

Minutes approved at the August 7, 2024 CTA Board Meeting

## CAROLINA TRACE ASSOCIATION

[www.carolinatrace.org](http://www.carolinatrace.org)

Minutes of CTA Board of Directors Meeting – July 3, 2024 – Carolina Trace Country Club

### DIRECTORS or ALTERNATES (# of voting lots\*)

Eagles Nest (67)	Kathy Jelen (alt)	Highland Woods (45)	Tom King	South Landing (138)	Alan Mizrahi
Golf East (82)	David Hardman	Lakewood (54)	Tony Forgione (alt)	Southwind (152)	Billy Wicker
Golf North (139)	Gary Henry	Laurel Thicket (242)	Dottie Gilbert	Stonegate (45)	Joe Dunne (alt)
Golf West (44)	Lee Amcher	Mallard Cove (197)	Dan Jouppi (alt)	Village at Trace (36)	Micki Smith (alt)
Harbor Creek (154)	Cheryl Crist	North Shore (311)	Jeff Sheldon	Woodfield (66)	Elaine Bednarcik
Hidden Lake (235)	Ken Harden	Sedgemoor (170)	Tom Hanley	Woodmere/Trentwood (227)	George Orlovsky

\*voting lots updated on Feb 6, 2024 as per 2023 census information provided by POA Treasurers

### OFFICERS

President	Joe Zanga
Vice President	Jody Jackett
Treasurer Assistant Treasurer	Randi Constant Larry Stiegler, absent
Secretary	Sharon Sheldon

### COMMITTEE CHAIRS, GUESTS

Dave Thomas (guest, HLPOA - Census)	Rod Loss (guest, GWPOA - TRAM)	Jeff Wennberg (guest, LWPOA - Utilities)
Gary Constant (guest, NSPOA – LRP)	Shawn Draper (TRAM)	Bill Huggins (TLDC)
Cindy Eckley (guest, GWPOA)	Carrie Haynes (guest, SWPOA)	Ben Perez (guest, WTPOA)
additional guests – names not recorded		

**Total Attendance:** approximately 32, **18 of 18** POAs (Quorum = 2/3 directors (i.e., 12 POAs), and any affirmative vote on routine matters must represent a majority of directors present as well as 51% of *all* POA lots in good standing as per the 2023 census).

**CALL TO ORDER** - Having noted the presence of a quorum by the Secretary, the President called the meeting to order at 7:05 p.m.

**APPROVAL OF MINUTES** – The minutes of the June 2, 2024 meeting were presented and there being no corrections or edits, were approved by unanimous consent of the Board.

**GROUPS** (*Directors can send questions to the CTA Secretary for absent committee members*)

**CTCC** – Ryan Naab, General Manager – absent, no report

**UTILITY REPORT** – Jeff Wennberg, reporting for Vince Roy

- No official report; however, Jeff did provide a copy of his personal testimony submitted to the NCPUC meeting.

**CT FIRE DEPARTMENT** – Robbie Wilkins, Chief – absent, no report

- CTA welcomes the appointment of the new chief and he will be formally introduced at a future meeting.

**PRESIDENT'S REMARKS** – Joe Zanga (written report submitted)

- Welcomed the board back to in-person meetings and also reminded the Board to be sure the Corporate Transparency Act information (part of the meeting documents) is an issue that POA boards are following closely.

**FINANCIAL REPORT** – Randi Constant (written report submitted)

- Dave Thomas, chair of the 2024 Census Committee, gave a short presentation on the annual census request that was distributed to POA treasurers this month. The following is stressed:
  - POA census numbers reported now are the snapshot that will be used to calculate 2025's assessments.
  - POAs need to keep good records on every lot in their POA's master plan and report specific lot numbers for deferred obligations, etc., (see categories on the census worksheet).
  - POAs need to provide this data back to CTA by September 1, 2024.
  - Census information should be returned to the emails listed on the cover letter, specifically to Rod Loss and Cheryl Crist.
- Joe Dunne, alternate director for SGPOA, presented a check to the treasurer for SGPOA's disputed 2024 assessment amount, the disputed amount being from deferred obligation lots returning to good standing in 2023. SGPOA disputes this charge and has submitted a letter asking for an Adjudication Panel process to be scheduled as soon as possible. According to CTA's bylaws, late assessment payments are subject to a 12% per annum interest penalty. A motion to waive interest for SGPOA's late assessments to return them to a POA in Good Standing was made by LWPOA, seconded by WFPOA. Discussion included that some POAs have simply paid CTA assessments on behalf of such lots to keep their own records within the POA. The motion passed by majority vote. Joe Dunne left the meeting after distributing the check and a hard copy of a letter to the Board members and the secretary.

## **SECRETARY** - Sharon Sheldon (written report submitted)

- Board resolutions needed by CTA's two banks are needed to add the new CTA president to the accounts and remove the former president. Motion made by HLPOA and seconded by WFPOA, passed by unanimous consent.

## **COMMITTEE REPORTS**

- **SECURITY & SAFETY (S&S)** – Jody Jackett, Chair, (written report submitted)
  - Jody thanked the board for their support.
  - All gates should be consistent in how they work and the equipment used, even though the south gate gets much less use than the north gate.
  - Tailgating at both north and south gates continues to be an issue. The “man trap” gate concept is being considered.
  - The rise of those entering through an open exit gate has led the S&S committee to consider flow plates (<https://startsafety.com/heavy-duty-car-flow-plates-fp-02>), which pop up if driven over in the opposite direction (i.e., entering the exit). More research will be done as well as pricing. Board question as to the number of incidents so the board can consider if these are really necessary or worth the investment. WT volunteered to look at gate cameras to do a count to help report this back to the Board. The Board agreed these can be further explored and a full accounting of what these would cost (\$495 each plus asphalt prep and installation).
  - Gate sentry welcome packet info will be shared with POA secretaries and social/communications directors. About 70% of the lots are signed up; however, about 250 letters were returned to CTA for bad addresses so Jody would like the POAs to look at those.
  - HLPOA asked that CTCC be given the opportunity to purchase e-stickers for its employees and non-resident members as had been done from 2016 through earlier this year. Discussion about controlling community access and it was pointed out that CTCC has an easement allowing its members access and that club members do have the right to access certain club amenities 24/7. A motion to table this discussion by HCPOA, seconded by SWPOA, was defeated as it failed to reach a 51 percent vote in favor (7 in favor, 10 not). Further discussions as to what was reasonable in this regard; CTCC should pay annual renewals for e-stickers and keep CTA/gatehouse apprised as to changes in membership or employment status. HLPOA moved to allow annual e-sticker sales to CTCC non-resident members and employees at a cost no less than \$50 annually, seconded by SLPOA. Motion passed 15-2. The Executive Committee will speak with CTCC management.
- **TRACEWAY ROADS AND MAINTENANCE (TRAM)** – Shawn Draper, Chair (written report submitted)
  - Shawn was asked to clarify the steps leading to the TRAM Committee's decision to purchase and implement a phase of the Traffic Calming Study dated June 24, 2024.
  - Shawn explained that his February 2024 report (his first as TRAM chair) asked how the processed work and he was told by the board “...you have a budget, go to work.”
  - When asked why he didn't discuss the study and its cost with the Board prior to awarding the contract,
    - Shawn pointed to his April, May and June reports to the Board which mentioned the traffic study was being undertaken and no one asked any questions about this in his reports at those times.



## NEW BUSINESS

- **GNPOA Resolution** dated June 30, 2024 was introduced. NSPOA questioned whether the author of the resolution was aware of CTA's bylaws which cover most of the issues posed in the resolution. GNPOA stated the resolution was a list of issues. Further conversation pointed out that the resolution did not follow CTA bylaws which call for an annual budget process to set assessments. Basically this resolution about freezing assessments is asking the Board to adopt a resolution compelling it to do the very job it is tasked to do in the bylaws. "Does the Board need a resolution to compel it to make prudent decisions?" The treasurer pointed out that the draft budget currently under review will keep assessments at approximately the same level as now averaged over the next 3 years.
- The parts of the resolution discussing transparency and communication were questioned as the Board sees the substantial documentation provided for its consideration each month, which are also appended to approved minutes that are posted on the CTA website each month. Criticisms about lack of communication on CTA matters lies with POAs who are not ensuring their residents get CTA communications that are distributed at least monthly. The president asked if there was a second to the GNPOA motion. There being no second from any other POA, the motion failed.
- **2025 Budget and LRP**
  - A very brief discussion due to time constraints imposed by the meeting venue. The Board agreed the bulk of the budget work will be completed in the August meeting as the first order of business.
  - Changes to the budget from version 6 distributed in June was the addition of \$5000 to TLDC (which was inadvertently left off), and the removal of a budget item of \$10,000 for 2024 taxes since the treasurer and S/S has put a traffic count back into play with the SPA contractor. The traffic count is needed to expense off non-assessment income.
  - The treasurer pointed out that the budget for 2025 provides for a more detailed line item breakdown than it has in recent years and this will help committee chairs and Board members see exactly where CTA dollars are going.
  - Since very few questions came to the Board in advance of the budget, those will be sent out to the Board with written answers and all Board members should come to the August meeting ready to discuss the budget in greater detail.
  - Enabling motions for the 2025 budget and 2024 long range plan were put forth by NSPOA and seconded by HLPOA. Both motions passed by unanimous consent.
  - LWPOA recognized the treasurer and her team for a very good budget and mid-year financial analysis.
- **In-person Meeting comments**
  - The board agreed the in-person format can continue and the club will be contacted about having additional board meetings there on the first Wednesday of each month. CTA cannot meet on the first Tuesday because club management does not want outside meetings on days when the club is not open to the public (Mondays and Tuesdays).

## CALENDAR

- **Next CTA Meeting** – August 7, 2024, 7 p.m., in person, will confirm CTCC via email as soon as possible.
- **CTA Board Social** – pending reschedule

**ADJOURNMENT** – Having no further business to discuss, the meeting was adjourned at 8:48 p.m.

Respectfully submitted,

Sharon Sheldon, Secretary  
Carolina Trace Association

## **REPORTS AND OTHER ATTACHMENTS**

- Jeff Wennberg Personal Testimony, NCPUC
- President's Report
- Stonegate POA Statement, Assessment Dispute
- Financial Reports and Documents
- 2024 Census Packet
- Communications Packet
- S&S and CERT Report
- TRAM Report
- Traffic Study Overview and Full Study (104 pages)
- Draper Resignation Letter
- Draper Statement
- TLDC Report
- Golf North POA Resolution Re CTA Board Actions
- 2025 Budget and Long Range Plan Packet

06-12-24 Testimony

My name is Jeffrey Wennberg. I live at 7015 Cedar Rd. In Sanford. I want to thank the Utilities Commission for providing this opportunity to testify.

I hold a bachelor's degree in Physics and masters in Industrial Management. My pertinent past employment includes Commissioner of the Department of Environmental Conservation for the State of Vermont and Senior Project Manager at the Center for Climate Strategies in Washington DC.

I encourage the Commission's support of Duke Energy Progress' application for a Certificate of Public Convenience and Necessity (CPCN) to construct a 1,360 Mega Watt natural gas combined cycle electric generating facility in Person County. I support this proposal because it will achieve significant GHG reductions faster than any alternative, it will enhance North Carolina's grid stability and resilience, and it will do so at the lowest cost to the ratepayers.

US power sector emissions dropped 41% between 2007 and 2023, while electricity demand and production increased by 6%<sup>1</sup>. Coal fired generation dropped from 50% to 17% while wind and solar generation increased from 1% to 15%, and natural gas increased from 19% to 42%<sup>2</sup>. This dramatic reduction in emissions was largely the result of fuel switching to natural gas.

Duke Energy Progress proposes to replace two coal units with two, advanced natural gas-fired units at the same site by the end of the decade. Wind and solar must be sited where the energy resource is economically viable, requiring new transmission lines and related facilities. Even if these energy resource locations were identified today, the notion that 1.36 gigawatts of new wind and solar generation could be available to the grid within six years is unrealistic.

Finally, contrary to the advertising campaign being waged against this proposal, renewable generation is not less expensive than natural gas for the ratepayer. The ten states with the highest percentage of non-hydro renewable generation have average electric rates higher than the US average, and substantially higher than North Carolina. Specifically, the top ten renewable states' average residential rate is 23% higher than North Carolina's, commercial rates are 28% higher, and industrial rates are 34% higher<sup>3</sup>.

This is consistent with my prior work with the Center for Climate Strategies. In most cases, the Renewable Portfolio Standard cost jobs, reduced disposable income, and depressed the jurisdiction's domestic product. At the national level the RPS was projected to result in a net ten-year loss of 58,600 jobs and \$35.5 billion in Gross Domestic Product.<sup>4</sup> By contrast, the Clean Energy Standard, which limits

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<sup>1</sup> 6.3% increase between 2012 and 2022: Data source: U.S. Energy Information Administration Form EIA-411, 'Coordinated Bulk Power Supply Program Report'

<sup>2</sup> Data source: U.S. Energy Information Administration, *Monthly Energy Review*, March 2024, Table 7.2a, Electricity Net Generation Total (All Sectors), and Table 10.6, Solar Electricity Net Generation  
Note: Solar and wind excludes small-scale solar generation

<sup>3</sup> <https://www.eia.gov/state/data.php?sid>

<sup>4</sup>

<https://static1.squarespace.com/static/5f97102522cde4167ecca3a8/t/607dcba2b6617c0e2214f1f9/1618856868356/CCSREMISTudy.pdf>

emissions as opposed to mandating specific generation technologies, resulted in employment, income, and GSP growth. North Carolina has neither the RPS nor the CES, but the approved Carbon Plan functions essentially as a Clean Energy Standard.

The goal should be to reduce GHG emissions, not favor or mandate a particular technology or industry. Duke Energy's proposal fully supports that goal, will do so without jeopardizing grid reliability, at an affordable cost to ratepayers, and much more quickly than any alternative could achieve.

Thank you.



CTA Board of Director's Meeting  
Wednesday, July 3, 2024

**President's Report**

1. Thank you for attending our first in-person meeting since COVID forced us to isolate. Thanks also to the volunteers who came early to set up. I hope more will stay to take down at, or before, 8:30.

2. A suggestion was made to the EC that we consider an old program. CTA officers once hosted quarterly (?) meetings with counterpart POA officers to discuss common issues and find solutions. Any interest?

3. We are **all** volunteers but for some it's becoming a 9 – 5 (sometimes 24/7) unpaid job. This can't go on. Emergencies (we all should be able to recognize them) will be dealt with ASAP and may require a phone call. Other issues will be dealt with in the email order received and with the least delay possible. This relates to CTA and POA Boards and committees. Please don't expect instant answers to everything

4. Volunteer Director still needed to serve as Board Liaison to TRAM (Bylaws - Article VII).

5. Please keep the Corporate Transparency Act, whose provisions may affect CTA and POAs if fully implemented by year's end, as part of your POA Board considerations. Sharon has already sent, or will soon, send details.

6. At the next meeting I'm required to appoint a Nominating Committee (Bylaws - Article VI). Volunteers and suggestions greatly appreciated.

Respectfully submitted,  
Joe Zanga  
jrzpeds@aol.com

6/26/2024

Randi Constant, Treasurer  
Carolina Trace Association  
51 Traceway S. Gatehouse Plaza  
Sanford, NC 27332

TO: Randi Constant, CTA, Inc. Treasurer

To protect and prevent further CTA, Inc. damage to the RIGHTS and STANDING of our paying POA Members, we have been advised to pay the disputed \$1935 Invoice. This will place a burden on CTA, Inc. to provide the required census data to support the \$1935 Invoice. Therefore, we will pay the \$1935 disputed Invoice. (I hope this will not turn out to be another NC Asphalt Restoration Project that you will have to handle.)

Stonegate POA is going to APPEAL this CTA decision using the CTA, Inc. ADJUDICATION PANEL PROCESS. Please let us know when this can be scheduled.

SPOA requested this support documentation on January 10, 2024 and on April 10, 2024. We have never received such records.

CTA BY-LAWS ART. 8, SEC 3 makes it clear it is the duty and obligation of the Census Committee to initiate, review and maintain the documentation related to the assessments that provide funding for the CTA, Inc. Annual Budget. These should be on-file in the Committee Records. Our request on January 10, 2024 should have been answered within days.

No response from CTA is not new for SPOA.

We saw it in our effort to provide oversight for the required Independent Audits for 2020, 2021 and 2022. At the BOD March 7, 2023 meeting, the CTA Board unanimously approved a Motion submitted by Art Beaman (SPOA Delegate) to approve these Independent Audits. Shortly thereafter the Executive & Finance Committee down graded the Audit to a Cash Flow Review with significant Representations by CTA, Inc. This was well short of the CTA BY-LAWS, Art. 5, Sec. 2e requirements in the SPOA Motion.

More recently, with the SPOA effort to provide oversight of the North Exit Overlay Capital Project, CTA has refused to provide SPOA information on the source of funding and the CTA, Inc./Patterson Paving Contract for the project.

We hope your 2023 Audit will address these weaknesses in the Association.

We appreciate your efforts to improve Governance, Management and Control and Oversight within the CTA, Inc. and will continue to work with other POA's to support this effort in the best interest of the Carolina Trace Community.

We would also appreciate it if you would delay the CTA Decision pending the ADJUDICATION PANEL DECISION on the SPOA APPEAL.

Very Truly Yours, *Joe Dunne*

J.D. Dunne, SPOA/CTA Alt. Delegate and designated representative for CTA By-Laws, Art. 9  
1628 Stonegate N  
Sanford, NC 27332  
919-498-5034

cc: CTA Board  
SPOA Fed/File  
Legal/KC  
CTA Adjudication Panel



**Budget vs Actual**

	Budget
*Bradford Pear Project	
Gatehouse System Hardware (Computers, Cameras, Microphones)	\$50,000.00
Gatehouse Maintenance	\$22,846.00
Lake Trace Maintenance (annual)	\$5,000.00
General Contract Labor	\$10,000.00
Major Road & Bridge Maintenance (Reserve)	\$0.00
<b>Subtotal</b>	<b>\$287,846.00</b>
<b>TOTAL EXPENDITURES</b>	<b>\$823,298.00</b>
<b>GAIN/LOSS CTA OPERATIONS</b>	<b>\$17,285.00</b>

Actual	Budget Variance	Percentage
\$31,250.00	\$31,250.00	0%
\$12,100.09	\$37,899.91	24%
\$24,970.64	(\$2,124.64)	109%
	\$5,000.00	0%
\$6,510.00	\$3,490.00	65%
	\$0.00	0%
\$173,788.23	\$176,557.77	60.38%
\$11,428.80	(\$11,428.80)	
\$383,941.59	\$513,285.21	
\$166,556.79	\$149,271.79	

Comments	Variance
installation of LPR camera and microphones	
All gate related expenses, HVAC for gatehouse & broken pipe	\$25,955.04
Bookkeeper	\$5,525.60
	\$114,057.77
this is showing as an expense but the accountant has to c	(\$11,428.80)
Check	\$149,271.79

## Profit and Loss - YTD

### Carolina Trace Association Profit and Loss Comparison January - June, 2024

	Total	
	Jan - Jun, 2024	Jan - Jun, 2023 (PP)
<b>Income</b>		
<b>Income</b>		
Assessments POA	507,032.50	524,376.75
E- Sticker Taxable		
E-Sticker - Cont/Vendr		9,512.10
Total E- Sticker Taxable	\$ 0.00	\$ 9,512.10
E-Sticker - Residents Non Txbl	14,459.89	10,882.65
E-Sticker Deposit	1,060.00	
Total E-Sticker - Residents Non Txbl	\$ 15,519.89	\$ 10,882.65
Insurance Proceeds POA	14,650.00	10,481.20
Interest Income	17,643.10	4,660.67
Other Income		1,500.00
Total Income	\$ 554,845.49	\$ 561,413.37
Unapplied Cash Payment Income		46,665.00
Total Income	\$ 554,845.49	\$ 608,078.37
Gross Profit	\$ 554,845.49	\$ 608,078.37
<b>Expenses</b>		
<b>Operating Expenses</b>		
<b>General Admin Expenses</b>		
Bank Service Charges	174.92	25.00
Board Training	305.00	
Computer and Software subscriptions	170.00	55.00
E-Sticker Deposit Return		100.00
Income Tax		59.90
Insurance	35,228.97	34,966.82
Miscellaneous Expenses	204.92	62.00
Printing/Postage	10.33	
Trash/Waste Disposal Fees	250.00	250.00
Web Presence	237.60	237.60
Total General Admin Expenses	\$ 36,581.74	\$ 35,756.32
<b>Long Range Planning</b>		
Bradford Pear Project	31,250.00	
Bridge(s) Inspection/Repairs	19,957.50	15,000.00
Gate(s) Maintenance and Repair	24,970.64	4,136.02
Gatehouse System Hardware	12,100.09	
General Contract Labor	6,510.00	
Large Truck Parking Pad		6,500.00
Major Road/Bridge Main/Repair (deleted)		116,161.66
Sign Island Erosion Control		25,000.00
Traceway Road (Asphalt Overlay)	79,000.00	
Traceway Road Expansion (deleted)		20,000.00
Total Long Range Planning	\$ 173,788.23	\$ 186,797.68
<b>Roads &amp; Grounds</b>		
Drainage Maintenance & Repair		14,088.88
Landscaping/Beautification	11,986.81	8,712.52
Mowing & Weed Control	11,001.00	18,335.00

## Profit and Loss - YTD

### Carolina Trace Association Profit and Loss Comparison January - June, 2024

Roadside Trash			300.00
RoutinRoad Maintenance & Repair	1,451.89		24,459.83
Sprinkler Maintenance			22.27
Tree Trimming/Removal/Pruning	1,000.00		1,300.00
<b>Total Roads &amp; Grounds</b>	<b>\$ 25,439.70</b>	<b>\$</b>	<b>67,218.50</b>
<b>Safety &amp; Security</b>			
CERT Supplies	1,496.15		146.57
Computers			781.08
Contracted IT Support	4,539.99		4,995.39
E-Sticker Purchase	4,128.58		3,051.43
Gate / Gatehouse Maintenance	3,439.60		1,042.37
Gate House Supplies	1,138.93		2,052.62
Security Camera/Recorder			11,343.12
Security Contract	115,439.51		148,403.31
<b>Utilities</b>			
<b>Utilities - Not Internet&amp; Video</b>			
Electricity	7,680.32		
Electricity 1621			2,893.97
Electricity 6357			415.24
Electricity 9609			193.19
Electricity 9633			512.31
Electricity 9837			4,594.11
Propane	126.82		
Water & Sewer	654.30		1,339.58
<b>Total Utilities - Not Internet&amp; Video</b>	<b>\$ 8,461.44</b>	<b>\$</b>	<b>9,948.40</b>
<b>Utilities Internet &amp; Video</b>			
Internet - MG	3,115.50		1,147.79
Internet - NG			699.85
Internet- SG			809.82
Telephone	387.91		35.00
<b>Total Utilities Internet &amp; Video</b>	<b>\$ 3,503.41</b>	<b>\$</b>	<b>2,692.46</b>
<b>Total Utilities</b>	<b>\$ 11,964.85</b>	<b>\$</b>	<b>12,640.86</b>
<b>Total Safety &amp; Security</b>	<b>\$ 142,147.61</b>	<b>\$</b>	<b>184,456.75</b>
<b>Total Operating Expenses</b>	<b>\$ 377,957.28</b>	<b>\$</b>	<b>474,229.25</b>
Unapplied Cash Bill Payment Expense	11,428.80		3.00
Uncategorized Expense			-20.06
<b>Total Expenses</b>	<b>\$ 389,386.08</b>	<b>\$</b>	<b>474,212.19</b>
<b>Net Operating Income</b>	<b>\$ 165,459.41</b>	<b>\$</b>	<b>133,866.18</b>
<b>Net Income</b>	<b>\$ 165,459.41</b>	<b>\$</b>	<b>133,866.18</b>

Monday, Jul 01, 2024 12:50:15 PM GMT-7 - Cash Basis

**Balance Sheet (CASH basis) - YTD**

Reserve:	\$	577,590.59
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**This Year (YTD)**

**Carolina Trace Association  
Balance Sheet  
As of June 30, 2024**

	Total
<b>ASSETS</b>	
<b>Current Assets</b>	
<b>Bank Accounts</b>	
Fidelity - Operations ***4715	91,846.02
First Horizon - Main Checking ***9106	223,917.83
First Horizon - POS Square Inc ***1504	14,459.89
<b>Reserves</b>	
Fidelity Investments - Reserve ***5388	575,052.62
First Horizon - Emergency Reserve ***6807	2,537.97
<b>Total Reserves</b>	<b>\$ 577,590.59</b>
<b>Total Bank Accounts</b>	<b>\$ 907,814.33</b>
<b>Accounts Receivable</b>	
11000 Accounts Receivable	0.00
<b>Total Accounts Receivable</b>	<b>\$ 0.00</b>
<b>Other Current Assets</b>	
12000 Undeposited Funds	0.00
<b>Total Other Current Assets</b>	<b>\$ 0.00</b>
<b>Total Current Assets</b>	<b>\$ 907,814.33</b>
<b>TOTAL ASSETS</b>	<b>\$ 907,814.33</b>
<b>LIABILITIES AND EQUITY</b>	
<b>Liabilities</b>	
<b>Current Liabilities</b>	
<b>Credit Cards</b>	
Kate Woods(2889)	3,521.24
Penny Turner(6741)	0.00
<b>Total Credit Cards</b>	<b>\$ 3,521.24</b>
<b>Total Current Liabilities</b>	<b>\$ 3,521.24</b>
<b>Total Liabilities</b>	<b>\$ 3,521.24</b>
<b>Equity</b>	
30000 Opening Balance Equity	0.00
Unrestricted Net Assets	738,833.68
Net Income	165,459.41
<b>Total Equity</b>	<b>\$ 904,293.09</b>
<b>TOTAL LIABILITIES AND EQUITY</b>	<b>\$ 907,814.33</b>

Monday, Jul 01, 2024 12:51:31 PM GMT-7 - Cash Basis

Reserve: \$ 511,863.51

**31-Dec- Last Year**

**Carolina Trace Association  
Balance Sheet  
As of December 31, 2023**

	Total
<b>ASSETS</b>	
<b>Current Assets</b>	
<b>Bank Accounts</b>	
First Horizon - Main Checking ***9106	216,700.87
First Horizon - POS Square Inc ***1504	11,561.90
<b>Reserves</b>	
Fidelity Investments - Reserve ***5388	450,753.87
First Horizon - Emergency Reserve ***6807	61,109.64
<b>Total Reserves</b>	<b>\$ 511,863.51</b>
<b>Total Bank Accounts</b>	<b>\$ 740,126.28</b>
<b>Accounts Receivable</b>	
11000 Accounts Receivable	0.00
<b>Total Accounts Receivable</b>	<b>\$ 0.00</b>
<b>Other Current Assets</b>	
12000 Undeposited Funds	0.00
<b>Total Other Current Assets</b>	<b>\$ 0.00</b>
<b>Total Current Assets</b>	<b>\$ 740,126.28</b>
<b>TOTAL ASSETS</b>	<b>\$ 740,126.28</b>
<b>LIABILITIES AND EQUITY</b>	
<b>Liabilities</b>	
<b>Current Liabilities</b>	
<b>Credit Cards</b>	
Ernie Violon(5180)	0.00
Kate Woods(2889)	1,292.60
Penny Turner(6741)	0.00
<b>Total Credit Cards</b>	<b>\$ 1,292.60</b>
<b>Total Current Liabilities</b>	<b>\$ 1,292.60</b>
<b>Total Liabilities</b>	<b>\$ 1,292.60</b>
<b>Equity</b>	
30000 Opening Balance Equity	0.00
Unrestricted Net Assets	632,144.33
Net Income	106,689.35
<b>Total Equity</b>	<b>\$ 738,833.68</b>
<b>TOTAL LIABILITIES AND EQUITY</b>	<b>\$ 740,126.28</b>

Wednesday, Feb 28, 2024 08:12:31 AM GMT-8 - Cash Basis

<b>2024 Dues</b>	<b>1/1/2024</b>
------------------	-----------------

Home	\$ 408
Lot	\$ 168
Budget/Dues agreed	<b>Oct meeting</b>

Stated in Dollars for 2023	Total Obligations	Payments				
		Q1	Q2	Q3	Q4	Total
Eagle's Nest	\$ 22,111	\$ 5,527.75	\$ 5,527.75	\$ 5,527.75	\$ 5,527.75	\$ 22,111.00
Golf East	\$ 32,016	\$ 8,004.00	\$ 8,004.00	\$ 8,004.00	\$ 8,004.00	\$ 32,016.00
Golf North	\$ 45,092	\$ 11,273.00	\$ 11,273.00	\$ 11,273.00	\$ 11,273.00	\$ 45,092.00
Golf West	\$ 16,277	\$ 4,069.25	\$ 4,069.25	\$ 4,069.25	\$ 4,069.25	\$ 16,277.00
Harbor Creek	\$ 53,487	\$ 13,371.75	\$ 13,371.75	\$ 13,371.75	\$ 13,371.75	\$ 53,487.00
Hidden Lake	\$ 74,175	\$ 18,543.75	\$ 18,543.75	\$ 18,543.75	\$ 18,543.75	\$ 74,175.00
Highland Woods	\$ 15,800	\$ 3,950.00	\$ 3,950.00	\$ 3,950.00	\$ 3,950.00	\$ 15,800.00
Lakewood	\$ 19,147	\$ 4,786.75	\$ 4,786.75	\$ 4,786.75	\$ 4,786.75	\$ 19,147.00
Laurel Thicket	\$ 81,966	\$ 20,491.50	\$ 20,491.50	\$ 20,491.50	\$ 20,491.50	\$ 81,966.00
Mallard Cove	\$ 58,541	\$ 14,635.25	\$ 14,635.25	\$ 14,635.25	\$ 14,635.25	\$ 58,541.00
North Shore	\$ 109,758	\$ 27,439.50	\$ 27,439.50	\$ 27,439.50	\$ 27,439.50	\$ 109,758.00
Sedgemoor	\$ 53,280	\$ 13,320.00	\$ 13,320.00	\$ 13,320.00	\$ 13,320.00	\$ 53,280.00
South Landing	\$ 42,804	\$ 10,701.00	\$ 10,701.00	\$ 10,701.00	\$ 10,701.00	\$ 42,804.00
Southwind	\$ 50,256	\$ 12,564.00	\$ 12,564.00	\$ 12,564.00	\$ 12,564.00	\$ 50,256.00
Stonegate	\$ 16,705	\$ 4,176.25	\$ 4,176.25	\$ 4,176.25	\$ 4,176.25	\$ 16,705.00
Village at Trace	\$ 12,768	\$ 3,192.00	\$ 3,192.00	\$ 3,192.00	\$ 3,192.00	\$ 12,768.00
Woodfield	\$ 25,038	\$ 6,259.50	\$ 6,259.50	\$ 6,259.50	\$ 6,259.50	\$ 25,038.00
Woodmere-Trentwood	\$ 81,426	\$ 20,356.50	\$ 20,356.50	\$ 20,356.50	\$ 20,356.50	\$ 81,426.00
<b>Total</b>	<b>\$ 810,647</b>	<b>\$ 202,662</b>	<b>\$ 202,662</b>	<b>\$ 202,662</b>	<b>\$ 202,662</b>	<b>\$ 810,647</b>



2024 Carolina Trace Association, Inc. - Budget: Final (10-3-23)

Budget Vs Actual	2023 Budget (new)	2024 Budget (new)	LINE #		2023 Budget	YTD 2023	2024 Budget	Notes	
<b>INCOME</b>				<b>INCOME</b>					
POA Assessments	\$693,500	\$791,558	1	POA Assessments (Non Capital)	\$517,000	\$565,042	\$503,712		
Contractor Passes	\$12,420	\$15,525	2	Contractor Passes	\$12,420	\$7,912	\$15,525	Raise price to \$25 (from \$	
E-Sticker Purchase	\$18,000	\$22,500	3	E-Sticker Purchase	\$18,000	\$10,861	\$22,500	Raise price to \$25 (from \$	
POA Property/Pool Insurance Payments	\$10,000	\$10,000	4	POA Property/Pool Insurance Payments	\$10,000	\$10,481	\$10,000		
Interest Inc	\$1,000	\$1,000	5	Interest Inc	\$1,000	\$133	\$1,000		
Other Income	\$0	\$0	6	Other Income	\$0	\$1,500	\$0		
			7	<b>Total Operating Income</b>	<b>\$558,420</b>	<b>\$595,929</b>	<b>\$552,737</b>		
Part of POA assessments			8	Major Road & Bridge Maintenance (Reserve)	\$100,000	\$100,000	\$0		
			9	Reserve Allocation	\$0	\$39,954	\$0		
			10	Capital Budget Improvements	\$76,500	\$73,346	\$287,846		
			11	<b>Total CTA Infrastructure Improvements</b>	<b>\$176,500</b>	<b>\$213,300</b>	<b>\$287,846</b>		
<b>TOTAL INCOME</b>	<b>\$734,920</b>	<b>\$840,583</b>	<b>12</b>	<b>TOTAL INCOME</b>	<b>\$734,920</b>	<b>\$809,229</b>	<b>\$840,583</b>		
<b>OPERATING EXPENSES</b>				<b>OPERATING EXPENSES</b>					
<b>General Admin. Expenses</b>				<b>General Admin. Expenses</b>					
Accounting Fees	\$6,500	\$6,500	13	Accounting Fees	\$6,500	\$0	\$6,500		
Insurance	\$36,572	\$36,572	14	Insurance	\$36,572	\$34,967	\$36,572		
Board Training	\$500	\$500	15	Board Training	\$500	\$0	\$500		
Boat Ramp (annual)	\$5,000	\$5,000	16	Boat Ramp (annual)	\$5,000	\$0	\$5,000		
Computer	\$500	\$500	17	Computer	\$500	\$0	\$500		
E-Sticker Deposit Return	\$500	\$0	18	E-Sticker Deposit Return	\$500	\$100	\$0		
Financial Charges	\$100	\$100	19	Financial Charges	\$100	\$25	\$100		
Miscellaneous Expenses	\$400	\$400	20	Miscellaneous Expenses	\$400	\$0	\$400		
Printing/Postage/Shippng	\$100	\$100	21	Printing/Postage/Shippng	\$100	\$0	\$100		
Professional/Legal Fees	\$1,000	\$1,000	22	Professional/Legal Fees	\$1,000	\$122	\$1,000		
Waste/Trash Disposal Fee	\$360	\$360	23	Waste/Trash Disposal Fee	\$360	\$315	\$360		
Web Presence	\$120	\$370	24	Web Presence	\$120	\$238	\$370		
<b>Subtotal</b>	<b>\$51,652</b>	<b>\$51,402</b>	<b>25</b>	<b>Total Admin Expenses</b>	<b>\$51,652</b>	<b>\$35,767</b>	<b>\$51,402</b>		
<b>Roads &amp; Maintenance</b>				<b>Roads &amp; Maintenance</b>					
Drainage Maintenance & Repair	\$15,000	\$15,000	26	Drainage Maintenance & Repair	\$15,000	\$13,700	\$15,000		
Landscaping/Beautification	\$15,630	\$15,630	27	Landscaping/Beautification	\$15,630	\$8,574	\$15,630		
Mowing and Weed Control	\$44,000	\$44,000	28	Mowing and Weed Control	\$44,000	\$18,335	\$44,000		
Routine Road Maintenance & Repair	\$22,000	\$30,000	29	Routine Road Maintenance & Repair	\$22,000	\$26,906	\$30,000	Truck Parking Pads: Refur	
Storm Clean-up	\$8,280	\$8,280	30	Storm Clean-up	\$8,280	\$0	\$8,280		
Tree trimming/removal/pruning	\$8,690	\$16,190	31	Tree trimming/removal/pruning	\$8,690	\$1,300	\$16,190	Bradford Pear Tree Removal/Restoration	
Roadside Trash	\$1,500	\$1,200	32	Roadside Trash	\$1,500	\$0	\$1,200		
<b>Subtotal</b>	<b>\$115,100</b>	<b>\$130,300</b>	<b>33</b>	<b>Total Roads &amp; Grounds</b>	<b>\$115,100</b>	<b>\$68,815</b>	<b>\$130,300</b>		
<b>Safety &amp; Security</b>				<b>Safety &amp; Security</b>					
Security Contract	\$340,300	\$305,000	34	Security Contract	\$340,300	\$148,403	\$305,000		
CERT Supplies	\$2,500	\$2,500	35	CERT Supplies	\$2,500	\$78	\$2,500		
E-Stickers Purchase	\$8,000	\$9,000	36	E-Stickers Purchase	\$8,000	\$3,051	\$9,000		
Gate Maintenance	\$10,000	\$5,000	37	Gate Maintenance	\$10,000	\$1,690	\$5,000		
Automated Gate Passes	N/A	N/A	38	Automated Gate Passes		\$0	\$0	\$800/month will begin 13th month, or Januar	
Gatehouse Supplies	\$3,000	\$3,000	39	Gatehouse Supplies	\$3,000	\$2,065	\$3,000		
Security Cameras/Recorder	\$9,000	\$2,500	40	Security Cameras/Recorder	\$9,000	\$11,343	\$2,500		
Contracted IT Support	\$3,200	\$3,200	41	Contracted IT Support	\$3,200	\$0	\$3,200		
Utilities				Utilities					
Utilities/Non Internet	\$13,550	\$13,550	42	Utilities/Non Internet	\$13,550	\$9,948	\$13,550		
Utilities/Internet and Video	\$10,000	\$10,000	43	Utilities/Internet and Video	\$10,000	\$2,559	\$10,000		
			44	Total Utilities	\$23,550	\$12,507	\$23,550		
<b>Subtotal</b>	<b>\$399,550</b>	<b>\$353,750</b>	<b>45</b>	<b>Total Safety &amp; Security</b>	<b>\$399,550</b>	<b>\$191,644</b>	<b>\$353,750</b>		
<b>Long Range Planning (Capital)</b>				<b>Long Range Planning (Capital)</b>					
Bridge(s) Inspection Repairs	\$15,000	\$20,000	46 - 1	Bridge(s) Inspection Repairs	\$15,000	\$15,000	\$20,000	Complete North Bridge Footer	

2024 Carolina Trace Association, Inc. - Budget: Final (10-3-23)

Budget Vs Actual	2023 Budget (new)	2024 Budget (new)	LINE #		2023 Budget	YTD 2023	2024 Budget	Notes
Crusher Stone Runs (along roads, where required)	N/A	\$30,000	47 - 2	Crusher Stone Runs (along roads, where required)			\$30,000	Eliminate steep drop offs
Traceway Road (Asphalt Overlay)	N/A	\$150,000	48 - 3	Traceway Road (Asphalt Overlay)			\$150,000	~ 1 Mile coverage
Culvert Repair (Country Club Road/Entrance)	N/A	\$0	49 - 4	Culvert Repair (Country Club Road/Entrance)			\$0	1st Rev: Project pending Escalante developme
Gatehouse System Hardware (Computers - '23)	N/A	\$50,000	50 - 5	Gatehouse System Hardware (Computers - '23)		\$5,804	\$50,000	Automated Visitor Passes
Gatehouse Maintenance	\$6,500	\$22,846	51 - 6	Gatehouse Maintenance	\$6,500	\$1,042	\$22,846	NG Barrier gate & SG upg
Lake Trace Maintenance (annual)	\$5,000	\$5,000	52 - 7	Lake Trace Maintenance (annual)	\$5,000	\$0	\$5,000	
Add General Contract Labor	N/A	\$10,000	53 - 8	Add General Contract Labor			\$10,000	Due to reduced volunteer
Traceway Road Widening (as required) - C	\$20,000		54	Traceway Road Widening (as required) - C	\$20,000	\$20,000		
Sign Island Erosion Control - C	\$25,000		55	Sign Island Erosion Control - C	\$25,000	\$25,000		
Major Road & Bridge Maintenance (Reserve)	\$100,000	\$0	56	Major Road & Bridge Maintenance (Reserve)	\$100,000	\$100,000	\$0	Itemized within Income S
Large Truck Parking Pad - C	\$5,000		57	Large Truck Parking Pad - C	\$5,000	\$6,500		
	Move to reserves		58	Reserve Allocation	\$36,800	\$39,954	\$0	Add to Reserves, from above-listed (approved
<b>Subtotal</b>	<b>\$176,500</b>	<b>\$287,846</b>	<b>59</b>	<b>Total Long Range Planning</b>	<b>\$213,300</b>	<b>\$213,300</b>	<b>\$287,846</b>	

<b>TOTAL EXPENDITURES</b>	<b>\$742,802.00</b>	<b>\$823,298.00</b>
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<b>GAIN/LOSS CTA OPERATIONS</b>	<b>(\$7,882.00)</b>	<b>\$17,285.00</b>
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Reserve Allocation	\$36,800							Move to "Additions to emergency reserve"
<b>Subtotal</b>	<b>\$36,800</b>			<b>Total "additions to Emergency Reserve"</b>				

<b>Balance</b>	<b>\$779,602.00</b>			<b>Total Operating Expense</b>	<b>\$566,302</b>	<b>\$566,302</b>	<b>\$535,452</b>
				<b>Long Range Planning (Capital)</b>	<b>\$0</b>	<b>\$213,300</b>	<b>\$0</b>
				<b>Total CTA Budget</b>	<b>\$566,302</b>	<b>\$779,602</b>	<b>\$535,452</b>

Assessed Lots

Lot Assessment Type  
 Number of Assessed Lots  
 Assessment for Operations (6:1)  
 Assessment Long Range Planning (1:1)  
 Total Assessment  
 Assessment Increase for 2023

2023 Budget 2022 Census Data		
Unimproved	Improved	Total
776	1,594	2,370
\$50.00	\$300.00	\$517,000
\$90.00	\$90.00	\$213,300
\$140.00	\$390.00	\$730,300

2024 Budget 2023 Census Data		
Unimproved	Improved	Total
780	1,619	2,399
\$48.00	\$288.00	\$503,712
\$120.00	\$120.00	\$287,880
\$168.00	\$408.00	\$791,592

20% 5%  
 Assessment Updated

Reserve Funds

	Exp'd 12/25	Exp'd 12/24	Exp'd 12/23	Exp'd 12/22	Exp'd 12/21
Beginning (est)		\$814,558	\$638,640	\$508,000	
30110 - General Reserve (Roads, Bridges, etc.)		\$0	\$100,000	\$100,000	
Reserve Allocation		\$0	\$0	\$17,100	
Surplus Reserve (Income - Budget)		\$305,131	\$168,618	\$13,540	
Bradford Pear Tree Project: Board-Approved Funds			-\$25,800		
Bridge Repair Reserves Usage - '23			-\$66,900		
<b>Total Reserves</b>	<b>\$0</b>	<b>\$1,119,689</b>	<b>\$814,558</b>	<b>\$638,640</b>	<b>\$508,000</b>

## Finance Update July 2024

### 1) Budget 2025

- Received questions from POAs and will address at July 3<sup>rd</sup> meeting
- Had conference calls and met with some of the POAs to walk through spreadsheets and answer questions

### 2) Taxes

- Taxes were completed and signed off by M. Lee West CPA
- CTA owed no additional taxes for the 2023 year to either the Federal Government or North Carolina
- The delay for filing stems from the loss in institutional knowledge when Safety & Security changed leadership in 2023 which ended tracking vehicle information when coming through the gates. This categorizing of vehicles was used to allocate certain expenses that are used to offset non-exempt income. M. Lee West needed to determine an alternative method to use without the completed 2023 data. Had the Board/CTA followed the Capital Policy added to the bylaws in 2017, the amortized assets could have also been used to mitigate the non-exempt income.
- Safety & Security has begun tracking vehicles entering into Carolina Trace. Hopefully, we will have complete financial statements including a balance sheet with assets, to be amortized when 2025 taxes are due.

