



**County of Madera  
Supplemental Environmental Impact Report  
Avenue 12 Improvements**

**Appendix D  
Willdan Engineering, Avenue 12 Widening  
Vehicle Miles Traveled Analysis  
(April 2024)**



**Willdan Engineering**  
13191 Crossroads Pkwy N Suite 405  
City of Industry, CA 91746  
562.908.6200

[www.willdan.com](http://www.willdan.com)



# Madera County

## Avenue 12 Widening Vehicle Miles Traveled Analysis

April 2024



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## APPENDIX A

Count Data

## Introduction

This Vehicle Miles Traveled (VMT) analysis has been conducted for the road widening of Avenue 12 in Madera County between Highway 41 and Road 39½. Avenue 12 is being widened in conjunction with the Gateway Village project. The project location is shown in **Figure 1**. The Gateway Village project covers approximately 2,062 acres and is located north of Avenue 10, south of Avenue 12, 12½ and 13, east of Road 40, and west of State Route (SR) 41 and the Rolling Hills community. The project consists of the following:

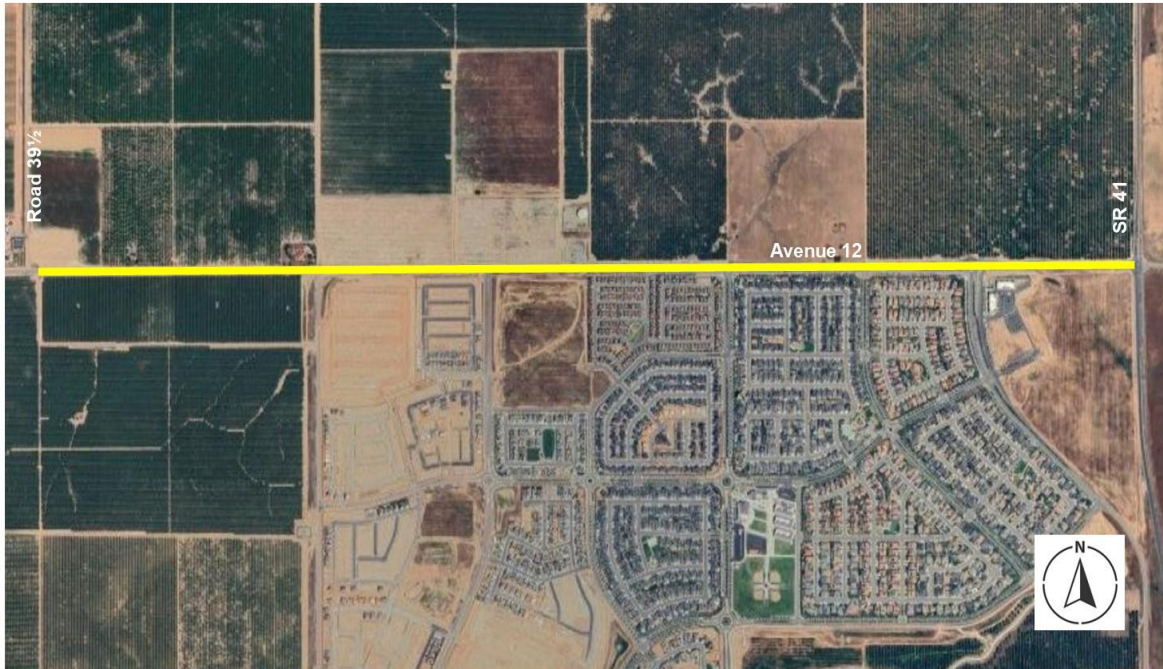
Land Use	Size
Single-Family	4,978 Units
Multi-Family	1,600 Units
Community Commercial	88 Acres
Neighborhood Commercial/Village Core	32 Acres
Office	102 Acres
Government Use	2 Acres
Elementary School (3)	36 Acres
Park/Open Space	225 Acres

The project was the subject of a transportation impact study in November 2006, prepared by TPG Consulting, Inc. One of the recommended improvements in the study was to widen Avenue 12 to increase the capacity.

In 2013, California Senate Bill 743 was passed and implemented in 2018 through the adoption of new California Environmental Quality Act (CEQA) regulations. SB 743 promotes statewide policies to address climate change by reducing greenhouse gas emissions and particulates, encourage infill development and a diversity of uses instead of sprawl, and promote multi-modal transportation networks and improve public health through active transportation. The Governor’s Office of Planning and Research (OPR) has identified that Vehicle Miles Traveled (VMT) is the most appropriate metric to evaluate a project’s transportation impact.

Among the potential traffic impacts evaluated under VMT is transportation projects that lead to additional vehicle travel on a roadway network, referred to as “induced vehicle travel,” which includes the addition of through lanes on existing or new highways, including general purpose lanes, HOV lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges. SB 743 instructs that the lead agency should conduct an analysis assessing the amount of vehicle travel the project will induce.

**Figure 1**  
**Avenue 12 Widening – Project Location**



## Study Scope

An inventory of the study area and surrounding circulation has been developed that includes posted speed limits, number of lanes and other pertinent data. Both 24 hour and turning movement counts were also collected to assess the current traffic volumes.

The VMT impact was measured using the California Induced Travel Calculator provided by the California Department of Transportation (Caltrans). The calculator estimates the VMT induced annually as a result of adding capacity to a roadway by, in this case, adding general purpose lane miles and other improvements.

## Existing Conditions

Per the Madera County General Plan, the area around Avenue 12 is primarily zoned Low Density Residential with some Mixed-Use Core and Community Commercial. The existing land is mostly agricultural with some residential and commercial land uses.

### Streets

**Avenue 10** is primarily an east-west Collector Street with one lane in each direction. Parking is not restricted and there is no posted speed limit.

**Avenue 12** is an east-west Primary Arterial with two lanes in each direction. The median varies between two-way left-turn and double yellow centerline and there is left-turn channelization at signalized intersections. Parking is prohibited on both sides and the posted speed limit is 55 m.p.h.

**Avenue 15** is primarily an east-west Collector Street with one lane in each direction. Parking is not restricted and the posted speed limit is 55 m.p.h.

**Avenue 36** is a north-west Primary Arterial for approximately a half mile north of Avenue 12 with two lanes in each direction, bike lanes on both sides and two-way left-turn channelization. Further north Avenue 36 is a Collector Street with one lane in each direction. Parking is prohibited on both sides and the posted speed limit is 45 m.p.h.

### Regional Access

**State Route 41 (SR 41)** runs north-south generally and intersects with Avenue 12 within the vicinity of the project. SR 41 varies between 2 to 4 lanes and the posted speed limit varies between 55 and 65 m.p.h.

### Transit

There are no services providing transit connections within the project boundaries.

### Counts

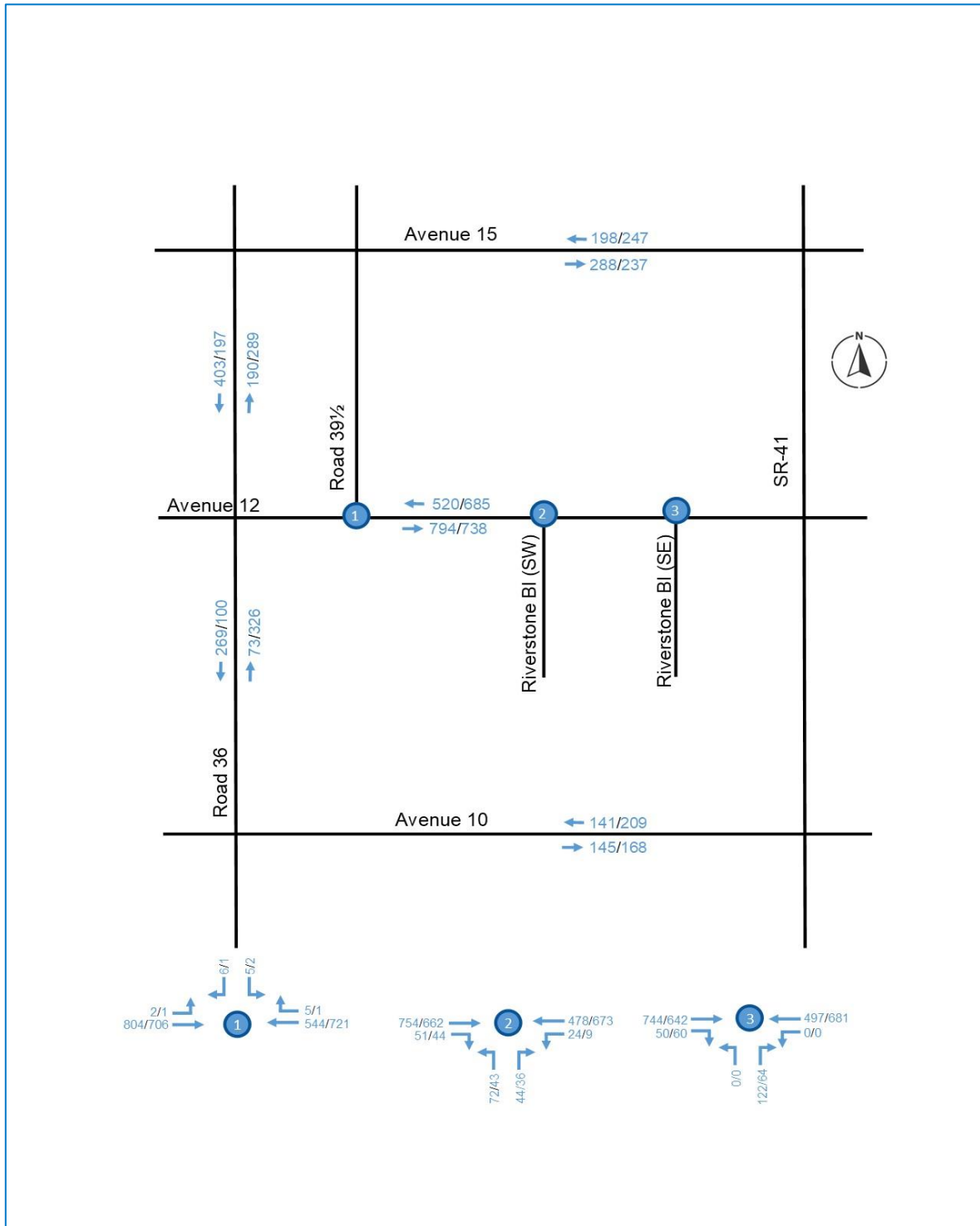
Background data was collected in the form of 24 hours counts on Avenue 12 and alternate streets to establish the average daily traffic (ADT) of the existing circulation conditions. There were also turning movement counts taken at key intersections to the project. These counts were taken for 2 hours in the a.m. and p.m. hours to establish the peak hours.

