

# 2025 Engineering and Traffic Surveys Addendum

## City of Merced

***Prepared for:***

City of Merced – Engineering Department  
678 West 18<sup>th</sup> Street, 2<sup>nd</sup> Floor  
Merced, CA 95340

May 27, 2026

Project No. 035-015



***Traffic Engineering, Transportation Planning, & Parking Solutions***

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*Traffic Engineering, Transportation Planning, & Parking Solutions*

## 2025 Engineering and Traffic Surveys Addendum

City of Merced, California

May 27, 2026

This Engineering and Traffic Surveys Addendum has been prepared under the direction of a licensed Traffic Engineer. The licensed Traffic Engineer attests to the technical information contained therein and has judged the qualifications of any technical specialists providing engineering data from which recommendations, conclusions and decisions are based.

Prepared by:

A handwritten signature in black ink, reading "Jose L Benavides", written over a horizontal line.

Jose Luis Benavides, PE, TE

President



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## Table of Contents

|                                   |          |
|-----------------------------------|----------|
| <b>Introduction .....</b>         | <b>1</b> |
| Existing Conditions .....         | 1        |
| <b>Methodology .....</b>          | <b>3</b> |
| Radar Checks .....                | 3        |
| Traffic Counts .....              | 3        |
| Collision Data .....              | 3        |
| Speed Limit Recommendations ..... | 3        |
| <b>Recommendations .....</b>      | <b>5</b> |
| Updated Segments .....            | 5        |
| <b>Study Participants .....</b>   | <b>7</b> |
| <b>References .....</b>           | <b>8</b> |

## List of Figures

|                                                     |          |
|-----------------------------------------------------|----------|
| <b>Figure 1: Existing Posted Speed Limits .....</b> | <b>2</b> |
| <b>Figure 2: Recommended Speed Limits .....</b>     | <b>6</b> |

## List of Tables

|                                        |          |
|----------------------------------------|----------|
| <b>Table I: Updated Segments .....</b> | <b>5</b> |
|----------------------------------------|----------|

## List of Appendices

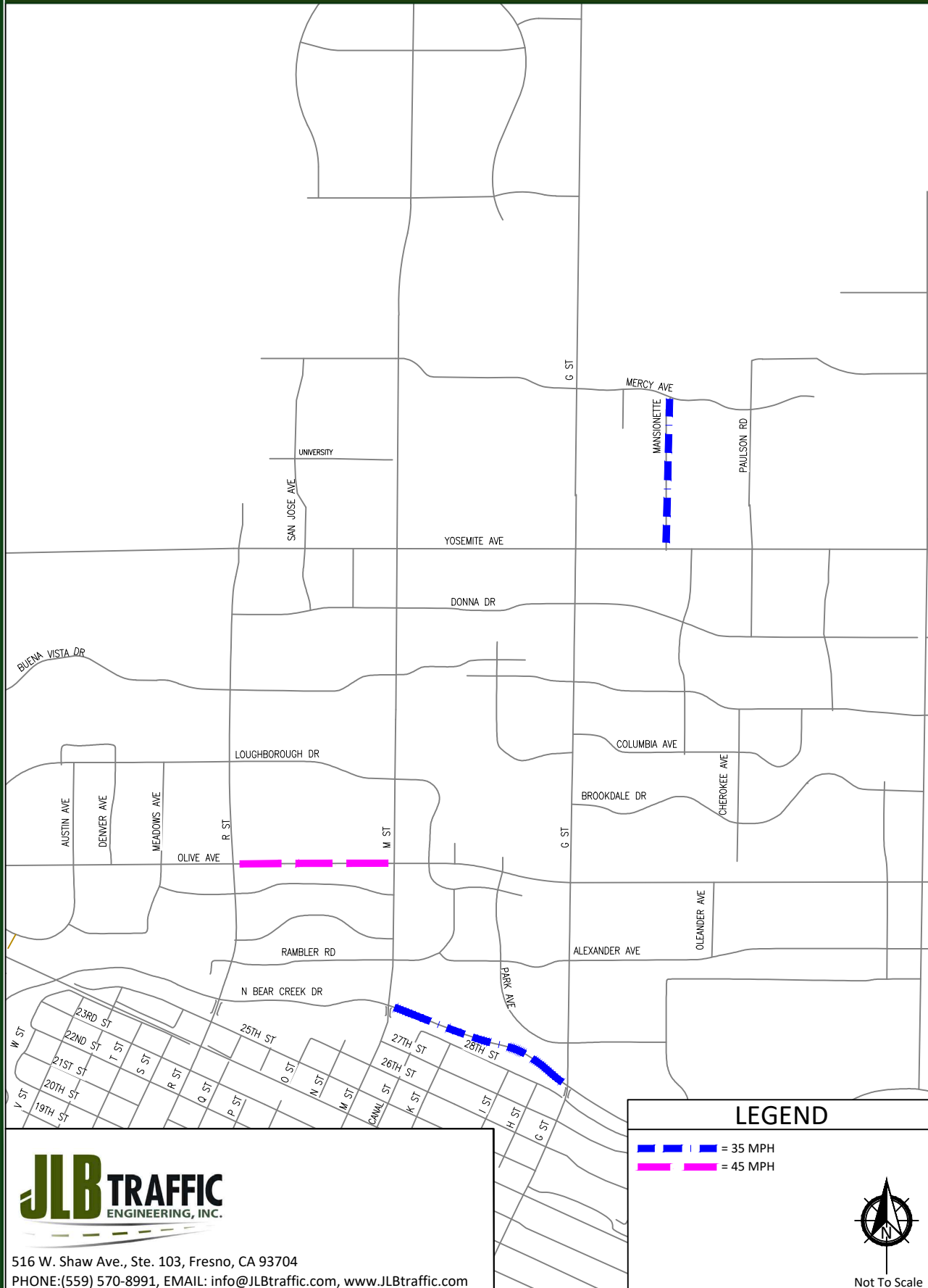
- Appendix A: Spot Speed Surveys
- Appendix B: Traffic Counts
- Appendix C: Collision Data
- Appendix D: Recommended Speed Limits

## Introduction

**JLB Traffic Engineering, Inc. (JLB)** has prepared this **2025 Engineering and Traffic Surveys Addendum** for the City of Merced. This is an addendum to the 2025 Engineering and Traffic Surveys dated November 20, 2025. The Engineering and Traffic Surveys were prepared pursuant to the latest editions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the California Vehicle Code (CVC). JLB's main objective for this assignment is to prepare an Engineering and Traffic Survey and recommend the appropriate speed limits consistent with the laws and practices of the State of California. During the City of Merced Council Meeting on December 15, 2025, the City Council request that three segments be analyzed further. These include the segments of North Bear Creek Drive between M Street and G Street, Mansionette Drive between Yosemite Avenue and Mercy Avenue, and Olive Avenue between R Street and M Street. This Addendum, along with its appendices, provides the data and findings utilized to complete the 2025 Engineering and Traffic Survey.

## Existing Conditions

JLB conducted a drive through for each of the study segments and took notes on the roadway conditions, circulation, signage and posted speed limits. Figure 1 displays the existing study segments and respective posted speed limit. It is recommended that all signs on these study segments are verified to be to the standards specified in the CA MUTCD. All signs should be verified to be elevated five (5) feet above the edge of travel way. As can be seen in Figure 1, all the existing speed limits on these study segments in the City of Merced range between 35 MPH and 45 MPH.



## Methodology

### Radar Checks

The spot speed surveys for the study segments were conducted in March 2026 with a calibrated radar gun on days with fair weather, dry pavement and clear visibility. An effort was made to ensure that the presence of radar survey equipment did not affect the speed of the traffic being surveyed. Locations were selected where the prevailing speeds were representative of the entire street segment. The CA MUTCD provides guidance for the completion of an Engineering and Traffic Survey. Under the Guidance section of the MUTCD it is recommended that a minimum sample of 50 observations be used, but for purposes of this study a minimum of 100 observations were used or a maximum period of two hours if 100 observations are not achieved. The radar spot speed survey data are shown in Appendix A.

### Traffic Counts

Average daily traffic (ADT) counts were conducted at all study locations by National Data & Surveying Services (NDS) in April of 2025. These counts were used to determine the collision rates for each segment, which in turn were used as a factor in determining the appropriate speed limit for each segment. Traffic counts are included in Appendix B.

### Collision Data

Collisions reported at study roadway segments were obtained from the Transportation Injury Mapping System (TIMS) by University of California, Berkeley for a period of three (3) years from January 2021 through December 2023 as this was the most recent data available at the time of the preparation of this study. Collision rates are a significant factor in determining the appropriate speed limits. These were then used to determine the collision rate to compare that with the Statewide Average Collision Rate of similar roadways. The collision data can be found in Appendix C. A table that includes Collision Rates and Statewide Average Collision Rates can be found in Appendix D.

### Speed Limit Recommendations

Establishment of speed limits can be controversial and requires a rational, defensible and consistent evaluation process. Speed limits are typically set near the 85<sup>th</sup> percentile speed which establishes an upper limit of what is considered reasonable and prudent. With all of the statistics inherent to the engineering and traffic speed survey process, there is a great deal of engineering judgment required. Speed limits should be reasonable and realistic regardless of the results of the field studies. Reasonable speed limits are those which responsible motorists would drive without enforcement and/or signage and depend on the voluntary compliance of the greater majority of motorists. Speed limits cannot be set arbitrarily low as this would create violators of the majority of drivers and would not command the respect of the public.

In 2004, in order to better conform to the intent of the federal standards as established in the Federal Highway Administration's Manual on Uniform Traffic Control Devices, and also to address some of the widespread disregard of the 5 mph special downward speed zoning provision, the California Traffic Control Manual replaced the Traffic Manual, and the speed zoning section of the Traffic Manual was changed to require rounding the 85<sup>th</sup> percentile to the nearest 5 mph increment rather than the lower 5

mph increment. This specific guideline revision resulted in raising certain street speed limits and had become a challenge to state and local jurisdictions.

In 2007, the California Traffic Control Devices Committee (CTCDC) ruled to approve a language change in the California Traffic Control Manual to clarify how local speed limits should be set. The CTCDC was prompted to make this change due to major variations in the interpretation and application of the California Traffic Control Manual Section 2B.13 "Speed Limit Sign (R2-1)" and to better distinguish the differences between "within" 5 mph of the 85<sup>th</sup> percentile speed and "round to the nearest" 5 mph of the 85<sup>th</sup> percentile speed for setting local speed limits. The changes included:

**Method 1:** For cases in which the nearest 5 mph increment of the 85<sup>th</sup>-percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85<sup>th</sup>-percentile speed, in compliance with the California Vehicle Code.

**Method 2:** For cases in which the nearest 5 mph increment of the 85<sup>th</sup>-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed, if no further reduction is used.

Caltrans ultimately issued a Traffic Operations Policy Directive (No. 09-04), effective July 1, 2009, which clearly defined these changes and incorporated new requirements into the California Traffic Control Manual. Section 2B.13 of the 2014 Edition of the California Traffic Control Manual now requires as a standard that a speed limit shall be established at the nearest 5 mph increment of the 85<sup>th</sup> percentile speed, except that the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85<sup>th</sup> percentile speed in compliance with CVC Sections 627 and 22358.5.

For cases in which the nearest 5 mph increment of the 85<sup>th</sup> percentile speed would require rounding up, the speed limit may be rounded down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed if no further reduction is used.

Section 2B.13 further states that justification for reducing speed limits can be based on residential density, pedestrian/bicyclist safety and other factors not readily apparent to drivers, but essential to meet the traffic safety needs of the community. The following factors may be considered to adjust and determine the final speed limits:

- Road characteristics, shoulder condition, grade, alignment, and sight distance
- 10 mph pace speed (a 10 mile range in speeds in which the highest number of data is recorded)
- Roadside development and environment
- Parking practices and bicycle/pedestrian activity
- Reported collision experience for at least a 12-month period

Appendix D summarizes existing speed limit, critical speed, recommended speed limit, rounding method and reason used to justify speed limit reduction if any were used for each street segment. Table I depicts the segments that have been updated or added based on new spot speed surveys.

## Recommendations

Based on the results of the Engineering and Traffic Survey, it is recommended that the City of Merced consider adopting the 2025 Engineering and Traffic Surveys Addendum. Before the speed limit signs are updated, it would be necessary for the City of Merced to pass the appropriate ordinance or resolution needed to post the speed limit sign(s). Upon approval of the 2025 Engineering and Traffic Surveys addendum, the appropriate regulatory speed limit signage will need to be installed pursuant to the CA MUTCD. Enforcement of the speed limits can commence after the regulatory speed limit signage has been in place for a minimum period of 30 days.

