Hansen Road Temporary Closure Analysis

Impact Analysis of an 18-month Temporary Closure

San Joaquin County

Department of Public Works

Transportation Engineering

Prepared By:

Jeffrey Levers, T.E., Senior Transportation Engineer

Marilissa Loera, Senior Planner

Cyprus Sommer, Assistant Engineer

Rafael Beltran, Assistant Engineer

Ryan Villena, UOP summer/fall 2024 CO-OP intern

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1. INTRODUCTION

This report aims to assess the short-term impacts of an 18-month temporary closure of the Hansen Road overcrossing at Interstate 205 (I-205), initially approved to address community concerns about increased traffic within the Santos Ranch Community, also known as Lammersville, due to the rapid development of Cordes Ranch within Tracy, California.

BACKGROUND

At their October 26, 2021, meeting, the San Joaquin County (County) Board of Supervisors (Board) were presented with three options by staff from the County Department of Public Works (DPW) to address the traffic related concerns raised by constituents of Hansen Road. The options considered included:

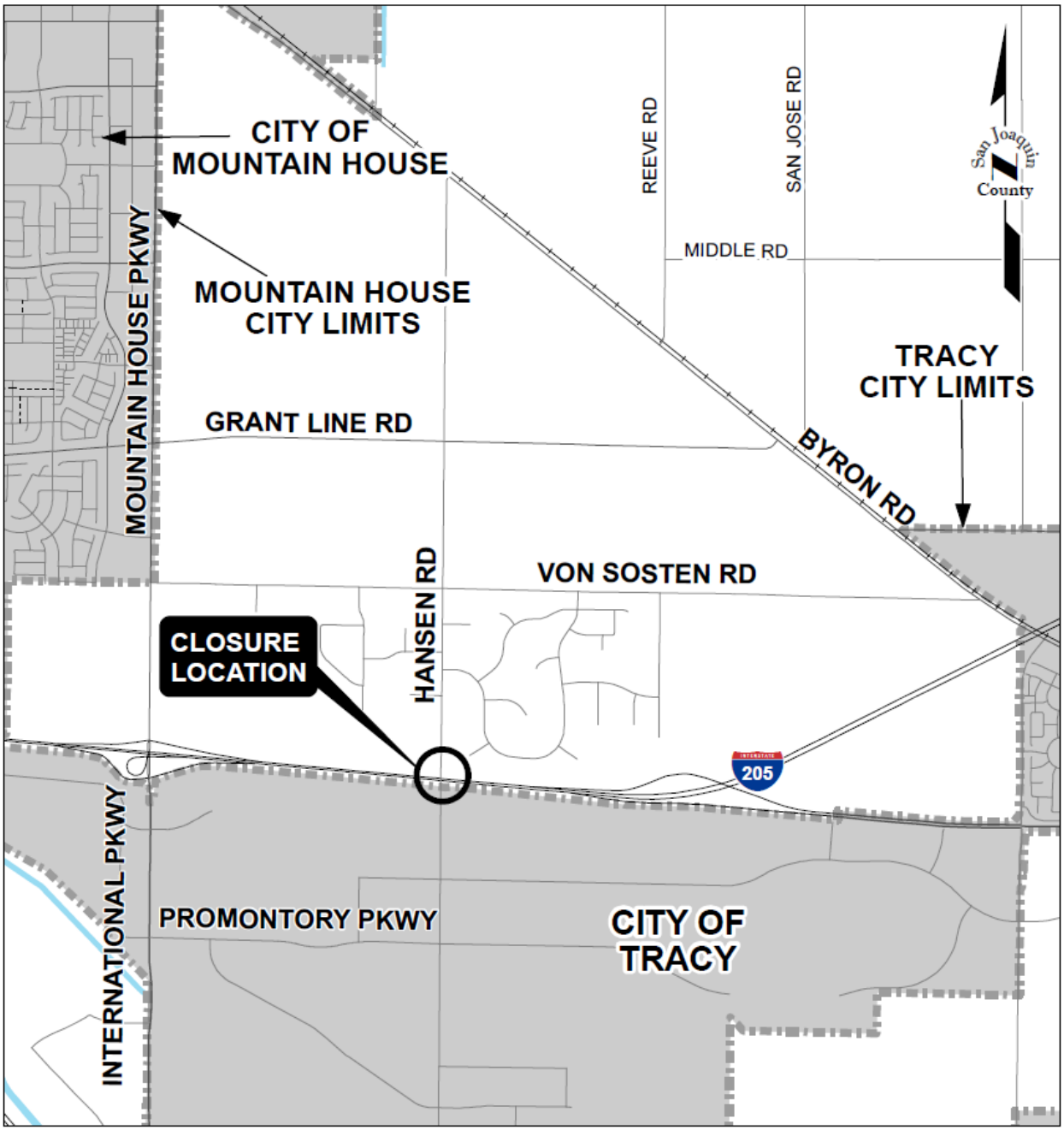
- a full roadway closure of Hansen Road at I-205;
- a soft closure of Hansen Road between Von Sosten Road and I-205 utilizing signage; and
- closure of portions of southbound Hansen Road adjacent to Von Sosten Road and I-205 to create a one-way northbound road.

After consideration of these options, the Board directed DPW to proceed with a traffic study analyzing both the implementation of a one-way and a full closure of Hansen Road, to experiment with a one-way solution, and to return to the Board for further discussion. DPW utilized their on-call consultant, GHD, to prepare the traffic study. In January 2022, incorporating direction from the Board and with consideration for traffic patterns along Hansen Road, DPW implemented the one-way pilot project to reduce cut-through traffic.

On July 26, 2022, Public Works staff presented the Hansen Road Closure Study (GHD Traffic Study), which analyzed potential transportation impacts related to implementing various traffic handling options on Hansen Road; and recommended a permanent one-way street configuration for Hansen Road. After discussion with the Board, this recommendation was delayed and DPW staff began researching requirements to implement a temporary closure of Hansen Road to through traffic from Promontory Parkway to Von Sosten Road for a period of 18 months.

On November 8, 2022, the Board approved the temporary closure with a request for DPW to analyze the impacts of the road closure over an 18-month period and report its findings to the Board. After coordination with the City of Tracy, Prologis, and the South San Joaquin Fire Authority, including necessary construction to create turnarounds both north and south of I-205, the overcrossing was temporarily closed to traffic on September 1, 2023. Since then, DPW monitored traffic volumes along Von Sosten Road and Hansen Road to evaluate the accuracy of the GHD Traffic Study's projections, collected counts at four critical intersections either identified in the GHD Traffic Study as in danger of being significantly impacted by the closure or located directly adjacent to the Lammersville area, and continued receiving feedback from area stakeholders (Lammersville residents, Lammersville Elementary School, South San Joaquin Fire Authority, and City of Tracy).

Figure 1.1: Vicinity Map



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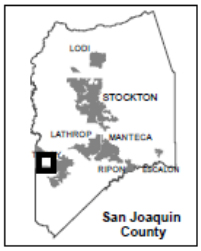


Hansen Rd
Closure Study

Vicinity Map

OBJECTIVES

This follow-up study aims to:

1. Utilize recently collected counts to evaluate the accuracy of the GHD Traffic Study's projected traffic redistribution modelling resulting from the full closure.
2. Evaluate whether the temporary closure created any significant impacts on adjacent roadways during the temporary closure.
3. Determine if the necessary findings related to traffic can be made to satisfy requirements of the California Environmental Quality Act (CEQA) if full closure of Hansen Road were to be selected by the Board.

NEXT STEPS

The report will be shared with residents of the Lammersville area, Lammersville School administration, the City of Tracy, Prologis, and emergency responders in the area. Following the conclusion of the 18-month temporary closure and outreach, this report will be submitted to the Board by DPW staff for consideration. DPW will receive feedback from the Board and expects to proceed with one of the following three options:

- Determine that the necessary findings for implementation of a full roadway closure of Hansen Road at I-205 have been made, and take the necessary steps to make the temporary closure permanent;
- Determine that the necessary findings for implementation of a full roadway closure of Hansen Road at I-205 have not been made, and extend the temporary closure for an additional 18-month period for further analysis and evaluation; or
- Determine that the necessary findings for implementation of a full roadway closure of Hansen Road at I-205 cannot be made, and reopen the Hansen Road overcrossing to through traffic in both directions.

Following the Board's consideration of this report and subsequent direction, DPW will proceed with implementation of one of the three options above or other direction by the Board.

2. GHD TRAFFIC STUDY REPORT

In 2022, GHD was contracted to prepare the Hansen Road Closure Study (GHD Traffic Study) for the County. The scope of the work used analysis of the traffic conditions present in Lammersville at the time as its basis and included a thorough comparison of existing and forecasted conditions both with and without the overcrossing closure. The primary methodology for the analysis utilized origin-destination data to project how the closure of the overcrossing was anticipated to redistribute traffic in the area. Once a reliable traffic model was prepared, the final goal of the study was to identify what operational or traffic calming improvements were needed around Lammersville, if any.

The GHD Traffic Study included eight study intersections and five study roadway segments. Intersection data was collected from 7:00 am to 9:00 am on a mid-week day for the AM peak hour, and from 4:00 pm to 6:00 pm for the PM peak hour. This data was further refined using traffic volumes collected at two locations along Hansen Road, one north of I-205 and one to the south. Review of these volumes showed an AM peak hour beginning around 5:30 am and a PM peak hour ending by 3:30 pm. By comparing these Hansen Road volumes to the intersection data collected, GHD was able to calculate an adjustment factor to ensure the analysis did not underestimate impacts occurring outside the typical peak hours.

The key sections of the GHD Traffic Study as it relates to this review were Section 4, Existing Conditions, Section 6, Existing with Full Closure Conditions, and Section 8, Forecast with Full Closure Conditions. The analyses found in these three sections form the basis utilized to inform DPW staff while planning for the full closure in 2023 following a pilot deployment of a one-way configuration.

LEVEL OF SERVICE

Traffic operations are expressed as a Level of Service, which is a measure of traffic operating conditions and designated with a letter grade beginning with "A" representing minimal delay and continuing through "F" representing a facility operating at or over its functional capacity. The Synchro 11 software program by Trafficware was used to analyze the four remaining study intersection using methodology documented in the Transportation Research Board's publication *Highway Capacity Manual, Sixth Edition, A Guide for Multimodal Mobility Analysis.* LOS delay for both signalized and unsignalized intersections is detailed in Table 2.1 below.

Roadway operations are evaluated based on the daily traffic volumes of the study roadways and the functional classification standards and capacities presented in the San Joaquin County General Plan. This is the same methodology utilized in the GHD Traffic Study, and more information about acceptable County roadway volumes can be found in the Transportation and Mobility Section, Public Facilities and Services Element, of the San Joaquin County General Plan, December 2016, available at https://www.sjgov.org/commdev/cgi-bin/cdyn.exe?grp=planning&htm=gp2035. These thresholds are summarized in Table 2.2 below.

Table 2.1: Intersection Level of Service Criteria

LOS	Average Control Delay at Unsignalized Intersections (seconds/vehicle)	Average Control Delay at Signalized Intersections (seconds/vehicle)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Note: LOS = Level of Service
Source: Highway Capacity Manual, Transportation Research Board, 2022

Table 2.2: Segment Level of Service Thresholds by Roadway Classification

Functional Classification	Right-of-Way	Lanes	Capacity (vehicles per day)
Principal Arterial	110' – 136'	4 – 6	35,000 – 50,000
Minor Arterial	84' – 110'	4	31,000
Collector	60'	2	14,000
Local Residential	50'	2	5,000
Local Commercial And Industrial	60'	2	10,000
Rural Residential	50'	2	5,000

Note: Caltrans and the Cities of Tracy and Mountain House have different ROW and Capacity standards than San Joaquin County.
Source: San Joaquin County General Plan, Table TM-2 Functional Classification Standards, December 2016

The San Joaquin County General Plan Public Facilities and Service Element, 2016, specifies the following LOS standards for County roadways:

> *The County shall maintain Level of Service (LOS) standards consistent with the San Joaquin Council of Governments (SJCOG) Congestion Management Program (CMP) for State highways and designated County roadways and intersections of regional significance. Per the CMP, all designated CMP roadways and intersections shall operate at an LOS D or better except for roadways with "grandfathered" LOS. LOS for State highways shall be maintained in cooperation with Caltrans. The County LOS standards for intersections is LOS "D" or better on Minor Arterials and roadways of higher classification and LOS "C" or better on all other non-CMP designated County roadways and intersections. The County shall also maintain the following:*

- *On State highways, LOS D or Caltrans standards whichever is stricter.*
- *Within a city's sphere of influence, LOS D, or the city planned standards for that LOS.*

The City of Tracy General Plan Circulation Element, 2011, specifies the following polices pertaining to LOS standards for roadways and intersections within City jurisdiction:

> *P1. To the extent feasible, the City shall strive for LOS D on all streets and intersections, with the LOS standard for each facility to be defined in the Transportation Master Plan in accordance with the opportunities and constraints identified through the traffic projections and analysis performed for that Plan. The following exceptions to the LOS D standard may be allowed:*
>
> - *LOS E or lower shall be allowed on streets and at intersections within one-quarter (1/4) mile of any freeway. This lower standard is intended to discourage inter-regional traffic from using Tracy streets.*
> - *LOS E or lower shall be allowed in the Downtown and Bowtie area of Tracy, in order to create a pedestrian-friendly urban design character and densities necessary to support transit, bicycling and walking.*

As intersections #3, #4, and #8 are located on arterial roadways, the standard is LOS D or better. Intersection #6 has a standard of LOS C. Note that as the County's LOS standards are equal to or exceed those of the City of Tracy, County standards were used in this evaluation.

2022 EXISTING CONDITIONS

The existing conditions presented here represent the existing transportation facilities serving the area around the Hansen Road overcrossing as studied in 2022 with a focus on traffic volumes at the study locations. Additional information, including lane geometrics and intersection control, can be found in the original GHD Traffic Study. Note that in the following tables, intersections 1 and 2 contain references to Mountain House Parkway, which has since been renamed International Parkway at these locations south of I-205. As previously described, the intersection operations include both the studied peak hours, shown in table 2.1 as Unadjusted, and with an adjustment factor applied, shown as Adjusted.

Table 2.3: 2022 Intersection Level of Service

#	Intersection	Control Type[1,2]	Target LOS	AM Peak Hour				PM Peak Hour				Warrant Met?[5]
				Unadjusted		Adjusted		Unadjusted		Adjusted		
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
1	Mountain House Pkwy & Promontory Pkwy	Signal	D	17.2	B	20.7	C	17.9	B	44.4	D	
2	Mountain House Pkwy & I-205 EB Ramps	Signal	D	4.1	A	4.3	A	5.8	A	6.4	A	
3	**Mountain House Pkwy & I-205 WB Ramps**	**Signal**	**D**	**85.2**	**F**	**133.4**	**F**	22.0	C	26.4	C	
4	Mountain House Pkwy & Von Sosten Rd	Signal	D	6.6	A	6.8	A	5.4	A	5.5	A	
5	Hansen Rd & Promontory Pkwy	Signal	D	18.4	B	18.6	B	14.5	B	14.7	B	
6	Hansen Rd & Von Sosten Rd	AWSC	C	8.7	A	9.4	A	7.7	A	8.2	A	
7	Hansen Rd & Grant Line Rd	AWSC	C	9.1	A	9.9	A	10.3	B	13.8	B	
8	**Byron Rd & Von Sosten Rd**	**TWSC**	**D**	14.0	B	17.0	C	19.7	C	**45.4**	**E**	Yes

Source: Hansen Road Closure Study, Table 4.7, GHD, July 1, 2022

Of the eight study intersections, only one was found to have an unacceptable Level of Service (LOS) based on the unadjusted peak hour counts – intersection #3, Mountain House Parkway and I-205 Westbound Ramps, and only during the AM peak hour. When the LOS were adjusted, intersection #3 continued to show an unacceptable LOS and a second intersection #8, Byron Road and Von Sosten Road, was projected to have an unacceptable LOS during the PM peak hour.

Table 2.2 summarizes volumes on the study roadway segments as collected on January 11, 2022. The counts were scheduled one week after the commencement of classes at nearby Lammersville Elementary School to ensure parent trips dropping off and picking up students were included in the analysis.

Table 2.4: 2022 Roadway Level of Service

ID	Road Name	Location	Facility Type	Target LOS	NB/EB Volume	SB/WB Volume	Total Volume	LOS
1	Hansen Road	south of I-205 overcrossing	Local Residential	C	1,014	1,303	2,317	C or better
2	Hansen Road	south of Von Sosten Road	Local Residential	C	1,227	1,553	2,780	C or better
3	Hansen Road	north of Von Sosten Road	Collector	C	693	780	1,473	C or better
4	Von Sosten Road	west of Byron Road	Collector	C	1,315	1,561	2,876	C or better
5	Von Sosten Road	east of Mountain House Parkway	Collector	C	755	794	1,549	C or better

Source: Hansen Road Closure Study, Table 4.5, GHD, July 1, 2022

All of the five study roadway segments were found to be operating at an acceptable LOS of C or better. The volumes of all five segments also fall below the San Joaquin County General Plan's thresholds for Collector and Rural Residential roads. Finally, the GHD Traffic Study also documented the volumes of heavy vehicles on the study roadway segments as shown on Table 2.3.

Table 2.5: 2022 Roadway Daily Volumes with Heavy Vehicle Percentage

Roadway		Daily Volume		
Count ID	Location	Total Vol	HV Vol	HV%
001	Hansen Road, s/o I-205 Overcrossing	2,317	70	3%
002	Hansen Road, s/o Von Sosten Road	2,780	115	4%
003	Hansen Road, n/o Von Sosten Road	1,473	47	3%
004	Von Sosten Road w/o Byron Road	2,876	99	3%
005	Von Sosten Road e/o Mountain House Parkway	1,549	59	4%

Source: Hansen Road Closure Study, Table 4.3, GHD, July 1, 2022

2022 EXISTING WITH FULL CLOSURE CONDITIONS

As with the 2022 existing conditions, when accounting for changes in traffic patterns resulting from the closure of Hansen Road, intersection #3 Mountain House Parkway and I-205 Westbound Ramps continued to operate at an unacceptable Level of Service (LOS) based on both adjusted and unadjusted peak hour counts during the AM peak hour.

Table 2.6: 2022 Intersection Level of Service with Full Closure

#	Intersection	Control Type[1,2]	Target LOS	AM Peak Hour				PM Peak Hour			
				Unadjusted		Adjusted		Unadjusted		Adjusted	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	**Mountain House Pkwy & Promontory Pkwy**	**Signal**	**D**	30.5	C	47.4	D	23.0	C	**63.2**	**E**
2	Mountain House Pkwy & I-205 EB Ramps	Signal	D	4.0	A	4.2	A	5.5	A	6.1	A
3	**Mountain House Pkwy & I-205 WB Ramps**	**Signal**	**D**	**81.9**	**F**	**131.7**	**F**	20.8	C	26.0	C
4	Mountain House Pkwy & Von Sosten Rd	Signal	D	6.6	A	6.9	A	5.4	A	5.5	A
5	Hansen Rd & Promontory Pkwy	Signal	D	17.7	B	17.9	B	13.9	B	15.5	B
6	Hansen Rd & Von Sosten Rd	AWSC	C	7.8	A	8.2	A	7.4	A	7.7	A
7	Hansen Rd & Grant Line Rd	AWSC	C	8.8	A	9.4	A	10.5	B	14.1	B
8	Byron Rd & Von Sosten Rd	TWSC	D	13.8	B	16.5	C	17.3	C	30.2	D

Source: Hansen Road Closure Study, Table 6.2, GHD, July 1, 2022

While functioning at an acceptable LOS C when evaluated using unadjusted counts, intersection #1, Mountain House Parkway and Promontory Parkway, was projected to have an unacceptable LOS E during the PM peak hour after applying the adjustment factor. It should be noted, however, that this PM peak hour LOS E was calculated based on the lane configuration present at the time the GHD Traffic Study was prepared. This configuration consisted of a left-turn lane, a through lane, and a right-turn lane on both northbound and southbound Mountain House Parkway. Both directions had one additional lane blocked out, reserved for future use. By summer 2023, prior to the beginning of the full closure on Hansen Road, the southbound fourth lane had been opened to traffic as a second left-turn lane and the fourth northbound lane opened as a second through lane.

Of the five study roadway segments, four were projected to see a reduction in traffic following the closure of Hansen Road. The exception to this was Von Sosten Road between Mountain House Parkway and Hansen Road due to the need for traffic previously using the Hansen Road overcrossing to divert to the Mountain House Parkway overcrossing while travelling to and from destinations south of I-205. All five segments were projected to continue operating at an acceptable

LOS of C or better. The volumes of all five segments also fall below the San Joaquin County General Plan's thresholds for Collector and Rural Residential roads.

Table 2.7: 2022 Roadway Level of Service with Full Closure

ID	Road Name	Location	Facility Type	Existing Daily Volume			Redistributed			Existing with Closure			LOS	% Change		
				NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total		NB/EB	SB/WB	Total
1	Hansen Road	south of I-205 overcrossing	Local Residential	1,014	1,303	**2,317**	(1,014)	(1,303)	**(2,317)**	-	-	-	C or better	-100%	-100%	-100%
2	Hansen Road	south of Von Sosten Road	Local Residential	1,227	1,553	**2,780**	(1,014)	(1,303)	**(2,317)**	213	250	**463**	C or better	-83%	-84%	-83%
3	Hansen Road	north of Von Sosten Road	Collector	693	780	**1,473**	(337)	(155)	**(492)**	356	625	**981**	C or better	-49%	-20%	-33%
4	Von Sosten Road	west of Byron Road	Collector	1,315	1,561	**2,876**	(406)	(689)	**(1,096)**	909	872	**1,780**	C or better	-31%	-44%	-38%
5	Von Sosten Road	east of Mountain House Parkway	Collector	755	794	**1,549**	271	460	**730**	1,026	1,254	**2,279**	C or better	36%	58%	47%

Source: Hansen Road Closure Study, Table 6.1, GHD, July 1, 2022

2032 FORECAST WITH FULL CLOSURE CONDITIONS

The 2032 forecast with full closure conditions found unacceptable Level of Service (LOS) based on unadjusted peak hour counts at three locations. Intersections #1 and #3 continued to show significant delays and were projected to operate at LOS F in ten years, and intersection #8 was projected to move from an acceptable LOS C to an unacceptable LOS E. When factoring in the volume adjustment, five of the six AM and PM peak hours were projected to operate unacceptably.

Table 2.8: 2032 Intersection Level of Service with Full Closure

#	Intersection	Control Type[1,2]	Target LOS	AM Peak Hour					PM Peak Hour				
				Unadjusted		Adjusted		Warrant Met?[5]	Unadjusted		Adjusted		Warrant Met?[5]
				Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS	
1	**Mountain House Pkwy & Promontory Pkwy**	**Signal**	**D**	**82.1**	**F**	**146.2**	**F**		**106.6**	**F**	**255.2**	**F**	
2	Mountain House Pkwy & I-205 EB Ramps	Signal	D	4.4	A	4.9	A		6.7	A	10.1	B	
3	**Mountain House Pkwy & I-205 WB Ramps**	**Signal**	**D**	**191.0**	**F**	**264.2**	**F**		27.2	C	40.0	D	
4	Mountain House Pkwy & Von Sosten Rd	Signal	D	7.3	A	8.0	A		5.5	A	5.9	A	
5	Hansen Rd & Promontory Pkwy	Signal	D	19.0	B	23.7	C		14.8	B	15.8	B	
6	Hansen Rd & Von Sosten Rd	AWSC	C	8.7	A	9.2	A		7.8	A	8.2	A	
7	**Hansen Rd & Grant Line Rd**	**AWSC**	**C**	10.5	B	12.3	B		16.6	C	**52.4**	**F**	No
8	**Byron Rd & Von Sosten Rd**	**TWSC**	**D**	23.5	C	**44.2**	**E**	Yes	**41.3**	**E**	**259.8**	**F**	Yes

Source: Hansen Road Closure Study, Table 8.2, GHD, July 1, 2022

While traffic was projected to continue to increase on Von Sosten Road, with the highest expected volumes to be located between Mountain House Parkway and Hansen Road, all five study roadway segments were projected to continue operating at an acceptable LOS of C or better.

Table 2.9: 2031 Roadway Level of Service with Full Closure

ID	Road Name	Location	Facility Type	Forecasted Daily			Redistributed			Forecasted with Closure			LOS	% Change		
				NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total		NB/EB	SB/WB	Total
1	Hansen Road	south of I-205 overcrossing	Local Residential	1,498	1,925	3,423	(1,498)	(1,925)	(3,423)	-	-	-	C or better	-100%	-100%	-100%
2	Hansen Road	south of Von Sosten Road	Local Residential	1,711	2,175	3,886	(1,498)	(1,925)	(3,423)	213	250	463	C or better	-88%	-89%	-88%
3	Hansen Road	north of Von Sosten Road	Collector	1,024	1,152	2,176	(657)	(184)	(841)	367	968	1,335	C or better	-64%	-16%	-39%
4	Von Sosten Road	west of Byron Road	Collector	1,943	2,306	4,249	(786)	(825)	(1,611)	1,157	1,481	2,638	C or better	-40%	-36%	-38%
5	Von Sosten Road	east of Mountain House	Collector	1,115	1,173	2,288	524	550	1,074	1,639	1,723	3,362	C or better	47%	47%	47%

Source: Hansen Road Closure Study, Table 8.1, GHD, July 1, 2022

3. EXISTING CONDITIONS

Prior to implementation of the temporary closure of Hansen Road, SJCDPW established a plan to monitor the volumes of four of the eight original study intersections and four of the five original study roadway segments. Existing conditions represent the existing major roadways segments within the Lammersville community, Von Sosten Road and Hansen Road, along with the four key intersections within or adjacent to the area deemed most likely to be affected by shifts in traffic patterns resulting from the full closure of the Hansen Road overcrossing.

Intersection and segment counts were collected multiple times between January 2022 and December 2024 covering both the one-way configuration and the full closure scenario. The segment counts utilized in this study were collected on January 11, 2022 by GHD to establish roadway volumes prior to either DPW project and on October 9, 2024 for before and after closure conditions, respectively. Intersection turning movement counts were collected on January 11, 2022, also as a part of the GHD Traffic Study, and on December 3, 2024 to reflect the traffic pattern changes established by the 18-month closure. Other data collection performed by DPW during the closure were similar to or lower than the counts presented herein and support the same LOS conclusions.

