

Appendix H
Traffic Report



Traffic Impact Analysis Report

San Joaquin River Conservancy River West Fresno, Eaton Trail Extension Project

**Prepared for
San Joaquin River Conservancy**

AECOM Project No. 60425596
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999 Town and County Road, Suite 300
Orange, CA 92868

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Section 1

Introduction

1.1 Study Purpose

The purpose of this Traffic Impact Analysis (TIA) Report is to document the traffic analysis conducted for the San Joaquin River Conservancy, River West Fresno, Eaton Trail Extension Project (the “project”), identify potential traffic and traffic impacts, and recommend mitigation measures to reduce those impacts to a less-than-significant level. This study was prepared according to the *City of Fresno Traffic Impact Study Report Guidelines* (City of Fresno 2009) and in consultation with the Fresno County Public Works Department, Traffic Engineering staff.

The analysis focuses on the potential traffic impacts to the surrounding roadway circulation system and the development of mitigation measures at any impacted location.

1.2 Study Area and Project Background

The Project study area encompasses land uses immediately bordering the project site including the adjacent roadway circulation system comprised of State Highway 41 and local roadways. Figure 1-1 shows the project site in context to the regional roadway circulation system. Figure 1-2 shows the project study area.

The proposed project site is located within the city limits of Fresno on lands owned by the San Joaquin River Conservancy and the City of Fresno (City) on the south side of the San Joaquin River and west of State Route 41. The San Joaquin River Conservancy’s, *Interim San Joaquin River Parkway Master Plan* (San Joaquin River Conservancy 1997) proposes to extend the City’s Eaton Trail, and provide public access improvements and wildlife habitat enhancements.

1.3 Report Organization

Following this Introduction, this report is organized into the following sections:

Section 2 Analysis Methodology describes the methodologies and standards utilized to analyze roadway and intersection traffic conditions.

Section 3 Existing Conditions describes the existing traffic network within the study area and provides analysis results for existing traffic conditions.

Section 4 Project Description describes the proposed project including project traffic generation, trip distribution patterns, and project trip assignment.

Section 5 Existing Plus Project Traffic Conditions describes existing plus project traffic conditions. Results are provided for the existing with project traffic conditions.

Section 6 Future Circulation Conditions describes future project circulation and analysis under long-term (2040) conditions.

Section 7 Findings and Conclusions summarizes overall traffic study findings and conclusions.

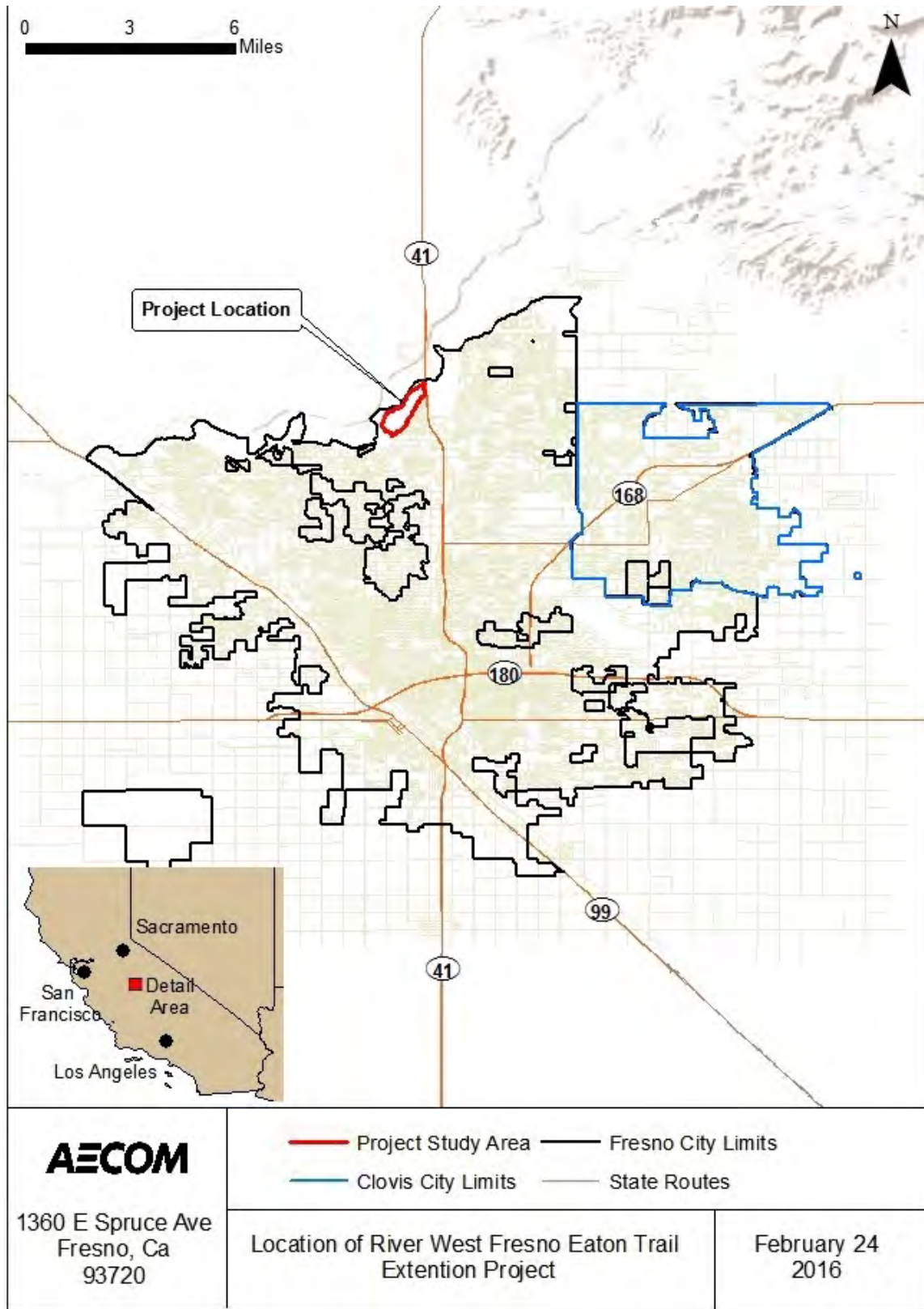


Figure 1-1 Regional Vicinity Map



Figure 1- 2 Project Study Area

Section 2

Analysis Methodology

The traffic analyses prepared for this study were performed in accordance with *City of Fresno Traffic Impact Study Report Guidelines* (City of Fresno 2009). Detailed information on roadway segment analysis methodologies, standards, and thresholds are discussed in the following sections.

The traffic analysis focuses in the evaluation of study roadway segment operating conditions with and without the proposed project. According to the *City of Fresno Traffic Impact Study Guidelines* (City of Fresno 2009), all roadway segments shall operate at a level of service (LOS) D or better under the near-term conditions. Under long-term conditions (year 2025 conditions) all City roadway segments shall operate at a LOS D or better, except for the roadway segments adopted in the City of Fresno General Plan 2035 Update (City of Fresno 2014a) and Final EIR (City of Fresno 2014b) to operate at LOS E or F. The roadway segment LOS shall be based on Florida Tables or latest Highway Capacity Manual (HCM) procedures.

The parking assessment prepared for this study was performed to specifically document existing parking operations and park use activity at areas traditionally used to access the project site. Detailed information on the parking analysis methodology used in this study is discussed below.

2.1 Level of Service Descriptions

LOS is an indicator of operating conditions on a roadway or at an intersection and is defined in categories ranging from A to F. These categories can be viewed much like school grades, with LOS A representing the best traffic flow conditions and LOS F representing poor conditions. LOS A indicates free-flowing traffic, and LOS F indicates substantial congestion with stop-and-go traffic and long delays at intersections. Table 2-1 provides a description of roadway segment operations as it relates to LOS and is consistent with the requirements from the *City of Fresno Traffic Impact Study Report Guidelines* (City of Fresno 2009).

2.2 Roadway Segment Analysis

Roadway segment LOS standards and thresholds provide the basis for roadway segment performance. The assessment of roadway segment LOS is based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and existing or forecast Average Daily Traffic (ADT) volumes.

For analysis purposes and consistent with the requirements of the *City of Fresno Traffic Impact Study Report Guidelines* (City of Fresno 2009), the roadway segment assessment was based on the Florida Department of Transportation Table 7, Generalized Peak Hour Directional Volumes for Urbanized Areas. The generalized peak hour roadway segment volumes were subsequently adjusted to reflect non-state signalized roadway segment volumes. This methodology is approved for use by the *City of Fresno Traffic Impact Study Report Guidelines* (City of Fresno 2009). The table considers the capacity of individual roadway segments based on numerous roadway variables (such as highway design speed, number of passing lanes, saturation flow, shoulder width, intersection spacing, etc.). Highways are generally considered uninterrupted flow roadways (two-lane or multilane). Uninterrupted flow highways are roadways with a combination of roadway segments which have average signalized intersection spacing

Table 2-1 Roadway Levels of Service Description

Level of Service	Description of Operation
A	At LOS A, motorists experience high operating speeds on Class I highways and little difficulty in passing. Platoons of three or more vehicles are rare. On Class II highways, speed would be controlled primarily by roadway conditions. A small amount of platooning would be expected. On Class III highways, drivers should be able to maintain operating speeds close to or equal to the free-flow speed of the facility.
B	At LOS B, passing demand and passing capacity are balanced. In both Class I and Class II, the degree of platooning becomes noticeable. Some speed reductions are present on Class I highways. On Class III highways it becomes difficult to maintain FFS operation, but the speed reduction is relatively small.
C	At LOS C, most vehicles are traveling in platoons. Speeds are noticeably curtailed on all three classes of highway.
D	At LOS D, platooning increases significantly. Passing demand is high on both Class I and Class II facilities, but passing capacity approaches zero. A high percentage of vehicles are now traveling in platoons, and PTSF is quite noticeable. On Class III highways, the fall-off from FFS is now significant.
E	At LOS E, demand is approaching capacity. Passing on Class I and II highways is virtually impossible, and PTSF is more than 80%. Speeds are seriously curtailed. On Class III highways, speed is less than two-thirds the FFS. The lower limit of this LOS represents capacity.
F	LOS F exists whenever demand flow in one or both directions exceeds the capacity of the segment. Operating conditions are unstable, and heavy congestion exists on all classes of two-lane highway.

Source: 2010 Highway Capacity Manual

greater than 2 miles and are not freeways. Interrupted flow roadways are characterized by signals with average signalized intersection spacing less than or equal to 2 miles.

Table 2-2 provides the Generalized Peak Hour Directional Volumes Ranges for Urbanized Areas and LOS categories (Source: Florida Department of Transportation Table 7, Generalized Peak Hour Directional Volumes for Urbanized Areas (Modified for Non-State Roadways) (Florida Department of Transportation 2012) that will be used in the evaluation of roadway segment performance and in determining project related impacts.

2.3 Determination of Significant Impacts

According to *the City of Fresno Traffic Impact Study Guidelines* (City of Fresno 2009), a project is considered to have an individually significant impact on the operation of an intersection if the addition traffic generated from the proposed project results in any of the following conditions:

- Triggers an intersection operating at acceptable LOS to operate at unacceptable levels of service.
- Triggers an intersection operating at unacceptable LOS (LOS E) to operate at LOS F.
- Increases the average delay for a study intersection that is already operating at unacceptable LOS.

Since the (City of Fresno 2009) does not provide for specific significance criteria for roadway segments, the first two conditions described above were used to evaluate roadway segment impacts.

Table 2-2 Generalized Peak Hour Directional Volumes Ranges for Urbanized Areas

Uninterrupted Flow Facilities (Freeways)					
Lanes	Median	Level of Service (LOS)			
		B	C	D	E
2	Divided	2,260	3,020	3,660	3,940
3	Divided	3,360	4,580	5,500	6,080
4	Divided	4,500	6,080	7,320	8,220
5	Divided	5,660	7,680	9,220	10,360
6	Divided	7,900	10,320	12,060	12,500
Interrupted Flow Facilities (Non-State Roadways) Class I (40 mph or higher posted speed limit)					
Lanes	Median	Level of Service (LOS)			
		B	C	D	E
1	Undivided	*	750	790	**
2	Divided	*	1,720	1,800	**
3	Divided	*	2,650	2,720	**
4	Divided	*	3,570	3,640	**
Interrupted Flow Facilities (Non-State Roadways) Class II (35 mph or slower posted speed limit)					
Lanes	Median	Level of Service (LOS)			
		B	C	D	E
1	Undivided	*	330	680	**
2	Divided	*	660	1,470	**
3	Divided	*	1,050	2,270	**
4	Divided	*	1,450	3,050	**

Source: Florida Department of Transportation Table 7, Generalized Peak Hour Directional Volumes for Urbanized Areas (Modified for Non-State Roadways)

2.4 Parking Survey

In addition to the traffic impact analysis, a windshield parking survey was conducted at select locations surrounding the project site to observe existing vehicle traffic activity and parking at areas that are currently used as de facto parking adjacent to the site. The parking survey worksheets are provided in Appendix A.

Section 3

Existing Conditions

This section describes the existing study area roadway circulation system and key roadway segments, existing daily roadway volume information and LOS analysis results for existing conditions.

3.1 Existing Roadway Network

Several regionally and locally significant roadways traverse the study area. Key characteristics of the roadway circulation system within the project study area are discussed below.

SR-41: State Route 41 is a north-south regional facility traversing the project site. Within the project study area, SR-41 provides two lanes per direction in the project vicinity and with an ADT of 24,777 vehicles per day between the Fresno-Madera county Line and Avenue 12. Full ramp access is provided at the freeway interchanges at Children's Boulevard and Blackstone Avenue.

SR 41 East Frontage Road (Cobb Ranch Road): Cobb Ranch Road is located east of SR 41 and parallels SR 41 running north-south providing local access to the project study area. Cobb Ranch Road is local frontage roadway providing one lane per direction in the project vicinity with an ADT of 158 vehicles per day just north of Vin Rose Lane.

Audubon Drive: Audubon Drive is a local arterial running east-west south of the project site. Within the project study area, Audubon Drive provides two lanes per direction on the segment just east and west of SR 41, then narrows to one lane per direction to the west towards the project vicinity. The ADT on the segment between SR 41 and Palm Avenue is 10,885 vehicles per day while the segment of Audubon Avenue just east of SR 41 carries 11,078 vehicles per day.

3.2 Study Roadway Segments

The following key study area roadway segments shown in Table 3-1 were identified for inclusion and analysis in this traffic study. These study roadway segments are the most likely routes used to access the project site.

Table 3-1 Study Roadway Segments

No.	Roadway Segment
1	SR 41 between Fresno-Madera County Line and Avenue 12
2	SR 41 East Frontage Road (Cobb Ranch Road) north of Vin Rose Lane
3	Audubon Drive between SR 41 and Palm Avenue
4	Audubon Drive just east of SR 41
5	Del Mar Avenue between Audubon Drive and Riverview Drive

3.3 Existing Traffic Volume

A very important component of the traffic study is the collection of 24-hour roadway segment ADT counts during three consecutive days of anticipated maximum use at the project site and its facilities. Roadway segment traffic counts were collected on Saturday, May 24, Sunday, May 25, and Monday, May 26 during the 2014 Memorial Day weekend to capture a worst-case scenario traffic count sampling of roadway traffic demand at the study roadway segments serving the project site. The traffic count worksheets are provided in Appendix B – 24-Hour ADT Traffic Data.