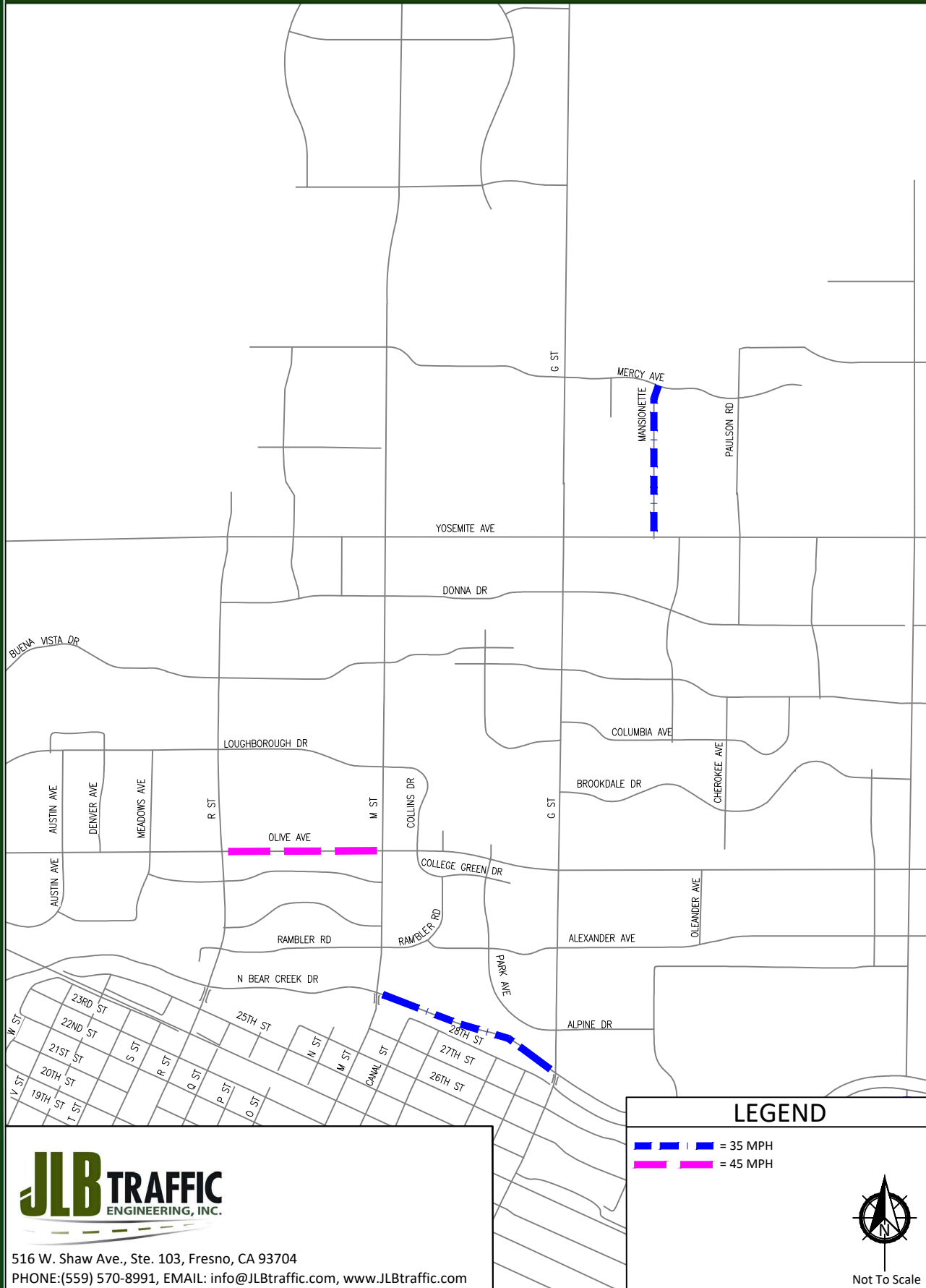
### *Updated Segments*

Table I depicts the segments that have been updated based on new spot speed studies. Copies of the spot speed survey data are included in Appendix A, the traffic counts are included in Appendix B, Collision Reports for these segments are included in Appendix C and Appendix D summarizes existing speed limit, critical speed, recommended speed limit, rounding method and reason used to justify speed limit reduction if any were used for each street segment. Figure 2 illustrates the recommended speed limits within the City of Merced.

The procedures used to formulate recommendations in this report meet the requirements of the California Vehicle Code (CVC) Section 235, Section 515, Section 627, Sections 22349 through 22358 under Division 11, Chapter 7 "Speed Laws", Section 40802 and others referenced herein, and the 2014 Edition of the CA MUTCD. The CA MUTCD is an amended version of the Federal Highway Administration MUTCD for use in California. Summarized below are applicable portions from the CVC related to the preparation of an engineering and traffic survey for speed limits.

**Table I: Updated Segments**

| Street Name         | Limits          |              | Existing<br>Posted Speed<br>(MPH) | Recommended<br>Speed<br>(MPH) |
|---------------------|-----------------|--------------|-----------------------------------|-------------------------------|
| N. Bear Creek Drive | M Street        | G Street     | 35                                | 35                            |
| Mansionette Drive   | Yosemite Avenue | Mercy Avenue | 35                                | 35                            |
| Olive Avenue        | M Street        | R Street     | 45                                | 45                            |



## Study Participants

### JLB Traffic Engineering, Inc. Personnel:

|                             |                                       |
|-----------------------------|---------------------------------------|
| Jose Luis Benavides, PE, TE | Project Manager                       |
| Matthew Arndt, EIT          | Project Engineer – Traffic Operations |
| Christian Sanchez, EIT      | Project Engineer – Design             |
| Adrian Benavides            | Engineer II                           |
| Derian Cervantes            | Engineer I                            |
| Diana Cortez                | Engineering Aide                      |

### Persons Consulted:

|                    |                                        |
|--------------------|----------------------------------------|
| Rick Maddox, PE    | City of Merced Engineering Development |
| Daryl Jordan, PE   | City of Merced Engineering Development |
| Nathaniel McKinnon | City of Merced Police Department       |

## References

Caltrans. 2026. "California Manual on Uniform Traffic Control Devices". Sacramento: State of California.

Department of Motor Vehicles. Online. "California Vehicle Code". State of California.

University of California, Berkeley. Online. "Transportation Injury Mapping System". University of California – Berkeley

## Appendix A: Spot Speed Surveys



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A p p | A

# Spot Speed Study

Prepared by: National Data & Surveying Services

## City of Merced

DATE: 3/26/2026

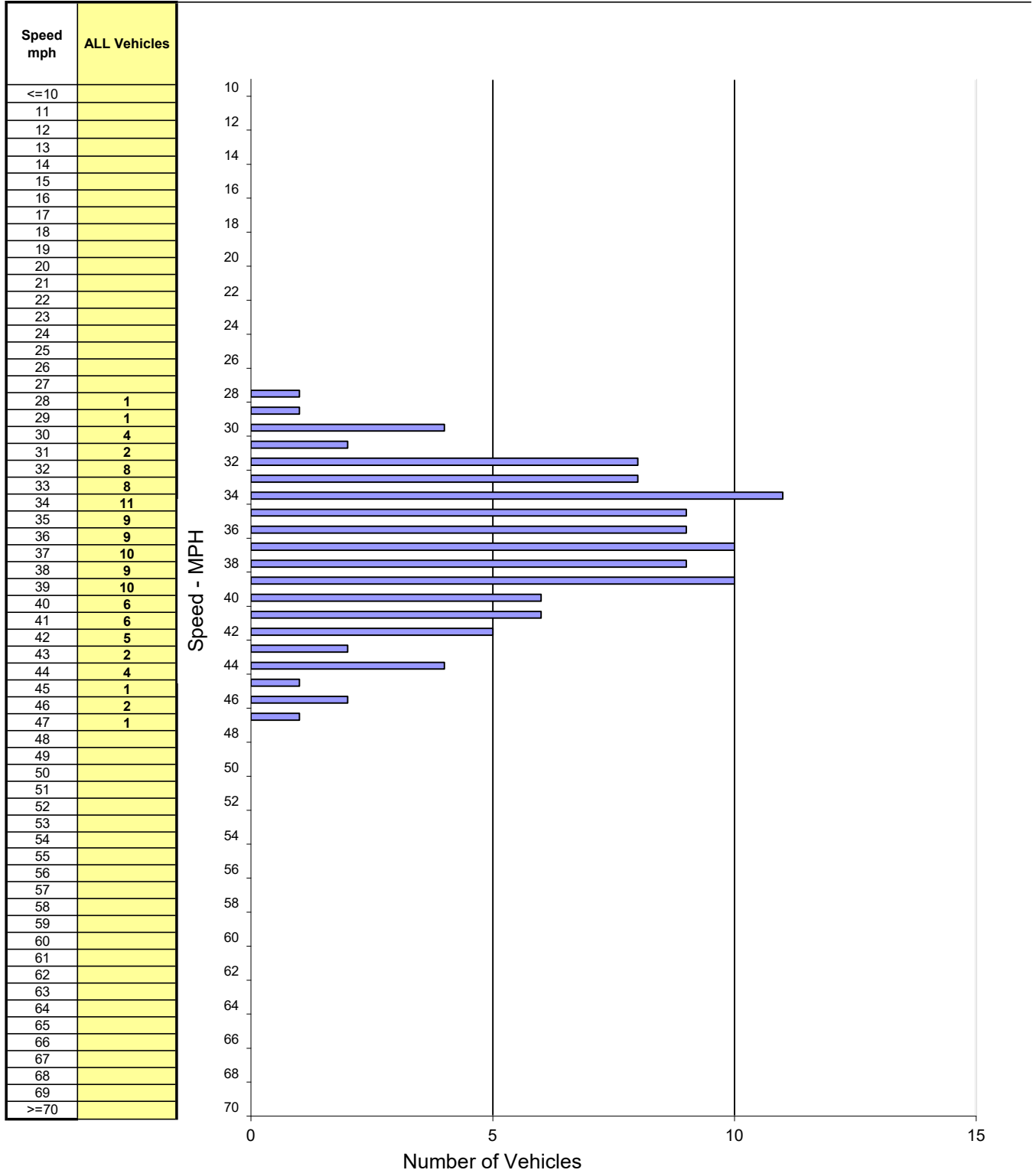
TIME: 09:00-11:00

Location: N Bear Creek Dr Bet M St/Veterans Blvd & G St

Posted Speed: 35 MPH

Weather: Clear/Dry Project #: 26-090029-001

## Eastbound & Westbound Spot Speeds



| SPEED PARAMETERS |       |         |                 |                 |             |           |                 |                  |                  |
|------------------|-------|---------|-----------------|-----------------|-------------|-----------|-----------------|------------------|------------------|
| Class            | Count | Range   | 50th Percentile | 85th Percentile | 10 MPH Pace | # in Pace | Percent in Pace | % / # Below Pace | % / # Above Pace |
| ALL              | 109   | 28 - 47 | 37 mph          | 41 mph          | 32 - 41     | 86        | 79%             | 7% / 8           | 14% / 15         |

# Spot Speed Study

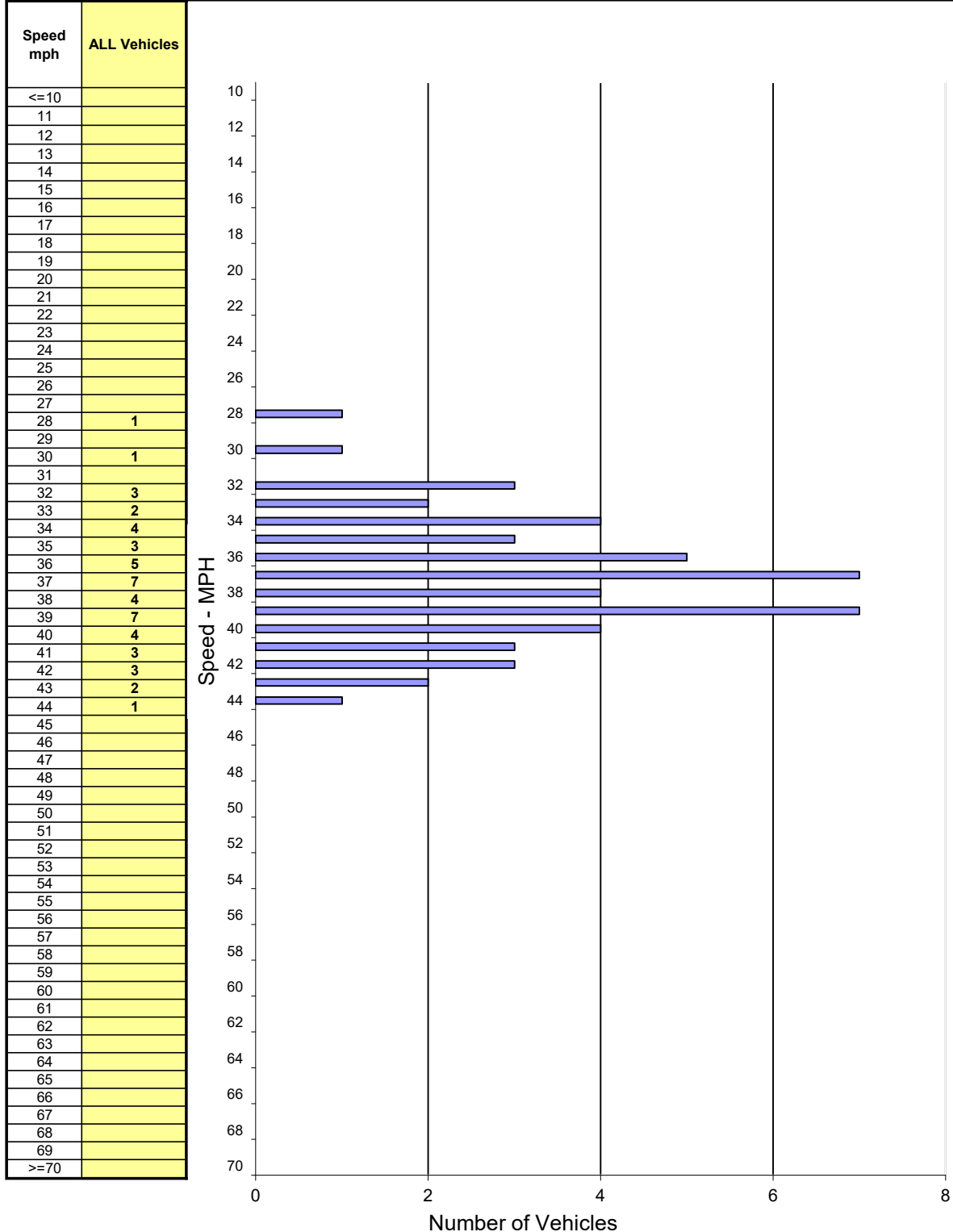
Prepared by: National Data & Surveying Services