The adjustment factor utilized in the GHD Traffic Study was not factored into the intersection analysis in this study. Due to the closure of Hansen Road, it was impossible to verify the accuracy of the factors three years after they were calculated by GHD, and analysis of two adjacent roads, Byron Road and Mountain House Parkway demonstrated significantly different traffic volumes at the end of 2024 than was observed in January 2022. As no consistent growth pattern from January 2022 to December 2024 could be identified, the decision was made to utilize traffic volume data from 7:00 to 9:00 am and from 4:00 to 6:00 pm to match the GHD Traffic Study.

REMOVAL OF INTERSECTIONS FROM COUNTY STUDY

While the GHD Traffic Study studied eight intersections, after reviewing each location, DPW staff narrowed the list of intersections to be studied to four as described above. The remaining four intersections were not studied further beyond the GHD Traffic Study as follows:

#1: Mountain House Parkway & Promontory Parkway: As described above under 2022 Existing with Full Closure Conditions, this intersection underwent capacity increasing modifications within 12 months of the completion of the GHD Traffic Study. Section 9, Improvements, of the GHD recommended these improvements and noted that they were under construction in 2022. The addition of a fourth lane was expected to mitigate the unacceptable LOS created by additional traffic diverted to this intersection by the closure, no further study was deemed necessary.

#2: Mountain House Parkway & I-205 Eastbound Ramps: This intersection showed acceptable LOS B or better in every scenario the GHD Traffic Study analyzed. No further study was deemed necessary.

#5: Hansen Road & Promontory Parkway: This intersection showed acceptable LOS C or better in every scenario the GHD Traffic Study analyzed. When also combined with the closure of Hansen Road directly to the north of this intersection, no further study was deemed necessary.

#7: Hansen Road & Grant Line Road: With the closure of Hansen Road, modeling showed a reduction of north-south traffic at this intersection. While the projected LOS did show an unacceptable LOS in the PM Peak Hour adjusted scenario, this was due to increased east-west traffic between Mountain House and Tracy and is not directly caused by the closure of Hansen Road.

INTERSECTION OPERATIONS

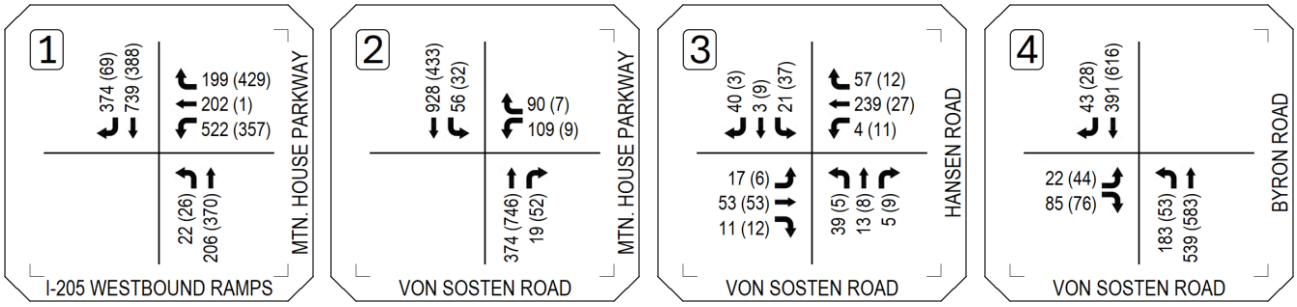
Tables 3.1 through 3.3 present the peak hour LOS information at the intersections where counts were collected. Figure 3.1 details turn movement volumes collected in December 2024. The peak hour is determined by selecting the four highest consecutive 15-minute periods within the data collected. Intersection numbering used on these tables was retained from the GHD Traffic Study for consistency. The morning peak hour occurred at 7:30 am for three of the intersections and 7:15 for intersection #6. In the afternoon, the peak hour for the two intersections on Mountain House Parkway began at 5:00 pm, and at 4:00 pm for the other two intersections.

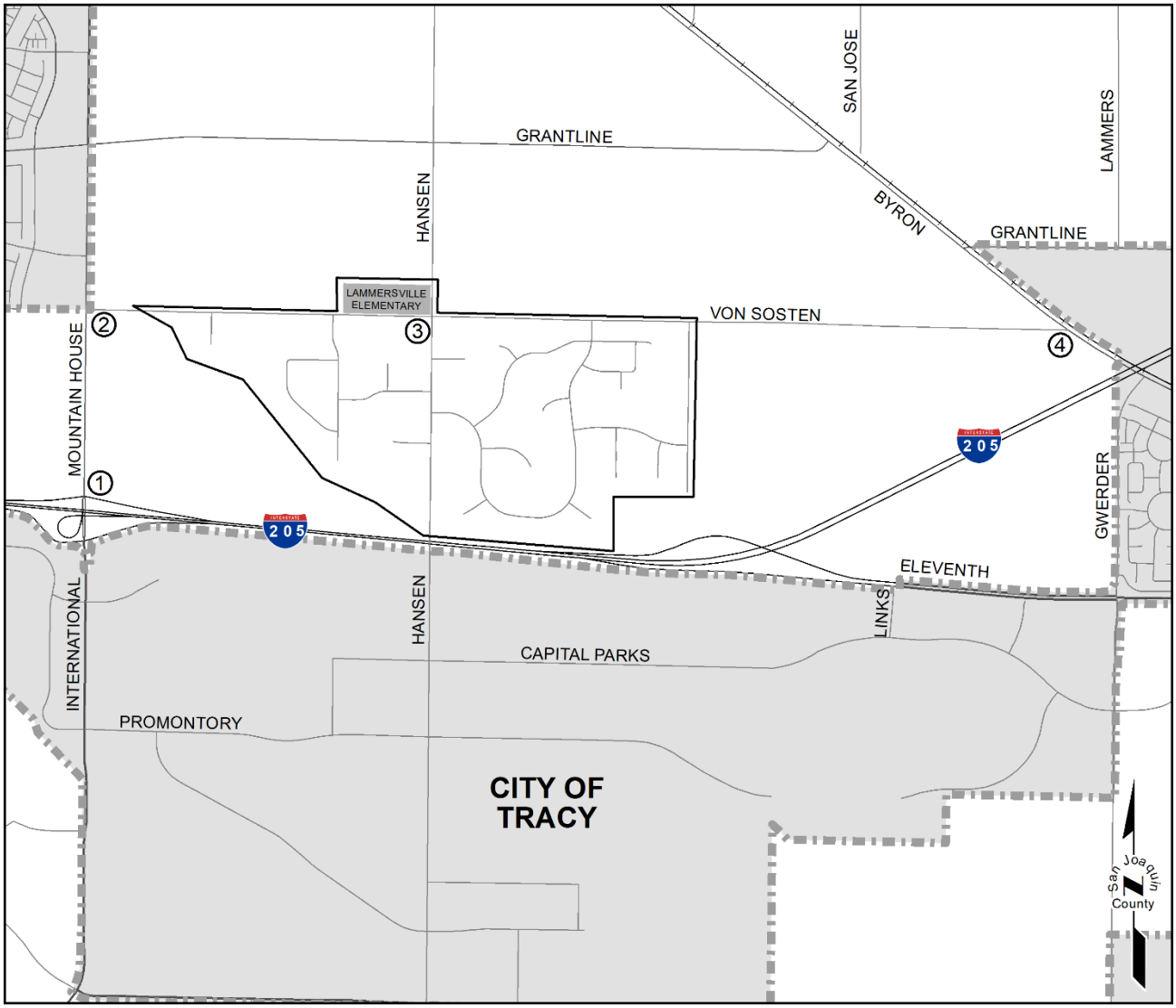
Table 3.1: 2024 Intersection Level of Service

#	Intersection	Control Type	Target LOS	AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
3	**Mountain House Pkwy & I-205 WB Ramps**	Signal	**D**	**131.5**	**F**	24.4	C
4	Mountain House Pkwy & Von Sosten Rd	Signal	D	9.3	A	4.3	A
6	Hansen Rd & Von Sosten Rd	AWSC	C	10.4	B	7.5	A
8	Byron Rd & Von Sosten Rd	SSSC	D	17.8	C	24.5	C

Notes:
1. AWSC = All-Way Stop Control; SSSC = Side Street Stop Control
2. Bold = unacceptable conditions
3. LOS/delay = Based on the average of all approaches for AWSC and Signal, worst minor street approach for SSSC

Figure 3.1: Existing Peak Hour Traffic Volumes





During the AM peak hour, only intersection #3 was found to be operating at a deficient LOS F. All other intersections were at LOS C or better. During the PM peak hour, all four intersections were operating at LOS C or better. Tables 3.2 and 3.3 show a side-by-side comparison of the County's December 2024 intersection counts to the GHD Traffic Study's January 2022 counts and 10-year projections to January 2032. As this analysis is looking to both confirm the accuracy of the GHD Traffic Study and verify whether any mitigations are required resulting from the closure of Hansen Road, it is expected that the delay presented in the 2024 columns fall in between the 2022 and 2032 delays.

Table 3.2: Intersection Level of Service – AM Peak Hour comparison

#	Intersection	Control Type	Target LOS	Jan. 2022		Dec. 2024		Jan. 2032	
				Delay	LOS	Delay	LOS	Delay	LOS
3	**Mountain House Pkwy & I-205 WB Ramps**	Signal	D	**81.9**	**F**	**131.5**	**F**	**191.0**	**F**
4	Mountain House Pkwy & Von Sosten Rd	Signal	D	6.6	A	9.3	A	7.3	A
6	Hansen Rd & Von Sosten Rd	AWSC	C	7.8	A	10.4	B	8.7	A
8	Byron Rd & Von Sosten Rd	SSSC	D	13.8	B	17.8	C	23.5	C

Notes:
1. AWSC = All-Way Stop Control; SSSC = Side Street Stop Control
2. Bold = unacceptable conditions
3. LOS/delay = Based on the average of all approaches for AWSC and Signal, worst minor street approach for SSSC

Table 3.3: Intersection Level of Service – PM Peak Hour comparison

#	Intersection	Control Type	Target LOS	Jan. 2022		Dec. 2024		Jan. 2032	
				Delay	LOS	Delay	LOS	Delay	LOS
3	Mountain House Pkwy & I-205 WB Ramps	Signal	D	20.8	C	24.4	C	27.2	C
4	Mountain House Pkwy & Von Sosten Rd	Signal	D	5.4	A	4.3	A	5.5	A
6	Hansen Rd & Von Sosten Rd	AWSC	C	7.4	A	7.5	A	7.8	A
8	**Byron Rd & Von Sosten Rd**	SSSC	D	17.3	C	24.5	C	**41.3**	**E**

Notes:
1. AWSC = All-Way Stop Control; SSSC = Side Street Stop Control
2. Bold = unacceptable conditions
3. LOS/delay = Based on the average of all approaches for AWSC and Signal, worst minor street approach for SSSC

In general, DPW's findings correlate the Forecast conditions from the GHD Traffic Study. Each of the four study intersections have been analyzed in detail, and the conclusions for each intersection are presented as follows:

#3: Mountain House Parkway & I-205 Westbound Ramps: This intersection operates at an unacceptable LOS in all three AM peak hour scenarios. During the PM peak hour, it operates at an acceptable LOS C. This AM peak hour deficiency directly correlates to the general commute traffic pattern at this interchange, which consists of a heavy morning commute westward by Bay Area commuters and much lower westerly volumes during the evening eastward commute home. After reviewing the turn movements at this intersection, it was determined that the cause of the unacceptable LOS was due to an extremely heavy through movement at this offramp, effectively using the westbound ramps as a bypass to the congested mainline. During the 2022 peak hour in the GHD Traffic Study, 172 vehicles were recorded travelling straight through this interchange, and in DPW's 2024 counts this increased to 202 vehicles. As this traffic was related to I-205 commute patterns rather than the Hansen Road closure, the closure cannot be considered as directly contributing to these volumes.

The Westbound off-ramp currently consists of a single shared left-turn and through movement, with dual right-turn lanes. The combined volumes of through traffic and left-turn traffic entering the City of Tracy exceeds the single lane's ability to handle traffic and is causing cycle failures. The GHD Traffic Study identified a mitigation to modify the striping from the current configuration to dual left-turn lanes plus a shared through/right-turn lane. When modelled utilizing the recommended modifications, the LOS was reduced to C with only 24.1 seconds of delay. The conclusion is that the deficiency is caused by I-205 traffic, and the closure of Hansen Road has no detrimental effect on this intersection.

#4: Mountain House Parkway & Von Sosten Road: This intersection showed acceptable operations of LOS A in every scenario analyzed by both the GHD Traffic Study and DPW staff. No further study was deemed necessary. This study corroborates the GHD Traffic Study's findings that closure of Hansen Road has no significant effect on this intersection.

#6: Hansen Road & Von Sosten Road: This intersection showed acceptable operations of LOS A in every scenario analyzed by both the GHD Traffic Study and DPW staff. No further study was deemed necessary. This study corroborates the GHD Traffic Study's findings that closure of Hansen Road has no significant effect on this intersection.

#8: Byron Road & Von Sosten Road: The GHD Traffic Study found that this intersection operated at an acceptable LOS C in 2022 but was projected to become deficient with an LOS E by 2032. It also found, however that "Since the closure of Hansen Road would reduce delays at this intersection, improvements would not be required as part of this project." The increased delay was directly attributed to increasing traffic on Byron Road and not considered related to the closure of Hansen Road.

Table 3.3 shows the projected increase in delay of 24 seconds over the 10-year period from the GHD Traffic Study. DPW counts show an increase in delay from 2022 to 2024 of approximately 7.2 seconds. This documented increase over three years is 30% of what GHD predicted over 10 years, corroborates the GHD Traffic Study's findings that closure of Hansen Road has no significant effect on this intersection.

SEGMENT OPERATIONS

Table 3.4 presents the daily roadway volumes collected in December 2024, including heavy vehicle (HV) information. Additional counts performed by DPW during the closure were similar to or lower than the counts presented herein and support the same LOS conclusions.

Table 3.4: 2024 Roadway Daily Volumes

#	Road Name	Location	Volumes		
			Total	Heavy	HV %
2	Hansen Road	South of Von Sosten Road	658	19	2.9%
3	Hansen Road	North of Von Sosten Road	864	22	2.5%
4	Von Sosten Rd	Hansen Road to Byron Road	2,708	48	1.8%
5	Von Sosten Rd	Mountain House Parkway to Hansen Road	2,534	16	0.6%

Table 3.5 presents the LOS information for the four segments where counts were collected for this study. All segments continue to operate at an acceptable LOS C or better.

Table 3.5: 2024 Roadway Level of Service

#	Road Name	Location	Target LOS	Volumes			LOS
				NB/EB	SB/WB	Total	
2	Hansen Road	South of Von Sosten Road	D	333	325	658	C or better
3	Hansen Road	North of Von Sosten Road	D	369	495	864	C or better
4	Von Sosten Rd	Hansen Road to Byron Road	C	861	1,847	2,708	C or better
5	Von Sosten Rd	Mountain House Parkway to Hansen Road	D	810	1,724	2,534	C or better

Notes:
1. Counts taken 10/9/24
2. LOS = Based on San Joaquin County General Plan volumes, found in Table 2.2 of this study

Table 3.6 shows a side-by-side comparison of the County's December 2024 roadway counts to the GHD Traffic Study's January 2022 counts. This analysis confirms the accuracy of the GHD Traffic Study and verifies that volumes have not significantly increased on either Von Sosten Road or Hansen Road, as a result of the closure.

Table 3.6: Daily Volume Comparison

#	Road Name	Location	Jan. 2022		Dec. 2024		% change	
			Volume	HV%	Volume	HV%	Volume	HV%
2	Hansen Road	South of Von Sosten Road	2,780	4.1%	658	2.9%	-76%	-29%
3	Hansen Road	North of Von Sosten Road	1,473	3.2%	864	2.5%	-41%	-22%
4	Von Sosten Rd	Hansen Road to Byron Road	2,876	3.4%	2,708	1.8%	-6%	-47%
5	Von Sosten Rd	Mountain House Parkway to Hansen Road	1,549	3.8%	2,534	0.6%	+64%	-84%

Volumes on all segments except Von Sosten Road between Mountain House Parkway and Hansen Road decreased, and HV percentages decreased on all four segments. Hansen Road volume decreases were within a few percentage points of the predictions found in the GHD Traffic Study, also found in Table 2.5 of this study. The segment of Von Sosten Road that did not decrease showed an increase of 64%, higher than the 47% predicted in the GHD Traffic Study. This increase was expected as vehicles previously utilizing Hansen Road to travel south over I-205 now need to utilize Mountain House Parkway to get to destinations in the City of Tracy. Even with this higher-than-expected increase, Von Sosten Road still operates at an acceptable LOS C or better, and falls below 60% of the volume allowed by the San Joaquin County General Plan for this classification of roadway.

HV traffic showed a drop of between 22% and 84%, supporting the expectation that once the closure was enacted, drivers of trucks previously trying to utilize Hansen Road would become educated about the closure over time and learn new routes to utilize.

SIGNAL WARRANTS

Two of the four study intersections are unsignalized. The County has received multiple requests to consider signalizing intersection #8, Byron Road & Von Sosten Road, over the past several years due to the difficulty for drivers on eastbound Van Sosten Road to turn left onto Byron Road. Additionally, a request was received for the County to evaluate a signal at intersection #6, Hansen Road & Von Sosten Road, due to concerns about increasing traffic from Mountain House as it continues to develop closer to I-205.

The GHD Traffic Study evaluated both of these intersections, and found that while intersection #8 was operating acceptably, it did meet at least one warrant for installation of a traffic signal. The term signal warrants refers to a list of criteria outlined in the 2014 California Manual on Uniform Traffic Control Devices (2014 CA MUTCD, Revision 6) and used by agencies to quantitatively justify or ascertain the need for installation of a traffic signal at an otherwise unsignalized intersection.

While signal warrant criteria include several factors including locations of nearby school areas and coordination with other signals, the two most frequently used are volume of vehicular and

pedestrian traffic and collision history. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met, but the ultimate decision to signalize an intersection should be determined after careful analysis of all intersection and area characteristics. The GHD Traffic Study specifically utilized the Peak-Hour-Volume-based Warrant 3 when determining that intersection #8 met warrant but intersection #6 did not. After further review of GHD's findings, only the adjusted volumes met the peak hour warrant; unadjusted volumes did not meet the threshold to warrant a signal.

DPW staff re-examined both Warrant 3, peak hour and Warrant 7, crash experience as a part of this study. Based on the December 2024 counts collected, intersection #8 continued to fall just below the threshold of Warrant 3 while intersection #6 was well below the minimum volumes necessary. Neither intersection met the requirement of Warrant 7. The signal warrant analyses are contained in Appendix C.

4. SUMMARY AND CONCLUSIONS

This study completed a thorough comparison of traffic volumes and patterns from January 2022 through December 2024, including both the one-way pilot project and the 18-month temporary closure. It also evaluated the findings contained within the GHD Traffic Study for accuracy. A summary of this study's findings and other general conclusions are presented below.

HANSEN ROAD

Volumes on Hansen Road have greatly decreased from the pre-closure volumes, as expected. Volumes are down 41% to 76% as traffic south of Von Sosten Road is limited to local traffic only. The temporary closure of the I-205 overcrossing and a permanent closure will address previous requests from Lammersville residents to divert industrial traffic around their neighborhood. Signalization of the intersection at Von Sosten Road is not currently warranted.

DPW staff received a few complaints regarding lost power to the existing access gates on either side of the overcrossing. Ongoing implementation of the gates should consider a permanent electrical connection, and associated revenue source for ongoing maintenance, such as annexation into Community Service Area #35.

VON SOSTEN ROAD

Volumes on Von Sosten Road have increased between Mountain House Parkway and Hansen Road as predicted in the GHD Traffic Study. Due to the continued growth of both Mountain House to the west and Tracy to the east, volumes are expected to continue to significantly increase in this area over the coming decade. Signalization of the intersections at Hansen Road and Byron Road are not currently warranted, but may be in the future.

This corridor requires continued monitoring to track increasing traffic volumes. Further discussions with City of Mountain House staff on possible future mitigation measures of their traffic are also required. Potential traffic calming measures for Von Sosten Road are discussed below.

ENVIRONMENTAL IMPLICATIONS

The findings of this study support the traffic operation conclusions of the GHD Traffic Study. All intersections continue to operate as expected and increases in traffic in the three years from January 2022 through December 2024 conform to modeled predictions. While the GHD Traffic Study outlined improvements the County and others could consider to improve overall operations at intersections adjacent to Lammersville, it found no improvements were necessary as a part of the Hansen Road closure.

TRAFFIC CALMING RECOMMENDATIONS

The GHD Traffic Study recommended several measures that could be implemented in addition to those already installed by DPW over the past several years. Items from that report included:

- Transverse (optical) speed bars
- Additional speed humps or cushions
- Narrow travel lane
- Raised crosswalk for pedestrian crossing at Lammersville Elementary

As part of the implementation of the temporary closure, DPW installed a first phase of traffic calming features which included Radar Speed Feedback signs on Von Sosten Road, Rectangular Rapid Flashing Beacons at the school crosswalk on Von Sosten Road, and asphalt dikes adjacent to the existing speed cushions on Von Sosten Road. Vehicular speed data collected from the speed feedback signs was reviewed every four months over a twelve-month period from May 2023 to May 2024. The data collected indicates that vehicles on Von Sosten Road are travelling at an average speed between 39 mph and 44 mph and at an 85th percentile speed of 46 mph to 51 mph.

DPW also identified potential Phase II traffic calming features which could include additional speed cushions and raising of the existing crosswalk, which would increase visibility of students crossing the street and serve as a speed hump. These Phase II measures were dependent on a reduction in the number of heavy vehicles using Von Sosten Road. The significant reduction in heavy vehicle traffic observed would support the implementation of the Phase II traffic calming measures.

Other traffic calming items that could be considered in the future as traffic volumes increase would include:

- Installation of a Class II buffered bike lane with vertical delineators to visually narrow lanes
- Additional speed feedback signs
- A neighborhood traffic circle or roundabout at the intersections of Von Sosten Road & Los Ranchos Drive, Von Sosten Road & Currier Drive, and Von Sosten Road & Grunauer Road.

APPENDICES

APPENDIX A

TRAFFIC COUNTS

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Hansen Rd Bet. Von Sosten Rd & Targowski Ln

Day: Tuesday
Date: 1/11/2022

City: Tracy
Project #: CA22_090003_002

DAILY TOTALS	NB	SB	EB	WB	Total
	1,227	1,553	0	0	2,780

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	10		3		0	0	13		12:00	18		10		0	0	28	
0:15	7		6		0	0	13		12:15	6		15		0	0	21	
0:30	7		3		0	0	10		12:30	21		13		0	0	34	
0:45	5	29	8	20	0	0	13	49	12:45	17	62	26	64	0	0	43	126
1:00	5		4		0	0	9		13:00	12		18		0	0	30	
1:15	2		2		0	0	4		13:15	11		28		0	0	39	
1:30	4		6		0	0	10		13:30	32		41		0	0	73	
1:45	1	12	2	14	0	0	3	26	13:45	21	76	37	124	0	0	58	200
2:00	3		3		0	0	6		14:00	20		24		0	0	44	
2:15	3		5		0	0	8		14:15	27		21		0	0	48	
2:30	1		5		0	0	6		14:30	40		16		0	0	56	
2:45	1	8	16	29	0	0	17	37	14:45	28	115	16	77	0	0	44	192
3:00	4		5		0	0	9		15:00	40		15		0	0	55	
3:15	8		11		0	0	19		15:15	19		13		0	0	32	
3:30	5		14		0	0	19		15:30	50		18		0	0	68	
3:45	2	19	32	62	0	0	34	81	15:45	22	131	26	72	0	0	48	203
4:00	17		15		0	0	32		16:00	27		12		0	0	39	
4:15	7		18		0	0	25		16:15	19		13		0	0	32	
4:30	7		36		0	0	43		16:30	36		16		0	0	52	
4:45	2	33	16	85	0	0	18	118	16:45	28	110	15	56	0	0	43	166
5:00	9		20		0	0	29		17:00	35		17		0	0	52	
5:15	6		26		0	0	32		17:15	21		11		0	0	32	
5:30	4		59		0	0	63		17:30	27		12		0	0	39	
5:45	6	25	63	168	0	0	69	193	17:45	17	100	9	49	0	0	26	149
6:00	11		58		0	0	69		18:00	13		14		0	0	27	
6:15	8		57		0	0	65		18:15	2		13		0	0	15	
6:30	10		40		0	0	50		18:30	13		9		0	0	22	
6:45	12	41	61	216	0	0	73	257	18:45	8	36	11	47	0	0	19	83
7:00	20		29		0	0	49		19:00	12		15		0	0	27	
7:15	10		33		0	0	43		19:15	8		17		0	0	25	
7:30	16		31		0	0	47		19:30	3		11		0	0	14	
7:45	27	73	29	122	0	0	56	195	19:45	5	28	6	49	0	0	11	77
8:00	13		29		0	0	42		20:00	4		5		0	0	9	
8:15	14		18		0	0	32		20:15	5		4		0	0	9	
8:30	10		19		0	0	29		20:30	2		2		0	0	4	
8:45	10	47	16	82	0	0	26	129	20:45	1	12	9	20	0	0	10	32
9:00	5		12		0	0	17		21:00	2		5		0	0	7	
9:15	14		8		0	0	22		21:15	4		4		0	0	8	
9:30	14		12		0	0	26		21:30	8		5		0	0	13	
9:45	21	54	15	47	0	0	36	101	21:45	6	20	6	20	0	0	12	40
10:00	17		9		0	0	26		22:00	4		6		0	0	10	
10:15	16		6		0	0	22		22:15	5		3		0	0	8	
10:30	7		6		0	0	13		22:30	14		7		0	0	21	
10:45	13	53	16	37	0	0	29	90	22:45	9	32	10	26	0	0	19	58
11:00	13		6		0	0	19		23:00	9		18		0	0	27	
11:15	14		7		0	0	21		23:15	19		11		0	0	30	
11:30	13		7		0	0	20		23:30	20		8		0	0	28	
11:45	15	55	8	28	0	0	23	83	23:45	8	56	2	39	0	0	10	95
TOTALS		449		910				1359	TOTALS		778		643				1421
SPLIT %		33.0%		67.0%				48.9%	SPLIT %		54.8%		45.2%				51.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,227	1,553	0	0	2,780

AM Peak Hour	7:00	5:30					5:30		PM Peak Hour	14:45	13:15					13:30	
AM Pk Volume	73	237					266		PM Pk Volume	137	130					223	
Pk Hr Factor	0.676	0.940					0.964		Pk Hr Factor	0.685	0.793					0.764	
7 - 9 Volume	120	204	0	0			324		4 - 6 Volume	210	105	0	0			315	
7 - 9 Peak Hour	7:00	7:00					7:00		4 - 6 Peak Hour	16:30	16:15					16:15	
7 - 9 Pk Volume	73	122	0	0			195		4 - 6 Pk Volume	120	61	0	0			179	
Pk Hr Factor	0.676	0.924	0.000	0.000			0.871		Pk Hr Factor	0.833	0.897	0.000	0.000			0.861	

