STATE ROUTE 145 YOSEMITE AVENUE AS DOWNTOWN MAIN STREET PROJECT

Final Report

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Project Sponsor:

TABLE OF CONTENTS

1. EXECUTIVE SUMMARY 1
1.1 Purpose & Background 2
1.2 Process & Outreach 3
1.3 Concept Overview 4
1.4 Estimated Cost 5
1.5 Next Steps 6
2. INTRODUCTION 7
2.1 History 7
2.2 Project Background 10
2.2a Previous Studies 10
2.2b Identification of Need 11
2.3 Purpose 12
2.4 Guiding Principles 13
3. MASTER PLANNING GOALS & OBJECTIVES 14
4. DATA GATHERING & RESEARCH 15
4.1 Stakeholder Site Walk 15
4.2 Observations 17
4.3 Existing Conditions 20
4.3a Summary – full report in appendix 22
4.3b Key Issues That Impact Design Alternatives 23
4.4 Opportunities & Constraints 26
4.5 Goals & Objectives 28
5. PUBLIC OUTREACH SUMMARY 32
5.1 Meetings 33

6. CONCEPTUAL STREET DESIGNS 34
6.1 Design Intent by Area/Street 36
6.2 Selected Master Plan 56
7. RECOMMENDED POLICIES 58
7.1 Alley Activation Policies 58
7.2 Maintenance Policies 58
8. IMPLEMENTATION & NEXT STEPS 59
8.1 Overview of Costs 59
8.3 Funding Sources 63
8.3a Grant Funding Programs 63
8.3b Grant Application Components 70
9. ACKNOWLEDGEMENTS 73
10. APPENDIX 77

This Final Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

3/5/20

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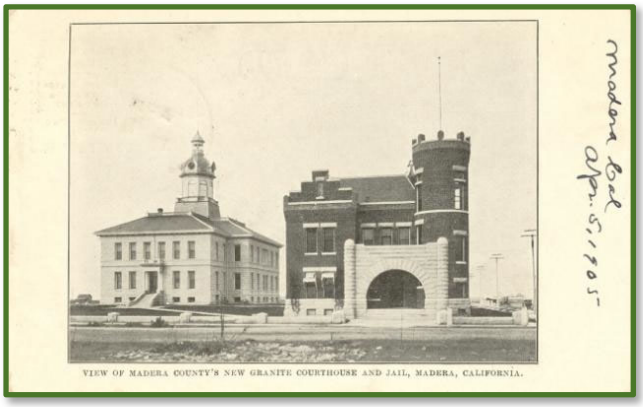
1. EXECUTIVE SUMMARY

Yosemite Avenue is a street with a rich history; a street full of pride and tradition. Known as Madera's "Main Street", located in the heart of Downtown Madera, Yosemite Avenue has been the center of local and regional culture, civic engagement, and commerce for over 100 years. Many multi-generational residents of Madera will recall stories of long passed relatives who once traversed and experienced much of their lives on Yosemite Avenue. Fast-forward to today, and you'll find that much of what made Yosemite Avenue the "Main Street" of Madera is still intact.



Historic photo of the Madera County Courthouse & Jail Annex, along Yosemite Avenue.

Many of today's locals have spent time on Yosemite Avenue; whether stopping in at shops or restaurants, watching annual parades and holiday lights, visiting the historic courthouse, or a trip to the civic district, just to name a few. This street is truly the heart of the city, as well as the region.

Downtown Madera's borders fall between H Street to the west, High Street to the east, 4th Street to the north, and 6th Street to the south. In recent years, the community surrounding the downtown area has taken necessary steps to help fulfill the city's ultimate desire to make downtown a destination where residents and visitors alike can visit, spend time, and enjoy entertainment, shopping, and dining. To accomplish this, the city realizes it needs to invest in public space to enhance aesthetics and to make the downtown core a safer and more comfortable place for the public to visit and spend time, create bicycle and pedestrian-friendly facilities to support a more livable downtown core, and establish traffic calming devices to complement enhanced aesthetic improvements. Past studies have looked to revitalize downtown by exploring and identifying these kinds of improvements. Since 2005, the City of Madera has actively engaged in the studies and program implementations to improve multi-modal transportation along Yosemite Avenue, also known as State Route (SR) 145, at its key city

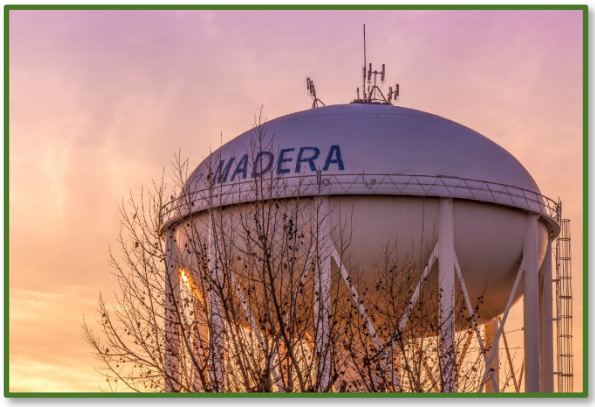
Historic phot of Yosemite Avenue, sometime during the 1950s.

center. More recently, a group of local government and public organizations teamed up to commission a reimaging of the downtown core. A rich community conversation evolved out of this process, through community workshops with local stakeholders, investigations and observations by design professionals, and a feedback and revision process that was completed in 2018.

This document looks to these past studies and efforts, as well as their ultimate goals and guiding values, in order to propose realistic improvements that complement how the downtown core functions and to provide a list of funding opportunities for the defined improvements in order to deliver a fully-realized Downtown Madera as destination and Yosemite Avenue as a true "Main Street". Funding for this document comes from the Caltrans Sustainable Transportation Planning Grant.

1.1 Purpose & Background

The purpose behind this documentation is to establish a visionary master plan, a road map, for Yosemite Avenue and the rest of Downtown Madera, based on feedback generated through engagement with stakeholders and the community, and to provide initial guidance for the City of Madera, should they seek funding for the various projects outlined in the master plan. The ultimate goal is to reduce congestion, vehicles miles traveled by City residents, reduce greenhouse gas emissions, and ultimately make it a more attractive destination to live, work, and play while boosting economic development opportunities.



The Madera Water Tower, welcoming people into the city, near SR 99.

The community knows that Downtown Madera is a unique place and the heart of the city. The central business district, civic district, and surrounding urban residential neighborhoods bring in vehicular, bicycle, and pedestrian traffic. Facilities for mass bus transit currently exist along Yosemite Avenue, however there are gaps in connectivity for pedestrians and bicyclists; missing and damaged sidewalks create accessibility gaps, while gaps in bicycle facilities make it difficult to navigate across downtown. There is already planning in place to utilize state funds to help jump start improvements to pedestrian access by repairing and replacing sidewalks and ramps along Yosemite Avenue, as well as a plan to reactivate vacant land and develop a veterans' facility, along with a low-income

housing development. The community knows the importance of investing in their downtown core and the city has heard the call and continued the effort through this master planning document to realize a fully crafted and well thought out plan for improvements that will help better connect the community and have a lasting impact.

The foundation of this comes from past reports and studies of Yosemite Avenue and the rest of Downtown Madera. These include the following:

- UC Berkeley Transportation Injury Mapping System
- Madera 2025 Vision
- DOMA (Reimagining Downtown Madera)
- Madera County Traffic Monitoring Program 2018 Traffic Volumes Report

Summaries of these reports can be found in Chapter 2.2a. These reports and studies can be found in the Appendix.

1.2 Process & Outreach

The strategies and vision in this document evolved from a collaborative effort between design, planning, and engineering professionals, along with local government proponents, and a community based advisory steering committee. The project team's strategy involved a multiphase process; data collection and identification of existing conditions, reporting and refining existing condition findings, a public participation and outreach plan, a draft master plan & report for presentation to the public, and a final master plan & report. Professionals investigated and researched existing conditions, as well as analyzed and laid out opportunities for improvements and design constraints. Close communication with the City of Madera, the Madera County Transportation Commission (MCTC), and Caltrans helped inform and refine the initial data collection and existing conditions phases. The community-based side of the process, led by the project steering committee, trusted community leaders with a vested interest in Downtown Madera, provided important feedback and input to the draft master plan. These committee members included:

- City of Madera
- First 5 Madera County
- Madera Chamber of Commerce
- Landmark Real Estate

- Leadership Counsel of Justice and Accountability
- Madera County Department of Public Health
- Camarena Health
- Madera County Arts Council
- Madera Police Department
- Madera Downtown Association
- Madera County Economic Development Commission
- Madera County Transportation Commission
- Madera NAACP
- Leighton's Jewelers
- Madera County
- Caltrans

Concepts and goals in this report reflect an overarching vision to make the downtown core a more attractive destination to live, work and play while boosting economic development opportunities.

View of a row of businesses along Yosemite Avenue, between C Street & E Street.

1.3 Concept Overview

Ultimately, the stakeholders were presented with a master plan of Downtown Madera with the following features:

- Upgraded ADA compliant ramps and gap closures in sidewalks to provide unobstructed accessibility.
- Enhanced pedestrian experience with new street trees to provide a fuller urban canopy for enhanced aesthetics and more comfortable temperature regulation.
- Enhanced pedestrian amenities & furnishings for a more comfortable environment.
- Activated alleys with enhanced paving materials, amenities, furnishings, and decorative lighting to better utilize unused space in the downtown core.
- Gap closures in street lighting to enhance safety and the feeling of security.
- Protected crosswalks to enhance pedestrian safety and to provide complete access to downtown for pedestrians.
- Traffic calming devices with added aesthetic features.

- New and upgraded bicycle facilities.

Inspirational photo showing many of the proposed improvements to Downtown Madera

Inspirational photo showing many of the proposed improvements to Downtown Madera

- Select area for street closure to enhance neighborhood safety.

1.4 Estimated Cost

Estimated costs for the entirety of the downtown master plan are around $27.8 million in 2019 dollars. Federal, state, and local grants will ensure project success; however, every effort has been made to capitalize on design earmarked to current grant funding opportunities.

- Landscaped 'bulb-outs' at most intersections to calm the flow of traffic, improve safety sightlines between vehicles and pedestrians for enhanced safety, and for landscape aesthetic treatment.
- Pedestrian crosswalk refuge space in protected median, at the widest streets, for enhanced pedestrian safety.
- Parklet locations throughout the downtown core, by utilizing unused space within diagonal parking scheme areas, in order to provide additional amenity and vendor space along sidewalks and to add enhanced landscape aesthetics.
- Bicycle facilities throughout all the downtown core streets in order to provide gap closures with existing bike lanes.
- Signalization at high volume intersections lacking protections for vehicles, bicyclists, and pedestrians.

Inspirational photo showing many of the proposed improvements to Downtown Madera

1.5 Next Steps

Late 2020

- Obtain grant funding to progress to next phase of design

2021-2022

- Procurement for first phase Project Approval & Environmental Documents (PA&ED)
- Environmental Clearance
- Plans, Specifications and Estimates (PS&E) for first phase.
- Applications for construction & management of grant funds.

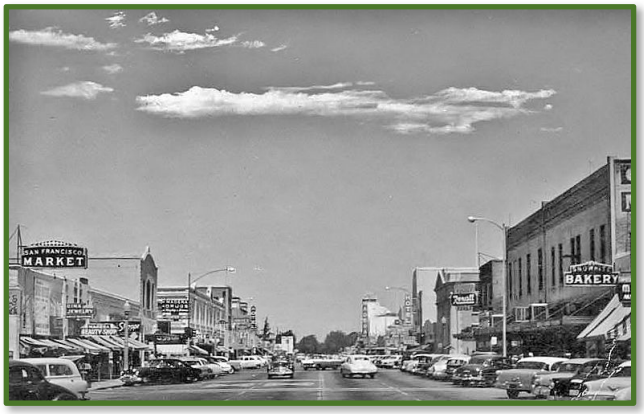
2. INTRODUCTION

For over 100 years, generations of Madera residents have embraced Yosemite Avenue as the heart of the city. Over the decades, the city has looked for ways to incrementally improve Yosemite Avenue and the surrounding streets; concrete sidewalks have been installed on a number of streets that lacked sidewalk, paving has been upgraded and enhanced along portions of the corridor, street lighting has been added and upgraded in some of the more dense areas of downtown, and landscape planting areas and street trees have been added in select areas. For the next evolution of Yosemite Avenue, the entire downtown core must be taken into consideration in order to solve bigger problems, create a more cohesive and connected district, and to shape the foundation to make Downtown Madera into a destination where residents and visitor are drawn to visit and spend time.

Historic photo of Yosemite Avenue as a dirt road at the corner of D Street, circa 1910

2.1 History

Yosemite Avenue is a street as old as the city itself; where horses and wagons once cleared a path through the valley dirt, which made way for a growing city that would be incorporated as the City of Madera (1907). Madera, which translates to 'lumber' in Spanish, was named after the industry that propelled its initial growth. The crossroads of the city's early industrial water flume, which carried precious lumber to the city, the railroad, and Yosemite Avenue laid the foundations for the city grid and vibrant community that would later grow and expand. A central business district was established, as well as local and regional civic operations after the construction of the county courthouse (1900). From that grew Madera's first urban residential neighborhoods. With all this growth and change, Yosemite Avenue remained at the center of the community; a human scale, walkable neighborhood.



Historic photo of Yosemite Avenue, sometime during the 1950s.

The Historic Madera County Courthouse Park along Yosemite Avenue

Fast-forward to today, and you'll find Madera, a city with a population spilling over 65,000 residents, at a familiar yet evolved crossroads. With the growth of the city and era of the automobile, the city has seen sprawling development and its boundaries have more than doubled in land area. Although historic Yosemite Avenue and the downtown core are still at the heart of the city and region, they've become underutilized as the era of the car has pulled people out of the traditional downtown core. The current state of Yosemite Avenue is partly to blame; the corridor's multimodal transportation uses have evolved and changed so dramatically over the past hundred years, all while major improvements to the corridor have been neglected. Today's corridor lives in the past, in terms of design and layout. Instead of slow-moving horses, wagons, and people traversing a dusty untamed road we find cars, motorcycles, and semi-trucks zipping up and down an asphalt paved road, with the pedestrian at the sidelines; the evolution of the corridor has prioritized vehicular travel above all else, and over the years the downtown core has paid the price for this. Vehicular traffic has risen over the past decades. While some of that has been driven by the central location of the corridor, much of it has been driven by the growing population, as well as the increase in development and services in the area.

Over the years, the civic district along Yosemite Avenue has grown substantially; you'll find a historic courthouse and park, along with a modern county courthouse to meet the needs of the 21st century, a historic library building, new library, county government center, city hall, and other city services clustered around the historic courthouse near SR 99. At the Eastern end of Yosemite Avenue, near Flume & Lake Streets, you'll find an assortment of government

New Madera County Courthouse, South of the Historic Courthouse.

Historic photo of a parade along Yosemite Avenue in Downtown Madera. Date unknown.

social services, park, and community center. The variety of services and amenities in the downtown core make the area a place many people go on a regular basis.

Although the central business district has grown and evolved with the needs of the community, it was designed with human scale in mind, and the slower moving pace of the pedestrian, not the semi-truck and the car. To add to the unforeseen problems associated with the age of the car, a change was made decades ago to Yosemite Avenue; the state laid claim on Yosemite Avenue as State Route (SR) 145. Over the years, the additional traffic that comes along with a SR designation exacerbated pedestrian accessibility gaps and has created safety obstacles that make it difficult and dangerous to traverse the central business district. With the rise in traffic collisions caused by vehicular traffic, it's become obvious that changes need to be made to make the corridor safer; this is the perfect opportunity to think beyond just the car and design a safer corridor for all users in order to make Yosemite Avenue a safer and more vibrant place.

Downtown Madera has the location and bones to make for new transformation; a transformation guided by thoughtful planning, design, and engineering in order to transform it into a vital urban core district that better serves the needs of 21st century Madera residents, all while keeping with its historic aesthetics and value to the community. The City of Madera recognized that a master plan would be the most appropriate next step in

The annual 'Old Timer's Parade' along Yosemite Avenue in Downtown Madera in 2018. The parade has been an annual tradition for 88 years.

establishing a way to successfully accomplish the community supported improvements needed in Downtown Madera.

2.2 Project Background

The Historic Madera Courthouse Park along Yosemite Avenue

The planning area (Downtown Madera) is generally along SR 145 (Yosemite Avenue) and within the boundaries of Fourth and Sixth Streets (north and south) and H and High Streets (west and east). In its function as State Route (SR) 145, the corridor has faced challenges with high vehicular speeds, long pedestrian crossing distances, and insufficient lighting that have created a north/south separation within the city. In 2018, to create an opportunity for a re-imagined and energized downtown core, the city began seeking a qualified consultant team to support a proposed multi-modal transportation plan along SR 145 (Yosemite Avenue) as Downtown Main Street. The city's primary desire was to address transportation deterioration and inefficiencies along SR 145 through downtown Madera in efforts to improve multi-modal transportation at its key city center. The City applied and received the Caltrans Sustainable Transportation Planning Grant. The purpose behind this documentation is to establish a visionary master plan, a road map, for Yosemite Avenue and the rest of Downtown Madera, based on feedback generated through engagement with stakeholders and the community, and to provide initial guidance for the City of Madera, should they seek funding for the various projects outlined in the master plan. The ultimate goal was to reduce congestion, vehicles miles traveled by city residents, greenhouse gas emissions, and ultimately make Downtown Madera a more attractive destination to live, work and play while boosting economic development opportunities.

Prior to the 2018 effort, the community surrounding the downtown area had already begun taking steps to begin revitalizing this undervalued area, by identifying future areas for improvements, through multiple studies and efforts.

2.2a Previous Studies

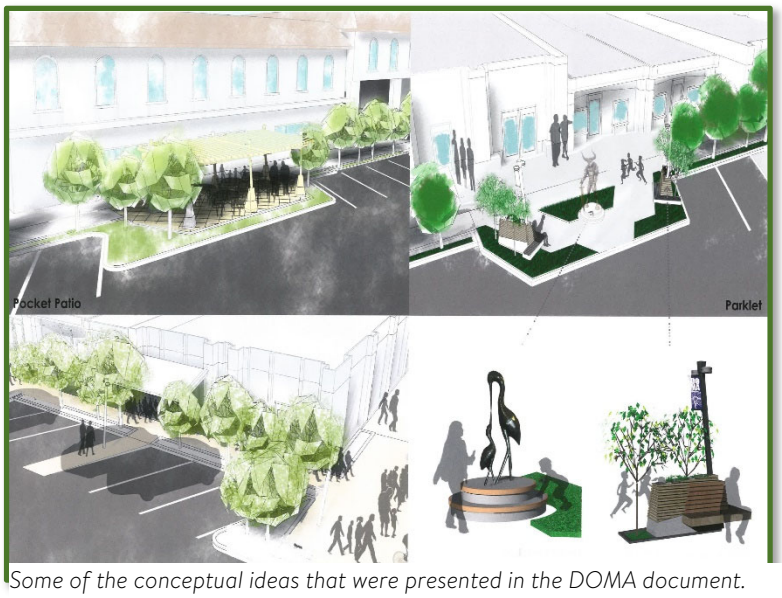
Since 2005, the City of Madera has actively engaged in studies and program implementations to improve multi-modal transportation along Yosemite Avenue, also known as State Route (SR) 145, at its key city center. That was one of the goals of Vision Madera 2025. The bigger goal of program

was to ultimately make the downtown core a more attractive destination to live, work and play while boosting economic development opportunities.

More recently, the City of Madera, County of Madera, Madera Unified School District, and Madera County Arts Council commissioned the creation of the "Reimaging Downtown Madera" document, also known as "DOMA". Completed in 2018, DOMA represented a vision for a revitalized Downtown Madera and a Cultural Performing Arts Center. Significant financial support from the local arts council brought the community together through a series of community workshops with local stakeholders and designers. The end result gave the community inspiring ideas on how to make Downtown Madera, along Yosemite Avenue, a vibrant destination and community asset for the people.

The DOMA document cover, reimagining Downtown Madera.

Following DOMA, "The State Route 145 (Yosemite Avenue) as Downtown Main Street Feasibility Study", initiated by the City of Madera, seeked to identify improvements that would address the safety and use of a proposed multi-modal transportation plan while also reducing congestion, vehicle miles traveled by City residents, and greenhouse gas emissions. This study's goal was to make Downtown Madera an attractive destination for its residents by integrating prior studies, plans, and projects with bicycle and pedestrian safety improvement.



Some of the conceptual ideas that were presented in the DOMA document.

2.2b Identification of Need

The City of Madera serves as the urban center of the County of Madera and its population is steadily growing. Within a

30-year period, from 1980 to 2010, the City of Madera's population had nearly tripled from 21,732 to 61,416. Within the next 30-year period, the population is expected to double again, rising to 120,000. This population increase will understandably require safe and reliable transportation networks into and around the city's urban center, Downtown Madera. With a revitalized downtown core, the City of Madera can provide a safe and desirable destination for its growing residents to use as their social and economic hub.

2.3 Purpose

An example of a complete street with multimodal transportation options.

Past studies and design efforts have shown the community's drive and desire for positive change in their community. Along with this drive comes more good news: a changing attitude at Caltrans regarding complete streets. According to the Caltrans Complete Streets Program and Smart Mobility Framework, a complete street is a "transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs."

The benefits of complete streets, which are recognized by Caltrans, are what the City of Madera desires as part of the remaking of the downtown core as a destination for entertainment, shopping, and dining in order to in residents and visitors. These benefits include:

- Increased Transportation Choices
- Economic Revitalization
- Improved Return on Infrastructure Investments
- Livable Communities
- Improved Safety for All Users
- More Walking and Bicycling to Improve Public Health
- Greenhouse Gas Reduction and Improved Air Quality

The goal of the State Route 145 Yosemite Avenue as Downtown Main Street Project is to identify multi-modal improvements along the downtown area between H and High Streets to implement complete streets improvements and prioritize potential projects that would be competitive for grant funding opportunities. The desires and goals of the community call for Yosemite Avenue to move into the 21st century as a complete street. The project requires that the master plan be informed by feasibility studies, Crime Prevention Through Environmental Design (CPTED), placemaking and public space activation techniques, and conceptual design exploration in order to create a successful master plan for Downtown Madera.

An example of a downtown themed wayfinding signage to help visitors navigate the downtown core.

2.4 Guiding Principles

We look back to the community led efforts and recent studies as a guide to community values. Efforts such as master planning for complete streets improvements have the benefit of bringing design professionals together, such as engineers and landscape architects, for a more holistic approach; a way to consider all issues and aspects faced within a project area and to come up with a comprehensive plan to address them. For Downtown Madera, this approach has benefits such as reduced congestion, vehicles miles traveled by city residents, and reduced greenhouse gas emissions. To be sure, all those things make the downtown core a more attractive destination overall, however, it's guiding values and principles that guide our understanding and design process. Those principles are…

The guiding principles, as established by the DOMA document.

- *Authenticity:* Informed by surroundings, represents Madera community values, takes material cues from historical buildings and elements.
- *Connectivity:* Placemaking, pedestrian and bicycle-friendly streets, branded destination district.
- *Economy:* Performing arts center activating economic revival in downtown core, ribbon retail, expanding influence.

3. MASTER PLANNING GOALS & OBJECTIVES

At the onset of the planning process, the design team reviewed previous studies and reports. A full list of supporting documentation may be found in the Appendix. Key findings from these documents included the following:

- The need for safety improvements to roadway facilities.
- The desire for aesthetic improvements along Yosemite Avenue.
- The desire for multimodal transportation options in Madera.

The beginnings of the master planning process took on a technical approach, which involved the following:

- *Clearly Define the Problem:* The need for improvement within the project area, specifically along SR 145, was a top concern for the City of Madera, at the onset of the project.
- *Identified the Key Issues:* Once a clearer picture begins to come into view and we have identified the problems we can begin to tie these problems to specific improvements and funding sources.
- *Inventory and Analysis of Existing Conditions:* Conduct a detailed on-site review of existing conditions in order to field evaluate site features, parking usage during peak and off hours, utilities, circulation patterns, land uses, and urban canopy.
- *Identify Opportunities for Improvement:* Worked with community members, stakeholders, and steering committee members to establish a vision and propose solutions that could be supported by the community.
- *Make a Plan:* Created a plan that captured community input, directly related to issues identified in previous studies, and took into account what is possible in a Caltrans right of way. The master plan created offers flexibility and shows a full vision of what is possible and what an end result can look like.

- *Capture Funding:* Based on the vision established generate a list of capital improvements, with supporting costs that identify potential funding sources.

4. DATA GATHERING & RESEARCH

The design team utilized existing studies and supplemented them with additional data gathering and research to help build a case for design decisions that would be implemented in the master plan. This process began with a stakeholder site walk, design team observational site visits, a study and analysis of existing conditions, and an evaluation of opportunity and constraints.

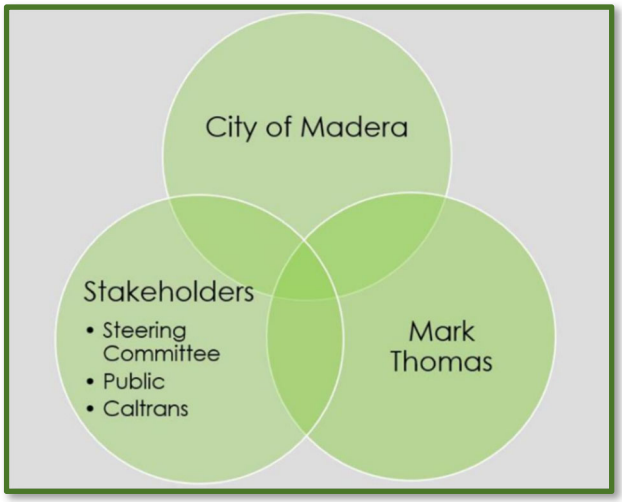
4.1 Stakeholder Site Walk

On June 27, 2019, the project was officially kicked off with a site walk among key members of the design team and stakeholder group. The purpose of this site walk was to collect valuable information from the key stakeholders regarding items of importance to the community. Much of what was discussed during the site walk was brought about through observations made by those present.

Most comments made during the site walk centered around the following topics:

- General Neighborhood Safety/Security/Feel.
- Vehicular Traffic Patterns & Multimodal Transportation Safety
- Programming and Management

Comments concerning general neighborhood safety, security, and feel centered on the pedestrian, and how pedestrians interact throughout the downtown core. Some specific concerns were regarding the lack of separation between vehicular traffic and pedestrian spaces, such as sidewalks. Stakeholders commented that the lack of landscape buffer in those areas created an uncomfortable feeling for pedestrians. The nature of heavy, fast-moving traffic, in general made the downtown core an unfriendly feeling place for pedestrians. Stakeholders also commented that better crosswalk design and the addition of more historic "acorn" style street lighting would add to



The groups guiding much of the project efforts; The City of Madera, Mark Thomas (lead consultant), and the stakeholders' group.

a safer and more secure feel for pedestrians. Additional comments were made about incorporating "bulb outs" to shorten pedestrian crossings with additional landscape and stormwater management capabilities that would add shade and a better aesthetic to all the intersections.

There was much discussion regarding vehicular traffic patterns and overall multimodal transportation safety. Many stakeholders commented that heavy traffic exists along the Yosemite corridor, for extended periods of time, throughout the day. Many observed bicyclists on sidewalks, likely due to concerns for their own safety if they were to ride in the street alongside fast-moving vehicular traffic. This, in turn, created unsafe conditions for pedestrians using the sidewalks. Many noted that long stretches of the corridor lacked crosswalks, and many crosswalks felt unsafe. This may have emboldened some pedestrians to simply jaywalk instead of finding a safe crossing, as jaywalking was observed on several occasions during the site walk. Another concern of stakeholders was of the observed effects that slowing traffic had on vehicular drivers. Concerns about the danger of speeding cars leaving Yosemite Avenue to take "shortcuts" through narrow side-streets and even alleys were common refrains from stakeholders.

Photo from the day of the site walk with the steering committee and design team.

Lastly, the cultural and use components came into play with stakeholder discussion about general programming around the downtown core. Stakeholders noted the importance of several parades that the town holds, right in the heart of the downtown core, along Yosemite Avenue. There were concerns over any changes that might distort the parade route. There was also expressed importance of the downtown farmer's market. Since there is a large presence of businesses and civic resources in the area with a regular flow of patrons, stakeholders had a concern over availability of parking on city streets. They preferred angled parking as it allowed for safer entrance/exit from the vehicle. The stakeholders also expressed interest in creating plaza areas at select locations, such as Cesar Chavez Plaza and between the historic courthouse and the city/county buildings across the street along Yosemite. Opportunities such as enhanced paving, shade trees, and resources that would support plug and play activities, vendors, and neighborhood events. Vehicular noise was also a concern, especially near SR 99, and along Yosemite Avenue from fast-moving vehicular traffic.

Photo from the day of the site walk with the steering committee and design team. Notice the heavy North/South traffic moving along D Street at Yosemite Avenue.

4.2 Observations

The design team also made their own visits to Downtown Madera to drive and walk the area, with primary focus on Yosemite Avenue.

General Neighborhood Safety/Security/Feel:

- Many parts of the downtown core, especially to the east and throughout much of the residential districts, are lacking adequate street lighting. See the Site Lighting Map Exhibit in the Appendix.
- There is a lack of urban canopy, otherwise known as street tree shade/protection cover, which creates a lack of shade on most streets throughout the downtown core. This lack of shade contributes to a 'heat island effect'; a phenomenon in which urban areas experience warmer temperatures. Considering that the average summer temperatures range between the low to high 90-degree marks, this creates a recipe for an uncomfortable environment for pedestrians walking through downtown. If there were

street trees it would help mitigate some of the high heat and protect from direct sun exposure. Street trees would also help to add a layer of security when walking along side taller buildings by creating a more enclosed feel that is more comfortable for pedestrians. See the Urban Canopy Map Exhibit in the Appendix.

Photo from the day of the site walk with the steering committee and design team. One observation made throughout the downtown core was the lack of urban canopy.

- Some parking lots and most vacant lots create the feeling of a lack of management and care, while a few are being used by street vendors, as there was no space on the sidewalk; there is a need to better utilize space and to activate additional public space for public use. See the Parking Analysis Map Exhibit in the Appendix.
- The civic/park spaces to the east, such as John W. Wells Youth Center and the Centennial Pool Complex, were the easiest for the residential neighborhoods to access. However, the civic/park space to the west around the courthouse was difficult to access because of busy intersection crossings with heavy and fast-moving traffic, lack of ADA accessibility at railroad tracks, driveway aprons and parking areas that block sightlines, and parallel parking on Yosemite Avenue that felt dangerous to use due to the heavy and fast-moving traffic along the corridor. See the Green Space Accessibility Map Exhibit in the Appendix.

Photo from the day of the site walk with the steering committee and design team at the 4th & Lake Street intersection.

- Much of the civic areas feel deserted during off hours. It doesn't help that there are large parking lots and parking structures that are left empty during those times. The team did notice security patrols in the civic areas, which did help with the feeling of security, even though the area was empty in the evening and on weekends.

Vehicular Traffic Patterns & Multimodal Transportation Safety:

- High speed and heavy traffic were observed along Yosemite Avenue, well beyond typical rush hour windows. When traffic is clear, many drivers speed through the area because there is nothing stopping them. See the Collision Data Map 2014-2018 Exhibit and the Map of Network Deficiencies Exhibit in the Appendix.
- Bus service runs along Yosemite and through other parts of the downtown core, but stop locations are minimal in terms of comfort and amenities; simply a bench and partial shade cover. These stops are well located in the civic districts, but crossings near the bus stops are dangerous. See Opportunities & Constraints Analysis Map Exhibit in the Appendix.
- Bicyclists are present but generally use the sidewalk because of dangerous street conditions. See the Map of Network Deficiencies Exhibit in the Appendix.
- Many areas within downtown are missing ADA access ramps, and some areas are missing sidewalks entirely. See the Sidewalk Analysis Map Exhibit and the Map of Network Deficiencies Exhibit in the Appendix.

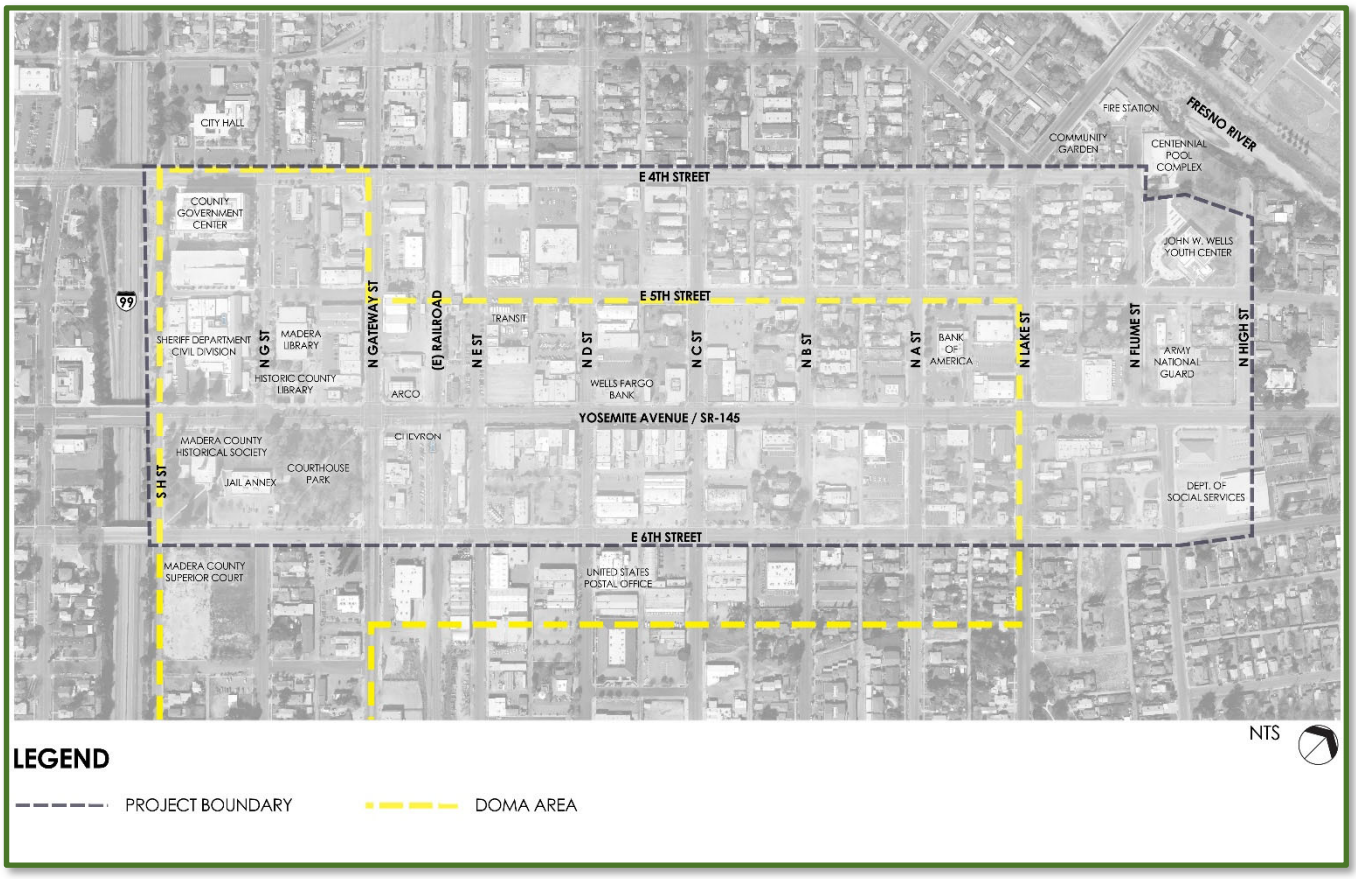
Photo from the day of the site walk with the steering committee and design team. Courthouse Park, as well as many other civic locations at the east end of downtown are difficult to access due to the lack of safe crosswalks and the lack nearby parking.

Programming and Management:

- The team observed a lack of dedicated public space and lack of access to the existing public space, such as the two parks on each end of the downtown core. Much of the lack of access had to do with missing sidewalks that caused accessibility gaps, as well as dangerous crossings at busy intersections.
- Even with several vacant lots around downtown, much of the open land was being underutilized; the spaces that exist were not suited for gathering as they lacked adequate space and connectivity. They also did not provide a feeling of comfort or protection, due to the lack of site user amenities such as seating, and they also lacked security lighting, tree canopy and green space.

- There doesn't appear to be maintenance in and around the commercial district. As improvements have been made, they haven't been maintained consistently.

4.3 Existing Conditions



Map showing the project area which existing conditions were analyzed.

The points below summarize the existing conditions within the study area. For the purposes of this study, we have focused on those features which have a connection to available funding at the state and federal level. These issues have been identified in prior studies.

- *Collision History:* Collision data gathered from TIMS and SWITRS between 2013-2017 show a high density of incidents along SR 145 (Yosemite Avenue), Fourth, Fifth, and Sixth Streets (72 collision - 15 bicycle, 8 pedestrian). Within Madera County, the top two most dangerous intersections for pedestrians/bicyclist are in the city at the intersections of Yosemite/D and Sixth/Lake. Most of the collisions resulted in personal injury, with seven resulting in a severe injury or fatality.

- *Vehicular Speeds:* The posted speed limit varies from 30 mph to 40 mph along the corridor. Speed issues occur due to various factors but are mainly attributed to high speeds entering and exiting the City, and the continuous 4-lane facility with no side friction.
- *Unprotected Crosswalks:* There are 7 unprotected marked crossings within the study limits. These locations have a higher chance for pedestrian collisions and should be considered for enhancement.
- *Accommodation for Bikes:* There are no existing bike lanes along SR 145 (Yosemite Avenue). However, the community has defined a Class IV Separated Bikeway within the Madera ATP. The feasibility of incorporating planned facilities as well as identify opportunities to connect with regional network was reviewed as well.
- *ADA Accessibility:* Many of the existing sidewalk and ramps within the project areas appear to be noncompliant with current ADA standards. Mobility barriers were identified throughout the corridor and potential solutions considered.

Photo from the day of the site walk with the steering committee and design team at the 4th & Lake Street intersection. Most of the downtown core needs new ADA compliant ramps.

- *Access to Transit:* Route 1 of MAX operates through this corridor. Concepts were developed that would improve functionality of transit stops. Transit improvements potentially include turnouts, ADA loading areas, new shelters / street furniture, and signage.
- *Lack of Placemaking Identity:* City residents have wanted to create a sense of place, transforming SR 145 (Yosemite Avenue) as a "Main Street". We looked to activate locations that would encourage residents to think of downtown Madera as a destination and instill a sense of pride and ownership in the downtown core.
- *Public Parking:* Downtown users have expressed the importance of parking and a focus on ease for patrons to access a specific destination. We analyzed existing parking and looked to identify parcels for potential public parking that can serve the downtown area.
- *Create & Foster A Community Cohesiveness*: Over the decades, downtown has evolved into a collection of civic, commercial, and residential uses, buildings, and empty lots without continuity or unifying aesthetic. We worked with the project stakeholders and residents to

develop a unifying aesthetic of street elements and treatments unique to Downtown Madera.

4.3a Summary – full report in appendix

Yosemite Avenue is currently a four-lane conventional highway that serves farming communities connecting SR 41 to I-5. It also serves as the primary corridor and center of the downtown core of the City of Madera. The road is approximately 73 feet wide and has four 12-foot-wide travel lanes, one center 11 food median/left turn lane, and 7-foot-wide parallel parking along each side of the road. The right of way is approximately 100 feet, which lends to wide sidewalks, however, no landscape buffer planting to separate the street from the sidewalk. At its center, the corridor has businesses directly on the right of way frontage, with parking in the rear or along the street only. Most four-way intersections are signalized with pedestrian crosswalks, but three-way intersections lack signalization and crosswalks. The more historic civic district, nearest to SR 99, has park space, historic buildings, and modern civic structures along the right of way frontage; parking is at the back of the properties, away from the corridor. The civic district to the east contains buildings set back further from the corridor, with street level parking lots along the right of way. Each of the two civic districts have their own bus stops; both near unprotected crosswalks, but close to civil services. Bike lanes are not present along the corridor. For the most part, alleys connect across each block, in both directions.

Photo from the day of the site walk with the steering committee and design team at the D Street & Yosemite Avenue. Yosemite Avenue is a wide 4 lane highway.

Other downtown core streets range in size from 50 to 54 feet wide, with right of ways ranging from 78 to 80 feet wide. Within a block of Yosemite, E, D, and C Streets have angled parking, with the except of D Street north of Yosemite that has parallel parking. The remaining stretches have parallel parking. 5th street between E and C Streets has angled parking. With Exception of 4th Street

and select portions of Yosemite Ave & 6th Street around the railroad tracks, all the other streets have parallel parking. Nearly all the downtown core has time restricted parking regulations.

The further away from the SR 99 and the central portion of the business district, the less dense it gets, and the fewer users you'll find. Pedestrians aren't as common in this area, as walking distances between properties gets further apart and tree canopy and lighting are lacking. Large parking lots and empty lots are more common in this area. Into the center of the business district you'll find more users and a more walkable neighborhood with historic buildings built against the right of way frontage. Closer to SR 99 and the civic district you'll find more users, as more tree canopy, more street lighting, and open public spaces become more common.

The full existing conditions report can be found in the Appendix, along with the following Exhibits:

- Project Area Map
- Land Use Relationship Map
- Collision Data Map 2014-2018
- Crosswalk Analysis Map
- Urban Canopy Map
- Parking Analysis Map
- Site Lighting Map
- Preliminary Utility Map
- Green Space Accessibility Map
- Sidewalk Analysis Map
- Map of Network Deficiencies

4.3b Key Issues That Impact Design Alternatives

There are several existing conditions that have impact on what can be done throughout the project. Below are some key issues that have an impact:

- *Roadway Size & Road Diet:* A road diet was discussed as an option, but the existing roadway size creates constraints. Existing building setbacks prevent roadway widening in most locations. The central location of Yosemite Avenue, as well as its designation as SR 145, burdens it with heavy and constant vehicular traffic. Capacity of the corridor is of concern to city residents, not only by those along the corridor and who use it who are concerned with congestion on the corridor, but also by those in surrounding neighborhoods that do

not want increased local traffic in their neighborhoods due to a road diet along Yosemite Avenue.

- *Parking:* The community wants to retain and, if possible, add more parking in the downtown core. On top of the challenge of designing a safe road with on street parking, a street in which space is already restricted due to current setbacks, it's exacerbated further by the community preference of only having diagonal parking. A diagonal parking layout would take up more of the street width space. On some smaller streets, these space limitations prevent diagonal parking entirely. On Yosemite Avenue, diagonal parking would only be possible with a road diet. Adding more parking on vacant lots would create fewer opportunities to add new businesses, amenities, and activated spaces to the downtown core.

AGENCY	KEY CONCERNS
MCTC	Designing and funding improvements to serve the community.
City of Madera	Safety for all users and maintenance of improvements.
Caltrans	Safety, circulation and maintenance.
Madera Area Express	Bus transit operations and rider amenities.
Madera County Arts Council	Transforming downtown area into a cultural arts mecca (DOMA).
Madera Chamber of Commerce	Accommodating maximum number of users, security, access and parking.
Local Resident and Groups	Preserving the character of the community, access and parking.

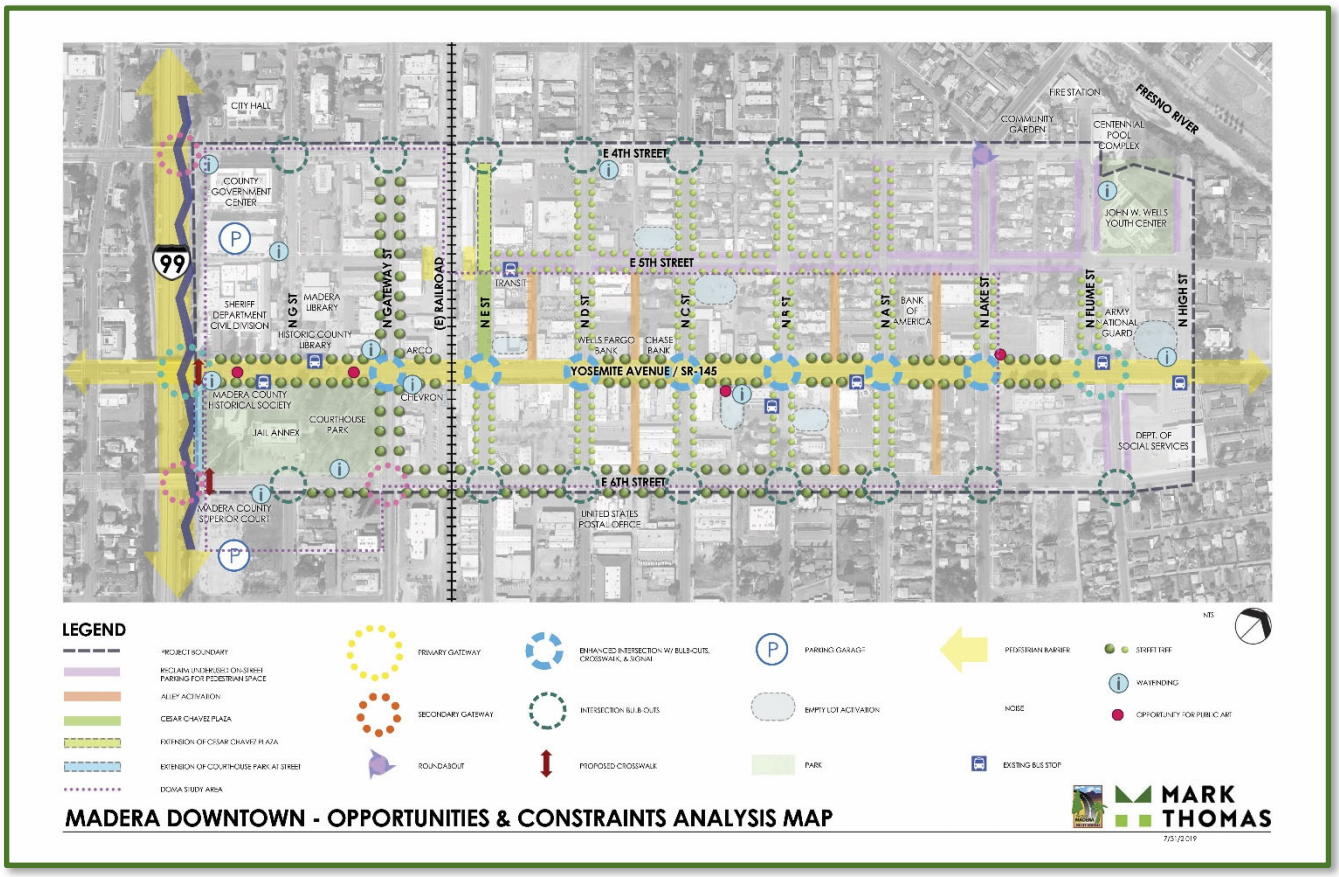
The key concerns of each stakeholder group.

- *Accommodation for Bikes:* The existing built environment put limitations on what can be done on each street; street widths are constrained to their current widths and can't be widened, due to existing building setbacks. That means something has to give; Class II bike lanes are possible on each street, but these Class II bike lane are limited because of the need for adequately sized travel lanes and the importance of retaining and adding parking spaces.
- *Long Pedestrian Crossings:* The corridor, as well as several other downtown core streets are very wide, which creates long crossings for pedestrians. Currently there is no safety refuge areas for pedestrians, once they leave the sidewalk and start crossing the street. Bulb-outs or a road diet would be the only ways to solve this problem.
- *ADA Accessibility:* Many existing sidewalks are in disrepair and are not smooth and safe surfaces to traverse. Select areas of the downtown core are missing sidewalks entirely, and street geometry would need to be changed to ensure continuous ADA accessibility. An

audit will need to be performed to ensure all pedestrian paths and facilities are ADA compliant.

- *Urban Canopy & Greenspace Access:* Street trees have been identified to add to the urban canopy, which will add numerous benefits for the community and downtown core users. There's current lack of space for trees in some areas; building awnings encroaching into the right of way, along Yosemite Avenue, creates additional constraints. The need for hardscape removal or planters in order to plant trees will require coordination between the city and business owners. The downtown core, especially along Yosemite Avenue, lacks watering infrastructure that trees will require. Also, some streets have overhead utility lines that will limit tree species selection and canopy size. Parklets are a good way to expand green space throughout parts of the downtown core, but some restraints involve potential loss of parking spaces along the street, and the need to remove hardscape, adjust roadway geometry, and install infrastructure for watering.

4.4 Opportunities & Constraints



Map showing opportunities & constraints analysis.

The downtown core is ripe for improvements that will have a lasting impact on the community and how they interact within Downtown Madera. The project team looked at the project area to consider limitations and places for improvement. Some of the opportunities and constraints the project team analyzed and mapped included:

- Reclaiming underused on-street parking for pedestrian space that will help support activities in the downtown core.
- Activating alleys for additional off-hours use and as an easier means of travel through the downtown core for pedestrians and cyclists.
- Expanding and creating additional plaza spaces that fill the need for community gathering spaces for events and vendors.

- Yosemite Avenue has a high volume of fast-moving vehicular traffic that acts as a barrier for pedestrian and bicycle travel across Downtown Madera.
- Utilizing high vehicular traffic streets, that lead into Downtown Madera, and establishing 'gateway' entries through branding, wayfinding, and signage into the downtown core that benefits both vehicular travelers, as well as pedestrians and bicyclists; establishes a sense of place and arrival.

Alleys can be activated in many ways. This example shows an alley with art on the wall surfaces, decorative paving, and café seating to help support Downtown Madera as a destination for visitors that encourages them to stay.

- Creating more green space and a safer intersection for vehicles, pedestrians, and bicyclists by reconfiguration and establishing signalization at Lake & 4th Streets.

This example of a gateway shows monument signage with art incorporated into it. Gateways like this would help establish a sense of place and identity for Downtown Madera.

- Overhauling signalized intersections by adding bulb-outs to protect pedestrians, create shorter crossing distances, and establish better sightlines for both pedestrians and vehicular travelers along the corridor.
- Adding signalization and other protective measures for pedestrians and bicyclists at the most dangerous intersections to increase safety.
- Adding crosswalks at select locations for ease of accessibility for pedestrians.
- Activating vacant and infrequently used lots for added public gathering spaces and green spaces throughout Downtown Madera to make the area a more attractive place to visit and spend time in.

This example shows a pedestrian crosswalk with decorative paving, to help differentiate it from the road, as well as a planted median that acts as a pedestrian refuge to shorten crossing distances.

- Adding better connectivity to existing parks and greenspace to help visitors and residents have easier access to them.
- Adding more amenities and site furniture at bus stops to help support Downtown Madera as a destination and encourage public transportation use to help reduce traffic and greenhouse gases along the corridor.

This example shows a bulb-out with landscape planting and a crosswalk; bulb-outs help slow down traffic and create shorter pedestrian crossing distances.

Siting pieces of sculptural art around the downtown core, like this example, can be help reinforce a sense of place.

- Looking beyond the project limits of 'DOMA' and realizing a fully master planned Downtown Madera that better connects and serves residents, business owners, visitors alike.
- Locating potential new street tree locations to enhance and add to the urban canopy
- Proposed wayfinding opportunities and locations.
- Work with the local arts council to identify key locations for art in public places, around the downtown core, to help support the area as a destination and add aesthetic value; pride in art created by and for the community.

See the Opportunities & Constraints Analysis Map in the Appendix.

4.5 Goals & Objectives

In addition to the opportunities & constraints, the team identified 'big picture' goals and objectives for the entirety of the master plan. The design team collaborated with project proponents and the steering committee to refine these goals and objectives and devise initial design alternatives. These strategies are outlined below:

This example shows decorative paving that provides a visual connection across a road and can act as plaza space in the civic district with

Traffic Calming: One of the key goals in any safety project is to discourage excessive vehicle speeds. Here are some strategies that were explored during the project along the downtown streets including SR 145:

- Road Diet – A road diet would have multiple benefits. Reducing the number of travel lanes from four to two would have a dramatic effect on vehicular speeds. Caltrans has expressed operational concerns with a road diet in the past. If a road diet moves forward a more focused study could show that a road diet is viable for a portion of the corridor.
- Curb Bulb-outs & Wider Sidewalks– Bringing the pedestrian closer to the travel way prior to crossing will make the motorists more aware of the roadside environment and cause speeds to reduce. Wider Sidewalk will allow higher levels of pedestrian activity.
- Roundabout Intersections – The intersection geometry associated with a roundabout forces motorists to reduce speed. Strategically placed roundabouts along the Fourth, Fifth, and Sixth Street corridors could have a large impact.
- Enhanced Streetscape & Landscape Features – Creating a more attractive corridor filled with trees and enhanced paving encourages motorists to slow down and observe their surroundings.
- Placing a Higher Priority on Transit Facilities – Interaction with bus transit along the corridor results in more people at the stops and more buses along the route. While buses do pose a minor operational hindrance, the reduction in vehicular speed along the corridor provides an excellent safety benefit.

Articular paving, street trees, and various other landscape design elements help to enhanced streetscape.

Improve Pedestrian Safety: Collision data gathered from TIMS and SWITRS shows a high density of pedestrian incidents along SR 145 (Yosemite Avenue). However, pedestrian safety throughout the corridor could be enhanced with the following improvements:

- Enhanced Street Lighting – Make the entire downtown core feel safer at night, and to provide enhanced safety at pedestrian crossings and throughout the corridor.

- High Visibility Crosswalks with Enhanced Controls – High visibility pavement markings for added visibility to motorists, and enhanced paving textures to add aesthetic value. Enhanced safety controls at crosswalks, such as a "HAWK" signal (high-intensity activated crosswalk beacon) and/or "RRFB" (rectangular rapid flashing beacons).

A protected crosswalk with a "RRFB" (Rectangular Rapid Flashing Beacon)

- Improved Intersections – Improved pedestrian signal hardware, including countdown signals, and auditory/vibratory push buttons.
- An increase in the amount of downtown wayfinding signage, especially to downtown attractions and parking, will improve pedestrian circulation downtown and provide an opportunity to reinforce theming and aesthetic continuity.

Incorporate Bicycle Facilities: Currently, Yosemite Avenue and most of the downtown core streets are absent of any bicycle facilities, with the exception of class II bike lanes on 6th Street. However, if a road diet were implemented along Yosemite Avenue, it would create space for bike lanes. As an alternative, and as planned within the Madera ATP, the feasibility of implementing a Class IV, Separated Bikeway, was considered. Class II and III bicycle facilities along other corridors in the project were analyzed. Additionally, provisions for bicycle infrastructure such as bike parking and racks were considered as part of the streetscape improvements to avoid potential pedestrian/bicycle conflicts and encourage use of alternate modes of transportation.

Activation of Public Spaces: Many times, a successful complete street requires an approach that looks beyond the obvious confines of the project, whether they be physical and/or programmatic, to not just look at what is "good enough" but what would "make it better". Along the Yosemite Avenue corridor, the design team discussed opportunities to create new spaces to encourage people to get out and walk by

This 'parklet', with café seating and landscape planting is an example of enhanced streetscape with landscape.

fostering a sense of pride and ownership and reinforcing comfort and safety. Such spaces can be created with the following improvements:

- Site Furnishings – Adding site furnishings will help support visitors to Downtown Madera by providing a welcoming environment for them to spend time and encourage visitation. Some furnishings would include benches/seating, trash receptacles, bicycle racks, and drinking fountains.
- Urban Parklets – Unused spaces in parking lots and at intersection corners can be activated as park space to add additional public space, added aesthetics, and transform he corner into a gateway opportunity. These small parklets also can become memorial plazas, restaurant or café seating, spaces for bicycle parking, etc.
- Alley & Empty Lot Activation – Empty alley-ways and abandoned parcels and parking area can be enhanced with the use of special concrete treatments, ornamental iron work, materials to match the architecture of the corridor, and the application of plenty of lighting that is both functional and creative.
- Public Art – Local artwork, such as murals and sculptures can be placed in newly activated alleys, urban parklets, and along other areas of the streetscape throughout the downtown core to not only add aesthetic value and create a sense of place, but to also highlight the what is great about the local community.
- Wayfinding – Adding signage and other features to help motorists, bicyclists, and pedestrians navigate the downtown core to create a place that is a joy to visit.
- Central Music Amplification – This system can help create a background noise themed for the district to further enhance activation along the streetscape areas of the district.
- Crime Prevention Through Environmental Design (CPTED) – This is a multi-disciplinary approach for reducing crime through urban and environmental design and the management and use of built environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas and reduce opportunities for crime and fear of crime. Some specific design strategies include eliminating blind/hiding spots by using selective vegetation and keeping areas well-lit.

Placemaking & Identity Branding: Celebrating and recognizing the community's personality was a primary aesthetic goal for the design team. They explored solutions grounded in the built

environment, neighborhood context, history, and community input. It all began with centering around the community's identity.

Placemaking features, such as this mural, are pulled from the history of the community, such as the early 20th century founding of the city and the history of Downtown Madera.

Madera has a deep history of hard-working people, drawn in by local industry and demand, who rolled up their sleeves to build themselves a vibrant community; from Madera's humble beginnings as a lumber town, to the growth of its farm and agricultural identity and into the present. Local industry drew in workers from many parts of the county, as well as from different parts of the world over the past century; over that time immigrants have become an important part of the fabric of Madera. Madera's past, present and future has supported the American Dream of opportunity, not only in industry, but also in the affordability of living in Madera, even as the state of California has seen a spike in living costs over the past decades. This is made clear by Madera's growing population, that continues to grow year after year, into the foreseeable future.

When the project team walked the streets of Downtown Madera, the history could be seen in the character of the buildings, the longtime and new businesses present throughout the downtown core, the civic and cultural amenities present, and the deep-rooted connection to the city that many of the steering committee members share; long-time and multi-generational Madera residents.

5. PUBLIC OUTREACH SUMMARY

The Public Participation and Outreach Plan (PPOP) utilized an established public participation process model, with the goal of open information and flow of ideas between the public and the project design team. The goal was the connect with the community at large and key stakeholders, including but not limited to pedestrians, bicyclists, businesses and residents particularly in the vicinity Downtown Madera. Objectives included the following:

- Identifying opportunities for increasing awareness and educating the public about the proposed "State Route 145 (Yosemite Avenue) as Downtown Main Street Plan".

- Organizing/attending public and community events to stimulate dialogue about proposed project.
- Building a rapport with businesses and property owners in targeting project areas.
- Developing and maintaining a communications stream to facilitate the exchange of information.

A full PPOP can be found in the Appendix.

5.1 Meetings

- *Kick-off Meeting (4/11/19)*
    - 19 in attendance – Steering Committee, Caltrans, City of Madera, Mark Thomas, and Rios.
    - Purpose of the meeting was to introduce the Project team to the Steering Committee and discuss the focus of the project to insight the Steering Committee to provide feedback on their goals of the project. By receiving constructive goals from the Steering Committee, the project team could better construct their plan to meet the community's needs.
    - Outcomes were Steering Committee provided feedback on types of improvements they would like to see and emphasized the use of the DOMA study to guide project improvements.
- *Walking Tour (6/18/19)*
    - 16 in attendance – Steering Committee, Caltrans, City of Madera, Mark Thomas, and Rios.
    - Purpose of the meeting was to introduce the typical project sites to the steering committee to insight feedback on possible improvements.
    - Outcomes were steering committee provided feedback on types of improvements and additional information that was site specific.
- *City Council Presentation (10/2/19)*
    - Number unknown – Madera City Council, Meeting attendees, City of Madera, Mark Thomas, and Rios.
    - Purpose of the meeting was to present progress of the project in respects to public outreach to the City Council and inform them of upcoming events.

  - Outcomes were City Council was informed to City, received feedback from the mayor, improved connection of the City Council to the project outreach efforts.
- *Public Meeting #1 (11/13/19)*
  - 12 members of Project team including: City of Madera, Mark Thomas, and Rios plus 81 Public Attendees.
  - Purpose of the meeting was to present a draft plan of the project area to the public and open these improvements for comments from the public.
  - Outcomes were an informed public, positive feedback on the direction of the project, and constructive feedback on improvement types.
- Public Meeting #2 (1/23/20)
  - 10 members of Project team including: City of Madera, Mark Thomas, and Rios plus 51 Public Attendees.
  - Purpose of the meeting was to present a final plan of the project area to the public for one last round of feedback from the public.
  - Outcomes were an informed public, positive feedback on the direction of the project, and constructive feedback on improvement types and maintenance.

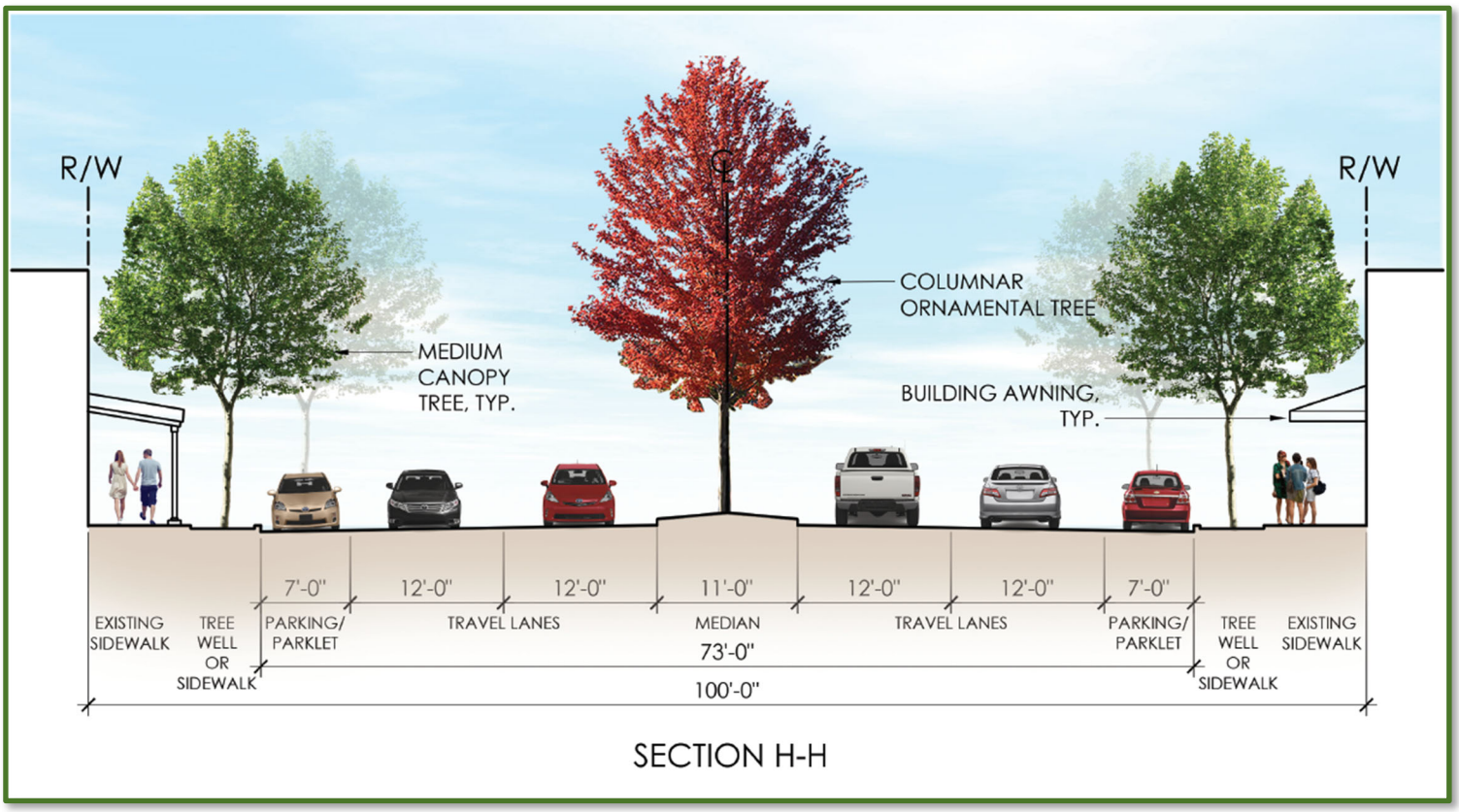
Meeting minutes and report summaries that include more detail on what was discussed, and participant feedback can be found in the Appendix.

6. CONCEPTUAL STREET DESIGNS

With a full grasp of the challenges, as well as input from the project proponents and the steering committee, the design team was able to create conceptual street designs that worked towards solving problems, addressing constraints, capitalizing on opportunities, and closing gaps found throughout Downtown Madera in order to help create a more vibrant downtown core. A primary objective was that all components, combined, would result in Yosemite Avenue and the entire downtown core coming together to serve as a well-planed multi-modal complete street concept. Behind that was an overall design intent actively considering how each element contributed to a revitalized downtown atmosphere that would beckon visitation by the community and would support the making of Downtown Madera as a destination for the community and the region. The recommendations for the conceptual master plan included the following:

- Two design options for Yosemite Avenue. The first option has a four-lane configuration with on-street parking and a shared lane for bicyclists and vehicular travel. The second option is a 'road-diet' option with a two-lane configuration, on-street parking, and a class IV bike lane.
- A proposal for additional bicycle lanes (Class II & III) throughout the remaining downtown streets; with exception of 6th Street, which already has class II bike lanes, to encourage and create safer options for multimodal transportation.
- Recommendations for additional and modified traffic signals, bulb outs, refuge islands and crosswalks along Yosemite Avenue, 6th Street, and 4th street for improved pedestrian safety at the most dangerous intersections and crossings.
- Locations showing pedestrian-scale street lighting along Yosemite Avenue, and improved street lighting throughout the downtown core, especially in areas currently lacking street lighting.
- Locating areas of "Green street" concepts, such as storm water biofiltration planters at street corner bulb outs and shading trees along all the downtown streets to provide refuge, comfort, and aesthetic value.
- Locations of site furnishings and other design features throughout the downtown streetscape, especially at alley-ways and bulb-outs in and around Yosemite Avenue to create and support gathering spaces to help support Downtown Madera as a destination.
- Creation of additional accessible parking by either diagonal parking, additional opportunities for public parking or clearly marked parking spots, especially on C, D, & E Streets.
- Locations mapped for necessary maintenance of sidewalks, curbs and streets, including re-surfacing as needed to address both physical deterioration and ADA deficiencies such as gaps.
- Locating traffic calming design concepts such as parklets along sidewalks, bulb-outs, and medians in locations identified as the most hazardous for pedestrian safety

6.1 Design Intent by Area/Street



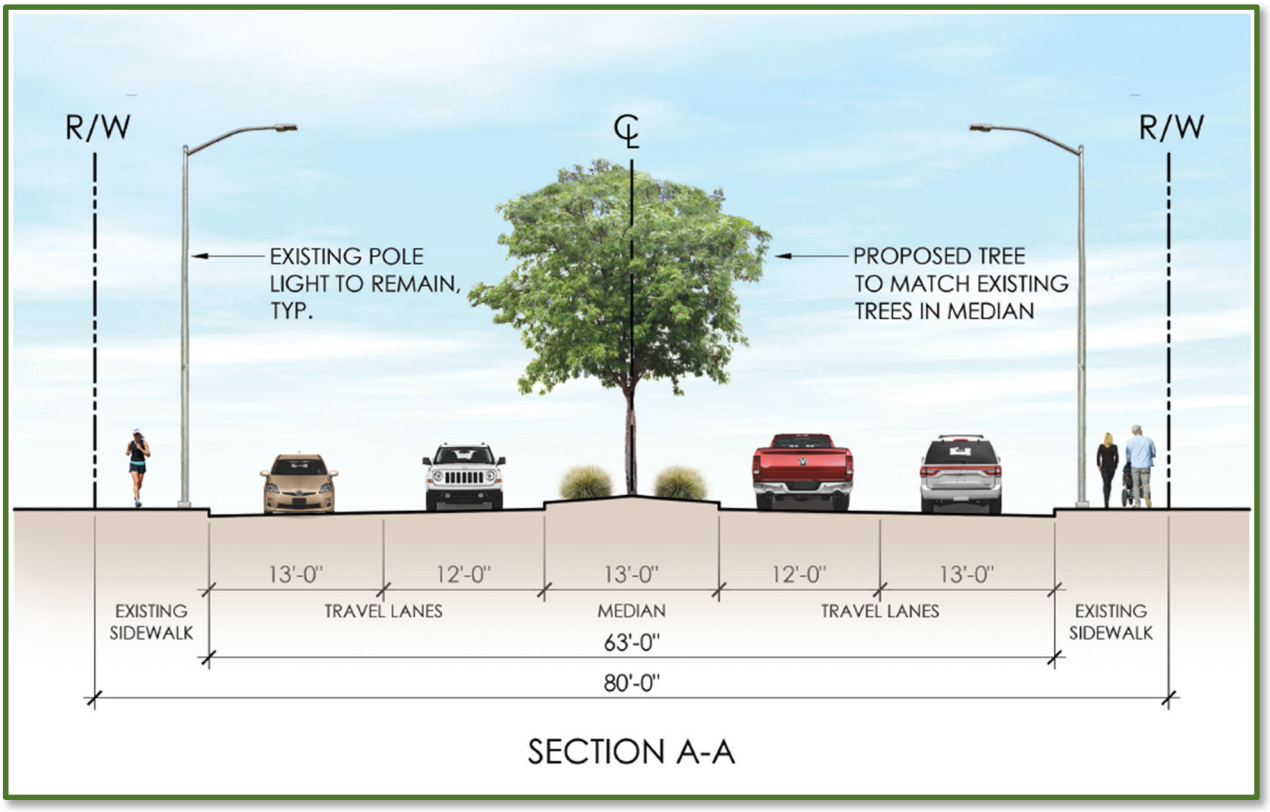
Yosemite Avenue, between H Street & High Street (see section H-H, above): As the main arterial street in the center of the downtown core, Yosemite Avenue has the opportunity to set the tone and create a first impression as the gateway into Downtown Madera. This historic corridor has the widest right of way in the project area, which adds more opportunity for placemaking. There are several opportunities to enhance this roadway:

- Enhanced landscape architectural features:
    - Adding a planted median with ornamental tree, shrub, and groundcover plantings which acts as a pedestrian safe refuge at crosswalks, between C Street & Lake Street.
    - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
    - Improved pedestrian experience through additional planting to add a buffer between pedestrians and the roadway at street corners, and the addition of street trees to

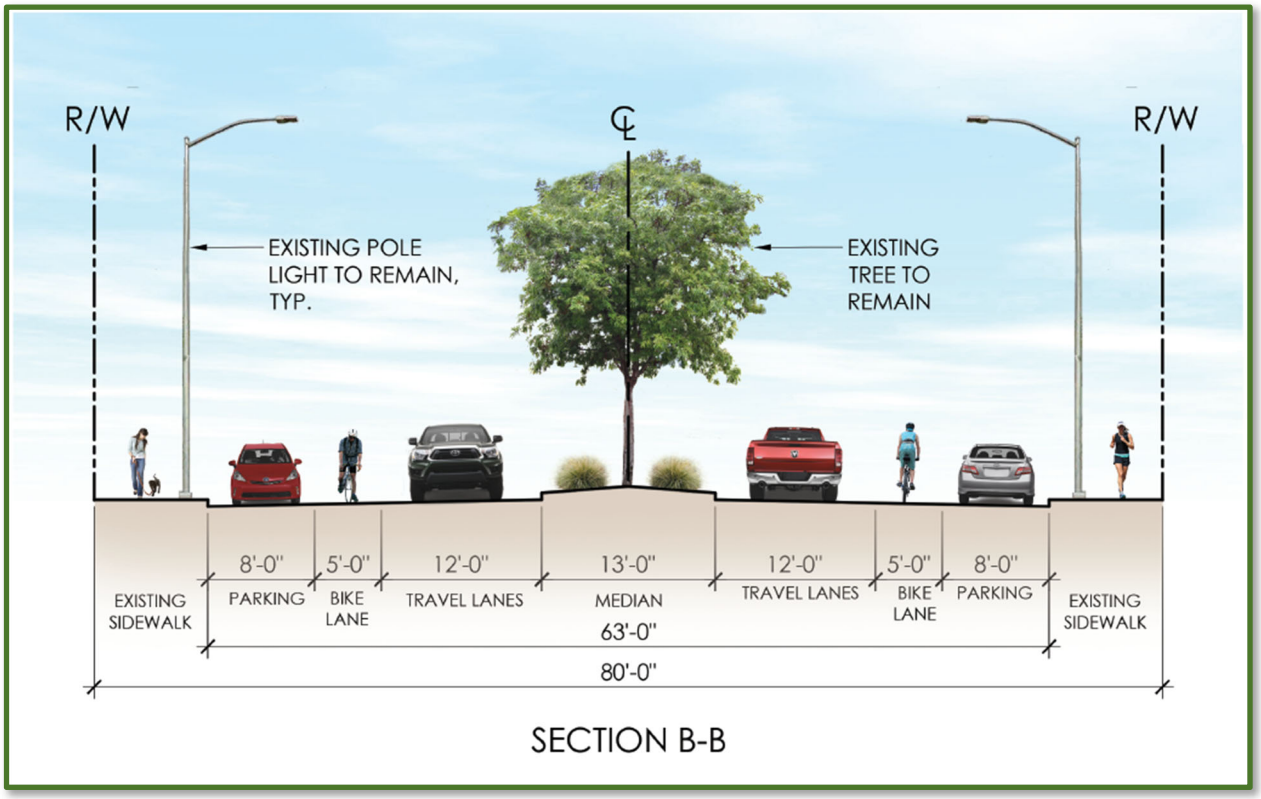
provide shade and added enclosure along the entire corridor between the sidewalk and the roadway

- Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera in all areas currently without street lighting.

- Upgraded roadway facilities:
  - Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
  - HAWK protected crosswalk at Yosemite Ave. and G St.
  - RRFB protected crosswalk at G St., B St. and A St. crossings along Yosemite Ave.
  - Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.
- Space Activation:
  - Activating alleys, between E St. and Lake St., to add public spaces and provide more pedestrian connections to surrounding streets.



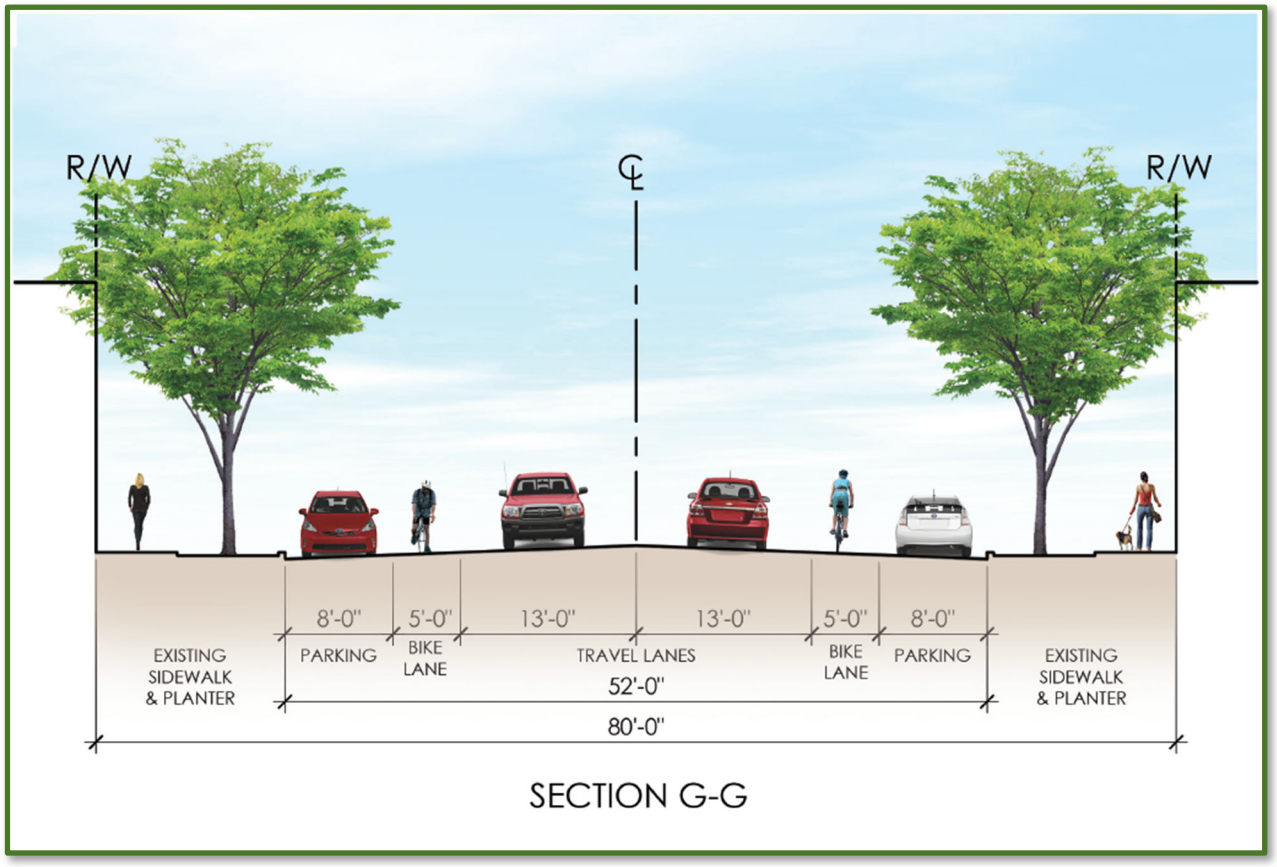
SECTION A-A



4TH Street, between H Street & Flume Street (see sections A-A & B-B, above): As another arterial street, along the North project boundary, this street primarily serves the residential district and business and civic engagement near SR 99. Some recent improvements have already been made to this street, such as upgraded street lighting, new sidewalks, and median space for landscape planting. In addition, our design intent looks to build upon the improvements already made:

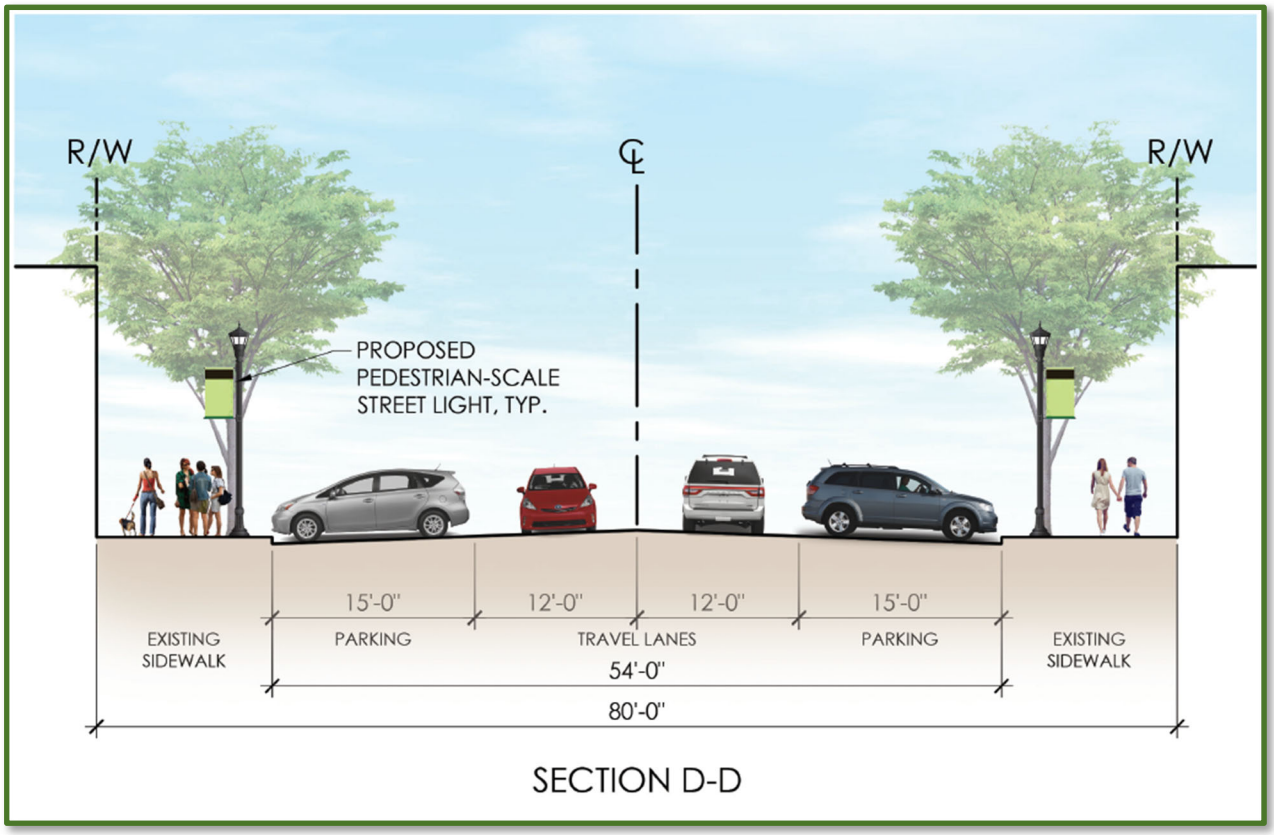
- Enhanced landscape architectural features:
    - Adding Downtown Madera themed planting to medians, along the entire corridor, to match other downtown streets with the goal of creating continuity within the downtown core.
    - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
    - Closing off 4th St., east of Lake St., to provide community green space and enhanced neighborhood aesthetics.
- Upgraded roadway facilities:

- Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.
- Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
- Signalizing and reconfiguring the 4th St. and Lake St. intersection to enhance pedestrian and vehicular safety.
- Providing class II bicycle facilities along the entire corridor.
- RRFB protected crosswalks at E St. along 4th St.

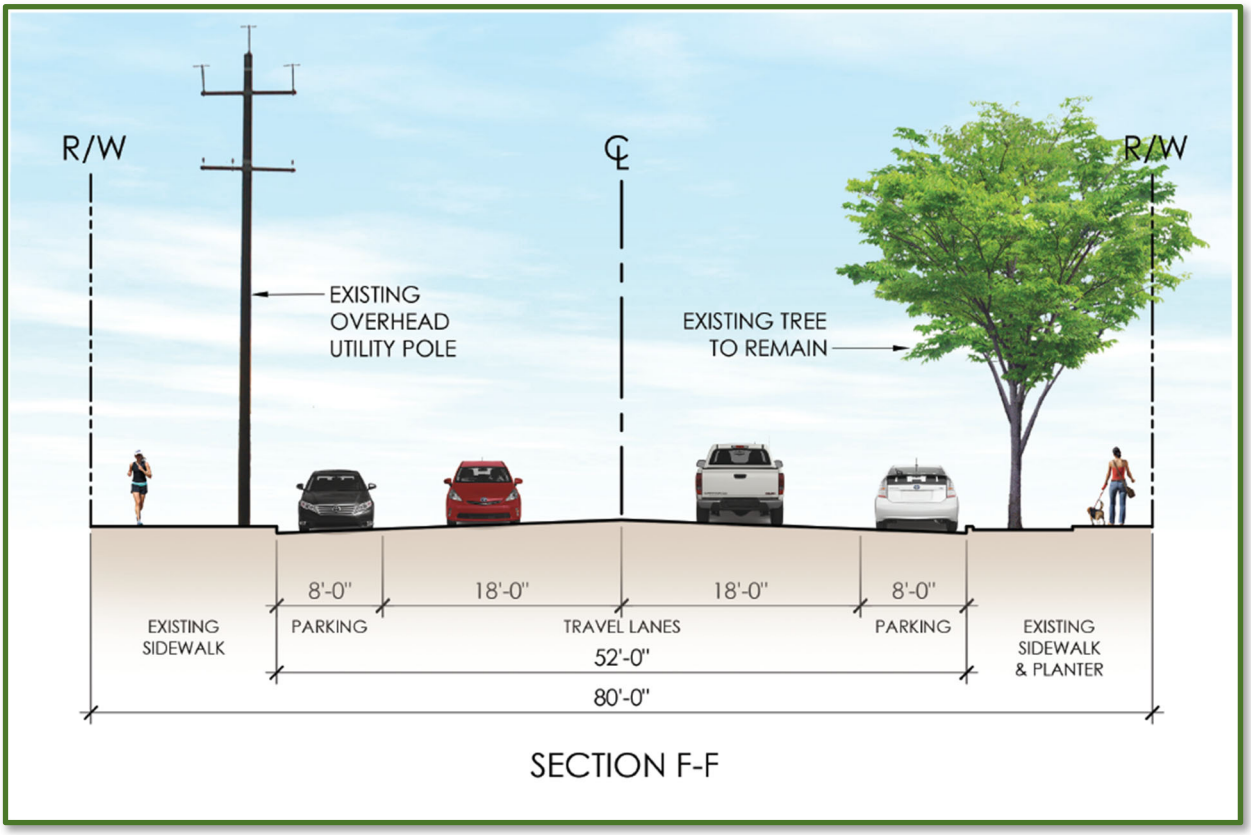


6th Street, between H Street and High Street (see section G-G, above): Along the South project boundary, 6th Street separates much of the commercial district from the residential district to the south. Compared with Yosemite Avenue, just to the north, 6th Street sees lower volumes of traffic and slower moving traffic. This street is vital in providing connections to Downtown Madera from the residential district to the South:

- Enhanced landscape architectural features:
    - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
    - Improved pedestrian experience through additional planting to add a buffer between pedestrians and the roadway at street corners, and the addition of street trees to provide shade and added enclosure along the entire corridor between the sidewalk and the roadway
    - Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera in all areas currently without street lighting.
- Upgraded roadway facilities:
    - Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.
    - Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
    - RRFB protected crosswalks at G St., E St. and A St. crossings along 6th St.



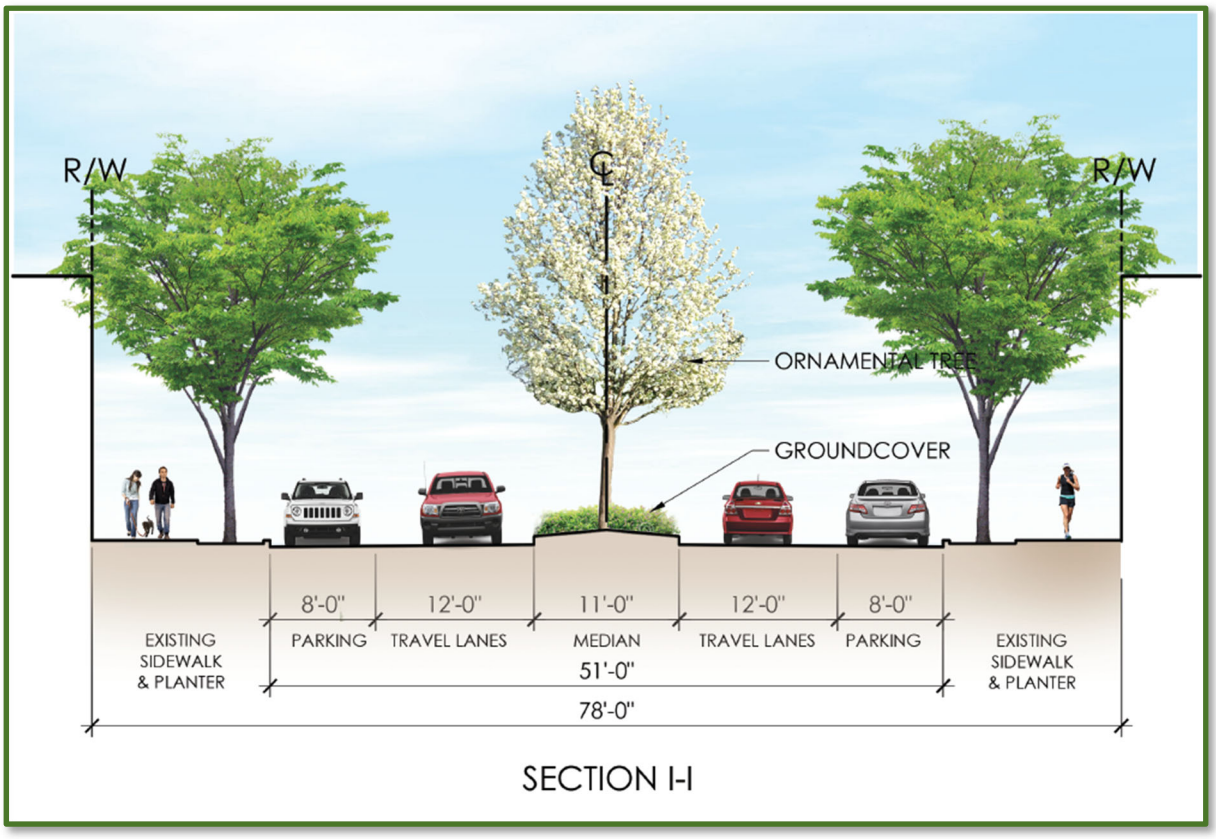
SECTION D-D



SECTION F-F

***5th Street**, between SR 99 & High Street (see sections D-D & F-F, above):* This street currently separates much of the North residential district with the business district. This street and the properties on it are currently underutilized and undervalued as the possibility of being an important connection between the residential and business districts of Downtown Madera. 5th Street provides an opportunity to make a neighborhood impact and better connection:

- Enhanced landscape architectural features:
    - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
    - Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera.
- Upgraded roadway facilities:
    - Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
    - RRFB protected crosswalk at 5th St. and D St.
    - Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.
- Space Activation:
    - Activating 'parklets' at unused space adjacent to diagonal on-street parking between G St. and B St.
    - Utilizing bulb-outs at intersection of 5th St. & C St. for additional public space at intersections.
    - Activating alleys, between E St. and Lake St., to add public spaces and provide more pedestrian connections to surrounding streets

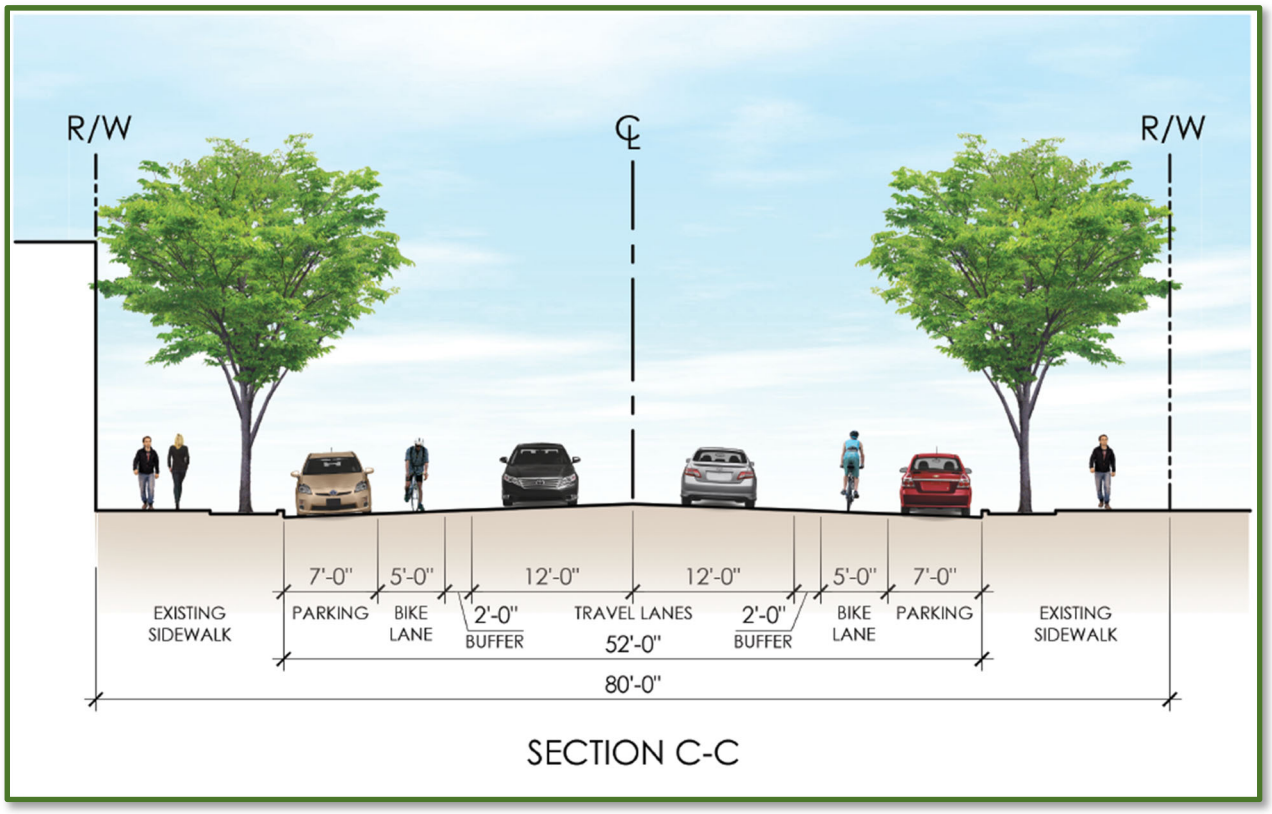


G Street, between 4th Street & Yosemite Avenue (see section I-I, above): This street serves as the center of the civic district; city hall, the city library, county government center, and much more are located along this street. G Street also provides an axis opportunity between the civic core and Courthouse Park, right across Yosemite Avenue. G Street is a gateway to civic resources and has the opportunity for a better connection to neighborhood amenities:

- Enhanced landscape architectural features:
    - Adding a planted median with ornamental tree, shrub, and groundcover plantings which acts as a pedestrian safe refuge at crosswalks, between 4th St. & Yosemite Ave.
    - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
    - Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera in all areas currently without street lighting.
- Upgraded roadway facilities:

- Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
- HAWK protected crosswalk at G St. and Yosemite Ave.
- RRFB for
- Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.

- Creating Connections & Activating Spaces:
  - Activating 'parklets' at unused space adjacent to diagonal on-street parking between 4th St. and Yosemite Ave.
  - Utilizing bulb-outs at intersection of G St. & 5th St. for additional public space at intersections.

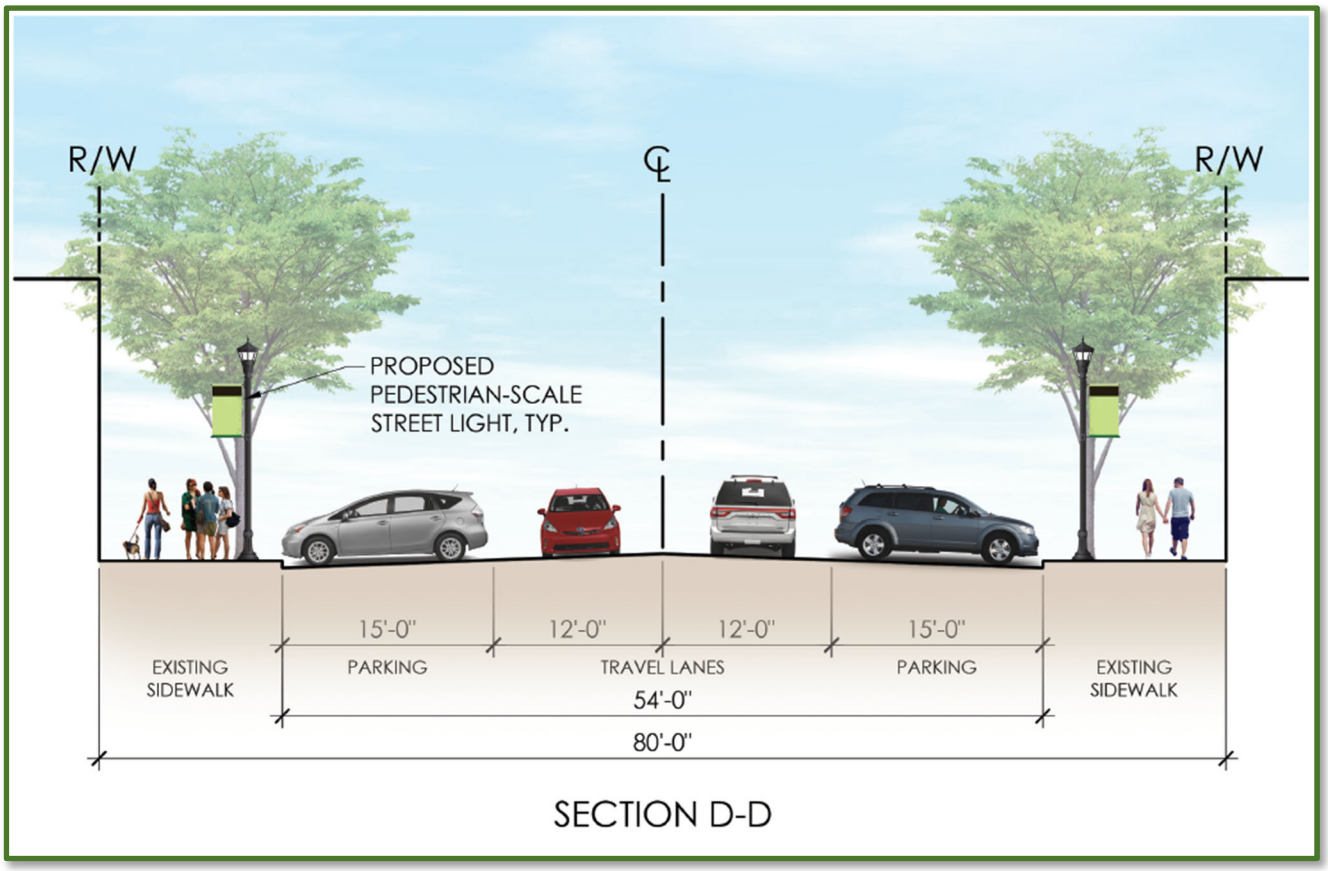


Gateway Drive, between 4th Street & 6th Street (see section C-C, above): Gateway is a true 'gateway' to the downtown core, when entering from the North or South parts of Madera, as well as most motorists entering from SR 99. It's a heavily travelled street, yet narrower road than Yosemite

Avenue. Gateway has a prime opportunity for upgraded multimodal transportation options and helps serve as a true 'gateway' to the downtown core:

- Enhanced landscape architectural features:
    - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
    - Improved pedestrian experience through additional planting to add a buffer between pedestrians and the roadway, and the addition of street trees to provide shade and added enclosure.
    - Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera.
- Upgraded roadway facilities:
    - Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
    - Providing class IV bicycle facilities along the entire corridor.

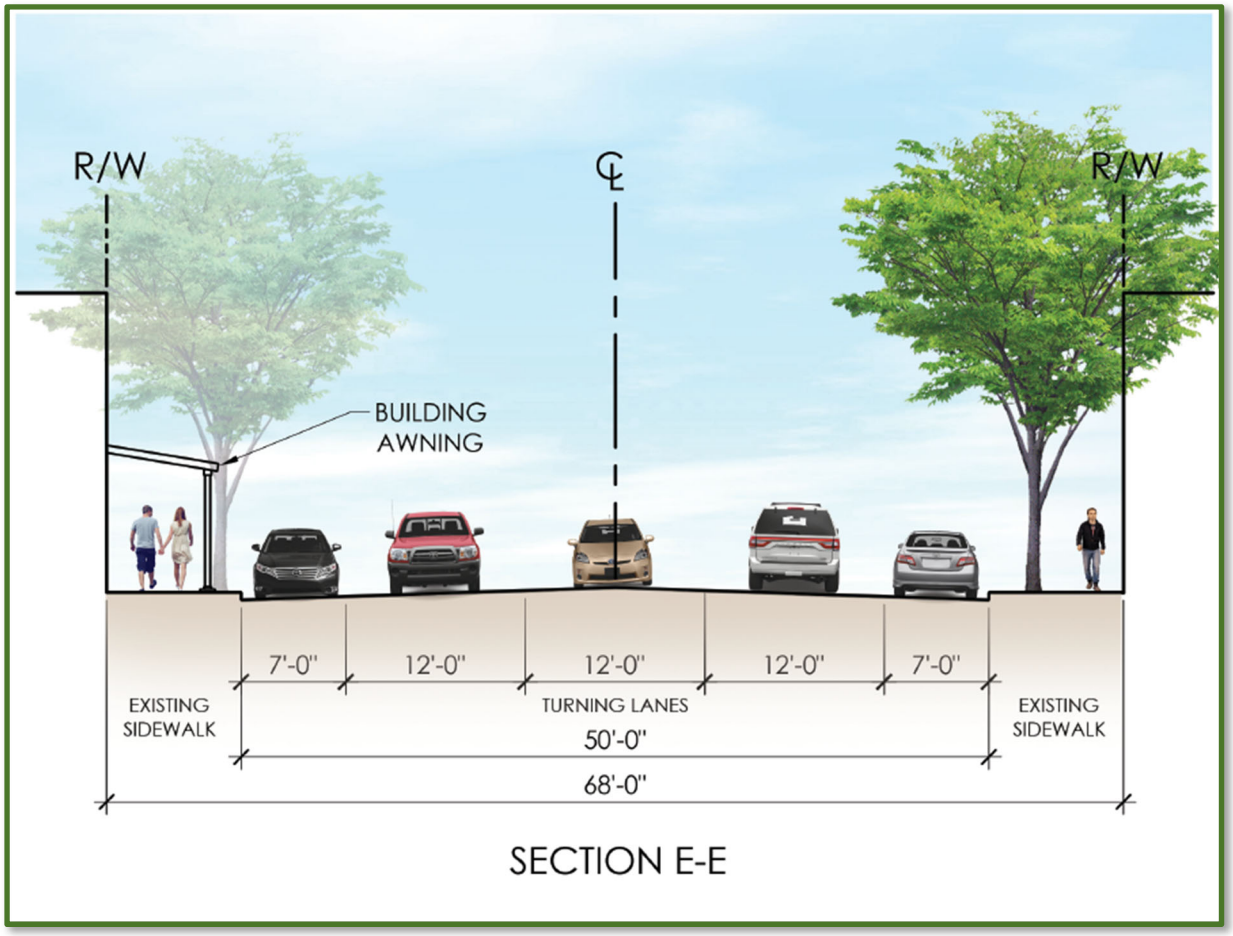
- Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.



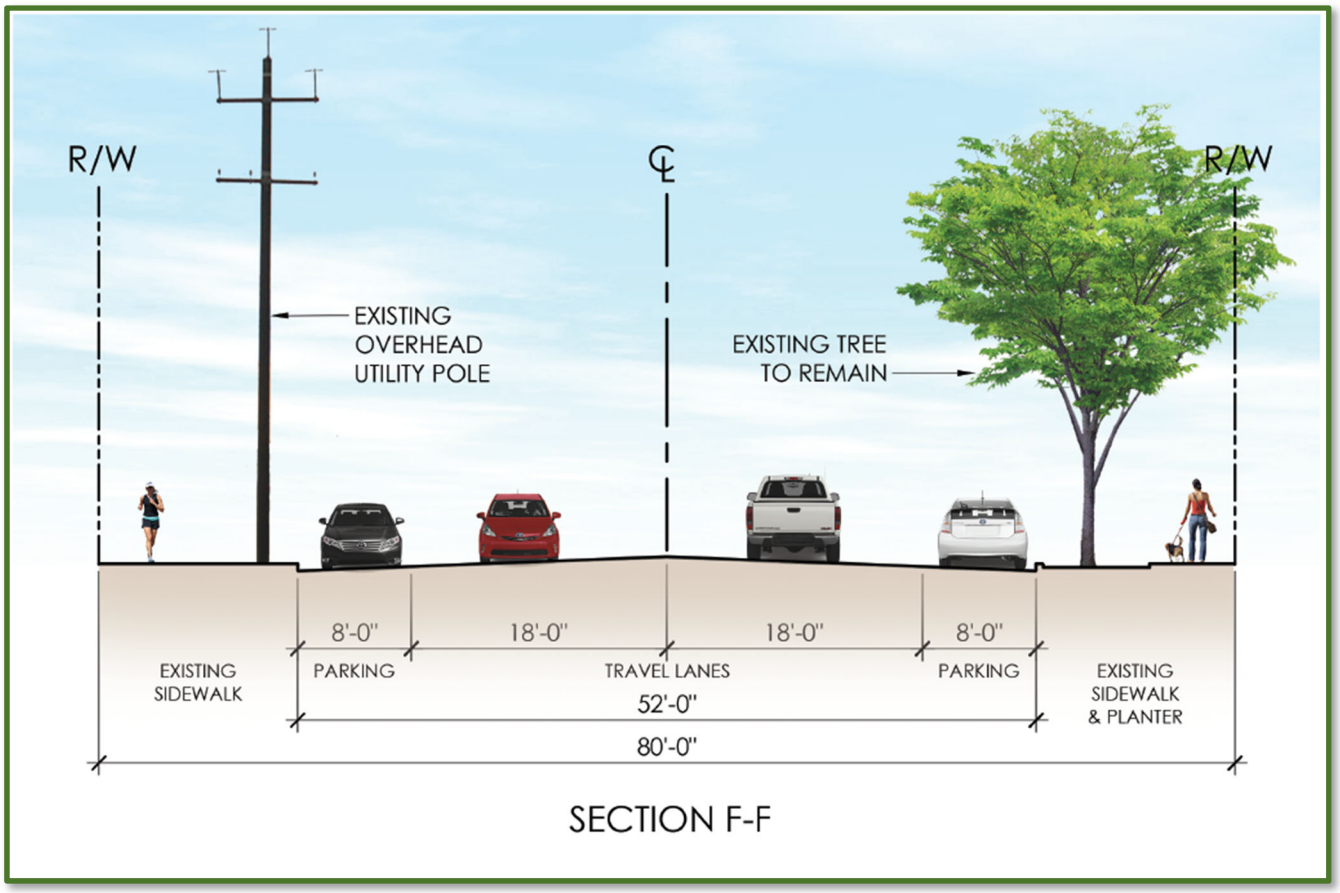
E Street, between 4th Street & 6th Street (see section D-D, above): Serving as the home of Cesar Chavez Plaza, E Street is the only existing area with an enhanced plaza gathering space. Existing enhanced paving, vast tree canopy, and a human scale design give the plaza a feeling of comfort and enclosure. Much of this can be enhanced and expanded along E Street to add this valuable space:

- Enhanced landscape architectural features:
  - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.

  - Improved pedestrian experience through additional planting to add a buffer between pedestrians and the roadway, and the addition of street trees to provide shade and added enclosure.
  - Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera.
- Upgraded roadway facilities:
  - Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
  - RRFB protected crosswalk at E St. and 4th St.
  - Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.
- Space Activation:
  - Activating 'parklets' at unused space adjacent to diagonal on-street parking between Yosemite Ave. and 6th St.
  - Utilizing bulb-outs at intersection of E St. & 5th St. for additional public space at intersections.
  - Activating alleys, between Yosemite Ave. and 6th St., to add public spaces and provide more pedestrian connections to surrounding streets


R/W
℄
R/W
BUILDING
AWNING
7'-0"
12'-0"
12'-0"
12'-0"
7'-0"
EXISTING
SIDEWALK
TURNING LANES
50'-0"
EXISTING
SIDEWALK
68'-0"

SECTION E-E

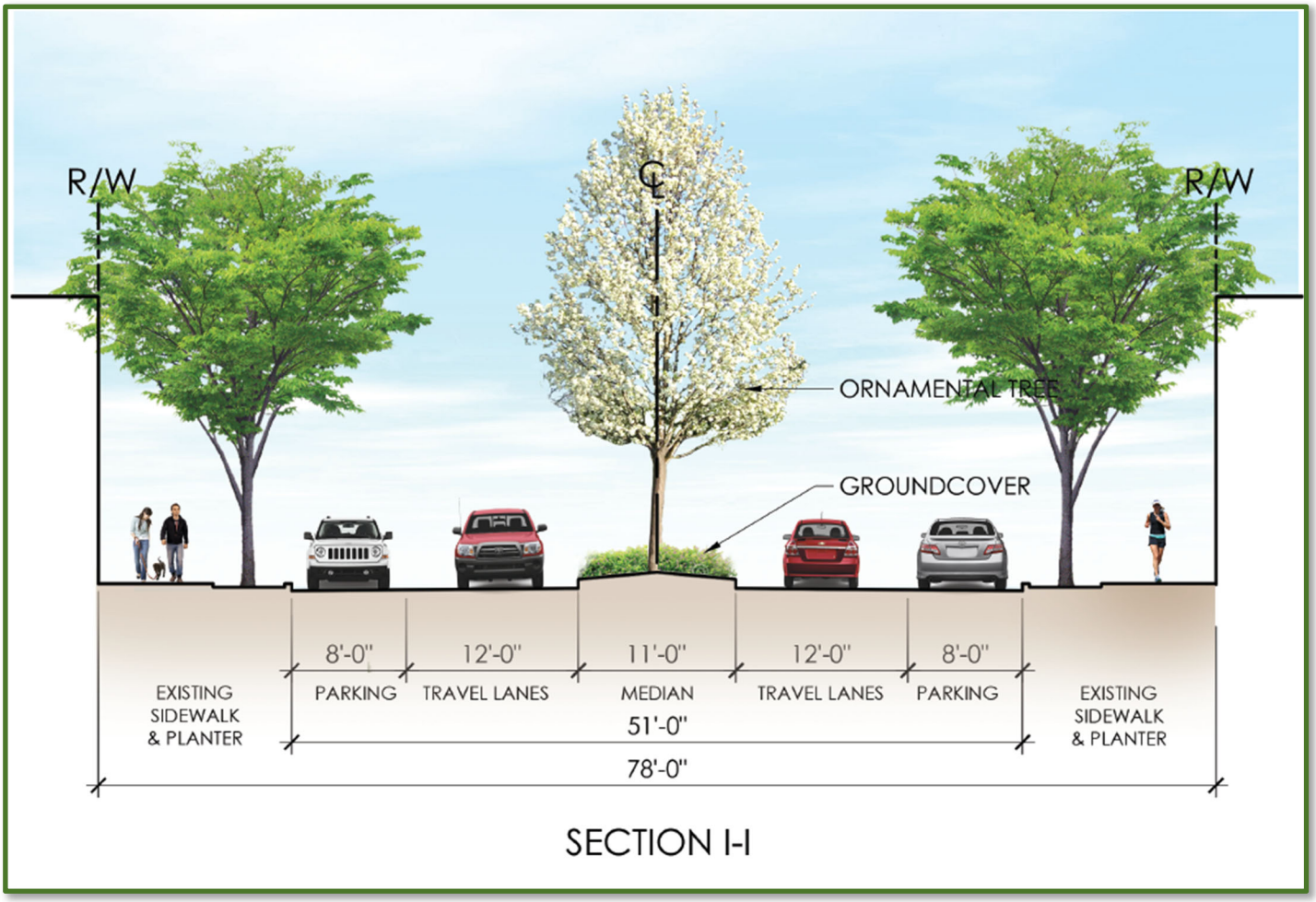


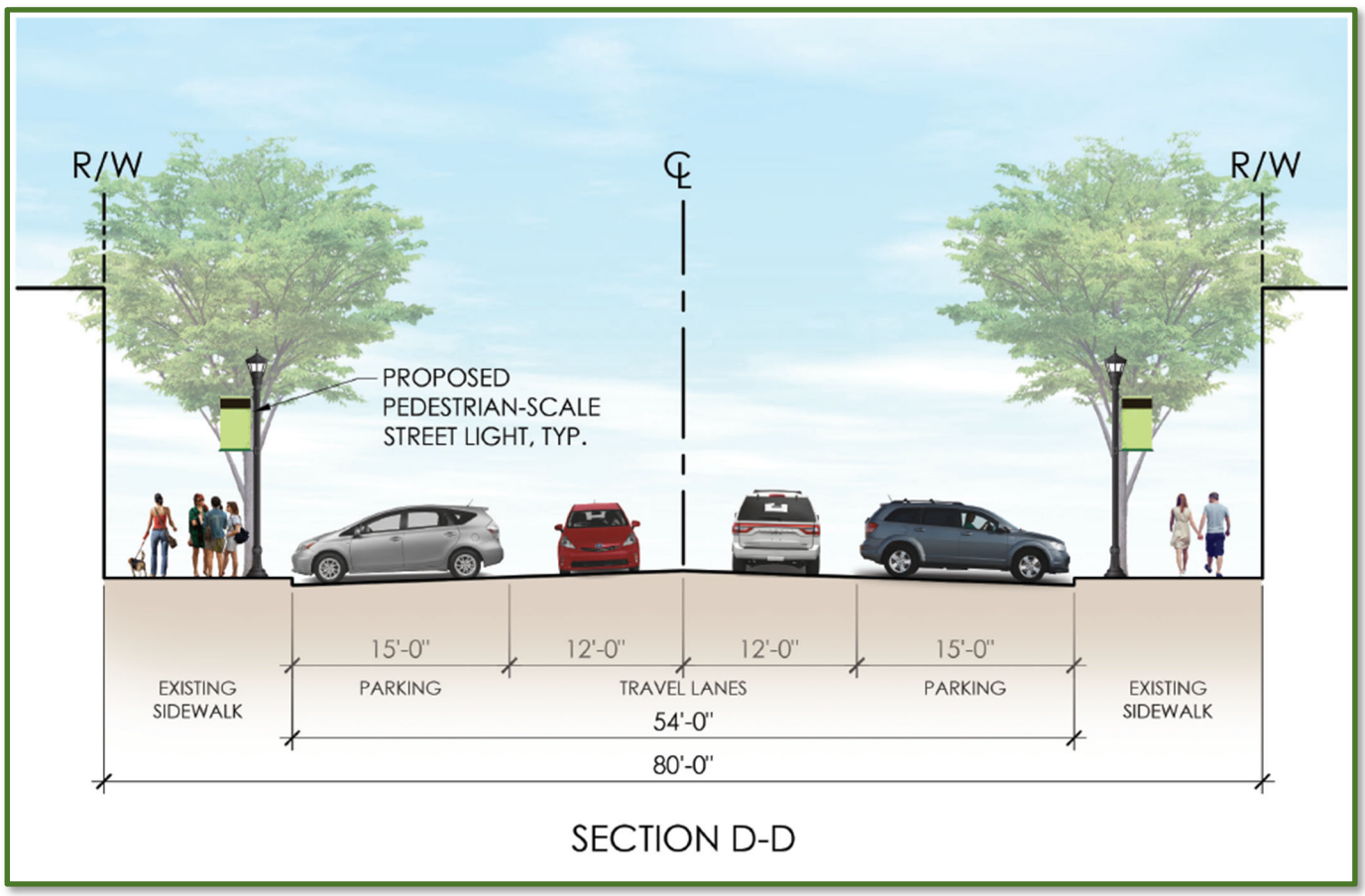
D Street, between 4th Street & 6th Street (see sections E-E & F-F, above): D Street runs North to South in the heart of the downtown business district and is the primary feeder off Yosemite Avenue:

- Enhanced landscape architectural features:
    - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
    - Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera.
- Upgraded roadway facilities:
    - Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
    - RRFB protected crosswalk at D St. and 5th St.

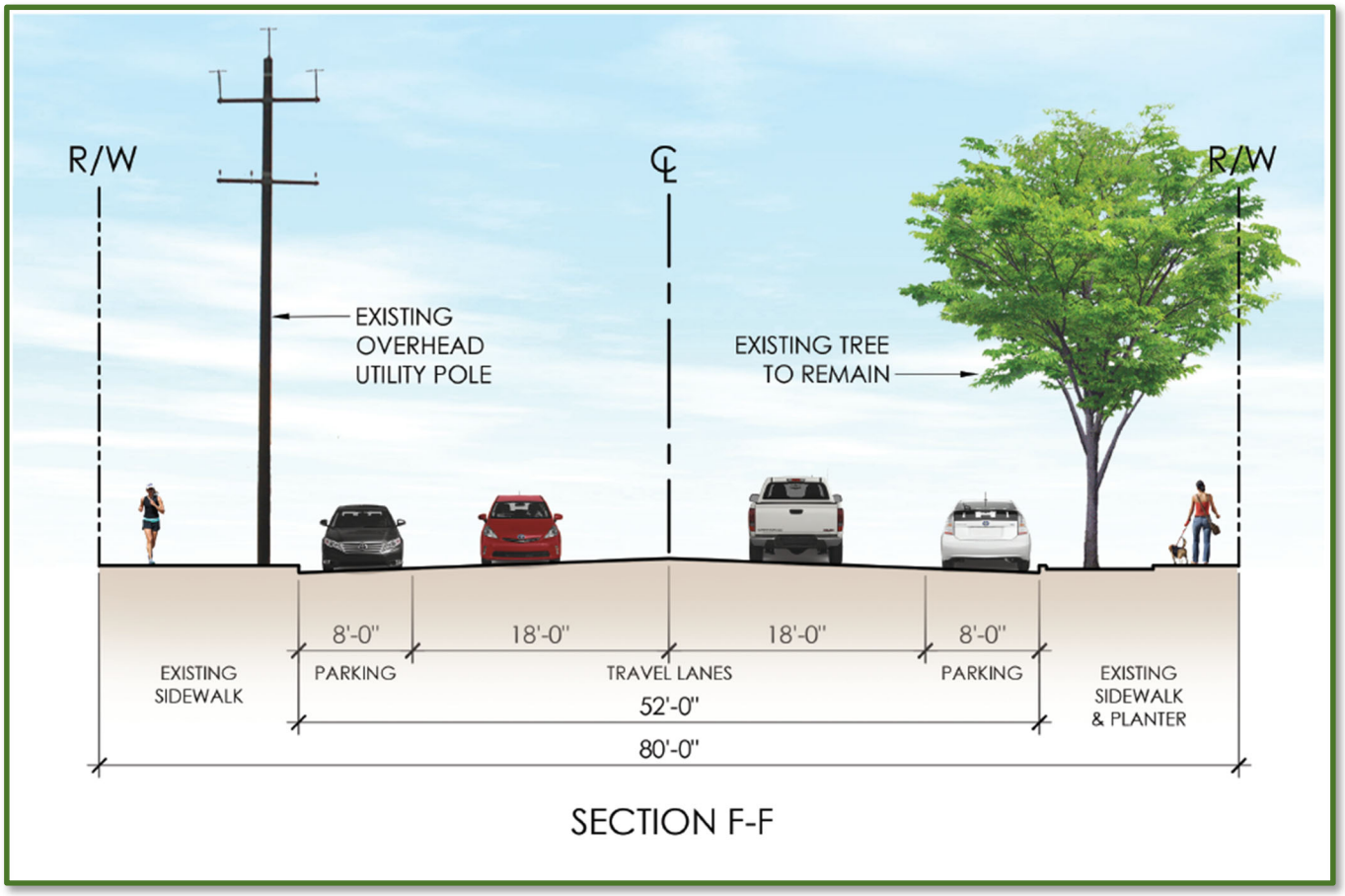
- Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.

- Space Activation:
  - Utilizing bulb-outs at intersection of D St. & 5th St. for additional public space at intersections.
  - Activating 'parklets' at unused space adjacent to diagonal on-street parking between Yosemite Ave & 6th St.




