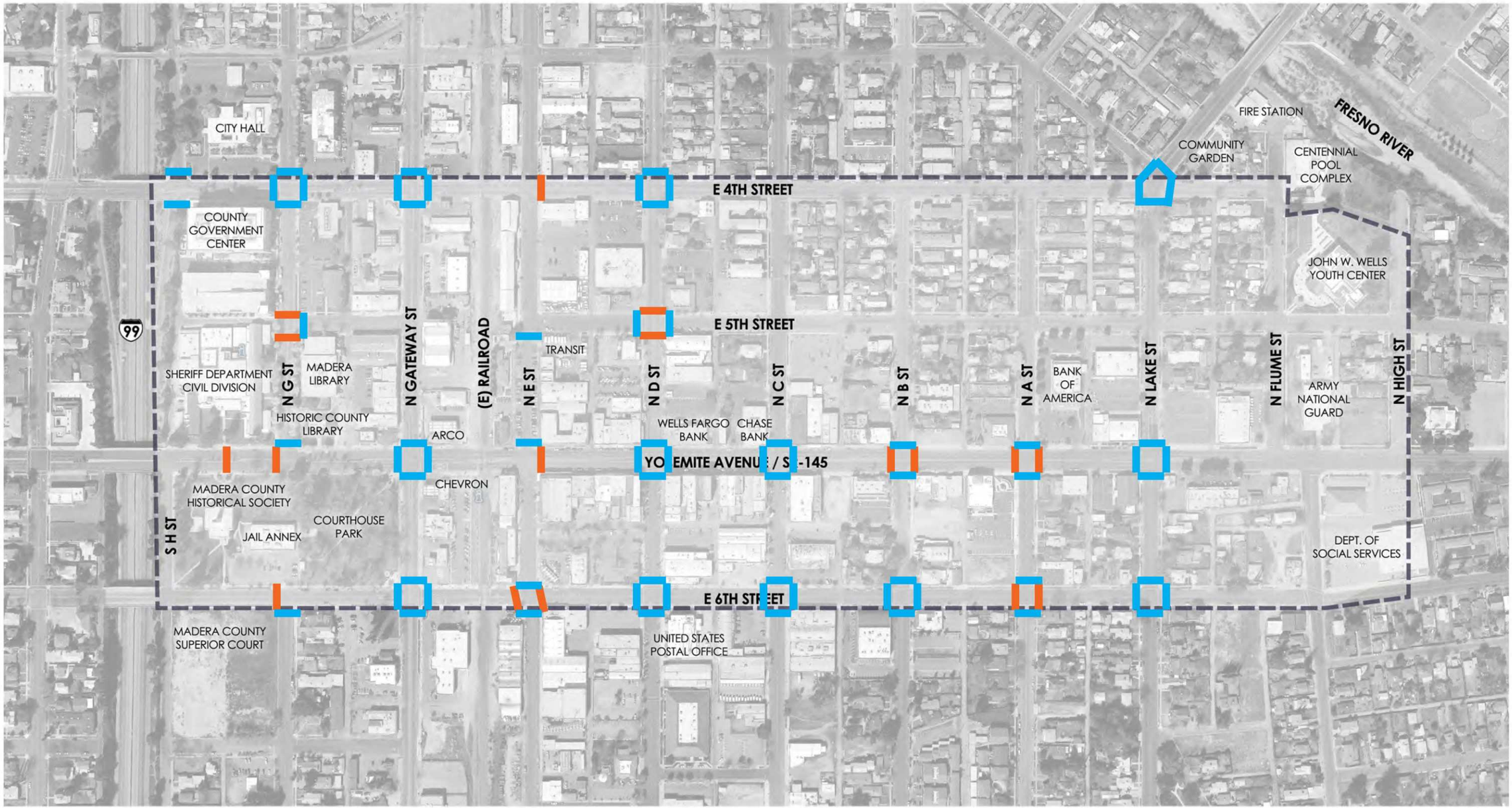
Site Analysis – Collision Data 2014-2018

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

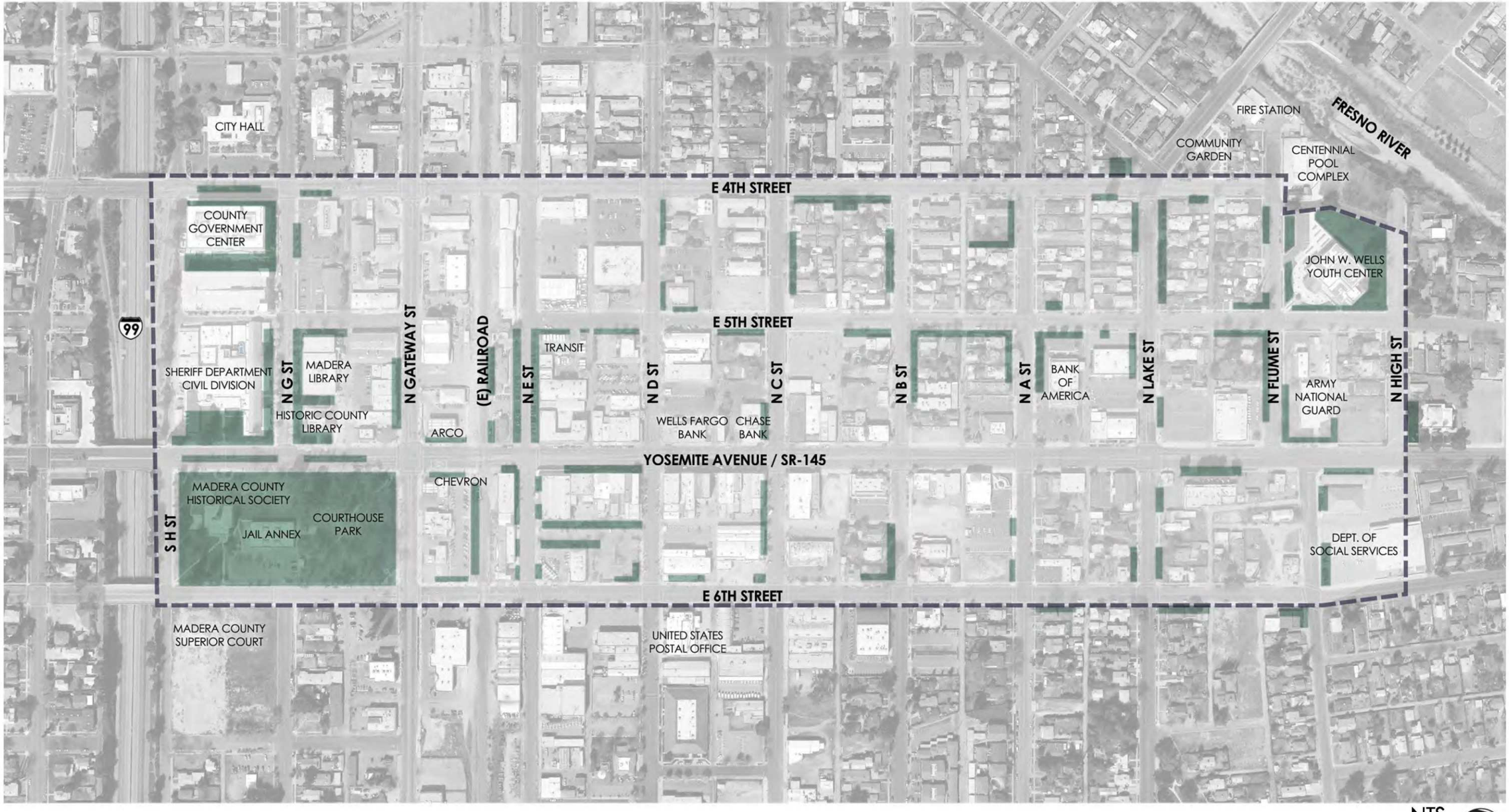
UNPROTECTED CROSSWALK

PROTECTED CROSSWALK

MADERA DOWNTOWN - CROSSWALK ANALYSIS MAP

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7/31/2019



NTS

LEGEND

PROJECT BOUNDARY

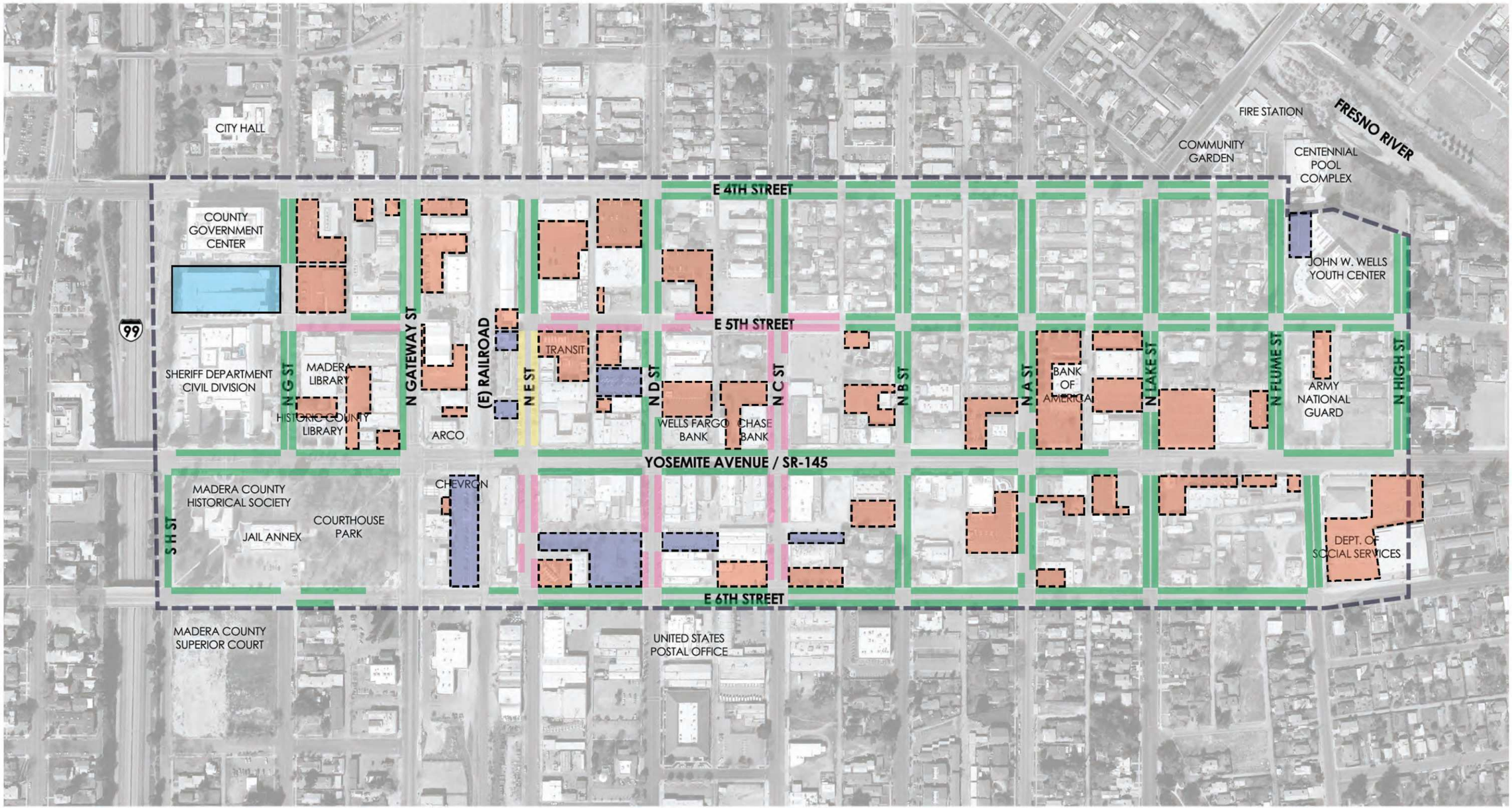
URBAN CANOPY

MADERA DOWNTOWN - URBAN CANOPY MAP

STREET TREES, WHICH CAN HELP IMPROVE PEDESTRIAN COMFORT ON STREETS, ARE IRREGULARLY DISPERSED.

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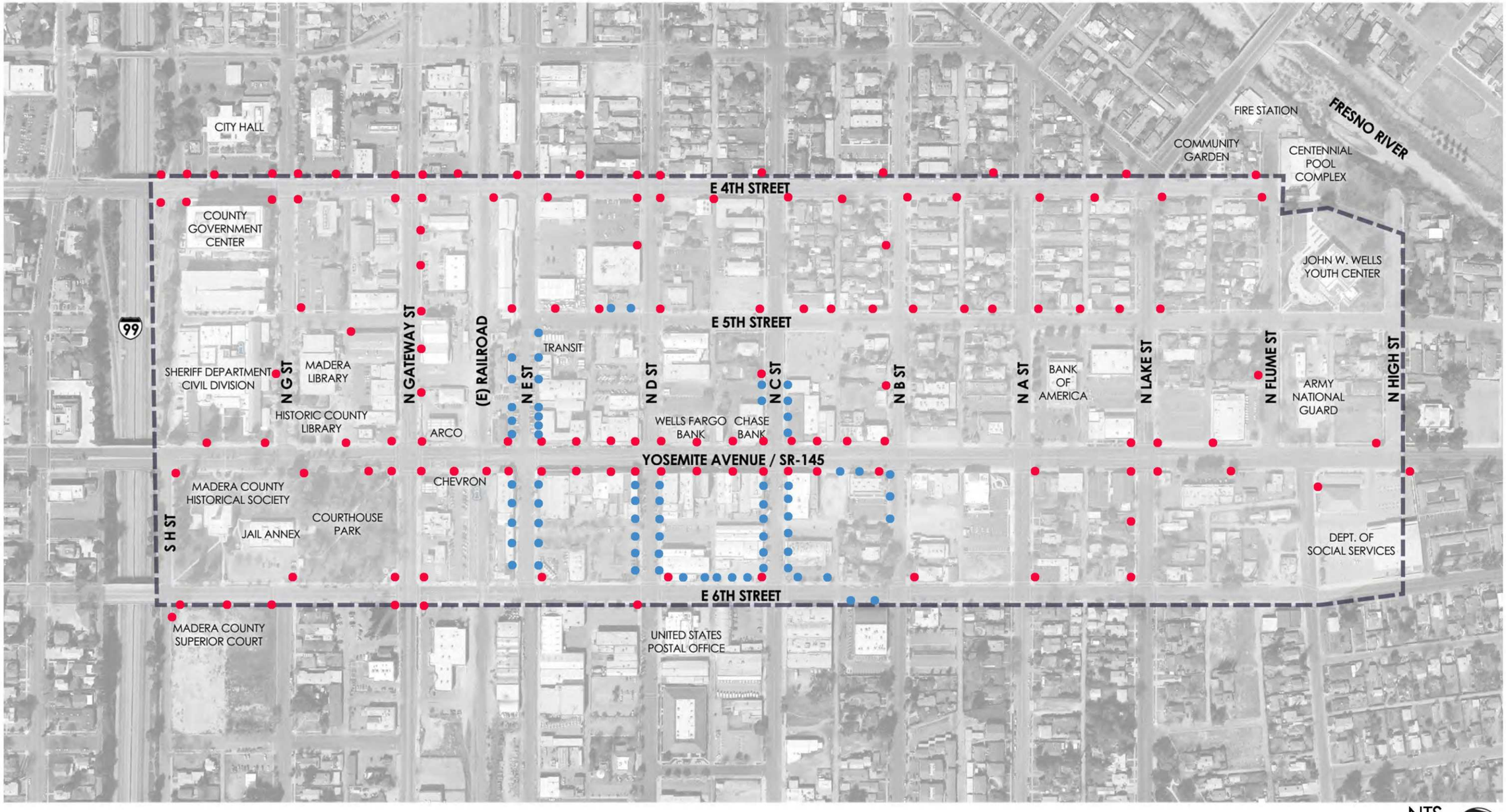
LEGEND

- 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

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LEGEND

PROJECT BOUNDARY

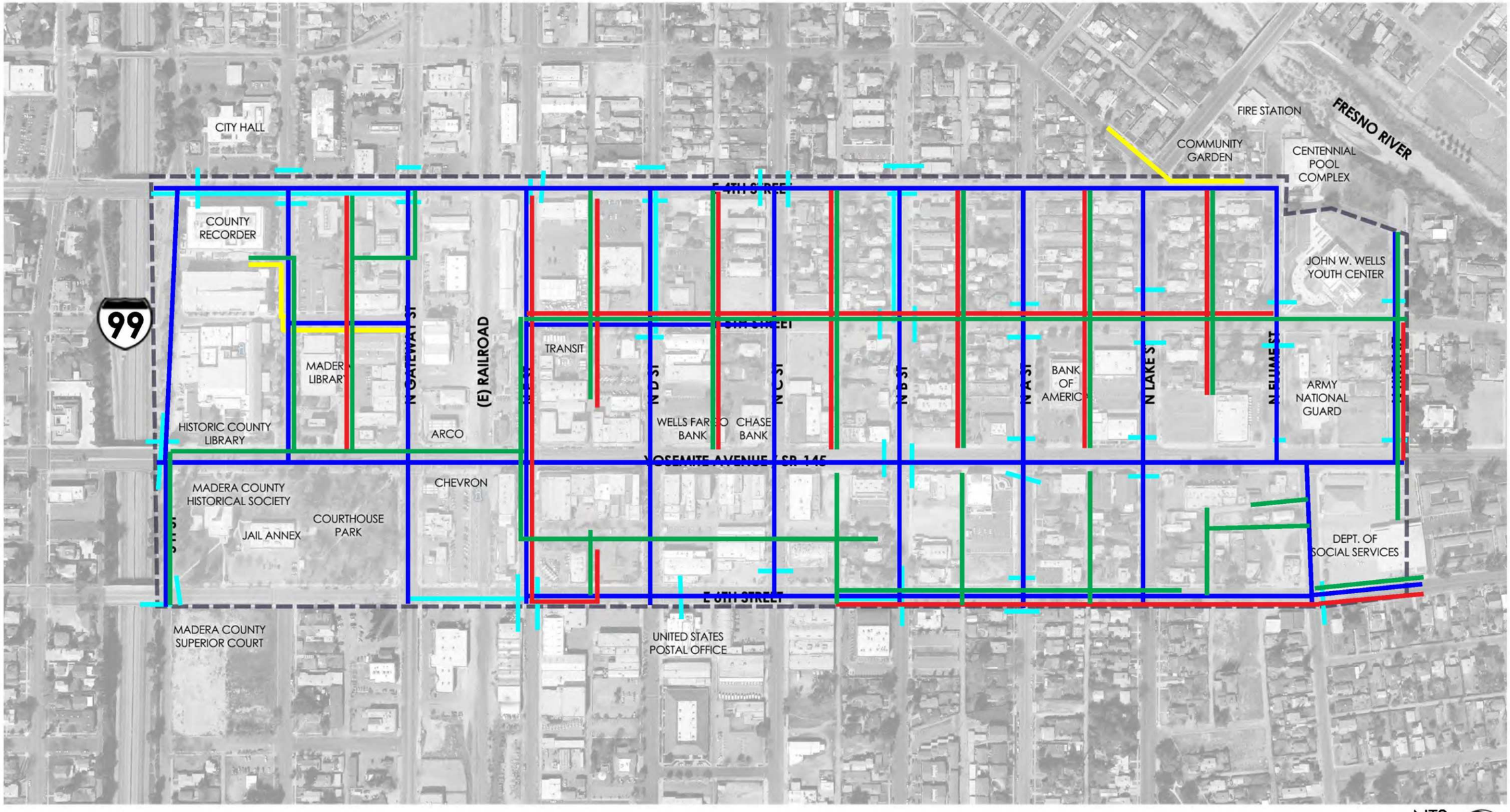
ACORN TYPE STREET LIGHT

COBRA TYPE STREET LIGHT

MADERA DOWNTOWN - SITE LIGHTING MAP

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LEGEND

PROJECT BOUNDARY

GAS

ELECTRIC

WATER

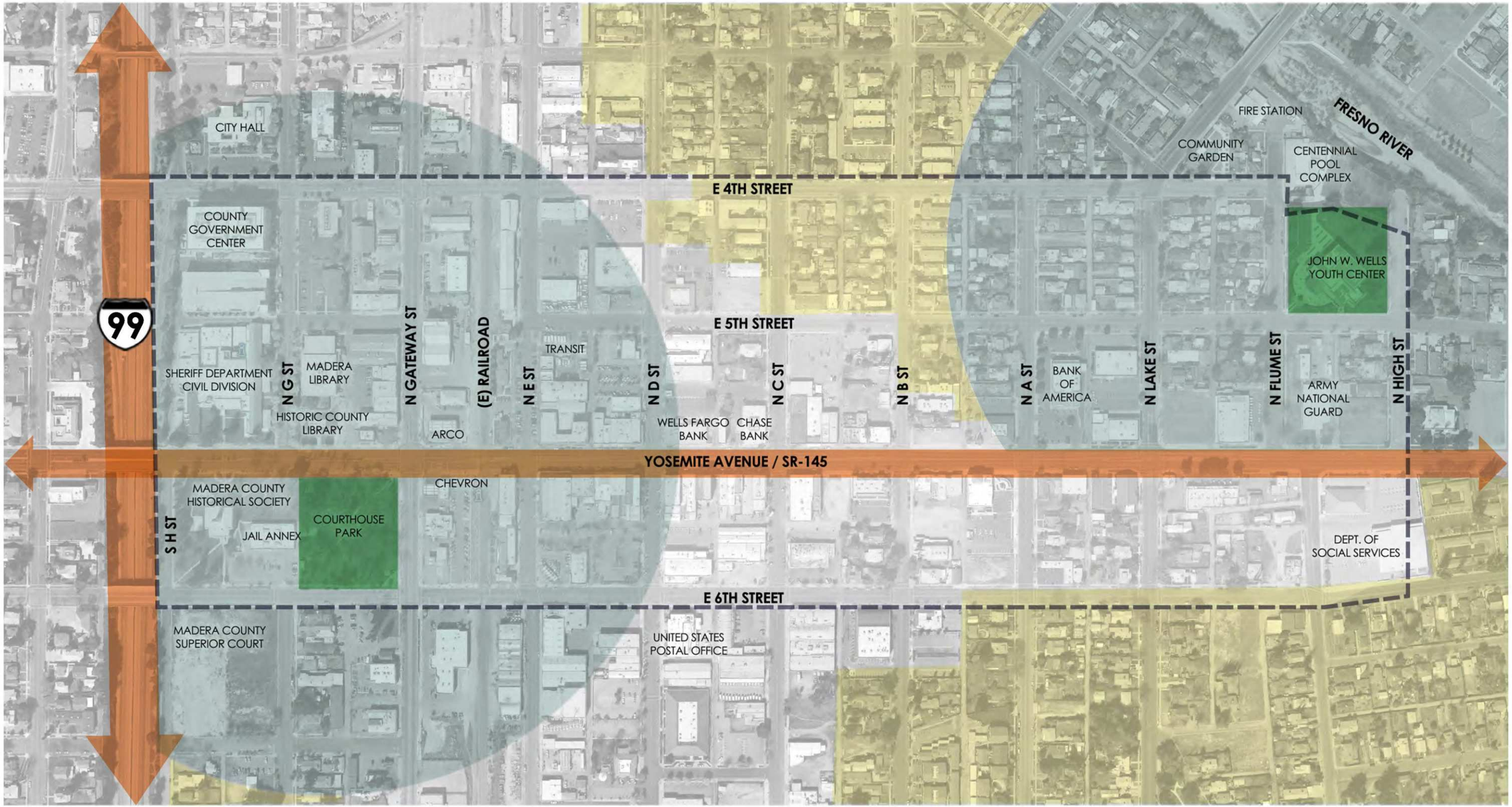
STORM DRAIN

SEWER

MADERA DOWNTOWN - PRELIMINARY UTILITY MAPPING

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6/27/2019



NTS

LEGEND

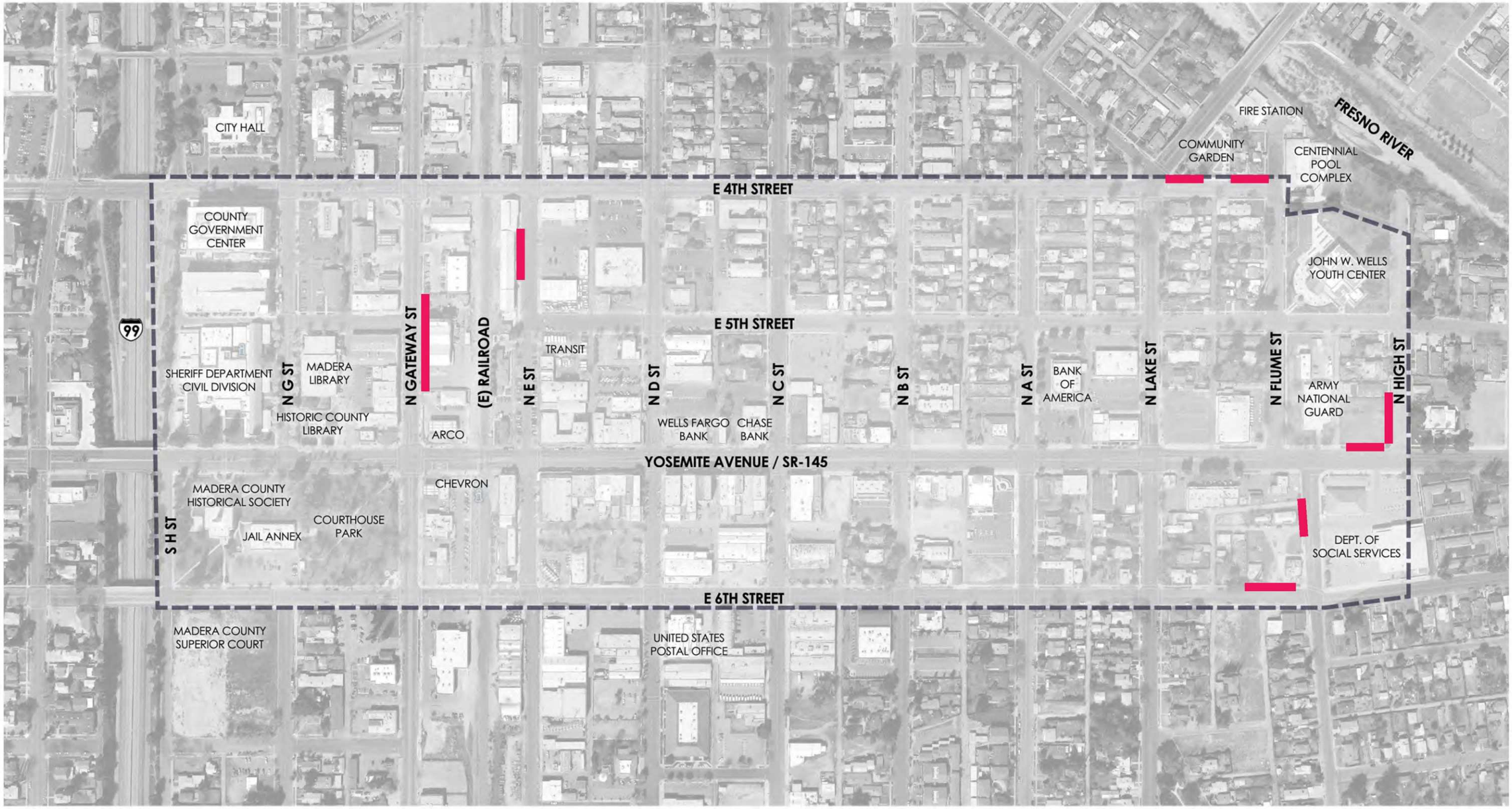
- PROJECT BOUNDARY
- QUARTER-MILE/15 MIN WALK RADIUS ACCESS AREA
- PARKS
- PEDESTRIAN BARRIER
- RESIDENCES OUTSIDE A 15 MIN. WALK

MADERA DOWNTOWN - GREEN SPACE ACCESSIBILITY MAP

PEDESTRIAN ACCESS TO GREEN SPACE IS LIMITED BY BARRIERS SUCH AS HIGHWAY 99 AND YOSEMITE AVENUE.

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7/31/2019



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LEGEND

PROJECT BOUNDARY

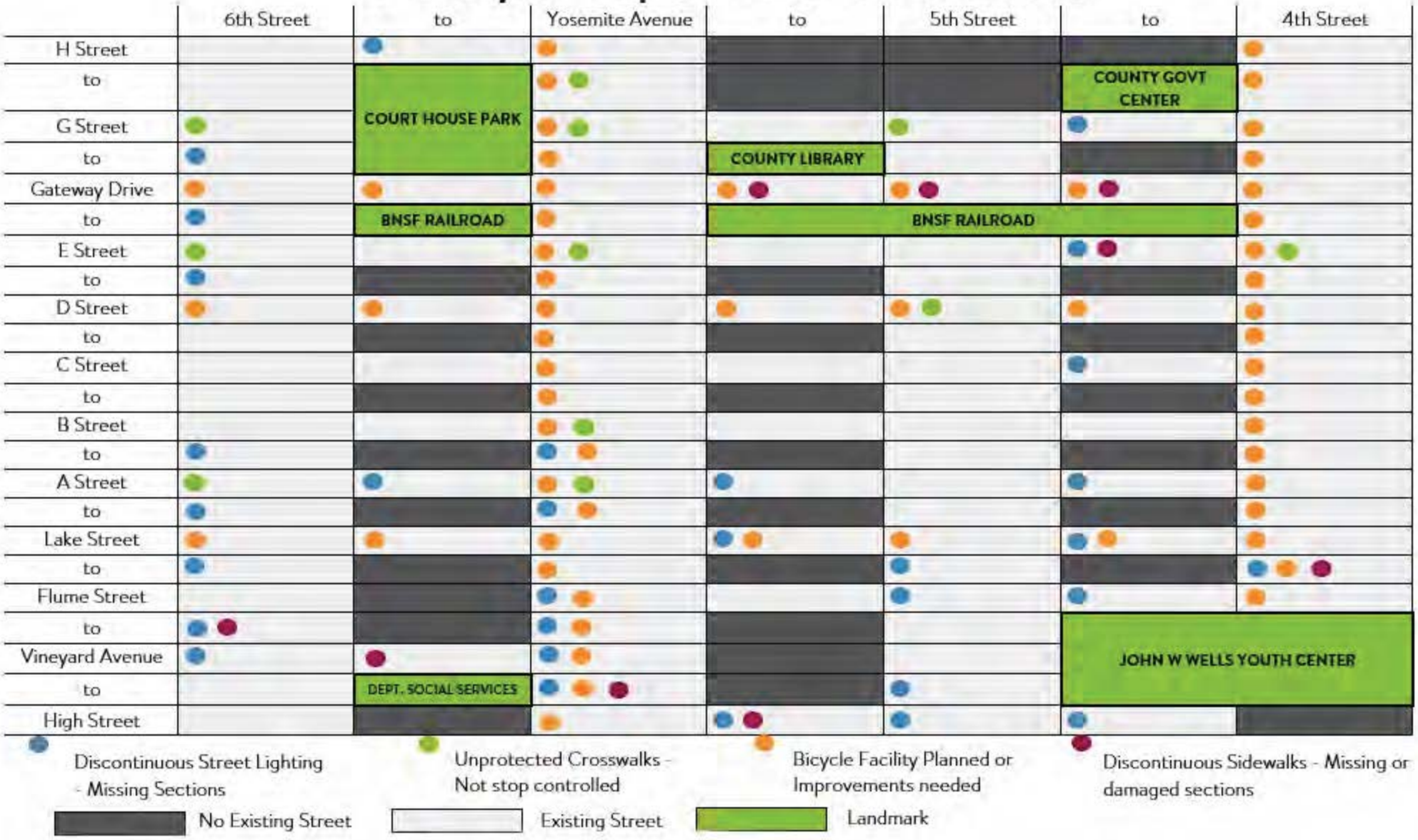
DISCONTINUOUS SIDEWALK

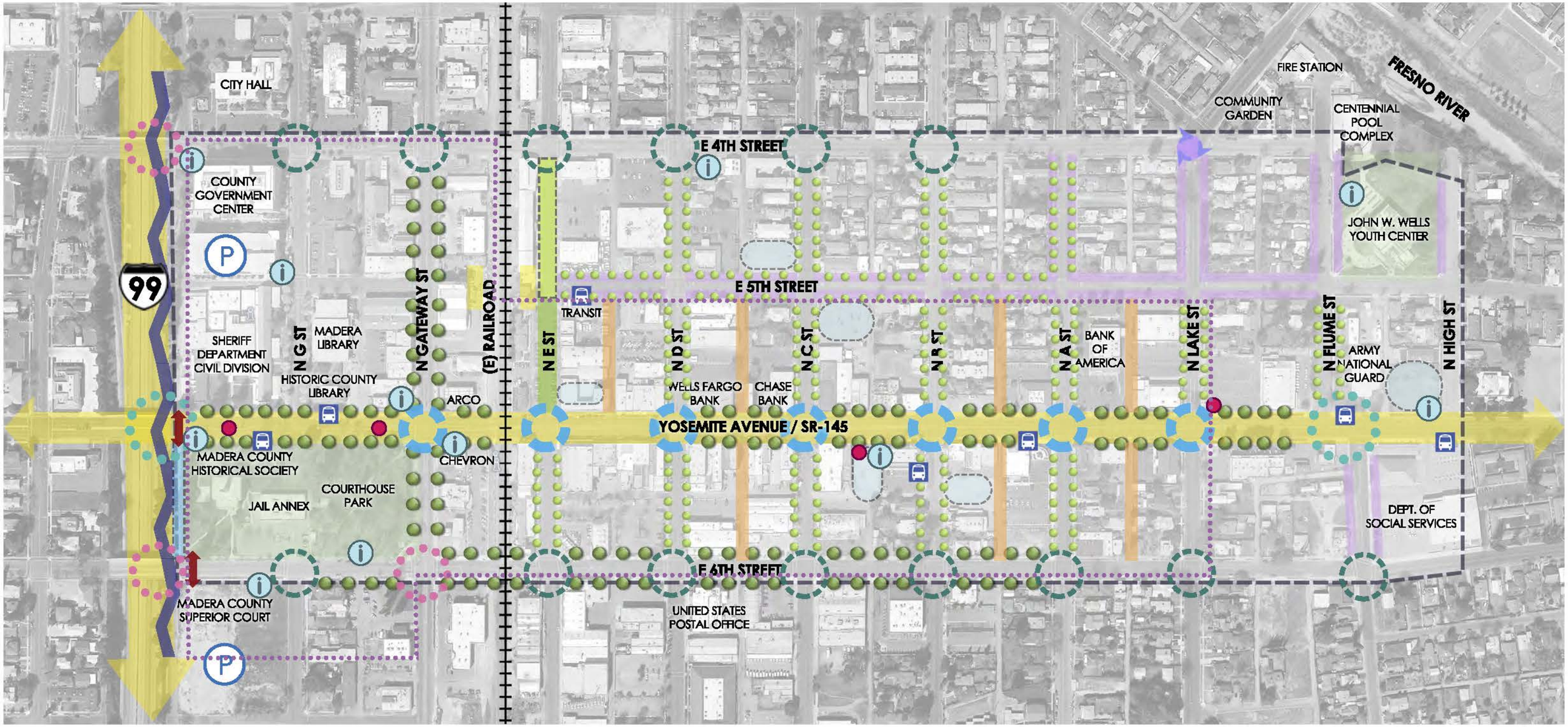
MADERA DOWNTOWN - SIDEWALK ANALYSIS MAP

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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Appendix A: Downtown Madera Existing Map

Appendix B: Target Audiences – Stakeholders and Organizations

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Appendix D: Sample Materials: Comment Card, Meeting Notice and Fact Sheet

Appendix E: Media/Websites List

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.

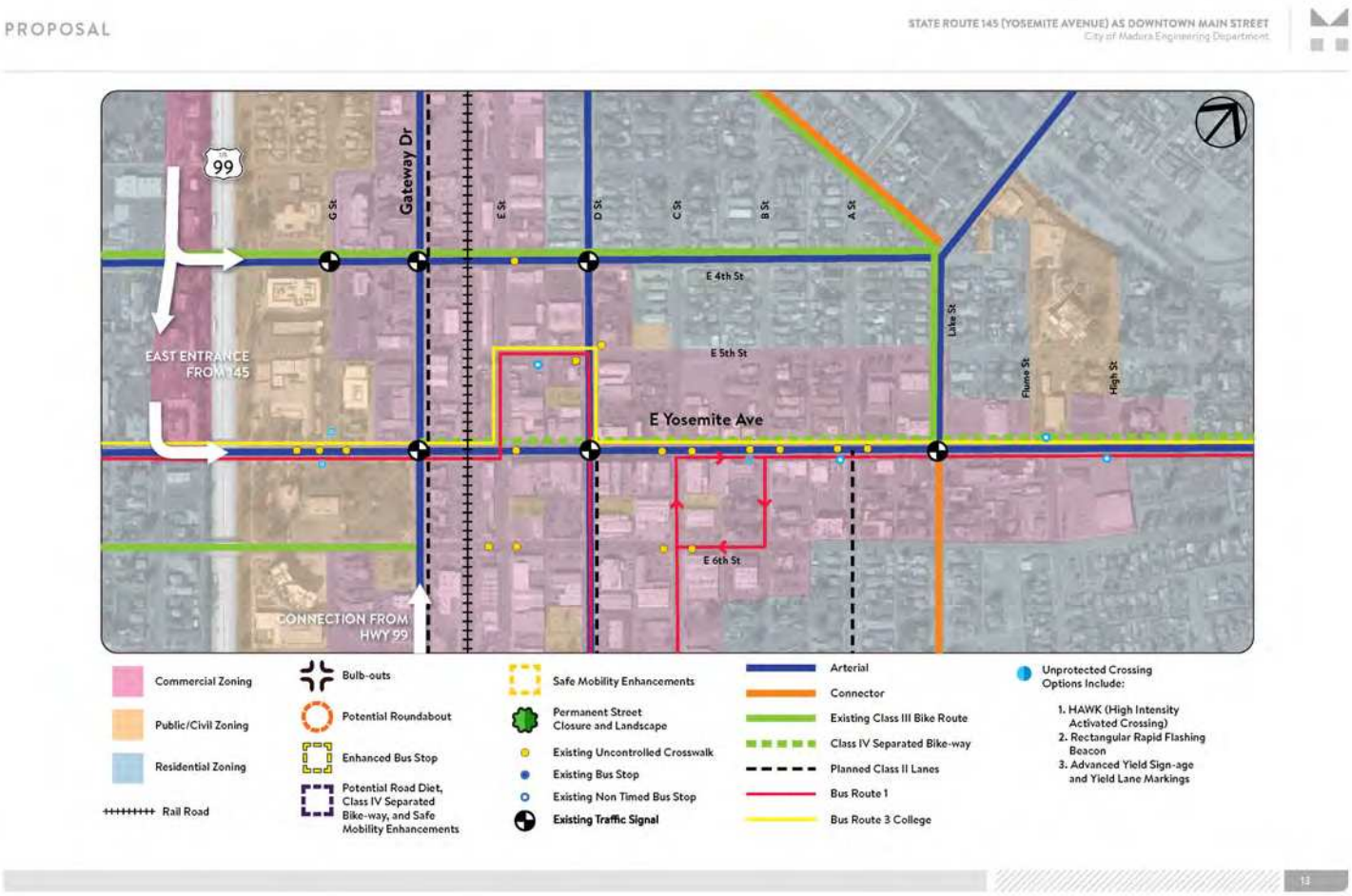
Community input will be gathered through the various outreach activities including public meetings. An accurate accounting of public comments, timely and effective collection and processing of information gathered, and responding to the comments provided is very important. The gathering of information 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				

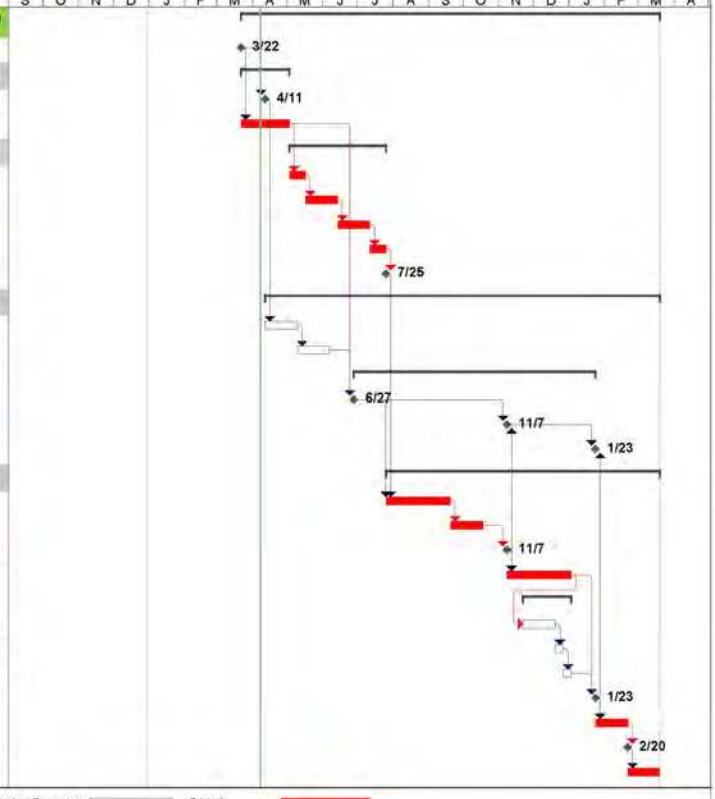
	First 5 Madera County				
	Housing Authorities of the City of Madera				
	Madera City Council				
	Madera County Behavioral Health Department				
	Madera County Board of Supervisors				
	Madera County Department of Social Services				
	Madera County Public Health Department				
	Madera Regional Workforce 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:

_____

_____

_____

_____

_____

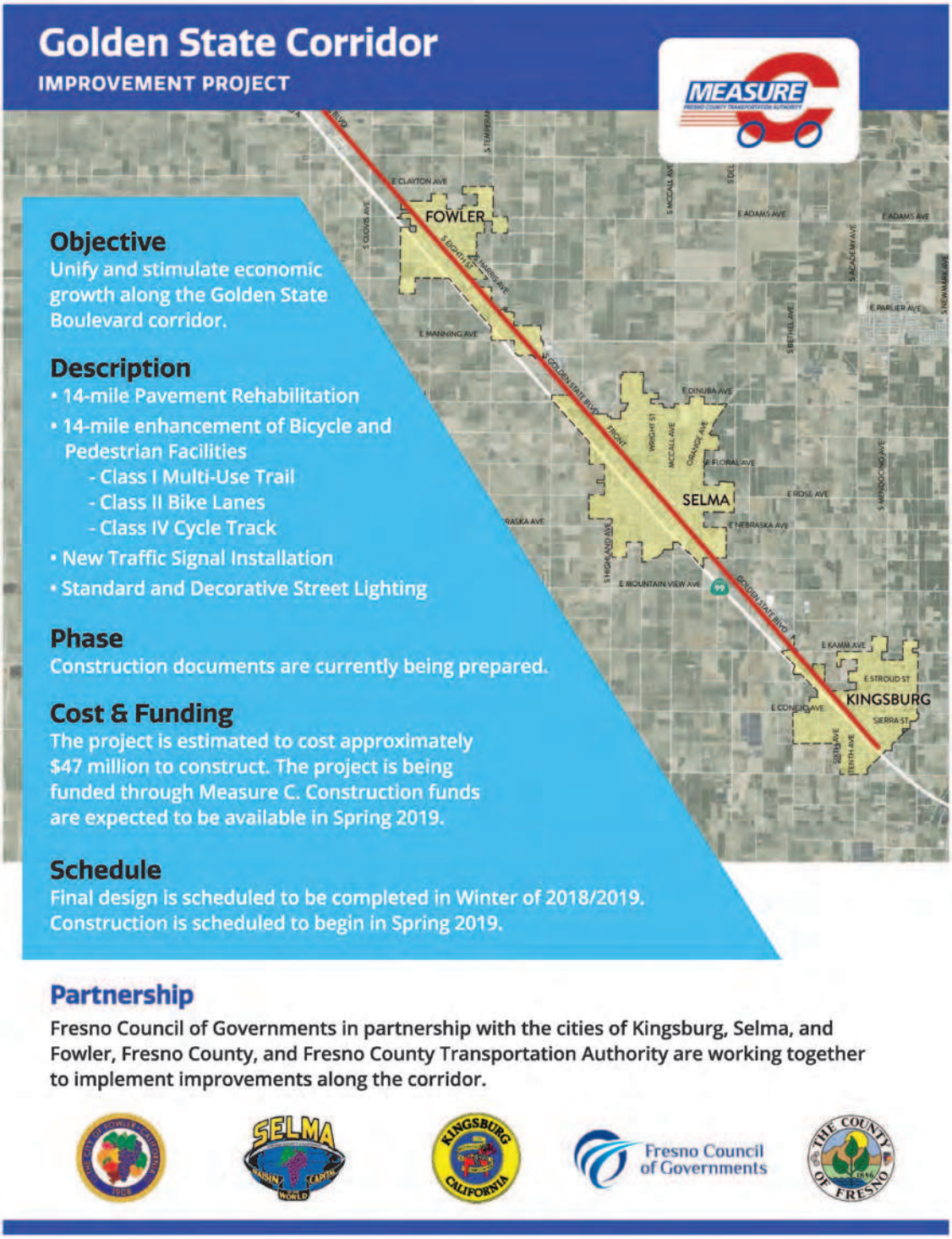
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(Additional space for comments on the back)

Meeting Notice



Fact Sheet - Front



Fact Sheet - Back

City of Fowler

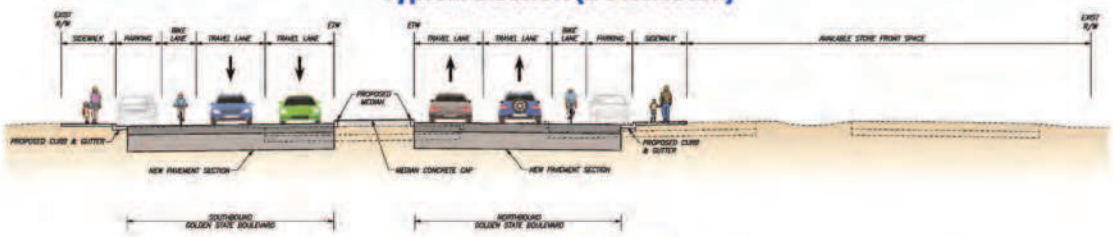




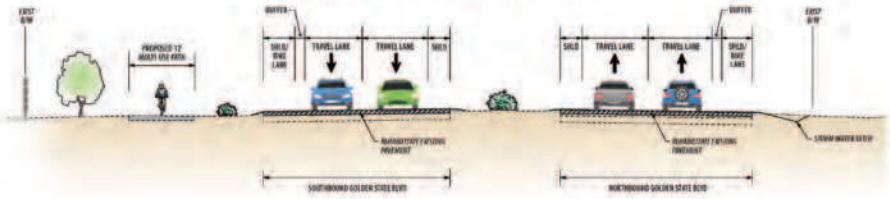
Project Improvements through Fowler Include:

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	



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

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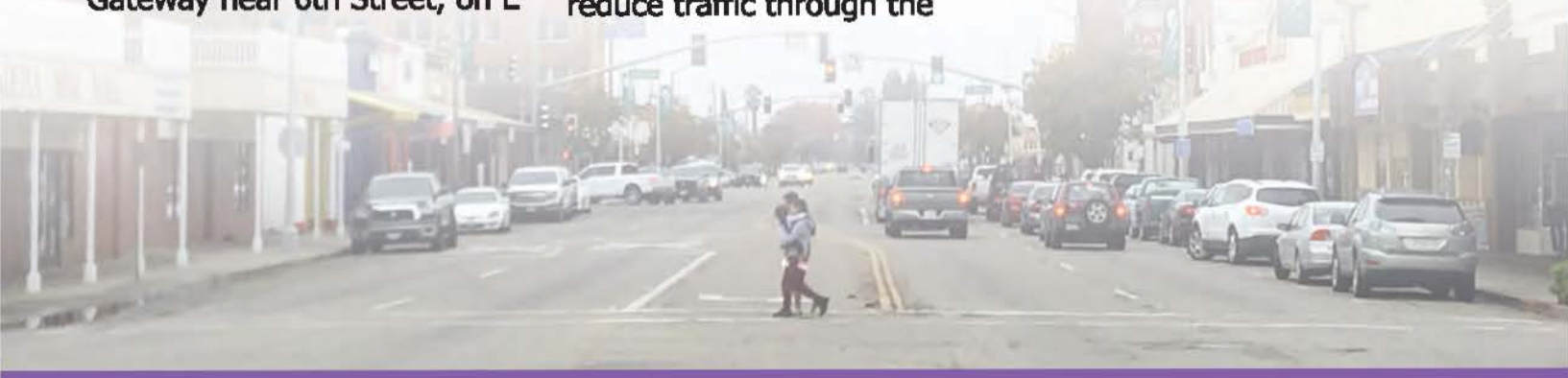
Project, which could help define the general area and downtown core as a regional destination to shop, eat and play.

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

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

Issues Discussed:

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

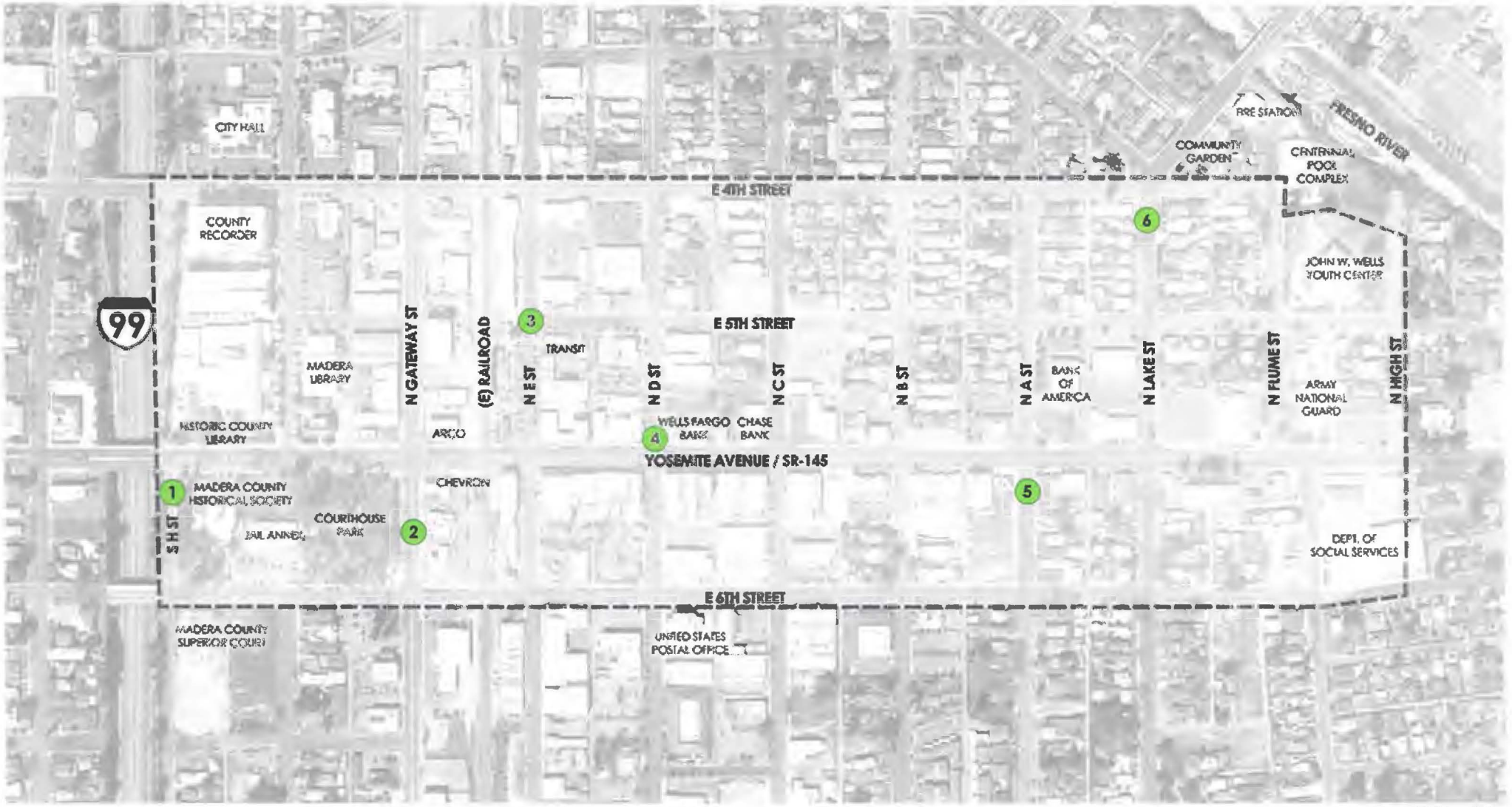
a. Morning (8 AM) traffic due to school route. Lots of kids walk.
b. City is studying the need for traffic signals at this area and does not want to put in a roundabout.
c. Proposed closure of 4th Street between North Lake Street and N Flume Street to expand the existing

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



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?

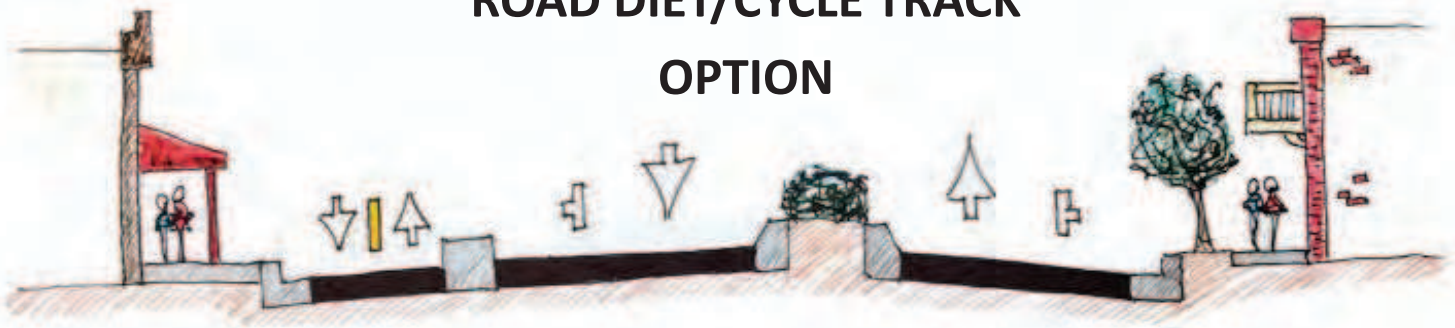
CROSS SECTIONS AT YOSEMITE AVENUE

EXISTING



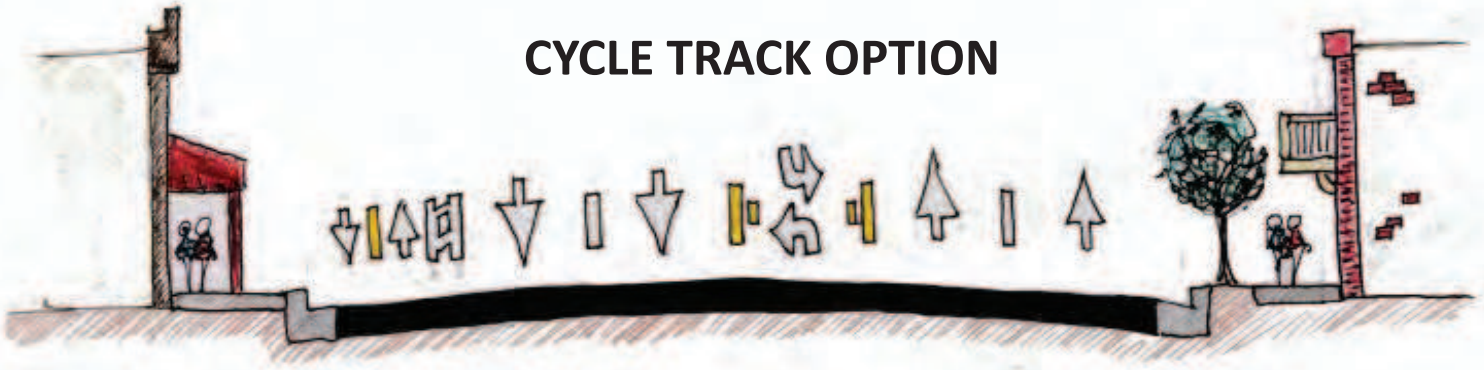
12’ Sidewalk	8’ Parking	12’ Lane	12’ Lane	12’ Median	12’ Lane	12’ Lane	8’ Parking	12’ Sidewalk & Landscape

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

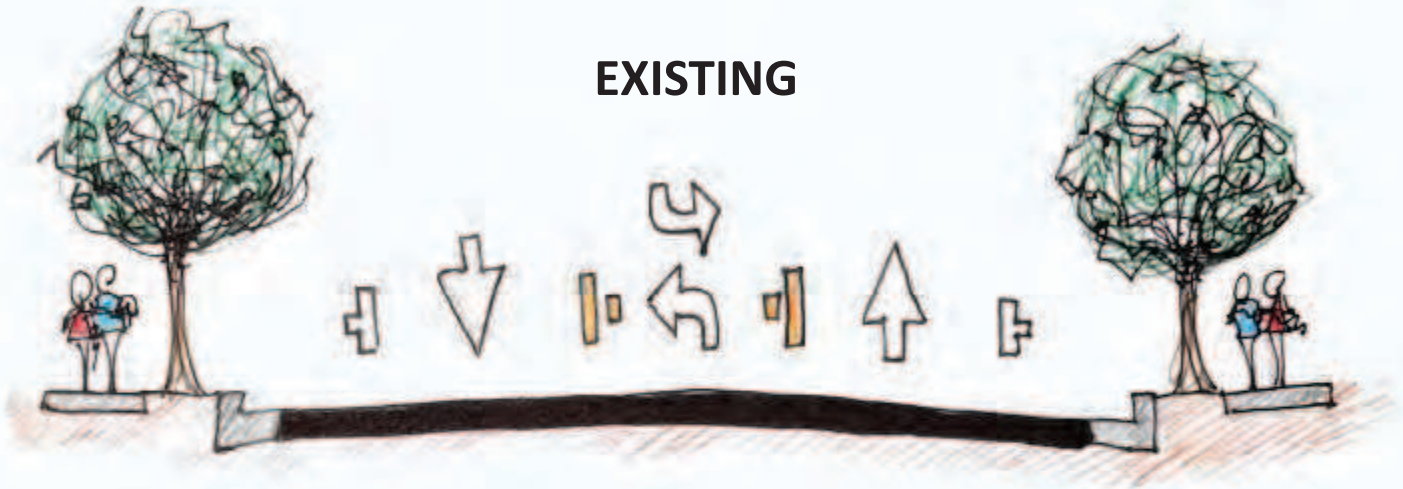
CYCLE TRACK OPTION



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



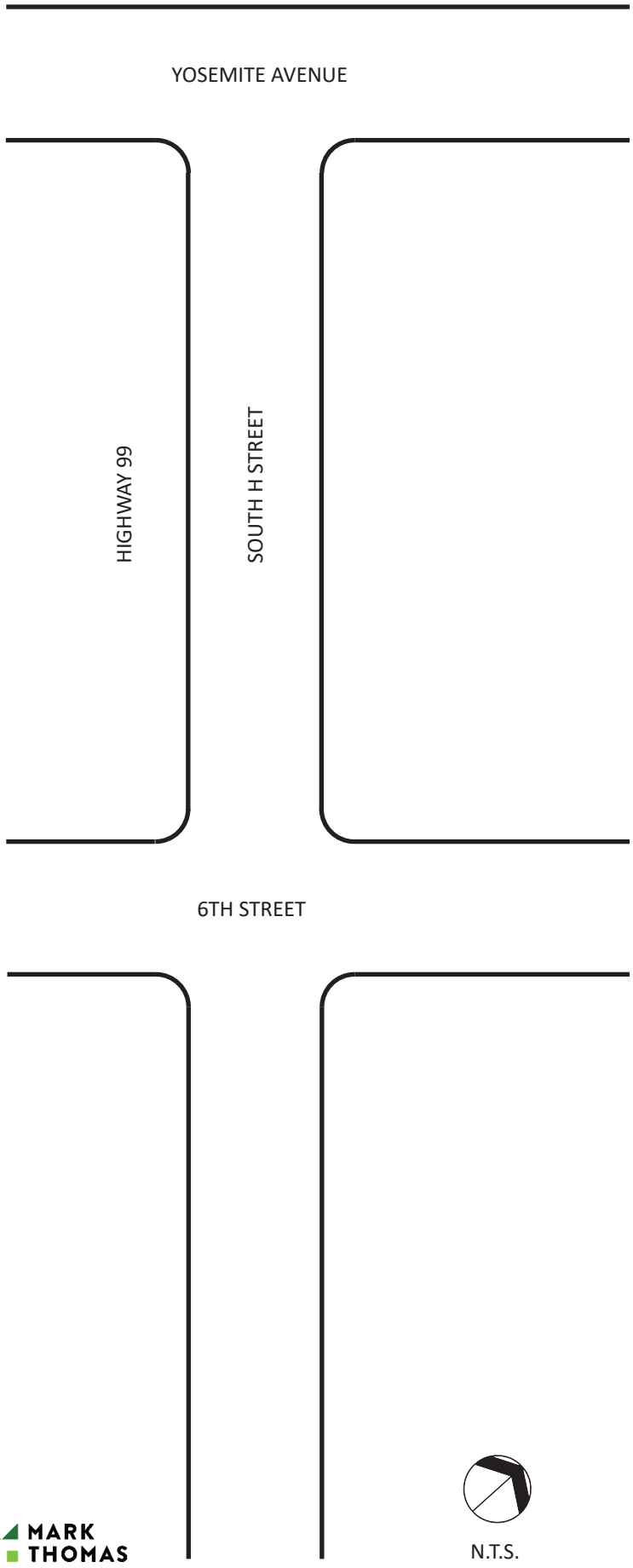
12’ Sidewalk & Landscaping	8’ Parking	5’ Bike Lane	15’ Lane	15’ Lane	5’ Bike Lane	8’ Parking	12’ Sidewalk & Landscaping

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?