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Hansen Rd N/O Von Sosten Rd

Day: Tuesday
Date: 1/11/2022

City: Tracy
Project #: CA22_090003_003

DAILY TOTALS	NB	SB	EB	WB	Total
	693	780	0	0	1,473

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	2		0		0	0	2		12:00	9		5		0	0	14	
0:15	2		3		0	0	5		12:15	3		6		0	0	9	
0:30	3		1		0	0	4		12:30	7		8		0	0	15	
0:45	1	8	2	6	0	0	3	14	12:45	7	26	15	34	0	0	22	60
1:00	2		2		0	0	4		13:00	5		5		0	0	10	
1:15	1		1		0	0	2		13:15	4		18		0	0	22	
1:30	3		3		0	0	6		13:30	12		20		0	0	32	
1:45	0	6	1	7	0	0	1	13	13:45	10	31	14	57	0	0	24	88
2:00	0		1		0	0	1		14:00	12		18		0	0	30	
2:15	2		2		0	0	4		14:15	15		14		0	0	29	
2:30	0		4		0	0	4		14:30	26		14		0	0	40	
2:45	1	3	4	11	0	0	5	14	14:45	25	78	13	59	0	0	38	137
3:00	0		3		0	0	3		15:00	33		11		0	0	44	
3:15	7		3		0	0	10		15:15	13		7		0	0	20	
3:30	2		2		0	0	4		15:30	40		17		0	0	57	
3:45	0	9	7	15	0	0	7	24	15:45	15	101	13	48	0	0	28	149
4:00	8		5		0	0	13		16:00	21		15		0	0	36	
4:15	4		7		0	0	11		16:15	11		9		0	0	20	
4:30	3		14		0	0	17		16:30	13		7		0	0	20	
4:45	3	18	10	36	0	0	13	54	16:45	17	62	10	41	0	0	27	103
5:00	6		9		0	0	15		17:00	24		15		0	0	39	
5:15	6		12		0	0	18		17:15	17		8		0	0	25	
5:30	2		22		0	0	24		17:30	11		10		0	0	21	
5:45	3	17	37	80	0	0	40	97	17:45	14	66	6	39	0	0	20	105
6:00	4		25		0	0	29		18:00	8		12		0	0	20	
6:15	3		27		0	0	30		18:15	1		8		0	0	9	
6:30	6		16		0	0	22		18:30	6		6		0	0	12	
6:45	9	22	27	95	0	0	36	117	18:45	4	19	3	29	0	0	7	48
7:00	6		16		0	0	22		19:00	4		8		0	0	12	
7:15	12		10		0	0	22		19:15	4		4		0	0	8	
7:30	17		21		0	0	38		19:30	3		7		0	0	10	
7:45	19	54	17	64	0	0	36	118	19:45	4	15	4	23	0	0	8	38
8:00	11		15		0	0	26		20:00	3		0		0	0	3	
8:15	7		12		0	0	19		20:15	4		2		0	0	6	
8:30	8		9		0	0	17		20:30	1		0		0	0	1	
8:45	10	36	6	42	0	0	16	78	20:45	0	8	7	9	0	0	7	17
9:00	4		5		0	0	9		21:00	5		3		0	0	8	
9:15	3		8		0	0	11		21:15	4		0		0	0	4	
9:30	3		9		0	0	12		21:30	3		1		0	0	4	
9:45	12	22	7	29	0	0	19	51	21:45	2	14	2	6	0	0	4	20
10:00	8		5		0	0	13		22:00	3		0		0	0	3	
10:15	5		1		0	0	6		22:15	2		2		0	0	4	
10:30	1		5		0	0	6		22:30	6		3		0	0	9	
10:45	3	17	2	13	0	0	5	30	22:45	6	17	4	9	0	0	10	26
11:00	5		3		0	0	8		23:00	3		7		0	0	10	
11:15	5		4		0	0	9		23:15	11		4		0	0	15	
11:30	3		1		0	0	4		23:30	9		3		0	0	12	
11:45	6	19	4	12	0	0	10	31	23:45	2	25	2	16	0	0	4	41
TOTALS		231		410				641	TOTALS		462		370				832
SPLIT %		36.0%		64.0%				43.5%	SPLIT %		55.5%		44.5%				56.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	693	780	0	0	1,473

AM Peak Hour	7:15	5:30			5:30	PM Peak Hour	14:45	13:15			14:45
AM Pk Volume	59	111			123	PM Pk Volume	111	70			159
Pk Hr Factor	0.776	0.750			0.769	Pk Hr Factor	0.694	0.875			0.697
7 - 9 Volume	90	106	0	0	196	4 - 6 Volume	128	80	0	0	208
7 - 9 Peak Hour	7:15	7:30			7:15	4 - 6 Peak Hour	16:30	16:45			16:45
7 - 9 Pk Volume	59	65	0	0	122	4 - 6 Pk Volume	71	43	0	0	112
Pk Hr Factor	0.776	0.774	0.000	0.000	0.803	Pk Hr Factor	0.740	0.717	0.000	0.000	0.718

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Von Sosten Rd W/O Byron Rd

Day: Tuesday
Date: 1/11/2022

City: Tracy
Project #: CA22_090003_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,315	1,561	2,876

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	4		2		6		12:00	0	0	18		17		35	
0:15	0	0	8		1		9		12:15	0	0	16		20		36	
0:30	0	0	3		1		4		12:30	0	0	17		16		33	
0:45	0	0	6	21	3	7	9	28	12:45	0	0	27	78	16	69	43	147
1:00	0	0	2		1		3		13:00	0	0	16		16		32	
1:15	0	0	3		3		6		13:15	0	0	15		11		26	
1:30	0	0	3		1		4		13:30	0	0	40		21		61	
1:45	0	0	3	11	2	7	5	18	13:45	0	0	21	92	25	73	46	165
2:00	0	0	3		0		3		14:00	0	0	22		18		40	
2:15	0	0	2		3		5		14:15	0	0	25		13		38	
2:30	0	0	1		2		3		14:30	0	0	31		19		50	
2:45	0	0	0	6	9	14	9	20	14:45	0	0	23	101	14	64	37	165
3:00	0	0	3		1		4		15:00	0	0	40		13		53	
3:15	0	0	3		9		12		15:15	0	0	28		19		47	
3:30	0	0	5		12		17		15:30	0	0	29		21		50	
3:45	0	0	0	11	13	35	13	46	15:45	0	0	44	141	16	69	60	210
4:00	0	0	6		6		12		16:00	0	0	34		18		52	
4:15	0	0	5		16		21		16:15	0	0	39		17		56	
4:30	0	0	4		31		35		16:30	0	0	39		18		57	
4:45	0	0	6	21	21	74	27	95	16:45	0	0	14	126	23	76	37	202
5:00	0	0	1		19		20		17:00	0	0	29		15		44	
5:15	0	0	7		28		35		17:15	0	0	21		21		42	
5:30	0	0	8		60		68		17:30	0	0	34		15		49	
5:45	0	0	5	21	35	142	40	163	17:45	0	0	15	99	10	61	25	160
6:00	0	0	7		62		69		18:00	0	0	21		14		35	
6:15	0	0	7		66		73		18:15	0	0	16		17		33	
6:30	0	0	7		72		79		18:30	0	0	20		12		32	
6:45	0	0	6	27	59	259	65	286	18:45	0	0	15	72	10	53	25	125
7:00	0	0	16		42		58		19:00	0	0	11		17		28	
7:15	0	0	13		44		57		19:15	0	0	11		13		24	
7:30	0	0	13		35		48		19:30	0	0	8		18		26	
7:45	0	0	28	70	42	163	70	233	19:45	0	0	9	39	9	57	18	96
8:00	0	0	22		25		47		20:00	0	0	10		12		22	
8:15	0	0	14		20		34		20:15	0	0	5		11		16	
8:30	0	0	16		10		26		20:30	0	0	4		8		12	
8:45	0	0	10	62	16	71	26	133	20:45	0	0	5	24	6	37	11	61
9:00	0	0	11		14		25		21:00	0	0	12		12		24	
9:15	0	0	14		9		23		21:15	0	0	6		6		12	
9:30	0	0	18		15		33		21:30	0	0	5		10		15	
9:45	0	0	27	70	12	50	39	120	21:45	0	0	4	27	3	31	7	58
10:00	0	0	22		10		32		22:00	0	0	2		4		6	
10:15	0	0	19		12		31		22:15	0	0	3		5		8	
10:30	0	0	15		9		24		22:30	0	0	10		9		19	
10:45	0	0	18	74	15	46	33	120	22:45	0	0	1	16	10	28	11	44
11:00	0	0	18		11		29		23:00	0	0	4		11		15	
11:15	0	0	19		11		30		23:15	0	0	5		5		10	
11:30	0	0	19		15		34		23:30	0	0	13		6		19	
11:45	0	0	21	77	14	51	35	128	23:45	0	0	7	29	2	24	9	53
TOTALS				471		919		1390	TOTALS				844		642		1486
SPLIT %				33.9%		66.1%		48.3%	SPLIT %				56.8%		43.2%		51.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,315	1,561	2,876

AM Peak Hour			9:30	6:00	6:00	PM Peak Hour			15:45	13:30	15:45
AM Pk Volume			86	259	286	PM Pk Volume			156	77	225
Pk Hr Factor			0.796	0.899	0.905	Pk Hr Factor			0.886	0.770	0.938
7 - 9 Volume	0	0	132	234	366	4 - 6 Volume	0	0	225	137	362
7 - 9 Peak Hour			7:45	7:00	7:00	4 - 6 Peak Hour			16:00	16:30	16:00
7 - 9 Pk Volume	0	0	80	163	233	4 - 6 Pk Volume	0	0	126	77	202
Pk Hr Factor	0.000	0.000	0.714	0.926	0.832	Pk Hr Factor	0.000	0.000	0.808	0.837	0.886

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Von Sosten Rd E/O Mountain House Pkwy

Day: Tuesday
Date: 1/11/2022

City: Tracy
Project #: CA22_090003_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	755	794	1,549

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	0		1		1		12:00	0	0	8		8		16	
0:15	0	0	3		0		3		12:15	0	0	12		6		18	
0:30	0	0	2		0		2		12:30	0	0	7		10		17	
0:45	0	0	4	9	1	2	5	11	12:45	0	0	16	43	4	28	20	71
1:00	0	0	1		1		2		13:00	0	0	13		4		17	
1:15	0	0	2		1		3		13:15	0	0	20		4		24	
1:30	0	0	2		0		2		13:30	0	0	29		7		36	
1:45	0	0	2	7	0	2	2	9	13:45	0	0	24	86	15	30	39	116
2:00	0	0	1		0		1		14:00	0	0	15		12		27	
2:15	0	0	0		1		1		14:15	0	0	10		8		18	
2:30	0	0	1		0		1		14:30	0	0	20		10		30	
2:45	0	0	1	3	2	3	3	6	14:45	0	0	18	63	8	38	26	101
3:00	0	0	1		0		1		15:00	0	0	24		12		36	
3:15	0	0	2		2		4		15:15	0	0	9		8		17	
3:30	0	0	4		2		6		15:30	0	0	23		8		31	
3:45	0	0	9	16	4	8	13	24	15:45	0	0	36	92	6	34	42	126
4:00	0	0	5		6		11		16:00	0	0	19		6		25	
4:15	0	0	1		7		8		16:15	0	0	23		8		31	
4:30	0	0	4		16		20		16:30	0	0	19		10		29	
4:45	0	0	1	11	17	46	18	57	16:45	0	0	15	76	5	29	20	105
5:00	0	0	1		12		13		17:00	0	0	14		5		19	
5:15	0	0	2		20		22		17:15	0	0	12		2		14	
5:30	0	0	2		21		23		17:30	0	0	18		5		23	
5:45	0	0	2	7	20	73	22	80	17:45	0	0	11	55	5	17	16	72
6:00	0	0	1		28		29		18:00	0	0	13		6		19	
6:15	0	0	1		41		42		18:15	0	0	11		6		17	
6:30	0	0	3		51		54		18:30	0	0	12		4		16	
6:45	0	0	6	11	41	161	47	172	18:45	0	0	10	46	2	18	12	64
7:00	0	0	3		25		28		19:00	0	0	12		5		17	
7:15	0	0	4		22		26		19:15	0	0	9		7		16	
7:30	0	0	10		31		41		19:30	0	0	9		6		15	
7:45	0	0	17	34	29	107	46	141	19:45	0	0	5	35	2	20	7	55
8:00	0	0	14		22		36		20:00	0	0	4		5		9	
8:15	0	0	4		14		18		20:15	0	0	1		5		6	
8:30	0	0	10		8		18		20:30	0	0	5		5		10	
8:45	0	0	8	36	9	53	17	89	20:45	0	0	5	15	2	17	7	32
9:00	0	0	6		7		13		21:00	0	0	5		4		9	
9:15	0	0	1		8		9		21:15	0	0	4		3		7	
9:30	0	0	10		7		17		21:30	0	0	3		4		7	
9:45	0	0	9	26	9	31	18	57	21:45	0	0	3	15	0	11	3	26
10:00	0	0	5		7		12		22:00	0	0	3		2		5	
10:15	0	0	6		4		10		22:15	0	0	1		0		1	
10:30	0	0	6		9		15		22:30	0	0	0		5		5	
10:45	0	0	2	19	8	28	10	47	22:45	0	0	3	7	1	8	4	15
11:00	0	0	6		3		9		23:00	0	0	3		3		6	
11:15	0	0	8		7		15		23:15	0	0	3		3		6	
11:30	0	0	10		6		16		23:30	0	0	2		3		5	
11:45	0	0	9	33	4	20	13	53	23:45	0	0	2	10	1	10	3	20
TOTALS				212		534		746	TOTALS				543		260		803
SPLIT %				28.4%		71.6%		48.2%	SPLIT %				67.6%		32.4%		51.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	755	794	1,549

AM Peak Hour			7:15	6:00	6:00	PM Peak Hour			15:30	13:45	15:30
AM Pk Volume			45	161	172	PM Pk Volume			101	45	129
Pk Hr Factor			0.662	0.789	0.796	Pk Hr Factor			0.701	0.750	0.768
7 - 9 Volume	0	0	70	160	230	4 - 6 Volume	0	0	131	46	177
7 - 9 Peak Hour			7:15	7:00	7:15	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	45	107	149	4 - 6 Pk Volume	0	0	76	29	105
Pk Hr Factor	0.000	0.000	0.662	0.863	0.810	Pk Hr Factor	0.000	0.000	0.826	0.725	0.847

SJC Traffic Engineering

1810 East Hazelton Ave.
Stockton, Ca, 95205

Von Sosten Rd #1 e/o Hansen Rd

Site Code: VON SOSTEN 2
Station ID:

Latitude: 0' 0.0000 South

Speed Count

&

85th Percentile

Posted Speed Limit 35 M.P.H.

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/20/23	0	0	0	0	4	5	3	0	0	0	0	0	0	0	12	31-40	9
01:00	0	0	1	0	3	2	2	1	0	0	0	0	0	0	9	31-40	5
02:00	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5	29-38	5
03:00	0	0	0	0	0	3	2	0	**2**	0	0	0	0	0	7	35-44	5
04:00	1	0	0	0	1	3	2	0	1	0	0	0	0	0	8	36-45	5
05:00	8	0	0	2	2	4	2	0	0	0	0	0	0	0	18	36-45	6
06:00	23	1	4	4	18	24	21	3	1	0	0	0	0	0	99	36-45	45
07:00	64	1	10	18	45	54	21	3	0	0	0	0	0	**2**	218	31-40	99
08:00	**97**	**5**	**16**	**47**	**97**	**97**	**46**	**9**	0	0	0	0	0	2	**416**	31-40	194
09:00	6	1	3	14	54	62	45	8	0	0	0	0	0	1	194	31-40	116
10:00	0	1	1	21	35	46	9	1	0	0	0	0	0	0	114	31-40	81
11:00	4	0	3	8	32	43	17	4	0	0	0	0	0	0	111	31-40	75
12 PM	2	0	3	20	45	30	21	6	0	0	0	0	0	0	127	31-40	75
13:00	0	1	4	10	27	40	21	5	0	0	0	0	0	0	108	31-40	67
14:00	**3**	0	2	**29**	54	69	15	2	0	0	0	0	0	0	174	31-40	123
15:00	2	0	5	15	68	86	22	**7**	**1**	0	0	0	0	0	206	31-40	154
16:00	2	1	6	15	68	**104**	29	2	0	0	0	0	0	0	**227**	31-40	172
17:00	0	0	0	17	**72**	65	**42**	1	0	0	0	0	0	0	197	31-40	137
18:00	1	**2**	6	17	59	74	26	4	0	0	0	0	0	0	189	31-40	133
19:00	0	2	**10**	17	38	45	11	3	0	0	0	0	0	0	126	31-40	83
20:00	1	0	2	11	31	35	13	3	1	0	0	0	0	0	97	31-40	66
21:00	0	0	4	5	28	17	5	0	0	0	0	0	0	0	59	31-40	45
22:00	0	0	2	3	9	10	7	4	1	**1**	0	0	0	0	37	31-40	19
23:00	0	0	0	1	3	3	2	1	0	0	0	0	0	0	10	31-40	6
Total	214	15	82	274	797	922	384	67	7	1	0	0	0	5	2768		
Percent	7.7%	0.5%	3.0%	9.9%	28.8%	33.3%	13.9%	2.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.2%			
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	03:00					07:00	08:00		
Vol.	97	5	16	47	97	97	46	9	2					2	416		
PM Peak	14:00	18:00	19:00	14:00	17:00	16:00	17:00	15:00	15:00	22:00					16:00		
Vol.	3	2	10	29	72	104	42	7	1	1					227		
Total	214	15	82	274	797	922	384	67	7	1	0	0	0	5	2768		
Percent	7.7%	0.5%	3.0%	9.9%	28.8%	33.3%	13.9%	2.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.2%			

	15th Percentile :	26 MPH
	50th Percentile :	34 MPH
	85th Percentile :	40 MPH
	95th Percentile :	44 MPH

Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	1719
	Percent in Pace :	62.1%
	Number of Vehicles > 35 MPH :	1386
	Percent of Vehicles > 35 MPH :	50.1%
	Mean Speed(Average) :	34 MPH

SJC Traffic Engineering

1810 East Hazelton Ave.
Stockton, Ca, 95205

Von Sosten Rd #1 e/o Hansen Rd

Site Code: VON SOSTEN 2
Station ID:

Latitude: 0' 0.0000 South

Speed Count

&

85th Percentile

Posted Speed Limit 35 M.P.H.

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/20/23	0	0	0	0	3	0	0	1	0	0	0	0	0	0	4	26-35	3
01:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	29-38	1
02:00	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4	34-43	4
03:00	0	0	1	0	0	0	1	0	0	1	1	0	0	0	4	54-63	2
04:00	1	0	0	0	4	13	22	30	28	**18**	5	**5**	0	1	127	46-55	58
05:00	71	3	5	4	34	72	**89**	**66**	**41**	17	**11**	2	**2**	0	417	36-45	161
06:00	**254**	**18**	10	15	39	51	35	14	1	0	0	1	0	**2**	**440**	6-15	169
07:00	206	7	2	7	5	6	7	1	0	0	0	0	0	0	241	6-15	137
08:00	200	1	0	6	10	16	14	6	2	0	0	0	0	0	255	6-15	133
09:00	13	5	**20**	**55**	**86**	**133**	77	29	8	1	0	0	0	0	427	31-40	219
10:00	8	2	10	33	56	68	72	29	20	6	0	1	0	2	307	36-45	140
11:00	2	1	3	3	14	31	21	10	11	3	2	0	1	0	102	36-45	52
12 PM	1	0	2	1	7	20	27	5	5	1	1	**1**	0	0	71	36-45	47
13:00	2	0	**8**	6	4	16	19	**22**	**12**	2	0	0	0	0	91	41-50	41
14:00	**4**	0	6	**8**	**14**	**22**	**29**	12	9	4	0	0	0	0	**108**	36-45	51
15:00	1	0	1	1	9	21	25	9	9	**5**	0	1	0	0	82	36-45	46
16:00	2	1	0	5	12	19	16	10	6	4	0	0	0	0	75	36-45	35
17:00	1	0	1	5	4	12	17	13	6	2	0	1	0	0	62	39-48	30
18:00	2	1	2	2	13	14	21	11	6	1	0	0	**1**	0	74	36-45	35
19:00	3	1	2	8	10	13	14	8	2	1	1	0	0	0	63	36-45	27
20:00	2	**2**	0	2	11	20	18	13	5	1	0	0	0	0	74	36-45	38
21:00	0	0	0	0	2	7	10	7	6	2	**2**	0	0	**1**	37	36-45	17
22:00	0	0	0	1	0	3	5	2	0	2	0	0	0	0	13	36-45	8
23:00	0	0	0	1	3	2	1	2	1	0	1	0	0	0	11	31-40	5
Total	773	42	73	163	340	563	541	300	178	72	24	12	4	6	3091		
Percent	25.0%	1.4%	2.4%	5.3%	11.0%	18.2%	17.5%	9.7%	5.8%	2.3%	0.8%	0.4%	0.1%	0.2%			
AM Peak	06:00	06:00	09:00	09:00	09:00	09:00	05:00	05:00	05:00	04:00	05:00	04:00	05:00	06:00	06:00		
Vol.	254	18	20	55	86	133	89	66	41	18	11	5	2	2	440		
PM Peak	14:00	20:00	13:00	14:00	14:00	14:00	14:00	13:00	13:00	15:00	21:00	12:00	18:00	21:00	14:00		
Vol.	4	2	8	8	14	22	29	22	12	5	2	1	1	1	108		
Total	773	42	73	163	340	563	541	300	178	72	24	12	4	6	3091		
Percent	25.0%	1.4%	2.4%	5.3%	11.0%	18.2%	17.5%	9.7%	5.8%	2.3%	0.8%	0.4%	0.1%	0.2%			

	15th Percentile :	8 MPH
	50th Percentile :	36 MPH
	85th Percentile :	47 MPH
	95th Percentile :	53 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	1104
	Percent in Pace :	35.7%
	Number of Vehicles > 35 MPH :	1700
	Percent of Vehicles > 35 MPH :	55.0%
	Mean Speed(Average) :	32 MPH

SJC Traffic Engineering

1810 East Hazelton Ave.
Stockton, Ca, 95205

Von Sosten #2 w/o Hansen

Site Code: VON SOSTEN 1
Station ID:

Latitude: 0' 0.0000 South

Speed Count

&

85th Percentile

Posted Speed Limit 35 M.P.H.

EB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
04/20/23	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	35-44	1
01:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	27-36	1
02:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	*	1
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	35-44	*
04:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3	*	1
05:00	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10	1-10	3
06:00	38	1	1	0	0	0	0	0	0	0	0	0	0	0	40	1-10	11
07:00	83	2	0	0	0	0	**1**	0	0	0	0	0	0	0	86	1-10	24
08:00	**130**	6	0	0	0	0	0	0	0	0	0	0	0	0	**136**	26-35	37
09:00	85	**7**	**2**	**2**	0	0	0	0	0	0	0	0	0	0	96	26-35	24
10:00	54	3	1	0	0	0	0	0	0	0	0	0	0	0	58	26-35	15
11:00	54	2	0	1	0	0	0	0	0	0	0	0	0	0	57	26-35	15
12 PM	51	2	0	0	0	0	0	0	0	0	0	0	0	0	53	1-10	15
13:00	51	4	0	0	**1**	0	0	0	0	0	0	0	0	0	56	1-10	15
14:00	**106**	2	0	1	0	0	0	0	0	0	0	0	0	0	**109**	26-35	30
15:00	86	3	0	0	0	0	0	0	0	0	0	0	0	0	89	1-10	25
16:00	86	**8**	1	0	0	0	0	0	0	0	0	0	0	0	95	1-10	25
17:00	92	3	**3**	2	0	**1**	0	0	0	0	0	0	0	0	101	26-35	26
18:00	64	7	1	0	1	0	0	0	0	0	0	0	0	0	73	26-35	18
19:00	47	4	0	0	1	0	0	0	0	0	0	0	0	0	52	26-35	13
20:00	20	2	1	**3**	0	0	0	0	0	0	0	0	0	0	26	1-10	6
21:00	19	3	1	0	0	0	0	0	0	0	0	0	0	0	23	28-37	6
22:00	8	2	0	0	0	0	0	0	**1**	0	0	0	0	0	11	31-40	3
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	30-39	2
Total	1093	65	12	9	3	1	1	0	1	0	0	0	0	0	1185		
Percent	92.2%	5.5%	1.0%	0.8%	0.3%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	09:00	09:00			07:00								08:00		
Vol.	130	7	2	2			1								136		
PM Peak	14:00	16:00	17:00	20:00	13:00	17:00			22:00						14:00		
Vol.	106	8	3	3	1	1			1						109		
Total	1093	65	12	9	3	1	1	0	1	0	0	0	0	0	1185		
Percent	92.2%	5.5%	1.0%	0.8%	0.3%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	5 MPH
50th Percentile :	18 MPH
85th Percentile :	32 MPH
95th Percentile :	37 MPH

Stats

10 MPH Pace Speed :	26-35 MPH
Number in Pace :	312
Percent in Pace :	26.3%
Number of Vehicles > 35 MPH :	92
Percent of Vehicles > 35 MPH :	7.8%
Mean Speed(Average) :	20 MPH

SJC Traffic Engineering

1810 East Hazelton Ave.
Stockton, Ca, 95205

Von Sosten #2 w/o Hansen

Speed Count

&

85th Percentile

Posted Speed Limit 35 M.P.H.