3.4 Existing Level of Service Analysis

LOS analyses under existing conditions were conducted using the methodologies described in Section 2. The roadway segment and intersection LOS analysis results are discussed below.

3.5 Roadway Segment Analysis

Table 3-2 summarizes the results of study roadway segment LOS analysis under Existing conditions. With the exception of State Route 41, all study roadway segments are local roadways and arterials.

Table 3-2 Roadway Segment Analysis – Existing Conditions

Roadway Segment (1)	No of Lanes (2)	Dir.	ADT 24-hr volume	Existing Condition			
				AM Peak Hour		PM Peak Hour	
				Vol	LOS	Vol	LOS
1. SR 41 between Fresno-Madera County Line and Avenue 12	2/D	NB SB	24,777	514 408	B B	772 925	B B
2. SR 41 East Frontage Road (Cobb Ranch Road) north of Vin Rose Lane	1/U	NB SB	158	8 2	C C	6 6	C C
3. Audubon Drive between SR 41 and Palm Avenue	1/U	EB WB	10,886	293 330	C C	346 447	C C
4. Audubon Drive just east of SR 41	2/D	EB WB	11,078	294 338	C C	345 466	C C
5. Del Mar Avenue between Audubon Drive and Riverview Drive	1/U	NB SB	1,604	25 67	C C	50 71	C C
Note: (1) Evaluated using Table 7 Florida Tables (2) Number of lanes in each direction U= Undivided, D=Divided, EB=Eastbound, WB=Westbound, NB=Northbound, SB=Southbound, Dir.=Direction.							

As shown in Table 3-2, all study roadway segments are currently operating at acceptable LOS C or better under existing conditions.

3.6 Existing Plus Project Level of Service Analysis

This scenario presents the effects of the project to the study roadway segments if the project built is under existing conditions. The roadway segment and intersection LOS analysis results are discussed below.

3.7 Roadway Segment Analysis

Table 3-3 summarizes the results of study roadway segment LOS analysis under existing conditions. With the exception of State Route 41, all study roadway segments are local roadways and arterials.

Table 3-3 Roadway Segment Analysis – Existing Plus Project Conditions

Roadway Segment (1)	No of Lanes (2)	Dir.	ADT 24-hr volume	Existing Plus Project Condition			
				AM Peak Hour		PM Peak Hour	
				Vol	LOS	Vol	LOS
1. SR 41 between Fresno-Madera County Line and Avenue 12	2/D	NB SB	25,095	554	B	825	B
				428	B	945	B
2. SR 41 East Frontage Road (Cobb Ranch Road) north of Vin Rose Lane	1/U	NB SB	476	28	C	26	C
				42	C	59	C
3. Audubon Drive between SR 41 and Palm Avenue	1/U	EB WB	10,886	293	C	346	C
				330	C	447	C
4. Audubon Drive just east of SR 41	2/D	EB WB	11,078	294	C	345	C
				338	C	466	C
5. Del Mar Avenue between Audubon Drive and Riverview Drive	1/U	NB SB	1,604	25	C	50	C
				67	C	71	C

Note:
 (3) Evaluated using Table 7 Florida Tables
 (4) Number of lanes in each direction
 U= Undivided, D=Divided, EB=Eastbound, WB=Westbound, NB=Northbound, SB=Southbound, Dir.=Direction.

As shown in the Table 3-3, all study roadway segments are currently operating at acceptable LOS C or better under Existing Plus Project conditions.

Section 4

Project Description

This section describes the proposed project and its anticipated trip generation/distribution estimates.

4.1 Project Description

The Conservancy proposes to extend the Lewis S. Eaton Trail (Trail) by constructing a multiple purpose trail and provide ancillary recreation amenities. The Trail would be extended approximately 2.5 miles from Perrin Avenue (near SR 41) on the east to Spano Park on the west.

4.2 Project Site Access

4.2.1 Vehicular Access and Parking

The primary vehicular access to the project is via a controlled vehicle entrance near the Perrin Avenue undercrossing at SR 41. The proposed project will include a 50-stall parking lot adjacent to entrance. The parking lot and multi-trail will provide access in accordance with the Americans with Disabilities Act (ADA). The parking lot will provide three horse trailer stalls, potable water, and a two-vault accessible restroom.

4.2.2 Pedestrian and Bicycle Access

Pedestrian and bicycle access will be provided at three locations: Spano Park, and the W. Riverview Drive and Churchill Avenue entrances to the Bluff Trail. A wide staircase with bicycle guides may be constructed from Spano Park to the proposed trail below. The Bluff Trail is an existing neighborhood trail located on the historic Perrin Canal Bench. A proposed 12-foot-wide paved trail will connect the Bluff Trail to the proposed multi-use trail. This connecting trail would be constructed on a steep bluff slope.

4.3 Planned Improvements

Several circulation improvements are planned to facilitate overall traffic circulations within the project study area. The improvements listed below are expected to part of the proposed project and project alternatives as discussed in the Draft EIR:

- A new project entry at Perrin Avenue will be construction as part of the Project. This entry will lead into the new 50-stall parking lot and amenities.
- Under Alternative 1, new additional parking will be provided via Riverview Drive.
- Under Alternative 5 will provide access via Palm and Nees to the River near Spano Park.

4.4 Project Trip Generation

In order to develop trip generation assumptions for the project, the Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition (Institute of Transportation Engineers 2012) was reviewed as a reference; however, due to nonconventional nature of walking trails and amenities, no ITE trip generation rates currently exists specific to walking trails.

For purposes of developing trip generation for the proposed project and evaluate project traffic impacts, the proposed project parking supply (Perrin Avenue parking) was used as the basis of developing trip generation assumption for the project.

The proposed project will potentially attract future and existing recreation users who will utilize the parking and restroom amenities at the Perrin Avenue entrance. This trip-making potential for the proposed project is anticipated to be a combination of existing trail users who have customarily parked elsewhere and potential new trail users attracted by the convenience of onsite parking.

The following conservative trip generation assumptions reflect the anticipated usage of parking lot by a combination of trail users and casual visitors to the project site.

- **AM Peak Hour:** It is conservatively assumed that 75 percent of the parking capacity of 53 spaces (50 cars plus 3 horse trailer stalls) will access the site during the 7-9 AM peak hour (40 vehicles inbound), while at least 20 vehicles (early and late arrivals) leave during the AM peak hour as well.
- **PM Peak Hour:** It is similarly conservatively assumed that 100 percent of the parking capacity of 53 spaces (50 cars plus 3 horse trailer stalls) will access the site during the 4-6 PM peak hour (53 vehicles inbound) and at least 20 vehicles (early arrivals and potential turnaround trips) leave during the PM peak.
- **Daily:** It was conservatively assumed that the all parking spaces will turn over three times during the day, resulting in 159 inbound (53 spaces x 3) and 159 outbound (53 spaces x 3) for a total of 318 daily trips.

Two project alternatives, Alternatives 1 and 5, would each provide an additional 40 parking spaces. This would yield a combined total of 93-space parking available for both Alternative 1 – Riverview Drive and Alternative 5 – Spano Park respectively.

- **AM Peak Hour:** It is conservatively assumed that 75 percent of the parking capacity of 93 spaces will access the site during the 7-9 AM peak hour (70 vehicles inbound), while at least 35 vehicles (early and late arrivals) leave during the AM peak hour as well.
- **PM Peak Hour:** It is similarly conservatively assumed that 100 percent of the parking capacity of 93 spaces will access the site during the 4-6 PM peak hour (93 vehicles inbound) and at least 35 vehicles (early arrivals and potential turnaround trips) leave during the PM peak.
- **Daily:** It was conservatively assumed that the all parking spaces will turn over three times during the day resulting in 279 inbound (93 spaces x 3) and 279 outbound (93 spaces x 3) for a total of 558 daily trips.

Table 4-1 summarizes the assumed individual trip generation estimate for the proposed project and Alternatives as described above.

Table 4-1 Project Trip Generation Estimates¹

Land Use	Qty.	Total Trips Generated								
		Daily			AM			PM		
		Total	in	out	Total	in	out	Total	in	out
Proposed Project (Perrin Avenue Access)	53 spaces	318	159	159	60	40	20	73	53	20
Alternative 1 (Riverview Drive Access)	40 spaces	240	120	120	45	30	15	55	40	15
Alternative 5 (Spano Park Access)	40 spaces	240	120	120	45	30	15	55	40	15

¹Proposed project assumed daily trip generation estimates based on site parking capacity of 53 spaces and assumed three times parking turnover during the day. Alternative 1 and Alternative 5 assumed daily trip generation estimates based on site parking capacity of 40 spaces and assumed three times parking turnover during the day and also assumes that the 53-space Perrin Avenue parking is constructed.

4.5 Project Trip Distribution and Trip Assignment

The project trip distribution percentages were estimated considering the anticipated vehicular access routes in context to the location parking within the project site.

- **Proposed Project (Perrin Avenue Access):** This project access scenario will primarily utilize SR-41 and Cobb Ranch Road.
- **Alternative 1 (Riverview Drive):** This project access scenario will primarily utilize Audubon Drive and Del Mar Avenue.
- **Alternative 5 (Spano Park Access):** This project access scenario will primarily utilize Nees and Palm Avenues. For analysis purposes, up to 20 percent of Alternative 5 traffic were assigned to utilize Audubon Drive.

Section 5

Project Buildout (2025) Traffic Conditions

This section provides an analysis of Project Buildout (2025) traffic conditions for both with and without the proposed project.

Project Buildout (2025) conditions traffic volumes were developed by applying annual traffic growth factors to existing 2014 roadway segment volumes. In consultation with Fresno Council of Governments (COG) staff, future traffic projections were developed using Fresno COG's Transportation Model Development and Support (Fresno Council of Governments 2012) forecasts within the project study area.

Due to the project site setting and location, the combination of open space and residential uses surrounding the project site, the application of annual growth factors (ranging from 3 to 4 percent) to existing traffic volume was deemed very conservative and sufficient to account for any potential cumulative project development that may influence the project study area.

The traffic analysis conducted includes the following scenarios:

- Project Buildout (2025) Base Traffic Conditions (No Project)
- Project Buildout (2025) Base Traffic Conditions Plus Lewis S. Eaton Trail – River West Project (With Project)
- Project Buildout (2025) Base Traffic Conditions Plus Project Alternative 1 – Riverview Drive Access
- Project Buildout (2025) Base Traffic Conditions Plus Project Alternative 5 – Spano Park Access

5.1 Project Buildout (2025) Base (No Project) Traffic Conditions

This section documents the analysis performed under the Project Buildout (2025) Base (No Project) traffic conditions. The 2025 No Project conditions will be used as the baseline to evaluate potential future traffic impacts associated with the operation of the proposed project and alternatives.

5.2 Roadway Segment Analysis

Project Buildout (2025) Base (No Project) conditions will be used as the baseline to evaluate potential traffic impacts associated with the operation of the proposed project. Table 5-1 displays the results of roadway segment LOS analysis under Project Buildout (2025) Base (No Project) conditions.

As shown in Table 5-1, all study roadway segments are forecast to operate at LOS C or better under Project Buildout (2025) Base conditions.

**Table 5-1 Roadway Segment Analysis
Project Buildout (2025) Base Conditions**

Roadway Segment ¹	No of Lanes ²	Dir.	ADT 24-hr volume	(2025) Base Conditions			
				AM Peak Hour		PM Peak Hour	
				Vol	LOS	Vol	LOS
1. SR 41 between Fresno-Madera County Line and Avenue 12	2/D	NB SB	35,680	740 588	B B	1,112 1,332	B B
2. SR 41 East Frontage Road (Cobb Road Ranch) north of Vin Rose Lane	1/U	NB SB	210	11 3	C C	8 8	C C
3. Audubon Drive between SR 41 and Palm Avenue	1/U	EB WB	16,870	390 475	C C	460 644	C C
4. Audubon Drive just east of SR 41	2/D	EB WB	15,950	391 487	C C	459 671	C C
5. Del Mar Avenue between Audubon Drive and Riverview Drive	1/U	NB SB	2,130	33 89	C C	67 94	C C

Note:
 (1) Evaluated using Table 7 Florida Tables
 (2) Number of lanes in each direction
 U= Undivided, D=Divided, EB=Eastbound, WB=Westbound, NB=Northbound, SB=Southbound, Dir.=Direction.

5.3 Project Buildout (2025) Base Plus Project Traffic Conditions

Project Buildout (2025) Base plus Project analysis builds upon the Project Buildout (2025) Base conditions and incorporates all applicable project improvements that are constructed or planned for completion by 2025.

As described in Section 4.1, there is no current baseline number of Trail users within the project site. There is, however, a potential to attract more visitors due to the convenience afforded by the proposed onsite parking and improved access to the project site. For traffic impact assessment purposes, the focus of the plus project analysis will be the trip making associated with potential attraction of visitors users during weekend and holidays (e.g. Memorial Day weekend).

5.4 Roadway Segment Analysis (Project)

Table 5-2 displays the results of roadway segment LOS analysis under Project Buildout (2025) Base Plus Project conditions.

As shown in Table 5-2, all study roadway segments are forecast to operate at LOS C or better under Project Buildout (2025) Base Plus Project conditions. All roadway segments have sufficient capacity to accommodate project added traffic and still operate at acceptable levels of service.

5.5 Project Buildout (2025) Base Plus Alternative 1 Traffic Conditions

Project Buildout (2025) Base plus Alternative 1 analysis builds upon the Project Buildout (2025) Base conditions and incorporates all applicable Alternative 1 improvements that are constructed or planned for completion by 2025.

**Table 5-2 Roadway Segment Analysis
Project Buildout (2025) Base Plus Project Conditions**

Roadway Segment (1)	No of Lanes (2)	Dir.	ADT 24-hr volume	(2025) Base Plus Project Conditions			
				AM Peak Hour		PM Peak Hour	
				Vol	LOS	Vol	LOS
1. SR 41 between Fresno-Madera County Line and Avenue 12	2/D	NB SB	35,998	780 608	B B	1,165 1,352	B B
2. SR 41 East Frontage Road (Cobb Road Ranch) north of Vin Rose Lane	1/U	NB SB	528	31 43	C C	28 61	C C
3. Audubon Drive between SR 41 and Palm Avenue	1/U	EB WB	16,870	390 475	C C	460 644	C C
4. Audubon Drive just east of SR 41	2/D	EB WB	15,950	391 487	C C	459 671	C C
5. Del Mar Avenue between Audubon Drive and Riverview Drive	1/U	NB SB	2,130	33 89	C C	67 94	C C

Note:
 (1) Evaluated using Table 7 Florida Tables
 (2) Number of lanes in each direction
 U= Undivided, D=Divided, EB=Eastbound, WB=Westbound, NB=Northbound, SB=Southbound, Dir.=Direction.