NOTES:



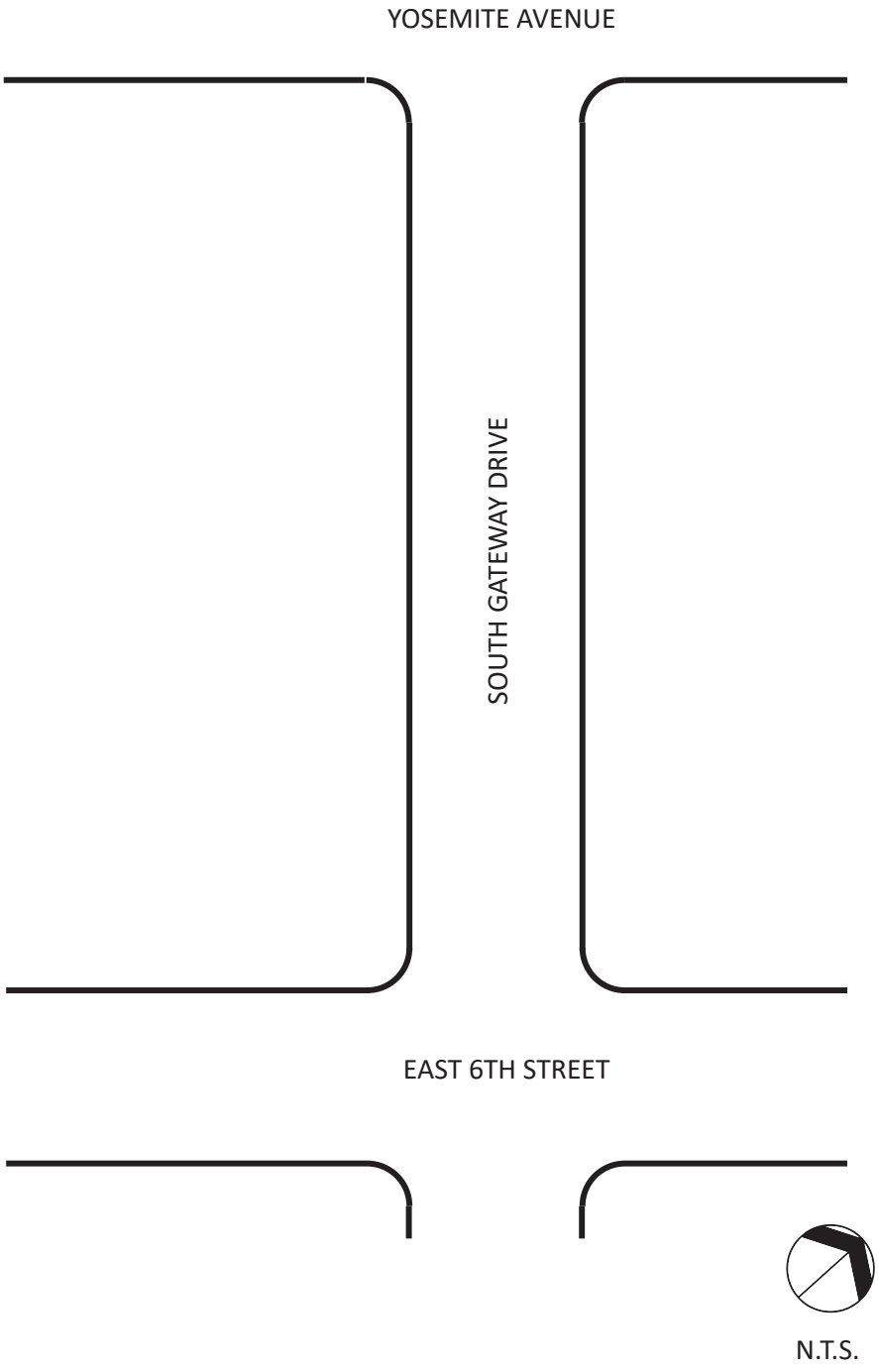
N.T.S.

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?

NOTES:

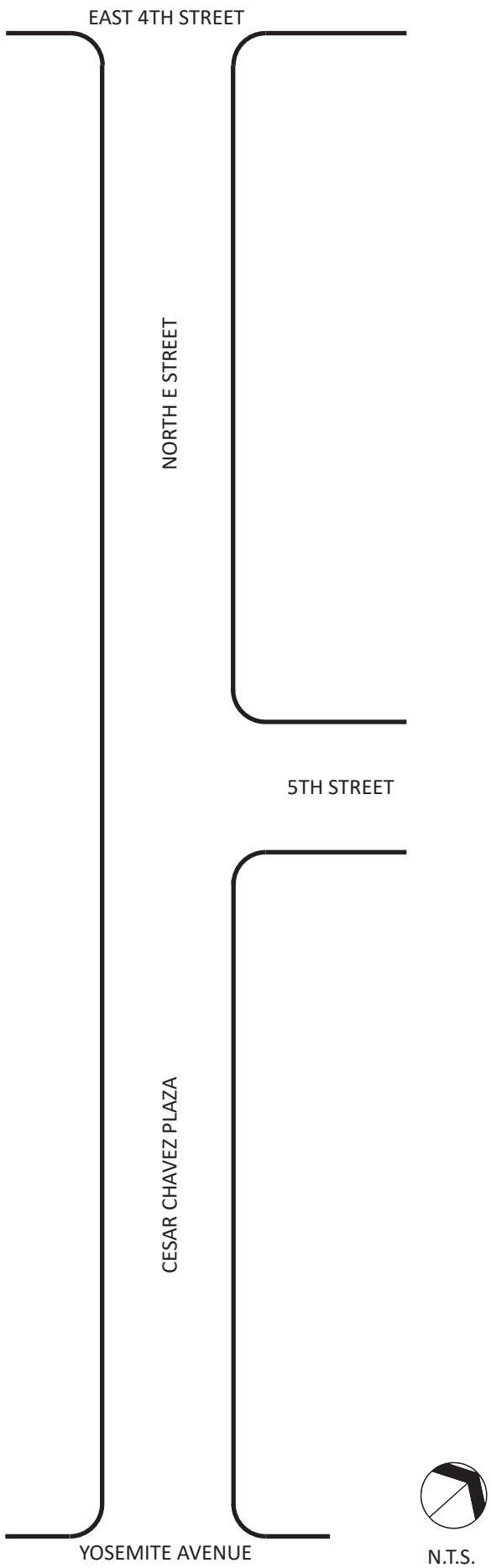


WAYPOINT #3

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?

NOTES:


EAST 4TH STREET
NORTH E STREET
5TH STREET
CESAR CHAVEZ PLAZA
YOSEMITE AVENUE

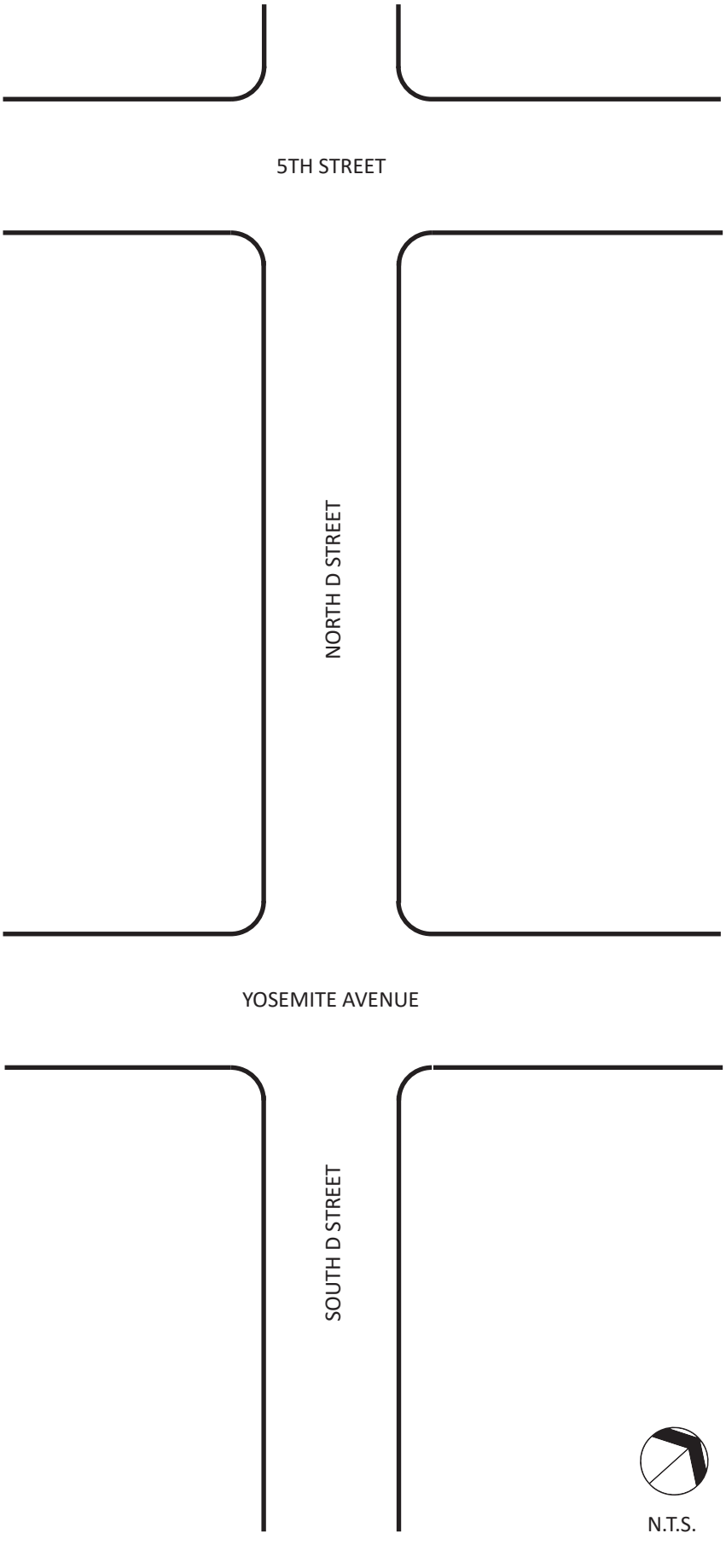
N.T.S.

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?

NOTES:



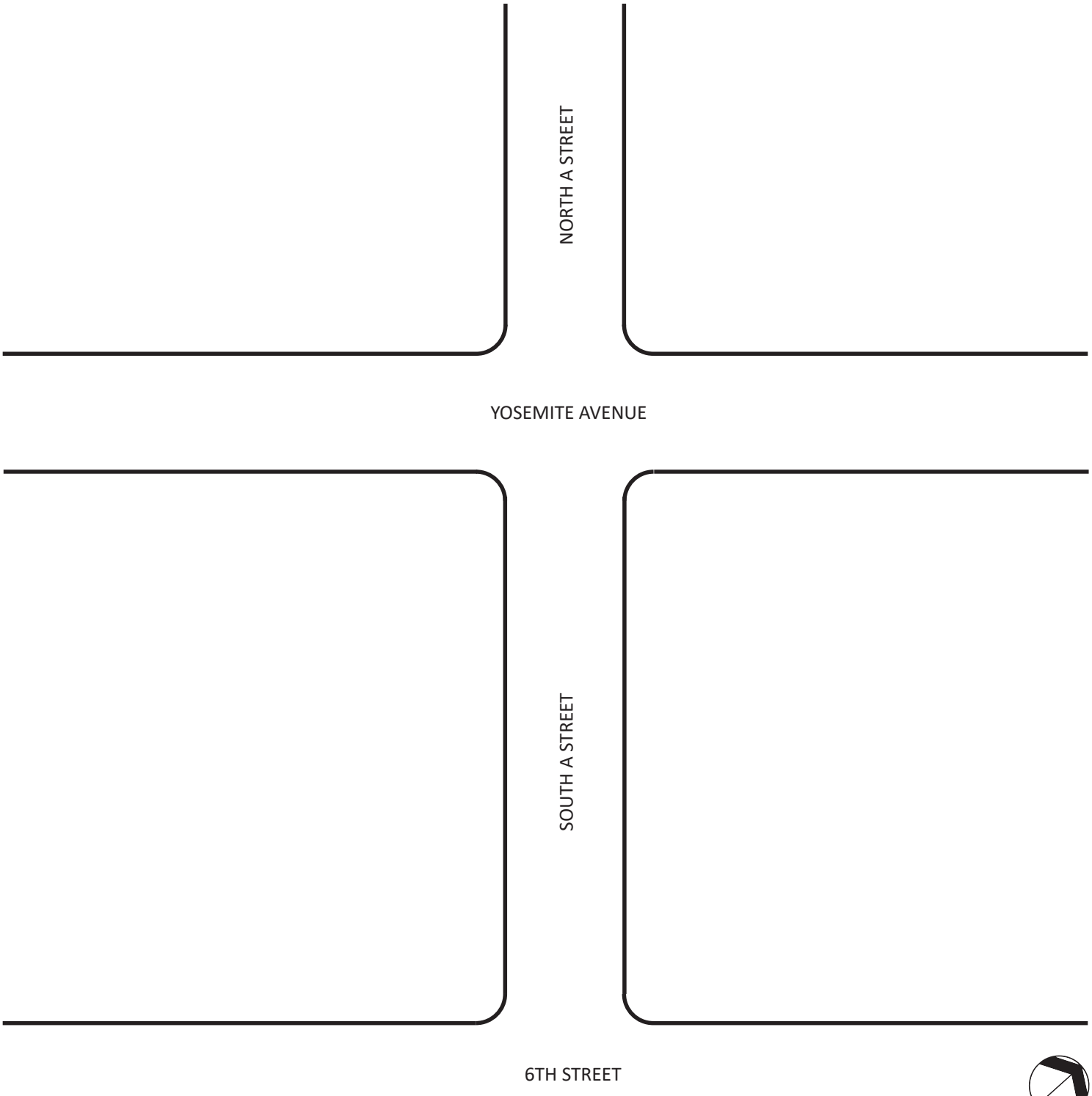
N.T.S.

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?

NOTES:

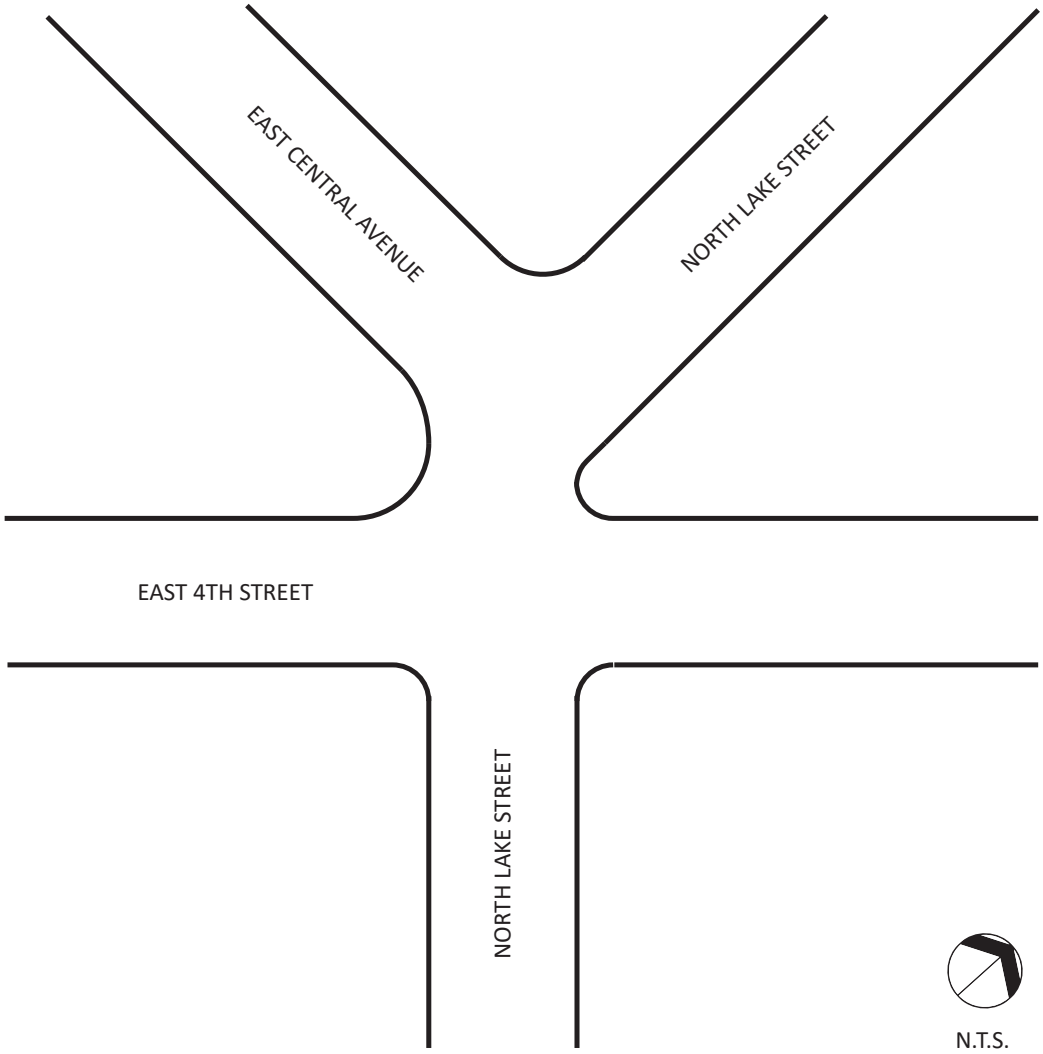

NORTH A STREET
YOSEMITE AVENUE
SOUTH A STREET
6TH STREET
N.T.S.

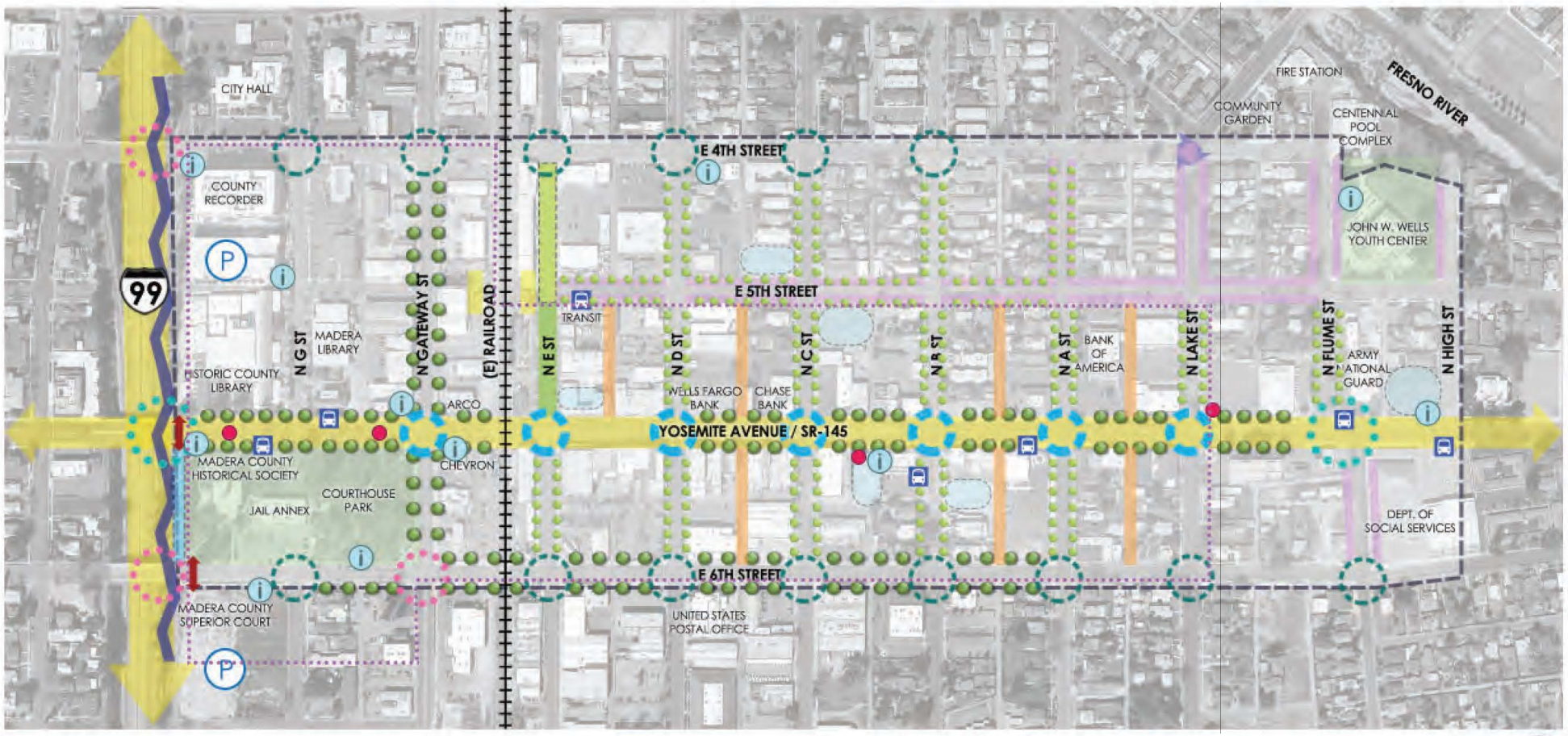
WAYPOINT #6

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?

NOTES:


EAST CENTRAL AVENUE
NORTH LAKE STREET
EAST 4TH STREET
NORTH LAKE STREET
N.T.S.



LEGEND

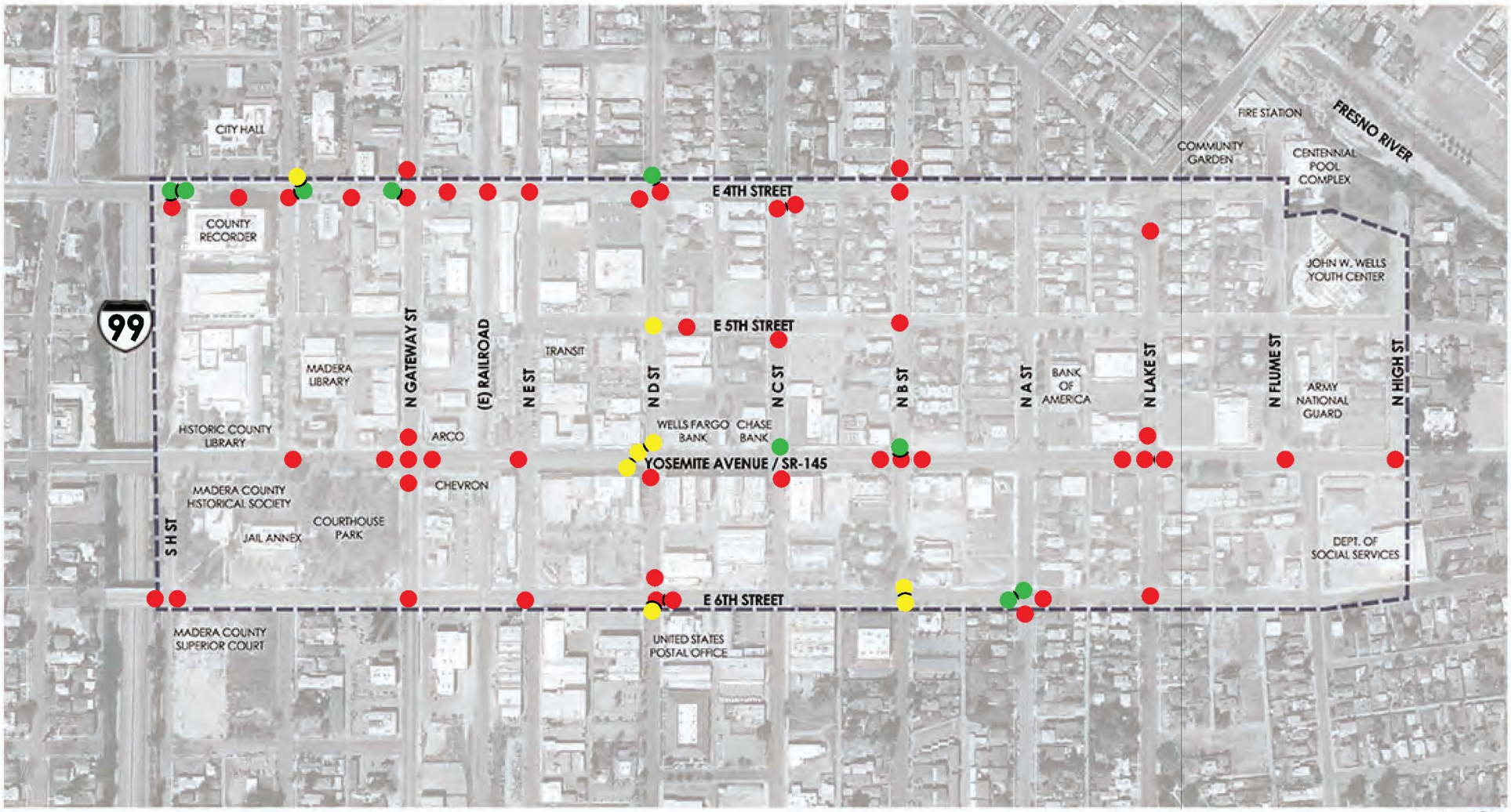
- PROJECT BOUNDARY
- RECLAIM UNDERUSED ON-STREET PARKING FOR PEDESTRIAN SPACE
- ALLEY ACTIVATION
- CESAR CHAVEZ PLAZA
- EXTENSION OF CESAR CHAVEZ PLAZA
- EXTENSION OF COURTHOUSE PARK AT STREET
- DOMA STUDY AREA
- PRIMARY GATEWAY
- SECONDARY GATEWAY
- ROUNDABOUT
- ENHANCED INTERSECTION W/ BULB-OUTS, CROSSWALK, & SIGNAL
- INTERSECTION BULB-OUTS
- PROPOSED CROSSWALK
- PARKING GARAGE
- EMPTY LOT ACTIVATION
- PARK
- PEDESTRIAN BARRIER
- NOISE
- 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

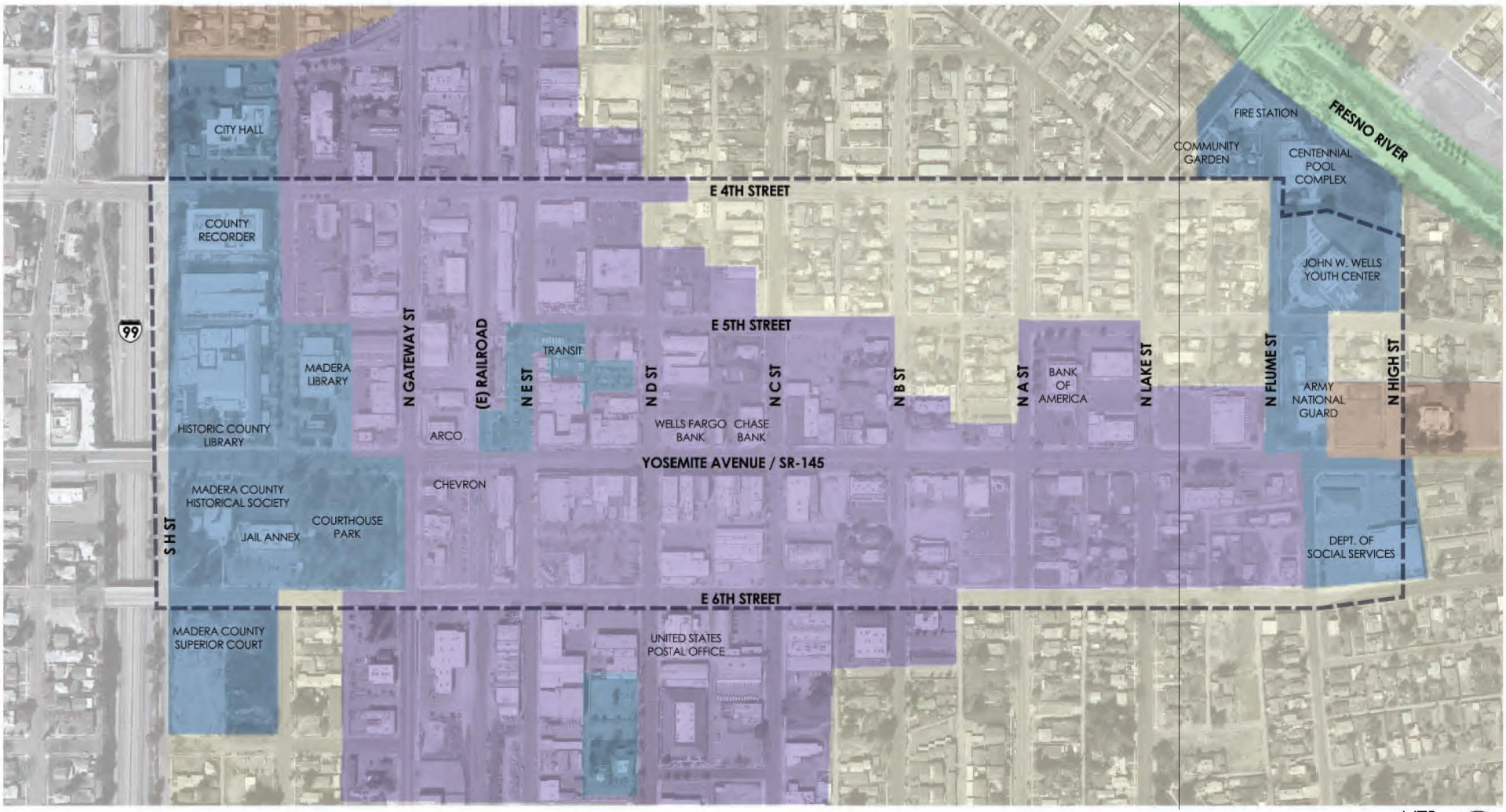
PEDESTRIAN COLLISION

BICYCLE COLLISION

MADERA DOWNTOWN - COLLISION DATA MAP 2014-2018

MARK THOMAS

6/27/2019



NTS

LEGEND

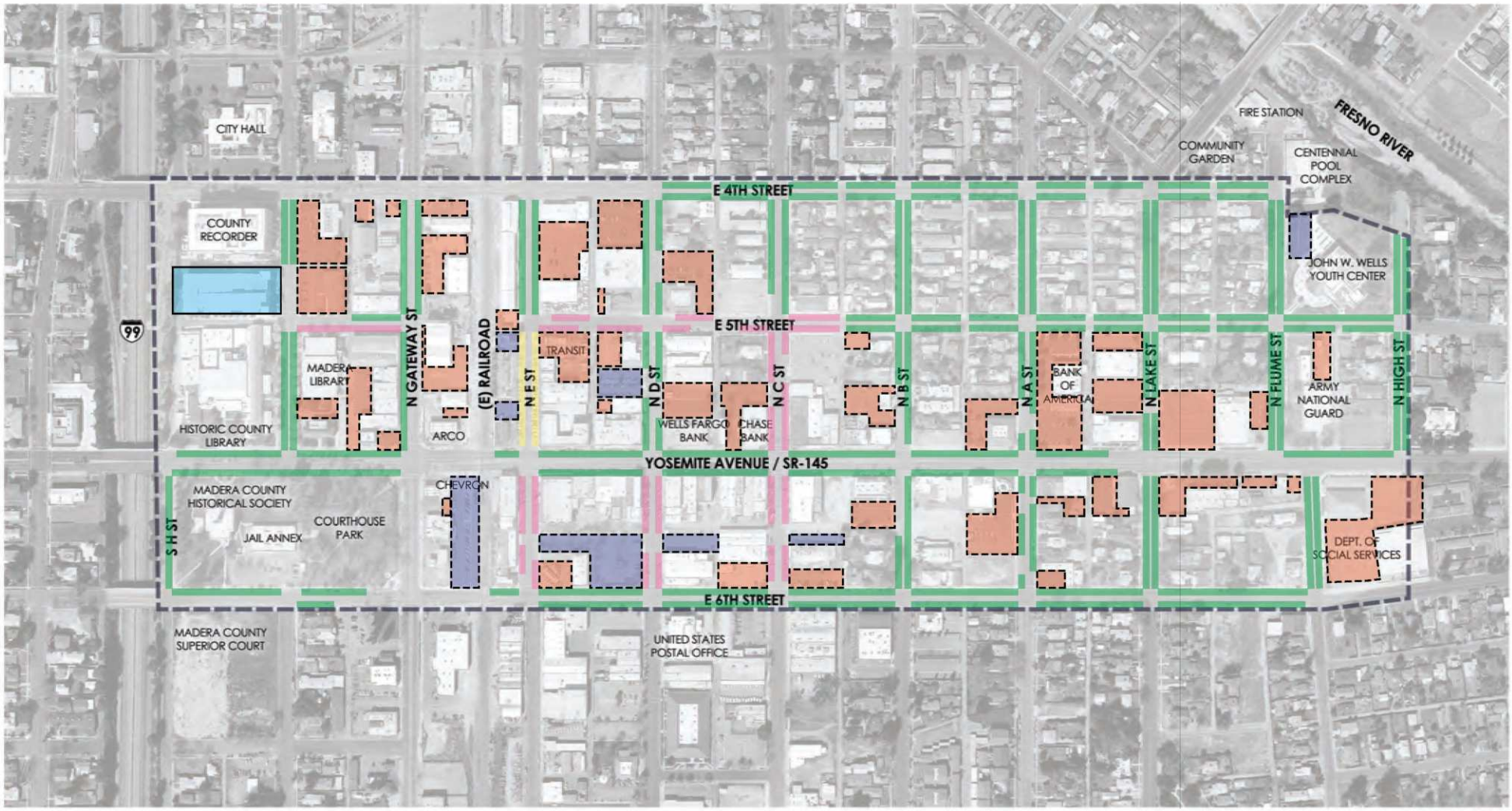
CIVIC/PUBLIC | COMMERCIAL CORE | RESIDENTIAL | RIVER AREA | OTHER

PROJECT BOUNDARY

MADERA DOWNTOWN - LAND USE RELATIONSHIP MAP

DOWNTOWN MADERA HAS MIXED USES IN A RELATIVELY SMALL AREA.

6/27/2019



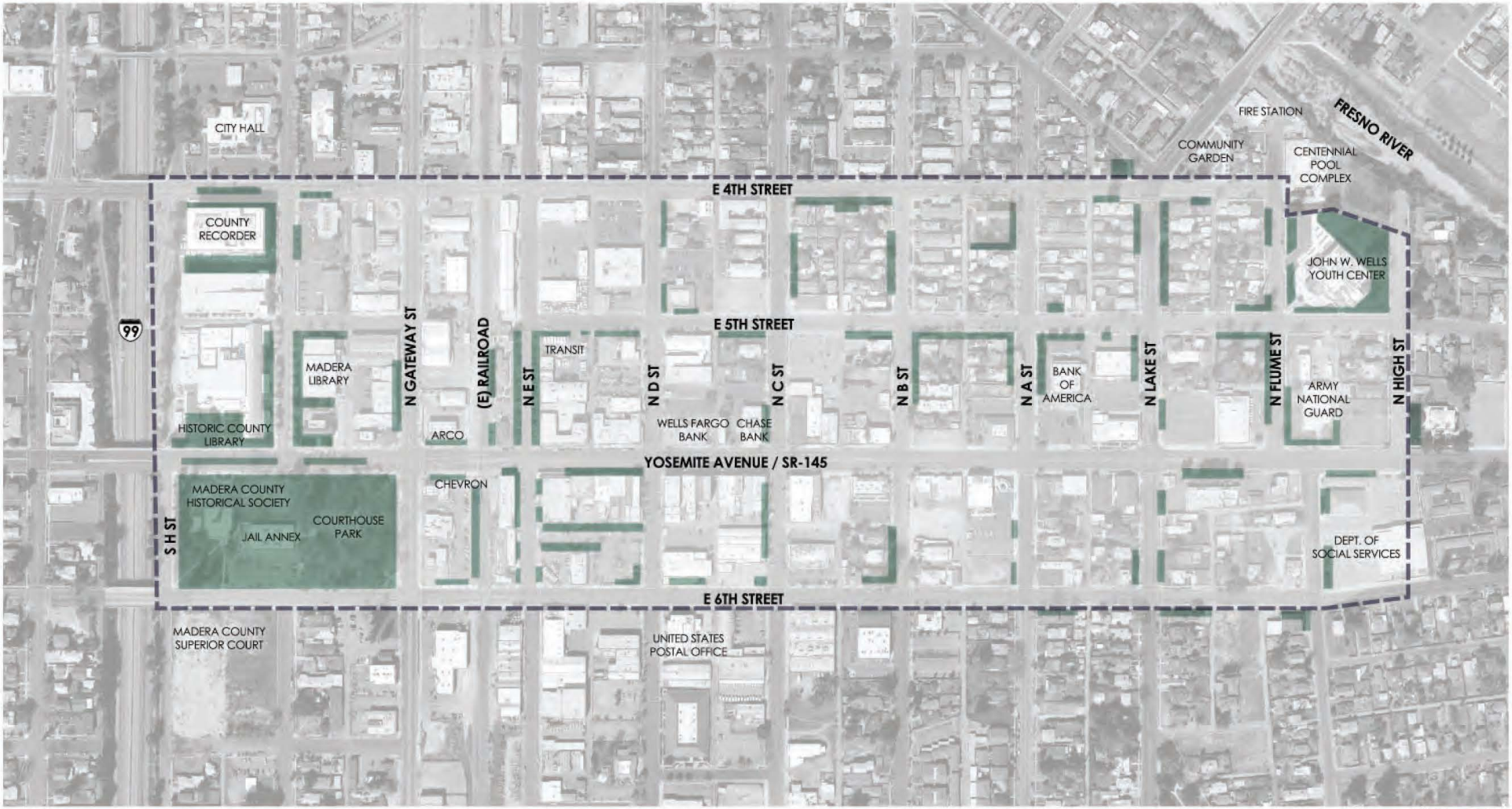
NTS

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

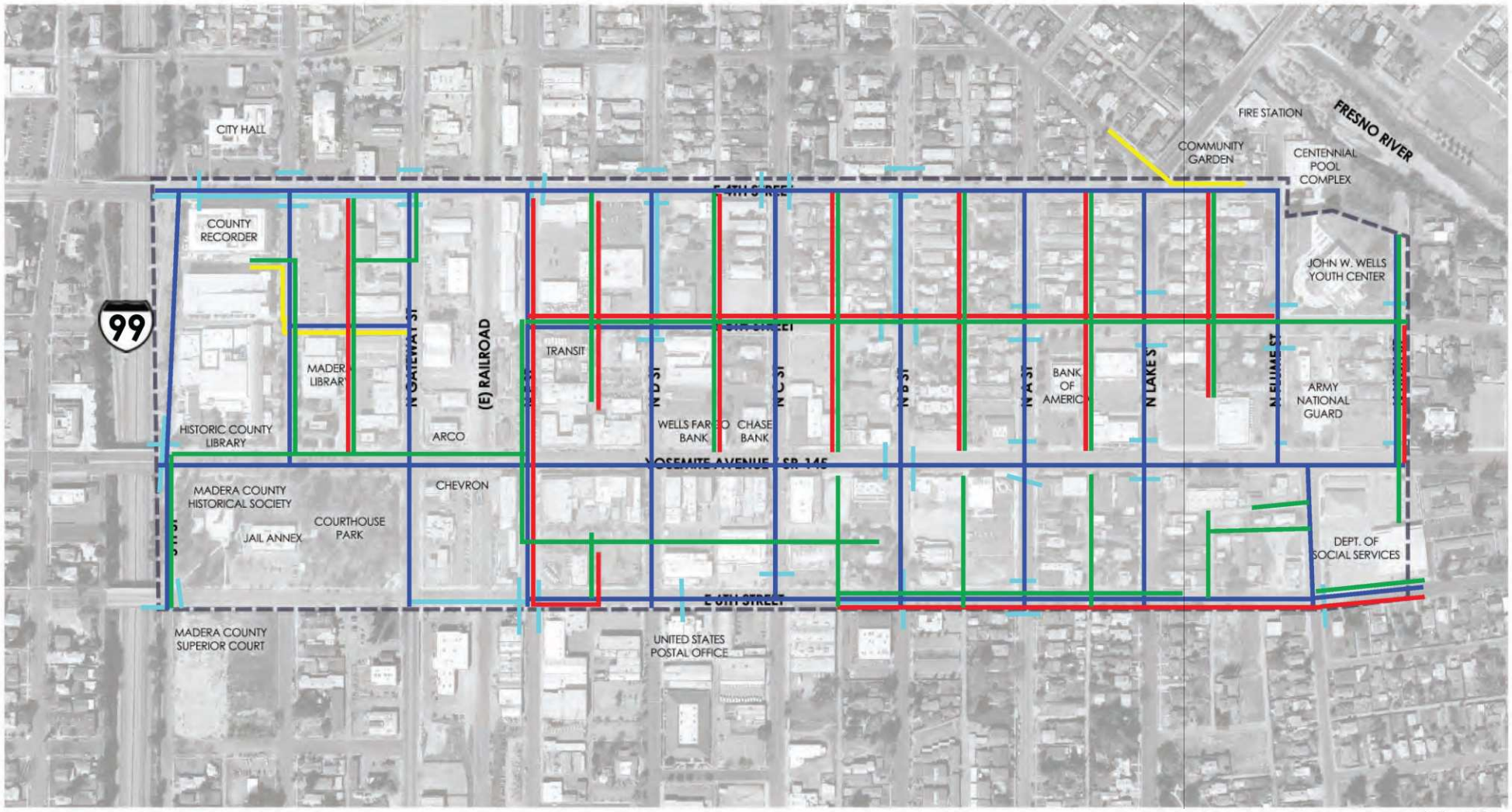
PROJECT BOUNDARY

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

MARK THOMAS

6/27/2019

MARK THOMAS

STREETSCAPE EXAMPLES











MARK THOMAS

ALLEY ACTIVATION











BULB-OUTS AND CROSSINGS













GATEWAYS


VERNON STREET



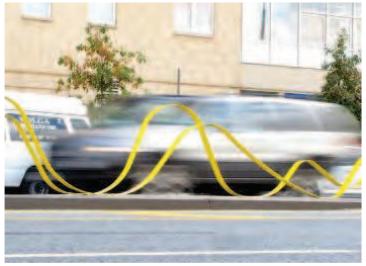

MARINA BOULEVARD
SECTION A-A PRIMARY GATEWAY AND STREET SECTION
OPTION 2 - MISSION REVIVAL
MARINA BLVD STREETSCAPE IMPROVEMENTS




HISTORIC
DISTRICT

MARK THOMAS

PUBLIC ART



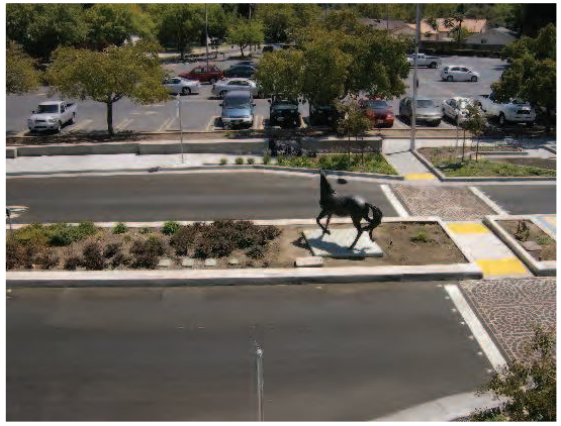










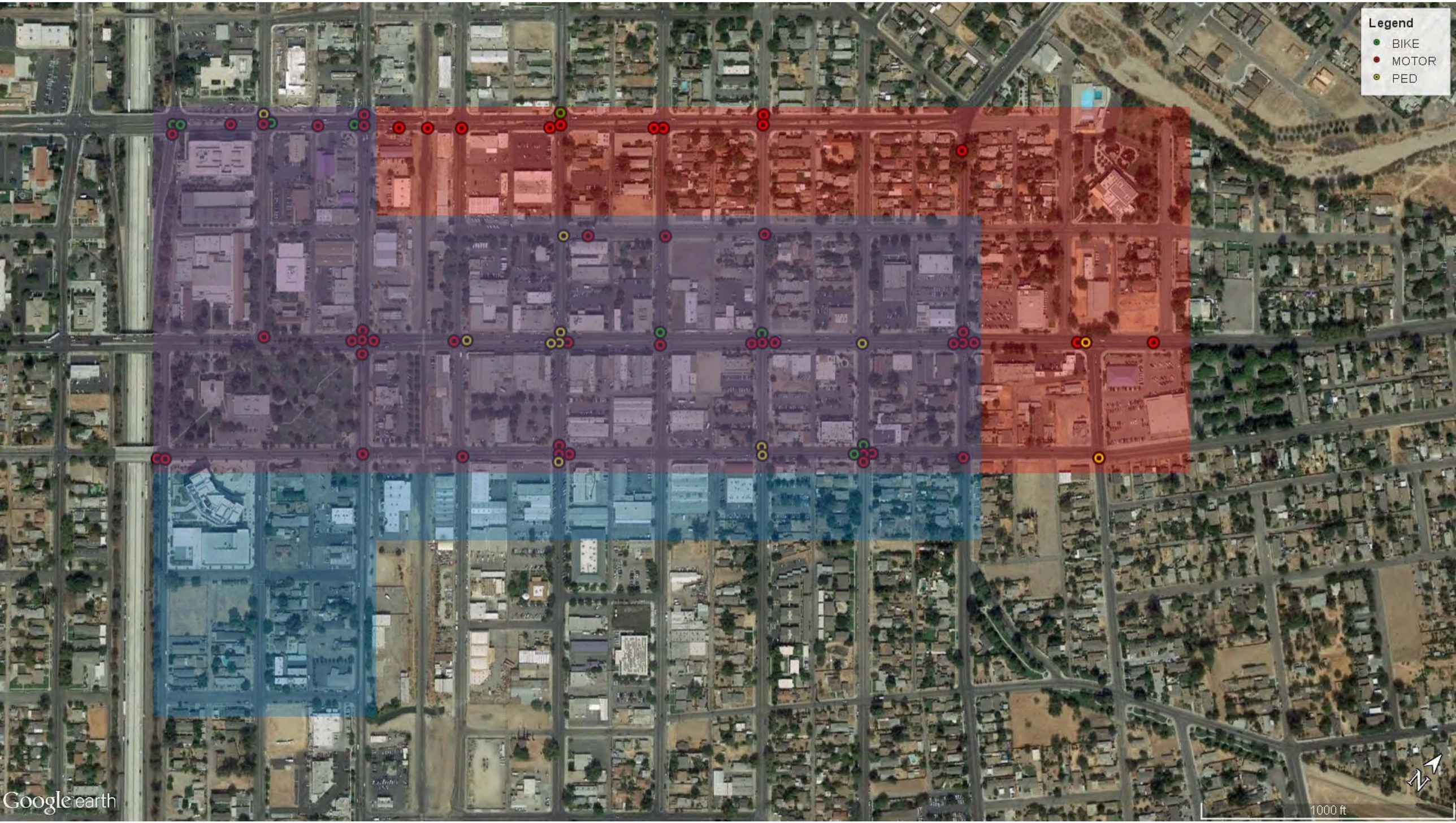


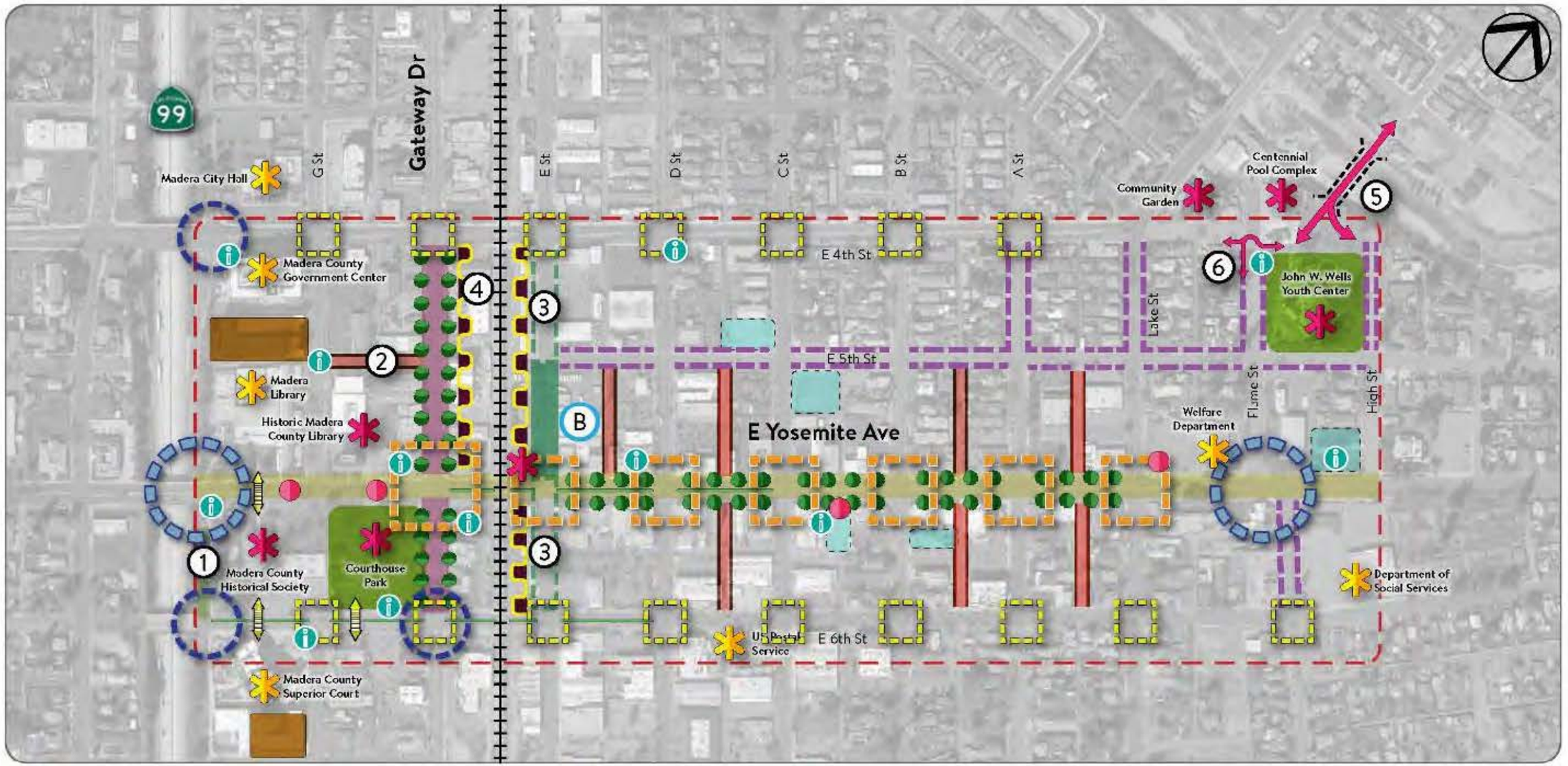
State Route 145 (Yosemite Avenue) as Main Street

MARK THOMAS

City Council Presentation

October 2, 2019


Legend
BIKE
MOTOR
PED
Google earth
1000 ft
N



- 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











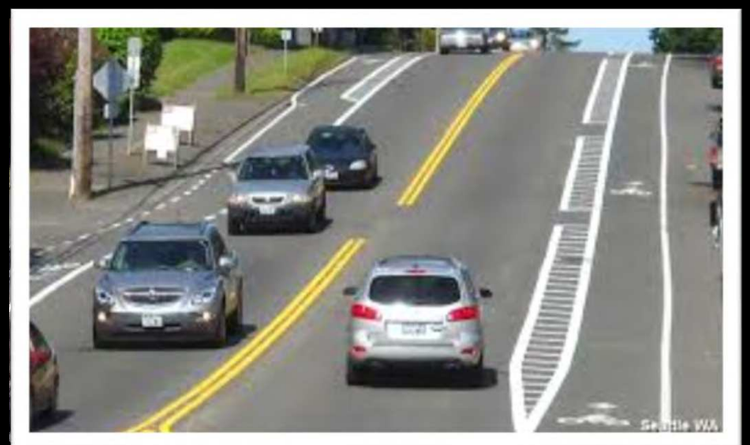


BICYCLE FACILITIES













STREETSCAPE EXAMPLES











ALLEY ACTIVATION



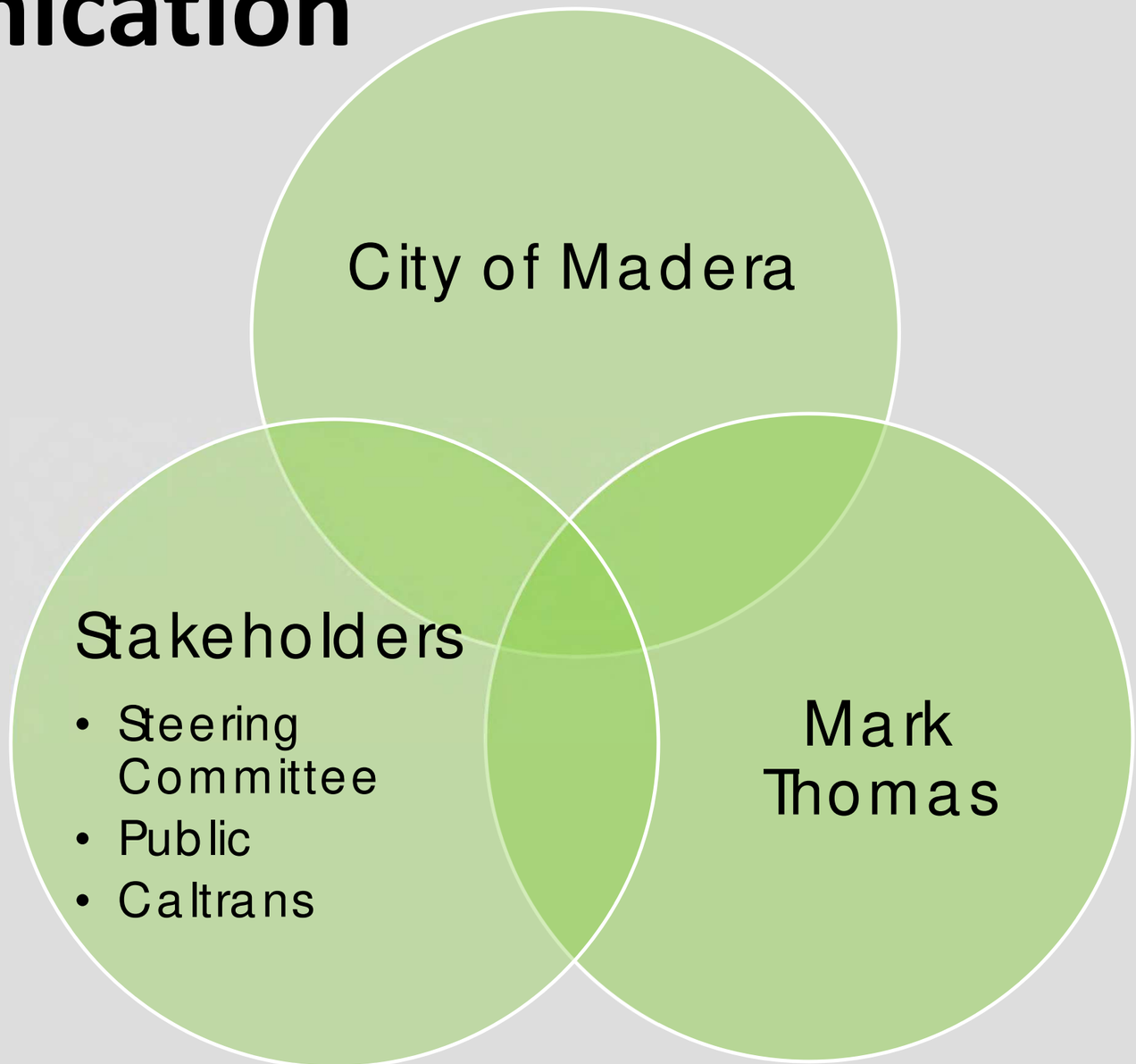








Communication



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



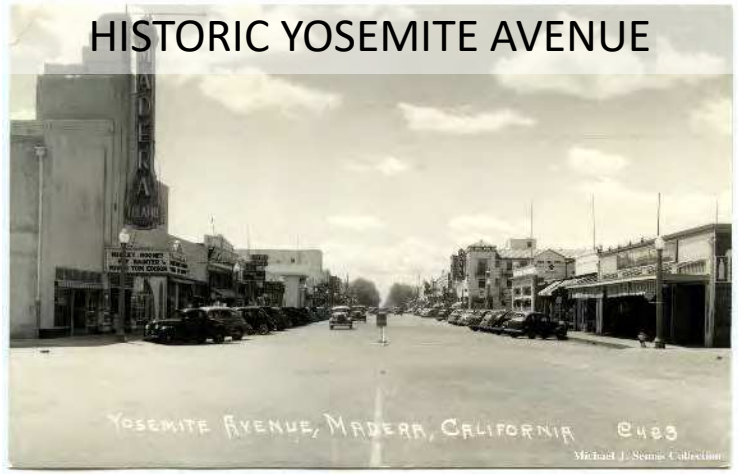
NEW COUNTY COURTHOUSE



COURTHOUSE PARK

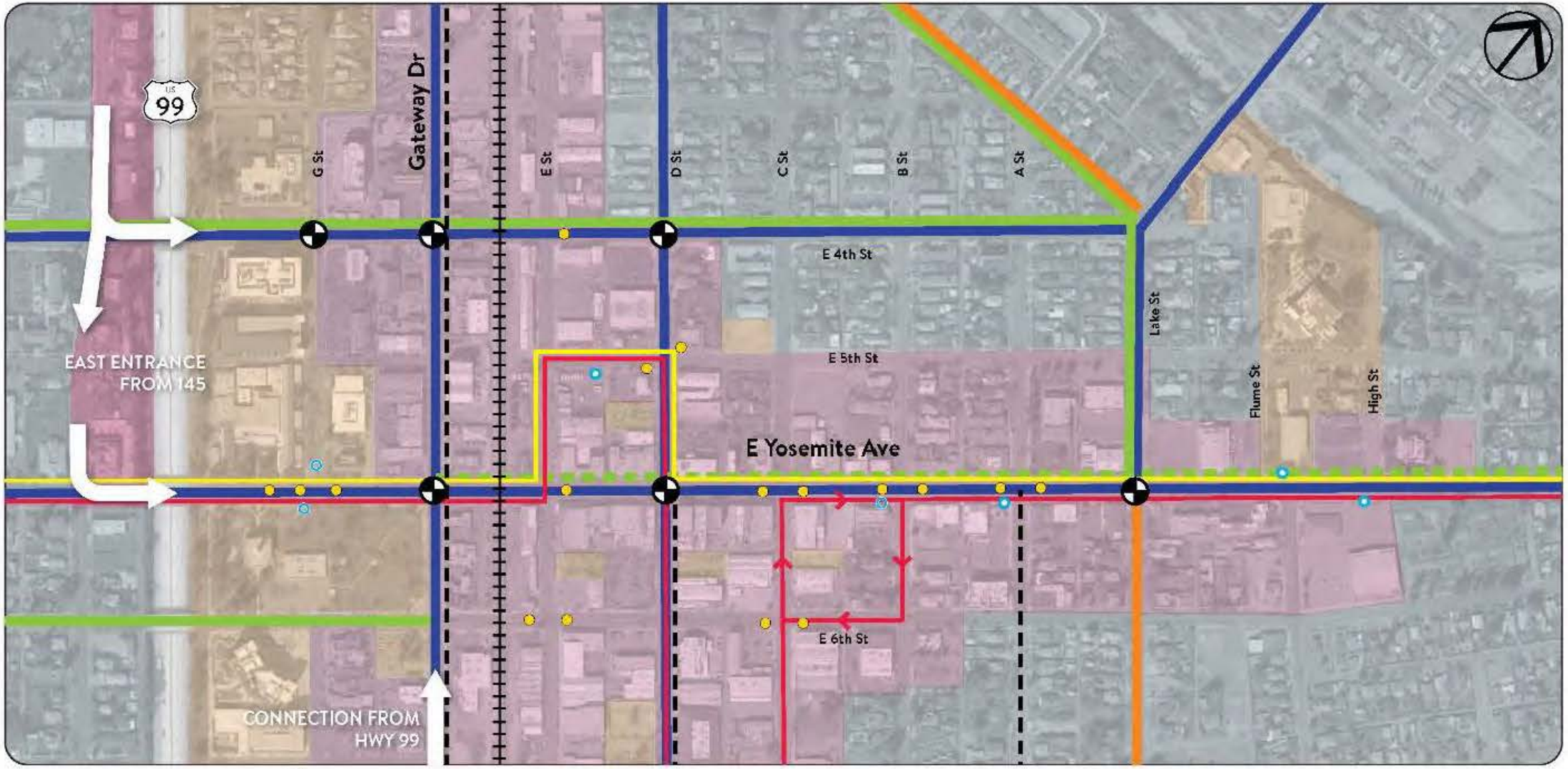


HISTORIC YOSEMITE AVENUE



SCHEDULE

- 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
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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