Site Code: VON SOSTEN 1
Station ID:

Latitude: 0' 0.0000 South

WB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
04/20/23	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4	33-42	2
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	34-43	1
02:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6	31-40	3
03:00	1	5	0	0	0	0	0	0	0	0	0	0	0	0	6	35-44	5
04:00	21	27	19	12	**9**	1	**1**	0	0	0	0	0	0	0	90	36-45	46
05:00	**235**	**148**	**77**	**29**	8	**2**	0	0	0	0	0	0	0	0	**499**	36-45	225
06:00	170	18	2	0	0	1	0	0	0	0	0	0	0	0	191	1-10	49
07:00	55	0	1	0	1	0	0	0	0	0	0	0	0	0	57	1-10	16
08:00	132	0	0	0	0	0	0	0	0	0	0	0	0	0	132	1-10	38
09:00	234	88	36	10	0	0	0	0	0	0	0	0	0	0	368	36-45	124
10:00	144	78	40	10	1	0	0	0	**1**	0	0	0	0	0	274	36-45	118
11:00	49	23	6	2	3	0	0	0	0	0	0	0	0	0	83	31-40	30
12 PM	40	6	6	2	0	0	0	0	0	0	0	0	0	0	54	28-37	12
13:00	40	8	3	1	0	0	0	0	0	0	0	0	0	0	52	31-40	14
14:00	52	7	3	0	1	0	0	0	0	0	0	0	0	0	63	1-10	15
15:00	**85**	9	6	1	0	0	0	0	0	0	0	0	**1**	0	**102**	26-35	24
16:00	28	**11**	3	0	**3**	0	0	0	0	0	0	0	0	0	45	31-40	15
17:00	38	10	8	2	0	0	**1**	0	0	0	0	0	0	0	59	36-45	18
18:00	35	6	4	1	0	0	0	0	0	0	0	0	0	0	46	29-38	11
19:00	20	4	7	**3**	0	0	0	0	0	0	0	0	0	0	34	36-45	11
20:00	28	6	**9**	1	0	0	0	0	0	0	0	0	0	0	44	36-45	15
21:00	5	7	4	1	0	0	0	0	0	**1**	0	0	0	0	18	36-45	11
22:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6	31-40	3
23:00	2	2	1	3	0	0	0	0	0	0	0	0	0	0	8	41-50	4
Total	1424	468	237	78	26	4	2	0	1	1	0	0	1	0	2242		
Percent	63.5%	20.9%	10.6%	3.5%	1.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	05:00	05:00	05:00	05:00	04:00	05:00	04:00		10:00						05:00		
Vol.	235	148	77	29	9	2	1		1						499		
PM Peak	15:00	16:00	20:00	19:00	16:00		17:00			21:00			15:00		15:00		
Vol.	85	11	9	3	3		1			1			1		102		
Total	1424	468	237	78	26	4	2	0	1	1	0	0	1	0	2242		
Percent	63.5%	20.9%	10.6%	3.5%	1.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	8 MPH
50th Percentile :	27 MPH
85th Percentile :	40 MPH
95th Percentile :	45 MPH

Stats

10 MPH Pace Speed :	36-45 MPH
Number in Pace :	705
Percent in Pace :	31.4%
Number of Vehicles > 35 MPH :	818
Percent of Vehicles > 35 MPH :	36.5%
Mean Speed(Average) :	26 MPH

Prepared by National Data & Surveying Services

VOLUME

Hansen Rd S/O Von Sosten Rd

Day: Thursday
Date: 09/14/2023

City: Tracy
Project #: CA23_080225_004

DAILY TOTALS	NB	SB	EB	WB	Total
	314	268	0	0	582

DAILY TOTALS

15-Minutes Interval

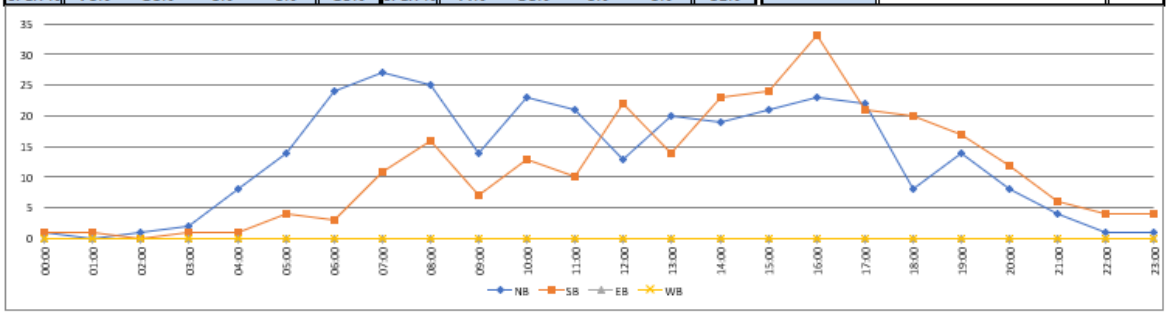
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	0	0			0	12:00	4	4			8
00:15	1	0			1	12:15	5	7			12
00:30	0	0			0	12:30	2	4			6
00:45	0	1			1	12:45	2	7			9
01:00	0	0			0	13:00	3	3			6
01:15	0	0			0	13:15	4	2			6
01:30	0	1			1	13:30	8	5			13
01:45	0	0			0	13:45	5	4			9
02:00	1	0			1	14:00	4	6			10
02:15	0	0			0	14:15	4	8			12
02:30	0	0			0	14:30	6	3			9
02:45	0	0			0	14:45	5	6			11
03:00	0	0			0	15:00	6	6			12
03:15	0	1			1	15:15	5	8			13
03:30	1	0			1	15:30	3	4			7
03:45	1	0			1	15:45	7	6			13
04:00	2	0			2	16:00	7	10			17
04:15	3	0			3	16:15	6	7			13
04:30	0	1			1	16:30	6	11			17
04:45	3	0			3	16:45	4	5			9
05:00	3	0			3	17:00	3	7			10
05:15	3	0			3	17:15	11	4			15
05:30	2	1			3	17:30	3	7			10
05:45	6	3			9	17:45	5	3			8
06:00	6	0			6	18:00	0	6			6
06:15	2	0			2	18:15	3	3			6
06:30	9	3			12	18:30	1	8			9
06:45	7	0			7	18:45	4	3			7
07:00	7	4			11	19:00	4	5			9
07:15	4	2			6	19:15	4	4			8
07:30	4	0			4	19:30	4	3			7
07:45	12	5			17	19:45	2	5			7
08:00	10	6			16	20:00	2	4			6
08:15	4	8			12	20:15	2	3			5
08:30	7	0			7	20:30	3	4			7
08:45	4	2			6	20:45	1	1			2
09:00	1	1			2	21:00	2	4			6
09:15	5	2			7	21:15	0	2			2
09:30	5	1			6	21:30	2	0			2
09:45	3	3			6	21:45	0	0			0
10:00	3	2			5	22:00	0	3			3
10:15	2	3			5	22:15	0	0			0
10:30	4	4			8	22:30	0	1			1
10:45	14	4			18	22:45	1	0			1
11:00	11	1			12	23:00	0	3			3
11:15	4	4			8	23:15	1	1			2
11:30	4	4			8	23:30	0	0			0
11:45	2	1			3	23:45	0	0			0
TOTALS	160	68	0	0	228	TOTALS	154	200	0	0	354
SPLIT %	70%	30%	0%	0%	39%	SPLIT %	44%	56%	0%	0%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	1	1			2
01:00	02:00	0	1			1
02:00	03:00	1	0			1
03:00	04:00	2	1			3
04:00	05:00	8	1			9
05:00	06:00	14	4			18
06:00	07:00	24	3			27
07:00	08:00	27	11			38
08:00	09:00	25	16			41
09:00	10:00	14	7			21
10:00	11:00	23	13			36
11:00	12:00	21	10			31
12:00	13:00	13	22			35
13:00	14:00	20	14			34
14:00	15:00	19	23			42
15:00	16:00	21	24			45
16:00	17:00	23	33			56
17:00	18:00	22	21			43
18:00	19:00	8	20			28
19:00	20:00	14	17			31
20:00	21:00	8	12			20
21:00	22:00	4	6			10
22:00	23:00	1	4			5
23:00	00:00	1	4			5

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	11.26	158	67		228
Peak Hour	7:45	7:30			7:45
Peak Volume	33	19			52
Hour Factor	0.688	0.594			0.765
Peak Period	12:00	to	00:00		
Volume	154	200			354
Peak Hour	15:45	15:45			15:45
Peak Volume	26	34			60
Hour Factor	0.929	0.773			0.882
Peak Period	07:00	to	09:00		
Volume	52	27			79
Peak Hour	7:45	7:30			7:45
Peak Volume	33	19			52
Hour Factor	0.688	0.594			0.765
Peak Period	16:00	to	18:00		
Volume	45	54			99
Peak Hour	16:30	16:00			16:00
Peak Volume	24	33			56
Hour Factor	0.545	0.750			0.824



Prepared by National Data & Surveying Services

VOLUME

Hansen Rd N/O Von Sosten Rd

Day: Thursday
Date: 09/14/2023

City: Tracy
Project #: CA23_080225_003

DAILY TOTALS	NB	SB	EB	WB	Total
	406	436	0	0	842

DAILY TOTALS

15-Minutes Interval

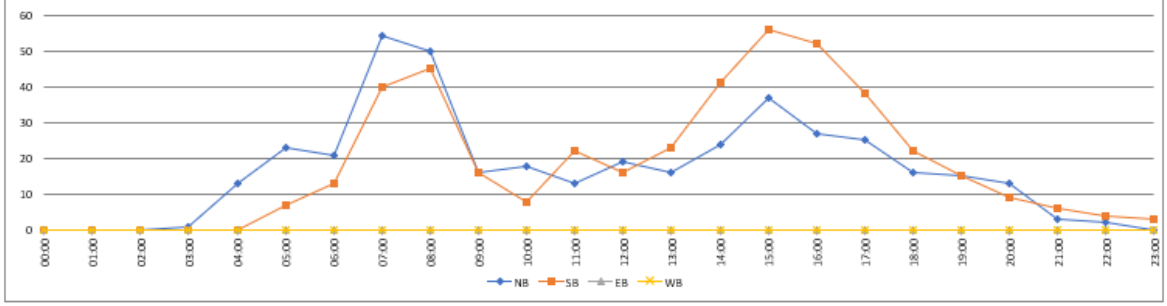
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	0	0			0	12:00	7	5			12
00:15	0	0			0	12:15	4	4			8
00:30	0	0			0	12:30	3	2			5
00:45	0	0			0	12:45	5	5			10
01:00	0	0			0	13:00	3	4			7
01:15	0	0			0	13:15	1	8			9
01:30	0	0			0	13:30	2	6			8
01:45	0	0			0	13:45	10	5			15
02:00	0	0			0	14:00	7	6			13
02:15	0	0			0	14:15	3	10			13
02:30	0	0			0	14:30	6	13			19
02:45	0	0			0	14:45	8	12			20
03:00	0	0			0	15:00	9	14			23
03:15	1	0			1	15:15	11	13			24
03:30	0	0			0	15:30	9	9			18
03:45	0	0			0	15:45	8	20			28
04:00	2	0			2	16:00	9	17			26
04:15	4	0			4	16:15	6	14			20
04:30	5	0			5	16:30	5	12			17
04:45	2	0			2	16:45	7	9			16
05:00	2	2			4	17:00	3	14			17
05:15	5	0			5	17:15	10	5			15
05:30	10	2			12	17:30	6	10			16
05:45	6	3			9	17:45	6	9			15
06:00	2	1			3	18:00	6	2			8
06:15	6	5			11	18:15	5	9			14
06:30	7	2			9	18:30	3	7			10
06:45	6	5			11	18:45	2	4			6
07:00	6	6			12	19:00	0	3			3
07:15	12	4			16	19:15	8	1			9
07:30	13	8			21	19:30	3	5			8
07:45	23	22			45	19:45	4	6			10
08:00	24	14			38	20:00	2	0			2
08:15	8	11			19	20:15	2	2			4
08:30	10	13			23	20:30	5	3			8
08:45	8	7			15	20:45	4	4			8
09:00	3	4			7	21:00	2	1			3
09:15	4	4			8	21:15	1	3			4
09:30	5	2			7	21:30	0	2			2
09:45	4	6			10	21:45	0	0			0
10:00	3	2			5	22:00	0	0			0
10:15	6	3			9	22:15	1	1			2
10:30	5	2			7	22:30	1	1			2
10:45	4	1			5	22:45	0	2			2
11:00	3	4			7	23:00	0	2			2
11:15	5	5			10	23:15	0	1			1
11:30	1	7			8	23:30	0	0			0
11:45	4	6			10	23:45	0	0			0
TOTALS	209	151	0	0	360	TOTALS	197	285	0	0	482
SPLIT %	58%	42%	0%	0%	43%	SPLIT %	41%	59%	0%	0%	57%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	0	0			0
01:00	02:00	0	0			0
02:00	03:00	0	0			0
03:00	04:00	1	0			1
04:00	05:00	13	0			13
05:00	06:00	23	7			30
06:00	07:00	21	13			34
07:00	08:00	54	40			94
08:00	09:00	50	45			95
09:00	10:00	16	16			32
10:00	11:00	18	8			26
11:00	12:00	13	22			35
12:00	13:00	19	16			35
13:00	14:00	16	23			39
14:00	15:00	24	41			65
15:00	16:00	37	56			93
16:00	17:00	27	52			79
17:00	18:00	25	38			63
18:00	19:00	16	22			38
19:00	20:00	15	15			30
20:00	21:00	13	9			22
21:00	22:00	3	6			9
22:00	23:00	2	4			6
23:00	00:00	0	3			3

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	11.26	205	145		360
Peak Hour	7:15	7:45			7:45
Peak Volume	72	60			125
Hour Factor	0.750	0.682			0.694
Peak Period	12:00	to	00:00		
Volume	197	285			482
Peak Hour	14:45	15:45			15:15
Peak Volume	37	63			96
Hour Factor	0.841	0.788			0.857
Peak Period	07:00	to	09:00		
Volume	104	85			189
Peak Hour	7:15	7:45			7:45
Peak Volume	72	60			125
Hour Factor	0.750	0.682			0.694
Peak Period	16:00	to	18:00		
Volume	52	90			142
Peak Hour	16:00	16:00			16:00
Peak Volume	27	52			79
Hour Factor	0.750	0.765			0.760



Prepared by National Data & Surveying Services

VOLUME

Von Sosten Rd E/O Hansen Rd

Day: Thursday
Date: 09/14/2023

City: Tracy
Project #: CA23_080225_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	935	1,941	2,876

DAILY TOTALS

15-Minutes Interval

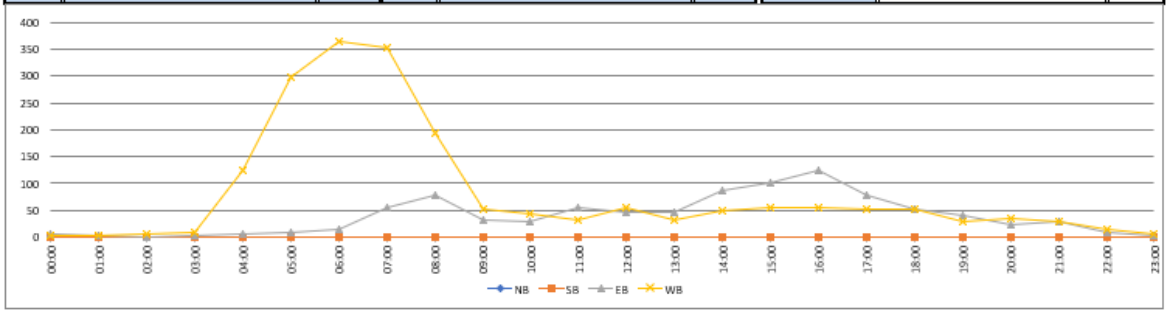
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			0	0	0	12:00			13	14	27
00:15			2	0	2	12:15			17	14	31
00:30			2	0	2	12:30			9	11	20
00:45			1	2	3	12:45			7	15	22
01:00			0	0	0	13:00			10	5	15
01:15			0	0	0	13:15			8	10	18
01:30			0	1	1	13:30			16	6	22
01:45			2	1	3	13:45			11	11	22
02:00			1	1	2	14:00			18	17	35
02:15			0	1	1	14:15			21	10	31
02:30			0	4	4	14:30			25	9	34
02:45			0	0	0	14:45			24	13	37
03:00			2	1	3	15:00			40	11	51
03:15			1	1	2	15:15			16	20	36
03:30			1	3	4	15:30			18	20	38
03:45			0	4	4	15:45			28	5	33
04:00			1	14	15	16:00			29	19	48
04:15			2	19	21	16:15			38	13	51
04:30			1	41	42	16:30			24	13	37
04:45			1	51	52	16:45			32	11	43
05:00			3	49	52	17:00			25	14	39
05:15			1	81	82	17:15			19	11	30
05:30			2	80	82	17:30			14	18	32
05:45			3	87	90	17:45			21	8	29
06:00			3	79	82	18:00			14	20	34
06:15			1	95	96	18:15			16	8	24
06:30			5	93	98	18:30			16	13	29
06:45			5	97	102	18:45			7	12	19
07:00			7	80	87	19:00			12	6	18
07:15			4	94	98	19:15			8	6	14
07:30			16	86	102	19:30			14	8	22
07:45			29	92	121	19:45			6	8	14
08:00			19	94	113	20:00			4	8	12
08:15			26	38	64	20:15			7	8	15
08:30			21	25	46	20:30			7	10	17
08:45			13	36	49	20:45			5	8	13
09:00			3	20	23	21:00			14	8	22
09:15			12	16	28	21:15			4	7	11
09:30			5	9	14	21:30			8	8	16
09:45			12	6	18	21:45			4	5	9
10:00			7	15	22	22:00			0	8	8
10:15			3	9	12	22:15			4	5	9
10:30			6	11	17	22:30			1	2	3
10:45			13	9	22	22:45			5	1	6
11:00			15	5	20	23:00			1	2	3
11:15			12	11	23	23:15			1	3	4
11:30			13	10	23	23:30			1	0	1
11:45			16	6	22	23:45			1	2	3
TOTALS	0	0	292	1477	1769	TOTALS	0	0	643	464	1107
SPLIT %	0%	0%	17%	83%	62%	SPLIT %	0%	0%	58%	42%	38%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			5	2	7
01:00	02:00			2	2	4
02:00	03:00			1	6	7
03:00	04:00			4	9	13
04:00	05:00			5	125	130
05:00	06:00			9	297	306
06:00	07:00			14	364	378
07:00	08:00			56	352	408
08:00	09:00			79	193	272
09:00	10:00			32	51	83
10:00	11:00			29	44	73
11:00	12:00			56	32	88
12:00	13:00			46	54	100
13:00	14:00			45	32	77
14:00	15:00			88	49	137
15:00	16:00			102	56	158
16:00	17:00			123	56	179
17:00	18:00			79	51	130
18:00	19:00			53	53	106
19:00	20:00			40	28	68
20:00	21:00			23	34	57
21:00	22:00			30	28	58
22:00	23:00			10	16	26
23:00	00:00			4	7	11

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	11.26			276	1769
Peak Hour			7:45	7:15	7:15
Peak Volume			95	366	434
Hour Factor			0.819	0.973	0.897
Peak Period	12:00	to	00:00		
Volume			643	464	1107
Peak Hour			16:00	14:45	16:00
Peak Volume			123	64	179
Hour Factor			0.809	0.800	0.877
Peak Period	07:00	to	09:00		
Volume			135	545	680
Peak Hour			7:45	7:15	7:15
Peak Volume			95	366	434
Hour Factor			0.819	0.973	0.897
Peak Period	16:00	to	18:00		
Volume			202	107	309
Peak Hour			16:00	16:00	16:00
Peak Volume			123	56	179
Hour Factor			0.809	0.737	0.877



Prepared by National Data & Surveying Services

VOLUME

Von Sosten Rd W/O Hansen Rd

Day: Thursday
Date: 09/14/2023

City: Tracy
Project #: CA23_080225_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	722	1,778	2,500

DAILY TOTALS

15-Minutes Interval

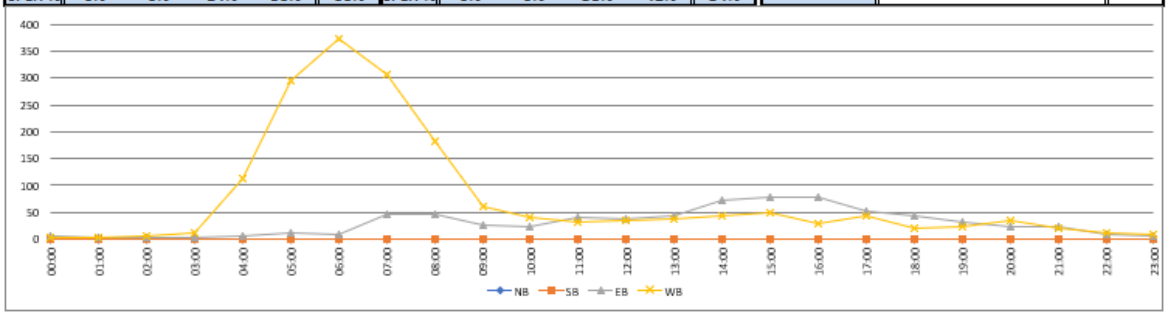
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			2	0	2	12:00			8	10	18
00:15			1	0	1	12:15			12	8	20
00:30			3	0	3	12:30			10	9	19
00:45			0	3	3	12:45			8	7	15
01:00			0	0	0	13:00			5	6	11
01:15			0	0	0	13:15			8	13	21
01:30			2	1	3	13:30			18	9	27
01:45			2	1	3	13:45			13	9	22
02:00			0	2	2	14:00			22	18	40
02:15			0	0	0	14:15			13	12	25
02:30			0	5	5	14:30			13	6	19
02:45			2	0	2	14:45			23	8	31
03:00			2	1	3	15:00			28	19	47
03:15			0	2	2	15:15			19	11	30
03:30			1	4	5	15:30			12	7	19
03:45			0	6	6	15:45			19	13	32
04:00			2	12	14	16:00			25	6	31
04:15			1	17	18	16:15			16	7	23
04:30			1	36	37	16:30			19	9	28
04:45			2	48	50	16:45			18	7	25
05:00			2	54	56	17:00			14	14	28
05:15			0	75	75	17:15			11	8	19
05:30			8	68	76	17:30			12	10	22
05:45			2	97	99	17:45			16	11	27
06:00			1	84	85	18:00			13	3	16
06:15			1	92	93	18:15			17	3	20
06:30			4	91	95	18:30			7	10	17
06:45			4	106	110	18:45			7	3	10
07:00			5	85	90	19:00			9	5	14
07:15			6	84	90	19:15			8	8	16
07:30			19	72	91	19:30			8	4	12
07:45			15	64	79	19:45			6	5	11
08:00			19	98	117	20:00			3	10	13
08:15			12	30	42	20:15			9	10	19
08:30			9	25	34	20:30			4	9	13
08:45			6	30	36	20:45			8	5	13
09:00			9	23	32	21:00			8	11	19
09:15			5	20	25	21:15			4	4	8
09:30			5	11	16	21:30			6	3	9
09:45			7	6	13	21:45			4	2	6
10:00			3	13	16	22:00			1	5	6
10:15			7	9	16	22:15			3	2	5
10:30			7	6	13	22:30			2	1	3
10:45			6	12	18	22:45			2	3	5
11:00			11	9	20	23:00			2	4	6
11:15			10	9	19	23:15			2	5	7
11:30			13	10	23	23:30			1	1	2
11:45			8	4	12	23:45			1	0	1
TOTALS	0	0	225	1425	1650	TOTALS	0	0	497	353	850
SPLIT %	0%	0%	14%	86%	66%	SPLIT %	0%	0%	58%	42%	34%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			6	3	9
01:00	02:00			4	2	6
02:00	03:00			2	7	9
03:00	04:00			3	13	16
04:00	05:00			6	113	119
05:00	06:00			12	294	306
06:00	07:00			10	373	383
07:00	08:00			45	305	350
08:00	09:00			46	183	229
09:00	10:00			26	60	86
10:00	11:00			23	40	63
11:00	12:00			42	32	74
12:00	13:00			38	34	72
13:00	14:00			44	37	81
14:00	15:00			71	44	115
15:00	16:00			78	50	128
16:00	17:00			78	29	107
17:00	18:00			53	43	96
18:00	19:00			44	19	63
19:00	20:00			31	22	53
20:00	21:00			24	34	58
21:00	22:00			22	20	42
22:00	23:00			8	11	19
23:00	00:00			6	10	16

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	11.26			217	1650
Peak Hour			7:30	6:15	6:15
Peak Volume			65	374	388
Hour Factor			0.855	0.882	0.882
Peak Period	12:00	to	00:00		
Volume			497	353	850
Peak Hour			14:30	15:00	15:00
Peak Volume			83	50	128
Hour Factor			0.741	0.658	0.681
Peak Period	07:00	to	09:00		
Volume			91	488	579
Peak Hour			7:30	7:15	7:15
Peak Volume			65	318	377
Hour Factor			0.855	0.811	0.806
Peak Period	16:00	to	18:00		
Volume			131	72	203
Peak Hour			16:00	17:00	16:00
Peak Volume			78	43	107
Hour Factor			0.780	0.768	0.863



