

El Paso County, Colorado
June 2024



Traffic Study

Vollmer Rd & Burgess Rd



WILSON
& COMPANY

VOLLMER ROAD & BURGESS ROAD TRAFFIC STUDY

Submitted by:

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INTRODUCTION

1 – INTRODUCTION

Note: The intersection of Vollmer Rd/Burgess Rd was a two-way stop-controlled intersection at the initiation of this study. In late April 2024, the intersection traffic control was modified by El Paso County to an all-way stop in accordance with the recommendation contained within the draft version of this report. However, this final version of the report has been left unchanged from the draft version.

1.1 Background

The Vollmer Rd/Burgess Rd intersection is located within the rural community of Black Forest in El Paso County, Colorado. This study of the intersection was initiated by El Paso County to evaluate options to improve the overall safety and operations of the intersection. The location of the intersection is shown in **Figure 1**.

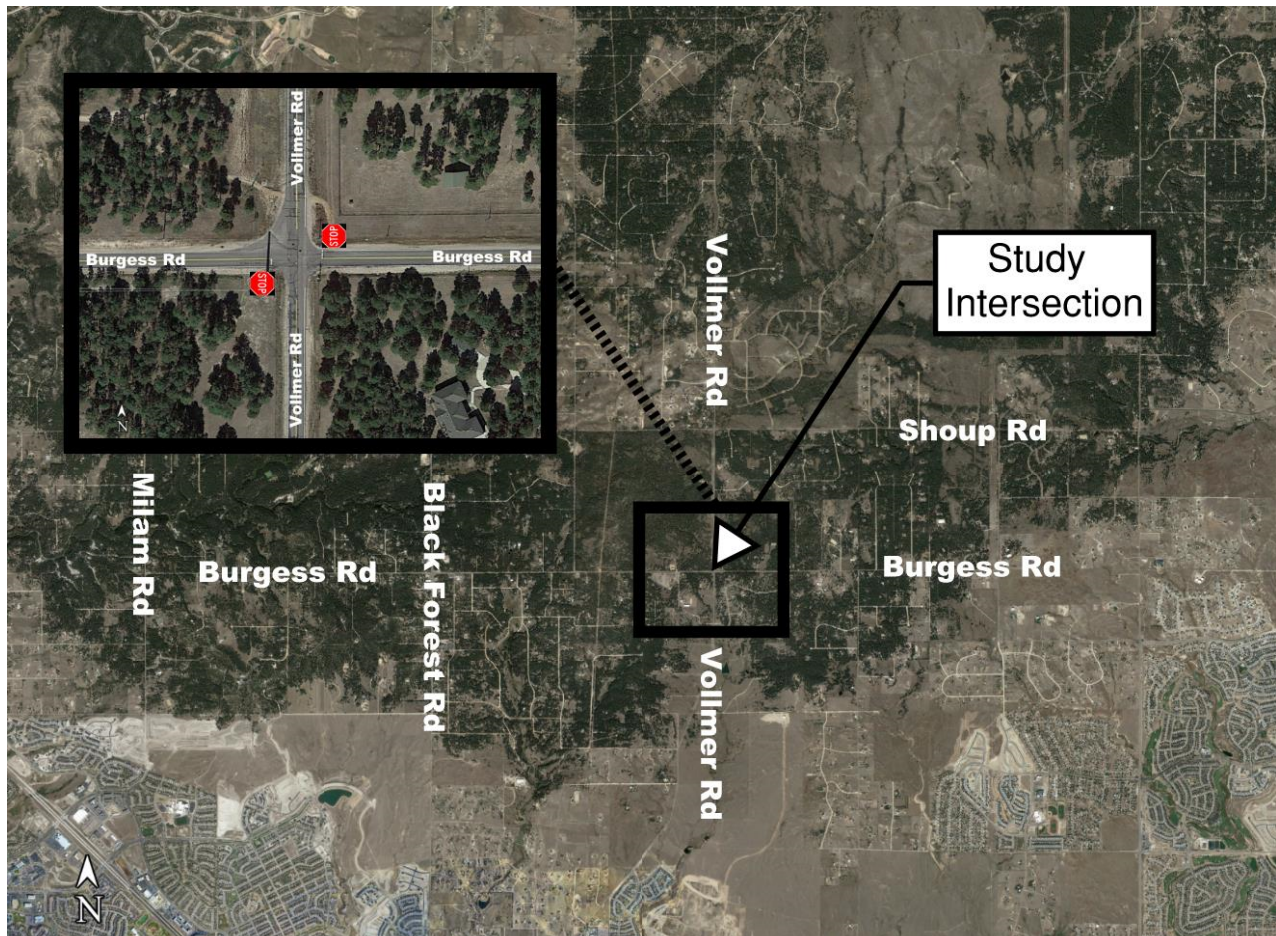


Figure 1: Vollmer Rd/Burgess Rd Location Map

1.2 Purpose and Objectives

The purpose of this study is to develop intersection improvement options that will enhance safety, while also accommodating future traffic growth. A traffic operations analysis of existing and forecasted future conditions, a signal warrant analysis, an all-way stop control warrant analysis, and an evaluation of the intersection's safety performance were conducted as part of this study. The results of the analysis were used to develop recommendations to improve the intersection, including changes to the existing traffic control and enhancing multi-modal accommodations.

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1.3 Intersection Analysis Methodology

This study analyzed traffic operations at the intersection of Vollmer Rd/Burgess Rd using both signalized and unsignalized intersection level of service methodology. In addition, traffic signal warrants and all-way stop-control warrants were evaluated for the intersection.

1.3.1 Traffic Operations

The traffic operations analysis addressed signalized and unsignalized intersection operations using the procedures and methodologies contained in the Transportation Research Board's *Highway Capacity Manual 7th Edition* (HCM7) for weekday AM and PM peak hour traffic operations. Study intersection operations were evaluated using level of service (LOS) calculations as analyzed in the Synchro software, version 12.

To measure and describe the operational status of the local roadway network and corresponding intersections, transportation engineers and planners commonly use the LOS grading system. LOS is a description of an intersection's operation, ranging from a LOS A (indicating free-flow traffic conditions with little or no delay) to a LOS F (representing oversaturated conditions where traffic flows exceed design capacity, resulting in long vehicle queues and delays).

Signalized Intersections

At signalized intersections, the operational analysis uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the intersection's volume-to-capacity (v/c) ratio. For signalized intersections, the HCM defines the LOS as the average delay per vehicle for the overall intersection. **Table 1** summarizes the relationship between delay and LOS for signalized intersections.

Table 1: LOS Criteria for Signalized Intersections		
Level of Service	Interpretation	Control Delay (seconds/vehicle)
A	Progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may contribute to low delay.	≤10
B	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A.	>10–20
C	Fair progression, longer cycle lengths, or both. The number of vehicles stopping is significant, though many still pass through without stopping.	>20–35
D	Longer delays result from some combination of unfavorable progression, long cycle lengths, and high v/c ratios. Many vehicles stop.	>35–55
E	High delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.	>55–80
F	This level often occurs with oversaturation when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may be major contributing factors to such delays.	>80

Source: Highway Capacity Manual, Transportation Research Board

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Unsignalized Intersections

For unsignalized intersections, operations are defined by the average control delay per vehicle (measured in seconds) for each stop-controlled movement, and operations for a roundabout are defined by the average control delay per vehicle for each approach leg. **Table 2** summarizes the relationship between delay and LOS for unsignalized intersections.

Table 2: LOS Criteria for Unsignalized Intersections		
Level of Service	Interpretation	Control Delay (seconds/vehicle)
A	Little or no delay	0–10
B	Short traffic delays	>10–15
C	Average traffic delays	>15–25
D	Long traffic delays	>25–35
E	Very long traffic delays	>35–50
F	When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing that may cause severe congestion that affects other traffic movements in the intersection. This condition usually warrants improving the intersection.	>50

Note: For two-way stop-controlled intersections, level of service is determined by the control delay for each minor movement, LOS is not defined for the intersection as a whole. For roundabouts, level of service is determined by the control delay for each approach leg.

Source: Highway Capacity Manual, Transportation Research Board

1.3.2 Traffic Signal and All-Way Stop Warrants

Traffic signal warrants analysis and all-way stop warrants analysis based on guidelines contained within the Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices 11th Edition* (MUTCD, 2023) were conducted for the Vollmer Rd/Burgess Rd intersection.

2 – EXISTING CONDITIONS

2.1 Roadway Classification

Vollmer Road

Vollmer Rd is a north/south two-lane Rural Minor Arterial that extends north from Black Forest Rd just north of its intersection with Woodmen Rd, continues for a length of 9.5 miles, cuts through Black Forest, and terminates at Hodgen Rd. At its intersection with Burgess Rd, it is uncontrolled, has no turn lanes, and has a posted speed limit of 45 mph. Vollmer Rd runs through primarily rural territory.

Burgess Road

Burgess Rd is an east/west two-lane Rural Minor Arterial that extends east from Milam Rd and continues for a length of six miles where it terminates at Goodson Rd. At its intersection with Vollmer Rd, it is stop sign-controlled, has no turn lanes, and has a posted speed limit of 45 mph.

2.2 Area Land Uses

The area surrounding the intersection is generally large, rural residential lots. The School in the Woods elementary school is located along Vollmer Rd, just over half a mile north of the study intersection. The Black Forest Section 16 Open Space and Trail are located in the northwest corner of Vollmer Rd / Burgess Rd. The trailhead parking lot is located a quarter-mile west of the intersection, although the trail does not directly connect to the intersection currently. The Sand Creek Trail is planned to be extended north and connect to the Black Forest Section 16 Trail at the Vollmer Rd/Burgess Rd intersection.

2.3 Traffic Volumes

Traffic count data, including pedestrian and bicycle counts, was collected over three weekdays in January 2024 (Tue 1/23, Wed 1/24, and Thu 1/25). The collected data included intersection turning-movement counts from 6:30 AM–6:30 PM and daily traffic counts on all four legs, which provided volume, classification, and speed information. The traffic analysis conducted as part of this study is based on the turning-movement counts collected on Wednesday, 1/24/24, since that day exhibited the highest traffic volumes out of the three days of counts. The AM peak hour of the intersection was 7:00-8:00 AM and the PM peak hour was 3:30-4:30 PM. The AM peak for the intersection occurred prior to the AM peak for The School in the Woods (school begins at 8:35 AM) and the PM peak for the intersection occurred during the PM peak for The School in the Woods (school ends at 3:40 PM).

The seasonal variations in traffic volumes at the intersection were analyzed using Streetlight Data. Streetlight Data is a mobility analytics platform that takes data from mobile devices. Streetlight Data was used to generate average daily traffic (ADT) data for each month of 2023. It was found that the average 2023 entering volumes for the intersection were higher than the January volumes by 12% in the AM peak hour and 13% in the PM peak hour. In order to conduct an analysis using traffic volumes representative of what would be experienced at the intersection during an average day, the turning movement counts collected in January 2024 were increased by 12% and 13% for the AM and PM traffic analyses respectively, and by 12.5% for the daily traffic volumes. These seasonally adjusted volumes are referred to as the existing volumes in this traffic study. The existing turning movement counts and ADT data with the seasonal adjustment factors applied are shown in **Figure 2**, while the raw traffic count data is included in **Appendix A**.

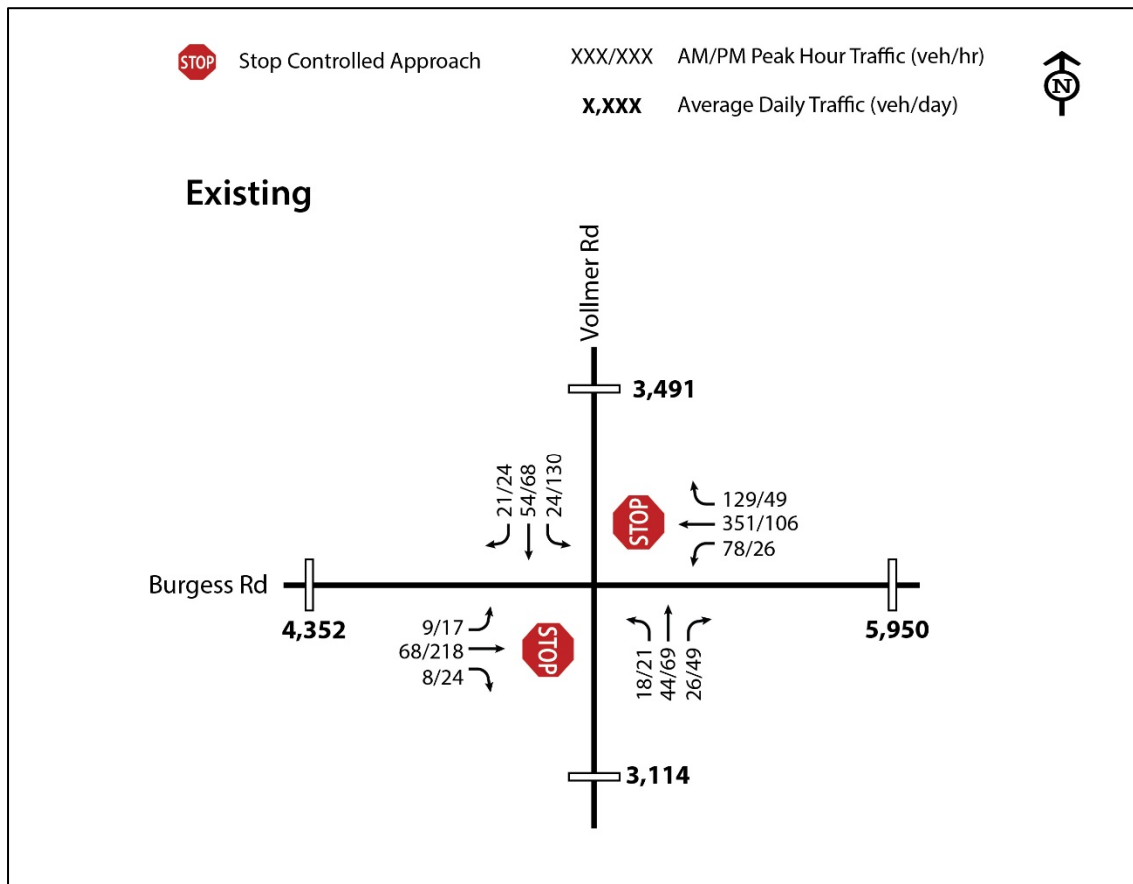


Figure 2: Existing Traffic Volumes and Traffic Control

2.4 Traffic Classification

Heavy vehicle volumes were collected with the turning movement counts (**Appendix A**). On Wednesday, 1/24/24, the AM peak hour heavy vehicle percentage was 1.1% for the north leg, 9.0% for the south leg, 1.2% for the east leg, and 3.9% for the west leg. The PM peak hour heavy vehicle percentage was 7.1% for the north leg, 4.1% for the south leg, 3.8% for the east leg, and 0.4% for the west leg. These heavy vehicle percentages were incorporated into the traffic analysis.

2.5 Vehicle Speeds

Vehicle speeds were also collected with the ADT counts. **Table 3** summarizes the recorded speed data for each approach leg over the three-day period between 1/23/24-1/25/24. As can be seen in the table, the 85th percentile travel speeds for the eastbound and westbound approaches are close to the posted speed limit, while that of the northbound approach was measured at 7.2 mph over the speed limit and that of the southbound approach was measured at 10.7 mph over the speed limit.

Table 3: 2024 Existing Speed Data				
Approach	Posted Speed Limit	Speed Data (mph)		
		50 th Percentile	85 th Percentile	95 th Percentile
Northbound	45	44.4	52.2	56.6
Southbound	45	50.4	55.7	59.4
Eastbound	45	39.8	44.6	47.8
Westbound	45	39.9	45.2	48.4

2.6 Traffic Operations

The LOS and delay measures shown in **Table 4** are for the seasonally adjusted existing traffic volumes, traffic control, and roadway geometry. The heavy vehicle percentages and peak-hour factors were taken from the turning-movement counts. The eastbound approach operates at LOS B in the AM peak hour and LOS D in the PM peak hour, while the westbound approach operates at LOS E in the AM peak hour and LOS D in the PM peak hour. Notably, the volume to capacity (v/c) ratio for the westbound approach in the AM is 0.91, indicating that the movement is approaching capacity. The 95% queue length was reported to be 11.5 vehicles (288') in length. The Synchro LOS outputs are included in **Appendix B**.

Table 4: 2024 Existing Conditions Traffic Operations Summary		
Movement	LOS/Delay [in seconds/vehicle] (Critical Movement)	
	AM Peak Hour	PM Peak Hour
Northbound Left	a / 7.4	a / 7.4
Southbound Left	a / 7.4	a / 7.7
Eastbound Left/Thru/Right	b / 14.8	d / 33.1
Westbound Left/Thru/Right	e / 40.5	d / 28.7

2.7 Intersection Safety Assessment

The crash history for the intersection of Vollmer Rd/Burgess Rd was obtained to evaluate its safety performance as compared to other intersections of similar characteristics within Colorado and identify any correctable crash patterns. In addition, the expected safety benefits of several intersection alternatives and the cost/benefit ratios for those alternatives were assessed. The safety analysis was conducted in accordance with procedures outlined in the Highway Safety Manual (HSM), 1st Edition.

2.7.1 Crash History

The most-recent five-year period of available crash data was obtained for the safety analysis, consisting of the period of January 1, 2018 through December 31, 2022. Within the five-year time period, 23 crashes were reported at the intersection of Vollmer Rd/Burgess Rd. Of these 23 crashes, there were 8 crashes that resulted in property damage only (PDO), 14 crashes that resulted in injury, and 1 crash that resulted in a fatality. Notably, 17 of the 23 crashes were broadside crashes. **Table 5** shows a summary of the crashes by year and severity and **Figure 3** shows a summary of the crash types.

Year	PDO	Injury	Fatal	Total
2018	0	5	0	5
2019	2	3	0	5
2020	0	2	0	2
2021	1	2	1	4
2022	5	2	0	7
Total	8	14	1	23

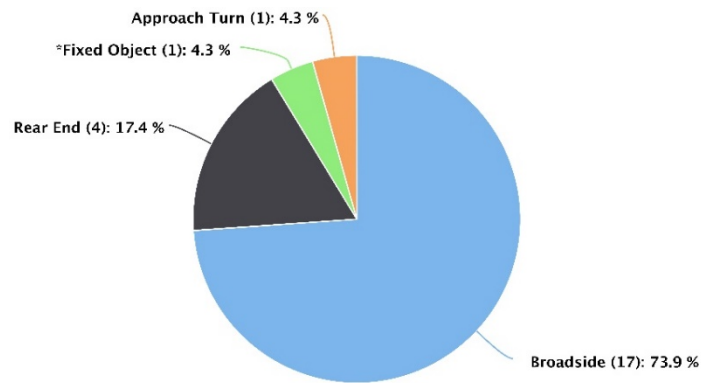


Figure 3: Crash Types

Table 6 shows a summary of the predominant crash type at the intersection (broadside crashes) by vehicle direction,

Vehicle #1 Direction	Vehicle #2 Direction	Crashes
Westbound	Northbound	5
	Southbound	7
Eastbound	Northbound	3
	Southbound	2

The fatal crash occurred on Thursday, July 29, 2021 at 1:08 p.m. in dry conditions and was caused by a westbound driver who failed to stop at the stop sign and collided with a southbound vehicle.

2.7.2 Level of Service of Safety

Intersection safety was evaluated by means of the Safety Performance Function (SPF). The SPF models provide an estimate of the normal crash frequency and severity for a range of average annual daily traffic (AADT) at similar intersections (e.g. traffic control, number of lanes, rural vs. urban). The analysis assesses the magnitude of the safety performance at an intersection in reference to its expected frequency and severity of crashes as predicted by its SPF. It corrects for Regression to the Mean (RTM) using the Empirical Bayes method and uses the Level of Service of Safety (LOSS) concept to quantitatively assess and qualitatively describe the safety performance of the selected intersection. Intersections are categorized into one of four LOSS levels, as defined below:

- LOSS I - Low potential for crash reduction
- LOSS II - Low to moderate potential for crash reduction
- LOSS III - Moderate to high potential for crash reduction
- LOSS IV - High potential for crash reduction

The LOSS categories are determined by using a cumulative probability threshold of 20% denoting the boundary between LOSS I and LOSS II, and 80% denoting the boundary between LOSS III and LOSS IV. Two different SPF are used to evaluate an intersection's safety performance. There is an SPF based on the total number of crashes and another SPF based on crashes involving an injury or fatality. Together, these SPFs are used to assess the magnitude of the safety problem from the frequency and severity standpoint when compared to other intersections of similar characteristics within Colorado. **Figure 4** shows the total LOSS for the intersection and **Figure 5** shows the severity LOSS (injury and fatal crashes) for the intersection. Burgess Rd was modeled as the minor road even though it carries more traffic than Vollmer Rd, as it is the stop-controlled road. For purposes of the safety analysis of a two-way stop-control (TWSC) intersection, the minor road is that which is controlled by a stop sign. This distinction will be discussed in more detail in the signal warrant analysis section of the report. A LOSS analysis was run with Burgess Rd as the major road to determine whether the designation of major vs. minor road would change the results, and it was found that the results were similar.

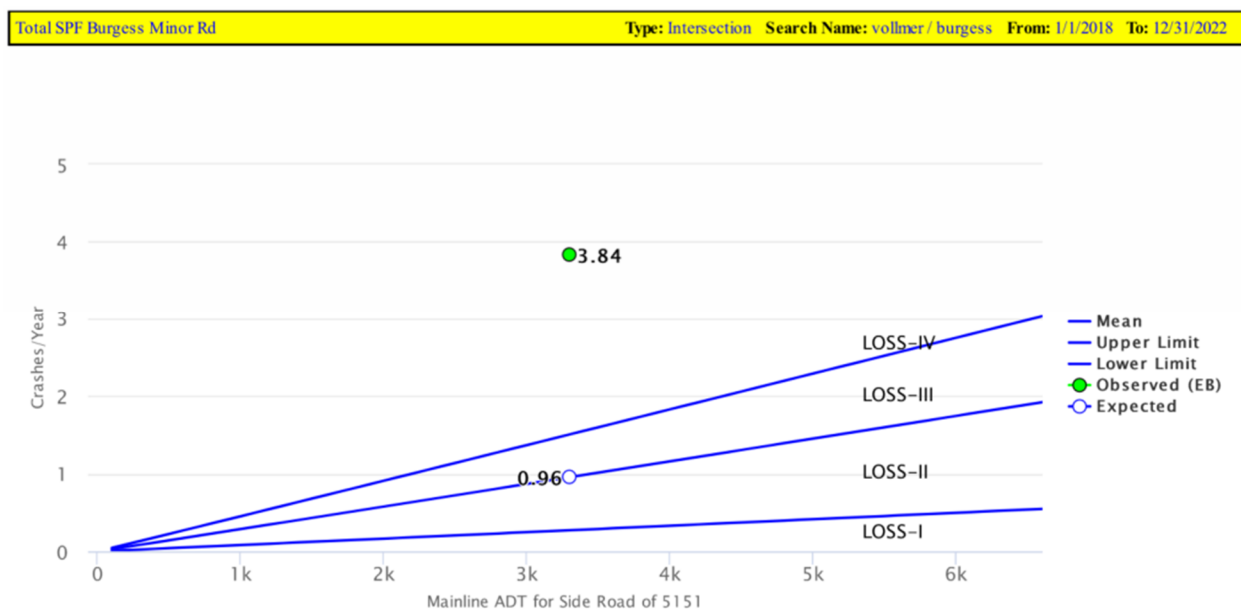


Figure 4: Total Intersection LOSS

Severity LOS Burgess Minor Rd	Type: Intersection	Search Name: vollmer / burgess	From: 1/1/2018	To: 12/31/2022
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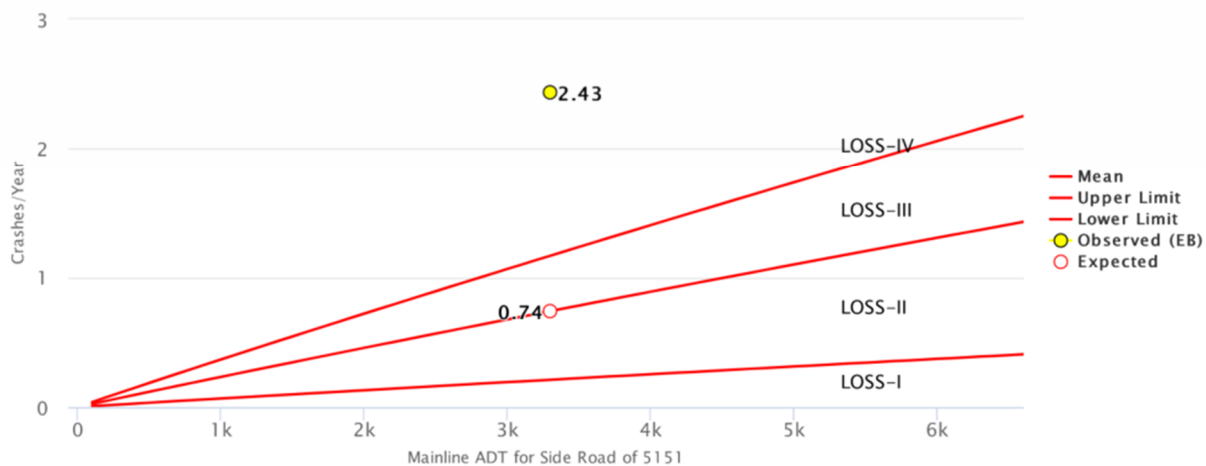


Figure 5: Severity Intersection LOSS

As can be seen in **Figure 4** and **Figure 5**, the intersection of Vollmer Rd/Burgess Rd operates at LOSS IV for both total and severe crashes, which indicates an elevated crash rate when compared to similar intersections and suggests that there is a high potential for crash reduction.

2.7.3 Crash Pattern Diagnostics

The intersection of Vollmer Rd/Burgess Rd was evaluated for the presence of patterns related to crash type, severity, direction of travel, road conditions, time of day, and behavioral attributes. The evaluation uses normative percentages based on intersections of similar characteristics to determine whether a crash pattern exists. A crash pattern is identified if there is greater than 95% confidence.

A broadside crash pattern was identified at Vollmer Rd/Burgess Rd intersection with a probability of 100% and a dark-un-lighted crash pattern was identified with a probability of 99.69%. The full pattern recognition report is included in **Appendix C**. Of the 17 total broadside crashes, 12 were caused by westbound traveling vehicles, including the fatal crash. Failure to yield to the north/south directions of travel was a common cause among the broadside crashes.

Seven of the crashes at Vollmer Rd/Burgess Rd took place in dark-un-lighted conditions. There is no overhead lighting at the intersection or flashing lights/reflectors on the stop-signs, although there is an overhead flashing beacon. As this is in a remote location with no lighting and drivers will likely be approaching the intersection at high speeds, overhead lighting could help to reduce the number of nighttime crashes. It may be beneficial in mitigating the dark un-lighted crash pattern to install overhead lighting at this intersection.

3 – EVALUATION OF MINOR ROAD DESIGNATION

Notably, the eastbound and westbound approaches at the intersection are stop-controlled while the Vollmer Rd approaches are uncontrolled, despite Burgess Rd having higher traffic volumes than Vollmer Rd, especially in the westbound direction during the AM peak. MUTCD Section 2B.07 details the criteria recommended for determining the minor road (stop-controlled) for unsignalized intersections. The MUTCD recommends determining which approaches are to be stop-controlled based on the following criteria:

- A. A roadway intersecting a designated through or numbered highway,*
- B. A roadway with the lower functional classification,*
- C. A roadway with the lower traffic volume,*
- D. A roadway with the lower speed limit, and/or*
- E. A roadway that intersects with a roadway that has a higher priority for one or more modes of travel.*

Since neither Vollmer Rd nor Burgess Rd are designated through or numbered highways and they have the same functional classification, speed limit, and priority for all modes of travel, only Criteria C would apply in this case. Because Burgess Rd carries more traffic than Vollmer Rd, the guidance would be for the stop-sign control to be applied to Vollmer Rd instead of Burgess Rd as it is in the existing condition. Therefore, this study also analyzes a scenario in which Vollmer Rd is the stop-controlled road to determine whether operations could potentially be improved through a TWSC reversal.

4 – SIGNAL WARRANT ANALYSIS

The intersection of Vollmer Rd/Burgess Rd was evaluated to determine if any signal warrants are currently met at the intersection. The intersection is reported to operate at a LOS E during the AM peak hour and at a LOS D during the PM peak hour under existing traffic conditions (see **Table 4**).

The MUTCD has nine traffic signal warrants that can be used to justify the need for signalization of an intersection. Of these nine signal warrants, five are applicable to the Vollmer Rd / Burgess Rd intersection. Warrants 1, 2, 4, 5 and 7 are discussed in the following sections. A summary of all nine signal warrants is presented in **Table 7**.

Warrant #	Type	Applicable?	Explanation
1	Eight-Hour Vehicular Volume	YES	---
2	Four-Hour Vehicular Volume	YES	---
3	Peak Hour	NO	Reserved for unusual cases, such as facilities that discharge many vehicles in a short time.
4	Pedestrian Volume	YES	---
5	School Crossing	YES	---
6	Coordinated Signal System	NO	Intersection is not within a signalized corridor.
7	Crash Experience	YES	---
8	Roadway Network	NO	Evaluation may be justified if no other warrants are satisfied.
9	Grade Crossing	NO	Intersection is not near a railroad crossing.

The intersection of Vollmer Rd/Burgess Rd is unusual in that Burgess Rd has significantly higher peak hour volumes than Vollmer Rd but is also the stop-controlled road. The definition section of the MUTCD states that the major road is the one normally carrying the higher volume of traffic. As discussed in Section 3 of this report, there is some question as to whether Vollmer Rd should be the stop-controlled minor road. To conduct a more thorough signal warrant evaluation, Warrants #1 & #2 were analyzed with both Vollmer Rd and Burgess Rd as the major streets to determine whether the major street designation would have an impact on the results of the warrant analysis. The major road vs minor road designation has little to no impact on the other applicable warrants.

Consideration of Minor-Street Right-Turn Traffic

Regarding traffic signal warrant studies, the MUTCD states, “The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgement should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count when evaluating the count against the signal warrants” and “right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict”

In this study, the right turning vehicles have been included in the minor-street counts, since there are no turn lanes at the intersection and the stop-controlled approaches are not flared enough to allow a right turning vehicle to bypass a thru/left turning vehicle stopped in front of it.

4.1 Warrant 1: Eight-Hour Vehicular Volume

Warrant 1 is assessed by comparing the highest eight hours of major street and minor traffic volumes with the benchmark volumes provided in Table 4C-1 of the MUTCD. The traffic volumes in the 70 percent columns of Table 4C-1 may be used if the posted speed limit on the major street exceeds 40 mph. All four intersection approaches have posted speed limits of 45 mph, so the volumes in the 70 percent columns were used as the benchmarks. Vollmer Rd and Burgess Rd have one lane approaches. Table 4C-1 provides the volume criteria for Condition A and Condition B, each of which has a different volume threshold. If the existing intersection volumes meet either condition for a given hour, that hour is considered met. If eight hours are met, Warrant 1 is satisfied.

Per Table 4C-1 of the MUTCD, the total of both approaches of a major street should be 350 vehicles per hour (vph) or greater and the higher of the two approaches of the minor street should be 105 vph or greater to meet Condition A. Likewise, the total of both approaches of a major street should be 525 vph or greater and the higher of the two approaches of the minor street should be 53 vph or greater to meet Condition B.

Table 8 analyzes Warrant 1 with Burgess Rd as the minor road and **Table 9** analyzes Warrant 1 with Burgess Rd as the major road using the 12 hours of collected traffic volumes. The table also notes whether Condition A or Condition B of Warrant 1 is satisfied for each hour. When Burgess Rd is analyzed as the minor road, Warrant 1 is met for one hour. When Burgess Rd is analyzed as the major road, Warrant 1 is met for five hours. Since the required eight hours are not met, **Warrant 1 is not met** at Vollmer Rd/Burgess Rd.

Time	Vollmer Rd	Burgess Rd	Condition A Met?		Condition B Met?		Condition A and/or B Met?
	Major St	Minor St	Major St	Minor St	Major St	Minor St	
6:30-7:30 AM	144	428	NO	YES	NO	YES	NO
7:30-8:30 AM	236	456	NO	YES	NO	YES	NO
8:30-9:30 AM	277	240	NO	YES	NO	YES	NO
9:30-10:30 AM	197	150	NO	YES	NO	YES	NO
10:30-11:30 AM	209	176	NO	YES	NO	YES	NO
11:30-12:30 PM	228	163	NO	YES	NO	YES	NO
12:30-1:30 PM	249	144	NO	YES	NO	YES	NO
1:30-2:30 PM	212	164	NO	YES	NO	YES	NO
2:30-3:30 PM	282	191	NO	YES	NO	YES	NO
3:30-4:30 PM	360	259	YES	YES	NO	YES	YES
4:30-5:30 PM	340	259	NO	YES	NO	YES	NO
5:30-6:30 PM	261	199	NO	YES	NO	YES	NO

Table 9: Traffic Signal Warrant 1 – Vollmer Rd/Burgess Rd (Burgess Major Road)							
Time	Burgess Rd	Vollmer Rd	Condition A Met?		Condition B Met?		Condition A and/or B Met?
	Major St	Minor St	Major St	Minor St	Major St	Minor St	
6:30-7:30 AM	478	80	YES	NO	NO	YES	NO
7:30-8:30 AM	558	130	YES	YES	YES	YES	YES
8:30-9:30 AM	349	158	NO	YES	NO	YES	NO
9:30-10:30 AM	241	100	NO	NO	NO	YES	NO
10:30-11:30 AM	261	105	NO	YES	NO	YES	NO
11:30-12:30 PM	255	115	NO	YES	NO	YES	NO
12:30-1:30 PM	266	127	NO	YES	NO	YES	NO
1:30-2:30 PM	297	116	NO	YES	NO	YES	NO
2:30-3:30 PM	383	150	YES	YES	NO	YES	YES
3:30-4:30 PM	440	221	YES	YES	NO	YES	YES
4:30-5:30 PM	449	193	YES	YES	NO	YES	YES
5:30-6:30 PM	379	142	YES	YES	NO	YES	YES

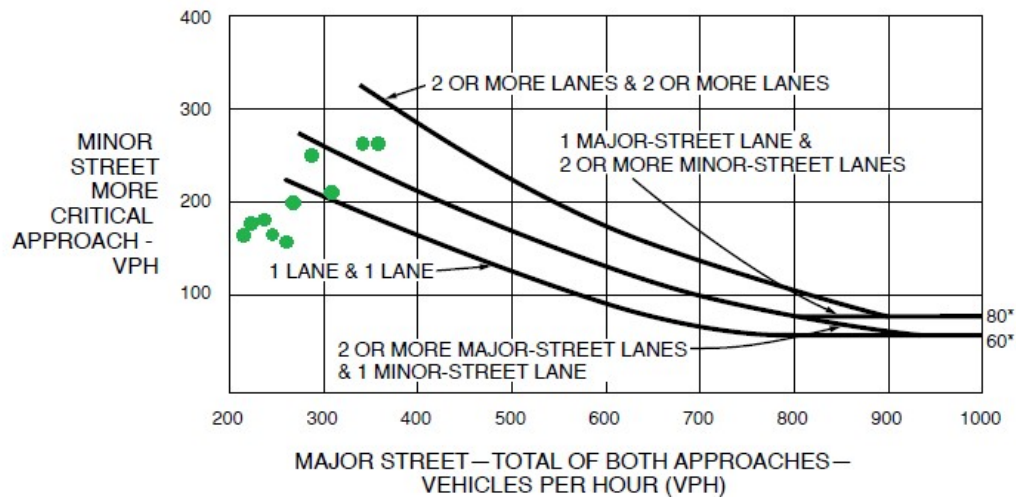
4.2 Warrant 2: Four-Hour Vehicular Volume

Warrant 2 is assessed by plotting the major street volumes on a graph against the higher of the minor street volumes. Because the posted speed limit is greater than 40 mph, Figure 4C-2 of the MUTCD may be used instead of Figure 4C-1. If the plotted points for at least four hours are above the threshold curve in the graph of Figure 4C-2 of the MUTCD, Warrant 2 is considered met.

Figure 6 shows the traffic volumes plotted on the signal warrant chart with Burgess Rd as the minor road and **Figure 7** shows the traffic volumes plotted with Burgess Rd as the major road. The “1 Lane & 1 Lane” curve is considered the threshold for this intersection, as all of the approaches at Vollmer Rd/Burgess Rd are one lane. As shown in the figures, when Burgess Rd is considered the minor road, six of the plotted hours meet Warrant 2 and when Burgess Rd is considered the major road, only three of the plotted hours meet Warrant 2. Since Burgess Rd is currently the minor (stop-controlled) road, **Warrant 2 is met** at Vollmer Rd/Burgess Rd.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

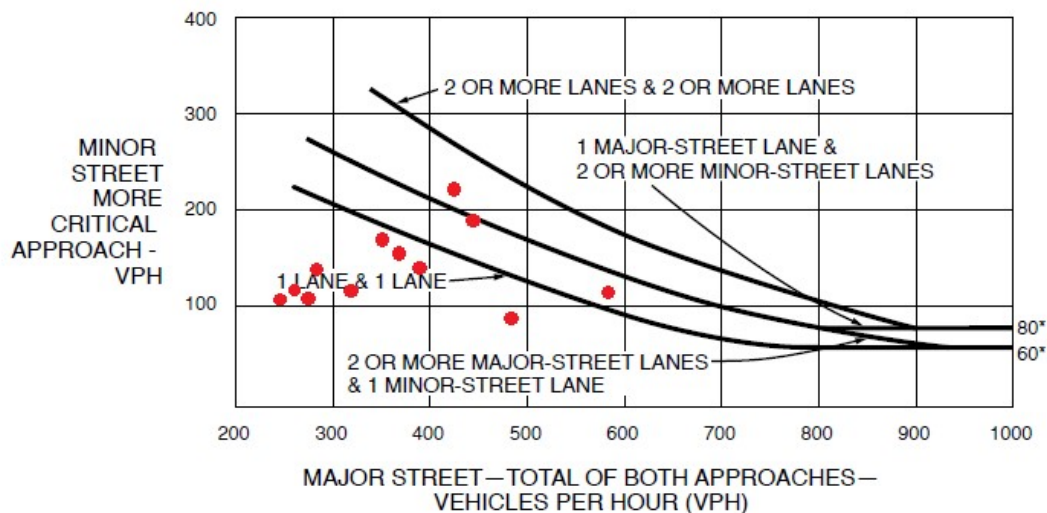
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 6: Traffic Signal Warrant 2 – Burgess Rd as Minor Road
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 7: Traffic Signal Warrant 2 – Burgess Rd as Major Road

4.3 Warrant 4: Pedestrian Volume

Warrant 4 is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street. This warrant was assessed in the study since the Black Forest Section 16 Trail passes near the northwest corner of the intersection. Furthermore, the Sand Creek Trail is planned to be extended north and connect to the Black Forest Section 16 Trail at the Vollmer Rd/Burgess Rd intersection.

The MUTCD provides a pedestrian four-hour graph, shown in **Figure 8**, and a pedestrian peak-hour graph, shown in **Figure 9**, as the criterion from which it is determined whether the pedestrian volume warrant is met. Because the posted speed limit is greater than 40 mph, Figures 4C-7 and 4C-8 of the MUTCD may be used instead of Figures 4C-5 and 4C-6. If the plotted points for at least four hours are above the threshold curve in the graph of Figure 4C-7 or if the plotted point of the peak hour is above the threshold curve in Figure 4C-8 of the MUTCD, Warrant 4 is considered met.

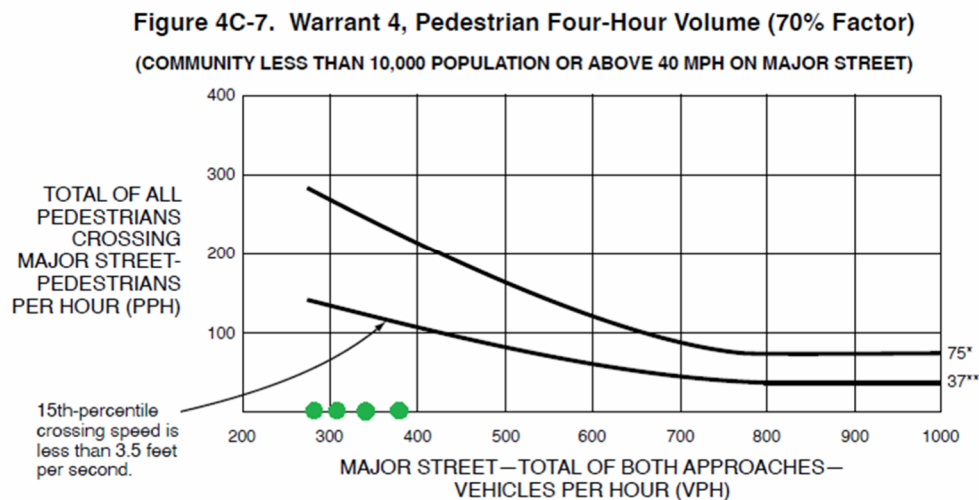


Figure 8: Traffic Signal Warrant 4 (Four-Hour) – Vollmer Rd/Burgess Rd

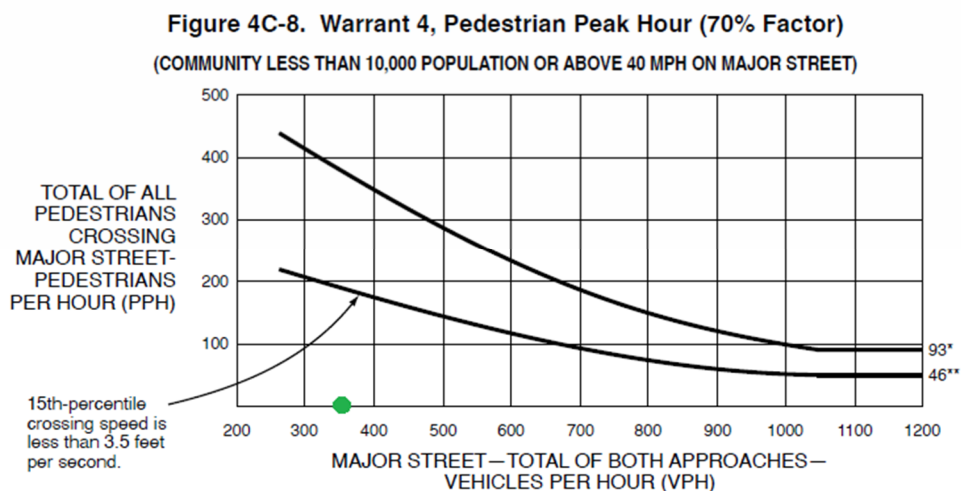


Figure 9: Traffic Signal Warrant 4 (Peak-Hour) – Vollmer Rd/Burgess Rd

As can be seen, the pedestrian volumes are not close to the threshold curve in either figure. The pedestrian counts taken at the intersection of Vollmer Rd/Burgess Rd recorded a total of 16 pedestrian crossings over three days, equating to 16 pedestrians over 36 hours. Since no hour meets the Warrant 4 threshold, **Warrant 4 is not met** at Vollmer Rd/Burgess Rd. Although the data was collected in January, it is not expected that pedestrian activity would be substantially higher at any other time of the year until such time that a trail is extended to the intersection, given the lack of pedestrian infrastructure in the current condition.

4.4 Warrant 5: School Crossing

Warrant 5 is intended for application where the fact that schoolchildren cross the major street is the principal reason to consider installing a traffic control signal. For the purposes of this warrant, the word “schoolchildren” includes elementary through high school students.

The School Crossing warrant was evaluated in this study since the School in the Woods is located approximately half a mile north of Vollmer Rd/Burgess Rd, with the school entrance forming the west leg of the intersection of Vollmer Rd/Hardin Rd. The school is in a remote location, with few homes within a reasonable walking distance. It does not appear as though any of the schoolchildren walk to school, as there is no pedestrian infrastructure in the area and the counts showed minimal pedestrian activity. As such, it is unlikely that any schoolchildren cross this intersection. Therefore, **Warrant 5 is not met** at Vollmer Rd/Burgess Rd.

4.5 Warrant 7: Crash Experience

Signalization of an intersection can also be justified by Warrant 7 - Crash Experience. Crash data was obtained for the 5-year period between 1/1/2018 and 12/31/2022. During that period, there were 23 crashes at the intersection, 14 of which resulted in injury, and one resulted in a fatality. Broadside crashes were the most common crash type, accounting for 17 of the 23 crashes. In addition, seven of the crashes took place under dark un-lighted conditions. A summary of the crash history is shown in **Table 10** with a more detailed crash report provided in **Appendix C**.

Date	Severity	Crash Type	Lighting Conditions	Vehicle 1 Direction	Vehicle 2 Direction	Correctable by Signalization?
2/15/2018	INJ	Rear End	Daylight	WB	WB	NO
3/15/2018	INJ	Broadside	Daylight	WB	SB	YES
4/25/2018	INJ	Broadside	Daylight	EB	NB	YES
5/21/2018	INJ	Rear End	Daylight	SB	SB	NO
7/14/2018	INJ	Broadside	Daylight	EB	NB	YES
9/11/2019	INJ	Broadside	Dawn or Dusk	WB	NB	YES
9/14/2019	PDO	Broadside	Daylight	WB	SB	YES
9/16/2019	INJ	Rear End	Daylight	WB	WB	NO
12/15/2019	INJ	Broadside	Dark Un-Lighted	WB	SB	YES
12/30/2019	PDO	Broadside	Daylight	WB	SB	YES
2/13/2020	INJ	Broadside	Daylight	WB	NB	YES
12/30/2020	INJ	Broadside	Daylight	EB	SB	YES
2/19/2021	INJ	Broadside	Daylight	WB	NB	YES
7/29/2021	Fatal	Broadside	Daylight	WB	SB	YES
11/5/2021	PDO	Rear End	Daylight	EB	EB	NO

Table 10: Crash Data Summary – Vollmer Rd/Burgess Rd						
Date	Severity	Crash Type	Lighting Conditions	Vehicle 1 Direction	Vehicle 2 Direction	Correctable by Signalization?
11/14/2021	INJ	Broadside	Dark Un-Lighted	EB	NB	YES
1/28/2022	INJ	Broadside	Dark Un-Lighted	WB	NB	YES
2/10/2022	PDO	Approach Turn	Dark Un-Lighted	SB	NB	YES
4/22/2022	INJ	Broadside	Dark Un-Lighted	WB	NB	YES
6/14/2022	PDO	Fixed Object	Daylight	NB	N/A	NO
6/27/2022	PDO	Broadside	Dark Un-Lighted	EB	SB	YES
9/29/2022	PDO	Broadside	Daylight	WB	SB	YES
11/24/2022	PDO	Broadside	Dark Un-Lighted	WB	SB	YES

*PDO = property damage only

The following are the standards prescribed by the MUTCD to evaluate the crash experience warrant.