R/W
℄
R/W
PROPOSED
PEDESTRIAN-SCALE
STREET LIGHT, TYP.
15'-0"
12'-0"
12'-0"
15'-0"
EXISTING
SIDEWALK
PARKING
TRAVEL LANES
PARKING
EXISTING
SIDEWALK
54'-0"
80'-0"

SECTION D-D

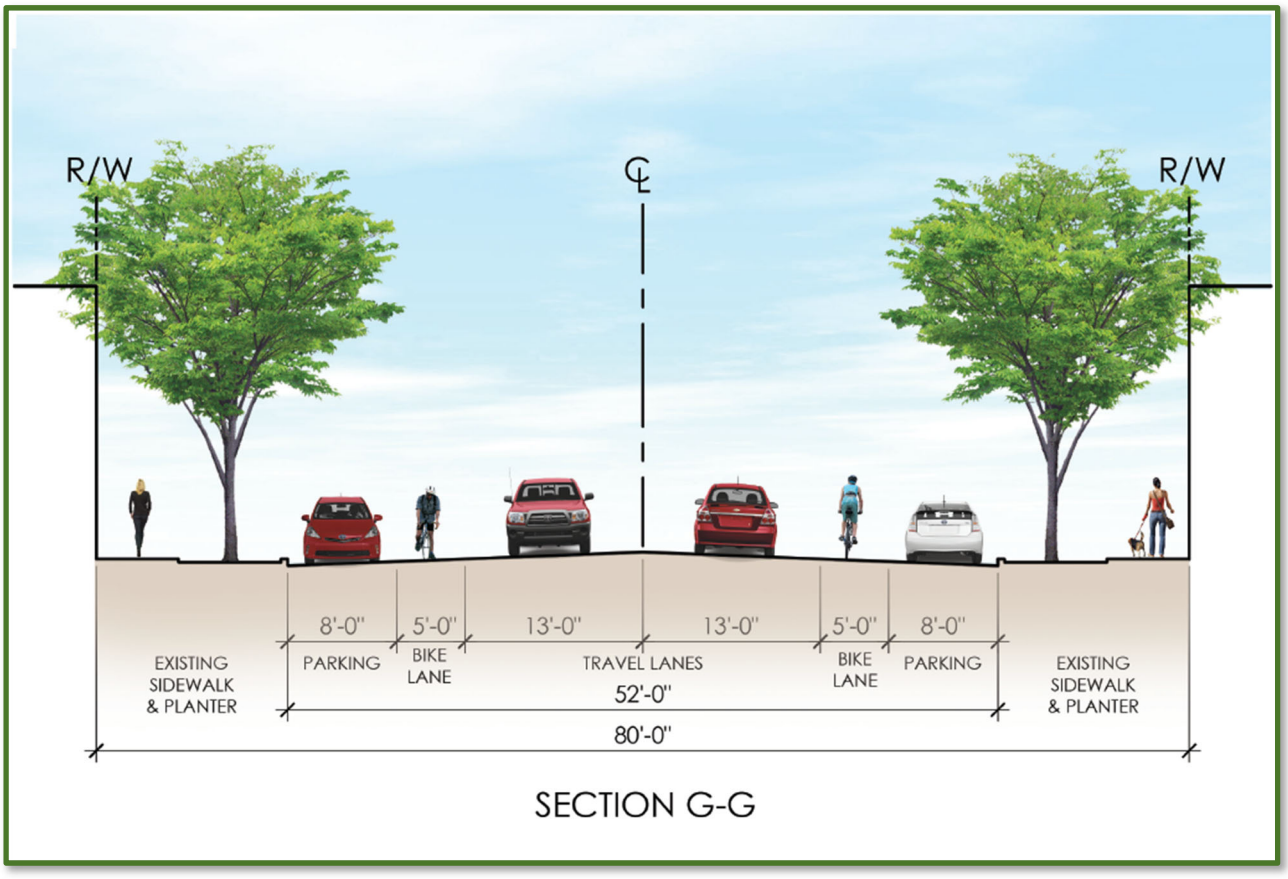


C, B, & A Streets, between 4th Street & 6th Street (see sections I-I, D-D, & F-F, above): To the South, these three streets act run through the business district and provide valuable on-street parking. While to the North, these three streets act as wide residential boulevards that have a great opportunity for enhancements to help slow down traffic and add aesthetic character to the neighborhood:

- Enhanced landscape architectural features:
  - Adding a planted median with ornamental tree, shrub, and groundcover plantings which acts as a pedestrian safe refuge at crosswalks, between 4th St. & 5th St.
  - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
  - Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera in all areas currently without street lighting.
- Upgraded roadway facilities:

- Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
- RRFB protected crosswalk at B St. & Yosemite Ave, as well as A St. & Yosemite Ave.
- Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.

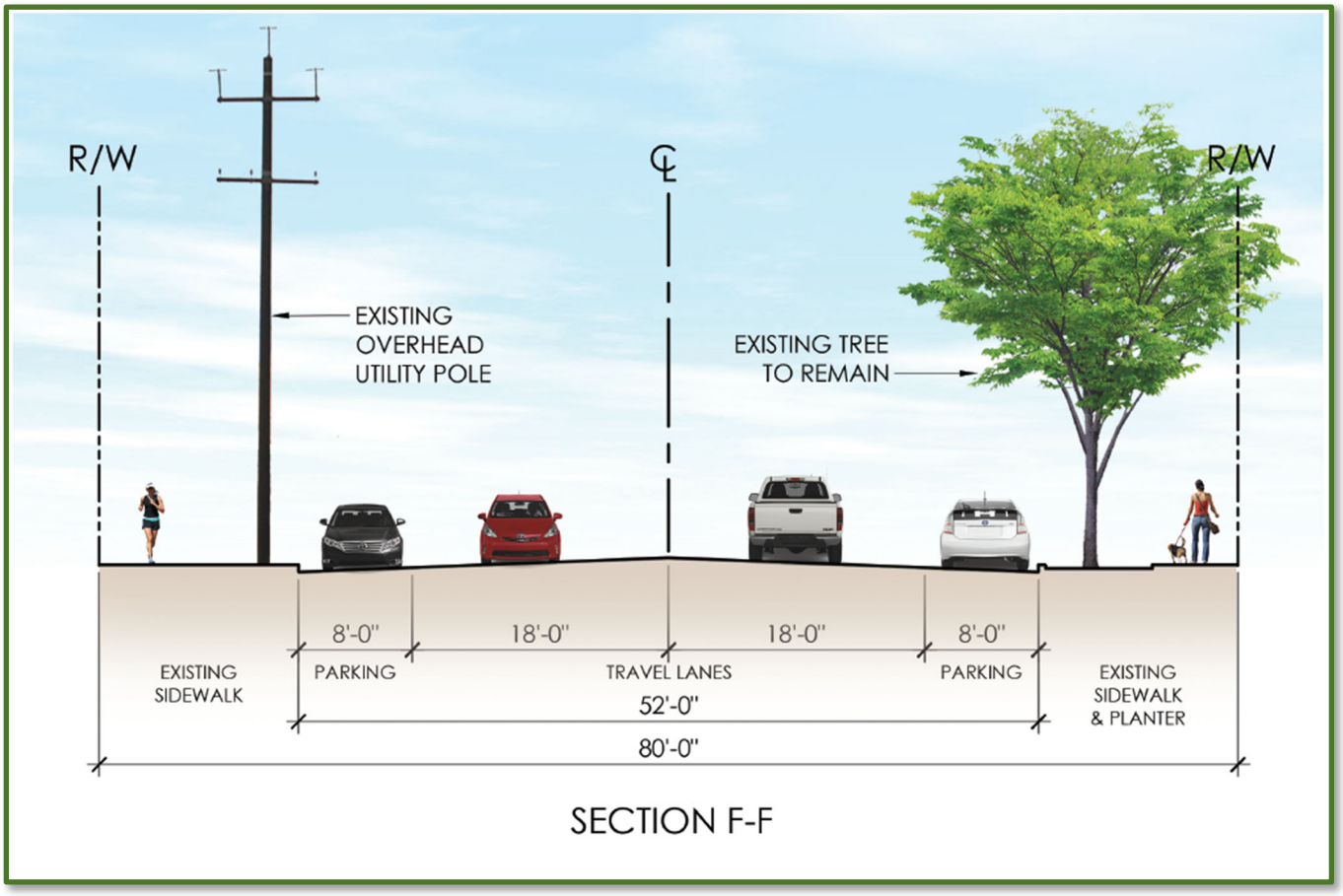
- Space Activation:
  - Utilizing bulb-outs at intersection of C St. & 5th St. for additional public space at intersections.
  - Activating 'parklets' along C St. at unused space adjacent to diagonal on-street parking between 5th St. & 6th St.



Lake Street, between 4th Street & 6th Street (see section G-G, above): Lake Street provides important access to Downtown Madera from the residential district to the North. Reconfiguring a five-way intersection into a four-way intersection will help to improve safety for pedestrians, as well as motorists in along this street:

- Enhanced landscape architectural features:
    - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
    - Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera in all areas currently without street lighting.
- Upgraded roadway facilities:
    - Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.
    - Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
    - Signalizing and reconfiguring the 4th St. and Lake St. intersection to enhance pedestrian and vehicular safety.

- Providing class II bicycle facilities along the entire corridor.



Flume & High Streets, between 4th Street & Yosemite Avenue (see section F-F, above): At the East end of the downtown core, Flume & High Streets serve the area around the John W. Wells Youth Center and Park area.

- Enhanced landscape architectural features:
  - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
  - Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera in all areas currently without street lighting.
- Upgraded roadway facilities:

- Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.
- Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.

6.2 Selected Master Plan

After carefully reviewing steering committee and public feedback, we concluded that a 'road diet' may be an option in the future, if Caltrans abandons use of Yosemite Avenue as SR 145 and transfers ownership back to the City of Madera, but at this time a road diet was not seen as a good option for Yosemite Avenue as SF 145. Concerns about traffic were high with a road diet, as well as concerns about traffic migrating to other streets in the downtown core, in order to avoid a Yosemite 'road diet' entirely.

The selected master plan keeps 4 travel lanes along Yosemite Avenue and adds many improvements that will increase multimodal use, increase pedestrian safety, and add aesthetic enhancements that are desired by the community.

See part of the selected master plan on the next page. The selected master plan can be found in the Appendix.

Selected Master Plan

7. RECOMMENDED POLICIES

7.1 Alley Activation Policies

Traditional alleys are not maintained by the city. Property owners, surrounding an alley, can band together to request repaving and/or alley improvements by the city. An appropriate place to start would be to work with the local planning departments and economic development agency to create improvement guidelines and/or special area ordinances. Improvements within these special areas, to assist in alley activation, may include:

- Wall Murals – Businesses and the city can work together with the local arts council for art in public places.
- Green Alleys – The creation of vertical gardens or drainage improvements would need to be applied to the city at a case by case basis.
- Barricades – Moveable and/or temporary vehicle barricades to use alleys for pedestrian and bike use only during key district events.
- Gathering Space – Utilize alley loaded parking and/or surface storage for outdoor dining or seating spaces. A variance or conditional use permit may be required allowing a waiver of parking requirements and/or accessibility requirements.
- Establishing Alley Names – Establishing names for each alley gives them more credence and connection to the community.
- Utility Improvements – Lighting replacements and improvements to make the alleys more comfortable and aesthetically pleasing, as well as undergrounding of power lines where applicable.

7.2 Maintenance Policies

Traditional downtown cores that provide a welcoming place for people to visit typically require augmented maintenance, due to added and enhanced amenities on offer to the public. This kind of maintenance usually goes beyond what a city would typically provide, therefore business owners may decide to work with the city and an economic development agency to create a special maintenance/management district. Augmented maintenance within these districts may include:

- Trash removal
- Street cleaning

- Sidewalk cleaning
- Management of loudspeaker system
- Landscape maintenance
- Graffiti removal
- Event management

8. IMPLEMENTATION & NEXT STEPS

8.1 Overview of Costs

The proposed project is estimated to cost $27.8 million dollars. The unit costs are based on recent unit costs for similar improvements. The table, on the following page, shows the cost of various project elements.

SR-145 COST ESTIMATE MATRIX

IMPROVEMENTS	STREET: EAST TO WEST				STREET: NORTH TO SOUTH														ADDITIONAL ITEMS					
	4TH STREET	5TH STREET	YOSEMITE AVENUE	6TH STREET	H STREET	G STREET	GATEWAY DRIVE	E STREET	D STREET	C STREET	B STREET	A STREET	LAKE STREET	FLUME STREET	VINEYARD AVENUE	HIGH STREET	INTERSECTIONS	Total	MISC ITEMS (10%)	MOBILIZATION (10%)	CONTINGENCY (30%)	TOTAL ELEMENT (THOUSAND)	SOFT COSTS (25%) (THOUSAND)	GRAND TOTAL PER ELEMENT (THOUSAND)
NUMBER OF INTERSECTIONS	9	10	12	10	2	4	4	4	4	4	4	4	4	3	2	2	-							
CONCRETE SIDEWALK[1]	313	336	477	488	21	70	157	197	140	140	144	140	146	98	78	48	1319	4,310	431	431	1,293	6,464	1,616	8,080
CURB AND GUTTER[2]	84	115	119	107	6	11	34	60	44	53	36	35	36	24	17	12	270	1,064	106	106	319	2,661	665	3,326
MEDIAN CURB[3]	0	0	24	0	0	12	0	0	0	11	11	10	0	0	0	0	2	70	7	7	21	175	44	219
STAMPED AC	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	234	237	24	24	71	593	148	741
SLURRY SEAL	160	60	230	0	0	40	0	30	40	0	40	20	20	40	0	0	140	820	82	82	246	2,050	513	2,563
HOT MIX ASPHALT[4]	18	161	0	298	0	0	102	32	33	97	25	66	65	0	33	0	168	1,098	110	110	330	2,746	687	3,433
TRAFFIC STRIPES AND PAVEMENT MARKINGS	38	75	50	39	0	2	35	8	10	10	4	4	15	2	2	0	81	373	37	37	112	932	233	1,165
TREES	9	0	32	26	0	0	6	3	0	3	3	3	0	0	0	0	0	84	8	8	25	210	53	263
LANDSCAPE/IRRIGATION[5]	113	109	113	0	0	101	0	60	27	110	61	59	0	0	0	0	1316	2,069	207	207	621	5,172	1,293	6,465
SOUND SYSTEM SPEAKERS	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	2	5	45	11	56
REMOVE EXISTING STREET LIGHTING	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	17	65	6	6	19	161	40	202
COBRA/DECORATIVE STREET LIGHTING	104	92	564	230	35	46	23	35	46	23	69	92	69	46	23	35	610	2,139	214	214	642	5,348	1,337	6,684
HAWK SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	200	20	20	60	500	125	625
RECTANGULAR RAPID FLASHING BEACONS	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	350	400	40	40	120	1,000	250	1,250
SIGNAL MODIFICATION[6]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	256	256	26	26	77	640	160	800
RAILROAD WARNING DEVICE MODIFICATION	0	0	200	200	0	0	0	0	0	0	0	0	0	0	0	0	0	400	40	40	120	1,000	250	1,250
DRAINAGE (8%)	67	76	154	111	5	23	29	34	27	36	32	34	28	17	12	8	397	1,089	109	109	327	2,723	681	3,403
MISC ITEMS (10%)	84	95	193	139	6	28	36	42	34	45	39	43	35	21	15	9	496	1,361		136	408	-	-	
MOBILIZATION (10%)	99	112	228	164	7	33	42	50	40	53	46	51	41	25	18	11	586	1,606	161	-	482	-	-	
CONTINGENCY (30%)	326	369	751	541	24	110	139	165	132	174	153	167	137	82	59	37	1933	5,298	530	530	-	-	-	
TOTAL STREET (THOUSAND)	1,413	1,600	3,252	2,343	104	475	603	716	573	753	663	725	592	354	257	159	8,374		GRAND TOTAL FOR WHOLE PROJECT					23,336
SOFT COST (THOUSAND)	353	400	813	586	26	119	151	179	143	188	166	181	148	88	64	40	2,094							4,488
GRAND TOTAL PER STREET (THOUSAND)	1,766	2,000	4,065	2,929	130	594	754	894	716	941	828	907	740	442	322	198	10,468							27,824

(1) Includes: Roadway excavation for bulbout locations
(2) Includes: Removal of existing curb and gutter
(3) Includes: Roadway excavation for new medians
(4) Includes: Cold plane
(5) Does not include: Trees
(6) Includes Loop Modifications/Replacements

The following are assumptions that were made for the different items within the estimate:

- The concrete sidewalk quantity includes new sidewalk within bulb-out locations, missing segments, and 30% of all existing sidewalk assumed to need replacement to meet ADA compliance. An audit will need to be performed to ensure all pedestrian paths and facilities are ADA compliant. The concrete sidewalk pricing also includes the cost for the roadway excavations for the proposed bulb-out locations.
- The curb and gutter pricing includes the cost for new curb and gutter and the removal of the existing curb and gutter.
- The median curb pricing includes the cost for the roadway excavation for the new medians.
- The hot mix asphalt pricing includes the cost for a 2" cold plane of the existing HMA.
- The landscaping/irrigation pricing accounts for the costs for the vegetation and irrigation necessary for the areas. This price does not include any new trees. Trees were separated out of the landscaping/irrigation item and are a stand-alone item.
- It is assumed that Right of Way will not need to be acquired. The cost estimate matrix has been developed to easily determine the construction costs of the individual elements or an entire street.

Total Cost for Project Element

For the cost of an individual item (i.e. concrete sidewalk) for the entire study area, look to the farthest right, as seen in the dark purple box.

SR-145 COST ESTIMATE MATRIX

IMPROVEMENTS	STREET: EAST TO WEST: 4TH STREET	5TH STREET	YOSEMITE AVENUE	6TH STREET	STREET: NORTH TO SOUTH: H STREET	G STREET	GATEWAY DRIVE	E STREET	D STREET	C STREET	B STREET	A STREET	LAKE STREET	FLUME STREET	VINEYARD AVENUE	HIGH STREET	INTERSECTIONS	Total	ADDITIONAL ITEMS: MISC. ITEMS (10%)	MOBILIZATION (10%)	CONTINGENCY (30%)	TOTAL ELEMENT (THOUSAND)	SOFT COSTS (25%) (THOUSAND)	GRAND TOTAL PER ELEMENT (THOUSAND)
NUMBER OF INTERSECTIONS	9	10	12	10	2	4	4	4	4	4	4	4	4	3	2	2	-							
CONCRETE SIDEWALK[1]	313																48	1319	4,310	431	431	1,293	6,464	1,616	8,080
CURB AND GUTTER[2]	84	115	119	107	6	11	34	60	44	53	36	35	36	24	17	12	270	1,064	106	106	319	2,661	665	3,326
MEDIAN CURB[3]	0	0	24	0	0	12	0	0	0	11	11	10	0	0	0	0	2	70	7	7	21	175	44	219
STAMPED AC	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	234	237	24	24	71	593	148	741
SLURRY SEAL	160	60	230	0	0	40	0	30	40	0	40	20	20	40	0	0	140	820	82	82	246	2,050	513	2,563
HOT MIX ASPHALT[4]	18	161	0	298	0	0	102	32	33	97	25	66	65	0	33	0	168	1,098	110	110	330	2,746	687	3,433
TRAFFIC STRIPES AND PAVEMENT MARKINGS	38	75	50	39	0	2	35	8	10	10	4	4	15	2	2	0	81	373	37	37	112	932	233	1,165
TREES	9	0	32	26	0	0	6	3	0	3	3	3	0	0	0	0	0	84	8	8	25	210	53	263
LANDSCAPE/IRRIGATION[5]	113	109	113	0	0	101	0	60	27	110	61	59	0	0	0	0	1316	2,069	207	207	621	5,172	1,293	6,465
SOUND SYSTEM SPEAKERS	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	2	5	45	11	56
REMOVE EXISTING STREET LIGHTING	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	17	65	6	6	19	161	40	202
COBRA/DECORATIVE STREET LIGHTING	104	92	564	230	35	46	23	35	46	23	69	92	69	46	23	35	610	2,139	214	214	642	5,348	1,337	6,684
HAWK SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	200	20	20	60	500	125	625
RECTANGULAR RAPID FLASHING BEACONS	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	350	400	40	40	120	1,000	250	1,250
SIGNAL MODIFICATION[6]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	256	256	26	26	77	640	160	800
RAILROAD WARNING DEVICE MODIFICATION	0	0	200	200	0	0	0	0	0	0	0	0	0	0	0	0	0	400	40	40	120	1,000	250	1,250
DRAINAGE (8%)	67	76	154	111	5	23	29	34	27	36	32	34	28	17	12	8	397	1,089	109	109	327	2,723	681	3,403
MISC ITEMS (10%)	84	95	193	139	6	28	36	42	34	45	39	43	35	21	15	9	496	1,361		136	408	-	-	
MOBILIZATION (10%)	99	112	228	164	7	33	42	50	40	53	46	51	41	25	18	11	586	1,606	161	-	482	-	-	
CONTINGENCY (30%)	326	369	751	541	24	110	139	165	132	174	153	167	137	82	59	37	1933	5,298	530	530		-	-	
TOTAL STREET (THOUSAND)	1,419	1,600	3,252	2,343	104	475	603	716	573	753	663	725	592	354	257	159	8,374							23,336
SOFT COST (THOUSAND)	353	400	813	586	26	119	151	179	143	188	166	181	148	88	64	40	2,094							4,488
GRAND TOTAL PER STREET (THOUSAND)	1,766	2,000	4,065	2,929	130	594	754	894	716	941	828	907	740	442	322	198	10,468		GRAND TOTAL FOR WHOLE PROJECT						27,824

(1) Includes: Roadway excavation for bulbout locations
(2) Includes: Removal of existing curb and gutter
(3) Includes: Roadway excavation for new medians
(4) Includes: Cold plane
(5) Does not include: Trees
(6) Includes Loop Modifications/Replacements

Total Cost for an Entire Street

For the cost for an entire street, look to the last row.

SR-145 COST ESTIMATE MATRIX

IMPROVEMENTS	STREET: EAST TO WEST: 4TH STREET	5TH STREET	YOSEMITE AVENUE	6TH STREET	STREET: NORTH TO SOUTH: H STREET	G STREET	GATEWAY DRIVE	E STREET	D STREET	C STREET	B STREET	A STREET	LAKE STREET	FLUME STREET	VINEYARD AVENUE	MEDI STREET	INTERSECTIONS	Total	ADDITIONAL ITEMS: MISC. ITEMS (10%)	MOBILIZATION (10%)	CONTINGENCY (30%)	TOTAL ELEMENT (THOUSAND)	SOFT COSTS (25%) (THOUSAND)	GRAND TOTAL PER ELEMENT (THOUSAND)
NUMBER OF INTERSECTIONS	9	10	12	10	2	4	4	4	4	4	4	4	4	3	2	2	-							
CONCRETE SIDEWALK[1]	313	336	477	488	21	70	157	197	140	140	144	140	146	98	78	48	1319	4,310	431	431	1,293	6,464	1,616	8,080
CURB AND GUTTER[2]	84	115	119	107	6	11	34	60	44	53	36	35	36	24	17	12	270	1,064	106	106	319	2,661	665	3,326
MEDIAN CURB[3]	0		24	0	0	12	0	0	0	11	11	10	0	0	0	0	2	70	7	7	21	175	44	219
STAMPED AC	0		3	0	0	0	0	0	0	0	0	0	0	0	0	0	234	237	24	24	71	593	148	741
SLURRY SEAL	160		230	0	0	40	0	30	40	0	40	20	20	40	0	0	140	820	82	82	246	2,050	513	2,563
HOT MIX ASPHALT[4][5]	18		0	298	0	0	102	32	33	97	25	66	65	0	33	0	168	1,098	110	110	330	2,746	687	3,433
TRAFFIC STRIPES AND PAVEMENT MARKINGS	38		50	39	0	2	35	8	10	10	4	4	15	2	2	0	81	373	37	37	112	932	233	1,165
TREES	9		32	26	0	0	6	3	0	3	3	3	0	0	0	0	0	84	8	8	25	210	53	263
LANDSCAPE/IRRIGATION[5]	113		113	0	0	101	0	60	27	110	61	59	0	0	0	0	1316	2,069	207	207	621	5,172	1,293	6,465
SOUND SYSTEM SPEAKERS	0		18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	2	5	45	11	56
REMOVE EXISTING STREET LIGHTING	0		48	0	0	0	0	0	0	0	0	0	0	0	0	0	17	65	6	6	19	161	40	202
COBRA/DECORATIVE STREET LIGHTING	104		564	230	35	46	23	35	46	23	69	92	69	46	23	35	610	2,139	214	214	642	5,348	1,337	6,684
HAWK SYSTEM	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	200	20	20	60	500	125	625
RECTANGULAR RAPID FLASHING BEACONS	0		50	0	0	0	0	0	0	0	0	0	0	0	0	0	350	400	40	40	120	1,000	250	1,250
SIGNAL MODIFICATION[6]	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	256	256	26	26	77	640	160	800
RAILROAD WARNING DEVICE MODIFICATION	0		200	200	0	0	0	0	0	0	0	0	0	0	0	0	0	400	40	40	120	1,000	250	1,250
DRAINAGE (8%)	67		154	111	5	23	29	34	27	36	32	34	28	17	12	8	397	1,089	109	109	327	2,723	681	3,403
MISC ITEMS (10%)	84		193	139	6	28	36	42	34	45	39	43	35	21	15	9	496	1,361		136	408	-	-	
MOBILIZATION (10%)	99		228	164	7	33	42	50	40	53	46	51	41	25	18	11	586	1,606	161	-	482	-	-	
CONTINGENCY (30%)	326	369	751	541	24	110	139	165	132	174	153	167	137	82	59	37	1933	5,298	530	530	-	-	-	
TOTAL STREET (THOUSAND)	1,413	1,600	3,252	2,343	104	475	603	716	573	753	663	725	592	354	257	159	8,374							23,336
SOFT COST (THOUSAND)	353	400	813	586	26	119	151	179	143	188	166	181	148	88	64	40	2,094							4,488
GRAND TOTAL PER STREET (THOUSAND)	1,766	2,000	4,065	2,929	130	594	754	894	716	941	828	907	740	442	322	198	10,468							27,824

GRAND TOTAL FOR WHOLE PROJECT

(1) Includes: Roadway excavation for bulbout locations
(2) Includes: Removal of existing curb and gutter
(3) Includes: Roadway excavation for new medians
(4) Includes: Cold plane
(5) Does not include: Trees
(6) Includes Loop Modifications/Replacements

Cost for an Element on a Street

For the cost of an element on a specific street, look to the intersecting cell.

SR-145 COST ESTIMATE MATRIX

IMPROVEMENTS	STREET: EAST TO WEST: 4TH STREET	5TH STREET	YOSEMITE AVENUE	6TH STREET	STREET: NORTH TO SOUTH: H STREET	G STREET	GATEWAY DRIVE	E STREET	D STREET	C STREET	B STREET	A STREET	LAKE STREET	FLUME STREET	VINEYARD AVENUE	MEDI STREET	INTERSECTIONS	Total	ADDITIONAL ITEMS: MISC. ITEMS (10%)	MOBILIZATION (10%)	CONTINGENCY (30%)	TOTAL ELEMENT (THOUSAND)	SOFT COSTS (25%) (THOUSAND)	GRAND TOTAL PER ELEMENT (THOUSAND)
NUMBER OF INTERSECTIONS	9	10	12	10	2	4	4	4	4	4	4	4	4	3	2	2	-							
CONCRETE SIDEWALK[1]	313	336	477	488	21	70	157	197	140	140	144	140	146	98	78	48	1319	4,310	431	431	1,293	6,464	1,616	8,080
CURB AND GUTTER[2]	84	115	119	107	6		34	60	44	53	36	35	36	24	17	12	270	1,064	106	106	319	2,661	665	3,326
MEDIAN CURB[3]	0	0	24	0	0		0	0	0	11	11	10	0	0	0	0	2	70	7	7	21	175	44	219
STAMPED AC	0	0	3	0	0		0	0	0	0	0	0	0	0	0	0	234	237	24	24	71	593	148	741
SLURRY SEAL	160	60	230	0	0		0	30	40	0	40	20	20	40	0	0	140	820	82	82	246	2,050	513	2,563
HOT MIX ASPHALT[4][5]	18	161	0	298	0		102	32	33	97	25	66	65	0	33	0	168	1,098	110	110	330	2,746	687	3,433
TRAFFIC STRIPES AND PAVEMENT MARKINGS	38	75	50	39	0		35	8	10	10	4	4	15	2	2	0	81	373	37	37	112	932	233	1,165
TREES	9	0	32	26	0		6	3	0	3	3	3	0	0	0	0	0	84	8	8	25	210	53	263
LANDSCAPE/IRRIGATION[5]	113					101	0	60	27	110	61	59	0	0	0	0	1316	2,069	207	207	621	5,172	1,293	6,465
SOUND SYSTEM SPEAKERS	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	2	5	45	11	56
REMOVE EXISTING STREET LIGHTING	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	17	65	6	6	19	161	40	202
COBRA/DECORATIVE STREET LIGHTING	104	92	564	230	35	46	23	35	46	23	69	92	69	46	23	35	610	2,139	214	214	642	5,348	1,337	6,684
HAWK SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	200	20	20	60	500	125	625
RECTANGULAR RAPID FLASHING BEACONS	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	350	400	40	40	120	1,000	250	1,250
SIGNAL MODIFICATION[6]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	256	256	26	26	77	640	160	800
RAILROAD WARNING DEVICE MODIFICATION	0	0	200	200	0	0	0	0	0	0	0	0	0	0	0	0	0	400	40	40	120	1,000	250	1,250
DRAINAGE (8%)	67	76	154	111	5	23	29	34	27	36	32	34	28	17	12	8	397	1,089	109	109	327	2,723	681	3,403
MISC ITEMS (10%)	84	95	193	139	6	28	36	42	34	45	39	43	35	21	15	9	496	1,361		136	408	-	-	
MOBILIZATION (10%)	99	112	228	164	7	33	42	50	40	53	46	51	41	25	18	11	586	1,606	161	-	482	-	-	
CONTINGENCY (30%)	326	369	751	541	24	110	139	165	132	174	153	167	137	82	59	37	1933	5,298	530	530	-	-	-	
TOTAL STREET (THOUSAND)	1,413	1,600	3,252	2,343	104	475	603	716	573	753	663	725	592	354	257	159	8,374							23,336
SOFT COST (THOUSAND)	353	400	813	586	26	119	151	179	143	188	166	181	148	88	64	40	2,094							4,488
GRAND TOTAL PER STREET (THOUSAND)	1,766	2,000	4,065	2,929	130	594	754	894	716	941	828	907	740	442	322	198	10,468							27,824

GRAND TOTAL FOR WHOLE PROJECT

(1) Includes: Roadway excavation for bulbout locations
(2) Includes: Removal of existing curb and gutter
(3) Includes: Roadway excavation for new medians
(4) Includes: Cold plane
(5) Does not include: Trees
(6) Includes Loop Modifications/Replacements

8.3 Funding Sources

The projects identified in this plan are eligible for funding from various local, state, and federal programs. These programs will leverage the work done by the City, stakeholders, and the community to design and construct project improvements. This section discusses these various programs and anticipated Calls for Projects as well as key grant application components.

8.3a Grant Funding Programs

Measure T:

In November 2006, Madera County voters approved the extension of the ½ cent sales tax, named Measure T. Measure T is projected to generate more than $213 million over its 20-year lifecycle that can be used to fund the design, right of way acquisition, and construction of transportation projects in Madera County. Measure T consists of several programs. 51% of funds go towards the Commute Corridors/Farm to Market Program (Regional Transportation Program) and are directed to meet the improvement needs of regional streets and highway. 44% of funds go towards the Safe Routes to School and Jobs Program (Local Transportation Program) and are directed toward rehabilitating aged local systems, and could be applied to increase road capacity, provide for pedestrian/bicycle improvements, and public transit enhancements or for other transportation improvements. 2% of funds go towards the Transit Enhancement Program and are directed toward expanding or enhancing public transit programs that address the transit dependent population. 2% of funds go towards the Environmental Enhancement Program and are directed toward improving air quality and the environment such as pedestrian and bicycle facilities.

The City could elect to apply future Measure T program funds towards the implementation of this project. Potential options include using Regional Transportation Program funds for pavement rehabilitation and signal improvements on SR 145. Local Transportation Program funds can be used for pavement rehabilitation of for roadways other than SR 145, sidewalks, bulb-outs, crosswalks, pedestrian actuated-crossings, bicycle facilities, traffic signals, and landscape enhancements. Transit Enhancement funds could be used for improved bus stops and Environmental Enhancement Program funds could be used for bicycle facilities, sidewalks, crosswalks, bulb-outs, and landscape and street trees.

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Enhanced Infrastructure Financing Districts (EIFDs)
The Enhanced Infrastructure Financing District (EIFD) was created by Senate Bill 628 and is relatively new funding mechanism to serve as a post Redevelopment tool. An EIFD is tax increment financing mechanism that funds a wide array of infrastructure projects. EIFD revenues be used to fund ongoing maintenance and operations. An area designated for an EIFD does not have to meet stringent qualifying criteria. An EIFD is created by a Joint Powers Authority (JPA) consisting of the involved local agencies, such as the City and County. The JPA develops the Financing Plan that includes tax increment, assessment revenues, fees, and other sources such as state and federal grants. No public vote is required to establish an EIFD. To issue debt, a 55 percent vote of the EIFD's registered voters is required. The City would need to determine the percent of property tax increment that the City (and other cooperating agencies) controls, and the magnitude of tax increment that could be generated over time, in order to evaluate the potential efficacy of establishing an EIFD. The EIFD revenues can fund the proposed sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, pavement rehabilitations, landscape and street trees, and traffic signals.

Business Improvement District:
A Business Improvement District (BID) is a common type of self-taxing Special Assessment District that assesses business and/or property owners to fund maintenance, marketing, and other activities, including improvements. To establish a BID, the City must adopt a resolution of intention. The BID is established if the resolution of intention is not protested by a majority of the affected taxpayers. Once formed, the BID is limited to those types of improvements or activities that were specified upon formation. A standard BID assesses the businesses located within the district. A property-based business improvement district (PBID) assesses the owners of property within the district. Prior to initiating the formation process, the City will want to discuss the BID/PBID with local businesses or property owners would be supportive of the self-assessment. BID and PBID funds can be used for the construction and maintenance of landscaping and pedestrian improvements. *Community Development Block Grant:*
The City participates in the Community Development Block Grant (CDBG) entitlement program. The Department of Housing and Urban Development (HUD) offers CDBG grants that can support a wide array of infrastructure improvements that provides benefit to low- and moderate-income persons, prevent or eliminate slums or blight, and help to remediate urgent threats to the health or welfare of the community for which other funds are not available. Improvements that are eligible for CDBG funding include sidewalks, bulb-outs, crosswalks, pedestrian actuated

crossings, bicycle facilities, pavement rehabilitations, landscaping and street trees, and traffic signals. The City's CDBG Commission determines which Public Services and Capital Projects/Public Improvements projects receive CDBG funds for each fiscal year. The City could submit eligible projects to the CDBG Commission for approval and inclusion in future CDBG Action Plans.

Road Maintenance and Rehabilitation Account:
Senate Bill 1 (SB 1) dedicated approximately $1.5 billion per year in new formula revenues, Road Maintenance and Rehabilitation Account (RMRA), apportioned by the State Controller to cities and counties for road maintenance and rehabilitation, safety projects, grade separations, complete streets components, and traffic control devices. Each year, cities and counties must submit a proposed project list adopted at a regular meeting by their council that is then submitted to the California Transportation Commission. The funds can be programmed to eligible projects at the City's discretion.

The City could elect to program future fiscal year RMRA funds for improvements within the study area. Eligible improvements include sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, pavement rehabilitations, and traffic signals.

Highway User Tax Account:
Similar to RMRA funds, the Highway User Tax Account (HUTA) are State gasoline and diesel tax revenues are apportioned by the State Controller to cities and counties for design, construction, maintenance, and operation of public streets and highways. Funds are distributed to cities by population. HUTA funds can be programmed by the City for the design and construction of sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, pavement rehabilitations, and traffic signals.

Transportation Development Act:
The Transportation Development Act (TDA) was signed by the Governor on November 4, 1971 and became effective July 1, 1972. The TDA provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). The LTF is derived from ¼ percent of the 7½ percent statewide general sales tax and returned to the County in which it was collected. The STA funds are derived from statewide sales tax on diesel fuel and returned to each county based on a formula of population and fare revenues. TDA provides transportation revenues to local jurisdictions for the development and support of public

transportation. TDA also provides some funding for bicycle and pedestrian projects and when certain conditions are met, streets and roads. The main purpose and priority of TDA, however, is to provide funding for public transportation. MCTC is responsible for the administration and distribution of funds to local TDA recipients, including the City. The City can apply for LTF funds for the design and construction of bicycle and pedestrian facilities and bus stops and STA funds for delivery of bus stops within the project.

Local Partnership Program:
The Local Partnership Program (LPP) was created by the Road Repair and Accountability Act of 2017 (Senate Bill 1). The program receives $200,000,000 annually from Senate Bill 1 (SB 1) to fund road maintenance and rehabilitation with a 15-year design life, sound walls, and other transportation improvement projects as well as reduce Vehicle Miles Traveled (VMT). LPP is comprised of two components; Formulaic and Competitive. The funding split between the two components is anticipated to be 60% Formulaic and 40% Competitive. Formulaic funds are distributed by formula to regional, transit, and local agencies that have passed a dedicated transportation sales tax or toll and are distributed in proportion based on the county's population. Competitive component funds are eligible for agencies with voter approved taxes, tolls, and fees, or with imposed fees dedicated solely to transportation. LPP is on a two-year cycle, with the Formulaic Component Cycle 3 and Competitive Component Cycle 2 applications due in June 2020.

The City's project is eligible for both Formulaic and Competitive funds due to Measure T and the Streets DIF. The City can discuss the opportunity of receiving Formulaic Cycle 3 or 4 funds from MCTC and/or submit an application for Competitive Component Cycle 2. Eligible project components include sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, pavement rehabilitations, and traffic signals.

Urban Greening Grant:
California voters passed the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of in November 2006. These Proposition 68 bond funds are administered by the California Natural Resources Agency. The Urban Greening Grant Program funds projects that reduce greenhouse gas emissions by sequestering carbon, decreasing energy consumption and reducing VMT. Urban Greening Grant funds projects that increased non-motorized access to community destinations concurrently with improving water quality and

stormwater management, as well as the planting of shade trees. A minimum of 25% of the funds must go towards disadvantaged communities. The last programming cycle, Round 3, funded 11 projects totaling $19,000,000.

The Urban Greening Grant Round 4 is anticipated to be announced in March 2020. The City could submit an application to fund landscape and street trees and bicycle and pedestrian facilities within the project area.

Congestion Mitigation and Air Quality:
The Congestion Mitigation and Air Quality Improvement (CMAQ) Program is to fund transportation projects or programs that will contribute to attainment of maintenance of National Ambient Air Quality Standards (NAAQS). The program was first implemented under the Clean Air Act Amendments of 1990 to support surface transportation projects and other related efforts that improve air quality and provide congestion relief. Funding can be expended on projects that reduce ozone precursor emissions, (including nitrogen oxides (NOx) and volatile organic compounds (VOC)), carbon monoxide (CO), and particulate matter (PM) emissions or PM precursor emissions from transportation. This program will also assist in meeting the intent of SB 375, also known as the Sustainable Communities Protection Act of 2008. MCTC, acting in its role as a Metropolitan Planning Organization (MPO), programs CMAQ funds for projects within the County. MCTC issues a call for projects every other year for CMAQ funds. For the most recent, 2019 Cycle, MCTC made 85% of CMAQ competitively available and 15% of the funds were apportioned to each local jurisdiction.

The next call for projects is anticipated in Summer 2021. The City could elect to submit an application for CMAQ-eligible improvements including sidewalk improvements, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, and transit facilities. These improvements in the project area reduce traffic congestion and improve air quality.

Surface Transportation Block Grant:
The Surface Transportation Block Grant (STBG) program, also referred to as the Regional Surface Transportation Program (RSTP), was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. RSTP funds originate from the federal gasoline excise tax. The State distributes the funds to regional agencies and counties based on population. For Madera County, the funds are

distributed to MCTC for allocation. This program provides flexible funding that may be used by state and local agencies for projects to preserve and improve the conditions and performance on any Federal aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital and intercity passenger projects. MCTC is also permitted to participate in an exchange of these federal funds to non-federal State Highway Account funds, which can reduce administrative burdens. MCTC accepts applications annually for RSTP funds.

In any year, the City can submit an application for RSTP funds for the design and construction of various projects of this study. This includes sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, pavement rehabilitations, landscaping and street trees, and traffic signals. The application will include project name, project description, category of eligibility, and the estimated amount of funds to be expended.

Active Transportation Program:
The Active Transportation Program (ATP) was created by Senate Bill 99 to encourage increased use of active modes of transportation, such as walking and biking. ATP consolidates funding from various transportation programs at both the State and federal level, including the federal Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), State Safe Routes to School, and SB 1. ATP consists of three components: the Statewide competition (50%), Metropolitan Planning Organization (MPO) projects for regions with 200,000 or more residents (40%), and small urban and rural regions with populations of less than 200,000 (10%). A minimum of 25% of the funds must go towards disadvantaged communities. The program can fund both the design and construction of capital improvements as well as non-infrastructure projects. Calls for Projects occur every other year. The most recent programming cycle, Cycle 4, awarded $237,566,000 in funds through the Statewide competition, $174,885,000 in funds through the MPO component, and $43,756,000 through the small urban and rural component.

The next Call for Projects, Cycle 5, is scheduled to be released in March 2020 and due in June 2020. The project study area is located both within a SB 535 designated Disadvantaged Community and a AB 1550 designated Low Income Community. The City could submit an application for sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, and street trees within the project area.

Highway Safety Improvement Program:

The Highway Safety Improvement Program (HSIP) is a federal funding program administered by Caltrans. The intent of the program is to reduce traffic fatalities and serious accidents through strategic infrastructure improvements. There are two components to the program, the Common Benefit/Cost Ratio (BCR) and Set-Aside. The BCR component requires a benefit/cost (B/C) calculation to demonstrate the effectiveness of the improvements and to prioritize projects. Recent Set-Asides have included high friction surface treatment, guardrail upgrades, horizontal curve signing, and pedestrian crossing enhancements. The Set-Asides do not require a B/C calculation. Typically, Caltrans issues calls for projects every other year. The most recent cycle, Cycle 9, was issued in April 2018 and funded 221 projects totaling $182,000,000.

HSIP Cycle 10 is anticipated to be announced in April/May 2020. The City could submit HSIP applications for both Common BCR and, depending on the guidelines, Set-Asides. The Common BCR application should focus on safety improvements in high collision areas including bicycle facilities, intersection improvements, crosswalks, and sidewalks. If there is another Set-Aside for pedestrian crossing enhancements, the application could include multiple crosswalk enhancements in the study area.

State Highway Operations and Protection Program:
The purpose of the State Highway Operations and Protection Program (SHOPP) is to maintain the integrity of the State Highway System (SHS). Funding for this program is provided through state and federal gas tax revenues. This funding source is specific to Caltrans and is not a grant program. Projects are nominated for funding within each Caltrans District office. Proposed projects are sent to Caltrans Headquarters for programming on a competitive basis statewide. Individual Districts are not guaranteed a minimum level of funding. SHOPP projects are based on statewide priorities within each program category (i.e. safety, rehabilitation, operations, etc.) within each Caltrans District. Eligible projects must be consistent with the State's Transportation Asset Management Plan (TAMP). The SHOPP is updated every even year, with the 2020 SHOPP being adopted by April 2020.

The City could approach Caltrans District 6 regarding improvements to Yosemite Avenue, including pavement rehabilitation, crosswalks, bulb-outs, medians, lighting, and traffic signals. If these elements are consistent with the TAMP and the District agrees, the improvements could be included in future SHOPP allocations.

State Transportation Improvement Program:
The State Transportation Improvement Program (STIP) is the largest funding program in the state. It consists of a combination of state and federal funds allocated to each county and can fund a wide variety of public improvements. Eligible projects can be both on and off the SHS. A Project Study Report (PSR) or equivalent is required for projects to be eligible for STIP funds. The counties, for Madera County it is MCTC, nominate projects for the STIP through the Regional Transportation Improvement Program (RTIP). STIP is updated every even year and programs projects over a five-year period. For the 2020 STIP, MCTC submitted the RTIP in December 2019 and the STIP will be adopted in March 2020.

The City can discuss with MCTC the opportunity to receive STIP funds for projects in the study area for the 2022 STIP. STIP funds could be used for the design and construction of sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, pavement rehabilitations, landscaping and street trees, and traffic signals. A PSR would need to be prepared prior to MCTC's submission of the RTIP.

8.3b Grant Application Components

Funding agencies often update grant guidelines and requirements for each funding program's cycle. There are several items that are typically required in competitive grant applications. These key items to complete prior to submitting a grant application are listed below. These descriptions are based on recent grant applications funding cycles and grant application requirements are subject to change.

Resolution from Agency Supporting the Project:
A resolution from an agency supporting the project is required for Urban Greening Grant applications, but not required for Caltrans ATP and HSIP applications.

Disadvantaged Community Analysis:
Typically, funding agencies prioritize or require funds to be distributed to areas that are considered socioeconomically or environmentally "disadvantaged." The most common formulas used to identify disadvantaged communities include the top 25 percent of CalEnviroScreen 3.0 Census Tracts,1 median incomes that are lower than 80 percent of the statewide average, or 75 percent of students in the project area that qualify for free/reduced lunches. See the CalEnvironScreen Demographics Map Exhibit, in the Appendix, for information that could be used to support a disadvantaged community analysis for the study area. Assessment of disadvantaged

communities is required for Caltrans ATP and Urban Greening Grant applications, but not required for HSIP applications.

Cost-Benefit Analysis:
A cost-benefit analysis is required for all Urban Greening Grant, LPP, and HSIP applications, but only required for Caltrans ATP grant applications requesting over $7 million dollars in funding.

Statement of Project Need:
A statement of project need is required for most competitive grant applications, including Caltrans ATP, HSIP, and Urban Greening Grants. Most applications require a short project title (less than 200 characters), followed by an executive-level project description (200 words or less), and a longer statement of need (500-1,000words). The existing conditions analysis in Chapter 4.3 of this plan, with full report in the Appendix, could be used to support a statement of project need, generally, for the study area. For specific projects, Chapter 4 identifies key issues that the project will address, which can also support the project need statement.

Cost Estimate:
A preliminary cost estimate is required for most infrastructure project applications, with costs often separated into environmental studies and permits (PA&ED), preliminary engineering and pre-construction (PS&E), ROW acquisition, and construction (CON). Caltrans ATP, LPP, and HSIP applications require that such estimates be prepared by a registered engineer licensed in the State of California. See Appendix for Preliminary Cost Estimate Exhibit.

Collision Statistics in Project Area:
Collision statistics are required for Caltrans ATP, LPP, and HSIP applications, but not required for Urban Greening Grant applications. See the Chapter 6 of the Existing Conditions Report in the Appendix for collision statistics in the study area.

Bicycle and Pedestrian Counts in Project Area:
Bicycle and pedestrian counts are required for Caltrans ATP and LPP applications, but not required for HSIP or Urban Greening Grant applications.

Community Outreach:
Documentation of outreach may include a brief written description of outreach conducted, sign-in sheets, images of events, and promotional materials of events. Such documentation is recommended for most competitive grant applications; it is optional for HSIP applications and

required for ATP and Urban Greening Grant applications. A summary of the community outreach for this plan, is provided in Chapter 5, with a full report in the Appendix of this report.

Letters of Support:
Letters of support are recommended for most competitive grant applications; they are optional for HSIP applications and required for ATP, LPP, and Urban Greening Grant applications.

9. ACKNOWLEDGEMENTS

Project Team Roster

City of Madera:
Randy Bell, Project Manager
Keith Helmuth, City Engineer

Mark Thomas:
Ed Noriega, Division Manager
Robert Lorenz, Design Engineer
Erik Smith, Division Manager
Christine Anderson, Project Manager
Ida Taing, Landscape Designer
Chris Camarillo, Landscape Designer

The Rios Company:
Angie Rios, Public Outreach
Samuel Norman, Public Outreach

Steering Committee

Madera County Transportation Commission:
Amelia Daview
Evelyn Espinosa

California Rural Legal Assistance, Inc.:
Baldwin Moy

City of Madera:
Bob Wilson
Christina Herrera
Ivette Iraheta
Debra Mckinzie

Madera County EDC:
Bobby Kahn

First 5 Madera County:
Chinayera Black-Hardaman

Madera Chamber of Commerce:
Debi Bray

Madera Downtown Association:
Francisco Garcia

Madera NAACP:
Gloria Brown

CalTrans:
Jamaica Gentry

Landmark Real Estate:
Jason Burns

County of Madera:
Josiah Arnold

Leadership Counsel for Justice and Accountability:
Leslie Martinez
Michael Claiborne

Madera County Economic Development:
Luis Leonard

Camarena Health:
Paulo Soares

Madera County Arts Council:
Rochelle Noblett

Madera County Public Health Department:
Stephanie Nathan

Letters of Support

Madera County Arts Council:

Rochelle Noblett, Executive Director

Pequeños Empresarios, Inc.:
Leonor Hipólito, President

Camarena Health:
Paulo A. Soares, MHA, Chief Executive Officer

California Rural Legal Assistance, Inc.:
Baldwin S. Moy, Attorney at Law

Madera County Public Health Department:
Dennis P Koch, MPA, Interim Public Health Director

First 5 Madera County:
Chinayera Black Hardaman, MPA, Executive Director

Success for Agency to the former Madera Redevelopment Agency:
Jim Taubert

Madera Chamber of Commerce:
Debi Bray, President/CEO

Leadership Counsel for Justice & Accountability:
Leslie Martinez, Policy Advocate

Madera County Transportation Commission:
Andrew J. Medellin, Chair

10.APPENDIX

Master Plan

Conceptual Estimates

Total Project Estimate
Total Estimate Per Street
Estimate Per Street Segment
Estimate Per Street Intersection

CalEnviroScreen with Project Limits Exhibit

Letters of Support

Analysis & Other Supporting Documents

Public Participation & Outreach Plan

Meeting Minutes & Meeting Summary Reports

Kick-off Meeting
Walking Tour Meeting Minutes and Walking Audit Packet
City Council Presentation
Steering Committee Presentation
Public Meeting #1 Presentation and Summary
Public Meeting #2 Presentation and Summary

Existing Conditions Report

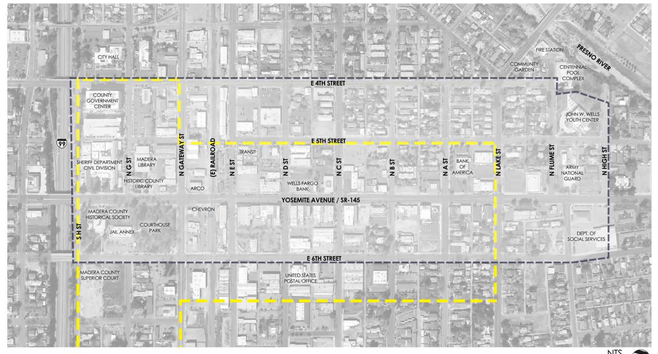
Past Studies

Vision Madera: Achieving the Vision – Three Year Report to the Community
Reimagining Downtown Madera
Madera County Traffic Monitoring Program – 2018 Traffic Volume Report

Master Plan

DOWNTOWN MADERA | EXISTING CONDITIONS

PROJECT AREA MAP



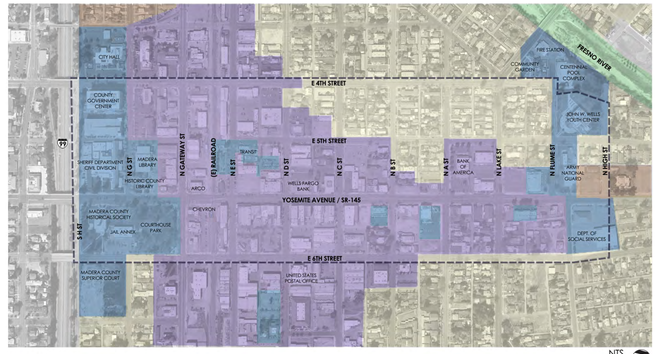
NTS

LEGEND

PROJECT BOUNDARY

DOMA AREA

LAND USE



NTS

LEGEND

CIVIC/PUBLIC

COMMERCIAL CORE

RESIDENTIAL

RIVER AREA

OTHER

PROJECT BOUNDARY

PARKING ANALYSIS

NTS

LEGEND

PRIVATE PARKING GARAGE

SURFACE PARKING LOT (PRIVATE)

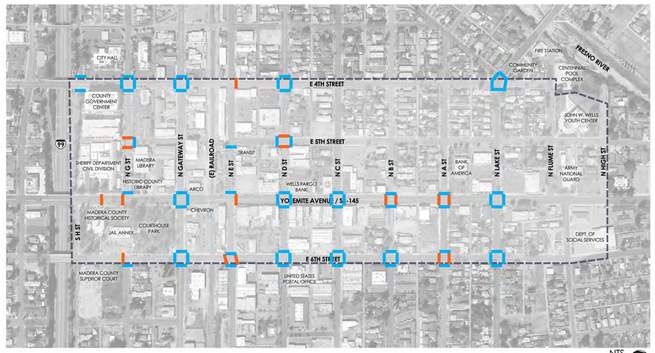
SURFACE PARKING LOT (PUBLIC)

ON-STREET PARKING (PARALLEL)

ON-STREET PARKING (ANGLED)

ON-STREET PARKING (PERPENDICULAR)

CROSSWALK ANALYSIS



NTS

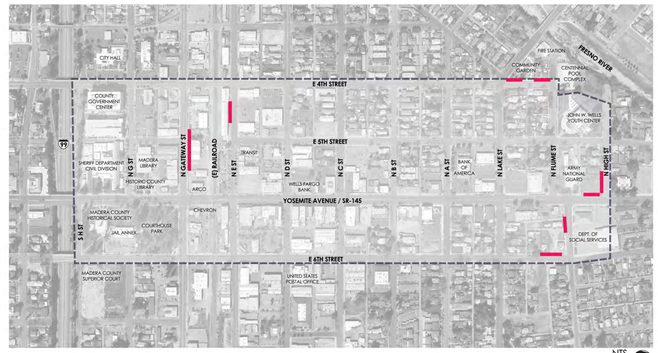
LEGEND

PROJECT BOUNDARY

UNPROTECTED CROSSWALK

PROTECTED CROSSWALK

SIDEWALK ANALYSIS



NTS

LEGEND

PROJECT BOUNDARY

DISCONTINUOUS SIDEWALK

SITE LIGHTING ANALYSIS

NTS

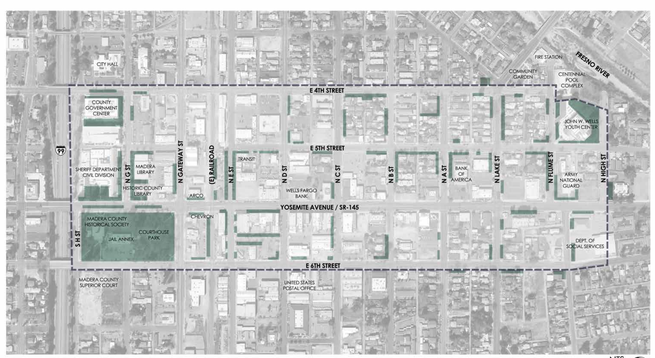
LEGEND

PROJECT BOUNDARY

ACORN TYPE STREET LIGHT

COBRA TYPE STREET LIGHT

URBAN CANOPY ANALYSIS



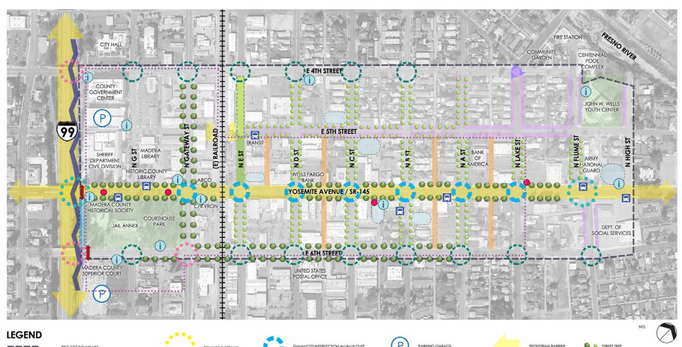
NTS

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 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

MURAL

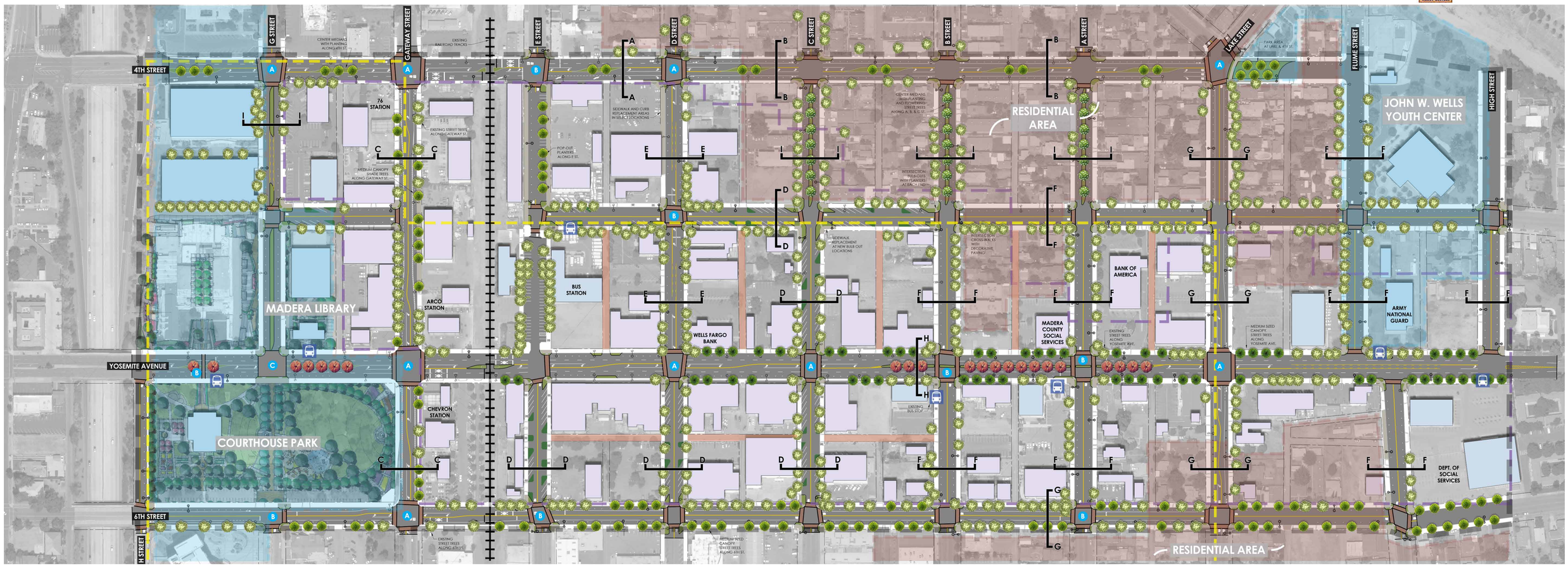
EXISTING BUS STOP

STREET TREE

WAYFINDING

OPPORTUNITY FOR PUBLIC ART

DOWNTOWN MADERA | CONCEPTUAL MASTER PLAN

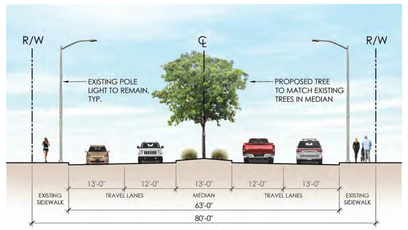


0’ 80’ 160’ 320’

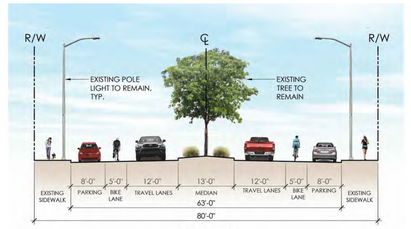
LEGEND

- PROJECT AREA
- DOMA AREA
- RETAIL AREA
- RESIDENTIAL AREA
- CIVIC AREA
- COMMERCIAL BUILDINGS
- GOVERNMENT OWNED BUILDINGS
- LANDSCAPE
- ALLEY ACTIVATION
- PARKLET
- TRAFFIC SIGNAL
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- HIGH INTENSITY ACTIVATED CROSSWALK BEACON (HAWK)
- EXISTING STREET LIGHTS
- PROPOSED STREET LIGHTS
- BUS STOP
- STREET TREE WITH FALL COLOR
- STREET TREE WITH MEDIUM SIZE CANOPY
- FLOWERING STREET TREE
- EXISTING TREE

DOWNTOWN MADERA | STREET SECTIONS



SECTION A-A



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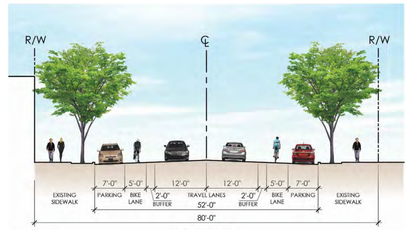

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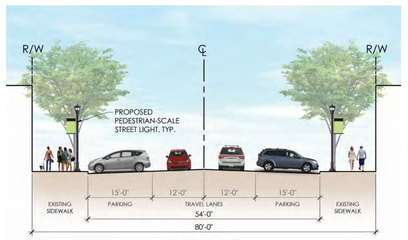

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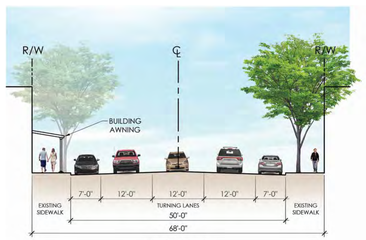

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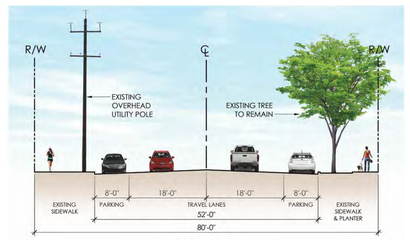

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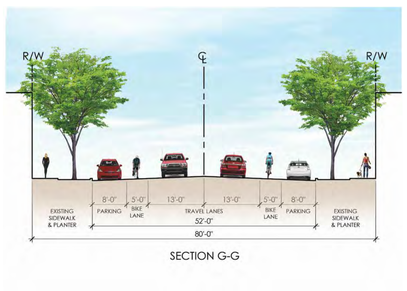

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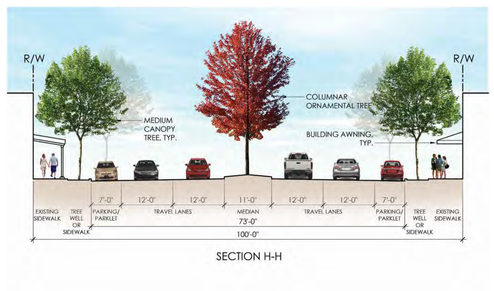
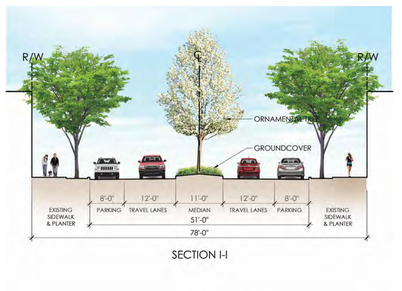


SECTION H-H

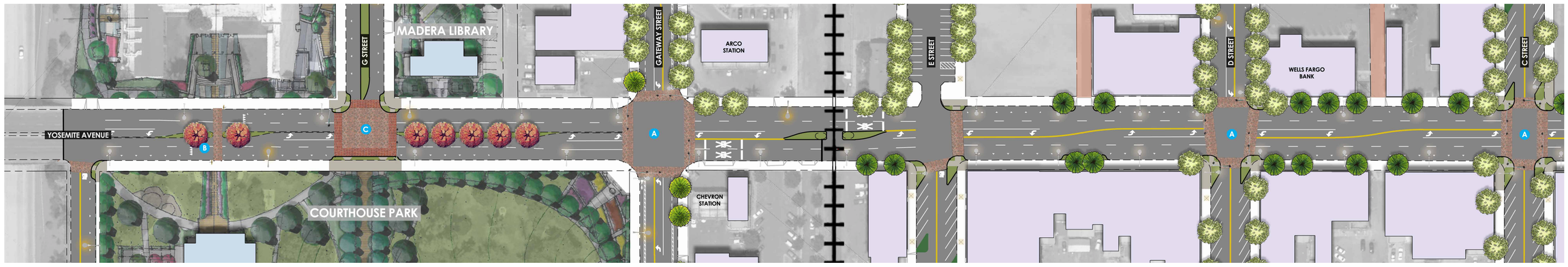


SECTION I-I

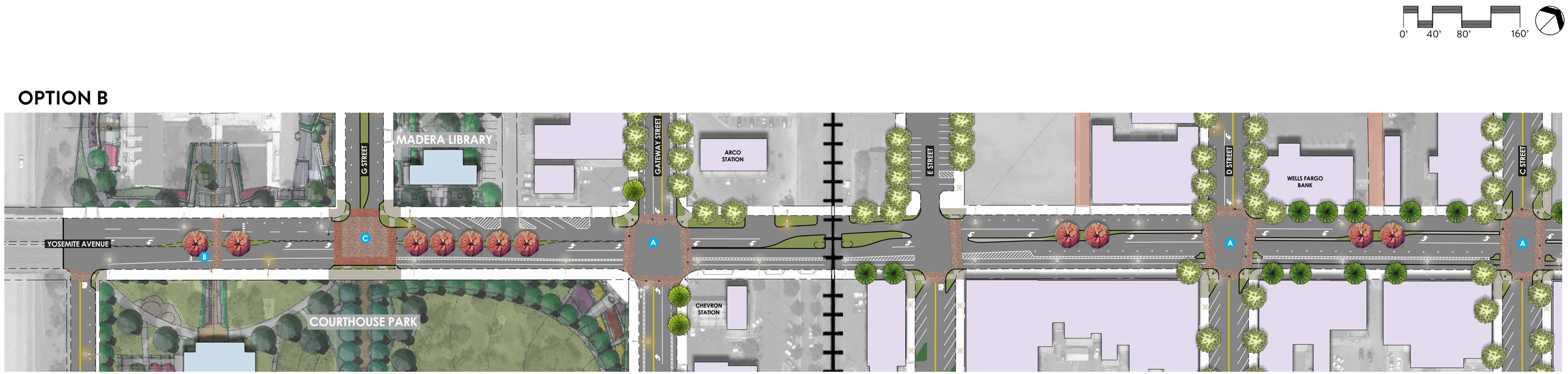
0' 10' 20' 40'

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

OPTION A



OPTION B

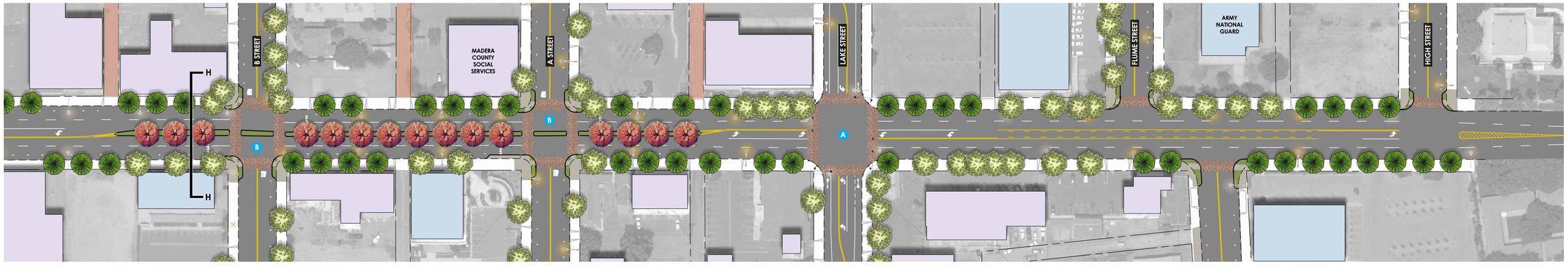


LEGEND

- COMMERCIAL BUILDINGS
- GOVERNMENT OWNED BUILDINGS
- LANDSCAPE
- ALLEY ACTIVATION
- A TRAFFIC SIGNAL
- B RECTANGULAR RAPID FLASHING BEACON (RRFB)
- C HIGH INTENSITY ACTIVATED CROSSWALK BEACON (HAWK)
- STREET TREE WITH FALL COLOR
- STREET TREE WITH MEDIUM SIZE CANOPY
- EXISTING TREE
- EXISTING STREET LIGHTS
- PROPOSED STREET LIGHTS

DOWNTOWN MADERA | DOWNTOWN CORE - YOSEMITE AVENUE - OPTION A vs OPTION B - SEGMENT 2 - PLAN

OPTION A

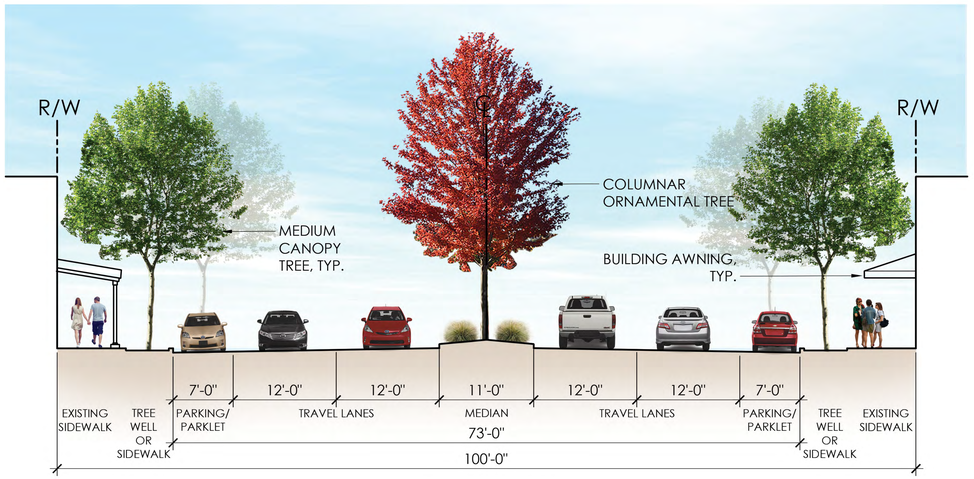


OPTION B

LEGEND

- COMMERCIAL BUILDINGS
- GOVERNMENT OWNED BUILDINGS
- LANDSCAPE
- ALLEY ACTIVATION
- A TRAFFIC SIGNAL
- B RECTANGULAR RAPID FLASHING BEACON (RRFB)
- C HIGH INTENSITY ACTIVATED CROSSWALK BEACON (HAWK)
- STREET TREE WITH FALL COLOR
- STREET TREE WITH MEDIUM SIZE CANOPY
- EXISTING TREE
- EXISTING STREET LIGHTS
- PROPOSED STREET LIGHTS

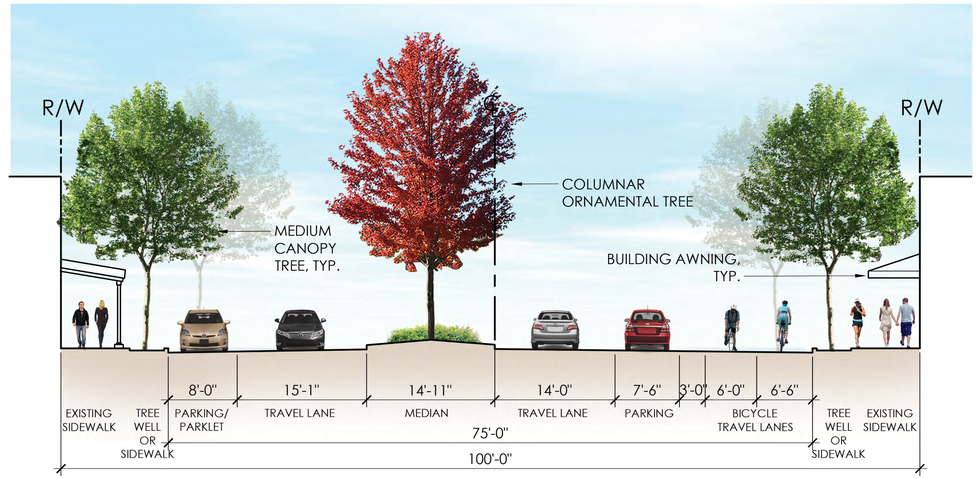
DOWNTOWN MADERA | OPTION A vs OPTION B - SECTIONS



SECTION H-H

YOSEMITE AVE. OPTION A

0' 5' 10' 20'



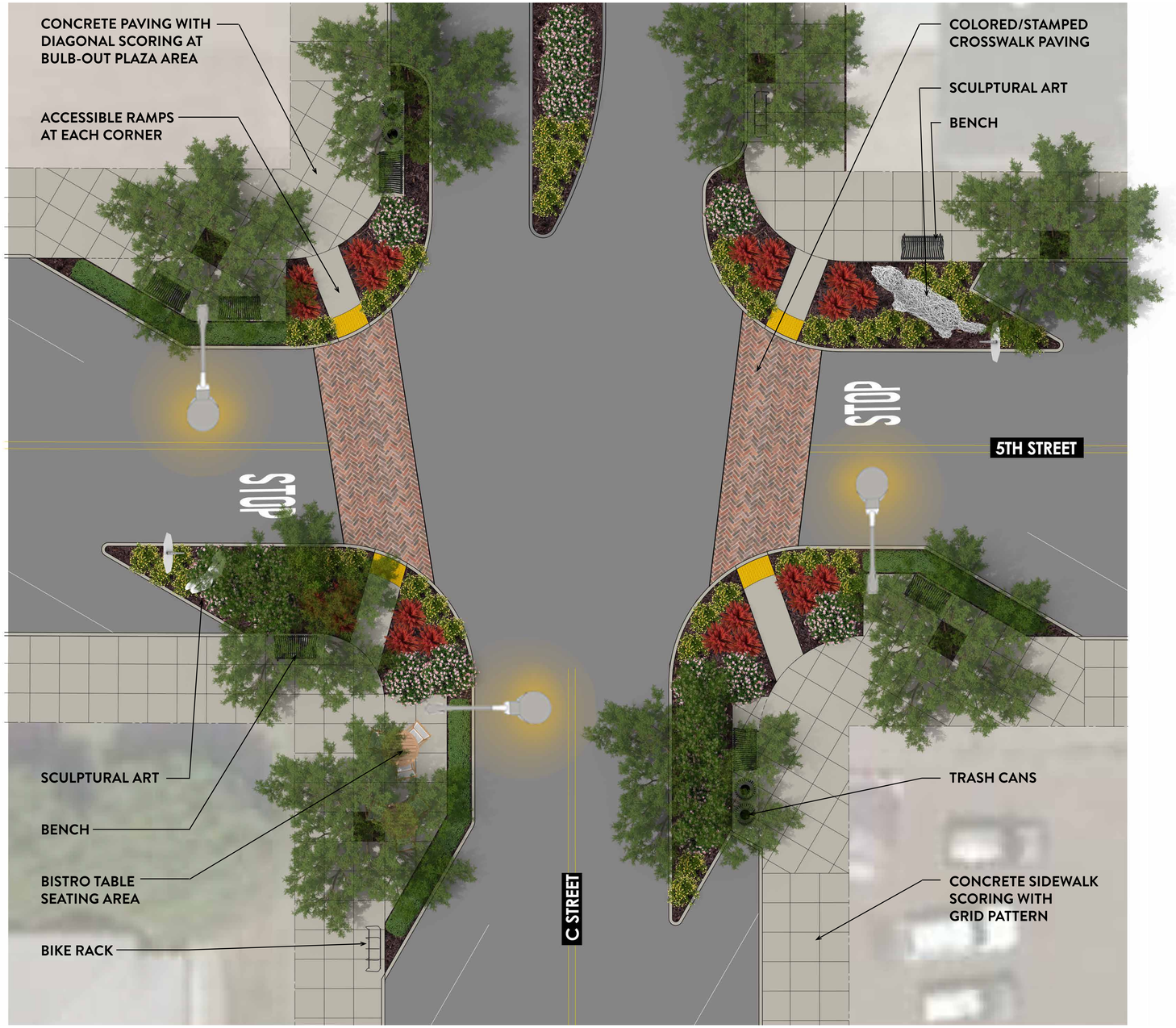
SECTION J-J

YOSEMITE AVE. OPTION B

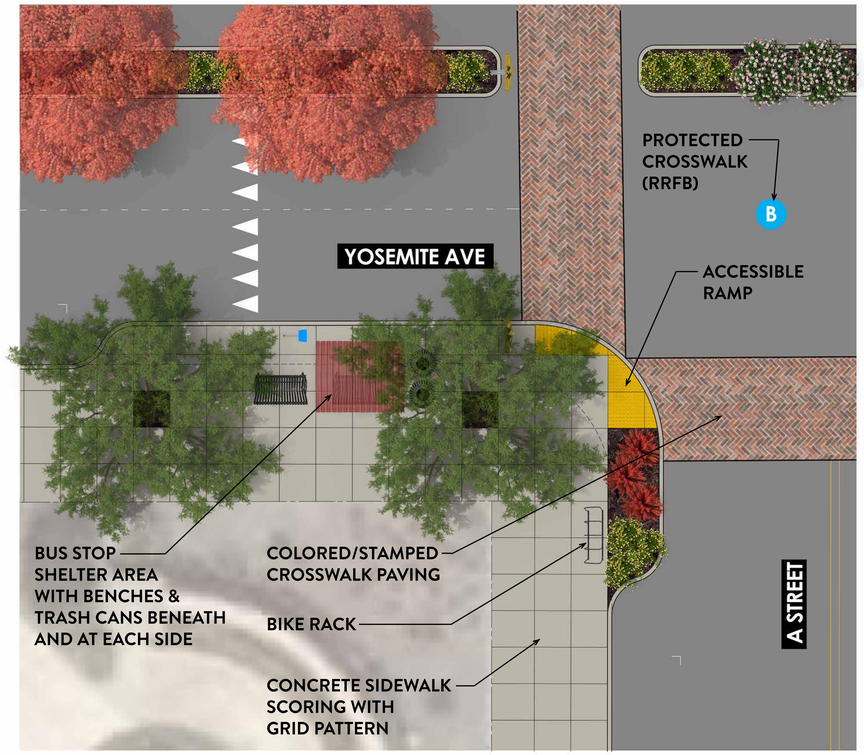
0' 5' 10' 20'

DOWNTOWN MADERA | STREET IMPROVEMENTS - ENLARGEMENTS

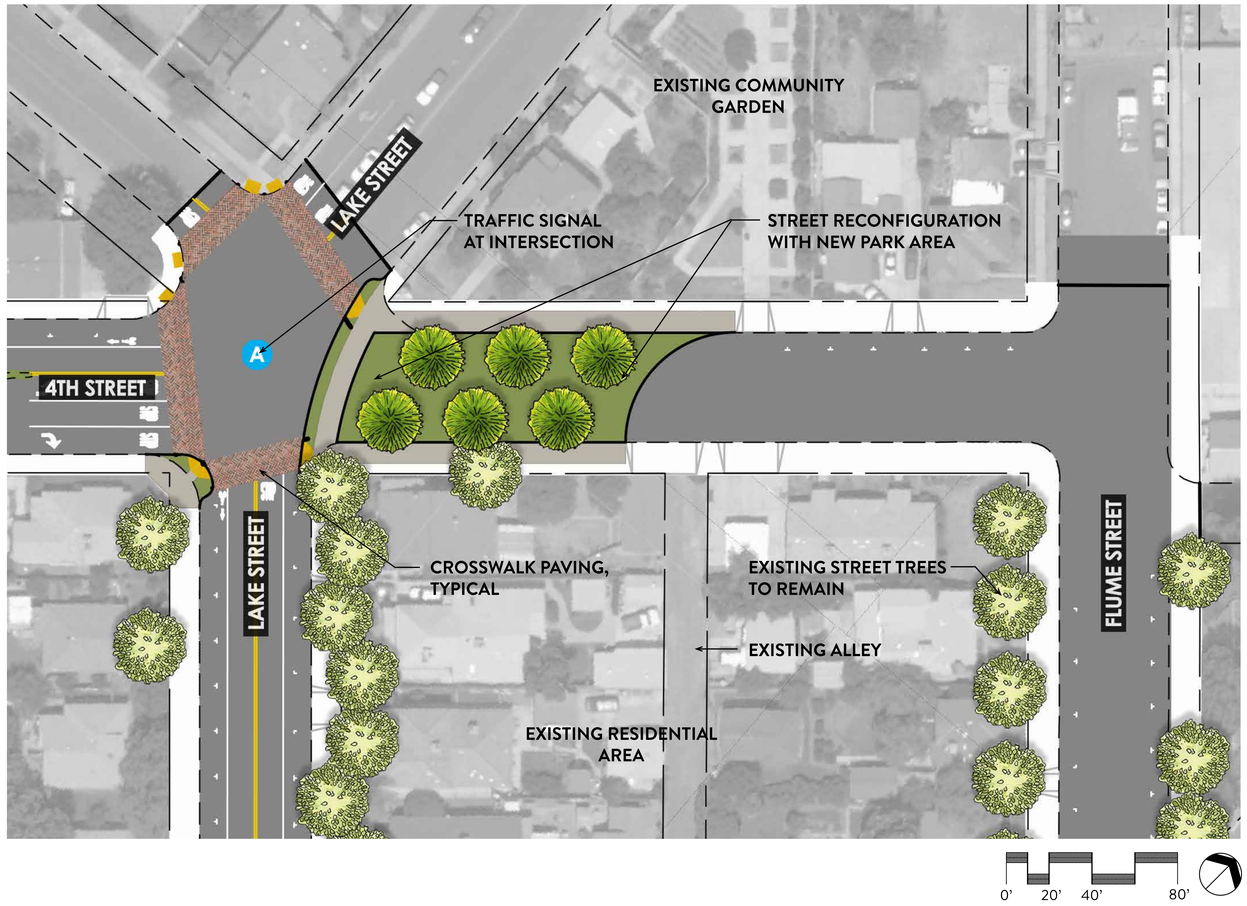
ENHANCED BULB-OUTS & PARKLETS - INTERSECTION OF 5TH STREET & C STREET



BUS STOP - YOSEMITE AVENUE & A STREET



STREET/INTERSECTION RECONFIGURATION - 4TH STREET & LAKE STREET



DOWNTOWN MADERA | STREET IMPROVEMENTS - INSPIRATION

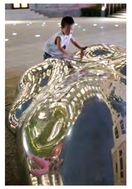
PUBLIC ART





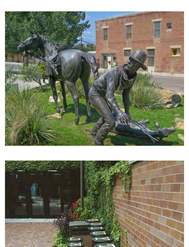




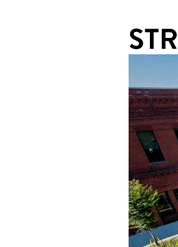













GATEWAYS & WAYFINDING



ATTRACTIONS





STREETSCAPE AMENITIES












ALLEY ACTIVATION







BULB-OUTS & CROSSINGS




















Conceptual Estimates

Total Project Estimate

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Total Project

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
TOTAL CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	222650	$20	$4,452,990
2	CURB AND GUTTER	LF	29905	$36	$1,076,580
3	MEDIAN CURB	LF	5060	$15	$75,900
4	STAMPED AC	TON	2150	$140	$301,000
5	SLURRY SEAL	TON	820	$1,000	$820,000
6	HOT MIX ASPHALT	TON	7960	$138	$1,098,480
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$374,500	$374,500
8	TREES	EA	210	$400	$84,000
9	LANDSCAPE/IRRIGATION	SF	137930	$15	$2,068,950
10	SOUND SYSTEM SPEAKERS	EA	12	$1,500	$18,000
11	REMOVE EXISTING STREET LIGHTING	EA	43	$1,500	$64,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	186	$11,500	$2,139,000
13	HAWK SYSTEM	EA	1	$200,000	$200,000
14	RECTANGULAR RAPID FLASHING BEACONS	EA	8	$50,000	$400,000
15	SIGNAL MODIFICATION**	EA	8	$32,000	$256,000
16	RAILROAD WARNING DEVICE MODIFICATION	EA	2	$200,000	$400,000
17	DRAINAGE (8%)	LS	1	$1,106,400	$1,106,400
18	MISC ITEMS (10%)	LS	1	$1,383,000	$1,383,000
19	MOBILIZATION (10%)	LS	1	$1,632,000	$1,632,000
				SUBTOTAL=	$17,951,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$5,385,400
				SOFT COSTS (25%) * =	$4,487,900
				GRAND TOTAL =	**$27,824,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

Total Estimate Per Street

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	15660	$20	$313,200
2	CURB AND GUTTER	LF	2330	$36	$83,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	160	$1,000	$160,000
6	HOT MIX ASPHALT	TON	130	$138	$17,940
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$37,500	$37,500
8	TREES	EA	22	$400	$8,800
9	LANDSCAPE/IRRIGATION	SF	7500	$15	$112,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	9	$11,500	$103,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$67,000	$67,000
18	MISC ITEMS (10%)	LS	1	$83,800	$83,800
19	MOBILIZATION (10%)	LS	1	$98,900	$98,900
				SUBTOTAL=	$1,087,100
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND G STREET)	LS	1	$133,100	$133,100
21	INTERSECTION (4TH AND GATEWAY STREET)	LS	1	$71,100	$71,100
22	INTERSECTION (4TH AND E STREET)	LS	1	$234,700	$234,700
23	INTERSECTION (4TH AND D STREET)	LS	1	$297,600	$297,600
24	INTERSECTION (4TH AND C STREET)	LS	1	$199,300	$199,300
25	INTERSECTION (4TH AND B STREET)	LS	1	$184,300	$184,300
26	INTERSECTION (4TH AND A STREET)	LS	1	$229,200	$229,200
27	INTERSECTION (4TH AND LAKE STREET)	LS	1	$197,200	$197,200
28	INTERSECTION (4TH AND FLUME STREET)	LS	1	$49,400	$49,400
				SUBTOTAL=	$1,595,900
GRAND TOTAL					
				CONTINGENCY (30%) =	$804,900
				SOFT COSTS (25%)* =	$670,800
				GRAND TOTAL =	**$4,158,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	16776	$20	$335,520
2	CURB AND GUTTER	LF	3200	$36	$115,200
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	60	$1,000	$60,000
6	HOT MIX ASPHALT	TON	1170	$138	$161,460
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$74,900	$74,900
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	7275	$15	$109,125
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	8	$11,500	$92,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$75,900	$75,900
18	MISC ITEMS (10%)	LS	1	$94,900	$94,900
19	MOBILIZATION (10%)	LS	1	$112,000	$112,000
				SUBTOTAL=	$1,231,100
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (5TH AND G STREET)	LS	1	$175,700	$175,700
21	INTERSECTION (5TH AND GATEWAY STREET)	LS	1	$64,400	$64,400
22	INTERSECTION (5TH AND E STREET)	LS	1	$80,800	$80,800
23	INTERSECTION (5TH AND D STREET)	LS	1	$273,200	$273,200
24	INTERSECTION (5TH AND C STREET)	LS	1	$177,600	$177,600
25	INTERSECTION (5TH AND B STREET)	LS	1	$212,500	$212,500
26	INTERSECTION (5TH AND A STREET)	LS	1	$130,300	$130,300
27	INTERSECTION (5TH AND LAKE STREET)	LS	1	$138,000	$138,000
28	INTERSECTION (5TH AND FLUME STREET)	LS	1	$137,000	$137,000
29	INTERSECTION (5TH AND HIGH STREET)	LS	1	$159,300	$257,100
				SUBTOTAL=	$1,646,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$863,400
				SOFT COSTS (25%)* =	$719,500
				GRAND TOTAL =	**$4,460,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	23840	$20	$476,800
2	CURB AND GUTTER	LF	3310	$36	$119,160
3	MEDIAN CURB	LF	1630	$15	$24,450
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	230	$1,000	$230,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$50,200	$50,200
8	TREES	EA	79	$400	$31,600
9	LANDSCAPE/IRRIGATION	SF	7520	$15	$112,800
10	SOUND SYSTEM SPEAKERS	EA	12	$1,500	$18,000
11	REMOVE EXISTING STREET LIGHTING	EA	32	$1,500	$48,000
12	COBRA/DECORATIVE STREET LIGHTING	EA	49	$11,500	$563,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	1	$50,000	$50,000
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	1	$200,000	$200,000
17	DRAINAGE (8%)	LS	1	$154,200	$154,200
18	MISC ITEMS (10%)	LS	1	$192,800	$192,800
19	MOBILIZATION (10%)	LS	1	$227,500	$227,500
				SUBTOTAL=	$2,501,900
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (YOSEMITE AND H STREET)	LS	1	$280,800	$280,800
21	INTERSECTION (YOSEMITE AND G STREET)	LS	1	$135,800	$135,800
22	INTERSECTION (YOSEMITE AND GATEWAY STREET)	LS	1	$70,000	$70,000
23	INTERSECTION (YOSEMITE AND E STREET)	LS	1	$80,800	$80,800
24	INTERSECTION (YOSEMITE AND D STREET)	LS	1	$254,400	$254,400
25	INTERSECTION (YOSEMITE AND C STREET)	LS	1	$205,100	$205,100
26	INTERSECTION (YOSEMITE AND B STREET)	LS	1	$245,700	$245,700
27	INTERSECTION (YOSEMITE AND A STREET)	LS	1	$249,700	$249,700
28	INTERSECTION (YOSEMITE AND LAKE STREET)	LS	1	$122,000	$122,000
29	INTERSECTION (YOSEMITE AND FLUME STREET)	LS	1	$47,600	$47,600
30	INTERSECTION (YOSEMITE AND HIGH STREET)	LS	1	$55,800	$55,800
31	INTERSECTION (YOSEMITE AND VINEYARD AVE)	LS	1	$73,700	$73,700
				SUBTOTAL=	$1,821,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$1,297,000
				SOFT COSTS (25%)* =	$1,080,900
				GRAND TOTAL =	**$6,701,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	24390	$20	$487,800
2	CURB AND GUTTER	LF	2980	$36	$107,280
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	2160	$138	$298,080
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$39,400	$39,400
8	TREES	EA	65	$400	$26,000
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	20	$11,500	$230,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	1	$200,000	$200,000
17	DRAINAGE (8%)	LS	1	$111,100	$111,100
18	MISC ITEMS (10%)	LS	1	$138,900	$138,900
19	MOBILIZATION (10%)	LS	1	$163,900	$163,900
				SUBTOTAL=	$1,802,500
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (6TH AND H STREET)	LS	1	$192,500	$192,500
21	INTERSECTION (6TH AND G STREET)	LS	1	$155,400	$155,400
22	INTERSECTION (6TH AND GATEWAY STREET)	LS	1	$68,100	$68,100
23	INTERSECTION (6TH AND E STREET)	LS	1	$234,700	$234,700
24	INTERSECTION (6TH AND D STREET)	LS	1	$128,200	$128,200
25	INTERSECTION (6TH AND C STREET)	LS	1	$174,000	$174,000
26	INTERSECTION (6TH AND B STREET)	LS	1	$144,000	$144,000
27	INTERSECTION (6TH AND A STREET)	LS	1	$205,000	$205,000
28	INTERSECTION (6TH AND LAKE STREET)	LS	1	$94,900	$94,900
29	INTERSECTION (6TH AND VIINEYARD AVE)	LS	1	$170,100	$170,100
				SUBTOTAL=	$1,566,900
GRAND TOTAL					
				CONTINGENCY (30%) =	$1,010,900
				SOFT COSTS (25%)* =	$842,400
				GRAND TOTAL =	**$5,222,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: H Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1050	$20	$21,000
2	CURB AND GUTTER	LF	175	$36	$6,300
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	0	$1,800	$0
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$5,000	$5,000
18	MISC ITEMS (10%)	LS	1	$6,200	$6,200
19	MOBILIZATION (10%)	LS	1	$7,300	$7,300
				SUBTOTAL=	$80,300
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (YOSEMITE AND H STREET)	LS	1	$280,800	$280,800
21	INTERSECTION (6TH AND H STREET)	LS	1	$192,500	$192,500
				SUBTOTAL=	$473,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$166,100
				SOFT COSTS (25%)* =	$138,400
				GRAND TOTAL =	**$858,100**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: G Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	4680	$15	$70,200
2	CURB AND GUTTER	LF	650	$17	$11,050
3	MEDIAN CURB	LF	1170	$10	$11,700
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	40	$1,000	$40,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,600	$1,600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	6720	$15	$100,800
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	4	$11,500	$46,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$22,600	$22,600
18	MISC ITEMS (10%)	LS	1	$28,200	$28,200
19	MOBILIZATION (10%)	LS	1	$33,300	$33,300
				SUBTOTAL=	$365,500
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND G STREET)	LS	1	$133,100	$133,100
21	INTERSECTION (5TH AND G STREET)	LS	1	$175,700	$175,700
22	INTERSECTION (YOSEMITE AND G STREET)	LS	1	$7,500	$7,500
23	INTERSECTION (6TH AND G STREET)	LS	1	$155,400	$155,400
				SUBTOTAL=	$471,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$251,200
				SOFT COSTS (25%)* =	$209,300
				GRAND TOTAL =	**$1,297,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Gateway Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	7860	$20	$157,200
2	CURB AND GUTTER	LF	950	$36	$34,200
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	740	$138	$102,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$34,500	$34,500
8	TREES	EA	16	$400	$6,400
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$28,600	$28,600
18	MISC ITEMS (10%)	LS	1	$35,800	$35,800
19	MOBILIZATION (10%)	LS	1	$42,200	$42,200
				SUBTOTAL=	$464,100
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND GATEWAY STREET)	LS	1	$71,100	$71,100
21	INTERSECTION (5TH AND GATEWAY STREET)	LS	1	$64,400	$64,400
22	INTERSECTION (YOSEMITE AND GATEWAY STREET)	LS	1	$70,000	$70,000
23	INTERSECTION (6TH AND GATEWAY STREET)	LS	1	$68,100	$68,100
				SUBTOTAL=	$273,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$221,400
				SOFT COSTS (25%)* =	$184,500
				GRAND TOTAL =	**$1,143,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: E Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	9840	$20	$196,800
2	CURB AND GUTTER	LF	1675	$36	$60,300
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	30	$1,000	$30,000
6	HOT MIX ASPHALT	TON	230	$138	$31,740
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$7,800	$7,800
8	TREES	EA	7	$400	$2,800
9	LANDSCAPE/IRRIGATION	SF	4000	$15	$60,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$34,000	$34,000
18	MISC ITEMS (10%)	LS	1	$42,400	$42,400
19	MOBILIZATION (10%)	LS	1	$50,100	$50,100
				SUBTOTAL=	$550,500
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND E STREET)	LS	1	$234,700	$234,700
21	INTERSECTION (5TH AND E STREET)	LS	1	$80,800	$80,800
22	INTERSECTION (YOSEMITE AND E STREET)	LS	1	$80,800	$80,800
23	INTERSECTION (6TH AND E STREET)	LS	1	$234,700	$234,700
				SUBTOTAL=	$631,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$354,500
				SOFT COSTS (25%)* =	$295,400
				GRAND TOTAL =	**$1,831,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: D Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	6984	$20	$139,680
2	CURB AND GUTTER	LF	1220	$36	$43,920
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	40	$1,000	$40,000
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$9,700	$9,700
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1800	$15	$27,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	4	$11,500	$46,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$27,200	$27,200
18	MISC ITEMS (10%)	LS	1	$34,000	$34,000
19	MOBILIZATION (10%)	LS	1	$40,100	$40,100
				SUBTOTAL=	$440,800
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND D STREET)	LS	1	$297,600	$297,600
21	INTERSECTION (5TH AND D STREET)	LS	1	$273,200	$273,200
22	INTERSECTION (YOSEMITE AND D STREET)	LS	1	$254,400	$254,400
23	INTERSECTION (6TH AND D STREET)	LS	1	$128,200	$128,200
				SUBTOTAL=	$953,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$418,300
				SOFT COSTS (25%)* =	$348,600
				GRAND TOTAL =	**$2,161,100**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: C Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	6990	$20	$139,800
2	CURB AND GUTTER	LF	1470	$36	$52,920
3	MEDIAN CURB	LF	720	$15	$10,800
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	700	$138	$96,600
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$9,700	$9,700
8	TREES	EA	7	$400	$2,800
9	LANDSCAPE/IRRIGATION	SF	7350	$15	$110,250
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$35,700	$35,700
18	MISC ITEMS (10%)	LS	1	$44,600	$44,600
19	MOBILIZATION (10%)	LS	1	$52,700	$52,700
				SUBTOTAL=	$578,900
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND C STREET)	LS	1	$199,300	$199,300
21	INTERSECTION (5TH AND C STREET)	LS	1	$177,600	$177,600
22	INTERSECTION (YOSEMITE AND C STREET)	LS	1	$205,100	$205,100
23	INTERSECTION (6TH AND C STREET)	LS	1	$174,000	$174,000
				SUBTOTAL=	$756,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$400,500
				SOFT COSTS (25%)* =	$333,800
				GRAND TOTAL =	**$2,069,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: B Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	7200	$20	$144,000
2	CURB AND GUTTER	LF	1000	$36	$36,000
3	MEDIAN CURB	LF	700	$15	$10,500
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	40	$1,000	$40,000
6	HOT MIX ASPHALT	TON	180	$138	$24,840
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,200	$4,200
8	TREES	EA	7	$400	$2,800
9	LANDSCAPE/IRRIGATION	SF	4080	$15	$61,200
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	6	$11,500	$69,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$31,500	$31,500
18	MISC ITEMS (10%)	LS	1	$39,300	$39,300
19	MOBILIZATION (10%)	LS	1	$46,400	$46,400
				SUBTOTAL=	$509,800
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND B STREET)	LS	1	$184,300	$184,300
21	INTERSECTION (5TH AND B STREET)	LS	1	$212,500	$212,500
22	INTERSECTION (YOSEMITE AND B STREET)	LS	1	$245,700	$245,700
23	INTERSECTION (6TH AND B STREET)	LS	1	$144,000	$144,000
				SUBTOTAL=	$786,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$388,900
				SOFT COSTS (25%)* =	$324,100
				GRAND TOTAL =	**$2,009,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: A Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	6990	$20	$139,800
2	CURB AND GUTTER	LF	970	$36	$34,920
3	MEDIAN CURB	LF	680	$15	$10,200
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	480	$138	$66,240
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,300	$4,300
8	TREES	EA	7	$400	$2,800
9	LANDSCAPE/IRRIGATION	SF	3960	$15	$59,400
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	8	$11,500	$92,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$34,400	$34,400
18	MISC ITEMS (10%)	LS	1	$43,000	$43,000
19	MOBILIZATION (10%)	LS	1	$50,800	$50,800
				SUBTOTAL=	$557,900
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND A STREET)	LS	1	$229,200	$229,200
21	INTERSECTION (5TH AND A STREET)	LS	1	$130,300	$130,300
22	INTERSECTION (YOSEMITE AND A STREET)	LS	1	$249,700	$249,700
23	INTERSECTION (6TH AND A STREET)	LS	1	$205,000	$205,000
				SUBTOTAL=	$814,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$411,700
				SOFT COSTS (25%)* =	$343,100
				GRAND TOTAL =	**$2,126,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Lake Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	7280	$20	$145,600
2	CURB AND GUTTER	LF	1010	$36	$36,360
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	470	$138	$64,860
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$14,800	$14,800
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	6	$11,500	$69,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$28,100	$28,100
18	MISC ITEMS (10%)	LS	1	$35,100	$35,100
19	MOBILIZATION (10%)	LS	1	$41,400	$41,400
				SUBTOTAL=	$455,300
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND LAKE STREET)	LS	1	$197,200	$197,200
21	INTERSECTION (5TH AND LAKE STREET)	LS	1	$138,000	$138,000
22	INTERSECTION (YOSEMITE AND LAKE STREET)	LS	1	$122,000	$122,000
23	INTERSECTION (6TH AND LAKE STREET)	LS	1	$94,900	$94,900
				SUBTOTAL=	$552,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$302,300
				SOFT COSTS (25%)* =	$251,900
				GRAND TOTAL =	**$1,561,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Flume Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	4900	$20	$98,000
2	CURB AND GUTTER	LF	655	$36	$23,580
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	40	$1,000	$40,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,100	$2,100
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	4	$11,500	$46,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$16,800	$16,800
18	MISC ITEMS (10%)	LS	1	$21,000	$21,000
19	MOBILIZATION (10%)	LS	1	$24,800	$24,800
				SUBTOTAL=	$272,300
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND FLUME STREET)	LS	1	$49,400	$49,400
21	INTERSECTION (5TH AND FLUME STREET)	LS	1	$137,000	$137,000
22	INTERSECTION (YOSEMITE AND FLUME STREET)	LS	1	$47,600	$47,600
				SUBTOTAL=	$234,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$151,900
				SOFT COSTS (25%)* =	$126,600
				GRAND TOTAL =	**$784,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Vineyard Ave

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	3876	$20	$77,520
2	CURB AND GUTTER	LF	480	$36	$17,280
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,500	$1,500
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,200	$12,200
18	MISC ITEMS (10%)	LS	1	$15,300	$15,300
19	MOBILIZATION (10%)	LS	1	$18,000	$18,000
				SUBTOTAL=	$198,000
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (YOSEMITE AND VINEYARD AVE)	LS	1	$73,700	$73,700
21	INTERSECTION (6TH AND VINEYARD AVE)	LS	1	$170,100	$170,100
				SUBTOTAL=	$243,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$132,600
				SOFT COSTS (25%)* =	$110,500
				GRAND TOTAL =	**$684,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: High Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$0	$0
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$7,600	$7,600
18	MISC ITEMS (10%)	LS	1	$9,400	$9,400
19	MOBILIZATION (10%)	LS	1	$11,100	$11,100
				SUBTOTAL=	$122,000
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (5TH AND HIGH STREET)	LS	1	$159,300	$159,300
21	INTERSECTION (YOSEMITE AND HIGH STREET)	LS	1	$55,800	$55,800
				SUBTOTAL=	$215,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$101,200
				SOFT COSTS (25%)* =	$84,300
				GRAND TOTAL =	**$400,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

Total Estimate Per Street Segment

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street (H St and G St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1500	$20	$30,000
2	CURB AND GUTTER	LF	250	$36	$9,000
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,900	$2,900
8	TREES	EA	3	$400	$1,200
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$6,000	$6,000
18	MISC ITEMS (10%)	LS	1	$7,500	$7,500
19	MOBILIZATION (10%)	LS	1	$8,900	$8,900
				SUBTOTAL=	$97,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$29,100
				SOFT COSTS (25%)* =	$24,300
				GRAND TOTAL =	**$150,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street (G St and Gateway St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1800	$20	$36,000
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,600	$3,600
8	TREES	EA	3	$400	$1,200
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$6,700	$6,700
18	MISC ITEMS (10%)	LS	1	$8,400	$8,400
19	MOBILIZATION (10%)	LS	1	$9,900	$9,900
				SUBTOTAL=	$108,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$32,500
				SOFT COSTS (25%)* =	$27,100
				GRAND TOTAL =	**$167,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street (Gateway St - E St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1680	$20	$33,600
2	CURB AND GUTTER	LF	280	$36	$10,080
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$7,900	$7,900
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$6,700	$6,700
18	MISC ITEMS (10%)	LS	1	$8,400	$8,400
19	MOBILIZATION (10%)	LS	1	$9,900	$9,900
				SUBTOTAL=	$108,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$32,500
				SOFT COSTS (25%)* =	$27,100
				GRAND TOTAL =	**$167,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street (E St - D St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1560	$20	$31,200
2	CURB AND GUTTER	LF	260	$36	$9,360
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$5,100	$5,100
8	TREES	EA	2	$400	$800
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$6,300	$6,300
18	MISC ITEMS (10%)	LS	1	$7,800	$7,800
19	MOBILIZATION (10%)	LS	1	$9,300	$9,300
				SUBTOTAL=	$101,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$30,500
				SOFT COSTS (25%)* =	$25,400
				GRAND TOTAL =	**$157,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street (D St - C St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1740	$20	$34,800
2	CURB AND GUTTER	LF	290	$36	$10,440
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,700	$4,700
8	TREES	EA	2	$400	$800
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$6,600	$6,600
18	MISC ITEMS (10%)	LS	1	$8,300	$8,300
19	MOBILIZATION (10%)	LS	1	$9,800	$9,800
				SUBTOTAL=	$107,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$32,100
				SOFT COSTS (25%)* =	$26,800
				GRAND TOTAL =	**$165,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street (C St - B St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1740	$20	$34,800
2	CURB AND GUTTER	LF	290	$36	$10,440
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,400	$4,400
8	TREES	EA	2	$400	$800
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$6,600	$6,600
18	MISC ITEMS (10%)	LS	1	$8,200	$8,200
19	MOBILIZATION (10%)	LS	1	$9,700	$9,700
				SUBTOTAL=	$106,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$32,000
				SOFT COSTS (25%)* =	$26,700
				GRAND TOTAL =	**$165,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street (B St - A St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1740	$20	$34,800
2	CURB AND GUTTER	LF	290	$36	$10,440
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,400	$4,400
8	TREES	EA	2	$400	$800
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$6,600	$6,600
18	MISC ITEMS (10%)	LS	1	$8,200	$8,200
19	MOBILIZATION (10%)	LS	1	$9,700	$9,700
				SUBTOTAL=	$106,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$32,000
				SOFT COSTS (25%)* =	$26,700
				GRAND TOTAL =	**$165,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street (A St - Lake St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1740	$20	$34,800
2	CURB AND GUTTER	LF	290	$36	$10,440
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,500	$4,500
8	TREES	EA	2	$400	$800
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$5,700	$5,700
18	MISC ITEMS (10%)	LS	1	$7,100	$7,100
19	MOBILIZATION (10%)	LS	1	$8,400	$8,400
				SUBTOTAL=	$91,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$27,600
				SOFT COSTS (25%)* =	$23,000
				GRAND TOTAL =	**$142,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street (Lake St - Flume St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	80	$36	$2,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	130	$138	$17,940
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$0	$0
8	TREES	EA	6	$400	$2,400
9	LANDSCAPE/IRRIGATION	SF	7500	$15	$112,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$16,200	$16,200
18	MISC ITEMS (10%)	LS	1	$20,200	$20,200
19	MOBILIZATION (10%)	LS	1	$23,900	$23,900
				SUBTOTAL=	$262,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$78,700
				SOFT COSTS (25%)* =	$65,600
				GRAND TOTAL =	**$406,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street (G St and Gateway St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1944	$20	$38,880
2	CURB AND GUTTER	LF	485	$36	$17,460
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	220	$138	$30,360
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,200	$2,200
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2025	$15	$30,375
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,600	$9,600
18	MISC ITEMS (10%)	LS	1	$12,000	$12,000
19	MOBILIZATION (10%)	LS	1	$14,100	$14,100
				SUBTOTAL=	$155,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$46,500
				SOFT COSTS (25%)* =	$38,800
				GRAND TOTAL =	**$240,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street (Gateway St - E St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	0	$20	$0
2	CURB AND GUTTER	LF	0	$36	$0
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$0	$0
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$0	$0
18	MISC ITEMS (10%)	LS	1	$0	$0
19	MOBILIZATION (10%)	LS	1	$0	$0
				SUBTOTAL=	$0
GRAND TOTAL					
				CONTINGENCY (30%) =	$0
				SOFT COSTS (25%)* =	$0
				GRAND TOTAL =	**$0**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street (E St - D St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2088	$20	$41,760
2	CURB AND GUTTER	LF	450	$36	$16,200
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	250	$138	$34,500
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,700	$2,700
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1350	$15	$20,250
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,300	$9,300
18	MISC ITEMS (10%)	LS	1	$11,600	$11,600
19	MOBILIZATION (10%)	LS	1	$13,700	$13,700
				SUBTOTAL=	$150,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$45,100
				SOFT COSTS (25%)* =	$37,600
				GRAND TOTAL =	**$232,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street (D St - C St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2016	$20	$40,320
2	CURB AND GUTTER	LF	530	$36	$19,080
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,300	$3,300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1800	$15	$27,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,800	$10,800
18	MISC ITEMS (10%)	LS	1	$13,500	$13,500
19	MOBILIZATION (10%)	LS	1	$15,900	$15,900
				SUBTOTAL=	$174,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$52,400
				SOFT COSTS (25%)* =	$43,700
				GRAND TOTAL =	**$270,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street (C St - B St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2016	$20	$40,320
2	CURB AND GUTTER	LF	525	$36	$18,900
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,000	$3,000
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2100	$15	$31,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,200	$10,200
18	MISC ITEMS (10%)	LS	1	$12,700	$12,700
19	MOBILIZATION (10%)	LS	1	$15,000	$15,000
				SUBTOTAL=	$164,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$49,500
				SOFT COSTS (25%)* =	$41,200
				GRAND TOTAL =	**$255,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street (B St - A St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2232	$20	$44,640
2	CURB AND GUTTER	LF	310	$36	$11,160
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,900	$1,900
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$6,300	$6,300
18	MISC ITEMS (10%)	LS	1	$7,800	$7,800
19	MOBILIZATION (10%)	LS	1	$9,200	$9,200
				SUBTOTAL=	$101,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$30,300
				SOFT COSTS (25%)* =	$25,300
				GRAND TOTAL =	**$156,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street (A St - Lake St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	220	$138	$30,360
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$58,200	$58,200
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,400	$12,400
18	MISC ITEMS (10%)	LS	1	$15,500	$15,500
19	MOBILIZATION (10%)	LS	1	$18,200	$18,200
				SUBTOTAL=	$200,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$60,100
				SOFT COSTS (25%)* =	$50,100
				GRAND TOTAL =	**$310,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street (Lake St - Flume St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,800	$1,800
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,900	$8,900
18	MISC ITEMS (10%)	LS	1	$11,100	$11,100
19	MOBILIZATION (10%)	LS	1	$13,100	$13,100
				SUBTOTAL=	$143,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$43,100
				SOFT COSTS (25%)* =	$35,900
				GRAND TOTAL =	**$222,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street (Flume St - High St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,800	$1,800
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,900	$8,900
18	MISC ITEMS (10%)	LS	1	$11,100	$11,100
19	MOBILIZATION (10%)	LS	1	$13,100	$13,100
				SUBTOTAL=	$143,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$43,100
				SOFT COSTS (25%)* =	$35,900
				GRAND TOTAL =	**$222,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (H St - G St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,900	$4,900
8	TREES	EA	2	$400	$800
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	4	$1,500	$6,000
11	REMOVE EXISTING STREET LIGHTING	EA	3	$1,500	$4,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	4	$11,500	$46,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	1	$50,000	$50,000
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$15,200	$15,200
18	MISC ITEMS (10%)	LS	1	$18,900	$18,900
19	MOBILIZATION (10%)	LS	1	$22,400	$22,400
				SUBTOTAL=	$245,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$73,700
				SOFT COSTS (25%)* =	$61,400
				GRAND TOTAL =	**$380,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (G St - Gateway St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,800	$2,800
8	TREES	EA	5	$400	$2,000
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	4	$1,500	$6,000
11	REMOVE EXISTING STREET LIGHTING	EA	4	$1,500	$6,000
12	COBRA/DECORATIVE STREET LIGHTING	EA	5	$11,500	$57,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$11,900	$11,900
18	MISC ITEMS (10%)	LS	1	$14,900	$14,900
19	MOBILIZATION (10%)	LS	1	$17,600	$17,600
				SUBTOTAL=	$192,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$57,900
				SOFT COSTS (25%)* =	$48,200
				GRAND TOTAL =	**$298,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (Gateway St - E St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2088	$20	$41,760
2	CURB AND GUTTER	LF	290	$36	$10,440
3	MEDIAN CURB	LF	260	$15	$3,900
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$8,000	$8,000
8	TREES	EA	2	$400	$800
9	LANDSCAPE/IRRIGATION	SF	900	$15	$13,500
10	SOUND SYSTEM SPEAKERS	EA	4	$1,500	$6,000
11	REMOVE EXISTING STREET LIGHTING	EA	4	$1,500	$6,000
12	COBRA/DECORATIVE STREET LIGHTING	EA	5	$11,500	$57,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	1	$200,000	$200,000
17	DRAINAGE (8%)	LS	1	$29,500	$29,500
18	MISC ITEMS (10%)	LS	1	$36,800	$36,800
19	MOBILIZATION (10%)	LS	1	$43,500	$43,500
				SUBTOTAL=	$477,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$143,400
				SOFT COSTS (25%)* =	$119,500
				GRAND TOTAL =	**$740,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (E St - D St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2232	$20	$44,640
2	CURB AND GUTTER	LF	310	$36	$11,160
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$5,100	$5,100
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1200	$15	$18,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	6	$1,500	$9,000
12	COBRA/DECORATIVE STREET LIGHTING	EA	6	$11,500	$69,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$14,200	$14,200
18	MISC ITEMS (10%)	LS	1	$17,700	$17,700
19	MOBILIZATION (10%)	LS	1	$20,900	$20,900
				SUBTOTAL=	$229,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$69,000
				SOFT COSTS (25%)* =	$57,500
				GRAND TOTAL =	**$356,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (D St - C St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2232	$20	$44,640
2	CURB AND GUTTER	LF	310	$36	$11,160
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$5,200	$5,200
8	TREES	EA	9	$400	$3,600
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	5	$1,500	$7,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	5	$11,500	$57,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,000	$12,000
18	MISC ITEMS (10%)	LS	1	$15,000	$15,000
19	MOBILIZATION (10%)	LS	1	$17,700	$17,700
				SUBTOTAL=	$194,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$58,300
				SOFT COSTS (25%)* =	$48,600
				GRAND TOTAL =	**$301,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (C St - B St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2232	$20	$44,640
2	CURB AND GUTTER	LF	310	$36	$11,160
3	MEDIAN CURB	LF	330	$15	$4,950
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,100	$4,100
8	TREES	EA	11	$400	$4,400
9	LANDSCAPE/IRRIGATION	SF	1500	$15	$22,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	5	$1,500	$7,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	5	$11,500	$57,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$14,200	$14,200
18	MISC ITEMS (10%)	LS	1	$17,700	$17,700
19	MOBILIZATION (10%)	LS	1	$20,900	$20,900
				SUBTOTAL=	$229,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$68,900
				SOFT COSTS (25%)* =	$57,400
				GRAND TOTAL =	**$355,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (B St - A St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1872	$20	$37,440
2	CURB AND GUTTER	LF	260	$36	$9,360
3	MEDIAN CURB	LF	680	$15	$10,200
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,000	$3,000
8	TREES	EA	18	$400	$7,200
9	LANDSCAPE/IRRIGATION	SF	2560	$15	$38,400
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	5	$11,500	$57,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$14,700	$14,700
18	MISC ITEMS (10%)	LS	1	$18,400	$18,400
19	MOBILIZATION (10%)	LS	1	$21,700	$21,700
				SUBTOTAL=	$237,900
GRAND TOTAL					
				CONTINGENCY (30%) =	$71,400
				SOFT COSTS (25%)* =	$59,500
				GRAND TOTAL =	**$368,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (A St - Lake St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	360	$15	$5,400
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,700	$3,700
8	TREES	EA	13	$400	$5,200
9	LANDSCAPE/IRRIGATION	SF	1360	$15	$20,400
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	1	$1,500	$1,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	5	$11,500	$57,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$13,500	$13,500
18	MISC ITEMS (10%)	LS	1	$16,800	$16,800
19	MOBILIZATION (10%)	LS	1	$19,800	$19,800
				SUBTOTAL=	$217,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$65,400
				SOFT COSTS (25%)* =	$54,500
				GRAND TOTAL =	**$337,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (Lake St - Flume St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2592	$20	$51,840
2	CURB AND GUTTER	LF	360	$36	$12,960
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$5,200	$5,200
8	TREES	EA	7	$400	$2,800
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	2	$1,500	$3,000
12	COBRA/DECORATIVE STREET LIGHTING	EA	4	$11,500	$46,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$11,400	$11,400
18	MISC ITEMS (10%)	LS	1	$14,200	$14,200
19	MOBILIZATION (10%)	LS	1	$16,800	$16,800
				SUBTOTAL=	$184,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$55,300
				SOFT COSTS (25%)* =	$46,100
				GRAND TOTAL =	**$285,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (Vineyard Ave - High St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2304	$20	$46,080
2	CURB AND GUTTER	LF	320	$36	$11,520
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	30	$1,000	$30,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$5,000	$5,000
8	TREES	EA	11	$400	$4,400
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	1	$1,500	$1,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	4	$11,500	$46,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$11,600	$11,600
18	MISC ITEMS (10%)	LS	1	$14,500	$14,500
19	MOBILIZATION (10%)	LS	1	$17,100	$17,100
				SUBTOTAL=	$187,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$56,400
				SOFT COSTS (25%)* =	$47,000
				GRAND TOTAL =	**$291,100**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (High St-Lyons St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1800	$20	$36,000
2	CURB AND GUTTER	LF	250	$36	$9,000
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,200	$3,200
8	TREES	EA	1	$400	$400
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	1	$1,500	$1,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$6,600	$6,600
18	MISC ITEMS (10%)	LS	1	$8,200	$8,200
19	MOBILIZATION (10%)	LS	1	$9,700	$9,700
				SUBTOTAL=	$106,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$31,900
				SOFT COSTS (25%)* =	$26,600
				GRAND TOTAL =	**$164,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (H St - G St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2016	$20	$40,320
2	CURB AND GUTTER	LF	280	$36	$10,080
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$5,200	$5,200
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,100	$8,100
18	MISC ITEMS (10%)	LS	1	$10,100	$10,100
19	MOBILIZATION (10%)	LS	1	$11,900	$11,900
				SUBTOTAL=	$130,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$39,200
				SOFT COSTS (25%)* =	$32,600
				GRAND TOTAL =	**$202,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (G St - Gateway St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	210	$138	$28,980
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,400	$4,400
8	TREES	EA	5	$400	$2,000
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,100	$8,100
18	MISC ITEMS (10%)	LS	1	$10,100	$10,100
19	MOBILIZATION (10%)	LS	1	$12,000	$12,000
				SUBTOTAL=	$131,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$39,400
				SOFT COSTS (25%)* =	$32,800
				GRAND TOTAL =	**$203,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (Gateway St - E St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	230	$138	$31,740
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$6,200	$6,200
8	TREES	EA	2	$400	$800
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	1	$200,000	$200,000
17	DRAINAGE (8%)	LS	1	$25,300	$25,300
18	MISC ITEMS (10%)	LS	1	$31,600	$31,600
19	MOBILIZATION (10%)	LS	1	$37,300	$37,300
				SUBTOTAL=	$410,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$123,000
				SOFT COSTS (25%)* =	$102,500
				GRAND TOTAL =	**$635,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (E St - D St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2088	$20	$41,760
2	CURB AND GUTTER	LF	290	$36	$10,440
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,300	$4,300
8	TREES	EA	9	$400	$3,600
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	4	$11,500	$46,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$11,200	$11,200
18	MISC ITEMS (10%)	LS	1	$14,000	$14,000
19	MOBILIZATION (10%)	LS	1	$16,500	$16,500
				SUBTOTAL=	$181,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$54,300
				SOFT COSTS (25%)* =	$45,300
				GRAND TOTAL =	**$280,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (D St - C St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2232	$20	$44,640
2	CURB AND GUTTER	LF	310	$36	$11,160
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	250	$138	$34,500
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,400	$4,400
8	TREES	EA	8	$400	$3,200
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,700	$9,700
18	MISC ITEMS (10%)	LS	1	$12,100	$12,100
19	MOBILIZATION (10%)	LS	1	$14,300	$14,300
				SUBTOTAL=	$157,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$47,100
				SOFT COSTS (25%)* =	$39,300
				GRAND TOTAL =	**$243,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (C St - B St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,300	$4,300
8	TREES	EA	9	$400	$3,600
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,600	$8,600
18	MISC ITEMS (10%)	LS	1	$10,700	$10,700
19	MOBILIZATION (10%)	LS	1	$12,600	$12,600
				SUBTOTAL=	$138,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$41,600
				SOFT COSTS (25%)* =	$34,700
				GRAND TOTAL =	**$214,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (B St - A St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,200	$4,200
8	TREES	EA	3	$400	$1,200
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,200	$10,200
18	MISC ITEMS (10%)	LS	1	$12,800	$12,800
19	MOBILIZATION (10%)	LS	1	$15,100	$15,100
				SUBTOTAL=	$165,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$49,600
				SOFT COSTS (25%)* =	$41,300
				GRAND TOTAL =	**$256,100**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (A St - Lake St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2088	$20	$41,760
2	CURB AND GUTTER	LF	290	$36	$10,440
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	210	$138	$28,980
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,100	$4,100
8	TREES	EA	4	$400	$1,600
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,800	$9,800
18	MISC ITEMS (10%)	LS	1	$12,200	$12,200
19	MOBILIZATION (10%)	LS	1	$14,400	$14,400
				SUBTOTAL=	$157,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$47,400
				SOFT COSTS (25%)* =	$39,500
				GRAND TOTAL =	**$244,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (Lake St -Vineyard Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	7320	$20	$146,400
2	CURB AND GUTTER	LF	610	$36	$21,960
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	300	$138	$41,400
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,300	$2,300
8	TREES	EA	13	$400	$5,200
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$20,200	$20,200
18	MISC ITEMS (10%)	LS	1	$25,200	$25,200
19	MOBILIZATION (10%)	LS	1	$29,800	$29,800
				SUBTOTAL=	$327,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$98,100
				SOFT COSTS (25%)* =	$81,800
				GRAND TOTAL =	**$506,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (Vineyard Ave - High St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	0	$20	$0
2	CURB AND GUTTER	LF	0	$36	$0
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$0	$0
8	TREES	EA	12	$400	$4,800
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$400	$400
18	MISC ITEMS (10%)	LS	1	$500	$500
19	MOBILIZATION (10%)	LS	1	$600	$600
				SUBTOTAL=	$6,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$1,900
				SOFT COSTS (25%)* =	$1,600
				GRAND TOTAL =	**$9,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: H Street (Yosemite Ave-6th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1050	$20	$21,000
2	CURB AND GUTTER	LF	175	$36	$6,300
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	0	$1,800	$0
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$5,000	$5,000
18	MISC ITEMS (10%)	LS	1	$6,200	$6,200
19	MOBILIZATION (10%)	LS	1	$7,300	$7,300
				SUBTOTAL=	$80,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$24,100
				SOFT COSTS (25%)* =	$20,100
				GRAND TOTAL =	**$124,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: G Street (4th St - 5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2232	$15	$33,480
2	CURB AND GUTTER	LF	310	$17	$5,270
3	MEDIAN CURB	LF	450	$10	$4,500
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,300	$1,300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2640	$15	$39,600
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,200	$10,200
18	MISC ITEMS (10%)	LS	1	$12,800	$12,800
19	MOBILIZATION (10%)	LS	1	$15,100	$15,100
				SUBTOTAL=	**$165,300**
GRAND TOTAL					
				CONTINGENCY (30%) =	$49,600
				SOFT COSTS (25%)* =	$41,400
				GRAND TOTAL =	**$256,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: G Street (5th St - Yosemite Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2448	$15	$36,720
2	CURB AND GUTTER	LF	340	$17	$5,780
3	MEDIAN CURB	LF	720	$10	$7,200
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$300	$300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	4080	$15	$61,200
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,400	$12,400
18	MISC ITEMS (10%)	LS	1	$15,500	$15,500
19	MOBILIZATION (10%)	LS	1	$18,300	$18,300
				SUBTOTAL=	$200,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$60,200
				SOFT COSTS (25%)* =	$50,100
				GRAND TOTAL =	**$310,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Gateway Street (4th St - 5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	3384	$20	$67,680
2	CURB AND GUTTER	LF	410	$36	$14,760
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	270	$138	$37,260
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$11,000	$11,000
8	TREES	EA	5	$400	$2,000
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,700	$10,700
18	MISC ITEMS (10%)	LS	1	$13,300	$13,300
19	MOBILIZATION (10%)	LS	1	$15,700	$15,700
				SUBTOTAL=	$172,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$51,800
				SOFT COSTS (25%)* =	$43,100
				GRAND TOTAL =	**$267,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Gateway Street (5th St-Yosemite Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	4476	$20	$89,520
2	CURB AND GUTTER	LF	540	$36	$19,440
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	250	$138	$34,500
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$11,100	$11,100
8	TREES	EA	6	$400	$2,400
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,600	$12,600
18	MISC ITEMS (10%)	LS	1	$15,700	$15,700
19	MOBILIZATION (10%)	LS	1	$18,600	$18,600
				SUBTOTAL=	$203,900
GRAND TOTAL					
				CONTINGENCY (30%) =	$61,200
				SOFT COSTS (25%)* =	$51,000
				GRAND TOTAL =	**$316,100**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Gateway Street (Yosemite Ave-6th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	0	$20	$0
2	CURB AND GUTTER	LF	0	$36	$0
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	220	$138	$30,360
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$12,400	$12,400
8	TREES	EA	5	$400	$2,000
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$5,500	$5,500
18	MISC ITEMS (10%)	LS	1	$6,800	$6,800
19	MOBILIZATION (10%)	LS	1	$8,100	$8,100
				SUBTOTAL=	$88,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$26,500
				SOFT COSTS (25%)* =	$22,100
				GRAND TOTAL =	**$136,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: E Street (4th St - 5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	7680	$20	$153,600
2	CURB AND GUTTER	LF	935	$36	$33,660
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	230	$138	$31,740
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,200	$1,200
8	TREES	EA	7	$400	$2,800
9	LANDSCAPE/IRRIGATION	SF	1600	$15	$24,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$22,600	$22,600
18	MISC ITEMS (10%)	LS	1	$28,200	$28,200
19	MOBILIZATION (10%)	LS	1	$33,300	$33,300
				SUBTOTAL=	$365,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$109,700
				SOFT COSTS (25%)* =	$91,400
				GRAND TOTAL =	**$566,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: E Street (5th St-Yosemite Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	0	$20	$0
2	CURB AND GUTTER	LF	0	$36	$0
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,400	$3,400
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$1,100	$1,100
18	MISC ITEMS (10%)	LS	1	$1,400	$1,400
19	MOBILIZATION (10%)	LS	1	$1,600	$1,600
				SUBTOTAL=	$17,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$5,300
				SOFT COSTS (25%)* =	$4,400
				GRAND TOTAL =	**$27,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: E Street (Yosemite Ave-6th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	740	$36	$26,640
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,200	$3,200
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2400	$15	$36,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,400	$10,400
18	MISC ITEMS (10%)	LS	1	$13,000	$13,000
19	MOBILIZATION (10%)	LS	1	$15,300	$15,300
				SUBTOTAL=	$167,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$50,400
				SOFT COSTS (25%)* =	$42,000
				GRAND TOTAL =	**$260,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: D Street (4th St - 5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2304	$20	$46,080
2	CURB AND GUTTER	LF	320	$36	$11,520
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,900	$2,900
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,500	$8,500
18	MISC ITEMS (10%)	LS	1	$10,600	$10,600
19	MOBILIZATION (10%)	LS	1	$12,500	$12,500
				SUBTOTAL=	$136,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$41,100
				SOFT COSTS (25%)* =	$34,200
				GRAND TOTAL =	**$212,100**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: D Street (5th-Yosemite Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2448	$20	$48,960
2	CURB AND GUTTER	LF	340	$36	$12,240
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,200	$3,200
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,600	$9,600
18	MISC ITEMS (10%)	LS	1	$11,900	$11,900
19	MOBILIZATION (10%)	LS	1	$14,100	$14,100
				SUBTOTAL=	$154,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$46,400
				SOFT COSTS (25%)* =	$38,700
				GRAND TOTAL =	**$239,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: D Street (Yosemite Ave - 6th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2232	$20	$44,640
2	CURB AND GUTTER	LF	560	$36	$20,160
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,600	$3,600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1800	$15	$27,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,300	$9,300
18	MISC ITEMS (10%)	LS	1	$11,600	$11,600
19	MOBILIZATION (10%)	LS	1	$13,700	$13,700
				SUBTOTAL=	$150,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$45,000
				SOFT COSTS (25%)* =	$37,500
				GRAND TOTAL =	**$232,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: C Street (4th St - 5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	720	$15	$10,800
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	180	$138	$24,840
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$500	$500
8	TREES	EA	7	$400	$2,800
9	LANDSCAPE/IRRIGATION	SF	4200	$15	$63,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$14,800	$14,800
18	MISC ITEMS (10%)	LS	1	$18,500	$18,500
19	MOBILIZATION (10%)	LS	1	$21,800	$21,800
				SUBTOTAL=	$239,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$71,900
				SOFT COSTS (25%)* =	$59,900
				GRAND TOTAL =	**$371,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: C Street (5th St-Yosemite Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2232	$20	$44,640
2	CURB AND GUTTER	LF	430	$36	$15,480
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	260	$138	$35,880
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$5,600	$5,600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1800	$15	$27,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,300	$10,300
18	MISC ITEMS (10%)	LS	1	$12,900	$12,900
19	MOBILIZATION (10%)	LS	1	$15,200	$15,200
				SUBTOTAL=	$167,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$50,100
				SOFT COSTS (25%)* =	$41,800
				GRAND TOTAL =	**$258,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: C Street (Yosemite Ave-6th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	710	$36	$25,560
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	260	$138	$35,880
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,600	$3,600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1350	$15	$20,250
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,700	$10,700
18	MISC ITEMS (10%)	LS	1	$13,300	$13,300
19	MOBILIZATION (10%)	LS	1	$15,700	$15,700
				SUBTOTAL=	$172,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$51,800
				SOFT COSTS (25%)* =	$43,200
				GRAND TOTAL =	**$267,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: B Street (4th St - 5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	700	$15	$10,500
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	180	$138	$24,840
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$500	$500
8	TREES	EA	7	$400	$2,800
9	LANDSCAPE/IRRIGATION	SF	4080	$15	$61,200
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$14,600	$14,600
18	MISC ITEMS (10%)	LS	1	$18,300	$18,300
19	MOBILIZATION (10%)	LS	1	$21,600	$21,600
				SUBTOTAL=	$236,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$71,100
				SOFT COSTS (25%)* =	$59,200
				GRAND TOTAL =	**$367,100**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: B Street (5th St-Yosemite Ave))