City of Merced

Thursday  
DATE: 3/26/2026  
TIME: 09:00-11:00

Location: N Bear Creek Dr Bet M St/Veterans Blvd & G St  
Posted Speed: 35 MPH Weather: Clear/Dry Project #: 26-090029-001

## Eastbound Spot Speeds



| SPEED PARAMETERS |       |         |                 |                 |             |           |                 |                  |                  |
|------------------|-------|---------|-----------------|-----------------|-------------|-----------|-----------------|------------------|------------------|
| Class            | Count | Range   | 50th Percentile | 85th Percentile | 10 MPH Pace | # in Pace | Percent in Pace | % / # Below Pace | % / # Above Pace |
| ALL              | 50    | 28 - 44 | 37 mph          | 41 mph          | 32 - 41     | 42        | 84%             | 4% / 2           | 12% / 6          |

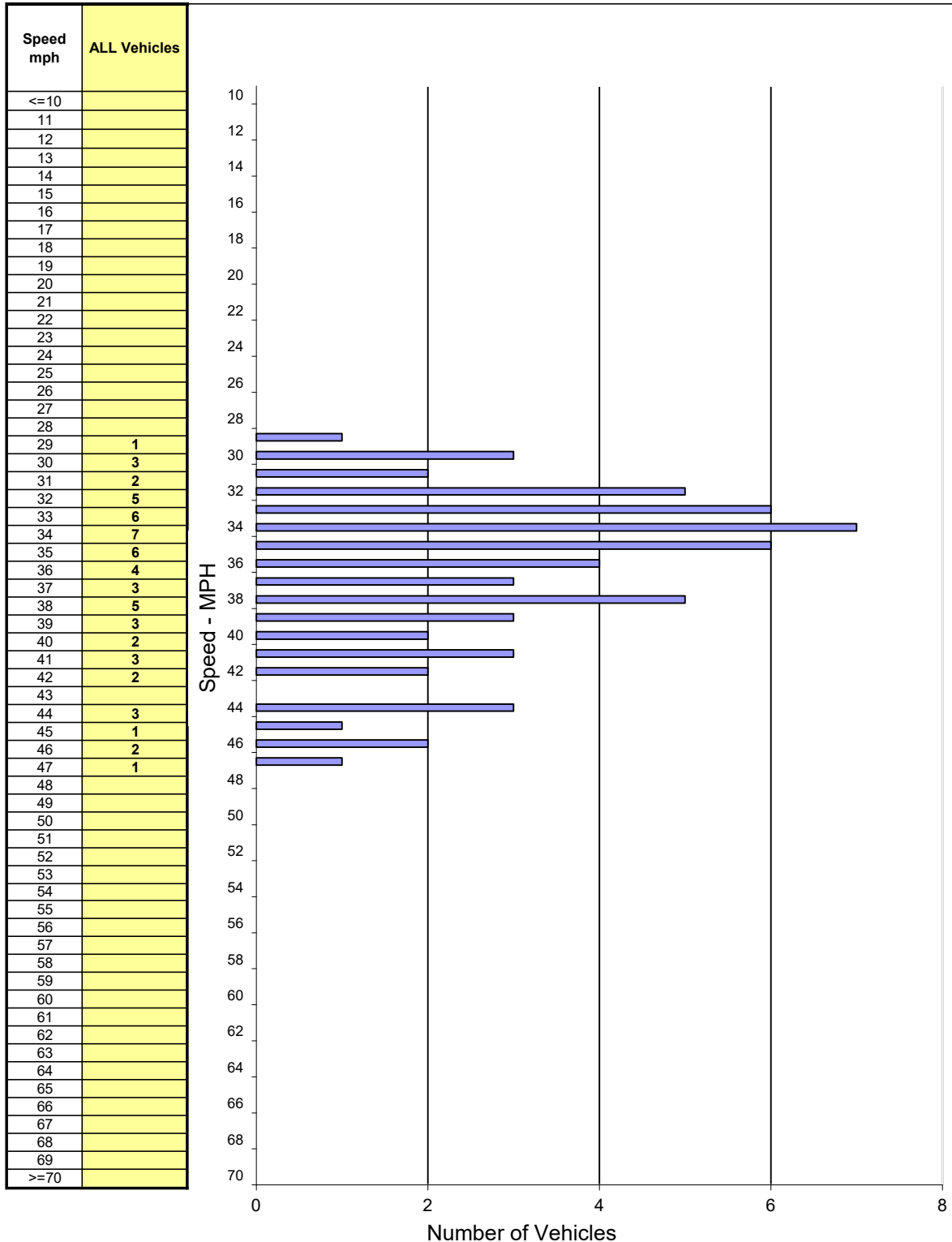
## Prepared by: National Data &amp; Surveying Services

**City of Merced**

DATE: 3/26/2026  
TIME: 09:00-11:00

Location: N Bear Creek Dr Bet M St/Veterans Blvd & G St  
Posted Speed: 35 MPH Weather: Clear/Dry Project #: 26-090029-001

## Westbound Spot Speeds



| SPEED PARAMETERS |       |         |                 |                 |             |           |              |                  |                  |
|------------------|-------|---------|-----------------|-----------------|-------------|-----------|--------------|------------------|------------------|
| Class            | Count | Range   | 50th Percentile | 85th Percentile | 10 MPH Pace | # in Pace | Percent Pace | % / # Below Pace | % / # Above Pace |
| ALL              | 59    | 29 - 47 | 35 mph          | 42 mph          | 30 - 39     | 44        | 75%          | 1% / 1           | 24% / 14         |

## Prepared by: National Data &amp; Surveying Services

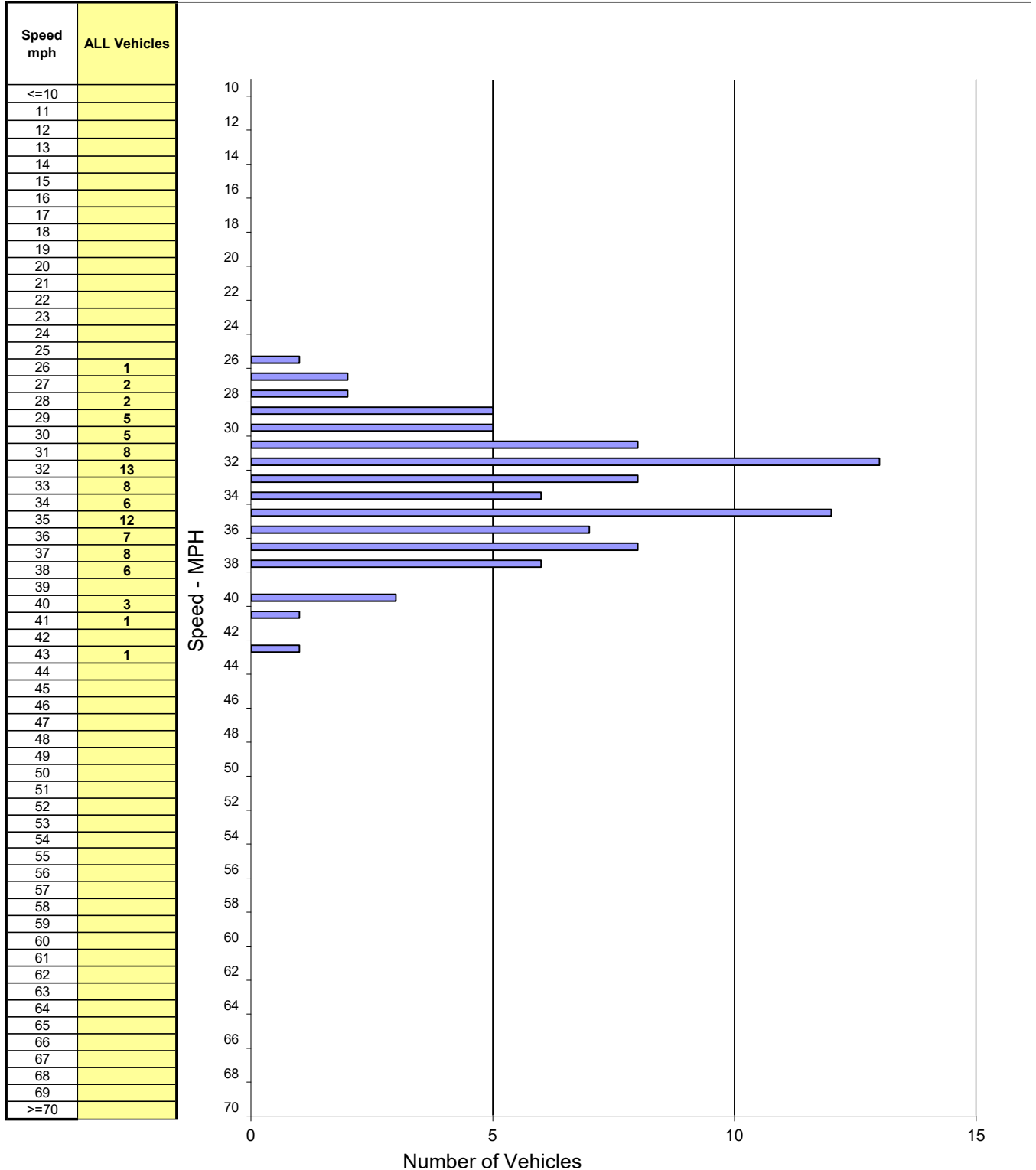
Prepared by: National Data &amp; Surveying Services

**City of Merced**

**DATE:** 3/26/2026  
**TIME:** 13:00-15:00

Location: **Mansionette Dr Bet E Yosemite Ave & Mercy Ave**  
Posted Speed: **35 MPH** Weather: **Clear/Dry** Project #: **26-090029-003**

## Northbound & Southbound Spot Speeds



| SPEED PARAMETERS |       |         |                 |                 |             |           |              |                  |                  |
|------------------|-------|---------|-----------------|-----------------|-------------|-----------|--------------|------------------|------------------|
| Class            | Count | Range   | 50th Percentile | 85th Percentile | 10 MPH Pace | # in Pace | Percent Pace | % / # Below Pace | % / # Above Pace |
| ALL              | 88    | 26 - 43 | 33 mph          | 37 mph          | 29 - 38     | 78        | 89%          | 5% / 5           | 6% / 5           |