The need for a traffic control signal should be considered if an engineering study finds that all of the following criteria are met:

- A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
- B. At least one of the following conditions applies to the reported crash history (where each reported crash considered is related to the intersection and apparently exceeds the applicable requirements for a reportable crash):

1. The number of reported angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-4 for total angle crashes and pedestrian crashes (all severities); or
2. The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-4 for total fatal-and-injury angle crashes and pedestrian crashes; or
3. The number of reported angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-5 for total angle crashes and pedestrian crashes (all severities); or
4. The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-5 for total fatal-and-injury angle crashes and pedestrian crashes; and

C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major street and the more critical minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant (see Section 4C.05).

Community less than 10,000 population or above 40 mph on major street					
Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities)*		Total of fatal-and-injury angle and pedestrian crashes*	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	4	3	3	3
2 or more	1	10	9	6	6
2 or more	2 or more	10	9	6	6
1	2 or more	4	3	3	3

* Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Figure 10: Warrant 7 – Minimum Crashes in a One Year Period

Community less than 10,000 population or above 40 mph on major street					
Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) ^a		Total of fatal-and-injury angle and pedestrian crashes ^a	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	6	5	4	4
2 or more	1	16	13	9	9
2 or more	2 or more	16	13	9	9
1	2 or more	6	5	4	4

^a Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Figure 11: Warrant 7 - Minimum Crashes in a Three Year Period

As shown in **Table 10**, there were 8 crashes recorded between July 2021 and June 2022. Two of the 8 crashes during this time period (rear-end and fixed object) do not fall under the angle or pedestrian crash type and are therefore not considered “correctable” crashes by the MUTCD crash warrant. Therefore, for the purpose of this analysis, there have been 6 correctable crashes between July 2021 and June 2022 with 2 resulting in property damage only, 3 resulting in injury, and one resulting in a fatality. From that one-year period, both the total and fatal/injury thresholds in **Figure 10** are met.

There were 15 recorded crashes within the 3-year period between Dec. 2019 – Nov. 2022, 13 of which are considered correctable by signalization. Of these 13 crashes, 5 resulted in property damage only, 7 resulted in injury, and one crash was fatal. As there were 13 correctable total crashes and 7 correctable injury/severe crashes, the requirements detailed in **Figure 11** have been met.

In order for Criteria C to be satisfied at an intersection with a speed limit of 40 mph or greater, the volume requirements from Warrant #1 with the 56% volume factor applied need to be met for 8 hours of the day, or the pedestrian counts need to be at least 80% of the requirements from Warrant #4. With the 56% factor applied to Condition A of Warrant #1, the major street volume needs to be at least 280 vph and the minor street volume needs to be at least 84 vph. With the 56% factor applied to Condition B of Warrant 1, the major street volume needs to be at least 420 vph while the minor street volume needs to be at least 42 vph. Assuming that Burgess Rd is considered the minor road, only 3 of the studied hours meet the threshold of Criteria C, meaning that Criteria C is not met. It should be noted that if Burgess Rd was to be considered the major road, 8 hours would meet the threshold of Criteria C. As shown in **Figure 8** and **Figure 9**, the pedestrian volumes are far below 80% of the requirements set forth in Warrant #4. As such, Criteria C is not met. Although Criteria A and B are met for the crash history warrant, since Criteria C is not met, **Warrant 7 is not met**.

4.6 Traffic Signal Warrant Summary

One of the five applicable traffic signal warrants is currently satisfied at the intersection based on existing conditions with Burgess Rd as the stop sign-controlled roadway. Since only one warrant needs to be satisfied for a signal to be warranted, it can be concluded that Vollmer Rd/Burgess Rd warrants a signal. **Table 11** summarizes the results of the traffic signal warrant analysis.

Table 11: MUTCD Traffic Signal Warrant Summary-Vollmer Rd/Burgess Rd			
Warrant #	Type	Satisfied?	Hours Satisfied
Warrant 1	Eight-Hour Vehicular Volume	NO	1
Warrant 2	Four-Hour Vehicular Volume	YES	6
Warrant 4	Pedestrian Volume	NO	0
Warrant 5	School Crossing	NO	0
Warrant 7	Crash Experience	NO	3

5 – ALL-WAY STOP CONTROL WARRANT ANALYSIS

The MUTCD states that the decision to establish all-way stop control (AWSC) at an unsignalized intersection should be based on an engineering study. The intersection of Vollmer Rd/Burgess Rd was evaluated to determine if AWSC warrants are currently met at the intersection. The intersection is reported to operate at a LOS E during the AM peak hour and a LOS D during the PM peak hour under existing traffic conditions (see **Table 4**). The MUTCD has five traffic warrants (Warrants A-E) that can be used to justify the need for converting an intersection to AWSC, which are evaluated in the following sections.

5.1 Warrant A: Crash Experience

Conversion to an AWSC can be justified by Warrant A - Crash Experience. Crash data was obtained for the 5-year period between 1/1/2018 and 12/31/2022. During that period, there were 23 crashes at the intersection, 14 of which resulted in injury, and one resulted in a fatality. Broadside crashes were the most common crash type, accounting for 17 of the 23 crashes. In addition, seven of the crashes took place under dark un-lighted conditions. Section 3.5 of this report details the crash specifics, including **Table 10** which lists all the recorded crashes. A more detailed crash report is provided in **Appendix C**.

The following are the standards prescribed by the MUTCD to evaluate the crash experience warrant.

All-way stop control may be installed at an intersection where an engineering study indicates that:

A. For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

B. For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

As detailed in **Table 10**, there were eight total crashes recorded between July 2021 and June 2022, six of which were correctable. There were 15 recorded crashes within the 3-year period between December 2019 and November 2022, 13 of which were correctable. As these exceed the required five crashes in a 12-month period and six crashes in a 36-month period, **Warrant A is met** for the intersection of Vollmer Rd/Burgess Rd.

5.2 Warrant B: Sight Distance

The MUTCD states the following regarding the evaluation of Warrant B:

All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.

Based on field measurements during a site visit, the sight distance for traffic entering/crossing Vollmer Rd from Burgess Rd is approximately 750 feet looking to the north and 600 feet looking to the south. These distances exceed the value given in Table 2-21 of the El Paso County Engineering Criteria Manual for minimum intersection sight distance (555 feet at a 50-mph design speed). As such, **Warrant B is not met**.

5.3 Warrant C: Transition to Signal Control or to Yield Control at a Circular Intersection

The MUTCD states that Warrant C is applicable in locations where an AWSC may be installed as an interim measure while arrangements are being made for the installation of a traffic signal or roundabout. If a traffic signal or roundabout is selected as the preferred improvement alternative for Vollmer Rd/Burgess Rd, AWSC could be installed as an interim measure leading up to the construction of the ultimate improvements. The intersection geometry could be left unchanged, with only signing and pavement markings needing to be modified. As such, **Warrant C is met as an interim measure.**

5.4 Warrant D: 8-Hour Volume (Vehicle, Pedestrian, Bicycles)

Conversion to an AWSC can be justified by Warrant D: 8-hour Volume. The following are the standards prescribed by the MUTCD to evaluate the 8-hour volume warrant.

All-way stop control may be installed at an intersection where an engineering study indicates:

- A. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and*
- B. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor-street approaches is at least 200 units per hour for each of any of the same 8 hours.*

If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the values given in Items A and B in Paragraph 1 of this Section.

Since the 85th-percentile approach speeds of the major-street traffic exceeds 40 mph, the required volumes were reduced to 70 percent of the values in Items A and B. This reduces the required major-street approaches to 210 vph and the minor-street approaches to 140 vph. **Table 12** summarizes the traffic volumes over the 12 hours during which data was collected. The table also notes whether Condition A or Condition B of Warrant D is satisfied for each hour. As shown in the table, 9 of the 12 evaluated hours meet the traffic volume thresholds. Therefore, **Warrant D is met** at Vollmer Rd/Burgess Rd.

Time	Vollmer Rd	Burgess Rd	Condition A Major St	Condition B Minor St	Condition A or B Met?
	Major St	Minor St			
6:30-7:30 AM	144	478	NO	YES	NO
7:30-8:30 AM	236	558	YES	YES	YES
8:30-9:30 AM	277	349	YES	YES	YES
9:30-10:30 AM	197	241	NO	YES	NO
10:30-11:30 AM	209	261	NO	YES	NO
11:30-12:30 PM	228	255	YES	YES	YES
12:30-1:30 PM	249	266	YES	YES	YES
1:30-2:30 PM	212	297	YES	YES	YES
2:30-3:30 PM	282	383	YES	YES	YES
3:30-4:30 PM	360	440	YES	YES	YES
4:30-5:30 PM	340	449	YES	YES	YES
5:30-6:30 PM	261	379	YES	YES	YES

5.5 Warrant E: Other Factors

The MUTCD states that an AWSC may be installed where an engineering study indicates that the AWSC is needed due to other factors. Those other factors may include, but are not limited to the following:

- A. The need to control left-turn conflicts,*
- B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or*
- C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.*

There are no geometric factors at the intersection that result in left-turn conflicts that could be mitigated with AWSC. Neither road function as residential neighborhood collector streets. In addition, pedestrian/bicycle traffic currently is minimal at the intersection. As such, **Warrant E is not met** at Vollmer Rd/Burgess Rd under existing conditions.

5.6 All-Way Stop Control Warrant Summary

Two of the five AWSC warrants that were evaluated for the Vollmer Rd/Burgess Rd intersection are currently satisfied based on existing conditions and another warrant may be applicable for an interim installation of AWSC depending on the selection of the preferred ultimate improvements for the intersection. **Table 13** summarizes the results of the traffic signal warrant analysis.

Table 13: MUTCD All-Way Stop Control Warrant Summary – Vollmer Rd/Burgess Rd			
Warrant #	Type	Satisfied?	Hours Satisfied
Warrant A	Crash Experience	YES	N/A
Warrant B	Sight Distance	NO	N/A
Warrant C	Transition to Signal Control or Yield Control	MAYBE	N/A
Warrant D	8-Hour Volume (Vehicle, Pedestrian, Bicycles)	YES	9
Warrant E	Other Factors	NO	N/A

6 – 2045 TRAFFIC FORECASTS

Forecasts of the 2045 traffic volumes at Vollmer Rd/Burgess Rd were developed based on a combination of data from the Pikes Peak Area Council of Governments' (PPACG) 2045 Region Travel Demand Model, the *El Paso County 2016 Major Transportation Corridors Plan Update*, and traffic impact studies completed for nearby developments, including the *Retreat at Timber Ridge Preliminary Plan Traffic Impact Analysis* (dated April 12, 2018). All four legs of the intersection are forecasted to experience relatively high growth rates through 2045, due to significant development expected within this region of El Paso County. **Table 14** details the forecasted growth for each leg of the intersection. The 2045 turning movements were then derived using an iterative method that incorporated the existing turning movement counts and the forecasted 2045 ADT for each leg of the intersection. These resulting turning movements are displayed in **Figure 12**.

Intersection Alternative	Existing ADT	2045 ADT	Annual Growth Rate	21 Year Growth Factor
North Leg (Vollmer Rd)	3,491	8,100	4.1%	2.32
South Leg (Vollmer Rd)	3,114	9,350	5.4%	3.00
East Leg (Burgess Rd)	5,950	8,925	1.9%	1.50
West Leg (Burgess Rd)	4,352	7,575	2.7%	1.74

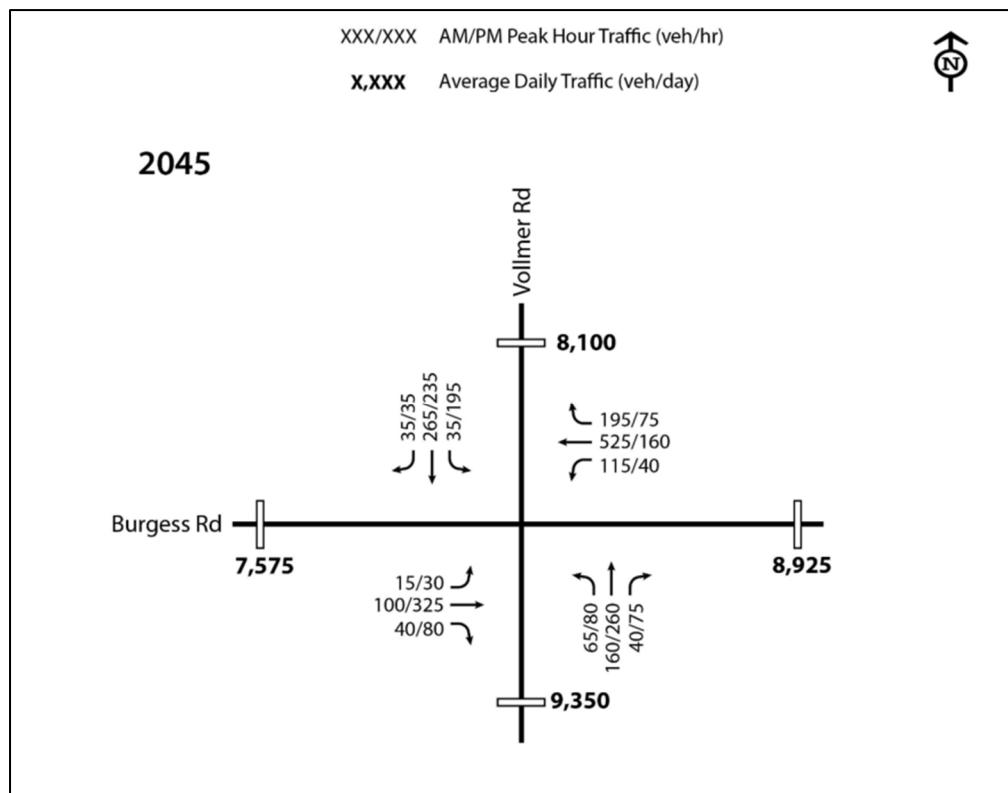


Figure 12: 2045 Traffic Volume Forecasts

7 - ALTERNATIVE ANALYSIS

A No Action scenario (TWSC), as well as a TWSC reversal, AWSC, Traffic Signal, and Roundabout were evaluated for the intersection of Vollmer Rd/Burgess Rd considering both traffic operations and safety.

7.1 Traffic Operations Analysis

Traffic operations analysis of the intersection was performed using both the existing and the forecasted 2045 volumes. Based on standards contained within the El Paso County Engineering Criteria Manual, the Vollmer Rd/Burgess Rd intersection meets the requirement for one or more deceleration lanes based on existing and forecasted 2045 traffic volumes, as shown in **Table 15**. Deceleration lanes are generally not necessary on stop sign-controlled intersection approaches. Thus, the AWSC alternative was analyzed using the existing roadway geometry. The TWSC alternatives were analyzed without deceleration lanes for the existing traffic volume scenario, but it was assumed the deceleration lanes would eventually be constructed for purposes of the 2045 traffic volume scenario. The traffic signal alternative was analyzed assuming all deceleration lanes that would be required based on the forecasted 2045 traffic volumes would be constructed. The roundabout was modeled with one lane approaches and exits, as well as one circulating lane.

Table 15: ECM Turn Lane Requirements					
Movement	Existing Volume (AM/PM)	2045 Volume (AM/PM)	ECM Auxiliary Lane Traffic Volume Threshold	Existing Volume Meets Threshold	2045 Volume Meets Threshold
NB Left	18/21	65/80	25	NO	YES
NB Right	26/49	40/75	50	NO	YES
SB Left	24/130	35/195	25	YES	YES
SB Right	21/24	35/35	50	NO	NO
EB Left	9/17	15/30	25	NO	YES
EB Right	8/24	40/80	50	NO	YES
WB Left	78/26	115/40	25	YES	YES
WB Right	129/49	195/75	50	YES	YES

*All traffic volumes are vehicles per hour.

The LOS and vehicle delay results from the alternative analysis are shown in **Table 16**. Per HCM standards, the approach with the highest delay is reported for the TWSC, AWSC, and the roundabout. The average intersection delay is reported for the signal. The Synchro LOS outputs are included in **Appendix B**.

Table 16: Intersection Alternative Traffic Operations Summary

Traffic Control		Existing LOS/Delay [sec/veh]		2045 LOS/Delay [sec/veh]	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Two-Way Stop Control (TWSC)	Burgess Stop Controlled (No Action)	e / 40.5 (WB)	d / 33.1 (EB)	f / 768.0 (WB)	f / 975.2 (EB)
	Vollmer Stop Controlled	c / 24.1 (SB)	d / 28.2 (SB)	f / 336.6 (SB)	f / 4,317.2 (SB)
All-Way Stop Control (AWSC)		c /18.6 (overall) c /23.6 (WB)	b /11.7 (overall) b /12.5 (EB)	f /195.6 (overall) f /348.1 (WB)	f /128.5 (overall) f /175.6 (SB)
Traffic Signal		B / 15.0	B / 18.7	C / 25.8	C / 25.1
One-Lane Roundabout		a /6.8 (overall) a /8.0 (WB)	a /5.6 (overall) a /6.1 (EB)	c /19.7 (overall) d /27.7 (WB)	b /13.0 (overall) c /16.4 (NB)

TWSC – Burgess Rd Stop Controlled (No Action)

Under existing traffic volumes and existing traffic control, the westbound approach is reported to currently operate at LOS E during the AM peak hour and the eastbound approach is reported to currently operate at LOS D during the PM peak hour. By the year 2045, the stop sign-controlled approaches can be expected to degrade to LOS F during the peak hours.

TWSC – Vollmer Rd Stop Controlled

If the stop-sign control were reversed from the Burgess Rd approaches to the Vollmer Rd approaches, some improvement to intersection operations could be expected under existing traffic conditions, particularly during the AM peak hour, with the stop sign-controlled approaches shown to operate at LOS D during the peak hours. However, by the year 2045, the stop sign-controlled approaches would be expected to degrade to LOS F during the peak hours.

AWSC

The analysis shows that converting the intersection to AWSC would be expected to improve traffic operations fairly significantly during both the AM and PM peak hours compared to existing conditions, with LOS C during the AM peak hour and LOS B during the PM peak hour. However, by the year 2045, the intersection would be expected to operate at LOS F during the peak hours with AWSC.

Traffic Signal

The analysis shows that installing a traffic signal (in addition to the deceleration lanes that would be warranted based on 2045 traffic volumes and the ECM criteria) would be expected to improve intersection operations significantly compared to the stop sign-controlled alternatives. The intersection could be expected to operate at LOS B during the peak hours under existing traffic conditions and LOS C during the peak hours under the forecasted 2045 traffic conditions.

One-Lane Roundabout

The analysis shows that reconstructing the intersection as a one-lane roundabout would be expected to improve intersection operations significantly compared to the stop sign-controlled alternatives, and with similar or better operations than a traffic signal is expected to provide. The intersection could be expected to operate at LOS A during the peak hours under existing traffic conditions. By the year 2045, the intersection could be expected to operate at LOS C overall during the AM peak hour (with the worst-performing approach operating at LOS D) and LOS B overall during the PM peak hour (with the worst-performing approach operating at LOS C).

7.2 Traffic Safety Evaluation

The potential safety benefits of converting the intersection from TWSC to AWSC, a traffic signal, or a roundabout were evaluated by searching the Crash Modification Factors (CMF) Clearinghouse to determine the magnitude of the crash reduction that could be expected for each alternative. The most relevant crash reduction factors (CRF) that could be found within the clearinghouse based on their similarity to the specific conditions of the Vollmer Rd/Burgess Rd intersection are shown in **Table 17**.

Table 17: Crash Reduction Factors		
Treatment	All Crashes (CMF ID)	Injury/Fatal Crashes (CMF ID)
AWSC	80% (3133)	87% (3134)
Traffic Signal with Left-Turn Lanes	43% (7967)	52% (7970)
Roundabout	58% (207)	82% (211)

As shown in the table, all three alternatives to TWSC could be expected to significantly reduce the crash frequency at the intersection. The AWSC alternative could be expected to result in the greatest reduction in crashes, followed by the roundabout and a traffic signal.

8 –RECOMMENDATIONS

After considering the guidelines of the MUTCD, analyzing existing and future traffic operations, reviewing the crash history, and considering the potential safety benefits provided by each alternative, it is recommended that All-Way Stop Control be implemented as an interim improvement and a roundabout be implemented as the long-term solution.

Interim Improvement Recommendation – All-Way Stop Control

All-Way Stop Control is recommended as an interim improvement for the following reasons:

- In accordance with MUTCD guidance, one of the criteria used for the determination of the minor road at a TWSC intersection is to stop-sign control the roadway with the lower traffic volume. Although Burgess Rd is the stop-sign controlled roadway, it carries 56% more traffic than Vollmer Rd based on the weekday traffic counts (244% more during the AM peak hour, 22% more during the PM peak hour). Based on this guidance, the current traffic control may not be the most appropriate for the intersection.
- Based on the analysis of existing conditions, the worst-performing minor road approaches are reported to operate at LOS E during the AM peak hour and LOS D during the PM peak hour. Although a TWSC reversal (stop-sign controlling Vollmer Rd instead of Burgess Rd) would marginally improve traffic operations, converting the intersection to AWSC would result in greater improvement, with the worst-performing approaches expected to operate at LOS C during the AM peak hour and LOS B during the PM peak hour.
- Based on the safety assessment, the intersection is well within the range of LOSS IV, meaning it has a high potential for crash reduction. Furthermore, the intersection has exhibited a pattern of broadside crashes. Converting the traffic control to AWSC could be expected to reduce the overall crash frequency by 80% and the frequency of severe crashes by 87%.
- The intersection satisfies AWSC warrants established by the MUTCD, based on both traffic volumes and crash history.

Long-Term Improvement Recommendation – One-Lane Roundabout

Since the traffic analysis indicates that the intersection could be expected to operate very poorly with AWSC by the year 2045, a roundabout is recommended as the long-term solution. With AWSC, the overall intersection could be expected to reach LOS E in the year 2029 during the AM peak hour and in the year 2036 during the PM peak hour, assuming a linear rate of growth from the existing traffic volumes to the 2045 forecasts. It should be noted that the WB approach has much higher volumes between 7:00-8:00 a.m. than any other hour of the day and its volume drops off quickly after 8:00. Therefore, even if/when traffic operations become poor during the AM peak hour, it would be primarily for just the WB approach and of a relatively short duration.

A roundabout is recommended over a traffic signal as it will provide greater safety benefits. Furthermore, a roundabout will more effectively reduce vehicular speeds through the study area, providing safer pedestrian crossings at the intersection once the Sand Creek Trail extension has been completed. Furthermore, if a roundabout is constructed at the intersection of Vollmer Rd/Shoup Rd one mile to the north, a roundabout at Vollmer Rd/Burgess Rd would provide continuity along the corridor.

Acronyms and Definitions

All-Way Stop Controlled (AWSC)

All intersection approaches are controlled by STOP signs.

AM

Refers to the morning weekday peak traffic period, which includes primarily work and school trips.

Average Daily Traffic (ADT)

The amount of vehicular traffic that crosses an imaginary line across a roadway in a 24-hour period. ADT information typically includes both directions of vehicle travel (if on a two-way street). When the term ADT is used specifically to mean typical weekday traffic, it is often called Average Weekday Daily Traffic (AWDT).

Engineering Criteria Manual (ECM)

An El Paso County publication that sets forth standards guiding design and construction of public improvements in El Paso County.

Gap in Traffic

A gap in traffic is the space between vehicles approaching the pedestrian crossing. Gaps are typically measured in seconds, not distance, as it is the length of the gap in time that a pedestrian must be able to cross the street. A directional gap is the gap between vehicles approaching in a single direction. A directional gap can be measured between vehicles in a single lane or between vehicles approaching in the same direction but in different lanes on a multilane approach. If there is no median refuge at the crossing, a pedestrian will need to find an acceptable gap in traffic approaching from two directions at once. This is much more challenging than finding a gap in each approach direction separately.

Highway Capacity Manual (HCM)

The *Highway Capacity Manual* is a publication of the U.S. Transportation Research Board of the National Academies of Science. It contains concepts, guidelines, and computational procedures for computing the capacity and quality of service of various highway facilities, including freeways, highways, arterial roads, roundabouts, signalized and unsignalized intersections, rural highways, and the effects of mass transit, pedestrians, and bicycles on the performance of these systems. The *Highway Capacity Manual Seventh Edition (HCM7)* was used as part of this study.

Lane

A portion of the roadway surface designated for motor vehicle travel, typically in a single direction, that is delineated by pavement marking stripes. Types of lanes include: “through lanes” for travel along the length of the roadway, often through intersections; “turn lanes,” which are typically on intersection approaches and provide space for left- or right-turning motorists; and “bike lanes,” which are designated for bicycle travel in the same direction as the automobile travel, typically narrower than vehicle lanes, and usually located along the outside edges of the roadway.

Left Turn (LT)

Refers to traffic that turns left at an intersection, often using a designated left-turn lane, and sometimes afforded a dedicated left-turn phase in traffic signal timing.

Level of Service (LOS)

A qualitative measure used to relate the quality of traffic service. LOS is used to analyze highways by categorizing traffic flow and assigning quality levels of traffic based on performance measures such as speed, density, and so forth.

Manual on Uniform Traffic Control Devices (MUTCD)

The MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all streets, highways, pedestrian and bicycle facilities, and site roadways open to public travel. The MUTCD is published by the Federal Highway Administration (FHWA).

Miles per Hour (mph)

Refers to travel speed or posted speed limit.

National Cooperative Highway Research Program (NCRHP)

The National Cooperative Highway Research Program is a forum for coordinated and collaborative research, addressing issues integral to the state departments of transportation and transportation professionals at all levels of government and the private sector.

Pikes Peak Area Council of Governments (PPACG)

The Pikes Peak Area Council of Governments is a voluntary organization of municipal and county governments serving as the federally mandated Metropolitan Planning Organization serving El Paso County, Park County, Teller County, Alma, Calhan, Colorado Springs, Cripple Creek, Fairplay, Fountain, Green Mountain Falls, Manitou Springs, Monument, Palmer Lake, Ramah, Victor, and Woodland Park.

PM

Refers to the afternoon/evening weekday peak traffic period, which includes work trips plus other trip types.

Right Turn (RT)

Refers to traffic that turns right at an intersection, sometimes using a designated right-turn lane.

Traffic Analysis Zone (TAZ)

The unit of geography most commonly used in conventional transportation planning models.

Transportation Master Plan (TMP)

A long-range plan that guides transportation planning and infrastructure needs to accommodate growth and development within a broad area.

Two-Way Stop Controlled (TWSC)

Cross street minor approaches are controlled by STOP signs.

Vehicle Queue

A line of stopped vehicles in a single travel lane, commonly caused by traffic control at an intersection.

Vehicles per Day (VPD)

Measurement of traffic volume at a given roadway location.

References

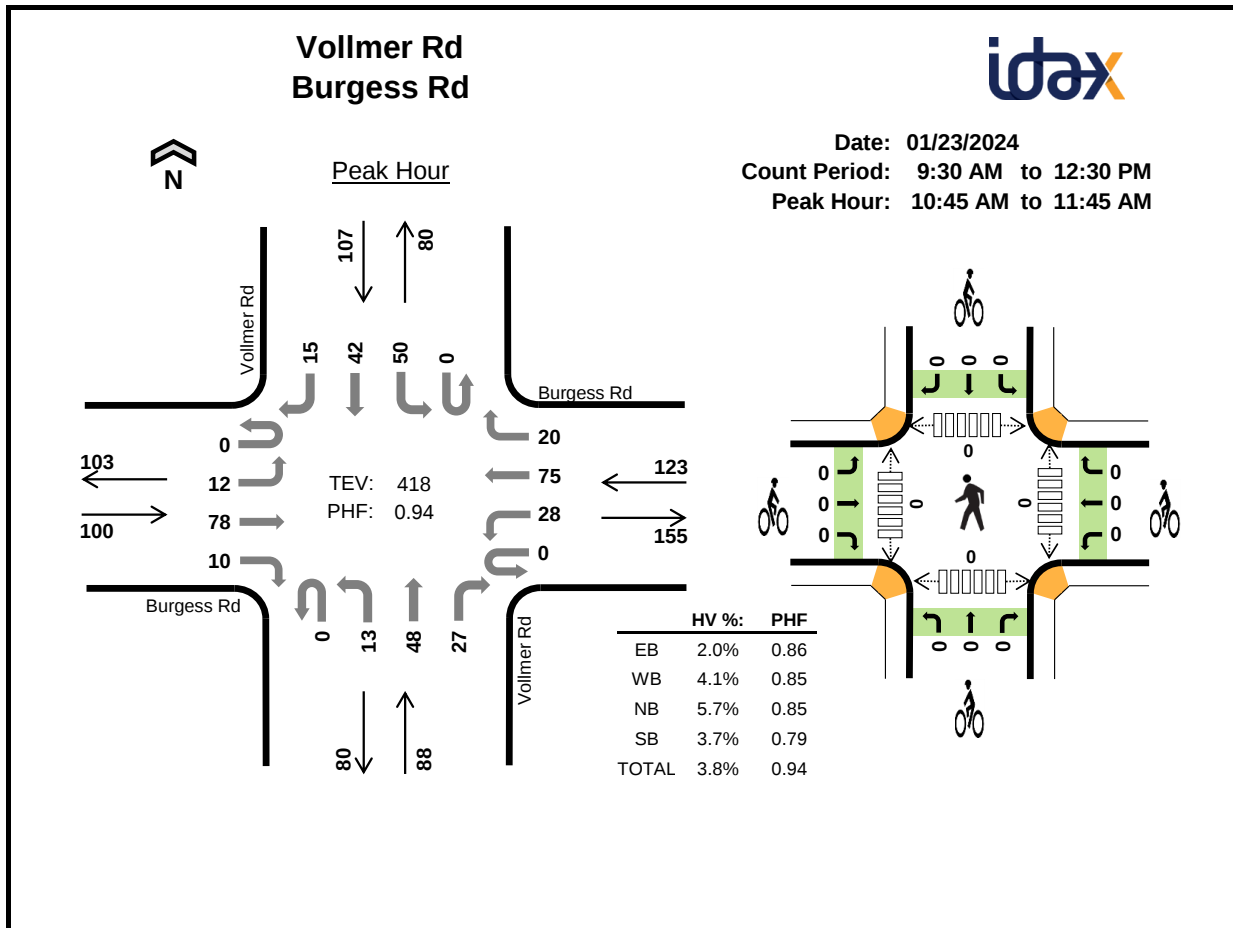
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Appendix A: Traffic Counts

**Three-Hour Count Summaries**

Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:45 AM		0	3	25	1	0	6	17	5	0	1	11	6	0	26	6	2	109	0
11:00 AM		0	2	17	5	0	10	18	7	0	5	10	11	0	13	10	3	111	0
11:15 AM		0	3	14	1	0	2	20	2	0	3	16	6	0	6	17	1	91	0
11:30 AM		0	4	22	3	0	10	20	6	0	4	11	4	0	5	9	9	107	418
Peak Hour	All	0	12	78	10	0	28	75	20	0	13	48	27	0	50	42	15	418	0
	HV	0	0	2	0	0	2	2	1	0	1	3	1	0	0	4	0	16	0
	HV%	-	0%	3%	0%	-	7%	3%	5%	-	8%	6%	4%	-	0%	10%	0%	4%	0

Note: For all three-hour count summary, see next page.

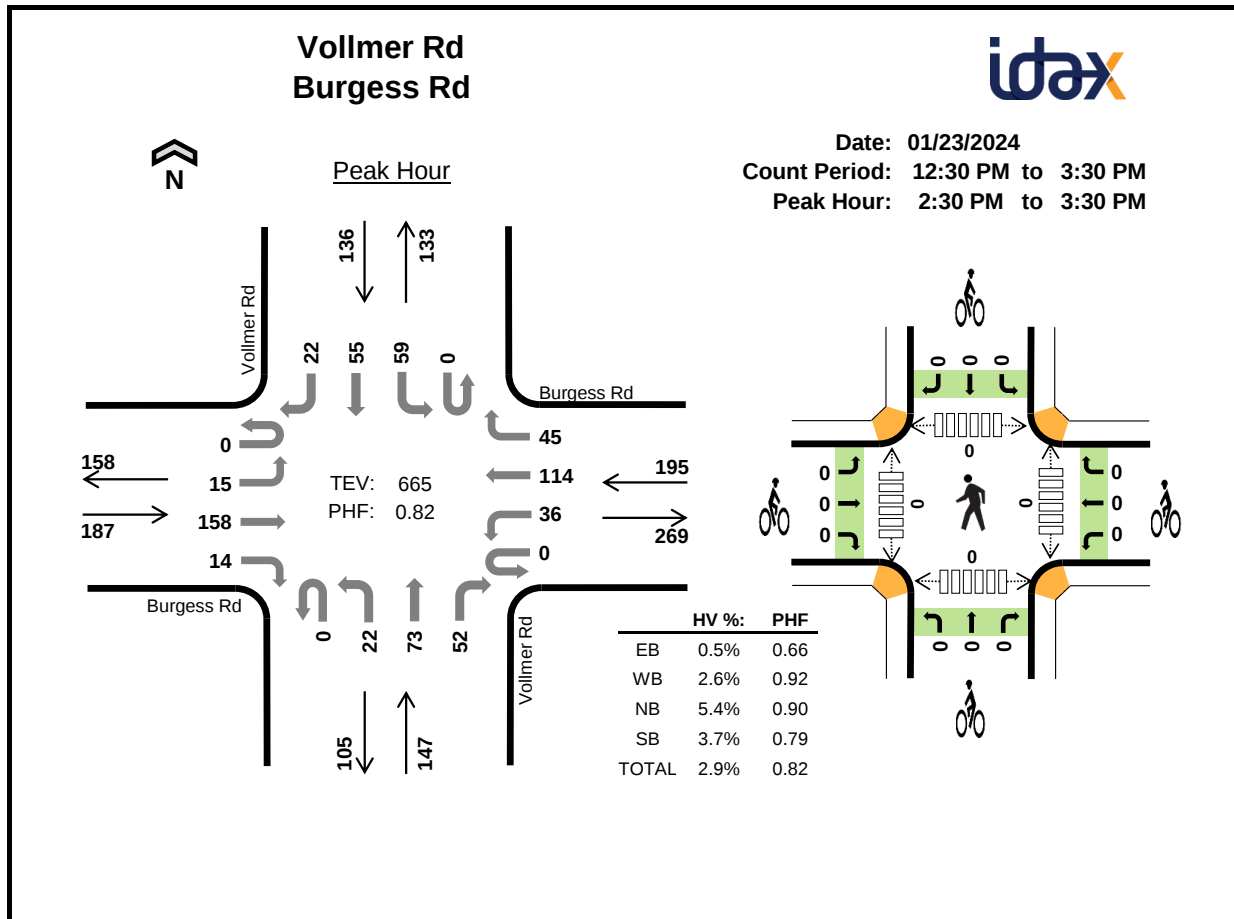
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:45 AM	2	0	1	1	4	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	2	2	1	5	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0
Peak Hour	2	5	5	4	16	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries																			
Interval Start	Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
9:30 AM	0	4	14	0	0	8	32	6	0	1	12	3	0	5	22	2	109	0	
9:45 AM	0	2	20	3	0	12	18	6	0	2	13	5	0	5	14	3	103	0	
10:00 AM	0	1	11	0	0	5	25	9	0	3	8	5	0	4	8	1	80	0	
10:15 AM	0	1	9	5	0	10	21	4	0	8	7	5	0	7	12	1	90	382	
10:30 AM	0	0	13	2	0	7	31	5	0	3	7	5	0	6	14	1	94	367	
10:45 AM	0	3	25	1	0	6	17	5	0	1	11	6	0	26	6	2	109	373	
11:00 AM	0	2	17	5	0	10	18	7	0	5	10	11	0	13	10	3	111	404	
11:15 AM	0	3	14	1	0	2	20	2	0	3	16	6	0	6	17	1	91	405	
11:30 AM	0	4	22	3	0	10	20	6	0	4	11	4	0	5	9	9	107	418	
11:45 AM	0	1	21	4	0	5	18	5	0	1	11	11	0	4	10	4	95	404	
12:00 PM	0	2	28	3	0	8	12	2	0	0	17	7	0	6	11	4	100	393	
12:15 PM	0	5	14	3	0	10	12	4	0	4	14	5	0	6	17	4	98	400	
Count Total	0	28	208	30	0	93	244	61	0	35	137	73	0	93	150	35	1,187	0	
Peak Hour	All	0	12	78	10	0	28	75	20	0	13	48	27	0	50	42	15	418	0
	HV	0	0	2	0	0	2	2	1	0	1	3	1	0	0	4	0	16	0
	HV%	-	0%	3%	0%	-	7%	3%	5%	-	8%	6%	4%	-	0%	10%	0%	4%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)								
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
9:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0				
9:45 AM	1	1	4	0	6	0	0	0	0	0	0	0	0	0	0				
10:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0				
10:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0				
10:30 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0				
10:45 AM	2	0	1	1	4	0	0	0	0	0	0	0	0	0	0				
11:00 AM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0				
11:15 AM	0	2	2	1	5	0	0	0	0	0	0	0	0	0	0				
11:30 AM	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0				
11:45 AM	4	1	2	1	8	0	0	0	0	0	0	0	0	0	0				
12:00 PM	1	1	2	3	7	0	0	0	0	0	0	0	0	0	0				
12:15 PM	1	2	2	3	8	0	0	0	0	0	0	0	0	0	0				
Count Total	10	11	16	16	53	0	0	0	0	0	0	0	0	0	0				
Peak Hour	2	5	5	4	16	0	0	0	0	0	0	0	0	0	0				

Three-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
9:45 AM	0	0	1	0	0	1	0	0	0	0	4	0	0	0	0	0	0	6	0
10:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	0
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	12
10:45 AM	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	10
11:00 AM	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	4	12
11:15 AM	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	0	5	16
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	3	16
11:45 AM	0	0	3	1	0	1	0	0	0	0	2	0	0	0	0	1	0	8	20
12:00 PM	0	0	0	1	0	1	0	0	0	0	2	0	0	1	2	0	0	7	23
12:15 PM	0	0	1	0	0	1	1	0	0	0	2	0	0	2	1	0	0	8	26
Count Total	0	1	7	2	0	6	4	1	0	1	13	2	0	3	12	1	0	53	0
Peak Hour	0	0	2	0	0	2	2	1	0	1	3	1	0	0	4	0	0	16	0

Three-Hour Count Summaries - Bikes																		
Interval Start	Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
9:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
9:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
10:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
10:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
10:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
10:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
11:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
11:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
11:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
11:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
12:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
12:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Count Total	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Peak Hour	0	0	0		0	0	0		0	0	0		0	0	0		0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Three-Hour Count Summaries

Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM		0	3	26	3	0	15	35	3	0	8	17	9	0	14	13	5	151	0
2:45 PM		0	6	33	1	0	7	22	19	0	4	19	12	0	11	7	4	145	0
3:00 PM		0	1	40	3	0	8	24	10	0	5	18	14	0	18	17	8	166	0
3:15 PM		0	5	59	7	0	6	33	13	0	5	19	17	0	16	18	5	203	665
Peak Hour	All	0	15	158	14	0	36	114	45	0	22	73	52	0	59	55	22	665	0
	HV	0	0	1	0	0	1	4	0	0	0	7	1	0	0	5	0	19	0
	HV%	-	0%	1%	0%	-	3%	4%	0%	-	0%	10%	2%	-	0%	9%	0%	3%	0

Note: For all three-hour count summary, see next page.

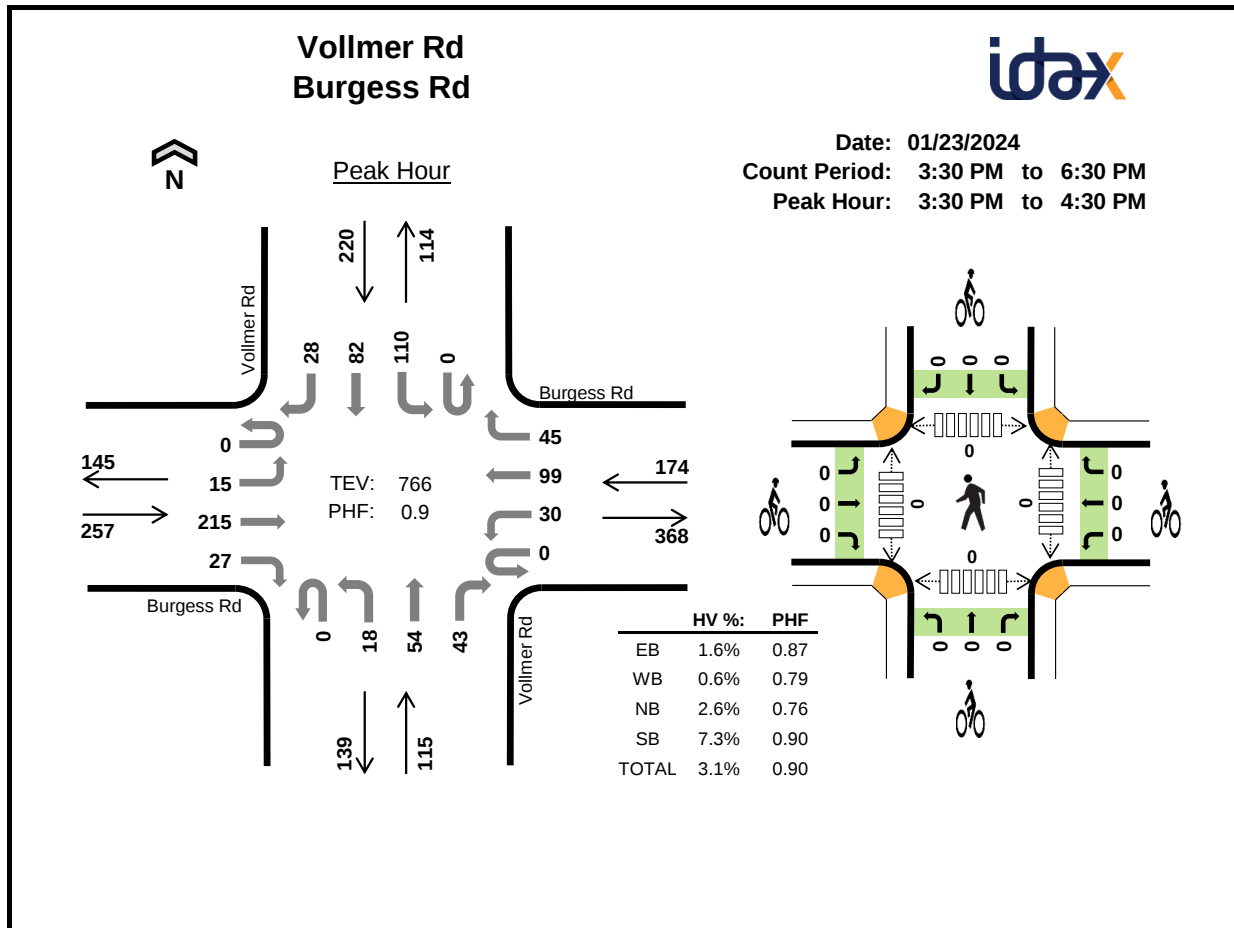
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0
2:45 PM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	2	5	8	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	5	8	5	19	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries																			
Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:30 PM		0	3	23	3	0	11	21	4	0	4	15	11	0	8	13	3	119	0
12:45 PM		0	2	21	3	0	12	18	3	0	3	11	8	0	9	10	3	103	0
1:00 PM		0	0	22	4	0	10	16	4	0	4	11	2	0	5	6	1	85	0
1:15 PM		0	2	21	2	0	5	27	6	0	1	13	6	0	13	7	1	104	411
1:30 PM		0	2	23	1	0	5	22	4	0	2	12	11	0	8	11	3	104	396
1:45 PM		0	1	12	6	0	10	15	6	0	4	8	16	0	6	13	2	99	392
2:00 PM		0	4	20	2	0	11	27	5	0	4	11	8	0	6	24	2	124	431
2:15 PM		0	3	38	8	0	5	18	5	0	4	12	12	0	8	15	0	128	455
2:30 PM		0	3	26	3	0	15	35	3	0	8	17	9	0	14	13	5	151	502
2:45 PM		0	6	33	1	0	7	22	19	0	4	19	12	0	11	7	4	145	548
3:00 PM		0	1	40	3	0	8	24	10	0	5	18	14	0	18	17	8	166	590
3:15 PM		0	5	59	7	0	6	33	13	0	5	19	17	0	16	18	5	203	665
Count Total		0	32	338	43	0	105	278	82	0	48	166	126	0	122	154	37	1,531	0
Peak Hour	All	0	15	158	14	0	36	114	45	0	22	73	52	0	59	55	22	665	0
	HV	0	0	1	0	0	1	4	0	0	0	7	1	0	0	5	0	19	0
	HV%	-	0%	1%	0%	-	3%	4%	0%	-	0%	10%	2%	-	0%	9%	0%	3%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
12:30 PM		1	0	3	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM		1	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM		1	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM		1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM		0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM		1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM		0	4	1	1	6	0	0	0	1	1	0	0	0	0	0	0	0	0
2:15 PM		0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM		0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM		1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM		0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM		0	1	2	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total		6	13	19	15	53	0	0	0	1	1	0	0	0	0	0	0	0	0
Peak Hour		1	5	8	5	19	0	0	0	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:30 PM	0	0	1	0	0	0	0	0	0	0	3	0	0	1	2	0	7	0
12:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	0	4	0
1:00 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	3	0
1:15 PM	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	3	17
1:30 PM	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	5	15
1:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	13
2:00 PM	0	0	0	0	0	2	2	0	0	0	1	0	0	0	1	0	6	16
2:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	4	17
2:30 PM	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	4	16
2:45 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	17
3:00 PM	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	4	15
3:15 PM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	5	0	8	19
Count Total	0	0	4	2	0	3	9	1	0	0	17	2	0	2	13	0	53	0
Peak Hour	0	0	1	0	0	1	4	0	0	0	7	1	0	0	5	0	19	0

Three-Hour Count Summaries - Bikes																		
Interval Start	Burgess Rd			Burgess Rd			Vollmer Rd			Vollmer Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1				
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Three-Hour Count Summaries

Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM		0	11	58	5	0	8	25	9	0	8	12	6	0	22	29	5	198	0
3:45 PM		0	2	46	7	0	8	22	11	0	5	16	12	0	30	20	11	190	0
4:00 PM		0	2	50	10	0	8	29	18	0	5	17	16	0	35	13	9	212	0
4:15 PM		0	0	61	5	0	6	23	7	0	0	9	9	0	23	20	3	166	766
Peak Hour	All	0	15	215	27	0	30	99	45	0	18	54	43	0	110	82	28	766	0
	HV	0	1	3	0	0	0	1	0	0	1	2	0	0	0	13	3	24	0
	HV%	-	7%	1%	0%	-	0%	1%	0%	-	6%	4%	0%	-	0%	16%	11%	3%	0

Note: For all three-hour count summary, see next page.