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2448	$20	$48,960
2	CURB AND GUTTER	LF	340	$36	$12,240
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,800	$1,800
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,500	$8,500
18	MISC ITEMS (10%)	LS	1	$10,600	$10,600
19	MOBILIZATION (10%)	LS	1	$12,600	$12,600
				SUBTOTAL=	$137,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$41,400
				SOFT COSTS (25%)* =	$34,500
				GRAND TOTAL =	**$213,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: B Street (Yosemite Ave-6th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,900	$1,900
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,400	$8,400
18	MISC ITEMS (10%)	LS	1	$10,500	$10,500
19	MOBILIZATION (10%)	LS	1	$12,400	$12,400
				SUBTOTAL=	$135,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$40,700
				SOFT COSTS (25%)* =	$33,900
				GRAND TOTAL =	**$210,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: A Street (4th St - 5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2232	$20	$44,640
2	CURB AND GUTTER	LF	310	$36	$11,160
3	MEDIAN CURB	LF	680	$15	$10,200
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$500	$500
8	TREES	EA	7	$400	$2,800
9	LANDSCAPE/IRRIGATION	SF	3960	$15	$59,400
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$13,800	$13,800
18	MISC ITEMS (10%)	LS	1	$17,200	$17,200
19	MOBILIZATION (10%)	LS	1	$20,300	$20,300
				SUBTOTAL=	$223,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$66,900
				SOFT COSTS (25%)* =	$55,800
				GRAND TOTAL =	**$345,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: A Street (5th St-Yosemite Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,800	$1,800
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	4	$11,500	$46,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$11,300	$11,300
18	MISC ITEMS (10%)	LS	1	$14,100	$14,100
19	MOBILIZATION (10%)	LS	1	$16,600	$16,600
				SUBTOTAL=	$182,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$54,800
				SOFT COSTS (25%)* =	$45,600
				GRAND TOTAL =	**$282,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: A Street (Yosemite Ave-6th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,000	$2,000
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,500	$9,500
18	MISC ITEMS (10%)	LS	1	$11,800	$11,800
19	MOBILIZATION (10%)	LS	1	$13,900	$13,900
				SUBTOTAL=	$152,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$45,900
				SOFT COSTS (25%)* =	$38,200
				GRAND TOTAL =	**$236,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Lake Street (4th St - 5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,600	$4,600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,700	$9,700
18	MISC ITEMS (10%)	LS	1	$12,100	$12,100
19	MOBILIZATION (10%)	LS	1	$14,200	$14,200
				SUBTOTAL=	$156,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$46,900
				SOFT COSTS (25%)* =	$39,100
				GRAND TOTAL =	**$242,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Lake Street (5th St-Yosemite Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	230	$138	$31,740
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,800	$4,800
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,600	$9,600
18	MISC ITEMS (10%)	LS	1	$11,900	$11,900
19	MOBILIZATION (10%)	LS	1	$14,100	$14,100
				SUBTOTAL=	$154,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$46,400
				SOFT COSTS (25%)* =	$38,700
				GRAND TOTAL =	**$239,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Lake Street (Yosemite Ave-6th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2520	$20	$50,400
2	CURB AND GUTTER	LF	350	$36	$12,600
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$5,400	$5,400
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,000	$9,000
18	MISC ITEMS (10%)	LS	1	$11,200	$11,200
19	MOBILIZATION (10%)	LS	1	$13,200	$13,200
				SUBTOTAL=	$144,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$43,500
				SOFT COSTS (25%)* =	$36,200
				GRAND TOTAL =	**$224,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Flume Street (4th St-5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2520	$20	$50,400
2	CURB AND GUTTER	LF	325	$36	$11,700
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$400	$400
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,400	$9,400
18	MISC ITEMS (10%)	LS	1	$11,700	$11,700
19	MOBILIZATION (10%)	LS	1	$13,900	$13,900
				SUBTOTAL=	$152,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$45,600
				SOFT COSTS (25%)* =	$38,000
				GRAND TOTAL =	**$235,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Flume Street (5th St - Yosemite Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,700	$1,700
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$7,500	$7,500
18	MISC ITEMS (10%)	LS	1	$9,300	$9,300
19	MOBILIZATION (10%)	LS	1	$11,000	$11,000
				SUBTOTAL=	$120,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$36,200
				SOFT COSTS (25%)* =	$30,100
				GRAND TOTAL =	**$186,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Vineyard Ave (Yosemite Ave-6th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	3876	$20	$77,520
2	CURB AND GUTTER	LF	480	$36	$17,280
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,500	$1,500
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,200	$12,200
18	MISC ITEMS (10%)	LS	1	$15,300	$15,300
19	MOBILIZATION (10%)	LS	1	$18,000	$18,000
				SUBTOTAL=	$198,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$59,400
				SOFT COSTS (25%)* =	$49,500
				GRAND TOTAL =	**$306,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: High Street (4th St - 5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	14	$1,000	$14,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	0	$0	$0
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$7,800	$7,800
18	MISC ITEMS (10%)	LS	1	$9,700	$9,700
19	MOBILIZATION (10%)	LS	1	$11,400	$11,400
				SUBTOTAL=	$125,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$37,600
				SOFT COSTS (25%)* =	$31,400
				GRAND TOTAL =	**$194,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: High Street (5th St-Yosemite Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	14	$1,000	$14,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,780	$1,780
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,800	$8,800
18	MISC ITEMS (10%)	LS	1	$11,000	$11,000
19	MOBILIZATION (10%)	LS	1	$13,000	$13,000
				SUBTOTAL=	$142,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$42,800
				SOFT COSTS (25%)* =	$35,700
				GRAND TOTAL =	**$221,000**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

Estimate Per Intersection

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 4th Street and G St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1120	$20	$22,400
2	CURB AND GUTTER	LF	130	$36	$4,680
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	60	$140	$8,400
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,000	$4,000
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1400	$15	$21,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	1	$32,000	$32,000
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,200	$8,200
18	MISC ITEMS (10%)	LS	1	$10,300	$10,300
19	MOBILIZATION (10%)	LS	1	$12,100	$12,100
				SUBTOTAL=	$133,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$40,000
				SOFT COSTS (25%)* =	$33,300
				GRAND TOTAL =	**$206,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 4th Street and Gateway St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	0	$20	$0
2	CURB AND GUTTER	LF	0	$36	$0
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	60	$140	$8,400
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,300	$4,300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	1	$32,000	$32,000
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$4,400	$4,400
18	MISC ITEMS (10%)	LS	1	$5,500	$5,500
19	MOBILIZATION (10%)	LS	1	$6,500	$6,500
				SUBTOTAL=	$71,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$21,400
				SOFT COSTS (25%)* =	$17,800
				GRAND TOTAL =	**$110,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 4th Street and E St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2400	$20	$48,000
2	CURB AND GUTTER	LF	215	$36	$7,740
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	30	$140	$4,200
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,700	$2,700
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	3000	$15	$45,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	1	$50,000	$50,000
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$14,500	$14,500
18	MISC ITEMS (10%)	LS	1	$18,100	$18,100
19	MOBILIZATION (10%)	LS	1	$21,400	$21,400
				SUBTOTAL=	$234,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$70,500
				SOFT COSTS (25%)* =	$58,700
				GRAND TOTAL =	**$363,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 4th Street and D St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	3960	$20	$79,200
2	CURB AND GUTTER	LF	290	$36	$10,440
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,800	$2,800
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	6600	$15	$99,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	1	$32,000	$32,000
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$18,400	$18,400
18	MISC ITEMS (10%)	LS	1	$23,000	$23,000
19	MOBILIZATION (10%)	LS	1	$27,100	$27,100
				SUBTOTAL=	$297,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$89,300
				SOFT COSTS (25%)* =	$74,400
				GRAND TOTAL =	**$461,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 4th Street and C St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2800	$20	$56,000
2	CURB AND GUTTER	LF	215	$36	$7,740
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,300	$1,300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	3500	$15	$52,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,300	$12,300
18	MISC ITEMS (10%)	LS	1	$15,400	$15,400
19	MOBILIZATION (10%)	LS	1	$18,200	$18,200
				SUBTOTAL=	$199,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$59,800
				SOFT COSTS (25%)* =	$49,900
				GRAND TOTAL =	**$309,000**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 4th Street and B St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2800	$20	$56,000
2	CURB AND GUTTER	LF	215	$36	$7,740
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,300	$1,300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	3500	$15	$52,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$11,400	$11,400
18	MISC ITEMS (10%)	LS	1	$14,200	$14,200
19	MOBILIZATION (10%)	LS	1	$16,800	$16,800
				SUBTOTAL=	$184,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$55,300
				SOFT COSTS (25%)* =	$46,100
				GRAND TOTAL =	**$285,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 4th Street and A St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	3360	$20	$67,200
2	CURB AND GUTTER	LF	255	$36	$9,180
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,200	$1,200
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	4200	$15	$63,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$14,200	$14,200
18	MISC ITEMS (10%)	LS	1	$17,700	$17,700
19	MOBILIZATION (10%)	LS	1	$20,900	$20,900
				SUBTOTAL=	$229,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$68,800
				SOFT COSTS (25%)* =	$57,300
				GRAND TOTAL =	**$355,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 4th Street and Lake St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2183	$20	$43,650
2	CURB AND GUTTER	LF	190	$36	$6,840
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	70	$140	$9,800
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	200	$138	$27,600
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,500	$4,500
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2425	$15	$36,375
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,200	$12,200
18	MISC ITEMS (10%)	LS	1	$15,200	$15,200
19	MOBILIZATION (10%)	LS	1	$18,000	$18,000
				SUBTOTAL=	$197,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$59,200
				SOFT COSTS (25%)* =	$49,300

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 4th Street and Flume St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	400	$20	$8,000
2	CURB AND GUTTER	LF	40	$36	$1,440
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	50	$140	$7,000
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$0	$0
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$3,100	$3,100
18	MISC ITEMS (10%)	LS	1	$3,800	$3,800
19	MOBILIZATION (10%)	LS	1	$4,500	$4,500
				SUBTOTAL=	$49,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$14,900
				SOFT COSTS (25%)* =	$12,400
				GRAND TOTAL =	**$76,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and High St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1600	$20	$32,000
2	CURB AND GUTTER	LF	220	$36	$7,920
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,500	$2,500
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2000	$15	$30,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,900	$9,900
18	MISC ITEMS (10%)	LS	1	$12,300	$12,300
19	MOBILIZATION (10%)	LS	1	$14,500	$14,500
				SUBTOTAL=	$159,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$47,800
				SOFT COSTS (25%)* =	$39,900
				GRAND TOTAL =	**$247,000**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and G St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2280	$20	$45,600
2	CURB AND GUTTER	LF	225	$36	$8,100
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	30	$140	$4,200
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,500	$1,500
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2850	$15	$42,750
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,900	$10,900
18	MISC ITEMS (10%)	LS	1	$13,600	$13,600
19	MOBILIZATION (10%)	LS	1	$16,000	$16,000
				SUBTOTAL=	$175,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$52,800
				SOFT COSTS (25%)* =	$44,000
				GRAND TOTAL =	**$272,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and Gateway St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	800	$20	$16,000
2	CURB AND GUTTER	LF	100	$36	$3,600
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	10	$140	$1,400
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	10	$138	$1,380
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$600	$600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1000	$15	$15,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$4,000	$4,000
18	MISC ITEMS (10%)	LS	1	$5,000	$5,000
19	MOBILIZATION (10%)	LS	1	$5,900	$5,900
				SUBTOTAL=	$64,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$19,400
				SOFT COSTS (25%)* =	$16,100
				GRAND TOTAL =	**$99,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and E St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	990	$20	$19,800
2	CURB AND GUTTER	LF	220	$36	$7,920
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	40	$138	$5,520
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,300	$1,300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1650	$15	$24,750
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$5,000	$5,000
18	MISC ITEMS (10%)	LS	1	$6,300	$6,300
19	MOBILIZATION (10%)	LS	1	$7,400	$7,400
				SUBTOTAL=	$80,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$24,300
				SOFT COSTS (25%)* =	$20,200
				GRAND TOTAL =	**$125,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and D St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2800	$20	$56,000
2	CURB AND GUTTER	LF	310	$36	$11,160
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,000	$2,000
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	3500	$15	$52,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	1	$50,000	$50,000
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$16,900	$16,900
18	MISC ITEMS (10%)	LS	1	$21,100	$21,100
19	MOBILIZATION (10%)	LS	1	$24,900	$24,900
				SUBTOTAL=	$273,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$82,000
				SOFT COSTS (25%)* =	$68,300
				GRAND TOTAL =	**$423,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and C St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2040	$20	$40,800
2	CURB AND GUTTER	LF	350	$36	$12,600
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	40	$138	$5,520
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$900	$900
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	3400	$15	$51,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$11,000	$11,000
18	MISC ITEMS (10%)	LS	1	$13,700	$13,700
19	MOBILIZATION (10%)	LS	1	$16,200	$16,200
				SUBTOTAL=	$177,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$53,300
				SOFT COSTS (25%)* =	$44,400
				GRAND TOTAL =	**$275,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and B St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2700	$20	$54,000
2	CURB AND GUTTER	LF	270	$36	$9,720
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	40	$138	$5,520
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,000	$1,000
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	4500	$15	$67,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$13,100	$13,100
18	MISC ITEMS (10%)	LS	1	$16,400	$16,400
19	MOBILIZATION (10%)	LS	1	$19,400	$19,400
				SUBTOTAL=	$212,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$63,800
				SOFT COSTS (25%)* =	$53,200
				GRAND TOTAL =	**$329,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and A St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1840	$20	$36,800
2	CURB AND GUTTER	LF	220	$36	$7,920
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	40	$138	$5,520
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,100	$1,100
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2300	$15	$34,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,100	$8,100
18	MISC ITEMS (10%)	LS	1	$10,100	$10,100
19	MOBILIZATION (10%)	LS	1	$11,900	$11,900
				SUBTOTAL=	$130,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$39,100
				SOFT COSTS (25%)* =	$32,600
				GRAND TOTAL =	**$202,000**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and Lake St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2000	$20	$40,000
2	CURB AND GUTTER	LF	215	$36	$7,740
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	40	$138	$5,520
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,100	$1,100
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2500	$15	$37,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,500	$8,500
18	MISC ITEMS (10%)	LS	1	$10,700	$10,700
19	MOBILIZATION (10%)	LS	1	$12,600	$12,600
				SUBTOTAL=	$138,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$41,400
				SOFT COSTS (25%)* =	$34,500
				GRAND TOTAL =	**$213,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and Flume St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1760	$20	$35,200
2	CURB AND GUTTER	LF	220	$36	$7,920
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,100	$2,100
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2200	$15	$33,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,500	$8,500
18	MISC ITEMS (10%)	LS	1	$10,600	$10,600
19	MOBILIZATION (10%)	LS	1	$12,500	$12,500
				SUBTOTAL=	$137,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$41,100
				SOFT COSTS (25%)* =	$34,300
				GRAND TOTAL =	**$212,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and H St

h	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	325	$20	$6,500
2	CURB AND GUTTER	LF	45	$36	$1,620
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	10	$140	$1,400
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	10	$138	$1,380
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$400	$400
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	325	$15	$4,875
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	1	$200,000	$200,000
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$32,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$17,300	$17,300
18	MISC ITEMS (10%)	LS	1	$21,700	$21,700
19	MOBILIZATION (10%)	LS	1	$25,600	$25,600
				SUBTOTAL=	$280,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$84,300
				SOFT COSTS (25%)* =	$70,200
				GRAND TOTAL =	**$435,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and G St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2093	$20	$41,850
2	CURB AND GUTTER	LF	200	$36	$7,200
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	80	$140	$11,200
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	60	$138	$8,280
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,000	$1,000
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2325	$15	$34,875
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$32,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,400	$8,400
18	MISC ITEMS (10%)	LS	1	$10,500	$10,500
19	MOBILIZATION (10%)	LS	1	$12,400	$12,400
				SUBTOTAL=	$135,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$40,800
				SOFT COSTS (25%)* =	$34,000
				GRAND TOTAL =	**$210,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and Gateway St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	0	$20	$0
2	CURB AND GUTTER	LF	0	$36	$0
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	60	$140	$8,400
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	70	$138	$9,660
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,700	$3,700
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	1	$32,000	$32,000
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$4,400	$4,400
18	MISC ITEMS (10%)	LS	1	$5,400	$5,400
19	MOBILIZATION (10%)	LS	1	$6,400	$6,400
				SUBTOTAL=	$70,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$21,000
				SOFT COSTS (25%)* =	$17,500
				GRAND TOTAL =	**$108,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and E St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1220	$20	$24,400
2	CURB AND GUTTER	LF	170	$36	$6,120
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	10	$140	$1,400
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	50	$138	$6,900
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$400	$400
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1525	$15	$22,875
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$5,000	$5,000
18	MISC ITEMS (10%)	LS	1	$6,300	$6,300
19	MOBILIZATION (10%)	LS	1	$7,400	$7,400
				SUBTOTAL=	$80,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$24,300
				SOFT COSTS (25%)* =	$20,200
				GRAND TOTAL =	**$125,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and D St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1680	$20	$33,600
2	CURB AND GUTTER	LF	230	$36	$8,280
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	50	$140	$7,000
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	60	$138	$8,280
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,700	$2,700
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2800	$15	$42,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	4	$1,500	$6,000
12	COBRA/DECORATIVE STREET LIGHTING	EA	4	$11,500	$46,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	1	$32,000	$32,000
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$15,700	$15,700
18	MISC ITEMS (10%)	LS	1	$19,600	$19,600
19	MOBILIZATION (10%)	LS	1	$23,200	$23,200
				SUBTOTAL=	$254,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$76,400
				SOFT COSTS (25%)* =	$63,600
				GRAND TOTAL =	**$394,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and C St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1680	$20	$33,600
2	CURB AND GUTTER	LF	260	$36	$9,360
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	50	$138	$6,900
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,400	$2,400
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2800	$15	$42,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	2	$1,500	$3,000
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	1	$32,000	$32,000
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,700	$12,700
18	MISC ITEMS (10%)	LS	1	$15,800	$15,800
19	MOBILIZATION (10%)	LS	1	$18,700	$18,700
				SUBTOTAL=	$205,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$61,600
				SOFT COSTS (25%)* =	$51,300
				GRAND TOTAL =	**$318,000**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and B St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2000	$20	$40,000
2	CURB AND GUTTER	LF	215	$36	$7,740
3	MEDIAN CURB	LF	80	$15	$1,200
4	STAMPED AC	TON	50	$140	$7,000
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	50	$138	$6,900
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,700	$2,700
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2500	$15	$37,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	1	$1,500	$1,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	1	$50,000	$50,000
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$15,200	$15,200
18	MISC ITEMS (10%)	LS	1	$19,000	$19,000
19	MOBILIZATION (10%)	LS	1	$22,400	$22,400
				SUBTOTAL=	$245,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$73,800
				SOFT COSTS (25%)* =	$61,500
				GRAND TOTAL =	**$381,000**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and A St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2600	$20	$52,000
2	CURB AND GUTTER	LF	270	$36	$9,720
3	MEDIAN CURB	LF	80	$15	$1,200
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	50	$138	$6,900
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,600	$2,600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2650	$15	$39,750
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	1	$1,500	$1,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	1	$50,000	$50,000
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$15,400	$15,400
18	MISC ITEMS (10%)	LS	1	$19,300	$19,300
19	MOBILIZATION (10%)	LS	1	$22,700	$22,700
				SUBTOTAL=	$249,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$75,000
				SOFT COSTS (25%)* =	$62,500
				GRAND TOTAL =	**$387,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and Lake St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	0	$20	$0
2	CURB AND GUTTER	LF	0	$36	$0
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	60	$140	$8,400
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	80	$138	$11,040
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,400	$3,400
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	3	$1,500	$4,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	1	$32,000	$32,000
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$7,600	$7,600
18	MISC ITEMS (10%)	LS	1	$9,400	$9,400
19	MOBILIZATION (10%)	LS	1	$11,100	$11,100
				SUBTOTAL=	$122,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$36,600
				SOFT COSTS (25%)* =	$30,500
				GRAND TOTAL =	**$189,100**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and Flume St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	810	$20	$16,200
2	CURB AND GUTTER	LF	95	$36	$3,420
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	10	$140	$1,400
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	10	$138	$1,380
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$600	$600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	900	$15	$13,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$3,000	$3,000
18	MISC ITEMS (10%)	LS	1	$3,700	$3,700
19	MOBILIZATION (10%)	LS	1	$4,400	$4,400
				SUBTOTAL=	$47,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$14,300
				SOFT COSTS (25%)* =	$11,900
				GRAND TOTAL =	**$73,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and Vineyard St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1080	$20	$21,600
2	CURB AND GUTTER	LF	130	$36	$4,680
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	10	$140	$1,400
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	10	$138	$1,380
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$600	$600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1800	$15	$27,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$4,600	$4,600
18	MISC ITEMS (10%)	LS	1	$5,700	$5,700
19	MOBILIZATION (10%)	LS	1	$6,700	$6,700
				SUBTOTAL=	$73,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$22,200
				SOFT COSTS (25%)* =	$18,500
				GRAND TOTAL =	**$114,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and High St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	675	$20	$13,500
2	CURB AND GUTTER	LF	90	$36	$3,240
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	10	$140	$1,400
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	10	$138	$1,380
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$600	$600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	750	$15	$11,250
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$3,500	$3,500
18	MISC ITEMS (10%)	LS	1	$4,300	$4,300
19	MOBILIZATION (10%)	LS	1	$5,100	$5,100
				SUBTOTAL=	$55,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$16,800
				SOFT COSTS (25%)* =	$14,000
				GRAND TOTAL =	**$86,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and H St

h	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	800	$20	$16,000
2	CURB AND GUTTER	LF	105	$36	$3,780
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	720	$140	$100,800
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,100	$1,100
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1000	$15	$15,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$11,900	$11,900
18	MISC ITEMS (10%)	LS	1	$14,900	$14,900
19	MOBILIZATION (10%)	LS	1	$17,500	$17,500
				SUBTOTAL=	$192,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$57,800
				SOFT COSTS (25%)* =	$48,200
				GRAND TOTAL =	**$298,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and G St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1460	$20	$29,200
2	CURB AND GUTTER	LF	170	$36	$6,120
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	20	$138	$2,760
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,300	$1,300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1825	$15	$27,375
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	1	$50,000	$50,000
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,600	$9,600
18	MISC ITEMS (10%)	LS	1	$12,000	$12,000
19	MOBILIZATION (10%)	LS	1	$14,200	$14,200
				SUBTOTAL=	$155,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$46,700
				SOFT COSTS (25%)* =	$38,900
				GRAND TOTAL =	**$241,000**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and Gateway St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	0	$20	$0
2	CURB AND GUTTER	LF	0	$36	$0
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	50	$140	$7,000
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	70	$138	$9,660
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,700	$3,700
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	1	$32,000	$32,000
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$4,200	$4,200
18	MISC ITEMS (10%)	LS	1	$5,300	$5,300
19	MOBILIZATION (10%)	LS	1	$6,200	$6,200
				SUBTOTAL=	$68,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$20,500
				SOFT COSTS (25%)* =	$17,100
				GRAND TOTAL =	**$105,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and E St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2440	$20	$48,800
2	CURB AND GUTTER	LF	260	$36	$9,360
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	50	$138	$6,900
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,700	$2,700
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	3050	$15	$45,750
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	1	$50,000	$50,000
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$14,500	$14,500
18	MISC ITEMS (10%)	LS	1	$18,100	$18,100
19	MOBILIZATION (10%)	LS	1	$21,400	$21,400
				SUBTOTAL=	$234,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$70,500
				SOFT COSTS (25%)* =	$58,700
				GRAND TOTAL =	**$363,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and D St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1650	$20	$33,000
2	CURB AND GUTTER	LF	270	$36	$9,720
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	50	$138	$6,900
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,200	$2,200
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2750	$15	$41,250
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$7,900	$7,900
18	MISC ITEMS (10%)	LS	1	$9,900	$9,900
19	MOBILIZATION (10%)	LS	1	$11,700	$11,700
				SUBTOTAL=	$128,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$38,500
				SOFT COSTS (25%)* =	$32,100
				GRAND TOTAL =	**$198,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and C St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1650	$20	$33,000
2	CURB AND GUTTER	LF	250	$36	$9,000
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	60	$138	$8,280
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,200	$2,200
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2750	$15	$41,250
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,800	$10,800
18	MISC ITEMS (10%)	LS	1	$13,400	$13,400
19	MOBILIZATION (10%)	LS	1	$15,900	$15,900
				SUBTOTAL=	$174,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$52,200
				SOFT COSTS (25%)* =	$43,500
				GRAND TOTAL =	**$269,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and B St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1600	$20	$32,000
2	CURB AND GUTTER	LF	220	$36	$7,920
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,300	$2,300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2000	$15	$30,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,900	$8,900
18	MISC ITEMS (10%)	LS	1	$11,100	$11,100
19	MOBILIZATION (10%)	LS	1	$13,100	$13,100
				SUBTOTAL=	$144,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$43,200
				SOFT COSTS (25%)* =	$36,000
				GRAND TOTAL =	**$223,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and A St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1600	$20	$32,000
2	CURB AND GUTTER	LF	220	$36	$7,920
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	50	$138	$6,900
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,300	$2,300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2000	$15	$30,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	1	$50,000	$50,000
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,700	$12,700
18	MISC ITEMS (10%)	LS	1	$15,800	$15,800
19	MOBILIZATION (10%)	LS	1	$18,700	$18,700
				SUBTOTAL=	$205,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$61,500
				SOFT COSTS (25%)* =	$51,300
				GRAND TOTAL =	**$317,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and Lake St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	960	$20	$19,200
2	CURB AND GUTTER	LF	160	$36	$5,760
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,900	$2,900
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1200	$15	$18,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$5,900	$5,900
18	MISC ITEMS (10%)	LS	1	$7,300	$7,300
19	MOBILIZATION (10%)	LS	1	$8,700	$8,700
				SUBTOTAL=	$94,900
GRAND TOTAL					
				CONTINGENCY (30%) =	$28,500
				SOFT COSTS (25%)* =	$23,800
				GRAND TOTAL =	**$147,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and Vineyard Ave

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1800	$20	$36,000
2	CURB AND GUTTER	LF	240	$36	$8,640
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,500	$2,500
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2250	$15	$33,750
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,500	$10,500
18	MISC ITEMS (10%)	LS	1	$13,100	$13,100
19	MOBILIZATION (10%)	LS	1	$15,500	$15,500
				SUBTOTAL=	$170,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$51,100
				SOFT COSTS (25%)* =	$42,600
				GRAND TOTAL =	**$263,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

CalEnviroScreen with Project Limits Exhibit

Census Tract	Population	CES 3.0 Score	CES 3.0 Percentile
603900602	5161	41.84	78.56

Census Tract	Population	CES 3.0 Score	CES 3.0 Percentile
603900900	9612	54.57	92.91

Census Tract	Population	CES 3.0 Score	CES 3.0 Percentile
603900800	7027	47.65	86.43

MADERA

PROJECT LIMITS

E LINCOLN AVE
E SOUTH ST
N D ST
N LAKE ST
E CENTRAL AVE
JEFFERSON AVE
N HIGH ST
ELM ST
FIG ST
CLINTON ST
ROAD 26
E 4TH
E 5TH
E YOSEMITE AVE
E 6TH
S H ST
S GATEWAY DR
N LAKE ST
SUNRISE AVE
W PARK DR
SUNSET AVE
N PINE ST
W 4TH
W 5TH
W YOSEMITE AVE
W 6TH
S I ST
SCHNOOR AVE
WILLIAMS AVE
W 3RD ST
W 4TH ST
S A ST
ROOSEVELT AVE
E OLIVE AVE
W OLIVE AVE
MAPLE ST
MADERA AVE

California 99
California 145
California 145

CalEnviroScreen

- 65-70%
- 70-75%
- 75-80%
- 85-90%
- 90-95%
- 95-100% (highest scores)

CalEnviroScreen 3.0 Map

SR-145 (YOSEMITE AVENUE)
AS A MAIN STREET

MARK THOMAS

Letters of Support

Madera County Arts Council & Circle Gallery

October 19, 2017

Mr. David Tooley, City Administrator
City of Madera, City Hall
205 West 4th Street
Madera, CA 93637

Dear David,

We at the Madera County Arts Council are writing to communicate our strong support for the State Route 145 (Yosemite Avenue) as Downtown Main Street Plan application for a Cal Trans Sustainable Transportation Planning Grant.
It is our understanding the project seeks to fulfill several goals that benefit our constituents. We are also interested in seeing the goals come to fruition by developing a collaborative plan for the downtown area. We believe this is a very important planning project for the City and will impact Madera County as a whole in achieving a safe, sustainable, integrated and efficient transportation system to enhance the community's economy and livability.
We believe the community engagement activities, the studies, and the deliverables proposed by this project will be instrumental in assisting the City of Madera to serve as a performance-driven, transparent and accountable organization that values its people, resources and partners.
The State Route 145 (Yosemite Avenue) as Downtown Main Street project will achieve these specific goals of great importance to our members and the community:

- Enhance multi-modal connectivity between all modes including transit
- Promote active transportation such as walking and biking
- Address environmental issues in our communities including greenhouse gas emissions, particulate matter and ozone by reducing vehicle miles traveled through the promotion of non-motorized transportation
- Pursue solutions that promote social equity and contain costs for transportation and housing
- Incorporate the arts and creative place-making into planning and public works projects to foster innovative solutions and to enhance the sense of place and belonging.

The Madera County Arts Council has been working in conjunction with the City, the County, the School District and the Madera Downtown Association to bring this plan to fruition. You can count on our support throughout the project.

Very truly yours,

Rochelle M. Noblett

Rochelle Noblett . Executive Director
1653 North Schnoor . Suite 113 . Madera . CA . 93637
P 559.661.7005 . F 559.661.7901 . www.maderaarts.org . rnoblett@maderaarts.org

MADERA CHAMBER OF COMMERCE

October 19, 2017

Mr. Tooley, City Administrator
City of Madera
205 W. 4th Street
Madera, CA 93637

Dear Mr. Tooley:
As a longtime partner with the City of Madera and Madera Downtown Association, the Madera Chamber of Commerce is writing to communicate our dedicated support for the Madera Downtown Streetscape Plan application for a CalTrans Sustainable Transportation Planning Grant.

It is our understanding the project seeks to fulfill several goals that benefit the downtown businesses, their customers, and our city. We are interested in seeing the goals come to fruition by developing a collaborative plan for the downtown area. The Chamber is happy that the City of Madera sees the importance, as well as the positive outcomes of this planning project. I am confident that such impacts on our community would result in a safer environment, sustainability, and an integrated and efficient transportation system to enhance the economy and livability.

We believe the community engagement activities, the studies, and the deliverables proposed by this project will be instrumental in assisting the City of Madera to serve as a performance-driven, transparent and accountable organization that values its people, resources, and partners.

The State Route 145 (Yosemite Avenue) as Downtown Main Street will achieve these specific goals significant to complimenting local economic development efforts, business vitality and quality of life in Madera:

- Enhance multi-modal connectivity between all modes including transit
- Promote active transportation such as walking and biking
- Address environmental issues in our communities including greenhouse gas emissions, particulate matter, and ozone by reducing vehicle miles traveled through the promotion of non-motorized transportation
- Pursue solutions that promote social equity and contain costs for transportation and housing.
- Incorporate the arts and creative place-making into planning and public works projects to foster innovative solutions and to enhance the sense of place and belonging.

If the Madera Chamber of Commerce can be of any assistance in this project, please do not hesitate to contact me.

Thank you.

Respectfully,

Debi Bray

Debi Bray, President/CEO

CAMARENA HEALTH

We are community. We are family. We are health.

October 19, 2017

David Tooley
City Administrator
City of Madera
City Hall 205 W. 4th Street
Madera, CA 93637

Dear David Tooley:

As the largest provider of primary care medical services in Madera County, Camarena Health is pleased to communicate our strong support for the State Route 145 (Yosemite Avenue) as Downtown Main Street Plan application for a CalTrans Sustainable Transportation Planning Grant.

It is our understanding the project seeks to fulfill several goals that benefit our patients and the community. We are also interested on seeing the goals come to fruition by developing a collaborative plan for the downtown area. We believe this is a very important planning project for the City and will impact Madera County as a whole in achieving a safe, sustainable, integrated and efficient transportation system to enhance the community's economy and livability.

We believe the community engagement activities, the studies, and the deliverables proposed by this project will be instrumental in assisting the City of Madera to serve as a performance-driven, transparent and accountable organization that values its people, resources, and partners.

The State Route 145 (Yosemite Avenue) project will achieve these specific goals of great importance to Camarena Health and the community:

- Enhance multi-modal connectivity between all modes including transit
- Promote active transportation such as walking and biking
- Address environmental issues in our communities including greenhouse gas emissions, particulate matter, and ozone by reducing vehicle miles traveled through the promotion of non-motorized transportation
- Pursue solutions that promote social equity and contain costs for transportation and housing.
- Incorporate the arts and creative place-making into planning and public works projects to foster innovative solutions and to enhance the sense of place and belonging.

Camarena Health and the City of Madera have enjoyed a collaborative relationship for many years and we look forward to continue partnering with the City of Madera to provide a health community for our residents.

Sincerely,

Paulo A. Soares, MHA
Chief Executive Officer

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

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:

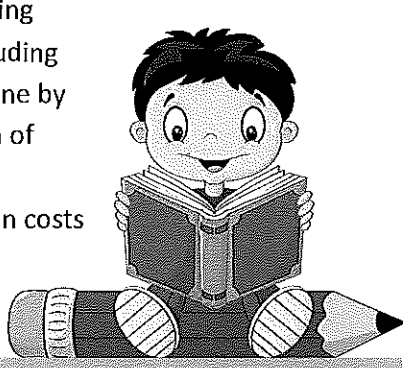
It is with great enthusiasm that I submit this letter of support for the City of Madera grant application. I am writing to communicate our strong support for the Madera Downtown Streetscape Plan application for a CalTrans Sustainable Transportation Planning Grant.

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.

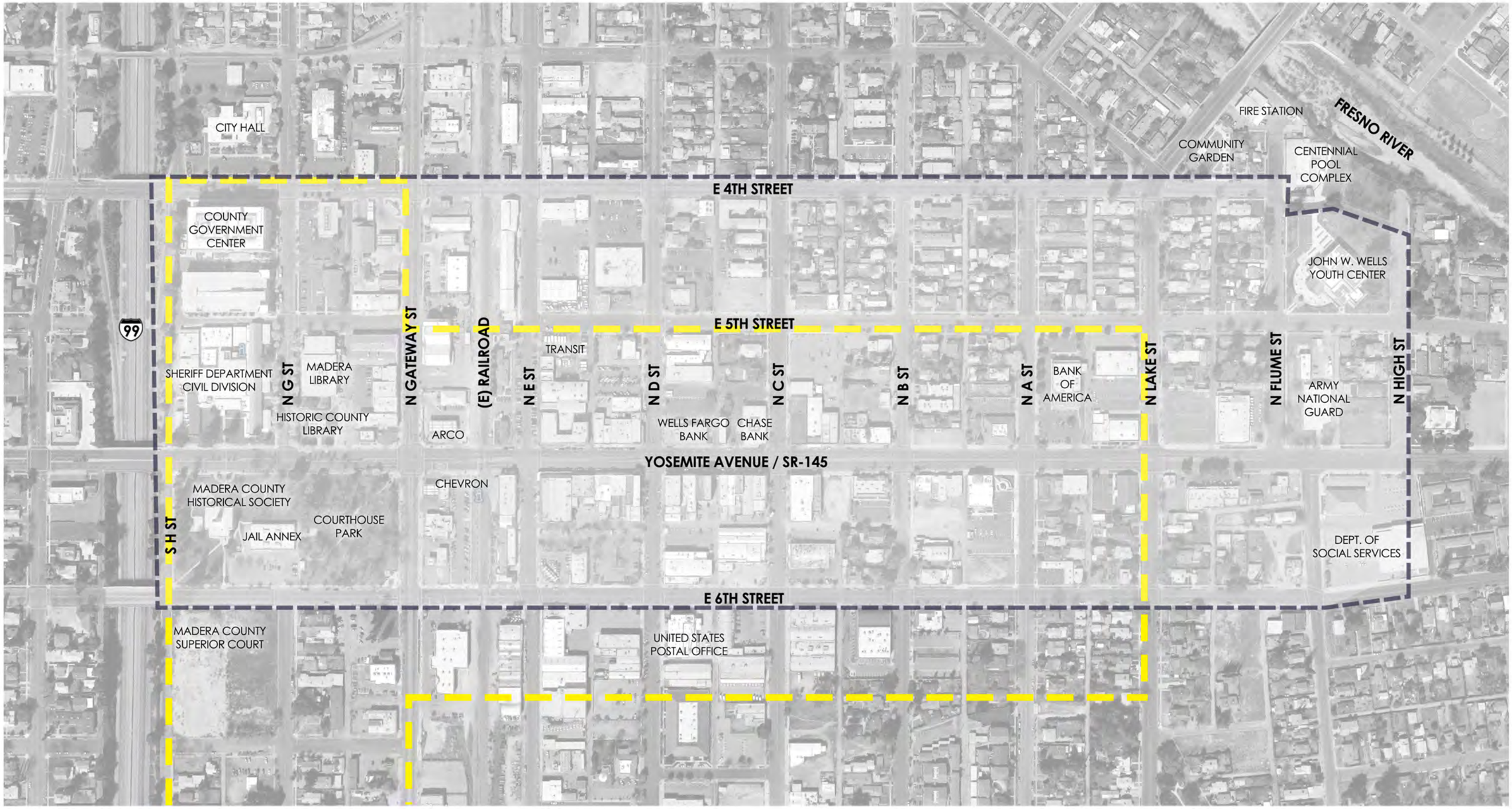
We believe the community engagement activities, the studies, and the deliverables proposed by this project will be instrumental in assisting the City of Madera to serve as a performance-driven, transparent and accountable organization that values its people, resources, and partners. The State Route 145 (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

Analysis & Other Supporting Documents



NTS

LEGEND

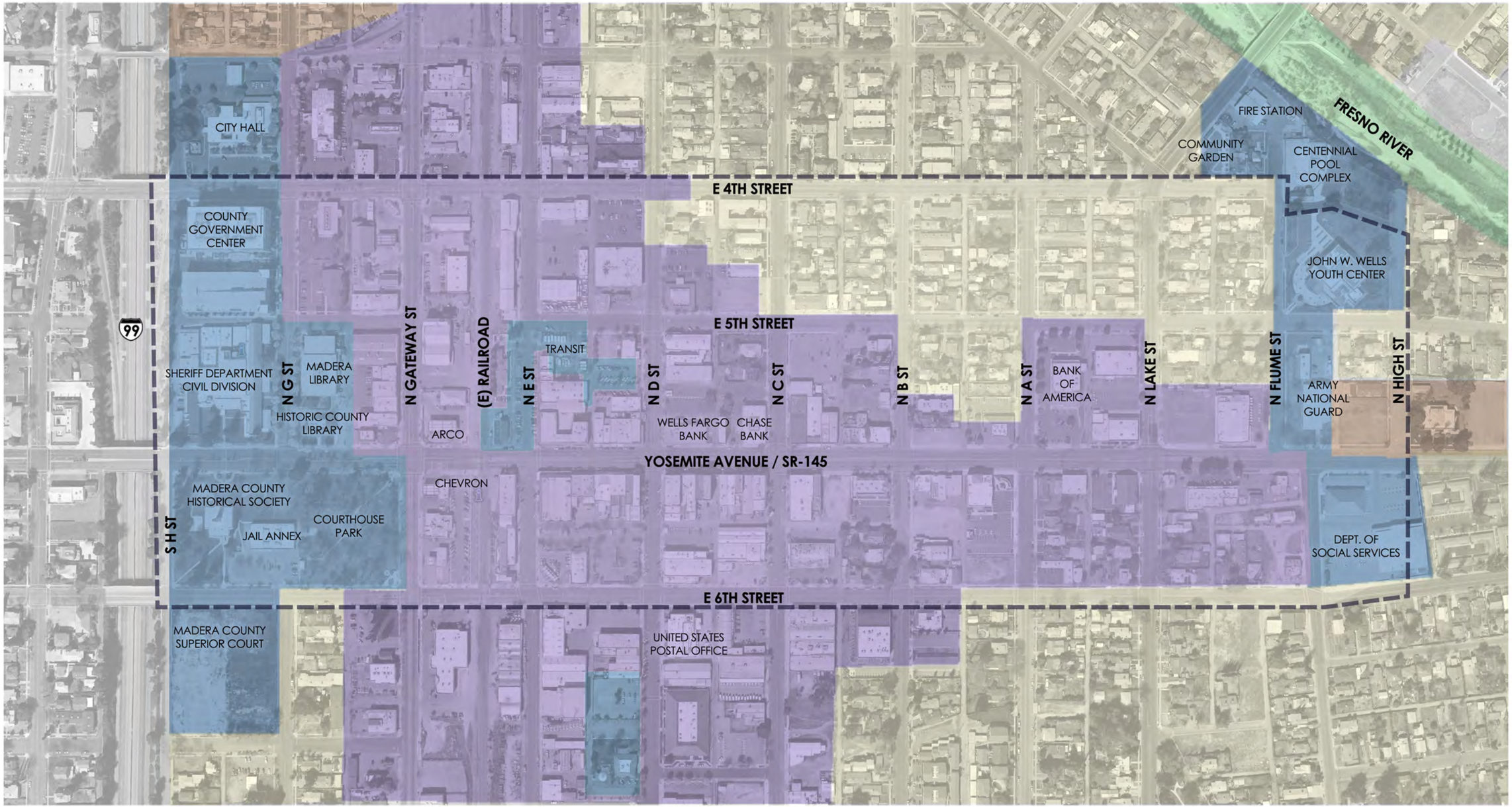
PROJECT BOUNDARY

DOMA AREA

MADERA DOWNTOWN - PROJECT LIMITS MAP

MARK THOMAS

7/31/2019



NTS

LEGEND

CIVIC/PUBLIC

COMMERCIAL CORE

RESIDENTIAL

RIVER AREA

OTHER

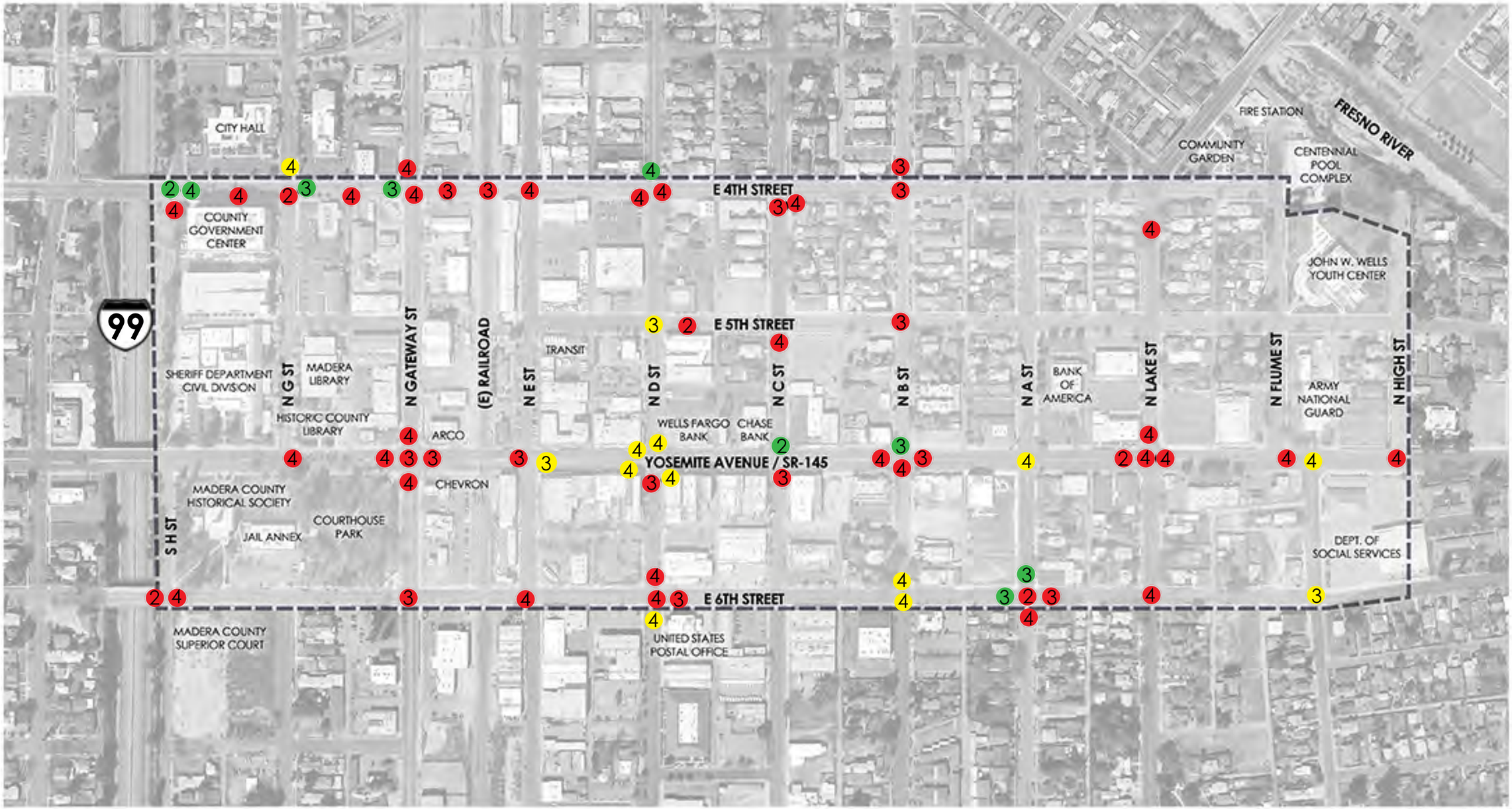
PROJECT BOUNDARY

MADERA DOWNTOWN - LAND USE RELATIONSHIP MAP

DOWNTOWN MADERA HAS MIXED USES IN A RELATIVELY SMALL AREA.

MARK THOMAS

7/31/2019



NTS

LEGEND

PROJECT BOUNDARY	MOTOR COLLISION	PEDESTRIAN COLLISION	BICYCLE COLLISION
1 FATAL	2 SEVERE INJURY	3 VISIBLE INJURY	4 PAINFUL INJURY

MADERA DOWNTOWN - COLLISION DATA MAP 2014-2018

MARK THOMAS

7/31/2019

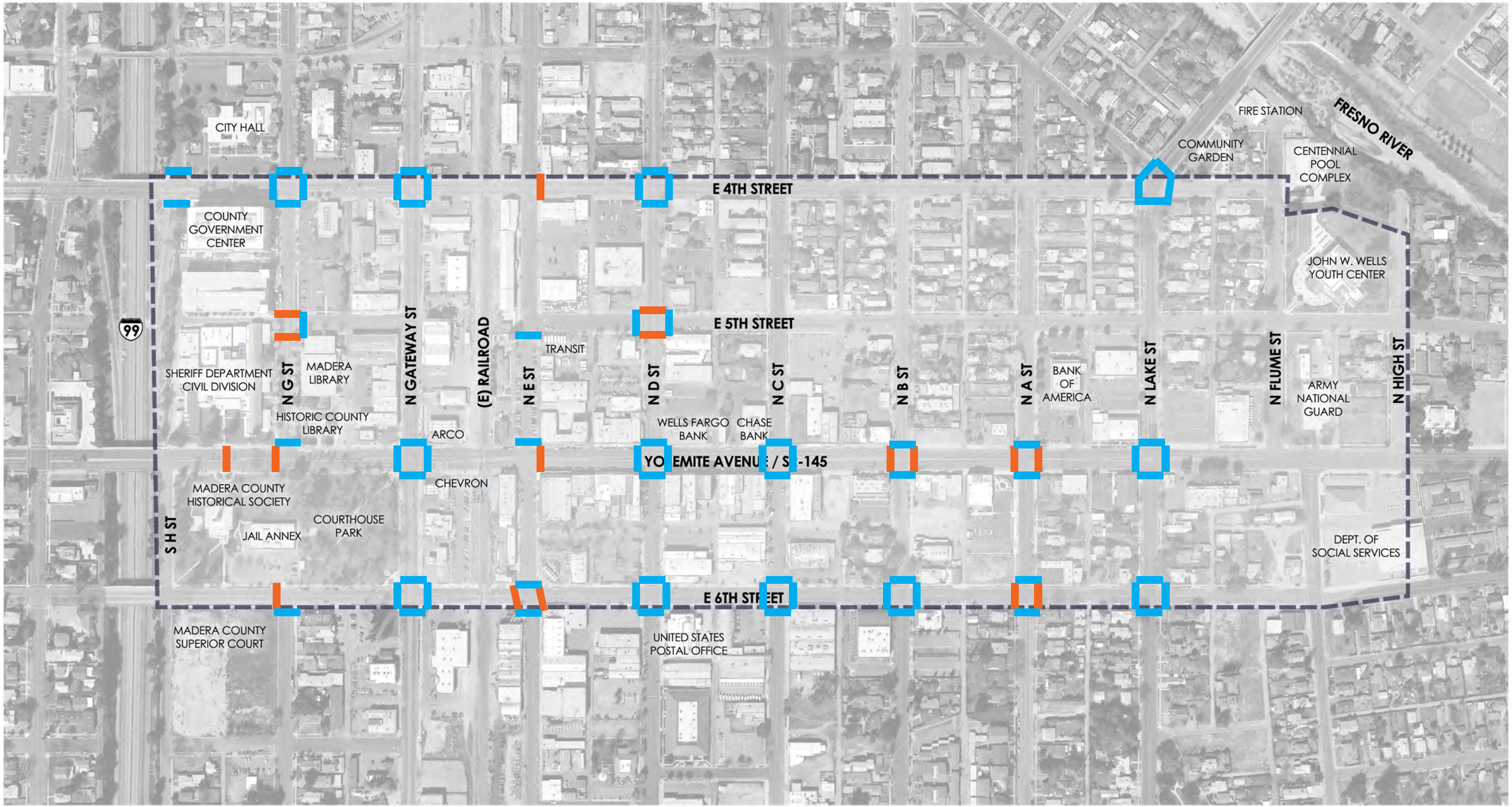
Site Analysis – Collision Data 2014-2018

Collision Type	Head-On		Sideswipe		Rear End		Broadside		Hit Object		Ped	Other	
	M	B	M	B	M	B	M	B	M	B	Ped	M	B
Driving/Biking intoxicated							3		1				
Unsafe Speed					11								
Wrong Side of Road		1		1				2					1
Improper Passing							1						
Unsafe Lane Change			1										
Improper Turning	1								2				
Auto Right of Way							14	1					
Ped Right of Way							1				10		
Ped Violation											2		
Traffic Signals and Signs					1		10	2					
Other than Driver					1					1			
Unsafe Backing							1						
Other											1		
Total	1	1	1	1	13	0	30	5	3	1	13	0	1

Ped - Pedestrian

M - Motor Vehicle

B - Bicyclist



NTS

LEGEND

PROJECT BOUNDARY

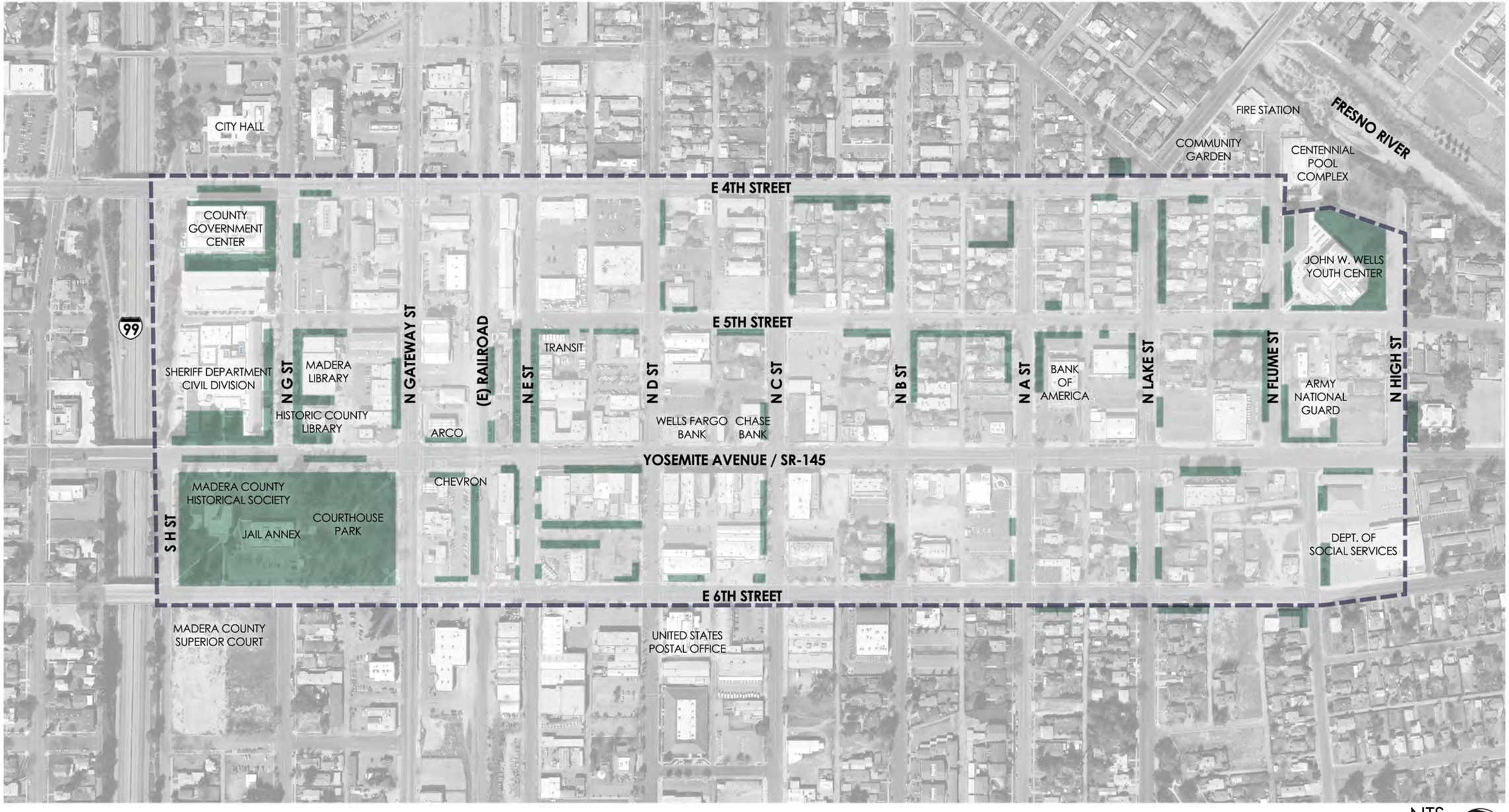
UNPROTECTED CROSSWALK

PROTECTED CROSSWALK

MADERA DOWNTOWN - CROSSWALK ANALYSIS MAP

MARK THOMAS

7/31/2019



NTS

LEGEND

PROJECT BOUNDARY

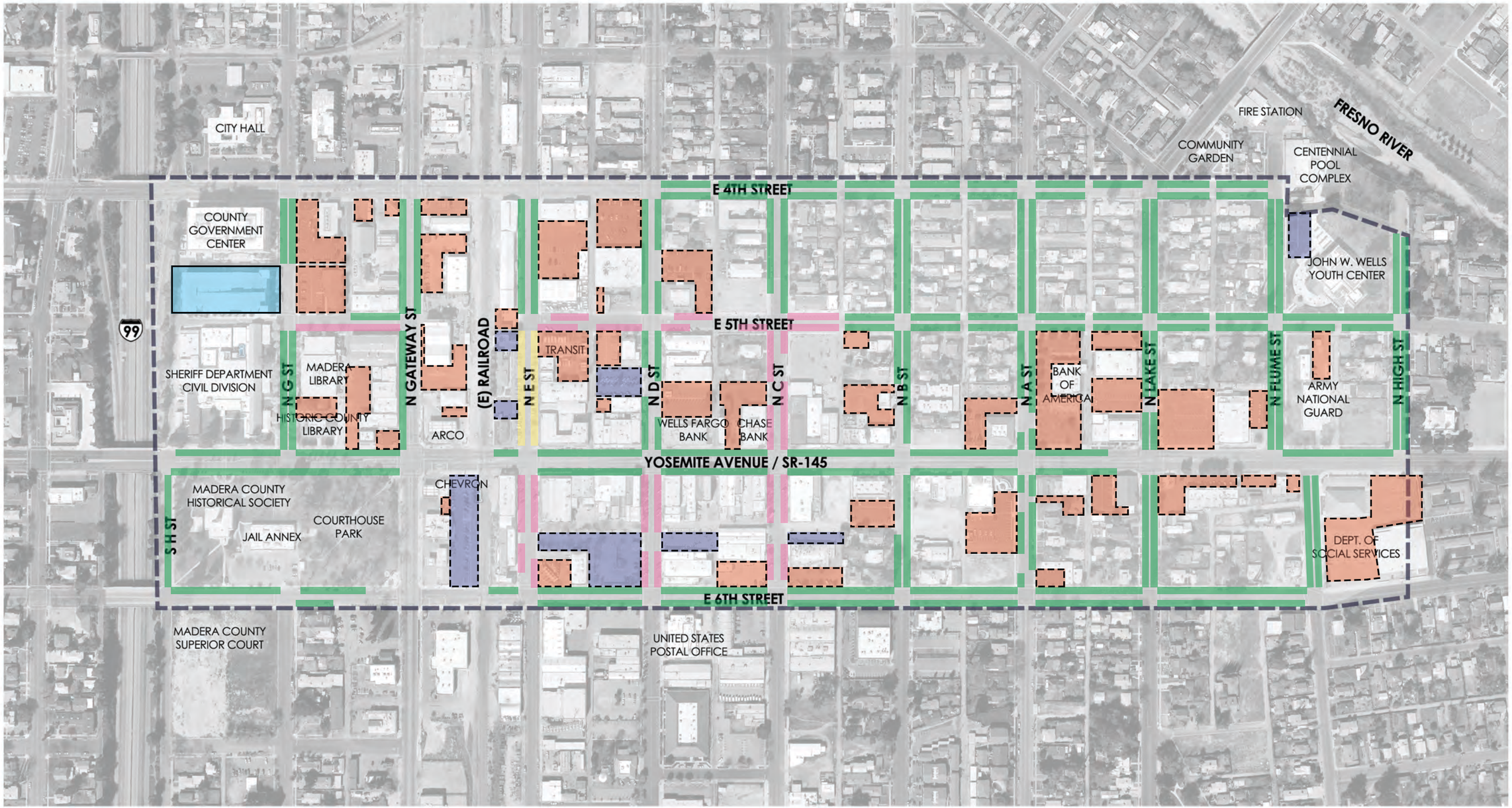
URBAN CANOPY

MADERA DOWNTOWN - URBAN CANOPY MAP

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

MARK THOMAS

7/31/2019



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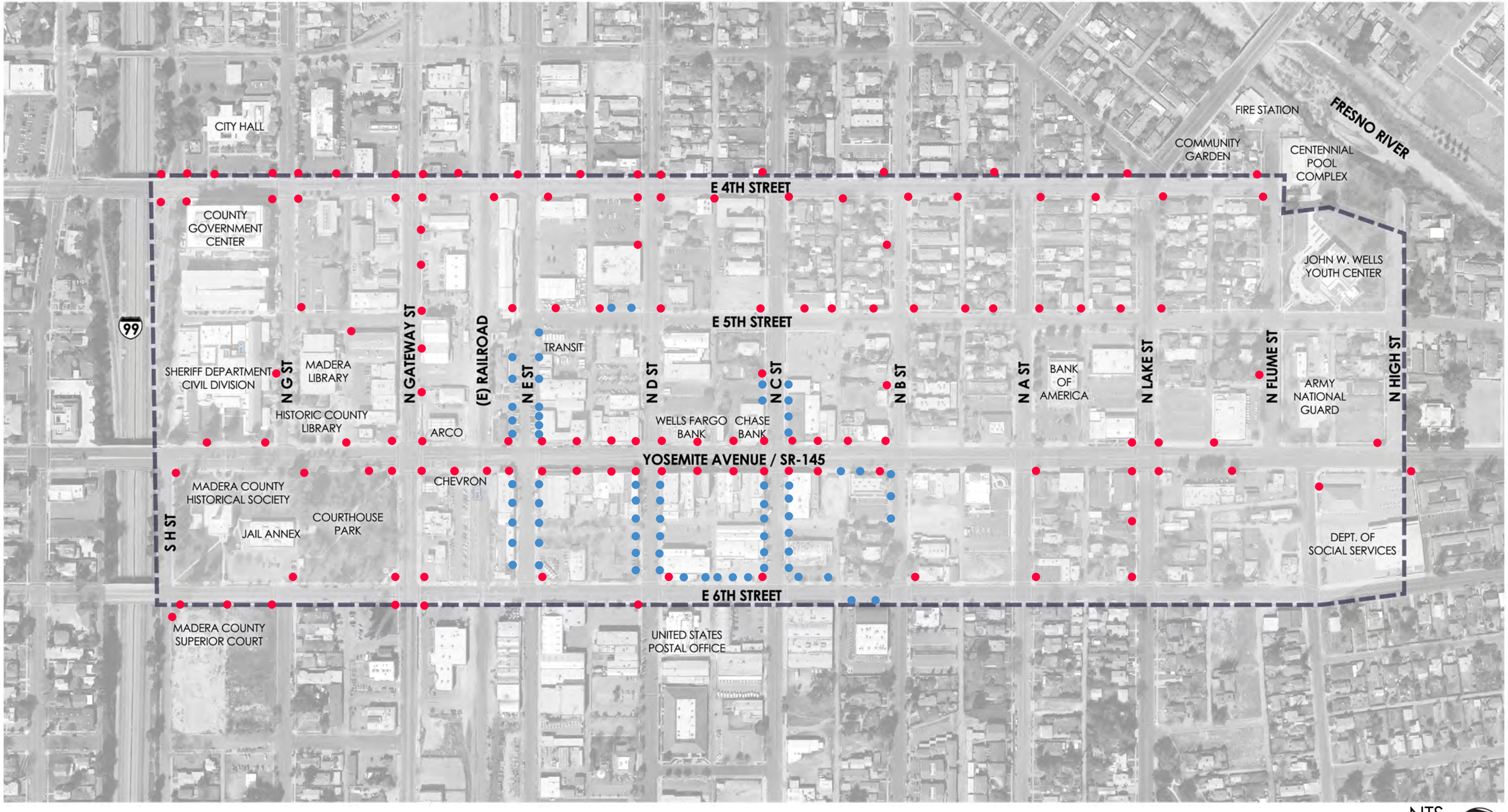
LEGEND

- 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

MARK THOMAS

7/31/2019



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LEGEND

PROJECT BOUNDARY

ACORN TYPE STREET LIGHT

COBRA TYPE STREET LIGHT

MADERA DOWNTOWN - SITE LIGHTING MAP

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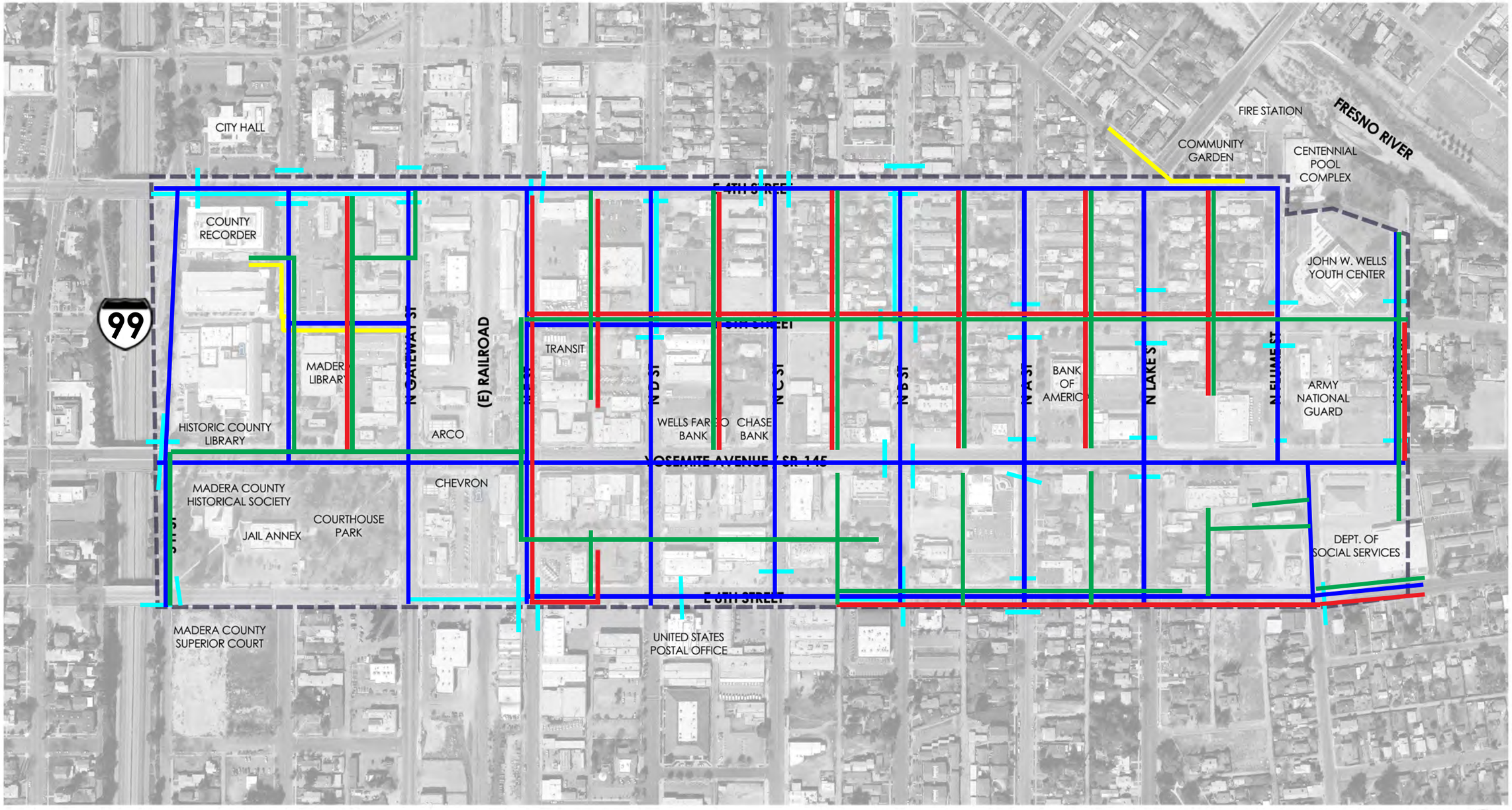
7/31/2019



NTS

LEGEND

PROJECT BOUNDARY

GAS

ELECTRIC

WATER

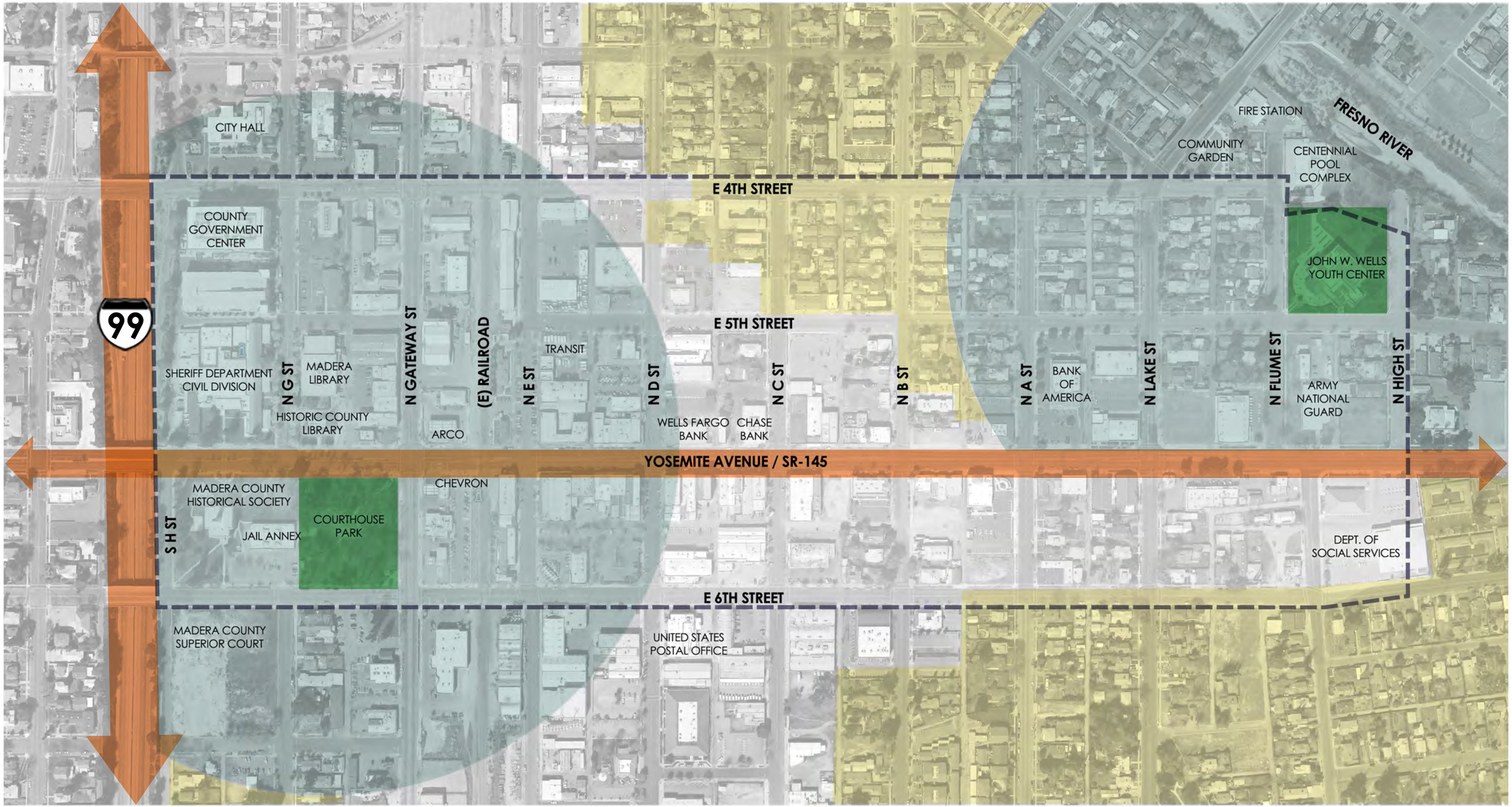
STORM DRAIN

SEWER

MADERA DOWNTOWN - PRELIMINARY UTILITY MAPPING

MARK THOMAS

6/27/2019



NTS

LEGEND

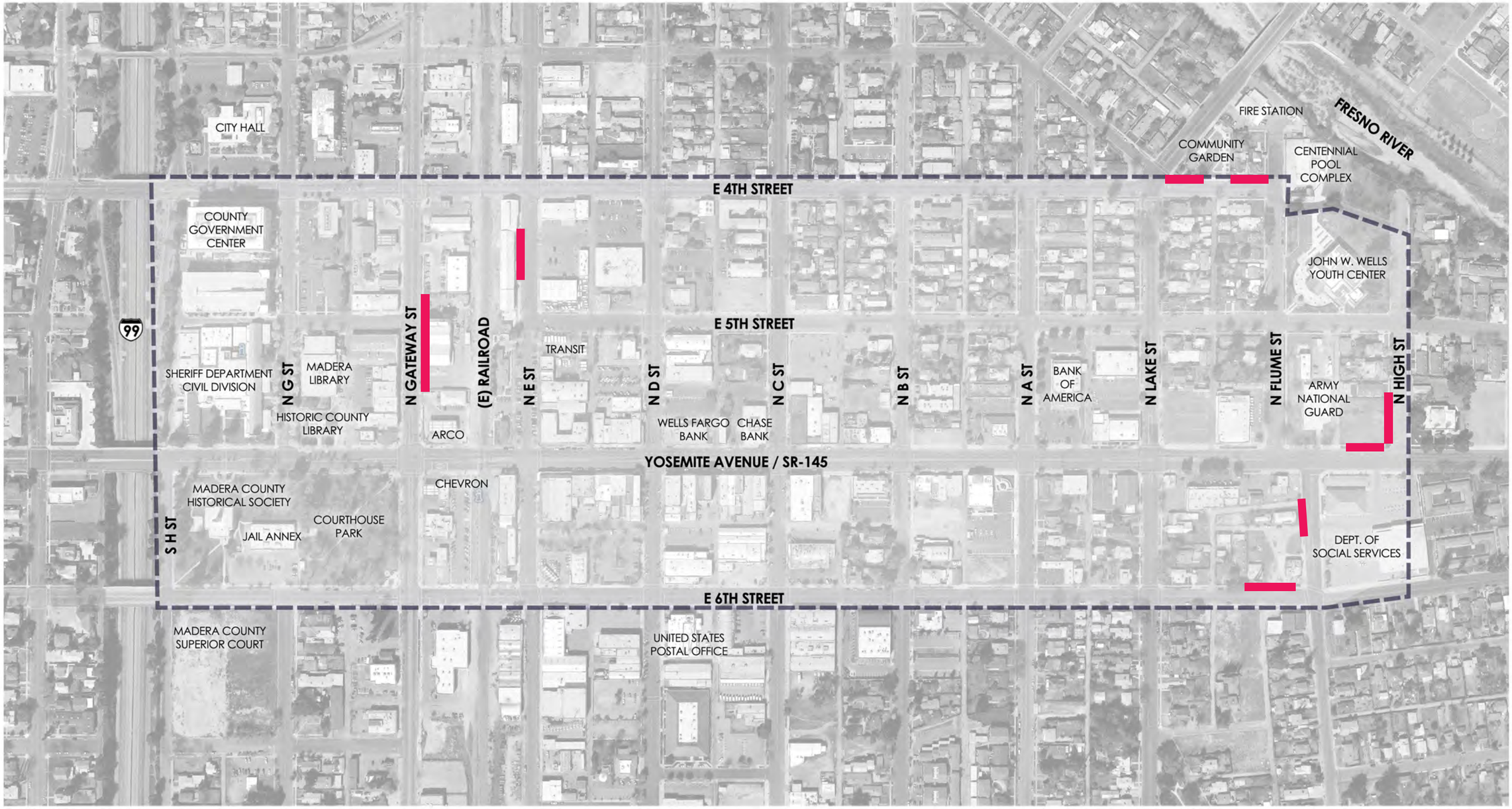
- PROJECT BOUNDARY
- QUARTER-MILE/15 MIN WALK RADIUS ACCESS AREA
- PARKS
- PEDESTRIAN BARRIER
- RESIDENCES OUTSIDE A 15 MIN. WALK

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



NTS

LEGEND

PROJECT BOUNDARY

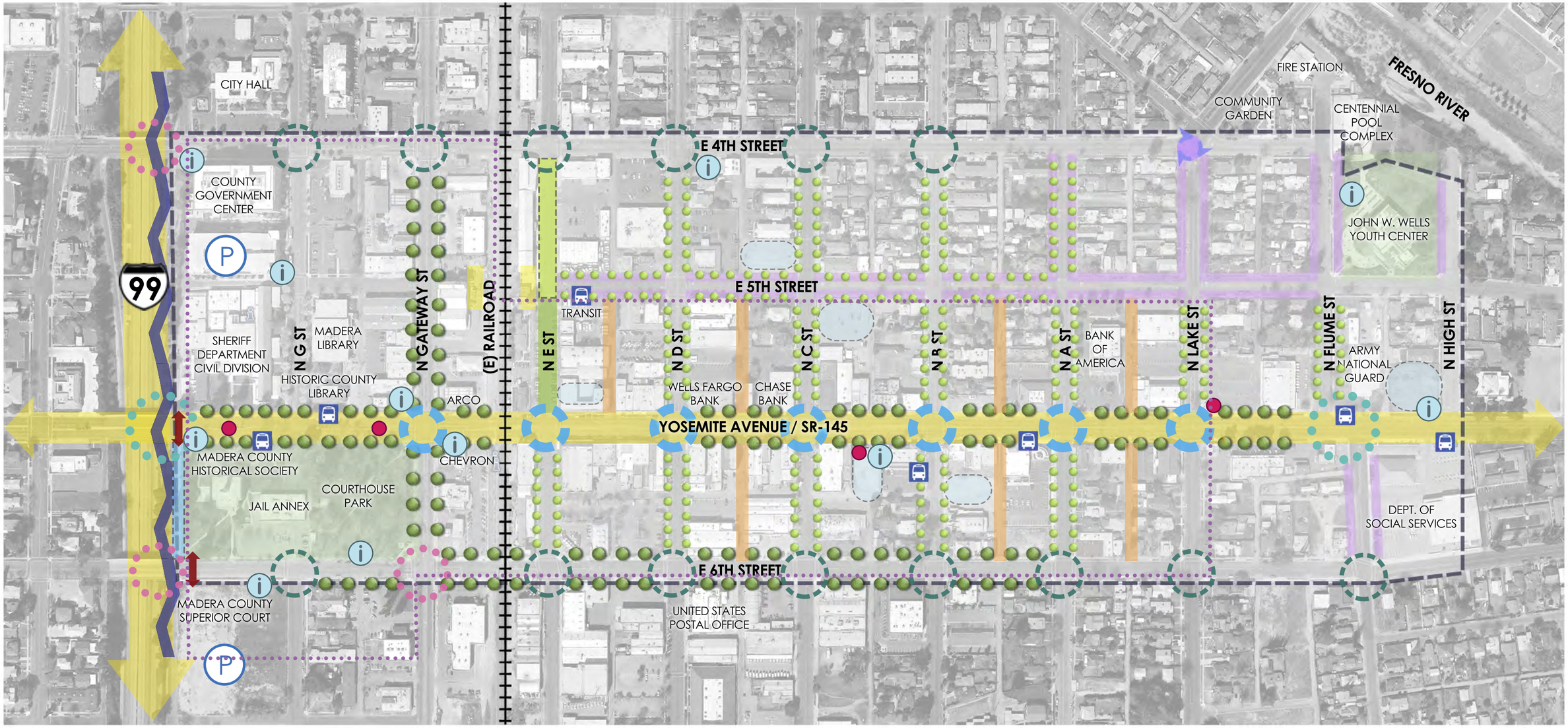
DISCONTINUOUS SIDEWALK

MADERA DOWNTOWN - SIDEWALK ANALYSIS MAP

MARK THOMAS

7/31/2019

Site Analysis – Map of Network of Deficiencies



LEGEND

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

NTS

MADERA DOWNTOWN - OPPORTUNITIES & CONSTRAINTS ANALYSIS MAP

MARK THOMAS

7/31/2019

Public Participation & Outreach Plan

STATE ROUTE 145 YOSEMITE AVENUE AS DOWNTOWN MAIN STREET PROJECT

PUBLIC PARTICIPATION OUTREACH PLAN

PREPARED BY:
Mark Thomas & The Rios Company

JUNE 21, 2019

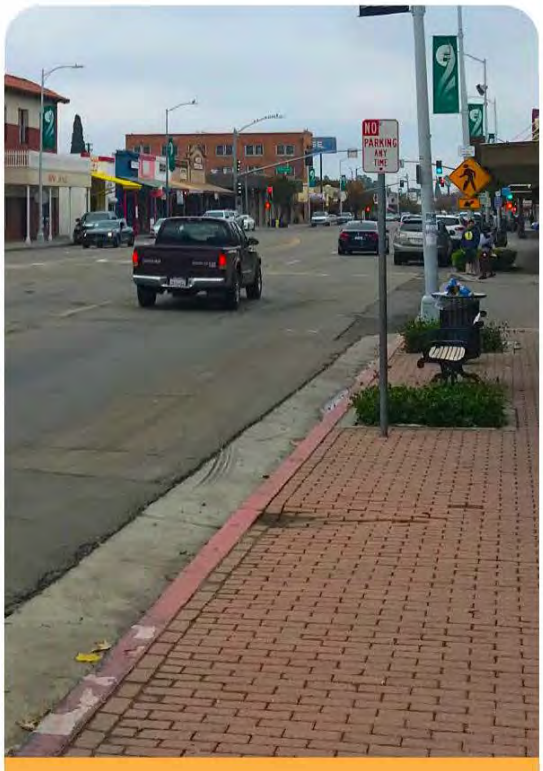


TABLE OF CONTENTS

Overview 3

Purpose, Goal and Objectives 4

Project Team 6

Target Audiences 8

Message and Communication Strategy 9

Schedule of Activities 10

Strategies and Activities 11

Strategy 1: Public Involvement

Community Workshops

Focus Groups

Business Outreach

Strategy 2: Public Information

Materials Development and Distribution

Media Relations

Website and Social Media

Public Participation Comments Documentation 16

Appendices 18-26

Appendix A: Downtown Madera Existing Map

Appendix B: Target Audiences – Stakeholders and Organizations

Appendix C: Project Timeline

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.

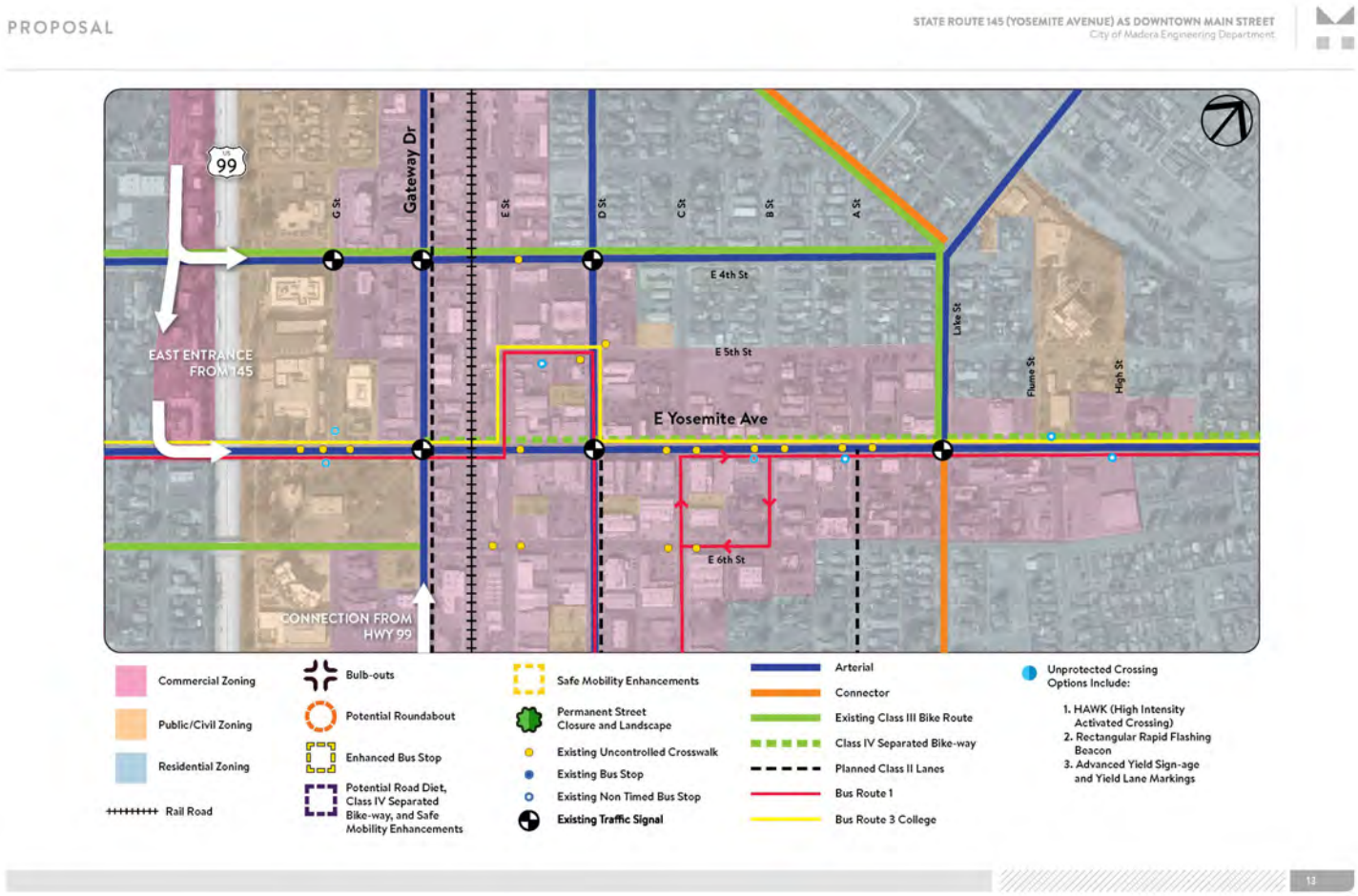
Community input will be gathered through the various outreach activities including public meetings. An accurate accounting of public comments, timely and effective collection and processing of information gathered, and responding to the comments provided is very important. The gathering of information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

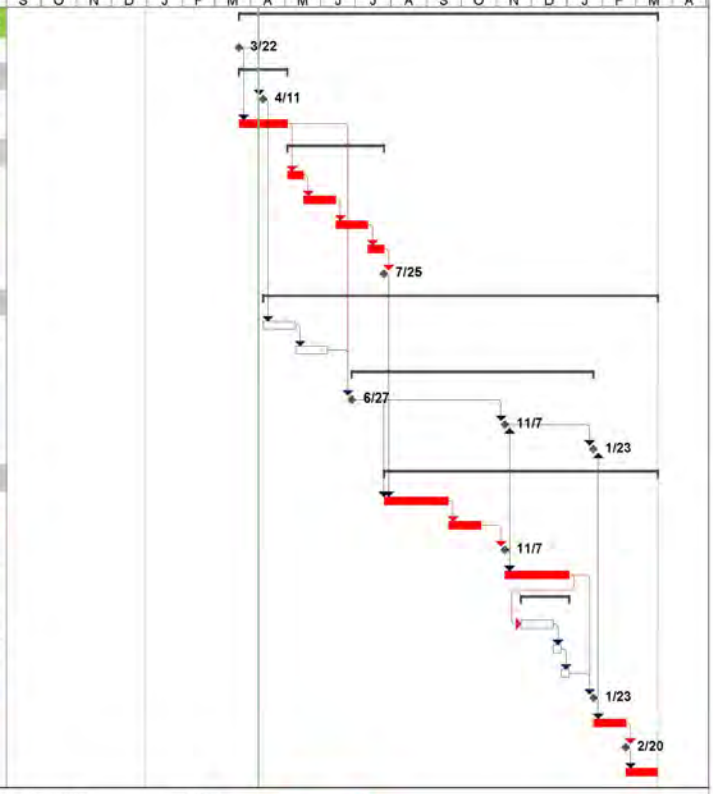
	First 5 Madera County				
	Housing Authorities of the City of Madera				
	Madera City Council				
	Madera County Behavioral Health Department				
	Madera County Board of Supervisors				
	Madera County Department of Social Services				
	Madera County Public Health Department				
	Madera Regional Workforce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



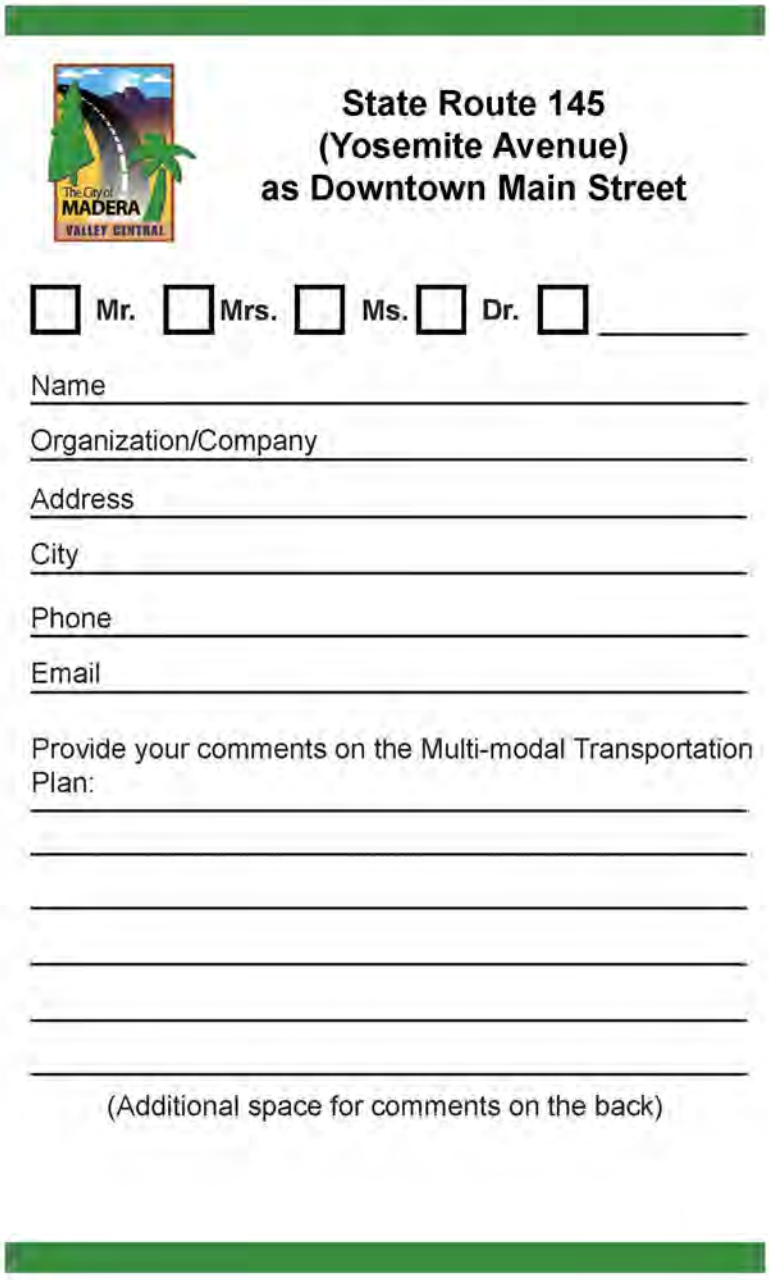
Project: SR 145 (Yosemite Avenue
Date: Mon 4/8/19
Task Milestone Summary Project Summary Critical

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:

_____

_____

_____

_____

_____

_____

(Additional space for comments on the back)

Meeting Notice

STATE ROUTE 145 YOSEMITE AVENUE AS DOWNTOWN MAIN STREET PROJECT

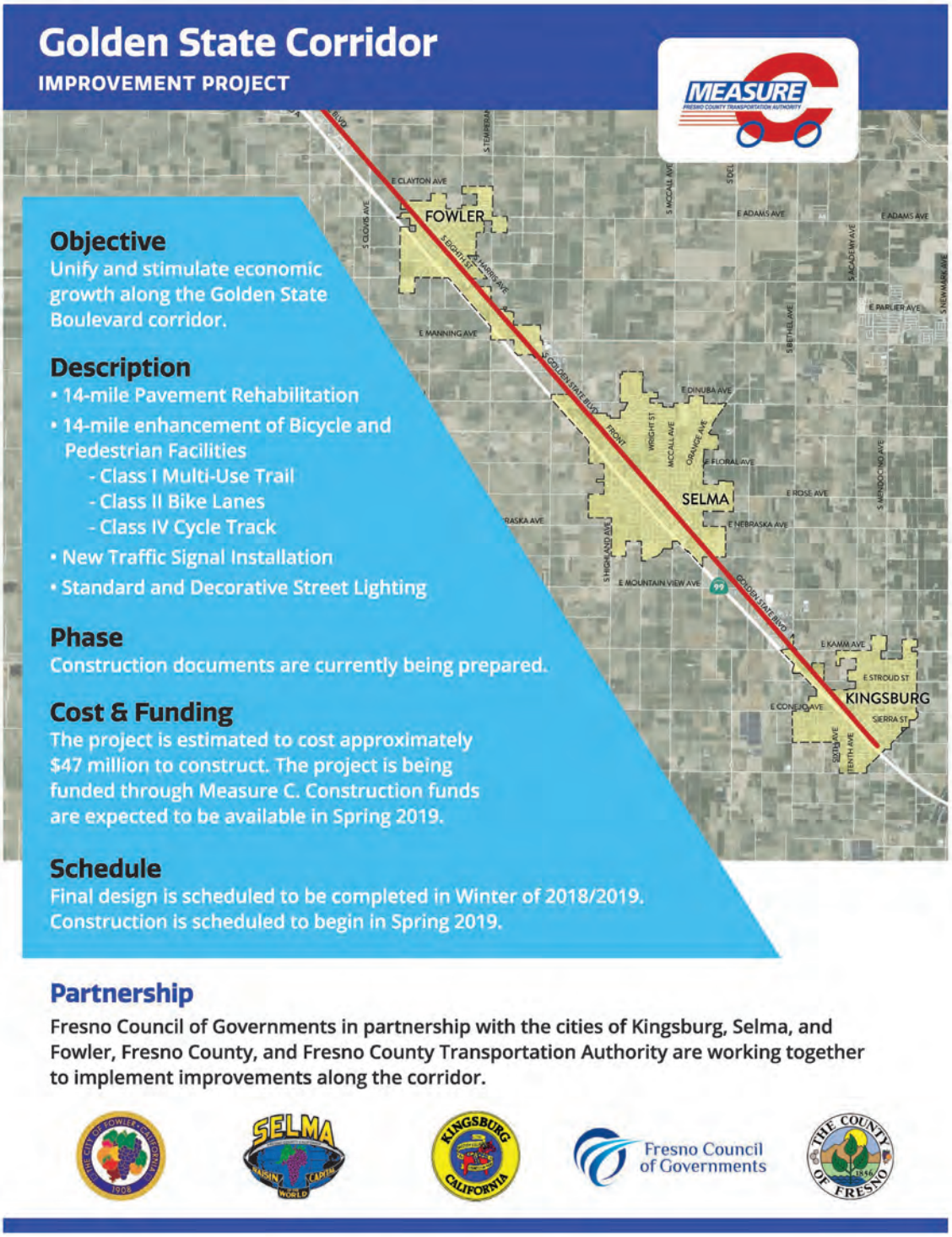
The project area is generally along SR145 in the City of Madera, intersected by High Street to the east and H Street to the west. It also includes parallel streets to SR 145 between Fourth and Sixth Streets. The goal of the Plan is to identify multimodal improvements along the downtown area between H and High streets to implement well-planned complete streets improvements and prioritize potential projects that would be competitive for grant funding opportunities.

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

Fact Sheet - Front



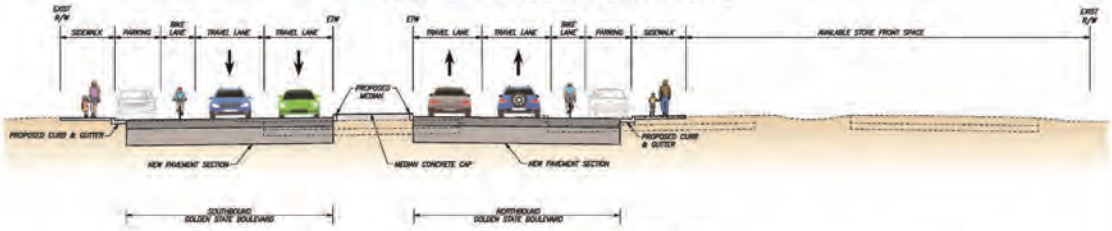
Fact Sheet - Back

City of Fowler

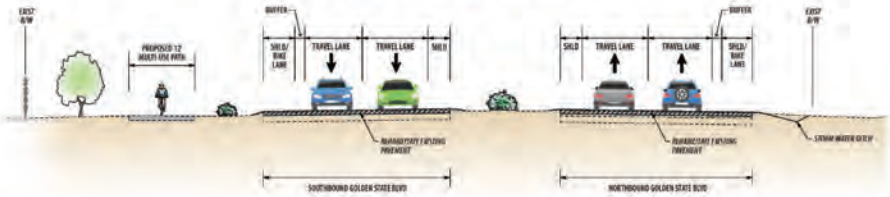
Project Improvements through Fowler Include:

1. Pavement rehabilitation of Golden State Boulevard from DeWolf Avenue to American Avenue
2. Westerly realignment of Golden State Boulevard from South Avenue to Adams Avenue
3. Colored Class II Bicycle Lanes and Intersection Bike Boxes from South Avenue to Adams Avenue
4. Buffered Class II Bike Lanes in rural areas
5. Standard and Decorative Street Lighting
6. Installation of traffic signals at the following intersections with Golden State Boulevard
   - South Avenue
   - Temperance Avenue

Typical Section (Downtown)



Typical Section (Rural)



For more information contact:

City of Fowler
Karen Mukai, Assistant to City Manager
Telephone: (559) 834-3113 ext. 103
Email: kmukai@ci.fowler.ca.us
www.fowlercity.org

Fresno Council of Governments
Peggy Arnest, Senior Regional Planner
Telephone: (559) 724-9218
Email: parnest@fresnocog.org
www.fresnocog.org

APPENDIX E

Media/Websites List (Partial)

Media/Website Outlets	Language/Format
TV (To be identified)	
KFSN TV 30 (ABC)	English/News/Public Affairs
KFTV TV 21 (Univision)	Spanish/News/Public Affairs
KGPE TV 47 (CBS)	English/News/Public Affairs
KMPH TV 26 (Fox)	English/News/Public Affairs
KNSO TV 51 (Telemundo)	Spanish/Public Affairs
KSEE TV 24 (NBC)	English/News/Public Affairs
KVPT TV 18 (PBS)	English/Public Affairs
Comcast Newsmakers	English/Public Affairs
Radio (To be identified)	
KFSR FM 90.7	English/Public Radio
KJWL FM 99.3	English/News/Talk Radio
KMJ AM 580	English/News/Talk Radio
KMJ FM 105.9	English/News/Talk Radio
KSJV FM 91.5	Ethnic/Bilingual/Public Affairs
KVPR-FM 89.3	Ethnic/Bilingual/Public Affairs
KFCF 88.1 FM	English/Public Radio
Print (To be identified)	
Madera Tribune	English
The Fresno Bee	English
Vida en el Valle	Spanish/English
The Business Journal	English
Other	
Other	
Websites (To be identified)	
City of Madera	
County of Madera	
Chamber of Commerce	
Other	

STATE ROUTE 145 (YOSEMITE AVENUE) AS DOWNTOWN MAIN STREET PLAN

New Project Focuses on Creating 'Main Street' Vibe on Yosemite Avenue

A new planning design effort in downtown Madera is considering ways to redefine the Yosemite Avenue (State Route 145) corridor as a car, bicyclist and pedestrian-friendly destination to live, work and play. Beyond Yosemite Avenue, the planning area (downtown Madera) is generally along SR 145 (Yosemite Avenue) and within the boundaries of Fourth and Sixth Streets (north and south) and H and High Streets (west and east). This area overlaps with the Madera County Arts Council Downtown Madera (DOMA) project area. DOMA is a two-year community engagement planning process to develop downtown into an arts-centric neighborhood. The non-motorized and streetscape improvements along SR 142 and neighboring streets will support the DOMA project efforts.

The Project is a partnership between the City and Caltrans. The project is funded from Caltrans' Sustainable Transportation Planning Grant. Currently, officials are gathering information and opinions about downtown core that will help guide conceptual design alternatives to create a "Main Street" atmosphere on Yosemite Avenue.

The project focuses on issues – such as traffic flow, safety and identity – within the project area, while building off already prepared plans for the City. The plan will identify multi-modal (car, bus, bicycle and pedestrian, for example) improvements and prioritize potential projects that could compete for grant funding.

The planning effort fits into the city's Vision Madera 2025 program that seeks to address and improve multi-modal transportation in the downtown core.

In part, officials are looking at ways to transform Yosemite Avenue into a safer and more attractive destination to walk,

CONTINUED FROM PAGE 1

shop, bike and visit. Design options might include new lighting, lower speed limits, more bike lanes, urban pocket parks, new entryway signage and different kinds of parking.

The City has hired a Mark Thomas to lead this planning project.

Public participation is a critical part of the planning effort. A June 27 walking tour with the Project Steering Community served as an early opportunity to receive feedback on how the community functions that would be considered in the plan.

Two community workshops will be held before the project is completed in early 2020. The community workshops are scheduled as follows:
• mid-November 2019
• mid-January 2020

Notices will be circulated to the community a few weeks before workshops. If you would like to receive notifications, please email one of the contacts provided on the last page.

Project Steering Committee Ensures Coordination on Planning Effort

A community-based project steering committee has been formed to help guide the State Route 145 (Yosemite Avenue) as Downtown Main Street Project.

The local committee includes representatives from the community, business, government, public and other agencies and groups. Committee members are:

- **Josiah Arnold, County of Madera**
- **Chinayera Black-Hardaman, First 5 Madera County**
- **Debi Bray, Madera Chamber of Commerce**
- **Gloria Brown, Madera NAACP**
- **Jason Burns, Landmark Real Estate**
- **Michael Claiborne, Leadership Counsel for Justice and Accountability**
- **Amelia Davies, Madera County Transportation Commission**
- **Evelyn Espinosa, Madera County Transportation Commission**
- **Francisco Garcia, Madera Downtown Association**
- **Jamaica Gentry, Caltrans**
- **Christina Herrera, City of Madera**
- **Ivette Iraheta, City of Madera**
- **Bobby Kahn, Madera County EDC**
- **Lois Leonard, Madera County EDC**
- **Leslie Martinez, Leadership Counsel for Justice and Accountability**
- **Chris Miller, Leighton's Jewelers**
- **Baldwin Moy, California Rural Legal Assistance, Inc.**
- **Stephanie Nathan, Madera County Public Health Department**
- **Rochelle Noblett, Madera County Arts Council**
- **Paulo Soares, Camarena Health**

Walking Tour Generates Ideas for Yosemite Avenue Improvements

More than a dozen steering committee members, comprised of community organizations, business representatives and officials -- talked over ideas and opinions about downtown Madera during a recent walking tour focused on potential design improvements within the project area.

The June 27 tour was an opportunity to collect information for the State Route 145 Yosemite Avenue as Downtown Main Street

CONTINUED FROM PAGE 2

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

Stakeholders representing business owners (Chris Miller), community members (Rochelle Noblett), police (Community Service Officer Wayson Juarez) and others -- put on their walking shoes along with representatives from the City of Madera and Mark Thomas, the engineering firm handling the project on behalf of the city.

Stakeholders visited nearly a half-dozen spots, or waypoints, within the project area. Those included stops on Yosemite Avenue near Courthouse Park, on South Gateway near 6th Street, on E Street near the transit hub and the Y-shaped intersection of Fourth and Lake Streets and Central Avenue.

In general, several community members talked about the need to cultivate downtown as a destination and slow or reduce traffic through the area that is simply heading from one part of town to another. With each stop, tour members discussed topics such as traffic flow and speed, lighting, the environment for pedestrians and bicyclists and opportunities for improvements.

For More Information Contact:

City of Madera - Randy Bell, Project Manager
(559) 661-5089 | rbell@madera.gov

Mark Thomas - Robert Lorenz, Design Engineer
(559) 374-3110 | rlorenz@markthomas.com

The City of MADERA VALLEY CENTRAL

Meeting Minutes & Meeting Summary Reports

Kick-off Meeting

MEETING MINUTES

SR-145 (Yosemite Avenue) as a Main Street Feasibility Study

Date:	April 11, 2019
Time:	1:00 pm - 3:00 pm
Location:	424 N. Gateway Drive Madera, CA 93637
Meeting Length:	2 Hours
Subject:	Kick-Off Meeting
Minutes By:	Robert Lorenz (Mark Thomas)
Next Meeting:	June 27, 2019

Issues Discussed:	*Action Required:*

I. Introductions

The meeting was represented by the following individuals:

City of Madera - Randy Bell, Keith Helmuth
The Rios Company - Angie Rios, Jarrett Ramirez
Caltrans - Jamaica Gentry
Madera Property Owners - Chris Miller, Lex Bufford, Steve Copland, Pete
Madera CTC - Amelia Davies
Madera PD - Josiah Arnold
Madera County Public Health - Stephanie Nathan
County of Madera - Nick Salinas
Madera Chambers - Debi Bray
Camarena Health - Elizabeth Contreras
Madera County Arts Council - Rochelle Noblett
Mark Thomas - Ed Noriega, Erik Smith, Robert Lorenz, Ida Taing

II. Project Overview

a) Project History

Noriega reviewed the project area and its existing conditions using preliminary collision data and images taken from Mark Thomas's Proposal.

b) Project Objectives

Noriega explained that the project is looking at a large area of Downtown Madera to identify opportunities to increase Pedestrian and Bicyclist safety

through transportation improvements. Part of Mark Thomas's efforts are also to divide improvements into specific groups to target available funding opportunities to improve the feasibility Study's effectiveness.

Erik Smith explained that all these improvements in mind also will be developed with the community in mind. These transportation improvements have many different opportunities to help make Downtown Madera a destination for its community.

III. Project Approach

a) Project Team

The project team was established as the individuals in attendance including the Steering Committee, City of Madera, and Mark Thomas

b) Scope of Work

i. Develop an Implementable and Constructive Vision

Noriega explained that this meeting is about gathering data from this project team to better understand the desired outcome of the project from the Steering Committee and agencies involved. That this will be a discussion about the goals of this study.

Noriega explained that Mark Thomas is here to listen to these ideas and intentions from the community and Steering community, and developing projects that can be easily funded and implemented

Steering Committee raised the concern about maintenance costs and efforts. After these aesthetic improvements are in place, who will maintain them?

Erik Smith explained that the City would maintain these improvements, or a special district would be created so the property owners that are directly benefitting from these improvements are covering the maintenance cost.

The Steering Committee stated there might already be a special district for parking in the downtown area.

City of Madera wanted to emphasize that this project is not just about Yosemite Ave, but covers 4th, 5th, and 6th streets from the 99 to High Street.

ii. Develop a Vision on Community Input

Noriega stated that one issue that he noticed is illumination is an effective implementation that is easily obtainable. Street

Issues Discussed:	*Action Required:*

Lighting seems to be deficient along Yosemite Ave, and increasing this will improve Safety

Madera PD agreed that lighting is a big concern for their officers. And lighting along main streets and alleyways would help.

The Steering Committee is interested in the multimodal aspect of this project, increasing bicycle and pedestrian traffic in downtown.

City of Madera explained that 6th Street just had a bike lane added within the last 10 years.

The Steering Committee also raised the concern of a gravel company starting to run trucks down Yosemite Ave every day.

The City of Madera stated that their route will most likely be taken down other roads.

The Steering Committee stated they are interested in simple improvements to crosswalks. Bulb-outs seem to be an interesting way to improve the safety and aesthetics of the area.

Steering Committee explained that downtown Visalia and Hanford are good examples of utilizing their downtown areas.

Madera PD brought up the possibility of eliminating certain crosswalks and improving others, encouraging foot traffic in front of businesses

The Steering Committee brought up the issue of crossing the Railroad Tracks, and how can we improve safety and flow across this divider.

Steering Committee stated that the main criticism is that downtown Madera is not safe. That an increase police presence, activation of Alleyways, and improvements highlighted by Erik Smith as "Common Sense Designs" to improve safety.

Steering Committee brought up the possibility of repurposing an alleyway as a bike lane.

Steering Committee stated that there was a historical hotel that burned down. This lot is now vacant and could be an opportunity for this project to identify a use.

Steering Committee added that Yosemite Ave is used as a Parade route during special community events

Steering Committee added that Medians along Yosemite Ave were once discussed as a possible beautification element added to the corridor.

iii. Prepare SR-145 (Yosemite Avenue) as Main St Plan

Noriega discussed the possibility of the City of Madera and Caltrans executing a relocation of SR-145 away from Yosemite Avenue, and how that affects the ability of the City of Madera to utilize Yosemite Ave as a Mainstreet

Noriega discussed moving forward with 2 approaches for Yosemite Ave, first a Road Diet: reducing the road to 1 lane each direction would increase available space for a proposed Class IV bike lane, on-street parking, wider sidewalks, Bulb Outs at intersections, and other possibilities. Second is a similar 2 lane each way condition: this would be acceptable to Caltrans if they continue to operate SR-145 through Yosemite Ave.

Caltrans stated that they currently have projects slated to improve ADA ramps and pavement structural sections along Yosemite Ave, increasing the ability for Caltrans to relinquish their rights to the City of Madera. Also stated that it comes down to funding. If these improvements can be maintained and implemented without burden on Caltrans, it's more likely to happen.

Steering Committee raised the concern that hinging design efforts on the unlikelihood of Caltrans relinquishing rights to Yosemite Ave could be a waste of time.
Noriega explained that these feasibility studies are meant to provide multiple preliminary plans that can be implemented by the City.

Steering Committee explained that there are basements along Yosemite Ave that causes increased construction cost for replacing and maintaining sidewalks.

IV. Next Steps

a) Data Gathering (As-Builts and Survey)

The Steering Committee explained that a lot of effort was already put into preparing the Arts Center plans, and that this should be incorporated into this study.

The Steering Committee stated that a Jim Talbert had a plan for Yosemite Ave 30 years ago that could be looked at

The Steering Committee explained that there is currently a plan to develop a promenade along G St connecting the old courthouses. Prop 68 grant for improvements. HAWK crossings.

