



MEMORANDUM

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY CHARLES L. FOX, P.E. 151614 ON 02/26/2026. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.

To: Jennifer Bland
General Manager
Elm Ridge WCID

Date: February 26, 2026
Proj No.: R0051364.09

From: Charles Logan Fox, PE, PTOE

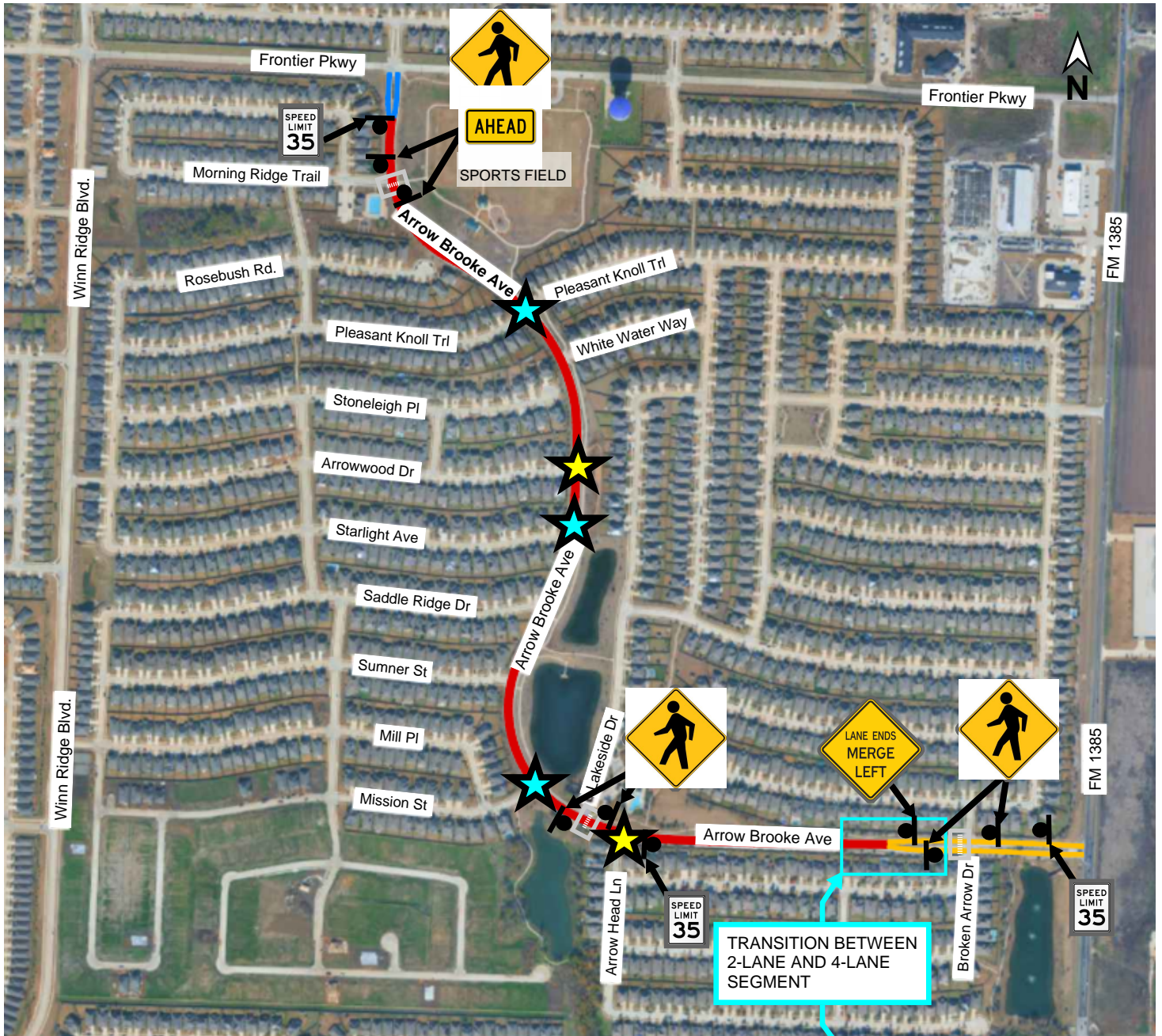
Subject: Arrow Brooke Avenue Speed and Pedestrian Study
Elm Ridge WCID, Texas





The services of **Westwood** were retained by the City of Celina on behalf of Elm Ridge WCID, to conduct a Speed Study and Pedestrian Study along Arrow Brooke Avenue from Frontier Parkway to FM 1385 (See **Exhibit 1**). The study was based upon traffic and speed counts performed by CJ Hensch on Thursday, December 4, 2025, and Saturday, December 13, 2025, and a site visit from Westwood staff on Wednesday, December 10, 2025. Speed data and volume counts were collected for 24 hours along Arrow Brooke Avenue at the intersections with Arrow Head Lane and Arrowwood Drive (See **Table 1**). Turning movement and pedestrian counts were also conducted along Arrow Brooke Avenue at the intersections with Pleasant Knoll Trail, Starlight Avenue, and Mission Street (See **Table 2**). Detailed traffic data can be found in **Appendix A**.

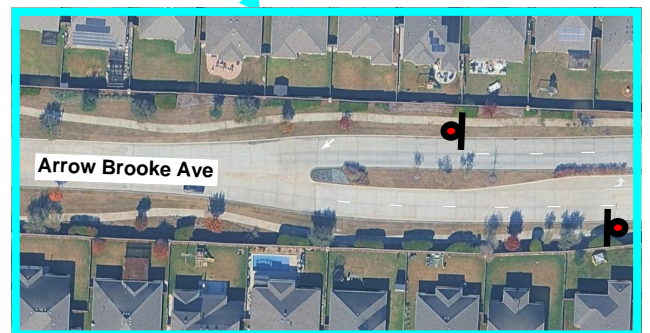
Roadway Network




Arrow Brooke Avenue is a two-lane, curvy, undivided roadway with a 35 MPH posted speed limit. The width of the road is approximately 36 feet for the majority of the corridor. Length of the corridor is approximately 1.15 miles from Frontier Parkway (to the north) to FM 1385 (to the east). There are 11 intersections and only three marked crosswalks along Arrow Brooke Avenue. Arrow Brooke Avenue transitions between two-lane and four-lane segments as shown in the Roadway Network exhibit found in **Exhibit 1**. The four-lane segment of Arrow Brooke Avenue is the only segment with striping, where broken white lines separate the lanes. Continuous sidewalk runs along the east/north side of Arrow Brooke Avenue. There is only one sidewalk on the west/south side of Arrow Brooke Avenue between Mission Street and FM 1385.

Exhibit 1 - Roadway Network



-  TMC DATA POINT
-  SPEED DATA POINT
-  EXISTING SIGN
-  EXISTING MARKED CROSSWALK



-  2-LANE, MEDIAN-DIVIDED WITH NO STRIPING
-  2-LANE, UNDIVIDED WITH NO STRIPING
-  4-LANE, MEDIAN DIVIDED WITH STRIPING

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Data Analysis

The speed data, the average speed, 85th percentile speed, and Average Daily Traffic (ADT) volume can be found in **Table 1**. More detailed data can be found in Appendix A. The two Speed Data Point locations are shown in **Exhibit 1**. The 85th percentile speed ranges from 28 to 44 mph. The 85th percentile speed is a traffic engineering metric that indicates the speed at or below which 85% of vehicles travel under free-flowing conditions. It is used primarily to set speed limits that reflect the speed most drivers consider safe and reasonable, aligning regulatory limits with actual driving behavior. Additionally, it plays a crucial role in safety analysis by highlighting areas where vehicle speeds significantly deviate from the norm, which could indicate potential safety concerns.

Based on Data Point 1 in **Table 1**, the average speed of northbound and southbound traffic along Arrow Brooke Avenue is below the posted speed limit of 35 MPH on both the weekday and weekend day. According to the 85th percentile speed, 85% of the southbound vehicles travel below the posted speed limit and 85% of the northbound vehicles travel below, at, or a maximum of 2 miles over the posted speed limit on both days. The 2 mile difference is insignificant in terms of speeding.

Based on Data Point 2 in **Table 1**, the average speed and 85th percentile speed of westbound traffic along Arrow Brooke Avenue is below the posted speed on both the weekday and weekend day. The average speed and 85th percentile speed of eastbound traffic is below the posted speed limit during the weekend day but above the speed limit on the weekday. The 85th percentile speed limit for eastbound traffic is 9 MPH over the speed limit on the weekday, which can be significant in terms of speeding.

Table 1. Speed Data

Day of the Week	Data Point 1 Arrowwood Drive				Data Point 2 Arrow Head Lane			
	Thursday		Saturday		Thursday		Saturday	
Direction	NB	SB	NB	SB	EB	WB	EB	WB
Posted Speed Limit (mph)	35	35	35	35	35	35	35	35
Average Speed (mph)	32.3	28.6	32.0	29.8	37.3	30.3	26.8	28.4
85th Percentile Speed (mph)	37	32	37	34	44	34	28	30
ADT	1071	946	1127	1063	964	1093	2111	2176

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Site Observations

Westwood conducted the site visit on Wednesday, December 10, 2025, during both the AM school pickup and PM school drop off times. The times observed were from 7:30 AM to 8:30 AM and 3:30 PM to 5:00 PM. The day was a typical school day with a sunny clear sky forecast. Pedestrian and vehicular traffic flow along Arrow Brooke Avenue were observed as well as school traffic operations.

Observed Vehicle Operations

During the AM peak, most vehicles traveled between 30 to 35 MPH along Arrow Brooke Avenue and traffic along the corridor was minor with most vehicles traveling southbound. Southbound driver's sight is hindered by the morning sunrise. From 7:45 AM to 8:00 AM, a school bus was observed traveling at 20 MPH southbound along Arrow Brooke Avenue and stopping at two pickup locations on the west side of the road. During the 15 minute segment, northbound vehicles traveled between 20 to 25 MPH and southbound vehicles traveled at 20 MPH in a queue behind the school bus. Northbound and southbound drivers stopped for the bus and formed queues of 3 to 12 vehicles near the two pickup locations along Arrow Brooke Avenue: one located at the northwest corner of the Pleasant Knoll Trail and Arrow Brooke Avenue intersection and the other at the northwest corner of Saddle Ridge Drive and Arrow Brooke Avenue.

After 8:00 AM, traffic along the corridor slightly increased and vehicles began to travel between 35 to 40 MPH causing a queue to form at the west leg of the Arrow Brooke Avenue and FM 1385 intersection.

Compared to the AM peak, the PM peak had very minor traffic and most vehicles were observed traveling between 35 to 40 MPH. Three vehicles were also observed parking along the curb of Arrow Brooke Avenue near Pleasant Knoll Trail to wait for the school bus drop-offs.

Observed Pedestrian Infrastructure

From the 11 intersections along Arrow Brooke Avenue, 5 are T-intersections with two unmarked crosswalks and all single lane approaches, 2 are T-intersections with one unmarked crosswalk and all single lane approaches, 2 are T-intersections with one marked crosswalk, one unmarked crosswalk, and all single lane approaches, 1 is an unchannelized four-leg intersection with four unmarked crosswalks and all single lane approaches, and 1 is a four-leg intersection flared and marked with left-turn lanes at the segment where Arrow Brooke Avenue is a four-lane road. All marked or unmarked crosswalks have diagonal curb ramps. All three marked crosswalks have crosswalk ahead signs that warn drivers of possible pedestrians across Arrow Brooke Avenue at Morning Ridge Trail, Lakeside Drive, and Broken Arrow Drive.

Observed Walking Routes

During the AM and PM peak, pedestrian activity along Arrow Brooke Avenue was very low.