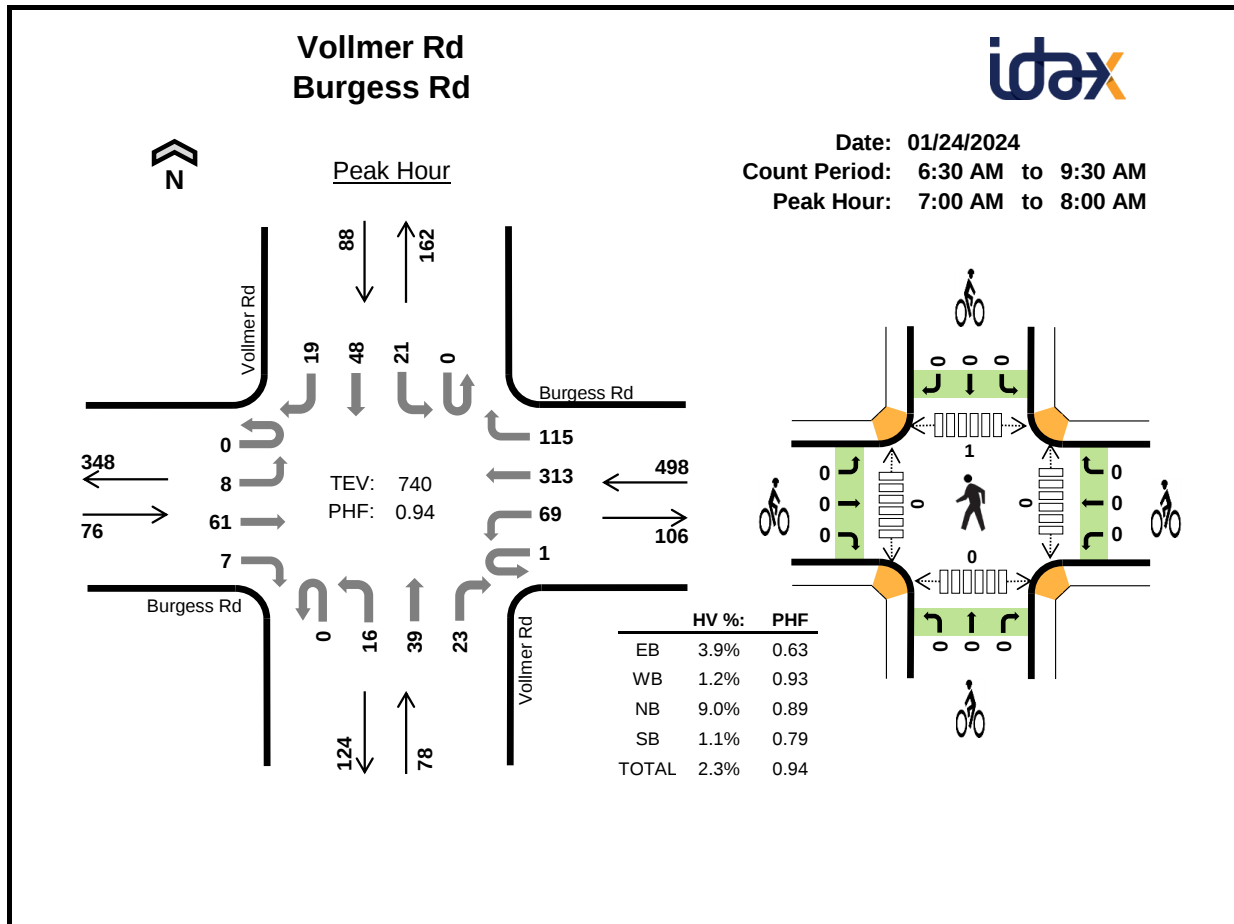
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:30 PM	2	0	1	7	10	0	0	0	0	0	0	0	0	0	0
3:45 PM	1	0	1	2	4	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	1	0	4	6	0	0	0	0	0	0	0	0	0	0
Peak Hour	4	1	3	16	24	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries																			
Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM		0	11	58	5	0	8	25	9	0	8	12	6	0	22	29	5	198	0
3:45 PM		0	2	46	7	0	8	22	11	0	5	16	12	0	30	20	11	190	0
4:00 PM		0	2	50	10	0	8	29	18	0	5	17	16	0	35	13	9	212	0
4:15 PM		0	0	61	5	0	6	23	7	0	0	9	9	0	23	20	3	166	766
4:30 PM		0	2	63	4	0	2	18	6	0	4	14	11	0	25	10	4	163	731
4:45 PM		0	3	59	3	0	5	26	6	0	3	25	12	0	23	11	3	179	720
5:00 PM		0	5	49	1	0	9	24	9	0	3	20	17	0	22	13	4	176	684
5:15 PM		0	2	56	2	0	6	21	11	0	2	17	10	0	32	11	5	175	693
5:30 PM		0	1	39	3	0	4	21	11	0	6	24	9	0	20	12	1	151	681
5:45 PM		0	0	38	4	0	6	13	4	0	1	10	8	0	11	21	2	118	620
6:00 PM		0	4	27	1	0	6	18	3	0	2	13	13	0	13	5	2	107	551
6:15 PM		0	4	29	1	0	3	11	4	0	5	10	7	0	14	12	1	101	477
Count Total		0	36	575	46	0	71	251	99	0	44	187	130	0	270	177	50	1,936	0
Peak Hour	All	0	15	215	27	0	30	99	45	0	18	54	43	0	110	82	28	766	0
	HV	0	1	3	0	0	0	1	0	0	1	2	0	0	0	13	3	24	0
	HV%	-	7%	1%	0%	-	0%	1%	0%	-	6%	4%	0%	-	0%	16%	11%	3%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
3:30 PM		2	0	1	7	10	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM		1	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM		0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM		1	1	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM		2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM		3	2	1	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM		1	2	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM		1	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM		1	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM		0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total		13	7	4	26	50	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour		4	1	3	16	24	0	0	0	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM	0	1	1	0	0	0	0	0	0	0	1	0	0	0	7	0	10	0
3:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	1	4	0
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	1	4	0
4:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	1	6	24
4:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	3	17
4:45 PM	0	0	3	0	0	0	2	0	0	1	0	0	0	1	1	0	8	21
5:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	1	1	0	5	22
5:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	3	19
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	3	11
6:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	7
Count Total	0	2	11	0	0	0	7	0	0	2	2	0	0	3	20	3	50	0
Peak Hour	0	1	3	0	0	0	1	0	0	1	2	0	0	0	13	3	24	0

Three-Hour Count Summaries - Bikes																		
Interval Start	Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
3:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
3:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
6:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
6:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Count Total	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Peak Hour	0	0	0		0	0	0		0	0	0		0	0	0		0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Three-Hour Count Summaries

Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	18	0	0	13	82	25	0	5	10	3	0	5	15	4	180	0
7:15 AM		0	1	10	2	0	17	80	31	0	2	10	5	0	4	4	7	173	0
7:30 AM		0	1	13	1	1	25	78	30	0	5	8	8	0	3	13	5	191	0
7:45 AM		0	6	20	4	0	14	73	29	0	4	11	7	0	9	16	3	196	740
Peak Hour	All	0	8	61	7	1	69	313	115	0	16	39	23	0	21	48	19	740	0
	HV	0	1	2	0	0	3	3	0	0	0	4	3	0	1	0	0	17	0
	HV%	-	13%	3%	0%	0%	4%	1%	0%	-	0%	10%	13%	-	5%	0%	0%	2%	0

Note: For all three-hour count summary, see next page.

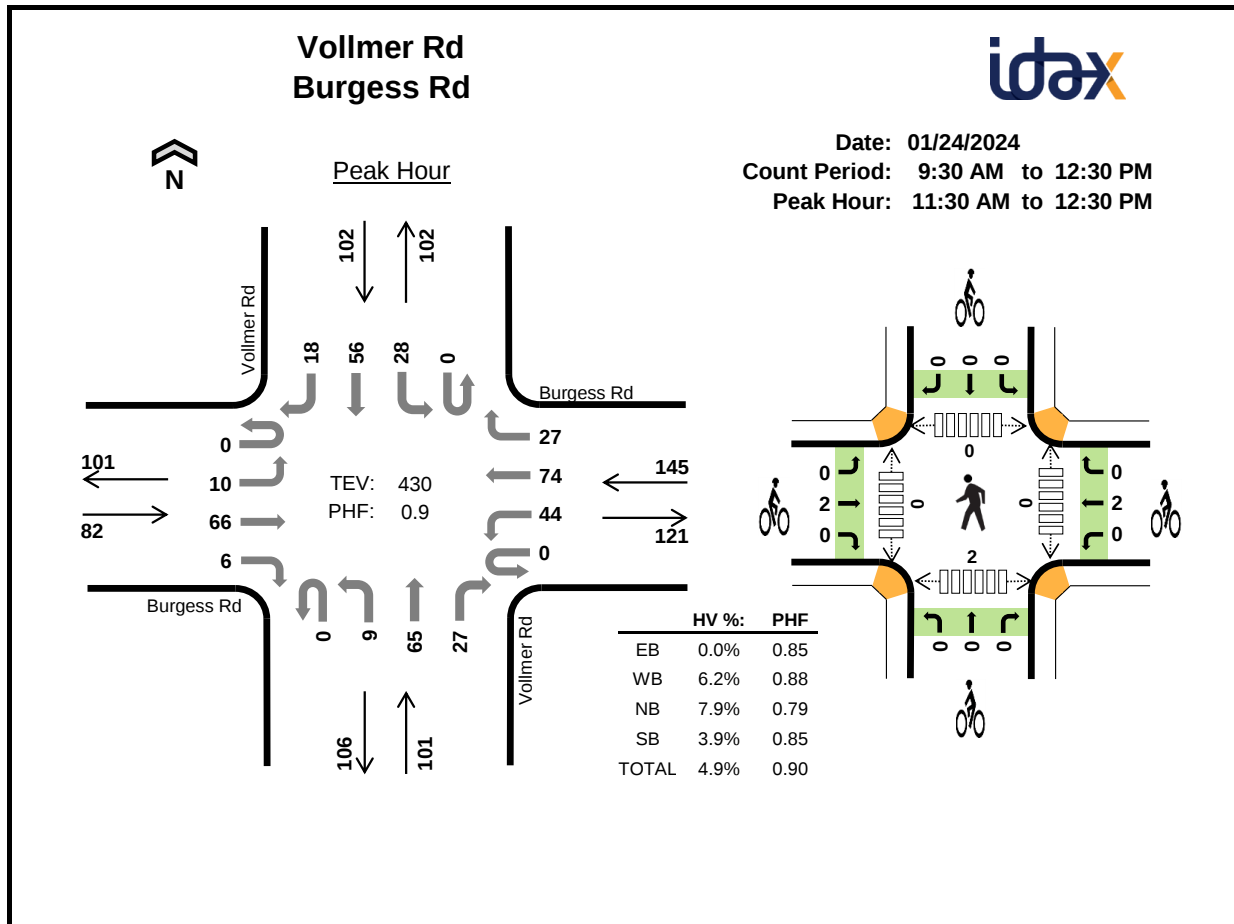
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	0	1	0	3	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	4	1	7	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0
Peak Hour	3	6	7	1	17	0	0	0	0	0	0	0	1	0	1

Three-Hour Count Summaries																			
Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM		0	1	4	1	0	12	34	17	0	0	8	3	0	3	9	4	96	0
6:45 AM		0	1	6	1	0	10	42	19	0	1	7	4	0	5	6	5	107	0
7:00 AM		0	0	18	0	0	13	82	25	0	5	10	3	0	5	15	4	180	0
7:15 AM		0	1	10	2	0	17	80	31	0	2	10	5	0	4	4	7	173	556
7:30 AM		0	1	13	1	1	25	78	30	0	5	8	8	0	3	13	5	191	651
7:45 AM		0	6	20	4	0	14	73	29	0	4	11	7	0	9	16	3	196	740
8:00 AM		0	1	17	3	0	8	66	13	0	2	9	15	0	10	18	5	167	727
8:15 AM		0	10	12	3	0	8	47	15	0	7	13	6	0	12	17	5	155	709
8:30 AM		0	5	21	7	0	9	38	13	0	5	23	6	0	17	15	6	165	683
8:45 AM		0	7	18	3	0	10	39	13	0	5	12	14	0	11	14	6	152	639
9:00 AM		0	3	17	1	0	5	40	10	0	1	14	6	0	6	13	13	129	601
9:15 AM		0	1	11	4	0	6	24	7	0	6	12	2	0	14	25	1	113	559
Count Total		0	37	167	30	1	137	643	222	0	43	137	79	0	99	165	64	1,824	0
Peak Hour	All	0	8	61	7	1	69	313	115	0	16	39	23	0	21	48	19	740	0
	HV	0	1	2	0	0	3	3	0	0	0	4	3	0	1	0	0	17	0
	HV%	-	13%	3%	0%	0%	4%	1%	0%	-	0%	10%	13%	-	5%	0%	0%	2%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM		2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM		1	1	3	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM		2	0	1	0	3	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM		0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM		0	2	4	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM		1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM		1	2	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM		2	1	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM		2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM		0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM		0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM		2	1	3	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total		13	14	21	9	57	0	0	0	0	0	0	0	0	0	2	0	0	2
Peak Hour		3	6	7	1	17	0	0	0	0	0	0	0	0	0	1	0	0	1

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	4	0
6:45 AM	0	1	0	0	0	1	0	0	0	0	1	2	0	0	0	1	6	0
7:00 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
7:15 AM	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	4	17
7:30 AM	0	0	0	0	0	1	1	0	0	0	1	3	0	1	0	0	7	20
7:45 AM	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	17
8:00 AM	0	0	1	0	0	2	0	0	0	0	1	0	0	1	0	0	5	19
8:15 AM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3	18
8:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	15
8:45 AM	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0	5	17
9:00 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	15
9:15 AM	0	0	1	1	0	0	1	0	0	1	2	0	0	2	2	0	10	22
Count Total	0	3	8	2	0	6	8	0	0	1	11	9	0	4	4	1	57	0
Peak Hour	0	1	2	0	0	3	3	0	0	0	4	3	0	1	0	0	17	0

Three-Hour Count Summaries - Bikes																		
Interval Start	Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
6:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
6:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
8:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
8:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
8:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
8:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
9:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
9:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Count Total	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Peak Hour	0	0	0		0	0	0		0	0	0		0	0	0		0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Three-Hour Count Summaries**

Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:30 AM		0	4	12	2	0	13	17	11	0	1	13	6	0	4	16	3	102	0
11:45 AM		0	3	19	0	0	11	13	6	0	5	17	10	0	8	12	1	105	0
12:00 PM		0	2	15	1	0	12	22	2	0	2	11	6	0	7	16	7	103	0
12:15 PM		0	1	20	3	0	8	22	8	0	1	24	5	0	9	12	7	120	430
Peak Hour	All	0	10	66	6	0	44	74	27	0	9	65	27	0	28	56	18	430	0
	HV	0	0	0	0	0	3	3	3	0	0	5	3	0	1	3	0	21	0
	HV%	-	0%	0%	0%	-	7%	4%	11%	-	0%	8%	11%	-	4%	5%	0%	5%	0

Note: For all three-hour count summary, see next page.

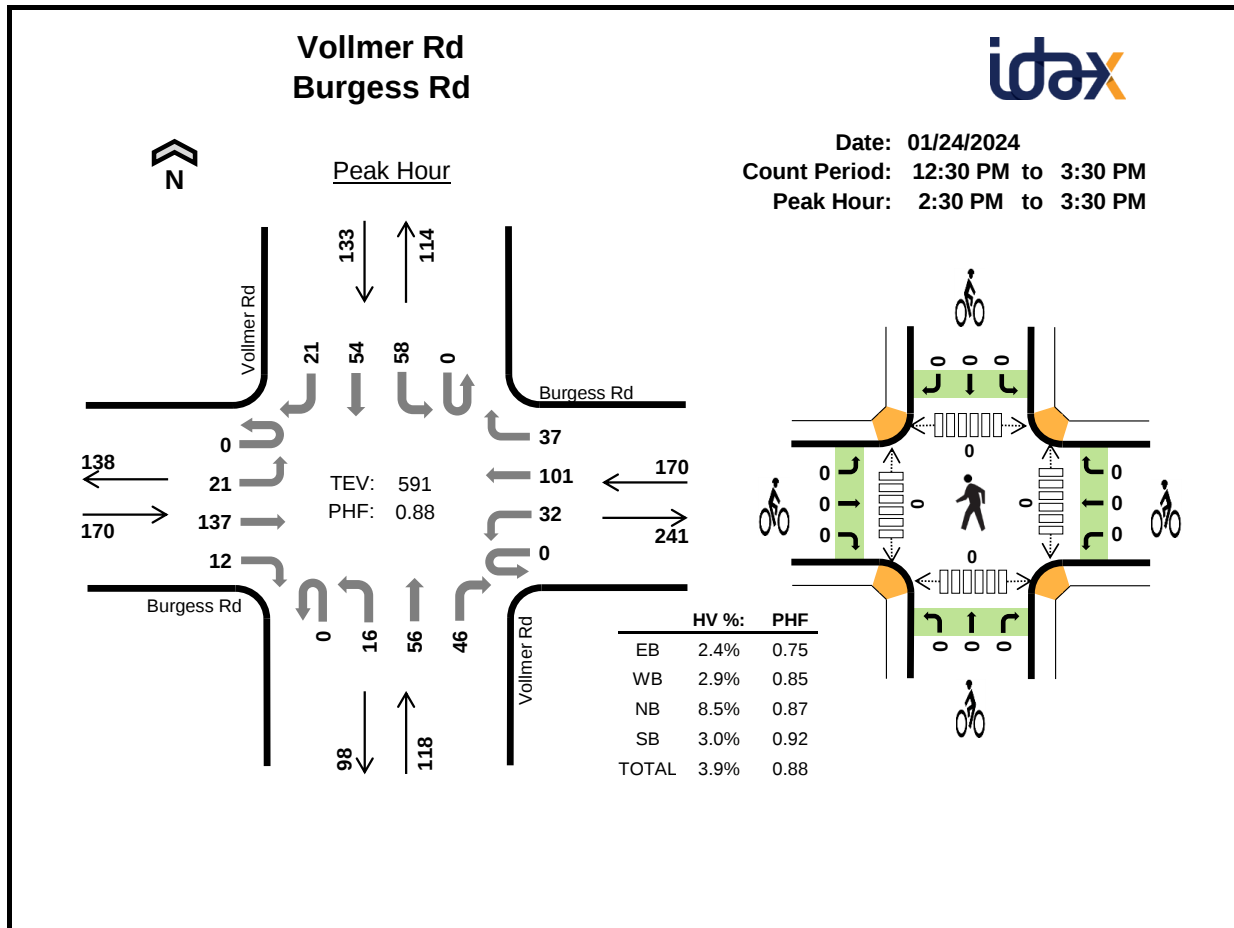
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:30 AM	0	3	3	0	6	1	1	0	0	2	0	0	0	1	1
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	3	3	7	0	1	0	0	1	0	0	0	0	0
12:15 PM	0	4	2	1	7	1	0	0	0	1	0	0	0	1	1
Peak Hour	0	9	8	4	21	2	2	0	0	4	0	0	0	2	2

Three-Hour Count Summaries																			
Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:30 AM		0	2	14	3	0	15	27	5	0	0	17	7	0	7	17	1	115	0
9:45 AM		0	2	13	4	0	10	24	6	0	2	13	13	0	7	13	1	108	0
10:00 AM		0	1	12	4	0	2	13	3	0	2	9	5	0	12	9	2	74	0
10:15 AM		0	0	22	4	0	1	18	9	0	2	11	8	0	3	13	1	92	389
10:30 AM		0	1	16	1	0	4	16	12	0	4	8	9	0	6	15	2	94	368
10:45 AM		0	0	14	3	0	10	33	7	0	4	13	4	0	5	22	7	122	382
11:00 AM		0	1	12	4	0	10	20	4	0	2	13	7	0	7	13	1	94	402
11:15 AM		0	3	20	1	0	4	31	5	0	2	20	7	0	4	8	3	108	418
11:30 AM		0	4	12	2	0	13	17	11	0	1	13	6	0	4	16	3	102	426
11:45 AM		0	3	19	0	0	11	13	6	0	5	17	10	0	8	12	1	105	409
12:00 PM		0	2	15	1	0	12	22	2	0	2	11	6	0	7	16	7	103	418
12:15 PM		0	1	20	3	0	8	22	8	0	1	24	5	0	9	12	7	120	430
Count Total		0	20	189	30	0	100	256	78	0	27	169	87	0	79	166	36	1,237	0
Peak Hour	All	0	10	66	6	0	44	74	27	0	9	65	27	0	28	56	18	430	0
	HV	0	0	0	0	0	3	3	3	0	0	5	3	0	1	3	0	21	0
	HV%	-	0%	0%	0%	-	7%	4%	11%	-	0%	8%	11%	-	4%	5%	0%	5%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
9:30 AM		1	1	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM		2	3	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM		0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM		1	2	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM		1	0	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM		0	2	1	3	6	0	0	0	0	0	0	0	0	0	2	0	2	2
11:00 AM		1	2	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM		1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM		0	3	3	0	6	1	1	0	0	2	0	0	0	0	0	1	1	1
11:45 AM		0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM		0	1	3	3	7	0	1	0	0	1	0	0	0	0	0	0	0	0
12:15 PM		0	4	2	1	7	1	0	0	0	1	0	0	0	0	0	1	1	1
Count Total		7	20	21	14	62	2	2	0	0	4	0	0	2	0	2	2	4	4
Peak Hour		0	9	8	4	21	2	2	0	0	4	0	0	0	0	0	2	2	2

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:30 AM	0	0	1	0	0	1	0	0	0	0	2	0	0	0	1	0	5	0
9:45 AM	0	1	1	0	0	2	0	1	0	0	0	0	0	1	2	0	8	0
10:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	3	0
10:15 AM	0	0	0	1	0	0	1	1	0	0	1	0	0	0	1	0	5	21
10:30 AM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	4	20
10:45 AM	0	0	0	0	0	1	0	1	0	0	1	0	0	0	3	0	6	18
11:00 AM	0	0	0	1	0	0	1	1	0	0	1	1	0	0	0	0	5	20
11:15 AM	0	0	0	1	0	0	0	0	0	0	3	1	0	0	0	0	5	20
11:30 AM	0	0	0	0	0	1	0	2	0	0	2	1	0	0	0	0	6	22
11:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17
12:00 PM	0	0	0	0	0	0	1	0	0	0	2	1	0	1	2	0	7	19
12:15 PM	0	0	0	0	0	1	2	1	0	0	1	1	0	0	1	0	7	21
Count Total	0	1	3	3	0	7	6	7	0	0	16	5	0	2	12	0	62	0
Peak Hour	0	0	0	0	0	3	3	3	0	0	5	3	0	1	3	0	21	0

Three-Hour Count Summaries - Bikes																		
Interval Start	Burgess Rd			Burgess Rd			Vollmer Rd			Vollmer Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	2				
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
12:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	3				
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	4				
Count Total	0	2	0	0	2	0	0	0	0	0	0	0	4	0				
Peak Hour	0	2	0	0	2	0	0	0	0	0	0	0	4	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Three-Hour Count Summaries**

Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM		0	4	25	3	0	10	31	9	0	4	12	7	0	11	16	6	138	0
2:45 PM		0	8	22	3	0	4	25	5	0	5	19	10	0	11	10	10	132	0
3:00 PM		0	4	42	2	0	9	20	11	0	4	11	14	0	19	13	4	153	0
3:15 PM		0	5	48	4	0	9	25	12	0	3	14	15	0	17	15	1	168	591
Peak Hour	All	0	21	137	12	0	32	101	37	0	16	56	46	0	58	54	21	591	0
	HV	0	2	2	0	0	1	3	1	0	1	3	6	0	2	2	0	23	0
	HV%	-	10%	1%	0%	-	3%	3%	3%	-	6%	5%	13%	-	3%	4%	0%	4%	0

Note: For all three-hour count summary, see next page.

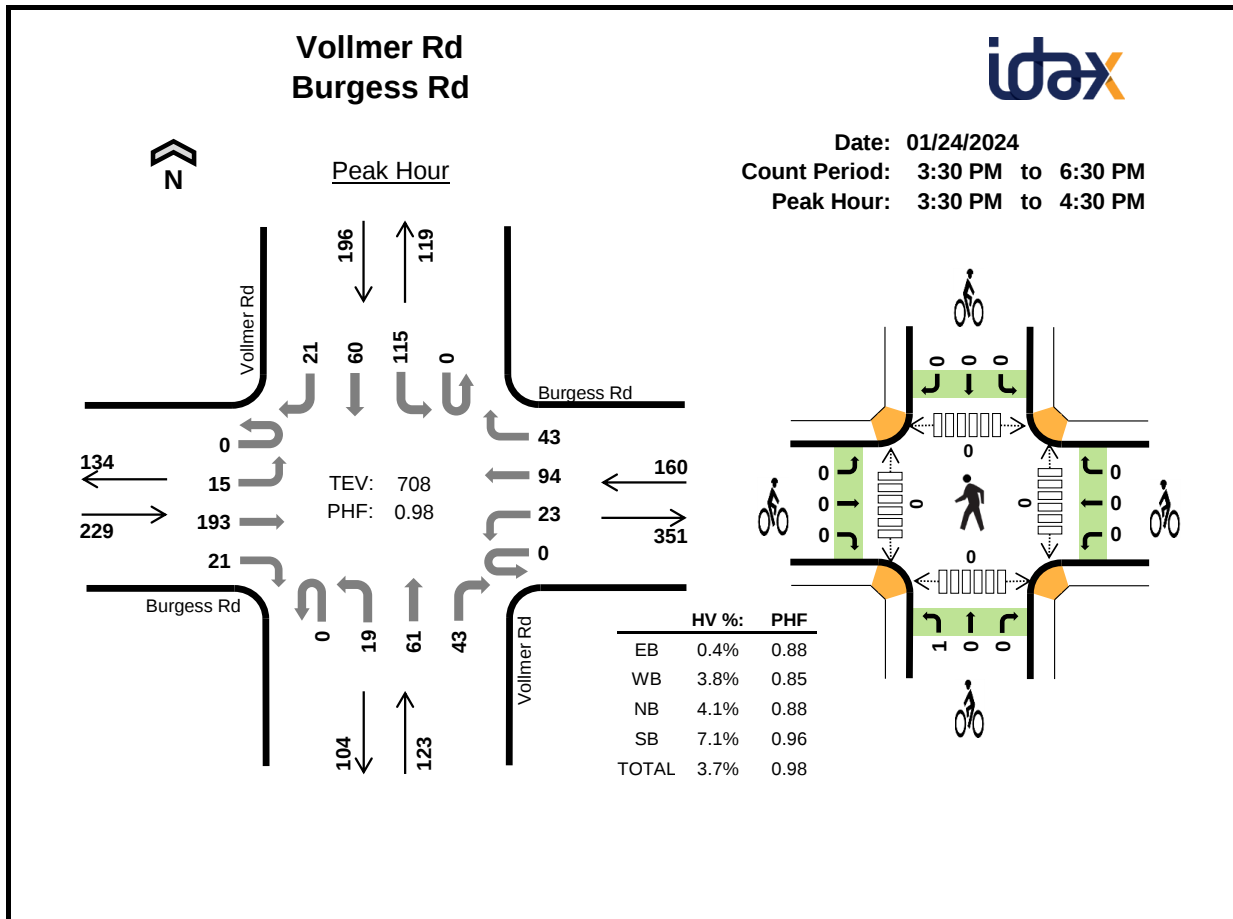
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	0	2	2	1	5	0	0	0	0	0	0	0	0	0	0
2:45 PM	1	1	3	0	5	0	0	0	0	0	0	0	0	0	0
3:00 PM	1	1	2	2	6	0	0	0	0	0	0	0	0	0	0
3:15 PM	2	1	3	1	7	0	0	0	0	0	0	0	0	0	0
Peak Hour	4	5	10	4	23	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries																			
Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	12:30 PM	0	2	16	4	0	3	22	3	0	5	17	8	0	9	10	1	100	0
	12:45 PM	0	3	25	3	0	6	25	6	0	3	16	10	0	11	9	4	121	0
	1:00 PM	0	3	21	3	0	8	14	4	0	3	17	9	0	14	21	7	124	0
	1:15 PM	0	4	19	5	0	11	20	6	0	3	10	12	0	6	14	2	112	457
	1:30 PM	0	2	19	1	0	16	20	3	0	1	8	9	0	7	11	6	103	460
	1:45 PM	0	5	18	2	0	10	23	4	0	3	10	16	0	3	8	1	103	442
	2:00 PM	0	7	22	2	0	5	19	4	0	3	18	7	1	8	10	2	108	426
	2:15 PM	0	2	34	4	0	7	30	5	0	2	14	12	0	16	12	0	138	452
	2:30 PM	0	4	25	3	0	10	31	9	0	4	12	7	0	11	16	6	138	487
	2:45 PM	0	8	22	3	0	4	25	5	0	5	19	10	0	11	10	10	132	516
	3:00 PM	0	4	42	2	0	9	20	11	0	4	11	14	0	19	13	4	153	561
	3:15 PM	0	5	48	4	0	9	25	12	0	3	14	15	0	17	15	1	168	591
Count Total		0	49	311	36	0	98	274	72	0	39	166	129	1	132	149	44	1,500	0
Peak Hour	All	0	21	137	12	0	32	101	37	0	16	56	46	0	58	54	21	591	0
	HV	0	2	2	0	0	1	3	1	0	1	3	6	0	2	2	0	23	0
	HV%	-	10%	1%	0%	-	3%	3%	3%	-	6%	5%	13%	-	3%	4%	0%	4%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
	12:30 PM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	3	4	3	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	5	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	2	1	2	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	1	7	1	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	4	6	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	2	1	1	1	5	0	1	0	0	1	0	0	0	0	0	0	0	0
	2:15 PM	0	4	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	2	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	1	1	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	1	1	2	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	2	1	3	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total		13	27	29	13	82	0	1	0	0	1	0	0	0	0	0	0	0	0
Peak Hour		4	5	10	4	23	0	0	0	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:30 PM	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	3	0
12:45 PM	0	0	3	0	0	2	1	1	0	0	2	1	0	0	0	0	10	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	1	0	6	0
1:15 PM	0	0	1	1	0	0	1	0	0	0	0	2	0	0	4	0	9	28
1:30 PM	0	0	1	0	0	6	0	1	0	0	0	1	0	0	0	1	10	35
1:45 PM	0	0	0	0	0	2	1	1	0	2	1	3	0	0	0	0	10	35
2:00 PM	0	0	1	1	0	1	0	0	0	0	1	0	0	0	1	0	5	34
2:15 PM	0	0	0	0	0	1	3	0	0	0	0	0	0	1	1	0	6	31
2:30 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	1	0	5	26
2:45 PM	0	0	1	0	0	0	1	0	0	0	1	2	0	0	0	0	5	21
3:00 PM	0	0	1	0	0	1	0	0	0	0	0	2	0	2	0	0	6	22
3:15 PM	0	2	0	0	0	0	1	0	0	0	2	1	0	0	1	0	7	23
Count Total	0	2	9	2	0	14	9	4	0	3	13	13	0	3	10	0	82	0
Peak Hour	0	2	2	0	0	1	3	1	0	1	3	6	0	2	2	0	23	0

Three-Hour Count Summaries - Bikes																	
Interval Start	Burgess Rd			Burgess Rd			Vollmer Rd			Vollmer Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	1			
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Three-Hour Count Summaries

Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM		0	8	53	4	0	7	19	9	0	3	19	8	0	28	19	4	181	0
3:45 PM		0	1	40	7	0	5	29	13	0	5	21	9	0	21	19	8	178	0
4:00 PM		0	5	44	8	0	9	24	12	0	6	8	15	0	34	10	5	180	0
4:15 PM		0	1	56	2	0	2	22	9	0	5	13	11	0	32	12	4	169	708
Peak Hour	All	0	15	193	21	0	23	94	43	0	19	61	43	0	115	60	21	708	0
	HV	0	0	1	0	0	4	2	0	0	0	3	2	0	2	9	3	26	0
	HV%	-	0%	1%	0%	-	17%	2%	0%	-	0%	5%	5%	-	2%	15%	14%	4%	0

Note: For all three-hour count summary, see next page.

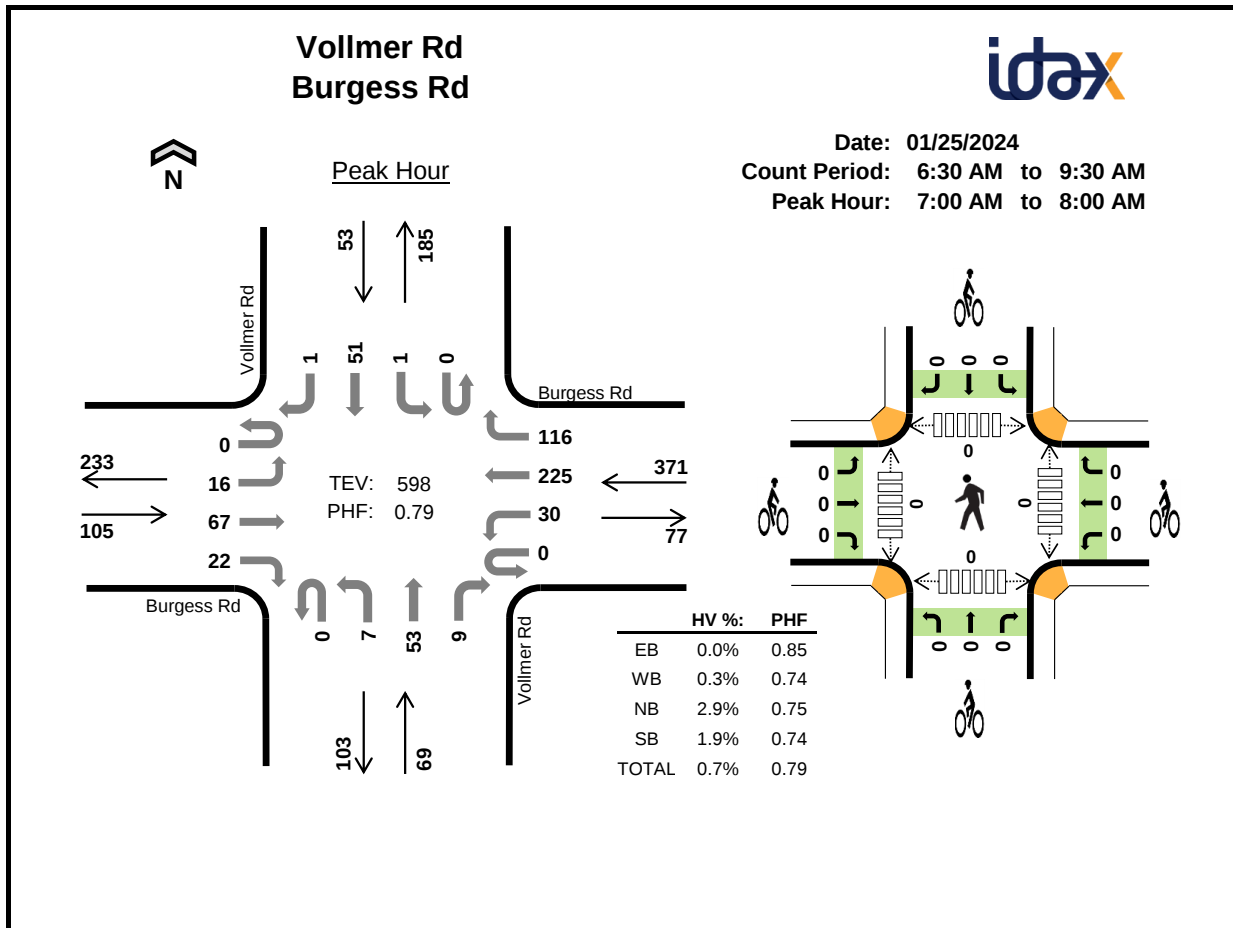
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:30 PM	1	3	3	9	16	0	0	1	0	1	0	0	0	0	0
3:45 PM	0	1	0	4	5	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	6	5	14	26	0	0	1	0	1	0	0	0	0	0

Three-Hour Count Summaries																			
Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM		0	8	53	4	0	7	19	9	0	3	19	8	0	28	19	4	181	0
3:45 PM		0	1	40	7	0	5	29	13	0	5	21	9	0	21	19	8	178	0
4:00 PM		0	5	44	8	0	9	24	12	0	6	8	15	0	34	10	5	180	0
4:15 PM		0	1	56	2	0	2	22	9	0	5	13	11	0	32	12	4	169	708
4:30 PM		0	5	39	4	0	7	20	13	0	2	17	9	0	23	13	2	154	681
4:45 PM		0	0	48	3	0	9	26	12	0	2	12	16	0	32	16	3	179	682
5:00 PM		0	1	59	0	0	8	27	5	0	3	18	15	0	22	11	3	172	674
5:15 PM		0	5	64	1	0	6	24	11	0	1	20	15	0	24	18	4	193	698
5:30 PM		0	4	44	3	0	4	28	4	0	0	13	16	0	20	11	1	148	692
5:45 PM		0	1	48	4	0	6	36	13	0	0	10	15	0	22	17	4	176	689
6:00 PM		0	2	31	6	0	2	29	7	0	3	15	11	0	10	13	3	132	649
6:15 PM		0	2	29	2	0	7	20	3	0	4	10	8	0	12	11	2	110	566
Count Total		0	35	555	44	0	72	304	111	0	34	176	148	0	280	170	43	1,972	0
Peak Hour	All	0	15	193	21	0	23	94	43	0	19	61	43	0	115	60	21	708	0
	HV	0	0	1	0	0	4	2	0	0	0	3	2	0	2	9	3	26	0
	HV%	-	0%	1%	0%	-	17%	2%	0%	-	0%	5%	5%	-	2%	15%	14%	4%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
3:30 PM		1	3	3	9	16	0	0	1	0	1	0	0	0	0	0	0	0	0
3:45 PM		0	1	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM		0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM		0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM		2	2	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM		1	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM		1	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM		0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM		2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM		2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM		0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total		10	9	12	17	48	0	0	1	0	1	0	0	0	0	0	0	0	0
Peak Hour		1	6	5	14	26	0	0	1	0	1	0	0	0	0	0	0	0	0

Three-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
3:30 PM	0	0	1	0	0	3	0	0	0	0	0	3	0	0	2	6	1	16	0
3:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	1	5	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	0
4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	26
4:30 PM	0	0	2	0	0	2	0	0	0	0	0	2	0	0	0	0	0	6	16
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3	14
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	14
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	15
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
5:45 PM	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	10
6:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
6:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7
Count Total	0	0	9	1	0	6	2	1	0	0	7	5	0	3	11	3		48	0
Peak Hour	0	0	1	0	0	4	2	0	0	0	3	2	0	2	9	3		26	0

Three-Hour Count Summaries - Bikes																		
Interval Start	Burgess Rd			Burgess Rd			Vollmer Rd			Vollmer Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
3:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0				
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0				
Peak Hour	0	0	0	0	0	0	1	0	0	0	0	0	0	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Three-Hour Count Summaries**

Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	5	12	6	0	9	78	24	0	4	7	1	0	1	15	1	163	0
7:15 AM		0	1	19	9	0	12	79	34	0	2	10	5	0	0	18	0	189	0
7:30 AM		0	6	20	5	0	6	35	28	0	1	19	3	0	0	8	0	131	0
7:45 AM		0	4	16	2	0	3	33	30	0	0	17	0	0	0	10	0	115	598
Peak Hour	All	0	16	67	22	0	30	225	116	0	7	53	9	0	1	51	1	598	0
	HV	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	4	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	4%	0%	-	0%	2%	0%	1%	0

Note: For all three-hour count summary, see next page.

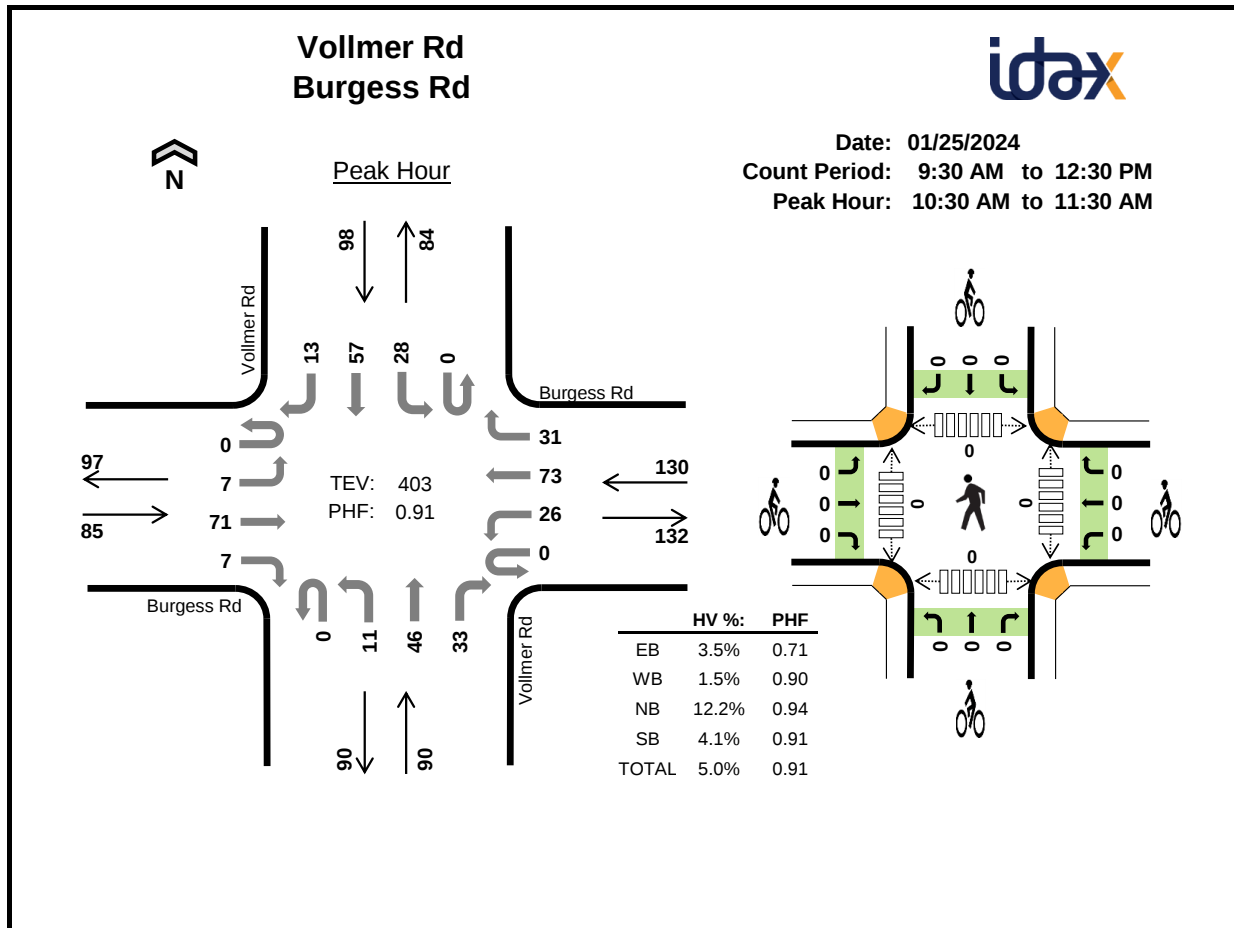
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries																			
Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM		0	3	11	2	0	7	35	14	0	1	6	2	0	4	6	2	93	0
6:45 AM		0	2	15	1	0	4	45	13	0	1	7	2	0	3	9	0	102	0
7:00 AM		0	5	12	6	0	9	78	24	0	4	7	1	0	1	15	1	163	0
7:15 AM		0	1	19	9	0	12	79	34	0	2	10	5	0	0	18	0	189	547
7:30 AM		0	6	20	5	0	6	35	28	0	1	19	3	0	0	8	0	131	585
7:45 AM		0	4	16	2	0	3	33	30	0	0	17	0	0	0	10	0	115	598
8:00 AM		0	3	20	4	0	6	35	27	0	2	14	5	0	6	16	2	140	575
8:15 AM		0	7	19	3	0	9	42	10	0	3	18	6	0	8	13	12	150	536
8:30 AM		0	2	23	6	0	14	44	13	0	10	7	4	0	6	15	10	154	559
8:45 AM		0	2	21	5	0	8	34	11	0	2	12	7	0	14	16	4	136	580
9:00 AM		0	4	18	3	0	4	28	6	0	3	13	5	0	8	17	2	111	551
9:15 AM		0	2	14	1	0	6	22	7	0	1	12	5	0	9	17	4	100	501
Count Total		0	41	208	47	0	88	510	217	0	30	142	45	0	59	160	37	1,584	0
Peak Hour	All	0	16	67	22	0	30	225	116	0	7	53	9	0	1	51	1	598	0
	HV	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	4	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	4%	0%	-	0%	2%	0%	1%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM		0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM		0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM		0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM		0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM		3	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM		1	1	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM		0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM		0	2	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM		0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM		0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total		5	5	11	6	27	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour		0	1	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
7:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	4	7
8:15 AM	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	4	10
8:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	3	11
8:45 AM	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	5	16
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	15
9:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	13
Count Total	0	3	2	0	0	1	4	0	0	2	6	3	0	0	6	0	27	0
Peak Hour	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	4	0

Three-Hour Count Summaries - Bikes																		
Interval Start	Burgess Rd			Burgess Rd			Vollmer Rd			Vollmer Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Three-Hour Count Summaries

Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:30 AM		0	5	15	1	0	7	18	6	0	4	11	9	0	7	14	2	99	0
10:45 AM		0	1	15	3	0	7	12	9	0	1	11	9	0	8	16	3	95	0
11:00 AM		0	0	15	0	0	4	22	9	0	3	13	6	0	6	17	3	98	0
11:15 AM		0	1	26	3	0	8	21	7	0	3	11	9	0	7	10	5	111	403
Peak Hour	All	0	7	71	7	0	26	73	31	0	11	46	33	0	28	57	13	403	0
	HV	0	0	1	2	0	0	1	1	0	0	5	6	0	2	2	0	20	0
	HV%	-	0%	1%	29%	-	0%	1%	3%	-	0%	11%	18%	-	7%	4%	0%	5%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:30 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0
10:45 AM	1	1	1	2	5	0	0	0	0	0	0	0	0	0	0
11:00 AM	1	0	3	1	5	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	1	3	1	6	0	0	0	0	0	0	0	0	0	0
Peak Hour	3	2	11	4	20	0	0	0	0	0	0	0	0	0	0