### 3) Assessments

- All assessments are up to date excluding Stonegate which is still behind \$967.50
- The Treasurer, Bookkeeper and Census Head from 2023 have sent details explaining the owed assessments.
- The Board needs to determine next steps – including whether we charge the 12% per annum penalty for back assessments.

### 4) Investments

- Continue to roll investments in short term T-bills

### 5) Balance Sheet Project

- Representatives from the Balance Sheet Committee visited with Lee County real estate tax specialist and received comps for the 2014 land received at inception of Carolina Trace
- The bookkeeper met with members from the Balance Sheet Committee meeting to determine if there was a way to access the deleted recorded assets from 2017 balance sheet. No records were found in our online Quickbooks but the members will reach out to Quickbooks to see if there are any back-up stored copies. If the 2017 data can be recovered, the committee would only need to add capital assets of over \$2,500 in value from 2018-present
- The committee also combed through boxes and boxes of old files in search of past invoices. Some of these invoices have been found and the committee continues to reach out directly to vendors/contractors for the missing invoices

### 6) Bank Accounts

- Need to remove former President
- Need to add new President (resolutions for both banks to be voted on at the 7/3 board meeting)
- Need to add checking capabilities for Fidelity

## CTA – 2024 Census: 2025 Assessment Preparation

July 3, 2024

To each of our 18 POA's, it's time once again – for CTA's annual assessment.

Please review the Census Verification and Certification summary sheet, and assess/verify your counts for both Improved & Unimproved lots within said POA, as of **July 3rd, 2024**, in accordance with Article VII, Section 3a, of the CTA By-Laws. Per Section 3b (Article VII), please also list lot numbers for each of the non-revenue producing properties, as defined (1 – 5).

Just a reminder . . . each POA's conducted census – is a “snapshot” of your total improved & unimproved lots, as of the date highlighted above. Your Census summary is “NOT” a moving target, between now and the end of this year.

As these summary sheets are completed/returned via e-mail (preferred) or CTA mailbox, we can begin compiling census data toward CTA's 2024 assessment totals. We appreciate your efforts, regarding this process.

Feel free to pass along related questions and/or comments, as we work through this exercise.

Sincerely,

Randi Constant  
CTA Treasurer  
Carolina Trace [ctatreasu@gmail.com](mailto:ctatreasu@gmail.com)

Cheryl Crist  
Census Team  
[cheryl.crist.realtor@gmail.com](mailto:cheryl.crist.realtor@gmail.com)

Rod Loss  
Census Team  
[rloss@netzero.net](mailto:rloss@netzero.net)

Dave Thomas  
Census Team  
[trainerdavethomas@yahoo.com](mailto:trainerdavethomas@yahoo.com)

CAROLINA TRACE ASSOCIATION, INC

CENSUS VERIFICATION AND CERTIFICATION BY BOARD OF DIRECTOR OF

\_\_\_\_\_  
(Name of Member (POA))

FOR FISCAL YEAR 2025 \_\_\_\_\_  
(Date Completed)

In accordance with Article VII, Section 3a of the By-Laws of the Carolina Trace Association, Inc., the Board of Directors of the above-named Member Property Owner’s Association hereby verifies the count of improved lots and unimproved lots within the said POA, as of **July 3, 2024**.

Number of Improved Lots \_\_\_\_\_ Number of Unimproved Lots \_\_\_\_\_

In accordance with Article VII, Section 3b of the By-Laws of the Carolina Trace Association, Inc., the above named Member Property Owner’s Association hereby elects to exercise the POA’s option, for the purpose of dues, assessments and voting procedures, to reduce the CTA Census Count above and certifies the following lots are non-revenue producing properties, as of **July 3, 2024**.

Please list lot numbers for all applicable categories:

- 1. Properties currently under lien
  - a. Improved Lots \_\_\_\_\_
  - b. Unimproved Lots \_\_\_\_\_
- 2. Properties on which a judgement is held
  - a. Improved Lots \_\_\_\_\_
  - b. Unimproved Lots \_\_\_\_\_
- 3. Properties in bankruptcy
  - a. Improved Lots \_\_\_\_\_
  - b. Unimproved Lots \_\_\_\_\_
- 4. Properties deeded (owned) by POA or CTA
  - a. Improved Lots \_\_\_\_\_
  - b. Unimproved Lots \_\_\_\_\_
- 5. Properties which are past due as of August 1 of current year
  - a. Improved Lots \_\_\_\_\_
  - b. Unimproved Lots \_\_\_\_\_

Notes: \_\_\_\_\_  
\_\_\_\_\_

Signed \_\_\_\_\_ Printed Name \_\_\_\_\_

Dated \_\_\_\_\_

Title \_\_\_\_\_

## MEMORANDUM

TO: CTA Board and POA Officers/Directors  
FROM: CTA Executive Committee  
DATE: May 10, 2024  
SUBJECT: POA/CTA Assessments When Lots Are Combined

This is a synopsis of North Carolina law on how a Property Owners Association (“POA”) and/or Carolina Trace Association (“CTA”) should calculate assessments when a POA allows two or more lots to be combined.

The courts in North Carolina have ruled that, unless the POA’s corporate documents (Bylaws / Covenants) expressly state that combined lots will be subject to only one assessment, the POA must collect separate assessments for each lot as the lots were originally plotted. To charge a single assessment for a double lot would increase the proportionate financial obligation on all other lot owners without their consent. Similarly, the methodology used by CTA to calculate its assessments on the POAs, and to which all POAs are contractually bound, is based on lots as originally planned and does not vary just because a POA has allowed two or more of its lots to be combined.

### **POA Assessments to Lot Owners When Combining Lots**

The link below is to a decision from the North Carolina Court of Appeals ([Claremont Property Owners Association v. Gilboy](#)) which addressed the question of whether a POA may collect only one assessment when it allows a property owner to combine two or more lots into one. The basic holding of this case is that unless the POA's covenants clearly allow a reduction in assessments, the POA must impose assessments on each lot as they were originally planned.

[Claremont Property Owners Association v. Gilboy, NC Ct. App. \(2001\).](#)

The premise of this decision is that the covenant to pay assessments "runs with the land," and therefore the owner of each lot as originally plotted has an obligation to pay assessments on each such lot. If the POA collects only a single assessment it will impose a proportionately larger financial obligation on each of the other lot owners, in violation of the terms of the covenants running with their lots.

The same reasoning was used in a more recent decision by the North Carolina Court of Appeals, confirming that an affirmative obligation to contribute to a POA's road maintenance fund

attaches to both lots individually even if combined for any other purpose. [Tanglewood Property Owners' Association v. Isenhour \(2017\)](#). This decision cites to the [Claremont](#) decision, linked above.

In summary, North Carolina courts have stated that unless there is clear language in the POA's Bylaws or covenants that would allow the POA to charge a single assessment when lots are combined the POA must continue to charge a separate assessment for each lot. If the POA charges only a single assessment (*i.e.*, eliminates the assessment obligation for one or more lots), other property owners could conceivably sue the POA for breach of the covenants running with their lots because the POA's action will necessarily cause an increase in all other property owners' proportionate share of the POA's expenses.

### **CTA Assessments to POAs that Allow Lots to be Combined**

Assessments charged by CTA to each of the POAs are calculated in a similar manner, even though CTA is a voluntary association of POAs, and is not a POA itself.<sup>1</sup> [CTA's Bylaws](#) (which represent a legally binding contract among the POAs and CTA) provide a formula for calculating each POA's contractual obligation to CTA, and by implication, each POA's mutual obligation with every other POA sharing in CTA's costs. The calculation is very simple and is based on the number of lots as originally plotted in each POA, subject to a few specific exceptions.

The Bylaws allow a POA to alter its lot counts for the CTA "census" in only a limited number of situations defined in Article VIII, Section 3 of the CTA Bylaws. There is no provision in the CTA Bylaws for a POA to unilaterally reduce its contractual obligation to CTA when the POA agrees to allow a property owner to combine lots. A POA's unilateral decision to change its lot boundaries or internal lot counts would impose an increased financial burden on all other POAs and would breach the agreement among all POAs to use a unified methodology for the CTA census. None of the other POAs have agreed to assume a higher share of CTA costs when one POA changes the parameters by which it imposes assessments on its property owners.

If a POA's governing documents allow a property owner to combine lots and pay one lot assessment to the POA, this does not alter the POA's contractual obligation to CTA and all other POAs. Thus, if a POA collects only one assessment for a combined lot, the POA will necessarily have to subsidize its obligation to CTA through higher assessments on all other lots in the POA. CTA is under no obligation to reduce the census count or the assessment charged to that POA, and it would be unlawful for CTA to do so because it would increase all other POAs' proportionate share of their financial obligations to CTA.

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<sup>1</sup> CTA is considered a "voluntary association" because it was formed after the lots in Carolina Trace were conveyed by the developer, and thus membership in CTA is not compulsory for lot owners. CTA's members are the 18 POAs that voluntarily agreed among themselves to vest CTA with responsibility for managing common amenities, subject to equitable apportionment of CTA's costs among the POAs according to the census.

In addition to the CTA Bylaws, each POA entered a "[Deed of Easement and Agreement Concerning Roads](#)," dated as of January 9, 1995 ("Easement Agreement") by which CTA granted each POA an easement right over Traceway. Pursuant to Paragraph 3 of the Easement Agreement, each POA agreed to pay annual assessments to CTA for maintenance of Traceway, the guardhouse, and other assets managed by CTA. The Easement Agreement confirms that the amount of the assessment will be calculated as provided in the CTA Bylaws. Thus, each POA has a firm contractual obligation to CTA and all other POAs to share in costs incurred by CTA pursuant to the formula in the Bylaws.

# # #

The following are other articles about assessment calculations when a North Carolina POA combines lots:

[A Legal Moment -- Tanglewood POA v Isenhour \(mrglawfirm.com\)](#)

[When 2 Minus 1 Still Equals 2: Combining Lots in a Planned Community - Ward and Smith, P.A.](#)

[9/1/2017 Newsletter and Legal Memorandum Article \(statewidetitle.com\)](#)

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#### **DISCLAIMER**

This memorandum was prepared solely for the benefit of CTA and the POA in Carolina Trace by a retired, non-practicing attorney residing in Carolina Trace. It is offered for background informational purposes only, does not constitute legal advice, and no attorney-client relationship is implied. No one should seek to act on this information without first consulting with an attorney licensed to practice law in North Carolina and based on the facts of the specific situation.



# CTA Communications/Secretary Report – July 2024

## New Emails Are in Place

As reported in the June 16 CTA News, we're using new emails for the CTA president and vice president. Other emails will be changed as time permits. Forwarding orders are in place for the old emails, as well as auto responses to the sender with a request that they update email lists:

- President Joe Zanga – [president@carolinatrace.org](mailto:president@carolinatrace.org)
- Vice president Jody Jackett – [vicepresident@carolinatrace.org](mailto:vicepresident@carolinatrace.org)

## Corporate Transparency Act

- Community Association Inc. (CAI) has challenged the constitutionality of this act. You can read more about it here: <https://blog.caionline.org/cai-challenges-corporate-transparency-act/>
- An email from CAI is attached as well as a memo on this.
- Please share with your Board leadership so they are aware. CTA may hold a forum on this topic in the near future.

## Memorial Day Observance, May 27:

- CTA thanks these community volunteers who worked on the Memorial Day observance:
  - David Bateman, Eagles Nest POA – flag ceremony
  - Frank Brown, Woodmere-Trentwood POA – flag ceremony
  - April Fleming, CTCC – program creation
  - Bill Gross, Golf East POA – National Anthem
  - Walt & Inge Hersman, North Shore POA – memorial wreath presentation
  - Andy Krey, North Shore POA – planning task force, Emcee
  - Ryan Naab, CTCC - speaker
  - George Orlovsky, Woodmere-Trentwood POA – planning task force, memorial wreath presentation
  - Jeff Sheldon, North Shore POA – community publicity
  - David Smoak, North Shore POA – planning task force, audio tech and event logistics
  - Diana Stepanik, Villages at Trace POA – planning task force
  - CTCC grounds crew – set up and tear down

## New/Deleted Resident Reports (Monthly):

- The secretary will work with a Security & Safety volunteer this month to bring these up to date, as the last reports issued were for the month of May. The URL for Lee County Real Estate Sales is [https://leecountync.gov/departments/gis\\_strategic\\_services/sales\\_data.php](https://leecountync.gov/departments/gis_strategic_services/sales_data.php) Results at the county level for any given month aren't available until about 30 days after a month ends.

## Welcome Packet Insert for Gate Sentry

- The secretary worked with the Gate Sentry project manager to create a one-page insert for POA welcome packets. It is part of the Security & Safety report.

### **CTA Operational Calendar – Input Request:**

- CTA’s operational calendar is again shared in this month’s meeting folder. If you have any additions to this calendar or any questions about anything on it, please email the CTA secretary.

### **POA Offers:**

- **POA Websites:** The POAs that do not have a web presence are asked to reach out to the secretary for her assistance in creating a static page. This applies to the following POAs: *Eagles Nest, Lakewood and Stonegate.*
- **CAI-NC Membership - Resources:** A list of on demand resources are available at: <https://www.cai-nc.org/general/custom.asp?page=learninglibrary> Please ask your POA leadership if they are interested in any of these and we’ll organize watch parties...
- **Volunteer Support Forums for POA Board Leadership:** Discussions while out and about in the community has led the Secretary to once again suggest that CTA offer to coordinate Zoom meetings to allow for an exchange of ideas and best practices among POA officers (presidents, treasurers, secretaries) and special committee work such as roads/drainage, architectural, etc. These round table discussions could be hosted this summer. Eighteen different boards and their volunteers all experience the same issues. The Executive Committee is preparing a draft survey for POA boards to determine interest in subjects. It will be shared with the Board for consideration when the draft is in its final format.

### **Onboarding/Orientation for Board members:**

- The “Roberts Rules Cheat Sheets” as well as a copy of the CTA bylaws is now part of every meeting’s resource documents.
- Additional onboarding documents will be added as they become available. The secretary is matching Bylaw citations to Board duties, etc., and it is hoped we will include committee guidelines that match up with treasurer’s guidelines. The draft onboarding documents will be presented to the Board members for review/additional input.

### **CTA Document Retention and Destruction policy:**

- This document has been reviewed by the Executive Committee and is now in the hands of committee chairs to review and offer edits. We hope to have a policy to present to the board by the fall.

### **CTA website:**

- Links and information was reviewed. Updated policies and applications from Security & Safety need to be completed so they can be uploaded to the website.

Sharon Sheldon  
Secretary, CTA  
CTA Communications Chair



Sharon Sheldon &lt;ctasectr@gmail.com&gt;

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## CAI Board of Trustees Approves Legal Action Against Corporate Transparency Act

1 message

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Tom Skiba, CAE <government@caionline.org>  
To: ctasectr@gmail.com

Fri, Jun 21, 2024 at 10:07 AM

[To view the mobile/web version of this email, click here.](#)



Dear Sharon,

This month, the CAI Board of Trustees approved filing a lawsuit to exempt and protect community associations from burdensome requirements outlined in the Corporate Transparency Act. The suit challenging the U.S. Department of Treasury's restrictive obligations underscores CAI's unwavering commitment to protecting the community association housing model and its members' interests.

CAI firmly believes the act's requirements place an excessive burden on community associations, which operate differently from traditional corporations and small businesses. The lawsuit is expected to be filed this summer. Your involvement and support are crucial as we navigate this legal challenge. Here are several ways you can get involved:

**Stay Informed.** Visit the dedicated webpage for real-time updates on the lawsuit and related developments. CAI will regularly post news and updates to keep members informed on progress in the case. [www.caionline.org/CTA](http://www.caionline.org/CTA)

**Join Advocacy Efforts.** [Reach out to your local representatives](#) and express support for CAI's position surrounding the act's requirements. Your voice can make a significant impact.

**Community Discussions.** Participate in CAI-led online forums and webinars to discuss the lawsuit's implications and gather member feedback. Your insights and experiences are invaluable.

**Spread the Word.** Share information about the lawsuit and its impact with your network and community stakeholders. Increased awareness will help build broader support for the case.

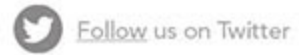
CAI is committed to keeping members informed about the suit. Regular updates will be provided through the website, emails, and special briefings. Together, CAI will continue to protect the best interests of community associations and work to generate a fair and reasonable resolution.

Thank you for your continued support and engagement.

Sincerely,



Thomas M. Skiba, CAE  
Chief Executive Officer



6402 Arlington Blvd. | Suite 500 | Falls Church, VA 22042 | (888) 224-4321

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## MEMORANDUM

TO: Officers and Directors of CTA  
FROM: Sharon Sheldon, CTA Secretary  
DATE: May 5, 2024  
SUBJECT: Reporting Obligations Under the “Corporate Transparency Act”

Officers and directors of the Carolina Trace Association (“CTA”) and each of the Property Owner Associations (“POAs”) should stay alert to a 2021 federal law that could require CTA and each POA to file detailed annual reports of their officers and directors no later than January 1, 2025. The following summary has been prepared based on information from law firms, industry trade associations, and the Financial Crimes Enforcement Network (“FinCEN”), within the U.S. Treasury Department, which is responsible for implementing this law.

The Corporate Transparency Act (the “Act”) was intended to create a federal database of individuals who have “substantial control” or ownership in a wide variety of for-profit and not-for-profit corporations. The database is intended to aid law enforcement when investigating financial crimes. Since non-profit corporations do not have “owners,” the law has been interpreted as applying to the non-profit’s officers and directors because they have substantial “control” over the corporation.

As explained by FinCEN, the law could apply to non-profit HOAs and POAs unless otherwise exempt:

### C. 10. Are homeowners associations reporting companies?

It depends. Homeowners associations (HOAs) can take different corporate forms. As with any entity, if an HOA was not created by the filing of a document with a secretary of state or similar office, then it is not a domestic reporting company. An incorporated HOA or other HOA that was created by such a filing also may qualify for an exemption from the reporting requirements. For example, HOAs designated as 501(c)(4) social welfare organizations may qualify for the tax-exempt entity exemption. An incorporated HOA that is not designated as a 501(c)(4) organization, however, may fall within the reporting company definition and therefore be required to report BOI to FinCEN. ([Beneficial Ownership Information | FinCEN.gov](#))

The same considerations apply to CTA, even though it is not an HOA or POA.

The Act will require existing corporations to file annual reports of individuals with substantial control or ownership (i.e., officers and directors), including their full legal name, residence address, date of birth, and an image of the individual's drivers license or passport. Thus, if it is concluded that CTA and the POAs must file reports, efforts will be needed well before the end of 2024 to collect that information and file a report with FinCEN.

In March, a federal judge in Alabama declared the law unconstitutional, but the U.S. Department of Justice announced that it will appeal that decision. The decision will only be applied to the specific plaintiffs who brought that case, so all other corporations remain obligated to comply with the Act until further notice. Work is also underway in Congress to clarify or narrow the scope of the Act.

### Resources

The following is a link to information from the Community Association Institute ("CAI") on how the Act could apply to HOAs and POAs. [Corporate Transparency Act \(caionline.org\)](https://caionline.org)

CAI also has a link by which individuals may express direct support for legislative changes to exempt or limit the application of the Act to community organizations such as HOAs and POAs: <https://www.votervoice.net/CAI/Campaigns/108066/Respond>

FinCEN published a comprehensive Compliance Guide explaining what entities are covered by the Act and how to report beneficial ownership information: [BOI Small Compliance Guide.v1.1-FINAL.pdf \(fincen.gov\)](https://www.fincen.gov/boi-small-compliance-guide-v1.1-final.pdf)

# # #

# CTA Security & Safety Committee Report 6/28/2024

**Attending: Charles Holder, Penny Turner, Joe Zanga, Jody Jackett (Chair)**

Called to order at 5:00pm

1. A resident is refusing to buy an E-sticker but using a Visitor Pass, her son will be entered into Gate Sentry for access.
2. Gate Sentry – We have a little over 65% of the addresses signed up for Gate Sentry. Gate Passes are still being requested by phone when they have Gate Sentry installed. We are advising them to use the gate sentry instead of calling in.
3. Still having issues with the main gate resident reader not reading the stickers quickly. Central Security has redirected the reader to a better angle and lowered it to cover more of the window area of the vehicles. The Visitor gate button is still having issues. Andy Shook contacted a licensed electrician to fix it or install a proper switch.  
  
Ongoing issue of tailgating and entering through the exit gates/roads at North and South gates as well as through the Gate House parking lot. We are considering the use of One Way Traffic Flow Plates. Go to <https://startsafety.com/heavy-duty-car-flow-plates-fp-02?search=Flow%20Plates> to view the equipment proposed. We propose these be installed at all exit lanes as soon as funds are available.  
  
The committee, following CTA by-laws, proposes to start fining drivers who are residents that are tailgating. We are considering the follow fines. For the 1<sup>st</sup> offense a fine of \$100 and E-sticker suspension of 1 month. For the 2<sup>nd</sup> offense a \$200 fine and 6 month suspension. For the 3<sup>rd</sup> offense a \$500 fine and a 1 year suspension. If the 1<sup>st</sup> vehicle purposely allowed the tailgater through, the 1<sup>st</sup> driver will also be charged those penalties.
4. Gate and Fence repairs are an ongoing issue. A. The fence at the South Gate was backed into. We are working to get it repaired. B. The North gate lift gate is on order to replace the damaged gate which we will attempt to straighten the present gate to keep as a spare if needed.
5. Discussed GPS companies sending traffic to the back gates. If anyone finds their GPS sending them to the back gates S&S asks that you contact that company and request they reroute drivers thru the main gate. Ask that the address of 6300 NC Rt 87 be used.
6. CERT – Penny Turner has submitted the CERT report (attached).
7. Lake Report – Charles Holder needs both home and mobile numbers of the boat owner in case the boat owned is loose in the middle of the lake. To contact Charles (919-770-3800).

## Other

1. We discussed having preventive maintenance done on the gates which include Air Conditioners/Heaters in the Gate Huts and parts of great use on the gates themselves. All items are being looked at as to the cost of having maintenance done. As these items have not been done in the past, costing increased repair/replacement costs, we would like to move quickly.

No other items were discussed.

Meeting adjourned at 6:05 pm.

Jody Jackett,  
Chair



## CERT Report for Safety & Security Committee for July 2024

1. Our ham radio Field Day on Saturday, June 22<sup>nd</sup> went well. We operated out of the Lee County Mobile Command Center at the Carolina Trace Fire Department. The North Carolina Section Leader for ARRL visited our site for the first time, and we had a good discussion with him.
2. July CERT training will be a tabletop exercise with a hurricane scenario, using the CTA Emergency Operations Plan (EOP). We request members of the Safety and Security Committee to join us as we use the EOP to address issues as they arise in the exercise. The goal is to familiarize ourselves with this planning document and to understand what resources are available and what actions need to be taken during an actual event. Exercising the plan can lead to faster, better decision making as well as improvement in the planning document.

Penny Turner  
[lectynccert@gmail.com](mailto:lectynccert@gmail.com)  
919-902-1217



All residents of Carolina Trace are strongly urged to use the “Gate Sentry” smartphone app or web portal to request visitor passes from the gatehouse. This system allows residents to quickly and easily request visitor and contractor passes, and makes it easier and faster for your authorized visitors to be cleared through the Visitor Lane at the gatehouse.

More information about Gate Sentry is available from the Carolina Trace Association website at this link:

[carolinatrace.org/p/Gate-Sentry-Guest-Pass-System](http://carolinatrace.org/p/Gate-Sentry-Guest-Pass-System)



July 3, 2024

## CTA TRAM Report from Shawn Draper, Chair 2024

I respectfully submit the following remarks as my report for the TRAM committee and its members to the CTA Board of Directors, July 3, 2024.

The following items are in process or completed:

Select Culvert maintenance being quoted

Weed control

Security Chief sign updated



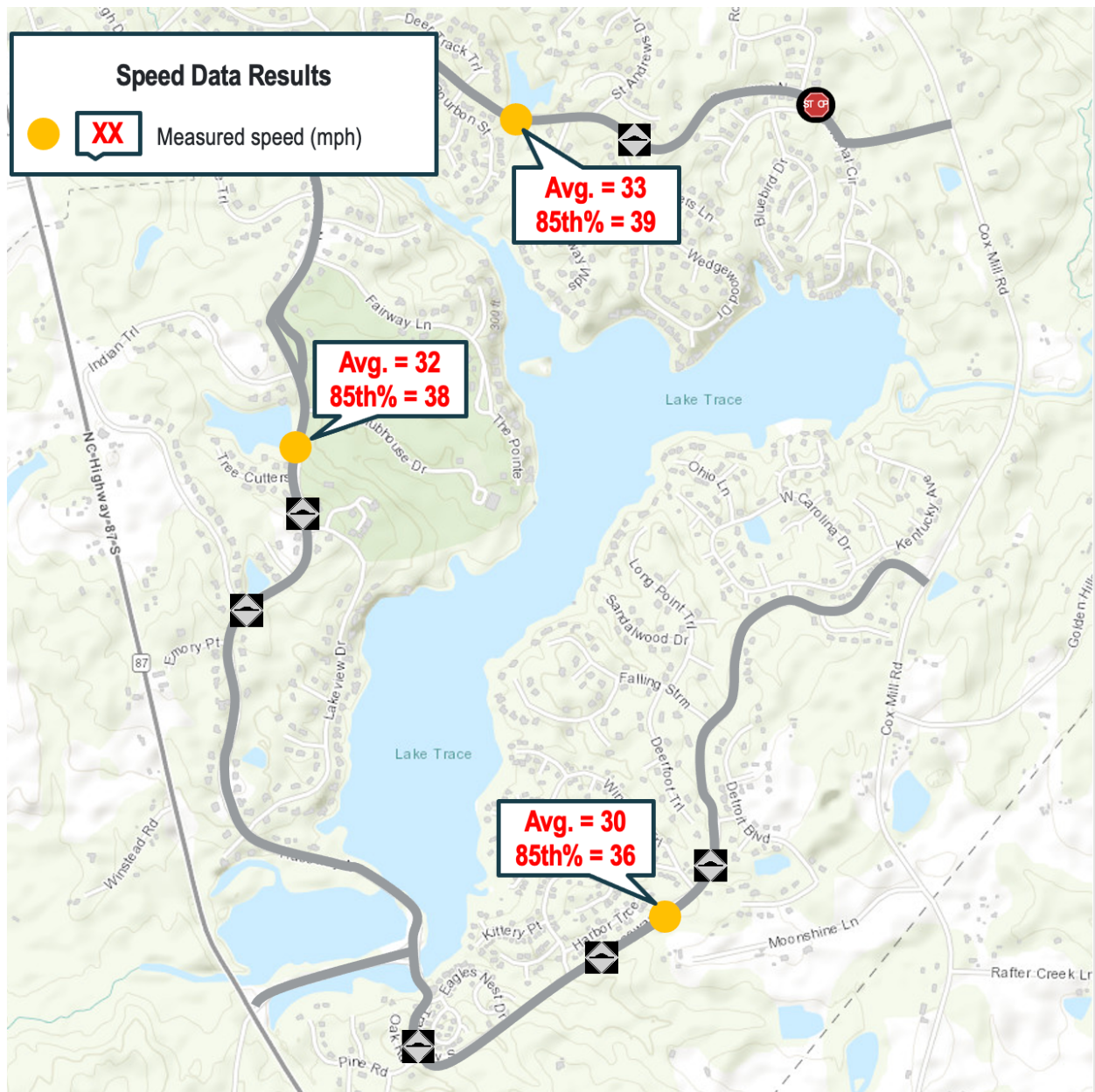
Traffic calming study report, recommendations, and implementation

### Summary

In response to regular concerns being shared by members of the community about the speeds on Traceway, TRAM enlisted our engineering firm HDR to conduct a study to determine how to best address these concerns.

“One speed statistic we typically look at is the measured 85<sup>th</sup> percentile speed, which is the speed at or below which **85% of all vehicles are observed to be traveling at a specific point when traffic is free flowing.**”

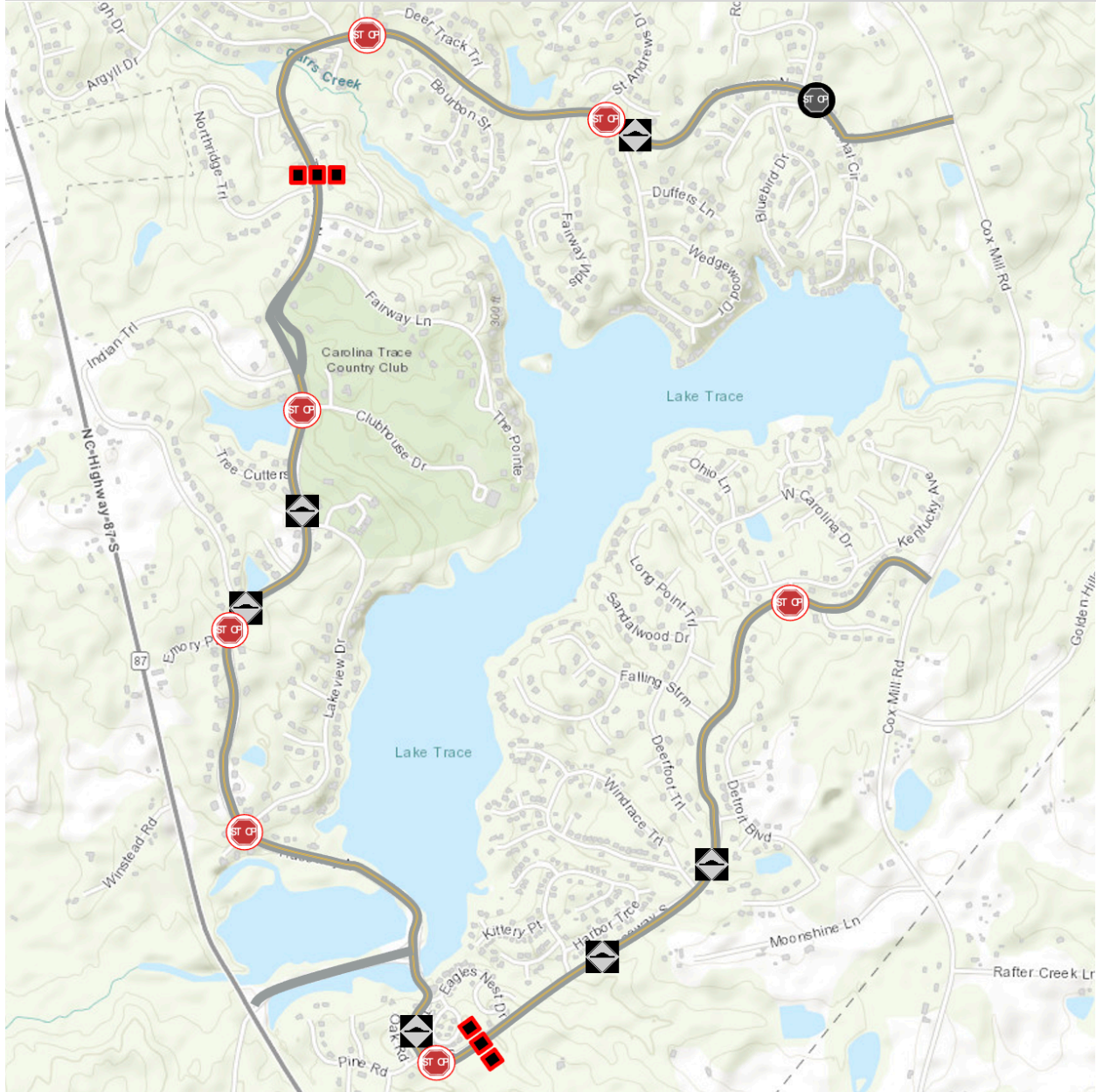
Speed data was collected for one week at three different locations along Traceway (see map). The speeds travelled along Traceway were alarming with top speeds greater than 50 mph and typical speeds greater than 10 mph over the 25 mph speed limit (see map).



Traceway is a narrow road with few full shoulders and several steep drop offs. Speeds over the limit by 10 mph increases the likelihood of accidents by 3 times or 300% according to the National Transportation Safety Board.

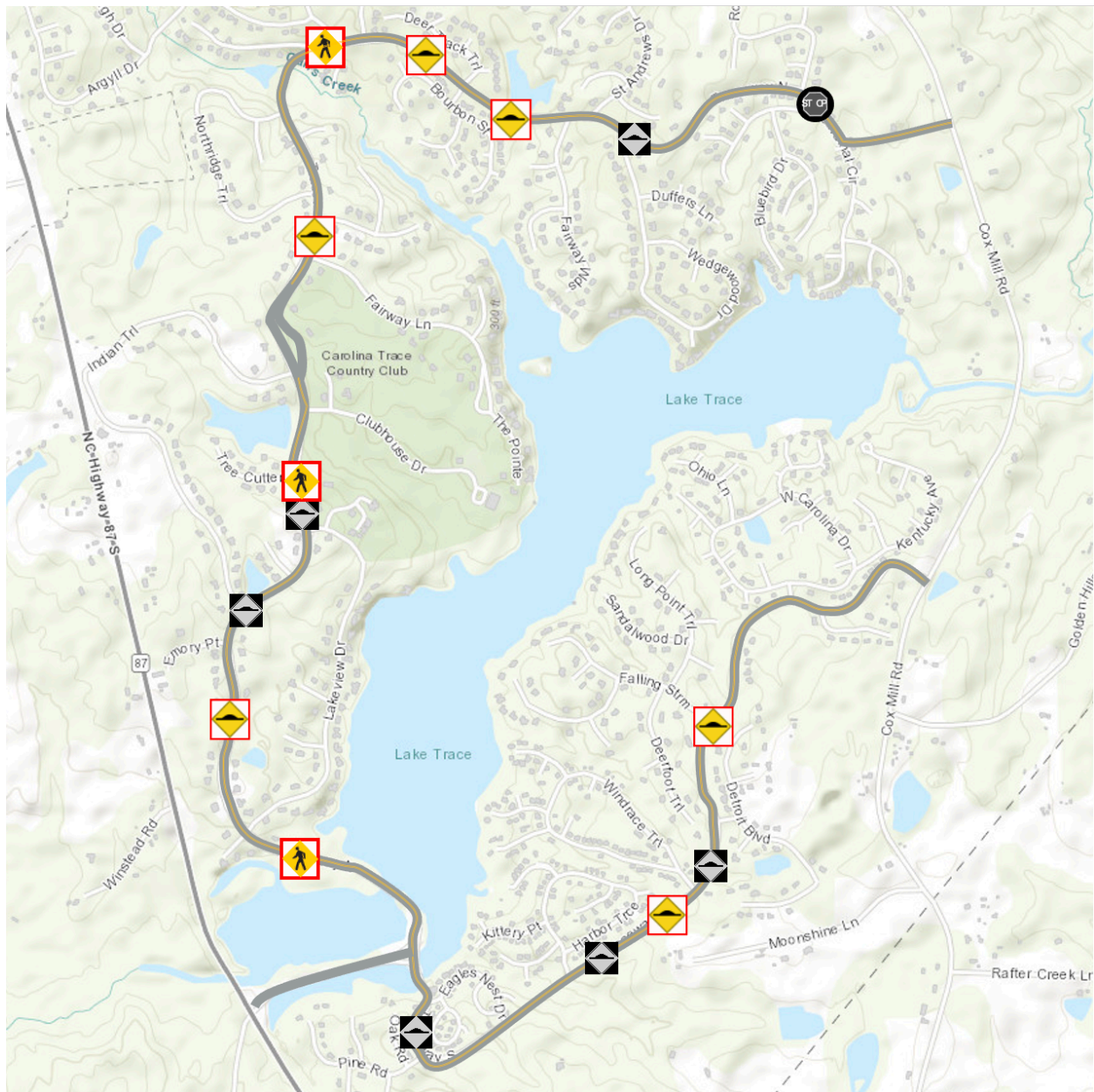
HDR is recommending the following speed calming measures in the short term:

1. All-way Stop Control
2. Rumble strips
3. Speed limit pavement marking
4. Restriping additional centerline
5. Moveable Speed Feedback Sign



Longer term measures recommended include:

1. Speed cushions
2. High visibility/raised crosswalks
3. Transverse striping



We have elected to begin installing all-way stop signs as the first measure to calm the speed on Traceway. The seven intersections are:

- Traceway S and Carolina Drive
- Traceway S and Pine Road
- Traceway N and Indian Trail (S)
- Traceway N and Country Club Drive
- Traceway N and Chelsea Drive
- Traceway N and Wedgewood Drive
- Traceway N and Lakeview Drive (South)

Installation is underway. We invite you to advise your POA members of these all way stop sign additions. Please be careful to observe these new stop signs to assure the safety of your neighbors and you.