The counts were taken on Thursday, February 22, 2024. **Figure 2** illustrates the peak 24 hour and turning movement counts that were recorded for the area.

As the data shows, all segments are operating well within their capacity for the given number of lanes. The standard value for lane capacity at saturation is 1600 vehicles per lane per hour.

Figure 2  
 Avenue 12 Widening – Existing Volumes

AM/PM



## VMT Analysis

As discussed in the introduction, CEQA instructs that significant traffic impacts are to be evaluated using VMT analysis. Transportation projects that lead to additional vehicle travel on a roadway network, referred to as “induced vehicle travel,” which includes the addition of through lanes on existing or new highways, including general purpose lanes, HOV lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges. SB 743 instructs that the lead agency should conduct an analysis assessing the amount of vehicle travel the project will induce. This project would widen Avenue 12 and introduce new through lanes to create greater capacity along this roadway in response to the proposed development in the area.

Studies have shown that adding roadway capacity to address roadway congestion leads to an increase in vehicle miles traveled over the transportation network. The resulting increase in VMT is known as “induced travel.” The National Center for Sustainable Transportation has developed the California Induced Travel Calculator<sup>1</sup> to determine the effects of capacity increasing improvements along highways and arterials. The calculator allows users to estimate the VMT induced annually as a result of expanding the capacity of publicly owned roadways, like those managed by the California Department of Transportation (Caltrans). The calculator currently applies to publicly owned interstate highways (class 1), other freeways and expressways (class 2), and other principal arterials (class 3).

To estimate the induced VMT for capacity expansion projects, the Calculator solves the following equation based on the user-specified project geography and lane mile length:

$$\% \Delta \text{Lane Miles} \times \text{Existing VMT} \times \text{Elasticity} = \text{Project-Induced VMT}$$

Lane Miles. The Calculator uses lane mileage data from Caltrans’ Transportation System Network (TSN) database (similarly reported in the Highway Performance Monitoring System [HPMS]). The user has the option to use baseline data from 2016, 2017, 2018, or 2019. The percentage change in lane miles is calculated by dividing the number of project-added lane miles (input by the user) by the total lane miles of the same facility type (either class 1 or class 2 and class 3 combined) in the same geography. For interstate highways (class 1), lane mileage is calculated at the MSA level. For other freeways, expressways and major arterials (classes 2 and 3) managed by public agencies, lane mileage is calculated on the county level. The choice of geographies is discussed further below, in conjunction with elasticities.

Existing VMT. The Calculator uses the VMT data retrieved using Caltrans’ TSN and HPMS database. The VMT is tallied for each county and each FHWA functional classification. The user has the option to use

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<sup>1</sup> National Center for Sustainable Transportation, [www.travelcalculator.ncts.ucdavis.edu](http://www.travelcalculator.ncts.ucdavis.edu), Accessed March 20, 2024.

baseline data from 2016, 2017, 2018, or 2019 (the same baseline year is used for both lanes miles and VMT). As with lane miles, existing VMT on interstate highways (class 1) is calculated at the MSA level, and existing VMT on other publicly owned freeways, expressways and major arterials (classes 2 and 3) is calculated at the county level.

Elasticities. The Calculator uses an elasticity of 1.0 for capacity expansions on interstate highways, and an elasticity of 0.75 for capacity expansions on class 2 or 3 facilities. The same elasticities apply to additions of general-purpose lanes as to additions of HOV lanes, since the available empirical evidence suggests that new HOV and HOT lanes might have similar induced travel effects as general-purpose lane expansions, as discussed above.

### **Avenue 12 Widening VMT Calculation**

For the widening of Avenue 12 the baseline year of 2019 was chosen as the year representing the most recent data.

Since Avenue 12 is a principal arterial in Madera County, it has been entered as a Class 2 or 3 facility in the calculator.

The location of Madera County was selected for the calculation.


The length of the improvement is approximately 2 miles. This represents the length of the improvement of Avenue 12 between SR-41 and Road 39½.

The calculator inputs and results are illustrated in Figure 2.

The results of the calculator show that the increased capacity of Avenue 12 will be 5.7 million vehicle miles traveled. This is approximately 0.5% increase of the total vehicle miles traveled for the area.

Figure 3

Avenue 12 Widening – VMT Calculator

 Calculator

1. Select Year

2019
▼

2. Select facility type

Interstate highway (class 1 facility)

Class 2 or 3 facility

3. Select county

Madera
▼

4. Input total lane miles added

2

miles

Calculate Induced Travel

**Results**

**5.7 million additional VMT/year**  
(Vehicle Miles Travelled)

In **2019**, **Madera County** had **308.0 lane miles** of Caltrans-managed class 2 and 3 facilities on which **1.2 billion million** vehicle miles are travelled per year.

A project adding **2 lane miles** would induce an additional **5.7 million** vehicle miles travelled per year on average with a rough 95% confidence interval of **4.6 - 6.8 million VMT** (+/-20%).

This calculation is using an elasticity of **0.75**.

# Conclusion

A Vehicle Miles Traveled (VMT) analysis has been conducted for the road widening of Avenue 12 in Madera County between Highway 41 and Road 39½. The study has shown that there will be no significant VMT impact as a result of the project. As discussed, Avenue 12 is being widened in conjunction with the Gateway Village project. The Gateway Village project covers approximately 2,062 acres and is located north of Avenue 10, south of Avenue 12, 12½ and 13, east of Road 40, and west of State Route (SR) 41 and the Rolling Hills community.

The count data that was obtained indicated that the peak daily volumes of Avenue 12 and the likely alternative streets in the vicinity of the project are operating far below their capacity. On a qualitative level, this indicates that it is unlikely that the increased capacity of Avenue 12 would draw cars from adjacent roadways that are not experiencing delays. In addition, the alternative east-west streets are approximately 2 miles north and south of Avenue 12.

A quantitative analysis of the VMT using the California Induced Travel Calculator has shown that the project to add capacity to two miles of Avenue 12 will introduce 5.7 million VMT per year to the area. In 2019 Madera County had 308 lane miles of Caltrans managed class 2 and 3 facilities on which 1.2 billion vehicle miles are traveled each year. This is an increase of approximately 0.5% in VMT and is not significant. Madera county has identified this area as having a VMT of 15% or more above average.