Prepared by National Data & Surveying Services

VOLUME

Hansen Rd S/O Van Sosten Rd

Day: Tuesday
Date: 8/6/2024

City: Tracy
Project #: CA24_080197_004

DAILY TOTALS	NB	SB	EB	WB	Total
	351	337	0	0	688

DAILY TOTALS

15-Minutes Interval

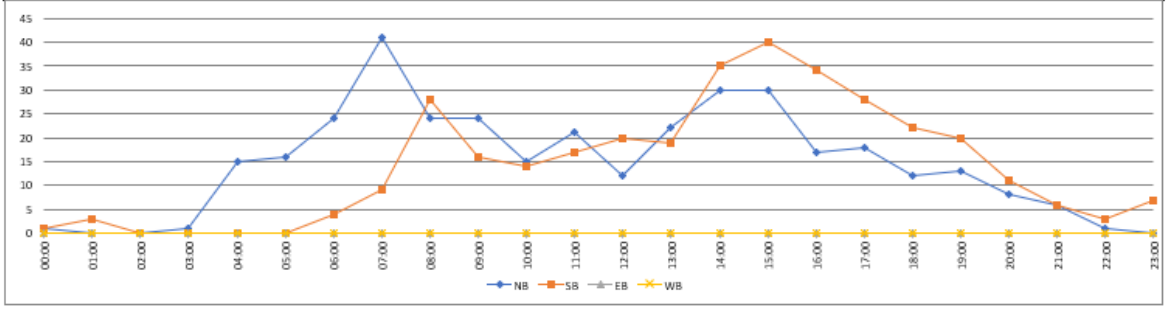
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	2	4			6
0:15	0	0			0	12:15	5	2			7
0:30	0	0			0	12:30	2	7			9
0:45	1	1			2	12:45	3	7			10
1:00	0	1			1	13:00	1	4			5
1:15	0	0			0	13:15	9	5			14
1:30	0	1			1	13:30	2	5			7
1:45	0	1			1	13:45	10	5			15
2:00	0	0			0	14:00	5	4			9
2:15	0	0			0	14:15	6	14			20
2:30	0	0			0	14:30	8	10			18
2:45	0	0			0	14:45	11	7			18
3:00	0	0			0	15:00	11	15			26
3:15	0	0			0	15:15	4	5			9
3:30	0	0			0	15:30	10	10			20
3:45	1	0			1	15:45	5	10			15
4:00	2	0			2	16:00	1	5			6
4:15	4	0			4	16:15	3	11			14
4:30	4	0			4	16:30	6	6			12
4:45	5	0			5	16:45	7	12			19
5:00	5	0			5	17:00	3	7			10
5:15	2	0			2	17:15	7	10			17
5:30	3	0			3	17:30	6	8			14
5:45	6	0			6	17:45	2	3			5
6:00	6	1			7	18:00	6	5			11
6:15	2	1			3	18:15	1	1			2
6:30	8	0			8	18:30	3	6			9
6:45	8	2			10	18:45	2	10			12
7:00	5	3			8	19:00	4	5			9
7:15	8	2			10	19:15	4	4			8
7:30	12	1			13	19:30	4	6			10
7:45	16	3			19	19:45	1	5			6
8:00	10	6			16	20:00	3	5			8
8:15	8	16			24	20:15	3	3			6
8:30	4	2			6	20:30	1	1			2
8:45	2	4			6	20:45	1	2			3
9:00	5	4			9	21:00	2	1			3
9:15	5	4			9	21:15	2	1			3
9:30	7	3			10	21:30	1	2			3
9:45	7	5			12	21:45	1	2			3
10:00	4	2			6	22:00	0	1			1
10:15	7	3			10	22:15	0	0			0
10:30	1	2			3	22:30	0	0			0
10:45	3	7			10	22:45	1	2			3
11:00	10	6			16	23:00	0	1			1
11:15	3	2			5	23:15	0	2			2
11:30	2	8			10	23:30	0	3			3
11:45	6	1			7	23:45	0	1			1
TOTALS	182	92	0	0	274	TOTALS	169	245	0	0	414
SPLIT %	66%	34%	0%	0%	40%	SPLIT %	41%	59%	0%	0%	60%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	1	1			2
01:00	02:00	0	3			3
02:00	03:00	0	0			0
03:00	04:00	1	0			1
04:00	05:00	15	0			15
05:00	06:00	16	0			16
06:00	07:00	24	4			28
07:00	08:00	41	9			50
08:00	09:00	24	28			52
09:00	10:00	24	16			40
10:00	11:00	15	14			29
11:00	12:00	21	17			38
12:00	13:00	12	20			32
13:00	14:00	22	19			41
14:00	15:00	30	35			65
15:00	16:00	30	40			70
16:00	17:00	17	34			51
17:00	18:00	18	28			46
18:00	19:00	12	22			34
19:00	20:00	13	20			33
20:00	21:00	8	11			19
21:00	22:00	6	6			12
22:00	23:00	1	3			4
23:00	00:00	0	7			7

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	11.26	176	91		274
Peak Hour	7:15	8:00			7:30
Peak Volume	46	28			72
Hour Factor	0.719	0.438			0.750
Peak Period	12:00	to	00:00		
Volume	169	245			414
Peak Hour	14:15	14:15			14:15
Peak Volume	36	46			82
Hour Factor	0.818	0.767			0.788
Peak Period	07:00	to	09:00		
Volume	65	37			102
Peak Hour	7:15	8:00			7:30
Peak Volume	46	28			72
Hour Factor	0.719	0.438			0.750
Peak Period	16:00	to	18:00		
Volume	35	62			97
Peak Hour	16:30	16:45			16:45
Peak Volume	23	37			60
Hour Factor	0.821	0.771			0.789



Prepared by National Data & Surveying Services

VOLUME

Hansen Rd N/O Van Sosten Rd

Day: Tuesday
Date: 8/6/2024

City: Tracy
Project #: CA24_080197_003

DAILY TOTALS	NB	SB	EB	WB	Total
	407	464	0	0	871

DAILY TOTALS

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	5	4			9
0:15	0	0			0	12:15	3	5			8
0:30	0	0			0	12:30	2	11			13
0:45	0	1			1	12:45	0	8			8
1:00	0	0			0	13:00	2	4			6
1:15	0	0			0	13:15	4	5			9
1:30	0	0			0	13:30	5	11			16
1:45	1	0			1	13:45	6	15			21
2:00	0	1			1	14:00	5	7			12
2:15	0	0			0	14:15	10	13			23
2:30	1	0			1	14:30	7	8			15
2:45	0	0			0	14:45	11	9			20
3:00	0	0			0	15:00	14	12			26
3:15	2	0			2	15:15	5	8			13
3:30	0	0			0	15:30	10	13			23
3:45	2	0			2	15:45	11	9			20
4:00	2	0			2	16:00	6	13			19
4:15	3	0			3	16:15	10	10			20
4:30	1	0			1	16:30	1	17			18
4:45	2	0			2	16:45	4	12			16
5:00	2	1			3	17:00	2	7			9
5:15	5	1			6	17:15	3	11			14
5:30	4	5			9	17:30	5	12			17
5:45	11	1			12	17:45	8	6			14
6:00	8	6			14	18:00	7	5			12
6:15	10	2			12	18:15	4	3			7
6:30	7	7			14	18:30	2	3			5
6:45	5	9			14	18:45	3	10			13
7:00	9	12			21	19:00	5	4			9
7:15	14	4			18	19:15	3	2			5
7:30	17	16			33	19:30	3	6			9
7:45	18	23			41	19:45	5	7			12
8:00	14	15			29	20:00	2	5			7
8:15	16	14			30	20:15	6	2			8
8:30	9	7			16	20:30	0	2			2
8:45	10	3			13	20:45	0	1			1
9:00	3	3			6	21:00	3	3			6
9:15	8	3			11	21:15	1	0			1
9:30	5	1			6	21:30	0	0			0
9:45	3	4			7	21:45	0	2			2
10:00	2	1			3	22:00	2	1			3
10:15	4	3			7	22:15	0	0			0
10:30	2	6			8	22:30	1	0			1
10:45	5	10			15	22:45	0	2			2
11:00	6	1			7	23:00	0	0			0
11:15	2	6			8	23:15	0	0			0
11:30	3	3			6	23:30	0	3			3
11:45	5	3			8	23:45	0	1			1
TOTALS	221	172	0	0	393	TOTALS	186	292	0	0	478
SPLIT %	56%	44%	0%	0%	45%	SPLIT %	39%	61%	0%	0%	55%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	0	1			1
01:00	02:00	1	0			1
02:00	03:00	1	1			2
03:00	04:00	4	0			4
04:00	05:00	8	0			8
05:00	06:00	22	8			30
06:00	07:00	30	24			54
07:00	08:00	58	55			113
08:00	09:00	49	39			88
09:00	10:00	19	11			30
10:00	11:00	13	20			33
11:00	12:00	16	13			29
12:00	13:00	10	28			38
13:00	14:00	17	35			52
14:00	15:00	33	37			70
15:00	16:00	40	42			82
16:00	17:00	21	52			73
17:00	18:00	18	36			54
18:00	19:00	16	21			37
19:00	20:00	16	19			35
20:00	21:00	8	10			18
21:00	22:00	4	5			9
22:00	23:00	3	3			6
23:00	00:00	0	4			4

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	11.26	216	169		393
Peak Hour	7:30	7:30			7:30
Peak Volume	65	68			133
Hour Factor	0.903	0.739			0.811
Peak Period	12:00	to	00:00		
Volume	186	292			478
Peak Hour	14:15	16:00			14:15
Peak Volume	42	52			84
Hour Factor	0.750	0.765			0.808
Peak Period	07:00	to	09:00		
Volume	107	94			201
Peak Hour	7:30	7:30			7:30
Peak Volume	65	68			133
Hour Factor	0.903	0.739			0.811
Peak Period	16:00	to	18:00		
Volume	39	88			127
Peak Hour	16:00	16:00			16:00
Peak Volume	21	52			73
Hour Factor	0.525	0.765			0.913

Prepared by National Data & Surveying Services

VOLUME

Van Sosten Rd E/O Hansen Rd

Day: Tuesday
Date: 8/6/2024

City: Tracy
Project #: CA24_080197_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	856	1,676	2,532

DAILY TOTALS

15-Minutes Interval

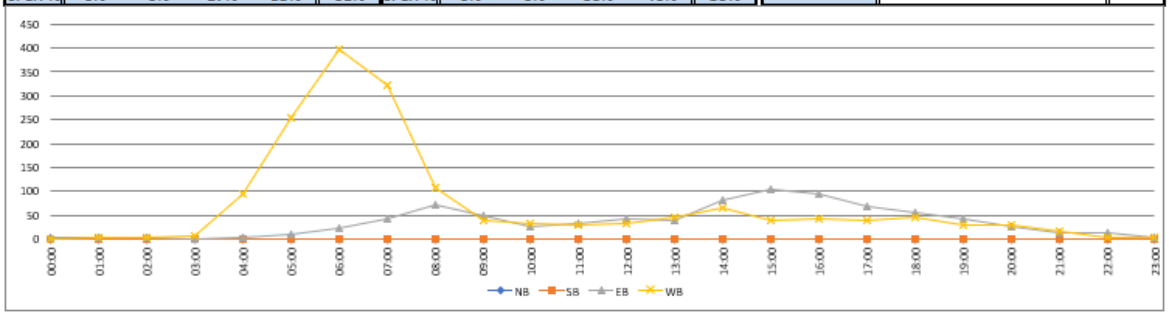
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			3	0	3	12:00			10	9	19
0:15			0	0	0	12:15			16	5	21
0:30			0	1	1	12:30			8	12	20
0:45			0	0	0	12:45			9	6	15
1:00			1	0	1	13:00			13	5	18
1:15			1	0	1	13:15			10	7	17
1:30			0	1	1	13:30			6	13	19
1:45			0	1	1	13:45			10	20	30
2:00			1	0	1	14:00			16	10	26
2:15			2	0	2	14:15			33	10	43
2:30			0	2	2	14:30			19	14	33
2:45			1	2	3	14:45			15	30	45
3:00			0	0	0	15:00			48	9	57
3:15			1	3	4	15:15			20	8	28
3:30			0	3	3	15:30			17	10	27
3:45			0	2	2	15:45			19	11	30
4:00			0	7	7	16:00			31	7	38
4:15			0	13	13	16:15			14	17	31
4:30			3	29	32	16:30			29	8	37
4:45			1	44	45	16:45			20	11	31
5:00			1	43	44	17:00			13	6	19
5:15			1	59	60	17:15			20	12	32
5:30			3	75	78	17:30			20	13	33
5:45			4	76	80	17:45			16	8	24
6:00			9	77	86	18:00			17	11	28
6:15			3	96	99	18:15			19	10	29
6:30			8	93	101	18:30			12	14	26
6:45			3	131	134	18:45			7	10	17
7:00			7	91	98	19:00			11	7	18
7:15			6	92	98	19:15			9	7	16
7:30			13	65	78	19:30			8	11	19
7:45			17	73	90	19:45			13	5	18
8:00			26	38	64	20:00			7	9	16
8:15			23	32	55	20:15			9	8	17
8:30			18	26	44	20:30			6	2	8
8:45			5	13	18	20:45			5	12	17
9:00			15	10	25	21:00			3	4	7
9:15			9	7	16	21:15			3	4	7
9:30			10	13	23	21:30			4	4	8
9:45			15	8	23	21:45			4	3	7
10:00			7	6	13	22:00			5	3	8
10:15			4	10	14	22:15			1	0	1
10:30			7	7	14	22:30			4	1	5
10:45			9	9	18	22:45			3	1	4
11:00			15	6	21	23:00			2	1	3
11:15			7	9	16	23:15			0	0	0
11:30			4	13	17	23:30			1	1	2
11:45			7	1	8	23:45			1	0	1
TOTALS	0	0	270	1287	1557	TOTALS	0	0	586	389	975
SPLIT %	0%	0%	17%	83%	61%	SPLIT %	0%	0%	60%	40%	39%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			3	1	4
01:00	02:00			2	2	4
02:00	03:00			4	4	8
03:00	04:00			1	8	9
04:00	05:00			4	93	97
05:00	06:00			9	253	262
06:00	07:00			23	397	420
07:00	08:00			43	321	364
08:00	09:00			72	109	181
09:00	10:00			49	38	87
10:00	11:00			27	32	59
11:00	12:00			33	29	62
12:00	13:00			43	32	75
13:00	14:00			39	45	84
14:00	15:00			83	64	147
15:00	16:00			104	38	142
16:00	17:00			94	43	137
17:00	18:00			69	39	108
18:00	19:00			55	45	100
19:00	20:00			41	30	71
20:00	21:00			27	31	58
21:00	22:00			14	15	29
22:00	23:00			13	5	18
23:00	00:00			4	2	6

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	11.26			263	1557
Peak Hour			7:45	6:15	6:15
Peak Volume			84	411	432
Hour Factor			0.808	0.784	0.806
Peak Period	12:00	to	00:00		
Volume			586	389	975
Peak Hour			14:15	14:00	14:15
Peak Volume			115	64	178
Hour Factor			0.599	0.533	0.781
Peak Period	07:00	to	09:00		
Volume			115	430	545
Peak Hour			7:45	7:00	7:00
Peak Volume			84	321	364
Hour Factor			0.808	0.872	0.929
Peak Period	16:00	to	18:00		
Volume			163	82	245
Peak Hour			16:00	16:00	16:00
Peak Volume			94	43	137
Hour Factor			0.758	0.632	0.901



Prepared by National Data & Surveying Services

VOLUME

Van Sosten Rd W/O Hansen Rd

Day: Tuesday
Date: 8/6/2024

City: Tracy
Project #: CA24_080197_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	855	1,695	2,550

DAILY TOTALS

15-Minutes Interval

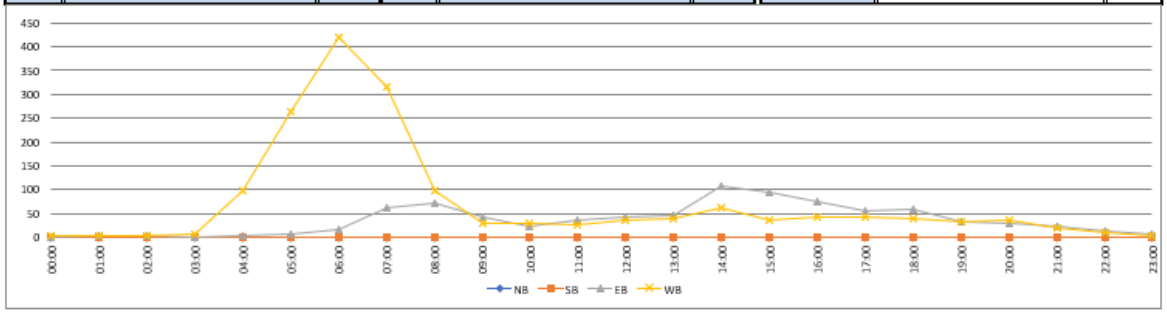
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			1	0	1	12:00			12	6	18
0:15			0	0	0	12:15			12	6	18
0:30			0	1	1	12:30			7	14	21
0:45			0	1	1	12:45			11	9	20
1:00			3	0	3	13:00			13	4	17
1:15			0	0	0	13:15			10	8	18
1:30			0	1	1	13:30			8	12	20
1:45			1	1	2	13:45			16	16	32
2:00			0	0	0	14:00			30	10	40
2:15			2	0	2	14:15			34	12	46
2:30			0	1	1	14:30			16	12	28
2:45			2	2	4	14:45			29	27	56
3:00			0	0	0	15:00			47	10	57
3:15			0	2	2	15:15			15	9	24
3:30			0	3	3	15:30			11	9	20
3:45			1	2	3	15:45			21	9	30
4:00			0	7	7	16:00			25	6	31
4:15			1	15	16	16:15			16	16	32
4:30			2	30	32	16:30			20	10	30
4:45			0	46	46	16:45			14	9	23
5:00			1	49	50	17:00			11	7	18
5:15			1	58	59	17:15			17	13	30
5:30			1	78	79	17:30			17	13	30
5:45			3	78	81	17:45			12	8	20
6:00			3	77	80	18:00			17	9	26
6:15			3	95	98	18:15			12	9	21
6:30			6	105	111	18:30			18	13	31
6:45			4	144	148	18:45			11	9	20
7:00			4	97	101	19:00			4	8	12
7:15			10	94	104	19:15			12	8	20
7:30			22	59	81	19:30			8	12	20
7:45			25	66	91	19:45			10	6	16
8:00			28	33	61	20:00			9	9	18
8:15			17	33	50	20:15			6	10	16
8:30			21	24	45	20:30			5	8	13
8:45			6	9	15	20:45			9	9	18
9:00			13	8	21	21:00			7	6	13
9:15			7	2	9	21:15			4	3	7
9:30			9	12	21	21:30			7	5	12
9:45			12	9	21	21:45			4	6	10
10:00			6	7	13	22:00			5	3	8
10:15			2	8	10	22:15			1	3	4
10:30			4	6	10	22:30			3	1	4
10:45			11	9	20	22:45			4	2	6
11:00			15	6	21	23:00			1	1	2
11:15			7	10	17	23:15			3	0	3
11:30			6	9	15	23:30			3	1	4
11:45			7	2	9	23:45			1	0	1
TOTALS	0	0	267	1299	1566	TOTALS	0	0	588	396	984
SPLIT %	0%	0%	17%	83%	61%	SPLIT %	0%	0%	60%	40%	39%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			1	2	3
01:00	02:00			4	2	6
02:00	03:00			4	3	7
03:00	04:00			1	7	8
04:00	05:00			3	98	101
05:00	06:00			6	263	269
06:00	07:00			16	421	437
07:00	08:00			61	316	377
08:00	09:00			72	99	171
09:00	10:00			41	31	72
10:00	11:00			23	30	53
11:00	12:00			35	27	62
12:00	13:00			42	35	77
13:00	14:00			47	40	87
14:00	15:00			109	61	170
15:00	16:00			94	37	131
16:00	17:00			75	41	116
17:00	18:00			57	41	98
18:00	19:00			58	40	98
19:00	20:00			34	34	68
20:00	21:00			29	36	65
21:00	22:00			22	20	42
22:00	23:00			13	9	22
23:00	00:00			8	2	10

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	11.26			260	1566
Peak Hour			7:30	6:15	6:30
Peak Volume			92	441	464
Hour Factor			0.821	0.766	0.784
Peak Period	12:00	to	00:00		
Volume			588	396	984
Peak Hour			14:15	14:00	14:15
Peak Volume			126	61	187
Hour Factor			0.670	0.565	0.820
Peak Period	07:00	to	09:00		
Volume			133	415	548
Peak Hour			7:30	7:00	7:00
Peak Volume			92	316	377
Hour Factor			0.821	0.814	0.906
Peak Period	16:00	to	18:00		
Volume			132	82	214
Peak Hour			16:00	16:15	16:00
Peak Volume			75	42	116
Hour Factor			0.750	0.656	0.906



Prepared by National Data & Surveying Services

VOLUME

Hansen Rd S/O Van Sosten Rd

Day: Tuesday
Date: 10/1/2024

City: Tracy
Project #: CA24_080198_004

DAILY TOTALS	NB	SB	EB	WB	Total
	333	325	0	0	658

DAILY TOTALS

15-Minutes Interval

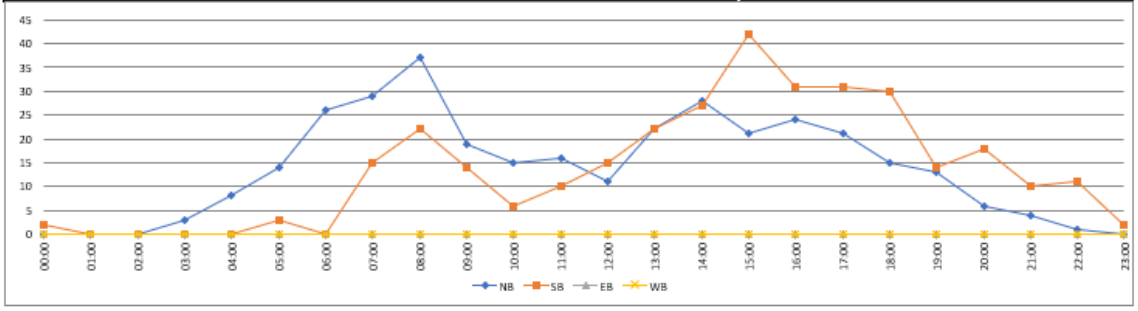
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	1			1	12:00	3	4			7
0:15	0	0			0	12:15	3	6			9
0:30	0	1			1	12:30	3	1			4
0:45	0	0			0	12:45	2	4			6
1:00	0	0			0	13:00	6	7			13
1:15	0	0			0	13:15	5	5			10
1:30	0	0			0	13:30	4	4			8
1:45	0	0			0	13:45	7	6			13
2:00	0	0			0	14:00	5	7			12
2:15	0	0			0	14:15	4	8			12
2:30	0	0			0	14:30	11	5			16
2:45	0	0			0	14:45	8	7			15
3:00	0	0			0	15:00	10	10			20
3:15	0	0			0	15:15	3	9			12
3:30	1	0			1	15:30	3	6			9
3:45	2	0			2	15:45	5	17			22
4:00	1	0			1	16:00	4	7			11
4:15	1	0			1	16:15	5	9			14
4:30	5	0			5	16:30	8	6			14
4:45	1	0			1	16:45	7	9			16
5:00	3	0			3	17:00	8	13			21
5:15	2	0			2	17:15	3	4			7
5:30	4	2			6	17:30	5	8			13
5:45	5	1			6	17:45	5	6			11
6:00	6	0			6	18:00	6	5			11
6:15	8	0			8	18:15	2	8			10
6:30	8	0			8	18:30	4	7			11
6:45	4	0			4	18:45	3	10			13
7:00	8	2			10	19:00	5	3			8
7:15	4	2			6	19:15	1	4			5
7:30	5	5			10	19:30	3	3			6
7:45	12	6			18	19:45	4	4			8
8:00	16	9			25	20:00	2	2			4
8:15	3	6			9	20:15	2	1			3
8:30	11	6			17	20:30	0	8			8
8:45	7	1			8	20:45	2	7			9
9:00	5	5			10	21:00	1	0			1
9:15	5	3			8	21:15	1	6			7
9:30	4	2			6	21:30	2	3			5
9:45	5	4			9	21:45	0	1			1
10:00	5	0			5	22:00	0	6			6
10:15	1	3			4	22:15	1	3			4
10:30	6	2			8	22:30	0	2			2
10:45	3	1			4	22:45	0	0			0
11:00	3	4			7	23:00	0	0			0
11:15	7	2			9	23:15	0	0			0
11:30	2	2			4	23:30	0	2			2
11:45	4	2			6	23:45	0	0			0
TOTALS	167	72	0	0	239	TOTALS	166	253	0	0	419
SPLIT %	70%	30%	0%	0%	36%	SPLIT %	40%	60%	0%	0%	64%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	0	2			2
01:00	02:00	0	0			0
02:00	03:00	0	0			0
03:00	04:00	3	0			3
04:00	05:00	8	0			8
05:00	06:00	14	3			17
06:00	07:00	26	0			26
07:00	08:00	29	15			44
08:00	09:00	37	22			59
09:00	10:00	19	14			33
10:00	11:00	15	6			21
11:00	12:00	16	10			26
12:00	13:00	11	15			26
13:00	14:00	22	22			44
14:00	15:00	28	27			55
15:00	16:00	21	42			63
16:00	17:00	24	31			55
17:00	18:00	21	31			52
18:00	19:00	15	30			45
19:00	20:00	13	14			27
20:00	21:00	6	18			24
21:00	22:00	4	10			14
22:00	23:00	1	11			12
23:00	00:00	0	2			2

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	11.26	163	70		239
Peak Hour	7:45	7:45			7:45
Peak Volume	42	27			69
Hour Factor	0.656	0.750			0.690
Peak Period	12:00	to	00:00		
Volume	166	253			419
Peak Hour	14:15	15:00			16:15
Peak Volume	33	42			65
Hour Factor	0.750	0.618			0.774
Peak Period	07:00	to	09:00		
Volume	66	37			103
Peak Hour	7:45	7:45			7:45
Peak Volume	42	27			69
Hour Factor	0.656	0.750			0.690
Peak Period	16:00	to	18:00		
Volume	45	62			107
Peak Hour	16:15	16:15			16:15
Peak Volume	28	37			65
Hour Factor	0.875	0.712			0.774



Prepared by National Data & Surveying Services

VOLUME

Hansen Rd N/O Von Sosten Rd

Day: Tuesday
Date: 10/1/2024

City: Tracy
Project #: CA24_080198_003

DAILY TOTALS	NB	SB	EB	WB	Total
	369	495	0	0	864

DAILY TOTALS

15-Minutes Interval

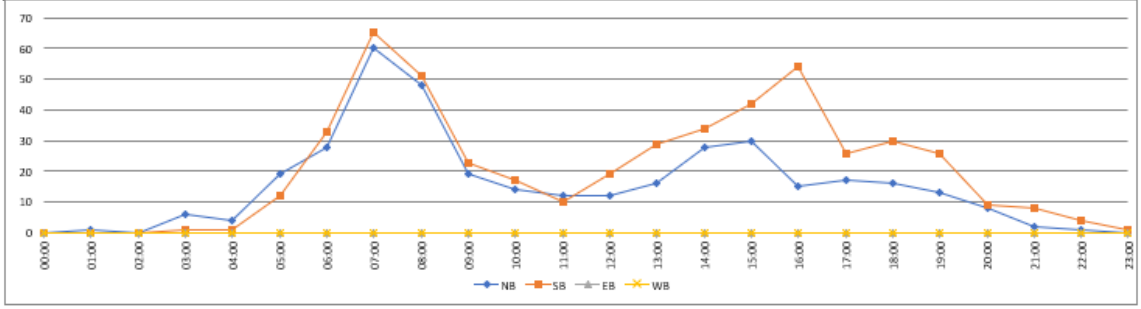
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	2	6			8
0:15	0	0			0	12:15	3	7			10
0:30	0	0			0	12:30	4	3			7
0:45	0	0			0	12:45	3	3			6
1:00	0	0			0	13:00	3	3			6
1:15	0	0			0	13:15	4	4			8
1:30	1	0			1	13:30	1	5			6
1:45	0	0			0	13:45	8	17			25
2:00	0	0			0	14:00	10	8			18
2:15	0	0			0	14:15	7	16			23
2:30	0	0			0	14:30	6	7			13
2:45	0	0			0	14:45	5	3			8
3:00	0	0			0	15:00	14	15			29
3:15	0	0			0	15:15	5	11			16
3:30	4	0			4	15:30	6	6			12
3:45	2	1			3	15:45	5	10			15
4:00	2	0			2	16:00	1	15			16
4:15	2	0			2	16:15	4	13			17
4:30	0	0			0	16:30	4	11			15
4:45	0	1			1	16:45	6	15			21
5:00	4	2			6	17:00	3	9			12
5:15	2	3			5	17:15	5	7			12
5:30	7	4			11	17:30	4	4			8
5:45	6	3			9	17:45	5	6			11
6:00	6	0			6	18:00	2	9			11
6:15	9	7			16	18:15	0	7			7
6:30	5	11			16	18:30	10	9			19
6:45	8	15			23	18:45	4	5			9
7:00	7	13			20	19:00	4	5			9
7:15	12	15			27	19:15	3	10			13
7:30	16	18			34	19:30	4	6			10
7:45	25	19			44	19:45	2	5			7
8:00	22	26			48	20:00	5	3			8
8:15	12	16			28	20:15	2	1			3
8:30	10	8			18	20:30	1	2			3
8:45	4	1			5	20:45	0	3			3
9:00	6	2			8	21:00	1	0			1
9:15	9	7			16	21:15	0	6			6
9:30	2	5			7	21:30	1	0			1
9:45	2	9			11	21:45	0	2			2
10:00	4	2			6	22:00	0	2			2
10:15	3	6			9	22:15	1	0			1
10:30	4	8			12	22:30	0	2			2
10:45	3	1			4	22:45	0	0			0
11:00	4	3			7	23:00	0	0			0
11:15	1	3			4	23:15	0	0			0
11:30	3	1			4	23:30	0	0			0
11:45	4	3			7	23:45	0	1			1
TOTALS	211	213	0	0	424	TOTALS	158	282	0	0	440
SPLIT %	50%	50%	0%	0%	49%	SPLIT %	36%	64%	0%	0%	51%