5.6 Roadway Segment Analysis (Alternative 1)

Table 5-3 displays the results of roadway segment LOS analysis under Project Buildout (2025) Base Plus Alternative 1 conditions.

**Table 5-3 Roadway Segment Analysis
Project Buildout (2025) Base Plus Alternative 1 Conditions**

Roadway Segment (1)	No of Lanes (2)	Dir.	ADT 24-hr volume	(2025) Base Plus Alternative 1 Conditions			
				AM Peak Hour		PM Peak Hour	
				Vol	LOS	Vol	LOS
1. SR 41 between Fresno-Madera County Line and Avenue 12	2/D	NB SB	35,998	780 608	B B	1,165 1,352	B B
2. SR 41 East Frontage Road (Cobb Road Ranch) north of Vin Rose Lane	1/U	NB SB	528	31 43	C C	28 61	C C
3. Audubon Drive between SR 41 and Palm Avenue	1/U	EB WB	16,990	405 482	C C	480 651	C C
4. Audubon Drive just east of SR 41	2/D	EB WB	16,070	399 502	C C	467 691	C C
5. Del Mar Avenue between Audubon Drive and Riverview Drive	1/U	NB SB	2,370	63 104	C C	107 109	C C

Note:
 (1) Evaluated using Table 7 Florida Tables
 (2) Number of lanes in each direction
 U= Undivided, D=Divided, EB=Eastbound, WB=Westbound, NB=Northbound, SB=Southbound, Dir.=Direction.

As shown in Table 5-3, all study roadway segments are forecast to operate at LOS C or better under Project Buildout (2025) Base Plus Alternative 1 conditions. Similar to with project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable levels of service.

5.7 Project Buildout (2025) Base Plus Alternative 5 Traffic Conditions

Project Buildout (2025) Base plus Alternative 5 analysis builds upon the Project Buildout (2025) Base conditions and incorporates all applicable Alternative 5 improvements that are constructed or planned for completion by 2025.

5.8 Roadway Segment Analysis

Table 5-4 displays the results of roadway segment LOS analysis under Project Buildout (2025) Base Plus Alternative 5 conditions.

**Table 5-4 Roadway Segment Analysis
Project Buildout (2025) Base Plus Alternative 5 Conditions**

Roadway Segment (1)	No of Lanes (2)	Dir.	ADT 24-hr volume	(2025) Base Plus Alternative 5 Conditions			
				AM Peak Hour		PM Peak Hour	
				Vol	LOS	Vol	LOS
1. SR 41 between Fresno-Madera County Line and Avenue 12	2/D	NB SB	35,998	780 608	B B	1,165 1,352	B B
2. SR 41 East Frontage Road (Cobb Road Ranch) north of Vin Rose Lane	1/U	NB SB	528	31 43	C C	28 61	C C
3. Audubon Drive between SR 41 and Palm Avenue	1/U	EB WB	16,918	393 481	C C	463 652	C C
4. Audubon Drive just east of SR 41	2/D	EB WB	15,998	394 493	C C	462 677	C C
5. Del Mar Avenue between Audubon Drive and Riverview Drive	1/U	NB SB	2,130	33 89	C C	67 94	C C
Note: (1) Evaluated using Table 7 Florida Tables (2) Number of lanes in each direction U= Undivided, D=Divided, EB=Eastbound, WB=Westbound, NB=Northbound, SB=Southbound, Dir.=Direction.							

As shown in Table 5-4, all study roadway segments are forecast to operate at LOS C or better under Project Buildout (2025) Base Plus Alternative 5 conditions. Similar to project conditions, all roadway segments under Alternative 5 have sufficient capacity to accommodate added traffic and still operate at acceptable levels of service.

Section 6

Findings and Recommendations

This section provides a summary of the key findings and study recommendations, including the LOS results for each of the scenario analyzed. Both with and without project conditions are discussed.

6.1 Roadway Segment Analysis Summary

Table 6-1 displays intersection Level of Service results for each of the analyzed scenarios.

The following key points summarize the roadway segment traffic analyses of the proposed project:

- Under Existing conditions, all study intersections are currently operating at LOS C or better during both morning and evening peak analysis hours.
- Under Existing Plus Project conditions, all study intersections are forecast to operate at LOS C or better during both morning and evening peak analysis hours.
- Under Project Buildout (2025) Base No Project conditions, all study intersections are forecast to operate at LOS C or better during both morning and evening peak analysis hours.
- Under Project Buildout (2025) Base Plus Project conditions, all study intersections are forecast to operate at LOS C or better during both morning and evening peak analysis hours.
- Under Project Buildout (2025) Base Plus Project Alternative 1 conditions, all study intersections are forecast to operate at LOS C or better during both morning and evening peak analysis hours.
- Under Project Buildout (2025) Base Plus Project Alternative 5 conditions, all study intersections are forecast to operate at LOS C or better during both morning and evening peak analysis hours.

6.2 VMT Analysis Summary

In addition to the roadway segment analysis, a Vehicle Miles Traveled (VMT) analysis was conducted for the project and Alternatives 1 and 5 and is summarized in Table 6-2.

As shown in Table 6-2, the proposed project, with the Perrin Avenue parking only, will generate the least VMT when compared to Alternatives 1 and 5, which generate additional and approximately the same VMT. This is primarily attributed to the assumption that parking built for either Alternatives 1 or 5 would be built in addition to the parking at Perrin Avenue.

Table 6-1 Summary of Roadway Segment Level of Service Results

Roadway Segment (1)	No of Lanes (2)	Dir.	Existing Conditions				Existing Plus Project Conditions				(2025) Base Conditions				(2025) Base Plus Project Conditions				(2025) Base Plus Project Alternative 1 Conditions				(2025) Base Plus Project Alternative 5 Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Vol	LOS	Vol	Vol	Vol	LOS	Vol	Vol	Vol	LOS	Vol	Vol	Vol	LOS	Vol	LOS	Vol	LOS	Vol	LOS	Vol	LOS	Vol	LOS
1. SR 41 between Fresno-Madera County Line and Avenue 12	2/D	NB SB	514 408	B B	772 925	B B	554 428	B B	825 945	B B	740 588	B B	1,112 1,332	B B	780 608	B B	1,165 1,352	B B	780 608	B B	1,165 1,352	B B	780 608	B B	1,165 1,352	B B
2. SR 41 East Frontage Road (Cobb Road Ranch) north of Vin Rose Lane	1/U	NB SB	8 2	C C	6 6	C C	28 42	C C	26 59	C C	11 3	C C	8 8	C C	31 43	C C	28 61	C C	31 43	C C	28 61	C C	31 43	C C	28 61	C C
3. Audubon Drive between SR 41 and Palm Avenue	1/U	EB WB	293 330	C C	346 447	C C	293 330	C C	346 447	C C	390 475	C C	460 644	C C	390 475	C C	460 644	C C	405 482	C C	480 651	C C	393 481	C C	463 652	C C
4. Audubon Drive just east of SR 41	2/D	EB WB	294 338	C C	345 466	C C	294 338	C C	345 466	C C	391 487	C C	459 671	C C	391 487	C C	459 671	C C	399 502	C C	467 691	C C	394 493	C C	462 677	C C
5. Del Mar Avenue between Audubon Drive and Riverview Drive	1/U	NB SB	25 67	C C	50 71	C C	25 67	C C	50 71	C C	33 89	C C	67 94	C C	33 89	C C	67 94	C C	63 104	C C	107 109	C C	33 89	C C	67 94	C C

Table 6-2 Summary of Vehicle Miles Traveled (VMT) Analysis Results

Project Alternatives	Access	Daily Trips	Trip Length (1) (Miles)	VMT	VMT Total
Proposed Project	Perrin Parking	318	8.3	2,639	2639
Alternative 1	Perrin Parking	318	8.3	2,639	3885
	Riverview Parking	240	5.2	1,246	
Alternative 5	Perrin Parking	318	8.3	2,639	3839
	Spano Park Access	240	5.0	1,200	
(1) Representative trail user trip length assumed originating from around SR-41 and Shaw area for analysis purposes.					

6.3 Conclusions and Recommendations

The proposed project will not create any significant impact to the surrounding roadway circulation system analyzed in this study. All study roadway segments are expected to operate at LOS C or better under all scenarios analyzed in this study. Similarly both Alternatives 1 and 5 will not create any significant impact to the surrounding roadway circulation system analyzed in this study.

The above finding is primarily attributed to the low trip generation characteristics of recreational trail use. Provision for onsite parking for the proposed project and alternatives will alleviate any potential parking impacts to the surrounding land uses.

Section 7

References

City of Fresno 2009. *City of Fresno Traffic Impact Study Report Guidelines*. Originally adopted October 18, 2006; updated February 2, 2009. Fresno, CA.

_____. 2014. Fresno General Plan Update 2035. Adopted December 18, 2014. Fresno, CA. Prepared by Development and Resource Management Department and Dyett & Bhatia Urban and Regional Planners

_____. 2014b (December). Final Master Environmental Impact Report, General Plan and Development Code Update, City of Fresno, Fresno County, California. Fresno, CA. Prepared by FirstCarbon Solutions, Fresno, CA.

Florida Department of Transportation 2012. Florida Department of Transportation Table 7, Generalized Peak Hour Directional Volumes for Urbanized Areas.

Fresno Council of Governments 2012. Transportation Model Development and Support dated August 2012.

Institute of Transportation Engineers 2012. Institute of Transportation Engineers Trip Generation Manual 9th Edition.

San Joaquin River Conservancy. 1997 (December 18, 1997). Interim San Joaquin River Parkway Master Plan. Fresno, CA.

Appendix A

Parking Survey Worksheets

Spano Park				
Parking Capacity				
Date	7 AM - 9 AM	10 AM - 12 PM	4 PM - 6 PM	
24-May	17	5	3	9
25-May	17	2	4	15
26-May	17	5	6	19
Total	12	13	43	

Riverview Dr.			
Parking Capacity			
Date	7 AM - 9 AM	10 AM - 12 PM	4 PM - 6 PM
Street Parking	4	2	2
Street Parking	1	3	7
Street Parking	5	5	1
Total	10	10	10

Perrin Avenue/ 41			
Parking Capacity			
Date	7 AM - 9 AM	10 AM - 12 PM	4 PM - 6 PM
Street Parking	0	0	0
Street Parking	0	0	0
Street Parking	0	0	0
Total	0	0	0

Old Blackstone Avenue				
Parking Capacity				
Date	7 AM - 9 AM	10 AM - 12 PM	4 PM - 6 PM	
24-May Street Parking	0	1	2	
25-May Street Parking	0	2	2	
26-May Street Parking	2	5	10	
Total	2	8	14	

Total: Bikes				
Date	7 AM - 9 AM	10 AM - 12 PM	4 PM - 6 PM	
24-May	4	3	0	
25-May	5	6	2	
26-May	7	5	1	
Total	16	14	3	

Total: Walk/ Run			
Date	7 AM - 9 AM	10 AM - 12 PM	4 PM - 6 PM
24-May	1	0	0
25-May	7	0	14
26-May	20	5	2
Total	28	5	16

Total: Horseback Riders			
Date	7 AM - 9 AM	10 AM - 12 PM	4 PM - 6 PM
24-May	0	0	0
25-May	0	0	0
26-May	0	0	4
Total	0	0	4

Appendix B

Traffic Counts

VOLUME

SR-41 between Fresno-Madera County Line & Avenue 12

Day: Saturday
Date: 5/24/2014

City: Fresno
Project #: CA14_8073_002

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	0	0	0

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0			0	12:00	0	0			0
00:15	0	0			0	12:15	0	0			0
00:30	0	0			0	12:30	0	0			0
00:45	0	0			0	12:45	0	0			0
01:00	0	0			0	13:00	0	0			0
01:15	0	0			0	13:15	0	0			0
01:30	0	0			0	13:30	0	0			0
01:45	0	0			0	13:45	0	0			0
02:00	0	0			0	14:00	0	0			0
02:15	0	0			0	14:15	0	0			0
02:30	0	0			0	14:30	0	0			0
02:45	0	0			0	14:45	0	0			0
03:00	0	0			0	15:00	0	0			0
03:15	0	0			0	15:15	0	0			0
03:30	0	0			0	15:30	0	0			0
03:45	0	0			0	15:45	0	0			0
04:00	0	0			0	16:00	0	0			0
04:15	0	0			0	16:15	0	0			0
04:30	0	0			0	16:30	0	0			0
04:45	0	0			0	16:45	0	0			0
05:00	0	0			0	17:00	0	0			0
05:15	0	0			0	17:15	0	0			0
05:30	0	0			0	17:30	0	0			0
05:45	0	0			0	17:45	0	0			0
06:00	0	0			0	18:00	0	0			0
06:15	0	0			0	18:15	0	0			0
06:30	0	0			0	18:30	0	0			0
06:45	0	0			0	18:45	0	0			0
07:00	0	0			0	19:00	0	0			0
07:15	0	0			0	19:15	0	0			0
07:30	0	0			0	19:30	0	0			0
07:45	0	0			0	19:45	0	0			0
08:00	0	0			0	20:00	0	0			0
08:15	0	0			0	20:15	0	0			0
08:30	0	0			0	20:30	0	0			0
08:45	0	0			0	20:45	0	0			0
09:00	0	0			0	21:00	0	0			0
09:15	0	0			0	21:15	0	0			0
09:30	0	0			0	21:30	0	0			0
09:45	0	0			0	21:45	0	0			0
10:00	0	0			0	22:00	0	0			0
10:15	0	0			0	22:15	0	0			0
10:30	0	0			0	22:30	0	0			0
10:45	0	0			0	22:45	0	0			0
11:00	0	0			0	23:00	0	0			0
11:15	0	0			0	23:15	0	0			0
11:30	0	0			0	23:30	0	0			0
11:45	0	0			0	23:45	0	0			0
TOTALS					0	TOTALS					0
SPLIT %					#DIV/0!	SPLIT %					#DIV/0!