Steering Committee Stated that the City, County, and Education Departments all put forth funds to do a study about the beautification of downtown Madera centered on the Courthouses. And that these ideas should be incorporated into the current feasibility Study.

i. Prepare Existing Conditions Report

Noriega explained that Mark Thomas's next step is to prepare a Existing Conditions Report for the review of the City, and the Steering Committee to establish a baseline so the project team can move forward.

ii. Public Participation and Outreach Plan

Madera County Public Health stated that they are very interested in coordinating in public outreach. Their current 5-year grant is centered on public health outreach, education, and encouragement of pedestrian activity in the Latino Community. Interested in Wayfinding and road-diets.

b) Schedule Review

Noriega explained the provided schedule and that the next meeting is a Public Workshop and Walking Tour. Scheduled for June 27th.

Caltrans stated that their funding will last until February 2020.

NEXT MEETING: June 27, 2019

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

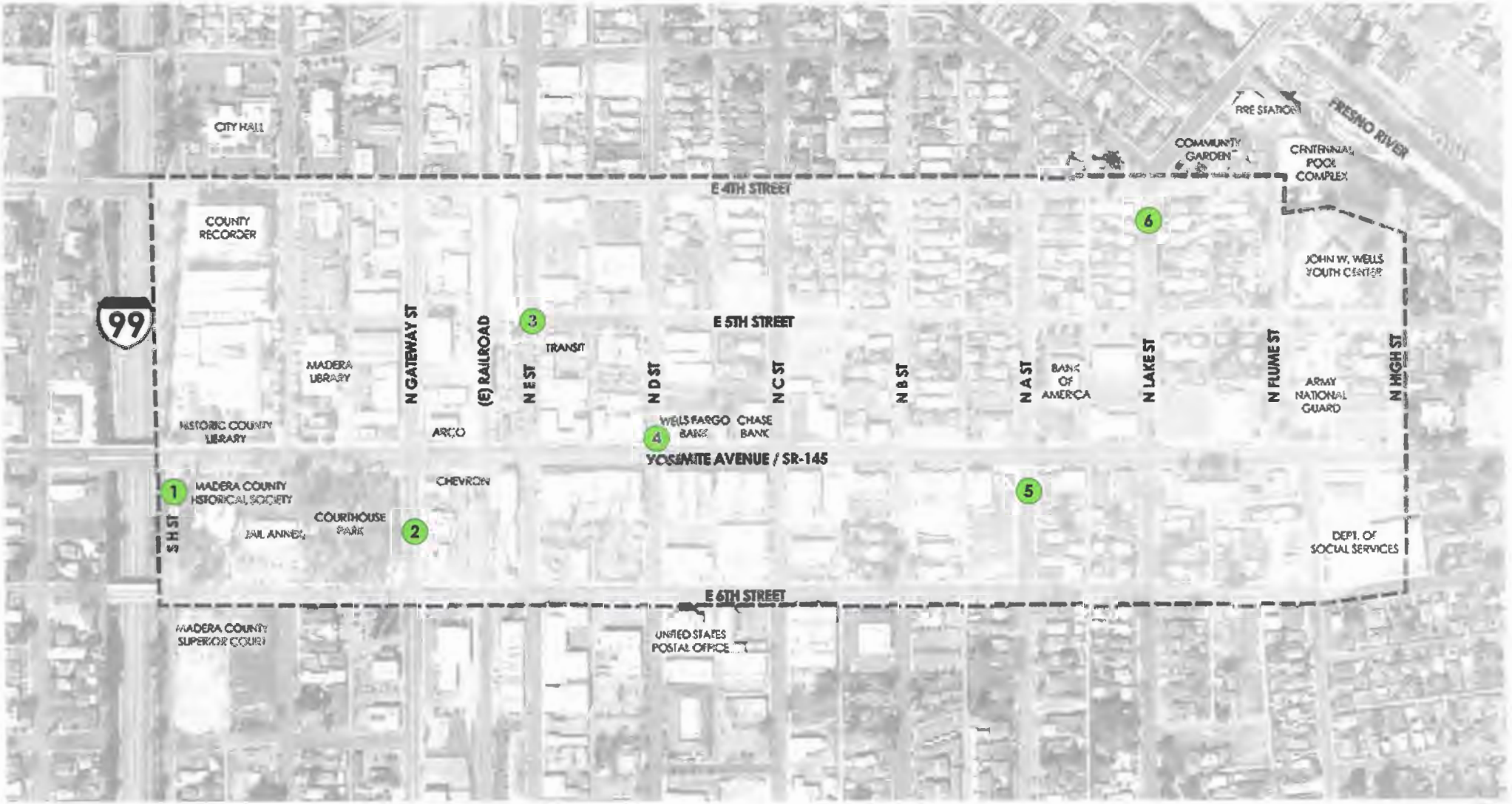
Issues Discussed:

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

Walking Tour Meeting Minutes and Walking Audit Packet



NTS

MADERA DOWNTOWN - TOUR WAYPOINTS

MARK THOMAS

6/27/2019

STATE ROUTE 145 YOSEMITE AVENUE AS DOWNTOWN MAIN STREET PROJECT

The City of MADERA
VALLEY CENTRAL

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

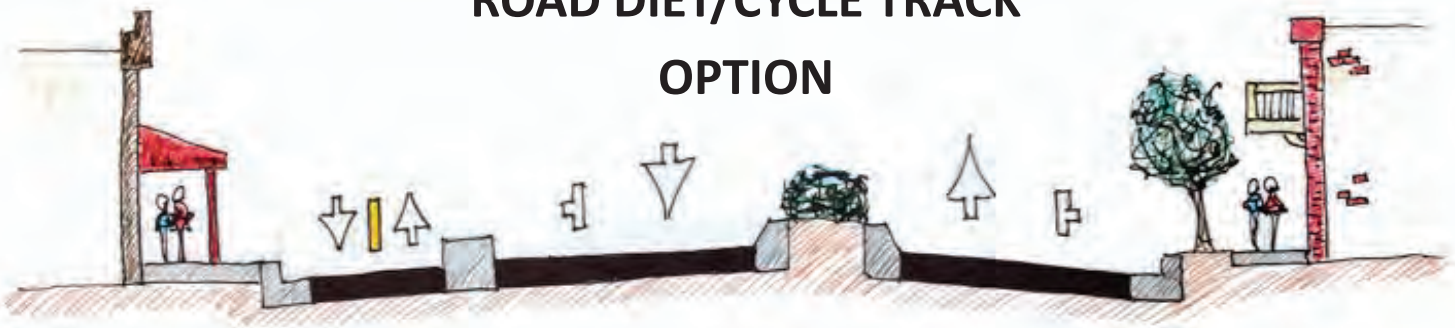
- Are there any street trees or structures providing shade or is there a lot of sun exposure?
- Is there sufficient lighting at night? Does the area feel safe?
- Describe overall conditions. Does the space feel well-kept?
- Does the street have aesthetic qualities and local character?
- Is it easy to 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

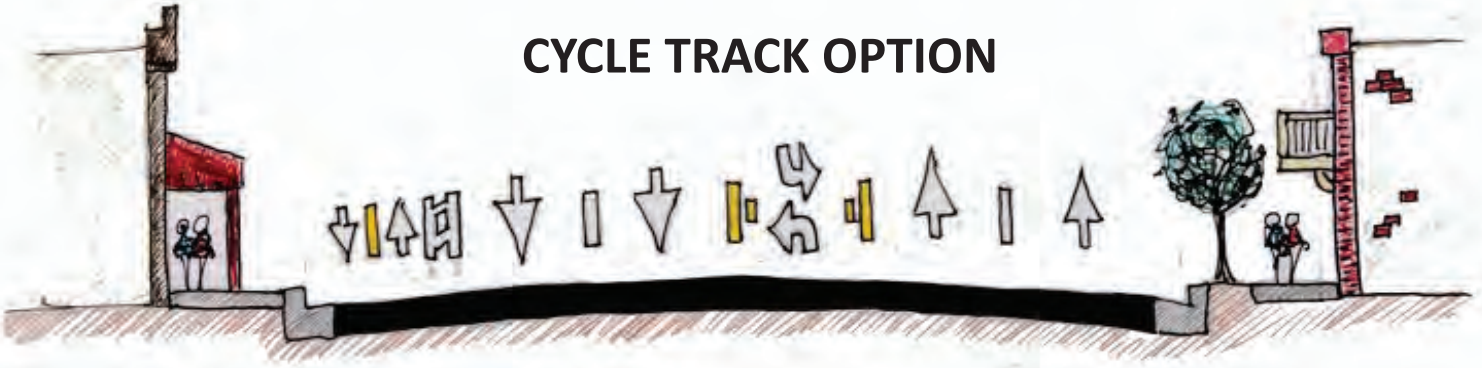
12’ Sidewalk	8’ Parking	12’ Lane	12’ Lane	12’ Median	12’ Lane	12’ Lane	8’ Parking	12’ Sidewalk & Landscape

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

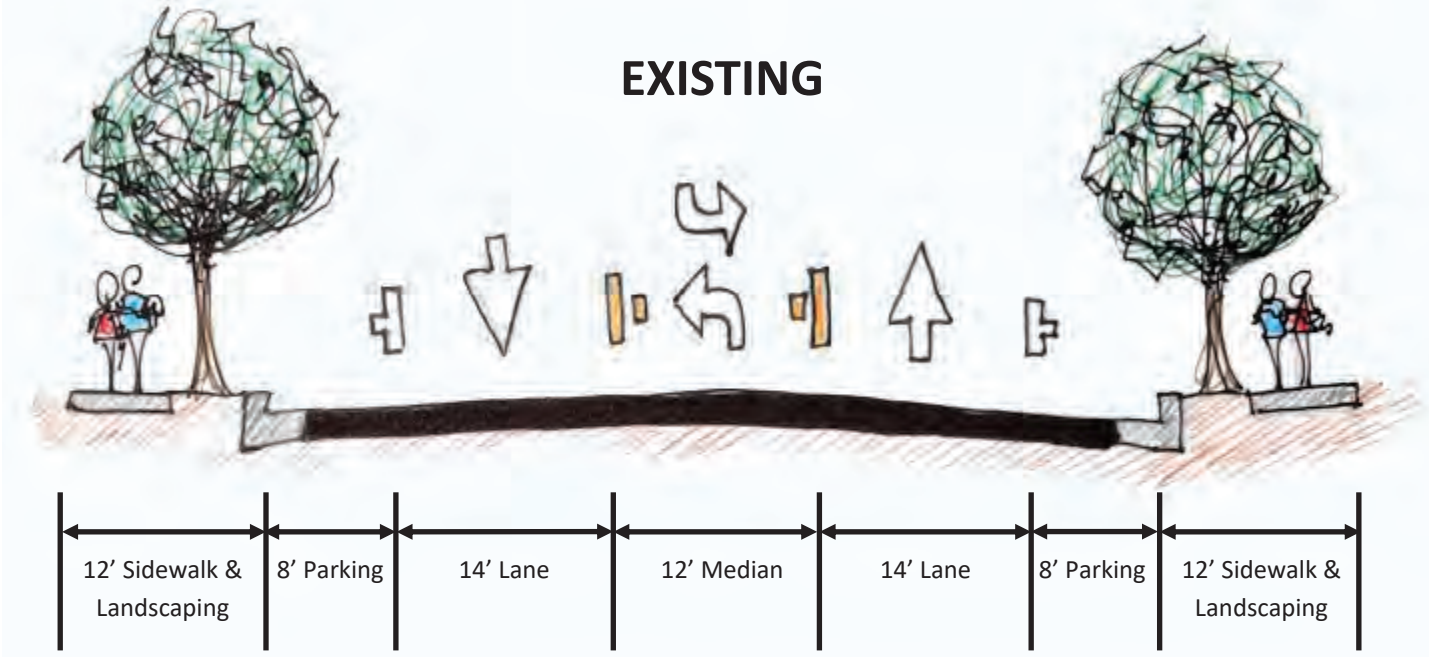
CYCLE TRACK OPTION



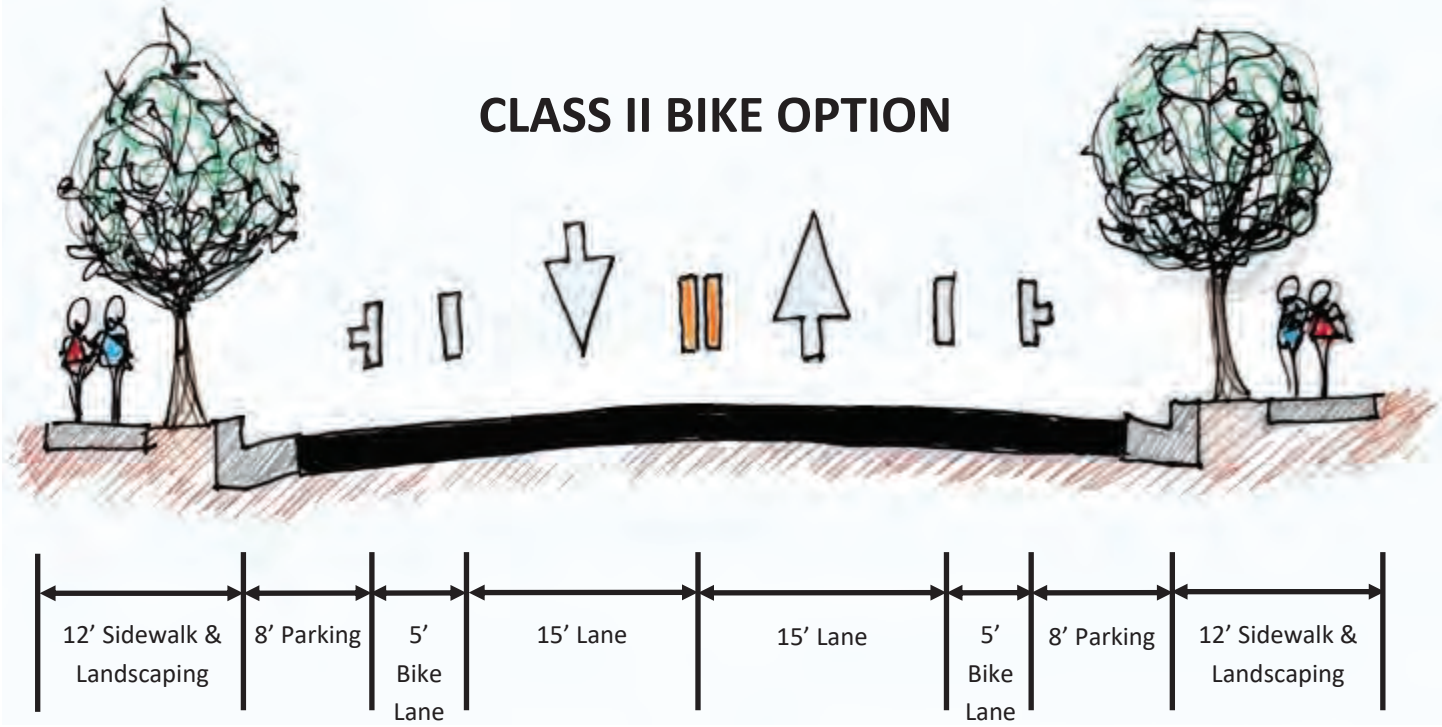
12’ Sidewalk	11’ Cycle Track & 2’ Buffer	12’ Lane	12’ Lane	12’ Lane	12’ Lane	15’ Lane	12’ Sidewalk & Landscape

CROSS SECTIONS AT D STREET

EXISTING



CLASS II BIKE OPTION

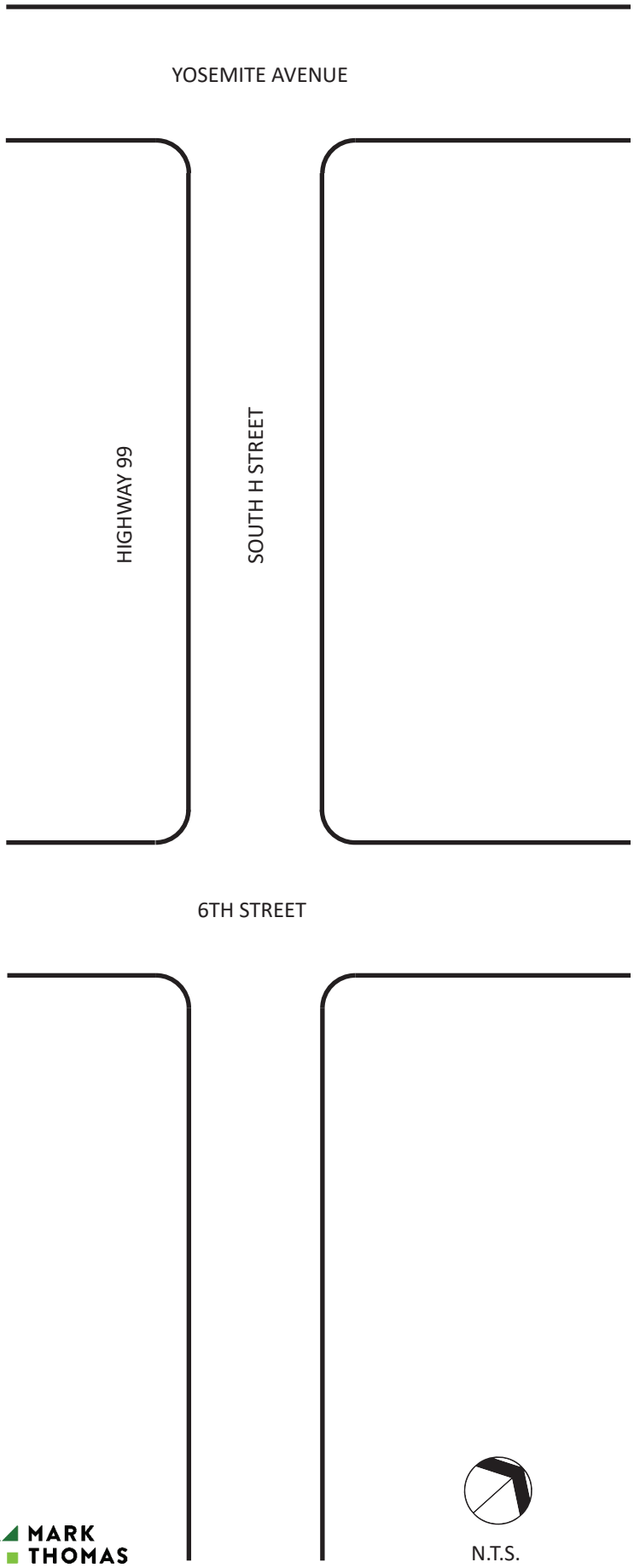


WAYPOINT #1

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:



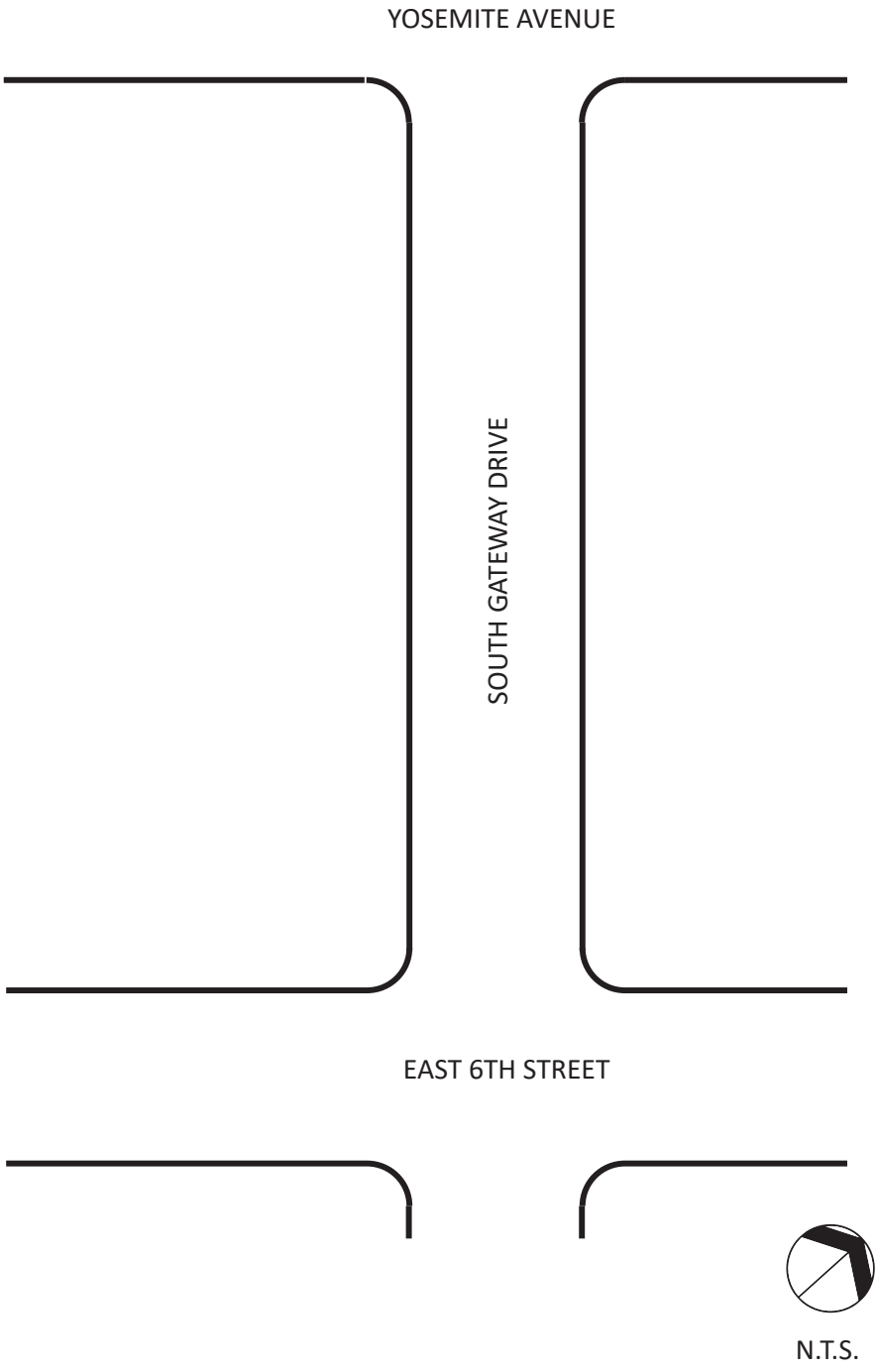
N.T.S.

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?

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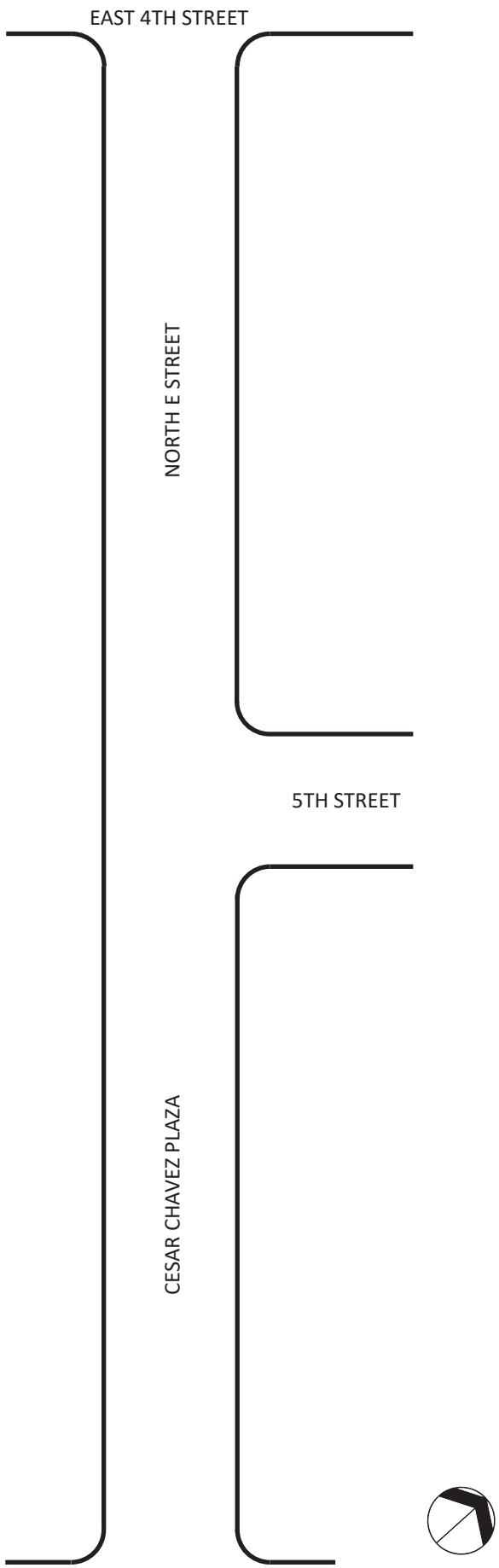

EAST 4TH STREET
NORTH E STREET
5TH STREET
CESAR CHAVEZ PLAZA
YOSEMITE AVENUE

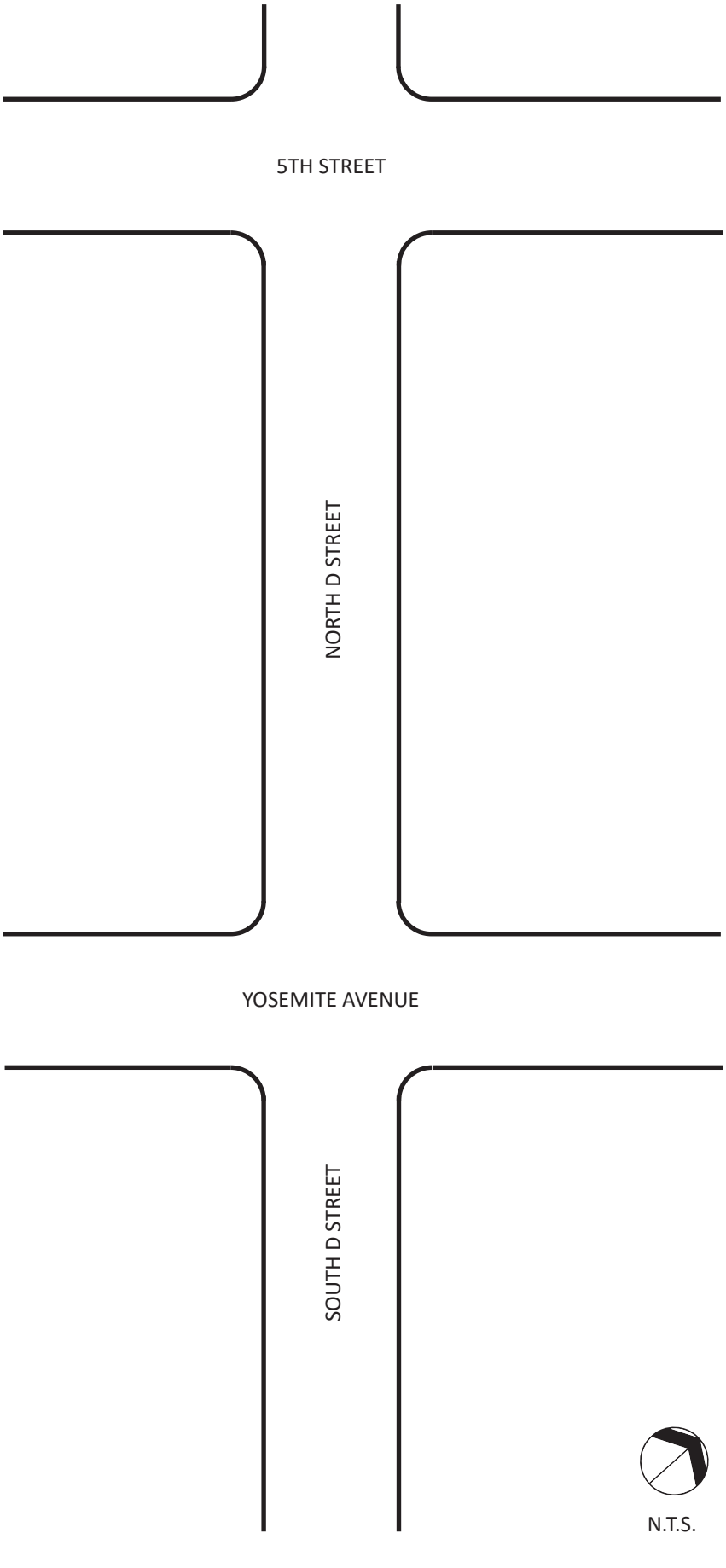
N.T.S.

WAYPOINT #4

NORTH D STREET & YOSEMITE AVENUE

- What are the main opportunities and constraints with this street?
- What are the lighting conditions at night?
- Does the street feel safe as a pedestrian, cyclist, or driver?
- Do cyclists use this steet?
- Is there any shade from street trees or structures? How comfortable is it to navigate the street?

NOTES:



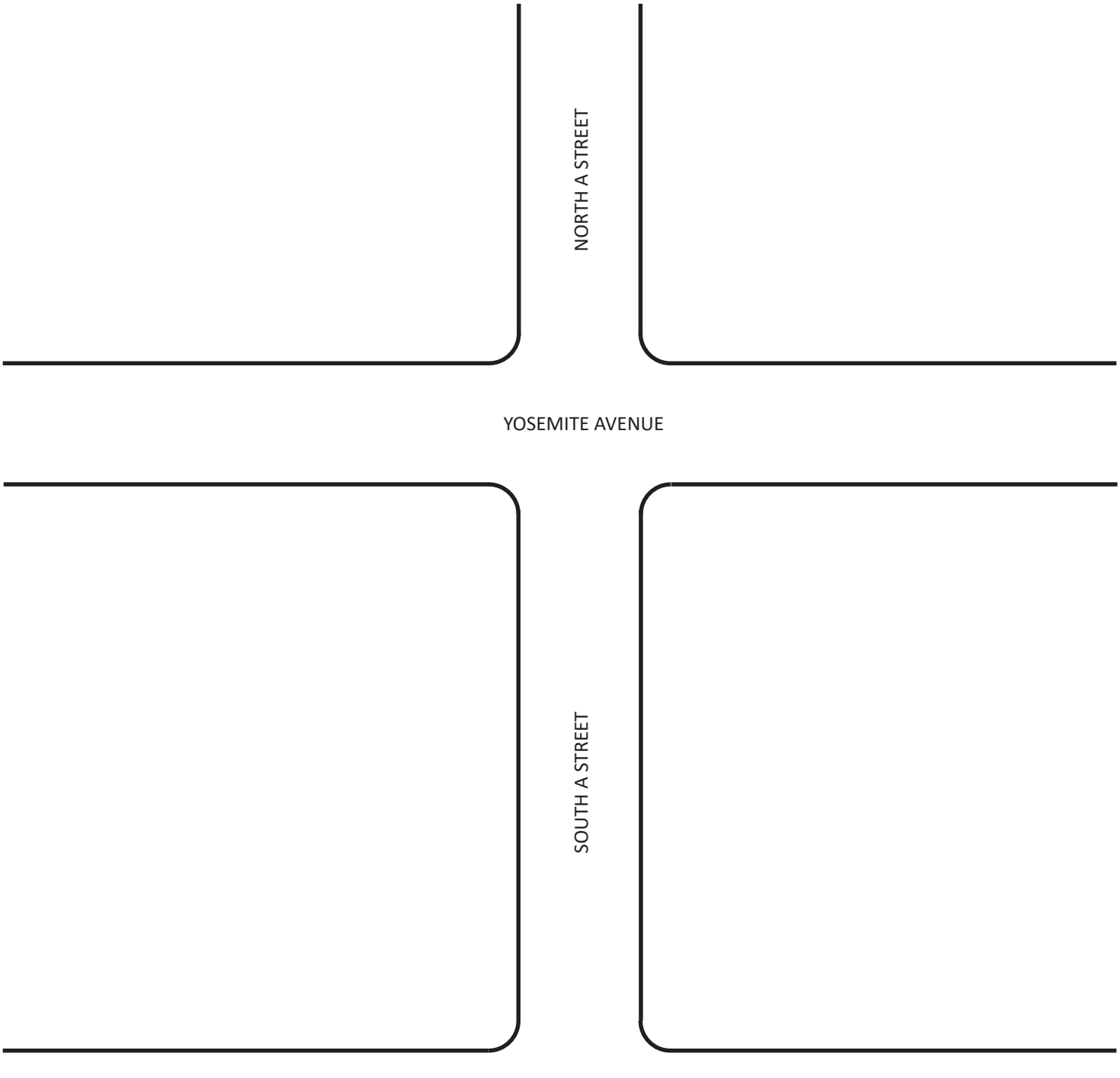
N.T.S.

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:



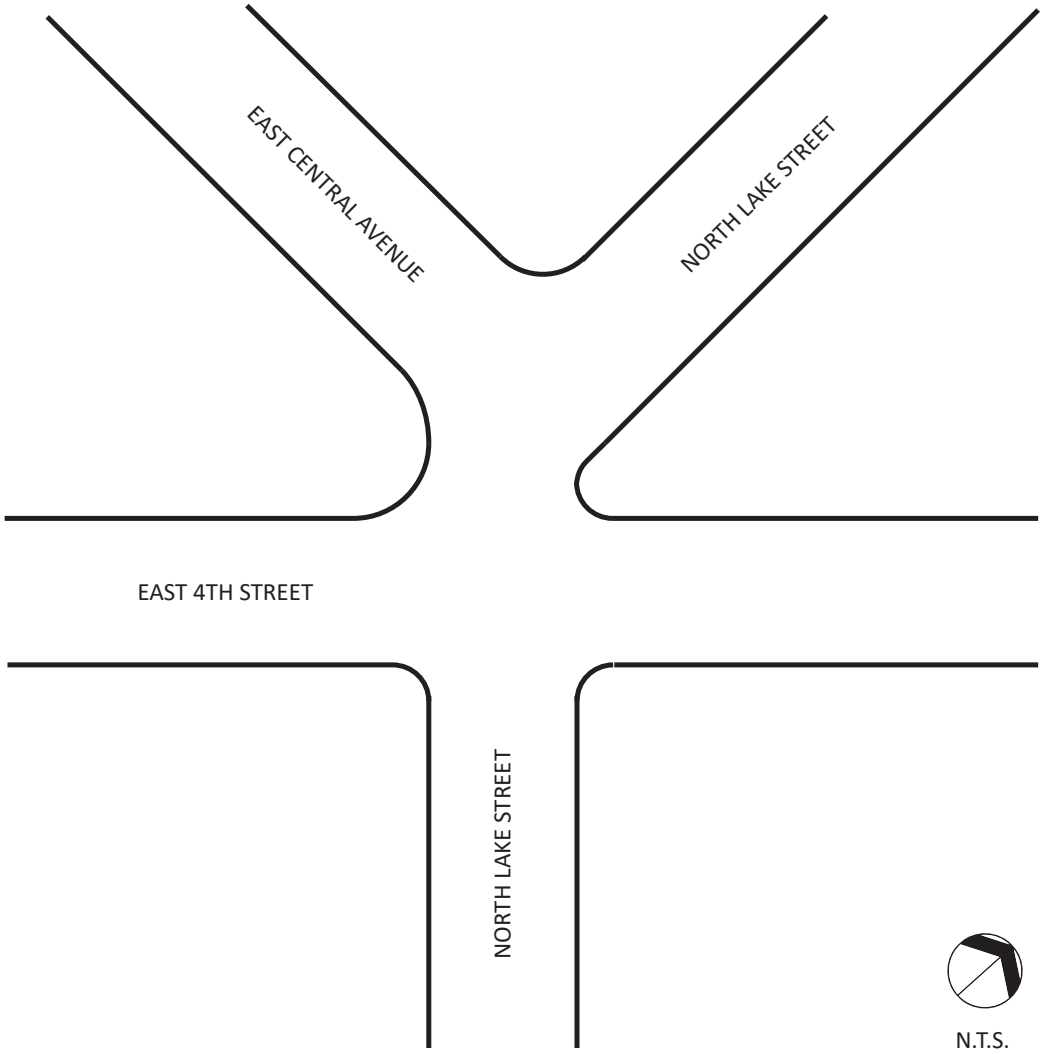
N.T.S.

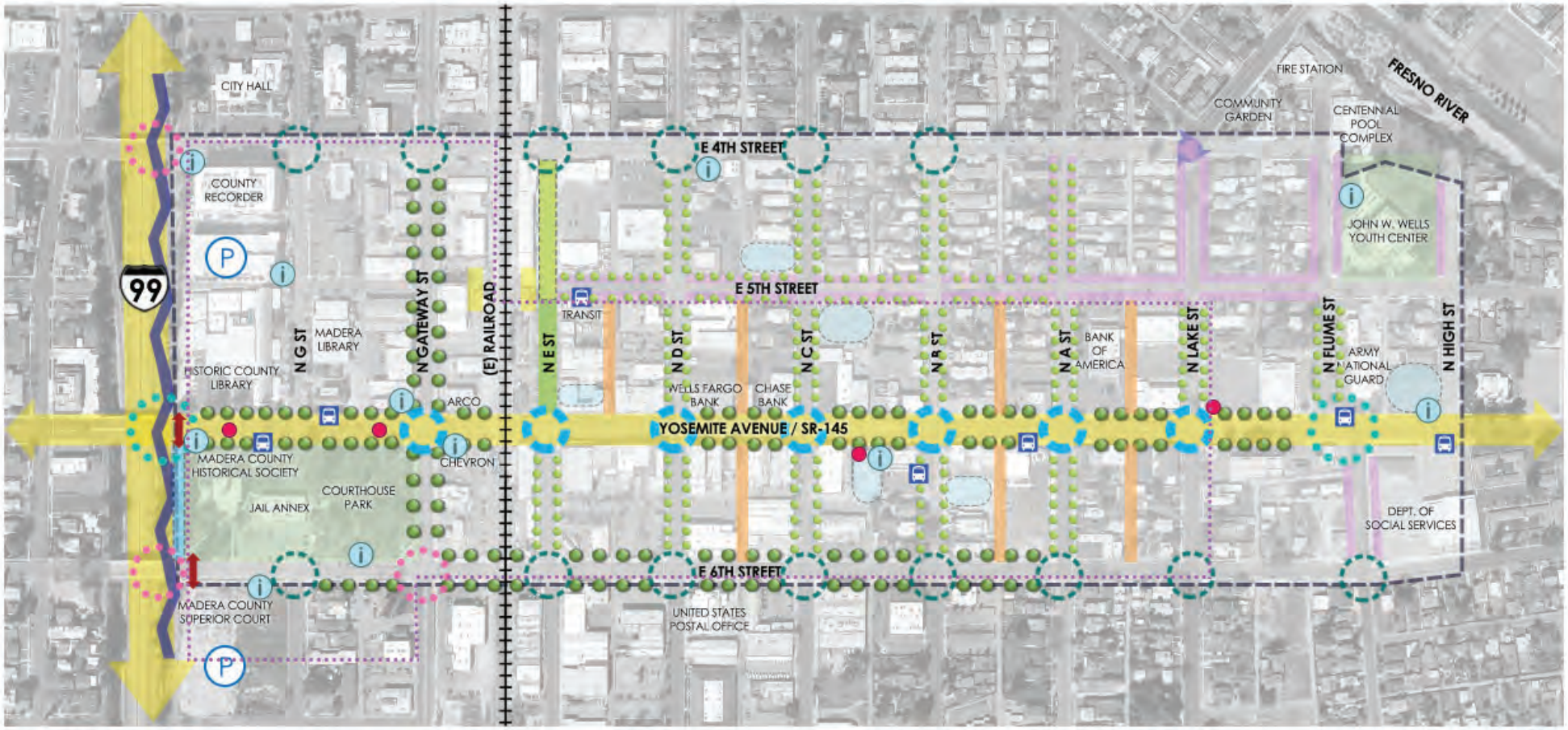
WAYPOINT #6

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

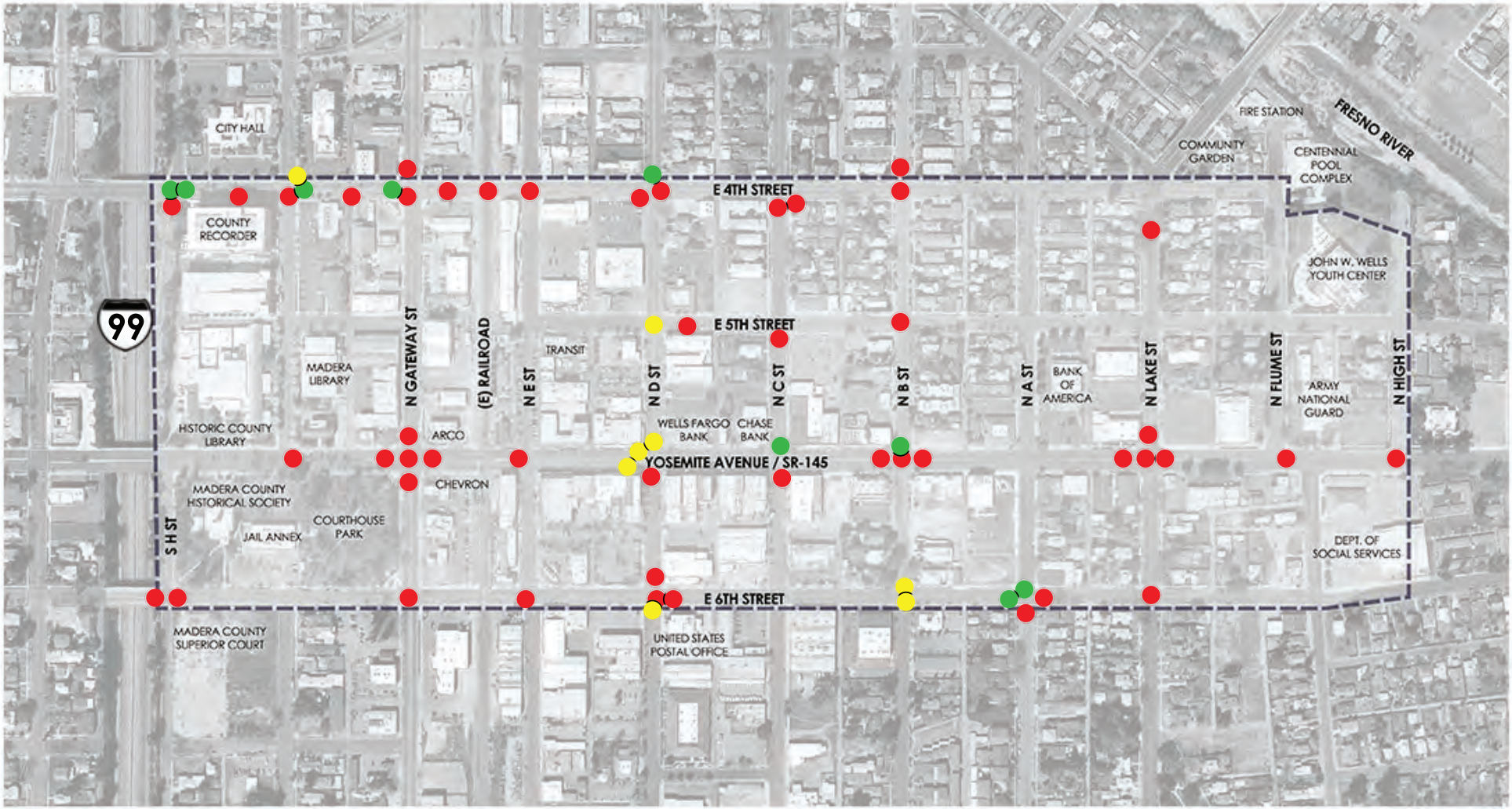
- PROJECT BOUNDARY
- RECLAIM UNDERUSED ON-STREET PARKING FOR PEDESTRIAN SPACE
- ALLEY ACTIVATION
- CESAR CHAVEZ PLAZA
- EXTENSION OF CESAR CHAVEZ PLAZA
- EXTENSION OF COURTHOUSE PARK AT STREET
- DOMA STUDY AREA
- PRIMARY GATEWAY
- SECONDARY GATEWAY
- ROUNDABOUT
- ENHANCED INTERSECTION W/ BULB-OUTS, CROSSWALK,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



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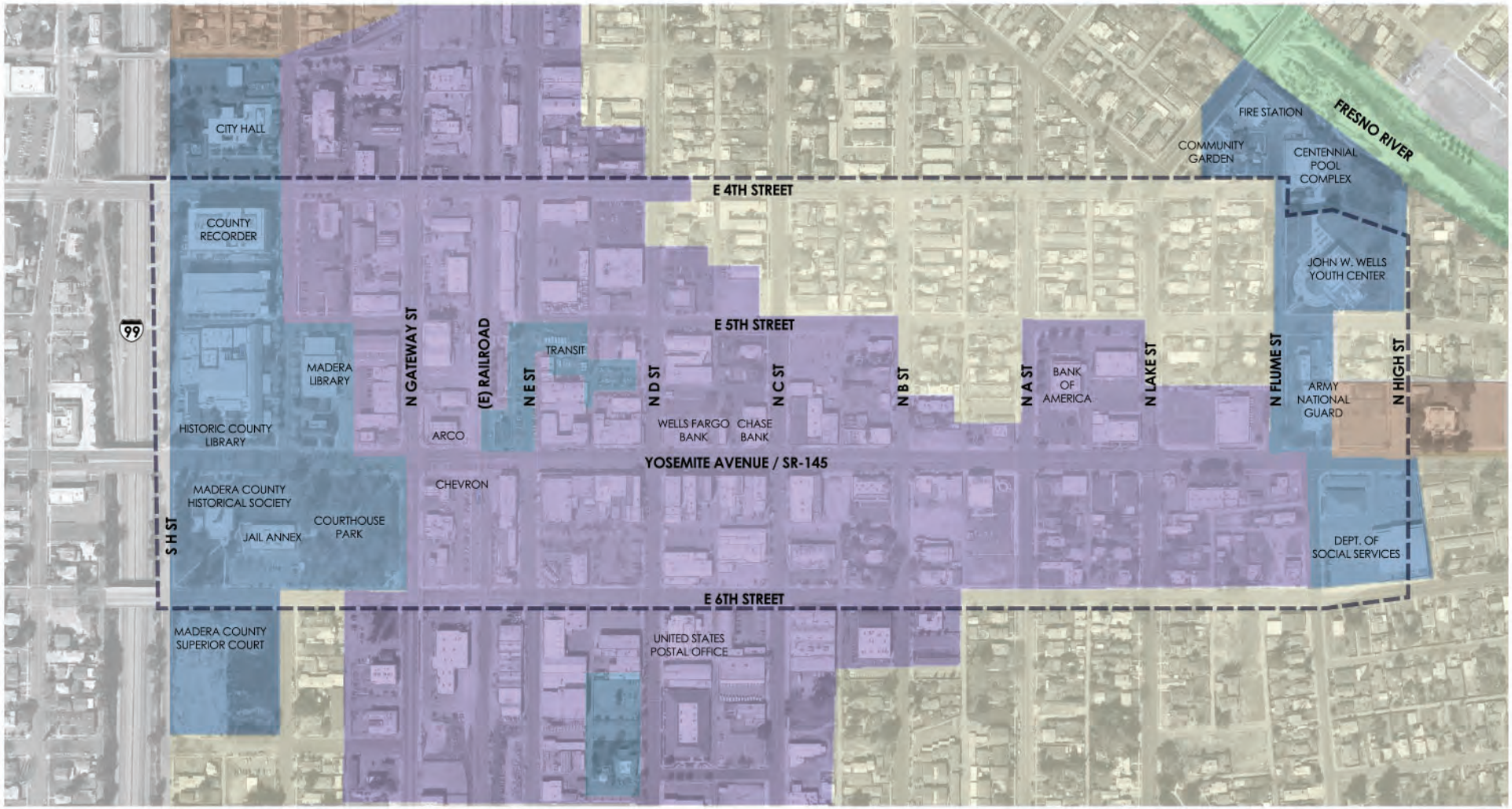
LEGEND

PROJECT BOUNDARY | MOTOR COLLISION | PEDESTRIAN COLLISION | BICYCLE COLLISION

MADERA DOWNTOWN - COLLISION DATA MAP 2014-2018

MARK THOMAS

6/27/2019



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LEGEND

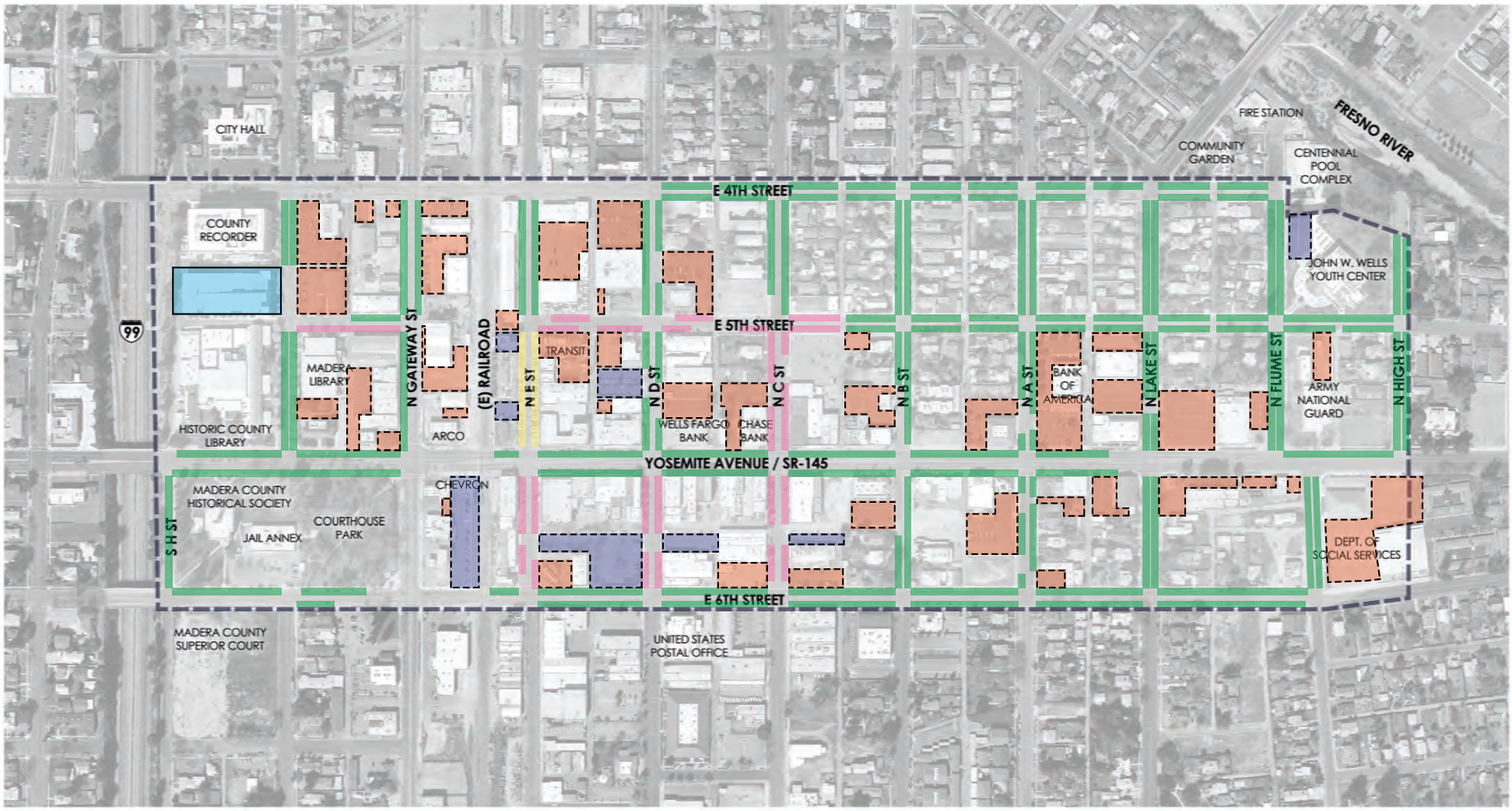
CIVIC/PUBLIC | COMMERCIAL CORE | RESIDENTIAL | RIVER AREA | OTHER

PROJECT BOUNDARY

MADERA DOWNTOWN - LAND USE RELATIONSHIP MAP

DOWNTOWN MADERA HAS MIXED USES IN A RELATIVELY SMALL AREA.

6/27/2019



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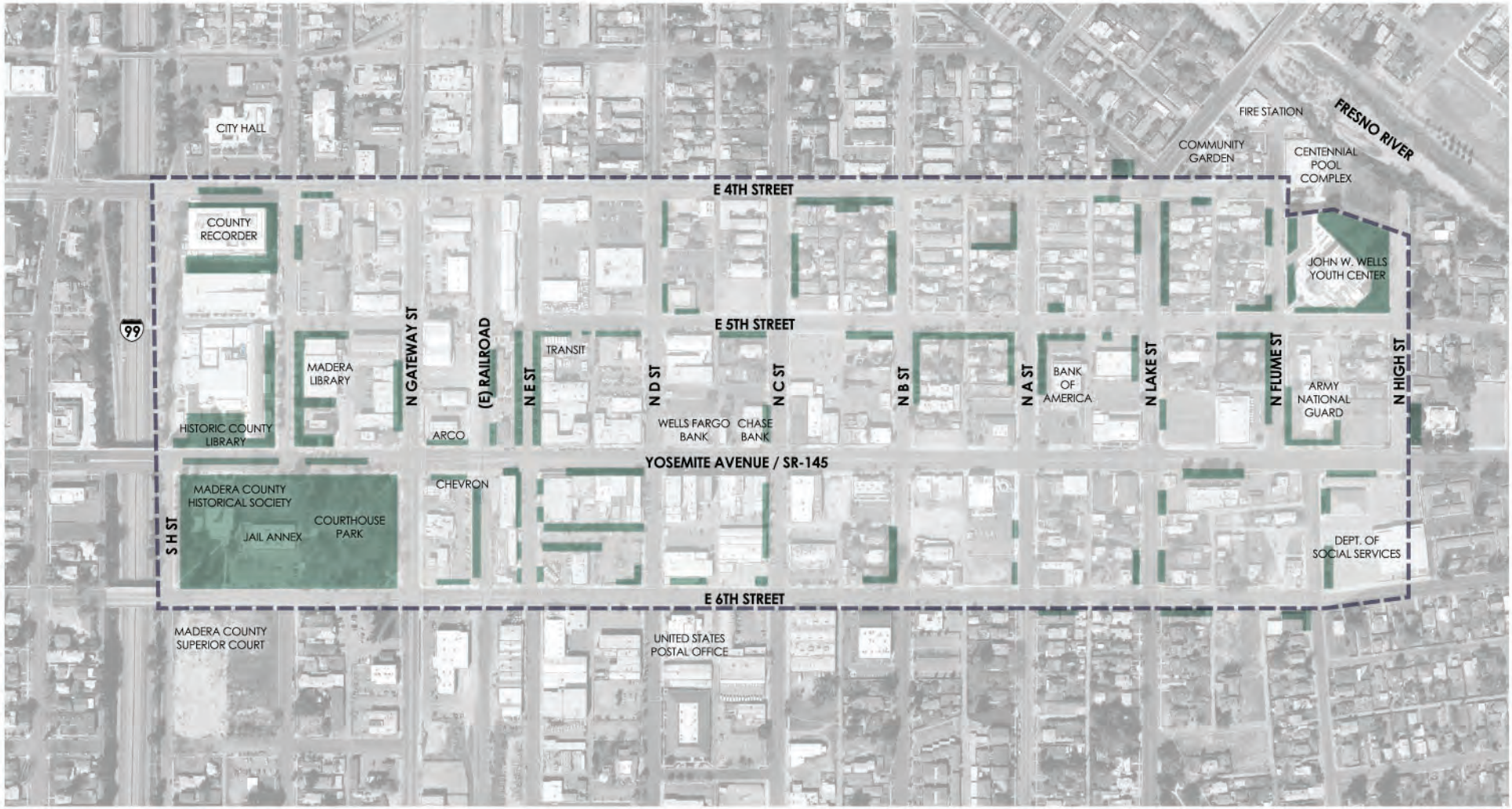
LEGEND

- 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

6/27/2019



NTS

LEGEND

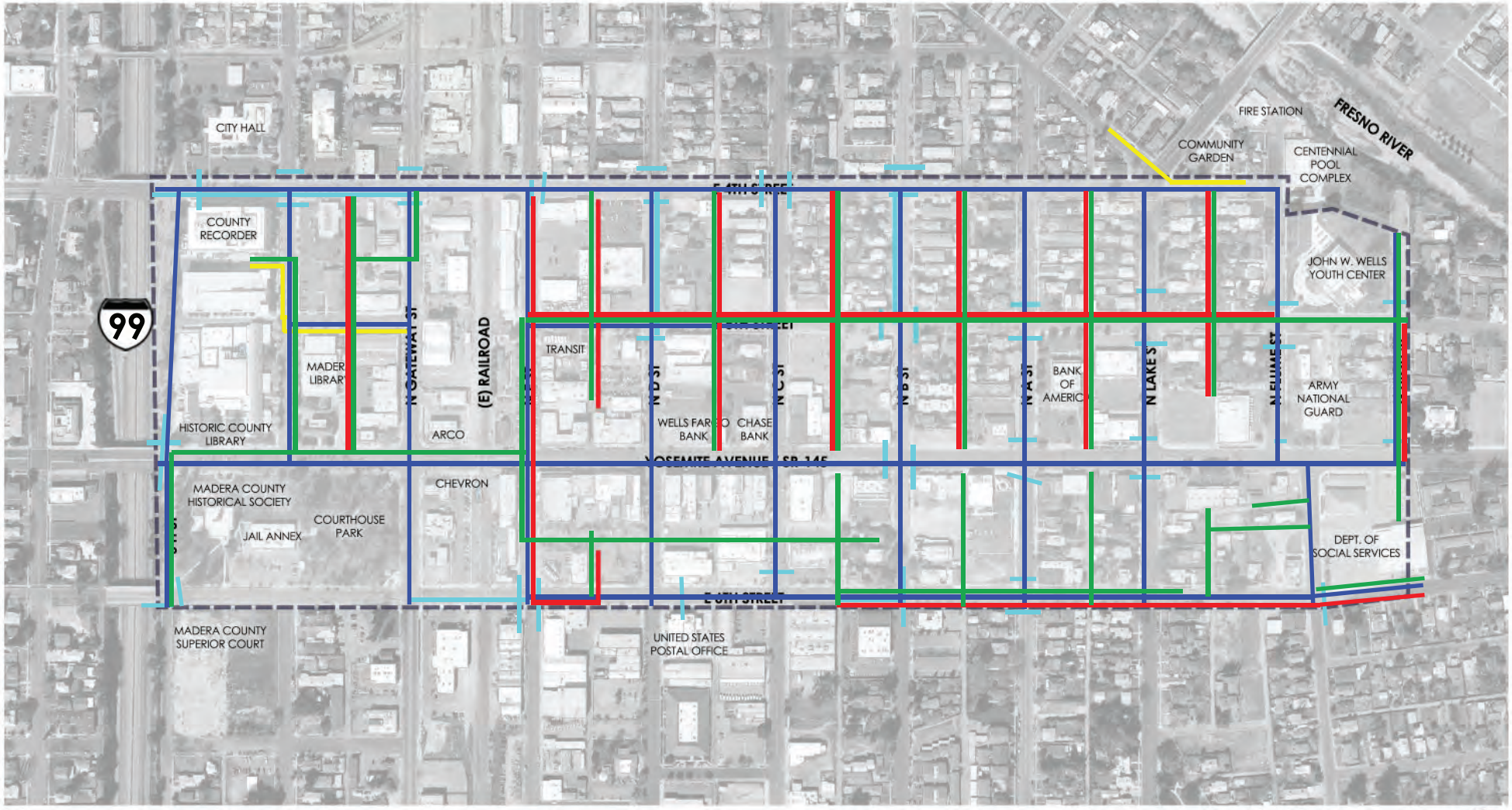
PROJECT BOUNDARY

URBAN CANOPY

MADERA DOWNTOWN - URBAN CANOPY MAP

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

6/27/2019



NTS

LEGEND

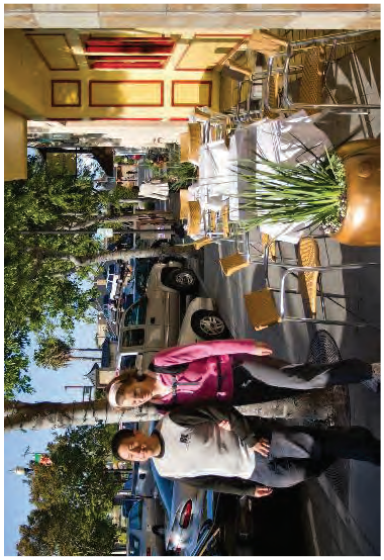
PROJECT BOUNDARY

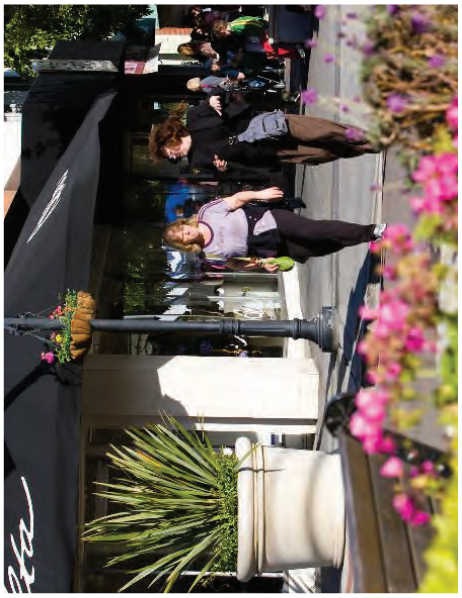
GAS | ELECTRIC | WATER | STORM DRAIN | SEWER

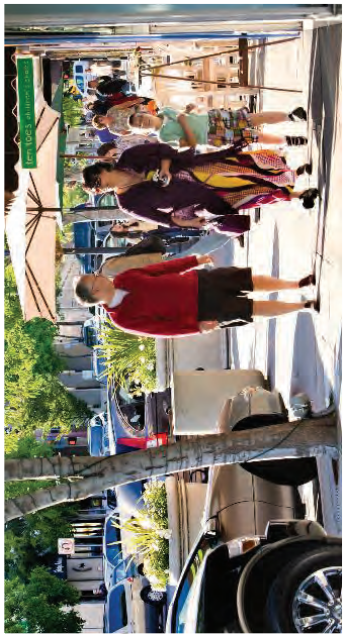
MADERA DOWNTOWN - PRELIMINARY UTILITY MAPPING

6/27/2019

STREETSCAPE EXAMPLES

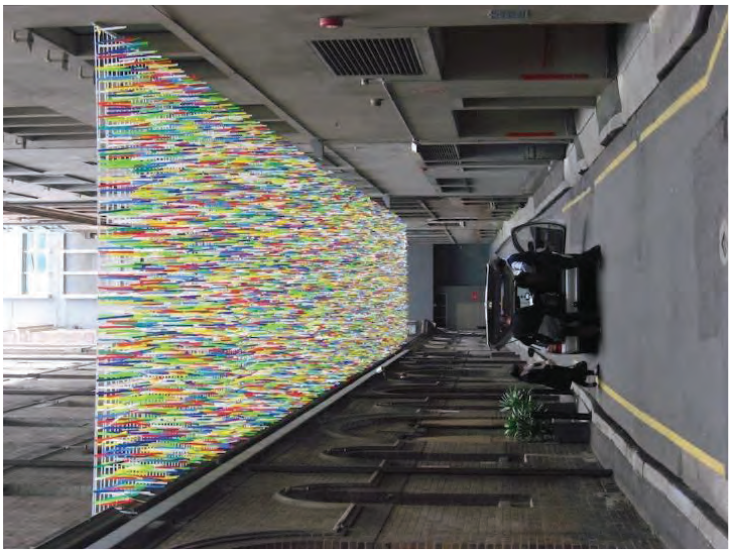


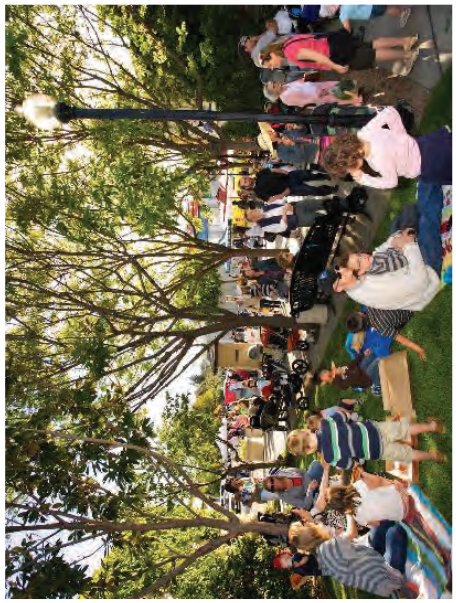




MARK THOMAS

ALLEY ACTIVATION





MARK THOMAS

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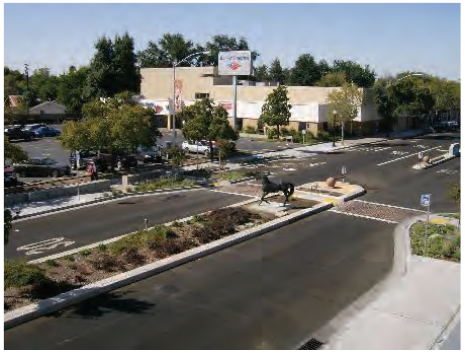
BULB-OUTS AND CROSSINGS



GATEWAYS

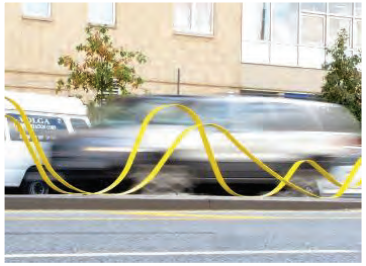

VERNON STREET

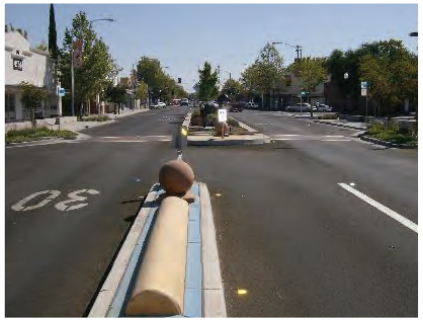

MARINA BOULEVARD
SECTION A-A PRIMARY GATEWAY AND STREET SECTION
OPTION 2 - MISSION REVIVAL
MARINA BLVD STREETSCAPE IMPROVEMENTS

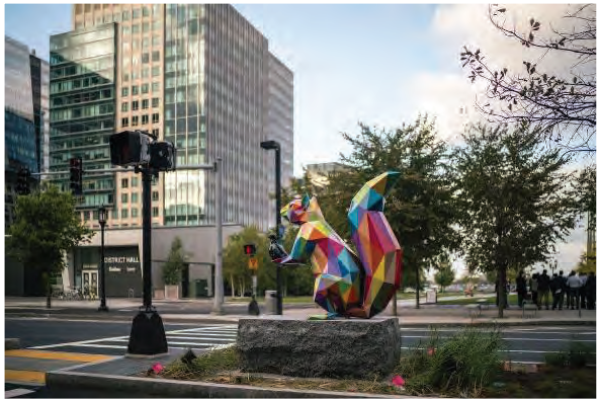

HISTORIC DISTRICT

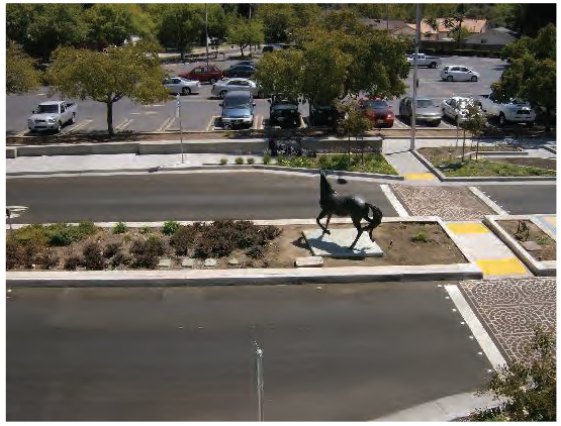
MARK THOMAS

PUBLIC ART







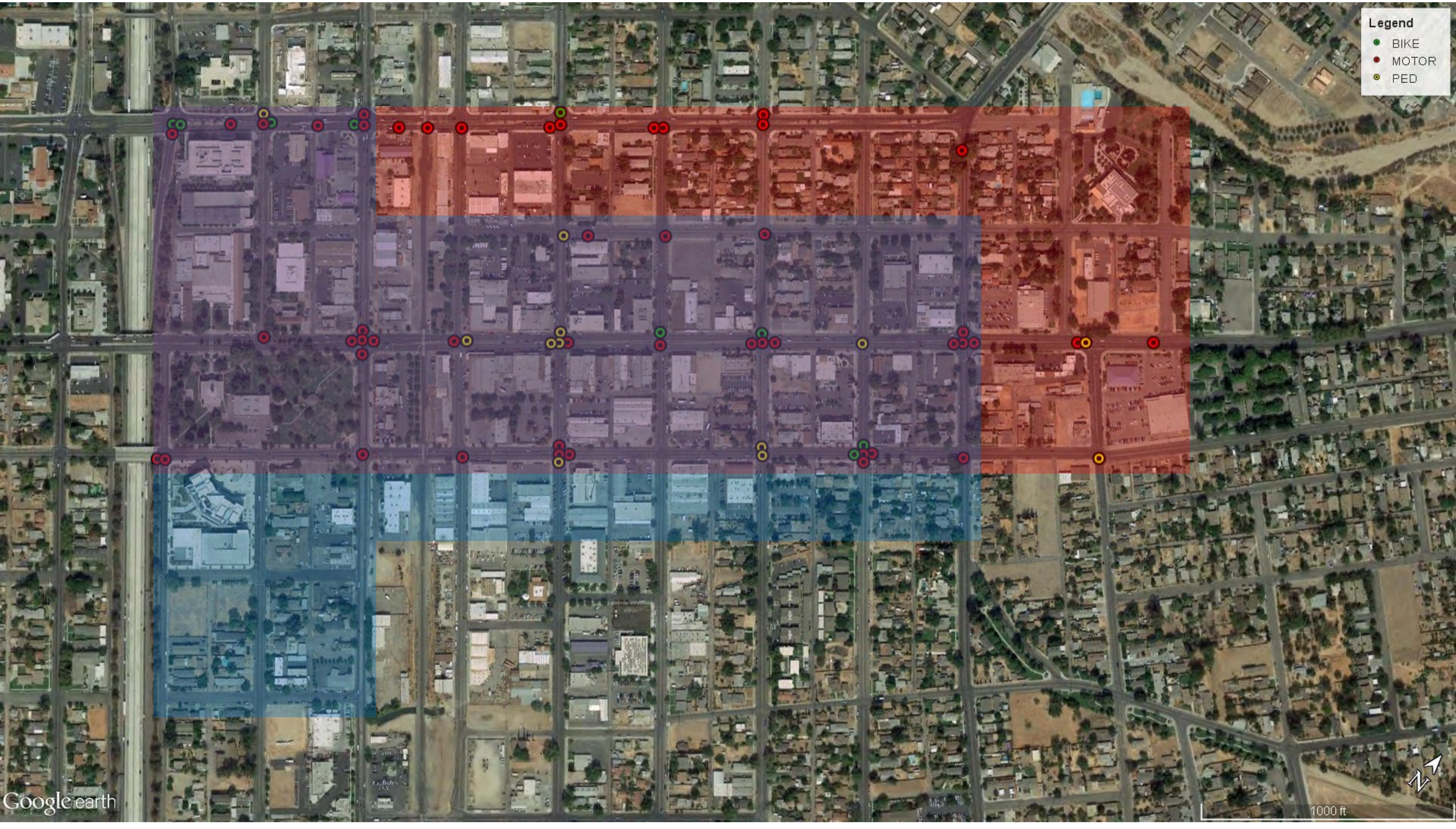


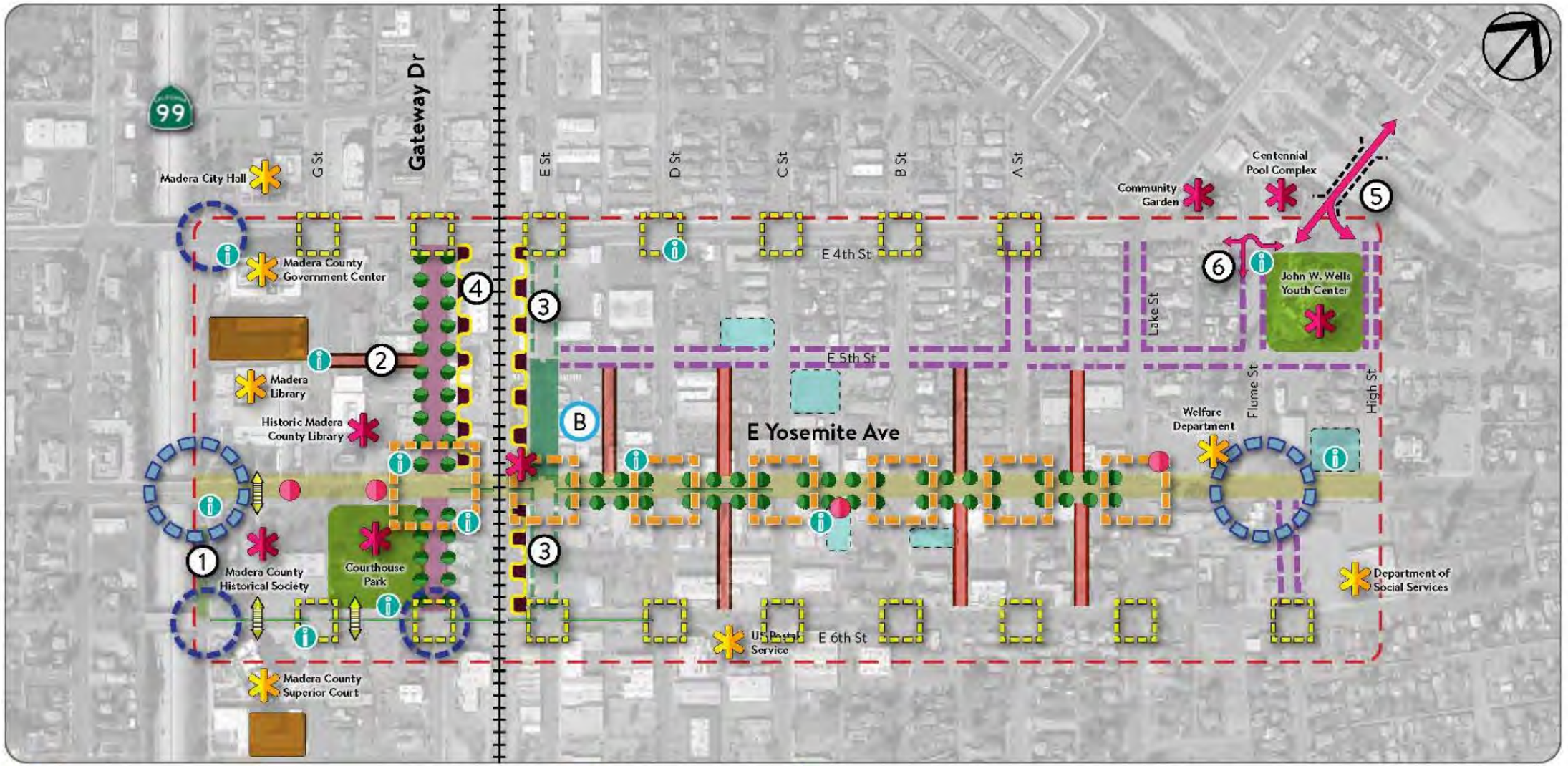
State Route 145 (Yosemite Avenue) as Main Street

MARK THOMAS

City Council Presentation

October 2, 2019

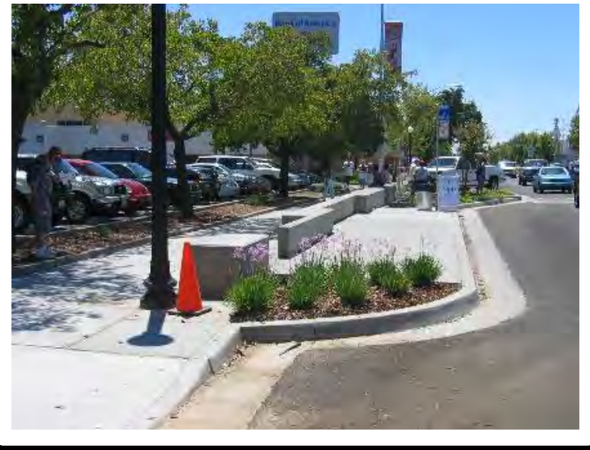

Legend
BIKE
MOTOR
PED
Google earth
1000 ft
N



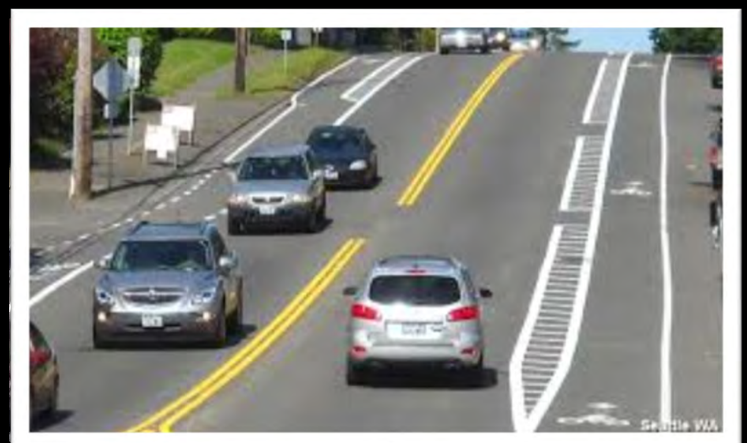
- Civic Destinations
- MADERA ATTRACTIONS
- Primary Gateway
- Secondary Gateway
- Enhanced Pedestrian Intersection with Bulb-outs, Crosswalks, and Signals
- Activation of Alleyways
- Reclaim Underused On-Street Parking for Pedestrian Space
- New Medians
- Rail Road
- Project Limits
- Intersection Bulbouts
- 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



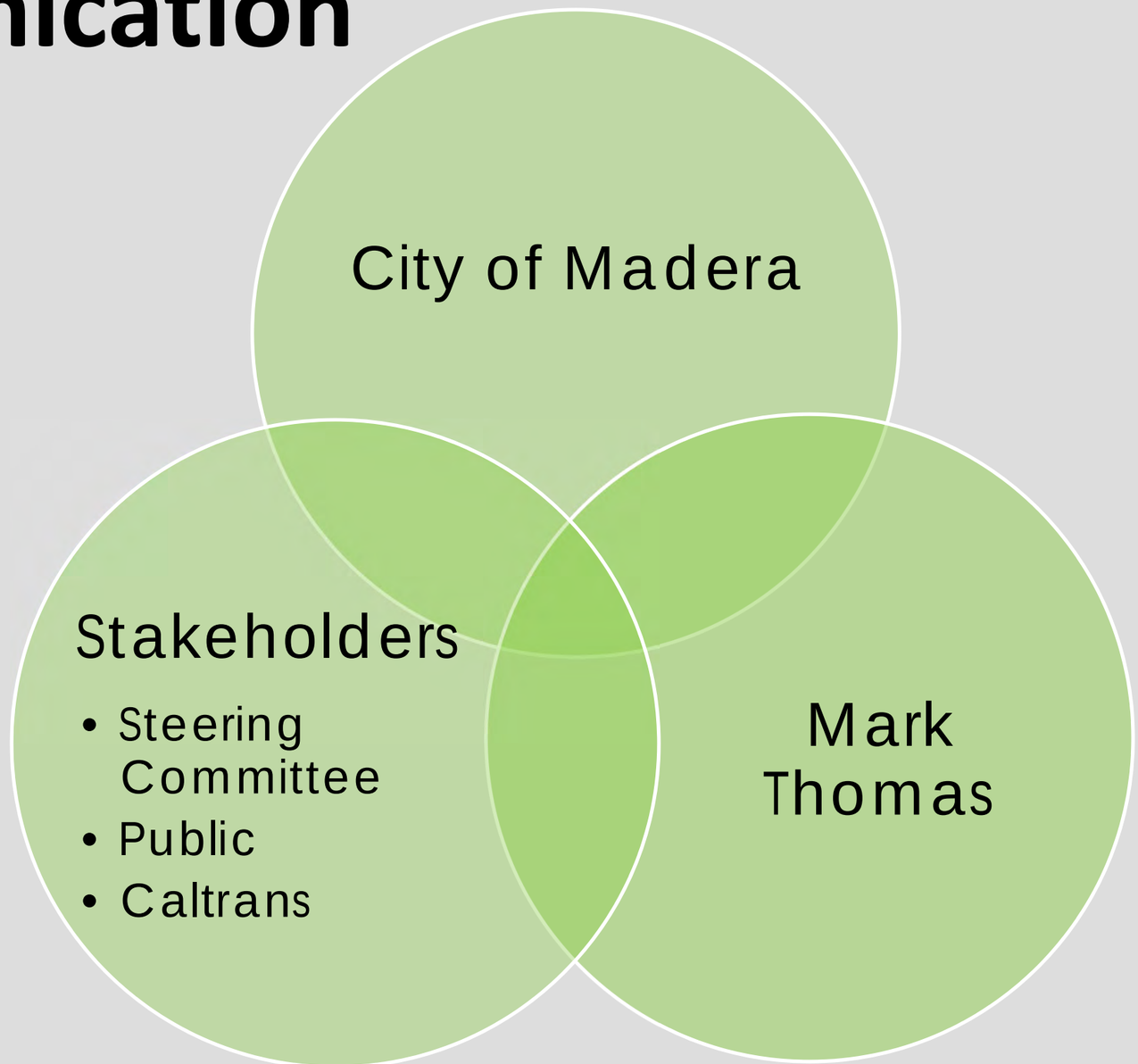
BICYCLE FACILITIES



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

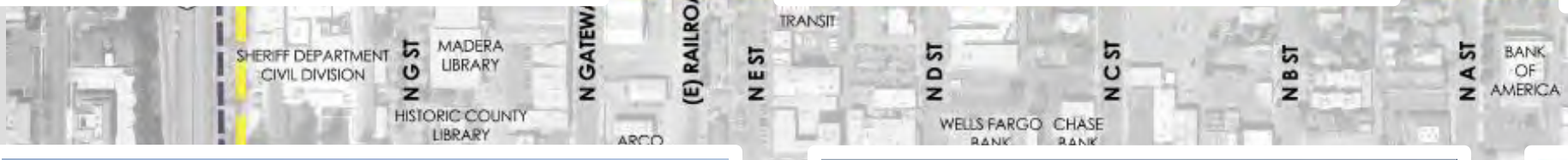
November 7, 2019

MADERA ATTRACTIONS

HISTORIC COUNTY COURTHOUSE

HISTORIC COUNTY LIBRARY

CENTENNIAL POOL AND WELLS YOUTH CENTER



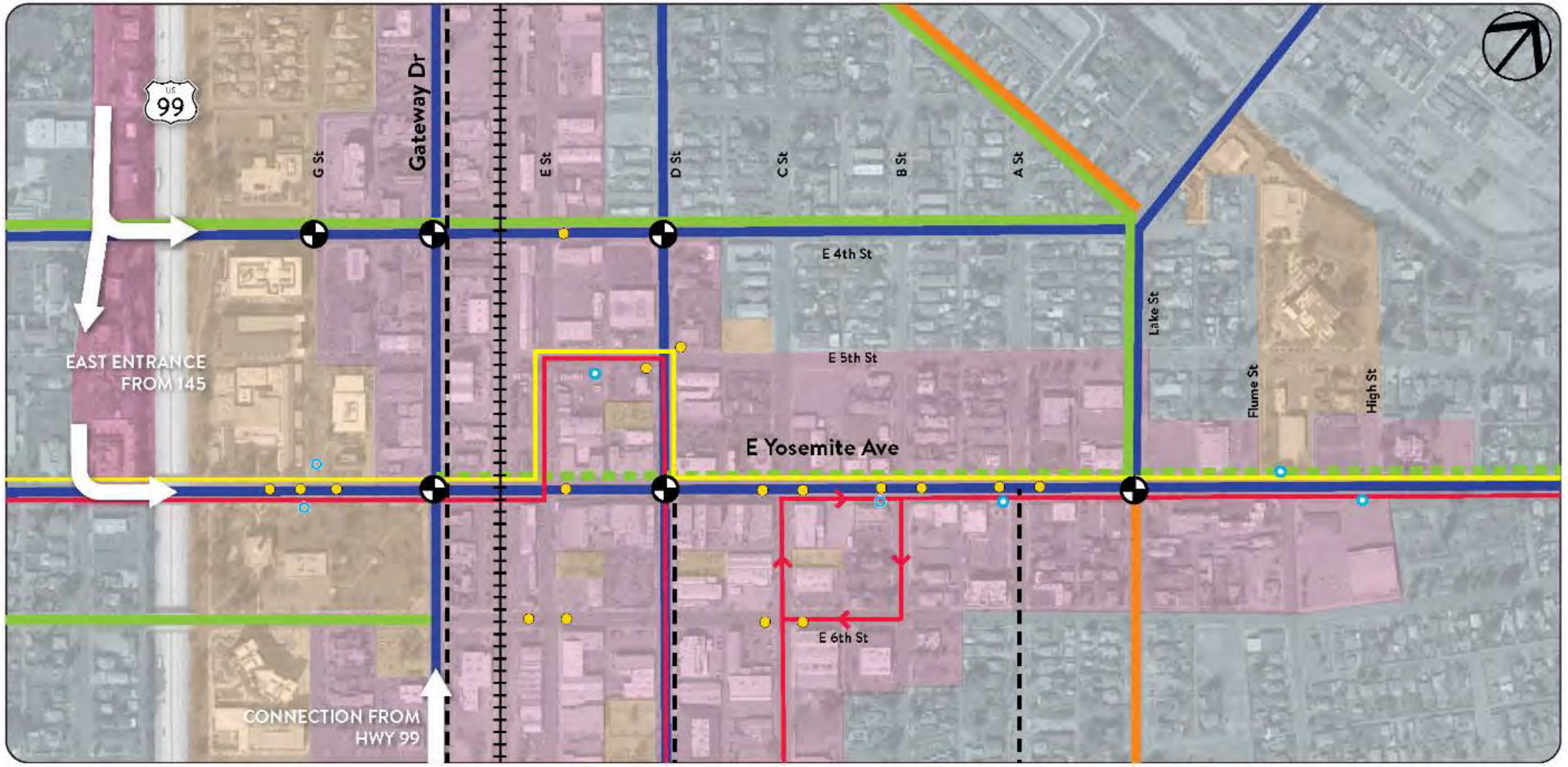
NEW COUNTY COURTHOUSE

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
- 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



Commercial Zoning

Public/Civil Zoning

Residential Zoning

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Bulb-outs

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Potential Road Diet, Class IV Separated Bike-way, and Safe Mobility Enhancements

Safe Mobility Enhancements

Permanent Street Closure and Landscape

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Planned Class II Lanes

Bus Route 1

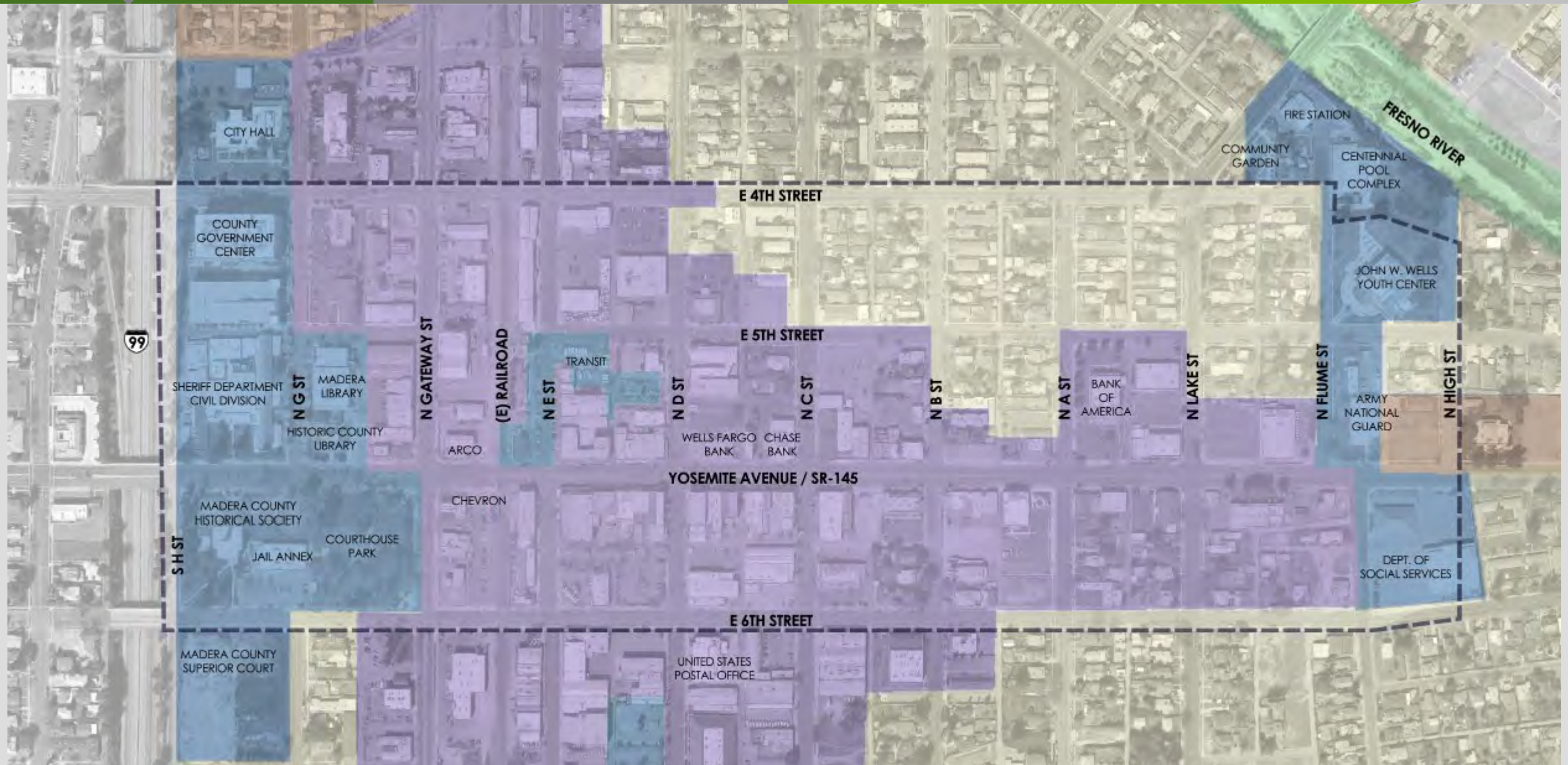
Bus Route 3 College

Unprotected Crossing Options Include:

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

PROJECT AREA MAP

LAND USE


CITY HALL
COUNTY GOVERNMENT CENTER
SHERIFF DEPARTMENT CIVIL DIVISION
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HISTORIC COUNTY LIBRARY
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WELLS FARGO BANK
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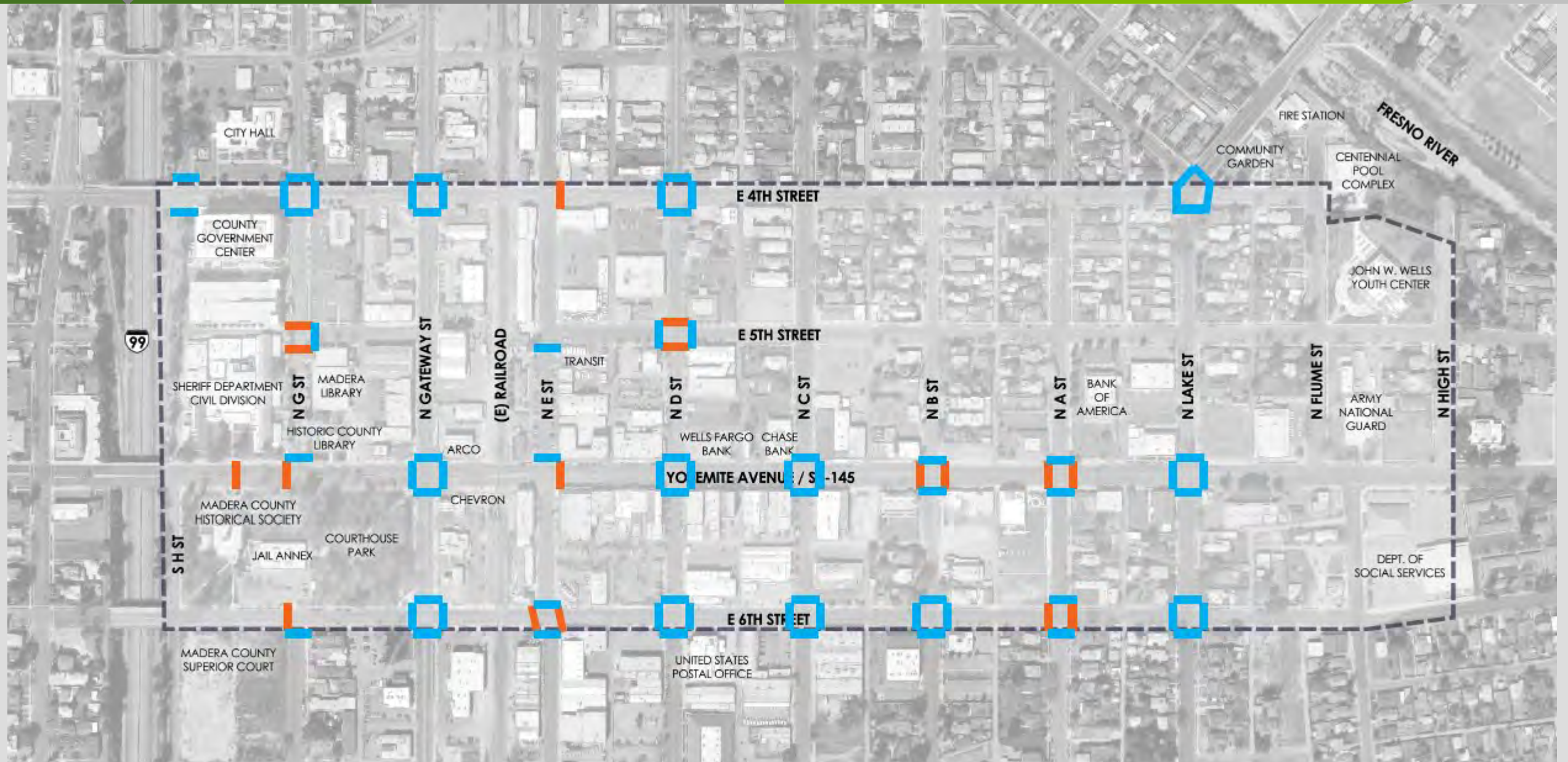
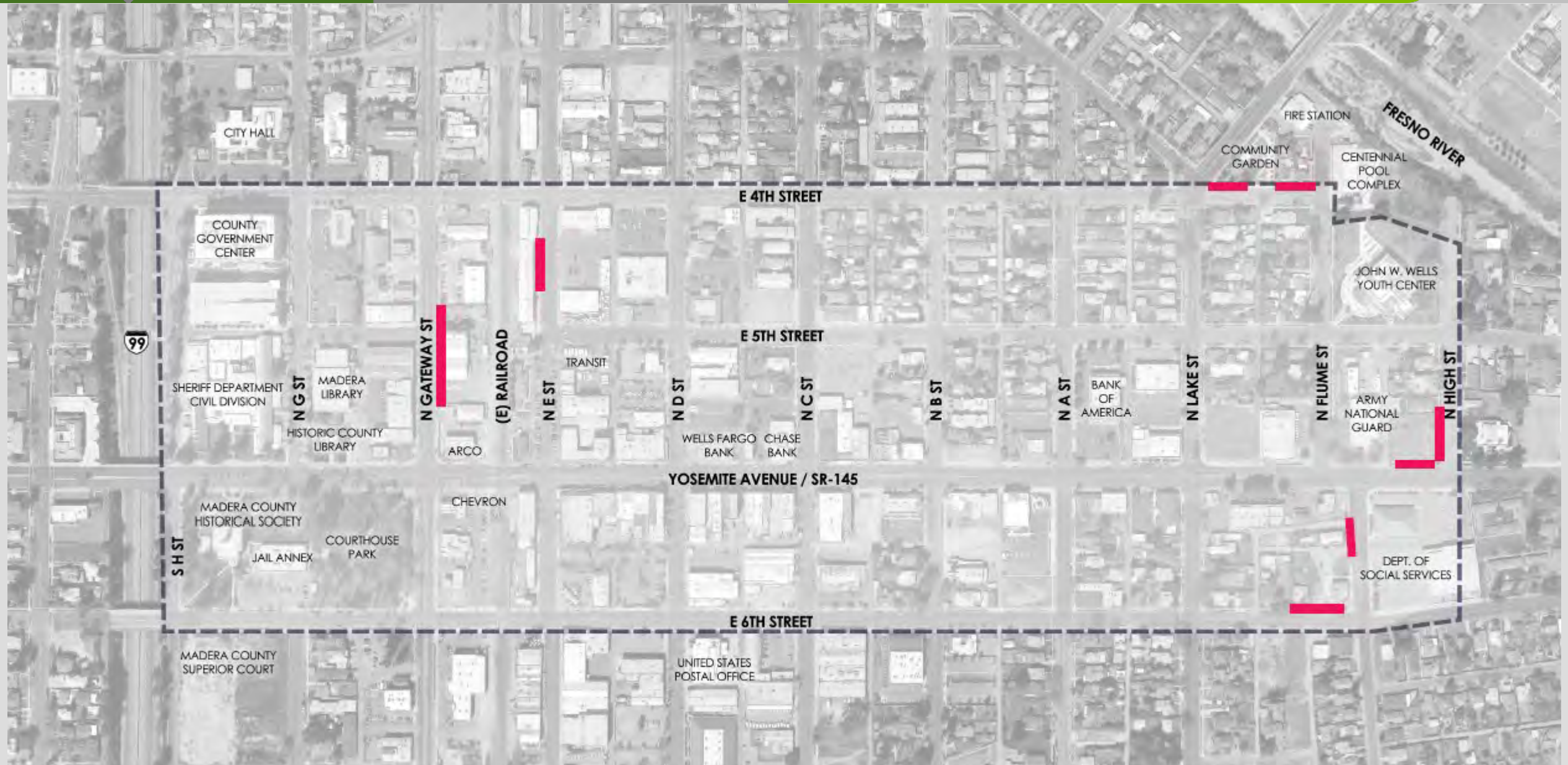
FRESNO RIVER
E 4TH STREET
E 5TH STREET
E 6TH STREET
YOSEMITE AVENUE / SR-145
99
N G ST
N GATEWAY ST
(E) RAILROAD
N E ST
N D ST
N C ST
N B ST
N A ST
N LAKE ST
N FLUME ST
N HIGH ST
S H ST

PARKING ANALYSIS

CROSSWALK ANALYSIS



SIDEWALK ANALYSIS



SITE LIGHTING ANALYSIS

URBAN CANOPY ANALYSIS

OPPORTUNITIES & CONSTRAINTS

BULB-OUTS AND CROSSINGS

BICYCLE FACILITIES

STREETSCAPE INSPIRATION

ALLEY ACTIVATION

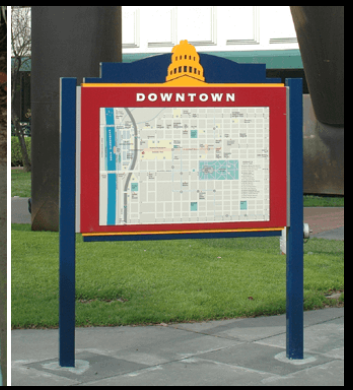
STREET FURNISHING & AMENITIES

WAYFINDING

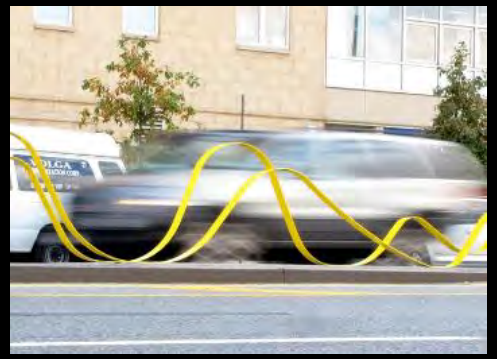

INFORMATION

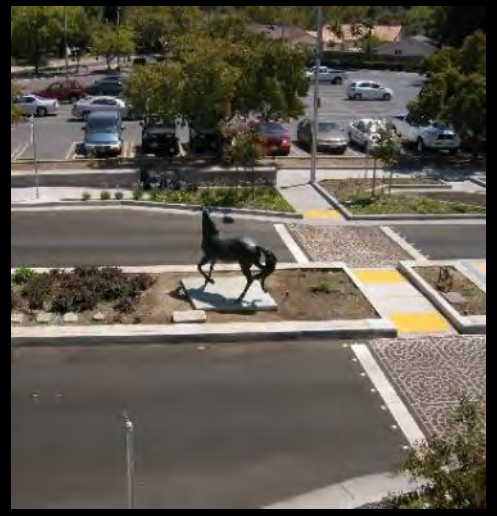

Flymill Park / Murlawirrapurka
Shared Pathway


Downtown
Downtown Plaza
Old Sacramento
Train Station
DOWNTOWN

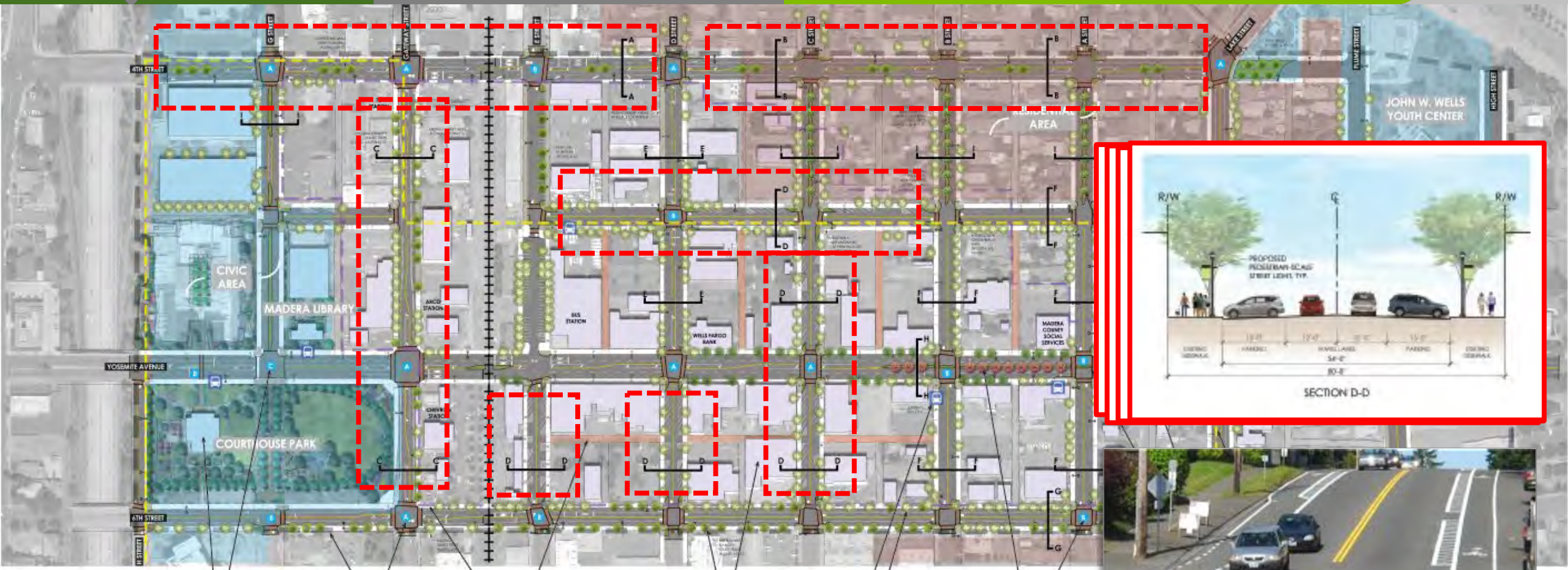

DOWNTOWN

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

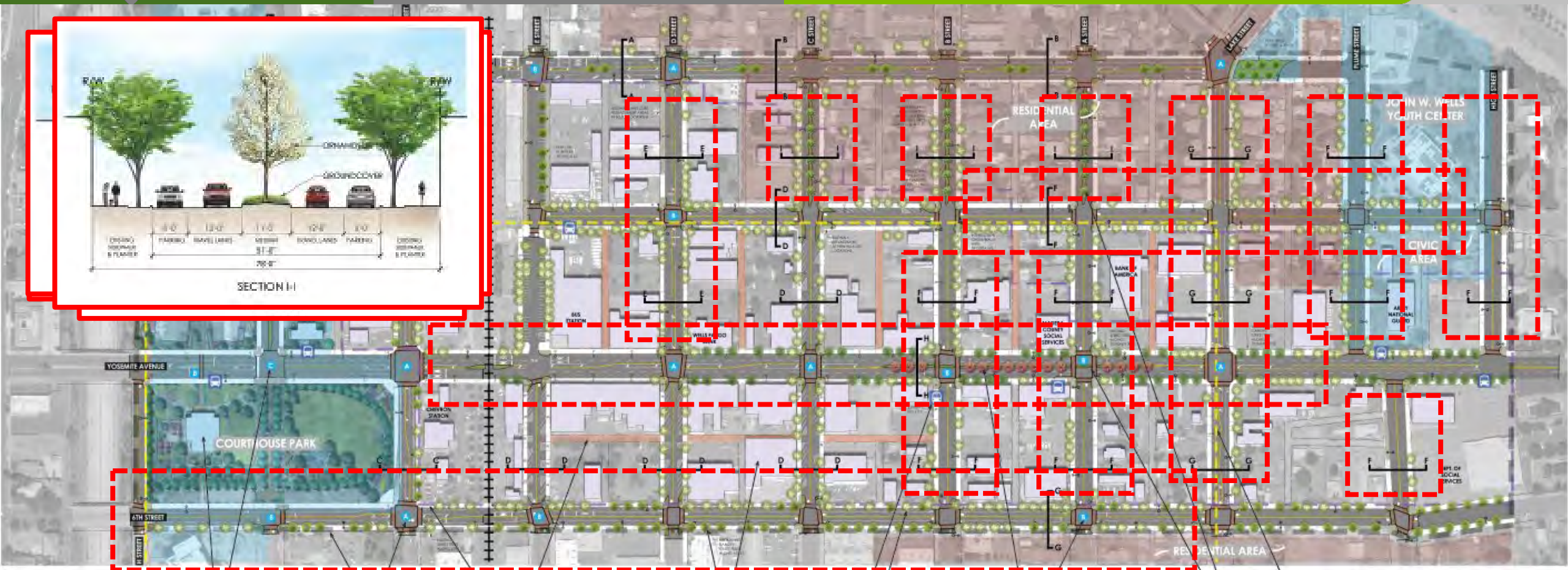
BUS STOPS, TYPICAL

EXISTING TREES TO REMAIN, TYPICAL

STREET TREE WITH FALL COLOR, TYPICAL

PROTECTED CROSSWALK (RRFB), TYPICAL

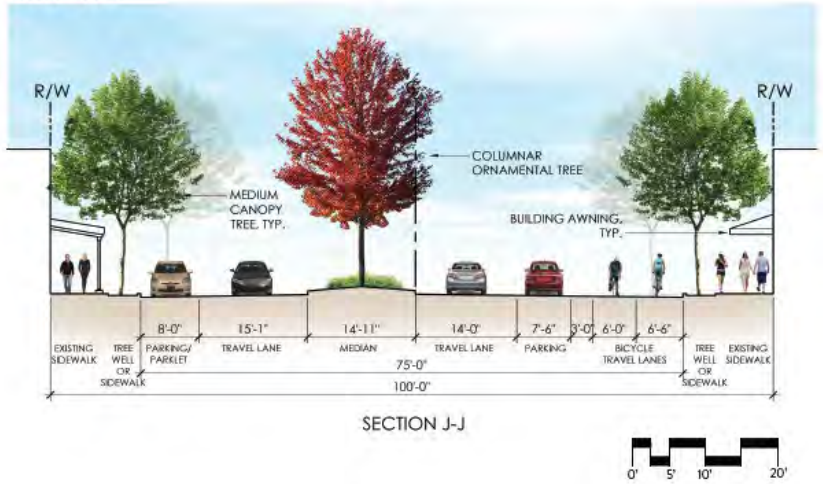
MASTER PLAN


SECTION H-H
YOSEMITE AVENUE
COURTHOUSE PARK
6TH STREET
RESIDENTIAL AREA
CIVIC AREA
CIVIC BUILDINGS, TYPICAL
PROJECT AREA
RETAIL AREA
STREET TREE WITH MEDIUM CANOPY, TYPICAL
BUS STOPS, TYPICAL
STREET TREE WITH FALL COLOR, TYPICAL
LANDSCAPE AREAS, TYPICAL
DOMA AREA
PROTECTED CROSSWALK (HAWK)
TRAFFIC SIGNAL, TYPICAL
ALLEY ACTIVATION, TYPICAL
EXISTING RETAIL BUILDINGS, TYPICAL
EXISTING TREES TO REMAIN, TYPICAL
PROTECTED CROSSWALK (RRFB), TYPICAL
FLOWERING STREET TREE, TYPICAL
0' 80' 160' 320'

YOSEMITE AVENUE – SEGMENT 1

OPTION A

OPTION B



SECTION J-J

OPTION A

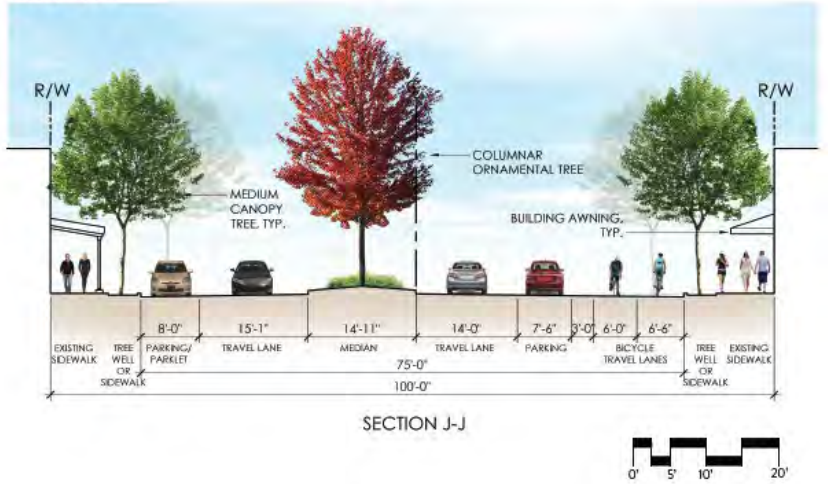
SECTION H-H

LANDSCAPE AREAS, TYPICAL

YOSEMITE AVENUE – SEGMENT 2

OPTION A

OPTION B



SECTION J-J

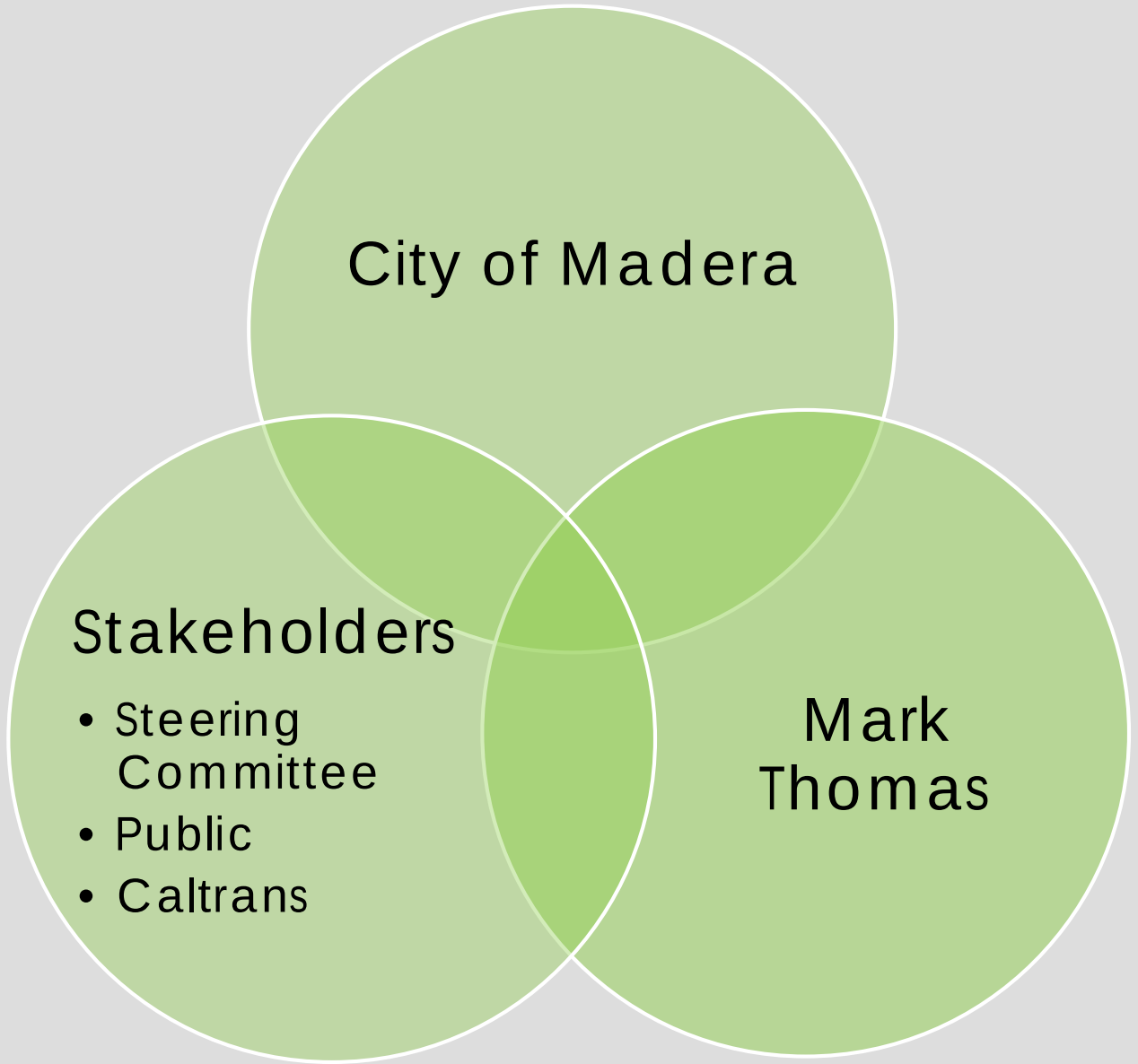
OPTION A

SECTION H-H

4TH STREET / LAKE STREET

TYPICAL BULB OUT TREATMENTS

COMMUNICATION



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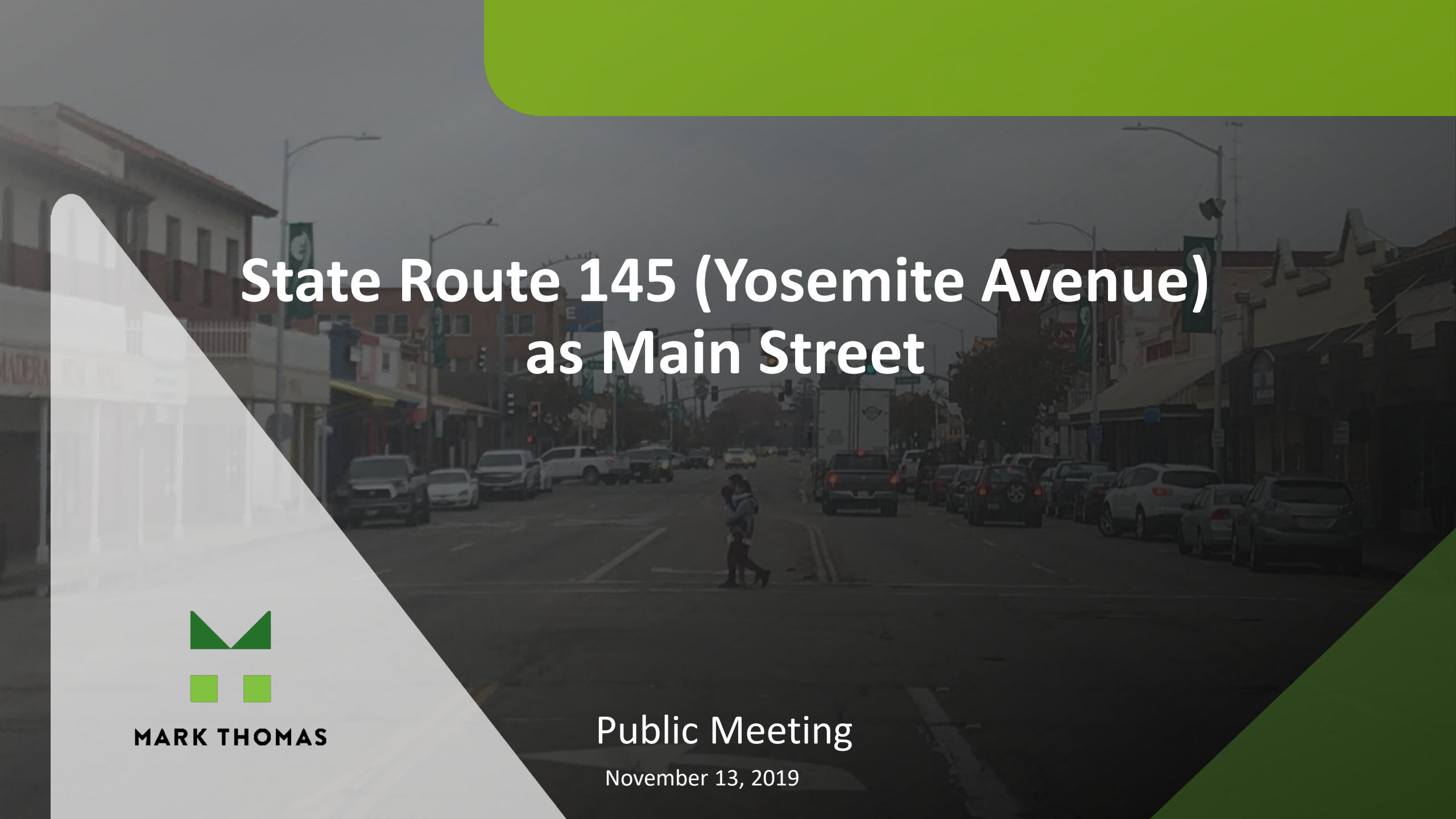
- Public Workshop - Mid-January 2019
- Project Completion - February 2020