We will continue to monitor the speed on Traceway and implement additional recommendations as required.

I think the engineers stated it best "It is time to convert Traceway from a commuter road to a neighborhood road."

Thank you for your support as we work to make our community safe.

Thank you for your consideration of these remarks and your support of the efforts of this committee.



# Traffic Calming Study

Carolina Trace

*Sanford, NC*

June 2024



TRAFFIC CALMING STUDY  
TECHNICAL MEMORANDUM

CAROLINA TRACE ASSOCIATION  
SANFORD, NORTH CAROLINA

Prepared by:

HDR Engineering Inc. of the Carolinas  
555 Fayetteville Street, Suite 900  
Raleigh, NC 27601  
NC License No. F-0116

June 2024

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## Appendix A – Speed Count Data

# 1.0 Introduction

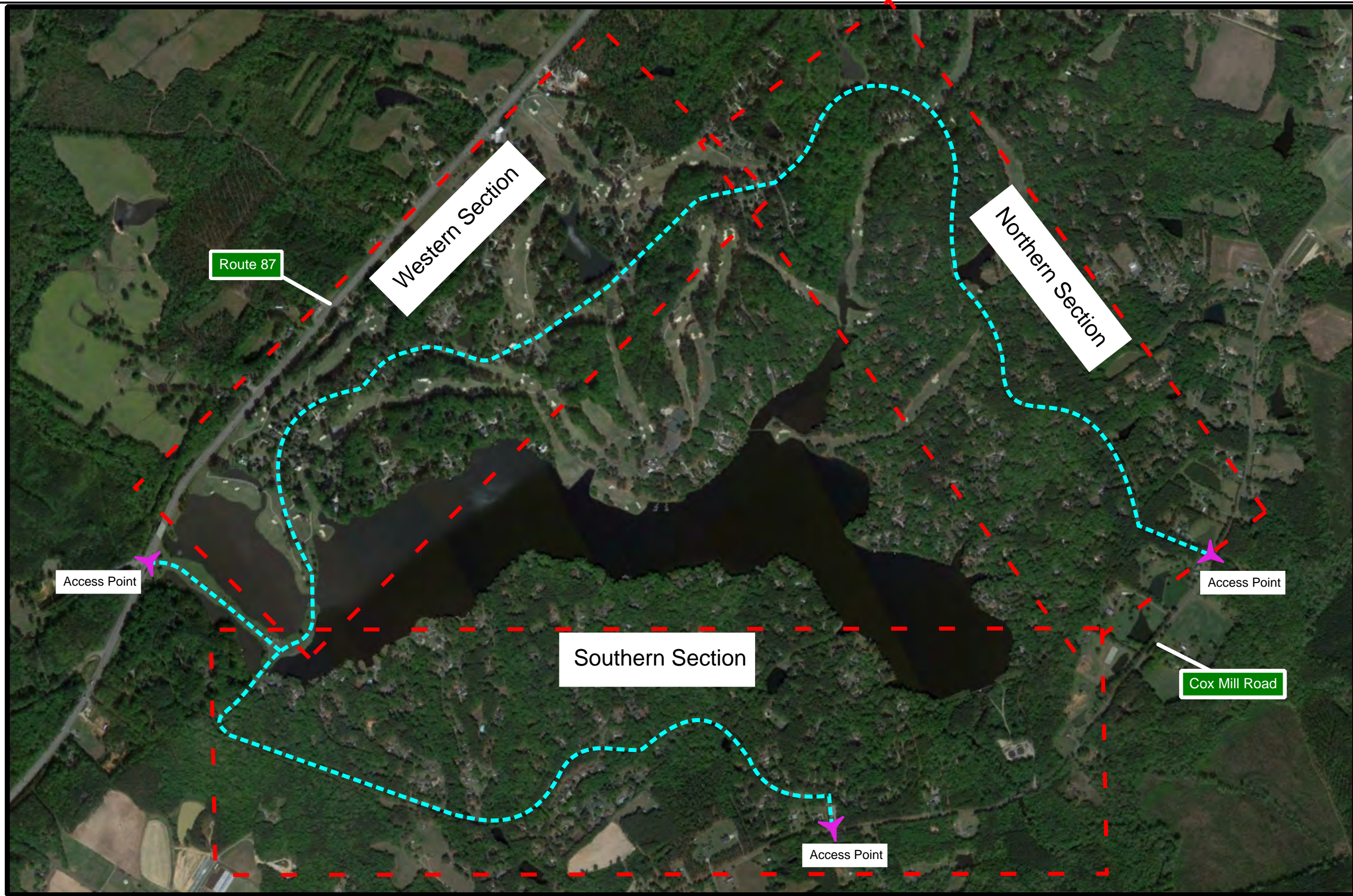
HDR Engineering, Inc. of the Carolinas (HDR) completed a Traffic Calming Study for Carolina Trace Association (Carolina Trace), located east of NC 87 and south of US 421 in Sanford, NC. The study considered speed control measures and devices along Traceway (approximately 5-mile loop) and includes recommendations within the study area (Figure 1). Speed reductions in locations that are prone to excessive speeding, particularly on infrastructure designed for lower speeds, can help to support a culture of safety, improve mobility and comfort of road users, reduce traffic noise, and increase walkability and safety of multimodal users (e.g. bicyclists, golf cart drivers, etc.).

The Carolina Trace community includes 19 distinctive neighborhoods, all accessed via Traceway. There are three (3) gated entrances into the community, as follows:

- One access via NC 87 at Frank Wicker Road / Traceway S
  - This access serves as the main entrance to the community with access for visitors or golfers, as well as residents
- One southern access along Cox Mill Road (Traceway S)
  - This access is located approximately 1.5-mile north of Broadway Rd along Cox Mill Road and predominately serves residents of the southeast area of the community
- One northern access along Cox Mill Road (Traceway N)
  - This access is located approximately 1.25-mile south of US Hwy 421 along Cox Mill Road and predominately serves residents of the northeast area of the community

The community has two (2) golf courses and an approximately 315-acre lake. Additionally, the community includes a clubhouse with dining and a fitness center on-site. While there are some direct driveways along Traceway, most homes within the community have driveways along minor-streets off Traceway. The clubhouse, multiple tennis courts, a playground, and a pool are located along Country Club Drive. In addition, there are multiple community pools and playgrounds to accommodate the neighborhoods.

The primary objectives of this report are to review the existing conditions in the area, evaluate current traffic speeds and multimodal usage, and make recommendations to improve conditions for users through traffic safety and calming measures.



Not to scale

Carolina Trace

Sanford, NC

Study Area  
Figure 01



## 2.0 Existing Conditions

The following section details the qualitative characteristics that were observed within the project study limits as they relate to vehicular traffic, golf carts, pedestrians, and bicyclists, and how they operate with one another.

### 2.1 General Study Area Description

This study considers the Traceway loop (approximately 5-miles), which considers the following intersecting streets:

- Carolina Drive
- Falling Stream
- Windrace Trail
- Harbor Trace
- Eagles Nest Drive (S)
- Pine Road
- Eagles Nest Drive (N)
- Lakeview Drive (S)
- Emory Point
- Indian Trail (S)
- Saw Timber
- Lakeview Drive (N)
- Tree Cutters
- Country Club Drive
- Indian Trail (N)
- Fairway Lane
- Woodwedge Way
- Northridge Trail (S)
- Northridge Trail (N)
- Stonegate Drive
- Chelsea Drive
- Irish Boulevard
- Deer Track Trail / Bourbon Street
- Fairway Woods
- St Andrews Drive
- Wedgewood Drive
- Royal Drive

Traceway is a 5-mile long, 2-lane roadway that serves residential development with a posted speed of 25 miles per hour (mph). The roadway is relatively narrow at approximately 10-foot lanes in either direction (standard lanes are typically approximately 12 feet wide). Additionally, there is no shoulder along Traceway.

There are no exclusive turn lanes along Traceway within the community. Signage is placed intermittently with multiple speed limit signs throughout the loop. While there are some direct driveways along Traceway, most homes within the community are located within the multiple neighborhoods that access Traceway via minor side streets (see intersecting streets listed above).

It should also be noted that the community is well-established with tree-lined streets and relatively steep grades (particularly on the southeastern side of the community) Given the lack of driveways and established nature, Traceway was found to operate similar to a collector type roadway. Collector roadways generally serve to gather traffic from minor local roads and driveways and funnel the traffic to larger Arterial roadways.

There are two sections in which the directional traffic is median divided, as follows:

- Approximately 0.33 miles to the north of the main gated entrance (off NC 87)
  - This converges after approximately 0.5 miles of divided section
- Approximately 1.33-mile to the north of the main gated entrance (off NC 87)
  - This converges after approximately 0.4-mile of divided section

There is currently one location that consists of all-way stop-control, the intersection of Traceway N and Royal Drive.

Additionally, there are multiple speed bumps that currently exist within the development along Traceway that were previously placed to assist with traffic calming, as follows:

- North of Windrace Trail
- East of Harbor Trace
- At Pine Road
- At Indian Trail (S)
- North of Lakeview Drive (N)
- East of Wedgewood Drive

Refer to **Figure 2**, **Figure 3**, and **Figure 4** for the existing speed control measures and their locations along Traceway for the southern, western, and northern sections, respectively.



Not to scale




Carolina Trace

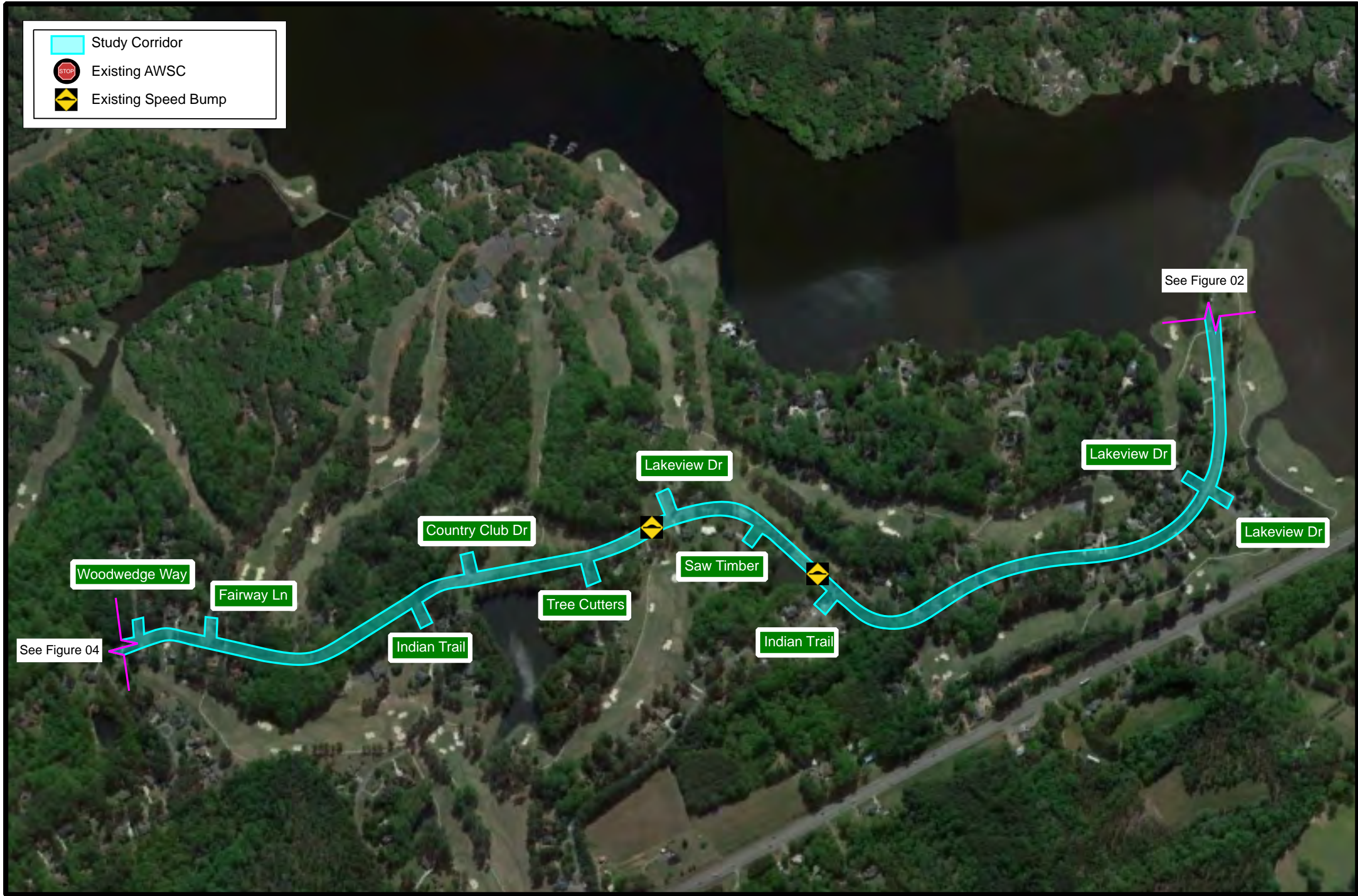
Sanford, NC

Southern Region  
Existing Speed  
Control Measures  
Figure 02





-  Study Corridor
-  Existing AWSC
-  Existing Speed Bump






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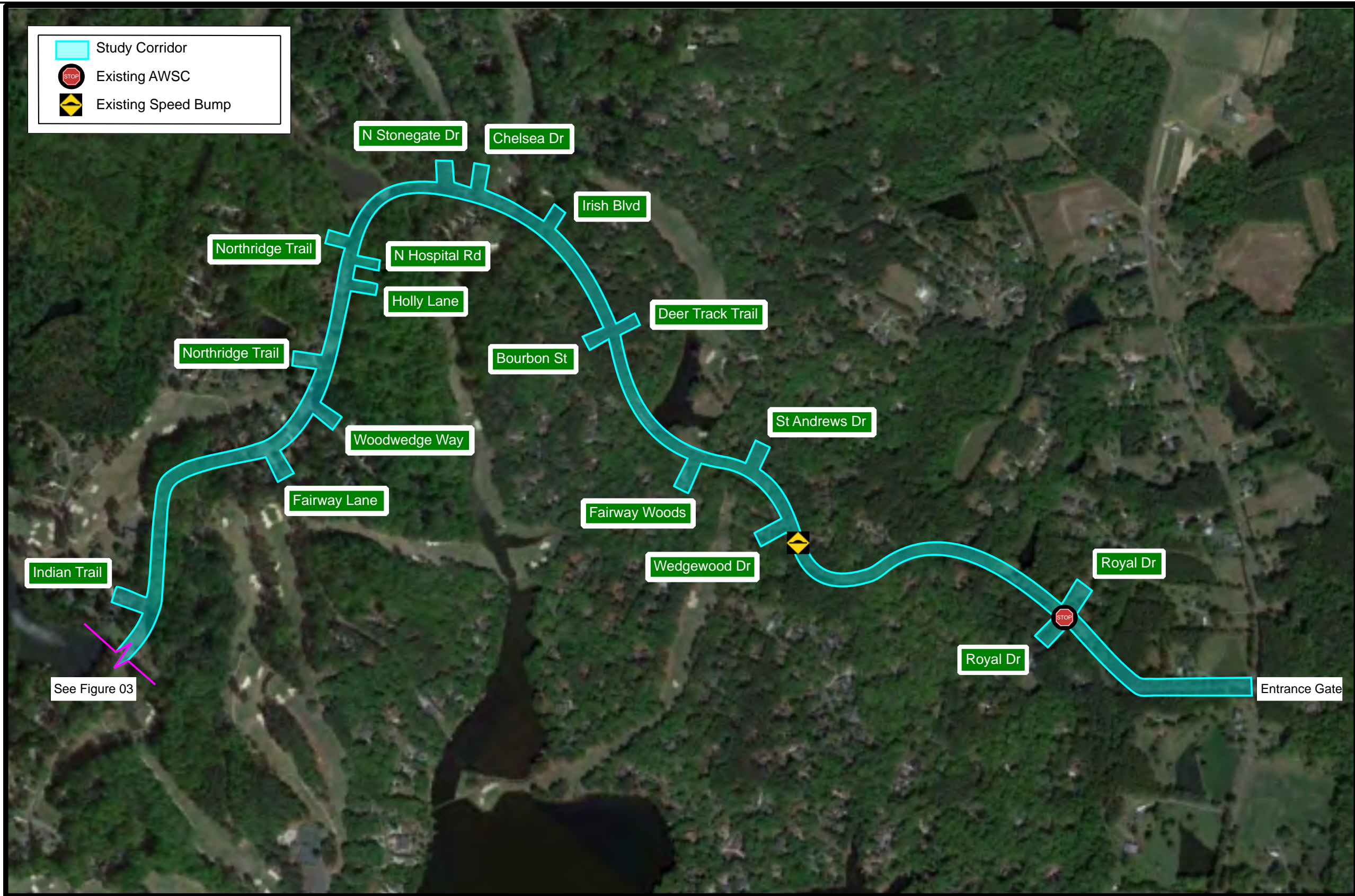
Carolina Trace

Sanford, NC

Western Region  
Existing Speed  
Control Measures  
Figure 03



-  Study Corridor
-  Existing AWSC
-  Existing Speed Bump



Not to scale

Carolina Trace

Sanford, NC

Northern Region  
Existing Speed  
Control Measures  
Figure 04



## 2.2 Speed Data

Data was collected over a one-week period at three (3) locations along Traceway. Based on coordination with Carolina Trace as well as on road curvature, existing speed control, and locations of adjacent driveways, the following locations were selected for data collection:

- Location 1 – East of Harbor Trace / west of Windrace (Southern Section)
- Location 2 – North of Lakeview Drive (S) / south of Indian Trail (Western Section)
- Location 3 – East of Bourbon Street / west of Fairway Woods (Northern Section)

Refer to **Appendix A** for a copy of the speed data collected. Below are evaluations of each location's approximate average and 85<sup>th</sup> percentile speed. Typically, the 85<sup>th</sup> percentile speed is reflective of the speed limit for a roadway; however, as shown in the results below, the 85<sup>th</sup> percentile speed was shown to be substantially exceeded at all locations.

Location 1 had an overall average speed of approximately 30 mph (5 mph over the posted speed limit). The 85<sup>th</sup> percentile speed for Location 1 was approximately 36 mph (11 mph over the posted speed limit).

Because Location 2 is median divided, this location was split into the northbound and southbound directions for data collection purposes. Location 2 had an overall average speed of approximately 32 mph (7 mph over the posted speed limit) in both the northbound and southbound directions. The 85<sup>th</sup> percentile speed for Location 2 was approximately 38 mph (13 mph over the speed limit) in both the northbound and southbound directions.

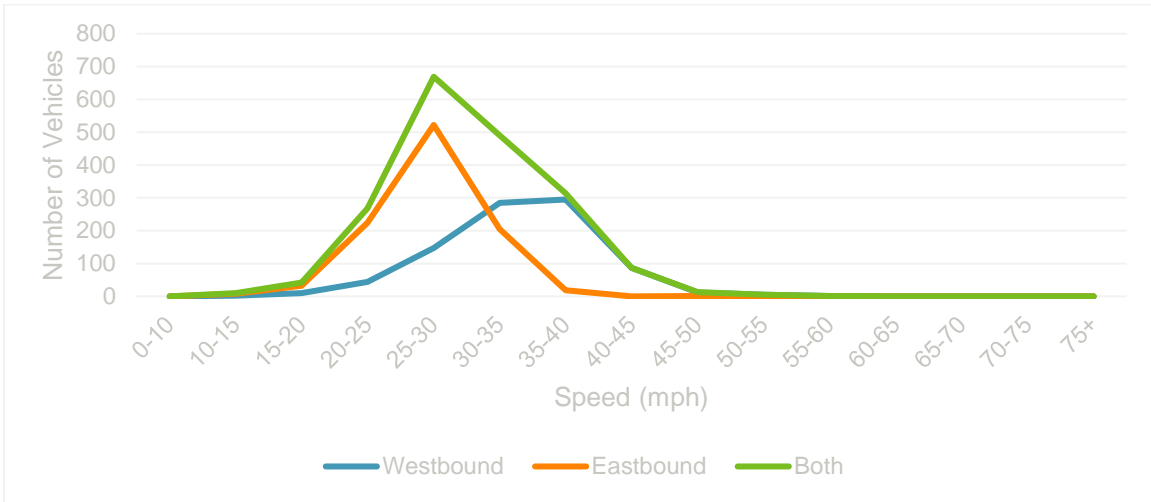
Location 3 had an overall average speed of approximately 33 mph (8 mph over the posted speed limit). The 85<sup>th</sup> percentile speed for Location 3 was approximately 39 mph (14 mph over the speed limit).

A review of the speed data indicated that peak speeds typically occurred around mid-day, as well as during the weekday PM peak period. The speed profile trends were relatively similar between the weekday and weekend.

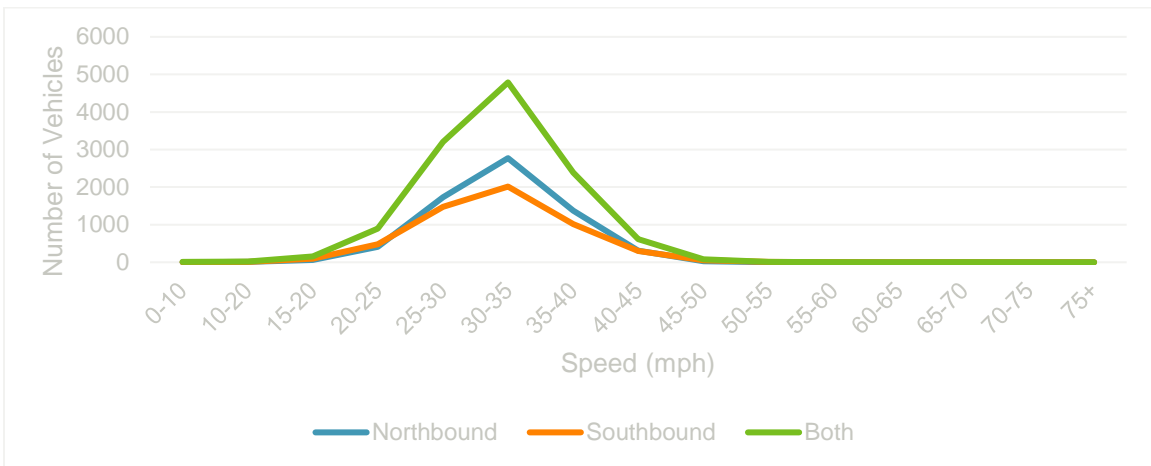
Per the National Transportation Safety Board, *Reducing Speeding-Related Crashes Involving Passenger Vehicles*, excessive speeding is often the primary cause of crashes and can be critical for other roadway users, like bicyclists, golf cart users, and pedestrians. Based on ITE *Speed Reduction Techniques*, there is a pedestrian survival inflection point at approximately 25 mph, where pedestrian crashes by vehicles traveling more than 25 mph are more likely to lead to serious injury or death. Overall, these findings indicate that speeding is occurring along Traceway and that measures should be taken to encourage lower speeds.

Refer to **Figure 5**, **Figure 6**, and **Figure 7** of the speed distributions for each location.

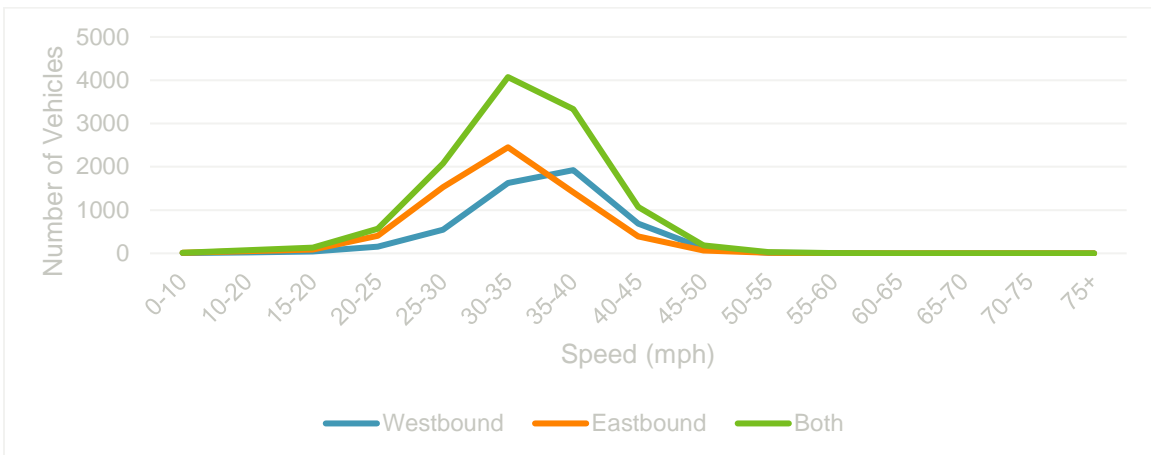
**Figure 5: 7 Day Speed Distribution – Location 1**



**Figure 6: 7 Day Speed Distribution – Location 2**



**Figure 7: 7 Day Speed Distribution – Location 3**



## 2.3 Field Assessment

The study team conducted a field review of the study area during mid-day on Monday, May 6<sup>th</sup>, 2024. The purpose of the field visit was to assess and inventory existing roadway features and observe how vehicular traffic interacted and moved throughout the area.

While in the field, it was noted that there was a substantial number of heavy vehicles. In addition, minimal signage indicating speed limits was observed throughout the neighborhood with most signage located at each of the entrances. Speeding was also observed at several locations along Traceway, with the highest speeds observed on the southeastern side of the loop, namely at steeper grades along the corridor. The study team attempted to traverse the corridor as a typically driver would and found the comfortable speed to be in excess of the posted speed limit (25 mph). Multiple locations along Traceway were noted to have speed bumps installed that required slowing down to comfortably traverse but at times required fast braking due to the lack of visibility of the speed bump on approach.

Multiple golf cart crossings were also observed and it was noted that the painted crossings could use improved higher visibility crossings to benefit golfers. There were no pedestrians or bicyclists observed throughout the field visit.

## 3.0 Traffic Calming Strategies

Based on the findings related to the traffic volumes and speeds, observations during the field assessment, and current speed control measures and design along Traceway, recommendations were developed to address the issues identified. Potential strategies were highly focused around speed management principles, including deflection, enclosure, and engagement. Deflection provides horizontal and vertical movements of vehicles from the path of travel. Enclosure gives the sense that the street is contained rather than a limitless expanse of space. Engagement connects the driver to the surrounding environment through visual and aural input.

### 3.1 Speed Cushions

Speed cushions slow vehicles down through vertical deflection. They are very similar in design to speed humps/bumps but feature slots that allow vehicles with wider wheelbases to pass through without dramatically slowing down. As a result, emergency vehicles can pass through the slots in the speed cushion without slowing down their response times. Speed cushions are also more bicycle friendly as bicyclists can make use of the slots to avoid the vertical deflection that is targeted at faster moving motor vehicle traffic. Normal passenger cars and trucks cannot negotiate them without at least two wheels riding over the top of the cushion. Refer to **Figure 8** for an example of speed cushions.

**Figure 8: Speed Cushion Example**



Source: <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-2>

*U.S. Department of Transportation: Federal Highway Administration*

### **3.2 High Visibility / Raised Crosswalks**

The primary benefits of high visibility and/or raised crosswalks are making crossing points more visible, so they stand out to drivers; improving overall non-motorized and/or golf cart connectivity; and in the case of raised crosswalks, reducing vehicular speeds through vertical deflection. These treatments can be applied either at intersections or at midblock crossing locations.

High visibility crosswalks typically are comprised of wider crossing markings (often using a ladder-style pattern or other patterned crosswalk) to draw more attention to the crosswalk itself. Crosswalk pavement markings are typically paired with additional components, such as signage and/or street lighting, to engage the driver and bring even more awareness of the crosswalk. All these factors increase the overall safety for these types of crosswalks.

Speed tables are similar to speed humps, and offer similar benefits, but are typically designed with a trapezoidal shape (as opposed to the typical sinusoidal shape of speed humps) which allows a marked crosswalk to be accommodated on the flat top. The shape of the speed table results in a slightly higher design speed compared to speed humps (typically 25 MPH versus about 15 MPH for speed humps). They also have less impact to emergency response vehicles compared to speed humps or bumps and based on the relatively higher speeds a speed table accommodates, doesn't have as substantial of an impact to pavement leading up to the speed table as a speed bump would. Refer to **Figure 9** for an example of a raised crosswalk.

**Figure 9: Raised Crosswalk Example**



Source: <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-2>

U.S. Department of Transportation: Federal Highway Administration

### 3.3 All-Way Stop-Control

Adding stop-control to the mainline at unsignalized intersections can help encourage lower speeds by keeping drivers more aware and stopping more often. This is also a measure that can be taken to reduce risk of crashes and reduce delays for minor-streets. This measure should be taken into consideration with other measures for it to optimize its speed control potential as drivers can potentially increase speeds between stop signs to make up for the reduced speed. Refer to **Figure 10** for an example of stop-controlled intersection approach.

**Figure 10: Stop Controlled Intersection Example**

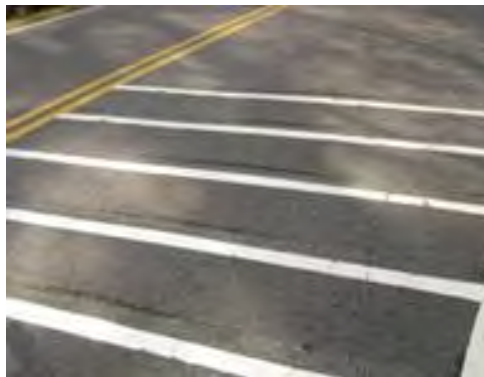


Source: <https://safety.fhwa.dot.gov/intersection/stop/>  
U.S. Department of Transportation: Federal Highway Administration

### 3.4 Rumble Strips

Rumble strips are a relatively low-cost pavement surface treatment intended to cause drivers to experience vehicular vibrations which alert them to slow down. They are most commonly used in advance of a stop condition or a horizontal curve in the road. While rumble strips can be an effective device to warn drivers to slow down, they do require maintenance and can cause noise pollution, particularly if located adjacent to residences. A good location for these rumble strips would particularly be in the southern section of the community where there are more horizontal and vertical curves in the road and less driveways connecting directly to Traceway (minimizing noise pollution impacting residents). Refer to **Figure 11** for an example of Painted Rumble Strips.

**Figure 11: Painted Rumble Strip Example**



Source: <https://www.fhwa.dot.gov/publications/research/safety/15030/009.cfm>  
U.S. Department of Transportation: Federal Highway Administration

### 3.5 Restriping

Another way to alter the “feel” of Traceway would be to add a second yellow centerline, giving the feeling of a “tighter” corridor. The second centerline can also be used to create a visual feel of a center median at points along Traceway to visually further reduce the lane width. This center median technique should be used sparingly and returned to the typically two-line configuration quickly due to the current roadway width. Alternatively, optical speed bars or peripheral transverse bars running perpendicular to the roadway can also give a corridor a similar “tighter” feel. The transverse bars should be installed in locations where the driver needs to be alerted to some upcoming roadway hazard including horizontal or vertical curves. As the width of the lane is reduced, drivers will typically reduce speeds due to the discomfort felt even when the pavement remains consistent. Refer to **Figure 12** for an example of peripheral transverse bars.

Restriping or warning signage may also be considered at existing crosswalks or in advance of speed bumps, encouraging slower speeds sooner and extending pavement life directly before speed bumps. Additionally, high visibility speed limit pavement markings can encourage drivers to follow the speed limit. These pavement markings should be placed at regularly spaced intervals between speed limit signage as a reminder to drivers. Refer to **Figure 13** for an example of speed limit pavement markings. While pavement marking strategies can be lower initial costs upfront, there is a component of maintenance that is required for upkeep.



**Figure 12: Peripheral Transverse Bars Example**



Source: <https://www.fhwa.dot.gov/publications/research/safety/15030/009.cfm>  
Virginia Centre for Transportation Innovation and Research

**Figure 13: Speed Limit Marking Example**



Source: <https://www.fhwa.dot.gov/publications/research/safety/15030/009.cfm>  
Iowa State University

### 3.7 Speed Feedback Signs

Speed feedback signs are digital displays of radar-measured vehicle speeds that can be used to supplement posted regulatory or advisory speed limit signs and reinforce appropriate speeds. They provide immediate feedback to drivers when the posted speed limit is exceeded. They are generally most effective at managing speeds over short distances and when combined with other measures. Based on the vehicular speed data within the study area, it was determined that there are several locations where speed feedback signage could be useful in promoting and encouraging slower speeds. It is suggested that the traffic feedback signs be portable to increase effectiveness over varying locations within the study area. Refer to **Figure 14** for an example of speed feedback sign located on a pole with speed limit sign.

**Figure 14: Speed Feedback Sign Example**



Source: <https://highways.dot.gov/safety/speed-management/methods-and-practices-setting-speed-limits-informational-report/speed-1>

U.S. Department of Transportation: Federal Highway Administration

## 4.0 Recommendations

Based on a review of existing speeds, modes of transportation using Traceway, and current speed control measures, it is recommended that speed control strategies be implemented to reduce speeds along Traceway. Speed reductions can help to support a culture of safety, improve mobility and comfort of road users, reduce traffic noise, and increase walkability and safety of multimodal users (e.g. bicyclists, golf cart drivers, etc.).

Typically, collector roadways have desired speeds in excess of 25 mph. The speed control strategies recommended below were developed in an attempt to reduce the feel of Traceway from a collector style roadway and act more like a neighborhood road. These strategies were also separated into two categories: short term and long term. The short-term category was developed with a sense on cost-effective strategies that would allow for quicker implementation with the long term solutions requiring more planning and funds to properly implement.

### 4.1 Short Term Recommendations

- Provide speed limit pavement markings strategically between speed limit signage
- Install rumble strips in the following locations along Traceway:
  - In the westbound direction approximately 375 feet west of Eagles Nest Drive (S)
  - In the northbound direction immediately north of Northridge Trail

- Restripe Traceway to include a second yellow centerline
- Install all-way stop-control at locations along Traceway. Typically, stop signs are not recommended in traffic calming measures due to the likelihood of drivers to speed between stops. Traceway currently has only one intersection in which drivers are required to stop and the implantation of additional locations would improve the neighborhood feel of Traceway. It is thus recommended that all-way stops be considered at the following intersections:
  - Traceway S and Carolina Drive
  - Traceway S and Pine Road
  - Traceway N and Indian Trail (S)
  - Traceway N and Country Club Drive
  - Traceway N and Chelsea Drive
  - Traceway N and Wedgewood Drive
  - Traceway N and Lakeview Drive (South)
- Install Speed Feedback signs in multiple locations along Traceway.
  - Speed Feedback signs should be limited to prevent showing speeds in excess of 15 mph over the speed limit to prevent drivers from using them for undue purposes.
  - Speed Feedback signs are typically powered using solar cells and can thus be moved around the neighborhood to prevent drivers from becoming used to feedback provided.

## 4.2 Long Term Recommendations

- Provide raised crosswalks/speed tables at each existing, perpendicular golf cart crossing with high visibility crosswalk striping.
- Provide speed cushions at the following locations along Traceway:
  - At Falling Stream between the ingress and egress driveways
  - At Windrace Trail between the ingress and egress driveways
  - Approximately 750 feet to the south of Emory Point / approximately 1,250 feet north of Lakeview Drive on both the northbound and southbound directional lanes
  - Approximately 275 feet to the north of Fairway Lane / approximately 125 feet to the south of Woodwedge Way in the northbound direction and approximately 150 feet north of Fairway Lane / approximately 200 feet south of Woodwedge Way in the southbound direction
  - Approximately 600 feet to the east of Deer Track Trail / approximately 500 feet west of Fairway Woods
  - In both eastbound/westbound directions approximately 250 feet west of Deer Track Trail / Bourbon Street
- Add transverse striping along Traceway in advance of vertical or horizontal curves as well as in advance of speed bumps/cushions or stop signs.

See **Figure 15**, **Figure 16**, and **Figure 17** for the recommendations for the southern section, western section, and northern section of Traceway, respectively.