In the AM peak, 3 adult pedestrians were observed walking along the east side of the corridor near Mission Street and 1 adult pedestrian was seen crossing Arrow Brooke Avenue at Starlight Avenue. The rest of the pedestrian activity along Arrow Brooke Avenue consisted of students walking towards school bus pick-up locations. The first school bus pick-up location is at the northwest corner of Pleasant Knoll Trail and Arrow Brooke Avenue, where approximately 8 middle school students were seen waiting or walking towards the bus. The second school bus pick-up location is at the northwest corner of Saddle Ridge Drive and Arrow Brooke Avenue, where approximately 18 middle school students were seen waiting or walking towards the bus. Three high school students were seen waiting for the bus along Broken Arrow Drive, north of Arrow Brooke Avenue.

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In the PM peak, most of the pedestrian activity consisted of students walking home from the school bus drop-off locations on the east side of Arrow Brooke Avenue. Approximately 15 middle school students were dropped off near Pleasant Knoll Trail and approximately 8 high school students were dropped off near Mission Street. Most students walk home along the east side of Arrow Brooke Avenue. **Table 2** below reflects the pedestrian counts of three locations during the AM and PM peak.

Table 2 – Pedestrian Count Data Summary

Pedestrian Count Data Summary						
Arrow Brooke Avenue at:	Approach ->	EB	WB	NB	SB	TOTAL
Pleasant Knoll Trail	7:00-8:00 (AM Peak)	3	1	1	0	5
	15:00-16:00 (PM Peak)	0	1	0	0	1
	TOTAL	3	2	1	0	6
Starlight Avenue	7:00-8:00 (AM Peak)	0	-	1	0	1
	16:45-17:45 (PM Peak)	1	-	2	0	3
	TOTAL	1	-	3	0	4
Mission Street	7:00-8:00 (AM Peak)	0	-	0	0	0
	17:00-18:00 (PM Peak)	2	-	2	0	4
	TOTAL	2	-	2	0	4

Local Feedback

Due to the timeframe of the site visit, we were not able to observe pedestrian or vehicular traffic on a soccer game day at the 380 Youth Sports Fields. An office manager for the fields provided feedback on game day activity, which starts at 9:00 AM and ends at 3:00 PM. It was noted that vehicles park within the parking lot and along Frontier Parkway or Arrow Brooke Avenue on the side closest to the fields. Vehicles on Arrow Brooke Avenue do not park past the concession stand area and vehicles on Frontier Parkway do not park past the water tower. Pedestrians walk or drive golf carts to the fields from adjacent neighborhoods.

Recommendations

Due to the eastbound 85th percentile speed being 9 MPH greater than the speed limit on Arrow Brooke Avenue, we recommend implementing the speed reduction measure below. All recommendations are shown in **Exhibit 2**:

1. **Combination Curve/Advisory Speed sign installation:** Arrow Brooke Avenue has a horizontal alignment change in which the roadway curves near Mission Street and changes direction between north-south and east-west. Westwood recommends a W1-2L Left Curb Ahead sign with a W13-1P Advisory Speed sign of 25 MPH to be installed at least 50 feet before the left curve that transitions traffic from southbound to eastbound. Sign assembly to be placed west of Mission Street. A W1-2L Right Curb Ahead sign with a W13-1P Advisory Speed sign of 25 MPH to be installed at least 50 feet before the right curve that transitions traffic from westbound to northbound is also recommended. Sign assembly to be placed east of the crosswalk near Lakeside Drive to ensure westbound drivers reduce their speed before approaching the pedestrian crossing. The sign assemblies would ensure that drivers are made aware of the roadway's horizontal alignment change and the advice to decrease speed to 25 MPH for driver and pedestrian safety. The City of Celina should conduct speed observations a few months after the installation of the signs to verify driver compliance with the adjusted speed limit.

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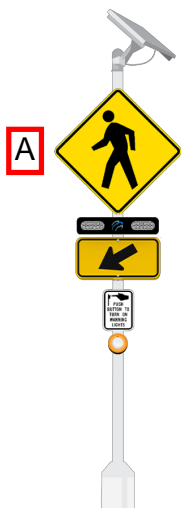
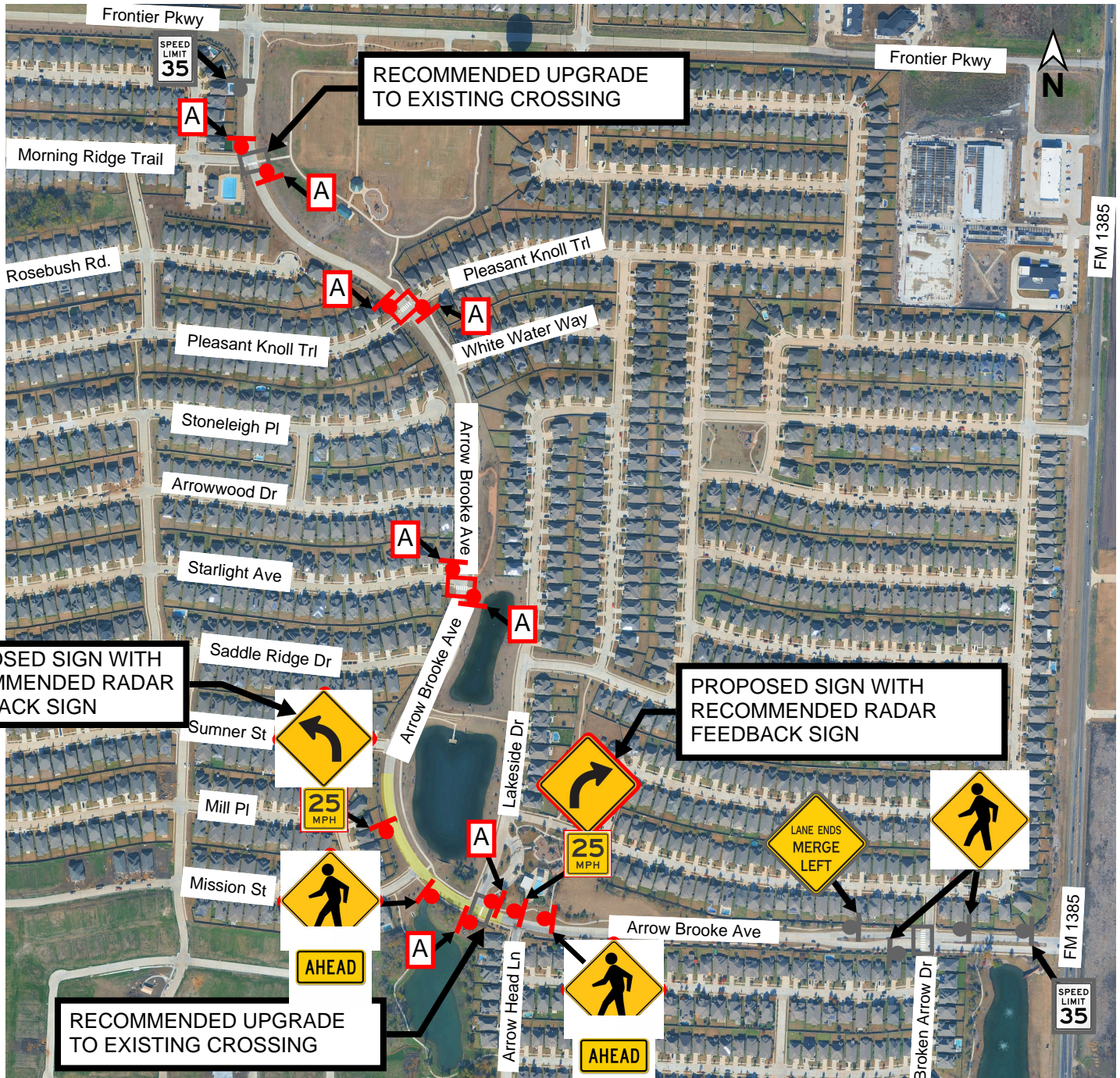
2. **Install Driver Feedback Plaque:** A W13-20aP Vehicle Speed Feedback plaque may be mounted under the proposed W1-2 Curve Warning sign assemblies in order to warn approaching vehicles of their speed in relation to the advisory speed. The radar feedback would influence drivers to regulate their speed and improve pedestrian safety.





We also recommend implementing some or all pedestrian safety measures below:

1. **Warning Sign Advance Placement:** W11-2 Crosswalk Ahead signs with W16-9p Ahead plaques to be placed at least 250 feet ahead of the existing crosswalk near Arrow Head Lane (eastbound and westbound). The 250 foot distance was determined using the 35 MPH posted speed limit and Table 2C-3. Guidelines for Advance Placement of Warning Signs from the 11th edition of the MUTCD found in **Appendix B**.
2. **Proposed Upgraded Crossings at Pleasant Knoll Trail and Starlight Avenue:** Per the information provided by the office manager of the 380 Youth Sports Fields, pedestrian and golf cart driving activity between the fields and the neighboring streets occurs on game days from 9:00AM to 3:00PM. Although pedestrian activity along Arrow Brooke Avenue was minor during school bus pick-up and drop-off times, Pleasant Knoll Trail near the fields had pedestrian activity from students waiting for the bus, walking towards the bus, or walking home from the bus. Considering the game day information provided, Pleasant Knoll Trail is commonly used by pedestrians throughout the week. Pedestrian activity was also noted between Starlight Avenue, the playground, and the lake. Starlight Avenue is located at the midpoint of the west side of Arrow Brooke Avenue. The playground and lake are located on the other side of the road from Starlight Avenue. The intersection of Starlight Avenue and Arrow Brooke Avenue being located between the playground and lake area makes the crosswalk essential for pedestrians coming from the north and south of Arrow Brooke Avenue towards the playground or lake area. The unmarked crosswalk at the intersection of Pleasant Knoll Trail with Arrow Brooke Avenue and the intersection of Starlight Avenue with Arrow Brooke Avenue can be improved by adding pavement markings, pedestrian crossing signage, and Rectangular Rapid Flashing Beacon (RRFB) push buttons.
3. **Upgrade Existing Crossings at Morning Ridge Trail and Lakeside Drive:** The existing marked crossings at Morning Ridge Trail and Lakeside Drive can be improved with the installation of Rectangular Rapid Flashing Beacons (RRFBs) that enhance the visibility and increase driver awareness of pedestrians. The flashing lights would alert drivers to slow down before approaching a pedestrian crossing that is actively being used.
4. **Inform the community of Pedestrian Safety Practices:** It is advised that the Homeowners Association is made aware of the pedestrian safety measures implemented in order to inform pedestrians in the community about the importance of using designated crosswalks, walking on sidewalks, and staying alert for vehicles. Disseminating information to the residents of the neighborhood could improve pedestrian safety and traffic operations along the roadway.

Westwood advises changing the speed limits. The 85th percentile speed currently shows speeds at or around the speed limit during several peak times along the corridor. See **Exhibit 2** for proposed recommendations to naturally lower driver speeds and provide safer pedestrian routes.

