



GRANT ROAD AND SLEEPER AVENUE INTERSECTION STUDY



March 2022



City of
Mountain View





TABLE OF CONTENTS

Table of Contents	2
Executive Summary	3
Background	4
Existing Conditions	6
Design Improvements	8
Pedestrian Hybrid Beacon	8
LED Enhanced Signs.....	9
Traffic Signal	10
Design Alternative Analysis	11
Alternatives 1A And 1B.....	12
Alternatives 2A And 2B.....	17
Alternatives 3A And 3B.....	21
Alternatives 4A And 4B.....	25
Alternative 5	29
Alternative 6	32
Alternative 7	33
Comparison of Alternatives	35
Cost Comparison	35
Alternative Comparison	35
Community and Council Advisory Committee Outreach	37
Community Feedback.....	37
Bicycle And Pedestrian Advisory Committee	37
Council Transportation Committee.....	38
Final Alternative Chosen	38
Conclusion	39
Appendix A – Cost Estimates	42
Appendix B – Warrant Analysis	57
Appendix C – Community Poll Questions	191

EXECUTIVE SUMMARY

The City of Mountain View wants to study the intersection of Grant Road and Sleeper Avenue to assess the safety and accessibility of pedestrians and bicyclists at the intersection. Both in the past and the present, the community has requested for some type of pedestrian facilities to be installed in order to provide a safer crossing for the pedestrians and bicyclists that cross Grant Road at Sleeper Avenue. In 2010 and 2016, studies were conducted on the intersection which led to the existing marked crosswalk on the eastern portion of the intersection and the unmarked crossing with a median refuge on the southern portion.

The purpose of this Study is to develop and evaluate conceptual alternatives for improvements to facilitate the safe movement of pedestrians and bicyclists crossing Grant Road at Sleeper Avenue. In total, 11 alternatives were evaluated, including pedestrian hybrid beacons, LED enhanced signs, traffic signals, leaving existing conditions as-is, and removing the existing median opening. Out of the 11 alternatives developed, 4 were chosen to be presented for consensus building to all the stakeholders.

City of Mountain View with TJKM staff conducted a series of outreach events to build consensus on the preferred alternative from the community which included a public outreach meeting, Bicycle Pedestrian Advisory Committee (B/PAC) meeting, and Council Transportation Committee (CTC) meeting. The alternatives presented to the stakeholders were chosen based on which best facilitate the operation and safety of pedestrians, bicyclists, and vehicles at Grant Road and Sleeper Avenue. The alternatives include pedestrian hybrid beacon, traffic signal, and keeping the existing conditions as is. The alternatives also included the possibility of a left turn restriction for vehicles turning left from Sleeper Avenue onto Grant Road.

The three outreach meetings all had support from the stakeholders for the alternative of a pedestrian hybrid beacon and a high visibility crosswalk on the southern leg of the intersection with a left turn restriction from Sleeper Avenue. The B/PAC also recommended that a bicycle crossing be added to the design to ensure the safe movement of bicyclists through the intersection. The CTC agreed with the idea of adding a bicycle crossing in design.

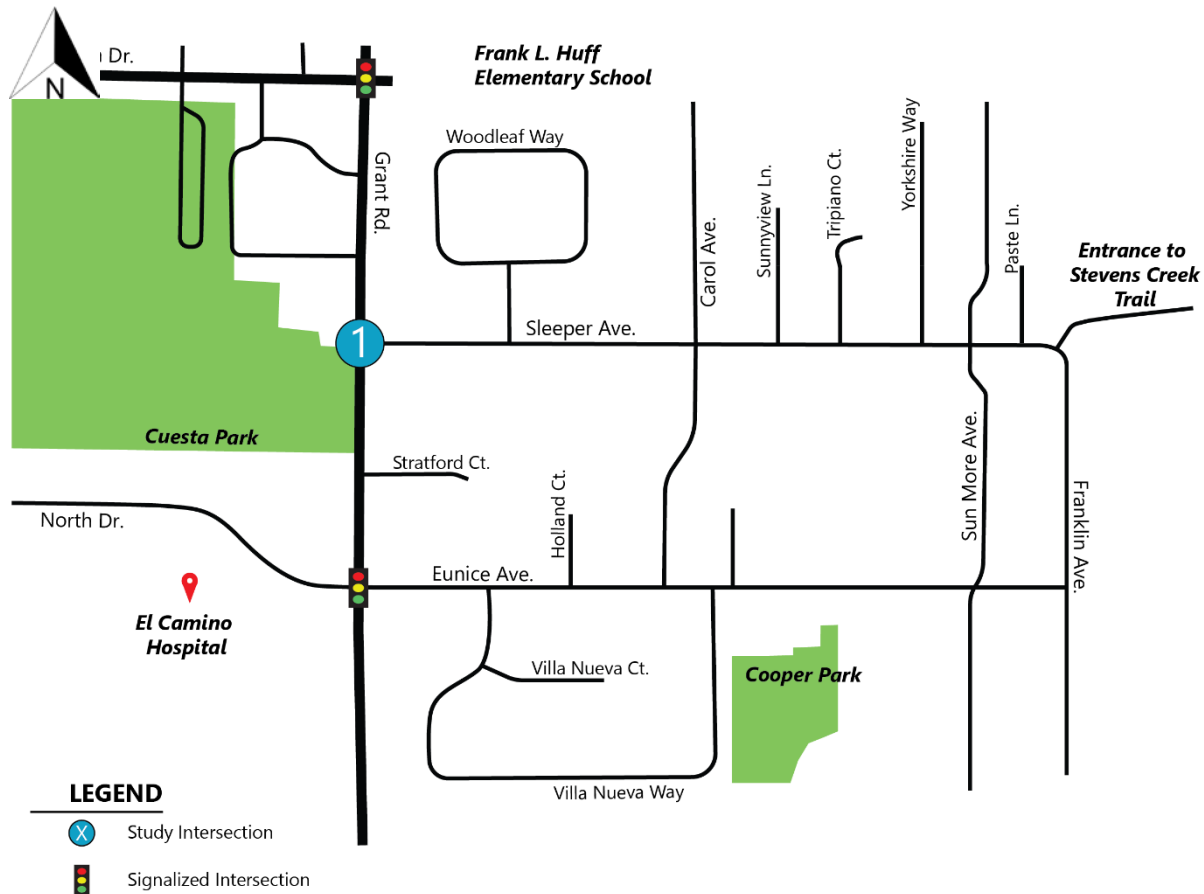
The preferred alternative of a pedestrian hybrid beacon on the southern leg with a left turn restriction provides the most benefits for improving overall intersection safety. The pedestrian hybrid beacon provides a high yield rate from motorists, has the ability to be coordinated with nearby signals, and remains dark until activated by the push buttons at the intersection, allowing free traffic flow. The left turn restriction on Sleeper Avenue will help reduce turning movement conflicts between pedestrians and vehicles for both right turns onto and left turns from Sleeper Avenue.

City staff went to Council with the recommended alternative as a consent item and it passed unanimously.

BACKGROUND

Sleeper Avenue provides connection between Cuesta Park, to the west, and the Stevens Creek Trail, to the east. There are existing unmarked crossings along Grant Road at Sleeper Avenue with a pedestrian refuge island only on the southern leg of the intersection. This intersection is located about 600 feet north from the existing signalized intersection of Grant Road and North Drive and about 700 feet south of the existing signalized intersection of Grant Road and Cuesta Drive. There is a marked crosswalk crossing Sleeper Avenue on the east side controlled by a stop sign. **Figure 1** illustrates the area within the vicinity of this intersection.

Figure 1: Project Vicinity Map



According to Council report dated April 13, 2010 regarding the Grant Road at Sleeper Avenue Intersection, residents of Mountain View have requested an improved pedestrian connection across Grant Road and Sleeper Avenue. The City of Mountain View has conducted two previous studies for this intersection. A summary of the studies are provided below.

In 2010, the City of Mountain View released a council report stating that a detailed analysis revealed that a traffic signal at Grant Road and Sleeper Avenue is not warranted and that it may not improve the overall safety and/or operations of the intersection. The analysis revealed that a traffic signal will “result in minor degradation of the already congested traffic flow along Grant Road.” The report mentions that the left-turn demand from southbound Grant Road to Sleeper Avenue will exceed the existing storage length and will block through traffic on southbound Grant Road. In the report, the Council Transportation Committee (CTC) recommended that a “pedestrian median refuge and reduced curb radii (curb return modifications) will enhance safety and comply with current Best Practices.” The CTC recommended to install a marked crosswalk on Sleeper Avenue and advance pedestrian warning signs without marked crosswalks on Grant Road.

In 2016, a study was conducted by CDM Smith as part of the El Camino Hospital Development Project to determine the traffic control needs for the intersection of Grant Road at Sleeper Avenue. The pedestrian hybrid beacon and in-pavement flashers warrant conditions were not met since the pedestrian volumes crossing this location were low. This study determined that traffic signal warrants were satisfied under both existing and year 2023 cumulative conditions. The following traffic signal warrants were met:

- Existing weekday
 - Peak-hour vehicular volume warrant
- 2023 cumulative weekday
 - Eight hour vehicular volume warrant
 - Four hour vehicular volume warrant
 - Peak hour warrant
- 2023 cumulative Saturday
 - Four-hour vehicular volume warrant

From the 2010 City of Mountain View study, the CTC decided not to install a marked crosswalk at the south side of Grant Road and Sleeper Avenue. The CTC recommended to provide a pedestrian median refuge and reduced curb radii to enhance safety and comply with current best practices. The CDM Smith study recommended to install a coordinated traffic signal at the intersection to enhance safety of pedestrians.

The City of Mountain View aimed to further evaluate possible improvements for the safety of pedestrians and bicyclists crossing Grant Road. TJKM has prepared this report to evaluate possible improvements for the intersection. The benefits and disadvantages of each improvement will be further developed and discussed by examining the impacts on pedestrians, bicyclists, and motorists for this intersection as well as the costs.

EXISTING CONDITIONS

Grant Road at Sleeper Avenue forms a T-intersection, where Sleeper Avenue is stop controlled with a marked crosswalk and Grant Road is uncontrolled with unmarked crossings across the northern and southern legs of the intersection. Grant Road is a four-lane arterial roadway with a 35 miles per hour (mph) posted speed limit, on-street Class II striped bike lanes, and no on-street parking. Sleeper Avenue is a two-lane residential street with a 25 mph posted speed limit with no exclusive bicycle facilities but with existing on-street parking on both sides of the street. Sleeper Avenue provides bicyclists and pedestrians with a connection to the entrance of the Stevens Creek Trail that is approximately half a mile to the east of Grant Road at the intersection of Sleeper Avenue and Franklin Avenue. Cuesta Park is located on the west side of the intersection. Signalized intersections along Grant Road are interconnected and are operated by the InSync adaptive traffic signal system. To ensure efficient traffic operations throughout this corridor, the proposed traffic control installed at Grant Road and Sleeper Avenue, if any, is preferred to have InSync adaptive traffic signal system capabilities. The existing conditions are illustrated in **Figure 2**.

The existing unmarked pedestrian crossings provide pedestrian connectivity between Stevens Creek Trail and Cuesta Park. Without these crossings, pedestrians must travel approximately 600 feet to access the nearest signalized crossing on Grant Road. There are sidewalks on both sides of Grant Road including a sidewalk path that enters Cuesta Park near the northwestern portion of the intersection. Sleeper Avenue has sidewalk on the north side of the street which stops approximately 1000 feet before Stevens Creek trail while the south side of street has 50 feet of sidewalk east of Grant Road. There is no continuous sidewalk connection on either side of the street along Sleeper Avenue between the Grant Road/Sleeper Avenue intersection and the Stevens Creek Trail.

Due to heavy traffic volumes along Grant Road, vehicles turning left from Sleeper Avenue experience delay in finding gaps in traffic to safely make the left turn onto Grant Road. In addition, vehicles cannot make this left turn while pedestrians are crossing as they will be in conflict with the pedestrians crossing the south side of Grant Road.

There are three existing street lights adjacent to the intersection. One street light is on the west side of Grant Road approximately 20 feet north of the existing curb ramp and another is on the east side of Grant Road about 40 feet north of the intersection. The last street light in close proximity to the intersection is on the east side of the street about 130 feet south of the intersection.

The weekday average daily traffic (ADT) on Grant Road is approximately 25,130 vehicles per day (vpd). The 8-hour pedestrian and bike volumes crossing Grant Road are approximately 97 pedestrians and 13 bicyclists. This data is based on the traffic data collected in April 2019. Collision data was collected between January 2015 and December 2019 from the Statewide Integrated Traffic Records System (SWITRS). During this time period, there were 5 reported collisions. The primary collision factors for these collisions include unsafe speed, wrong side of the road, and improper turn. Two of these collisions involved bicyclists.

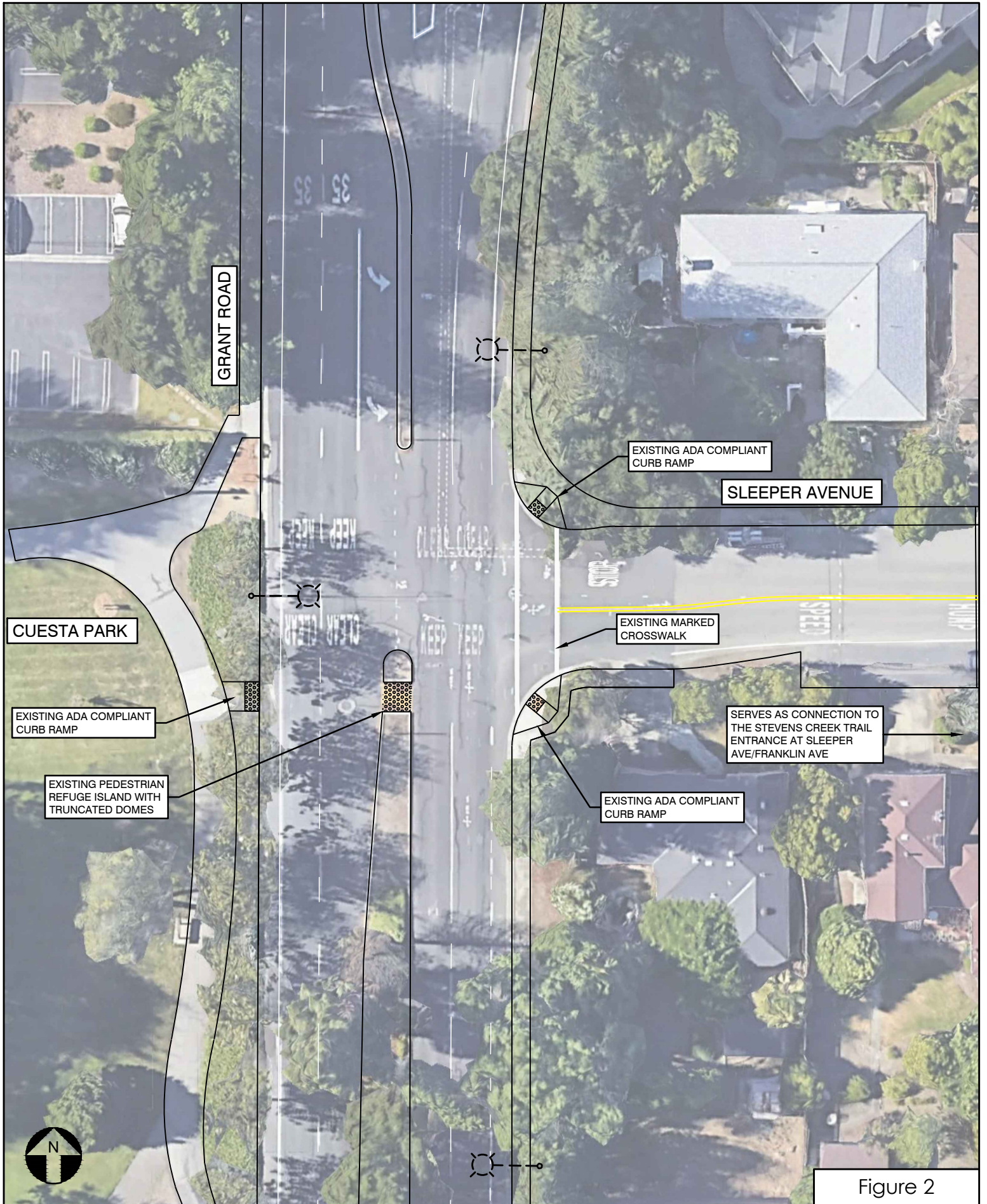


Figure 2

DESIGN IMPROVEMENTS

The following design improvements were considered for the intersection of Grant Road and Sleeper Avenue. These improvements were considered because of their ability to safely facilitate pedestrians and bicyclists through the intersection.

PEDESTRIAN HYBRID BEACON

Figure 3: Pedestrian Hybrid Beacon



A pedestrian hybrid beacon (PHB) is a traffic control device used to control traffic and assist pedestrians and bicyclists crossing at marked crosswalk locations. A pedestrian hybrid beacon consists of traffic signal poles, pedestrian push buttons, pedestrian signal heads, signs, vehicle beacons, mast arm poles, and striping. The vehicle beacons are dark and the pedestrian signals show DON'T WALK until a pedestrian pushes and activates the pedestrian push button near the crosswalk. Once the pedestrian push button is pressed, the vehicle beacon flashes yellow, changes to steady yellow, and then remains solid red and the pedestrian signal display shows the WALK indication during the pedestrian walk interval. During the solid red phase, vehicles are required to come to a complete stop and wait for pedestrians to cross the street. After the solid red phase, the flashing red and flashing DON'T WALK phases follow where vehicles are required to stop and yield to pedestrians that are in the crosswalk and then proceed once the pedestrians are clear of the crosswalk. In addition, pedestrian hybrid beacons are built with cabinets and controllers similar to traffic signals which enables signal coordination and timing with nearby traffic control devices.

LED ENHANCED SIGNS

Figure 4: LED Enhanced Signs



Light-emitting diode (LED) enhanced signs are traffic control devices used to capture driver's attention to inform motorists of a pedestrian attempting to cross a marked crosswalk. The LED enhanced sign system includes LED enhanced signs, standard signs, mast arm poles, signal poles, pedestrian push buttons, and striping. The LED enhanced signs are dark until a pedestrian pushes and activates the pedestrian push button near the crosswalk. Once the button is pressed, the LED enhanced signs will begin flashing to alert the drivers of the pedestrian crossing. Motorists are required to yield to the pedestrian until they are completely out of the crosswalk. Once the pedestrian is out of the crosswalk, the vehicles are able to proceed. LED enhanced signs differ from pedestrian hybrid beacons in the matter that the vehicles do not have to come to a complete stop for a certain amount of time and as soon as the pedestrian is out of the crosswalk, the motorist may proceed. Furthermore, LED enhanced signs are not programmable and do not have the capacity to be coordinated and interconnected with nearby traffic signals.

TRAFFIC SIGNAL

Figure 5: Traffic Signal



Traffic signals are traffic control devices that assign right of way to motorists, pedestrians, and bicyclists and control traffic flow at an intersection. Vehicular signalized heads and pedestrian indications are used to provide drivers and pedestrians a visual indication on whether they should stop, slow, or proceed. Traffic signal equipment include traffic signal poles, mast arm poles, vehicular signal heads, signs, striping, detection equipment, controller cabinets and equipment, pedestrian push buttons, and pedestrian signal heads. With traffic signals, motorists and bicyclists are required to come to a complete stop when the signal indication is red and may proceed when the indication turns green. Pedestrians at traffic signals push the pedestrian buttons and are given a certain amount of time to cross the street. Once the pedestrian walk phase is completed, vehicles previously on the conflicting phases are given the green indication to proceed. Because vehicles cannot proceed until the pedestrian phase is over, traffic signals create more vehicular delays from pedestrian use than the pedestrian hybrid beacon and LED enhanced sign systems. It is also important to note that traffic signals allow more vehicles to proceed in non-conflicting directions while the pedestrian phase is active compared to the LED enhanced signs and pedestrian hybrid beacons.

DESIGN ALTERNATIVE ANALYSIS

To improve pedestrian and bicycle safety at this intersection, a total of 11 alternatives (illustrated in **Figures 6 through 11**) were considered to enhance operations for all modes of transportation. Out of 11 alternatives, there were 7 main alternatives, 4 of which had secondary options, and are summarized below:

- 1A. Install a Pedestrian Hybrid Beacon (PHB) with a high visibility crosswalk across the northern leg of Grant Road.
- 1B. Same as alternative 1A but this alternative will also include a left turn restriction from Sleeper Avenue.
- 2A. Install a Pedestrian Hybrid Beacon (PHB) with a high visibility crosswalk across the southern leg of Grant Road.
- 2B. Same as alternative 2A but this alternative will also include a left turn restriction from Sleeper Avenue.
- 3A. Install LED enhanced pedestrian signs activated by pedestrian push buttons with a high visibility crosswalk across the northern leg of Grant Road.
- 3B. Same as alternative 3A but this alternative will also include a left turn restriction from Sleeper Avenue.
- 4A. Install LED enhanced pedestrian signs activated by pedestrian push buttons with a high visibility crosswalk across the southern leg of Grant Road.
- 4B. Same as alternative 4A but this alternative will also include a left turn restriction from Sleeper Avenue.
5. Install a traffic signal with a high visibility crosswalk across the northern leg of Grant Road.
6. Keep the existing unmarked crosswalk as is.
7. Remove the existing median opening and curb ramp on the west side, thus removing the existing crosswalk (unmarked). Install barricades and “No Pedestrian Crossing” signs.

For Alternatives 1A, 1B, 2A, 2B, and 5, the pedestrian hybrid beacons and traffic signal controllers shall be interconnected to the adjacent signalized intersections and shall have the ability to operate with the InSync Adaptive Traffic Signal System software in order to coordinate with signals along the corridor. The existing signal interconnect runs from Cuesta Drive to North Drive and shall be intercepted at Sleeper Avenue to connect the proposed pedestrian hybrid beacon or traffic signal to the existing signal interconnect infrastructure.

Due to the number of trees in the area, trimming the existing trees for better sight lines and visibility of the signs and signal heads should be considered at the time of design and construction.

The Community, B/PAC, and CTC supported the recommendation to prohibit the left turn movement from Sleeper Avenue onto Grant Road. The left turns will be prohibited by extending the existing median with flexible posts and striping. If positive feedback is received from the community and/or City Council after a one year evaluation period, a concrete median extension will be constructed to permanently restrict the left turns. Prohibiting the left turn movement will decrease a turning conflict at the intersection while not

having a major impact on current traffic needs as the existing traffic volume demand making the left turn is low. **Table 1** shows the peak hour vehicle count summaries for the westbound left turn movement from Sleeper Avenue. These counts were collected on April 11, 2019.

Table 1: Sleeper Avenue Westbound Left Turn Peak Hour Counts

Sleeper Avenue Vehicle Movement	Peak Hour	Number of Vehicles
Westbound Left Turn	7:30 AM to 8:30 AM	3
Westbound Left Turn	11:30 AM to 12:30 PM	2
Westbound Left Turn	4:30 PM to 5:30 PM	0

The following section will discuss and compare all alternatives including the three systems that were developed as alternatives throughout the report.

ALTERNATIVES 1A AND 1B – PEDESTRIAN HYBRID BEACON WITH A HIGH VISIBILITY CROSSWALK ACROSS THE NORTHERN LEG OF GRANT ROAD

These alternatives involve installing a pedestrian hybrid beacon and marked crosswalk at the northern leg of Grant Road (see **Exhibit 1A** and **Exhibit 1B**). To install a pedestrian hybrid beacon, the warrant for a pedestrian hybrid beacon must be met. A pedestrian hybrid beacon warrant analysis was conducted and concluded that a pedestrian hybrid beacon is warranted at the intersection of Grant Road and Sleeper Avenue. The warrant analysis is included in **Appendix B**.

In addition to the pedestrian hybrid beacon, safety lighting will be installed to increase night-time visibility at this intersection. A pedestrian barricade will also be installed at the southern portion. Alternative 1B for these alternatives will also prohibit the left turn movement from Sleeper Avenue onto Grant Road.

While the pedestrian hybrid beacon is active, vehicles will not be able to turn right from Sleeper Avenue onto Grant Road, which will increase the delay for that movement. The pedestrian hybrid beacon will be a pedestrian actuated system and can be tied into the existing InSync adaptive traffic signal system. Connecting to the InSync system will ensure efficient signal operations throughout the corridor. The equipment required for these alternatives will be poles with mast arm, pedestrian signal heads, Accessible Pedestrian Signals (APS) push buttons, signs, flexible posts, pedestrian hybrid beacon signal heads, signal interconnect equipment, signal cabinet, and service pedestal. This installation will also include conduits, civil improvements, foundations, and pull boxes.

The benefits of these alternatives include:

- According to the 2016 Federal Highway Administration Publication, *Evaluation of Pedestrian Hybrid Beacons and Rapid Flashing Beacons*, pedestrian hybrid beacons were found to have a 96% yield rate.
- These alternatives will maintain access to and from Cuesta Park for bicyclists and pedestrians by providing a controlled and safe crossing.
- These alternatives remove the conflict between pedestrians in the crosswalk at the southern leg of Grant Road and left turning vehicles from Sleeper Avenue onto Grant Road.
- Pedestrian hybrid beacons can be coordinated with the adjacent signals especially during peak hours to maintain progression along Grant Road while minimizing the impact of yielding due to pedestrian activity.
- These alternatives will provide a marked crossing with additional countermeasures to and from Cuesta Park for bicyclists and pedestrians on the north side of Grant Road.
- Alternative 1B will also eliminate the conflict between left turning vehicles from Sleeper Avenue and southbound vehicles on Grant Road.

The disadvantages of these alternatives include:

- Pedestrian hybrid beacons require all motorists to come to a complete stop before proceeding. Motorist delay times will increase while the pedestrian phase is active which will further increase congestion during peak hours.
- Vehicles on Sleeper Avenue may not see the activation of the pedestrian hybrid beacon.
- Right turn movement will also be delayed as motorists cannot make the right turn while pedestrians are crossing.
- PG&E coordination is required for a new service point, which will add cost and lengthen the project schedule.
- These options are more costly than alternatives 2A and 2B due to the cost associated with the removal of the existing southerly unmarked crossing.
- Drivers and pedestrians have less familiarity with pedestrian hybrid beacons compared to other traffic control devices, thus driver and pedestrian education may be required to safely navigate a pedestrian hybrid beacon.
- Alternative 1B will eliminate vehicles' ability to turn left from Sleeper Avenue onto Grant Road.

Alternative 1A Cost Estimate

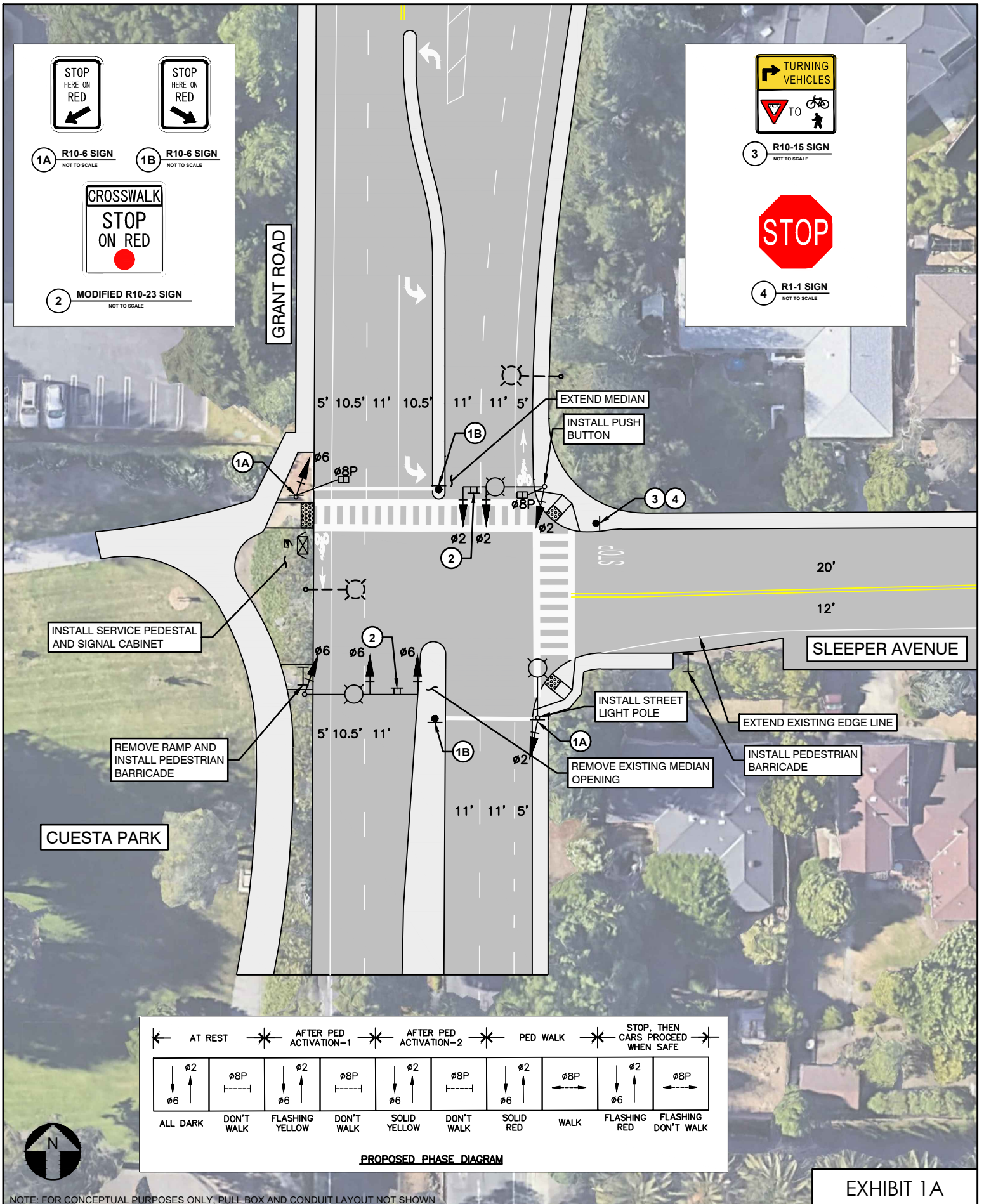
The estimated cost for construction for the Alternative 1A is \$457,350. For budgetary purposes, about 52% (15% design, 10% construction contingency, 10% construction inspection, 10% project management and 7% administrative costs) or \$237,830 need to be added to the cost to cover the design cost and City's project management and administration costs. The total cost is **\$695,180**. Detailed breakdown of the cost is provided in **Table 1A** of **Appendix A**.



VISION THAT MOVES YOU

Alternative 1B Cost Estimate

The estimated cost for construction for the Alternative 1B is \$474,250 . For budgetary purposes, \$246,610 need to be added to the cost to cover the design cost and City's project management and administration costs. The total cost is **\$720,860**. Detailed breakdown of the cost is provided in **Table 1B** of **Appendix A**.



NOTE: FOR CONCEPTUAL PURPOSES ONLY, PULL BOX AND CONDUIT LAYOUT NOT SHOWN

ALTERNATIVES 2A AND 2B – PEDESTRIAN HYBRID BEACON WITH A HIGH VISIBILITY CROSSWALK ACROSS THE SOUTHERN LEG OF GRANT ROAD

These alternatives involve installing a pedestrian hybrid beacon and a marked high visibility crosswalk at the southern leg of the intersection (**see Exhibit 2A and Exhibit 2B**). As previously mentioned, the pedestrian hybrid beacon warrant was met. A benefit of installing a pedestrian hybrid beacon and marked crosswalk at the southern crossing is the existing median opening and curb ramps can be used which will reduce the overall cost and project duration.

Alternative 2B for these alternatives will also prohibit the left turn movement from Sleeper Avenue onto Grant Road with the layout similar to Alternative 1B. Refer to **Table 1** for existing left turn intersection counts. Prohibiting the left turn movement will decrease a turning conflict movement at the intersection while not having a major impact on current traffic needs due to rerouting as the existing left turn count is very low. While the pedestrian hybrid beacon is active, vehicles will be able to turn right from Sleeper Avenue onto Grant Road. Alternative 2A will also include a blank-out left turn restriction sign which will alert vehicles that they cannot turn left while pedestrians are using the crossing.

The pedestrian hybrid beacon system will be pedestrian actuated. The pedestrian hybrid beacon will include the same equipment as Alternative 1A and Alternative 1B including the InSync adaptive traffic signal system.

The benefits of these alternatives include:

- According to the 2016 Federal Highway Administration Publication, *Evaluation of Pedestrian Hybrid Beacons and Rapid Flashing Beacons*, pedestrian hybrid beacons were found to have a 96% yield rate.
- These alternatives will maintain access to and from Cuesta Park for bicyclists and pedestrians by providing a pedestrian hybrid beacon enhanced crosswalk.
- No turn restriction for motorists turning right from Sleeper Avenue while pedestrian hybrid beacon is active.
- Pedestrian hybrid beacons can be coordinated with the adjacent signals during peak hours to maintain progression along Grant Road while minimizing the impact of yielding due to pedestrian activity.
- The existing curb ramps and median opening can be maintained in this concept, which will make these alternatives less costly than Alternative 1A and Alternative 1B.
- These alternatives will provide a marked crossing with additional countermeasures to and from Cuesta Park for bicyclists and pedestrians on the south side of Grant Road.
- Alternative 2B will also eliminate the conflict between left turning vehicles from Sleeper Avenue with vehicles traveling southbound on Grant Road and pedestrians crossing Grant Road.

The disadvantages of these alternatives include:

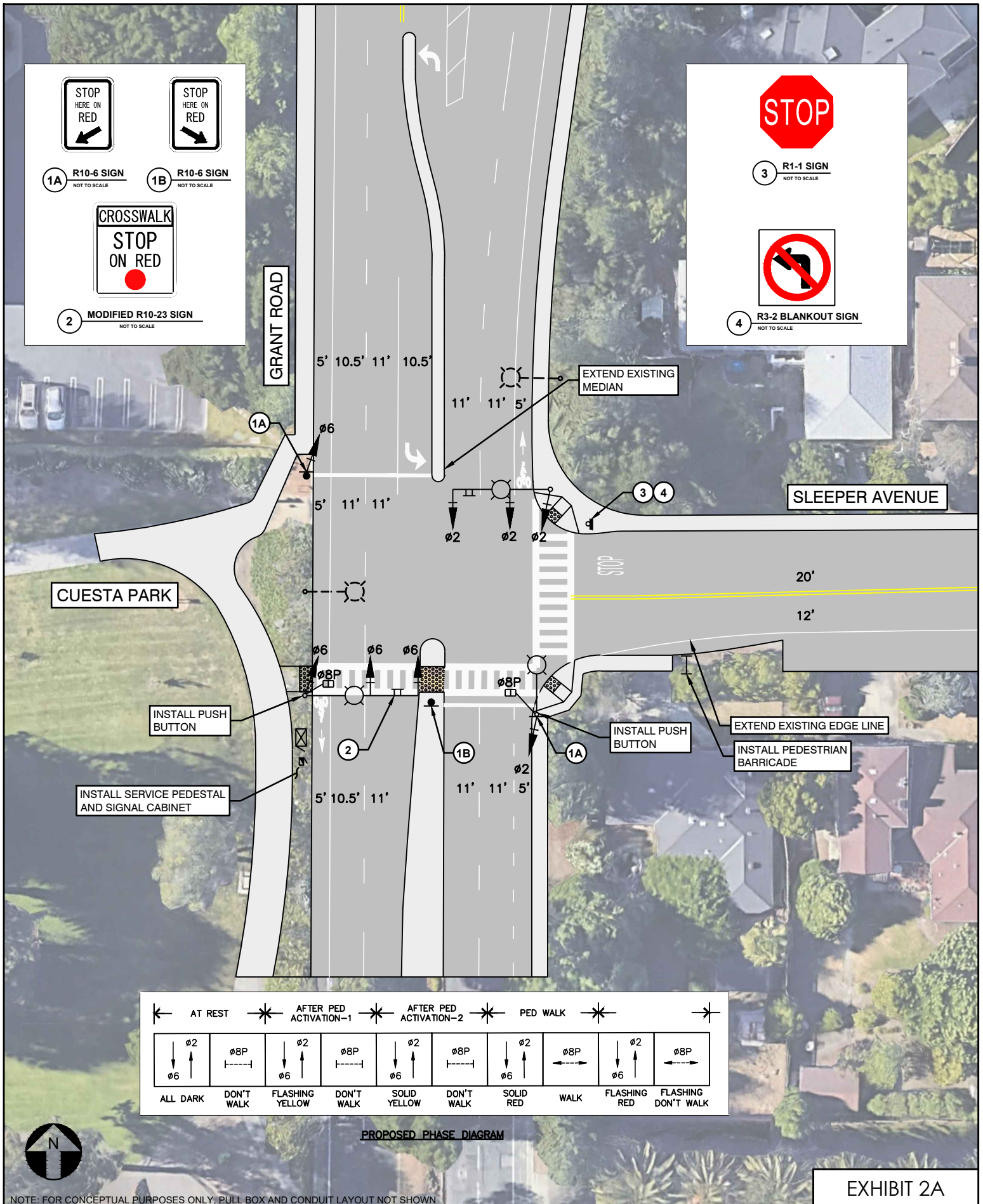
- Pedestrian hybrid beacons require all motorists to come to a complete stop before proceeding. Motorist delay times will increase while the pedestrian phase is active which will further increase congestion during peak hours.
- Vehicles on Sleeper Avenue may not see the activation of the pedestrian hybrid beacon.
- Two step crossing will be needed for pedestrians and bicyclists on the north side of Sleeper Avenue since south side of Sleeper Avenue does not have continuous sidewalk to continue on Sleeper Avenue safely.
- PG&E coordination is required for a new service point, which will add cost and lengthen the project schedule.
- Drivers and pedestrians have less familiarity with pedestrian hybrid beacons compared to other traffic control devices, thus driver and pedestrian education may be required to safely navigate a pedestrian hybrid beacon.
- Alternative 2B will eliminate vehicles' ability to turn left from Sleeper Avenue onto Grant Road.

Alternative 2A Cost Estimate

The estimated cost for construction for this alternative is \$416,650. The additional costs for budgetary purposes is (52%) or \$216,660 and the total cost is **\$633,310**. Detailed breakdown of the cost is provided in **Table 2A** of **Appendix A**.

Alternative 2B Cost Estimate

The estimated cost for construction for this alternative is \$421,650. The additional costs for budgetary purposes is (52%) or \$219,260 and the total cost is **\$640,910**. Detailed breakdown of the cost is provided in **Table 2B** of **Appendix A**.



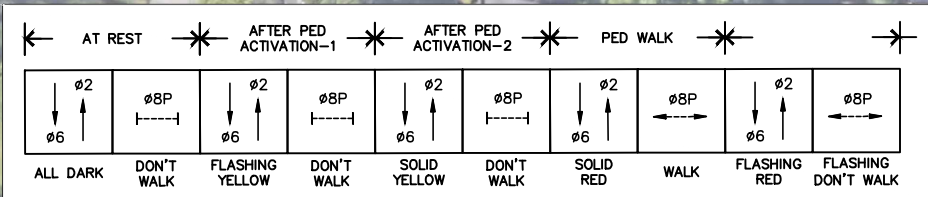
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NOT TO SCALE

1B R10-6 SIGN
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2 MODIFIED R10-23 SIGN
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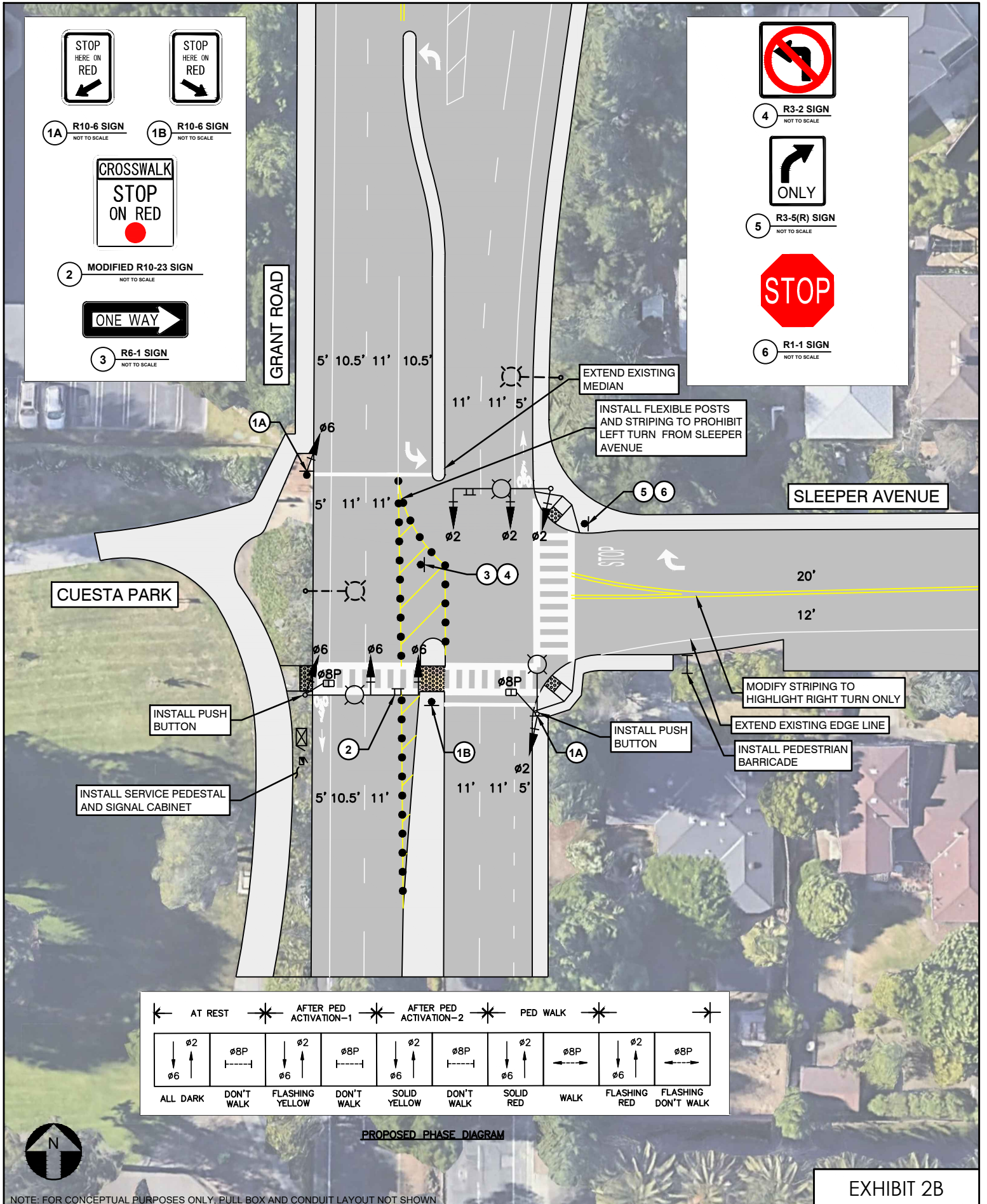
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NOTE: FOR CONCEPTUAL PURPOSES ONLY; PULL BOX AND CONDUIT LAYOUT NOT SHOWN

ALTERNATIVE 2B - PEDESTRIAN HYBRID BEACON WITH A HIGH VISIBILITY CROSSWALK ACROSS THE SOUTHERN LEG OF GRANT ROAD - WITH LEFT TURN RESTRICTION FROM SLEEPER AVENUE



PROPOSED PHASE DIAGRAM



NOTE: FOR CONCEPTUAL PURPOSES ONLY; PULL BOX AND CONDUIT LAYOUT NOT SHOWN

ALTERNATIVES 3A AND 3B – LED ENHANCED PEDESTRIAN SIGNS ACTIVATED BY PEDESTRIAN PUSH BUTTONS WITH A HIGH VISIBILITY CROSSWALK ACROSS THE NORTHERN LEG OF GRANT ROAD

These alternatives include enhancing the existing infrastructure to facilitate crossing Grant Road by installing pedestrian actuated LED enhanced signs, APS push buttons, safety lighting, and a new crosswalk across the northern leg of Grant Road (see **Exhibit 3A and Exhibit 3B**). The left turn from Sleeper Avenue onto Grant Road will be restricted for Alternative 3B. Refer to **Table 1** for existing left turn intersection counts. Prohibiting the left turn movement will decrease a turning conflict movement at the intersection while not having a major impact on current traffic needs due to rerouting since the existing demand making the left turn is negligible.

The LED enhanced signs will be mounted on poles with mast arms above vehicular travel lanes as well as on the signal poles on the right side of the road. The LED enhanced signs and push button system can either be solar powered or hard wired by connecting to the existing street lighting power. In addition, YIELD pavement markings and YIELD HERE TO PEDESTRIAN signs will be installed to enforce a safe stopping distance from the crosswalk. Advanced crosswalk warning signs will also be installed to alert drivers of the upcoming crosswalk. Vehicles turning right from Sleeper Avenue will have to yield to pedestrians and bicyclists in the crosswalk prior to making the turn.

The benefits of these alternatives include:

- Decreased pedestrian wait time.
- In comparison to the other crossing improvement alternatives, these alternatives will be less costly to build as the work mainly involves installing new signal poles with street lighting, LED enhanced signage, push buttons, minor electrical work (depending on solar powered vs. hard-wired), minor civil work, and striping improvements. These alternatives will cost less than Alternatives 1A, 1B, 2A, 2B, and 5.
- The LED enhanced signage at the intersection will better alert drivers to the presence of pedestrians and bicyclists in the crosswalk than static signage.
- The signs in advance of the crosswalk will warn drivers of the upcoming crossing and prepare them to yield for pedestrians.
- These alternatives will provide a marked crossing with additional countermeasures to and from Cuesta Park for bicyclists and pedestrians on the north side of Grant Road.
- Alternative 3B will also eliminate the conflict between left turning vehicles from Sleeper Avenue and vehicles traveling southbound on Grant Road.

The disadvantages of these alternatives include:

- The potential for congestion will increase during peak hours. LED enhanced signs cannot be interconnected to and coordinated with nearby signals.
- Due to the new controlled crossing, pedestrian activity in the area may increase. Pedestrians may have a false sense of security when crossing here and may not be as cautious as they were previously.

- Right turning vehicles will have a new conflict with pedestrians due to the proposed northerly crosswalk.
- While LED enhanced signs are more distinguishable than non-LED enhanced signs, the effects of the warning lights are diminished during daylight. They are relatively less bright during sunny days than alternative crosswalk treatments such as traffic signal heads and PHB.
- Vehicles are only required to yield and do not have to come to a complete stop for a certain amount of time. As soon as the pedestrian is out of the crosswalk, motorists may proceed.
- These alternatives will require civil improvements to close the existing median opening and install a new curb ramp, which will add cost and project duration.
- Alternative 3B will eliminate vehicles' ability to turn left from Sleeper Avenue onto Grant Road.

Alternative 3A Cost Estimate – Solar Powered

The estimated cost for construction for this alternative is \$224,950. The additional costs for budgetary purposes (52%) is \$116,980 and the total cost is **\$341,930**. Detailed breakdown of the cost is provided in **Table 3A of Appendix A**.

Alternative 3B Cost Estimate – Solar Powered

The estimated cost for construction for this alternative is \$240,450. The additional costs for budgetary purposes (52%) is \$125,040 and the total cost is **\$365,490**. Detailed breakdown of the cost is provided in **Table 3B of Appendix A**.

Alternative 3A Cost Estimate – Hard-Wired

The estimated cost for construction for this alternative is \$259,950. The additional costs for budgetary purposes (52%) is \$135,180 and the total cost is **\$395,130**. Detailed breakdown of the cost is provided in **Table 3C of Appendix A**.

Alternative 3B Cost Estimate – Hard-Wired

The estimated cost for construction for this alternative is \$276,050. The additional costs for budgetary purposes (52%) is \$143,550 and the total cost is **\$419,600**. Detailed breakdown of the cost is provided in **Table 3D of Appendix A**.

ALTERNATIVE 3A - LED ENHANCED PEDESTRIAN SIGNS ACTIVATED BY PEDESTRIAN PUSH BUTTONS WITH A HIGH VISIBILITY CROSSWALK ACROSS THE NORTHERN LEG OF GRANT ROAD

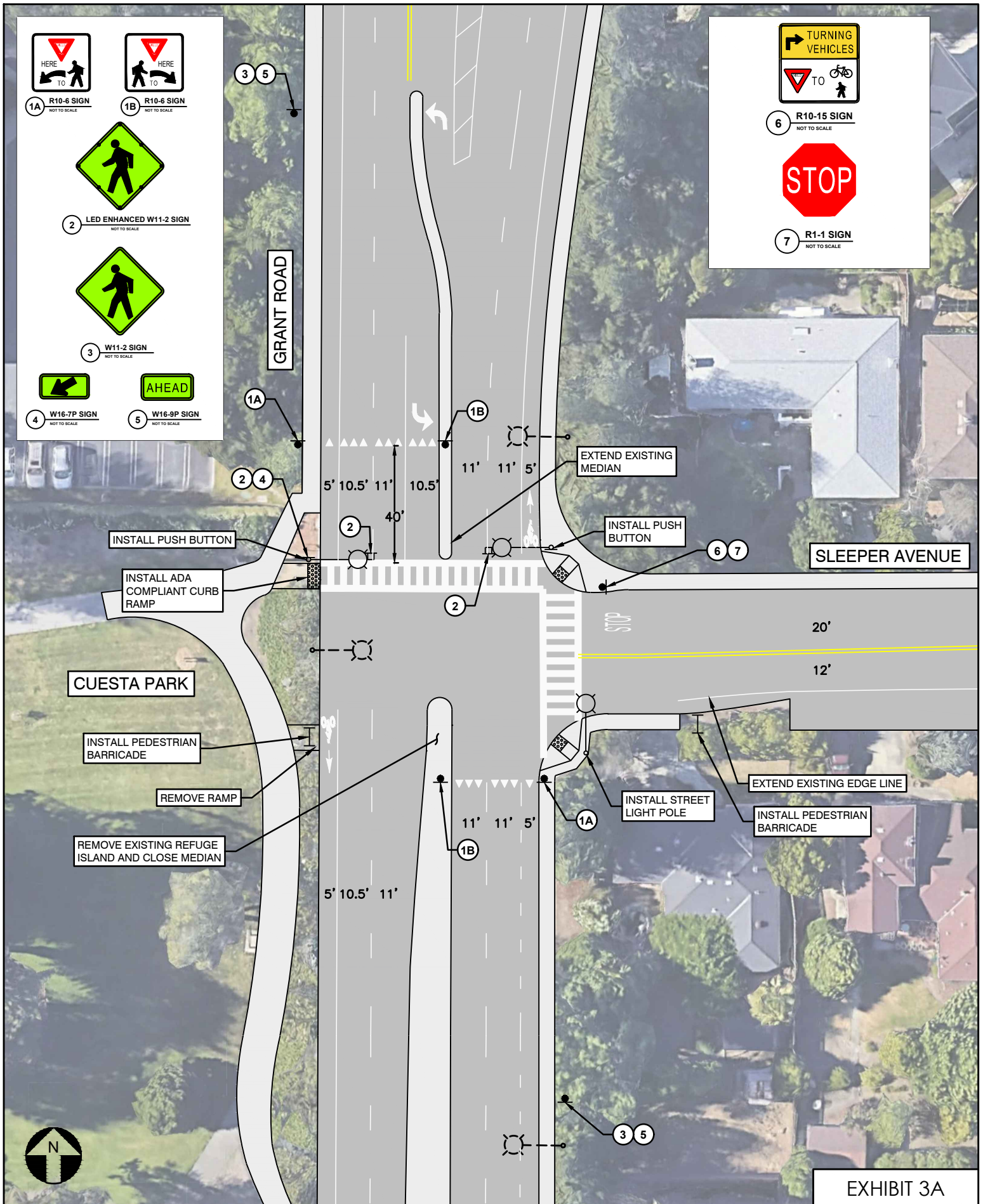


EXHIBIT 3A

ALTERNATIVE 3B - LED ENHANCED PEDESTRIAN SIGNS ACTIVATED BY PEDESTRIAN PUSH BUTTONS WITH A HIGH VISIBILITY CROSSWALK ACROSS THE NORTHERN LEG OF GRANT ROAD - WITH LEFT TURN RESTRICTION FROM SLEEPER AVENUE

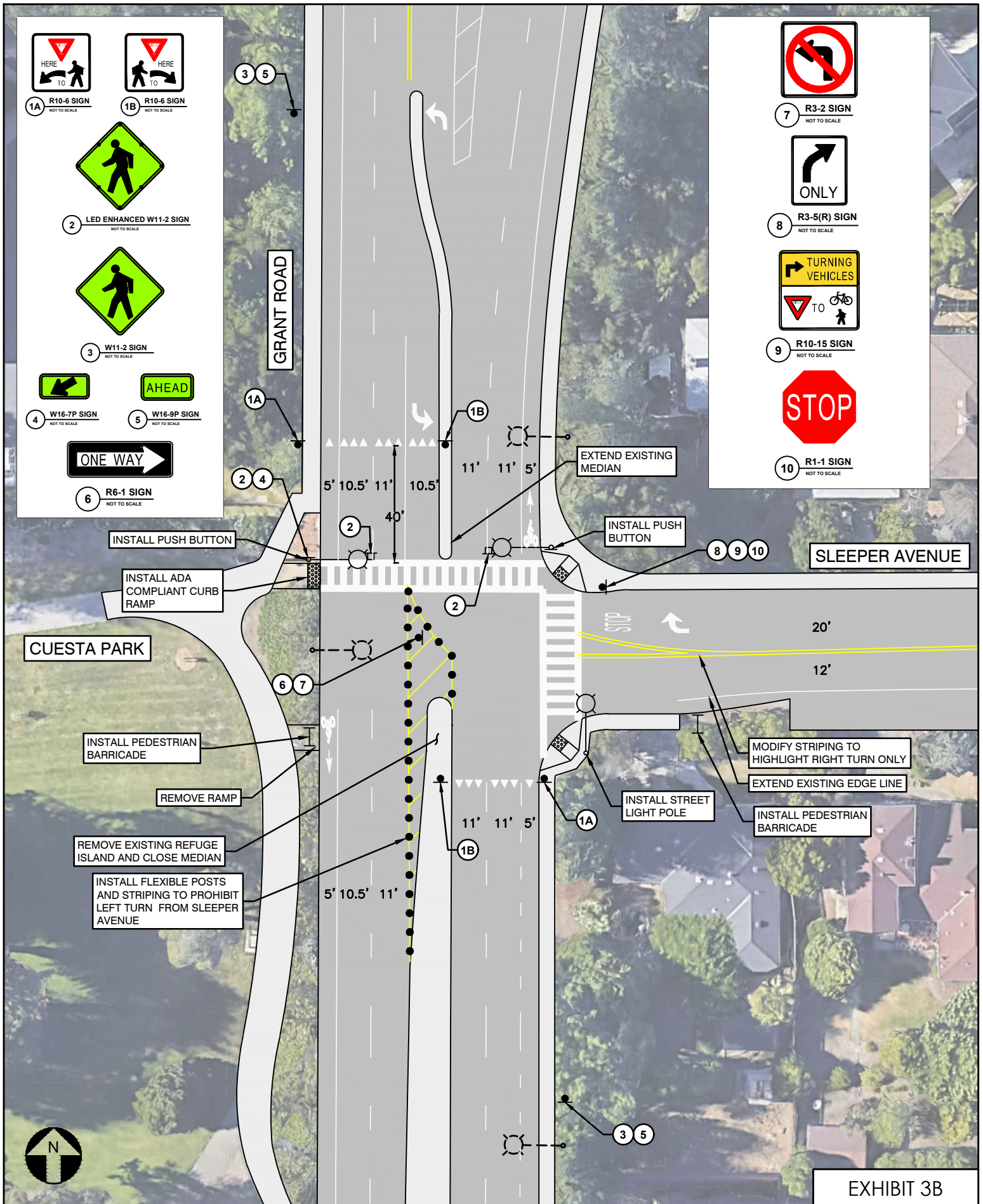


EXHIBIT 3B

ALTERNATIVES 4A AND 4B – LED ENHANCED PEDESTRIAN SIGNS ACTIVATED BY PEDESTRIAN PUSH BUTTONS WITH A HIGH VISIBILITY CROSSWALK ACROSS THE SOUTHERN LEG OF GRANT ROAD

These alternative include enhancing the existing infrastructure to facilitate crossing Grant Road by installing the same equipment as Alternatives 3A and 3B but striping the existing southerly crossing of Grant Road (**see Exhibit 4A and Exhibit 4B**). These alternatives will use the existing median opening and curb ramps. Alternative 4B, similar to Alternatives 1B, 2B, and 3B, will prohibit the left turn from Sleeper Avenue to Grant Road.