Not to scale

Carolina Trace

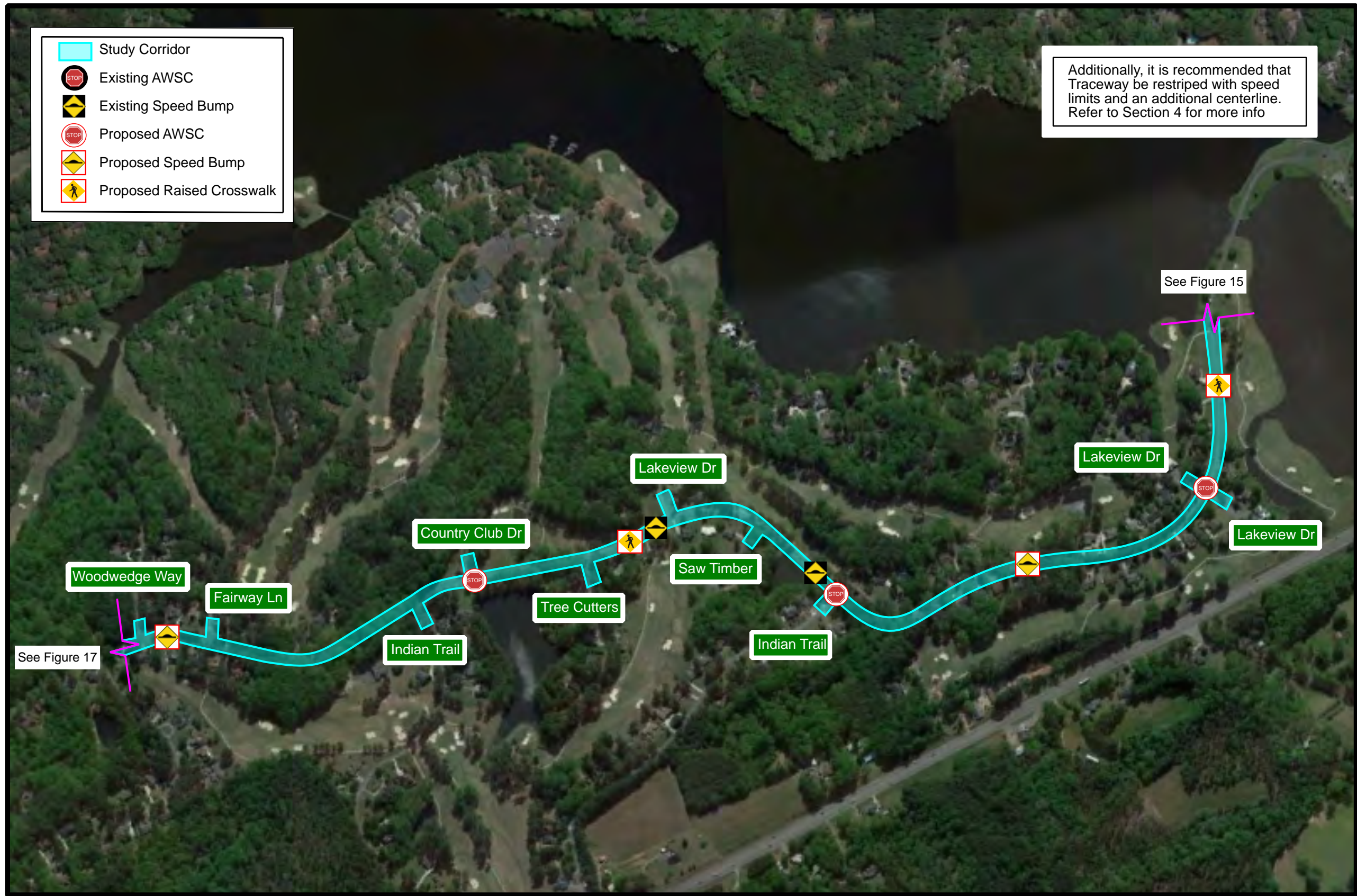
Sanford, NC

Study Area  
Recommendations  
Southern Section  
Figure 15



-  Study Corridor
-  Existing AWSC
-  Existing Speed Bump
-  Proposed AWSC
-  Proposed Speed Bump
-  Proposed Raised Crosswalk

Additionally, it is recommended that Traceway be restriped with speed limits and an additional centerline. Refer to Section 4 for more info









Not to scale

Carolina Trace

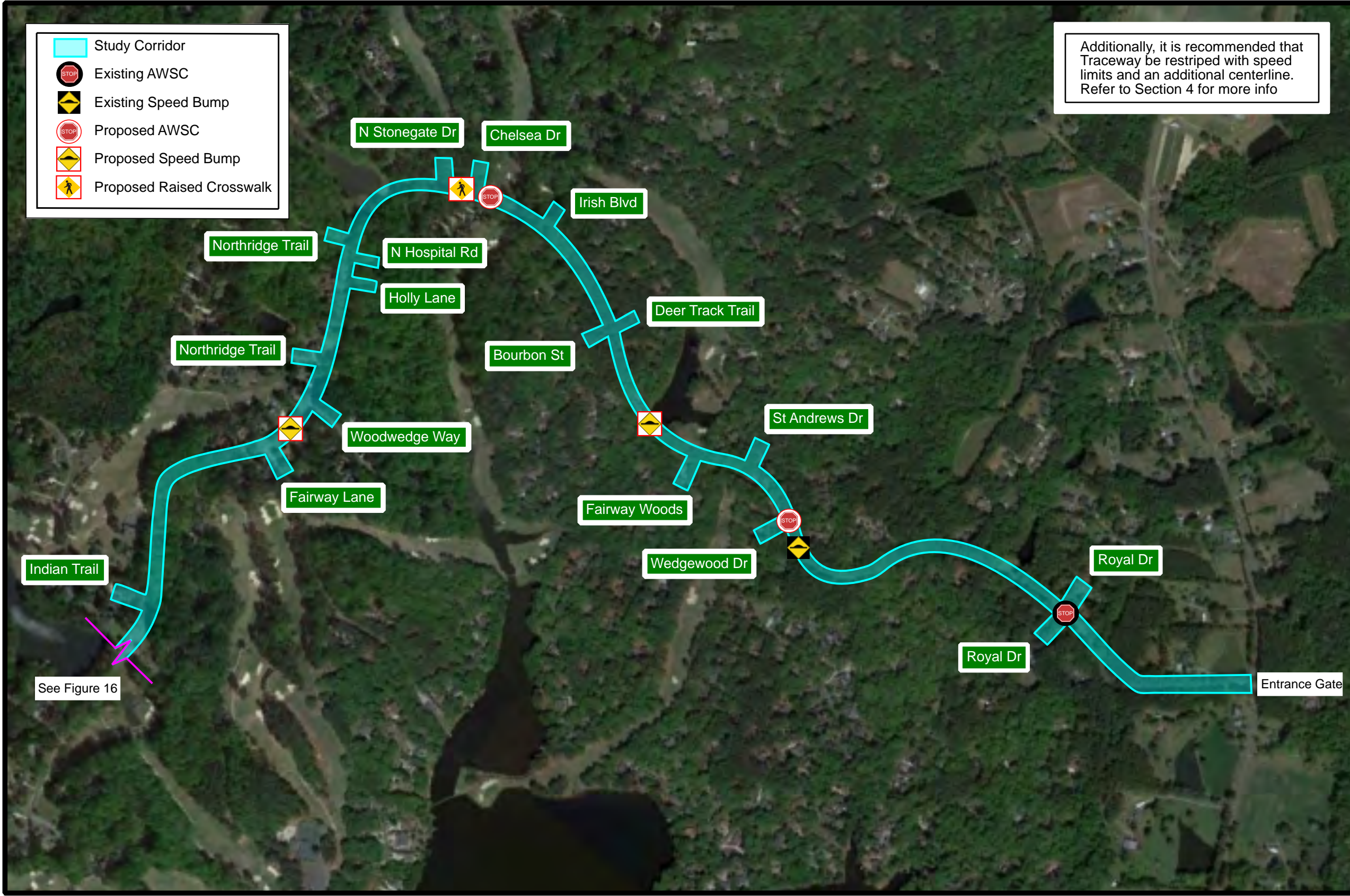
Sanford, NC

Study Area  
Recommendations  
Western Section  
Figure 16



-  Study Corridor
-  Existing AWSC
-  Existing Speed Bump
-  Proposed AWSC
-  Proposed Speed Bump
-  Proposed Raised Crosswalk

Additionally, it is recommended that Traceway be restriped with speed limits and an additional centerline. Refer to Section 4 for more info



Not to scale

Carolina Trace

Sanford, NC

Study Area  
Recommendations  
Northern Section  
Figure 17



# Appendix

# Appendix A: Speed Count Data



## Daily Vehicle Volume Report

Study Date: Monday, 04/08/2024

Unit ID: Sanford 1

Location: Location 1

	Westbound Volume	Eastbound Volume	Total Volume
00:00 - 00:59	0	2	2
01:00 - 01:59	2	1	3
02:00 - 02:59	1	2	3
03:00 - 03:59	2	1	3
04:00 - 04:59	2	0	2
05:00 - 05:59	11	2	13
06:00 - 06:59	35	5	40
07:00 - 07:59	53	23	76
08:00 - 08:59	43	32	75
09:00 - 09:59	26	27	53
10:00 - 10:59	40	28	68
11:00 - 11:59	35	41	76
12:00 - 12:59	39	49	88
13:00 - 13:59	35	43	78
14:00 - 14:59	36	47	83
15:00 - 15:59	41	56	97
16:00 - 16:59	37	55	92
17:00 - 17:59	31	55	86
18:00 - 18:59	36	51	87
19:00 - 19:59	23	45	68
20:00 - 20:59	16	23	39
21:00 - 21:59	1	15	16
22:00 - 22:59	0	5	5
23:00 - 23:59	4	6	10
<b>Totals</b>	<b>549</b>	<b>614</b>	<b>1163</b>
<b>AM Peak Time</b>	<b>06:56 - 07:55</b>	<b>11:00 - 11:59</b>	<b>07:02 - 08:01</b>
<b>AM Peak Volume</b>	<b>55</b>	<b>41</b>	<b>79</b>
<b>PM Peak Time</b>	<b>15:10 - 16:09</b>	<b>15:52 - 16:51</b>	<b>15:14 - 16:13</b>
<b>PM Peak Volume</b>	<b>47</b>	<b>64</b>	<b>105</b>

## Daily Vehicle Volume Report

Study Date: Tuesday, 04/09/2024

Unit ID: Sanford 1

Location: Location 1

	Westbound Volume	Eastbound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	1	1
02:00 - 02:59	2	2	4
03:00 - 03:59	1	0	1
04:00 - 04:59	4	1	5
05:00 - 05:59	10	5	15
06:00 - 06:59	35	9	44
07:00 - 07:59	52	25	77
08:00 - 08:59	36	32	68
09:00 - 09:59	24	17	41
10:00 - 10:59	26	20	46
11:00 - 11:59	27	22	49
12:00 - 12:59	26	31	57
13:00 - 13:59	19	35	54
14:00 - 14:59	41	35	76
15:00 - 15:59	31	55	86
16:00 - 16:59	31	41	72
17:00 - 17:59	32	51	83
18:00 - 18:59	19	45	64
19:00 - 19:59	18	44	62
20:00 - 20:59	9	24	33
21:00 - 21:59	4	19	23
22:00 - 22:59	2	6	8
23:00 - 23:59	1	4	5
<b>Totals</b>	<b>450</b>	<b>524</b>	<b>974</b>
<b>AM Peak Time</b>	<b>06:31 - 07:30</b>	<b>07:50 - 08:49</b>	<b>07:09 - 08:08</b>
<b>AM Peak Volume</b>	<b>57</b>	<b>34</b>	<b>84</b>
<b>PM Peak Time</b>	<b>14:06 - 15:05</b>	<b>17:41 - 18:40</b>	<b>14:09 - 15:08</b>
<b>PM Peak Volume</b>	<b>45</b>	<b>57</b>	<b>88</b>

## Daily Vehicle Volume Report

Study Date: Wednesday, 04/10/2024

Unit ID: Sanford 1

Location: Location 1

	Westbound Volume	Eastbound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	2	0	2
02:00 - 02:59	1	2	3
03:00 - 03:59	3	1	4
04:00 - 04:59	2	0	2
05:00 - 05:59	11	4	15
06:00 - 06:59	36	11	47
07:00 - 07:59	42	15	57
08:00 - 08:59	48	28	76
09:00 - 09:59	35	27	62
10:00 - 10:59	36	30	66
11:00 - 11:59	28	33	61
12:00 - 12:59	33	42	75
13:00 - 13:59	48	40	88
14:00 - 14:59	33	37	70
15:00 - 15:59	35	66	101
16:00 - 16:59	36	44	80
17:00 - 17:59	43	52	95
18:00 - 18:59	31	45	76
19:00 - 19:59	24	47	71
20:00 - 20:59	15	34	49
21:00 - 21:59	6	35	41
22:00 - 22:59	5	13	18
23:00 - 23:59	2	7	9
<b>Totals</b>	<b>555</b>	<b>613</b>	<b>1168</b>
<b>AM Peak Time</b>	<b>06:31 - 07:30</b>	<b>10:56 - 11:55</b>	<b>08:00 - 08:59</b>
<b>AM Peak Volume</b>	<b>56</b>	<b>34</b>	<b>76</b>
<b>PM Peak Time</b>	<b>12:31 - 13:30</b>	<b>14:43 - 15:42</b>	<b>15:00 - 15:59</b>
<b>PM Peak Volume</b>	<b>49</b>	<b>67</b>	<b>101</b>

## Daily Vehicle Volume Report

Study Date: Thursday, 04/11/2024

Unit ID: Sanford 1

Location: Location 1

	Westbound Volume	Eastbound Volume	Total Volume
00:00 - 00:59	0	1	1
01:00 - 01:59	0	5	5
02:00 - 02:59	1	1	2
03:00 - 03:59	2	1	3
04:00 - 04:59	5	0	5
05:00 - 05:59	16	4	20
06:00 - 06:59	39	10	49
07:00 - 07:59	49	18	67
08:00 - 08:59	45	24	69
09:00 - 09:59	23	26	49
10:00 - 10:59	27	30	57
11:00 - 11:59	27	22	49
12:00 - 12:59	32	46	78
13:00 - 13:59	29	37	66
14:00 - 14:59	29	31	60
15:00 - 15:59	37	51	88
16:00 - 16:59	26	50	76
17:00 - 17:59	30	50	80
18:00 - 18:59	24	35	59
19:00 - 19:59	17	35	52
20:00 - 20:59	14	22	36
21:00 - 21:59	5	22	27
22:00 - 22:59	3	17	20
23:00 - 23:59	3	4	7
<b>Totals</b>	<b>483</b>	<b>542</b>	<b>1025</b>
<b>AM Peak Time</b>	<b>06:45 - 07:44</b>	<b>09:04 - 10:03</b>	<b>07:33 - 08:32</b>
<b>AM Peak Volume</b>	<b>60</b>	<b>32</b>	<b>81</b>
<b>PM Peak Time</b>	<b>14:34 - 15:33</b>	<b>16:35 - 17:34</b>	<b>14:37 - 15:36</b>
<b>PM Peak Volume</b>	<b>45</b>	<b>56</b>	<b>94</b>

## Daily Vehicle Volume Report

Study Date: Friday, 04/12/2024

Unit ID: Sanford 1

Location: Location 1

	Westbound Volume	Eastbound Volume	Total Volume
00:00 - 00:59	1	1	2
01:00 - 01:59	0	0	0
02:00 - 02:59	1	2	3
03:00 - 03:59	1	2	3
04:00 - 04:59	4	0	4
05:00 - 05:59	13	3	16
06:00 - 06:59	29	10	39
07:00 - 07:59	57	19	76
08:00 - 08:59	39	24	63
09:00 - 09:59	47	27	74
10:00 - 10:59	40	29	69
11:00 - 11:59	37	25	62
12:00 - 12:59	33	62	95
13:00 - 13:59	44	43	87
14:00 - 14:59	38	55	93
15:00 - 15:59	55	77	132
16:00 - 16:59	31	50	81
17:00 - 17:59	31	58	89
18:00 - 18:59	43	39	82
19:00 - 19:59	24	41	65
20:00 - 20:59	15	31	46
21:00 - 21:59	14	28	42
22:00 - 22:59	13	24	37
23:00 - 23:59	4	13	17
<b>Totals</b>	<b>614</b>	<b>663</b>	<b>1277</b>
<b>AM Peak Time</b>	<b>07:05 - 08:04</b>	<b>09:26 - 10:25</b>	<b>07:22 - 08:21</b>
<b>AM Peak Volume</b>	<b>61</b>	<b>32</b>	<b>81</b>
<b>PM Peak Time</b>	<b>15:00 - 15:59</b>	<b>14:31 - 15:30</b>	<b>15:01 - 16:00</b>
<b>PM Peak Volume</b>	<b>55</b>	<b>79</b>	<b>133</b>

## Daily Vehicle Volume Report

Study Date: Saturday, 04/13/2024

Unit ID: Sanford 1

Location: Location 1

	Westbound Volume	Eastbound Volume	Total Volume
<b>00:00 - 00:59</b>	5	8	13
<b>01:00 - 01:59</b>	2	5	7
<b>02:00 - 02:59</b>	0	1	1
<b>03:00 - 03:59</b>	2	1	3
<b>04:00 - 04:59</b>	0	4	4
<b>05:00 - 05:59</b>	2	1	3
<b>06:00 - 06:59</b>	10	8	18
<b>07:00 - 07:59</b>	10	7	17
<b>08:00 - 08:59</b>	29	15	44
<b>09:00 - 09:59</b>	42	26	68
<b>10:00 - 10:59</b>	38	35	73
<b>11:00 - 11:59</b>	38	34	72
<b>12:00 - 12:59</b>	38	43	81
<b>13:00 - 13:59</b>	40	48	88
<b>14:00 - 14:59</b>	39	47	86
<b>15:00 - 15:59</b>	42	51	93
<b>16:00 - 16:59</b>	39	41	80
<b>17:00 - 17:59</b>	37	33	70
<b>18:00 - 18:59</b>	25	34	59
<b>19:00 - 19:59</b>	23	48	71
<b>20:00 - 20:59</b>	18	37	55
<b>21:00 - 21:59</b>	15	22	37
<b>22:00 - 22:59</b>	7	13	20
<b>23:00 - 23:59</b>	3	5	8
<b>Totals</b>	<b>504</b>	<b>567</b>	<b>1071</b>
<b>AM Peak Time</b>	<b>09:12 - 10:11</b>	<b>10:19 - 11:18</b>	<b>09:41 - 10:40</b>
<b>AM Peak Volume</b>	<b>51</b>	<b>40</b>	<b>84</b>
<b>PM Peak Time</b>	<b>14:15 - 15:14</b>	<b>13:26 - 14:25</b>	<b>12:41 - 13:40</b>
<b>PM Peak Volume</b>	<b>47</b>	<b>57</b>	<b>97</b>

## Daily Vehicle Volume Report

Study Date: Sunday, 04/14/2024

Unit ID: Sanford 1

Location: Location 1

	Westbound Volume	Eastbound Volume	Total Volume
00:00 - 00:59	1	3	4
01:00 - 01:59	1	6	7
02:00 - 02:59	1	2	3
03:00 - 03:59	0	2	2
04:00 - 04:59	0	0	0
05:00 - 05:59	4	0	4
06:00 - 06:59	8	5	13
07:00 - 07:59	8	5	13
08:00 - 08:59	21	17	38
09:00 - 09:59	34	9	43
10:00 - 10:59	35	19	54
11:00 - 11:59	31	30	61
12:00 - 12:59	25	49	74
13:00 - 13:59	21	38	59
14:00 - 14:59	31	46	77
15:00 - 15:59	38	38	76
16:00 - 16:59	28	37	65
17:00 - 17:59	27	33	60
18:00 - 18:59	26	22	48
19:00 - 19:59	16	30	46
20:00 - 20:59	16	32	48
21:00 - 21:59	8	10	18
22:00 - 22:59	3	6	9
23:00 - 23:59	1	5	6
<b>Totals</b>	<b>384</b>	<b>444</b>	<b>828</b>
<b>AM Peak Time</b>	<b>09:35 - 10:34</b>	<b>10:51 - 11:50</b>	<b>10:51 - 11:50</b>
<b>AM Peak Volume</b>	<b>41</b>	<b>34</b>	<b>67</b>
<b>PM Peak Time</b>	<b>14:51 - 15:50</b>	<b>12:08 - 13:07</b>	<b>14:06 - 15:05</b>
<b>PM Peak Volume</b>	<b>42</b>	<b>50</b>	<b>84</b>

## Daily Westbound Speeds (MPH)

Study Date: Monday, 04/08/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	0	0	0	1	3	4	1	2	0	0	0	0	0	0	11
06:00 - 06:59	0	0	1	1	3	8	14	7	1	0	0	0	0	0	0	35
07:00 - 07:59	0	1	1	0	8	21	17	4	0	0	0	1	0	0	0	53
08:00 - 08:59	0	0	2	4	4	12	14	6	1	0	0	0	0	0	0	43
09:00 - 09:59	0	0	0	1	4	9	8	4	0	0	0	0	0	0	0	26
10:00 - 10:59	0	0	0	1	7	16	12	4	0	0	0	0	0	0	0	40
11:00 - 11:59	1	0	1	2	5	15	8	3	0	0	0	0	0	0	0	35
12:00 - 12:59	1	0	0	1	5	15	13	4	0	0	0	0	0	0	0	39
13:00 - 13:59	0	0	0	1	3	12	14	4	1	0	0	0	0	0	0	35
14:00 - 14:59	1	0	0	1	1	17	7	8	0	1	0	0	0	0	0	36
15:00 - 15:59	0	0	1	3	12	14	8	2	1	0	0	0	0	0	0	41
16:00 - 16:59	0	1	0	1	2	19	12	2	0	0	0	0	0	0	0	37
17:00 - 17:59	0	0	2	1	7	9	7	5	0	0	0	0	0	0	0	31
18:00 - 18:59	0	0	3	2	12	11	6	2	0	0	0	0	0	0	0	36
19:00 - 19:59	0	0	2	4	8	5	4	0	0	0	0	0	0	0	0	23
20:00 - 20:59	0	0	0	0	4	9	2	1	0	0	0	0	0	0	0	16
21:00 - 21:59	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
22:00 - 22:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:59	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4
<b>Totals</b>	<b>3</b>	<b>2</b>	<b>13</b>	<b>24</b>	<b>87</b>	<b>199</b>	<b>154</b>	<b>59</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>549</b>
<b>Percent of Total</b>	<b>0.5</b>	<b>0.4</b>	<b>2.4</b>	<b>4.4</b>	<b>15.8</b>	<b>36.2</b>	<b>28.1</b>	<b>10.7</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.4</b>	<b>0.4</b>	<b>2.0</b>	<b>3.6</b>	<b>13.2</b>	<b>34.4</b>	<b>32.0</b>	<b>12.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.7</b>	<b>0.3</b>	<b>2.7</b>	<b>5.0</b>	<b>18.1</b>	<b>37.8</b>	<b>24.7</b>	<b>9.7</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.6 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.5 MPH
Mean Speed:	33.4 MPH	Percent in Ten Mile Pace:	64.3%	15th Percentile:	27.3 MPH
Median Speed:	33.6 MPH			90th Percentile:	41.0 MPH
Modal Speed:	32.5 MPH			95th Percentile:	43.3 MPH



## Daily Westbound Speeds (MPH)

Study Date: Tuesday, 04/09/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
05:00 - 05:59	0	0	0	0	0	2	3	4	0	1	0	0	0	0	0	10
06:00 - 06:59	0	0	0	1	3	10	11	7	2	1	0	0	0	0	0	35
07:00 - 07:59	0	0	1	6	5	13	18	7	1	1	0	0	0	0	0	52
08:00 - 08:59	0	0	0	2	10	15	7	2	0	0	0	0	0	0	0	36
09:00 - 09:59	0	0	1	3	5	7	7	1	0	0	0	0	0	0	0	24
10:00 - 10:59	0	0	1	1	7	9	7	1	0	0	0	0	0	0	0	26
11:00 - 11:59	0	0	0	4	5	7	7	1	2	1	0	0	0	0	0	27
12:00 - 12:59	0	0	0	3	2	13	5	3	0	0	0	0	0	0	0	26
13:00 - 13:59	0	0	1	1	3	6	5	2	1	0	0	0	0	0	0	19
14:00 - 14:59	0	1	1	3	6	13	14	1	2	0	0	0	0	0	0	41
15:00 - 15:59	0	0	3	0	5	7	13	2	1	0	0	0	0	0	0	31
16:00 - 16:59	0	2	2	1	5	14	5	2	0	0	0	0	0	0	0	31
17:00 - 17:59	0	1	0	3	9	12	6	0	1	0	0	0	0	0	0	32
18:00 - 18:59	0	0	1	3	3	7	4	1	0	0	0	0	0	0	0	19
19:00 - 19:59	0	1	0	1	3	9	4	0	0	0	0	0	0	0	0	18
20:00 - 20:59	0	0	0	2	1	2	3	1	0	0	0	0	0	0	0	9
21:00 - 21:59	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
22:00 - 22:59	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
23:00 - 23:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>34</b>	<b>74</b>	<b>150</b>	<b>124</b>	<b>38</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>450</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>1.1</b>	<b>2.4</b>	<b>7.6</b>	<b>16.4</b>	<b>33.3</b>	<b>27.6</b>	<b>8.4</b>	<b>2.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>7.8</b>	<b>16.6</b>	<b>29.5</b>	<b>29.0</b>	<b>11.5</b>	<b>2.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>2.1</b>	<b>3.4</b>	<b>7.3</b>	<b>16.3</b>	<b>36.9</b>	<b>26.2</b>	<b>5.6</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.9 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.4 MPH
Mean Speed:	33.1 MPH	Percent in Ten Mile Pace:	60.9%	15th Percentile:	26.1 MPH
Median Speed:	33.3 MPH			90th Percentile:	40.9 MPH
Modal Speed:	32.5 MPH			95th Percentile:	43.8 MPH

## Daily Westbound Speeds (MPH)

Study Date: Wednesday, 04/10/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
04:00 - 04:59	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
05:00 - 05:59	0	0	0	1	0	3	3	2	2	0	0	0	0	0	0	11
06:00 - 06:59	0	0	0	4	1	12	13	4	2	0	0	0	0	0	0	36
07:00 - 07:59	0	0	0	4	7	14	12	3	1	1	0	0	0	0	0	42
08:00 - 08:59	0	0	1	6	4	10	20	4	3	0	0	0	0	0	0	48
09:00 - 09:59	0	0	1	2	6	12	9	3	2	0	0	0	0	0	0	35
10:00 - 10:59	0	0	0	5	12	11	8	0	0	0	0	0	0	0	0	36
11:00 - 11:59	0	0	3	0	5	14	6	0	0	0	0	0	0	0	0	28
12:00 - 12:59	0	0	0	4	7	8	11	3	0	0	0	0	0	0	0	33
13:00 - 13:59	0	0	3	3	6	20	9	7	0	0	0	0	0	0	0	48
14:00 - 14:59	0	0	2	8	4	9	7	1	2	0	0	0	0	0	0	33
15:00 - 15:59	0	0	0	4	8	9	9	4	0	1	0	0	0	0	0	35
16:00 - 16:59	2	0	0	3	11	9	7	3	0	1	0	0	0	0	0	36
17:00 - 17:59	0	0	1	6	12	12	10	2	0	0	0	0	0	0	0	43
18:00 - 18:59	0	0	0	5	8	10	5	3	0	0	0	0	0	0	0	31
19:00 - 19:59	1	0	0	3	7	8	4	1	0	0	0	0	0	0	0	24
20:00 - 20:59	0	0	1	0	2	5	6	1	0	0	0	0	0	0	0	15
21:00 - 21:59	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	6
22:00 - 22:59	0	0	0	1	0	1	1	2	0	0	0	0	0	0	0	5
23:00 - 23:59	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
<b>Totals</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>59</b>	<b>105</b>	<b>171</b>	<b>145</b>	<b>44</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>555</b>
<b>Percent of Total</b>	<b>0.5</b>	<b>0.0</b>	<b>2.2</b>	<b>10.6</b>	<b>18.9</b>	<b>30.8</b>	<b>26.1</b>	<b>7.9</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>9.0</b>	<b>15.2</b>	<b>32.4</b>	<b>29.9</b>	<b>7.0</b>	<b>4.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>1.0</b>	<b>0.0</b>	<b>2.3</b>	<b>11.9</b>	<b>21.9</b>	<b>29.6</b>	<b>23.2</b>	<b>8.7</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	7.0 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.2 MPH
Mean Speed:	32.6 MPH	Percent in Ten Mile Pace:	56.9%	15th Percentile:	25.4 MPH
Median Speed:	32.9 MPH			90th Percentile:	40.5 MPH
Modal Speed:	32.5 MPH			95th Percentile:	43.6 MPH

## Daily Westbound Speeds (MPH)

Study Date: Thursday, 04/11/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	5
05:00 - 05:59	0	0	0	0	4	3	7	1	1	0	0	0	0	0	0	16
06:00 - 06:59	0	0	0	3	6	12	11	6	1	0	0	0	0	0	0	39
07:00 - 07:59	0	0	0	1	7	21	17	2	1	0	0	0	0	0	0	49
08:00 - 08:59	0	0	2	3	10	18	9	2	1	0	0	0	0	0	0	45
09:00 - 09:59	0	0	0	3	9	5	5	1	0	0	0	0	0	0	0	23
10:00 - 10:59	0	1	0	5	12	9	0	0	0	0	0	0	0	0	0	27
11:00 - 11:59	0	1	3	6	10	4	1	1	0	1	0	0	0	0	0	27
12:00 - 12:59	0	0	1	4	9	11	7	0	0	0	0	0	0	0	0	32
13:00 - 13:59	1	0	1	5	7	9	3	3	0	0	0	0	0	0	0	29
14:00 - 14:59	0	0	0	4	13	6	5	1	0	0	0	0	0	0	0	29
15:00 - 15:59	0	0	3	2	13	11	7	1	0	0	0	0	0	0	0	37
16:00 - 16:59	0	0	1	6	7	5	5	2	0	0	0	0	0	0	0	26
17:00 - 17:59	0	0	0	5	9	9	6	1	0	0	0	0	0	0	0	30
18:00 - 18:59	1	0	0	4	3	8	8	0	0	0	0	0	0	0	0	24
19:00 - 19:59	0	0	1	0	3	8	2	2	1	0	0	0	0	0	0	17
20:00 - 20:59	0	0	0	1	0	4	5	2	1	0	0	0	0	0	1	14
21:00 - 21:59	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	5
22:00 - 22:59	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
23:00 - 23:59	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
<b>Totals</b>	<b>2</b>	<b>2</b>	<b>12</b>	<b>54</b>	<b>129</b>	<b>148</b>	<b>102</b>	<b>25</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>483</b>
<b>Percent of Total</b>	<b>0.4</b>	<b>0.4</b>	<b>2.5</b>	<b>11.2</b>	<b>26.7</b>	<b>30.6</b>	<b>21.1</b>	<b>5.2</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.9</b>	<b>2.1</b>	<b>9.4</b>	<b>25.6</b>	<b>31.6</b>	<b>22.6</b>	<b>5.6</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.8</b>	<b>0.0</b>	<b>2.8</b>	<b>12.9</b>	<b>27.7</b>	<b>29.7</b>	<b>19.7</b>	<b>4.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>100</b>

Standard Deviation:	7.6 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	38.1 MPH
Mean Speed:	31.5 MPH	Percent in Ten Mile Pace:	57.3%	15th Percentile:	25.1 MPH
Median Speed:	31.4 MPH			90th Percentile:	39.3 MPH
Modal Speed:	32.5 MPH			95th Percentile:	41.9 MPH

## Daily Westbound Speeds (MPH)

Study Date: Friday, 04/12/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00 - 04:59	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	4
05:00 - 05:59	0	0	0	1	3	2	4	2	1	0	0	0	0	0	0	13
06:00 - 06:59	0	1	0	2	5	4	11	6	0	0	0	0	0	0	0	29
07:00 - 07:59	0	0	0	10	12	19	12	2	1	1	0	0	0	0	0	57
08:00 - 08:59	1	0	2	2	5	15	7	5	2	0	0	0	0	0	0	39
09:00 - 09:59	0	0	1	4	7	17	12	6	0	0	0	0	0	0	0	47
10:00 - 10:59	0	0	1	1	5	13	14	4	2	0	0	0	0	0	0	40
11:00 - 11:59	0	0	1	3	7	12	10	3	1	0	0	0	0	0	0	37
12:00 - 12:59	1	0	0	2	5	14	6	2	3	0	0	0	0	0	0	33
13:00 - 13:59	0	0	0	3	8	13	15	4	1	0	0	0	0	0	0	44
14:00 - 14:59	0	0	1	3	4	10	13	6	1	0	0	0	0	0	0	38
15:00 - 15:59	0	1	1	10	8	18	14	2	1	0	0	0	0	0	0	55
16:00 - 16:59	0	0	0	7	4	8	8	4	0	0	0	0	0	0	0	31
17:00 - 17:59	0	1	0	1	5	16	7	0	1	0	0	0	0	0	0	31
18:00 - 18:59	0	0	1	3	14	14	10	0	0	1	0	0	0	0	0	43
19:00 - 19:59	0	0	0	5	6	10	2	0	0	1	0	0	0	0	0	24
20:00 - 20:59	0	0	0	0	5	4	6	0	0	0	0	0	0	0	0	15
21:00 - 21:59	0	0	0	1	2	3	4	4	0	0	0	0	0	0	0	14
22:00 - 22:59	0	0	0	1	3	2	4	0	3	0	0	0	0	0	0	13
23:00 - 23:59	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	4
<b>Totals</b>	<b>2</b>	<b>4</b>	<b>8</b>	<b>59</b>	<b>112</b>	<b>196</b>	<b>161</b>	<b>52</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>614</b>
<b>Percent of Total</b>	<b>0.3</b>	<b>0.7</b>	<b>1.3</b>	<b>9.6</b>	<b>18.2</b>	<b>31.9</b>	<b>26.2</b>	<b>8.5</b>	<b>2.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.4</b>	<b>0.7</b>	<b>1.9</b>	<b>8.6</b>	<b>17.1</b>	<b>30.9</b>	<b>26.8</b>	<b>10.8</b>	<b>2.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.3</b>	<b>0.6</b>	<b>0.9</b>	<b>10.4</b>	<b>19.1</b>	<b>32.8</b>	<b>25.8</b>	<b>6.7</b>	<b>2.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.9 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.4 MPH
Mean Speed:	32.9 MPH	Percent in Ten Mile Pace:	58.1%	15th Percentile:	25.8 MPH
Median Speed:	33.1 MPH			90th Percentile:	41.0 MPH
Modal Speed:	32.5 MPH			95th Percentile:	43.9 MPH

## Daily Westbound Speeds (MPH)

Study Date: Saturday, 04/13/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	5
01:00 - 01:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	0	0	0	0	4	3	2	0	1	0	0	0	0	0	0	10
07:00 - 07:59	0	0	0	0	0	8	1	1	0	0	0	0	0	0	0	10
08:00 - 08:59	0	0	0	2	2	10	11	3	0	1	0	0	0	0	0	29
09:00 - 09:59	0	0	0	2	4	17	15	3	1	0	0	0	0	0	0	42
10:00 - 10:59	0	0	0	1	7	9	15	5	1	0	0	0	0	0	0	38
11:00 - 11:59	0	0	0	1	4	13	15	3	1	1	0	0	0	0	0	38
12:00 - 12:59	0	0	0	0	7	11	15	5	0	0	0	0	0	0	0	38
13:00 - 13:59	0	0	2	0	5	15	13	3	2	0	0	0	0	0	0	40
14:00 - 14:59	0	0	0	0	5	11	14	8	1	0	0	0	0	0	0	39
15:00 - 15:59	0	0	1	2	7	10	19	3	0	0	0	0	0	0	0	42
16:00 - 16:59	0	0	0	3	6	14	15	1	0	0	0	0	0	0	0	39
17:00 - 17:59	0	0	0	3	5	13	11	3	0	1	1	0	0	0	0	37
18:00 - 18:59	0	0	0	2	6	8	7	2	0	0	0	0	0	0	0	25
19:00 - 19:59	0	0	1	2	9	5	5	1	0	0	0	0	0	0	0	23
20:00 - 20:59	0	0	0	1	6	6	4	1	0	0	0	0	0	0	0	18
21:00 - 21:59	0	0	0	1	1	4	5	4	0	0	0	0	0	0	0	15
22:00 - 22:59	0	0	0	1	0	1	4	1	0	0	0	0	0	0	0	7
23:00 - 23:59	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>24</b>	<b>80</b>	<b>162</b>	<b>173</b>	<b>50</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>504</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>4.8</b>	<b>15.9</b>	<b>32.1</b>	<b>34.3</b>	<b>9.9</b>	<b>1.4</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>12.9</b>	<b>35.4</b>	<b>33.7</b>	<b>9.6</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>4.6</b>	<b>17.5</b>	<b>30.4</b>	<b>34.7</b>	<b>10.1</b>	<b>0.9</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	5.9 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.6 MPH
Mean Speed:	34.2 MPH	Percent in Ten Mile Pace:	66.5%	15th Percentile:	27.9 MPH
Median Speed:	34.4 MPH			90th Percentile:	41.0 MPH
Modal Speed:	37.5 MPH			95th Percentile:	43.5 MPH

## Daily Westbound Speeds (MPH)

Study Date: Sunday, 04/14/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
06:00 - 06:59	0	0	1	1	1	1	4	0	0	0	0	0	0	0	0	8
07:00 - 07:59	0	0	0	1	1	2	3	1	0	0	0	0	0	0	0	8
08:00 - 08:59	0	0	0	2	3	4	9	2	0	1	0	0	0	0	0	21
09:00 - 09:59	0	0	0	2	6	8	12	6	0	0	0	0	0	0	0	34
10:00 - 10:59	0	0	0	1	1	11	15	5	2	0	0	0	0	0	0	35
11:00 - 11:59	0	0	0	0	7	14	7	3	0	0	0	0	0	0	0	31
12:00 - 12:59	0	0	0	1	1	9	11	3	0	0	0	0	0	0	0	25
13:00 - 13:59	0	0	0	2	3	7	6	2	1	0	0	0	0	0	0	21
14:00 - 14:59	0	0	0	3	3	11	9	3	2	0	0	0	0	0	0	31
15:00 - 15:59	0	0	0	1	7	15	11	4	0	0	0	0	0	0	0	38
16:00 - 16:59	0	0	0	0	7	9	11	1	0	0	0	0	0	0	0	28
17:00 - 17:59	0	0	0	1	8	9	7	2	0	0	0	0	0	0	0	27
18:00 - 18:59	0	1	2	1	6	8	7	1	0	0	0	0	0	0	0	26
19:00 - 19:59	0	1	2	3	3	5	1	1	0	0	0	0	0	0	0	16
20:00 - 20:59	0	0	0	0	7	6	2	1	0	0	0	0	0	0	0	16
21:00 - 21:59	0	0	0	0	1	1	4	1	0	1	0	0	0	0	0	8
22:00 - 22:59	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	3
23:00 - 23:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>20</b>	<b>67</b>	<b>123</b>	<b>122</b>	<b>37</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>384</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.5</b>	<b>1.6</b>	<b>5.2</b>	<b>17.4</b>	<b>32.0</b>	<b>31.8</b>	<b>9.6</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>5.6</b>	<b>13.2</b>	<b>29.9</b>	<b>36.1</b>	<b>12.5</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.8</b>	<b>2.1</b>	<b>5.0</b>	<b>20.0</b>	<b>33.3</b>	<b>29.2</b>	<b>7.9</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.2 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.4 MPH
Mean Speed:	33.6 MPH	Percent in Ten Mile Pace:	63.8%	15th Percentile:	27.2 MPH
Median Speed:	33.9 MPH			90th Percentile:	40.7 MPH
Modal Speed:	32.5 MPH			95th Percentile:	43.3 MPH

## Daily Eastbound Speeds (MPH)

Study Date: Monday, 04/08/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	5
07:00 - 07:59	0	1	1	7	9	5	0	0	0	0	0	0	0	0	0	23
08:00 - 08:59	0	1	6	4	16	5	0	0	0	0	0	0	0	0	0	32
09:00 - 09:59	0	0	1	11	10	5	0	0	0	0	0	0	0	0	0	27
10:00 - 10:59	0	0	0	4	16	6	2	0	0	0	0	0	0	0	0	28
11:00 - 11:59	0	1	2	12	18	8	0	0	0	0	0	0	0	0	0	41
12:00 - 12:59	0	0	2	9	24	14	0	0	0	0	0	0	0	0	0	49
13:00 - 13:59	0	1	1	12	19	9	0	1	0	0	0	0	0	0	0	43
14:00 - 14:59	0	0	3	8	22	12	2	0	0	0	0	0	0	0	0	47
15:00 - 15:59	0	1	5	8	32	8	2	0	0	0	0	0	0	0	0	56
16:00 - 16:59	1	0	2	10	28	12	2	0	0	0	0	0	0	0	0	55
17:00 - 17:59	0	0	1	8	40	6	0	0	0	0	0	0	0	0	0	55
18:00 - 18:59	0	1	2	11	26	10	1	0	0	0	0	0	0	0	0	51
19:00 - 19:59	0	2	0	10	26	7	0	0	0	0	0	0	0	0	0	45
20:00 - 20:59	0	0	0	3	12	7	1	0	0	0	0	0	0	0	0	23
21:00 - 21:59	0	0	0	4	10	1	0	0	0	0	0	0	0	0	0	15
22:00 - 22:59	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5
23:00 - 23:59	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	6
<b>Totals</b>	<b>1</b>	<b>8</b>	<b>28</b>	<b>128</b>	<b>319</b>	<b>119</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>614</b>
<b>Percent of Total</b>	<b>0.2</b>	<b>1.3</b>	<b>4.6</b>	<b>20.8</b>	<b>52.0</b>	<b>19.4</b>	<b>1.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>1.8</b>	<b>6.7</b>	<b>25.6</b>	<b>45.7</b>	<b>18.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.2</b>	<b>1.1</b>	<b>3.8</b>	<b>19.1</b>	<b>54.2</b>	<b>19.6</b>	<b>1.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	4.7 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.6 MPH
Mean Speed:	26.9 MPH	Percent in Ten Mile Pace:	72.8%	15th Percentile:	22.1 MPH
Median Speed:	27.2 MPH			90th Percentile:	32.9 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.2 MPH