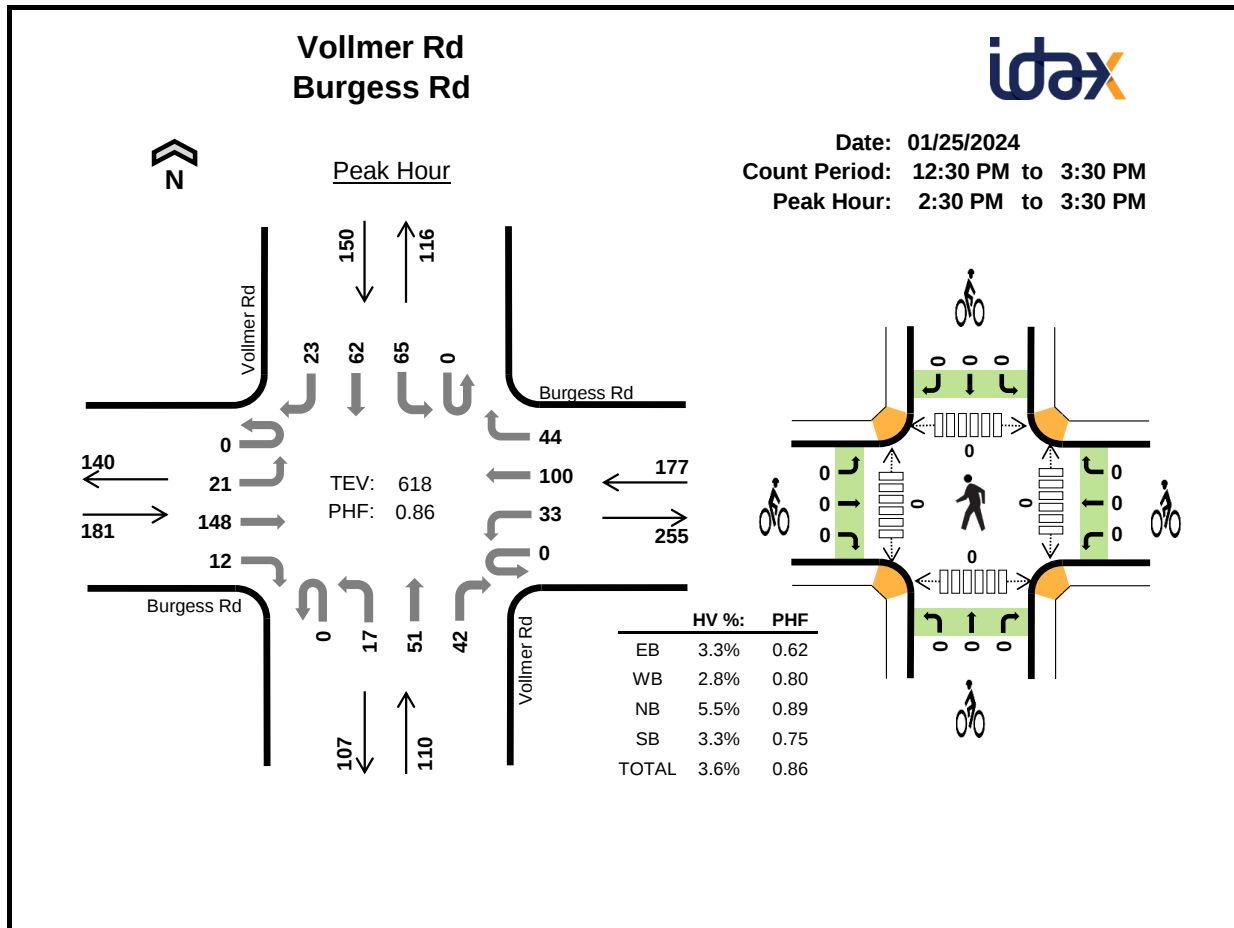
Three-Hour Count Summaries																			
Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	9:30 AM	0	0	8	1	0	9	21	9	0	5	11	4	0	10	15	3	96	0
	9:45 AM	0	2	7	2	0	9	28	6	0	1	17	12	0	9	16	3	112	0
	10:00 AM	0	0	12	2	0	6	23	5	0	1	13	8	0	11	14	4	99	0
	10:15 AM	0	1	18	2	0	4	22	6	0	1	10	3	0	3	6	4	80	387
	10:30 AM	0	5	15	1	0	7	18	6	0	4	11	9	0	7	14	2	99	390
	10:45 AM	0	1	15	3	0	7	12	9	0	1	11	9	0	8	16	3	95	373
	11:00 AM	0	0	15	0	0	4	22	9	0	3	13	6	0	6	17	3	98	372
	11:15 AM	0	1	26	3	0	8	21	7	0	3	11	9	0	7	10	5	111	403
	11:30 AM	0	1	19	3	0	4	18	2	0	4	10	9	0	7	10	1	88	392
	11:45 AM	0	3	18	3	0	6	17	4	0	3	17	6	0	3	8	3	91	388
	12:00 PM	0	4	22	0	0	5	24	6	0	3	12	7	0	5	10	1	99	389
	12:15 PM	0	5	19	3	0	10	24	4	0	2	14	8	0	6	11	4	110	388
Count Total		0	23	194	23	0	79	250	73	0	31	150	90	0	82	147	36	1,178	0
Peak Hour	All	0	7	71	7	0	26	73	31	0	11	46	33	0	28	57	13	403	0
	HV	0	0	1	2	0	0	1	1	0	0	5	6	0	2	2	0	20	0
	HV%	-	0%	1%	29%	-	0%	1%	3%	-	0%	11%	18%	-	7%	4%	0%	5%	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9:30 AM	1	2	2	0	5	0	0	0	0	0	0	0	0	0	0
9:45 AM	1	1	4	0	6	0	0	0	0	0	0	0	0	0	0
10:00 AM	1	1	2	2	6	0	0	0	0	0	0	0	0	0	0
10:15 AM	1	1	1	2	5	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0
10:45 AM	1	1	1	2	5	0	0	0	0	0	0	0	0	0	0
11:00 AM	1	0	3	1	5	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	1	3	1	6	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	2	3	1	6	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Count Total	7	11	28	11	57	0	0	0	0	0	0	0	0	0	0
Peak Hour	3	2	11	4	20	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:30 AM	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	5	0
9:45 AM	0	1	0	0	0	1	0	0	0	0	4	0	0	0	0	0	6	0
10:00 AM	0	0	1	0	0	1	0	0	0	0	2	0	0	0	2	0	6	0
10:15 AM	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	1	5	22
10:30 AM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	21
10:45 AM	0	0	0	1	0	0	1	0	0	0	0	1	0	1	1	0	5	20
11:00 AM	0	0	1	0	0	0	0	0	0	0	1	2	0	0	1	0	5	19
11:15 AM	0	0	0	1	0	0	0	1	0	0	1	2	0	1	0	0	6	20
11:30 AM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	6	22
11:45 AM	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	4	21
12:00 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	1	0	0	4	20
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	15
Count Total	0	1	2	4	0	7	2	2	0	2	19	7	0	4	5	2	57	0
Peak Hour	0	0	1	2	0	0	1	1	0	0	5	6	0	2	2	0	20	0

Three-Hour Count Summaries - Bikes																	
Interval Start	Burgess Rd			Burgess Rd			Vollmer Rd			Vollmer Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																	

**Three-Hour Count Summaries**

Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM		0	4	21	5	0	7	26	5	0	5	10	8	0	17	13	6	127	0
2:45 PM		0	4	33	3	0	12	31	12	0	5	14	8	0	12	15	5	154	0
3:00 PM		0	2	35	1	0	7	22	11	0	2	15	12	0	23	20	7	157	0
3:15 PM		0	11	59	3	0	7	21	16	0	5	12	14	0	13	14	5	180	618
Peak Hour	All	0	21	148	12	0	33	100	44	0	17	51	42	0	65	62	23	618	0
	HV	0	1	4	1	0	3	1	1	0	0	4	2	0	0	5	0	22	0
	HV%	-	5%	3%	8%	-	9%	1%	2%	-	0%	8%	5%	-	0%	8%	0%	4%	0

Note: For all three-hour count summary, see next page.

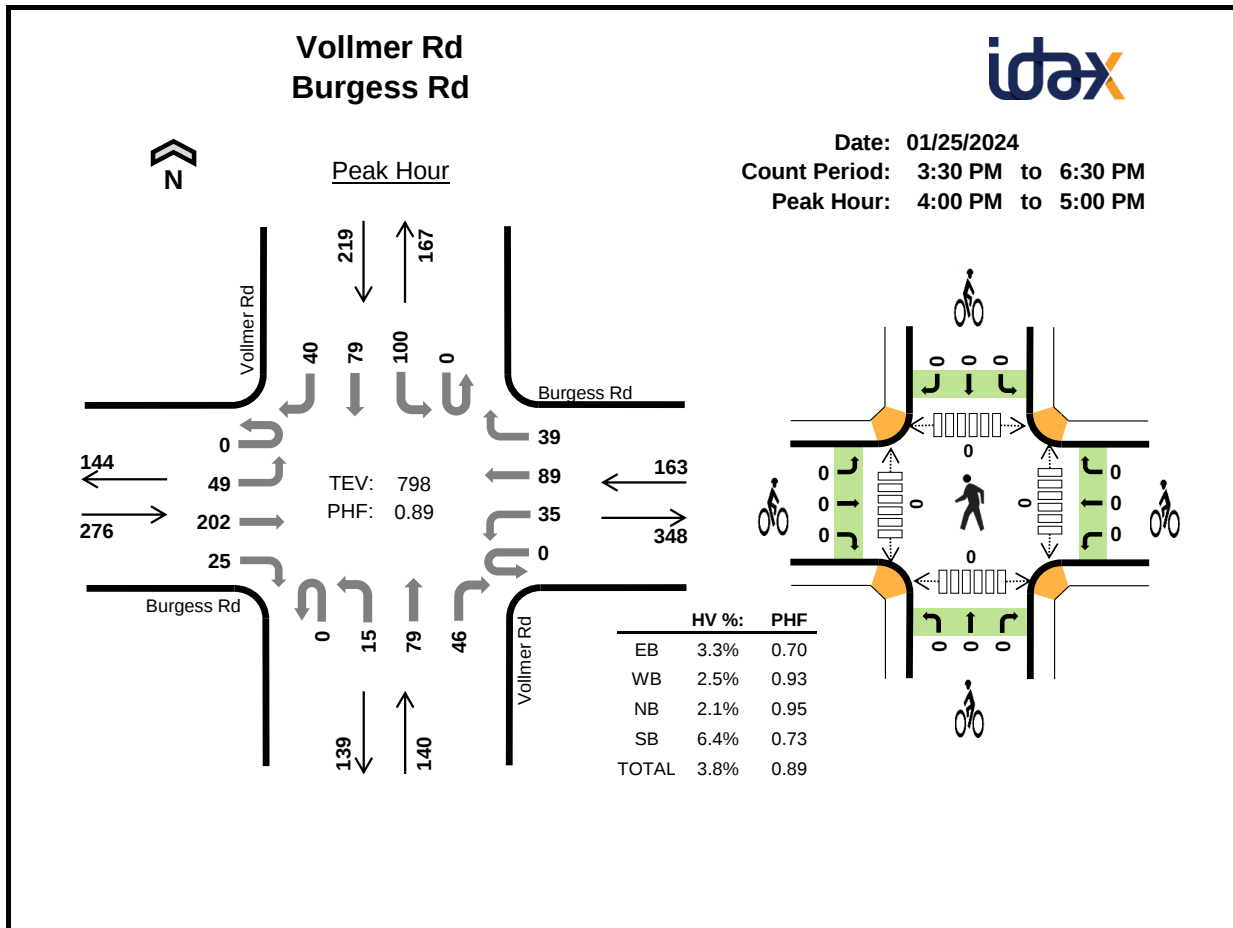
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	2	1	1	1	5	0	0	0	0	0	0	0	0	0	0
2:45 PM	1	2	2	1	6	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	2	1	1	4	0	0	0	0	0	0	0	0	0	0
3:15 PM	3	0	2	2	7	0	0	0	0	0	0	0	0	0	0
Peak Hour	6	5	6	5	22	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries																			
Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	12:30 PM	0	4	33	1	0	5	18	9	0	4	13	8	0	6	7	2	110	0
	12:45 PM	0	1	21	3	0	11	24	4	0	2	11	9	0	4	16	4	110	0
	1:00 PM	0	3	22	2	0	4	18	5	0	2	15	11	0	8	11	5	106	0
	1:15 PM	0	4	19	1	0	7	18	2	0	1	10	8	0	10	8	4	92	418
	1:30 PM	0	3	18	3	0	10	20	10	0	4	8	9	0	14	10	4	113	421
	1:45 PM	0	2	20	9	0	3	19	6	0	3	15	9	0	7	15	1	109	420
	2:00 PM	0	2	17	1	0	9	25	2	0	4	14	9	0	9	13	3	108	422
	2:15 PM	0	1	31	4	0	8	22	6	0	8	13	10	0	12	9	2	126	456
	2:30 PM	0	4	21	5	0	7	26	5	0	5	10	8	0	17	13	6	127	470
	2:45 PM	0	4	33	3	0	12	31	12	0	5	14	8	0	12	15	5	154	515
	3:00 PM	0	2	35	1	0	7	22	11	0	2	15	12	0	23	20	7	157	564
	3:15 PM	0	11	59	3	0	7	21	16	0	5	12	14	0	13	14	5	180	618
Count Total		0	41	329	36	0	90	264	88	0	45	150	115	0	135	151	48	1,492	0
Peak Hour	All	0	21	148	12	0	33	100	44	0	17	51	42	0	65	62	23	618	0
	HV	0	1	4	1	0	3	1	1	0	0	4	2	0	0	5	0	22	0
	HV%	-	5%	3%	8%	-	9%	1%	2%	-	0%	8%	5%	-	0%	8%	0%	4%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
	12:30 PM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	1	0	3	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	1	1	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	1	4	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	2	1	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	2	2	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	2	1	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	1	2	2	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	3	0	2	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total		11	12	25	13	61	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour		6	5	6	5	22	0	0	0	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
12:45 PM	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	2	0	6	0
1:00 PM	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	0	0	5	0
1:15 PM	0	0	0	0	0	1	0	0	0	1	2	1	0	0	3	0	8	21	
1:30 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3	22	
1:45 PM	0	0	1	1	0	0	1	0	0	0	2	1	0	0	0	0	6	22	
2:00 PM	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	3	20	
2:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	2	0	6	18	
2:30 PM	0	0	1	1	0	1	0	0	0	0	0	1	0	0	1	0	5	20	
2:45 PM	0	0	1	0	0	1	1	0	0	0	2	0	0	0	1	0	6	20	
3:00 PM	0	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	4	21	
3:15 PM	0	1	2	0	0	0	0	0	0	0	1	1	0	0	2	0	7	22	
Count Total	0	1	7	3	0	6	3	3	0	2	12	11	0	0	13	0	61	0	
Peak Hour	0	1	4	1	0	3	1	1	0	0	4	2	0	0	5	0	22	0	

Three-Hour Count Summaries - Bikes																		
Interval Start	Burgess Rd			Burgess Rd			Vollmer Rd			Vollmer Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Three-Hour Count Summaries**

Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	32	58	9	0	6	22	13	0	3	21	13	0	30	12	5	224	0
4:15 PM		0	7	50	3	0	10	22	6	0	4	16	15	0	17	19	2	171	0
4:30 PM		0	1	54	9	0	11	20	9	0	2	23	8	0	29	23	7	196	0
4:45 PM		0	9	40	4	0	8	25	11	0	6	19	10	0	24	25	26	207	798
Peak Hour	All	0	49	202	25	0	35	89	39	0	15	79	46	0	100	79	40	798	0
	HV	0	0	6	3	0	1	2	1	0	1	1	1	0	1	12	1	30	0
	HV%	-	0%	3%	12%	-	3%	2%	3%	-	7%	1%	2%	-	1%	15%	3%	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	1	1	3	8	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	2	0	3	7	0	0	0	0	0	0	0	0	0	0
4:30 PM	4	0	1	2	7	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	1	6	8	0	0	0	0	0	0	0	0	0	0
Peak Hour	9	4	3	14	30	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries																			
Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
3:30 PM	0	10	54	3	0	13	22	15	0	4	23	10	0	16	12	8	190	0	
3:45 PM	0	14	47	3	0	9	26	10	0	2	28	16	0	27	7	5	194	0	
4:00 PM	0	32	58	9	0	6	22	13	0	3	21	13	0	30	12	5	224	0	
4:15 PM	0	7	50	3	0	10	22	6	0	4	16	15	0	17	19	2	171	779	
4:30 PM	0	1	54	9	0	11	20	9	0	2	23	8	0	29	23	7	196	785	
4:45 PM	0	9	40	4	0	8	25	11	0	6	19	10	0	24	25	26	207	798	
5:00 PM	0	7	54	2	0	7	22	8	0	5	14	10	0	17	20	20	186	760	
5:15 PM	0	2	51	6	0	5	19	9	0	1	21	12	0	28	27	20	201	790	
5:30 PM	0	5	49	1	0	7	18	9	0	3	14	8	0	29	19	5	167	761	
5:45 PM	0	2	42	2	0	5	29	7	0	2	27	9	0	20	9	8	162	716	
6:00 PM	0	3	22	4	0	6	15	5	0	1	11	7	0	16	12	5	107	637	
6:15 PM	0	1	21	3	0	4	24	4	0	0	12	13	0	13	19	8	122	558	
Count Total		0	93	542	49	0	91	264	106	0	33	229	131	0	266	204	119	2,127	0
Peak Hour	All	0	49	202	25	0	35	89	39	0	15	79	46	0	100	79	40	798	0
	HV	0	0	6	3	0	1	2	1	0	1	1	1	0	1	12	1	30	0
	HV%	-	0%	3%	12%	-	3%	2%	3%	-	7%	1%	2%	-	1%	15%	3%	4%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
3:30 PM	2	2	2	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	3	2	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	3	1	1	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	2	2	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	4	0	1	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	1	1	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	1	3	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total		18	11	12	21	62	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour		9	4	3	14	30	0	0	0	0	0	0	0	0	0	0	0	0	

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM	0	2	0	0	0	1	1	0	0	1	1	0	0	0	4	0	10	0
3:45 PM	0	0	3	0	0	0	1	1	0	0	0	0	0	0	0	1	6	0
4:00 PM	0	0	2	1	0	0	0	1	0	0	0	1	0	0	2	1	8	0
4:15 PM	0	0	0	2	0	1	1	0	0	0	0	0	0	0	3	0	7	31
4:30 PM	0	0	4	0	0	0	0	0	0	0	1	0	0	0	2	0	7	28
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	5	0	8	30
5:00 PM	0	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	4	26
5:15 PM	0	0	1	1	0	0	1	0	0	0	1	0	0	0	0	0	4	23
5:30 PM	0	0	0	0	0	0	0	1	0	2	0	1	0	0	1	0	5	21
5:45 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	15
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	12
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Count Total	0	2	12	4	0	2	6	3	0	5	4	3	0	1	18	2	62	0
Peak Hour	0	0	6	3	0	1	2	1	0	1	1	1	0	1	12	1	30	0

Three-Hour Count Summaries - Bikes																	
Interval Start	Burgess Rd			Burgess Rd			Vollmer Rd			Vollmer Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Vehicle Classification Report Summary

Location: Burgess Rd W/O Vollmer Rd

Count Direction: Eastbound / Westbound

Date Range: 1/23/2024 to 1/25/2024

Site Code: 01

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Eastbound	2	3,959	1,216	31	320	17	0	0	0	0	0	0	0	5,545
	0.0%	71.4%	21.9%	0.6%	5.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	5	4,455	1,286	38	253	15	0	5	1	1	0	0	0	6,059
	0.1%	73.5%	21.2%	0.6%	4.2%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	7	8,414	2,502	69	573	32	0	5	1	1	0	0	0	11,604
	0.1%	72.5%	21.6%	0.6%	4.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Burgess Rd W/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 01



Tuesday, January 23, 2024
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
6:00 AM	0	12	5	2	2	0	0	0	0	0	0	0	0	21
7:00 AM	0	47	19	1	5	0	0	0	0	0	0	0	0	72
8:00 AM	0	68	20	2	4	0	0	0	0	0	0	0	0	94
9:00 AM	0	70	21	1	6	0	0	0	0	0	0	0	0	98
10:00 AM	0	49	12	0	9	1	0	0	0	0	0	0	0	71
11:00 AM	0	63	21	1	12	0	0	0	0	0	0	0	0	97
12:00 PM	0	75	30	0	7	0	0	0	0	0	0	0	0	112
1:00 PM	1	76	12	1	4	0	0	0	0	0	0	0	0	94
2:00 PM	0	114	29	0	3	0	0	0	0	0	0	0	0	146
3:00 PM	0	181	49	1	14	0	0	0	0	0	0	0	0	245
4:00 PM	0	186	62	1	16	1	0	0	0	0	0	0	0	266
5:00 PM	0	137	45	0	15	1	0	0	0	0	0	0	0	198
6:00 PM	0	90	21	0	7	0	0	0	0	0	0	0	0	118
7:00 PM	0	60	9	0	2	0	0	0	0	0	0	0	0	71
8:00 PM	0	43	10	0	4	0	0	0	0	0	0	0	0	57
9:00 PM	0	28	11	0	2	0	0	0	0	0	0	0	0	41
10:00 PM	0	15	7	0	0	0	0	0	0	0	0	0	0	22
11:00 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
Total	1	1,339	391	10	113	3	0	0	0	0	0	0	0	1,857
	0.1%	72.1%	21.1%	0.5%	6.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Burgess Rd W/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 01



Tuesday, January 23, 2024
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
5:00 AM	0	35	12	0	2	1	0	0	0	0	0	0	0	50
6:00 AM	0	104	37	1	7	0	0	0	0	1	0	0	0	150
7:00 AM	0	264	63	1	10	0	0	0	0	0	0	0	0	338
8:00 AM	0	190	46	2	14	1	0	1	0	0	0	0	0	254
9:00 AM	0	99	27	1	5	0	0	0	0	0	0	0	0	132
10:00 AM	0	75	34	2	3	0	0	0	0	0	0	0	0	114
11:00 AM	0	79	22	1	3	1	0	0	0	0	0	0	0	106
12:00 PM	0	60	25	0	4	0	0	0	0	0	0	0	0	89
1:00 PM	1	66	25	0	5	1	0	0	0	0	0	0	0	98
2:00 PM	0	103	22	3	2	0	0	0	1	0	0	0	0	131
3:00 PM	1	108	28	1	13	0	0	1	0	0	0	0	0	152
4:00 PM	1	85	26	2	8	0	0	0	0	0	0	0	0	122
5:00 PM	0	75	22	0	6	1	0	0	0	0	0	0	0	104
6:00 PM	0	55	12	0	2	0	0	0	0	0	0	0	0	69
7:00 PM	0	17	6	0	2	1	0	0	0	0	0	0	0	26
8:00 PM	0	16	5	0	2	0	0	0	0	0	0	0	0	23
9:00 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
10:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	1,463	421	14	88	6	0	2	1	1	0	0	0	1,999
	0.2%	73.2%	21.1%	0.7%	4.4%	0.3%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: Burgess Rd W/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 01



Wednesday, January 24, 2024
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
3:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
6:00 AM	0	11	4	2	3	0	0	0	0	0	0	0	0	20
7:00 AM	0	47	15	1	10	0	0	0	0	0	0	0	0	73
8:00 AM	0	76	25	2	4	1	0	0	0	0	0	0	0	108
9:00 AM	0	49	21	0	4	1	0	0	0	0	0	0	0	75
10:00 AM	0	55	23	0	7	0	0	0	0	0	0	0	0	85
11:00 AM	0	60	15	0	6	1	0	0	0	0	0	0	0	82
12:00 PM	0	63	24	1	7	0	0	0	0	0	0	0	0	95
1:00 PM	0	72	21	2	4	0	0	0	0	0	0	0	0	99
2:00 PM	0	99	27	0	7	0	0	0	0	0	0	0	0	133
3:00 PM	0	151	49	2	19	0	0	0	0	0	0	0	0	221
4:00 PM	0	152	49	0	12	1	0	0	0	0	0	0	0	214
5:00 PM	0	171	52	1	11	0	0	0	0	0	0	0	0	235
6:00 PM	0	95	25	1	2	0	0	0	0	0	0	0	0	123
7:00 PM	0	57	17	0	4	0	0	0	0	0	0	0	0	78
8:00 PM	0	84	17	0	2	0	0	0	0	0	0	0	0	103
9:00 PM	0	33	8	0	2	0	0	0	0	0	0	0	0	43
10:00 PM	0	11	5	0	0	0	0	0	0	0	0	0	0	16
11:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Total	0	1,309	401	13	108	4	0	0	0	0	0	0	0	1,835
	0.0%	71.3%	21.9%	0.7%	5.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Burgess Rd W/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 01



Wednesday, January 24, 2024
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	31	4	0	0	0	0	0	0	0	0	0	0	35
6:00 AM	0	98	39	1	6	0	0	0	0	0	0	0	0	144
7:00 AM	0	280	61	0	10	0	0	0	0	0	0	0	0	351
8:00 AM	0	166	51	1	12	2	0	0	0	0	0	0	0	232
9:00 AM	0	97	33	2	5	0	0	0	0	0	0	0	0	137
10:00 AM	0	71	26	1	4	0	0	0	0	0	0	0	0	102
11:00 AM	0	76	23	0	0	1	0	0	0	0	0	0	0	100
12:00 PM	0	93	27	1	3	0	0	1	0	0	0	0	0	125
1:00 PM	0	69	29	1	5	1	0	0	0	0	0	0	0	105
2:00 PM	0	101	25	2	9	1	0	1	0	0	0	0	0	139
3:00 PM	0	83	32	2	7	0	0	0	0	0	0	0	0	124
4:00 PM	0	82	31	3	8	0	0	0	0	0	0	0	0	124
5:00 PM	0	103	20	1	4	0	0	0	0	0	0	0	0	128
6:00 PM	0	73	22	0	4	0	0	0	0	0	0	0	0	99
7:00 PM	0	36	4	0	1	0	0	0	0	0	0	0	0	41
8:00 PM	0	19	9	1	1	0	0	0	0	0	0	0	0	30
9:00 PM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
10:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1,503	441	16	81	5	0	2	0	0	0	0	0	2,048
	0.0%	73.4%	21.5%	0.8%	4.0%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Burgess Rd W/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 01



Thursday, January 25, 2024
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	9
6:00 AM	0	14	6	1	1	0	0	0	0	0	0	0	0	22
7:00 AM	0	52	22	0	6	0	0	0	0	0	0	0	0	80
8:00 AM	0	81	25	3	2	1	0	0	0	0	0	0	0	112
9:00 AM	0	41	12	0	6	0	0	0	0	0	0	0	0	59
10:00 AM	0	42	26	0	4	1	0	0	0	0	0	0	0	73
11:00 AM	0	73	10	1	6	0	0	0	0	0	0	0	0	90
12:00 PM	0	78	27	0	10	0	0	0	0	0	0	0	0	115
1:00 PM	0	73	27	1	9	0	0	0	0	0	0	0	0	110
2:00 PM	0	77	39	0	5	3	0	0	0	0	0	0	0	124
3:00 PM	0	168	64	2	14	4	0	0	0	0	0	0	0	252
4:00 PM	0	205	60	0	14	1	0	0	0	0	0	0	0	280
5:00 PM	1	157	43	0	11	0	0	0	0	0	0	0	0	212
6:00 PM	0	70	21	0	2	0	0	0	0	0	0	0	0	93
7:00 PM	0	50	13	0	3	0	0	0	0	0	0	0	0	66
8:00 PM	0	53	12	0	1	0	0	0	0	0	0	0	0	66
9:00 PM	0	44	7	0	1	0	0	0	0	0	0	0	0	52
10:00 PM	0	16	3	0	2	0	0	0	0	0	0	0	0	21
11:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
Total	1	1,311	424	8	99	10	0	0	0	0	0	0	0	1,853
	0.1%	70.8%	22.9%	0.4%	5.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Burgess Rd W/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 01



Thursday, January 25, 2024
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
5:00 AM	0	28	6	0	0	0	0	0	0	0	0	0	0	34
6:00 AM	0	102	40	0	8	0	0	0	0	0	0	0	0	150
7:00 AM	0	269	61	1	7	1	0	0	0	0	0	0	0	339
8:00 AM	0	160	38	0	10	1	0	0	0	0	0	0	0	209
9:00 AM	0	93	25	0	3	0	0	0	0	0	0	0	0	121
10:00 AM	0	74	18	0	5	0	0	0	0	0	0	0	0	97
11:00 AM	0	75	26	0	3	1	0	1	0	0	0	0	0	106
12:00 PM	0	77	30	0	6	0	0	0	0	0	0	0	0	113
1:00 PM	0	65	27	0	5	0	0	0	0	0	0	0	0	97
2:00 PM	1	101	32	3	5	0	0	0	0	0	0	0	0	142
3:00 PM	0	92	31	1	5	0	0	0	0	0	0	0	0	129
4:00 PM	0	101	28	3	5	0	0	0	0	0	0	0	0	137
5:00 PM	0	120	24	0	10	0	0	0	0	0	0	0	0	154
6:00 PM	0	69	19	0	2	0	0	0	0	0	0	0	0	90
7:00 PM	1	26	11	0	6	0	0	0	0	0	0	0	0	44
8:00 PM	0	12	3	0	2	1	0	0	0	0	0	0	0	18
9:00 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
Total	2	1,489	424	8	84	4	0	1	0	0	0	0	0	2,012
	0.1%	74.0%	21.1%	0.4%	4.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Burgess Rd W/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 01



**Total Study Average
Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	9
6:00 AM	0	12	5	2	2	0	0	0	0	0	0	0	0	21
7:00 AM	0	49	19	1	7	0	0	0	0	0	0	0	0	76
8:00 AM	0	75	23	2	3	1	0	0	0	0	0	0	0	104
9:00 AM	0	53	18	0	5	0	0	0	0	0	0	0	0	76
10:00 AM	0	49	20	0	7	1	0	0	0	0	0	0	0	77
11:00 AM	0	65	15	1	8	0	0	0	0	0	0	0	0	89
12:00 PM	0	72	27	0	8	0	0	0	0	0	0	0	0	107
1:00 PM	0	74	20	1	6	0	0	0	0	0	0	0	0	101
2:00 PM	0	97	32	0	5	1	0	0	0	0	0	0	0	135
3:00 PM	0	167	54	2	16	1	0	0	0	0	0	0	0	240
4:00 PM	0	181	57	0	14	1	0	0	0	0	0	0	0	253
5:00 PM	0	155	47	0	12	0	0	0	0	0	0	0	0	214
6:00 PM	0	85	22	0	4	0	0	0	0	0	0	0	0	111
7:00 PM	0	56	13	0	3	0	0	0	0	0	0	0	0	72
8:00 PM	0	60	13	0	2	0	0	0	0	0	0	0	0	75
9:00 PM	0	35	9	0	2	0	0	0	0	0	0	0	0	46
10:00 PM	0	14	5	0	1	0	0	0	0	0	0	0	0	20
11:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Total	0	1,321	406	9	108	5	0	0	0	0	0	0	0	1,849
	0.0%	71.4%	22.0%	0.5%	5.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Burgess Rd W/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 01



**Total Study Average
Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
5:00 AM	0	31	7	0	1	0	0	0	0	0	0	0	0	39
6:00 AM	0	101	39	1	7	0	0	0	0	0	0	0	0	148
7:00 AM	0	271	62	1	9	0	0	0	0	0	0	0	0	343
8:00 AM	0	172	45	1	12	1	0	0	0	0	0	0	0	231
9:00 AM	0	96	28	1	4	0	0	0	0	0	0	0	0	129
10:00 AM	0	73	26	1	4	0	0	0	0	0	0	0	0	104
11:00 AM	0	77	24	0	2	1	0	0	0	0	0	0	0	104
12:00 PM	0	77	27	0	4	0	0	0	0	0	0	0	0	108
1:00 PM	0	67	27	0	5	1	0	0	0	0	0	0	0	100
2:00 PM	0	102	26	3	5	0	0	0	0	0	0	0	0	136
3:00 PM	0	94	30	1	8	0	0	0	0	0	0	0	0	133
4:00 PM	0	89	28	3	7	0	0	0	0	0	0	0	0	127
5:00 PM	0	99	22	0	7	0	0	0	0	0	0	0	0	128
6:00 PM	0	66	18	0	3	0	0	0	0	0	0	0	0	87
7:00 PM	0	26	7	0	3	0	0	0	0	0	0	0	0	36
8:00 PM	0	16	6	0	2	0	0	0	0	0	0	0	0	24
9:00 PM	0	9	2	0	1	0	0	0	0	0	0	0	0	12
10:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	1,484	428	12	84	3	0	0	0	0	0	0	0	2,011
	0.0%	73.8%	21.3%	0.6%	4.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Vehicle Speed Report Summary



Location: Burgess Rd W/O Vollmer Rd

Direction: Eastbound / Westbound

Date Range: 1/23/2024 to 1/25/2024

Site Code: 01

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Eastbound	0	3	11	38	138	751	1,908	1,948	639	97	12	0	0	0	0	0	0	5,545
	0.0%	0.1%	0.2%	0.7%	2.5%	13.5%	34.4%	35.1%	11.5%	1.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	1	2	4	11	36	334	1,862	2,811	862	117	16	2	1	0	0	0	0	6,059
	0.0%	0.0%	0.1%	0.2%	0.6%	5.5%	30.7%	46.4%	14.2%	1.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	1	5	15	49	174	1,085	3,770	4,759	1,501	214	28	2	1	0	0	0	0	11,604
	0.0%	0.0%	0.1%	0.4%	1.5%	9.4%	32.5%	41.0%	12.9%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Eastbound				Eastbound			
50th Percentile (Median)	39.8	mph		Mean (Average) Speed	39.6	mph	
85th Percentile	44.6	mph		10 mph Pace	34.9 - 44.9	mph	
95th Percentile	47.8	mph		Percent in Pace	69.8	%	
Westbound				Westbound			
50th Percentile (Median)	41.2	mph		Mean (Average) Speed	41.2	mph	
85th Percentile	45.2	mph		10 mph Pace	36.2 - 46.2	mph	
95th Percentile	48.1	mph		Percent in Pace	79.5	%	

Location: Burgess Rd W/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 01



Tuesday, January 23, 2024
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	1	1	3	3	0	0	0	0	0	0	0	8
1:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	0	0	2	3	1	2	0	1	0	0	0	0	0	0	9
6:00 AM	0	0	0	0	0	2	8	6	5	0	0	0	0	0	0	0	0	21
7:00 AM	0	0	0	0	1	4	24	28	13	2	0	0	0	0	0	0	0	72
8:00 AM	0	0	0	0	2	12	28	42	7	3	0	0	0	0	0	0	0	94
9:00 AM	0	0	0	0	0	9	34	38	14	3	0	0	0	0	0	0	0	98
10:00 AM	0	0	0	0	0	1	25	33	7	5	0	0	0	0	0	0	0	71
11:00 AM	0	0	0	0	0	8	40	33	13	2	1	0	0	0	0	0	0	97
12:00 PM	0	0	0	0	2	9	30	48	18	4	1	0	0	0	0	0	0	112
1:00 PM	0	1	0	2	3	4	38	35	10	1	0	0	0	0	0	0	0	94
2:00 PM	0	0	0	0	1	15	51	59	17	3	0	0	0	0	0	0	0	146
3:00 PM	0	0	0	0	3	48	91	82	21	0	0	0	0	0	0	0	0	245
4:00 PM	0	0	0	0	9	42	90	97	28	0	0	0	0	0	0	0	0	266
5:00 PM	0	0	0	1	8	41	72	62	13	1	0	0	0	0	0	0	0	198
6:00 PM	0	0	0	0	8	18	51	33	6	2	0	0	0	0	0	0	0	118
7:00 PM	0	0	0	0	1	7	23	29	9	2	0	0	0	0	0	0	0	71
8:00 PM	0	0	0	0	0	9	21	18	9	0	0	0	0	0	0	0	0	57
9:00 PM	0	0	0	0	1	6	11	10	10	3	0	0	0	0	0	0	0	41
10:00 PM	0	0	0	1	1	2	8	6	3	0	1	0	0	0	0	0	0	22
11:00 PM	0	0	0	0	1	3	2	3	2	1	0	0	0	0	0	0	0	12
Total	0	1	0	4	42	242	652	665	211	36	4	0	0	0	0	0	0	1,857
	0.0%	0.1%	0.0%	0.2%	2.3%	13.0%	35.1%	35.8%	11.4%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	39.9	mph	Mean (Average) Speed	39.9	mph
85th Percentile	44.6	mph	10 mph Pace	35.5 - 45.5	mph
95th Percentile	48.2	mph	Percent in Pace	71.3	%

Location: Burgess Rd W/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 01



Tuesday, January 23, 2024
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	0	0	4	7	2	0	0	0	0	0	0	0	0	13
5:00 AM	0	0	0	0	0	0	12	20	14	1	3	0	0	0	0	0	0	50
6:00 AM	0	0	0	0	1	9	53	67	18	2	0	0	0	0	0	0	0	150
7:00 AM	0	0	0	0	0	6	92	178	54	8	0	0	0	0	0	0	0	338
8:00 AM	0	0	0	0	2	15	75	129	29	3	1	0	0	0	0	0	0	254
9:00 AM	0	0	0	0	0	4	40	64	21	3	0	0	0	0	0	0	0	132
10:00 AM	0	0	0	0	0	5	46	50	10	2	1	0	0	0	0	0	0	114
11:00 AM	0	0	0	0	2	7	33	46	12	6	0	0	0	0	0	0	0	106
12:00 PM	0	0	0	1	0	5	28	47	7	1	0	0	0	0	0	0	0	89
1:00 PM	0	0	0	0	2	3	28	47	16	2	0	0	0	0	0	0	0	98
2:00 PM	1	1	0	0	0	7	44	54	22	2	0	0	0	0	0	0	0	131
3:00 PM	0	0	0	0	2	9	42	66	29	3	0	0	1	0	0	0	0	152
4:00 PM	0	0	0	2	2	6	41	49	19	3	0	0	0	0	0	0	0	122
5:00 PM	0	0	0	0	0	10	39	35	18	2	0	0	0	0	0	0	0	104
6:00 PM	0	0	1	0	0	4	23	29	12	0	0	0	0	0	0	0	0	69
7:00 PM	0	0	0	0	0	3	6	11	6	0	0	0	0	0	0	0	0	26
8:00 PM	0	0	0	0	0	4	13	6	0	0	0	0	0	0	0	0	0	23
9:00 PM	0	0	0	0	0	2	6	6	1	0	0	0	0	0	0	0	0	15
10:00 PM	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	1	1	1	4	11	101	629	913	294	38	5	0	1	0	0	0	0	1,999
	0.1%	0.1%	0.1%	0.2%	0.6%	5.1%	31.5%	45.7%	14.7%	1.9%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	41.2	mph	Mean (Average) Speed	41.2	mph
85th Percentile	45.3	mph	10 mph Pace	36.2 - 46.2	mph
95th Percentile	48.2	mph	Percent in Pace	79.34	%

Location: Burgess Rd W/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 01



Wednesday, January 24, 2024
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	2	2	2	0	1	0	0	0	0	0	0	7
1:00 AM	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	0	0	2	2	0	2	0	0	0	0	0	0	0	0	6
6:00 AM	0	0	0	0	0	1	10	6	2	1	0	0	0	0	0	0	0	20
7:00 AM	0	0	0	0	1	6	22	28	14	1	1	0	0	0	0	0	0	73
8:00 AM	0	0	0	0	1	7	37	48	12	3	0	0	0	0	0	0	0	108
9:00 AM	0	0	0	0	0	9	16	40	9	1	0	0	0	0	0	0	0	75
10:00 AM	0	0	0	1	0	8	23	40	12	1	0	0	0	0	0	0	0	85
11:00 AM	0	0	1	0	1	7	21	37	13	2	0	0	0	0	0	0	0	82
12:00 PM	0	0	0	2	0	11	32	37	10	3	0	0	0	0	0	0	0	95
1:00 PM	0	0	0	0	0	11	37	42	7	2	0	0	0	0	0	0	0	99
2:00 PM	0	0	0	0	1	10	40	56	22	4	0	0	0	0	0	0	0	133
3:00 PM	0	0	3	4	11	33	68	72	29	1	0	0	0	0	0	0	0	221
4:00 PM	0	0	0	2	2	22	80	77	30	1	0	0	0	0	0	0	0	214
5:00 PM	0	0	0	0	3	50	112	60	9	1	0	0	0	0	0	0	0	235
6:00 PM	0	0	0	0	4	18	46	48	5	1	1	0	0	0	0	0	0	123
7:00 PM	0	0	0	0	3	7	30	29	7	1	1	0	0	0	0	0	0	78
8:00 PM	0	0	0	0	2	13	36	34	13	5	0	0	0	0	0	0	0	103
9:00 PM	0	0	0	0	0	8	19	9	5	2	0	0	0	0	0	0	0	43
10:00 PM	0	0	0	0	0	0	4	8	3	1	0	0	0	0	0	0	0	16
11:00 PM	0	0	0	0	0	0	4	1	2	1	0	0	0	0	0	0	0	8
Total	0	0	4	9	29	223	642	678	212	34	4	0	0	0	0	0	0	1,835
	0.0%	0.0%	0.2%	0.5%	1.6%	12.2%	35.0%	36.9%	11.6%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	40.0	mph	Mean (Average) Speed	39.9	mph
85th Percentile	44.6	mph	10 mph Pace	34.9 - 44.9	mph
95th Percentile	47.5	mph	Percent in Pace	72.1	%

Location: Burgess Rd W/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 01



Wednesday, January 24, 2024
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	1	0	0	2	5	2	0	0	0	0	0	0	0	0	10
5:00 AM	0	0	0	0	0	0	7	15	11	2	0	0	0	0	0	0	0	35
6:00 AM	0	0	0	0	0	4	52	65	21	1	1	0	0	0	0	0	0	144
7:00 AM	0	0	0	0	0	8	102	174	56	8	3	0	0	0	0	0	0	351
8:00 AM	0	0	0	0	0	11	64	126	28	3	0	0	0	0	0	0	0	232
9:00 AM	0	0	0	0	0	12	37	70	15	3	0	0	0	0	0	0	0	137
10:00 AM	0	0	1	1	3	8	29	42	18	0	0	0	0	0	0	0	0	102
11:00 AM	0	0	0	0	3	5	29	46	15	2	0	0	0	0	0	0	0	100
12:00 PM	0	0	1	2	5	6	44	49	17	1	0	0	0	0	0	0	0	125
1:00 PM	0	0	0	0	3	8	35	46	13	0	0	0	0	0	0	0	0	105
2:00 PM	0	0	0	0	2	12	40	64	20	1	0	0	0	0	0	0	0	139
3:00 PM	0	1	1	0	1	7	42	55	16	1	0	0	0	0	0	0	0	124
4:00 PM	0	0	0	0	0	11	39	53	16	5	0	0	0	0	0	0	0	124
5:00 PM	0	0	0	0	0	5	33	71	16	3	0	0	0	0	0	0	0	128
6:00 PM	0	0	0	0	0	5	42	41	9	1	0	1	0	0	0	0	0	99
7:00 PM	0	0	0	0	0	2	15	18	5	1	0	0	0	0	0	0	0	41
8:00 PM	0	0	0	0	0	4	13	9	2	2	0	0	0	0	0	0	0	30
9:00 PM	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	8
10:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
11:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	1	3	4	18	112	627	956	286	35	5	1	0	0	0	0	0	2,048
	0.0%	0.0%	0.1%	0.2%	0.9%	5.5%	30.6%	46.7%	14.0%	1.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	41.2	mph	Mean (Average) Speed	41.1	mph
85th Percentile	45.2	mph	10 mph Pace	36.6 - 46.6	mph
95th Percentile	48.0	mph	Percent in Pace	79.3	%

Location: Burgess Rd W/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 01



Thursday, January 25, 2024
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	0	0	1	5	1	2	0	0	0	0	0	0	0	0	9
6:00 AM	0	0	0	0	0	2	5	8	5	2	0	0	0	0	0	0	0	22
7:00 AM	0	0	0	0	0	5	20	28	24	2	1	0	0	0	0	0	0	80
8:00 AM	0	0	0	0	1	10	44	43	11	2	1	0	0	0	0	0	0	112
9:00 AM	0	0	0	0	0	1	14	33	10	1	0	0	0	0	0	0	0	59
10:00 AM	0	1	0	0	1	5	18	31	16	1	0	0	0	0	0	0	0	73
11:00 AM	0	0	0	0	0	2	30	36	18	4	0	0	0	0	0	0	0	90
12:00 PM	0	0	0	0	1	12	42	46	11	3	0	0	0	0	0	0	0	115
1:00 PM	0	0	0	1	1	6	31	42	24	5	0	0	0	0	0	0	0	110
2:00 PM	0	0	0	0	2	10	34	62	15	1	0	0	0	0	0	0	0	124
3:00 PM	0	1	4	5	12	56	91	61	22	0	0	0	0	0	0	0	0	252
4:00 PM	0	0	3	7	18	54	107	68	20	3	0	0	0	0	0	0	0	280
5:00 PM	0	0	0	5	5	54	83	54	10	1	0	0	0	0	0	0	0	212
6:00 PM	0	0	0	0	1	14	33	30	13	1	1	0	0	0	0	0	0	93
7:00 PM	0	0	0	0	2	8	19	29	8	0	0	0	0	0	0	0	0	66
8:00 PM	0	0	0	3	1	16	19	23	3	0	1	0	0	0	0	0	0	66
9:00 PM	0	0	0	3	7	19	13	8	2	0	0	0	0	0	0	0	0	52
10:00 PM	0	0	0	1	9	8	3	0	0	0	0	0	0	0	0	0	0	21
11:00 PM	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	2	7	25	67	286	614	605	216	27	4	0	0	0	0	0	0	1,853
	0.0%	0.1%	0.4%	1.3%	3.6%	15.4%	33.1%	32.6%	11.7%	1.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	39.4	mph	Mean (Average) Speed	39.1	mph
85th Percentile	44.5	mph	10 mph Pace	34.3 - 44.3	mph
95th Percentile	47.5	mph	Percent in Pace	66.8	%

Location: Burgess Rd W/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 01



Thursday, January 25, 2024
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	5	5	0	1	0	0	0	0	0	0	0	11
5:00 AM	0	0	0	0	0	0	10	13	11	0	0	0	0	0	0	0	0	34
6:00 AM	0	0	0	0	1	8	32	83	21	4	1	0	0	0	0	0	0	150
7:00 AM	0	0	0	0	0	4	85	194	44	11	1	0	0	0	0	0	0	339
8:00 AM	0	0	0	0	0	15	64	91	36	3	0	0	0	0	0	0	0	209
9:00 AM	0	0	0	0	0	4	40	61	13	3	0	0	0	0	0	0	0	121
10:00 AM	0	0	0	0	0	9	29	47	10	2	0	0	0	0	0	0	0	97
11:00 AM	0	0	0	0	0	6	35	47	16	2	0	0	0	0	0	0	0	106
12:00 PM	0	0	0	0	0	7	27	60	17	1	1	0	0	0	0	0	0	113
1:00 PM	0	0	0	0	0	4	34	45	11	3	0	0	0	0	0	0	0	97
2:00 PM	0	0	0	1	0	11	51	56	20	3	0	0	0	0	0	0	0	142
3:00 PM	0	0	0	0	0	9	34	61	21	2	1	1	0	0	0	0	0	129
4:00 PM	0	0	0	0	1	8	42	59	25	2	0	0	0	0	0	0	0	137
5:00 PM	0	0	0	0	2	15	64	49	19	4	1	0	0	0	0	0	0	154
6:00 PM	0	0	0	0	0	11	28	37	13	1	0	0	0	0	0	0	0	90
7:00 PM	0	0	0	0	0	4	12	21	5	2	0	0	0	0	0	0	0	44
8:00 PM	0	0	0	0	1	1	9	6	0	0	1	0	0	0	0	0	0	18
9:00 PM	0	0	0	0	0	3	4	4	0	0	0	0	0	0	0	0	0	11
10:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	3	7	121	606	942	282	44	6	1	0	0	0	0	0	2,012
	0.0%	0.0%	0.0%	0.1%	0.3%	6.0%	30.1%	46.8%	14.0%	2.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	41.3	mph	Mean (Average) Speed	41.3	mph
85th Percentile	45.3	mph	10 mph Pace	36.0 - 46.0	mph
95th Percentile	48.2	mph	Percent in Pace	80.17	%