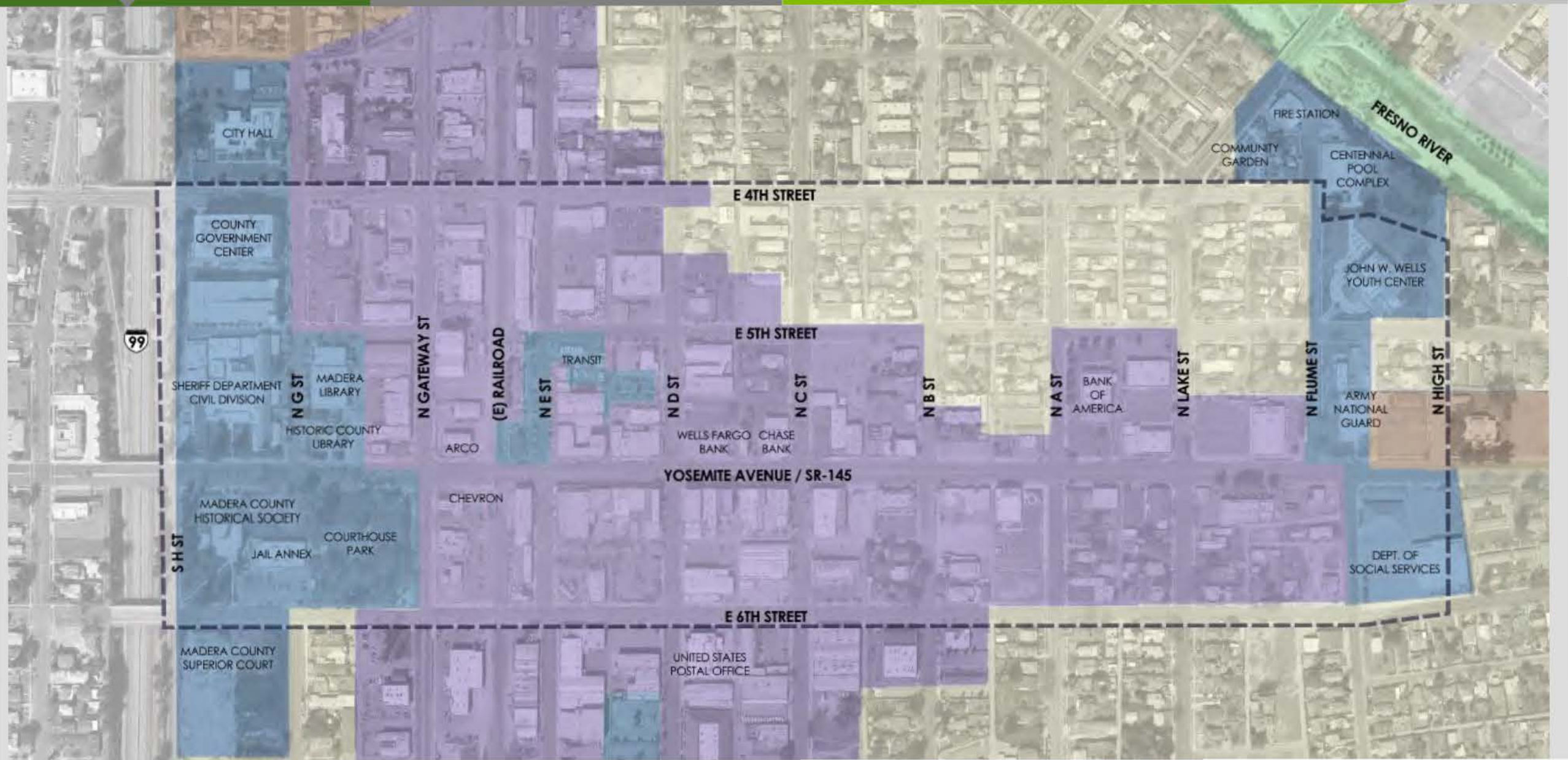
Unprotected Crossing Options Include:

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
HISTORIC COUNTY LIBRARY
ARCO
TRANSIT
CHEVRON
WELLS FARGO BANK
CHASE BANK
BANK OF AMERICA
FIRE STATION
COMMUNITY GARDEN
CENTENNIAL POOL COMPLEX
JOHN W. WELLS YOUTH CENTER
ARMY NATIONAL GUARD
DEPT. OF SOCIAL SERVICES
MADERA COUNTY HISTORICAL SOCIETY
JAIL ANNEX
COURTHOUSE PARK
MADERA COUNTY SUPERIOR COURT
UNITED STATES POSTAL OFFICE
FRESNO RIVER
E 4TH STREET
E 5TH STREET
E 6TH STREET
YOSEMITE AVENUE / SR-145
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





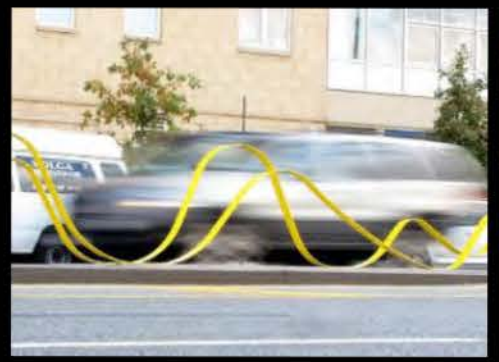





Downtown
Downtown Plaza
Old Sacramento
Train Station
DOWNTOWN

DOWNTOWN

PUBLIC ART









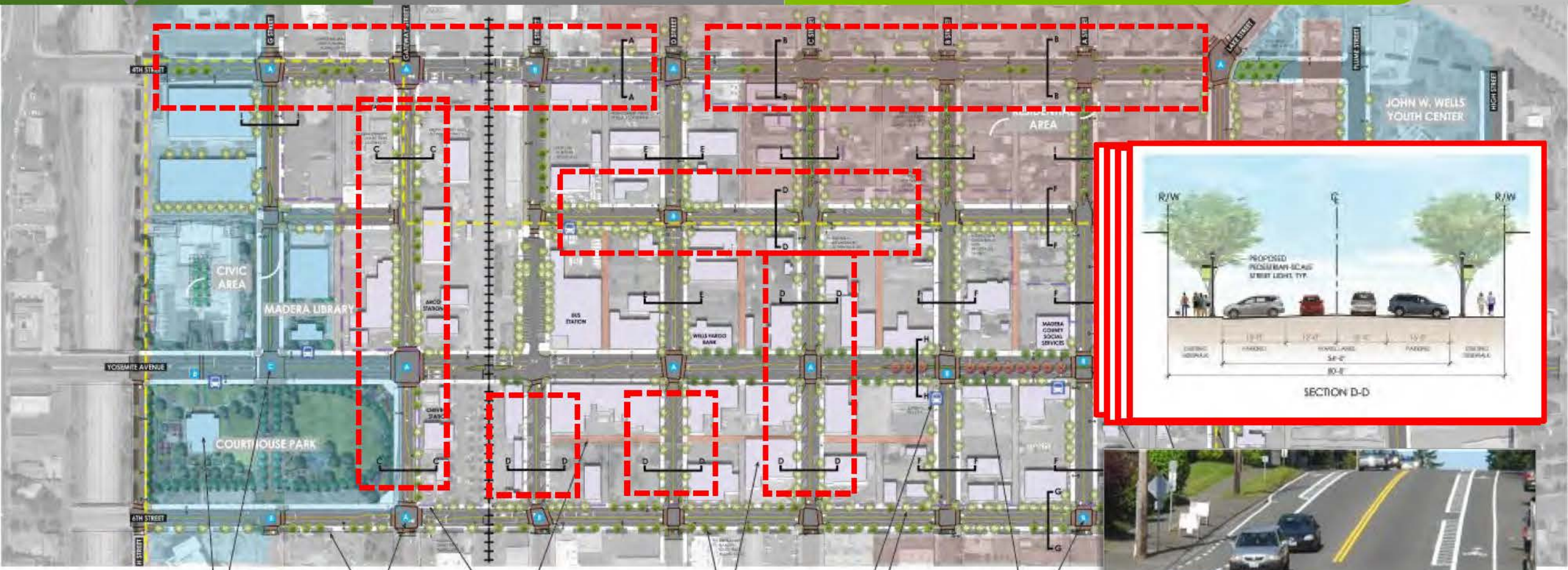








MASTER PLAN





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

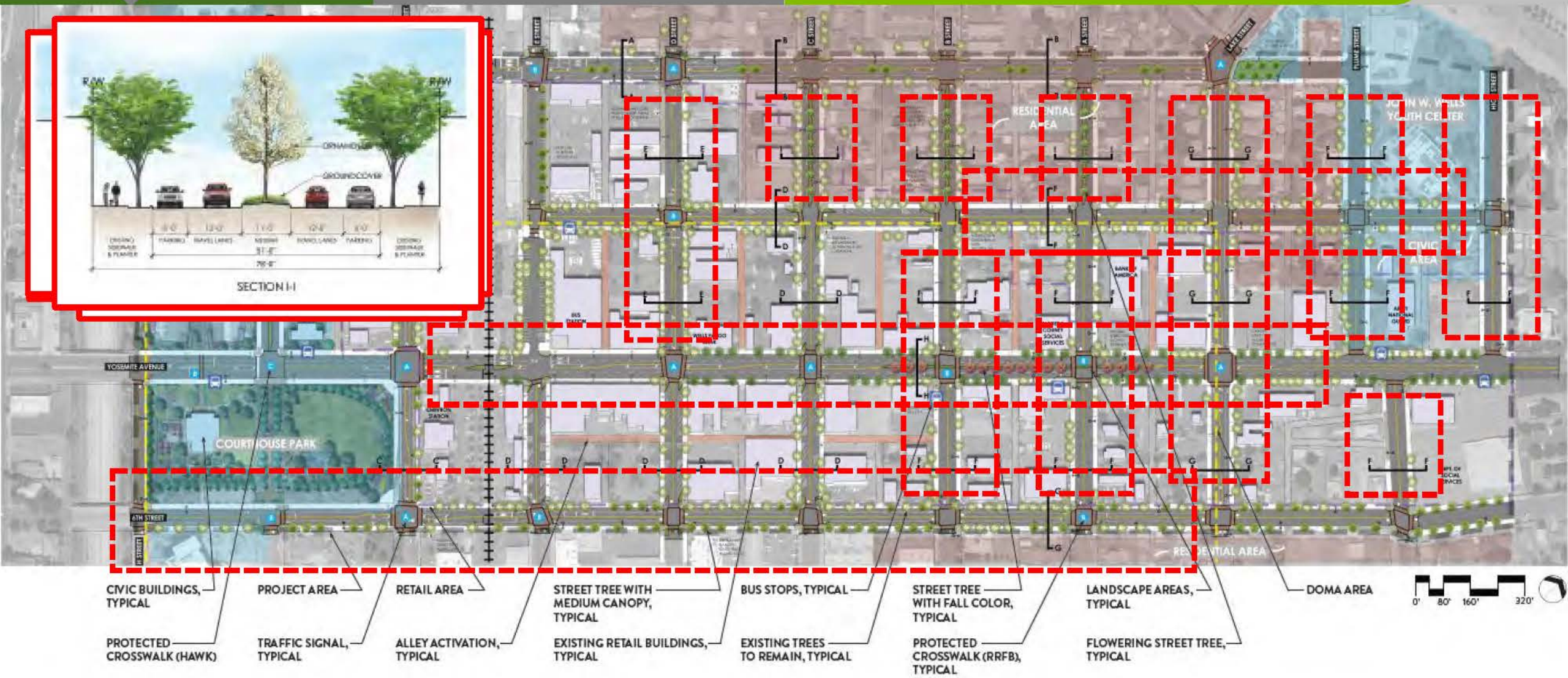
BUS STOPS, TYPICAL

EXISTING TREES TO REMAIN, TYPICAL

STREET TREE WITH FALL COLOR, TYPICAL

PROTECTED CROSSWALK (RRFB), TYPICAL

MASTER PLAN


SECTION I-I
YOSEMITE AVENUE
COURTHOUSE PARK
RESIDENTIAL AREA
CIVIC AREA
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
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

OPTION B



SECTION J-J



OPTION A



SECTION H-H

4TH STREET / LAKE STREET

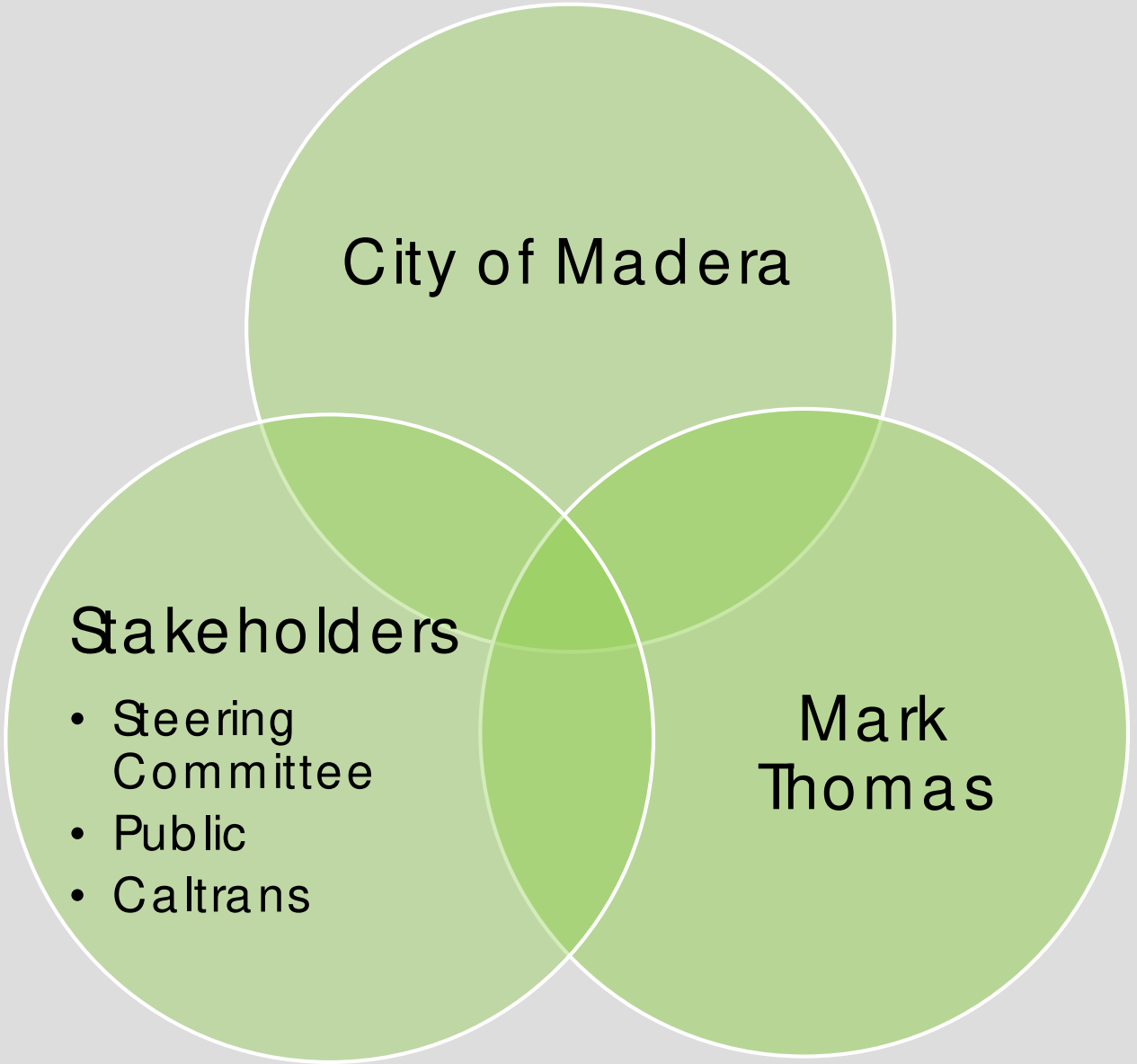


TYPICAL BULB OUT TREATMENTS





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
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SCHEDULE

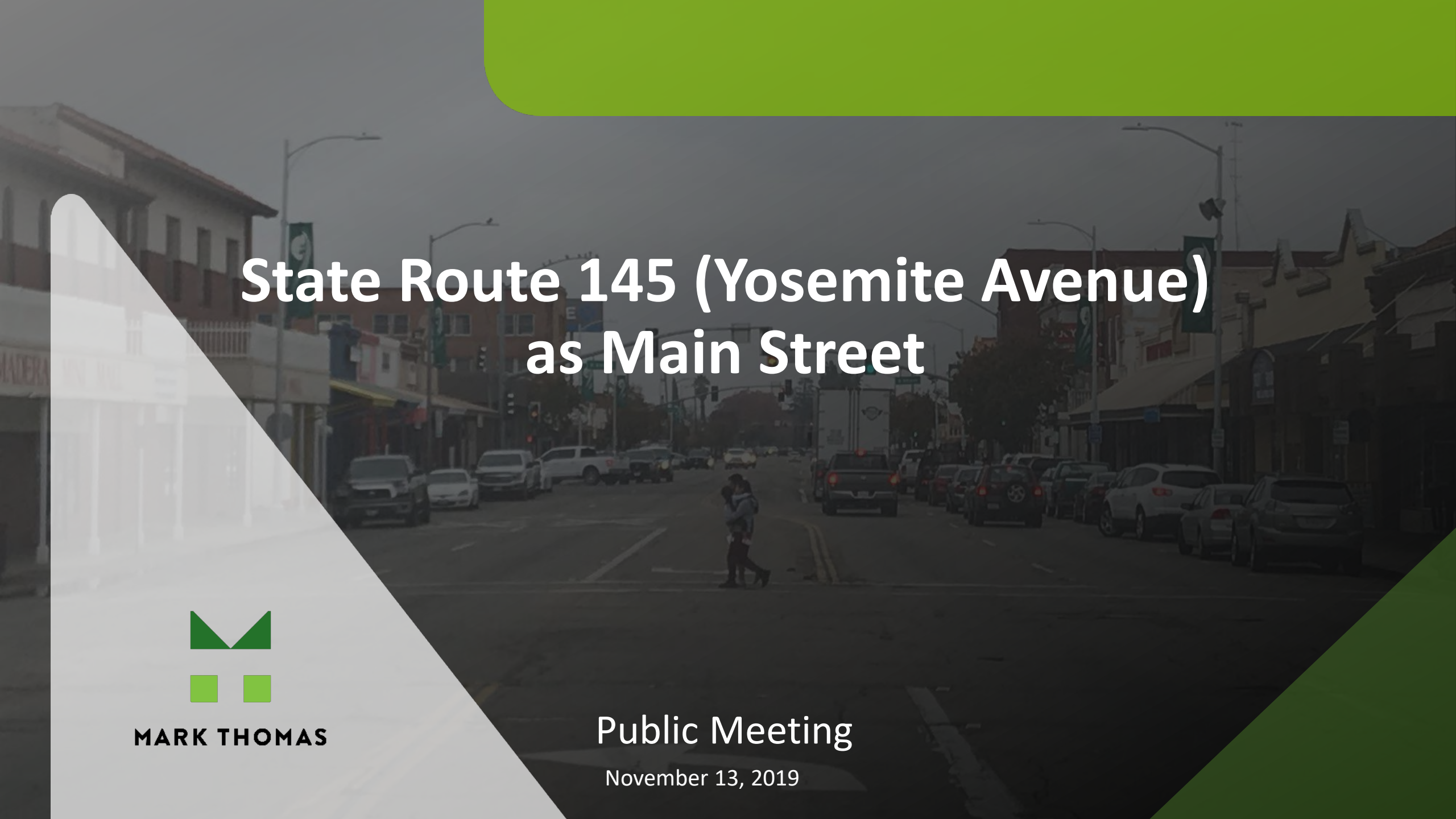
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Questions?

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





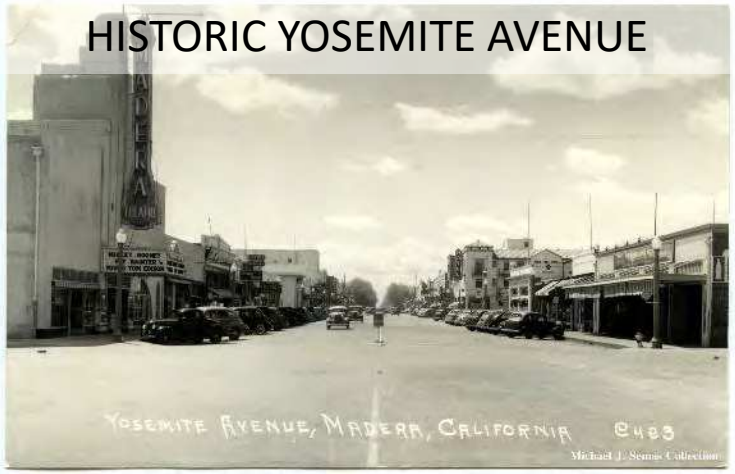
NEW COUNTY COURTHOUSE

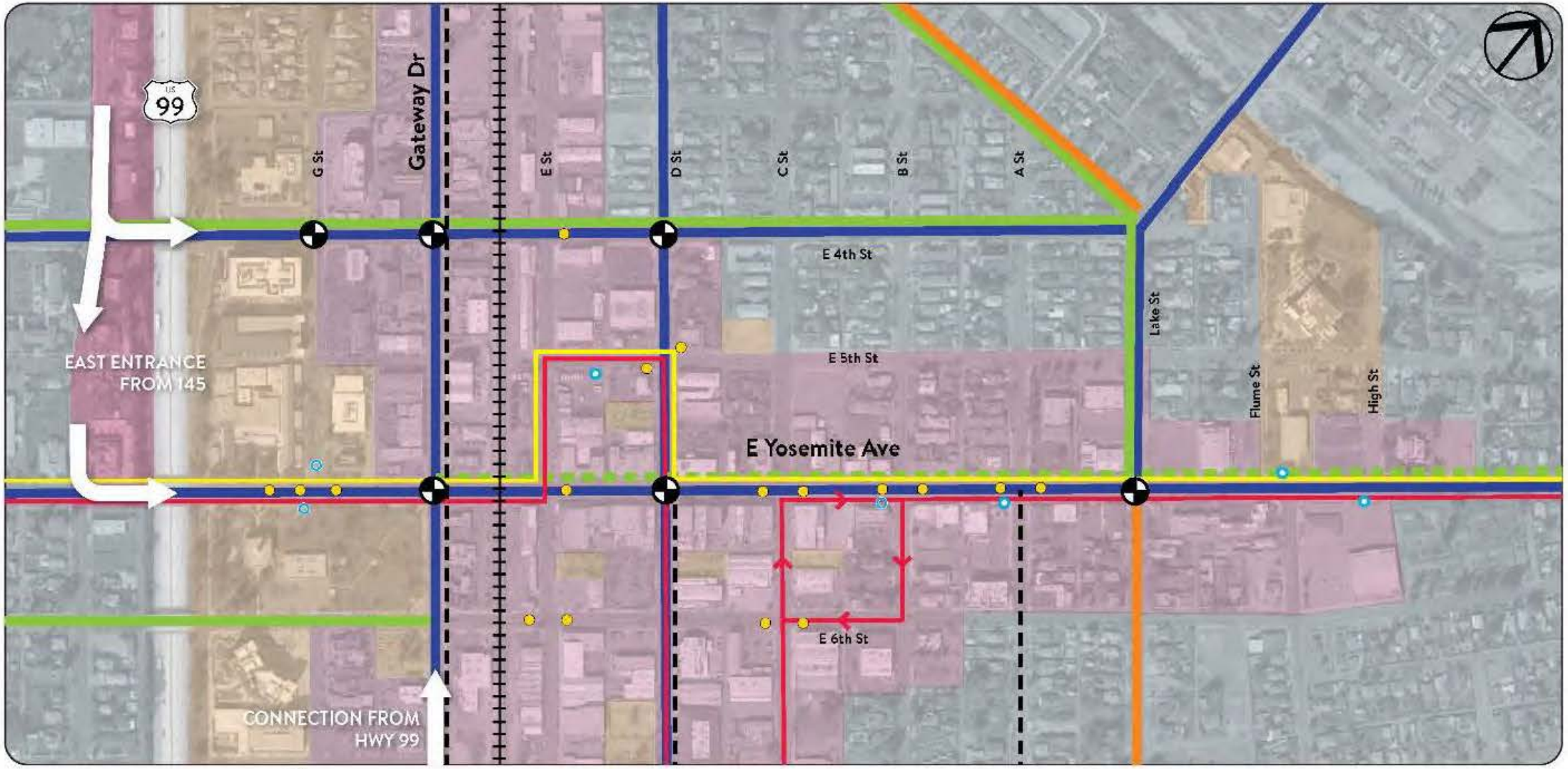


COURTHOUSE PARK



HISTORIC YOSEMITE AVENUE





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

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Planned Class II Lanes

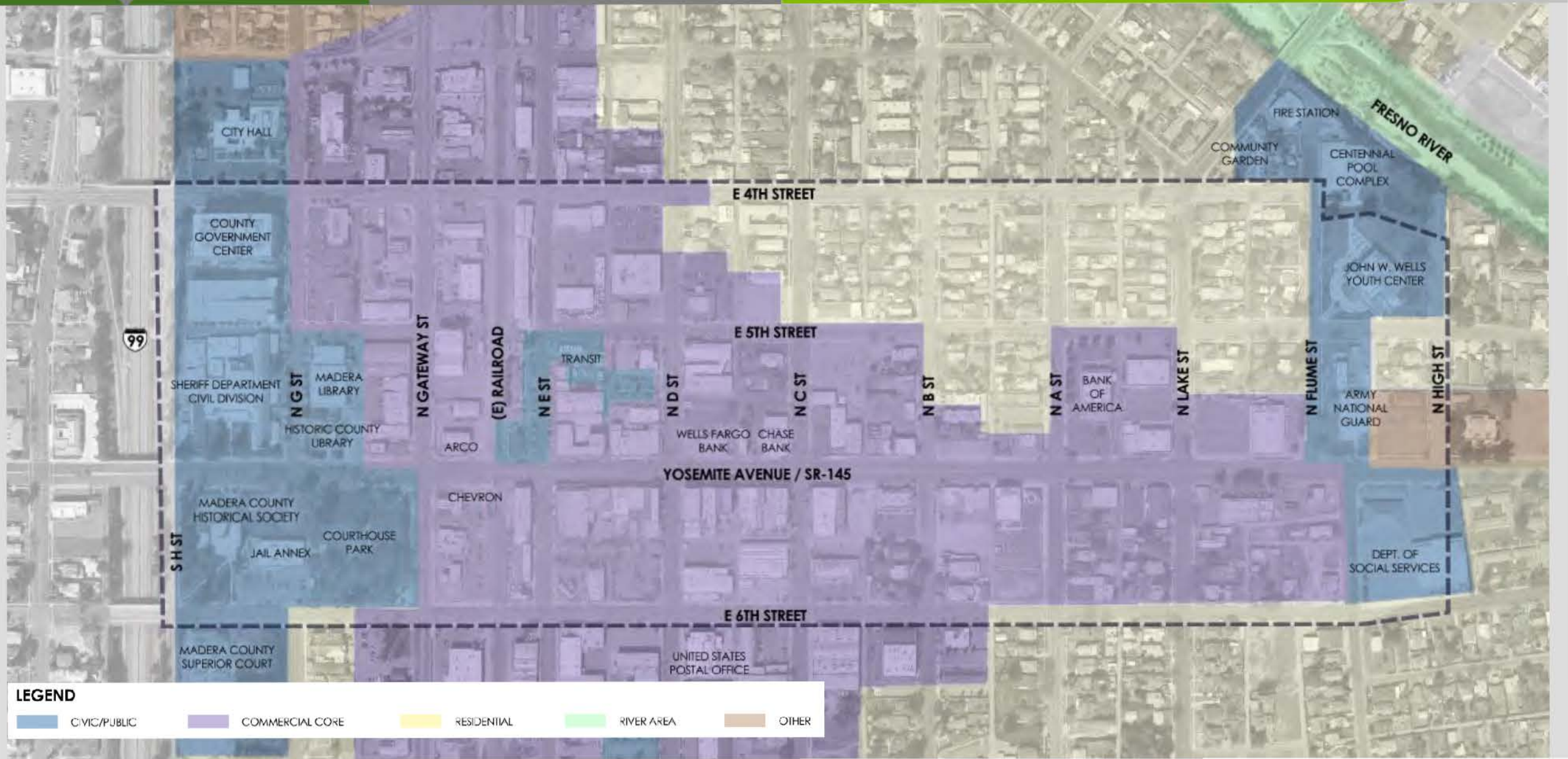
Bus Route 1

Bus Route 3 College

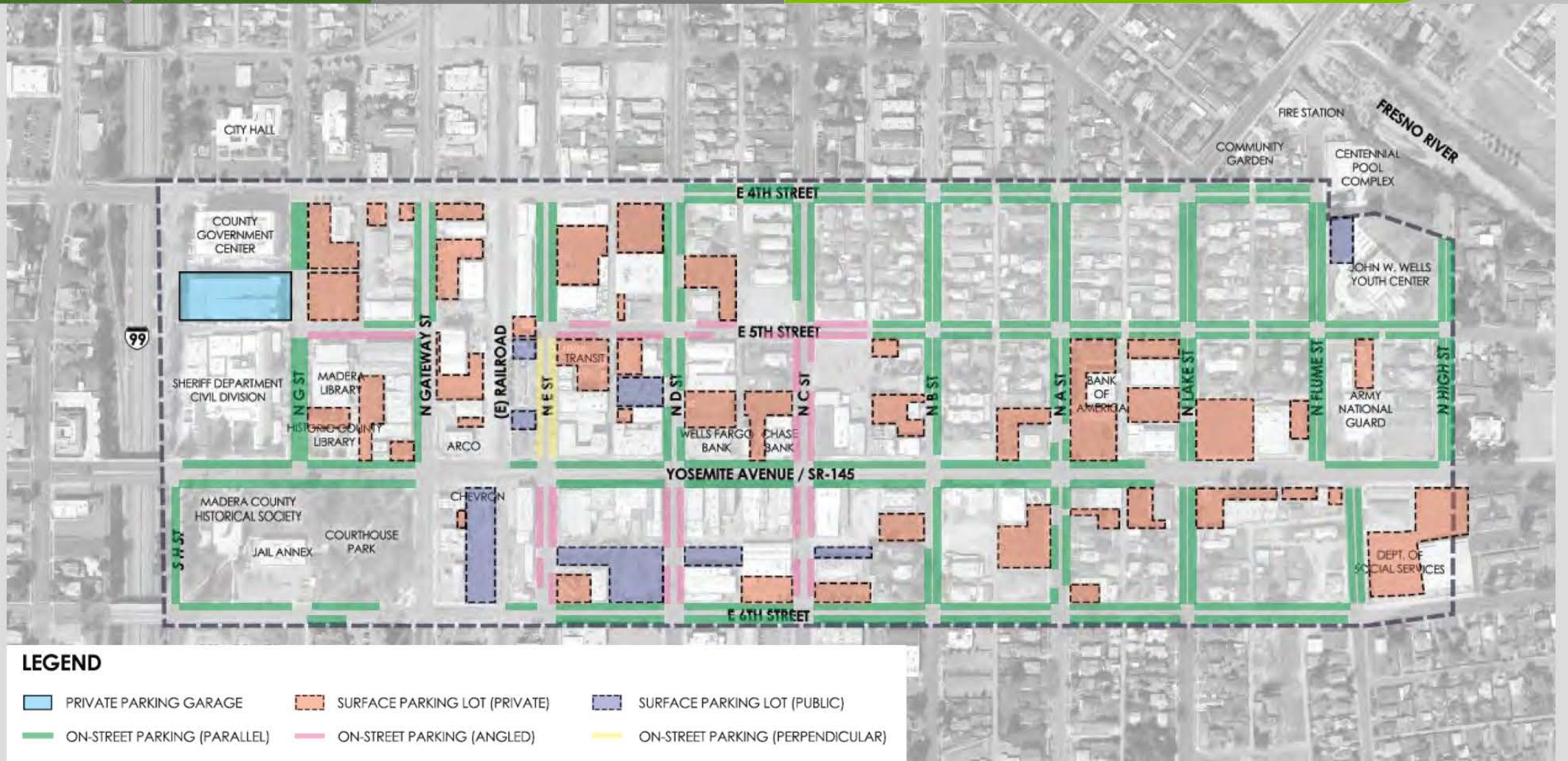
Unprotected Crossing Options Include:

1. HAWK (High Intensity Activated Crossing)
2. Rectangular Rapid Flashing Beacon
3. Advanced Yield Sign-age and Yield Lane Markings

LAND USE


CITY HALL
COUNTY GOVERNMENT CENTER
SHERIFF DEPARTMENT CIVIL DIVISION
MADERA LIBRARY
HISTORIC COUNTY LIBRARY
ARCO
TRANSIT
WELLS FARGO BANK
CHASE BANK
BANK OF AMERICA
FIRE STATION
COMMUNITY GARDEN
CENTENNIAL POOL COMPLEX
JOHN W. WELLS YOUTH CENTER
ARMY NATIONAL GUARD
DEPT. OF SOCIAL SERVICES
CHEVRON
MADERA COUNTY HISTORICAL SOCIETY
JAIL ANNEX
COURTHOUSE PARK
MADERA COUNTY SUPERIOR COURT
UNITED STATES POSTAL OFFICE
FRESNO RIVER
E 4TH STREET
E 5TH STREET
E 6TH STREET
YOSEMITE AVENUE / SR-145
99
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
S H ST
LEGEND
CIVIC/PUBLIC
COMMERCIAL CORE
RESIDENTIAL
RIVER AREA
OTHER

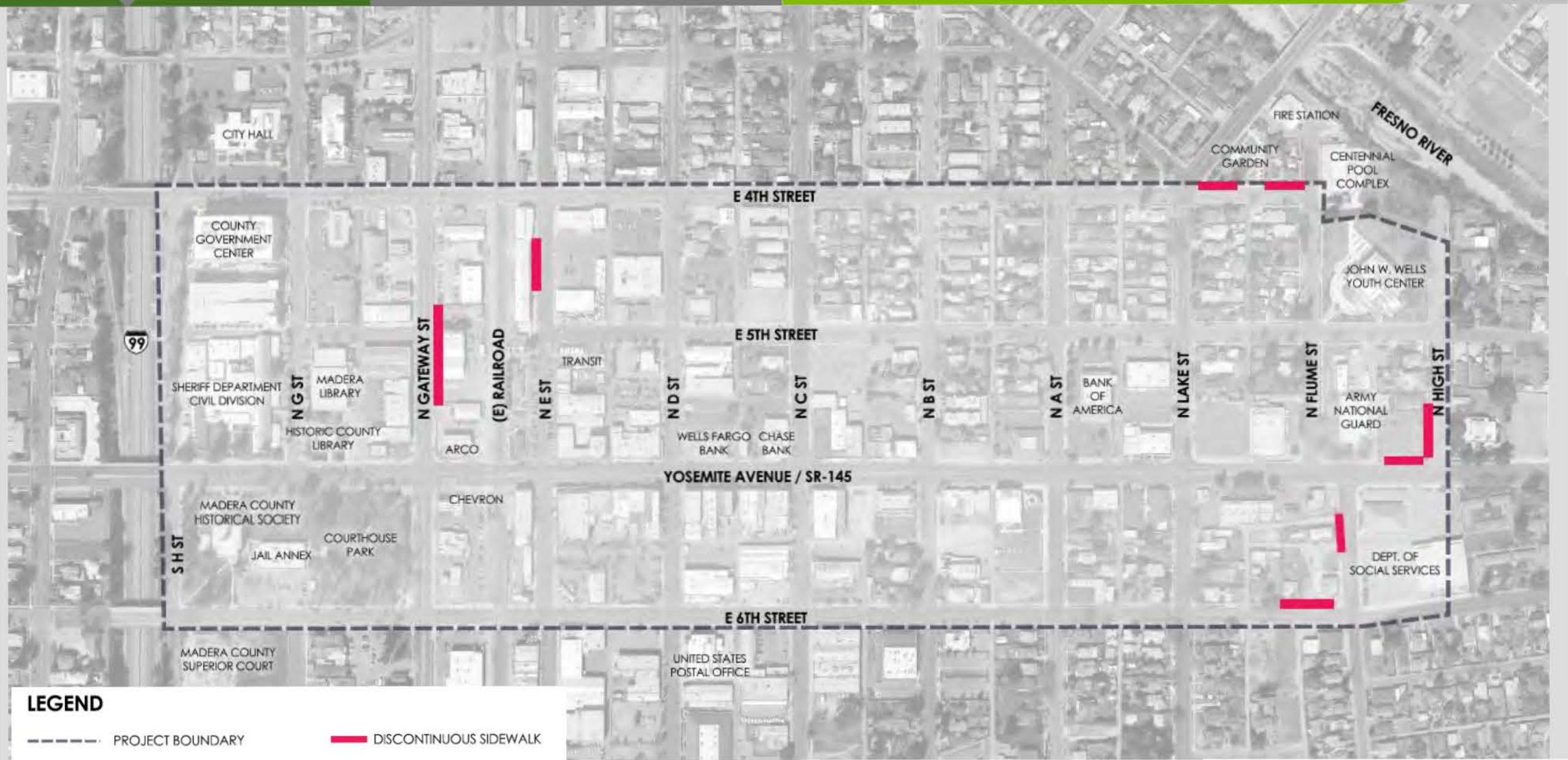
PARKING ANALYSIS



CROSSWALK ANALYSIS



SIDEWALK ANALYSIS



SITE LIGHTING ANALYSIS



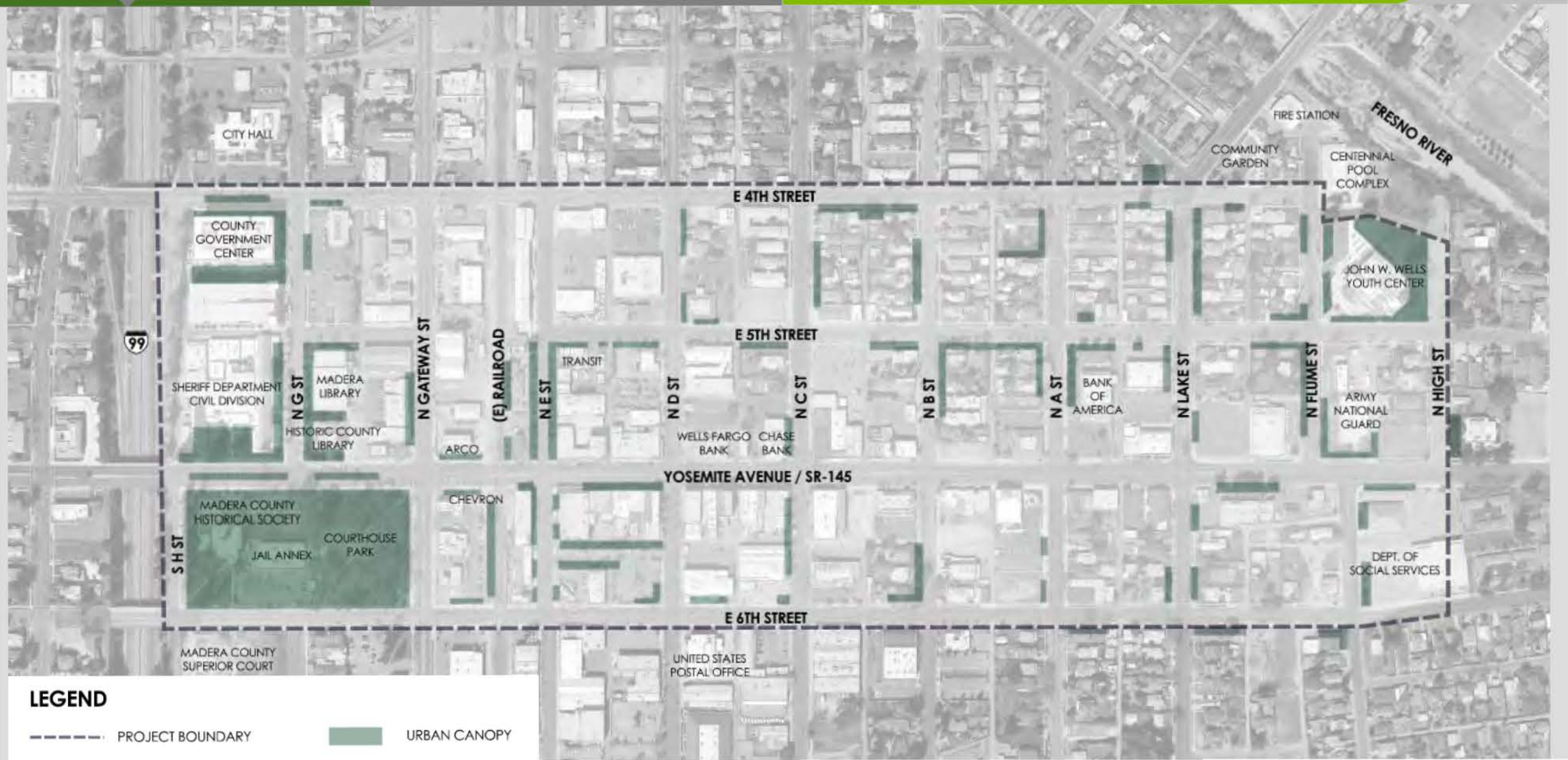
LEGEND

PROJECT BOUNDARY

ACORN TYPE STREET LIGHT

COBRA TYPE STREET LIGHT

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

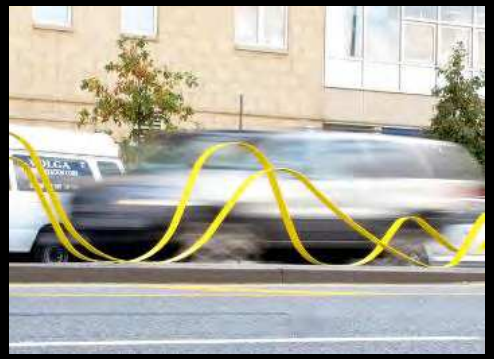








PUBLIC ART















- 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

OPTION B



SECTION J-J

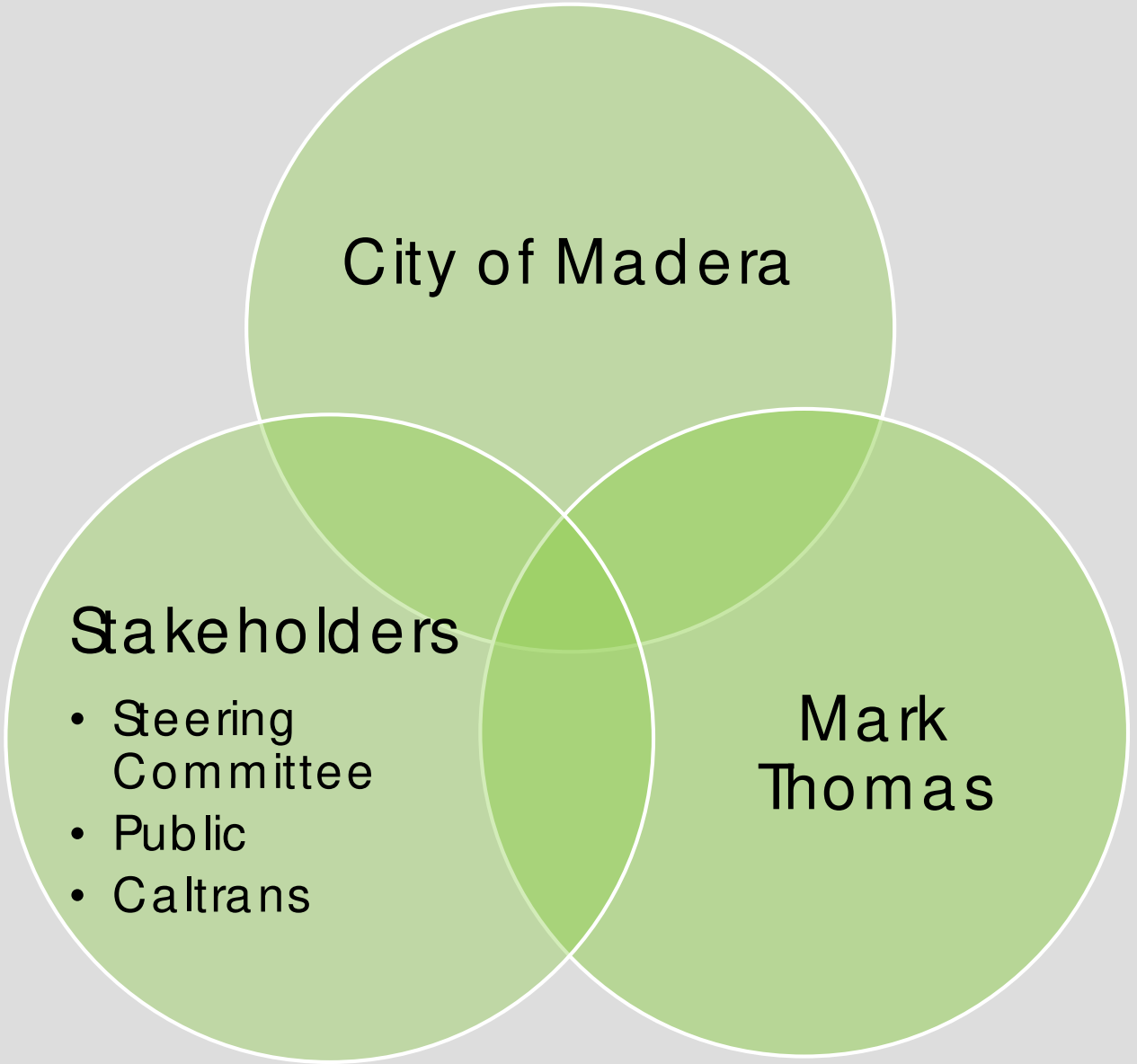


OPTION A



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. #A	559)708-74-52	
4	Cecelia H. Tenorio	Promotora Camarena	Camarena	29536 Ave 15 Madera	479-0575	Ctenorio1974.ct@gmail.com.
5	Brayan Reciado	Camarena Promotora	Camarena	334 E 6th Street	(559) 604 4000	BReciado3@ucmerced.edu
6	Brenda Herrera	community outreach Specialis	Camarena	344 E 6th St.	479-4551	brenera@camarena health.org
7	Charles Wielaw				673-2106	
8	Charles Daud	Madera Tribune Editor		2591 Mitchell Court 93637	706-0202	cdaud@maderatribune.net
9	Jazmin Rios	Workforce Development Manager	Camarena	730 I St.	363-1690	jrios@camarenahealth.org
10	Ana Reyes	Promotora	Camarena	1516 Steven Ln	871-86 95	03anareyes29@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	662-4040	lethia.gonzalez@maderacounty.com
12	Ofelio Morales	transit commidy		800 Sierra	363-5247	
13	JON BARSOTTI	~~Pres~~ VICE PREZ.	DOWNTOWN ASSOC.		416-6135 cell	
14	Alejandra Pulido	Promotora de Salud comunitaria	Comunidad			alejandra.c9pulido@gmail.com
15	Amada Rocha	Office Clerk	Madera Chamber	330 W. Clark St #100	645-8691	mrocha@maderachamber.com
16	Isabella Ventura	Youth commissioner	Yli		330-7456	bellaabella2002@icloud.com
17	Gail McIntyre	Retired		1734 DeCesari	706-3055	msmacinc@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	wendya@maderatribune.net
20	Joe Wells	Retired	—	1916 W. Pecan	674-6141	joewells@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 Smith				559-367-2170	
23	Kym Smith				559-363-2571	
24	Jessica Mena	Realtor	Cal Prime Realty		559-474-3215	
25	Martha Garcia	Teacher	MQC.	413 South A St Tulare CA	(559) 232-0750	
26	Cindy Talley	Realtor	CBP		232-8946	
27	Israel Cortes	Broker	Cortes Insurance	109 Mainberry	(559)2307402	
28	Pat Vieira	—	—	1916 West Prosperity	674-6141	
29	Yolanda Williams		Community Bible Church	2337 Frederick	6738545	
30	Anali Munzenmaier		Community	1109 Valley Way	232-9437	anamaier2003@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				232-6584	
32	Jerol Holiday					
33	Maria Martinez				559-975-3453	
34	Ray Seibert					Rayseibert@gmail.com, Ray50
35	Alyssia Arredondo	Realtor	Re/Max Gold		559-760-5795	alyssia.arredondo@gmail.com
36	Jennifer Aguilar					
37						
38						
39						
40						

SR 145 Community Workshop

SIGN-IN SHEET

Please Print Clearly **11/13/2019**

#	NAME	TITLE	ORGANIZATION	ADDRESS	PHONE	E-MAIL
41	Julie Herd	Bus Dev. Manager	Madera Co EDC	2425 Cleveland	675-7708	Jherd@maderacountyedc.com
42	Abel Perez	loan officer	Welcome home funding	3674 Riverview	706-1241	abel22perez@yahoo.com
43	Corina T.		Camarena	785 N. Lane Ln.	389-2072	
44	Derek Robinson	Councilman	Madera City	1806 Monterey	474-7690	DROBINSON@CITYOFMADERA
45	Alw Salazar	City Planning Comm		60 Rosemary Dr	2326468	Alwsells559@gmail.com
46	Deborah Martinez	Director	DSS	700 E Yosemite	675-7841	deborah.martinez@maderacounty.com
47	Ramona Davie	Bank Manager	Union Bank	201 N D St	673-5046	ramona.davie@unionbank.com
48	Ivana Mendoza	Community resident		905 Riverside DR. Apt 4	5597305-1158	NVIA
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

Please Print Clearly **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) 823-3857	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@maderachamber.com
4	Arcelia Mendez				559 645-9416	
5	Cydee Off		Rios			
6	JASON BURNS		LANDMARK DEVELOPMENT	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 St		
18	Agapito Rocha	Sub Teacher	Madera CA	909 E Yosemite Ave	975.7976	
19	[illegible]	Program coordinator	YLI		559 274-8165	yflores@YLi.org
20	Avery Cordero	YLI / Youth Com.	YLI	560 Chablis Ave.	5592326915	

SR 145 Community Workshop

SIGN-IN SHEET

Please Print Clearly

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	Julie O'Kane	~~Mayor~~ Bd. Member	MADERA CO. ARTS AUTHORITY	205 REDWOOD DRIVE	674-0179	
35	Maria Nolaz	CHW	Camarena Health	1000 Westmark 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	ricec0084@gmail.com
38						
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SR 145 Community Workshop

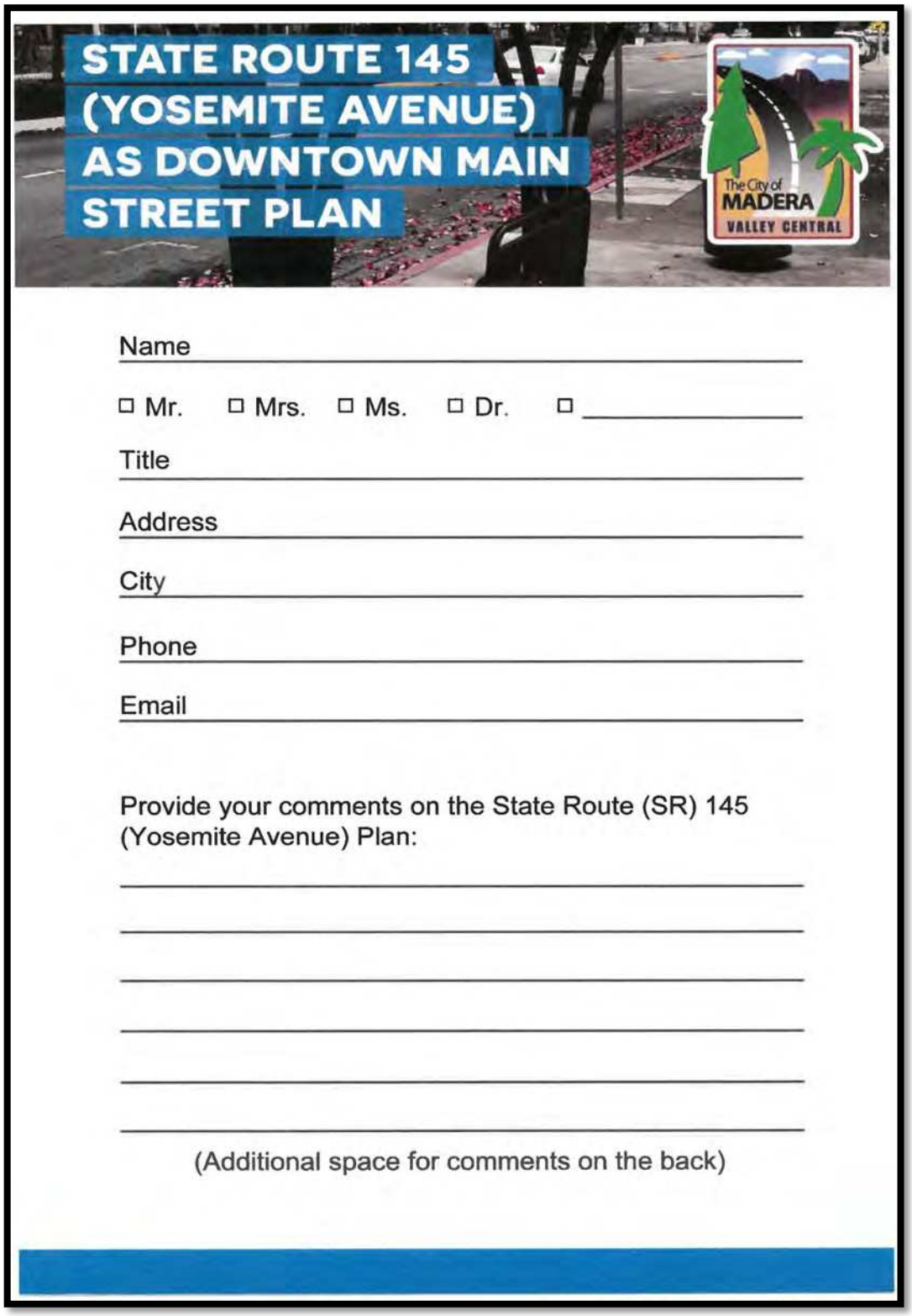
SIGN-IN SHEET

Please Print Clearly

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 4794469	
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!

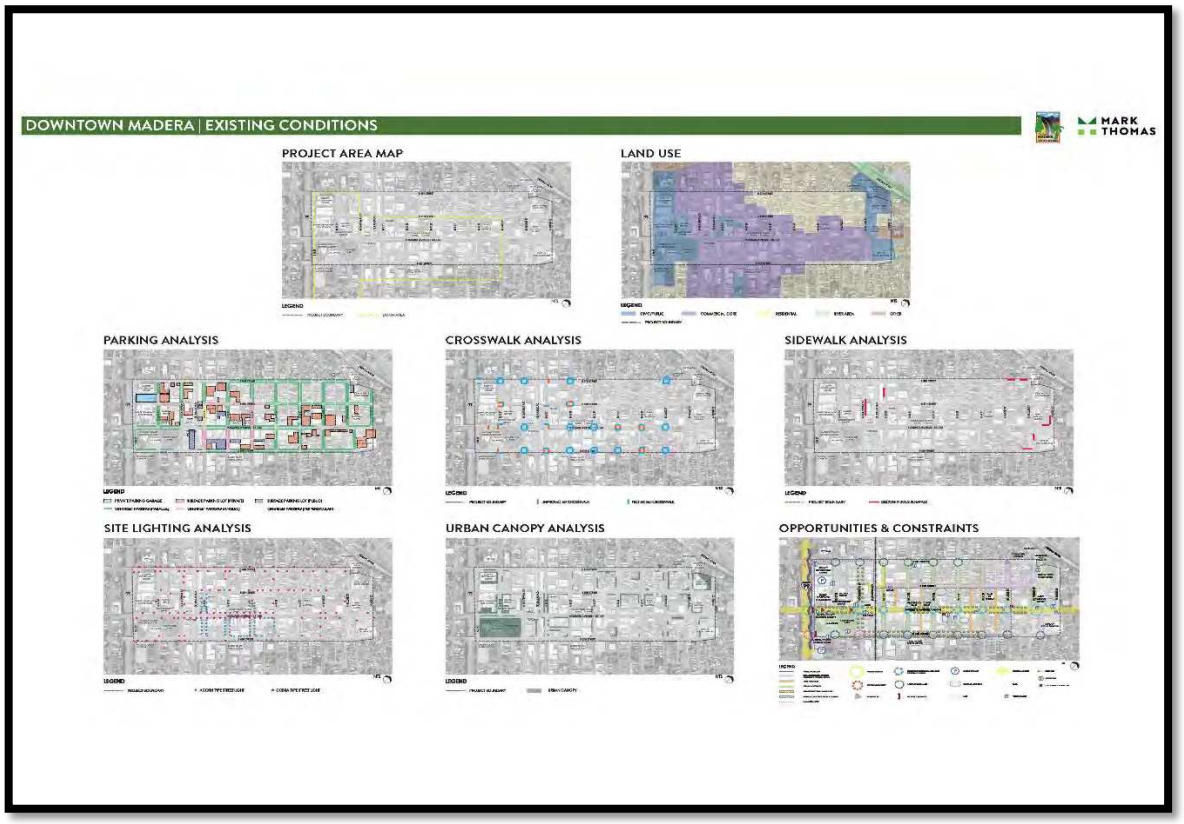
For office use only:
Date: _____
Event: _____
Stakeholder Type:

- ☐ 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."

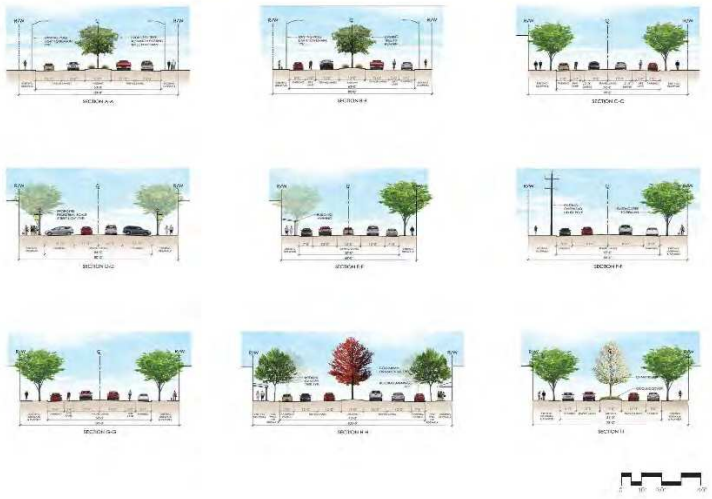
"I think it's a good idea with Yosemite National Park being ahead. The most important thing is to make sure that its safe for the community. Especially children (students walking home) there has been way too many accidents on Yosemite Ave. Especially right by the funeral home. I have friends that live 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

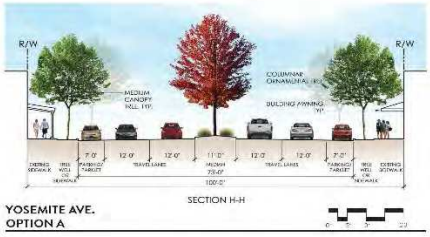


LEGEND

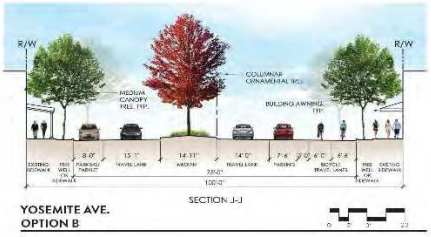
- RETAIL BUILDINGS
- CIVIC BUILDINGS
- LANDSCAPE
- ALLEY ACTIVATION
- TRAFFIC SIGNAL
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- HIGH INTENSITY ACTIVATED CROSSWALK BEACON (HAWK)
- STREET TREE WITH FALL COLOR
- STREET TREE WITH MEDIUM SIZE CANOPY
- EXISTING TREE
- EXISTING STREET LIGHTS
- PROPOSED STREET LIGHTS

DOWNTOWN MADERA | OPTION A vs OPTION B - SECTIONS

MARK THOMAS



YOSEMITE AVE.
OPTION A



YOSEMITE AVE.
OPTION B

DOWNTOWN MADERA | STREET IMPROVEMENTS - INSPIRATION

MARK THOMAS

PUBLIC ART



GATEWAYS & WAYFINDING



ATTRACTIONS



STREETSCAPE AMENITIES



ALLEY ACTIVATION



BULB-OUTS & CROSSINGS



DOWNTOWN MADERA | STREET IMPROVEMENTS - 4th & LAKE RECONFIGUATION

MARK THOMAS

OPTION A



OPTION B



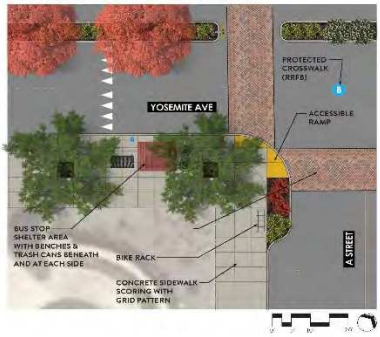
DOWNTOWN MADERA | STREET IMPROVEMENTS - ENLARGEMENTS

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



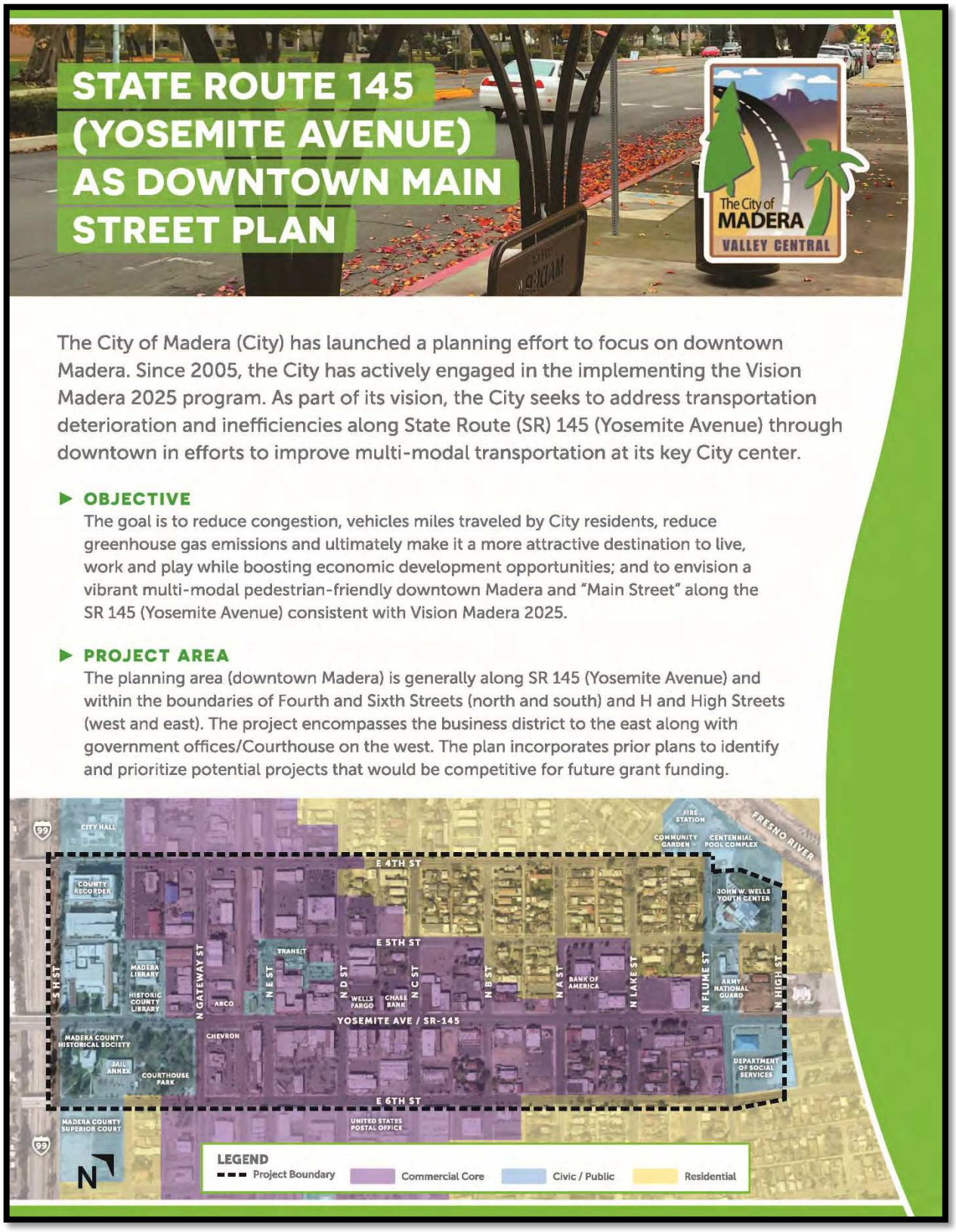
OPTION B



LEGEND

- RETAIL BUILDINGS
- CIVIC 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

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

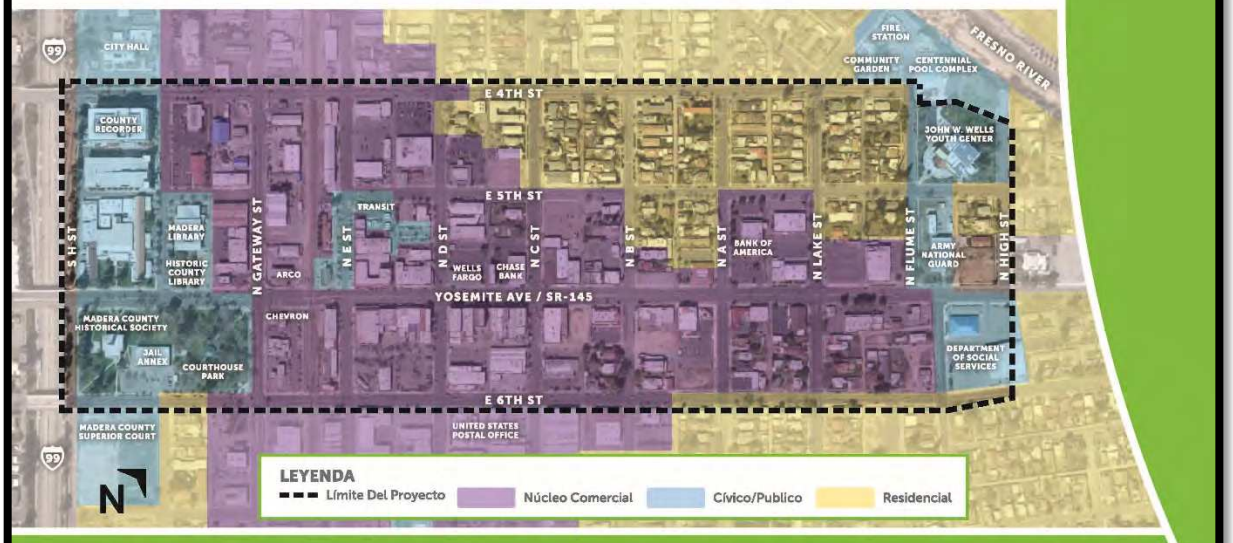
La ciudad de Madera (Ciudad) ha puesto en marcha un esfuerzo de planificación para enfocarse en el centro de Madera. Desde 2005, la Ciudad ha participado de manera activa en la implementación del programa Visión Madera 2025. Como parte de su visión, la Ciudad busca abordar el deterioro del transporte 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.