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	0	0	0

AM Peak Hour						PM Peak Hour					
AM Pk Volume	Pk Hr Factor					PM Pk Volume	Pk Hr Factor				
7 - 9 Volume	0	0	0	0	0	4 - 6 Volume	0	0	0	0	0
7 - 9 Peak Hour						4 - 6 Peak Hour					
7 - 9 Pk Volume	0	0	0	0	0	4 - 6 Pk Volume	0	0	0	0	0
Pk Hr Factor	0.000	0.000	0.000	0.000	0.000	Pk Hr Factor	0.000	0.000	0.000	0.000	0.000

VOLUME

SR-41 between Fresno-Madera County Line & Avenue 12

Day: Sunday
Date: 5/25/2014

City: Fresno
Project #: CA14_8073_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					11,541	10,888	0	0	22,429		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0			0	12:00	227	194			421
00:15	0	0			0	12:15	240	205			445
00:30	0	0			0	12:30	281	211			492
00:45	0	0			0	12:45	289	1037	228	838	517 1875
01:00	0	0			0	13:00	257	204			461
01:15	0	0			0	13:15	256	189			445
01:30	0	0			0	13:30	289	235			524
01:45	0	0			0	13:45	253	1055	187	815	440 1870
02:00	0	0			0	14:00	244	196			440
02:15	0	0			0	14:15	244	186			430
02:30	0	0			0	14:30	227	226			453
02:45	0	0			0	14:45	246	961	194	802	440 1763
03:00	0	0			0	15:00	196	187			383
03:15	0	0			0	15:15	202	206			408
03:30	0	0			0	15:30	225	191			416
03:45	0	0			0	15:45	223	846	195	779	418 1625
04:00	0	0			0	16:00	243	208			451
04:15	0	0			0	16:15	227	185			412
04:30	0	0			0	16:30	213	221			434
04:45	0	0			0	16:45	204	887	211	825	415 1712
05:00	0	0			0	17:00	206	197			403
05:15	0	0			0	17:15	192	203			395
05:30	0	0			0	17:30	180	216			396
05:45	0	0			0	17:45	196	774	205	821	401 1595
06:00	0	0			0	18:00	173	218			391
06:15	0	0			0	18:15	172	190			362
06:30	0	0			0	18:30	157	209			366
06:45	0	0			0	18:45	158	660	199	816	357 1476
07:00	0	0			0	19:00	168	196			364
07:15	0	0			0	19:15	189	181			370
07:30	0	0			0	19:30	150	226			376
07:45	0	0			0	19:45	145	652	207	810	352 1462
08:00	0	0			0	20:00	154	178			332
08:15	121	0			121	20:15	159	163			322
08:30	196	0			196	20:30	145	172			317
08:45	159	476	99	99	258 575	20:45	135	593	191	704	326 1297
09:00	190	142			332	21:00	148	169			317
09:15	196	167			363	21:15	124	167			291
09:30	200	179			379	21:30	104	135			239
09:45	245	831	170	658	415 1489	21:45	102	478	143	614	245 1092
10:00	212	189			401	22:00	86	116			202
10:15	203	177			380	22:15	88	120			208
10:30	220	193			413	22:30	65	114			179
10:45	214	849	198	757	412 1606	22:45	65	304	84	434	149 738
11:00	222	202			424	23:00	62	105			167
11:15	252	176			428	23:15	45	77			122
11:30	223	212			435	23:30	45	69			114
11:45	245	942	213	803	458 1745	23:45	44	196	62	313	106 509
TOTALS	3098	2317			5415	TOTALS	8443	8571			17014
SPLIT %	57.2%	42.8%			24.1%	SPLIT %	49.6%	50.4%			75.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					11,541	10,888	0	0	22,429

AM Peak Hour	11:45	11:30			11:45	PM Peak Hour	12:45	12:45			12:45
AM Pk Volume	993	824			1816	PM Pk Volume	1091	856			1947
Pk Hr Factor	0.883	0.967			0.923	Pk Hr Factor	0.944	0.911			0.929
7 - 9 Volume	476	99	0	0	575	4 - 6 Volume	1661	1646	0	0	3307
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:00	16:30			16:00
7 - 9 Pk Volume	476	99	0	0	575	4 - 6 Pk Volume	887	832	0	0	1712
Pk Hr Factor	0.607	0.250	0.000	0.000	0.557	Pk Hr Factor	0.913	0.941	0.000	0.000	0.949

VOLUME

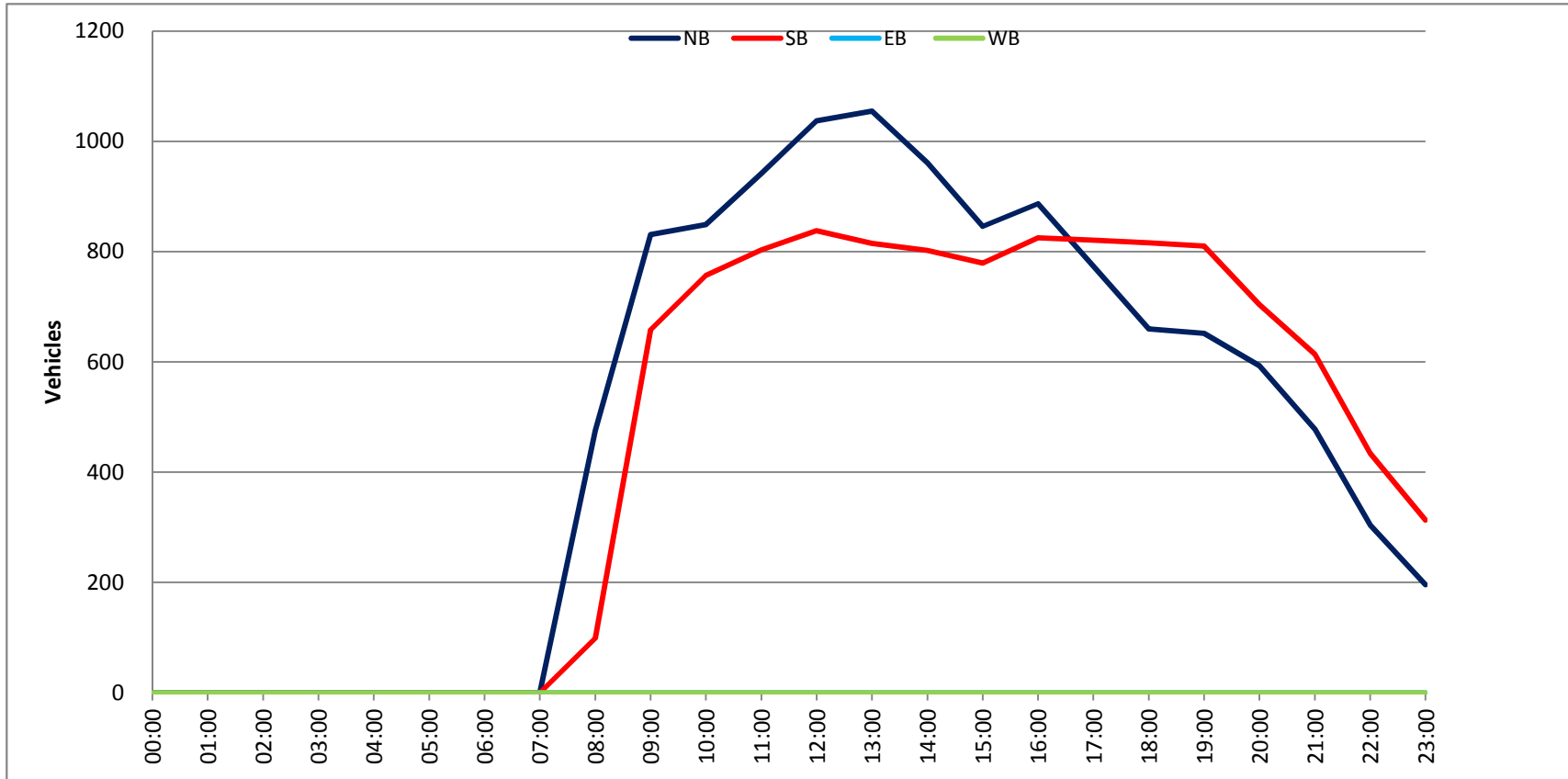
SR-41 between Fresno-Madera County Line & Avenue 12

Day: Monday
Date: 5/26/2014

City: Fresno
Project #: CA14_8073_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					11,285	13,492	0	0	24,777		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	40	54			94	12:00	214	286			500
00:15	34	41			75	12:15	206	341			547
00:30	25	41			66	12:30	234	284			518
00:45	36	135	20	156	56	12:45	226	880	303	1214	529
01:00	19	30			49	13:00	234	283			517
01:15	18	33			51	13:15	216	258			474
01:30	13	37			50	13:30	245	273			518
01:45	11	61	24	124	35	13:45	239	934	292	1106	531
02:00	4	17			21	14:00	231	287			518
02:15	22	22			44	14:15	227	202			429
02:30	12	18			30	14:30	206	282			488
02:45	9	47	14	71	23	14:45	207	871	242	1013	449
03:00	13	28			41	15:00	202	253			455
03:15	6	16			22	15:15	193	258			451
03:30	10	21			31	15:30	186	238			424
03:45	14	43	11	76	25	15:45	215	796	242	991	457
04:00	8	13			21	16:00	212	239			451
04:15	12	24			36	16:15	199	206			405
04:30	13	26			39	16:30	166	241			407
04:45	13	46	25	88	38	16:45	195	772	237	923	432
05:00	16	19			35	17:00	185	241			426
05:15	29	39			68	17:15	189	190			379
05:30	27	35			62	17:30	185	184			369
05:45	37	109	34	127	71	17:45	156	715	233	848	389
06:00	43	36			79	18:00	175	206			381
06:15	68	50			118	18:15	179	186			365
06:30	54	70			124	18:30	149	225			374
06:45	66	231	42	198	108	18:45	161	664	190	807	351
07:00	88	52			140	19:00	156	207			363
07:15	102	62			164	19:15	130	191			321
07:30	104	72			176	19:30	130	177			307
07:45	96	390	86	272	182	19:45	125	541	121	696	246
08:00	131	81			212	20:00	122	173			295
08:15	123	95			218	20:15	123	154			277
08:30	122	121			243	20:30	121	149			270
08:45	138	514	111	408	249	20:45	113	479	155	631	268
09:00	155	161			316	21:00	107	125			232
09:15	156	148			304	21:15	120	100			220
09:30	171	206			377	21:30	91	122			213
09:45	164	646	190	705	354	21:45	68	386	95	442	163
10:00	202	188			390	22:00	84	83			167
10:15	207	257			464	22:15	61	68			129
10:30	197	271			468	22:30	56	63			119
10:45	196	802	273	989	469	22:45	59	260	40	254	99
11:00	198	276			474	23:00	40	42			82
11:15	234	307			541	23:15	42	36			78
11:30	204	308			512	23:30	23	43			66
11:45	193	829	314	1205	507	23:45	29	134	27	148	56
TOTALS	3853	4419			8272	TOTALS	7432	9073			16505
SPLIT %	46.6%	53.4%			33.4%	SPLIT %	45.0%	55.0%			66.6%

DAILY TOTALS					NB	SB	EB	WB	Total		
					11,285	13,492	0	0	24,777		
AM Peak Hour	11:45	11:30			11:45	PM Peak Hour	13:30	12:00	12:15		
AM Pk Volume	847	1249			2072	PM Pk Volume	942	1214	2111		
Pk Hr Factor	0.905	0.916			0.947	Pk Hr Factor	0.961	0.890	0.965		
7 - 9 Volume	904	680	0	0	1584	4 - 6 Volume	1487	1771	0	0	3258
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:00	16:15			16:00
7 - 9 Pk Volume	514	408	0	0	922	4 - 6 Pk Volume	772	925	0	0	1695
Pk Hr Factor	0.931	0.843	0.000	0.000	0.926	Pk Hr Factor	0.910	0.960	0.000	0.000	0.940





VOLUME

SR-41 East Frontage Rd (Cobb Ranch Blvd) N/o Vin Rose Lane

Day: Saturday
Date: 5/24/2014

City: Fresno
Project #: CA14_8073_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					63	72	0	0	135		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	0			2	12:00	1	2			3
00:15	0	0			0	12:15	3	3			6
00:30	0	0			0	12:30	1	1			2
00:45	0	2	1	1	1	12:45	2	7	2	8	4
01:00	0	0			0	13:00	4	2			6
01:15	0	0			0	13:15	2	2			4
01:30	0	1			1	13:30	1	1			2
01:45	1	1	0	1	1	13:45	0	7	0	5	0
02:00	0	0			0	14:00	1	1			2
02:15	1	0			1	14:15	1	1			2
02:30	0	0			0	14:30	0	0			0
02:45	0	1	0		0	14:45	0	2	0	2	0
03:00	0	0			0	15:00	0	1			1
03:15	1	0			1	15:15	2	1			3
03:30	0	0			0	15:30	0	0			0
03:45	0	1	0		0	15:45	0	2	1	3	1
04:00	0	0			0	16:00	2	2			4
04:15	0	0			0	16:15	1	1			2
04:30	1	1			2	16:30	2	3			5
04:45	0	1	0	1	0	16:45	1	6	3	9	4
05:00	0	0			0	17:00	1	1			2
05:15	0	0			0	17:15	1	2			3
05:30	0	0			0	17:30	0	0			0
05:45	0	0			0	17:45	0	2	0	3	0
06:00	0	0			0	18:00	0	1			1
06:15	0	0			0	18:15	1	1			2
06:30	0	0			0	18:30	2	2			4
06:45	0	1	1		1	18:45	1	4	1	5	2
07:00	0	0			0	19:00	0	0			0
07:15	1	1			2	19:15	1	1			2
07:30	2	1			3	19:30	1	1			2
07:45	0	3	1	3	1	19:45	0	2	0	2	0
08:00	1	1			2	20:00	2	1			3
08:15	1	1			2	20:15	0	0			0
08:30	1	2			3	20:30	0	1			1
08:45	0	3	0	4	0	20:45	0	2	0	2	0
09:00	0	0			0	21:00	0	0			0
09:15	0	0			0	21:15	0	1			1
09:30	0	1			1	21:30	0	0			0
09:45	1	1	1	2	2	21:45	0	0	1		0
10:00	3	4			7	22:00	0	0			0
10:15	0	0			0	22:15	0	0			0
10:30	1	2			3	22:30	1	1			2
10:45	4	8	4	10	8	22:45	0	1	0	1	0
11:00	0	0			0	23:00	0	0			0
11:15	1	2			3	23:15	1	1			2
11:30	3	4			7	23:30	0	0			0
11:45	2	6	1	7	3	23:45	0	1	0	1	0
TOTALS	27	30			57	TOTALS	36	42			78
SPLIT %	47.4%	52.6%			42.2%	SPLIT %	46.2%	53.8%			57.8%

DAILY TOTALS					NB	SB	EB	WB	Total		
					63	72	0	0	135		
AM Peak Hour	11:30	10:00			11:30	PM Peak Hour	12:15	16:00	12:15		
AM Pk Volume	9	10			19	PM Pk Volume	10	9	18		
Pk Hr Factor	0.750	0.625			0.679	Pk Hr Factor	0.625	0.750	0.750		
7 - 9 Volume	6	7	0	0	13	4 - 6 Volume	8	12	0	0	20
7 - 9 Peak Hour	07:15	07:45			07:15	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	4	5	0	0	8	4 - 6 Pk Volume	6	9	0	0	15
Pk Hr Factor	0.500	0.625	0.000	0.000	0.667	Pk Hr Factor	0.750	0.750	0.000	0.000	0.750