# Spot Speed Study

Prepared by: National Data & Surveying Services

City of Merced

DATE: 3/26/2026

TIME: 13:00-15:00

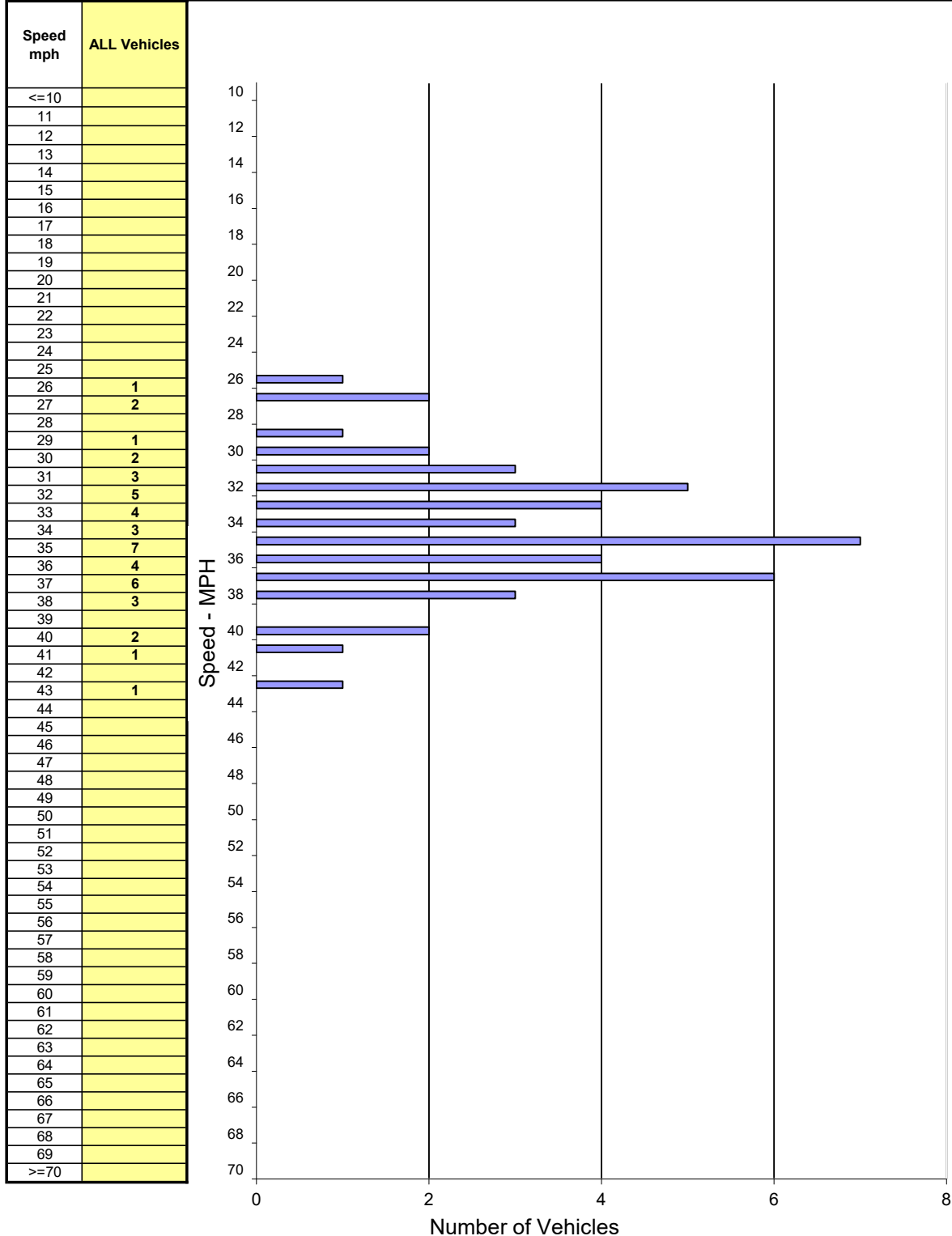
Location: Mansionette Dr Bet E Yosemite Ave & Mercy Ave

Posted Speed: 35 MPH

Weather: Clear/Dry

Project #: 26-090029-003

## Northbound Spot Speeds



| SPEED PARAMETERS |       |         |                 |                 |             |           |                 |                  |                  |
|------------------|-------|---------|-----------------|-----------------|-------------|-----------|-----------------|------------------|------------------|
| Class            | Count | Range   | 50th Percentile | 85th Percentile | 10 MPH Pace | # in Pace | Percent in Pace | % / # Below Pace | % / # Above Pace |
| ALL              | 45    | 26 - 43 | 35 mph          | 38 mph          | 29 - 38     | 38        | 84%             | 6% / 3           | 9% / 4           |



# Spot Speed Study

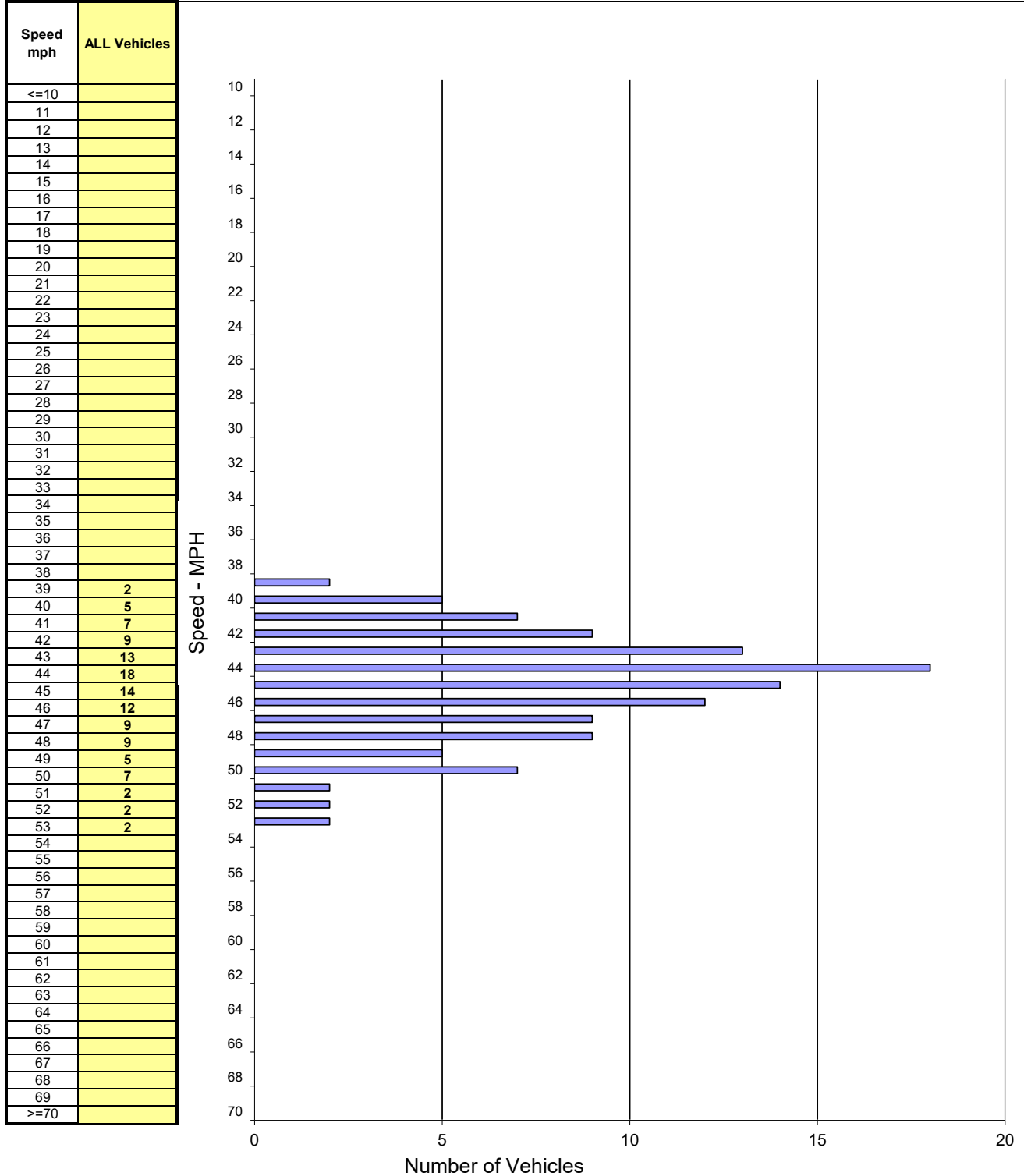
Prepared by: National Data & Surveying Services

## City of Merced

DATE: 5/7/2026  
TIME: 09:00-11:00

Location: W Olive Ave Bet R St & M St/Veterans Blvd  
Posted Speed: 45 MPH Weather: Clear/Dry Project #: 26-090038-001

### Eastbound & Westbound Spot Speeds



| SPEED PARAMETERS |       |         |                 |                 |             |           |                 |                  |                  |
|------------------|-------|---------|-----------------|-----------------|-------------|-----------|-----------------|------------------|------------------|
| Class            | Count | Range   | 50th Percentile | 85th Percentile | 10 MPH Pace | # in Pace | Percent in Pace | % / # Below Pace | % / # Above Pace |
| ALL              | 116   | 39 - 53 | 45 mph          | 49 mph          | 41 - 50     | 103       | 89%             | 6% / 7           | 6% / 6           |

# Spot Speed Study

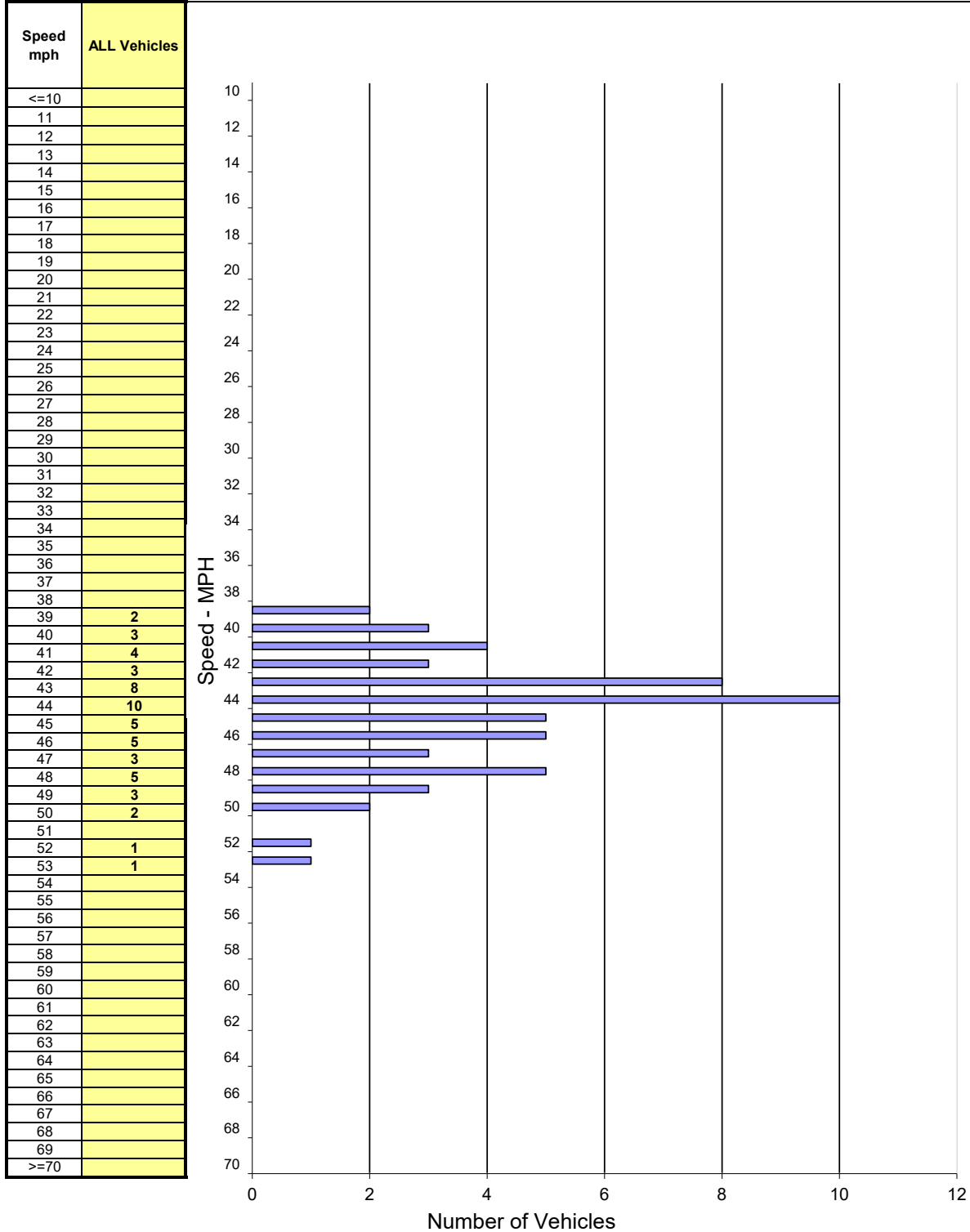
Prepared by: National Data & Surveying Services

City of Merced

DATE: 5/7/2026  
TIME: 09:00-11:00

Location: W Olive Ave Bet R St & M St/Veterans Blvd  
Posted Speed: 45 MPH Weather: Clear/Dry Project #: 26-090038-001

## Eastbound Spot Speeds



| SPEED PARAMETERS |       |         |                 |                 |             |           |                 |                  |                  |
|------------------|-------|---------|-----------------|-----------------|-------------|-----------|-----------------|------------------|------------------|
| Class            | Count | Range   | 50th Percentile | 85th Percentile | 10 MPH Pace | # in Pace | Percent in Pace | % / # Below Pace | % / # Above Pace |
| ALL              | 55    | 39 - 53 | 44 mph          | 48 mph          | 40 - 49     | 49        | 89%             | 3% / 2           | 8% / 4           |