The benefits of these alternatives include:

- Decreased pedestrian wait time.
- Vehicles on Sleeper Avenue can turn right while pedestrians are crossing Grant Road on the south side.
- The existing curb ramps and median opening can be maintained in this concept, which will make these alternatives less costly than Alternatives 3A and 3B.
- In comparison to the other crossing improvement alternatives, these alternatives will be less costly to build as the work mainly involves installing new signal poles and mast arms with street lighting, LED enhanced signage, push buttons, minor electrical work (depending on solar powered vs. hard-wired), minor civil work, and striping improvements. These alternatives will cost less than Alternatives 1A, 1B, 2A, 2B, 3A, 3B, and 5.
- The LED enhanced signage at the intersection better alert drivers to pedestrians and bicyclists in the crosswalk than static signage.
- The signs in advance of the crosswalk will warn drivers of the upcoming crossing and prepare them to yield for pedestrians in crossing.
- These alternatives will provide a marked crossing with additional countermeasures to and from Cuesta Park for bicyclists and pedestrians on the south side of Grant Road.
- Alternative 4B will also eliminate the conflict between left turning vehicles from Sleeper Avenue with vehicles traveling southbound on Grant Road and pedestrians crossing Grant Road.

The disadvantages of these alternatives include:

- The potential for congestion will increase during peak hours. LED enhanced signs cannot be interconnected to and coordinated with nearby signals.
- Due to the new controlled crossing, pedestrian activity in the area may increase. Pedestrians may have a false sense of security when crossing here and may not be as cautious as they were before.
- Pedestrians and bicyclists on the north side of Sleeper Avenue will have to cross Sleeper Avenue southbound to continue walking as there is no crosswalk on the north side of Grant Road.
- While LED enhanced signs are more distinguishable than non-LED enhanced signs, the effects of the warning lights during daylight may become less effective.
- Vehicles are only required to yield and do not have to come to a complete stop for a certain amount of time. As soon as the pedestrian is out of the crosswalk, motorists may proceed.
- Alternative 4B will eliminate vehicles' ability to turn left from Sleeper Avenue onto Grant Road.



Alternative 4A Cost Estimate – Solar Powered

The estimated cost for construction for this alternative is \$183,200. The additional costs for budgetary purposes is (52%) \$95,270 and the total cost is **\$278,470**. Detailed breakdown of the cost is provided in **Table 4A of Appendix A**.

Alternative 4B Cost Estimate – Solar Powered

The estimated cost for construction for this alternative is \$201,700. The additional costs for budgetary purposes is (52%) \$104,890 and the total cost is **\$306,590**. Detailed breakdown of the cost is provided in **Table 4B of Appendix A**.

Alternative 4A Cost Estimate – Hard-wired

The estimated cost for construction for this alternative is \$216,500. The additional costs for budgetary purposes is (52%) \$112,580 and the total cost is **\$329,080**. Detailed breakdown of the cost is provided in **Table 4C of Appendix A**.

Alternative 4B Cost Estimate – Hard-wired

The estimated cost for construction for this alternative is \$235,800. The additional costs for budgetary purposes is (52%) \$122,620 and the total cost is **\$358,420**. Detailed breakdown of the cost is provided in **Table 4D of Appendix A**.

ALTERNATIVE 4A - LED ENHANCED PEDESTRIAN SIGNS ACTIVATED BY PEDESTRIAN PUSH BUTTONS WITH A HIGH VISIBILITY CROSSWALK ACROSS THE SOUTHERN LEG OF GRANT ROAD

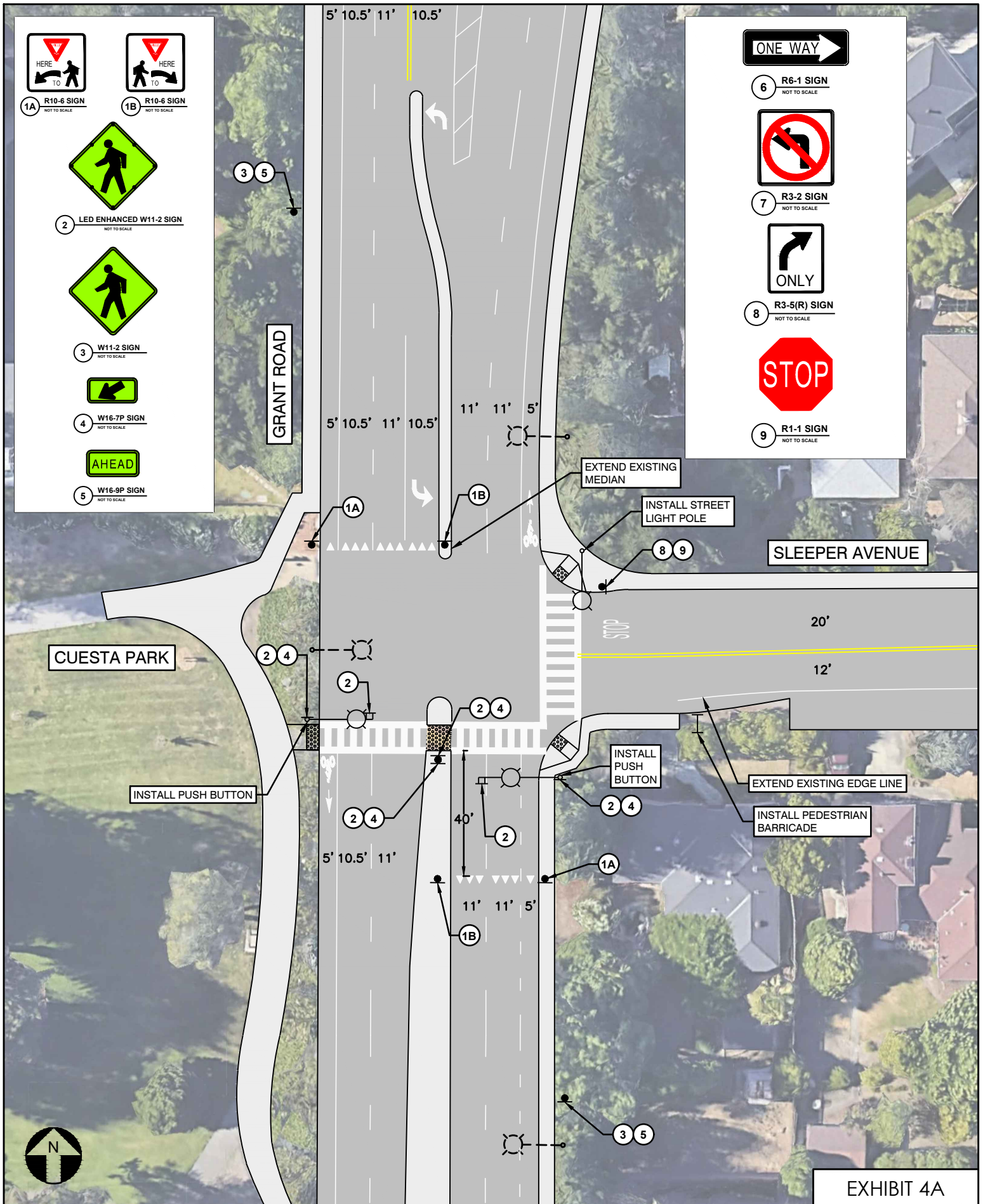


EXHIBIT 4A

ALTERNATIVE 4B - LED ENHANCED PEDESTRIAN SIGNS ACTIVATED BY PEDESTRIAN PUSH BUTTONS WITH A HIGH VISIBILITY CROSSWALK ACROSS THE SOUTHERN LEG OF GRANT ROAD - WITH LEFT TURN RESTRICTION FROM SLEEPER AVENUE

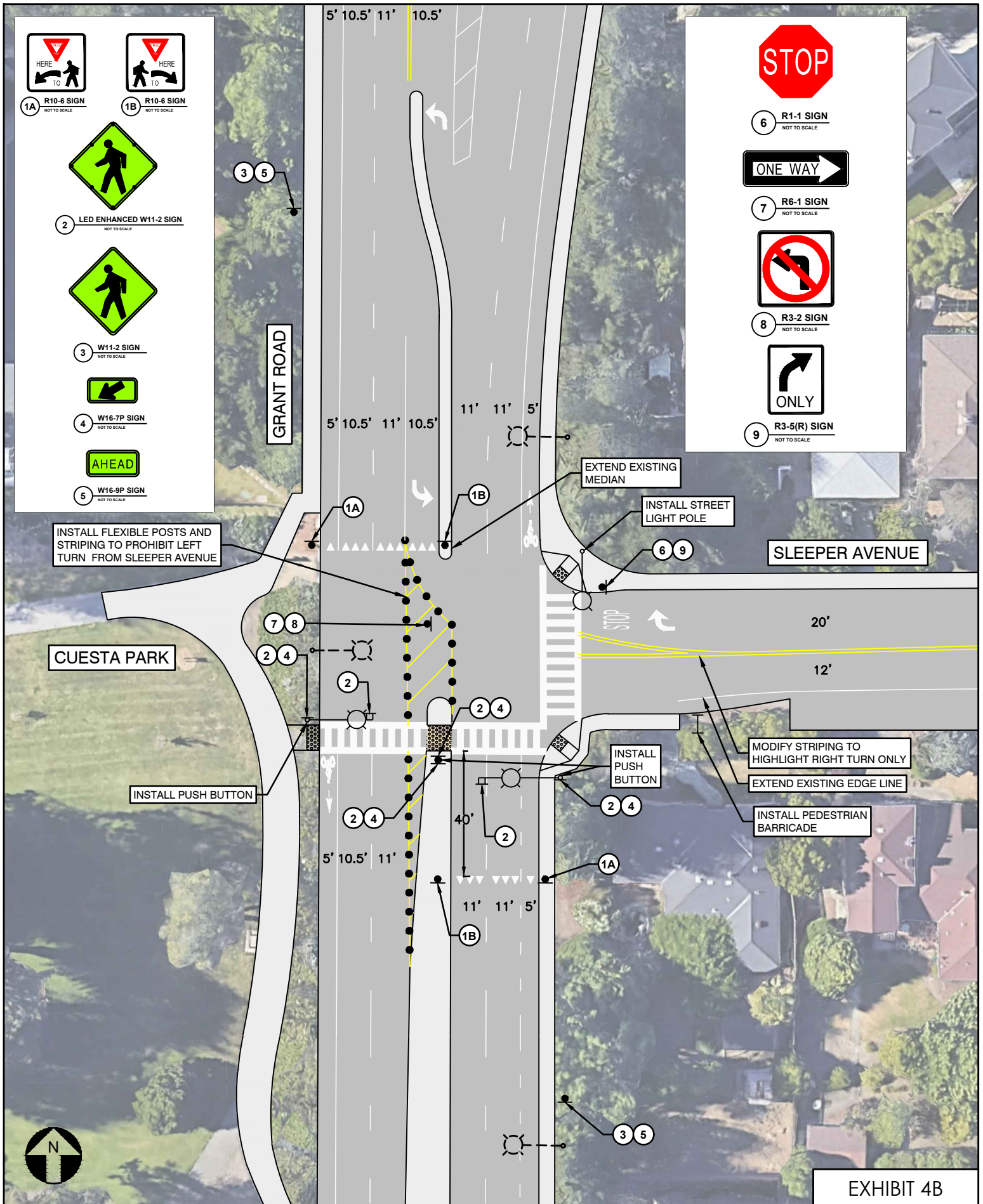


EXHIBIT 4B

ALTERNATIVE 5 – TRAFFIC SIGNAL WITH A HIGH VISIBILITY CROSSWALK ACROSS THE NORTHERN LEG OF GRANT ROAD

This alternative considers the installation of a full traffic signal at the intersection and marked crosswalk across the northern leg of Grant Road (**see Exhibit 5**). This alternative will also include the installation of an ADA compliant curb ramp at the northwestern corner of the intersection and removal of the existing southwestern corner ramp. The equipment installed at this intersection will include all equipment required for a signal as well as APS push buttons, video detection cameras, InSync adaptive system equipment, signal interconnect equipment, a signal cabinet, and a service pedestal. Also included will be underground work such as conduits, advanced and presence detection loops, foundations, and pull boxes.

A traffic signal warrant analysis was conducted and concluded that the four-hour vehicular volume, peak hour, and roadway network warrants were all met at Grant Road and Sleeper Avenue intersection. The warrant analyses are included in **Appendix B**.

The benefits of this alternative include:

- Traffic signals are the most effective traffic control devices when installed at the right location and road users are most familiar with traffic signal than PHB. Traffic signals have the highest rates of driver compliance out of all the other intersection treatments.
- Pedestrians and bicyclists are safer using this crosswalk as vehicles will be required to come to a complete stop while they are crossing.
- This alternative will allow for more efficient coordination between adjacent signals by maintaining traffic flow while also providing a marked crosswalk for pedestrians.
- This alternative removes the conflict between pedestrians in the crosswalk at the southern leg of Grant Road and left turning vehicles from Sleeper Avenue onto Grant Road.
- Vehicles turning right and left from Sleeper Avenue will have a designated phase that will reduce risk from non-yielding oncoming vehicles and reduce delay from waiting for an opening to turn left or right onto Grant Road.
- This alternative will provide a marked crossing with additional countermeasures to and from Cuesta Park for bicyclists and pedestrians on the north side of Grant Road.

The disadvantages of this alternative include:

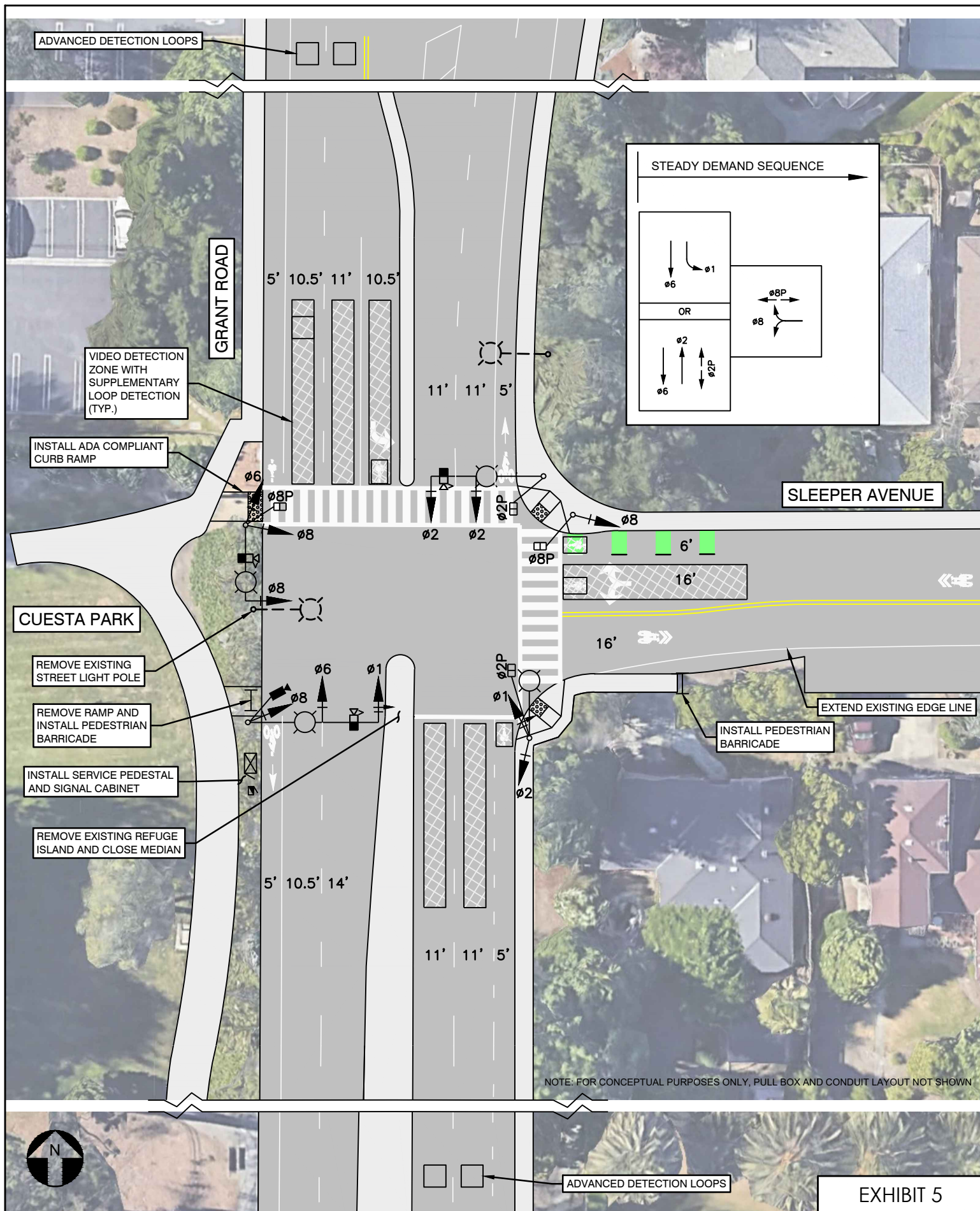
- Because of the extensive civil, electrical, and striping improvements, this alternative will be the most costly and have the longest project duration of all the alternatives.
- The ability to easily turn left onto Grant Road from Sleeper Avenue due to the traffic signal may cause a change in travel patterns and increase traffic volume at Sleeper Avenue.
- An increase in left turning motorists from Sleeper Avenue to Grant Road will increase delay along Grant Road.
- PG&E coordination is required for a new service point, which will add cost and lengthen the project schedule.
- Even though the traffic signal will be coordinated with adjacent signals, the traffic signal will still require motorists along Grant Road to stop for vehicles and pedestrians from Sleeper Avenue. This may cause an increase in traffic congestion, especially during peak hours.



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Alternative 5 Cost Estimate

The estimated cost for construction for this alternative is \$703,250. The additional costs for budgetary purposes is (52%) \$365,690 and the total cost is **\$1,068,940**. Detailed breakdown of the cost is provided in **Table 5 of Appendix A**.



ADVANCED DETECTION LOOPS

EXHIBIT 5

ALTERNATIVE 6 – KEEP THE EXISTING UNMARKED CROSSWALK AS IS

This alternative will keep the existing infrastructure, lane geometry, bicycle facilities, and pedestrian facilities as is. This will also include keeping the existing unmarked crossing at the southern leg of the intersection of Grant Road and Sleeper Avenue and leaving the existing pedestrian refuge island in place. For the existing conditions refer to **Figure 2**.

The benefits of this alternative include:

- There will be no cost associated with this alternative.
- Pedestrian and bicyclists crossing Grant Road will probably be very cautious crossing the road since there is no marked crosswalk.

The disadvantages of this alternative include:

- This alternative does not provide a marked crossing for pedestrians to access Cuesta Park from Sleeper Avenue which may reduce the number of potential bicyclists and pedestrians to use this crossing and therefore, causing inefficient bicycle and pedestrian circulation.
- Because the crossing is unmarked, vehicles may not expect pedestrians crossing Grant Road, which leads to increased safety risks.
- The distance to the next pedestrian crossing may be too far for some pedestrians to use the closest signalized crossings.
- Westbound left turns from Sleeper Avenue onto Grant Road will continue to be difficult to maneuver due to the high volume of traffic on Grant Road and pedestrian crossing.

Alternative 6 Cost Estimate

There are no costs associated with this alternative.

ALTERNATIVE 7 – REMOVE THE EXISTING MEDIAN OPENING AND CURB RAMP ON THE WEST SIDE

This alternative includes closing the median opening at the southern leg of the intersection to discourage pedestrians from crossing Grant Road. It will also involve removing the curb ramp on the west side and adding barricades with “No Pedestrian Crossing” signs on both sides of Grant Road (**See Exhibit 7**). With this alternative, pedestrians will be required to walk to the next closest intersections to cross Grant Road.

The benefits of this alternative include:

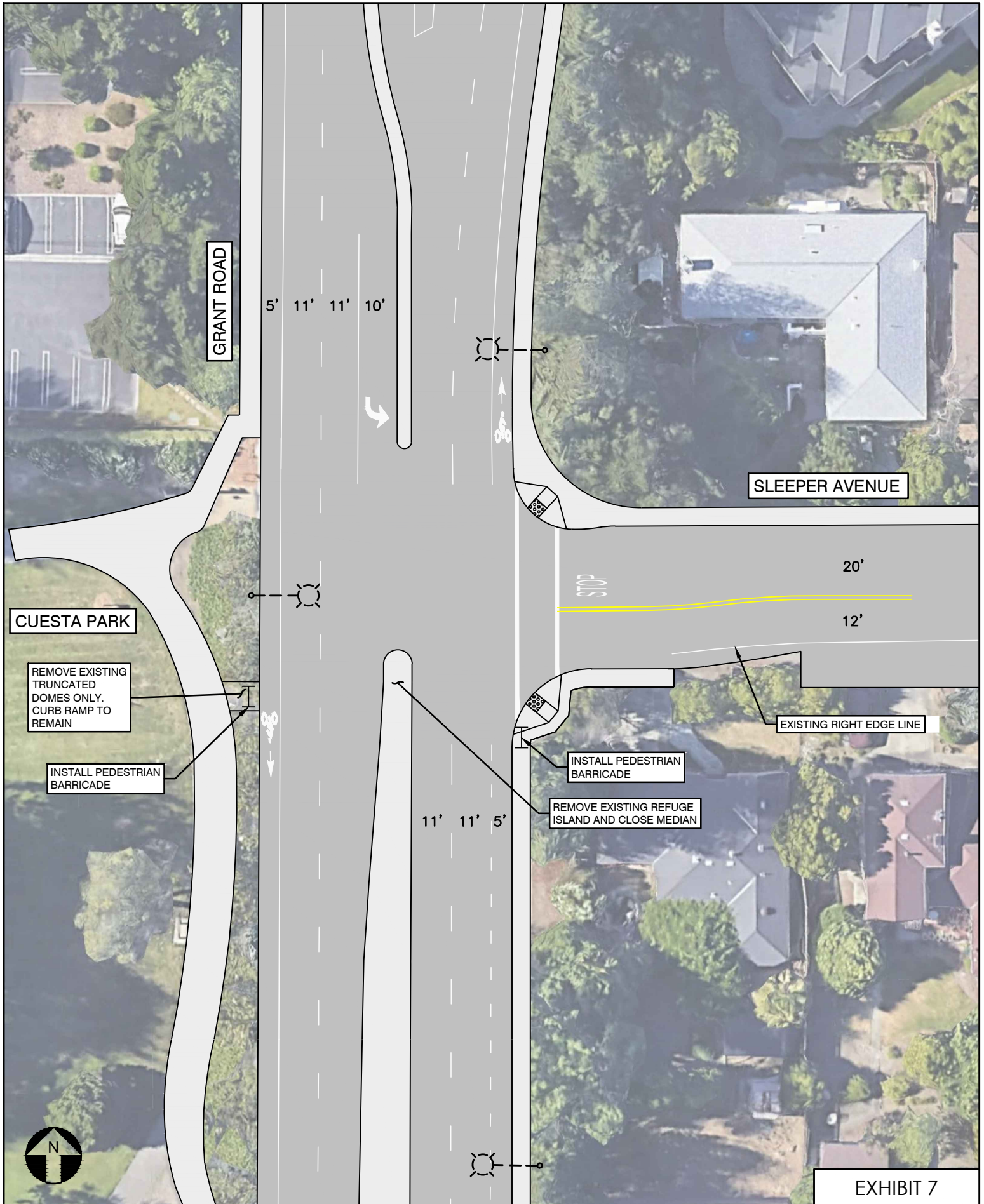
- By closing the existing median opening, pedestrians will be encouraged to walk to the next available crossing. This will enhance traffic flow along Grant Road.
- In comparison to the other improvement alternatives, this alternative will be the least costly, with the exception of Alternative 6. The work mainly involves removing the curb ramp on the west side, adding barricades with signs, and closing the existing median opening.

The disadvantages of this alternative include:

- This alternative will remove the crossing that serves as a connection between Cuesta Park and the Stevens Creek Trail, which will reduce pedestrian and bike circulation in the area.
- The distance to the next pedestrian crossing may be too far for some pedestrians. There is a risk that pedestrians will still try to cross Grant Road at Sleeper Avenue for convenience.
- Motorists will not expect pedestrians crossing here and may lead to further safety risks for pedestrians who may still want to cross Grant Road due to convenience.
- Westbound left turns from Sleeper Avenue onto Grant Road will continue to be difficult to maneuver due to higher volume of non-yielding traffic on Grant Road.

Alternative 7 Cost Estimate

The estimated cost for construction for this alternative is \$20,855. The additional costs for budgetary purposes is (52%) \$10,850 and the total cost is **\$31,705**. Detailed breakdown of the cost is provided in **Table 6 of Appendix A**.



COMPARISON OF ALTERNATIVES

COST COMPARISON

The cost estimate for each alternative were developed and a brief cost comparison of the eleven alternatives are summarized in **Table 2**.

Table 2: Alternative Cost

Alternative	Installation Costs	Design Contingency and Administrative Costs	Total Costs
Alternative 1A	\$457,125	\$237,710	\$694,835
Alternative 1B	\$474,250	\$246,610	\$720,860
Alternative 2A	\$416,650	\$216,660	\$633,310
Alternative 2B	\$421,650	\$219,260	\$640,910
Alternative 3A (Solar Powered)	\$224,950	\$116,980	\$341,930
Alternative 3B (Solar Powered)	\$240,450	\$125,040	\$365,490
Alternative 3A (Hard-wired)	\$259,950	\$135,180	\$395,130
Alternative 3B (Hard-wired)	\$276,050	\$143,550	\$419,600
Alternative 4A (Solar Powered)	\$183,200	\$95,270	\$278,470
Alternative 4B (Solar Powered)	\$201,700	\$104,890	\$306,590
Alternative 4A (Hard-wired)	\$216,500	\$112,580	\$329,080
Alternative 4B (Hard-wired)	\$235,800	\$122,620	\$358,420
Alternative 5	\$703,250	\$365,690	\$1,068,940
Alternative 6	\$0	\$0	\$0
Alternative 7	\$20,855	\$10,850	\$31,705

ALTERNATIVE DECISION

In order to reduce the number of alternatives presented to the stakeholders, City of Mountain View with TJKM staff selected alternatives to be presented based on the concepts that best facilitate the operations and safety of pedestrian, bicyclists, and vehicles using Grant Road at Sleeper Avenue intersection. City staff and TJKM eliminated the following alternatives from the final presentation to the community, B/PAC and CTC for the following reasons.

- Alternative 1B – PHB with a high-visibility crosswalk across the northern leg of Grant Road with left turn restriction from Sleeper Avenue
 - Although the left turn restriction would eliminate the conflicts between pedestrians crossing Grant Road and the left turning vehicles from Sleeper Avenue, this alternative would still create a right turn conflict between vehicles and pedestrians. In addition, the right turn from Sleeper Avenue in this alternative will be delayed since vehicles cannot make the right turn while pedestrians are using the northern crosswalk.
- Alternative 2A – PHB with a high-visibility crosswalk across the southern leg of Grant Road
 - This alternative creates a left turn conflict between vehicles on Sleeper Avenue turning left onto Grant Road and pedestrians crossing Grant Road. This alternative can also cause congestion due to the left turning vehicles from Sleeper Avenue having to wait for pedestrians crossing Grant Road.
- Alternative 3A, 3B, 4A, and 4B – LED Enhanced Signs
 - LED enhanced signs activate promptly when pedestrians press the push buttons and are not coordinated with nearby traffic signals. This will cause extra delay on Grant Road especially during the busy commute periods and also lead to abrupt stops which may result in rear-end collisions.
- Alternative 7 – Remove the existing median opening and curb ramp on the west side
 - Due to the high volume of pedestrians and bicyclists at the intersection, a crossing is preferred to avoid illegal crossings in a high traffic area. The nearest controlled crossing is also far from this intersection which may prevent some pedestrians capability of crossing Grant Road.

The above mentioned alternatives were not presented because they were deemed unsuitable by the City for this location due to the high traffic volumes, high pedestrian demand, relatively high speeds, and multi-lane configuration. The 4 alternatives that the City found to best meet the safety enhancements needs at the intersection with relatively less impacts on operations are listed below.

- Alternative 1A – PHB with a high-visibility crosswalk across the northern leg of Grant Road
 - The northern crosswalk provides continuity for pedestrians and bicyclists crossing Grant Road to continue on the sidewalk along Sleeper Avenue.
- Alternative 2B – PHB with a high-visibility crosswalk across the southern leg of Grant Road with left turn restriction from Sleeper Avenue
 - This alternative has the least amount of conflicts between pedestrians, bicyclists, and vehicles.
- Alternative 5 – Traffic Signal with a high-visibility crosswalk across the northern leg of Grant Road
 - This alternative provides the highest rate of compliance and familiarity for vehicles and pedestrians traveling through the intersection.
- Alternative 6 – Keep existing conditions as-is
 - This alternative is the least costly.

COMMUNITY AND COUNCIL ADVISORY COMMITTEE OUTREACH

The City of Mountain View with the help of TJKM staff presented the alternatives to the community, B/PAC (Bicycle and Pedestrian Advisory Committee), and CTC (Council Transportation Committee). The following is the feedback received from each group.

COMMUNITY FEEDBACK

On October 22, 2020, the first community meeting was held virtually using Zoom with TJKM staff, City of Mountain View staff, and community members that live near the study area. A total of 28 community members attended the meeting. The purpose of this meeting was to present all alternatives to the community and to address questions raised by the public. The community was also asked a series of poll questions which can be seen in Appendix C.

In this meeting, the community provided feedback based on poll questions that were developed by City/TJKM staff. The community provided their feedback in regards to safety and a preferred alternative for the intersection.

- Pedestrian safety, vehicle safety, bicyclist safety, and speeds on Grant Road were the main concerns of attendees.
- The majority of attendees supported the concept of a left-turn restriction from Sleeper Avenue to Grant Road (Alternative 2B).
- The concept of a PHB (Alternatives 1A, 1B, 2A, or 2B) was supported by attendees.
- Most attendees did not support the traffic signal alternative (Alternative 5) or keeping existing conditions at the intersection (Alternative 6).
- The community stated a concern with the left turn counts from Sleeper Avenue onto Grant Road. A community member mentioned that vehicles may not be able to make the left turn because of the high number of vehicles and limited gaps in traffic during peak hours along Grant Road. They believed this is why the left turn peak count was found to be so low. This concern was brought up in response to the left turn restriction that is being proposed.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (B/PAC)

A B/PAC meeting for this Study was held on Wednesday, February 24, 2021. Approximately 16 members of the public and all members of the committee attended the virtual meeting. The purpose of the meeting was to present the four (4) preferred alternatives to the B/PAC for the committee to provide input on a preferred alternative for the intersection. Key feedback during the meeting included the following:

- The committee supported and recommended Alternative 2B, PHB with a southern crosswalk and left-turn restriction from Sleeper Avenue, with 4 committee members voting in favor of Alternative 2B and 1 committee member abstaining.
- The committee highlighted that the intersection should be treated as a 4-way intersection for bicyclists. Grant Road and Sleeper Avenue is considered a T-intersection for motorists.

- Several committee members expressed their desire to have crosswalks with pedestrian refuge islands installed on both approaches along Grant Road, if possible. However, due to lack of right-of-way, the installation of a crosswalk with a refuge island on the north side of the intersection is not feasible without the removal of a through lane on Grant Road or the left turn from southbound Grant Road to Sleeper Avenue.

COUNCIL TRANSPORTATION COMMITTEE (CTC)

TJKM and Mountain View staff met with the CTC on April 20, 2021. Based on staff analysis and input from the community and B/PAC, staff recommended that Alternative 2B, PHB with a southern crosswalk and left-turn restriction from Sleeper Avenue, be the preferred alternative to the CTC.

The CTC unanimously supported City staff's recommendation for Council to approve Alternative 2B as the preferred alternative for the Study with the addition of a bicycle crossing to be incorporated into the final project design. The recommended Council action incorporates the CTC's direction.

The CTC also directed City staff to conduct additional community outreach during project design and to return to the CTC with the final design and community outreach findings prior to seeking Council approval of the plans and specifications to advertise the project for construction.

FINAL ALTERNATIVE CHOSEN

Based on input from the community, B/PAC, and CTC, Alternative 2B - a pedestrian hybrid beacon with a southern crosswalk and left-turn restriction from Sleeper Avenue - was chosen as the final alternative. This alternative was the most supported alternative by the community and B/PAC, as well as being the recommended alternative by the CTC.

The left turn restriction provided in this alternative will be created using striping, temporary delineators, and signs. If the community provides positive feedback after a trial period, the left turn restriction will be made permanent through a concrete median extension.

Alternative 2B has the following benefits:

- PHBs were studied by the Federal Highway Administration to have a yield rate that exceeds 90%.
- During normal operation, PHBs rest in dark allowing vehicular traffic to proceed normally through the intersection.
- The PHB controller can be coordinated with nearby traffic signals to improve traffic flow by maintaining progression along Grant Road while minimizing the impact of yielding due to pedestrian activity.

- The left turn restriction eliminates the conflict between left turning vehicles from Sleeper Avenue and vehicles traveling on Grant Road. This also eliminates the conflict between left turning vehicles from Sleeper Avenue and pedestrians crossing Grant Road.
- The crosswalk placement eliminates the conflict between right turning vehicles from Sleeper Avenue and pedestrians/bicyclists crossing Grant Road.
- Vehicles on Sleeper Avenue are able to make a right turn while the PHB is active and the pedestrians are crossing Grant Road.
- This alternative will maintain access to and from Cuesta Park for bicyclists and pedestrians by providing a pedestrian hybrid beacon enhanced crosswalk.

CONCLUSION

The purpose of the Study was to develop and evaluate conceptual alternatives for improvements to facilitate the safe movement of pedestrians and bicyclists crossing Grant Road at Sleeper Avenue. The study evaluated 11 alternatives and discussed the advantages and disadvantages for each alternative. The 11 alternatives considered in the study are as follows:

- 1A. Install a Pedestrian Hybrid Beacon with a high visibility crosswalk across the northern leg of Grant Road.
- 1B. Install a Pedestrian Hybrid Beacon with a high visibility crosswalk across the northern leg of Grant Road with a left turn restriction from Sleeper Avenue.
- 2A. Install a Pedestrian Hybrid Beacon with a high visibility crosswalk across the southern leg of Grant Road.
- 2B. Install a Pedestrian Hybrid Beacon with a high visibility crosswalk across the southern leg of Grant Road with a left turn restriction from Sleeper Avenue.
- 3A. Install LED enhanced pedestrian signs activated by pedestrian push buttons with a high visibility crosswalk across the northern leg of Grant Road.
- 3B. Install LED enhanced pedestrian signs activated by pedestrian push buttons with a high visibility crosswalk across the northern leg of Grant Road with a left turn restriction from Sleeper Avenue.
- 4A. Install LED enhanced pedestrian signs activated by pedestrian push buttons with a high visibility crosswalk across the southern leg of Grant Road.
- 4B. Install LED enhanced pedestrian signs activated by pedestrian push buttons with a high visibility crosswalk across the southern leg of Grant Road with a left turn restriction from Sleeper Avenue.
5. Install a traffic signal with a high visibility crosswalk across the northern leg of Grant Road.
6. Keep the existing unmarked crosswalk as is.
7. Remove the existing median opening and curb ramp on the west side, thus removing the existing crosswalk (unmarked). Install barricades and “No Pedestrian Crossing” signs.

From the 11 alternatives, 7 were eliminated (Alternatives 1B, 2A, 3A, 3B, 4A, 4B, and 7) because they were deemed unsuitable by the City for this location due to the high traffic volumes, high pedestrian demand, relatively high speeds, and multi-lane configuration.

The remaining 4 alternatives that were presented to the B/PAC and CTC include:

- 1A. PHB with a high visibility crosswalk across the northern leg of Grant Road.
- 2B. PHB with a high visibility crosswalk across the southern leg of Grant Road with a left turn restriction from Sleeper Avenue.
5. Traffic signal with a high visibility crosswalk across the northern leg of Grant Road.
6. Keep the existing unmarked crosswalk as is.

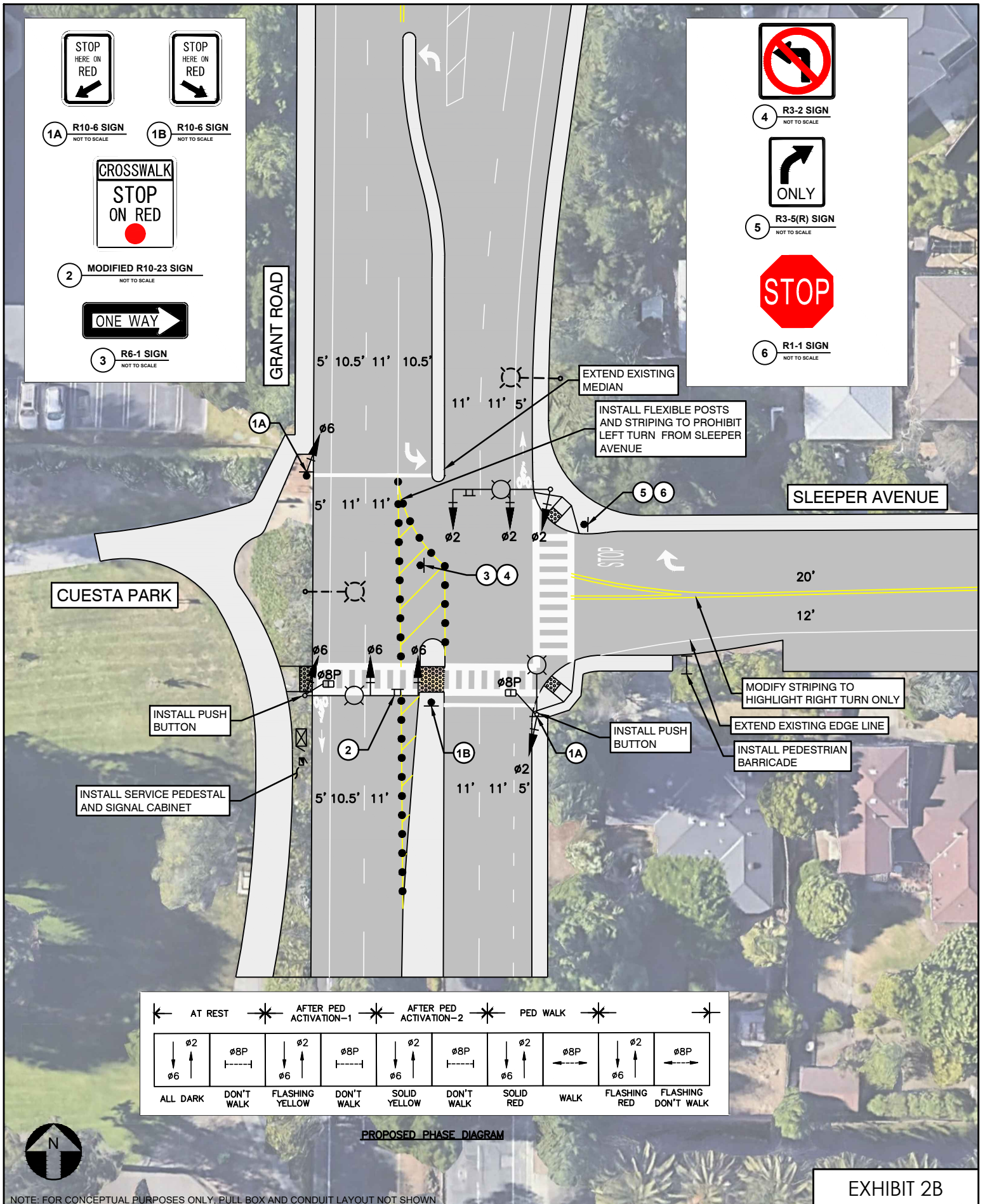
Based on staff analysis, input from the community and B/PAC, and CTC direction, the alternative with a pedestrian hybrid beacon with a southern crosswalk and left-turn restriction from Sleeper Avenue (Alternative 2B) was chosen. This alternative was the most supported alternative by the community and B/PAC as well as being the recommended alternative by the CTC.

This alternative was chosen because pedestrian hybrid beacons provide the benefit of a high yield rate, the ability to be coordinated with nearby signals, and the beacons are off when no pedestrians are at the intersection allowing free traffic flow. Also, due to the southern crosswalk and left turn restriction, this alternative has the benefit of reducing turning conflicts for both the right and left turns from Sleeper Avenue while giving pedestrians a controlled crossing across Grant Road.

Based on the feedback from the community and B/PAC, a northern bicycle crossing will also be added to this alternative during the design phase. This will be done to ensure that bicycles have the ability to safely cross Grant Road.

The Grant and Sleeper Intersection Study went to the City Council as a consent item on June 8, 2021. The recommended action was approved by Council, and staff stated that the design is anticipated to commence in spring 2022 with additional community outreach to be held during project design.

ALTERNATIVE 2B - PEDESTRIAN HYBRID BEACON WITH A HIGH VISIBILITY CROSSWALK ACROSS THE SOUTHERN LEG OF GRANT ROAD - WITH LEFT TURN RESTRICTION FROM SLEEPER AVENUE



NOTE: FOR CONCEPTUAL PURPOSES ONLY; PULL BOX AND CONDUIT LAYOUT NOT SHOWN



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APPENDIX A – COST ESTIMATES

TABLE 1A: ALTERNATIVE 1A – PHB WITH A HIGH VISIBILITY CROSSWALK ACROSS THE NORTHERN LEG OF GRANT ROAD

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE (\$)	TOTAL PRICE (\$)
GENERAL ITEMS					
1	MOBILIZATION (10%)	LS	1	35,200.00	35,200
2	TRAFFIC CONTROL SYSTEM (20%)	LS	1	70,400.00	70,400
DEMOLITION & SITE PREPARATION					
3	TRIM EXISTING TREES	LS	1	5,000.00	5,000
4	REMOVE EXISTING STRIPING	LF	100	5.00	500
5	REMOVE EXISTING TRUNCATED DOMES	EA	1	500.00	500
6	REMOVE EXISTING PEDESTRIAN REFUGE ISLAND(TRUNCATED DOMES AND CURB)	LS	1	7,500.00	7,500
CIVIL WORK					
7	INSTALL CURB RAMP	EA	1	15,000.00	15,000
8	INSTALL MEDIAN CURB	LF	75	150.00	11,250
9	INSTALL MEDIAN BRICK	SF	120	75.00	9,000
10	INSTALL CURB AND GUTTER	LF	15	200.00	3,000
SIGNAL POLES AND EQUIPMENT					
11	PHB SYSTEM INSTALLATION	LS	1	150,000.00	150,000
12	SIGNAL CABINET ASSEMBLY AND FOUNDATION	EA	1	25,000.00	25,000
	CONTROLLER AND FIRMWARE	EA	1	15,000.00	15,000
13	SERVICE PEDESTAL AND FOUNDATION	EA	1	15,000.00	15,000
SIGNAL INTERCONNECT					
14	INSTALL SIGNAL INTERCONNECT EQUIPMENT AND CABLES	LS	1	25,000.00	25,000
15	INSYNC EQUIPMENT	LS	1	50,000.00	50,000
SIGNING AND STRIPING					
16	INSTALL SIGN	EA	9	1,000.00	9,000
17	INSTALL SIGN POST	EA	4	500.00	2,000
18	INSTALL PAVEMENT MARKING	SF	585	15.00	8,775
TOTAL					\$457,125
ADDITIONAL COSTS FOR BUDGETARY PURPOSES (52% OF TOTAL)					237,710.00
OVERALL ALTERNATIVE COST					694,835.00

TABLE 1B: ALTERNATIVE 1B – PHB WITH A HIGH VISIBILITY CROSSWALK ACROSS THE NORTHERN LEG OF GRANT ROAD WITH LEFT TURN RESTRICTION

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE (\$)	TOTAL PRICE (\$)
GENERAL ITEMS					
1	MOBILIZATION (10%)	LS	1	36,500.00	36,500
2	TRAFFIC CONTROL SYSTEM (20%)	LS	1	73,000.00	73,000
DEMOLITION & SITE PREPARATION					
3	TRIM EXISTING TREES	LS	1	5,000.00	5,000
4	REMOVE EXISTING STRIPING	LF	100	5.00	500
5	REMOVE EXISTING TRUNCATED DOMES	EA	1	500.00	500
6	REMOVE EXISTING PEDESTRIAN REFUGE ISLAND(TRUNCATED DOMES AND CURB)	LS	1	7,500.00	7,500
CIVIL WORK					
7	INSTALL CURB RAMP	EA	1	15,000.00	15,000
8	INSTALL MEDIAN CURB	LF	75	150.00	11,250
9	INSTALL MEDIAN BRICK	SF	120	75.00	9,000
10	INSTALL CURB AND GUTTER	LF	15	200.00	3,000
SIGNAL POLES AND EQUIPMENT					
11	PHB SYSTEM INSTALLATION	LS	1	150,000.00	150,000
12	SIGNAL CABINET ASSEMBLY AND FOUNDATION	EA	1	25,000.00	25,000
	CONTROLLER AND FIRMWARE	EA	1	15,000.00	15,000
13	SERVICE PEDESTAL AND FOUNDATION	EA	1	15,000.00	15,000
SIGNAL INTERCONNECT					
14	INSTALL SIGNAL INTERCONNECT EQUIPMENT AND CABLES	LS	1	25,000.00	25,000
15	INSYNC EQUIPMENT	LS	1	50,000.00	50,000
SIGNING AND STRIPING					
16	INSTALL SIGN	EA	12	1,000.00	12,000
17	INSTALL SIGN POST	EA	5	500.00	2,500
18	INSTALL PAVEMENT MARKING	SF	600	15.00	9,000
19	INSTALL STRIPING	LF	200	10.00	2,000
20	INSTALL FLEXIBLE POSTS	EA	15	500.00	7,500
TOTAL					\$474,250
ADDITIONAL COSTS FOR BUDGETARY PURPOSES (52% OF TOTAL)					246,610.00
OVERALL ALTERNATIVE COST					720,860.00

TABLE 2A: ALTERNATIVE 2A – PHB WITH A HIGH VISIBILITY CROSSWALK ACROSS THE SOUTHERN LEG OF GRANT ROAD

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE (\$)	TOTAL PRICE (\$)
GENERAL ITEMS					
1	MOBILIZATION (10%)	LS	1	32,100.00	32,100
2	TRAFFIC CONTROL SYSTEM (20%)	LS	1	64,100.00	64,100
DEMOLITION & SITE PREPARATION					
3	TRIM EXISTING TREES	LS	1	5,000.00	5,000
4	REMOVE EXISTING STRIPING	LF	100	5.00	500
SIGNAL POLES AND EQUIPMENT					
5	PHB SYSTEM INSTALLATION WITH BLANKOUT	LS	1	165,000.00	165,000
6	SIGNAL CABINET ASSEMBLY AND FOUNDATION	EA	1	25,000.00	25,000
	CONTROLLER AND FIRMWARE	EA	1	15,000.00	15,000
7	SERVICE PEDESTAL AND FOUNDATION	EA	1	15,000.00	15,000
SIGNAL INTERCONNECT					
8	INSTALL SIGNAL INTERCONNECT EQUIPMENT AND CABLES	LS	1	25,000.00	25,000
9	INSYNC EQUIPMENT	LS	1	50,000.00	50,000
SIGNING AND STRIPING					
10	INSTALL SIGN	EA	6	1,000.00	6,000
11	INSTALL SIGN POST	EA	3	500.00	1,500
12	INSTALL PAVEMENT MARKING	SF	830	15.00	12,450
TOTAL					\$416,650
ADDITIONAL COSTS FOR BUDGETARY PURPOSES (52% OF TOTAL)					216,660.00
OVERALL ALTERNATIVE COST					633,310.00

TABLE 2B: ALTERNATIVE 2B – PHB WITH A HIGH VISIBILITY CROSSWALK ACROSS THE SOUTHERN LEG OF GRANT ROAD WITH LEFT TURN RESTRICTION

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE (\$)	TOTAL PRICE (\$)
GENERAL ITEMS					
1	MOBILIZATION (10%)	LS	1	32,500.00	32,500
2	TRAFFIC CONTROL SYSTEM (20%)	LS	1	64,900.00	64,900
DEMOLITION & SITE PREPARATION					
3	TRIM EXISTING TREES	LS	1	5,000.00	5,000
4	REMOVE EXISTING STRIPING	LF	100	5.00	500
SIGNAL POLES AND EQUIPMENT					
5	PHB SYSTEM INSTALLATION	LS	1	150,000.00	150,000
6	SIGNAL CABINET ASSEMBLY AND FOUNDATION	EA	1	25,000.00	25,000
	CONTROLLER AND FIRMWARE	EA	1	15,000.00	15,000
7	SERVICE PEDESTAL AND FOUNDATION	EA	1	15,000.00	15,000
SIGNAL INTERCONNECT					
8	INSTALL SIGNAL INTERCONNECT EQUIPMENT AND CABLES	LS	1	25,000.00	25,000
9	INSYNC EQUIPMENT	LS	1	50,000.00	50,000
SIGNING AND STRIPING					
10	INSTALL SIGN	EA	9	1,000.00	9,000
11	INSTALL SIGN POST	EA	4	500.00	2,000
12	INSTALL PAVEMENT MARKING	SF	850	15.00	12,750
13	INSTALL STRIPING	LF	500	10.00	5,000
14	INSTALL FLEXIBLE POSTS	EA	20	500.00	10,000
TOTAL					\$421,650
ADDITIONAL COSTS FOR BUDGETARY PURPOSES (52% OF TOTAL)					219,260.00
OVERALL ALTERNATIVE COST					640,910.00

TABLE 3A: ALTERNATIVE 3A – LED ENHANCED PEDESTRIAN SIGNS ACTIVATED BY PEDESTRIAN PUSH BUTTONS WITH A HIGH VISIBILITY CROSSWALK ACROSS THE NORTHERN LEG OF GRANT ROAD - SOLAR POWERED

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE (\$)	TOTAL PRICE (\$)
GENERAL ITEMS					
1	MOBILIZATION (10%)	LS	1	18,000.00	18,000
2	TRAFFIC CONTROL SYSTEM (15%)	LS	1	27,000.00	27,000
DEMOLITION & SITE PREPARATION					
3	TRIM EXISTING TREES	LS	1	5,000.00	5,000
4	REMOVE EXISTING TRUNCATED DOMES	EA	1	500.00	500
5	REMOVE EXISTING PEDESTRIAN REFUGE ISLAND (TRUNCATED DOMES AND CURB)	LS	1	7,500.00	7,500
6	REMOVE EXISTING STRIPING	LF	100	5.00	500
CIVIL WORK					
7	INSTALL CURB RAMP	EA	1	15,000.00	15,000
8	INSTALL MEDIAN CURB	LF	75	150.00	11,250
9	INSTALL MEDIAN BRICK	SF	120	75.00	9,000
10	INSTALL CURB AND GUTTER	LF	15	200.00	3,000
SIGNAL POLES AND EQUIPMENT					
11	MAST ARM POLE AND FOUNDATION	EA	2	20,000.00	40,000
12	APS PUSH BUTTONS	EA	2	2,500.00	5,000
SIGNING AND STRIPING					
13	INSTALL LED ENHANCED SIGN SYSTEM	EA	6	10,000.00	60,000
14	INSTALL SIGN	EA	12	1,000.00	12,000
15	INSTALL SIGN POST	EA	5	500.00	2,500
16	INSTALL PAVEMENT MARKING	SF	580	15.00	8,700
TOTAL					\$224,950
ADDITIONAL COSTS FOR BUDGETARY PURPOSES (52% OF TOTAL)					116,980.00
OVERALL ALTERNATIVE COST					341,930.00

TABLE 3B: ALTERNATIVE 3B – LED ENHANCED PEDESTRIAN SIGNS ACTIVATED BY PEDESTRIAN PUSH BUTTONS WITH A HIGH VISIBILITY CROSSWALK ACROSS THE NORTHERN LEG OF GRANT ROAD - SOLAR POWERED WITH LEFT TURN RESTRICTION