## Daily Eastbound Speeds (MPH)

Study Date: Tuesday, 04/09/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	5
06:00 - 06:59	0	0	1	0	7	1	0	0	0	0	0	0	0	0	0	9
07:00 - 07:59	0	1	1	7	8	6	1	1	0	0	0	0	0	0	0	25
08:00 - 08:59	0	1	2	14	12	3	0	0	0	0	0	0	0	0	0	32
09:00 - 09:59	0	0	2	7	7	1	0	0	0	0	0	0	0	0	0	17
10:00 - 10:59	0	0	2	7	7	4	0	0	0	0	0	0	0	0	0	20
11:00 - 11:59	0	1	0	5	12	4	0	0	0	0	0	0	0	0	0	22
12:00 - 12:59	0	0	1	9	18	2	1	0	0	0	0	0	0	0	0	31
13:00 - 13:59	0	0	2	9	18	5	1	0	0	0	0	0	0	0	0	35
14:00 - 14:59	0	0	4	12	13	6	0	0	0	0	0	0	0	0	0	35
15:00 - 15:59	0	0	5	19	25	5	1	0	0	0	0	0	0	0	0	55
16:00 - 16:59	0	0	1	10	25	5	0	0	0	0	0	0	0	0	0	41
17:00 - 17:59	0	0	1	10	27	13	0	0	0	0	0	0	0	0	0	51
18:00 - 18:59	0	1	3	15	19	5	2	0	0	0	0	0	0	0	0	45
19:00 - 19:59	0	1	2	7	24	9	1	0	0	0	0	0	0	0	0	44
20:00 - 20:59	0	0	3	12	6	2	0	1	0	0	0	0	0	0	0	24
21:00 - 21:59	0	0	0	6	8	5	0	0	0	0	0	0	0	0	0	19
22:00 - 22:59	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6
23:00 - 23:59	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
<b>Totals</b>	<b>1</b>	<b>5</b>	<b>30</b>	<b>155</b>	<b>245</b>	<b>78</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>524</b>
<b>Percent of Total</b>	<b>0.2</b>	<b>1.0</b>	<b>5.7</b>	<b>29.6</b>	<b>46.8</b>	<b>14.9</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.7</b>	<b>2.2</b>	<b>6.0</b>	<b>30.6</b>	<b>43.3</b>	<b>14.9</b>	<b>1.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.5</b>	<b>5.6</b>	<b>29.2</b>	<b>47.9</b>	<b>14.9</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	4.8 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.6 MPH
Mean Speed:	26.2 MPH	Percent in Ten Mile Pace:	76.3%	15th Percentile:	21.4 MPH
Median Speed:	26.4 MPH			90th Percentile:	32.3 MPH
Modal Speed:	27.5 MPH			95th Percentile:	33.9 MPH



## Daily Eastbound Speeds (MPH)

Study Date: Wednesday, 04/10/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
06:00 - 06:59	0	0	0	3	7	1	0	0	0	0	0	0	0	0	0	11
07:00 - 07:59	0	0	0	3	9	2	1	0	0	0	0	0	0	0	0	15
08:00 - 08:59	0	0	2	8	15	3	0	0	0	0	0	0	0	0	0	28
09:00 - 09:59	0	0	1	12	10	4	0	0	0	0	0	0	0	0	0	27
10:00 - 10:59	0	0	2	11	12	5	0	0	0	0	0	0	0	0	0	30
11:00 - 11:59	0	2	4	8	16	3	0	0	0	0	0	0	0	0	0	33
12:00 - 12:59	0	2	4	10	17	8	0	1	0	0	0	0	0	0	0	42
13:00 - 13:59	0	3	1	17	13	6	0	0	0	0	0	0	0	0	0	40
14:00 - 14:59	0	0	2	11	13	10	1	0	0	0	0	0	0	0	0	37
15:00 - 15:59	0	0	3	17	22	22	2	0	0	0	0	0	0	0	0	66
16:00 - 16:59	0	1	1	15	17	8	2	0	0	0	0	0	0	0	0	44
17:00 - 17:59	0	0	2	9	27	13	1	0	0	0	0	0	0	0	0	52
18:00 - 18:59	0	1	1	6	24	11	2	0	0	0	0	0	0	0	0	45
19:00 - 19:59	0	1	4	13	25	4	0	0	0	0	0	0	0	0	0	47
20:00 - 20:59	0	1	0	6	17	10	0	0	0	0	0	0	0	0	0	34
21:00 - 21:59	0	0	3	9	17	5	0	0	1	0	0	0	0	0	0	35
22:00 - 22:59	0	0	0	3	7	3	0	0	0	0	0	0	0	0	0	13
23:00 - 23:59	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	7
<b>Totals</b>	<b>0</b>	<b>11</b>	<b>30</b>	<b>166</b>	<b>274</b>	<b>121</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>613</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>1.8</b>	<b>4.9</b>	<b>27.1</b>	<b>44.7</b>	<b>19.7</b>	<b>1.5</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>1.3</b>	<b>6.0</b>	<b>31.1</b>	<b>47.7</b>	<b>13.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>1.9</b>	<b>4.5</b>	<b>25.8</b>	<b>43.7</b>	<b>21.9</b>	<b>1.7</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	4.9 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.6 MPH
Mean Speed:	26.6 MPH	Percent in Ten Mile Pace:	71.8%	15th Percentile:	21.5 MPH
Median Speed:	26.8 MPH			90th Percentile:	32.9 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.2 MPH

## Daily Eastbound Speeds (MPH)

Study Date: Thursday, 04/11/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
02:00 - 02:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
06:00 - 06:59	0	0	1	7	1	1	0	0	0	0	0	0	0	0	0	10
07:00 - 07:59	0	0	0	3	10	5	0	0	0	0	0	0	0	0	0	18
08:00 - 08:59	0	0	2	4	13	5	0	0	0	0	0	0	0	0	0	24
09:00 - 09:59	1	1	0	14	8	1	1	0	0	0	0	0	0	0	0	26
10:00 - 10:59	0	0	4	12	11	3	0	0	0	0	0	0	0	0	0	30
11:00 - 11:59	1	0	3	10	8	0	0	0	0	0	0	0	0	0	0	22
12:00 - 12:59	0	0	4	22	15	5	0	0	0	0	0	0	0	0	0	46
13:00 - 13:59	0	0	3	6	24	3	1	0	0	0	0	0	0	0	0	37
14:00 - 14:59	1	0	1	9	9	11	0	0	0	0	0	0	0	0	0	31
15:00 - 15:59	0	1	0	9	26	13	2	0	0	0	0	0	0	0	0	51
16:00 - 16:59	0	1	2	15	23	9	0	0	0	0	0	0	0	0	0	50
17:00 - 17:59	0	1	0	10	28	10	1	0	0	0	0	0	0	0	0	50
18:00 - 18:59	0	0	2	10	16	6	1	0	0	0	0	0	0	0	0	35
19:00 - 19:59	0	0	0	12	16	7	0	0	0	0	0	0	0	0	0	35
20:00 - 20:59	0	0	2	7	13	0	0	0	0	0	0	0	0	0	0	22
21:00 - 21:59	0	0	1	8	10	3	0	0	0	0	0	0	0	0	0	22
22:00 - 22:59	0	0	1	8	5	2	1	0	0	0	0	0	0	0	0	17
23:00 - 23:59	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
<b>Totals</b>	<b>3</b>	<b>4</b>	<b>27</b>	<b>173</b>	<b>244</b>	<b>84</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>542</b>
<b>Percent of Total</b>	<b>0.6</b>	<b>0.7</b>	<b>5.0</b>	<b>31.9</b>	<b>45.0</b>	<b>15.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>1.4</b>	<b>0.7</b>	<b>7.0</b>	<b>38.7</b>	<b>40.8</b>	<b>10.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.3</b>	<b>0.8</b>	<b>4.3</b>	<b>29.5</b>	<b>46.5</b>	<b>17.3</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	4.8 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.5 MPH
Mean Speed:	26.1 MPH	Percent in Ten Mile Pace:	76.9%	15th Percentile:	21.4 MPH
Median Speed:	26.3 MPH			90th Percentile:	32.2 MPH
Modal Speed:	27.5 MPH			95th Percentile:	33.8 MPH

## Daily Eastbound Speeds (MPH)

Study Date: Friday, 04/12/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
06:00 - 06:59	0	0	1	2	5	2	0	0	0	0	0	0	0	0	0	10
07:00 - 07:59	0	0	0	7	10	2	0	0	0	0	0	0	0	0	0	19
08:00 - 08:59	0	0	0	9	9	6	0	0	0	0	0	0	0	0	0	24
09:00 - 09:59	0	0	3	7	11	6	0	0	0	0	0	0	0	0	0	27
10:00 - 10:59	0	0	2	7	12	6	2	0	0	0	0	0	0	0	0	29
11:00 - 11:59	1	0	1	7	12	4	0	0	0	0	0	0	0	0	0	25
12:00 - 12:59	0	0	2	15	31	10	4	0	0	0	0	0	0	0	0	62
13:00 - 13:59	1	1	1	11	21	8	0	0	0	0	0	0	0	0	0	43
14:00 - 14:59	0	0	2	12	31	8	1	1	0	0	0	0	0	0	0	55
15:00 - 15:59	0	0	4	12	44	15	2	0	0	0	0	0	0	0	0	77
16:00 - 16:59	1	0	3	5	27	12	2	0	0	0	0	0	0	0	0	50
17:00 - 17:59	0	0	2	13	30	11	1	0	0	0	1	0	0	0	0	58
18:00 - 18:59	0	0	0	10	24	5	0	0	0	0	0	0	0	0	0	39
19:00 - 19:59	0	0	3	10	18	7	3	0	0	0	0	0	0	0	0	41
20:00 - 20:59	0	0	1	5	21	2	1	1	0	0	0	0	0	0	0	31
21:00 - 21:59	0	0	0	9	16	3	0	0	0	0	0	0	0	0	0	28
22:00 - 22:59	0	0	1	7	11	5	0	0	0	0	0	0	0	0	0	24
23:00 - 23:59	0	0	1	5	4	3	0	0	0	0	0	0	0	0	0	13
<b>Totals</b>	<b>3</b>	<b>1</b>	<b>27</b>	<b>155</b>	<b>341</b>	<b>117</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>663</b>
<b>Percent of Total</b>	<b>0.5</b>	<b>0.2</b>	<b>4.1</b>	<b>23.4</b>	<b>51.4</b>	<b>17.6</b>	<b>2.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.7</b>	<b>0.0</b>	<b>4.9</b>	<b>28.9</b>	<b>44.4</b>	<b>19.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.4</b>	<b>0.2</b>	<b>3.8</b>	<b>21.9</b>	<b>53.4</b>	<b>17.1</b>	<b>2.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	4.8 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.5 MPH
Mean Speed:	27.0 MPH	Percent in Ten Mile Pace:	74.8%	15th Percentile:	22.2 MPH
Median Speed:	27.1 MPH			90th Percentile:	33.0 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.4 MPH

## Daily Eastbound Speeds (MPH)

Study Date: Saturday, 04/13/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	1	1	6	0	0	0	0	0	0	0	0	0	0	8
01:00 - 01:59	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5
02:00 - 02:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
05:00 - 05:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00 - 06:59	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	8
07:00 - 07:59	0	0	2	0	4	1	0	0	0	0	0	0	0	0	0	7
08:00 - 08:59	0	0	1	5	5	4	0	0	0	0	0	0	0	0	0	15
09:00 - 09:59	0	0	1	5	17	3	0	0	0	0	0	0	0	0	0	26
10:00 - 10:59	0	1	1	10	16	6	1	0	0	0	0	0	0	0	0	35
11:00 - 11:59	0	0	0	3	22	8	1	0	0	0	0	0	0	0	0	34
12:00 - 12:59	0	0	1	6	27	9	0	0	0	0	0	0	0	0	0	43
13:00 - 13:59	0	0	3	9	25	11	0	0	0	0	0	0	0	0	0	48
14:00 - 14:59	0	0	2	10	21	14	0	0	0	0	0	0	0	0	0	47
15:00 - 15:59	0	0	0	18	18	14	1	0	0	0	0	0	0	0	0	51
16:00 - 16:59	0	0	1	9	21	8	1	0	1	0	0	0	0	0	0	41
17:00 - 17:59	0	1	0	5	25	2	0	0	0	0	0	0	0	0	0	33
18:00 - 18:59	0	0	1	6	20	6	1	0	0	0	0	0	0	0	0	34
19:00 - 19:59	0	1	1	11	27	8	0	0	0	0	0	0	0	0	0	48
20:00 - 20:59	0	0	0	14	18	3	2	0	0	0	0	0	0	0	0	37
21:00 - 21:59	0	0	1	7	12	1	1	0	0	0	0	0	0	0	0	22
22:00 - 22:59	0	0	1	0	8	4	0	0	0	0	0	0	0	0	0	13
23:00 - 23:59	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	5
<b>Totals</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>130</b>	<b>300</b>	<b>107</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>567</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.5</b>	<b>3.2</b>	<b>22.9</b>	<b>52.9</b>	<b>18.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.7</b>	<b>4.8</b>	<b>21.4</b>	<b>53.1</b>	<b>18.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.5</b>	<b>2.6</b>	<b>23.5</b>	<b>52.8</b>	<b>19.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	4.3 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.4 MPH
Mean Speed:	27.1 MPH	Percent in Ten Mile Pace:	75.8%	15th Percentile:	22.4 MPH
Median Speed:	27.2 MPH			90th Percentile:	32.7 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.1 MPH

## Daily Eastbound Speeds (MPH)

Study Date: Sunday, 04/14/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6
02:00 - 02:59	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
07:00 - 07:59	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	5
08:00 - 08:59	0	0	1	1	10	5	0	0	0	0	0	0	0	0	0	17
09:00 - 09:59	0	0	0	2	4	3	0	0	0	0	0	0	0	0	0	9
10:00 - 10:59	0	0	0	3	10	6	0	0	0	0	0	0	0	0	0	19
11:00 - 11:59	0	0	0	4	16	8	2	0	0	0	0	0	0	0	0	30
12:00 - 12:59	0	0	1	7	28	12	1	0	0	0	0	0	0	0	0	49
13:00 - 13:59	0	0	0	8	21	8	1	0	0	0	0	0	0	0	0	38
14:00 - 14:59	0	0	1	15	18	12	0	0	0	0	0	0	0	0	0	46
15:00 - 15:59	0	0	1	9	20	8	0	0	0	0	0	0	0	0	0	38
16:00 - 16:59	0	0	1	4	19	11	2	0	0	0	0	0	0	0	0	37
17:00 - 17:59	0	1	1	7	14	9	1	0	0	0	0	0	0	0	0	33
18:00 - 18:59	0	0	0	4	12	5	1	0	0	0	0	0	0	0	0	22
19:00 - 19:59	0	2	0	8	15	4	1	0	0	0	0	0	0	0	0	30
20:00 - 20:59	0	1	3	11	15	1	1	0	0	0	0	0	0	0	0	32
21:00 - 21:59	0	0	1	2	5	2	0	0	0	0	0	0	0	0	0	10
22:00 - 22:59	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	6
23:00 - 23:59	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	5
<b>Totals</b>	<b>0</b>	<b>5</b>	<b>14</b>	<b>94</b>	<b>222</b>	<b>98</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>444</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>1.1</b>	<b>3.2</b>	<b>21.2</b>	<b>50.0</b>	<b>22.1</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>15.3</b>	<b>53.1</b>	<b>24.5</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>1.4</b>	<b>2.6</b>	<b>22.8</b>	<b>49.1</b>	<b>21.4</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	4.6 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	32.1 MPH
Mean Speed:	27.3 MPH	Percent in Ten Mile Pace:	72.1%	15th Percentile:	22.5 MPH
Median Speed:	27.4 MPH			90th Percentile:	33.3 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.4 MPH

## Daily Total Speeds (MPH)

Study Date: Monday, 04/08/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
02:00 - 02:59	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	3
03:00 - 03:59	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
04:00 - 04:59	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	0	0	1	1	4	4	1	2	0	0	0	0	0	0	13
06:00 - 06:59	0	0	1	4	4	9	14	7	1	0	0	0	0	0	0	40
07:00 - 07:59	0	2	2	7	17	26	17	4	0	0	0	1	0	0	0	76
08:00 - 08:59	0	1	8	8	20	17	14	6	1	0	0	0	0	0	0	75
09:00 - 09:59	0	0	1	12	14	14	8	4	0	0	0	0	0	0	0	53
10:00 - 10:59	0	0	0	5	23	22	14	4	0	0	0	0	0	0	0	68
11:00 - 11:59	1	1	3	14	23	23	8	3	0	0	0	0	0	0	0	76
12:00 - 12:59	1	0	2	10	29	29	13	4	0	0	0	0	0	0	0	88
13:00 - 13:59	0	1	1	13	22	21	14	5	1	0	0	0	0	0	0	78
14:00 - 14:59	1	0	3	9	23	29	9	8	0	1	0	0	0	0	0	83
15:00 - 15:59	0	1	6	11	44	22	10	2	1	0	0	0	0	0	0	97
16:00 - 16:59	1	1	2	11	30	31	14	2	0	0	0	0	0	0	0	92
17:00 - 17:59	0	0	3	9	47	15	7	5	0	0	0	0	0	0	0	86
18:00 - 18:59	0	1	5	13	38	21	7	2	0	0	0	0	0	0	0	87
19:00 - 19:59	0	2	2	14	34	12	4	0	0	0	0	0	0	0	0	68
20:00 - 20:59	0	0	0	3	16	16	3	1	0	0	0	0	0	0	0	39
21:00 - 21:59	0	0	0	4	10	1	0	1	0	0	0	0	0	0	0	16
22:00 - 22:59	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5
23:00 - 23:59	0	0	1	2	3	3	1	0	0	0	0	0	0	0	0	10
<b>Totals</b>	<b>4</b>	<b>10</b>	<b>41</b>	<b>152</b>	<b>406</b>	<b>318</b>	<b>164</b>	<b>60</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1163</b>
<b>Percent of Total</b>	<b>0.3</b>	<b>0.9</b>	<b>3.5</b>	<b>13.1</b>	<b>34.9</b>	<b>27.3</b>	<b>14.1</b>	<b>5.2</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.2</b>	<b>1.0</b>	<b>3.9</b>	<b>12.3</b>	<b>26.1</b>	<b>28.3</b>	<b>19.8</b>	<b>7.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.4</b>	<b>0.8</b>	<b>3.3</b>	<b>13.5</b>	<b>39.8</b>	<b>26.8</b>	<b>10.9</b>	<b>4.0</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.5 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	36.7 MPH
Mean Speed:	30.0 MPH	Percent in Ten Mile Pace:	62.3%	15th Percentile:	23.9 MPH
Median Speed:	29.6 MPH			90th Percentile:	38.5 MPH
Modal Speed:	27.5 MPH			95th Percentile:	40.8 MPH

## Daily Total Speeds (MPH)

Study Date: Tuesday, 04/09/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	4
03:00 - 03:59	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	5
05:00 - 05:59	0	0	0	0	3	3	4	4	0	1	0	0	0	0	0	15
06:00 - 06:59	0	0	1	1	10	11	11	7	2	1	0	0	0	0	0	44
07:00 - 07:59	0	1	2	13	13	19	19	8	1	1	0	0	0	0	0	77
08:00 - 08:59	0	1	2	16	22	18	7	2	0	0	0	0	0	0	0	68
09:00 - 09:59	0	0	3	10	12	8	7	1	0	0	0	0	0	0	0	41
10:00 - 10:59	0	0	3	8	14	13	7	1	0	0	0	0	0	0	0	46
11:00 - 11:59	0	1	0	9	17	11	7	1	2	1	0	0	0	0	0	49
12:00 - 12:59	0	0	1	12	20	15	6	3	0	0	0	0	0	0	0	57
13:00 - 13:59	0	0	3	10	21	11	6	2	1	0	0	0	0	0	0	54
14:00 - 14:59	0	1	5	15	19	19	14	1	2	0	0	0	0	0	0	76
15:00 - 15:59	0	0	8	19	30	12	14	2	1	0	0	0	0	0	0	86
16:00 - 16:59	0	2	3	11	30	19	5	2	0	0	0	0	0	0	0	72
17:00 - 17:59	0	1	1	13	36	25	6	0	1	0	0	0	0	0	0	83
18:00 - 18:59	0	1	4	18	22	12	6	1	0	0	0	0	0	0	0	64
19:00 - 19:59	0	2	2	8	27	18	5	0	0	0	0	0	0	0	0	62
20:00 - 20:59	0	0	3	14	7	4	3	2	0	0	0	0	0	0	0	33
21:00 - 21:59	0	0	0	6	8	7	1	1	0	0	0	0	0	0	0	23
22:00 - 22:59	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	8
23:00 - 23:59	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
<b>Totals</b>	<b>1</b>	<b>10</b>	<b>41</b>	<b>189</b>	<b>319</b>	<b>228</b>	<b>132</b>	<b>40</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>974</b>
<b>Percent of Total</b>	<b>0.1</b>	<b>1.0</b>	<b>4.2</b>	<b>19.4</b>	<b>32.8</b>	<b>23.4</b>	<b>13.6</b>	<b>4.1</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.3</b>	<b>0.9</b>	<b>3.1</b>	<b>16.5</b>	<b>26.8</b>	<b>23.9</b>	<b>18.5</b>	<b>7.4</b>	<b>1.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>1.1</b>	<b>4.8</b>	<b>21.0</b>	<b>36.1</b>	<b>23.1</b>	<b>10.8</b>	<b>2.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.8 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	36.5 MPH
Mean Speed:	29.4 MPH	Percent in Ten Mile Pace:	56.2%	15th Percentile:	22.5 MPH
Median Speed:	28.8 MPH			90th Percentile:	38.3 MPH
Modal Speed:	27.5 MPH			95th Percentile:	40.6 MPH

## Daily Total Speeds (MPH)

Study Date: Wednesday, 04/10/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3
03:00 - 03:59	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	4
04:00 - 04:59	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
05:00 - 05:59	0	0	0	1	2	5	3	2	2	0	0	0	0	0	0	15
06:00 - 06:59	0	0	0	7	8	13	13	4	2	0	0	0	0	0	0	47
07:00 - 07:59	0	0	0	7	16	16	13	3	1	1	0	0	0	0	0	57
08:00 - 08:59	0	0	3	14	19	13	20	4	3	0	0	0	0	0	0	76
09:00 - 09:59	0	0	2	14	16	16	9	3	2	0	0	0	0	0	0	62
10:00 - 10:59	0	0	2	16	24	16	8	0	0	0	0	0	0	0	0	66
11:00 - 11:59	0	2	7	8	21	17	6	0	0	0	0	0	0	0	0	61
12:00 - 12:59	0	2	4	14	24	16	11	4	0	0	0	0	0	0	0	75
13:00 - 13:59	0	3	4	20	19	26	9	7	0	0	0	0	0	0	0	88
14:00 - 14:59	0	0	4	19	17	19	8	1	2	0	0	0	0	0	0	70
15:00 - 15:59	0	0	3	21	30	31	11	4	0	1	0	0	0	0	0	101
16:00 - 16:59	2	1	1	18	28	17	9	3	0	1	0	0	0	0	0	80
17:00 - 17:59	0	0	3	15	39	25	11	2	0	0	0	0	0	0	0	95
18:00 - 18:59	0	1	1	11	32	21	7	3	0	0	0	0	0	0	0	76
19:00 - 19:59	1	1	4	16	32	12	4	1	0	0	0	0	0	0	0	71
20:00 - 20:59	0	1	1	6	19	15	6	1	0	0	0	0	0	0	0	49
21:00 - 21:59	0	0	3	9	19	6	3	0	1	0	0	0	0	0	0	41
22:00 - 22:59	0	0	0	4	7	4	1	2	0	0	0	0	0	0	0	18
23:00 - 23:59	0	0	0	3	4	1	0	0	0	0	0	1	0	0	0	9
<b>Totals</b>	<b>3</b>	<b>11</b>	<b>42</b>	<b>225</b>	<b>379</b>	<b>292</b>	<b>154</b>	<b>45</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1168</b>
<b>Percent of Total</b>	<b>0.3</b>	<b>0.9</b>	<b>3.6</b>	<b>19.3</b>	<b>32.4</b>	<b>25.0</b>	<b>13.2</b>	<b>3.9</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.5</b>	<b>3.5</b>	<b>17.5</b>	<b>27.6</b>	<b>25.1</b>	<b>18.7</b>	<b>4.3</b>	<b>2.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.4</b>	<b>1.2</b>	<b>3.6</b>	<b>20.2</b>	<b>34.9</b>	<b>25.0</b>	<b>10.3</b>	<b>3.6</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.7 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	36.3 MPH
Mean Speed:	29.4 MPH	Percent in Ten Mile Pace:	57.4%	15th Percentile:	22.6 MPH
Median Speed:	29.0 MPH			90th Percentile:	38.2 MPH
Modal Speed:	27.5 MPH			95th Percentile:	40.3 MPH



## Daily Total Speeds (MPH)

Study Date: Thursday, 04/11/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
02:00 - 02:59	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
04:00 - 04:59	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	5
05:00 - 05:59	0	0	0	1	7	3	7	1	1	0	0	0	0	0	0	20
06:00 - 06:59	0	0	1	10	7	13	11	6	1	0	0	0	0	0	0	49
07:00 - 07:59	0	0	0	4	17	26	17	2	1	0	0	0	0	0	0	67
08:00 - 08:59	0	0	4	7	23	23	9	2	1	0	0	0	0	0	0	69
09:00 - 09:59	1	1	0	17	17	6	6	1	0	0	0	0	0	0	0	49
10:00 - 10:59	0	1	4	17	23	12	0	0	0	0	0	0	0	0	0	57
11:00 - 11:59	1	1	6	16	18	4	1	1	0	1	0	0	0	0	0	49
12:00 - 12:59	0	0	5	26	24	16	7	0	0	0	0	0	0	0	0	78
13:00 - 13:59	1	0	4	11	31	12	4	3	0	0	0	0	0	0	0	66
14:00 - 14:59	1	0	1	13	22	17	5	1	0	0	0	0	0	0	0	60
15:00 - 15:59	0	1	3	11	39	24	9	1	0	0	0	0	0	0	0	88
16:00 - 16:59	0	1	3	21	30	14	5	2	0	0	0	0	0	0	0	76
17:00 - 17:59	0	1	0	15	37	19	7	1	0	0	0	0	0	0	0	80
18:00 - 18:59	1	0	2	14	19	14	9	0	0	0	0	0	0	0	0	59
19:00 - 19:59	0	0	1	12	19	15	2	2	1	0	0	0	0	0	0	52
20:00 - 20:59	0	0	2	8	13	4	5	2	1	0	0	0	0	0	1	36
21:00 - 21:59	0	0	1	8	11	5	1	0	1	0	0	0	0	0	0	27
22:00 - 22:59	0	0	1	9	6	3	1	0	0	0	0	0	0	0	0	20
23:00 - 23:59	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	7
<b>Totals</b>	<b>5</b>	<b>6</b>	<b>39</b>	<b>227</b>	<b>373</b>	<b>232</b>	<b>109</b>	<b>25</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1025</b>
<b>Percent of Total</b>	<b>0.5</b>	<b>0.6</b>	<b>3.8</b>	<b>22.1</b>	<b>36.4</b>	<b>22.6</b>	<b>10.6</b>	<b>2.4</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.5</b>	<b>0.8</b>	<b>4.0</b>	<b>20.5</b>	<b>31.4</b>	<b>23.7</b>	<b>14.4</b>	<b>3.5</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.5</b>	<b>0.5</b>	<b>3.7</b>	<b>23.1</b>	<b>39.3</b>	<b>22.0</b>	<b>8.5</b>	<b>1.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>100</b>

Standard Deviation:	6.8 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	34.8 MPH
Mean Speed:	28.6 MPH	Percent in Ten Mile Pace:	59.0%	15th Percentile:	22.3 MPH
Median Speed:	28.2 MPH			90th Percentile:	36.8 MPH
Modal Speed:	27.5 MPH			95th Percentile:	39.2 MPH

## Daily Total Speeds (MPH)

Study Date: Friday, 04/12/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3
03:00 - 03:59	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3
04:00 - 04:59	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	4
05:00 - 05:59	0	0	0	1	4	4	4	2	1	0	0	0	0	0	0	16
06:00 - 06:59	0	1	1	4	10	6	11	6	0	0	0	0	0	0	0	39
07:00 - 07:59	0	0	0	17	22	21	12	2	1	1	0	0	0	0	0	76
08:00 - 08:59	1	0	2	11	14	21	7	5	2	0	0	0	0	0	0	63
09:00 - 09:59	0	0	4	11	18	23	12	6	0	0	0	0	0	0	0	74
10:00 - 10:59	0	0	3	8	17	19	16	4	2	0	0	0	0	0	0	69
11:00 - 11:59	1	0	2	10	19	16	10	3	1	0	0	0	0	0	0	62
12:00 - 12:59	1	0	2	17	36	24	10	2	3	0	0	0	0	0	0	95
13:00 - 13:59	1	1	1	14	29	21	15	4	1	0	0	0	0	0	0	87
14:00 - 14:59	0	0	3	15	35	18	14	7	1	0	0	0	0	0	0	93
15:00 - 15:59	0	1	5	22	52	33	16	2	1	0	0	0	0	0	0	132
16:00 - 16:59	1	0	3	12	31	20	10	4	0	0	0	0	0	0	0	81
17:00 - 17:59	0	1	2	14	35	27	8	0	1	0	1	0	0	0	0	89
18:00 - 18:59	0	0	1	13	38	19	10	0	0	1	0	0	0	0	0	82
19:00 - 19:59	0	0	3	15	24	17	5	0	0	1	0	0	0	0	0	65
20:00 - 20:59	0	0	1	5	26	6	7	1	0	0	0	0	0	0	0	46
21:00 - 21:59	0	0	0	10	18	6	4	4	0	0	0	0	0	0	0	42
22:00 - 22:59	0	0	1	8	14	7	4	0	3	0	0	0	0	0	0	37
23:00 - 23:59	0	0	1	5	6	4	0	1	0	0	0	0	0	0	0	17
<b>Totals</b>	<b>5</b>	<b>5</b>	<b>35</b>	<b>214</b>	<b>453</b>	<b>313</b>	<b>177</b>	<b>54</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1277</b>
<b>Percent of Total</b>	<b>0.4</b>	<b>0.4</b>	<b>2.7</b>	<b>16.8</b>	<b>35.5</b>	<b>24.5</b>	<b>13.9</b>	<b>4.2</b>	<b>1.3</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.5</b>	<b>0.5</b>	<b>2.9</b>	<b>15.6</b>	<b>26.5</b>	<b>27.0</b>	<b>18.0</b>	<b>7.1</b>	<b>1.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.3</b>	<b>0.3</b>	<b>2.7</b>	<b>17.3</b>	<b>39.7</b>	<b>23.3</b>	<b>11.9</b>	<b>2.9</b>	<b>1.2</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.6 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	36.7 MPH
Mean Speed:	29.8 MPH	Percent in Ten Mile Pace:	60.0%	15th Percentile:	23.4 MPH
Median Speed:	29.2 MPH			90th Percentile:	38.5 MPH
Modal Speed:	27.5 MPH			95th Percentile:	41.0 MPH

## Daily Total Speeds (MPH)

Study Date: Saturday, 04/13/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	1	1	7	1	1	2	0	0	0	0	0	0	0	13
01:00 - 01:59	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	7
02:00 - 02:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
04:00 - 04:59	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
05:00 - 05:59	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
06:00 - 06:59	0	0	0	3	7	5	2	0	1	0	0	0	0	0	0	18
07:00 - 07:59	0	0	2	0	4	9	1	1	0	0	0	0	0	0	0	17
08:00 - 08:59	0	0	1	7	7	14	11	3	0	1	0	0	0	0	0	44
09:00 - 09:59	0	0	1	7	21	20	15	3	1	0	0	0	0	0	0	68
10:00 - 10:59	0	1	1	11	23	15	16	5	1	0	0	0	0	0	0	73
11:00 - 11:59	0	0	0	4	26	21	16	3	1	1	0	0	0	0	0	72
12:00 - 12:59	0	0	1	6	34	20	15	5	0	0	0	0	0	0	0	81
13:00 - 13:59	0	0	5	9	30	26	13	3	2	0	0	0	0	0	0	88
14:00 - 14:59	0	0	2	10	26	25	14	8	1	0	0	0	0	0	0	86
15:00 - 15:59	0	0	1	20	25	24	20	3	0	0	0	0	0	0	0	93
16:00 - 16:59	0	0	1	12	27	22	16	1	1	0	0	0	0	0	0	80
17:00 - 17:59	0	1	0	8	30	15	11	3	0	1	1	0	0	0	0	70
18:00 - 18:59	0	0	1	8	26	14	8	2	0	0	0	0	0	0	0	59
19:00 - 19:59	0	1	2	13	36	13	5	1	0	0	0	0	0	0	0	71
20:00 - 20:59	0	0	0	15	24	9	6	1	0	0	0	0	0	0	0	55
21:00 - 21:59	0	0	1	8	13	5	6	4	0	0	0	0	0	0	0	37
22:00 - 22:59	0	0	1	1	8	5	4	1	0	0	0	0	0	0	0	20
23:00 - 23:59	0	0	0	4	1	1	1	1	0	0	0	0	0	0	0	8
<b>Totals</b>	<b>0</b>	<b>3</b>	<b>22</b>	<b>154</b>	<b>380</b>	<b>269</b>	<b>181</b>	<b>50</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1071</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.3</b>	<b>2.1</b>	<b>14.4</b>	<b>35.5</b>	<b>25.1</b>	<b>16.9</b>	<b>4.7</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.3</b>	<b>2.2</b>	<b>12.4</b>	<b>31.0</b>	<b>27.9</b>	<b>19.2</b>	<b>5.3</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.3</b>	<b>2.0</b>	<b>15.2</b>	<b>37.4</b>	<b>23.9</b>	<b>15.9</b>	<b>4.4</b>	<b>0.5</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.2 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	37.3 MPH
Mean Speed:	30.4 MPH	Percent in Ten Mile Pace:	60.6%	15th Percentile:	24.4 MPH
Median Speed:	29.7 MPH			90th Percentile:	38.7 MPH
Modal Speed:	27.5 MPH			95th Percentile:	40.8 MPH

## Daily Total Speeds (MPH)

Study Date: Sunday, 04/14/2024

Unit ID: Sanford 1

Location: Location 1

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
01:00 - 01:59	0	0	2	2	1	2	0	0	0	0	0	0	0	0	0	7
02:00 - 02:59	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
03:00 - 03:59	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
06:00 - 06:59	0	0	1	3	4	1	4	0	0	0	0	0	0	0	0	13
07:00 - 07:59	0	0	1	1	4	3	3	1	0	0	0	0	0	0	0	13
08:00 - 08:59	0	0	1	3	13	9	9	2	0	1	0	0	0	0	0	38
09:00 - 09:59	0	0	0	4	10	11	12	6	0	0	0	0	0	0	0	43
10:00 - 10:59	0	0	0	4	11	17	15	5	2	0	0	0	0	0	0	54
11:00 - 11:59	0	0	0	4	23	22	9	3	0	0	0	0	0	0	0	61
12:00 - 12:59	0	0	1	8	29	21	12	3	0	0	0	0	0	0	0	74
13:00 - 13:59	0	0	0	10	24	15	7	2	1	0	0	0	0	0	0	59
14:00 - 14:59	0	0	1	18	21	23	9	3	2	0	0	0	0	0	0	77
15:00 - 15:59	0	0	1	10	27	23	11	4	0	0	0	0	0	0	0	76
16:00 - 16:59	0	0	1	4	26	20	13	1	0	0	0	0	0	0	0	65
17:00 - 17:59	0	1	1	8	22	18	8	2	0	0	0	0	0	0	0	60
18:00 - 18:59	0	1	2	5	18	13	8	1	0	0	0	0	0	0	0	48
19:00 - 19:59	0	3	2	11	18	9	2	1	0	0	0	0	0	0	0	46
20:00 - 20:59	0	1	3	11	22	7	3	1	0	0	0	0	0	0	0	48
21:00 - 21:59	0	0	1	2	6	3	4	1	0	1	0	0	0	0	0	18
22:00 - 22:59	0	0	1	2	3	1	2	0	0	0	0	0	0	0	0	9
23:00 - 23:59	0	1	0	2	2	1	0	0	0	0	0	0	0	0	0	6
<b>Totals</b>	<b>0</b>	<b>7</b>	<b>20</b>	<b>114</b>	<b>289</b>	<b>221</b>	<b>133</b>	<b>37</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>828</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.8</b>	<b>2.4</b>	<b>13.8</b>	<b>34.9</b>	<b>26.7</b>	<b>16.1</b>	<b>4.5</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>9.5</b>	<b>29.3</b>	<b>27.7</b>	<b>22.3</b>	<b>7.4</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>1.2</b>	<b>2.4</b>	<b>15.5</b>	<b>37.2</b>	<b>26.3</b>	<b>13.5</b>	<b>3.2</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.3 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	37.0 MPH
Mean Speed:	30.2 MPH	Percent in Ten Mile Pace:	61.6%	15th Percentile:	24.2 MPH
Median Speed:	29.7 MPH			90th Percentile:	38.5 MPH
Modal Speed:	27.5 MPH			95th Percentile:	40.3 MPH

# Daily Vehicle Volume Report

Study Date: Monday, 04/08/2024

Unit ID: Sanford 2 - NB

Location: Location -2-NB

	Northbound Volume
00:00 - 00:59	5
01:00 - 01:59	3
02:00 - 02:59	1
03:00 - 03:59	0
04:00 - 04:59	1
05:00 - 05:59	1
06:00 - 06:59	8
07:00 - 07:59	26
08:00 - 08:59	51
09:00 - 09:59	64
10:00 - 10:59	60
11:00 - 11:59	65
12:00 - 12:59	69
13:00 - 13:59	75
14:00 - 14:59	70
15:00 - 15:59	72
16:00 - 16:59	63
17:00 - 17:59	95
18:00 - 18:59	84
19:00 - 19:59	47
20:00 - 20:59	39
21:00 - 21:59	18
22:00 - 22:59	11
23:00 - 23:59	4
<b>Totals</b>	<b>932</b>
<b>AM Peak Time</b>	<b>09:08 - 10:07</b>
<b>AM Peak Volume</b>	<b>71</b>
<b>PM Peak Time</b>	<b>17:19 - 18:18</b>
<b>PM Peak Volume</b>	<b>102</b>