Location: Burgess Rd W/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 01



**Total Study Average
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	5
1:00 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	0	0	2	3	1	2	0	0	0	0	0	0	0	0	8
6:00 AM	0	0	0	0	0	2	8	7	4	1	0	0	0	0	0	0	0	22
7:00 AM	0	0	0	0	1	5	22	28	17	2	1	0	0	0	0	0	0	76
8:00 AM	0	0	0	0	1	10	36	44	10	3	0	0	0	0	0	0	0	104
9:00 AM	0	0	0	0	0	6	21	37	11	2	0	0	0	0	0	0	0	77
10:00 AM	0	0	0	0	0	5	22	35	12	2	0	0	0	0	0	0	0	76
11:00 AM	0	0	0	0	0	6	30	35	15	3	0	0	0	0	0	0	0	89
12:00 PM	0	0	0	1	1	11	35	44	13	3	0	0	0	0	0	0	0	108
1:00 PM	0	0	0	1	1	7	35	40	14	3	0	0	0	0	0	0	0	101
2:00 PM	0	0	0	0	1	12	42	59	18	3	0	0	0	0	0	0	0	135
3:00 PM	0	0	2	3	9	46	83	72	24	0	0	0	0	0	0	0	0	239
4:00 PM	0	0	1	3	10	39	92	81	26	1	0	0	0	0	0	0	0	253
5:00 PM	0	0	0	2	5	48	89	59	11	1	0	0	0	0	0	0	0	215
6:00 PM	0	0	0	0	4	17	43	37	8	1	1	0	0	0	0	0	0	111
7:00 PM	0	0	0	0	2	7	24	29	8	1	0	0	0	0	0	0	0	71
8:00 PM	0	0	0	1	1	13	25	25	8	2	0	0	0	0	0	0	0	75
9:00 PM	0	0	0	1	3	11	14	9	6	2	0	0	0	0	0	0	0	46
10:00 PM	0	0	0	1	3	3	5	5	2	0	0	0	0	0	0	0	0	19
11:00 PM	0	0	0	0	2	2	2	1	1	1	0	0	0	0	0	0	0	9
Total	0	0	3	13	45	252	633	651	215	33	2	0	0	0	0	0	0	1,847
	0.0%	0.0%	0.2%	0.7%	2.4%	13.6%	34.3%	35.2%	11.6%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	39.8	mph	Mean (Average) Speed	39.6	mph
85th Percentile	44.6	mph	10 mph Pace	34.9 - 44.9	mph
95th Percentile	47.8	mph	Percent in Pace	69.8	%

Location: Burgess Rd W/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 01



**Total Study Average
Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	4	6	1	0	0	0	0	0	0	0	0	11
5:00 AM	0	0	0	0	0	0	10	16	12	1	1	0	0	0	0	0	0	40
6:00 AM	0	0	0	0	1	7	46	72	20	2	1	0	0	0	0	0	0	149
7:00 AM	0	0	0	0	0	6	93	182	51	9	1	0	0	0	0	0	0	342
8:00 AM	0	0	0	0	1	14	68	115	31	3	0	0	0	0	0	0	0	232
9:00 AM	0	0	0	0	0	7	39	65	16	3	0	0	0	0	0	0	0	130
10:00 AM	0	0	0	0	1	7	35	46	13	1	0	0	0	0	0	0	0	103
11:00 AM	0	0	0	0	2	6	32	46	14	3	0	0	0	0	0	0	0	103
12:00 PM	0	0	0	1	2	6	33	52	14	1	0	0	0	0	0	0	0	109
1:00 PM	0	0	0	0	2	5	32	46	13	2	0	0	0	0	0	0	0	100
2:00 PM	0	0	0	0	1	10	45	58	21	2	0	0	0	0	0	0	0	137
3:00 PM	0	0	0	0	1	8	39	61	22	2	0	0	0	0	0	0	0	133
4:00 PM	0	0	0	1	1	8	41	54	20	3	0	0	0	0	0	0	0	128
5:00 PM	0	0	0	0	1	10	45	52	18	3	0	0	0	0	0	0	0	129
6:00 PM	0	0	0	0	0	7	31	36	11	1	0	0	0	0	0	0	0	86
7:00 PM	0	0	0	0	0	3	11	17	5	1	0	0	0	0	0	0	0	37
8:00 PM	0	0	0	0	0	3	12	7	1	1	0	0	0	0	0	0	0	24
9:00 PM	0	0	0	0	0	2	4	5	1	0	0	0	0	0	0	0	0	12
10:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
11:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	3	13	111	622	938	287	38	3	0	0	0	0	0	0	2,015
	0.0%	0.0%	0.0%	0.1%	0.6%	5.5%	30.9%	46.6%	14.2%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	41.2	mph	Mean (Average) Speed	41.2	mph
85th Percentile	45.2	mph	10 mph Pace	36.2 - 46.2	mph
95th Percentile	48.1	mph	Percent in Pace	79.5	%

Location: Burgess Rd W/O Vollmer Rd
Date Range: 1/23/2024 - 1/29/2024
Site Code: 01

Time	Tuesday 1/23/2024			Wednesday 1/24/2024			Thursday 1/25/2024			Friday 1/26/2024			Saturday 1/27/2024			Sunday 1/28/2024			Monday 1/29/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	8	1	9	7	4	11	4	1	5	-	-	-	-	-	-	-	-	-	-	-	-	6	2	8
1:00 AM	1	0	1	4	1	5	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	2	0	3
2:00 AM	0	1	1	3	4	7	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
3:00 AM	2	4	6	2	2	4	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
4:00 AM	2	13	15	2	10	12	2	11	13	-	-	-	-	-	-	-	-	-	-	-	-	2	11	13
5:00 AM	9	50	59	6	35	41	9	34	43	-	-	-	-	-	-	-	-	-	-	-	-	8	40	48
6:00 AM	21	150	171	20	144	164	22	150	172	-	-	-	-	-	-	-	-	-	-	-	-	21	148	169
7:00 AM	72	338	410	73	351	424	80	339	419	-	-	-	-	-	-	-	-	-	-	-	-	75	343	418
8:00 AM	94	254	348	108	232	340	112	209	321	-	-	-	-	-	-	-	-	-	-	-	-	105	232	336
9:00 AM	98	132	230	75	137	212	59	121	180	-	-	-	-	-	-	-	-	-	-	-	-	77	130	207
10:00 AM	71	114	185	85	102	187	73	97	170	-	-	-	-	-	-	-	-	-	-	-	-	76	104	181
11:00 AM	97	106	203	82	100	182	90	106	196	-	-	-	-	-	-	-	-	-	-	-	-	90	104	194
12:00 PM	112	89	201	95	125	220	115	113	228	-	-	-	-	-	-	-	-	-	-	-	-	107	109	216
1:00 PM	94	98	192	99	105	204	110	97	207	-	-	-	-	-	-	-	-	-	-	-	-	101	100	201
2:00 PM	146	131	277	133	139	272	124	142	266	-	-	-	-	-	-	-	-	-	-	-	-	134	137	272
3:00 PM	245	152	397	221	124	345	252	129	381	-	-	-	-	-	-	-	-	-	-	-	-	239	135	374
4:00 PM	266	122	388	214	124	338	280	137	417	-	-	-	-	-	-	-	-	-	-	-	-	253	128	381
5:00 PM	198	104	302	235	128	363	212	154	366	-	-	-	-	-	-	-	-	-	-	-	-	215	129	344
6:00 PM	118	69	187	123	99	222	93	90	183	-	-	-	-	-	-	-	-	-	-	-	-	111	86	197
7:00 PM	71	26	97	78	41	119	66	44	110	-	-	-	-	-	-	-	-	-	-	-	-	72	37	109
8:00 PM	57	23	80	103	30	133	66	18	84	-	-	-	-	-	-	-	-	-	-	-	-	75	24	99
9:00 PM	41	15	56	43	8	51	52	11	63	-	-	-	-	-	-	-	-	-	-	-	-	45	11	57
10:00 PM	22	5	27	16	2	18	21	2	23	-	-	-	-	-	-	-	-	-	-	-	-	20	3	23
11:00 PM	12	2	14	8	1	9	8	3	11	-	-	-	-	-	-	-	-	-	-	-	-	9	2	11
Total	1,857	1,999	3,856	1,835	2,048	3,883	1,853	2,012	3,865	-	-	-	-	-	-	-	-	-	-	-	-	1,848	2,020	3,868
Percent	48%	52%		47%	53%		48%	52%		-	-	-	-	-	-	-	-	-	-	-	-	48%	52%	
AM Peak	09:00	07:00	07:00	08:00	07:00	07:00	08:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	07:00
Vol.	98	338	410	108	351	424	112	339	419	-	-	-	-	-	-	-	-	-	-	-	-	105	343	418
PM Peak	16:00	15:00	15:00	17:00	14:00	17:00	16:00	17:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	16:00	14:00	16:00
Vol.	266	152	397	235	139	363	280	154	417	-	-	-	-	-	-	-	-	-	-	-	-	253	137	381

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary

Location: Burgess Rd E/O Vollmer Rd

Count Direction: Eastbound / Westbound

Date Range: 1/23/2024 to 1/25/2024

Site Code: 02

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Eastbound	4	5,695	1,905	27	377	38	0	2	5	0	0	0	0	8,053
	0.0%	70.7%	23.7%	0.3%	4.7%	0.5%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
Westbound	9	5,359	1,832	39	531	35	0	1	8	1	0	0	0	7,815
	0.1%	68.6%	23.4%	0.5%	6.8%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
Total	13	11,054	3,737	66	908	73	0	3	13	1	0	0	0	15,868
	0.1%	69.7%	23.6%	0.4%	5.7%	0.5%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Burgess Rd E/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 02



Tuesday, January 23, 2024
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	15	2	0	1	0	0	0	0	0	0	0	0	18
6:00 AM	0	24	9	2	2	0	0	0	0	0	0	0	0	37
7:00 AM	0	82	28	0	4	1	0	0	0	0	0	0	0	115
8:00 AM	0	82	22	1	8	0	0	0	1	0	0	0	0	114
9:00 AM	0	81	40	1	5	0	0	0	0	0	0	0	0	127
10:00 AM	0	82	32	0	8	1	0	0	0	0	0	0	0	123
11:00 AM	0	84	33	0	12	0	0	0	0	0	0	0	0	129
12:00 PM	0	97	39	2	5	0	0	0	1	0	0	0	0	144
1:00 PM	0	107	33	1	4	0	0	0	1	0	0	0	0	146
2:00 PM	0	143	46	0	6	0	0	0	0	0	0	0	0	195
3:00 PM	1	249	71	0	18	1	0	0	0	0	0	0	0	340
4:00 PM	0	272	97	1	16	1	0	1	0	0	0	0	0	388
5:00 PM	0	211	80	0	18	1	0	0	0	0	0	0	0	310
6:00 PM	0	133	43	0	9	0	0	0	0	0	0	0	0	185
7:00 PM	0	88	20	0	3	0	0	0	0	0	0	0	0	111
8:00 PM	0	64	19	0	4	0	0	0	0	0	0	0	0	87
9:00 PM	0	39	18	0	2	0	0	0	0	0	0	0	0	59
10:00 PM	0	20	7	0	0	0	0	0	0	0	0	0	0	27
11:00 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
Total	1	1,898	645	8	126	5	0	1	3	0	0	0	0	2,687
	0.0%	70.6%	24.0%	0.3%	4.7%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Burgess Rd E/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 02



Tuesday, January 23, 2024
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	11	4	0	1	0	0	0	0	0	0	0	0	16
5:00 AM	0	43	16	0	7	1	0	0	0	0	0	0	0	67
6:00 AM	0	130	53	0	18	0	0	0	0	1	0	0	0	202
7:00 AM	0	345	107	1	29	0	0	0	0	0	0	0	0	482
8:00 AM	0	212	70	2	23	0	0	0	1	0	0	0	0	308
9:00 AM	0	113	40	2	10	0	0	0	0	0	0	0	0	165
10:00 AM	0	99	37	2	9	0	0	0	0	0	0	0	0	147
11:00 AM	0	86	30	1	6	2	0	0	1	0	0	0	0	126
12:00 PM	0	68	36	1	12	0	0	0	1	0	0	0	0	118
1:00 PM	0	88	27	1	11	1	0	0	0	0	0	0	0	128
2:00 PM	0	114	43	3	9	1	0	0	1	0	0	0	0	171
3:00 PM	1	111	46	0	14	0	0	0	0	0	0	0	0	172
4:00 PM	0	116	29	1	9	0	0	0	0	0	0	0	0	155
5:00 PM	0	96	30	0	10	1	0	0	0	0	0	0	0	137
6:00 PM	0	64	24	0	5	0	0	0	0	0	0	0	0	93
7:00 PM	0	26	12	0	3	1	0	0	0	0	0	0	0	42
8:00 PM	0	28	8	0	2	0	0	0	0	0	0	0	0	38
9:00 PM	0	8	4	0	1	0	0	0	0	0	0	0	0	13
10:00 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	1,772	620	14	179	7	0	0	4	1	0	0	0	2,598
	0.0%	68.2%	23.9%	0.5%	6.9%	0.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Burgess Rd E/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 02



Wednesday, January 24, 2024
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
3:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	10	2	0	1	0	0	0	0	0	0	0	0	13
6:00 AM	0	28	4	2	4	1	0	0	0	0	0	0	0	39
7:00 AM	0	67	19	0	5	1	0	0	0	0	0	0	0	92
8:00 AM	0	108	43	1	5	1	0	0	0	0	0	0	0	158
9:00 AM	0	71	36	1	8	2	0	0	0	0	0	0	0	118
10:00 AM	0	77	30	0	7	0	0	0	0	0	0	0	0	114
11:00 AM	1	81	26	0	5	2	0	0	0	0	0	0	0	115
12:00 PM	1	85	39	1	9	3	0	0	0	0	0	0	0	138
1:00 PM	0	111	38	1	3	4	0	0	1	0	0	0	0	158
2:00 PM	0	139	38	0	5	2	0	0	0	0	0	0	0	184
3:00 PM	0	227	66	1	17	1	0	1	0	0	0	0	0	313
4:00 PM	0	254	86	0	16	4	0	0	0	0	0	0	0	360
5:00 PM	0	262	80	1	14	1	0	0	0	0	0	0	0	358
6:00 PM	0	130	41	0	5	0	0	0	0	0	0	0	0	176
7:00 PM	0	86	25	0	4	0	0	0	0	0	0	0	0	115
8:00 PM	0	111	26	0	3	0	0	0	0	0	0	0	0	140
9:00 PM	1	33	19	0	3	0	0	0	0	0	0	0	0	56
10:00 PM	0	18	6	0	0	0	0	0	0	0	0	0	0	24
11:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
Total	3	1,926	627	9	117	22	0	1	1	0	0	0	0	2,706
	0.1%	71.2%	23.2%	0.3%	4.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Burgess Rd E/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 02



Wednesday, January 24, 2024
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	14
5:00 AM	0	36	9	0	3	0	0	0	0	0	0	0	0	48
6:00 AM	0	134	56	0	17	0	0	0	0	0	0	0	0	207
7:00 AM	1	372	103	1	22	0	0	0	1	0	0	0	0	500
8:00 AM	0	194	68	1	19	2	0	0	0	0	0	0	0	284
9:00 AM	0	118	39	2	11	0	0	0	2	0	0	0	0	172
10:00 AM	0	87	32	1	12	0	0	0	0	0	0	0	0	132
11:00 AM	1	102	36	0	5	4	0	0	0	0	0	0	0	148
12:00 PM	1	98	28	1	11	2	0	1	0	0	0	0	0	142
1:00 PM	0	94	30	2	8	4	0	0	0	0	0	0	0	138
2:00 PM	1	106	33	4	8	2	0	0	0	0	0	0	0	154
3:00 PM	0	116	38	0	14	3	0	0	0	0	0	0	0	171
4:00 PM	0	114	35	2	11	2	0	0	0	0	0	0	0	164
5:00 PM	0	131	34	2	12	0	0	0	0	0	0	0	0	179
6:00 PM	0	79	23	0	8	0	0	0	0	0	0	0	0	110
7:00 PM	0	45	11	0	2	0	0	0	0	0	0	0	0	58
8:00 PM	0	22	13	1	3	0	0	0	0	0	0	0	0	39
9:00 PM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
10:00 PM	0	3	2	0	0	1	0	0	0	0	0	0	0	6
11:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	4	1,880	596	17	167	20	0	1	3	0	0	0	0	2,688
	0.1%	69.9%	22.2%	0.6%	6.2%	0.7%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Burgess Rd E/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 02



Thursday, January 25, 2024
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	7	7	0	1	0	0	0	0	0	0	0	0	15
6:00 AM	0	34	8	1	2	0	0	0	0	0	0	0	0	45
7:00 AM	0	76	17	1	6	0	0	0	0	0	0	0	0	100
8:00 AM	0	108	35	1	5	1	0	0	0	0	0	0	0	150
9:00 AM	0	68	30	0	12	0	0	0	0	0	0	0	0	110
10:00 AM	0	72	36	2	4	2	0	0	0	0	0	0	0	116
11:00 AM	0	103	22	2	6	0	0	0	1	0	0	0	0	134
12:00 PM	0	100	31	0	17	0	0	0	0	0	0	0	0	148
1:00 PM	0	103	40	2	8	0	0	0	0	0	0	0	0	153
2:00 PM	0	127	48	0	10	2	0	0	0	0	0	0	0	187
3:00 PM	0	219	87	0	11	4	0	0	0	0	0	0	0	321
4:00 PM	0	239	80	1	24	1	0	0	0	0	0	0	0	345
5:00 PM	0	248	67	0	14	0	0	0	0	0	0	0	0	329
6:00 PM	0	114	45	0	4	0	0	0	0	0	0	0	0	163
7:00 PM	0	75	30	0	1	1	0	0	0	0	0	0	0	107
8:00 PM	0	75	24	0	5	0	0	0	0	0	0	0	0	104
9:00 PM	0	59	15	0	2	0	0	0	0	0	0	0	0	76
10:00 PM	0	21	6	0	2	0	0	0	0	0	0	0	0	29
11:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
Total	0	1,871	633	10	134	11	0	0	1	0	0	0	0	2,660
	0.0%	70.3%	23.8%	0.4%	5.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Burgess Rd E/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 02



Thursday, January 25, 2024
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
5:00 AM	0	37	11	0	2	0	0	0	0	0	0	0	0	50
6:00 AM	0	120	55	0	20	0	0	0	0	0	0	0	0	195
7:00 AM	1	338	103	1	22	1	0	0	1	0	0	0	0	467
8:00 AM	0	186	55	1	19	2	0	0	0	0	0	0	0	263
9:00 AM	1	100	41	0	11	1	0	0	0	0	0	0	0	154
10:00 AM	0	96	23	0	12	0	0	0	0	0	0	0	0	131
11:00 AM	0	79	24	0	9	2	0	0	0	0	0	0	0	114
12:00 PM	0	94	37	0	14	0	0	0	0	0	0	0	0	145
1:00 PM	0	81	35	0	8	0	0	0	0	0	0	0	0	124
2:00 PM	0	110	42	4	11	0	0	0	0	0	0	0	0	167
3:00 PM	1	120	49	0	14	1	0	0	0	0	0	0	0	185
4:00 PM	0	104	47	1	14	0	0	0	0	0	0	0	0	166
5:00 PM	0	90	37	1	14	0	0	0	0	0	0	0	0	142
6:00 PM	0	72	24	0	5	0	0	0	0	0	0	0	0	101
7:00 PM	1	31	14	0	6	0	0	0	0	0	0	0	0	52
8:00 PM	0	18	9	0	2	1	0	0	0	0	0	0	0	30
9:00 PM	0	6	6	0	1	0	0	0	0	0	0	0	0	13
10:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
Total	4	1,707	616	8	185	8	0	0	1	0	0	0	0	2,529
	0.2%	67.5%	24.4%	0.3%	7.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Burgess Rd E/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 02



**Total Study Average
Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
3:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	11	4	0	1	0	0	0	0	0	0	0	0	16
6:00 AM	0	29	7	2	3	0	0	0	0	0	0	0	0	41
7:00 AM	0	75	21	0	5	1	0	0	0	0	0	0	0	102
8:00 AM	0	99	33	1	6	1	0	0	0	0	0	0	0	140
9:00 AM	0	73	35	1	8	1	0	0	0	0	0	0	0	118
10:00 AM	0	77	33	1	6	1	0	0	0	0	0	0	0	118
11:00 AM	0	89	27	1	8	1	0	0	0	0	0	0	0	126
12:00 PM	0	94	36	1	10	1	0	0	0	0	0	0	0	142
1:00 PM	0	107	37	1	5	1	0	0	1	0	0	0	0	152
2:00 PM	0	136	44	0	7	1	0	0	0	0	0	0	0	188
3:00 PM	0	232	75	0	15	2	0	0	0	0	0	0	0	324
4:00 PM	0	255	88	1	19	2	0	0	0	0	0	0	0	365
5:00 PM	0	240	76	0	15	1	0	0	0	0	0	0	0	332
6:00 PM	0	126	43	0	6	0	0	0	0	0	0	0	0	175
7:00 PM	0	83	25	0	3	0	0	0	0	0	0	0	0	111
8:00 PM	0	83	23	0	4	0	0	0	0	0	0	0	0	110
9:00 PM	0	44	17	0	2	0	0	0	0	0	0	0	0	63
10:00 PM	0	20	6	0	1	0	0	0	0	0	0	0	0	27
11:00 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
Total	0	1,898	635	9	126	13	0	0	1	0	0	0	0	2,682
	0.0%	70.8%	23.7%	0.3%	4.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Burgess Rd E/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 02



**Total Study Average
Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	14
5:00 AM	0	39	12	0	4	0	0	0	0	0	0	0	0	55
6:00 AM	0	128	55	0	18	0	0	0	0	0	0	0	0	201
7:00 AM	1	352	104	1	24	0	0	0	1	0	0	0	0	483
8:00 AM	0	197	64	1	20	1	0	0	0	0	0	0	0	283
9:00 AM	0	110	40	1	11	0	0	0	1	0	0	0	0	163
10:00 AM	0	94	31	1	11	0	0	0	0	0	0	0	0	137
11:00 AM	0	89	30	0	7	3	0	0	0	0	0	0	0	129
12:00 PM	0	87	34	1	12	1	0	0	0	0	0	0	0	135
1:00 PM	0	88	31	1	9	2	0	0	0	0	0	0	0	131
2:00 PM	0	110	39	4	9	1	0	0	0	0	0	0	0	163
3:00 PM	1	116	44	0	14	1	0	0	0	0	0	0	0	176
4:00 PM	0	111	37	1	11	1	0	0	0	0	0	0	0	161
5:00 PM	0	106	34	1	12	0	0	0	0	0	0	0	0	153
6:00 PM	0	72	24	0	6	0	0	0	0	0	0	0	0	102
7:00 PM	0	34	12	0	4	0	0	0	0	0	0	0	0	50
8:00 PM	0	23	10	0	2	0	0	0	0	0	0	0	0	35
9:00 PM	0	7	4	0	1	0	0	0	0	0	0	0	0	12
10:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	1,787	611	12	175	10	0	0	2	0	0	0	0	2,599
	0.1%	68.8%	23.5%	0.5%	6.7%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Vehicle Speed Report Summary



Location: Burgess Rd E/O Vollmer Rd

Direction: Eastbound / Westbound

Date Range: 1/23/2024 to 1/25/2024

Site Code: 02

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Eastbound	0	4	9	21	101	554	2,941	3,438	862	102	17	3	1	0	0	0	0	8,053
	0.0%	0.0%	0.1%	0.3%	1.3%	6.9%	36.5%	42.7%	10.7%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	180	35	60	106	308	970	2,283	2,645	997	195	32	4	0	0	0	0	0	7,815
	2.3%	0.4%	0.8%	1.4%	3.9%	12.4%	29.2%	33.8%	12.8%	2.5%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	180	39	69	127	409	1,524	5,224	6,083	1,859	297	49	7	1	0	0	0	0	15,868
	1.1%	0.2%	0.4%	0.8%	2.6%	9.6%	32.9%	38.3%	11.7%	1.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Eastbound				Eastbound			
50th Percentile (Median)		40.5	mph	Mean (Average) Speed		40.4	mph
85th Percentile		44.4	mph	10 mph Pace		35.5 - 45.5	mph
95th Percentile		47.2	mph	Percent in Pace		79.5	%
Westbound				Westbound			
50th Percentile (Median)		39.9	mph	Mean (Average) Speed		38.7	mph
85th Percentile		45.2	mph	10 mph Pace		35.5 - 45.5	mph
95th Percentile		48.4	mph	Percent in Pace		63.3	%

Location: Burgess Rd E/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 02



Tuesday, January 23, 2024
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	2	2	1	3	1	0	0	0	0	0	0	10
1:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	0	1	0	5	10	1	1	0	0	0	0	0	0	0	18
6:00 AM	0	0	0	0	0	3	18	10	6	0	0	0	0	0	0	0	0	37
7:00 AM	0	0	0	0	2	7	43	46	17	0	0	0	0	0	0	0	0	115
8:00 AM	0	0	0	0	1	6	45	47	13	2	0	0	0	0	0	0	0	114
9:00 AM	0	0	0	0	0	8	49	58	12	0	0	0	0	0	0	0	0	127
10:00 AM	0	0	0	0	1	14	51	46	10	1	0	0	0	0	0	0	0	123
11:00 AM	0	0	0	0	0	7	61	48	10	3	0	0	0	0	0	0	0	129
12:00 PM	0	0	0	0	2	13	57	57	13	1	1	0	0	0	0	0	0	144
1:00 PM	0	0	4	0	0	11	53	54	23	0	1	0	0	0	0	0	0	146
2:00 PM	0	0	0	0	0	6	61	96	32	0	0	0	0	0	0	0	0	195
3:00 PM	0	0	0	0	0	22	116	158	35	6	1	1	1	0	0	0	0	340
4:00 PM	0	0	0	0	3	22	131	172	53	6	0	1	0	0	0	0	0	388
5:00 PM	0	0	0	0	4	16	126	142	20	1	1	0	0	0	0	0	0	310
6:00 PM	0	0	0	0	1	13	67	75	23	6	0	0	0	0	0	0	0	185
7:00 PM	0	0	0	0	0	9	41	44	13	4	0	0	0	0	0	0	0	111
8:00 PM	0	0	0	0	0	10	28	37	11	1	0	0	0	0	0	0	0	87
9:00 PM	0	0	0	2	0	5	16	24	8	3	1	0	0	0	0	0	0	59
10:00 PM	0	0	0	0	1	3	5	14	4	0	0	0	0	0	0	0	0	27
11:00 PM	0	0	0	0	1	0	8	6	1	0	0	0	0	0	0	0	0	16
Total	0	0	4	2	18	176	986	1,148	306	38	6	2	1	0	0	0	0	2,687
	0.0%	0.0%	0.1%	0.1%	0.7%	6.6%	36.7%	42.7%	11.4%	1.4%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	40.6	mph	Mean (Average) Speed	40.6	mph
85th Percentile	44.6	mph	10 mph Pace	36.1 - 46.1	mph
95th Percentile	47.5	mph	Percent in Pace	80.1	%

Location: Burgess Rd E/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 02



Tuesday, January 23, 2024
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	0	0	0	4	4	4	4	0	0	0	0	0	0	0	16
5:00 AM	0	0	0	0	0	3	6	31	22	4	1	0	0	0	0	0	0	67
6:00 AM	0	0	0	4	7	11	64	84	26	5	1	0	0	0	0	0	0	202
7:00 AM	13	2	12	24	69	137	138	73	12	2	0	0	0	0	0	0	0	482
8:00 AM	0	0	1	3	15	53	120	89	25	2	0	0	0	0	0	0	0	308
9:00 AM	0	0	0	0	2	8	65	55	30	4	1	0	0	0	0	0	0	165
10:00 AM	0	0	0	0	1	18	48	60	16	3	1	0	0	0	0	0	0	147
11:00 AM	0	0	0	0	5	16	29	46	24	6	0	0	0	0	0	0	0	126
12:00 PM	0	0	0	6	2	17	26	45	21	1	0	0	0	0	0	0	0	118
1:00 PM	0	0	0	0	1	6	22	64	25	7	3	0	0	0	0	0	0	128
2:00 PM	0	0	0	1	7	18	55	60	28	2	0	0	0	0	0	0	0	171
3:00 PM	0	0	0	0	10	19	50	60	26	7	0	0	0	0	0	0	0	172
4:00 PM	0	0	0	0	7	16	44	65	18	5	0	0	0	0	0	0	0	155
5:00 PM	0	0	0	1	4	20	53	35	22	1	1	0	0	0	0	0	0	137
6:00 PM	0	0	0	0	0	8	30	40	9	5	1	0	0	0	0	0	0	93
7:00 PM	0	0	0	0	1	3	13	14	7	2	2	0	0	0	0	0	0	42
8:00 PM	0	0	0	0	0	5	8	16	9	0	0	0	0	0	0	0	0	38
9:00 PM	0	0	0	0	0	0	2	4	3	3	1	0	0	0	0	0	0	13
10:00 PM	0	0	0	0	0	0	0	5	1	1	0	0	0	0	0	0	0	7
11:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	13	2	13	39	131	358	779	853	333	64	13	0	0	0	0	0	0	2,598
	0.5%	0.1%	0.5%	1.5%	5.0%	13.8%	30.0%	32.8%	12.8%	2.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	39.8	mph	Mean (Average) Speed	39.2	mph
85th Percentile	45.2	mph	10 mph Pace	36.0 - 46.0	mph
95th Percentile	48.3	mph	Percent in Pace	63.63	%

Location: Burgess Rd E/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 02



Wednesday, January 24, 2024
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	6
2:00 AM	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	0	0	1	6	5	1	0	0	0	0	0	0	0	0	13
6:00 AM	0	0	0	0	1	8	19	8	2	1	0	0	0	0	0	0	0	39
7:00 AM	0	0	0	0	3	7	25	44	10	3	0	0	0	0	0	0	0	92
8:00 AM	0	0	0	0	1	10	73	64	8	2	0	0	0	0	0	0	0	158
9:00 AM	0	0	0	1	3	13	46	47	6	1	1	0	0	0	0	0	0	118
10:00 AM	0	0	0	0	0	10	37	55	12	0	0	0	0	0	0	0	0	114
11:00 AM	0	1	0	0	3	7	37	54	12	1	0	0	0	0	0	0	0	115
12:00 PM	0	1	0	0	7	11	60	51	7	0	1	0	0	0	0	0	0	138
1:00 PM	0	0	0	2	6	16	44	71	18	1	0	0	0	0	0	0	0	158
2:00 PM	0	0	0	1	3	12	55	95	17	1	0	0	0	0	0	0	0	184
3:00 PM	0	1	0	2	1	11	106	145	41	5	1	0	0	0	0	0	0	313
4:00 PM	0	1	1	2	4	20	115	179	35	2	1	0	0	0	0	0	0	360
5:00 PM	0	0	0	0	3	18	134	159	39	5	0	0	0	0	0	0	0	358
6:00 PM	0	0	0	0	0	12	74	70	18	2	0	0	0	0	0	0	0	176
7:00 PM	0	0	0	0	2	6	54	46	5	2	0	0	0	0	0	0	0	115
8:00 PM	0	0	0	0	1	4	60	60	12	2	1	0	0	0	0	0	0	140
9:00 PM	0	0	1	0	0	2	21	24	8	0	0	0	0	0	0	0	0	56
10:00 PM	0	0	0	0	0	2	7	10	5	0	0	0	0	0	0	0	0	24
11:00 PM	0	0	0	0	0	1	3	6	0	0	0	0	0	0	0	0	0	10
Total	0	4	2	8	39	172	983	1,200	262	30	6	0	0	0	0	0	0	2,706
	0.0%	0.1%	0.1%	0.3%	1.4%	6.4%	36.3%	44.3%	9.7%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	40.5	mph	Mean (Average) Speed	40.4	mph
85th Percentile	44.3	mph	10 mph Pace	35.6 - 45.6	mph
95th Percentile	46.8	mph	Percent in Pace	80.9	%

Location: Burgess Rd E/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 02



Wednesday, January 24, 2024
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	0	0	0	1	3	0	0	0	0	0	0	0	5
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	1	4	3	1	4	1	0	0	0	0	0	0	14
5:00 AM	0	0	0	0	0	0	7	19	15	5	1	1	0	0	0	0	0	48
6:00 AM	0	0	0	0	1	22	60	79	42	3	0	0	0	0	0	0	0	207
7:00 AM	79	16	14	15	52	123	141	53	6	1	0	0	0	0	0	0	0	500
8:00 AM	0	0	0	1	1	37	123	96	21	4	1	0	0	0	0	0	0	284
9:00 AM	0	0	0	0	3	22	56	63	25	3	0	0	0	0	0	0	0	172
10:00 AM	0	0	0	0	1	16	35	56	24	0	0	0	0	0	0	0	0	132
11:00 AM	0	1	0	0	12	15	23	64	29	3	1	0	0	0	0	0	0	148
12:00 PM	0	1	0	0	1	12	48	64	16	0	0	0	0	0	0	0	0	142
1:00 PM	0	0	0	1	0	16	45	59	12	5	0	0	0	0	0	0	0	138
2:00 PM	0	0	0	2	5	11	31	78	25	2	0	0	0	0	0	0	0	154
3:00 PM	1	0	0	2	1	16	42	79	28	0	1	1	0	0	0	0	0	171
4:00 PM	0	0	1	3	7	24	54	54	17	4	0	0	0	0	0	0	0	164
5:00 PM	0	0	0	0	1	21	54	72	25	6	0	0	0	0	0	0	0	179
6:00 PM	0	0	0	0	4	15	38	39	9	5	0	0	0	0	0	0	0	110
7:00 PM	0	0	0	0	0	4	13	27	7	5	2	0	0	0	0	0	0	58
8:00 PM	0	0	0	0	0	0	14	14	7	4	0	0	0	0	0	0	0	39
9:00 PM	0	0	0	0	0	1	0	3	3	2	1	0	0	0	0	0	0	10
10:00 PM	0	0	0	0	0	1	0	3	1	1	0	0	0	0	0	0	0	6
11:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	80	18	15	24	90	357	788	930	315	61	8	2	0	0	0	0	0	2,688
	3.0%	0.7%	0.6%	0.9%	3.3%	13.3%	29.3%	34.6%	11.7%	2.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	39.8	mph	Mean (Average) Speed	38.5	mph
85th Percentile	44.9	mph	10 mph Pace	35.0 - 45.0	mph
95th Percentile	48.2	mph	Percent in Pace	63.69	%

Location: Burgess Rd E/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 02



Thursday, January 25, 2024
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	5
1:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	0	0	1	6	8	0	0	0	0	0	0	0	0	0	15
6:00 AM	0	0	0	0	0	7	23	11	4	0	0	0	0	0	0	0	0	45
7:00 AM	0	0	0	0	1	3	44	38	12	2	0	0	0	0	0	0	0	100
8:00 AM	0	0	0	0	0	13	62	52	22	1	0	0	0	0	0	0	0	150
9:00 AM	0	0	0	0	0	9	50	39	10	2	0	0	0	0	0	0	0	110
10:00 AM	0	0	0	2	4	8	40	47	13	1	1	0	0	0	0	0	0	116
11:00 AM	0	0	0	0	2	12	34	71	13	2	0	0	0	0	0	0	0	134
12:00 PM	0	0	0	0	3	11	61	58	13	2	0	0	0	0	0	0	0	148
1:00 PM	0	0	0	0	1	12	54	63	19	4	0	0	0	0	0	0	0	153
2:00 PM	0	0	0	1	7	20	62	77	19	1	0	0	0	0	0	0	0	187
3:00 PM	0	0	0	0	1	18	113	136	49	4	0	0	0	0	0	0	0	321
4:00 PM	0	0	0	0	0	18	120	162	40	4	0	1	0	0	0	0	0	345
5:00 PM	0	0	0	0	1	11	121	149	39	5	3	0	0	0	0	0	0	329
6:00 PM	0	0	0	0	0	8	68	77	9	1	0	0	0	0	0	0	0	163
7:00 PM	0	0	0	0	3	6	38	45	13	2	0	0	0	0	0	0	0	107
8:00 PM	0	0	0	2	0	11	41	33	14	2	1	0	0	0	0	0	0	104
9:00 PM	0	0	0	1	4	25	26	17	3	0	0	0	0	0	0	0	0	76
10:00 PM	0	0	2	3	12	7	4	1	0	0	0	0	0	0	0	0	0	29
11:00 PM	0	0	1	2	4	5	2	0	0	0	0	0	0	0	0	0	0	14
Total	0	0	3	11	44	206	972	1,090	294	34	5	1	0	0	0	0	0	2,660
	0.0%	0.0%	0.1%	0.4%	1.7%	7.7%	36.5%	41.0%	11.1%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	40.4	mph	Mean (Average) Speed	40.3	mph
85th Percentile	44.5	mph	10 mph Pace	35.7 - 45.7	mph
95th Percentile	47.2	mph	Percent in Pace	78.0	%

Location: Burgess Rd E/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 02



Thursday, January 25, 2024
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	3	5	1	5	0	0	0	0	0	0	0	14
5:00 AM	0	0	0	0	0	1	10	17	18	2	1	1	0	0	0	0	0	50
6:00 AM	0	0	0	0	2	12	64	73	37	6	1	0	0	0	0	0	0	195
7:00 AM	87	15	31	37	40	73	106	56	21	1	0	0	0	0	0	0	0	467
8:00 AM	0	0	1	2	9	51	87	89	21	2	1	0	0	0	0	0	0	263
9:00 AM	0	0	0	0	2	9	47	61	31	3	1	0	0	0	0	0	0	154
10:00 AM	0	0	0	0	1	6	36	52	29	5	2	0	0	0	0	0	0	131
11:00 AM	0	0	0	0	4	11	25	53	18	1	2	0	0	0	0	0	0	114
12:00 PM	0	0	0	0	7	9	44	63	15	6	0	1	0	0	0	0	0	145
1:00 PM	0	0	0	0	0	12	31	51	26	3	1	0	0	0	0	0	0	124
2:00 PM	0	0	0	0	7	14	55	58	24	9	0	0	0	0	0	0	0	167
3:00 PM	0	0	0	0	1	15	56	83	27	3	0	0	0	0	0	0	0	185
4:00 PM	0	0	0	0	1	15	47	75	22	6	0	0	0	0	0	0	0	166
5:00 PM	0	0	0	3	5	14	48	49	18	5	0	0	0	0	0	0	0	142
6:00 PM	0	0	0	0	3	5	34	40	11	7	1	0	0	0	0	0	0	101
7:00 PM	0	0	0	0	1	2	12	18	16	2	1	0	0	0	0	0	0	52
8:00 PM	0	0	0	0	0	1	7	11	9	2	0	0	0	0	0	0	0	30
9:00 PM	0	0	0	0	2	2	2	5	1	1	0	0	0	0	0	0	0	13
10:00 PM	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	4
Total	87	15	32	43	87	255	716	862	349	70	11	2	0	0	0	0	0	2,529
	3.4%	0.6%	1.3%	1.7%	3.4%	10.1%	28.3%	34.1%	13.8%	2.8%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	40.2	mph	Mean (Average) Speed	38.5	mph
85th Percentile	45.4	mph	10 mph Pace	35.5 - 45.5	mph
95th Percentile	48.6	mph	Percent in Pace	63.03	%

Location: Burgess Rd E/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 02



**Total Study Average
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	1	3	1	2	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	0	0	1	6	8	1	0	0	0	0	0	0	0	0	16
6:00 AM	0	0	0	0	0	6	20	10	4	0	0	0	0	0	0	0	0	40
7:00 AM	0	0	0	0	2	6	37	43	13	2	0	0	0	0	0	0	0	103
8:00 AM	0	0	0	0	1	10	60	54	14	2	0	0	0	0	0	0	0	141
9:00 AM	0	0	0	0	1	10	48	48	9	1	0	0	0	0	0	0	0	117
10:00 AM	0	0	0	1	2	11	43	49	12	1	0	0	0	0	0	0	0	119
11:00 AM	0	0	0	0	2	9	44	58	12	2	0	0	0	0	0	0	0	127
12:00 PM	0	0	0	0	4	12	59	55	11	1	1	0	0	0	0	0	0	143
1:00 PM	0	0	1	1	2	13	50	63	20	2	0	0	0	0	0	0	0	152
2:00 PM	0	0	0	1	3	13	59	89	23	1	0	0	0	0	0	0	0	189
3:00 PM	0	0	0	1	1	17	112	146	42	5	1	0	0	0	0	0	0	325
4:00 PM	0	0	0	1	2	20	122	171	43	4	0	1	0	0	0	0	0	364
5:00 PM	0	0	0	0	3	15	127	150	33	4	1	0	0	0	0	0	0	333
6:00 PM	0	0	0	0	0	11	70	74	17	3	0	0	0	0	0	0	0	175
7:00 PM	0	0	0	0	2	7	44	45	10	3	0	0	0	0	0	0	0	111
8:00 PM	0	0	0	1	0	8	43	43	12	2	1	0	0	0	0	0	0	110
9:00 PM	0	0	0	1	1	11	21	22	6	1	0	0	0	0	0	0	0	63
10:00 PM	0	0	1	1	4	4	5	8	3	0	0	0	0	0	0	0	0	26
11:00 PM	0	0	0	1	2	2	4	4	0	0	0	0	0	0	0	0	0	13
Total	0	0	2	9	33	186	979	1,146	288	36	4	1	0	0	0	0	0	2,684
	0.0%	0.0%	0.1%	0.3%	1.2%	6.9%	36.5%	42.7%	10.7%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	40.5	mph	Mean (Average) Speed	40.4	mph
85th Percentile	44.4	mph	10 mph Pace	35.5 - 45.5	mph
95th Percentile	47.2	mph	Percent in Pace	79.5	%

Location: Burgess Rd E/O Vollmer Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 02



**Total Study Average
Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	4	4	2	4	0	0	0	0	0	0	0	14
5:00 AM	0	0	0	0	0	1	8	22	18	4	1	1	0	0	0	0	0	55
6:00 AM	0	0	0	1	3	15	63	79	35	5	1	0	0	0	0	0	0	202
7:00 AM	60	11	19	25	54	111	128	61	13	1	0	0	0	0	0	0	0	483
8:00 AM	0	0	1	2	8	47	110	91	22	3	1	0	0	0	0	0	0	285
9:00 AM	0	0	0	0	2	13	56	60	29	3	1	0	0	0	0	0	0	164
10:00 AM	0	0	0	0	1	13	40	56	23	3	1	0	0	0	0	0	0	137
11:00 AM	0	0	0	0	7	14	26	54	24	3	1	0	0	0	0	0	0	129
12:00 PM	0	0	0	2	3	13	39	57	17	2	0	0	0	0	0	0	0	133
1:00 PM	0	0	0	0	0	11	33	58	21	5	1	0	0	0	0	0	0	129
2:00 PM	0	0	0	1	6	14	47	65	26	4	0	0	0	0	0	0	0	163
3:00 PM	0	0	0	1	4	17	49	74	27	3	0	0	0	0	0	0	0	175
4:00 PM	0	0	0	1	5	18	48	65	19	5	0	0	0	0	0	0	0	161
5:00 PM	0	0	0	1	3	18	52	52	22	4	0	0	0	0	0	0	0	152
6:00 PM	0	0	0	0	2	9	34	40	10	6	1	0	0	0	0	0	0	102
7:00 PM	0	0	0	0	1	3	13	20	10	3	2	0	0	0	0	0	0	52
8:00 PM	0	0	0	0	0	2	10	14	8	2	0	0	0	0	0	0	0	36
9:00 PM	0	0	0	0	1	1	1	4	2	2	1	0	0	0	0	0	0	12
10:00 PM	0	0	0	0	0	1	0	3	1	1	0	0	0	0	0	0	0	6
11:00 PM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
Total	60	11	20	34	100	321	762	882	333	64	11	1	0	0	0	0	0	2,599
	2.3%	0.4%	0.8%	1.3%	3.8%	12.4%	29.3%	33.9%	12.8%	2.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	39.9	mph	Mean (Average) Speed	38.7	mph
85th Percentile	45.2	mph	10 mph Pace	35.5 - 45.5	mph
95th Percentile	48.4	mph	Percent in Pace	63.3	%

Location: Burgess Rd E/O Vollmer Rd
Date Range: 1/23/2024 - 1/29/2024
Site Code: 02