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE (\$)	TOTAL PRICE (\$)
GENERAL ITEMS					
1	MOBILIZATION (10%)	LS	1	19,300.00	19,300
2	TRAFFIC CONTROL SYSTEM (15%)	LS	1	28,900.00	28,900
DEMOLITION & SITE PREPARATION					
3	TRIM EXISTING TREES	LS	1	5,000.00	5,000
4	REMOVE EXISTING TRUNCATED DOMES	EA	1	500.00	500
5	REMOVE EXISTING PEDESTRIAN REFUGE ISLAND (TRUNCATED DOMES AND CURB)	LS	1	7,500.00	7,500
6	REMOVE EXISTING STRIPING	LF	100	5.00	500
CIVIL WORK					
7	INSTALL CURB RAMP	EA	1	15,000.00	15,000
8	INSTALL MEDIAN CURB	LF	75	150.00	11,250
9	INSTALL MEDIAN BRICK	SF	120	75.00	9,000
10	INSTALL CURB AND GUTTER	LF	15	200.00	3,000
SIGNAL POLES AND EQUIPMENT					
11	MAST ARM POLE AND FOUNDATION	EA	2	20,000.00	40,000
12	APS PUSH BUTTONS	EA	2	2,500.00	5,000
SIGNING AND STRIPING					
13	INSTALL LED ENHANCED SIGN SYSTEM	EA	6	10,000.00	60,000
14	INSTALL SIGN	EA	15	1,000.00	15,000
15	INSTALL SIGN POST	EA	6	500.00	3,000
16	INSTALL PAVEMENT MARKING	SF	600	15.00	9,000
17	INSTALL STRIPING	LF	100	10.00	1,000
18	INSTALL FLEXIBLE POSTS	EA	15	500.00	7,500
TOTAL					\$240,450
ADDITIONAL COSTS FOR BUDGETARY PURPOSES (52% OF TOTAL)					125,040.00
OVERALL ALTERNATIVE COST					365,490.00

TABLE 3C: ALTERNATIVE 3A –LED ENHANCED PEDESTRIAN SIGNS ACTIVATED BY PEDESTRIAN PUSH BUTTONS WITH A HIGH VISIBILITY CROSSWALK ACROSS THE NORTHERN LEG OF GRANT ROAD - HARD-WIRED WITH LEFT TURN RESTRICTION

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE (\$)	TOTAL PRICE (\$)
GENERAL ITEMS					
1	MOBILIZATION (10%)	LS	1	20,000.00	20,000
2	TRAFFIC CONTROL SYSTEM (20%)	LS	1	40,000.00	40,000
DEMOLITION & SITE PREPARATION					
3	TRIM EXISTING TREES	LS	1	5,000.00	5,000
4	REMOVE EXISTING TRUNCATED DOMES	EA	1	500.00	500
5	REMOVE EXISTING PEDESTRIAN REFUGE ISLAND (TRUNCATED DOMES AND CURB)	LS	1	7,500.00	7,500
6	REMOVE EXISTING STRIPING	LF	100	5.00	500
CIVIL WORK					
7	INSTALL CURB RAMP	EA	1	15,000.00	15,000
8	INSTALL MEDIAN CURB	LF	75	150.00	11,250
9	INSTALL MEDIAN BRICK	SF	120	75.00	9,000
10	INSTALL CURB AND GUTTER	LF	15	200.00	3,000
SIGNAL POLES AND EQUIPMENT					
11	MAST ARM POLE AND FOUNDATION	EA	2	20,000.00	40,000
12	APS PUSH BUTTONS	EA	2	2,500.00	5,000
13	HARD-WIRE SYSTEM	LS	1	50,000.00	50,000
SIGNING AND STRIPING					
14	INSTALL LED ENHANCED SIGN	EA	6	5,000.00	30,000
15	INSTALL SIGN	EA	12	1,000.00	12,000
16	INSTALL SIGN POST	EA	5	500.00	2,500
17	INSTALL PAVEMENT MARKING	SF	580	15.00	8,700
TOTAL					\$259,950
ADDITIONAL COSTS FOR BUDGETARY PURPOSES (52% OF TOTAL)					135,180.00
OVERALL ALTERNATIVE COST					395,130.00

TABLE 3D: ALTERNATIVE 3B –LED ENHANCED PEDESTRIAN SIGNS ACTIVATED BY PEDESTRIAN PUSH BUTTONS WITH A HIGH VISIBILITY CROSSWALK ACROSS THE NORTHERN LEG OF GRANT ROAD - HARD-WIRED WITH LEFT TURN RESTRICTION

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE (\$)	TOTAL PRICE (\$)
GENERAL ITEMS					
1	MOBILIZATION (10%)	LS	1	21,300.00	21,300
2	TRAFFIC CONTROL SYSTEM (20%)	LS	1	42,500.00	42,500
DEMOLITION & SITE PREPARATION					
3	TRIM EXISTING TREES	LS	1	5,000.00	5,000
4	REMOVE EXISTING TRUNCATED DOMES	EA	1	500.00	500
5	REMOVE EXISTING PEDESTRIAN REFUGE ISLAND (TRUNCATED DOMES AND CURB)	LS	1	7,500.00	7,500
6	REMOVE EXISTING STRIPING	LF	100	5.00	500
CIVIL WORK					
7	INSTALL CURB RAMP	EA	1	15,000.00	15,000
8	INSTALL MEDIAN CURB	LF	75	150.00	11,250
9	INSTALL MEDIAN BRICK	SF	120	75.00	9,000
10	INSTALL CURB AND GUTTER	LF	15	200.00	3,000
SIGNAL POLES AND EQUIPMENT					
11	MAST ARM POLE AND FOUNDATION	EA	2	20,000.00	40,000
12	APS PUSH BUTTONS	EA	2	2,500.00	5,000
13	HARD-WIRE SYSTEM	LS	1	50,000.00	50,000
SIGNING AND STRIPING					
14	INSTALL LED ENHANCED SIGN	EA	6	5,000.00	30,000
15	INSTALL SIGN	EA	15	1,000.00	15,000
16	INSTALL SIGN POST	EA	6	500.00	3,000
17	INSTALL PAVEMENT MARKING	SF	600	15.00	9,000
18	INSTALL STRIPING	LF	100	10.00	1,000
19	INSTALL FLEXIBLE POSTS	EA	15	500.00	7,500
TOTAL					\$276,050
ADDITIONAL COSTS FOR BUDGETARY PURPOSES (52% OF TOTAL)					143,550.00
OVERALL ALTERNATIVE COST					419,600.00

TABLE 4A: ALTERNATIVE 4A – LED ENHANCED PEDESTRIAN SIGNS ACTIVATED BY PEDESTRIAN PUSH BUTTONS WITH A HIGH VISIBILITY CROSSWALK ACROSS THE SOUTHERN LEG OF GRANT ROAD - SOLAR POWERED

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE (\$)	TOTAL PRICE (\$)
GENERAL ITEMS					
1	MOBILIZATION (10%)	LS	1	14,700.00	14,700
2	TRAFFIC CONTROL SYSTEM (15%)	LS	1	22,000.00	22,000
DEMOLITION & SITE PREPARATION					
3	TRIM EXISTING TREES	LS	1	5,000.00	5,000
4	REMOVE EXISTING STRIPING	LF	60	5.00	300
SIGNAL POLE AND EQUIPMENT					
5	MAST ARM POLE AND FOUNDATION	EA	2	20,000.00	40,000
6	1-A POLE AND FOUNDATION	EA	1	10,000.00	10,000
7	APS PUSH BUTTONS	EA	2	2,500.00	5,000
SIGNING AND STRIPING					
8	INSTALL LED ENHANCED SIGN	EA	6	10,000.00	60,000
9	INSTALL SIGN	EA	12	1,000.00	12,000
10	INSTALL SIGN POST	EA	5	500.00	2,500
11	INSTALL PAVEMENT MARKING	SF	780	15.00	11,700
TOTAL					\$183,200
ADDITIONAL COSTS FOR BUDGETARY PURPOSES (52% OF TOTAL)					95,270.00
OVERALL ALTERNATIVE COST					278,470.00

TABLE 4B: ALTERNATIVE 4B – LED ENHANCED PEDESTRIAN SIGNS ACTIVATED BY PEDESTRIAN PUSH BUTTONS WITH A HIGH VISIBILITY CROSSWALK ACROSS THE SOUTHERN LEG OF GRANT ROAD - SOLAR POWERED WITH LEFT RESTRICTION

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE (\$)	TOTAL PRICE (\$)
GENERAL ITEMS					
1	MOBILIZATION (10%)	LS	1	16,200.00	16,200
2	TRAFFIC CONTROL SYSTEM (15%)	LS	1	24,200.00	24,200
DEMOLITION & SITE PREPARATION					
3	TRIM EXISTING TREES	LS	1	5,000.00	5,000
4	REMOVE EXISTING STRIPING	LF	60	5.00	300
SIGNAL POLE AND EQUIPMENT					
5	MAST ARM POLE AND FOUNDATION	EA	2	20,000.00	40,000
6	1-A POLE AND FOUNDATION	EA	1	10,000.00	10,000
7	APS PUSH BUTTONS	EA	2	2,500.00	5,000
SIGNING AND STRIPING					
8	INSTALL LED ENHANCED SIGN	EA	6	10,000.00	60,000
9	INSTALL SIGN	EA	15	1,000.00	15,000
10	INSTALL SIGN POST	EA	6	500.00	3,000
11	INSTALL PAVEMENT MARKING	SF	800	15.00	12,000
12	INSTALL STRIPING	LF	100	10.00	1,000
13	INSTALL FLEXIBLE POSTS	EA	20	500.00	10,000
TOTAL					\$201,700
ADDITIONAL COSTS FOR BUDGETARY PURPOSES (52% OF TOTAL)					104,890.00
OVERALL ALTERNATIVE COST					306,590.00

TABLE 4C: ALTERNATIVE 4A – LED ENHANCED PEDESTRIAN SIGNS ACTIVATED BY PEDESTRIAN PUSH BUTTONS WITH A HIGH VISIBILITY CROSSWALK ACROSS THE SOUTHERN LEG OF GRANT ROAD - HARD-WIRED WITH ELFT TURN RESTRICTION

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE (\$)	TOTAL PRICE (\$)
GENERAL ITEMS					
1	MOBILIZATION (10%)	LS	1	16,700.00	16,700
2	TRAFFIC CONTROL SYSTEM (20%)	LS	1	33,300.00	33,300
DEMOLITION & SITE PREPARATION					
3	TRIM EXISTING TREES	LS	1	5,000.00	5,000
4	REMOVE EXISTING STRIPING	LF	60	5.00	300
SIGNAL POLE AND EQUIPMENT					
5	MAST ARM POLE AND FOUNDATION	EA	2	20,000.00	40,000
6	1-A POLE AND FOUNDATION	EA	1	10,000.00	10,000
7	APS PUSH BUTTONS	EA	2	2,500.00	5,000
8	HARD-WIRE SYSTEM	LS	1	50,000.00	50,000
SIGNING AND STRIPING					
9	INSTALL LED ENHANCED SIGN SYSTEM	EA	6	5,000.00	30,000
10	INSTALL SIGN	EA	12	1,000.00	12,000
11	INSTALL SIGN POST	EA	5	500.00	2,500
12	INSTALL PAVEMENT MARKING	SF	780	15.00	11,700
TOTAL					\$216,500
ADDITIONAL COSTS FOR BUDGETARY PURPOSES (52% OF TOTAL)					112,580.00
OVERALL ALTERNATIVE COST					329,080.00

TABLE 4D: ALTERNATIVE 4B- LED ENHANCED PEDESTRIAN SIGNS ACTIVATED BY PEDESTRIAN PUSH BUTTONS WITH A HIGH VISIBILITY CROSSWALK ACROSS THE SOUTHERN LEG OF GRANT ROAD - HARD-WIRED WITH LEFT TURN RESTRICTION

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE (\$)	TOTAL PRICE (\$)
GENERAL ITEMS					
1	MOBILIZATION (10%)	LS	1	18,200.00	18,200
2	TRAFFIC CONTROL SYSTEM (20%)	LS	1	36,300.00	36,300
DEMOLITION & SITE PREPARATION					
3	TRIM EXISTING TREES	LS	1	5,000.00	5,000
4	REMOVE EXISTING STRIPING	LF	60	5.00	300
SIGNAL POLE AND EQUIPMENT					
5	MAST ARM POLE AND FOUNDATION	EA	2	20,000.00	40,000
6	1-A POLE AND FOUNDATION	EA	1	10,000.00	10,000
7	APS PUSH BUTTONS	EA	2	2,500.00	5,000
8	HARD-WIRE SYSTEM	LS	1	50,000.00	50,000
SIGNING AND STRIPING					
9	INSTALL LED ENHANCED SIGN SYSTEM	EA	6	5,000.00	30,000
10	INSTALL SIGN	EA	15	1,000.00	15,000
11	INSTALL SIGN POST	EA	6	500.00	3,000
12	INSTALL PAVEMENT MARKING	SF	800	15.00	12,000
13	INSTALL STRIPING	LF	100	10.00	1,000
14	INSTALL FLEXIBLE POSTS	EA	20	500.00	10,000
TOTAL					\$235,800
ADDITIONAL COSTS FOR BUDGETARY PURPOSES (52% OF TOTAL)					122,620.00
OVERALL ALTERNATIVE COST					358,420.00

TABLE 5: ALTERNATIVE 5 – TRAFFIC SIGNAL WITH A HIGH VISIBILITY CROSSWALK ACROSS THE NORTHERN LEG OF GRANT ROAD

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE (\$)	TOTAL PRICE (\$)
GENERAL ITEMS					
1	MOBILIZATION (15%)	LS	1	75,400.00	75,400
2	TRAFFIC CONTROL SYSTEM (25%)	LS	1	125,600.00	125,600
DEMOLITION & SITE PREPARATION					
3	TRIM EXISTING TREES	LS	1	5,000.00	5,000
4	REMOVE EXISTING STRIPING	LF	200	5.00	1,000
CIVIL WORK					
5	INSTALL CURB RAMP	EA	1	15,000.00	15,000
6	INSTALL MEDIAN CURB	LF	40	150.00	6,000
7	INSTALL MEDIAN BRICK	SF	80	75.00	6,000
SIGNAL POLES AND EQUIPMENT					
8	MAST ARM POLE AND FOUNDATION	EA	3	20,000.00	60,000
9	15TS POLE AND FOUNDATION	EA	1	12,000.00	12,000
10	1-B POLE AND FOUNDATION	EA	1	10,000.00	10,000
11	PBA POST AND FOUNDATION	EA	1	5,000.00	5,000
12	SIGNAL HEADS	EA	12	2,000.00	24,000
13	PEDESTRIAN HEADS	EA	6	1,500.00	9,000
14	APS PUSH BUTTONS	EA	6	2,500.00	15,000
15	VIDEO DETECTION SYSTEM (3 CAMERAS)	EA	1	50,000.00	50,000
17	SIGNAL CABINET ASSEMBLY AND FOUNDATION	EA	1	25,000.00	25,000
18	CONTROLLER AND FIRMWARE	EA	1	15,000.00	15,000
19	SERVICE PEDESTAL AND FOUNDATION	EA	1	15,000.00	15,000
UNDERGROUND ELECTRICAL WORK					
20	INSTALL PULL BOX	EA	8	2,500.00	20,000
21	INSTALL CONDUIT	LF	400	225.00	90,000
22	INSTALL/SPLICE CABLES	LS	1	20,000.00	20,000
SIGNAL INTERCONNECT					
23	INSTALL SIGNAL INTERCONNECT EQUIPMENT AND CABLES	LS	1	25,000.00	25,000
24	INSYNC EQUIPMENT	LS	1	50,000.00	50,000
STRIPING					
25	INSTALL PAVEMENT MARKING	SF	900	15.00	13,500
26	INSTALL STRIPING	LF	100	10.00	1,000
27	INSTALL GREEN BIKE LANE MARKING	SF	150	25.00	3,750
28	MISCELLANEOUS SIGNS	EA	6	1,000.00	6,000
TOTAL					\$703,250
ADDITIONAL COSTS FOR BUDGETARY PURPOSES (52% OF TOTAL)					365,690.00
OVERALL ALTERNATIVE COST					1,068,940.00

TABLE 6: ALTERNATIVE 7 – REMOVE THE EXISTING MEDIAN OPENING AND CURB RAMP ONE THE WEST SIDE

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE (\$)	TOTAL PRICE (\$)
GENERAL ITEMS					
1	MOBILIZATION (5%)	LS	1	910.00	910
2	TRAFFIC CONTROL SYSTEM (10%)	LS	1	1,820.00	1,820
DEMOLITION & SITE PREPARATION					
3	REMOVE EXISTING PEDESTRIAN REFUGE ISLAND (TRUNCATED DOMES AND CURB)	LS	1	7,500.00	7,500
4	REMOVE EXISTING TRUNCATED DOMES	EA	1	500.00	500
MEDIAN WORK					
5	INSTALL MEDIAN CURB	LF	15	150.00	2,250
6	INSTALL MEDIAN BRICK	SF	65	75.00	4,875
7	INSTALL CURB AND GUTTER	LF	15	200.00	3,000
TOTAL					\$20,855
ADDITIONAL COSTS FOR BUDGETARY PURPOSES (52% OF TOTAL)					10,850.00
OVERALL ALTERNATIVE COST					31,705.00



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APPENDIX B – WARRANT ANALYSIS



Technical Memorandum

Date: May 17, 2019

To: Darwin Galang, PE
Associate Civil Engineer
City of Mountain View
Email: Darwin.galang@mountainview.gov

Project No.: 138-059

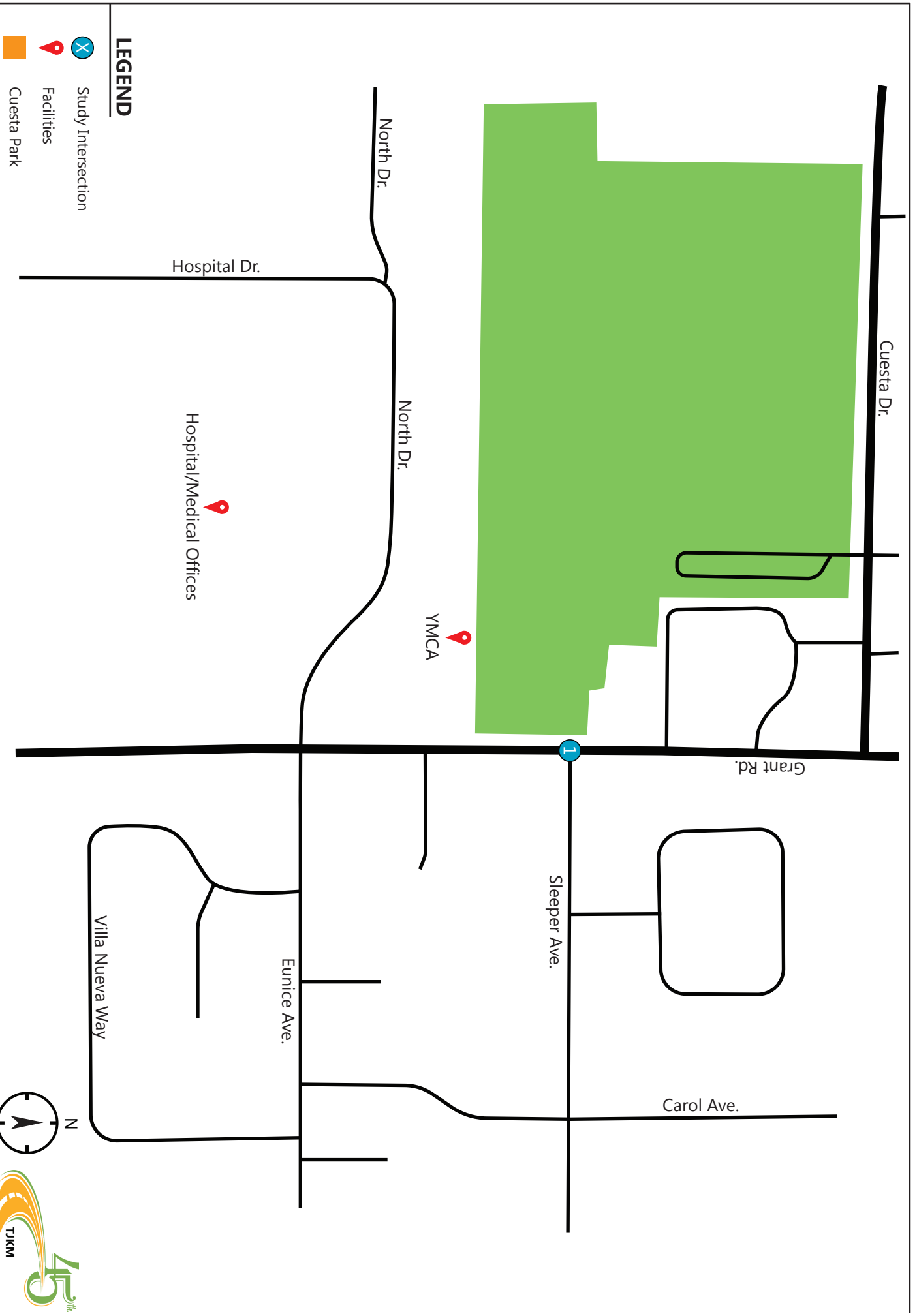
From: Andrew Dickinson
Project Manager

Subject: **Project 18-68: Grant Road and Sleeper Avenue Intersection Study, Signal Warrant and Pedestrian Hybrid Beacon Warrant**

BACKGROUND

This technical memorandum summarizes the results of the analysis conducted to determine if a traffic signal or a high-intensity activated crosswalk (HAWK) signal, also known as a pedestrian hybrid beacon (PHB), is warranted at the intersection of Grant Road and Sleeper Avenue in the City of Mountain View. The traffic signal and HAWK warrant analysis was based on the 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD) Chapter 4C Traffic Control Signal Needs Studies and Section 4F.01 Application of Pedestrian Hybrid Beacons. The project study intersection is shown in **Figure 1**.

Figure 1: Vicinity Map





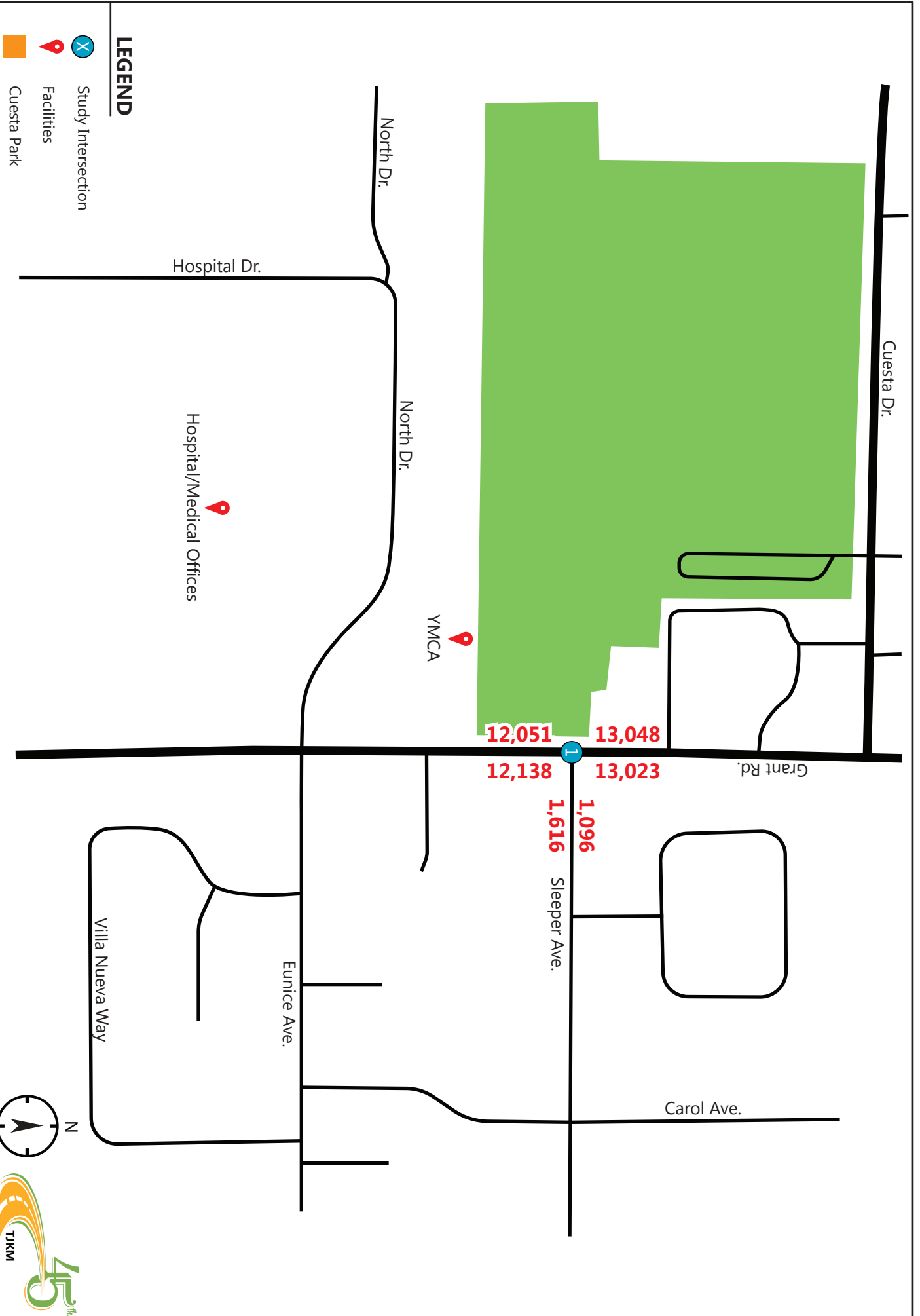
DATA COLLECTION

Grant Road is a four-lane roadway in the project area with 35 miles per hour (mph) posted speed limit, and Sleeper Avenue is a two-lane residential street with 25 mph posted speed limit. The weekday average daily traffic (ADT) on Grant Road is approximately 25,130 vehicles per day (vpd) based on traffic data collected during the month of April, 2019.

TJKM conducted peak hour turning movement counts (TMC) at the study intersection for the AM and PM peak periods from 7:00 AM to 10:00 AM and from 4:00 PM to 7:00 PM, respectively, on Thursday, April 11th, 2019. Seven-Day 24-Hour ADT counts were collected at Grant Road, north of Sleeper Avenue, Grant Road, south of Sleeper Avenue, and Sleeper Avenue, east of Grant Road, from Saturday, April 6th, 2019 to Friday, April 12, 2019. The 24-Hour Average Daily Trip (ADT) Volumes are shown in **Figure 2**.

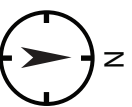
For the warrant analysis, one-year collision data collected April 2018 to March 2019 from SWITRS was used. **Appendix A** contains the traffic volumes and collision data collected for this task. During this time period, there were zero (0) collisions correctable by a traffic signal (broadside collisions) reported at the intersection of Grant Road and Sleeper Road.

Figure 2: Average Daily Traffic



LEGEND

-  Study Intersection
-  Facilities
-  Cuesta Park





TRAFFIC SIGNAL WARRANT DESCRIPTIONS

Traffic signal warrants were developed by the Federal Highway Administration (FHWA) and are described in Chapter 4C in the CA MUTCD. Application of a HAWK signal is described in Section 4F.01 in the CA MUTCD. Since the project intersection is not located near a grade crossing, Warrant 9, Intersection Near a Grade Crossing, will not be applied. These warrants correlate the need for a traffic or HAWK signal at an intersection with pedestrian and vehicle volumes. Satisfying one or more of these traffic signal warrants could justify the installation of a traffic signal at the intersection. The eight signal warrants and PHB warrant are briefly summarized below:

1. Warrant 1, Eight-Hour Vehicular Volume
2. Warrant 2, Four-Hour Vehicular Volume
3. Warrant 3, Peak Hour
4. Warrant 4, Pedestrian Volume
5. Warrant 5, School Crossing
6. Warrant 6, Coordinated Signal System
7. Warrant 7, Crash Experience
8. Warrant 8, Roadway Network
9. Pedestrian Hybrid Beacon Warrant

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

WARRANT 3, PEAK HOUR VEHICULAR VOLUME

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

WARRANT 4, PEDESTRIAN VOLUME

The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.



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WARRANT 5, SCHOOL CROSSING

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

WARRANT 6, COORDINATED SIGNAL SYSTEM

Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.

WARRANT 7, CRASH EXPERIENCE

The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

WARRANT 8, ROADWAY NETWORK

Installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network.

PEDESTRIAN HYBRID BEACON WARRANT

A pedestrian hybrid beacon is a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.

TRAFFIC SIGNAL WARRANT RESULTS

As previously discussed, TJKM collected 24-hour ADT counts on all approaches to the intersection, as well as AM and PM peak period intersection turning movement counts for vehicles, pedestrians, and bicyclists. In addition to vehicle, pedestrian, and bicycle volumes, 1 year of collision data, was used for the evaluation of the signal warrants. The results of the traffic signal warrant analysis are summarized in the table below:

Table 1: Traffic and HAWK Signal Warrant Analysis Results

Warrant #	Warrant Description	Grant Road and Sleeper Avenue
1	Eight- Hour Vehicular Volume	Not Satisfied
2	Four-hour Vehicular volume	Satisfied
3	Peak Hour	Satisfied
4	Pedestrian Volume	Not Satisfied
5	School Crossing	Not Applicable
6	Coordinated Signal System	Not Applicable
7	Crash Experience	Not Satisfied
8	Roadway Network	Satisfied
-	Pedestrian Hybrid Beacon	Satisfied

The results of the traffic signal warrant analysis based on CA MUTCD, are briefly discussed below:

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME: Overall, the traffic volume threshold for all hours were not met.

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME: The vehicular volumes at the intersection of Grant Road and Sleeper Avenue satisfies the warrant. Of any four hours of an average day, the volume approach falls above the appropriate curve, which is 2 or more lanes on the major street and one lane on the minor street for this analysis.

WARRANT 3, PEAK HOUR: The warrant is met at the intersection of Grant Road and Sleeper Road during the AM peak hour.

WARRANT 4, PEDESTRIAN VOLUME: The pedestrian volumes do not satisfy conditions 1 nor 2 at the study intersection for this warrant.

WARRANT 5, SCHOOL CROSSING: This warrant was deemed not applicable as no school is present within the vicinity of the study intersection.

WARRANT 6, COORDINATED SIGNAL SYSTEM: This warrant is was deemed not applicable since the distance of the study intersection from adjacent signalized intersection is less than 1,000 ft.



WARRANT 7, CRASH EXPERIENCE: There have been zero (0) collisions correctable by a traffic signal for the one-year period from April 2018 to March 2019 at the intersection of Grant Road and Sleeper Road. Based on the review of the collisions, this warrant is not satisfied at the study intersection.

WARRANT 8, ROADWAY NETWORK: Grant Road serves as a principal network for through traffic. At the study intersection, the typical weekday peak hour is approximately 2,614 vehicles (both directions). Therefore, this warrant is satisfied.

PEDESTRIAN HYBRID BEACON WARRANT: The total pedestrians crossing Grant Road meets the minimum threshold that satisfies the warrant.

Appendix B contains the traffic and HAWK signal warrant analysis worksheets for the warrants stated above.

CONCLUSION AND NEXT STEPS

For the signal warrant analysis conducted, the study intersection of Grant Road and Sleeper Avenue meets three of the eight traffic signal warrants, and also meets the threshold for the installation of HAWK signal. Although the thresholds for a HAWK signal are met, the installation of HAWK signal could create a possible conflict between the pedestrians and vehicles on the side street (Sleeper Avenue) when the indication of the HAWK signal is a steady red, which prohibits vehicles from entering the intersection and can result in significant delays to vehicular traffic on Sleeper Avenue. It is our recommendation that a HAWK signal should not be installed at the intersection.

Due to the high number of vehicular traffic during the morning and the AM peak hours, installation of a traffic signal at the intersection is warranted.



VISION THAT MOVES YOUR COMMUNITY

Appendix A - Traffic Counts

1. Average Daily Traffic Counts (ADT), Speed and Vehicle Classification
2. Turning Movement Counts (TMC) for vehicles, pedestrians and bicycles
3. Collision Data

Vehicle Classification Report Summary

Location: Grant Rd, N/O Sleeper Ave
Count Direction: Northbound / Southbound
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	200	59,876	16,161	44	2,351	522	0	68	83	106	0	2	35	79,448
Percent	0.3%	75.4%	20.3%	0.1%	3.0%	0.7%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	100%
Southbound	250	67,314	9,358	13	1,565	204	0	39	56	111	3	2	32	78,947
Percent	0.3%	85.3%	11.9%	0.0%	2.0%	0.3%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	100%
Total	450	127,190	25,519	57	3,916	726	0	107	139	217	3	4	67	158,395
Percent	0.3%	80.3%	16.1%	0.0%	2.5%	0.5%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	100%

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

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Saturday, April 6, 2019
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	71	11	0	6	1	0	0	0	0	0	0	0	89
1:00 AM	0	29	1	0	0	0	0	0	0	0	0	0	0	30
2:00 AM	0	14	4	0	1	0	0	0	0	0	0	0	0	19
3:00 AM	0	11	2	0	1	0	0	0	0	0	0	0	0	14
4:00 AM	0	8	6	0	1	0	0	0	0	0	0	0	0	15
5:00 AM	0	23	12	0	2	0	0	0	0	0	0	0	0	37
6:00 AM	0	81	25	0	3	1	0	0	0	0	0	0	0	110
7:00 AM	0	211	62	0	6	1	0	0	0	0	0	0	0	280
8:00 AM	0	311	91	0	6	2	0	1	0	2	0	0	1	414
9:00 AM	1	402	117	2	14	3	0	1	0	0	0	0	0	540
10:00 AM	1	478	145	1	17	3	0	0	1	3	0	0	1	650
11:00 AM	1	553	160	0	18	2	0	1	0	0	0	0	0	735
12:00 PM	3	560	163	0	15	2	0	0	0	0	0	0	1	744
1:00 PM	2	459	135	1	19	5	0	0	0	0	0	0	0	621
2:00 PM	1	421	120	1	26	3	0	1	1	0	0	0	0	574
3:00 PM	0	426	104	1	17	4	0	0	1	2	0	0	0	555
4:00 PM	3	401	119	0	13	1	0	0	0	0	0	0	0	537
5:00 PM	3	402	110	0	10	2	0	0	2	0	0	0	0	529
6:00 PM	0	381	76	0	2	2	0	0	0	1	0	0	0	462
7:00 PM	3	355	76	1	4	1	0	0	0	0	0	0	0	440
8:00 PM	0	235	59	0	8	4	0	0	0	0	0	0	0	306
9:00 PM	0	175	43	0	1	1	0	0	0	0	0	0	0	220
10:00 PM	1	114	28	0	3	1	0	0	0	0	0	0	0	147
11:00 PM	2	137	24	0	4	2	0	0	0	0	0	0	0	169
Total	21	6,258	1,693	7	197	41	0	4	5	8	0	0	3	8,237
Percent	0.3%	76.0%	20.6%	0.1%	2.4%	0.5%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Saturday, April 6, 2019
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	42	7	0	2	0	0	0	0	0	0	0	0	51
1:00 AM	0	18	2	0	1	0	0	0	0	0	0	0	0	21
2:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
3:00 AM	0	16	5	0	2	0	0	0	0	0	0	0	0	23
4:00 AM	0	20	6	0	0	0	0	0	0	0	0	0	0	26
5:00 AM	1	96	14	0	3	0	0	0	0	0	0	0	0	114
6:00 AM	0	184	23	0	4	0	0	0	0	0	0	0	0	211
7:00 AM	0	258	40	0	4	0	0	0	1	0	0	0	0	303
8:00 AM	0	310	58	0	12	2	0	0	0	0	0	0	0	382
9:00 AM	3	429	89	0	8	0	0	0	1	0	0	0	0	530
10:00 AM	0	450	96	0	13	0	0	0	2	1	0	0	0	562
11:00 AM	2	557	104	0	15	0	0	2	0	1	0	0	1	682
12:00 PM	2	474	87	0	12	3	0	0	0	1	0	0	1	580
1:00 PM	2	461	79	0	15	0	0	0	0	0	0	0	0	557
2:00 PM	2	472	86	0	11	2	0	0	0	0	0	0	0	573
3:00 PM	2	458	63	0	8	0	0	0	0	0	0	0	0	531
4:00 PM	10	420	70	0	6	1	0	0	0	1	0	0	0	508
5:00 PM	1	414	63	1	5	0	0	2	1	1	0	0	0	488
6:00 PM	0	396	54	0	3	0	0	0	0	0	0	0	0	453
7:00 PM	3	296	30	0	2	1	0	1	0	0	0	0	0	333
8:00 PM	1	265	26	0	1	0	0	0	0	0	0	0	0	293
9:00 PM	0	210	26	0	1	0	0	0	0	0	0	0	0	237
10:00 PM	0	179	16	0	1	0	0	0	0	1	0	0	0	197
11:00 PM	0	98	8	0	0	0	0	0	0	0	0	0	0	106
Total	29	6,535	1,052	1	129	9	0	5	5	6	0	0	2	7,773
Percent	0.4%	84.1%	13.5%	0.0%	1.7%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Sunday, April 7, 2019
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	62	14	0	2	1	0	0	0	0	0	0	0	79
1:00 AM	0	28	4	0	2	0	0	0	0	0	0	0	0	34
2:00 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
3:00 AM	0	17	6	0	0	0	0	0	0	0	0	0	0	23
4:00 AM	0	12	2	0	2	0	0	0	0	0	0	0	0	16
5:00 AM	0	20	4	0	3	0	0	0	0	0	0	0	0	27
6:00 AM	0	60	16	0	0	0	0	0	0	0	0	0	0	76
7:00 AM	0	169	39	0	4	2	0	0	0	0	0	0	1	215
8:00 AM	0	247	69	0	6	3	0	0	0	0	0	0	0	325
9:00 AM	0	345	107	0	5	1	0	0	1	1	0	0	0	460
10:00 AM	0	428	93	0	7	7	0	0	0	0	0	0	0	535
11:00 AM	0	468	127	0	5	3	0	0	1	0	0	0	0	604
12:00 PM	2	415	116	0	8	2	0	0	2	0	0	0	0	545
1:00 PM	2	416	96	0	8	2	0	0	0	0	0	0	0	524
2:00 PM	0	431	103	0	10	3	0	0	1	1	0	0	0	549
3:00 PM	4	482	114	0	10	5	0	0	0	0	0	0	1	616
4:00 PM	3	422	108	0	6	5	0	0	0	0	0	0	0	544
5:00 PM	3	370	94	0	4	4	0	1	0	0	0	0	0	476
6:00 PM	1	350	80	0	11	2	0	0	0	0	0	0	0	444
7:00 PM	1	281	82	0	4	3	0	0	0	1	0	0	0	372
8:00 PM	0	173	42	0	3	0	0	0	0	0	0	0	0	218
9:00 PM	0	154	28	0	1	0	0	0	0	0	0	0	0	183
10:00 PM	0	94	18	0	0	0	0	0	0	0	0	0	0	112
11:00 PM	0	105	11	0	1	0	0	1	0	1	0	0	0	119
Total	16	5,562	1,375	0	102	43	0	2	5	4	0	0	2	7,111
Percent	0.2%	78.2%	19.3%	0.0%	1.4%	0.6%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Sunday, April 7, 2019
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	65	4	0	2	0	0	0	0	0	0	0	0	71
1:00 AM	0	22	4	0	0	0	0	0	0	0	0	0	0	26
2:00 AM	0	21	0	0	0	0	0	0	0	0	0	0	0	21
3:00 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
4:00 AM	0	12	1	0	1	0	0	0	0	0	0	0	0	14
5:00 AM	0	43	2	0	1	0	0	0	0	0	0	0	0	46
6:00 AM	0	156	14	0	1	0	0	0	0	0	0	0	0	171
7:00 AM	1	165	24	0	1	0	0	0	0	0	0	0	0	191
8:00 AM	1	239	24	0	5	0	0	0	0	0	0	0	0	269
9:00 AM	0	319	40	0	5	0	0	0	0	0	0	0	1	365
10:00 AM	3	432	37	0	4	1	0	0	0	0	0	0	0	477
11:00 AM	1	424	58	0	4	1	0	0	0	0	0	0	1	489
12:00 PM	4	431	55	0	6	0	0	0	0	1	0	0	0	497
1:00 PM	2	434	55	0	4	0	0	0	0	0	0	0	0	495
2:00 PM	1	490	71	0	11	2	0	0	0	1	0	0	0	576
3:00 PM	1	467	62	0	2	1	0	1	0	0	0	0	0	534
4:00 PM	3	441	60	0	3	1	0	1	1	1	0	0	1	512
5:00 PM	2	425	52	0	3	2	0	1	0	1	0	0	0	486
6:00 PM	0	385	36	0	1	1	0	0	0	1	0	0	0	424
7:00 PM	3	302	31	0	1	1	0	0	0	0	0	0	0	338
8:00 PM	0	250	27	0	2	0	0	0	0	0	0	0	0	279
9:00 PM	0	163	12	0	3	0	0	0	0	0	0	0	0	178
10:00 PM	2	156	2	0	1	0	0	0	0	0	0	0	0	161
11:00 PM	0	65	4	0	2	1	0	0	0	0	0	0	0	72
Total	24	5,923	676	0	63	11	0	3	1	5	0	0	3	6,709
Percent	0.4%	88.3%	10.1%	0.0%	0.9%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Monday, April 8, 2019
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	41	7	0	2	0	0	0	0	0	0	0	0	50
1:00 AM	0	20	5	0	4	0	0	0	0	0	0	0	0	29
2:00 AM	0	14	7	0	0	0	0	0	0	0	0	0	0	21
3:00 AM	0	10	4	0	1	0	0	0	0	0	0	0	0	15
4:00 AM	0	25	7	0	4	1	0	0	0	0	0	0	0	37
5:00 AM	0	52	10	0	4	1	0	0	0	0	0	0	0	67
6:00 AM	2	198	45	1	18	1	0	0	1	0	0	0	0	266
7:00 AM	2	643	192	0	22	12	0	2	0	1	0	0	1	875
8:00 AM	3	822	217	2	24	12	0	2	2	0	0	0	2	1,086
9:00 AM	3	709	202	1	26	8	0	0	2	2	0	0	0	953
10:00 AM	2	539	159	2	31	5	0	1	0	1	0	0	0	740
11:00 AM	0	622	167	2	54	3	0	0	2	1	0	0	0	851
12:00 PM	1	586	154	1	31	3	0	1	2	2	0	0	0	781
1:00 PM	0	528	160	1	33	2	0	0	1	3	0	0	0	728
2:00 PM	1	676	174	0	49	5	0	1	1	2	0	0	2	911
3:00 PM	1	751	209	0	30	4	0	1	3	1	0	0	1	1,001
4:00 PM	3	675	188	0	27	3	0	1	2	5	0	1	1	906
5:00 PM	4	683	180	0	15	5	0	1	0	1	0	0	0	889
6:00 PM	2	532	134	0	9	3	0	0	2	0	0	0	0	682
7:00 PM	0	396	102	0	10	3	0	2	0	0	0	0	0	513
8:00 PM	0	327	65	0	11	5	0	0	1	0	0	0	0	409
9:00 PM	1	221	31	0	6	1	0	0	0	0	0	0	0	260
10:00 PM	0	129	26	0	4	0	0	1	0	0	0	0	0	160
11:00 PM	2	127	31	0	4	0	0	0	0	0	0	0	0	164
Total	27	9,326	2,476	10	419	77	0	13	19	19	0	1	7	12,394
Percent	0.2%	75.2%	20.0%	0.1%	3.4%	0.6%	0.0%	0.1%	0.2%	0.2%	0.0%	0.0%	0.1%	

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Monday, April 8, 2019
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	37	1	0	1	0	0	0	0	0	0	0	0	39
1:00 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
2:00 AM	0	9	5	0	0	0	0	0	0	0	0	0	0	14
3:00 AM	0	17	5	0	1	0	0	0	0	0	0	0	0	23
4:00 AM	1	76	13	0	2	1	0	0	0	0	0	0	0	93
5:00 AM	0	242	57	0	5	2	0	0	0	0	0	0	0	306
6:00 AM	2	389	49	0	26	0	0	0	1	1	0	0	0	468
7:00 AM	3	793	142	0	28	2	0	0	1	2	1	0	2	974
8:00 AM	2	800	108	0	18	3	0	0	0	0	0	0	0	931
9:00 AM	4	543	78	1	26	3	0	1	1	1	0	0	1	659
10:00 AM	2	517	88	0	25	5	0	0	1	1	0	0	0	639
11:00 AM	1	563	84	0	26	1	0	2	1	1	0	0	0	679
12:00 PM	2	625	89	0	22	0	0	0	1	3	0	0	0	742
1:00 PM	1	617	76	0	24	0	0	0	1	1	0	0	0	720
2:00 PM	1	735	127	0	25	0	0	0	0	2	0	0	0	890
3:00 PM	2	782	118	0	24	1	0	0	0	1	0	0	0	928
4:00 PM	2	897	108	0	13	4	0	0	0	0	0	0	0	1,024
5:00 PM	5	1,022	146	0	5	1	0	0	0	1	0	0	0	1,180
6:00 PM	6	921	96	0	8	2	0	1	2	1	0	0	0	1,037
7:00 PM	4	504	45	0	6	0	0	0	0	0	0	0	1	560
8:00 PM	1	284	30	0	3	2	0	0	0	1	0	0	0	321
9:00 PM	0	218	22	0	1	0	0	0	0	0	0	0	0	241
10:00 PM	0	161	10	0	6	0	0	0	0	0	0	0	0	177
11:00 PM	0	62	8	0	2	0	0	0	0	0	0	0	0	72
Total	39	10,830	1,507	1	297	27	0	4	9	16	1	0	4	12,735
Percent	0.3%	85.0%	11.8%	0.0%	2.3%	0.2%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Tuesday, April 9, 2019
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	47	9	0	2	1	0	0	0	1	0	0	0	60
1:00 AM	0	19	4	0	1	1	0	0	0	0	0	0	0	25
2:00 AM	0	16	3	0	3	0	0	0	0	0	0	0	0	22
3:00 AM	0	17	3	0	2	0	0	0	0	0	0	0	0	22
4:00 AM	0	13	5	0	2	1	0	0	0	0	0	0	0	21
5:00 AM	0	62	15	0	2	1	0	0	0	0	0	0	0	80
6:00 AM	1	209	46	0	7	2	0	0	0	0	0	0	0	265
7:00 AM	2	657	190	0	13	17	0	2	1	1	0	0	1	884
8:00 AM	3	861	255	0	24	3	0	0	1	4	0	0	0	1,151
9:00 AM	0	710	198	2	27	7	0	1	0	1	0	0	0	946
10:00 AM	1	544	164	0	34	5	0	1	2	2	0	0	0	753
11:00 AM	1	596	182	1	37	6	0	1	1	3	0	0	1	829
12:00 PM	0	633	174	0	39	4	0	1	1	2	0	0	0	854
1:00 PM	2	558	164	0	31	4	0	1	0	0	0	0	0	760
2:00 PM	1	689	211	1	44	5	0	0	1	2	0	0	0	954
3:00 PM	3	802	241	1	25	4	0	1	1	2	0	0	1	1,081
4:00 PM	0	691	205	0	32	3	0	1	0	1	0	0	0	933
5:00 PM	4	719	176	0	28	5	0	2	1	1	0	0	0	936
6:00 PM	1	570	147	0	13	8	0	0	0	2	0	0	0	741
7:00 PM	2	430	92	0	11	2	0	0	0	0	0	0	0	537
8:00 PM	1	304	67	0	5	0	0	0	0	0	0	0	0	377
9:00 PM	0	233	48	0	1	3	0	0	0	1	0	0	0	286
10:00 PM	1	140	37	0	3	1	0	0	0	0	0	0	0	182
11:00 PM	0	153	17	0	1	2	0	0	0	0	0	0	0	173
Total	23	9,673	2,653	5	387	85	0	11	9	23	0	0	3	12,872
Percent	0.2%	75.1%	20.6%	0.0%	3.0%	0.7%	0.0%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Tuesday, April 9, 2019
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	30	2	0	1	0	0	0	0	0	0	0	0	33
1:00 AM	0	14	4	0	1	0	0	0	0	0	0	0	0	19
2:00 AM	0	11	2	0	1	0	0	0	0	0	0	0	0	14
3:00 AM	0	27	5	0	1	0	0	0	0	0	0	0	0	33
4:00 AM	0	77	10	0	1	0	0	0	0	0	0	0	0	88
5:00 AM	0	253	48	0	9	0	0	0	0	0	0	0	0	310
6:00 AM	3	419	55	0	17	3	0	0	0	0	0	0	0	497
7:00 AM	1	743	110	0	23	3	0	0	0	2	0	0	0	882
8:00 AM	1	919	108	0	18	5	0	1	0	1	0	0	1	1,054
9:00 AM	5	596	74	0	20	3	0	1	0	1	0	0	0	700
10:00 AM	3	539	75	1	23	1	0	0	2	1	0	1	0	646
11:00 AM	1	593	101	0	27	5	0	0	0	0	0	0	0	727
12:00 PM	0	631	90	0	37	2	0	1	1	1	0	0	0	763
1:00 PM	1	633	91	0	23	2	0	0	0	4	0	0	0	754
2:00 PM	3	817	110	0	21	0	0	0	1	2	0	0	0	954
3:00 PM	0	771	126	0	20	3	0	0	2	1	0	0	1	924
4:00 PM	2	811	113	0	8	5	0	1	1	1	0	0	2	944
5:00 PM	6	958	128	0	11	2	0	0	2	3	0	0	1	1,111
6:00 PM	4	880	102	0	4	3	0	0	0	0	0	0	0	993
7:00 PM	4	543	49	0	5	0	0	0	0	0	0	0	0	601
8:00 PM	0	349	37	0	2	1	0	0	0	0	0	0	0	389
9:00 PM	1	246	20	0	2	0	0	0	0	0	0	0	0	269
10:00 PM	0	182	14	0	3	0	0	0	0	0	0	0	0	199
11:00 PM	0	73	4	0	1	0	0	0	0	0	0	0	0	78
Total	35	11,115	1,478	1	279	38	0	4	9	17	0	1	5	12,982
Percent	0.3%	85.6%	11.4%	0.0%	2.1%	0.3%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Wednesday, April 10, 2019
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	55	6	0	4	0	0	0	0	0	0	0	0	66
1:00 AM	0	25	5	0	4	1	0	0	0	0	0	0	0	35
2:00 AM	0	14	3	0	1	1	0	0	1	0	0	0	0	20
3:00 AM	0	20	5	0	1	2	0	0	0	0	0	0	0	28
4:00 AM	0	17	12	0	3	0	0	0	0	0	0	0	0	32
5:00 AM	0	75	22	0	7	1	0	0	0	0	0	0	0	105
6:00 AM	5	195	62	0	12	4	0	0	0	2	0	0	0	280
7:00 AM	2	597	195	0	21	4	0	1	0	3	0	0	0	823
8:00 AM	5	817	247	0	19	14	0	1	3	3	0	0	1	1,110
9:00 AM	2	726	239	1	35	5	0	2	0	1	0	0	0	1,011
10:00 AM	3	594	185	1	38	8	0	1	2	2	0	0	0	834
11:00 AM	2	660	175	1	37	5	0	0	4	1	0	0	0	885
12:00 PM	0	613	193	0	40	2	0	0	0	2	0	0	1	851
1:00 PM	2	568	157	2	36	3	0	2	1	1	0	0	0	772
2:00 PM	0	755	199	0	34	4	0	1	2	1	0	0	0	996
3:00 PM	4	777	207	0	34	6	0	0	1	1	0	0	3	1,033
4:00 PM	6	778	190	0	35	3	0	0	1	0	0	0	0	1,013
5:00 PM	2	715	196	0	22	7	0	4	0	0	0	0	0	946
6:00 PM	4	621	140	0	20	2	0	0	0	2	0	0	0	789
7:00 PM	2	444	84	0	9	2	0	0	1	0	0	0	0	542
8:00 PM	1	362	90	0	5	1	0	2	0	0	0	0	0	461
9:00 PM	0	245	48	0	8	2	0	0	0	0	0	0	0	303
10:00 PM	1	155	28	0	6	0	0	0	1	0	0	0	0	191
11:00 PM	0	147	19	0	1	2	0	1	0	1	0	0	0	171
Total	42	9,975	2,707	5	432	79	0	15	17	20	0	0	5	13,297
Percent	0.3%	75.0%	20.4%	0.0%	3.2%	0.6%	0.0%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Wednesday, April 10, 2019
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	29	3	0	0	0	0	0	0	0	0	0	0	32
1:00 AM	0	11	3	0	2	0	0	0	0	0	0	0	0	16
2:00 AM	0	8	2	0	0	0	0	0	1	0	0	0	0	11
3:00 AM	0	23	4	0	1	0	0	0	0	0	0	0	0	28
4:00 AM	0	70	12	0	4	0	0	0	0	0	0	0	0	86
5:00 AM	0	254	56	0	10	0	0	0	0	0	0	0	0	320
6:00 AM	2	403	66	0	19	3	0	0	1	0	0	0	0	494
7:00 AM	4	747	110	0	18	5	0	0	1	1	0	0	2	888
8:00 AM	6	950	118	0	22	1	0	2	1	3	0	0	0	1,103
9:00 AM	4	582	70	0	20	2	0	0	2	1	1	0	0	682
10:00 AM	2	552	84	0	24	0	0	1	1	1	0	0	0	665
11:00 AM	1	614	98	0	33	3	0	1	1	1	0	0	0	752
12:00 PM	1	655	109	0	18	3	0	1	1	2	0	0	0	790
1:00 PM	2	616	93	0	19	2	0	2	0	3	0	0	2	739
2:00 PM	1	817	106	1	19	2	0	0	1	2	0	0	0	949
3:00 PM	3	855	123	0	15	3	0	1	0	2	0	0	0	1,002
4:00 PM	2	852	115	0	18	1	0	0	0	1	0	0	0	989
5:00 PM	6	1,009	113	0	12	4	0	1	1	3	0	0	0	1,149
6:00 PM	3	896	120	0	6	3	0	0	0	2	0	0	1	1,031
7:00 PM	5	533	56	0	5	0	0	0	1	1	0	0	0	601
8:00 PM	3	353	33	0	5	0	0	0	0	0	0	0	0	394
9:00 PM	0	246	21	0	5	0	0	0	0	0	0	0	0	272
10:00 PM	0	199	9	0	1	0	0	0	0	0	0	0	0	209
11:00 PM	0	73	8	0	0	0	0	0	0	0	0	0	0	81
Total	45	11,347	1,532	1	276	32	0	9	12	23	1	0	5	13,283
Percent	0.3%	85.4%	11.5%	0.0%	2.1%	0.2%	0.0%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Thursday, April 11, 2019
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	56	8	0	2	0	0	0	0	0	0	0	0	66
1:00 AM	0	19	5	0	0	1	0	0	0	0	0	0	0	25
2:00 AM	0	21	3	0	0	0	0	0	0	0	0	0	0	24
3:00 AM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
4:00 AM	0	17	7	0	3	1	0	0	0	0	0	0	0	28
5:00 AM	0	44	19	0	4	2	0	1	1	0	0	0	0	71
6:00 AM	1	197	62	0	12	6	0	0	0	0	0	0	0	278
7:00 AM	3	627	193	0	16	7	0	0	2	3	0	0	0	851
8:00 AM	3	828	207	1	32	7	0	1	2	2	0	0	1	1,084
9:00 AM	8	648	187	2	26	7	0	0	3	1	0	0	2	884
10:00 AM	4	572	176	1	36	12	0	1	4	5	0	0	0	811
11:00 AM	4	620	181	3	35	9	0	2	0	1	0	0	2	857
12:00 PM	2	614	183	1	42	7	0	0	0	1	0	0	2	852
1:00 PM	0	519	182	1	39	6	0	1	1	0	0	0	0	749
2:00 PM	4	738	223	0	49	9	0	1	0	2	0	1	2	1,029
3:00 PM	3	730	192	1	27	3	0	3	1	2	0	0	3	965
4:00 PM	2	751	183	0	33	6	0	0	0	2	0	0	0	977
5:00 PM	2	732	168	0	23	6	0	1	0	1	0	0	0	933
6:00 PM	3	548	148	1	8	6	0	0	0	0	0	0	0	714
7:00 PM	2	457	104	0	9	3	0	1	0	0	0	0	0	576
8:00 PM	0	357	65	0	6	3	0	0	0	1	0	0	0	432
9:00 PM	1	255	57	0	10	1	0	0	0	0	0	0	0	324
10:00 PM	1	157	30	0	4	2	0	0	0	0	0	0	0	194
11:00 PM	0	122	27	0	3	1	0	0	1	0	0	0	0	154
Total	43	9,649	2,611	11	419	105	0	12	15	21	0	1	12	12,899
Percent	0.3%	74.8%	20.2%	0.1%	3.2%	0.8%	0.0%	0.1%	0.1%	0.2%	0.0%	0.0%	0.1%	