Exhibit 2 - Recommendations



-  PROPOSED SIGN
-  EXISTING SIGN
-  PROPOSED MARKED CROSSWALK WITH PROPOSED RRFB
-  EXISTING MARKED CROSSWALK WITH PROPOSED RRFB

Appendix A. Detailed Traffic Volume Data

City: Celina State: Texas Day: Thursday Date: 12/4/2025	WEST LEG						SOUTH LEG						NORTH LEG					
	Eastbound Approach on Mission Street						Northbound Approach on Arrow Brooke Avenue						Southbound Approach on Arrow Brooke Avenue					
	Vehicles				Peds		Vehicles				Peds		Vehicles				Peds	
	Start Time	Left	Right	U-Turn	App Total	CW	CCW	Left	Thru	U-Turn	App Total	CW	CCW	Thru	Right	U-Turn	App Total	CW
7:00:00	0	20	0	20	0	0	15	13	0	28	0	0	39	0	0	39	0	0
7:15:00	0	14	0	14	0	0	18	15	0	33	0	0	44	0	0	44	0	0
7:30:00	0	17	0	17	0	0	14	13	0	27	0	0	39	0	0	39	0	0
7:45:00	0	18	0	18	0	0	10	18	0	28	0	0	42	2	0	44	0	0
8:00:00	0	21	0	21	0	0	14	24	0	38	0	0	25	2	0	27	0	0
8:15:00	0	14	0	14	0	0	21	21	0	42	0	0	22	1	0	23	0	0
8:30:00	0	18	0	18	0	0	8	13	0	21	0	0	23	0	0	23	0	0
8:45:00	0	14	0	14	0	0	17	14	0	31	0	0	30	1	0	31	0	0
15:00:00	0	22	0	22	1	0	12	22	0	34	1	0	18	0	0	18	0	0
15:15:00	0	18	0	18	0	0	8	35	0	43	0	0	41	0	0	41	0	0
15:30:00	1	15	0	16	0	0	13	31	0	44	0	0	25	1	0	26	0	0
15:45:00	0	12	0	12	0	0	15	30	0	45	0	0	16	0	0	16	0	0
16:00:00	0	12	0	12	0	0	12	24	0	36	0	0	15	1	0	16	0	1
16:15:00	0	16	0	16	0	0	14	34	0	48	0	0	18	1	0	19	0	0
16:30:00	0	13	0	13	0	0	12	30	0	42	0	0	19	0	0	19	0	0
16:45:00	1	12	0	13	0	0	13	30	0	43	0	0	23	0	0	23	0	0
17:00:00	1	17	0	18	0	0	9	27	0	36	0	0	21	1	0	22	0	0
17:15:00	1	13	0	14	0	0	16	32	0	48	0	0	26	1	0	27	0	0
17:30:00	2	9	0	11	2	0	23	29	0	52	2	1	20	0	0	20	0	0
17:45:00	0	18	0	18	0	0	20	40	0	60	0	0	14	0	0	14	0	0
Grand Total	6	313	0	319	3	0	284	495	0	779	3	1	520	11	0	531	0	1

% Approach	1.9%	98.1%	0.0%				36.5%	63.5%	0.0%				97.9%	2.1%	0.0%			
% Total	0.4%	19.2%	0.0%	19.6%			17.4%	30.4%	0.0%	47.8%			31.9%	0.7%	0.0%	32.6%		
Lights	5	305	0	310			280	488	0	768			512	10	0	522		
% Lights	83.3%	97.4%	0.0%	97.2%			98.6%	98.6%	0.0%	98.6%			98.5%	90.9%	0.0%	98.3%		
Articulated Trucks	0	0	0	0			1	0	0	1			0	0	0	0		
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%			0.4%	0.0%	0.0%	0.1%			0.0%	0.0%	0.0%	0.0%		
Buses and Single-Unit Trucks	1	8	0	9			3	7	0	10			8	1	0	9		
% Buses and Single-Unit Trucks	16.7%	2.6%	0.0%	2.8%			1.1%	1.4%	0.0%	1.3%			1.5%	9.1%	0.0%	1.7%		
Pedestrians					3	0					3	0					0	1
% Pedestrians					100.0%	0.0%					100.0%	0.0%					0.0%	100.0%
Bicycles on Crosswalk					0	0					0	1					0	0
% Bicycles on Crosswalk					0.0%	0.0%					0.0%	100.0%					0.0%	0.0%

City: Celina State: Texas Day: Thursday Date: 12/4/2025	WEST LEG						EAST LEG						SOUTH LEG						NORTH LEG									
	Eastbound Approach on Pleasant Knoll Trail						Westbound Approach on Pleasant Knoll Trail						Northbound Approach on Arrow Brooke Avenue						Southbound Approach on Arrow Brooke Avenue									
	Vehicles					Peds	Vehicles					Peds	Vehicles					Peds	Vehicles					Peds				
	Start Time	Left	Thru	Right	U-Turn	App Total	CW	CCW	Left	Thru	Right	U-Turn	App Total	CW	CCW	Left	Thru	Right	U-Turn	App Total	CW	CCW	Left	Thru	Right	U-Turn	App Total	CW
7:00:00	0	1	3	0	4	0	0	1	1	8	0	10	0	0	1	15	0	0	16	0	0	3	12	0	0	15	0	0
7:15:00	1	0	11	0	12	0	0	2	0	16	0	18	0	0	2	16	0	0	18	0	0	10	13	2	0	25	0	0
7:30:00	2	1	7	0	10	0	0	3	1	4	0	8	1	0	2	10	2	0	14	0	0	13	14	1	0	28	0	0
7:45:00	0	2	4	0	6	3	0	0	1	1	0	2	0	0	2	10	2	0	14	1	0	10	25	1	0	36	0	0
8:00:00	0	0	4	0	4	0	0	2	2	2	0	6	0	0	3	10	0	0	13	0	0	3	11	0	0	14	0	0
8:15:00	0	0	0	0	0	1	0	2	3	2	0	7	0	3	3	8	0	0	11	0	0	2	6	0	0	8	1	0
8:30:00	0	2	3	0	5	0	1	1	1	1	0	3	0	0	2	6	0	0	8	0	0	1	6	0	0	7	0	1
8:45:00	1	2	2	0	5	0	0	0	0	0	0	0	0	0	2	4	2	0	8	0	0	1	8	1	0	10	0	0
15:00:00	0	0	1	0	1	0	0	1	0	6	0	7	0	0	2	18	0	0	20	0	0	4	12	2	0	18	0	0
15:15:00	0	2	3	0	5	0	0	0	0	3	0	3	1	0	2	15	3	0	20	0	0	6	29	1	0	36	0	0
15:30:00	0	1	4	0	5	0	0	0	0	1	0	1	0	0	4	10	2	0	16	0	0	5	8	1	0	14	0	0
15:45:00	0	0	3	0	3	0	0	1	2	2	0	5	0	0	5	14	2	0	21	0	0	2	8	0	0	10	0	0
16:00:00	1	1	3	0	5	1	0	1	1	2	0	4	0	5	4	13	1	0	18	0	1	0	7	1	0	8	0	4
16:15:00	1	0	2	0	3	0	0	1	1	0	0	2	0	0	5	8	3	0	16	0	0	0	6	0	0	6	0	0
16:30:00	2	0	5	0	7	0	0	0	1	0	0	1	0	0	4	12	2	0	18	0	0	3	9	1	0	13	0	0
16:45:00	1	0	1	0	2	0	1	1	0	5	0	6	0	0	7	11	3	0	21	0	0	2	8	1	0	11	0	0
17:00:00	0	2	2	0	4	0	0	0	3	2	0	5	0	0	4	11	1	0	16	0	0	2	15	2	1	20	0	0
17:15:00	2	2	6	0	10	0	0	1	0	0	0	1	2	1	2	10	2	0	14	0	0	1	15	4	0	20	0	0
17:30:00	1	0	6	0	7	0	0	2	1	2	0	5	0	0	6	15	1	0	22	0	0	4	11	1	0	16	0	0
17:45:00	0	0	3	0	3	0	0	0	2	1	0	3	0	3	4	17	2	0	23	0	0	0	8	1	0	9	0	0
Grand Total	12	16	73	0	101	5	2	19	20	58	0	97	4	12	66	233	28	0	327	1	1	72	231	20	1	324	1	5
% Approach	11.9%	15.8%	72.3%	0.0%				19.6%	20.6%	59.8%	0.0%				20.2%	71.3%	8.6%	0.0%				22.2%	71.3%	6.2%	0.3%			
% Total	1.4%	1.9%	8.6%	0.0%	11.9%			2.2%	2.4%	6.8%	0.0%	11.4%			7.8%	27.4%	3.3%	0.0%	38.5%			8.5%	27.2%	2.4%	0.1%	38.2%		
Lights	12	16	71	0	99			18	20	56	0	94			64	229	28	0	321			71	228	18	1	318		
% Lights	#####	#####	97.3%	0.0%	98.0%			94.7%	100.0%	96.6%	0.0%	96.9%			97.0%	98.3%	100.0%	0.0%	98.2%			98.6%	98.7%	90.0%	100.0%	98.1%		
Articulated Trucks	0	0	0	0	0			0	0	0	0	0			0	0	0	0	0			0	0	0	0	0		
% Articulated Trucks	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%			0.0%	0.0%	0.0%	0.0%	0.0%		
Buses and Single-Unit Trucks	0	0	2	0	2			1	0	2	0	3			2	4	0	0	6			1	3	2	0	6		
% Buses and Single-Unit Trucks	0.0%	0.0%	2.7%	0.0%	2.0%			5.3%	0.0%	3.4%	0.0%	3.1%			3.0%	1.7%	0.0%	0.0%	1.8%			1.4%	1.3%	10.0%	0.0%	1.9%		
Pedestrians						5	2						4	12						1	1						1	5
% Pedestrians						100.0%	100.0%						100.0%	100.0%						100.0%	100.0%						###	100.0%
Bicycles on Crosswalk						0	0						0	0						0	0						0	0
% Bicycles on Crosswalk						0.0%	0.0%						0.0%	0.0%						0.0%	0.0%						0.0%	0.0%

City: Celina State: Texas Day: Thursday Date: 12/4/2025	WEST LEG						SOUTH LEG						NORTH LEG					
	Eastbound Approach on Starlight Avenue						Northbound Approach on Arrow Brooke Avenue						Southbound Approach on Arrow Brooke Avenue					
	Vehicles				Peds		Vehicles				Peds		Vehicles				Peds	
	Start Time	Left	Right	U-Turn	App Total	CW	CCW	Left	Thru	U-Turn	App Total	CW	CCW	Thru	Right	U-Turn	App Total	CW
7:00:00	1	5	0	6	0	0	1	11	0	12	0	0	27	0	0	27	0	0
7:15:00	2	4	0	6	0	0	0	16	0	16	0	0	37	0	0	37	0	0
7:30:00	0	2	0	2	0	0	3	10	0	13	0	0	23	1	0	24	0	0
7:45:00	1	4	0	5	0	0	2	19	0	21	0	1	33	0	0	33	0	0
8:00:00	0	3	0	3	0	1	1	15	0	16	0	1	17	0	0	17	0	0
8:15:00	0	2	0	2	1	0	0	18	0	18	1	0	11	0	0	11	0	0
8:30:00	0	2	0	2	0	0	2	9	0	11	0	0	13	0	0	13	0	0
8:45:00	0	3	0	3	0	0	1	9	0	10	0	0	15	0	0	15	0	0
15:00:00	1	4	0	5	0	0	1	14	0	15	0	1	16	0	0	16	0	0
15:15:00	0	4	0	4	0	0	3	28	0	31	0	0	32	2	0	34	0	0
15:30:00	0	3	0	3	0	0	2	21	0	23	0	0	18	0	0	18	0	0
15:45:00	0	2	0	2	0	0	2	22	0	24	0	0	14	0	0	14	0	0
16:00:00	1	0	0	1	0	0	4	22	0	26	0	0	12	0	0	12	0	0
16:15:00	0	3	0	3	0	0	4	22	0	26	0	0	14	0	0	14	0	0
16:30:00	2	4	0	6	0	0	3	20	0	23	0	0	15	1	0	16	0	0
16:45:00	0	3	0	3	0	0	1	26	0	27	0	0	16	2	0	18	0	0
17:00:00	1	1	0	2	0	0	2	21	0	23	0	0	19	2	0	21	0	0
17:15:00	0	1	0	1	0	1	5	25	0	30	0	2	24	0	0	24	0	0
17:30:00	1	1	0	2	0	0	2	28	0	30	0	0	16	2	0	18	0	0
17:45:00	0	2	0	2	0	0	4	28	0	32	0	0	12	0	0	12	1	0
Grand Total	10	53	0	63	1	2	43	384	0	427	1	5	384	10	0	394	1	0