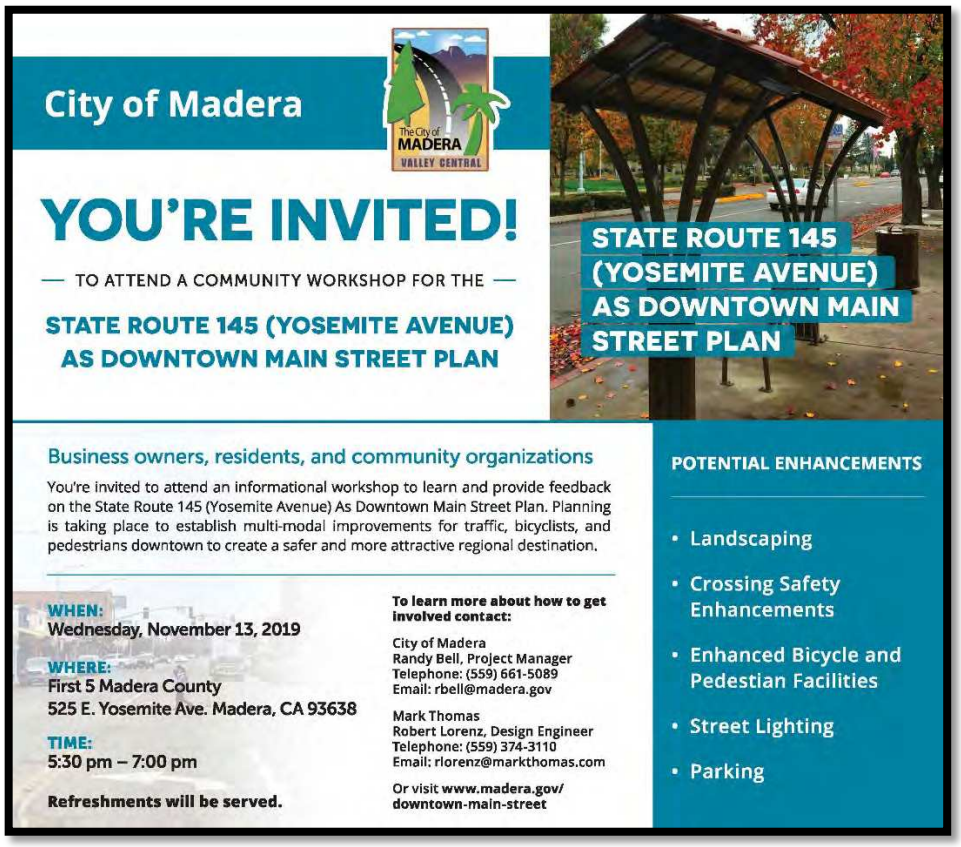
Obtenga más información sobre el proyecto Ruta Estatal (SR) 145 (avenida Yosemite) en: **www.madera.gov/downtown-main-street**

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?


CONCEPTUAL MASTER PLAN
DOWNTOWN MADERA: STREET SECTIONS





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

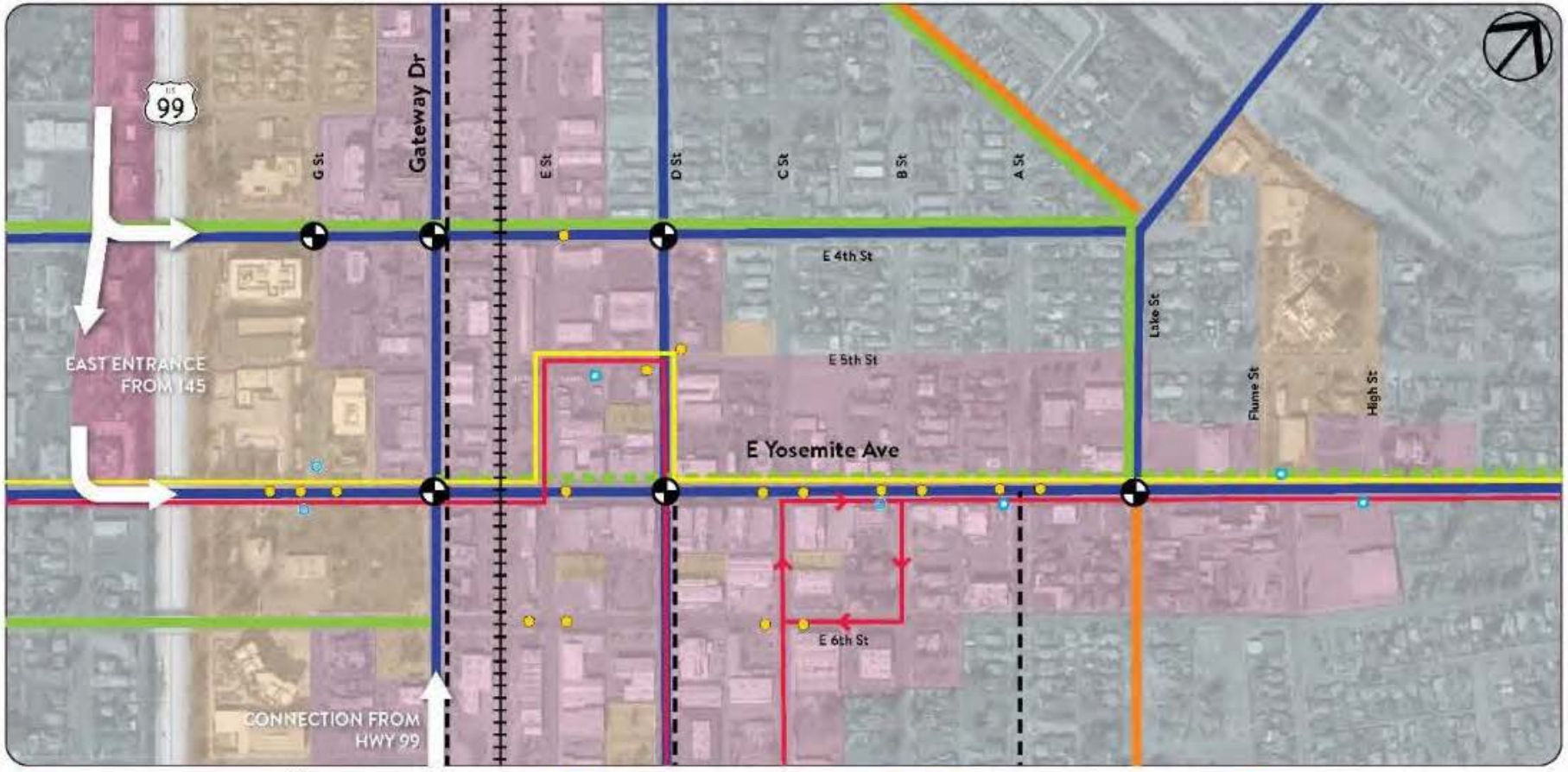


COURTHOUSE PARK



HISTORIC YOSEMITE AVENUE

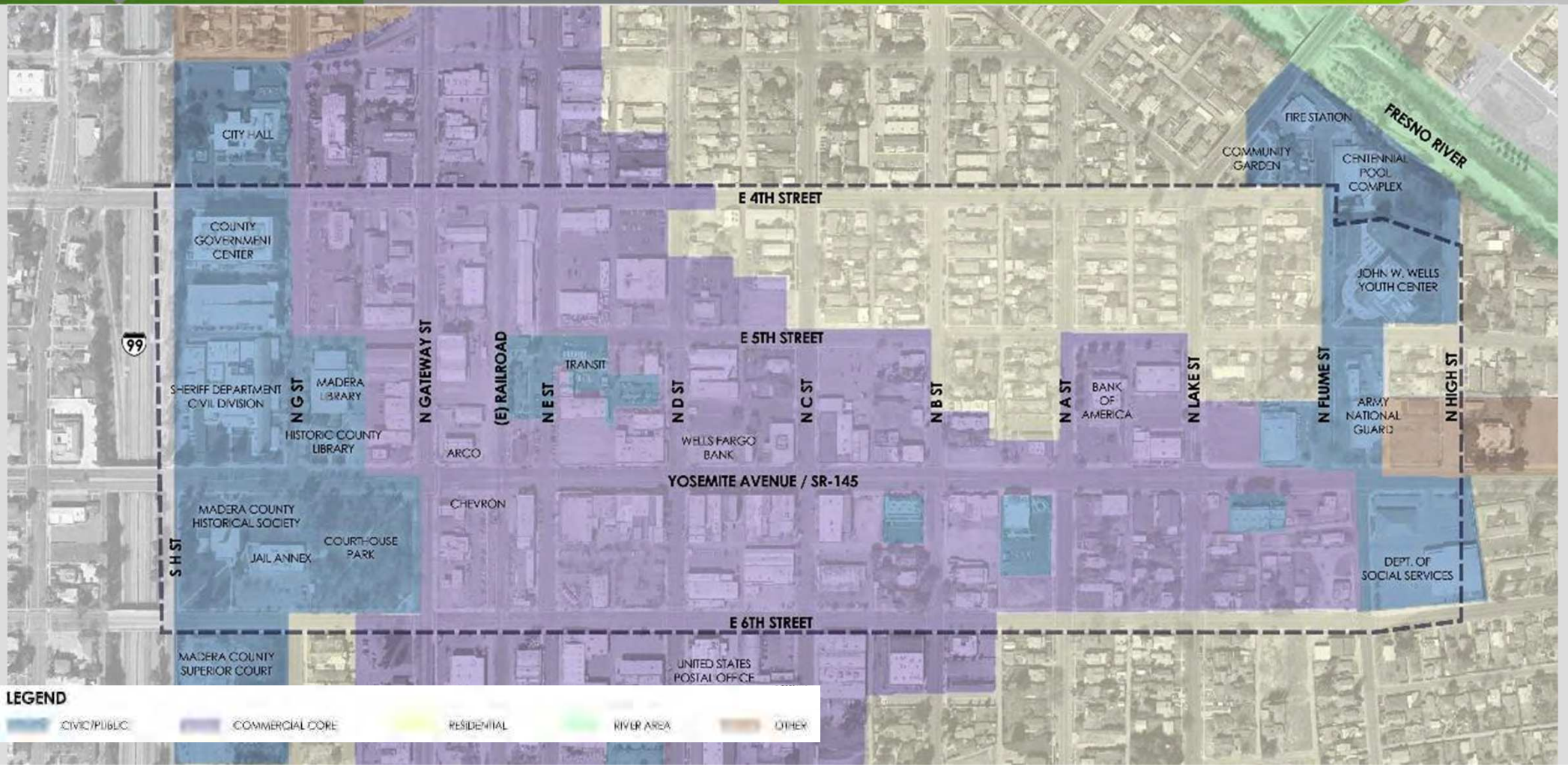



99
Gateway Dr
G St
E St
D St
C St
B St
A St
E 4th St
E 5th St
E Yosemite Ave
E 6th St
Lake St
Flume St
High St
EAST ENTRANCE FROM 145
CONNECTION FROM HWY 99
Commercial Zoning
Public/Civil Zoning
Residential Zoning
Rail Road
Bulb-outs
Potential Roundabout
Enhanced Bus Stop
Potential Road Diet, Class IV 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

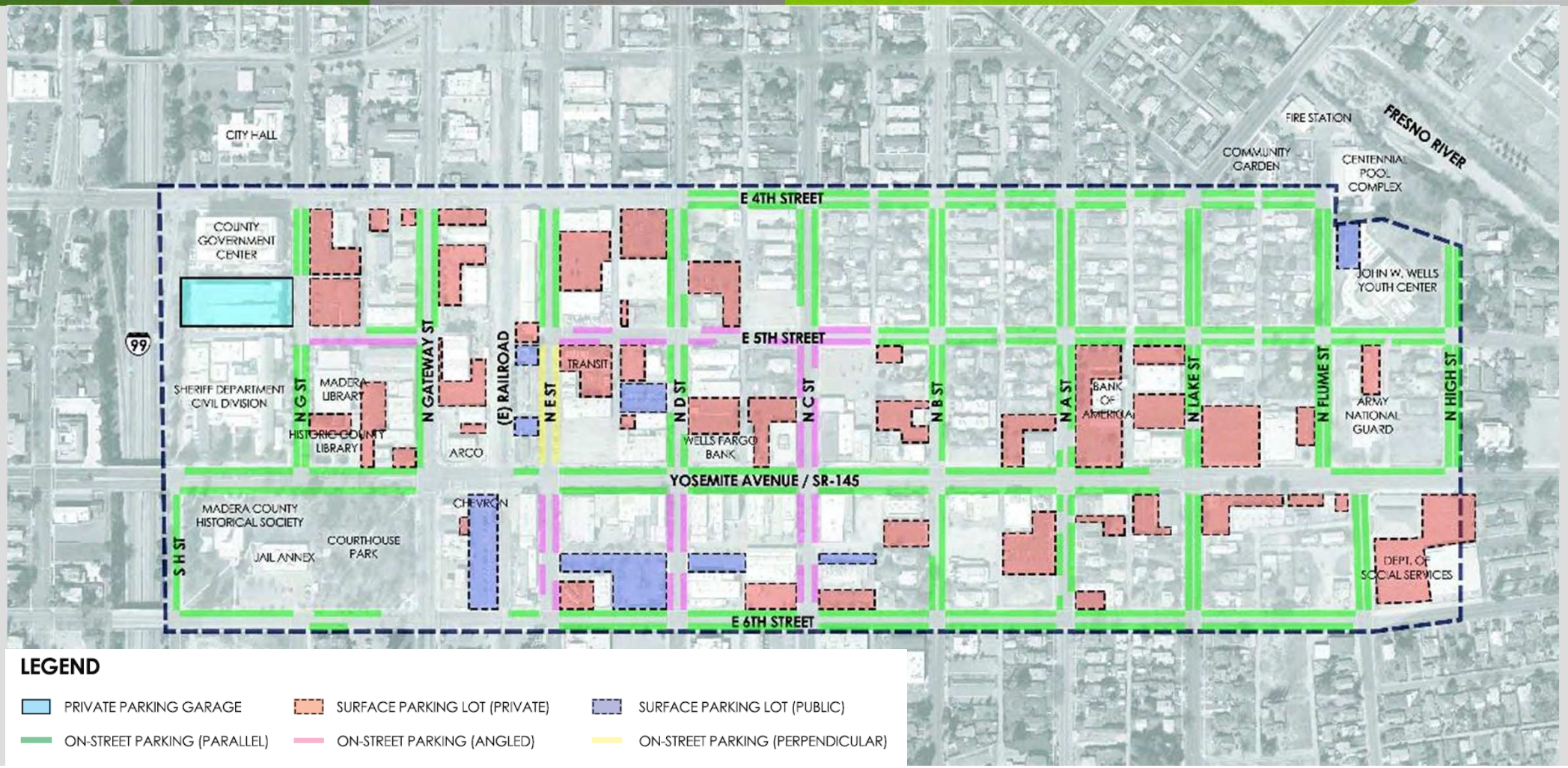
PROJECT AREA MAP



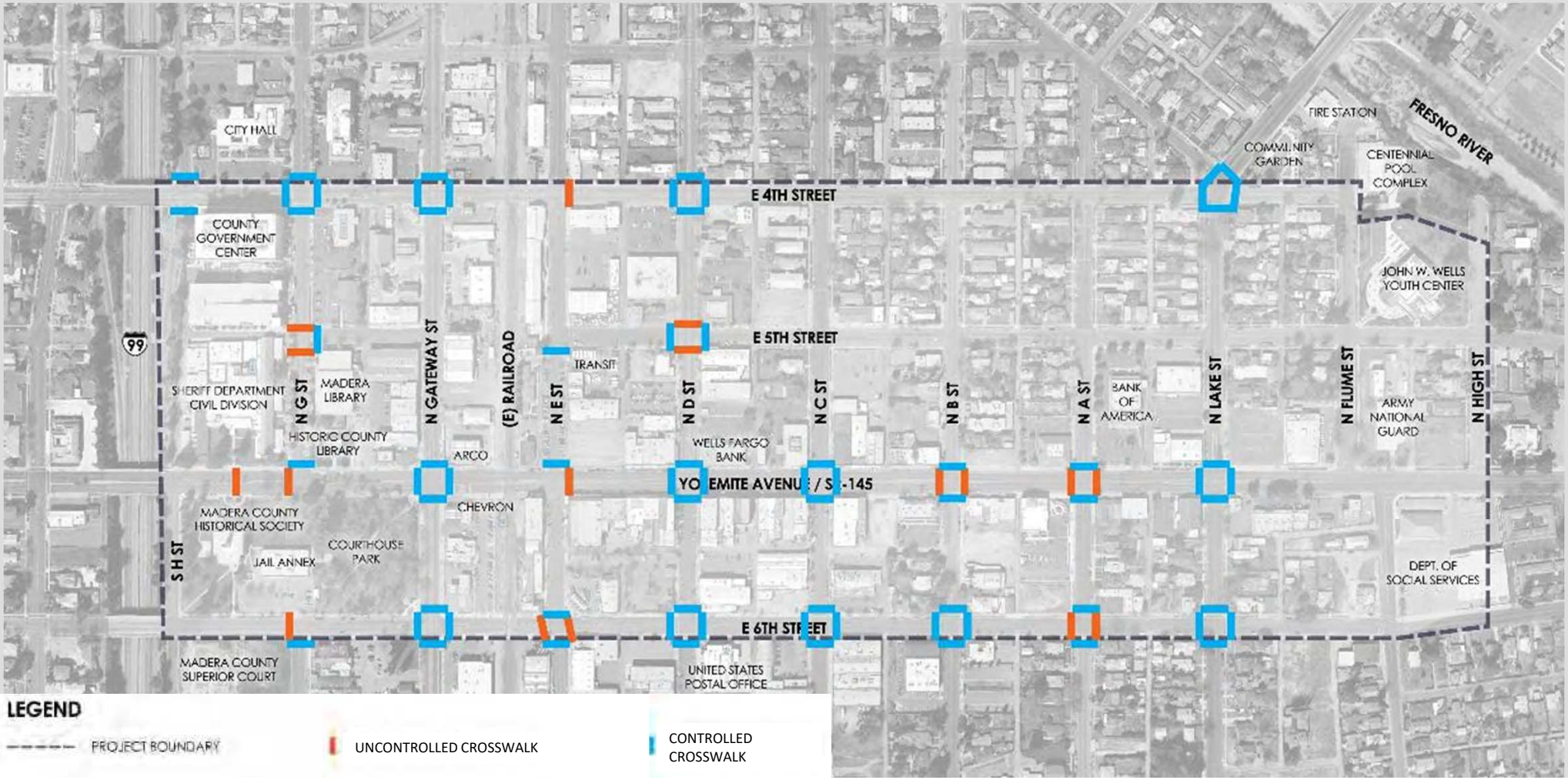
LAND USE


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
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
S H ST
LEGEND
CIVIC/PUBLIC
COMMERCIAL CORE
RESIDENTIAL
RIVER AREA
OTHER

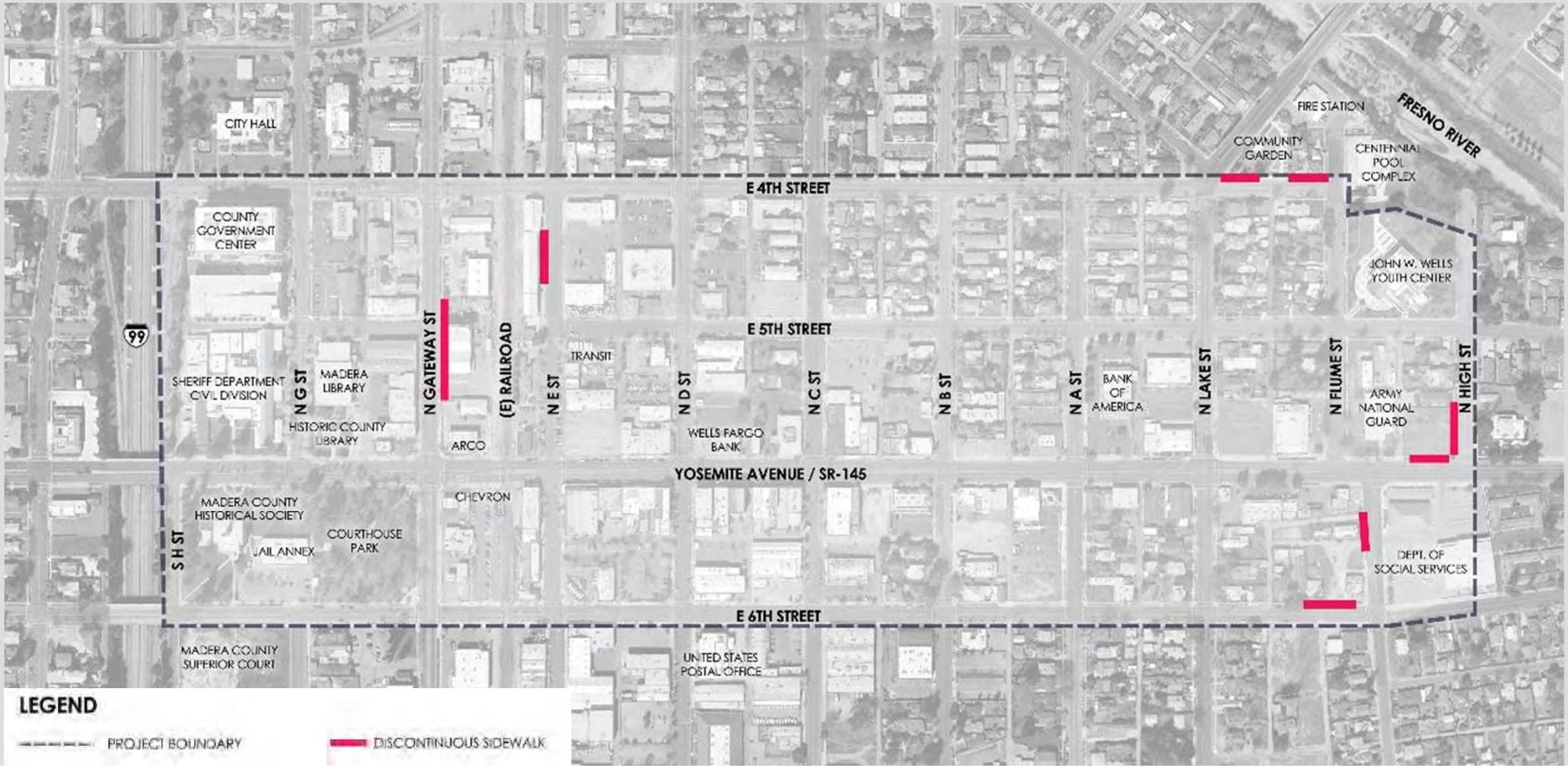
PARKING ANALYSIS



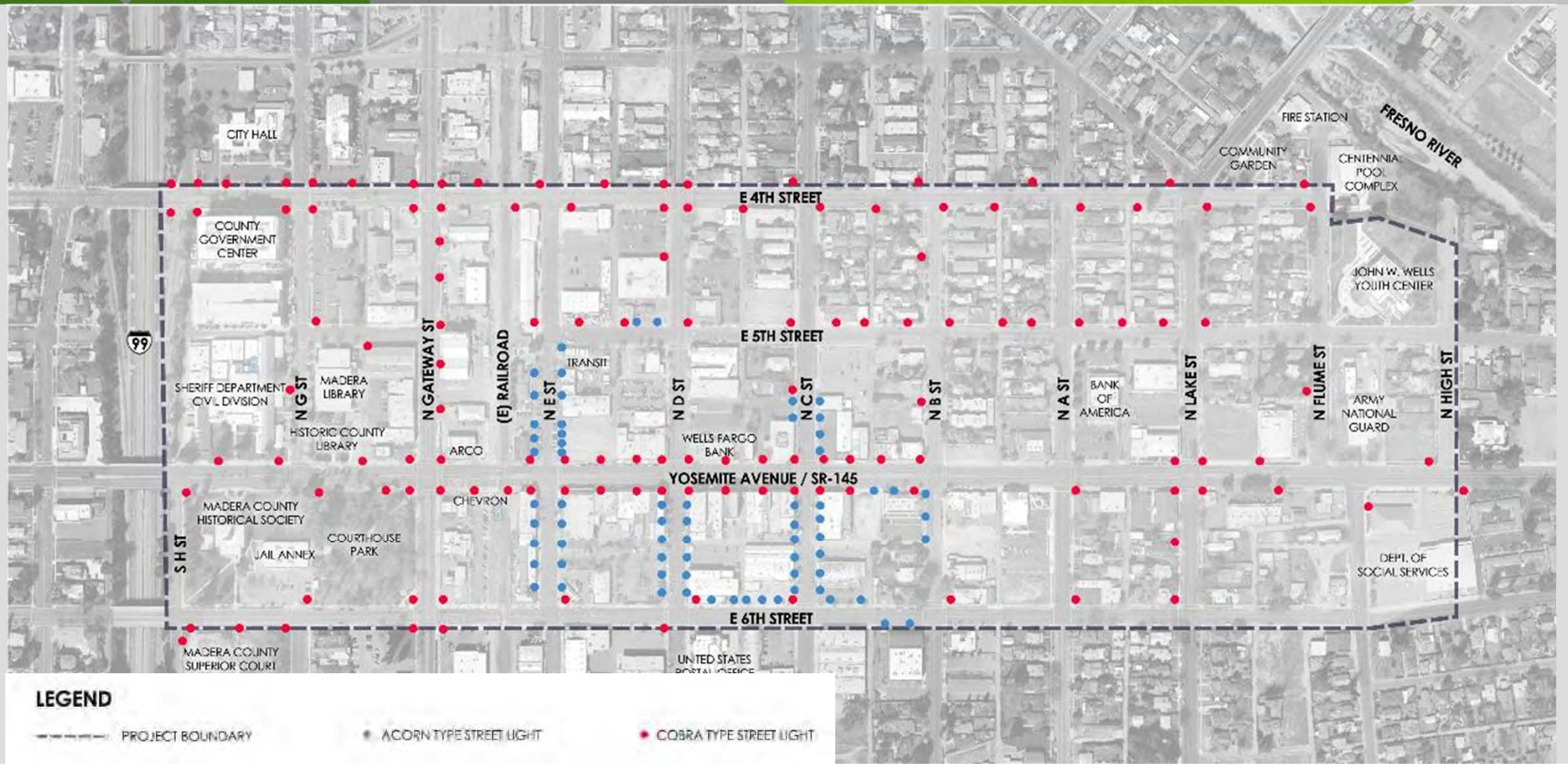
CROSSWALK ANALYSIS



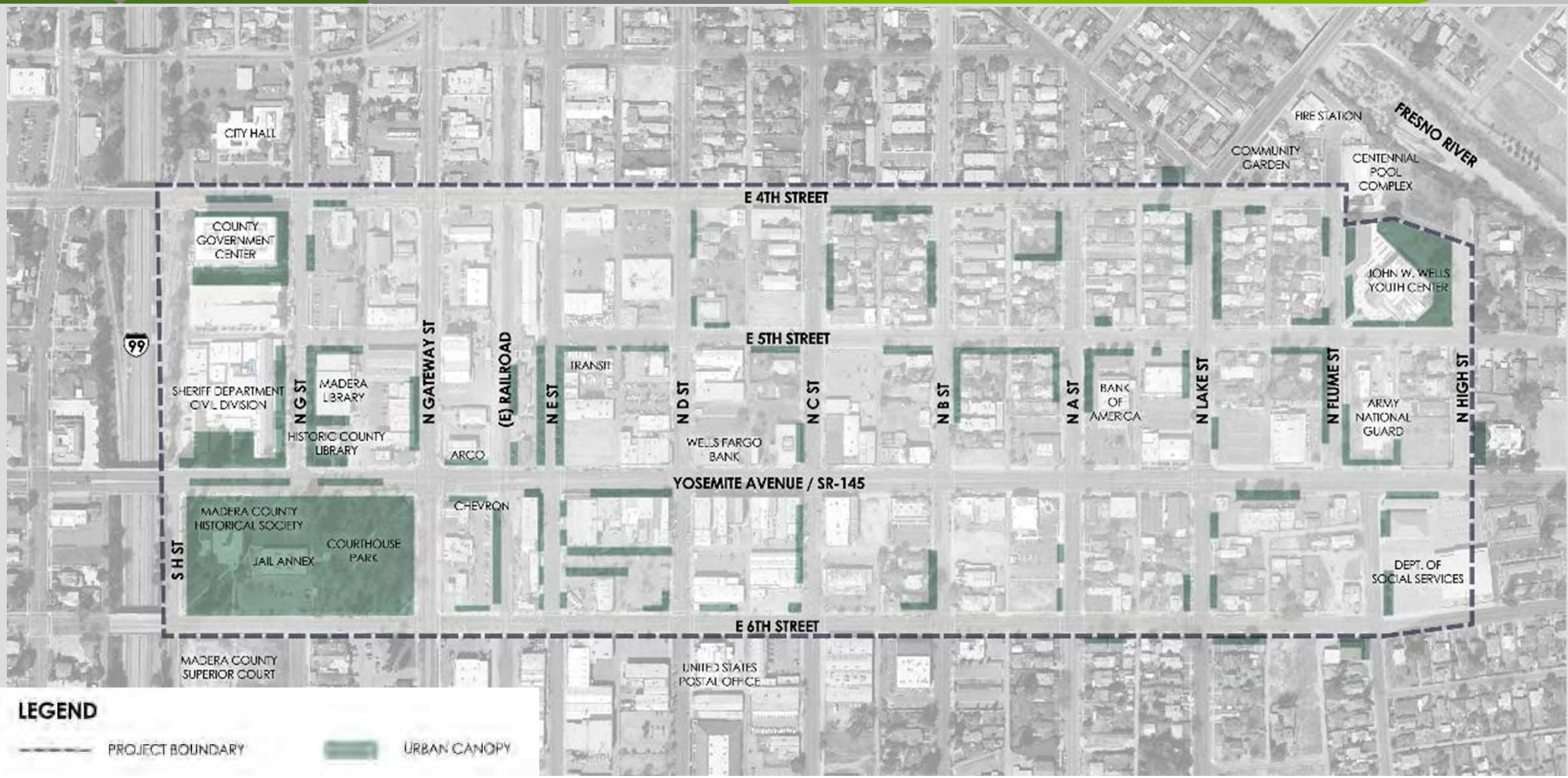
SIDEWALK ANALYSIS



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

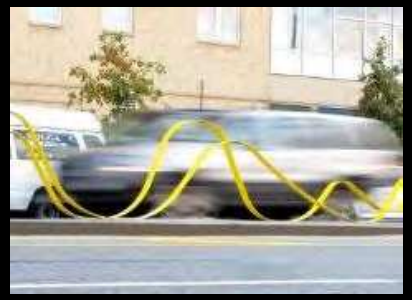








PUBLIC ART









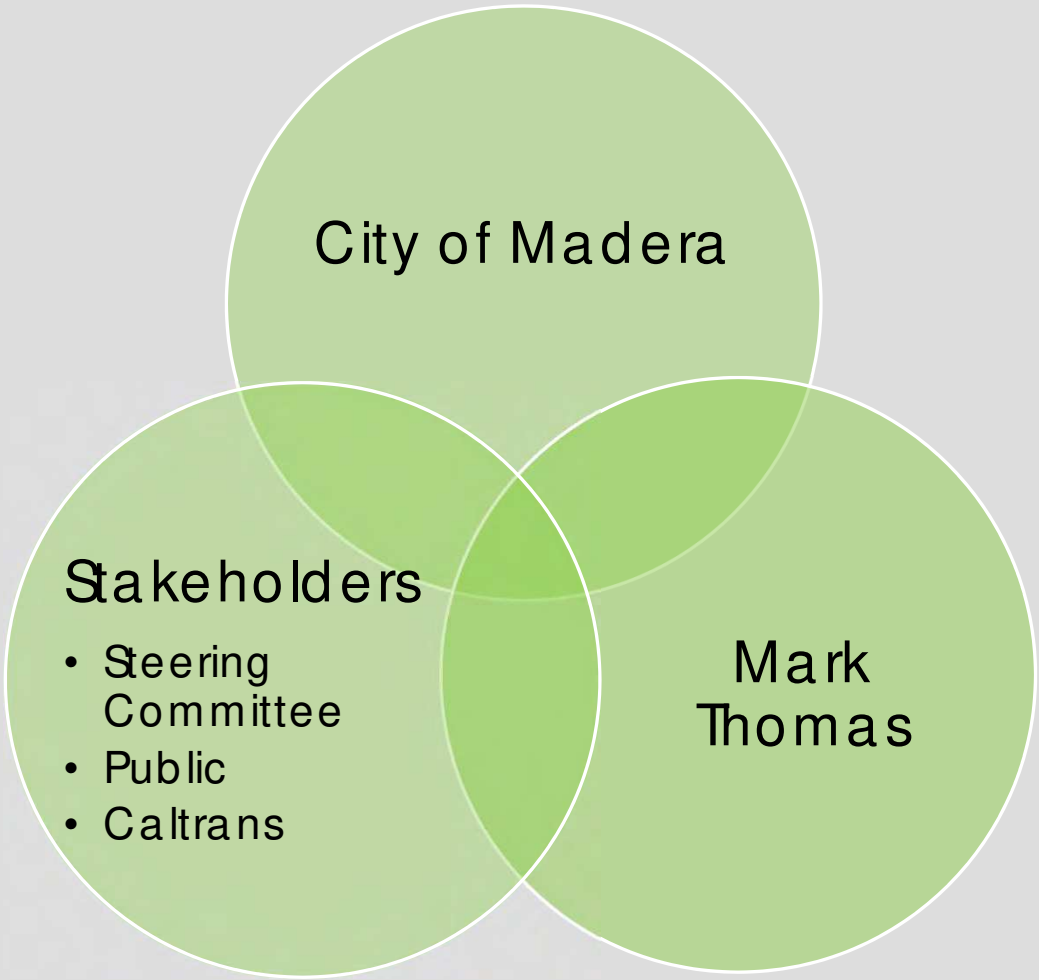






- Artwork/Murals
- Green Alleys/Paseos
- Outdoor space for restaurants
- Reclaim space for play and street vending
- Alternate paths to walk and cycle

COMMUNICATION

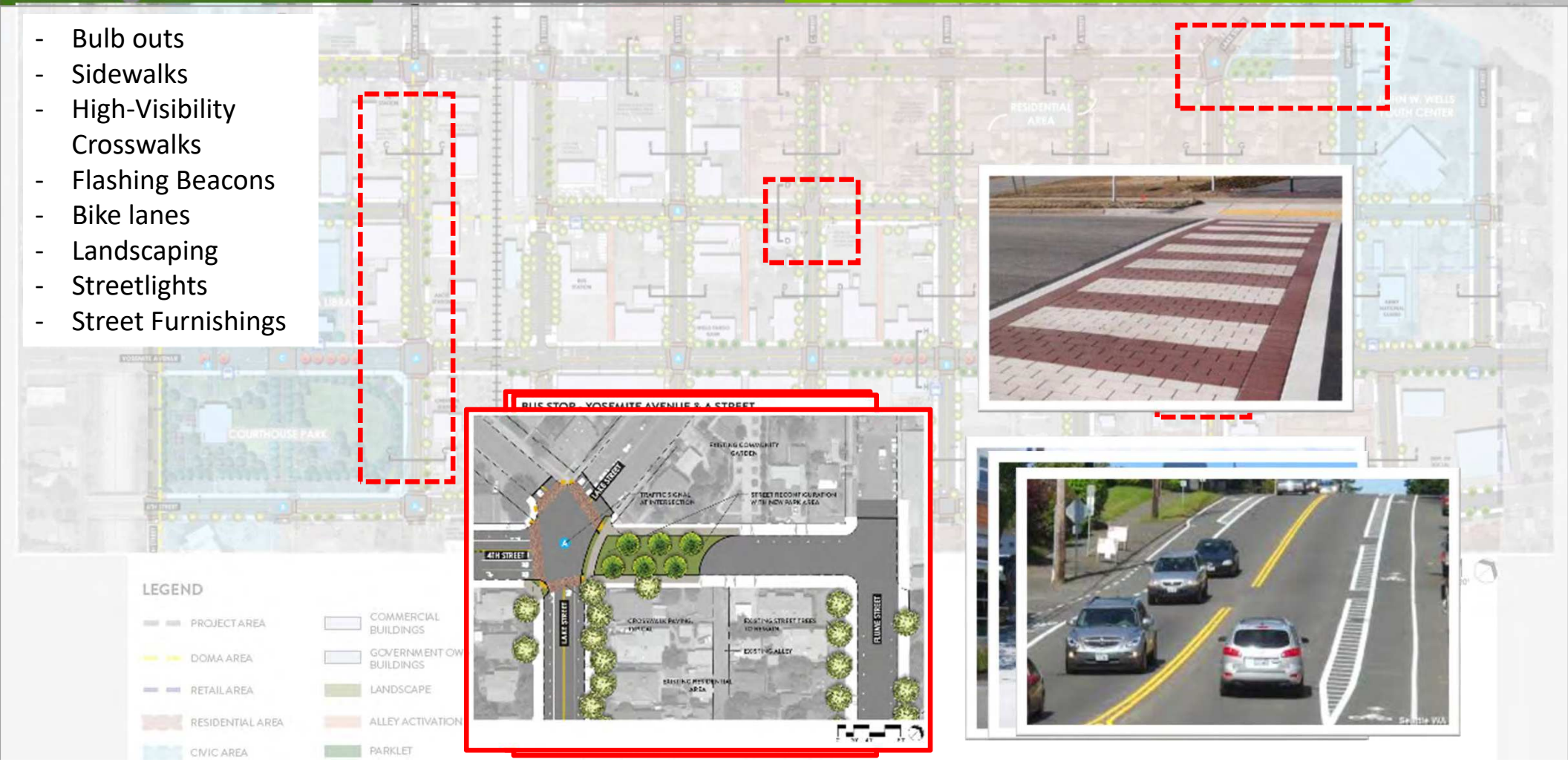


STEERING COMMITTEE

- 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

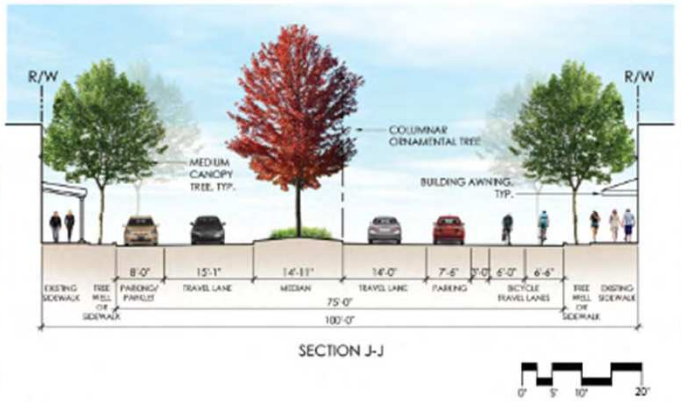
- Bulb outs
- Sidewalks
- High-Visibility Crosswalks
- Flashing Beacons
- Bike lanes
- Landscaping
- Streetlights
- Street Furnishings



YOSEMITE AVENUE – SEGMENT 1

OPTION A

OPTION B



SECTION J-J



LANDSCAPE AREAS, TYPICAL

OPTION A

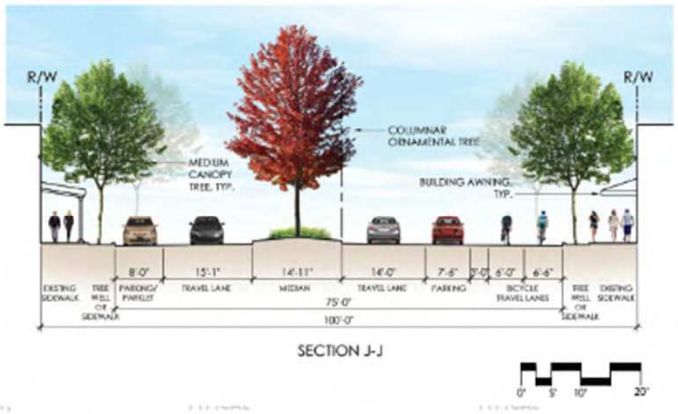


SECTION H-H

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.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	Camarena Health		(559) 664-4123	Crendon@camarenahealth.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	Amy Mebane	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		mskmadmc@gmail.com
7	Biz Arredondo	Self	1495 Vade Mora		
8	MARIE LUNA	SELF	806 SIERRA ST		
9	Otilia Morales	Self	800 Sierra St		
10	DEREK O. ROBINSON	City of MADERA	City HALL	474-7690	DO ROBINSON 12@GMAIL
11	Yesenia Rocha	Madera	906 E Yosemite Ave	975 7976	
12	Amada Rocha	Madera Chamber	120 N. E Street	673-3563	mrocha@maderachamber.com
13		MADERA PD	330 S. C ST	685-4201	
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 SADEGHIAN	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	
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11					
12					
13					
14					

City of Madera
SR 145 Community Workshop #3
January 23, 2020

Please Print Clearly

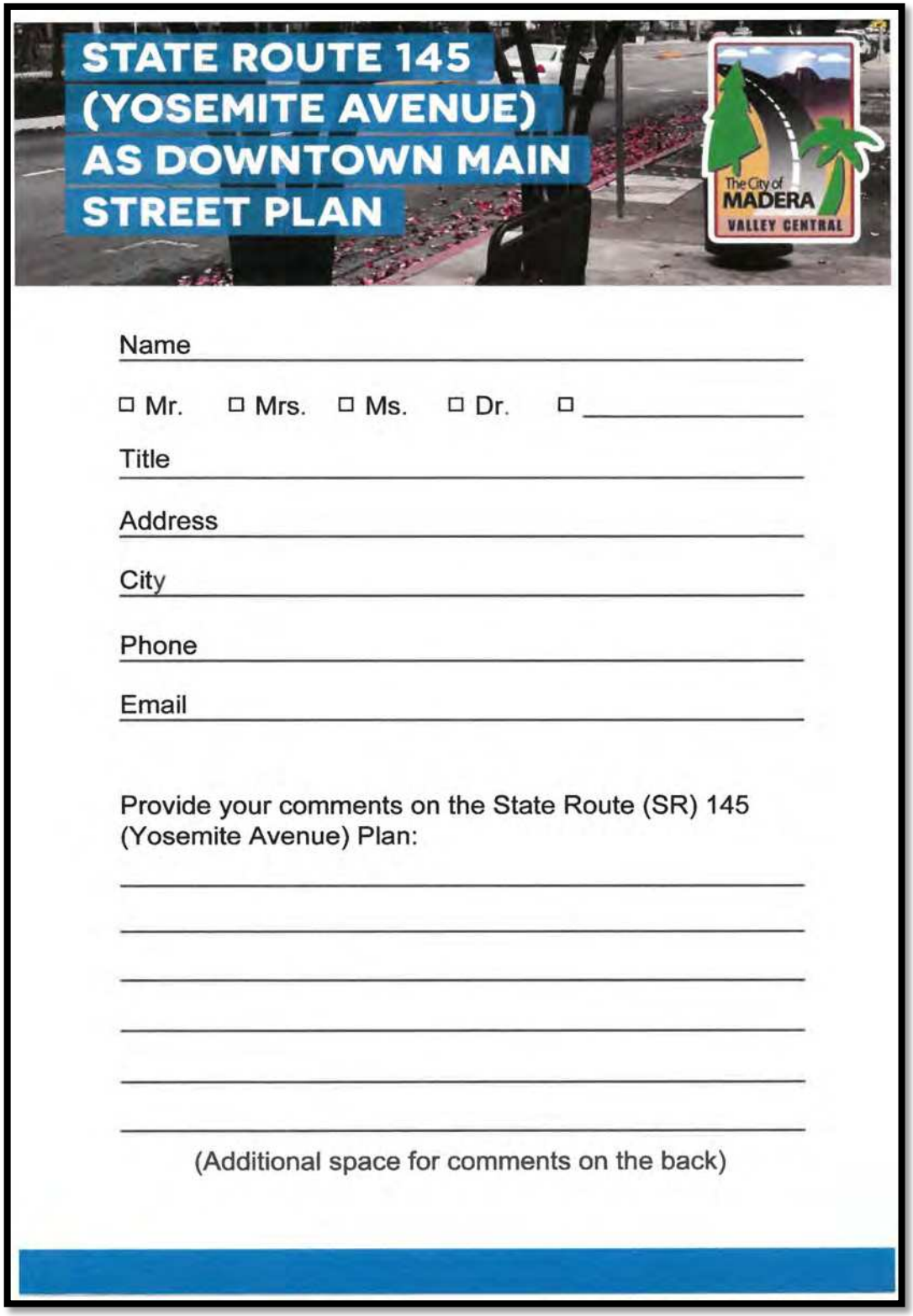
NO	NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
1	Debbie Padgett	New Normal		559.469.4994	shifted2019@gmail.com
2	Juzmin Rios	Camarena Health.		(559) 363-1690	jrios@camarenahealth.org
3	Joetta Fleak	MUSD committee MCHS Park res restoration		(559) 661-4778	joettafleak@comcast.net
4	Keith Helmuth	City - Eng.		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 Ataman	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	gavalo@g.mail.com
17	Steven Montes	City of Madera	205 w 4th St	559-871-5255	SMontes@Madera.gov
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					

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: _____

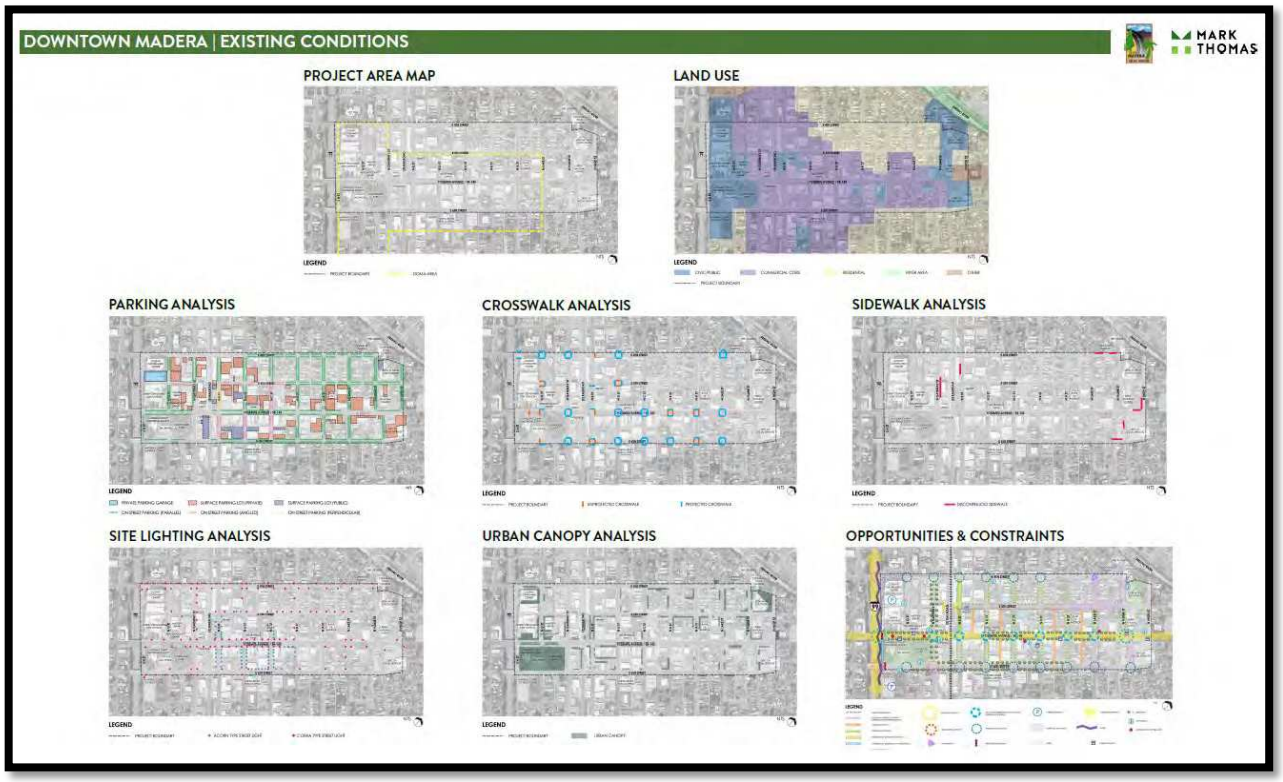
"This is what Madera needs to bring business back, it also will make Madera look a lot better for someone to visit our city and love our downtown area as they did in the past. When this project begins will the homeless situation be taken care of? What about building colors? Will they coordinate with 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."

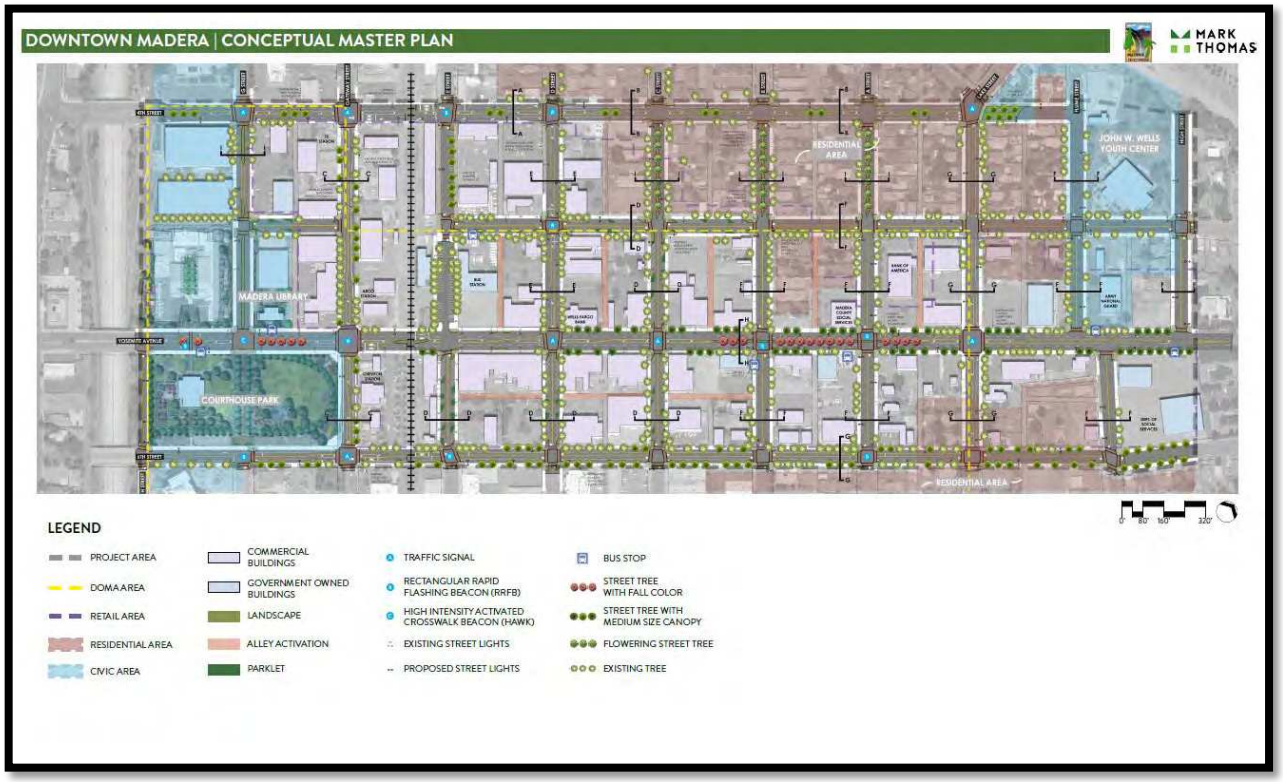
Appendix C – Public Comments

- 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



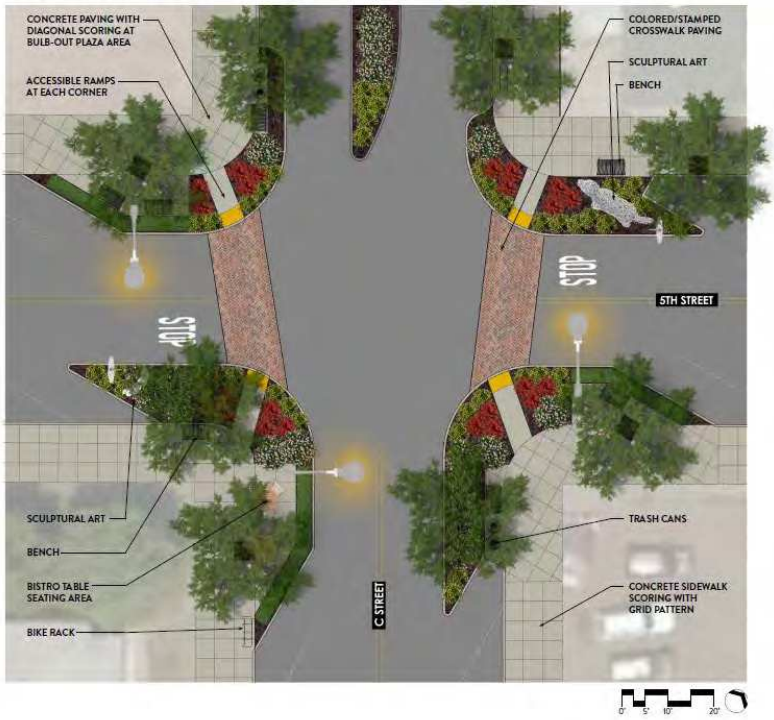
SECTION J-J

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

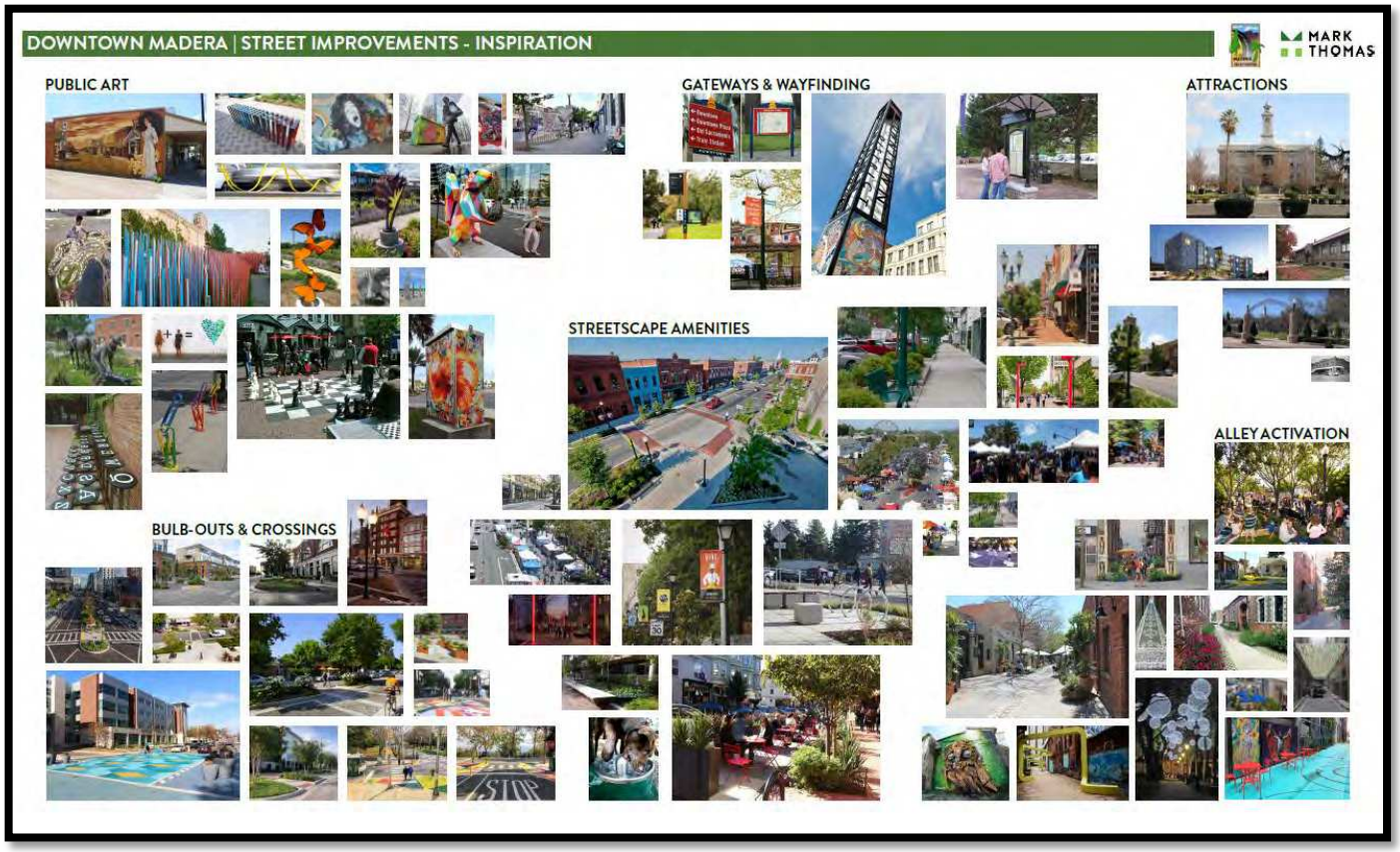


DOWNTOWN MADERA | STREET IMPROVEMENTS - RECONFIGUATION

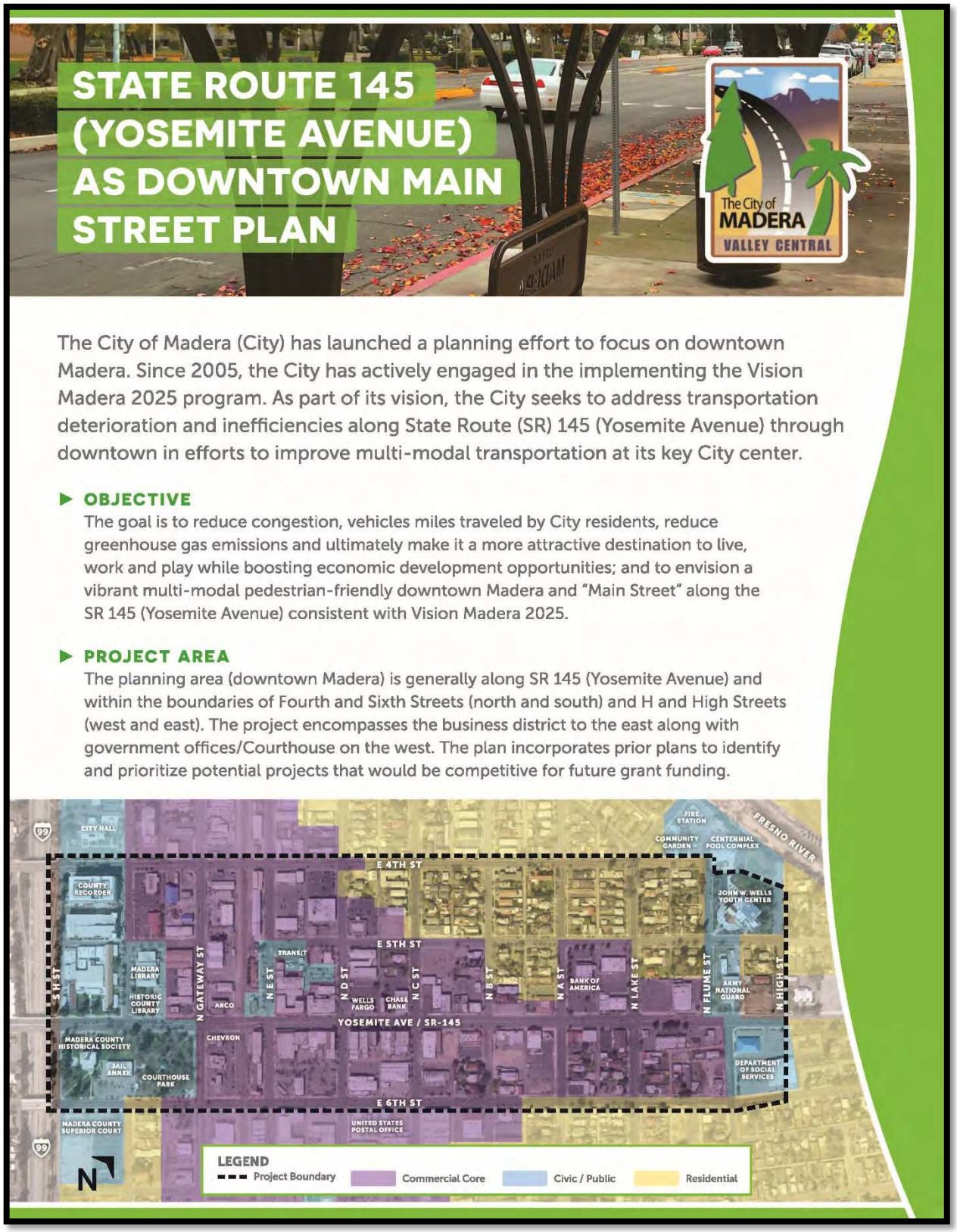
MARK THOMAS

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

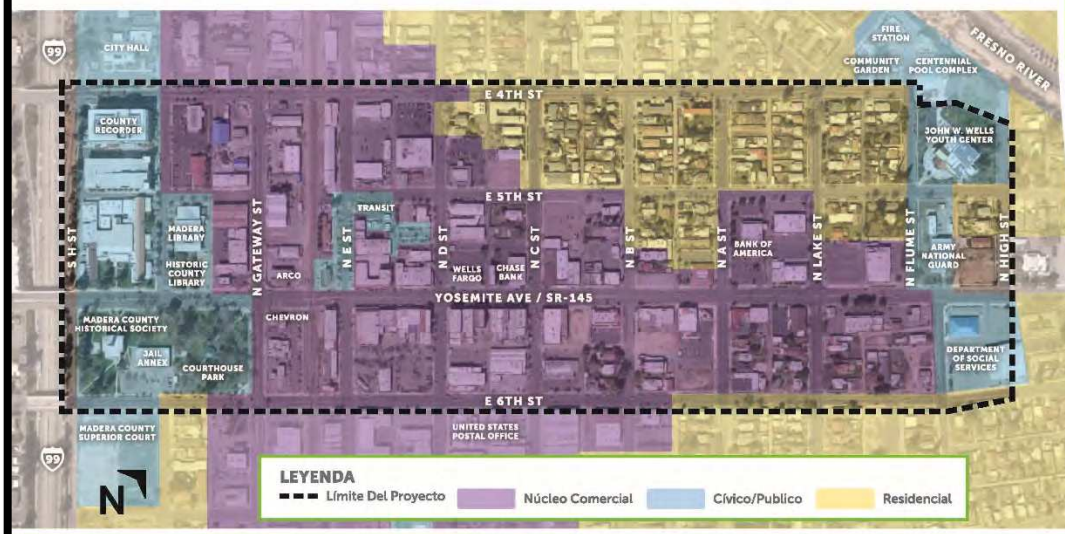
La ciudad de Madera (Ciudad) ha puesto en marcha un esfuerzo de planificación para enfocarse en el centro de Madera. Desde 2005, la Ciudad ha participado de manera activa en la implementación del programa Visión Madera 2025. Como parte de su visión, la Ciudad busca abordar el deterioro del transporte 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.