## Daily Vehicle Volume Report

Study Date: Tuesday, 04/09/2024

Unit ID: Sanford 2 - NB

Location: Location -2-NB

	Northbound Volume
00:00 - 00:59	3
01:00 - 01:59	2
02:00 - 02:59	3
03:00 - 03:59	1
04:00 - 04:59	2
05:00 - 05:59	2
06:00 - 06:59	8
07:00 - 07:59	34
08:00 - 08:59	53
09:00 - 09:59	44
10:00 - 10:59	62
11:00 - 11:59	67
12:00 - 12:59	68
13:00 - 13:59	63
14:00 - 14:59	62
15:00 - 15:59	84
16:00 - 16:59	91
17:00 - 17:59	93
18:00 - 18:59	75
19:00 - 19:59	47
20:00 - 20:59	33
21:00 - 21:59	22
22:00 - 22:59	17
23:00 - 23:59	3
<b>Totals</b>	<b>939</b>
<b>AM Peak Time</b>	<b>10:41 - 11:40</b>
<b>AM Peak Volume</b>	<b>79</b>
<b>PM Peak Time</b>	<b>17:02 - 18:01</b>
<b>PM Peak Volume</b>	<b>101</b>

## Daily Vehicle Volume Report

Study Date: Wednesday, 04/10/2024

Unit ID: Sanford 2 - NB

Location: Location -2-NB

	Northbound Volume
00:00 - 00:59	2
01:00 - 01:59	0
02:00 - 02:59	2
03:00 - 03:59	1
04:00 - 04:59	1
05:00 - 05:59	4
06:00 - 06:59	11
07:00 - 07:59	27
08:00 - 08:59	66
09:00 - 09:59	71
10:00 - 10:59	58
11:00 - 11:59	60
12:00 - 12:59	72
13:00 - 13:59	67
14:00 - 14:59	68
15:00 - 15:59	82
16:00 - 16:59	78
17:00 - 17:59	91
18:00 - 18:59	92
19:00 - 19:59	53
20:00 - 20:59	50
21:00 - 21:59	22
22:00 - 22:59	7
23:00 - 23:59	4
<b>Totals</b>	<b>989</b>
<b>AM Peak Time</b>	<b>08:14 - 09:13</b>
<b>AM Peak Volume</b>	<b>84</b>
<b>PM Peak Time</b>	<b>17:32 - 18:31</b>
<b>PM Peak Volume</b>	<b>107</b>

## Daily Vehicle Volume Report

Study Date: Thursday, 04/11/2024

Unit ID: Sanford 2 - NB

Location: Location -2-NB

	Northbound Volume
00:00 - 00:59	5
01:00 - 01:59	2
02:00 - 02:59	4
03:00 - 03:59	1
04:00 - 04:59	1
05:00 - 05:59	3
06:00 - 06:59	6
07:00 - 07:59	24
08:00 - 08:59	44
09:00 - 09:59	37
10:00 - 10:59	51
11:00 - 11:59	69
12:00 - 12:59	54
13:00 - 13:59	54
14:00 - 14:59	68
15:00 - 15:59	65
16:00 - 16:59	64
17:00 - 17:59	86
18:00 - 18:59	60
19:00 - 19:59	46
20:00 - 20:59	36
21:00 - 21:59	18
22:00 - 22:59	9
23:00 - 23:59	9
<b>Totals</b>	<b>816</b>
<b>AM Peak Time</b>	<b>10:57 - 11:56</b>
<b>AM Peak Volume</b>	<b>71</b>
<b>PM Peak Time</b>	<b>17:02 - 18:01</b>
<b>PM Peak Volume</b>	<b>88</b>



## Daily Vehicle Volume Report

Study Date: Friday, 04/12/2024

Unit ID: Sanford 2 - NB

Location: Location -2-NB

	Northbound Volume
00:00 - 00:59	3
01:00 - 01:59	2
02:00 - 02:59	4
03:00 - 03:59	1
04:00 - 04:59	1
05:00 - 05:59	2
06:00 - 06:59	8
07:00 - 07:59	41
08:00 - 08:59	81
09:00 - 09:59	72
10:00 - 10:59	73
11:00 - 11:59	71
12:00 - 12:59	73
13:00 - 13:59	72
14:00 - 14:59	74
15:00 - 15:59	106
16:00 - 16:59	94
17:00 - 17:59	134
18:00 - 18:59	84
19:00 - 19:59	68
20:00 - 20:59	37
21:00 - 21:59	35
22:00 - 22:59	53
23:00 - 23:59	16
<b>Totals</b>	<b>1205</b>
<b>AM Peak Time</b>	<b>09:27 - 10:26</b>
<b>AM Peak Volume</b>	<b>88</b>
<b>PM Peak Time</b>	<b>17:22 - 18:21</b>
<b>PM Peak Volume</b>	<b>139</b>

## Daily Vehicle Volume Report

Study Date: Saturday, 04/13/2024

Unit ID: Sanford 2 - NB

Location: Location -2-NB

	Northbound Volume
00:00 - 00:59	4
01:00 - 01:59	0
02:00 - 02:59	2
03:00 - 03:59	0
04:00 - 04:59	0
05:00 - 05:59	1
06:00 - 06:59	9
07:00 - 07:59	22
08:00 - 08:59	38
09:00 - 09:59	48
10:00 - 10:59	71
11:00 - 11:59	81
12:00 - 12:59	74
13:00 - 13:59	73
14:00 - 14:59	66
15:00 - 15:59	81
16:00 - 16:59	101
17:00 - 17:59	120
18:00 - 18:59	77
19:00 - 19:59	59
20:00 - 20:59	48
21:00 - 21:59	28
22:00 - 22:59	53
23:00 - 23:59	11
<b>Totals</b>	<b>1067</b>
<b>AM Peak Time</b>	<b>10:54 - 11:53</b>
<b>AM Peak Volume</b>	<b>87</b>
<b>PM Peak Time</b>	<b>17:10 - 18:09</b>
<b>PM Peak Volume</b>	<b>123</b>

## Daily Vehicle Volume Report

Study Date: Sunday, 04/14/2024

Unit ID: Sanford 2 - NB

Location: Location -2-NB

	Northbound Volume
00:00 - 00:59	5
01:00 - 01:59	2
02:00 - 02:59	4
03:00 - 03:59	3
04:00 - 04:59	0
05:00 - 05:59	2
06:00 - 06:59	10
07:00 - 07:59	17
08:00 - 08:59	41
09:00 - 09:59	37
10:00 - 10:59	39
11:00 - 11:59	65
12:00 - 12:59	67
13:00 - 13:59	66
14:00 - 14:59	62
15:00 - 15:59	65
16:00 - 16:59	61
17:00 - 17:59	59
18:00 - 18:59	44
19:00 - 19:59	45
20:00 - 20:59	41
21:00 - 21:59	16
22:00 - 22:59	7
23:00 - 23:59	3
<b>Totals</b>	<b>761</b>
<b>AM Peak Time</b>	<b>10:49 - 11:48</b>
<b>AM Peak Volume</b>	<b>67</b>
<b>PM Peak Time</b>	<b>13:46 - 14:45</b>
<b>PM Peak Volume</b>	<b>73</b>

## Daily Northbound Speeds (MPH)

Study Date: Monday, 04/08/2024

Unit ID: Sanford 2 - NB

Location: Location -2-NB

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	5
01:00 - 01:59	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
02:00 - 02:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00 - 06:59	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0	8
07:00 - 07:59	0	0	0	1	8	8	9	0	0	0	0	0	0	0	0	26
08:00 - 08:59	0	0	5	5	21	13	3	4	0	0	0	0	0	0	0	51
09:00 - 09:59	0	0	1	2	19	24	16	2	0	0	0	0	0	0	0	64
10:00 - 10:59	0	2	5	2	11	20	16	4	0	0	0	0	0	0	0	60
11:00 - 11:59	0	1	2	3	17	25	15	2	0	0	0	0	0	0	0	65
12:00 - 12:59	0	0	2	11	17	21	16	2	0	0	0	0	0	0	0	69
13:00 - 13:59	0	1	1	5	21	32	12	3	0	0	0	0	0	0	0	75
14:00 - 14:59	0	0	0	5	14	34	13	4	0	0	0	0	0	0	0	70
15:00 - 15:59	0	0	0	1	15	32	18	6	0	0	0	0	0	0	0	72
16:00 - 16:59	0	0	0	4	12	25	16	5	1	0	0	0	0	0	0	63
17:00 - 17:59	0	0	0	1	20	49	20	5	0	0	0	0	0	0	0	95
18:00 - 18:59	0	0	0	7	12	36	20	8	1	0	0	0	0	0	0	84
19:00 - 19:59	0	0	0	2	6	22	14	3	0	0	0	0	0	0	0	47
20:00 - 20:59	0	0	0	2	6	15	12	3	0	0	0	0	1	0	0	39
21:00 - 21:59	0	0	0	0	5	6	3	3	0	0	1	0	0	0	0	18
22:00 - 22:59	0	0	0	0	2	1	3	3	2	0	0	0	0	0	0	11
23:00 - 23:59	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
<b>Totals</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>52</b>	<b>208</b>	<b>373</b>	<b>213</b>	<b>60</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>932</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.4</b>	<b>1.7</b>	<b>5.6</b>	<b>22.3</b>	<b>40.0</b>	<b>22.9</b>	<b>6.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>1.1</b>	<b>4.6</b>	<b>4.9</b>	<b>27.4</b>	<b>34.7</b>	<b>22.8</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.2</b>	<b>0.5</b>	<b>5.9</b>	<b>20.1</b>	<b>42.3</b>	<b>22.9</b>	<b>7.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	5.8 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	38.3 MPH
Mean Speed:	32.4 MPH	Percent in Ten Mile Pace:	62.9%	15th Percentile:	26.6 MPH
Median Speed:	32.5 MPH			90th Percentile:	39.3 MPH
Modal Speed:	32.5 MPH			95th Percentile:	41.6 MPH

## Daily Northbound Speeds (MPH)

Study Date: Tuesday, 04/09/2024

Unit ID: Sanford 2 - NB

Location: Location -2-NB

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
03:00 - 03:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	0	0	1	1	1	4	0	1	0	0	0	0	0	0	0	8
07:00 - 07:59	0	0	0	4	8	16	5	1	0	0	0	0	0	0	0	34
08:00 - 08:59	0	0	0	8	15	19	9	2	0	0	0	0	0	0	0	53
09:00 - 09:59	0	0	0	2	12	21	9	0	0	0	0	0	0	0	0	44
10:00 - 10:59	0	1	1	10	25	16	5	3	1	0	0	0	0	0	0	62
11:00 - 11:59	0	0	0	8	22	26	9	2	0	0	0	0	0	0	0	67
12:00 - 12:59	0	0	1	3	21	29	14	0	0	0	0	0	0	0	0	68
13:00 - 13:59	0	0	0	7	16	27	11	2	0	0	0	0	0	0	0	63
14:00 - 14:59	0	0	1	7	18	24	10	2	0	0	0	0	0	0	0	62
15:00 - 15:59	0	0	1	8	24	33	13	5	0	0	0	0	0	0	0	84
16:00 - 16:59	0	0	1	3	19	38	26	3	1	0	0	0	0	0	0	91
17:00 - 17:59	0	0	0	10	20	37	23	3	0	0	0	0	0	0	0	93
18:00 - 18:59	0	0	0	2	22	29	20	2	0	0	0	0	0	0	0	75
19:00 - 19:59	0	0	0	1	15	22	5	3	1	0	0	0	0	0	0	47
20:00 - 20:59	0	0	0	1	10	9	11	2	0	0	0	0	0	0	0	33
21:00 - 21:59	0	0	1	1	4	9	3	3	0	1	0	0	0	0	0	22
22:00 - 22:59	0	0	0	0	3	6	6	1	1	0	0	0	0	0	0	17
23:00 - 23:59	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
<b>Totals</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>76</b>	<b>259</b>	<b>370</b>	<b>182</b>	<b>39</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>939</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.1</b>	<b>0.7</b>	<b>8.1</b>	<b>27.6</b>	<b>39.4</b>	<b>19.4</b>	<b>4.2</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.4</b>	<b>0.7</b>	<b>11.7</b>	<b>30.6</b>	<b>37.7</b>	<b>14.2</b>	<b>4.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>6.5</b>	<b>26.3</b>	<b>40.1</b>	<b>21.6</b>	<b>4.1</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	5.4 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	37.3 MPH
Mean Speed:	31.6 MPH	Percent in Ten Mile Pace:	67.0%	15th Percentile:	26.1 MPH
Median Speed:	31.7 MPH			90th Percentile:	38.6 MPH
Modal Speed:	32.5 MPH			95th Percentile:	39.9 MPH

## Daily Northbound Speeds (MPH)

Study Date: Wednesday, 04/10/2024

Unit ID: Sanford 2 - NB

Location: Location -2-NB

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
06:00 - 06:59	0	0	0	0	2	6	1	1	1	0	0	0	0	0	0	11
07:00 - 07:59	0	0	0	3	4	14	5	1	0	0	0	0	0	0	0	27
08:00 - 08:59	0	0	0	10	19	28	9	0	0	0	0	0	0	0	0	66
09:00 - 09:59	0	1	0	9	28	27	6	0	0	0	0	0	0	0	0	71
10:00 - 10:59	0	0	0	10	13	28	6	0	1	0	0	0	0	0	0	58
11:00 - 11:59	1	1	0	4	22	23	6	3	0	0	0	0	0	0	0	60
12:00 - 12:59	0	0	0	6	22	28	13	3	0	0	0	0	0	0	0	72
13:00 - 13:59	0	0	5	3	29	17	11	2	0	0	0	0	0	0	0	67
14:00 - 14:59	0	0	0	5	18	29	15	1	0	0	0	0	0	0	0	68
15:00 - 15:59	1	2	2	3	20	38	13	1	2	0	0	0	0	0	0	82
16:00 - 16:59	0	0	0	6	17	36	14	5	0	0	0	0	0	0	0	78
17:00 - 17:59	0	0	0	5	19	37	26	4	0	0	0	0	0	0	0	91
18:00 - 18:59	0	0	0	2	25	36	23	5	0	1	0	0	0	0	0	92
19:00 - 19:59	0	0	0	1	14	26	9	3	0	0	0	0	0	0	0	53
20:00 - 20:59	0	0	0	1	13	18	11	5	2	0	0	0	0	0	0	50
21:00 - 21:59	0	0	0	0	2	8	10	2	0	0	0	0	0	0	0	22
22:00 - 22:59	0	0	0	1	1	2	2	1	0	0	0	0	0	0	0	7
23:00 - 23:59	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
<b>Totals</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>69</b>	<b>269</b>	<b>408</b>	<b>184</b>	<b>39</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>989</b>
<b>Percent of Total</b>	<b>0.2</b>	<b>0.4</b>	<b>0.7</b>	<b>7.0</b>	<b>27.2</b>	<b>41.3</b>	<b>18.6</b>	<b>3.9</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.3</b>	<b>0.7</b>	<b>0.0</b>	<b>11.9</b>	<b>29.4</b>	<b>43.2</b>	<b>11.9</b>	<b>2.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.1</b>	<b>0.3</b>	<b>1.0</b>	<b>4.8</b>	<b>26.2</b>	<b>40.4</b>	<b>21.6</b>	<b>4.8</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	5.5 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	37.2 MPH
Mean Speed:	31.6 MPH	Percent in Ten Mile Pace:	68.5%	15th Percentile:	26.2 MPH
Median Speed:	31.8 MPH			90th Percentile:	38.5 MPH
Modal Speed:	32.5 MPH			95th Percentile:	39.9 MPH

## Daily Northbound Speeds (MPH)

Study Date: Thursday, 04/11/2024

Unit ID: Sanford 2 - NB

Location: Location -2-NB

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	5
01:00 - 01:59	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
03:00 - 03:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
06:00 - 06:59	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	6
07:00 - 07:59	0	0	0	0	5	6	13	0	0	0	0	0	0	0	0	24
08:00 - 08:59	0	0	0	7	5	24	7	1	0	0	0	0	0	0	0	44
09:00 - 09:59	0	0	0	4	13	18	2	0	0	0	0	0	0	0	0	37
10:00 - 10:59	0	0	2	11	15	16	5	2	0	0	0	0	0	0	0	51
11:00 - 11:59	0	0	0	8	26	25	9	1	0	0	0	0	0	0	0	69
12:00 - 12:59	0	0	0	1	22	22	6	2	1	0	0	0	0	0	0	54
13:00 - 13:59	0	0	0	4	23	18	7	2	0	0	0	0	0	0	0	54
14:00 - 14:59	0	0	0	2	19	28	17	2	0	0	0	0	0	0	0	68
15:00 - 15:59	0	0	0	1	15	32	13	4	0	0	0	0	0	0	0	65
16:00 - 16:59	0	0	0	4	19	29	9	3	0	0	0	0	0	0	0	64
17:00 - 17:59	0	0	0	1	16	43	21	4	1	0	0	0	0	0	0	86
18:00 - 18:59	0	0	0	1	15	27	11	5	1	0	0	0	0	0	0	60
19:00 - 19:59	0	0	0	3	13	19	9	1	1	0	0	0	0	0	0	46
20:00 - 20:59	0	0	0	0	6	15	12	3	0	0	0	0	0	0	0	36
21:00 - 21:59	0	0	0	0	4	6	4	4	0	0	0	0	0	0	0	18
22:00 - 22:59	0	0	0	0	4	3	2	0	0	0	0	0	0	0	0	9
23:00 - 23:59	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	9
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>227</b>	<b>342</b>	<b>156</b>	<b>35</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>816</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6.1</b>	<b>27.8</b>	<b>41.9</b>	<b>19.1</b>	<b>4.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13.4</b>	<b>27.9</b>	<b>38.5</b>	<b>17.4</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>27.8</b>	<b>43.4</b>	<b>19.9</b>	<b>5.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	5.1 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	37.3 MPH
Mean Speed:	31.9 MPH	Percent in Ten Mile Pace:	69.7%	15th Percentile:	26.5 MPH
Median Speed:	31.9 MPH			90th Percentile:	38.6 MPH
Modal Speed:	32.5 MPH			95th Percentile:	39.9 MPH

## Daily Northbound Speeds (MPH)

Study Date: Friday, 04/12/2024

Unit ID: Sanford 2 - NB

Location: Location -2-NB

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
03:00 - 03:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
06:00 - 06:59	0	0	0	1	0	3	3	1	0	0	0	0	0	0	0	8
07:00 - 07:59	0	0	0	2	15	17	6	1	0	0	0	0	0	0	0	41
08:00 - 08:59	0	0	1	8	22	33	16	1	0	0	0	0	0	0	0	81
09:00 - 09:59	0	0	0	3	26	25	15	3	0	0	0	0	0	0	0	72
10:00 - 10:59	0	0	0	3	19	35	12	4	0	0	0	0	0	0	0	73
11:00 - 11:59	0	0	0	2	18	36	14	1	0	0	0	0	0	0	0	71
12:00 - 12:59	0	0	1	1	20	36	13	2	0	0	0	0	0	0	0	73
13:00 - 13:59	0	0	1	2	18	29	19	3	0	0	0	0	0	0	0	72
14:00 - 14:59	0	0	2	1	19	33	18	0	1	0	0	0	0	0	0	74
15:00 - 15:59	0	0	1	6	22	46	26	5	0	0	0	0	0	0	0	106
16:00 - 16:59	0	0	1	3	29	43	12	5	1	0	0	0	0	0	0	94
17:00 - 17:59	0	0	3	19	31	47	29	4	1	0	0	0	0	0	0	134
18:00 - 18:59	0	0	0	11	18	34	14	6	0	1	0	0	0	0	0	84
19:00 - 19:59	0	0	1	7	14	29	13	4	0	0	0	0	0	0	0	68
20:00 - 20:59	0	0	0	0	5	18	11	2	0	1	0	0	0	0	0	37
21:00 - 21:59	0	0	0	1	6	19	8	1	0	0	0	0	0	0	0	35
22:00 - 22:59	0	0	0	2	8	24	15	3	0	1	0	0	0	0	0	53
23:00 - 23:59	0	0	0	2	4	7	3	0	0	0	0	0	0	0	0	16
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>296</b>	<b>518</b>	<b>251</b>	<b>47</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1205</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>6.3</b>	<b>24.6</b>	<b>43.0</b>	<b>20.8</b>	<b>3.9</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>5.8</b>	<b>28.4</b>	<b>42.6</b>	<b>19.5</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>6.5</b>	<b>22.9</b>	<b>43.1</b>	<b>21.4</b>	<b>4.1</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	5.2 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	37.4 MPH
Mean Speed:	32.0 MPH	Percent in Ten Mile Pace:	67.6%	15th Percentile:	26.6 MPH
Median Speed:	32.1 MPH			90th Percentile:	38.6 MPH
Modal Speed:	32.5 MPH			95th Percentile:	39.8 MPH



## Daily Northbound Speeds (MPH)

Study Date: Saturday, 04/13/2024

Unit ID: Sanford 2 - NB

Location: Location -2-NB

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00 - 06:59	0	0	0	0	1	4	4	0	0	0	0	0	0	0	0	9
07:00 - 07:59	0	0	0	4	5	8	4	1	0	0	0	0	0	0	0	22
08:00 - 08:59	0	0	0	5	20	10	1	2	0	0	0	0	0	0	0	38
09:00 - 09:59	0	0	0	2	16	20	10	0	0	0	0	0	0	0	0	48
10:00 - 10:59	0	0	3	5	24	22	13	3	1	0	0	0	0	0	0	71
11:00 - 11:59	0	0	1	6	22	26	21	4	1	0	0	0	0	0	0	81
12:00 - 12:59	0	0	0	0	20	34	17	3	0	0	0	0	0	0	0	74
13:00 - 13:59	0	0	2	5	15	31	14	5	1	0	0	0	0	0	0	73
14:00 - 14:59	0	0	1	2	14	30	16	3	0	0	0	0	0	0	0	66
15:00 - 15:59	0	0	0	6	25	35	10	5	0	0	0	0	0	0	0	81
16:00 - 16:59	0	0	1	4	30	43	19	4	0	0	0	0	0	0	0	101
17:00 - 17:59	0	0	0	4	32	49	31	4	0	0	0	0	0	0	0	120
18:00 - 18:59	0	0	0	1	14	39	19	4	0	0	0	0	0	0	0	77
19:00 - 19:59	0	0	0	3	14	23	14	5	0	0	0	0	0	0	0	59
20:00 - 20:59	0	0	0	0	13	22	10	3	0	0	0	0	0	0	0	48
21:00 - 21:59	0	0	0	0	8	12	7	0	1	0	0	0	0	0	0	28
22:00 - 22:59	0	0	1	4	14	22	12	0	0	0	0	0	0	0	0	53
23:00 - 23:59	0	0	0	1	0	3	5	2	0	0	0	0	0	0	0	11
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>52</b>	<b>288</b>	<b>435</b>	<b>231</b>	<b>48</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1067</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>4.9</b>	<b>27.0</b>	<b>40.8</b>	<b>21.6</b>	<b>4.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>8.0</b>	<b>32.2</b>	<b>33.3</b>	<b>20.7</b>	<b>3.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>3.8</b>	<b>25.2</b>	<b>43.4</b>	<b>22.0</b>	<b>4.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	5.1 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	37.7 MPH
Mean Speed:	32.1 MPH	Percent in Ten Mile Pace:	67.8%	15th Percentile:	26.7 MPH
Median Speed:	32.1 MPH			90th Percentile:	38.8 MPH
Modal Speed:	32.5 MPH			95th Percentile:	40.0 MPH

## Daily Northbound Speeds (MPH)

Study Date: Sunday, 04/14/2024

Unit ID: Sanford 2 - NB

Location: Location -2-NB

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5
01:00 - 01:59	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	4
03:00 - 03:59	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	3
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	0	0	1	0	1	3	3	1	1	0	0	0	0	0	0	10
07:00 - 07:59	0	0	0	2	3	9	3	0	0	0	0	0	0	0	0	17
08:00 - 08:59	0	0	0	3	8	21	7	2	0	0	0	0	0	0	0	41
09:00 - 09:59	0	0	0	3	16	14	3	1	0	0	0	0	0	0	0	37
10:00 - 10:59	0	0	0	2	12	14	7	3	1	0	0	0	0	0	0	39
11:00 - 11:59	0	0	1	2	20	25	12	4	1	0	0	0	0	0	0	65
12:00 - 12:59	0	0	1	4	16	30	14	2	0	0	0	0	0	0	0	67
13:00 - 13:59	0	0	5	2	20	27	9	3	0	0	0	0	0	0	0	66
14:00 - 14:59	0	0	0	5	10	26	16	4	1	0	0	0	0	0	0	62
15:00 - 15:59	0	0	0	4	14	29	15	3	0	0	0	0	0	0	0	65
16:00 - 16:59	0	0	1	1	12	24	17	6	0	0	0	0	0	0	0	61
17:00 - 17:59	0	0	0	6	13	27	11	2	0	0	0	0	0	0	0	59
18:00 - 18:59	0	0	0	2	10	20	9	3	0	0	0	0	0	0	0	44
19:00 - 19:59	0	0	1	2	14	17	8	3	0	0	0	0	0	0	0	45
20:00 - 20:59	0	0	0	2	9	19	8	3	0	0	0	0	0	0	0	41
21:00 - 21:59	0	0	0	0	0	9	6	1	0	0	0	0	0	0	0	16
22:00 - 22:59	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	7
23:00 - 23:59	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3
<b>Totals</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>40</b>	<b>182</b>	<b>326</b>	<b>153</b>	<b>44</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>761</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.1</b>	<b>1.3</b>	<b>5.3</b>	<b>23.9</b>	<b>42.8</b>	<b>20.1</b>	<b>5.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.4</b>	<b>0.9</b>	<b>5.3</b>	<b>28.0</b>	<b>41.3</b>	<b>17.3</b>	<b>5.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>5.2</b>	<b>22.2</b>	<b>43.5</b>	<b>21.3</b>	<b>6.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	5.4 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	37.9 MPH
Mean Speed:	32.2 MPH	Percent in Ten Mile Pace:	66.8%	15th Percentile:	26.7 MPH
Median Speed:	32.3 MPH			90th Percentile:	39.1 MPH
Modal Speed:	32.5 MPH			95th Percentile:	41.2 MPH

## Daily Vehicle Volume Report

Study Date: Monday, 04/08/2024

Unit ID: Location-2-SB

Location: Location-2-SB

	<b>Southbound Volume</b>
<b>00:00 - 00:59</b>	4
<b>01:00 - 01:59</b>	1
<b>02:00 - 02:59</b>	0
<b>03:00 - 03:59</b>	2
<b>04:00 - 04:59</b>	5
<b>05:00 - 05:59</b>	23
<b>06:00 - 06:59</b>	41
<b>07:00 - 07:59</b>	70
<b>08:00 - 08:59</b>	42
<b>09:00 - 09:59</b>	49
<b>10:00 - 10:59</b>	51
<b>11:00 - 11:59</b>	42
<b>12:00 - 12:59</b>	58
<b>13:00 - 13:59</b>	54
<b>14:00 - 14:59</b>	58
<b>15:00 - 15:59</b>	49
<b>16:00 - 16:59</b>	49
<b>17:00 - 17:59</b>	55
<b>18:00 - 18:59</b>	44
<b>19:00 - 19:59</b>	32
<b>20:00 - 20:59</b>	19
<b>21:00 - 21:59</b>	6
<b>22:00 - 22:59</b>	4
<b>23:00 - 23:59</b>	0
<b>Totals</b>	<b>758</b>
<b>AM Peak Time</b>	<b>06:36 - 07:35</b>
<b>AM Peak Volume</b>	<b>71</b>
<b>PM Peak Time</b>	<b>13:12 - 14:11</b>
<b>PM Peak Volume</b>	<b>70</b>

## Daily Vehicle Volume Report

Study Date: Tuesday, 04/09/2024

Unit ID: Location-2-SB

Location: Location-2-SB

	<b>Southbound Volume</b>
<b>00:00 - 00:59</b>	1
<b>01:00 - 01:59</b>	0
<b>02:00 - 02:59</b>	0
<b>03:00 - 03:59</b>	2
<b>04:00 - 04:59</b>	4
<b>05:00 - 05:59</b>	17
<b>06:00 - 06:59</b>	44
<b>07:00 - 07:59</b>	69
<b>08:00 - 08:59</b>	49
<b>09:00 - 09:59</b>	47
<b>10:00 - 10:59</b>	40
<b>11:00 - 11:59</b>	50
<b>12:00 - 12:59</b>	60
<b>13:00 - 13:59</b>	53
<b>14:00 - 14:59</b>	46
<b>15:00 - 15:59</b>	58
<b>16:00 - 16:59</b>	51
<b>17:00 - 17:59</b>	53
<b>18:00 - 18:59</b>	51
<b>19:00 - 19:59</b>	13
<b>20:00 - 20:59</b>	17
<b>21:00 - 21:59</b>	8
<b>22:00 - 22:59</b>	4
<b>23:00 - 23:59</b>	1
<b>Totals</b>	<b>738</b>
<b>AM Peak Time</b>	<b>06:39 - 07:38</b>
<b>AM Peak Volume</b>	<b>69</b>
<b>PM Peak Time</b>	<b>15:11 - 16:10</b>
<b>PM Peak Volume</b>	<b>66</b>

## Daily Vehicle Volume Report

Study Date: Wednesday, 04/10/2024

Unit ID: Location-2-SB

Location: Location-2-SB

	<b>Southbound Volume</b>
<b>00:00 - 00:59</b>	0
<b>01:00 - 01:59</b>	0
<b>02:00 - 02:59</b>	0
<b>03:00 - 03:59</b>	1
<b>04:00 - 04:59</b>	4
<b>05:00 - 05:59</b>	21
<b>06:00 - 06:59</b>	43
<b>07:00 - 07:59</b>	57
<b>08:00 - 08:59</b>	42
<b>09:00 - 09:59</b>	57
<b>10:00 - 10:59</b>	55
<b>11:00 - 11:59</b>	68
<b>12:00 - 12:59</b>	51
<b>13:00 - 13:59</b>	70
<b>14:00 - 14:59</b>	57
<b>15:00 - 15:59</b>	56
<b>16:00 - 16:59</b>	63
<b>17:00 - 17:59</b>	46
<b>18:00 - 18:59</b>	39
<b>19:00 - 19:59</b>	39
<b>20:00 - 20:59</b>	32
<b>21:00 - 21:59</b>	19
<b>22:00 - 22:59</b>	6
<b>23:00 - 23:59</b>	2
<b>Totals</b>	<b>828</b>
<b>AM Peak Time</b>	<b>10:46 - 11:45</b>
<b>AM Peak Volume</b>	<b>68</b>
<b>PM Peak Time</b>	<b>12:57 - 13:56</b>
<b>PM Peak Volume</b>	<b>71</b>

# Daily Vehicle Volume Report

Study Date: Thursday, 04/11/2024

Unit ID: Location-2-SB

Location: Location-2-SB

	<b>Southbound Volume</b>
<b>00:00 - 00:59</b>	3
<b>01:00 - 01:59</b>	0
<b>02:00 - 02:59</b>	0
<b>03:00 - 03:59</b>	1
<b>04:00 - 04:59</b>	6
<b>05:00 - 05:59</b>	21
<b>06:00 - 06:59</b>	45
<b>07:00 - 07:59</b>	62
<b>08:00 - 08:59</b>	36
<b>09:00 - 09:59</b>	49
<b>10:00 - 10:59</b>	46
<b>11:00 - 11:59</b>	44
<b>12:00 - 12:59</b>	49
<b>13:00 - 13:59</b>	44
<b>14:00 - 14:59</b>	43
<b>15:00 - 15:59</b>	40
<b>16:00 - 16:59</b>	36
<b>17:00 - 17:59</b>	29
<b>18:00 - 18:59</b>	26
<b>19:00 - 19:59</b>	30
<b>20:00 - 20:59</b>	15
<b>21:00 - 21:59</b>	16
<b>22:00 - 22:59</b>	3
<b>23:00 - 23:59</b>	3
<b>Totals</b>	<b>647</b>
<b>AM Peak Time</b>	<b>06:42 - 07:41</b>
<b>AM Peak Volume</b>	<b>67</b>
<b>PM Peak Time</b>	<b>13:34 - 14:33</b>
<b>PM Peak Volume</b>	<b>53</b>

## Daily Vehicle Volume Report

Study Date: Friday, 04/12/2024

Unit ID: Location-2-SB

Location: Location-2-SB

	Southbound Volume
00:00 - 00:59	1
01:00 - 01:59	1
02:00 - 02:59	0
03:00 - 03:59	3
04:00 - 04:59	5
05:00 - 05:59	27
06:00 - 06:59	36
07:00 - 07:59	59
08:00 - 08:59	44
09:00 - 09:59	51
10:00 - 10:59	60
11:00 - 11:59	53
12:00 - 12:59	60
13:00 - 13:59	68
14:00 - 14:59	66
15:00 - 15:59	55
16:00 - 16:59	81
17:00 - 17:59	75
18:00 - 18:59	78
19:00 - 19:59	45
20:00 - 20:59	20
21:00 - 21:59	21
22:00 - 22:59	49
23:00 - 23:59	24
<b>Totals</b>	<b>982</b>
<b>AM Peak Time</b>	<b>10:07 - 11:06</b>
<b>AM Peak Volume</b>	<b>66</b>
<b>PM Peak Time</b>	<b>17:27 - 18:26</b>
<b>PM Peak Volume</b>	<b>101</b>

## Daily Vehicle Volume Report

Study Date: Saturday, 04/13/2024

Unit ID: Location-2-SB

Location: Location-2-SB

	Southbound Volume
00:00 - 00:59	6
01:00 - 01:59	0
02:00 - 02:59	1
03:00 - 03:59	1
04:00 - 04:59	2
05:00 - 05:59	12
06:00 - 06:59	7
07:00 - 07:59	21
08:00 - 08:59	40
09:00 - 09:59	41
10:00 - 10:59	68
11:00 - 11:59	58
12:00 - 12:59	63
13:00 - 13:59	56
14:00 - 14:59	79
15:00 - 15:59	49
16:00 - 16:59	69
17:00 - 17:59	79
18:00 - 18:59	75
19:00 - 19:59	34
20:00 - 20:59	32
21:00 - 21:59	36
22:00 - 22:59	50
23:00 - 23:59	21
<b>Totals</b>	<b>900</b>
<b>AM Peak Time</b>	<b>09:54 - 10:53</b>
<b>AM Peak Volume</b>	<b>70</b>
<b>PM Peak Time</b>	<b>17:18 - 18:17</b>
<b>PM Peak Volume</b>	<b>90</b>



## Daily Vehicle Volume Report

Study Date: Sunday, 04/14/2024

Unit ID: Location-2-SB

Location: Location-2-SB

	<b>Southbound Volume</b>
<b>00:00 - 00:59</b>	0
<b>01:00 - 01:59</b>	2
<b>02:00 - 02:59</b>	1
<b>03:00 - 03:59</b>	1
<b>04:00 - 04:59</b>	6
<b>05:00 - 05:59</b>	6
<b>06:00 - 06:59</b>	7
<b>07:00 - 07:59</b>	15
<b>08:00 - 08:59</b>	32
<b>09:00 - 09:59</b>	42
<b>10:00 - 10:59</b>	47
<b>11:00 - 11:59</b>	32
<b>12:00 - 12:59</b>	56
<b>13:00 - 13:59</b>	73
<b>14:00 - 14:59</b>	43
<b>15:00 - 15:59</b>	49
<b>16:00 - 16:59</b>	48
<b>17:00 - 17:59</b>	51
<b>18:00 - 18:59</b>	35
<b>19:00 - 19:59</b>	29
<b>20:00 - 20:59</b>	26
<b>21:00 - 21:59</b>	8
<b>22:00 - 22:59</b>	5
<b>23:00 - 23:59</b>	3
<b>Totals</b>	<b>617</b>
<b>AM Peak Time</b>	<b>09:44 - 10:43</b>
<b>AM Peak Volume</b>	<b>57</b>
<b>PM Peak Time</b>	<b>13:02 - 14:01</b>
<b>PM Peak Volume</b>	<b>75</b>

## Daily Southbound Speeds (MPH)

Study Date: Monday, 04/08/2024

Unit ID: Location-2-SB

Location: Location-2-SB

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	4
01:00 - 01:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	5
05:00 - 05:59	0	0	0	0	3	12	5	3	0	0	0	0	0	0	0	23
06:00 - 06:59	0	0	0	0	13	14	11	2	1	0	0	0	0	0	0	41
07:00 - 07:59	0	0	1	3	11	27	20	7	1	0	0	0	0	0	0	70
08:00 - 08:59	0	0	1	2	7	14	11	5	1	0	1	0	0	0	0	42
09:00 - 09:59	0	0	1	5	14	18	9	2	0	0	0	0	0	0	0	49
10:00 - 10:59	2	2	4	3	13	15	10	2	0	0	0	0	0	0	0	51
11:00 - 11:59	0	0	2	6	14	14	5	1	0	0	0	0	0	0	0	42
12:00 - 12:59	0	1	2	5	18	17	12	3	0	0	0	0	0	0	0	58
13:00 - 13:59	0	0	1	2	13	22	11	3	2	0	0	0	0	0	0	54
14:00 - 14:59	0	0	0	4	20	22	10	2	0	0	0	0	0	0	0	58
15:00 - 15:59	0	0	1	8	14	16	6	4	0	0	0	0	0	0	0	49
16:00 - 16:59	0	0	0	5	15	19	6	4	0	0	0	0	0	0	0	49
17:00 - 17:59	0	0	2	5	11	18	10	8	1	0	0	0	0	0	0	55
18:00 - 18:59	0	0	0	2	7	24	9	2	0	0	0	0	0	0	0	44
19:00 - 19:59	0	0	1	6	9	9	3	3	0	1	0	0	0	0	0	32
20:00 - 20:59	0	0	0	3	4	6	6	0	0	0	0	0	0	0	0	19
21:00 - 21:59	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	6
22:00 - 22:59	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	4
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>2</b>	<b>3</b>	<b>17</b>	<b>63</b>	<b>191</b>	<b>274</b>	<b>147</b>	<b>53</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>758</b>
<b>Percent of Total</b>	<b>0.3</b>	<b>0.4</b>	<b>2.2</b>	<b>8.3</b>	<b>25.2</b>	<b>36.1</b>	<b>19.4</b>	<b>7.0</b>	<b>0.8</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.6</b>	<b>0.6</b>	<b>3.0</b>	<b>6.4</b>	<b>23.3</b>	<b>36.4</b>	<b>21.8</b>	<b>6.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.2</b>	<b>1.6</b>	<b>9.8</b>	<b>26.6</b>	<b>36.0</b>	<b>17.5</b>	<b>7.2</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.3 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	38.2 MPH
Mean Speed:	31.8 MPH	Percent in Ten Mile Pace:	61.3%	15th Percentile:	25.7 MPH
Median Speed:	31.9 MPH			90th Percentile:	39.5 MPH
Modal Speed:	32.5 MPH			95th Percentile:	42.1 MPH