% Approach	15.9%	84.1%	0.0%				10.1%	89.9%	0.0%				97.5%	2.5%	0.0%			
% Total	1.1%	6.0%	0.0%	7.1%			4.9%	43.4%	0.0%	48.3%			43.4%	1.1%	0.0%	44.6%		
Lights	9	51	0	60			42	377	0	419			376	10	0	386		
% Lights	90.0%	96.2%	0.0%	95.2%			97.7%	98.2%	0.0%	98.1%			97.9%	100.0%	0.0%	98.0%		
Articulated Trucks	0	0	0	0			0	0	0	0			0	0	0	0		
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%		
Buses and Single-Unit Trucks	1	2	0	3			1	7	0	8			8	0	0	8		
% Buses and Single-Unit Trucks	10.0%	3.8%	0.0%	4.8%			2.3%	1.8%	0.0%	1.9%			2.1%	0.0%	0.0%	2.0%		
Pedestrians					1	2					1	4					1	0
% Pedestrians					100.0%	100.0%					100.0%	80.0%					100.0%	0.0%
Bicycles on Crosswalk					0	0					0	1					0	0
% Bicycles on Crosswalk					0.0%	0.0%					0.0%	20.0%					0.0%	0.0%

12:15	0	0	12	28	5	0	0	0	0	0	0	0	0	45
12:30	1	1	24	18	3	0	0	0	0	0	0	0	0	47
12:45	0	1	19	15	1	0	0	0	0	0	0	0	0	36
13:00	1	2	81	96	12	0	0	0	0	0	0	0	0	192
13:15	0	4	10	18	1	0	0	0	0	0	0	0	0	33
13:30	1	1	13	14	0	0	0	0	0	0	0	0	0	29
13:45	0	3	15	18	0	0	0	0	0	0	0	0	0	36
14:00	0	1	13	16	4	0	0	0	0	0	0	0	0	34
14:15	1	9	51	66	5	0	0	0	0	0	0	0	0	132
14:30	0	1	23	18	2	0	0	0	0	0	0	0	0	44
14:45	1	2	10	23	2	0	0	0	0	0	0	0	0	38
15:00	2	2	15	24	0	0	0	0	0	0	0	0	0	43
15:15	0	0	6	12	3	0	0	0	0	0	0	0	0	21
15:30	3	5	54	77	7	0	0	0	0	0	0	0	0	146
15:45	0	2	14	17	2	0	0	0	0	0	0	0	0	35
16:00	1	1	6	20	3	0	0	0	0	0	0	0	0	31
16:15	0	0	10	21	0	0	0	0	0	0	0	0	0	31
16:30	0	0	10	18	1	0	0	0	0	0	0	0	0	29
16:45	1	3	40	76	6	0	0	0	0	0	0	0	0	126
17:00	1	2	13	29	6	0	0	0	0	0	0	0	0	51
17:15	0	0	7	12	3	0	0	0	0	0	0	0	0	22
17:30	0	1	7	27	1	0	0	0	0	0	0	0	0	36
17:45	0	1	13	22	3	0	0	0	0	0	0	0	0	39
18:00	1	4	40	90	13	0	0	0	0	0	0	0	0	148
18:15	0	1	12	20	2	0	1	0	0	0	0	0	0	36
18:30	0	0	8	29	5	0	0	0	0	0	0	0	0	42
18:45	0	0	7	23	4	0	0	0	0	0	0	0	0	34
19:00	0	0	15	33	0	0	0	1	0	0	0	0	0	49
19:15	0	1	42	105	11	0	1	1	0	0	0	0	0	161
19:30	0	1	8	27	8	0	0	0	0	0	0	0	0	44
19:45	0	0	10	26	6	0	0	0	0	0	0	0	0	42
20:00	0	0	11	22	3	0	0	0	0	0	0	0	0	36
20:15	0	1	10	12	3	0	0	0	0	0	0	0	0	26
20:30	0	2	39	87	20	0	0	0	0	0	0	0	0	148
20:45	0	0	3	11	0	0	0	0	0	0	0	0	0	14
21:00	0	0	5	15	1	0	0	0	0	0	0	0	0	21
21:15	0	0	4	9	1	0	0	0	0	0	0	0	0	14
21:30	0	0	5	7	2	0	0	0	0	0	0	0	0	14
21:45	0	0	17	42	4	0	0	0	0	0	0	0	0	63
22:00	0	0	5	7	1	0	0	0	0	0	0	0	0	13
22:15	0	0	4	20	3	0	0	0	0	0	0	0	0	27
22:30	0	0	2	7	3	0	0	0	0	0	0	0	0	12
22:45	0	0	6	5	4	0	0	0	0	0	0	0	0	15
23:00	0	0	17	39	11	0	0	0	0	0	0	0	0	67
23:15	0	1	2	14	1	0	0	0	0	0	0	0	0	18
23:30	0	1	5	2	1	0	0	0	0	0	0	0	0	9
23:45	0	2	2	10	2	0	0	0	0	0	0	0	0	16
24:00	0	0	3	6	0	0	0	0	0	0	0	0	0	9
24:15	0	4	12	32	4	0	0	0	0	0	0	0	0	52
24:30	0	0	2	9	1	0	0	0	0	0	0	0	0	12
24:45	0	1	2	4	0	0	0	0	0	0	0	0	0	7
25:00	0	0	3	12	1	1	0	0	0	0	0	0	0	17
25:15	0	0	6	7	1	0	0	0	0	0	0	0	0	14
25:30	0	1	13	32	3	1	0	0	0	0	0	0	0	50
25:45	0	0	2	4	2	0	0	0	0	0	0	0	0	8
26:00	0	0	3	3	0	0	0	0	0	0	0	0	0	6
26:15	0	0	2	7	1	1	0	0	0	0	0	0	0	11
26:30	0	1	1	1	0	0	0	0	0	0	0	0	0	3
26:45	0	1	8	15	3	1	0	0	0	0	0	0	0	28
Total	8	43	609	1228	215	6	1	1	0	0	0	0	0	2111

Percentile Speed
 15th 22
 50th 25
 85th 28
 95th 30
 Mean Speed (Average) 26.8
 10 MPH Pace Speed 21-30

Number in Pace	1826
Percent in Pace	87.0%
Number > 35 MPH	8
Percent > 35 MPH	0.4%

Direction: Eastbound

12/4/2025 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1
0:30	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0:45	0	0	0	0	0	0	0	1	0	0	0	0	0	1
1:00	0	0	0	0	1	0	1	1	0	0	0	0	0	3
1:15	0	0	0	0	1	0	0	0	1	0	0	0	0	2
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	1	0	0	0	1	0	0	0	0	2
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	1	0	0	0	2	0	0	0	0	0	3
4:15	0	0	0	1	1	0	1	0	0	0	0	0	0	3
4:30	0	0	0	0	1	0	1	1	0	0	0	0	0	3
4:45	0	0	0	0	0	0	1	0	1	0	1	0	0	2
5:00	0	0	0	3	2	3	4	2	0	1	0	0	0	15
5:15	0	0	0	0	1	1	0	1	0	0	0	0	0	3
5:30	0	0	0	2	2	1	1	1	0	0	0	0	0	5
5:45	0	0	1	2	2	1	0	0	0	0	0	0	0	6
6:00	0	0	1	1	0	1	2	1	1	0	0	0	0	7
6:15	0	0	2	1	5	5	4	3	1	0	0	0	0	21
6:30	0	0	0	2	2	3	5	5	0	0	0	0	0	17
6:45	0	0	0	4	1	3	3	2	1	0	0	0	0	14
7:00	0	0	1	1	2	8	10	2	0	1	0	0	0	25
7:15	0	0	0	3	4	5	4	0	0	0	0	0	0	16
7:30	0	0	1	10	9	19	22	9	1	1	0	0	0	72
7:45	0	1	1	4	6	4	9	2	0	0	0	0	0	27
8:00	0	0	0	6	4	7	8	7	1	0	0	0	0	33
8:15	0	0	1	3	5	10	7	2	0	0	0	0	0	28
8:30	0	2	1	5	9	1	7	5	2	1	0	0	0	33
8:45	0	3	3	18	24	22	31	16	3	1	0	0	0	121
9:00	0	0	0	1	4	3	6	2	1	0	0	0	0	17
9:15	0	0	1	1	3	3	2	1	1	0	0	0	0	12
9:30	0	0	1	2	1	1	3	3	1	0	0	0	0	12
9:45	0	0	1	2	2	6	3	1	0	0	0	0	0	15
10:00	0	0	3	6	10	13	14	7	3	0	0	0	0	56
10:15	0	0	1	5	5	2	2	2	0	0	0	0	0	17
10:30	0	0	0	2	3	0	3	1	1	0	0	0	0	10
10:45	0	0	0	2	1	5	3	4	0	0	0	0	0	15
11:00	0	0	1	5	3	2	0	0	0	0	0	0	0	11
11:15	0	0	2	14	12	9	8	7	1	0	0	0	0	53
11:30	0	0	0	3	2	0	1	4	1	1	0	0	0	12
11:45	0	0	0	3	1	4	1	2	1	0	0	0	0	12
12:00	0	0	1	3	1	4	2	3	0	0	0	0	0	14
	0	1	2	2	2	2	0	0	0	0	0	0	0	9
	0	1	3	11	6	10	4	9	2	1	0	0	0	47
	0	0	0	2	2	2	7	4	0	0	0	0	0	17
	0	0	0	2	1	4	4	1	0	0	0	0	0	12
	0	0	2	2	2	1	1	1	0	1	1	0	0	11
	0	0	0	4	2	1	2	1	0	0	0	0	0	10
	0	0	2	10	7	8	14	7	0	1	1	0	0	50
	0	0	2	0	2	2	2	3	0	0	0	0	0	11