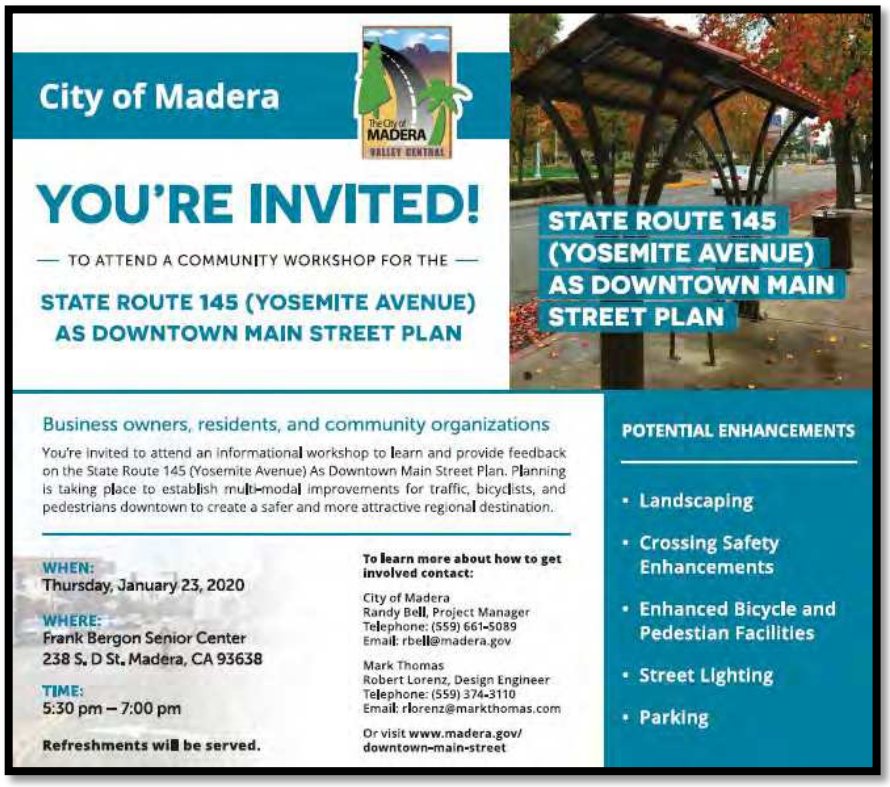
Obtenga más información sobre el proyecto Ruta Estatal (SR) 145 (avenida Yosemite) en: **www.madera.gov/downtown-main-street**

Para obtener más información, comuníquese con:

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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.

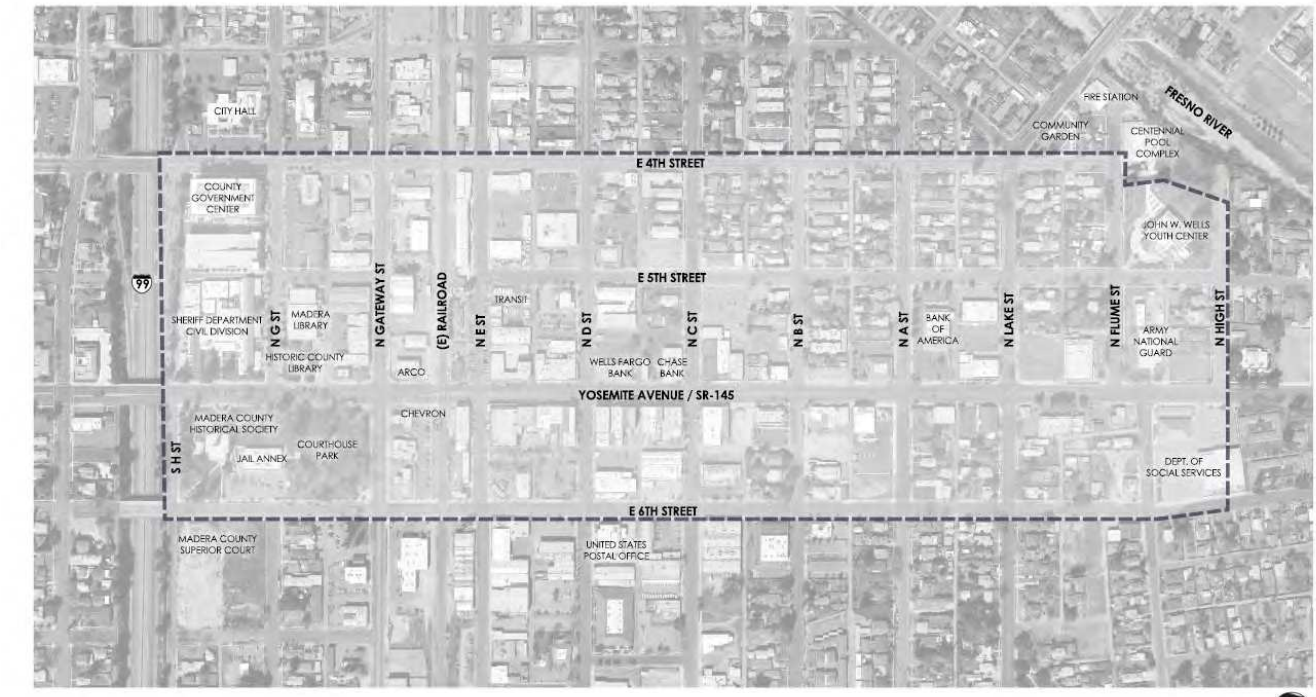


Image above shows the Project area within Downtown Madera

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

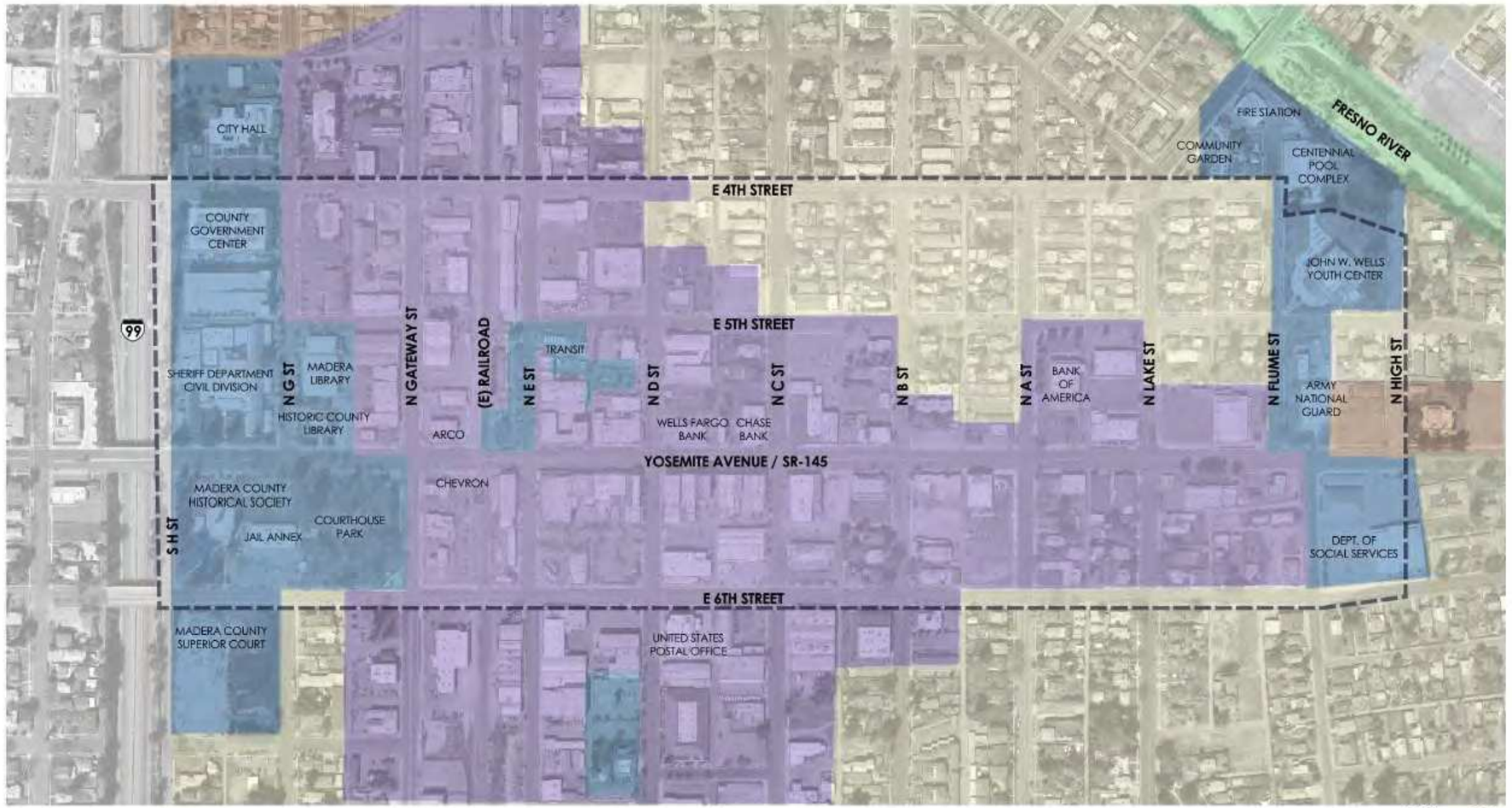
Street is a signalized intersection, E Street and A street are unsignalized with marked crosswalks, and Vineyard is unsignalized with no crosswalks marked.

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

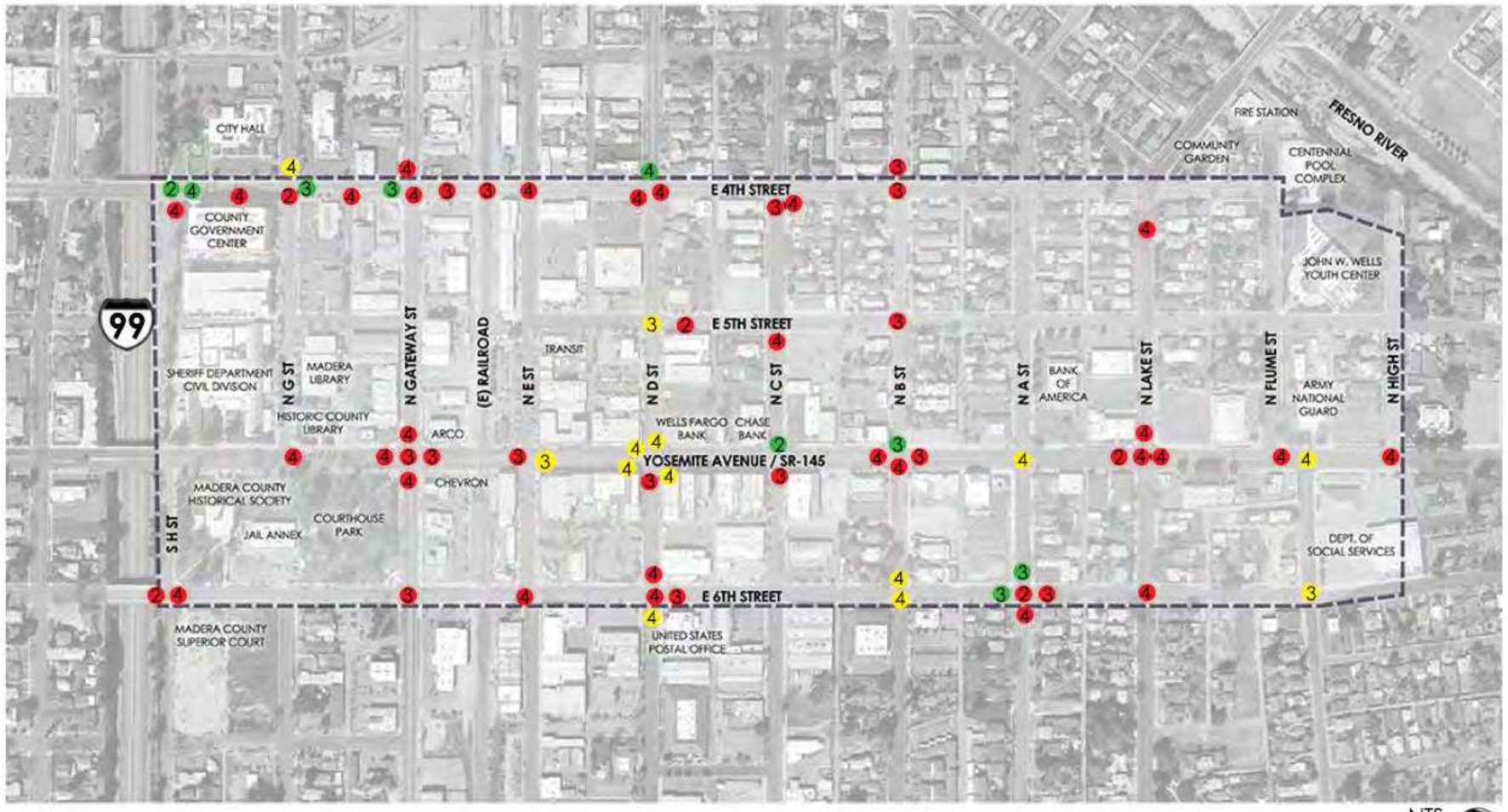
MADERA DOWNTOWN - LAND USE RELATIONSHIP MAP

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

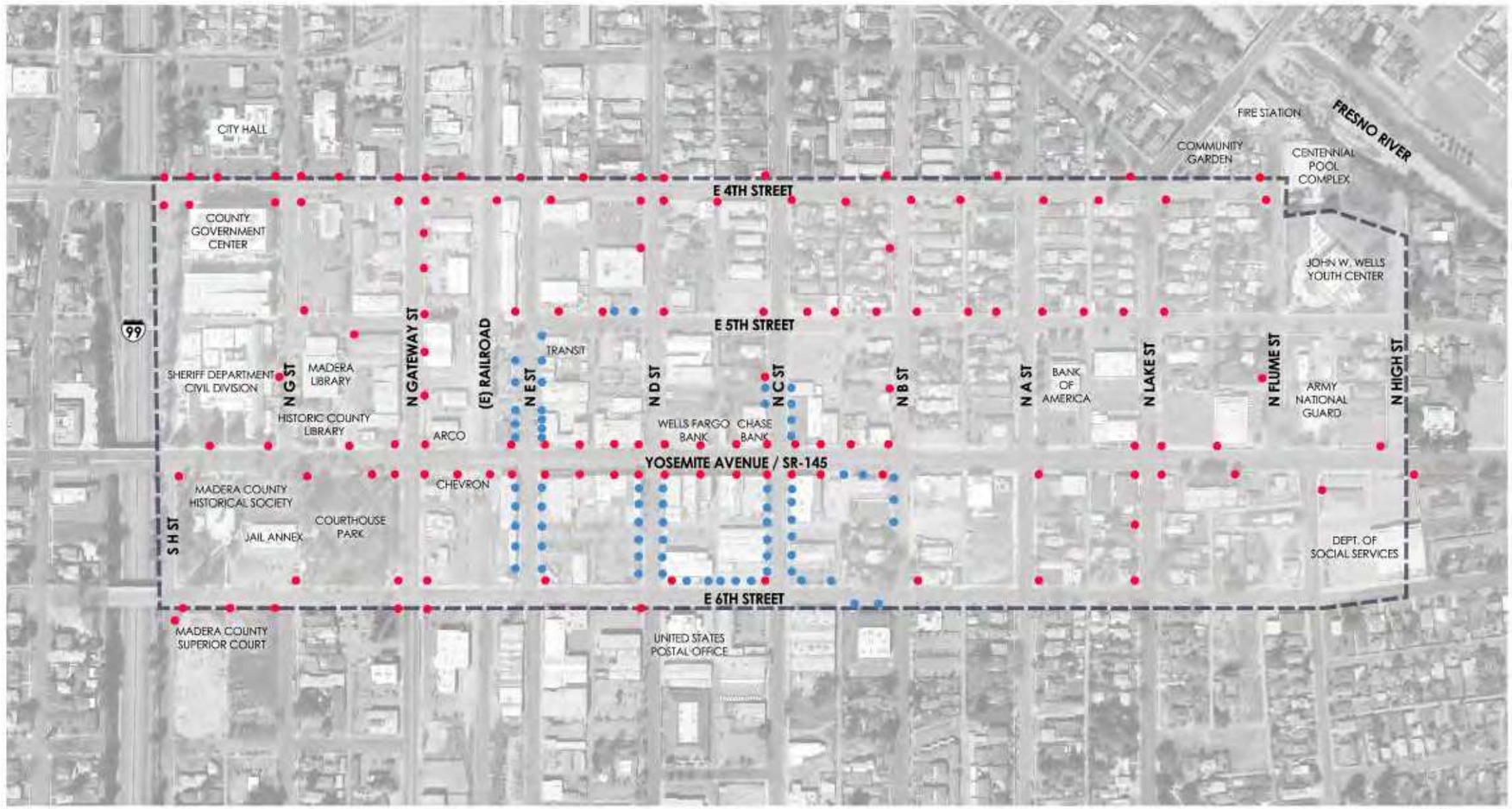
- PRIVATE PARKING GARAGE
- SURFACE PARKING LOT (PRIVATE)
- SURFACE PARKING LOT (PUBLIC)
- ON-STREET PARKING (PARALLEL)
- ON-STREET PARKING (ANGLED)
- ON-STREET PARKING (PERPENDICULAR)

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

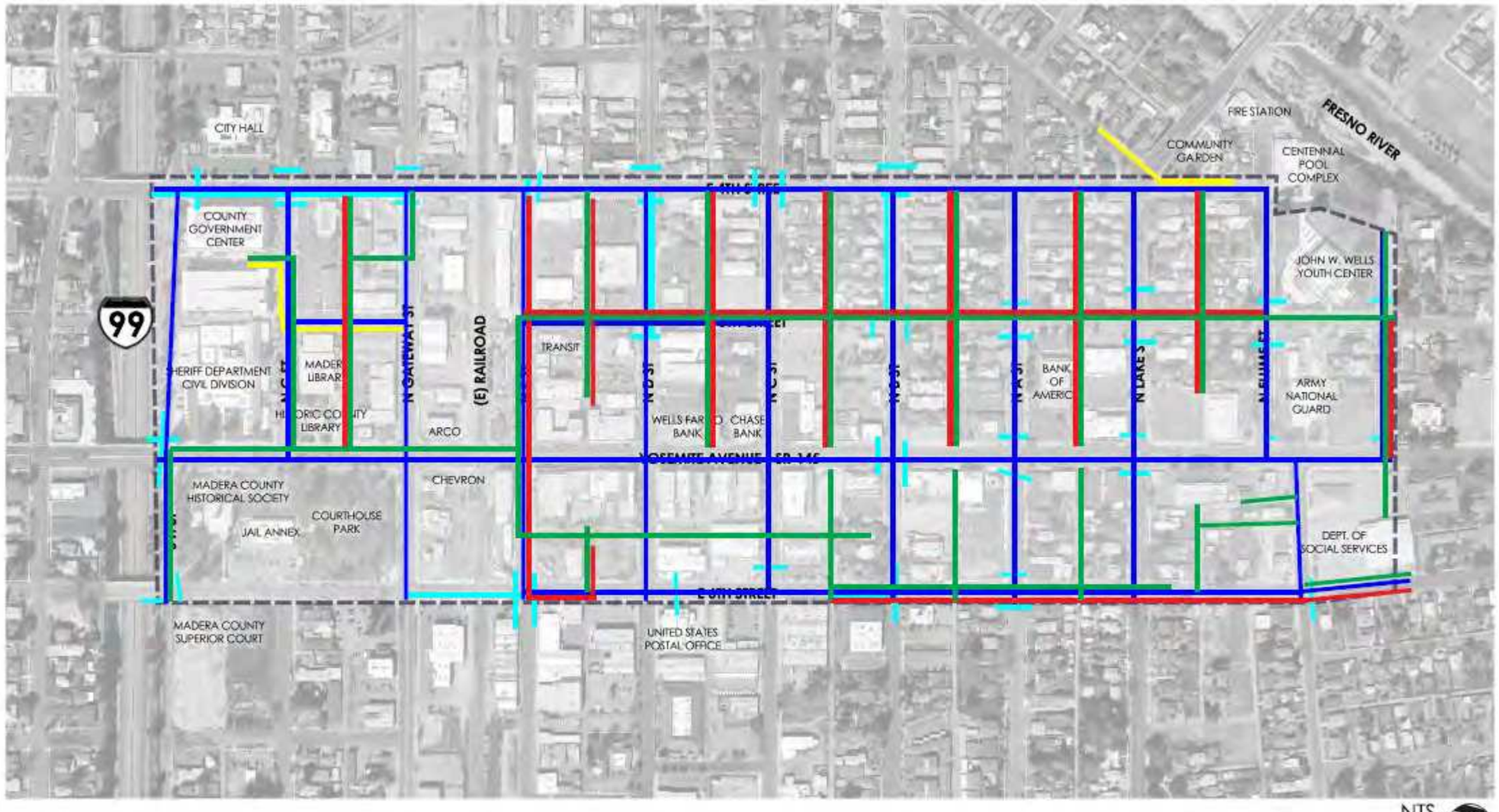
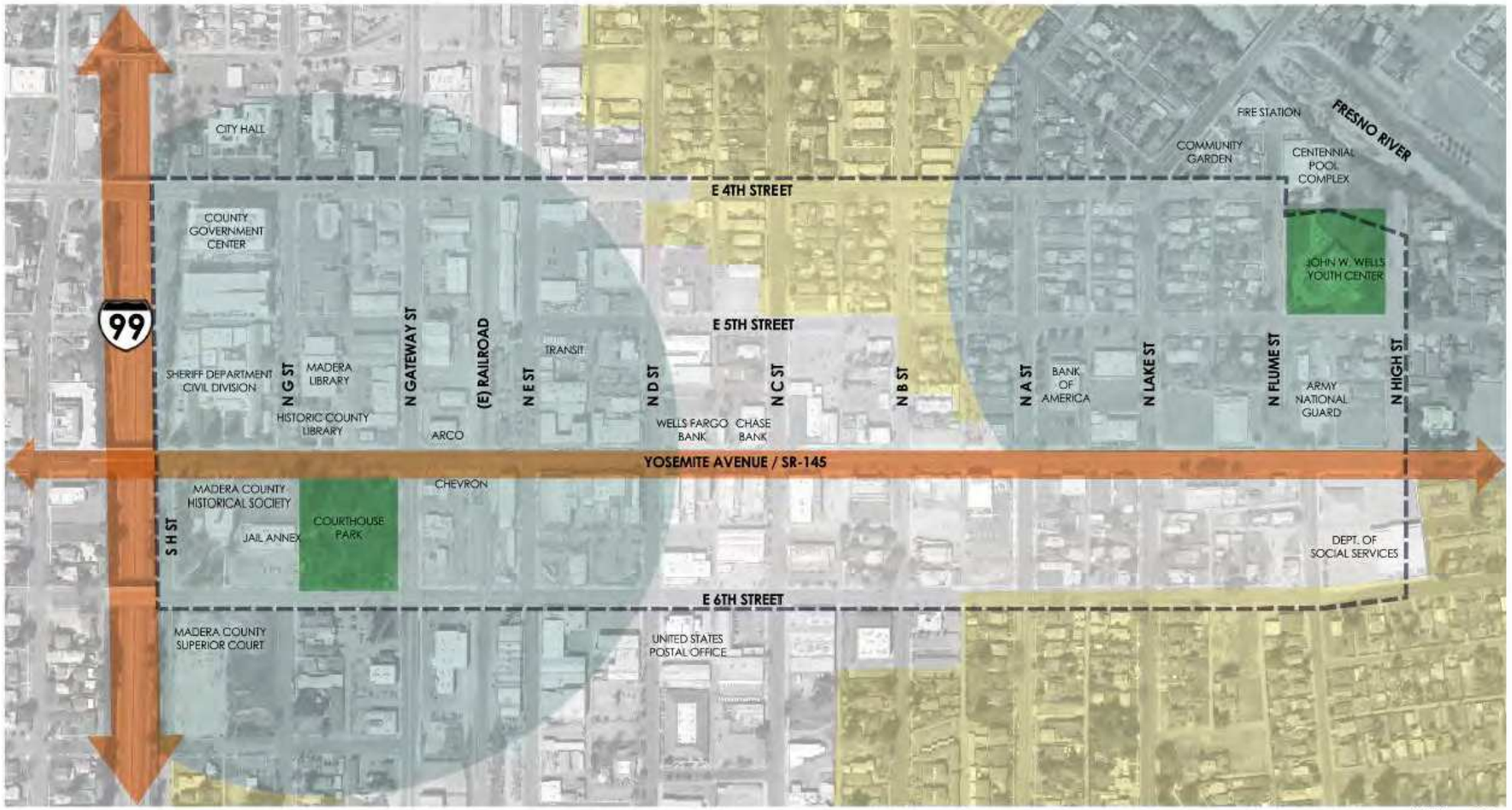

CITY HALL
FIRE STATION
FRESNO RIVER
COMMUNITY GARDEN
CENTENNIAL POOL COMPLEX
COUNTY GOVERNMENT CENTER
JOHN W. WELLS YOUTH CENTER
99
SHERIFF DEPARTMENT CIVIL DIVISION
MADERA LIBRARY
HISTORIC COUNTY LIBRARY
N GATEWAY ST
(E) RAILROAD
TRANSIT
N D ST
N C ST
N E ST
N A ST
BANK OF AMERICA
N LAKES
N RUHE ST
ARMY NATIONAL GUARD
WELLS FARGO
CHASE BANK
ARCO
YOSEMITE AVENUE - SR 145
MADERA COUNTY HISTORICAL SOCIETY
JAIL ANNEX
COURTHOUSE PARK
CHEVRON
DEPT. OF SOCIAL SERVICES
E 6TH STREET
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

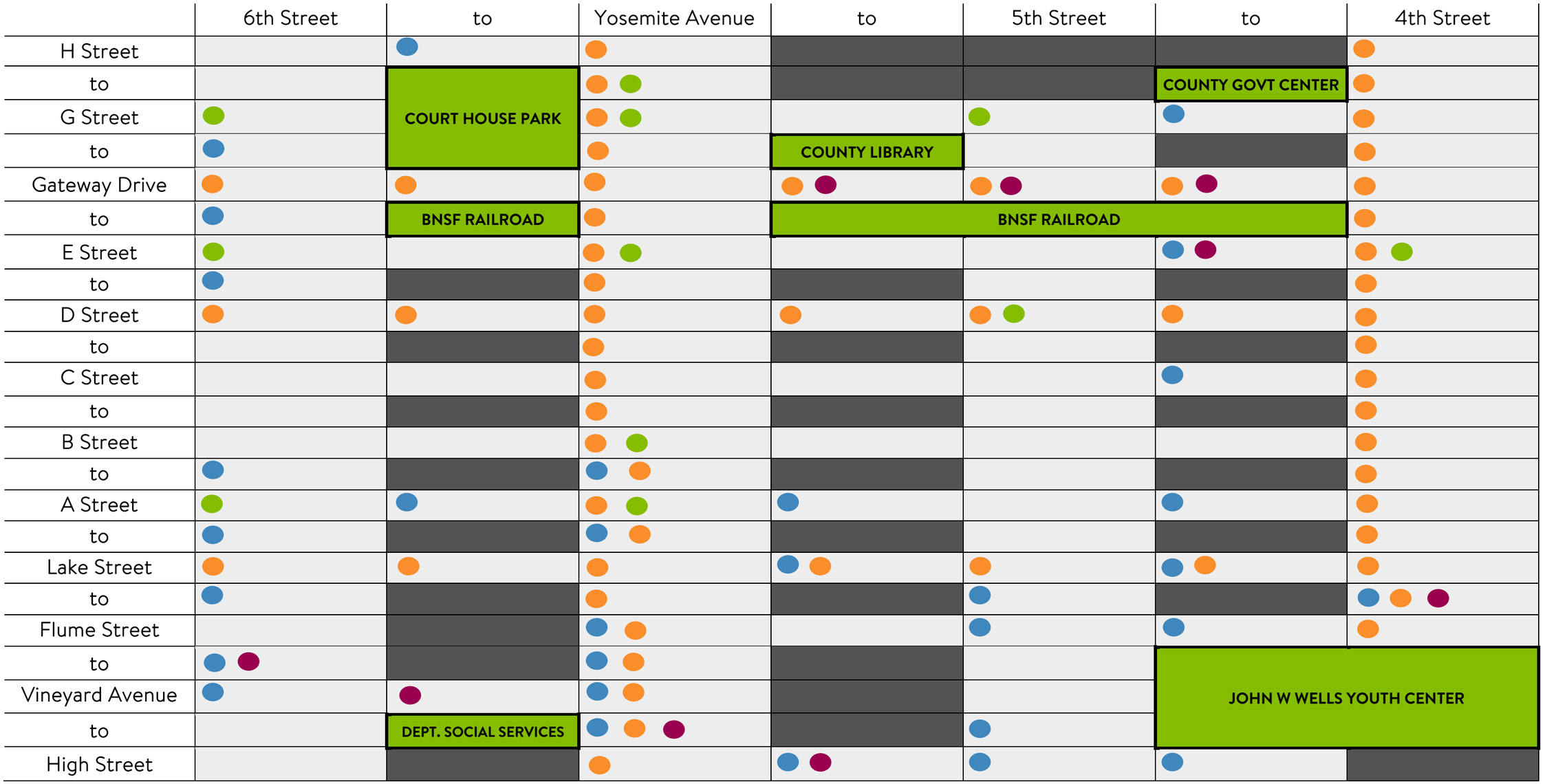
DISCONTINUOUS SIDEWALK

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

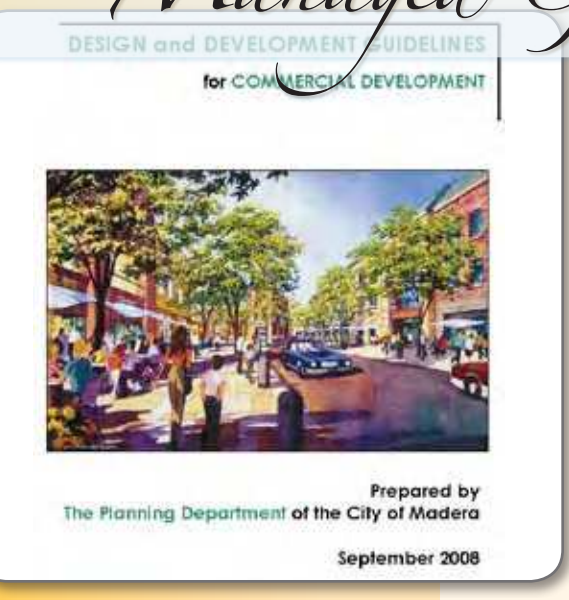
Click or Call

- **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.

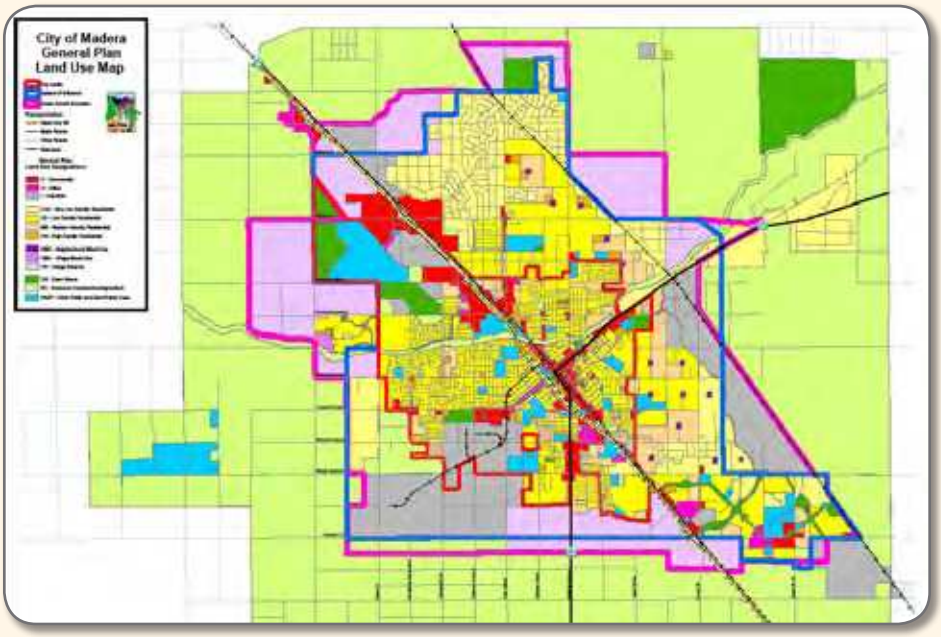


Community Partner



"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













Click or Call

- **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
  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



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

- 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.

















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- **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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  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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  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



- 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.

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















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  205 W. Fourth Street

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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  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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  City of Madera City Clerk
  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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  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 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









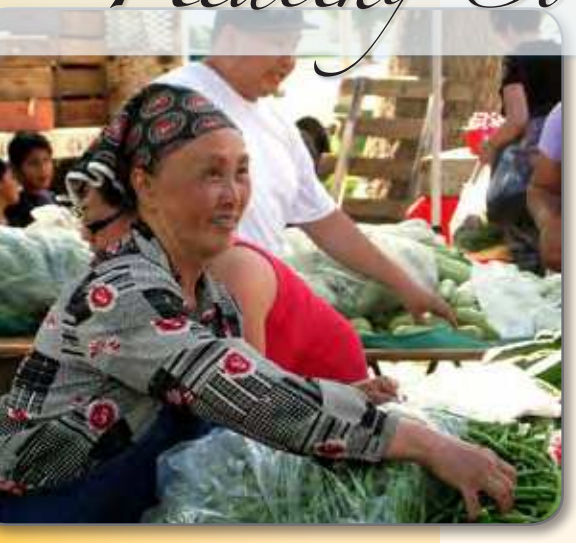
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- Or visit us on the internet at: www.fmaaa.org or www.madera-ca.gov
- Or visit us in person at: Madera Parks and Community Service 701 East 5th Street

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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  (559) 661-5495 or
  (559) 228-2140
- **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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- **Or visit us in person at:**
  Madera Parks and
  Community Service
  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

















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  (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













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- **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

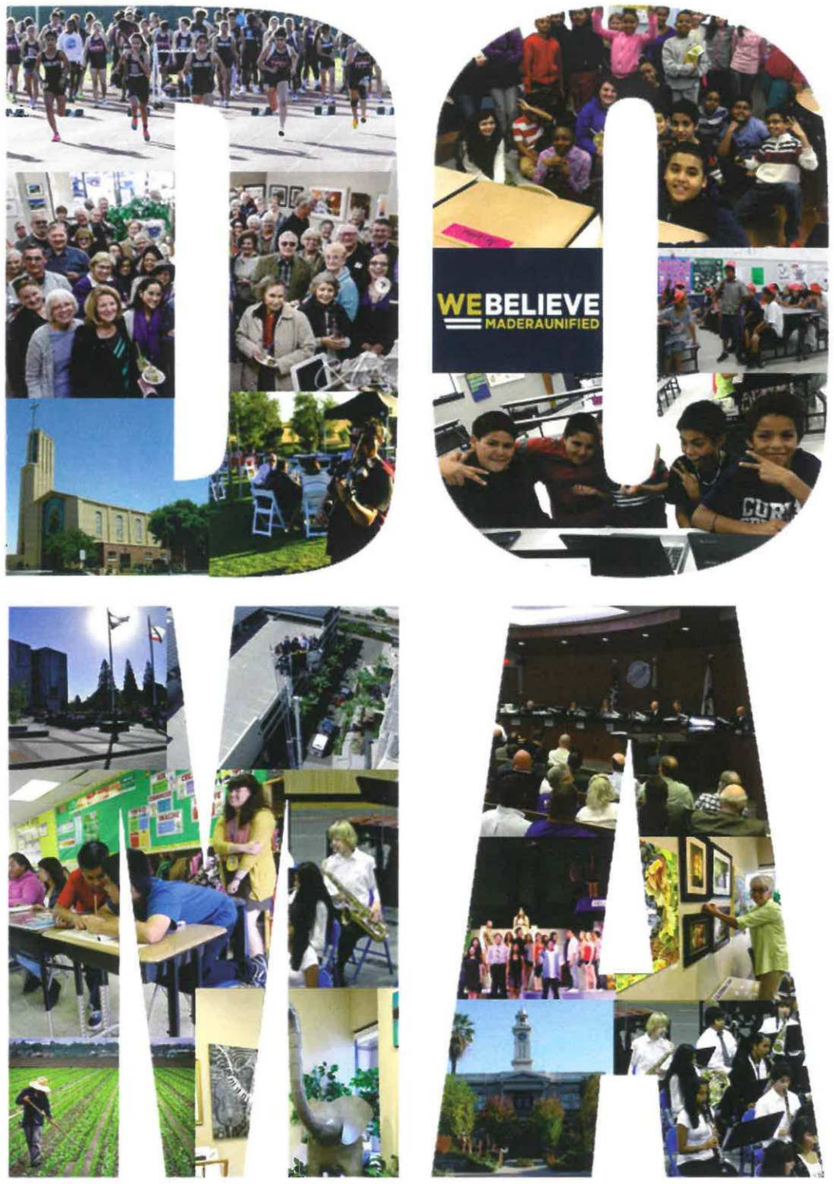
REIMAGINING

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.

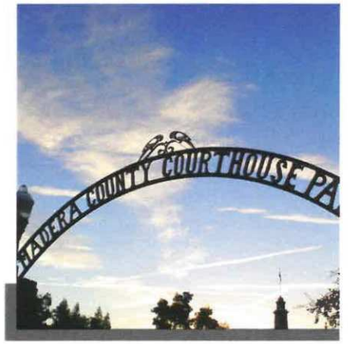
Elaine and her late husband, Frank, were supporters of the arts council from the get-go.

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



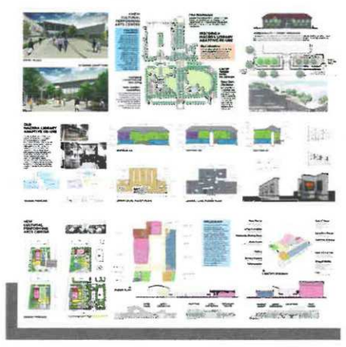
Workshops + Conversations

Engage the public, respect each other's opinions, collaborate on solutions, and listen to multiple user groups



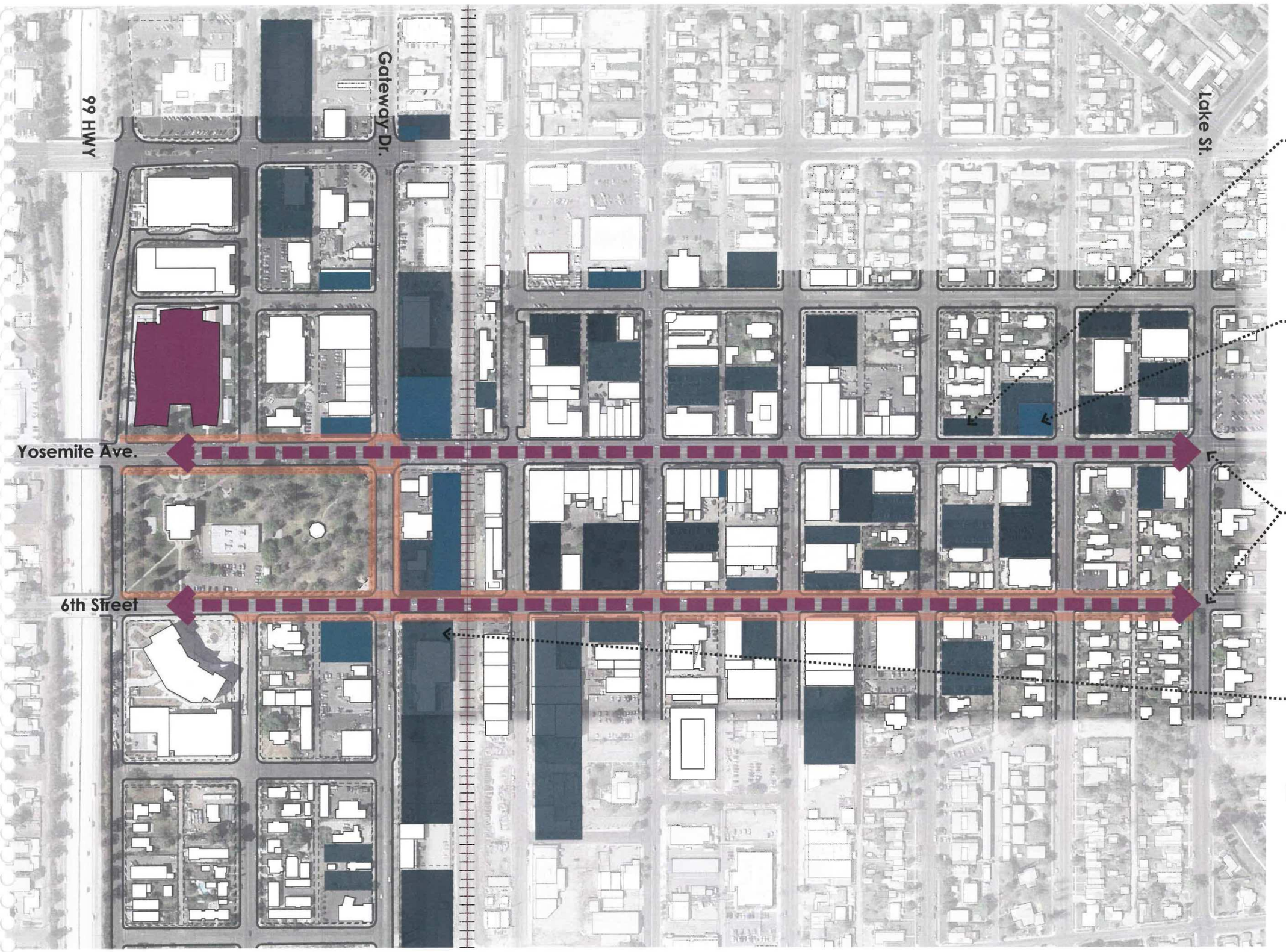
Investigation + Observations

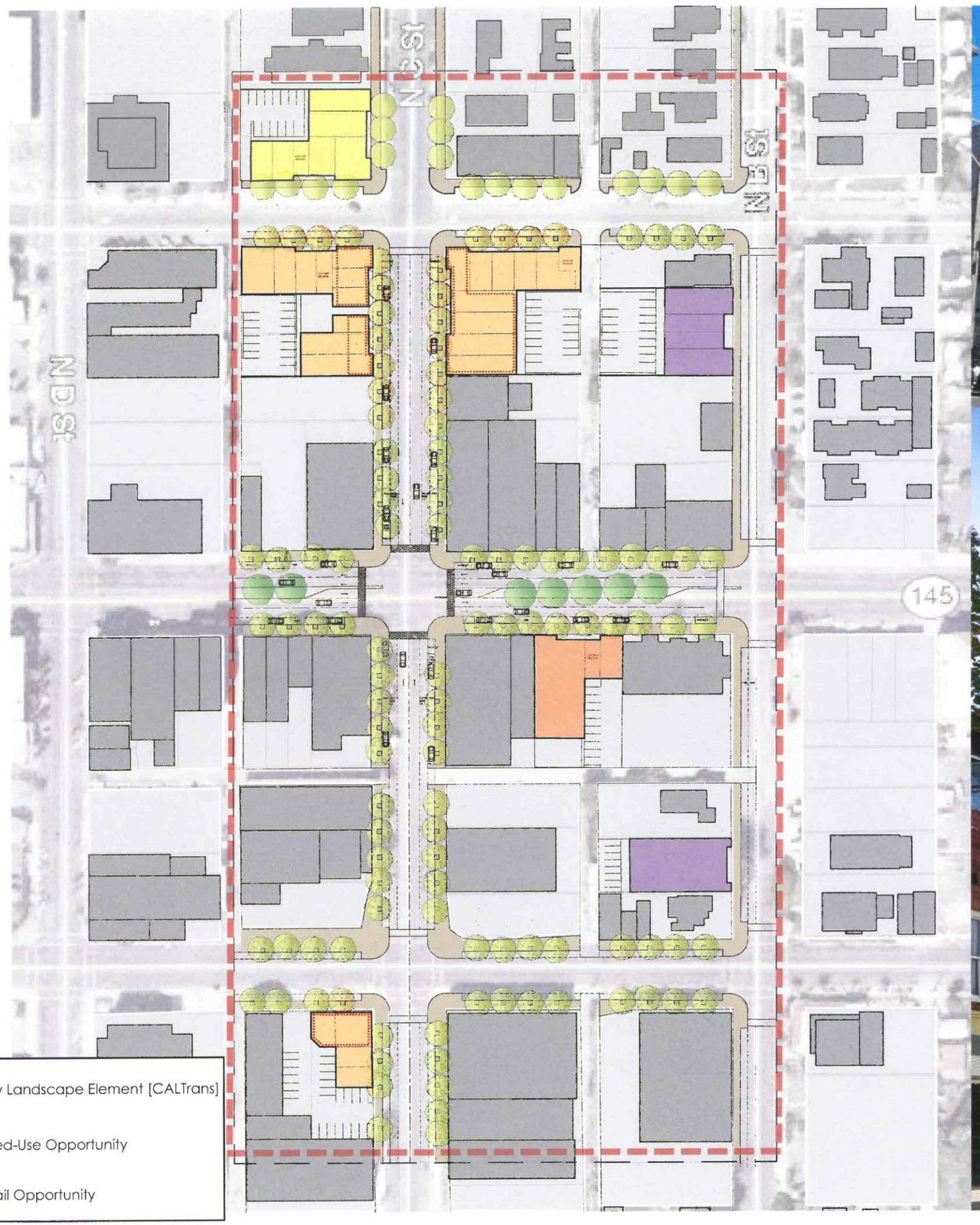
Data collection, "boots on the ground" approach to getting to know your community, understanding history and self-image



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]

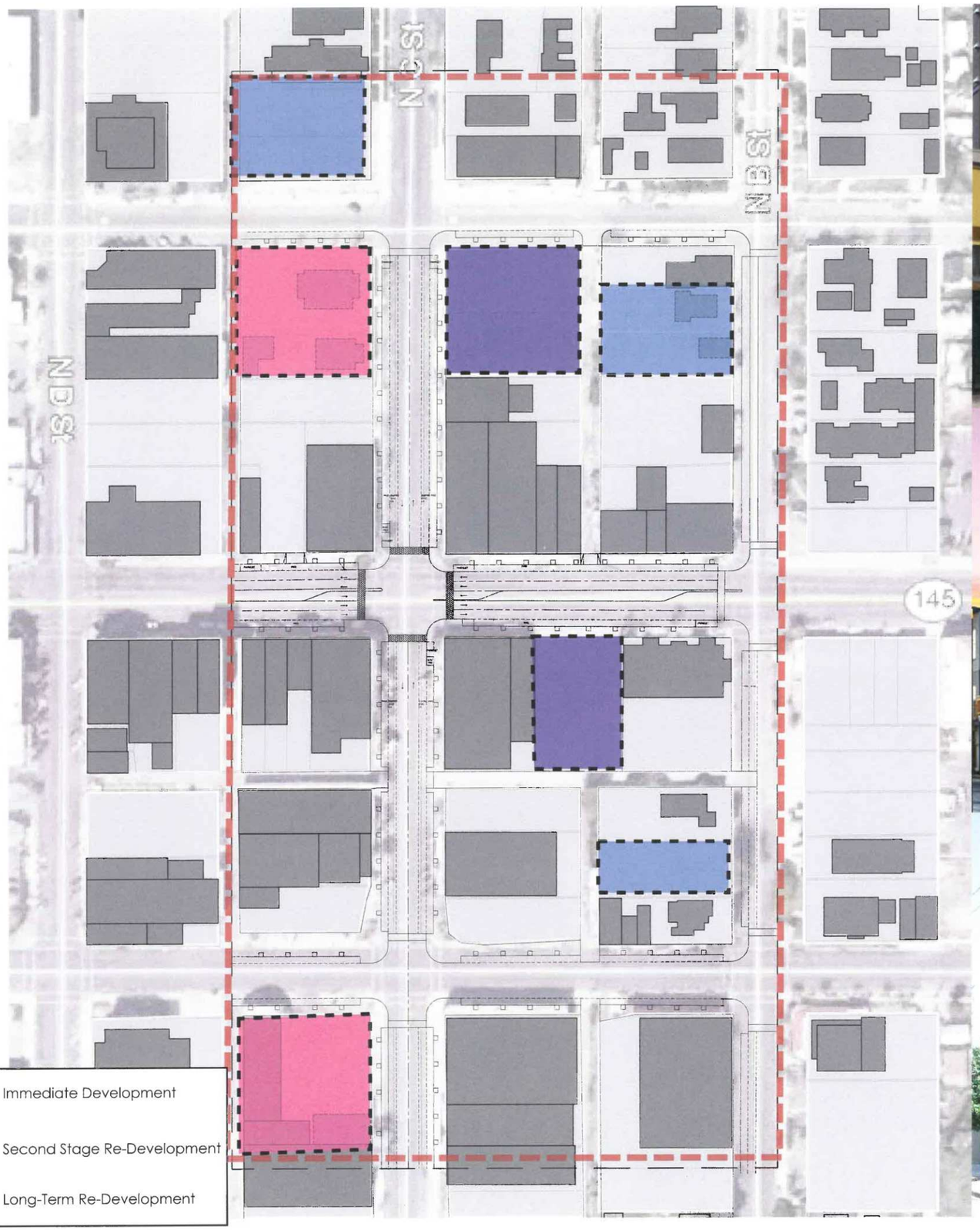








Example "A" of Protoype Redevelopment Model | 06









Example "B" of Protoype Redevelopment Model | 07

DOWNTOWN MADERA

21

preserve history

8

35

14

improve mobility

connect

districts

8

25

increase safety

42

10

restaurant + dining options

food

29

events

16

music

15

playground

8

COURTHOUSE PARK

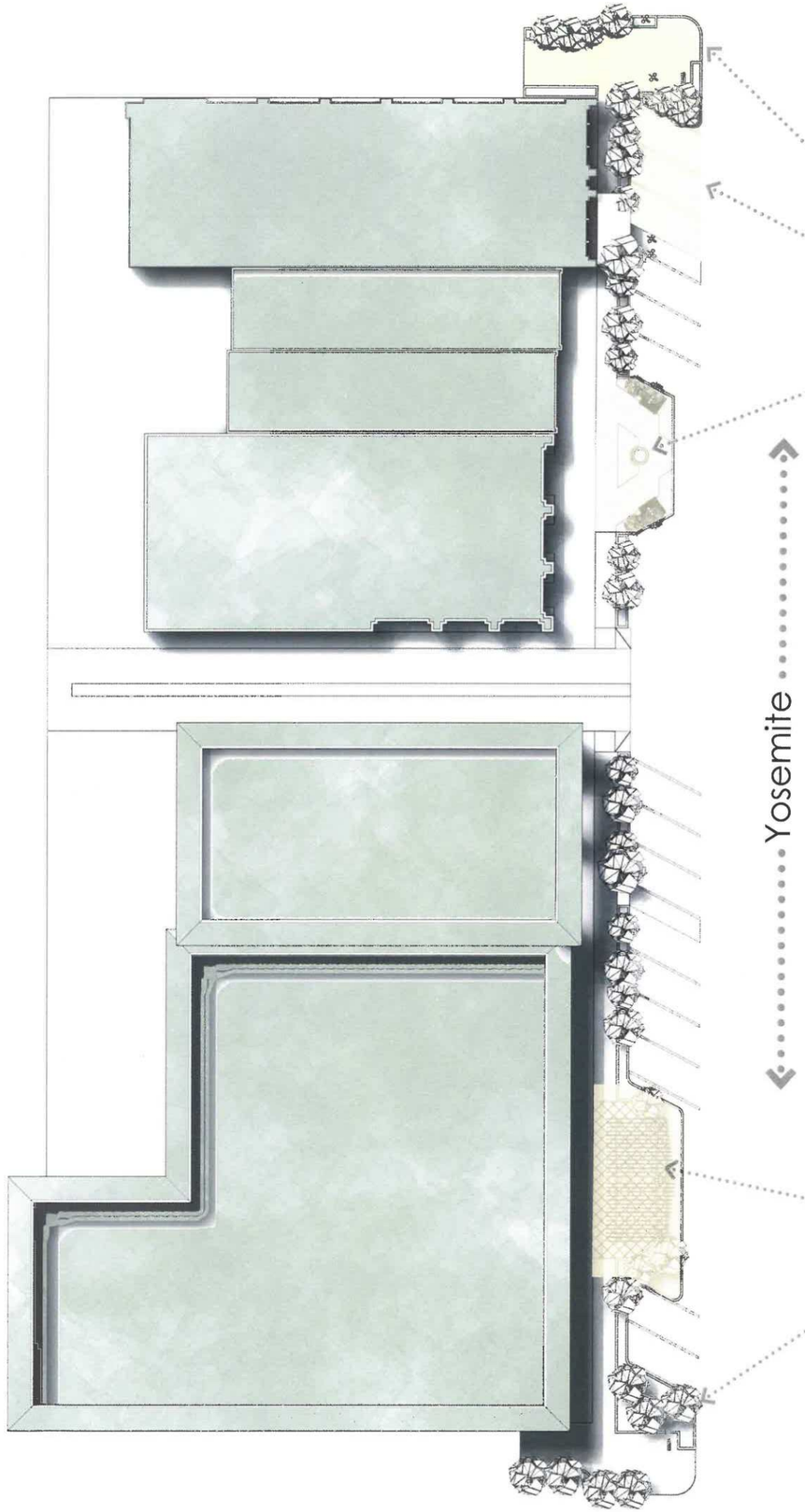
CULTURAL + PERFORMING ARTS CENTER

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

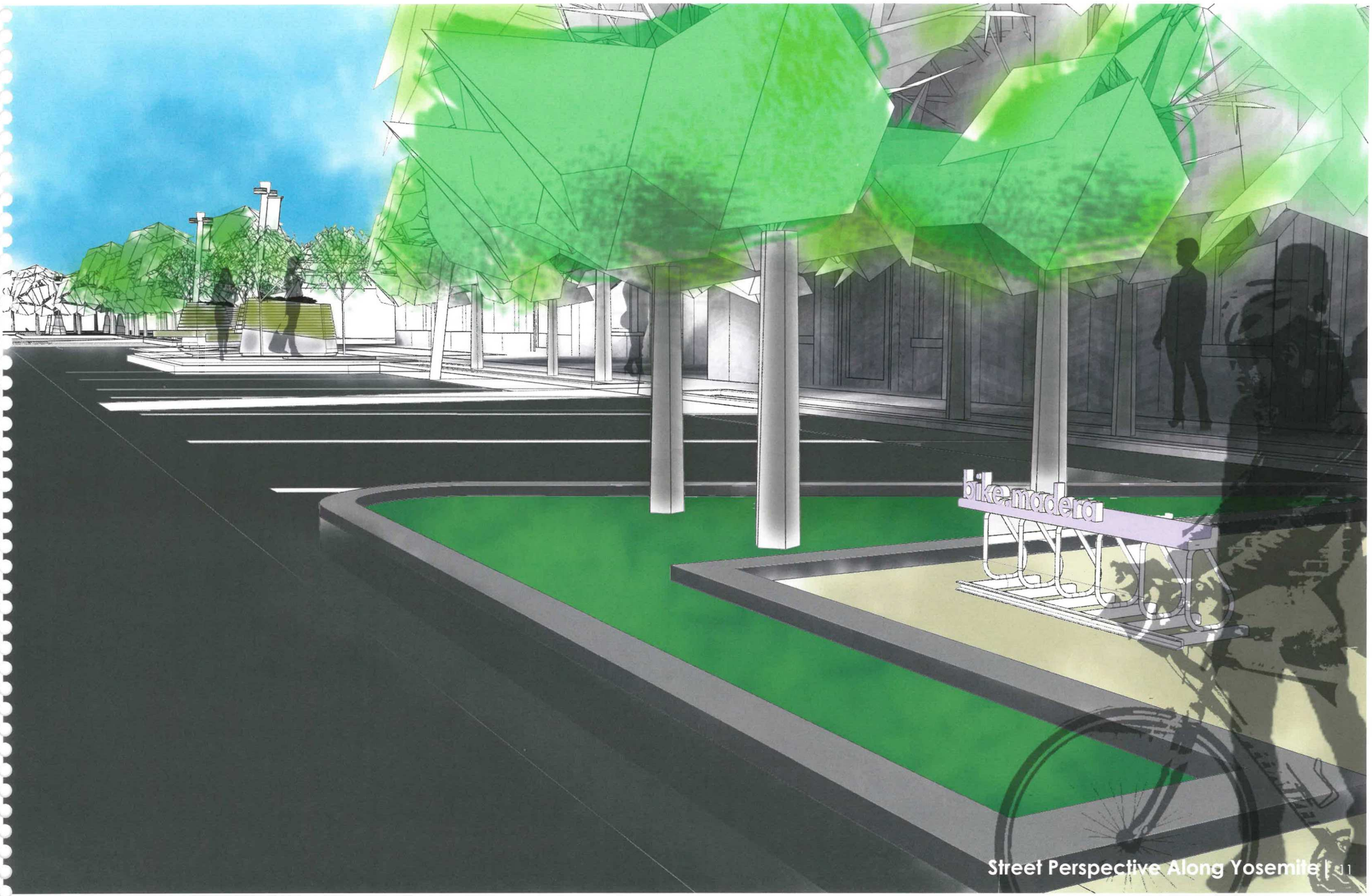
Diagonal Back-In Parking [CALTrans]