## Daily Southbound Speeds (MPH)

Study Date: Tuesday, 04/09/2024

Unit ID: Location-2-SB

Location: Location-2-SB

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4
05:00 - 05:59	0	0	0	0	4	7	4	2	0	0	0	0	0	0	0	17
06:00 - 06:59	0	0	0	0	7	23	11	2	1	0	0	0	0	0	0	44
07:00 - 07:59	0	0	0	7	10	24	24	3	1	0	0	0	0	0	0	69
08:00 - 08:59	0	0	0	3	14	22	7	2	1	0	0	0	0	0	0	49
09:00 - 09:59	0	0	0	3	11	20	10	3	0	0	0	0	0	0	0	47
10:00 - 10:59	0	0	0	5	11	14	9	1	0	0	0	0	0	0	0	40
11:00 - 11:59	1	2	0	11	18	12	4	1	1	0	0	0	0	0	0	50
12:00 - 12:59	0	1	1	9	13	18	17	1	0	0	0	0	0	0	0	60
13:00 - 13:59	0	0	0	5	19	22	6	1	0	0	0	0	0	0	0	53
14:00 - 14:59	0	0	2	3	16	16	7	1	1	0	0	0	0	0	0	46
15:00 - 15:59	0	0	2	4	18	24	9	1	0	0	0	0	0	0	0	58
16:00 - 16:59	0	0	4	5	7	21	10	3	1	0	0	0	0	0	0	51
17:00 - 17:59	0	0	1	7	12	20	10	2	1	0	0	0	0	0	0	53
18:00 - 18:59	0	0	1	7	12	19	8	3	1	0	0	0	0	0	0	51
19:00 - 19:59	0	0	0	0	5	5	1	2	0	0	0	0	0	0	0	13
20:00 - 20:59	0	0	0	1	2	6	5	3	0	0	0	0	0	0	0	17
21:00 - 21:59	0	0	0	2	1	5	0	0	0	0	0	0	0	0	0	8
22:00 - 22:59	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
23:00 - 23:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>1</b>	<b>3</b>	<b>12</b>	<b>74</b>	<b>186</b>	<b>280</b>	<b>143</b>	<b>31</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>738</b>
<b>Percent of Total</b>	<b>0.1</b>	<b>0.4</b>	<b>1.6</b>	<b>10.0</b>	<b>25.2</b>	<b>37.9</b>	<b>19.4</b>	<b>4.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.3</b>	<b>0.6</b>	<b>0.3</b>	<b>9.6</b>	<b>23.8</b>	<b>38.4</b>	<b>21.4</b>	<b>4.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.2</b>	<b>2.7</b>	<b>10.4</b>	<b>26.3</b>	<b>37.6</b>	<b>17.8</b>	<b>4.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	5.9 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	37.5 MPH
Mean Speed:	31.4 MPH	Percent in Ten Mile Pace:	63.1%	15th Percentile:	25.5 MPH
Median Speed:	31.7 MPH			90th Percentile:	38.8 MPH
Modal Speed:	32.5 MPH			95th Percentile:	40.3 MPH

## Daily Southbound Speeds (MPH)

Study Date: Wednesday, 04/10/2024

Unit ID: Location-2-SB

Location: Location-2-SB

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	4
05:00 - 05:59	0	0	0	1	3	7	9	1	0	0	0	0	0	0	0	21
06:00 - 06:59	0	0	0	2	2	21	9	9	0	0	0	0	0	0	0	43
07:00 - 07:59	0	0	0	1	12	25	14	4	1	0	0	0	0	0	0	57
08:00 - 08:59	0	0	0	2	14	13	8	5	0	0	0	0	0	0	0	42
09:00 - 09:59	0	0	2	10	19	12	12	2	0	0	0	0	0	0	0	57
10:00 - 10:59	1	0	1	3	15	26	7	1	1	0	0	0	0	0	0	55
11:00 - 11:59	0	0	2	2	14	33	14	3	0	0	0	0	0	0	0	68
12:00 - 12:59	0	0	1	2	18	20	9	1	0	0	0	0	0	0	0	51
13:00 - 13:59	0	0	1	11	18	30	7	2	0	1	0	0	0	0	0	70
14:00 - 14:59	0	0	2	6	12	24	10	2	1	0	0	0	0	0	0	57
15:00 - 15:59	0	0	1	2	22	17	6	8	0	0	0	0	0	0	0	56
16:00 - 16:59	0	0	0	8	15	26	8	5	1	0	0	0	0	0	0	63
17:00 - 17:59	1	0	3	8	11	13	7	2	1	0	0	0	0	0	0	46
18:00 - 18:59	0	0	0	2	13	16	7	1	0	0	0	0	0	0	0	39
19:00 - 19:59	1	0	0	3	11	12	8	4	0	0	0	0	0	0	0	39
20:00 - 20:59	0	1	1	4	4	15	4	3	0	0	0	0	0	0	0	32
21:00 - 21:59	0	0	0	0	2	9	4	4	0	0	0	0	0	0	0	19
22:00 - 22:59	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	6
23:00 - 23:59	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
<b>Totals</b>	<b>3</b>	<b>1</b>	<b>14</b>	<b>69</b>	<b>207</b>	<b>322</b>	<b>146</b>	<b>59</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>828</b>
<b>Percent of Total</b>	<b>0.4</b>	<b>0.1</b>	<b>1.7</b>	<b>8.3</b>	<b>25.0</b>	<b>38.9</b>	<b>17.6</b>	<b>7.1</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.3</b>	<b>0.0</b>	<b>1.4</b>	<b>6.3</b>	<b>23.0</b>	<b>39.7</b>	<b>21.3</b>	<b>7.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.4</b>	<b>0.2</b>	<b>1.9</b>	<b>9.8</b>	<b>26.5</b>	<b>38.3</b>	<b>15.0</b>	<b>6.9</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.1 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	38.0 MPH
Mean Speed:	31.8 MPH	Percent in Ten Mile Pace:	63.9%	15th Percentile:	25.9 MPH
Median Speed:	31.9 MPH			90th Percentile:	39.4 MPH
Modal Speed:	32.5 MPH			95th Percentile:	42.0 MPH

## Daily Southbound Speeds (MPH)

Study Date: Thursday, 04/11/2024

Unit ID: Location-2-SB

Location: Location-2-SB

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	1	0	2	2	1	0	0	0	0	0	0	0	0	6
05:00 - 05:59	0	0	0	1	3	7	9	0	1	0	0	0	0	0	0	21
06:00 - 06:59	0	0	0	2	6	19	13	5	0	0	0	0	0	0	0	45
07:00 - 07:59	0	0	0	0	9	28	20	5	0	0	0	0	0	0	0	62
08:00 - 08:59	0	0	0	1	8	16	7	4	0	0	0	0	0	0	0	36
09:00 - 09:59	0	0	1	6	17	12	7	5	1	0	0	0	0	0	0	49
10:00 - 10:59	0	0	0	3	22	17	4	0	0	0	0	0	0	0	0	46
11:00 - 11:59	0	0	4	3	14	14	6	3	0	0	0	0	0	0	0	44
12:00 - 12:59	0	0	0	6	20	11	9	3	0	0	0	0	0	0	0	49
13:00 - 13:59	0	0	0	3	14	14	10	1	2	0	0	0	0	0	0	44
14:00 - 14:59	0	0	2	4	12	12	8	3	2	0	0	0	0	0	0	43
15:00 - 15:59	0	0	0	5	14	11	7	2	0	1	0	0	0	0	0	40
16:00 - 16:59	0	0	0	1	15	11	5	3	0	0	1	0	0	0	0	36
17:00 - 17:59	0	0	0	1	9	10	9	0	0	0	0	0	0	0	0	29
18:00 - 18:59	0	0	1	3	4	6	9	2	1	0	0	0	0	0	0	26
19:00 - 19:59	0	0	0	2	10	10	5	2	1	0	0	0	0	0	0	30
20:00 - 20:59	0	0	1	1	2	6	5	0	0	0	0	0	0	0	0	15
21:00 - 21:59	0	0	0	1	4	6	5	0	0	0	0	0	0	0	0	16
22:00 - 22:59	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
23:00 - 23:59	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>43</b>	<b>188</b>	<b>218</b>	<b>139</b>	<b>39</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>647</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>6.6</b>	<b>29.1</b>	<b>33.7</b>	<b>21.5</b>	<b>6.0</b>	<b>1.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>5.1</b>	<b>26.8</b>	<b>37.1</b>	<b>21.4</b>	<b>7.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>8.1</b>	<b>31.1</b>	<b>30.5</b>	<b>21.6</b>	<b>5.1</b>	<b>1.8</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	5.9 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	38.3 MPH
Mean Speed:	32.1 MPH	Percent in Ten Mile Pace:	62.8%	15th Percentile:	26.2 MPH
Median Speed:	31.9 MPH			90th Percentile:	39.4 MPH
Modal Speed:	32.5 MPH			95th Percentile:	42.1 MPH

## Daily Southbound Speeds (MPH)

Study Date: Friday, 04/12/2024

Unit ID: Location-2-SB

Location: Location-2-SB

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
04:00 - 04:59	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	5
05:00 - 05:59	0	0	0	0	2	13	10	1	1	0	0	0	0	0	0	27
06:00 - 06:59	0	0	0	0	10	11	13	2	0	0	0	0	0	0	0	36
07:00 - 07:59	0	0	0	3	10	29	8	9	0	0	0	0	0	0	0	59
08:00 - 08:59	0	0	1	3	7	17	10	6	0	0	0	0	0	0	0	44
09:00 - 09:59	0	0	0	6	16	18	9	1	0	1	0	0	0	0	0	51
10:00 - 10:59	0	0	0	1	24	21	10	1	2	1	0	0	0	0	0	60
11:00 - 11:59	0	0	2	6	18	18	7	2	0	0	0	0	0	0	0	53
12:00 - 12:59	0	0	1	4	18	22	13	2	0	0	0	0	0	0	0	60
13:00 - 13:59	0	1	2	13	23	20	7	2	0	0	0	0	0	0	0	68
14:00 - 14:59	0	0	0	5	17	27	12	3	2	0	0	0	0	0	0	66
15:00 - 15:59	0	0	2	5	18	21	6	2	1	0	0	0	0	0	0	55
16:00 - 16:59	0	0	3	6	24	31	14	2	1	0	0	0	0	0	0	81
17:00 - 17:59	0	0	2	7	23	27	15	1	0	0	0	0	0	0	0	75
18:00 - 18:59	0	0	1	12	25	27	10	2	1	0	0	0	0	0	0	78
19:00 - 19:59	0	0	0	6	13	16	6	3	1	0	0	0	0	0	0	45
20:00 - 20:59	0	0	1	4	1	8	5	1	0	0	0	0	0	0	0	20
21:00 - 21:59	0	0	3	1	5	6	4	2	0	0	0	0	0	0	0	21
22:00 - 22:59	0	0	1	1	21	17	7	1	1	0	0	0	0	0	0	49
23:00 - 23:59	0	0	1	1	5	10	3	3	1	0	0	0	0	0	0	24
<b>Totals</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>86</b>	<b>281</b>	<b>364</b>	<b>171</b>	<b>46</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>982</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.1</b>	<b>2.0</b>	<b>8.8</b>	<b>28.6</b>	<b>37.1</b>	<b>17.4</b>	<b>4.7</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>6.2</b>	<b>25.9</b>	<b>38.8</b>	<b>20.3</b>	<b>6.5</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.2</b>	<b>2.6</b>	<b>10.1</b>	<b>30.1</b>	<b>36.1</b>	<b>15.9</b>	<b>3.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	5.8 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	37.4 MPH
Mean Speed:	31.4 MPH	Percent in Ten Mile Pace:	65.7%	15th Percentile:	25.7 MPH
Median Speed:	31.4 MPH			90th Percentile:	38.8 MPH
Modal Speed:	32.5 MPH			95th Percentile:	41.0 MPH

## Daily Southbound Speeds (MPH)

Study Date: Saturday, 04/13/2024

Unit ID: Location-2-SB

Location: Location-2-SB

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	6
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	0	0	0	2	4	5	1	0	0	0	0	0	0	0	12
06:00 - 06:59	0	0	0	0	1	2	2	2	0	0	0	0	0	0	0	7
07:00 - 07:59	0	0	0	2	7	11	0	1	0	0	0	0	0	0	0	21
08:00 - 08:59	0	0	0	3	7	17	13	0	0	0	0	0	0	0	0	40
09:00 - 09:59	0	0	0	0	11	18	8	2	1	1	0	0	0	0	0	41
10:00 - 10:59	0	0	0	3	17	27	15	6	0	0	0	0	0	0	0	68
11:00 - 11:59	0	0	2	8	13	21	10	3	1	0	0	0	0	0	0	58
12:00 - 12:59	0	0	0	6	20	23	11	2	1	0	0	0	0	0	0	63
13:00 - 13:59	0	0	0	11	16	20	6	3	0	0	0	0	0	0	0	56
14:00 - 14:59	0	0	1	7	28	31	8	4	0	0	0	0	0	0	0	79
15:00 - 15:59	0	0	1	2	14	21	11	0	0	0	0	0	0	0	0	49
16:00 - 16:59	0	0	1	5	16	25	16	4	2	0	0	0	0	0	0	69
17:00 - 17:59	0	1	0	10	24	32	11	1	0	0	0	0	0	0	0	79
18:00 - 18:59	0	0	0	14	29	20	7	4	1	0	0	0	0	0	0	75
19:00 - 19:59	0	0	2	6	7	10	8	1	0	0	0	0	0	0	0	34
20:00 - 20:59	0	0	1	1	8	12	6	3	0	0	1	0	0	0	0	32
21:00 - 21:59	0	0	0	3	12	11	10	0	0	0	0	0	0	0	0	36
22:00 - 22:59	0	0	2	7	16	19	4	2	0	0	0	0	0	0	0	50
23:00 - 23:59	0	0	0	4	8	5	3	1	0	0	0	0	0	0	0	21
<b>Totals</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>92</b>	<b>257</b>	<b>333</b>	<b>159</b>	<b>40</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>900</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.1</b>	<b>1.1</b>	<b>10.2</b>	<b>28.6</b>	<b>37.0</b>	<b>17.7</b>	<b>4.4</b>	<b>0.7</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>6.2</b>	<b>23.0</b>	<b>40.5</b>	<b>22.6</b>	<b>5.8</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.2</b>	<b>1.2</b>	<b>11.8</b>	<b>30.8</b>	<b>35.6</b>	<b>15.7</b>	<b>3.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	5.7 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	37.2 MPH
Mean Speed:	31.3 MPH	Percent in Ten Mile Pace:	65.6%	15th Percentile:	25.6 MPH
Median Speed:	31.3 MPH			90th Percentile:	38.7 MPH
Modal Speed:	32.5 MPH			95th Percentile:	40.3 MPH

## Daily Southbound Speeds (MPH)

Study Date: Sunday, 04/14/2024

Unit ID: Location-2-SB

Location: Location-2-SB

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	6
05:00 - 05:59	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	6
06:00 - 06:59	0	0	0	0	3	3	0	1	0	0	0	0	0	0	0	7
07:00 - 07:59	0	0	0	2	3	5	3	2	0	0	0	0	0	0	0	15
08:00 - 08:59	0	0	1	2	7	15	5	2	0	0	0	0	0	0	0	32
09:00 - 09:59	0	0	0	4	10	16	10	2	0	0	0	0	0	0	0	42
10:00 - 10:59	0	0	2	2	13	15	9	3	3	0	0	0	0	0	0	47
11:00 - 11:59	0	1	0	1	5	13	9	3	0	0	0	0	0	0	0	32
12:00 - 12:59	0	2	1	6	15	16	12	4	0	0	0	0	0	0	0	56
13:00 - 13:59	0	0	1	8	26	22	13	2	1	0	0	0	0	0	0	73
14:00 - 14:59	0	0	0	5	13	15	8	2	0	0	0	0	0	0	0	43
15:00 - 15:59	0	0	0	2	11	25	7	3	0	1	0	0	0	0	0	49
16:00 - 16:59	0	0	0	6	16	15	7	4	0	0	0	0	0	0	0	48
17:00 - 17:59	0	0	3	5	14	19	8	2	0	0	0	0	0	0	0	51
18:00 - 18:59	0	0	1	2	10	17	4	0	1	0	0	0	0	0	0	35
19:00 - 19:59	0	1	1	5	8	9	3	1	0	0	1	0	0	0	0	29
20:00 - 20:59	0	0	0	3	7	8	5	2	1	0	0	0	0	0	0	26
21:00 - 21:59	0	0	0	0	1	2	4	1	0	0	0	0	0	0	0	8
22:00 - 22:59	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	5
23:00 - 23:59	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	3
<b>Totals</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>55</b>	<b>168</b>	<b>224</b>	<b>113</b>	<b>34</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>617</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.6</b>	<b>1.6</b>	<b>8.9</b>	<b>27.2</b>	<b>36.3</b>	<b>18.3</b>	<b>5.5</b>	<b>1.1</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.5</b>	<b>1.6</b>	<b>6.3</b>	<b>24.1</b>	<b>38.2</b>	<b>20.9</b>	<b>6.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.7</b>	<b>1.6</b>	<b>10.1</b>	<b>28.6</b>	<b>35.4</b>	<b>17.1</b>	<b>4.9</b>	<b>0.9</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.1 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	37.8 MPH
Mean Speed:	31.6 MPH	Percent in Ten Mile Pace:	63.5%	15th Percentile:	25.7 MPH
Median Speed:	31.6 MPH			90th Percentile:	39.2 MPH
Modal Speed:	32.5 MPH			95th Percentile:	41.7 MPH



## Daily Vehicle Volume Report

Study Date: Monday, 04/08/2024

Unit ID: Sanford 3

Location: Location 3

	Westbound Volume	Eastbound Volume	Total Volume
00:00 - 00:59	2	1	3
01:00 - 01:59	0	3	3
02:00 - 02:59	2	3	5
03:00 - 03:59	0	0	0
04:00 - 04:59	1	4	5
05:00 - 05:59	3	26	29
06:00 - 06:59	7	48	55
07:00 - 07:59	20	112	132
08:00 - 08:59	29	69	98
09:00 - 09:59	33	74	107
10:00 - 10:59	35	55	90
11:00 - 11:59	49	72	121
12:00 - 12:59	45	71	116
13:00 - 13:59	65	68	133
14:00 - 14:59	62	62	124
15:00 - 15:59	77	60	137
16:00 - 16:59	74	52	126
17:00 - 17:59	91	50	141
18:00 - 18:59	49	51	100
19:00 - 19:59	30	13	43
20:00 - 20:59	28	13	41
21:00 - 21:59	17	7	24
22:00 - 22:59	8	6	14
23:00 - 23:59	6	3	9
<b>Totals</b>	<b>733</b>	<b>923</b>	<b>1656</b>
<b>AM Peak Time</b>	<b>10:59 - 11:58</b>	<b>06:57 - 07:56</b>	<b>07:07 - 08:06</b>
<b>AM Peak Volume</b>	<b>50</b>	<b>115</b>	<b>137</b>
<b>PM Peak Time</b>	<b>16:53 - 17:52</b>	<b>13:02 - 14:01</b>	<b>17:06 - 18:05</b>
<b>PM Peak Volume</b>	<b>93</b>	<b>73</b>	<b>149</b>

## Daily Vehicle Volume Report

Study Date: Tuesday, 04/09/2024

Unit ID: Sanford 3

Location: Location 3

	Westbound Volume	Eastbound Volume	Total Volume
00:00 - 00:59	0	2	2
01:00 - 01:59	2	2	4
02:00 - 02:59	0	5	5
03:00 - 03:59	0	0	0
04:00 - 04:59	0	6	6
05:00 - 05:59	1	22	23
06:00 - 06:59	12	48	60
07:00 - 07:59	16	113	129
08:00 - 08:59	31	68	99
09:00 - 09:59	28	52	80
10:00 - 10:59	31	69	100
11:00 - 11:59	39	67	106
12:00 - 12:59	59	63	122
13:00 - 13:59	42	62	104
14:00 - 14:59	46	67	113
15:00 - 15:59	94	60	154
16:00 - 16:59	70	52	122
17:00 - 17:59	85	59	144
18:00 - 18:59	69	51	120
19:00 - 19:59	39	19	58
20:00 - 20:59	20	12	32
21:00 - 21:59	19	8	27
22:00 - 22:59	9	7	16
23:00 - 23:59	8	4	12
<b>Totals</b>	<b>720</b>	<b>918</b>	<b>1638</b>
<b>AM Peak Time</b>	<b>10:54 - 11:53</b>	<b>06:48 - 07:47</b>	<b>07:04 - 08:03</b>
<b>AM Peak Volume</b>	<b>42</b>	<b>116</b>	<b>133</b>
<b>PM Peak Time</b>	<b>15:08 - 16:07</b>	<b>12:48 - 13:47</b>	<b>16:38 - 17:37</b>
<b>PM Peak Volume</b>	<b>97</b>	<b>73</b>	<b>160</b>

## Daily Vehicle Volume Report

Study Date: Wednesday, 04/10/2024

Unit ID: Sanford 3

Location: Location 3

	Westbound Volume	Eastbound Volume	Total Volume
00:00 - 00:59	3	1	4
01:00 - 01:59	1	1	2
02:00 - 02:59	0	2	2
03:00 - 03:59	0	4	4
04:00 - 04:59	1	8	9
05:00 - 05:59	4	22	26
06:00 - 06:59	9	51	60
07:00 - 07:59	18	107	125
08:00 - 08:59	30	65	95
09:00 - 09:59	25	79	104
10:00 - 10:59	44	66	110
11:00 - 11:59	63	62	125
12:00 - 12:59	58	81	139
13:00 - 13:59	57	85	142
14:00 - 14:59	81	71	152
15:00 - 15:59	78	68	146
16:00 - 16:59	74	60	134
17:00 - 17:59	96	67	163
18:00 - 18:59	79	54	133
19:00 - 19:59	56	44	100
20:00 - 20:59	45	25	70
21:00 - 21:59	17	7	24
22:00 - 22:59	9	1	10
23:00 - 23:59	5	2	7
<b>Totals</b>	<b>853</b>	<b>1033</b>	<b>1886</b>
<b>AM Peak Time</b>	<b>10:42 - 11:41</b>	<b>06:48 - 07:47</b>	<b>07:18 - 08:17</b>
<b>AM Peak Volume</b>	<b>66</b>	<b>111</b>	<b>129</b>
<b>PM Peak Time</b>	<b>17:15 - 18:14</b>	<b>12:50 - 13:49</b>	<b>17:15 - 18:14</b>
<b>PM Peak Volume</b>	<b>102</b>	<b>86</b>	<b>173</b>

## Daily Vehicle Volume Report

Study Date: Thursday, 04/11/2024

Unit ID: Sanford 3

Location: Location 3

	Westbound Volume	Eastbound Volume	Total Volume
00:00 - 00:59	3	1	4
01:00 - 01:59	1	1	2
02:00 - 02:59	0	4	4
03:00 - 03:59	0	1	1
04:00 - 04:59	0	9	9
05:00 - 05:59	2	21	23
06:00 - 06:59	12	55	67
07:00 - 07:59	16	105	121
08:00 - 08:59	26	70	96
09:00 - 09:59	26	50	76
10:00 - 10:59	40	56	96
11:00 - 11:59	39	61	100
12:00 - 12:59	59	55	114
13:00 - 13:59	43	51	94
14:00 - 14:59	53	74	127
15:00 - 15:59	74	44	118
16:00 - 16:59	56	42	98
17:00 - 17:59	65	45	110
18:00 - 18:59	54	41	95
19:00 - 19:59	39	30	69
20:00 - 20:59	25	16	41
21:00 - 21:59	18	6	24
22:00 - 22:59	8	3	11
23:00 - 23:59	4	5	9
<b>Totals</b>	<b>663</b>	<b>846</b>	<b>1509</b>
<b>AM Peak Time</b>	<b>10:10 - 11:09</b>	<b>07:06 - 08:05</b>	<b>07:12 - 08:11</b>
<b>AM Peak Volume</b>	<b>45</b>	<b>110</b>	<b>130</b>
<b>PM Peak Time</b>	<b>14:54 - 15:53</b>	<b>14:01 - 15:00</b>	<b>14:32 - 15:31</b>
<b>PM Peak Volume</b>	<b>81</b>	<b>75</b>	<b>130</b>

## Daily Vehicle Volume Report

Study Date: Friday, 04/12/2024

Unit ID: Sanford 3

Location: Location 3

	Westbound Volume	Eastbound Volume	Total Volume
00:00 - 00:59	5	1	6
01:00 - 01:59	1	1	2
02:00 - 02:59	0	2	2
03:00 - 03:59	0	3	3
04:00 - 04:59	1	7	8
05:00 - 05:59	3	21	24
06:00 - 06:59	11	54	65
07:00 - 07:59	22	109	131
08:00 - 08:59	23	66	89
09:00 - 09:59	39	58	97
10:00 - 10:59	48	88	136
11:00 - 11:59	56	68	124
12:00 - 12:59	62	69	131
13:00 - 13:59	42	102	144
14:00 - 14:59	67	77	144
15:00 - 15:59	97	78	175
16:00 - 16:59	94	74	168
17:00 - 17:59	80	59	139
18:00 - 18:59	70	68	138
19:00 - 19:59	48	34	82
20:00 - 20:59	25	17	42
21:00 - 21:59	27	16	43
22:00 - 22:59	28	9	37
23:00 - 23:59	12	7	19
<b>Totals</b>	<b>861</b>	<b>1088</b>	<b>1949</b>
<b>AM Peak Time</b>	<b>10:11 - 11:10</b>	<b>06:57 - 07:56</b>	<b>10:11 - 11:10</b>
<b>AM Peak Volume</b>	<b>61</b>	<b>111</b>	<b>143</b>
<b>PM Peak Time</b>	<b>15:17 - 16:16</b>	<b>12:45 - 13:44</b>	<b>15:11 - 16:10</b>
<b>PM Peak Volume</b>	<b>104</b>	<b>112</b>	<b>184</b>

## Daily Vehicle Volume Report

Study Date: Saturday, 04/13/2024

Unit ID: Sanford 3

Location: Location 3

	Westbound Volume	Eastbound Volume	Total Volume
00:00 - 00:59	5	2	7
01:00 - 01:59	4	1	5
02:00 - 02:59	1	1	2
03:00 - 03:59	1	0	1
04:00 - 04:59	0	4	4
05:00 - 05:59	0	6	6
06:00 - 06:59	4	16	20
07:00 - 07:59	10	18	28
08:00 - 08:59	17	69	86
09:00 - 09:59	19	85	104
10:00 - 10:59	49	73	122
11:00 - 11:59	57	98	155
12:00 - 12:59	73	81	154
13:00 - 13:59	51	50	101
14:00 - 14:59	61	47	108
15:00 - 15:59	51	64	115
16:00 - 16:59	58	85	143
17:00 - 17:59	51	53	104
18:00 - 18:59	60	56	116
19:00 - 19:59	50	40	90
20:00 - 20:59	38	21	59
21:00 - 21:59	27	17	44
22:00 - 22:59	16	6	22
23:00 - 23:59	8	4	12
<b>Totals</b>	<b>711</b>	<b>897</b>	<b>1608</b>
<b>AM Peak Time</b>	<b>10:35 - 11:34</b>	<b>11:00 - 11:59</b>	<b>10:57 - 11:56</b>
<b>AM Peak Volume</b>	<b>67</b>	<b>98</b>	<b>155</b>
<b>PM Peak Time</b>	<b>12:00 - 12:59</b>	<b>15:47 - 16:46</b>	<b>12:00 - 12:59</b>
<b>PM Peak Volume</b>	<b>73</b>	<b>94</b>	<b>154</b>

## Daily Vehicle Volume Report

Study Date: Sunday, 04/14/2024

Unit ID: Sanford 3

Location: Location 3

	Westbound Volume	Eastbound Volume	Total Volume
00:00 - 00:59	3	1	4
01:00 - 01:59	4	3	7
02:00 - 02:59	4	2	6
03:00 - 03:59	1	1	2
04:00 - 04:59	2	2	4
05:00 - 05:59	0	6	6
06:00 - 06:59	3	12	15
07:00 - 07:59	8	13	21
08:00 - 08:59	9	47	56
09:00 - 09:59	17	84	101
10:00 - 10:59	43	69	112
11:00 - 11:59	43	50	93
12:00 - 12:59	65	72	137
13:00 - 13:59	64	65	129
14:00 - 14:59	53	68	121
15:00 - 15:59	48	50	98
16:00 - 16:59	41	48	89
17:00 - 17:59	34	42	76
18:00 - 18:59	44	36	80
19:00 - 19:59	38	30	68
20:00 - 20:59	29	18	47
21:00 - 21:59	17	4	21
22:00 - 22:59	11	3	14
23:00 - 23:59	10	2	12
<b>Totals</b>	<b>591</b>	<b>728</b>	<b>1319</b>
<b>AM Peak Time</b>	<b>10:42 - 11:41</b>	<b>09:37 - 10:36</b>	<b>10:13 - 11:12</b>
<b>AM Peak Volume</b>	<b>54</b>	<b>87</b>	<b>119</b>
<b>PM Peak Time</b>	<b>12:22 - 13:21</b>	<b>13:45 - 14:44</b>	<b>12:02 - 13:01</b>
<b>PM Peak Volume</b>	<b>81</b>	<b>76</b>	<b>141</b>

## Daily Westbound Speeds (MPH)

Study Date: Monday, 04/08/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
06:00 - 06:59	0	0	0	0	0	2	4	0	1	0	0	0	0	0	0	7
07:00 - 07:59	0	0	0	0	3	8	6	2	1	0	0	0	0	0	0	20
08:00 - 08:59	0	0	0	2	2	11	9	5	0	0	0	0	0	0	0	29
09:00 - 09:59	0	0	0	5	2	12	7	7	0	0	0	0	0	0	0	33
10:00 - 10:59	0	0	1	2	2	13	7	8	2	0	0	0	0	0	0	35
11:00 - 11:59	0	0	1	1	4	16	18	8	1	0	0	0	0	0	0	49
12:00 - 12:59	0	0	0	3	10	7	18	7	0	0	0	0	0	0	0	45
13:00 - 13:59	0	0	1	1	7	21	21	12	2	0	0	0	0	0	0	65
14:00 - 14:59	0	0	0	0	7	21	24	9	1	0	0	0	0	0	0	62
15:00 - 15:59	0	0	1	1	7	20	37	8	3	0	0	0	0	0	0	77
16:00 - 16:59	1	0	0	5	7	19	30	12	0	0	0	0	0	0	0	74
17:00 - 17:59	0	0	0	0	5	32	38	13	2	1	0	0	0	0	0	91
18:00 - 18:59	0	2	0	5	13	19	6	4	0	0	0	0	0	0	0	49
19:00 - 19:59	0	0	0	4	3	5	14	3	1	0	0	0	0	0	0	30
20:00 - 20:59	0	0	0	0	4	9	10	4	1	0	0	0	0	0	0	28
21:00 - 21:59	0	0	0	1	1	7	6	2	0	0	0	0	0	0	0	17
22:00 - 22:59	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	8
23:00 - 23:59	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	6
<b>Totals</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>30</b>	<b>77</b>	<b>224</b>	<b>265</b>	<b>110</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>733</b>
<b>Percent of Total</b>	<b>0.1</b>	<b>0.3</b>	<b>0.5</b>	<b>4.1</b>	<b>10.5</b>	<b>30.6</b>	<b>36.2</b>	<b>15.0</b>	<b>2.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>5.5</b>	<b>7.2</b>	<b>34.3</b>	<b>29.8</b>	<b>17.7</b>	<b>3.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.2</b>	<b>0.4</b>	<b>0.4</b>	<b>3.6</b>	<b>11.6</b>	<b>29.3</b>	<b>38.2</b>	<b>14.1</b>	<b>2.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.0 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	40.9 MPH
Mean Speed:	35.1 MPH	Percent in Ten Mile Pace:	66.7%	15th Percentile:	29.7 MPH
Median Speed:	35.5 MPH			90th Percentile:	42.6 MPH
Modal Speed:	37.5 MPH			95th Percentile:	44.2 MPH



## Daily Westbound Speeds (MPH)

Study Date: Tuesday, 04/09/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00 - 06:59	0	0	1	0	0	3	3	4	1	0	0	0	0	0	0	12
07:00 - 07:59	0	0	0	0	4	4	4	3	1	0	0	0	0	0	0	16
08:00 - 08:59	0	0	0	0	3	10	16	2	0	0	0	0	0	0	0	31
09:00 - 09:59	0	0	0	1	2	5	14	6	0	0	0	0	0	0	0	28
10:00 - 10:59	0	0	1	0	3	11	12	2	2	0	0	0	0	0	0	31
11:00 - 11:59	0	1	0	2	6	15	11	4	0	0	0	0	0	0	0	39
12:00 - 12:59	0	0	1	1	7	18	26	6	0	0	0	0	0	0	0	59
13:00 - 13:59	0	0	0	3	7	17	10	5	0	0	0	0	0	0	0	42
14:00 - 14:59	0	0	0	2	5	16	18	5	0	0	0	0	0	0	0	46
15:00 - 15:59	0	0	1	1	11	32	39	7	3	0	0	0	0	0	0	94
16:00 - 16:59	0	0	0	1	8	19	31	10	1	0	0	0	0	0	0	70
17:00 - 17:59	0	0	1	1	7	26	40	7	2	1	0	0	0	0	0	85
18:00 - 18:59	0	1	1	1	3	28	21	12	2	0	0	0	0	0	0	69
19:00 - 19:59	0	0	0	0	5	10	16	8	0	0	0	0	0	0	0	39
20:00 - 20:59	0	0	0	0	0	5	12	2	1	0	0	0	0	0	0	20
21:00 - 21:59	0	0	0	0	1	4	7	6	1	0	0	0	0	0	0	19
22:00 - 22:59	0	0	0	1	0	3	2	2	1	0	0	0	0	0	0	9
23:00 - 23:59	0	0	0	0	0	2	2	3	1	0	0	0	0	0	0	8
<b>Totals</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>14</b>	<b>73</b>	<b>229</b>	<b>285</b>	<b>94</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>720</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.3</b>	<b>0.8</b>	<b>1.9</b>	<b>10.1</b>	<b>31.8</b>	<b>39.6</b>	<b>13.1</b>	<b>2.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.6</b>	<b>1.3</b>	<b>1.9</b>	<b>11.9</b>	<b>30.6</b>	<b>38.1</b>	<b>13.1</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.2</b>	<b>0.7</b>	<b>2.0</b>	<b>9.6</b>	<b>32.1</b>	<b>40.0</b>	<b>13.0</b>	<b>2.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	5.5 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	40.1 MPH
Mean Speed:	35.3 MPH	Percent in Ten Mile Pace:	71.4%	15th Percentile:	30.3 MPH
Median Speed:	35.6 MPH			90th Percentile:	42.0 MPH
Modal Speed:	37.5 MPH			95th Percentile:	44.0 MPH

## Daily Westbound Speeds (MPH)

Study Date: Wednesday, 04/10/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	4
06:00 - 06:59	0	0	0	0	0	4	2	3	0	0	0	0	0	0	0	9
07:00 - 07:59	0	0	0	1	1	4	7	3	2	0	0	0	0	0	0	18
08:00 - 08:59	0	0	0	1	4	5	12	6	1	0	0	1	0	0	0	30
09:00 - 09:59	0	0	1	1	4	9	8	2	0	0	0	0	0	0	0	25
10:00 - 10:59	0	0	0	2	5	11	20	6	0	0	0	0	0	0	0	44
11:00 - 11:59	0	0	0	0	7	27	17	10	2	0	0	0	0	0	0	63
12:00 - 12:59	0	0	1	0	6	20	24	5	2	0	0	0	0	0	0	58
13:00 - 13:59	0	1	1	3	4	14	20	12	2	0	0	0	0	0	0	57
14:00 - 14:59	0	0	1	2	7	21	39	11	0	0	0	0	0	0	0	81
15:00 - 15:59	0	0	2	2	5	23	35	10	1	0	0	0	0	0	0	78
16:00 - 16:59	0	0	0	1	4	17	43	7	2	0	0	0	0	0	0	74
17:00 - 17:59	0	0	1	12	14	23	35	10	1	0	0	0	0	0	0	96
18:00 - 18:59	0	1	2	3	10	27	27	8	1	0	0	0	0	0	0	79
19:00 - 19:59	0	0	1	1	8	13	28	3	1	1	0	0	0	0	0	56
20:00 - 20:59	0	0	0	0	7	17	12	6	2	1	0	0	0	0	0	45
21:00 - 21:59	0	0	0	0	0	7	8	2	0	0	0	0	0	0	0	17
22:00 - 22:59	0	0	0	0	0	1	6	1	1	0	0	0	0	0	0	9
23:00 - 23:59	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	5
<b>Totals</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>29</b>	<b>87</b>	<b>246</b>	<b>349</b>	<b>107</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>853</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.2</b>	<b>1.2</b>	<b>3.4</b>	<b>10.2</b>	<b>28.8</b>	<b>40.9</b>	<b>12.5</b>	<b>2.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>2.5</b>	<b>11.1</b>	<b>31.8</b>	<b>34.3</b>	<b>16.2</b>	<b>2.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.3</b>	<b>1.4</b>	<b>3.7</b>	<b>9.9</b>	<b>27.9</b>	<b>42.9</b>	<b>11.5</b>	<b>2.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	5.9 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	40.1 MPH
Mean Speed:	35.2 MPH	Percent in Ten Mile Pace:	69.8%	15th Percentile:	30.0 MPH
Median Speed:	35.7 MPH			90th Percentile:	42.1 MPH
Modal Speed:	37.5 MPH			95th Percentile:	44.1 MPH

## Daily Westbound Speeds (MPH)

Study Date: Thursday, 04/11/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
06:00 - 06:59	0	0	0	0	1	3	4	4	0	0	0	0	0	0	0	12
07:00 - 07:59	0	0	0	0	1	3	7	5	0	0	0	0	0	0	0	16
08:00 - 08:59	0	0	0	1	0	6	14	4	1	0	0	0	0	0	0	26
09:00 - 09:59	0	0	0	2	6	8	9	1	0	0	0	0	0	0	0	26
10:00 - 10:59	0	0	0	3	4	13	14	6	0	0	0	0	0	0	0	40
11:00 - 11:59	0	0	0	2	4	12	16	5	0	0	0	0	0	0	0	39
12:00 - 12:59	0	0	1	5	7	18	24	4	0	0	0	0	0	0	0	59
13:00 - 13:59	0	0	0	2	6	15	11	9	0	0	0	0	0	0	0	43
14:00 - 14:59	0	0	0	0	4	20	21	7	0	1	0	0	0	0	0	53
15:00 - 15:59	0	0	0	0	10	20	32	12	0	0	0	0	0	0	0	74
16:00 - 16:59	0	0	0	1	3	15	26	11	0	0	0	0	0	0	0	56
17:00 - 17:59	1	0	1	2	3	17	26	14	1	0	0	0	0	0	0	65
18:00 - 18:59	0	1	0	3	2	16	24	7	1	0	0	0	0	0	0	54
19:00 - 19:59	0	0	0	0	4	14	14	4	3	0	0	0	0	0	0	39
20:00 - 20:59	0	0	0	1	1	11	10	2	0	0	0	0	0	0	0	25
21:00 - 21:59	0	0	0	0	2	5	6	4	1	0	0	0	0	0	0	18
22:00 - 22:59	0	0	0	0	1	4	1	2	0	0	0	0	0	0	0	8
23:00 - 23:59	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
<b>Totals</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>22</b>	<b>59</b>	<b>200</b>	<b>264</b>	<b>104</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>663</b>
<b>Percent of Total</b>	<b>0.2</b>	<b>0.2</b>	<b>0.3</b>	<b>3.3</b>	<b>8.9</b>	<b>30.2</b>	<b>39.8</b>	<b>15.7</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>9.7</b>	<b>27.3</b>	<b>41.2</b>	<b>15.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.2</b>	<b>0.2</b>	<b>0.4</b>	<b>2.8</b>	<b>8.6</b>	<b>31.1</b>	<b>39.4</b>	<b>15.7</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	5.6 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	40.7 MPH
Mean Speed:	35.4 MPH	Percent in Ten Mile Pace:	70.0%	15th Percentile:	30.3 MPH
Median Speed:	35.9 MPH			90th Percentile:	42.3 MPH
Modal Speed:	37.5 MPH			95th Percentile:	43.9 MPH