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Thursday, April 11, 2019
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	29	6	0	0	0	0	0	0	0	0	0	0	35
1:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	20	3	0	1	0	0	0	0	0	0	0	0	24
4:00 AM	0	66	10	0	0	0	0	1	0	0	0	0	0	77
5:00 AM	1	233	54	0	8	1	0	0	1	0	0	0	0	298
6:00 AM	4	420	77	0	21	4	0	0	2	0	0	0	0	528
7:00 AM	2	850	118	0	22	7	0	1	1	1	0	0	1	1,003
8:00 AM	3	828	119	0	25	5	0	0	1	5	0	1	1	988
9:00 AM	2	539	85	1	27	4	0	0	1	0	0	0	1	660
10:00 AM	2	490	89	1	23	1	0	1	2	0	0	0	0	609
11:00 AM	2	560	103	1	23	9	0	1	5	0	1	0	0	705
12:00 PM	2	644	122	2	25	2	0	0	0	0	0	0	0	797
1:00 PM	2	654	105	0	18	1	0	0	0	3	0	0	3	786
2:00 PM	2	723	124	0	19	1	0	0	0	2	0	0	1	872
3:00 PM	4	774	121	0	14	1	0	1	0	2	0	0	0	917
4:00 PM	2	850	108	1	12	1	0	0	0	1	0	0	0	975
5:00 PM	5	922	114	0	13	4	0	0	0	2	0	0	1	1,061
6:00 PM	2	888	110	0	7	1	0	1	0	3	0	0	1	1,013
7:00 PM	5	546	56	0	2	0	0	1	0	0	0	0	1	611
8:00 PM	0	336	29	0	3	1	0	0	0	0	0	0	0	369
9:00 PM	0	237	13	0	1	1	0	0	0	0	0	0	1	253
10:00 PM	0	191	17	0	1	0	0	0	0	0	0	0	0	209
11:00 PM	0	67	4	0	1	0	0	0	0	0	0	0	0	72
Total	40	10,881	1,590	6	266	44	0	7	13	19	1	1	11	12,879
Percent	0.3%	84.5%	12.3%	0.0%	2.1%	0.3%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Friday, April 12, 2019
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	49	9	0	1	0	0	0	0	0	0	0	0	60
1:00 AM	0	22	8	0	2	1	0	0	0	0	0	0	0	33
2:00 AM	0	10	4	0	1	2	0	0	0	0	0	0	0	17
3:00 AM	0	14	2	0	1	0	0	0	0	0	0	0	0	17
4:00 AM	0	18	9	0	4	0	0	0	0	0	0	0	0	31
5:00 AM	0	49	14	0	6	1	0	0	0	0	0	0	0	70
6:00 AM	2	175	66	0	13	4	0	1	2	0	0	0	0	263
7:00 AM	3	552	218	0	18	9	0	1	0	1	0	0	2	804
8:00 AM	2	821	215	0	28	5	0	0	1	1	0	0	1	1,074
9:00 AM	3	674	210	0	34	4	0	0	2	2	0	0	0	929
10:00 AM	1	597	208	3	29	8	0	3	2	0	0	0	0	851
11:00 AM	1	645	182	0	45	6	0	0	0	0	0	0	0	879
12:00 PM	1	691	220	0	43	9	0	0	1	0	0	0	0	965
1:00 PM	1	612	173	0	36	4	0	0	0	0	0	0	0	826
2:00 PM	4	699	200	1	26	5	0	0	1	1	0	0	0	937
3:00 PM	2	748	218	0	29	6	0	1	0	2	0	0	0	1,006
4:00 PM	3	699	152	0	28	5	0	1	0	1	0	0	0	889
5:00 PM	3	627	155	1	19	10	0	2	0	0	0	0	0	817
6:00 PM	0	471	108	1	8	2	0	0	1	1	0	0	0	592
7:00 PM	0	411	98	0	7	2	0	1	2	0	0	0	0	521
8:00 PM	0	304	63	0	7	1	0	0	0	1	0	0	0	376
9:00 PM	1	235	68	0	1	3	0	1	0	0	0	0	0	309
10:00 PM	0	169	21	0	5	2	0	0	0	0	0	0	0	197
11:00 PM	0	141	25	0	4	3	0	0	1	1	0	0	0	175
Total	28	9,433	2,646	6	395	92	0	11	13	11	0	0	3	12,638
Percent	0.2%	74.6%	20.9%	0.0%	3.1%	0.7%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Friday, April 12, 2019
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	29	6	0	4	0	0	0	0	0	0	0	0	39
1:00 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
2:00 AM	0	9	2	0	2	0	0	0	0	0	0	0	0	13
3:00 AM	0	23	4	0	1	0	0	0	0	0	0	0	0	28
4:00 AM	1	59	12	0	1	0	0	0	0	0	0	0	0	73
5:00 AM	1	242	59	0	5	4	0	0	1	0	0	0	0	312
6:00 AM	1	393	75	0	17	6	0	1	1	0	0	0	0	494
7:00 AM	3	800	130	0	16	3	0	0	0	1	0	0	1	954
8:00 AM	3	801	107	1	26	7	0	0	0	5	0	0	0	950
9:00 AM	4	515	89	1	14	2	0	0	1	3	0	0	0	629
10:00 AM	1	530	99	1	21	1	0	0	0	0	0	0	0	653
11:00 AM	3	607	101	0	25	3	0	0	0	1	0	0	0	740
12:00 PM	2	673	118	0	29	4	0	2	2	4	0	0	0	834
1:00 PM	2	652	76	0	18	1	0	2	0	3	0	0	0	754
2:00 PM	0	750	131	0	17	0	0	1	0	1	0	0	0	900
3:00 PM	2	869	122	0	17	3	0	1	1	2	0	0	1	1,018
4:00 PM	3	815	96	0	14	3	0	0	0	2	0	0	0	933
5:00 PM	7	860	107	0	12	3	0	0	1	0	0	0	0	990
6:00 PM	2	712	75	0	5	1	0	0	0	1	0	0	0	796
7:00 PM	3	460	41	0	4	0	0	0	0	1	0	0	0	509
8:00 PM	0	298	31	0	3	2	0	0	0	1	0	0	0	335
9:00 PM	0	225	17	0	3	0	0	0	0	0	0	0	0	245
10:00 PM	0	245	17	0	1	0	0	0	0	0	0	0	0	263
11:00 PM	0	102	6	0	0	0	0	0	0	0	0	0	0	108
Total	38	10,683	1,523	3	255	43	0	7	7	25	0	0	2	12,586
Percent	0.3%	84.9%	12.1%	0.0%	2.0%	0.3%	0.0%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

**Total Study Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	54	9	0	3	0	0	0	0	0	0	0	0	66
1:00 AM	0	23	5	0	2	1	0	0	0	0	0	0	0	31
2:00 AM	0	15	4	0	1	0	0	0	0	0	0	0	0	20
3:00 AM	0	16	3	0	1	0	0	0	0	0	0	0	0	20
4:00 AM	0	16	7	0	3	0	0	0	0	0	0	0	0	26
5:00 AM	0	46	14	0	4	1	0	0	0	0	0	0	0	65
6:00 AM	2	159	46	0	9	3	0	0	0	0	0	0	0	219
7:00 AM	2	494	156	0	14	7	0	1	0	1	0	0	1	676
8:00 AM	2	672	186	0	20	7	0	1	1	2	0	0	1	892
9:00 AM	2	602	180	1	24	5	0	1	1	1	0	0	0	817
10:00 AM	2	536	161	1	27	7	0	1	2	2	0	0	0	739
11:00 AM	1	595	168	1	33	5	0	1	1	1	0	0	0	806
12:00 PM	1	587	172	0	31	4	0	0	1	1	0	0	1	798
1:00 PM	1	523	152	1	29	4	0	1	0	1	0	0	0	712
2:00 PM	2	630	176	0	34	5	0	1	1	1	0	0	1	851
3:00 PM	2	674	184	0	25	5	0	1	1	1	0	0	1	894
4:00 PM	3	631	164	0	25	4	0	0	0	1	0	0	0	828
5:00 PM	3	607	154	0	17	6	0	2	0	0	0	0	0	789
6:00 PM	2	496	119	0	10	4	0	0	0	1	0	0	0	632
7:00 PM	1	396	91	0	8	2	0	1	0	0	0	0	0	499
8:00 PM	0	295	64	0	6	2	0	0	0	0	0	0	0	367
9:00 PM	0	217	46	0	4	2	0	0	0	0	0	0	0	269
10:00 PM	1	137	27	0	4	1	0	0	0	0	0	0	0	170
11:00 PM	1	133	22	0	3	1	0	0	0	0	0	0	0	160
Total	28	8,554	2,310	4	337	76	0	11	8	13	0	0	5	11,346
Percent	0.2%	75.4%	20.4%	0.0%	3.0%	0.7%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	

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

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	37	4	0	1	0	0	0	0	0	0	0	0	42
1:00 AM	0	15	3	0	1	0	0	0	0	0	0	0	0	19
2:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
3:00 AM	0	20	4	0	1	0	0	0	0	0	0	0	0	25
4:00 AM	0	54	9	0	1	0	0	0	0	0	0	0	0	64
5:00 AM	0	195	41	0	6	1	0	0	0	0	0	0	0	243
6:00 AM	2	338	51	0	15	2	0	0	1	0	0	0	0	409
7:00 AM	2	622	96	0	16	3	0	0	1	1	0	0	1	742
8:00 AM	2	692	92	0	18	3	0	0	0	2	0	0	0	809
9:00 AM	3	503	75	0	17	2	0	0	1	1	0	0	0	602
10:00 AM	2	501	81	0	19	1	0	0	1	1	0	0	0	606
11:00 AM	2	560	93	0	22	3	0	1	1	1	0	0	0	683
12:00 PM	2	590	96	0	21	2	0	1	1	2	0	0	0	715
1:00 PM	2	581	82	0	17	1	0	1	0	2	0	0	1	687
2:00 PM	1	686	108	0	18	1	0	0	0	1	0	0	0	815
3:00 PM	2	711	105	0	14	2	0	1	0	1	0	0	0	836
4:00 PM	3	727	96	0	11	2	0	0	0	1	0	0	0	840
5:00 PM	5	801	103	0	9	2	0	1	1	2	0	0	0	924
6:00 PM	2	725	85	0	5	2	0	0	0	1	0	0	0	820
7:00 PM	4	455	44	0	4	0	0	0	0	0	0	0	0	507
8:00 PM	1	305	30	0	3	1	0	0	0	0	0	0	0	340
9:00 PM	0	221	19	0	2	0	0	0	0	0	0	0	0	242
10:00 PM	0	188	12	0	2	0	0	0	0	0	0	0	0	202
11:00 PM	0	77	6	0	1	0	0	0	0	0	0	0	0	84
Total	35	9,615	1,337	0	224	28	0	5	7	16	0	0	2	11,269
Percent	0.3%	85.3%	11.9%	0.0%	2.0%	0.2%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

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

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

**3-Day (Tuesday - Thursday) Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	53	8	0	3	0	0	0	0	0	0	0	0	64
1:00 AM	0	21	5	0	2	1	0	0	0	0	0	0	0	29
2:00 AM	0	17	3	0	1	0	0	0	0	0	0	0	0	21
3:00 AM	0	19	3	0	1	1	0	0	0	0	0	0	0	24
4:00 AM	0	16	8	0	3	1	0	0	0	0	0	0	0	28
5:00 AM	0	60	19	0	4	1	0	0	0	0	0	0	0	84
6:00 AM	2	200	57	0	10	4	0	0	0	1	0	0	0	274
7:00 AM	2	627	193	0	17	9	0	1	1	2	0	0	0	852
8:00 AM	4	835	236	0	25	8	0	1	2	3	0	0	1	1,115
9:00 AM	3	695	208	2	29	6	0	1	1	1	0	0	1	947
10:00 AM	3	570	175	1	36	8	0	1	3	3	0	0	0	800
11:00 AM	2	625	179	2	36	7	0	1	2	2	0	0	1	857
12:00 PM	1	620	183	0	40	4	0	0	0	2	0	0	1	851
1:00 PM	1	548	168	1	35	4	0	1	1	0	0	0	0	759
2:00 PM	2	727	211	0	42	6	0	1	1	2	0	0	1	993
3:00 PM	3	770	213	1	29	4	0	1	1	2	0	0	2	1,026
4:00 PM	3	740	193	0	33	4	0	0	0	1	0	0	0	974
5:00 PM	3	722	180	0	24	6	0	2	0	1	0	0	0	938
6:00 PM	3	580	145	0	14	5	0	0	0	1	0	0	0	748
7:00 PM	2	444	93	0	10	2	0	0	0	0	0	0	0	551
8:00 PM	1	341	74	0	5	1	0	1	0	0	0	0	0	423
9:00 PM	0	244	51	0	6	2	0	0	0	0	0	0	0	303
10:00 PM	1	151	32	0	4	1	0	0	0	0	0	0	0	189
11:00 PM	0	141	21	0	2	2	0	0	0	0	0	0	0	166
Total	36	9,766	2,658	7	411	87	0	11	12	21	0	0	7	13,016
Percent	0.3%	75.0%	20.4%	0.1%	3.2%	0.7%	0.0%	0.1%	0.1%	0.2%	0.0%	0.0%	0.1%	

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

**3-Day (Tuesday - Thursday) Average
 Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	29	4	0	0	0	0	0	0	0	0	0	0	33
1:00 AM	0	11	3	0	1	0	0	0	0	0	0	0	0	15
2:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
3:00 AM	0	23	4	0	1	0	0	0	0	0	0	0	0	28
4:00 AM	0	71	11	0	2	0	0	0	0	0	0	0	0	84
5:00 AM	0	247	53	0	9	0	0	0	0	0	0	0	0	309
6:00 AM	3	414	66	0	19	3	0	0	1	0	0	0	0	506
7:00 AM	2	780	113	0	21	5	0	0	1	1	0	0	1	924
8:00 AM	3	899	115	0	22	4	0	1	1	3	0	0	1	1,049
9:00 AM	4	572	76	0	22	3	0	0	1	1	0	0	0	679
10:00 AM	2	527	83	1	23	1	0	1	2	1	0	0	0	641
11:00 AM	1	589	101	0	28	6	0	1	2	0	0	0	0	728
12:00 PM	1	643	107	1	27	2	0	1	1	1	0	0	0	784
1:00 PM	2	634	96	0	20	2	0	1	0	3	0	0	2	760
2:00 PM	2	786	113	0	20	1	0	0	1	2	0	0	0	925
3:00 PM	2	800	123	0	16	2	0	1	1	2	0	0	0	947
4:00 PM	2	838	112	0	13	2	0	0	0	1	0	0	1	969
5:00 PM	6	963	118	0	12	3	0	0	1	3	0	0	1	1,107
6:00 PM	3	888	111	0	6	2	0	0	0	2	0	0	1	1,013
7:00 PM	5	541	54	0	4	0	0	0	0	0	0	0	0	604
8:00 PM	1	346	33	0	3	1	0	0	0	0	0	0	0	384
9:00 PM	0	243	18	0	3	0	0	0	0	0	0	0	0	264
10:00 PM	0	191	13	0	2	0	0	0	0	0	0	0	0	206
11:00 PM	0	71	5	0	1	0	0	0	0	0	0	0	0	77
Total	39	11,114	1,534	2	275	37	0	6	12	20	0	0	7	13,046
Percent	0.3%	85.2%	11.8%	0.0%	2.1%	0.3%	0.0%	0.0%	0.1%	0.2%	0.0%	0.0%	0.1%	

Vehicle Speed Report Summary

Location: Grant Rd, N/O Sleeper Ave
Count Direction: Northbound / Southbound
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Study Total																		
Northbound	156	855	4,897	3,902	11,637	28,559	21,659	6,342	1,161	210	52	9	8	0	1	0	0	79,448
Percent	0.2%	1.1%	6.2%	4.9%	14.6%	35.9%	27.3%	8.0%	1.5%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	144	665	2,415	8,845	21,352	25,746	14,383	4,237	925	186	33	9	6	0	1	0	0	78,947
Percent	0.2%	0.8%	3.1%	11.2%	27.0%	32.6%	18.2%	5.4%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	300	1,520	7,312	12,747	32,989	54,305	36,042	10,579	2,086	396	85	18	14	0	2	0	0	158,395
Percent	0.2%	1.0%	4.6%	8.0%	20.8%	34.3%	22.8%	6.7%	1.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	33.3	mph	Mean (Average) Speed	32.5	mph
85th Percentile	38.6	mph	10 mph Pace	28.7 - 38.7	mph
95th Percentile	42.1	mph	Percent in Pace	64.3	%
Southbound			Southbound		
50th Percentile (Median)	31.1	mph	Mean (Average) Speed	31.0	mph
85th Percentile	37.1	mph	10 mph Pace	26.1 - 36.1	mph
95th Percentile	41.0	mph	Percent in Pace	60.4	%

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Saturday, April 6, 2019
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	3	0	0	20	39	23	4	0	0	0	0	0	0	0	0	89
1:00 AM	0	0	0	1	6	8	8	5	2	0	0	0	0	0	0	0	0	30
2:00 AM	0	0	0	0	2	5	8	3	0	0	0	1	0	0	0	0	0	19
3:00 AM	0	0	0	1	0	0	4	6	2	0	0	0	1	0	0	0	0	14
4:00 AM	0	0	0	1	2	1	4	3	4	0	0	0	0	0	0	0	0	15
5:00 AM	0	1	2	0	1	7	10	10	6	0	0	0	0	0	0	0	0	37
6:00 AM	0	1	9	4	4	24	45	16	6	1	0	0	0	0	0	0	0	110
7:00 AM	0	3	20	8	16	93	94	39	5	2	0	0	0	0	0	0	0	280
8:00 AM	0	3	30	5	38	163	133	34	7	1	0	0	0	0	0	0	0	414
9:00 AM	0	4	40	32	65	183	153	56	5	2	0	0	0	0	0	0	0	540
10:00 AM	0	4	55	26	81	273	154	49	8	0	0	0	0	0	0	0	0	650
11:00 AM	0	11	62	25	83	279	210	54	8	2	0	1	0	0	0	0	0	735
12:00 PM	0	10	54	26	107	304	193	42	7	1	0	0	0	0	0	0	0	744
1:00 PM	0	4	44	27	108	229	145	57	5	2	0	0	0	0	0	0	0	621
2:00 PM	0	5	46	18	85	198	170	42	6	3	1	0	0	0	0	0	0	574
3:00 PM	0	3	36	13	66	208	164	51	11	3	0	0	0	0	0	0	0	555
4:00 PM	0	3	40	10	60	197	167	51	9	0	0	0	0	0	0	0	0	537
5:00 PM	0	3	47	14	56	192	159	54	4	0	0	0	0	0	0	0	0	529
6:00 PM	0	3	28	17	50	168	154	37	4	0	1	0	0	0	0	0	0	462
7:00 PM	0	4	25	13	54	158	144	31	6	4	0	1	0	0	0	0	0	440
8:00 PM	0	1	31	7	22	93	106	39	5	1	1	0	0	0	0	0	0	306
9:00 PM	0	0	9	3	17	71	87	25	5	3	0	0	0	0	0	0	0	220
10:00 PM	1	1	7	1	4	29	66	26	11	0	0	1	0	0	0	0	0	147
11:00 PM	0	1	9	2	4	42	62	39	7	2	1	0	0	0	0	0	0	169
Total	1	65	597	254	931	2,945	2,479	792	137	27	4	4	1	0	0	0	0	8,237
Percent	0.0%	0.8%	7.2%	3.1%	11.3%	35.8%	30.1%	9.6%	1.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	34.0 mph	Mean (Average) Speed	33.2 mph
85th Percentile	39.3 mph	10 mph Pace	30.1 - 40.1 mph
95th Percentile	42.7 mph	Percent in Pace	65.7 %

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Saturday, April 6, 2019
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	11	12	18	7	3	0	0	0	0	0	0	0	0	51
1:00 AM	0	0	0	0	1	9	8	1	1	1	0	0	0	0	0	0	0	21
2:00 AM	0	0	0	0	2	1	3	3	2	1	0	0	0	0	0	0	0	12
3:00 AM	0	0	0	0	2	5	9	4	2	0	0	0	0	0	1	0	0	23
4:00 AM	0	0	0	0	2	5	7	9	2	1	0	0	0	0	0	0	0	26
5:00 AM	0	0	0	1	7	25	28	32	16	3	2	0	0	0	0	0	0	114
6:00 AM	0	0	0	0	22	56	64	42	22	5	0	0	0	0	0	0	0	211
7:00 AM	0	0	0	7	47	109	87	38	10	3	1	0	1	0	0	0	0	303
8:00 AM	1	1	1	15	73	142	102	40	7	0	0	0	0	0	0	0	0	382
9:00 AM	1	1	21	49	141	198	96	22	1	0	0	0	0	0	0	0	0	530
10:00 AM	0	1	5	49	149	201	117	33	6	0	1	0	0	0	0	0	0	562
11:00 AM	1	5	24	59	202	236	117	30	7	1	0	0	0	0	0	0	0	682
12:00 PM	5	6	12	46	163	206	105	32	3	1	1	0	0	0	0	0	0	580
1:00 PM	0	0	14	45	132	214	121	29	2	0	0	0	0	0	0	0	0	557
2:00 PM	1	2	5	52	141	224	120	23	5	0	0	0	0	0	0	0	0	573
3:00 PM	0	1	4	27	165	213	88	24	7	2	0	0	0	0	0	0	0	531
4:00 PM	4	5	12	37	123	166	132	24	3	2	0	0	0	0	0	0	0	508
5:00 PM	0	1	6	45	123	194	93	24	2	0	0	0	0	0	0	0	0	488
6:00 PM	0	0	3	26	134	169	87	26	7	0	1	0	0	0	0	0	0	453
7:00 PM	0	3	8	51	65	108	65	22	10	0	1	0	0	0	0	0	0	333
8:00 PM	0	0	5	26	54	101	90	15	1	1	0	0	0	0	0	0	0	293
9:00 PM	0	0	2	17	43	94	59	21	1	0	0	0	0	0	0	0	0	237
10:00 PM	0	0	0	4	24	57	57	34	20	1	0	0	0	0	0	0	0	197
11:00 PM	0	0	0	9	11	32	31	18	3	1	1	0	0	0	0	0	0	106
Total	13	26	122	565	1,837	2,777	1,704	553	143	23	8	0	1	0	1	0	0	7,773
Percent	0.2%	0.3%	1.6%	7.3%	23.6%	35.7%	21.9%	7.1%	1.8%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	32.4 mph	Mean (Average) Speed	32.4 mph
85th Percentile	38.3 mph	10 mph Pace	27.8 - 37.8 mph
95th Percentile	42.3 mph	Percent in Pace	63.24 %

Location: Grant Rd, N/O Sleeper Ave
 Date Range: 4/6/2019 to 4/12/2019
 Site Code: 01

Sunday, April 7, 2019
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	2	4	24	23	18	5	1	0	0	0	0	0	0	0	79
1:00 AM	0	0	1	3	3	9	12	6	0	0	0	0	0	0	0	0	0	34
2:00 AM	0	0	0	0	2	5	4	1	3	0	0	0	0	0	0	0	0	15
3:00 AM	0	0	0	1	0	2	9	7	2	0	1	0	1	0	0	0	0	23
4:00 AM	0	0	1	0	1	1	8	2	3	0	0	0	0	0	0	0	0	16
5:00 AM	0	0	3	0	2	5	7	6	2	1	1	0	0	0	0	0	0	27
6:00 AM	0	1	1	3	8	16	31	12	3	1	0	0	0	0	0	0	0	76
7:00 AM	0	1	17	3	6	52	78	39	13	2	4	0	0	0	0	0	0	215
8:00 AM	0	0	15	12	22	104	116	44	11	1	0	0	0	0	0	0	0	325
9:00 AM	0	1	32	21	70	148	138	47	3	0	0	0	0	0	0	0	0	460
10:00 AM	0	4	26	22	55	213	157	52	5	1	0	0	0	0	0	0	0	535
11:00 AM	1	2	39	16	55	214	206	58	12	1	0	0	0	0	0	0	0	604
12:00 PM	0	2	36	16	58	198	188	37	9	1	0	0	0	0	0	0	0	545
1:00 PM	0	5	45	14	48	177	176	47	8	3	1	0	0	0	0	0	0	524
2:00 PM	0	7	36	9	78	173	189	50	6	1	0	0	0	0	0	0	0	549
3:00 PM	0	0	32	21	55	239	206	54	7	2	0	0	0	0	0	0	0	616
4:00 PM	0	0	46	28	72	193	159	36	9	0	1	0	0	0	0	0	0	544
5:00 PM	1	4	43	13	42	185	145	39	2	1	1	0	0	0	0	0	0	476
6:00 PM	0	4	24	11	66	183	132	21	2	1	0	0	0	0	0	0	0	444
7:00 PM	0	1	29	8	32	140	118	33	9	2	0	0	0	0	0	0	0	372
8:00 PM	0	3	4	8	16	71	77	30	7	1	1	0	0	0	0	0	0	218
9:00 PM	0	1	15	3	8	62	66	24	3	1	0	0	0	0	0	0	0	183
10:00 PM	0	0	5	3	7	27	38	18	11	3	0	0	0	0	0	0	0	112
11:00 PM	0	0	3	1	5	20	50	28	10	2	0	0	0	0	0	0	0	119
Total	2	36	455	218	715	2,461	2,333	709	145	26	10	0	1	0	0	0	0	7,111
Percent	0.0%	0.5%	6.4%	3.1%	10.1%	34.6%	32.8%	10.0%	2.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	34.4 mph	Mean (Average) Speed	33.7 mph
85th Percentile	39.5 mph	10 mph Pace	30.0 - 40.0 mph
95th Percentile	42.8 mph	Percent in Pace	67.2 %

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Sunday, April 7, 2019
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	9	24	18	15	0	2	0	0	0	0	0	0	0	71
1:00 AM	0	0	0	1	3	11	5	5	0	1	0	0	0	0	0	0	0	26
2:00 AM	0	0	1	1	2	7	5	4	1	0	0	0	0	0	0	0	0	21
3:00 AM	0	0	0	0	1	3	4	7	1	0	0	1	0	0	0	0	0	17
4:00 AM	0	0	0	0	2	3	6	3	0	0	0	0	0	0	0	0	0	14
5:00 AM	0	0	0	0	2	6	13	15	7	3	0	0	0	0	0	0	0	46
6:00 AM	0	0	0	2	11	52	57	38	9	2	0	0	0	0	0	0	0	171
7:00 AM	0	0	0	5	27	60	60	27	9	3	0	0	0	0	0	0	0	191
8:00 AM	0	1	2	4	59	91	85	24	2	1	0	0	0	0	0	0	0	269
9:00 AM	2	1	3	14	79	131	102	28	4	1	0	0	0	0	0	0	0	365
10:00 AM	0	4	8	20	94	155	124	48	19	3	2	0	0	0	0	0	0	477
11:00 AM	2	3	4	36	119	160	130	32	3	0	0	0	0	0	0	0	0	489
12:00 PM	2	3	10	23	104	180	141	28	6	0	0	0	0	0	0	0	0	497
1:00 PM	0	2	4	33	108	179	128	33	8	0	0	0	0	0	0	0	0	495
2:00 PM	1	3	7	24	134	217	147	39	3	1	0	0	0	0	0	0	0	576
3:00 PM	3	1	8	42	101	225	125	27	1	1	0	0	0	0	0	0	0	534
4:00 PM	0	0	11	33	118	203	107	36	3	1	0	0	0	0	0	0	0	512
5:00 PM	1	1	8	30	95	199	122	28	2	0	0	0	0	0	0	0	0	486
6:00 PM	0	1	1	24	100	161	108	23	5	0	1	0	0	0	0	0	0	424
7:00 PM	1	2	0	14	80	126	88	23	4	0	0	0	0	0	0	0	0	338
8:00 PM	0	1	3	17	69	90	67	25	6	1	0	0	0	0	0	0	0	279
9:00 PM	0	1	1	13	31	62	46	20	2	2	0	0	0	0	0	0	0	178
10:00 PM	0	1	0	2	17	45	46	31	15	3	0	1	0	0	0	0	0	161
11:00 PM	0	0	0	4	14	26	18	7	3	0	0	0	0	0	0	0	0	72
Total	12	25	71	345	1,379	2,416	1,752	566	113	25	3	2	0	0	0	0	0	6,709
Percent	0.2%	0.4%	1.1%	5.1%	20.6%	36.0%	26.1%	8.4%	1.7%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	33.2 mph	Mean (Average) Speed	33.2 mph
85th Percentile	38.7 mph	10 mph Pace	28.4 - 38.4 mph
95th Percentile	42.5 mph	Percent in Pace	64.42 %

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Monday, April 8, 2019
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	6	8	25	6	3	0	0	0	0	0	0	0	0	50
1:00 AM	0	0	2	1	3	4	8	7	3	1	0	0	0	0	0	0	0	29
2:00 AM	0	0	1	0	2	3	7	5	2	0	1	0	0	0	0	0	0	21
3:00 AM	0	0	1	2	1	2	2	5	0	1	0	1	0	0	0	0	0	15
4:00 AM	0	0	1	0	1	9	12	8	3	3	0	0	0	0	0	0	0	37
5:00 AM	0	1	4	1	0	12	24	17	8	0	0	0	0	0	0	0	0	67
6:00 AM	0	0	12	5	14	69	101	53	11	1	0	0	0	0	0	0	0	266
7:00 AM	1	5	59	63	157	289	221	66	13	1	0	0	0	0	0	0	0	875
8:00 AM	27	44	136	135	240	319	141	38	6	0	0	0	0	0	0	0	0	1,086
9:00 AM	2	11	51	69	169	357	246	38	10	0	0	0	0	0	0	0	0	953
10:00 AM	0	4	33	30	87	313	213	48	12	0	0	0	0	0	0	0	0	740
11:00 AM	0	7	47	71	253	280	154	35	4	0	0	0	0	0	0	0	0	851
12:00 PM	0	5	27	9	108	302	256	67	7	0	0	0	0	0	0	0	0	781
1:00 PM	0	2	26	19	87	306	228	53	4	2	1	0	0	0	0	0	0	728
2:00 PM	8	34	103	100	124	272	193	62	12	3	0	0	0	0	0	0	0	911
3:00 PM	3	10	58	59	233	392	190	41	14	1	0	0	0	0	0	0	0	1,001
4:00 PM	0	3	47	35	126	364	259	65	6	0	0	0	1	0	0	0	0	906
5:00 PM	0	6	34	34	153	385	225	43	7	1	1	0	0	0	0	0	0	889
6:00 PM	0	8	41	15	88	248	231	46	3	2	0	0	0	0	0	0	0	682
7:00 PM	0	1	22	16	56	215	158	36	8	1	0	0	0	0	0	0	0	513
8:00 PM	0	1	20	7	28	137	146	58	10	1	0	0	1	0	0	0	0	409
9:00 PM	0	1	11	3	18	91	92	31	13	0	0	0	0	0	0	0	0	260
10:00 PM	0	1	8	2	10	46	63	20	9	1	0	0	0	0	0	0	0	160
11:00 PM	0	0	1	3	4	26	63	52	10	4	1	0	0	0	0	0	0	164
Total	41	144	745	681	1,968	4,449	3,258	900	178	23	4	1	2	0	0	0	0	12,394
Percent	0.3%	1.2%	6.0%	5.5%	15.9%	35.9%	26.3%	7.3%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	33.0 mph	Mean (Average) Speed	32.2 mph
85th Percentile	38.3 mph	10 mph Pace	28.9 - 38.9 mph
95th Percentile	41.8 mph	Percent in Pace	64.6 %

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Monday, April 8, 2019
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	5	7	14	10	2	0	0	0	0	0	0	0	0	39
1:00 AM	0	0	0	0	3	3	9	3	0	0	0	0	0	0	0	0	0	18
2:00 AM	0	0	0	0	1	5	5	3	0	0	0	0	0	0	0	0	0	14
3:00 AM	1	1	0	1	1	5	4	6	3	0	0	0	1	0	0	0	0	23
4:00 AM	0	0	0	0	5	18	28	22	12	7	0	0	1	0	0	0	0	93
5:00 AM	0	0	2	4	15	57	115	71	32	8	1	1	0	0	0	0	0	306
6:00 AM	0	1	3	31	93	171	110	42	14	2	0	1	0	0	0	0	0	468
7:00 AM	9	26	55	182	264	302	106	26	4	0	0	0	0	0	0	0	0	974
8:00 AM	2	10	42	167	332	268	92	17	1	0	0	0	0	0	0	0	0	931
9:00 AM	0	7	23	84	226	206	84	26	3	0	0	0	0	0	0	0	0	659
10:00 AM	2	5	22	73	175	213	114	29	6	0	0	0	0	0	0	0	0	639
11:00 AM	0	9	29	77	175	242	107	33	6	1	0	0	0	0	0	0	0	679
12:00 PM	0	2	20	71	182	261	157	37	12	0	0	0	0	0	0	0	0	742
1:00 PM	1	6	39	90	210	228	117	25	3	1	0	0	0	0	0	0	0	720
2:00 PM	1	11	56	117	266	301	112	23	3	0	0	0	0	0	0	0	0	890
3:00 PM	0	5	46	144	321	290	107	12	3	0	0	0	0	0	0	0	0	928
4:00 PM	2	8	40	153	343	327	121	29	1	0	0	0	0	0	0	0	0	1,024
5:00 PM	1	12	72	234	379	347	115	17	3	0	0	0	0	0	0	0	0	1,180
6:00 PM	2	19	37	102	296	384	164	31	2	0	0	0	0	0	0	0	0	1,037
7:00 PM	1	2	2	37	148	211	134	20	4	1	0	0	0	0	0	0	0	560
8:00 PM	0	1	3	27	74	112	72	27	2	2	1	0	0	0	0	0	0	321
9:00 PM	0	0	3	14	51	83	65	23	1	1	0	0	0	0	0	0	0	241
10:00 PM	0	1	0	9	23	57	48	28	9	2	0	0	0	0	0	0	0	177
11:00 PM	0	0	0	0	7	22	27	10	5	0	0	1	0	0	0	0	0	72
Total	22	126	494	1,618	3,595	4,120	2,027	570	131	25	2	3	2	0	0	0	0	12,735
Percent	0.2%	1.0%	3.9%	12.7%	28.2%	32.4%	15.9%	4.5%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	30.5 mph	Mean (Average) Speed	30.5 mph
85th Percentile	36.6 mph	10 mph Pace	25.7 - 35.7 mph
95th Percentile	40.5 mph	Percent in Pace	60.61 %

Location: Grant Rd, N/O Sleeper Ave
 Date Range: 4/6/2019 to 4/12/2019
 Site Code: 01

Tuesday, April 9, 2019
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	2	9	23	15	8	2	0	0	0	0	0	0	0	60
1:00 AM	0	0	2	0	1	5	9	3	3	2	0	0	0	0	0	0	0	25
2:00 AM	0	0	1	1	1	7	3	6	2	0	0	1	0	0	0	0	0	22
3:00 AM	0	0	0	1	1	3	9	5	1	2	0	0	0	0	0	0	0	22
4:00 AM	0	0	0	0	0	5	8	6	2	0	0	0	0	0	0	0	0	21
5:00 AM	0	0	5	1	2	13	33	19	7	0	0	0	0	0	0	0	0	80
6:00 AM	1	0	15	10	10	84	83	50	8	2	0	1	1	0	0	0	0	265
7:00 AM	5	9	71	74	142	275	250	50	6	2	0	0	0	0	0	0	0	884
8:00 AM	1	12	99	104	240	407	223	58	7	0	0	0	0	0	0	0	0	1,151
9:00 AM	0	5	45	42	130	383	261	70	10	0	0	0	0	0	0	0	0	946
10:00 AM	0	4	29	37	119	291	219	45	8	1	0	0	0	0	0	0	0	753
11:00 AM	0	4	51	25	147	346	198	53	5	0	0	0	0	0	0	0	0	829
12:00 PM	0	2	39	13	134	353	234	66	11	2	0	0	0	0	0	0	0	854
1:00 PM	0	3	22	20	93	305	250	57	9	1	0	0	0	0	0	0	0	760
2:00 PM	1	20	70	55	175	335	231	54	7	4	2	0	0	0	0	0	0	954
3:00 PM	6	25	105	139	232	308	204	52	8	0	1	0	1	0	0	0	0	1,081
4:00 PM	0	4	43	27	169	354	249	72	14	1	0	0	0	0	0	0	0	933
5:00 PM	0	3	38	36	184	359	253	53	3	6	0	0	0	0	1	0	0	936
6:00 PM	0	2	38	25	98	296	222	51	8	0	1	0	0	0	0	0	0	741
7:00 PM	0	2	27	27	65	200	168	42	6	0	0	0	0	0	0	0	0	537
8:00 PM	0	4	20	5	46	141	116	35	8	1	1	0	0	0	0	0	0	377
9:00 PM	0	4	15	11	23	84	110	30	5	4	0	0	0	0	0	0	0	286
10:00 PM	0	0	8	4	14	57	58	30	10	1	0	0	0	0	0	0	0	182
11:00 PM	0	0	4	3	3	32	75	42	10	4	0	0	0	0	0	0	0	173
Total	14	103	747	661	2,031	4,652	3,489	964	166	35	5	2	2	0	1	0	0	12,872
Percent	0.1%	0.8%	5.8%	5.1%	15.8%	36.1%	27.1%	7.5%	1.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	33.2 mph	Mean (Average) Speed	32.5 mph
85th Percentile	38.4 mph	10 mph Pace	28.5 - 38.5 mph
95th Percentile	41.8 mph	Percent in Pace	64.5 %

Location: Grant Rd, N/O Sleeper Ave
 Date Range: 4/6/2019 to 4/12/2019
 Site Code: 01

Tuesday, April 9, 2019
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	2	8	10	5	4	2	0	0	0	0	0	0	0	33
1:00 AM	0	0	0	1	4	5	6	2	0	0	1	0	0	0	0	0	0	19
2:00 AM	0	0	0	2	2	4	3	2	0	0	1	0	0	0	0	0	0	14
3:00 AM	0	1	0	1	3	6	7	11	3	0	0	0	1	0	0	0	0	33
4:00 AM	0	0	0	0	5	12	33	28	7	3	0	0	0	0	0	0	0	88
5:00 AM	0	0	0	5	19	91	95	71	21	8	0	0	0	0	0	0	0	310
6:00 AM	0	0	5	36	120	149	109	55	18	4	1	0	0	0	0	0	0	497
7:00 AM	2	9	70	138	219	286	123	32	3	0	0	0	0	0	0	0	0	882
8:00 AM	0	15	66	200	331	288	113	37	3	1	0	0	0	0	0	0	0	1,054
9:00 AM	0	3	15	55	215	236	129	43	4	0	0	0	0	0	0	0	0	700
10:00 AM	0	6	15	53	158	213	152	40	8	1	0	0	0	0	0	0	0	646
11:00 AM	1	3	16	58	179	268	153	41	6	2	0	0	0	0	0	0	0	727
12:00 PM	1	16	34	57	189	255	150	55	5	1	0	0	0	0	0	0	0	763
1:00 PM	1	7	5	49	192	294	165	38	3	0	0	0	0	0	0	0	0	754
2:00 PM	3	16	44	159	284	299	123	25	1	0	0	0	0	0	0	0	0	954
3:00 PM	2	7	53	122	276	286	146	31	1	0	0	0	0	0	0	0	0	924
4:00 PM	1	15	49	111	312	289	144	21	2	0	0	0	0	0	0	0	0	944
5:00 PM	4	6	60	155	375	350	132	25	4	0	0	0	0	0	0	0	0	1,111
6:00 PM	1	4	42	142	316	305	152	29	2	0	0	0	0	0	0	0	0	993
7:00 PM	0	2	13	44	179	226	113	20	4	0	0	0	0	0	0	0	0	601
8:00 PM	0	1	14	35	95	140	85	15	3	0	1	0	0	0	0	0	0	389
9:00 PM	0	3	7	24	71	83	60	17	2	2	0	0	0	0	0	0	0	269
10:00 PM	0	1	0	8	29	51	62	35	10	2	1	0	0	0	0	0	0	199
11:00 PM	0	0	0	3	5	21	32	12	2	3	0	0	0	0	0	0	0	78
Total	16	115	508	1,460	3,580	4,165	2,297	690	116	29	5	0	1	0	0	0	0	12,982
Percent	0.1%	0.9%	3.9%	11.2%	27.6%	32.1%	17.7%	5.3%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	30.9 mph	Mean (Average) Speed	30.8 mph
85th Percentile	36.9 mph	10 mph Pace	25.7 - 35.7 mph
95th Percentile	40.9 mph	Percent in Pace	60.52 %

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Wednesday, April 10, 2019
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	2	16	26	17	3	1	0	0	0	0	0	0	0	66
1:00 AM	0	1	2	2	2	8	9	5	3	1	2	0	0	0	0	0	0	35
2:00 AM	0	0	2	0	4	7	3	3	1	0	0	0	0	0	0	0	0	20
3:00 AM	0	0	1	0	1	3	10	10	3	0	0	0	0	0	0	0	0	28
4:00 AM	0	0	0	2	1	8	9	9	1	2	0	0	0	0	0	0	0	32
5:00 AM	0	1	4	2	5	15	44	29	5	0	0	0	0	0	0	0	0	105
6:00 AM	0	1	21	8	21	69	95	45	16	3	1	0	0	0	0	0	0	280
7:00 AM	0	1	53	39	101	276	252	84	13	4	0	0	0	0	0	0	0	823
8:00 AM	2	14	113	142	252	346	190	45	6	0	0	0	0	0	0	0	0	1,110
9:00 AM	0	5	52	78	209	355	235	64	12	1	0	0	0	0	0	0	0	1,011
10:00 AM	0	11	32	47	130	326	222	54	10	2	0	0	0	0	0	0	0	834
11:00 AM	0	4	35	24	159	388	194	67	10	4	0	0	0	0	0	0	0	885
12:00 PM	0	3	37	20	130	330	256	60	12	3	0	0	0	0	0	0	0	851
1:00 PM	1	3	31	24	100	318	223	59	11	1	0	1	0	0	0	0	0	772
2:00 PM	21	90	143	84	101	269	221	54	9	2	2	0	0	0	0	0	0	996
3:00 PM	5	28	74	100	224	385	184	31	2	0	0	0	0	0	0	0	0	1,033
4:00 PM	0	3	52	47	218	393	229	59	10	1	1	0	0	0	0	0	0	1,013
5:00 PM	1	3	34	48	182	423	196	55	4	0	0	0	0	0	0	0	0	946
6:00 PM	0	9	33	34	166	289	198	50	8	2	0	0	0	0	0	0	0	789
7:00 PM	0	8	21	15	69	210	167	36	14	2	0	0	0	0	0	0	0	542
8:00 PM	0	1	17	8	83	167	129	41	15	0	0	0	0	0	0	0	0	461
9:00 PM	0	2	12	9	23	122	97	30	5	2	0	1	0	0	0	0	0	303
10:00 PM	0	1	2	3	12	53	65	37	12	5	1	0	0	0	0	0	0	191
11:00 PM	0	0	3	0	10	25	67	48	13	3	2	0	0	0	0	0	0	171
Total	30	189	775	736	2,205	4,801	3,321	992	198	39	9	2	0	0	0	0	0	13,297
Percent	0.2%	1.4%	5.8%	5.5%	16.6%	36.1%	25.0%	7.5%	1.5%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	32.9 mph	Mean (Average) Speed	32.2 mph
85th Percentile	38.4 mph	10 mph Pace	28.4 - 38.4 mph
95th Percentile	41.9 mph	Percent in Pace	63.2 %

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Wednesday, April 10, 2019
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	8	13	6	3	0	0	0	0	0	0	0	0	32
1:00 AM	0	0	0	1	3	4	5	3	0	0	0	0	0	0	0	0	0	16
2:00 AM	0	0	0	2	1	4	1	0	3	0	0	0	0	0	0	0	0	11
3:00 AM	0	1	0	0	1	7	10	4	3	1	0	0	1	0	0	0	0	28
4:00 AM	0	0	0	1	6	22	25	19	12	1	0	0	0	0	0	0	0	86
5:00 AM	1	0	1	4	23	84	115	52	31	8	1	0	0	0	0	0	0	320
6:00 AM	0	1	4	33	106	163	124	43	11	6	3	0	0	0	0	0	0	494
7:00 AM	1	8	17	99	287	305	138	28	3	2	0	0	0	0	0	0	0	888
8:00 AM	12	37	73	201	353	285	121	19	1	1	0	0	0	0	0	0	0	1,103
9:00 AM	0	7	16	88	184	207	134	37	9	0	0	0	0	0	0	0	0	682
10:00 AM	0	7	23	58	172	239	126	34	6	0	0	0	0	0	0	0	0	665
11:00 AM	0	7	12	66	166	295	157	41	8	0	0	0	0	0	0	0	0	752
12:00 PM	1	6	17	107	251	252	122	28	5	1	0	0	0	0	0	0	0	790
1:00 PM	2	2	14	78	215	258	123	37	9	1	0	0	0	0	0	0	0	739
2:00 PM	2	8	25	125	281	312	153	34	9	0	0	0	0	0	0	0	0	949
3:00 PM	6	6	41	154	265	339	151	35	5	0	0	0	0	0	0	0	0	1,002
4:00 PM	1	4	24	95	350	342	140	30	2	1	0	0	0	0	0	0	0	989
5:00 PM	4	21	80	233	381	295	119	15	1	0	0	0	0	0	0	0	0	1,149
6:00 PM	4	7	22	166	343	326	132	27	4	0	0	0	0	0	0	0	0	1,031
7:00 PM	0	2	12	69	182	197	116	19	3	1	0	0	0	0	0	0	0	601
8:00 PM	0	1	5	50	95	121	91	26	4	1	0	0	0	0	0	0	0	394
9:00 PM	0	0	0	13	48	126	56	26	3	0	0	0	0	0	0	0	0	272
10:00 PM	1	0	1	4	32	54	67	33	11	5	1	0	0	0	0	0	0	209
11:00 PM	0	0	1	3	13	30	19	13	2	0	0	0	0	0	0	0	0	81
Total	35	125	388	1,650	3,760	4,275	2,258	609	148	29	5	0	1	0	0	0	0	13,283
Percent	0.3%	0.9%	2.9%	12.4%	28.3%	32.2%	17.0%	4.6%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	30.8 mph	Mean (Average) Speed	30.7 mph
85th Percentile	36.8 mph	10 mph Pace	25.5 - 35.5 mph
95th Percentile	40.5 mph	Percent in Pace	60.66 %

Location: Grant Rd, N/O Sleeper Ave
 Date Range: 4/6/2019 to 4/12/2019
 Site Code: 01

Thursday, April 11, 2019
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	0	4	8	27	18	4	3	0	0	0	0	0	0	0	66
1:00 AM	0	0	0	1	3	8	8	3	0	0	2	0	0	0	0	0	0	25
2:00 AM	0	0	0	0	2	7	11	3	1	0	0	0	0	0	0	0	0	24
3:00 AM	0	0	1	0	1	3	7	3	4	2	0	0	0	0	0	0	0	21
4:00 AM	0	0	0	0	3	4	12	5	4	0	0	0	0	0	0	0	0	28
5:00 AM	0	0	3	2	4	8	24	20	7	2	1	0	0	0	0	0	0	71
6:00 AM	0	1	18	5	20	90	96	40	7	1	0	0	0	0	0	0	0	278
7:00 AM	2	23	105	92	121	229	201	61	15	2	0	0	0	0	0	0	0	851
8:00 AM	40	83	176	174	145	259	168	36	3	0	0	0	0	0	0	0	0	1,084
9:00 AM	0	11	44	24	144	337	240	69	13	2	0	0	0	0	0	0	0	884
10:00 AM	1	9	53	33	121	335	204	42	13	0	0	0	0	0	0	0	0	811
11:00 AM	0	15	45	40	173	321	203	54	5	1	0	0	0	0	0	0	0	857
12:00 PM	1	12	40	27	120	329	230	75	11	4	3	0	0	0	0	0	0	852
1:00 PM	1	1	43	19	109	296	196	75	7	1	1	0	0	0	0	0	0	749
2:00 PM	4	18	70	64	246	347	235	40	4	1	0	0	0	0	0	0	0	1,029
3:00 PM	13	33	105	89	158	295	212	50	9	1	0	0	0	0	0	0	0	965
4:00 PM	0	4	35	41	125	402	290	73	5	1	1	0	0	0	0	0	0	977
5:00 PM	0	5	40	29	182	356	257	54	5	2	3	0	0	0	0	0	0	933
6:00 PM	0	2	28	19	87	279	226	69	2	1	1	0	0	0	0	0	0	714
7:00 PM	0	6	35	16	68	249	163	38	1	0	0	0	0	0	0	0	0	576
8:00 PM	0	1	17	16	53	155	137	47	6	0	0	0	0	0	0	0	0	432
9:00 PM	0	1	10	8	25	121	109	41	6	1	2	0	0	0	0	0	0	324
10:00 PM	0	1	11	6	12	43	66	46	7	2	0	0	0	0	0	0	0	194
11:00 PM	0	4	2	0	7	34	53	39	12	3	0	0	0	0	0	0	0	154
Total	62	230	883	705	1,933	4,515	3,375	1,001	151	30	14	0	0	0	0	0	0	12,899
Percent	0.5%	1.8%	6.8%	5.5%	15.0%	35.0%	26.2%	7.8%	1.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	33.1 mph	Mean (Average) Speed	32.0 mph
85th Percentile	38.4 mph	10 mph Pace	28.9 - 38.9 mph
95th Percentile	41.8 mph	Percent in Pace	62.6 %

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Thursday, April 11, 2019
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	5	9	12	7	1	0	0	0	0	0	0	0	0	35
1:00 AM	0	0	0	0	1	3	3	3	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	0	0	0	3	1	2	1	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	1	0	0	1	7	5	6	1	2	0	0	1	0	0	0	0	24
4:00 AM	0	0	0	1	6	17	26	15	9	2	1	0	0	0	0	0	0	77
5:00 AM	0	0	0	1	11	52	104	92	32	5	0	1	0	0	0	0	0	298
6:00 AM	0	7	10	68	113	164	105	49	9	2	1	0	0	0	0	0	0	528
7:00 AM	12	36	56	181	267	284	138	24	4	1	0	0	0	0	0	0	0	1,003
8:00 AM	4	27	70	205	322	251	90	16	2	1	0	0	0	0	0	0	0	988
9:00 AM	0	7	23	74	160	236	127	28	4	1	0	0	0	0	0	0	0	660
10:00 AM	0	3	20	62	156	202	128	31	6	1	0	0	0	0	0	0	0	609
11:00 AM	4	6	22	112	210	220	98	29	4	0	0	0	0	0	0	0	0	705
12:00 PM	0	5	25	95	242	283	116	24	6	0	1	0	0	0	0	0	0	797
1:00 PM	3	10	20	93	268	262	106	19	4	1	0	0	0	0	0	0	0	786
2:00 PM	1	3	45	148	294	249	106	20	5	1	0	0	0	0	0	0	0	872
3:00 PM	1	9	35	139	287	309	113	22	2	0	0	0	0	0	0	0	0	917
4:00 PM	3	7	48	152	325	261	145	30	3	1	0	0	0	0	0	0	0	975
5:00 PM	1	15	46	188	351	321	112	22	5	0	0	0	0	0	0	0	0	1,061
6:00 PM	0	3	18	106	323	383	145	28	7	0	0	0	0	0	0	0	0	1,013
7:00 PM	0	2	16	54	190	232	87	27	0	2	1	0	0	0	0	0	0	611
8:00 PM	0	1	2	34	93	129	89	16	4	1	0	0	0	0	0	0	0	369
9:00 PM	1	1	2	22	42	81	79	18	6	1	0	0	0	0	0	0	0	253
10:00 PM	0	1	4	8	32	63	62	28	7	4	0	0	0	0	0	0	0	209
11:00 PM	0	0	0	5	8	15	26	8	7	1	2	0	0	0	0	0	0	72
Total	30	144	462	1,749	3,710	4,034	2,024	563	128	27	6	1	1	0	0	0	0	12,879
Percent	0.2%	1.1%	3.6%	13.6%	28.8%	31.3%	15.7%	4.4%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	30.4 mph	Mean (Average) Speed	30.3 mph
85th Percentile	36.5 mph	10 mph Pace	25.4 - 35.4 mph
95th Percentile	40.4 mph	Percent in Pace	60.04 %