12:15	0	0	1	4	1	2	5	0	0	0	0	0	13
12:30	0	0	0	1	2	4	2	2	0	0	0	0	11
12:45	0	1	0	2	1	6	0	1	1	0	0	0	12
13:00	0	1	3	7	6	14	9	6	1	0	0	0	47
13:15	0	0	1	2	3	1	3	1	0	1	0	0	12
13:30	0	0	0	1	4	3	3	1	0	0	0	0	12
13:45	0	0	2	3	1	6	3	0	0	0	0	0	15
14:00	0	0	0	2	5	2	2	1	0	0	0	0	12
14:15	0	0	3	8	13	12	11	3	0	1	0	0	51
14:30	0	0	1	0	0	1	3	1	0	0	0	0	6
14:45	0	0	0	3	2	3	2	2	1	0	0	0	13
15:00	0	0	1	4	2	0	3	3	3	1	0	0	17
15:15	0	0	2	3	1	1	5	0	0	0	0	0	12
15:30	0	0	4	10	5	5	13	6	4	1	0	0	48
15:45	0	0	0	3	2	0	5	4	1	0	0	0	15
16:00	1	0	2	5	3	6	15	2	0	0	0	0	34
16:15	0	0	0	5	3	3	5	1	1	0	0	0	18
16:30	0	0	0	3	2	3	4	2	0	0	0	0	14
16:45	1	0	2	16	10	12	29	9	2	0	0	0	81
17:00	0	0	0	3	1	1	6	1	2	0	0	0	14
17:15	0	0	1	4	1	4	4	0	0	0	0	0	14
17:30	0	0	1	1	2	3	4	3	0	0	0	0	14
17:45	0	0	3	2	4	3	3	1	2	0	1	0	19
18:00	0	0	5	10	8	11	17	5	4	0	1	0	61
18:15	0	0	0	4	4	3	8	0	1	0	0	0	20
18:30	0	0	0	3	3	8	8	1	1	0	0	0	24
18:45	0	0	0	3	4	4	8	0	0	0	0	0	19
19:00	0	0	0	0	3	4	1	0	0	0	0	0	8
19:15	0	0	0	10	14	19	25	1	2	0	0	0	71
19:30	0	0	1	3	5	4	3	1	1	0	0	0	18
19:45	0	0	1	2	0	5	4	2	0	0	0	0	14
20:00	0	0	1	0	2	1	2	2	0	0	0	0	8
20:15	0	0	0	4	2	1	5	2	0	0	0	0	14
20:30	0	0	3	9	9	11	14	7	1	0	0	0	54
20:45	0	0	0	0	0	0	3	2	0	0	0	0	5
21:00	1	0	0	4	5	4	2	1	0	0	0	0	17
21:15	0	0	0	1	4	0	4	2	1	0	0	0	12
21:30	0	0	0	1	0	1	6	0	0	0	1	0	9
21:45	0	0	0	1	0	1	6	0	0	0	0	0	9
22:00	1	0	0	6	9	5	15	5	1	0	1	0	43
22:15	0	0	0	4	1	2	0	0	0	0	0	0	7
22:30	0	0	1	0	2	3	5	1	0	0	0	0	12
22:45	0	0	1	3	1	3	1	0	0	0	0	0	9
23:00	0	0	1	0	2	2	3	1	0	0	0	0	9
23:15	0	0	3	7	6	10	9	2	0	0	0	0	37
23:30	0	0	0	1	2	1	0	1	0	0	0	0	5
23:45	0	0	1	1	1	0	2	0	0	0	0	0	5
24:00	0	0	0	2	0	1	0	0	0	0	0	0	3
24:15	0	0	0	0	0	1	0	0	1	0	0	0	2
24:30	0	0	0	0	0	1	0	0	1	0	0	0	2
24:45	0	0	1	4	3	3	2	1	1	0	0	0	15
25:00	0	0	0	1	0	2	0	0	0	0	0	0	3
25:15	0	0	0	1	0	0	0	0	0	0	0	0	1
25:30	0	0	0	1	0	0	2	0	0	0	0	0	3
25:45	0	0	0	1	0	0	0	0	0	0	0	0	1
26:00	0	0	0	4	0	2	2	0	0	0	0	0	8
26:15	0	0	0	0	1	1	0	0	0	0	0	0	2
26:30	0	0	0	0	0	0	0	1	0	0	0	0	1
26:45	0	0	0	0	0	0	0	0	0	0	0	0	0
27:00	0	0	0	0	0	0	1	0	0	0	0	0	1
27:15	0	0	0	0	1	1	1	1	0	0	0	0	4
27:30	0	0	0	0	1	1	1	1	0	0	0	0	4
27:45	0	0	0	0	1	1	1	1	0	0	0	0	4
Total	2	5	40	165	162	194	249	109	28	7	3	0	964

Percentile 15th 50th 85th 95th
 Speed 27 37 44 48
 Mean Speed (Average) 37.3
 10 MPH Pace Speed 37-46

Number in Pace	451
Percent in Pace	47.0%
Number > 35 MPH	590
Percent > 35 MPH	61.2%

12:15	0	0	1	4	7	4	4	0	0	0	0	0	0	20
12:30	0	0	1	4	9	9	0	0	0	0	0	0	0	23
12:45	0	0	5	9	9	2	1	0	0	0	0	0	0	26
<hr/>														
13:00	0	0	9	19	36	19	5	0	0	0	0	0	0	88
13:15	0	2	1	3	13	3	0	0	0	0	0	0	0	22
13:30	0	0	1	4	7	7	3	0	0	0	0	0	0	22
13:45	0	0	0	9	8	7	0	1	0	0	0	0	0	25
14:00	0	2	4	8	9	7	1	0	0	0	0	0	0	31
<hr/>														
14:15	0	4	6	24	37	24	4	1	0	0	0	0	0	100
14:30	0	2	7	9	4	2	0	0	0	0	0	0	0	24
14:45	0	0	3	8	5	3	0	0	0	0	0	0	0	19
15:00	0	0	2	6	9	3	3	0	0	0	0	0	0	23
15:15	0	1	1	5	9	9	1	0	0	0	0	0	0	26
15:30	0	3	13	28	27	17	4	0	0	0	0	0	0	92
15:45	0	0	3	3	13	8	2	0	0	0	0	0	0	29
16:00	0	0	1	6	4	7	0	0	0	0	0	0	0	18
16:15	0	1	0	3	3	2	2	0	0	0	0	0	0	11
16:30	1	1	5	3	3	3	0	0	0	0	0	0	0	16
16:45	1	2	9	15	23	20	4	0	0	0	0	0	0	74
17:00	0	0	3	4	5	2	0	0	0	0	0	0	0	14
17:15	0	0	2	9	3	6	0	1	0	0	0	0	0	21
17:30	0	1	2	6	6	2	1	0	0	0	0	0	0	18
17:45	1	3	2	4	10	4	0	1	0	0	0	0	0	25
<hr/>														
18:00	1	4	9	23	24	14	1	2	0	0	0	0	0	78
18:15	0	0	2	3	8	10	2	1	0	0	0	0	0	26
18:30	0	0	2	3	3	8	0	0	0	0	0	0	0	16
18:45	0	2	5	5	9	0	1	0	0	0	0	0	0	22
19:00	0	0	1	5	9	7	0	1	0	0	0	0	0	23
<hr/>														
19:15	0	2	10	16	29	25	3	2	0	0	0	0	0	87
19:30	0	1	4	5	6	5	2	0	0	0	0	0	0	23
19:45	0	0	3	5	10	6	1	0	1	0	0	0	0	26
20:00	0	0	0	1	2	1	0	0	0	0	0	0	0	4
20:15	0	0	1	2	5	4	0	0	0	0	0	0	0	12
<hr/>														
20:30	0	1	8	13	23	16	3	0	1	0	0	0	0	65
20:45	0	0	2	1	1	3	0	0	0	0	0	0	0	7
21:00	0	0	5	0	2	3	0	1	0	0	0	0	0	11
21:15	0	0	1	4	8	2	0	0	0	0	0	0	0	15
21:30	0	2	1	6	1	3	1	0	0	0	0	0	0	14
21:45	0	2	9	11	12	11	1	1	0	0	0	0	0	47
22:00	1	1	5	3	6	6	1	0	0	0	0	0	0	23
22:15	0	0	3	2	6	5	0	0	0	0	0	0	0	16
22:30	0	0	2	6	2	1	0	0	0	0	0	0	0	11
22:45	0	1	0	7	3	9	0	0	0	0	0	0	0	20
<hr/>														
23:00	1	2	10	18	17	21	1	0	0	0	0	0	0	70
23:15	0	0	4	6	5	3	0	0	0	0	0	0	0	18
23:30	0	0	2	1	4	4	1	1	0	0	0	0	0	13
23:45	0	0	2	1	4	2	3	0	0	0	0	0	0	12
24:00	0	1	4	4	1	6	0	0	0	0	0	0	0	16
<hr/>														
24:15	0	1	12	12	14	15	4	1	0	0	0	0	0	59
24:30	0	0	2	2	5	3	1	0	0	0	0	0	0	13
24:45	0	0	0	0	3	2	1	0	0	0	0	0	0	6
25:00	0	1	1	1	4	5	0	0	0	0	0	0	0	12
25:15	0	0	0	5	1	1	2	0	0	0	0	0	0	9
<hr/>														
25:30	0	1	3	8	13	11	4	0	0	0	0	0	0	40
25:45	0	0	0	2	3	4	0	0	0	0	0	0	0	9
26:00	0	1	0	6	4	0	1	0	0	0	0	0	0	12
26:15	0	0	4	0	2	5	1	0	0	0	0	0	0	12
26:30	0	0	2	0	3	5	0	0	0	0	0	0	0	10
26:45	0	1	6	8	12	14	2	0	0	0	0	0	0	43
Total	3	30	130	263	345	280	57	16	3	0	0	0	0	1127

Percentile Speed
 15th 24
 50th 31
 85th 37
 95th 40
 Mean Speed (Average) 32.0
 10 MPH Pace Speed 28-37

Number in Pace	650
Percent in Pace	59.0%
Number > 35 MPH	356
Percent > 35 MPH	31.6%

Direction: Northbound

12/9/2025	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
0:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
0:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0:45	0	1	0	0	0	1	0	0	0	0	0	0	0	2
1:00	0	1	4	0	1	1	0	0	0	0	0	0	0	7
1:15	0	0	0	1	0	0	1	0	0	0	0	0	0	2
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	1	0	1	0	0	0	0	0	0	2
2:00	0	0	0	1	1	0	2	0	0	0	0	0	0	4
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3
3:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00	0	0	1	2	0	0	0	0	0	0	0	0	0	3
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:15	0	0	0	1	1	0	0	0	0	0	0	0	0	2
5:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45	0	0	0	3	0	1	0	0	0	0	0	0	0	4
6:00	0	0	0	4	2	2	0	0	0	0	0	0	0	8
6:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
6:30	0	0	0	0	0	4	1	0	0	0	0	0	0	5
6:45	0	0	0	1	2	1	1	0	0	0	0	0	0	5
7:00	2	1	2	1	3	1	1	0	0	0	0	0	0	11
7:15	2	1	2	2	6	6	3	0	0	0	0	0	0	22
7:30	0	1	1	1	6	4	0	0	0	0	0	0	0	13
7:45	0	0	2	1	0	6	1	0	0	0	0	0	0	10
8:00	0	0	1	4	3	5	0	1	0	0	0	0	0	14
8:15	1	2	1	5	8	1	1	0	0	0	0	0	0	19
8:30	1	3	5	11	17	16	2	1	0	0	0	0	0	56
8:45	0	0	0	4	2	2	0	0	0	0	0	0	0	21
9:00	0	0	0	0	1	0	0	0	0	0	0	0	0	11
9:15	0	0	0	1	4	2	0	0	0	0	0	0	0	10
9:30	0	0	0	1	4	0	5	0	0	0	0	0	0	10
9:45	0	0	0	0	2	2	0	1	0	0	0	0	0	5
10:00	0	0	1	8	17	13	7	1	0	0	0	0	0	47
10:15	0	0	1	0	2	3	2	0	0	0	0	0	0	8
10:30	0	0	1	3	1	0	4	0	0	0	0	0	0	9
10:45	0	0	1	5	1	5	2	0	0	0	0	0	0	14
11:00	0	0	0	2	2	0	0	0	0	0	0	0	0	4
11:15	0	0	3	10	6	8	8	0	0	0	0	0	0	35
11:30	0	0	1	1	1	1	0	0	0	0	0	0	0	4
11:45	0	0	1	5	4	2	0	0	0	0	0	0	0	12
12:00	0	0	0	0	3	2	0	0	0	0	0	0	0	5
12:15	0	0	2	6	2	1	1	0	0	0	0	0	0	12
12:30	0	0	4	12	10	6	1	0	0	0	0	0	0	33
12:45	0	1	1	1	3	1	1	1	0	0	0	0	0	9
13:00	0	0	1	2	3	0	1	1	0	0	0	0	0	8
13:15	0	0	0	4	2	4	0	0	0	0	0	0	0	10
13:30	0	0	0	4	3	5	1	1	0	0	0	0	0	14
13:45	0	1	2	11	11	10	3	3	0	0	0	0	0	41
14:00	0	1	1	2	3	1	1	0	0	0	0	0	0	9