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

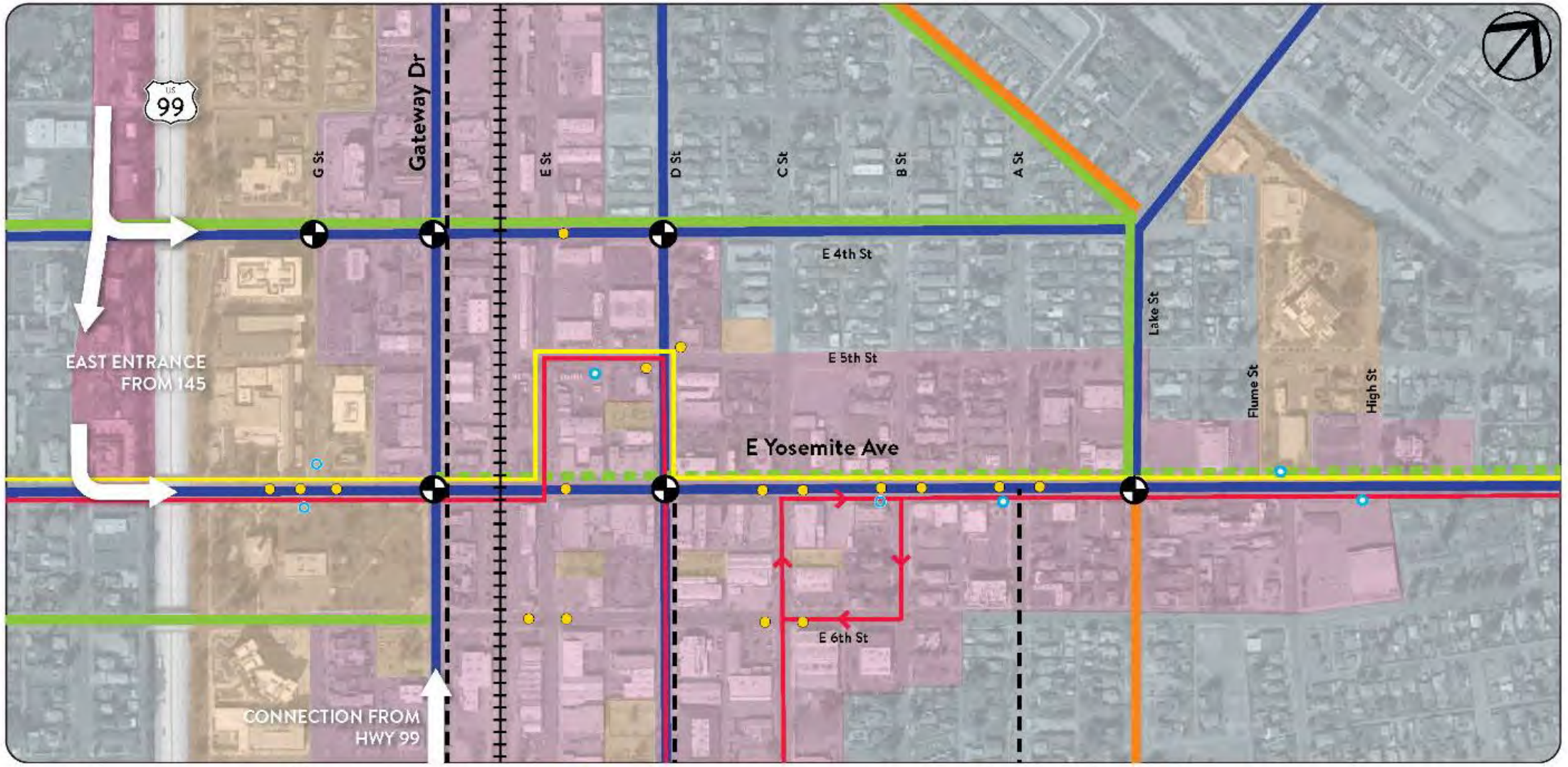
HISTORIC COUNTY LIBRARY

CENTENNIAL POOL AND WELLS YOUTH CENTER

NEW COUNTY COURTHOUSE

COURTHOUSE PARK

HISTORIC YOSEMITE AVENUE



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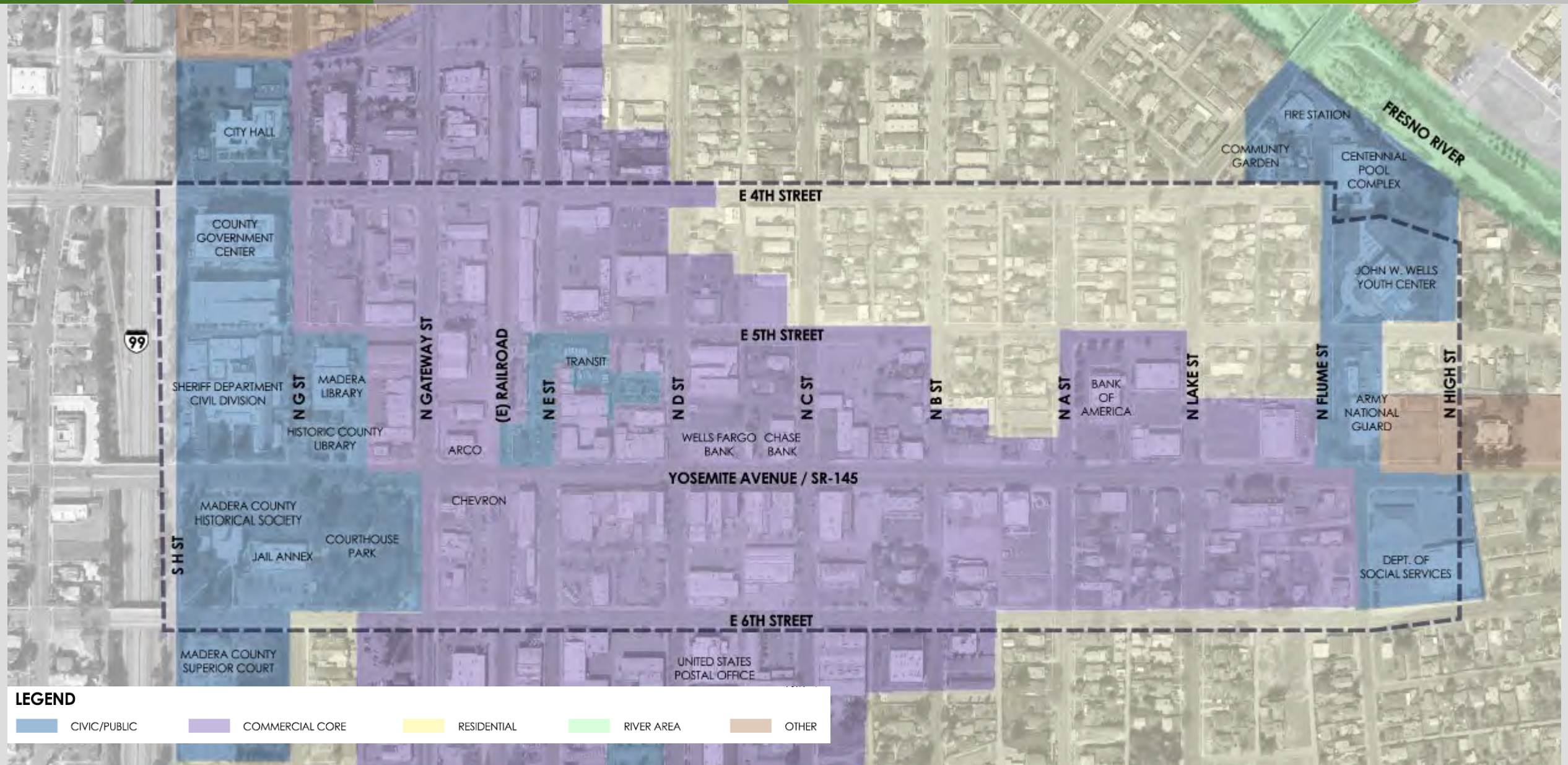
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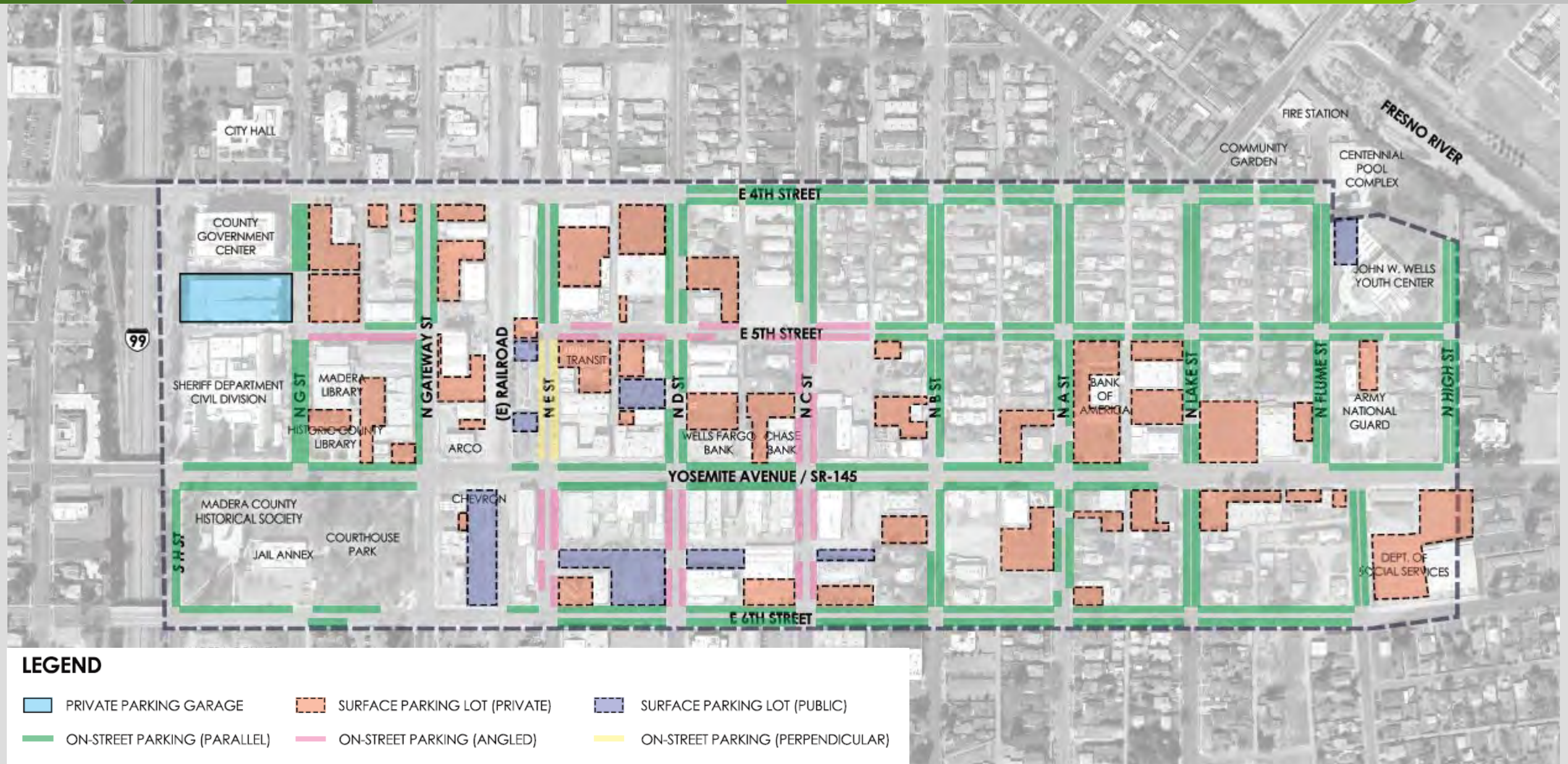
MADERA COUNTY SUPERIOR COURT
UNITED STATES POSTAL OFFICE
E 4TH STREET
E 5TH STREET
E 6TH STREET
YOSEMITE AVENUE / SR-145
FRESNO RIVER
99
N G ST
N GATEWAY ST
(E) RAILROAD
N E ST
N D ST
N C ST
N B ST
N A ST
N LAKE ST
N FLUME ST
N HIGH ST
S H ST
LEGEND
CIVIC/PUBLIC
COMMERCIAL CORE
RESIDENTIAL
RIVER AREA
OTHER

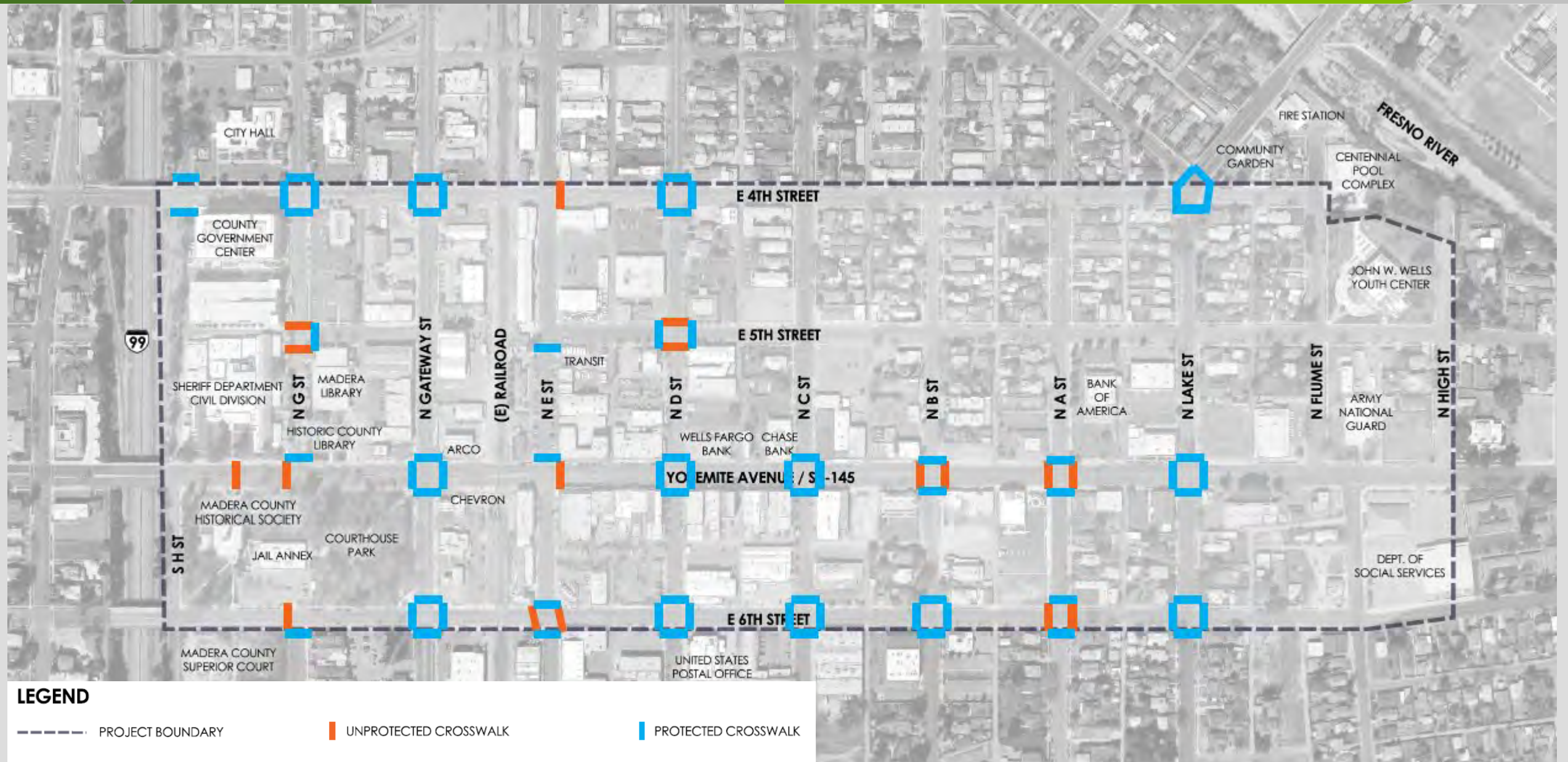
PARKING ANALYSIS



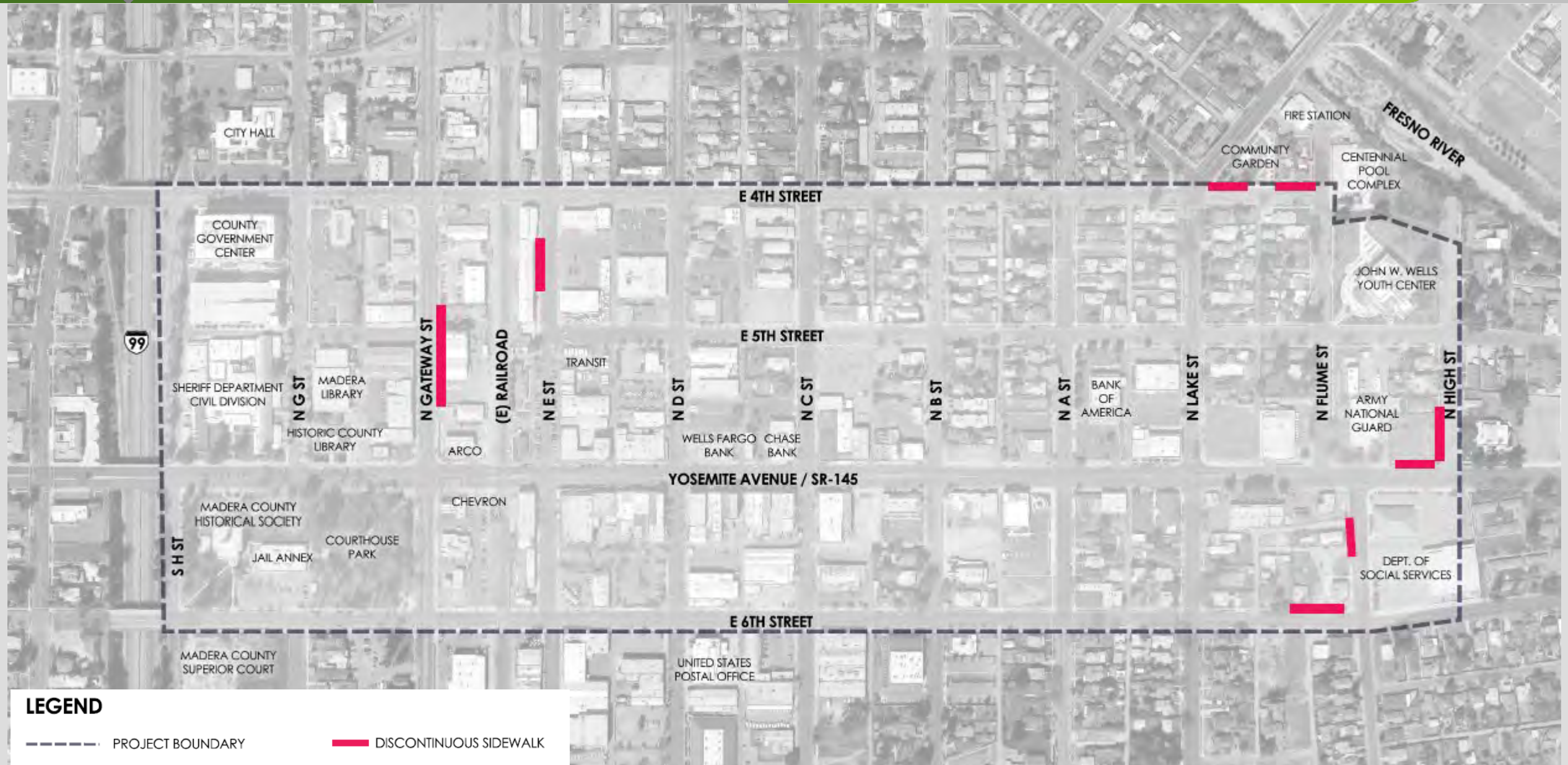
LEGEND

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

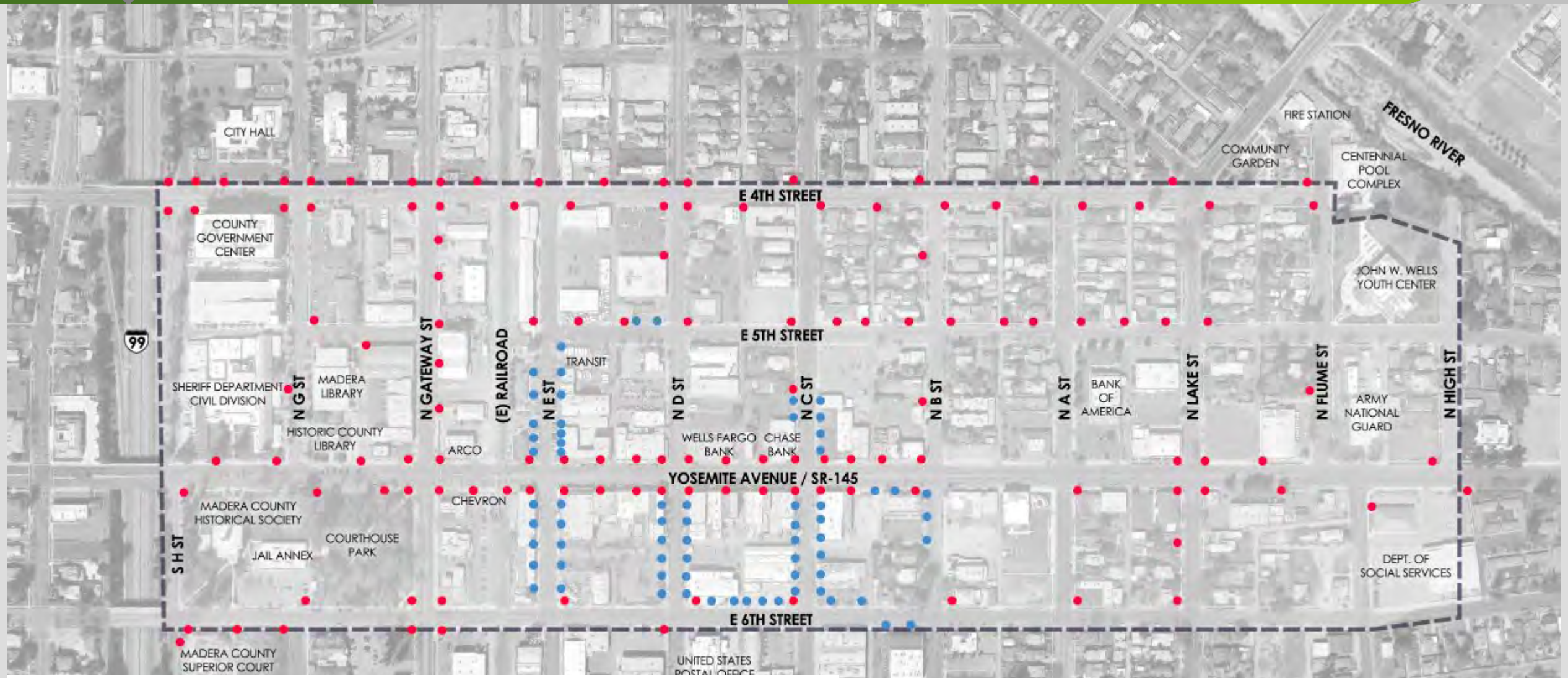
CROSSWALK ANALYSIS



SIDEWALK ANALYSIS



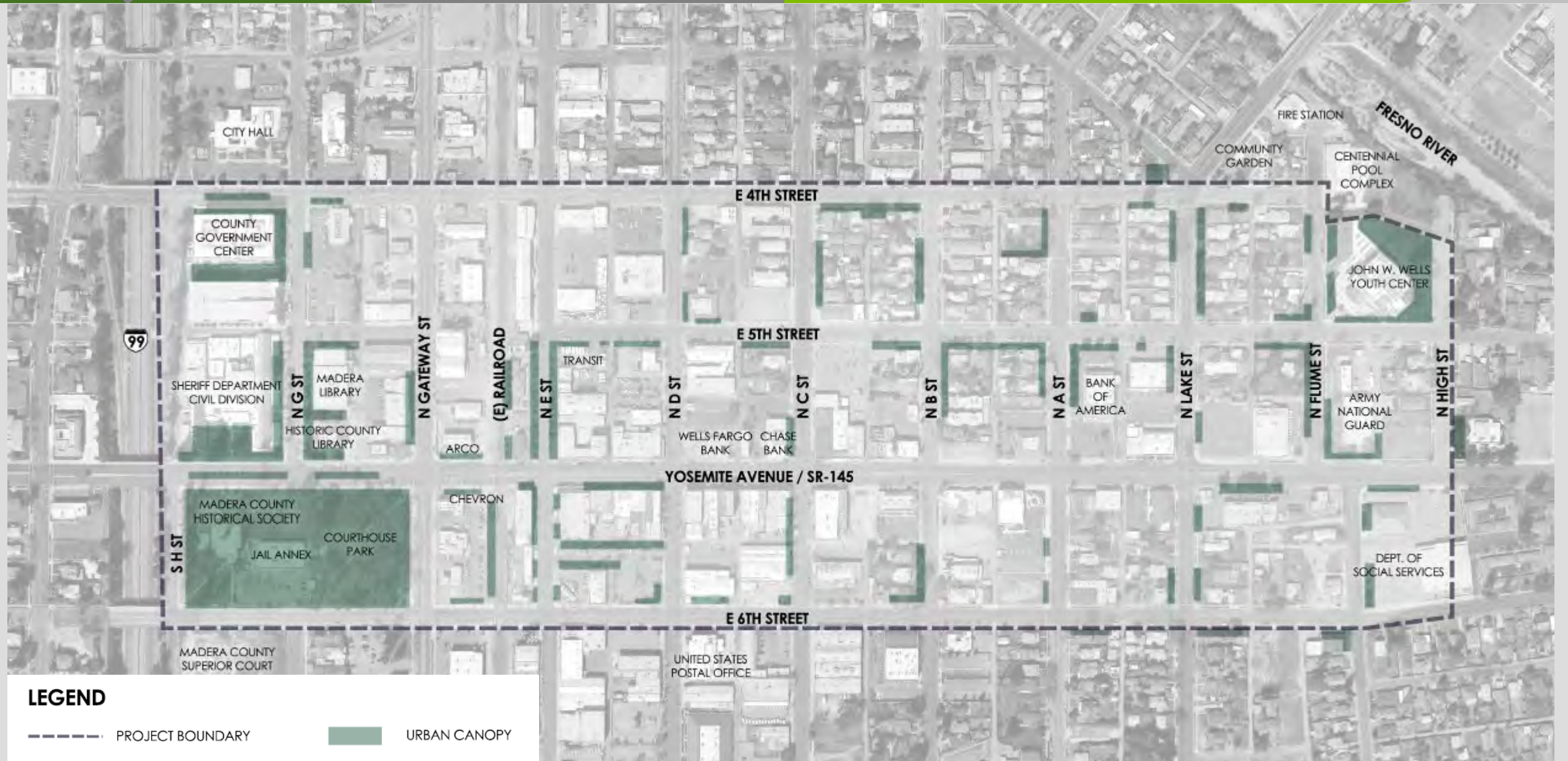
SITE LIGHTING ANALYSIS



LEGEND

- PROJECT BOUNDARY
- ACORN TYPE STREET LIGHT
- COBRA TYPE STREET LIGHT

URBAN SHADE ANALYSIS

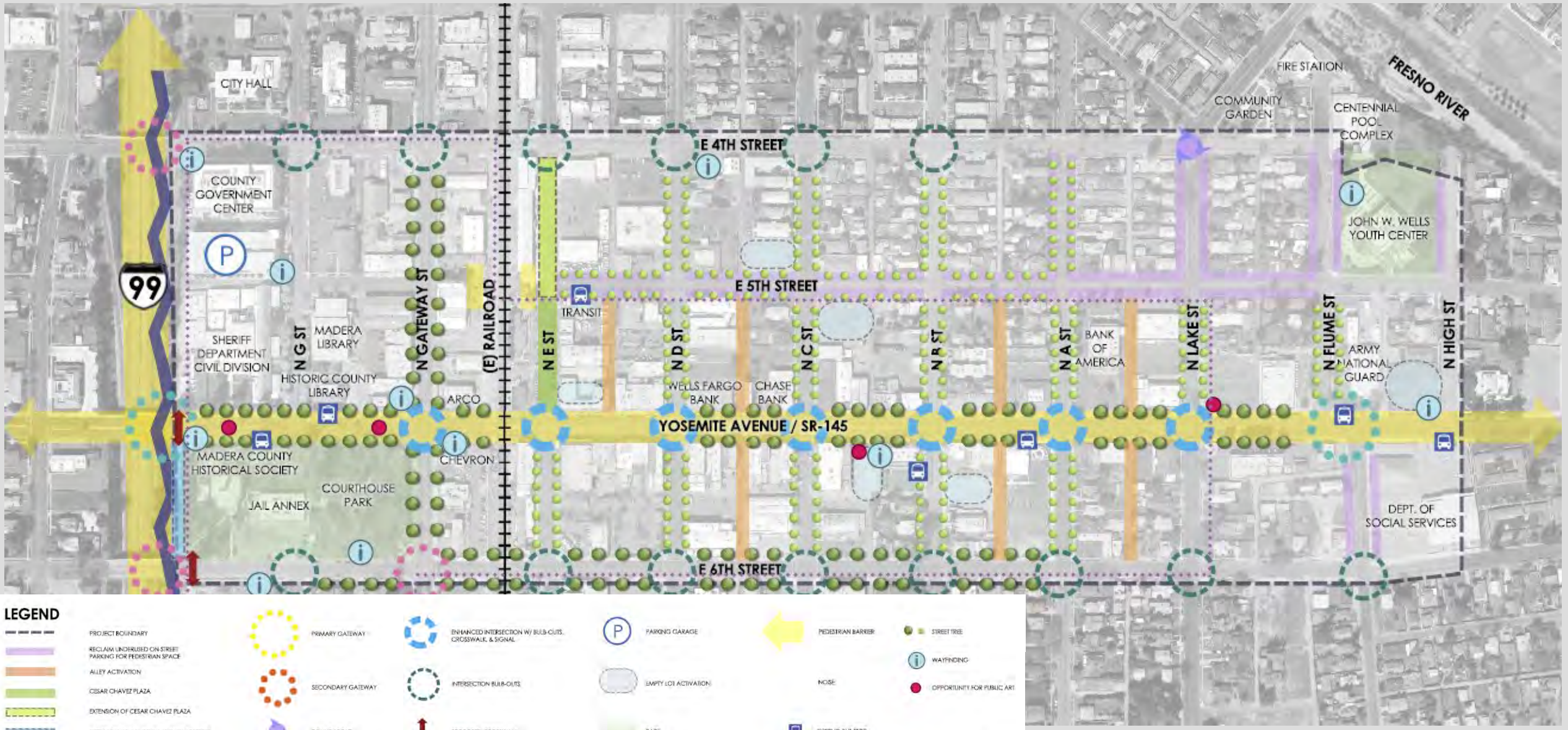


LEGEND

PROJECT BOUNDARY

URBAN CANOPY

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

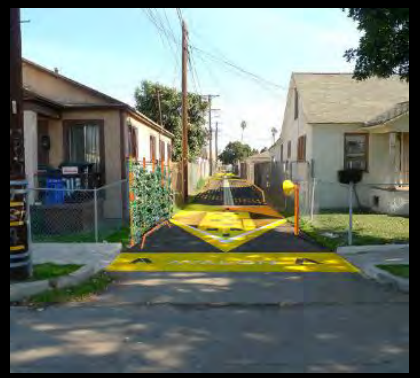
CLASS IV

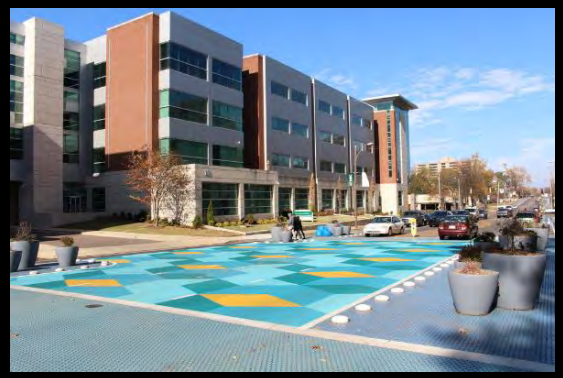
STREETSCAPE INSPIRATION

STREET FURNISHING & AMENITIES

- Benches/Seating
- Trash Receptacles
- Bicycle Racks
- Drinking Fountains

ALLEY ACTIVATION

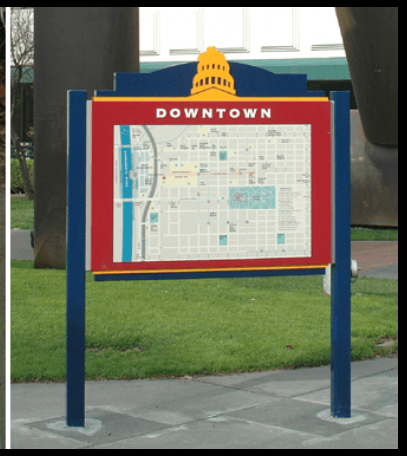




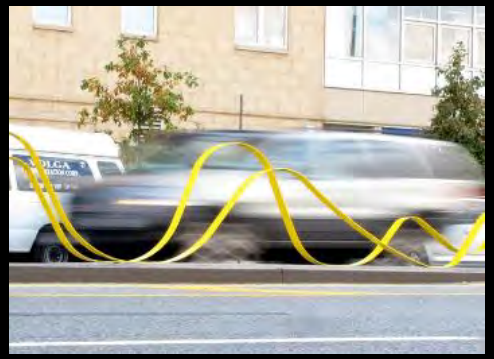
- Artwork/Murals
- Green Alleys/Paseos
- Outdoor space for restaurants
- Reclaim space for play and street vending
- Alternate paths to walk and cycle

WAYFINDING

- Clear route of travel to key points of interest
- Define downtown as a unique space



PUBLIC ART



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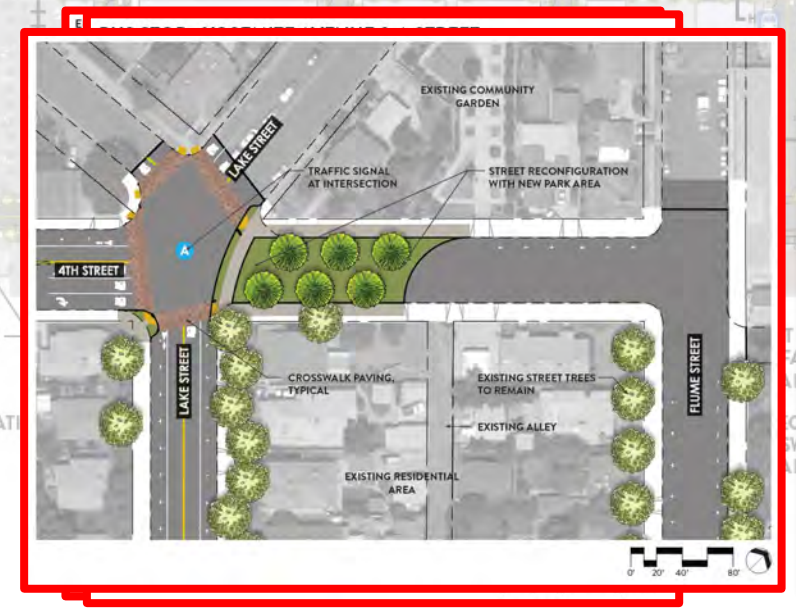
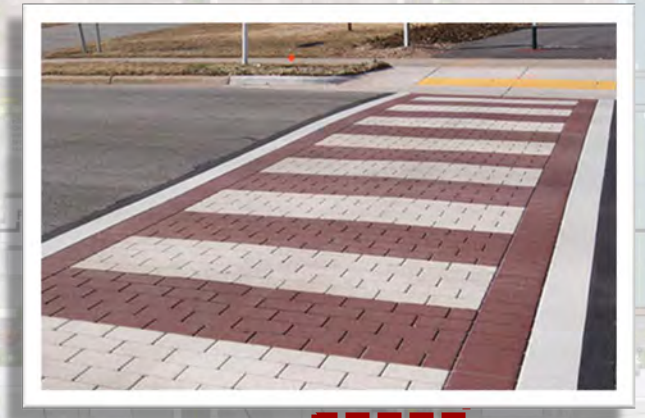
- Outdoor space for restaurants
- Reclaim space for play and street vending
- Alternate paths to walk and cycle

MASTER PLAN

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

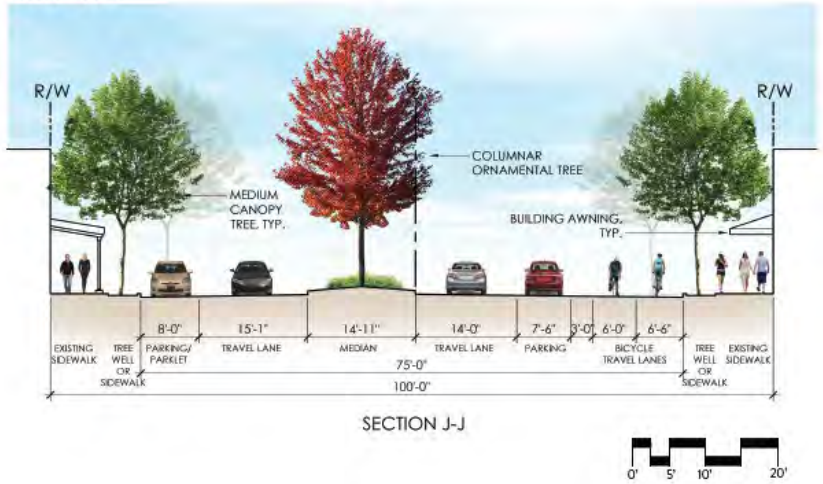




YOSEMITE AVENUE – SEGMENT 1

OPTION A

OPTION B



SECTION J-J

OPTION A

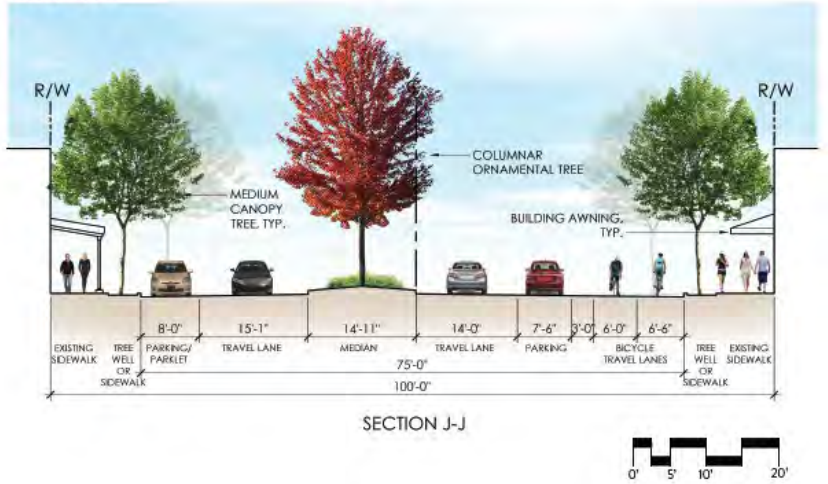
SECTION H-H

LANDSCAPE AREAS, TYPICAL

YOSEMITE AVENUE – SEGMENT 2

OPTION A

OPTION B

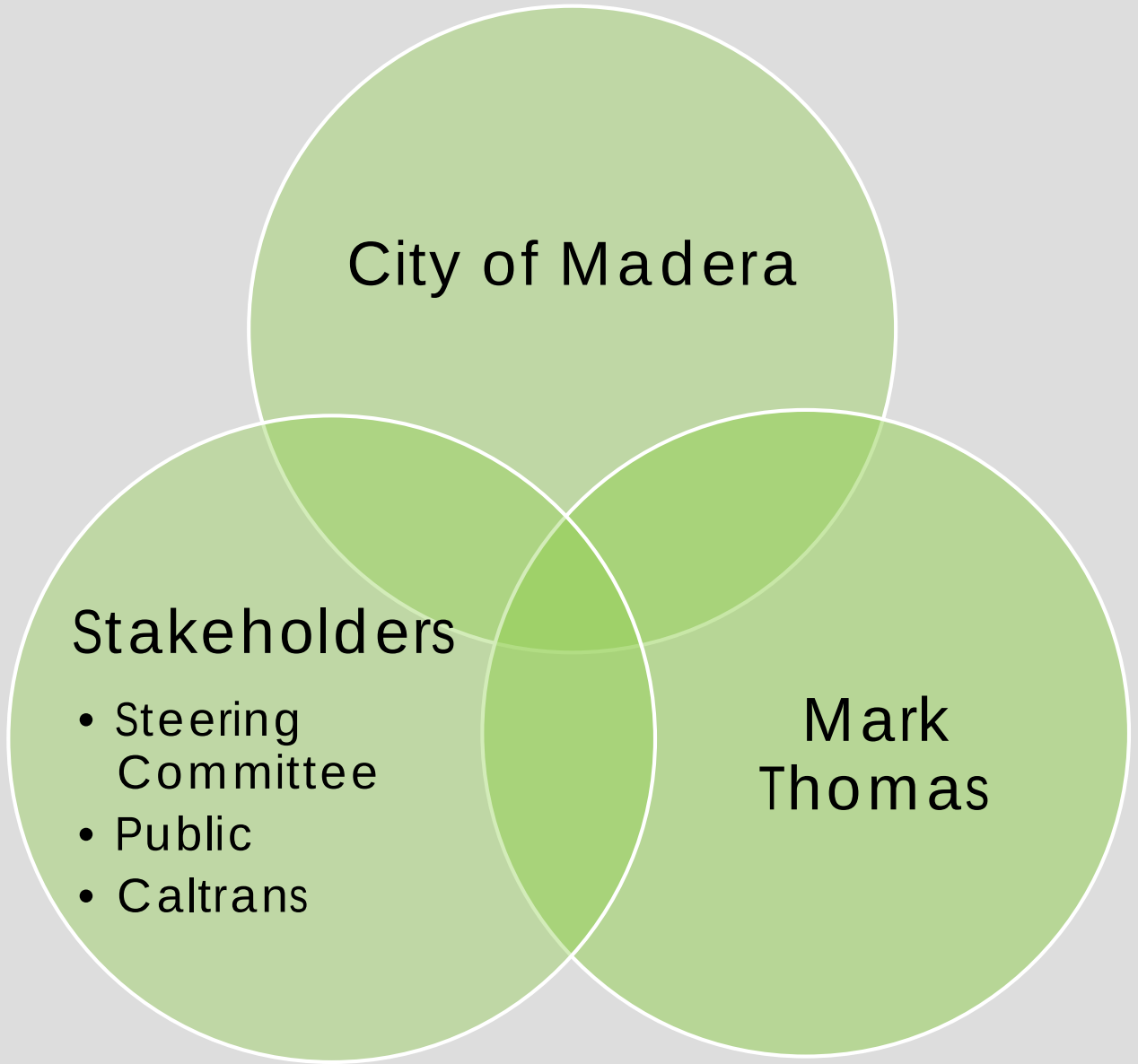


SECTION J-J

OPTION A

SECTION H-H

COMMUNICATION



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- Public Workshop - Mid-January 2019
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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, 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.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 rampsbefore 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 isnot 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.

Table of Contents

General Information About This Document 2
Report Summary 3
Table of Contents 5
1. Introduction 6
    1.1 Announcement of Public Workshop 6
    1.2 Purpose of Workshop 6
    1.3 Workshop Format 6
2. Workshop Proceedings 6
    2.1 The Welcome Desk 6
    2.2 Displays and Exhibits 6
    2.3 Project Team in Attendance 7
3. Comments 7
4. Public Outcome 7
Appendix 9
    Appendix A – Sign-In Sheets 9
    Appendix B – Comment Cards 18
    Appendix C – Board Exhibits 22
    Appendix D – Fact Sheet 27
    Appendix E – Meeting Notice 31
    Appendix F – Photos 32

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)706-74-52	
4	Cecelia H. Tenorio	Promotora Camarena	Camarena	29536 Ave 15 Madera	479-0595	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	bherrera@camarena health.org
7	Charles Wieland				673-2116	
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

11/13/2019

Please Print Clearly

#	NAME	TITLE	ORGANIZATION	ADDRESS	PHONE	E-MAIL
11	Leticia Gonzalez	Chief of Staff, Dist. 4	Madera County	200 W. 4th St	662-6040	leticia.gonzalez@maderacounty.com
12	Otilio Morales	transit commity		800 Sierra	363-5297	
13	JON BARSOTTI	VICE PREZ.	DOWNTOWN ASSOC.		416-6135 CELL	
14	Alejandra Pulido	Promotora de Salud Camarena	Camarena			alejandrac9pulido@gmail.com
15	Amada Rocha	Office Clerk	Madera Chamber	330 W. Clark St #100	645.8698	mrocha@maderachamber.com
16	Isabella Ventura	Youth Commissioner	Yli		330-7456	bellavbella2002@icloud.com
17	Gail McIntyre	Retired		734 DeCesari	706-3055	msmadmc@gmail.com
18	Ed McIntyre	Broker	Landmark Real Estate	401 N. I St-A	706-2250	lremadera@gmail.com
19	Wendy Alexander	Photographer Madera Tribune	Madera Tribune		2607510	wendya@maderatribune.net
20	Joe Jurado	Retired	—	1916 W. Pablo	674-6141	jjurado@me.com

SR 145 Community Workshop

SIGN-IN SHEET

11/13/2019

Please Print Clearly

#	NAME	TITLE	ORGANIZATION	ADDRESS	PHONE	E-MAIL
21	Consuelo Castillo				559-4812879	
22	Steve Smith				559-367-2570	
23	Kum Smith				559-363-2571	
24	Jessica Mera	Realtor	Cal Prime Realty		559-474-3219	
25	Martha Garcia	Teacher	MQC.	413 South A St Madera CA	(559) 232-0750	
26	Candy Jelley	Realtor	CBP		232-8946	
27	Israel Cortes	Broker	Cortes Insurance	109 Mainberry	(559)2307402	
28	Pat Vived	—	—	1916 West Park	674-6141	
29	Yolanda Williams		Community Bible church	2337 Frederick	6738545	
30	Anali Munzeno		Community	1109 Valley Way	232-9437	ananmanzano312@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					Ray seibert@gmail.com, [illegible]50
35	Alyssia Arredondo	Realtor	Re/Max Gold		559-[illegible]	alyssia.arredondo@gmail.com
36	Jennifer Aguilar					
37						
38						
39						
40						

SR 145 Community Workshop

SIGN-IN SHEET

11/13/2019

Please Print Clearly

#	NAME	TITLE	ORGANIZATION	ADDRESS	PHONE	E-MAIL
41	Julie Hurd	Bus Dev. Manager	Madera Co EDC	2425 Cleveland	675-7768	Jhurd@maderacountyedc.com
42	Abel Perez	loan officer	welcome home funding	3674 Riverview	706-1241	abel22perez@yahoo.com
43	Corina T.		Camarena	785 M. Lane Ln.	389-2072	
44	Derek Robinson	Councilman	Madera City	1806 [illegible]	474-7690	DROBINSON@CITYOFMADERA
45	Alex Salazar	City Planning Comm		60 Asilomar Dr	232-9668	AlexSells559@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.	559-305-1158	N/A
49	Olga Garcia	Substitute Teacher		649 St Michelle Dr Madera, Ca	481-0872	Olgapaz2000@hotmail.com
50	Melissa Balero	Admin Assistant / Small Business owner	Maris Jewelry	204 E Yosemite Ave, Madera CA	481-9809	mbalero95@gmail.com

SR 145 Community Workshop
SIGN-IN SHEET

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@madera Chamber.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		6064-4123	
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	Yuri Flores	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

11/13/2019

Please Print Clearly

#	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 Medic	Investor				
34	Julia O'Kane	Bd. Member	MADERA CO. ARTS AUTHORITY	205 REDWOOD DRIVE	674-0179	
35	Maria Velaz	CHW	Camarena Health	1000 [illegible] Hwy	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	rice008@gmail.com
38						
39						
40						

SR 145 Community Workshop

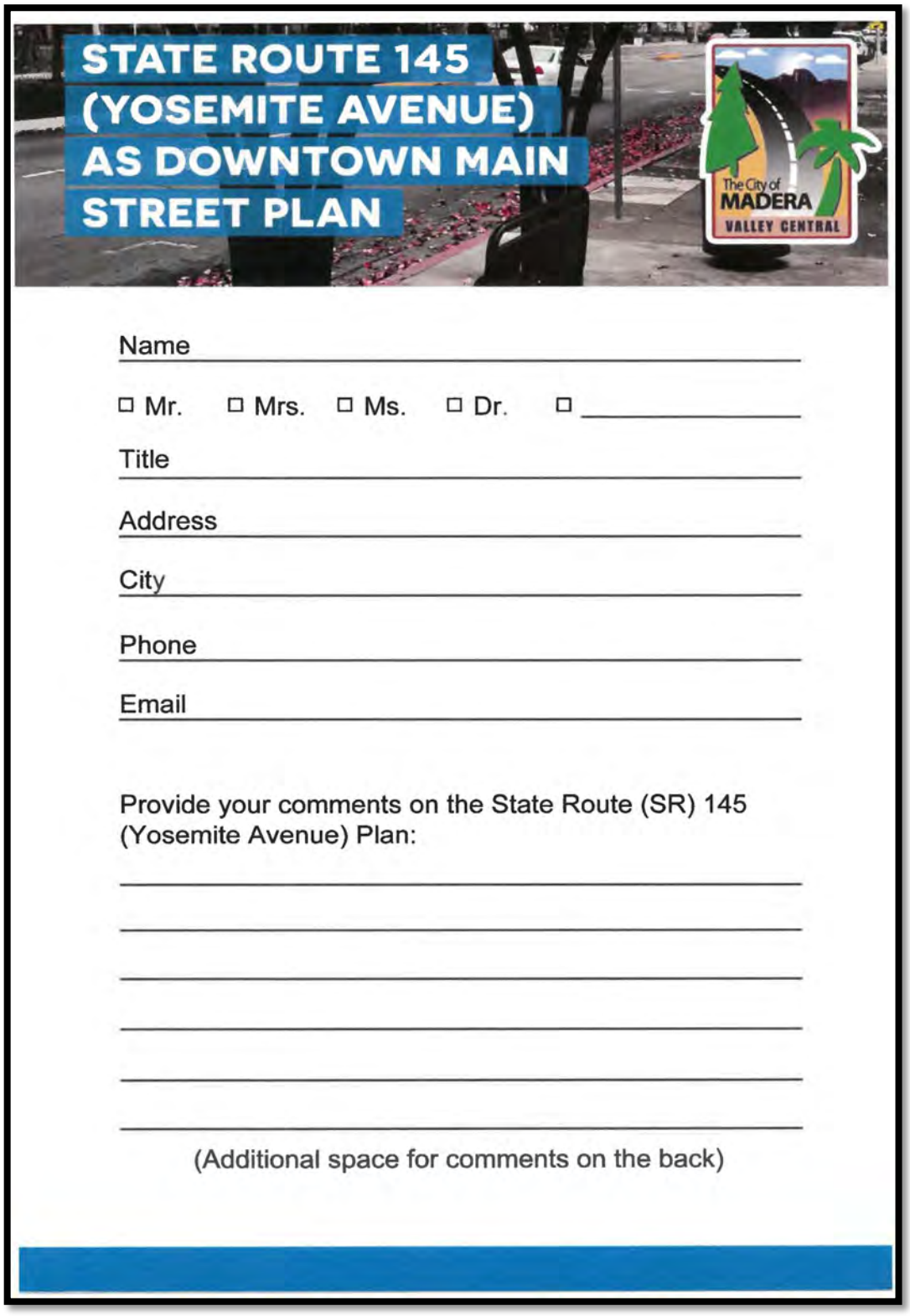
SIGN-IN SHEET

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	559 479-4469	
45	Xochitl Villaseñor	Community Member		1221 Clinton Ave	559. 706.2509	
46	Gabriel Ramos	"	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!

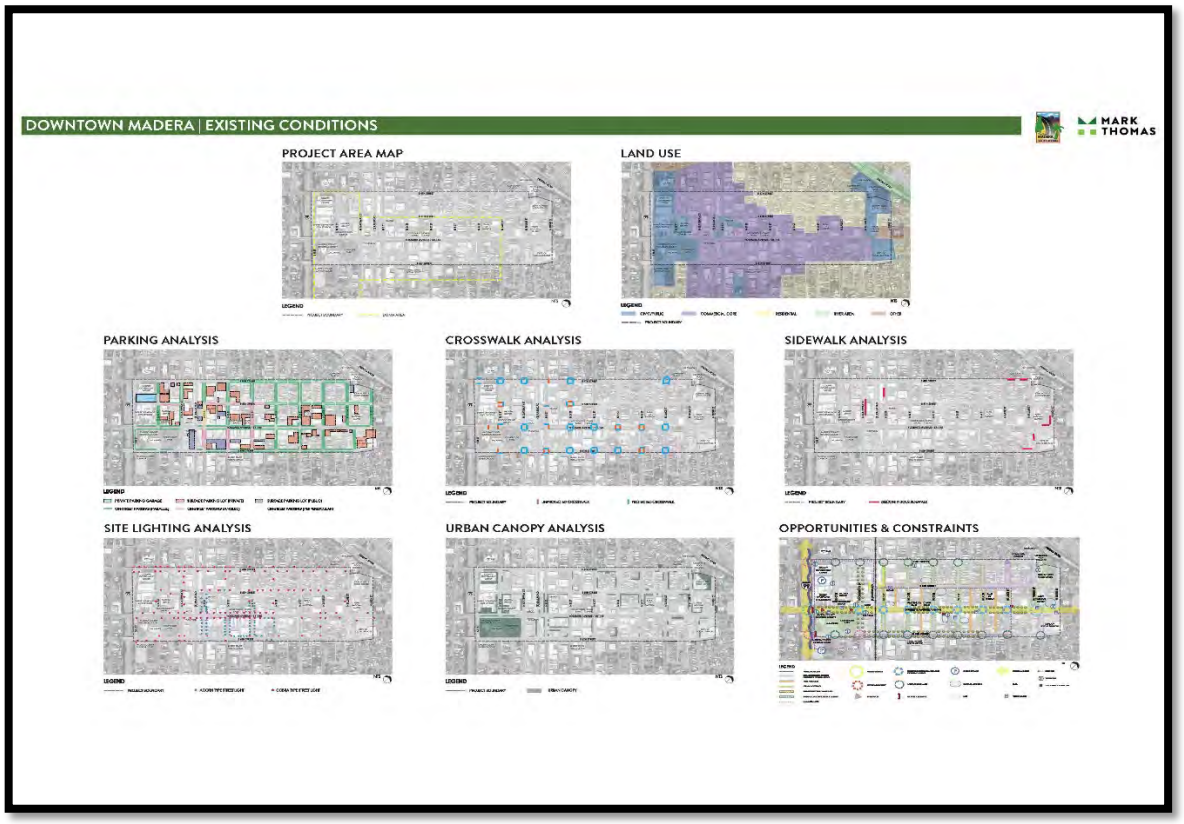
For office use only:
Date: _____
Event: _____
Stakeholder Type:

- ☐ 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

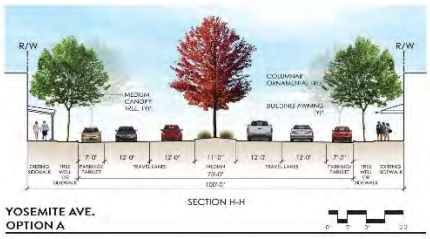
OPTION B

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

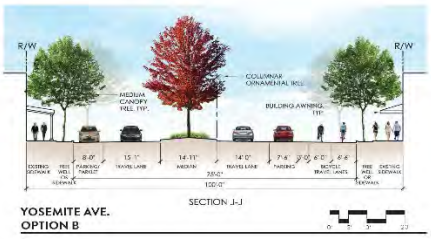
DOWNTOWN MADERA | OPTION A vs OPTION B - SECTIONS

MARK THOMAS



SECTION H-H

YOSEMITE AVE.
OPTION A



SECTION J-J

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

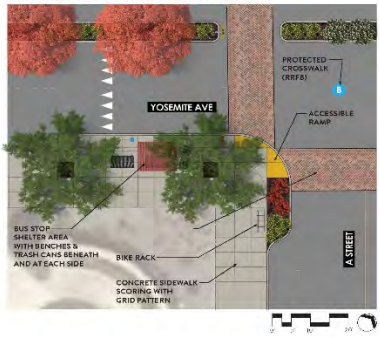
OPTION B

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

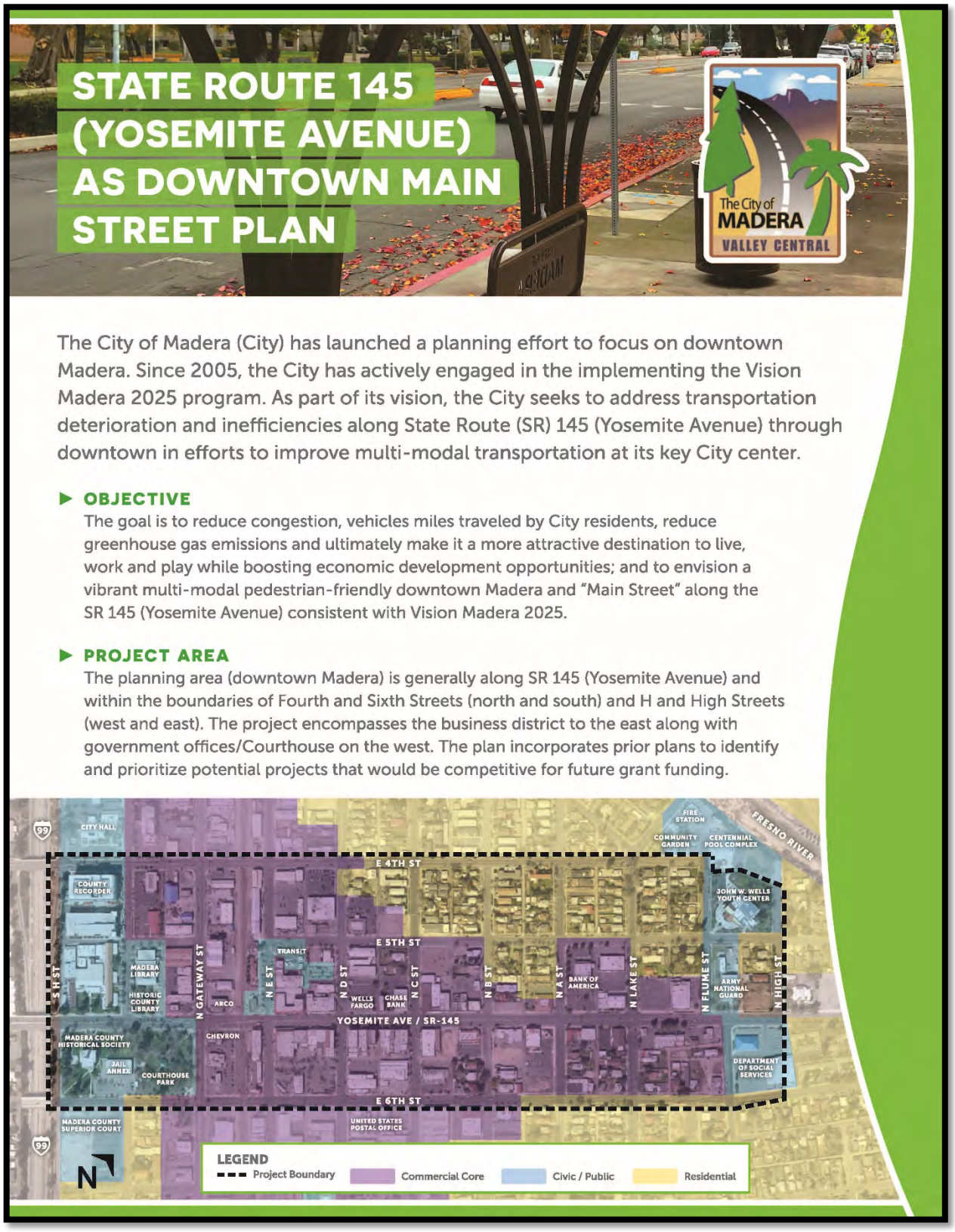
OPTION A

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

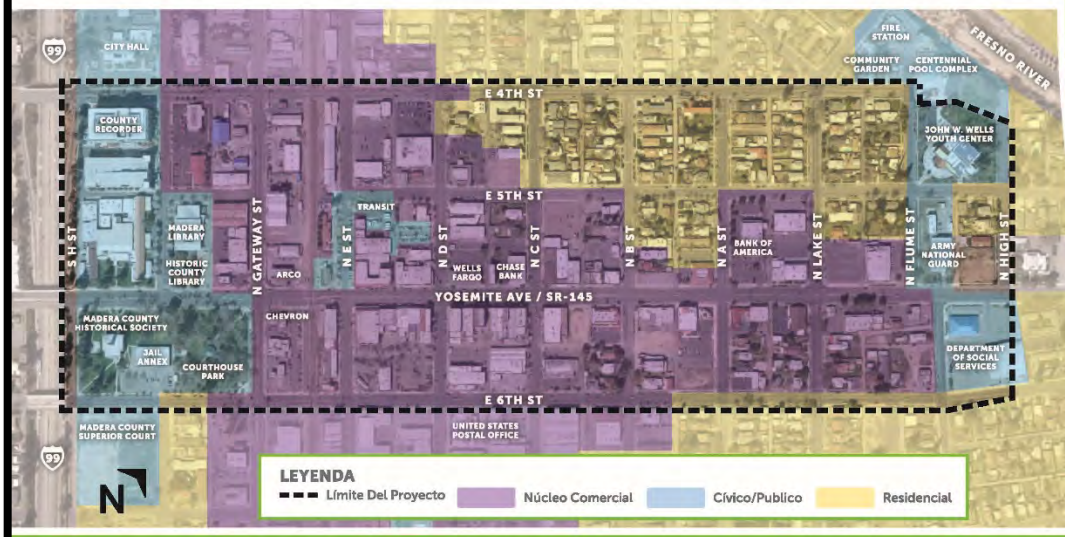
La ciudad de Madera (Ciudad) ha puesto en marcha un esfuerzo de planificación para enfocarse en el centro de Madera. Desde 2005, la Ciudad ha participado de manera activa en la implementación del programa Visión Madera 2025. Como parte de su visión, la Ciudad busca abordar el deterioro del transporte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

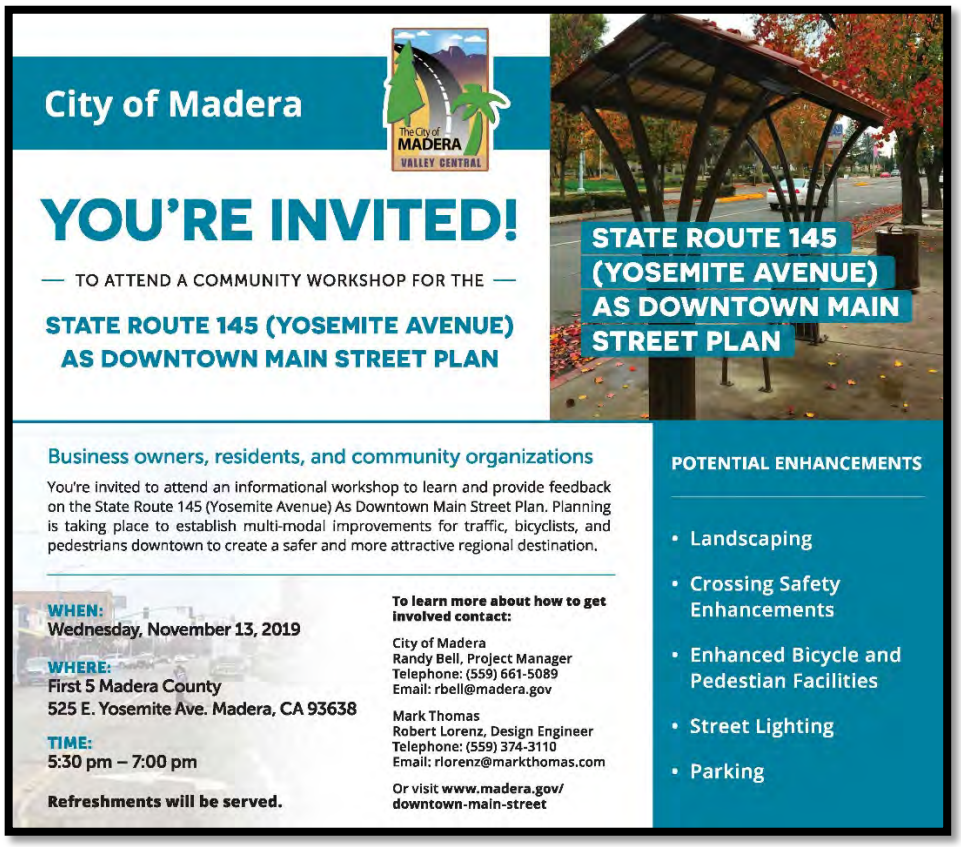
Obtenga más información sobre el proyecto Ruta Estatal (SR) 145 (avenida Yosemite) en: **www.madera.gov/downtown-main-street**

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

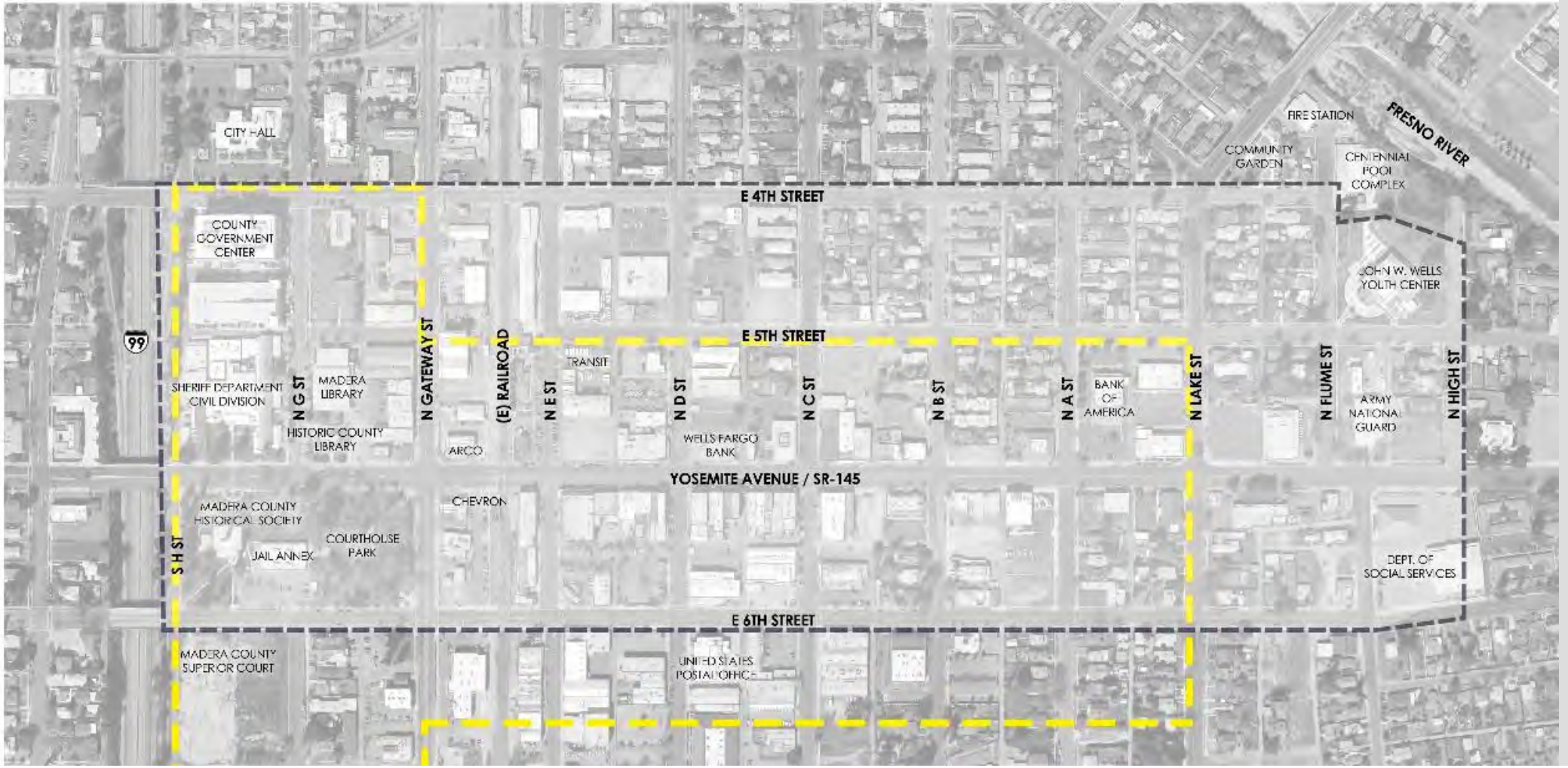
PROJECT OBJECTIVE

- 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

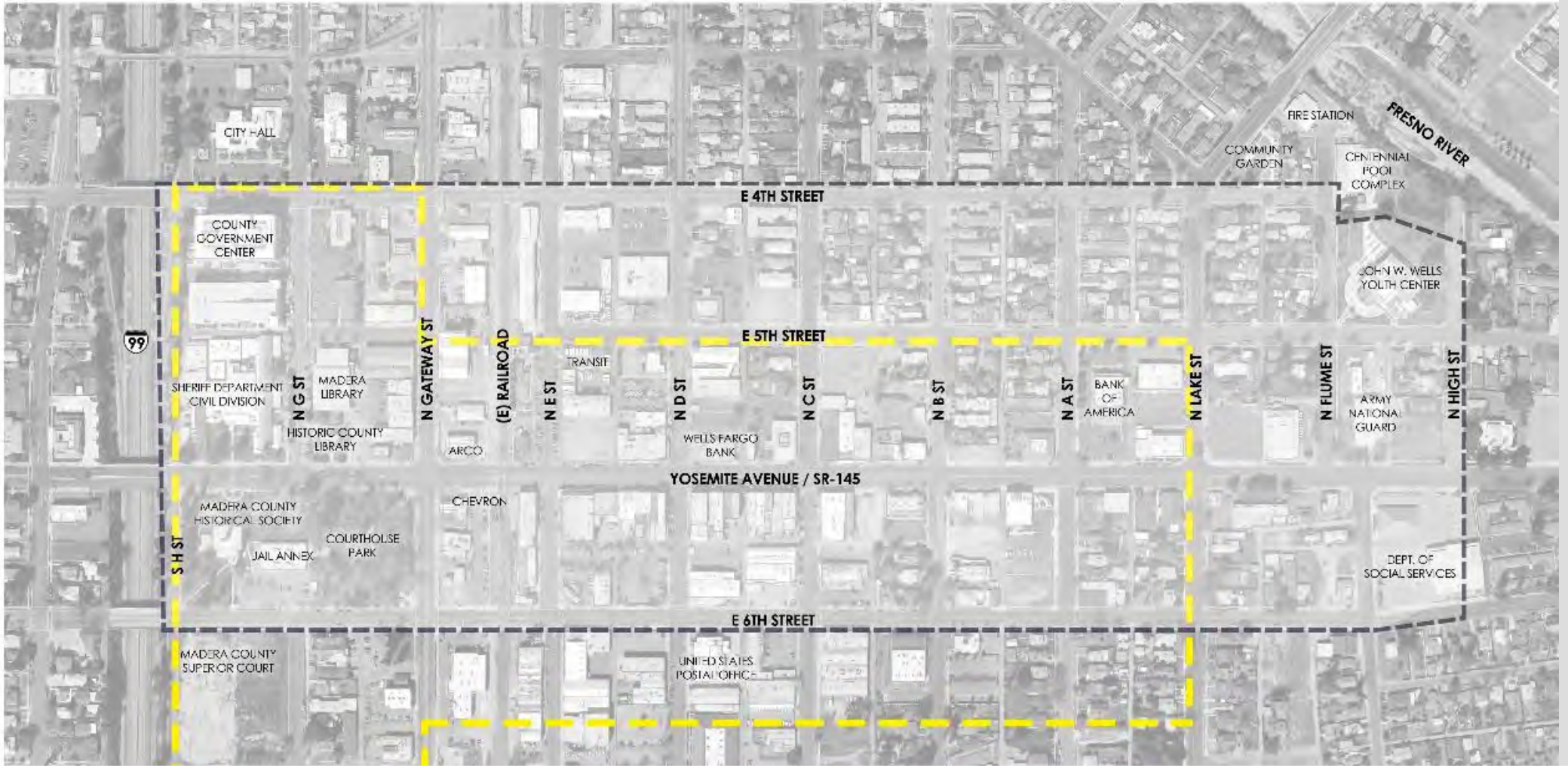
NEW COUNTY COURTHOUSE

COURTHOUSE PARK

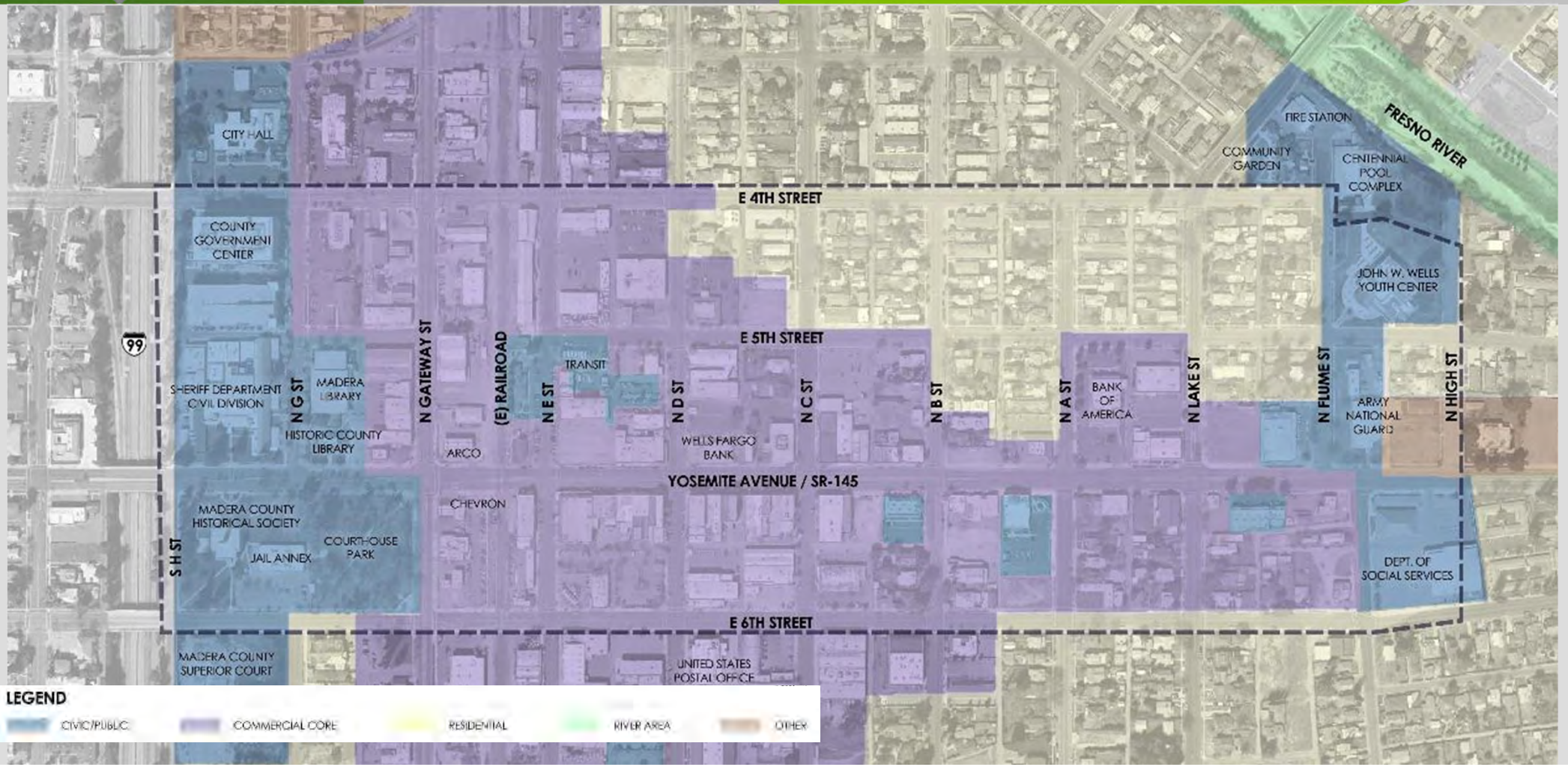
HISTORIC YOSEMITE AVENUE


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

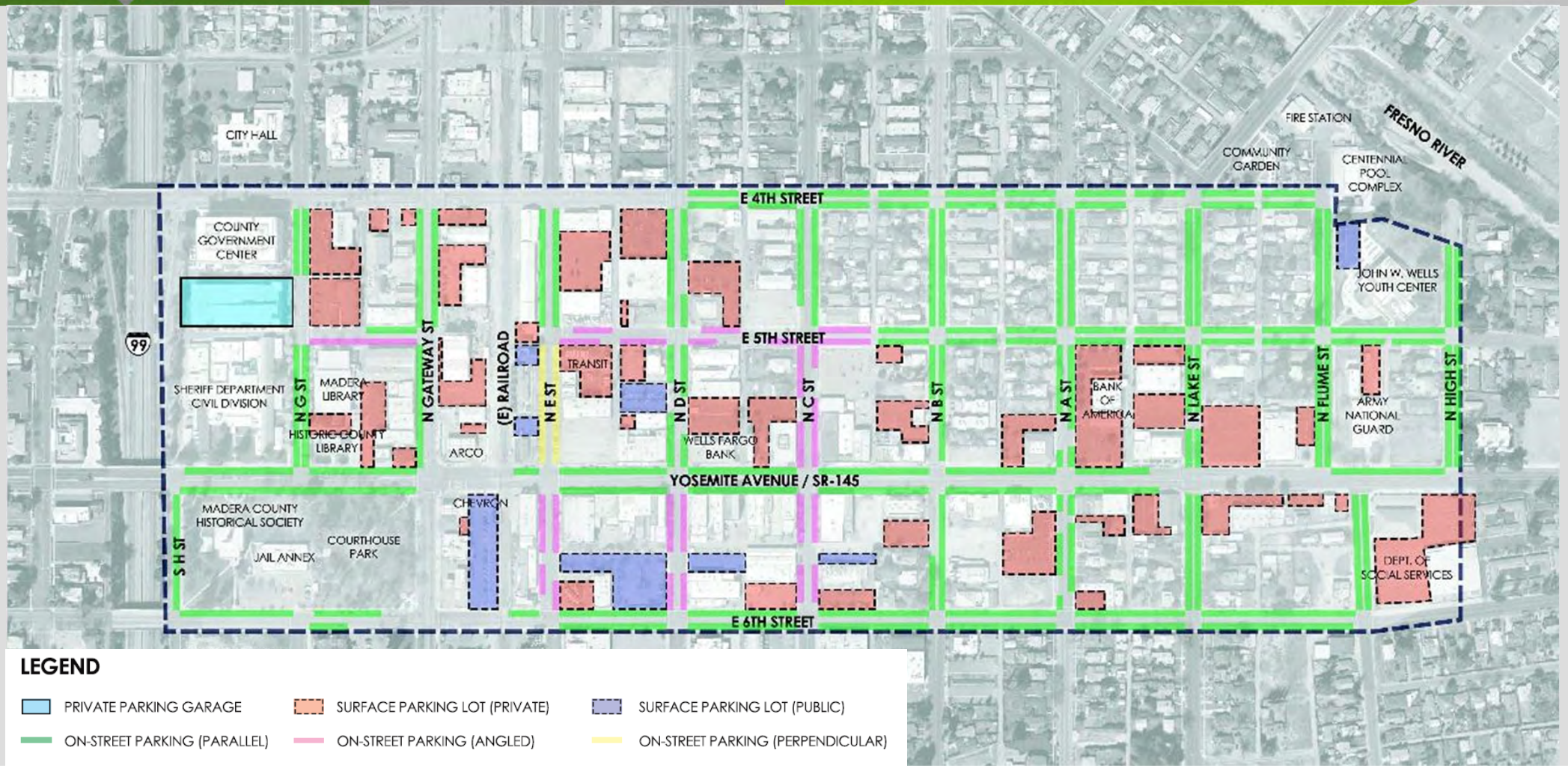
PROJECT AREA MAP



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 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
LEGEND
CIVIC/PUBLIC
COMMERCIAL CORE
RESIDENTIAL
RIVER AREA
OTHER

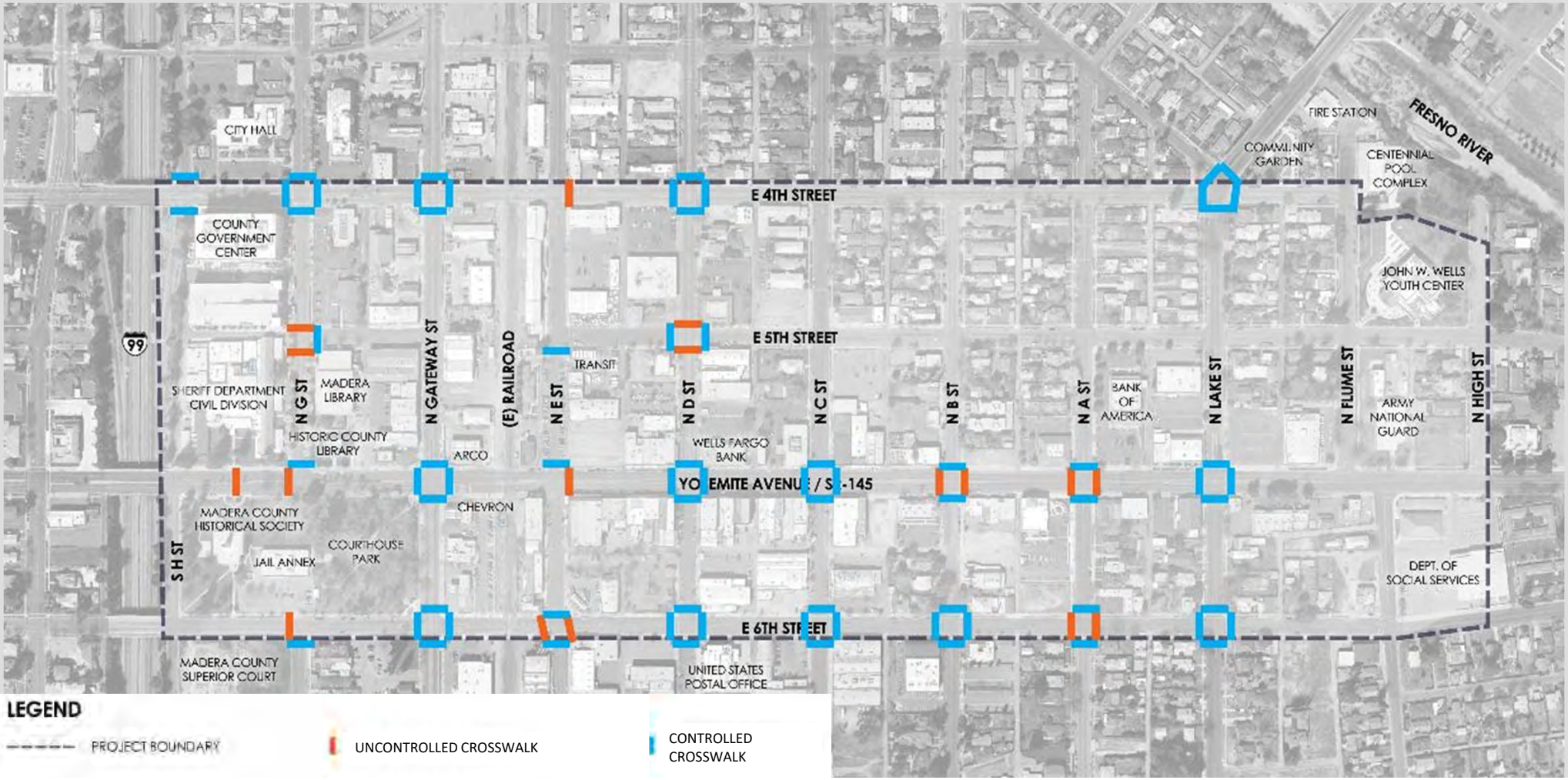
PARKING ANALYSIS



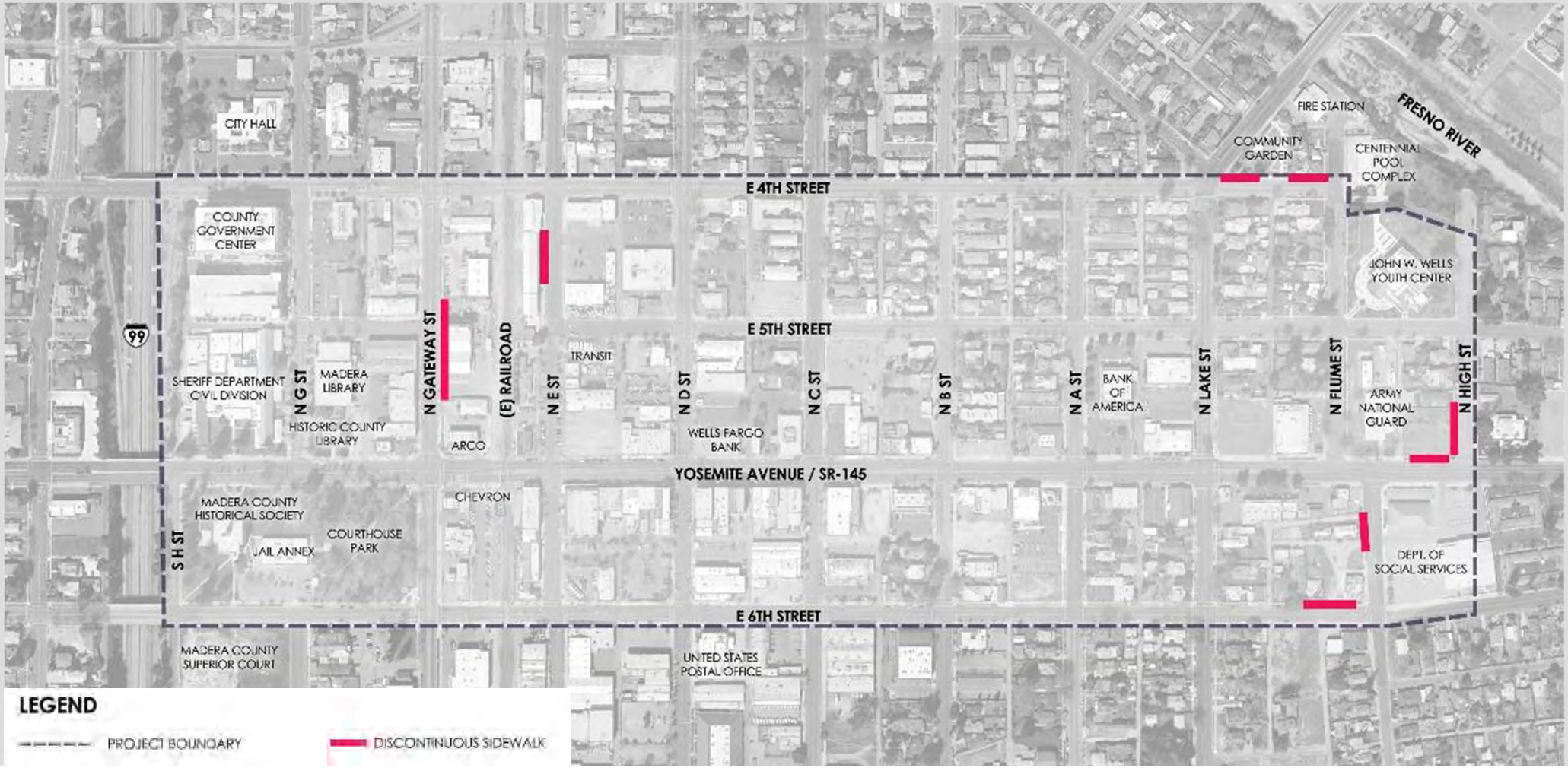
LEGEND

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

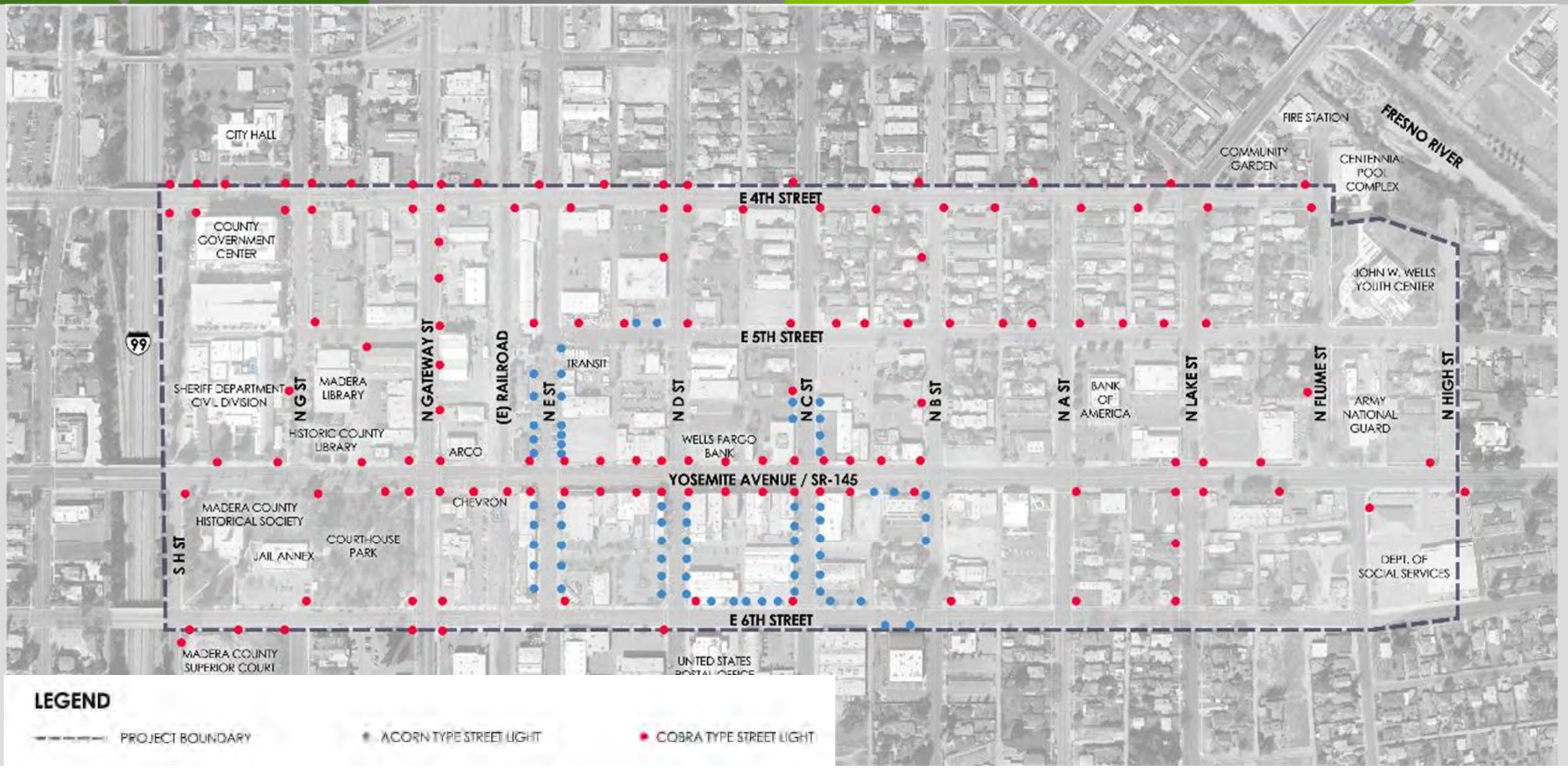
CROSSWALK ANALYSIS



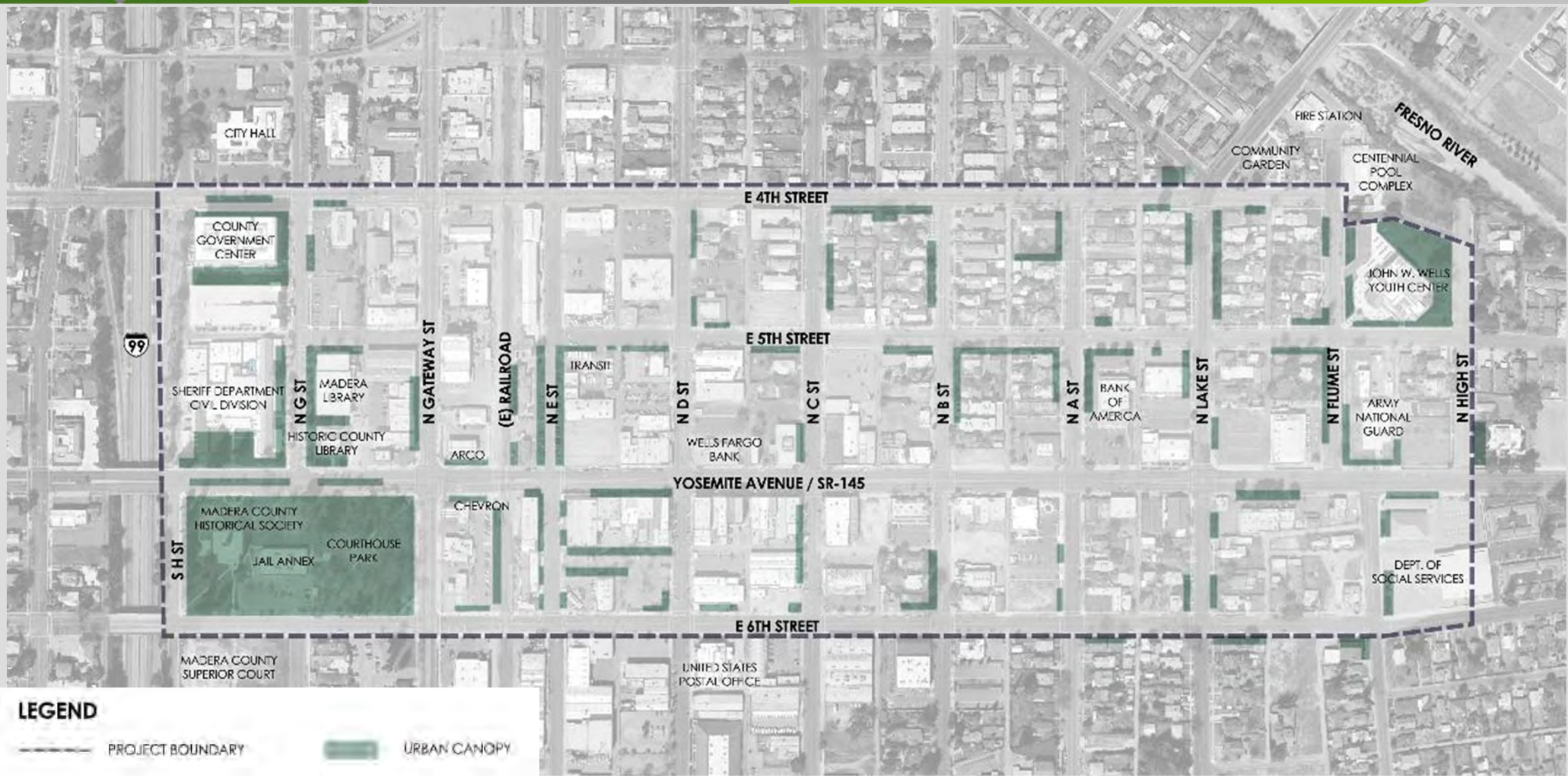
SIDEWALK ANALYSIS



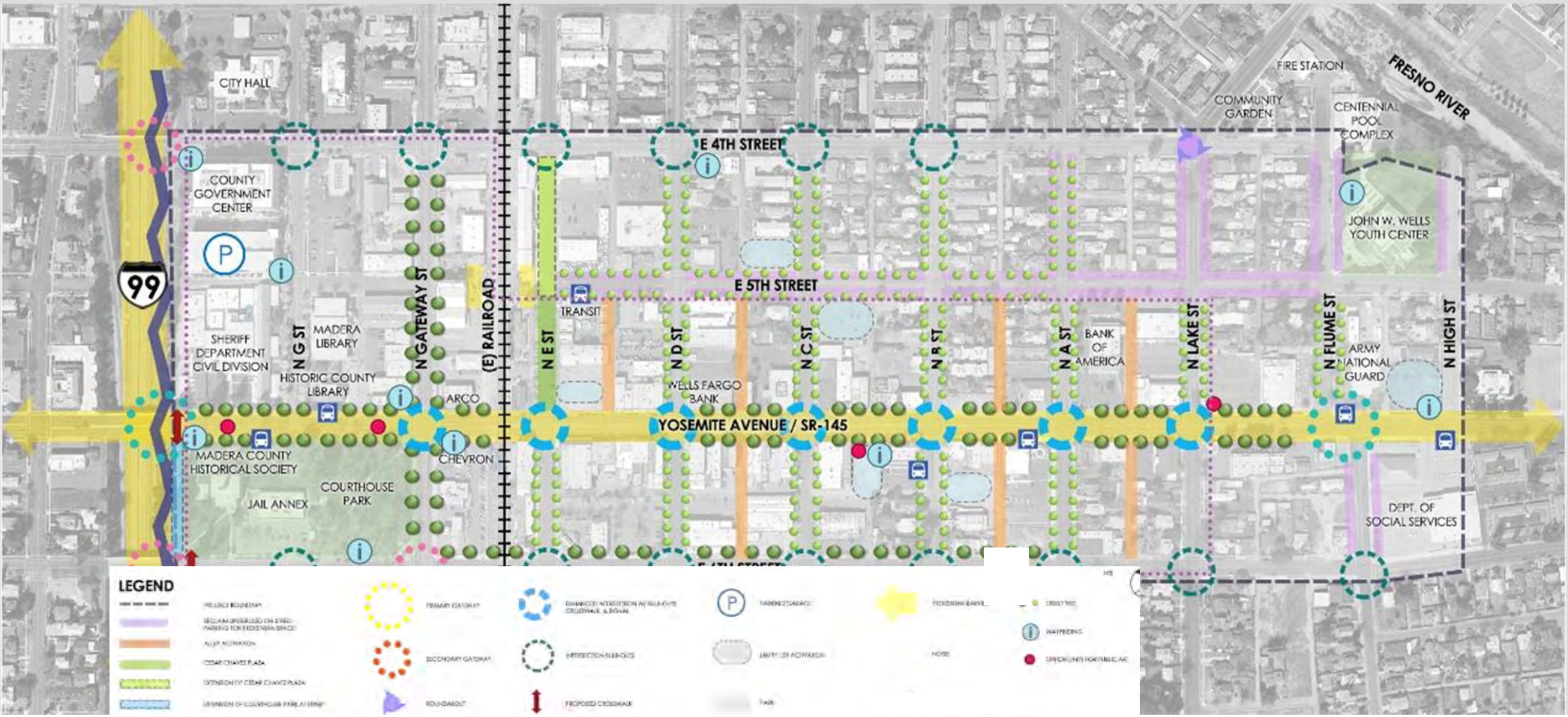
SITE LIGHTING ANALYSIS



URBAN SHADE ANALYSIS



OPPORTUNITIES & CONSTRAINTS



BULB-OUTS

- Wider Sidewalks
- Shorter Crosswalks
- Enhanced Accessible Curbs
- Safer Pedestrian Crossings

HIGH-VISIBILITY CROSSINGS

- Pavement Markings
- Enhanced Pavement Texture
- More visible to the driver
- Coupled with bulb-outs, increases pedestrian safety

BICYCLE FACILITIES

CLASS II

CLASS III

CLASS IV

STREETSCAPE INSPIRATION

STREET FURNISHING & AMENITIES

- Benches/Seating
- Trash Receptacles
- Bicycle Racks
- Drinking Fountains

ALLEY ACTIVATION





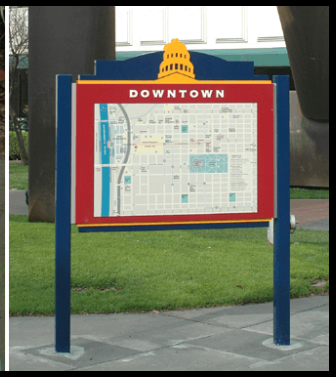




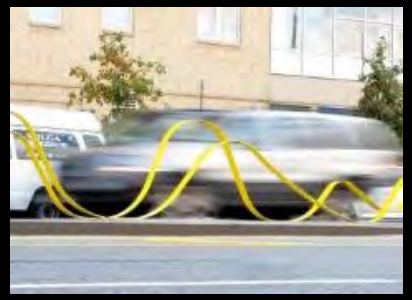
- Artwork/Murals
- Green Alleys/Paseos
- Outdoor space for restaurants
- Reclaim space for play and street vending
- Alternate paths to walk and cycle

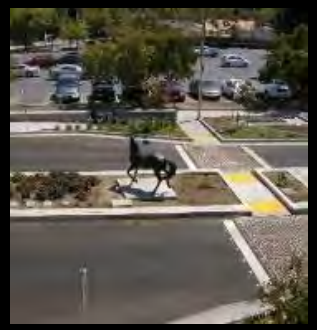
WAYFINDING

- Clear route of travel to key points of interest
- Define downtown as a unique space



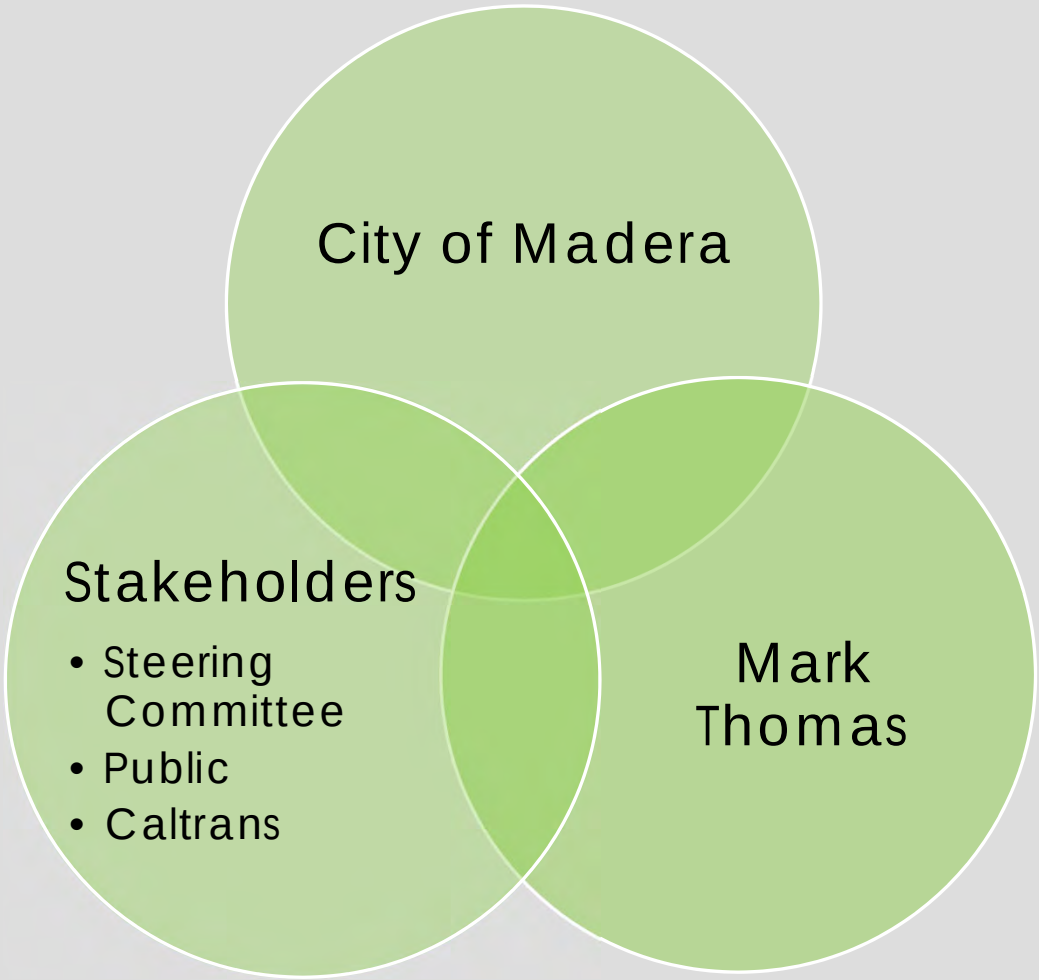
PUBLIC ART





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

COMMUNICATION

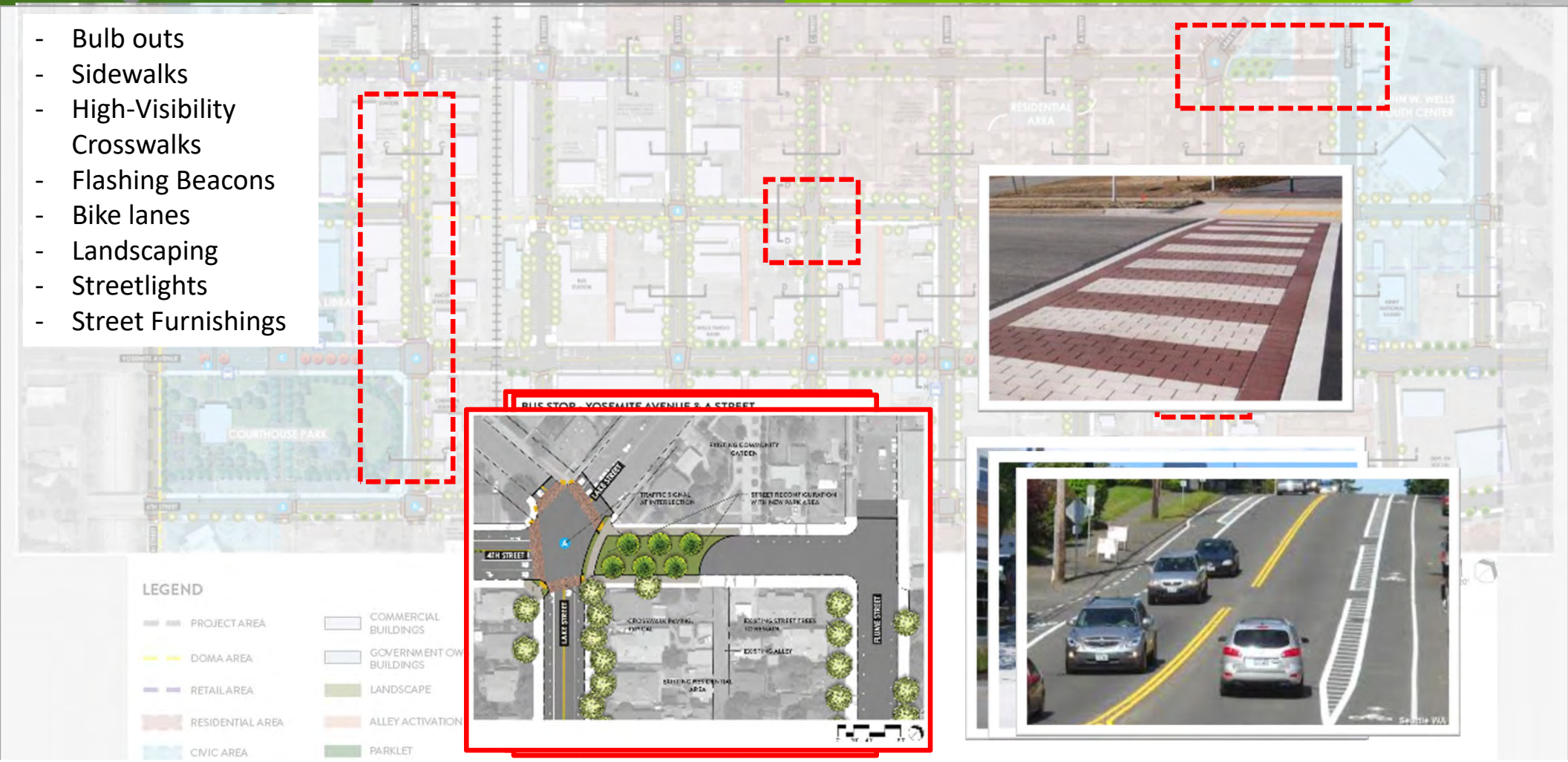


STEERING COMMITTEE

- City of Madera
- First 5
- Chamber of Commerce
- Landmark Real Estate
- Leadership Counsel of Justice and Accountability
- Madera County Public Health Department
- Camarena Health
- Madera County Arts Council
- Madera Police Department
- Madera Downtown Association
- Madera EDC
- Madera NAACP
- Leighton's Jewelers
- Madera County
- Madera County Transportation Commission
- Caltrans

MASTER PLAN

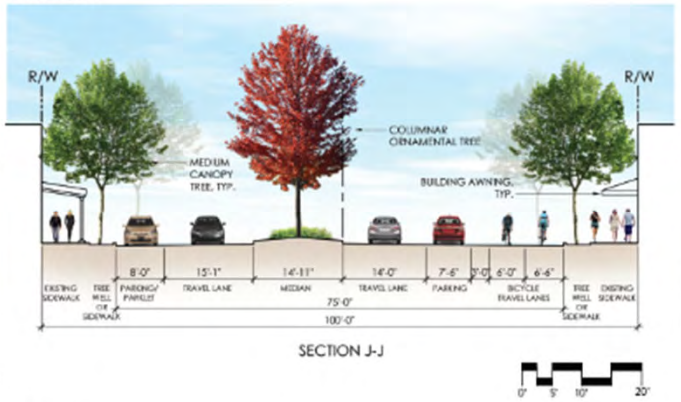
- Bulb outs
- Sidewalks
- High-Visibility Crosswalks
- Flashing Beacons
- Bike lanes
- Landscaping
- Streetlights
- Street Furnishings



YOSEMITE AVENUE – SEGMENT 1

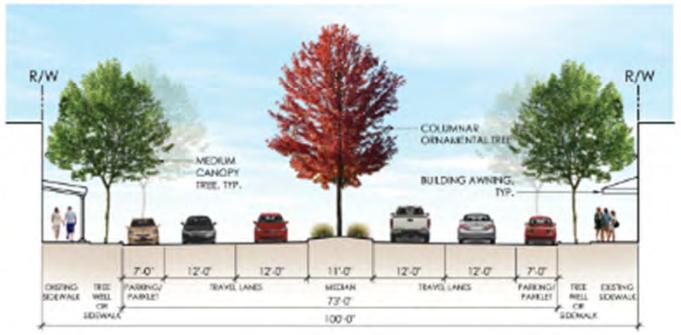
OPTION A

OPTION B



SECTION J-J

OPTION A



SECTION H-H

LANDSCAPE AREAS, TYPICAL

YOSEMITE AVENUE – SEGMENT 2

OPTION A

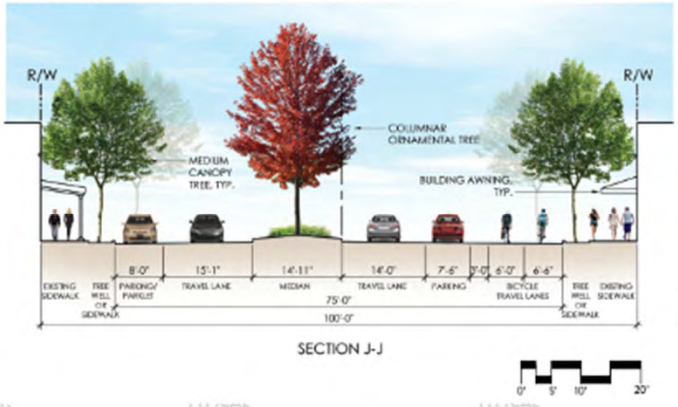
PROTECTED CROSSWALK (RRFB), TYPICAL

STREET TREE WITH FALL COLOR, TYPICAL

LANDSCAPE ARE TYPICAL

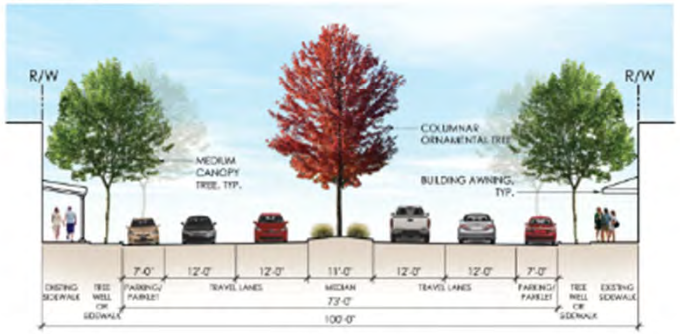
STREET TREE WI MEDIUM CANOF TYPICAL

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.

Table of Contents

General Information About This Document 2
Report Summary 3
Table of Contents 4
1. Introduction 5
    1.1 Announcement of Public Workshop 5
    1.2 Purpose of Workshop 5
    1.3 Workshop Format 5
2. Workshop Proceedings 5
    2.1 The Welcome Desk 5
    2.2 Displays and Exhibits 5
    2.3 Project Team in Attendance 6
3. Public Outcome 6
4. Comments 6
Appendix 7
    Appendix A – Sign-In Sheets 7
    Appendix B – Comment Cards 12
    Appendix C – Public Comments 15
    Appendix D – Board Exhibits 17
    Appendix E – Fact Sheet 22
    Appendix F – Meeting Notice 26
    Appendix G – Photos 27

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	ADA Advisory Council	425 S1C St	2323263	cbortegon@gmail.com
2	[illegible]	Madera Chamber			
3	Sergio Franco	Broker	17035 Road 26 Ste 11	975-6051	sergio@cvreos.com
4	Tony Medina	City of Madera		363-2936	
5	Stephanie Nathan	Public Health	1604 Sunrise Ave	586-0851	stephanie.nathan@maderacounty.com
6	Gail McIntyre	Self	1234 DeCesari		msmadmc@gmail.com
7	Riz Arredondo	Self	1495 Vade Mesa		
8	MARIE LUNA	SELF	806 SIERRA ST		
9	Ofilia Morales	Self	800 Sierra St		
10	DEREK O. ROBINSON	City of MADERA	City HALL	474-7690	DO ROBINSON 12@GMAIL
11	Agapita Rocha	Madera	909 E Yosemite Av	9757976	
12	Amada Rocha	Madera Chamber	120 N. E Street	673-3563	mrocha@maderachamber.com
13	[illegible]	MADERA PD	330 S. C ST	675-4201	
14					

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

Please Print Clearly

NO	NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
1	Maria Luz Zamora	Interpreter	3853 E. Madison Fresno 93702	281-8672	
2	Lance Shoeman	Visit Yosemite Madera Co	Oakhurst	559-683-4634	
3	Edgar A. Fernandes	Madera Unified School District	230 National Ave Madera	559-348-3881	
4	Watson Juarez	Madera PD	330 S "C" St	416-6869	
5	Alberto Ramirez		24716 Melba DR Madera, CA 93638	559-612-9613	
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	581 Sunset	(559) 230 7462	
9	M Latif	Indian Calcutta Company	300 W. Olive	4798 594	
10					
11					
12					
13					
14					

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

Please Print Clearly

NO	NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
1	Debbie Padgett	New Normal		559.469.4994	shifted2019@gmail.com
2	Juzmin Rios	Camarena Health.		(559) 363-1690	jrios@camarenahealth.org
3	Joetta Fleak	MUSD committee MCHS Park res restoration		(559) 661-4778	joettafleak@comcast.net
4	Keith Helmuth	City - Eng.		559-661-5418	Khelmuth@madera.gov
5	Terry Palacios	Resident		5597060428	
6	Jorge Rojas	City of Madera		6613693	
7	Diane Sandoval	First 5 Madera		661-5155	dsandoval@first5madera.net
8	Emmanuel Gomez	City ADA advisory board		871-7615	gomezemmanuel88@yahoo.com
9	Kirk Atamian	Self		246-0000	KirkAtAmian@gmail.com
10	Arnoldo Rodriguez	city of Madera			arodriguez@madera.gov
11	Wanda McGraw	Resident		559-871-6932	wandamcgraw75@yahoo.com
12	Chris Miller	MOA/ MCAA/ 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					
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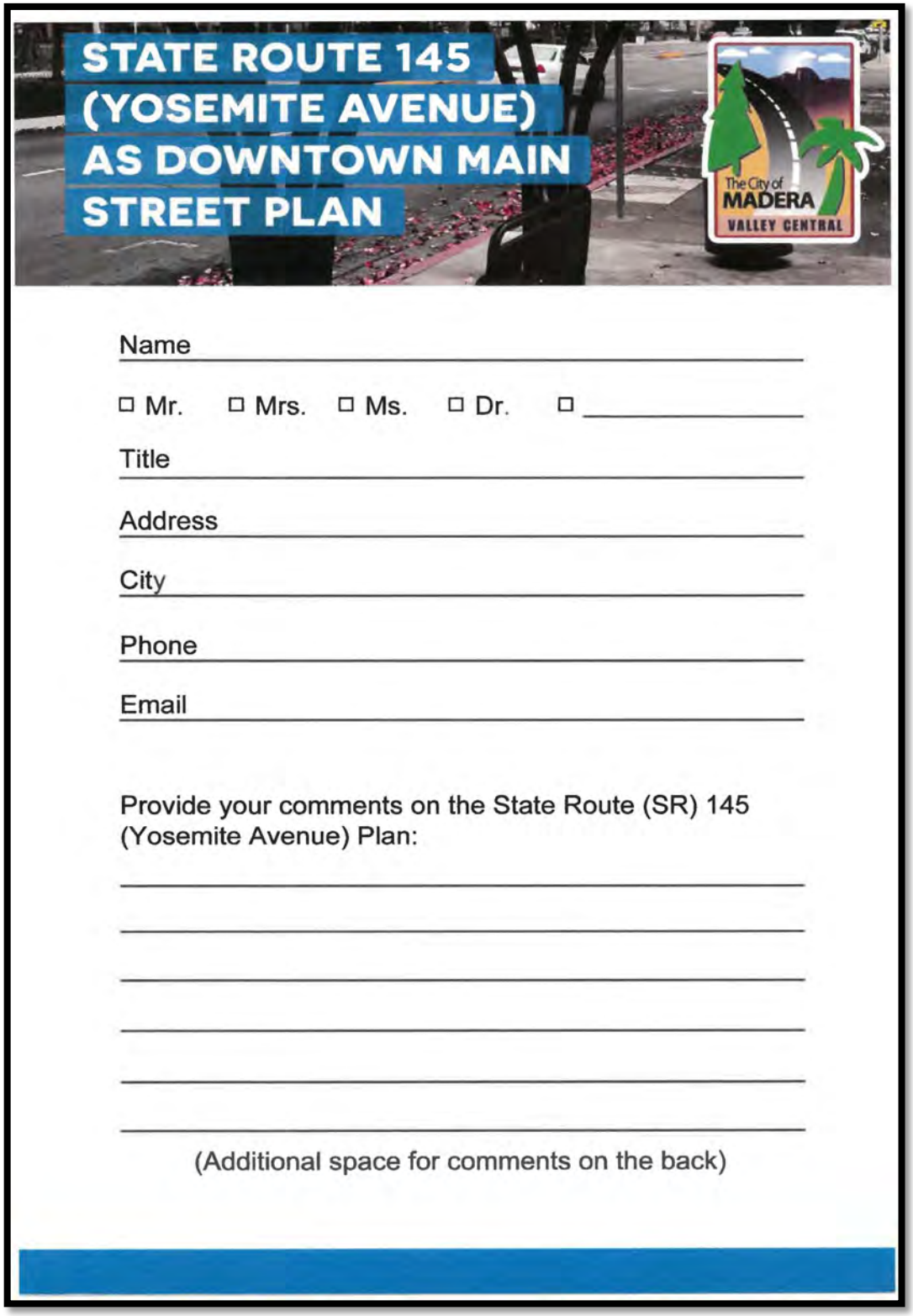
Appendix B - Comment Cards



Additional comments

Thank you for your comments!