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Friday, April 12, 2019
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	0	2	10	16	20	7	2	2	0	0	0	0	0	0	60
1:00 AM	0	0	0	0	3	12	9	6	3	0	0	0	0	0	0	0	0	33
2:00 AM	0	1	1	0	0	5	4	5	0	0	1	0	0	0	0	0	0	17
3:00 AM	0	0	0	0	2	0	6	5	4	0	0	0	0	0	0	0	0	17
4:00 AM	0	1	0	0	1	5	11	9	4	0	0	0	0	0	0	0	0	31
5:00 AM	0	1	2	0	1	10	18	26	11	1	0	0	0	0	0	0	0	70
6:00 AM	0	0	15	9	17	68	99	44	6	5	0	0	0	0	0	0	0	263
7:00 AM	1	1	55	75	112	261	229	58	11	1	0	0	0	0	0	0	0	804
8:00 AM	0	5	58	83	209	410	237	62	8	2	0	0	0	0	0	0	0	1,074
9:00 AM	0	3	53	39	197	345	232	51	8	1	0	0	0	0	0	0	0	929
10:00 AM	0	7	49	32	143	365	195	50	9	1	0	0	0	0	0	0	0	851
11:00 AM	0	7	62	33	129	329	251	55	10	3	0	0	0	0	0	0	0	879
12:00 PM	0	8	34	27	151	411	264	56	13	1	0	0	0	0	0	0	0	965
1:00 PM	0	1	28	22	107	311	248	95	14	0	0	0	0	0	0	0	0	826
2:00 PM	3	30	81	124	173	280	187	49	10	0	0	0	0	0	0	0	0	937
3:00 PM	0	6	75	91	161	384	235	47	5	0	0	0	2	0	0	0	0	1,006
4:00 PM	2	7	39	24	127	363	266	50	8	3	0	0	0	0	0	0	0	889
5:00 PM	0	2	36	35	122	333	224	54	8	2	1	0	0	0	0	0	0	817
6:00 PM	0	0	31	20	72	271	154	41	3	0	0	0	0	0	0	0	0	592
7:00 PM	0	6	38	13	46	237	137	35	7	1	1	0	0	0	0	0	0	521
8:00 PM	0	0	18	6	39	140	125	37	10	1	0	0	0	0	0	0	0	376
9:00 PM	0	1	8	8	28	104	102	46	8	3	1	0	0	0	0	0	0	309
10:00 PM	0	0	11	4	8	48	78	38	9	1	0	0	0	0	0	0	0	197
11:00 PM	0	0	1	2	4	34	77	45	10	2	0	0	0	0	0	0	0	175
Total	6	88	695	647	1,854	4,736	3,404	984	186	30	6	0	2	0	0	0	0	12,638
Percent	0.0%	0.7%	5.5%	5.1%	14.7%	37.5%	26.9%	7.8%	1.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	33.3 mph	Mean (Average) Speed	32.7 mph
85th Percentile	38.5 mph	10 mph Pace	28.7 - 38.7 mph
95th Percentile	42.1 mph	Percent in Pace	65.6 %

Location: Grant Rd, N/O Sleeper Ave
 Date Range: 4/6/2019 to 4/12/2019
 Site Code: 01

Friday, April 12, 2019
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	2	5	11	11	4	4	1	0	0	0	0	0	0	0	39
1:00 AM	0	0	1	0	4	3	6	2	0	0	0	0	0	0	0	0	0	16
2:00 AM	0	0	0	0	1	3	6	1	2	0	0	0	0	0	0	0	0	13
3:00 AM	0	1	0	0	3	4	8	7	5	0	0	0	0	0	0	0	0	28
4:00 AM	0	0	0	2	8	15	20	15	10	2	0	1	0	0	0	0	0	73
5:00 AM	0	0	0	2	14	67	101	91	27	7	2	1	0	0	0	0	0	312
6:00 AM	1	0	20	54	102	150	101	47	14	3	1	1	0	0	0	0	0	494
7:00 AM	2	6	28	181	336	255	112	21	10	3	0	0	0	0	0	0	0	954
8:00 AM	5	12	64	210	263	269	105	17	3	1	1	0	0	0	0	0	0	950
9:00 AM	1	8	21	61	161	209	128	34	5	1	0	0	0	0	0	0	0	629
10:00 AM	1	14	26	57	157	194	162	33	6	3	0	0	0	0	0	0	0	653
11:00 AM	1	5	14	66	189	247	166	40	11	1	0	0	0	0	0	0	0	740
12:00 PM	0	11	33	83	267	275	124	37	4	0	0	0	0	0	0	0	0	834
1:00 PM	0	3	17	48	176	291	166	45	8	0	0	0	0	0	0	0	0	754
2:00 PM	0	2	14	117	311	278	142	31	4	1	0	0	0	0	0	0	0	900
3:00 PM	1	15	55	149	307	301	165	25	0	0	0	0	0	0	0	0	0	1,018
4:00 PM	0	11	30	80	258	309	197	46	2	0	0	0	0	0	0	0	0	933
5:00 PM	2	7	19	130	354	292	152	31	3	0	0	0	0	0	0	0	0	990
6:00 PM	0	6	13	108	210	278	131	46	4	0	0	0	0	0	0	0	0	796
7:00 PM	2	1	6	49	164	182	80	19	4	2	0	0	0	0	0	0	0	509
8:00 PM	0	1	5	33	84	116	75	20	1	0	0	0	0	0	0	0	0	335
9:00 PM	0	1	1	13	56	92	57	23	2	0	0	0	0	0	0	0	0	245
10:00 PM	0	0	1	8	41	91	74	38	8	2	0	0	0	0	0	0	0	263
11:00 PM	0	0	1	5	20	27	32	13	9	1	0	0	0	0	0	0	0	108
Total	16	104	370	1,458	3,491	3,959	2,321	686	146	28	4	3	0	0	0	0	0	12,586
Percent	0.1%	0.8%	2.9%	11.6%	27.7%	31.5%	18.4%	5.5%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	31.0 mph	Mean (Average) Speed	31 mph
85th Percentile	37.2 mph	10 mph Pace	26.1 - 36.1 mph
95th Percentile	41.0 mph	Percent in Pace	59.92 %

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Total Study Average
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	3	14	26	17	5	1	0	0	0	0	0	0	0	68
1:00 AM	0	0	1	1	3	8	9	5	2	1	1	0	0	0	0	0	0	31
2:00 AM	0	0	1	0	2	6	6	4	1	0	0	0	0	0	0	0	0	20
3:00 AM	0	0	0	1	1	2	7	6	2	1	0	0	0	0	0	0	0	20
4:00 AM	0	0	0	0	1	5	9	6	3	1	0	0	0	0	0	0	0	25
5:00 AM	0	1	3	1	2	10	23	18	7	1	0	0	0	0	0	0	0	66
6:00 AM	0	1	13	6	13	60	79	37	8	2	0	0	0	0	0	0	0	219
7:00 AM	1	6	54	51	94	211	189	57	11	2	1	0	0	0	0	0	0	677
8:00 AM	10	23	90	94	164	287	173	45	7	1	0	0	0	0	0	0	0	894
9:00 AM	0	6	45	44	141	301	215	56	9	1	0	0	0	0	0	0	0	818
10:00 AM	0	6	40	32	105	302	195	49	9	1	0	0	0	0	0	0	0	739
11:00 AM	0	7	49	33	143	308	202	54	8	2	0	0	0	0	0	0	0	806
12:00 PM	0	6	38	20	115	318	232	58	10	2	0	0	0	0	0	0	0	799
1:00 PM	0	3	34	21	93	277	209	63	8	1	0	0	0	0	0	0	0	709
2:00 PM	5	29	78	65	140	268	204	50	8	2	1	0	0	0	0	0	0	850
3:00 PM	4	15	69	73	161	316	199	47	8	1	0	0	0	0	0	0	0	893
4:00 PM	0	3	43	30	128	324	231	58	9	1	0	0	0	0	0	0	0	827
5:00 PM	0	4	39	30	132	319	208	50	5	2	1	0	0	0	0	0	0	790
6:00 PM	0	4	32	20	90	248	188	45	4	1	0	0	0	0	0	0	0	632
7:00 PM	0	4	28	15	56	201	151	36	7	1	0	0	0	0	0	0	0	499
8:00 PM	0	2	18	8	41	129	119	41	9	1	0	0	0	0	0	0	0	368
9:00 PM	0	1	11	6	20	94	95	32	6	2	0	0	0	0	0	0	0	267
10:00 PM	0	1	7	3	10	43	62	31	10	2	0	0	0	0	0	0	0	169
11:00 PM	0	1	3	2	5	30	64	42	10	3	1	0	0	0	0	0	0	161
Total	20	123	697	557	1,663	4,081	3,095	907	166	33	5	0	0	0	0	0	0	11,347
Percent	0.2%	1.1%	6.1%	4.9%	14.7%	36.0%	27.3%	8.0%	1.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	33.3 mph	Mean (Average) Speed	32.5 mph
85th Percentile	38.6 mph	10 mph Pace	28.7 - 38.7 mph
95th Percentile	42.1 mph	Percent in Pace	64.3 %

Location: Grant Rd, N/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 01

Total Study Average
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	6	11	14	8	2	1	0	0	0	0	0	0	0	43
1:00 AM	0	0	0	0	3	5	6	3	0	0	0	0	0	0	0	0	0	17
2:00 AM	0	0	0	1	2	4	4	2	1	0	0	0	0	0	0	0	0	14
3:00 AM	0	1	0	0	2	5	7	6	3	0	0	0	1	0	0	0	0	25
4:00 AM	0	0	0	1	5	13	21	16	7	2	0	0	0	0	0	0	0	65
5:00 AM	0	0	0	2	13	55	82	61	24	6	1	0	0	0	0	0	0	244
6:00 AM	0	1	6	32	81	129	96	45	14	3	1	0	0	0	0	0	0	408
7:00 AM	4	12	32	113	207	229	109	28	6	2	0	0	0	0	0	0	0	742
8:00 AM	3	15	45	143	248	228	101	24	3	1	0	0	0	0	0	0	0	811
9:00 AM	1	5	17	61	167	203	114	31	4	0	0	0	0	0	0	0	0	603
10:00 AM	0	6	17	53	152	202	132	35	8	1	0	0	0	0	0	0	0	606
11:00 AM	1	5	17	68	177	238	133	35	6	1	0	0	0	0	0	0	0	681
12:00 PM	1	7	22	69	200	245	131	34	6	0	0	0	0	0	0	0	0	715
1:00 PM	1	4	16	62	186	247	132	32	5	0	0	0	0	0	0	0	0	685
2:00 PM	1	6	28	106	244	269	129	28	4	0	0	0	0	0	0	0	0	815
3:00 PM	2	6	35	111	246	280	128	25	3	0	0	0	0	0	0	0	0	836
4:00 PM	2	7	31	94	261	271	141	31	2	1	0	0	0	0	0	0	0	841
5:00 PM	2	9	42	145	294	285	121	23	3	0	0	0	0	0	0	0	0	924
6:00 PM	1	6	19	96	246	287	131	30	4	0	0	0	0	0	0	0	0	820
7:00 PM	1	2	8	45	144	183	98	21	4	1	0	0	0	0	0	0	0	507
8:00 PM	0	1	5	32	81	116	81	21	3	1	0	0	0	0	0	0	0	341
9:00 PM	0	1	2	17	49	89	60	21	2	1	0	0	0	0	0	0	0	242
10:00 PM	0	1	1	6	28	60	59	32	11	3	0	0	0	0	0	0	0	201
11:00 PM	0	0	0	4	11	25	26	12	4	1	0	0	0	0	0	0	0	83
Total	20	95	343	1,262	3,053	3,679	2,056	604	129	25	2	0	1	0	0	0	0	11,269
Percent	0.2%	0.8%	3.0%	11.2%	27.1%	32.6%	18.2%	5.4%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	31.1 mph	Mean (Average) Speed	31.0 mph
85th Percentile	37.1 mph	10 mph Pace	26.1 - 36.1 mph
95th Percentile	41.0 mph	Percent in Pace	60.4 %

Location: Grant Rd, N/O Sleeper Ave
 Date Range: 4/6/2019 - 4/12/2019
 Site Code: 01

Time	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Mid-Week Average		
	4/6/2019			4/7/2019			4/8/2019			4/9/2019			4/10/2019			4/11/2019			4/12/2019					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	89	51	140	79	71	150	50	39	89	60	33	93	66	32	98	66	35	101	60	39	99	64	33	97
1:00 AM	30	21	51	34	26	60	29	18	47	25	19	44	35	16	51	25	10	35	33	16	49	28	15	43
2:00 AM	19	12	31	15	21	36	21	14	35	22	14	36	20	11	31	24	7	31	17	13	30	22	11	33
3:00 AM	14	23	37	23	17	40	15	23	38	22	33	55	28	28	56	21	24	45	17	28	45	24	28	52
4:00 AM	15	26	41	16	14	30	37	93	130	21	88	109	32	86	118	28	77	105	31	73	104	27	84	111
5:00 AM	37	114	151	27	46	73	67	306	373	80	310	390	105	320	425	71	298	369	70	312	382	85	309	395
6:00 AM	110	211	321	76	171	247	266	468	734	265	497	762	280	494	774	278	528	806	263	494	757	274	506	781
7:00 AM	280	303	583	215	191	406	875	974	1,849	884	882	1,766	823	888	1,711	851	1,003	1,854	804	954	1,758	853	924	1,777
8:00 AM	414	382	796	325	269	594	1,086	931	2,017	1,151	1,054	2,205	1,110	1,103	2,213	1,084	988	2,072	1,074	950	2,024	1,115	1,048	2,163
9:00 AM	540	530	1,070	460	365	825	953	659	1,612	946	700	1,646	1,011	682	1,693	884	660	1,544	929	629	1,558	947	681	1,628
10:00 AM	650	562	1,212	535	477	1,012	740	639	1,379	753	646	1,399	834	665	1,499	811	609	1,420	851	653	1,504	799	640	1,439
11:00 AM	735	682	1,417	604	489	1,093	851	679	1,530	829	727	1,556	885	752	1,637	857	705	1,562	879	740	1,619	857	728	1,585
12:00 PM	744	580	1,324	545	497	1,042	781	742	1,523	854	763	1,617	851	790	1,641	852	797	1,649	965	834	1,799	852	783	1,636
1:00 PM	621	557	1,178	524	495	1,019	728	720	1,448	760	754	1,514	772	739	1,511	749	786	1,535	826	754	1,580	760	760	1,520
2:00 PM	574	573	1,147	549	576	1,125	911	890	1,801	954	954	1,908	996	949	1,945	1,029	872	1,901	937	900	1,837	993	925	1,918
3:00 PM	555	531	1,086	616	534	1,150	1,001	928	1,929	1,081	924	2,005	1,033	1,002	2,035	965	917	1,882	1,006	1,018	2,024	1,026	948	1,974
4:00 PM	537	508	1,045	544	512	1,056	906	1,024	1,930	933	944	1,877	1,013	989	2,002	977	975	1,952	889	933	1,822	974	969	1,944
5:00 PM	529	488	1,017	476	486	962	889	1,180	2,069	936	1,111	2,047	946	1,149	2,095	933	1,061	1,994	817	990	1,807	938	1,107	2,045
6:00 PM	462	453	915	444	424	868	682	1,037	1,719	741	993	1,734	789	1,031	1,820	714	1,013	1,727	592	796	1,388	748	1,012	1,760
7:00 PM	440	333	773	372	338	710	513	560	1,073	537	601	1,138	542	601	1,143	576	611	1,187	521	509	1,030	552	604	1,156
8:00 PM	306	293	599	218	279	497	409	321	730	377	389	766	461	394	855	432	369	801	376	335	711	423	384	807
9:00 PM	220	237	457	183	178	361	260	241	501	286	269	555	303	272	575	324	253	577	309	245	554	304	265	569
10:00 PM	147	197	344	112	161	273	160	177	337	182	199	381	191	209	400	194	209	403	197	263	460	189	206	395
11:00 PM	169	106	275	119	72	191	164	72	236	173	78	251	171	81	252	154	72	226	175	108	283	166	77	243
Total	8,237	7,773	16,010	7,111	6,709	13,820	12,394	12,735	25,129	12,872	12,982	25,854	13,297	13,283	26,580	12,899	12,879	25,778	12,638	12,586	25,224	13,023	13,048	26,071
Percent	51%	49%	-	51%	49%	-	49%	51%	-	50%	50%	-	50%	50%	-	50%	50%	-	50%	50%	-	50%	50%	-
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	08:00	07:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	07:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00
Vol.	735	682	1,417	604	489	1,093	1,086	974	2,017	1,151	1,054	2,205	1,110	1,103	2,213	1,084	1,003	2,072	1,074	954	2,024	1,115	1,048	2,163
PM Peak	12:00	12:00	12:00	15:00	14:00	15:00	15:00	17:00	17:00	15:00	17:00	17:00	15:00	17:00	17:00	14:00	17:00	17:00	15:00	15:00	15:00	15:00	17:00	17:00
Vol.	744	580	1,324	616	576	1,150	1,001	1,180	2,069	1,081	1,111	2,047	1,033	1,149	2,095	1,029	1,061	1,994	1,006	1,018	2,024	1,026	1,107	2,045

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

Vehicle Classification Report Summary



Location: Sleeper Ave, E/O Grant Rd
Count Direction: Eastbound / Westbound
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Eastbound	354	9,029	683	5	103	207	0	4	6	14	0	0	7	10,412
Percent	3.4%	86.7%	6.6%	0.0%	1.0%	2.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	100%
Westbound	248	4,586	1,882	6	327	31	0	2	0	1	0	0	0	7,083
Percent	3.5%	64.7%	26.6%	0.1%	4.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	602	13,615	2,565	11	430	238	0	6	6	15	0	0	7	17,495
Percent	3.4%	77.8%	14.7%	0.1%	2.5%	1.4%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	100%

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

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Saturday, April 6, 2019
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
7:00 AM	1	20	4	0	0	0	0	0	0	0	0	0	0	25
8:00 AM	1	24	3	0	1	0	0	0	0	1	0	0	0	30
9:00 AM	4	73	4	0	1	2	0	0	0	0	0	0	0	84
10:00 AM	2	82	7	0	0	4	0	0	0	0	0	0	0	95
11:00 AM	2	105	9	0	1	1	0	0	1	1	0	0	0	120
12:00 PM	6	88	9	0	3	1	0	0	0	0	0	0	0	107
1:00 PM	1	97	7	0	0	2	0	0	0	1	0	0	0	108
2:00 PM	3	90	5	0	0	2	0	0	0	0	0	0	0	100
3:00 PM	6	82	6	0	0	2	0	0	0	0	0	0	0	96
4:00 PM	7	90	9	0	0	2	0	2	0	0	0	0	0	110
5:00 PM	3	90	5	0	0	0	0	0	0	0	0	0	0	98
6:00 PM	1	84	5	0	0	0	0	0	0	0	0	0	0	90
7:00 PM	3	72	3	0	1	1	0	0	0	0	0	0	0	80
8:00 PM	0	53	8	0	0	0	0	0	0	0	0	0	0	61
9:00 PM	0	37	1	0	0	4	0	0	0	0	0	0	0	42
10:00 PM	0	26	1	0	0	0	0	0	0	0	0	0	0	27
11:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
Total	40	1,149	90	0	7	21	0	2	1	3	0	0	0	1,313
Percent	3.0%	87.5%	6.9%	0.0%	0.5%	1.6%	0.0%	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%	

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Saturday, April 6, 2019
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	2	0	1	0	0	0	0	0	0	0	0	4
6:00 AM	1	10	4	0	0	0	0	0	0	0	0	0	0	15
7:00 AM	0	26	8	0	0	0	0	0	0	0	0	0	0	34
8:00 AM	3	24	15	0	2	0	0	0	0	0	0	0	0	44
9:00 AM	6	36	27	0	1	0	0	0	0	0	0	0	0	70
10:00 AM	3	44	28	0	6	0	0	0	0	0	0	0	0	81
11:00 AM	3	48	23	0	7	0	0	0	0	0	0	0	0	81
12:00 PM	2	47	27	0	3	0	0	0	0	0	0	0	0	79
1:00 PM	2	45	19	0	3	0	0	0	0	0	0	0	0	69
2:00 PM	1	56	11	0	4	0	0	0	0	0	0	0	0	72
3:00 PM	0	38	8	0	1	0	0	0	0	0	0	0	0	47
4:00 PM	2	39	10	0	0	0	0	0	0	0	0	0	0	51
5:00 PM	0	54	12	0	1	0	0	0	0	0	0	0	0	67
6:00 PM	1	43	10	0	0	0	0	0	0	0	0	0	0	54
7:00 PM	0	22	13	0	3	0	0	0	0	0	0	0	0	38
8:00 PM	1	29	14	0	0	0	0	0	0	0	0	0	0	44
9:00 PM	0	9	5	0	0	0	0	0	0	0	0	0	0	14
10:00 PM	0	6	5	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Total	26	587	243	0	33	0	0	0	0	0	0	0	0	889
Percent	2.9%	66.0%	27.3%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Sunday, April 7, 2019
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	1	10	2	0	0	0	0	0	0	0	0	0	0	13
8:00 AM	1	21	2	0	0	0	0	0	0	0	0	0	0	24
9:00 AM	1	41	2	0	0	0	0	0	0	0	0	0	0	44
10:00 AM	6	71	6	0	0	1	0	0	0	0	0	0	0	84
11:00 AM	3	88	3	0	0	2	0	0	1	2	0	0	1	100
12:00 PM	5	80	7	0	0	1	0	0	0	0	0	0	0	93
1:00 PM	5	84	4	0	1	2	0	0	0	0	0	0	0	96
2:00 PM	4	115	10	0	0	5	0	0	0	1	0	0	0	135
3:00 PM	5	98	6	0	0	2	0	0	1	0	0	0	0	112
4:00 PM	8	82	6	0	0	0	0	0	0	0	0	0	0	96
5:00 PM	2	86	4	0	0	1	0	0	0	0	0	0	0	93
6:00 PM	2	73	2	0	0	1	0	0	0	0	0	0	0	78
7:00 PM	2	58	4	0	1	0	0	0	0	0	0	0	0	65
8:00 PM	0	48	3	0	1	0	0	0	0	0	0	0	0	52
9:00 PM	2	39	1	0	0	1	0	0	0	0	0	0	0	43
10:00 PM	1	12	1	0	1	0	0	0	0	0	0	0	0	15
11:00 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
Total	48	1,046	64	0	4	16	0	0	2	3	0	0	1	1,184
Percent	4.1%	88.3%	5.4%	0.0%	0.3%	1.4%	0.0%	0.0%	0.2%	0.3%	0.0%	0.0%	0.1%	

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Sunday, April 7, 2019
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	1	15	9	0	1	0	0	0	0	0	0	0	0	26
8:00 AM	2	31	5	0	1	0	0	0	0	0	0	0	0	39
9:00 AM	1	43	16	0	1	1	0	0	0	0	0	0	0	62
10:00 AM	6	35	17	0	0	1	0	0	0	0	0	0	0	59
11:00 AM	2	47	16	0	4	0	0	0	0	0	0	0	0	69
12:00 PM	2	36	15	0	0	0	0	0	0	0	0	0	0	53
1:00 PM	3	45	22	0	1	1	0	0	0	0	0	0	0	72
2:00 PM	5	35	18	0	0	0	0	0	0	0	0	0	0	58
3:00 PM	3	42	13	0	0	0	0	0	0	0	0	0	0	58
4:00 PM	3	57	19	0	0	0	0	0	0	0	0	0	0	79
5:00 PM	2	47	23	0	0	0	0	0	0	0	0	0	0	72
6:00 PM	2	36	5	0	1	0	0	0	0	0	0	0	0	44
7:00 PM	0	25	11	0	1	0	0	0	0	0	0	0	0	37
8:00 PM	0	5	3	0	1	0	0	0	0	0	0	0	0	9
9:00 PM	0	14	3	0	1	0	0	0	0	0	0	0	0	18
10:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Total	32	532	199	0	12	3	0	0	0	0	0	0	0	778
Percent	4.1%	68.4%	25.6%	0.0%	1.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Monday, April 8, 2019
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	1	0	0	1	0	0	0	0	0	0	0	4
6:00 AM	3	17	0	0	0	0	0	0	0	0	0	0	0	20
7:00 AM	2	62	5	0	1	9	0	0	1	0	0	0	0	80
8:00 AM	5	65	5	0	1	2	0	0	0	0	0	0	0	78
9:00 AM	5	73	1	0	2	1	0	0	0	0	0	0	0	82
10:00 AM	9	52	7	0	0	0	0	0	0	0	0	0	0	68
11:00 AM	2	49	9	0	1	2	0	0	0	0	0	0	0	63
12:00 PM	0	69	8	0	0	3	0	0	0	0	0	0	0	80
1:00 PM	1	72	6	0	0	0	0	0	0	0	0	0	0	79
2:00 PM	2	81	8	0	0	4	0	0	0	0	0	0	0	95
3:00 PM	2	108	10	0	0	3	0	0	0	0	0	0	0	123
4:00 PM	2	111	7	0	0	4	0	0	0	1	0	0	0	125
5:00 PM	5	169	5	0	3	8	0	1	0	0	0	0	0	191
6:00 PM	11	135	3	0	1	7	0	0	0	0	0	0	0	157
7:00 PM	3	76	1	0	0	1	0	0	0	0	0	0	0	81
8:00 PM	1	56	2	0	1	0	0	0	0	0	0	0	0	60
9:00 PM	0	42	1	0	0	1	0	0	0	0	0	0	0	44
10:00 PM	0	17	0	0	0	1	0	0	0	0	0	0	0	18
11:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Total	53	1,268	82	0	10	48	0	1	1	1	0	0	0	1,464
Percent	3.6%	86.6%	5.6%	0.0%	0.7%	3.3%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Monday, April 8, 2019
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	1	6	1	0	0	0	0	0	0	0	0	0	0	8
6:00 AM	0	14	6	0	1	0	0	0	0	0	0	0	0	21
7:00 AM	2	60	31	0	5	0	0	0	0	0	0	0	0	98
8:00 AM	4	72	40	0	3	0	0	0	0	0	0	0	0	119
9:00 AM	7	59	25	0	7	0	0	0	0	0	0	0	0	98
10:00 AM	1	30	14	0	6	1	0	0	0	0	0	0	0	52
11:00 AM	1	44	14	0	5	0	0	0	0	0	0	0	0	64
12:00 PM	1	34	5	0	2	0	0	0	0	0	0	0	0	42
1:00 PM	1	28	13	0	3	1	0	0	0	0	0	0	0	46
2:00 PM	1	49	27	0	2	1	0	0	0	0	0	0	0	80
3:00 PM	1	55	15	0	3	1	0	0	0	0	0	0	0	75
4:00 PM	3	42	23	0	1	0	0	0	0	0	0	0	0	69
5:00 PM	1	46	14	0	0	2	0	0	0	0	0	0	0	63
6:00 PM	3	48	16	0	3	0	0	0	0	0	0	0	0	70
7:00 PM	0	27	5	0	0	0	0	0	0	0	0	0	0	32
8:00 PM	1	23	2	0	0	0	0	0	0	0	0	0	0	26
9:00 PM	1	8	5	0	0	0	0	0	0	0	0	0	0	14
10:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	658	260	0	41	6	0	0	0	0	0	0	0	994
Percent	2.9%	66.2%	26.2%	0.0%	4.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Tuesday, April 9, 2019
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	3	14	1	0	0	2	0	0	0	0	0	0	0	20
7:00 AM	3	80	4	0	1	7	0	0	0	0	0	0	0	95
8:00 AM	3	78	7	0	3	1	0	0	0	0	0	0	0	92
9:00 AM	3	48	12	0	0	0	0	0	0	0	0	0	0	63
10:00 AM	4	49	15	0	1	2	0	0	0	0	0	0	0	71
11:00 AM	1	75	10	0	2	2	0	0	0	0	0	0	0	90
12:00 PM	2	78	7	0	5	2	0	0	0	0	0	0	0	94
1:00 PM	3	61	7	0	1	3	0	0	0	0	0	0	0	75
2:00 PM	4	90	11	0	3	0	0	0	0	0	0	0	0	108
3:00 PM	1	90	5	0	1	5	0	0	0	0	0	0	0	102
4:00 PM	1	125	5	0	0	2	0	0	0	0	0	0	0	133
5:00 PM	11	151	5	0	0	3	0	0	0	0	0	0	0	170
6:00 PM	5	137	9	0	1	1	0	0	0	0	0	0	0	153
7:00 PM	5	115	1	0	0	2	0	0	0	0	0	0	0	123
8:00 PM	0	66	3	0	0	2	0	0	0	2	0	0	0	73
9:00 PM	1	50	4	0	1	5	0	0	0	0	0	0	0	61
10:00 PM	0	17	4	0	0	1	0	0	0	0	0	0	0	22
11:00 PM	0	11	1	0	0	1	0	0	0	0	0	0	0	13
Total	50	1,349	113	0	19	41	0	0	0	2	0	0	0	1,574
Percent	3.2%	85.7%	7.2%	0.0%	1.2%	2.6%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Tuesday, April 9, 2019
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	2	7	2	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	1	16	9	0	1	0	0	0	0	0	0	0	0	0
7:00 AM	1	79	27	0	6	0	0	0	0	0	0	0	0	0
8:00 AM	9	94	37	0	4	0	0	0	0	0	0	0	0	0
9:00 AM	7	54	19	0	9	0	0	0	0	0	0	0	0	0
10:00 AM	1	36	11	0	3	0	0	0	0	0	0	0	0	0
11:00 AM	1	60	21	0	2	1	0	0	0	0	0	0	0	0
12:00 PM	0	37	21	0	4	0	0	0	0	0	0	0	0	0
1:00 PM	1	22	9	0	5	0	0	0	0	0	0	0	0	0
2:00 PM	4	64	26	0	6	0	0	0	0	0	0	0	0	0
3:00 PM	2	48	22	0	5	0	0	0	0	0	0	0	0	0
4:00 PM	0	38	22	0	3	0	0	0	0	0	0	0	0	0
5:00 PM	7	44	16	0	1	0	0	0	0	0	0	0	0	0
6:00 PM	1	52	18	0	3	0	0	0	0	0	0	0	0	0
7:00 PM	1	27	17	0	1	0	0	0	0	0	0	0	0	0
8:00 PM	0	18	5	0	2	0	0	0	0	0	0	0	0	0
9:00 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	6	4	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	5	3	0	1	0	0	0	0	0	0	0	0	0
Total	38	736	290	0	56	1	0	0	0	0	0	0	0	0
Percent	3.4%	65.7%	25.9%	0.0%	5.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Wednesday, April 10, 2019
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	1	4	1	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	3
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	3	16	0	0	1	0	0	0	0	0	0	0	0	20
7:00 AM	5	70	4	1	1	5	0	0	0	0	0	0	0	86
8:00 AM	5	113	9	0	0	1	0	0	0	0	0	0	0	128
9:00 AM	6	41	6	0	1	4	0	0	0	0	0	0	0	58
10:00 AM	2	42	7	0	2	0	0	0	0	0	0	0	0	53
11:00 AM	1	73	11	1	0	2	0	0	0	0	0	0	0	88
12:00 PM	2	81	11	0	1	1	0	0	0	0	0	0	0	96
1:00 PM	2	68	10	0	2	0	0	0	0	0	0	0	0	82
2:00 PM	2	78	9	0	0	1	0	0	0	0	0	0	0	90
3:00 PM	5	121	5	0	2	1	0	0	0	0	0	0	0	134
4:00 PM	3	112	10	0	2	3	0	0	0	0	0	0	0	130
5:00 PM	10	177	6	0	0	1	0	0	0	0	0	0	0	194
6:00 PM	4	134	3	0	1	2	0	0	0	0	0	0	0	144
7:00 PM	3	99	1	0	0	5	0	0	0	0	0	0	0	108
8:00 PM	0	72	7	0	0	4	0	0	0	0	0	0	0	83
9:00 PM	0	42	4	0	0	0	0	0	0	0	0	0	0	46
10:00 PM	1	27	1	0	0	1	0	0	0	0	0	0	0	30
11:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
Total	55	1,394	107	2	13	32	0	0	0	0	0	0	0	1,603
Percent	3.4%	87.0%	6.7%	0.1%	0.8%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Wednesday, April 10, 2019
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	4	4	0	0	0	0	0	0	0	0	0	0	9
6:00 AM	1	21	9	0	1	0	0	0	0	0	0	0	0	32
7:00 AM	2	67	27	0	3	0	0	0	0	0	0	0	0	99
8:00 AM	6	83	31	0	4	3	0	0	0	0	0	0	0	127
9:00 AM	4	49	27	0	8	0	0	0	0	0	0	0	0	88
10:00 AM	3	38	18	0	2	1	0	0	0	0	0	0	0	62
11:00 AM	1	35	19	0	5	0	0	0	0	0	0	0	0	60
12:00 PM	0	21	16	0	4	0	0	0	0	0	0	0	0	41
1:00 PM	2	38	15	0	11	0	0	0	0	0	0	0	0	66
2:00 PM	1	59	24	0	3	0	0	0	0	0	0	0	0	87
3:00 PM	2	38	20	0	1	1	0	0	0	0	0	0	0	62
4:00 PM	3	50	27	0	3	0	0	0	0	0	0	0	0	83
5:00 PM	2	36	17	0	1	1	0	0	0	0	0	0	0	57
6:00 PM	3	48	13	0	4	1	0	0	0	0	0	0	0	69
7:00 PM	2	27	3	0	1	0	0	0	0	0	0	0	0	33
8:00 PM	0	23	4	0	1	0	0	0	0	0	0	0	0	28
9:00 PM	1	15	5	0	0	0	0	0	0	0	0	0	0	21
10:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	34	663	280	0	53	7	0	0	0	0	0	0	0	1,037
Percent	3.3%	63.9%	27.0%	0.0%	5.1%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Thursday, April 11, 2019
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	2	16	3	0	1	0	0	0	0	0	0	0	1	23
7:00 AM	6	86	8	0	3	5	0	0	0	0	0	0	0	108
8:00 AM	3	80	7	0	2	7	0	0	0	0	0	0	1	100
9:00 AM	5	44	6	0	3	0	0	0	0	0	0	0	0	58
10:00 AM	2	53	9	0	2	4	0	0	0	0	0	0	1	71
11:00 AM	2	69	13	1	2	5	0	0	0	2	0	0	1	95
12:00 PM	2	93	5	1	3	0	0	0	0	0	0	0	1	105
1:00 PM	4	69	6	0	3	1	0	0	0	1	0	0	1	85
2:00 PM	2	86	9	0	3	0	0	0	0	1	0	0	0	101
3:00 PM	3	95	8	1	0	1	0	0	0	0	0	0	0	108
4:00 PM	5	140	6	0	1	0	0	0	0	1	0	0	0	153
5:00 PM	5	188	8	0	0	3	0	0	0	0	0	0	0	204
6:00 PM	5	173	5	0	0	2	0	0	0	0	0	0	0	185
7:00 PM	5	96	5	0	0	2	0	0	0	0	0	0	0	108
8:00 PM	0	63	4	0	0	1	0	0	0	0	0	0	0	68
9:00 PM	0	39	3	0	0	0	0	0	0	0	0	0	0	42
10:00 PM	0	29	2	0	0	3	0	0	0	0	0	0	0	34
11:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
Total	52	1,439	109	3	23	34	0	0	0	5	0	0	6	1,671
Percent	3.1%	86.1%	6.5%	0.2%	1.4%	2.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.4%	

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Thursday, April 11, 2019
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	1	5	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	3	18	4	0	2	0	0	0	0	0	0	0	0	27
7:00 AM	2	71	34	0	3	1	0	0	0	0	0	0	0	111
8:00 AM	2	91	31	1	2	0	0	0	0	0	0	0	0	127
9:00 AM	6	46	22	1	4	2	0	0	0	0	0	0	0	81
10:00 AM	2	53	26	0	5	1	0	0	0	0	0	0	0	87
11:00 AM	1	34	26	2	7	0	0	0	0	0	0	0	0	70
12:00 PM	1	50	14	1	5	2	0	0	0	0	0	0	0	73
1:00 PM	2	41	13	0	5	0	0	0	0	0	0	0	0	61
2:00 PM	5	52	20	0	10	1	0	1	0	0	0	0	0	89
3:00 PM	1	47	17	1	6	1	0	0	0	0	0	0	0	73
4:00 PM	2	39	17	0	4	0	0	0	0	0	0	0	0	62
5:00 PM	4	46	20	0	3	0	0	0	0	0	0	0	0	73
6:00 PM	1	34	19	0	3	0	0	0	0	0	0	0	0	57
7:00 PM	2	46	18	0	1	0	0	0	0	0	0	0	0	67
8:00 PM	0	23	6	0	0	0	0	0	0	0	0	0	0	29
9:00 PM	0	9	6	0	2	0	0	0	0	0	0	0	0	17
10:00 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	35	721	297	6	62	8	0	1	0	0	0	0	0	1,130
Percent	3.1%	63.8%	26.3%	0.5%	5.5%	0.7%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Friday, April 12, 2019
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	2	13	2	0	0	0	0	0	0	0	0	0	0	17
7:00 AM	5	69	15	0	1	2	0	0	0	0	0	0	0	92
8:00 AM	5	86	10	0	4	2	0	0	1	0	0	0	0	108
9:00 AM	3	52	7	0	4	1	0	0	0	0	0	0	0	67
10:00 AM	4	50	16	0	2	1	0	0	0	0	0	0	0	73
11:00 AM	0	74	6	0	1	1	0	0	0	0	0	0	0	82
12:00 PM	4	80	7	0	5	1	0	0	0	0	0	0	0	97
1:00 PM	7	72	3	0	2	0	0	0	0	0	0	0	0	84
2:00 PM	1	101	12	0	1	3	0	0	0	0	0	0	0	118
3:00 PM	4	127	8	0	0	0	0	0	0	0	0	0	0	139
4:00 PM	2	130	7	0	2	0	0	1	0	0	0	0	0	142
5:00 PM	9	165	9	0	2	0	0	0	0	0	0	0	0	185
6:00 PM	8	114	2	0	1	0	0	0	0	0	0	0	0	125
7:00 PM	2	85	3	0	0	2	0	0	0	0	0	0	0	92
8:00 PM	0	56	4	0	0	0	0	0	1	0	0	0	0	61
9:00 PM	0	39	1	0	2	1	0	0	0	0	0	0	0	43
10:00 PM	0	35	2	0	0	0	0	0	0	0	0	0	0	37
11:00 PM	0	21	3	0	0	1	0	0	0	0	0	0	0	25
Total	56	1,384	118	0	27	15	0	1	2	0	0	0	0	1,603
Percent	3.5%	86.3%	7.4%	0.0%	1.7%	0.9%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Friday, April 12, 2019
Westbound

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	2	15	8	0	1	0	0	0	0	0	0	0	0	0	26
7:00 AM	2	66	28	0	5	0	0	0	0	1	0	0	0	0	102
8:00 AM	9	61	33	0	2	1	0	0	0	0	0	0	0	0	106
9:00 AM	8	49	29	0	7	1	0	0	0	0	0	0	0	0	94
10:00 AM	4	51	24	0	10	1	0	0	0	0	0	0	0	0	90
11:00 AM	3	57	23	0	7	0	0	0	0	0	0	0	0	0	90
12:00 PM	1	31	15	0	7	3	0	0	0	0	0	0	0	0	57
1:00 PM	1	33	10	0	3	0	0	0	0	0	0	0	0	0	47
2:00 PM	3	60	28	0	9	0	0	0	0	0	0	0	0	0	100
3:00 PM	7	45	31	0	7	0	0	0	0	0	0	0	0	0	90
4:00 PM	4	34	16	0	6	0	0	0	0	0	0	0	0	0	60
5:00 PM	3	47	14	0	4	0	0	1	0	0	0	0	0	0	69
6:00 PM	5	43	17	0	2	0	0	0	0	0	0	0	0	0	67
7:00 PM	1	48	16	0	0	0	0	0	0	0	0	0	0	0	65
8:00 PM	0	17	9	0	0	0	0	0	0	0	0	0	0	0	26
9:00 PM	1	12	6	0	0	0	0	0	0	0	0	0	0	0	19
10:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
11:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
Total	54	689	313	0	70	6	0	1	0	1	0	0	0	0	1,134
Percent	4.8%	60.8%	27.6%	0.0%	6.2%	0.5%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

**Total Study Average
Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	2	12	1	0	0	0	0	0	0	0	0	0	0	15
7:00 AM	3	57	6	0	1	4	0	0	0	0	0	0	0	71
8:00 AM	3	67	6	0	2	2	0	0	0	0	0	0	0	80
9:00 AM	4	53	5	0	2	1	0	0	0	0	0	0	0	65
10:00 AM	4	57	10	0	1	2	0	0	0	0	0	0	0	74
11:00 AM	2	76	9	0	1	2	0	0	0	1	0	0	0	91
12:00 PM	3	81	8	0	2	1	0	0	0	0	0	0	0	95
1:00 PM	3	75	6	0	1	1	0	0	0	0	0	0	0	86
2:00 PM	3	92	9	0	1	2	0	0	0	0	0	0	0	107
3:00 PM	4	103	7	0	0	2	0	0	0	0	0	0	0	116
4:00 PM	4	113	7	0	1	2	0	0	0	0	0	0	0	127
5:00 PM	6	147	6	0	1	2	0	0	0	0	0	0	0	162
6:00 PM	5	121	4	0	1	2	0	0	0	0	0	0	0	133
7:00 PM	3	86	3	0	0	2	0	0	0	0	0	0	0	94
8:00 PM	0	59	4	0	0	1	0	0	0	0	0	0	0	64
9:00 PM	0	41	2	0	0	2	0	0	0	0	0	0	0	45
10:00 PM	0	23	2	0	0	1	0	0	0	0	0	0	0	26
11:00 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
Total	49	1,290	97	0	14	29	0	0	0	1	0	0	0	1,480
Percent	3.3%	87.2%	6.6%	0.0%	0.9%	2.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

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

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

**Total Study Average
 Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	1	4	2	0	0	0	0	0	0	0	0	0	0	7
6:00 AM	1	14	6	0	1	0	0	0	0	0	0	0	0	22
7:00 AM	1	55	23	0	3	0	0	0	0	0	0	0	0	82
8:00 AM	5	65	27	0	3	1	0	0	0	0	0	0	0	101
9:00 AM	6	48	24	0	5	1	0	0	0	0	0	0	0	84
10:00 AM	3	41	20	0	5	1	0	0	0	0	0	0	0	70
11:00 AM	2	46	20	0	5	0	0	0	0	0	0	0	0	73
12:00 PM	1	37	16	0	4	1	0	0	0	0	0	0	0	59
1:00 PM	2	36	14	0	4	0	0	0	0	0	0	0	0	56
2:00 PM	3	54	22	0	5	0	0	0	0	0	0	0	0	84
3:00 PM	2	45	18	0	3	0	0	0	0	0	0	0	0	68
4:00 PM	2	43	19	0	2	0	0	0	0	0	0	0	0	66
5:00 PM	3	46	17	0	1	0	0	0	0	0	0	0	0	67
6:00 PM	2	43	14	0	2	0	0	0	0	0	0	0	0	61
7:00 PM	1	32	12	0	1	0	0	0	0	0	0	0	0	46
8:00 PM	0	20	6	0	1	0	0	0	0	0	0	0	0	27
9:00 PM	0	13	4	0	0	0	0	0	0	0	0	0	0	17
10:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Total	35	658	268	0	45	4	0	0	0	0	0	0	0	1,010
Percent	3.5%	65.1%	26.5%	0.0%	4.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

**3-Day (Tuesday - Thursday) Average
 Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	3	15	1	0	1	1	0	0	0	0	0	0	0	21
7:00 AM	5	79	5	0	2	6	0	0	0	0	0	0	0	97
8:00 AM	4	90	8	0	2	3	0	0	0	0	0	0	0	107
9:00 AM	5	44	8	0	1	1	0	0	0	0	0	0	0	59
10:00 AM	3	48	10	0	2	2	0	0	0	0	0	0	0	65
11:00 AM	1	72	11	1	1	3	0	0	0	1	0	0	0	90
12:00 PM	2	84	8	0	3	1	0	0	0	0	0	0	0	98
1:00 PM	3	66	8	0	2	1	0	0	0	0	0	0	0	80
2:00 PM	3	85	10	0	2	0	0	0	0	0	0	0	0	100
3:00 PM	3	102	6	0	1	2	0	0	0	0	0	0	0	114
4:00 PM	3	126	7	0	1	2	0	0	0	0	0	0	0	139
5:00 PM	9	172	6	0	0	2	0	0	0	0	0	0	0	189
6:00 PM	5	148	6	0	1	2	0	0	0	0	0	0	0	162
7:00 PM	4	103	2	0	0	3	0	0	0	0	0	0	0	112
8:00 PM	0	67	5	0	0	2	0	0	0	1	0	0	0	75
9:00 PM	0	44	4	0	0	2	0	0	0	0	0	0	0	50
10:00 PM	0	24	2	0	0	2	0	0	0	0	0	0	0	28
11:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
Total	53	1,393	109	1	19	35	0	0	0	2	0	0	0	1,612
Percent	3.3%	86.4%	6.8%	0.1%	1.2%	2.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

**3-Day (Tuesday - Thursday) Average
 Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	5	2	0	0	0	0	0	0	0	0	0	0	8
6:00 AM	2	18	7	0	1	0	0	0	0	0	0	0	0	28
7:00 AM	2	72	29	0	4	0	0	0	0	0	0	0	0	107
8:00 AM	6	89	33	0	3	1	0	0	0	0	0	0	0	132
9:00 AM	6	50	23	0	7	1	0	0	0	0	0	0	0	87
10:00 AM	2	42	18	0	3	1	0	0	0	0	0	0	0	66
11:00 AM	1	43	22	1	5	0	0	0	0	0	0	0	0	72
12:00 PM	0	36	17	0	4	1	0	0	0	0	0	0	0	58
1:00 PM	2	34	12	0	7	0	0	0	0	0	0	0	0	55
2:00 PM	3	58	23	0	6	0	0	0	0	0	0	0	0	90
3:00 PM	2	44	20	0	4	1	0	0	0	0	0	0	0	71
4:00 PM	2	42	22	0	3	0	0	0	0	0	0	0	0	69
5:00 PM	4	42	18	0	2	0	0	0	0	0	0	0	0	66
6:00 PM	2	45	17	0	3	0	0	0	0	0	0	0	0	67
7:00 PM	2	33	13	0	1	0	0	0	0	0	0	0	0	49
8:00 PM	0	21	5	0	1	0	0	0	0	0	0	0	0	27
9:00 PM	0	17	4	0	1	0	0	0	0	0	0	0	0	22
10:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Total	37	704	289	1	55	5	0	0	0	0	0	0	0	1,091
Percent	3.4%	64.5%	26.5%	0.1%	5.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: Sleeper Ave, E/O Grant Rd
Count Direction: Eastbound / Westbound
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Study Total																		
Eastbound	179	1,132	5,924	3,043	130	4	0	0	0	0	0	0	0	0	0	0	0	10,412
Percent	1.7%	10.9%	56.9%	29.2%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	366	1,610	4,123	962	18	1	0	3	0	0	0	0	0	0	0	0	0	7,083
Percent	5.2%	22.7%	58.2%	13.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	545	2,742	10,047	4,005	148	5	0	3	0	0	0	0	0	0	0	0	0	17,495
Percent	3.1%	15.7%	57.4%	22.9%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Eastbound			Eastbound		
50th Percentile (Median)	18.7	mph	Mean (Average) Speed	18.4	mph
85th Percentile	21.4	mph	10 mph Pace	13.6 - 23.6	mph
95th Percentile	23.0	mph	Percent in Pace	89.4	%
Westbound			Westbound		
50th Percentile (Median)	16.9	mph	Mean (Average) Speed	16.5	mph
85th Percentile	19.9	mph	10 mph Pace	11.9 - 21.9	mph
95th Percentile	21.6	mph	Percent in Pace	86.0	%

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Saturday, April 6, 2019
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:00 AM	0	8	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25
8:00 AM	0	10	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30
9:00 AM	3	16	55	10	0	0	0	0	0	0	0	0	0	0	0	0	0	84
10:00 AM	1	19	55	20	0	0	0	0	0	0	0	0	0	0	0	0	0	95
11:00 AM	4	23	59	33	1	0	0	0	0	0	0	0	0	0	0	0	0	120
12:00 PM	4	15	69	19	0	0	0	0	0	0	0	0	0	0	0	0	0	107
1:00 PM	4	22	66	16	0	0	0	0	0	0	0	0	0	0	0	0	0	108
2:00 PM	1	15	69	13	2	0	0	0	0	0	0	0	0	0	0	0	0	100
3:00 PM	5	28	47	16	0	0	0	0	0	0	0	0	0	0	0	0	0	96
4:00 PM	5	26	57	22	0	0	0	0	0	0	0	0	0	0	0	0	0	110
5:00 PM	0	15	66	17	0	0	0	0	0	0	0	0	0	0	0	0	0	98
6:00 PM	3	14	41	29	3	0	0	0	0	0	0	0	0	0	0	0	0	90
7:00 PM	0	17	51	11	1	0	0	0	0	0	0	0	0	0	0	0	0	80
8:00 PM	0	5	43	11	2	0	0	0	0	0	0	0	0	0	0	0	0	61
9:00 PM	0	3	27	11	1	0	0	0	0	0	0	0	0	0	0	0	0	42
10:00 PM	0	1	14	12	0	0	0	0	0	0	0	0	0	0	0	0	0	27
11:00 PM	1	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Total	31	239	769	263	11	0	0	0	0	0	0	0	0	0	0	0	0	1,313
Percent	2.4%	18.2%	58.6%	20.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	17.7 mph	Mean (Average) Speed	17.5 mph
85th Percentile	20.5 mph	10 mph Pace	12.5 - 22.5 mph
95th Percentile	22.4 mph	Percent in Pace	88.1 %

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Saturday, April 6, 2019
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	3	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	15
7:00 AM	1	2	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34
8:00 AM	2	9	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	44
9:00 AM	1	13	46	9	1	0	0	0	0	0	0	0	0	0	0	0	0	70
10:00 AM	2	27	46	6	0	0	0	0	0	0	0	0	0	0	0	0	0	81
11:00 AM	11	22	42	6	0	0	0	0	0	0	0	0	0	0	0	0	0	81
12:00 PM	4	26	45	4	0	0	0	0	0	0	0	0	0	0	0	0	0	79
1:00 PM	1	19	42	7	0	0	0	0	0	0	0	0	0	0	0	0	0	69
2:00 PM	6	18	42	6	0	0	0	0	0	0	0	0	0	0	0	0	0	72
3:00 PM	2	18	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	47
4:00 PM	1	10	37	3	0	0	0	0	0	0	0	0	0	0	0	0	0	51
5:00 PM	1	15	42	9	0	0	0	0	0	0	0	0	0	0	0	0	0	67
6:00 PM	0	18	30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	54
7:00 PM	1	7	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	38
8:00 PM	2	8	32	2	0	0	0	0	0	0	0	0	0	0	0	0	0	44
9:00 PM	0	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
10:00 PM	0	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	36	224	542	85	2	0	0	0	0	0	0	0	0	0	0	0	0	889
Percent	4.0%	25.2%	61.0%	9.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	16.7 mph	Mean (Average) Speed	16.3 mph
85th Percentile	19.3 mph	10 mph Pace	11.5 - 21.5 mph
95th Percentile	21.1 mph	Percent in Pace	89.2 %

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Sunday, April 7, 2019
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12
1:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	3	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
8:00 AM	0	1	13	10	0	0	0	0	0	0	0	0	0	0	0	0	0	24
9:00 AM	0	6	26	12	0	0	0	0	0	0	0	0	0	0	0	0	0	44
10:00 AM	4	6	45	29	0	0	0	0	0	0	0	0	0	0	0	0	0	84
11:00 AM	4	7	63	25	1	0	0	0	0	0	0	0	0	0	0	0	0	100
12:00 PM	7	12	48	25	1	0	0	0	0	0	0	0	0	0	0	0	0	93
1:00 PM	1	14	61	20	0	0	0	0	0	0	0	0	0	0	0	0	0	96
2:00 PM	8	25	64	37	1	0	0	0	0	0	0	0	0	0	0	0	0	135
3:00 PM	1	18	70	22	1	0	0	0	0	0	0	0	0	0	0	0	0	112
4:00 PM	4	11	63	18	0	0	0	0	0	0	0	0	0	0	0	0	0	96
5:00 PM	0	7	58	28	0	0	0	0	0	0	0	0	0	0	0	0	0	93
6:00 PM	1	3	51	22	1	0	0	0	0	0	0	0	0	0	0	0	0	78
7:00 PM	2	12	44	7	0	0	0	0	0	0	0	0	0	0	0	0	0	65
8:00 PM	2	3	29	15	3	0	0	0	0	0	0	0	0	0	0	0	0	52
9:00 PM	0	5	26	12	0	0	0	0	0	0	0	0	0	0	0	0	0	43
10:00 PM	0	1	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	15
11:00 PM	0	1	8	8	1	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	35	137	696	307	9	0	0	0	0	0	0	0	0	0	0	0	0	1,184
Percent	3.0%	11.6%	58.8%	25.9%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	18.3 mph	Mean (Average) Speed	18.0 mph
85th Percentile	21.0 mph	10 mph Pace	13.3 - 23.3 mph
95th Percentile	22.7 mph	Percent in Pace	89.9 %