Hourly Intervals

TIME	NB	SB	EB	WB	TOTAL
00:00 01:00	0	0			0
01:00 02:00	1	0			1
02:00 03:00	0	0			0
03:00 04:00	6	1			7
04:00 05:00	4	1			5
05:00 06:00	19	12			31
06:00 07:00	28	33			61
07:00 08:00	60	65			125
08:00 09:00	48	51			99
09:00 10:00	19	23			42
10:00 11:00	14	17			31
11:00 12:00	12	10			22
12:00 13:00	12	19			31
13:00 14:00	16	29			45
14:00 15:00	28	34			62
15:00 16:00	30	42			72
16:00 17:00	15	54			69
17:00 18:00	17	26			43
18:00 19:00	16	30			46
19:00 20:00	13	26			39
20:00 21:00	8	9			17
21:00 22:00	2	8			10
22:00 23:00	1	4			5
23:00 00:00	0	1			1

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	11.26	207	210		424
Peak Hour	7:15	7:30			7:30
Peak Volume	75	79			154
Hour Factor	0.750	0.760			0.802
Peak Period	12:00	to	00:00		
Volume	158	282			440
Peak Hour	14:15	16:00			13:45
Peak Volume	32	54			79
Hour Factor	0.571	0.900			0.790
Peak Period	07:00	to	09:00		
Volume	108	116			224
Peak Hour	7:15	7:30			7:30
Peak Volume	75	79			154
Hour Factor	0.750	0.760			0.802
Peak Period	16:00	to	18:00		
Volume	32	80			112
Peak Hour	16:30	16:00			16:00
Peak Volume	18	54			69
Hour Factor	0.750	0.900			0.821



Prepared by National Data & Surveying Services

VOLUME

Von Sosten Rd E/O Hansen Rd

Day: Tuesday
Date: 10/1/2024

City: Tracy
Project #: CA24_080198_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	861	1,847	2,708

DAILY TOTALS

15-Minutes Interval

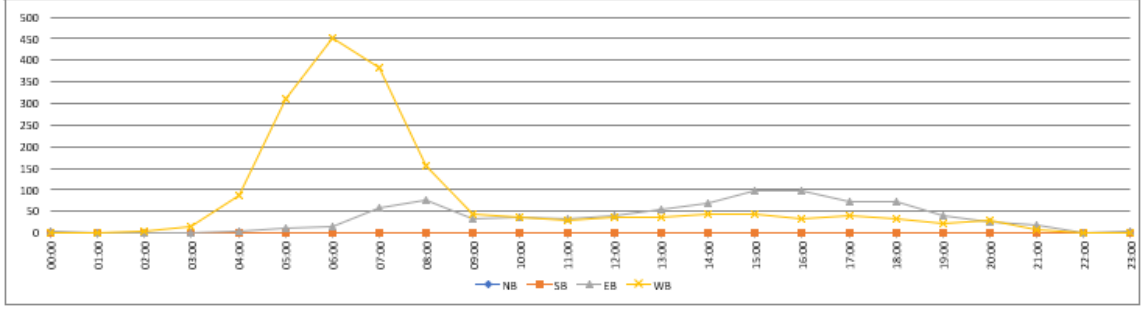
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			2	2	4	12:00			12	9	21
0:15			1	0	1	12:15			12	10	22
0:30			0	0	0	12:30			4	9	13
0:45			0	0	0	12:45			12	9	21
1:00			0	0	0	13:00			10	11	21
1:15			0	0	0	13:15			14	6	20
1:30			0	1	1	13:30			11	10	21
1:45			0	0	0	13:45			18	11	29
2:00			0	1	1	14:00			10	10	20
2:15			0	0	0	14:15			30	12	42
2:30			0	0	0	14:30			14	13	27
2:45			0	2	2	14:45			15	10	25
3:00			0	1	1	15:00			39	14	53
3:15			0	1	1	15:15			22	8	30
3:30			2	5	7	15:30			17	7	24
3:45			0	7	7	15:45			18	14	32
4:00			0	6	6	16:00			30	6	36
4:15			2	13	15	16:15			23	6	29
4:30			1	35	36	16:30			23	8	31
4:45			1	34	35	16:45			22	11	33
5:00			2	46	48	17:00			16	8	24
5:15			1	71	72	17:15			23	7	30
5:30			3	82	85	17:30			17	12	29
5:45			4	112	116	17:45			17	13	30
6:00			2	120	122	18:00			23	8	31
6:15			3	132	135	18:15			21	5	26
6:30			2	107	109	18:30			19	12	31
6:45			9	92	101	18:45			8	9	17
7:00			5	100	105	19:00			11	9	20
7:15			12	107	119	19:15			12	8	20
7:30			13	78	91	19:30			9	4	13
7:45			27	97	124	19:45			8	2	10
8:00			33	62	95	20:00			7	10	17
8:15			16	46	62	20:15			6	9	15
8:30			17	31	48	20:30			7	6	13
8:45			11	16	27	20:45			6	3	9
9:00			11	18	29	21:00			3	4	7
9:15			9	13	22	21:15			5	1	6
9:30			5	8	13	21:30			7	3	10
9:45			8	4	12	21:45			4	1	5
10:00			5	12	17	22:00			0	0	0
10:15			10	4	14	22:15			1	1	2
10:30			13	8	21	22:30			0	0	0
10:45			9	13	22	22:45			1	0	1
11:00			5	7	12	23:00			1	0	1
11:15			10	4	14	23:15			1	0	1
11:30			8	8	16	23:30			0	1	1
11:45			8	10	18	23:45			2	1	3
TOTALS	0	0	270	1516	1786	TOTALS	0	0	591	331	922
SPLIT %	0%	0%	15%	85%	66%	SPLIT %	0%	0%	64%	36%	34%

Hourly Intervals

TIME	NB	SB	EB	WB	TOTAL
00:00 01:00			3	2	5
01:00 02:00			0	1	1
02:00 03:00			0	3	3
03:00 04:00			2	14	16
04:00 05:00			4	88	92
05:00 06:00			10	311	321
06:00 07:00			16	451	467
07:00 08:00			57	382	439
08:00 09:00			77	155	232
09:00 10:00			33	43	76
10:00 11:00			37	37	74
11:00 12:00			31	29	60
12:00 13:00			40	37	77
13:00 14:00			53	38	91
14:00 15:00			69	45	114
15:00 16:00			96	43	139
16:00 17:00			98	31	129
17:00 18:00			73	40	113
18:00 19:00			71	34	105
19:00 20:00			40	23	63
20:00 21:00			26	28	54
21:00 22:00			19	9	28
22:00 23:00			2	1	3
23:00 00:00			4	2	6

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	11.26			262	1786
Peak Hour			7:45	5:45	5:45
Peak Volume			93	471	482
Hour Factor			0.705	0.892	0.893
Peak Period	12:00	to	00:00		
Volume			591	331	922
Peak Hour			14:15	14:15	14:15
Peak Volume			98	49	147
Hour Factor			0.628	0.875	0.693
Peak Period	07:00	to	09:00		
Volume			134	537	671
Peak Hour			7:45	7:00	7:00
Peak Volume			93	382	439
Hour Factor			0.705	0.893	0.885
Peak Period	16:00	to	18:00		
Volume			171	71	242
Peak Hour			16:00	17:00	16:00
Peak Volume			98	40	129
Hour Factor			0.817	0.769	0.896



Prepared by National Data & Surveying Services

VOLUME

Von Sosten Rd W/O Hansen Rd

Day: Tuesday
Date: 10/1/2024

City: Tracy
Project #: CA24_080198_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	810	1,724	2,534

DAILY TOTALS

15-Minutes Interval

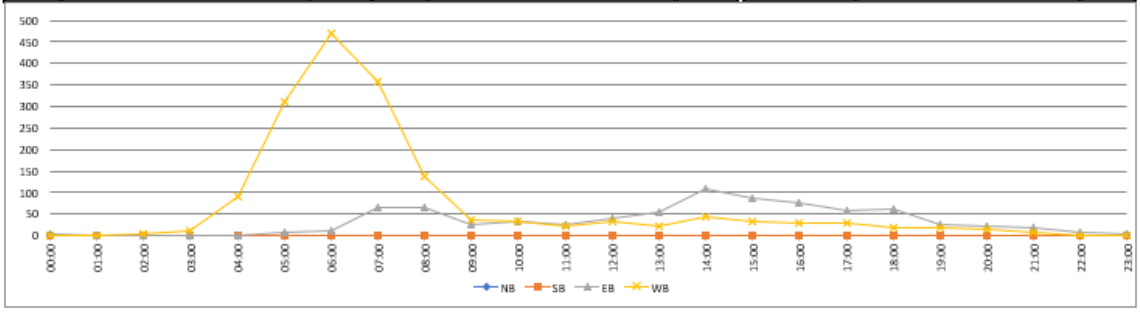
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			2	1	3	12:00			13	11	24
0:15			1	0	1	12:15			7	7	14
0:30			1	0	1	12:30			6	7	13
0:45			0	0	0	12:45			14	6	20
1:00			0	0	0	13:00			15	8	23
1:15			0	0	0	13:15			10	4	14
1:30			0	0	0	13:30			11	8	19
1:45			0	0	0	13:45			17	3	20
2:00			0	1	1	14:00			30	12	42
2:15			0	0	0	14:15			33	15	48
2:30			0	0	0	14:30			15	13	28
2:45			0	2	2	14:45			29	5	34
3:00			0	1	1	15:00			40	11	51
3:15			0	1	1	15:15			17	7	24
3:30			1	1	2	15:30			14	4	18
3:45			0	8	8	15:45			17	11	28
4:00			0	4	4	16:00			24	7	31
4:15			2	14	16	16:15			16	5	21
4:30			0	38	38	16:30			19	7	26
4:45			0	34	34	16:45			18	11	29
5:00			2	47	49	17:00			10	7	17
5:15			1	70	71	17:15			18	4	22
5:30			0	83	83	17:30			16	9	25
5:45			4	109	113	17:45			13	8	21
6:00			2	119	121	18:00			15	5	20
6:15			2	133	135	18:15			18	3	21
6:30			2	120	122	18:30			16	6	22
6:45			6	98	104	18:45			12	5	17
7:00			4	107	111	19:00			6	6	12
7:15			8	114	122	19:15			5	6	11
7:30			15	55	70	19:30			6	4	10
7:45			40	80	120	19:45			7	2	9
8:00			41	58	99	20:00			5	6	11
8:15			9	37	46	20:15			1	4	5
8:30			9	28	37	20:30			9	3	12
8:45			7	16	23	20:45			8	3	11
9:00			14	12	26	21:00			3	3	6
9:15			6	10	16	21:15			5	2	7
9:30			2	11	13	21:30			8	2	10
9:45			5	4	9	21:45			4	2	6
10:00			7	13	20	22:00			4	0	4
10:15			10	3	13	22:15			3	0	3
10:30			9	9	18	22:30			1	0	1
10:45			8	7	15	22:45			1	0	1
11:00			5	4	9	23:00			1	0	1
11:15			6	7	13	23:15			1	0	1
11:30			7	4	11	23:30			1	0	1
11:45			9	8	17	23:45			1	1	2
TOTALS	0	0	247	1471	1718	TOTALS	0	0	563	253	816
SPLIT %	0%	0%	14%	86%	68%	SPLIT %	0%	0%	69%	31%	32%

Hourly Intervals

TIME	NB	SB	EB	WB	TOTAL
00:00 01:00			4	1	5
01:00 02:00			0	0	0
02:00 03:00			0	3	3
03:00 04:00			1	11	12
04:00 05:00			2	90	92
05:00 06:00			7	309	316
06:00 07:00			12	470	482
07:00 08:00			67	356	423
08:00 09:00			66	139	205
09:00 10:00			27	37	64
10:00 11:00			34	32	66
11:00 12:00			27	23	50
12:00 13:00			40	31	71
13:00 14:00			53	23	76
14:00 15:00			107	45	152
15:00 16:00			88	33	121
16:00 17:00			77	30	107
17:00 18:00			57	28	85
18:00 19:00			61	19	80
19:00 20:00			24	18	42
20:00 21:00			23	16	39
21:00 22:00			20	9	29
22:00 23:00			9	0	9
23:00 00:00			4	1	5

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	11.26			238	1718
Peak Hour			7:30	5:45	5:45
Peak Volume			105	481	491
Hour Factor			0.640	0.904	0.909
Peak Period	12:00	to	00:00		
Volume			563	253	816
Peak Hour			14:15	14:00	14:15
Peak Volume			117	45	161
Hour Factor			0.731	0.750	0.789
Peak Period	07:00	to	09:00		
Volume			133	495	628
Peak Hour			7:30	7:00	7:00
Peak Volume			105	356	423
Hour Factor			0.640	0.781	0.867
Peak Period	16:00	to	18:00		
Volume			134	58	192
Peak Hour			16:00	16:45	16:00
Peak Volume			77	31	107
Hour Factor			0.802	0.705	0.863



Prepared by National Data & Surveying Services

International Pkwy & I-205 WB Ramps

Peak Hour Turning Movement Count

ID: 22-090004-007
City: Tracy

Day: Tuesday
Date: 1/11/2022

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	1464	0	1205
PHF	0.88		0.93

SOUTHBOUND (International Pkwy)

	AM	NOON	PM
Left	126	0	42
Through	364	0	342
Right	0	0	0
U-turn	0	0	0
Total	385	0	554

WESTBOUND (I-205 WB Ramps)

	PM	NOON	AM
Left	355	0	245
Through	0	0	172
Right	243	0	416
U-turn	0	0	0
Total	0	0	0

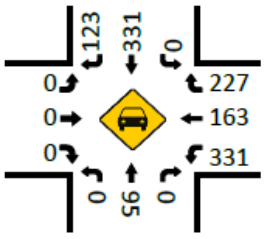
EASTBOUND (I-205 WB Ramps)

	AM	NOON	PM
Left	299	0	63
Through	0	0	0
Right	0	0	0
U-turn	0	0	0
Total	0	0	0

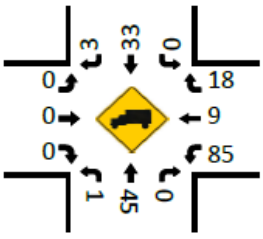
NORTHBOUND (International Pkwy)

	PM	NOON	AM
U-turn	588	0	780
Left	3	0	1
Through	21	0	140
Right	199	0	0
Total	0	0	0

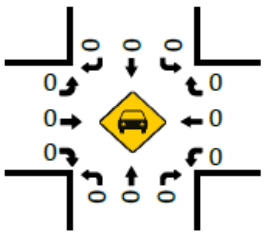
Cars (AM)



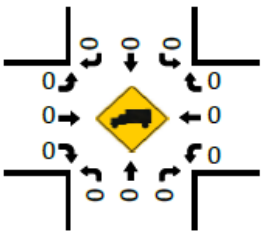
HT (AM)



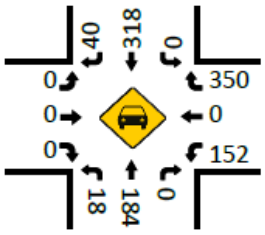
Cars (NOON)



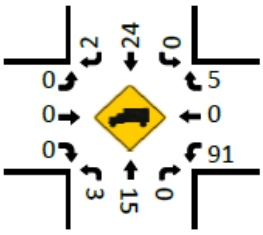
HT (NOON)



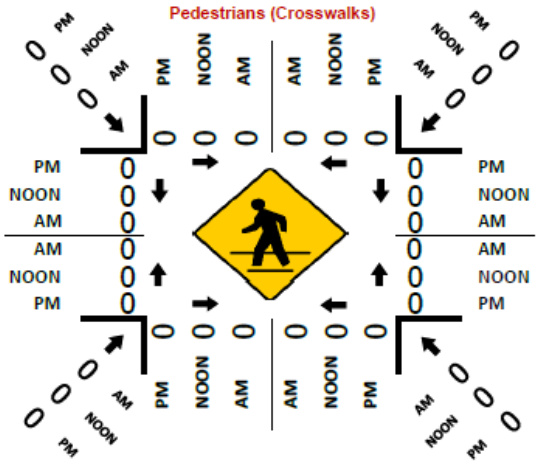
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Mountain House Pkwy & Von Sosten Rd

Peak Hour Turning Movement Count

ID: 22-090004-008
City: Tracy

Day: Tuesday
Date: 1/11/2022

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Mountain House Pkwy)

AM	0	470	39	0	383	AM
NOON	0	0	0	0	0	NOON
PM	0	391	27	0	501	PM

EASTBOUND (Von Sosten Rd)

AM	NOON	PM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

WESTBOUND (Von Sosten Rd)

PM	NOON	AM
10	0	52
0	0	0
20	0	64
0	0	0
78	0	51

CONTROL

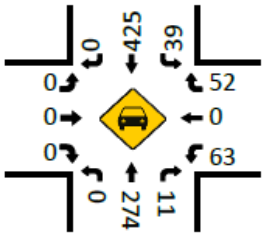
Signalized

TEV	968 AM	0 NOON	990 PM
PHF	0.91		0.99

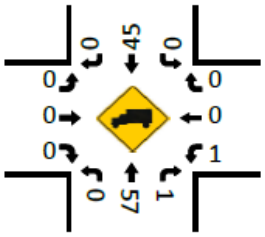
NORTHBOUND (Mountain House Pkwy)

PM	411	0	0	491	51	PM
NOON	0	0	0	0	0	NOON
AM	534	0	0	331	12	AM

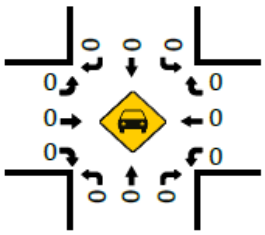
Cars (AM)



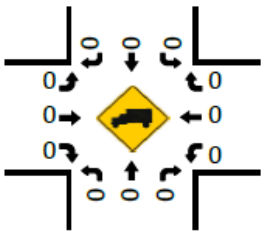
HT (AM)



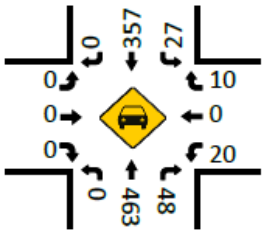
Cars (NOON)



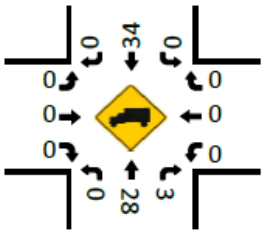
HT (NOON)



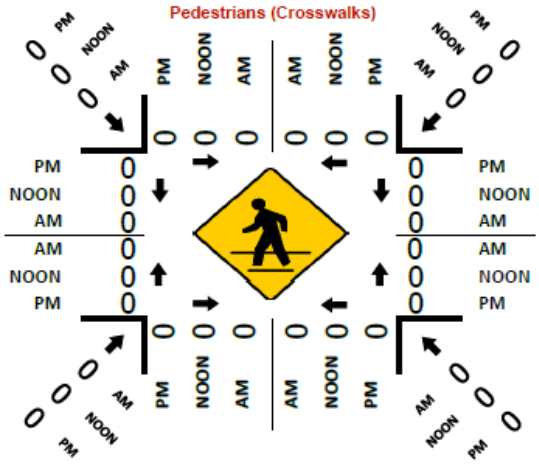
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Hansen Rd & Van Sosten Rd

Peak Hour Turning Movement Count

ID: 22-090004-002
City: Tracy

Day: Tuesday
Date: 1/11/2022

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

CONTROL: 4 Way Stop

TEV	378 AM	0 NOON	285 PM
PHF	0.75		0.94

SOUTHBOUND (Hansen Rd)

AM	21	44	6	0	63	AM
NOON	0	0	0	0	0	NOON
PM	5	25	13	0	70	PM

EASTBOUND (Van Sosten Rd)

AM	NOON	PM	
129	0	37	
0	0	0	0
8	0	4	0
42	0	51	0
17	0	22	0

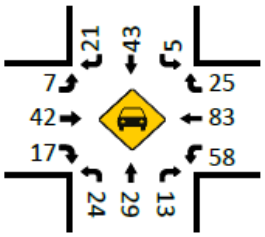
WESTBOUND (Van Sosten Rd)

PM	NOON	AM	
4	0	25	0
21	0	83	0
19	0	64	0
0	0	0	0
112	0	61	

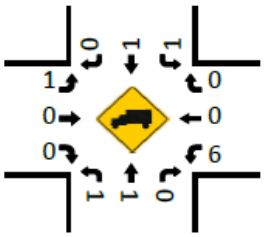
NORTHBOUND (Hansen Rd)

PM	66	0	11	62	48	PM
NOON	0	0	0	0	0	NOON
AM	125	0	25	30	13	AM

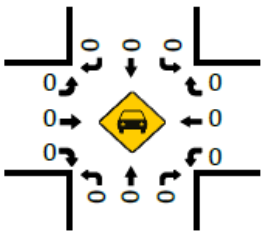
Cars (AM)



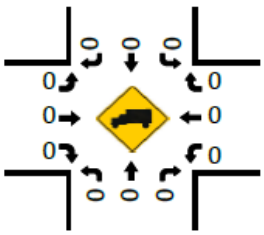
HT (AM)



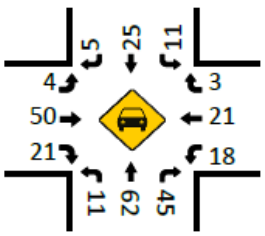
Cars (NOON)



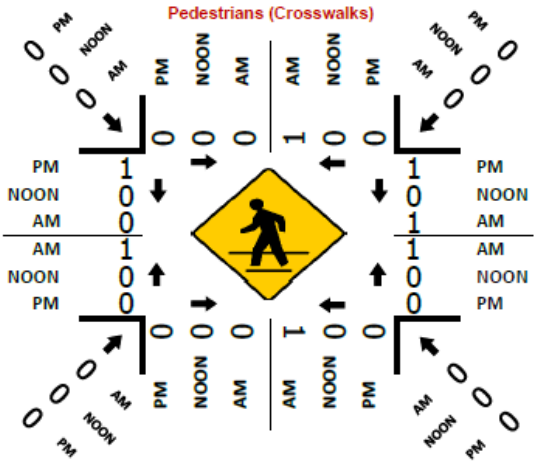
HT (NOON)



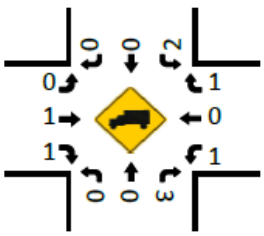
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



Prepared by National Data & Surveying Services

Byron Rd & Van Sosten Rd

Peak Hour Turning Movement Count

ID: 22-090004-001
City: Tracy

Day: Tuesday
Date: 1/11/2022

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

CONTROL: 1-Way Stop(EB)

	AM	NOON	PM
TEV	884	0	1125
PHF	0.93		0.94

SOUTHBOUND (Byron Rd)

	Left	Thru	Right	U-Turn	Total	
AM	54	253	0	0	438	AM
NOON	0	0	0	0	0	NOON
PM	24	521	0	0	457	PM

EASTBOUND (Van Sosten Rd)

	Left	Thru	Right	U-Turn	
AM	143	31	0	50	AM
NOON	0	0	0	0	NOON
PM	81	55	0	66	PM

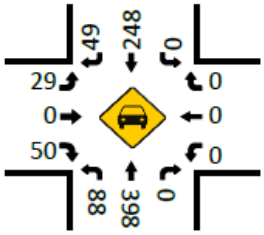
WESTBOUND (Van Sosten Rd)

	Left	Thru	Right	U-Turn	
PM	0	0	0	0	PM
NOON	0	0	0	0	NOON
AM	0	0	0	0	AM

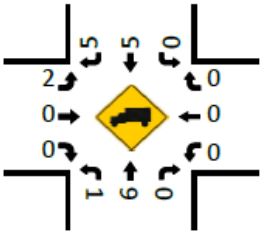
NORTHBOUND (Byron Rd)

	Left	Thru	Right	U-Turn	Total	
PM	587	0	57	402	0	PM
NOON	0	0	0	0	0	NOON
AM	303	0	89	407	0	AM

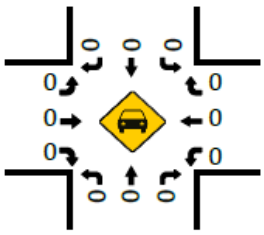
Cars (AM)



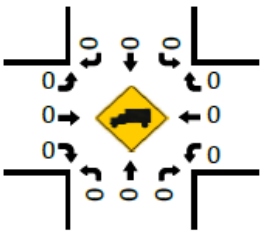
HT (AM)



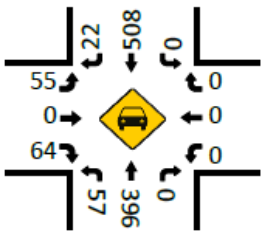
Cars (NOON)