# APPENDIX A

## Count Data

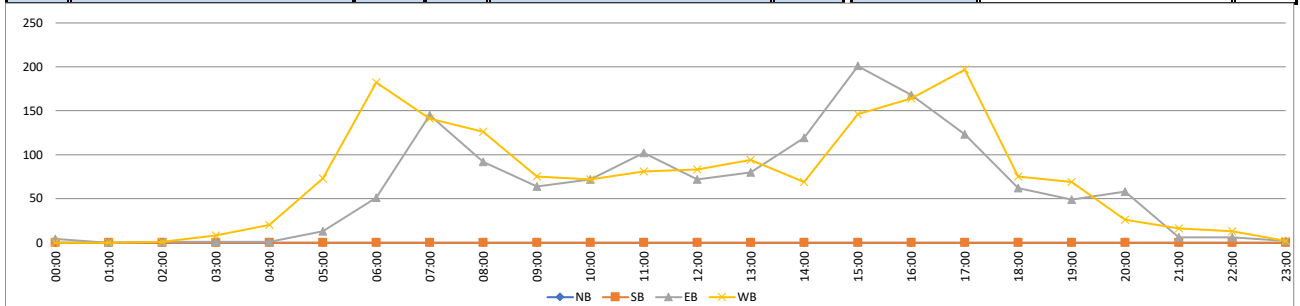
### VOLUME

Ave 10 Bet SR 41 & Rd 39 1/2

Day: Thursday  
Date: 2/22/2024

City: Madera  
Project #: CA24\_090023\_003

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	1,492	1,733	3,225							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			1	0	1	12:00			20	27	47	00:00 01:00			4	0	4
0:15			0	0	0	12:15			18	25	43	01:00 02:00			0	0	0
0:30			3	0	3	12:30			11	13	24	02:00 03:00			1	1	2
0:45			0	0	0	12:45			23	18	41	03:00 04:00			1	8	9
1:00			0	0	0	13:00			15	25	40	04:00 05:00			1	20	21
1:15			0	0	0	13:15			10	18	28	05:00 06:00			13	73	86
1:30			0	0	0	13:30			25	27	52	06:00 07:00			51	182	233
1:45			0	0	0	13:45			30	24	54	07:00 08:00			145	141	286
2:00			0	0	0	14:00			21	15	36	08:00 09:00			92	126	218
2:15			0	0	0	14:15			24	19	43	09:00 10:00			64	75	139
2:30			0	1	1	14:30			49	17	66	10:00 11:00			72	72	144
2:45			1	0	1	14:45			25	18	43	11:00 12:00			102	81	183
3:00			0	0	0	15:00			39	21	60	12:00 13:00			72	83	155
3:15			1	0	1	15:15			47	39	86	13:00 14:00			80	94	174
3:30			0	1	1	15:30			78	39	117	14:00 15:00			119	69	188
3:45			0	7	7	15:45			37	47	84	15:00 16:00			201	146	347
4:00			0	3	3	16:00			47	41	88	16:00 17:00			168	164	332
4:15			0	1	1	16:15			34	50	84	17:00 18:00			123	197	320
4:30			1	3	4	16:30			55	31	86	18:00 19:00			62	75	137
4:45			0	13	13	16:45			32	42	74	19:00 20:00			49	69	118
5:00			0	5	5	17:00			32	50	82	20:00 21:00			58	26	84
5:15			3	11	14	17:15			31	62	93	21:00 22:00			6	16	22
5:30			3	22	25	17:30			43	55	98	22:00 23:00			6	13	19
5:45			7	35	42	17:45			17	30	47	23:00 00:00			2	2	4
6:00			10	17	27	18:00			12	20	32	STATISTICS					
6:15			10	42	52	18:15			20	22	42						
6:30			15	57	72	18:30			20	15	35	Peak Period	00:00	to	12:00		
6:45			16	66	82	18:45			10	18	28	Volume			546	779	1325
7:00			25	56	81	19:00			11	12	23	Peak Hour			7:00	6:15	6:30
7:15			43	31	74	19:15			10	20	30	Peak Volume			145	221	309
7:30			49	21	70	19:30			17	17	34	Peak Hour Factor			0.740	0.837	0.942
7:45			28	33	61	19:45			11	20	31	Peak Period	12:00	to	00:00		
8:00			23	34	57	20:00			41	12	53	Volume			946	954	1900
8:15			22	37	59	20:15			8	10	18	Peak Hour			15:15	16:45	15:15
8:30			16	28	44	20:30			7	1	8	Peak Volume			209	209	375
8:45			31	27	58	20:45			2	3	5	Peak Hour Factor			0.670	0.843	0.801
9:00			17	21	38	21:00			1	4	5	Peak Period	07:00	to	09:00		
9:15			12	19	31	21:15			1	1	2	Volume			237	267	504
9:30			21	20	41	21:30			3	7	10	Peak Hour			7:00	7:00	7:00
9:45			14	15	29	21:45			1	4	5	Peak Volume			145	141	286
10:00			17	10	27	22:00			2	2	4	Peak Hour Factor			0.740	0.629	0.883
10:15			15	18	33	22:15			1	4	5	Peak Period	16:00	to	18:00		
10:30			17	22	39	22:30			3	2	5	Volume			291	361	652
10:45			23	22	45	22:45			0	5	5	Peak Hour			16:00	16:45	16:45
11:00			29	24	53	23:00			2	1	3	Peak Volume			168	209	347
11:15			20	21	41	23:15			0	1	1	Peak Hour Factor			0.764	0.843	0.885
11:30			28	10	38	23:30			0	0	0						
11:45			25	26	51	23:45			0	0	0						
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>546</b>	<b>779</b>	<b>1325</b>	<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>946</b>	<b>954</b>	<b>1900</b>						
<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>41%</b>	<b>59%</b>	<b>41%</b>	<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>50%</b>	<b>50%</b>	<b>59%</b>						



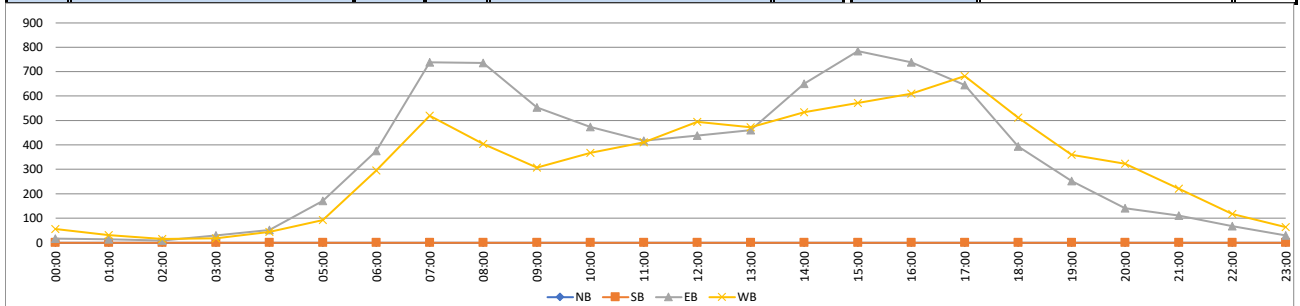
### VOLUME

Ave 12 Bet SR 41 & Rd 39 1/2

Day: Thursday  
Date: 2/22/2024

City: Madera  
Project #: CA24\_090023\_002

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	8,294	7,519	15,813							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			3	17	20	12:00			108	124	232	00:00 01:00			16	55	71
0:15			4	13	17	12:15			96	115	211	01:00 02:00			14	31	45
0:30			7	9	16	12:30			147	125	272	02:00 03:00			9	15	24
0:45			2	16	18	12:45			87	131	218	03:00 04:00			30	18	48
1:00			4	6	10	13:00			120	109	229	04:00 05:00			52	44	96
1:15			3	4	7	13:15			109	133	242	05:00 06:00			171	92	263
1:30			2	11	13	13:30			135	99	234	06:00 07:00			375	295	670
1:45			5	10	15	13:45			96	131	227	07:00 08:00			738	520	1258
2:00			2	9	11	14:00			134	141	275	08:00 09:00			736	404	1140
2:15			4	2	6	14:15			172	115	287	09:00 10:00			553	307	860
2:30			2	2	4	14:30			166	132	298	10:00 11:00			473	368	841
2:45			1	2	3	14:45			179	146	325	11:00 12:00			417	410	827
3:00			3	4	7	15:00			159	131	290	12:00 13:00			438	495	933
3:15			5	3	8	15:15			201	153	354	13:00 14:00			460	472	932
3:30			12	5	17	15:30			237	137	374	14:00 15:00			651	534	1185
3:45			10	6	16	15:45			187	151	338	15:00 16:00			784	572	1356
4:00			2	9	11	16:00			173	138	311	16:00 17:00			738	610	1348
4:15			10	7	17	16:15			193	142	335	17:00 18:00			645	682	1327
4:30			12	12	24	16:30			178	168	346	18:00 19:00			393	511	904
4:45			28	16	44	16:45			194	162	356	19:00 20:00			252	360	612
5:00			24	12	36	17:00			160	193	353	20:00 21:00			141	323	464
5:15			43	23	66	17:15			178	162	340	21:00 22:00			110	221	331
5:30			55	30	85	17:30			171	156	327	22:00 23:00			68	117	185
5:45			49	27	76	17:45			136	171	307	23:00 00:00			30	63	93
6:00			51	39	90	18:00			116	151	267	STATISTICS					
6:15			95	53	148	18:15			113	149	262						
6:30			113	96	209	18:30			83	103	186	Peak Period	00:00	to	12:00		
6:45			116	107	223	18:45			81	108	189	Volume			3584	2559	6143
7:00			148	118	266	19:00			67	81	148	Peak Hour			7:15	7:00	7:15
7:15			188	133	321	19:15			62	89	151	Peak Volume			794	520	1295
7:30			211	143	354	19:30			72	99	171	Peak Hour Factor			0.941	0.909	0.915
7:45			191	126	317	19:45			51	91	142	Peak Period	12:00	to	00:00		
8:00			204	99	303	20:00			35	81	116	Volume			4710	4960	9670
8:15			186	130	316	20:15			43	95	138	Peak Hour			15:15	16:30	16:30
8:30			184	108	292	20:30			39	87	126	Peak Volume			798	685	1395
8:45			162	67	229	20:45			24	60	84	Peak Hour Factor			0.842	0.887	0.980
9:00			144	74	218	21:00			35	70	105	Peak Period	07:00	to	09:00		
9:15			135	83	218	21:15			28	54	82	Volume			1474	924	2398
9:30			131	79	210	21:30			27	60	87	Peak Hour			7:15	7:00	7:15
9:45			143	71	214	21:45			20	37	57	Peak Volume			794	520	1295
10:00			105	86	191	22:00			17	40	57	Peak Hour Factor			0.941	0.909	0.915
10:15			125	93	218	22:15			23	38	61	Peak Period	16:00	to	18:00		
10:30			134	91	225	22:30			13	19	32	Volume			1383	1292	2675
10:45			109	98	207	22:45			15	20	35	Peak Hour			16:00	16:30	16:30
11:00			112	82	194	23:00			9	24	33	Peak Volume			738	685	1395
11:15			96	99	195	23:15			8	17	25	Peak Hour Factor			0.951	0.887	0.980
11:30			103	117	220	23:30			8	11	19						
11:45			106	112	218	23:45			5	11	16						
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>3584</b>	<b>2559</b>	<b>6143</b>	<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>4710</b>	<b>4960</b>	<b>9670</b>						
<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>58%</b>	<b>42%</b>	<b>39%</b>	<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>49%</b>	<b>51%</b>	<b>61%</b>						