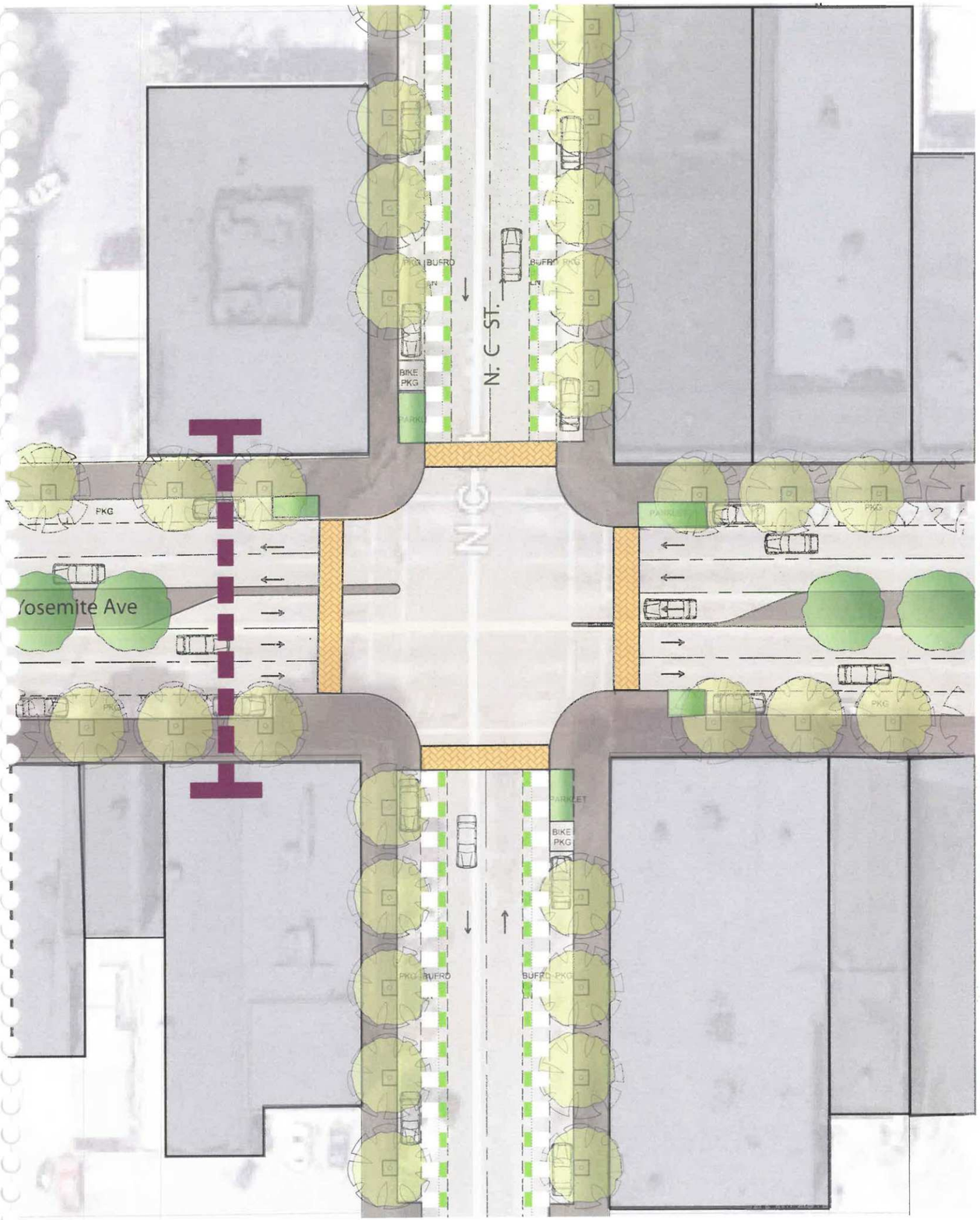
Sculpture Podiums

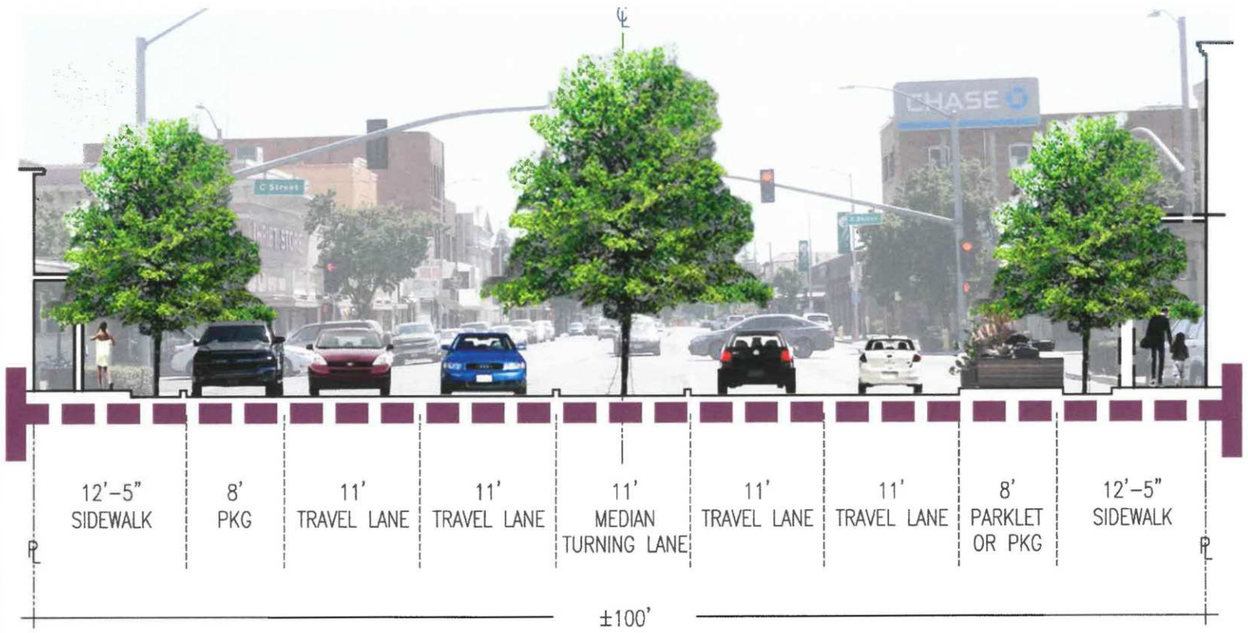


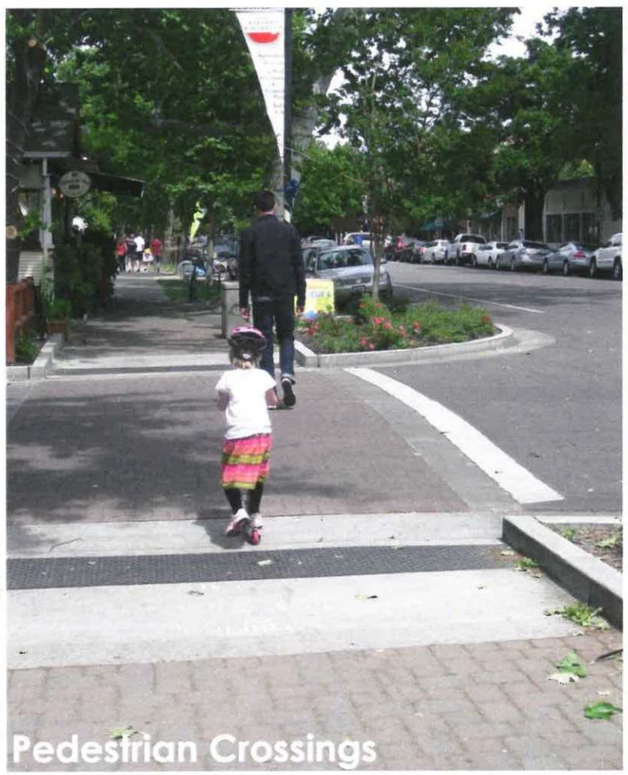
Bench at Gathering Location

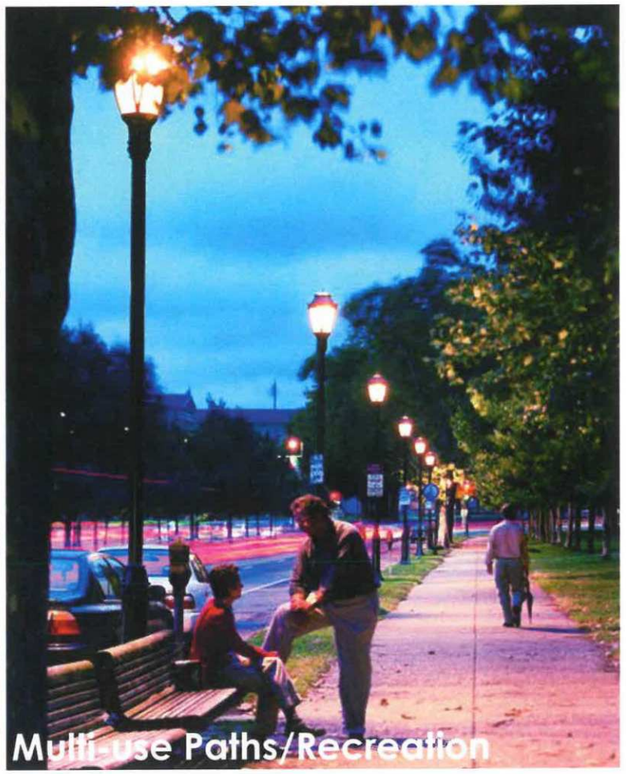


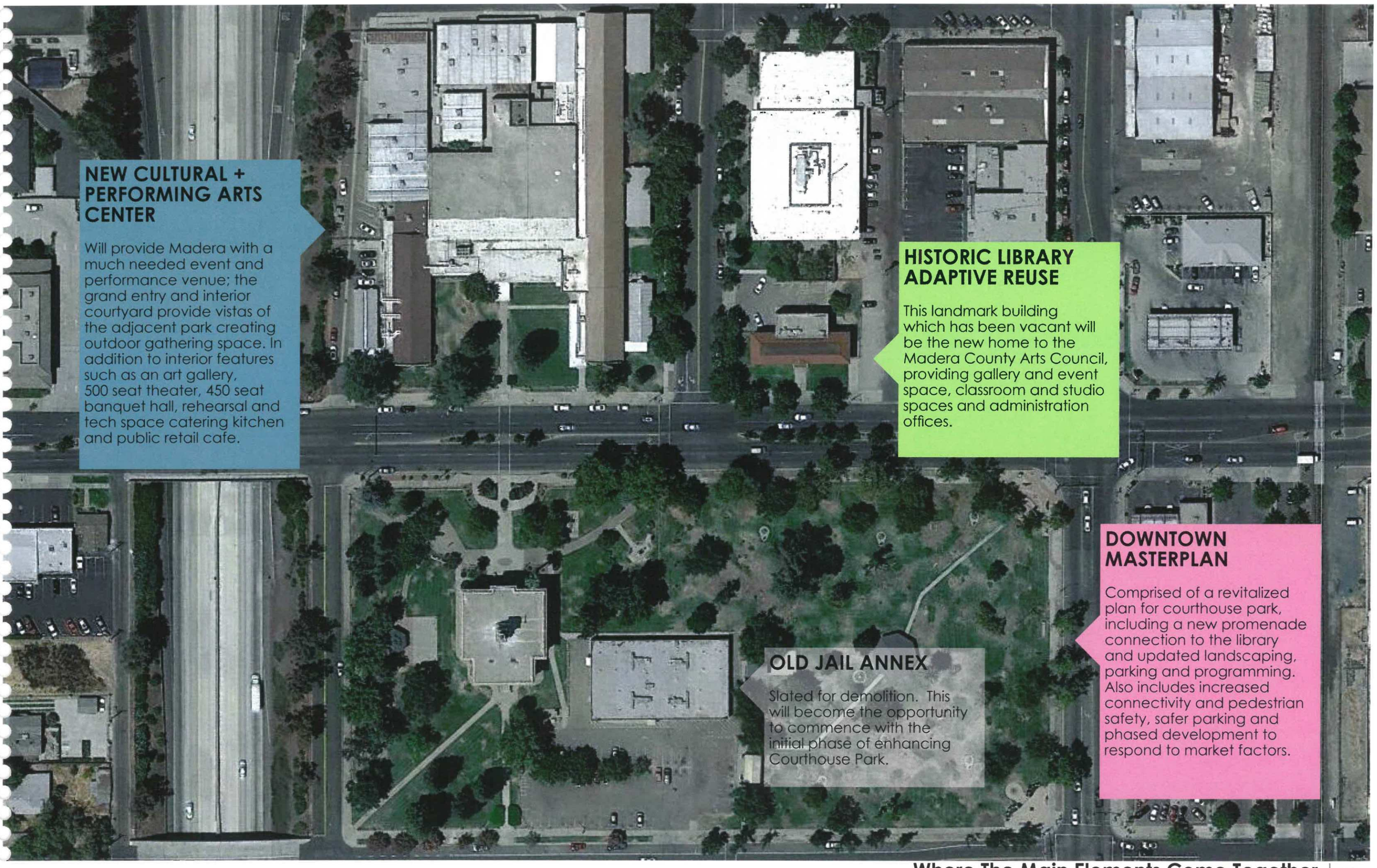
Street Perspective Along Yosemite





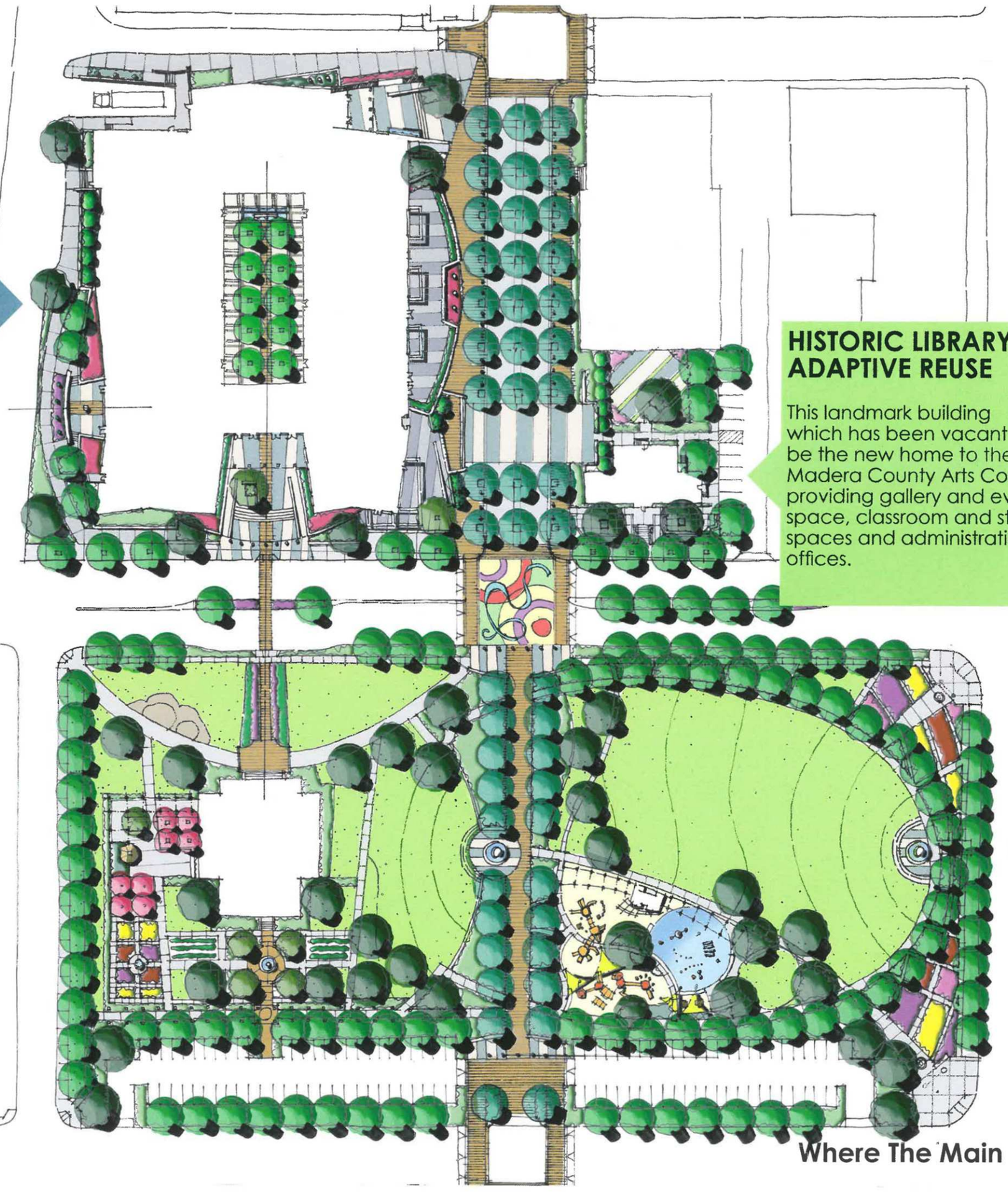

Pedestrian Crossings


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.

NEW CULTURAL + PERFORMING ARTS CENTER

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HISTORIC LIBRARY ADAPTIVE REUSE

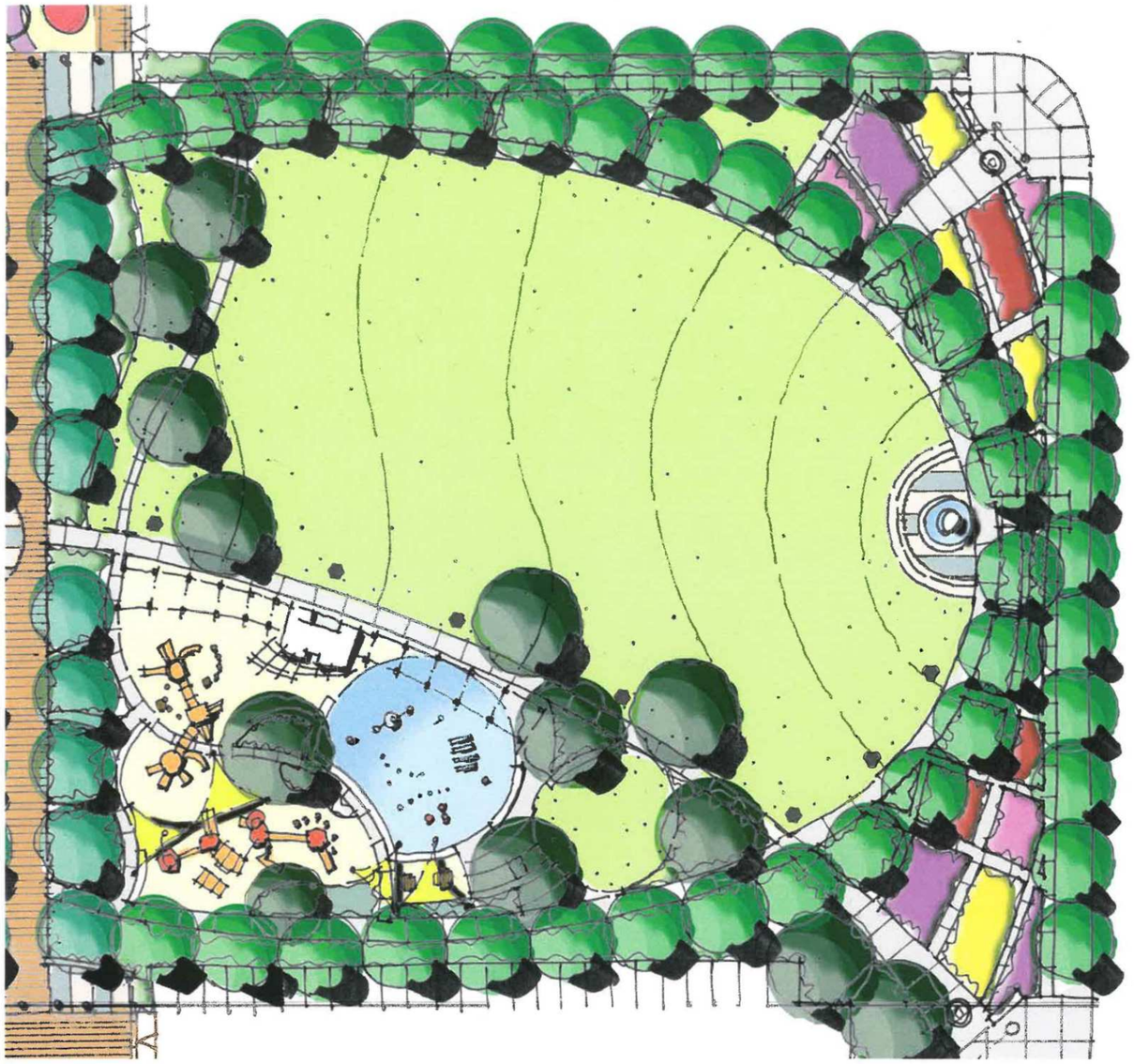
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DOWNTOWN MASTERPLAN

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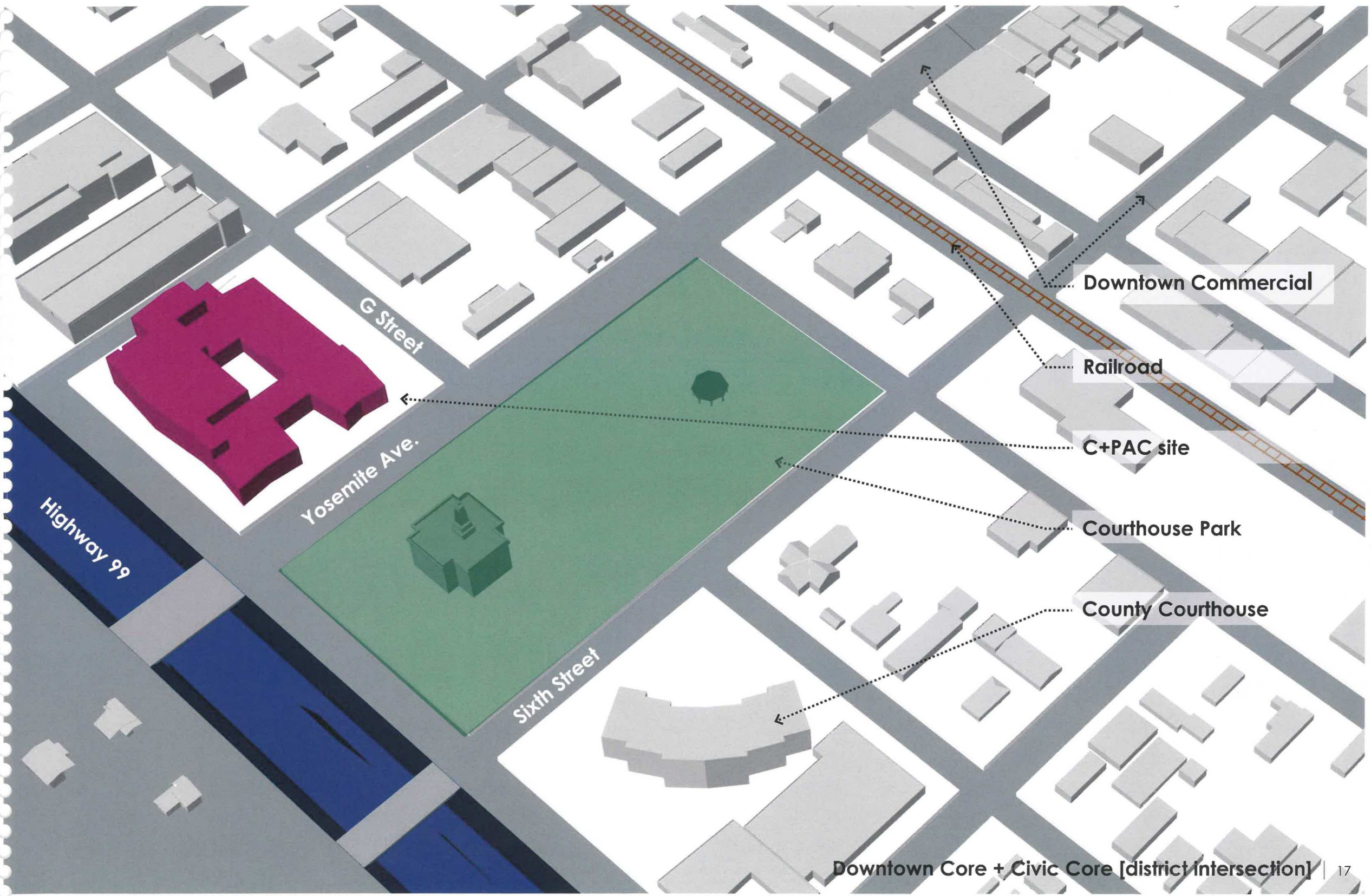











G Street
Yosemite Ave.
Highway 99
Sixth Street
Downtown Commercial
Railroad
C+PAC site
Courthouse Park
County Courthouse



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

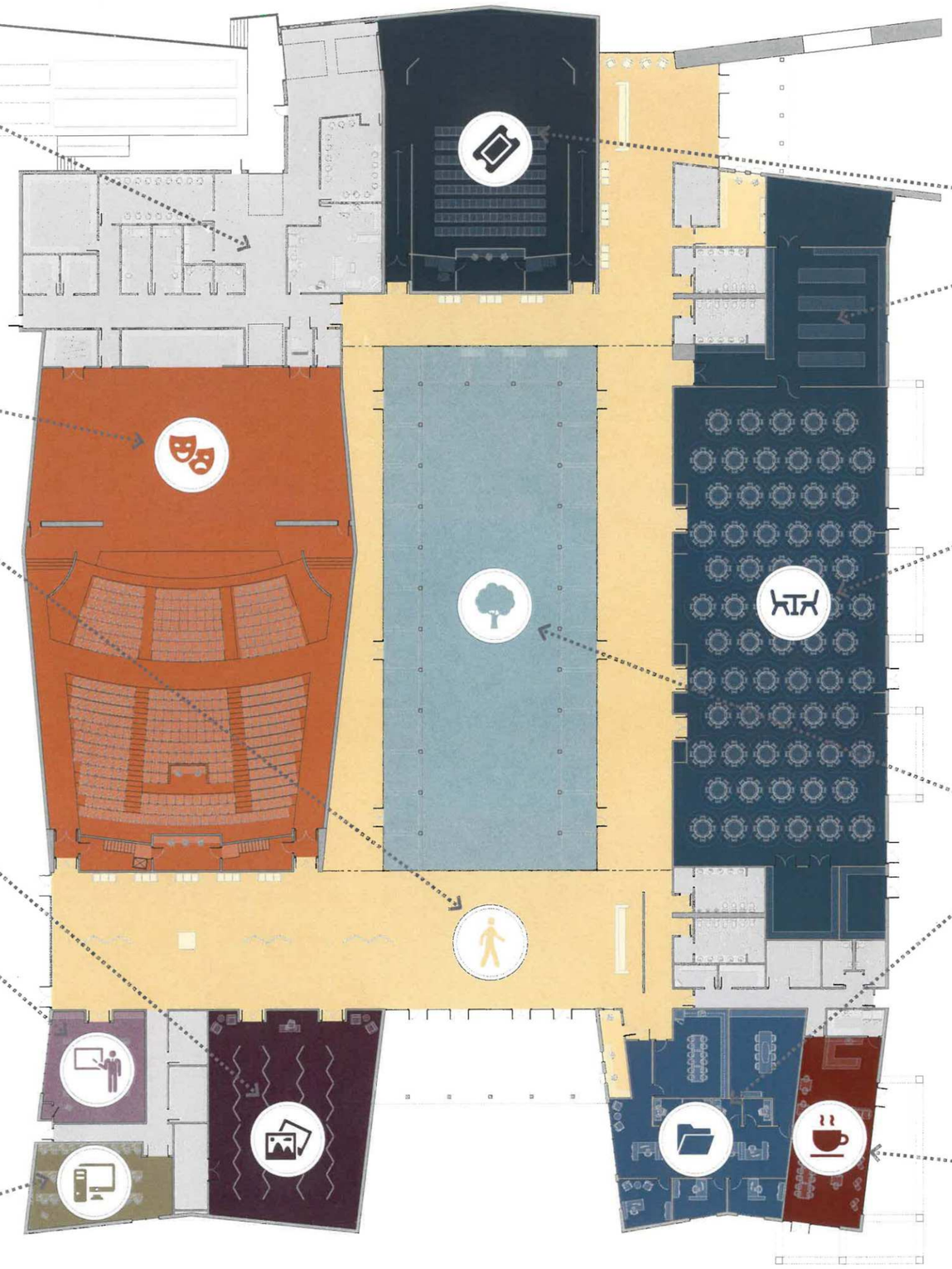


Art Gallery
3,100 sf

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

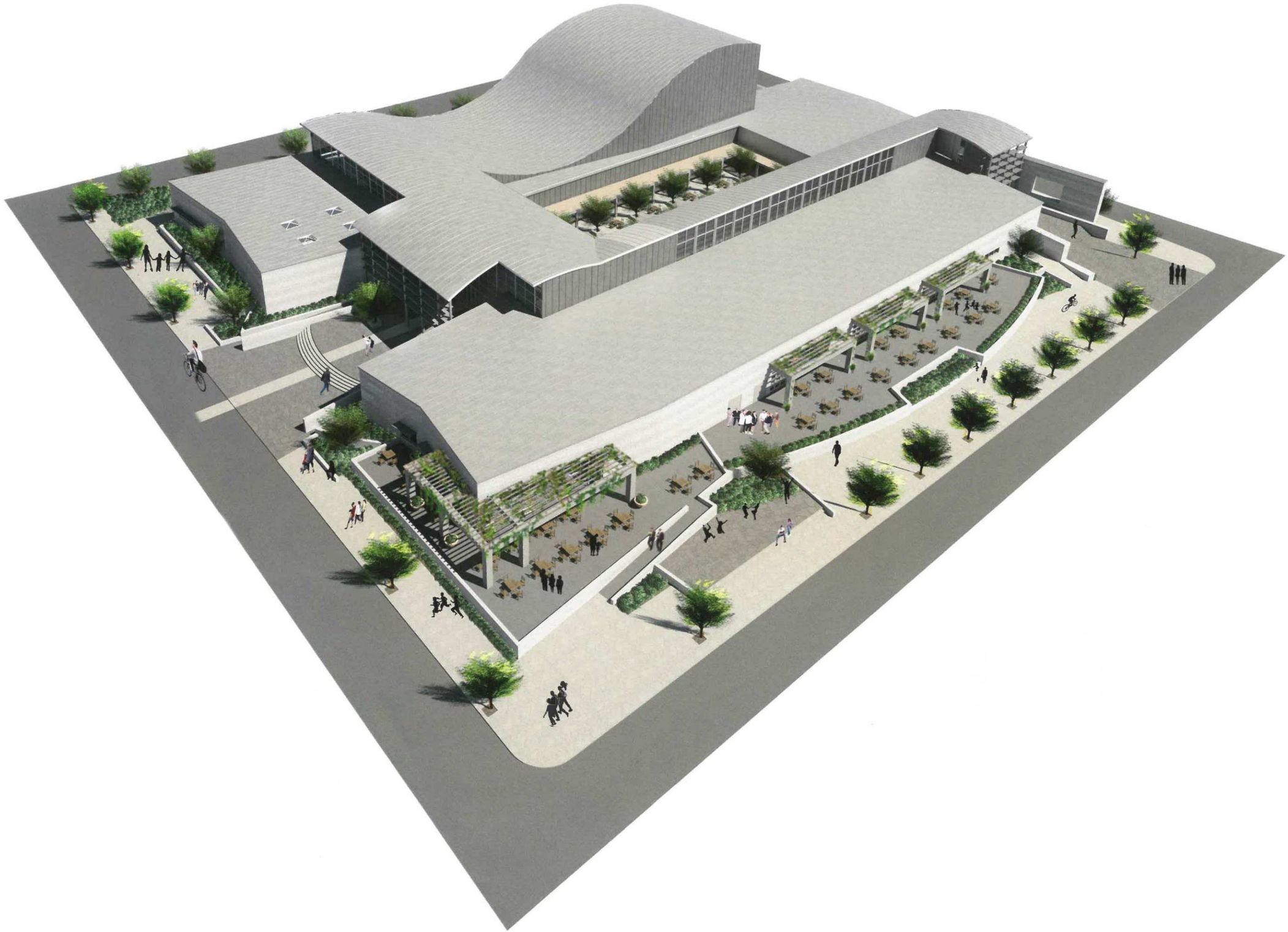


Courtyard
9,300 sf

Administration Offices
2,900 sf



Cafe
1,200 sf



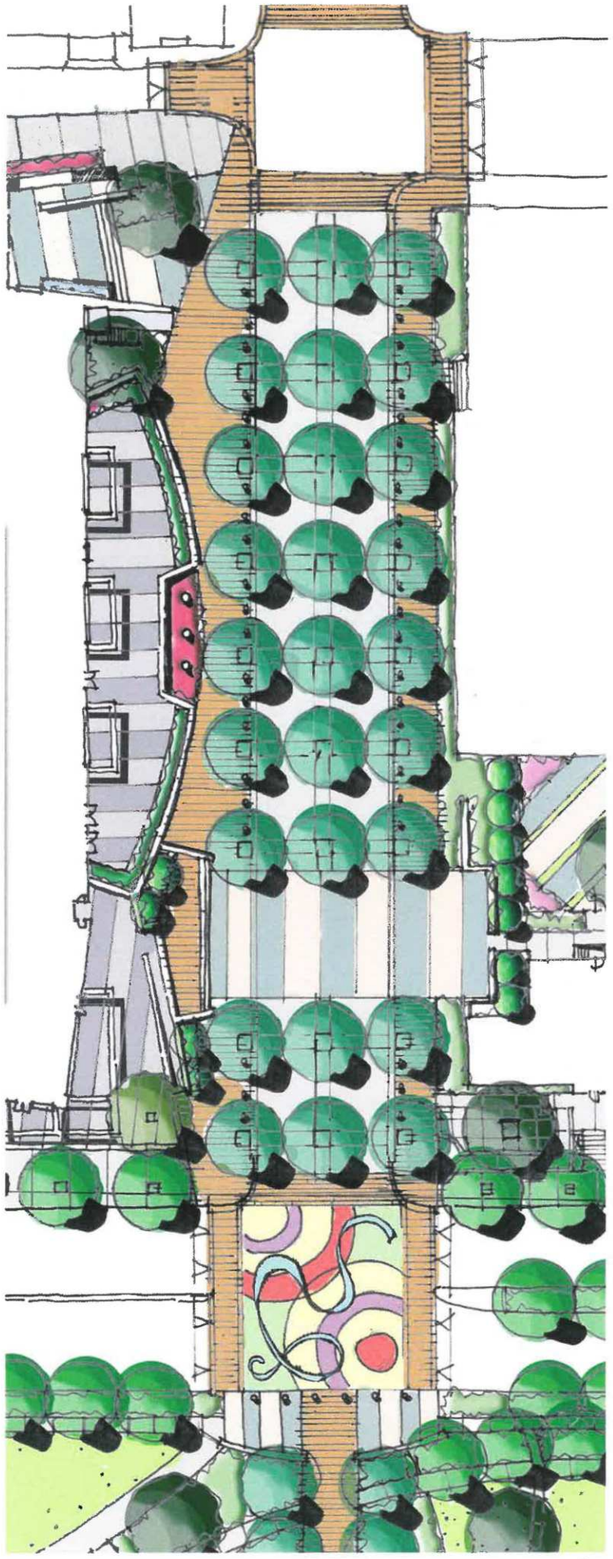









San Salvador St











C+PAC Street Perspective at G Street | 22

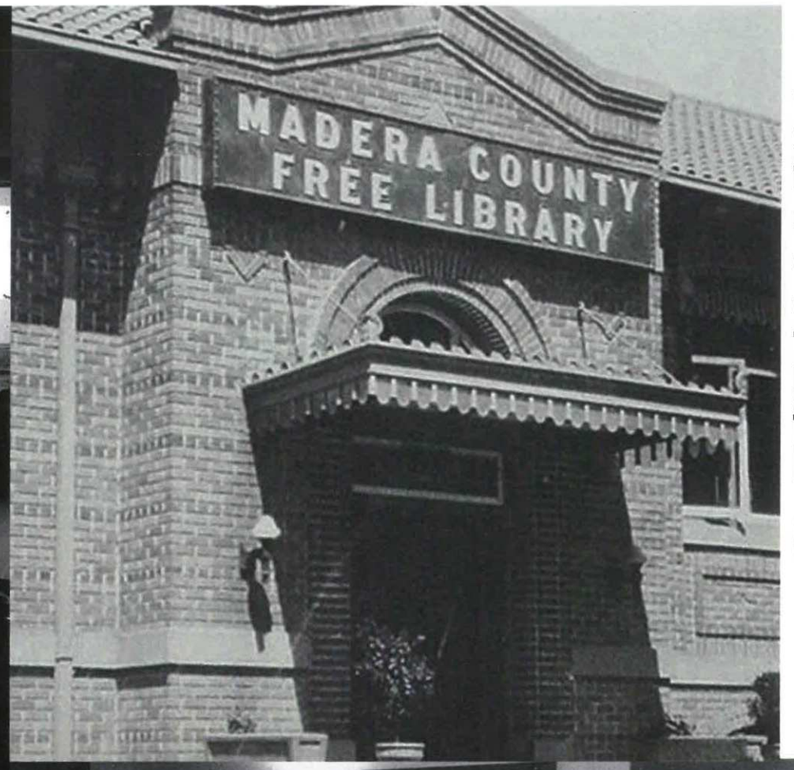


C+PAC Entry Plaza at North Near Parking Structure | 23



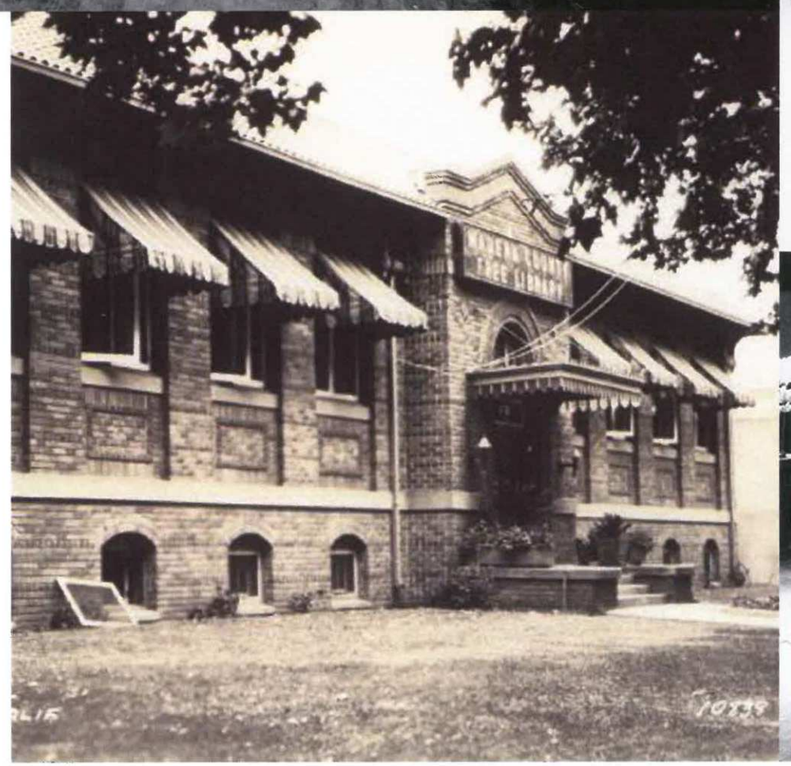
C+PAC Courtyard View Framing Courthouse | 24

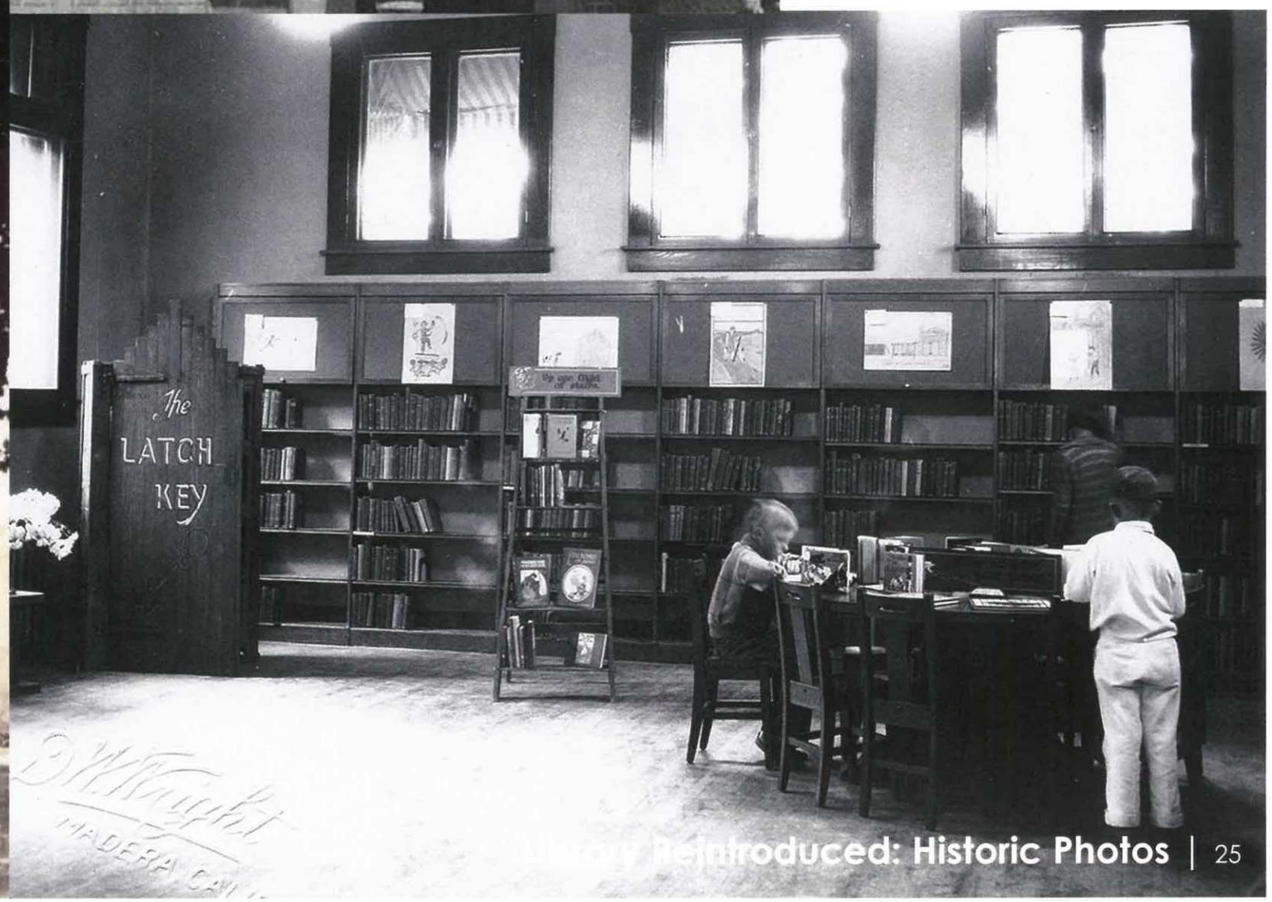




"The site contained separate rooms for children and adults and an alcove for the law collection, while the basement housed books for schools and branches."

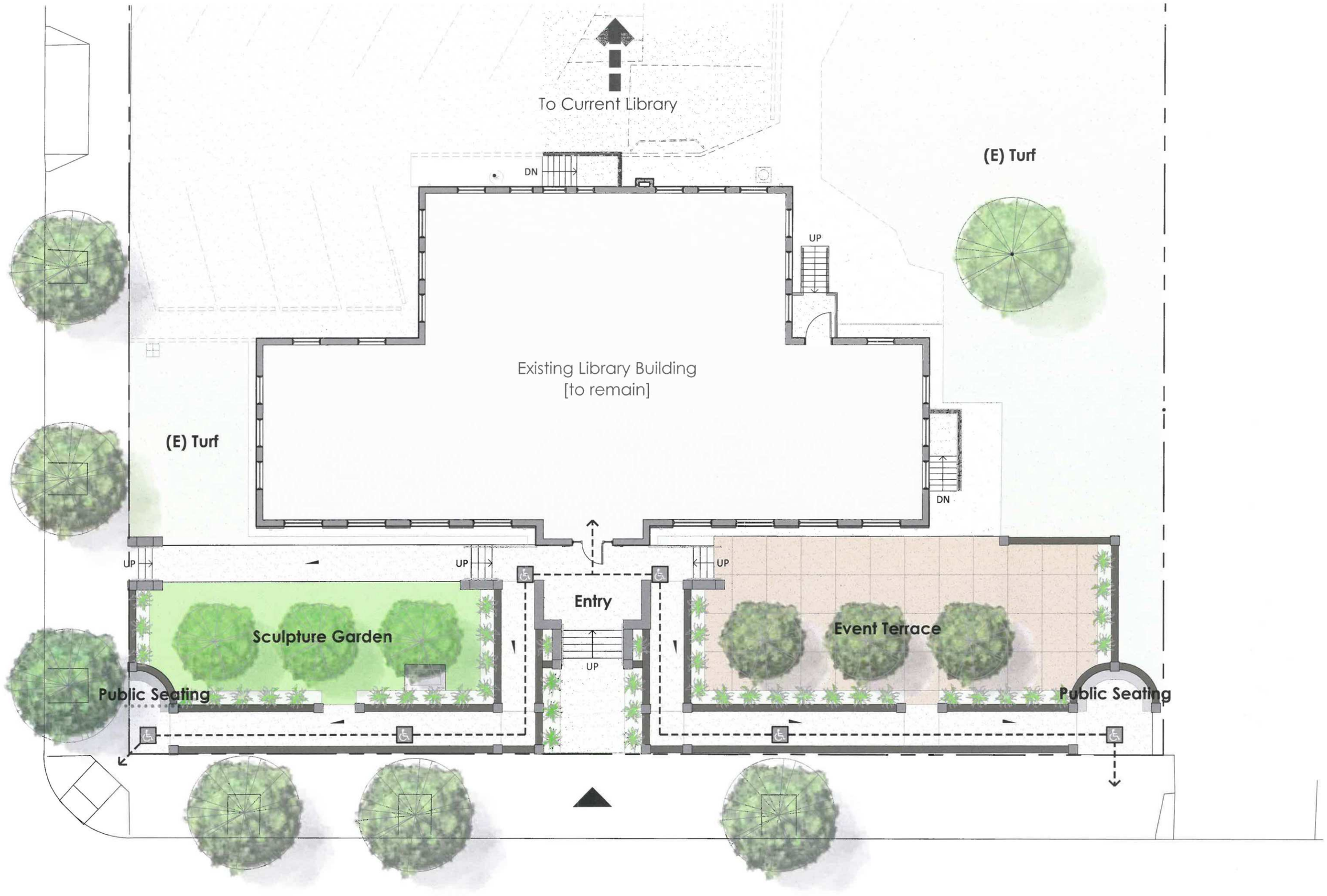
http://www.madera-county.com/index.php/main-branch-history

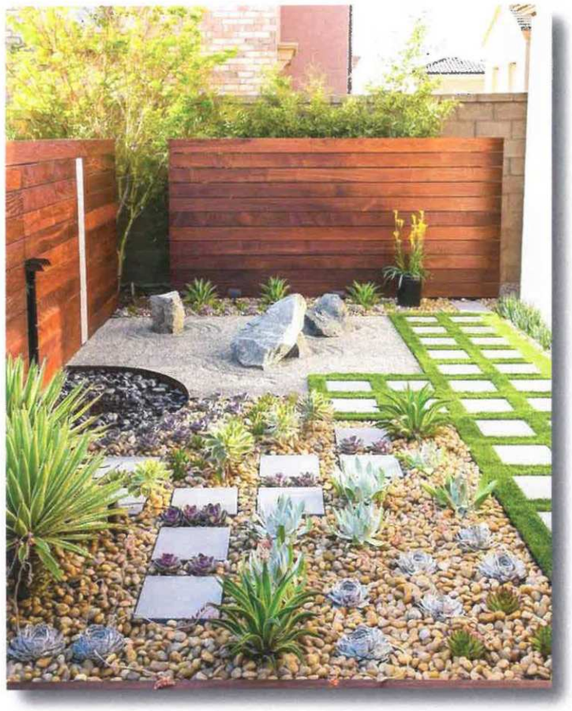


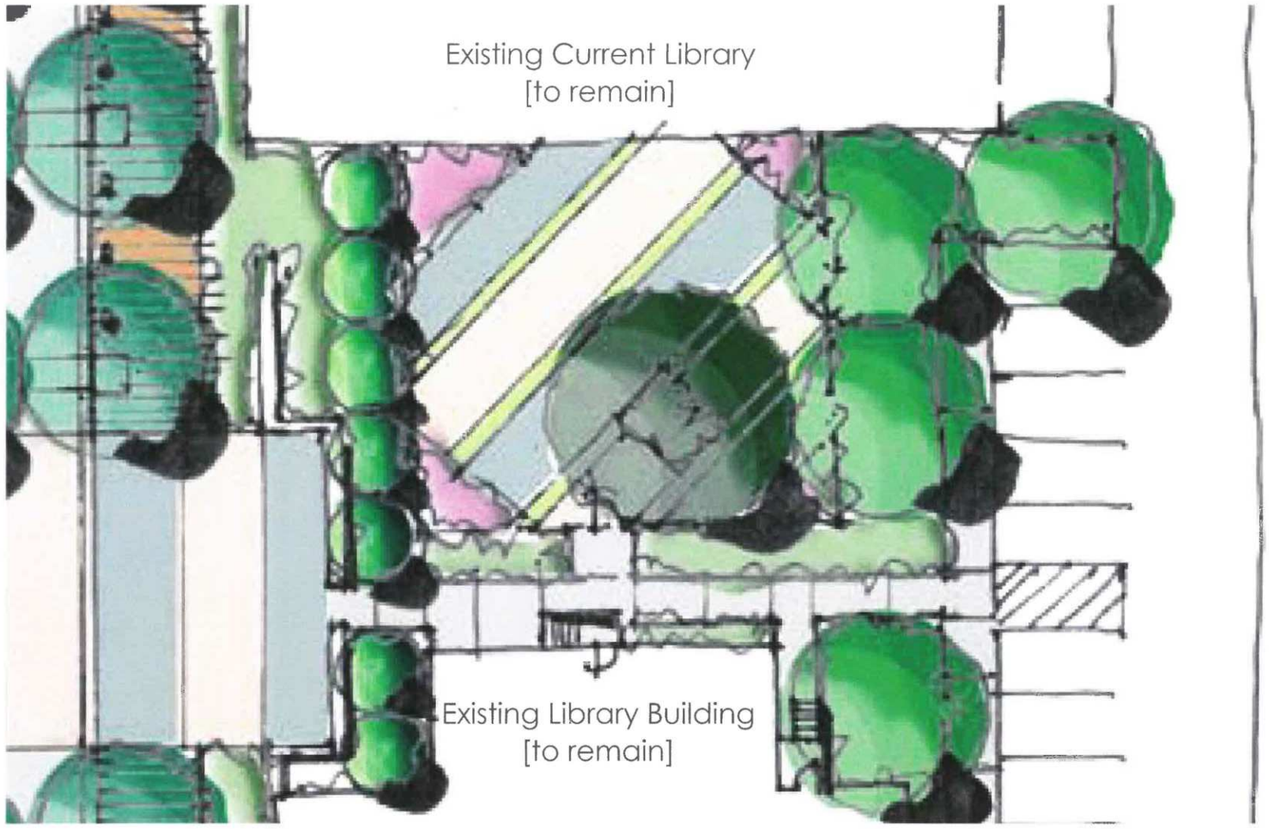


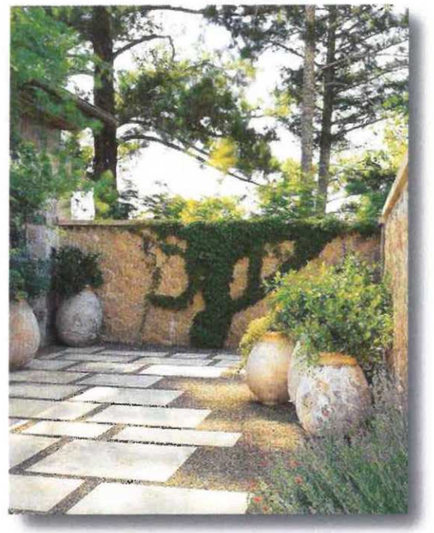


Library Reintroduced: Primary Street View


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]



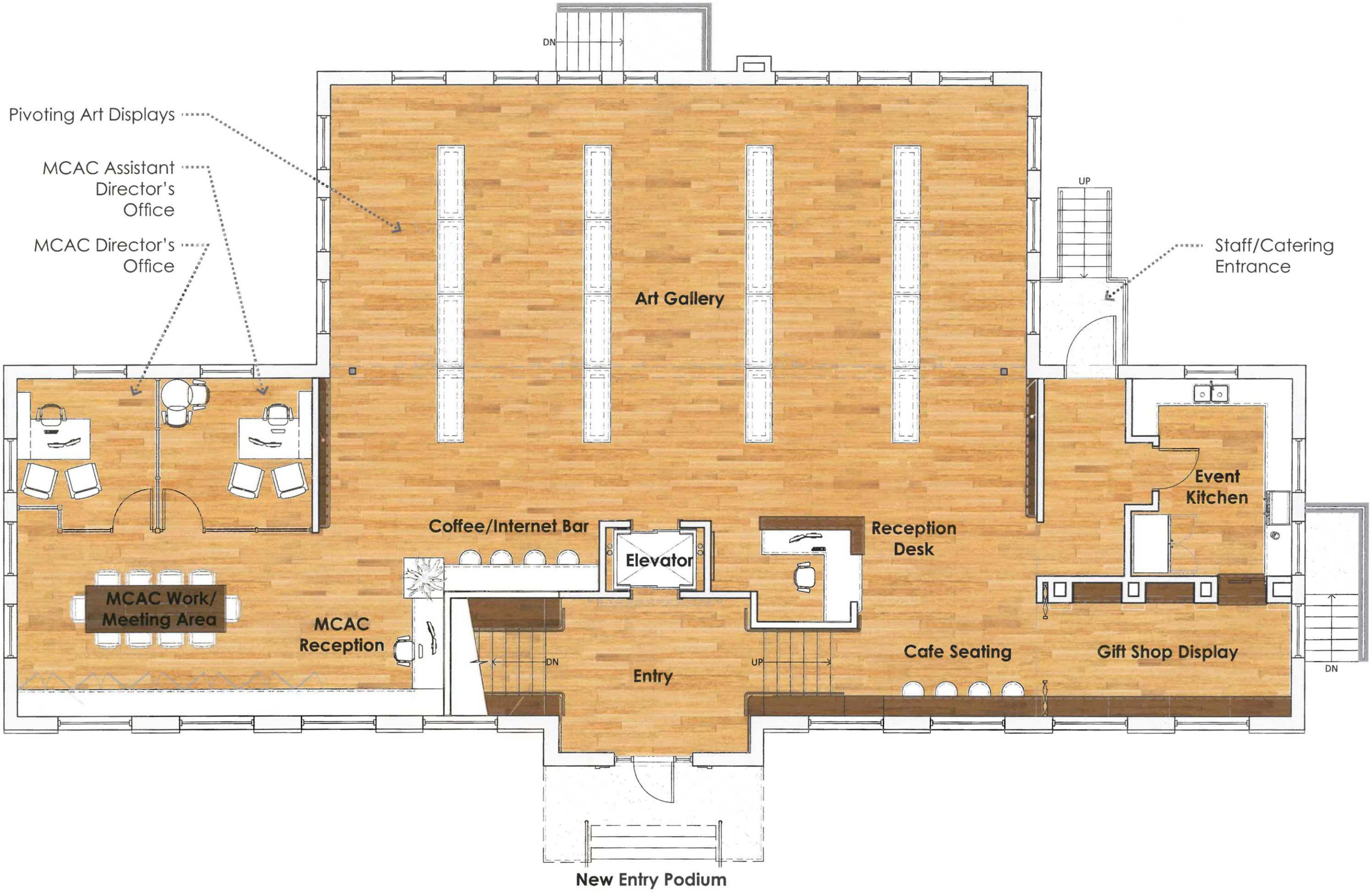




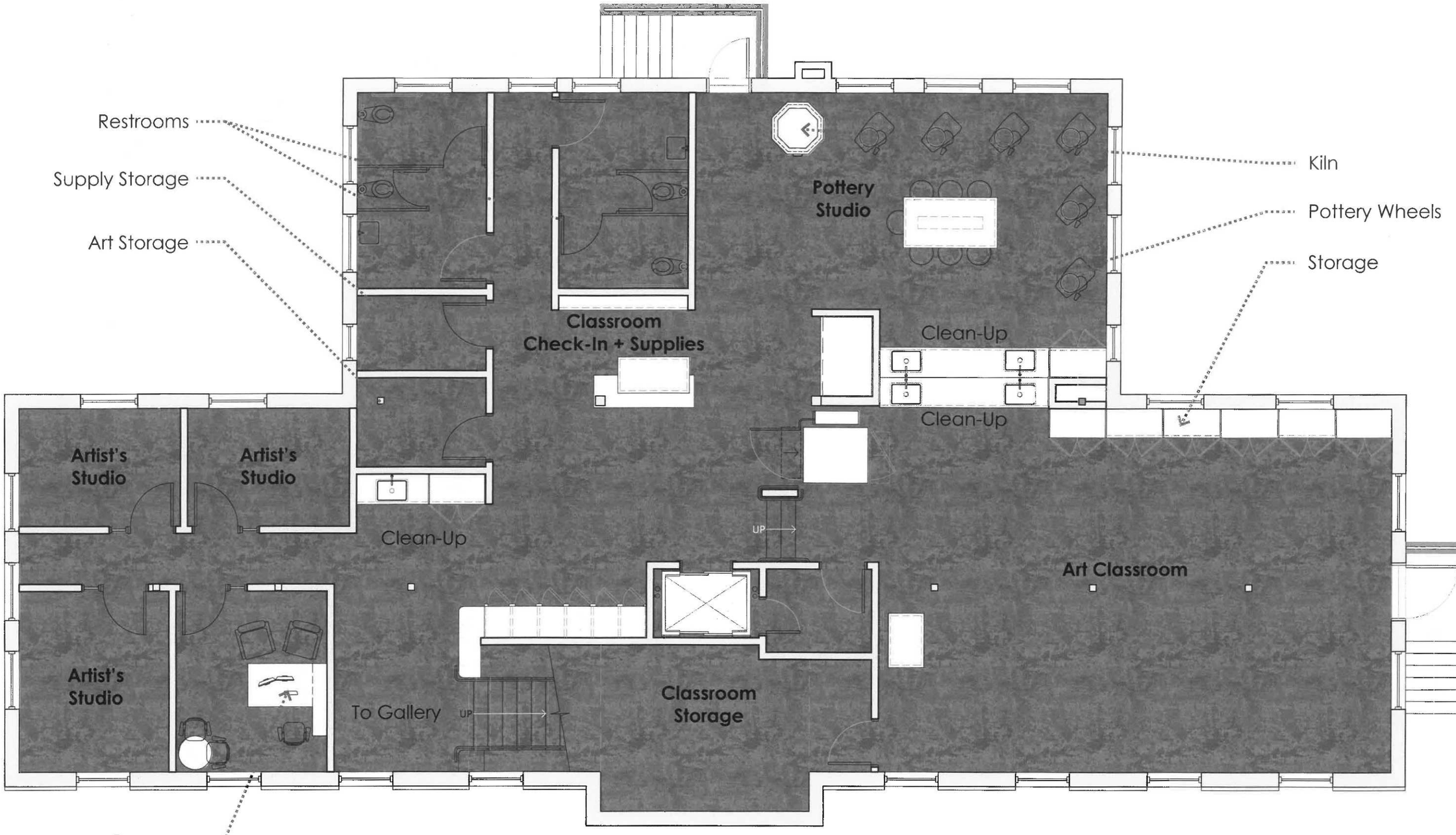




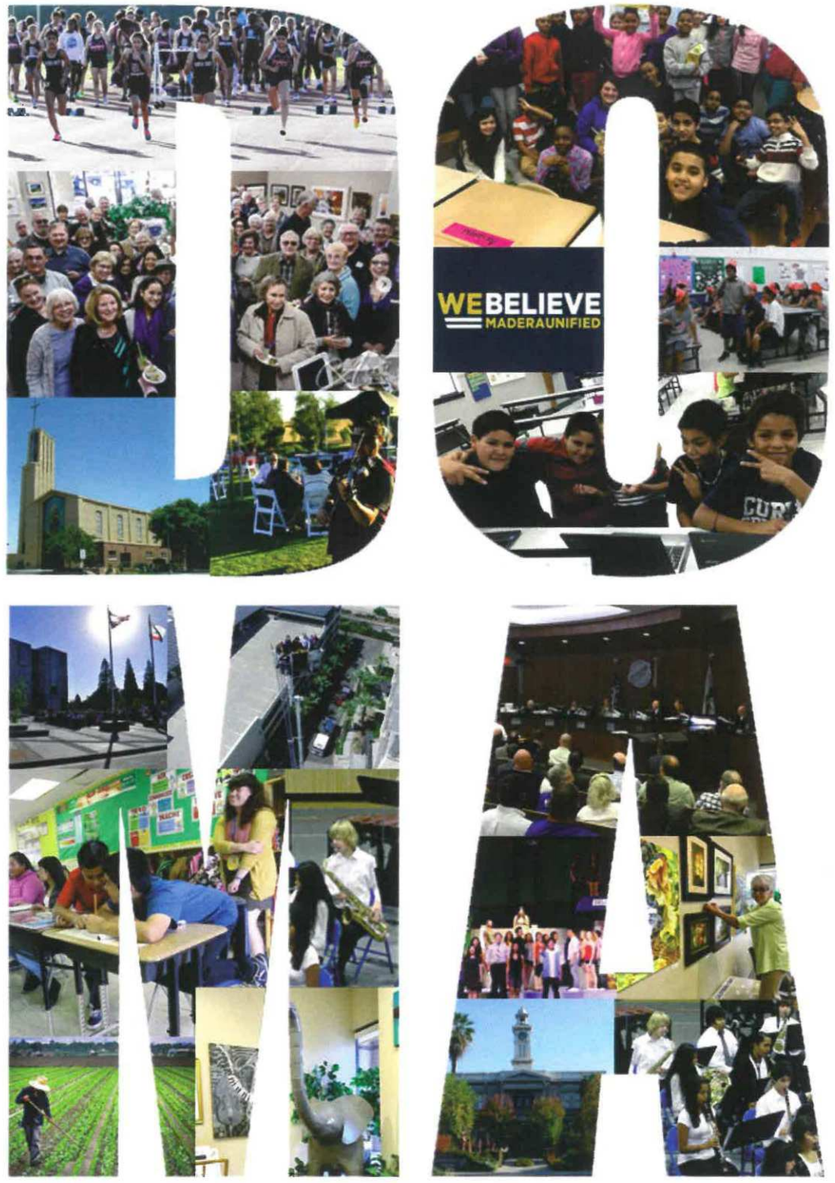




Library Reintroduced: Upper Level Floor Plan | 29



Library Reintroduced: Lower Level Floor Plan [Art Classrooms + Studios] | 30



Thank You!