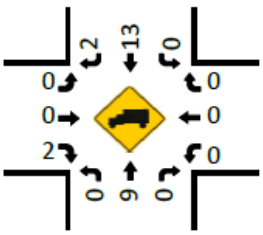
HT (NOON)



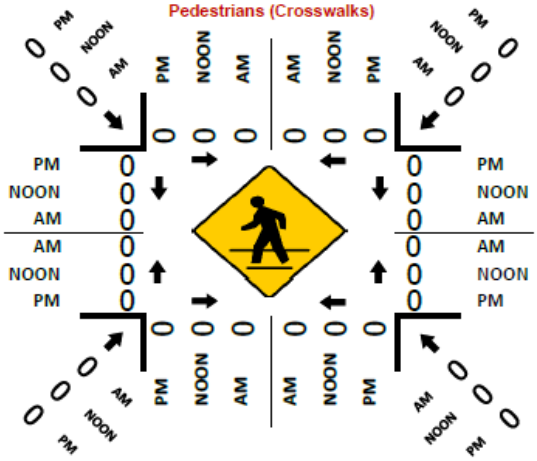
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Mountain House Pkwy & I 205/Robert T. Monagan Fwy WB Ramps

Peak Hour Turning Movement Count

ID: 24-080389-004
City: Tracy

Day: Tuesday
Date: 12/3/2024

Mountain House Pkwy

SOUTHBOUND

PEAK HOURS								COUNT PERIODS
07:30 AM - 08:30 AM	AM	374	739	0	0	405	AM	7:00 AM - 09:00 AM
NONE	NOON	0	0	0	0	0	NOON	NONE
05:00 PM - 06:00 PM	PM	69	388	0	0	799	PM	4:00 PM - 06:00 PM

	AM	NOON	PM						PM	NOON	AM
					1	3	0	0			
I 205/Robert T. Monagan Fwy WB Ramps	598	0	96					2	429	0	199
EASTBOUND								0.5	1	0	202
	0	0	0	0				0.5	357	0	522
	0	0	0	0				0	0	0	0
	0	0	0	0					0	0	0
	0	0	0	0							
					0	1	2	0			
	AM	NOON	PM						PM	NOON	AM

CONTROL			
Signalized			
TEV	2264	0	1640
	AM	NOON	PM
PHF	0.99		0.95

WESTBOUND

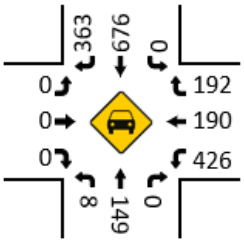
I 205/Robert T. Monagan Fwy WB Ramps

PM	745	0	26	370	0	PM		
NOON	0	0	0	0	0	NOON		
AM	1261	0	22	206	0	AM		

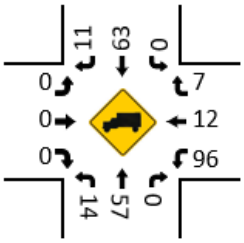
NORTHBOUND

Mountain House Pkwy

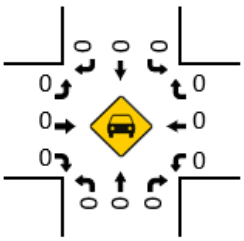
Cars (AM)



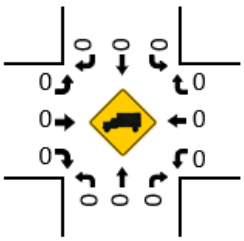
HT (AM)



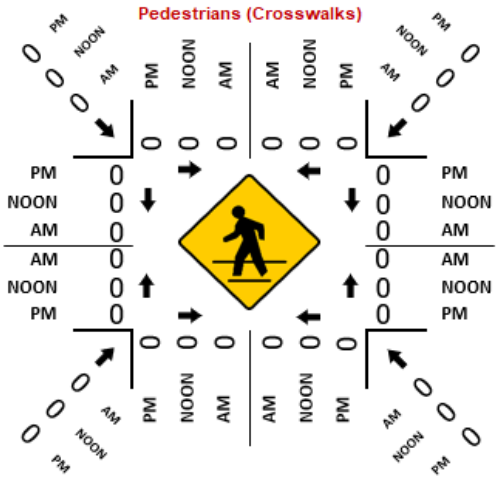
Cars (NOON)



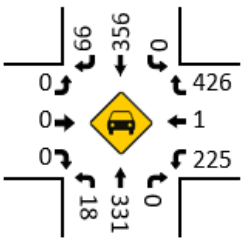
HT (NOON)



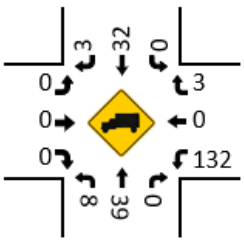
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Mountain House Pkwy & Von Sosten Rd

Peak Hour Turning Movement Count

ID: 24-080389-003
City: Tracy

Day: Tuesday
Date: 12/3/2024

Mountain House Pkwy

SOUTHBOUND

PEAK HOURS								COUNT PERIODS
07:30 AM - 08:30 AM	AM	0	928	56	1	465	AM	7:00 AM - 09:00 AM
NONE	NOON	0	0	0	0	0	NOON	NONE
05:00 PM - 06:00 PM	PM	0	433	32	0	753	PM	4:00 PM - 06:00 PM

Von Sosten Rd

EASTBOUND

AM	NOON	PM		PM	NOON	AM
			0 2 1 0			
0	0	0		7	0	90
0	0	0	0	0	0	0
0	0	0	0	20	0	171
0	0	0	0	0	0	0
0	0	0	0	84	0	75
			0 0 2 1			
AM	NOON	PM		PM	NOON	AM

CONTROL
Signalized

TEV	1639 AM	0 NOON	1290 PM
PHF	0.97		0.93

WESTBOUND

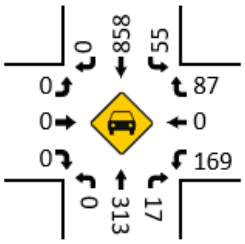
Von Sosten Rd

PM	NOON	AM						
453	0	0	746	52	PM			
0	0	0	0	0	NOON			
1099	0	0	374	19	AM			

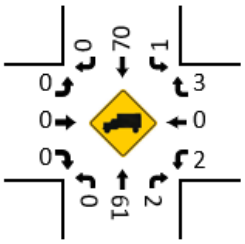
NORTHBOUND

Mountain House Pkwy

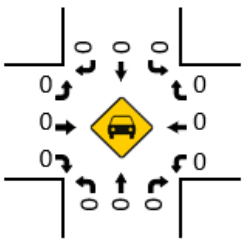
Cars (AM)



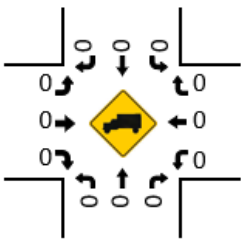
HT (AM)



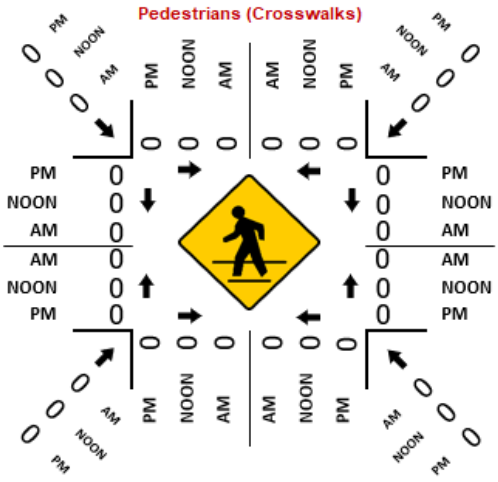
Cars (NOON)



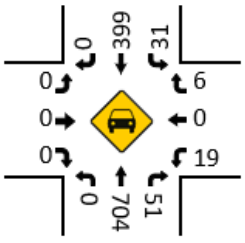
HT (NOON)



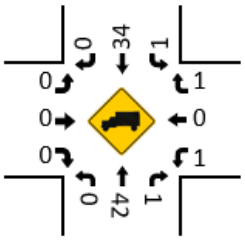
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Hansen Rd & Von Sosten Rd

Peak Hour Turning Movement Count

ID: 24-080389-002
City: Tracy

Day: Tuesday
Date: 12/3/2024

Hansen Rd

SOUTHBOUND

PEAK HOURS								COUNT PERIODS
07:15 AM - 08:15 AM	AM	40	3	21	0	87	AM	7:00 AM - 09:00 AM
NONE	NOON	0	0	0	0	0	NOON	NONE
04:00 PM - 05:00 PM	PM	3	9	37	0	26	PM	4:00 PM - 06:00 PM

EASTBOUND	AM	NOON	PM		WESTBOUND	PM	NOON	AM
Von Sosten Rd	318	0	35	⇦	Von Sosten Rd	12	0	57
	0	0	0	0		27	0	239
	17	0	6	0		11	0	4
	53	0	53	1		0	0	0
	11	0	12	0		99	0	79

	0	1	0	0
	0	0	1	0

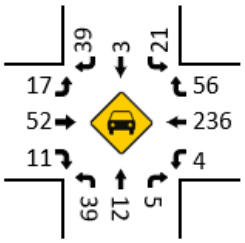
CONTROL			
4-Way Stop			
TEV	502 AM	0 NOON	192 PM
PHF	0.87		0.94

PM	32	0	5	8	9	PM
NOON	0	0	0	0	0	NOON
AM	18	0	39	13	5	AM

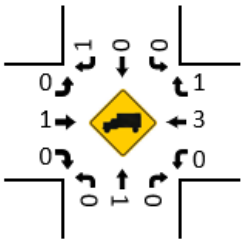
NORTHBOUND

Hansen Rd

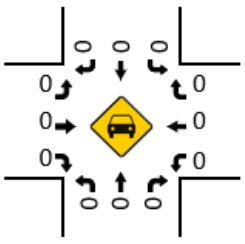
Cars (AM)



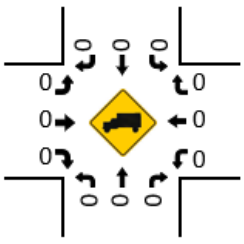
HT (AM)



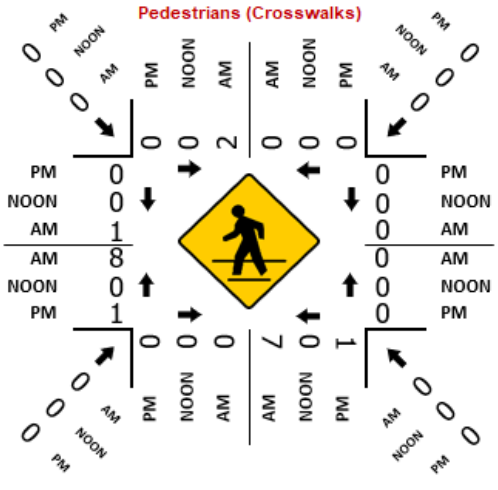
Cars (NOON)



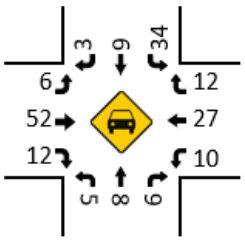
HT (NOON)



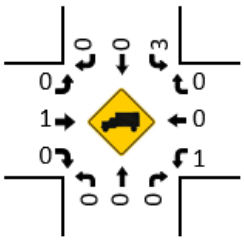
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Byron Rd & Von Sosten Rd

Peak Hour Turning Movement Count

ID: 24-080389-001
City: Tracy

Day: Tuesday
Date: 12/3/2024

Byron Rd

SOUTHBOUND

PEAK HOURS								COUNT PERIODS
07:30 AM - 08:30 AM	AM	43	391	0	0	561	AM	7:00 AM - 09:00 AM
NONE	NOON	0	0	0	0	0	NOON	NONE
04:00 PM - 05:00 PM	PM	28	616	0	0	627	PM	4:00 PM - 06:00 PM

Von Sosten Rd

EASTBOUND

AM	NOON	PM		
226	0	81		
0	0	0	0	
22	0	44	1	
0	0	0	0	
85	0	76	1	
AM	NOON	PM		

0	1	0	0

CONTROL			
1-Way Stop(EB)			
TEV	1263 AM	0 NOON	1400 PM
PHF	0.98		0.93

WESTBOUND

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	
PM	NOON	AM	

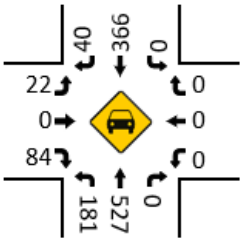
Von Sosten Rd

		0	1	1	0	
PM	692	0	53	583	0	PM
NOON	0	0	0	0	0	NOON
AM	476	0	183	539	0	AM

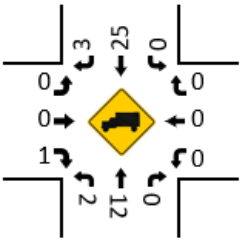
NORTHBOUND

Byron Rd

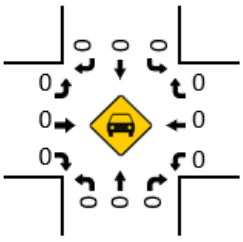
Cars (AM)



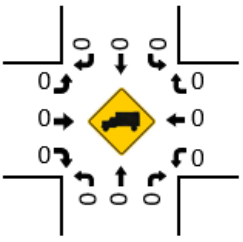
HT (AM)



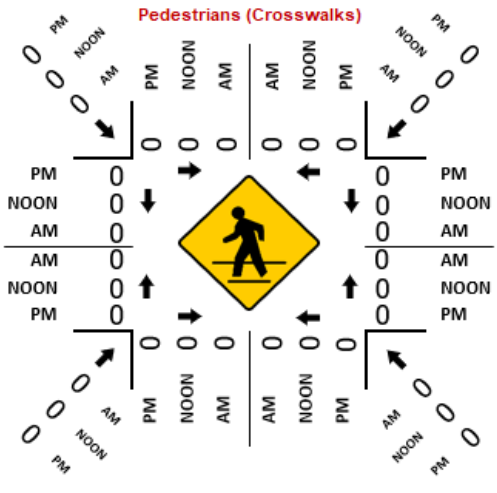
Cars (NOON)



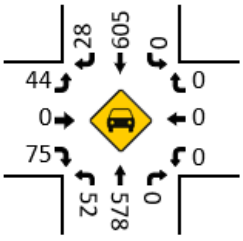
HT (NOON)



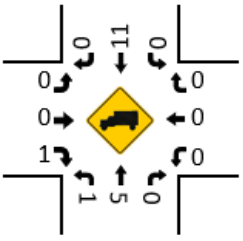
Pedestrians (Crosswalks)



Cars (PM)

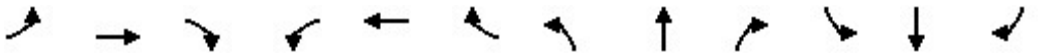


HT (PM)



APPENDIX B

SYNCHRO REPORTS



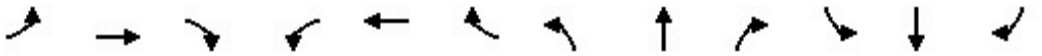
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	522	202	199	22	206	0	0	739	374
Future Volume (veh/h)	0	0	0	522	202	199	22	206	0	0	739	374
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1707	1707	1707	1707	1707	0	0	1707	1707
Adj Flow Rate, veh/h				593	230	226	25	234	0	0	840	0
Peak Hour Factor				0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %				13	13	13	13	13	0	0	13	13
Cap, veh/h				371	144	796	346	1825	0	0	1299	
Arrive On Green				0.31	0.31	0.31	0.21	0.56	0.00	0.00	0.28	0.00
Sat Flow, veh/h				1187	461	2547	1626	3329	0	0	4815	1447
Grp Volume(v), veh/h				823	0	226	25	234	0	0	840	0
Grp Sat Flow(s),veh/h/ln				1648	0	1273	1626	1622	0	0	1554	1447
Q Serve(g_s), s				25.0	0.0	5.4	1.0	2.7	0.0	0.0	12.7	0.0
Cycle Q Clear(g_c), s				25.0	0.0	5.4	1.0	2.7	0.0	0.0	12.7	0.0
Prop In Lane				0.72		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				515	0	796	346	1825	0	0	1299	
V/C Ratio(X)				1.60	0.00	0.28	0.07	0.13	0.00	0.00	0.65	
Avail Cap(c_a), veh/h				515	0	796	346	1825	0	0	1299	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				27.5	0.0	20.7	25.2	8.3	0.0	0.0	25.4	0.0
Incr Delay (d2), s/veh				278.2	0.0	0.9	0.4	0.1	0.0	0.0	2.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				49.1	0.0	1.6	0.4	0.8	0.0	0.0	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				305.7	0.0	21.6	25.6	8.4	0.0	0.0	27.9	0.0
LnGrp LOS				F	A	C	C	A	A	A	C	
Approach Vol, veh/h					1049			259			840	
Approach Delay, s/veh					244.5			10.1			27.9	
Approach LOS					F			B			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	50.5		22.5	28.0		29.5						
Change Period (Y+Rc), s	5.5		5.5	5.7		4.5						
Max Green Setting (Gmax), s	45.0		17.0	22.3		25.0						
Max Q Clear Time (g_c+I1), s	4.7		3.0	14.7		27.0						
Green Ext Time (p_c), s	1.3		0.0	3.0		0.0						

Intersection Summary		
HCM 6th Ctrl Delay	131.5	
HCM 6th LOS	F	

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	357	1	429	26	370	0	0	388	69
Future Volume (veh/h)	0	0	0	357	1	429	26	370	0	0	388	69
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1707	1707	1707	1707	1707	0	0	1707	1707
Adj Flow Rate, veh/h				406	1	488	30	420	0	0	441	0
Peak Hour Factor				0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %				13	13	13	13	13	0	0	13	13
Cap, veh/h				507	1	796	346	1825	0	0	1299	
Arrive On Green				0.31	0.31	0.31	0.21	0.56	0.00	0.00	0.28	0.00
Sat Flow, veh/h				1622	4	2547	1626	3329	0	0	4815	1447
Grp Volume(v), veh/h				407	0	488	30	420	0	0	441	0
Grp Sat Flow(s),veh/h/ln				1626	0	1273	1626	1622	0	0	1554	1447
Q Serve(g_s), s				18.4	0.0	13.0	1.2	5.2	0.0	0.0	6.0	0.0
Cycle Q Clear(g_c), s				18.4	0.0	13.0	1.2	5.2	0.0	0.0	6.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				508	0	796	346	1825	0	0	1299	
V/C Ratio(X)				0.80	0.00	0.61	0.09	0.23	0.00	0.00	0.34	
Avail Cap(c_a), veh/h				508	0	796	346	1825	0	0	1299	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				25.2	0.0	23.4	25.3	8.8	0.0	0.0	23.0	0.0
Incr Delay (d2), s/veh				12.5	0.0	3.5	0.5	0.3	0.0	0.0	0.7	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.5	0.0	4.1	0.5	1.5	0.0	0.0	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.7	0.0	26.9	25.8	9.1	0.0	0.0	23.7	0.0
LnGrp LOS				D	A	C	C	A	A	A	C	
Approach Vol, veh/h					895			450			441	
Approach Delay, s/veh					31.8			10.2			23.7	
Approach LOS					C			B			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	50.5		22.5	28.0		29.5						
Change Period (Y+Rc), s	5.5		5.5	5.7		4.5						
Max Green Setting (Gmax), s	45.0		17.0	22.3		25.0						
Max Q Clear Time (g_c+I1), s	7.2		3.2	8.0		20.4						
Green Ext Time (p_c), s	2.5		0.0	2.1		2.0						

Intersection Summary		
HCM 6th Ctrl Delay	24.4	
HCM 6th LOS	C	

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	171	90	374	19	56	928
Future Volume (veh/h)	171	90	374	19	56	928
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1737	1737	1737	1737	1737	1737
Adj Flow Rate, veh/h	188	99	411	21	62	1020
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	11	11	11	11	11	11
Cap, veh/h	249	222	1755	783	94	2230
Arrive On Green	0.15	0.15	0.53	0.53	0.06	0.68
Sat Flow, veh/h	1654	1472	3387	1472	1654	3387
Grp Volume(v), veh/h	188	99	411	21	62	1020
Grp Sat Flow(s),veh/h/ln	1654	1472	1650	1472	1654	1650
Q Serve(g_s), s	5.6	3.2	3.5	0.4	1.9	7.5
Cycle Q Clear(g_c), s	5.6	3.2	3.5	0.4	1.9	7.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	249	222	1755	783	94	2230
V/C Ratio(X)	0.75	0.45	0.23	0.03	0.66	0.46
Avail Cap(c_a), veh/h	351	313	1755	783	192	2230
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	21.1	20.0	6.5	5.8	23.9	3.9
Incr Delay (d2), s/veh	5.7	1.4	0.3	0.1	7.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.0	0.7	0.1	0.8	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.8	21.4	6.8	5.8	31.5	4.6
LnGrp LOS	C	C	A	A	C	A
Approach Vol, veh/h	287		432			1082
Approach Delay, s/veh	25.0		6.8			6.2
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.5	32.5			40.0	11.8
Change Period (Y+Rc), s	4.5	5.0			5.0	4.0
Max Green Setting (Gmax), s	6.0	24.5			35.0	11.0
Max Q Clear Time (g_c+I1), s	3.9	5.5			9.5	7.6
Green Ext Time (p_c), s	0.0	2.2			6.9	0.3

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	171	90	374	19	56	928
Future Volume (veh/h)	171	90	374	19	56	928
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1737	1737	1737	1737	1737	1737
Adj Flow Rate, veh/h	188	99	411	21	62	1020
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	11	11	11	11	11	11
Cap, veh/h	249	222	1755	783	94	2230
Arrive On Green	0.15	0.15	0.53	0.53	0.06	0.68
Sat Flow, veh/h	1654	1472	3387	1472	1654	3387
Grp Volume(v), veh/h	188	99	411	21	62	1020
Grp Sat Flow(s),veh/h/ln	1654	1472	1650	1472	1654	1650
Q Serve(g_s), s	5.6	3.2	3.5	0.4	1.9	7.5
Cycle Q Clear(g_c), s	5.6	3.2	3.5	0.4	1.9	7.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	249	222	1755	783	94	2230
V/C Ratio(X)	0.75	0.45	0.23	0.03	0.66	0.46
Avail Cap(c_a), veh/h	351	313	1755	783	192	2230
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	21.1	20.0	6.5	5.8	23.9	3.9
Incr Delay (d2), s/veh	5.7	1.4	0.3	0.1	7.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.0	0.7	0.1	0.8	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.8	21.4	6.8	5.8	31.5	4.6
LnGrp LOS	C	C	A	A	C	A
Approach Vol, veh/h	287		432			1082
Approach Delay, s/veh	25.0		6.8			6.2
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.5	32.5			40.0	11.8
Change Period (Y+Rc), s	4.5	5.0			5.0	4.0
Max Green Setting (Gmax), s	6.0	24.5			35.0	11.0
Max Q Clear Time (g_c+I1), s	3.9	5.5			9.5	7.6
Green Ext Time (p_c), s	0.0	2.2			6.9	0.3

Intersection Summary			
HCM 6th Ctrl Delay		9.3	
HCM 6th LOS		A	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	53	11	4	239	57	39	13	5	21	3	40
Future Vol, veh/h	17	53	11	4	239	57	39	13	5	21	3	40
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	23	71	15	5	319	76	52	17	7	28	4	53
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	8.6	11.5	9	8.6
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	68%	21%	1%	33%
Vol Thru, %	23%	65%	80%	5%
Vol Right, %	9%	14%	19%	62%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	81	300	64
LT Vol	39	17	4	21
Through Vol	13	53	239	3
RT Vol	5	11	57	40
Lane Flow Rate	76	108	400	85
Geometry Grp	1	1	1	1
Degree of Util (X)	0.112	0.143	0.486	0.116
Departure Headway (Hd)	5.298	4.759	4.375	4.896
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	673	751	820	728
Service Time	3.358	2.809	2.412	2.955
HCM Lane V/C Ratio	0.113	0.144	0.488	0.117
HCM Control Delay	9	8.6	11.5	8.6
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.4	0.5	2.7	0.4

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	53	12	11	27	12	5	8	9	37	9	3
Future Vol, veh/h	6	53	12	11	27	12	5	8	9	37	9	3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	6	56	13	12	29	13	5	9	10	39	10	3
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	7.5	7.4	7.2	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	8%	22%	76%
Vol Thru, %	36%	75%	54%	18%
Vol Right, %	41%	17%	24%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	71	50	49
LT Vol	5	6	11	37
Through Vol	8	53	27	9
RT Vol	9	12	12	3
Lane Flow Rate	23	76	53	52
Geometry Grp	1	1	1	1
Degree of Util (X)	0.026	0.085	0.06	0.062
Departure Headway (Hd)	4.013	4.038	4.039	4.305
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	881	881	880	825
Service Time	2.087	2.09	2.096	2.37
HCM Lane V/C Ratio	0.026	0.086	0.06	0.063
HCM Control Delay	7.2	7.5	7.4	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.2	0.2

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	85	183	539	391	43
Future Vol, veh/h	22	85	183	539	391	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	30	265	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	91	197	580	420	46

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1417	443	466	0	-	0
Stage 1	443	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	151	615	1095	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	124	615	1095	-	-	-
Mov Cap-2 Maneuver	124	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	366	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.8	2.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1095	-	124	615	-	-
HCM Lane V/C Ratio	0.18	-	0.191	0.149	-	-
HCM Control Delay (s)	9	-	40.8	11.9	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.7	-	0.7	0.5	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	76	53	583	616	28
Future Vol, veh/h	44	76	53	583	616	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	30	265	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	81	56	620	655	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1402	670	685	0	-	0
Stage 1	670	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	154	457	908	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	457	908	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	476	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.5	0.8	0
HCM LOS	C		