For office use only:

Date: _____

Event: _____

Stakeholder Type:

- ☐ Resident
- ☐ Public Agency
- ☐ Business
- ☐ Civic Club
- ☐ CBO
- ☐ Other: _____

“This is what Madera needs to bring business back, it also will make Madera look a lot better for someone to visit our city and love our downtown area as they did in the past. When this project begins will the homeless situation be taken care of? What about building colors? Will they coordinate with all businesses being the same color? Will it reduce diesel truck to travel other roadways?”
“I believe to make meaningful change in traffic congestion, bike lanes would be necessary. Studies indicate that bike lanes completely separate from traffic like in the class 4 plans. Now I do understand that a class 4 bikeway project would be unrealistic at this time. With that said, updated street lights, safer crosswalks, and more trees make a more desirable downtown which leaves a clean slate for a possible city wide cycling plan.”
“Be sure improvements are suitable. Currently, the city was a plethora of street medians. Many are missing plants, full of weeds- more an eye sore than amenity. Downtown businesses struggle to stay in businesses asking for an additional assessment to maintain improvement may be unrealistic. Traffic needs to flow since that is a state highway. Please- Consider long-term maintenance.”
“I like the proposal. Thank you. Can’t wait to see it. On the maintenance, the beautification can help. We can get volunteers to help. Concern- on the replacement of sidewalks will the residents have to upgrade their porch? Will the money come out of their pockets?”
“Great improvement ideas. Is there any way to leverage changes on the business owners to upgrade the front of the business buildings that flow together in color + look? Example: Old time San Diego or what they’ve done on the small shopping area on D st. + Cleveland or Camarena building by the Re-development agency a coordination of updated and color.”
“Intersection at E. Yosemite + E st. - crosswalks at Northside intersection should be included as a highly visible crossing with same designs being proposed further down on E. Yosemite. Great, realistic and attainable plan with funding.”
“No shared streets (car-bikes) Why a bulb out 5th/C st. vs Yosemite or 4th st. 5th street not used as other as Yosemite + 4th by pedestrians. How is parallel parking being addressed on Yosemite?”
“Has the annual old timer’s parade been taken into consideration and will it make it easier to have it or will it develop other issues to continue having it.”
“How many vacant buildings are in downtown? Some of those older developed building need to be improved or remolded. Building improvements will Increase downtown interest.”
“Needed- Shade routes, pedestrian friendly, park like, decoration displays, street vending visible signs, animal peeing post for dogs and cats, restrooms. Paid street cleaners - Homeless employees. Parking lots needed.”
“Approve of option A. If possible, the implementation of "reflective road stools" for high traffic crosswalks so that cars slow down "prior" to entering the crosswalk.”
“Please include MCHS in your decisions, we cover the courthouse park and the museum. I’m also on the park restoration committee they should also be included.”
“I like the project the crosswalks are safe and the bulb outs offer a focused path for pedestrian. I like it.”
“Crosswalk colored area should yellow because it colors for disabilities. Streets are already narrow. How it will make bike area.”
“I think the sidewalks should be the mail focus along with lighting. I believe alley beautification is low hanging fruit and inexpensive option. It seems painting with local artist on that would be good start parted with events in alley.”

Appendix C – Public Comments

- From Redevelopment Agency Representative:
    - Suggests masterplan document add elements to ensure that the masterplan doesn't just sit on a shelf. He recommends that there is an ongoing strategy outlined to make sure that the City, County and Caltrans have ongoing dialogs about the potential projects.
    - Had several ideas about using recent legislation that would allow tax increment funding to cast a wider net over a larger tax area for project financing. This may take a phone call with him to really understand the logistics of this strategy. Left him with my business card and Ed's phone number to capture this information.
    - He also mentioned that grant writing has been a consistent problem with the City. He said that past efforts have fallen to a single department which has little to no understanding of the breadth of the grant they're applying for. He believes there is a need for someone outside the city to truly understand the funding mechanisms to make the city competitive.
    - Mentioned that given the City's desire to seek relinquishment of SR145 from Caltrans, the master plan should look at Yosemite option A as a short term strategy to seek relinquishment (phase 1), but the vision, and long-term goal (phase 2), should be option B.

- From gentleman concerned about maintenance:
    - Concern over maintenance stems from City not allocating enough funds for ongoing maintenance
    - Wants to ensure that the City isn't looking at this as a "build it and forget it" plan
    - Would like to see master plan document address the issue of long-term maintenance and funding for maintenance over a longer period of time.
    - Wants to make sure the master plan document addresses the need for the City and Caltrans to work together and comes up with a strategy for relinquishment.

- From new member of the community:
    - Wants to make sure that plant and tree materials are bird and pollinator friendly
    - Also wants to see the City use IPM (integrated pest management) rather than traditional herbicides and insecticides for landscape maintenance.

- From member of ADA advocacy group:
    - City streets currently have buckled asphalt at street corner crossings.
    - She wants more clearly marked crosswalks, so she said she supports having a different paving material in the crosswalks that stands out.
    - Direct sun at bus stops and the need for shade and protection; she thinks the trees are a good idea.
    - She was ok with the new landscape median along Yosemite Avenue, but didn't think it was absolutely necessary.
    - Supported the design of the ramps we showed on the plan for each street corner.
    - Wonders how the city will pay for maintenance for the new features, such as landscape, new pavement for sidewalks and crosswalks.
    - She said it would be nice if Downtown Madera was a nicer place to be, because much of it serves the poorest people in town.

- From a member of the historical society:

- Main concern was that we do nothing with the Historic Courthouse Park; her group is working on memorials and enhancements to the park with the city. She said she wished the historical society was brought in onto the steering committee, especially since the courthouse and park were both so prominently featured in the designs.
- She's glad we didn't close off G Street to vehicular traffic, and really liked the large all direction crosswalk at Yosemite Avenue and G Street with the HAWK, as well as the RRFB nearby, that both connect the park with the county and library area; apparently elementary school tours cross Yosemite to go from Courthouse Park to the library across the street.
- She had concerns on how the city would afford the project, and wasn't confident that the tax revenue would be there for building it. She hopes it gets done, but mentioned much of the city is poor and that assistance will definitely be needed for the city to complete the job.

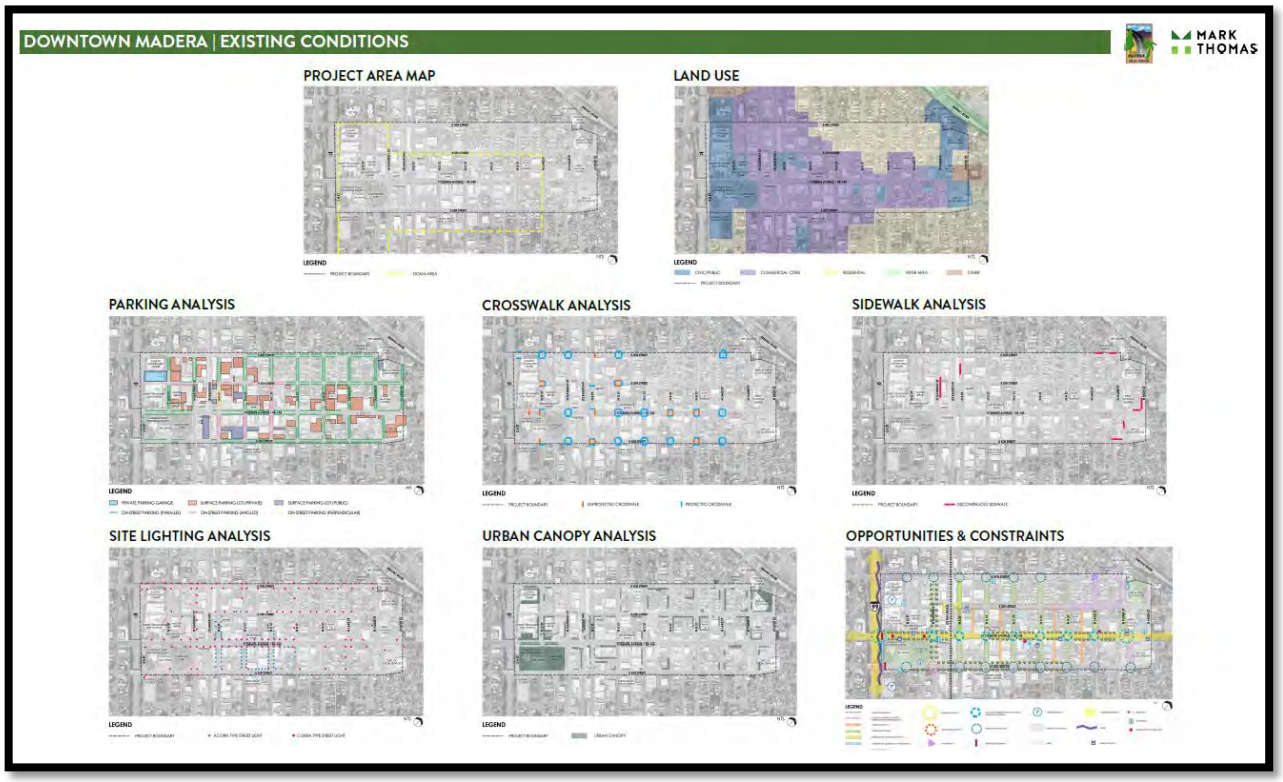
- From a long-time resident
  - Mentioned the importance of trees and the tree canopy. He wants all of Downtown Madera to have dense tree canopy, just like E Street at Cesar Chavez Plaza. Wants all of downtown to have that lush green look.

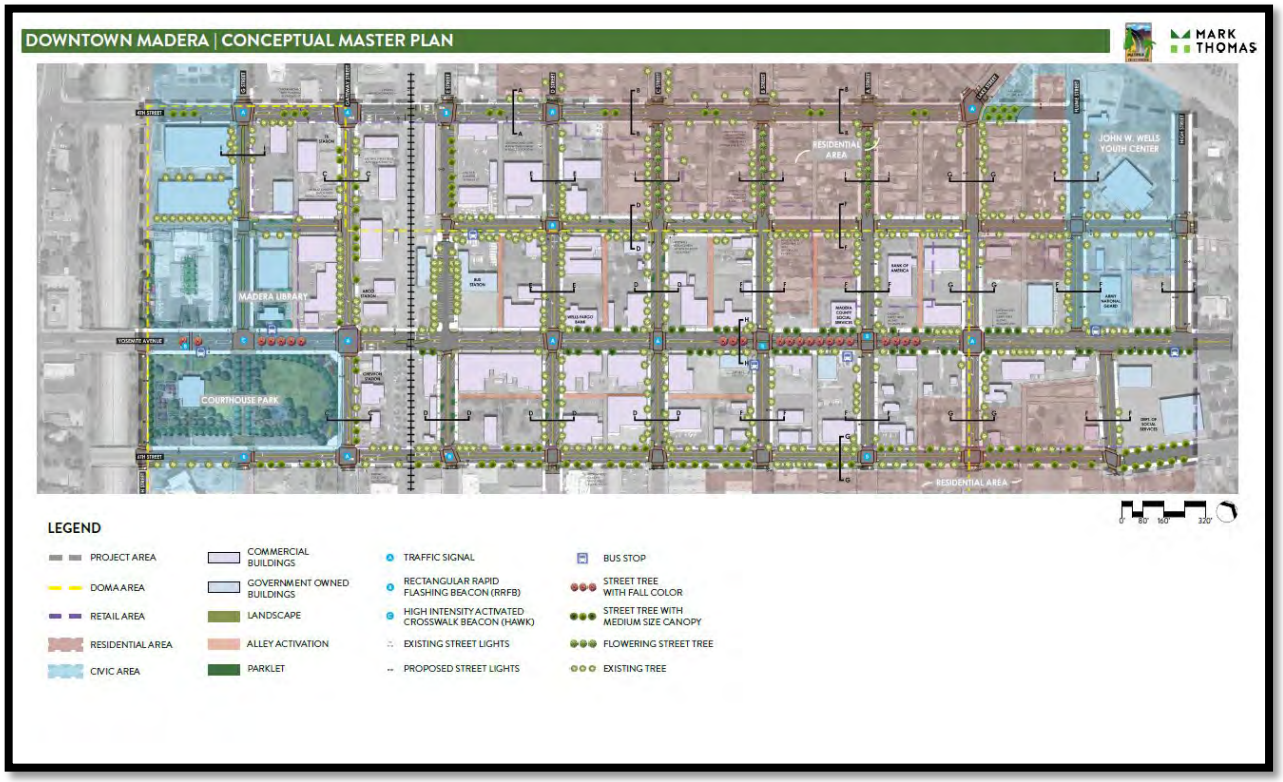
- From a Madera resident and life-long resident of the valley:
  - Mentioned that she loves the new downtown plan, but thought the city needed to come up with a plan to assist the downtown business owners and building owners. She said that the downtown businesses serve the poorest people in the city and that the money isn't there to fix the buildings up; the historic buildings are beautiful and worth keeping, but they need a lot of work. Work with property owners should follow the downtown street improvements.

- From a local resident:
  - Had concerns about Caltrans approving the bulb-outs; she didn't see the need for the bulb outs and medians.
  - She also didn't think that larger sidewalks were necessary, and thought it was appropriate that the plan kept the sidewalks the same width.
  - Overall she is skeptical that the plan will be executed, but thinks Downtown Madera needs improvement.

- From a downtown business association member:
  - Excited about the master plan and the proposed changes for Downtown Madera overall.
  - Concern that the median along Yosemite wasn't necessary, but was nice aesthetically; she mentioned other landscaped medians throughout the city and the beauty they added, but the city's struggle with maintenance.
  - She also mentioned her concern over the crows and pigeons; she wasn't sure if it would grow worse with additional trees, but knows that the city is working to mitigate the problem with the falcon, but the falcon costs the city $30k per year. She recognized that either way the crows are not going away. Wants to make sure that this plan finds other methods to reduce the problem.

Appendix D – Board Exhibits





DOWNTOWN MADERA | STREET SECTIONS

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

OPTION A

OPTION B

LEGEND

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

DOWNTOWN MADERA | DOWNTOWN CORE - YOSEMITE AVENUE - OPTION A vs OPTION B - SEGMENT 2 - PLAN

MARK THOMAS

OPTION A

OPTION B

LEGEND

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

DOWNTOWN MADERA | OPTION A vs OPTION B - SECTIONS

MARK THOMAS

SECTION H-H

YOSEMITE AVE.
OPTION A

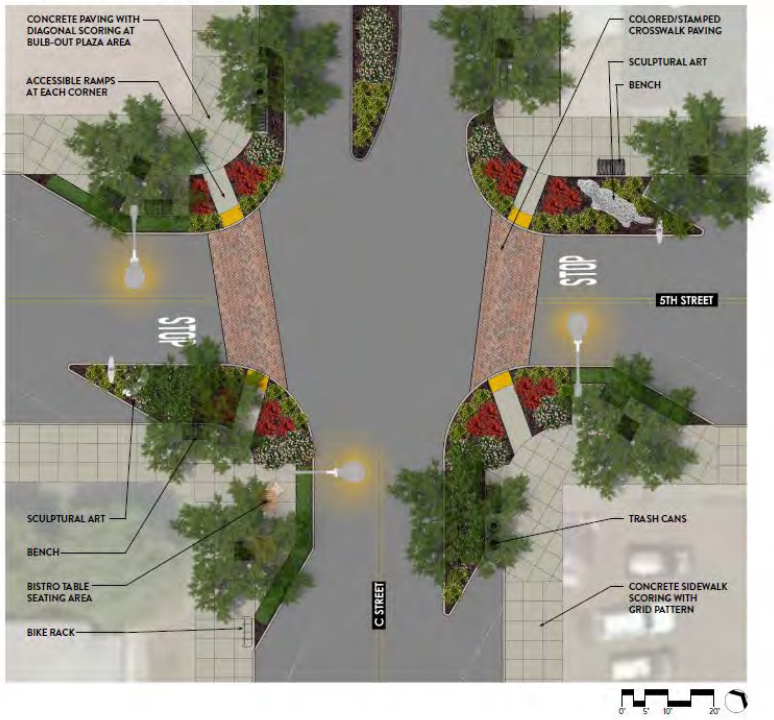
SECTION J-J

YOSEMITE AVE.
OPTION B

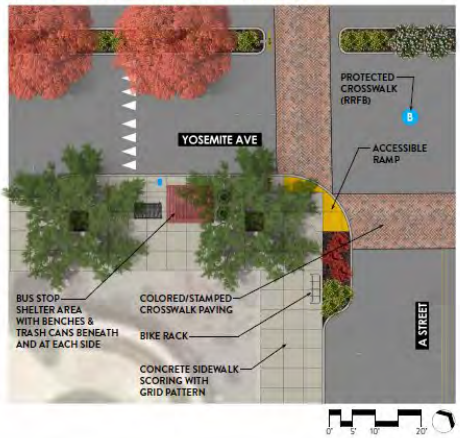
DOWNTOWN MADERA | STREET IMPROVEMENTS - ENLARGEMENTS

MARK THOMAS

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



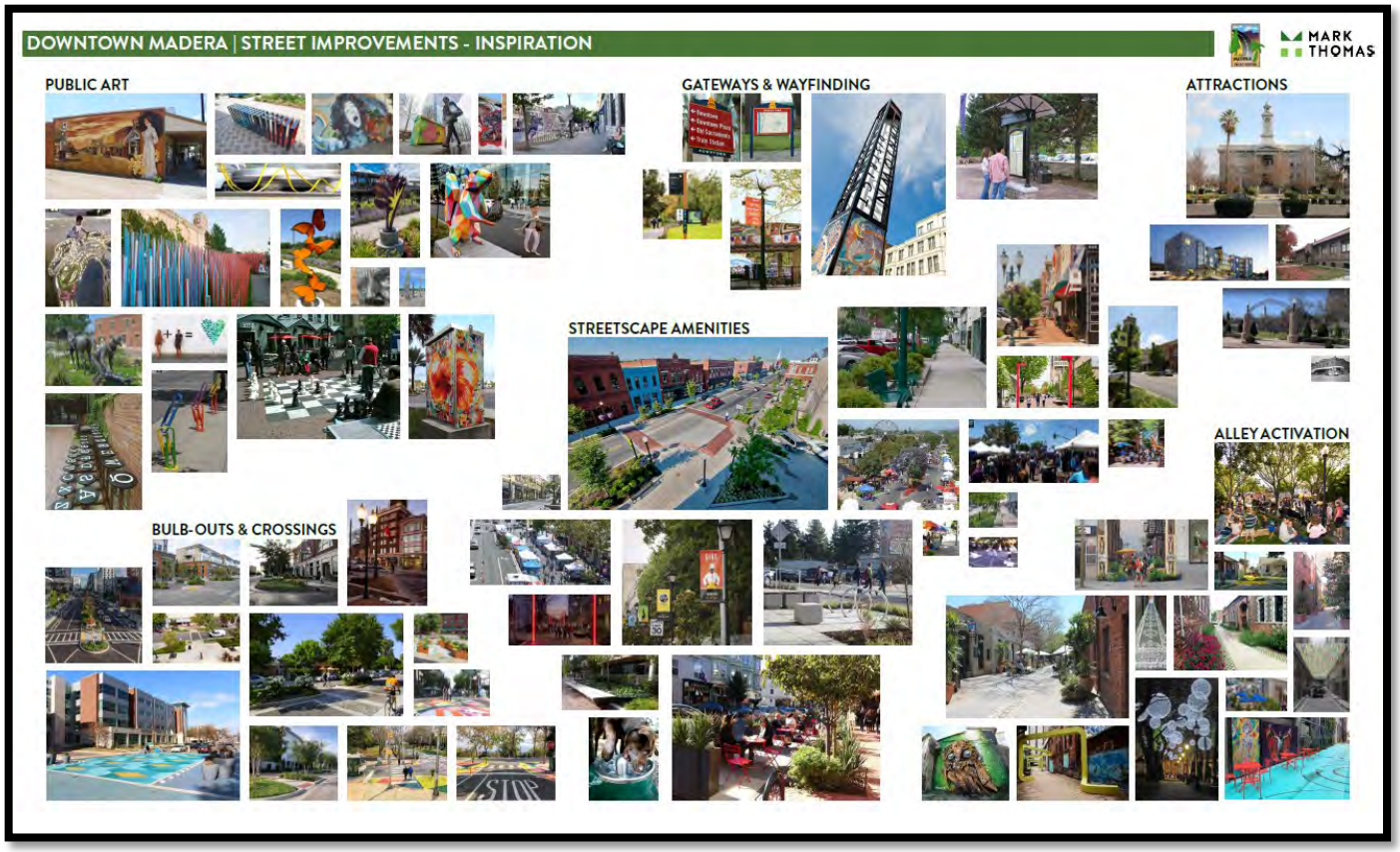
BUS STOP - YOSEMITE AVENUE & A STREET



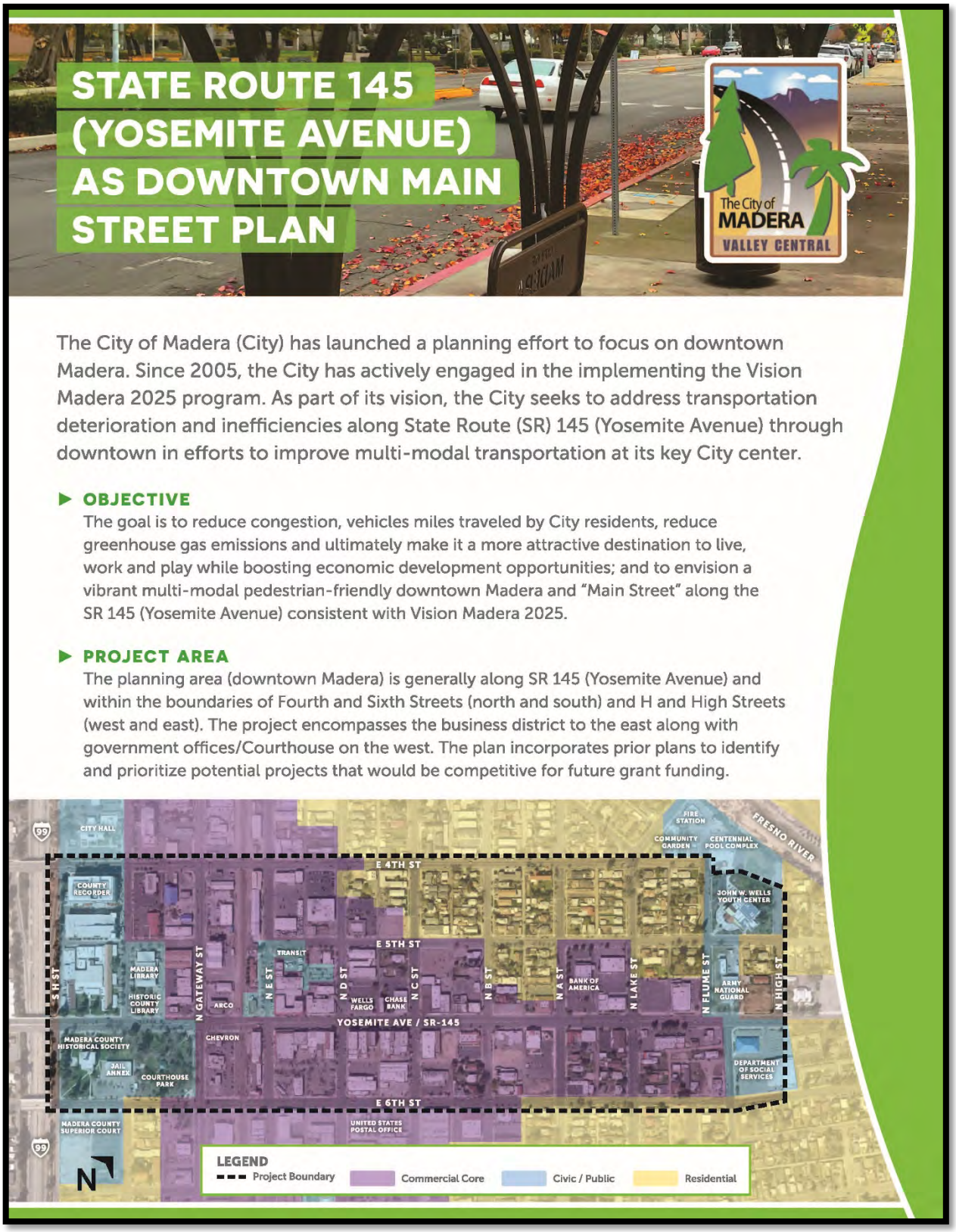
DOWNTOWN MADERA | STREET IMPROVEMENTS - RECONFIGUATION

MARK THOMAS

STREET/INTERSECTION RECONFIGURATION - 4TH STREET & LAKE STREET


DOWNTOWN MADERA | STREET IMPROVEMENTS - INSPIRATION
MARK THOMAS
PUBLIC ART
GATEWAYS & WAYFINDING
ATTRACTIONS
STREETSCAPE AMENITIES
ALLEY ACTIVATION
BULB-OUTS & CROSSINGS

Appendix E – Fact Sheet



POTENTIAL IMPROVEMENTS

Creating a multi-modal pedestrian-friendly environment requires the implementation of traffic calming devices that encourage vehicles to travel at slower speeds. The following improvements are samples of traffic calming devices that are being considered for the project.

HIGH VISIBILITY CROSSWALKS

BULBOUTS

BUFFERED BIKE LANES

ANGLED PARKING

STREET ART

STREET LIGHTING

HOW TO GET INVOLVED

The City will be seeking input from the community through two Public Workshops before the project is completed in early 2020. The workshops are scheduled as follows:

- **November 2019**
- **January 2020**

Notices will be circulated to the community a few weeks before the workshops. If you would like to receive notifications, please email one of the contacts provided below.

Learn more about the State Route (SR) 145 (Yosemite Avenue) project at:
www.madera.gov/downtown-main-street

For More Information Contact:

City of Madera
Randy Bell, Project Manager
(559) 661-5089
rbell@madera.gov

Mark Thomas
Robert Lorenz, Design Engineer
(559) 374-3110
rlorenz@markthomas.com

RUTA ESTATAL 145 (AVENIDA YOSEMITE) COMO PLAN DE LA CALLE PRINCIPAL DEL CENTRO DE LA CIUDAD DE MADERA

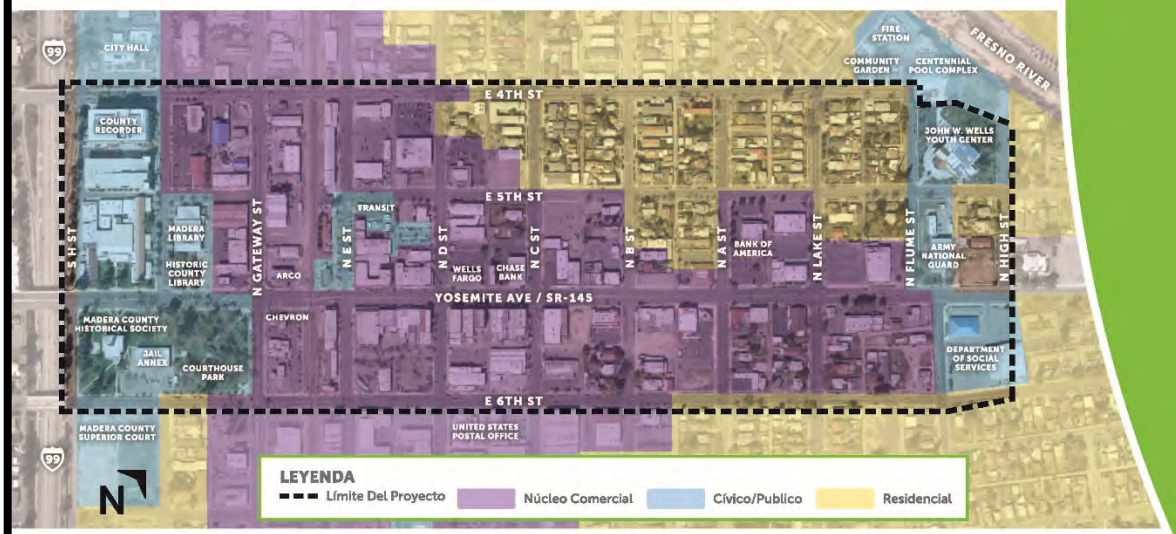
La ciudad de Madera (Ciudad) ha puesto en marcha un esfuerzo de planificación para enfocarse en el centro de Madera. Desde 2005, la Ciudad ha participado de manera activa en la implementación del programa Visión Madera 2025. Como parte de su visión, la Ciudad busca abordar el deterioro del transporte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

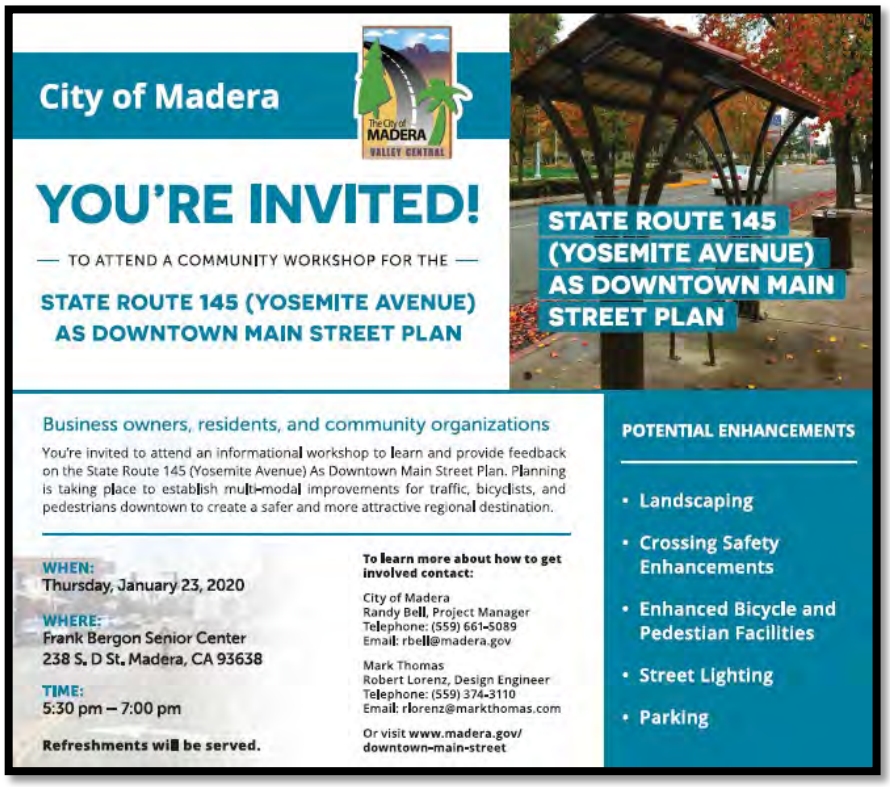
Obtenga más información sobre el proyecto Ruta Estatal (SR) 145 (avenida Yosemite) en: **www.madera.gov/downtown-main-street**

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 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

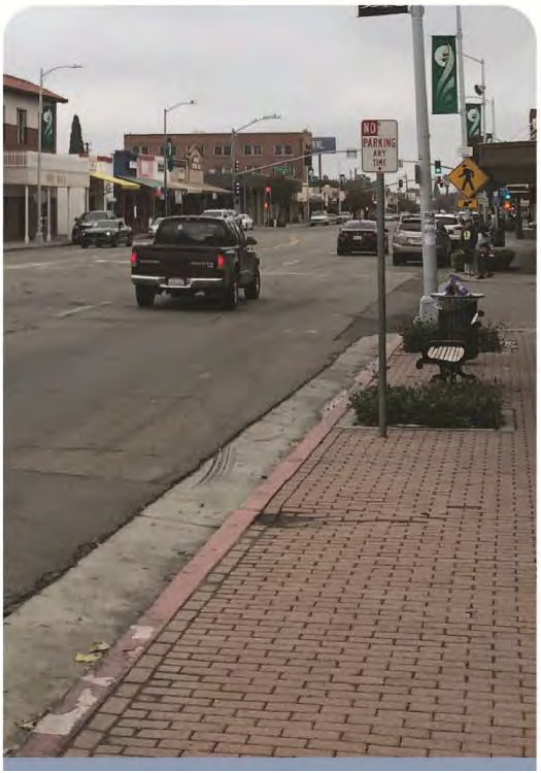


TABLE OF CONTENTS

1. INTRODUCTION 1

2. BACKGROUND 1

2.1 Project Location 1

2.2 Existing Opportunities - Smart Mobility Framework 2

3. EXISTING CONDITIONS 3

3.1 4th Street 3

3.2 5th Street 4

3.3 Yosemite Avenue 5

3.4 Alleyway Between Yosemite Avenue and 6th Street 6

3.5 6th Street 6

3.6 H Street 7

3.7 G Street 8

3.8 Alleyway Between G Street and Gateway Drive 8

3.9 Gateway Drive 8

3.10 E Street 9

3.11 Alleyway Between E Street and D Street 10

3.12 D Street 11

3.13 Alleyway Between D Street and C Street 12

3.14 C Street 12

3.15 Alleyway Between C Street and B Street 13

3.16 B Street 13

3.17 Alleyway Between B Street and A Street 14

3.18 A Street 14

3.19 Alleyway Between A Street and Lake Street 15

3.20 Lake Street 15

3.21 Alleyway Between Lake Street and Flume Street 16

3.22 Flume Street....16
3.23 Vineyard Avenue....17
3.24 Alleyway Between Flume Street and High Street....17
3.25 High Street....18
4. TRAFFIC DATA....19
5. UTILITIES....20
5.1 PG&E Electric....20
5.2 PG&E Gas....20
5.3 City of Madera Storm Drain....20
5.4 City of Madera Sewer....20
5.5 City of Madera Water....20
6. COLLISION DATA....21
6.1 Collision Data Overview....21
6.1.1 4th Street Facility and Intersections....22
6.1.2 5th Street Facility and Intersections....22
6.1.3 Yosemite Avenue Facility and Intersections....22
6.1.4 6th Street Facility and Intersections....23
Exhibit A - Land Use Relationship Map....24
Exhibit B - Collision Data Map 2014-2018....25
Exhibit C - Crosswalk Analysis Map....26
Exhibit D - Urban Canopy Map....27
Exhibit E - Parking Analysis Map....28
Exhibit F - Site Lighting Map....29
Exhibit G - Preliminary Utility Map....30
Exhibit H - Greenspace Accessability Map....31
Exhibit I - Sidewalk Analysis Map....32
Exhibit J - Map of Network Deficiencies....33

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.

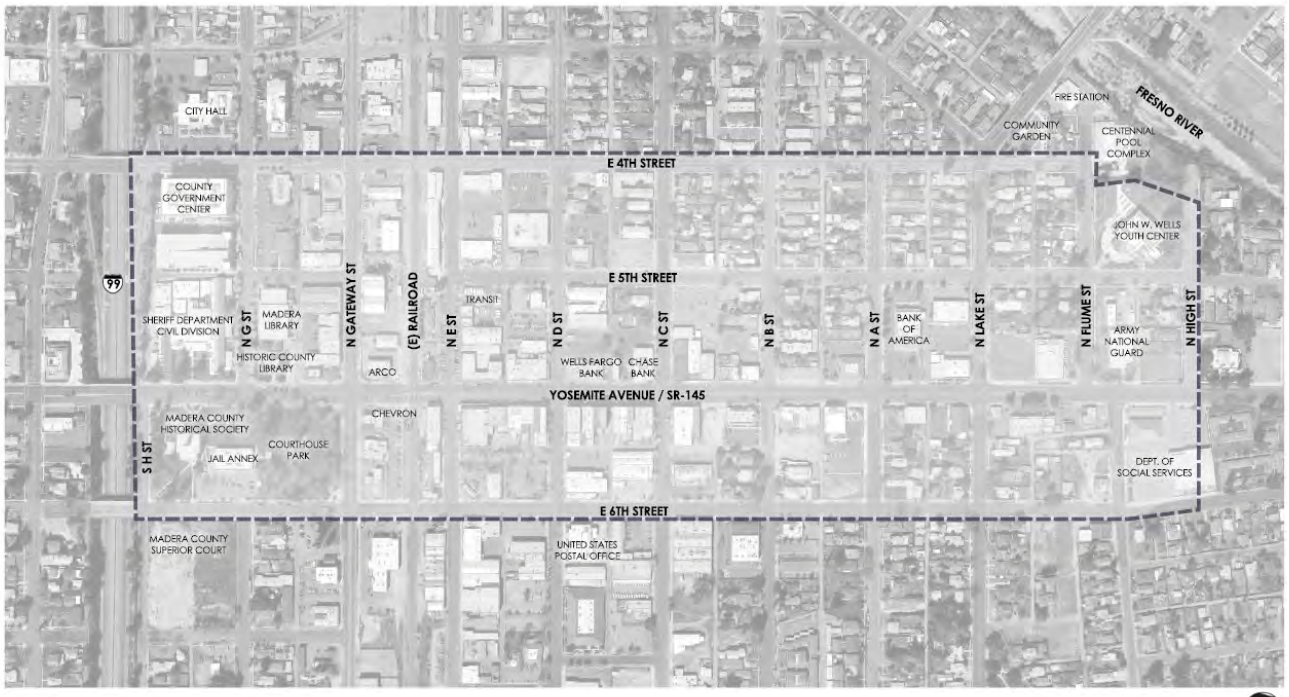


Image above shows the Project area within Downtown Madera

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

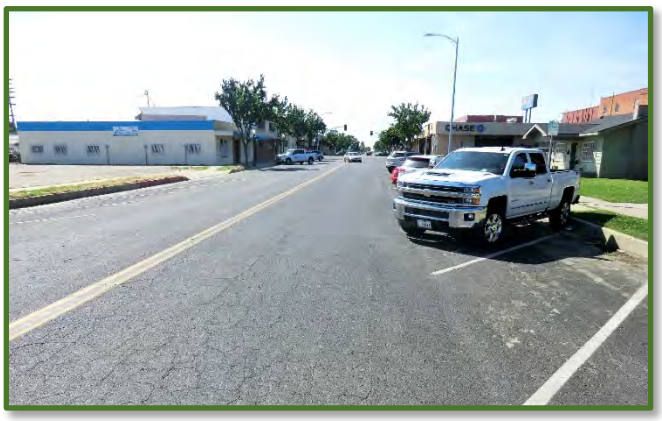


Image above shows C Street from the intersection of 5th Street facing South East

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

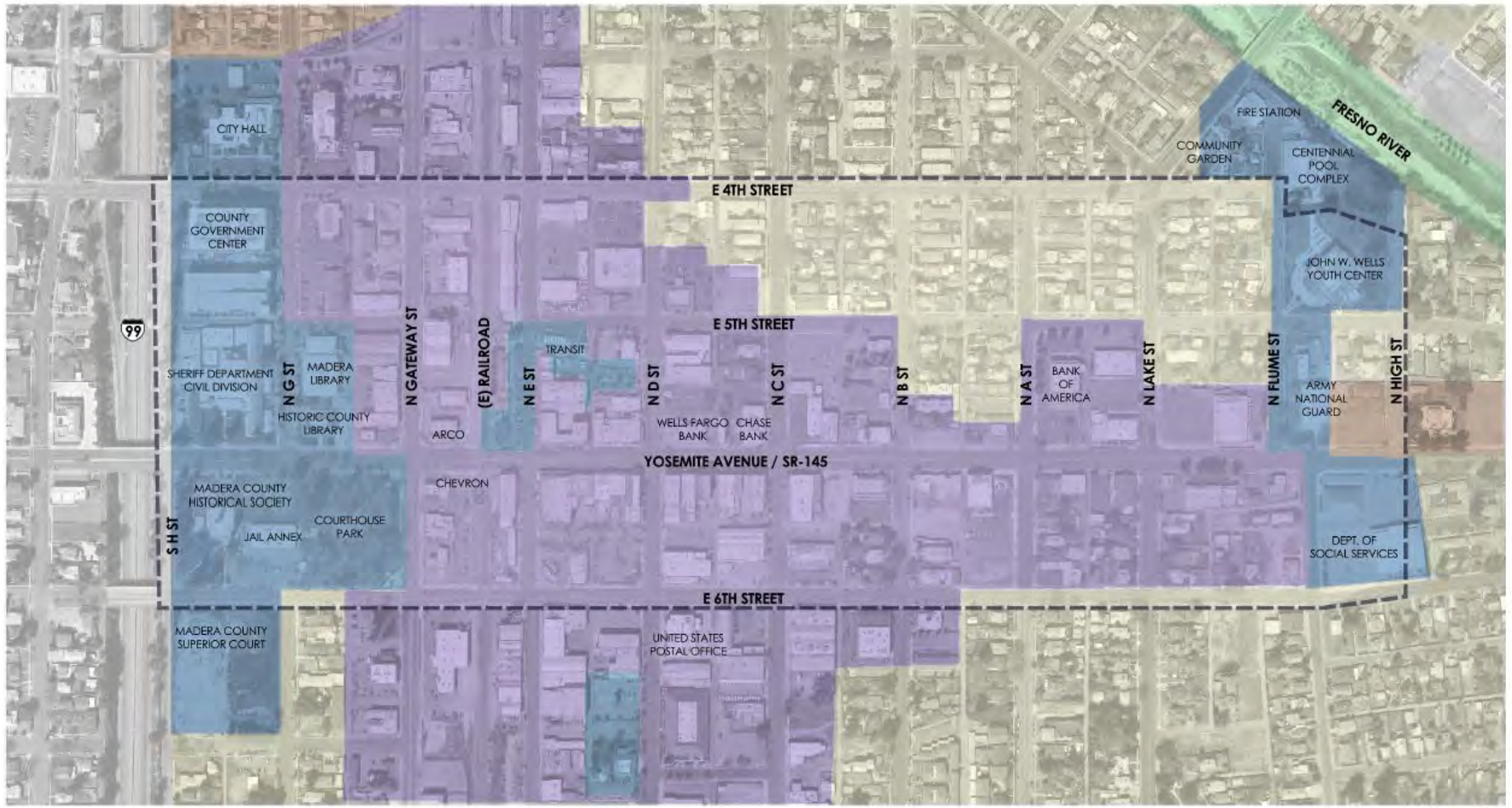
Street is a signalized intersection, E Street and A street are unsignalized with marked crosswalks, and Vineyard is unsignalized with no crosswalks marked.

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

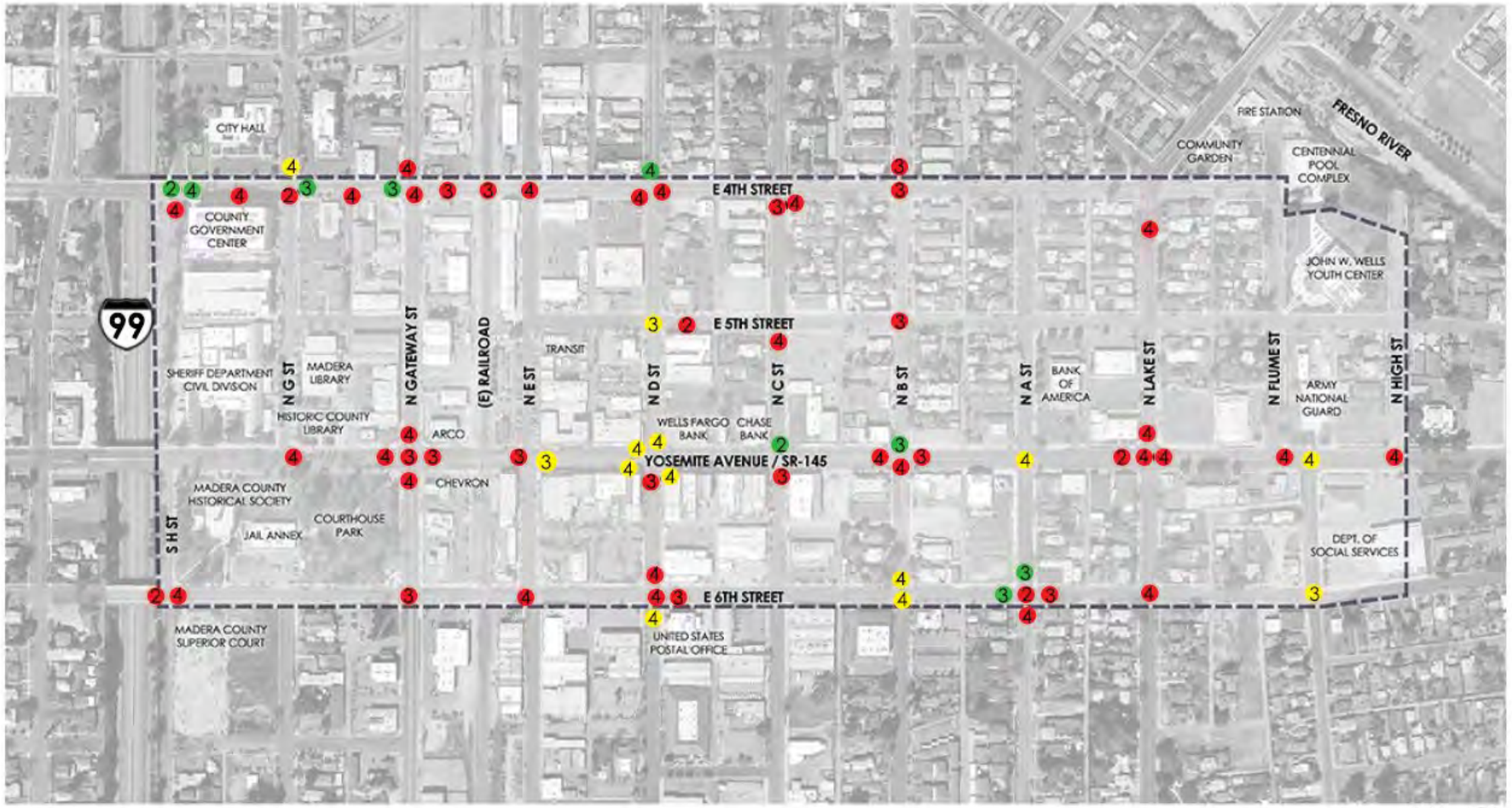
MADERA DOWNTOWN - LAND USE RELATIONSHIP MAP

DOWNTOWN MADERA HAS MIXED USES IN A RELATIVELY SMALL AREA.

MARK THOMAS

7/31/2019

Exhibit B



NTS

LEGEND

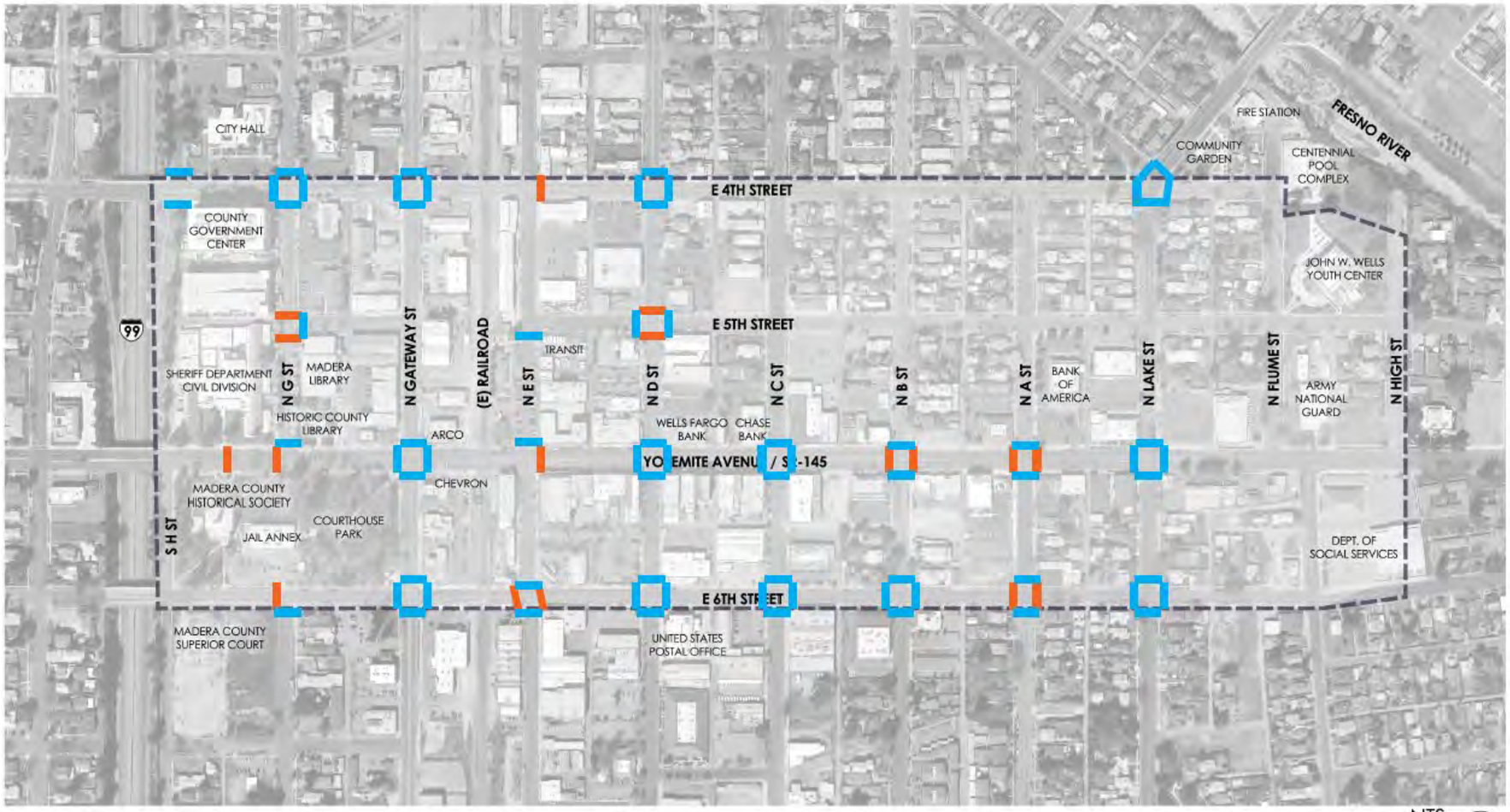
-----	PROJECT BOUNDARY	●	MOTOR COLLISION	●	PEDESTRIAN COLLISION	●	BICYCLE COLLISION
1	FATAL	2	SEVERE INJURY	3	VISIBLE INJURY	4	PAINFUL INJURY

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

LEGEND

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

NTS

MADERA DOWNTOWN - PARKING ANALYSIS

MARK THOMAS

7/24/2019

Exhibit F

NTS

LEGEND

PROJECT BOUNDARY

ACORN TYPE STREET LIGHT

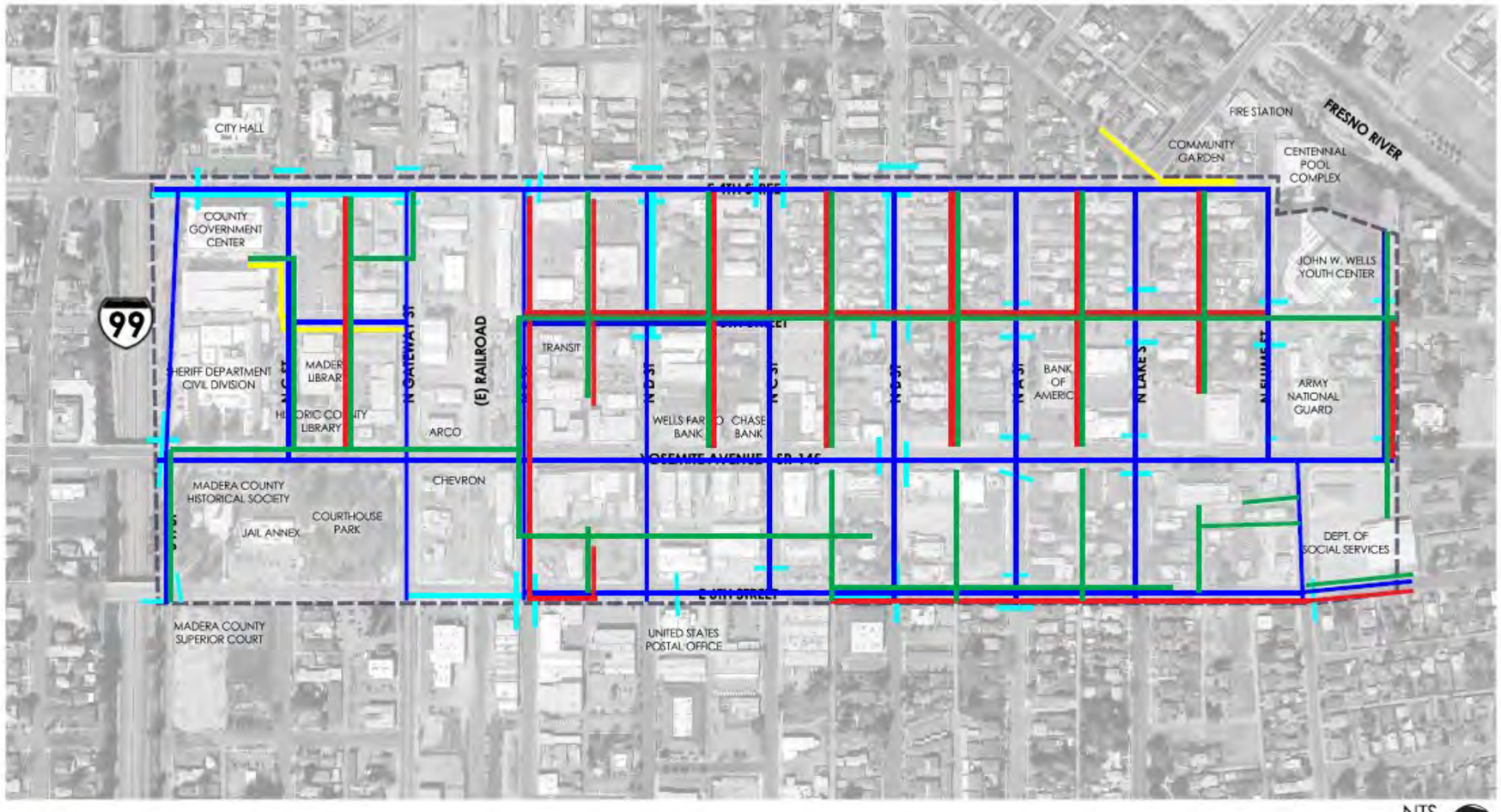
COBRA TYPE STREET LIGHT

MADERA DOWNTOWN - SITE LIGHTING MAP

MARK THOMAS

7/31/2019

Exhibit G



NTS

LEGEND

PROJECT BOUNDARY

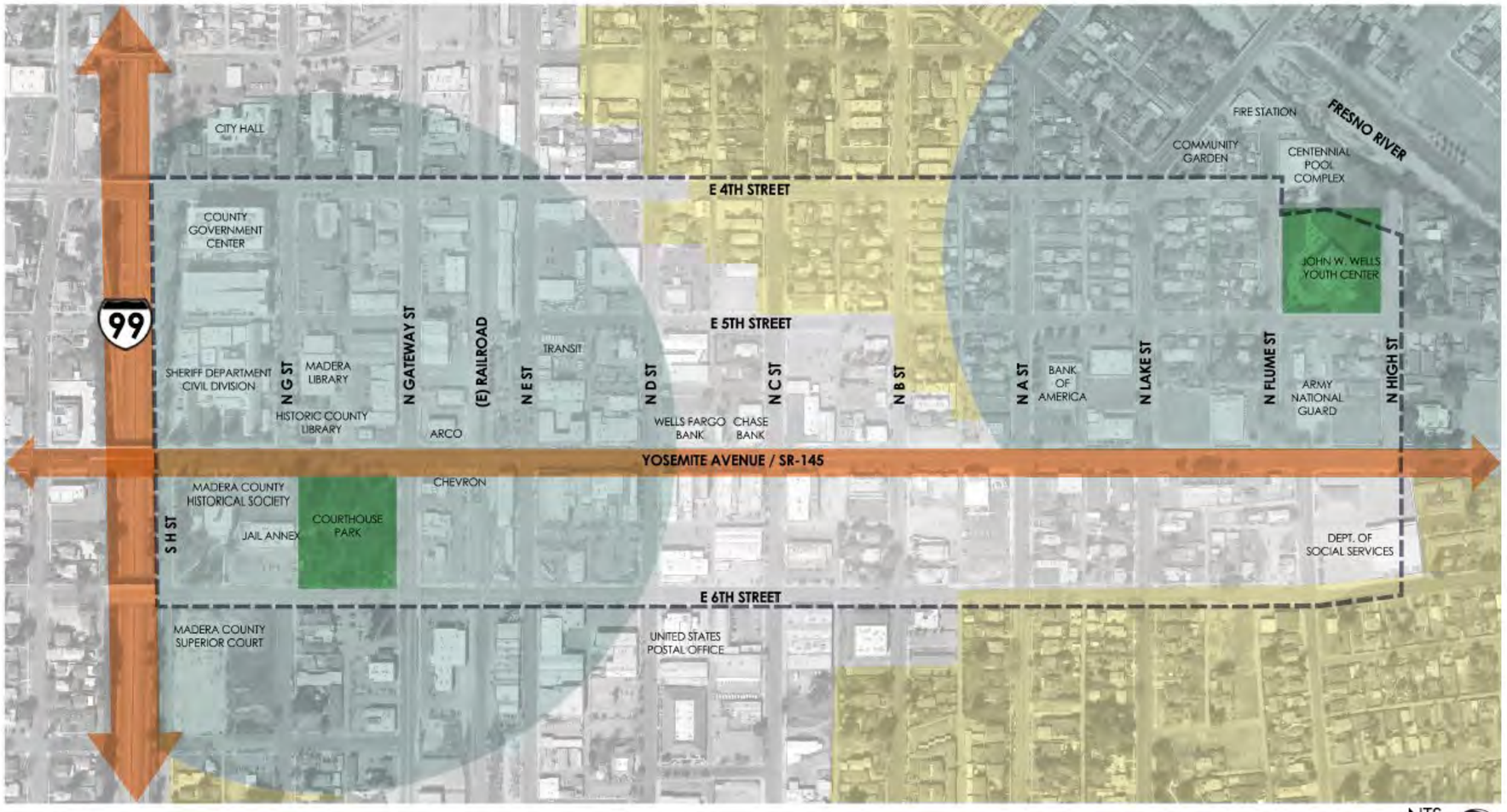
GAS · ELECTRIC · WATER · STORM DRAIN · SEWER

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

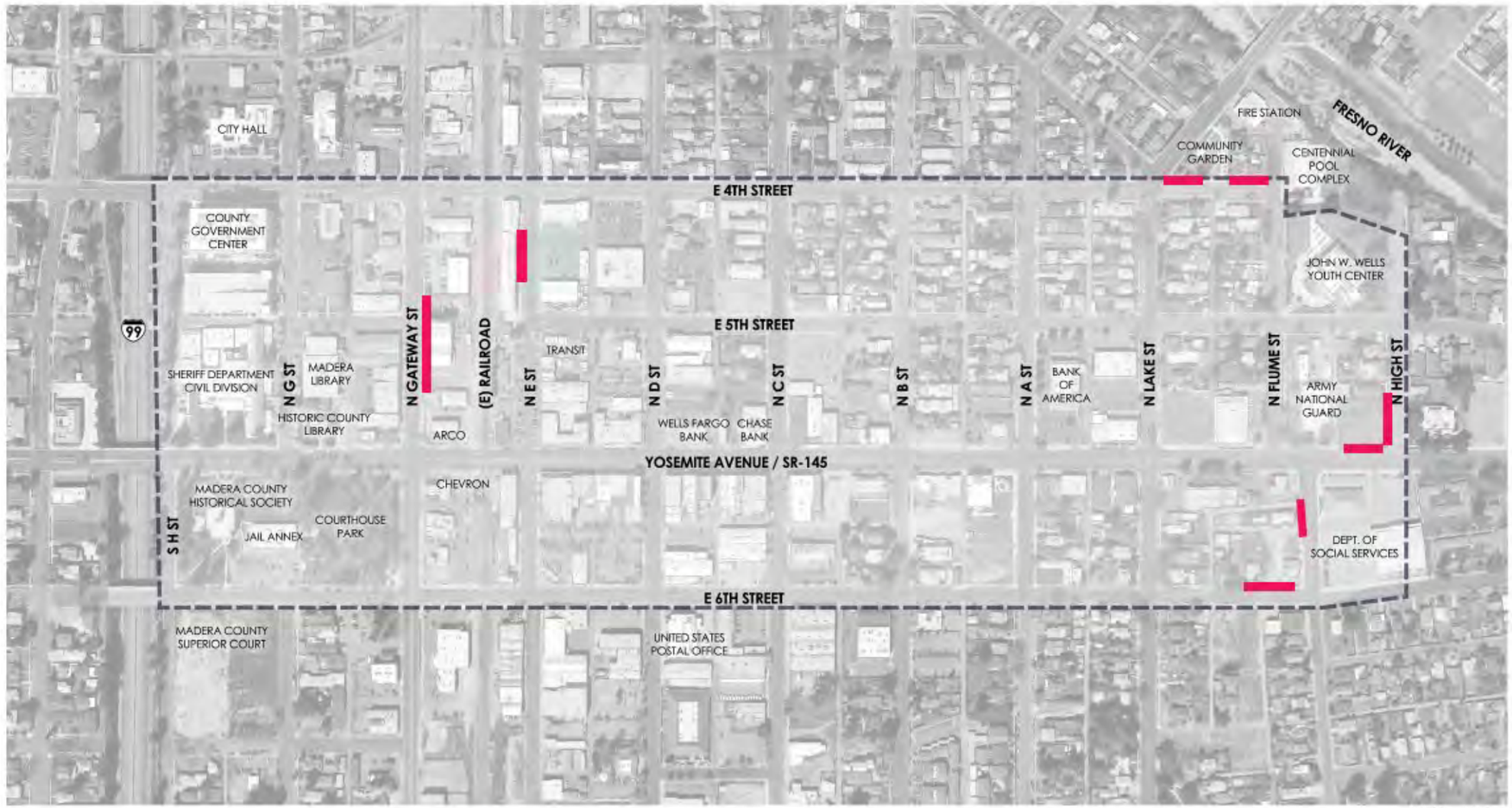
MADERA DOWNTOWN - GREEN SPACE ACCESSIBILITY MAP

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

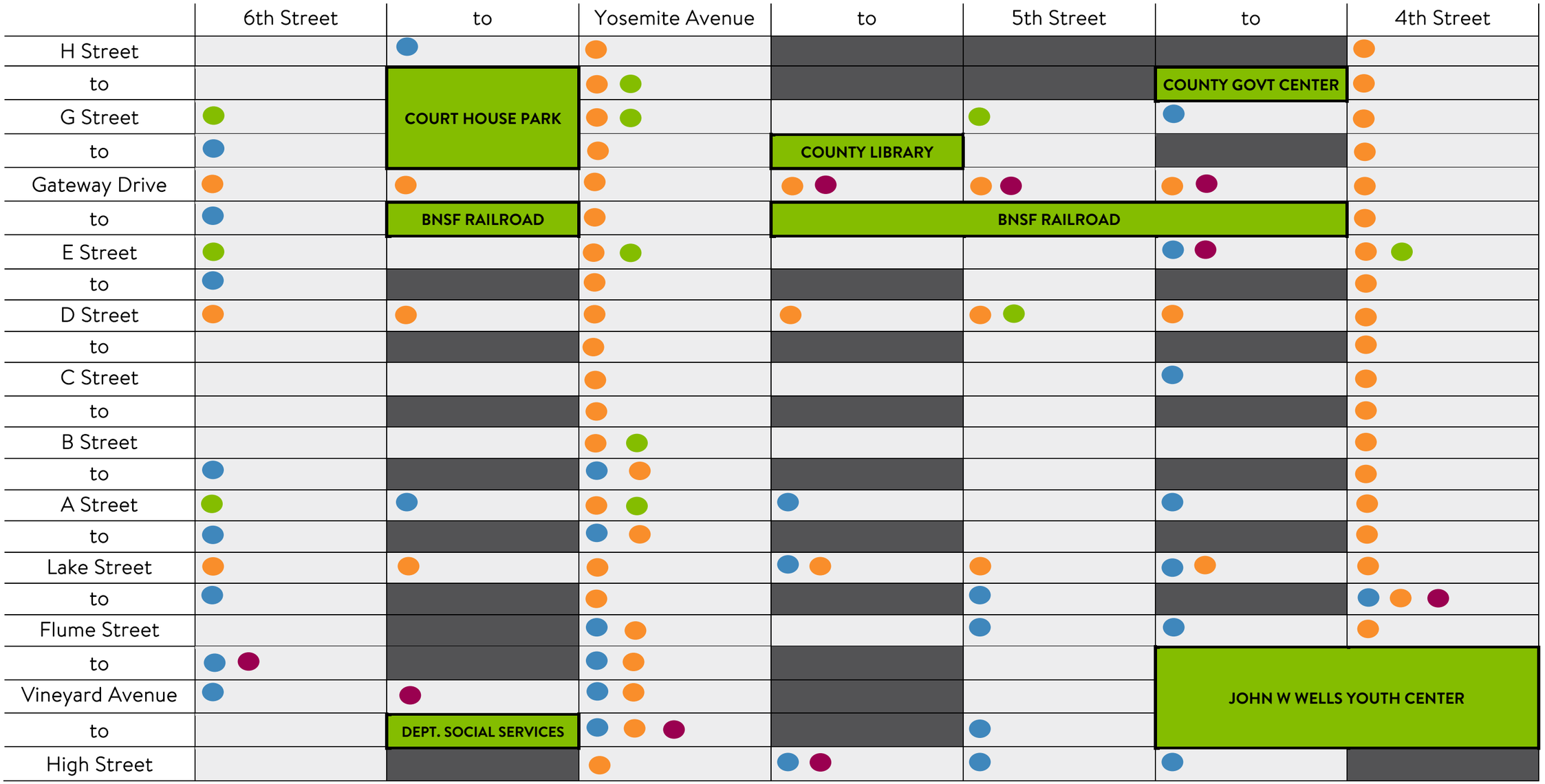
DISCONTINUOUS SIDEWALK

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

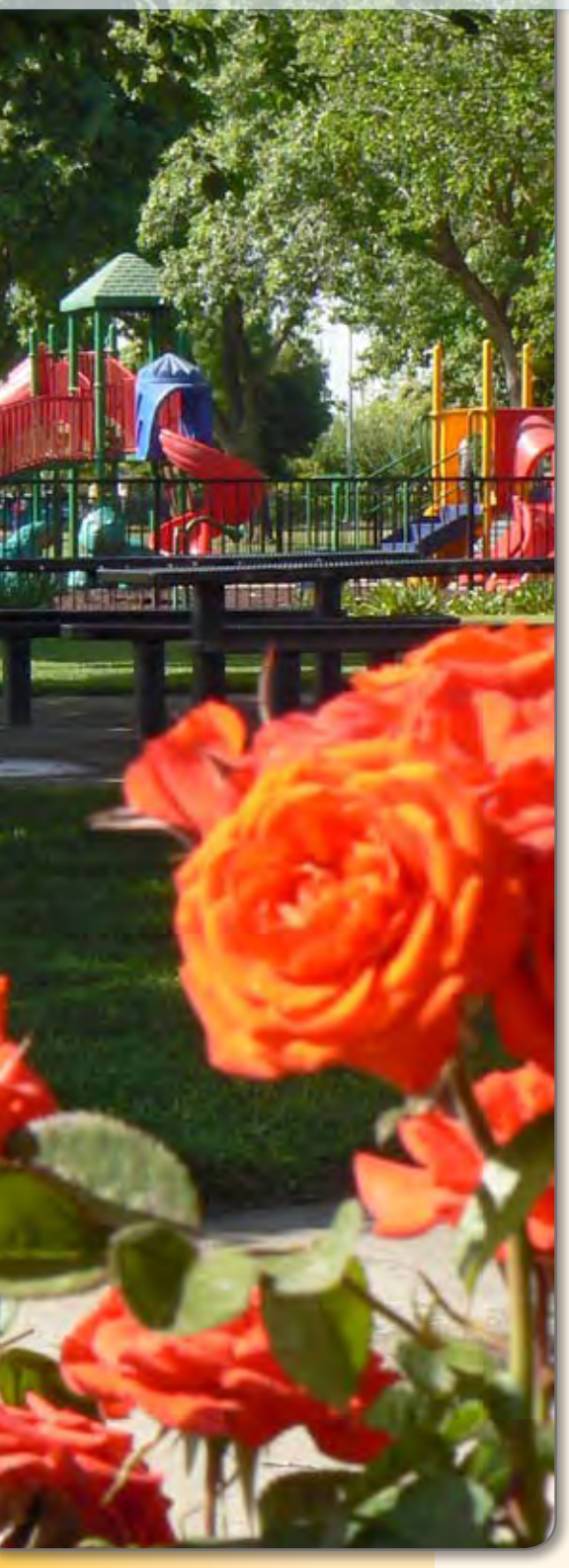
Three-Year Report to the Community

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

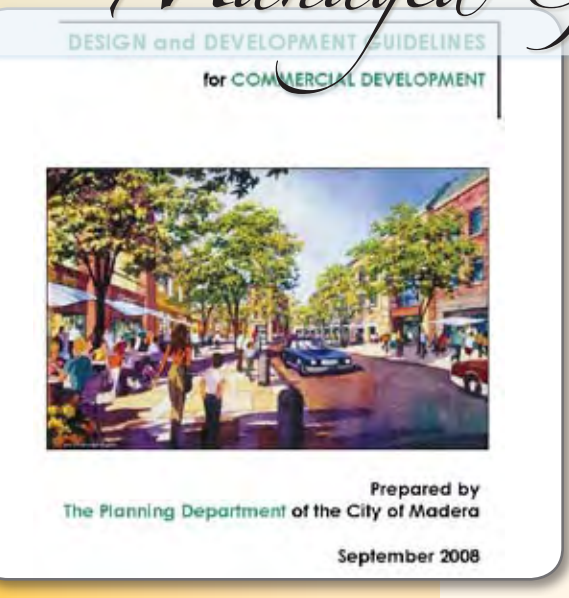
Click or Call

- **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



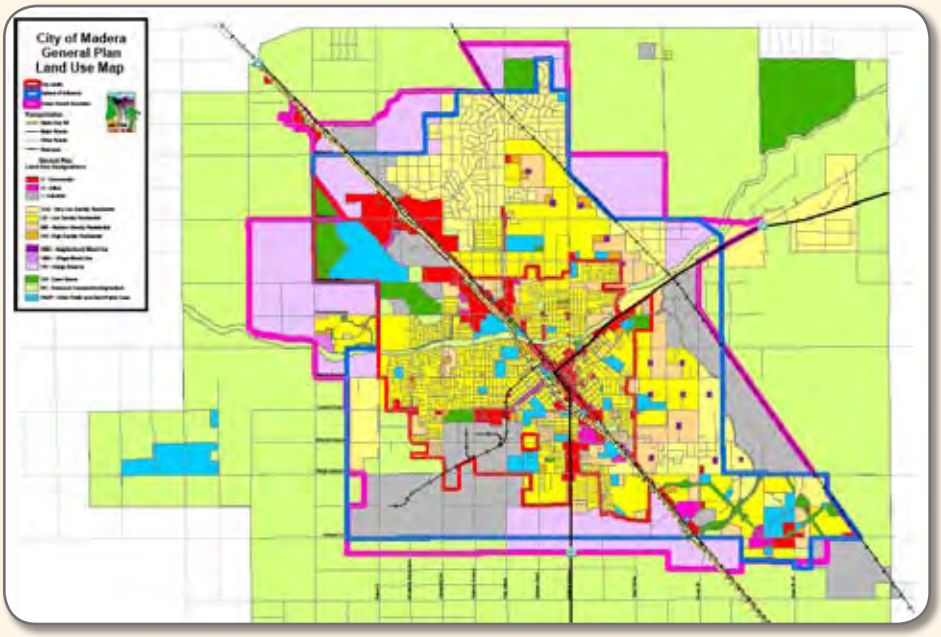
Madera has a Vision of itself and for the future of our children that will occur not by chance, or by making short term decisions, but will be the result of well planned growth and a commitment to our community values. The resulting Action Plan lists specific activities that will help move the community 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



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- **For more information call:** (559) 661-5430
- **Or visit us on the internet at:** www.maderageneralplan.com
- **Or visit us in person at:** City of Madera Planning Department 205 W. 4th Street

The Road Ahead

- The City will be updating its Zoning Ordinance in 2010 to reflect the City's Vision and General Plan.
- The City will be adopting additional Design and Development Guidelines to also address residential developments.
- The City will be conducting a Green House Gas Inventory that will determine how our community impacts this significant issue in our environment.
- The City will begin the formation of a Climate Action Plan based principally on the results of the Green House Gas Inventory and the Policies and values expressed in the City's General Plan and the Madera 2025 Vision Plan.

Effective Government

- The City of Madera has effectively maintained a healthy general fund reserve during an unprecedented down-turn in the economy. This in large part is due to spending controls, freezing vacant positions and holding ourselves accountable to budgeting and operating within our means.
- Obtained over $200,000 in grant funding through the Edward Byrne Memorial Justice Grant Program in order to replace seven Police Department vehicles that exceeded mileage threshold requirements.
- Developed additional utility bill payment options for residents including additional offsite locations as well as payment through an "on-line" service.
- As part of an overall strategy to combat gang violence and help troubled and at-risk youth, the Governor's Office of Gang and Youth Violence announced that the City of Madera was awarded $400,000 to address this important local issue.
- The City of Madera was recently recognized by NetworkWorld Magazine as a Enterprise All-Star winner for recognition of outstanding technology projects. The Enterprise All-Star award went to 10 winners nationwide.
- The City of Madera partnered with the Fresno-Madera Counties Chapter of the American Red Cross to house an emergency aid trailer. The trailer contains the supplies necessary to furnish a basic 200 person shelter, including cots, blankets, pillows, comfort kits (such as toothpaste, toothbrushes, deodorant, etc.), and medical kits. Storage of the trailer on City property allows quick access for immediate local response to sheltering needs in case of an emergency or disaster.
- Over the last three years, the City of Madera has received over $2.9 million in Community Development Block Grant Funding. The purpose of this funding is to provide decent housing, expand economic opportunities and assist in meeting the public service needs of our community. In the spirit of the funding source some of the completed projects and programs include: Centennial Park Swimming Pool Project, Code Enforcement Graffiti Removal Program, Sunrise Rotary Sports Complex Project and Police Supplemental Patrol.

Community Partner

"John Wooden, UCLA's legendary basketball coach said "success comes from knowing that you did your best to become the best you are capable of becoming". The Madera Vision Plan is an example of this principle in practice. The strategies and actions adopted under the emphasis area of Effective Government are aligning local government agencies with a shared community Vision. The Vision Action Plan holds each of us individually and collectively accountable in bringing the action items to fruition."

David Tooley
City Administrator, City of Madera

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  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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  www.maderactc.org or
  www.madera-ca.gov
- **Or visit us in person at:**
  City of Madera Transit
  205 W. Fourth Street

The Road Ahead

- The Transit Program intends to install between 30-40 new bus shelters to provide for the comfort and safety of our riders.
- The Transit Program plans on purchasing a minimum of 2 CNG buses to contribute to our community's commitment to clean air.
- In order to provide for future growth, the program will complete a comprehensive planning process to design a modern Transit Facility.
- We will collaborate with various community groups to improve transit accessibility and amenities for their constituents.
- Ellis Street/Avenue 16 Overcrossing is a project that connects North Madera and West Madera by constructing a new street and bridge over the Union Pacific Railroad and State Route 99. The project will provide an alternate route for motorists driving through the usually congested intersection at Cleveland-Gateway-State Route 99 intersection. This infrastructure project is designed to meet the needs of the traveling public and will assist in accommodating the growing needs for better and safer streets.

Well Planned Neighborhoods & Housing

- Over $2,200,000 in grants from the HOME and CalHOME Programs enabled us to assist over 30 low income members of our community in becoming first-time homebuyers. Most of these buyers purchased homes threatened by foreclosure, which reduced the number of vacant properties in our city.
- The direction of the Neighborhood Revitalization program has expanded from individual housing units to a neighborhood focus. The goal is to link a variety of efforts - including offering education to the community, eradicating violations from properties throughout the City, and empowering residents throughout the City by creating and offering neighborhood networking.
- The City of Madera revitalized its Owner Occupied Rehabilitation Program in 2009 through a $750,000 grant from State Community Development Block Grant program. In the last year, the rehabilitation program has helped over a dozen low income homeowners repair substantial health and safety problems with their homes.
- The $998,000 Grant received through the Neighborhood Stabilization Program will enable the City of Madera to reduce its high number of foreclosures and address areas of blight in our community.
- In 2008, the Redevelopment Agency issued $25.6 million in tax exempt bonds, of which $3.5 million is dedicated to housing projects.
- The Redevelopment Agency funds and maintains a revolving loan fund to encourage the construction of affordable single-family homes within the Project Area. The program was originally capitalized with $590,000 in redevelopment tax increment. To date, construction loans, totaling $10,892,891, have been repaid resulting in the construction of 198 single-family homes.
- In 2008, the City of Madera ADA Advisory Council began working on an update to the City's ADA Self-Evaluation and Transition Plan. To date, City programs, City facilities, and public rights-of-way have been inventoried for ADA compliance. Staff is working on prioritization of the inventoried items and a draft copy of the Self-Evaluation will be available for public comment before the Plan is presented to City Council for adoption. The City has already begun to address deficiencies. Specifically, the Redevelopment Agency has provided funding for the City Public Works Department to complete 150 accessible curb ramps where currently none exist.

Community Partner

"Unfortunately, the need for quality affordable housing continues to rapidly grow while state and federal funding has stopped or decreased significantly. The burden for development of affordable housing now heavily falls on the City of Madera, the Housing Authority, the Redevelopment Agency, and other public, private and non-profit partners to develop creative solutions to meet the growing need. The implementation of the Vision Action Plan as a strategic tool is an important step in bringing public and private agencies together to meet our shared goal of providing and developing well planned and affordable housing for all Maderans."

Nick Benjamin
Executive Director of the
Madera Housing Authority

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  www.madera-ca.gov
- **Or visit us in person at:**
  City of Madera
  Grants Department
  205 W. Fourth Street

The Road Ahead

- The Grants Department will use its recently awarded $800,000 HOME Program 2009 grant to assist another 15-20 low income recipients become first-time homeowners.
- Grants has also developed a homebuyers program in collaboration with the Madera Redevelopment Agency that will provide micro-grants to qualified participants in our community.
- The $2,000,000 HOME Project grant will support the development of the Arbor Point Apartment complex, which will provide affordable rental housing within our community when completed.
- During the next five (5) years, it is estimated the Redevelopment Agency will have over $15 million available for affordable housing projects. The Agency will continue to leverage these funds by working in partnership with private developers, non-profit housing organizations and other governmental agencies.

Abundant Natural Resources

Community Partner

"As we plan for the future of Madera, one of the most important things we can do is to prioritize the protection and preservation of natural resources. Proper planning is absolutely essential in order to ensure that Maderans in the future have adequate resources to sustain the high quality of life the Vision Plan identifies. Whether it be the protection of agricultural lands, improvements in air quality, or the efficient use of ground water, making conscious decisions to preserve our natural and historical resources is essential. Taking queues from the Vision Plan, these concerns were incorporated as guiding principles in the City's recently adopted General Plan, which will serve as the City's blueprint for development for at least the next 20 years."

Dave Merchen
Community Development Director

- The City of Madera has embraced the sustainability and green conservation principles of the Audubon Society by becoming a proud member of the Audubon Cooperative Sanctuary Program for Golf Courses. The program is designed to help golf courses enhance wildlife habitats and protect natural resources for the benefit of people, wildlife and the game of golf.
- The Redevelopment Agency and Parks and Community Services successfully applied for a $22,082 grant from the Department of Forestry and Fire Protection. Two hundred and sixty-two (262) trees were planted at the Sunrise Rotary Sports Complex, Millview Elementary School, Washington Elementary School and Sierra Vista Elementary School.
- The Department of Parks and Community Services is implementing new programs and policies that protect our natural resources and the environment. including the use of mulches in planter beds and along the trail. The mulch is made by grinding limbs that are cut from trees during normal tree trimming. This mulch is then re-introduced back into landscapes as environmentally friendly topdressing which conserves water by retaining soil moisture.
- The City implemented the City's Environmentally Preferred Policy to cover products in the warehouse, and developed an evaluation process to ensure that the environmentally friendly products work as well or better than existing products.
- The City approved an ordinance addressing the recycling of construction debris. The purpose is to divert at least fifty percent of construction and demolition recyclables from the landfill.
- The City of Madera completed a construction project to expand and refurbish its Waste Water Treatment Facility. The purpose of the expansion is to provide adequate sewage capacity to accommodate community growth and to improve the quality of the water discharged from the facility. As environmental concerns have increased, so have the regulatory requirements to improve the quality of the water and alleviate any negative impacts on ground water.








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  Administration
  205 W. Fourth Street

The Road Ahead

- $446,000 of grant funds awarded through the Energy Efficiency Conservation Block Grant Program will be utilized to install a solar power system on the John W. Wells Youth Center.
- $234,000 of grant funds awarded through the Community Development Block Grant Recovery Program will be utilized to install a solar power system at the City of Madera Community Police Department Office.
- Grant Funds awarded through the Energy Efficiency Conservation Block Grant Program will be used for the preparation of a Climate Action Plan as well as "smart growth" zoning codes.

A Vibrant Downtown

Community Partner

"The implementations of the strategies outlined in the Vision Plan related to the development of a Vibrant Downtown are crucial steps in bringing government agencies, business owners, property owners and citizens together in order to revitalize Downtown Madera. A comprehensive plan which integrates housing and commercial and retail development near the City's core is crucial to a healthy downtown. It can happen here if we focus on making it happen, rather than the leapfrog development which seems to be the direction of choice, leading us down the same path that Fresno took to urban sprawl. Redevelopment is the key to making it happen."

Jim Taubert
Redevelopment Agency,
Executive Director

- The Crossroads Shopping Center ribbon cutting was held on January 23, 2009. Developed by partners Dr. Todd Spencer and John Quinn, current tenants include Rancho San Miguel Markets, Longs Drugs, McDonald's, Little Caesar's Pizza, Fred Loya Insurance, Ace Cash Express, Mi Amor Gift Store and Crossroads Laundry. Economic impacts have been significant and to date, 255 jobs have been created.
- The Cross-Street Banner Program is a program designed to assist non-profit organizations in promoting their special events. The program is administered by the Madera District Chamber of Commerce.
- The Redevelopment Agency provides grants on a dollar-for-dollar match basis to renovate building facades. Several façade projects have been completed the past three years.
- The Redevelopment Agency has acquired property at the southwest corner of Yosemite Avenue and A Street in order to relocate office operations. The new location will provide opportunity for growth as well as accessibility.
- The Redevelopment Agency is providing $4.2 million for a community center currently under construction at Centennial Park. The 24,400 sf facility will also provide office space for the Parks and Community Services Department.
- In partnership with the owner, The Redevelopment Agency reconstructed and landscaped the Fruit Basket Parking Lot.
- In conjunction with the Sears Project, the Redevelopment Agency constructed the public improvements. The project include stamped concrete, decorative lighting and enhanced landscaping.
- The Street Banner Program was developed through a partnership with local artists, business and community leaders in order to enhance the aesthetic image of our local streets.
- The intent of the "Art in Public Places" Program is to enrich the community, provide multiple destination points for residents and visitors and to enhance community and encourage participation. The Iron Horse by sculpturist Lucy Hunt-Pierson is just one example of the Art Program in action.











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  Administration
  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

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

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**

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- **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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  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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  (559) 673-3563
- **Or visit us on the internet at:**
  www.maderachamber.com
- **Or visit us in person at:**
  Madera Chamber
  of Commerce
  120 North E. Street

The Road Ahead

➤ One of the keys to a strong cultural life in Madera is our business community. Our local businesses generously sponsor, donate, participate, and support our clubs, organizations, and schools in their endeavors, many of which support a rich cultural life. Businesses in Madera, and the consumer, also generate the sales tax dollars that support local government services. The Madera Chamber of Commerce's number one priority is to continue developing and implementing programs to market and foster the well being of our business community and to attract new business to serve the needs of our citizens.

Education for All Ages

In the last three years, the Madera Unified School District has made the following improvements and enhancements:

- Student achievement levels have risen to record high levels. Adams and Dixieland have both been named state distinguished schools, and Lincoln Elementary has won multiple state awards for its accomplishments. Many other MUSD schools at each level have been recognized for their very high levels of student achievement.
- Four brand new schools have been opened – Madera South High, Chavez Elementary, Pershing Elementary and Parkwood Elementary.
- New school construction has allowed for the formation of attendance areas that keep students in their neighborhood schools. Many schools have either become either strictly walk-only sites or currently feature very little busing.
- A new athletics facility, the Madera South High Aquatics Complex, has been constructed and opened.

- Another new athletics facility, the Madera High pool center, will be fully renovated by December 2010.
- The Madera Adult School has broadened its curriculum so that all community members may become involved in education regardless of age or experiences.
- Land has been purchased for a third high school site, whenever the time comes when it is needed. The site is located at the intersection of Road 26 and Martin Street.
- Madera Unified has grown to over 19,000 students, the largest the district has ever been. Despite the growth, MUSD has kept schools at desirable enrollment levels by constructing new, state-of-the-art schools and modernizing others.

Community Partner

"Madera Unified takes great pride in providing a system of learning to our students that is second to none. We believe the foundation of any successful community is in a high-quality local education system. MUSD has remained ahead of the curve by constructing new, state of the art facilities that allow us to educate the leaders of tomorrow and also by providing a sense of pride for the entire community. We are committed to continue working toward making Madera Unified and the city of Madera the best it can be."

John Stafford
MUSD Superintendent

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  www.madera.k12.ca.us
- **Or visit us in person at:**
  Madera Unified
  School District
  1902 Howard Rd

The Road Ahead

- Madera Unified will continue to offer an education to the city's kindergarten through 12th grade students that is recognized around the state for leading to high levels of achievement.
- Keep class sizes at a level conducive to good learning despite the state's budgetary challenges.
- Continue to implement an English language program for the district's English learning students that has already had a tremendous positive impact on Madera Unified students.
- Complete the renovation project of the Madera High pool center, expected to be finished in December 2010.
- Continue to offer – and perhaps expand – the district's credit recovery program, which has given more high school students the opportunity to move toward an on-time graduation.
- Complete a development plan that will map out the district's facilities needs over the course of the next 10 years, taking into account the city's rate of growth and current student enrollment projections.
- Ensure that students and classrooms are always kept as the first priority as public education deals with harsh economic realities on a statewide level.

Valued Seniors

As diverse as the people we serve, our programs and services offer a broad spectrum of opportunities and experiences for the seniors of Madera County.

Enhanced the Quality of Life for Older Adults Throughout the Community

- The Frank A. Bergon Senior Center recently underwent extensive renovation thanks to a generous donation by Charles R. Shriner.
- During the past three years the Senior Nutrition Program has served over 200,000 meals to seniors throughout Madera County, including over 80,000 homebound meals.
- Staff operates the Frank A. Bergon Senior Center and the Pan Am Community Center offering a variety of programs and services for seniors.
  - ✔ **Low impact aerobics, Active Aging Strength**
  - ✔ **Class and the Walk and Weights programs.**
  - ✔ **Weekly dances and a Line Dancing class.**
  - ✔ **Arts and crafts classes.**
  - ✔ **Bridge, Billiards and Bingo are always available.**
- Older Adults from the Pan-Am Senior Center have volunteered as "homework buddies" during the after school program.
- In an attempt to increase intergeneration program opportunities, the Parks & Community Services After-school programs have taken field trips to the Adult Day Care Center to work with seniors on a variety of projects. Both age groups were surveyed and both groups found the program to be meaningful.
- Madera Adult Day Care provides a Monday – Friday program that includes activities such as exercise and movement, socialization, arts & crafts, health screenings and daily living skills.
- The City of Madera's Parks and Community Services programs boast a series of new volunteer opportunities for our senior population.

Community Partner

"As a member of the Board of Directors for the Fresno Madera Area Agency on Aging, I am very pleased to the see the progress the City has made with its services to senior citizens. In addition to expanded programs (like exercise and arm chair travels) the Parks and Community Services Department continues to serve nutritious meals to hundreds of Madera County Seniors each day. The recent remodel of the Frank Bergon Senior Center is a sense of pride for me as a Maderan, and I am pleased that our seniors have a first class facility to congregate and socialize."

Nora Salazar
FMAAA Board Member
& Local Business Leader

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- Or visit us in person at: Madera Parks and Community Service 701 East 5th Street

The Road Ahead

- The Parks and Community Services Department hopes to expand the number of volunteer and paid SERS staff utilized throughout the organization.
- When the Youth Center opens inter-generational programming will be established in conjunction with seniors from the Bergon Senior Center and Pan-Am Senior Programs.
- In addition to the recently completed interior upgrades, the Bergon Senior Center is scheduled to have its roof replaced in 2010.

Healthy Community

- A community garden was created to allow open public space for neighbors and youth to benefit from gardening opportunities that provide both a healthy physical and social benefit.
- The Vern McCullough River Trail was enhanced with under-crossings to provide greater connectivity and mobility for community residents.
- Colorful maps were created to illustrate the location of community parks and the Vern McCullough River Trail to encourage use.
- National Trails Day was celebrated to encourage community use of the Vern McCullough River Trail.
- Food distributions at our local parks, in partnership with the Madera Local Food bank, provided food to residents. The food bank, in partnership with local churches and community groups, helps to provide food security for our residents.
- Safe routes to school improvements are being implemented. New sidewalks and road and curb improvements support kids walking and biking to school.
- Open campuses at Thomas Jefferson and Martin Luther King Jr. provide additional recreation opportunities to local families.
- MUSD elementary schools are increasing nutritional opportunities for school kids by providing locally grown produce through school "farmers markets" where kids learn the value local produce.

Community Partner

"As the Madera County Community Coordinator for the Central California Regional Obesity Prevention Program (CCROPP), I support community efforts to promote the health and wellness of our community by creating opportunities for increased physical activity, such as creating walkable neighborhoods and safe places for children to play. Recently, the City drafted policies for our general plan that will develop our neighborhoods into places where walking, biking and other physical activities can be the norm. I am also looking forward to the new youth center. Having a dedicated youth facility is a great way of demonstrating that Maderans see children as a key investment for our city's future."

Cristina Gomez-Vidal










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  www.madera-ca.gov
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  programs/CCROPP/
- **Or visit us in person at:**
  Madera Parks and
  Community Service
  701 East 5th Street

The Road Ahead

- The City will partner with community members to conduct walk audits to identify short and long term goals for improved walkability and bikeability.
- City, schools and community groups will explore joint use as an economical and efficient method of providing greater access to healthy activities and services.
- The adoption of the City's General Plan will include policies that support surrounding agricultural and encourage nutritious food access including the development and support of farmers markets.
- The creation of the new John W. Wells Youth Center is as a result of the high priority this community places on the physical well being of our youth. By partnering with community, youth will have engaging physical activity opportunities in a safe nurturing environment.
- An organized Trail run/walk will be implemented in conjunction with national trails day.

Quality Parks & Recreation

The Madera Parks and Community Services Department seeks to build a stronger, more vibrant Madera through improved infrastructure and innovative programming.

In the last three years, the Parks and Community Services Department has made the following enhancements:

- Improvements to Rotary Park were completed, including: a new skate park, water-play area, walking path, horseshoe pits and play structures.
- 5 additional new playgrounds have been installed in parks throughout Madera.
- A new softball field, concrete patio, concession stand, and restrooms were constructed in Lions Town and Country Park.
- A new Restroom was constructed at Sunrise Rotary Sports Complex.
- Accessible trail under-crossings were completed at Lake Street and D Street.
- The Centennial Park Swimming Pool Facility was rebuilt and is now 100% ADA compliant and accessible features were added in the remodel so that all citizens can enjoy the swimming pool during warm weather.
- Significant renovations were completed at the Bergon Senior Center.
- A Community Garden with accessible pathways was constructed near Centennial Park.
- Increased opportunities in adult sports were provided including flag football and expanded softball seasons.
- Increased activities for youth were offered including pitch, hit, & run, a learn to ski program, intergenerational programming and additional sessions of kids camp.

Community Partner

"Our community, our health, our environment and our economy all benefit from investments in park space and recreation opportunities. The City of Madera has demonstrated a commitment to these qualities for its residents by building a thriving system of public parks, recreation centers, trails, and community programs."

Mary Anne Seay
Parks and Community Services Director

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  701 East 5th Street

The Road Ahead

In the next 12 Months:

- The John W. Wells Youth Center will be finished and programming is set to begin.
- A comprehensive Parks and Recreation Master Plan will be adopted by City Council.
- Community Development Block Grant (CDBG) funded projects for 2009-2010 will be completed – they include: construction of a dog park at Rotary Park, installation of a new floor in the Pan-Am Center's multi-purpose room, replacement of a block wall with wrought iron fencing at the swimming pool, replacement of picnic pavilion at Pan-Am Park, and re-roofing at the Bergon Senior Center.
- River Trail expansion will continue to the West from Westberry to Road 24.
- Trail Under-crossings at Schnoor Bridge will be completed.
- Additional parking, improved traffic circulation, enhanced traffic capacity and traffic calming at Town and Country Park.
- New more sustainable practices are being implemented in City maintained landscapes including additional water conservation efforts, experimental organic fertilizers, and an improved mulching program.

Safe Public

Madera Police Department continues to ensure the safety and protection of its community members through adequate first responses to emergencies and is making great strides in crime prevention through community involvement.

- Madera Police Department has added an additional Officer to the Madera Gang Enforcement Team. This Officer will focus on the education of Madera's youth through classroom presentations.
- A task force has been created to respond swiftly to specific problems within the city. The C.R.U. (Community Response Unit) has made great strides in the fight against graffiti. Their attention to this national problem has resulted in the arrests of numerous tagging crew members.
- The Neighborhood Watch Program continues to grow. Since our last report nine active Neighborhood Watch programs have started. These established programs and the partnership we share has kept crime in these areas at near zero.
- The Business Watch Program is proving very effective. Teaming with the Chamber of Commerce, we are able to share crime trends and suspect descriptions to the actively involved businesses. An initial security assessment is conducted by the Crime Prevention Officer and no business that has had the assessment provided has had a reoccurrence of crime within their business.
- The newest prevention program is Apartment Watch. We have embarked on a Crime Free Multi Housing Program that targets apartment complexes. We, along with Madera Housing Authority, began this program in August and the results have been astounding. In just the first couple months, the calls for service have gone down by 33% and the arrests have diminished by 66%.
- The Safe Walk Program was designed to assist in the safe travel of our kids to and from school. Parents walk outside and are vigilant while Madera's children walk to and from their respective school. While it is unknown if this program has directly kept a child abduction from taking place, citizens taking ownership in the community is certainly encouraging.
- The fire department responds to approximately 2400 calls a year. These include medical aids, traffic accidents, structure fires, vehicles fires, vegetation fires and public service assists.
- Added a firefighter to Station 7 in 2008 bringing staffing to 3 persons per engine.
- Purchased a 2008 Smeal, Type I fire engine that was put into service in July 2009.
- Provide a fire prevention program to more than 2000 children annually in both class rooms and at fire stations.

Community Partner

"Madera Police Department continues to ensure the safety and protection of its community members through adequate first responses to emergencies and is making great strides in crime prevention through community involvement."

Michael Kime
Chief of Police

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- **Or visit us in person at:**
  Madera Police Department
  330 South C Street

The Road Ahead

- The Crime Prevention Officer will be working out of the John W. Wells Youth Center at Centennial Park. By having an Officer in this Youth Center, it will allow him/her to mentor some of the youth's seeking guidance.
- February 10, 2010, a meeting is scheduled for all multi housing (apartment) owners. We intend to share with them our vision of the Crime Free Multi Housing Program and the success already being seen. The vision of our department, how this will benefit their tenancy stability and how the reduced crime will affect their bottom line income will be the focal points presented.
- Instituting a requirement that all new developments comply with C.P.T.E.D. (Crime Prevention Through Environmental Design) specifications. Complying with C.P.T.E.D. specifications have shown to reduce crime up to 90%. This is a major element in our Crime Free Multi Housing Program.
- Continue the Town Hall meetings as we have done for several years, so that the public's voice can be heard and where appropriate, acted upon. These meetings have proven to be beneficial to not only our community, but how Madera Police Department conducts its daily business.
- Continue to acquire the best technology to improve our chance of success, such as with the extrication equipment obtained through the California Office of Traffic Safety.

Quality Environment

- Three new wells were added to the City Water System. All total the new wells add an additional 5,000 gallons of water per minute into the City of Madera Water Distribution System.
- In 2007, the City implemented its "blue can" residential curb-side recycling program. This program has helped the City meet its State required 50% waste diversion goal. Today, over 50% of all residential garbage is reused and recycled.
- Over 900 Water Conservation Kits were distributed to our City residents. In addition, under the Water Conservation Rebate program, utility customers of the City of Madera are being offered a $100 rebate (a $100 credit to their City utility bill) for replacing their water-guzzling clothes washer with a high efficiency unit.
- Also under the Water Conservation Rebate program, utility customers are being offered a $100 rebate (in the form or a $100 credit to their City utility bill) for replacing their water-guzzling toilet with a high efficiency unit.
- In addition, Recycling Division Staff conducted over twenty presentations and community information meetings on recycling and proper handling of hazardous materials.
- State Water Resources Control Board (SWRCB) requires each agency to prepare a Sewer System Management Plan (SSMP). The SSMP is used to identify problems in the sewer system and provides schedules for corrective action. With this document staff is better equipped to control sewer overflows, identify and maintain system deficiencies. The City of Madera prepared the SSMP and it was adopted by the City Council on May 20, 2009.
- The City is promoting a commercial recycling program to keep useable materials generated by businesses out of the waste stream. This conserves resources, extends the life of the landfill, saves businesses money, and reduces the potential generation of methane, a greenhouse gas that is released by improperly managed landfills.
- Over the last three years the Street Division has aggressively repaired many of our City Streets through our City's Reclamite and Chip Seal programs. Reclamite and Chip Seals delays the aging process of old and new asphalt pavements. The product seals the pavement against air and water intrusion and increases the durability of the asphalt, slowing oxidation.

Community Partner

"It is the goal of the Public Works Department to provide quality services to the City and the public which include: sufficient clean fresh water, reliable sewer services, street maintenance, storm drainage systems, street cleaning, street lights and traffic signals, while complying with numerous State and Federal regulations which must be adhered to in order to ensure public health. The Vision and Action Plan provides strategies that align these services with the community Vision."

Matthew Bullis
Public Works Operation Director

Click or Call

- **For more information call:**
  (559) 661-5466
- **Or visit us on the internet at:**
  www.madera-ca.gov
- **Or visit us in person at:**
  Madera Public Works
  1030 S. Gateway

The Road Ahead

- Three more water wells are planned for the future. Well 37 at Cleveland and Granada, Test Well 35, located on Ellis Avenue and Merced Street and Test Well # 38, located near Avenue 17 and Freeway 99 have been drilled and will be added to the City System sometime in the future.
- Participate in the 50/50 Sidewalk Replacement Program. The California Streets and Highway Code, requires that the property owner maintain sidewalks in a condition that will not endanger persons or property, and in a condition which will not interfere with the public convenience in the use of the sidewalk. The term sidewalk includes the park strip, curb and gutters. While the homeowner is responsible to make the sidewalk repairs, the City has initiated a program that allows the City to contribute up to 50% of the cost of the repair work.
- The Water Conservation Division will continue to develop and conduct education programs for residents on the benefits of water conservation programs.

205 W. 4th Street
Madera, CA 93637

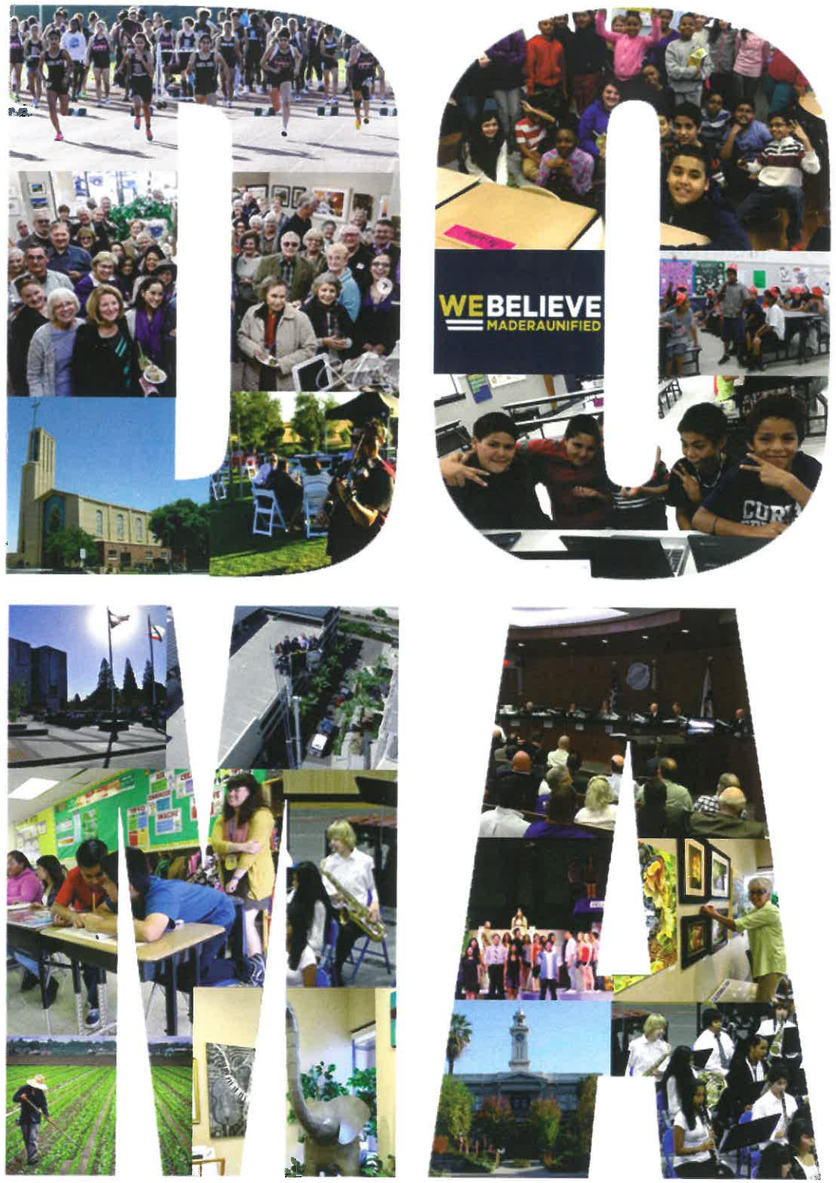
On behalf of the City of Madera welcome to our Newsletter which serves as our scorecard to the implementation of the Vision Madera 2025 Plan. The Vision portrays Madera as an attractive community with strong family values, educational and recreational opportunities, entertainment and business opportunities and a safe and healthy environment. Please read on to see what the City and our Community Partners are doing to insure that the Vision becomes reality. Our scorecard reflects a commitment to a bright future and this publication is provided as a public benefit.

How are we doing Madera?
Please let us know
(559) 661-5400

REIMAGINING

DOWNTOWN MADERA

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)

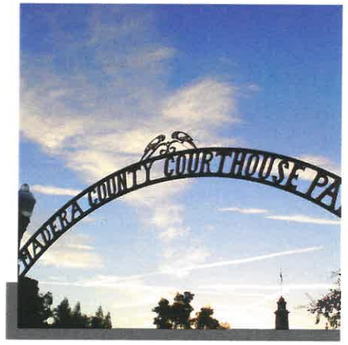
As a lifelong and proud Madera resident Elaine Secara believed in Madera, supported the arts and celebrated its history. Five years ago the Madera County Arts Council received a $2.5 million bequest from the estate of the late Elaine Secara for construction of a center for the arts.