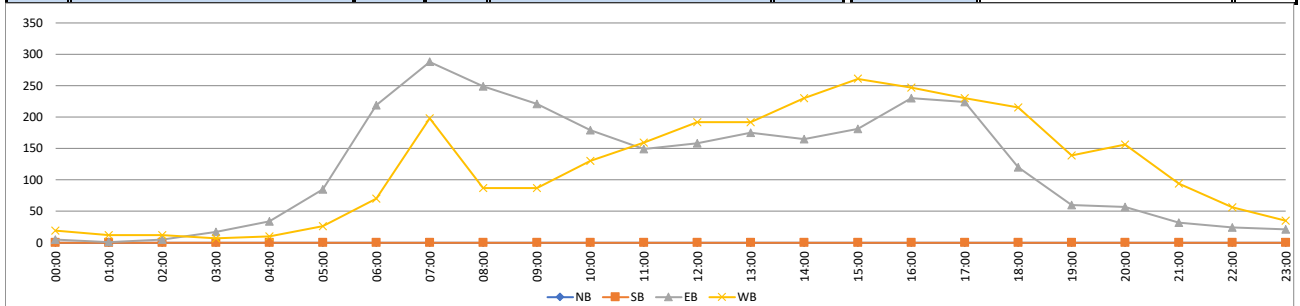
# VOLUME

Ave 15 Bet SR 41 & Rd 39 1/2

Day: Thursday  
Date: 2/22/2024

City: Madera  
Project #: CA24\_090023\_001

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	2,899	2,864	5,763							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			1	7	8	12:00			56	55	111	00:00 01:00			5	19	24
0:15			1	5	6	12:15			39	41	80	01:00 02:00			1	12	13
0:30			3	4	7	12:30			36	54	90	02:00 03:00			5	12	17
0:45			0	3	3	12:45			27	42	69	03:00 04:00			17	7	24
1:00			1	3	4	13:00			39	53	92	04:00 05:00			34	10	44
1:15			0	2	2	13:15			45	49	94	05:00 06:00			85	26	111
1:30			0	4	4	13:30			48	42	90	06:00 07:00			219	70	289
1:45			0	3	3	13:45			43	48	91	07:00 08:00			288	198	486
2:00			1	4	5	14:00			28	57	85	08:00 09:00			249	87	336
2:15			2	2	4	14:15			47	67	114	09:00 10:00			221	87	308
2:30			1	1	2	14:30			47	51	98	10:00 11:00			179	130	309
2:45			1	5	6	14:45			43	55	98	11:00 12:00			149	159	308
3:00			0	1	1	15:00			39	70	109	12:00 13:00			158	192	350
3:15			3	3	6	15:15			44	67	111	13:00 14:00			175	192	367
3:30			10	2	12	15:30			53	65	118	14:00 15:00			165	230	395
3:45			4	1	5	15:45			45	59	104	15:00 16:00			181	261	442
4:00			4	1	5	16:00			55	60	115	16:00 17:00			230	247	477
4:15			5	1	6	16:15			63	54	117	17:00 18:00			224	230	454
4:30			13	3	16	16:30			64	66	130	18:00 19:00			120	215	335
4:45			12	5	17	16:45			48	67	115	19:00 20:00			60	139	199
5:00			17	8	25	17:00			50	53	103	20:00 21:00			57	156	213
5:15			19	5	24	17:15			75	58	133	21:00 22:00			32	94	126
5:30			28	6	34	17:30			63	68	131	22:00 23:00			24	56	80
5:45			21	7	28	17:45			36	51	87	23:00 00:00			21	35	56
6:00			30	10	40	18:00			35	58	93	STATISTICS					
6:15			55	20	75	18:15			34	55	89						
6:30			75	25	100	18:30			26	64	90	Peak Period	00:00	to	12:00		
6:45			59	15	74	18:45			25	38	63	Volume			1452	817	2269
7:00			71	46	117	19:00			11	35	46	Peak Hour			6:30	7:00	7:00
7:15			86	51	137	19:15			14	29	43	Peak Volume			291	198	486
7:30			65	52	117	19:30			21	41	62	Peak Hour Factor			0.846	0.952	0.887
7:45			66	49	115	19:45			14	34	48	Peak Period	12:00	to	00:00		
8:00			64	25	89	20:00			10	47	57	Volume			1447	2047	3494
8:15			60	27	87	20:15			16	36	52	Peak Hour			16:30	15:00	16:45
8:30			61	16	77	20:30			14	37	51	Peak Volume			237	261	482
8:45			64	19	83	20:45			17	36	53	Peak Hour Factor			0.790	0.932	0.906
9:00			48	20	68	21:00			9	28	37	Peak Period	07:00	to	09:00		
9:15			51	17	68	21:15			5	27	32	Volume			537	285	822
9:30			73	20	93	21:30			10	18	28	Peak Hour			7:00	7:00	7:00
9:45			49	30	79	21:45			8	21	29	Peak Volume			288	198	486
10:00			46	26	72	22:00			11	16	27	Peak Hour Factor			0.837	0.952	0.887
10:15			48	32	80	22:15			6	21	27	Peak Period	16:00	to	18:00		
10:30			40	36	76	22:30			5	11	16	Volume			454	477	931
10:45			45	36	81	22:45			2	8	10	Peak Hour			16:30	16:00	16:45
11:00			36	35	71	23:00			4	8	12	Peak Volume			237	247	482
11:15			43	35	78	23:15			7	10	17	Peak Hour Factor			0.790	0.922	0.906
11:30			37	47	84	23:30			8	10	18						
11:45			33	42	75	23:45			2	7	9						
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>1452</b>	<b>817</b>	<b>2269</b>	<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>1447</b>	<b>2047</b>	<b>3494</b>						
<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>64%</b>	<b>36%</b>	<b>39%</b>	<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>41%</b>	<b>59%</b>	<b>61%</b>						



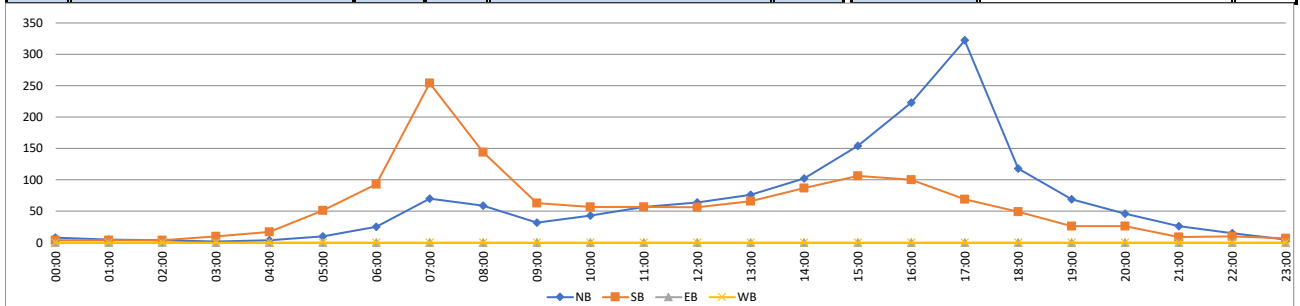
### VOLUME

Rd 36 Bet Ave 12 & Ave 10

Day: Thursday  
Date: 2/22/2024

City: Madera  
Project #: CA24\_090023\_005

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						1,539	1,369	0	0	2,908							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	2	0			2	12:00	17	16			33	00:00 01:00	8	4			12
0:15	3	0			3	12:15	20	17			37	01:00 02:00	5	4			9
0:30	2	3			5	12:30	11	13			24	02:00 03:00	4	4			8
0:45	1	1			2	12:45	16	10			26	03:00 04:00	2	10			12
1:00	1	2			3	13:00	13	13			26	04:00 05:00	4	17			21
1:15	3	0			3	13:15	20	21			41	05:00 06:00	10	51			61
1:30	1	1			2	13:30	15	18			33	06:00 07:00	25	93			118
1:45	0	1			1	13:45	28	14			42	07:00 08:00	70	254			324
2:00	1	0			1	14:00	28	10			38	08:00 09:00	59	144			203
2:15	2	0			2	14:15	22	39			61	09:00 10:00	32	63			95
2:30	1	1			2	14:30	22	17			39	10:00 11:00	43	57			100
2:45	0	3			3	14:45	30	21			51	11:00 12:00	57	57			114
3:00	1	2			3	15:00	38	30			68	12:00 13:00	64	56			120
3:15	0	3			3	15:15	26	30			56	13:00 14:00	76	66			142
3:30	0	4			4	15:30	40	27			67	14:00 15:00	102	87			189
3:45	1	1			2	15:45	50	19			69	15:00 16:00	154	106			260
4:00	1	3			4	16:00	45	27			72	16:00 17:00	223	100			323
4:15	1	2			3	16:15	59	28			87	17:00 18:00	322	69			391
4:30	1	5			6	16:30	50	28			78	18:00 19:00	118	49			167
4:45	1	7			8	16:45	69	17			86	19:00 20:00	69	26			95
5:00	2	11			13	17:00	78	12			90	20:00 21:00	46	26			72
5:15	1	10			11	17:15	95	19			114	21:00 22:00	26	9			35
5:30	1	20			21	17:30	84	17			101	22:00 23:00	15	10			25
5:45	6	10			16	17:45	65	21			86	23:00 00:00	5	7			12
6:00	2	12			14	18:00	37	12			49	<b>STATISTICS</b> NB SB EB WB TOTAL Peak Period 00:00 to 12:00 Volume 319 758 Peak Hour 7:15 7:15 7:15 Peak Volume 73 269 Peak Hour Factor 0.629 0.947 0.919					
6:15	1	27			28	18:15	44	17			61						
6:30	4	34			38	18:30	24	14			38	Peak Period 12:00 to 00:00 Volume 1220 611 Peak Hour 16:45 14:45 16:45 Peak Volume 326 108 Peak Hour Factor 0.858 0.900 0.857					
6:45	18	20			38	18:45	13	6			19						
7:00	11	50			61	19:00	12	8			20	Peak Period 07:00 to 09:00 Volume 129 398 Peak Hour 7:15 7:15 7:15 Peak Volume 73 269 Peak Hour Factor 0.629 0.947 0.919					
7:15	14	69			83	19:15	19	10			29						
7:30	29	64			93	19:30	22	4			26	Peak Period 16:00 to 18:00 Volume 545 169 Peak Hour 16:45 16:00 16:45 Peak Volume 326 100 Peak Hour Factor 0.858 0.893 0.857					
7:45	16	71			87	19:45	16	4			20						
8:00	14	65			79	20:00	13	4			17						
8:15	6	30			36	20:15	10	4			14						
8:30	24	33			57	20:30	16	8			24						
8:45	15	16			31	20:45	7	10			17						
9:00	8	16			24	21:00	9	2			11						
9:15	8	14			22	21:15	6	2			8						
9:30	6	23			29	21:30	6	3			9						
9:45	10	10			20	21:45	5	2			7						
10:00	10	21			31	22:00	6	2			8						
10:15	15	14			29	22:15	3	2			5						
10:30	9	10			19	22:30	2	3			5						
10:45	9	12			21	22:45	4	3			7						
11:00	6	18			24	23:00	1	3			4						
11:15	13	10			23	23:15	2	1			3						
11:30	18	15			33	23:30	1	2			3						
11:45	20	14			34	23:45	1	1			2						
<b>TOTALS</b>	<b>319</b>	<b>758</b>	<b>0</b>	<b>0</b>	<b>1077</b>	<b>TOTALS</b>	<b>1220</b>	<b>611</b>	<b>0</b>	<b>0</b>	<b>1831</b>						
<b>SPLIT %</b>	<b>30%</b>	<b>70%</b>	<b>0%</b>	<b>0%</b>	<b>37%</b>	<b>SPLIT %</b>	<b>67%</b>	<b>33%</b>	<b>0%</b>	<b>0%</b>	<b>63%</b>						