# Spot Speed Study

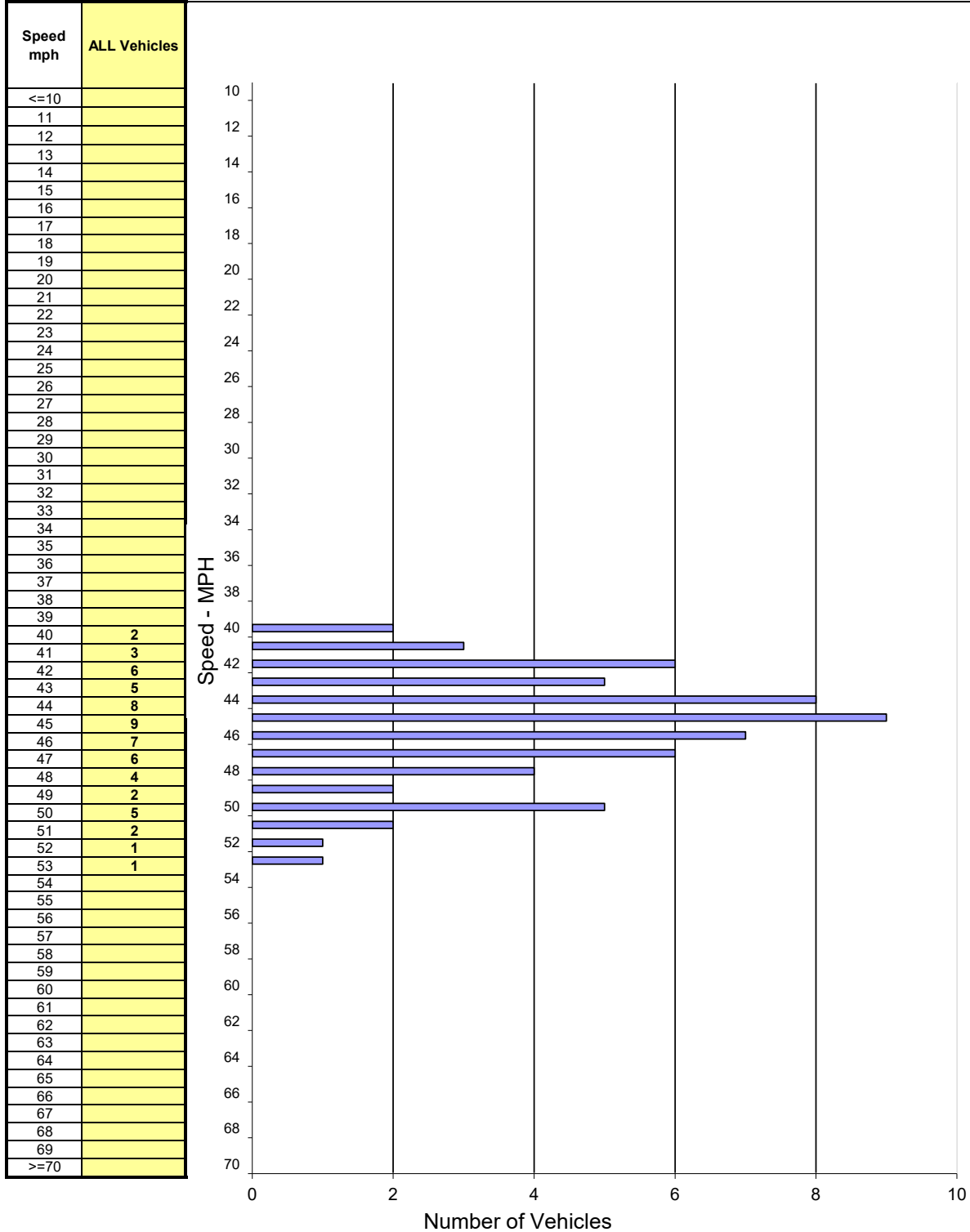
Prepared by: National Data & Surveying Services

## City of Merced

DATE: 5/7/2026  
TIME: 09:00-11:00

Location: W Olive Ave Bet R St & M St/Veterans Blvd  
Posted Speed: 45 MPH Weather: Clear/Dry Project #: 26-090038-001

### Westbound Spot Speeds



| SPEED PARAMETERS |       |         |                 |                 |             |           |                 |                  |                  |
|------------------|-------|---------|-----------------|-----------------|-------------|-----------|-----------------|------------------|------------------|
| Class            | Count | Range   | 50th Percentile | 85th Percentile | 10 MPH Pace | # in Pace | Percent in Pace | % / # Below Pace | % / # Above Pace |
| ALL              | 61    | 40 - 53 | 45 mph          | 49 mph          | 41 - 50     | 55        | 90%             | 3% / 2           | 7% / 4           |

Appendix B: Traffic Counts

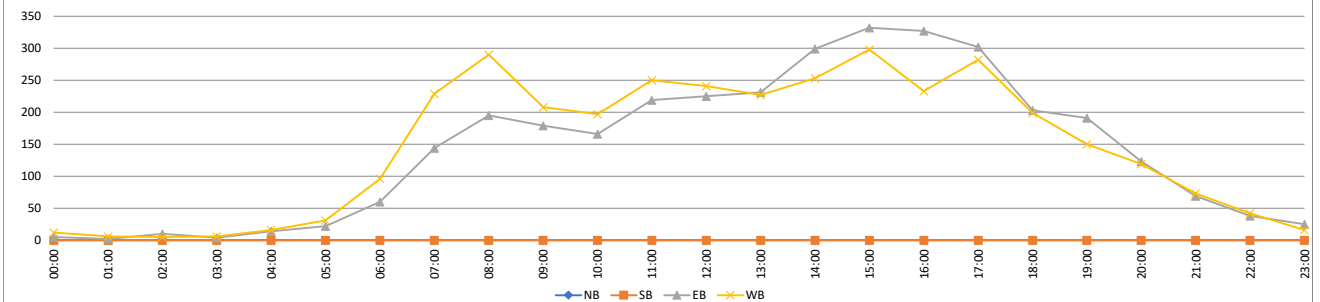


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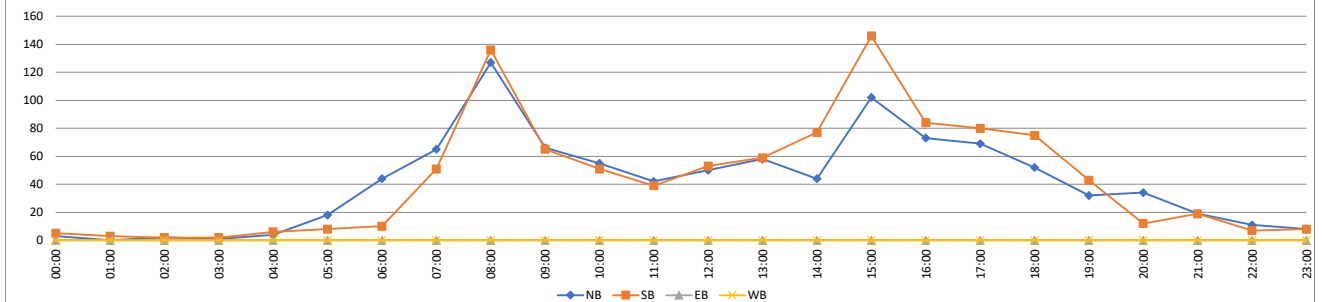
**VOLUME****N Bear Creek Dr Bet M St/Veterans Blvd & G St**Day: Tuesday  
Date: 4/29/2025City: Merced  
Project #: CA25\_090045\_046

| DAILY TOTALS        |    |    |      |      |       | NB      |    | SB |      | EB    |       | WB               |       | Total |       | DAILY TOTALS |       |  |  |  |  |
|---------------------|----|----|------|------|-------|---------|----|----|------|-------|-------|------------------|-------|-------|-------|--------------|-------|--|--|--|--|
|                     |    |    |      |      |       | 0       |    | 0  |      | 3,385 |       | 3,479            |       | 6,864 |       |              |       |  |  |  |  |
| 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    | 6    | 8     | 12:00   |    |    | 60   | 71    | 131   | 00:00 01:00      |       |       | 5     | 12           | 17    |  |  |  |  |
| 0:15                |    |    | 0    | 2    | 2     | 12:15   |    |    | 55   | 57    | 112   | 01:00 02:00      |       |       | 2     | 6            | 8     |  |  |  |  |
| 0:30                |    |    | 0    | 2    | 2     | 12:30   |    |    | 51   | 63    | 114   | 02:00 03:00      |       |       | 10    | 5            | 15    |  |  |  |  |
| 0:45                |    |    | 3    | 2    | 5     | 12:45   |    |    | 59   | 50    | 109   | 03:00 04:00      |       |       | 4     | 6            | 10    |  |  |  |  |
| 1:00                |    |    | 0    | 3    | 3     | 13:00   |    |    | 57   | 61    | 118   | 04:00 05:00      |       |       | 14    | 16           | 30    |  |  |  |  |
| 1:15                |    |    | 0    | 1    | 1     | 13:15   |    |    | 64   | 55    | 119   | 05:00 06:00      |       |       | 22    | 31           | 53    |  |  |  |  |
| 1:30                |    |    | 2    | 1    | 3     | 13:30   |    |    | 50   | 51    | 101   | 06:00 07:00      |       |       | 60    | 96           | 156   |  |  |  |  |
| 1:45                |    |    | 0    | 1    | 1     | 13:45   |    |    | 60   | 60    | 120   | 07:00 08:00      |       |       | 144   | 229          | 373   |  |  |  |  |
| 2:00                |    |    | 2    | 1    | 3     | 14:00   |    |    | 67   | 55    | 122   | 08:00 09:00      |       |       | 195   | 290          | 485   |  |  |  |  |
| 2:15                |    |    | 4    | 0    | 4     | 14:15   |    |    | 71   | 52    | 123   | 09:00 10:00      |       |       | 179   | 208          | 387   |  |  |  |  |
| 2:30                |    |    | 3    | 1    | 4     | 14:30   |    |    | 82   | 84    | 166   | 10:00 11:00      |       |       | 166   | 197          | 363   |  |  |  |  |
| 2:45                |    |    | 1    | 3    | 4     | 14:45   |    |    | 79   | 62    | 141   | 11:00 12:00      |       |       | 219   | 250          | 469   |  |  |  |  |
| 3:00                |    |    | 2    | 3    | 5     | 15:00   |    |    | 71   | 74    | 145   | 12:00 13:00      |       |       | 225   | 241          | 466   |  |  |  |  |
| 3:15                |    |    | 2    | 1    | 3     | 15:15   |    |    | 98   | 81    | 179   | 13:00 14:00      |       |       | 231   | 227          | 458   |  |  |  |  |
| 3:30                |    |    | 0    | 2    | 2     | 15:30   |    |    | 80   | 74    | 154   | 14:00 15:00      |       |       | 299   | 253          | 552   |  |  |  |  |
| 3:45                |    |    | 0    | 0    | 0     | 15:45   |    |    | 83   | 69    | 152   | 15:00 16:00      |       |       | 332   | 298          | 630   |  |  |  |  |
| 4:00                |    |    | 2    | 3    | 5     | 16:00   |    |    | 94   | 61    | 155   | 16:00 17:00      |       |       | 327   | 233          | 560   |  |  |  |  |
| 4:15                |    |    | 5    | 1    | 6     | 16:15   |    |    | 77   | 59    | 136   | 17:00 18:00      |       |       | 302   | 282          | 584   |  |  |  |  |
| 4:30                |    |    | 1    | 5    | 6     | 16:30   |    |    | 86   | 49    | 135   | 18:00 19:00      |       |       | 203   | 199          | 402   |  |  |  |  |
| 4:45                |    |    | 6    | 7    | 13    | 16:45   |    |    | 70   | 64    | 134   | 19:00 20:00      |       |       | 191   | 150          | 341   |  |  |  |  |
| 5:00                |    |    | 7    | 7    | 14    | 17:00   |    |    | 87   | 78    | 165   | 20:00 21:00      |       |       | 123   | 119          | 242   |  |  |  |  |
| 5:15                |    |    | 3    | 7    | 10    | 17:15   |    |    | 102  | 61    | 163   | 21:00 22:00      |       |       | 69    | 73           | 142   |  |  |  |  |
| 5:30                |    |    | 5    | 8    | 13    | 17:30   |    |    | 62   | 81    | 143   | 22:00 23:00      |       |       | 38    | 42           | 80    |  |  |  |  |
| 5:45                |    |    | 7    | 9    | 16    | 17:45   |    |    | 51   | 62    | 113   | 23:00 00:00      |       |       | 25    | 16           | 41    |  |  |  |  |
| 6:00                |    |    | 8    | 19   | 27    | 18:00   |    |    | 54   | 68    | 122   | STATISTICS       |       |       |       |              |       |  |  |  |  |
| 6:15                |    |    | 6    | 17   | 23    | 18:15   |    |    | 55   | 41    | 96    |                  | NB    | SB    | EB    | WB           | TOTAL |  |  |  |  |
| 6:30                |    |    | 25   | 19   | 44    | 18:30   |    |    | 54   | 60    | 114   | Peak Period      | 00:00 | to    | 12:00 |              |       |  |  |  |  |
| 6:45                |    |    | 21   | 41   | 62    | 18:45   |    |    | 40   | 30    | 70    | Volume           |       |       | 1020  | 1346         | 2366  |  |  |  |  |
| 7:00                |    |    | 14   | 37   | 51    | 19:00   |    |    | 63   | 46    | 109   | Peak Hour        |       |       | 11:00 | 7:30         | 7:30  |  |  |  |  |
| 7:15                |    |    | 30   | 44   | 74    | 19:15   |    |    | 52   | 34    | 86    | Peak Volume      |       |       | 219   | 316          | 522   |  |  |  |  |
| 7:30                |    |    | 39   | 69   | 108   | 19:30   |    |    | 41   | 30    | 71    | Peak Hour Factor |       |       | 0.928 | 0.878        | 0.932 |  |  |  |  |
| 7:45                |    |    | 61   | 79   | 140   | 19:45   |    |    | 35   | 40    | 75    | Peak Period      | 12:00 | to    | 00:00 |              |       |  |  |  |  |
| 8:00                |    |    | 62   | 78   | 140   | 20:00   |    |    | 43   | 34    | 77    | Volume           |       |       | 2365  | 2133         | 4498  |  |  |  |  |
| 8:15                |    |    | 44   | 90   | 134   | 20:15   |    |    | 32   | 27    | 59    | Peak Hour        |       |       | 15:15 | 14:30        | 15:15 |  |  |  |  |
| 8:30                |    |    | 40   | 56   | 96    | 20:30   |    |    | 27   | 32    | 59    | Peak Volume      |       |       | 355   | 301          | 640   |  |  |  |  |
| 8:45                |    |    | 49   | 66   | 115   | 20:45   |    |    | 21   | 26    | 47    | Peak Hour Factor |       |       | 0.906 | 0.896        | 0.894 |  |  |  |  |
| 9:00                |    |    | 39   | 64   | 103   | 21:00   |    |    | 19   | 16    | 35    | Peak Period      | 07:00 | to    | 09:00 |              |       |  |  |  |  |
| 9:15                |    |    | 43   | 47   | 90    | 21:15   |    |    | 17   | 20    | 37    | Volume           |       |       | 339   | 519          | 858   |  |  |  |  |
| 9:30                |    |    | 50   | 43   | 93    | 21:30   |    |    | 19   | 17    | 36    | Peak Hour        |       |       | 7:45  | 7:30         | 7:30  |  |  |  |  |
| 9:45                |    |    | 47   | 54   | 101   | 21:45   |    |    | 14   | 20    | 34    | Peak Volume      |       |       | 207   | 316          | 522   |  |  |  |  |
| 10:00               |    |    | 42   | 49   | 91    | 22:00   |    |    | 11   | 9     | 20    | Peak Hour Factor |       |       | 0.835 | 0.878        | 0.932 |  |  |  |  |
| 10:15               |    |    | 42   | 45   | 87    | 22:15   |    |    | 14   | 11    | 25    | Peak Period      | 16:00 | to    | 18:00 |              |       |  |  |  |  |
| 10:30               |    |    | 42   | 46   | 88    | 22:30   |    |    | 7    | 10    | 17    | Volume           |       |       | 629   | 515          | 1144  |  |  |  |  |
| 10:45               |    |    | 40   | 57   | 97    | 22:45   |    |    | 6    | 12    | 18    | Peak Hour        |       |       | 16:30 | 16:45        | 16:45 |  |  |  |  |
| 11:00               |    |    | 44   | 50   | 94    | 23:00   |    |    | 6    | 6     | 12    | Peak Volume      |       |       | 345   | 284          | 605   |  |  |  |  |
| 11:15               |    |    | 58   | 58   | 116   | 23:15   |    |    | 6    | 2     | 8     | Peak Hour Factor |       |       | 0.846 | 0.877        | 0.917 |  |  |  |  |
| 11:30               |    |    | 59   | 70   | 129   | 23:30   |    |    | 5    | 4     | 9     |                  |       |       |       |              |       |  |  |  |  |
| 11:45               |    |    | 58   | 72   | 130   | 23:45   |    |    | 8    | 4     | 12    |                  |       |       |       |              |       |  |  |  |  |
| TOTALS              | 0  | 0  | 1020 | 1346 | 2366  | TOTALS  | 0  | 0  | 2365 | 2133  | 4498  |                  |       |       |       |              |       |  |  |  |  |
| SPLIT %             | 0% | 0% | 43%  | 57%  | 34%   | SPLIT % | 0% | 0% | 53%  | 47%   | 66%   |                  |       |       |       |              |       |  |  |  |  |