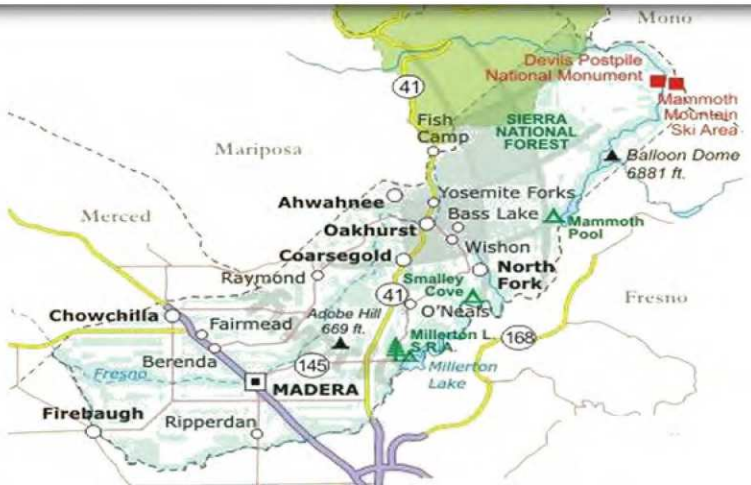


MADERA CTC
Madera County Transportation Commission

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)

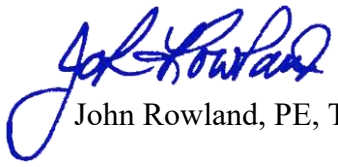
The traffic counts presented for the County of Madera, City of Madera, and City of Chowchilla are "raw" counts. A "raw" count is recorded at a particular location on a particular day for a period of 24 hours and is not adjusted to reflect seasonal variations or daily variations normally occur. While "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		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	0		5						5	
00:15	0		0						0		12:15	3		0						3	
00:30	0		0						0		12:30	0		2						2	
00:45	0		0						0		12:45	1	4	2	9					3	13
01:00	0		0						0		13:00	2		2						4	
01:15	1		0						1		13:15	0		4						4	
01:30	0		0						0		13:30	2		0						2	
01:45	0	1	0						0	1	13:45	1	5	1	7					2	12
02:00	1		0						1		14:00	2		6						8	
02:15	0		0						0		14:15	2		5						7	
02:30	0		0						0		14:30	7		12						19	
02:45	0	1	0						0	1	14:45	14	25	10	33					24	58
03:00	0		0						0		15:00	12		4						16	
03:15	0		0						0		15:15	3		4						7	
03:30	0		0						0		15:30	3		5						8	
03:45	0		0						0		15:45	6	24	1	14					7	38
04:00	0		1						1		16:00	2		4						6	
04:15	0		0						0		16:15	6		4						10	
04:30	1		0						1		16:30	4		2						6	
04:45	1	2	0	1					1	3	16:45	2	14	9	19					11	33
05:00	1		0						1		17:00	4		4						8	
05:15	1		1						2		17:15	3		3						6	
05:30	1		0						1		17:30	1		2						3	
05:45	2	5	2	3					4	8	17:45	7	15	3	12					10	27
06:00	0		0						0		18:00	7		5						12	
06:15	3		1						4		18:15	2		0						2	
06:30	4		0						4		18:30	1		2						3	
06:45	1	8	1	2					2	10	18:45	0	10	1	8					1	18
07:00	1		3						4		19:00	1		5						6	
07:15	1		11						12		19:15	0		2						2	
07:30	3		12						15		19:30	1		2						3	
07:45	13	18	28	54					41	72	19:45	1	3	0	9					1	12
08:00	12		3						15		20:00	2		0						2	
08:15	2		0						2		20:15	1		1						2	
08:30	3		1						4		20:30	1		1						2	
08:45	2	19	1	5					3	24	20:45	2	6	0	2					2	8
09:00	0		4						4		21:00	2		1						3	
09:15	2		1						3		21:15	0		1						1	
09:30	4		1						5		21:30	1		0						1	
09:45	1	7	0	6					1	13	21:45	0	3	1	3					1	6
10:00	0		1						1		22:00	1		0						1	
10:15	3		1						4		22:15	0		1						1	
10:30	1		4						5		22:30	0		0						0	
10:45	1	5	0	6					1	11	22:45	0	1	0	1					0	2
11:00	3		0						3		23:00	1		0						1	
11:15	3		0						3		23:15	1		2						3	
11:30	0		0						0		23:30	0		0						0	
11:45	1	7	1	1					2	8	23:45	1	3	0	2					1	5
TOTALS		73		78						**151**	**TOTALS**		113		119						**232**
SPLIT %		48.3%		51.7%						**39.4%**	**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**	**PM Peak Hour**	14:30	14:00			**14:15**
AM Pk Volume	30	54			**83**	**PM Pk Volume**	36	33			**66**
Pk Hr Factor	0.577	0.482			**0.506**	**Pk Hr Factor**	0.643	0.688			**0.688**
7 - 9 Volume	37	59	0	0	**96**	**4 - 6 Volume**	29	31	0	0	**60**
7 - 9 Peak Hour	07:30	07:00			**07:15**	**4 - 6 Peak Hour**	16:15	16:00			**16:15**
7 - 9 Pk Volume	30	54	0	0	**83**	**4 - 6 Pk Volume**	16	19	0	0	**35**
Pk Hr Factor	0.577	0.482	0.000	0.000	**0.506**	**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		PM Period	NB		SB		EB		WB		TOTAL	
00:00					0		0		0		12:00					1		2		3	
00:15					0		0		0		12:15					2		3		5	
00:30					0		0		0		12:30					1		2		3	
00:45					0		0		0		12:45					1	5	1	8	2	13
01:00					0		0		0		13:00					3		1		4	
01:15					0		0		0		13:15					0		1		1	
01:30					0		1		1		13:30					8		4		12	
01:45					0		0	1	0	1	13:45					19	30	10	16	29	46
02:00					0		0		0		14:00					3		12		15	
02:15					0		0		0		14:15					3		4		7	
02:30					0		0		0		14:30					3		2		5	
02:45					0		0		0		14:45					4	13	0	18	4	31
03:00					0		0		0		15:00					12		7		19	
03:15					0		0		0		15:15					6		5		11	
03:30					0		0		0		15:30					4		8		12	
03:45					0		0		0		15:45					2	24	6	26	8	50
04:00					1		0		1		16:00					3		6		9	
04:15					0		0		0		16:15					3		6		9	
04:30					0		1		1		16:30					4		2		6	
04:45					1	2	0	1	1	3	16:45					3	13	5	19	8	32
05:00					0		0		0		17:00					3		2		5	
05:15					0		0		0		17:15					3		3		6	
05:30					0		0		0		17:30					1		5		6	
05:45					0		0		0		17:45					2	9	3	13	5	22
06:00					1		2		3		18:00					4		1		5	
06:15					0		1		1		18:15					1		2		3	
06:30					1		0		1		18:30					3		1		4	
06:45					0	2	3	6	3	8	18:45					2	10	4	8	6	18
07:00					1		2		3		19:00					5		1		6	
07:15					11		4		15		19:15					3		1		4	
07:30					32		13		45		19:30					3		1		4	
07:45					16	60	14	33	30	93	19:45					3	14	2	5	5	19
08:00					9		7		16		20:00					1		2		3	
08:15					2		0		2		20:15					2		2		4	
08:30					2		4		6		20:30					0		1		1	
08:45					1	14	2	13	3	27	20:45					2	5	7	12	9	17
09:00					3		1		4		21:00					0		0		0	
09:15					1		2		3		21:15					1		1		2	
09:30					1		1		2		21:30					1		0		1	
09:45					2	7	1	5	3	12	21:45					2	4	0	1	2	5
10:00					1		1		2		22:00					1		0		1	
10:15					0		5		5		22:15					0		0		0	
10:30					0		3		3		22:30					0		2		2	
10:45					5	6	3	12	8	18	22:45					0	1	1	3	1	4
11:00					2		3		5		23:00					0		0		0	
11:15					2		1		3		23:15					0		0		0	
11:30					2		1		3		23:30					1		1		2	
11:45					4	10	3	8	7	18	23:45					0	1	0	1	0	2
TOTALS						101		79		180	TOTALS						129		130		259
SPLIT %						56.1%		43.9%		41.0%	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	PM Peak Hour			13:30	13:30	13:30
AM Pk Volume			68	38	106	PM Pk Volume			33	30	63
Pk Hr Factor			0.531	0.679	0.589	Pk Hr Factor			0.434	0.625	0.543
7 - 9 Volume	0	0	74	46	120	4 - 6 Volume	0	0	22	32	54
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	68	38	106	4 - 6 Pk Volume	0	0	13	19	32
Pk Hr Factor	0.000	0.000	0.531	0.679	0.589	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:

Keith Helmuth, Department Director

Arnoldo Rodriguez, City Manager

Council Meeting of: March 18, 2020

Agenda Number: D-2

SUBJECT:

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

RECOMMENDATION:

Staff recommends that the City Council (Council) adopt a resolution adopting the City of Madera project list for FY 2020/21 funded by the SB 1 RMRA account of the Local Streets and Roads funding program.

SUMMARY:

On April 28, 2017 the Governor of the State of California signed SB 1, which is known as the Road Repair and Accountability Act of 2017, to address basic road maintenance, rehabilitation, and critical safety needs on both the State Highway and local streets and road system.

The State Controller (Controller) deposits portions of new funding from increases to certain fuel excise and sales taxes and vehicle registration fees into the RMRA Account of which a percentage will be continuously apportioned by the Controller to eligible cities and counties.

Streets and Highways Code Section 2034(a)(1) requires that prior to receiving an apportionment of RMRA funds, an eligible City or County shall submit to the California Transportation Commission (CTC) a list of eligible projects proposed to be funded with RMRA funds pursuant to an adopted resolution by the applicable Council or County Board of Supervisors at a regular meeting. The list of projects must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement.

BACKGROUND:

In FY 2018/19 the City received $1,071,337 of RMRA revenue that was combined with Measure T revenue to fund projects that included Micro-surfacing, Cape Seals, and Asphalt Concrete Overlays (R-000076) Project. This project was completed and accepted by Council on March 4, 2020.

In FY 2019/20 the City received approximately $1,100,000 that will be used to fund the 2019/20 SB 1 (RMRA) Seals and Overlays Improvement Project which is planned to be advertised in April 2020. The 2019/20 SB 1 RMRA Project accepted on May 1, 2019 will now include a new location on Road 28 ¼ from Pecan Avenue to Avenue 12. This new project being presented as part of this action is anticipated to proceed to construction in May of 2021. See Table 1 for a summary of all previous RMRA revenue per FY.

FY 2020/21 marks the fourth year that the City is receiving SB 1 funding which enables the City to continue essential road maintenance and rehabilitation projects, safety improvements and the repair of aging bridges. For FY 2020/21, the City anticipates receiving approximately $1,250,000 from the RMRA account. See Table 1 for a summary of all RMRA revenue per FY.

Table 1: *RMRA Revenue per FY*			
FY 2017/18	*FY 2018/19*	*FY 2019/20*	*FY 2020/21*
$377,571	$1,071,337	$1,100,000	$1,250,000

The City now uses the Pavement Management System (PMS) software to validate that revenues are used in the most cost-effective projects. The PMS was utilized to develop the project list for arterial and collector streets only because the local/residential streets have yet to be added in the PMS. The portion of the list that reflects local/residential streets was generated by the Public Works Department based on the same philosophy to select the most cost-effective projects. Upon generation of the list, projects are physically reviewed by Engineering and Public Works staff so that the optimum technologies are selected to extend the life of City streets and to reduce future maintenance costs.

It is anticipated that the FY 2020/21 RMRA funds will be split between arterial/ collector streets and local/residential streets at a 70/30 ratio accordingly similar to the previous FY 2019/20. The attached list shown in Exhibit A presents the streets and roads that will be submitted to the CTC for approval of the funding. The list at present has a value of approximately $1,500,000 while the anticipated funding from RMRA is approximately $1,250,000. Staff selects more projects than can be constructed based on the current anticipated construction costs. This is done because it is possible for bid prices to come in lower than planned due to varying market conditions. If the bid prices come in exceptionally low, it also allows the City to choose to add additional Measure T funding allowing for the possibility that additional streets may be included in the project.

The City, upon expending program funds, is required to submit documentation to the CTC that details the expenditure of RMRA funds. This documentation includes a description and location, the amount of funds expended on the project, the completion date, and the estimated useful life of the improvement. The submittal of the project list and reporting process is done through the CalSmart website provided by CTC.

Staff is hereby recommending that Council approve the project list as presented for the City of Madera.

FINANCIAL IMPACT:

There is no fiscal impact to the City's General Fund. The project is funded by revenues generated by the SB1 RMRA.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

Strategy 126 - This project supports this strategy by providing clean, attractive streets that are safe and aesthetically pleasing. The requested action is for improvement of infrastructure and is not in conflict with any of the other actions of goals contained in the plan.

ALTERNATIVES:

Should the Council elect to not approve the resolution adopting the City of Madera project list for fiscal year 2020/21 funded by the SB 1 Road Maintenance and Rehabilitation account, then the following alternatives can be considered:

1. Provide guidance to staff to modify the project list.
2. Elect not to approve the project list and become ineligible for SB 1 RMRA funds.

ATTACHMENTS:

1. Resolution
   Exhibit A – Project List
   Exhibit B – Project Location Map

ATTACHMENT 1

Resolution

RESOLUTION NO. 19 - _____

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

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 in order to address the significant multi-modal transportation funding shortfalls statewide; and

WHEREAS, SB 1 includes accountability and transparency provisions that will ensure the residents of the City of Madera are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

WHEREAS, the City of Madera must adopt by resolution a list of all projects proposed to receive funding from the RMRA, created by SB 1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

WHEREAS, the City of Madera, will receive an estimated $1,250,000 in RMRA funding in FY 2020/2021 from SB 1; and

WHEREAS, this is the fourth year in which the City of Madera is receiving SB 1 funding and will enable the City of Madera to continue essential road maintenance and rehabilitation projects, safety improvements, repairing and replacing of aging bridges, and increasing access and mobility options for the traveling public that would not have otherwise been possible without SB 1; and

WHEREAS, the City of Madera used a Pavement Management System to develop the SB 1 project list to ensure revenues are being used on the most cost-effective projects that also meet the community's priorities for transportation investment; and

WHEREAS, the funding from SB 1 will help the City of Madera maintain and rehabilitate various streets/roads throughout the City of Madera this year and hundreds of similar projects into the future; and

WHEREAS, the 2016 California Statewide Local Streets and Roads Needs Assessment found that the City of Madera's streets and roads are in an "at-risk" condition and this revenue will help us increase the overall quality of our road system and over the next decade will bring our streets and roads into an improved condition; and

WHEREAS, the average motorist pays more than $700 a year in added repair costs for their vehicle because of the poor condition of our roads while a recent study by the American

Road and Transportation Builders Association (ARTBA) found transportation improvements from SB 1 will bring annual savings of nearly $300 per household; and

WHEREAS, if the Legislature and Governor failed to act, city streets and county roads would have continued to deteriorate, having many and varied negative impacts on our community; and

WHEREAS, maintaining and preserving the local street and road system in good condition will reduce drive times and traffic congestion, improve bicycle safety, and make the pedestrian experience safer and more appealing, which leads to reduce vehicle emissions helping the State achieve its air quality and greenhouse gas emissions reductions goals; and

WHEREAS, the SB 1 project list and overall investment in our local streets and roads infrastructure with a focus on basic maintenance and safety, investing in complete streets infrastructure, and using cutting-edge technology, materials and practices, will have significant positive co-benefits citywide.

NOW, THEREFORE IT IS HEREBY RESOLVED, ORDERED AND FOUND by the City Council of the City of Madera, State of California, as follows:

1. The foregoing recitals are true and correct.

2. The City Council approves the FY 2020/2021 SB 1 Project List planned to be funded with RMRA revenues attached in Exhibit A.

3. This resolution is effective immediately upon adoption.

* * * * * * * * * * *

Exhibit A

Project List

EXHIBIT A

SB 1 (RMRA) Seals/Overlays 2020/21

Agency Name	County	Project Title	Project Description	Project Location	From	To	Pre-Construction	Construction	Useful Life Minimum (yr)	Useful Life Maximum (yr)
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Colombard Dr	Pecan	Gary Ln	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Colombard Dr	Gary Ln	Madrid	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Seneca Dr	Pecan	Gary Ln	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Seneca Dr	Gary Ln	Madrid	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Concord	Helena	Gary Ln	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Concord	Gary Ln	Madrid	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Helena	Monterey	Seneca	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Madrid	Monterey	Colombard Dr	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Concord Ct	Pecan	End	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Oakridge Dr	Almond	Quady Ln	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Quady Ln	Cosentino	Goosecross	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	St Montelena Dr	Cosentino	Goosecross	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	St Michelle Dr	Stadium Rd	Cosentino	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	St Michelle Dr	Cosentino	Goosecross	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	St Jueien Dr	Goosecross	End	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Chatom Wy	Gary Ln	Ficklin Dr	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Ficklin Dr	End	Goosecross	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Cosentino	Flicklin Dr	End	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Cosentino	St Michelle Dr	End	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Cosentino	St Michelle Dr	Quady Ln	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	St Montelena Ct	Monterey	End	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Papaya	Almond	Grape	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Grape	Papaya	Kiwi	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	kiwi	Grape	Almond	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Pear	Almond	Kiwi	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Pear Ct	Pear	End	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Kiwi	Almond	Mandarin	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Blue Berry Ln	Almond	Mandarin	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Pear	Almond	Apple	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Hacienda	N of Apple	Coconut	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Coocnut	Persimmon	Hacienda	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Persimmon	Coconut	Pomergranite	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Pomergranite	Knox	Hacienda	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Apple st	Hacienda	Pear	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Apple Ct	Hacienda	End	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Peach Ct	Peach St	End	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Peach St	Peach Ct	Cherry St	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Cherry St	Peach	Knox	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	E st	10th	14th	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Podres	Lilly	Drysdale	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Drysdale	Koufax	Sunrise	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Koufax	Lilly	Drysdale	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Fairway	Westberry	Hillsboro	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Larrete	Fairfield	Fairway	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Penny	Fairfield	Fairway	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Mandanna	Fairway	Mateo	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Mateo	Mandanna	Hillsboro	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Fairfield	Westberry	Hillsboro	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Hollow	Westberry	Tiburon	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Tiburon	Fairfield	Hampton	Jan-20	Jun-20	3	7

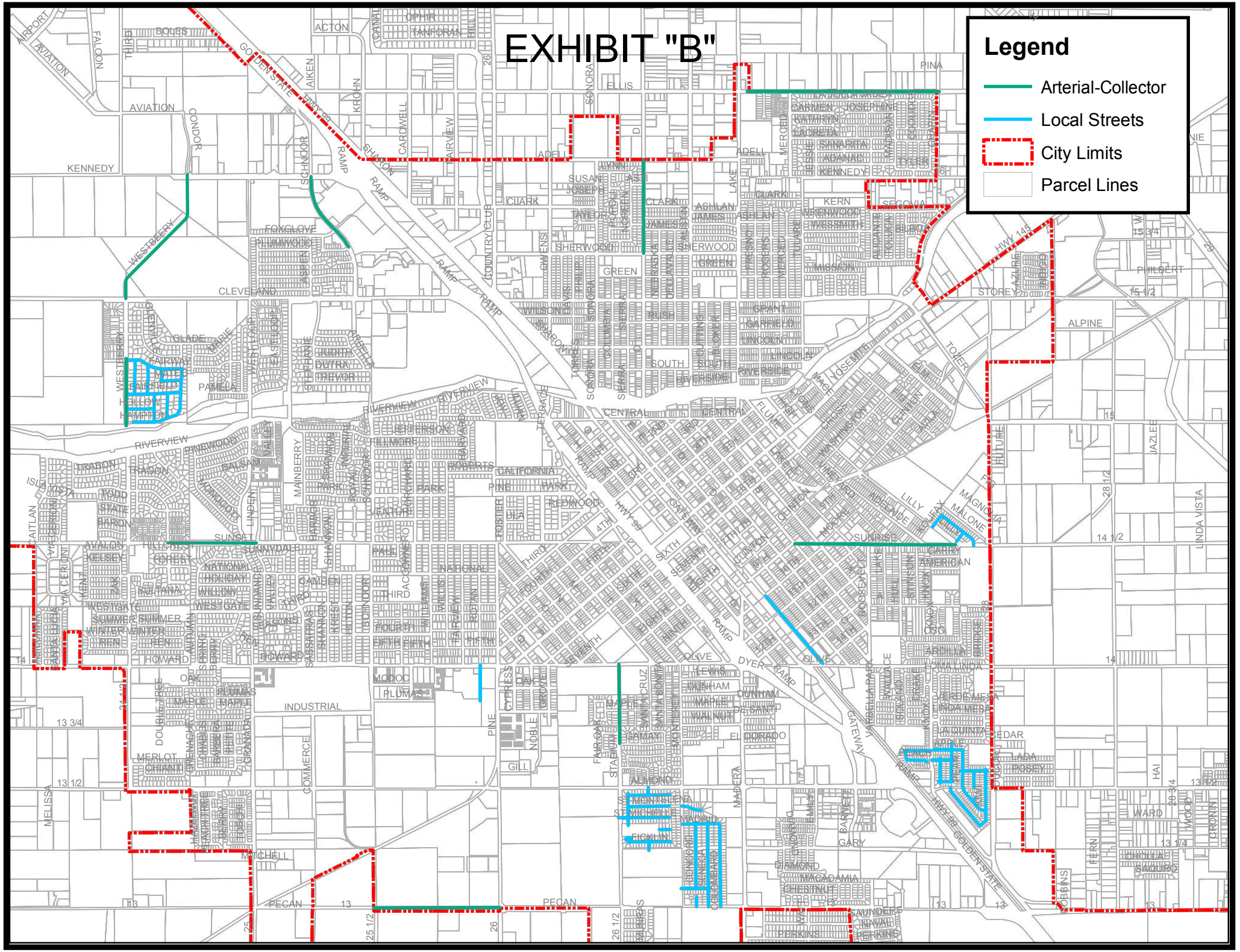
EXHIBIT A
SB 1 (RMRA) Seals/Overlays 2020/21

Agency Name	County	Project Title	Project Description	Project Location	From	To	Pre-Construction	Construction	Useful Life Minimum (yr)	Useful Life Maximum (yr)
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Kenton	Fairfield	Hampton	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Hillsboro	Fairway	Hampton	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Hampton Dr	Hillboro	End	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Ellis	E of Lake@Transition	Merced	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Ellis	Merced	County Rd	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Ellis	County Rd	Chapin	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	D st	Adell	Sherwood	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Westberry	Kennedy	Cleveland	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Westberry	Fairway	S End	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Pecan	Pine	City Limit	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	lake	6th	Clinton	Jan-20	Jun-20	3	7
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Schnoor Ave	Ironwood Way	Kennedy St.	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Sunrise Ave	B STREET	LAKE ST	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Sunrise Ave	Lake St	Roosevelt Ave	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Sunrise Ave	Roosevelt Ave	Adelaide st	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Sunrise Ave	Adelaide st	Lilly St	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Stadium Road	Gamary	W Olive Ave	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of a surface seal	Sunset Ave	Doubletree Way	Sundance Lane	Jan-20	Jun-20	5	10
City of Madera	Madera	SB 1 (RMRA) Seals/Overlays 2019/20	Road maintenance by application of an overlay	Rotan	South of Howard	End	Jan-20	Jun-20	8	15

Exhibit B

Project Location

EXHIBIT "B"


Legend
Arterial-Collector
Local Streets
City Limits
Parcel Lines
AIRPORT
AVIATION
BOLES
ACTON
OPHIR
CANAL
TAUSSIAN
GOLDEN STATE
HWY 99
AIKEN
KROHN
CONDOR
SCHNOOR
RAMP
SHANNON
CARDWELL
FAIRVIEW
SONORA
ELLIS
PINA
KENNEDY
ADELL
MERCED
CLARK
LAKE
ASHLAN
JAMES
SHERWOOD
GREEN
COUNTRY CLUB
FOXGLOVE
WESTBERRY
CLEVELAND
GLADE
MARIE
FAIRWAY
PAMELA
JUDITH
DUTRA
TREVOR
ARBELLA
WILLOW
HAMPTON
RIVERVIEW
PINEWOOD
TRAPON
BALSAM
ISLA VISTA
TODD
STATE
BARON
SUNSET
SUNNYDALE
MAINBERRY
UNDEN
VENTURE
PARK
ROBERTS
CALIFORNIA
PINE
REDWOOD
HWY 99
4TH
FOSTER
CENTRAL
HENDERSON
FILLMORE
BLYTHE
TERRACE
SOUTH
GRANT
LINCOLN
MAGNOLIA
YOSEMITE
TOWER
ALPINE
STOREY
AZURE
PHILBERT
HWY 145
FRESNO
HUNTINGTON
FLUME
WASHINGTON
FULTON
MONTE
ADELAIDE
LILLY
MALONE
SUNRISE
CALIFORNIA AMERICAN
JAZLEE
LINDA VISTA
FUTURE
CAITLAN
AVALON
KELSEY
FOREST
VIA CERRITOS
KENT
OAK PARK
NATIONAL
HOLIDAY
WILLOW
WESTGATE
SUMMER
WINTER
AUTUMN
SPRING
CAMDEN
THIRD
FOURTH
FIFTH
HOWARD
JASON
SANTANA
KRISTI
ELTON
SHANNON
SACRAMENTO
WILLIS
LEWIS
PAUL
SIXTH
SEVENTH
EIGHTH
NINTH
TENTH
CLINTON
OLIVE
DYER
GATEWAY
ORANGE
CYPRESS
OAK GROVE
MODOC
PLUMAS
INDUSTRIAL
COMMERCE
DOUBLE TREE
MERLOT
MELISSA
MITCHELL
PECAN
NOBLE
GILL
MAPLE
FAIR OAK
STADIUM
CRUZ
DUNHAM
WALNUT
EL DORADO
ALMOND
MADERA
PICKLEWEED
SENECA
CORDELIA
BARCELLOS
GARY
DIAMOND
MACADAMIA
CHESTNUT
SAUNDERS
PERKINS
NAVAL
CEDAR
ROSEY
LADA
VERDE MESA
INDIANOLA
ACQUINTA
ARDILLA
OSO
WARD
FERN
CHICOLA
ROBBINS
HAI
WOOD
13 3/4
13 1/2
13 1/4
14 1/2
15 1/2
15 3/4
26 1/2
25 1/2

RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved by:

Keith Helmuth, P.E., Department Director

Arnoldo Rodriguez, City Manager

Council Meeting of: March 18, 2020

Agenda Number: D-3

SUBJECT:

Consideration of a Resolution Approving the Award for Intersection Improvements at the intersection of Isla Vista Court and 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

RECOMMENDATION:

Staff recommends that the City Council (Council) take the following actions:

1. Adopt a Resolution approving award of Contract for Intersection Improvements of Isla Vista Court and Caitlan Drive, City Project No. TS-30, in the amount of $25,160.00.
2. Authorizing Construction Contingencies of up to 15 percent as approved by the City Engineer.
3. Authorizing funding of up to 15 percent of the contract amount for construction inspection, construction management, third party testing or consulting services as approved by the City Engineer.
4. Authorizing the Mayor to execute the contract on behalf of the City.

SUMMARY:

In late-February, the City received four bids for the Intersection Improvements of Isla Vista Court and Caitlan Drive Project. David J. Boyle Electric Shop, LLC. submitted the lowest responsive and responsible bid that meets the contract requirements. Therefore, it is recommended that Council award the project to David J. Boyle Electric Shop, LLC. The funds needed to complete the project are programmed in the Capital Improvement Projects (CIP) Budget Fiscal Year (FY) 2019/20. The improvements involve upgrading the current traffic circle to better conform to current standards associated with traffic circles.

BACKGROUND:

As part of the Capital Improvement Program discussion in April 2019, Council expressed a desire to complete the traffic circle at Isla Vista and Caitlan. While the central island (e.g. circle) is installed, it lacks splitter islands that force traffic in certain directions. As a result, some drivers make unsafe traffic maneuvers by traveling in the opposite direction creating unsafe driving conditions. This project will add splitter islands, striping, and pavement markings. Attachment 3 is a photo of the existing traffic circle, whereas Attachment 4 provides a schematic of the proposed improvements.

The construction and bidding documents (specifications) were distributed to Builders Exchanges in Fresno, Modesto, and Visalia. The bid documents were also made available to the Kern-Minority Contractors Association in Bakersfield, and also posted on EBidBoard.com, an online listing service for contractors accessible from the City's website as well as to other contractors that regularly access EBidBoard's website directly.

On February 27th, 2020, the City received four responses. All bids were checked for accuracy against bidding requirements of the specifications and for validity of licenses and bid security.

To identify the low bidder, bids were compared based on the Total Bid, additionally to determine responsiveness bid were check against the "Bidders Checklist". The bids received are listed in Table 1:

Table 1: *Bid Overview*

Bidder	*Bid*
1. David J. Boyle Electric Shop, LLC.	$25,160.00
2. Clean Cut Landscape, Inc.	$34,250.00
3. JT2 DBA Todd Companies	$38,650.00
4. Cal Valley Construction, Inc.	$59,000.00
City Engineer's Opinion of Cost	$27,500.00

David J. Boyle Electric Shop, LLC. submitted the lowest, responsive and responsible bid that meets the contract requirements.

It is recommended that the Council award the contract to David J. Boyle Electric Shop, LLC. in the amount of $25,160.00.

FINANCIAL IMPACT:

There is no fiscal impact to the City's General Fund.

Funding for the project is programmed in Fiscal Year 2019/20 budget to Local Transportation Fund.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

Strategy 101.6: Ensure infrastructure can sustain population growth in the development of the General Plan.

ALTERNATIVES:

Potential alternatives to staff's recommendation may include:

1. Reject all bids.
2. Modify the scope of the project which will result in the RFP being recirculated.
3. Provide Staff with additional feedback.

ATTACHMENTS:

1. Resolution
   Exhibit 1 - Agreement
2. Project Map
3. Photo of existing traffic circle
4. Schematic of proposed improvements

ATTACHMENT 1

Resolution

RESOLUTION NO. 20-_____

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

WHEREAS, on February 13th, 2020 the City of Madera (City) Engineering Department advertised a solicitation for bids for Intersection Improvements of Isla Vista Court and Caitlan Drive, City Project No. TS-30, hereinafter referred to as "the Project"; and

WHEREAS, four sealed bids were received on February 27, 2020, and opened by the City Engineer; and

WHEREAS, funding for Intersection Improvements on Isla Vista Court at Caitlan Drive, City Project No. TS-30 is programmed in the Capital Improvement Projects Budget for Fiscal Year 2019/20.

NOW, THEREFORE, THE CITY COUNCIL (COUNCIL) OF THE CITY OF MADERA HEREBY finds, orders and resolves as follows:

1. The above recitals are true and correct.

2. The Council has reviewed and considered all of the information presented including the report to the Council from the Engineering Department.

3. The City finds that David J. Boyle Electric Shop, LLC. is the lowest responsible and responsive bidder.

4. The contract for Intersection Improvements on Isla Vista Court at Caitlan Drive, City Project No. TS-30, in the Amount of $25,160 to David J. Boyle Electric Shop, LLC. a copy of which is attached hereto as Exhibit 1 and referred to for particulars, is approved.

5. Council authorizes Construction Contingencies of up to 15 percent as approved by the City Engineer.

6. Council authorizes funding of up to 15 percent of the contract amount for construction inspection, construction management, third party testing or consulting services as approved by the City Engineer.

7. The Mayor is hereby authorized to execute the contract on behalf of the City.

8. This Resolution is effective immediately upon adoption.

****

EXHIBIT 1

Agreement

AGREEMENT

THIS AGREEMENT, made this 18th day of March, 2020, between the City of Madera, hereinafter called "**OWNER",** and David J. Boyle Electric Shop, LLC., doing business as (an individual), or (a partnership), or (a corporation), hereinafter called **"CONTRACTOR"**.

WITNESSETH: That for and in consideration of the payments and agreements hereinafter mentioned:

1. The **CONTRACTOR** shall commence and complete all **WORK** required for the "INTERSECTION IMPROVEMENTS AT ISLA VISTA COURT & CAITLAN DRIVE, CITY PROJECT NO. TS-30"

2. The **CONTRACTOR** shall furnish all of the material, supplies, tools, equipment, labor and other services necessary for the construction and completion of the **WORK** described herein.

3. The **CONTRACTOR** shall commence the **WORK** required by the **CONTRACT DOCUMENTS** within 10 calendar days after the date of the **NOTICE TO PROCEED** and will complete the same within the time period set forth in the **CONTRACT DOCUMENTS**. The **CONTRACTOR** shall submit a Payment Bond and Performance Bond in the amount of $25,160.00, each and Insurance Certificates as specified in the **CONTRACT DOCUMENTS** prior to commencing any WORK.

4. The **CONTRACTOR** agrees to perform all of the **WORK** described in the **DOCUMENTS** for the unit and lump sum prices set forth in the Bid Schedule.

5. The term **"CONTRACT DOCUMENTS"** means and includes the following:

   (A) Advertisement for Bids
   (B) Information for Bidders
   (C) Bid Proposal
   (D) Agreement
   (E) Payment Bond
   (F) Performance Bond
   (G) Insurance Requirements for Contractors
   (H) General Conditions
   (I) Special Conditions
   (J) City of Madera Standard Specifications and Drawings
   (K) State Standard Plans and Specifications
   (L) PLANS and SPECIFICATIONS prepared or issued by CITY OF MADERA, entitled "**INSTERSECTION IMPROVEMENTS AT ISLA VISTA COURT & CAITLAN DRIVE, CITY PROJECT NO. TS-30"**

   Addenda Nos. 1, dated 02/25/2020

6. In the event the **CONTRACTOR** does not complete the **WORK** within the time limit specified herein or within such further time as authorized, the **CONTRACTOR** shall pay to the

OWNER liquidated damages in the amount **of Four Hundred Fifty Dollars ($450.00)** per day for each and every calendar day delay in finishing the **WORK** beyond the completion date so specified.

7. The **OWNER** will pay to the **CONTRACTOR** in the manner and at such times as set forth in the General Conditions such amounts as required by the **CONTRACT DOCUMENTS**. For any moneys earned by the **CONTRACTOR** and withheld by the **OWNER** to ensure the performance of the Contract, the **CONTRACTOR** may, at his request and expense, substitute securities equivalent to the amount withheld in the form and manner and subject to the conditions provided in Division 2, Part 5, Section 22300 of the Public Contract Code of the State of California.

8. In the event of a dispute between the **OWNER** and the **CONTRACTOR** as to an interpretation of any of the specifications or as to the quality or sufficiency of material or workmanship, the decision of the **OWNER** shall for the time being prevail and the **CONTRACTOR**, without delaying the job, shall proceed as directed by the **OWNER** without prejudice to a final determination by negotiation, arbitration by mutual consent or litigation, and should the **CONTRACTOR** be finally determined to be either wholly or partially correct, the **OWNER** shall reimburse him for any added costs he may have incurred by reason of work done or material supplied beyond the terms of the contract as a result of complying with the **OWNER'S** directions as aforesaid. In the event the **CONTRACTOR** shall neglect to prosecute the work properly or fail to perform any provisions of the **CONTRACT**, the **OWNER**, after three days written notice to the **CONTRACTOR**, may, without prejudice to any other remedy it may have, make good such deficiencies and may deduct the cost thereof from the payment then or thereafter due to the **CONTRACTOR**, subject to final settlement between the parties as in this paragraph herein above provided.

8A. CLAIMS RESOLUTION PROCESS FOR DISPUTES.

It is the intent of this Contract that disputes regarding the Contract be resolved promptly and fairly between the Contractor and the Owner. However, it is recognized that some disputes will require detailed investigation and review by one or both parties before a determination and resolution can be reached. For the protection of the rights of both the Contractor and the Owner, the following provisions are provided for the resolution of disputes which cannot be resolved by the Owner and the Contractor within three business days after either party gives verbal notice of dispute or potential dispute to the other's attention and prior to the commencement of such work.

The following provisions are intended by Contractor and Owner to comply with Public Contract Code Sections 9204 and 20104 et. seq.

A. *Claims:*

The term "claim" refers to a separate demand by Contractor sent by registered mail or certified mail with return receipt requested, for one or more of the following:

(1) A time extension, including, without limitation, for relief from damages or penalties for delay assessed by Owner under this Contract.

(2) Payment by the Owner of money or damages arising from work done by, or on behalf of, the Contractor pursuant to the Contract and payment for which is not otherwise expressly provided or to which the Contractor is not otherwise entitled.

(3) Payment of an amount that is disputed by the Owner.

B. *The Claim Must Be Timely and in Writing:*

For all claims the claim must be in writing and include the documents necessary to substantiate the claim. A notice of potential claim must be filed within five (5) business days of Contractor's completion of work that is a potential claim. Notice of an actual claim must be filed on or before the date of final payment.

C. *Receipt of Claim by Owner:*

Upon receipt of a claim pursuant to this section, the Owner will conduct a reasonable review of the claim and, within a period not to exceed 45 days from the date of receipt, will provide the Contractor with a written statement identifying what portion of the claim is disputed and what portion is undisputed. Upon receipt of a claim, Owner and Contractor may, by mutual agreement, extend the time period provided in this section.

The Contractor shall furnish reasonable documentation to support the claim. If additional information is thereafter required, it shall be requested and provided upon mutual agreement by the Owner and the Contractor. The District's written response to the claim, as further documented, shall be submitted to the claimant within 30 days after receipt of the further documentation, or within a period of time no greater than that taken by the Contractor in producing the additional information or requested documentation.

D. *City Council Approval:*

If the Owner needs approval from the City Council to provide the Contractor a written statement identifying the disputed portion and the undisputed portion of the claim, and the City Council does not meet within the 45 days or within the mutually agreed to extension of time following receipt of a claim sent by registered mail or certified mail, return receipt requested, the Owner shall have up to three days following the next duly publicly noticed regular meeting of the City Council after the 45-day period or extension expires to provide the Contractor a written statement identifying the disputed portion and the undisputed portion.

E. *Payment of Claim:*

Any payment due on an undisputed portion of the claim shall be processed and made within 60 days after the Owner issues its written statement. If the Owner fails to issue a written statement, paragraph F below shall apply.

F. *Meet and Confer:*

If the Contractor disputes the Owner's written response, or if the Owner fails to respond to a claim issued pursuant to this section within the time prescribed, the Contractor may demand

in writing an informal conference to meet and confer for settlement of the issues in dispute. Upon receipt of a demand in writing sent by registered mail or certified mail, return receipt requested, the Owner shall schedule a meet and confer conference within 30 days for settlement of the dispute.

Within 10 business days following the conclusion of the meet and confer conference, if the claim or any portion of the claim remains in dispute, the Owner shall provide the Contractor a written statement identifying the portion of the claim that remains in dispute and the portion that is undisputed. Any payment due on an undisputed portion of the claim shall be processed and made within 60 days after the Owner issues its written statement. Any disputed portion of the claim, as identified by the contractor in writing, shall be submitted to nonbinding mediation, with the Owner and the Contractor sharing the associated costs equally. The Owner and Contractor shall mutually agree to a mediator within 10 business days after the disputed portion of the claim has been identified in writing. If the parties cannot agree upon a mediator, each party shall select a mediator and those mediators shall select a qualified neutral third party to mediate with regard to the disputed portion of the claim. Each party shall bear the fees and costs charged by its respective mediator in connection with the selection of the neutral mediator. If mediation is unsuccessful, the parts of the claim remaining in dispute shall be subject to applicable procedures outside this section.

Under this Contract, mediation includes any nonbinding process, including, but not limited to, neutral evaluation or a dispute review board, in which an independent third party or board assists the parties in dispute resolution through negotiation or by issuance of an evaluation. Any mediation utilized shall conform to the timeframes in this section.

Unless otherwise agreed to by the Owner and the Contractor in writing, the mediation conducted pursuant to this section shall excuse any further obligation under Public Contract Code Section 20104.4 to mediate after litigation has been commenced.

If mediation as set forth above does not resolve the parties' dispute, the parties will proceed to arbitration of disputes under private arbitration or the Public Works Contract Arbitration Program.

G. *Filing a Government Code Written Claim Notice:*

Following the meet and confer conference, if the claim or any portion remains in dispute, the Contractor may file a claim under the Torts Claims Act as provided in Chapter 1 (commencing with Section 900) and Chapter 2 commencing with Section 910) of Part 3 of Division 3.6 of Title 1 of the Government Code Section 900.

H. *Owner's Failure to Respond to Claim:*

Failure by the Owner to respond to a claim from Contractor within the time periods described above or to otherwise meet the time requirements set forth above shall result in the claim being deemed rejected in its entirety. A claim that is denied by reason of the Owner's failure to have responded to a claim, or its failure to otherwise meet the time requirements of this section, shall not constitute an adverse finding with regard to the merits of the claim or the responsibility or qualifications of the Contractor.

I. *Interest:*

Amounts not paid in a timely manner as required by this section shall bear interest at 7 percent per annum.

J. *Subcontractor Claims:*

If a subcontractor or a lower tier subcontractor lacks legal standing to assert a claim against Owner because privity of contract does not exist, the Contractor may present to the Owner a claim on behalf of a subcontractor or lower tier subcontractor. For purposes of this paragraph, the term "subcontractor' means any type of subcontractor within the meaning of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code who either is in direct contract with the Contractor or is a lower tier subcontractor. A subcontractor may request in writing, either on his or her own behalf or on behalf of a lower tier subcontractor, that the Contractor present a claim for work which was performed by the subcontractor or by a lower tier subcontractor on behalf of the subcontractor. The subcontractor requesting that the claim be presented to the Owner shall furnish reasonable documentation to support the claim. Within 45 days of receipt of this written request, the Contractor shall notify the subcontractor in writing as to whether the contractor presented the claim to the Owner and, if the original contractor did not present the claim, provide the subcontractor with a statement of the reasons for not having done so.

K. *Filing of Action on Unresolved Claims:*

The parties shall follow the procedures set forth in Public Contracts Code Section 20104.4 if an action is filed to resolve claims under the foregoing provisions. Any action shall be filed in Madera County.

9. Attention is directed to Section 1735 of the Labor Code, which reads as follows:

"No discrimination shall be made in the employment of persons upon public works because of the race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical conditions, marital status, or sex of such persons except as provided in Section 12940 of the Government Code, and every contractor for public works violating this section is subject to all the penalties imposed for by violation of this chapter".

10. In accordance with the provisions of Article 5, Chapter l, Part 7, Division 2 (commencing with Section 1860) and Chapter 4, Part l, Division 4 (commencing with Section 3700) of the Labor Code of the State of California, the **CONTRACTOR** is required to secure the payment of compensation to his employees and shall for that purpose obtain and keep in effect adequate Worker's Compensation Insurance.

The undersigned **CONTRACTOR** is aware of the provisions of Section 3700 of the Labor Code which requires every employer to be insured against Liability for Worker's Compensation or to undertake self-insurance in accordance with the provisions before commencing the performance of the **WORK** of this Agreement.

11. The **CONTRACTOR** shall comply with Part 7, Chapter l, Article 2, Section 1775 of the Labor Code of the State of California. The **CONTRACTOR** shall, as a penalty to the **OWNER**, forfeit fifty dollars ($50.00) for each calendar day, or portion thereof, for each workman paid less than the prevailing rates for such work or craft in which such workman is employed for any public work done under the Contract by him or by any **SUBCONTRACTOR** under him. The difference

between such prevailing wage rates and the amount paid to each workman for each calendar day or portion thereof for which each workman was paid less than a prevailing wage rate, shall be paid to each workman by the **CONTRACTOR**.

12. The **CONTRACTOR** shall comply with Part 7, Chapter l, Article 2, Section 1776 of the Labor Code of the State of California. The **CONTRACTOR** shall keep and require that all **SUBCONTRACTORS** keep accurate payroll records showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice worker or other employee employed by him in connection with public work. Such payroll records shall be certified and shall be available for inspection at all reasonable hours at the principal office of the **CONTRACTOR** by the **OWNER**, its officers, and agents and to the representatives of the Division of Labor Law Enforcement of the State Department of Industrial Relations. In the event of non-compliance with the requirements of Section 1776, the **CONTRACTOR** shall have 10 days in which to comply subsequent to receipt of written notice specifying in what respects the **CONTRACTOR** must comply. Should non-compliance still be evident after the ten (10) day period, the **CONTRACTOR** shall, as a penalty to the **OWNER** forfeit twenty-five dollars ($25.00) for each calendar day, or portion thereof, for each worker until strict compliance is effectuated. Upon the request of the Division of Apprenticeship Standards or the Division of Labor Standards Enforcement, these penalties shall be withheld from progress payments then due.

13. Attention is directed to the provisions in Sections 1777.5 and 1777.6 of the Labor Code concerning the employment of apprentices by the **CONTRACTOR** or any **SUBCONTRACTOR** under him. It is the **CONTRACTOR'S** responsibility to ensure compliance by both itself and all **SUBCONTRACTORS**.

Section 1777.5 provides, in part, as follows:

The **CONTRACTOR** or **SUBCONTRACTOR**, if he is covered by this section, upon the issuance of the approval certificate, or if he has been previously approved in the craft or trade, shall employ the number of apprentices or the ratio of apprentices to journeyman stipulated in the apprenticeship standards. Upon proper showing by the **CONTRACTOR** that he employs apprentices in the craft or trade in the State on all of his/her contracts on an annual average of not less than one hour of apprentice work for every five hours of labor performed by a journeyman, or in the land surveyor classification, one apprentice for each five journeyman, the Division of Apprenticeship Standards may grant a certification exempting the **CONTRACTOR** from the one (1) to five (5) hourly ratio as set forth in this section. This section shall not apply to contracts of general **CONTRACTORS** or to contracts of specialty contractors not bidding for work through a general or prime **CONTRACTOR**, when the contracts of general **CONTRACTORS**, or those specialty **CONTRACTORS** involve less than thirty thousand dollars ($30,000). Any work performed by a journeyman in excess of eight hours per day or forty (40) hours per week shall not be used to calculate the hourly ratio required by this section.

Apprenticeable craft or trade, as used in this section, shall mean a craft or trade determined as an apprenticeable occupation in accordance with rules and regulations prescribed by the Apprenticeship Council. The joint apprenticeship committee shall have the discretion to grant a certificate, which shall be subject to the approval of the Administrator of Apprenticeship, exempting a **CONTRACTOR** from the 1 to 5 ratio set forth in this section when it finds that any one of the following conditions is met:

(a) In the event unemployment for the previous three month period in such area exceeds

an average of 15 percent, or

(b) In the event the number of apprentices in training in such area exceeds a ratio of 1 to 5, or

(c) If there is a showing that the apprenticeable craft or trade is replacing at least one-thirtieth of its journeymen annually through apprenticeship training, either (1) on a statewide basis, or (2) on a local basis, or

(d) If assignment of an apprentice to any work performed under a public works contract would create a condition which should jeopardize his life or the life, safety, or property of fellow employees, or the public at large or if the specific task to which the apprentice is to be assigned is of a nature that training cannot be provided by a journeyman.

When such exemptions are granted to an organization which represents **CONTRACTORS** in a specific trade from the 1 to 5 ratio on a local or statewide basis the member **CONTRACTORS** will not be required to submit individual applications for approval to local joint apprenticeship committees, provided they are already covered by the local apprenticeship standards.

The **CONTRACTOR** is required to make contributions to funds established for the administration of apprenticeship programs if he employs registered apprentices or journeymen in apprenticeable trade on such contracts and if other **CONTRACTORS** on the public work site are making such contributions. The **CONTRACTOR**, and any **SUBCONTRACTOR** under him, shall comply with the requirements of Sections 1777.5 and 1777.6 of the Labor Code in the employment of apprentices. Information relative to number of apprentices, identifications, wages, hours of employment and standards of working conditions shall be obtained from the Division of Apprenticeship Standards. Consult the white pages of your telephone directory under California, State of, Industrial Relations, Apprenticeship Standards, for the telephone number and address of the nearest office. Willful failure by the **CONTRACTOR** to comply with the provisions of Sections 1777.5 will subject the **CONTRACTOR** to the penalties set forth in Section 1777.7 of the Labor Code.

14. Pursuant to California Labor Code Section 1813, eight hours in any one calendar day and forty (40) hours in any calendar week shall be the maximum hours any workman is required or permitted to work, except in cases of extraordinary emergency caused by fires, flood, or danger to life and property. The **CONTRACTOR** doing the work, or his duly authorized agent, shall file with **OWNER** a report, verified by his oath, setting forth the nature of the said emergency, which report shall contain the name of said worker and the hours worked by him on the said day, and the **CONTRACTOR** and each **SUBCONTRACTOR** shall also keep an accurate record showing the names and actual hours worked of all workers employed by him in connection with the work contemplated by this Agreement, which record shall be open at all reasonable hours to the inspection of the **OWNER**, or its officer or agents and to the Chief of all Division of Labor Statistics and Law Enforcement of the Department of Industrial Relations, his deputies or agents; and it is hereby further agreed that said **CONTRACTOR** shall forfeit as a penalty to the **OWNER** the sum of Twenty-Five Dollars ($25.00) for each laborer, workman or any **SUBCONTRACTOR** under him for each calendar day during which such laborer, workman or mechanic is required or permitted to labor more than eight (8) hours in violation of this stipulation.

Overtime and shift work may be established as a regular procedure by the **CONTRACTOR** with reasonable notice and written permission of the **OWNER.** No work other than overtime and shift work established as a regular procedure shall be performed between the

hours of 6:00 P.M. and 7:00 A.M. nor on Saturdays, Sundays or holidays except such work as is necessary for the proper care and protection of the work already performed or in case of an emergency.

CONTRACTOR agrees to pay the costs of overtime inspection except those occurring as a result of overtime and shift work established as a regular procedure. Overtime inspection shall include inspection required during holidays, Saturdays, Sundays, and weekdays. Costs of overtime inspection will cover engineering, inspection, general supervision, and overhead expenses which are directly chargeable to the overtime work. **CONTRACTOR** agrees that **OWNER** shall deduct such charges from payments due the **CONTRACTOR.**

15. The **CONTRACTOR** shall comply with Division 2, Chapter 4, Part 1 of the Public Contract Code relating to subletting and subcontracting, specifically included but not limited to Sections 4104, 4106, and 4110, which by this reference are incorporated into this Agreement as though fully set forth herein.

16. The **CONTRACTOR** and the **OWNER** agree that changes in this Agreement or in the work to be done under this Agreement shall become effective only when written in the form of a supplemental agreement or change order and approved and signed by the **OWNER** and the **CONTRACTOR**. It is specifically agreed that the **OWNER** shall have the right to request any alterations, deviations, reductions or additions to the contract or the plans and specifications or any of them, and the amount of the cost thereof shall be added to or deducted from the amount of the contract price aforesaid by fair and reasonable valuations thereof.

This contract shall be held to be completed when the work is finished in accordance with the original plans and specifications as amended by such changes. No such change or modification shall release or exonerate any surety upon any guaranty or bond given in connection with this contract.

17. **Contractor** shall indemnify, defend, and hold harmless the City, its officers, employees, agents and volunteers (“City indemnitees”), from and against any and all causes of action, claims, liabilities, obligations, judgments, or damages, including reasonable legal counsels’ fees and costs of litigation (“claims”), arising out of the **Contractor’s** performance of its obligations under this agreement or out of the operations conducted by **Contractor**, except for such loss or damage arising from the active negligence, sole negligence or willful misconduct of the City. In the event the City indemnitees are made a party to any action, lawsuit, or other adversarial proceeding arising from **Contractor’s** performance of this agreement, the **Contractor** shall provide a defense to the City indemnitees, or at the City’s option, reimburse the City indemnitees their costs of defense, including reasonable legal counsels’ fees, incurred in defense of such claims.

18. Contractor must comply with the insurance requirements as described in the section “INSURANCE REQUIREMENTS FOR **CONTRACTOR**”, **pages 4** of the Contract Documents.

19. Amendments- Any changes to this Agreement requested by either City or **David J. Boyle Electric Shop, LLC.**, may only be effected if mutually agreed upon in writing by duly authorized representatives of the parties hereto. This Agreement shall not be modified or amended or any rights of a party to it waived except by such writing.

20. Termination.

A. This Agreement may be terminated at any time by either party upon fifteen (15) calendar days written notice. In the event the Agreement is terminated by either party, **David J. Boyle Electric Shop, LLC.** shall be compensated for services performed to the date of termination based upon the compensation rates and subject to the maximum amounts payable agreed to together with such additional services performed after termination which are authorized in writing by the City representative to wind up the work performed to date of termination.

B. City may immediately suspend or terminate this Agreement in whole or in part by written notice where, if in the determination of City, there is:

1. An illegal use of funds by **David J. Boyle Electric Shop, LLC.**;
2. A failure by **David J. Boyle Electric Shop, LLC.** to comply with any material term of this Agreement;
3. A substantially incorrect or incomplete report submitted by **David J. Boyle Electric Shop, LLC.** to City.

In no event shall any payment by City or acceptance by **David J. Boyle Electric Shop, LLC.** constitute a waiver by such party of any breach of this Agreement or any default which may then exist on the part of either party. Neither shall such payment impair or prejudice any remedy available to either party with respect to such breach or default. City shall have the right to demand of **David J. Boyle Electric Shop, LLC.** the repayment to City of any funds disbursed to **David J. Boyle Electric Shop, LLC.** under this Agreement which, as determined by the appropriate court or arbitrator, were not expended in accordance with the terms of this Agreement.

Notice of termination shall be mailed to the City:

City of Madera
Engineering Department
205 W. 4th Street
Madera, Ca 93637

To the Contractor:

David J. Boyle Electric Shop, LLC.
308 South “D” Street
Madera, Ca 93638

To the Contractor **David J. Boyle Electric Shop, LLC.**

Notices. All notices and communications from the **David J. Boyle Electric Shop, LLC.** shall be to City's designated Project Manager or Principal-In-Charge. Verbal communications shall be confirmed in writing. All written notices shall be provided and addressed as soon as possible, but not later than thirty (30) days after termination.

21. Compliance With Laws- City shall comply with all Federal, State, and local laws, ordinances, regulations, and provisions applicable in the performance of City’s services.

Wherever reference is made in this Agreement to standards or codes in accordance with which work is to be performed or tested, the edition or revision of the standards or codes current on the effective date of this Agreement shall apply, unless otherwise expressly stated.

22. Attorneys’ Fees/Venue- In the event that any action is brought to enforce the terms of this Agreement, the party found by the court to be in default agrees to pay reasonable attorneys’ fees to the successful party in an amount to be fixed by the Court. The venue for any claim being brought for breach of this Agreement shall be in Madera County or as appropriate in the U.S. District Court for the Eastern District of California, located in the City of Madera.

23. Governing Law- The laws of the State of California shall govern the rights and

obligations of the parties under the Agreement, including the interpretation of the Agreement. If any part of the Agreement is adjudged to be invalid or unenforceable, such invalidity shall not affect the full force and effect of the remainder of the Agreement.

24. City's Authority- Each individual executing or attesting to this Agreement on behalf of the City hereby covenants and represents: (i) that he or she is duly authorized to execute or attest and deliver this Agreement on behalf of such corporation in accordance with a duly adopted resolution of the corporation's articles of incorporation or charter and bylaws; (ii) that this Agreement is binding upon such corporation; and (iii) that Contractor is a duly organized and legally existing municipal corporation in good standing in the State of California.

25. Contractor's Legal Authority - Each individual executing or attesting this Agreement on behalf of **David J. Boyle Electric Shop, LLC.** hereby covenants and represents: (i) that he or she is duly authorized to execute or attest and deliver this Agreement on behalf of such corporation in accordance with such corporation's articles of incorporation or charter and by-laws; (ii) that this Agreement is binding upon such corporation; and (iii) that **David J. Boyle Electric Shop, LLC.** is a duly organized and legally existing corporation in good standing in the State of California.

26. Remedies for Default. Failure by a party to perform any term, condition or covenant required of the party under this Agreement shall constitute a "default" of the offending party under this Agreement. In the event that a default remains uncured for more than ten (10) days following receipt of written notice of default from the other party, a "breach" shall be deemed to have occurred. Any failure or delay by a party in asserting any of its rights and remedies as to any default shall not operate as a waiver of any default or of any rights or remedies associated with a default.

27. Independent Contractor. In performance of the work, duties, and obligations assumed by the Contractor under this Agreement, it is mutually understood and agreed that the City, including any and all of City's officers, agents and employees will, at all times, be acting and performing as an independent contractor, and shall act in an independent capacity and not as an officer, agent, servant, employee, joint venturer, partner, or associate of **City.** Furthermore, **City** shall have no right to control or supervise or direct the manner or method by which City shall perform its work and functions. The City shall comply with all applicable provisions of law and the rules and regulations, if any, of governmental authorities having jurisdiction over the subject matter hereof.

Because of its status as an independent contractor, City shall have absolutely no right to employment rights and benefits available to **City** employees. City shall be solely liable and responsible for providing to, or on behalf of, its employees all legally required employee benefits. In addition, City shall be solely responsible and hold **City** harmless from all matters relating to payment of City's employees, including compliance with Social Security, withholding and all other regulations governing such matters. It is acknowledged that during the term of this Agreement, City may be providing services to others unrelated to **City** or to this Agreement.

28.Sole Agreement- This instrument constitutes the sole and only Agreement between City and **David J. Boyle Electric Shop, LLC.** in connection to the Project and correctly sets forth the obligations of the City and **David J. Boyle Electric Shop, LLC.** to each other as of its date. Any Agreements or representations in connection with the Project, not expressly set forth in this instrument are null and void.

27. Assignment-Neither the **David J. Boyle Electric Shop, LLC.** nor City will assign its interest in this Agreement without the written consent of the other.

28. Caltrans is required by 23 code of Federal Regulations (CFR), part 200, Section 200.9 (b)(7) to conduct reviews of sub-recipients (Local Agencies) of federal-aid to ensure compliance with Title VI of the Civil Rights Act of 1964 and the relates statues (Title VI) through the requirements under the Federal Highway Administration (FHWA), the U.S. Department of Transportation (USDOT), and the U.S. Department of Justice (USDOJ) regulations and guidance materials related to the implementation of Title VI.

The scope of the process reviews conducted by Caltrans focuses on the Local Agency's adherence to the FHWA's Title VI Program (Race, Color and National Origin) and the related statues protecting additional classes as required under

- Federal-Aid Highway Act of 1973 (Sex)
- The Age Discrimination Act of 1975 (Age), and
- The Americans with Disabilities Act of 1990 (ADA)(Disability) and Section 504 of the Rehabilitation Act of 1973 (Disability).

29 This Agreement shall be binding upon all parties hereto and their respective heirs, executors, administrators, successors, and assigns.

IN WITNESS WHEREOF the parties hereto have executed, or caused to be executed by their duly authorized officials, this Agreement in THREE copies, each of which shall be deemed an original on the date first above written.

City of Madera
Herein Called OWNER

By: _____
Andrew J. Medellin, Mayor

APPROVE AS TO FORM:

_____
Hilda Cantú Montoy, City Attorney

ATTEST:

_____
Alicia Gonzales, City Clerk

BY: _____
Herein Called CONTRACTOR

BY: _____

_____
Federal Tax I.D. No.

_____
Contractor License Number

_____
DIR Registration Number

NOTE: This Notary Acknowledgment on the following page is required for verification of Contractor's signature.

Acknowledgment

A 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 _____)

On _____,2020 before me, _____
(insert name and title of officer)

Personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

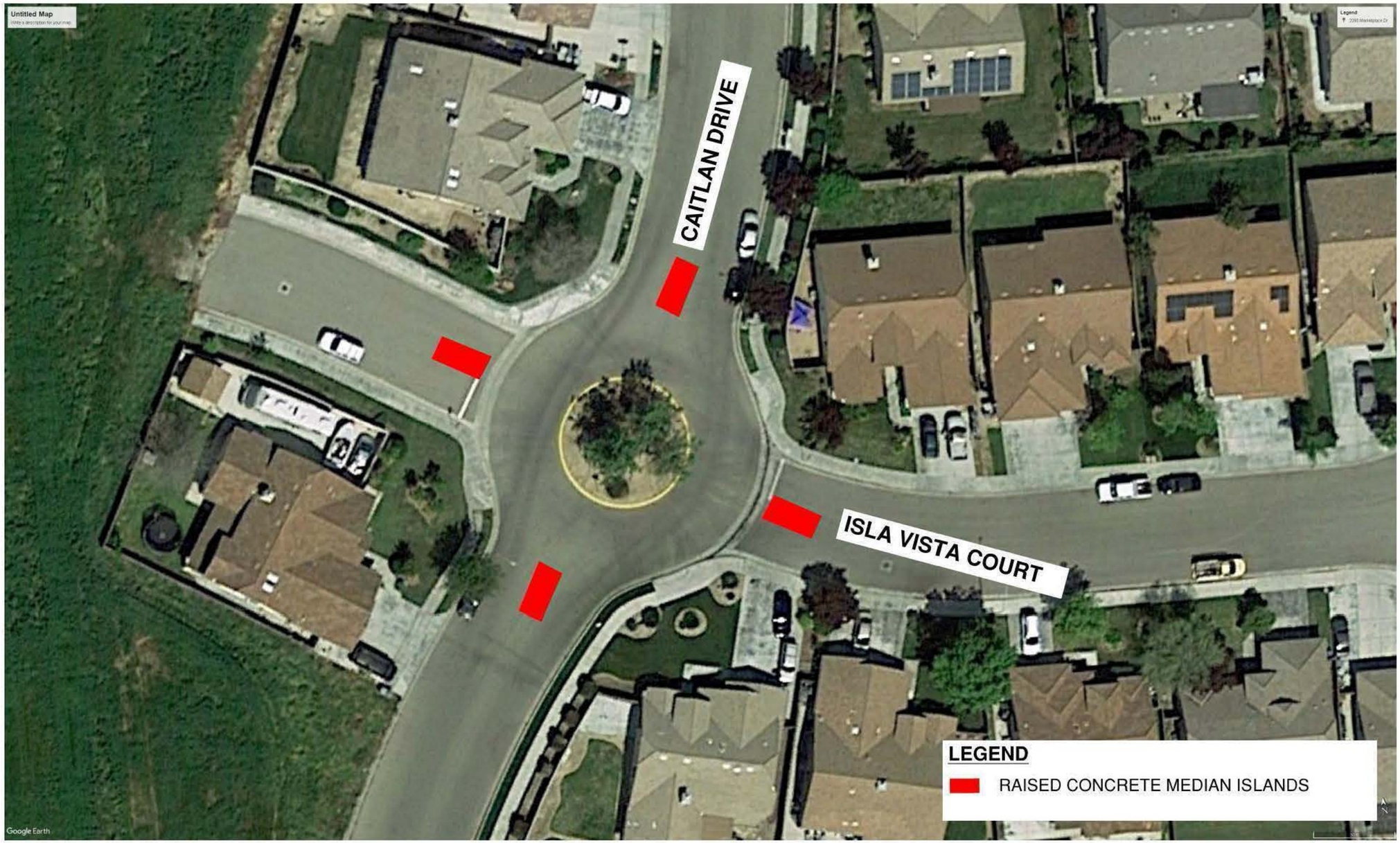
WITNESS my hand and official seal.