Time	Tuesday 1/23/2024			Wednesday 1/24/2024			Thursday 1/25/2024			Friday 1/26/2024			Saturday 1/27/2024			Sunday 1/28/2024			Monday 1/29/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	10	3	13	7	5	12	5	3	8	-	-	-	-	-	-	-	-	-	-	-	-	7	4	11
1:00 AM	1	0	1	6	0	6	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	3	0	4
2:00 AM	0	1	1	4	3	7	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
3:00 AM	3	5	8	6	2	8	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	4	3	7
4:00 AM	2	16	18	2	14	16	2	14	16	-	-	-	-	-	-	-	-	-	-	-	-	2	15	17
5:00 AM	18	67	85	13	48	61	15	50	65	-	-	-	-	-	-	-	-	-	-	-	-	15	55	70
6:00 AM	37	202	239	39	207	246	45	195	240	-	-	-	-	-	-	-	-	-	-	-	-	40	201	242
7:00 AM	115	482	597	92	500	592	100	467	567	-	-	-	-	-	-	-	-	-	-	-	-	102	483	585
8:00 AM	114	308	422	158	284	442	150	263	413	-	-	-	-	-	-	-	-	-	-	-	-	141	285	426
9:00 AM	127	165	292	118	172	290	110	154	264	-	-	-	-	-	-	-	-	-	-	-	-	118	164	282
10:00 AM	123	147	270	114	132	246	116	131	247	-	-	-	-	-	-	-	-	-	-	-	-	118	137	254
11:00 AM	129	126	255	115	148	263	134	114	248	-	-	-	-	-	-	-	-	-	-	-	-	126	129	255
12:00 PM	144	118	262	138	142	280	148	145	293	-	-	-	-	-	-	-	-	-	-	-	-	143	135	278
1:00 PM	146	128	274	158	138	296	153	124	277	-	-	-	-	-	-	-	-	-	-	-	-	152	130	282
2:00 PM	195	171	366	184	154	338	187	167	354	-	-	-	-	-	-	-	-	-	-	-	-	189	164	353
3:00 PM	340	172	512	313	171	484	321	185	506	-	-	-	-	-	-	-	-	-	-	-	-	325	176	501
4:00 PM	388	155	543	360	164	524	345	166	511	-	-	-	-	-	-	-	-	-	-	-	-	364	162	526
5:00 PM	310	137	447	358	179	537	329	142	471	-	-	-	-	-	-	-	-	-	-	-	-	332	153	485
6:00 PM	185	93	278	176	110	286	163	101	264	-	-	-	-	-	-	-	-	-	-	-	-	175	101	276
7:00 PM	111	42	153	115	58	173	107	52	159	-	-	-	-	-	-	-	-	-	-	-	-	111	51	162
8:00 PM	87	38	125	140	39	179	104	30	134	-	-	-	-	-	-	-	-	-	-	-	-	110	36	146
9:00 PM	59	13	72	56	10	66	76	13	89	-	-	-	-	-	-	-	-	-	-	-	-	64	12	76
10:00 PM	27	7	34	24	6	30	29	5	34	-	-	-	-	-	-	-	-	-	-	-	-	27	6	33
11:00 PM	16	2	18	10	2	12	14	4	18	-	-	-	-	-	-	-	-	-	-	-	-	13	3	16
Total	2,687	2,598	5,285	2,706	2,688	5,394	2,660	2,529	5,189	-	-	-	-	-	-	-	-	-	-	-	-	2,684	2,605	5,289
Percent	51%	49%		50%	50%		51%	49%		-	-	-	-	-	-	-	-	-	-	-	-	51%	49%	
AM Peak	11:00	07:00	07:00	08:00	07:00	07:00	08:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	07:00
Vol.	129	482	597	158	500	592	150	467	567	-	-	-	-	-	-	-	-	-	-	-	-	141	483	585
PM Peak	16:00	15:00	16:00	16:00	17:00	17:00	16:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	16:00
Vol.	388	172	543	360	179	537	345	185	511	-	-	-	-	-	-	-	-	-	-	-	-	364	176	526

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary

Location: Vollmer Rd N/O Burgess Rd

Count Direction: Northbound / Southbound

Date Range: 1/23/2024 to 1/25/2024

Site Code: 03

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Northbound	1	2,952	1,066	43	241	39	0	3	31	8	0	0	2	4,386
	0.0%	67.3%	24.3%	1.0%	5.5%	0.9%	0.0%	0.1%	0.7%	0.2%	0.0%	0.0%	0.0%	
Southbound	4	3,027	1,390	45	369	34	0	1	47	4	0	0	2	4,923
	0.1%	61.5%	28.2%	0.9%	7.5%	0.7%	0.0%	0.0%	1.0%	0.1%	0.0%	0.0%	0.0%	
Total	5	5,979	2,456	88	610	73	0	4	78	12	0	0	4	9,309
	0.1%	64.2%	26.4%	0.9%	6.6%	0.8%	0.0%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Vollmer Rd N/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 03



Tuesday, January 23, 2024
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	8	3	0	2	0	0	0	0	0	0	0	0	13
6:00 AM	0	38	15	2	4	0	0	0	1	0	0	0	0	60
7:00 AM	0	117	40	1	8	1	0	0	1	0	0	0	0	168
8:00 AM	0	101	35	3	6	3	0	0	1	0	0	0	0	149
9:00 AM	0	52	20	2	10	3	0	0	0	0	0	0	0	87
10:00 AM	0	37	22	0	1	0	0	0	0	0	0	0	0	60
11:00 AM	0	46	18	1	6	2	0	0	2	1	0	0	0	76
12:00 PM	0	44	24	2	9	3	0	0	1	0	0	0	0	83
1:00 PM	0	38	19	0	8	0	0	0	3	0	0	0	0	68
2:00 PM	0	71	27	1	5	1	0	0	0	2	0	0	0	107
3:00 PM	0	83	35	2	3	0	0	0	3	1	0	0	0	127
4:00 PM	0	77	21	0	6	0	0	0	1	0	0	0	0	105
5:00 PM	0	78	30	0	7	0	0	0	0	0	0	0	0	115
6:00 PM	0	64	14	0	4	0	0	0	0	0	0	0	0	82
7:00 PM	0	28	6	0	3	0	0	0	0	0	0	0	0	37
8:00 PM	0	24	5	0	2	0	0	0	0	0	0	0	0	31
9:00 PM	0	26	5	0	1	0	0	0	0	0	0	0	0	32
10:00 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	957	344	14	85	13	0	0	13	4	0	0	0	1,430
	0.0%	66.9%	24.1%	1.0%	5.9%	0.9%	0.0%	0.0%	0.9%	0.3%	0.0%	0.0%	0.0%	

Location: Vollmer Rd N/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 03



Tuesday, January 23, 2024
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	14	6	0	2	0	0	0	0	0	0	0	0	22
6:00 AM	0	42	12	1	3	0	0	0	0	0	0	0	0	58
7:00 AM	0	64	28	2	6	0	0	0	1	0	0	0	0	101
8:00 AM	0	59	27	2	10	2	0	0	0	0	0	0	0	100
9:00 AM	0	64	34	0	7	3	0	0	0	0	0	0	0	108
10:00 AM	0	38	34	0	9	2	0	0	1	0	0	0	0	84
11:00 AM	0	56	22	2	10	2	0	0	0	0	0	0	0	92
12:00 PM	1	56	25	2	6	0	0	0	3	0	0	0	0	93
1:00 PM	0	48	20	0	5	0	0	0	1	0	0	0	0	74
2:00 PM	1	58	36	0	17	0	0	0	3	0	0	0	0	115
3:00 PM	1	111	52	5	17	1	0	0	7	0	0	0	1	195
4:00 PM	0	102	50	1	20	2	0	0	3	0	0	0	0	178
5:00 PM	0	94	43	1	10	0	0	1	1	0	0	0	0	150
6:00 PM	0	49	21	0	3	0	0	0	3	0	0	0	0	76
7:00 PM	0	34	14	0	1	0	0	0	0	0	0	0	0	49
8:00 PM	0	20	9	0	1	0	0	0	0	0	0	0	0	30
9:00 PM	0	15	7	0	2	0	0	0	0	0	0	0	0	24
10:00 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Total	3	938	449	16	129	12	0	1	23	0	0	0	1	1,572
	0.2%	59.7%	28.6%	1.0%	8.2%	0.8%	0.0%	0.1%	1.5%	0.0%	0.0%	0.0%	0.1%	

Location: Vollmer Rd N/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 03



Wednesday, January 24, 2024
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	8	6	0	0	0	0	0	0	0	0	0	0	14
6:00 AM	0	43	20	2	2	1	0	0	0	0	0	0	0	68
7:00 AM	0	108	40	1	8	2	0	0	3	1	0	0	0	163
8:00 AM	0	81	43	1	6	0	0	0	0	0	0	0	0	131
9:00 AM	0	58	24	1	8	1	0	0	0	0	0	0	0	92
10:00 AM	0	43	20	2	8	1	0	0	0	0	0	0	0	74
11:00 AM	0	67	17	2	9	3	0	0	0	0	0	0	0	98
12:00 PM	0	53	26	2	8	2	0	0	0	0	0	0	1	92
1:00 PM	0	46	22	1	2	1	0	0	4	0	0	0	0	76
2:00 PM	0	70	26	2	3	0	0	0	0	0	0	0	0	101
3:00 PM	1	83	30	3	6	0	0	0	4	0	0	0	0	127
4:00 PM	0	81	21	0	5	0	0	0	1	0	0	0	0	108
5:00 PM	0	70	25	1	6	0	0	0	0	0	0	0	0	102
6:00 PM	0	51	21	0	3	0	0	0	1	0	0	0	0	76
7:00 PM	0	25	6	0	3	0	0	0	0	0	0	0	0	34
8:00 PM	0	35	13	0	4	0	0	0	0	0	0	0	0	52
9:00 PM	0	18	1	0	1	0	0	0	0	0	0	0	0	20
10:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	1	961	363	18	82	11	0	0	13	1	0	0	2	1,452
	0.1%	66.2%	25.0%	1.2%	5.6%	0.8%	0.0%	0.0%	0.9%	0.1%	0.0%	0.0%	0.1%	

Location: Vollmer Rd N/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 03



Wednesday, January 24, 2024
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
5:00 AM	0	17	8	0	1	0	0	0	0	0	0	0	0	26
6:00 AM	0	42	16	1	2	0	0	0	0	0	0	0	0	61
7:00 AM	0	63	27	0	7	1	0	0	1	0	0	0	0	99
8:00 AM	0	94	29	1	11	0	0	0	0	0	0	0	0	135
9:00 AM	0	70	32	2	13	1	0	0	1	0	0	0	0	119
10:00 AM	0	56	33	2	4	1	0	0	1	0	0	0	0	97
11:00 AM	0	41	28	0	12	0	0	0	0	0	0	0	0	81
12:00 PM	0	66	29	2	8	0	0	0	1	0	0	0	1	107
1:00 PM	0	57	33	1	3	3	0	0	2	0	0	0	0	99
2:00 PM	0	72	31	1	9	0	0	0	1	0	0	0	0	114
3:00 PM	0	95	49	4	14	0	0	0	4	2	0	0	0	168
4:00 PM	0	118	54	2	11	0	0	0	0	0	0	0	0	185
5:00 PM	0	98	49	0	11	0	0	0	1	0	0	0	0	159
6:00 PM	0	57	19	0	7	0	0	0	0	0	0	0	0	83
7:00 PM	0	27	4	0	3	0	0	0	0	0	0	0	0	34
8:00 PM	0	31	10	0	0	0	0	0	0	0	0	0	0	41
9:00 PM	0	11	5	0	1	0	0	0	0	0	0	0	0	17
10:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	3
Total	0	1,025	460	16	119	7	0	0	12	2	0	0	1	1,642
	0.0%	62.4%	28.0%	1.0%	7.2%	0.4%	0.0%	0.0%	0.7%	0.1%	0.0%	0.0%	0.1%	

Location: Vollmer Rd N/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 03



Thursday, January 25, 2024
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	8	6	0	0	0	0	0	0	0	0	0	0	14
6:00 AM	0	36	14	2	3	0	0	0	0	0	0	0	0	55
7:00 AM	0	111	36	0	15	2	0	0	1	0	0	0	0	165
8:00 AM	0	86	34	1	6	1	0	0	0	0	0	0	0	128
9:00 AM	0	51	24	1	8	3	0	0	0	1	0	0	0	88
10:00 AM	0	44	26	0	4	1	0	0	1	0	0	0	0	76
11:00 AM	0	40	24	0	9	2	0	1	1	0	0	0	0	77
12:00 PM	0	53	26	0	3	2	0	0	1	0	0	0	0	85
1:00 PM	0	54	23	0	4	2	0	1	0	0	0	0	0	84
2:00 PM	0	58	19	2	6	0	0	1	0	0	0	0	0	86
3:00 PM	0	123	34	4	2	1	0	0	0	1	0	0	0	165
4:00 PM	0	130	28	0	4	0	0	0	0	1	0	0	0	163
5:00 PM	0	94	26	1	6	0	0	0	1	0	0	0	0	128
6:00 PM	0	44	14	0	0	0	0	0	0	0	0	0	0	58
7:00 PM	0	35	9	0	3	0	0	0	0	0	0	0	0	47
8:00 PM	0	34	3	0	1	0	0	0	0	0	0	0	0	38
9:00 PM	0	10	5	0	0	0	0	0	0	0	0	0	0	15
10:00 PM	0	13	8	0	0	0	0	0	0	0	0	0	0	21
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	1,034	359	11	74	15	0	3	5	3	0	0	0	1,504
	0.0%	68.8%	23.9%	0.7%	4.9%	1.0%	0.0%	0.2%	0.3%	0.2%	0.0%	0.0%	0.0%	

Location: Vollmer Rd N/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 03



Thursday, January 25, 2024
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	9	8	0	1	0	0	0	0	0	0	0	0	18
6:00 AM	0	45	13	0	3	0	0	0	2	0	0	0	0	63
7:00 AM	0	70	32	2	4	1	0	0	0	0	0	0	0	109
8:00 AM	0	73	36	1	12	3	0	0	0	1	0	0	0	126
9:00 AM	0	63	36	0	16	0	0	0	0	0	0	0	0	115
10:00 AM	0	51	30	3	4	1	0	0	0	0	0	0	0	89
11:00 AM	0	49	25	1	6	2	0	0	0	0	0	0	0	83
12:00 PM	0	46	21	0	7	1	0	0	0	0	0	0	0	75
1:00 PM	0	59	25	0	8	1	0	0	1	0	0	0	0	94
2:00 PM	1	68	33	0	9	0	0	0	2	0	0	0	0	113
3:00 PM	0	84	50	3	12	3	0	0	2	0	0	0	0	154
4:00 PM	0	139	54	3	13	3	0	0	5	1	0	0	0	218
5:00 PM	0	168	40	0	11	0	0	0	0	0	0	0	0	219
6:00 PM	0	74	33	0	7	0	0	0	0	0	0	0	0	114
7:00 PM	0	28	12	0	1	0	0	0	0	0	0	0	0	41
8:00 PM	0	20	11	0	5	0	0	0	0	0	0	0	0	36
9:00 PM	0	13	8	0	1	0	0	0	0	0	0	0	0	22
10:00 PM	0	1	8	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
Total	1	1,064	481	13	121	15	0	0	12	2	0	0	0	1,709
	0.1%	62.3%	28.1%	0.8%	7.1%	0.9%	0.0%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	

Location: Vollmer Rd N/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 03



**Total Study Average
Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	8	5	0	1	0	0	0	0	0	0	0	0	14
6:00 AM	0	39	16	2	3	0	0	0	0	0	0	0	0	60
7:00 AM	0	112	39	1	10	2	0	0	2	0	0	0	0	166
8:00 AM	0	89	37	2	6	1	0	0	0	0	0	0	0	135
9:00 AM	0	54	23	1	9	2	0	0	0	0	0	0	0	89
10:00 AM	0	41	23	1	4	1	0	0	0	0	0	0	0	70
11:00 AM	0	51	20	1	8	2	0	0	1	0	0	0	0	83
12:00 PM	0	50	25	1	7	2	0	0	1	0	0	0	0	86
1:00 PM	0	46	21	0	5	1	0	0	2	0	0	0	0	75
2:00 PM	0	66	24	2	5	0	0	0	0	1	0	0	0	98
3:00 PM	0	96	33	3	4	0	0	0	2	1	0	0	0	139
4:00 PM	0	96	23	0	5	0	0	0	1	0	0	0	0	125
5:00 PM	0	81	27	1	6	0	0	0	0	0	0	0	0	115
6:00 PM	0	53	16	0	2	0	0	0	0	0	0	0	0	71
7:00 PM	0	29	7	0	3	0	0	0	0	0	0	0	0	39
8:00 PM	0	31	7	0	2	0	0	0	0	0	0	0	0	40
9:00 PM	0	18	4	0	1	0	0	0	0	0	0	0	0	23
10:00 PM	0	12	4	0	0	0	0	0	0	0	0	0	0	16
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	983	355	15	81	11	0	0	9	2	0	0	0	1,456
	0.0%	67.5%	24.4%	1.0%	5.6%	0.8%	0.0%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Vollmer Rd N/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 03



**Total Study Average
Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	13	7	0	1	0	0	0	0	0	0	0	0	21
6:00 AM	0	43	14	1	3	0	0	0	1	0	0	0	0	62
7:00 AM	0	66	29	1	6	1	0	0	1	0	0	0	0	104
8:00 AM	0	75	31	1	11	2	0	0	0	0	0	0	0	120
9:00 AM	0	66	34	1	12	1	0	0	0	0	0	0	0	114
10:00 AM	0	48	32	2	6	1	0	0	1	0	0	0	0	90
11:00 AM	0	49	25	1	9	1	0	0	0	0	0	0	0	85
12:00 PM	0	56	25	1	7	0	0	0	1	0	0	0	0	90
1:00 PM	0	55	26	0	5	1	0	0	1	0	0	0	0	88
2:00 PM	1	66	33	0	12	0	0	0	2	0	0	0	0	114
3:00 PM	0	97	50	4	14	1	0	0	4	1	0	0	0	171
4:00 PM	0	120	53	2	15	2	0	0	3	0	0	0	0	195
5:00 PM	0	120	44	0	11	0	0	0	1	0	0	0	0	176
6:00 PM	0	60	24	0	6	0	0	0	1	0	0	0	0	91
7:00 PM	0	30	10	0	2	0	0	0	0	0	0	0	0	42
8:00 PM	0	24	10	0	2	0	0	0	0	0	0	0	0	36
9:00 PM	0	13	7	0	1	0	0	0	0	0	0	0	0	21
10:00 PM	0	4	4	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Total	1	1,011	462	14	123	10	0	0	16	1	0	0	0	1,638
	0.1%	61.7%	28.2%	0.9%	7.5%	0.6%	0.0%	0.0%	1.0%	0.1%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Vehicle Speed Report Summary



Location: Vollmer Rd N/O Burgess Rd

Direction: Northbound / Southbound

Date Range: 1/23/2024 to 1/25/2024

Site Code: 03

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Northbound	0	0	4	12	31	84	426	1,284	1,717	681	122	15	7	3	0	0	0	4,386
	0.0%	0.0%	0.1%	0.3%	0.7%	1.9%	9.7%	29.3%	39.1%	15.5%	2.8%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	
Southbound	0	1	1	2	10	31	90	553	1,600	1,749	679	169	30	6	2	0	0	4,923
	0.0%	0.0%	0.0%	0.0%	0.2%	0.6%	1.8%	11.2%	32.5%	35.5%	13.8%	3.4%	0.6%	0.1%	0.0%	0.0%	0.0%	
Total	0	1	5	14	41	115	516	1,837	3,317	2,430	801	184	37	9	2	0	0	9,309
	0.0%	0.0%	0.1%	0.2%	0.4%	1.2%	5.5%	19.7%	35.6%	26.1%	8.6%	2.0%	0.4%	0.1%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Northbound				Northbound			
50th Percentile (Median)		46.0	mph	Mean (Average) Speed		45.7	mph
85th Percentile		50.7	mph	10 mph Pace		40.8 - 50.8	mph
95th Percentile		54.0	mph	Percent in Pace		69.4	%
Southbound				Southbound			
50th Percentile (Median)		50.4	mph	Mean (Average) Speed		50.4	mph
85th Percentile		55.7	mph	10 mph Pace		45.4 - 55.4	mph
95th Percentile		59.4	mph	Percent in Pace		68.2	%

Location: Vollmer Rd N/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 03



Tuesday, January 23, 2024
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	5
5:00 AM	0	0	0	0	0	0	0	7	4	1	1	0	0	0	0	0	0	13
6:00 AM	0	0	0	0	2	1	4	26	15	10	2	0	0	0	0	0	0	60
7:00 AM	0	0	0	0	0	2	8	43	73	31	11	0	0	0	0	0	0	168
8:00 AM	0	0	0	1	0	0	18	45	60	23	2	0	0	0	0	0	0	149
9:00 AM	0	0	0	0	2	0	3	27	33	17	4	1	0	0	0	0	0	87
10:00 AM	0	0	0	0	0	0	8	6	33	11	2	0	0	0	0	0	0	60
11:00 AM	0	0	0	0	0	0	4	19	33	18	2	0	0	0	0	0	0	76
12:00 PM	0	0	0	0	0	1	9	15	39	14	4	0	0	1	0	0	0	83
1:00 PM	0	0	0	0	0	3	5	11	28	18	2	1	0	0	0	0	0	68
2:00 PM	0	0	0	0	0	7	7	31	39	20	3	0	0	0	0	0	0	107
3:00 PM	0	0	0	2	2	5	12	36	52	15	2	0	1	0	0	0	0	127
4:00 PM	0	0	0	0	1	2	8	27	44	17	4	1	0	1	0	0	0	105
5:00 PM	0	0	0	1	0	3	7	35	54	10	5	0	0	0	0	0	0	115
6:00 PM	0	0	0	0	0	1	7	27	34	11	1	0	1	0	0	0	0	82
7:00 PM	0	0	0	0	0	0	4	15	13	4	1	0	0	0	0	0	0	37
8:00 PM	0	0	0	0	0	1	3	4	14	6	2	1	0	0	0	0	0	31
9:00 PM	0	0	0	0	0	0	2	10	15	4	1	0	0	0	0	0	0	32
10:00 PM	0	0	0	0	0	0	5	0	8	2	0	0	0	0	0	0	0	15
11:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	4	7	26	114	386	598	238	49	4	2	2	0	0	0	1,430
	0.0%	0.0%	0.0%	0.3%	0.5%	1.8%	8.0%	27.0%	41.8%	16.6%	3.4%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	46.4	mph	Mean (Average) Speed	46.2	mph
85th Percentile	51.1	mph	10 mph Pace	41.8 - 51.8	mph
95th Percentile	54.5	mph	Percent in Pace	70.6	%

Location: Vollmer Rd N/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 03



Tuesday, January 23, 2024
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	1	0	0	1	1	0	1	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	4
5:00 AM	0	0	0	0	0	0	0	1	8	8	4	0	1	0	0	0	0	22
6:00 AM	0	0	0	0	0	0	0	4	20	24	9	1	0	0	0	0	0	58
7:00 AM	0	0	0	0	0	0	2	2	33	39	21	4	0	0	0	0	0	101
8:00 AM	0	0	0	0	2	4	3	8	25	35	17	4	1	1	0	0	0	100
9:00 AM	0	0	0	0	0	1	0	7	29	48	14	6	3	0	0	0	0	108
10:00 AM	0	0	0	0	0	0	0	5	24	41	10	4	0	0	0	0	0	84
11:00 AM	0	0	0	0	0	0	1	3	21	44	12	10	1	0	0	0	0	92
12:00 PM	0	0	0	0	0	0	3	20	25	24	18	3	0	0	0	0	0	93
1:00 PM	0	0	1	0	0	0	1	5	31	23	11	2	0	0	0	0	0	74
2:00 PM	0	0	0	0	0	1	0	12	33	45	18	6	0	0	0	0	0	115
3:00 PM	0	0	0	0	0	0	2	35	63	80	12	3	0	0	0	0	0	195
4:00 PM	0	0	0	0	1	0	2	25	74	50	22	4	0	0	0	0	0	178
5:00 PM	0	0	0	0	0	0	1	8	56	58	22	4	1	0	0	0	0	150
6:00 PM	0	0	0	0	0	0	3	12	27	25	4	4	0	1	0	0	0	76
7:00 PM	0	0	0	0	0	0	0	2	16	20	8	3	0	0	0	0	0	49
8:00 PM	0	0	0	0	1	0	0	1	7	12	7	1	1	0	0	0	0	30
9:00 PM	0	0	0	0	0	0	1	4	5	9	2	3	0	0	0	0	0	24
10:00 PM	0	0	0	0	0	0	0	2	2	3	3	0	0	0	0	0	0	10
11:00 PM	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
Total	0	0	1	0	5	6	20	157	502	592	217	62	8	2	0	0	0	1,572
	0.0%	0.0%	0.1%	0.0%	0.3%	0.4%	1.3%	10.0%	31.9%	37.7%	13.8%	3.9%	0.5%	0.1%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	50.7	mph	Mean (Average) Speed	50.8	mph
85th Percentile	55.9	mph	10 mph Pace	45.3 - 55.3	mph
95th Percentile	59.6	mph	Percent in Pace	69.91	%

Location: Vollmer Rd N/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 03



Wednesday, January 24, 2024
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	5
5:00 AM	0	0	0	0	0	0	1	2	6	4	1	0	0	0	0	0	0	14
6:00 AM	0	0	0	1	0	2	9	25	22	7	2	0	0	0	0	0	0	68
7:00 AM	0	0	0	0	1	2	15	47	67	23	5	2	1	0	0	0	0	163
8:00 AM	0	0	0	0	0	0	15	42	49	22	3	0	0	0	0	0	0	131
9:00 AM	0	0	0	0	0	2	9	28	39	10	1	1	1	1	0	0	0	92
10:00 AM	0	0	0	0	1	1	16	16	27	11	2	0	0	0	0	0	0	74
11:00 AM	0	0	0	0	1	2	15	23	34	16	7	0	0	0	0	0	0	98
12:00 PM	0	0	0	1	4	1	6	31	36	10	2	1	0	0	0	0	0	92
1:00 PM	0	0	4	0	3	1	13	25	13	15	2	0	0	0	0	0	0	76
2:00 PM	0	0	0	0	0	1	5	31	41	16	6	0	1	0	0	0	0	101
3:00 PM	0	0	0	1	2	3	13	30	50	24	3	0	1	0	0	0	0	127
4:00 PM	0	0	0	0	0	1	9	22	54	20	1	0	1	0	0	0	0	108
5:00 PM	0	0	0	0	0	1	10	32	38	16	4	1	0	0	0	0	0	102
6:00 PM	0	0	0	0	1	1	9	19	32	11	2	1	0	0	0	0	0	76
7:00 PM	0	0	0	0	0	0	3	10	12	8	1	0	0	0	0	0	0	34
8:00 PM	0	0	0	0	0	1	4	11	21	15	0	0	0	0	0	0	0	52
9:00 PM	0	0	0	0	0	1	2	6	5	4	2	0	0	0	0	0	0	20
10:00 PM	0	0	0	0	0	0	2	3	6	0	0	0	0	0	0	0	0	11
11:00 PM	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	4
Total	0	0	4	4	13	20	159	405	556	234	45	6	5	1	0	0	0	1,452
	0.0%	0.0%	0.3%	0.3%	0.9%	1.4%	11.0%	27.9%	38.3%	16.1%	3.1%	0.4%	0.3%	0.1%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	46.0	mph	Mean (Average) Speed	45.7	mph
85th Percentile	50.8	mph	10 mph Pace	40.8 - 50.8	mph
95th Percentile	54.1	mph	Percent in Pace	68.1	%

Location: Vollmer Rd N/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 03



Wednesday, January 24, 2024
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
4:00 AM	0	0	0	1	0	0	0	0	1	0	1	0	1	0	0	0	0	4
5:00 AM	0	0	0	0	0	0	0	2	7	12	4	1	0	0	0	0	0	26
6:00 AM	0	0	0	0	0	0	0	4	25	21	7	4	0	0	0	0	0	61
7:00 AM	0	0	0	0	1	0	0	3	27	38	21	8	0	0	1	0	0	99
8:00 AM	0	0	0	0	0	1	1	14	34	50	27	6	1	1	0	0	0	135
9:00 AM	0	0	0	0	0	0	0	8	35	55	19	2	0	0	0	0	0	119
10:00 AM	0	0	0	0	0	1	3	10	28	39	12	2	2	0	0	0	0	97
11:00 AM	0	0	0	0	0	0	2	4	13	34	17	10	1	0	0	0	0	81
12:00 PM	0	0	0	0	0	1	3	15	38	34	13	3	0	0	0	0	0	107
1:00 PM	0	0	0	0	0	0	3	9	35	36	15	0	1	0	0	0	0	99
2:00 PM	0	0	0	0	0	1	1	10	36	39	22	4	1	0	0	0	0	114
3:00 PM	0	0	0	0	0	0	1	22	66	50	25	3	1	0	0	0	0	168
4:00 PM	0	0	0	0	0	2	1	14	53	72	36	5	2	0	0	0	0	185
5:00 PM	0	0	0	0	0	1	1	11	55	68	22	1	0	0	0	0	0	159
6:00 PM	0	0	0	0	0	2	1	6	25	37	8	3	1	0	0	0	0	83
7:00 PM	0	0	0	0	0	0	2	2	10	10	7	2	0	0	1	0	0	34
8:00 PM	0	0	0	0	0	0	0	5	12	12	10	1	1	0	0	0	0	41
9:00 PM	0	0	0	0	0	0	0	2	6	4	3	1	0	1	0	0	0	17
10:00 PM	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3
Total	0	1	0	1	1	9	19	142	506	615	275	56	13	2	2	0	0	1,642
	0.0%	0.1%	0.0%	0.1%	0.1%	0.5%	1.2%	8.6%	30.8%	37.5%	16.7%	3.4%	0.8%	0.1%	0.1%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	51.1	mph	Mean (Average) Speed	51.1	mph
85th Percentile	56.1	mph	10 mph Pace	46.3 - 56.3	mph
95th Percentile	59.5	mph	Percent in Pace	69.98	%

Location: Vollmer Rd N/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 03



Thursday, January 25, 2024
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	5
5:00 AM	0	0	0	0	0	0	2	3	6	3	0	0	0	0	0	0	0	14
6:00 AM	0	0	0	1	0	1	5	16	20	10	1	1	0	0	0	0	0	55
7:00 AM	0	0	0	0	0	4	16	44	69	29	2	1	0	0	0	0	0	165
8:00 AM	0	0	0	0	0	1	14	55	37	18	3	0	0	0	0	0	0	128
9:00 AM	0	0	0	0	1	1	7	27	41	8	3	0	0	0	0	0	0	88
10:00 AM	0	0	0	0	0	2	8	26	26	10	2	2	0	0	0	0	0	76
11:00 AM	0	0	0	0	1	1	4	22	30	16	3	0	0	0	0	0	0	77
12:00 PM	0	0	0	0	0	2	4	38	23	15	3	0	0	0	0	0	0	85
1:00 PM	0	0	0	1	0	4	8	19	37	15	0	0	0	0	0	0	0	84
2:00 PM	0	0	0	0	0	1	10	29	29	14	3	0	0	0	0	0	0	86
3:00 PM	0	0	0	1	4	1	16	61	59	22	1	0	0	0	0	0	0	165
4:00 PM	0	0	0	1	0	2	16	60	72	12	0	0	0	0	0	0	0	163
5:00 PM	0	0	0	0	1	0	16	47	52	9	2	1	0	0	0	0	0	128
6:00 PM	0	0	0	0	0	6	5	17	21	8	1	0	0	0	0	0	0	58
7:00 PM	0	0	0	0	0	1	4	7	23	11	1	0	0	0	0	0	0	47
8:00 PM	0	0	0	0	0	3	3	12	10	7	3	0	0	0	0	0	0	38
9:00 PM	0	0	0	0	0	2	5	4	4	0	0	0	0	0	0	0	0	15
10:00 PM	0	0	0	0	4	5	8	3	1	0	0	0	0	0	0	0	0	21
11:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	4	11	38	153	493	563	209	28	5	0	0	0	0	0	1,504
	0.0%	0.0%	0.0%	0.3%	0.7%	2.5%	10.2%	32.8%	37.4%	13.9%	1.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	45.3	mph	Mean (Average) Speed	45.2	mph
85th Percentile	50.2	mph	10 mph Pace	40.2 - 50.2	mph
95th Percentile	53.5	mph	Percent in Pace	70.4	%

Location: Vollmer Rd N/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 03



Thursday, January 25, 2024
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	0	0	4
5:00 AM	0	0	0	0	0	0	0	2	4	8	2	1	1	0	0	0	0	18
6:00 AM	0	0	0	0	0	2	1	4	23	16	11	4	2	0	0	0	0	63
7:00 AM	0	0	0	0	0	0	0	4	29	52	23	0	1	0	0	0	0	109
8:00 AM	0	0	0	0	1	2	1	11	41	45	16	9	0	0	0	0	0	126
9:00 AM	0	0	0	0	1	0	3	11	34	38	20	7	0	1	0	0	0	115
10:00 AM	0	0	0	0	0	0	1	11	36	28	8	5	0	0	0	0	0	89
11:00 AM	0	0	0	0	0	0	2	8	21	37	12	2	1	0	0	0	0	83
12:00 PM	0	0	0	0	0	0	0	5	16	33	13	7	0	1	0	0	0	75
1:00 PM	0	0	0	0	0	0	1	7	27	47	10	2	0	0	0	0	0	94
2:00 PM	0	0	0	0	0	0	0	12	40	42	14	5	0	0	0	0	0	113
3:00 PM	0	0	0	0	1	0	3	31	60	45	10	3	1	0	0	0	0	154
4:00 PM	0	0	0	0	0	0	12	47	98	46	13	1	1	0	0	0	0	218
5:00 PM	0	0	0	0	0	1	15	55	90	49	9	0	0	0	0	0	0	219
6:00 PM	0	0	0	0	0	1	8	31	42	25	6	1	0	0	0	0	0	114
7:00 PM	0	0	0	0	0	0	1	6	12	13	7	1	1	0	0	0	0	41
8:00 PM	0	0	0	0	0	1	0	2	10	10	10	3	0	0	0	0	0	36
9:00 PM	0	0	0	0	0	5	1	4	7	4	1	0	0	0	0	0	0	22
10:00 PM	0	0	0	0	0	3	2	2	1	1	0	0	0	0	0	0	0	9
11:00 PM	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	1	4	16	51	254	592	542	187	51	9	2	0	0	0	1,709
	0.0%	0.0%	0.0%	0.1%	0.2%	0.9%	3.0%	14.9%	34.6%	31.7%	10.9%	3.0%	0.5%	0.1%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	49.5	mph	Mean (Average) Speed	49.5	mph
85th Percentile	54.9	mph	10 mph Pace	44.9 - 54.9	mph
95th Percentile	59.1	mph	Percent in Pace	66.35	%

Location: Vollmer Rd N/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 03



**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
5:00 AM	0	0	0	0	0	0	1	4	5	3	1	0	0	0	0	0	0	14
6:00 AM	0	0	0	1	1	1	6	22	19	9	2	0	0	0	0	0	0	61
7:00 AM	0	0	0	0	0	3	13	45	70	28	6	1	0	0	0	0	0	166
8:00 AM	0	0	0	0	0	0	16	47	49	21	3	0	0	0	0	0	0	136
9:00 AM	0	0	0	0	1	1	6	27	38	12	3	1	0	0	0	0	0	89
10:00 AM	0	0	0	0	0	1	11	16	29	11	2	1	0	0	0	0	0	71
11:00 AM	0	0	0	0	1	1	8	21	32	17	4	0	0	0	0	0	0	84
12:00 PM	0	0	0	0	1	1	6	28	33	13	3	0	0	0	0	0	0	85
1:00 PM	0	0	1	0	1	3	9	18	26	16	1	0	0	0	0	0	0	75
2:00 PM	0	0	0	0	0	3	7	30	36	17	4	0	0	0	0	0	0	97
3:00 PM	0	0	0	1	3	3	14	42	54	20	2	0	1	0	0	0	0	140
4:00 PM	0	0	0	0	0	2	11	36	57	16	2	0	0	0	0	0	0	124
5:00 PM	0	0	0	0	0	1	11	38	48	12	4	1	0	0	0	0	0	115
6:00 PM	0	0	0	0	0	3	7	21	29	10	1	0	0	0	0	0	0	71
7:00 PM	0	0	0	0	0	0	4	11	16	8	1	0	0	0	0	0	0	40
8:00 PM	0	0	0	0	0	2	3	9	15	9	2	0	0	0	0	0	0	40
9:00 PM	0	0	0	0	0	1	3	7	8	3	1	0	0	0	0	0	0	23
10:00 PM	0	0	0	0	1	2	5	2	5	1	0	0	0	0	0	0	0	16
11:00 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
Total	0	0	1	2	9	28	142	425	575	228	42	4	1	0	0	0	0	1,457
	0.0%	0.0%	0.1%	0.1%	0.6%	1.9%	9.7%	29.2%	39.5%	15.6%	2.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	46.0	mph	Mean (Average) Speed	45.7	mph
85th Percentile	50.7	mph	10 mph Pace	40.8 - 50.8	mph
95th Percentile	54.0	mph	Percent in Pace	69.4	%

Location: Vollmer Rd N/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 03



**Total Study Average
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	0	0	4
5:00 AM	0	0	0	0	0	0	0	2	6	9	3	1	1	0	0	0	0	22
6:00 AM	0	0	0	0	0	1	0	4	23	20	9	3	1	0	0	0	0	61
7:00 AM	0	0	0	0	0	0	1	3	30	43	22	4	0	0	0	0	0	103
8:00 AM	0	0	0	0	1	2	2	11	33	43	20	6	1	1	0	0	0	120
9:00 AM	0	0	0	0	0	0	1	9	33	47	18	5	1	0	0	0	0	114
10:00 AM	0	0	0	0	0	0	1	9	29	36	10	4	1	0	0	0	0	90
11:00 AM	0	0	0	0	0	0	2	5	18	38	14	7	1	0	0	0	0	85
12:00 PM	0	0	0	0	0	0	2	13	26	30	15	4	0	0	0	0	0	90
1:00 PM	0	0	0	0	0	0	2	7	31	35	12	1	0	0	0	0	0	88
2:00 PM	0	0	0	0	0	1	0	11	36	42	18	5	0	0	0	0	0	113
3:00 PM	0	0	0	0	0	0	2	29	63	58	16	3	1	0	0	0	0	172
4:00 PM	0	0	0	0	0	1	5	29	75	56	24	3	1	0	0	0	0	194
5:00 PM	0	0	0	0	0	1	6	25	67	58	18	2	0	0	0	0	0	177
6:00 PM	0	0	0	0	0	1	4	16	31	29	6	3	0	0	0	0	0	90
7:00 PM	0	0	0	0	0	0	1	3	13	14	7	2	0	0	0	0	0	40
8:00 PM	0	0	0	0	0	0	0	3	10	11	9	2	1	0	0	0	0	36
9:00 PM	0	0	0	0	0	2	1	3	6	6	2	1	0	0	0	0	0	21
10:00 PM	0	0	0	0	0	1	1	1	1	2	2	0	0	0	0	0	0	8
11:00 PM	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4
Total	0	0	0	0	1	10	31	184	533	581	228	56	10	1	0	0	0	1,635
	0.0%	0.0%	0.0%	0.0%	0.1%	0.6%	1.9%	11.3%	32.6%	35.5%	13.9%	3.4%	0.6%	0.1%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	50.4	mph	Mean (Average) Speed	50.4	mph
85th Percentile	55.7	mph	10 mph Pace	45.4 - 55.4	mph
95th Percentile	59.4	mph	Percent in Pace	68.2	%

Location: Vollmer Rd N/O Burgess Rd
 Date Range: 1/23/2024 - 1/29/2024
 Site Code: 03

Time	Tuesday 1/23/2024			Wednesday 1/24/2024			Thursday 1/25/2024			Friday 1/26/2024			Saturday 1/27/2024			Sunday 1/28/2024			Monday 1/29/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	2	1	3	1	1	2	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
1:00 AM	2	0	2	2	1	3	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
2:00 AM	2	0	2	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
3:00 AM	2	4	6	1	3	4	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	1	3	5
4:00 AM	5	4	9	5	4	9	5	4	9	-	-	-	-	-	-	-	-	-	-	-	-	5	4	9
5:00 AM	13	22	35	14	26	40	14	18	32	-	-	-	-	-	-	-	-	-	-	-	-	14	22	36
6:00 AM	60	58	118	68	61	129	55	63	118	-	-	-	-	-	-	-	-	-	-	-	-	61	61	122
7:00 AM	168	101	269	163	99	262	165	109	274	-	-	-	-	-	-	-	-	-	-	-	-	165	103	268
8:00 AM	149	100	249	131	135	266	128	126	254	-	-	-	-	-	-	-	-	-	-	-	-	136	120	256
9:00 AM	87	108	195	92	119	211	88	115	203	-	-	-	-	-	-	-	-	-	-	-	-	89	114	203
10:00 AM	60	84	144	74	97	171	76	89	165	-	-	-	-	-	-	-	-	-	-	-	-	70	90	160
11:00 AM	76	92	168	98	81	179	77	83	160	-	-	-	-	-	-	-	-	-	-	-	-	84	85	169
12:00 PM	83	93	176	92	107	199	85	75	160	-	-	-	-	-	-	-	-	-	-	-	-	87	92	178
1:00 PM	68	74	142	76	99	175	84	94	178	-	-	-	-	-	-	-	-	-	-	-	-	76	89	165
2:00 PM	107	115	222	101	114	215	86	113	199	-	-	-	-	-	-	-	-	-	-	-	-	98	114	212
3:00 PM	127	195	322	127	168	295	165	154	319	-	-	-	-	-	-	-	-	-	-	-	-	140	172	312
4:00 PM	105	178	283	108	185	293	163	218	381	-	-	-	-	-	-	-	-	-	-	-	-	125	194	319
5:00 PM	115	150	265	102	159	261	128	219	347	-	-	-	-	-	-	-	-	-	-	-	-	115	176	291
6:00 PM	82	76	158	76	83	159	58	114	172	-	-	-	-	-	-	-	-	-	-	-	-	72	91	163
7:00 PM	37	49	86	34	34	68	47	41	88	-	-	-	-	-	-	-	-	-	-	-	-	39	41	81
8:00 PM	31	30	61	52	41	93	38	36	74	-	-	-	-	-	-	-	-	-	-	-	-	40	36	76
9:00 PM	32	24	56	20	17	37	15	22	37	-	-	-	-	-	-	-	-	-	-	-	-	22	21	43
10:00 PM	15	10	25	11	5	16	21	9	30	-	-	-	-	-	-	-	-	-	-	-	-	16	8	24
11:00 PM	2	4	6	4	3	7	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	3	3	6
Total	1,430	1,572	3,002	1,452	1,642	3,094	1,504	1,709	3,213	-	-	-	-	-	-	-	-	-	-	-	-	1,462	1,641	3,103
Percent	48%	52%		47%	53%		47%	53%		-	-	-	-	-	-	-	-	-	-	-	-	47%	53%	
AM Peak	07:00	09:00	07:00	07:00	08:00	08:00	07:00	08:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	07:00
Vol.	168	108	269	163	135	266	165	126	274	-	-	-	-	-	-	-	-	-	-	-	-	165	120	268
PM Peak	15:00	15:00	15:00	15:00	16:00	15:00	15:00	17:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	15:00	16:00	16:00
Vol.	127	195	322	127	185	295	165	219	381	-	-	-	-	-	-	-	-	-	-	-	-	140	194	319

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary

Location: Vollmer Rd S/O Burgess Rd

Count Direction: Northbound / Southbound

Date Range: 1/23/2024 to 1/25/2024

Site Code: 04

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Northbound	3	1,889	1,551	62	722	58	0	7	27	2	0	0	4	4,325
	0.1%	43.7%	35.9%	1.4%	16.7%	1.3%	0.0%	0.2%	0.6%	0.0%	0.0%	0.0%	0.1%	
Southbound	5	2,696	1,009	18	140	55	0	3	48	3	0	0	3	3,980
	0.1%	67.7%	25.4%	0.5%	3.5%	1.4%	0.0%	0.1%	1.2%	0.1%	0.0%	0.0%	0.1%	
Total	8	4,585	2,560	80	862	113	0	10	75	5	0	0	7	8,305
	0.1%	55.2%	30.8%	1.0%	10.4%	1.4%	0.0%	0.1%	0.9%	0.1%	0.0%	0.0%	0.1%	

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Vollmer Rd S/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 04



Tuesday, January 23, 2024
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
6:00 AM	0	20	10	2	7	0	0	0	0	0	0	0	0	39
7:00 AM	0	38	27	0	6	2	0	0	1	0	0	0	0	74
8:00 AM	0	38	39	3	17	2	0	0	2	0	0	0	0	101
9:00 AM	0	36	23	3	17	3	0	1	0	0	0	0	0	83
10:00 AM	0	33	24	1	13	0	0	0	0	0	0	0	0	71
11:00 AM	1	38	31	1	19	2	0	0	1	0	0	0	1	94
12:00 PM	0	41	39	3	12	3	0	0	0	0	0	0	0	98
1:00 PM	1	36	36	0	14	0	0	0	4	0	0	0	0	91
2:00 PM	0	52	52	1	11	2	0	0	0	1	0	0	0	119
3:00 PM	0	75	41	1	17	1	0	0	2	1	0	0	0	138
4:00 PM	1	71	35	1	16	1	0	0	1	0	0	0	0	126
5:00 PM	0	61	42	0	24	0	0	0	0	0	0	0	0	127
6:00 PM	0	52	28	1	14	0	0	0	0	0	0	0	0	95
7:00 PM	0	24	19	0	4	0	0	0	0	0	0	0	0	47
8:00 PM	0	25	12	0	5	0	0	0	0	0	0	0	0	42
9:00 PM	0	21	11	0	5	0	0	0	0	0	0	0	0	37
10:00 PM	0	7	4	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Total	3	685	481	17	203	16	0	1	11	2	0	0	1	1,420
	0.2%	48.2%	33.9%	1.2%	14.3%	1.1%	0.0%	0.1%	0.8%	0.1%	0.0%	0.0%	0.1%	

Location: Vollmer Rd S/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 04



Tuesday, January 23, 2024
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	3	4	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	17	5	0	0	0	0	0	0	0	0	0	0	22
6:00 AM	0	50	18	0	4	0	0	0	0	0	0	0	0	72
7:00 AM	0	83	32	1	0	1	0	0	1	0	0	0	0	118
8:00 AM	0	61	23	1	5	1	0	0	1	0	0	0	0	92
9:00 AM	0	70	23	0	4	3	0	0	0	0	0	0	0	100
10:00 AM	0	48	22	1	1	2	0	0	0	0	0	0	0	74
11:00 AM	0	51	29	1	5	1	0	0	1	0	0	0	0	88
12:00 PM	0	66	29	0	5	1	0	1	3	0	0	0	0	105
1:00 PM	1	62	15	0	1	0	0	0	0	0	0	0	0	79
2:00 PM	1	62	37	0	7	2	0	0	3	0	0	0	0	112
3:00 PM	1	85	33	4	5	2	0	0	5	0	0	0	0	135
4:00 PM	0	62	28	0	1	2	0	0	2	0	0	0	0	95
5:00 PM	0	66	20	0	1	1	0	0	1	0	0	0	0	89
6:00 PM	0	34	9	0	1	0	0	0	3	0	0	0	0	47
7:00 PM	0	22	7	0	1	0	0	0	0	0	0	0	0	30
8:00 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	23
9:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
10:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Total	3	884	339	8	41	16	0	1	20	0	0	0	0	1,312
	0.2%	67.4%	25.8%	0.6%	3.1%	1.2%	0.0%	0.1%	1.5%	0.0%	0.0%	0.0%	0.0%	