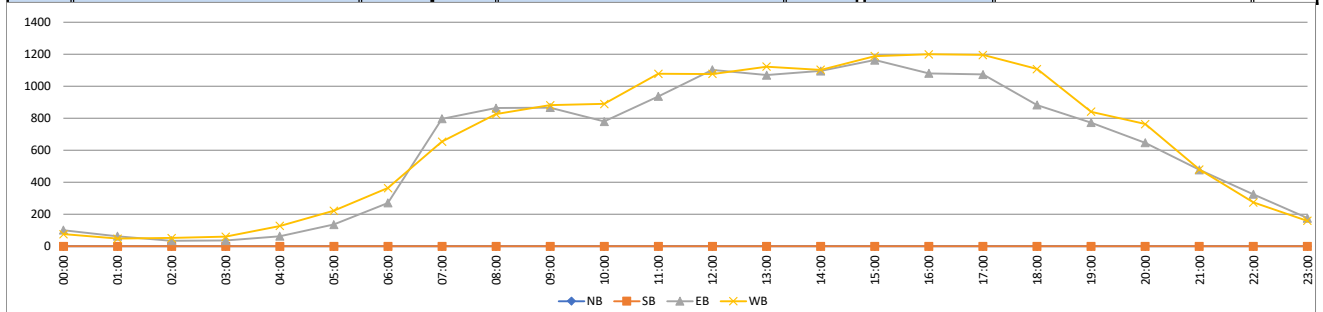
**VOLUME****Mansionette Dr Bet E Yosemite Ave & Mercy Ave**Day: Tuesday  
Date: 4/15/2025City: Merced  
Project #: CA25\_090045\_119

| DAILY TOTALS        |     |     |    |    |       | NB      |     | SB    |    | EB |       | WB                                                                    |       | Total |       | DAILY TOTALS |       |  |  |  |  |
|---------------------|-----|-----|----|----|-------|---------|-----|-------|----|----|-------|-----------------------------------------------------------------------|-------|-------|-------|--------------|-------|--|--|--|--|
|                     |     |     |    |    |       | 979     |     | 1,041 |    | 0  |       | 0                                                                     |       | 2,020 |       |              |       |  |  |  |  |
| 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   | 1   |    |    | 2     | 12:00   | 5   | 13    |    |    | 18    | 00:00                                                                 | 01:00 | 3     | 5     |              | 8     |  |  |  |  |
| 0:15                | 1   | 0   |    |    | 1     | 12:15   | 14  | 17    |    |    | 31    | 01:00                                                                 | 02:00 | 0     | 3     |              | 3     |  |  |  |  |
| 0:30                | 1   | 2   |    |    | 3     | 12:30   | 11  | 12    |    |    | 23    | 02:00                                                                 | 03:00 | 2     | 2     |              | 4     |  |  |  |  |
| 0:45                | 0   | 2   |    |    | 2     | 12:45   | 20  | 11    |    |    | 31    | 03:00                                                                 | 04:00 | 1     | 2     |              | 3     |  |  |  |  |
| 1:00                | 0   | 1   |    |    | 1     | 13:00   | 16  | 14    |    |    | 30    | 04:00                                                                 | 05:00 | 4     | 6     |              | 10    |  |  |  |  |
| 1:15                | 0   | 1   |    |    | 1     | 13:15   | 12  | 14    |    |    | 26    | 05:00                                                                 | 06:00 | 18    | 8     |              | 26    |  |  |  |  |
| 1:30                | 0   | 0   |    |    | 0     | 13:30   | 11  | 16    |    |    | 27    | 06:00                                                                 | 07:00 | 44    | 10    |              | 54    |  |  |  |  |
| 1:45                | 0   | 1   |    |    | 1     | 13:45   | 19  | 15    |    |    | 34    | 07:00                                                                 | 08:00 | 65    | 51    |              | 116   |  |  |  |  |
| 2:00                | 0   | 0   |    |    | 0     | 14:00   | 6   | 18    |    |    | 24    | 08:00                                                                 | 09:00 | 127   | 136   |              | 263   |  |  |  |  |
| 2:15                | 1   | 0   |    |    | 1     | 14:15   | 14  | 17    |    |    | 31    | 09:00                                                                 | 10:00 | 66    | 65    |              | 131   |  |  |  |  |
| 2:30                | 0   | 0   |    |    | 0     | 14:30   | 13  | 24    |    |    | 37    | 10:00                                                                 | 11:00 | 55    | 51    |              | 106   |  |  |  |  |
| 2:45                | 1   | 2   |    |    | 3     | 14:45   | 11  | 18    |    |    | 29    | 11:00                                                                 | 12:00 | 42    | 39    |              | 81    |  |  |  |  |
| 3:00                | 1   | 1   |    |    | 2     | 15:00   | 21  | 12    |    |    | 33    | 12:00                                                                 | 13:00 | 50    | 53    |              | 103   |  |  |  |  |
| 3:15                | 0   | 0   |    |    | 0     | 15:15   | 27  | 30    |    |    | 57    | 13:00                                                                 | 14:00 | 58    | 59    |              | 117   |  |  |  |  |
| 3:30                | 0   | 0   |    |    | 0     | 15:30   | 29  | 87    |    |    | 116   | 14:00                                                                 | 15:00 | 44    | 77    |              | 121   |  |  |  |  |
| 3:45                | 0   | 1   |    |    | 1     | 15:45   | 25  | 17    |    |    | 42    | 15:00                                                                 | 16:00 | 102   | 146   |              | 248   |  |  |  |  |
| 4:00                | 0   | 1   |    |    | 1     | 16:00   | 14  | 21    |    |    | 35    | 16:00                                                                 | 17:00 | 73    | 84    |              | 157   |  |  |  |  |
| 4:15                | 0   | 1   |    |    | 1     | 16:15   | 16  | 21    |    |    | 37    | 17:00                                                                 | 18:00 | 69    | 80    |              | 149   |  |  |  |  |
| 4:30                | 0   | 1   |    |    | 1     | 16:30   | 19  | 20    |    |    | 39    | 18:00                                                                 | 19:00 | 52    | 75    |              | 127   |  |  |  |  |
| 4:45                | 4   | 3   |    |    | 7     | 16:45   | 24  | 22    |    |    | 46    | 19:00                                                                 | 20:00 | 32    | 43    |              | 75    |  |  |  |  |
| 5:00                | 4   | 0   |    |    | 4     | 17:00   | 14  | 19    |    |    | 33    | 20:00                                                                 | 21:00 | 34    | 12    |              | 46    |  |  |  |  |
| 5:15                | 6   | 1   |    |    | 7     | 17:15   | 22  | 22    |    |    | 44    | 21:00                                                                 | 22:00 | 19    | 19    |              | 38    |  |  |  |  |
| 5:30                | 5   | 2   |    |    | 7     | 17:30   | 23  | 20    |    |    | 43    | 22:00                                                                 | 23:00 | 11    | 7     |              | 18    |  |  |  |  |
| 5:45                | 3   | 5   |    |    | 8     | 17:45   | 10  | 19    |    |    | 29    | 23:00                                                                 | 00:00 | 8     | 8     |              | 16    |  |  |  |  |
| 6:00                | 7   | 0   |    |    | 7     | 18:00   | 8   | 29    |    |    | 37    | STATISTICS                                                            |       |       |       |              |       |  |  |  |  |
| 6:15                | 10  | 1   |    |    | 11    | 18:15   | 17  | 13    |    |    | 30    |                                                                       |       |       |       |              |       |  |  |  |  |
| 6:30                | 8   | 5   |    |    | 13    | 18:30   | 12  | 18    |    |    | 30    | Peak Period<br>Volume<br>Peak Hour<br>Peak Volume<br>Peak Hour Factor | 00:00 | to    | 12:00 |              |       |  |  |  |  |
| 6:45                | 19  | 4   |    |    | 23    | 18:45   | 15  | 15    |    |    | 30    |                                                                       | 427   | 378   |       | 805          |       |  |  |  |  |
| 7:00                | 9   | 6   |    |    | 15    | 19:00   | 13  | 10    |    |    | 23    |                                                                       | 8:15  | 8:15  |       | 8:15         |       |  |  |  |  |
| 7:15                | 18  | 7   |    |    | 25    | 19:15   | 4   | 12    |    |    | 16    |                                                                       | 130   | 152   |       | 282          |       |  |  |  |  |
| 7:30                | 11  | 14  |    |    | 25    | 19:30   | 9   | 11    |    |    | 20    | 0.855                                                                 | 0.776 |       | 0.839 |              |       |  |  |  |  |
| 7:45                | 27  | 24  |    |    | 51    | 19:45   | 6   | 10    |    |    | 16    | Peak Period<br>Volume<br>Peak Hour<br>Peak Volume<br>Peak Hour Factor | 12:00 | to    | 00:00 |              |       |  |  |  |  |
| 8:00                | 24  | 23  |    |    | 47    | 20:00   | 11  | 1     |    |    | 12    |                                                                       | 552   | 663   |       | 1215         |       |  |  |  |  |
| 8:15                | 38  | 20  |    |    | 58    | 20:15   | 12  | 5     |    |    | 17    |                                                                       | 15:00 | 15:15 |       | 15:15        |       |  |  |  |  |
| 8:30                | 30  | 44  |    |    | 74    | 20:30   | 5   | 4     |    |    | 9     |                                                                       | 102   | 155   |       | 250          |       |  |  |  |  |
| 8:45                | 35  | 49  |    |    | 84    | 20:45   | 6   | 2     |    |    | 8     | 0.879                                                                 | 0.445 |       | 0.539 |              |       |  |  |  |  |
| 9:00                | 27  | 39  |    |    | 66    | 21:00   | 5   | 6     |    |    | 11    | Peak Period<br>Volume<br>Peak Hour<br>Peak Volume<br>Peak Hour Factor | 07:00 | to    | 09:00 |              |       |  |  |  |  |
| 9:15                | 8   | 14  |    |    | 22    | 21:15   | 7   | 2     |    |    | 9     |                                                                       | 192   | 187   |       | 379          |       |  |  |  |  |
| 9:30                | 17  | 7   |    |    | 24    | 21:30   | 5   | 10    |    |    | 15    |                                                                       | 8:00  | 8:00  |       | 8:00         |       |  |  |  |  |
| 9:45                | 14  | 5   |    |    | 19    | 21:45   | 2   | 1     |    |    | 3     |                                                                       | 127   | 136   |       | 263          |       |  |  |  |  |
| 10:00               | 16  | 10  |    |    | 26    | 22:00   | 4   | 3     |    |    | 7     | 0.836                                                                 | 0.694 |       | 0.783 |              |       |  |  |  |  |
| 10:15               | 17  | 16  |    |    | 33    | 22:15   | 2   | 2     |    |    | 4     | Peak Period<br>Volume<br>Peak Hour<br>Peak Volume<br>Peak Hour Factor | 16:00 | to    | 18:00 |              |       |  |  |  |  |
| 10:30               | 13  | 15  |    |    | 28    | 22:30   | 3   | 0     |    |    | 3     |                                                                       | 142   | 164   |       | 306          |       |  |  |  |  |
| 10:45               | 9   | 10  |    |    | 19    | 22:45   | 2   | 2     |    |    | 4     |                                                                       | 16:45 | 16:00 |       | 16:45        |       |  |  |  |  |
| 11:00               | 13  | 13  |    |    | 26    | 23:00   | 4   | 3     |    |    | 7     |                                                                       | 83    | 84    |       | 166          |       |  |  |  |  |
| 11:15               | 5   | 7   |    |    | 12    | 23:15   | 0   | 1     |    |    | 1     | 0.865                                                                 | 0.955 |       | 0.902 |              |       |  |  |  |  |
| 11:30               | 12  | 7   |    |    | 19    | 23:30   | 3   | 0     |    |    | 3     |                                                                       |       |       |       |              |       |  |  |  |  |
| 11:45               | 12  | 12  |    |    | 24    | 23:45   | 1   | 4     |    |    | 5     |                                                                       |       |       |       |              |       |  |  |  |  |
| TOTALS              | 427 | 378 | 0  | 0  | 805   | TOTALS  | 552 | 663   | 0  | 0  | 1215  |                                                                       |       |       |       |              |       |  |  |  |  |
| SPLIT %             | 53% | 47% | 0% | 0% | 40%   | SPLIT % | 45% | 55%   | 0% | 0% | 60%   |                                                                       |       |       |       |              |       |  |  |  |  |