12:15	0	0	0	1	0	2	1	0	0	0	0	0	4
12:30	0	1	3	2	2	4	2	1	0	0	0	0	15
12:45	0	0	2	5	3	3	1	2	0	0	0	0	16
<hr/>													
13:00	0	2	6	10	8	10	5	3	0	0	0	0	44
13:15	0	0	3	2	3	3	0	0	0	0	0	0	11
13:30	0	0	2	4	3	2	0	1	0	0	0	0	12
13:45	0	0	0	4	6	4	4	0	0	0	0	0	18
<hr/>													
14:00	0	0	2	4	5	5	0	0	0	1	0	0	17
14:15	0	0	1	2	6	6	3	1	0	0	0	0	19
14:30	0	0	5	4	3	5	3	1	0	0	0	0	21
14:45	0	2	0	4	8	5	5	0	2	0	0	0	26
<hr/>													
15:00	0	2	8	14	22	21	11	2	2	1	0	0	83
15:15	0	1	0	5	4	3	2	0	0	0	0	0	15
15:30	0	0	1	4	4	9	3	0	0	0	0	0	21
15:45	0	0	2	7	5	4	2	2	0	0	0	0	22
<hr/>													
16:00	0	3	3	4	7	3	1	0	0	0	0	0	21
16:15	0	4	6	20	20	19	8	2	0	0	0	0	79
16:30	0	4	4	9	6	2	1	0	0	0	0	0	26
16:45	0	0	5	4	2	15	1	0	0	0	0	0	27
<hr/>													
17:00	1	1	3	5	10	7	3	0	0	0	0	0	30
17:15	0	0	4	2	6	4	1	1	0	0	0	0	18
17:30	1	5	16	20	24	28	6	1	0	0	0	0	101
17:45	1	0	4	5	4	4	3	0	0	0	0	0	21
<hr/>													
18:00	0	0	5	5	6	3	0	0	0	0	0	0	19
18:15	0	1	3	6	6	11	1	0	0	0	0	0	28
18:30	0	0	3	5	7	9	1	1	0	0	0	0	26
18:45	1	1	15	21	23	27	5	1	0	0	0	0	94
<hr/>													
19:00	0	0	12	9	5	6	1	0	0	0	0	0	33
19:15	0	0	3	8	8	6	2	0	0	0	0	0	27
19:30	0	1	3	4	2	4	0	0	0	0	0	0	14
19:45	1	0	5	6	9	5	0	1	0	0	0	0	27
<hr/>													
20:00	1	1	23	27	24	21	3	1	0	0	0	0	101
20:15	0	0	2	4	10	6	0	1	0	0	0	0	23
20:30	0	2	4	1	9	2	2	0	0	0	0	0	20
20:45	0	1	2	4	11	5	1	0	0	0	0	0	24
<hr/>													
21:00	0	0	1	5	4	5	2	1	0	0	0	0	18
21:15	0	3	9	14	34	18	5	2	0	0	0	0	85
21:30	1	0	3	3	4	2	0	0	0	0	0	0	13
21:45	0	0	2	4	4	4	1	0	0	0	0	0	15
<hr/>													
22:00	0	0	3	4	7	5	0	0	0	0	0	0	19
22:15	0	2	4	7	5	1	2	1	0	0	0	0	22
22:30	1	2	12	18	20	12	3	1	0	0	0	0	69
22:45	0	0	2	1	1	4	1	0	0	0	0	0	9
<hr/>													
23:00	1	1	0	0	2	1	0	1	0	0	0	0	6
23:15	0	0	1	1	2	2	0	1	0	0	0	0	7
23:30	0	0	1	1	3	2	1	0	0	0	0	0	8
23:45	0	0	1	1	3	2	1	0	0	0	0	0	9
<hr/>													
24:00	0	1	1	3	11	8	5	1	0	0	0	0	30
Total	8	28	133	230	298	260	85	26	2	1	0	0	1071

Percentile
 Speed
 Mean Speed (Average)
 10 MPH Pace Speed

15th
 24
 32.3
 29-38

50th
 31

85th
 37

95th
 42

Number in Pace	575
Percent in Pace	55.0%
Number > 30 MPH	672
Percent > 30 MPH	62.7%

12:15	0	0	7	5	14	5	0	0	0	0	0	0	0	31
12:30	0	0	8	10	9	2	0	0	0	0	0	0	0	29
12:45	0	1	4	5	5	3	1	0	0	0	0	0	0	19
13:00	0	1	28	30	38	10	1	0	0	0	0	0	0	108
13:15	0	0	2	1	11	2	0	0	0	0	0	0	0	19
13:30	0	1	6	6	7	2	0	0	0	0	0	0	0	16
13:45	0	1	2	1	4	4	0	0	0	0	0	0	0	22
14:00	0	3	12	14	30	10	0	0	0	0	0	0	0	12
14:15	1	0	5	5	4	2	0	0	0	0	0	0	0	69
14:30	0	5	5	5	4	2	1	0	0	0	0	0	0	17
14:45	0	0	3	4	8	2	0	0	0	0	0	0	0	22
15:00	0	1	3	3	7	0	0	0	0	0	0	0	0	17
15:15	1	6	16	17	23	6	1	0	0	0	0	0	0	14
15:30	0	0	6	3	5	4	1	0	0	0	0	0	0	70
15:45	1	0	2	7	3	4	0	0	0	0	0	0	0	19
16:00	1	0	3	2	5	2	1	0	0	0	0	0	0	17
16:15	1	1	4	3	4	1	0	0	0	0	0	0	0	14
16:30	3	1	15	15	17	11	2	0	0	0	0	0	0	14
16:45	0	0	7	9	8	0	0	0	0	0	0	0	0	64
17:00	0	0	4	3	4	1	0	0	0	0	0	0	0	24
17:15	2	0	3	8	9	0	0	0	0	0	0	0	0	12
17:30	0	0	6	4	7	1	0	0	0	0	0	0	0	22
17:45	2	0	20	24	28	2	0	0	0	0	0	0	0	18
18:00	0	2	4	6	5	4	0	0	0	0	0	0	0	76
18:15	0	0	2	5	6	2	0	0	0	0	0	0	0	21
18:30	0	1	3	4	5	2	0	0	0	0	0	0	0	15
18:45	0	0	7	8	10	4	1	0	0	0	0	0	0	15
19:00	0	3	16	23	26	12	1	0	0	0	0	0	0	30
19:15	0	0	3	7	10	2	0	0	0	0	0	0	0	81
19:30	0	1	2	5	11	5	0	0	0	0	0	0	0	22
19:45	0	0	2	5	1	2	0	0	0	0	0	0	0	24
20:00	0	0	0	4	4	0	1	0	0	0	0	0	0	10
20:15	0	1	7	21	26	9	1	0	0	0	0	0	0	9
20:30	0	0	4	1	3	2	0	0	0	0	0	0	0	65
20:45	0	0	4	3	2	2	1	0	0	0	0	0	0	10
21:00	0	0	1	4	2	0	0	0	0	0	0	0	0	12
21:15	0	0	1	4	2	0	0	0	0	0	0	0	0	7
21:30	0	0	1	6	0	0	0	0	0	0	0	0	0	7
21:45	0	0	10	14	7	4	1	0	0	0	0	0	0	36
22:00	0	0	1	3	1	4	0	0	0	0	0	0	0	9
22:15	0	0	0	2	3	4	0	0	0	0	0	0	0	9
22:30	0	0	0	4	3	0	0	0	0	0	0	0	0	7
22:45	0	0	2	2	1	1	0	0	0	0	0	0	0	6
23:00	0	0	3	11	8	9	0	0	0	0	0	0	0	31
23:15	1	1	4	1	4	1	0	0	0	0	0	0	0	12
23:30	0	0	0	1	1	2	0	0	0	0	0	0	0	4
23:45	0	1	3	1	1	0	2	0	0	0	0	0	0	8
24:00	0	0	1	2	1	1	0	0	0	0	0	0	0	5
24:15	1	2	8	5	7	4	2	0	0	0	0	0	0	29
24:30	0	0	0	1	2	3	0	0	0	0	0	0	0	6
24:45	0	0	0	1	1	0	1	0	0	0	0	0	0	3
25:00	0	0	0	3	3	1	0	0	0	0	0	0	0	7
25:15	0	1	5	4	1	1	0	0	0	0	0	0	0	12
25:30	0	1	5	9	7	5	1	0	0	0	0	0	0	28
25:45	0	2	3	1	0	0	0	0	0	0	0	0	0	6
26:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
26:15	0	0	2	2	3	1	0	0	0	0	0	0	0	8
26:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
26:45	0	2	7	3	3	1	0	0	0	0	0	0	0	16
Total	8	25	213	290	363	146	16	0	2	0	0	0	0	1063

Percentile
 Speed
 Mean Speed (Average)
 10 MPH Pace Speed

15th 22
 50th 29
 85th 34
 95th 37

27-36

Number in Pace	648
Percent in Pace	61.0%
Number > 35 MPH	164
Percent > 35 MPH	15.4%

Direction: Southbound

12/9/2025	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
0:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	0	1	1	0	0	0	0	0	0	0	0	3
1:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
2:00	0	0	0	0	1	0	0	0	1	0	0	0	0	2
2:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	2	0	0	0	0	0	0	0	0	2
3:00	0	0	0	0	3	0	0	0	0	0	0	0	0	3
3:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00	0	0	1	2	1	0	0	0	0	0	0	0	0	4
4:15	0	0	0	0	2	1	0	0	0	0	0	0	0	3
4:30	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:45	0	0	1	2	1	1	0	0	0	0	0	0	0	5
5:00	0	0	3	5	6	2	1	0	0	0	0	0	0	17
5:15	0	0	0	1	1	0	0	0	0	0	0	0	0	2
5:30	0	0	1	4	1	1	0	0	0	0	0	0	0	7
5:45	0	0	0	2	4	0	0	0	0	0	0	0	0	6
6:00	0	0	3	5	3	0	0	0	0	0	0	0	0	11
6:15	0	0	4	12	9	1	0	0	0	0	0	0	0	26
6:30	0	0	2	4	9	1	1	0	0	0	0	0	0	17
6:45	0	0	3	4	4	5	0	0	0	0	0	0	0	16
7:00	0	1	3	9	6	3	0	0	0	0	0	0	0	22
7:15	0	1	4	6	6	0	0	0	0	0	0	0	0	17
7:30	0	2	12	23	25	9	1	0	0	0	0	0	0	72
7:45	0	0	6	13	8	2	0	0	0	0	0	0	0	29
8:00	0	0	8	2	20	1	1	0	1	0	0	0	0	33
8:15	2	0	13	13	9	0	0	0	0	0	0	0	0	37
8:30	2	5	9	13	4	1	0	0	0	0	0	0	0	34
8:45	4	5	36	41	41	4	1	0	1	0	0	0	0	133
9:00	1	1	7	4	6	0	0	0	0	0	0	0	0	19
9:15	0	0	2	7	6	0	0	0	0	0	0	0	0	15
9:30	0	0	1	5	3	1	0	0	0	0	0	0	0	10
9:45	0	0	3	5	3	1	0	0	0	0	0	0	0	12
10:00	1	1	13	21	18	2	0	0	0	0	0	0	0	56
10:15	0	0	5	3	4	2	0	2	0	0	0	0	0	16
10:30	0	0	1	4	2	1	0	0	0	0	0	0	0	8
10:45	0	0	2	2	5	0	0	0	0	0	0	0	0	9
11:00	0	0	2	3	3	1	0	0	0	0	0	0	0	9
11:15	0	0	10	12	14	4	0	2	0	0	0	0	0	42
11:30	0	0	1	5	1	0	0	0	0	0	0	0	0	7
11:45	0	0	5	4	2	1	0	0	0	0	0	0	0	12
12:00	0	0	6	5	2	1	1	0	0	0	0	0	0	15
12:15	0	0	3	3	1	0	1	0	0	0	0	0	0	8
12:30	0	0	15	17	6	2	2	0	0	0	0	0	0	42
12:45	0	0	3	3	4	1	0	0	0	0	0	0	0	11
13:00	0	0	2	5	2	0	0	0	0	0	0	0	0	9
13:15	0	0	2	3	3	0	0	0	0	0	0	0	0	8
13:30	0	0	4	5	1	0	0	0	1	0	0	0	1	12
13:45	0	0	11	16	10	1	0	0	1	0	0	0	1	40
14:00	0	0	3	5	2	2	1	1	0	0	0	0	0	14