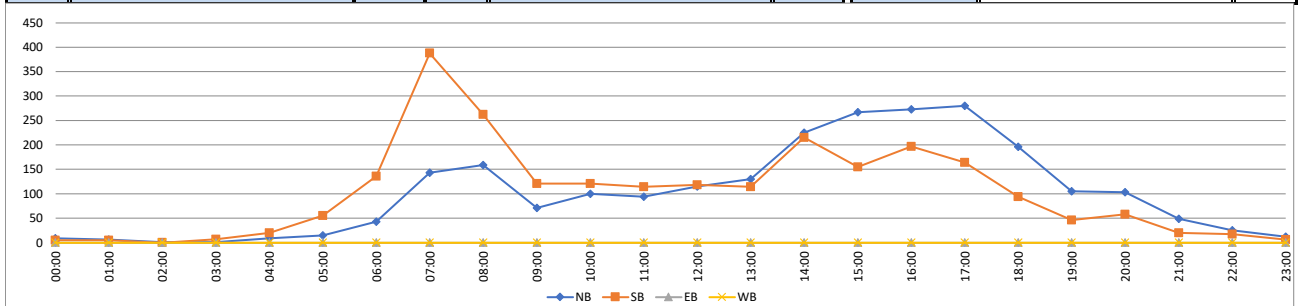
### VOLUME

Rd 36 Bet Ave 12 & Ave 15

Day: Thursday  
Date: 2/22/2024

City: Madera  
Project #: CA24\_090023\_004

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						2,431	2,438	0	0	4,869							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	4	0			4	12:00	31	31			62	00:00 01:00	9	5			14
0:15	3	1			4	12:15	32	34			66	01:00 02:00	6	5			11
0:30	2	1			3	12:30	25	28			53	02:00 03:00	1	0			1
0:45	0	3			3	12:45	27	25			52	03:00 04:00	1	7			8
1:00	2	1			3	13:00	32	22			54	04:00 05:00	9	20			29
1:15	3	1			4	13:15	31	32			63	05:00 06:00	15	55			70
1:30	1	1			2	13:30	30	35			65	06:00 07:00	43	136			179
1:45	0	2			2	13:45	37	25			62	07:00 08:00	143	388			531
2:00	0	0			0	14:00	37	49			86	08:00 09:00	159	262			421
2:15	1	0			1	14:15	73	59			132	09:00 10:00	71	121			192
2:30	0	0			0	14:30	65	47			112	10:00 11:00	100	121			221
2:45	0	0			0	14:45	50	60			110	11:00 12:00	94	114			208
3:00	0	2			2	15:00	74	46			120	12:00 13:00	115	118			233
3:15	0	2			2	15:15	65	41			106	13:00 14:00	130	114			244
3:30	0	1			1	15:30	60	40			100	14:00 15:00	225	215			440
3:45	1	2			3	15:45	68	28			96	15:00 16:00	267	155			422
4:00	1	2			3	16:00	68	49			117	16:00 17:00	273	197			470
4:15	0	4			4	16:15	60	44			104	17:00 18:00	280	164			444
4:30	3	8			11	16:30	66	51			117	18:00 19:00	196	94			290
4:45	5	6			11	16:45	79	53			132	19:00 20:00	105	46			151
5:00	3	4			7	17:00	64	38			102	20:00 21:00	103	58			161
5:15	1	13			14	17:15	80	44			124	21:00 22:00	49	20			69
5:30	5	12			17	17:30	66	43			109	22:00 23:00	25	17			42
5:45	6	26			32	17:45	70	39			109	23:00 00:00	12	6			18
6:00	6	29			35	18:00	56	27			83	STATISTICS					
6:15	12	40			52	18:15	47	34			81		NB	SB	EB	WB	TOTAL
6:30	10	36			46	18:30	56	13			69	Peak Period	00:00 to 12:00				
6:45	15	31			46	18:45	37	20			57	Volume	651	1234			1885
7:00	16	67			83	19:00	23	10			33	Peak Hour	7:45	7:15			7:15
7:15	34	88			122	19:15	23	14			37	Peak Volume	190	403			584
7:30	32	107			139	19:30	30	12			42	Peak Hour Factor	0.779	0.800			0.781
7:45	61	126			187	19:45	29	10			39	Peak Period	12:00 to 00:00				
8:00	54	82			136	20:00	25	12			37	Volume	1780	1204			2984
8:15	34	81			115	20:15	33	14			47	Peak Hour	16:30	14:00			16:30
8:30	41	65			106	20:30	29	20			49	Peak Volume	289	215			475
8:45	30	34			64	20:45	16	12			28	Peak Hour Factor	0.903	0.896			0.900
9:00	15	29			44	21:00	13	8			21	Peak Period	07:00 to 09:00				
9:15	20	41			61	21:15	16	5			21	Volume	302	650			952
9:30	13	21			34	21:30	14	5			19	Peak Hour	7:45	7:15			7:15
9:45	23	30			53	21:45	6	2			8	Peak Volume	190	403			584
10:00	22	28			50	22:00	8	2			10	Peak Hour Factor	0.779	0.800			0.781
10:15	32	28			60	22:15	6	5			11	Peak Period	16:00 to 18:00				
10:30	27	26			53	22:30	3	6			9	Volume	553	361			914
10:45	19	39			58	22:45	8	4			12	Peak Hour	16:30	16:00			16:30
11:00	18	22			40	23:00	4	3			7	Peak Volume	289	197			475
11:15	21	30			51	23:15	5	1			6	Peak Hour Factor	0.903	0.929			0.900
11:30	26	27			53	23:30	2	1			3						
11:45	29	35			64	23:45	1	1			2						
<b>TOTALS</b>	<b>651</b>	<b>1234</b>	<b>0</b>	<b>0</b>	<b>1885</b>	<b>TOTALS</b>	<b>1780</b>	<b>1204</b>	<b>0</b>	<b>0</b>	<b>2984</b>						
<b>SPLIT %</b>	<b>35%</b>	<b>65%</b>	<b>0%</b>	<b>0%</b>	<b>39%</b>	<b>SPLIT %</b>	<b>60%</b>	<b>40%</b>	<b>0%</b>	<b>0%</b>	<b>61%</b>						



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Rd 39 1/2 & Ave 12  
**City:** Madera  
**Control:** 1-Way Stop (SB)

**Project ID:** 24-090022-001  
**Date:** 2/22/2024

### Data - Total

NS/EW Streets:	Rd 39 1/2				Rd 39 1/2				Ave 12				Ave 12				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
7:00 AM	0	0	0	0	1	0	2	0	0	152	0	0	0	115	2	0					272
7:15 AM	0	0	0	0	0	0	0	0	1	189	0	0	0	131	0	0					321
7:30 AM	0	0	0	0	2	0	3	0	0	216	0	0	0	159	2	0					382
7:45 AM	0	0	0	0	3	0	2	0	1	196	0	0	0	136	1	0					339
8:00 AM	0	0	0	0	1	0	0	0	0	203	0	0	0	118	2	0					324
8:15 AM	0	0	0	0	0	0	1	0	1	180	0	0	0	131	1	0					314
8:30 AM	0	0	0	0	2	0	0	0	2	170	0	0	0	118	0	0					292
8:45 AM	0	0	0	0	0	0	1	0	1	151	0	0	0	58	2	0					213
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	9	0	9	0	6	1457	0	0	0	966	10	0					2457
					50.00%	0.00%	50.00%	0.00%	0.41%	99.59%	0.00%	0.00%	0.00%	98.98%	1.02%	0.00%					
<b>PEAK HR :</b>	<b>07:15 AM - 08:15 AM</b>																TOTAL				
<b>PEAK HR VOL :</b>	0	0	0	0	6	0	5	0	2	804	0	0	0	544	5	0					1366
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.500	0.000	0.417	0.000	0.500	0.931	0.000	0.000	0.000	0.855	0.625	0.000					0.894
					0.550				0.933				0.852								
PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
4:00 PM	0	0	0	0	0	0	0	0	1	167	0	0	0	151	0	0					319
4:15 PM	0	0	0	0	1	0	2	0	1	175	0	0	0	150	4	0					333
4:30 PM	0	0	0	0	2	0	1	0	1	185	0	0	0	146	1	0					336
4:45 PM	0	0	0	0	0	0	0	0	0	191	0	0	0	192	0	0					383
5:00 PM	0	0	0	0	1	0	0	0	0	150	0	0	0	168	1	0					320
5:15 PM	0	0	0	0	0	0	1	0	1	183	0	0	0	179	0	0					364
5:30 PM	0	0	0	0	0	0	1	0	0	182	0	0	0	182	0	0					365
5:45 PM	0	0	0	0	0	0	0	0	0	123	0	0	0	157	1	0					281
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	4	0	5	0	4	1356	0	0	0	1325	7	0					2701
					44.44%	0.00%	55.56%	0.00%	0.29%	99.71%	0.00%	0.00%	0.00%	99.47%	0.53%	0.00%					
<b>PEAK HR :</b>	<b>04:45 PM - 05:45 PM</b>																TOTAL				
<b>PEAK HR VOL :</b>	0	0	0	0	1	0	2	0	1	706	0	0	0	721	1	0					1432
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.250	0.924	0.000	0.000	0.000	0.939	0.250	0.000					0.935
					0.750				0.925				0.940								