**VOLUME****W Olive Ave Bet R St & M St/Veterans Blvd**Day: Thursday  
Date: 4/17/2025City: Merced  
Project #: CA25\_090045\_134

| DAILY TOTALS        |    |    |      |      |       | NB      | SB | EB     | WB     | Total  | DAILY TOTALS |                  |       |    |       |       |       |
|---------------------|----|----|------|------|-------|---------|----|--------|--------|--------|--------------|------------------|-------|----|-------|-------|-------|
|                     |    |    |      |      |       | 0       | 0  | 14,820 | 15,793 | 30,613 |              |                  |       |    |       |       |       |
| 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                |    |    | 32   | 22   | 54    | 12:00   |    |        | 256    | 254    | 510          | 00:00 01:00      |       |    | 101   | 76    | 177   |
| 0:15                |    |    | 36   | 22   | 58    | 12:15   |    |        | 260    | 278    | 538          | 01:00 02:00      |       |    | 63    | 48    | 111   |
| 0:30                |    |    | 19   | 20   | 39    | 12:30   |    |        | 294    | 265    | 559          | 02:00 03:00      |       |    | 35    | 52    | 87    |
| 0:45                |    |    | 14   | 12   | 26    | 12:45   |    |        | 293    | 280    | 573          | 03:00 04:00      |       |    | 36    | 60    | 96    |
| 1:00                |    |    | 15   | 7    | 22    | 13:00   |    |        | 269    | 252    | 521          | 04:00 05:00      |       |    | 63    | 127   | 190   |
| 1:15                |    |    | 13   | 15   | 28    | 13:15   |    |        | 273    | 321    | 594          | 05:00 06:00      |       |    | 136   | 222   | 358   |
| 1:30                |    |    | 15   | 12   | 27    | 13:30   |    |        | 250    | 309    | 559          | 06:00 07:00      |       |    | 271   | 364   | 635   |
| 1:45                |    |    | 20   | 14   | 34    | 13:45   |    |        | 278    | 241    | 519          | 07:00 08:00      |       |    | 797   | 654   | 1451  |
| 2:00                |    |    | 9    | 14   | 23    | 14:00   |    |        | 253    | 300    | 553          | 08:00 09:00      |       |    | 864   | 826   | 1690  |
| 2:15                |    |    | 7    | 15   | 22    | 14:15   |    |        | 252    | 273    | 525          | 09:00 10:00      |       |    | 867   | 882   | 1749  |
| 2:30                |    |    | 6    | 8    | 14    | 14:30   |    |        | 280    | 296    | 576          | 10:00 11:00      |       |    | 780   | 890   | 1670  |
| 2:45                |    |    | 13   | 15   | 28    | 14:45   |    |        | 311    | 234    | 545          | 11:00 12:00      |       |    | 937   | 1078  | 2015  |
| 3:00                |    |    | 8    | 12   | 20    | 15:00   |    |        | 288    | 298    | 586          | 12:00 13:00      |       |    | 1103  | 1077  | 2180  |
| 3:15                |    |    | 10   | 12   | 22    | 15:15   |    |        | 260    | 312    | 572          | 13:00 14:00      |       |    | 1070  | 1123  | 2193  |
| 3:30                |    |    | 9    | 20   | 29    | 15:30   |    |        | 299    | 298    | 597          | 14:00 15:00      |       |    | 1096  | 1103  | 2199  |
| 3:45                |    |    | 9    | 16   | 25    | 15:45   |    |        | 317    | 281    | 598          | 15:00 16:00      |       |    | 1164  | 1189  | 2353  |
| 4:00                |    |    | 11   | 17   | 28    | 16:00   |    |        | 275    | 332    | 607          | 16:00 17:00      |       |    | 1081  | 1200  | 2281  |
| 4:15                |    |    | 13   | 27   | 40    | 16:15   |    |        | 297    | 273    | 570          | 17:00 18:00      |       |    | 1074  | 1196  | 2270  |
| 4:30                |    |    | 15   | 38   | 53    | 16:30   |    |        | 244    | 291    | 535          | 18:00 19:00      |       |    | 883   | 1108  | 1991  |
| 4:45                |    |    | 24   | 45   | 69    | 16:45   |    |        | 265    | 304    | 569          | 19:00 20:00      |       |    | 773   | 841   | 1614  |
| 5:00                |    |    | 17   | 37   | 54    | 17:00   |    |        | 284    | 306    | 590          | 20:00 21:00      |       |    | 647   | 764   | 1411  |
| 5:15                |    |    | 23   | 45   | 68    | 17:15   |    |        | 297    | 310    | 607          | 21:00 22:00      |       |    | 478   | 480   | 958   |
| 5:30                |    |    | 40   | 54   | 94    | 17:30   |    |        | 226    | 290    | 516          | 22:00 23:00      |       |    | 325   | 274   | 599   |
| 5:45                |    |    | 56   | 86   | 142   | 17:45   |    |        | 267    | 290    | 557          | 23:00 00:00      |       |    | 176   | 159   | 335   |
| 6:00                |    |    | 52   | 74   | 126   | 18:00   |    |        | 241    | 310    | 551          | STATISTICS       |       |    |       |       |       |
| 6:15                |    |    | 54   | 71   | 125   | 18:15   |    |        | 198    | 303    | 501          |                  | NB    | SB | EB    | WB    | TOTAL |
| 6:30                |    |    | 72   | 93   | 165   | 18:30   |    |        | 228    | 264    | 492          | Peak Period      | 00:00 | to | 12:00 |       |       |
| 6:45                |    |    | 93   | 126  | 219   | 18:45   |    |        | 216    | 231    | 447          | Volume           |       |    | 4950  | 5279  | 10229 |
| 7:00                |    |    | 139  | 106  | 245   | 19:00   |    |        | 196    | 231    | 427          | Peak Hour        |       |    | 7:30  | 11:00 | 11:00 |
| 7:15                |    |    | 138  | 169  | 307   | 19:15   |    |        | 199    | 225    | 424          | Peak Volume      |       |    | 991   | 1078  | 2015  |
| 7:30                |    |    | 226  | 184  | 410   | 19:30   |    |        | 169    | 215    | 384          | Peak Hour Factor |       |    | 0.843 | 0.910 | 0.967 |
| 7:45                |    |    | 294  | 195  | 489   | 19:45   |    |        | 209    | 170    | 379          | Peak Period      | 12:00 | to | 00:00 |       |       |
| 8:00                |    |    | 243  | 200  | 443   | 20:00   |    |        | 201    | 205    | 406          | Volume           |       |    | 9870  | 10514 | 20384 |
| 8:15                |    |    | 228  | 198  | 426   | 20:15   |    |        | 156    | 206    | 362          | Peak Hour        |       |    | 15:30 | 15:15 | 15:15 |
| 8:30                |    |    | 214  | 217  | 431   | 20:30   |    |        | 138    | 198    | 336          | Peak Volume      |       |    | 1188  | 1223  | 2374  |
| 8:45                |    |    | 179  | 211  | 390   | 20:45   |    |        | 152    | 155    | 307          | Peak Hour Factor |       |    | 0.937 | 0.921 | 0.978 |
| 9:00                |    |    | 237  | 209  | 446   | 21:00   |    |        | 126    | 140    | 266          | Peak Period      | 07:00 | to | 09:00 |       |       |
| 9:15                |    |    | 196  | 205  | 401   | 21:15   |    |        | 130    | 130    | 260          | Volume           |       |    | 1661  | 1480  | 3141  |
| 9:30                |    |    | 202  | 221  | 423   | 21:30   |    |        | 116    | 115    | 231          | Peak Hour        |       |    | 7:30  | 8:00  | 7:45  |
| 9:45                |    |    | 232  | 247  | 479   | 21:45   |    |        | 106    | 95     | 201          | Peak Volume      |       |    | 991   | 826   | 1789  |
| 10:00               |    |    | 185  | 206  | 391   | 22:00   |    |        | 99     | 75     | 174          | Peak Hour Factor |       |    | 0.843 | 0.952 | 0.915 |
| 10:15               |    |    | 201  | 220  | 421   | 22:15   |    |        | 83     | 83     | 166          | Peak Period      | 16:00 | to | 18:00 |       |       |
| 10:30               |    |    | 191  | 237  | 428   | 22:30   |    |        | 73     | 77     | 150          | Volume           |       |    | 2155  | 2396  | 4551  |
| 10:45               |    |    | 203  | 227  | 430   | 22:45   |    |        | 70     | 39     | 109          | Peak Hour        |       |    | 16:15 | 16:30 | 16:30 |
| 11:00               |    |    | 225  | 296  | 521   | 23:00   |    |        | 70     | 58     | 128          | Peak Volume      |       |    | 1090  | 1211  | 2301  |
| 11:15               |    |    | 248  | 263  | 511   | 23:15   |    |        | 35     | 29     | 64           | Peak Hour Factor |       |    | 0.918 | 0.977 | 0.948 |
| 11:30               |    |    | 224  | 249  | 473   | 23:30   |    |        | 45     | 51     | 96           |                  |       |    |       |       |       |
| 11:45               |    |    | 240  | 270  | 510   | 23:45   |    |        | 26     | 21     | 47           |                  |       |    |       |       |       |
| TOTALS              | 0  | 0  | 4950 | 5279 | 10229 | TOTALS  | 0  | 0      | 9870   | 10514  | 20384        |                  |       |    |       |       |       |
| SPLIT %             | 0% | 0% | 48%  | 52%  | 33%   | SPLIT % | 0% | 0%     | 48%    | 52%    | 67%          |                  |       |    |       |       |       |