VOLUME

SR-41 East Frontage Rd (Cobb Ranch Blvd) N/o Vin Rose Lane

Day: Sunday
Date: 5/25/2014

City: Fresno
Project #: CA14_8073_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					84	74	0	0	158		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0			0	12:00	1	1			2
00:15	0	0			0	12:15	2	0			2
00:30	1	1			2	12:30	4	3			7
00:45	1	2	1	2	2	12:45	1	8	1	5	2
01:00	0	0			0	13:00	1	1			2
01:15	0	0			0	13:15	4	4			8
01:30	5	0			5	13:30	1	1			2
01:45	0	5	0		0	13:45	2	8	3	9	5
02:00	0	0			0	14:00	2	2			4
02:15	0	0			0	14:15	6	6			12
02:30	0	0			0	14:30	0	1			1
02:45	0	0			0	14:45	1	9	1	10	2
03:00	2	1			3	15:00	2	2			4
03:15	0	0			0	15:15	1	0			1
03:30	0	0			0	15:30	1	1			2
03:45	0	2	0	1	0	15:45	3	7	4	7	7
04:00	0	0			0	16:00	1	0			1
04:15	0	0			0	16:15	1	1			2
04:30	0	0			0	16:30	4	3			7
04:45	0	0			0	16:45	0	6	0	4	0
05:00	0	0			0	17:00	1	2			3
05:15	0	1			1	17:15	1	1			2
05:30	0	0			0	17:30	1	1			2
05:45	0	0	1		0	17:45	0	3	0	4	0
06:00	1	0			1	18:00	2	3			5
06:15	0	0			0	18:15	2	1			3
06:30	0	0			0	18:30	1	1			2
06:45	0	1	0		0	18:45	0	5	0	5	0
07:00	0	1			1	19:00	0	0			0
07:15	0	0			0	19:15	2	1			3
07:30	1	0			1	19:30	0	0			0
07:45	1	2	1	2	2	19:45	0	2	0	1	0
08:00	0	0			0	20:00	1	1			2
08:15	0	0			0	20:15	2	2			4
08:30	1	1			2	20:30	0	0			0
08:45	2	3	1	2	3	20:45	0	3	0	3	0
09:00	2	2			4	21:00	1	2			3
09:15	0	0			0	21:15	3	2			5
09:30	0	0			0	21:30	0	0			0
09:45	0	2	1	3	1	21:45	0	4	0	4	0
10:00	1	0			1	22:00	0	0			0
10:15	0	1			1	22:15	1	1			2
10:30	2	1			3	22:30	0	0			0
10:45	1	4	1	3	2	22:45	1	2	1	2	2
11:00	0	0			0	23:00	0	0			0
11:15	0	0			0	23:15	0	0			0
11:30	4	4			8	23:30	0	0			0
11:45	2	6	2	6	4	23:45	0	0			0
TOTALS	27	20			47	TOTALS	57	54			111
SPLIT %	57.4%	42.6%			29.7%	SPLIT %	51.4%	48.6%			70.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					84	74	0	0	158

AM Peak Hour	11:30	11:15			11:30	PM Peak Hour	13:30	13:30			13:30
AM Pk Volume	9	7			16	PM Pk Volume	11	12			23
Pk Hr Factor	0.563	0.438			0.500	Pk Hr Factor	0.458	0.500			0.479
7 - 9 Volume	5	4	0	0	9	4 - 6 Volume	9	8	0	0	17
7 - 9 Peak Hour	08:00	07:00			08:00	4 - 6 Peak Hour	16:00	16:15			16:15
7 - 9 Pk Volume	3	2	0	0	5	4 - 6 Pk Volume	6	6	0	0	12
Pk Hr Factor	0.375	0.500	0.000	0.000	0.417	Pk Hr Factor	0.375	0.500	0.000	0.000	0.429

VOLUME

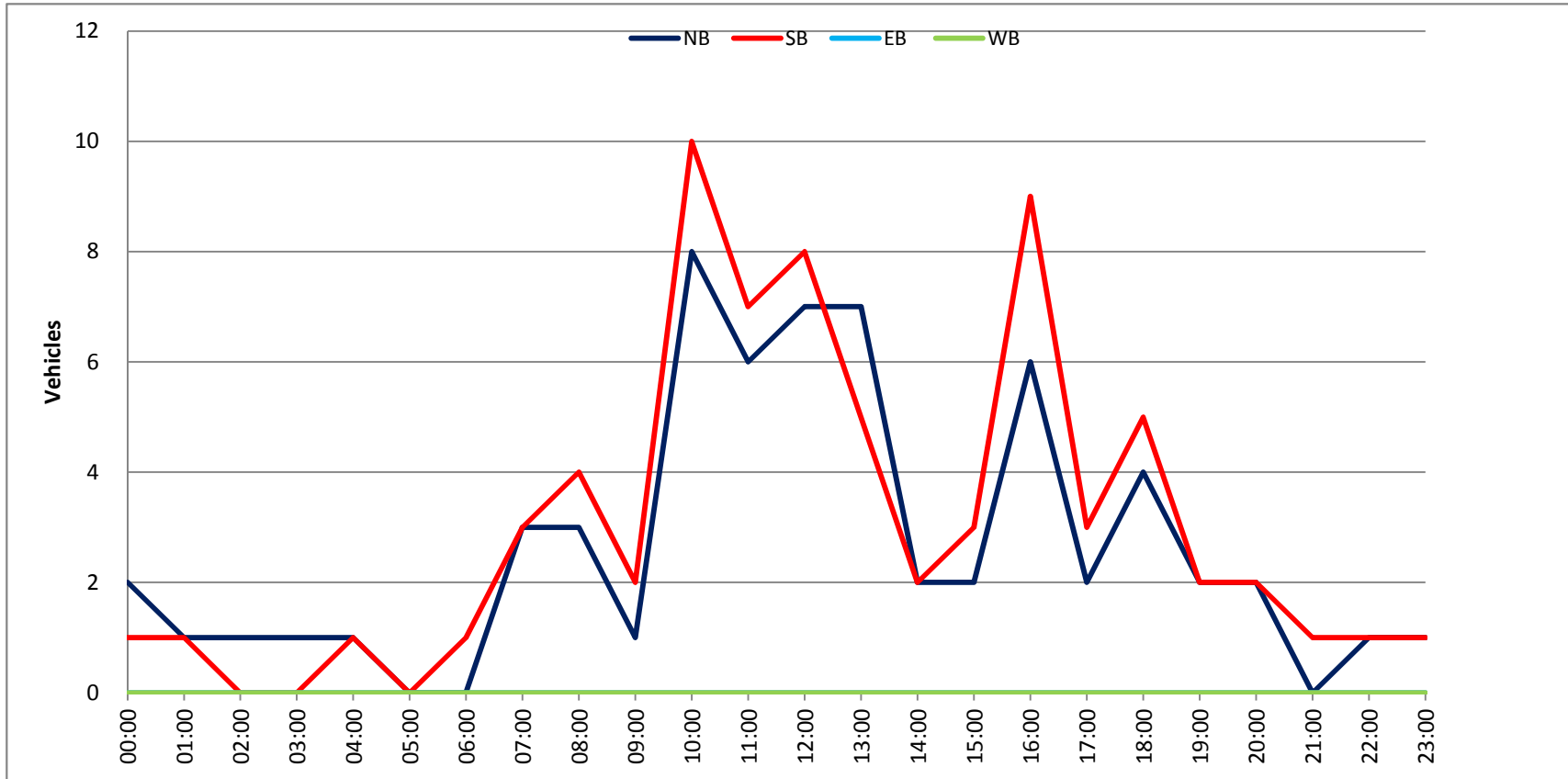
SR-41 East Frontage Rd (Cobb Ranch Blvd) N/o Vin Rose Lane

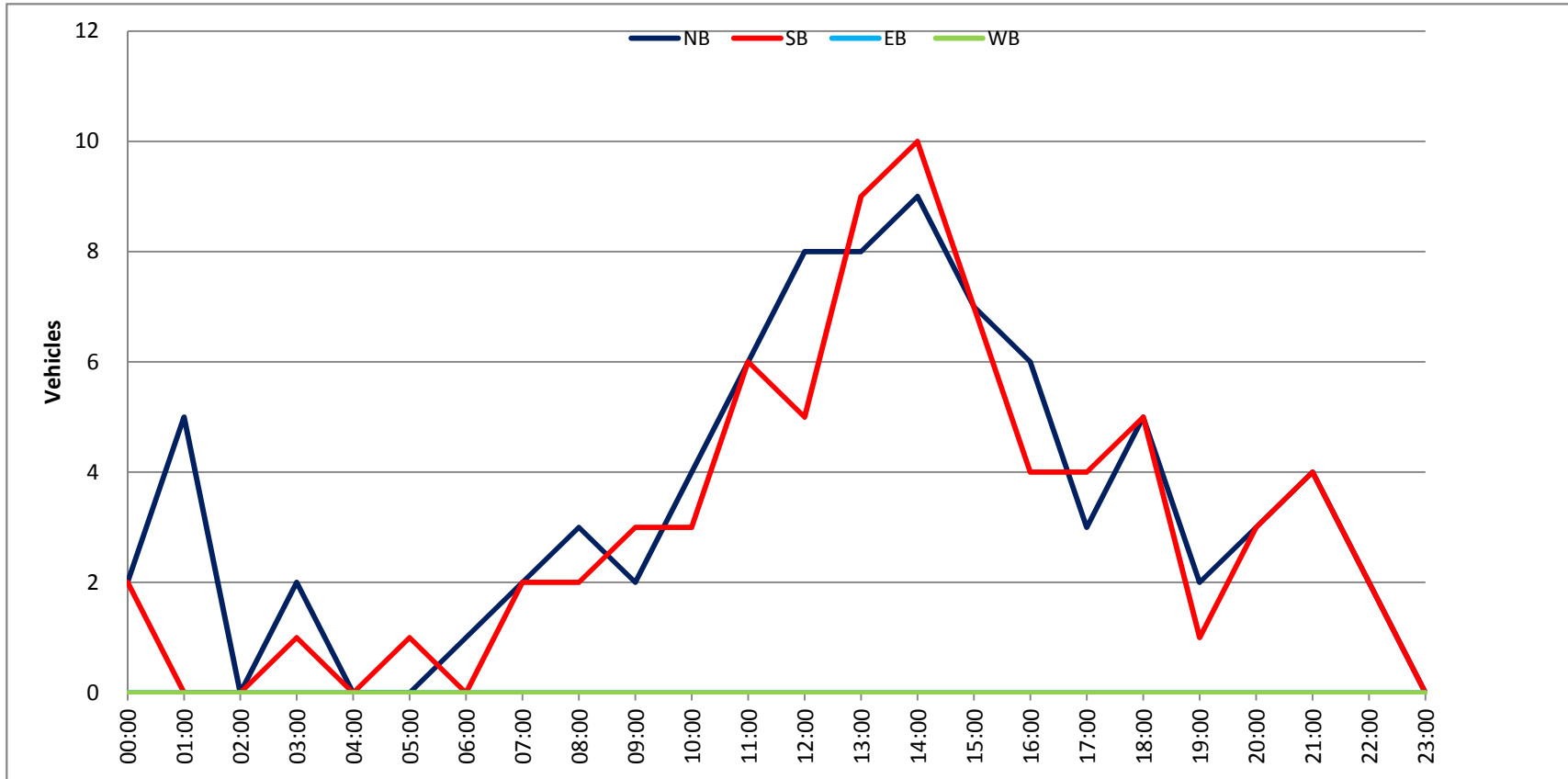
Day: Monday
Date: 5/26/2014

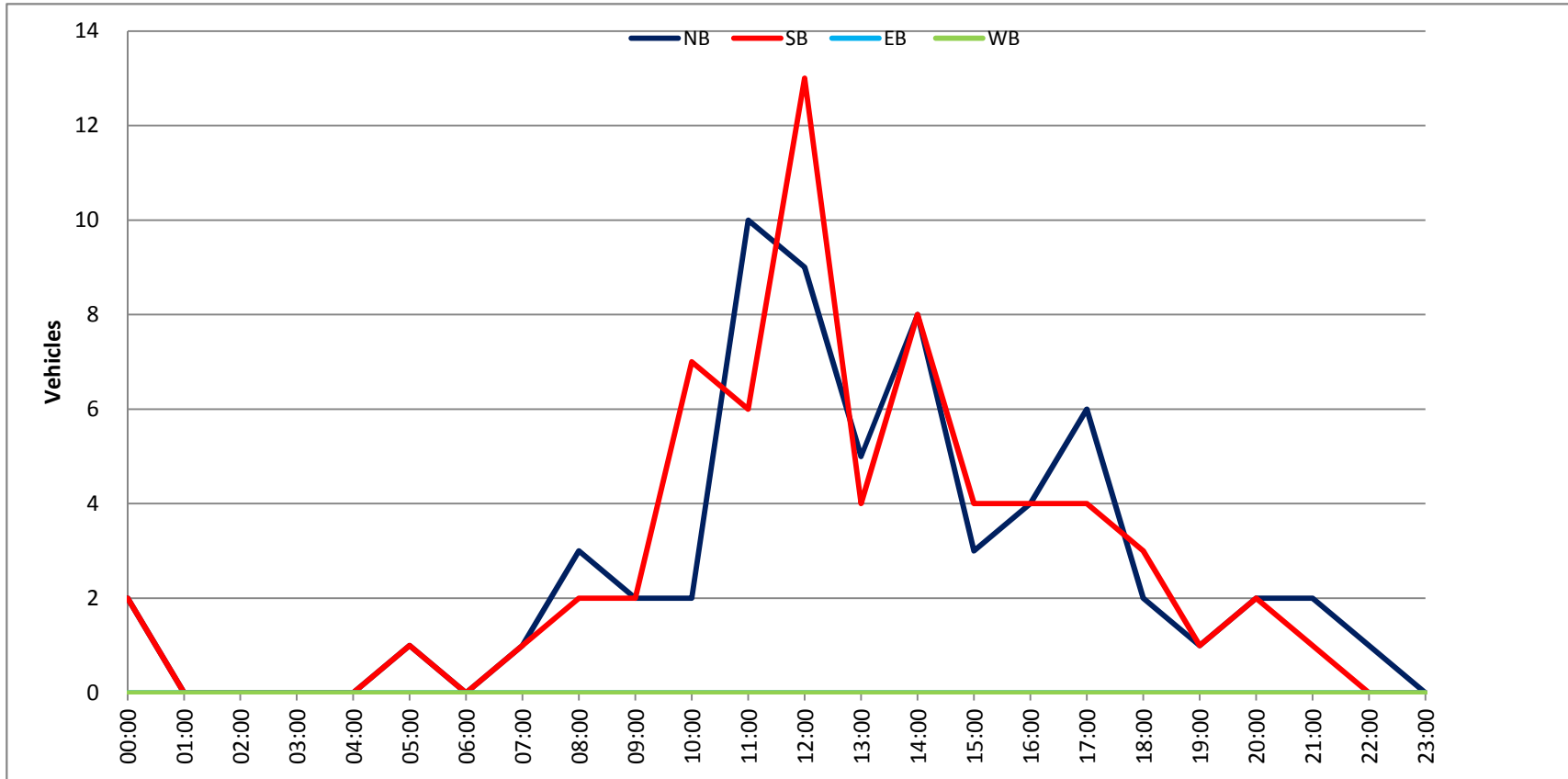
City: Fresno
Project #: CA14_8073_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					64	65	0	0	129		
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	5	10			15
00:30	1	1			2	12:30	0	1			1
00:45	1	2	1	2	2	12:45	2	9	1	13	3
01:00	0	0			0	13:00	1	0			1
01:15	0	0			0	13:15	1	1			2
01:30	0	0			0	13:30	1	2			3
01:45	0	0			0	13:45	2	5	1	4	3
02:00	0	0			0	14:00	4	3			7
02:15	0	0			0	14:15	1	2			3
02:30	0	0			0	14:30	3	3			6
02:45	0	0			0	14:45	0	8	0	8	0
03:00	0	0			0	15:00	0	0			0
03:15	0	0			0	15:15	3	3			6
03:30	0	0			0	15:30	0	0			0
03:45	0	0			0	15:45	0	3	1	4	1
04:00	0	0			0	16:00	0	0			0
04:15	0	0			0	16:15	0	0			0
04:30	0	0			0	16:30	1	0			1
04:45	0	0			0	16:45	3	4	4	4	7
05:00	0	0			0	17:00	1	1			2
05:15	0	0			0	17:15	5	3			8
05:30	1	1			2	17:30	0	0			0
05:45	0	1	0	1	0	17:45	0	6	0	4	0
06:00	0	0			0	18:00	1	1			2
06:15	0	0			0	18:15	1	2			3
06:30	0	0			0	18:30	0	0			0
06:45	0	0			0	18:45	0	2	0	3	0
07:00	0	1			1	19:00	0	0			0
07:15	0	0			0	19:15	0	0			0
07:30	1	0			1	19:30	1	1			2
07:45	0	1	0	1	0	19:45	0	1	0	1	0
08:00	0	0			0	20:00	1	1			2
08:15	1	0			1	20:15	0	0			0
08:30	0	0			0	20:30	1	1			2
08:45	2	3	2	2	4	20:45	0	2	0	2	0
09:00	0	0			0	21:00	1	1			2
09:15	1	1			2	21:15	0	0			0
09:30	1	1			2	21:30	0	0			0
09:45	0	2	0	2	0	21:45	1	2	0	1	1
10:00	1	2			3	22:00	0	0			0
10:15	0	1			1	22:15	0	0			0
10:30	1	4			5	22:30	0	0			0
10:45	0	2	0	7	0	22:45	1	1	0		1
11:00	1	1			2	23:00	0	0			0
11:15	4	1			5	23:15	0	0			0
11:30	2	3			5	23:30	0	0			0
11:45	3	10	1	6	4	23:45	0	0			0
TOTALS	21	21			42	TOTALS	43	44			87
SPLIT %	50.0%	50.0%			32.6%	SPLIT %	49.4%	50.6%			67.4%