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

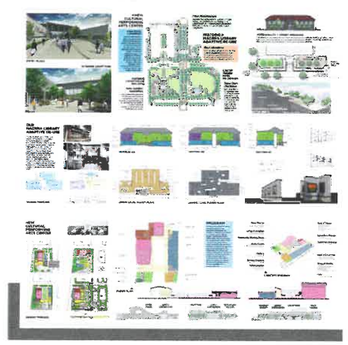
Performing arts center activating economic revival in downtown core, ribbon retail, expanding influence

Workshops + Conversations

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

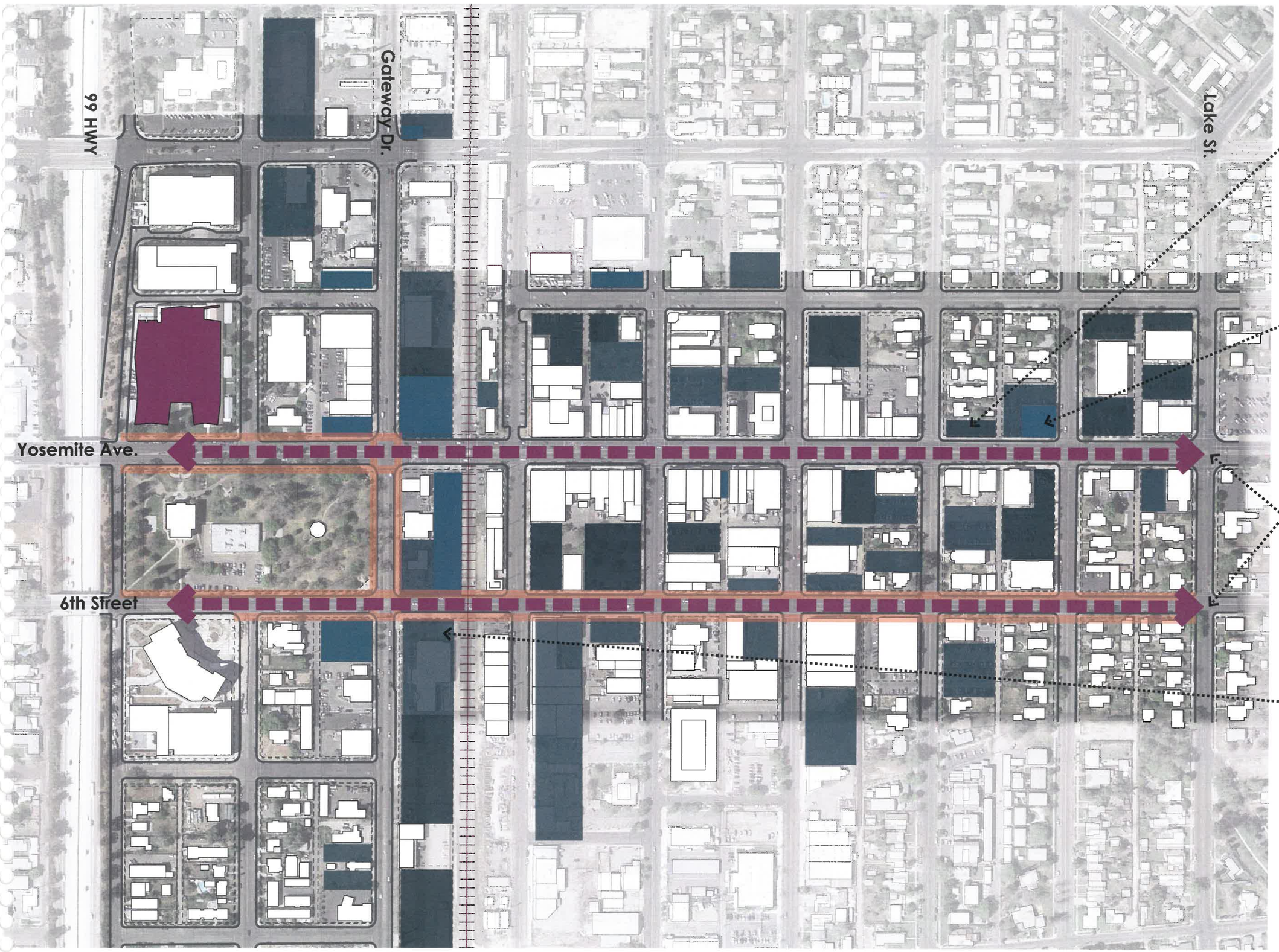
Investigation + Observations

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

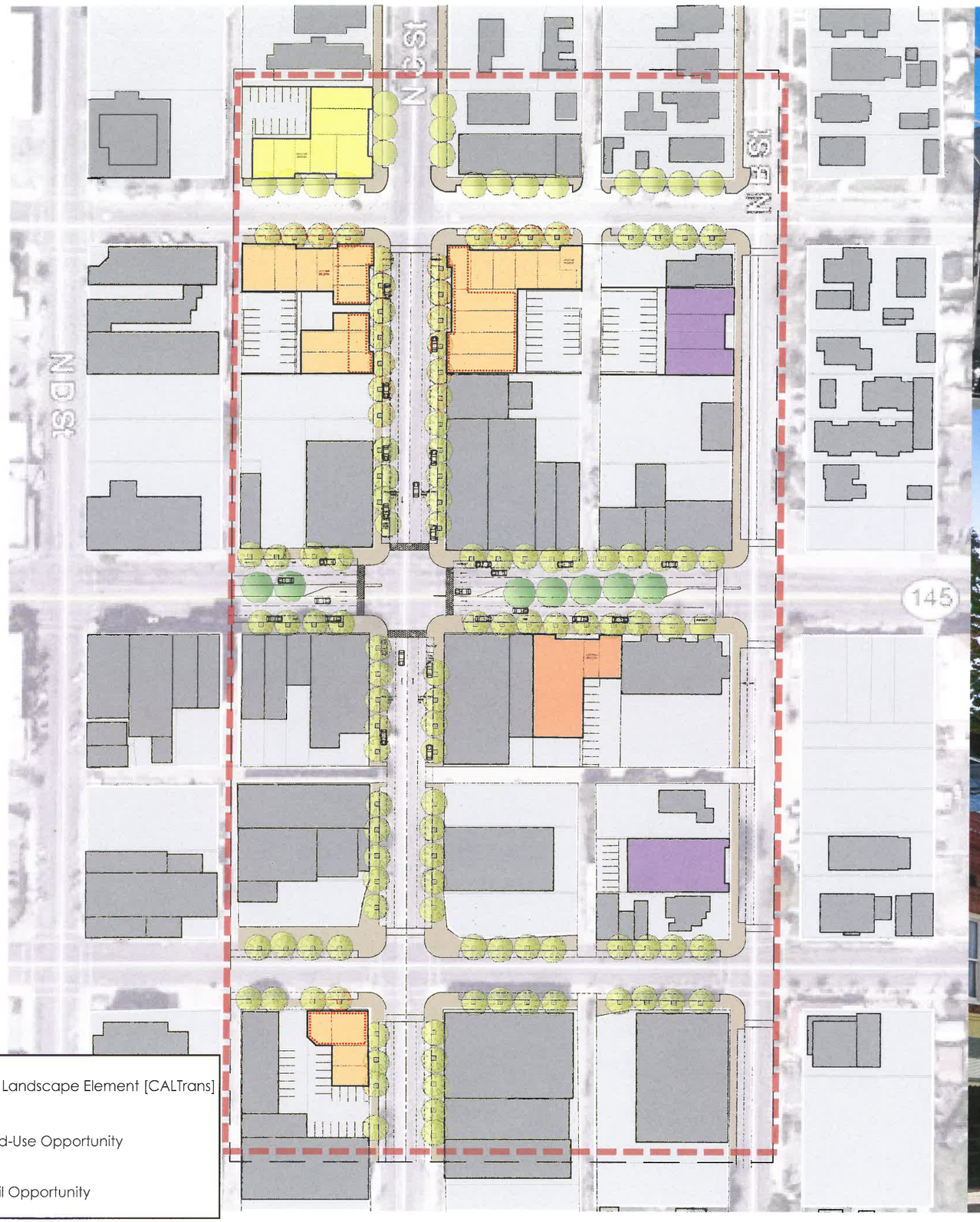


Opportunity Sites
[vacant buildings]
[vacant property]

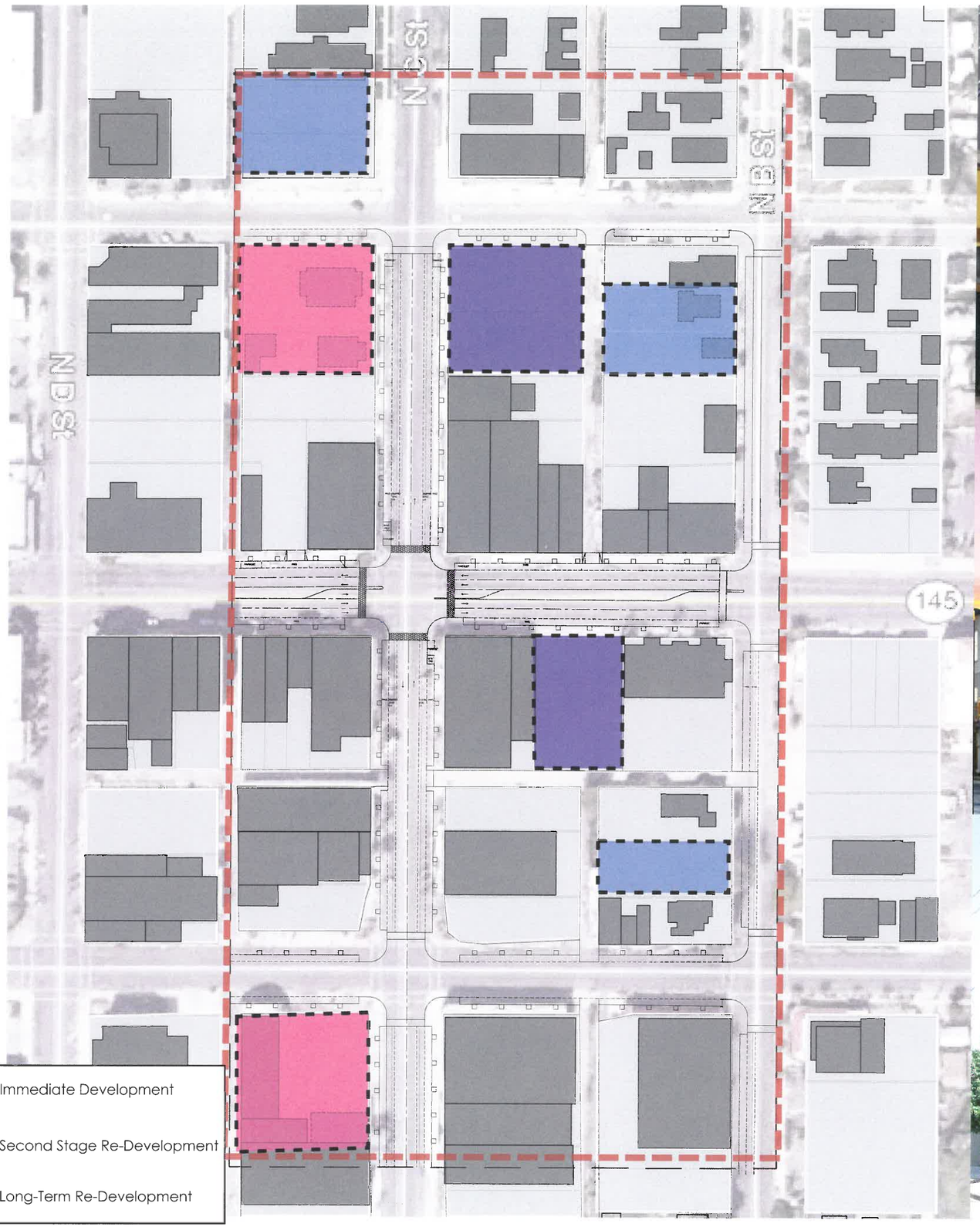
Opportunity Sites
[underutilized]
prototype lot

Walkable Streets
[Yosemite and 6th]

Reinforce District
[improve Gateway]



Example "A" of Protoype Redevelopment Model



Example "B" of Protoype Redevelopment Model

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

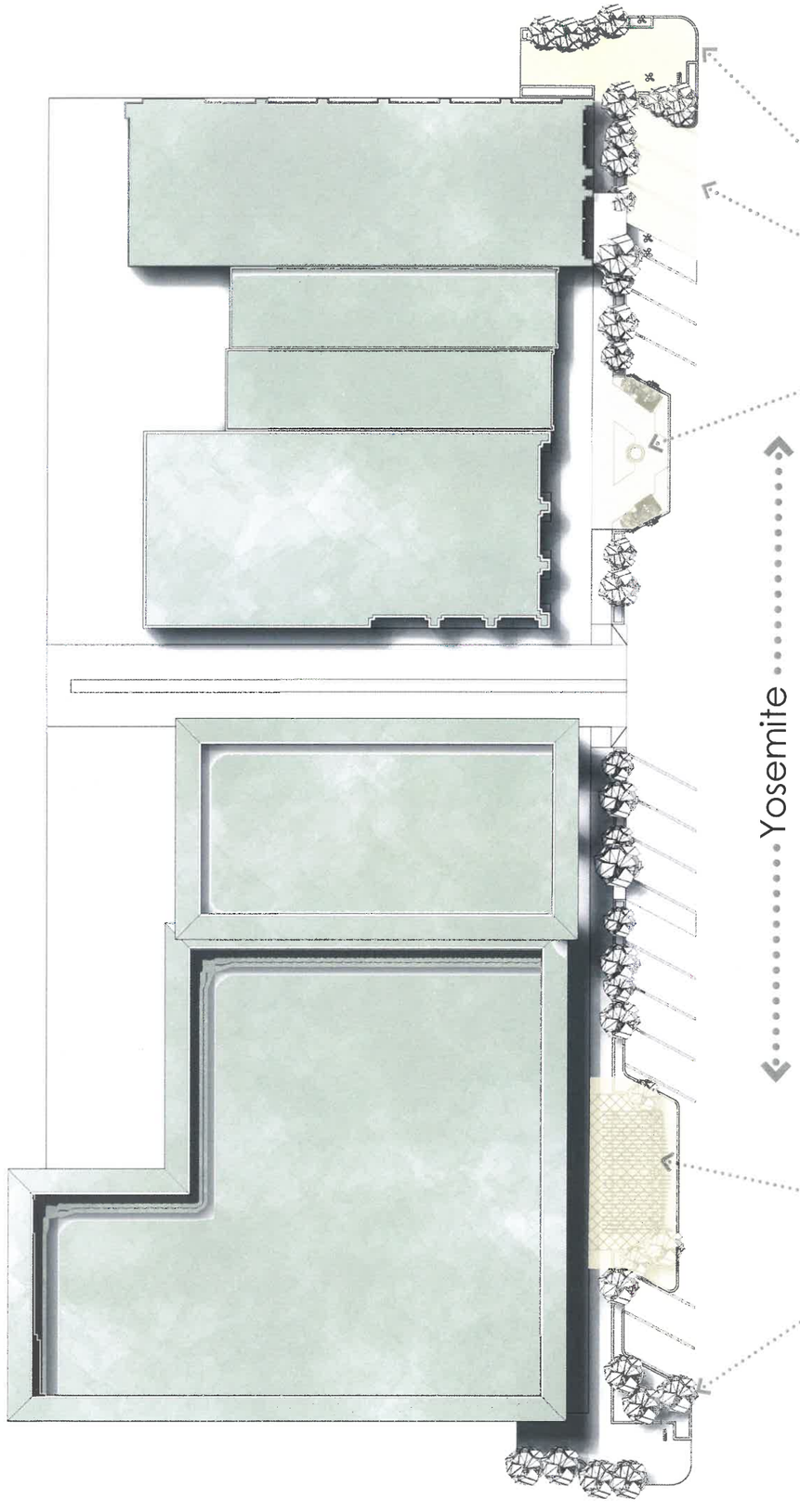
CULTURAL + PERFORMING ARTS CENTER

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

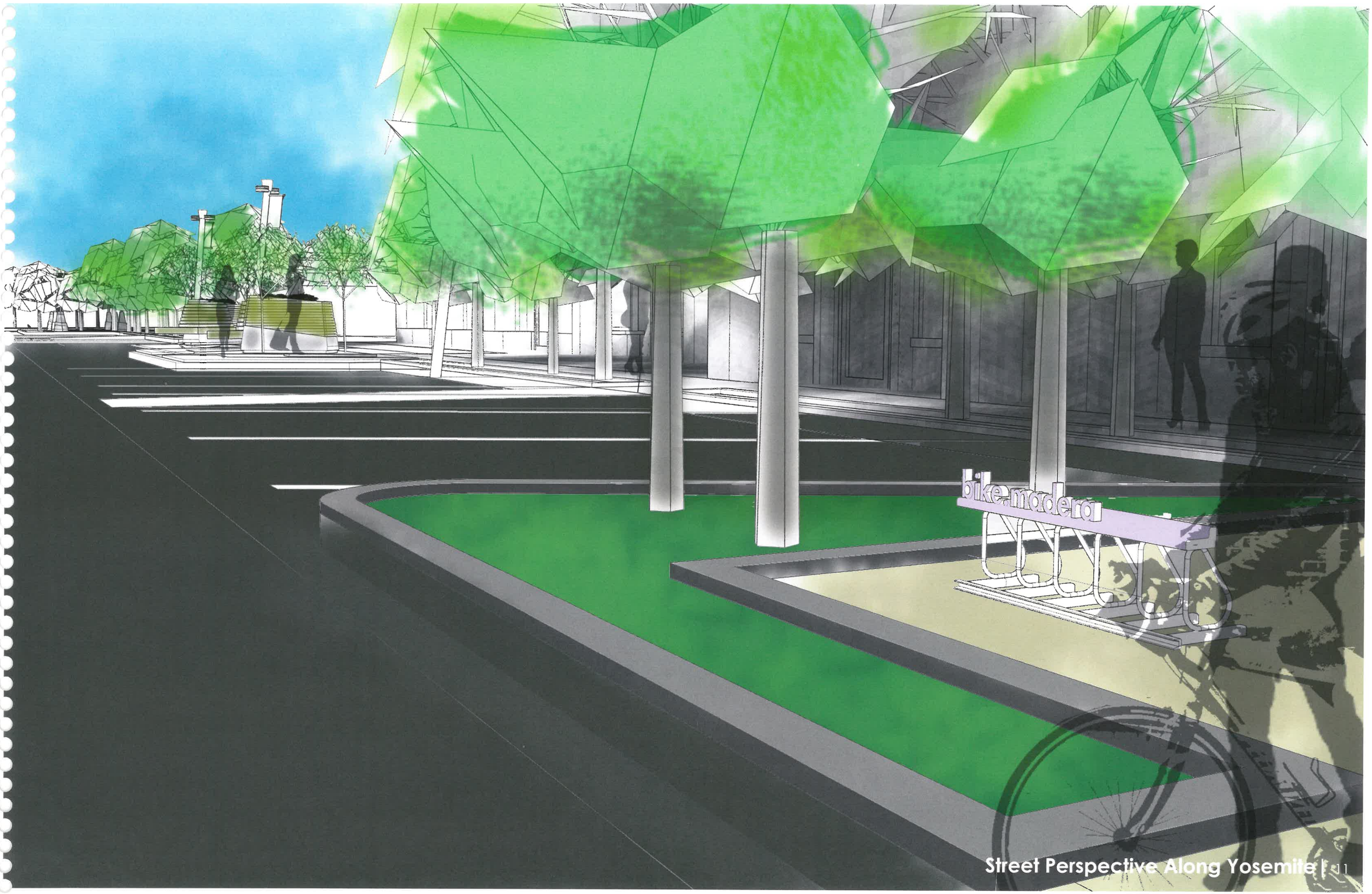
Pocket Patio

Parklet

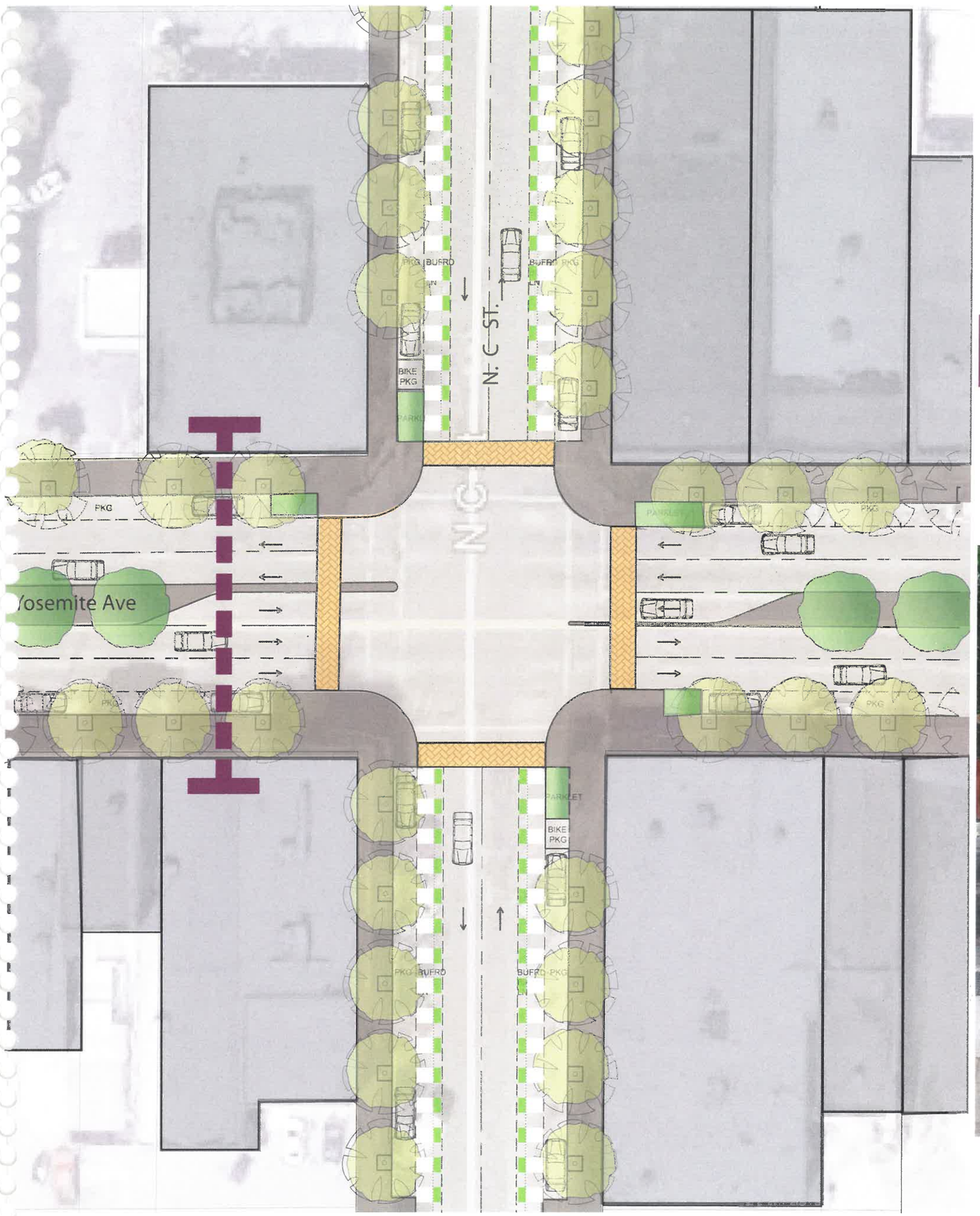
Diagonal Back-In Parking [CALTrans]

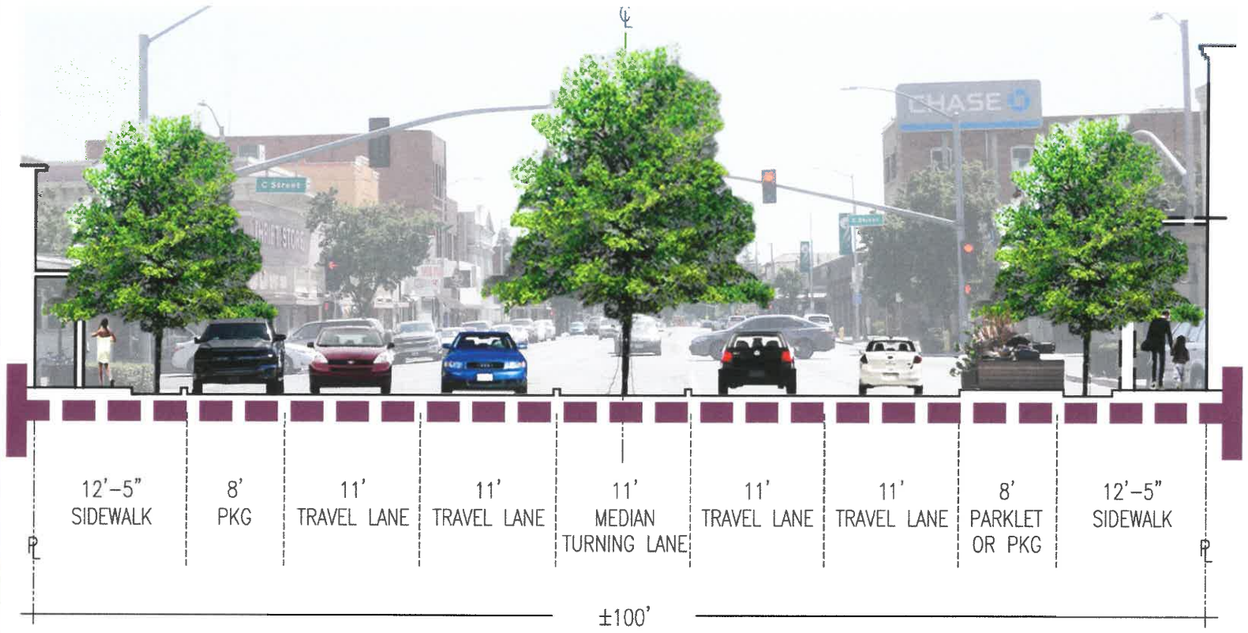
Sculpture Podiums

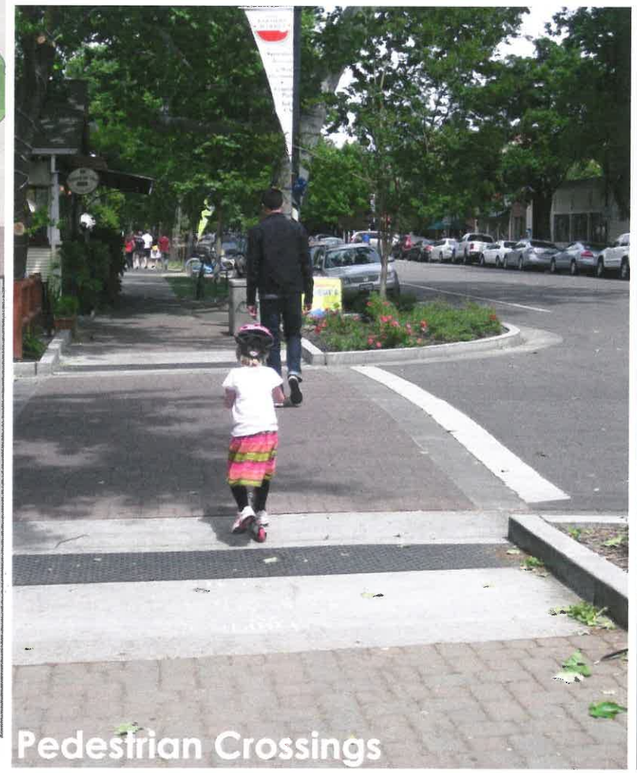
Bench at Gathering Location

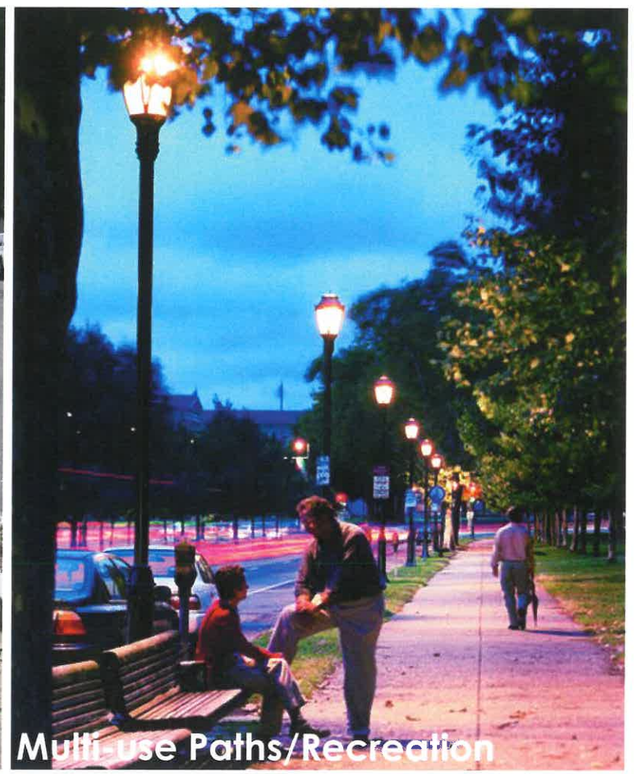


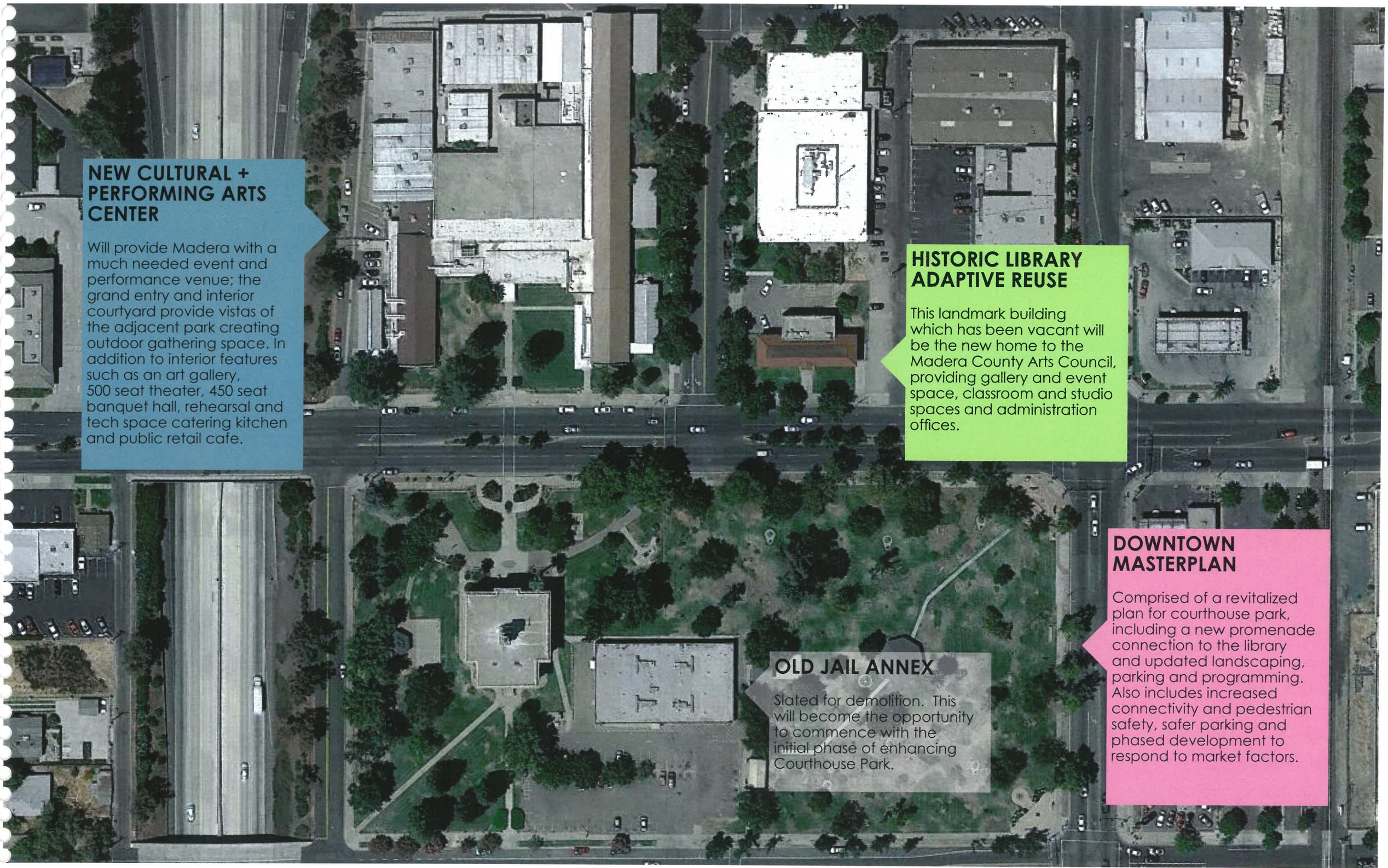
Street Perspective Along Yosemite | 11






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.
OLD JAIL ANNEX
Slated for demolition. This will become the opportunity to commence with the initial phase of enhancing Courthouse Park.
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.

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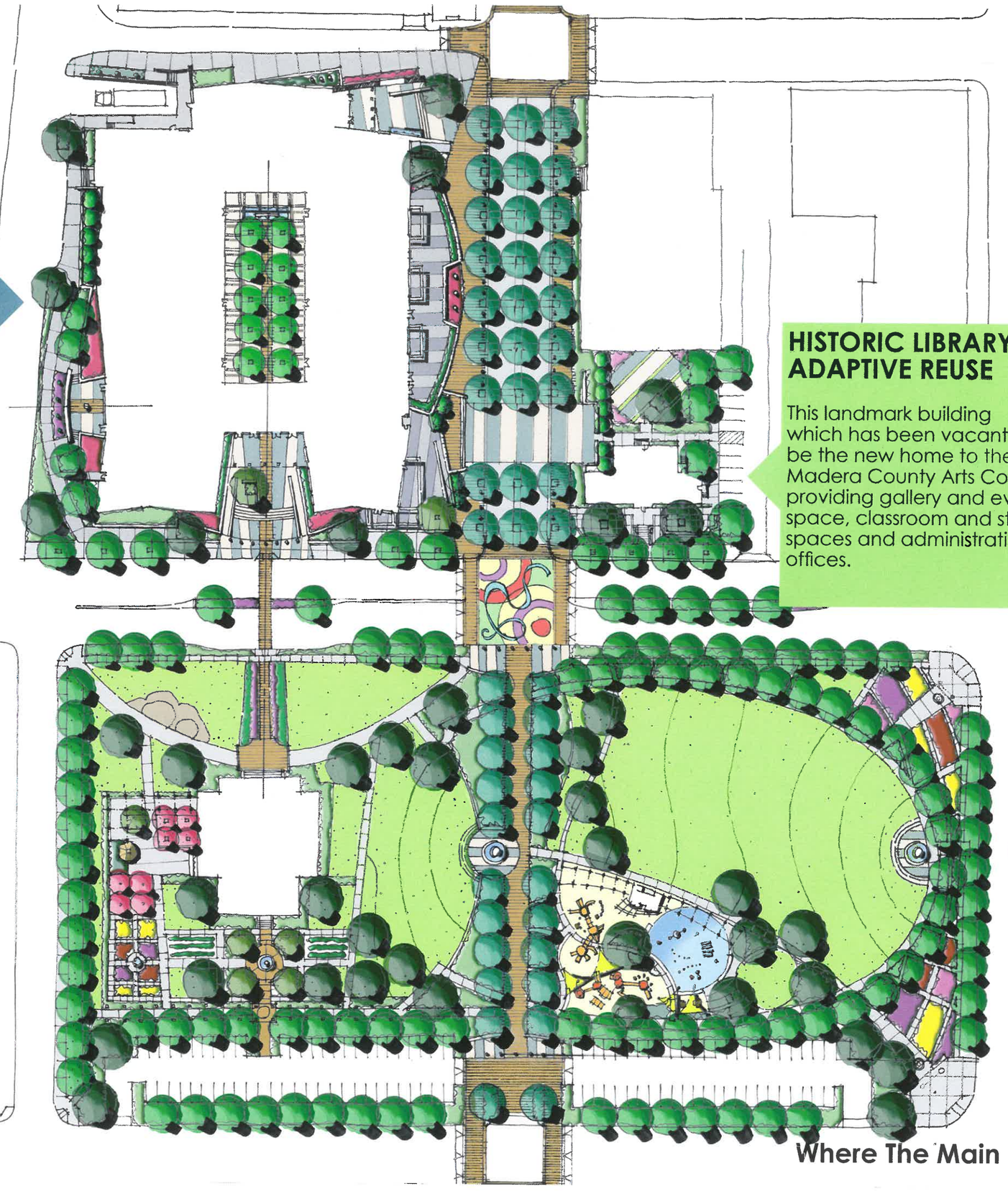

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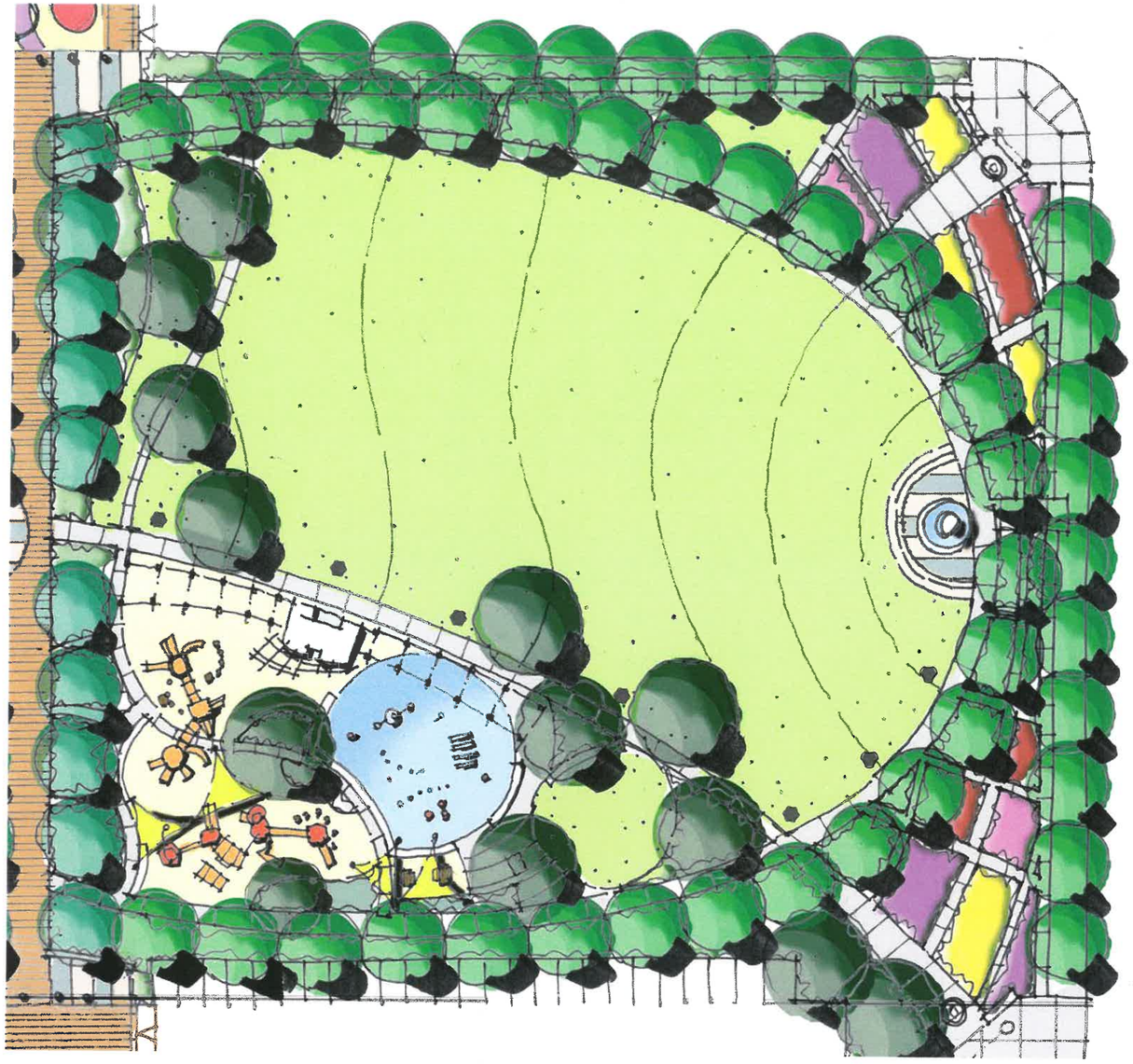
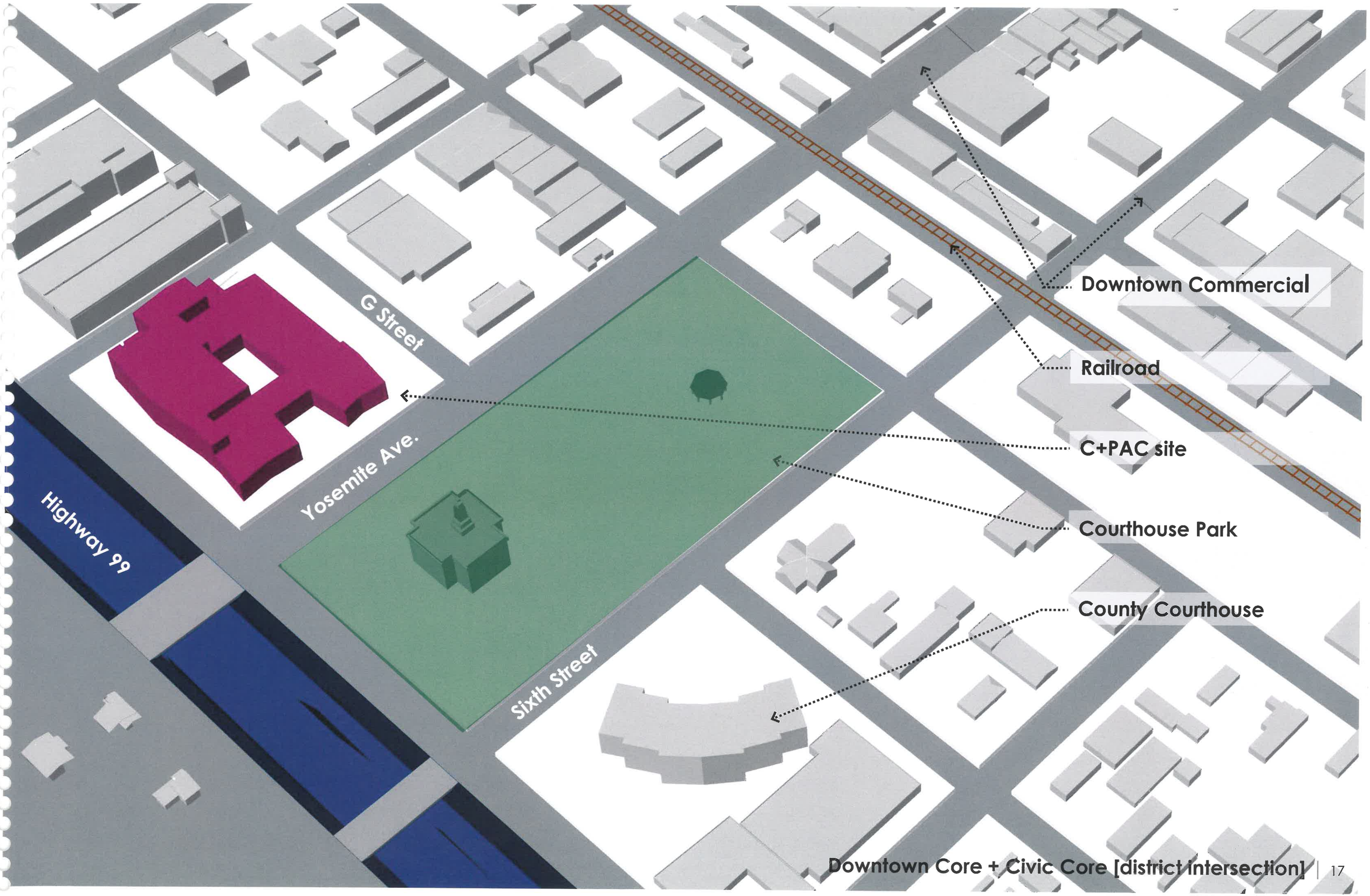



G Street
Yosemite Ave.
Highway 99
Sixth Street
Downtown Commercial
Railroad
C+PAC site
Courthouse Park
County Courthouse

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

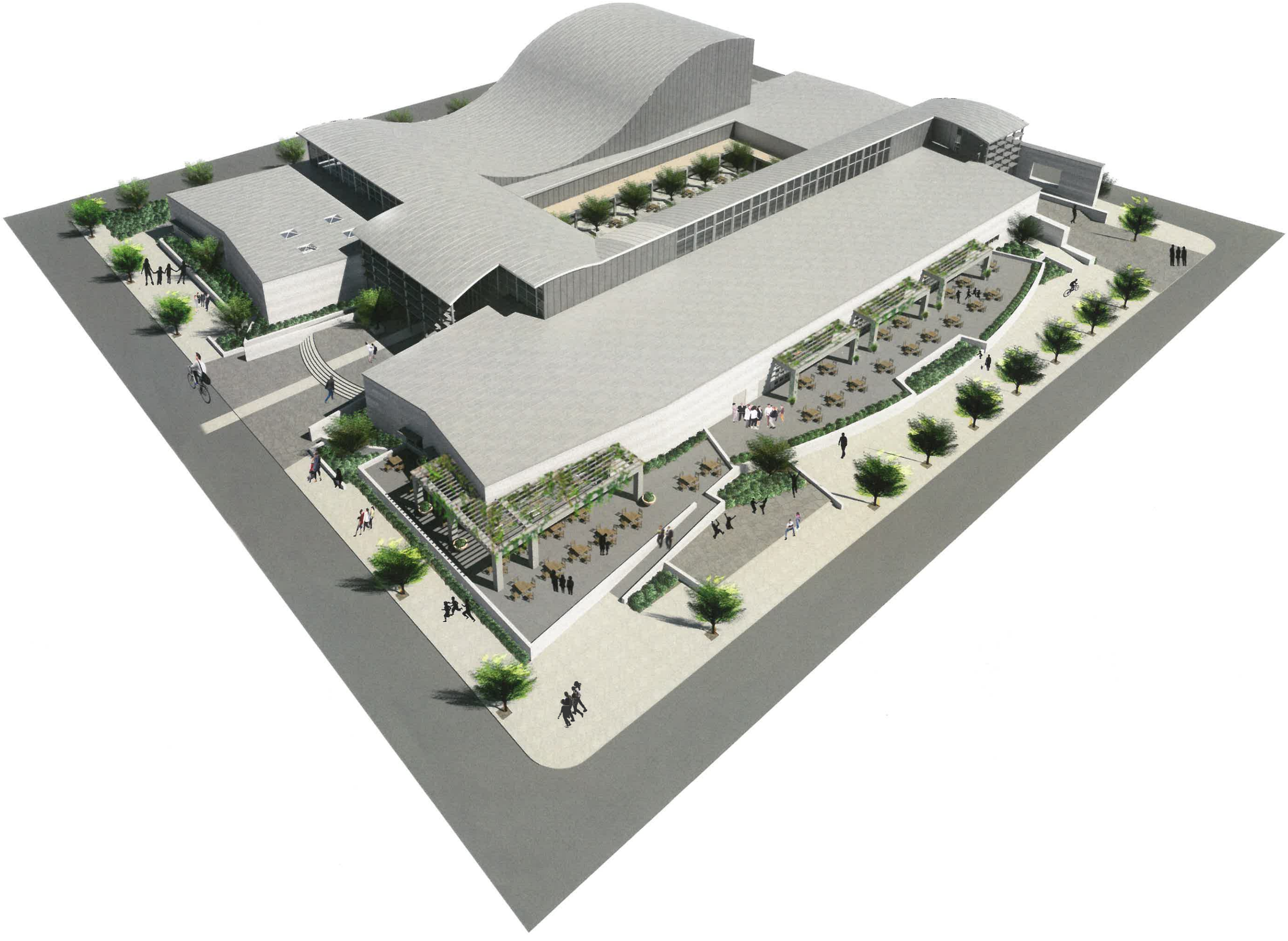
Full Service Kitchen
1,600 sf

Banquet Hall/Multi-Purpose
8,700 sf / 480 seats

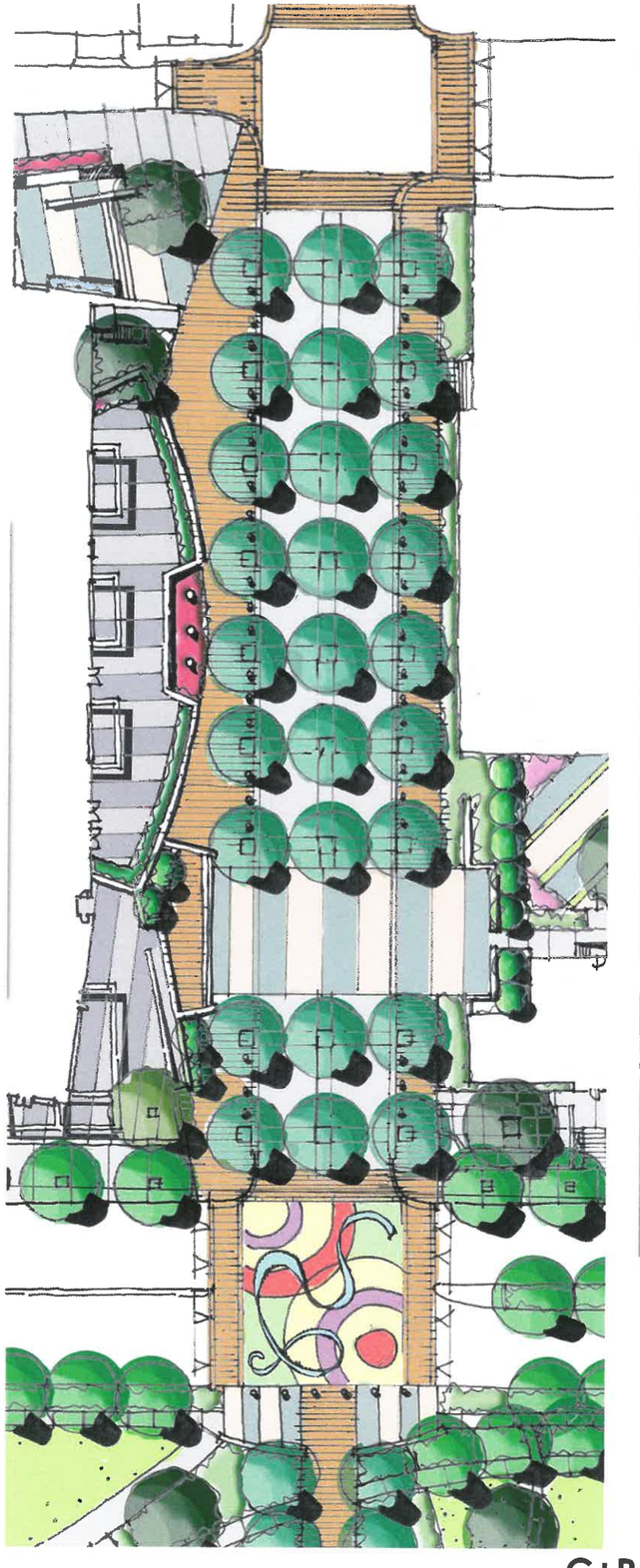
Courtyard
9,300 sf

Administration Offices
2,900 sf

Cafe
1,200 sf

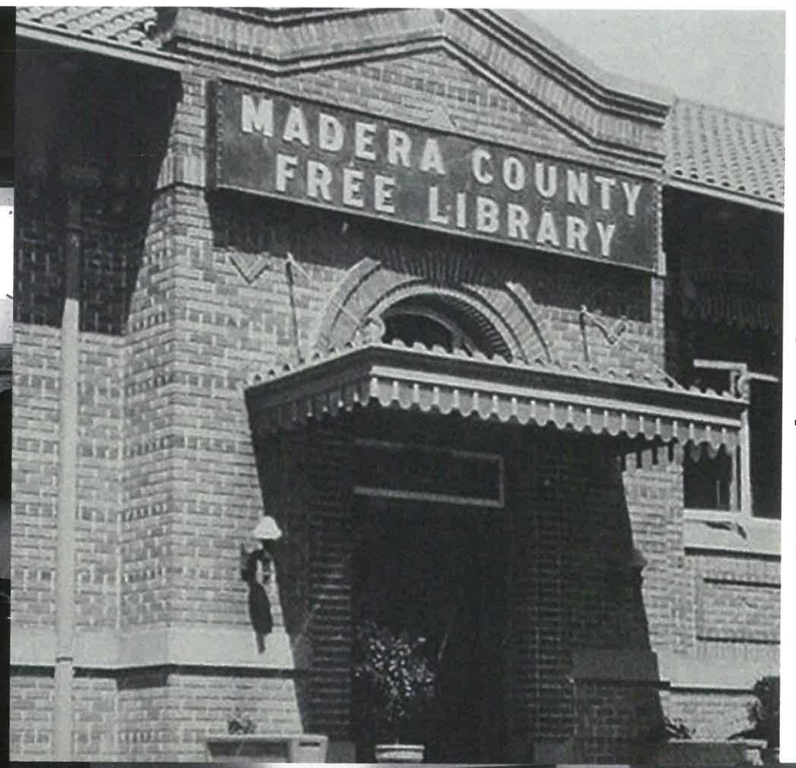



San Salvador St



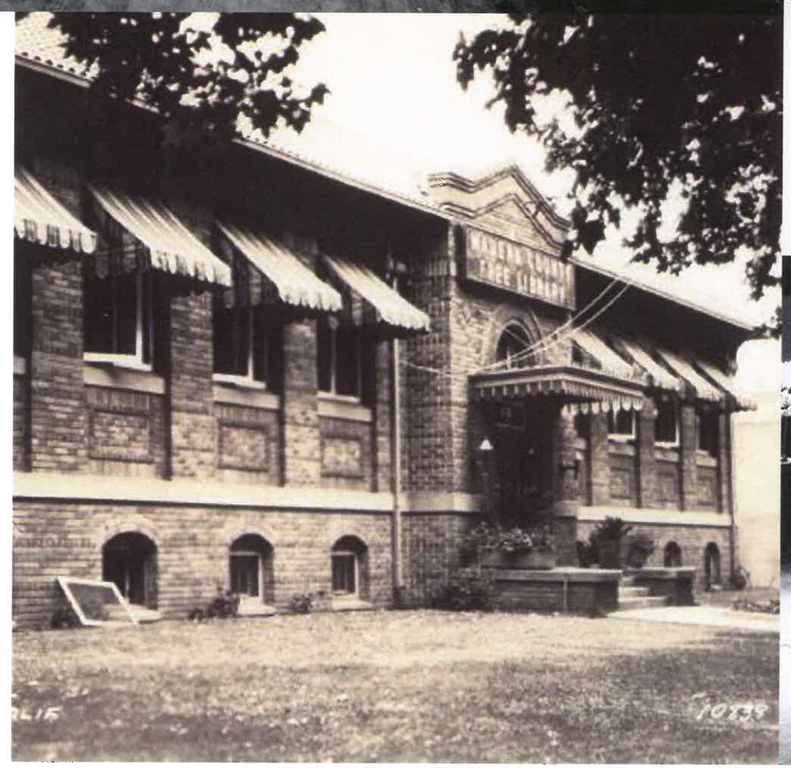
C+PAC Entry Plaza at North Near Parking Structure | 23

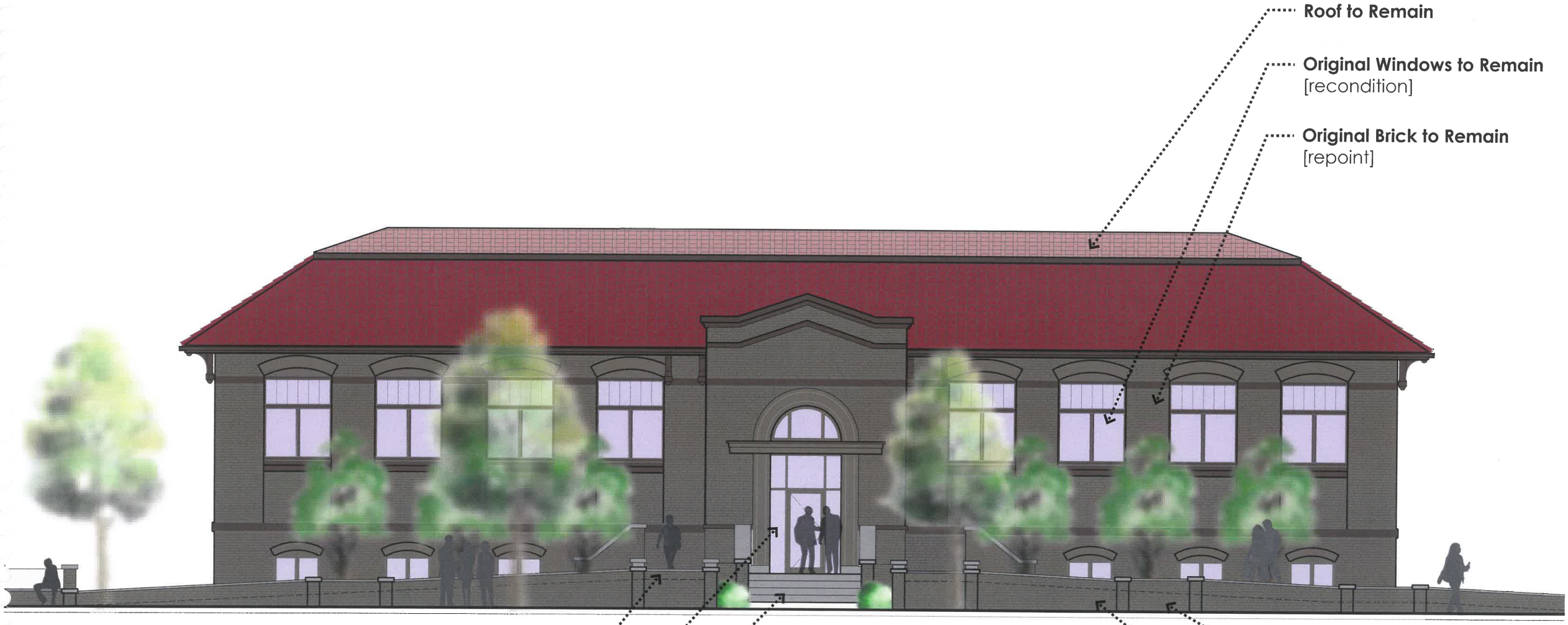
C+PAC Courtyard View Framing Courthouse | 24



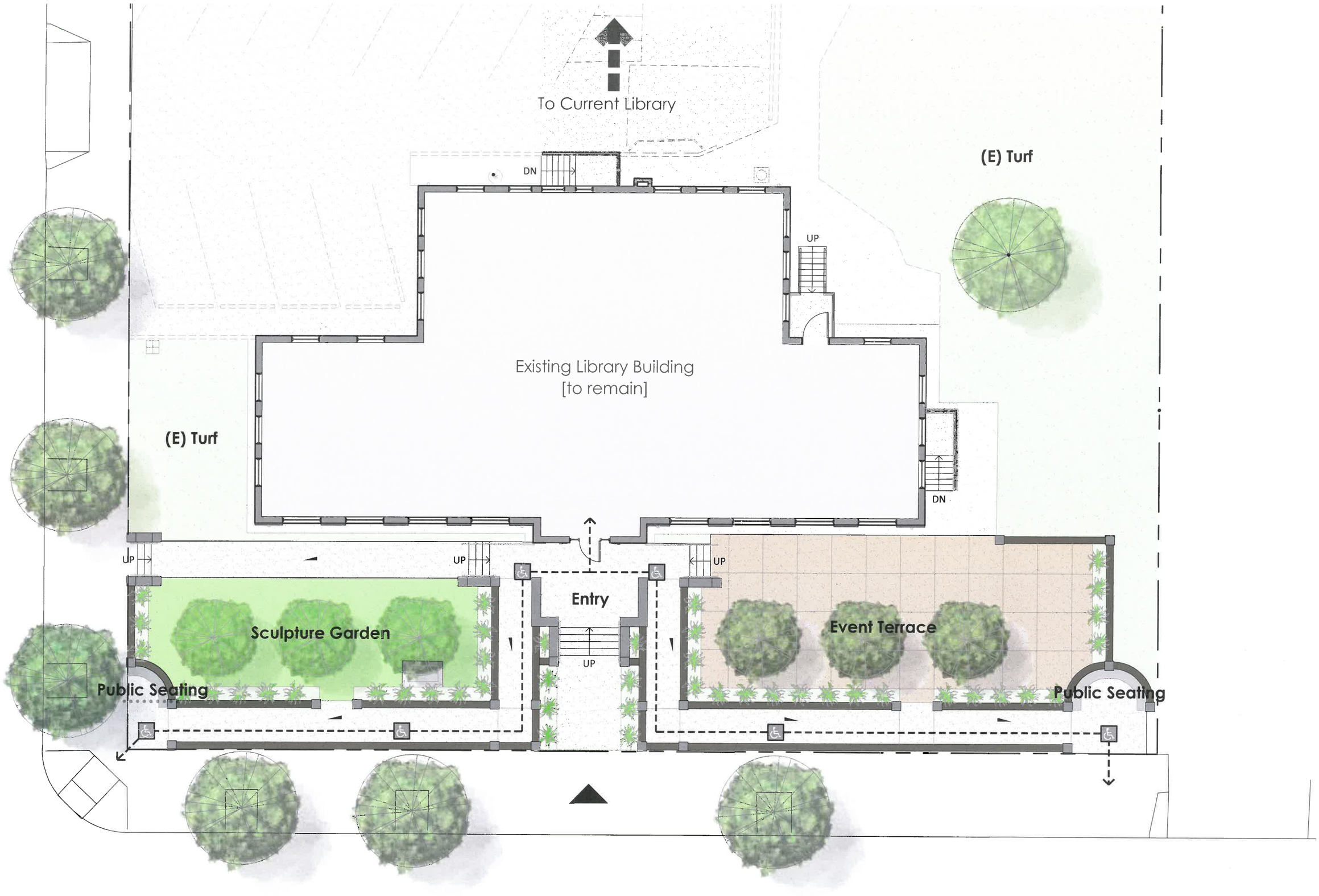
"The site contained separate rooms for children and adults and an alcove for the law collection, while the basement housed books for schools and branches."

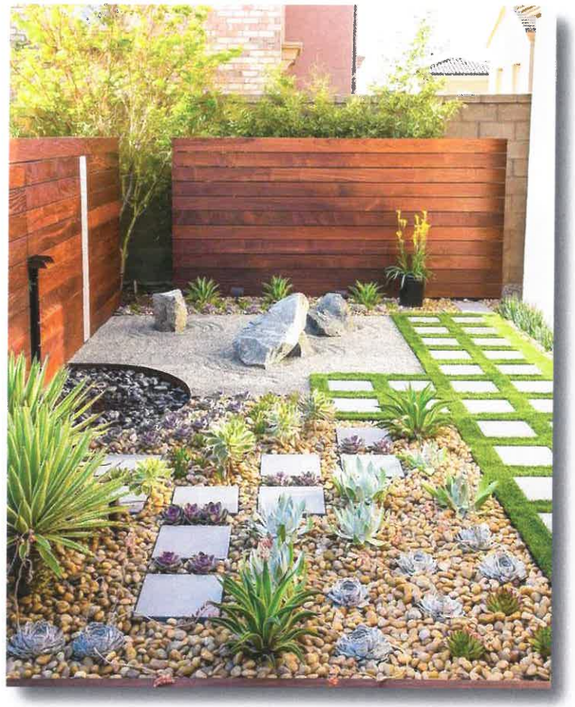
http://www.madera-county.com/index.php/main-branch-history

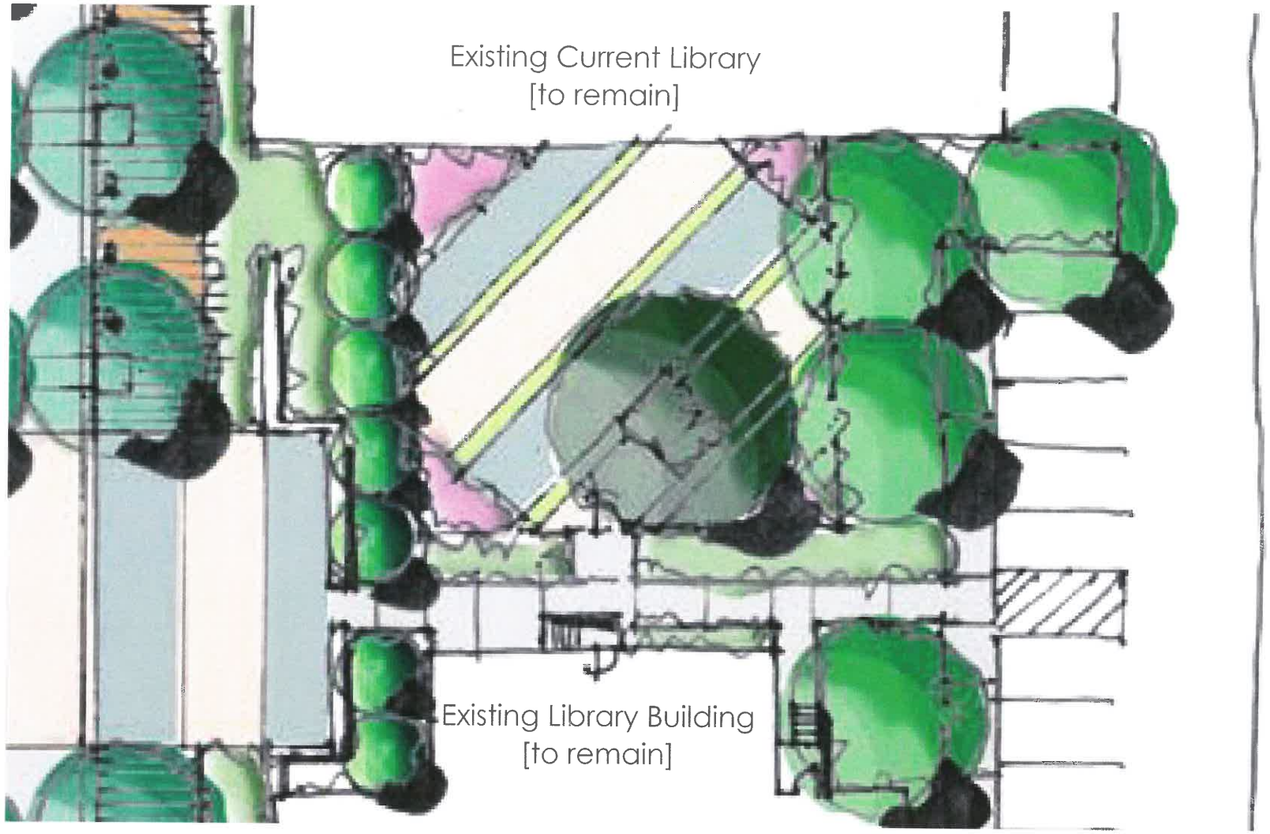


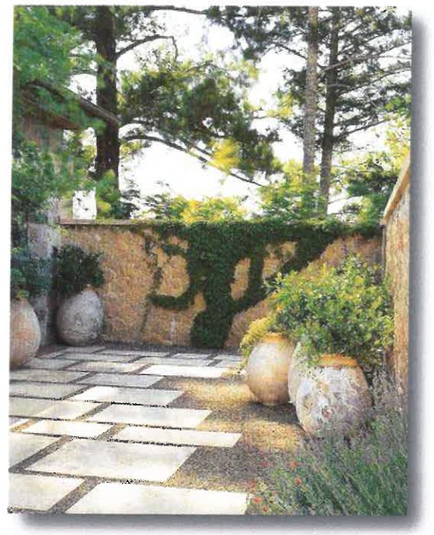


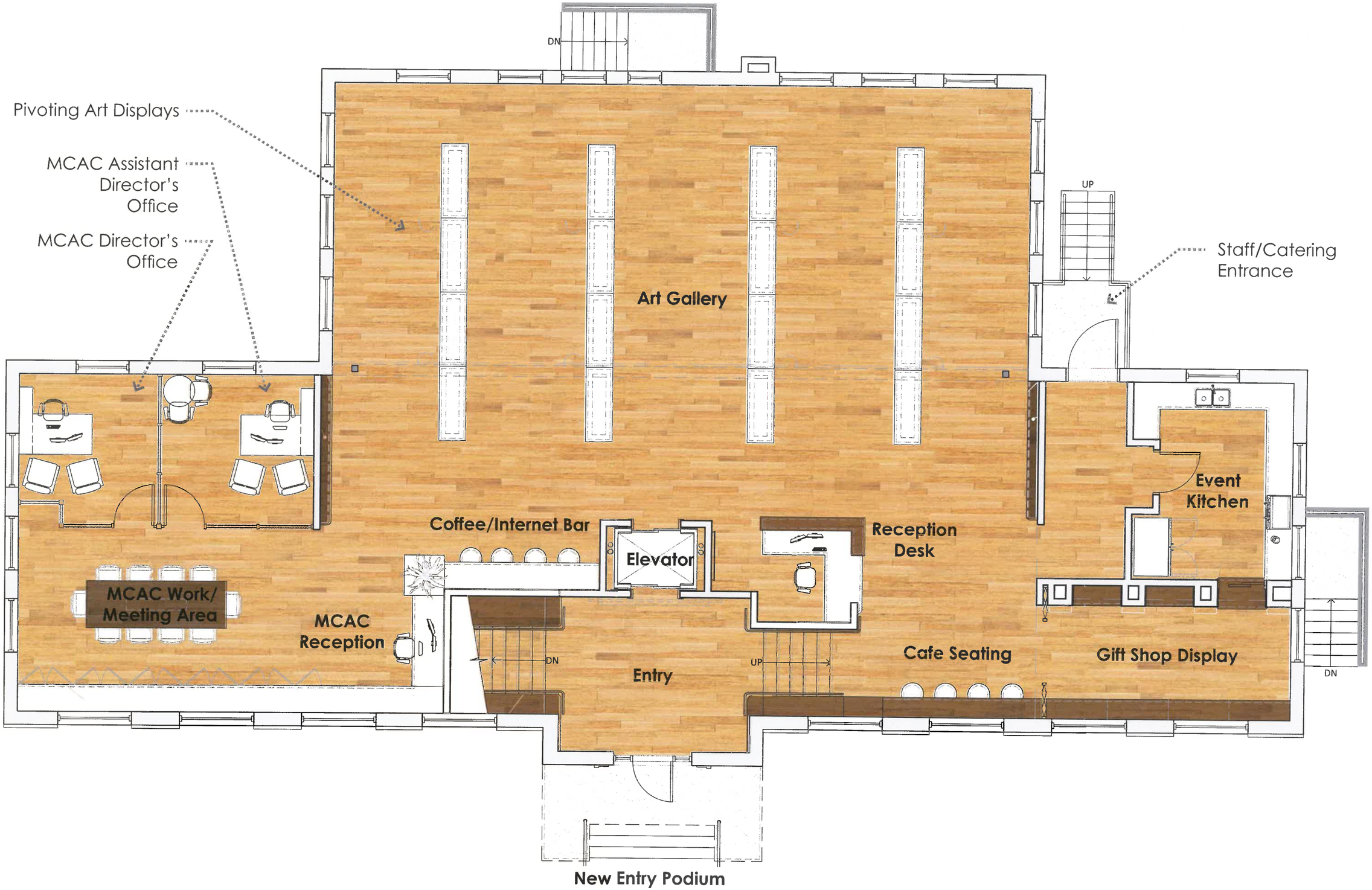
Library Reintroduced: Primary Street View

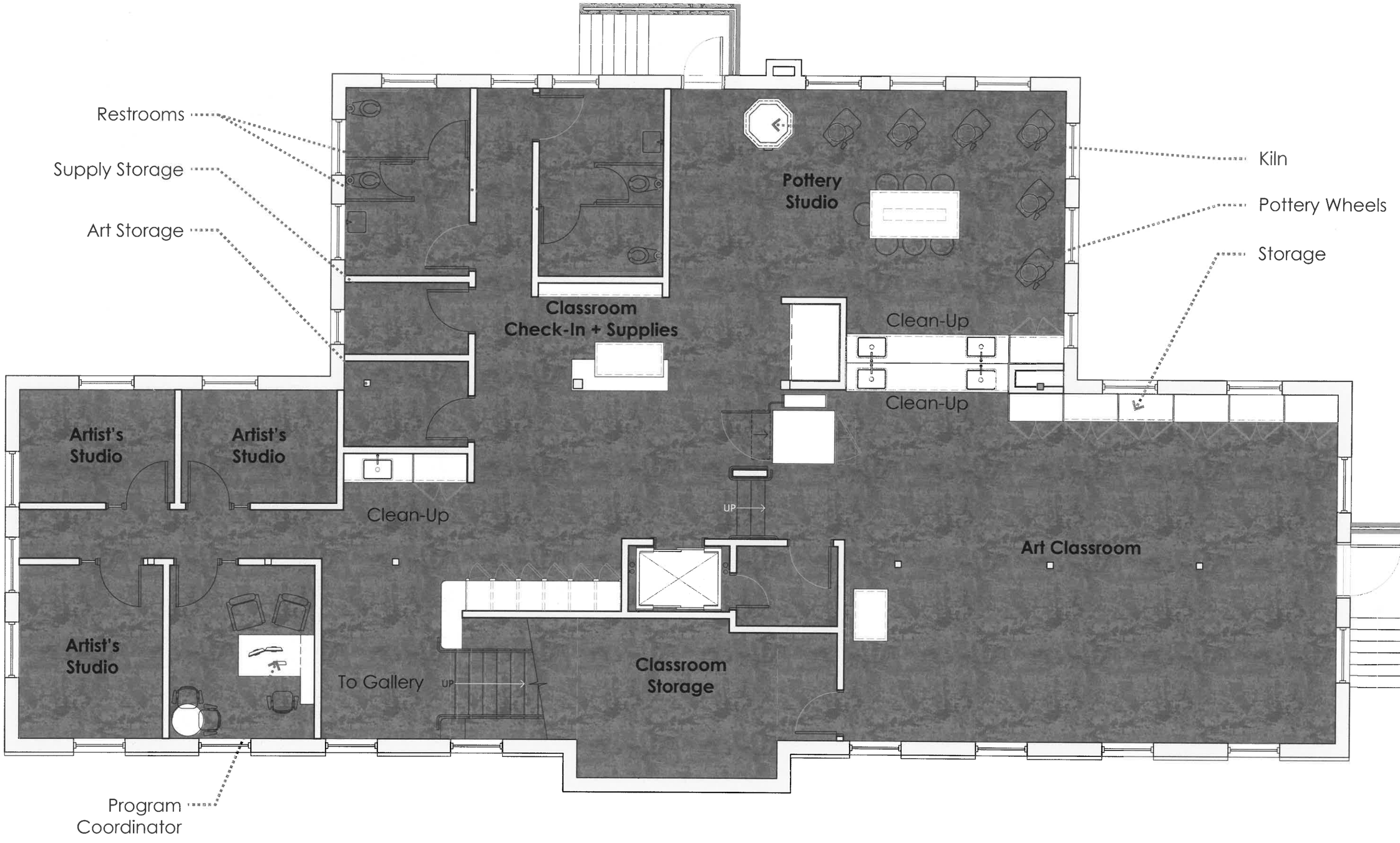

To Current Library
DN
(E) Turf
UP
Existing Library Building
[to remain]
(E) Turf
DN
UP
UP
UP
Entry
Sculpture Garden
Event Terrace
UP
Public Seating
Public Seating



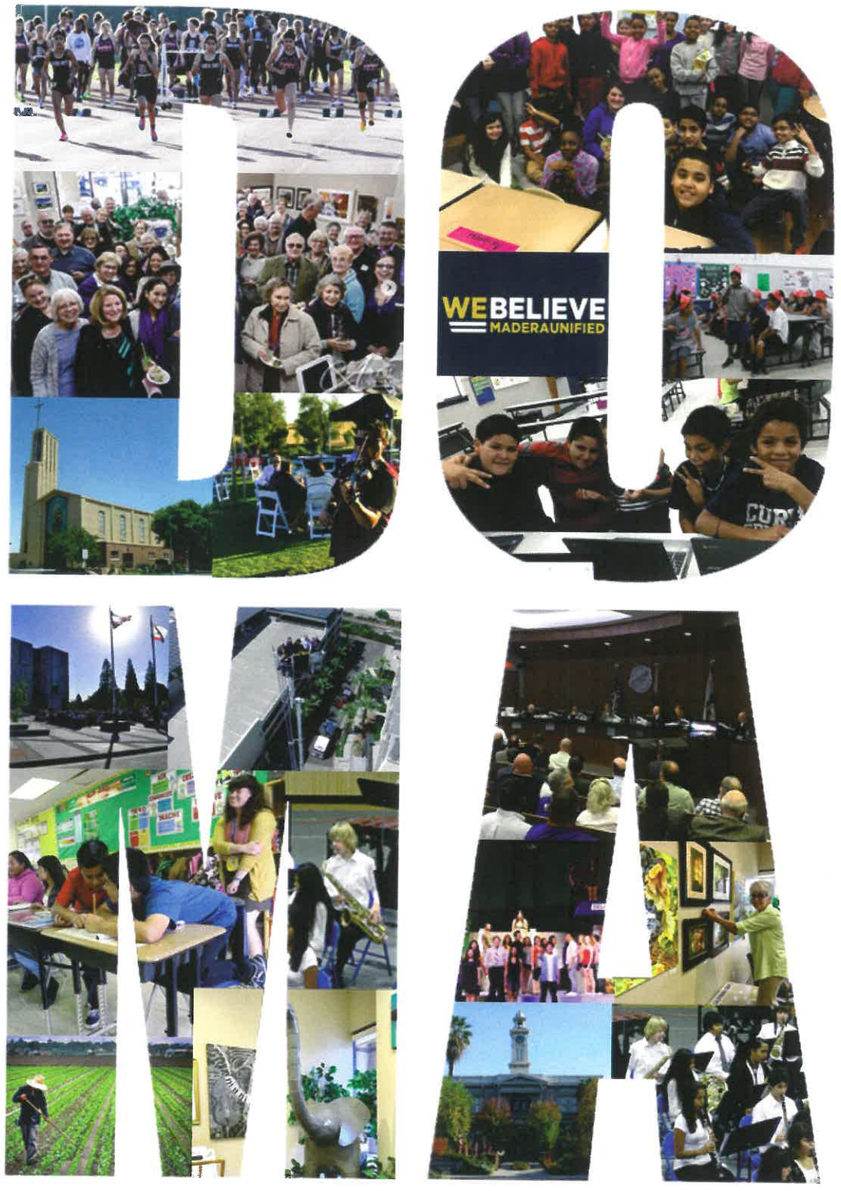

Existing Current Library
[to remain]
Existing Library Building
[to remain]




Pivoting Art Displays
MCAC Assistant Director's Office
MCAC Director's Office
DN
Art Gallery
UP
Staff/Catering Entrance
Event Kitchen
Coffee/Internet Bar
Elevator
Reception Desk
MCAC Work/ Meeting Area
MCAC Reception
DN
Entry
UP
Cafe Seating
Gift Shop Display
DN
New Entry Podium



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



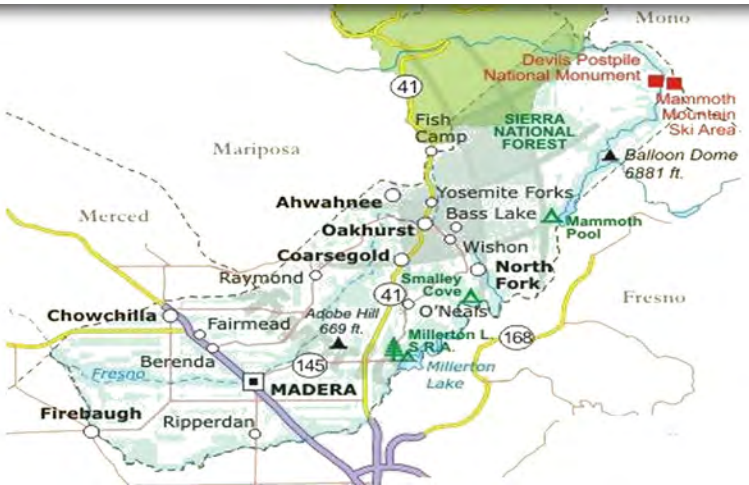
Thank You!

MADERA CTC
Madera County Transportation Commission

MADERA COUNTY
TRAFFIC MONITORING PROGRAM

2018 TRAFFIC VOLUMES REPORT

SEPTEMBER 2018



PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Ms. Patricia Taylor
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637

September 2018

Subject: Madera County Traffic Monitoring Program
2018 Traffic Volume Report

Dear Ms. Taylor:

INTRODUCTION

The Madera County Transportation Commission (MCTC) is the Regional Transportation Planning Agency (RTPA) and the designated Metropolitan Planning Organization (MPO) for Madera County. The Madera metropolitan boundary covers the entire County of Madera. The MCTC is responsible for the development and adoption of the Regional Transportation Plan and Transportation Improvement Program as required by state law.

The MCTC's role is to foster intergovernmental coordination; undertake comprehensive regional planning with an emphasis on transportation issues; provide a forum for citizen input into the planning process; and to provide technical services to its member agencies. In all these activities the MCTC works to develop a consensus among its members with regards to multi-jurisdictional transportation issues.

The Madera County Traffic Monitoring Program – 2018 Traffic Volume Report has been developed as part of the Fiscal Year 2018/19 Overall Work Program (OWP) of the MCTC. A traffic monitoring report is published annually to provide current traffic count information for planning and engineering projects. The objective is to maintain the Madera County Traffic Monitoring Program as a source of current traffic information for use by local agencies, Tribal Governments, and the public, and as a validation tool for the county-wide traffic model and vehicle-miles-traveled (VMT) monitoring requirements.

PURPOSE OF TRAFFIC COUNTS

The MCTC's Traffic Monitoring Program is a beneficial data source for both public and private interests. Some of the typical uses are:

Air Quality Monitoring - Federal regulations require that an air quality planning program be established. Traffic counts can identify vehicle types, speeds, and volumes to aid in determining levels of pollutants and their sources.

Transportation Modeling - The MCTC maintains a regional traffic simulation model to assist in air quality and transportation planning. This model is dependent upon current and accurate traffic counts to aid in future transportation and development planning.

Traffic Signal Priorities and Capital Improvement Programs - Each year agencies develop budgets for projects and improvements for the next fiscal year. Since funds are limited, project priorities must be set. Traffic counts assist in setting those priorities.

Other Benefits Derived from Traffic Counts - Regular monitoring of traffic volumes assists in the determination of growth rates, traffic accident rates, traffic signal and stop sign warrants, optimization of traffic signal timing, and traffic noise levels.

Private Use - Traffic counts are of service to private business. Uses include determination of location and economic potential of a proposed business. Likewise, traffic count data offer substantial benefits to real estate appraisal and financing decisions.

TRAFFIC COUNTING METHOD

The 2018 traffic count locations were determined by the MCTC with input from its member agencies. The 2018 traffic volumes were obtained utilizing pneumatic traffic counters installed at each count location for a continuous 24-hour period.

TRAFFIC COUNT DATA

In addition to the current year 2018 traffic counts, this report also contains traffic count information dating back to 2013 obtained from previous Madera County Traffic Volume Reports. The data are attached and are separated based on the jurisdiction of the roadway. Traffic count data within the four jurisdictions listed below are included in this report:

- County of Madera
- City of Madera
- City of Chowchilla
- State of California (Caltrans)

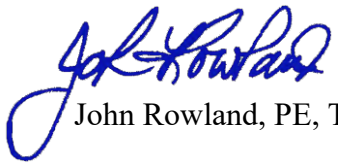
The traffic counts presented for the County of Madera, City of Madera, and City of Chowchilla are "raw" counts. A "raw" count is recorded at a particular location on a particular day for a period of 24 hours and is not adjusted to reflect seasonal variations or daily variations normally occur. While "raw" counts provide a good measure of traffic activity at a given location, caution must be exercised in the use of this information. Also, many of the counts are "directional" (i.e. eastbound, westbound, etc.). To obtain the total traffic volume for a location, the traffic volumes in both directions must be added together. The raw traffic count data sheets for the 2018 traffic counts are attached.

The Caltrans data contains the most recent (year 2016) Average Daily Traffic (ADT) counts calculated by Caltrans. Year 2017 and 2018 data have not yet been made available by Caltrans. As of the date of this report, the Caltrans traffic counts are available at the following internet address:

http://dot.ca.gov/trafficops/census/

Thank you for the opportunity to prepare the 2018 Traffic Volume Report. Please feel free to contact our office if you have any questions.

PETERS ENGINEERING GROUP



John Rowland, PE, TE

Attachments: County of Madera Traffic Volumes
City of Madera Traffic Volumes
City of Chowchilla Traffic Volumes
Caltrans 2016 Traffic Volumes
2018 Traffic Count Data Sheets

COUNTY OF MADERA TRAFFIC VOLUMES

County of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
AVE. 7	E/O FIREBAUGH BLVD.	EB	--	1,318 May	--	--	1,557 May	--
	E/O FIREBAUGH BLVD.	WB	--	1,391 May	--	--	1,511 May	--
AVE. 7	W/O RD. 35	EB	--	1,220 May	--	--	1,514 April	--
	W/O RD. 35	WB	--	947 May	--	--	1,359 April	--
AVE. 7	E/O SR 99	EB	--	1,000 May	--	--	2,035 May	--
	E/O SR 99	WB	--	1,157 May	--	--	1,708 May	--
AVE. 7	W/O SR 99	EB	--	2,196 May	--	--	3,046 April	--
	W/O SR 99	WB	--	2,040 May	--	--	2,980 April	--
AVE. 7	W/O SR 145	EB	1,839 Apr	--	--	1,661 May	--	--
	W/O SR 145	WB	1,808 Apr	--	--	1,844 May	--	--
AVE. 7 1/2	E/O RD. 9	EB	2,380 Apr	--	--	2,533 May	--	--
	E/O RD. 9	WB	2,305 Apr	--	--	2,318 May	--	--
AVE. 9	W/O RD. 36	EB	--	3,985 May	--	--	5,701 April	--
	W/O RD. 36	WB	--	3,675 May	--	--	5,152 April	--
AVE. 9	E/O RD. 38	EB	--	3,398 May	--	--	5,050 April	--
	E/O RD. 38	WB	--	3,156 May	--	--	4,693 April	--
AVE. 9	E/O SR 99	EB	--	3,529 May	--	--	4,465 May	--
	E/O SR 99	WB	--	3,478 May	--	--	4,286 May	--
AVE. 12	W/O BUS. RT. 41	EB	--	5,936 May	--	--	7,123 April	--
	W/O BUS. RT. 41	WB	--	5,767 May	--	--	6,657 April	--
AVE. 12	E/O RD. 16	EB	--	1,011 May	--	--	997 May	--
	E/O RD. 16	WB	--	1,021 May	--	--	1,063 May	--
AVE. 12	E/O RD. 23	EB	--	1,399 May	--	--	1,502 May	--
	E/O RD. 23	WB	--	1,395 May	--	--	1,470 May	--
AVE. 12	E/O RD. 29	EB	--	4,020 May	--	--	6,448 April	--
	E/O RD. 29	WB	--	4,181 May	--	--	6,632 April	--
AVE. 12	E/O RD. 36	EB	--	5,537 May	--	--	6,973 April	--
	E/O RD. 36	WB	--	5,648 May	--	--	6,749 April	--
AVE. 12	W/O RD. 36	EB	--	4,128 May	--	--	4,961 April	--
	W/O RD. 36	WB	--	4,269 May	--	--	5,672 April	--
AVE. 12	W/O SR 41	EB	6,888 Apr	--	--	6,169 May	--	--
	W/O SR 41	WB	6,873 Apr	--	--	6,267 May	--	--
AVE. 12	W/O SR 145	EB	3,829 May	--	--	3,996 May	--	--
	W/O SR 145	WB	3,962 May	--	--	3,936 May	--	--
AVE. 13	W/O RD. 29	EB	--	1,609 May	--	--	1,869 April	--
	W/O RD. 29	WB	--	1,626 May	--	--	1,945 April	--
AVE. 14	E/O RD. 9	EB	102 Apr	--	--	271 May	--	--
	E/O RD. 9	WB	221 Apr	--	--	273 May	--	--
AVE. 14	E/O RD. 16	EB	--	567 May	--	--	689 May	--
	E/O RD. 16	WB	--	780 May	--	--	739 May	--
AVE. 14	W/O RD. 29	EB	--	721 May	--	--	343 May	--
	W/O RD. 29	WB	--	751 May	--	--	386 May	--
AVE. 15	W/O RD. 29	EB	--	1,843 May	--	--	2,261 April	--
	W/O RD. 29	WB	--	1,957 May	--	--	2,363 April	--
AVE. 15	W/O RD. 36	EB	--	1,710 May	--	--	1,827 April	--
	W/O RD. 36	WB	--	1,793 May	--	--	1,915 April	--
AVE. 15	W/O RD. 39 1/2	EB	--	1,938 May	--	--	2,286 April	--
	W/O RD. 39 1/2	WB	--	1,827 May	--	--	2,344 April	--

County of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
AVE. 15	W/O SR 41	EB	1,954 May	--	--	2,552 May	--	--
	W/O SR 41	WB	2,001 May	--	--	2,333 May	--	--
AVE. 17	E/O RD. 16	EB	--	87 May	--	--	102 May	--
	E/O RD. 16	WB	--	129 May	--	--	82 May	--
AVE. 17	W/O RD. 27	EB	2,421 May	--	--	2,469 May	--	--
	W/O RD. 27	WB	2,455 May	--	--	2,539 May	--	--
AVE. 17	E/O SR 99	EB	4,549 May	--	--	4,413 May	--	--
	E/O SR 99	WB	4,887 May	--	--	4,994 May	--	--
AVE. 18 1/2	W/O GOLDEN STATE BLVD.	EB	--	1,159 May	--	--	1,046 May	--
	W/O GOLDEN STATE BLVD.	WB	--	1,155 May	--	--	981 May	--
AVE. 18 1/2	E/O RD. 9	EB	657 Apr	--	--	417 May	--	--
	E/O RD. 9	WB	632 Apr	--	--	375 May	--	--
AVE. 18 1/2	E/O RD. 16	EB	--	550 May	--	--	477 May	--
	E/O RD. 16	WB	--	436 May	--	--	437 May	--
AVE. 18 1/2	W/O RD. 27	EB	122 May	--	--	123 May	--	--
	W/O RD. 27	WB	96 May	--	--	134 May	--	--
AVE. 18 1/2	W/O SR 99 OVERPASS	EB	--	7,185 May	--	--	4,341 May	--
	W/O SR 99 OVERPASS	WB	--	4,332 May	--	--	5,309 May	--
AVE. 20	E/O RD. 16	EB	--	177 May	--	--	195 May	--
	E/O RD. 16	WB	--	276 May	--	--	199 May	--
AVE. 21	W/O RD. 27	EB	1,037 May	--	--	1,124 May	--	--
	W/O RD. 27	WB	1,147 May	--	--	1,238 May	--	--
AVE. 24	E/O RD. 16	EB	--	602 May	--	--	533 May	--
	E/O RD. 16	WB	--	589 May	--	--	580 May	--
AVE. 24	W/O SR 99	EB	--	2,017 May	--	--	1,319 May	--
	W/O SR 99	WB	--	2,485 May	--	--	1,608 May	--
AVE. 25	E/O RD. 9	EB	630 Apr	--	--	368 May	--	--
	E/O RD. 9	WB	714 Apr	--	--	361 May	--	--
AVE. 26	E/O RD. 19	EB	--	386 May	--	--	622 May	--
	E/O RD. 19	WB	--	420 May	--	--	601 May	--
AVE. 26	E/O RD. 26	EB	320 Apr	--	--	343 May	--	--
	E/O RD. 26	WB	338 Apr	--	--	326 May	--	--
BUS. RT. 41	N/O AVE. 10	NB	--	1,730 May	--	--	2,141 April	--
	N/O AVE. 10	SB	--	1,593 May	--	--	2,084 April	--
BUS. RT. 41	S/O AVE. 12	NB	--	768 May	--	--	1,365 April	--
	S/O AVE. 12	SB	--	653 May	--	--	1,185 April	--
CHILDREN'S BLVD.	W/O LANES BRIDGE RD.	EB	--	3,943 May	--	--	8,839 April	--
	W/O LANES BRIDGE RD.	WB	--	3,428 May	--	--	9,723 April	--
CHILDREN'S BLVD.	W/O SR 41	EB	7,142 Apr	--	--	10,317 May	--	--
	W/O SR 41	WB	6,904 Apr	--	--	9,431 May	--	--
ELLIS ST.	E/O D ST.	EB	1,850 May	--	--	1,850 May	--	--
	E/O D ST.	WB	1,924 May	--	--	1,924 May	--	--
FIREBAUGH BLVD.	N/O AVE. 7	NB	1,021 Apr	--	--	1,102 May	--	--
	N/O AVE. 7	SB	1,035 Apr	--	--	1,104 May	--	--
LANES BRIDGE RD.	N/O CHILDREN'S BLVD.	NB	--	2,589 May	--	--	3,448 April	--
	N/O CHILDREN'S BLVD.	SB	--	2,375 May	--	--	2,826 April	--
LUCKY LN.	E/O SR 41	EB	--	2,135 May	--	--	2,585 May	--
	E/O SR 41	WB	--	2,129 May	--	--	2,546 May	--

County of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
RD. 4	N/O AVE. 18 1/2	NB	--	--	148 May	--	--	142 May
	N/O AVE. 18 1/2	SB	--	--	225 May	--	--	114 May
RD. 9	N/O AVE. 7 1/2	NB	397 Apr	--	--	464 May	--	--
	N/O AVE. 7 1/2	SB	442 Apr	--	--	429 May	--	--
RD. 9	S/O AVE. 14	NB	--	--	370 May	--	--	342 May
	S/O AVE. 14	SB	--	--	350 May	--	--	315 May
RD. 9	N/O AVE. 18 1/2	NB	--	--	275 June	--	--	296 May
	N/O AVE. 18 1/2	SB	--	--	265 June	--	--	307 May
RD. 9	S/O AVE. 25	NB	450 Apr	--	--	360 May	--	--
	S/O AVE. 25	SB	390	--	--	305 May	--	--
RD. 9	N/O FRESNO RIVER	NB	501 Apr	--	--	343 May	--	--
	N/O FRESNO RIVER	SB	493 Apr	--	--	335 May	--	--
RD. 13	S/O AVE. 25	NB	273 Apr	--	--	253 May	--	--
	S/O AVE. 25	SB	292 Apr	--	--	276 May	--	--
RD. 16	N/O AVE. 12	NB	--	--	246 May	--	--	278 May
	N/O AVE. 12	SB	--	--	240 May	--	--	278 May
RD. 16	N/O AVE. 14	NB	--	463 May	--	--	434 May	--
	N/O AVE. 14	SB	--	484 May	--	--	397 May	--
RD. 16	N/O AVE. 18 1/2	NB	--	--	313 May	--	--	389 May
	N/O AVE. 18 1/2	SB	--	--	401 May	--	--	378 May
RD. 16	N/O FRESNO RIVER	NB	432 Apr	--	--	323 May	--	--
	N/O FRESNO RIVER	SB	415 Apr	--	--	340 May	--	--
RD. 19	N/O AVE. 12	NB	--	--	215 May	--	--	207 May
	N/O AVE. 12	SB	--	--	221 May	--	--	173 May
RD. 19	S/O AVE. 25	NB	240 Apr	--	--	245 May	--	--
	S/O AVE. 25	SB	264 Apr	--	--	278 May	--	--
RD. 22	N/O AVE. 20 1/2	NB	--	1,442 May	--	--	1,617 May	--
	N/O AVE. 20 1/2	SB	--	1,360 May	--	--	1,590 May	--
RD. 22	N/O AVE. 24	NB	265 Apr	--	--	271 May	--	--
	N/O AVE. 24	SB	303 Apr	--	--	265 May	--	--
RD. 23	N/O AVE. 7	NB	433 Apr	--	--	439 May	--	--
	N/O AVE. 7	SB	388 Apr	--	--	461 May	--	--
RD. 23	N/O AVE. 12	NB	--	--	1,065 May	--	--	1,153 May
	N/O AVE. 12	SB	--	--	1,087 May	--	--	1,110 May
RD. 23	N/O AVE. 15 1/2	NB	2,033 May	--	--	1,889 May	--	--
	N/O AVE. 15 1/2	SB	1,905 May	--	--	1,829 May	--	--
RD. 24	N/O AVE. 12	NB	667 May	--	--	781 May	--	--
	N/O AVE. 12	SB	618 May	--	--	679 May	--	--
RD. 25	N/O AVE. 12	NB	620 May	--	--	1,502 May	--	--
	N/O AVE. 12	SB	673 May	--	--	1,410 May	--	--
RD. 26	N/O AVE. 12	NB	1,483 May	--	--	1,465 May	--	--
	N/O AVE. 12	SB	1,519 May	--	--	1,484 May	--	--
RD. 26	N/O AVE. 17	NB	--	5,107 May	--	--	7,657 May	--
	N/O AVE. 17	SB	--	5,365 May	--	--	7,663 May	--
RD. 26	S/O AVE. 17	NB	--	5,024 May	--	--	6,951 May	--
	S/O AVE. 17	SB	--	5,943 May	--	--	6,896 May	--
RD. 26	N/O AVE. 18 1/2	NB	--	--	3,015 May	--	--	4,790 May
	N/O AVE. 18 1/2	SB	--	--	2,996 May	--	--	4,784 May

County of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
RD. 26	N/O AVE. 24	NB	274 Apr	--	--	214 May	--	--
	N/O AVE. 24	SB	276 Apr	--	--	204 May	--	--
RD. 26	S/O AVE. 21	NB	--	--	1,055 May	--	--	1,411 May
	S/O AVE. 21	SB	--	--	1,105 May	--	--	1,348 May
RD. 27	N/O AVE. 18 1/2	NB	--	--	1,186 May	--	--	--
	N/O AVE. 18 1/2	SB	--	--	1,059 May	--	--	--
RD. 27	S/O AVE. 21	NB	--	--	552 May	--	--	186 May
	S/O AVE. 21	SB	--	--	439 May	--	--	197 May
RD. 28	N/O COTTONWOOD CREEK	NB	--	--	2,919 June	--	--	3,067 June
	N/O COTTONWOOD CREEK	SB	--	--	3,100 June	--	--	3,297 June
RD. 28	N/O OLIVE AVE.	NB	--	--	--	--	--	--
	N/O OLIVE AVE.	SB	--	--	--	--	--	--
RD. 29	N/O AVE. 12	NB	--	--	--	--	--	2,514 May
	N/O AVE. 12	SB	--	--	--	--	--	2,428 May
RD. 29	N/O AVE. 15 1/2	NB	717 May	--	--	717 May	--	--
	N/O AVE. 15 1/2	SB	588 May	--	--	588 May	--	--
RD. 32	S/O AVE. 12	NB	--	--	--	--	--	181 May
	S/O AVE. 12	SB	--	--	--	--	--	166 May
RD. 35	N/O AVE. 7	NB	1,242 Apr	--	--	1,251 May	--	--
	N/O AVE. 7	SB	1,013 Apr	--	--	979 May	--	--
RD. 36	N/O AVE. 12	NB	--	--	2,428 June	--	--	2,856 May
	N/O AVE. 12	SB	--	--	2,580 June	--	--	3,214 May
RD. 36	S/O AVE. 12	NB	--	--	994 June	--	--	1,241 May
	S/O AVE. 12	SB	--	--	992 June	--	--	1,106 May
RD. 36	N/O AVE. 15	NB	1,274 May	--	--	1,279 May	--	--
	N/O AVE. 15	SB	1,131 May	--	--	1,230 May	--	--
RD. 200	N/O RD. 211	NB	1,307 Apr	--	--	1,326 May	--	--
	N/O RD. 211	SB	1,246 Apr	--	--	1,289 May	--	--
RD. 200	E/O SR 41	EB	--	--	1,447 June	--	--	1,623 May
	E/O SR 41	WB	--	--	1,315 June	--	--	1,719 May
RD. 206	N/O SAN JOAQUIN RIVER	NB	--	--	2,007 June	--	--	2,267 May
	N/O SAN JOAQUIN RIVER	SB	--	--	1,836 June	--	--	2,189 May
RD. 221	N/O RD. 200	NB	--	--	747 June	--	--	722 May
	N/O RD. 200	SB	--	--	718 June	--	--	726 May
RD. 222	N/O FRESNO COUNTY LINE	NB	--	--	200 June	--	--	188 May
	N/O FRESNO COUNTY LINE	SB	--	--	202 June	--	--	188 May
RD. 222	E/O SR 41	EB	--	--	1,835 June	--	--	2,487 May
	E/O SR 41	WB	--	--	1,732 June	--	--	2,495 May
RD. 222	S/O RD. 432	NB	--	--	488 June	--	--	828 May
	S/O RD. 432	SB	--	--	544 June	--	--	791 May
RD. 223	N/O RD. 221	NB	--	--	756 June	--	--	787 May
	N/O RD. 221	SB	--	--	745 June	--	--	760 May
RD. 225	W/O RD. 274	EB	--	--	1,384 June	--	--	1,570 May
	W/O RD. 274	WB	--	--	1,399 June	--	--	1,574 May
RD. 274	E/O RD. 222	EB	--	--	1,103 June	--	--	1,245 May
	E/O RD. 222	WB	--	--	1,121 June	--	--	1,241 May
RD. 274	N/O RD. 225	NB	--	--	663 June	--	--	732 May
	N/O RD. 225	SB	--	--	649 June	--	--	745 May

County of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
RD. 400	N/O RIVER RD.	NB	491 May	--	--	259 May	--	--
	N/O RIVER RD.	SB	508 May	--	--	255 May	--	--
RD. 400	N/O RD. 603	NB	254 Apr	--	--	270 May	--	--
	N/O RD. 603	SB	243 Apr	--	--	269 May	--	--
RD. 406	W/O SR 41	EB	64 Apr	--	--	69 May	--	--
	W/O SR 41	WB	58 Apr	--	--	67 May	--	--
RD. 415	E/O RD. 400	EB	--	--	1,377 June	--	--	1,680 May
	E/O RD. 400	WB	--	--	1,342 June	--	--	1,620 May
RD. 415	W/O RD. 400	EB	--	--	758 June	--	--	930 May
	W/O RD. 400	WB	--	--	731 June	--	--	935 May
RD. 415	W/O SR 41	EB	2,660 Apr	--	--	2,624 May	--	--
	W/O SR 41	WB	2,534 Apr	--	--	2,584 May	--	--
RD. 416	W/O SR 41	EB	--	--	596 June	--	--	847 May
	W/O SR 41	WB	--	--	602 June	--	--	858 May
RD. 417	E/O SR 41	EB	--	--	1,520 June	--	--	1,780 May
	E/O SR 41	WB	--	--	1,541 June	--	--	1,786 May
RD. 426	S/O SR 41	NB	--	--	7,211 June	--	--	6,978 May
	S/O SR 41	SB	--	--	6,243 June	--	--	6,896 May
RD. 426	S/O RD. 427	NB	--	--	3,504 May	--	--	3,324 May
	S/O RD. 427	SB	--	--	3,526 May	--	--	3,573 May
RD. 427	W/O INDIAN SPRINGS RD.	EB	--	--	1,977 May	--	--	1,926 May
	W/O INDIAN SPRINGS RD.	WB	--	--	2,047 May	--	--	1,967 May
RD. 432	E/O RD. 222	EB	--	--	570 June	--	--	590 May
	E/O RD. 222	WB	--	--	620 June	--	--	625 May
RD. 434	S/O RD. 274	NB	--	--	761 June	--	--	766 May
	S/O RD. 274	SB	--	--	748 June	--	--	789 May
RD. 600	S/O RD. 407	NB	468 Apr	--	--	433 May	--	--
	S/O RD. 407	SB	476 Apr	--	--	436 May	--	--
RD. 600	S/O RD. 603	NB	425 Apr	--	--	396 May	--	--
	S/O RD. 603	SB	419 Apr	--	--	397 May	--	--
RD. 600	W/O SR 49	EB	--	--	394 June	--	--	435 May
	W/O SR 49	WB	--	--	388 June	--	--	427 May
RD. 603	W/O RD. 400	EB	--	--	276 June	--	--	334 May
	W/O RD. 400	WB	--	--	297 June	--	--	322 May
YOSEMITE SPRINGS PK	W/O SR 41	EB	--	--	2,130 June	--	--	2,471 May
	W/O SR 41	WB	--	--	2,209 June	--	--	2,467 May

CITY OF MADERA TRAFFIC VOLUMES

City of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
4th ST.	E/O D ST.	EB	2,967 May	--	--	2,910 May	--	--
	E/O D ST.	WB	3,176 May	--	--	3,031 May	--	--
4th ST.	E/O GATEWAY DR.	EB	4,728 May	--	--	5,837 May	--	--
	E/O GATEWAY DR.	WB	4,990 May	--	--	5,737 May	--	--
4th ST.	W/O GATEWAY DR.	EB	4,969 May	--	--	6,553 May	--	--
	W/O GATEWAY DR.	WB	5,388 May	--	--	6,484 May	--	--
4th ST.	At SUNSET AVE.	NB APP	--	2,830 May	--	--	4,024 May	--
	At SUNSET AVE.	SB APP	--	--	--	--	--	--
	At SUNSET AVE.	EB APP	--	--	--	--	--	--
	S/O SUNSET AVE.	SB	--	3,069 May	--	--	3,550 May	--
6th ST.	At B ST.	NB APP	--	--	--	--	--	--
	At B ST.	SB APP	--	--	--	--	--	--
	At B ST.	EB APP	--	2,250 May	--	--	2,494 April	--
	At B ST.	WB APP	--	--	--	--	--	--
	W/O B ST.	WB	--	2,254 May	--	--	2,394 April	--
6th ST.	At D ST.	NB APP	--	--	--	--	--	--
	At D ST.	SB APP	--	--	--	--	--	--
	At D ST.	EB APP	--	2,548 May	--	--	2,843 April	--
	At D ST.	WB APP	--		--	--		--
	W/O D ST.	WB	--	2,637 May	--	--	2,562 April	--
9th ST.	E/O D ST.	EB	2,543 May	--	--	2,339 May	--	--
	E/O D ST.	WB	2,344 May	--	--	3,254 May	--	--
9th ST.	E/O GATEWAY DR.	EB	2,386 May	2,713 May	--	2,726 May	2,663 May	--
	E/O GATEWAY DR.	WB	3,219 May	3,318 May	--	4,050 May	3,030 May	--
ADELL ST.	W/O D ST.	EB	--	1,166 May	--	--	1,216 May	--
	W/O D ST.	WB	--	1,160 May	--	--	1,166 May	--
ALMOND AVE.	E/O GRANADA DR	EB	--	1,389 May	1,741 May	--	1,478 May	1,246 May
	E/O GRANADA DR	WB	--	1,307 May	1,756 May	--	1,378 May	1,383 May
ALMOND AVE.	E/O STADIUM RD	EB	--	--	1,065 June	--	--	1,126 May
	E/O STADIUM RD	WB	--	--	1,644 June	--	--	1,711 May
ALMOND AVE.	E/O SR 145	EB	--	3,136 May	--	--	3,663 April	--
	E/O SR 145	WB	--	4,124 May	--	--	4,028 April	--
ALMOND AVE.	W/O SR 145	EB	3,145 May	--	--	2,057 May	--	--
	W/O SR 145	WB	3,618 May	--	--	2,289 May	--	--
AVE. 13	E/O SR 145	EB	--	4,068 May	--	--	4,291 April	--
	E/O SR 145	WB	--	4,232 May	--	--	4,520 April	--
AVE. 13	W/O SR 145	EB	3,546 May	--	--	4,136 May	--	--
	W/O SR 145	WB	4,184 May	--	--	4,664 May	--	--
AVE. 16	W/O SR 99	EB	--	3,538 May	--	--	4,108 May	--
	W/O SR 99	WB	--	3,456 May	--	--	4,370 May	--
AVE. 16	W/O SCHNOOR	EB	--	3,165 May	--	--	--	--
	W/O SCHNOOR	WB	--	3,175 May	--	--	--	--
AVE. 17	W/O SR 99	EB	--	3,041 May	--	--	3,383 May	--
	W/O SR 99	WB	--	3,052 May	--	--	3,401 May	--
C ST.	At 6th ST.	NB APP	--	--	--	--	--	--
	At 6th ST.	SB APP	--	--	--	--	--	--
	At 6th ST.	EB APP	--	--	--	--	--	--
	At 6th ST.	WB APP	--	--	--	--	--	--

City of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
C ST.	At 9th ST.	NB APP	--	--	--	--	--	--
	At 9th ST.	SB APP	--	--	--	--	--	--
	At 9th ST.	EB APP	--	--	--	--	--	--
	At 9th ST.	WB APP	--	--	--	--	--	--
	W/O 9th ST.	NB	--	--	--	--	--	--
CENTRAL AVE.	E/O D ST.	EB	--	1,429 May	--	--	1,351 May	--
	E/O D ST.	WB	--	1,649 May	--	--	1,555 May	--
CENTRAL AVE.	E/O GATEWAY DR.	EB	--	1,554 May	--	--	1,619 May	--
	E/O GATEWAY DR.	WB	--	1,733 May	--	--	1,738 May	--
CLEVELAND AVE.	E/O D ST.	EB	4,712 May	--	--	6,173 May	--	--
	E/O D ST.	WB	5,867 May	--	--	6,264 May	--	--
CLEVELAND AVE.	At GRANADA DR.	NB APP	--	--	--	--	--	--
	At GRANADA DR.	SB APP	--	--	--	--	--	--
	At GRANADA DR.	EB APP	--	--	--	--	--	--
	At GRANADA DR.	WB APP	--	7,093 May	--	--	--	--
	W/O GRANADA DR.	EB	--	6,311 May	--	--	--	--
CLEVELAND AVE.	E/O GRANADA DR.	EB	--	--	--	--	4,301 May	--
		WB	--	--	--	--	4,725 May	--
CLEVELAND AVE.	E/O SHARON BLVD.	EB	4,627 May	--	--	5,041 May	--	--
	E/O SHARON BLVD.	WB	5,651 May	--	--	6,242 May	--	--
CLEVELAND AVE.	At SR 99	EB APP	--	11,518 May	--	--	13,753 May	--
	At SR 99	WB APP	--	--	--	--	--	--
	W/O SR 99	WB	--	11,011 May	--	--	13,585 May	--
CLEVELAND AVE.	W/O TULARE ST.	EB	--	6,613 May	--	--	6,917 May	--
	W/O TULARE ST.	WB	--	6,595 May	--	--	7,485 May	--
CLEVELAND AVE.	N/O YOSEMITE AVE.	NB	11,003 May	--	--	11,695 May	--	--
	N/O YOSEMITE AVE.	SB	10,168 May	--	--	10,682 May	--	--
CLINTON ST.	At TOZER ST.	NB APP	--	--	--	--	--	--
	At TOZER ST.	SB APP	--	--	--	--	--	--
	At TOZER ST.	EB APP	--	--	--	--	--	--
	At TOZER ST.	WB APP	--	--	--	--	--	--
	SW/O TOZER ST.	NB	--	--	1,267 June	--	--	1,167 May
	SW/O TOZER ST.	SB	--	--	1,272 June	--	--	1,178 May
COUNTRY CLUB DR.	N/O CLEVELAND AVE.	NB	7,996 May	--	--	8,257 May	--	--
	N/O CLEVELAND AVE.	SB	8,065 May	--	--	8,124 May	--	--
COUNTRY CLUB DR.	At ELLIS ST.	NB APP	--	--	--	--	--	--
	At ELLIS ST.	SB APP	--	--	--	--	--	--
	At ELLIS ST.	EB APP	--	--	--	--	--	--
	At ELLIS ST.	WB APP	--	--	--	--	--	--
COUNTRY CLUB DR.	N/O SHARON AVE.	NB	--	7,919 May	--	--	8,852 May	--
	N/O SHARON AVE.	SB	--	7,451 May	--	--	8,783 May	--
D ST.	N/O 4th ST.	NB	3,641 May	--	--	3,716 May	--	--
	N/O 4th ST.	SB	3,327 May	--	--	4,643 May	--	--
D ST.	At 6th ST.	NB APP	--	1,633 May	--	--	1,689 April	--
	At 6th ST.	SB APP	--	--	--	--	--	--
	At 6th ST.	EB APP	--	--	--	--	--	--
	At 6th ST.	WB APP	--	--	--	--	--	--
	S/O 6th ST.	SB	--	1,861 May	--	--	1,797 April	--

City of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
D ST.	At CENTRAL AVE.	NB APP	--	--	--	--	--	--
	At CENTRAL AVE.	SB APP	--	--	--	--	--	--
	At CENTRAL AVE.	EB APP	--	--	--	--	--	--
	At CENTRAL AVE.	WB APP	--	--	--	--	--	--
	N/O CENTRAL AVE.	NB	--	--	4,608 May	--	--	4,973 May
	N/O CENTRAL AVE.	SB	--	--	4,646 May	--	--	5,545 May
D ST.	N/O CLEVELAND AVE.	NB	2,573 May	3,620 May	--	2,664 May	--	--
	N/O CLEVELAND AVE.	SB	2,834 May	3,969 May	--	3,050 May	--	--
D ST.	S/O CLEVELAND AVE.	NB	--	--	--	--	3,651 May	--
	S/O CLEVELAND AVE.	SB	--	--	--	--	3,210 May	--
ELLIS ST.	At RD. 27	NB APP	--	--	--	--	--	--
	At RD. 27	SB APP	--	--	--	--	--	--
	At RD. 27	EB APP	--	--	--	--	--	--
	At RD. 27	WB APP	--	--	--	--	--	--
	E/O RD. 27	EB	--	--	2,787 May	--	--	3,196 May
	E/O RD. 27	WB	--	--	2,623 May	--	--	3,232 May
ELLIS ST.	E/O KENNEDY ST.	EB	--	3,416 May	--	--	4,504 May	--
	E/O KENNEDY ST.	WB	--	3,568 May	--	--	4,214 May	--
GATEWAY DR.	N/O 4th ST.	NB	6,845 May	--	--	6,870 May	--	--
	N/O 4th ST.	SB	5,468 May	--	--	5,157 May	--	--
GATEWAY DR.	S/O 4th ST.	NB	--	--	6,377 May	--	--	6,991 May
	S/O 4th ST.	SB	--	--	5,357 May	--	--	5,901 May
GATEWAY DR.	At CENTRAL AVE.	NB APP	--	--	--	--	--	--
	At CENTRAL AVE.	SB APP	--	5,506 May	--	--	5,663 May	--
	At CENTRAL AVE.	EB APP	--	--	--	--	--	--
	At CENTRAL AVE.	WB APP	--	--	--	--	--	--
	N/O CENTRAL AVE.	NB	--	6,440 May	--	--	6,582 May	--
GATEWAY DR.	N/O CLEVELAND AVE.	NB	2,789 May	--	--	2,513 May	--	--
	N/O CLEVELAND AVE.	SB	2,348 May	--	--	2,301 May	--	--
GATEWAY DR.	S/O MADERA AVE.	NB	3,397 May	--	--	5,036 May	--	--
	S/O MADERA AVE.	SB	2,755 May	--	--	4,163 May	--	--
GATEWAY DR.	N/O OLIVE AVE.	NB	3,623 May	--	--	3,618 May	--	--
	N/O OLIVE AVE.	SB	2,654 May	--	--	2,698 May	--	--
GRANADA DR.	N/O CLEVELAND AVE.	NB	2,265 May	--	--	2,847 May	--	--
	N/O CLEVELAND AVE.	SB	2,140 May	--	--	2,739 May	--	--
GRANADA DR.	S/O CLEVELAND AVE.	NB	--	4,949 May	--	--	4,895 May	--
	S/O CLEVELAND AVE.	SB	--	5,368 May	--	--	5,274 May	--
GRANADA DR.	N/O SUNSET AVE.	NB	3,907 May	--	--	4,339 May	--	--
	N/O SUNSET AVE.	SB	3,781 May	--	--	4,252 May	--	--
GRANADA DR.	S/O SUNSET AVE.	NB	--	3,635 May	3,406 May	--	3,635 May	3,796 May
	S/O SUNSET AVE.	SB	--	3,630 May	3,379 May	--	3,891 May	3,917 May
GRANADA DR.	N/O HOWARD RD.	NB	3,096 May	--	--	3,094 May	--	--
	N/O HOWARD RD.	SB	3,066 May	--	--	2,978 May	--	--
GRANADA DR.	S/O HOWARD RD.	NB	--	--	3,661 May	--	--	4,438 May
	S/O HOWARD RD.	SB	--	--	3,723 May	--	--	5,178 May

City of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
GRANADA DR.	At ALMOND AVE.	NB APP	--	--	--	--	--	--
	At ALMOND AVE.	SB APP	--	--	--	--	--	--
	At ALMOND AVE.	EB APP	--	--	--	--	--	--
	At ALMOND AVE.	WB APP	--	--	--	--	--	--
	N/O ALMOND AVE.	NB	--	--	2,965 May	--	--	3,624 May
	N/O ALMOND AVE.	SB	--	--	3,043 May	--	--	3,644 May
GRANADA DR.	S/O PECAN AVE.	NB	--	1,521 May	--	--	--	--
	S/O PECAN AVE.	SB	--	1,669 May	--	--	--	--
HOWARD RD.	At GRANADA DR.	NB APP	--	--	--	--	--	--
	At GRANADA DR.	SB APP	--	--	--	--	--	--
	At GRANADA DR.	EB APP	--	--	--	--	--	--
	At GRANADA DR.	WB APP	--	--	--	--	--	--
HOWARD RD.	W/O GRANADA DR.	EB	--	--	3,745 May	--	--	3,846 May
	W/O GRANADA DR.	WB	--	--	3,670 May	--	--	3,737 May
HOWARD RD.	At MAINBERRY DR.	SB APP	--	--	--	--	--	--
	At MAINBERRY DR.	EB APP	--	--	--	--	--	--
	At MAINBERRY DR.	WB APP	--	--	--	--	--	--
HOWARD RD.	At WESTBERRY BLVD.	NB APP	--	--	--	--	--	--
	At WESTBERRY BLVD.	SB APP	--	--	--	--	--	--
	At WESTBERRY BLVD.	EB APP	--	--	--	--	--	--
	At WESTBERRY BLVD.	WB APP	--	3,874 May	--	--	3,584 May	--
	E/O WESTBERRY BLVD.	EB	--	3,441 May	--	--	3,434 May	--
HOWARD RD.	At WILLIAMS AVE.	SB APP	--	--	--	--	--	--
	At WILLIAMS AVE.	EB APP	--	--	--	--	--	--
	At WILLIAMS AVE.	WB APP	--	--	--	--	--	--
I ST.	At 4th ST.	NB APP	--	3,039 May	--	--	3,565 May	--
	At 4th ST.	SB APP	--	--	--	--	--	--
	At 4th ST.	EB APP	--	--	--	--	--	--
	At 4th ST.	WB APP	--	--	--	--	--	--
	S/O 4th ST.	SB	--	2,768 May	--	--	3,153 May	--
I ST.	At YOSEMITE AVE.	NB APP	--	--	--	--	--	--
	At YOSEMITE AVE.	SB APP	--	2,582 May	--	--	3,331 May	--
	At YOSEMITE AVE.	EB APP	--	--	--	--	--	--
	At YOSEMITE AVE.	WB APP	--	--	--	--	--	--
	N/O YOSEMITE AVE.	NB	--	2,862 May	--	--	3,078 May	--
KENNEDY ST.	At TULARE ST.	NB APP	--	--	--	--	--	--
	At TULARE ST.	EB APP	--	2,136 May	--	--	2,467 May	--
	At TULARE ST.	WB APP	--	--	--	--	--	--
	W/O TULARE ST.	WB	--	2,161 May	--	--	2,484 May	--
LAKE ST.	N/O 4th ST.	NB	4,890 May	--	--	5,458 May	--	--
	N/O 4th ST.	SB	5,061 May	--	--	5,666 May	--	--
LAKE ST.	S/O 4th ST.	NB	--	--	3,343 May	--	--	4,275 May
	S/O 4th ST.	SB	--	--	3,851 May	--	--	5,200 May

City of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
LAKE ST.	At CENTRAL AVE.	NB APP	--	--	--	--	--	--
	At CENTRAL AVE.	SB APP	--	--	--	--	--	--
	At CENTRAL AVE.	EB APP	--	--	--	--	--	--
LAKE ST.	N/O CLEVELAND AVE.	NB	4,649 May	--	--	5,089 May	--	--
	N/O CLEVELAND AVE.	SB	5,264 May	--	--	5,591 May	--	--
LAKE ST.	S/O CLEVELAND AVE.	NB	--	--	4,405 May	--	--	5,036 May
	S/O CLEVELAND AVE.	SB	--	--	4,354 May	--	--	4,699 May
LAKE ST.	At ELLIS ST.	NB APP	--	--	--	--	--	--
	At ELLIS ST.	SB APP	--	--	--	--	--	--
	At ELLIS ST.	EB APP	--	--	--	--	--	--
	At ELLIS ST.	WB APP	--	--	--	--	--	--
LAKE ST.	N/O ELLIS ST.	NB	--	--	2,641 May	--	--	2,510 May
	N/O ELLIS ST.	SB	--	--	2,644 May	--	--	2,352 May
MERCED ST.	N/O KENNEDY ST.	NB	--	--	--	--	--	--
	N/O KENNEDY ST.	SB	--	--	--	--	--	--
OLIVE AVE.	At 6th ST.	SB APP	--	--	--	--	--	--
	At 6th ST.	EB APP	--	--	--	--	--	--
	At 6th ST.	WB APP	--	--	--	--	--	--
OLIVE AVE.	E/O GATEWAY DR.	EB	5,175 May	--	--	6,827 May	--	--
	E/O GATEWAY DR.	WB	4,714 May	--	--	6,889 May	--	--
OLIVE AVE.	At K ST./MONTEREY ST.	NB APP	--	--	--	--	--	--
	At K ST./MONTEREY ST.	SB APP	--	--	--	--	--	--
	At K ST./MONTEREY ST.	EB APP	--	--	--	--	--	--
	At K ST./MONTEREY ST.	WB APP	--	--	--	--	--	--
OLIVE AVE.	At RD. 28	NB APP	--	--	--	--	--	--
	At RD. 28	SB APP	--	--	--	--	--	--
	At RD. 28	EB APP	--	--	--	--	--	--
	At RD. 28	WB APP	--	--	--	--	--	--
OLIVE AVE.	At ROOSEVELT ST.	NB APP	--	--	--	--	--	--
	At ROOSEVELT ST.	SB APP	--	--	--	--	--	--
	At ROOSEVELT ST.	EB APP	--	--	--	--	--	--
	At ROOSEVELT ST.	WB APP	--	--	--	--	--	--
	W/O ROOSEVELT ST.	EB	--	--	5,546 May	--	--	5,544 May
	W/O ROOSEVELT ST.	WB	--	--	5,124 May	--	--	5,364 May
OLIVE AVE.	W/O SR 145	EB	5,096 May	--	--	6,418 May	--	--
	W/O SR 145	WB	4,881 May	--	--	5,867 May	--	--
PINE ST.	N/O HOWARD RD.	NB	2,254 May	--	--	2,529 May	--	--
	N/O HOWARD RD.	SB	1,756 May	--	--	2,390 May	--	--
PINE ST.	S/O HOWARD RD.	NB	--	--	4,557 May	--	--	5,198 May
	S/O HOWARD RD.	SB	--	--	3,754 May	--	--	4,470 May
RAYMOND RD.	N/O CLEVELAND AVE.	NB	4,354 May	--	--	5,342 May	--	--
	N/O CLEVELAND AVE.	SB	4,554 May	--	--	5,807 May	--	--
ROOSEVELT AVE.	N/O OLIVE AVE.	NB	212 May	--	--	1,373 May	--	--
	N/O OLIVE AVE.	SB	230 May	--	--	1,359 May	--	--
SCHNOOR AVE.	S/O AVE. 16	NB	--	--	4,641 June	--	--	5,506 May
	S/O AVE. 16	SB	--	--	3,931 June	--	--	4,477 May
SCHNOOR AVE.	N/O CLEVELAND AVE.	NB	4,244 May	--	--	4,503 May	--	--
	N/O CLEVELAND AVE.	SB	4,197 May	--	--	4,493 May	--	--

City of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
SCHNOOR AVE.	S/O CLEVELAND AVE.	NB		--	5,618 June		--	5,614 May
	S/O CLEVELAND AVE.	SB		--	5,426 June		--	4,847 May
SCHNOOR AVE.	N/O HOWARD RD.	NB	2,944 May	--	--	3,328 May	--	--
	N/O HOWARD RD.	SB	3,087 May	--	--	3,597 May	--	--
SCHNOOR AVE.	At JEFFERSON AVE.	NB APP	--	--	--	--	--	--
	At JEFFERSON AVE.	SB APP	--	6,242 May	--	--	6,729 May	--
	At JEFFERSON AVE.	WB APP	--	--	--	--	--	--
	N/O JEFFERSON AVE.	NB	--	7,003 May	--	--	6,086 May	--
SCHNOOR AVE.	N/O SUNSET AVE.	NB	4,378 May	--	--	5,198 May	--	--
	N/O SUNSET AVE.	SB	4,299 May	--	--	4,526 May	--	--
SCHNOOR AVE.	S/O SUNSET AVE.	NB	--	--	3,342 June	--	--	3,943 May
	S/O SUNSET AVE.	SB	--	--	3,281 June	--	--	3,863 May
SHERWOOD WAY	W/O LAKE ST.	EB	--	--	--	--	2,184 May	--
	W/O LAKE ST.	WB	--	--	--	--	1,800 May	--
STADIUM RD.	At ALMOND AVE.	NB APP	--	--	--	--	--	--
	At ALMOND AVE.	SB APP	--	--	--	--	--	--
	At ALMOND AVE.	WB APP	--	--	--	--	--	--
	N/O ALMOND AVE.	NB	--	--	2,006 May	--	--	2,057 May
	N/O ALMOND AVE.	SB	--	--	1,845 May	--	--	1,827 May
STOREY RD.	At SR 145	NB APP	--	--	--	--	--	--
	At SR 145	SB APP	--	--	--	--	--	--
	At SR 145	WB APP	--	--	--	--	--	--
	E/O SR 145	EB	--	--	1,365 May	--	--	2,130 May
	E/O SR 145	WB	--	--	1,304 May	--	--	2,247 May
SUNRISE AVE.	E/O 9th ST.	EB	1,680 May	--	--	1,781 May	--	--
	E/O 9th ST.	WB	2,203 May	--	--	2,197 May	--	--
SUNRISE AVE.	At RD. 28	NB APP	--	--	--	--	--	--
	At RD. 28	SB APP	--	--	--	--	--	--
	At RD. 28	EB APP	--	--	--	--	--	--
	At RD. 28	WB APP	--	--	--	--	--	--
	W/O RD. 28	EB	--	--	1,720 May	--	--	1,770 May
	W/O RD. 28	WB	--	--	1,671 May	--	--	1,764 May
SUNSET AVE.	W/O 4TH ST.	EB	--	--	3,568 May	--	--	3,712 May
	W/O 4TH ST.	WB	--	--	3,565 May	--	--	3,640 May
SUNSET AVE.	At GRANADA DR.	NB APP	--	--	--	--	--	--
	At GRANADA DR.	SB APP	--	--	--	--	--	--
	At GRANADA DR.	EB APP	--	--	--	--	--	--
	At GRANADA DR.	WB APP	--	--	--	--	--	--
SUNSET AVE.	At SCHNOOR AVE.	NB APP	--	--	--	--	--	--
	At SCHNOOR AVE.	SB APP	--	--	--	--	--	--
	At SCHNOOR AVE.	EB APP	--	--	--	--	--	--
	At SCHNOOR AVE.	WB APP	--	--	--	--	--	--
SUNSET AVE.	At WESTBERRY BLVD.	NB APP	--	--	--	--	--	--
	At WESTBERRY BLVD.	SB APP	--	--	--	--	--	--
	At WESTBERRY BLVD.	EB APP	--	--	--	--	--	--
	At WESTBERRY BLVD.	WB APP	--	--	--	--	--	--
	W/O WESTBERRY BLVD.	EB	--	--	1,399 May	--	--	1,472 May
	W/O WESTBERRY BLVD.	WB	--	--	1,341 May	--	--	1,438 May
	E/O WESTBERRY BLVD.	EB	--	--	1,911 May	--	--	1,897 May
	E/O WESTBERRY BLVD.	WB	--	--	1,595 May	--	--	1,653 May

City of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
TOZER ST.	At CLINTON ST.	NB APP	--	--	--	--	--	--
	At CLINTON ST.	SB APP	--	--	--	--	--	--
	At CLINTON ST.	EB APP	--	--	--	--	--	--
	At CLINTON ST.	WB APP	--	--	--	--	--	--
	NW/O CLINTON ST.	NB	--	--	7,175 May	--	--	6,942 May
	NW/O CLINTON ST.	SB	--	--	7,066 May	--	--	7,011 May
TULARE ST.	S/O KENNEDY ST.	NB	--	--	1,695 May	--	--	1,563 May
	S/O KENNEDY ST.	SB	--	--	1,491 May	--	--	1,568 May
YOSEMITE AVE.	W/O GATEWAY DR.	EB	6,084 May	--	--	6,043 May	--	--
	W/O GATEWAY DR.	WB	5,113 May	--	--	6,547 May	--	--
YOSEMITE AVE.	N/O OLIVE AVE.	NB	5,848 May	--	--	9,580 May	--	--
	N/O OLIVE AVE.	SB	4,917 May	--	--	8,013 May	--	--
TOZER ST.	N/O ALMOND AVE.	NB	--	2,845 May	--	--	3,176 April	--
	N/O ALMOND AVE.	SB	--	2,840 May	--	--	3,484 April	--

CITY OF CHOWCHILLA TRAFFIC VOLUMES

City of Chowchilla

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
3rd. ST.	N/O KINGS AVE.	NB	--	--	1,141 May	--	--	1,391 May
	N/O KINGS AVE.	SB	--	--	1,259 May	--	--	1,509 May
5th ST.	N/O KINGS AVE.	NB	--	--	1,499 May	--	--	1,559 May
	N/O KINGS AVE.	SB	--	--	1,465 May	--	--	1,470 May
11th ST.	N/O KINGS AVE.	NB	--	--	636 May	--	--	625 May
	N/O KINGS AVE.	SB	--	--	615 May	--	--	728 May
11th ST.	S/O ROBERTSON BLVD.	NB	--	641 May	--	--	778 April	--
	S/O ROBERTSON BLVD.	SB	--	579 May	--	--	653 April	--
13th ST.	N/O KINGS AVE.	NB	--	462 May	--	--	508 April	--
	N/O KINGS AVE.	SB	--	477 May	--	--	473 April	--
15th ST.	N/O KINGS AVE.	NB	--	1,583 May	--	--	1,587 April	--
	N/O KINGS AVE.	SB	--	1,572 May	--	--	1,671 April	--
AVE. 24	W/O UPRR	EB	--	--	--	--	--	--
	W/O UPRR	WB	--	--	--	--	--	--
AVE. 24 1/2	W/O CHOWCHILLA BLVD.	EB	--	542 May	--	--	419 April	--
	W/O CHOWCHILLA BLVD.	WB	--	478 May	--	--	429 April	--
AVE. 24 1/2	W/O UPRR	EB	--	514 May	--	--	419 April	--
	W/O UPRR	WB	--	472 May	--	--	429 April	--
AVE. 26	E/O SR 99	EB	--	5,221 May	--	--	6,430 April	--
	E/O SR 99	WB	--	4,972 May	--	--	7,157 April	--
CHOWCHILLA BLVD.	S/O ASH SLOUGH BRIDGE	NB	--	--	1,390 May	--	--	1,392 May
	S/O ASH SLOUGH BRIDGE	SB	--	--	2,350 May	--	--	2,320 May
CHOWCHILLA BLVD.	S/O AVE. 25	NB	534 May	--	--	528 May	--	--
	S/O AVE. 25	SB	469 May	--	--	447 May	--	--
CHOWCHILLA BLVD. BYP.	S/O ROBERTSON BLVD.	NB	--	--	1,537 May	--	--	1,049 May
	S/O ROBERTSON BLVD.	SB	--	--	1,079 May	--	--	1,039 May
COLUSA AVE.	W/O 2nd ST.	EB	--	370 May	--	--	340 April	--
	W/O 2nd ST.	WB	--	420 May	--	--	257 April	--
COMMERCE DR.	N/O AVE. 24 1/2	NB	--	--	113 May	--	--	138 May
	N/O AVE. 24 1/2	SB	--	--	108 May	--	--	138 May
FRONT ST.	S/O TRINITY AVE.	NB	--	--	632 May	--	--	668 May
	S/O TRINITY AVE.	SB	--	--	485 May	--	--	483 May
HOWELL RD.	W/O AUTUMN WAY	EB	936 Apr	--	--	1,058 May	--	--
	W/O AUTUMN WAY	WB	890 Apr	--	--	944 May	--	--
KINGS AVE.	W/O 6th ST.	EB	--	--	590 May	--	--	765 May
	W/O 6th ST.	WB	--	--	865 May	--	--	977 May
MONTEREY AVE.	W/O 13th ST.	EB	--	--	214 May	--	--	230 May
	W/O 13th ST.	WB	--	--	194 May\	--	--	209 May\
RD. 15 1/2	S/O AVE. 24 1/2	NB	--	64 May	--	--	70 April	--
	S/O AVE. 24 1/2	SB	--	68 May	--	--	90 April	--
RD. 15 1/2	S/O MARIPOSA AVE.	NB	--	710 May	--	--	921 April	--
	S/O MARIPOSA AVE.	SB	--	622 May	--	--	798 April	--
RD. 16	S/O AVE. 24 1/2	NB	--	1,983 May	--	--	1,969 April	--
	S/O AVE. 24 1/2	SB	--	1,707 May	--	--	1,624 April	--
RD. 16	S/O AVE. 25	NB	1,348 Apr	--	--	1,287 May	--	--
	S/O AVE. 25	SB	1,116 Apr	--	--	984 May	--	--