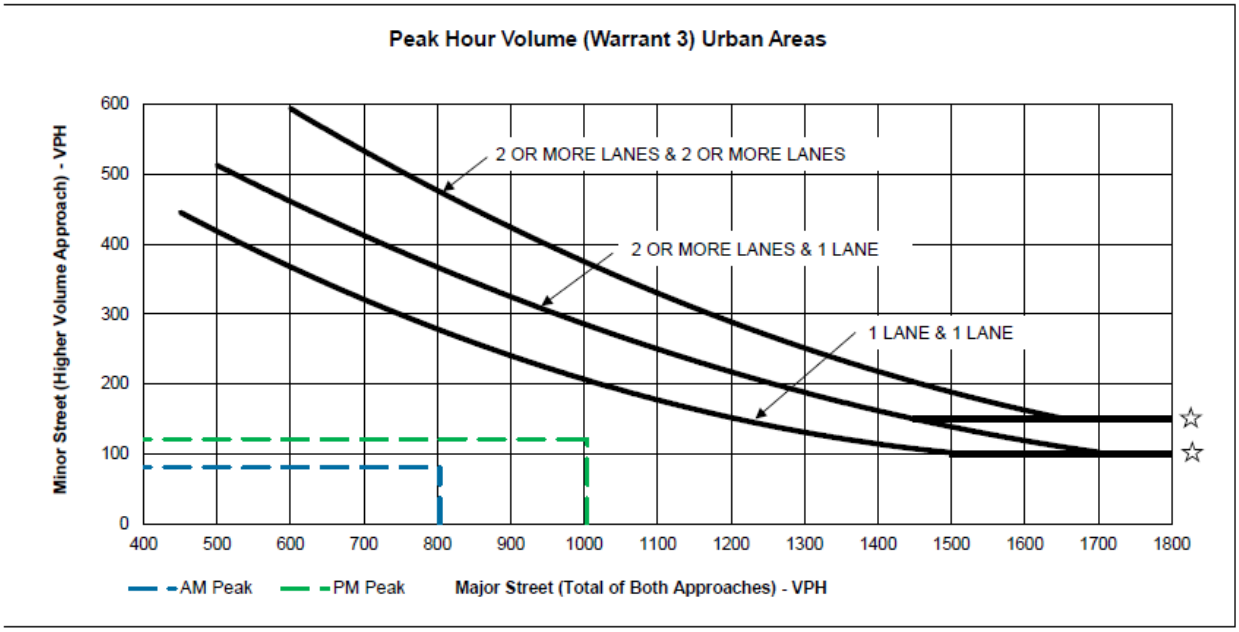
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	908	-	144	457	-	-
HCM Lane V/C Ratio	0.062	-	0.325	0.177	-	-
HCM Control Delay (s)	9.2	-	41.6	14.6	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.3	0.6	-	-

APPENDIX C

SIGNAL WARRANT ANALYSIS

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*

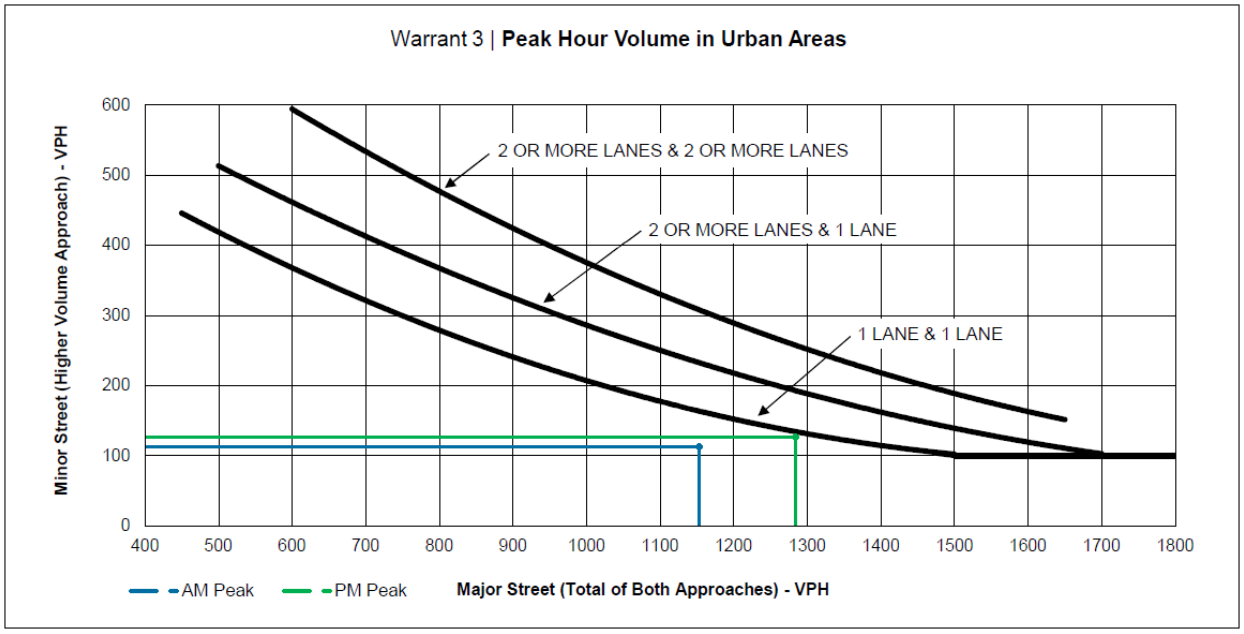


☆ **NOTE:**
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Existing (AM/PM)		
		Number of Lanes
Major Approach	Byron Road	1
Minor Approach	Von Sosten	1
	AM Peak	PM Peak
Major St. Volume:	803	1,004
Minor St. Volume:	81	121
Warrant Met?:	No	No

December 2024

Signal Warrant 3: Peak Hour, Urban Area

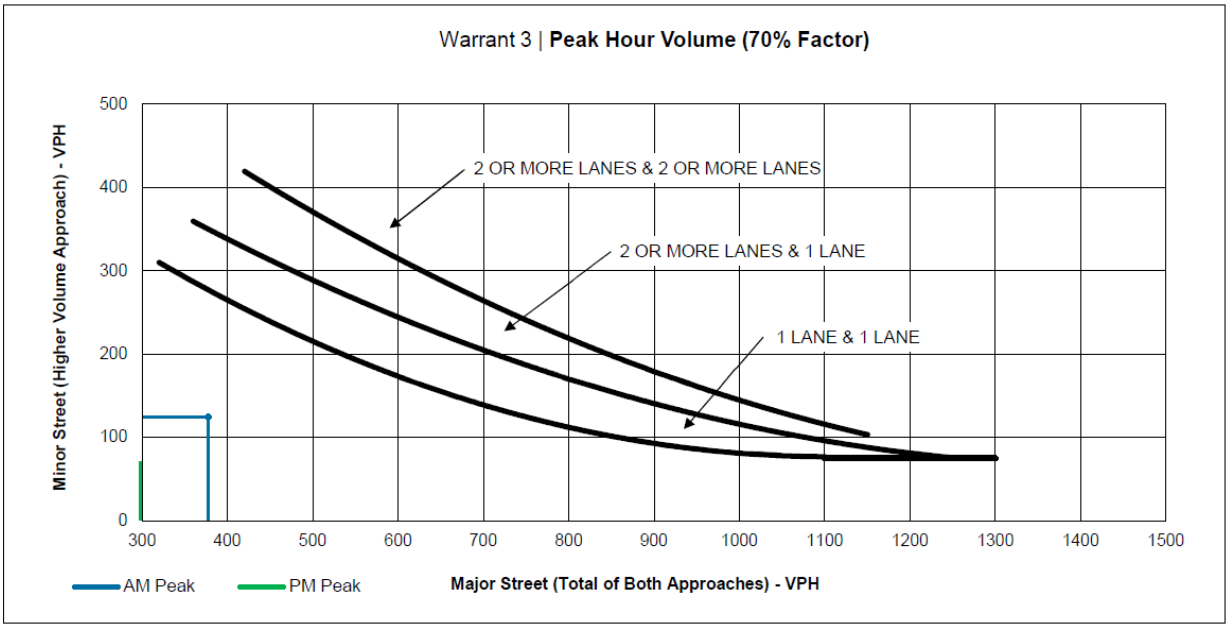


Warrant 3 Volumes		**Number of Lanes**
Major Approach	Byron Rd	1
Minor Approach	Von Sosten Rd	1
	AM Peak	**PM Peak**
Major St. Volume (Both Approaches)	1,156	107
Minor St. Volume (Highest Approach)	1,280	120
Warrant Met	**No**	**No**

December 2024

Signal Warrant 3: Peak Hour, 70% Factor

(Communities with less than 10,000 population or above 40 MPH on Major Street)



Warrant 3 Volumes		**Number of Lanes**
Major Approach	Von Sosten Rd	1
Minor Approach	Hansen Rd	1
	AM Peak	**PM Peak**
Major St. Volume (Both Approaches)	381	121
Minor St. Volume (Highest Approach)	121	71
Warrant Met	**No**	**No**

APPENDIX D

RADAR SIGN SUMMARY REPORTS

Vehicle Count

Location: Von Sosten Road East Bound
Address: Von Sosten Road
Speed Limit: From schedule 35 mph

Report Period: 2023-05-22 to 2023-05-28
Total Vehicle Count: 1997

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday Average	Weekend Average	Week Average	Speed Average	85% Speed(mph)
00:00 - 01:00	2	1	2	3	2	3	2	2	3	2	42	48
01:00 - 02:00	2	n/a	2	n/a	1	4	4	2	4	3	37	47
02:00 - 03:00	2	1	2	n/a	1	n/a	2	2	2	2	36	47
03:00 - 04:00	n/a	n/a	n/a	n/a	n/a	2	3	n/a	3	3	41	43
04:00 - 05:00	2	n/a	1	n/a	n/a	1	n/a	2	1	1	38	44
05:00 - 06:00	n/a	n/a	n/a	3	9	7	2	6	5	5	38	46
06:00 - 07:00	3	n/a	n/a	5	9	6	2	6	4	5	41	45
07:00 - 08:00	15	15	14	13	20	9	8	15	9	13	39	46
08:00 - 09:00	18	12	19	17	24	9	12	18	11	16	40	45
09:00 - 10:00	18	20	11	14	18	12	8	16	10	14	41	48
10:00 - 11:00	21	18	21	16	30	12	14	21	13	19	40	47
11:00 - 12:00	19	10	20	11	24	18	**H 17**	17	18	17	41	48
12:00 - 13:00	22	11	16	23	30	11	15	20	13	18	41	48
13:00 - 14:00	31	29	28	22	**H 37**	17	13	29	15	25	43	49
14:00 - 15:00	**H 35**	**H 44**	**H 41**	**H 32**	29	15	14	36	15	30	41	47
15:00 - 16:00	26	23	21	21	32	18	**H 17**	25	18	23	39	47
16:00 - 17:00	16	30	18	26	22	16	9	22	13	20	39	47
17:00 - 18:00	11	15	11	22	9	14	9	14	12	13	42	48
18:00 - 19:00	13	14	14	19	24	12	9	17	11	15	42	47
19:00 - 20:00	17	22	22	26	22	**H 19**	5	22	12	19	43	49
20:00 - 21:00	12	11	15	18	16	7	12	14	10	13	41	47
21:00 - 22:00	5	5	6	11	10	8	7	7	8	7	41	46
22:00 - 23:00	6	3	4	1	12	10	9	5	10	6	43	50
23:00 - 24:00	1	3	3	3	8	2	2	4	2	3	42	47
Total	297	287	291	306	389	232	195	322	222	292	AVG: 40	AVG: 47

H - highest value in the column, **bolded H** is highest H value in report
** "**n/a**" - means the sign did not collect any data at the time stipulated in the report. "**n/a**" values are NOT included in calculations.

Vehicle Count

Location: Von Sosten Road West Bound
Address: Von Sosten Road
Speed Limit: From schedule 35 mph

Report Period: 2023-05-22 to 2023-05-28
Total Vehicle Count: 7489

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday Average	Weekend Average	Week Average	Speed Average	85% Speed(mph)
00:00 - 01:00	23	38	43	38	33	44	25	35	35	35	41	49
01:00 - 02:00	15	13	16	13	19	27	29	15	28	19	42	49
02:00 - 03:00	9	7	5	6	8	11	12	7	12	8	43	51
03:00 - 04:00	3	5	4	1	4	8	7	3	8	5	43	49
04:00 - 05:00	n/a	n/a	3	1	6	2	2	3	2	3	41	50
05:00 - 06:00	n/a	2	1	n/a	1	1	1	1	1	1	42	52
06:00 - 07:00	6	4	3	3	4	1	2	4	2	3	43	54
07:00 - 08:00	67	73	67	67	36	3	2	62	3	45	47	57
08:00 - 09:00	171	194	207	172	88	8	2	166	5	120	46	54
09:00 - 10:00	79	**H 223**	**H 232**	**H 185**	**H 90**	11	9	162	10	118	47	55
10:00 - 11:00	**H 194**	201	108	99	26	13	21	126	17	95	47	53
11:00 - 12:00	86	163	100	28	40	12	29	83	21	65	45	53
12:00 - 13:00	41	46	49	33	21	12	48	38	30	36	43	52
13:00 - 14:00	35	17	39	26	33	29	66	30	48	35	42	50
14:00 - 15:00	28	42	28	50	41	48	**H 67**	38	58	43	44	50
15:00 - 16:00	35	54	48	60	48	39	60	49	50	49	45	50
16:00 - 17:00	27	57	57	50	58	**H 53**	48	50	51	50	45	52
17:00 - 18:00	46	50	46	47	35	45	40	45	43	44	45	52
18:00 - 19:00	48	49	41	51	43	52	27	46	40	44	44	50
19:00 - 20:00	43	57	42	53	58	42	42	51	42	48	45	51
20:00 - 21:00	50	54	51	55	45	45	30	51	38	47	46	52
21:00 - 22:00	55	53	42	55	64	51	40	54	46	51	45	52
22:00 - 23:00	57	46	54	57	48	50	57	52	54	53	44	50
23:00 - 24:00	61	52	55	57	56	45	39	56	42	52	42	48
Total	1179	1500	1341	1207	905	652	705	1227	686	1069	AVG: 44	AVG: 51

H - highest value in the column, **bolded H** is highest H value in report
** "**n/a**" - means the sign did not collect any data at the time stipulated in the report. "**n/a**" values are NOT included in calculations.

Vehicle Count

Location: Von Sosten Road East Bound
Address: Von Sosten Road
Speed Limit: From schedule 35 mph

Report Period: 2023-09-11 to 2023-09-17
Total Vehicle Count: 2623

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday Average	Weekend Average	Week Average	Speed Average	85% Speed(mph)
00:00 - 01:00	6	4	3	2	5	1	3	4	2	3	44	47
01:00 - 02:00	2	2	3	2	3	n/a	4	2	4	3	42	55
02:00 - 03:00	5	2	3	2	3	n/a	1	3	1	3	44	50
03:00 - 04:00	n/a	1	n/a	3	1	n/a	2	2	2	2	42	48
04:00 - 05:00	1	2	3	3	2	n/a	2	2	2	2	43	50
05:00 - 06:00	4	4	4	8	8	n/a	2	6	2	5	38	45
06:00 - 07:00	4	6	6	5	12	n/a	6	7	6	7	39	48
07:00 - 08:00	23	30	31	22	28	n/a	5	27	5	23	41	47
08:00 - 09:00	23	25	33	30	37	n/a	14	30	14	27	40	47
09:00 - 10:00	23	19	17	24	21	n/a	13	21	13	20	39	46
10:00 - 11:00	16	22	19	22	22	12	14	20	13	18	42	50
11:00 - 12:00	31	31	25	32	25	29	20	29	25	28	42	49
12:00 - 13:00	31	30	40	31	40	**H 37**	**H 27**	34	32	34	43	50
13:00 - 14:00	36	**H 45**	**H 43**	**H 34**	**H 53**	30	21	42	26	37	42	48
14:00 - 15:00	**H 38**	35	40	33	25	24	16	34	20	30	41	47
15:00 - 16:00	14	39	29	18	20	12	10	24	11	20	41	47
16:00 - 17:00	15	13	8	19	16	23	12	14	18	15	41	47
17:00 - 18:00	21	11	9	18	22	20	18	16	19	17	41	48
18:00 - 19:00	16	30	34	23	36	13	17	28	15	24	43	49
19:00 - 20:00	28	28	29	27	30	19	23	28	21	26	42	49
20:00 - 21:00	18	18	27	25	20	10	11	22	11	18	41	47
21:00 - 22:00	10	13	19	18	10	8	7	14	8	12	40	47
22:00 - 23:00	11	9	7	5	15	5	7	9	6	8	42	49
23:00 - 24:00	4	6	7	6	8	5	2	6	4	5	42	47
Total	380	425	439	412	462	248	257	424	280	387	AVG: 41	AVG: 48

H - highest value in the column, **bolded H** is highest H value in report
** "**n/a**" - means the sign did not collect any data at the time stipulated in the report. "**n/a**" values are NOT included in calculations.

Vehicle Count

Location: Von Sosten Road West Bound
Address: Von Sosten Road
Speed Limit: From schedule 35 mph

Report Period: 2023-09-11 to 2023-09-17
Total Vehicle Count: 3220

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday Average	Weekend Average	Week Average	Speed Average	85% Speed(mph)
00:00 - 01:00	10	18	17	2	13	14	25	12	20	14	40	48
01:00 - 02:00	7	5	4	5	11	9	14	6	12	8	40	45
02:00 - 03:00	4	6	2	1	3	6	11	3	9	5	38	45
03:00 - 04:00	3	3	n/a	2	1	2	7	2	5	3	44	47
04:00 - 05:00	5	2	n/a	n/a	3	n/a	1	3	1	3	43	50
05:00 - 06:00	5	1	5	2	2	n/a	3	3	3	3	38	42
06:00 - 07:00	n/a	1	1	3	2	n/a	1	2	1	2	46	51
07:00 - 08:00	37	25	35	21	20	n/a	n/a	28	n/a	28	48	55
08:00 - 09:00	98	94	102	97	54	n/a	2	89	2	75	45	52
09:00 - 10:00	**H 112**	**H 127**	**H 111**	92	**H 58**	n/a	4	100	4	84	45	51
10:00 - 11:00	73	47	95	**H 98**	49	n/a	11	72	11	62	47	52
11:00 - 12:00	49	84	63	79	39	n/a	18	63	18	55	44	51
12:00 - 13:00	27	40	32	31	23	n/a	24	31	24	30	43	50
13:00 - 14:00	17	28	28	25	30	13	**H 30**	26	22	24	42	48
14:00 - 15:00	16	21	12	17	15	**H 24**	20	16	22	18	41	47
15:00 - 16:00	8	18	15	13	11	9	7	13	8	12	42	50
16:00 - 17:00	7	11	13	6	13	13	14	10	14	11	40	47
17:00 - 18:00	7	12	10	1	7	6	11	7	9	8	40	47
18:00 - 19:00	3	4	5	5	8	10	11	5	11	7	38	45
19:00 - 20:00	2	3	8	1	5	11	4	4	8	5	40	47
20:00 - 21:00	12	9	13	5	4	9	16	9	13	10	41	47
21:00 - 22:00	16	20	3	17	14	11	15	14	13	14	41	48
22:00 - 23:00	19	15	11	16	11	21	14	14	18	15	37	45
23:00 - 24:00	26	22	30	28	13	18	11	24	15	21	40	46
Total	563	616	615	567	409	176	274	556	263	517	AVG: 42	AVG: 48

H - highest value in the column, **bolded H** is highest H value in report
** "n/a" - means the sign did not collect any data at the time stipulated in the report. "n/a" values are NOT included in calculations.

Vehicle Count

Location: Von Sosten Road East Bound
Address: Von Sosten Road
Speed Limit: From schedule 35 mph

Report Period: 2024-01-08 to 2024-01-14
Total Vehicle Count: 3175

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday Average	Weekend Average	Week Average	Speed Average	85% Speed(mph)
00:00 - 01:00	2	2	5	2	5	3	7	3	5	4	41	53
01:00 - 02:00	7	3	3	1	1	4	1	3	3	3	41	47
02:00 - 03:00	2	4	3	5	1	2	n/a	3	2	3	43	47
03:00 - 04:00	1	1	n/a	4	1	1	1	2	1	2	42	51
04:00 - 05:00	4	2	3	1	1	1	1	2	1	2	43	48
05:00 - 06:00	1	7	3	5	3	7	4	4	6	4	41	48
06:00 - 07:00	1	3	9	2	6	4	5	4	5	4	43	50
07:00 - 08:00	35	34	**H 43**	34	43	13	1	38	7	29	43	48
08:00 - 09:00	37	31	32	32	42	22	7	35	15	29	42	49
09:00 - 10:00	23	21	21	16	33	13	19	23	16	21	42	49
10:00 - 11:00	14	23	30	25	22	18	21	23	20	22	42	48
11:00 - 12:00	18	21	25	26	30	29	26	24	28	25	42	48
12:00 - 13:00	24	34	29	29	33	29	30	30	30	30	42	49
13:00 - 14:00	33	35	27	32	46	34	**H 41**	35	38	35	42	49
14:00 - 15:00	25	30	36	32	46	31	19	34	25	31	42	48
15:00 - 16:00	36	51	40	35	45	26	27	41	27	37	42	48
16:00 - 17:00	52	**H 62**	36	48	**H 53**	33	19	50	26	43	43	49
17:00 - 18:00	**H 62**	49	14	**H 55**	52	**H 38**	20	46	29	41	42	48
18:00 - 19:00	33	39	8	42	42	16	22	33	19	29	41	48
19:00 - 20:00	23	23	11	19	21	18	10	19	14	18	41	49
20:00 - 21:00	11	13	11	17	16	16	12	14	14	14	42	47
21:00 - 22:00	7	11	15	14	25	12	8	14	10	13	42	48
22:00 - 23:00	8	13	9	6	8	14	9	9	12	10	42	53
23:00 - 24:00	4	3	8	4	10	6	5	6	6	6	44	50
Total	463	515	421	486	585	390	315	495	359	455	AVG: 42	AVG: 49

H - highest value in the column, **bolded H** is highest H value in report
** "**n/a**" - means the sign did not collect any data at the time stipulated in the report. "**n/a**" values are NOT included in calculations.

Vehicle Count

Location: Von Sosten Road West Bound
Address: Von Sosten Road
Speed Limit: From schedule 35 mph

Report Period: 2024-01-08 to 2024-01-14
Total Vehicle Count: 1783

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday Average	Weekend Average	Week Average	Speed Average	85% Speed(mph)
00:00 - 01:00	9	8	2	6	13	9	3	8	6	7	40	46
01:00 - 02:00	3	5	5	4	6	9	4	5	7	5	39	48
02:00 - 03:00	5	2	2	2	6	4	n/a	3	4	4	42	48
03:00 - 04:00	3	n/a	1	1	2	5	n/a	2	5	2	35	43
04:00 - 05:00	n/a	n/a	n/a	1	1	1	n/a	1	1	1	42	47
05:00 - 06:00	n/a	1	n/a	n/a	1	3	n/a	1	3	2	39	43
06:00 - 07:00	1	1	2	3	1	2	n/a	2	2	2	39	42
07:00 - 08:00	5	2	3	3	1	1	n/a	3	1	3	39	52
08:00 - 09:00	10	9	10	18	13	1	n/a	12	1	10	46	56
09:00 - 10:00	44	37	28	40	17	n/a	n/a	33	n/a	33	48	53
10:00 - 11:00	**H 52**	**H 49**	**H 37**	**H 68**	31	1	n/a	47	1	40	38	52
11:00 - 12:00	47	38	20	54	**H 33**	1	1	38	1	28	40	49
12:00 - 13:00	21	9	13	18	8	1	13	14	7	12	43	48
13:00 - 14:00	25	11	10	17	6	2	**H 14**	14	8	12	36	48
14:00 - 15:00	12	8	12	10	n/a	2	9	11	6	9	41	48
15:00 - 16:00	6	5	4	7	5	4	4	5	4	5	39	48
16:00 - 17:00	13	6	9	21	11	4	3	12	4	10	40	48
17:00 - 18:00	14	7	10	20	9	1	10	12	6	10	41	47
18:00 - 19:00	23	13	7	17	7	7	6	13	7	11	42	49
19:00 - 20:00	33	10	16	23	16	9	10	20	10	17	42	49
20:00 - 21:00	22	15	17	23	17	11	6	19	9	16	42	50
21:00 - 22:00	17	21	11	16	16	**H 12**	13	16	13	15	39	46
22:00 - 23:00	11	16	8	25	12	11	11	14	11	13	39	46
23:00 - 24:00	8	10	6	14	21	4	7	12	6	10	40	47
Total	384	283	233	411	253	105	114	317	123	277	AVG: 40	AVG: 48

H - highest value in the column, **bolded H** is highest H value in report
** "**n/a**" - means the sign did not collect any data at the time stipulated in the report. "**n/a**" values are NOT included in calculations.

Vehicle Count

Location: Von Sosten Road East Bound
Address: Von Sosten Road
Speed Limit: From schedule 35 mph

Report Period: 2024-05-06 to 2024-05-12
Total Vehicle Count: 2887

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday Average	Weekend Average	Week Average	Speed Average	85% Speed(mph)
00:00 - 01:00	4	3	2	1	6	10	12	3	11	5	42	52
01:00 - 02:00	1	4	n/a	2	6	4	9	3	7	4	37	46
02:00 - 03:00	1	2	1	4	3	5	3	2	4	3	42	45
03:00 - 04:00	n/a	n/a	1	2	1	1	n/a	1	1	1	40	37
04:00 - 05:00	1	3	2	2	n/a	1	3	2	2	2	41	47
05:00 - 06:00	4	1	5	5	6	3	7	4	5	4	40	47
06:00 - 07:00	2	5	3	4	3	8	8	3	8	5	35	46
07:00 - 08:00	13	21	19	20	30	19	7	21	13	18	37	46
08:00 - 09:00	15	35	25	32	38	31	23	29	27	28	38	47
09:00 - 10:00	11	7	21	29	30	24	27	20	26	21	39	49
10:00 - 11:00	17	25	18	22	40	37	35	24	36	28	36	47
11:00 - 12:00	19	19	20	36	34	43	27	26	35	28	38	47
12:00 - 13:00	17	19	23	30	39	38	23	26	31	27	38	50
13:00 - 14:00	24	33	36	36	**H 57**	**H 50**	**H 42**	37	46	40	41	49
14:00 - 15:00	25	**H 37**	39	**H 38**	43	36	16	36	26	33	41	48
15:00 - 16:00	**H 26**	32	**H 42**	30	39	25	15	34	20	30	41	47
16:00 - 17:00	19	22	34	24	31	20	13	26	17	23	40	46
17:00 - 18:00	19	22	17	28	23	15	13	22	14	20	40	45
18:00 - 19:00	7	13	18	19	18	23	10	15	17	15	41	47
19:00 - 20:00	11	18	18	21	17	23	25	17	24	19	42	47
20:00 - 21:00	9	19	19	26	29	28	23	20	26	22	40	48
21:00 - 22:00	13	11	21	20	26	23	11	18	17	18	40	47
22:00 - 23:00	4	4	9	8	18	17	9	9	13	10	37	47
23:00 - 24:00	2	3	7	9	7	22	6	6	14	8	39	48
Total	264	358	400	448	544	506	367	404	440	412	AVG: 39	AVG: 47

H - highest value in the column, **bolded H** is highest H value in report
** "**n/a**" - means the sign did not collect any data at the time stipulated in the report. "**n/a**" values are NOT included in calculations.