DAILY TOTALS					NB	SB	EB	WB	Total
					64	65	0	0	129
AM Peak Hour	11:30	11:30			11:30	PM Peak Hour	13:45	12:00	12:00
AM Pk Volume	12	15			27	PM Pk Volume	10	13	22
Pk Hr Factor	0.600	0.375			0.450	Pk Hr Factor	0.625	0.325	0.367
7 - 9 Volume	4	3	0	0	7	4 - 6 Volume	10	8	0
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:30	16:30	0
7 - 9 Pk Volume	3	2	0	0	5	4 - 6 Pk Volume	10	8	0
Pk Hr Factor	0.375	0.250	0.000	0.000	0.313	Pk Hr Factor	0.500	0.500	0.000







VOLUME

Audubon Dr between SR-41 & Palm Ave

Day: Saturday
Date: 5/24/2014

City: Fresno
Project #: CA14_8073_004

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	5,597	5,289	10,886					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			18	21	39	12:00			105	83	188			
00:15			20	20	40	12:15			113	63	176			
00:30			14	16	30	12:30			101	66	167			
00:45			11	63	17	74	12:45		97	416	79	291	176	707
01:00			11	22	33	13:00			100	90	190			
01:15			13	14	27	13:15			87	100	187			
01:30			10	13	23	13:30			105	100	205			
01:45			6	40	17	66	13:45		89	381	71	361	160	742
02:00			11	15	26	14:00			84	98	182			
02:15			8	5	13	14:15			107	104	211			
02:30			4	6	10	14:30			74	73	147			
02:45			8	31	6	32	14:45		85	350	70	345	155	695
03:00			4	4	8	15:00			87	79	166			
03:15			4	3	7	15:15			104	91	195			
03:30			7	5	12	15:30			135	99	234			
03:45			3	18	3	15	15:45		114	440	87	356	201	796
04:00			5	3	8	16:00			92	83	175			
04:15			3	2	5	16:15			77	74	151			
04:30			9	2	11	16:30			86	79	165			
04:45			6	23	6	13	16:45		62	317	96	332	158	649
05:00			7	5	12	17:00			68	137	205			
05:15			12	6	18	17:15			97	119	216			
05:30			16	10	26	17:30			85	95	180			
05:45			21	56	16	37	17:45		96	346	63	414	159	760
06:00			20	16	36	18:00			86	76	162			
06:15			29	16	45	18:15			81	87	168			
06:30			42	24	66	18:30			77	92	169			
06:45			49	140	31	87	18:45		77	321	61	316	138	637
07:00			48	38	86	19:00			59	76	135			
07:15			50	44	94	19:15			51	68	119			
07:30			48	45	93	19:30			53	68	121			
07:45			73	219	59	186	19:45		53	216	66	278	119	494
08:00			59	74	133	20:00			59	48	107			
08:15			72	77	149	20:15			73	46	119			
08:30			81	79	160	20:30			65	54	119			
08:45			81	293	100	330	20:45		58	255	42	190	100	445
09:00			64	80	144	21:00			52	54	106			
09:15			95	89	184	21:15			59	50	109			
09:30			113	87	200	21:30			61	39	100			
09:45			112	384	96	352	21:45		39	211	48	191	87	402
10:00			87	101	188	22:00			40	48	88			
10:15			93	64	157	22:15			46	53	99			
10:30			99	91	190	22:30			32	50	82			
10:45			94	373	90	346	22:45		33	151	38	189	71	340
11:00			120	93	213	23:00			31	38	69			
11:15			104	94	198	23:15			36	26	62			
11:30			93	101	194	23:30			29	27	56			
11:45			113	430	77	365	23:45		27	123	32	123	59	246
TOTALS			2070	1903	3973	TOTALS			3527	3386	6913			
SPLIT %			52.1%	47.9%	36.5%	SPLIT %			51.0%	49.0%	63.5%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	5,597	5,289	10,886

AM Peak Hour	11:45	10:45	11:00	PM Peak Hour	15:15	16:45	15:15				
AM Pk Volume	432	378	795	PM Pk Volume	445	447	805				
Pk Hr Factor	0.956	0.936	0.933	Pk Hr Factor	0.824	0.816	0.860				
7 - 9 Volume	0	0	512	516	1028	4 - 6 Volume	0	0	663	746	1409
7 - 9 Peak Hour	08:00	08:00	08:00	4 - 6 Peak Hour	17:00	16:45	17:00				
7 - 9 Pk Volume	0	0	293	330	623	4 - 6 Pk Volume	0	0	346	447	760
Pk Hr Factor	0.000	0.000	0.904	0.825	0.860	Pk Hr Factor	0.000	0.000	0.892	0.816	0.880

VOLUME

Audubon Dr between SR-41 & Palm Ave

Day: Sunday
Date: 5/25/2014

City: Fresno
Project #: CA14_8073_004

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	4,733	4,657	9,390		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			22	18	40	12:00			74	69	143
00:15			16	23	39	12:15			79	100	179
00:30			19	17	36	12:30			88	99	187
00:45			30	87	117	12:45			77	318	395
01:00			12	12	24	13:00			58	70	128
01:15			13	11	24	13:15			87	72	159
01:30			9	12	21	13:30			80	95	175
01:45			12	46	58	13:45			82	307	389
02:00			5	7	12	14:00			92	92	184
02:15			5	8	13	14:15			97	68	165
02:30			4	3	7	14:30			72	68	140
02:45			4	18	22	14:45			72	333	405
03:00			5	5	10	15:00			75	74	149
03:15			4	3	7	15:15			90	88	178
03:30			6	5	11	15:30			96	89	185
03:45			1	16	17	15:45			78	339	417
04:00			2	4	6	16:00			74	88	162
04:15			4	5	9	16:15			87	75	162
04:30			4	2	6	16:30			80	83	163
04:45			4	14	18	16:45			71	312	383
05:00			4	4	8	17:00			99	105	204
05:15			10	4	14	17:15			79	70	149
05:30			15	6	21	17:30			90	86	176
05:45			12	41	53	17:45			63	331	394
06:00			14	9	23	18:00			65	78	143
06:15			17	7	24	18:15			75	68	143
06:30			22	8	30	18:30			65	70	135
06:45			35	88	123	18:45			76	281	357
07:00			22	11	33	19:00			63	60	123
07:15			33	21	54	19:15			65	89	154
07:30			31	36	67	19:30			52	61	113
07:45			46	132	178	19:45			57	237	294
08:00			55	35	90	20:00			59	80	139
08:15			44	41	85	20:15			43	99	142
08:30			62	40	102	20:30			50	67	117
08:45			89	250	339	20:45			71	223	294
09:00			50	50	100	21:00			49	70	119
09:15			79	61	140	21:15			64	40	104
09:30			76	75	151	21:30			35	53	88
09:45			82	287	369	21:45			43	191	234
10:00			74	53	127	22:00			49	50	99
10:15			76	59	135	22:15			48	46	94
10:30			72	80	152	22:30			23	39	62
10:45			84	306	390	22:45			35	155	190
11:00			99	79	178	23:00			39	35	74
11:15			79	74	153	23:15			16	31	47
11:30			77	56	133	23:30			17	12	29
11:45			77	332	409	23:45			17	89	106
TOTALS			1617	1321	2938	TOTALS			3116	3336	6452
SPLIT %			55.0%	45.0%	31.3%	SPLIT %			48.3%	51.7%	68.7%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	4,733	4,657	9,390

AM Peak Hour			10:45	11:45	11:45	PM Peak Hour			13:30	12:15	13:30
AM Pk Volume			339	341	659	PM Pk Volume			351	359	695
Pk Hr Factor			0.856	0.853	0.881	Pk Hr Factor			0.905	0.898	0.944
7 - 9 Volume	0	0	382	263	645	4 - 6 Volume	0	0	643	656	1299
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:45	16:15	16:15
7 - 9 Pk Volume	0	0	250	157	407	4 - 6 Pk Volume	0	0	339	344	681
Pk Hr Factor	0.000	0.000	0.702	0.957	0.783	Pk Hr Factor	0.000	0.000	0.856	0.819	0.835

VOLUME

Audubon Dr between SR-41 & Palm Ave

Day: Monday
Date: 5/26/2014

City: Fresno
Project #: CA14_8073_004

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	4,697	4,775	9,472					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			18	20	38	12:00			76	76	152			
00:15			16	11	27	12:15			99	79	178			
00:30			10	16	26	12:30			68	85	153			
00:45			8	52	9	56	12:45		102	345	87	327	189	672
01:00			8		11	19	13:00		86		90	176		
01:15			7		6	13	13:15		82		72	154		
01:30			2		5	7	13:30		104		86	190		
01:45			8	25	8	30	13:45		80	352	88	336	168	688
02:00			9		4	13	14:00		84		86	170		
02:15			4		5	9	14:15		91		84	175		
02:30			2		2	4	14:30		83		103	186		
02:45			3	18	3	14	14:45		74	332	94	367	168	699
03:00			4		5	9	15:00		94		102	196		
03:15			4		2	6	15:15		87		76	163		
03:30			5		5	10	15:30		79		81	160		
03:45			4	17	5	17	15:45		73	333	86	345	159	678
04:00			1		5	6	16:00		79		101	180		
04:15			3		7	10	16:15		80		87	167		
04:30			8		4	12	16:30		71		84	155		
04:45			4	16	5	21	16:45		102	332	86	358	188	690
05:00			10		3	13	17:00		78		85	163		
05:15			12		3	15	17:15		83		87	170		
05:30			15		10	25	17:30		85		68	153		
05:45			17	54	15	31	17:45		62	308	83	323	145	631
06:00			18		13	31	18:00		78		72	150		
06:15			19		15	34	18:15		71		82	153		
06:30			28		26	54	18:30		77		81	158		
06:45			44	109	27	81	18:45		77	303	64	299	141	602
07:00			36		36	72	19:00		65		75	140		
07:15			35		43	78	19:15		67		57	124		
07:30			51		34	85	19:30		75		60	135		
07:45			62	184	44	157	19:45		59	266	68	260	127	526
08:00			55		37	92	20:00		50		67	117		
08:15			55		51	106	20:15		46		67	113		
08:30			42		51	93	20:30		43		62	105		
08:45			53	205	63	202	20:45		41	180	48	244	89	424
09:00			52		60	112	21:00		53		59	112		
09:15			58		57	115	21:15		47		48	95		
09:30			68		67	135	21:30		29		42	71		
09:45			75	253	97	281	21:45		18	147	34	183	52	330
10:00			87		65	152	22:00		35		33	68		
10:15			78		88	166	22:15		33		30	63		
10:30			94		86	180	22:30		23		29	52		
10:45			90	349	98	337	22:45		21	112	19	111	40	223
11:00			81		86	167	23:00		16		23	39		
11:15			87		72	159	23:15		20		12	32		
11:30			78		94	172	23:30		9		11	20		
11:45			99	345	85	337	23:45		15	60	12	58	27	118
TOTALS				1627	1564	3191	TOTALS			3070	3211	6281		
SPLIT %				51.0%	49.0%	33.7%	SPLIT %			48.9%	51.1%	66.3%		