12:15	0	0	4	4	4	1	0	0	0	0	0	0	0	13
12:30	0	0	3	4	9	2	0	0	0	0	0	0	0	18
12:45	0	0	0	0	5	0	0	0	0	0	0	0	0	6
<hr/>														
13:00	0	0	10	13	20	5	1	1	0	0	0	0	1	51
13:15	0	2	4	4	4	1	0	0	0	0	0	0	0	9
13:30	0	0	5	2	3	0	0	0	0	0	0	0	0	15
13:45	0	0	2	2	1	0	0	1	0	0	0	0	0	10
<hr/>														
14:00	0	2	13	10	12	2	0	1	0	0	0	0	0	6
14:15	0	0	3	6	4	0	0	0	0	0	1	0	0	40
14:30	0	0	3	3	2	2	1	0	0	0	0	0	0	14
14:45	0	0	3	2	6	1	0	0	0	0	0	0	0	11
<hr/>														
15:00	0	0	2	6	9	0	0	0	0	0	0	0	0	12
15:15	0	0	11	17	21	3	1	0	0	0	1	0	0	17
15:30	0	1	3	5	6	0	0	0	0	0	0	0	0	54
15:45	0	0	5	3	8	0	0	0	0	0	0	0	0	15
<hr/>														
16:00	0	0	9	7	5	0	0	0	0	0	0	0	0	16
16:15	0	0	6	3	4	0	0	1	0	0	0	0	0	21
16:30	0	1	23	18	23	0	0	1	0	0	0	0	0	14
16:45	0	0	3	3	3	1	0	0	0	0	0	0	0	66
<hr/>														
17:00	1	0	3	7	4	0	0	0	0	0	0	0	0	10
17:15	0	0	8	7	5	0	0	0	0	0	0	0	0	15
17:30	0	1	1	12	9	2	0	0	0	0	0	0	0	20
17:45	0	1	1	12	9	2	0	0	0	0	0	0	0	25
<hr/>														
18:00	1	1	15	29	21	3	0	0	0	0	0	0	0	70
18:15	0	0	4	8	4	2	0	1	0	0	0	0	0	19
18:30	0	1	7	6	4	1	0	0	0	0	0	0	0	19
18:45	0	0	6	6	4	0	0	1	1	0	0	0	0	18
<hr/>														
19:00	0	3	4	8	2	0	0	0	0	0	0	0	0	17
19:15	0	4	21	28	14	3	0	2	1	0	0	0	0	73
19:30	0	1	6	7	4	0	0	0	0	1	0	0	0	19
19:45	1	1	1	6	1	1	0	1	0	0	0	0	0	12
<hr/>														
20:00	0	0	1	0	2	0	0	0	0	0	0	0	0	3
20:15	1	0	6	6	4	0	0	0	0	0	0	0	0	17
20:30	2	2	14	19	11	1	0	1	0	1	0	0	0	51
20:45	0	1	4	7	3	1	0	1	0	0	0	0	0	17
<hr/>														
21:00	0	0	1	1	2	0	0	0	0	0	0	0	0	4
21:15	0	0	2	3	3	1	0	0	0	0	0	0	0	9
21:30	0	0	1	1	3	0	0	0	0	0	0	0	0	5
21:45	0	1	8	12	11	2	0	1	0	0	0	0	0	35
<hr/>														
22:00	0	0	2	6	0	1	0	0	0	0	0	0	0	9
22:15	0	0	2	1	1	2	0	0	0	0	0	0	0	6
22:30	0	1	0	1	2	0	0	0	0	0	0	0	0	4
22:45	0	0	4	2	1	1	0	0	0	0	0	0	0	8
<hr/>														
23:00	0	1	8	10	4	4	0	0	0	0	0	0	0	27
23:15	0	0	3	1	0	1	0	0	0	0	0	0	0	5
23:30	0	1	2	2	0	0	0	0	0	0	0	0	0	5
23:45	0	0	4	2	1	1	0	0	0	0	0	0	0	8
<hr/>														
24:00	0	1	1	4	2	0	0	0	0	0	0	0	0	8
24:15	0	2	10	9	3	2	0	0	0	0	0	0	0	26
24:30	0	0	1	1	0	0	0	0	0	0	0	0	0	2
24:45	0	0	0	1	1	0	0	0	0	0	0	0	0	2
<hr/>														
25:00	0	0	1	0	2	0	0	0	0	0	0	0	0	3
25:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1
25:30	0	0	2	3	3	0	0	0	0	0	0	0	0	8
25:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<hr/>														
26:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:30	0	0	1	0	2	0	0	0	0	0	0	0	0	3
26:45	0	0	0	1	1	0	0	0	0	0	0	0	0	2
<hr/>														
27:00	0	0	1	1	3	0	0	0	0	0	0	0	0	5
Total	8	23	241	319	281	50	7	9	4	1	1	0	2	946

Percentile Speed
 15th 22
 50th 27
 85th 32
 95th 35
 Mean Speed (Average) 28.6
 10 MPH Pace Speed 24-33

Number in Pace	628
Percent in Pace	67.0%
Number > 30 MPH	355
Percent > 30 MPH	37.5%

12:15	0	0	7	23	13	0	0	0	0	0	0	0	0	43
12:30	1	0	11	28	7	0	0	0	0	0	0	0	0	47
12:45	0	1	11	25	9	0	0	0	0	0	0	0	0	46
13:00	1	1	38	105	34	0	0	0	0	0	0	0	0	179
13:15	0	2	9	25	4	1	0	0	0	0	0	0	0	41
13:30	0	0	3	28	3	1	0	0	0	0	0	0	0	35
13:45	0	0	17	32	9	0	0	0	0	0	0	0	0	58
14:00	0	0	7	29	9	0	0	0	0	0	0	0	0	45
14:15	0	2	36	114	25	2	0	0	0	0	0	0	0	179
14:30	0	1	5	25	6	1	0	0	0	0	0	0	0	38
14:45	0	0	5	19	11	0	0	0	0	0	0	0	0	35
15:00	0	0	7	26	7	0	0	0	0	0	0	0	0	40
15:15	0	0	8	18	10	1	0	0	0	0	0	0	0	37
15:30	0	1	25	88	34	2	0	0	0	0	0	0	0	150
15:45	0	0	5	31	8	0	0	0	0	0	0	0	0	44
16:00	0	0	4	23	10	0	0	0	0	0	0	0	0	37
16:15	0	0	3	25	8	0	0	0	0	0	0	0	0	36
16:30	0	0	4	28	3	0	0	0	0	0	0	0	0	35
16:45	0	0	16	107	29	0	0	0	0	0	0	0	0	152
17:00	0	0	3	26	3	0	0	0	0	0	0	0	0	32
17:15	0	0	7	23	6	1	0	0	0	0	0	0	0	37
17:30	1	0	11	27	5	0	0	0	0	0	0	0	0	44
17:45	0	1	7	23	10	0	0	0	0	0	0	0	0	41
18:00	1	1	28	99	24	1	0	0	0	0	0	0	0	154
18:15	0	0	3	26	14	3	0	0	0	0	0	0	0	46
18:30	0	0	2	33	11	0	0	0	0	0	0	0	0	46
18:45	0	0	5	24	5	1	0	0	0	0	0	0	0	35
19:00	0	0	8	17	12	0	0	0	0	0	0	0	0	37
19:15	0	0	18	100	42	4	0	0	0	0	0	0	0	164
19:30	0	0	7	24	11	1	0	0	0	0	0	0	0	43
19:45	0	0	2	32	10	1	0	0	0	0	0	0	0	45
20:00	0	0	2	13	6	1	0	0	0	0	0	0	0	22
20:15	0	0	5	11	3	0	0	0	0	0	0	0	0	19
20:30	0	0	16	80	30	3	0	0	0	0	0	0	0	129
20:45	0	0	3	12	6	0	0	0	0	0	0	0	0	21
21:00	0	0	1	23	6	0	0	0	0	0	0	0	0	30
21:15	0	0	1	14	6	1	0	0	0	0	0	0	0	22
21:30	0	0	1	10	8	0	0	0	0	0	0	0	0	19
21:45	0	0	6	59	26	1	0	0	0	0	0	0	0	92
22:00	0	0	7	27	10	1	0	0	0	0	0	0	0	45
22:15	0	0	7	20	4	1	0	0	0	0	0	0	0	32
22:30	0	0	3	31	3	0	0	0	0	0	0	0	0	37
22:45	0	0	4	25	14	1	0	0	0	0	0	0	0	44
23:00	0	0	21	103	31	3	0	0	0	0	0	0	0	158
23:15	0	0	5	28	4	1	0	0	0	0	0	0	0	38
23:30	0	1	12	21	1	0	0	0	0	0	0	0	0	35
23:45	0	0	6	19	8	0	0	0	0	0	0	0	0	33
24:00	1	0	8	20	9	0	0	0	0	0	0	0	0	38
24:15	1	1	31	88	22	1	0	0	0	0	0	0	0	144
24:30	0	0	2	18	6	0	0	0	0	0	0	0	0	26
24:45	0	0	0	17	6	0	0	0	0	0	0	0	0	23
25:00	0	1	1	13	4	0	0	0	0	0	0	0	0	19
25:15	0	0	3	16	5	0	0	0	0	0	0	0	0	24
25:30	0	1	6	64	21	0	0	0	0	0	0	0	0	92
25:45	0	1	1	10	7	0	0	0	0	0	0	0	0	19
26:00	0	0	2	14	6	0	0	0	0	0	0	0	0	22
26:15	0	1	1	11	4	0	0	0	0	0	0	0	0	17
26:30	0	0	0	6	2	0	0	0	0	0	0	0	0	8
26:45	0	2	4	41	19	0	0	0	0	0	0	0	0	66
Total	4	10	311	1347	467	35	1	0	0	0	0	0	1	2176

Percentile	15th	50th	85th	95th
Speed	24	27	30	32
Mean Speed (Average)	28.4			
10 MPH Pace Speed	25-34			

Number in Pace	1822
Percent in Pace	85.0%
Number > 35 MPH	37
Percent > 35 MPH	1.7%