Signature _____ (Seal)

ATTACHMENT 2

Location Map

LOCATION MAP



ATTACHMENT 3

Photo of Existing Traffic Circle

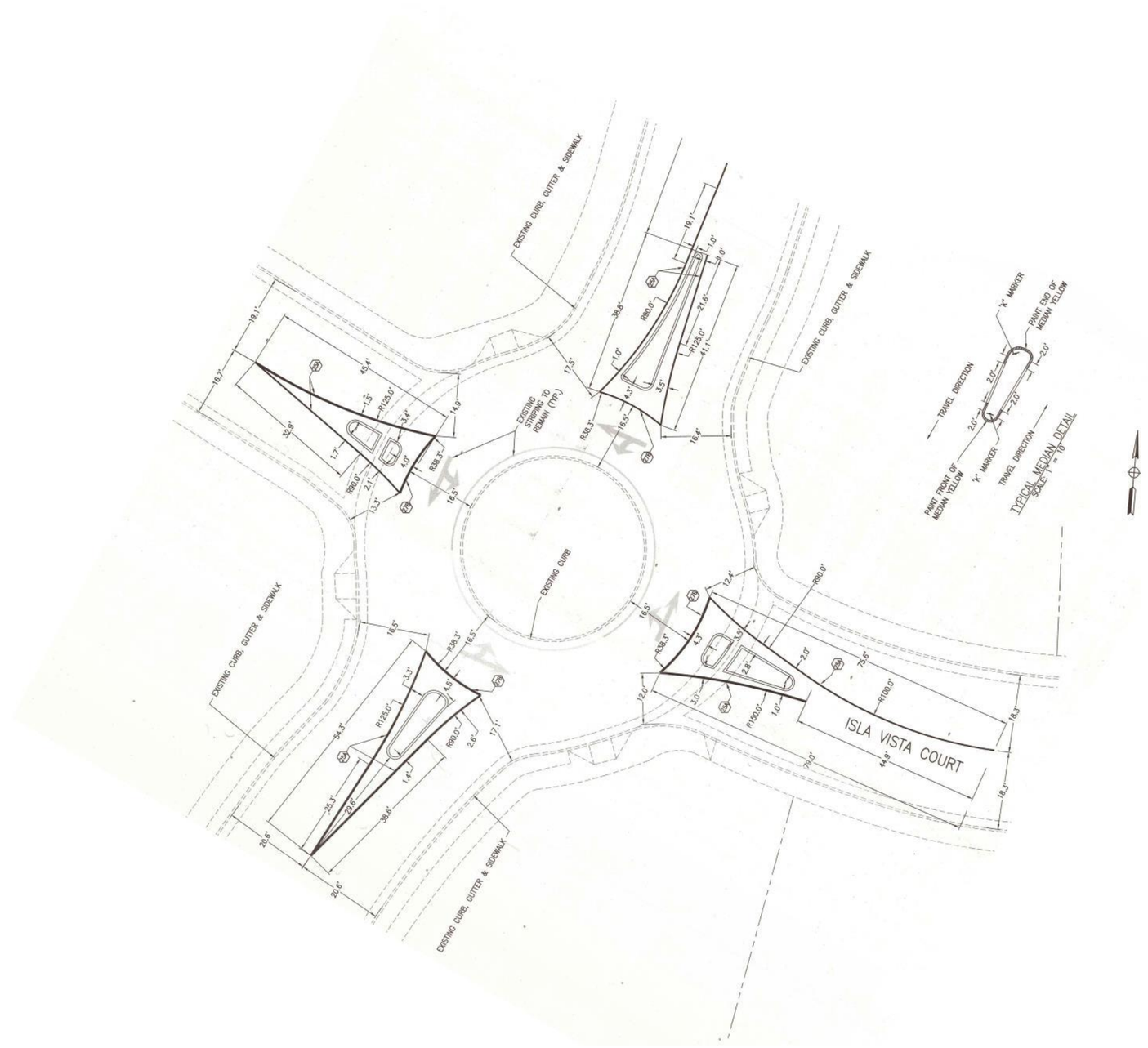


Figure 1 – Photo of Existing Traffic Circle

ATTACHMENT 4

Schematic of Proposed Improvements

SCHEMATIC OF PROPOSED IMPROVEMENTS



RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved by:

John Scarborough, Parks & Community Services Director

Arnoldo Rodriguez, City Manager

Council Meeting of: March 18, 2020

Agenda Number: D-4

SUBJECT:

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;
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
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.

RECOMMENDATION:

Staff recommends that City Council (Council) adopt the Resolutions approving Amendments to the Agreements with the Fresno-Madera Area Agency on Aging (FMAAA) to receive additional one-time-only funds to serve adult citizens 60 years and older in Site Management and the Transportation Programs as mandated under Title III of the Federally funded Older Americans Act. Additionally, staff recommends that Council adopt the Resolution amending the FY 2019/20 Budget to recognize new revenues and expenses within the Senior Citizen Community Services Budget in the amount of $36,038.

SUMMARY:

The Parks and Community Services Department (PCS) receives annual funding from the FMAAA to provide a congregate meal program, a home-bound meal program, and transportation services. These programs receive funding from the FMAAA under two grants: Site Management and Transportation. On July 3, 2019, Council adopted a Resolution approving the two Agreements with the FMAAA. These Agreements granted the City funding of $24,000.00 for Site Management services and $16,866.00 for Transportation services covering the period of July 1, 2019, through June 30, 2020.

DISCUSSION:

The City of Madera has operated a variety of senior programs over the last 40 years. PCS oversees services for senior residents that include meal and transportation services. PCS also manages recreation activities that range from exercise and excursions, to organized classes and dances. Revenues for the suite of senior programs are obtained through Community Development Block Grant (CDBG) funding, donations received from program participants, and funding received through the FMAAA.

On occasion, the FMAAA receives additional allocations from the Federal government. These program allocations can be passed on to the providers as one-time-only funds for use during the contract period. The FMAAA has provided Amendments to both the Site Management and Transportation Agreements with additional funding of $16,800.00 and $10,000.00 respectively. Should Council adopt these Resolutions approving the Amendments, a Budget Amendment will also be necessary to accept the new revenues and increase the corresponding expenditure line items.

The FMAAA has provided Amendment 1 to the Site Management Agreement which includes the addition of $16,800.00 to the $24,000.00 already awarded this fiscal year. This will increase the total Site Management grant funding to $40,800.00. Staff proposes to utilize the additional FMAAA grant resources to support the management and staffing of the senior nutrition program at the Frank Bergon Senior Center and the Pan-Am Community Center. Staff at these sites are responsible for day-to-day program operations, as well as the collection of data from participants, record keeping on meals and donations, and ensuring each meal site meets all Federal, State, and local regulations.

Additionally, the FMAAA has provided a separate Amendment 1 to the Transportation Agreement which includes the addition of $10,000.00 to the $16,866.00 already awarded this fiscal year. This will increase the total Transportation grant funding to $26,866.00. This $10,000.00 will be utilized to subsidize tickets for seniors using local bus services. FMAAA does require the City to provide a match of City-funds for this money in the amount of $873.00. This match will be made through the City providing $873 in additional monies towards the purchase of subsidized tickets.

Senior services remain an important part of the offerings provided to the community by the City's PCS Department. For seniors on fixed incomes, the nutrition program offers an opportunity for a balanced nutritious diet that may otherwise be beyond their means. The bus ticket program increases the options for mobility for those 60 and older that may have transportation challenges. Revenue and support from the FMAAA are critical to the success of these programs.

FINANCIAL IMPACT:

All revenues and expenditures related to this grant take place within the Senior Citizen Community Services Budget (Org 10206218) in the General Fund. Typically, when the budget is adopted, staff has estimated revenue line items based on the information available at the time. These amounts may vary when grants are awarded or when additional funds are received. As an example, the CDBG appropriation of $30,000.00 in the Senior Citizen Community Services Budget was increased after budget adoption to $39,238.00. Staff has prepared a budget amendment reflecting current grant amounts (Exbibit AA) in order to show the offset these revenues have against the increase in expenditures. The proposed revenue amendments are summarized in Table 1.

Table 1: *Proposed Revenue Amendments*

Description	*Original Appropriation*	*Additional New Appropriation*	*Additional Funds*
Transfer In (CDBG)	$30,000.00	$39,238.00	$ 9,238.00
FMAAA Transportation	$16,866.00	$26,866.00	$10,000.00
FMAAA Site Management	$24,000.00	$40,800.00	$16,800.00
TOTAL			**$36,038.00**

During the first half of the fiscal year, staff identified a shortfall in the part-time salaries line item. This is due to the loss of several volunteers that assisted at the Frank Bergon Senior Center and the Pan-Am Community Center. Staff had to program additional Part-Time Program Leaders to continue the senior programs at the expected service levels.

Due to the increase in transportation funding provided by the FMAAA, staff will also need to increase the contracted services line item in order to cover the new expenditures for additional bus tickets and the City's $873 match for these funds. The proposed expenditure amendments are summarized in Table 2.

Table 2: *Proposed Expenditure Amendments*

Description	*Original Appropriation*	*Adjusted Appropriation*	*Difference*
Salaries for part-time City staff	$63,078.00	$88,243.00	$25,165.00
Contracted Services (bus service)	$22,000.00	$32,873.00	$10,873.00
TOTAL			**$36,038.00**

The new revenues being captured by the increases in both CDBG and the FMAAA one-time-only funds allow for the increases in the expenditures needed to complete the fiscal year. There will be a net zero impact to the General Fund, as demonstrated when comparing Table 1 to Table 2.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

The recommended actions are consistent with the following Vision Strategies:

Strategy 113: Promote greater accessibility to City facilities and services to meet the needs of various cultural, socio-economic and disabled groups.
Strategy 342.3: Collaborate with agencies to provide support and opportunities for senior employment and volunteer positions.
Strategy 404: Promote increased community wellness.
Strategy 407: Promote and expand existing services to allow Madera's elders to maintain independent lifestyles.

ALTERNATIVES:

As an alternative, Council may elect to:

1. Council may direct staff to decline the funds.
2. Council may elect to refer item back to staff for further clarification.

ATTACHMENTS:

1. Resolution – Approving an Amendment
    a. Exhibit 1 – Amendment 1 – Site Management
2. Resolution – Approving an Amendment
    a. Exhibit 1 – Amendment 1 – Transportation
3. Resolution – Budget Amendment
    a. Exhibit AA

RESOLUTION NO. 20 - _____

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

WHEREAS, the City of Madera Parks & Community Services Department provides senior services to older adult citizens age 60 years and older at congregate senior sites and via the meals on wheels program; and

WHEREAS, the Fresno-Madera Area Agency on Aging (FMAAA) provides Title III of the Federally Funded Older Americans Act program funding that supports these activities; and

WHEREAS, the City Council has previously approved an Agreement with FMAAA for provision of Site Management services for Fiscal Year 2019/20; and

WHEREAS, FMAAA now proposes to amend the Agreement to include $16,800 of additional revenue; and

WHEREAS, the Amendment is in the best interests of the City, the FMAAA, and the citizens of Madera.

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 Amendment 1 to the Agreement with the FMAAA for Site Management which is attached hereto as Exhibit 1.
3. The Mayor of the City of Madera is authorized to execute the Amendment and any and all documents necessary to effectuate the Amendment on behalf of the City.
4. This resolution is effective immediately upon adoption.

****

Exhibit 1

AMENDMENT 1

TO

CONTRACT BETWEEN

CITY OF MADERA

AS SERVICE PROVIDER

AND

FRESNO-MADERA AREA AGENCY ON AGING
(HEREINAFTER REFERRED TO AS AGENCY ON AGING)
2520 WEST SHAW LANE, SUITE 101A
FRESNO, CA 93711

A. Name and principal address of service contractor (hereinafter referred to as service provider):

City of Madera
701 East 5th Street
Madera, CA 93638

B. The starting date of this Agreement shall not precede the date the Agreement is signed by both parties hereto. The term of this Agreement is from July 1, 2019 to June 30, 2020, subject, however, to earlier termination as provided herein.

C. No expenditure or obligation for the funding allocation for the July 1, 2019 through September 30, 2019 period may be incurred after September 30, 2019. No expenditure or obligation for the funding allocation for the October 1, 2019 through June 30, 2020 period may be incurred after June 30, 2020.

D. Maximum funds available for the following program, **contingent upon sufficient funds made available from the State of California to the Agency on Aging and/or by the U.S. Government or the Budget Acts of the appropriate fiscal years for the purposes of this program:**

Approved by Fresno-Madera Area Agency on Aging Governing Board on January 22, 2020				
Federal Grantor:	U.S. Department of Health and Human Services			
Pass Through Grantor:	Fresno-Madera Area Agency on Aging			
Older Americans Act Title:	Title III C1 Congregate Nutrition, Federal CFDA No. 93.045			
Contract No.:	20-0147	Service:	Site Management	
Site	**July 2019-September 2019**		**October 2019-June 2020**	**FY 2019-2020 Grant Amount**
1. Frank Bergon Senior Center 2. Pan American Community Center	$6,510		$17,490	$24,000
	Adjustments and One-Time-Only Funds		**$16,800**	**$16,800**
Total Fiscal Year 2019-2020 Grant Award:				**$40,800**

E. This document together with any attached program exhibits, assurances, budgets, and narratives is a firm agreement to provide services for older Americans in Fresno and/or Madera counties (including cities contained therein) as specified in a manner consistent with the intent of, and regulations applicable to, service programs under Title III/VII of the Older Americans Act as amended.

F. The provisions of the Area Plan Grant Award Terms and Conditions Declaration (Articles I through XX) attached thereto, plus all enclosures listed, herein, constitute a part of this contract.

FOR SERVICE PROVIDER:

Signature of individual named on Exhibit E, page 5, as having primary, hands-on involvement and oversight of the day-to-day operations of the contracted program.	Date
John Scarborough	Director- Parks and Community Services
Type Name	Title
Signature of Authorized Contracting Official *(Refer to Appendix A)*	Date
Andrew Medellin	Mayor
Type Name	Title
94-6000365	
Contractor Federal Employer I.D. Number	

FOR FRESNO-MADERA AREA AGENCY ON AGING:

Signature	Date
Jean Robinson	Executive Director
Type Name	Title

ADDENDUM TO

AMENDMENT 1 OF

CONTRACT NO. 20-0147

BETWEEN

CITY OF MADERA, PARKS AND COMMUNITY SERVICES DEPARTMENT

AS SERVICE PROVIDER

AND

FRESNO-MADERA AREA AGENCY ON AGING
(HEREINAFTER REFERRED TO AS AGENCY ON AGING)
2520 WEST SHAW LANE, SUITE 101A
FRESNO, CA 93711

The following provisions of the Area Plan Grant Terms and Conditions Declaration (Articles I through XX) are modified as follows:

Article VII, Budget and Budget Revision, Section F, Paragraph 2 (pages 27-28):

2. Minimum matching contributions for Older Americans Act funded grants awarded by the Fresno-Madera Area Agency on Aging are determined as follows:

   a. Title III C1 Nutrition Site Management: 49% of the sum of the grant award, plus the minimum matching contributions.

   b. Title III E Family Caregiver Support Program: 45% of the sum of the grant award, plus the minimum matching contributions.

(Revised May 2019)

FRESNO - MADERA AGENCY ON AGING
PERSONNEL BUDGET DETAIL: FY 2019-2020

CONTRACTING AGENCY: City of Madera **CONTRACT NO:** 20-0147

PROGRAM: Title III C1 - Elderly Nutrition Program Site Management **REVISION NO:** 1

A. POSITION TITLE		B. FTE % (40 Hrs = 100%)	C. FULL ANNUAL SALARY	D. % OF TIME ON PROGRAM	E. FMAAA GRANT	F. PROGRAM DONATIONS	G. DONATIONS C-2	H. MATCHING FUNDS	I. NON-MATCHING FUNDS	J. TOTAL PERSONNEL COSTS
1. Community Service Coordinator - Corinne Long	Salary	100.0%	51,929	50.00%		1,500	1,000	23,465		25,965.00
2. Program Leader Bergon - Lauren Magdaleno	Salary	72.1%	22,125	50.00%	11,063					11,063.00
3. Program Leader Bergon- Monica Estrada	Salary	48.0%	12,500	50.00%	6,250					6,250.00
4. Program Leader Pan Am - Marcella Zamilpa	Salary	72.1%	22,125	50.00%	11,063					11,063.00
5. Program Leader Pan Am - Pablo Fernandez	Salary	35.0%	10,594	50.00%	5,297					5,297.00
6. Program Leader Pan Am - Susan Gonzalez	Salary	48.0%	14,375	50.00%	7,128			60		7,188.00
7.	Salary									
8.	Salary									
9.	Salary									
10.	Salary									
Total Salaries				*Page 2 Line 1 a ----->*	40,800	1,500	1,000	23,525		66,825
Total Payroll Taxes				*Page 2 Line 1 b ----->*				1,599		1,599
Total Benefits				*Page 2 Line 1 c ----->*				14,033		14,033
TOTAL PERSONNEL COSTS				*Page 2 Line 1 ----->*	40,800	1,500	1,000	39,157		82,457

NOTE: If there is more than one employee per position, list each separately. Use additional pages as necessary.

IN-KIND PERSONNEL COSTS DESCRIPTION OF WORK PERFORMED	NUMBER OF VOLUNTEERS	AVE. ANNUAL HOURS PER VOLUNTEER	TOTAL ANNUAL HRS	RATE PER HOUR	TOTAL IN-KIND

(Revised May 2019)

FRESNO - MADERA AREA AGENCY ON AGING
PROGRAM BUDGET BY INCOME SOURCE: FY 2019-2020

CONTRACTING AGENCY: City of Madera
PROGRAM: Title III C1 - Elderly Nutrition Program Site Management

CONTRACT NO: 20-0147
REVISION NO: 1

CATEGORY	A. FMAAA GRANT	B. PROGRAM DONATIONS	C. DONATIONS C-2	D. MATCHING FUNDS	E. NON-MATCHING FUNDS	F. TOTAL CASH	G. IN-KIND MATCH
1. SALARIES & BENEFITS							
a. Salaries	40,800	1,500	1,000	23,525		66,825	
b. Payroll Taxes				1,599		1,599	
c. Employee Benefits & Work. Comp.				14,033		14,033	
1. PERSONNEL COSTS	40,800	1,500	1,000	39,157		82,457	
2. TRAVEL AND TRAINING							
a. Staff Travel							
b. Volunteer Travel							
c. Training							
2. TRAVEL AND TRAINING							
3. EQUIPMENT PURCHASE (*)							
4. CONSULTANTS							
5. MEALS							
6. PROGRAM/SITE SUPPLIES (**)							
7 OTHER COSTS:							
a. Liability Insurance							
b. Telephone							
c. Office Supplies							
d. Postage							
e. Building Rent							
f. Building Maintenance							
g. Equipment Maintenance							
h. Vehicle Maintenance							
i. Utilities							
j. Printing							
k. Memberships/Licenses							
l. Subscriptions/Publications							
m. Advertising							
n.							
o.							
7. OTHER COSTS:							
TOTAL DIRECT COSTS	40,800	1,500	1,000	39,157		82,457	
8. INDIRECT COSTS (Attach narrative)							
TOTAL COSTS	40,800	1,500	1,000	39,157		82,457	

* List all proposed equipment purchases on page 4. (Equipment is an asset with a per item purchase price in excess of **$500 including taxes, shipping and installation**)
** List all proposed purchases on page 4 of **single or individual** items with a cost in excess of **$100 including taxes, shipping and installation.**

(Revised May 2019)

FRESNO - MADERA AREA AGENCY ON AGING
SCHEDULE OF FUNDING SOURCES: FY 2019-2020

CONTRACTING AGENCY: City of Madera
PROGRAM: Title III C1 - Elderly Nutrition Program Site Management

CONTRACT NO: 20-0147
REVISION NO: 1

	PROGRAM	
	B. CASH	C. IN-KIND
1. FMAAA Grant	40,800	
2. Program Donations:		
Current Year Program Donations	1,500	
Deferred Donations		
3. Home-Delivered Nutrition (C-2) Donations:		
Current Year Home-Delivered Nutrition (C-2) Donations	1,000	
Deferred Home-Delivered Nutrition (C-2) Donations		
4. Matching Funds - Cash & In-Kind (List Source):		
a. City of Madera General Fund	39,157	
b.		
c.		
d.		
5. Non-Matching Funds [Federal Funds/Other Program Match] - Cash & In-Kind (List Source):		
a.		
b.		
c.		
6. TOTAL FUNDING *(These totals must agree with the totals shown at the bottom of Page 2 column F and G)*	82,457	
Total from Page 2, Columns F and G	82,457	
Variance (must be zero)	*0*	*0*

(Revised May 2019)

FRESNO - MADERA AREA AGENCY ON AGING
SCHEDULE OF PROGRAM/SITE SUPPIES AND EQUIPMENT PURCHASES: FY 2019-2020

CONTRACTING AGENCY: City of Madera **CONTRACT NO:** 20-0147

PROGRAM: Title III C1 - Elderly Nutrition Program Site Management **REVISION NO:** 1

	ITEM QUANTITY (Must List number)	Item Type / Descripton	Estimated Month of Purchase	Estimated per unit purchase cost (***)	How is the item to be used for the program the grant is funding?	Estimated amount paid by FMAAA / GRANT funding	Estimated amount paid by DONATION funding	Estimated amount paid by MATCH funding
1	PURCHASES FOR "PROGRAM / SITE SUPPLIES" EXCEEDING $100 PER INDIVIDUAL OR SINGLE ITEM:							
a								
b								
c								
d								
e								
f								
g								
h								
i								
j								
k								
l								
m								
n								
o								
p								
q								
	TOTAL PURCHASES FOR "PROGRAM / SITE SUPPLIES" EXCEEDING $100 PER INDIVIDUAL OR SINGLE ITEM:							
2	PURCHASES FOR "EQUIPMENT PURCHASE" EXCEEDING $500 PER INDIVIDUAL OR SINGLE ITEM:							
a								
b								
c								
d								
e								
	TOTAL PURCHASES FOR "EQUIPMENT PURCHASE" EXCEEDING $500 PER INDIVIDUAL OR SINGLE ITEM:							

*** Costs to include estimated purchase of the individual / single item to be purchased, any taxes, any shipping and installation costs.

RESOLUTION NO. 20 - _____

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 SENIOR TRANSPORTATION PROGRAM AND AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT ON BEHALF OF THE CITY

WHEREAS, the City of Madera Parks & Community Services Department provides senior services to older adult citizens age 60 years and older at congregate senior sites and via the meals on wheels program; and

WHEREAS, the Fresno-Madera Area Agency on Aging (FMAAA) provides Title III of the Federally Funded Older Americans Act program funding that supports these activities; and

WHEREAS, the City Council has previously approved an Agreement with FMAAA for provision of Transportation services for Fiscal Year 2019/20; and

WHEREAS, FMAAA now proposes to amend the Agreement to include $10,000 of additional revenue; and

WHEREAS, the Amendment is in the best interests of the City, the FMAAA, and the citizens of Madera.

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 Amendment 1 to the Agreement with the FMAAA for the Transportation Program which is attached hereto as Exhibit 1.
3. The Mayor of the City of Madera is authorized to execute the Amendment and any and all documents necessary to effectuate the Amendment on behalf of the City.
4. This resolution is effective immediately upon adoption.

****

Exhibit 1

AMENDMENT 1

TO

CONTRACT BETWEEN

CITY OF MADERA

AS SERVICE PROVIDER

AND

FRESNO-MADERA AREA AGENCY ON AGING
(HEREINAFTER REFERRED TO AS AGENCY ON AGING)
2520 WEST SHAW LANE, SUITE 101A
FRESNO, CA 93711

A. Name and principal address of service contractor (hereinafter referred to as service provider):

City of Madera
701 East 5th Street
Madera, CA 93638

B. The starting date of this Agreement shall not precede the date the Agreement is signed by both parties hereto. The term of this Agreement is from July 1, 2019 to June 30, 2020, subject, however, to earlier termination as provided herein.

C. No expenditure or obligation for the funding allocation for the July 1, 2019 through September 30, 2019 period may be incurred after September 30, 2019. No expenditure or obligation for the funding allocation for the October 1, 2019 through June 30, 2020 period may be incurred after June 30, 2020.

D. Maximum funds available for the following program, **contingent upon sufficient funds made available from the State of California to the Agency on Aging and/or by the U.S. Government or the Budget Acts of the appropriate fiscal years for the purposes of this program:**

Approved by Fresno-Madera Area Agency on Aging Governing Board on January 22, 2020			
2 Federal Grantor:	U.S. Department of Health and Human Services		
Pass Through Grantor:	Fresno-Madera Area Agency on Aging		
Older Americans Act Title:	Title III B Supportive Services, Federal CFDA No. 93.044		
Service	**Agency on Aging Contract No.**	**Funding Period**	**Grant Amount**
Transportation	20-0144 Baseline Funds	July 2019 - September 2019	$3,579
		October 2019 - June 2020	$13,287
	20-0144 Adjustments and One-Time-Only Funds	**October 2019 – June 2020**	**$10,000**
Total Fiscal Year 2019-2020 Grant Award:			**$26,866**

E. This document together with any attached program exhibits, assurances, budgets, and narratives is a firm agreement to provide services for older Americans in Fresno and/or Madera counties (including cities contained therein) as specified in a manner consistent with the intent of, and regulations applicable to, service programs under Title III/VII of the Older Americans Act as amended.

F. The provisions of the Area Plan Grant Award Terms and Conditions Declaration (Articles I through XX) attached thereto, plus all enclosures listed, herein, constitute a part of this contract.

FOR SERVICE PROVIDER:

Signature of individual named on Exhibit E, page 5, as having primary, hands-on involvement and oversight of the day-to-day operations of the contracted program.	Date
John Scarborough	Director- Parks and Community Services
Type Name	Title
Signature of Authorized Contracting Official *(Refer to Appendix A)*	Date
Andrew Medellin	Mayor
Type Name	Title
94-6000365	
Contractor Federal Employer I.D. Number	

FOR FRESNO-MADERA AREA AGENCY ON AGING:

Signature	Date
Jean Robinson	Executive Director
Type Name	Title

ADDENDUM TO

AMENDMENT 1 OF

CONTRACT NO. 20-0144

BETWEEN

CITY OF MADERA, PARKS AND COMMUNITY SERVICES DEPARTMENT

AS SERVICE PROVIDER

AND

FRESNO-MADERA AREA AGENCY ON AGING
(HEREINAFTER REFERRED TO AS AGENCY ON AGING)
2520 WEST SHAW LANE, SUITE 101A
FRESNO, CA 93711

The following provisions of the Area Plan Grant Terms and Conditions Declaration (Articles I through XX) are modified as follows:

Article VII, Budget and Budget Revision, Section F, Paragraph 2 (pages 27-28):

2. Minimum matching contributions for Older Americans Act funded grants awarded by the Fresno-Madera Area Agency on Aging are determined as follows:

   a. Title III B Transportation: 10.53% of the sum of the grant award, plus the minimum matching contributions.

   b. Title III E Family Caregiver Support Program: 45% of the sum of the grant award, plus the minimum matching contributions.

EXHIBIT C – AMENDMENT 1

ANNUAL SUMMARY OF ACTIVITIES

PROGRAM & SERVICE: Title III B Supportive Services: Transportation

SERVICE PROVIDER: City of Madera

CONTRACT NUMBER: 20-0144, Amendment 1

CONTRACT EFFECTIVE: July 1, 2019 to June 30, 2020

GOAL: The goal of Transportation is to secure or provide transportation to assist older persons in obtaining essential services.

SERVICE	DEFINITION
Transportation	Transportation is defined as transportation from one location to another, and does not include any other activity. Transportation may include travel vouchers and transit passes.

	Original Contract	Addendum 1 Increase	Fiscal Year 2019-2020 Total
Unduplicated Individuals to be Served:	300	100	400
Units of Service to be Provided: (Unit of Measure = 1 one-way trip)	33,732	20,000	53,732

(Revised May 2019)

FRESNO - MADERA AGENCY ON AGING
PERSONNEL BUDGET DETAIL: FY 2019-2020

CONTRACTING AGENCY: City of Madera **CONTRACT NO:** 20-0144

PROGRAM: Title III B - Transportation **REVISION NO:** 1

A. POSITION TITLE		B. FTE % (40 Hrs = 100%)	C. FULL ANNUAL SALARY	D. % OF TIME ON PROGRAM	E. FMAAA GRANT	F. PROGRAM DONATIONS	G. DONATIONS C-2	H. MATCHING FUNDS	I. NON-MATCHING FUNDS	J. TOTAL PERSONNEL COSTS
1. Community Service Coordinator - Corinne Long	Salary	100.0%	51,929	2.00%				1,039		1,039
2. Program Leader Bergon - Lauren Magdelano	Salary	72.1%	22,125	2.00%		100		343		443
3. Program Leader Pan Am - Marcella Zamilpa	Salary	72.1%	22,125	2.00%				443		443
4.	Salary									
5.	Salary									
6.	Salary									
7.	Salary									
8.	Salary									
9.	Salary									
10.	Salary									
Total Salaries	*Page 2 Line 1 a ----->*					100		1,825		1,925
Total Payroll Taxes	*Page 2 Line 1 b ----->*							41		41
Total Benefits	*Page 2 Line 1 c ----->*							424		424
TOTAL PERSONNEL COSTS	*Page 2 Line 1 ----->*					100		2,290		2,390

NOTE: If there is more than one employee per position, list each separately. Use additional pages as necessary.

IN-KIND PERSONNEL COSTS DESCRIPTION OF WORK PERFORMED	NUMBER OF VOLUNTEERS	AVE. ANNUAL HOURS PER VOLUNTEER	TOTAL ANNUAL HRS	RATE PER HOUR	TOTAL IN-KIND

(Revised May 2019)

FRESNO - MADERA AREA AGENCY ON AGING
PROGRAM BUDGET BY INCOME SOURCE: FY 2019-2020

CONTRACTING AGENCY: City of Madera
PROGRAM: Title III B - Transportation

CONTRACT NO: 20-0144
REVISION NO: 1

CATEGORY	A. FMAAA GRANT	B. PROGRAM DONATIONS	C. DONATIONS C-2	D. MATCHING FUNDS	E. NON-MATCHING FUNDS	F. TOTAL CASH	G. IN-KIND MATCH
1. SALARIES & BENEFITS							
a. Salaries		100		1,825		1,925	
b. Payroll Taxes				41		41	
c. Employee Benefits & Work. Comp.				424		424	
1. PERSONNEL COSTS		100		2,290		2,390	
2. TRAVEL AND TRAINING							
a. Staff Travel							
b. Volunteer Travel							
c. Training							
2. TRAVEL AND TRAINING							
3. EQUIPMENT PURCHASE (*)							
4. CONSULTANTS							
5. MEALS							
6. PROGRAM/SITE SUPPLIES (**)							
7 OTHER COSTS:							
a. Liability Insurance							
b. Telephone							
c. Office Supplies							
d. Postage							
e. Building Rent							
f. Building Maintenance							
g. Equipment Maintenance							
h. Vehicle Maintenance							
i. Utilities							
j. Printing							
k. Memberships/Licenses							
l. Subscriptions/Publications							
m. Advertising							
n. Bus Tickets	26,866			873		27,739	
o.							
7. OTHER COSTS:	26,866			873		27,739	
TOTAL DIRECT COSTS	26,866	100		3,163		30,129	
8. INDIRECT COSTS (Attach narrative)							
TOTAL COSTS	26,866	100		3,163		30,129	

* List all proposed equipment purchases on page 4. (Equipment is an asset with a per item purchase price in excess of $500 including taxes, shipping and installation)
** List all proposed purchases on page 4 of single or individual items with a cost in excess of $100 including taxes, shipping and installation.

(Revised May 2019)

FRESNO - MADERA AREA AGENCY ON AGING
SCHEDULE OF FUNDING SOURCES: FY 2019-2020

CONTRACTING AGENCY: City of Madera
PROGRAM: Title III B - Transportation

CONTRACT NO: 20-0144
REVISION NO: 1

	PROGRAM	
	B. CASH	C. IN-KIND
1. FMAAA Grant	26,866	
2. Program Donations:		
Current Year Program Donations	100	
Deferred Donations		
3. Home-Delivered Nutrition (C-2) Donations:		
Current Year Home-Delivered Nutrition (C-2) Donations		
Deferred Home-Delivered Nutrition (C-2) Donations		
4. Matching Funds - Cash & In-Kind (List Source):		
a. City of Madera General Fund	3,163	
b.		
c.		
d.		
5. Non-Matching Funds [Federal Funds/Other Program Match] - Cash & In-Kind (List Source):		
a.		
b.		
c.		
6. TOTAL FUNDING *(These totals must agree with the totals shown at the bottom of Page 2 column F and G)*	30,129	
Total from Page 2, Columns F and G	30,129	
Variance (must be zero)	*0*	*0*

(Revised May 2019)

FRESNO - MADERA AREA AGENCY ON AGING
SCHEDULE OF PROGRAM/SITE SUPPIES AND EQUIPMENT PURCHASES: FY 2019-2020

CONTRACTING AGENCY: City of Madera — CONTRACT NO: 20-0144

PROGRAM: Title III B - Transportation — REVISION NO: 1

	ITEM QUANTITY (Must List number)	Item Type / Descripton	Estimated Month of Purchase	Estimated per unit purchase cost (***)	How is the item to be used for the program the grant is funding?	Estimated amount paid by FMAAA / GRANT funding	Estimated amount paid by DONATION funding	Estimated amount paid by MATCH funding
1	PURCHASES FOR "PROGRAM / SITE SUPPLIES" EXCEEDING $100 PER INDIVIDUAL OR SINGLE ITEM:							
a								
b								
c								
d								
e								
f								
g								
h								
i								
j								
k								
l								
m								
n								
o								
p								
q								
	TOTAL PURCHASES FOR "PROGRAM / SITE SUPPLIES" EXCEEDING $100 PER INDIVIDUAL OR SINGLE ITEM:							
2	PURCHASES FOR "EQUIPMENT PURCHASE" EXCEEDING $500 PER INDIVIDUAL OR SINGLE ITEM:							
a								
b								
c								
d								
e								
	TOTAL PURCHASES FOR "EQUIPMENT PURCHASE" EXCEEDING $500 PER INDIVIDUAL OR SINGLE ITEM:							

*** Costs to include estimated purchase of the individual / single item to be purchased, any taxes, any shipping and installation costs.

RESOLUTION NO. 20 - _____

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

WHEREAS, the City Council previously adopted a City-wide Budget for the 2019/2020 Fiscal Year; and

WHEREAS, the City of Madera has been offered additional one-time-only funds from the Fresno-Madera Area Agency on Aging (FMAAA); and

WHEREAS, revenue and expenditure accounts will need to be increased within the Senior Citizen Community Services Budget in the General Fund to recognize new revenue and corresponding expenditures related to receipt and use of these funds; and

WHEREAS, these increases to revenue and expenditure accounts will have a net zero impact to the General Fund.

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 budget of the Senior Citizen Community Services Budget in the General Fund is hereby amended as shown in Exhibit AA to this Resolution.
3. A signed copy of this Resolution shall be placed on file in the office of the Director of Financial Services who shall prepare the entries necessary to reflect budget changes identified in the City's accounting system.
4. This resolution is effective immediately upon adoption.

****

EXHIBIT AA
CITY OF MADERA

Budget Appropriations: Res. 20- 03/18/2020

Budget Adjustments for Fiscal Year 2019/20

FUND	ORG CODE	OBJECT CODE	DESCRIPTION	(+)	(-)
General Fund / Senior Citizen Community Services	10206218	4355	Transfer In		$ 9,238.00
	10206218	4460	FMAAA Transportation		$ 10,000
	10206218	4463	FMAAA Site Management		$ 16,800
	10206218	5005	Salaries / Part-Time	$ 25,165	
	10206218	6440	Contracted Service	$ 10,873	
				$ 36,038	$ 36,038

RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved by:

Gino Chiaramonte

Dino Lawson, Chief of Police

Arnoldo Rodriguez

Arnoldo Rodriguez, City Manager

Council Meeting of: March 18, 2020

Agenda Number: D-5

SUBJECT:

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.

RECOMMENDATION:

Staff recommends the City Council (Council) adopt a Minute Order approving the Access Agreement with Ring LLC for access to the Neighbors Portal and authorize the Chief of Police to execute the Agrement and any related documents.

SUMMARY:

One of the responsibilities of the Madera Police Department (MPD) is the investigation of crimes not committed in their presence. Oftentimes there is digital evidence that captures the crime through video surveillance that members of the public purchase on their own and have on their private property through security systems. Ring allows police officers engaged in legitimate law enforcement investigations to notify Ring customers of criminal activity in their area. Those law enforcement officers can request videos from those customers that may have captured evidence of the criminal activity. Signing this access agreement will allow our officers to use that service.

DISCUSSION:

MPD investigators currently walk neighborhoods where the crime occurred to try and identify private persons surveillance cameras that may have caught the crime with their technology, including video doorbells. If a camera is identified in the specific area, investigators will attempt to make contact to gain consent to view the camera footage. One of the most common types of residential camera systems is Ring. Ring is a company that provides home security solutions through surveillance cameras. Ring created a phone application called “Neighbors.” The Neighbors App connects neighbors and allows them to share videos and other updates on

criminal activity. Ring also allows law enforcement to utilize the Neighbors App by notifying Ring customers of criminal activity in their neighborhoods, and requesting video evidence of that criminal activity. The customers would then have the option to deny that request or release the video to the police department, through the Neighbors Portal.

There are often questions about the legality of using this application in relation to the Fourth Amendment of the Constitution that provides the right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures. Participation in the Ring Neighbors Portal does not violate any Fourth Amendment rights because no search is being conducted; citizens have the option to voluntarily consent to sharing with law enforcement. Participation by citizens in the program is completely voluntary, and on a case-by-case basis.

FINANCIAL IMPACT:

There is no monetary cost for accessing the Neighbors Portal. There is significant time savings for first responders and investigators by reducing time spent on tracking down surveillance cameras in the area of a crime scene.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

Strategy 427- Police-Community Relations: Improve communications between community and police through regular meetings and a visible community-policing program.

ALTERNATIVES:

Potential Council options include:

1. Adopt the request as outlined above.
2. Council may direct the MPD to continue to go door to door looking for Ring customers after a crime, and if contact is made with those customers, ask in person for permission to view their video.

ATTACHMENTS:

1. Neighbors by Ring Access Agreement

Attachment 1
Neighbors by Ring Access Agreement

Neighbors by Ring
Access Agreement

This agreement between the City of Madera ("Agency") and Ring LLC provides the Madera Police Department access to the Neighbors Portal for the purpose of engaging Madera Neighbors app users subject to the following terms and conditions:

Ring

- Will make the Neighbors app available to community residents free of charge.
- Will make the Neighbors Portal available to Agency free of charge.

Agency

- Will maintain appropriate user access control to Neighbors Portal for Agency personnel, including ensuring credentials are not shared beyond the Agency's law enforcement personnel and ensuring that terminated personnel will not have access to the Neighbors Portal.
- Will use Neighbors Portal only for legitimate law enforcement purposes.

Public Announcement
Neither party may use the other party's name, logo, or likeness in any advertising or press release without prior written approval of the other party. Notwithstanding the foregoing, Ring shall be permitted to provide in-app announcements to Ring Neighbors announcing Agency's participation in the Neighbors app.

Cost and Compensation
There is no cost associated with this agreement nor any endorsement or promotional requirements. At no point shall either party receive compensation from each other as a result of this program.

Disclosure
Unless otherwise required by law or otherwise approved by Ring in writing, you will not disclose any information that Ring designates as confidential or that, given the nature of the information or the circumstances surrounding its disclosure, reasonably should be considered as confidential.

Ring Standard Terms
Ring's Terms of Service, Privacy Notice, and the Ring Neighbors' Community Guidelines as posted on Ring.com, shall apply to all uses of the Neighbors App and, as applicable, the Neighbors Portal.

Notification
You will promptly notify Ring if you become aware that you or your Agency's personnel have violated any of the foregoing terms.

RING LLC	[AGENCY]
By: _____	By: _____
Name: _____	Name: _____
Title: _____	Title: _____
Date: _____	Date: _____

RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved by: Hilda Cantú Montoy
_____
Hilda Cantú Montoy, City Attorney

Council Meeting of: March 18, 2020
Agenda Number: D-6

SUBJECT:

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

RECOMMENDATION:

This report has been prepared at the direction of the City Council (Council), therefore there is no staff recommendation provided. Council is asked to consider and determine whether to approve the Resolution approving a Second Amendment to the City Manager At-Will Employment Agreement.

Pursuant to Government Code § 54953 (c) (3), prior to taking action on this item, the Council must publicly announce a summary of the action being considered.

Announcement - *If approved, the proposed amendment to the City Manager's Employment Agreement will extend the Agreement by three years to December 3, 2024.*

SUMMARY:

The Council conducted the City Manager's performance evaluation. The parties wish to extend the At-Will Employment Agreement by three years.

DISCUSSION:

On November 7, 2018, the City and City Manager entered a three year employment agreement that was effective December 3, 2018. That agreement was amended on April 3, 2019 to remove the City Manager's automobile allowance from the fringe benefit package. The Council has conducted a performance evaluation of the City Manager and is highly pleased with his performance. The Council and Employee desire to extend the Agreement by an additional three (3) years. The extension of the Agreement is embodied in this proposed Second Amendment to the City Manager At-Will Employment Agreement. If approved, the term of the Agreement will be modified from December 3, 2021 to December 3, 2024.

FINANCIAL IMPACT:

This amendment does not increase any compensation or benefits.

ALTERNATIVES:

If the Council does not take action on the resolution, existing agreement terms will continue.

ATTACHMENTS:

1. Resolution approving Second Amendment to the City Manager At-Will Employment Agreement.
    a. Exhibit A: Second Amendment to City Manager At-Will Employment Agreement.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA APPROVING A SECOND AMENDMENT TO THE CITY MANAGER AT-WILL EMPLOYMENT AGREEMENT EXTENDING THE TERM OF THE AGREEMENT

WHEREAS, on November 7, 2018, the City and City Manager entered a three year At -Will Employment Agreement ("Agreement") effective December 3, 2019; and

WHEREAS, a First Amendment to the Agreement was entered into on April 3, 2019; and

WHEREAS, the City Council has conducted a performance evaluation of the City Manager and is highly pleased with his performance; and

WHEREAS, the City Council and City Manager desire to extend the agreement by an additional three (3) years.

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. The City Council approves the Second Amendment to City Manager At-Will Employment Agreement attached hereto as Exhibit A.

3. The Mayor is authorized to execute the Second Amendment to City Manager At-Will Employment Agreement.

4. This resolution is effective immediately upon adoption.

* *

SECOND AMENDMENT TO
CITY MANAGER AT-WILL EMPLOYMENT AGREEMENT

This Second Amendment to City Manager At-Will Employment Agreement ("Second Amendment") is entered into by and between the City of Madera, State of California, a municipal corporation ("Employer" or "City"), and Arnoldo Rodriguez ("Employee") as follows:

RECITALS

A. City and Employee entered into an At-Will Employment Agreement ("Agreement") effective November 7, 2018, and a First Amendment thereto on April 3, 2019.

B. The City Council has conducted a performance evaluation of Employee and is highly pleased with Employee's performance.

C. The City and Employee desire to extend the Agreement by an additional three (3) years.

AGREEMENT

In consideration of the mutual covenants herein contained, the parties agree as follows:

SECTION 1. Subsection A of Section 1 of the Agreement titled "Term" is amended to read as follows:

> A. The term of this Agreement shall be extended three (3) years from December 3, 2021, thereby extending this Agreement to December 3, 2024. The Employer will provide written notice to the Employee on or before September 4, 2024, of its intent to offer to extend, renew, or otherwise not renew this contract for an additional term. If the Employer chooses to extend the Agreement, the Employer will inform the Employee of the newly proposed term at the time of its offer to renew. The Employee must respond to an offer to extend or renew the Agreement within 45 days of the offered extension or renewal.

SECTION 2. Except as amended by this Second Amendment, all terms and conditions of the Agreement and First Amendment shall continue in full force and effect.

SECTION 3. This Second Amendment to City Manager At-Will Employment Agreement shall be effective March 19, 2020.

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IN WITNESS WHEREOF, the City of Madera has caused this Second Amendment to At-Will Employment Agreement to be signed and executed on its behalf by the Mayor of the City of Madera and duly attested by its City Clerk, and Arnoldo Rodriguez has signed and executed this Second Amendment to At-Will Employment Agreement.

EMPLOYEE	**CITY OF MADERA**
Arnoldo Rodriguez	Andrew J. Medellin, Mayor
Date: _____	Date: _____
ATTEST	APPROVED AS TO LEGAL FORM
Alicia Gonzales, City Clerk	Hilda Cantú Montoy, City Attorney

RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved by:

Keith Helmuth, P.E., Department Director

Arnoldo Rodriguez, City Manager

Council Meeting of: March 18, 2020

Agenda Number: E-1

SUBJECT:

Consideration of a Request by the Engineering Department to adjust organization allocations of the Engineering Department by reducing part time staffing allocations and adding one full time Assistant Engineer.

RECOMMENDATION:

Staff recommends City Council approve the proposed reorganization of staffing for the Engineering Department, reducing part time staffing allocations and adding one full time Assistant Engineer.

SUMMARY:

Staff has experienced a significant increase in workload in the last two to three years that is not expected to meaningfully diminish in the near future. This increased workload when combined with other on-going efforts has exceeded current staffing resources. To offset this disparity, staff is requesting Council authorization to add one additional full time Assistant Engineer to the Engineering Department position allocations. This is supported by the recent reduction in part time hours being provided by Engineering Project Managers.

DISCUSSION:

Request to increase staff has been prudently delayed to minimize the potential for increasing staff costs in an environment where funding might be uncertain. Over the course of the last couple of years the workload of the Engineering Department has progressively increased to a point that some adjustments are necessary to maintain expected levels of service, react to private development demands and work toward reducing project and non-high priority citizen concern backlogs. In addition, the Engineering Department has partially relied on part-time support which due to several retirements has exacerbated the need to re-assess staffing levels. While it is common to make staff adjustments during the annual budget process, immediate and ongoing needs necessitate this request.

The increase in workload, and by virtue of that, growing backlog, is due to a number of one-time and recurring factors that include:

- *New State and Federal Requirement* or Laws

- Groundwater Sustainability Agency Duties; New to Engineering as of April 2019 - Recurring though anticipated to diminish going forward – Managed primarily by City Engineer
- Floodplain Management regulations
- Updated National Pollutant Discharge Elimination System (NPDES) regulations

- *Private Development (Recurring)* – Land use entitlements such as commercial development, subdivision maps, plan checks, and inspections have seen a notable rise as illustrated via yearly revenue below:
  - Fiscal Year 2015/16 - $80,200
  - Fiscal Year 2016/17 - $149,900
  - Fiscal Year 2017/18 - $202,200
  - Fiscal Year 2018/19 - $288,900
  - Fiscal Year 2019/20 through January (7 months) - $234,600

- *Village D (On-going and future recurring work)*– Environmental Impact Report, including Traffic Impact Study and Master Plan preparation, including associated private capital improvements

- *Increased Road Maintenance and Rehabilitation Account (RMRA) Funding (Recurring)* – RMRA contributes in excess of $1,100,000 per year that must be utilized on an annual basis where road maintenance projects were previously scheduled on a bi-annual basis.

- *State Route (Yosemite Avenue) as Downtown Main Street Plan Transportation Grant (One-Time, Still in P*rogress) – Not originally planned for until approximately three years ago.

- *Affordable Housing and Sustainable Communities Program (AHSC) Grant (One-Time*) - Not originally planned for until approximately three years ago.
  - Includes substantial pedestrian-oriented improvements

- *Public Projects:*
  - Fire Station 58
  - Transit Facilities (One-Time)
  - Wastewater Treatment Plant Upgrades and Emergency Repairs (One-Time)
  - Probable need to accelerate new water well to accommodate growth

- *Staff Turnover* (Intermittent) –
  - *Retirement*. The Engineering Department was fortunate to have the services of several part-time Engineers and Project Managers with extensive experience. Unfortunately, these Engineers have retired or reduced their roles to the point that there is a significant decline in the support available through part time staff.

- *Attrition*. Four Assistant Engineers have resigned in the last three years. Each recurrence results in loss of productivity and includes a learning curve.

Backlog items of importance include:

- Capital Improvement Program (CIP) that have rolled from year to year with minimal progress
- Floodplain Management Ordinance – Replaces previous City flood damage regulations to be in conformance to California Building.
- National Pollutant Discharge Elimination System (NPDES) Ordinance – Additional new and required section to Madera Municipal Code providing the City with additional legal authority to enforce regulations that have been put in place by the State.
- Roadway/Pedestrian Safety Concerns (Recurring) – Backlog of non-emergency, yet still important items have been increasing over the last several years.

There are numerous methods for addressing the backlog that staff is considering in addition to a recommended Assistant Engineer. Each method has advantages and disadvantages. Examples include:

- Additional Staff:
  - This is the preferred method when workload is anticipated to be predictable and consistent in the foreseeable future. Costs are generally less in comparison to consultants when the work is continuous. Intermittent needs tend to change this conclusion.

- Temporary staffing:
  - Preferred when need is short term or experienced permanent staff are in short supply. Recent attempts to use this method have shown that the labor pool currently lacks the experience required.

- Consultants retained through a Request for Proposal (RFP):
  - Preferred when in-house staffing is not sufficient to complete individual projects or staff does not have the expertise required to complete certain projects. Staff anticipates several consultant projects in the next year as well as going forward. Use of consultants for smaller projects is not always beneficial as management of consultants can be fairly extensive when compared to in-house efforts to complete a project.

- On-Call Consultants:
  - Preferred when there are a number of projects anticipated over the course of several years. One or likely more consultants are pre-qualified for different engineering or design disciplines. Through the use of a generic agreement, they are hired to perform work without the need for multiple RFP processes, thus saving staff time and money. Staff is in the process of preparing an RFP for various types of on-call services.

Regardless of the many options for securing outside services, it is staff's opinion that additional internal staff is necessary at this time when considering just the increase in private development. Staff does at present use consultants for plan checks when the demand is greater than our staffing level. When used, expenses tend to spike for plan checks, sometimes exceeding the fees received. Staff would therefore recommend that Council approve the addition of one Assistant Engineer. Staff will continue to assess

optimal staffing levels for full time employees versus consultants or part time employees. It is anticipated that further recommendations, if any, will be brought with the annual budget process. However, there is currently a critical need to provide some immediate relief, and the recommended addition of an Assistant Engineer, is necessary at this time.

FINANCIAL IMPACT:

The proposed reorganization does not create a budgetary impact in the current fiscal year as it would be funded through salary savings. The reorganization would result in a gross monetary impact of approximately $74,400 per year prior to cost allocating salary and benefits cost to various capital improvement projects. It is anticipated, this position would cost allocate a minimum of 60 percent of cost to capital projects resulting in a net general fund cost of approximately $30,000.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

The requested action is not specifically addressed in the Vision Madera 2025 Action Plan; however, the requested action will provide for greater efficiencies within the department helping to achieve the Vision.

ALTERNATIVES:

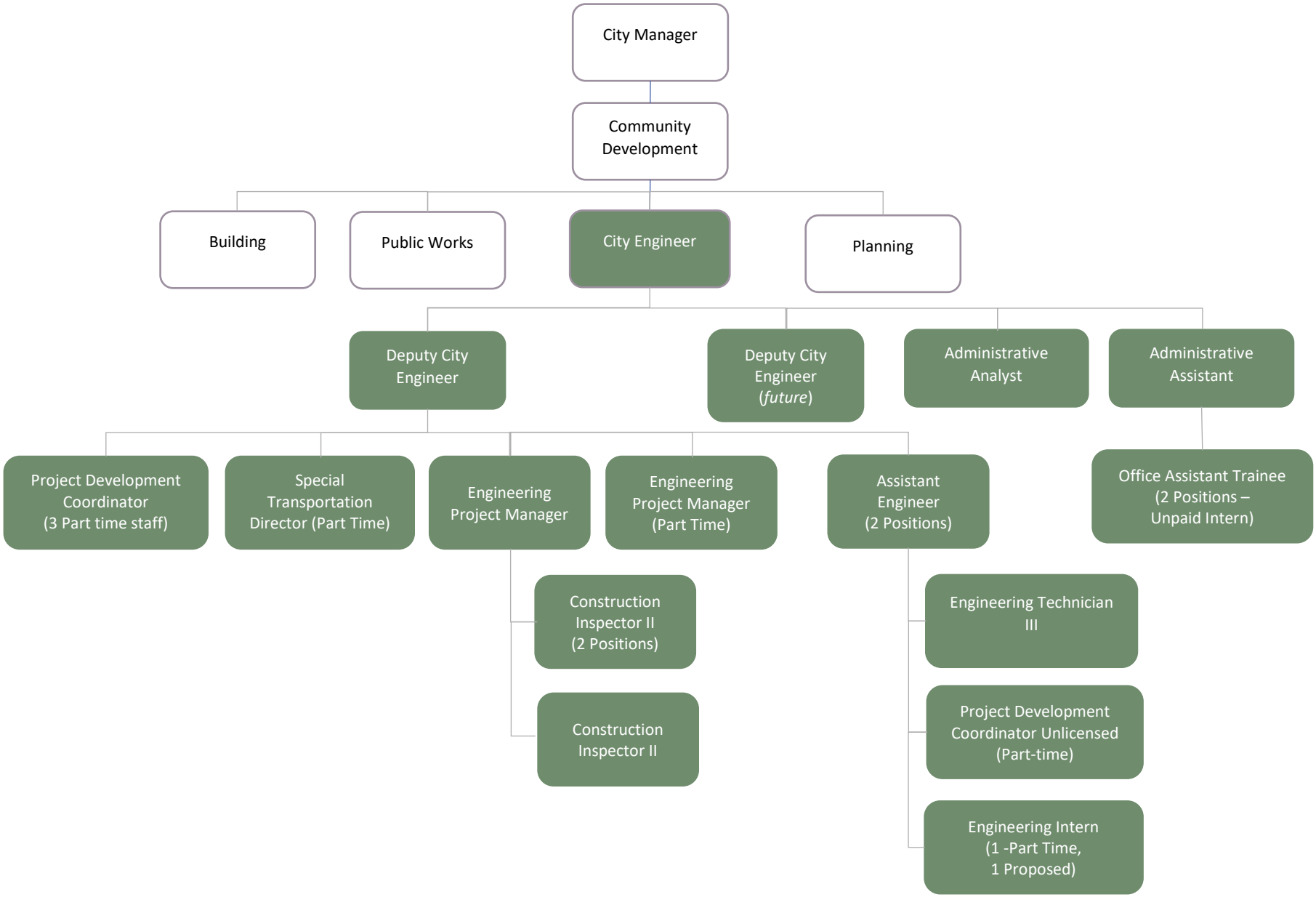
Council may direct staff to consider other methods for obtaining assistance with workload, such as hiring consultants. Council may direct staff to continue with current staffing levels.

ATTACHMENTS:

1. Current 2019/20 Engineering Department Organizational Chart of Approved Positions
2. Proposed Engineering Department Organizational Chart

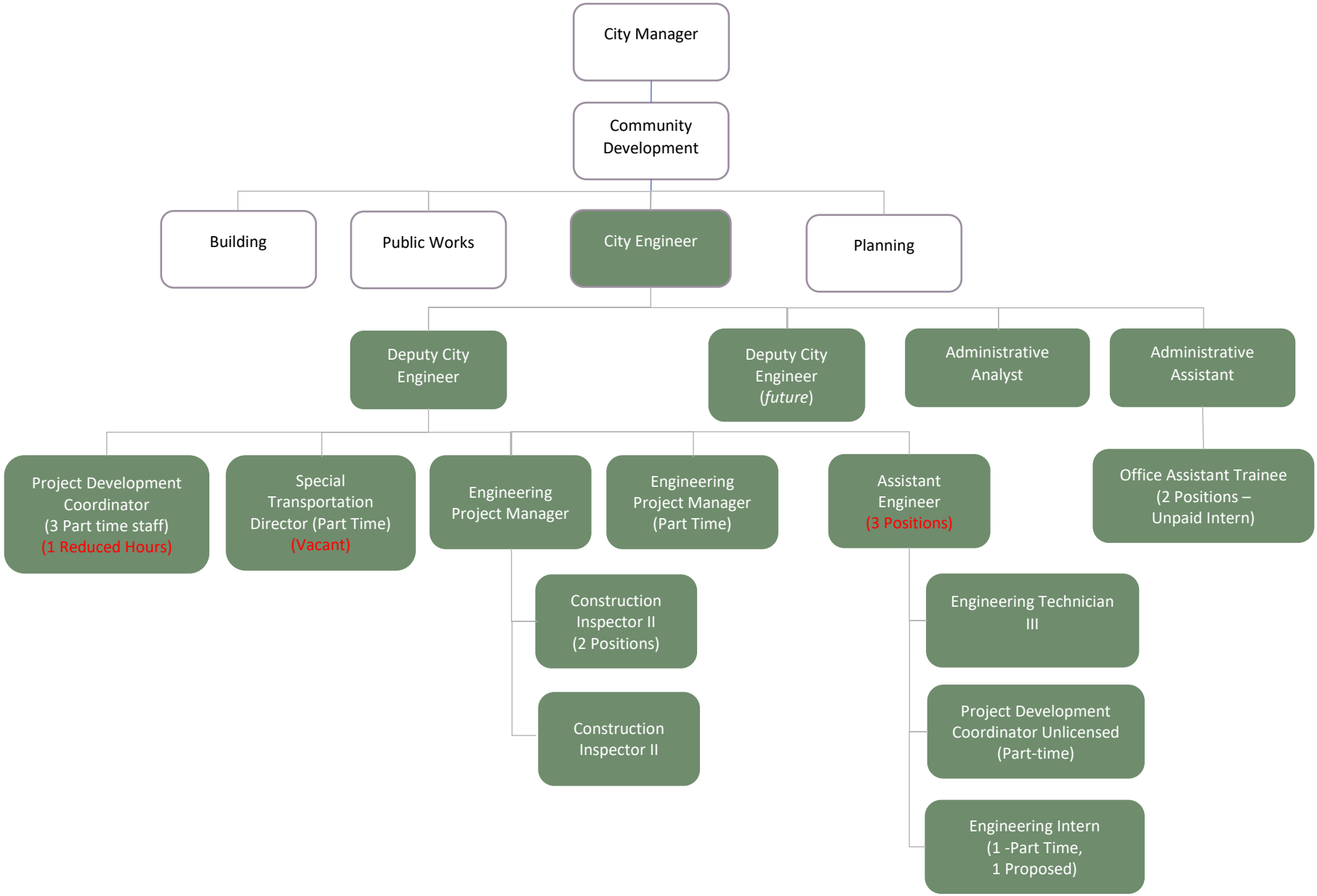
ATTACHMENT 1

Current 19/20 Engineering Department Organizational Chart of Approved Positions


City Manager
Community Development
Building
Public Works
City Engineer
Planning
Deputy City Engineer
Deputy City Engineer (*future*)
Administrative Analyst
Administrative Assistant
Project Development Coordinator (3 Part time staff)
Special Transportation Director (Part Time)
Engineering Project Manager
Engineering Project Manager (Part Time)
Assistant Engineer (2 Positions)
Office Assistant Trainee (2 Positions – Unpaid Intern)
Construction Inspector II (2 Positions)
Construction Inspector II
Engineering Technician III
Project Development Coordinator Unlicensed (Part-time)
Engineering Intern (1 -Part Time, 1 Proposed)

ATTACHMENT 2

Proposed Engineering Department Organizational Chart


City Manager
Community Development
Building
Public Works
City Engineer
Planning
Deputy City Engineer
Deputy City Engineer (future)
Administrative Analyst
Administrative Assistant
Project Development Coordinator (3 Part time staff) (1 Reduced Hours)
Special Transportation Director (Part Time) (Vacant)
Engineering Project Manager
Engineering Project Manager (Part Time)
Assistant Engineer (3 Positions)
Office Assistant Trainee (2 Positions – Unpaid Intern)
Construction Inspector II (2 Positions)
Construction Inspector II
Engineering Technician III
Project Development Coordinator Unlicensed (Part-time)
Engineering Intern (1 -Part Time, 1 Proposed)

RETURN TO AGENDA

Madera City Council Agenda 03/18/20
Agenda Item 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 and Keith Helmuth)

Presentation only.
There is no written report for this item.