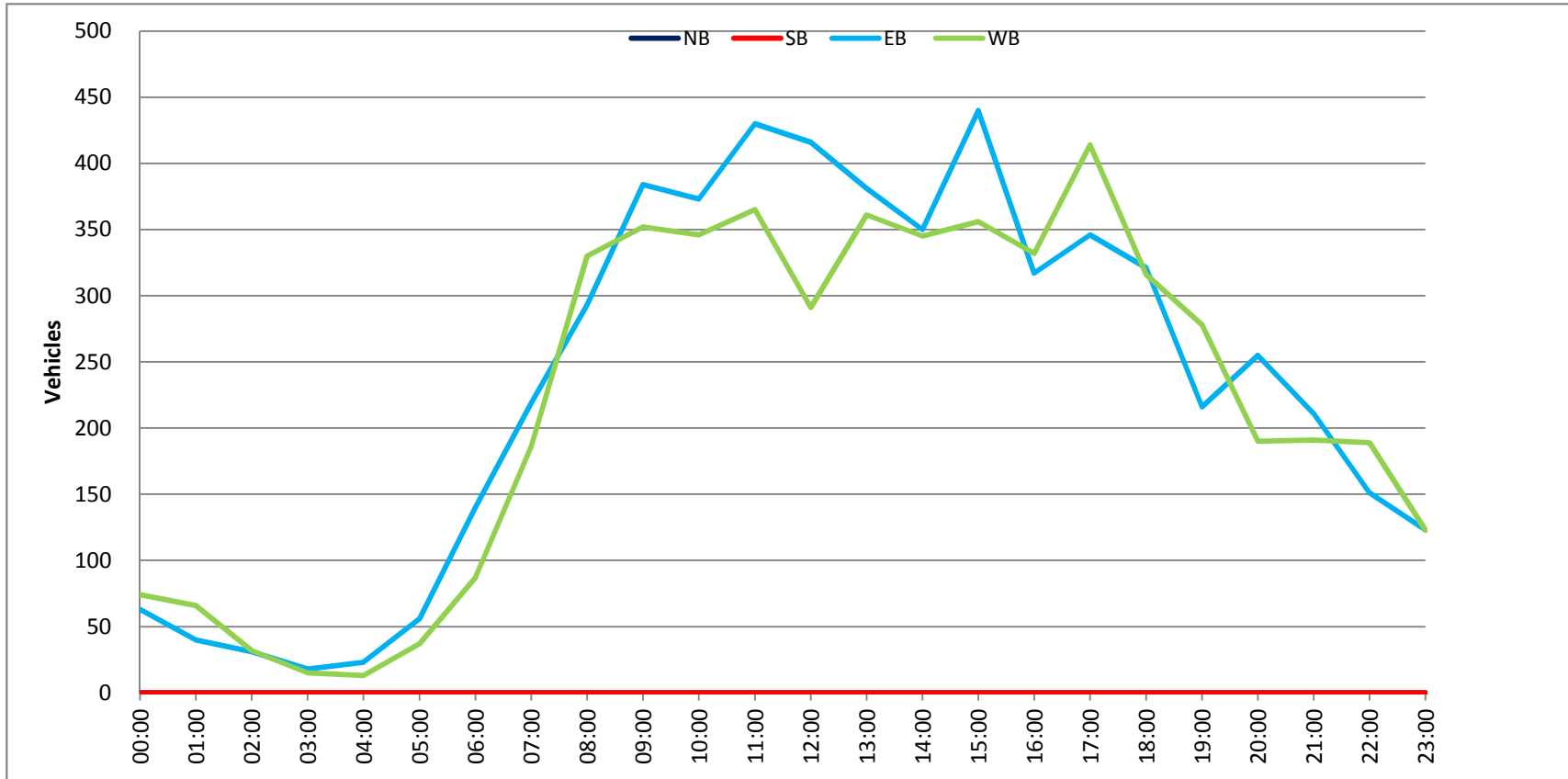
DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	4,697	4,775	9,472		
AM Peak Hour			10:30	10:15	10:15	PM Peak Hour			12:45	14:15	14:15
AM Pk Volume			352	358	701	PM Pk Volume			374	383	725
Pk Hr Factor			0.936	0.913	0.932	Pk Hr Factor			0.899	0.930	0.925
7 - 9 Volume	0	0	389	359	748	4 - 6 Volume	0	0	640	681	1321
7 - 9 Peak Hour			07:30	08:00	08:00	4 - 6 Peak Hour			16:45	16:00	16:00
7 - 9 Pk Volume	0	0	223	202	407	4 - 6 Pk Volume	0	0	348	358	690
Pk Hr Factor	0.000	0.000	0.899	0.802	0.877	Pk Hr Factor	0.000	0.000	0.853	0.886	0.918

Project #: CA14_8073_004

City: Fresno

Location: Audubon Dr between SR-41 & Palm Ave

Date: 5/24/2014







VOLUME

Audubon Dr E/o SR-41

Day: Saturday
Date: 5/24/2014

City: Fresno
Project #: CA14_8073_005

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	5,594	5,484	11,078		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			19	22	41	12:00			108	89	197
00:15			18	24	42	12:15			120	65	185
00:30			16	15	31	12:30			101	71	172
00:45			12	65	79	12:45			105	434	539
01:00			11	23	34	13:00			90	92	182
01:15			12	15	27	13:15			95	105	200
01:30			12	13	25	13:30			102	102	204
01:45			5	40	45	13:45			86	373	459
02:00			10	18	28	14:00			84	100	184
02:15			8	5	13	14:15			112	104	216
02:30			5	6	11	14:30			73	80	153
02:45			8	31	39	14:45			80	349	429
03:00			4	5	9	15:00			93	89	182
03:15			2	3	5	15:15			97	92	189
03:30			8	5	13	15:30			135	104	239
03:45			4	18	22	15:45			118	443	561
04:00			5	3	8	16:00			92	87	179
04:15			1	2	3	16:15			79	77	156
04:30			11	2	13	16:30			88	82	170
04:45			5	22	27	16:45			60	319	379
05:00			6	5	11	17:00			70	140	210
05:15			12	6	18	17:15			95	123	218
05:30			16	11	27	17:30			84	99	183
05:45			21	55	76	17:45			96	345	441
06:00			19	15	34	18:00			81	75	156
06:15			29	17	46	18:15			86	93	179
06:30			40	22	62	18:30			74	95	169
06:45			46	134	180	18:45			82	323	405
07:00			48	36	84	19:00			55	79	134
07:15			45	48	93	19:15			55	71	126
07:30			53	44	97	19:30			52	72	124
07:45			71	217	288	19:45			54	216	270
08:00			60	75	135	20:00			54	50	104
08:15			69	79	148	20:15			72	48	120
08:30			84	80	164	20:30			64	58	122
08:45			81	294	375	20:45			64	254	318
09:00			65	80	145	21:00			48	57	105
09:15			93	89	182	21:15			62	54	116
09:30			105	87	192	21:30			60	41	101
09:45			112	375	487	21:45			40	210	250
10:00			93	105	198	22:00			37	52	89
10:15			92	66	158	22:15			48	56	104
10:30			106	95	201	22:30			32	54	86
10:45			89	380	469	22:45			32	149	181
11:00			117	100	217	23:00			33	43	76
11:15			102	91	193	23:15			34	28	62
11:30			93	103	196	23:30			30	28	58
11:45			113	425	538	23:45			26	123	149
TOTALS			2056	1949	4005	TOTALS			3538	3535	7073
SPLIT %			51.3%	48.7%	36.2%	SPLIT %			50.0%	50.0%	63.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	5,594	5,484	11,078

AM Peak Hour			11:45	10:45	11:00	PM Peak Hour			15:00	16:45	15:00
AM Pk Volume			442	390	800	PM Pk Volume			443	466	819
Pk Hr Factor			0.921	0.947	0.922	Pk Hr Factor			0.820	0.832	0.857
7 - 9 Volume	0	0	511	526	1037	4 - 6 Volume	0	0	664	780	1444
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			17:00	16:45	16:45
7 - 9 Pk Volume	0	0	294	338	632	4 - 6 Pk Volume	0	0	345	466	775
Pk Hr Factor	0.000	0.000	0.875	0.813	0.854	Pk Hr Factor	0.000	0.000	0.898	0.832	0.889

VOLUME

Audubon Dr E/o SR-41

Day: Sunday
Date: 5/25/2014

City: Fresno
Project #: CA14_8073_005

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	4,724	4,861	9,585					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			25	20	45	12:00			77	70	147			
00:15			16	23	39	12:15			78	106	184			
00:30			17	19	36	12:30			77	103	180			
00:45			29	87	16	78	12:45		84	316	371	176	687	
01:00			13	12	25	13:00			63	73	136			
01:15			12	13	25	13:15			83	77	160			
01:30			11	13	24	13:30			79	95	174			
01:45			9	45	22	60	13:45		83	308	93	338	176	646
02:00			8	7	15	14:00			93	95	188			
02:15			5	8	13	14:15			91	71	162			
02:30			4	4	8	14:30			79	72	151			
02:45			4	21	2	21	14:45		71	334	77	315	148	649
03:00			5	6	11	15:00			68	73	141			
03:15			4	3	7	15:15			91	98	189			
03:30			6	4	10	15:30			94	92	186			
03:45			1	16	4	17	15:45		85	338	88	351	173	689
04:00			2	4	6	16:00			75	89	164			
04:15			3	5	8	16:15			83	79	162			
04:30			4	2	6	16:30			76	86	162			
04:45			4	13	4	15	16:45		74	308	88	342	162	650
05:00			3	6	9	17:00			105	108	213			
05:15			11	4	15	17:15			81	76	157			
05:30			13	6	19	17:30			83	90	173			
05:45			13	40	12	28	17:45		68	337	69	343	137	680
06:00			14	9	23	18:00			63	83	146			
06:15			18	7	25	18:15			78	71	149			
06:30			20	8	28	18:30			63	72	135			
06:45			32	84	17	41	18:45		75	279	87	313	162	592
07:00			25	11	36	19:00			64	68	132			
07:15			35	22	57	19:15			62	89	151			
07:30			26	35	61	19:30			53	64	117			
07:45			49	135	39	107	19:45		55	234	69	290	124	524
08:00			53	36	89	20:00			59	82	141			
08:15			45	40	85	20:15			48	106	154			
08:30			58	40	98	20:30			46	70	116			
08:45			87	243	44	160	20:45		71	224	79	337	150	561
09:00			53	51	104	21:00			52	75	127			
09:15			79	62	141	21:15			60	45	105			
09:30			79	78	157	21:30			38	54	92			
09:45			80	291	74	265	21:45		39	189	40	214	79	403
10:00			71	54	125	22:00			54	51	105			
10:15			82	63	145	22:15			43	50	93			
10:30			73	82	155	22:30			27	44	71			
10:45			82	308	84	283	22:45		34	158	30	175	64	333
11:00			89	81	170	23:00			39	38	77			
11:15			82	74	156	23:15			14	34	48			
11:30			80	58	138	23:30			18	13	31			
11:45			79	330	75	288	23:45		15	86	24	109	39	195
TOTALS			1613	1363	2976	TOTALS			3111	3498	6609			
SPLIT %			54.2%	45.8%	31.0%	SPLIT %			47.1%	52.9%	69.0%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	4,724	4,861	9,585		
AM Peak Hour			10:45	11:45	11:45	PM Peak Hour			13:30	12:15	15:15
AM Pk Volume			333	354	665	PM Pk Volume			346	374	712
Pk Hr Factor			0.935	0.835	0.904	Pk Hr Factor			0.930	0.882	0.942
7 - 9 Volume	0	0	378	267	645	4 - 6 Volume	0	0	645	685	1330
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	243	160	403	4 - 6 Pk Volume	0	0	343	362	705
Pk Hr Factor	0.000	0.000	0.698	0.909	0.769	Pk Hr Factor	0.000	0.000	0.817	0.838	0.827

VOLUME

Audubon Dr E/o SR-41

Day: Monday
Date: 5/26/2014

City: Fresno
Project #: CA14_8073_005

DAILY TOTALS				NB	SB	EB	WB	Total
				0	0	4,696	4,941	9,637

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			20	21	41	12:00			79	82	161			
00:15			16	13	29	12:15			93	83	176			
00:30			12	16	28	12:30			78	83	161			
00:45			6	54	10	60	12:45		101	351	88	336	189	687
01:00			10	11	21	13:00			84	93	177			
01:15			4	6	10	13:15			81	76	157			
01:30			3	5	8	13:30			104	88	192			
01:45			9	26	8	30	13:45		82	351	88	345	170	696
02:00			9	5	14	14:00			80	90	170			
02:15			4	5	9	14:15			86	88	174			
02:30			2	3	5	14:30			88	106	194			
02:45			3	18	3	16	14:45		74	328	96	380	170	708
03:00			4	5	9	15:00			98	103	201			
03:15			3	3	6	15:15			80	77	157			
03:30			5	4	9	15:30			74	84	158			
03:45			5	17	6	18	15:45		86	338	97	361	183	699
04:00			1	5	6	16:00			69	105	174			
04:15			3	6	9	16:15			84	95	179			
04:30			8	5	13	16:30			69	84	153			
04:45			5	17	5	21	16:45		103	325	85	369	188	694
05:00			9	3	12	17:00			78	92	170			
05:15			11	3	14	17:15			80	95	175			
05:30			14	10	24	17:30			89	70	159			
05:45			17	51	15	31	17:45		61	308	90	347	151	655
06:00			18	13	31	18:00			78	71	149			
06:15			17	15	32	18:15			76	92	168			
06:30			31	26	57	18:30			72	80	152			
06:45			39	105	27	81	18:45		78	304	67	310	145	614
07:00			37	36	73	19:00			62	73	135			
07:15			37	45	82	19:15			71	60	131			
07:30			50	34	84	19:30			77	62	139			
07:45			59	183	44	159	19:45		60	270	70	265	130	535
08:00			58	35	93	20:00			51	72	123			
08:15			54	55	109	20:15			47	68	115			
08:30			42	51	93	20:30			43	66	109			
08:45			52	206	63	204	20:45		42	183	48	254	90	437
09:00			55	60	115	21:00			51	65	116			
09:15			55	59	114	21:15			47	52	99			
09:30			72	68	140	21:30			32	46	78			
09:45			68	250	95	282	21:45		19	149	40	203	59	352
10:00			90	69	159	22:00			34	37	71			
10:15			75	86	161	22:15			31	33	64			
10:30			95	90	185	22:30			24	30	54			
10:45			90	350	96	341	22:45		19	108	20	120	39	228
11:00			79	91	170	23:00			19	25	44			
11:15			90	76	166	23:15			16	12	28			
11:30			74	92	166	23:30			11	13	24			
11:45			99	342	87	346	23:45		16	62	12	62	28	124
TOTALS			1619	1589	3208	TOTALS			3077	3352	6429			
SPLIT %			50.5%	49.5%	33.3%	SPLIT %			47.9%	52.1%	66.7%			

DAILY TOTALS				NB	SB	EB	WB	Total
				0	0	4,696	4,941	9,637

AM Peak Hour	10:30	10:15	10:30	PM Peak Hour	12:45	14:15	14:15				
AM Pk Volume	354	363	707	PM Pk Volume	370	393	739				
Pk Hr Factor	0.932	0.945	0.950	Pk Hr Factor	0.889	0.927	0.919				
7 - 9 Volume	0	0	389	363	752	4 - 6 Volume	0	0	633	716	1349
7 - 9 Peak Hour	07:30	08:00	08:00	4 - 6 Peak Hour	16:45	16:00	16:00				
7 - 9 Pk Volume	0	0	221	204	410	4 - 6 Pk Volume	0	0	350	369	694
Pk Hr Factor	0.000	0.000	0.936	0.810	0.891	Pk Hr Factor	0.000	0.000	0.850	0.879	0.923