Direction: Westbound

12/4/2025	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
0:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
0:15	0	0	0	3	1	1	0	0	0	0	0	0	0	5
0:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
1:00	0	0	0	4	3	2	0	0	0	0	0	0	0	9
1:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:30	0	0	1	1	0	0	0	0	0	0	0	0	0	2
1:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
2:15	0	0	1	2	2	1	0	0	0	0	0	0	0	6
2:30	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:15	0	0	0	3	3	0	0	0	0	0	0	0	0	6
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	4	0	0	0	0	0	0	0	0	4
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	1	1	0	0	0	0	0	0	0	2
6:30	0	0	0	0	5	1	0	0	0	0	0	0	0	6
6:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:00	0	0	2	4	3	2	0	0	0	0	0	0	0	4
7:15	0	0	3	8	3	2	0	0	0	0	0	0	0	9
7:30	0	2	1	5	5	3	0	0	0	0	0	0	0	16
7:45	0	2	0	6	7	2	0	0	0	0	0	0	0	13
8:00	0	3	2	2	2	2	1	0	0	0	0	0	0	12
8:15	0	3	3	8	3	2	0	0	0	0	0	0	0	19
8:30	0	10	6	20	17	7	1	0	0	0	0	0	0	61
8:45	0	0	3	3	7	1	0	0	0	0	0	0	0	14
9:00	0	0	3	7	6	1	0	0	0	0	0	0	0	17
9:15	0	0	0	2	7	1	0	0	0	0	0	0	0	10
9:30	0	0	0	5	4	0	0	0	0	0	0	0	0	9
9:45	0	0	6	17	24	3	0	0	0	0	0	0	0	50
10:00	0	0	0	5	6	0	0	0	0	0	0	0	0	11
10:15	0	0	0	3	6	0	0	0	0	0	0	0	0	9
10:30	0	0	1	2	5	2	1	0	0	0	0	0	0	11
10:45	0	0	2	1	2	4	0	0	0	0	0	0	0	9
11:00	0	0	3	11	19	6	1	0	0	0	0	0	0	40
11:15	0	0	1	2	4	0	0	0	0	0	0	0	0	7
11:30	0	0	2	2	4	1	0	0	0	0	0	0	0	9
11:45	0	1	1	7	3	0	0	0	0	0	0	0	0	12
12:00	0	0	3	2	1	0	0	0	0	0	0	0	0	6
12:15	0	1	7	13	12	1	0	0	0	0	0	0	0	34
12:30	0	0	0	2	2	2	0	0	0	0	0	0	0	6
12:45	0	0	2	0	2	1	0	0	0	0	0	0	0	5
13:00	0	0	0	7	3	3	0	0	0	0	0	0	0	13
13:15	0	0	0	5	4	2	0	0	0	0	0	0	0	11
13:30	0	0	2	14	11	8	0	0	0	0	0	0	0	35
13:45	0	0	1	9	2	3	1	0	0	0	0	0	0	16

12:15	0	0	2	8	5	2	0	0	0	0	0	0	0	17
12:30	0	0	2	5	1	1	0	0	0	0	0	0	0	9
12:45	0	0	2	7	6	0	0	0	0	0	0	0	0	15
13:00	0	0	7	29	14	6	1	0	0	0	0	0	0	57
13:15	0	0	1	4	4	1	0	0	0	0	0	0	0	10
13:30	0	0	0	9	6	1	0	0	0	0	0	0	0	16
13:45	0	0	0	3	3	3	0	0	0	0	0	0	0	9
14:00	0	0	1	6	3	4	0	0	0	0	0	0	0	14
14:15	0	0	2	22	16	9	0	0	0	0	0	0	0	49
14:30	0	0	0	6	7	2	0	0	0	0	0	0	0	15
14:45	0	0	1	1	7	1	0	0	0	0	0	0	0	10
15:00	0	0	3	4	5	5	0	0	0	0	0	0	0	17
15:15	0	0	5	9	9	4	0	0	0	0	0	0	0	27
15:30	0	0	9	20	28	12	0	0	0	0	0	0	0	69
15:45	0	0	1	6	7	3	0	0	0	0	0	0	0	17
16:00	0	1	3	7	8	6	0	0	0	0	0	0	0	25
16:15	0	0	2	5	12	2	0	0	0	0	0	0	0	21
16:30	0	1	2	5	13	3	0	0	0	0	0	0	0	24
16:45	0	2	8	23	40	14	0	0	0	0	0	0	0	87
17:00	0	0	6	4	9	2	0	0	0	0	0	0	0	21
17:15	0	0	1	7	13	1	0	0	0	0	0	0	0	22
17:30	0	0	5	10	7	1	0	0	0	0	0	0	0	23
17:45	0	0	3	9	10	6	0	0	0	0	0	0	0	28
18:00	0	0	15	30	39	10	0	0	0	0	0	0	0	94
18:15	0	0	6	4	6	6	0	0	0	0	0	0	0	22
18:30	0	0	1	10	9	2	0	0	0	0	0	0	0	22
18:45	0	0	5	8	11	3	0	0	0	0	0	0	0	27
19:00	0	0	5	12	13	1	0	0	0	0	0	0	0	31
19:15	0	0	17	34	39	12	0	0	0	0	0	0	0	102
19:30	0	0	3	11	9	2	0	0	0	0	0	0	0	25
19:45	0	0	1	12	6	4	0	0	0	0	0	0	0	23
20:00	0	1	3	4	12	3	0	0	0	0	0	0	0	23
20:15	0	2	5	10	8	3	0	0	0	0	0	0	0	28
20:30	0	3	12	37	35	12	0	0	0	0	0	0	0	99
20:45	0	0	6	6	12	2	0	0	0	0	0	0	0	26
21:00	1	0	6	7	14	2	0	0	0	0	0	0	0	30
21:15	0	2	4	4	10	4	1	0	0	0	0	0	0	25
21:30	0	1	2	7	12	2	0	0	0	0	0	0	0	24
21:45	1	3	18	24	48	10	1	0	0	0	0	0	0	105
22:00	0	0	3	6	6	2	0	0	0	0	0	0	0	17
22:15	0	0	0	2	11	0	1	0	0	0	0	0	0	14
22:30	0	2	0	2	11	2	0	0	0	0	0	0	0	17
22:45	0	0	1	4	3	5	1	0	0	0	0	0	0	14
23:00	0	2	4	14	31	9	2	0	0	0	0	0	0	62
23:15	0	1	7	5	4	2	0	0	0	0	0	0	0	19
23:30	0	0	1	4	3	1	0	0	0	0	0	0	0	9
23:45	0	0	0	5	5	0	0	0	0	0	0	0	0	10
24:00	0	0	1	6	5	0	0	0	0	0	0	0	0	12
24:15	0	1	9	20	17	3	0	0	0	0	0	0	0	50
24:30	0	0	0	2	3	1	0	0	0	0	0	0	0	6
24:45	0	0	0	2	6	1	0	0	0	0	0	0	0	9
25:00	0	0	0	2	4	2	0	0	0	0	0	0	0	8
25:15	0	0	1	3	4	0	0	0	0	0	0	0	0	8
25:30	0	0	1	9	17	4	0	0	0	0	0	0	0	31
25:45	0	0	1	4	3	2	0	0	0	0	0	0	0	10
26:00	0	0	0	1	2	1	0	0	0	0	0	0	0	4
26:15	0	0	1	0	2	0	0	0	0	0	0	0	0	3
26:30	0	0	2	1	3	1	0	0	0	0	0	0	0	7
26:45	0	0	4	6	10	4	0	0	0	0	0	0	0	24
Total	1	22	134	358	435	137	6	0	0	0	0	0	0	1093

Percentile Speed
 15th 24
 50th 29
 85th 34
 95th 36
 Mean Speed (Average) 30.3
 10 MPH Pace Speed 26-35

Number in Pace	787
Percent in Pace	73.0%
Number > 35 MPH	143
Percent > 35 MPH	13.1%

Appendix B. Guidelines for Advance Placement of Warning Signs from the 11th edition of the MUTCD

Section 2C.04 Placement of Warning Signs

Support:

- 01 Information on the placement of warning signs is contained in Sections 2A.13 through 2A.18.
- 02 The time needed for detection, recognition, decision, and reaction is called the Perception-Response Time (PRT). Table 2C-3 is provided as an aid for determining warning sign location. The distances shown in Table 2C-3 can be adjusted for roadway features, other signing, and to improve visibility.
- Guidance:*
- 03 *Warning signs should be placed so that they provide an adequate PRT. The distances contained in Table 2C-3 should be applied with engineering judgment.*
- 04 *Minimum spacing between warning signs with different messages should be based on the estimated PRT for driver comprehension of and reaction to the second sign.*
- 05 *The effectiveness of the placement of warning signs should be periodically evaluated under both day and night conditions.*

Table 2C-3. Guidelines for Advance Placement of Warning Signs

Posted or 85th-Percentile Speed	Advance Placement Distance ¹									
	Condition A: Speed reduction and lane changing in heavy traffic ²	Condition B: Deceleration to the listed advisory speed (mph) for the condition								
		0 ³	10 ⁴	20 ⁴	30 ⁴	40 ⁴	50 ⁴	60 ⁴	70 ⁴	80 ⁴
20 mph	225 ft	115 ft	N/A ⁵	—	—	—	—	—	—	—
25 mph	325 ft	155 ft	N/A ⁵	N/A ⁵	—	—	—	—	—	—
30 mph	460 ft	200 ft	N/A ⁵	N/A ⁵	—	—	—	—	—	—
35 mph	565 ft	250 ft	N/A ⁵	N/A ⁵	N/A ⁵	—	—	—	—	—
40 mph	670 ft	305 ft	100 ft ⁶	100 ft ⁶	N/A ⁵	—	—	—	—	—
45 mph	775 ft	360 ft	125 ft	100 ft ⁶	100 ft ⁶	N/A ⁵	—	—	—	—
50 mph	885 ft	425 ft	200 ft	175 ft	125 ft	100 ft ⁶	—	—	—	—
55 mph	990 ft	495 ft	275 ft	225 ft	200 ft	125 ft	N/A ⁵	—	—	—
60 mph	1,100 ft	570 ft	350 ft	325 ft	275 ft	200 ft	100 ft ⁶	—	—	—
65 mph	1,200 ft	645 ft	450 ft	400 ft	350 ft	275 ft	200 ft	100 ft ⁶	—	—
70 mph	1,250 ft	730 ft	525 ft	500 ft	450 ft	375 ft	275 ft	150 ft	—	—
75 mph	1,350 ft	820 ft	625 ft	600 ft	550 ft	475 ft	375 ft	250 ft	100 ft ⁶	—
80 mph	1,475 ft	910 ft	725 ft	700 ft	625 ft	550 ft	450 ft	350 ft	200 ft	—
85 mph	1,600 ft	1,010 ft	825 ft	800 ft	750 ft	675 ft	575 ft	450 ft	300 ft	150 ft

¹ The distances are adjusted for a sign legibility distance of 180 feet for Condition A. The distances for Condition B (with the exception of the potential stop condition) have been adjusted for a sign legibility distance of 250 feet, which is appropriate for an alignment warning symbol sign. For Conditions A and B, warning signs with less than 6-inch legend or more than four words, a minimum of 100 feet should be added to the advance placement distance to provide adequate legibility of the warning sign.

² Typical conditions are locations where the road user must use extra time to adjust speed and change lanes in heavy traffic because of a complex driving situation. Typical signs are Merge and Right Lane Ends. The distances are determined by providing the driver a PRT of 14.0 to 14.5 seconds for vehicle maneuvers (2018 AASHTO Policy, Table 3-3, Decision Sight Distance, Avoidance Maneuver E) and adjusted for a legibility distance of 180 feet for the appropriate sign.

³ Typical condition is the warning of a potential stop situation. Typical signs are Stop Ahead, Yield Ahead, Signal Ahead, and Intersection Warning signs. The distances are based on the 2018 AASHTO Policy, Table 3-1, Stopping Sight Distance, providing a PRT of 2.5 seconds, a deceleration rate of 11.2 feet/second².

⁴ Typical conditions are locations where the road user must decrease speed to maneuver through the warned condition. Typical signs are Turn, Curve, Reverse Turn, or Reverse Curve. The distance is determined by providing a 2.5 second PRT, a vehicle deceleration rate of 10 feet/second², and adjusted for a sign legibility distance of 250 feet.

⁵ No suggested distances are provided for these speeds, as the placement location is dependent on site conditions and other signing. An alignment warning sign may be placed anywhere from the point of curvature up to 100 feet in advance of the curve. However, the alignment warning sign should be installed in advance of the curve and at least 100 feet from any other signs.

⁶ The minimum advance placement distance is listed as 100 feet to provide adequate spacing between signs.

Note: Warning signs that advise road users about conditions that are not related to a specific location, such as Deer Crossing or SOFT SHOULDER, can be installed in an appropriate location, based on engineering judgment.