City of Chowchilla

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
TRINITY AVE.	W/O 4th ST.	EB	--	--	767 May	--	--	937 May
	W/O 4th ST.	WB	--	--	866 May	--	--	1,035 May
VENTURA AVE.	W/O 6th ST.	EB	--	--	1,773 May	--	--	1,815 May
	W/O 6th ST.	WB	--	--	1,669 May	--	--	1,971 May
VENTURA AVE.	W/O HOWELL RD.	EB	--	704 May	--	--	827 April	--
	W/O HOWELL RD.	WB	--	756 May	--	--	791 April	--
WASHINGTON RD.	W/O CITY LIMITS	EB	--	--	--	--	--	--
	W/O CITY LIMITS	WB	--	--	--	--	--	--
WASHINGTON RD.	W/O ROBERTSON BLVD.	EB	1,829 Apr	--	--	1,770 May	--	--
	W/O ROBERTSON BLVD.	WB	1,953 Apr	--	--	1,942 May	--	--
WASHINGTON RD.	E/O CITY LIMITS	EB	355 Apr	--	--	609 May	--	--
	E/O CITY LIMITS	WB	335 Apr	--	--	582 May	--	--

CALTRANS 2016 TRAFFIC VOLUMES

State Highways and Freeways

State Route	Milepost	Description	2015 Peak Hour	2015 ADT Peak Month	2015 ADT Annual	2016 Peak Hour	2016 ADT Peak Month	2016 ADT Annual
RTE. 41	0.000	Fresno-Madera County Line	--	--	--	--	--	--
			4,350	45,500	43,500	4,600	49,500	47,500
	3.230	Avenue 12	2,800	30,000	28,500	2,700	30,500	29,000
			1,650	18,100	17,000	1,800	20,900	19,600
	9.250	Jct. Rte. 145 West, Madera-Friant Road	1,350	15,500	14,500	1,350	15,300	14,400
			1,300	14,700	13,300	550	17,700	16,000
	17.910	County Road 200 (North Fork Road)	1,500	15,000	13,000	1,500	18,300	15,800
			1,050	12,500	11,000	1,300	15,100	13,300
	25.000	Road 417 (Right)	1,000	11,900	10,500	1,100	12,700	11,200
			1,100	12,400	11,000	1,050	12,400	11,000
	35.480	Jct. Rte. 49 North	1,650	18,400	16,500	1,600	18,400	16,500
			2,350	23,900	21,500	2,300	23,900	21,500
	35.770	Oakhurst, County Road 426	2,350	23,900	21,500	2,300	23,900	21,500
			1,150	13,200	9,800	1,250	14,900	11,100
	38.889	Yosemite Forks, Bass Lake Road	1,150	13,200	9,800	1,250	14,800	11,000
			720	7,900	5,700	830	8,900	6,400
	45.739	Madera-Mariposa County Line	720	7,900	5,700	770	8,300	6,000
			--	--	--	--	--	--
RTE. 49	0.000	Oakhurst, Jct. Rte. 41	--	--	--	--	--	--
			1,150	14,600	12,800	1,350	14,600	13,400
	4.494	County Road 600 (Road to Raymond)	590	7,400	6,500	710	8,500	7,600
			660	6,800	6,000	640	7,900	7,000
	5.530	County Road 628 (Road to Cedarbrook)	660	6,800	6,000	640	7,900	7,000
			550	5,800	5,000	540	5,700	5,900
	8.235	County Road 601	450	4,800	4,050	440	5,400	4,850
			340	4,100	3,300	390	4,500	3,900
	9.275	Madera-Mariposa County Line	340	4,100	3,300	350	3,750	3,450
			--	--	--	--	--	--
RTE. 99	0.000	Fresno-Madera County Line	--	--	--	--	--	--
			5,900	73,000	69,000	6,200	82,000	75,000
	0.989	Avenue 7 Interchange (Ripperdan Avenue)	5,900	73,000	69,000	6,200	82,000	75,000
			5,500	69,000	65,000	5,700	73,000	69,000
	3.564	Avenue 9 Interchange	5,500	68,000	65,000	5,700	73,000	69,000
			5,900	72,000	69,000	6,300	81,000	75,000
	7.463	Avenue 12 Interchange	5,900	73,000	69,000	6,300	81,000	75,000
			6,000	73,000	71,000	6,500	80,000	78,000
	9.490	Gateway Drive	6,000	73,000	71,000	6,500	80,000	78,000
			5,800	72,000	68,000	5,900	76,000	73,000
	10.268	Madera, Jct. Rte. 145	5,900	73,000	68,000	6,000	76,000	73,000
			6,400	78,000	74,000	6,400	83,000	80,000
	11.009	Madera, West Fourth Street Interchange	6,200	79,000	74,000	6,500	83,000	80,000
			5,600	70,000	67,000	5,800	75,000	72,000
	11.180	Madera, Second Street	5,600	70,000	67,000	5,800	75,000	72,000
			6,200	78,000	74,000	6,300	82,000	78,000
	12.125	Madera, Cleveland Avenue Interchange	6,200	78,000	74,000	6,300	82,000	78,000
			5,500	68,000	65,000	5,500	70,000	67,000
	12.752	Madera, Avenue 16	5,500	68,000	65,000	5,500	70,000	67,000
			5,900	72,000	69,000	5,700	75,000	69,000
	14.222	Avenue 17 Interchange	5,900	72,000	69,000	5,700	75,000	69,000
			5,300	65,000	62,000	5,400	68,000	65,000
	16.331	Avenue 18 1/2 Interchange	5,300	65,000	62,000	5,400	68,000	65,000
			5,200	63,000	60,000	5,400	67,000	64,000
	18.680	Avenue 20 Interchange	5,200	63,000	60,000	5,400	67,000	64,000
			4,950	61,000	57,000	5,200	66,000	62,000
	22.727	Califa, Jct. Rte. 152 West	5,000	61,000	57,000	5,200	65,000	61,000
			6,700	46,000	43,000	3,900	49,500	46,500
	23.770	Avenue 24 Interchange	6,700	46,000	43,000	3,900	49,500	46,500
			3,700	46,000	43,000	3,900	50,000	46,500
	24.430	Avenue 24 1/2	3,700	46,000	43,000	3,900	50,000	46,500
			3,700	46,000	43,000	3,900	50,000	46,500

State Highways and Freeways

State Route	Milepost	Description	2015 Peak Hour	2015 ADT Peak Month	2015 ADT Annual	2016 Peak Hour	2016 ADT Peak Month	2016 ADT Annual
RTE. 99 cont.	26.576	Jct. Rte. 233 West	3,700	46,000	43,000	3,900	50,000	46,500
			3,400	43,000	40,000	3,600	46,500	43,000
	28.167	Minturn Road	3,400	43,000	40,000	3,600	46,500	43,000
			3,400	43,000	40,000	3,600	47,000	43,500
	29.359	Madera-Merced County Line (Chowchilla River)	3,500	44,000	41,000	3,650	46,500	43,500
			--	--	--	--	--	--
RTE. 145	0.000	Fresno-Madera County Line	--	--	--	--	--	--
			570	6,800	6,300	620	7,300	6,800
	7.060	Avenue 12 (Pole Line Road)	710	6,500	5,100	780	6,800	5,900
			610	7,400	6,700	690	7,400	6,900
	8.060	Avenue 13	1,100	12,100	11,000	1,150	12,100	11,400
			1,200	12,600	11,500	1,350	14,900	14,100
	8.560	Avenue 13 1/2 (Almond Avenue)	1,200	12,600	11,500	1,350	14,900	14,100
			1,500	16,700	15,000	1,700	18,700	17,000
	9.077	Madera, Jct. Rte. 99	1,500	16,700	15,000	1,700	18,700	17,000
			1,250	14,700	13,000	1,500	17,200	15,700
	9.317	Madera, F Street	1,250	14,700	13,000	1,500	17,200	15,700
			1,200	14,000	13,000	1,500	17,200	15,700
	9.600	Madera, Sixth Street	1,250	14,700	13,500	1,500	17,300	15,800
			1,500	16,100	14,500	1,300	14,000	12,800
	9.680	Madera, Yosemite Avenue	1,500	16,100	14,500	1,300	14,000	12,800
			1,900	19,800	17,700	1,700	16,900	15,800
	9.910	Madera, C Street	1,900	19,800	17,700	1,700	16,900	15,800
			1,600	17,900	16,000	1,600	16,900	15,900
	10.150	Madera, Lake Street	1,400	15,400	13,800	1,600	17,200	16,200
			1,300	14,700	13,000	1,700	17,900	16,800
	11.020	Madera, Tozer Street	950	11,500	10,700	930	11,400	10,700
			770	9,200	8,300	870	10,400	9,700
	13.660	River Road (County Road 400)	770	9,200	8,300	870	10,400	9,700
			660	7,400	6,600	660	7,500	6,600
	25.459	Jct. Rte. 41	470	5,500	5,200	550	6,300	5,500
			--	--	--	--	--	--
RTE. 152	0.000	Merced-Madera County Line/Jct. Rte. 59	--	--	--	--	--	--
			1,550	20,500	17,400	1,500	18,400	16,400
	10.799	Jct. Rte. 233 Northwest	1,400	16,500	14,500	1,350	16,500	14,400
			1,250	15,500	13,400	1,300	16,200	14,100
	15.634	Califa, Jct. Rte. 99	1,250	15,800	13,600	1,650	18,400	16,400
			--	--	--	--	--	--
RTE. 233	0.005	Jct. Rte. 152, Los Banos Road (Avenue 23)	--	--	--	--	--	--
			320	3,650	3,350	340	3,750	3,500
	2.390	Chowchilla, Washington Avenue (Avenue 25)	860	10,500	9,100	830	9,600	8,600
			1,050	12,300	10,700	1,000	11,700	10,200
	2.490	Chowchilla, 15th Street	1,050	12,300	10,700	1,000	11,700	10,200
			1,100	13,000	11,200	1,050	12,400	10,600
	3.090	Chowchilla, 6th Street	1,100	13,000	11,200	1,050	12,400	10,600
			1,100	13,400	11,600	1,050	12,700	11,000
RTE. 233 cont.	3.290	Chowchilla, 3rd Street	1,250	14,800	12,900	1,300	15,100	12,300
			1,200	14,700	12,800	1,200	14,700	12,800
	3.586	Chowchilla, Chowchilla Avenue (Old U.S. 99)	1,200	13,300	12,600	1,250	13,900	12,900
			1,200	13,400	12,700	1,250	14,100	13,300
	3.887	Jct. Rte. 99	1,200	13,400	12,700	1,250	14,100	13,300
			--	--	--	--	--	--

LEGEND

	Back
	Ahead

2018 TRAFFIC COUNT DATA SHEETS

Prepared by NDS/ATD

VOLUME

Rd 26 S/O Ave 21

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_001

DAILY TOTALS	NB	SB	EB	WB	Total
	1,411	1,348	0	0	2,759

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	4		3				7		12:00	12		13				25	
00:15	4		2				6		12:15	25		13				38	
00:30	1		2				3		12:30	17		20				37	
00:45	1	10	2	9			3	19	12:45	16	70	21	67			37	137
01:00	0		2				2		13:00	16		23				39	
01:15	1		1				2		13:15	27		19				46	
01:30	0		3				3		13:30	18		18				36	
01:45	4	5	0	6			4	11	13:45	16	77	19	79			35	156
02:00	2		1				3		14:00	20		20				40	
02:15	1		1				2		14:15	21		18				39	
02:30	0		1				1		14:30	17		25				42	
02:45	1	4	3	6			4	10	14:45	28	86	17	80			45	166
03:00	1		1				2		15:00	25		23				48	
03:15	1		0				1		15:15	18		29				47	
03:30	1		1				2		15:30	24		52				76	
03:45	1	4	3	5			4	9	15:45	29	96	32	136			61	232
04:00	0		4				4		16:00	23		37				60	
04:15	2		3				5		16:15	21		24				45	
04:30	2		5				7		16:30	42		54				96	
04:45	4	8	5	17			9	25	16:45	27	113	33	148			60	261
05:00	17		2				19		17:00	31		17				48	
05:15	20		3				23		17:15	35		17				52	
05:30	50		9				59		17:30	25		18				43	
05:45	36	123	7	21			43	144	17:45	32	123	14	66			46	189
06:00	14		17				31		18:00	30		18				48	
06:15	13		11				24		18:15	17		20				37	
06:30	9		18				27		18:30	25		16				41	
06:45	13	49	23	69			36	118	18:45	14	86	19	73			33	159
07:00	8		28				36		19:00	18		10				28	
07:15	15		25				40		19:15	18		8				26	
07:30	14		26				40		19:30	11		10				21	
07:45	13	50	24	103			37	153	19:45	22	69	9	37			31	106
08:00	16		24				40		20:00	19		18				37	
08:15	24		22				46		20:15	18		10				28	
08:30	10		23				33		20:30	20		13				33	
08:45	12	62	15	84			27	146	20:45	13	70	13	54			26	124
09:00	17		19				36		21:00	18		5				23	
09:15	18		27				45		21:15	14		8				22	
09:30	14		22				36		21:30	10		7				17	
09:45	16	65	12	80			28	145	21:45	10	52	5	25			15	77
10:00	15		18				33		22:00	11		9				20	
10:15	12		16				28		22:15	10		4				14	
10:30	17		23				40		22:30	4		6				10	
10:45	17	61	25	82			42	143	22:45	1	26	0	19			1	45
11:00	17		20				37		23:00	5		6				11	
11:15	28		17				45		23:15	5		2				7	
11:30	26		24				50		23:30	3		3				6	
11:45	16	87	10	71			26	158	23:45	2	15	0	11			2	26
TOTALS		528		553				1081	TOTALS		883		795				1678
SPLIT %		48.8%		51.2%				39.2%	SPLIT %		52.6%		47.4%				60.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,411	1,348	0	0	2,759

AM Peak Hour	05:00	07:00			10:45	PM Peak Hour	16:30	15:15			15:45
AM Pk Volume	123	103			174	PM Pk Volume	135	150			262
Pk Hr Factor	0.615	0.920			0.870	Pk Hr Factor	0.804	0.721			0.682
7 - 9 Volume	112	187	0	0	299	4 - 6 Volume	236	214	0	0	450
7 - 9 Peak Hour	07:30	07:00			07:30	4 - 6 Peak Hour	16:30	16:00			16:00
7 - 9 Pk Volume	67	103	0	0	163	4 - 6 Pk Volume	135	148	0	0	261
Pk Hr Factor	0.698	0.920	0.000	0.000	0.886	Pk Hr Factor	0.804	0.685	0.000	0.000	0.680

Prepared by NDS/ATD

VOLUME

Rd 27 S/O Ave 21

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_002

DAILY TOTALS	NB	SB	EB	WB	Total
	186	197	0	0	383

AM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0	
00:15	0		0						0	
00:30	0		0						0	
00:45	0		0						0	
01:00	0		0						0	
01:15	1		0						1	
01:30	0		0						0	
01:45	0	1	0						0	1
02:00	1		0						1	
02:15	0		0						0	
02:30	0		0						0	
02:45	0	1	0						0	1
03:00	0		0						0	
03:15	0		0						0	
03:30	0		0						0	
03:45	0		0						0	
04:00	0		1						1	
04:15	0		0						0	
04:30	1		0						1	
04:45	1	2	0	1					1	3
05:00	1		0						1	
05:15	1		1						2	
05:30	1		0						1	
05:45	2	5	2	3					4	8
06:00	0		0						0	
06:15	3		1						4	
06:30	4		0						4	
06:45	1	8	1	2					2	10
07:00	1		3						4	
07:15	1		11						12	
07:30	3		12						15	
07:45	13	18	28	54					41	72
08:00	12		3						15	
08:15	2		0						2	
08:30	3		1						4	
08:45	2	19	1	5					3	24
09:00	0		4						4	
09:15	2		1						3	
09:30	4		1						5	
09:45	1	7	0	6					1	13
10:00	0		1						1	
10:15	3		1						4	
10:30	1		4						5	
10:45	1	5	0	6					1	11
11:00	3		0						3	
11:15	3		0						3	
11:30	0		0						0	
11:45	1	7	1	1					2	8
TOTALS		73		78						**151**
SPLIT %		48.3%		51.7%						**39.4%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	0		5						5	
12:15	3		0						3	
12:30	0		2						2	
12:45	1	4	2	9					3	13
13:00	2		2						4	
13:15	0		4						4	
13:30	2		0						2	
13:45	1	5	1	7					2	12
14:00	2		6						8	
14:15	2		5						7	
14:30	7		12						19	
14:45	14	25	10	33					24	58
15:00	12		4						16	
15:15	3		4						7	
15:30	3		5						8	
15:45	6	24	1	14					7	38
16:00	2		4						6	
16:15	6		4						10	
16:30	4		2						6	
16:45	2	14	9	19					11	33
17:00	4		4						8	
17:15	3		3						6	
17:30	1		2						3	
17:45	7	15	3	12					10	27
18:00	7		5						12	
18:15	2		0						2	
18:30	1		2						3	
18:45	0	10	1	8					1	18
19:00	1		5						6	
19:15	0		2						2	
19:30	1		2						3	
19:45	1	3	0	9					1	12
20:00	2		0						2	
20:15	1		1						2	
20:30	1		1						2	
20:45	2	6	0	2					2	8
21:00	2		1						3	
21:15	0		1						1	
21:30	1		0						1	
21:45	0	3	1	3					1	6
22:00	1		0						1	
22:15	0		1						1	
22:30	0		0						0	
22:45	0	1	0	1					0	2
23:00	1		0						1	
23:15	1		2						3	
23:30	0		0						0	
23:45	1	3	0	2					1	5
TOTALS		113		119						**232**
SPLIT %		48.7%		51.3%						**60.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	186	197	0	0	383

AM Peak Hour	07:30	07:00			**07:15**
AM Pk Volume	30	54			**83**
Pk Hr Factor	0.577	0.482			**0.506**
7 - 9 Volume	37	59	0	0	**96**
7 - 9 Peak Hour	07:30	07:00			**07:15**
7 - 9 Pk Volume	30	54	0	0	**83**
Pk Hr Factor	0.577	0.482	0.000	0.000	**0.506**

PM Peak Hour	14:30	14:00			**14:15**
PM Pk Volume	36	33			**66**
Pk Hr Factor	0.643	0.688			**0.688**
4 - 6 Volume	29	31	0	0	**60**
4 - 6 Peak Hour	16:15	16:00			**16:15**
4 - 6 Pk Volume	16	19	0	0	**35**
Pk Hr Factor	0.667	0.528	0.000	0.000	**0.795**

Prepared by NDS/ATD

VOLUME

Road 28 N/O Cottonwood Creek

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_003

DAILY TOTALS	NB	SB	EB	WB	Total
	3,067	3,297	0	0	6,364

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	6		9				15		12:00	39		53				92	
00:15	4		7				11		12:15	43		40				83	
00:30	3		4				7		12:30	37		38				75	
00:45	3	16	6	26			9	42	12:45	50	169	38	169			88	338
01:00	5		5				10		13:00	44		38				82	
01:15	0		1				1		13:15	46		49				95	
01:30	3		3				6		13:30	53		44				97	
01:45	2	10	5	14			7	24	13:45	62	205	63	194			125	399
02:00	7		0				7		14:00	63		59				122	
02:15	0		5				5		14:15	88		52				140	
02:30	5		4				9		14:30	75		72				147	
02:45	4	16	3	12			7	28	14:45	51	277	76	259			127	536
03:00	5		5				10		15:00	54		57				111	
03:15	3		1				4		15:15	46		56				102	
03:30	4		5				9		15:30	56		55				111	
03:45	10	22	5	16			15	38	15:45	57	213	62	230			119	443
04:00	16		16				32		16:00	56		69				125	
04:15	11		12				23		16:15	46		47				93	
04:30	23		21				44		16:30	55		62				117	
04:45	25	75	39	88			64	163	16:45	58	215	59	237			117	452
05:00	19		35				54		17:00	55		75				130	
05:15	22		32				54		17:15	55		66				121	
05:30	26		46				72		17:30	49		64				113	
05:45	14	81	14	127			28	208	17:45	52	211	48	253			100	464
06:00	18		8				26		18:00	52		52				104	
06:15	20		32				52		18:15	56		53				109	
06:30	10		17				27		18:30	43		47				90	
06:45	29	77	34	91			63	168	18:45	27	178	33	185			60	363
07:00	18		31				49		19:00	39		45				84	
07:15	28		35				63		19:15	49		39				88	
07:30	56		68				124		19:30	41		35				76	
07:45	86	188	56	190			142	378	19:45	39	168	35	154			74	322
08:00	51		48				99		20:00	28		39				67	
08:15	27		23				50		20:15	37		48				85	
08:30	32		35				67		20:30	44		59				103	
08:45	38	148	33	139			71	287	20:45	43	152	43	189			86	341
09:00	22		29				51		21:00	43		45				88	
09:15	38		25				63		21:15	41		46				87	
09:30	33		27				60		21:30	42		43				85	
09:45	26	119	35	116			61	235	21:45	17	143	32	166			49	309
10:00	31		28				59		22:00	25		27				52	
10:15	36		36				72		22:15	17		33				50	
10:30	37		39				76		22:30	14		16				30	
10:45	40	144	40	143			80	287	22:45	14	70	16	92			30	162
11:00	28		36				64		23:00	12		13				25	
11:15	43		44				87		23:15	5		16				21	
11:30	33		32				65		23:30	10		9				19	
11:45	33	137	47	159			80	296	23:45	6	33	10	48			16	81
TOTALS		1033		1121				**2154**	**TOTALS**		2034		2176				**4210**
SPLIT %		48.0%		52.0%				**33.8%**	**SPLIT %**		48.3%		51.7%				**66.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	3,067	3,297	0	0	6,364

AM Peak Hour	07:15	07:15				**07:15**	**PM Peak Hour**	13:45	16:45				**14:00**
AM Pk Volume	221	207				**428**	**PM Pk Volume**	288	264				**536**
Pk Hr Factor	0.642	0.761				**0.754**	**Pk Hr Factor**	0.818	0.880				**0.912**
7 - 9 Volume	336	329	0	0		**665**	**4 - 6 Volume**	426	490	0	0		**916**
7 - 9 Peak Hour	07:15	07:15				**07:15**	**4 - 6 Peak Hour**	16:30	16:45				**16:30**
7 - 9 Pk Volume	221	207	0	0		**428**	**4 - 6 Pk Volume**	223	264	0	0		**485**
Pk Hr Factor	0.642	0.761	0.000	0.000		**0.754**	**Pk Hr Factor**	0.961	0.880	0.000	0.000		**0.933**

Prepared by NDS/ATD

VOLUME

Rd 36 N/O Ave 12

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_004

DAILY TOTALS	NB	SB	EB	WB	Total
	2,856	3,214	0	0	6,070

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	5		1				6		12:00	29		30				59	
00:15	4		1				5		12:15	38		44				82	
00:30	3		2				5		12:30	35		25				60	
00:45	4	16	1	5			5	21	12:45	57	159	37	136			94	295
01:00	2		2				4		13:00	65		37				102	
01:15	1		1				2		13:15	47		53				100	
01:30	2		1				3		13:30	50		50				100	
01:45	1	6	0	4			1	10	13:45	52	214	36	176			88	390
02:00	0		1				1		14:00	63		28				91	
02:15	2		1				3		14:15	71		175				246	
02:30	0		0				0		14:30	49		112				161	
02:45	2	4	0	2			2	6	14:45	50	233	72	387			122	620
03:00	2		3				5		15:00	55		57				112	
03:15	2		5				7		15:15	45		41				86	
03:30	1		2				3		15:30	45		39				84	
03:45	2	7	1	11			3	18	15:45	53	198	38	175			91	373
04:00	0		2				2		16:00	64		43				107	
04:15	1		2				3		16:15	58		39				97	
04:30	4		19				23		16:30	66		35				101	
04:45	6	11	6	29			12	40	16:45	75	263	40	157			115	420
05:00	4		13				17		17:00	83		48				131	
05:15	3		20				23		17:15	91		51				142	
05:30	4		39				43		17:30	81		43				124	
05:45	13	24	18	90			31	114	17:45	65	320	63	205			128	525
06:00	12		30				42		18:00	59		42				101	
06:15	24		41				65		18:15	64		36				100	
06:30	47		82				129		18:30	52		34				86	
06:45	12	95	61	214			73	309	18:45	46	221	21	133			67	354
07:00	25		77				102		19:00	44		19				63	
07:15	28		99				127		19:15	35		21				56	
07:30	73		104				177		19:30	24		24				48	
07:45	124	250	223	503			347	753	19:45	31	134	25	89			56	223
08:00	60		157				217		20:00	24		33				57	
08:15	30		58				88		20:15	31		16				47	
08:30	26		40				66		20:30	33		21				54	
08:45	29	145	42	297			71	442	20:45	29	117	11	81			40	198
09:00	17		50				67		21:00	31		11				42	
09:15	14		32				46		21:15	27		8				35	
09:30	17		35				52		21:30	14		14				28	
09:45	23	71	45	162			68	233	21:45	12	84	9	42			21	126
10:00	24		42				66		22:00	10		6				16	
10:15	24		34				58		22:15	11		4				15	
10:30	16		31				47		22:30	9		3				12	
10:45	30	94	36	143			66	237	22:45	9	39	1	14			10	53
11:00	29		37				66		23:00	6		2				8	
11:15	27		33				60		23:15	6		3				9	
11:30	36		35				71		23:30	6		3				9	
11:45	35	127	43	148			78	275	23:45	6	24	3	11			9	35
TOTALS		850		1608				**2458**	**TOTALS**		2006		1606				**3612**
SPLIT %		34.6%		65.4%				**40.5%**	**SPLIT %**		55.5%		44.5%				**59.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	2,856	3,214	0	0	6,070

AM Peak Hour	07:30	07:15				**07:15**	**PM Peak Hour**	16:45	14:15				**14:15**
AM Pk Volume	287	583				**868**	**PM Pk Volume**	330	416				**641**
Pk Hr Factor	0.579	0.654				**0.625**	**Pk Hr Factor**	0.907	0.594				**0.651**
7 - 9 Volume	395	800	0	0		**1195**	**4 - 6 Volume**	583	362	0	0		**945**
7 - 9 Peak Hour	07:30	07:15				**07:15**	**4 - 6 Peak Hour**	16:45	17:00				**17:00**
7 - 9 Pk Volume	287	583	0	0		**868**	**4 - 6 Pk Volume**	330	205	0	0		**525**
Pk Hr Factor	0.579	0.654	0.000	0.000		**0.625**	**Pk Hr Factor**	0.907	0.813	0.000	0.000		**0.924**

Prepared by NDS/ATD

VOLUME

Rd 36 S/O Ave 12

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_005

DAILY TOTALS	NB	SB	EB	WB	Total
	1,241	1,106	0	0	2,347

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	4		0						4		12:00	17		7						24	
00:15	0		0						0		12:15	6		9						15	
00:30	0		0						0		12:30	15		5						20	
00:45	2	6	1	1					3	7	12:45	27	65	13	34					40	99
01:00	0		0						0		13:00	15		9						24	
01:15	0		1						1		13:15	10		18						28	
01:30	1		0						1		13:30	19		17						36	
01:45	1	2	0	1					1	3	13:45	13	57	20	64					33	121
02:00	1		0						1		14:00	21		13						34	
02:15	0		0						0		14:15	16		17						33	
02:30	2		1						3		14:30	18		27						45	
02:45	0	3	0	1					0	4	14:45	17	72	10	67					27	139
03:00	1		4						5		15:00	22		14						36	
03:15	0		4						4		15:15	25		19						44	
03:30	0		1						1		15:30	19		18						37	
03:45	2	3	3	12					5	15	15:45	22	88	16	67					38	155
04:00	1		3						4		16:00	37		13						50	
04:15	1		3						4		16:15	26		16						42	
04:30	2		8						10		16:30	33		13						46	
04:45	1	5	8	22					9	27	16:45	49	145	13	55					62	200
05:00	1		8						9		17:00	56		13						69	
05:15	2		6						8		17:15	54		24						78	
05:30	5		21						26		17:30	70		12						82	
05:45	4	12	9	44					13	56	17:45	35	215	19	68					54	283
06:00	3		20						23		18:00	28		13						41	
06:15	4		27						31		18:15	21		17						38	
06:30	14		22						36		18:30	24		18						42	
06:45	12	33	28	97					40	130	18:45	19	92	12	60					31	152
07:00	14		34						48		19:00	24		6						30	
07:15	21		39						60		19:15	10		6						16	
07:30	37		47						84		19:30	8		8						16	
07:45	30	102	52	172					82	274	19:45	22	64	4	24					26	88
08:00	19		52						71		20:00	9		8						17	
08:15	9		22						31		20:15	9		5						14	
08:30	13		22						35		20:30	7		5						12	
08:45	11	52	18	114					29	166	20:45	14	39	6	24					20	63
09:00	11		16						27		21:00	11		6						17	
09:15	15		15						30		21:15	9		2						11	
09:30	6		13						19		21:30	7		5						12	
09:45	10	42	13	57					23	99	21:45	2	29	7	20					9	49
10:00	11		11						22		22:00	3		3						6	
10:15	9		12						21		22:15	5		2						7	
10:30	5		9						14		22:30	3		2						5	
10:45	16	41	8	40					24	81	22:45	4	15	1	8					5	23
11:00	17		11						28		23:00	1		1						2	
11:15	10		11						21		23:15	4		2						6	
11:30	11		14						25		23:30	1		3						4	
11:45	12	50	10	46					22	96	23:45	3	9	2	8					5	17
TOTALS		351		607						958	TOTALS		890		499						1389
SPLIT %		36.6%		63.4%						40.8%	SPLIT %		64.1%		35.9%						59.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,241	1,106	0	0	2,347

AM Peak Hour	07:15	07:15			07:15	PM Peak Hour	16:45	13:45			16:45
AM Pk Volume	107	190			297	PM Pk Volume	229	77			291
Pk Hr Factor	0.723	0.913			0.884	Pk Hr Factor	0.818	0.713			0.887
7 - 9 Volume	154	286	0	0	440	4 - 6 Volume	360	123	0	0	483
7 - 9 Peak Hour	07:15	07:15			07:15	4 - 6 Peak Hour	16:45	17:00			16:45
7 - 9 Pk Volume	107	190	0	0	297	4 - 6 Pk Volume	229	68	0	0	291
Pk Hr Factor	0.723	0.913	0.000	0.000	0.884	Pk Hr Factor	0.818	0.708	0.000	0.000	0.887

Prepared by NDS/ATD

VOLUME

Rd 200 E/O SR 41

Day: Tuesday
Date: 5/15/2018

City: O'Neals
Project #: CA18_2057_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,623	1,719	3,342

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00					0		0		0		12:00					21		24		45	
00:15					0		0		0		12:15					17		29		46	
00:30					2		1		3		12:30					14		26		40	
00:45					0	2	1	2	1	4	12:45					21	73	24	103	45	176
01:00					3		0		3		13:00					22		27		49	
01:15					0		0		0		13:15					33		20		53	
01:30					3		0		3		13:30					18		21		39	
01:45					3	9	0		3	9	13:45					20	93	20	88	40	181
02:00					0		1		1		14:00					27		17		44	
02:15					2		3		5		14:15					23		21		44	
02:30					0		1		1		14:30					42		32		74	
02:45					0	2	0	5	0	7	14:45					28	120	38	108	66	228
03:00					0		0		0		15:00					22		26		48	
03:15					0		3		3		15:15					35		27		62	
03:30					0		3		3		15:30					48		74		122	
03:45					2	2	2	8	4	10	15:45					34	139	49	176	83	315
04:00					0		2		2		16:00					28		27		55	
04:15					1		5		6		16:15					25		32		57	
04:30					1		4		5		16:30					30		59		89	
04:45					0	2	4	15	4	17	16:45					34	117	31	149	65	266
05:00					3		8		11		17:00					24		31		55	
05:15					5		11		16		17:15					30		34		64	
05:30					6		12		18		17:30					33		19		52	
05:45					4	18	27	58	31	76	17:45					37	124	27	111	64	235
06:00					8		21		29		18:00					19		17		36	
06:15					9		24		33		18:15					24		11		35	
06:30					12		19		31		18:30					28		21		49	
06:45					16	45	31	95	47	140	18:45					30	101	23	72	53	173
07:00					21		42		63		19:00					20		9		29	
07:15					24		29		53		19:15					11		8		19	
07:30					28		29		57		19:30					18		12		30	
07:45					51	124	22	122	73	246	19:45					22	71	21	50	43	121
08:00					59		37		96		20:00					13		10		23	
08:15					77		70		147		20:15					19		6		25	
08:30					75		84		159		20:30					15		9		24	
08:45					30	241	40	231	70	472	20:45					14	61	2	27	16	88
09:00					10		22		32		21:00					12		6		18	
09:15					18		28		46		21:15					8		7		15	
09:30					21		26		47		21:30					11		4		15	
09:45					23	72	15	91	38	163	21:45					15	46	2	19	17	65
10:00					17		27		44		22:00					7		2		9	
10:15					18		20		38		22:15					2		1		3	
10:30					9		25		34		22:30					1		3		4	
10:45					14	58	17	89	31	147	22:45					5	15	3	9	8	24
11:00					16		15		31		23:00					3		0		3	
11:15					18		32		50		23:15					1		1		2	
11:30					20		15		35		23:30					1		5		6	
11:45					26	80	21	83	47	163	23:45					3	8	2	8	5	16
TOTALS						655		799		1454	TOTALS						968		920		1888
SPLIT %						45.0%		55.0%		43.5%	SPLIT %						51.3%		48.7%		56.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,623	1,719	3,342

AM Peak Hour			07:45	08:00	07:45	PM Peak Hour			15:15	15:30	15:15
AM Pk Volume			262	231	475	PM Pk Volume			145	182	322
Pk Hr Factor			0.851	0.688	0.747	Pk Hr Factor			0.755	0.615	0.660
7 - 9 Volume	0	0	365	353	718	4 - 6 Volume	0	0	241	260	501
7 - 9 Peak Hour			07:45	08:00	07:45	4 - 6 Peak Hour			17:00	16:30	16:30
7 - 9 Pk Volume	0	0	262	231	475	4 - 6 Pk Volume	0	0	124	155	273
Pk Hr Factor	0.000	0.000	0.851	0.688	0.747	Pk Hr Factor	0.000	0.000	0.838	0.657	0.767

Prepared by NDS/ATD

VOLUME

Rd 206 N/O San Joaquin River

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_007

DAILY TOTALS	NB	SB	EB	WB	Total
	2,267	2,189	0	0	4,456

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	6		5				11		12:00	18		19				37	
00:15	14		6				20		12:15	25		37				62	
00:30	9		3				12		12:30	31		34				65	
00:45	7	36	4	18			11	54	12:45	30	104	36	126			66	230
01:00	9		1				10		13:00	38		24				62	
01:15	9		7				16		13:15	30		30				60	
01:30	7		2				9		13:30	39		27				66	
01:45	5	30	7	17			12	47	13:45	34	141	26	107			60	248
02:00	6		7				13		14:00	30		30				60	
02:15	10		6				16		14:15	35		23				58	
02:30	4		5				9		14:30	45		24				69	
02:45	3	23	3	21			6	44	14:45	41	151	28	105			69	256
03:00	7		7				14		15:00	45		26				71	
03:15	4		2				6		15:15	31		29				60	
03:30	2		0				2		15:30	45		43				88	
03:45	6	19	3	12			9	31	15:45	50	171	29	127			79	298
04:00	6		0				6		16:00	49		46				95	
04:15	5		3				8		16:15	44		39				83	
04:30	7		7				14		16:30	49		46				95	
04:45	5	23	3	13			8	36	16:45	41	183	43	174			84	357
05:00	8		9				17		17:00	53		39				92	
05:15	21		10				31		17:15	63		43				106	
05:30	14		18				32		17:30	38		59				97	
05:45	20	63	15	52			35	115	17:45	42	196	39	180			81	376
06:00	15		24				39		18:00	34		40				74	
06:15	25		21				46		18:15	29		30				59	
06:30	27		26				53		18:30	38		34				72	
06:45	25	92	36	107			61	199	18:45	29	130	21	125			50	255
07:00	34		30				64		19:00	25		24				49	
07:15	38		50				88		19:15	24		25				49	
07:30	26		51				77		19:30	15		24				39	
07:45	26	124	34	165			60	289	19:45	21	85	25	98			46	183
08:00	34		23				57		20:00	13		20				33	
08:15	26		41				67		20:15	25		26				51	
08:30	30		35				65		20:30	12		19				31	
08:45	20	110	35	134			55	244	20:45	24	74	22	87			46	161
09:00	23		26				49		21:00	22		17				39	
09:15	19		28				47		21:15	24		17				41	
09:30	28		33				61		21:30	21		23				44	
09:45	27	97	32	119			59	216	21:45	16	83	21	78			37	161
10:00	20		27				47		22:00	31		13				44	
10:15	18		39				57		22:15	23		16				39	
10:30	24		33				57		22:30	20		13				33	
10:45	22	84	30	129			52	213	22:45	17	91	15	57			32	148
11:00	30		21				51		23:00	19		9				28	
11:15	23		27				50		23:15	11		10				21	
11:30	33		28				61		23:30	8		12				20	
11:45	21	107	26	102			47	209	23:45	12	50	5	36			17	86
TOTALS		808		889				**1697**	**TOTALS**		1459		1300				**2759**
SPLIT %		47.6%		52.4%				**38.1%**	**SPLIT %**		52.9%		47.1%				**61.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	2,267	2,189	0	0	4,456

AM Peak Hour	06:30	06:45				**06:45**	**PM Peak Hour**	16:30	16:45				**16:45**
AM Pk Volume	124	167				**290**	**PM Pk Volume**	206	184				**379**
Pk Hr Factor	0.816	0.819				**0.824**	**Pk Hr Factor**	0.817	0.780				**0.894**
7 - 9 Volume	234	299	0	0		**533**	**4 - 6 Volume**	379	354	0	0		**733**
7 - 9 Peak Hour	07:00	07:00				**07:00**	**4 - 6 Peak Hour**	16:30	16:45				**16:45**
7 - 9 Pk Volume	124	165	0	0		**289**	**4 - 6 Pk Volume**	206	184	0	0		**379**
Pk Hr Factor	0.816	0.809	0.000	0.000		**0.821**	**Pk Hr Factor**	0.817	0.780	0.000	0.000		**0.894**

Prepared by NDS/ATD

VOLUME

Rd 221 N/O Rd 200

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_008

DAILY TOTALS	NB	SB	EB	WB	Total
	722	726	0	0	1,448

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		0				0		12:00	5		9				14	
00:15	1		1				2		12:15	12		13				25	
00:30	1		1				2		12:30	3		14				17	
00:45	3	5	0	2			3	7	12:45	8	28	10	46			18	74
01:00	0		0				0		13:00	8		6				14	
01:15	0		2				2		13:15	7		7				14	
01:30	0		0				0		13:30	12		7				19	
01:45	1	1	1	3			2	4	13:45	12	39	13	33			25	72
02:00	0		0				0		14:00	12		4				16	
02:15	1		1				2		14:15	10		9				19	
02:30	1		0				1		14:30	15		8				23	
02:45	0	2	1	2			1	4	14:45	18	55	15	36			33	91
03:00	0		0				0		15:00	18		9				27	
03:15	0		0				0		15:15	14		7				21	
03:30	2		2				4		15:30	13		9				22	
03:45	0	2	0	2			0	4	15:45	14	59	15	40			29	99
04:00	1		1				2		16:00	18		16				34	
04:15	0		1				1		16:15	23		19				42	
04:30	1		3				4		16:30	12		12				24	
04:45	0	2	5	10			5	12	16:45	14	67	10	57			24	124
05:00	1		2				3		17:00	23		7				30	
05:15	1		3				4		17:15	10		6				16	
05:30	2		4				6		17:30	14		10				24	
05:45	2	6	7	16			9	22	17:45	16	63	14	37			30	100
06:00	2		6				8		18:00	16		12				28	
06:15	5		15				20		18:15	10		8				18	
06:30	5		12				17		18:30	17		13				30	
06:45	6	18	13	46			19	64	18:45	14	57	9	42			23	99
07:00	13		21				34		19:00	8		2				10	
07:15	12		13				25		19:15	6		11				17	
07:30	9		12				21		19:30	13		7				20	
07:45	10	44	23	69			33	113	19:45	5	32	7	27			12	59
08:00	17		28				45		20:00	5		7				12	
08:15	5		11				16		20:15	3		2				5	
08:30	14		19				33		20:30	7		11				18	
08:45	6	42	11	69			17	111	20:45	10	25	1	21			11	46
09:00	9		21				30		21:00	8		5				13	
09:15	5		8				13		21:15	5		3				8	
09:30	13		6				19		21:30	4		3				7	
09:45	6	33	12	47			18	80	21:45	9	26	3	14			12	40
10:00	15		10				25		22:00	5		1				6	
10:15	12		15				27		22:15	3		2				5	
10:30	6		11				17		22:30	1		1				2	
10:45	14	47	10	46			24	93	22:45	3	12	5	9			8	21
11:00	18		13				31		23:00	4		0				4	
11:15	11		11				22		23:15	4		3				7	
11:30	12		9				21		23:30	0		4				4	
11:45	6	47	11	44			17	91	23:45	2	10	1	8			3	18
TOTALS		249		356				**605**	**TOTALS**		473		370				**843**
SPLIT %		41.2%		58.8%				**41.8%**	**SPLIT %**		56.1%		43.9%				**58.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	722	726	0	0	1,448

AM Peak Hour	10:45	07:45				**07:45**	**PM Peak Hour**	16:15	15:45				**15:45**
AM Pk Volume	55	81				**127**	**PM Pk Volume**	72	62				**129**
Pk Hr Factor	0.764	0.723				**0.706**	**Pk Hr Factor**	0.783	0.816				**0.768**
7 - 9 Volume	86	138	0	0		**224**	**4 - 6 Volume**	130	94	0	0		**224**
7 - 9 Peak Hour	07:15	07:45				**07:45**	**4 - 6 Peak Hour**	16:15	16:00				**16:00**
7 - 9 Pk Volume	48	81	0	0		**127**	**4 - 6 Pk Volume**	72	57	0	0		**124**
Pk Hr Factor	0.706	0.723	0.000	0.000		**0.706**	**Pk Hr Factor**	0.783	0.750	0.000	0.000		**0.738**

Prepared by NDS/ATD

VOLUME

Rd 222 N/O Fresno County Line

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_009

DAILY TOTALS	NB	SB	EB	WB	Total
	188	188	0	0	376

AM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0	
00:15	0		0						0	
00:30	0		0						0	
00:45	1	1	0						1	1
01:00	0		0						0	
01:15	0		0						0	
01:30	0		0						0	
01:45	0		0						0	
02:00	1		1						2	
02:15	0		1						1	
02:30	0		0						0	
02:45	0	1	0	2					0	3
03:00	0		0						0	
03:15	0		0						0	
03:30	0		0						0	
03:45	1	1	0						1	1
04:00	0		0						0	
04:15	0		0						0	
04:30	0		1						1	
04:45	0		0	1					0	1
05:00	0		2						2	
05:15	1		1						2	
05:30	2		0						2	
05:45	2	5	0	3					2	8
06:00	2		2						4	
06:15	2		4						6	
06:30	1		2						3	
06:45	1	6	3	11					4	17
07:00	4		3						7	
07:15	4		5						9	
07:30	1		2						3	
07:45	5	14	5	15					10	29
08:00	2		0						2	
08:15	0		5						5	
08:30	4		8						12	
08:45	4	10	4	17					8	27
09:00	2		3						5	
09:15	2		4						6	
09:30	5		6						11	
09:45	0	9	1	14					1	23
10:00	4		3						7	
10:15	3		5						8	
10:30	1		2						3	
10:45	3	11	4	14					7	25
11:00	0		3						3	
11:15	1		1						2	
11:30	4		2						6	
11:45	1	6	1	7					2	13
TOTALS		64		84						**148**
SPLIT %		43.2%		56.8%						**39.4%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	2		0						2	
12:15	1		7						8	
12:30	3		3						6	
12:45	3	9	0	10					3	19
13:00	4		0						4	
13:15	3		1						4	
13:30	3		2						5	
13:45	2	12	2	5					4	17
14:00	2		1						3	
14:15	1		4						5	
14:30	5		4						9	
14:45	1	9	5	14					6	23
15:00	3		4						7	
15:15	3		5						8	
15:30	5		3						8	
15:45	5	16	3	15					8	31
16:00	3		5						8	
16:15	4		3						7	
16:30	4		2						6	
16:45	6	17	3	13					9	30
17:00	3		4						7	
17:15	4		6						10	
17:30	4		3						7	
17:45	6	17	5	18					11	35
18:00	8		10						18	
18:15	2		2						4	
18:30	4		1						5	
18:45	2	16	1	14					3	30
19:00	4		2						6	
19:15	1		0						1	
19:30	3		1						4	
19:45	1	9	1	4					2	13
20:00	2		4						6	
20:15	3		0						3	
20:30	2		1						3	
20:45	0	7	1	6					1	13
21:00	0		2						2	
21:15	1		2						3	
21:30	1		0						1	
21:45	2	4	0	4					2	8
22:00	1		0						1	
22:15	3		1						4	
22:30	1		0						1	
22:45	2	7	0	1					2	8
23:00	1		0						1	
23:15	0		0						0	
23:30	0		0						0	
23:45	0	1	0						0	1
TOTALS		124		104						**228**
SPLIT %		54.4%		45.6%						**60.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	188	188	0	0	376

AM Peak Hour	07:00	08:15			**08:30**
AM Pk Volume	14	20			**31**
Pk Hr Factor	0.700	0.625			**0.646**
7 - 9 Volume	24	32	0	0	**56**
7 - 9 Peak Hour	07:00	07:45			**07:00**
7 - 9 Pk Volume	14	18	0	0	**29**
Pk Hr Factor	0.700	0.563	0.000	0.000	**0.725**

PM Peak Hour	17:15	17:15			**17:15**
PM Pk Volume	22	24			**46**
Pk Hr Factor	0.688	0.600			**0.639**
4 - 6 Volume	34	31	0	0	**65**
4 - 6 Peak Hour	16:00	17:00			**17:00**
4 - 6 Pk Volume	17	18	0	0	**35**
Pk Hr Factor	0.708	0.750	0.000	0.000	**0.795**

Prepared by NDS/ATD

VOLUME

Rd 222 E/O SR 41

Day: Tuesday
Date: 5/15/2018

City: Oakhurst
Project #: CA18_2057_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,487	2,495	4,982

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		1		3		12:00			39		41		80	
00:15			1		2		3		12:15			31		49		80	
00:30			0		1		1		12:30			45		40		85	
00:45			0	3	0	4	0	7	12:45			46	161	39	169	85	330
01:00			1		0		1		13:00			33		50		83	
01:15			1		1		2		13:15			44		40		84	
01:30			1		1		2		13:30			45		48		93	
01:45			2	5	0	2	2	7	13:45			46	168	44	182	90	350
02:00			1		1		2		14:00			41		58		99	
02:15			3		2		5		14:15			45		64		109	
02:30			1		1		2		14:30			38		40		78	
02:45			1	6	1	5	2	11	14:45			52	176	43	205	95	381
03:00			1		1		2		15:00			42		44		86	
03:15			0		2		2		15:15			55		46		101	
03:30			1		3		4		15:30			61		55		116	
03:45			1	3	3	9	4	12	15:45			54	212	46	191	100	403
04:00			0		2		2		16:00			65		43		108	
04:15			0		1		1		16:15			48		41		89	
04:30			0		4		4		16:30			61		46		107	
04:45			1	1	4	11	5	12	16:45			62	236	52	182	114	418
05:00			0		5		5		17:00			53		49		102	
05:15			2		2		4		17:15			48		40		88	
05:30			5		10		15		17:30			46		44		90	
05:45			8	15	15	32	23	47	17:45			40	187	43	176	83	363
06:00			8		23		31		18:00			53		34		87	
06:15			10		20		30		18:15			37		21		58	
06:30			19		22		41		18:30			38		20		58	
06:45			19	56	26	91	45	147	18:45			32	160	26	101	58	261
07:00			28		28		56		19:00			36		17		53	
07:15			33		48		81		19:15			32		19		51	
07:30			31		57		88		19:30			23		24		47	
07:45			46	138	57	190	103	328	19:45			45	136	19	79	64	215
08:00			38		51		89		20:00			25		23		48	
08:15			38		43		81		20:15			33		13		46	
08:30			41		37		78		20:30			28		19		47	
08:45			28	145	53	184	81	329	20:45			23	109	11	66	34	175
09:00			34		36		70		21:00			25		13		38	
09:15			41		49		90		21:15			13		15		28	
09:30			40		51		91		21:30			11		9		20	
09:45			37	152	42	178	79	330	21:45			15	64	11	48	26	112
10:00			31		42		73		22:00			18		5		23	
10:15			40		47		87		22:15			8		5		13	
10:30			35		49		84		22:30			10		9		19	
10:45			32	138	51	189	83	327	22:45			7	43	6	25	13	68
11:00			39		46		85		23:00			5		1		6	
11:15			31		42		73		23:15			5		2		7	
11:30			36		39		75		23:30			6		1		7	
11:45			46	152	45	172	91	324	23:45			5	21	0	4	5	25
TOTALS				814		1067		**1881**	**TOTALS**				1673		1428		**3101**
SPLIT %				43.3%		56.7%		**37.8%**	**SPLIT %**				54.0%		46.0%		**62.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,487	2,495	4,982

AM Peak Hour			07:45	07:15	**07:15**	**PM Peak Hour**			16:00	13:30	**15:15**
AM Pk Volume			163	213	**361**	**PM Pk Volume**			236	214	**425**
Pk Hr Factor			0.886	0.934	**0.876**	**Pk Hr Factor**			0.908	0.836	**0.916**
7 - 9 Volume	0	0	283	374	**657**	**4 - 6 Volume**	0	0	423	358	**781**
7 - 9 Peak Hour			07:45	07:15	**07:15**	**4 - 6 Peak Hour**			16:00	16:15	**16:00**
7 - 9 Pk Volume	0	0	163	213	**361**	**4 - 6 Pk Volume**	0	0	236	188	**418**
Pk Hr Factor	0.000	0.000	0.886	0.934	**0.876**	**Pk Hr Factor**	0.000	0.000	0.908	0.904	**0.917**

Prepared by NDS/ATD

VOLUME

Rd 222 S/O Rd 432

Day: Tuesday
Date: 5/15/2018

City: Bass Lake
Project #: CA18_2057_011

DAILY TOTALS	NB	SB	EB	WB	Total
	828	791	0	0	1,619

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		1				1		12:00	16		13				29	
00:15	1		0				1		12:15	17		13				30	
00:30	0		0				0		12:30	18		11				29	
00:45	0	1	0	1			0	2	12:45	17	68	15	52			32	120
01:00	0		0				0		13:00	18		10				28	
01:15	1		0				1		13:15	18		16				34	
01:30	0		0				0		13:30	15		17				32	
01:45	0	1	0				0	1	13:45	17	68	10	53			27	121
02:00	0		0				0		14:00	13		19				32	
02:15	0		1				1		14:15	24		16				40	
02:30	1		0				1		14:30	16		14				30	
02:45	0	1	0	1			0	2	14:45	14	67	18	67			32	134
03:00	0		0				0		15:00	10		15				25	
03:15	0		0				0		15:15	17		16				33	
03:30	1		1				2		15:30	25		14				39	
03:45	1	2	0	1			1	3	15:45	15	67	15	60			30	127
04:00	0		0				0		16:00	18		23				41	
04:15	2		0				2		16:15	12		21				33	
04:30	0		1				1		16:30	21		15				36	
04:45	1	3	0	1			1	4	16:45	20	71	22	81			42	152
05:00	2		0				2		17:00	10		16				26	
05:15	0		0				0		17:15	14		15				29	
05:30	0		1				1		17:30	14		17				31	
05:45	6	8	5	6			11	14	17:45	21	59	22	70			43	129
06:00	4		1				5		18:00	10		17				27	
06:15	3		2				5		18:15	11		11				22	
06:30	4		2				6		18:30	8		15				23	
06:45	8	19	4	9			12	28	18:45	12	41	9	52			21	93
07:00	5		6				11		19:00	6		8				14	
07:15	9		5				14		19:15	10		6				16	
07:30	22		14				36		19:30	8		6				14	
07:45	11	47	13	38			24	85	19:45	11	35	17	37			28	72
08:00	15		12				27		20:00	6		8				14	
08:15	10		10				20		20:15	5		9				14	
08:30	12		14				26		20:30	5		12				17	
08:45	18	55	7	43			25	98	20:45	3	19	9	38			12	57
09:00	11		8				19		21:00	7		6				13	
09:15	18		13				31		21:15	1		5				6	
09:30	10		14				24		21:30	3		4				7	
09:45	19	58	15	50			34	108	21:45	2	13	5	20			7	33
10:00	15		11				26		22:00	2		1				3	
10:15	19		14				33		22:15	2		4				6	
10:30	13		11				24		22:30	2		0				2	
10:45	13	60	12	48			25	108	22:45	1	7	2	7			3	14
11:00	16		17				33		23:00	0		1				1	
11:15	13		10				23		23:15	2		4				6	
11:30	12		10				22		23:30	0		0				0	
11:45	15	56	12	49			27	105	23:45	0	2	2	7			2	9
TOTALS		311		247				**558**	**TOTALS**		517		544				**1061**
SPLIT %		55.7%		44.3%				**34.5%**	**SPLIT %**		48.7%		51.3%				**65.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	828	791	0	0	1,619

AM Peak Hour	09:45	09:30				**09:30**	**PM Peak Hour**	15:15	16:00				**16:00**
AM Pk Volume	66	54				**117**	**PM Pk Volume**	75	81				**152**
Pk Hr Factor	0.868	0.900				**0.860**	**Pk Hr Factor**	0.750	0.880				**0.905**
7 - 9 Volume	102	81	0	0		**183**	**4 - 6 Volume**	130	151	0	0		**281**
7 - 9 Peak Hour	07:30	07:30				**07:30**	**4 - 6 Peak Hour**	16:00	16:00				**16:00**
7 - 9 Pk Volume	58	49	0	0		**107**	**4 - 6 Pk Volume**	71	81	0	0		**152**
Pk Hr Factor	0.659	0.875	0.000	0.000		**0.743**	**Pk Hr Factor**	0.845	0.880	0.000	0.000		**0.905**

Prepared by NDS/ATD

VOLUME

Rd 223 N/O Rd 221

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_012

DAILY TOTALS	NB	SB	EB	WB	Total
	787	760	0	0	1,547

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		0				0		12:00	6		7				13	
00:15	2		0				2		12:15	11		23				34	
00:30	1		2				3		12:30	7		15				22	
00:45	4	7	0	2			4	9	12:45	13	37	10	55			23	92
01:00	0		0				0		13:00	11		13				24	
01:15	0		1				1		13:15	7		8				15	
01:30	0		3				3		13:30	15		21				36	
01:45	2	2	0	4			2	6	13:45	10	43	10	52			20	95
02:00	1		0				1		14:00	11		13				24	
02:15	0		2				2		14:15	14		15				29	
02:30	0		0				0		14:30	15		8				23	
02:45	0	1	1	3			1	4	14:45	14	54	17	53			31	107
03:00	0		0				0		15:00	14		6				20	
03:15	0		0				0		15:15	15		15				30	
03:30	1		1				2		15:30	12		13				25	
03:45	1	2	0	1			1	3	15:45	14	55	21	55			35	110
04:00	2		1				3		16:00	19		22				41	
04:15	0		1				1		16:15	19		16				35	
04:30	0		2				2		16:30	18		17				35	
04:45	2	4	0	4			2	8	16:45	11	67	11	66			22	133
05:00	4		3				7		17:00	16		13				29	
05:15	2		3				5		17:15	10		16				26	
05:30	2		3				5		17:30	20		15				35	
05:45	4	12	6	15			10	27	17:45	12	58	16	60			28	118
06:00	6		5				11		18:00	13		9				22	
06:15	5		10				15		18:15	13		10				23	
06:30	11		9				20		18:30	14		13				27	
06:45	6	28	8	32			14	60	18:45	16	56	7	39			23	95
07:00	18		9				27		19:00	5		6				11	
07:15	22		16				38		19:15	5		6				11	
07:30	19		8				27		19:30	4		5				9	
07:45	14	73	22	55			36	128	19:45	9	23	9	26			18	49
08:00	20		17				37		20:00	2		8				10	
08:15	12		8				20		20:15	4		4				8	
08:30	15		15				30		20:30	6		10				16	
08:45	15	62	9	49			24	111	20:45	6	18	9	31			15	49
09:00	9		18				27		21:00	6		3				9	
09:15	11		7				18		21:15	4		4				8	
09:30	14		7				21		21:30	1		5				6	
09:45	14	48	6	38			20	86	21:45	2	13	2	14			4	27
10:00	15		9				24		22:00	3		2				5	
10:15	15		15				30		22:15	1		2				3	
10:30	9		9				18		22:30	1		3				4	
10:45	10	49	13	46			23	95	22:45	2	7	5	12			7	19
11:00	22		10				32		23:00	1		1				2	
11:15	17		12				29		23:15	0		0				0	
11:30	10		12				22		23:30	1		2				3	
11:45	12	61	9	43			21	104	23:45	5	7	2	5			7	12
TOTALS		349		292				**641**	**TOTALS**		438		468				**906**
SPLIT %		54.4%		45.6%				**41.4%**	**SPLIT %**		48.3%		51.7%				**58.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	787	760	0	0	1,547

AM Peak Hour	07:15	07:15				**07:15**	**PM Peak Hour**	15:45	15:45				**15:45**
AM Pk Volume	75	63				**138**	**PM Pk Volume**	70	76				**146**
Pk Hr Factor	0.852	0.716				**0.908**	**Pk Hr Factor**	0.921	0.864				**0.890**
7 - 9 Volume	135	104	0	0		**239**	**4 - 6 Volume**	125	126	0	0		**251**
7 - 9 Peak Hour	07:15	07:15				**07:15**	**4 - 6 Peak Hour**	16:00	16:00				**16:00**
7 - 9 Pk Volume	75	63	0	0		**138**	**4 - 6 Pk Volume**	67	66	0	0		**133**
Pk Hr Factor	0.852	0.716	0.000	0.000		**0.908**	**Pk Hr Factor**	0.882	0.750	0.000	0.000		**0.811**

Prepared by NDS/ATD

VOLUME

Rd 225 W/O Rd 274

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_013

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,570	1,574	3,144

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			6		1		7		12:00			25		29		54	
00:15			3		0		3		12:15			24		29		53	
00:30			2		2		4		12:30			22		17		39	
00:45			1	12	1	4	2	16	12:45			29	100	30	105	59	205
01:00			0		0		0		13:00			23		23		46	
01:15			1		1		2		13:15			21		30		51	
01:30			2		2		4		13:30			32		32		64	
01:45			0	3	2	5	2	8	13:45			27	103	21	106	48	209
02:00			1		2		3		14:00			38		23		61	
02:15			2		2		4		14:15			23		27		50	
02:30			0		0		0		14:30			53		31		84	
02:45			1	4	0	4	1	8	14:45			30	144	61	142	91	286
03:00			0		0		0		15:00			24		27		51	
03:15			2		2		4		15:15			31		21		52	
03:30			1		0		1		15:30			21		33		54	
03:45			0	3	0	2	0	5	15:45			23	99	29	110	52	209
04:00			2		1		3		16:00			23		32		55	
04:15			0		2		2		16:15			28		23		51	
04:30			0		2		2		16:30			28		27		55	
04:45			2	4	3	8	5	12	16:45			30	109	23	105	53	214
05:00			0		6		6		17:00			29		39		68	
05:15			4		4		8		17:15			30		34		64	
05:30			6		7		13		17:30			32		25		57	
05:45			11	21	6	23	17	44	17:45			23	114	17	115	40	229
06:00			8		13		21		18:00			27		29		56	
06:15			8		8		16		18:15			24		22		46	
06:30			9		17		26		18:30			25		27		52	
06:45			13	38	26	64	39	102	18:45			18	94	17	95	35	189
07:00			24		30		54		19:00			15		19		34	
07:15			20		19		39		19:15			15		15		30	
07:30			38		30		68		19:30			19		13		32	
07:45			43	125	46	125	89	250	19:45			12	61	11	58	23	119
08:00			46		50		96		20:00			20		4		24	
08:15			32		37		69		20:15			11		11		22	
08:30			19		31		50		20:30			15		9		24	
08:45			26	123	25	143	51	266	20:45			12	58	6	30	18	88
09:00			21		18		39		21:00			9		9		18	
09:15			19		18		37		21:15			9		6		15	
09:30			21		28		49		21:30			11		7		18	
09:45			28	89	27	91	55	180	21:45			9	38	4	26	13	64
10:00			30		24		54		22:00			7		7		14	
10:15			16		30		46		22:15			7		2		9	
10:30			22		15		37		22:30			8		7		15	
10:45			25	93	28	97	53	190	22:45			3	25	0	16	3	41
11:00			18		26		44		23:00			7		3		10	
11:15			26		20		46		23:15			2		3		5	
11:30			24		21		45		23:30			1		1		2	
11:45			29	97	24	91	53	188	23:45			3	13	2	9	5	22
TOTALS				612		657		**1269**	**TOTALS**				958		917		**1875**
SPLIT %				48.2%		51.8%		**40.4%**	**SPLIT %**				51.1%		48.9%		**59.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,570	1,574	3,144

AM Peak Hour			07:30	07:45	**07:30**	**PM Peak Hour**			14:00	14:15	**14:00**
AM Pk Volume			159	164	**322**	**PM Pk Volume**			144	146	**286**
Pk Hr Factor			0.864	0.820	**0.839**	**Pk Hr Factor**			0.679	0.598	**0.786**
7 - 9 Volume	0	0	248	268	**516**	**4 - 6 Volume**	0	0	223	220	**443**
7 - 9 Peak Hour			07:30	07:45	**07:30**	**4 - 6 Peak Hour**			16:45	16:30	**16:45**
7 - 9 Pk Volume	0	0	159	164	**322**	**4 - 6 Pk Volume**	0	0	121	123	**242**
Pk Hr Factor	0.000	0.000	0.864	0.820	**0.839**	**Pk Hr Factor**	0.000	0.000	0.945	0.788	**0.890**

Prepared by NDS/ATD

VOLUME

Rd 274 E/O Rd 222

Day: Tuesday
Date: 5/15/2018

City: Bass Lake
Project #: CA18_2057_014

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,245	1,241	2,486

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			17		17		34	
00:15			0		2		2		12:15			12		20		32	
00:30			0		0		0		12:30			26		21		47	
00:45			1	1	0	2	1	3	12:45			21	76	19	77	40	153
01:00			0		1		1		13:00			15		23		38	
01:15			0		0		0		13:15			17		20		37	
01:30			0		0		0		13:30			27		32		59	
01:45			1	1	1	2	2	3	13:45			26	85	20	95	46	180
02:00			3		0		3		14:00			25		35		60	
02:15			1		0		1		14:15			23		23		46	
02:30			1		0		1		14:30			15		17		32	
02:45			1	6	0		1	6	14:45			19	82	19	94	38	176
03:00			1		0		1		15:00			23		18		41	
03:15			0		0		0		15:15			25		20		45	
03:30			1		3		4		15:30			30		32		62	
03:45			0	2	1	4	1	6	15:45			27	105	23	93	50	198
04:00			1		2		3		16:00			31		24		55	
04:15			0		0		0		16:15			25		20		45	
04:30			0		2		2		16:30			21		24		45	
04:45			1	2	1	5	2	7	16:45			28	105	20	88	48	193
05:00			0		0		0		17:00			16		38		54	
05:15			0		2		2		17:15			30		20		50	
05:30			4		4		8		17:30			20		23		43	
05:45			5	9	3	9	8	18	17:45			14	80	20	101	34	181
06:00			2		8		10		18:00			22		15		37	
06:15			5		7		12		18:15			22		11		33	
06:30			18		8		26		18:30			20		13		33	
06:45			12	37	14	37	26	74	18:45			14	78	10	49	24	127
07:00			14		10		24		19:00			16		9		25	
07:15			24		24		48		19:15			14		12		26	
07:30			23		22		45		19:30			15		8		23	
07:45			26	87	24	80	50	167	19:45			9	54	11	40	20	94
08:00			27		20		47		20:00			11		8		19	
08:15			26		19		45		20:15			6		13		19	
08:30			17		18		35		20:30			10		10		20	
08:45			29	99	24	81	53	180	20:45			14	41	5	36	19	77
09:00			14		21		35		21:00			6		9		15	
09:15			19		22		41		21:15			7		10		17	
09:30			21		29		50		21:30			3		4		7	
09:45			29	83	25	97	54	180	21:45			3	19	9	32	12	51
10:00			18		28		46		22:00			7		2		9	
10:15			20		23		43		22:15			10		5		15	
10:30			29		24		53		22:30			4		7		11	
10:45			17	84	31	106	48	190	22:45			3	24	0	14	3	38
11:00			16		27		43		23:00			1		0		1	
11:15			21		26		47		23:15			1		0		1	
11:30			25		19		44		23:30			3		1		4	
11:45			17	79	26	98	43	177	23:45			1	6	0	1	1	7
TOTALS				490		521		**1011**	**TOTALS**				755		720		**1475**
SPLIT %				48.5%		51.5%		**40.7%**	**SPLIT %**				51.2%		48.8%		**59.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,245	1,241	2,486

AM Peak Hour			07:30	10:30	**09:45**		**PM Peak Hour**			15:15	13:30	**15:15**
AM Pk Volume			102	108	**196**		**PM Pk Volume**			113	110	**212**
Pk Hr Factor			0.944	0.871	**0.907**		**Pk Hr Factor**			0.911	0.786	**0.855**
7 - 9 Volume	0	0	186	161	**347**		**4 - 6 Volume**	0	0	185	189	**374**
7 - 9 Peak Hour			07:30	07:15	**07:15**		**4 - 6 Peak Hour**			16:00	16:15	**16:30**
7 - 9 Pk Volume	0	0	102	90	**190**		**4 - 6 Pk Volume**	0	0	105	102	**197**
Pk Hr Factor	0.000	0.000	0.944	0.938	**0.950**		**Pk Hr Factor**	0.000	0.000	0.847	0.671	**0.912**

Prepared by NDS/ATD

VOLUME

Rd 274 N/O Rd 225

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_015

DAILY TOTALS	NB	SB	EB	WB	Total
	732	745	0	0	1,477

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		0				0		12:00	13		11				24	
00:15	0		0				0		12:15	14		15				29	
00:30	0		0				0		12:30	9		7				16	
00:45	1	1	1	1			2	2	12:45	13	49	6	39			19	88
01:00	0		0				0		13:00	13		14				27	
01:15	0		1				1		13:15	13		8				21	
01:30	0		2				2		13:30	14		16				30	
01:45	0		1	4			1	4	13:45	10	50	14	52			24	102
02:00	0		2				2		14:00	18		9				27	
02:15	0		0				0		14:15	11		13				24	
02:30	0		0				0		14:30	14		19				33	
02:45	0		0	2			0	2	14:45	13	56	18	59			31	115
03:00	0		0				0		15:00	11		13				24	
03:15	2		2				4		15:15	15		9				24	
03:30	1		0				1		15:30	13		18				31	
03:45	2	5	0	2			2	7	15:45	10	49	17	57			27	106
04:00	1		0				1		16:00	10		17				27	
04:15	0		0				0		16:15	6		13				19	
04:30	1		0				1		16:30	11		17				28	
04:45	2	4	0				2	4	16:45	19	46	16	63			35	109
05:00	0		2				2		17:00	17		19				36	
05:15	4		0				4		17:15	16		22				38	
05:30	9		4				13		17:30	14		19				33	
05:45	4	17	1	7			5	24	17:45	12	59	11	71			23	130
06:00	7		3				10		18:00	8		10				18	
06:15	4		4				8		18:15	11		13				24	
06:30	3		7				10		18:30	15		11				26	
06:45	4	18	7	21			11	39	18:45	5	39	11	45			16	84
07:00	22		3				25		19:00	7		6				13	
07:15	11		8				19		19:15	2		9				11	
07:30	17		13				30		19:30	3		13				16	
07:45	10	60	13	37			23	97	19:45	5	17	11	39			16	56
08:00	17		16				33		20:00	6		1				7	
08:15	21		12				33		20:15	3		9				12	
08:30	16		10				26		20:30	5		11				16	
08:45	17	71	9	47			26	118	20:45	4	18	5	26			9	44
09:00	11		6				17		21:00	4		5				9	
09:15	9		16				25		21:15	2		4				6	
09:30	14		14				28		21:30	4		3				7	
09:45	26	60	16	52			42	112	21:45	4	14	8	20			12	34
10:00	16		12				28		22:00	2		2				4	
10:15	8		12				20		22:15	1		3				4	
10:30	13		9				22		22:30	3		4				7	
10:45	13	50	12	45			25	95	22:45	0	6	2	11			2	17
11:00	5		15				20		23:00	1		1				2	
11:15	12		3				15		23:15	1		2				3	
11:30	9		8				17		23:30	1		1				2	
11:45	14	40	13	39			27	79	23:45	0	3	2	6			2	9
TOTALS		326		257				583	TOTALS		406		488				894
SPLIT %		55.9%		44.1%				39.5%	SPLIT %		45.4%		54.6%				60.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	732	745	0	0	1,477

AM Peak Hour	08:00	09:15				09:15	PM Peak Hour	16:45	16:45				16:45
AM Pk Volume	71	58				123	PM Pk Volume	66	76				142
Pk Hr Factor	0.845	0.906				0.732	Pk Hr Factor	0.868	0.864				0.934
7 - 9 Volume	131	84	0	0		215	4 - 6 Volume	105	134	0	0		239
7 - 9 Peak Hour	08:00	07:30				07:30	4 - 6 Peak Hour	16:45	16:45				16:45
7 - 9 Pk Volume	71	54	0	0		119	4 - 6 Pk Volume	66	76	0	0		142
Pk Hr Factor	0.845	0.844	0.000	0.000		0.902	Pk Hr Factor	0.868	0.864	0.000	0.000		0.934

Prepared by NDS/ATD

VOLUME

Rd 415 E/O Rd 400

Day: Tuesday
Date: 5/15/2018

City: Coarsegold
Project #: CA18_2057_016

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,680	1,620	3,300

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			0	2	2	12:00			25	22	47
00:15			0	2	2	12:15			29	25	54
00:30			1	3	4	12:30			20	27	47
00:45			2	3	3	10	5	13	12:45			25	99	18	92	43	191
01:00			1	2	3	13:00			25	33	58
01:15			1	2	3	13:15			24	14	38
01:30			1	2	3	13:30			35	23	58
01:45			2	5	0	6	2	11	13:45			20	104	21	91	41	195
02:00			0	4	4	14:00			19	28	47
02:15			0	1	1	14:15			30	36	66
02:30			0	1	1	14:30			40	40	80
02:45			0	2	8	2	8	14:45			24	113	26	130	50	243
03:00			0	0	0	15:00			28	34	62
03:15			1	0	1	15:15			27	28	55
03:30			1	0	1	15:30			27	29	56
03:45			4	6	1	1	5	7	15:45			33	115	35	126	68	241
04:00			0	1	1	16:00			33	48	81
04:15			3	1	4	16:15			23	33	56
04:30			4	3	7	16:30			29	35	64
04:45			3	10	2	7	5	17	16:45			22	107	39	155	61	262
05:00			5	0	5	17:00			23	27	50
05:15			9	6	15	17:15			27	49	76
05:30			7	4	11	17:30			25	32	57
05:45			15	36	6	16	21	52	17:45			27	102	40	148	67	250
06:00			12	11	23	18:00			14	28	42
06:15			20	9	29	18:15			19	20	39
06:30			26	13	39	18:30			19	28	47
06:45			31	89	11	44	42	133	18:45			19	71	27	103	46	174
07:00			40	14	54	19:00			13	32	45
07:15			59	18	77	19:15			15	11	26
07:30			63	28	91	19:30			22	15	37
07:45			59	221	24	84	83	305	19:45			15	65	19	77	34	142
08:00			23	31	54	20:00			9	22	31
08:15			32	19	51	20:15			8	28	36
08:30			29	14	43	20:30			10	22	32
08:45			34	118	22	86	56	204	20:45			9	36	26	98	35	134
09:00			27	16	43	21:00			10	16	26
09:15			36	16	52	21:15			7	19	26
09:30			28	18	46	21:30			2	5	7
09:45			26	117	18	68	44	185	21:45			3	22	7	47	10	69
10:00			35	19	54	22:00			3	8	11
10:15			19	22	41	22:15			5	4	9
10:30			28	17	45	22:30			3	7	10
10:45			25	107	23	81	48	188	22:45			2	13	3	22	5	35
11:00			27	20	47	23:00			2	5	7
11:15			23	26	49	23:15			3	2	5
11:30			32	32	64	23:30			6	2	8
11:45			25	107	30	108	55	215	23:45			3	14	3	12	6	26
TOTALS				819	519	1338	TOTALS				861	1101	1962
SPLIT %				61.2%	38.8%	40.5%	SPLIT %				43.9%	56.1%	59.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,680	1,620	3,300

AM Peak Hour			07:00	11:15	07:00	PM Peak Hour			14:15	16:00	15:45
AM Pk Volume			221	110	305	PM Pk Volume			122	155	269
Pk Hr Factor			0.877	0.859	0.838	Pk Hr Factor			0.763	0.807	0.830
7 - 9 Volume	0	0	339	170	509	4 - 6 Volume	0	0	209	303	512
7 - 9 Peak Hour			07:00	07:30	07:00	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	221	102	305	4 - 6 Pk Volume	0	0	107	155	262
Pk Hr Factor	0.000	0.000	0.877	0.823	0.838	Pk Hr Factor	0.000	0.000	0.811	0.807	0.809

Prepared by NDS/ATD

VOLUME

Rd 415 W/O Rd 400

Day: Tuesday
Date: 5/15/2018

City: Coarsegold
Project #: CA18_2057_017

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	930	935	1,865

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			11		13		24	
00:15			0		2		2		12:15			12		12		24	
00:30			1		2		3		12:30			10		19		29	
00:45			2	3	1	5	3	8	12:45			16	49	11	55	27	104
01:00			0		2		2		13:00			12		18		30	
01:15			0		2		2		13:15			12		13		25	
01:30			2		1		3		13:30			15		15		30	
01:45			2	4	0	5	2	9	13:45			10	49	10	56	20	105
02:00			0		1		1		14:00			14		13		27	
02:15			0		1		1		14:15			16		15		31	
02:30			0		0		0		14:30			15		19		34	
02:45			0		2	4	2	4	14:45			10	55	14	61	24	116
03:00			0		0		0		15:00			15		15		30	
03:15			0		0		0		15:15			16		22		38	
03:30			1		0		1		15:30			12		12		24	
03:45			3	4	0		3	4	15:45			24	67	18	67	42	134
04:00			0		1		1		16:00			16		26		42	
04:15			2		1		3		16:15			19		17		36	
04:30			1		1		2		16:30			15		20		35	
04:45			3	6	1	4	4	10	16:45			15	65	12	75	27	140
05:00			5		0		5		17:00			13		23		36	
05:15			5		5		10		17:15			18		31		49	
05:30			4		5		9		17:30			15		22		37	
05:45			16	30	3	13	19	43	17:45			18	64	25	101	43	165
06:00			8		11		19		18:00			14		14		28	
06:15			14		6		20		18:15			11		18		29	
06:30			14		12		26		18:30			11		17		28	
06:45			23	59	10	39	33	98	18:45			16	52	16	65	32	117
07:00			20		14		34		19:00			10		22		32	
07:15			23		4		27		19:15			7		9		16	
07:30			30		10		40		19:30			12		7		19	
07:45			30	103	10	38	40	141	19:45			8	37	13	51	21	88
08:00			11		17		28		20:00			5		7		12	
08:15			15		13		28		20:15			2		12		14	
08:30			15		4		19		20:30			5		16		21	
08:45			21	62	10	44	31	106	20:45			6	18	14	49	20	67
09:00			12		8		20		21:00			9		10		19	
09:15			22		6		28		21:15			5		14		19	
09:30			13		13		26		21:30			0		3		3	
09:45			13	60	10	37	23	97	21:45			3	17	7	34	10	51
10:00			15		8		23		22:00			1		5		6	
10:15			11		12		23		22:15			2		4		6	
10:30			14		15		29		22:30			4		6		10	
10:45			14	54	17	52	31	106	22:45			4	11	3	18	7	29
11:00			12		10		22		23:00			1		2		3	
11:15			10		11		21		23:15			3		2		5	
11:30			17		20		37		23:30			4		4		8	
11:45			12	51	11	52	23	103	23:45			2	10	2	10	4	20
TOTALS				436		293		**729**	**TOTALS**				494		642		**1136**
SPLIT %				59.8%		40.2%		**39.1%**	**SPLIT %**				43.5%		56.5%		**60.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	930	935	1,865

AM Peak Hour				07:00		10:45		**07:00**	**PM Peak Hour**				15:45		17:00		**17:00**
AM Pk Volume				103		58		**141**	**PM Pk Volume**				74		101		**165**
Pk Hr Factor				0.858		0.725		**0.881**	**Pk Hr Factor**				0.771		0.815		**0.842**
7 - 9 Volume	0	0		165		82		**247**	**4 - 6 Volume**	0	0		129		176		**305**
7 - 9 Peak Hour				07:00		07:30		**07:00**	**4 - 6 Peak Hour**				16:00		17:00		**17:00**
7 - 9 Pk Volume	0	0		103		50		**141**	**4 - 6 Pk Volume**	0	0		65		101		**165**
Pk Hr Factor	0.000	0.000		0.858		0.735		**0.881**	**Pk Hr Factor**	0.000	0.000		0.855		0.815		**0.842**

Prepared by NDS/ATD

VOLUME

Rd 416 W/O SR 41

Day: Tuesday
Date: 5/15/2018

City: Coarsegold
Project #: CA18_2057_018

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	847	858	1,705

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			14		8		22	
00:15			0		2		2		12:15			17		9		26	
00:30			0		2		2		12:30			20		15		35	
00:45			0		2	6	2	6	12:45			22	73	12	44	34	117
01:00			1		3		4		13:00			14		20		34	
01:15			2		3		5		13:15			13		10		23	
01:30			0		2		2		13:30			11		10		21	
01:45			0	3	0	8	0	11	13:45			13	51	14	54	27	105
02:00			2		1		3		14:00			9		22		31	
02:15			0		0		0		14:15			9		16		25	
02:30			0		0		0		14:30			18		11		29	
02:45			1	3	2	3	3	6	14:45			12	48	18	67	30	115
03:00			2		0		2		15:00			11		19		30	
03:15			0		1		1		15:15			14		16		30	
03:30			2		1		3		15:30			19		24		43	
03:45			3	7	0	2	3	9	15:45			21	65	20	79	41	144
04:00			4		1		5		16:00			14		25		39	
04:15			2		0		2		16:15			12		20		32	
04:30			2		0		2		16:30			15		23		38	
04:45			2	10	1	2	3	12	16:45			14	55	31	99	45	154
05:00			7		0		7		17:00			13		24		37	
05:15			7		1		8		17:15			11		18		29	
05:30			6		2		8		17:30			8		34		42	
05:45			10	30	3	6	13	36	17:45			9	41	25	101	34	142
06:00			14		2		16		18:00			5		24		29	
06:15			20		5		25		18:15			9		20		29	
06:30			15		4		19		18:30			6		22		28	
06:45			21	70	6	17	27	87	18:45			8	28	12	78	20	106
07:00			25		4		29		19:00			4		7		11	
07:15			20		5		25		19:15			5		8		13	
07:30			19		14		33		19:30			12		9		21	
07:45			23	87	7	30	30	117	19:45			11	32	12	36	23	68
08:00			25		11		36		20:00			6		6		12	
08:15			18		8		26		20:15			5		8		13	
08:30			11		10		21		20:30			2		8		10	
08:45			13	67	8	37	21	104	20:45			2	15	8	30	10	45
09:00			12		4		16		21:00			5		11		16	
09:15			12		5		17		21:15			2		7		9	
09:30			9		7		16		21:30			2		6		8	
09:45			9	42	10	26	19	68	21:45			1	10	7	31	8	41
10:00			11		9		20		22:00			1		5		6	
10:15			15		6		21		22:15			3		1		4	
10:30			18		7		25		22:30			0		3		3	
10:45			8	52	14	36	22	88	22:45			2	6	2	11	4	17
11:00			11		15		26		23:00			1		2		3	
11:15			12		11		23		23:15			3		1		4	
11:30			11		12		23		23:30			2		1		3	
11:45			11	45	12	50	23	95	23:45			1	7	1	5	2	12
TOTALS				416		223		**639**	**TOTALS**				431		635		**1066**
SPLIT %				65.1%		34.9%		**37.5%**	**SPLIT %**				40.4%		59.6%		**62.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	847	858	1,705

AM Peak Hour			07:00	10:45	**07:30**	**PM Peak Hour**			12:00	16:45	**15:30**
AM Pk Volume			87	52	**125**	**PM Pk Volume**			73	107	**155**
Pk Hr Factor			0.870	0.867	**0.868**	**Pk Hr Factor**			0.830	0.787	**0.901**
7 - 9 Volume	0	0	154	67	**221**	**4 - 6 Volume**	0	0	96	200	**296**
7 - 9 Peak Hour			07:00	07:30	**07:30**	**4 - 6 Peak Hour**			16:00	16:45	**16:00**
7 - 9 Pk Volume	0	0	87	40	**125**	**4 - 6 Pk Volume**	0	0	55	107	**154**
Pk Hr Factor	0.000	0.000	0.870	0.714	**0.868**	**Pk Hr Factor**	0.000	0.000	0.917	0.787	**0.856**

Prepared by NDS/ATD

VOLUME

Rd 417 E/O SR 41

Day: Tuesday
Date: 5/15/2018

City: Coarsegold
Project #: CA18_2057_019

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,780	1,786	3,566

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		2		5		12:00			30		17		47	
00:15			3		1		4		12:15			28		24		52	
00:30			1		0		1		12:30			15		17		32	
00:45			3	10	0	3	3	13	12:45			29	102	22	80	51	182
01:00			2		5		7		13:00			29		24		53	
01:15			1		0		1		13:15			30		27		57	
01:30			2		2		4		13:30			38		20		58	
01:45			1	6	0	7	1	13	13:45			32	129	40	111	72	240
02:00			1		0		1		14:00			18		31		49	
02:15			1		3		4		14:15			24		30		54	
02:30			1		2		3		14:30			34		28		62	
02:45			1	4	0	5	1	9	14:45			38	114	23	112	61	226
03:00			1		0		1		15:00			37		26		63	
03:15			0		2		2		15:15			45		21		66	
03:30			0		2		2		15:30			25		25		50	
03:45			2	3	4	8	6	11	15:45			57	164	29	101	86	265
04:00			1		5		6		16:00			50		34		84	
04:15			1		3		4		16:15			42		23		65	
04:30			1		3		4		16:30			49		23		72	
04:45			1	4	5	16	6	20	16:45			43	184	17	97	60	281
05:00			1		5		6		17:00			36		16		52	
05:15			2		12		14		17:15			52		30		82	
05:30			1		26		27		17:30			48		22		70	
05:45			2	6	26	69	28	75	17:45			47	183	25	93	72	276
06:00			2		21		23		18:00			50		20		70	
06:15			2		30		32		18:15			35		26		61	
06:30			3		27		30		18:30			29		25		54	
06:45			5	12	45	123	50	135	18:45			32	146	14	85	46	231
07:00			11		43		54		19:00			28		13		41	
07:15			16		69		85		19:15			26		13		39	
07:30			21		68		89		19:30			27		18		45	
07:45			19	67	57	237	76	304	19:45			35	116	14	58	49	174
08:00			16		47		63		20:00			26		8		34	
08:15			16		38		54		20:15			28		11		39	
08:30			24		31		55		20:30			21		8		29	
08:45			14	70	30	146	44	216	20:45			28	103	10	37	38	140
09:00			12		34		46		21:00			26		8		34	
09:15			17		28		45		21:15			19		10		29	
09:30			19		29		48		21:30			8		6		14	
09:45			19	67	25	116	44	183	21:45			10	63	4	28	14	91
10:00			19		29		48		22:00			13		3		16	
10:15			14		31		45		22:15			14		4		18	
10:30			24		23		47		22:30			11		3		14	
10:45			25	82	28	111	53	193	22:45			5	43	4	14	9	57
11:00			18		37		55		23:00			6		2		8	
11:15			13		34		47		23:15			8		2		10	
11:30			27		26		53		23:30			4		4		8	
11:45			23	81	20	117	43	198	23:45			3	21	4	12	7	33
TOTALS				412		958		**1370**	**TOTALS**				1368		828		**2196**
SPLIT %				30.1%		69.9%		**38.4%**	**SPLIT %**				62.3%		37.7%		**61.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,780	1,786	3,566

AM Peak Hour			11:30	07:15	**07:15**	**PM Peak Hour**			15:45	13:45	**15:45**
AM Pk Volume			108	241	**313**	**PM Pk Volume**			198	129	**307**
Pk Hr Factor			0.900	0.873	**0.879**	**Pk Hr Factor**			0.868	0.806	**0.892**
7 - 9 Volume	0	0	137	383	**520**	**4 - 6 Volume**	0	0	367	190	**557**
7 - 9 Peak Hour			07:45	07:15	**07:15**	**4 - 6 Peak Hour**			16:00	16:00	**16:00**
7 - 9 Pk Volume	0	0	75	241	**313**	**4 - 6 Pk Volume**	0	0	184	97	**281**
Pk Hr Factor	0.000	0.000	0.781	0.873	**0.879**	**Pk Hr Factor**	0.000	0.000	0.920	0.713	**0.836**

Prepared by NDS/ATD

VOLUME

Rd 426 S/O SR 41

Day: Tuesday
Date: 5/15/2018

City: Oakhurst
Project #: CA18_2057_020

DAILY TOTALS	NB	SB	EB	WB	Total
	6,978	6,896	0	0	13,874

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	4		4				8		12:00	139		113				252	
00:15	3		8				11		12:15	148		126				274	
00:30	3		5				8		12:30	116		153				269	
00:45	1	11	3	20			4	31	12:45	120	523	160	552			280	1075
01:00	4		2				6		13:00	106		122				228	
01:15	2		4				6		13:15	121		104				225	
01:30	3		5				8		13:30	99		104				203	
01:45	1	10	3	14			4	24	13:45	108	434	113	443			221	877
02:00	0		1				1		14:00	113		166				279	
02:15	3		2				5		14:15	178		132				310	
02:30	0		1				1		14:30	150		133				283	
02:45	0	3	2	6			2	9	14:45	158	599	153	584			311	1183
03:00	1		4				5		15:00	232		150				382	
03:15	1		2				3		15:15	136		144				280	
03:30	2		0				2		15:30	149		130				279	
03:45	8	12	3	9			11	21	15:45	128	645	177	601			305	1246
04:00	2		1				3		16:00	153		151				304	
04:15	10		6				16		16:15	128		151				279	
04:30	9		4				13		16:30	140		129				269	
04:45	8	29	1	12			9	41	16:45	125	546	167	598			292	1144
05:00	14		5				19		17:00	187		165				352	
05:15	17		3				20		17:15	116		180				296	
05:30	28		8				36		17:30	129		123				252	
05:45	32	91	14	30			46	121	17:45	96	528	135	603			231	1131
06:00	43		13				56		18:00	118		105				223	
06:15	39		31				70		18:15	95		105				200	
06:30	62		26				88		18:30	66		109				175	
06:45	95	239	36	106			131	345	18:45	61	340	76	395			137	735
07:00	64		44				108		19:00	56		58				114	
07:15	89		147				236		19:15	38		68				106	
07:30	162		264				426		19:30	51		56				107	
07:45	227	542	196	651			423	1193	19:45	45	190	59	241			104	431
08:00	145		98				243		20:00	28		59				87	
08:15	94		95				189		20:15	36		48				84	
08:30	93		80				173		20:30	42		60				102	
08:45	137	469	104	377			241	846	20:45	45	151	52	219			97	370
09:00	97		96				193		21:00	43		41				84	
09:15	119		90				209		21:15	16		42				58	
09:30	120		101				221		21:30	20		32				52	
09:45	108	444	104	391			212	835	21:45	17	96	13	128			30	224
10:00	105		97				202		22:00	13		19				32	
10:15	125		96				221		22:15	6		25				31	
10:30	149		93				242		22:30	10		25				35	
10:45	125	504	79	365			204	869	22:45	3	32	15	84			18	116
11:00	137		111				248		23:00	4		10				14	
11:15	116		98				214		23:15	4		16				20	
11:30	142		106				248		23:30	6		11				17	
11:45	128	523	109	424			237	947	23:45	3	17	6	43			9	60
TOTALS		2877		2405				**5282**	**TOTALS**		4101		4491				**8592**
SPLIT %		54.5%		45.5%				**38.1%**	**SPLIT %**		47.7%		52.3%				**61.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	6,978	6,896	0	0	13,874

AM Peak Hour	07:30	07:15				**07:15**	**PM Peak Hour**	14:15	16:30				**14:15**
AM Pk Volume	628	705				**1328**	**PM Pk Volume**	718	641				**1286**
Pk Hr Factor	0.692	0.668				**0.779**	**Pk Hr Factor**	0.774	0.890				**0.842**
7 - 9 Volume	1011	1028	0	0		**2039**	**4 - 6 Volume**	1074	1201	0	0		**2275**
7 - 9 Peak Hour	07:30	07:15				**07:15**	**4 - 6 Peak Hour**	16:15	16:30				**16:30**
7 - 9 Pk Volume	628	705	0	0		**1328**	**4 - 6 Pk Volume**	580	641	0	0		**1209**
Pk Hr Factor	0.692	0.668	0.000	0.000		**0.779**	**Pk Hr Factor**	0.775	0.890	0.000	0.000		**0.859**

Prepared by NDS/ATD

VOLUME

Rd 426 S/O Rd 427

Day: Tuesday
Date: 5/15/2018

City: Oakhurst
Project #: CA18_2057_021

DAILY TOTALS	NB	SB	EB	WB	Total
	3,324	3,573	0	0	6,897

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		2				2		12:00	58		66				124	
00:15	1		6				7		12:15	65		66				131	
00:30	2		4				6		12:30	52		73				125	
00:45	1	4	2	14			3	18	12:45	55	230	77	282			132	512
01:00	3		2				5		13:00	54		55				109	
01:15	2		2				4		13:15	60		58				118	
01:30	2		0				2		13:30	50		47				97	
01:45	0	7	2	6			2	13	13:45	66	230	47	207			113	437
02:00	1		2				3		14:00	62		71				133	
02:15	2		0				2		14:15	56		64				120	
02:30	1		1				2		14:30	59		62				121	
02:45	0	4	3	6			3	10	14:45	58	235	67	264			125	499
03:00	3		2				5		15:00	84		78				162	
03:15	1		1				2		15:15	53		85				138	
03:30	1		0				1		15:30	70		84				154	
03:45	5	10	1	4			6	14	15:45	51	258	76	323			127	581
04:00	1		1				2		16:00	55		73				128	
04:15	6		3				9		16:15	52		73				125	
04:30	5		1				6		16:30	60		83				143	
04:45	5	17	1	6			6	23	16:45	60	227	82	311			142	538
05:00	8		3				11		17:00	59		90				149	
05:15	12		2				14		17:15	61		91				152	
05:30	23		3				26		17:30	43		87				130	
05:45	23	66	9	17			32	83	17:45	42	205	77	345			119	550
06:00	35		8				43		18:00	40		69				109	
06:15	25		8				33		18:15	44		65				109	
06:30	44		14				58		18:30	27		65				92	
06:45	63	167	17	47			80	214	18:45	28	139	41	240			69	379
07:00	41		18				59		19:00	26		38				64	
07:15	59		42				101		19:15	14		50				64	
07:30	68		116				184		19:30	25		40				65	
07:45	114	282	63	239			177	521	19:45	23	88	44	172			67	260
08:00	62		40				102		20:00	18		41				59	
08:15	64		44				108		20:15	12		33				45	
08:30	49		31				80		20:30	24		46				70	
08:45	85	260	48	163			133	423	20:45	21	75	35	155			56	230
09:00	70		50				120		21:00	18		28				46	
09:15	71		33				104		21:15	11		33				44	
09:30	65		47				112		21:30	9		20				29	
09:45	64	270	43	173			107	443	21:45	10	48	12	93			22	141
10:00	47		48				95		22:00	5		15				20	
10:15	45		48				93		22:15	4		17				21	
10:30	73		52				125		22:30	3		11				14	
10:45	60	225	41	189			101	414	22:45	2	14	7	50			9	64
11:00	67		50				117		23:00	3		7				10	
11:15	54		59				113		23:15	3		10				13	
11:30	60		64				124		23:30	3		10				13	
11:45	71	252	64	237			135	489	23:45	2	11	3	30			5	41
TOTALS		1564		1101				**2665**	**TOTALS**		1760		2472				**4232**
SPLIT %		58.7%		41.3%				**38.6%**	**SPLIT %**		41.6%		58.4%				**61.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	3,324	3,573	0	0	6,897

AM Peak Hour	07:30	11:45						**07:30**	**PM Peak Hour**	14:45	16:45							**16:30**
AM Pk Volume	308	269						**571**	**PM Pk Volume**	265	350							**586**
Pk Hr Factor	0.675	0.921						**0.776**	**Pk Hr Factor**	0.789	0.962							**0.964**
7 - 9 Volume	542	402	0	0				**944**	**4 - 6 Volume**	432	656	0	0					**1088**
7 - 9 Peak Hour	07:30	07:30						**07:30**	**4 - 6 Peak Hour**	16:30	16:45							**16:30**
7 - 9 Pk Volume	308	263	0	0				**571**	**4 - 6 Pk Volume**	240	350	0	0					**586**
Pk Hr Factor	0.675	0.567	0.000	0.000				**0.776**	**Pk Hr Factor**	0.984	0.962	0.000	0.000					**0.964**

Prepared by NDS/ATD

VOLUME

Rd 427 W/O Indian Springs Rd

Day: Tuesday
Date: 5/15/2018

City: Oakhurst
Project #: CA18_2057_022

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,926	1,967	3,893

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00					1		0		1		12:00					30		15		45	
00:15					0		0		0		12:15					26		62		88	
00:30					1		0		1		12:30					31		33		64	
00:45					0	2	0		0	2	12:45					45	132	35	145	80	277
01:00					0		1		1		13:00					27		26		53	
01:15					1		0		1		13:15					27		24		51	
01:30					1		0		1		13:30					20		21		41	
01:45					0	2	1	2	1	4	13:45					27	101	29	100	56	201
02:00					1		0		1		14:00					29		31		60	
02:15					0		0		0		14:15					57		39		96	
02:30					0		0		0		14:30					36		71		107	
02:45					0	1	0		0	1	14:45					56	178	83	224	139	402
03:00					0		0		0		15:00					37		87		124	
03:15					0		0		0		15:15					31		51		82	
03:30					0		0		0		15:30					36		40		76	
03:45					1	1	1	1	2	2	15:45					36	140	38	216	74	356
04:00					0		0		0		16:00					37		46		83	
04:15					0		0		0		16:15					25		38		63	
04:30					2		2		4		16:30					21		20		41	
04:45					2	4	0	2	2	6	16:45					34	117	35	139	69	256
05:00					2		6		8		17:00					39		27		66	
05:15					2		6		8		17:15					52		25		77	
05:30					3		3		6		17:30					28		43		71	
05:45					4	11	5	20	9	31	17:45					23	142	30	125	53	267
06:00					7		4		11		18:00					24		33		57	
06:15					9		11		20		18:15					24		19		43	
06:30					9		11		20		18:30					30		20		50	
06:45					9	34	16	42	25	76	18:45					26	104	10	82	36	186
07:00					20		18		38		19:00					14		6		20	
07:15					88		34		122		19:15					9		8		17	
07:30					185		66		251		19:30					10		16		26	
07:45					87	380	105	223	192	603	19:45					9	42	16	46	25	88
08:00					39		24		63		20:00					7		12		19	
08:15					45		12		57		20:15					8		11		19	
08:30					43		33		76		20:30					9		14		23	
08:45					42	169	25	94	67	263	20:45					3	27	20	57	23	84
09:00					33		19		52		21:00					5		26		31	
09:15					37		20		57		21:15					7		13		20	
09:30					26		20		46		21:30					3		10		13	
09:45					32	128	29	88	61	216	21:45					0	15	2	51	2	66
10:00					35		47		82		22:00					2		3		5	
10:15					21		37		58		22:15					3		2		5	
10:30					27		50		77		22:30					6		0		6	
10:45					15	98	38	172	53	270	22:45					2	13	0	5	2	18
11:00					26		33		59		23:00					2		1		3	
11:15					17		36		53		23:15					4		0		4	
11:30					18		39		57		23:30					1		2		3	
11:45					16	77	21	129	37	206	23:45					1	8	1	4	2	12
TOTALS						907		773		1680	TOTALS						1019		1194		2213
SPLIT %						54.0%		46.0%		43.2%	SPLIT %						46.0%		54.0%		56.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,926	1,967	3,893

AM Peak Hour			07:15	07:15	07:15	PM Peak Hour			14:15	14:30	14:15
AM Pk Volume			399	229	628	PM Pk Volume			186	292	466
Pk Hr Factor			0.539	0.545	0.625	Pk Hr Factor			0.816	0.839	0.838
7 - 9 Volume	0	0	549	317	866	4 - 6 Volume	0	0	259	264	523
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			16:45	16:00	16:45
7 - 9 Pk Volume	0	0	399	229	628	4 - 6 Pk Volume	0	0	153	139	283
Pk Hr Factor	0.000	0.000	0.539	0.545	0.625	Pk Hr Factor	0.000	0.000	0.736	0.755	0.919

Prepared by NDS/ATD

VOLUME

Rd 432 E/O Rd 222

Day: Tuesday
Date: 5/15/2018

City: Bass Lake
Project #: CA18_2057_023

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	590	625	1,215

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00					0		0		0		12:00					9		15		24	
00:15					0		1		1		12:15					10		16		26	
00:30					0		0		0		12:30					5		13		18	
00:45					0		0	1	0	1	12:45					12	36	11	55	23	91
01:00					0		0		0		13:00					10		15		25	
01:15					0		1		1		13:15					9		11		20	
01:30					0		0		0		13:30					12		16		28	
01:45					0		0	1	0	1	13:45					9	40	10	52	19	92
02:00					0		0		0		14:00					14		12		26	
02:15					1		1		2		14:15					8		16		24	
02:30					0		0		0		14:30					16		14		30	
02:45					0	1	0	1	0	2	14:45					12	50	13	55	25	105
03:00					0		0		0		15:00					13		14		27	
03:15					0		0		0		15:15					17		15		32	
03:30					1		0		1		15:30					13		22		35	
03:45					0	1	1	1	1	2	15:45					9	52	13	64	22	116
04:00					0		0		0		16:00					13		11		24	
04:15					0		0		0		16:15					16		13		29	
04:30					0		0		0		16:30					12		14		26	
04:45					0		1	1	1	1	16:45					14	55	11	49	25	104
05:00					0		1		1		17:00					11		7		18	
05:15					0		0		0		17:15					6		14		20	
05:30					1		1		2		17:30					9		11		20	
05:45					3	4	4	6	7	10	17:45					8	34	19	51	27	85
06:00					0		1		1		18:00					9		10		19	
06:15					2		2		4		18:15					9		8		17	
06:30					1		2		3		18:30					10		3		13	
06:45					5	8	5	10	10	18	18:45					8	36	10	31	18	67
07:00					7		2		9		19:00					7		7		14	
07:15					6		7		13		19:15					4		7		11	
07:30					14		10		24		19:30					6		6		12	
07:45					15	42	9	28	24	70	19:45					11	28	3	23	14	51
08:00					8		10		18		20:00					5		4		9	
08:15					7		6		13		20:15					10		4		14	
08:30					5		10		15		20:30					6		2		8	
08:45					5	25	10	36	15	61	20:45					6	27	2	12	8	39
09:00					9		8		17		21:00					5		3		8	
09:15					16		19		35		21:15					5		1		6	
09:30					14		11		25		21:30					2		3		5	
09:45					12	51	9	47	21	98	21:45					2	14	3	10	5	24
10:00					7		8		15		22:00					1		0		1	
10:15					9		12		21		22:15					2		2		4	
10:30					8		10		18		22:30					0		1		1	
10:45					6	30	10	40	16	70	22:45					2	5	1	4	3	9
11:00					10		13		23		23:00					1		1		2	
11:15					11		10		21		23:15					3		0		3	
11:30					12		8		20		23:30					0		0		0	
11:45					11	44	15	46	26	90	23:45					3	7	0	1	3	8
TOTALS						206		218		**424**	**TOTALS**						384		407		**791**
SPLIT %						48.6%		51.4%		**34.9%**	**SPLIT %**						48.5%		51.5%		**65.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	590	625	1,215

AM Peak Hour			09:00	11:45	**09:00**	**PM Peak Hour**			14:30	14:45	**14:45**
AM Pk Volume			51	59	**98**	**PM Pk Volume**			58	64	**119**
Pk Hr Factor			0.797	0.922	**0.700**	**Pk Hr Factor**			0.853	0.727	**0.850**
7 - 9 Volume	0	0	67	64	**131**	**4 - 6 Volume**	0	0	89	100	**189**
7 - 9 Peak Hour			07:30	07:15	**07:15**	**4 - 6 Peak Hour**			16:00	17:00	**16:00**
7 - 9 Pk Volume	0	0	44	36	**79**	**4 - 6 Pk Volume**	0	0	55	51	**104**
Pk Hr Factor	0.000	0.000	0.733	0.900	**0.823**	**Pk Hr Factor**	0.000	0.000	0.859	0.671	**0.897**

Prepared by NDS/ATD

VOLUME

Rd 434 S/O Rd 274

Day: Tuesday
Date: 5/15/2018

City: Bass Lake
Project #: CA18_2057_024

DAILY TOTALS	NB	SB	EB	WB	Total
	766	789	0	0	1,555

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	13		26						39	
00:15	0		0						0		12:15	24		9						33	
00:30	0		0						0		12:30	11		13						24	
00:45	0		0						0		12:45	14	62	13	61					27	123
01:00	1		1						2		13:00	20		14						34	
01:15	0		0						0		13:15	13		10						23	
01:30	0		0						0		13:30	21		13						34	
01:45	0	1	0	1					0	2	13:45	15	69	12	49					27	118
02:00	0		0						0		14:00	23		11						34	
02:15	0		0						0		14:15	13		17						30	
02:30	0		0						0		14:30	6		10						16	
02:45	0		0						0		14:45	11	53	15	53					26	106
03:00	0		0						0		15:00	7		18						25	
03:15	0		0						0		15:15	8		13						21	
03:30	2		0						2		15:30	26		17						43	
03:45	0	2	0						0	2	15:45	17	58	16	64					33	122
04:00	1		0						1		16:00	12		16						28	
04:15	1		0						1		16:15	12		21						33	
04:30	0		0						0		16:30	18		13						31	
04:45	1	3	0						1	3	16:45	19	61	17	67					36	128
05:00	0		0						0		17:00	18		9						27	
05:15	0		0						0		17:15	11		11						22	
05:30	2		3						5		17:30	14		21						35	
05:45	1	3	2	5					3	8	17:45	10	53	9	50					19	103
06:00	3		1						4		18:00	10		15						25	
06:15	4		5						9		18:15	6		10						16	
06:30	7		3						10		18:30	10		12						22	
06:45	5	19	5	14					10	33	18:45	5	31	11	48					16	79
07:00	13		9						22		19:00	4		8						12	
07:15	14		14						28		19:15	11		7						18	
07:30	10		12						22		19:30	7		12						19	
07:45	18	55	22	57					40	112	19:45	6	28	3	30					9	58
08:00	9		16						25		20:00	7		5						12	
08:15	13		16						29		20:15	7		5						12	
08:30	10		17						27		20:30	5		9						14	
08:45	7	39	16	65					23	104	20:45	3	22	7	26					10	48
09:00	7		9						16		21:00	3		4						7	
09:15	12		7						19		21:15	6		2						8	
09:30	13		11						24		21:30	4		3						7	
09:45	14	46	17	44					31	90	21:45	7	20	1	10					8	30
10:00	15		11						26		22:00	3		2						5	
10:15	12		18						30		22:15	3		6						9	
10:30	16		18						34		22:30	7		1						8	
10:45	16	59	17	64					33	123	22:45	1	14	0	9					1	23
11:00	16		15						31		23:00	1		0						1	
11:15	18		18						36		23:15	0		1						1	
11:30	12		20						32		23:30	0		1						1	
11:45	20	66	17	70					37	136	23:45	1	2	0	2					1	4
TOTALS		293		320						613	TOTALS		473		469						942
SPLIT %		47.8%		52.2%						39.4%	SPLIT %		50.2%		49.8%						60.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	766	789	0	0	1,555

AM Peak Hour	11:30	11:15			11:15	PM Peak Hour	13:15	15:30			15:30
AM Pk Volume	69	81			144	PM Pk Volume	72	70			137
Pk Hr Factor	0.719	0.779			0.923	Pk Hr Factor	0.783	0.833			0.797
7 - 9 Volume	94	122	0	0	216	4 - 6 Volume	114	117	0	0	231
7 - 9 Peak Hour	07:00	07:45			07:45	4 - 6 Peak Hour	16:15	16:00			16:00
7 - 9 Pk Volume	55	71	0	0	121	4 - 6 Pk Volume	67	67	0	0	128
Pk Hr Factor	0.764	0.807	0.000	0.000	0.756	Pk Hr Factor	0.882	0.798	0.000	0.000	0.889

Prepared by NDS/ATD

VOLUME

Yosemite Springs Pkwy W/O SR 41

Day: Tuesday
Date: 5/15/2018

City: Coarsegold
Project #: CA18_2057_025

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,471	2,467	4,938

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		7		7		12:00			35		27		62	
00:15			0		2		2		12:15			36		29		65	
00:30			0		5		5		12:30			30		34		64	
00:45			0		3	17	3	17	12:45			32	133	37	127	69	260
01:00			0		2		2		13:00			27		33		60	
01:15			0		4		4		13:15			34		31		65	
01:30			1		1		2		13:30			22		38		60	
01:45			1	2	0	7	1	9	13:45			17	100	38	140	55	240
02:00			0		0		0		14:00			27		27		54	
02:15			0		3		3		14:15			47		40		87	
02:30			0		2		2		14:30			30		41		71	
02:45			2	2	1	6	3	8	14:45			25	129	38	146	63	275
03:00			2		2		4		15:00			43		49		92	
03:15			1		1		2		15:15			36		59		95	
03:30			4		1		5		15:30			36		58		94	
03:45			0	7	0	4	0	11	15:45			33	148	85	251	118	399
04:00			3		0		3		16:00			37		70		107	
04:15			11		0		11		16:15			36		69		105	
04:30			9		1		10		16:30			41		76		117	
04:45			9	32	1	2	10	34	16:45			27	141	71	286	98	427
05:00			24		0		24		17:00			25		93		118	
05:15			23		2		25		17:15			32		79		111	
05:30			26		3		29		17:30			27		75		102	
05:45			26	99	8	13	34	112	17:45			29	113	73	320	102	433
06:00			46		2		48		18:00			19		62		81	
06:15			58		10		68		18:15			14		65		79	
06:30			51		7		58		18:30			18		47		65	
06:45			73	228	13	32	86	260	18:45			11	62	47	221	58	283
07:00			98		16		114		19:00			12		39		51	
07:15			98		18		116		19:15			15		38		53	
07:30			92		19		111		19:30			13		43		56	
07:45			83	371	19	72	102	443	19:45			21	61	28	148	49	209
08:00			69		21		90		20:00			9		55		64	
08:15			91		31		122		20:15			20		30		50	
08:30			82		44		126		20:30			21		35		56	
08:45			46	288	38	134	84	422	20:45			7	57	28	148	35	205
09:00			52		14		66		21:00			9		21		30	
09:15			39		16		55		21:15			10		7		17	
09:30			50		23		73		21:30			4		10		14	
09:45			25	166	20	73	45	239	21:45			7	30	23	61	30	91
10:00			47		12		59		22:00			2		18		20	
10:15			36		32		68		22:15			3		16		19	
10:30			38		23		61		22:30			2		6		8	
10:45			37	158	29	96	66	254	22:45			2	9	10	50	12	59
11:00			31		20		51		23:00			2		7		9	
11:15			32		26		58		23:15			2		5		7	
11:30			37		20		57		23:30			2		3		5	
11:45			28	128	27	93	55	221	23:45			1	7	5	20	6	27
TOTALS				1481		549		**2030**	**TOTALS**				990		1918		**2908**
SPLIT %				73.0%		27.0%		**41.1%**	**SPLIT %**				34.0%		66.0%		**58.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,471	2,467	4,938

AM Peak Hour			07:00	08:00	**07:00**	**PM Peak Hour**			15:00	17:00	**15:45**
AM Pk Volume			371	134	**443**	**PM Pk Volume**			148	320	**447**
Pk Hr Factor			0.946	0.761	**0.955**	**Pk Hr Factor**			0.860	0.860	**0.947**
7 - 9 Volume	0	0	659	206	**865**	**4 - 6 Volume**	0	0	254	606	**860**
7 - 9 Peak Hour			07:00	08:00	**07:00**	**4 - 6 Peak Hour**			16:00	17:00	**16:30**
7 - 9 Pk Volume	0	0	371	134	**443**	**4 - 6 Pk Volume**	0	0	141	320	**444**
Pk Hr Factor	0.000	0.000	0.946	0.761	**0.955**	**Pk Hr Factor**	0.000	0.000	0.860	0.860	**0.941**

Prepared by NDS/ATD

VOLUME

Almond Ave E/O Granada Dr

Day: Thursday
Date: 5/31/2018

City: Madera
Project #: CA18_2057_026

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,246	1,383	2,629

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			4		0		4		12:00			27		17		44	
00:15			1		3		4		12:15			17		22		39	
00:30			5		0		5		12:30			25		18		43	
00:45			0	10	2	5	2	15	12:45			14	83	24	81	38	164
01:00			1		0		1		13:00			8		22		30	
01:15			2		0		2		13:15			13		27		40	
01:30			2		1		3		13:30			25		16		41	
01:45			1	6	1	2	2	8	13:45			19	65	17	82	36	147
02:00			3		1		4		14:00			25		21		46	
02:15			0		1		1		14:15			31		21		52	
02:30			0		0		0		14:30			36		24		60	
02:45			1	4	2	4	3	8	14:45			22	114	31	97	53	211
03:00			4		3		7		15:00			31		32		63	
03:15			1		1		2		15:15			27		17		44	
03:30			2		1		3		15:30			32		15		47	
03:45			3	10	3	8	6	18	15:45			21	111	23	87	44	198
04:00			3		1		4		16:00			27		16		43	
04:15			1		7		8		16:15			29		32		61	
04:30			3		12		15		16:30			45		28		73	
04:45			3	10	24	44	27	54	16:45			38	139	36	112	74	251
05:00			1		4		5		17:00			45		26		71	
05:15			3		15		18		17:15			24		27		51	
05:30			10		14		24		17:30			17		19		36	
05:45			6	20	26	59	32	79	17:45			28	114	15	87	43	201
06:00			2		5		7		18:00			10		17		27	
06:15			3		17		20		18:15			21		24		45	
06:30			4		16		20		18:30			12		16		28	
06:45			13	22	22	60	35	82	18:45			21	64	14	71	35	135
07:00			3		17		20		19:00			18		12		30	
07:15			9		38		47		19:15			7		15		22	
07:30			19		60		79		19:30			31		12		43	
07:45			15	46	53	168	68	214	19:45			10	66	15	54	25	120
08:00			18		25		43		20:00			27		15		42	
08:15			9		15		24		20:15			15		15		30	
08:30			6		16		22		20:30			13		10		23	
08:45			4	37	20	76	24	113	20:45			19	74	7	47	26	121
09:00			10		10		20		21:00			10		9		19	
09:15			15		12		27		21:15			12		6		18	
09:30			5		17		22		21:30			10		8		18	
09:45			14	44	27	66	41	110	21:45			6	38	9	32	15	70
10:00			14		9		23		22:00			6		2		8	
10:15			12		17		29		22:15			1		5		6	
10:30			16		9		25		22:30			10		9		19	
10:45			13	55	9	44	22	99	22:45			5	22	3	19	8	41
11:00			20		11		31		23:00			5		2		7	
11:15			17		18		35		23:15			1		4		5	
11:30			16		14		30		23:30			13		6		19	
11:45			17	70	20	63	37	133	23:45			3	22	3	15	6	37
TOTALS				334		599		**933**	**TOTALS**				912		784		**1696**
SPLIT %				35.8%		64.2%		**35.5%**	**SPLIT %**				53.8%		46.2%		**64.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,246	1,383	2,629

AM Peak Hour			11:45	07:15	**07:15**	**PM Peak Hour**			16:15	16:15	**16:15**
AM Pk Volume			86	176	**237**	**PM Pk Volume**			157	122	**279**
Pk Hr Factor			0.796	0.733	**0.750**	**Pk Hr Factor**			0.872	0.847	**0.943**
7 - 9 Volume	0	0	83	244	**327**	**4 - 6 Volume**	0	0	253	199	**452**
7 - 9 Peak Hour			07:15	07:15	**07:15**	**4 - 6 Peak Hour**			16:15	16:15	**16:15**
7 - 9 Pk Volume	0	0	61	176	**237**	**4 - 6 Pk Volume**	0	0	157	122	**279**
Pk Hr Factor	0.000	0.000	0.803	0.733	**0.750**	**Pk Hr Factor**	0.000	0.000	0.872	0.847	**0.943**

Prepared by NDS/ATD

VOLUME

Almond Ave E/O Stadium Rd

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_027

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,126	1,711	2,837

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		1		3		12:00			19		25		44	
00:15			2		3		5		12:15			12		25		37	
00:30			0		2		2		12:30			20		23		43	
00:45			1	5	1	7	2	12	12:45			14	65	28	101	42	166
01:00			1		1		2		13:00			22		18		40	
01:15			2		0		2		13:15			12		16		28	
01:30			1		2		3		13:30			7		13		20	
01:45			0	4	0	3	0	7	13:45			11	52	17	64	28	116
02:00			0		0		0		14:00			12		16		28	
02:15			1		2		3		14:15			11		35		46	
02:30			0		0		0		14:30			20		47		67	
02:45			1	2	0	2	1	4	14:45			32	75	60	158	92	233
03:00			1		0		1		15:00			37		51		88	
03:15			0		0		0		15:15			58		50		108	
03:30			0		1		1		15:30			40		40		80	
03:45			2	3	0	1	2	4	15:45			20	155	19	160	39	315
04:00			1		1		2		16:00			28		26		54	
04:15			2		0		2		16:15			31		34		65	
04:30			0		2		2		16:30			18		42		60	
04:45			2	5	2	5	4	10	16:45			27	104	25	127	52	231
05:00			2		2		4		17:00			17		48		65	
05:15			3		11		14		17:15			21		30		51	
05:30			5		23		28		17:30			15		36		51	
05:45			10	20	22	58	32	78	17:45			24	77	31	145	55	222
06:00			5		11		16		18:00			18		21		39	
06:15			4		4		8		18:15			14		11		25	
06:30			5		8		13		18:30			15		7		22	
06:45			11	25	13	36	24	61	18:45			17	64	19	58	36	122
07:00			13		25		38		19:00			9		11		20	
07:15			23		49		72		19:15			9		13		22	
07:30			36		64		100		19:30			9		6		15	
07:45			34	106	75	213	109	319	19:45			17	44	19	49	36	93
08:00			26		34		60		20:00			7		16		23	
08:15			23		60		83		20:15			10		11		21	
08:30			37		73		110		20:30			7		10		17	
08:45			23	109	35	202	58	311	20:45			6	30	8	45	14	75
09:00			13		11		24		21:00			4		7		11	
09:15			15		19		34		21:15			6		10		16	
09:30			21		22		43		21:30			4		8		12	
09:45			13	62	14	66	27	128	21:45			3	17	3	28	6	45
10:00			5		21		26		22:00			1		8		9	
10:15			11		21		32		22:15			5		3		8	
10:30			10		17		27		22:30			2		4		6	
10:45			12	38	20	79	32	117	22:45			3	11	7	22	10	33
11:00			9		20		29		23:00			1		6		7	
11:15			13		17		30		23:15			1		4		5	
11:30			16		13		29		23:30			3		2		5	
11:45			9	47	20	70	29	117	23:45			1	6	0	12	1	18
TOTALS				426		742		**1168**	**TOTALS**				700		969		**1669**
SPLIT %				36.5%		63.5%		**41.2%**	**SPLIT %**				41.9%		58.1%		**58.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,126	1,711	2,837

AM Peak Hour			07:45	07:45	**07:45**	**PM Peak Hour**			14:45	14:30	**14:45**
AM Pk Volume			120	242	**362**	**PM Pk Volume**			167	208	**368**
Pk Hr Factor			0.811	0.807	**0.823**	**Pk Hr Factor**			0.720	0.867	**0.852**
7 - 9 Volume	0	0	215	415	**630**	**4 - 6 Volume**	0	0	181	272	**453**
7 - 9 Peak Hour			07:45	07:45	**07:45**	**4 - 6 Peak Hour**			16:00	16:15	**16:15**
7 - 9 Pk Volume	0	0	120	242	**362**	**4 - 6 Pk Volume**	0	0	104	149	**242**
Pk Hr Factor	0.000	0.000	0.811	0.807	**0.823**	**Pk Hr Factor**	0.000	0.000	0.839	0.776	**0.931**

Prepared by NDS/ATD

VOLUME

Clinton Street SW/O Tozer Street

Day: Thursday
Date: 5/31/2018

City: Madera
Project #: CA18_2057_028

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,167	1,178	2,345

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			1	1	2	12:00			13	42	55
00:15			3	1	4	12:15			15	10	25
00:30			1	0	1	12:30			13	19	32
00:45			2	2	4	12:45			13	14	27
			7	4	11				54	85	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	2	2	13:45			9	6	15
			1	14	15				94	77	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	0	0	14:45			10	18	28
			5		5				49	50	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	0	0	15:45			8	24	32
			5	3	8				83	91	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	9	19	16:45			9	34	43
			17	32	49				55	91	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	0	4	17:45			20	19	39
			28	8	36				49	101	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	10	22	18:45			12	10	22
			27	14	41				67	62	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	67	166	19:45			9	22	31
			190	107	297				68	76	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	7	20	20:45			19	12	31
			116	97	213				56	87	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	7	11	21:45			3	3	6
			38	27	65				33	61	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	7	15	22:45			1	2	3
			37	24	61				24	13	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	11	24	23:45			4	6	10
			55	36	91				9	18	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	0	1	12:45			30	22	52
			4	6	10				121	111	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	0	2	13:45			37	39	76
			7	6	13				108	148	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	14:45			27	69	96
			2	10	12				118	162	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	4	6	15:45			33	45	78
			6	8	14				137	195	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	11	20	16:45			32	45	77
			20	29	49				113	216	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	9	46	17:45			40	46	86
			113	34	147				176	181	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	22	88	18:45			32	36	68
			170	58	228				126	136	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	26	72	19:45			16	31	47
			139	135	274				93	116	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	18	36	20:45			24	28	52
			96	100	196				82	129	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	22	43	21:45			20	19	39
			88	78	166				70	72	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	22	50	22:45			7	24	31
			105	91	196				74	64	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	23	60	23:45			4	10	14
			139	128	267				23	34	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**