Prepared by NDS/ATD

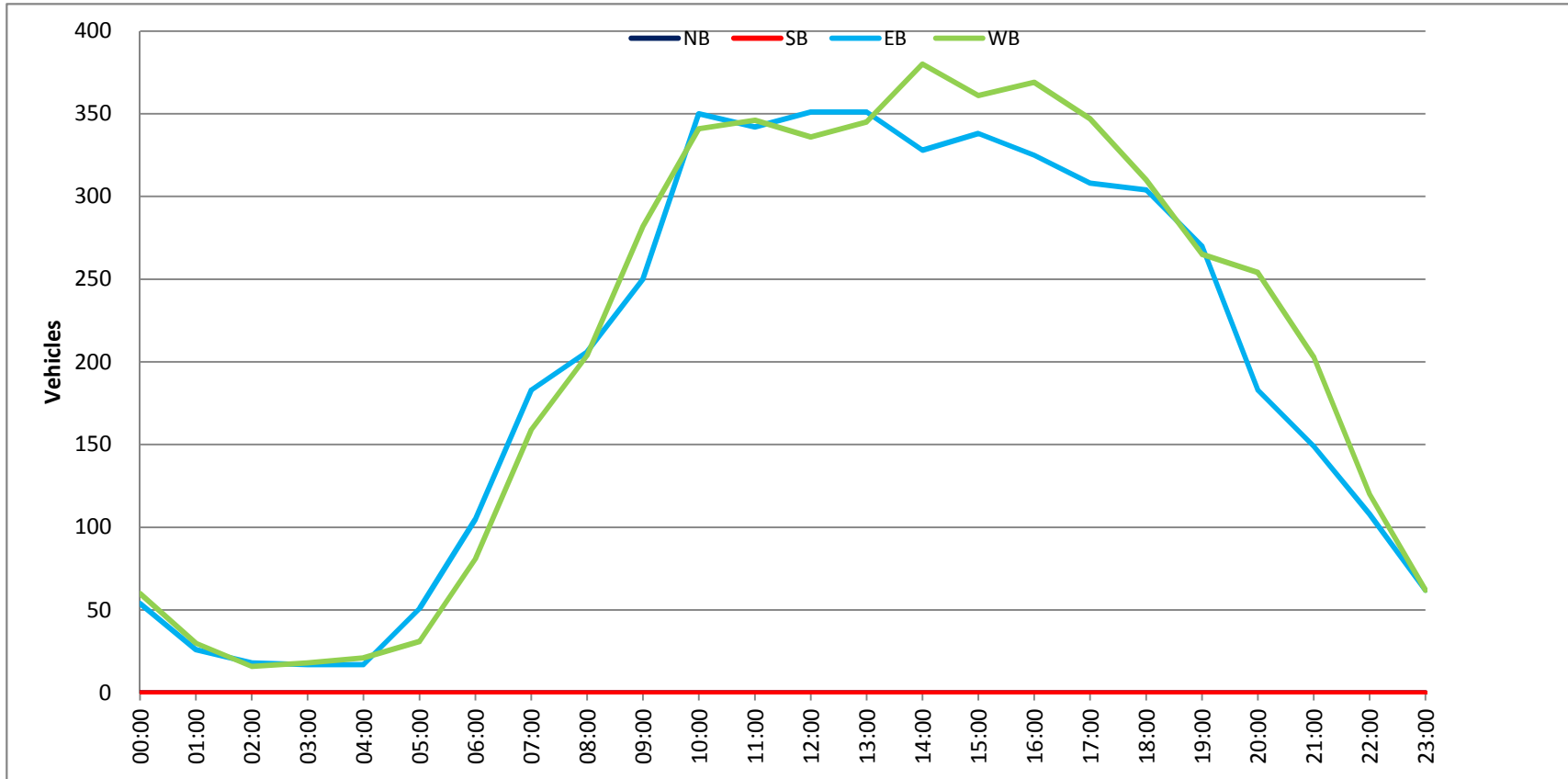
Project #: CA14_8073_005

City: Fresno

Location: Audubon Dr E/o SR-41

Date: 5/25/2014





VOLUME

Del Mar Ave between Audubon Dr & Riverview Dr

Day: Saturday
Date: 5/24/2014

City: Fresno
Project #: CA14_8073_006

DAILY TOTALS					NB	SB	EB	WB	Total		
					662	942	0	0	1,604		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	3	1			4	12:00	10	18			28
00:15	3	3			6	12:15	13	17			30
00:30	5	2			7	12:30	14	11			25
00:45	5	16	3	9	8	12:45	9	46	17	63	26
01:00	0	2			2	13:00	11	12			23
01:15	3	1			4	13:15	15	10			25
01:30	1	2			3	13:30	18	11			29
01:45	2	6	1	6	3	13:45	16	60	22	55	38
02:00	0	2			2	14:00	11	8			19
02:15	2	1			3	14:15	17	16			33
02:30	0	1			1	14:30	8	9			17
02:45	1	3	5	9	6	14:45	8	44	18	51	26
03:00	0	2			2	15:00	18	16			34
03:15	1	0			1	15:15	5	11			16
03:30	0	3			3	15:30	17	17			34
03:45	1	2	2	7	3	15:45	16	56	16	60	32
04:00	1	1			2	16:00	10	13			23
04:15	3	0			3	16:15	10	21			31
04:30	0	4			4	16:30	9	19			28
04:45	0	4	2	7	2	16:45	10	39	18	71	28
05:00	0	2			2	17:00	15	9			24
05:15	0	4			4	17:15	16	18			34
05:30	1	3			4	17:30	9	19			28
05:45	1	2	2	11	3	17:45	8	48	10	56	18
06:00	1	6			7	18:00	8	16			24
06:15	0	5			5	18:15	7	15			22
06:30	1	6			7	18:30	15	14			29
06:45	3	5	4	21	7	18:45	7	37	7	52	14
07:00	6	8			14	19:00	8	12			20
07:15	8	13			21	19:15	10	12			22
07:30	5	11			16	19:30	9	8			17
07:45	6	25	5	37	11	19:45	12	39	15	47	27
08:00	1	11			12	20:00	7	6			13
08:15	8	12			20	20:15	7	16			23
08:30	6	21			27	20:30	5	9			14
08:45	6	21	23	67	29	20:45	4	23	11	42	15
09:00	4	13			17	21:00	5	6			11
09:15	7	15			22	21:15	8	6			14
09:30	15	19			34	21:30	3	5			8
09:45	9	35	19	66	28	21:45	7	23	1	18	8
10:00	6	19			25	22:00	6	6			12
10:15	7	18			25	22:15	7	6			13
10:30	13	21			34	22:30	6	6			12
10:45	10	36	16	74	26	22:45	1	20	2	20	3
11:00	13	25			38	23:00	6	1			7
11:15	16	15			31	23:15	6	1			7
11:30	13	19			32	23:30	6	3			9
11:45	10	52	23	82	33	23:45	2	20	6	11	8
TOTALS	207	396			603	TOTALS	455	546			1001
SPLIT %	34.3%	65.7%			37.6%	SPLIT %	45.5%	54.5%			62.4%

DAILY TOTALS					NB	SB	EB	WB	Total
					662	942	0	0	1,604

AM Peak Hour	10:30	11:00			11:00	PM Peak Hour	13:30	16:00			15:30
AM Pk Volume	52	82			134	PM Pk Volume	62	71			120
Pk Hr Factor	0.813	0.820			0.882	Pk Hr Factor	0.861	0.845			0.882
7 - 9 Volume	46	104	0	0	150	4 - 6 Volume	87	127	0	0	214
7 - 9 Peak Hour	07:00	08:00			08:00	4 - 6 Peak Hour	16:30	16:00			16:30
7 - 9 Pk Volume	25	67	0	0	88	4 - 6 Pk Volume	50	71	0	0	114
Pk Hr Factor	0.781	0.728	0.000	0.000	0.759	Pk Hr Factor	0.781	0.845	0.000	0.000	0.838

VOLUME

Del Mar Ave between Audubon Dr & Riverview Dr

Day: Sunday
Date: 5/25/2014City: Fresno
Project #: CA14_8073_006

DAILY TOTALS					NB	SB	EB	WB	Total		
					556	772	0	0	1,328		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	2			4	12:00	11	11			22
00:15	1	2			3	12:15	11	21			32
00:30	1	1			2	12:30	12	11			23
00:45	0	4	6	11	6	12:45	9	43	15	58	24
01:00	3	4			7	13:00	6	12			18
01:15	2	2			4	13:15	8	19			27
01:30	9	3			12	13:30	9	16			25
01:45	2	16	2	11	4	13:45	9	32	9	56	18
02:00	1	1			2	14:00	7	8			15
02:15	2	0			2	14:15	12	12			24
02:30	0	0			0	14:30	13	10			23
02:45	0	3	0	1	0	14:45	7	39	11	41	18
03:00	0	0			0	15:00	9	7			16
03:15	0	0			0	15:15	11	19			30
03:30	1	1			2	15:30	13	12			25
03:45	1	2	0	1	1	15:45	9	42	14	52	23
04:00	1	1			2	16:00	15	18			33
04:15	0	1			1	16:15	16	13			29
04:30	0	0			0	16:30	8	14			22
04:45	0	1	1	3	1	16:45	12	51	13	58	25
05:00	0	2			2	17:00	11	15			26
05:15	0	2			2	17:15	5	17			22
05:30	0	3			3	17:30	8	16			24
05:45	2	2	1	8	3	17:45	5	29	10	58	15
06:00	0	4			4	18:00	8	8			16
06:15	0	4			4	18:15	13	9			22
06:30	3	3			6	18:30	8	15			23
06:45	0	3	4	15	4	18:45	8	37	9	41	17
07:00	2	7			9	19:00	6	11			17
07:15	3	8			11	19:15	9	7			16
07:30	0	5			5	19:30	8	14			22
07:45	5	10	5	25	10	19:45	10	33	10	42	20
08:00	3	4			7	20:00	9	8			17
08:15	5	8			13	20:15	10	3			13
08:30	10	18			28	20:30	12	11			23
08:45	4	22	17	47	21	20:45	6	37	6	28	12
09:00	6	10			16	21:00	13	6			19
09:15	6	9			15	21:15	10	10			20
09:30	3	17			20	21:30	11	7			18
09:45	4	19	12	48	16	21:45	2	36	5	28	7
10:00	10	16			26	22:00	3	7			10
10:15	9	18			27	22:15	5	6			11
10:30	11	12			23	22:30	4	2			6
10:45	9	39	14	60	23	22:45	1	13	4	19	5
11:00	11	10			21	23:00	3	4			7
11:15	6	17			23	23:15	2	1			3
11:30	6	8			14	23:30	2	2			4
11:45	8	31	13	48	21	23:45	5	12	6	13	11
TOTALS	152	278			430	TOTALS	404	494			898
SPLIT %	35.3%	64.7%			32.4%	SPLIT %	45.0%	55.0%			67.6%

DAILY TOTALS					NB	SB	EB	WB	Total		
					556	772	0	0	1,328		
AM Peak Hour	11:45	09:30			10:00	PM Peak Hour	15:30	15:15	15:15		
AM Pk Volume	42	63			99	PM Pk Volume	53	63	111		
Pk Hr Factor	0.875	0.875			0.917	Pk Hr Factor	0.828	0.829	0.841		
7 - 9 Volume	32	72	0	0	104	4 - 6 Volume	80	116	0	0	196
7 - 9 Peak Hour	07:45	08:00			08:00	4 - 6 Peak Hour	16:00	16:45			16:00
7 - 9 Pk Volume	23	47	0	0	69	4 - 6 Pk Volume	51	61	0	0	109
Pk Hr Factor	0.575	0.653	0.000	0.000	0.616	Pk Hr Factor	0.797	0.897	0.000	0.000	0.826

VOLUME

Del Mar Ave between Audubon Dr & Riverview Dr

Day: Monday
Date: 5/26/2014City: Fresno
Project #: CA14_8073_006

DAILY TOTALS					NB	SB	EB	WB	Total		
					672	891	0	0	1,563		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	3	1			4	12:00	13	19			32
00:15	2	4			6	12:15	10	14			24
00:30	6	3			9	12:30	8	17			25
00:45	0	11	1	9	20	12:45	8	39	21	71	110
01:00	2	1			3	13:00	15	20			35
01:15	1	0			1	13:15	13	9			22
01:30	0	1			1	13:30	18	14			32
01:45	1	4	1	3	7	13:45	13	59	16	59	118
02:00	1	2			3	14:00	11	18			29
02:15	0	2			2	14:15	9	9			18
02:30	0	0			0	14:30	5	14			19
02:45	1	2	1	5	7	14:45	12	37	10	51	88
03:00	0	0			0	15:00	21	15			36
03:15	1	1			2	15:15	20	14			34
03:30	0	0			0	15:30	10	15			25
03:45	1	2	3	4	6	15:45	17	68	14	58	126
04:00	1	0			1	16:00	8	15			23
04:15	1	3			4	16:15	15	12			27
04:30	1	0			1	16:30	14	11			25
04:45	0	3	1	4	7	16:45	15	52	26	64	116
05:00	0	4			4	17:00	8	15			23
05:15	0	1			1	17:15	11	18			29
05:30	0	1			1	17:30	10	14			24
05:45	4	4	3	9	13	17:45	10	39	11	58	97
06:00	4	6			10	18:00	10	24			34
06:15	1	2			3	18:15	9	29			38
06:30	2	5			7	18:30	15	24			39
06:45	3	10	10	23	33	18:45	12	46	16	93	139
07:00	2	5			7	19:00	9	10			19
07:15	4	9			13	19:15	15	18			33
07:30	1	12			13	19:30	7	15			22
07:45	6	13	9	35	48	19:45	4	35	12	55	90
08:00	4	10			14	20:00	7	9			16
08:15	9	12			21	20:15	10	16			26
08:30	4	11			15	20:30	14	7			21
08:45	9	26	7	40	66	20:45	9	40	3	35	75
09:00	7	12			19	21:00	5	4			9
09:15	15	11			26	21:15	5	5			10
09:30	7	21			28	21:30	3	3			6
09:45	12	41	10	54	95	21:45	4	17	5	17	34
10:00	7	11			18	22:00	10	4			14
10:15	13	18			31	22:15	1	2			3
10:30	7	12			19	22:30	1	6			7
10:45	12	39	26	67	106	22:45	1	13	4	16	29
11:00	10	9			19	23:00	6	1			7
11:15	15	17			32	23:15	2	4			6
11:30	15	8			23	23:30	0	1			1
11:45	15	55	17	51	106	23:45	9	17	4	10	27
TOTALS	210	304			514	TOTALS	462	587			1049
SPLIT %	40.9%	59.1%			32.9%	SPLIT %	44.0%	56.0%			67.1%

DAILY TOTALS					NB	SB	EB	WB	Total		
					672	891	0	0	1,563		
AM Peak Hour	11:15	10:00			11:15	PM Peak Hour	15:00	18:00	18:00		
AM Pk Volume	58	67			119	PM Pk Volume	68	93	139		
Pk Hr Factor	0.967	0.644			0.930	Pk Hr Factor	0.810	0.802	0.891		
7 - 9 Volume	39	75	0	0	114	4 - 6 Volume	91	122	0	0	213
7 - 9 Peak Hour	08:00	07:30			08:00	4 - 6 Peak Hour	16:00	16:45			16:30
7 - 9 Pk Volume	26	43	0	0	66	4 - 6 Pk Volume	52	73	0	0	118
Pk Hr Factor	0.722	0.896	0.000	0.000	0.786	Pk Hr Factor	0.867	0.702	0.000	0.000	0.720