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Rd 39 1/2 & Ave 12  
**City:** Madera  
**Control:** 1-Way Stop (SB)

**Project ID:** 24-090022-001  
**Date:** 2/22/2024

### Data - Cars

NS/EW Streets:	Rd 39 1/2				Rd 39 1/2				Ave 12				Ave 12				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
7:00 AM	0	0	0	0	1	0	1	0	0	147	0	0	0	110	2	0					261
7:15 AM	0	0	0	0	0	0	0	0	1	180	0	0	0	126	0	0					307
7:30 AM	0	0	0	0	2	0	3	0	0	207	0	0	0	151	2	0					365
7:45 AM	0	0	0	0	3	0	2	0	1	187	0	0	0	130	1	0					324
8:00 AM	0	0	0	0	1	0	0	0	0	195	0	0	0	114	2	0					312
8:15 AM	0	0	0	0	0	0	1	0	1	176	0	0	0	126	0	0					304
8:30 AM	0	0	0	0	1	0	0	0	2	164	0	0	0	112	0	0					279
8:45 AM	0	0	0	0	0	0	1	0	0	145	0	0	0	54	1	0					201
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	8	0	8	0	5	1401	0	0	0	923	8	0					2353
					50.00%	0.00%	50.00%	0.00%	0.36%	99.64%	0.00%	0.00%	0.00%	99.14%	0.86%	0.00%					
<b>PEAK HR :</b>	<b>07:15 AM - 08:15 AM</b>																				TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	6	0	5	0	2	769	0	0	0	521	5	0					1308
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.500	0.000	0.417	0.000	0.500	0.929	0.000	0.000	0.000	0.863	0.625	0.000					0.896
					0.550				0.931				0.859								
PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
4:00 PM	0	0	0	0	0	0	0	0	1	163	0	0	0	146	0	0					310
4:15 PM	0	0	0	0	1	0	2	0	1	171	0	0	0	145	4	0					324
4:30 PM	0	0	0	0	2	0	1	0	1	182	0	0	0	145	1	0					332
4:45 PM	0	0	0	0	0	0	0	0	0	187	0	0	0	189	0	0					376
5:00 PM	0	0	0	0	1	0	0	0	0	150	0	0	0	166	1	0					318
5:15 PM	0	0	0	0	0	0	1	0	1	180	0	0	0	177	0	0					359
5:30 PM	0	0	0	0	0	0	1	0	0	179	0	0	0	179	0	0					359
5:45 PM	0	0	0	0	0	0	0	0	0	123	0	0	0	156	1	0					280
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	4	0	5	0	4	1335	0	0	0	1303	7	0					2658
					44.44%	0.00%	55.56%	0.00%	0.30%	99.70%	0.00%	0.00%	0.00%	99.47%	0.53%	0.00%					
<b>PEAK HR :</b>	<b>04:45 PM - 05:45 PM</b>																				TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	1	0	2	0	1	696	0	0	0	711	1	0					1412
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.250	0.930	0.000	0.000	0.000	0.940	0.250	0.000					0.939
					0.750				0.932				0.942								

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Rd 39 1/2 & Ave 12  
**City:** Madera  
**Control:** 1-Way Stop (SB)

**Project ID:** 24-090022-001  
**Date:** 2/22/2024

### Data - HT

NS/EW Streets:	Rd 39 1/2				Rd 39 1/2				Ave 12				Ave 12				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
7:00 AM	0	0	0	0	0	0	1	0	0	5	0	0	0	5	0	0					11
7:15 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	5	0	0					14
7:30 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0					17
7:45 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	6	0	0					15
8:00 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	4	0	0					12
8:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	5	1	0					10
8:30 AM	0	0	0	0	1	0	0	0	0	6	0	0	0	6	0	0					13
8:45 AM	0	0	0	0	0	0	0	0	1	6	0	0	0	4	1	0					12
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>				
<b>APPROACH %'s :</b>	0	0	0	0	1	0	1	0	1	56	0	0	0	43	2	0	104				
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																<b>TOTAL</b>				
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	35	0	0	0	23	0	0	58				
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.972	0.000	0.000	0.000	0.719	0.000	0.000	0.853				
	0.972																0.719				

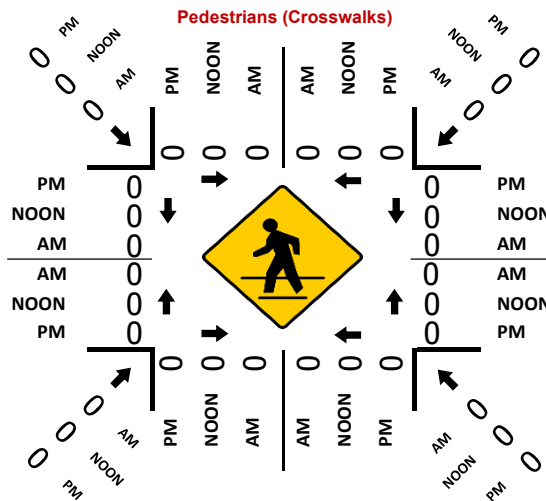
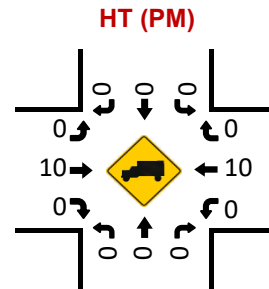
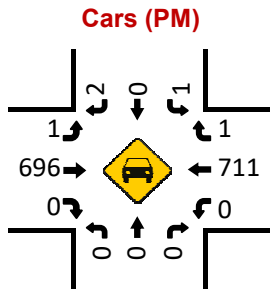
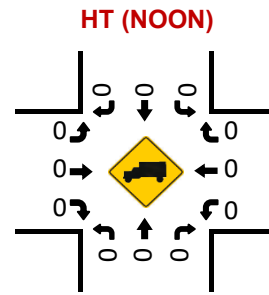
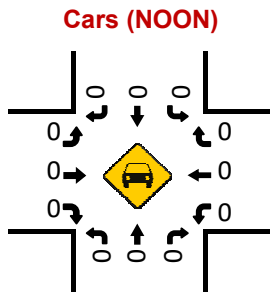
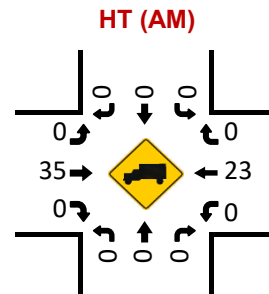
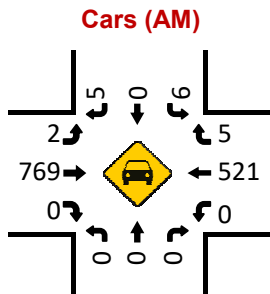
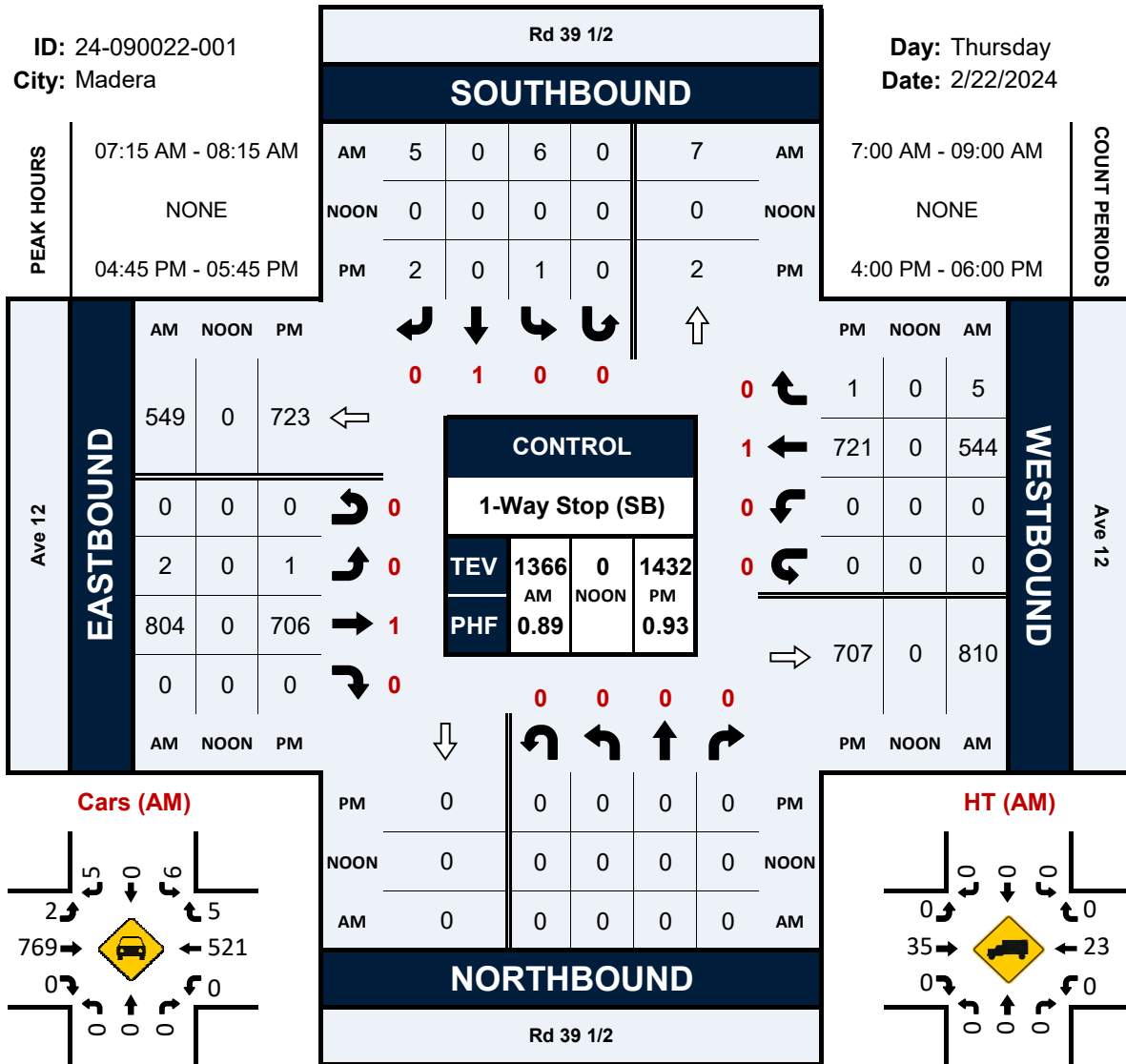
NS/EW Streets:	Rd 39 1/2				Rd 39 1/2				Ave 12				Ave 12				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
4:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	0					9
4:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	0					9
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0					4
4:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0					7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0					2
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0					5
5:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0					6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0					1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>				
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	21	0	0	0	22	0	0	43				
<b>PEAK HR :</b>	04:45 PM - 05:45 PM																<b>TOTAL</b>				
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	20				
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.833	0.000	0.000	0.714				
	0.625																0.833				