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Sunday, April 7, 2019
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	2	4	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	26
8:00 AM	2	2	17	18	0	0	0	0	0	0	0	0	0	0	0	0	0	39
9:00 AM	1	15	33	13	0	0	0	0	0	0	0	0	0	0	0	0	0	62
10:00 AM	3	15	31	10	0	0	0	0	0	0	0	0	0	0	0	0	0	59
11:00 AM	3	11	42	12	1	0	0	0	0	0	0	0	0	0	0	0	0	69
12:00 PM	0	12	34	7	0	0	0	0	0	0	0	0	0	0	0	0	0	53
1:00 PM	3	10	49	10	0	0	0	0	0	0	0	0	0	0	0	0	0	72
2:00 PM	0	18	32	8	0	0	0	0	0	0	0	0	0	0	0	0	0	58
3:00 PM	5	12	32	9	0	0	0	0	0	0	0	0	0	0	0	0	0	58
4:00 PM	2	11	57	9	0	0	0	0	0	0	0	0	0	0	0	0	0	79
5:00 PM	2	13	47	10	0	0	0	0	0	0	0	0	0	0	0	0	0	72
6:00 PM	1	5	31	7	0	0	0	0	0	0	0	0	0	0	0	0	0	44
7:00 PM	0	4	26	7	0	0	0	0	0	0	0	0	0	0	0	0	0	37
8:00 PM	0	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
9:00 PM	0	3	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18
10:00 PM	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	24	142	481	130	1	0	0	0	0	0	0	0	0	0	0	0	0	778
Percent	3.1%	18.3%	61.8%	16.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	17.4 mph	Mean (Average) Speed	17.1 mph
85th Percentile	20.2 mph	10 mph Pace	12.2 - 22.2 mph
95th Percentile	21.8 mph	Percent in Pace	88.95 %

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Monday, April 8, 2019
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	1	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20
7:00 AM	0	10	50	20	0	0	0	0	0	0	0	0	0	0	0	0	0	80
8:00 AM	1	9	42	24	2	0	0	0	0	0	0	0	0	0	0	0	0	78
9:00 AM	3	6	41	30	2	0	0	0	0	0	0	0	0	0	0	0	0	82
10:00 AM	4	9	37	16	2	0	0	0	0	0	0	0	0	0	0	0	0	68
11:00 AM	4	9	37	13	0	0	0	0	0	0	0	0	0	0	0	0	0	63
12:00 PM	4	13	46	17	0	0	0	0	0	0	0	0	0	0	0	0	0	80
1:00 PM	3	16	39	21	0	0	0	0	0	0	0	0	0	0	0	0	0	79
2:00 PM	2	6	65	22	0	0	0	0	0	0	0	0	0	0	0	0	0	95
3:00 PM	0	20	73	30	0	0	0	0	0	0	0	0	0	0	0	0	0	123
4:00 PM	1	11	80	33	0	0	0	0	0	0	0	0	0	0	0	0	0	125
5:00 PM	1	16	125	46	3	0	0	0	0	0	0	0	0	0	0	0	0	191
6:00 PM	2	18	81	52	4	0	0	0	0	0	0	0	0	0	0	0	0	157
7:00 PM	0	7	58	16	0	0	0	0	0	0	0	0	0	0	0	0	0	81
8:00 PM	1	9	34	16	0	0	0	0	0	0	0	0	0	0	0	0	0	60
9:00 PM	1	1	18	23	1	0	0	0	0	0	0	0	0	0	0	0	0	44
10:00 PM	1	1	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18
11:00 PM	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	29	172	851	397	15	0	0	0	0	0	0	0	0	0	0	0	0	1,464
Percent	2.0%	11.7%	58.1%	27.1%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	18.5 mph	Mean (Average) Speed	18.2 mph
85th Percentile	21.1 mph	10 mph Pace	13.4 - 23.4 mph
95th Percentile	22.8 mph	Percent in Pace	89.8 %

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Monday, April 8, 2019
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
6:00 AM	0	1	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21
7:00 AM	5	23	57	13	0	0	0	0	0	0	0	0	0	0	0	0	0	98
8:00 AM	8	26	73	12	0	0	0	0	0	0	0	0	0	0	0	0	0	119
9:00 AM	2	31	52	12	1	0	0	0	0	0	0	0	0	0	0	0	0	98
10:00 AM	3	13	27	9	0	0	0	0	0	0	0	0	0	0	0	0	0	52
11:00 AM	6	20	33	5	0	0	0	0	0	0	0	0	0	0	0	0	0	64
12:00 PM	3	16	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42
1:00 PM	6	11	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	46
2:00 PM	17	27	30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	80
3:00 PM	7	18	48	2	0	0	0	0	0	0	0	0	0	0	0	0	0	75
4:00 PM	8	32	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	69
5:00 PM	3	11	44	5	0	0	0	0	0	0	0	0	0	0	0	0	0	63
6:00 PM	6	20	39	4	1	0	0	0	0	0	0	0	0	0	0	0	0	70
7:00 PM	0	3	18	11	0	0	0	0	0	0	0	0	0	0	0	0	0	32
8:00 PM	0	4	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	26
9:00 PM	0	2	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14
10:00 PM	0	1	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	74	261	550	107	2	0	0	0	0	0	0	0	0	0	0	0	0	994
Percent	7.4%	26.3%	55.3%	10.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	16.5 mph	Mean (Average) Speed	16 mph
85th Percentile	19.6 mph	10 mph Pace	11.3 - 21.3 mph
95th Percentile	21.3 mph	Percent in Pace	84.81 %

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Tuesday, April 9, 2019
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	4	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	20
7:00 AM	0	9	55	31	0	0	0	0	0	0	0	0	0	0	0	0	0	95
8:00 AM	1	8	47	36	0	0	0	0	0	0	0	0	0	0	0	0	0	92
9:00 AM	1	5	40	16	1	0	0	0	0	0	0	0	0	0	0	0	0	63
10:00 AM	2	11	43	13	2	0	0	0	0	0	0	0	0	0	0	0	0	71
11:00 AM	0	12	43	33	2	0	0	0	0	0	0	0	0	0	0	0	0	90
12:00 PM	3	4	52	35	0	0	0	0	0	0	0	0	0	0	0	0	0	94
1:00 PM	0	7	41	27	0	0	0	0	0	0	0	0	0	0	0	0	0	75
2:00 PM	3	5	57	42	1	0	0	0	0	0	0	0	0	0	0	0	0	108
3:00 PM	1	2	53	45	1	0	0	0	0	0	0	0	0	0	0	0	0	102
4:00 PM	3	9	75	46	0	0	0	0	0	0	0	0	0	0	0	0	0	133
5:00 PM	5	11	93	57	3	1	0	0	0	0	0	0	0	0	0	0	0	170
6:00 PM	0	10	81	58	4	0	0	0	0	0	0	0	0	0	0	0	0	153
7:00 PM	2	13	67	39	2	0	0	0	0	0	0	0	0	0	0	0	0	123
8:00 PM	0	7	51	15	0	0	0	0	0	0	0	0	0	0	0	0	0	73
9:00 PM	0	4	36	20	1	0	0	0	0	0	0	0	0	0	0	0	0	61
10:00 PM	0	2	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22
11:00 PM	0	1	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	13
Total	21	124	873	534	21	1	0	0	0	0	0	0	0	0	0	0	0	1,574
Percent	1.3%	7.9%	55.5%	33.9%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	19.0 mph	Mean (Average) Speed	18.8 mph
85th Percentile	21.6 mph	10 mph Pace	13.8 - 23.8 mph
95th Percentile	23.2 mph	Percent in Pace	91.3 %

Location: Sleeper Ave, E/O Grant Rd
 Date Range: 4/6/2019 to 4/12/2019
 Site Code: 02

Tuesday, April 9, 2019
 Westbound

Time	Speed Range (mph)																	Total Volume		
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	3	16	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	5	15	71	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	15	39	82	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	3	21	48	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	1	9	29	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	1	22	50	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	1	17	35	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	1	7	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	4	18	63	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	3	25	43	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	1	11	42	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	11	47	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	1	5	53	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	1	4	33	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	1	6	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	8	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	1	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	38	228	685	166	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,121
Percent	3.4%	20.3%	61.1%	14.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	17.1 mph	Mean (Average) Speed	16.9 mph
85th Percentile	20.0 mph	10 mph Pace	11.9 - 21.9 mph
95th Percentile	21.6 mph	Percent in Pace	88.58 %

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Wednesday, April 10, 2019
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	1	4	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	20
7:00 AM	3	14	51	18	0	0	0	0	0	0	0	0	0	0	0	0	0	86
8:00 AM	1	10	70	42	5	0	0	0	0	0	0	0	0	0	0	0	0	128
9:00 AM	2	12	29	15	0	0	0	0	0	0	0	0	0	0	0	0	0	58
10:00 AM	0	6	28	18	1	0	0	0	0	0	0	0	0	0	0	0	0	53
11:00 AM	3	4	53	27	1	0	0	0	0	0	0	0	0	0	0	0	0	88
12:00 PM	1	7	53	32	3	0	0	0	0	0	0	0	0	0	0	0	0	96
1:00 PM	2	7	47	23	2	1	0	0	0	0	0	0	0	0	0	0	0	82
2:00 PM	0	8	44	37	1	0	0	0	0	0	0	0	0	0	0	0	0	90
3:00 PM	0	11	73	47	3	0	0	0	0	0	0	0	0	0	0	0	0	134
4:00 PM	2	4	73	49	2	0	0	0	0	0	0	0	0	0	0	0	0	130
5:00 PM	1	15	95	81	2	0	0	0	0	0	0	0	0	0	0	0	0	194
6:00 PM	0	8	86	49	1	0	0	0	0	0	0	0	0	0	0	0	0	144
7:00 PM	0	8	63	35	2	0	0	0	0	0	0	0	0	0	0	0	0	108
8:00 PM	1	6	53	23	0	0	0	0	0	0	0	0	0	0	0	0	0	83
9:00 PM	0	3	23	20	0	0	0	0	0	0	0	0	0	0	0	0	0	46
10:00 PM	0	3	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	30
11:00 PM	0	0	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	17
Total	18	135	887	536	26	1	0	0	0	0	0	0	0	0	0	0	0	1,603
Percent	1.1%	8.4%	55.3%	33.4%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	19.0 mph	Mean (Average) Speed	18.8 mph
85th Percentile	21.7 mph	10 mph Pace	13.5 - 23.5 mph
95th Percentile	23.5 mph	Percent in Pace	90.1 %

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Wednesday, April 10, 2019
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
6:00 AM	1	7	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32
7:00 AM	1	19	66	12	1	0	0	0	0	0	0	0	0	0	0	0	0	99
8:00 AM	7	35	63	22	0	0	0	0	0	0	0	0	0	0	0	0	0	127
9:00 AM	1	21	49	16	1	0	0	0	0	0	0	0	0	0	0	0	0	88
10:00 AM	7	6	41	8	0	0	0	0	0	0	0	0	0	0	0	0	0	62
11:00 AM	0	15	36	9	0	0	0	0	0	0	0	0	0	0	0	0	0	60
12:00 PM	2	10	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	41
1:00 PM	3	12	41	10	0	0	0	0	0	0	0	0	0	0	0	0	0	66
2:00 PM	15	28	33	10	1	0	0	0	0	0	0	0	0	0	0	0	0	87
3:00 PM	1	12	40	9	0	0	0	0	0	0	0	0	0	0	0	0	0	62
4:00 PM	5	16	52	9	1	0	0	0	0	0	0	0	0	0	0	0	0	83
5:00 PM	1	10	35	11	0	0	0	0	0	0	0	0	0	0	0	0	0	57
6:00 PM	2	10	47	10	0	0	0	0	0	0	0	0	0	0	0	0	0	69
7:00 PM	0	4	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33
8:00 PM	1	4	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	28
9:00 PM	1	1	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21
10:00 PM	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	48	215	612	158	4	0	0	0	0	0	0	0	0	0	0	0	0	1,037
Percent	4.6%	20.7%	59.0%	15.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	17.1 mph	Mean (Average) Speed	16.8 mph
85th Percentile	20.1 mph	10 mph Pace	12.1 - 22.1 mph
95th Percentile	21.9 mph	Percent in Pace	86.02 %

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Thursday, April 11, 2019
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	2	5	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	23
7:00 AM	0	17	61	30	0	0	0	0	0	0	0	0	0	0	0	0	0	108
8:00 AM	3	9	57	31	0	0	0	0	0	0	0	0	0	0	0	0	0	100
9:00 AM	0	13	27	17	1	0	0	0	0	0	0	0	0	0	0	0	0	58
10:00 AM	2	12	41	15	1	0	0	0	0	0	0	0	0	0	0	0	0	71
11:00 AM	4	14	56	20	0	1	0	0	0	0	0	0	0	0	0	0	0	95
12:00 PM	1	11	70	22	1	0	0	0	0	0	0	0	0	0	0	0	0	105
1:00 PM	6	14	42	22	1	0	0	0	0	0	0	0	0	0	0	0	0	85
2:00 PM	0	9	69	22	1	0	0	0	0	0	0	0	0	0	0	0	0	101
3:00 PM	1	9	64	33	1	0	0	0	0	0	0	0	0	0	0	0	0	108
4:00 PM	3	10	92	45	3	0	0	0	0	0	0	0	0	0	0	0	0	153
5:00 PM	3	9	122	66	4	0	0	0	0	0	0	0	0	0	0	0	0	204
6:00 PM	0	11	88	83	3	0	0	0	0	0	0	0	0	0	0	0	0	185
7:00 PM	0	16	62	28	2	0	0	0	0	0	0	0	0	0	0	0	0	108
8:00 PM	0	2	40	26	0	0	0	0	0	0	0	0	0	0	0	0	0	68
9:00 PM	1	2	26	13	0	0	0	0	0	0	0	0	0	0	0	0	0	42
10:00 PM	0	0	21	13	0	0	0	0	0	0	0	0	0	0	0	0	0	34
11:00 PM	0	1	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Total	26	164	957	502	21	1	0	0	0	0	0	0	0	0	0	0	0	1,671
Percent	1.6%	9.8%	57.3%	30.0%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	18.7 mph	Mean (Average) Speed	18.4 mph
85th Percentile	21.4 mph	10 mph Pace	13.6 - 23.6 mph
95th Percentile	23.0 mph	Percent in Pace	90.0 %

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Thursday, April 11, 2019
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	1	17	9	0	0	0	0	0	0	0	0	0	0	0	0	0	27
7:00 AM	7	26	65	13	0	0	0	0	0	0	0	0	0	0	0	0	0	111
8:00 AM	24	35	56	12	0	0	0	0	0	0	0	0	0	0	0	0	0	127
9:00 AM	4	19	45	13	0	0	0	0	0	0	0	0	0	0	0	0	0	81
10:00 AM	9	30	38	10	0	0	0	0	0	0	0	0	0	0	0	0	0	87
11:00 AM	2	19	39	10	0	0	0	0	0	0	0	0	0	0	0	0	0	70
12:00 PM	8	24	33	8	0	0	0	0	0	0	0	0	0	0	0	0	0	73
1:00 PM	2	20	31	7	1	0	0	0	0	0	0	0	0	0	0	0	0	61
2:00 PM	4	23	54	7	1	0	0	0	0	0	0	0	0	0	0	0	0	89
3:00 PM	10	23	32	8	0	0	0	0	0	0	0	0	0	0	0	0	0	73
4:00 PM	1	15	36	10	0	0	0	0	0	0	0	0	0	0	0	0	0	62
5:00 PM	5	16	44	8	0	0	0	0	0	0	0	0	0	0	0	0	0	73
6:00 PM	1	12	34	7	0	0	0	3	0	0	0	0	0	0	0	0	0	57
7:00 PM	3	17	34	12	1	0	0	0	0	0	0	0	0	0	0	0	0	67
8:00 PM	3	7	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29
9:00 PM	0	4	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17
10:00 PM	0	2	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	83	297	597	147	3	0	0	3	0	0	0	0	0	0	0	0	0	1,130
Percent	7.3%	26.3%	52.8%	13.0%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	16.4 mph	Mean (Average) Speed	16.1 mph
85th Percentile	19.8 mph	10 mph Pace	11.7 - 21.7 mph
95th Percentile	21.6 mph	Percent in Pace	83.72 %

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Friday, April 12, 2019
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	6	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	17
7:00 AM	0	19	45	28	0	0	0	0	0	0	0	0	0	0	0	0	0	92
8:00 AM	5	16	55	31	1	0	0	0	0	0	0	0	0	0	0	0	0	108
9:00 AM	0	15	36	16	0	0	0	0	0	0	0	0	0	0	0	0	0	67
10:00 AM	0	11	45	15	2	0	0	0	0	0	0	0	0	0	0	0	0	73
11:00 AM	1	5	56	19	1	0	0	0	0	0	0	0	0	0	0	0	0	82
12:00 PM	1	8	47	38	3	0	0	0	0	0	0	0	0	0	0	0	0	97
1:00 PM	2	6	50	25	1	0	0	0	0	0	0	0	0	0	0	0	0	84
2:00 PM	1	4	53	58	2	0	0	0	0	0	0	0	0	0	0	0	0	118
3:00 PM	1	11	75	47	4	1	0	0	0	0	0	0	0	0	0	0	0	139
4:00 PM	1	9	77	54	1	0	0	0	0	0	0	0	0	0	0	0	0	142
5:00 PM	3	15	112	55	0	0	0	0	0	0	0	0	0	0	0	0	0	185
6:00 PM	3	14	65	43	0	0	0	0	0	0	0	0	0	0	0	0	0	125
7:00 PM	0	10	53	28	1	0	0	0	0	0	0	0	0	0	0	0	0	92
8:00 PM	1	3	42	12	3	0	0	0	0	0	0	0	0	0	0	0	0	61
9:00 PM	0	4	28	10	1	0	0	0	0	0	0	0	0	0	0	0	0	43
10:00 PM	0	0	26	10	1	0	0	0	0	0	0	0	0	0	0	0	0	37
11:00 PM	0	1	13	6	5	0	0	0	0	0	0	0	0	0	0	0	0	25
Total	19	161	891	504	27	1	0	0	0	0	0	0	0	0	0	0	0	1,603
Percent	1.2%	10.0%	55.6%	31.4%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	18.8 mph	Mean (Average) Speed	18.7 mph
85th Percentile	21.7 mph	10 mph Pace	14.1 - 24.1 mph
95th Percentile	23.5 mph	Percent in Pace	89.5 %

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

Friday, April 12, 2019
Westbound

Time	Speed Range (mph)																	Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	6	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	14	22	54	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	5	26	60	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	5	28	46	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	2	13	60	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	9	26	47	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	3	14	38	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	4	7	26	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	10	25	47	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	4	23	52	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	1	10	32	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	2	13	46	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	1	11	42	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	1	10	41	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	3	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	2	3	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	63	243	656	169	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1,134
Percent	5.6%	21.4%	57.8%	14.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	17.0 mph	Mean (Average) Speed	16.6 mph
85th Percentile	20.0 mph	10 mph Pace	12.1 - 22.1 mph
95th Percentile	21.7 mph	Percent in Pace	85.45 %

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

**Total Study Average
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	1	4	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	16
7:00 AM	0	11	41	19	0	0	0	0	0	0	0	0	0	0	0	0	0	71
8:00 AM	2	9	43	26	1	0	0	0	0	0	0	0	0	0	0	0	0	81
9:00 AM	1	10	36	17	1	0	0	0	0	0	0	0	0	0	0	0	0	65
10:00 AM	2	11	42	18	1	0	0	0	0	0	0	0	0	0	0	0	0	74
11:00 AM	3	11	52	24	1	0	0	0	0	0	0	0	0	0	0	0	0	91
12:00 PM	3	10	55	27	1	0	0	0	0	0	0	0	0	0	0	0	0	96
1:00 PM	3	12	49	22	1	0	0	0	0	0	0	0	0	0	0	0	0	87
2:00 PM	2	10	60	33	1	0	0	0	0	0	0	0	0	0	0	0	0	106
3:00 PM	1	14	65	34	1	0	0	0	0	0	0	0	0	0	0	0	0	115
4:00 PM	3	11	74	38	1	0	0	0	0	0	0	0	0	0	0	0	0	127
5:00 PM	2	13	96	50	2	0	0	0	0	0	0	0	0	0	0	0	0	163
6:00 PM	1	11	70	48	2	0	0	0	0	0	0	0	0	0	0	0	0	132
7:00 PM	1	12	57	23	1	0	0	0	0	0	0	0	0	0	0	0	0	94
8:00 PM	1	5	42	17	1	0	0	0	0	0	0	0	0	0	0	0	0	66
9:00 PM	0	3	26	16	1	0	0	0	0	0	0	0	0	0	0	0	0	46
10:00 PM	0	1	16	8	0	0	0	0	0	0	0	0	0	0	0	0	0	25
11:00 PM	0	1	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	16
Total	26	160	846	436	18	0	0	0	0	0	0	0	0	0	0	0	0	1,486
Percent	1.7%	10.8%	56.9%	29.3%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	18.7 mph	Mean (Average) Speed	18.4 mph
85th Percentile	21.4 mph	10 mph Pace	13.6 - 23.6 mph
95th Percentile	23.0 mph	Percent in Pace	89.4 %

Location: Sleeper Ave, E/O Grant Rd
Date Range: 4/6/2019 to 4/12/2019
Site Code: 02

**Total Study Average
 Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	3	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22
7:00 AM	5	16	51	12	0	0	0	0	0	0	0	0	0	0	0	0	0	84
8:00 AM	9	25	55	13	0	0	0	0	0	0	0	0	0	0	0	0	0	102
9:00 AM	2	21	46	13	1	0	0	0	0	0	0	0	0	0	0	0	0	83
10:00 AM	4	16	39	10	0	0	0	0	0	0	0	0	0	0	0	0	0	69
11:00 AM	5	19	41	9	0	0	0	0	0	0	0	0	0	0	0	0	0	74
12:00 PM	3	17	33	5	0	0	0	0	0	0	0	0	0	0	0	0	0	58
1:00 PM	3	12	34	7	0	0	0	0	0	0	0	0	0	0	0	0	0	56
2:00 PM	8	22	43	10	0	0	0	0	0	0	0	0	0	0	0	0	0	83
3:00 PM	5	19	39	7	0	0	0	0	0	0	0	0	0	0	0	0	0	70
4:00 PM	3	15	40	9	0	0	0	0	0	0	0	0	0	0	0	0	0	67
5:00 PM	2	13	44	9	0	0	0	0	0	0	0	0	0	0	0	0	0	68
6:00 PM	2	12	39	9	0	0	0	0	0	0	0	0	0	0	0	0	0	62
7:00 PM	1	7	28	9	0	0	0	0	0	0	0	0	0	0	0	0	0	45
8:00 PM	1	5	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27
9:00 PM	0	4	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19
10:00 PM	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	53	230	589	140	1	0	0	0	0	0	0	0	0	0	0	0	0	1,013
Percent	5.2%	22.7%	58.1%	13.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	16.9 mph	Mean (Average) Speed	16.5 mph
85th Percentile	19.9 mph	10 mph Pace	11.9 - 21.9 mph
95th Percentile	21.6 mph	Percent in Pace	86.0 %

Location: Sleeper Ave, E/O Grant Rd
 Date Range: 4/6/2019 - 4/12/2019
 Site Code: 02

Time	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Mid-Week Average				
	4/6/2019			4/7/2019			4/8/2019			4/9/2019			4/10/2019			4/11/2019			4/12/2019							
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB
12:00 AM	9	3	12	12	2	14	2	1	3	6	0	6	2	1	3	2	2	4	2	0	2	3	1	4		
1:00 AM	3	2	5	2	1	3	3	1	4	1	1	2	6	1	7	1	0	1	4	0	4	3	1	3		
2:00 AM	2	0	2	2	0	2	2	1	3	3	1	4	3	2	5	2	0	2	1	1	2	3	1	4		
3:00 AM	3	1	4	1	1	2	0	2	2	3	0	3	3	1	4	2	1	3	4	0	4	3	1	3		
4:00 AM	0	0	0	2	1	3	1	1	2	1	1	2	1	0	1	2	1	3	3	1	4	1	1	2		
5:00 AM	4	4	8	1	3	4	4	8	12	2	11	13	1	9	10	1	6	7	2	3	5	1	9	10		
6:00 AM	5	15	20	3	3	6	20	21	41	20	27	47	20	32	52	23	27	50	17	26	43	21	29	50		
7:00 AM	25	34	59	13	26	39	80	98	178	95	113	208	86	99	185	108	111	219	92	102	194	96	108	204		
8:00 AM	30	44	74	24	39	63	78	119	197	92	144	236	128	127	255	100	127	227	108	106	214	107	133	239		
9:00 AM	84	70	154	44	62	106	82	98	180	63	89	152	58	88	146	58	81	139	67	94	161	60	86	146		
10:00 AM	95	81	176	84	59	143	68	52	120	71	51	122	53	62	115	71	87	158	73	90	163	65	67	132		
11:00 AM	120	81	201	100	69	169	63	64	127	90	85	175	88	60	148	95	70	165	82	90	172	91	72	163		
12:00 PM	107	79	186	93	53	146	80	42	122	94	62	156	96	41	137	105	73	178	97	57	154	98	59	157		
1:00 PM	108	69	177	96	72	168	79	46	125	75	37	112	82	66	148	85	61	146	84	47	131	81	55	135		
2:00 PM	100	72	172	135	58	193	95	80	175	108	100	208	90	87	177	101	89	190	118	100	218	100	92	192		
3:00 PM	96	47	143	112	58	170	123	75	198	102	77	179	134	62	196	108	73	181	139	90	229	115	71	185		
4:00 PM	110	51	161	96	79	175	125	69	194	133	63	196	130	83	213	153	62	215	142	60	202	139	69	208		
5:00 PM	98	67	165	93	72	165	191	63	254	170	68	238	194	57	251	204	73	277	185	69	254	189	66	255		
6:00 PM	90	54	144	78	44	122	157	70	227	153	74	227	144	69	213	185	57	242	125	67	192	161	67	227		
7:00 PM	80	38	118	65	37	102	81	32	113	123	46	169	108	33	141	108	67	175	92	65	157	113	49	162		
8:00 PM	61	44	105	52	9	61	60	26	86	73	25	98	83	28	111	68	29	97	61	26	87	75	27	102		
9:00 PM	42	14	56	43	18	61	44	14	58	61	27	88	46	21	67	42	17	59	43	19	62	50	22	71		
10:00 PM	27	11	38	15	8	23	18	11	29	22	10	32	30	5	35	34	13	47	37	14	51	29	9	38		
11:00 PM	14	8	22	18	4	22	8	0	8	13	9	22	17	3	20	13	3	16	25	7	32	14	5	19		
Total	1,313	889	2,202	1,184	778	1,962	1,464	994	2,458	1,574	1,121	2,695	1,603	1,037	2,640	1,671	1,130	2,801	1,603	1,134	2,737	1,616	1,096	2,712		
Percent	60%	40%	-	60%	40%	-	60%	40%	-	58%	42%	-	61%	39%	-	60%	40%	-	59%	41%	-	60%	40%	-		
AM Peak	11:00	10:00	11:00	11:00	11:00	11:00	09:00	08:00	08:00	07:00	08:00	08:00	08:00	08:00	08:00	07:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00		
Vol.	120	81	201	100	69	169	82	119	197	95	144	236	128	127	255	108	127	227	108	106	214	107	133	239		
PM Peak	16:00	12:00	12:00	14:00	16:00	14:00	17:00	14:00	17:00	17:00	14:00	17:00	17:00	14:00	17:00	17:00	14:00	17:00	17:00	14:00	17:00	17:00	14:00	17:00		
Vol.	110	79	186	135	79	193	191	80	254	170	100	238	194	87	251	204	89	277	185	100	254	189	92	255		

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

Vehicle Classification Report Summary

Location: Grant Rd, S/O Sleeper Ave
Count Direction: Northbound / Southbound
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	395	60,731	10,182	13	1,899	178	0	41	39	96	5	0	33	73,612
Percent	0.5%	82.5%	13.8%	0.0%	2.6%	0.2%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	100%
Southbound	169	62,063	7,583	23	1,305	491	0	20	64	123	1	1	72	71,915
Percent	0.2%	86.3%	10.5%	0.0%	1.8%	0.7%	0.0%	0.0%	0.1%	0.2%	0.0%	0.0%	0.1%	100%
Total	564	122,794	17,765	36	3,204	669	0	61	103	219	6	1	105	145,527
Percent	0.4%	84.4%	12.2%	0.0%	2.2%	0.5%	0.0%	0.0%	0.1%	0.2%	0.0%	0.0%	0.1%	100%

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

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Saturday, April 6, 2019
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	69	10	0	3	0	0	0	0	0	0	0	0	83
1:00 AM	1	26	2	0	0	0	0	0	0	0	0	0	0	29
2:00 AM	0	15	3	0	1	0	0	0	0	0	0	0	0	19
3:00 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
4:00 AM	0	11	3	0	1	0	0	0	0	0	0	0	0	15
5:00 AM	1	28	4	0	3	0	0	0	0	0	0	0	0	36
6:00 AM	0	76	16	0	3	0	0	0	0	0	0	0	0	95
7:00 AM	1	213	29	0	6	0	0	0	0	0	0	0	0	249
8:00 AM	1	320	53	0	4	1	0	0	0	1	0	0	0	380
9:00 AM	3	403	68	0	10	2	0	0	0	0	0	0	0	486
10:00 AM	2	477	81	0	15	0	0	0	1	1	0	0	0	577
11:00 AM	4	538	95	0	14	0	0	1	0	1	0	0	0	653
12:00 PM	5	575	95	0	9	0	0	0	0	2	0	0	0	686
1:00 PM	6	456	85	0	16	2	0	0	0	1	0	0	0	566
2:00 PM	5	407	68	0	25	2	0	1	0	1	0	0	0	509
3:00 PM	5	441	66	0	11	2	0	1	0	0	0	0	0	526
4:00 PM	4	399	74	0	9	1	0	0	0	0	0	0	0	487
5:00 PM	6	401	59	0	8	1	0	0	0	0	0	0	0	475
6:00 PM	1	377	44	0	2	1	0	0	0	1	0	0	0	426
7:00 PM	5	351	38	1	2	1	0	0	0	0	0	0	0	398
8:00 PM	0	224	35	0	3	1	0	1	0	0	0	0	0	264
9:00 PM	0	182	19	0	2	1	0	0	0	0	0	0	0	204
10:00 PM	2	124	13	0	2	0	0	0	0	0	0	0	0	141
11:00 PM	2	140	15	0	1	0	0	0	0	0	0	0	0	158
Total	55	6,264	976	1	151	15	0	4	1	8	0	0	0	7,475
Percent	0.7%	83.8%	13.1%	0.0%	2.0%	0.2%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Saturday, April 6, 2019
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	36	5	0	0	0	0	0	0	0	0	0	0	41
1:00 AM	0	16	1	0	1	0	0	0	0	0	0	0	0	18
2:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
3:00 AM	0	15	3	0	2	0	0	0	0	0	0	0	0	20
4:00 AM	0	20	4	0	2	0	0	0	0	0	0	0	0	26
5:00 AM	1	93	14	0	2	0	0	0	0	0	0	0	0	110
6:00 AM	0	187	19	0	1	0	0	0	0	0	0	0	0	207
7:00 AM	0	262	28	0	6	0	0	0	0	0	0	0	0	296
8:00 AM	0	307	53	0	8	1	0	0	0	0	0	0	0	369
9:00 AM	0	400	65	0	9	4	0	0	0	0	0	0	0	478
10:00 AM	1	422	63	0	7	2	0	0	1	1	0	0	0	497
11:00 AM	2	502	77	0	12	1	0	1	0	0	0	0	0	595
12:00 PM	1	447	59	0	4	2	0	0	0	0	0	0	0	513
1:00 PM	1	406	49	0	10	0	0	0	1	0	0	0	0	467
2:00 PM	1	416	63	0	8	2	0	0	0	0	0	0	0	490
3:00 PM	1	379	48	0	7	0	0	1	0	0	0	0	1	437
4:00 PM	2	358	52	0	3	1	0	0	0	1	0	0	0	417
5:00 PM	1	363	41	1	7	0	0	0	0	0	0	0	0	413
6:00 PM	0	361	25	0	3	0	0	0	0	0	0	0	0	389
7:00 PM	2	249	18	0	2	0	0	0	0	0	0	0	0	271
8:00 PM	1	216	19	0	0	0	0	1	0	0	0	0	0	237
9:00 PM	0	172	23	0	0	0	0	0	0	0	0	0	0	195
10:00 PM	0	166	11	0	1	0	0	0	0	1	0	0	0	179
11:00 PM	0	78	8	0	1	0	0	0	0	0	0	0	0	87
Total	14	5,881	748	1	96	13	0	3	2	3	0	0	1	6,762
Percent	0.2%	87.0%	11.1%	0.0%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Sunday, April 7, 2019
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	65	10	0	2	0	0	0	0	0	0	0	0	78
1:00 AM	0	28	4	0	1	0	0	0	0	0	0	0	0	33
2:00 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
3:00 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
4:00 AM	0	13	1	0	1	0	0	0	0	0	0	0	0	15
5:00 AM	1	18	1	0	4	0	0	0	0	0	0	0	0	24
6:00 AM	1	61	12	0	0	0	0	0	0	0	0	0	0	74
7:00 AM	1	162	22	0	3	0	0	0	0	1	0	0	0	189
8:00 AM	1	262	32	0	5	0	0	0	0	0	0	0	0	300
9:00 AM	0	353	48	0	4	2	0	1	0	0	0	0	0	408
10:00 AM	3	426	53	0	4	0	0	0	0	0	0	0	1	487
11:00 AM	4	456	66	0	6	0	0	0	1	0	0	0	0	533
12:00 PM	6	424	61	0	6	0	0	0	0	0	0	0	0	497
1:00 PM	6	399	46	0	5	2	0	0	0	1	0	0	0	459
2:00 PM	2	447	52	0	6	2	0	0	0	0	0	0	0	509
3:00 PM	7	511	55	0	9	1	0	0	0	0	0	0	0	583
4:00 PM	10	418	54	0	6	0	0	0	0	0	0	0	0	488
5:00 PM	1	366	52	0	4	0	0	0	0	0	0	0	0	423
6:00 PM	1	340	53	0	4	1	0	0	0	0	0	0	0	399
7:00 PM	4	308	27	0	4	0	0	0	0	0	0	0	0	343
8:00 PM	0	186	19	0	2	0	0	0	0	0	0	0	0	207
9:00 PM	1	155	8	0	1	0	0	0	0	0	0	0	0	165
10:00 PM	0	99	9	0	0	0	0	0	0	0	0	0	0	108
11:00 PM	0	106	9	0	0	0	0	0	0	0	0	0	0	115
Total	50	5,636	698	0	77	8	0	1	1	2	0	0	1	6,474
Percent	0.8%	87.1%	10.8%	0.0%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Sunday, April 7, 2019
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	54	4	0	3	0	0	0	0	0	0	0	0	61
1:00 AM	0	18	6	0	0	0	0	0	0	0	0	0	0	24
2:00 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
3:00 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
4:00 AM	0	11	0	0	2	0	0	0	0	0	0	0	0	13
5:00 AM	0	43	2	0	0	0	0	0	0	0	0	0	0	45
6:00 AM	0	151	15	0	1	1	0	0	0	0	0	0	0	168
7:00 AM	1	160	20	0	2	0	0	0	0	0	0	0	0	183
8:00 AM	0	232	20	0	5	1	0	0	0	0	0	0	0	258
9:00 AM	0	306	31	0	1	0	0	0	0	1	0	0	0	339
10:00 AM	0	377	25	0	6	0	0	0	1	1	0	0	0	410
11:00 AM	1	392	28	0	4	1	0	0	0	0	0	0	1	427
12:00 PM	0	384	37	0	2	0	0	0	0	0	0	0	1	424
1:00 PM	0	362	45	0	4	0	0	0	0	0	0	0	0	411
2:00 PM	0	421	46	0	6	0	0	0	0	0	0	0	0	473
3:00 PM	0	399	44	0	5	2	0	0	1	0	0	0	0	451
4:00 PM	2	415	34	0	5	0	0	0	0	0	0	0	0	456
5:00 PM	3	375	38	0	4	1	0	0	0	0	0	0	0	421
6:00 PM	0	314	27	0	2	0	0	0	0	1	0	1	0	345
7:00 PM	1	256	24	0	0	1	0	0	0	0	0	0	0	282
8:00 PM	0	208	24	0	1	0	0	0	0	0	0	0	0	233
9:00 PM	0	124	12	0	2	0	0	0	0	0	0	0	0	138
10:00 PM	0	152	1	0	0	0	0	0	0	0	0	0	0	153
11:00 PM	0	51	5	0	2	0	0	0	0	0	0	0	0	58
Total	8	5,239	489	0	57	7	0	0	2	3	0	1	2	5,808
Percent	0.1%	90.2%	8.4%	0.0%	1.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Monday, April 8, 2019
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	44	3	0	2	0	0	0	0	0	0	0	0	49
1:00 AM	0	22	4	0	2	0	0	0	0	0	0	0	0	28
2:00 AM	0	17	3	0	0	0	0	0	0	0	0	0	0	20
3:00 AM	0	10	2	0	1	0	0	0	0	0	0	0	0	13
4:00 AM	0	27	5	0	4	1	0	0	0	0	0	0	0	37
5:00 AM	2	50	6	0	3	1	0	0	0	0	0	0	0	62
6:00 AM	2	193	32	0	16	1	0	0	1	0	0	0	0	245
7:00 AM	7	647	115	0	18	0	0	1	0	1	0	0	0	789
8:00 AM	5	848	120	0	24	6	0	0	0	2	0	0	0	1,005
9:00 AM	5	722	127	0	23	1	0	0	1	2	0	0	0	881
10:00 AM	3	564	102	0	27	2	0	1	0	2	0	0	0	701
11:00 AM	0	629	115	0	37	1	0	2	2	2	0	0	0	788
12:00 PM	3	590	111	1	26	4	0	2	1	0	0	0	3	741
1:00 PM	1	520	123	0	22	3	0	0	0	2	0	0	1	672
2:00 PM	1	663	139	0	35	1	0	1	3	5	0	0	0	848
3:00 PM	5	762	153	0	21	2	0	0	0	3	0	0	1	947
4:00 PM	5	712	115	0	20	0	0	1	0	0	0	0	1	854
5:00 PM	7	692	123	0	14	1	0	0	0	1	0	0	1	839
6:00 PM	3	533	75	0	11	0	0	0	1	0	0	0	0	623
7:00 PM	3	405	59	0	8	0	0	1	0	0	0	0	1	477
8:00 PM	1	329	49	0	9	0	0	0	0	0	0	0	0	388
9:00 PM	0	221	21	0	4	0	0	0	0	0	0	0	0	246
10:00 PM	0	128	21	0	2	0	0	1	0	0	0	0	0	152
11:00 PM	0	136	25	0	4	0	0	0	0	0	0	0	0	165
Total	53	9,464	1,648	1	333	24	0	10	9	20	0	0	8	11,570
Percent	0.5%	81.8%	14.2%	0.0%	2.9%	0.2%	0.0%	0.1%	0.1%	0.2%	0.0%	0.0%	0.1%	

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Monday, April 8, 2019
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	35	1	0	1	0	0	0	0	0	0	0	0	37
1:00 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
2:00 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
3:00 AM	0	17	6	0	0	0	0	0	0	0	0	0	0	23
4:00 AM	1	75	15	0	1	0	0	0	0	0	0	0	0	92
5:00 AM	0	246	54	0	5	1	0	0	0	0	0	0	0	306
6:00 AM	1	387	43	1	18	12	0	0	0	1	0	0	2	465
7:00 AM	3	826	104	0	21	13	0	0	2	2	1	0	1	973
8:00 AM	2	770	90	0	21	8	0	0	2	4	0	0	2	899
9:00 AM	3	507	67	1	24	2	0	0	1	1	0	0	1	607
10:00 AM	4	517	72	0	18	8	0	0	0	1	0	0	0	620
11:00 AM	0	515	81	0	27	3	0	2	0	2	0	0	0	630
12:00 PM	2	586	73	0	18	4	0	0	4	0	0	0	0	687
1:00 PM	1	570	66	0	23	4	0	0	0	2	0	0	0	666
2:00 PM	2	721	81	0	18	7	0	1	0	1	0	0	0	831
3:00 PM	2	667	106	0	22	5	0	0	0	1	0	0	0	803
4:00 PM	1	778	101	0	12	7	0	0	0	0	0	0	0	899
5:00 PM	3	887	112	0	6	4	0	0	1	1	0	0	0	1,014
6:00 PM	1	812	85	0	6	6	0	0	1	1	0	0	0	912
7:00 PM	1	442	42	0	6	3	0	0	0	0	0	0	0	494
8:00 PM	0	256	20	0	5	1	0	0	0	0	0	0	0	282
9:00 PM	0	179	22	0	1	0	0	0	0	0	0	0	0	202
10:00 PM	0	142	13	0	3	0	0	0	0	0	0	0	0	158
11:00 PM	0	57	9	0	2	0	0	0	0	0	0	0	0	68
Total	27	10,014	1,268	2	258	88	0	3	11	17	1	0	6	11,695
Percent	0.2%	85.6%	10.8%	0.0%	2.2%	0.8%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Tuesday, April 9, 2019
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	53	7	0	1	0	0	0	0	0	0	0	0	61
1:00 AM	0	20	2	0	1	0	0	0	0	0	0	0	0	23
2:00 AM	0	15	3	0	3	0	0	0	0	0	0	0	0	21
3:00 AM	0	17	3	0	2	0	0	0	0	0	0	0	0	22
4:00 AM	1	13	6	0	2	0	0	0	0	0	0	0	0	22
5:00 AM	0	59	8	0	5	0	0	0	0	0	0	0	0	72
6:00 AM	4	208	24	0	9	1	0	0	0	0	0	0	0	246
7:00 AM	7	657	114	0	11	1	0	0	0	0	0	0	0	790
8:00 AM	2	846	144	0	21	4	0	2	0	0	0	0	0	1,019
9:00 AM	7	734	129	0	19	6	0	1	1	0	0	0	0	897
10:00 AM	3	568	104	0	32	2	0	0	0	1	0	0	0	710
11:00 AM	2	598	122	0	30	1	0	1	0	1	0	0	1	756
12:00 PM	0	651	127	0	27	2	0	1	0	2	0	0	0	810
1:00 PM	3	589	105	0	22	3	0	1	0	0	1	0	1	725
2:00 PM	4	671	137	0	39	1	0	1	0	3	0	0	0	856
3:00 PM	7	824	153	1	15	2	0	0	2	1	0	0	3	1,008
4:00 PM	3	719	140	0	21	1	0	1	0	3	0	0	0	888
5:00 PM	9	718	125	0	24	2	0	1	0	1	0	0	0	880
6:00 PM	4	610	77	0	11	1	0	0	0	1	0	0	0	704
7:00 PM	3	431	51	0	8	0	0	0	0	0	0	0	0	493
8:00 PM	2	313	39	0	5	0	0	0	0	0	0	0	0	359
9:00 PM	0	229	31	0	0	0	0	0	0	1	0	0	0	261
10:00 PM	1	144	25	0	2	0	0	0	0	0	0	0	0	172
11:00 PM	0	148	14	0	0	0	0	0	0	0	0	0	0	162
Total	62	9,835	1,690	1	310	27	0	9	3	14	1	0	5	11,957
Percent	0.5%	82.3%	14.1%	0.0%	2.6%	0.2%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Tuesday, April 9, 2019
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	24	3	0	0	0	0	0	0	0	0	0	0	27
1:00 AM	0	12	3	0	2	0	0	0	0	0	0	0	0	17
2:00 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	11
3:00 AM	0	24	5	0	1	0	0	0	0	0	0	0	0	30
4:00 AM	1	76	10	0	1	0	0	0	0	0	0	0	0	88
5:00 AM	0	264	48	0	9	1	0	0	0	1	0	0	0	323
6:00 AM	5	443	59	0	15	11	0	0	0	4	0	0	4	541
7:00 AM	0	707	102	0	20	6	0	0	3	2	0	0	2	842
8:00 AM	3	901	82	1	15	5	0	0	0	5	0	0	1	1,013
9:00 AM	3	573	68	0	24	4	0	1	1	0	0	0	0	674
10:00 AM	3	522	62	1	11	3	0	0	1	1	0	0	1	605
11:00 AM	0	550	89	0	23	2	0	0	1	0	0	0	0	665
12:00 PM	0	570	90	1	32	6	0	0	0	0	0	0	0	699
1:00 PM	2	615	71	0	22	3	0	0	1	1	0	0	0	715
2:00 PM	1	765	87	1	11	10	0	0	0	0	0	0	1	876
3:00 PM	0	733	93	0	17	6	0	0	1	1	0	0	1	852
4:00 PM	1	708	113	0	14	6	0	0	2	2	0	0	1	847
5:00 PM	1	827	118	0	10	2	0	0	1	2	0	0	0	961
6:00 PM	2	764	84	0	4	1	0	0	0	2	0	0	1	858
7:00 PM	1	453	31	0	5	3	0	0	0	1	0	0	1	495
8:00 PM	0	287	26	0	0	0	0	0	0	1	0	0	0	314
9:00 PM	0	193	14	0	3	1	0	0	0	0	0	0	0	211
10:00 PM	0	165	12	0	2	1	0	0	0	0	0	0	0	180
11:00 PM	0	62	4	0	2	0	0	0	0	0	0	0	0	68
Total	23	10,248	1,274	4	244	71	0	1	11	23	0	0	13	11,912
Percent	0.2%	86.0%	10.7%	0.0%	2.0%	0.6%	0.0%	0.0%	0.1%	0.2%	0.0%	0.0%	0.1%	

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Wednesday, April 10, 2019
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	59	3	0	2	0	0	0	0	0	0	0	0	65
1:00 AM	0	25	2	0	5	0	0	0	0	0	0	0	0	32
2:00 AM	0	13	3	0	1	0	0	0	1	0	0	0	0	18
3:00 AM	1	22	5	0	1	0	0	0	0	0	0	0	0	29
4:00 AM	1	20	10	0	1	1	0	0	0	0	0	0	0	33
5:00 AM	1	76	14	0	8	1	0	0	0	0	0	0	0	100
6:00 AM	1	192	35	0	15	1	0	1	0	0	0	0	0	245
7:00 AM	6	593	109	0	18	2	0	1	0	2	0	0	0	731
8:00 AM	4	804	149	1	23	3	0	0	0	5	0	0	2	991
9:00 AM	1	792	126	0	30	5	0	2	1	0	0	0	0	957
10:00 AM	3	582	125	1	32	2	0	0	2	5	0	0	0	752
11:00 AM	1	655	139	0	25	2	0	0	1	0	0	0	1	824
12:00 PM	2	662	118	0	31	1	0	0	1	2	0	0	1	818
1:00 PM	0	566	97	0	31	2	0	0	0	5	0	0	0	701
2:00 PM	9	730	143	1	29	8	0	0	1	1	0	0	2	924
3:00 PM	8	803	137	0	25	3	0	0	1	0	0	0	0	977
4:00 PM	6	780	129	0	22	1	0	1	1	2	0	0	1	943
5:00 PM	6	732	145	0	22	4	0	0	0	0	0	0	0	909
6:00 PM	3	627	96	0	13	1	0	0	0	1	0	0	0	741
7:00 PM	0	451	42	0	6	2	0	0	0	1	0	0	0	502
8:00 PM	3	381	55	0	4	1	0	1	1	0	0	0	0	446
9:00 PM	1	250	30	0	3	0	0	0	0	0	0	0	0	284
10:00 PM	2	164	20	0	3	0	0	0	0	0	0	0	0	189
11:00 PM	0	146	17	0	0	0	0	0	0	0	0	0	0	163
Total	60	10,125	1,749	3	350	40	0	6	10	24	0	0	7	12,374
Percent	0.5%	81.8%	14.1%	0.0%	2.8%	0.3%	0.0%	0.0%	0.1%	0.2%	0.0%	0.0%	0.1%	

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Wednesday, April 10, 2019
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	24	5	0	0	0	0	0	0	0	0	0	0	29
1:00 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
2:00 AM	0	5	2	0	0	0	0	0	1	0	0	0	0	8
3:00 AM	0	20	5	0	1	0	0	0	0	0	0	0	0	26
4:00 AM	0	72	13	0	2	1	0	0	0	0	0	0	0	88
5:00 AM	0	283	51	0	11	7	0	0	1	1	0	0	0	354
6:00 AM	5	483	38	0	11	38	0	0	4	1	0	0	4	584
7:00 AM	3	792	90	0	13	26	0	0	4	2	0	0	4	934
8:00 AM	3	874	93	1	17	12	0	0	1	9	0	0	4	1,014
9:00 AM	2	597	68	0	20	4	0	0	1	0	0	0	0	692
10:00 AM	3	585	62	1	12	17	0	0	1	0	0	0	0	681
11:00 AM	1	580	83	0	27	8	0	0	1	0	0	0	0	700
12:00 PM	0	631	84	1	14	3	0	1	1	0	0	0	1	736
1:00 PM	0	617	74	0	11	3	0	1	0	1	0	0	1	708
2:00 PM	0	778	83	1	13	11	0	0	2	1	0	0	1	890
3:00 PM	3	780	91	1	14	2	0	0	0	3	0	0	0	894
4:00 PM	1	726	95	0	13	2	0	0	1	1	0	0	3	842
5:00 PM	3	869	109	1	7	2	0	1	2	1	0	0	1	996
6:00 PM	1	801	104	0	5	3	0	0	1	2	0	0	2	919
7:00 PM	2	459	51	0	6	1	0	0	0	1	0	0	0	520
8:00 PM	2	283	29	0	1	1	0	1	0	1	0	0	0	318
9:00 PM	0	211	17	0	5	0	0	0	0	0	0	0	0	233
10:00 PM	0	177	6	0	2	0	0	0	0	0	0	0	0	185
11:00 PM	0	53	10	0	0	0	0	0	0	0	0	0	0	63
Total	29	10,708	1,265	6	206	141	0	4	21	24	0	0	21	12,425
Percent	0.2%	86.2%	10.2%	0.0%	1.7%	1.1%	0.0%	0.0%	0.2%	0.2%	0.0%	0.0%	0.2%	

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Thursday, April 11, 2019
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	57	6	0	1	0	0	0	0	0	0	0	0	64
1:00 AM	0	19	5	0	1	0	0	0	0	0	0	0	0	25
2:00 AM	0	22	2	0	0	0	0	0	0	0	0	0	0	24
3:00 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20
4:00 AM	0	20	8	0	2	0	0	0	0	0	0	0	0	30
5:00 AM	0	45	12	0	6	0	0	0	1	0	0	0	0	64
6:00 AM	3	201	35	0	12	1	0	1	0	0	0	0	0	253
7:00 AM	3	633	113	0	14	4	0	0	0	1	0	0	1	769
8:00 AM	8	782	133	0	32	8	0	0	0	1	0	0	0	964
9:00 AM	8	703	110	1	24	0	0	0	2	0	0	0	0	848
10:00 AM	2	575	114	0	35	4	0	1	1	1	1	0	0	734
11:00 AM	5	662	115	0	24	9	0	0	1	2	1	0	0	819
12:00 PM	2	626	130	0	33	4	0	2	0	0	0	0	0	797
1:00 PM	1	538	142	1	23	2	0	0	1	0	0	0	0	708
2:00 PM	6	751	167	0	49	1	0	0	1	3	1	0	1	980
3:00 PM	4	791	136	0	20	2	0	0	0	2	0	0	1	956
4:00 PM	5	765	120	0	22	3	0	0	0	2	0	0	0	917
5:00 PM	9	728	126	0	21	1	0	0	0	0	0	0	1	886
6:00 PM	5	573	92	0	7	0	0	0	0	0	0	0	1	678
7:00 PM	2	436	60	0	7	0	0	0	0	0	0	0	1	506
8:00 PM	0	348	53	0	7	0	0	0	0	0	0	0	0	408
9:00 PM	0	258	39	1	4	1	0	0	0	0	0	0	0	303
10:00 PM	1	156	21	0	3	0	0	0	0	0	0	0	0	181
11:00 PM	0	132	13	0	2	0	0	0	1	0	0	0	0	148
Total	64	9,841	1,752	3	349	40	0	4	8	12	3	0	6	12,082
Percent	0.5%	81.5%	14.5%	0.0%	2.9%	0.3%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Thursday, April 11, 2019
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	28	5	0	1	0	0	0	0	0	0	0	0	34
1:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	17	4	0	1	0	0	0	0	0	0	0	0	22
4:00 AM	0	69	10	0	0	1	0	0	0	0	0	0	0	80
5:00 AM	0	231	48	0	11	4	0	0	1	0	0	0	0	295
6:00 AM	4	433	75	0	14	19	0	1	1	7	0	0	5	559
7:00 AM	3	804	91	1	21	16	0	1	3	7	0	0	1	948
8:00 AM	5	772	108	0	21	12	0	0	1	4	0	0	0	923
9:00 AM	0	526	79	2	21	4	0	1	0	4	0	0	0	637
10:00 AM	1	481	71	0	21	4	0	0	1	2	0	0	0	581
11:00 AM	3	590	68	0	25	4	0	1	3	0	0	0	0	694
12:00 PM	0	597	95	0	20	5	0	0	0	0	0	0	1	718
1:00 PM	0	618	89	0	17	7	0	1	1	2	0	0	0	735
2:00 PM	3	712	93	0	16	7	0	0	0	1	0	0	2	834
3:00 PM	4	717	88	0	11	5	0	1	0	2	0	0	1	829
4:00 PM	1	733	95	1	9	7	0	0	0	0	0	0	1	847
5:00 PM	3	780	95	0	12	2	0	0	0	3	0	0	0	895
6:00 PM	1	762	94	0	6	2	0	0	0	3	0	0	2	870
7:00 PM	2	486	45	0	3	0	0	0	0	0	0	0	0	536
8:00 PM	0	286	22	0	2	0	0	0	0	0	0	0	0	310
9:00 PM	0	203	14	0	1	0	0	0	0	0	0	0	0	218
10:00 PM	0	165	14	0	1	0	0	0	0	0	0	0	0	180
11:00 PM	0	53	3	0	1	0	0	0	0	0	0	0	0	57
Total	30	10,075	1,308	4	235	99	0	6	11	35	0	0	13	11,816
Percent	0.3%	85.3%	11.1%	0.0%	2.0%	0.8%	0.0%	0.1%	0.1%	0.3%	0.0%	0.0%	0.1%	