Location: Vollmer Rd S/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 04



Wednesday, January 24, 2024
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	2	5	0	1	0	0	0	0	0	0	0	0	8
6:00 AM	0	12	11	3	6	2	0	0	0	0	0	0	0	34
7:00 AM	0	42	30	0	8	1	0	0	3	0	0	0	0	84
8:00 AM	0	46	48	0	25	0	0	0	0	0	0	0	0	119
9:00 AM	0	43	29	4	20	0	0	0	0	0	0	0	0	96
10:00 AM	0	29	33	2	15	0	0	0	0	0	0	0	0	79
11:00 AM	0	42	38	3	21	2	0	0	0	0	0	0	0	106
12:00 PM	0	34	40	3	25	5	0	0	0	0	0	0	1	108
1:00 PM	0	43	35	3	16	6	0	0	2	0	0	0	1	106
2:00 PM	0	46	45	1	19	3	0	0	0	0	0	0	0	114
3:00 PM	0	65	41	1	17	1	0	1	3	0	0	0	0	129
4:00 PM	0	47	47	1	17	3	0	0	1	0	0	0	0	116
5:00 PM	0	64	46	0	19	1	0	0	0	0	0	0	0	130
6:00 PM	0	35	31	0	25	0	0	0	0	0	0	0	0	91
7:00 PM	0	20	16	0	7	0	0	0	0	0	0	0	0	43
8:00 PM	0	24	25	1	10	0	0	0	0	0	0	0	0	60
9:00 PM	0	10	3	0	8	0	0	0	0	0	0	0	0	21
10:00 PM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	626	530	23	260	24	0	1	9	0	0	0	2	1,475
	0.0%	42.4%	35.9%	1.6%	17.6%	1.6%	0.0%	0.1%	0.6%	0.0%	0.0%	0.0%	0.1%	

Location: Vollmer Rd S/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 04



Wednesday, January 24, 2024
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	20	5	0	0	0	0	0	0	0	0	0	0	25
6:00 AM	0	52	18	0	2	0	0	0	0	0	0	0	0	72
7:00 AM	0	93	34	0	3	0	0	0	2	0	0	0	0	132
8:00 AM	0	82	22	1	6	0	0	0	0	0	0	0	0	111
9:00 AM	0	69	35	1	3	1	0	0	1	0	0	0	1	111
10:00 AM	0	58	21	2	4	1	0	0	2	0	0	0	1	89
11:00 AM	1	59	30	0	4	2	0	0	0	0	0	0	0	96
12:00 PM	0	56	24	0	3	2	0	0	1	0	0	0	1	87
1:00 PM	0	75	17	0	4	6	0	0	2	0	0	0	0	104
2:00 PM	1	53	25	1	2	3	0	0	0	0	0	0	0	85
3:00 PM	0	65	29	0	6	4	0	0	7	0	0	0	0	111
4:00 PM	0	66	24	0	3	2	0	0	0	0	0	0	0	95
5:00 PM	0	61	25	0	3	0	0	0	1	0	0	0	0	90
6:00 PM	0	40	10	1	3	0	0	0	0	0	0	0	0	54
7:00 PM	0	16	5	0	0	0	0	0	0	0	0	0	0	21
8:00 PM	0	17	3	0	1	0	0	0	0	0	0	0	0	21
9:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	4
Total	2	898	334	6	47	22	0	0	16	0	0	0	3	1,328
	0.2%	67.6%	25.2%	0.5%	3.5%	1.7%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.2%	

Location: Vollmer Rd S/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 04



Thursday, January 25, 2024
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	2	0	0	1	0	0	0	0	0	0	0	3
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
6:00 AM	0	15	12	2	5	0	0	0	0	0	0	0	0	34
7:00 AM	0	38	20	0	12	1	0	1	1	0	0	0	0	73
8:00 AM	0	43	35	0	19	3	0	0	0	0	0	0	0	100
9:00 AM	0	34	29	4	20	2	0	0	0	0	0	0	0	89
10:00 AM	0	29	30	0	19	4	0	0	1	0	0	0	0	83
11:00 AM	0	28	32	0	26	1	0	0	2	0	0	0	0	89
12:00 PM	0	42	31	0	15	2	0	0	1	0	0	0	0	91
1:00 PM	0	24	48	2	15	3	0	2	0	0	0	0	0	94
2:00 PM	0	38	45	3	18	0	0	0	1	0	0	0	0	105
3:00 PM	0	59	53	3	27	1	0	0	0	0	0	0	1	144
4:00 PM	0	58	59	3	20	0	0	0	1	0	0	0	0	141
5:00 PM	0	49	50	2	23	0	0	1	0	0	0	0	0	125
6:00 PM	0	38	23	1	15	0	0	0	0	0	0	0	0	77
7:00 PM	0	24	29	1	14	0	0	1	0	0	0	0	0	69
8:00 PM	0	25	17	1	5	0	0	0	0	0	0	0	0	48
9:00 PM	0	14	6	0	3	0	0	0	0	0	0	0	0	23
10:00 PM	0	10	11	0	2	0	0	0	0	0	0	0	0	23
11:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Total	0	578	540	22	259	18	0	5	7	0	0	0	1	1,430
	0.0%	40.4%	37.8%	1.5%	18.1%	1.3%	0.0%	0.3%	0.5%	0.0%	0.0%	0.0%	0.1%	

Location: Vollmer Rd S/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 04



Thursday, January 25, 2024
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	14	5	0	1	0	0	0	0	0	0	0	0	20
6:00 AM	0	42	20	0	0	0	0	0	1	1	0	0	0	64
7:00 AM	0	85	32	0	2	0	0	0	1	0	0	0	0	120
8:00 AM	0	87	27	1	5	3	0	0	0	1	0	0	0	124
9:00 AM	0	66	27	0	6	1	0	0	0	0	0	0	0	100
10:00 AM	0	54	19	0	3	2	0	0	0	0	0	0	0	78
11:00 AM	0	47	23	0	7	2	0	0	0	0	0	0	0	79
12:00 PM	0	60	20	0	3	1	0	1	0	0	0	0	0	85
1:00 PM	0	51	23	1	4	1	0	0	1	0	0	0	0	81
2:00 PM	0	66	25	0	3	1	0	1	2	0	0	0	0	98
3:00 PM	0	60	28	1	5	3	0	0	2	0	0	0	0	99
4:00 PM	0	91	26	1	10	3	0	0	5	1	0	0	0	137
5:00 PM	0	85	23	0	2	0	0	0	0	0	0	0	0	110
6:00 PM	0	52	18	0	1	0	0	0	0	0	0	0	0	71
7:00 PM	0	22	11	0	0	0	0	0	0	0	0	0	0	33
8:00 PM	0	13	4	0	0	0	0	0	0	0	0	0	0	17
9:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
10:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	914	336	4	52	17	0	2	12	3	0	0	0	1,340
	0.0%	68.2%	25.1%	0.3%	3.9%	1.3%	0.0%	0.1%	0.9%	0.2%	0.0%	0.0%	0.0%	

Location: Vollmer Rd S/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 04



**Total Study Average
Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	3	3	0	1	0	0	0	0	0	0	0	0	7
6:00 AM	0	16	11	2	6	1	0	0	0	0	0	0	0	36
7:00 AM	0	39	26	0	9	1	0	0	2	0	0	0	0	77
8:00 AM	0	42	41	1	20	2	0	0	1	0	0	0	0	107
9:00 AM	0	38	27	4	19	2	0	0	0	0	0	0	0	90
10:00 AM	0	30	29	1	16	1	0	0	0	0	0	0	0	77
11:00 AM	0	36	34	1	22	2	0	0	1	0	0	0	0	96
12:00 PM	0	39	37	2	17	3	0	0	0	0	0	0	0	98
1:00 PM	0	34	40	2	15	3	0	1	2	0	0	0	0	97
2:00 PM	0	45	47	2	16	2	0	0	0	0	0	0	0	112
3:00 PM	0	66	45	2	20	1	0	0	2	0	0	0	0	136
4:00 PM	0	59	47	2	18	1	0	0	1	0	0	0	0	128
5:00 PM	0	58	46	1	22	0	0	0	0	0	0	0	0	127
6:00 PM	0	42	27	1	18	0	0	0	0	0	0	0	0	88
7:00 PM	0	23	21	0	8	0	0	0	0	0	0	0	0	52
8:00 PM	0	25	18	1	7	0	0	0	0	0	0	0	0	51
9:00 PM	0	15	7	0	5	0	0	0	0	0	0	0	0	27
10:00 PM	0	9	6	0	1	0	0	0	0	0	0	0	0	16
11:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Total	0	629	518	22	241	19	0	1	9	0	0	0	0	1,439
	0.0%	43.7%	36.0%	1.5%	16.7%	1.3%	0.0%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Vollmer Rd S/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 04



**Total Study Average
Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	17	5	0	0	0	0	0	0	0	0	0	0	22
6:00 AM	0	48	19	0	2	0	0	0	0	0	0	0	0	69
7:00 AM	0	87	33	0	2	0	0	0	1	0	0	0	0	123
8:00 AM	0	77	24	1	5	1	0	0	0	0	0	0	0	108
9:00 AM	0	68	28	0	4	2	0	0	0	0	0	0	0	102
10:00 AM	0	53	21	1	3	2	0	0	1	0	0	0	0	81
11:00 AM	0	52	27	0	5	2	0	0	0	0	0	0	0	86
12:00 PM	0	61	24	0	4	1	0	1	1	0	0	0	0	92
1:00 PM	0	63	18	0	3	2	0	0	1	0	0	0	0	87
2:00 PM	1	60	29	0	4	2	0	0	2	0	0	0	0	98
3:00 PM	0	70	30	2	5	3	0	0	5	0	0	0	0	115
4:00 PM	0	73	26	0	5	2	0	0	2	0	0	0	0	108
5:00 PM	0	71	23	0	2	0	0	0	1	0	0	0	0	97
6:00 PM	0	42	12	0	2	0	0	0	1	0	0	0	0	57
7:00 PM	0	20	8	0	0	0	0	0	0	0	0	0	0	28
8:00 PM	0	17	3	0	0	0	0	0	0	0	0	0	0	20
9:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Total	1	899	337	4	46	17	0	1	15	0	0	0	0	1,320
	0.1%	68.1%	25.5%	0.3%	3.5%	1.3%	0.0%	0.1%	1.1%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Vehicle Speed Report Summary



Location: Vollmer Rd S/O Burgess Rd

Direction: Northbound / Southbound

Date Range: 1/23/2024 to 1/25/2024

Site Code: 04

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Northbound	0	0	2	22	85	311	802	1,067	1,057	659	233	71	13	2	1	0	0	4,325
	0.0%	0.0%	0.0%	0.5%	2.0%	7.2%	18.5%	24.7%	24.4%	15.2%	5.4%	1.6%	0.3%	0.0%	0.0%	0.0%	0.0%	
Southbound	1	0	4	4	76	496	1,038	1,017	916	377	44	6	1	0	0	0	0	3,980
	0.0%	0.0%	0.1%	0.1%	1.9%	12.5%	26.1%	25.6%	23.0%	9.5%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	1	0	6	26	161	807	1,840	2,084	1,973	1,036	277	77	14	2	1	0	0	8,305
	0.0%	0.0%	0.1%	0.3%	1.9%	9.7%	22.2%	25.1%	23.8%	12.5%	3.3%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Northbound				Northbound			
50th Percentile (Median)		44.4	mph	Mean (Average) Speed		44.4	mph
85th Percentile		52.2	mph	10 mph Pace		39.5 - 49.5	mph
95th Percentile		56.6	mph	Percent in Pace		49.8	%
Southbound				Southbound			
50th Percentile (Median)		41.9	mph	Mean (Average) Speed		41.9	mph
85th Percentile		48.9	mph	10 mph Pace		36.1 - 46.1	mph
95th Percentile		51.9	mph	Percent in Pace		51.7	%

Location: Vollmer Rd S/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 04



Tuesday, January 23, 2024
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	2	0	0	2	1	0	0	0	0	0	0	0	5
1:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	5
5:00 AM	0	0	0	0	0	1	2	0	4	1	0	0	0	0	0	0	0	8
6:00 AM	0	0	0	0	0	6	6	8	9	8	1	1	0	0	0	0	0	39
7:00 AM	0	0	0	0	4	1	11	14	24	14	4	1	1	0	0	0	0	74
8:00 AM	0	0	0	0	0	3	16	33	26	19	4	0	0	0	0	0	0	101
9:00 AM	0	0	0	0	0	2	13	17	30	12	6	2	1	0	0	0	0	83
10:00 AM	0	0	0	0	1	4	16	22	15	6	5	2	0	0	0	0	0	71
11:00 AM	0	0	0	0	1	6	22	14	23	20	6	1	1	0	0	0	0	94
12:00 PM	0	0	0	2	1	2	14	21	32	17	8	0	0	1	0	0	0	98
1:00 PM	0	0	0	0	2	3	17	27	19	16	5	1	1	0	0	0	0	91
2:00 PM	0	0	0	0	0	8	18	37	32	16	6	2	0	0	0	0	0	119
3:00 PM	0	0	0	0	1	9	37	44	31	12	4	0	0	0	0	0	0	138
4:00 PM	0	0	0	0	0	5	26	37	38	13	6	0	0	0	1	0	0	126
5:00 PM	0	0	0	0	2	12	27	32	30	19	5	0	0	0	0	0	0	127
6:00 PM	0	0	0	0	3	20	22	22	16	8	2	1	1	0	0	0	0	95
7:00 PM	0	0	0	0	2	6	16	10	6	2	4	1	0	0	0	0	0	47
8:00 PM	0	0	0	0	0	6	8	11	9	6	1	0	1	0	0	0	0	42
9:00 PM	0	0	0	0	1	2	5	7	12	6	3	1	0	0	0	0	0	37
10:00 PM	0	0	0	0	0	0	1	2	2	3	1	2	0	0	0	0	0	11
11:00 PM	0	0	0	0	0	1	3	0	0	1	0	0	0	0	0	0	0	5
Total	0	0	0	2	18	99	280	360	362	203	71	17	6	1	1	0	0	1,420
	0.0%	0.0%	0.0%	0.1%	1.3%	7.0%	19.7%	25.4%	25.5%	14.3%	5.0%	1.2%	0.4%	0.1%	0.1%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	44.3	mph	Mean (Average) Speed	44.4	mph
85th Percentile	51.7	mph	10 mph Pace	39.5 - 49.5	mph
95th Percentile	55.8	mph	Percent in Pace	52.5	%

Location: Vollmer Rd S/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 04



Tuesday, January 23, 2024
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	3	3	0	0	1	0	0	0	0	0	0	0	7
5:00 AM	0	0	0	0	0	2	5	5	6	4	0	0	0	0	0	0	0	22
6:00 AM	0	0	0	1	1	6	21	20	19	3	1	0	0	0	0	0	0	72
7:00 AM	0	0	0	0	1	18	38	26	23	10	2	0	0	0	0	0	0	118
8:00 AM	0	0	0	0	6	13	27	19	14	13	0	0	0	0	0	0	0	92
9:00 AM	0	0	0	0	0	12	23	26	26	9	4	0	0	0	0	0	0	100
10:00 AM	0	0	0	0	0	12	20	19	16	7	0	0	0	0	0	0	0	74
11:00 AM	0	0	0	0	2	15	22	13	24	12	0	0	0	0	0	0	0	88
12:00 PM	0	0	0	0	2	14	34	31	17	4	3	0	0	0	0	0	0	105
1:00 PM	0	0	0	0	1	7	25	20	21	4	1	0	0	0	0	0	0	79
2:00 PM	0	0	0	0	1	26	23	31	21	8	2	0	0	0	0	0	0	112
3:00 PM	0	0	0	0	1	9	42	53	25	5	0	0	0	0	0	0	0	135
4:00 PM	0	0	0	0	2	14	22	31	20	6	0	0	0	0	0	0	0	95
5:00 PM	0	0	0	0	4	10	22	22	25	5	1	0	0	0	0	0	0	89
6:00 PM	0	0	0	0	0	5	12	17	11	2	0	0	0	0	0	0	0	47
7:00 PM	0	0	0	0	0	6	8	6	7	3	0	0	0	0	0	0	0	30
8:00 PM	0	0	0	0	0	4	8	4	2	5	0	0	0	0	0	0	0	23
9:00 PM	0	0	0	0	0	1	1	3	5	0	0	0	0	0	0	0	0	10
10:00 PM	0	0	0	0	0	0	3	1	0	0	1	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	1	22	178	362	349	282	101	17	0	0	0	0	0	0	1,312
	0.0%	0.0%	0.0%	0.1%	1.7%	13.6%	27.6%	26.6%	21.5%	7.7%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	41.4	mph	Mean (Average) Speed	41.6	mph
85th Percentile	48.4	mph	10 mph Pace	35.1 - 45.1	mph
95th Percentile	51.6	mph	Percent in Pace	53.96	%

Location: Vollmer Rd S/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 04



Wednesday, January 24, 2024
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	0	8
6:00 AM	0	0	0	0	2	4	10	6	5	4	3	0	0	0	0	0	0	34
7:00 AM	0	0	0	4	0	1	10	23	26	14	3	2	1	0	0	0	0	84
8:00 AM	0	0	0	0	0	6	26	27	32	25	2	1	0	0	0	0	0	119
9:00 AM	0	0	0	0	3	7	21	29	18	8	7	2	1	0	0	0	0	96
10:00 AM	0	0	0	0	0	1	15	20	23	14	5	1	0	0	0	0	0	79
11:00 AM	0	0	0	0	1	8	12	25	24	25	8	3	0	0	0	0	0	106
12:00 PM	0	0	0	0	3	5	23	21	26	19	8	2	1	0	0	0	0	108
1:00 PM	0	0	0	0	6	7	23	29	25	9	5	2	0	0	0	0	0	106
2:00 PM	0	0	0	1	2	2	13	34	30	23	4	5	0	0	0	0	0	114
3:00 PM	0	0	0	0	0	18	19	45	21	23	3	0	0	0	0	0	0	129
4:00 PM	0	0	0	2	3	8	21	31	29	15	5	1	1	0	0	0	0	116
5:00 PM	0	0	0	0	2	10	24	32	28	19	11	4	0	0	0	0	0	130
6:00 PM	0	0	0	0	3	13	17	15	21	14	4	3	1	0	0	0	0	91
7:00 PM	0	0	0	0	0	5	14	6	9	2	4	2	0	1	0	0	0	43
8:00 PM	0	0	0	0	0	4	8	15	12	12	9	0	0	0	0	0	0	60
9:00 PM	0	0	0	0	1	0	3	4	5	5	0	2	1	0	0	0	0	21
10:00 PM	0	0	0	0	0	1	2	3	3	2	2	0	0	0	0	0	0	13
11:00 PM	0	0	0	0	0	2	0	1	1	1	0	0	0	0	0	0	0	5
Total	0	0	0	7	26	102	266	369	345	240	83	30	6	1	0	0	0	1,475
	0.0%	0.0%	0.0%	0.5%	1.8%	6.9%	18.0%	25.0%	23.4%	16.3%	5.6%	2.0%	0.4%	0.1%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	44.5	mph	Mean (Average) Speed	44.8	mph
85th Percentile	52.7	mph	10 mph Pace	38.1 - 48.1	mph
95th Percentile	57.4	mph	Percent in Pace	50.0	%

Location: Vollmer Rd S/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 04



Wednesday, January 24, 2024
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	1	2	0	0	1	0	1	0	0	0	0	0	5
5:00 AM	0	0	0	0	0	2	4	7	5	7	0	0	0	0	0	0	0	25
6:00 AM	0	0	0	0	3	6	17	16	20	8	1	1	0	0	0	0	0	72
7:00 AM	0	0	0	0	3	15	42	26	31	13	2	0	0	0	0	0	0	132
8:00 AM	0	0	0	0	1	18	30	26	25	10	0	1	0	0	0	0	0	111
9:00 AM	0	0	0	0	3	8	26	23	36	15	0	0	0	0	0	0	0	111
10:00 AM	0	0	1	0	1	13	10	23	30	10	1	0	0	0	0	0	0	89
11:00 AM	1	0	0	0	2	12	27	16	20	15	2	1	0	0	0	0	0	96
12:00 PM	0	0	0	0	3	15	15	21	22	10	1	0	0	0	0	0	0	87
1:00 PM	0	0	0	0	4	15	34	21	21	8	1	0	0	0	0	0	0	104
2:00 PM	0	0	0	0	3	5	21	17	17	20	2	0	0	0	0	0	0	85
3:00 PM	0	0	0	0	4	9	29	33	22	12	2	0	0	0	0	0	0	111
4:00 PM	0	0	0	0	2	7	33	24	16	12	1	0	0	0	0	0	0	95
5:00 PM	0	0	0	0	1	12	13	29	26	9	0	0	0	0	0	0	0	90
6:00 PM	0	0	0	0	1	6	11	11	18	7	0	0	0	0	0	0	0	54
7:00 PM	0	0	0	0	1	3	6	4	4	3	0	0	0	0	0	0	0	21
8:00 PM	0	0	0	0	0	5	8	3	3	2	0	0	0	0	0	0	0	21
9:00 PM	0	0	0	0	0	1	3	4	2	0	0	0	0	0	0	0	0	10
10:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4
Total	1	0	1	0	32	156	331	306	319	164	14	4	0	0	0	0	0	1,328
	0.1%	0.0%	0.1%	0.0%	2.4%	11.7%	24.9%	23.0%	24.0%	12.3%	1.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	42.4	mph	Mean (Average) Speed	42.3	mph
85th Percentile	49.8	mph	10 mph Pace	36.7 - 46.7	mph
95th Percentile	52.3	mph	Percent in Pace	50.15	%

Location: Vollmer Rd S/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 04



Thursday, January 25, 2024
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0	4
5:00 AM	0	0	0	0	0	1	1	0	1	0	1	1	0	0	0	0	0	5
6:00 AM	0	0	0	0	0	2	7	8	6	7	4	0	0	0	0	0	0	34
7:00 AM	0	0	0	1	0	3	5	13	22	17	9	3	0	0	0	0	0	73
8:00 AM	0	0	0	0	0	5	19	32	31	11	2	0	0	0	0	0	0	100
9:00 AM	0	0	0	0	2	6	12	19	28	14	5	3	0	0	0	0	0	89
10:00 AM	0	0	2	0	3	5	10	25	18	11	5	4	0	0	0	0	0	83
11:00 AM	0	0	0	1	3	5	18	24	22	9	6	1	0	0	0	0	0	89
12:00 PM	0	0	0	0	1	8	15	22	23	15	4	3	0	0	0	0	0	91
1:00 PM	0	0	0	0	3	7	15	20	26	16	7	0	0	0	0	0	0	94
2:00 PM	0	0	0	0	2	4	23	25	26	18	7	0	0	0	0	0	0	105
3:00 PM	0	0	0	4	3	9	25	37	36	24	2	4	0	0	0	0	0	144
4:00 PM	0	0	0	1	2	8	32	40	33	18	6	0	1	0	0	0	0	141
5:00 PM	0	0	0	1	6	15	23	26	32	16	4	2	0	0	0	0	0	125
6:00 PM	0	0	0	1	4	8	11	18	18	14	3	0	0	0	0	0	0	77
7:00 PM	0	0	0	0	3	7	12	11	15	14	7	0	0	0	0	0	0	69
8:00 PM	0	0	0	0	1	4	14	8	6	8	4	3	0	0	0	0	0	48
9:00 PM	0	0	0	2	2	3	6	5	4	0	1	0	0	0	0	0	0	23
10:00 PM	0	0	0	1	5	6	6	2	1	2	0	0	0	0	0	0	0	23
11:00 PM	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	2	13	41	110	256	338	350	216	79	24	1	0	0	0	0	1,430
	0.0%	0.0%	0.1%	0.9%	2.9%	7.7%	17.9%	23.6%	24.5%	15.1%	5.5%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	44.4	mph	Mean (Average) Speed	44.1	mph
85th Percentile	52.2	mph	10 mph Pace	39.4 - 49.4	mph
95th Percentile	56.6	mph	Percent in Pace	48.2	%

Location: Vollmer Rd S/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 04



Thursday, January 25, 2024
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	1	2	0	1	0	0	1	0	0	0	0	0	5
5:00 AM	0	0	0	0	1	6	2	3	2	5	1	0	0	0	0	0	0	20
6:00 AM	0	0	0	0	1	3	14	14	20	10	1	1	0	0	0	0	0	64
7:00 AM	0	0	0	0	3	10	33	27	34	13	0	0	0	0	0	0	0	120
8:00 AM	0	0	1	1	2	17	33	29	34	5	2	0	0	0	0	0	0	124
9:00 AM	0	0	0	0	1	10	17	28	30	10	3	0	1	0	0	0	0	100
10:00 AM	0	0	0	1	1	4	21	25	18	7	1	0	0	0	0	0	0	78
11:00 AM	0	0	1	0	2	10	21	16	19	9	1	0	0	0	0	0	0	79
12:00 PM	0	0	0	0	2	10	24	20	18	10	1	0	0	0	0	0	0	85
1:00 PM	0	0	1	0	1	14	23	13	23	6	0	0	0	0	0	0	0	81
2:00 PM	0	0	0	0	0	14	26	24	21	12	1	0	0	0	0	0	0	98
3:00 PM	0	0	0	1	3	14	24	37	11	9	0	0	0	0	0	0	0	99
4:00 PM	0	0	0	0	1	15	40	48	28	4	1	0	0	0	0	0	0	137
5:00 PM	0	0	0	0	2	9	26	40	29	4	0	0	0	0	0	0	0	110
6:00 PM	0	0	0	0	0	8	23	26	12	2	0	0	0	0	0	0	0	71
7:00 PM	0	0	0	0	0	9	9	4	8	2	1	0	0	0	0	0	0	33
8:00 PM	0	0	0	0	0	3	5	4	3	2	0	0	0	0	0	0	0	17
9:00 PM	0	0	0	0	1	2	0	1	3	1	0	0	0	0	0	0	0	8
10:00 PM	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	3	3	22	162	345	362	315	112	13	2	1	0	0	0	0	1,340
	0.0%	0.0%	0.2%	0.2%	1.6%	12.1%	25.7%	27.0%	23.5%	8.4%	1.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	42.1	mph	Mean (Average) Speed	41.9	mph
85th Percentile	48.5	mph	10 mph Pace	36.9 - 46.9	mph
95th Percentile	51.7	mph	Percent in Pace	53.51	%

Location: Vollmer Rd S/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 04



**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	4
5:00 AM	0	0	0	0	0	1	2	1	2	1	0	0	0	0	0	0	0	7
6:00 AM	0	0	0	0	1	4	8	7	7	6	3	0	0	0	0	0	0	36
7:00 AM	0	0	0	2	1	2	9	17	24	15	5	2	1	0	0	0	0	78
8:00 AM	0	0	0	0	0	5	20	31	30	18	3	0	0	0	0	0	0	107
9:00 AM	0	0	0	0	2	5	15	22	25	11	6	2	1	0	0	0	0	89
10:00 AM	0	0	1	0	1	3	14	22	19	10	5	2	0	0	0	0	0	77
11:00 AM	0	0	0	0	2	6	17	21	23	18	7	2	0	0	0	0	0	96
12:00 PM	0	0	0	1	2	5	17	21	27	17	7	2	0	0	0	0	0	99
1:00 PM	0	0	0	0	4	6	18	25	23	14	6	1	0	0	0	0	0	97
2:00 PM	0	0	0	0	1	5	18	32	29	19	6	2	0	0	0	0	0	112
3:00 PM	0	0	0	1	1	12	27	42	29	20	3	1	0	0	0	0	0	136
4:00 PM	0	0	0	1	2	7	26	36	33	15	6	0	1	0	0	0	0	127
5:00 PM	0	0	0	0	3	12	25	30	30	18	7	2	0	0	0	0	0	127
6:00 PM	0	0	0	0	3	14	17	18	18	12	3	1	1	0	0	0	0	87
7:00 PM	0	0	0	0	2	6	14	9	10	6	5	1	0	0	0	0	0	53
8:00 PM	0	0	0	0	0	5	10	11	9	9	5	1	0	0	0	0	0	50
9:00 PM	0	0	0	1	1	2	5	5	7	4	1	1	0	0	0	0	0	27
10:00 PM	0	0	0	0	2	2	3	2	2	2	1	1	0	0	0	0	0	15
11:00 PM	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	4
Total	0	0	1	6	28	105	267	354	351	220	80	21	4	0	0	0	0	1,437
	0.0%	0.0%	0.1%	0.4%	1.9%	7.3%	18.6%	24.6%	24.4%	15.3%	5.6%	1.5%	0.3%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	44.4	mph	Mean (Average) Speed	44.4	mph
85th Percentile	52.2	mph	10 mph Pace	39.5 - 49.5	mph
95th Percentile	56.6	mph	Percent in Pace	49.8	%

Location: Vollmer Rd S/O Burgess Rd
Date Range: 1/23/2024 to 1/25/2024
Site Code: 04



**Total Study Average
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	2	2	0	0	1	0	1	0	0	0	0	0	6
5:00 AM	0	0	0	0	0	3	4	5	4	5	0	0	0	0	0	0	0	21
6:00 AM	0	0	0	0	2	5	17	17	20	7	1	1	0	0	0	0	0	70
7:00 AM	0	0	0	0	2	14	38	26	29	12	1	0	0	0	0	0	0	122
8:00 AM	0	0	0	0	3	16	30	25	24	9	1	0	0	0	0	0	0	108
9:00 AM	0	0	0	0	1	10	22	26	31	11	2	0	0	0	0	0	0	103
10:00 AM	0	0	0	0	1	10	17	22	21	8	1	0	0	0	0	0	0	80
11:00 AM	0	0	0	0	2	12	23	15	21	12	1	0	0	0	0	0	0	86
12:00 PM	0	0	0	0	2	13	24	24	19	8	2	0	0	0	0	0	0	92
1:00 PM	0	0	0	0	2	12	27	18	22	6	1	0	0	0	0	0	0	88
2:00 PM	0	0	0	0	1	15	23	24	20	13	2	0	0	0	0	0	0	98
3:00 PM	0	0	0	0	3	11	32	41	19	9	1	0	0	0	0	0	0	116
4:00 PM	0	0	0	0	2	12	32	34	21	7	1	0	0	0	0	0	0	109
5:00 PM	0	0	0	0	2	10	20	30	27	6	0	0	0	0	0	0	0	95
6:00 PM	0	0	0	0	0	6	15	18	14	4	0	0	0	0	0	0	0	57
7:00 PM	0	0	0	0	0	6	8	5	6	3	0	0	0	0	0	0	0	28
8:00 PM	0	0	0	0	0	4	7	4	3	3	0	0	0	0	0	0	0	21
9:00 PM	0	0	0	0	0	1	1	3	3	0	0	0	0	0	0	0	0	8
10:00 PM	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	23	164	344	340	304	125	15	2	0	0	0	0	0	1,317
	0.0%	0.0%	0.0%	0.0%	1.7%	12.5%	26.1%	25.8%	23.1%	9.5%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

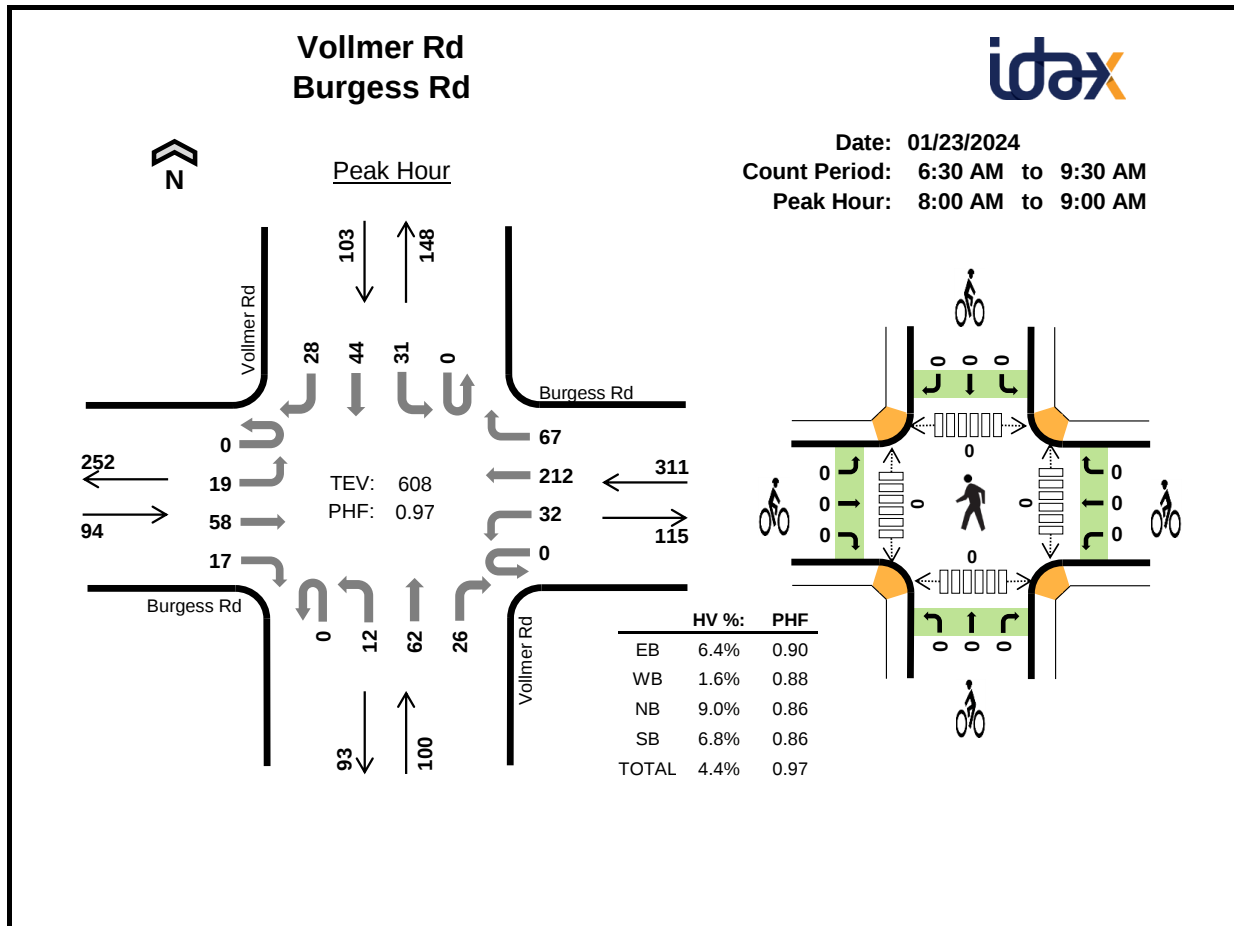
Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	41.9	mph	Mean (Average) Speed	41.9	mph
85th Percentile	48.9	mph	10 mph Pace	36.1 - 46.1	mph
95th Percentile	51.9	mph	Percent in Pace	51.7	%

Location: Vollmer Rd S/O Burgess Rd
 Date Range: 1/23/2024 - 1/29/2024
 Site Code: 04

Time	Tuesday 1/23/2024			Wednesday 1/24/2024			Thursday 1/25/2024			Friday 1/26/2024			Saturday 1/27/2024			Sunday 1/28/2024			Monday 1/29/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	4	9	3	2	5	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	4	3	6
1:00 AM	2	0	2	3	0	3	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	2	0	3
2:00 AM	2	0	2	1	0	1	3	0	3	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
3:00 AM	0	2	2	4	1	5	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	1	1	3
4:00 AM	5	7	12	2	5	7	4	5	9	-	-	-	-	-	-	-	-	-	-	-	-	4	6	9
5:00 AM	8	22	30	8	25	33	5	20	25	-	-	-	-	-	-	-	-	-	-	-	-	7	22	29
6:00 AM	39	72	111	34	72	106	34	64	98	-	-	-	-	-	-	-	-	-	-	-	-	36	69	105
7:00 AM	74	118	192	84	132	216	73	120	193	-	-	-	-	-	-	-	-	-	-	-	-	77	123	200
8:00 AM	101	92	193	119	111	230	100	124	224	-	-	-	-	-	-	-	-	-	-	-	-	107	109	216
9:00 AM	83	100	183	96	111	207	89	100	189	-	-	-	-	-	-	-	-	-	-	-	-	89	104	193
10:00 AM	71	74	145	79	89	168	83	78	161	-	-	-	-	-	-	-	-	-	-	-	-	78	80	158
11:00 AM	94	88	182	106	96	202	89	79	168	-	-	-	-	-	-	-	-	-	-	-	-	96	88	184
12:00 PM	98	105	203	108	87	195	91	85	176	-	-	-	-	-	-	-	-	-	-	-	-	99	92	191
1:00 PM	91	79	170	106	104	210	94	81	175	-	-	-	-	-	-	-	-	-	-	-	-	97	88	185
2:00 PM	119	112	231	114	85	199	105	98	203	-	-	-	-	-	-	-	-	-	-	-	-	113	98	211
3:00 PM	138	135	273	129	111	240	144	99	243	-	-	-	-	-	-	-	-	-	-	-	-	137	115	252
4:00 PM	126	95	221	116	95	211	141	137	278	-	-	-	-	-	-	-	-	-	-	-	-	128	109	237
5:00 PM	127	89	216	130	90	220	125	110	235	-	-	-	-	-	-	-	-	-	-	-	-	127	96	224
6:00 PM	95	47	142	91	54	145	77	71	148	-	-	-	-	-	-	-	-	-	-	-	-	88	57	145
7:00 PM	47	30	77	43	21	64	69	33	102	-	-	-	-	-	-	-	-	-	-	-	-	53	28	81
8:00 PM	42	23	65	60	21	81	48	17	65	-	-	-	-	-	-	-	-	-	-	-	-	50	20	70
9:00 PM	37	10	47	21	10	31	23	8	31	-	-	-	-	-	-	-	-	-	-	-	-	27	9	36
10:00 PM	11	5	16	13	2	15	23	6	29	-	-	-	-	-	-	-	-	-	-	-	-	16	4	20
11:00 PM	5	3	8	5	4	9	5	1	6	-	-	-	-	-	-	-	-	-	-	-	-	5	3	8
Total	1,420	1,312	2,732	1,475	1,328	2,803	1,430	1,340	2,770	-	-	-	-	-	-	-	-	-	-	-	-	1,442	1,327	2,768
Percent	52%	48%		53%	47%		52%	48%		-	-	-	-	-	-	-	-	-	-	-	-	52%	48%	
AM Peak	08:00	07:00	08:00	08:00	07:00	08:00	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	08:00
Vol.	101	118	193	119	132	230	100	124	224	-	-	-	-	-	-	-	-	-	-	-	-	107	123	216
PM Peak	15:00	15:00	15:00	17:00	15:00	15:00	15:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	138	135	273	130	111	240	144	137	278	-	-	-	-	-	-	-	-	-	-	-	-	137	115	252

1. Mid-week average includes data between Tuesday and Thursday.



Three-Hour Count Summaries

Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	2	21	3	0	5	51	25	0	2	19	8	0	4	14	3	157	0
8:15 AM		0	7	16	3	0	9	46	17	0	2	19	7	0	8	7	12	153	0
8:30 AM		0	5	12	6	0	10	62	16	0	6	9	5	0	7	11	7	156	0
8:45 AM		0	5	9	5	0	8	53	9	0	2	15	6	0	12	12	6	142	608
Peak Hour	All	0	19	58	17	0	32	212	67	0	12	62	26	0	31	44	28	608	0
	HV	0	2	3	1	0	1	4	0	0	0	7	2	0	2	4	1	27	0
	HV%	-	11%	5%	6%	-	3%	2%	0%	-	0%	11%	8%	-	6%	9%	4%	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:00 AM	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	2	3	2	8	0	0	0	0	0	0	0	0	0	0
8:30 AM	2	1	2	4	9	0	0	0	0	0	0	0	0	0	0
8:45 AM	2	0	3	1	6	0	0	0	0	0	0	0	0	0	0
Peak Hour	6	5	9	7	27	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries																			
Interval Start		Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM		0	2	10	3	0	2	38	12	0	3	7	3	0	12	3	2	97	
8:00 AM		0	2	21	3	0	5	51	25	0	2	19	8	0	4	14	3	157	
8:15 AM		0	7	16	3	0	9	46	17	0	2	19	7	0	8	7	12	153	
8:30 AM		0	5	12	6	0	10	62	16	0	6	9	5	0	7	11	7	156	
8:45 AM		0	5	9	5	0	8	53	9	0	2	15	6	0	12	12	6	142	
9:00 AM		0	4	25	2	0	2	34	5	0	2	12	10	0	13	18	7	134	
9:15 AM		0	3	17	3	0	8	26	8	0	7	11	5	0	7	8	2	105	
Count Total		0	28	110	25	0	44	310	92	0	24	92	44	0	63	73	39	944	
Peak Hour	All	0	19	58	17	0	32	212	67	0	12	62	26	0	31	44	28	608	
	HV	0	2	3	1	0	1	4	0	0	0	7	2	0	2	4	1	27	
	HV%	-	11%	5%	6%	-	3%	2%	0%	-	0%	11%	8%	-	6%	9%	4%	4%	
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM		0	2	0	0	2	0	0	0	0	0	0	0	0	0	5	0	5	
8:00 AM		1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM		1	2	3	2	8	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM		2	1	2	4	9	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM		2	0	3	1	6	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM		0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM		2	2	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total		8	9	11	9	37	0	0	0	0	0	0	0	0	0	5	0	5	
Peak Hour		6	5	9	7	27	0	0	0	0	0	0	0	0	0	0	0	0	

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Burgess Rd				Burgess Rd				Vollmer Rd				Vollmer Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	2
8:00 AM	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	4	6
8:15 AM	0	0	1	0	0	1	1	0	0	0	2	1	0	1	1	0	8	14
8:30 AM	0	2	0	0	0	0	1	0	0	0	1	1	0	1	2	1	9	23
8:45 AM	0	0	1	1	0	0	0	0	0	0	3	0	0	0	1	0	6	27
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	25
9:15 AM	0	0	2	0	0	0	1	1	0	0	2	0	0	0	0	0	6	23
Count Total	0	2	5	1	0	1	7	1	0	0	9	2	0	2	6	1	37	0
Peak Hour	0	2	3	1	0	1	4	0	0	0	7	2	0	2	4	1	27	0

Three-Hour Count Summaries - Bikes																	
Interval Start	Burgess Rd			Burgess Rd			Vollmer Rd			Vollmer Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Appendix B: Synchro Analysis Reports

HCM 7th TWSC
1: Vollmer Rd & Burgess Rd

Existing Traffic, TWSC (Burgess)
AM Peak Hour

Intersection												
Int Delay, s/veh	27.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	68	8	78	351	129	18	44	26	24	54	21
Future Vol, veh/h	9	68	8	78	351	129	18	44	26	24	54	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	93	93	93	89	89	89	79	79	79
Heavy Vehicles, %	13	3	0	4	1	0	0	10	13	5	0	0
Mvmt Flow	14	108	13	84	377	139	20	49	29	30	68	27
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	421	262	82	288	260	64	95	0	0	79	0	0
Stage 1	142	142	-	104	104	-	-	-	-	-	-	-
Stage 2	279	119	-	183	156	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.53	6.2	7.14	6.51	6.2	4.1	-	-	4.15	-	-
Critical Hdwy Stg 1	6.23	5.53	-	6.14	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.53	-	6.14	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.027	3.3	3.536	4.009	3.3	2.2	-	-	2.245	-	-
Pot Cap-1 Maneuver	524	642	984	661	646	1006	1512	-	-	1501	-	-
Stage 1	835	777	-	896	811	-	-	-	-	-	-	-
Stage 2	705	795	-	814	771	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	176	619	984	523	623	1006	1512	-	-	1501	-	-
Mov Cap-2 Maneuver	176	619	-	523	623	-	-	-	-	-	-	-
Stage 1	817	760	-	884	799	-	-	-	-	-	-	-
Stage 2	316	784	-	675	754	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	14.78		40.48		1.52		1.81					
HCM LOS	B		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	343	-	-	502	664	413	-	-				
HCM Lane V/C Ratio	0.013	-	-	0.269	0.904	0.02	-	-				
HCM Control Delay (s/veh)	7.4	0	-	14.8	40.5	7.4	0	-				
HCM Lane LOS	A	A	-	B	E	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	1.1	11.5	0.1	-	-				

HCM 7th TWSC
1: Vollmer Rd & Burgess Rd

Existing Traffic, TWSC (Burgess)
PM Peak Hour

Intersection												
Int Delay, s/veh	19.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	218	24	26	106	49	21	69	49	130	68	24
Future Vol, veh/h	17	218	24	26	106	49	21	69	49	130	68	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	85	85	85	88	88	88	96	96	96
Heavy Vehicles, %	0	1	0	17	2	0	0	5	5	2	15	14
Mvmt Flow	19	248	27	31	125	58	24	78	56	135	71	25

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	543	536	83	620	521	106	96	0	0	134	0	0
Stage 1	354	354	-	154	154	-	-	-	-	-	-	-
Stage 2	188	182	-	466	367	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.51	6.2	7.27	6.52	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.51	-	6.27	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.51	-	6.27	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.009	3.3	3.653	4.018	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	454	452	982	380	460	953	1511	-	-	1450	-	-
Stage 1	667	632	-	814	770	-	-	-	-	-	-	-
Stage 2	818	751	-	550	622	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	272	401	982	134	407	953	1511	-	-	1450	-	-
Mov Cap-2 Maneuver	272	401	-	134	407	-	-	-	-	-	-	-
Stage 1	601	569	-	800	757	-	-	-	-	-	-	-
Stage 2	631	738	-	272	561	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v33.09		28.73	1.12	4.53
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	251	-	-	410	358	1002	-
HCM Lane V/C Ratio	0.016	-	-	0.717	0.594	0.093	-
HCM Control Delay (s/veh)	7.4	0	-	33.1	28.7	7.7	0
HCM Lane LOS	A	A	-	D	D	A	A
HCM 95th %tile Q(veh)	0	-	-	5.5	3.7	0.3	-

HCM 7th TWSC
1: Vollmer Rd & Burgess Rd

2045 Traffic, TWSC (Burgess)
AM Peak Hour

Intersection												
Int Delay, s/veh	406.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	100	40	115	525	195	65	160	40	35	265	35
Future Vol, veh/h	15	100	40	115	525	195	65	160	40	35	265	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	195	-	195	195	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	3	0	4	1	0	0	10	13	5	0	0
Mvmt Flow	16	109	43	125	571	212	71	174	43	38	288	38
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	984	742	307	734	717	174	326	0	0	217	0	0
Stage 1	383	383	-	315	315	-	-	-	-	-	-	-
Stage 2	601	359	-	418	402	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.53	6.2	7.14	6.51	6.2	4.1	-	-	4.15	-	-
Critical Hdwy Stg 1	6.23	5.53	-	6.14	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.53	-	6.14	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.027	3.3	3.536	4.009	3.3	2.2	-	-	2.245	-	-
Pot Cap-1 Maneuver	217	343	738	333	~ 356	875	1245	-	-	1335	-	-
Stage 1	618	610	-	692	657	-	-	-	-	-	-	-
Stage 2	469	626	-	608	602	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	151	314	738	194	~ 327	875	1245	-	-	1335	-	-
Mov Cap-2 Maneuver	151	314	-	194	~ 327	-	-	-	-	-	-	-
Stage 1	600	593	-	652	620	-	-	-	-	-	-	-
Stage 2	27	590	-	454	585	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v26.98			\$ 768.03		1.98		0.81					
HCM LOS	D		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1245	-	-	328 344	1335	-	-					
HCM Lane V/C Ratio	0.057	-	-	0.513 2.636	0.029	-	-					
HCM Control Delay (s/veh)	8.1	-	-	27 \$ 768	7.8	-	-					
HCM Lane LOS	A	-	-	D F	A	-	-					
HCM 95th %tile Q(veh)	0.2	-	-	2.8 74.9	0.1	-	-					
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