# Rd 39 1/2 & Ave 12

## Peak Hour Turning Movement Count

ID: 24-090022-001  
City: Madera

Day: Thursday  
Date: 2/22/2024



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Riverstone Blvd SE & Ave 12  
**City:** Madera  
**Control:** 1-Way Stop (NB)

**Project ID:** 24-090022-003  
**Date:** 2/22/2024

### Data - Total

NS/EW Streets:	Riverstone Blvd SE				Riverstone Blvd SE				Ave 12				Ave 12				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	2	0	0	0	0	0	0	0	1	1	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	30	0	0	0	0	0	0	144	4	0	0	119	0	0	297
7:15 AM	0	0	42	0	0	0	0	0	0	180	10	0	0	132	0	0	364
7:30 AM	0	0	30	0	0	0	0	0	0	196	14	0	0	143	0	0	383
7:45 AM	0	0	29	0	0	0	0	0	0	173	16	0	0	124	0	0	342
8:00 AM	0	0	21	0	0	0	0	0	0	195	10	0	0	98	0	0	324
8:15 AM	0	0	28	1	0	0	0	0	0	177	6	0	0	129	0	0	341
8:30 AM	0	0	43	0	0	0	0	0	0	180	6	0	0	106	0	0	335
8:45 AM	0	0	24	0	0	0	0	0	0	154	9	0	0	67	0	0	254
<b>TOTAL VOLUMES :</b>	0	0	247	1	0	0	0	0	0	1399	75	0	0	918	0	0	2640
<b>APPROACH %'s :</b>	0.00%	0.00%	99.60%	0.40%					0.00%	94.91%	5.09%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	<b>07:15 AM - 08:15 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	122	0	0	0	0	0	0	744	50	0	0	497	0	0	1413
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.726	0.000	0.000	0.000	0.000	0.000	0.000	0.949	0.781	0.000	0.000	0.869	0.000	0.000	0.922
	0.726								0.945				0.869				

NS/EW Streets:	Riverstone Blvd SE				Riverstone Blvd SE				Ave 12				Ave 12				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	2	0	0	0	0	0	0	0	1	1	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	15	1	0	0	0	0	0	158	14	0	0	138	0	0	326
4:15 PM	0	0	12	1	0	0	0	0	0	174	19	0	0	142	0	0	348
4:30 PM	0	0	16	1	0	0	0	0	0	161	15	0	0	167	0	0	360
4:45 PM	0	0	14	0	0	0	0	0	0	175	16	0	0	164	0	0	369
5:00 PM	0	0	13	0	0	0	0	0	0	148	12	0	0	190	0	0	363
5:15 PM	0	0	21	2	0	0	0	0	0	158	17	0	0	160	0	0	358
5:30 PM	0	0	18	0	0	0	0	0	0	156	15	0	0	155	0	0	344
5:45 PM	0	0	22	0	0	0	0	0	0	118	16	0	0	170	0	0	326
<b>TOTAL VOLUMES :</b>	0	0	131	5	0	0	0	0	0	1248	124	0	0	1286	0	0	2794
<b>APPROACH %'s :</b>	0.00%	0.00%	96.32%	3.68%					0.00%	90.96%	9.04%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	64	3	0	0	0	0	0	642	60	0	0	681	0	0	1450
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.762	0.375	0.000	0.000	0.000	0.000	0.000	0.917	0.882	0.000	0.000	0.896	0.000	0.000	0.982
	0.728								0.919				0.896				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Riverstone Blvd SE & Ave 12  
**City:** Madera  
**Control:** 1-Way Stop (NB)

**Project ID:** 24-090022-003  
**Date:** 2/22/2024

### Data - Cars

NS/EW Streets:	Riverstone Blvd SE				Riverstone Blvd SE				Ave 12				Ave 12				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	2	0	0	0	0	0	0	0	1	1	0	0	2	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	30	0	0	0	0	0	0	138	4	0	0	112	0	0	284
7:15 AM	0	0	42	0	0	0	0	0	0	174	7	0	0	125	0	0	348
7:30 AM	0	0	30	0	0	0	0	0	0	192	14	0	0	137	0	0	373
7:45 AM	0	0	29	0	0	0	0	0	0	165	16	0	0	119	0	0	329
8:00 AM	0	0	21	0	0	0	0	0	0	189	10	0	0	92	0	0	312
8:15 AM	0	0	26	1	0	0	0	0	0	176	4	0	0	124	0	0	331
8:30 AM	0	0	42	0	0	0	0	0	0	173	5	0	0	100	0	0	320
8:45 AM	0	0	24	0	0	0	0	0	0	147	9	0	0	62	0	0	242
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	0	244	1	0	0	0	0	0	1354	69	0	0	871	0	0	2539
<b>APPROACH %'s :</b>	0.00%	0.00%	99.59%	0.41%					0.00%	95.15%	4.85%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	<b>07:15 AM - 08:15 AM</b>																TOTAL
<b>PEAK HR VOL :</b>	0	0	122	0	0	0	0	0	0	720	47	0	0	473	0	0	1362
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.726	0.000	0.000	0.000	0.000	0.000	0.000	0.938	0.734	0.000	0.000	0.863	0.000	0.000	0.913
	0.726								0.931				0.863				
PM	0	2	0	0	0	0	0	0	0	1	1	0	0	2	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	14	1	0	0	0	0	0	154	13	0	0	134	0	0	316
4:15 PM	0	0	12	1	0	0	0	0	0	171	19	0	0	137	0	0	340
4:30 PM	0	0	16	1	0	0	0	0	0	159	14	0	0	165	0	0	355
4:45 PM	0	0	14	0	0	0	0	0	0	173	16	0	0	162	0	0	365
5:00 PM	0	0	13	0	0	0	0	0	0	146	11	0	0	188	0	0	358
5:15 PM	0	0	21	2	0	0	0	0	0	155	17	0	0	159	0	0	354
5:30 PM	0	0	18	0	0	0	0	0	0	153	15	0	0	153	0	0	339
5:45 PM	0	0	22	0	0	0	0	0	0	118	16	0	0	170	0	0	326
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	0	130	5	0	0	0	0	0	1229	121	0	0	1268	0	0	2753
<b>APPROACH %'s :</b>	0.00%	0.00%	96.30%	3.70%					0.00%	91.04%	8.96%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																TOTAL
<b>PEAK HR VOL :</b>	0	0	64	3	0	0	0	0	0	633	58	0	0	674	0	0	1432
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.762	0.375	0.000	0.000	0.000	0.000	0.000	0.915	0.853	0.000	0.000	0.896	0.000	0.000	0.981
	0.728								0.914				0.896				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Riverstone Blvd SE & Ave 12  
**City:** Madera  
**Control:** 1-Way Stop (NB)

**Project ID:** 24-090022-003  
**Date:** 2/22/2024

### Data - HT

NS/EW Streets:	Riverstone Blvd SE				Riverstone Blvd SE				Ave 12				Ave 12				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	2	0	0	0	0	0	0	0	1	1	0	0	2	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	0	13
7:15 AM	0	0	0	0	0	0	0	0	0	6	3	0	0	7	0	0	16
7:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	10
7:45 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	0	13
8:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	12
8:15 AM	0	0	2	0	0	0	0	0	0	1	2	0	0	5	0	0	10
8:30 AM	0	0	1	0	0	0	0	0	0	7	1	0	0	6	0	0	15
8:45 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0	0	12
<b>TOTAL VOLUMES :</b>	0	0	3	0	0	0	0	0	0	45	6	0	0	47	0	0	101
<b>APPROACH %'s :</b>	0.00%	0.00%	100.00%	0.00%					0.00%	88.24%	11.76%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	<b>07:15 AM - 08:15 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	24	3	0	0	24	0	0	51
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.857	0.000	0.000	0.797
									0.750				0.857				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	2	0	0	0	0	0	0	0	1	1	0	0	2	0	0	
4:00 PM	0	0	1	0	0	0	0	0	0	4	1	0	0	4	0	0	10
4:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0	8
4:30 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	2	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	2	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	0	1	0	0	0	0	0	0	19	3	0	0	18	0	0	41
<b>APPROACH %'s :</b>	0.00%	0.00%	100.00%	0.00%					0.00%	86.36%	13.64%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	9	2	0	0	7	0	0	18
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.000	0.000	0.875	0.000	0.000	0.900
									0.917				0.875				