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Friday, April 12, 2019
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	51	7	0	1	0	0	0	0	0	0	0	0	60
1:00 AM	0	24	5	0	3	0	0	0	0	0	0	0	0	32
2:00 AM	0	11	2	0	2	0	0	0	0	0	0	0	0	15
3:00 AM	1	16	0	0	1	0	0	0	0	0	0	0	0	18
4:00 AM	0	22	5	0	3	0	0	0	0	0	0	0	0	30
5:00 AM	3	57	4	0	6	1	0	0	0	0	0	0	0	71
6:00 AM	3	173	47	0	14	2	0	1	2	0	0	0	0	242
7:00 AM	3	574	130	0	17	3	0	1	0	3	0	0	0	731
8:00 AM	2	824	135	0	26	4	0	0	0	2	0	0	0	993
9:00 AM	3	669	136	1	29	3	0	0	0	1	1	0	3	846
10:00 AM	2	620	117	1	30	2	0	0	0	1	0	0	0	773
11:00 AM	2	611	135	0	29	0	0	0	0	0	0	0	0	777
12:00 PM	1	722	136	0	37	2	0	0	2	1	0	0	0	901
1:00 PM	2	630	114	0	31	0	0	0	1	2	0	0	1	781
2:00 PM	6	719	108	1	25	2	0	1	1	3	0	0	1	867
3:00 PM	5	741	148	0	22	1	0	1	0	1	0	0	0	919
4:00 PM	3	711	101	0	18	0	0	1	0	0	0	0	0	834
5:00 PM	6	634	102	1	18	1	0	0	0	1	0	0	0	763
6:00 PM	2	491	68	0	3	1	0	1	0	0	0	0	1	567
7:00 PM	1	388	61	0	6	2	0	1	0	0	0	0	0	459
8:00 PM	0	302	36	0	4	0	0	0	0	1	0	0	0	343
9:00 PM	2	257	39	0	0	0	0	0	0	0	0	0	0	298
10:00 PM	1	174	13	0	3	0	0	0	0	0	0	0	0	191
11:00 PM	2	145	20	0	1	0	0	0	1	0	0	0	0	169
Total	51	9,566	1,669	4	329	24	0	7	7	16	1	0	6	11,680
Percent	0.4%	81.9%	14.3%	0.0%	2.8%	0.2%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Friday, April 12, 2019
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	25	8	0	3	0	0	0	0	0	0	0	0	36
1:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
2:00 AM	0	8	0	0	3	0	0	0	0	0	0	0	0	11
3:00 AM	0	20	4	0	0	0	0	0	0	0	0	0	0	24
4:00 AM	1	56	11	0	2	0	0	0	0	0	0	0	0	70
5:00 AM	1	251	54	0	4	3	0	0	1	0	0	0	0	314
6:00 AM	4	398	71	0	17	18	0	0	1	2	0	0	5	516
7:00 AM	3	807	98	1	13	7	0	0	1	3	0	0	4	937
8:00 AM	5	757	102	1	17	10	0	0	0	4	0	0	1	897
9:00 AM	2	502	75	0	14	2	0	0	0	0	0	0	0	595
10:00 AM	1	507	70	1	15	0	0	0	0	0	0	0	0	594
11:00 AM	3	586	79	0	24	8	0	0	0	0	0	0	0	700
12:00 PM	2	668	88	0	22	5	0	0	2	2	0	0	1	790
1:00 PM	3	612	61	3	12	3	0	1	0	1	0	0	0	696
2:00 PM	1	722	82	0	18	3	0	1	0	0	0	0	1	828
3:00 PM	1	796	90	0	9	7	0	0	0	1	0	0	1	905
4:00 PM	2	697	89	0	11	0	0	0	0	1	0	0	0	800
5:00 PM	5	742	83	0	10	5	0	1	0	2	0	0	2	850
6:00 PM	3	620	64	0	3	1	0	0	1	2	0	0	1	695
7:00 PM	1	361	46	0	4	0	0	0	0	0	0	0	0	412
8:00 PM	0	251	25	0	4	0	0	0	0	0	0	0	0	280
9:00 PM	0	207	11	0	3	0	0	0	0	0	0	0	0	221
10:00 PM	0	210	16	0	1	0	0	0	0	0	0	0	0	227
11:00 PM	0	85	2	0	0	0	0	0	0	0	0	0	0	87
Total	38	9,898	1,231	6	209	72	0	3	6	18	0	0	16	11,497
Percent	0.3%	86.1%	10.7%	0.1%	1.8%	0.6%	0.0%	0.0%	0.1%	0.2%	0.0%	0.0%	0.1%	

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

**Total Study Average
Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	57	7	0	2	0	0	0	0	0	0	0	0	67
1:00 AM	0	23	3	0	2	0	0	0	0	0	0	0	0	28
2:00 AM	0	15	3	0	1	0	0	0	0	0	0	0	0	19
3:00 AM	0	16	2	0	1	0	0	0	0	0	0	0	0	19
4:00 AM	0	18	5	0	2	0	0	0	0	0	0	0	0	25
5:00 AM	1	48	7	0	5	0	0	0	0	0	0	0	0	61
6:00 AM	2	158	29	0	10	1	0	0	0	0	0	0	0	200
7:00 AM	4	497	90	0	12	1	0	0	0	1	0	0	0	605
8:00 AM	3	669	109	0	19	4	0	0	0	2	0	0	0	806
9:00 AM	4	625	106	0	20	3	0	1	1	0	0	0	0	760
10:00 AM	3	545	99	0	25	2	0	0	1	2	0	0	0	677
11:00 AM	3	593	112	0	24	2	0	1	1	1	0	0	0	737
12:00 PM	3	607	111	0	24	2	0	1	1	1	0	0	1	751
1:00 PM	3	528	102	0	21	2	0	0	0	2	0	0	0	658
2:00 PM	5	627	116	0	30	2	0	1	1	2	0	0	1	785
3:00 PM	6	696	121	0	18	2	0	0	0	1	0	0	1	845
4:00 PM	5	643	105	0	17	1	0	1	0	1	0	0	0	773
5:00 PM	6	610	105	0	16	1	0	0	0	0	0	0	0	738
6:00 PM	3	507	72	0	7	1	0	0	0	0	0	0	0	590
7:00 PM	3	396	48	0	6	1	0	0	0	0	0	0	0	454
8:00 PM	1	298	41	0	5	0	0	0	0	0	0	0	0	345
9:00 PM	1	222	27	0	2	0	0	0	0	0	0	0	0	252
10:00 PM	1	141	17	0	2	0	0	0	0	0	0	0	0	161
11:00 PM	1	136	16	0	1	0	0	0	0	0	0	0	0	154
Total	59	8,675	1,453	0	272	25	0	5	5	13	0	0	3	10,510
Percent	0.6%	82.5%	13.8%	0.0%	2.6%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

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

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	32	4	0	1	0	0	0	0	0	0	0	0	37
1:00 AM	0	12	3	0	1	0	0	0	0	0	0	0	0	16
2:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
3:00 AM	0	18	4	0	1	0	0	0	0	0	0	0	0	23
4:00 AM	0	54	9	0	1	0	0	0	0	0	0	0	0	64
5:00 AM	0	202	39	0	6	2	0	0	0	0	0	0	0	249
6:00 AM	3	355	46	0	11	14	0	0	1	2	0	0	3	435
7:00 AM	2	623	76	0	14	10	0	0	2	2	0	0	2	731
8:00 AM	3	659	78	0	15	7	0	0	1	4	0	0	1	768
9:00 AM	1	487	65	0	16	3	0	0	0	1	0	0	0	573
10:00 AM	2	487	61	0	13	5	0	0	1	1	0	0	0	570
11:00 AM	1	531	72	0	20	4	0	1	1	0	0	0	0	630
12:00 PM	1	555	75	0	16	4	0	0	1	0	0	0	1	653
1:00 PM	1	543	65	0	14	3	0	0	0	1	0	0	0	627
2:00 PM	1	648	76	0	13	6	0	0	0	0	0	0	1	745
3:00 PM	2	639	80	0	12	4	0	0	0	1	0	0	1	739
4:00 PM	1	631	83	0	10	3	0	0	0	1	0	0	1	730
5:00 PM	3	692	85	0	8	2	0	0	1	1	0	0	0	792
6:00 PM	1	633	69	0	4	2	0	0	0	2	0	0	1	712
7:00 PM	1	387	37	0	4	1	0	0	0	0	0	0	0	430
8:00 PM	0	255	24	0	2	0	0	0	0	0	0	0	0	281
9:00 PM	0	184	16	0	2	0	0	0	0	0	0	0	0	202
10:00 PM	0	168	10	0	1	0	0	0	0	0	0	0	0	179
11:00 PM	0	63	6	0	1	0	0	0	0	0	0	0	0	70
Total	23	8,867	1,084	0	187	70	0	1	8	16	0	0	11	10,267
Percent	0.2%	86.4%	10.6%	0.0%	1.8%	0.7%	0.0%	0.0%	0.1%	0.2%	0.0%	0.0%	0.1%	

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

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

**3-Day (Tuesday - Thursday) Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	56	5	0	1	0	0	0	0	0	0	0	0	62
1:00 AM	0	21	3	0	2	0	0	0	0	0	0	0	0	26
2:00 AM	0	17	3	0	1	0	0	0	0	0	0	0	0	21
3:00 AM	0	20	3	0	1	0	0	0	0	0	0	0	0	24
4:00 AM	1	18	8	0	2	0	0	0	0	0	0	0	0	29
5:00 AM	0	60	11	0	6	0	0	0	0	0	0	0	0	77
6:00 AM	3	200	31	0	12	1	0	1	0	0	0	0	0	248
7:00 AM	5	628	112	0	14	2	0	0	0	1	0	0	0	762
8:00 AM	5	811	142	0	25	5	0	1	0	2	0	0	1	992
9:00 AM	5	743	122	0	24	4	0	1	1	0	0	0	0	900
10:00 AM	3	575	114	0	33	3	0	0	1	2	0	0	0	731
11:00 AM	3	638	125	0	26	4	0	0	1	1	0	0	1	799
12:00 PM	1	646	125	0	30	2	0	1	0	1	0	0	0	806
1:00 PM	1	564	115	0	25	2	0	0	0	2	0	0	0	709
2:00 PM	6	717	149	0	39	3	0	0	1	2	0	0	1	918
3:00 PM	6	806	142	0	20	2	0	0	1	1	0	0	1	979
4:00 PM	5	755	130	0	22	2	0	1	0	2	0	0	0	917
5:00 PM	8	726	132	0	22	2	0	0	0	0	0	0	0	890
6:00 PM	4	603	88	0	10	1	0	0	0	1	0	0	0	707
7:00 PM	2	439	51	0	7	1	0	0	0	0	0	0	0	500
8:00 PM	2	347	49	0	5	0	0	0	0	0	0	0	0	403
9:00 PM	0	246	33	0	2	0	0	0	0	0	0	0	0	281
10:00 PM	1	155	22	0	3	0	0	0	0	0	0	0	0	181
11:00 PM	0	142	15	0	1	0	0	0	0	0	0	0	0	158
Total	61	9,933	1,730	0	333	34	0	5	5	15	0	0	4	12,120
Percent	0.5%	82.0%	14.3%	0.0%	2.7%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

**3-Day (Tuesday - Thursday) Average
 Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	25	4	0	0	0	0	0	0	0	0	0	0	29
1:00 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	12
2:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	20	5	0	1	0	0	0	0	0	0	0	0	26
4:00 AM	0	72	11	0	1	1	0	0	0	0	0	0	0	85
5:00 AM	0	259	49	0	10	4	0	0	1	1	0	0	0	324
6:00 AM	5	453	57	0	13	23	0	0	2	4	0	0	4	561
7:00 AM	2	768	94	0	18	16	0	0	3	4	0	0	2	907
8:00 AM	4	849	94	1	18	10	0	0	1	6	0	0	2	985
9:00 AM	2	565	72	1	22	4	0	1	1	1	0	0	0	669
10:00 AM	2	529	65	1	15	8	0	0	1	1	0	0	0	622
11:00 AM	1	573	80	0	25	5	0	0	2	0	0	0	0	686
12:00 PM	0	599	90	1	22	5	0	0	0	0	0	0	1	718
1:00 PM	1	617	78	0	17	4	0	1	1	1	0	0	0	720
2:00 PM	1	752	88	1	13	9	0	0	1	1	0	0	1	867
3:00 PM	2	743	91	0	14	4	0	0	0	2	0	0	1	857
4:00 PM	1	722	101	0	12	5	0	0	1	1	0	0	2	845
5:00 PM	2	825	107	0	10	2	0	0	1	2	0	0	0	949
6:00 PM	1	776	94	0	5	2	0	0	0	2	0	0	2	882
7:00 PM	2	466	42	0	5	1	0	0	0	1	0	0	0	517
8:00 PM	1	285	26	0	1	0	0	0	0	1	0	0	0	314
9:00 PM	0	202	15	0	3	0	0	0	0	0	0	0	0	220
10:00 PM	0	169	11	0	2	0	0	0	0	0	0	0	0	182
11:00 PM	0	56	6	0	1	0	0	0	0	0	0	0	0	63
Total	27	10,341	1,283	5	229	103	0	2	15	28	0	0	15	12,048
Percent	0.2%	85.8%	10.6%	0.0%	1.9%	0.9%	0.0%	0.0%	0.1%	0.2%	0.0%	0.0%	0.1%	

Vehicle Speed Report Summary

Location: Grant Rd, S/O Sleeper Ave

Count Direction: Northbound / Southbound

Date Range: 4/6/2019 to 4/12/2019

Site Code: 03

	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Study Total																		
Northbound	195	614	874	2,201	11,915	30,781	20,836	5,191	839	131	25	9	1	0	0	0	0	73,612
Percent	0.3%	0.8%	1.2%	3.0%	16.2%	41.8%	28.3%	7.1%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	453	1,643	3,353	9,605	20,396	22,899	10,411	2,510	528	87	15	13	2	0	0	0	0	71,915
Percent	0.6%	2.3%	4.7%	13.4%	28.4%	31.8%	14.5%	3.5%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	648	2,257	4,227	11,806	32,311	53,680	31,247	7,701	1,367	218	40	22	3	0	0	0	0	145,527
Percent	0.4%	1.6%	2.9%	8.1%	22.2%	36.9%	21.5%	5.3%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	33.6	mph	Mean (Average) Speed	33.3	mph
85th Percentile	38.3	mph	10 mph Pace	28.6 - 38.6	mph
95th Percentile	41.5	mph	Percent in Pace	72.2	%
Southbound			Southbound		
50th Percentile (Median)	30.1	mph	Mean (Average) Speed	29.6	mph
85th Percentile	35.9	mph	10 mph Pace	25.6 - 35.6	mph
95th Percentile	39.6	mph	Percent in Pace	60.1	%

Location: Grant Rd, S/O Sleeper Ave
 Date Range: 4/6/2019 to 4/12/2019
 Site Code: 03

Saturday, April 6, 2019
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	0	0	23	35	22	2	0	0	0	0	0	0	0	0	83
1:00 AM	0	0	1	0	3	9	11	5	0	0	0	0	0	0	0	0	0	29
2:00 AM	0	0	0	0	1	6	8	3	0	0	1	0	0	0	0	0	0	19
3:00 AM	0	0	0	0	0	1	3	7	1	0	0	1	0	0	0	0	0	13
4:00 AM	0	0	0	1	1	3	6	2	2	0	0	0	0	0	0	0	0	15
5:00 AM	0	1	0	0	2	6	13	10	4	0	0	0	0	0	0	0	0	36
6:00 AM	0	0	0	1	5	23	48	14	3	1	0	0	0	0	0	0	0	95
7:00 AM	1	0	0	6	23	86	97	29	6	1	0	0	0	0	0	0	0	249
8:00 AM	0	1	0	4	44	178	118	27	8	0	0	0	0	0	0	0	0	380
9:00 AM	0	1	3	13	51	207	157	46	7	1	0	0	0	0	0	0	0	486
10:00 AM	0	1	4	11	94	264	155	43	5	0	0	0	0	0	0	0	0	577
11:00 AM	0	4	3	20	94	279	212	31	9	1	0	0	0	0	0	0	0	653
12:00 PM	0	3	5	28	135	285	186	36	8	0	0	0	0	0	0	0	0	686
1:00 PM	0	2	1	18	89	262	145	41	7	1	0	0	0	0	0	0	0	566
2:00 PM	0	2	4	12	73	201	178	32	4	3	0	0	0	0	0	0	0	509
3:00 PM	1	1	5	7	75	233	153	43	7	1	0	0	0	0	0	0	0	526
4:00 PM	0	3	2	5	64	202	160	47	4	0	0	0	0	0	0	0	0	487
5:00 PM	0	3	3	9	60	192	170	32	6	0	0	0	0	0	0	0	0	475
6:00 PM	0	0	2	11	67	170	144	26	6	0	0	0	0	0	0	0	0	426
7:00 PM	1	1	1	8	66	159	128	24	7	2	1	0	0	0	0	0	0	398
8:00 PM	0	0	1	2	22	100	100	36	2	1	0	0	0	0	0	0	0	264
9:00 PM	0	1	0	1	15	76	85	18	5	3	0	0	0	0	0	0	0	204
10:00 PM	0	0	1	0	2	41	69	22	5	0	0	1	0	0	0	0	0	141
11:00 PM	0	0	1	0	8	54	65	24	4	2	0	0	0	0	0	0	0	158
Total	3	25	37	157	994	3,060	2,446	620	112	17	2	2	0	0	0	0	0	7,475
Percent	0.0%	0.3%	0.5%	2.1%	13.3%	40.9%	32.7%	8.3%	1.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	34.2 mph	Mean (Average) Speed	34.3 mph
85th Percentile	38.9 mph	10 mph Pace	29.2 - 39.2 mph
95th Percentile	42.2 mph	Percent in Pace	74.1 %

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Saturday, April 6, 2019
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	2	17	14	5	1	0	0	0	0	0	0	0	0	41
1:00 AM	0	0	0	0	2	6	8	1	1	0	0	0	0	0	0	0	0	18
2:00 AM	0	0	0	0	0	3	2	4	0	1	0	0	0	0	0	0	0	10
3:00 AM	0	0	0	1	1	4	9	2	2	0	0	0	1	0	0	0	0	20
4:00 AM	0	0	0	0	1	10	8	6	1	0	0	0	0	0	0	0	0	26
5:00 AM	0	0	0	2	9	30	38	23	6	2	0	0	0	0	0	0	0	110
6:00 AM	0	0	0	3	28	80	56	28	12	0	0	0	0	0	0	0	0	207
7:00 AM	0	0	0	9	75	121	60	25	4	0	1	1	0	0	0	0	0	296
8:00 AM	0	0	1	14	93	156	83	19	3	0	0	0	0	0	0	0	0	369
9:00 AM	0	4	13	60	136	184	68	12	1	0	0	0	0	0	0	0	0	478
10:00 AM	0	1	4	44	181	185	67	10	2	2	1	0	0	0	0	0	0	497
11:00 AM	0	3	15	56	200	223	76	18	1	3	0	0	0	0	0	0	0	595
12:00 PM	0	2	9	72	163	186	62	14	4	0	0	1	0	0	0	0	0	513
1:00 PM	0	0	1	38	131	186	92	17	1	1	0	0	0	0	0	0	0	467
2:00 PM	0	0	12	53	162	187	67	9	0	0	0	0	0	0	0	0	0	490
3:00 PM	0	0	2	24	147	188	56	16	4	0	0	0	0	0	0	0	0	437
4:00 PM	0	3	8	27	107	185	73	13	1	0	0	0	0	0	0	0	0	417
5:00 PM	0	0	4	29	110	201	58	8	3	0	0	0	0	0	0	0	0	413
6:00 PM	0	0	9	32	105	151	72	18	1	0	1	0	0	0	0	0	0	389
7:00 PM	0	0	2	16	50	122	59	15	6	1	0	0	0	0	0	0	0	271
8:00 PM	1	0	0	3	36	115	72	9	0	1	0	0	0	0	0	0	0	237
9:00 PM	0	0	1	11	24	92	50	16	1	0	0	0	0	0	0	0	0	195
10:00 PM	0	0	0	1	20	69	44	35	10	0	0	0	0	0	0	0	0	179
11:00 PM	0	0	0	3	13	33	25	10	2	0	0	1	0	0	0	0	0	87
Total	1	13	81	500	1,796	2,734	1,219	333	67	11	3	3	1	0	0	0	0	6,762
Percent	0.0%	0.2%	1.2%	7.4%	26.6%	40.4%	18.0%	4.9%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	31.7 mph	Mean (Average) Speed	31.8 mph
85th Percentile	36.9 mph	10 mph Pace	26.5 - 36.5 mph
95th Percentile	40.7 mph	Percent in Pace	69.85 %

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Sunday, April 7, 2019
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	1	5	24	28	13	5	1	0	0	0	0	0	0	0	78
1:00 AM	0	0	0	2	3	10	10	8	0	0	0	0	0	0	0	0	0	33
2:00 AM	0	0	0	0	2	5	6	2	1	0	0	0	0	0	0	0	0	16
3:00 AM	0	0	0	0	0	4	11	4	0	0	1	1	0	0	0	0	0	21
4:00 AM	0	0	1	0	1	1	7	2	3	0	0	0	0	0	0	0	0	15
5:00 AM	0	1	0	0	2	8	5	3	4	1	0	0	0	0	0	0	0	24
6:00 AM	1	0	0	1	8	20	30	9	4	1	0	0	0	0	0	0	0	74
7:00 AM	0	0	1	2	8	59	80	28	7	1	3	0	0	0	0	0	0	189
8:00 AM	0	0	1	2	27	123	103	39	5	0	0	0	0	0	0	0	0	300
9:00 AM	0	1	3	10	64	153	135	38	4	0	0	0	0	0	0	0	0	408
10:00 AM	0	2	2	8	64	227	143	34	7	0	0	0	0	0	0	0	0	487
11:00 AM	0	5	4	6	49	208	195	56	8	2	0	0	0	0	0	0	0	533
12:00 PM	0	1	3	10	64	204	175	33	7	0	0	0	0	0	0	0	0	497
1:00 PM	0	2	3	5	57	179	166	37	6	3	1	0	0	0	0	0	0	459
2:00 PM	0	0	2	12	77	203	172	38	4	1	0	0	0	0	0	0	0	509
3:00 PM	0	0	4	11	58	271	188	43	7	1	0	0	0	0	0	0	0	583
4:00 PM	2	5	9	6	81	210	129	41	4	1	0	0	0	0	0	0	0	488
5:00 PM	0	0	1	2	49	181	150	33	5	2	0	0	0	0	0	0	0	423
6:00 PM	1	0	6	8	70	190	103	18	3	0	0	0	0	0	0	0	0	399
7:00 PM	0	1	2	6	47	151	99	28	6	3	0	0	0	0	0	0	0	343
8:00 PM	0	0	0	5	16	82	71	25	5	2	1	0	0	0	0	0	0	207
9:00 PM	0	0	1	1	12	64	61	23	2	1	0	0	0	0	0	0	0	165
10:00 PM	0	0	0	1	9	36	31	23	5	3	0	0	0	0	0	0	0	108
11:00 PM	0	0	0	0	6	27	49	29	3	1	0	0	0	0	0	0	0	115
Total	4	19	43	99	779	2,640	2,147	607	105	24	6	1	0	0	0	0	0	6,474
Percent	0.1%	0.3%	0.7%	1.5%	12.0%	40.8%	33.2%	9.4%	1.6%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	34.4 mph	Mean (Average) Speed	34.5 mph
85th Percentile	39.1 mph	10 mph Pace	29.2 - 39.2 mph
95th Percentile	42.4 mph	Percent in Pace	74.3 %

Location: Grant Rd, S/O Sleeper Ave
 Date Range: 4/6/2019 to 4/12/2019
 Site Code: 03

Sunday, April 7, 2019
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	10	19	19	7	4	0	0	0	0	0	0	0	0	61
1:00 AM	0	0	0	1	4	9	5	4	0	1	0	0	0	0	0	0	0	24
2:00 AM	0	0	0	1	2	7	5	3	1	0	0	0	0	0	0	0	0	19
3:00 AM	0	0	0	1	1	3	5	4	1	0	0	1	0	0	0	0	0	16
4:00 AM	0	0	0	1	0	4	7	1	0	0	0	0	0	0	0	0	0	13
5:00 AM	0	0	0	0	3	11	14	12	3	2	0	0	0	0	0	0	0	45
6:00 AM	0	0	0	1	23	64	57	22	1	0	0	0	0	0	0	0	0	168
7:00 AM	0	0	0	6	23	73	57	17	6	1	0	0	0	0	0	0	0	183
8:00 AM	0	0	0	9	55	110	67	14	2	1	0	0	0	0	0	0	0	258
9:00 AM	0	0	0	18	63	153	84	17	4	0	0	0	0	0	0	0	0	339
10:00 AM	0	0	1	14	86	179	90	32	6	2	0	0	0	0	0	0	0	410
11:00 AM	0	0	0	16	110	188	96	16	1	0	0	0	0	0	0	0	0	427
12:00 PM	0	0	2	22	119	168	93	20	0	0	0	0	0	0	0	0	0	424
1:00 PM	0	0	3	21	110	151	95	25	5	1	0	0	0	0	0	0	0	411
2:00 PM	0	0	0	17	109	216	112	17	1	1	0	0	0	0	0	0	0	473
3:00 PM	0	0	3	18	128	202	83	15	2	0	0	0	0	0	0	0	0	451
4:00 PM	0	0	6	29	127	196	79	17	2	0	0	0	0	0	0	0	0	456
5:00 PM	0	0	4	17	88	204	93	13	2	0	0	0	0	0	0	0	0	421
6:00 PM	0	0	0	10	94	146	78	12	3	2	0	0	0	0	0	0	0	345
7:00 PM	0	1	2	12	73	111	68	12	3	0	0	0	0	0	0	0	0	282
8:00 PM	0	0	0	5	52	90	64	17	5	0	0	0	0	0	0	0	0	233
9:00 PM	0	0	0	3	19	62	39	11	4	0	0	0	0	0	0	0	0	138
10:00 PM	0	0	0	5	20	48	48	25	5	1	0	1	0	0	0	0	0	153
11:00 PM	0	0	0	2	8	26	13	5	3	1	0	0	0	0	0	0	0	58
Total	0	1	21	231	1,327	2,440	1,371	338	64	13	0	2	0	0	0	0	0	5,808
Percent	0.0%	0.0%	0.4%	4.0%	22.8%	42.0%	23.6%	5.8%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	32.8 mph	Mean (Average) Speed	32.9 mph
85th Percentile	37.7 mph	10 mph Pace	27.5 - 37.5 mph
95th Percentile	41.0 mph	Percent in Pace	71.25 %

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Monday, April 8, 2019
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	5	17	20	6	1	0	0	0	0	0	0	0	0	49
1:00 AM	0	0	0	1	4	4	12	3	3	1	0	0	0	0	0	0	0	28
2:00 AM	0	0	0	0	1	3	11	4	0	1	0	0	0	0	0	0	0	20
3:00 AM	0	0	0	0	2	2	4	3	1	0	0	1	0	0	0	0	0	13
4:00 AM	0	0	0	2	3	5	14	7	3	3	0	0	0	0	0	0	0	37
5:00 AM	1	0	1	0	1	16	21	18	4	0	0	0	0	0	0	0	0	62
6:00 AM	0	0	0	3	11	83	102	37	9	0	0	0	0	0	0	0	0	245
7:00 AM	0	1	11	24	131	324	227	63	7	1	0	0	0	0	0	0	0	789
8:00 AM	20	25	31	76	257	373	184	36	3	0	0	0	0	0	0	0	0	1,005
9:00 AM	0	0	8	42	163	374	248	38	8	0	0	0	0	0	0	0	0	881
10:00 AM	0	0	2	20	95	336	194	48	5	1	0	0	0	0	0	0	0	701
11:00 AM	1	16	38	112	232	247	122	17	3	0	0	0	0	0	0	0	0	788
12:00 PM	0	1	2	6	126	317	229	54	6	0	0	0	0	0	0	0	0	741
1:00 PM	0	1	1	12	88	317	201	47	4	0	1	0	0	0	0	0	0	672
2:00 PM	24	55	60	53	121	285	180	58	9	3	0	0	0	0	0	0	0	848
3:00 PM	1	5	10	31	217	439	196	41	7	0	0	0	0	0	0	0	0	947
4:00 PM	0	1	14	20	153	361	252	46	6	0	1	0	0	0	0	0	0	854
5:00 PM	0	3	5	8	142	416	221	39	4	1	0	0	0	0	0	0	0	839
6:00 PM	0	1	4	11	78	286	200	39	3	1	0	0	0	0	0	0	0	623
7:00 PM	0	1	1	9	87	202	141	26	8	2	0	0	0	0	0	0	0	477
8:00 PM	0	0	1	2	37	158	132	50	6	1	0	1	0	0	0	0	0	388
9:00 PM	0	0	0	3	20	94	93	30	5	1	0	0	0	0	0	0	0	246
10:00 PM	0	0	0	1	15	59	54	18	4	1	0	0	0	0	0	0	0	152
11:00 PM	0	0	0	3	5	42	70	36	7	1	1	0	0	0	0	0	0	165
Total	47	110	189	439	1,994	4,760	3,128	764	116	18	3	2	0	0	0	0	0	11,570
Percent	0.4%	1.0%	1.6%	3.8%	17.2%	41.1%	27.0%	6.6%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	33.2 mph	Mean (Average) Speed	32.9 mph
85th Percentile	37.9 mph	10 mph Pace	28.3 - 38.3 mph
95th Percentile	41.2 mph	Percent in Pace	71.4 %

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Monday, April 8, 2019
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	5	9	16	5	1	0	0	0	0	0	0	0	0	37
1:00 AM	0	0	0	0	0	8	5	1	1	0	0	0	0	0	0	0	0	15
2:00 AM	0	0	0	0	2	3	7	0	0	0	0	0	0	0	0	0	0	12
3:00 AM	0	0	0	3	3	5	6	5	0	0	0	1	0	0	0	0	0	23
4:00 AM	0	0	0	0	6	25	36	13	8	3	0	0	1	0	0	0	0	92
5:00 AM	0	0	0	4	40	89	112	48	11	1	1	0	0	0	0	0	0	306
6:00 AM	8	11	13	39	120	137	105	20	9	2	1	0	0	0	0	0	0	465
7:00 AM	27	74	108	262	299	146	45	11	1	0	0	0	0	0	0	0	0	973
8:00 AM	7	31	52	235	303	201	56	14	0	0	0	0	0	0	0	0	0	899
9:00 AM	5	19	23	101	201	186	60	12	0	0	0	0	0	0	0	0	0	607
10:00 AM	1	10	42	107	201	162	80	16	1	0	0	0	0	0	0	0	0	620
11:00 AM	0	1	10	79	211	213	86	26	3	1	0	0	0	0	0	0	0	630
12:00 PM	1	2	19	85	167	259	125	23	5	1	0	0	0	0	0	0	0	687
1:00 PM	2	12	24	75	217	224	91	18	2	1	0	0	0	0	0	0	0	666
2:00 PM	14	55	73	166	270	181	58	12	2	0	0	0	0	0	0	0	0	831
3:00 PM	5	15	66	165	283	223	42	4	0	0	0	0	0	0	0	0	0	803
4:00 PM	14	45	87	178	300	203	66	6	0	0	0	0	0	0	0	0	0	899
5:00 PM	15	28	74	246	332	236	71	9	3	0	0	0	0	0	0	0	0	1,014
6:00 PM	9	54	72	139	270	241	113	12	2	0	0	0	0	0	0	0	0	912
7:00 PM	0	0	2	38	141	212	86	11	3	1	0	0	0	0	0	0	0	494
8:00 PM	0	0	2	18	71	122	50	17	2	0	0	0	0	0	0	0	0	282
9:00 PM	0	0	2	6	54	80	47	10	3	0	0	0	0	0	0	0	0	202
10:00 PM	0	0	0	4	17	66	46	17	7	1	0	0	0	0	0	0	0	158
11:00 PM	0	0	0	1	11	21	23	8	3	1	0	0	0	0	0	0	0	68
Total	108	357	669	1,952	3,524	3,252	1,432	318	67	12	2	1	1	0	0	0	0	11,695
Percent	0.9%	3.1%	5.7%	16.7%	30.1%	27.8%	12.2%	2.7%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	29.1 mph	Mean (Average) Speed	28.6 mph
85th Percentile	35.2 mph	10 mph Pace	24.2 - 34.2 mph
95th Percentile	38.8 mph	Percent in Pace	58.04 %

Location: Grant Rd, S/O Sleeper Ave
 Date Range: 4/6/2019 to 4/12/2019
 Site Code: 03

Tuesday, April 9, 2019
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	4	17	18	13	7	1	0	0	0	0	0	0	0	61
1:00 AM	0	0	0	1	1	6	8	3	2	2	0	0	0	0	0	0	0	23
2:00 AM	0	0	0	1	0	8	7	4	0	0	1	0	0	0	0	0	0	21
3:00 AM	0	0	0	0	1	8	7	3	2	0	0	1	0	0	0	0	0	22
4:00 AM	0	0	1	1	3	3	7	6	1	0	0	0	0	0	0	0	0	22
5:00 AM	0	0	0	0	3	16	28	21	3	1	0	0	0	0	0	0	0	72
6:00 AM	1	0	2	3	22	86	91	36	3	1	0	1	0	0	0	0	0	246
7:00 AM	2	6	18	24	118	318	245	55	4	0	0	0	0	0	0	0	0	790
8:00 AM	0	3	4	32	188	464	264	56	7	1	0	0	0	0	0	0	0	1,019
9:00 AM	0	3	8	17	162	360	263	70	12	2	0	0	0	0	0	0	0	897
10:00 AM	0	2	0	15	106	349	187	44	7	0	0	0	0	0	0	0	0	710
11:00 AM	0	1	3	13	145	351	203	37	2	1	0	0	0	0	0	0	0	756
12:00 PM	0	1	2	11	154	391	193	44	11	3	0	0	0	0	0	0	0	810
1:00 PM	0	1	0	17	134	321	207	40	3	2	0	0	0	0	0	0	0	725
2:00 PM	1	5	26	18	138	390	221	50	6	1	0	0	0	0	0	0	0	856
3:00 PM	1	32	35	65	246	397	188	42	1	0	0	0	1	0	0	0	0	1,008
4:00 PM	0	2	3	17	164	384	274	38	5	1	0	0	0	0	0	0	0	888
5:00 PM	1	3	4	24	164	406	233	41	3	0	0	1	0	0	0	0	0	880
6:00 PM	0	1	5	12	104	318	205	53	6	0	0	0	0	0	0	0	0	704
7:00 PM	0	3	2	5	77	206	164	32	4	0	0	0	0	0	0	0	0	493
8:00 PM	0	1	3	1	45	152	114	35	8	0	0	0	0	0	0	0	0	359
9:00 PM	0	0	0	1	29	102	93	27	7	2	0	0	0	0	0	0	0	261
10:00 PM	0	0	0	1	17	64	61	22	7	0	0	0	0	0	0	0	0	172
11:00 PM	0	0	0	0	2	43	80	31	5	1	0	0	0	0	0	0	0	162
Total	6	64	116	280	2,027	5,160	3,361	803	116	19	1	3	1	0	0	0	0	11,957
Percent	0.1%	0.5%	1.0%	2.3%	17.0%	43.2%	28.1%	6.7%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	33.6 mph	Mean (Average) Speed	33.4 mph
85th Percentile	38.1 mph	10 mph Pace	28.5 - 38.5 mph
95th Percentile	41.3 mph	Percent in Pace	73.7 %

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Tuesday, April 9, 2019
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	2	5	9	5	3	1	1	0	0	0	0	0	0	27
1:00 AM	0	0	0	1	2	7	3	3	0	1	0	0	0	0	0	0	0	17
2:00 AM	0	0	0	1	3	2	3	1	0	1	0	0	0	0	0	0	0	11
3:00 AM	0	0	0	0	2	6	12	8	0	1	0	1	0	0	0	0	0	30
4:00 AM	0	0	0	1	6	18	36	24	3	0	0	0	0	0	0	0	0	88
5:00 AM	0	0	2	11	61	101	97	41	7	3	0	0	0	0	0	0	0	323
6:00 AM	3	21	30	68	132	157	89	31	9	1	0	0	0	0	0	0	0	541
7:00 AM	16	51	62	139	259	219	76	19	1	0	0	0	0	0	0	0	0	842
8:00 AM	17	39	65	222	327	216	98	26	1	2	0	0	0	0	0	0	0	1,013
9:00 AM	2	19	21	103	206	195	98	25	5	0	0	0	0	0	0	0	0	674
10:00 AM	2	5	9	54	149	230	121	28	6	0	1	0	0	0	0	0	0	605
11:00 AM	0	3	1	68	223	243	99	20	7	1	0	0	0	0	0	0	0	665
12:00 PM	3	2	20	94	211	229	98	38	4	0	0	0	0	0	0	0	0	699
1:00 PM	0	3	24	90	222	251	109	15	1	0	0	0	0	0	0	0	0	715
2:00 PM	10	70	101	141	240	227	77	9	1	0	0	0	0	0	0	0	0	876
3:00 PM	9	49	73	134	267	227	84	9	0	0	0	0	0	0	0	0	0	852
4:00 PM	5	29	104	186	242	200	72	9	0	0	0	0	0	0	0	0	0	847
5:00 PM	7	24	115	230	290	218	61	16	0	0	0	0	0	0	0	0	0	961
6:00 PM	11	33	40	136	236	292	92	14	4	0	0	0	0	0	0	0	0	858
7:00 PM	0	2	7	31	137	212	94	12	0	0	0	0	0	0	0	0	0	495
8:00 PM	0	0	0	14	106	114	67	12	1	0	0	0	0	0	0	0	0	314
9:00 PM	0	0	1	9	55	85	44	14	3	0	0	0	0	0	0	0	0	211
10:00 PM	0	0	0	7	23	55	63	20	11	1	0	0	0	0	0	0	0	180
11:00 PM	0	0	0	1	7	21	28	6	3	2	0	0	0	0	0	0	0	68
Total	85	350	675	1,742	3,408	3,530	1,630	405	70	14	2	1	0	0	0	0	0	11,912
Percent	0.7%	2.9%	5.7%	14.6%	28.6%	29.6%	13.7%	3.4%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	29.6 mph	Mean (Average) Speed	29.1 mph
85th Percentile	35.7 mph	10 mph Pace	24.9 - 34.9 mph
95th Percentile	39.4 mph	Percent in Pace	58.23 %

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Wednesday, April 10, 2019
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	5	13	32	12	2	0	0	0	0	0	0	0	0	65
1:00 AM	0	1	1	0	2	7	10	7	2	0	2	0	0	0	0	0	0	32
2:00 AM	0	0	0	0	5	7	4	1	1	0	0	0	0	0	0	0	0	18
3:00 AM	0	1	0	0	1	5	12	6	3	0	1	0	0	0	0	0	0	29
4:00 AM	0	1	0	2	2	9	7	8	2	2	0	0	0	0	0	0	0	33
5:00 AM	0	0	1	1	6	22	43	23	4	0	0	0	0	0	0	0	0	100
6:00 AM	0	0	0	2	18	88	93	31	11	2	0	0	0	0	0	0	0	245
7:00 AM	0	2	6	12	71	317	228	82	12	1	0	0	0	0	0	0	0	731
8:00 AM	6	24	24	62	212	384	231	42	6	0	0	0	0	0	0	0	0	991
9:00 AM	6	12	15	64	208	334	241	63	14	0	0	0	0	0	0	0	0	957
10:00 AM	0	0	3	25	138	328	204	45	8	1	0	0	0	0	0	0	0	752
11:00 AM	0	0	3	26	169	380	192	44	9	1	0	0	0	0	0	0	0	824
12:00 PM	0	1	3	12	154	372	224	45	5	2	0	0	0	0	0	0	0	818
1:00 PM	0	2	0	15	137	299	194	50	3	1	0	0	0	0	0	0	0	701
2:00 PM	52	120	52	30	123	317	172	46	11	1	0	0	0	0	0	0	0	924
3:00 PM	0	14	22	55	221	432	202	29	2	0	0	0	0	0	0	0	0	977
4:00 PM	0	2	5	22	195	438	230	44	5	1	1	0	0	0	0	0	0	943
5:00 PM	0	7	9	23	222	395	210	40	3	0	0	0	0	0	0	0	0	909
6:00 PM	0	0	3	19	137	333	198	43	7	1	0	0	0	0	0	0	0	741
7:00 PM	0	0	4	12	76	219	154	28	9	0	0	0	0	0	0	0	0	502
8:00 PM	0	0	2	8	73	193	123	38	7	1	1	0	0	0	0	0	0	446
9:00 PM	0	0	0	3	41	116	102	17	4	0	1	0	0	0	0	0	0	284
10:00 PM	0	0	1	3	17	55	76	27	9	0	1	0	0	0	0	0	0	189
11:00 PM	0	0	0	0	10	42	72	31	5	3	0	0	0	0	0	0	0	163
Total	64	187	154	397	2,243	5,105	3,254	802	144	17	7	0	0	0	0	0	0	12,374
Percent	0.5%	1.5%	1.2%	3.2%	18.1%	41.3%	26.3%	6.5%	1.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	33.1 mph	Mean (Average) Speed	32.8 mph
85th Percentile	38.0 mph	10 mph Pace	28.5 - 38.5 mph
95th Percentile	41.3 mph	Percent in Pace	70.6 %

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Wednesday, April 10, 2019
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	3	8	13	2	3	0	0	0	0	0	0	0	0	29
1:00 AM	0	0	0	0	2	2	6	0	1	0	0	0	0	0	0	0	0	11
2:00 AM	0	0	0	0	1	4	0	2	1	0	0	0	0	0	0	0	0	8
3:00 AM	0	0	0	1	2	8	8	3	3	0	0	1	0	0	0	0	0	26
4:00 AM	0	0	0	1	9	24	28	21	5	0	0	0	0	0	0	0	0	88
5:00 AM	0	0	0	1	34	159	109	32	16	3	0	0	0	0	0	0	0	354
6:00 AM	3	10	8	16	154	234	113	30	12	2	1	1	0	0	0	0	0	584
7:00 AM	4	40	41	130	297	302	96	19	4	0	1	0	0	0	0	0	0	934
8:00 AM	17	43	96	233	292	233	77	21	1	1	0	0	0	0	0	0	0	1,014
9:00 AM	4	23	12	93	199	218	108	28	6	1	0	0	0	0	0	0	0	692
10:00 AM	0	15	22	60	203	267	92	20	2	0	0	0	0	0	0	0	0	681
11:00 AM	1	5	19	53	216	261	109	29	6	0	1	0	0	0	0	0	0	700
12:00 PM	0	5	11	127	255	227	94	15	2	0	0	0	0	0	0	0	0	736
1:00 PM	0	3	28	103	245	232	72	18	6	1	0	0	0	0	0	0	0	708
2:00 PM	9	36	96	155	238	248	92	14	2	0	0	0	0	0	0	0	0	890
3:00 PM	13	40	102	164	240	241	79	12	3	0	0	0	0	0	0	0	0	894
4:00 PM	13	47	81	154	245	226	65	8	2	1	0	0	0	0	0	0	0	842
5:00 PM	9	49	136	228	286	212	67	8	1	0	0	0	0	0	0	0	0	996
6:00 PM	24	55	95	203	252	199	74	16	1	0	0	0	0	0	0	0	0	919
7:00 PM	0	3	12	56	152	204	80	11	2	0	0	0	0	0	0	0	0	520
8:00 PM	0	0	0	14	89	131	67	13	4	0	0	0	0	0	0	0	0	318
9:00 PM	0	0	0	5	57	106	51	12	1	1	0	0	0	0	0	0	0	233
10:00 PM	0	0	1	3	28	56	63	26	5	3	0	0	0	0	0	0	0	185
11:00 PM	0	0	0	0	11	22	18	10	2	0	0	0	0	0	0	0	0	63
Total	97	374	760	1,800	3,510	3,824	1,581	370	91	13	3	2	0	0	0	0	0	12,425
Percent	0.8%	3.0%	6.1%	14.5%	28.2%	30.8%	12.7%	3.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	29.6 mph	Mean (Average) Speed	29 mph
85th Percentile	35.3 mph	10 mph Pace	25.3 - 35.3 mph
95th Percentile	39.1 mph	Percent in Pace	58.92 %

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Thursday, April 11, 2019
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	4	15	24	15	4	2	0	0	0	0	0	0	0	64
1:00 AM	0	0	0	1	2	11	7	2	1	1	0	0	0	0	0	0	0	25
2:00 AM	0	0	0	0	4	5	11	4	0	0	0	0	0	0	0	0	0	24
3:00 AM	0	0	0	0	1	4	7	3	4	1	0	0	0	0	0	0	0	20
4:00 AM	0	0	0	1	3	5	12	8	1	0	0	0	0	0	0	0	0	30
5:00 AM	0	0	0	0	3	14	21	17	7	2	0	0	0	0	0	0	0	64
6:00 AM	1	0	1	5	24	94	93	32	3	0	0	0	0	0	0	0	0	253
7:00 AM	12	32	27	55	89	270	215	55	11	2	1	0	0	0	0	0	0	769
8:00 AM	37	89	105	94	144	271	191	29	4	0	0	0	0	0	0	0	0	964
9:00 AM	0	3	5	17	139	397	224	57	5	0	1	0	0	0	0	0	0	848
10:00 AM	3	0	8	33	111	351	180	39	9	0	0	0	0	0	0	0	0	734
11:00 AM	0	4	11	26	210	334	190	41	3	0	0	0	0	0	0	0	0	819
12:00 PM	2	2	2	18	128	346	212	75	4	5	3	0	0	0	0	0	0	797
1:00 PM	0	1	6	22	122	293	201	55	8	0	0	0	0	0	0	0	0	708
2:00 PM	0	3	11	48	263	397	215	36	7	0	0	0	0	0	0	0	0	980
3:00 PM	7	26	48	93	166	358	209	41	7	1	0	0	0	0	0	0	0	956
4:00 PM	1	1	10	17	137	428	260	57	6	0	0	0	0	0	0	0	0	917
5:00 PM	0	2	6	17	130	425	264	40	2	0	0	0	0	0	0	0	0	886
6:00 PM	1	0	1	7	111	322	194	38	3	1	0	0	0	0	0	0	0	678
7:00 PM	0	0	1	0	85	245	146	26	3	0	0	0	0	0	0	0	0	506
8:00 PM	0	0	1	10	41	209	106	35	5	1	0	0	0	0	0	0	0	408
9:00 PM	0	0	1	6	32	121	104	30	8	0	0	1	0	0	0	0	0	303
10:00 PM	0	1	0	3	15	47	78	32	4	1	0	0	0	0	0	0	0	181
11:00 PM	0	0	0	0	10	44	55	32	7	0	0	0	0	0	0	0	0	148
Total	64	164	244	473	1,974	5,006	3,219	799	116	17	5	1	0	0	0	0	0	12,082
Percent	0.5%	1.4%	2.0%	3.9%	16.3%	41.4%	26.6%	6.6%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	33.2 mph	Mean (Average) Speed	32.8 mph
85th Percentile	38.0 mph	10 mph Pace	28.5 - 38.5 mph
95th Percentile	41.3 mph	Percent in Pace	70.9 %

Location: Grant Rd, S/O Sleeper Ave
 Date Range: 4/6/2019 to 4/12/2019
 Site Code: 03

Thursday, April 11, 2019
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	4	12	9	7	1	0	0	0	0	0	0	0	0	34
1:00 AM	0	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	0	2	5	9	2	2	1	1	0	0	0	0	0	0	22
4:00 AM	0	0	0	1	8	21	34	10	4	2	0	0	0	0	0	0	0	80
5:00 AM	0	0	0	3	29	92	105	51	13	1	0	1	0	0	0	0	0	295
6:00 AM	1	23	46	67	153	165	75	20	8	1	0	0	0	0	0	0	0	559
7:00 AM	16	49	108	216	263	189	89	13	5	0	0	0	0	0	0	0	0	948
8:00 AM	11	44	83	177	345	176	73	12	2	0	0	0	0	0	0	0	0	923
9:00 AM	2	12	4	53	207	249	89	17	4	0	0	0	0	0	0	0	0	637
10:00 AM	0	0	0	42	196	216	96	27	3	1	0	0	0	0	0	0	0	581
11:00 AM	2	11	27	115	233	218	67	20	1	0	0	0	0	0	0	0	0	694
12:00 PM	1	3	7	78	246	267	95	15	3	3	0	0	0	0	0	0	0	718
1:00 PM	2	17	24	112	264	235	64	12	5	0	0	0	0	0	0	0	0	735
2:00 PM	3	19	49	198	282	194	81	6	2	0	0	0	0	0	0	0	0	834
3:00 PM	22	35	78	186	248	201	54	5	0	0	0	0	0	0	0	0	0	829
4:00 PM	14	28	83	167	241	206	87	18	3	0	0	0	0	0	0	0	0	847
5:00 PM	11	43	73	153	289	224	85	14	3	0	0	0	0	0	0	0	0	895
6:00 PM	9	25	53	126	295	261	88	10	2	1	0	0	0	0	0	0	0	870
7:00 PM	0	0	3	30	192	211	80	15	3	2	0	0	0	0	0	0	0	536
8:00 PM	0	0	0	17	92	123	63	11	4	0	0	0	0	0	0	0	0	310
9:00 PM	0	0	1	7	49	89	54	15	2	1	0	0	0	0	0	0	0	218
10:00 PM	0	0	0	5	30	64	54	19	7	1	0	0	0	0	0	0	0	180
11:00 PM	0	0	0	2	0	13	27	9	4	1	1	0	0	0	0	0	0	57
Total	94	309	639	1,756	3,670	3,437	1,482	330	81	15	2	1	0	0	0	0	0	11,816
Percent	0.8%	2.6%	5.4%	14.9%	31.1%	29.1%	12.5%	2.8%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	29.3 mph	Mean (Average) Speed	28.9 mph
85th Percentile	35.3 mph	10 mph Pace	24.8 - 34.8 mph
95th Percentile	38.9 mph	Percent in Pace	60.18 %

Location: Grant Rd, S/O Sleeper Ave
 Date Range: 4/6/2019 to 4/12/2019
 Site Code: 03

Friday, April 12, 2019
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	3	14	18	17	5	2	0	0	0	0	0	0	0	60
1:00 AM	0	0	0	0	4	13	7	6	2	0	0	0	0	0	0	0	0	32
2:00 AM	0	0	0	0	1	3	7	3	0	0	1	0	0	0	0	0	0	15
3:00 AM	0	1	0	0	1	1	9	5	1	0	0	0	0	0	0	0	0	18
4:00 AM	0	0	0	0	2	9	11	7	1	0	0	0	0	0	0	0	0	30
5:00 AM	1	0	3	0	4	12	20	21	8	2	0	0	0	0	0	0	0	71
6:00 AM	0	1	0	6	14	93	89	33	6	0	0	0	0	0	0	0	0	242
7:00 AM	0	2	11	35	127	270	227	54	3	2	0	0	0	0	0	0	0	731
8:00 AM	1	1	5	37	191	437	254	62	5	0	0	0	0	0	0	0	0	993
9:00 AM	0	0	2	30	164	386	208	47	8	1	0	0	0	0	0	0	0	846
10:00 AM	0	0	0	19	148	373	185	41	7	0	0	0	0	0	0	0	0	773
11:00 AM	0	0	7	17	128	347	226	46	5	1	0	0	0	0	0	0	0	777
12:00 PM	0	2	1	26	156	408	259	41	7	1	0	0	0	0	0	0	0	901
1:00 PM	0	1	0	17	118	331	233	72	8	1	0	0	0	0	0	0	0	781
2:00 PM	4	23	33	65	178	336	182	37	9	0	0	0	0	0	0	0	0	867
3:00 PM	1	3	12	43	178	403	238	38	3	0	0	0	0	0	0	0	0	919
4:00 PM	0	1	0	6	125	399	255	40	8	0	0	0	0	0	0	0	0	834
5:00 PM	0	5	8	26	120	333	227	36	6	2	0	0	0	0	0	0	0	763
6:00 PM	0	2	5	6	95	287	136	33	3	0	0	0	0	0	0	0	0	567
7:00 PM	0	1	1	7	65	224	129	24	6	2	0	0	0	0	0	0	0	459
8:00 PM	0	0	0	6	39	155	104	30	9	0	0	0	0	0	0	0	0	343
9:00 PM	0	1	0	6	27	112	98	41	10	3	0	0	0	0	0	0	0	298
10:00 PM	0	1	1	2	14	58	82	24	8	1	0	0	0	0	0	0	0	191
11:00 PM	0	0	2	1	2	46	77	38	2	1	0	0	0	0	0	0	0	169
Total	7	45	91	356	1,904	5,050	3,281	796	130	19	1	0	0	0	0	0	0	11,680
Percent	0.1%	0.4%	0.8%	3.0%	16.3%	43.2%	28.1%	6.8%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	33.6 mph	Mean (Average) Speed	33.5 mph
85th Percentile	38.1 mph	10 mph Pace	28.6 - 38.6 mph
95th Percentile	41.4 mph	Percent in Pace	74.0 %

Location: Grant Rd, S/O Sleeper Ave
 Date Range: 4/6/2019 to 4/12/2019
 Site Code: 03