## Appendix C: Collision Data

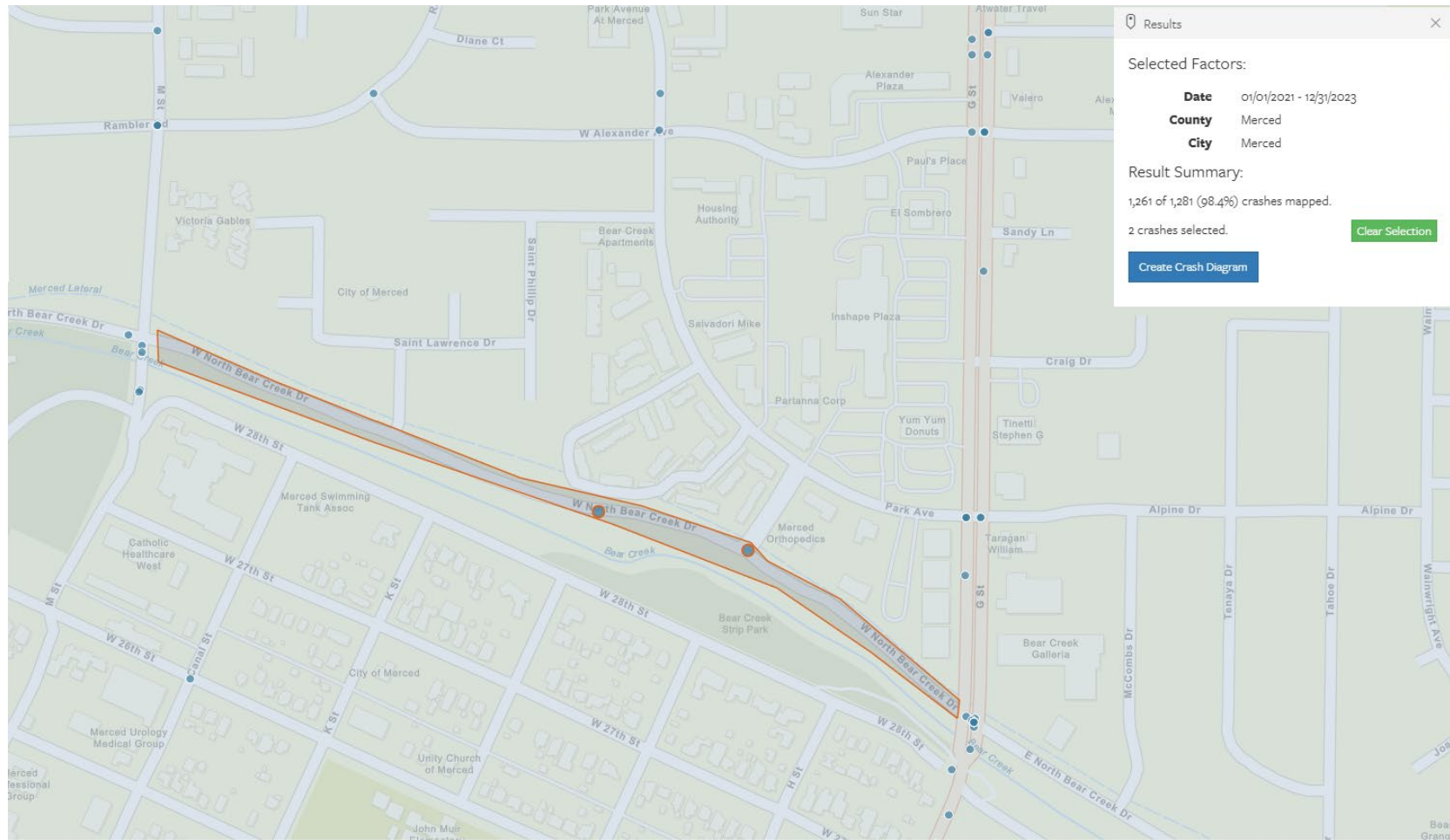


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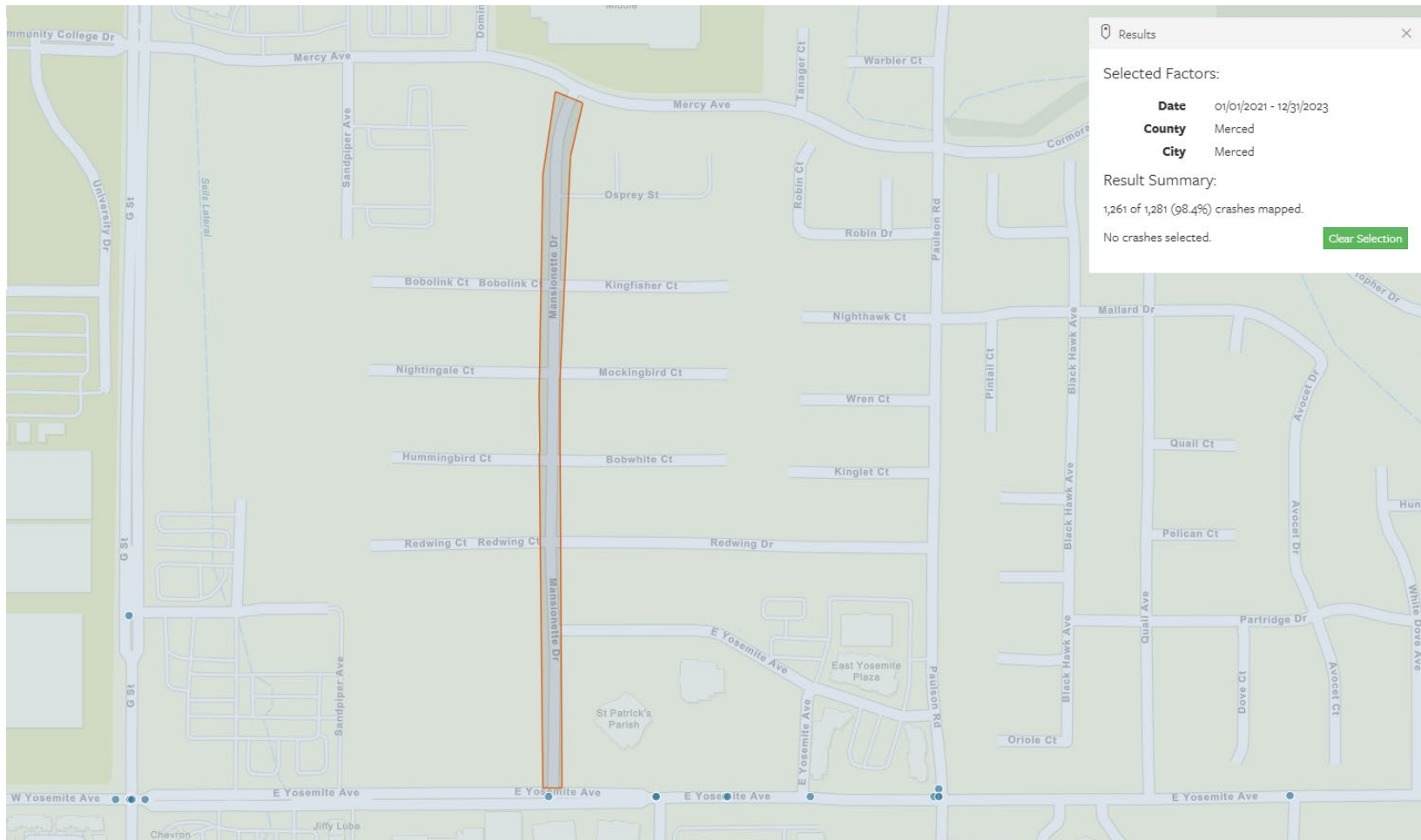
516 W. Shaw Ave., Ste. 103  
Fresno, CA 93704  
(559) 570-8991

*A p p | C*

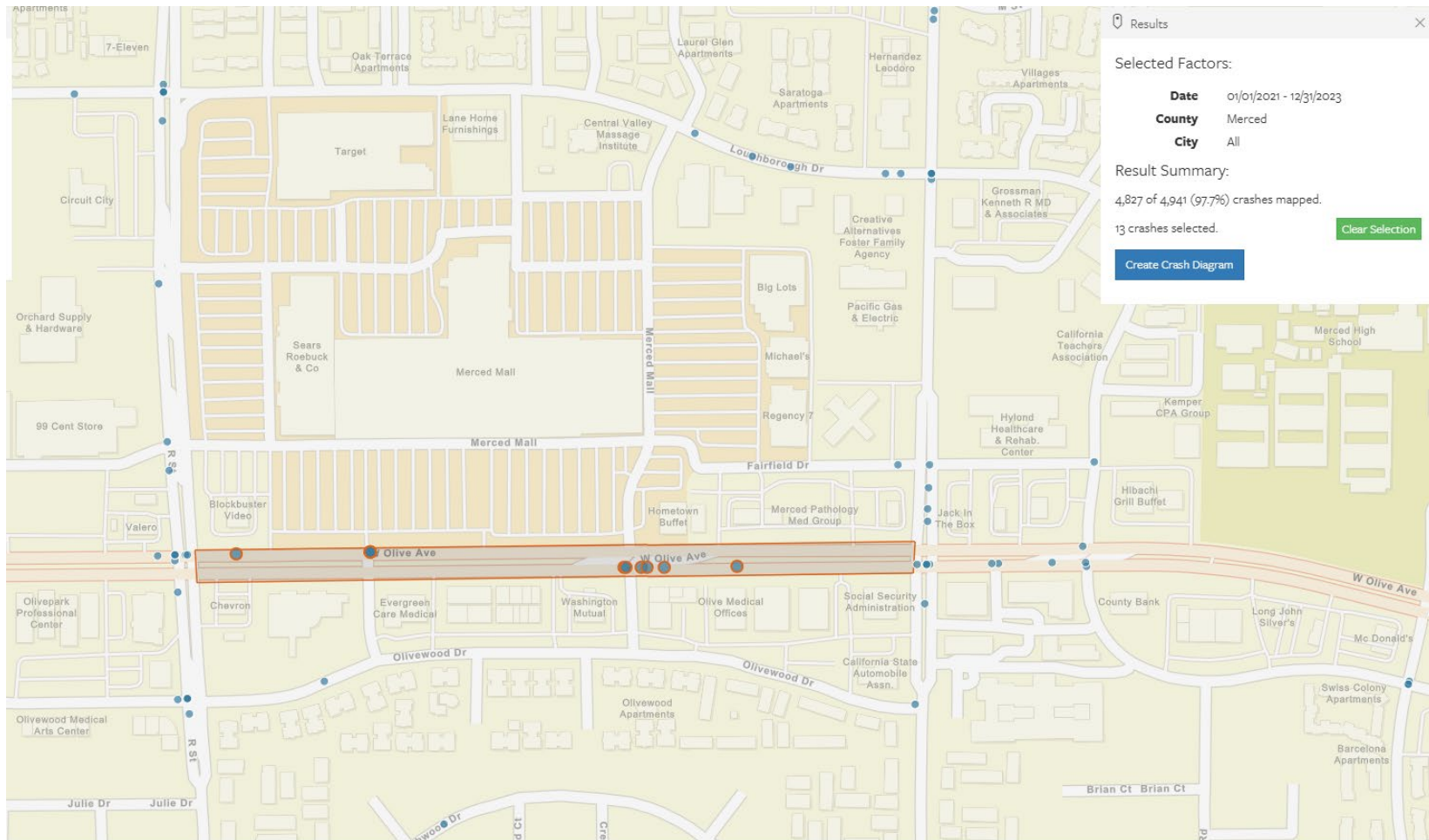
## Bear Creek Drive North - M Street to G Street



## Mansionette Drive - Yosemite Avenue to Mercy Avenue



## Olive Avenue - R Street to M Street



## Appendix D: Recommended Speed Limits



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*A p p | D*

| Street Name         | Direction | Limits          |              | # of Lanes | Determination of the Recommended Speed Limit |                                  |                |                                  |                |             |                |           |          |          |                       |             |                         | Basis for Reduction                                                                     |
|---------------------|-----------|-----------------|--------------|------------|----------------------------------------------|----------------------------------|----------------|----------------------------------|----------------|-------------|----------------|-----------|----------|----------|-----------------------|-------------|-------------------------|-----------------------------------------------------------------------------------------|
|                     |           |                 |              |            | Average Daily Traffic                        | Number of Collisions (2021-2023) | Collision Rate | Statewide Average Collision Rate | Length (Miles) | 10 MPH Pace | Number in Pace | % in Pace | 50% Pace | 85% Pace | Existing Posted Speed | Rounded 85% | Recommended Speed Limit |                                                                                         |
| N. Bear Creek Drive | EB/WB     | M Street        | G Street     | 2          | 6,864                                        | 2                                | 0.48           | 1.68                             | 0.56           | 32-41       | 86             | 79        | 37       | 41       | 35                    | 40          | 35                      | Case 1, roadway conditions unapparent to the driver and safety of unhoused pedestrians. |
| Mansionette Drive   | NB/SB     | Yosemite Avenue | Mercy Avenue | 2          | 2,020                                        | 0                                | 0.00           | 1.68                             | 0.44           | 29-38       | 78             | 89        | 33       | 37       | 35                    | 35          | 35                      |                                                                                         |
| Olive Avenue        | EB/WB     | R Street        | M Street     | 7          | 30,613                                       | 13                               | 0.84           | 1.23                             | 0.46           | 41-50       | 103            | 89        | 45       | 49       | 45                    | 50          | 45                      | Case 2.                                                                                 |