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Riverstone Blvd SW & Ave 12  
**City:** Madera  
**Control:** 1-Way Stop (NB)

**Project ID:** 24-090022-002  
**Date:** 2/22/2024

### Data - Total

NS/EW Streets:	Riverstone Blvd SW				Riverstone Blvd SW				Ave 12				Ave 12				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	12	0	12	0	0	0	0	0	0	139	11	0	14	102	0	0	290
7:15 AM	14	0	14	0	0	0	0	0	0	181	10	0	8	127	0	0	354
7:30 AM	24	0	5	0	0	0	0	0	0	195	12	0	2	141	0	0	379
7:45 AM	23	0	11	0	0	0	0	0	0	192	9	0	5	104	0	0	344
8:00 AM	11	0	14	0	0	0	0	0	0	186	20	0	9	106	0	0	346
8:15 AM	18	0	19	1	0	0	0	0	0	166	8	0	4	120	0	0	336
8:30 AM	12	0	8	0	0	0	0	0	0	173	4	0	9	101	0	0	307
8:45 AM	4	0	14	0	0	0	0	0	0	144	6	0	5	56	0	0	229
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	118	0	97	1	0	0	0	0	0	1376	80	0	56	857	0	0	2585
	54.63%	0.00%	44.91%	0.46%					0.00%	94.51%	5.49%	0.00%	6.13%	93.87%	0.00%	0.00%	
<b>PEAK HR :</b>	<b>07:15 AM - 08:15 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	72	0	44	0	0	0	0	0	0	754	51	0	24	478	0	0	1423
<b>PEAK HR FACTOR :</b>	0.750	0.000	0.786	0.000	0.000	0.000	0.000	0.000	0.000	0.967	0.638	0.000	0.667	0.848	0.000	0.000	0.939
	0.853								0.972				0.878				
PM	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	6	0	10	0	0	0	0	0	0	167	4	0	4	145	0	0	336
4:15 PM	12	0	17	0	0	0	0	0	0	171	7	0	3	139	0	0	349
4:30 PM	5	0	9	0	0	0	0	0	0	167	10	0	2	148	0	0	341
4:45 PM	9	0	9	0	0	0	0	0	0	179	9	0	1	177	0	0	384
5:00 PM	6	0	11	0	0	0	0	0	0	148	12	0	3	175	0	0	355
5:15 PM	11	0	7	0	0	0	0	0	0	171	10	0	1	174	0	0	374
5:30 PM	17	0	9	0	0	0	0	0	0	164	13	0	4	147	0	0	354
5:45 PM	7	0	5	0	0	0	0	0	0	122	9	0	1	171	0	0	315
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	73	0	77	0	0	0	0	0	0	1289	74	0	19	1276	0	0	2808
	48.67%	0.00%	51.33%	0.00%					0.00%	94.57%	5.43%	0.00%	1.47%	98.53%	0.00%	0.00%	
<b>PEAK HR :</b>	<b>04:45 PM - 05:45 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	43	0	36	0	0	0	0	0	0	662	44	0	9	673	0	0	1467
<b>PEAK HR FACTOR :</b>	0.632	0.000	0.818	0.000	0.000	0.000	0.000	0.000	0.000	0.925	0.846	0.000	0.563	0.951	0.000	0.000	0.955
	0.760								0.939				0.958				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Riverstone Blvd SW & Ave 12  
**City:** Madera  
**Control:** 1-Way Stop (NB)

**Project ID:** 24-090022-002  
**Date:** 2/22/2024

### Data - Cars

NS/EW Streets:	Riverstone Blvd SW				Riverstone Blvd SW				Ave 12				Ave 12				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	12	0	10	0	0	0	0	0	0	135	8	0	13	96	0	0	274
7:15 AM	13	0	13	0	0	0	0	0	0	173	9	0	6	122	0	0	336
7:30 AM	23	0	5	0	0	0	0	0	0	191	9	0	2	136	0	0	366
7:45 AM	21	0	10	0	0	0	0	0	0	185	5	0	3	100	0	0	324
8:00 AM	10	0	13	0	0	0	0	0	0	181	17	0	7	102	0	0	330
8:15 AM	15	0	18	1	0	0	0	0	0	164	7	0	4	115	0	0	324
8:30 AM	10	0	7	0	0	0	0	0	0	166	3	0	7	97	0	0	290
8:45 AM	3	0	11	0	0	0	0	0	0	140	5	0	5	54	0	0	218
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	54.87%	0.00%	44.62%	0.51%	0	0	0	0	0.00%	95.49%	4.51%	0.00%	5.41%	94.59%	0.00%	0.00%	2462
<b>PEAK HR :</b>	<b>07:15 AM - 08:15 AM</b>																TOTAL
<b>PEAK HR VOL :</b>	67	0	41	0	0	0	0	0	0	730	40	0	18	460	0	0	1356
<b>PEAK HR FACTOR :</b>	0.728	0.000	0.788	0.000	0.000	0.000	0.000	0.000	0.000	0.955	0.588	0.000	0.643	0.846	0.000	0.000	0.926
	0.871								0.963				0.866				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	6	0	10	0	0	0	0	0	0	162	4	0	4	140	0	0	326
4:15 PM	12	0	17	0	0	0	0	0	0	168	6	0	3	134	0	0	340
4:30 PM	5	0	8	0	0	0	0	0	0	164	10	0	2	147	0	0	336
4:45 PM	9	0	9	0	0	0	0	0	0	176	9	0	1	174	0	0	378
5:00 PM	6	0	11	0	0	0	0	0	0	147	12	0	3	173	0	0	352
5:15 PM	10	0	7	0	0	0	0	0	0	168	10	0	1	173	0	0	369
5:30 PM	16	0	9	0	0	0	0	0	0	161	13	0	4	145	0	0	348
5:45 PM	7	0	5	0	0	0	0	0	0	122	9	0	1	171	0	0	315
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	48.30%	0.00%	51.70%	0.00%	0	0	0	0	0.00%	94.56%	5.44%	0.00%	1.49%	98.51%	0.00%	0.00%	2764
<b>PEAK HR :</b>	<b>04:45 PM - 05:45 PM</b>																TOTAL
<b>PEAK HR VOL :</b>	41	0	36	0	0	0	0	0	0	652	44	0	9	665	0	0	1447
<b>PEAK HR FACTOR :</b>	0.641	0.000	0.818	0.000	0.000	0.000	0.000	0.000	0.000	0.926	0.846	0.000	0.563	0.955	0.000	0.000	0.957
	0.770								0.941				0.957				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Riverstone Blvd SW & Ave 12  
**City:** Madera  
**Control:** 1-Way Stop (NB)

**Project ID:** 24-090022-002  
**Date:** 2/22/2024

### Data - HT

NS/EW Streets:	Riverstone Blvd SW				Riverstone Blvd SW				Ave 12				Ave 12				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
AM	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	0	2	0	0	0	0	0	0	4	3	0	1	6	0	0		16
7:15 AM	1	0	1	0	0	0	0	0	0	8	1	0	2	5	0	0		18
7:30 AM	1	0	0	0	0	0	0	0	0	4	3	0	0	5	0	0		13
7:45 AM	2	0	1	0	0	0	0	0	0	7	4	0	2	4	0	0		20
8:00 AM	1	0	1	0	0	0	0	0	0	5	3	0	2	4	0	0		16
8:15 AM	3	0	1	0	0	0	0	0	0	2	1	0	0	5	0	0		12
8:30 AM	2	0	1	0	0	0	0	0	0	7	1	0	2	4	0	0		17
8:45 AM	1	0	3	0	0	0	0	0	0	4	1	0	0	2	0	0		11
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>	
<b>APPROACH %'s :</b>	11	0	10	0	0	0	0	0	0	41	17	0	9	35	0	0	123	
	52.38%	0.00%	47.62%	0.00%					0.00%	70.69%	29.31%	0.00%	20.45%	79.55%	0.00%	0.00%		
<b>PEAK HR :</b>	<b>07:15 AM - 08:15 AM</b>																<b>TOTAL</b>	
<b>PEAK HR VOL :</b>	5	0	3	0	0	0	0	0	0	24	11	0	6	18	0	0	67	
<b>PEAK HR FACTOR :</b>	0.625	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.688	0.000	0.750	0.900	0.000	0.000	0.838	
	0.667								0.795				0.857					

NS/EW Streets:	Riverstone Blvd SW				Riverstone Blvd SW				Ave 12				Ave 12				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
PM	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0		10
4:15 PM	0	0	0	0	0	0	0	0	0	3	1	0	0	5	0	0		9
4:30 PM	0	0	1	0	0	0	0	0	0	3	0	0	0	1	0	0		5
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0		6
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0		3
5:15 PM	1	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0		5
5:30 PM	1	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0		6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>	
<b>APPROACH %'s :</b>	2	0	1	0	0	0	0	0	0	21	1	0	0	19	0	0	44	
	66.67%	0.00%	33.33%	0.00%					0.00%	95.45%	4.55%	0.00%	0.00%	100.00%	0.00%	0.00%		
<b>PEAK HR :</b>	<b>04:45 PM - 05:45 PM</b>																<b>TOTAL</b>	
<b>PEAK HR VOL :</b>	2	0	0	0	0	0	0	0	0	10	0	0	0	8	0	0	20	
<b>PEAK HR FACTOR :</b>	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.833	0.000	0.000	0.000	0.667	0.000	0.000	0.833	
	0.500								0.833				0.667					