HCM 7th TWSC
1: Vollmer Rd & Burgess Rd

2045 Traffic, TWSC (Burgess)
PM Peak Hour

Intersection												
Int Delay, s/veh	342.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	325	80	40	160	75	80	260	75	195	235	35
Future Vol, veh/h	30	325	80	40	160	75	80	260	75	195	235	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	195	-	195	195	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	17	2	0	0	5	5	2	15	14
Mvmt Flow	33	353	87	43	174	82	87	283	82	212	255	38
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1242	1236	274	1313	1174	283	293	0	0	364	0	0
Stage 1	698	698	-	457	457	-	-	-	-	-	-	-
Stage 2	543	538	-	856	717	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.51	6.2	7.27	6.52	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.51	-	6.27	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.51	-	6.27	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.009	3.3	3.653	4.018	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	153	~ 177	769	126	192	761	1280	-	-	1194	-	-
Stage 1	434	444	-	556	568	-	-	-	-	-	-	-
Stage 2	527	524	-	332	433	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	105	~ 136	769	86	~ 147	761	1280	-	-	1194	-	-
Mov Cap-2 Maneuver	105	~ 136	-	86	~ 147	-	-	-	-	-	-	-
Stage 1	357	365	-	518	529	-	-	-	-	-	-	-
Stage 2	295	488	-	~ 8	356	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/veh	975.17		\$ 429.12		1.55		3.63					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1280	-	-	156	166	1194	-	-				
HCM Lane V/C Ratio	0.068	-	-	3.031	1.798	0.177	-	-				
HCM Control Delay (s/veh)	8	-	-	\$ 975.2	\$ 429.1	8.7	-	-				
HCM Lane LOS	A	-	-	F	F	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	43.7	21.7	0.6	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 7th TWSC
1: Vollmer Rd & Burgess Rd

Existing Traffic, TWSC (Vollmer)
AM Peak Hour

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	68	8	78	351	129	18	44	26	24	54	21
Future Vol, veh/h	9	68	8	78	351	129	18	44	26	24	54	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	93	93	93	89	89	89	79	79	79
Heavy Vehicles, %	13	3	0	4	1	0	0	10	13	5	0	0
Mvmt Flow	14	108	13	84	377	139	20	49	29	30	68	27
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	516	0	0	121	0	0	722	827	114	776	764	447
Stage 1	-	-	-	-	-	-	143	143	-	615	615	-
Stage 2	-	-	-	-	-	-	579	684	-	161	149	-
Critical Hdwy	4.23	-	-	4.14	-	-	7.1	6.6	6.33	7.15	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.6	-	6.15	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.6	-	6.15	5.5	-
Follow-up Hdwy	2.317	-	-	2.236	-	-	3.5	4.09	3.417	3.545	4	3.3
Pot Cap-1 Maneuver	996	-	-	1455	-	-	345	298	909	311	336	616
Stage 1	-	-	-	-	-	-	865	764	-	474	486	-
Stage 2	-	-	-	-	-	-	504	437	-	834	778	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	996	-	-	1455	-	-	236	269	909	226	304	616
Mov Cap-2 Maneuver	-	-	-	-	-	-	236	269	-	226	304	-
Stage 1	-	-	-	-	-	-	851	752	-	435	446	-
Stage 2	-	-	-	-	-	-	375	401	-	742	766	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.92			1.07			20.64			24.14		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	328	187	-	-	239	-	-	311				
HCM Lane V/C Ratio	0.301	0.014	-	-	0.058	-	-	0.403				
HCM Control Delay (s/veh)	20.6	8.7	0	-	7.6	0	-	24.1				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	1.2	0	-	-	0.2	-	-	1.9				

HCM 7th TWSC
1: Vollmer Rd & Burgess Rd

Existing Traffic, TWSC (Vollmer)
PM Peak Hour

Intersection												
Int Delay, s/veh	10.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	218	24	26	106	49	21	69	49	130	68	24
Future Vol, veh/h	17	218	24	26	106	49	21	69	49	130	68	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	85	85	85	88	88	88	96	96	96
Heavy Vehicles, %	0	1	0	17	2	0	0	5	5	2	15	14
Mvmt Flow	19	248	27	31	125	58	24	78	56	135	71	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	182	0	0	275	0	0	521	544	261	540	528	154
Stage 1	-	-	-	-	-	-	300	300	-	215	215	-
Stage 2	-	-	-	-	-	-	221	244	-	326	314	-
Critical Hdwy	4.1	-	-	4.27	-	-	7.1	6.55	6.25	7.12	6.65	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.55	-	6.12	5.65	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.55	-	6.12	5.65	-
Follow-up Hdwy	2.2	-	-	2.353	-	-	3.5	4.045	3.345	3.518	4.135	3.426
Pot Cap-1 Maneuver	1405	-	-	1206	-	-	469	442	770	452	438	862
Stage 1	-	-	-	-	-	-	713	660	-	788	701	-
Stage 2	-	-	-	-	-	-	786	699	-	687	634	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1405	-	-	1206	-	-	364	423	770	329	418	862
Mov Cap-2 Maneuver	-	-	-	-	-	-	364	423	-	329	418	-
Stage 1	-	-	-	-	-	-	702	649	-	765	681	-
Stage 2	-	-	-	-	-	-	664	679	-	551	623	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.5			1.16			15.85			28.21		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	489	116	-	-	243	-	-	379
HCM Lane V/C Ratio	0.323	0.014	-	-	0.025	-	-	0.609
HCM Control Delay (s/veh)	15.8	7.6	0	-	8.1	0	-	28.2
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	1.4	0	-	-	0.1	-	-	3.9

HCM 7th TWSC
1: Vollmer Rd & Burgess Rd

2045 Traffic, TWSC (Vollmer)
AM Peak Hour

Intersection												
Int Delay, s/veh	124.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	100	40	115	525	195	65	160	40	35	265	35
Future Vol, veh/h	15	100	40	115	525	195	65	160	40	35	265	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	195	-	195	195	-	195	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	3	0	4	1	0	0	10	13	5	0	0
Mvmt Flow	16	109	43	125	571	212	71	174	43	38	288	38
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	783	0	0	152	0	0	1106	1174	109	1049	1005	571
Stage 1	-	-	-	-	-	-	141	141	-	821	821	-
Stage 2	-	-	-	-	-	-	965	1033	-	228	185	-
Critical Hdwy	4.23	-	-	4.14	-	-	7.1	6.6	6.33	7.15	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.6	-	6.15	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.6	-	6.15	5.5	-
Follow-up Hdwy	2.317	-	-	2.236	-	-	3.5	4.09	3.417	3.545	4	3.3
Pot Cap-1 Maneuver	789	-	-	1416	-	-	190	185	916	203	~ 243	524
Stage 1	-	-	-	-	-	-	866	765	-	364	392	-
Stage 2	-	-	-	-	-	-	309	300	-	768	751	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	789	-	-	1416	-	-	157	~ 165	916	172	~ 217	524
Mov Cap-2 Maneuver	-	-	-	-	-	-	157	~ 165	-	172	~ 217	-
Stage 1	-	-	-	-	-	-	849	749	-	332	357	-
Stage 2	-	-	-	-	-	-	~ 50	274	-	550	735	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.94			1.07			\$ 317.42			\$ 336.62		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	186	789	-	-	1416	-	-	225				
HCM Lane V/C Ratio	1.549	0.021	-	-	0.088	-	-	1.619				
HCM Control Delay (s/veh)	\$ 317.4	9.7	-	-	7.8	-	-	\$ 336.6				
HCM Lane LOS	F	A	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	18.6	0.1	-	-	0.3	-	-	23.3				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

HCM 7th TWSC
1: Vollmer Rd & Burgess Rd

2045 Traffic, TWSC (Vollmer)
PM Peak Hour

Intersection												
Int Delay, s/veh	1538.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	325	80	40	160	75	80	260	75	195	235	35
Future Vol, veh/h	30	325	80	40	160	75	80	260	75	195	235	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	195	-	195	195	-	195	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	17	2	0	0	5	5	2	15	14
Mvmt Flow	33	353	87	43	174	82	87	283	82	212	255	38
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	255	0	0	440	0	0	807	761	353	821	766	174
Stage 1	-	-	-	-	-	-	418	418	-	261	261	-
Stage 2	-	-	-	-	-	-	389	342	-	560	505	-
Critical Hdwy	4.1	-	-	4.27	-	-	7.1	6.55	6.25	7.12	6.65	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.55	-	6.12	5.65	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.55	-	6.12	5.65	-
Follow-up Hdwy	2.2	-	-	2.353	-	-	3.5	4.045	3.345	3.518	4.135	3.426
Pot Cap-1 Maneuver	1321	-	-	1044	-	-	302	332	684	294	318	839
Stage 1	-	-	-	-	-	-	616	585	-	744	669	-
Stage 2	-	-	-	-	-	-	639	632	-	513	519	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1321	-	-	1044	-	-	~ 40	310	684	~ 23	297	839
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 40	310	-	~ 23	297	-
Stage 1	-	-	-	-	-	-	601	571	-	713	641	-
Stage 2	-	-	-	-	-	-	352	606	-	222	506	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.54			1.25			\$ 1056.34			\$ 4317.17		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	141	1321	-	-	1044	-	-	49				
HCM Lane V/C Ratio	3.2	0.025	-	-	0.042	-	-	10.244				
HCM Control Delay (s/veh)	\$ 1056.3	7.8	-	-	8.6	-	-	\$ 4317.2				
HCM Lane LOS	F	A	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	42.7	0.1	-	-	0.1	-	-	60.2				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

HCM 7th AWSC
1: Vollmer Rd & Burgess Rd

Existing Traffic, AWSC
AM Peak Hour

Intersection	
Intersection Delay, s/veh	18.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	68	8	78	351	129	18	44	26	24	54	21
Future Vol, veh/h	9	68	8	78	351	129	18	44	26	24	54	21
Peak Hour Factor	0.63	0.63	0.63	0.93	0.93	0.93	0.89	0.89	0.89	0.79	0.79	0.79
Heavy Vehicles, %	13	3	0	4	1	0	0	10	13	5	0	0
Mvmt Flow	14	108	13	84	377	139	20	49	29	30	68	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.1	23.6	10	10.5
HCM LOS	B	C	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	11%	14%	24%
Vol Thru, %	50%	80%	63%	55%
Vol Right, %	30%	9%	23%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	85	558	99
LT Vol	18	9	78	24
Through Vol	44	68	351	54
RT Vol	26	8	129	21
Lane Flow Rate	99	135	600	125
Geometry Grp	1	1	1	1
Degree of Util (X)	0.161	0.208	0.795	0.207
Departure Headway (Hd)	5.858	5.562	4.768	5.94
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	611	645	762	603
Service Time	3.908	3.602	2.768	3.988
HCM Lane V/C Ratio	0.162	0.209	0.787	0.207
HCM Control Delay, s/veh	10	10.1	23.6	10.5
HCM Lane LOS	A	B	C	B
HCM 95th-tile Q	0.6	0.8	8.2	0.8

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	218	24	26	106	49	21	69	49	130	68	24
Future Vol, veh/h	17	218	24	26	106	49	21	69	49	130	68	24
Peak Hour Factor	0.88	0.88	0.88	0.85	0.85	0.85	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles, %	0	1	0	17	2	0	0	5	5	2	15	14
Mvmt Flow	19	248	27	31	125	58	24	78	56	135	71	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.5	11.5	10.4	11.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	7%	14%	59%
Vol Thru, %	50%	84%	59%	31%
Vol Right, %	35%	9%	27%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	139	259	181	222
LT Vol	21	17	26	130
Through Vol	69	218	106	68
RT Vol	49	24	49	24
Lane Flow Rate	158	294	213	231
Geometry Grp	1	1	1	1
Degree of Util (X)	0.243	0.436	0.334	0.364
Departure Headway (Hd)	5.542	5.331	5.648	5.662
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	644	674	635	634
Service Time	3.6	3.38	3.702	3.714
HCM Lane V/C Ratio	0.245	0.436	0.335	0.364
HCM Control Delay, s/veh	10.4	12.5	11.5	11.9
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	0.9	2.2	1.5	1.7

Intersection	
Intersection Delay, s/veh	195.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	100	40	115	525	195	65	160	40	35	265	35
Future Vol, veh/h	15	100	40	115	525	195	65	160	40	35	265	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	13	3	0	4	1	0	0	10	13	5	0	0
Mvmt Flow	16	109	43	125	571	212	71	174	43	38	288	38
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	17.9	348.1	25	32.7
HCM LOS	C	F	C	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	10%	14%	10%
Vol Thru, %	60%	65%	63%	79%
Vol Right, %	15%	26%	23%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	265	155	835	335
LT Vol	65	15	115	35
Through Vol	160	100	525	265
RT Vol	40	40	195	35
Lane Flow Rate	288	168	908	364
Geometry Grp	1	1	1	1
Degree of Util (X)	0.597	0.372	1.717	0.729
Departure Headway (Hd)	9.228	9.426	6.809	9.005
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	395	384	545	404
Service Time	7.228	7.426	4.833	7.005
HCM Lane V/C Ratio	0.729	0.438	1.666	0.901
HCM Control Delay, s/veh	25	17.9	348.1	32.7
HCM Lane LOS	C	C	F	D
HCM 95th-tile Q	3.7	1.7	53.6	5.7

Intersection	
Intersection Delay, s/veh	128.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	325	80	40	160	75	80	260	75	195	235	35
Future Vol, veh/h	30	325	80	40	160	75	80	260	75	195	235	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	1	0	17	2	0	0	5	5	2	15	14
Mvmt Flow	33	353	87	43	174	82	87	283	82	212	255	38
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	136.5	49.7	119.7	175.6
HCM LOS	F	E	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	7%	15%	42%
Vol Thru, %	63%	75%	58%	51%
Vol Right, %	18%	18%	27%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	415	435	275	465
LT Vol	80	30	40	195
Through Vol	260	325	160	235
RT Vol	75	80	75	35
Lane Flow Rate	451	473	299	505
Geometry Grp	1	1	1	1
Degree of Util (X)	1.126	1.177	0.81	1.281
Departure Headway (Hd)	10.408	10.163	11.624	10.153
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	352	359	314	364
Service Time	8.408	8.163	9.624	8.153
HCM Lane V/C Ratio	1.281	1.318	0.952	1.387
HCM Control Delay, s/veh	119.7	136.5	49.7	175.6
HCM Lane LOS	F	F	E	F
HCM 95th-tile Q	15.1	17	6.7	20.7

HCM 7th Signalized Intersection Summary

1: Vollmer Rd & Burgess Rd

Existing Traffic, Signal
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	68	8	78	351	129	18	44	26	24	54	21
Future Volume (veh/h)	9	68	8	78	351	129	18	44	26	24	54	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1707	1856	1900	1841	1885	1900	1900	1752	1707	1826	1900	1900
Adj Flow Rate, veh/h	14	108	13	84	377	139	20	49	29	30	68	27
Peak Hour Factor	0.63	0.63	0.63	0.93	0.93	0.93	0.89	0.89	0.89	0.79	0.79	0.79
Percent Heavy Veh, %	13	3	0	4	1	0	0	10	13	5	0	0
Cap, veh/h	461	897	779	773	989	845	190	131	108	223	108	43
Arrive On Green	0.02	0.48	0.48	0.06	0.52	0.52	0.02	0.07	0.07	0.03	0.08	0.08
Sat Flow, veh/h	1626	1856	1610	1753	1885	1610	1810	1752	1447	1739	1294	514
Grp Volume(v), veh/h	14	108	13	84	377	139	20	49	29	30	0	95
Grp Sat Flow(s),veh/h/ln	1626	1856	1610	1753	1885	1610	1810	1752	1447	1739	0	1808
Q Serve(g_s), s	0.3	2.2	0.3	1.6	8.1	3.1	0.7	1.8	1.3	1.1	0.0	3.5
Cycle Q Clear(g_c), s	0.3	2.2	0.3	1.6	8.1	3.1	0.7	1.8	1.3	1.1	0.0	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	461	897	779	773	989	845	190	131	108	223	0	150
V/C Ratio(X)	0.03	0.12	0.02	0.11	0.38	0.16	0.11	0.38	0.27	0.13	0.00	0.63
Avail Cap(c_a), veh/h	553	897	779	799	989	845	281	590	488	295	0	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	9.7	9.2	7.6	9.6	8.4	28.2	30.1	29.8	27.8	0.0	30.3
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.1	1.1	0.4	0.2	1.8	1.3	0.3	0.0	4.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.8	0.1	0.5	2.9	0.9	0.3	0.8	0.5	0.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.8	9.9	9.2	7.6	10.7	8.8	28.4	31.8	31.1	28.0	0.0	34.6
LnGrp LOS	A	A	A	A	B	A	C	C	C	C		C
Approach Vol, veh/h	135			600			98			125		
Approach Delay, s/veh	9.8			9.9			30.9			33.0		
Approach LOS	A			A			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	11.1	10.0	39.0	7.6	11.7	7.2	41.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	23.0	5.0	33.0	5.0	23.0	5.0	33.0				
Max Q Clear Time (g_c+I1), s	3.1	3.8	3.6	4.2	2.7	5.5	2.3	10.1				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.5	0.0	0.3	0.0	2.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	15.0											
HCM 7th LOS	B											

HCM 7th Signalized Intersection Summary

1: Vollmer Rd & Burgess Rd

Existing Traffic, Signal
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	218	24	26	106	49	21	69	49	130	68	24
Future Volume (veh/h)	17	218	24	26	106	49	21	69	49	130	68	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1885	1900	1648	1870	1900	1900	1826	1826	1870	1678	1693
Adj Flow Rate, veh/h	19	248	27	31	125	58	24	78	56	135	71	25
Peak Hour Factor	0.88	0.88	0.88	0.85	0.85	0.85	0.88	0.88	0.88	0.96	0.96	0.96
Percent Heavy Veh, %	0	1	0	17	2	0	0	5	5	2	15	14
Cap, veh/h	626	785	671	485	799	688	267	144	122	324	170	60
Arrive On Green	0.02	0.42	0.42	0.03	0.43	0.43	0.03	0.08	0.08	0.09	0.14	0.14
Sat Flow, veh/h	1810	1885	1610	1570	1870	1610	1810	1826	1547	1781	1185	417
Grp Volume(v), veh/h	19	248	27	31	125	58	24	78	56	135	0	96
Grp Sat Flow(s),veh/h/ln	1810	1885	1610	1570	1870	1610	1810	1826	1547	1781	0	1603
Q Serve(g_s), s	0.4	5.6	0.6	0.7	2.6	1.4	0.8	2.6	2.2	4.3	0.0	3.4
Cycle Q Clear(g_c), s	0.4	5.6	0.6	0.7	2.6	1.4	0.8	2.6	2.2	4.3	0.0	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	626	785	671	485	799	688	267	144	122	324	0	229
V/C Ratio(X)	0.03	0.32	0.04	0.06	0.16	0.08	0.09	0.54	0.46	0.42	0.00	0.42
Avail Cap(c_a), veh/h	757	785	671	607	799	688	390	694	588	415	0	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.1	12.4	10.9	10.0	11.1	10.7	25.6	28.0	27.8	23.5	0.0	24.7
Incr Delay (d2), s/veh	0.0	1.1	0.1	0.1	0.4	0.2	0.1	3.1	2.7	0.9	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.1	0.2	0.2	1.0	0.4	0.3	1.2	0.8	1.7	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.1	13.4	11.0	10.1	11.5	11.0	25.7	31.1	30.5	24.4	0.0	25.9
LnGrp LOS	B	B	B	B	B	B	C	C	C	C		C
Approach Vol, veh/h	294			214			158			231		
Approach Delay, s/veh	13.0			11.2			30.1			25.0		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	11.0	8.1	32.3	7.7	15.0	7.4	33.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	24.0	7.0	26.0	6.0	27.0	6.0	27.0				
Max Q Clear Time (g_c+l1), s	6.3	4.6	2.7	7.6	2.8	5.4	2.4	4.6				
Green Ext Time (p_c), s	0.1	0.4	0.0	1.2	0.0	0.4	0.0	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	18.7											
HCM 7th LOS	B											

HCM 7th Signalized Intersection Summary

1: Vollmer Rd & Burgess Rd

2045 Traffic, Signal
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	100	40	115	525	195	65	160	40	35	265	35
Future Volume (veh/h)	15	100	40	115	525	195	65	160	40	35	265	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1707	1856	1900	1841	1885	1900	1900	1752	1707	1826	1900	1900
Adj Flow Rate, veh/h	16	109	43	125	571	212	71	174	43	38	288	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	3	0	4	1	0	0	10	13	5	0	0
Cap, veh/h	244	750	651	636	839	717	209	378	313	294	334	44
Arrive On Green	0.02	0.40	0.40	0.06	0.45	0.45	0.05	0.22	0.22	0.03	0.20	0.20
Sat Flow, veh/h	1626	1856	1610	1753	1885	1610	1810	1752	1447	1739	1644	217
Grp Volume(v), veh/h	16	109	43	125	571	212	71	174	43	38	0	326
Grp Sat Flow(s),veh/h/ln	1626	1856	1610	1753	1885	1610	1810	1752	1447	1739	0	1861
Q Serve(g_s), s	0.5	3.1	1.4	3.5	20.3	7.1	2.6	7.3	2.0	1.4	0.0	14.2
Cycle Q Clear(g_c), s	0.5	3.1	1.4	3.5	20.3	7.1	2.6	7.3	2.0	1.4	0.0	14.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	244	750	651	636	839	717	209	378	313	294	0	378
V/C Ratio(X)	0.07	0.15	0.07	0.20	0.68	0.30	0.34	0.46	0.14	0.13	0.00	0.86
Avail Cap(c_a), veh/h	311	750	651	636	839	717	229	458	378	336	0	487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	15.9	15.3	13.1	18.6	14.9	25.8	28.7	26.6	25.2	0.0	32.4
Incr Delay (d2), s/veh	0.1	0.4	0.2	0.1	4.4	1.1	1.0	0.9	0.2	0.2	0.0	12.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.3	0.5	1.2	8.7	2.5	1.1	2.9	0.7	0.6	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.0	16.3	15.5	13.2	23.0	16.0	26.8	29.6	26.8	25.4	0.0	44.5
LnGrp LOS	B	B	B	B	C	B	C	C	C	C		D
Approach Vol, veh/h	168				908				288			
Approach Delay, s/veh	16.1				20.0				28.5			
Approach LOS	B				C				C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	24.2	11.0	40.0	10.0	23.1	7.6	43.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	22.0	5.0	34.0	5.0	22.0	5.0	34.0				
Max Q Clear Time (g_c+I1), s	3.4	9.3	5.5	5.1	4.6	16.2	2.5	22.3				
Green Ext Time (p_c), s	0.0	0.7	0.0	0.6	0.0	0.8	0.0	3.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	25.8											
HCM 7th LOS	C											

HCM 7th Signalized Intersection Summary

1: Vollmer Rd & Burgess Rd

2045 Traffic, Signal
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	325	80	40	160	75	80	260	75	195	235	35
Future Volume (veh/h)	30	325	80	40	160	75	80	260	75	195	235	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1885	1900	1648	1870	1900	1900	1826	1826	1870	1678	1693
Adj Flow Rate, veh/h	33	353	87	43	174	82	87	283	82	212	255	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	0	17	2	0	0	5	5	2	15	14
Cap, veh/h	471	639	546	311	646	556	295	350	296	347	363	54
Arrive On Green	0.03	0.34	0.34	0.04	0.35	0.35	0.05	0.19	0.19	0.12	0.25	0.25
Sat Flow, veh/h	1810	1885	1610	1570	1870	1610	1810	1826	1547	1781	1427	213
Grp Volume(v), veh/h	33	353	87	43	174	82	87	283	82	212	0	293
Grp Sat Flow(s),veh/h/ln	1810	1885	1610	1570	1870	1610	1810	1826	1547	1781	0	1639
Q Serve(g_s), s	0.9	11.7	2.9	1.3	5.2	2.7	2.9	11.4	3.5	7.1	0.0	12.5
Cycle Q Clear(g_c), s	0.9	11.7	2.9	1.3	5.2	2.7	2.9	11.4	3.5	7.1	0.0	12.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	471	639	546	311	646	556	295	350	296	347	0	417
V/C Ratio(X)	0.07	0.55	0.16	0.14	0.27	0.15	0.30	0.81	0.28	0.61	0.00	0.70
Avail Cap(c_a), veh/h	529	639	546	352	646	556	313	595	504	370	0	641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.6	20.6	17.7	16.2	18.1	17.3	23.3	29.7	26.5	21.4	0.0	26.0
Incr Delay (d2), s/veh	0.1	3.4	0.6	0.2	1.0	0.6	0.6	4.5	0.5	2.6	0.0	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.2	1.1	0.4	2.2	1.0	1.2	5.0	1.2	2.9	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.6	24.0	18.3	16.4	19.2	17.9	23.8	34.1	27.0	24.0	0.0	28.2
LnGrp LOS	B	C	B	B	B	B	C	C	C	C		C
Approach Vol, veh/h	473		299			452			505			
Approach Delay, s/veh	22.4		18.4			30.9			26.4			
Approach LOS	C		B			C			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	20.7	9.0	32.0	10.2	25.5	8.5	32.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	10.0	25.0	5.0	26.0	5.0	30.0	5.0	26.0				
Max Q Clear Time (g_c+I1), s	9.1	13.4	3.3	13.7	4.9	14.5	2.9	7.2				
Green Ext Time (p_c), s	0.1	1.3	0.0	1.7	0.0	1.3	0.0	1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			25.1									
HCM 7th LOS			C									

HCM 7th Roundabout
1: Vollmer Rd & Burgess Rd

Existing Traffic, Roundabout
AM Peak Hour

Intersection				
Intersection Delay, s/veh	6.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	135	600	98	125
Demand Flow Rate, veh/h	140	607	107	126
Vehicles Circulating, veh/h	186	90	158	488
Vehicles Exiting, veh/h	428	175	168	209
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.3	8.0	4.1	5.8
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	140	607	107	126
Cap Entry Lane, veh/h	1141	1259	1174	839
Entry HV Adj Factor	0.963	0.989	0.917	0.992
Flow Entry, veh/h	135	600	98	125
Cap Entry, veh/h	1099	1245	1077	832
V/C Ratio	0.123	0.482	0.091	0.150
Control Delay, s/veh	4.3	8.0	4.1	5.8
LOS	A	A	A	A
95th %tile Queue, veh	0	3	0	1

HCM 7th Roundabout
1: Vollmer Rd & Burgess Rd

Existing Traffic, Roundabout
PM Peak Hour

Intersection				
Intersection Delay, s/veh	5.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	294	214	158	231
Demand Flow Rate, veh/h	296	222	165	249
Vehicles Circulating, veh/h	256	125	407	188
Vehicles Exiting, veh/h	181	447	145	159
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.1	4.7	5.9	5.4
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	296	222	165	249
Cap Entry Lane, veh/h	1063	1215	911	1139
Entry HV Adj Factor	0.992	0.966	0.958	0.929
Flow Entry, veh/h	294	214	158	231
Cap Entry, veh/h	1054	1174	873	1058
V/C Ratio	0.279	0.183	0.181	0.219
Control Delay, s/veh	6.1	4.7	5.9	5.4
LOS	A	A	A	A
95th %tile Queue, veh	1	1	1	1

HCM 7th Roundabout
1: Vollmer Rd & Burgess Rd

2045 Traffic, Roundabout
AM Peak Hour

Intersection				
Intersection Delay, s/veh	19.7			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	168	908	288	364
Demand Flow Rate, veh/h	173	919	311	366
Vehicles Circulating, veh/h	458	280	170	778
Vehicles Exiting, veh/h	686	201	461	421
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.4	27.7	5.9	16.6
Approach LOS	A	D	A	C
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	173	919	311	366
Cap Entry Lane, veh/h	865	1037	1160	624
Entry HV Adj Factor	0.970	0.988	0.925	0.995
Flow Entry, veh/h	168	908	288	364
Cap Entry, veh/h	839	1025	1073	621
V/C Ratio	0.200	0.886	0.268	0.586
Control Delay, s/veh	6.4	27.7	5.9	16.6
LOS	A	D	A	C
95th %tile Queue, veh	1	13	1	4

HCM 7th Roundabout
1: Vollmer Rd & Burgess Rd

2045 Traffic, Roundabout
PM Peak Hour

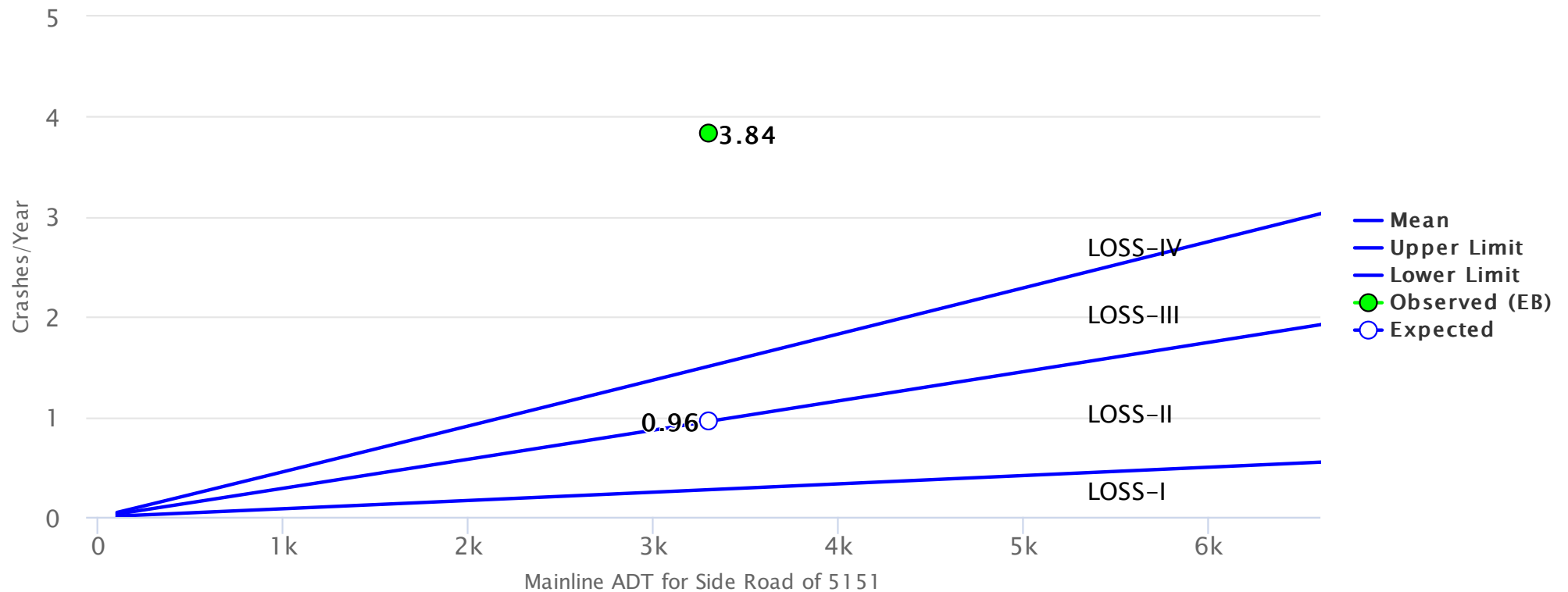
Intersection				
Intersection Delay, s/veh	13.0			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	473	299	452	505
Demand Flow Rate, veh/h	477	309	470	552
Vehicles Circulating, veh/h	559	417	606	314
Vehicles Exiting, veh/h	307	659	430	412
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	14.7	8.0	16.4	11.4
Approach LOS	B	A	C	B
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	477	309	470	552
Cap Entry Lane, veh/h	780	902	744	1002
Entry HV Adj Factor	0.993	0.966	0.961	0.914
Flow Entry, veh/h	473	299	452	505
Cap Entry, veh/h	774	871	715	916
V/C Ratio	0.611	0.343	0.632	0.551
Control Delay, s/veh	14.7	8.0	16.4	11.4
LOS	B	A	C	B
95th %tile Queue, veh	4	2	5	3

Appendix C: Vision Zero Suite Outputs

Date	Severity	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Veh1 Speed Limit	Veh2 Speed Limit	Crash Type	Event1	Veh1 Human Contr Factor
9/11/2019	Possible/Complaint of Injury (C)	On Road	Intersection	2	Dry	Dawn or Dusk	None	45	45	Broadside	Broadside	Asleep at the Wheel
9/14/2019	No Injury (PDO)	On Road	Intersection	2	Dry	Daylight	None	45	45	Broadside	Broadside	Driver Inexperience
9/16/2019	Possible/Complaint of Injury (C)	On Road	Intersection Related	3	Dry	Daylight	None	40	40	Rear End	Other	Driver Preoccupied
12/15/2019	Evident Non-Incapacitating (B)	On Road	Intersection	2	Dry	Dark Un-Lighted	None	55	55	Broadside	Broadside	DUI/DWAI/PUID
12/30/2019	No Injury (PDO)	On Road	Intersection	2	Dry	Daylight	None	45	45	Broadside	Other	Driver Inexperience
2/13/2020	Evident Non-Incapacitating (B)	On Road	Intersection	2	Dry	Daylight	None	45	45	Broadside	Broadside	Driver Inexperience
12/30/2020	Possible/Complaint of Injury (C)	On Road	Intersection	2	Dry	Daylight	None	45	45	Broadside	Broadside	No Apparent Contributing Factor
2/15/2018	Possible/Complaint of Injury (C)	On Road	Intersection Related	2	Dry	Daylight	None	45	40	Rear End	Rear End	Driver Preoccupied
3/15/2018	Possible/Complaint of Injury (C)	On Road	Intersection	2	Dry	Daylight	None	45	45	Broadside	Broadside	Driver Inexperience
5/21/2018	Possible/Complaint of Injury (C)	On Road	Intersection	3	Dry	Daylight	None	45	45	Rear End	Other	Driver Preoccupied
4/25/2018	Evident Non-Incapacitating (B)	On Road	Intersection	2	Dry	Daylight	None	45	45	Broadside	Other	Distracted by Passenger
7/14/2018	Evident Non-Incapacitating (B)	On Road	Intersection	2	Dry	Daylight	None	45	45	Broadside	Broadside	Driver Unfamiliar with Area
2/19/2021	Possible/Complaint of Injury (C)	On Road	Intersection	2	Dry	Daylight	None	45	45	Broadside	Broadside	Driver Preoccupied
7/29/2021	Fatal (K)	On Road	Intersection	2	Dry	Daylight	None	45	45	Broadside	Broadside	Driver Unfamiliar with Area
11/5/2021	No Injury (PDO)	On Road	Intersection Related	3	Dry	Daylight	None	45	45	Rear End	Rear End	Driver Preoccupied
11/14/2021	Evident Non-Incapacitating (B)	On Road	Intersection	2	Dry	Dark Un-Lighted	None	45	45	Broadside	Broadside	Driver Inexperience
1/28/2022	Possible/Complaint of Injury (C)	On Road	Intersection	2	Dry	Dark Un-Lighted	None	50	50	Broadside	Broadside	Driver Unfamiliar with Area
2/10/2022	No Injury (PDO)	On Road	Intersection	2	Dry	Dark Un-Lighted	None	45	45	Approach Turn	Approach Turn	Driver Preoccupied
4/22/2022	Possible/Complaint of Injury (C)	On Road	Intersection	2	Dry	Dark Un-Lighted	None	45	45	Broadside	Broadside	Driver Unfamiliar with Area
9/29/2022	No Injury (PDO)	On Road	Intersection	2	Dry	Daylight	None	45	45	Broadside	Broadside	No Apparent Contributing Factor
11/24/2022	No Injury (PDO)	On Road	Intersection	2	Dry	Dark Un-Lighted	None	45	45	Broadside	Broadside	Driver Unfamiliar with Area
6/14/2022	No Injury (PDO)	On Road	Intersection	1	Dry	Daylight	None	0		Traffic Sign or Post or Overhead Sign Structure	Traffic Sign or Post or Overhead Sign Structure	Unknown
6/27/2022	No Injury (PDO)	On Road	Intersection	2	Dry	Dark Un-Lighted	None	45	45	Broadside	Broadside	Driver Inexperience

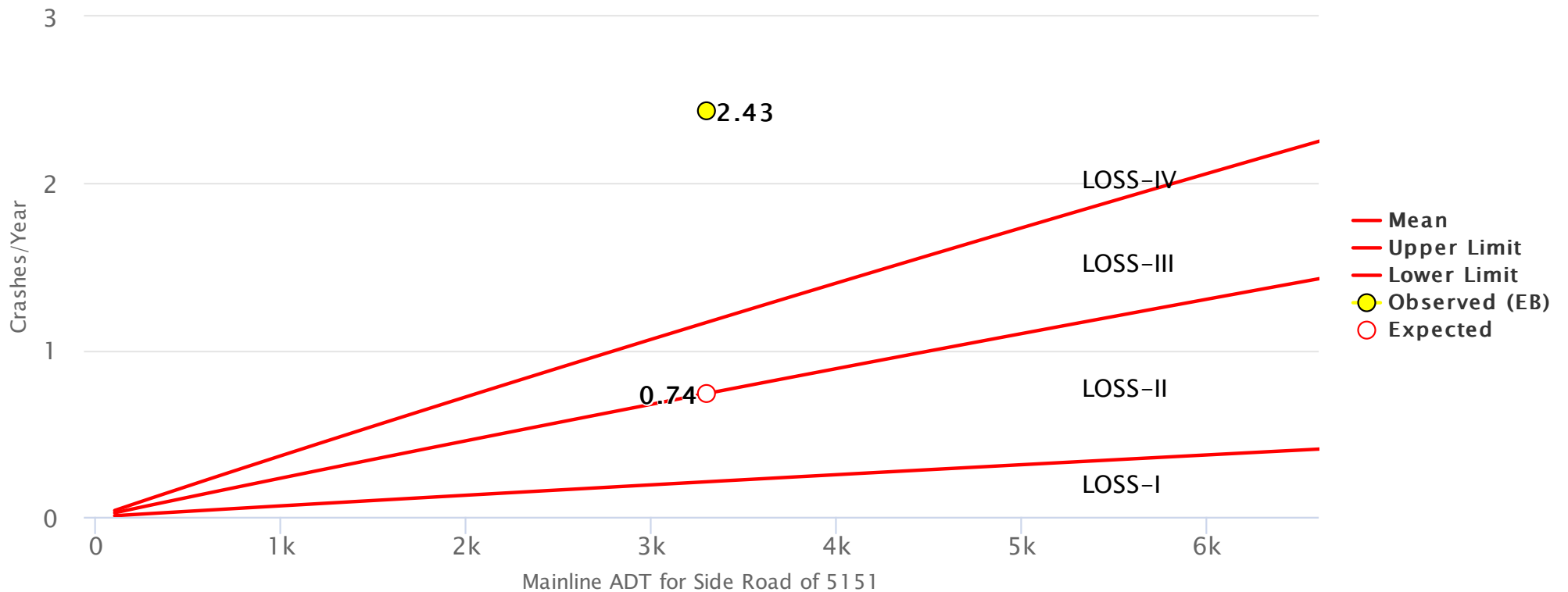
Total SPF Burgess Minor Rd

Type: Intersection Search Name: vollmer / burgess From: 1/1/2018 To: 12/31/2022



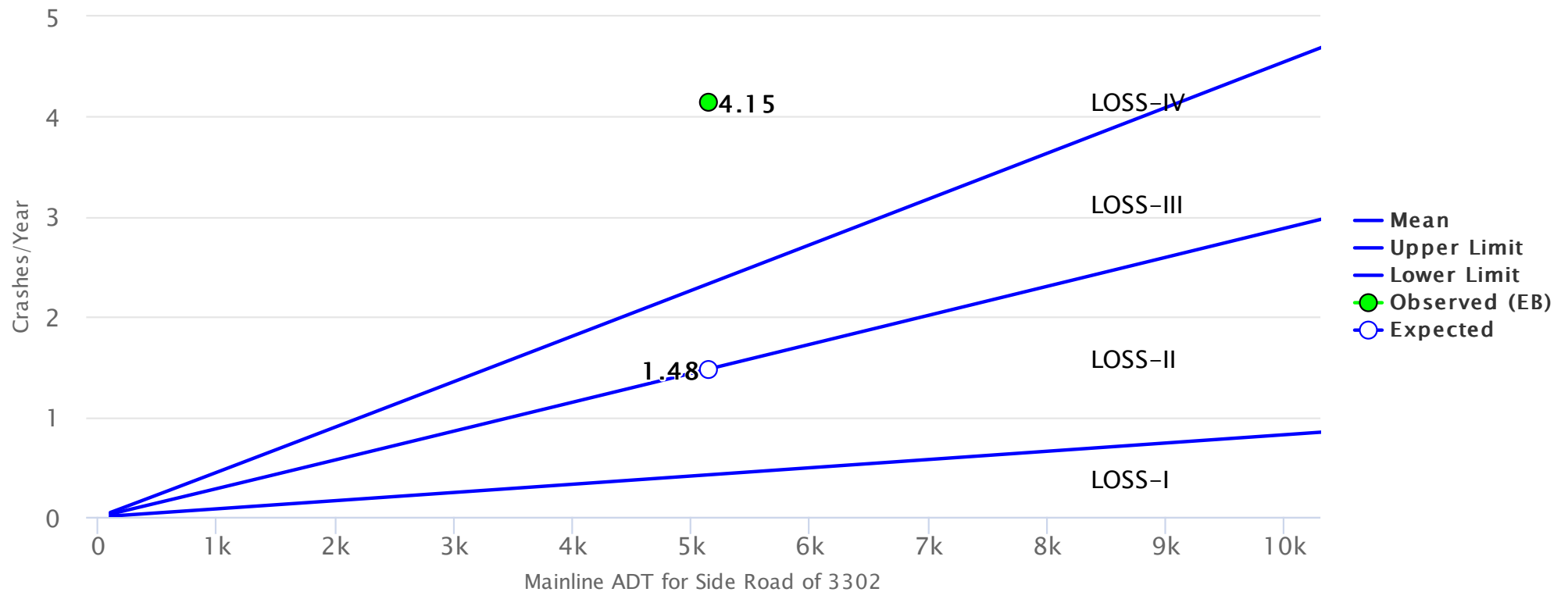
Severity LOS Burgess Minor Rd

Type: Intersection Search Name: vollmer / burgess From: 1/1/2018 To: 12/31/2022



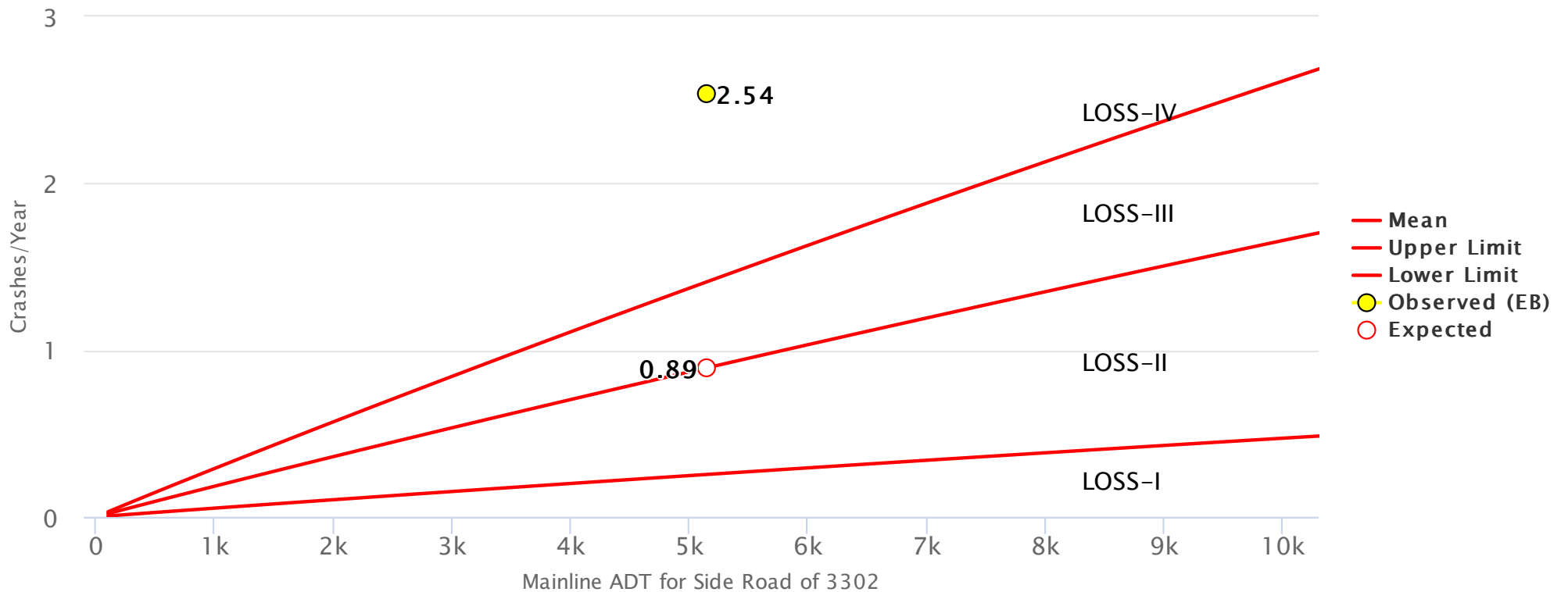
Total SPF Burgess Major Rd

Type: Intersection Search Name: vollmer / burgess From: 1/1/2018 To: 12/31/2022



Severity LOS Burgess Major Rd

Type: Intersection Search Name: vollmer / burgess From: 1/1/2018 To: 12/31/2022





Wilson & Company
DiExSys™ Vision Zero Suite
Diagnostics Report

03/16/2024

Pattern Diagnostics Cutoff: 5 Acc's @ 95

Category/Trait	Statewide Average		This Location		Probability
	%	# Crashes		%	%
Crash Severity					
Injury (INJ)	34.87%	14	60.87%		99.71%
Crash Location					
On Road	85.89%	23	100%		100%
Crash Type					
Broadside	31.34%	17	73.91%		100%
Lighting Conditions					
Dark - Unlighted	11.53%	7	30.43%		99.69%
Human Contributing Factor					
Inexperienced	10.04%	6	26.09%		99.41%
Preoccupied	11.94%	6	26.09%		98.51%
Unfamiliar with Area	6.11%	5	21.74%		99.79%

Highway Class: CO - Rural 2-Lane UnDivided UnSignalized 4-Leg Intersections - AADT >2500 ADT (2018)

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The background of the page is composed of several geometric shapes and color blocks. At the top is a light gray horizontal band. Below it is a dark brown horizontal band. The middle section is a large dark blue rectangle. At the bottom is a light gray area. A prominent white diagonal line runs from the top right corner towards the bottom left. Another white line runs horizontally across the middle of the page, intersecting the diagonal line. A third white line runs horizontally across the bottom of the page, intersecting the diagonal line. The company name 'WILSON & COMPANY' is printed in white, bold, sans-serif capital letters on the dark blue background.

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