Friday, April 12, 2019
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	10	8	8	6	3	0	0	0	0	0	0	0	0	36
1:00 AM	0	0	0	0	2	5	4	1	0	0	0	0	0	0	0	0	0	12
2:00 AM	0	0	0	0	0	4	4	2	1	0	0	0	0	0	0	0	0	11
3:00 AM	0	0	0	0	2	5	8	7	2	0	0	0	0	0	0	0	0	24
4:00 AM	0	0	0	0	8	20	20	14	5	2	0	1	0	0	0	0	0	70
5:00 AM	0	1	2	3	36	101	91	58	20	1	0	1	0	0	0	0	0	314
6:00 AM	2	21	49	59	113	139	97	27	6	2	1	0	0	0	0	0	0	516
7:00 AM	23	47	71	187	286	214	76	23	8	1	0	1	0	0	0	0	0	937
8:00 AM	11	21	56	232	299	189	76	9	2	0	2	0	0	0	0	0	0	897
9:00 AM	1	4	5	48	183	227	90	32	3	2	0	0	0	0	0	0	0	595
10:00 AM	2	6	4	54	171	213	116	25	3	0	0	0	0	0	0	0	0	594
11:00 AM	0	1	9	92	197	261	116	21	3	0	0	0	0	0	0	0	0	700
12:00 PM	1	10	10	128	265	265	95	13	3	0	0	0	0	0	0	0	0	790
1:00 PM	0	9	5	29	175	312	127	34	5	0	0	0	0	0	0	0	0	696
2:00 PM	5	17	55	151	210	260	112	13	4	1	0	0	0	0	0	0	0	828
3:00 PM	12	56	74	192	222	233	100	16	0	0	0	0	0	0	0	0	0	905
4:00 PM	3	13	43	107	203	277	128	25	1	0	0	0	0	0	0	0	0	800
5:00 PM	8	25	87	163	225	244	87	8	3	0	0	0	0	0	0	0	0	850
6:00 PM	0	8	31	105	225	217	90	17	2	0	0	0	0	0	0	0	0	695
7:00 PM	0	0	6	42	136	149	64	12	3	0	0	0	0	0	0	0	0	412
8:00 PM	0	0	0	20	86	119	46	9	0	0	0	0	0	0	0	0	0	280
9:00 PM	0	0	0	8	53	100	46	13	1	0	0	0	0	0	0	0	0	221
10:00 PM	0	0	0	3	39	94	69	16	6	0	0	0	0	0	0	0	0	227
11:00 PM	0	0	1	0	15	26	26	15	4	0	0	0	0	0	0	0	0	87
Total	68	239	508	1,624	3,161	3,682	1,696	416	88	9	3	3	0	0	0	0	0	11,497
Percent	0.6%	2.1%	4.4%	14.1%	27.5%	32.0%	14.8%	3.6%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	30.2 mph	Mean (Average) Speed	29.7 mph
85th Percentile	36.0 mph	10 mph Pace	25.6 - 35.6 mph
95th Percentile	39.7 mph	Percent in Pace	59.49 %

Location: Grant Rd, S/O Sleeper Ave
 Date Range: 4/6/2019 to 4/12/2019
 Site Code: 03

**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	4	18	25	14	4	1	0	0	0	0	0	0	0	67
1:00 AM	0	0	0	1	3	9	9	5	1	1	0	0	0	0	0	0	0	29
2:00 AM	0	0	0	0	2	5	8	3	0	0	0	0	0	0	0	0	0	18
3:00 AM	0	0	0	0	1	4	8	4	2	0	0	1	0	0	0	0	0	20
4:00 AM	0	0	0	1	2	5	9	6	2	1	0	0	0	0	0	0	0	26
5:00 AM	0	0	1	0	3	13	22	16	5	1	0	0	0	0	0	0	0	61
6:00 AM	0	0	0	3	15	70	78	27	6	1	0	0	0	0	0	0	0	200
7:00 AM	2	6	11	23	81	235	188	52	7	1	1	0	0	0	0	0	0	607
8:00 AM	9	20	24	44	152	319	192	42	5	0	0	0	0	0	0	0	0	807
9:00 AM	1	3	6	28	136	316	211	51	8	1	0	0	0	0	0	0	0	761
10:00 AM	0	1	3	19	108	318	178	42	7	0	0	0	0	0	0	0	0	676
11:00 AM	0	4	10	31	147	307	191	39	6	1	0	0	0	0	0	0	0	736
12:00 PM	0	2	3	16	131	332	211	47	7	2	0	0	0	0	0	0	0	751
1:00 PM	0	1	2	15	106	286	192	49	6	1	0	0	0	0	0	0	0	658
2:00 PM	12	30	27	34	139	304	189	42	7	1	0	0	0	0	0	0	0	785
3:00 PM	2	12	19	44	166	362	196	40	5	0	0	0	0	0	0	0	0	846
4:00 PM	0	2	6	13	131	346	223	45	5	0	0	0	0	0	0	0	0	771
5:00 PM	0	3	5	16	127	335	211	37	4	1	0	0	0	0	0	0	0	739
6:00 PM	0	1	4	11	95	272	169	36	4	0	0	0	0	0	0	0	0	592
7:00 PM	0	1	2	7	72	201	137	27	6	1	0	0	0	0	0	0	0	454
8:00 PM	0	0	1	5	39	150	107	36	6	1	0	0	0	0	0	0	0	345
9:00 PM	0	0	0	3	25	98	91	27	6	1	0	0	0	0	0	0	0	251
10:00 PM	0	0	0	2	13	51	64	24	6	1	0	0	0	0	0	0	0	161
11:00 PM	0	0	0	1	6	43	67	32	5	1	0	0	0	0	0	0	0	155
Total	26	86	124	318	1,704	4,399	2,976	743	120	18	1	1	0	0	0	0	0	10,516
Percent	0.2%	0.8%	1.2%	3.0%	16.2%	41.8%	28.3%	7.1%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	33.6 mph	Mean (Average) Speed	33.3 mph
85th Percentile	38.3 mph	10 mph Pace	28.6 - 38.6 mph
95th Percentile	41.5 mph	Percent in Pace	72.2 %

Location: Grant Rd, S/O Sleeper Ave
Date Range: 4/6/2019 to 4/12/2019
Site Code: 03

Total Study Average
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	5	11	13	5	2	0	0	0	0	0	0	0	0	37
1:00 AM	0	0	0	0	2	6	5	2	0	0	0	0	0	0	0	0	0	15
2:00 AM	0	0	0	0	1	3	3	2	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	0	0	1	2	5	8	4	1	0	0	1	0	0	0	0	0	22
4:00 AM	0	0	0	1	5	17	24	13	4	1	0	0	0	0	0	0	0	65
5:00 AM	0	0	1	3	30	83	81	38	11	2	0	0	0	0	0	0	0	249
6:00 AM	2	12	21	36	103	139	85	25	8	1	0	0	0	0	0	0	0	432
7:00 AM	12	37	56	136	215	181	71	18	4	0	0	0	0	0	0	0	0	730
8:00 AM	9	25	50	160	245	183	76	16	2	1	0	0	0	0	0	0	0	767
9:00 AM	2	12	11	68	171	202	85	20	3	0	0	0	0	0	0	0	0	574
10:00 AM	1	5	12	54	170	207	95	23	3	1	0	0	0	0	0	0	0	571
11:00 AM	0	3	12	68	199	230	93	21	3	1	0	0	0	0	0	0	0	630
12:00 PM	1	3	11	87	204	229	95	20	3	1	0	0	0	0	0	0	0	654
1:00 PM	1	6	16	67	195	227	93	20	4	1	0	0	0	0	0	0	0	630
2:00 PM	6	28	55	126	216	216	86	11	2	0	0	0	0	0	0	0	0	746
3:00 PM	9	28	57	126	219	216	71	11	1	0	0	0	0	0	0	0	0	738
4:00 PM	7	24	59	121	209	213	81	14	1	0	0	0	0	0	0	0	0	729
5:00 PM	7	24	70	152	231	220	75	11	2	0	0	0	0	0	0	0	0	792
6:00 PM	8	25	43	107	211	215	87	14	2	0	0	0	0	0	0	0	0	712
7:00 PM	0	1	5	32	126	174	76	13	3	1	0	0	0	0	0	0	0	431
8:00 PM	0	0	0	13	76	116	61	13	2	0	0	0	0	0	0	0	0	281
9:00 PM	0	0	1	7	44	88	47	13	2	0	0	0	0	0	0	0	0	202
10:00 PM	0	0	0	4	25	65	55	23	7	1	0	0	0	0	0	0	0	180
11:00 PM	0	0	0	1	9	23	23	9	3	1	0	0	0	0	0	0	0	69
Total	65	233	480	1,371	2,913	3,269	1,489	359	73	12	0	1	0	0	0	0	0	10,265
Percent	0.6%	2.3%	4.7%	13.4%	28.4%	31.8%	14.5%	3.5%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	30.1 mph	Mean (Average) Speed	29.6 mph
85th Percentile	35.9 mph	10 mph Pace	25.6 - 35.6 mph
95th Percentile	39.6 mph	Percent in Pace	60.1 %

Location: Grant Rd, S/O Sleeper Ave
 Date Range: 4/6/2019 - 4/12/2019
 Site Code: 03

Time	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Mid-Week Average				
	4/6/2019			4/7/2019			4/8/2019			4/9/2019			4/10/2019			4/11/2019			4/12/2019							
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB
12:00 AM	83	41	124	78	61	139	49	37	86	61	27	88	65	29	94	64	34	98	60	36	96	63	30	93		
1:00 AM	29	18	47	33	24	57	28	15	43	23	17	40	32	11	43	25	9	34	32	12	44	27	12	39		
2:00 AM	19	10	29	16	19	35	20	12	32	21	11	32	18	8	26	24	5	29	15	11	26	21	8	29		
3:00 AM	13	20	33	21	16	37	13	23	36	22	30	52	29	26	55	20	22	42	18	24	42	24	26	50		
4:00 AM	15	26	41	15	13	28	37	92	129	22	88	110	33	88	121	30	80	110	30	70	100	28	85	114		
5:00 AM	36	110	146	24	45	69	62	306	368	72	323	395	100	354	454	64	295	359	71	314	385	79	324	403		
6:00 AM	95	207	302	74	168	242	245	465	710	246	541	787	245	584	829	253	559	812	242	516	758	248	561	809		
7:00 AM	249	296	545	189	183	372	789	973	1,762	790	842	1,632	731	934	1,665	769	948	1,717	731	937	1,668	763	908	1,671		
8:00 AM	380	369	749	300	258	558	1,005	899	1,904	1,019	1,013	2,032	991	1,014	2,005	964	923	1,887	993	897	1,890	991	983	1,975		
9:00 AM	486	478	964	408	339	747	881	607	1,488	897	674	1,571	957	692	1,649	848	637	1,485	846	595	1,441	901	668	1,568		
10:00 AM	577	497	1,074	487	410	897	701	620	1,321	710	605	1,315	752	681	1,433	734	581	1,315	773	594	1,367	732	622	1,354		
11:00 AM	653	595	1,248	533	427	960	788	630	1,418	756	665	1,421	824	700	1,524	819	694	1,513	777	700	1,477	800	686	1,486		
12:00 PM	686	513	1,199	497	424	921	741	687	1,428	810	699	1,509	818	736	1,554	797	718	1,515	901	790	1,691	808	718	1,526		
1:00 PM	566	467	1,033	459	411	870	672	666	1,338	725	715	1,440	701	708	1,409	708	735	1,443	781	696	1,477	711	719	1,431		
2:00 PM	509	490	999	509	473	982	848	831	1,679	856	876	1,732	924	890	1,814	980	834	1,814	867	828	1,695	920	867	1,787		
3:00 PM	526	437	963	583	451	1,034	947	803	1,750	1,008	852	1,860	977	894	1,871	956	829	1,785	919	905	1,824	980	858	1,839		
4:00 PM	487	417	904	488	456	944	854	899	1,753	888	847	1,735	943	842	1,785	917	847	1,764	834	800	1,634	916	845	1,761		
5:00 PM	475	413	888	423	421	844	839	1,014	1,853	880	961	1,841	909	996	1,905	886	895	1,781	763	850	1,613	892	951	1,842		
6:00 PM	426	389	815	399	345	744	623	912	1,535	704	858	1,562	741	919	1,660	678	870	1,548	567	695	1,262	708	882	1,590		
7:00 PM	398	271	669	343	282	625	477	494	971	493	495	988	502	520	1,022	506	536	1,042	459	412	871	500	517	1,017		
8:00 PM	264	237	501	207	233	440	388	282	670	359	314	673	446	318	764	408	310	718	343	280	623	404	314	718		
9:00 PM	204	195	399	165	138	303	246	202	448	261	211	472	284	233	517	303	218	521	298	221	519	283	221	503		
10:00 PM	141	179	320	108	153	261	152	158	310	172	180	352	189	185	374	181	180	361	191	227	418	181	182	362		
11:00 PM	158	87	245	115	58	173	165	68	233	162	68	230	163	63	226	148	57	205	169	87	256	158	63	220		
Total	7,475	6,762	14,237	6,474	5,808	12,282	11,570	11,695	23,265	11,957	11,912	23,869	12,374	12,425	24,799	12,082	11,816	23,898	11,680	11,497	23,177	12,138	12,051	24,189		
Percent	53%	47%	-	53%	47%	-	50%	50%	-	50%	50%	-	50%	50%	-	51%	49%	-	50%	50%	-	50%	50%	-		
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	08:00	07:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	07:00	08:00	08:00	07:00	08:00	08:00	08:00	08:00		
Vol.	653	595	1,248	533	427	960	1,005	973	1,904	1,019	1,013	2,032	991	1,014	2,005	964	948	1,887	993	937	1,890	991	983	1,975		
PM Peak	12:00	12:00	12:00	15:00	14:00	15:00	15:00	17:00	17:00	15:00	17:00	15:00	17:00	15:00	17:00	14:00	17:00	14:00	15:00	15:00	15:00	15:00	17:00	17:00		
Vol.	686	513	1,199	583	473	1,034	947	1,014	1,853	1,008	961	1,860	977	996	1,905	980	895	1,814	919	905	1,824	980	951	1,842		

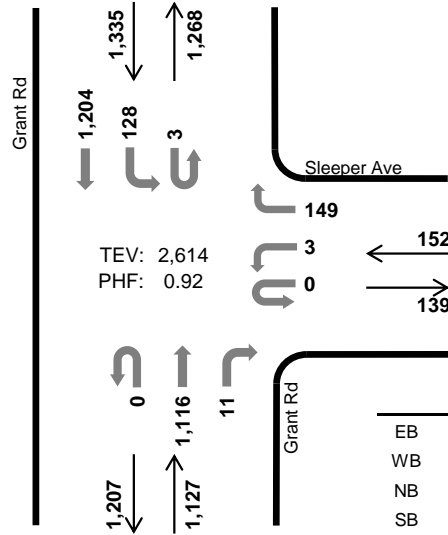
1. Mid-week average includes data between Tuesday and Thursday.

Grant Rd Sleeper Ave



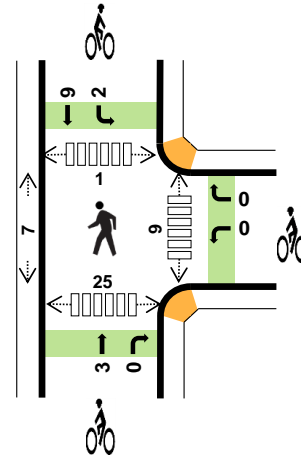
Peak Hour

Date: 04-11-2019
 Count Period: 7:00 AM to 10:00 AM
 Peak Hour: 7:30 AM to 8:30 AM



TEV: 2,614
 PHF: 0.92

	HV %:	PHF
EB	-	-
WB	2.0%	0.79
NB	1.3%	0.92
SB	1.8%	0.78
TOTAL	1.6%	0.92



Three-Hour Count Summaries

Interval Start	0				Sleeper Ave				Grant Rd				Grant Rd				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT		LT		TH		RT				
7:30 AM	0	0	0	0	0	0	0	38	0	0	304	2	1	18	269	0	632	0	
7:45 AM	0	0	0	0	0	1	0	34	0	0	240	7	0	50	377	0	709	0	
8:00 AM	0	0	0	0	0	2	0	46	0	0	283	1	1	44	290	0	667	0	
8:15 AM	0	0	0	0	0	0	0	31	0	0	289	1	1	16	268	0	606	2,614	
Peak Hour	All	0	0	0	0	0	3	0	149	0	0	1,116	11	3	128	1,204	0	2,614	0
	HV	0	0	0	0	0	0	0	3	0	0	15	0	0	3	21	0	42	0
	HV%	-	-	-	-	-	0%	-	2%	-	-	1%	0%	0%	2%	2%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	1	2	3	6	0	0	0	2	2	2	2	0	4	8
7:45 AM	0	0	4	11	15	0	0	2	6	8	2	4	1	9	16
8:00 AM	0	2	3	5	10	0	0	0	2	2	4	1	0	10	15
8:15 AM	0	0	6	5	11	0	0	1	1	2	1	0	0	2	3
Peak Hour	0	3	15	24	42	0	0	3	11	14	9	7	1	25	42

Three-Hour Count Summaries																			
Interval Start	0				Sleeper Ave				Grant Rd				Grant Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	1	0	13	0	0	112	1	0	9	142	0	278	0	
7:15 AM	0	0	0	0	0	0	0	17	0	0	153	0	0	12	208	0	390	0	
7:30 AM	0	0	0	0	0	0	0	38	0	0	304	2	1	18	269	0	632	0	
7:45 AM	0	0	0	0	0	1	0	34	0	0	240	7	0	50	377	0	709	2,009	
8:00 AM	0	0	0	0	0	2	0	46	0	0	283	1	1	44	290	0	667	2,398	
8:15 AM	0	0	0	0	0	0	0	31	0	0	289	1	1	16	268	0	606	2,614	
8:30 AM	0	0	0	0	0	0	0	24	0	0	250	0	2	20	192	0	488	2,470	
8:45 AM	0	0	0	0	0	0	0	20	0	0	250	2	2	18	206	0	498	2,259	
9:00 AM	0	0	0	0	0	0	0	14	0	0	244	3	1	18	161	0	441	2,033	
9:15 AM	0	0	0	0	0	1	0	23	0	0	209	1	1	12	151	0	398	1,825	
9:30 AM	0	0	0	0	0	1	0	16	0	0	197	1	2	9	164	0	390	1,727	
9:45 AM	0	0	0	0	0	0	0	13	1	0	217	2	1	6	170	0	410	1,639	
Count Total	0	0	0	0	0	6	0	289	1	0	2,748	21	12	232	2,598	0	5,907	0	
Peak Hour	All	0	0	0	0	0	3	0	149	0	0	1,116	11	3	128	1,204	0	2,614	0
	HV	0	0	0	0	0	0	0	3	0	0	15	0	0	3	21	0	42	0
	HV%	-	-	-	-	-	0%	-	2%	-	-	1%	0%	0%	2%	2%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	3	5	8	0	0	0	2	2	1	2	2	0	5
7:15 AM	0	1	4	4	9	0	0	0	1	1	0	1	0	2	3
7:30 AM	0	1	2	3	6	0	0	0	2	2	2	2	0	4	8
7:45 AM	0	0	4	11	15	0	0	2	6	8	2	4	1	9	16
8:00 AM	0	2	3	5	10	0	0	0	2	2	4	1	0	10	15
8:15 AM	0	0	6	5	11	0	0	1	1	2	1	0	0	2	3
8:30 AM	0	0	3	9	12	0	0	2	0	2	0	1	0	4	5
8:45 AM	0	0	9	6	15	0	1	1	2	4	2	2	0	2	6
9:00 AM	0	1	8	7	16	0	3	1	3	7	2	2	0	1	5
9:15 AM	0	1	7	10	18	0	1	2	1	4	1	0	0	2	3
9:30 AM	0	0	3	3	6	0	2	1	1	4	3	0	0	2	5
9:45 AM	0	1	5	3	9	0	2	2	2	6	0	1	0	2	3
Count Total	0	7	57	71	135	0	9	12	23	44	18	16	3	40	77
Peak Hr	0	3	15	24	42	0	0	3	11	14	9	7	1	25	42

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				Sleeper Ave				Grant Rd				Grant Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	4	0	8	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	4	0	0	0	4	0	9	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	1	2	0	6	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	2	9	0	15	38
8:00 AM	0	0	0	0	0	0	0	2	0	0	3	0	0	0	5	0	10	40
8:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	5	0	11	42
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	8	0	12	48
8:45 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	3	3	0	15	48
9:00 AM	0	0	0	0	0	0	0	1	0	0	8	0	0	0	7	0	16	54
9:15 AM	0	0	0	0	0	0	0	1	0	0	7	0	0	1	9	0	18	61
9:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	55
9:45 AM	0	0	0	0	0	0	0	1	0	0	5	0	0	0	3	0	9	49
Count Total	0	0	0	0	0	0	0	7	0	0	57	0	0	9	62	0	135	0
Peak Hour	0	0	0	0	0	0	0	3	0	0	15	0	0	3	21	0	42	0

Three-Hour Count Summaries - Bikes																
Interval Start	0			Sleeper Ave			Grant Rd			Grant Rd			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	6	0	8	13
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	13
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	14
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	14
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	4	10
9:00 AM	0	0	0	0	0	0	3	0	0	1	0	1	2	0	7	15
9:15 AM	0	0	0	0	0	0	1	0	0	2	0	1	0	0	4	17
9:30 AM	0	0	0	0	0	0	2	0	0	1	0	1	0	0	4	19
9:45 AM	0	0	0	0	0	0	2	0	0	2	0	1	1	0	6	21
Count Total	0	0	0	0	0	0	9	0	12	0	6	17	0	44	0	
Peak Hour	0	0	0	0	0	0	0	0	3	0	2	9	0	14	0	

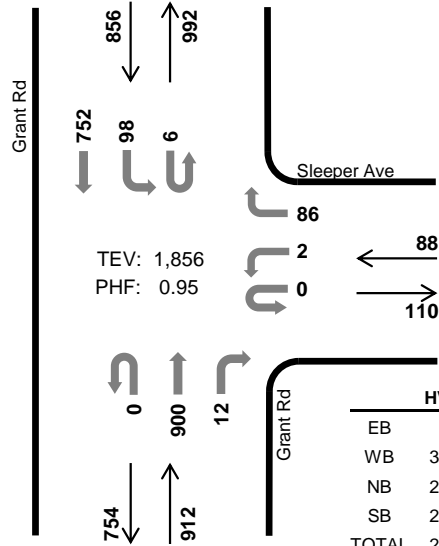
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Grant Rd Sleeper Ave



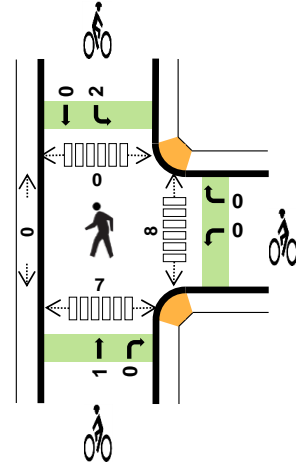
Peak Hour

Date: 04-11-2019
Count Period: 11:30 AM to 1:30 PM
Peak Hour: 11:30 AM to 12:30 PM



TEV: 1,856
PHF: 0.95

	HV %:	PHF
EB	-	-
WB	3.4%	0.73
NB	2.5%	0.96
SB	2.6%	0.93
TOTAL	2.6%	0.95



Two-Hour Count Summaries

Interval Start	0			Sleeper Ave				Grant Rd				Grant Rd				15-min Total	Rolling One Hour		
	Eastbound			Westbound				Northbound				Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:30 AM	0	0	0	0	0	1	0	22	0	0	235	3	0	32	176	0	469	0	
11:45 AM	0	0	0	0	0	1	0	17	0	0	223	1	1	17	175	0	435	0	
12:00 PM	0	0	0	0	0	0	0	30	0	0	232	1	4	25	195	0	487	0	
12:15 PM	0	0	0	0	0	0	0	17	0	0	210	7	1	24	206	0	465	1,856	
12:30 PM	0	0	0	0	0	0	0	15	0	0	190	2	0	18	180	0	405	1,792	
12:45 PM	0	0	0	0	0	0	0	12	0	0	190	1	1	17	180	0	401	1,758	
1:00 PM	0	0	0	0	0	0	0	8	0	0	180	3	0	17	181	0	389	1,660	
1:15 PM	0	0	0	0	0	1	0	18	0	0	154	2	1	21	193	0	390	1,585	
Count Total	0	0	0	0	0	3	0	139	0	0	1,614	20	8	171	1,486	0	3,441	0	
Peak Hour	All	0	0	0	0	0	2	0	86	0	0	900	12	6	98	752	0	1,856	0
	HV	0	0	0	0	0	0	0	3	0	0	23	0	0	4	18	0	48	0
	HV%	-	-	-	-	-	0%	-	3%	-	-	3%	0%	0%	4%	2%	-	3%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:30 AM	0	1	8	8	17	0	0	1	0	1	2	0	0	2	4
11:45 AM	0	1	5	6	12	0	0	0	2	2	3	0	0	1	4
12:00 PM	0	0	6	3	9	0	0	0	0	0	1	0	0	2	3
12:15 PM	0	1	4	5	10	0	0	0	0	0	2	0	0	2	4
12:30 PM	0	1	5	3	9	0	0	1	1	2	0	0	0	2	2
12:45 PM	0	2	1	5	8	0	1	0	1	2	2	1	0	5	8
1:00 PM	0	0	6	3	9	0	0	0	1	1	4	1	0	3	8
1:15 PM	0	0	2	4	6	0	0	0	1	1	1	1	0	1	3
Count Total	0	6	37	37	80	0	1	2	6	9	15	3	0	18	36
Peak Hr	0	3	23	22	48	0	0	1	2	3	8	0	0	7	15

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				Sleeper Ave				Grant Rd				Grant Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:30 AM	0	0	0	0	0	0	0	1	0	0	8	0	0	1	7	0	17	0
11:45 AM	0	0	0	0	0	0	0	1	0	0	5	0	0	1	5	0	12	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	9	0
12:15 PM	0	0	0	0	0	0	0	1	0	0	4	0	0	2	3	0	10	48
12:30 PM	0	0	0	0	0	0	0	1	0	0	5	0	0	0	3	0	9	40
12:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	5	0	8	36
1:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	9	36
1:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	0	6	32
Count Total	0	0	0	0	0	0	0	6	0	0	37	0	0	5	32	0	80	0
Peak Hour	0	0	0	0	0	0	0	3	0	0	23	0	0	4	18	0	48	0

Two-Hour Count Summaries - Bikes														
Interval Start	0			Sleeper Ave			Grant Rd			Grant Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
11:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	2	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	4
12:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	2	4
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	5
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	6
Count Total	0	0	0	1	0	0	0	2	0	3	3	0	9	0
Peak Hour	0	0	0	0	0	0	0	1	0	2	0	0	3	0

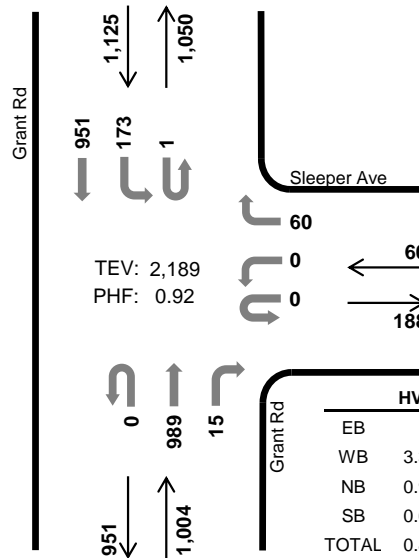
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Grant Rd Sleeper Ave

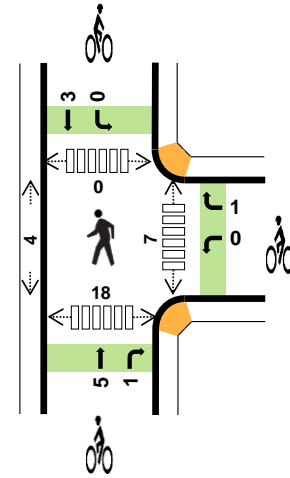


Peak Hour

Date: 04-11-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	-	-
WB	3.3%	0.56
NB	0.9%	0.89
SB	0.6%	0.92
TOTAL	0.8%	0.92



Three-Hour Count Summaries

Interval Start	0				Sleeper Ave				Grant Rd				Grant Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	0	0	0	0	0	0	15	0	0	242	5	0	40	235	0	537	0
4:45 PM	0	0	0	0	0	0	0	12	0	0	236	5	1	39	235	0	528	0
5:00 PM	0	0	0	0	0	0	0	6	0	0	278	4	0	48	258	0	594	0
5:15 PM	0	0	0	0	0	0	0	27	0	0	233	1	0	46	223	0	530	2,189
Peak Hour	All	0	0	0	0	0	0	60	0	0	989	15	1	173	951	0	2,189	0
	HV	0	0	0	0	0	0	2	0	0	9	0	0	0	7	0	18	0
	HV%	-	-	-	-	-	-	3%	-	-	1%	0%	0%	0%	1%	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	2	2	1	5	0	0	2	1	3	1	1	0	2	4
4:45 PM	0	0	2	2	4	0	1	1	0	2	1	1	0	4	6
5:00 PM	0	0	5	2	7	0	0	2	0	2	4	0	0	9	13
5:15 PM	0	0	0	2	2	0	0	1	2	3	1	2	0	3	6
Peak Hour	0	2	9	7	18	0	1	6	3	10	7	4	0	18	29

Three-Hour Count Summaries																			
Interval Start	0				Sleeper Ave				Grant Rd				Grant Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	2	0	14	0	0	256	2	3	21	216	0	514	0	
4:15 PM	0	0	0	0	0	0	0	17	0	0	230	0	2	29	218	0	496	0	
4:30 PM	0	0	0	0	0	0	0	15	0	0	242	5	0	40	235	0	537	0	
4:45 PM	0	0	0	0	0	0	0	12	0	0	236	5	1	39	235	0	528	2,075	
5:00 PM	0	0	0	0	0	0	0	6	0	0	278	4	0	48	258	0	594	2,155	
5:15 PM	0	0	0	0	0	0	0	27	0	0	233	1	0	46	223	0	530	2,189	
5:30 PM	0	0	0	0	0	1	0	20	0	0	203	2	1	52	240	0	519	2,171	
5:45 PM	0	0	0	0	0	0	0	16	0	0	212	7	1	41	227	0	504	2,147	
6:00 PM	0	0	0	0	0	0	0	10	0	0	208	5	0	52	269	0	544	2,097	
6:15 PM	0	0	0	0	0	0	0	16	0	0	172	4	0	35	249	0	476	2,043	
6:30 PM	0	0	0	0	0	1	0	12	0	0	166	3	0	37	227	0	446	1,970	
6:45 PM	0	0	0	0	0	1	0	13	0	0	157	2	0	32	197	0	402	1,868	
Count Total	0	0	0	0	0	5	0	178	0	0	2,593	40	8	472	2,794	0	6,090	0	
Peak Hour	All	0	0	0	0	0	0	0	60	0	0	989	15	1	173	951	0	2,189	0
	HV	0	0	0	0	0	0	0	2	0	0	9	0	0	0	7	0	18	0
	HV%	-	-	-	-	-	-	-	3%	-	-	1%	0%	0%	0%	1%	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	3	1	4	0	0	1	2	3	0	2	0	1	3
4:15 PM	0	0	4	4	8	0	0	2	2	4	5	2	0	6	13
4:30 PM	0	2	2	1	5	0	0	2	1	3	1	1	0	2	4
4:45 PM	0	0	2	2	4	0	1	1	0	2	1	1	0	4	6
5:00 PM	0	0	5	2	7	0	0	2	0	2	4	0	0	9	13
5:15 PM	0	0	0	2	2	0	0	1	2	3	1	2	0	3	6
5:30 PM	0	0	3	3	6	0	0	2	1	3	0	0	0	3	3
5:45 PM	0	0	1	2	3	0	1	2	0	3	0	0	1	1	2
6:00 PM	0	0	1	1	2	0	0	0	1	1	1	0	0	1	2
6:15 PM	0	0	1	0	1	0	1	1	1	3	0	1	0	2	3
6:30 PM	0	0	2	2	4	0	0	0	0	0	1	0	0	3	4
6:45 PM	0	0	0	0	0	0	0	1	2	3	0	1	0	0	1
Count Total	0	2	24	20	46	0	3	15	12	30	14	10	1	35	60
Peak Hr	0	2	9	7	18	0	1	6	3	10	7	4	0	18	29

Three-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	0				Sleeper Ave				Grant Rd				Grant Rd					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8	0
4:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	5	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	21
5:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	7	24
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	18
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	19
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	18
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	13
6:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	12
6:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	10
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Count Total	0	0	0	0	0	0	0	2	0	0	24	0	0	0	20	0	46	0
Peak Hour	0	0	0	0	0	0	0	2	0	0	9	0	0	0	7	0	18	0

Three-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	0			Sleeper Ave			Grant Rd			Grant Rd					
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	
4:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	
4:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	
4:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	2	12	
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	11	
5:15 PM	0	0	0	0	0	0	0	0	1	0	2	0	3	10	
5:30 PM	0	0	0	0	0	0	0	1	1	0	1	0	3	10	
5:45 PM	0	0	0	0	0	1	0	2	0	0	0	0	3	11	
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	10	
6:15 PM	0	0	0	0	0	1	0	1	0	0	1	0	3	10	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
6:45 PM	0	0	0	0	0	0	0	0	1	2	0	0	3	7	
Count Total	0	0	0	0	0	3	0	12	3	3	9	0	30	0	
Peak Hour	0	0	0	0	0	1	0	5	1	0	3	0	10	0	

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

Primary Rd		GRANT RD		Distance (ft)	425	Direction	S	Secondary Rd	MARTENS AV	NCIC	4311	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Mountain View		County	Santa Clara	Population	5	Rpt Dist	04311	Beat	001	Type	0	CalTrans	Badge	N6205	Collision Date	20181004	Time	0934	Day	THU				
Primary Collision Factor		UNSAFE SPEED		Violation	223501	Collision Type	BROADSIDE	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	N	Process Date	20181113									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With				BICYCLE		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int									
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	BICY	32	M	O	HNBD		PROC ST	S	L	0400	-	-	3	N	-	-	-	BICY	OTH VIS	32	M	1	1	P	V	
2	DRVR	30	M	W	HNBD		RGT TURN	W	A	0100	BMW	2013	-	3	A	21804	M	G								
Primary Rd		GRANT RD		Distance (ft)	250	Direction	N	Secondary Rd	MARTENS AV	NCIC	4311	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Mountain View		County	Santa Clara	Population	5	Rpt Dist	04311	Beat	001	Type	0	CalTrans	Badge	F7704	Collision Date	20181220	Time	1619	Day	THU				
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	N	Process Date	20190131									
Weather1		CLOUDY		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run		FELONY		Motor Vehicle Involved With				OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int									
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	51	F	H	HNBD		STOPPED	N	A	0700	NISSA	2018	-	3	N	-	M	G	DRVR	COMP PN	51	F	1	0	M	G
2F	DRVR	998	M	W	IMP UNK	IMP UNK	PROC ST	N	-	9900	-	-	3	N	-	-	-									
Primary Rd		GRANT RD		Distance (ft)	23	Direction	S	Secondary Rd	SLEEPER AV	NCIC	4311	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Mountain View		County	Santa Clara	Population	5	Rpt Dist	04311	Beat	001	Type	0	CalTrans	Badge	N6205	Collision Date	20181026	Time	1125	Day	FRI				
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	INJURY	#Killed	0	#Injured	2	Tow Away?	Y	Process Date	20181206									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With				OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int									
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	53	F	W	HNBD		PROC ST	N	A	0100	CHEVR	2012	-	3	N	-	M	G	DRVR	OTH VIS	53	F	1	0	M	G
2	DRVR	60	F	A	HNBD		STOPPED	N	A	0100	LEXUS	2012	-	3	N	-	M	G	DRVR	COMP PN	60	F	1	0	M	G
Primary Rd		GRANT RD		Distance (ft)	150	Direction	N	Secondary Rd	SOUTH DR	NCIC	4311	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Mountain View		County	Santa Clara	Population	5	Rpt Dist	04311	Beat	001	Type	0	CalTrans	Badge	H2079	Collision Date	20180626	Time	0656	Day	TUE				
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	SIDESWIPE	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	N	Process Date	20180726									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With				BICYCLE		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int									
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	46	F	A	HNBD		PROC ST	S	A	0100	LEXUS	2009	-	3	N	-	M	G	BICY	OTH VIS	49	M	1	1	P	W
2	BICY	49	M	W	HNBD		PROC ST	S	L	0400	-	-	3	N	-	-	-									
Primary Rd		GRANT RD		Distance (ft)	102	Direction	N	Secondary Rd	STRATFORD CT	NCIC	4311	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Mountain View		County	Santa Clara	Population	5	Rpt Dist	04311	Beat	001	Type	0	CalTrans	Badge	A6325	Collision Date	20180911	Time	1647	Day	TUE				
Primary Collision Factor		WRONG SIDE		Violation	21650	Collision Type	HIT OBJECT	Severity	FATAL	#Killed	1	#Injured	0	Tow Away?	Y	Process Date	20181029									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With				FIXED OBJ		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int									
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	85	M	W	HNBD		RAN OFF RD	S	A	0700	FORD	2003	-	3	N	-	L	C	DRVR	KILLED	85	M	1	0	L	C



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Appendix B - Warrant Analysis Worksheets

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Signal Warrant Analysis
Grant Road and Sleeper Avenue
City of Mountain View

Figure 4C-101 (CA), Traffic Signal Warrants Worksheet (Sheet 1 of 5)

DIST: Santa Clara County RTE: KPM: CALC: OC: DATE: 4/18/2019
 CO: CHK: DATE:

Major St: Grant Road Critical Approach Speed: 35 m/h
 Minor St: Sleeper Ave Critical Approach Speed: 25 m/h

Speed limit or critical speed on major street > 40 mph.....
 In built up area of isolated community of < 10,000 population

RURAL (R)
 URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES NO

Condition A - Minimum Vehicle Volume 100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7:00 a.m.	8:00 a.m.	12:00 p.m.	2:00 p.m.	3:00 p.m.	4:00 p.m.	5:00 p.m.	6:00 p.m.	Hour
	U	R	U	R									
Both Approaches	500	350	600	420	1688	2040	1592	1845	1928	1885	1999	1720	
Major Street	(400)	(280)	(480)	(336)	(1350)	(1632)	(1274)	(1476)	(1542)	(1508)	(1599)	(1376)	
Highest Approaches	150	105	200	140	108	133	59	92	71	69	66	67	
Minor Street	(120)	(84)	(160)	(112)	(86)	(106)	(47)	(74)	(57)	(55)	(53)	(54)	

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7:00 a.m.	8:00 a.m.	12:00 p.m.	2:00 p.m.	3:00 p.m.	4:00 p.m.	5:00 p.m.	6:00 p.m.	Hour
	U	R	U	R									
Both Approaches	750	525	900	630	1688	2040	1592	1845	1928	1885	1999	1720	
Major Street	(600)	(420)	(720)	(504)	(1350)	(1632)	(1274)	(1476)	(1542)	(1508)	(1599)	(1376)	
Highest Approaches	75	53	100	70	108	133	59	92	71	69	66	67	
Minor Street	(60)	(42)	(80)	(56)	(86)	(106)	(47)	(74)	(57)	(55)	(53)	(54)	

Combination of Conditions A & B SATISFIED YES NO

REQUIREMENT	CONDITION	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME	x
	B. INTERRUPTION OF CONTINUOUS TRAFFIC	x
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

MUTCD 2014 California Supplement

Figure 4C-101, Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume SATISFIED YES NO

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	7:00 a.m.	8:00 a.m.	9:00 a.m.	2:00 p.m.	Hour
Both Approaches - Major Street		2	1688	2040	1581	1845	
Highest Approaches - Minor Street	1		108	133	86	92	

*All plotted points fall above the curves in MUTCD Figure 4C-1 or 4C-2. Yes No

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume

*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3 - Peak Hours **PART A or PART B SATISFIED** YES NO

PART A SATISFIED YES NO
 (All parts, 1, 2 and 3 below must be satisfied)

- The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND
- The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND
- The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.

Part A is not met for the A.M. and P.M. Peak Hours

PART B SATISFIED YES NO

APPROACH LANES	One	2 or More	07:30-09:30	16:30-17:30	Hour
Both Approaches - Major Street		2	2462	2129	
Highest Approaches - Minor Street	1		152	60	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume vehicle minor street approach (one direction only) for one hour (any 4 consecutive 15 minute intervals)

Figure 4C-3. Warrant 3, Peak Hour

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Legend:
 ★ A.M.
 ☆ P.M.

Part B is met for the A.M. Peak Hours

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

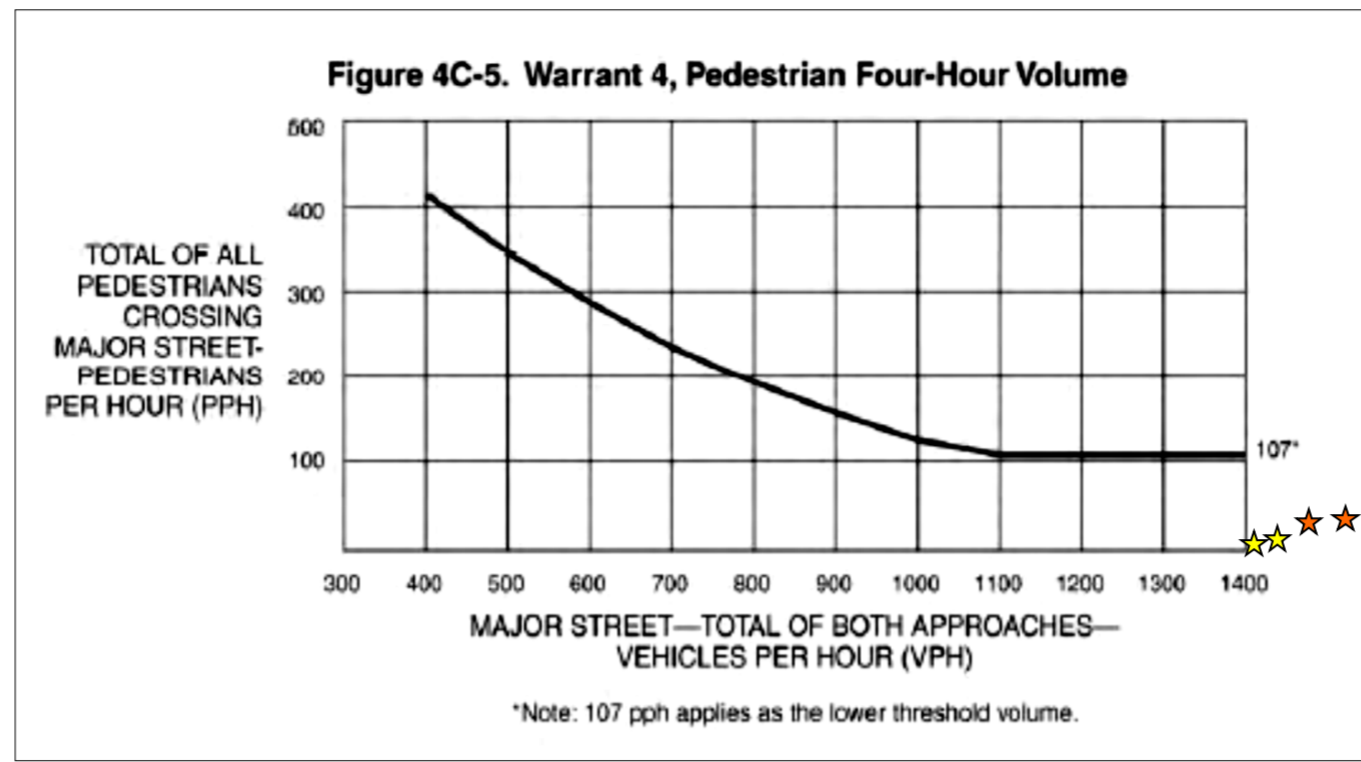
SATISFIED YES NO

Part 1 (Parts A or B must be satisfied)

Hours - - - >	7:30 - 8:30	7:45 - 8:45	16:30 - 17:30	16:45 - 17:45
Vehicles per hour for any 4 hours	2462	2332	2129	2104
Pedestrians per hour for any 4 hours	26	26	18	19

Figure 4C-5 or Figure 4C-6

SATISFIED Yes No



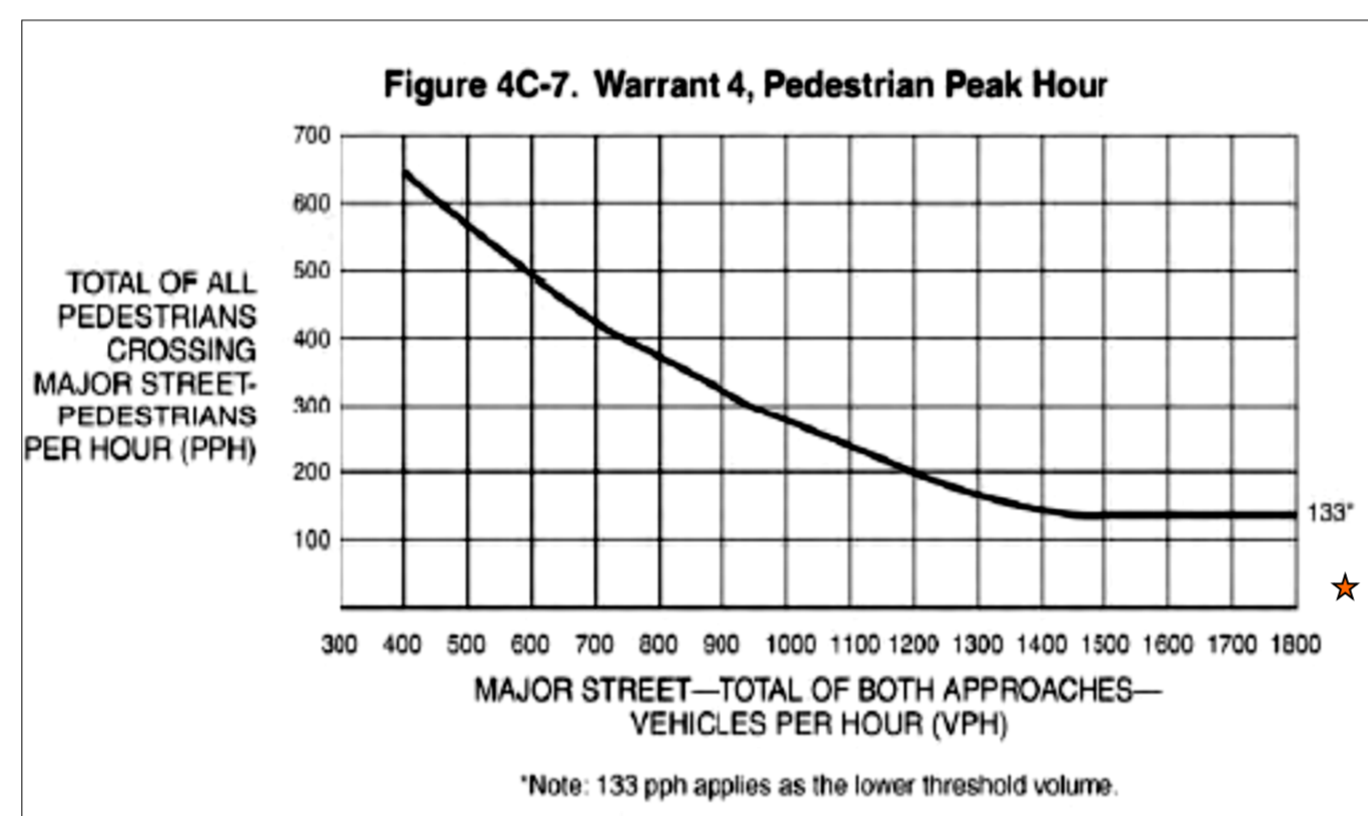
Legend:
★ A.M.
★ P.M.

Hours - - - >

Vehicles per hour for any 1 hour	2462
Pedestrians per hour for any 1 hour	26

Figure 4C-7 or Figure 4C-8

SATISFIED Yes No



SATISFIED Yes No

Part 2

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED YES NO

Part A

Gap/Minutes and # of Children

Gaps vs Minutes	Minutes Children Using Crossing Number of Adequate Gaps	School Age Pedestrians Crossing Street/hr	Gaps < Minutes	AND Children > 20/hr
			Yes <input type="checkbox"/>	No <input type="checkbox"/>
			Yes <input type="checkbox"/>	No <input type="checkbox"/>

AND, Consideration has been given to less restrictive remedial measures. Yes No

Part B

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input type="checkbox"/>	No <input type="checkbox"/>
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

This warrant is not applicable since no school exists within the vicinity of the study intersections.

WARRANT 6 - Coordinated Signal System
(All parts must be satisfied)

SATISFIED YES NO

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	FULFILLED
≥1000 ft	N ft, S 640 ft, E ft, W ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		Yes <input type="checkbox"/> No <input type="checkbox"/>

This warrant is not applicable since the distance of the study intersection from adjacent signalized intersection is less than 1000 ft.

WARRANT 7 - Crash Warrant
(All parts must be satisfied)

SATISFIED YES NO

Adequate trial of alternatives with satisfactory observation and enforcement has failed to reduce the crash frequency.	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
REQUIREMENTS: Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
5 OR MORE	0 crashes within April 2018-March 2019	
REQUIREMENTS	CONDITIONS	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	x YES <input type="checkbox"/> NO <input type="checkbox"/>
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	x
	OR, Warrant 4, Pedestrian Volume Condition	x
	Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8	x

WARRANT 8 - Roadway Network
(All Parts Must Be Satisfied)

SATISFIED YES NO

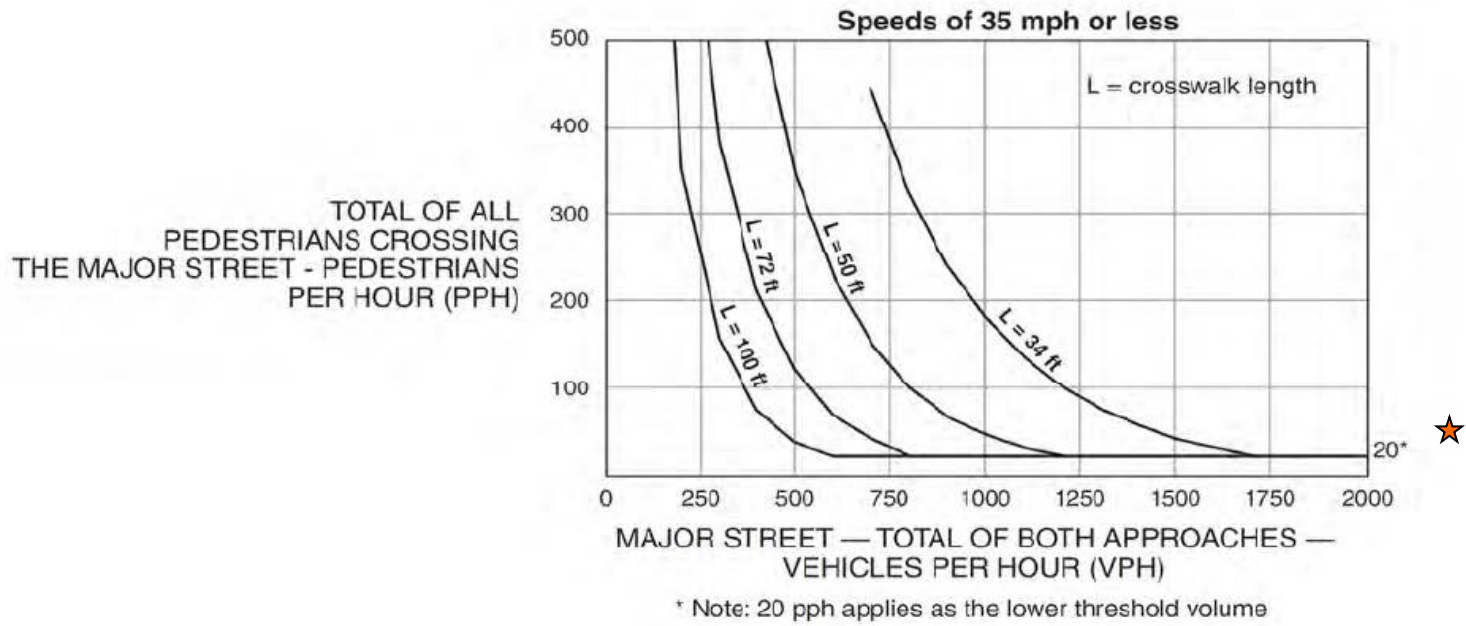
MINIMUM VOLUME	ENTERING VOLUMES - ALL APPROACHES	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour 2614 Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2 and 3 during an average weekday	x YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
	OR	N/A
	During Each of Any 5 Hrs. of a Sat. and/or Sun Veh/Hr	
CHARACTERISTICS OF MAJOR ROUTES		
Hwy. System Serving as Principal Network for Through Traffic		Yes
Rural or Suburban Highway Outside Of, Entering, or Traversing a City		No
Appears as Major Route on an Official Plan		No
Any Major Route Characteristics Met, Both Streets		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Pedestrian Hybrid Beacon Warrant

SATISFIED YES NO

Hours - - - >	7:30-8:30	
Vehicles per hour for any 1 hour	2462	L = 70 ft
Pedestrians per hour for any 1 hour	26	

Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways





VISION THAT MOVES YOU

APPENDIX C – COMMUNITY POLL QUESTIONS

Grant Road and Sleeper Avenue Intersection Study Presentation Polling Questions Report

Poll 1 - Question 1: What mode of transportation do you use at this intersection? **(Please check all that apply)** – 22 total responses

Vehicle	14/22	64%
Bicycle	16/22	73%
Pedestrian	17/22	77%
None	0/22	0%

Poll 2 - Question 2: How often do you use this intersection to cross Grant Road as a pedestrian or bicyclist? 24 total responses

Daily	10/24	42%
Weekly	6/24	25%
Monthly	5/24	21%
Never	3/24	12%

Poll 3 - Question 3: What are your concerns at this intersection? **(Please check all that apply)** 25 total responses

Pedestrian Safety	24/25	96%
Vehicle Safety	22/25	88%
Bicyclist Safety	19/25	76%
Lighting	3/25	12%
Speeds on Grant Road	13/25	52%
Congestion	9/25	36%
Vehicles not yielding to pedestrians	4/25	16%

Poll 4 - Question 4: Do you like the idea of the left turn restriction from Sleeper Avenue? 25 total responses

Yes	17/25	68%
No	8/25	32%

Poll 5 - Question 5: How often do you use Sleeper Avenue to turn left onto Grant Road? 25 total responses

Daily	1/25	4%
Weekly	7/25	28%
Monthly	6/25	24%
Never	11/25	44%

Poll 6 - Question 6: If you use Sleeper Avenue to turn left onto Grant Road, are there certain times of the day that you avoid the left turn? **(Please check all that apply)** 23 total responses

Morning	7/23	30%
Middle of the day	4/23	17%
Night	2/23	9%
I do not use the left turn	12/23	52%

Poll 7 - Question 7: Which proposed alternative would you like to see implemented at the intersection? **(Please check all that apply)** 22 total responses

Pedestrian Hybrid Beacon	14/22	64%
Pedestrian Hybrid Beacon with left turn restriction	9/22	41%
Traffic	3/22	14%
Existing conditions to remain	2/22	9%

Poll 8 - Question 8: Are there any options that you do not want implemented at the intersection? **(Please check all that apply)** 22 total responses

Left Turn Restriction	4/22	18%
Pedestrian Hybrid Beacon	0/22	0%
Traffic Signal	12/22	55%
Existing conditions to	15/22	68%