## Daily Westbound Speeds (MPH)

Study Date: Friday, 04/12/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	5
01:00 - 01:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00 - 05:59	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3
06:00 - 06:59	0	0	0	0	0	2	3	4	1	1	0	0	0	0	0	11
07:00 - 07:59	0	0	0	1	2	7	8	4	0	0	0	0	0	0	0	22
08:00 - 08:59	0	0	0	0	1	5	6	8	3	0	0	0	0	0	0	23
09:00 - 09:59	0	1	0	2	6	11	12	5	2	0	0	0	0	0	0	39
10:00 - 10:59	0	1	0	0	7	16	19	4	1	0	0	0	0	0	0	48
11:00 - 11:59	0	0	0	1	7	23	16	9	0	0	0	0	0	0	0	56
12:00 - 12:59	0	0	0	1	10	24	21	3	2	0	1	0	0	0	0	62
13:00 - 13:59	0	0	1	2	3	10	22	4	0	0	0	0	0	0	0	42
14:00 - 14:59	0	0	0	3	7	32	17	7	1	0	0	0	0	0	0	67
15:00 - 15:59	0	0	1	1	6	29	45	11	3	1	0	0	0	0	0	97
16:00 - 16:59	0	0	0	4	11	30	24	19	5	1	0	0	0	0	0	94
17:00 - 17:59	0	1	0	2	6	29	28	13	1	0	0	0	0	0	0	80
18:00 - 18:59	0	0	0	3	10	21	27	8	1	0	0	0	0	0	0	70
19:00 - 19:59	0	0	1	0	15	14	17	1	0	0	0	0	0	0	0	48
20:00 - 20:59	0	0	0	0	1	9	9	6	0	0	0	0	0	0	0	25
21:00 - 21:59	0	0	0	0	0	9	10	7	1	0	0	0	0	0	0	27
22:00 - 22:59	0	0	0	0	0	6	14	5	2	1	0	0	0	0	0	28
23:00 - 23:59	0	0	0	0	0	3	8	1	0	0	0	0	0	0	0	12
<b>Totals</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>20</b>	<b>92</b>	<b>281</b>	<b>311</b>	<b>120</b>	<b>25</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>861</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.3</b>	<b>0.3</b>	<b>2.3</b>	<b>10.7</b>	<b>32.6</b>	<b>36.1</b>	<b>13.9</b>	<b>2.9</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.9</b>	<b>11.0</b>	<b>31.1</b>	<b>33.0</b>	<b>16.7</b>	<b>4.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.2</b>	<b>0.5</b>	<b>2.5</b>	<b>10.6</b>	<b>33.1</b>	<b>37.1</b>	<b>13.0</b>	<b>2.5</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	5.8 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	40.9 MPH
Mean Speed:	35.4 MPH	Percent in Ten Mile Pace:	68.8%	15th Percentile:	30.2 MPH
Median Speed:	35.5 MPH			90th Percentile:	42.7 MPH
Modal Speed:	37.5 MPH			95th Percentile:	44.5 MPH

## Daily Westbound Speeds (MPH)

Study Date: Saturday, 04/13/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	5
01:00 - 01:59	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	4
02:00 - 02:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	4
07:00 - 07:59	0	0	0	1	2	3	3	1	0	0	0	0	0	0	0	10
08:00 - 08:59	0	0	0	0	2	7	6	2	0	0	0	0	0	0	0	17
09:00 - 09:59	0	0	0	0	2	8	5	3	1	0	0	0	0	0	0	19
10:00 - 10:59	0	0	0	1	10	13	17	6	0	1	1	0	0	0	0	49
11:00 - 11:59	0	0	2	2	11	18	17	4	3	0	0	0	0	0	0	57
12:00 - 12:59	1	0	4	6	11	24	23	3	1	0	0	0	0	0	0	73
13:00 - 13:59	0	0	0	2	5	16	23	3	2	0	0	0	0	0	0	51
14:00 - 14:59	0	1	1	1	4	26	17	10	1	0	0	0	0	0	0	61
15:00 - 15:59	0	2	0	2	5	14	16	11	1	0	0	0	0	0	0	51
16:00 - 16:59	0	0	0	2	7	26	16	6	1	0	0	0	0	0	0	58
17:00 - 17:59	0	1	0	2	5	19	15	6	3	0	0	0	0	0	0	51
18:00 - 18:59	0	1	0	1	7	26	21	2	1	1	0	0	0	0	0	60
19:00 - 19:59	0	0	0	4	7	17	15	4	3	0	0	0	0	0	0	50
20:00 - 20:59	0	0	1	0	5	12	13	6	0	1	0	0	0	0	0	38
21:00 - 21:59	0	0	0	0	0	11	10	6	0	0	0	0	0	0	0	27
22:00 - 22:59	0	0	1	0	0	4	6	3	1	1	0	0	0	0	0	16
23:00 - 23:59	0	0	0	0	1	0	5	1	1	0	0	0	0	0	0	8
<b>Totals</b>	<b>1</b>	<b>5</b>	<b>9</b>	<b>25</b>	<b>85</b>	<b>246</b>	<b>235</b>	<b>79</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>711</b>
<b>Percent of Total</b>	<b>0.1</b>	<b>0.7</b>	<b>1.3</b>	<b>3.5</b>	<b>12.0</b>	<b>34.6</b>	<b>33.1</b>	<b>11.1</b>	<b>2.8</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>3.0</b>	<b>16.8</b>	<b>30.5</b>	<b>32.9</b>	<b>10.8</b>	<b>3.0</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.2</b>	<b>0.9</b>	<b>1.3</b>	<b>3.7</b>	<b>10.5</b>	<b>35.8</b>	<b>33.1</b>	<b>11.2</b>	<b>2.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.4 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	40.0 MPH
Mean Speed:	34.5 MPH	Percent in Ten Mile Pace:	67.7%	15th Percentile:	28.9 MPH
Median Speed:	34.7 MPH			90th Percentile:	42.1 MPH
Modal Speed:	32.5 MPH			95th Percentile:	44.4 MPH

## Daily Westbound Speeds (MPH)

Study Date: Sunday, 04/14/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4
02:00 - 02:59	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
03:00 - 03:59	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
07:00 - 07:59	0	0	0	0	0	1	5	1	1	0	0	0	0	0	0	8
08:00 - 08:59	0	0	0	0	1	0	6	2	0	0	0	0	0	0	0	9
09:00 - 09:59	0	0	1	2	3	7	2	0	2	0	0	0	0	0	0	17
10:00 - 10:59	0	0	1	1	2	23	14	2	0	0	0	0	0	0	0	43
11:00 - 11:59	0	0	0	2	5	13	18	3	2	0	0	0	0	0	0	43
12:00 - 12:59	0	0	0	2	15	25	19	4	0	0	0	0	0	0	0	65
13:00 - 13:59	0	1	0	0	8	21	29	5	0	0	0	0	0	0	0	64
14:00 - 14:59	0	0	1	1	5	19	19	7	1	0	0	0	0	0	0	53
15:00 - 15:59	0	1	1	0	5	9	20	12	0	0	0	0	0	0	0	48
16:00 - 16:59	0	0	0	3	12	12	8	5	1	0	0	0	0	0	0	41
17:00 - 17:59	0	1	0	2	4	13	13	1	0	0	0	0	0	0	0	34
18:00 - 18:59	0	2	0	2	5	11	18	6	0	0	0	0	0	0	0	44
19:00 - 19:59	0	0	3	1	2	17	10	4	1	0	0	0	0	0	0	38
20:00 - 20:59	0	0	0	0	5	8	14	1	1	0	0	0	0	0	0	29
21:00 - 21:59	0	0	0	0	1	2	10	2	1	1	0	0	0	0	0	17
22:00 - 22:59	0	0	0	0	0	4	4	3	0	0	0	0	0	0	0	11
23:00 - 23:59	0	0	0	0	0	5	2	3	0	0	0	0	0	0	0	10
<b>Totals</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>16</b>	<b>73</b>	<b>196</b>	<b>214</b>	<b>69</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>591</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.8</b>	<b>1.2</b>	<b>2.7</b>	<b>12.4</b>	<b>33.2</b>	<b>36.2</b>	<b>11.7</b>	<b>1.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>3.6</b>	<b>8.0</b>	<b>36.5</b>	<b>35.0</b>	<b>11.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>1.1</b>	<b>1.1</b>	<b>2.4</b>	<b>13.7</b>	<b>32.2</b>	<b>36.6</b>	<b>11.7</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	5.9 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.8 MPH
Mean Speed:	34.5 MPH	Percent in Ten Mile Pace:	69.4%	15th Percentile:	29.1 MPH
Median Speed:	34.9 MPH			90th Percentile:	41.5 MPH
Modal Speed:	37.5 MPH			95th Percentile:	43.6 MPH

## Daily Eastbound Speeds (MPH)

Study Date: Monday, 04/08/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
02:00 - 02:59	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
05:00 - 05:59	0	0	0	1	7	8	3	6	0	1	0	0	0	0	0	26
06:00 - 06:59	0	0	0	1	8	18	14	5	2	0	0	0	0	0	0	48
07:00 - 07:59	0	0	0	2	19	50	28	11	2	0	0	0	0	0	0	112
08:00 - 08:59	0	0	3	0	19	19	22	4	2	0	0	0	0	0	0	69
09:00 - 09:59	0	0	1	4	15	27	22	5	0	0	0	0	0	0	0	74
10:00 - 10:59	0	0	3	4	19	14	13	2	0	0	0	0	0	0	0	55
11:00 - 11:59	1	0	0	5	16	27	18	5	0	0	0	0	0	0	0	72
12:00 - 12:59	2	0	1	4	22	20	20	2	0	0	0	0	0	0	0	71
13:00 - 13:59	0	0	0	2	16	26	20	4	0	0	0	0	0	0	0	68
14:00 - 14:59	0	2	0	4	16	21	16	3	0	0	0	0	0	0	0	62
15:00 - 15:59	0	0	3	1	6	31	16	2	1	0	0	0	0	0	0	60
16:00 - 16:59	0	0	0	6	19	18	7	2	0	0	0	0	0	0	0	52
17:00 - 17:59	0	0	0	3	14	19	8	4	1	0	0	0	0	0	1	50
18:00 - 18:59	0	3	1	10	18	15	3	1	0	0	0	0	0	0	0	51
19:00 - 19:59	0	1	0	1	4	3	3	1	0	0	0	0	0	0	0	13
20:00 - 20:59	0	0	0	2	3	4	4	0	0	0	0	0	0	0	0	13
21:00 - 21:59	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	7
22:00 - 22:59	0	0	0	2	0	2	1	0	1	0	0	0	0	0	0	6
23:00 - 23:59	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
<b>Totals</b>	<b>3</b>	<b>6</b>	<b>12</b>	<b>53</b>	<b>223</b>	<b>334</b>	<b>222</b>	<b>58</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>923</b>
<b>Percent of Total</b>	<b>0.3</b>	<b>0.7</b>	<b>1.3</b>	<b>5.7</b>	<b>24.2</b>	<b>36.2</b>	<b>24.1</b>	<b>6.3</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.2</b>	<b>0.0</b>	<b>1.5</b>	<b>3.9</b>	<b>22.1</b>	<b>36.2</b>	<b>26.3</b>	<b>8.1</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.4</b>	<b>1.3</b>	<b>1.1</b>	<b>7.7</b>	<b>26.3</b>	<b>36.2</b>	<b>21.7</b>	<b>4.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>100</b>

Standard Deviation:	6.6 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	38.4 MPH
Mean Speed:	32.4 MPH	Percent in Ten Mile Pace:	60.3%	15th Percentile:	26.4 MPH
Median Speed:	32.5 MPH			90th Percentile:	39.5 MPH
Modal Speed:	32.5 MPH			95th Percentile:	42.0 MPH

## Daily Eastbound Speeds (MPH)

Study Date: Tuesday, 04/09/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	5
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	6
05:00 - 05:59	0	0	0	1	5	5	8	3	0	0	0	0	0	0	0	22
06:00 - 06:59	0	0	0	0	14	15	11	5	2	1	0	0	0	0	0	48
07:00 - 07:59	0	0	0	6	14	44	37	10	1	1	0	0	0	0	0	113
08:00 - 08:59	0	1	1	6	14	34	10	2	0	0	0	0	0	0	0	68
09:00 - 09:59	0	0	0	3	14	21	12	2	0	0	0	0	0	0	0	52
10:00 - 10:59	0	3	2	8	20	19	15	2	0	0	0	0	0	0	0	69
11:00 - 11:59	0	0	3	2	17	28	13	4	0	0	0	0	0	0	0	67
12:00 - 12:59	0	0	0	1	20	30	7	3	2	0	0	0	0	0	0	63
13:00 - 13:59	0	3	2	3	10	34	8	1	1	0	0	0	0	0	0	62
14:00 - 14:59	0	4	0	5	15	25	13	5	0	0	0	0	0	0	0	67
15:00 - 15:59	0	0	1	2	13	25	15	4	0	0	0	0	0	0	0	60
16:00 - 16:59	0	1	1	2	13	22	9	4	0	0	0	0	0	0	0	52
17:00 - 17:59	0	0	0	3	19	22	14	1	0	0	0	0	0	0	0	59
18:00 - 18:59	0	1	2	4	19	14	6	3	2	0	0	0	0	0	0	51
19:00 - 19:59	0	0	0	1	8	7	2	1	0	0	0	0	0	0	0	19
20:00 - 20:59	0	0	0	1	2	2	5	1	1	0	0	0	0	0	0	12
21:00 - 21:59	0	0	0	0	6	1	0	1	0	0	0	0	0	0	0	8
22:00 - 22:59	0	0	0	1	1	3	1	1	0	0	0	0	0	0	0	7
23:00 - 23:59	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
<b>Totals</b>	<b>0</b>	<b>13</b>	<b>12</b>	<b>50</b>	<b>226</b>	<b>357</b>	<b>193</b>	<b>56</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>918</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>1.4</b>	<b>1.3</b>	<b>5.4</b>	<b>24.6</b>	<b>38.9</b>	<b>21.0</b>	<b>6.1</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.9</b>	<b>1.3</b>	<b>5.9</b>	<b>21.8</b>	<b>37.7</b>	<b>24.4</b>	<b>6.8</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>1.9</b>	<b>1.3</b>	<b>5.0</b>	<b>27.4</b>	<b>40.1</b>	<b>17.7</b>	<b>5.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.0 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	38.2 MPH
Mean Speed:	32.1 MPH	Percent in Ten Mile Pace:	63.5%	15th Percentile:	26.4 MPH
Median Speed:	32.2 MPH			90th Percentile:	39.3 MPH
Modal Speed:	32.5 MPH			95th Percentile:	41.8 MPH



## Daily Eastbound Speeds (MPH)

Study Date: Wednesday, 04/10/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
04:00 - 04:59	0	0	0	0	1	3	2	2	0	0	0	0	0	0	0	8
05:00 - 05:59	0	0	0	1	3	4	10	2	1	1	0	0	0	0	0	22
06:00 - 06:59	0	0	0	1	6	21	15	6	0	2	0	0	0	0	0	51
07:00 - 07:59	0	0	0	0	20	46	27	11	1	2	0	0	0	0	0	107
08:00 - 08:59	0	0	2	7	18	19	13	5	1	0	0	0	0	0	0	65
09:00 - 09:59	1	0	1	9	22	29	14	2	1	0	0	0	0	0	0	79
10:00 - 10:59	0	0	0	6	11	25	18	5	1	0	0	0	0	0	0	66
11:00 - 11:59	0	0	1	7	11	24	15	4	0	0	0	0	0	0	0	62
12:00 - 12:59	0	1	1	5	21	35	15	3	0	0	0	0	0	0	0	81
13:00 - 13:59	0	0	2	9	22	35	16	1	0	0	0	0	0	0	0	85
14:00 - 14:59	1	0	1	1	24	31	10	2	1	0	0	0	0	0	0	71
15:00 - 15:59	0	0	1	5	16	26	15	5	0	0	0	0	0	0	0	68
16:00 - 16:59	0	1	2	4	16	25	8	4	0	0	0	0	0	0	0	60
17:00 - 17:59	3	2	1	8	20	22	10	1	0	0	0	0	0	0	0	67
18:00 - 18:59	1	1	3	11	13	15	9	0	0	0	1	0	0	0	0	54
19:00 - 19:59	0	0	2	1	15	16	10	0	0	0	0	0	0	0	0	44
20:00 - 20:59	0	0	1	2	10	8	3	1	0	0	0	0	0	0	0	25
21:00 - 21:59	0	0	0	1	0	2	3	0	1	0	0	0	0	0	0	7
22:00 - 22:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00 - 23:59	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
<b>Totals</b>	<b>6</b>	<b>5</b>	<b>18</b>	<b>78</b>	<b>250</b>	<b>392</b>	<b>216</b>	<b>54</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1033</b>
<b>Percent of Total</b>	<b>0.6</b>	<b>0.5</b>	<b>1.7</b>	<b>7.6</b>	<b>24.2</b>	<b>37.9</b>	<b>20.9</b>	<b>5.2</b>	<b>0.7</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.2</b>	<b>0.0</b>	<b>0.9</b>	<b>6.6</b>	<b>19.7</b>	<b>37.4</b>	<b>25.0</b>	<b>7.9</b>	<b>1.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.9</b>	<b>0.9</b>	<b>2.5</b>	<b>8.3</b>	<b>28.0</b>	<b>38.4</b>	<b>17.5</b>	<b>3.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.4 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	38.0 MPH
Mean Speed:	31.8 MPH	Percent in Ten Mile Pace:	62.1%	15th Percentile:	25.9 MPH
Median Speed:	32.0 MPH			90th Percentile:	39.2 MPH
Modal Speed:	32.5 MPH			95th Percentile:	41.5 MPH

## Daily Eastbound Speeds (MPH)

Study Date: Thursday, 04/11/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4
03:00 - 03:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	1	1	0	5	1	1	0	0	0	0	0	0	9
05:00 - 05:59	0	0	0	0	4	7	6	3	1	0	0	0	0	0	0	21
06:00 - 06:59	0	0	1	1	3	23	15	9	2	0	0	1	0	0	0	55
07:00 - 07:59	0	0	0	3	20	37	34	9	2	0	0	0	0	0	0	105
08:00 - 08:59	0	0	1	6	12	25	21	5	0	0	0	0	0	0	0	70
09:00 - 09:59	0	0	0	6	17	18	6	3	0	0	0	0	0	0	0	50
10:00 - 10:59	0	0	0	2	20	19	11	4	0	0	0	0	0	0	0	56
11:00 - 11:59	1	0	1	3	17	26	8	4	1	0	0	0	0	0	0	61
12:00 - 12:59	0	0	1	7	10	23	11	3	0	0	0	0	0	0	0	55
13:00 - 13:59	0	0	0	3	16	18	12	2	0	0	0	0	0	0	0	51
14:00 - 14:59	0	2	0	4	27	26	12	3	0	0	0	0	0	0	0	74
15:00 - 15:59	0	0	0	5	9	16	10	1	3	0	0	0	0	0	0	44
16:00 - 16:59	0	0	0	2	14	16	8	2	0	0	0	0	0	0	0	42
17:00 - 17:59	0	0	0	4	10	18	10	2	1	0	0	0	0	0	0	45
18:00 - 18:59	0	2	0	3	8	15	6	5	2	0	0	0	0	0	0	41
19:00 - 19:59	0	0	0	3	7	12	6	2	0	0	0	0	0	0	0	30
20:00 - 20:59	0	0	0	2	4	5	4	1	0	0	0	0	0	0	0	16
21:00 - 21:59	0	0	0	2	1	2	0	1	0	0	0	0	0	0	0	6
22:00 - 22:59	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
23:00 - 23:59	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
<b>Totals</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>58</b>	<b>203</b>	<b>314</b>	<b>187</b>	<b>61</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>846</b>
<b>Percent of Total</b>	<b>0.1</b>	<b>0.5</b>	<b>0.5</b>	<b>6.9</b>	<b>24.0</b>	<b>37.1</b>	<b>22.1</b>	<b>7.2</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.2</b>	<b>0.0</b>	<b>0.7</b>	<b>5.3</b>	<b>21.7</b>	<b>36.6</b>	<b>24.7</b>	<b>9.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>1.0</b>	<b>0.2</b>	<b>8.5</b>	<b>26.5</b>	<b>37.6</b>	<b>19.4</b>	<b>5.3</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.0 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	38.6 MPH
Mean Speed:	32.5 MPH	Percent in Ten Mile Pace:	61.1%	15th Percentile:	26.5 MPH
Median Speed:	32.4 MPH			90th Percentile:	39.7 MPH
Modal Speed:	32.5 MPH			95th Percentile:	42.6 MPH

## Daily Eastbound Speeds (MPH)

Study Date: Friday, 04/12/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
04:00 - 04:59	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	7
05:00 - 05:59	0	0	0	2	2	5	7	3	1	1	0	0	0	0	0	21
06:00 - 06:59	0	0	0	0	9	18	19	4	3	1	0	0	0	0	0	54
07:00 - 07:59	0	1	2	6	13	41	30	15	1	0	0	0	0	0	0	109
08:00 - 08:59	0	0	0	2	14	29	17	3	1	0	0	0	0	0	0	66
09:00 - 09:59	0	0	0	2	14	22	15	3	2	0	0	0	0	0	0	58
10:00 - 10:59	0	0	0	2	29	39	15	3	0	0	0	0	0	0	0	88
11:00 - 11:59	0	0	0	1	15	31	18	3	0	0	0	0	0	0	0	68
12:00 - 12:59	0	2	5	4	9	27	15	6	0	0	1	0	0	0	0	69
13:00 - 13:59	0	0	2	7	22	40	24	6	1	0	0	0	0	0	0	102
14:00 - 14:59	0	0	2	4	13	30	22	5	1	0	0	0	0	0	0	77
15:00 - 15:59	0	0	3	6	13	40	13	3	0	0	0	0	0	0	0	78
16:00 - 16:59	0	0	4	9	14	27	16	3	0	0	0	0	0	0	1	74
17:00 - 17:59	0	2	0	3	17	24	10	2	1	0	0	0	0	0	0	59
18:00 - 18:59	0	1	0	5	22	25	12	3	0	0	0	0	0	0	0	68
19:00 - 19:59	0	0	1	2	7	13	6	3	2	0	0	0	0	0	0	34
20:00 - 20:59	0	0	1	2	3	8	2	0	1	0	0	0	0	0	0	17
21:00 - 21:59	0	0	0	2	3	9	1	0	0	1	0	0	0	0	0	16
22:00 - 22:59	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	9
23:00 - 23:59	0	0	1	0	0	2	3	1	0	0	0	0	0	0	0	7
<b>Totals</b>	<b>0</b>	<b>6</b>	<b>21</b>	<b>59</b>	<b>224</b>	<b>441</b>	<b>252</b>	<b>66</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1088</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.6</b>	<b>1.9</b>	<b>5.4</b>	<b>20.6</b>	<b>40.5</b>	<b>23.2</b>	<b>6.1</b>	<b>1.3</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.2</b>	<b>0.4</b>	<b>3.1</b>	<b>20.7</b>	<b>40.0</b>	<b>26.4</b>	<b>7.1</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.8</b>	<b>3.1</b>	<b>7.2</b>	<b>20.5</b>	<b>41.0</b>	<b>20.7</b>	<b>5.2</b>	<b>1.0</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>100</b>

Standard Deviation:	6.4 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	38.4 MPH
Mean Speed:	32.6 MPH	Percent in Ten Mile Pace:	63.7%	15th Percentile:	26.7 MPH
Median Speed:	32.6 MPH			90th Percentile:	39.5 MPH
Modal Speed:	32.5 MPH			95th Percentile:	42.3 MPH

## Daily Eastbound Speeds (MPH)

Study Date: Saturday, 04/13/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
05:00 - 05:59	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	6
06:00 - 06:59	0	0	0	1	3	3	7	2	0	0	0	0	0	0	0	16
07:00 - 07:59	0	0	2	0	2	6	6	2	0	0	0	0	0	0	0	18
08:00 - 08:59	0	2	0	1	18	28	14	6	0	0	0	0	0	0	0	69
09:00 - 09:59	0	0	0	4	21	36	19	5	0	0	0	0	0	0	0	85
10:00 - 10:59	0	1	2	5	27	27	9	2	0	0	0	0	0	0	0	73
11:00 - 11:59	0	0	6	5	28	36	18	4	1	0	0	0	0	0	0	98
12:00 - 12:59	1	0	4	9	19	31	11	5	1	0	0	0	0	0	0	81
13:00 - 13:59	0	1	0	4	14	20	7	4	0	0	0	0	0	0	0	50
14:00 - 14:59	0	1	1	3	10	14	12	3	3	0	0	0	0	0	0	47
15:00 - 15:59	0	1	1	7	11	28	16	0	0	0	0	0	0	0	0	64
16:00 - 16:59	0	1	0	7	19	35	16	5	2	0	0	0	0	0	0	85
17:00 - 17:59	0	0	1	0	13	19	17	3	0	0	0	0	0	0	0	53
18:00 - 18:59	0	1	0	4	12	24	12	2	1	0	0	0	0	0	0	56
19:00 - 19:59	0	1	1	7	12	8	5	5	0	1	0	0	0	0	0	40
20:00 - 20:59	0	0	0	2	8	7	4	0	0	0	0	0	0	0	0	21
21:00 - 21:59	0	0	0	0	3	8	5	1	0	0	0	0	0	0	0	17
22:00 - 22:59	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	6
23:00 - 23:59	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4
<b>Totals</b>	<b>1</b>	<b>9</b>	<b>18</b>	<b>60</b>	<b>226</b>	<b>340</b>	<b>182</b>	<b>52</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>897</b>
<b>Percent of Total</b>	<b>0.1</b>	<b>1.0</b>	<b>2.0</b>	<b>6.7</b>	<b>25.2</b>	<b>37.9</b>	<b>20.3</b>	<b>5.8</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.8</b>	<b>2.7</b>	<b>4.3</b>	<b>27.3</b>	<b>37.8</b>	<b>20.6</b>	<b>6.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.2</b>	<b>1.1</b>	<b>1.5</b>	<b>8.4</b>	<b>23.7</b>	<b>38.0</b>	<b>20.0</b>	<b>5.5</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.1 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	38.0 MPH
Mean Speed:	31.8 MPH	Percent in Ten Mile Pace:	63.1%	15th Percentile:	26.0 MPH
Median Speed:	32.0 MPH			90th Percentile:	39.2 MPH
Modal Speed:	32.5 MPH			95th Percentile:	41.5 MPH

## Daily Eastbound Speeds (MPH)

Study Date: Sunday, 04/14/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
02:00 - 02:59	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
05:00 - 05:59	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	6
06:00 - 06:59	0	0	0	0	0	3	8	1	0	0	0	0	0	0	0	12
07:00 - 07:59	0	0	0	0	2	6	3	2	0	0	0	0	0	0	0	13
08:00 - 08:59	0	0	0	2	11	17	14	3	0	0	0	0	0	0	0	47
09:00 - 09:59	0	0	1	4	22	34	18	5	0	0	0	0	0	0	0	84
10:00 - 10:59	0	1	0	3	16	25	19	5	0	0	0	0	0	0	0	69
11:00 - 11:59	0	0	0	2	6	23	13	5	1	0	0	0	0	0	0	50
12:00 - 12:59	0	0	0	2	23	21	20	6	0	0	0	0	0	0	0	72
13:00 - 13:59	0	1	2	6	16	24	13	2	1	0	0	0	0	0	0	65
14:00 - 14:59	0	1	0	4	19	28	11	5	0	0	0	0	0	0	0	68
15:00 - 15:59	1	1	1	4	8	20	11	3	1	0	0	0	0	0	0	50
16:00 - 16:59	0	1	0	6	10	20	9	2	0	0	0	0	0	0	0	48
17:00 - 17:59	0	0	0	11	16	12	2	1	0	0	0	0	0	0	0	42
18:00 - 18:59	0	2	1	2	8	14	9	0	0	0	0	0	0	0	0	36
19:00 - 19:59	0	2	0	2	10	10	5	1	0	0	0	0	0	0	0	30
20:00 - 20:59	0	0	0	1	7	7	2	0	1	0	0	0	0	0	0	18
21:00 - 21:59	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
22:00 - 22:59	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
23:00 - 23:59	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
<b>Totals</b>	<b>1</b>	<b>9</b>	<b>6</b>	<b>51</b>	<b>179</b>	<b>273</b>	<b>162</b>	<b>43</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>728</b>
<b>Percent of Total</b>	<b>0.1</b>	<b>1.2</b>	<b>0.8</b>	<b>7.0</b>	<b>24.6</b>	<b>37.5</b>	<b>22.3</b>	<b>5.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.3</b>	<b>0.7</b>	<b>4.1</b>	<b>20.0</b>	<b>39.0</b>	<b>27.6</b>	<b>7.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.2</b>	<b>1.8</b>	<b>0.9</b>	<b>8.9</b>	<b>27.6</b>	<b>36.5</b>	<b>18.7</b>	<b>4.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.0 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	38.1 MPH
Mean Speed:	31.9 MPH	Percent in Ten Mile Pace:	62.1%	15th Percentile:	26.2 MPH
Median Speed:	32.2 MPH			90th Percentile:	39.2 MPH
Modal Speed:	32.5 MPH			95th Percentile:	41.2 MPH

## Daily Total Speeds (MPH)

Study Date: Monday, 04/08/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3
01:00 - 01:59	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
02:00 - 02:59	0	0	0	0	0	1	2	0	2	0	0	0	0	0	0	5
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	5
05:00 - 05:59	0	0	0	1	7	8	4	7	1	1	0	0	0	0	0	29
06:00 - 06:59	0	0	0	1	8	20	18	5	3	0	0	0	0	0	0	55
07:00 - 07:59	0	0	0	2	22	58	34	13	3	0	0	0	0	0	0	132
08:00 - 08:59	0	0	3	2	21	30	31	9	2	0	0	0	0	0	0	98
09:00 - 09:59	0	0	1	9	17	39	29	12	0	0	0	0	0	0	0	107
10:00 - 10:59	0	0	4	6	21	27	20	10	2	0	0	0	0	0	0	90
11:00 - 11:59	1	0	1	6	20	43	36	13	1	0	0	0	0	0	0	121
12:00 - 12:59	2	0	1	7	32	27	38	9	0	0	0	0	0	0	0	116
13:00 - 13:59	0	0	1	3	23	47	41	16	2	0	0	0	0	0	0	133
14:00 - 14:59	0	2	0	4	23	42	40	12	1	0	0	0	0	0	0	124
15:00 - 15:59	0	0	4	2	13	51	53	10	4	0	0	0	0	0	0	137
16:00 - 16:59	1	0	0	11	26	37	37	14	0	0	0	0	0	0	0	126
17:00 - 17:59	0	0	0	3	19	51	46	17	3	1	0	0	0	0	1	141
18:00 - 18:59	0	5	1	15	31	34	9	5	0	0	0	0	0	0	0	100
19:00 - 19:59	0	1	0	5	7	8	17	4	1	0	0	0	0	0	0	43
20:00 - 20:59	0	0	0	2	7	13	14	4	1	0	0	0	0	0	0	41
21:00 - 21:59	0	0	0	1	3	11	7	2	0	0	0	0	0	0	0	24
22:00 - 22:59	0	0	0	2	0	4	5	2	1	0	0	0	0	0	0	14
23:00 - 23:59	0	0	0	0	0	2	3	3	1	0	0	0	0	0	0	9
<b>Totals</b>	<b>4</b>	<b>8</b>	<b>16</b>	<b>83</b>	<b>300</b>	<b>558</b>	<b>487</b>	<b>168</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1656</b>
<b>Percent of Total</b>	<b>0.2</b>	<b>0.5</b>	<b>1.0</b>	<b>5.0</b>	<b>18.1</b>	<b>33.7</b>	<b>29.4</b>	<b>10.1</b>	<b>1.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.2</b>	<b>0.0</b>	<b>1.4</b>	<b>4.3</b>	<b>17.9</b>	<b>35.6</b>	<b>27.3</b>	<b>10.8</b>	<b>2.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.3</b>	<b>0.8</b>	<b>0.7</b>	<b>5.5</b>	<b>18.3</b>	<b>32.4</b>	<b>30.8</b>	<b>9.7</b>	<b>1.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>100</b>

Standard Deviation:	6.5 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.5 MPH
Mean Speed:	33.6 MPH	Percent in Ten Mile Pace:	63.1%	15th Percentile:	27.3 MPH
Median Speed:	33.7 MPH			90th Percentile:	41.0 MPH
Modal Speed:	32.5 MPH			95th Percentile:	43.5 MPH

## Daily Total Speeds (MPH)

Study Date: Tuesday, 04/09/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
02:00 - 02:59	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	5
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	6
05:00 - 05:59	0	0	0	1	6	5	8	3	0	0	0	0	0	0	0	23
06:00 - 06:59	0	0	1	0	14	18	14	9	3	1	0	0	0	0	0	60
07:00 - 07:59	0	0	0	6	18	48	41	13	2	1	0	0	0	0	0	129
08:00 - 08:59	0	1	1	6	17	44	26	4	0	0	0	0	0	0	0	99
09:00 - 09:59	0	0	0	4	16	26	26	8	0	0	0	0	0	0	0	80
10:00 - 10:59	0	3	3	8	23	30	27	4	2	0	0	0	0	0	0	100
11:00 - 11:59	0	1	3	4	23	43	24	8	0	0	0	0	0	0	0	106
12:00 - 12:59	0	0	1	2	27	48	33	9	2	0	0	0	0	0	0	122
13:00 - 13:59	0	3	2	6	17	51	18	6	1	0	0	0	0	0	0	104
14:00 - 14:59	0	4	0	7	20	41	31	10	0	0	0	0	0	0	0	113
15:00 - 15:59	0	0	2	3	24	57	54	11	3	0	0	0	0	0	0	154
16:00 - 16:59	0	1	1	3	21	41	40	14	1	0	0	0	0	0	0	122
17:00 - 17:59	0	0	1	4	26	48	54	8	2	1	0	0	0	0	0	144
18:00 - 18:59	0	2	3	5	22	42	27	15	4	0	0	0	0	0	0	120
19:00 - 19:59	0	0	0	1	13	17	18	9	0	0	0	0	0	0	0	58
20:00 - 20:59	0	0	0	1	2	7	17	3	2	0	0	0	0	0	0	32
21:00 - 21:59	0	0	0	0	7	5	7	7	1	0	0	0	0	0	0	27
22:00 - 22:59	0	0	0	2	1	6	3	3	1	0	0	0	0	0	0	16
23:00 - 23:59	0	0	0	0	1	3	4	3	1	0	0	0	0	0	0	12
<b>Totals</b>	<b>0</b>	<b>15</b>	<b>18</b>	<b>64</b>	<b>299</b>	<b>586</b>	<b>478</b>	<b>150</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1638</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.9</b>	<b>1.1</b>	<b>3.9</b>	<b>18.3</b>	<b>35.8</b>	<b>29.2</b>	<b>9.2</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.8</b>	<b>1.3</b>	<b>4.9</b>	<b>19.2</b>	<b>35.8</b>	<b>28.0</b>	<b>8.5</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>1.0</b>	<b>1.0</b>	<b>3.3</b>	<b>17.7</b>	<b>35.7</b>	<b>29.9</b>	<b>9.6</b>	<b>1.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.0 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.3 MPH
Mean Speed:	33.5 MPH	Percent in Ten Mile Pace:	65.0%	15th Percentile:	27.5 MPH
Median Speed:	33.6 MPH			90th Percentile:	40.5 MPH
Modal Speed:	32.5 MPH			95th Percentile:	43.2 MPH

## Daily Total Speeds (MPH)

Study Date: Wednesday, 04/10/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
01:00 - 01:59	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
04:00 - 04:59	0	0	0	0	1	4	2	2	0	0	0	0	0	0	0	9
05:00 - 05:59	0	0	0	1	4	4	11	3	1	2	0	0	0	0	0	26
06:00 - 06:59	0	0	0	1	6	25	17	9	0	2	0	0	0	0	0	60
07:00 - 07:59	0	0	0	1	21	50	34	14	3	2	0	0	0	0	0	125
08:00 - 08:59	0	0	2	8	22	24	25	11	2	0	0	1	0	0	0	95
09:00 - 09:59	1	0	2	10	26	38	22	4	1	0	0	0	0	0	0	104
10:00 - 10:59	0	0	0	8	16	36	38	11	1	0	0	0	0	0	0	110
11:00 - 11:59	0	0	1	7	18	51	32	14	2	0	0	0	0	0	0	125
12:00 - 12:59	0	1	2	5	27	55	39	8	2	0	0	0	0	0	0	139
13:00 - 13:59	0	1	3	12	26	49	36	13	2	0	0	0	0	0	0	142
14:00 - 14:59	1	0	2	3	31	52	49	13	1	0	0	0	0	0	0	152
15:00 - 15:59	0	0	3	7	21	49	50	15	1	0	0	0	0	0	0	146
16:00 - 16:59	0	1	2	5	20	42	51	11	2	0	0	0	0	0	0	134
17:00 - 17:59	3	2	2	20	34	45	45	11	1	0	0	0	0	0	0	163
18:00 - 18:59	1	2	5	14	23	42	36	8	1	0	1	0	0	0	0	133
19:00 - 19:59	0	0	3	2	23	29	38	3	1	1	0	0	0	0	0	100
20:00 - 20:59	0	0	1	2	17	25	15	7	2	1	0	0	0	0	0	70
21:00 - 21:59	0	0	0	1	0	9	11	2	1	0	0	0	0	0	0	24
22:00 - 22:59	0	0	0	0	1	1	6	1	1	0	0	0	0	0	0	10
23:00 - 23:59	0	0	0	0	0	2	4	0	1	0	0	0	0	0	0	7
<b>Totals</b>	<b>6</b>	<b>7</b>	<b>28</b>	<b>107</b>	<b>337</b>	<b>638</b>	<b>565</b>	<b>161</b>	<b>26</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1886</b>
<b>Percent of Total</b>	<b>0.3</b>	<b>0.4</b>	<b>1.5</b>	<b>5.7</b>	<b>17.9</b>	<b>33.8</b>	<b>30.0</b>	<b>8.5</b>	<b>1.4</b>	<b>0.5</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>5.4</b>	<b>17.1</b>	<b>35.7</b>	<b>27.8</b>	<b>10.4</b>	<b>1.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.4</b>	<b>0.6</b>	<b>1.9</b>	<b>5.8</b>	<b>18.3</b>	<b>32.8</b>	<b>31.1</b>	<b>7.5</b>	<b>1.3</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.4 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.2 MPH
Mean Speed:	33.3 MPH	Percent in Ten Mile Pace:	63.8%	15th Percentile:	27.0 MPH
Median Speed:	33.6 MPH			90th Percentile:	40.3 MPH
Modal Speed:	32.5 MPH			95th Percentile:	43.2 MPH



## Daily Total Speeds (MPH)

Study Date: Thursday, 04/11/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4
01:00 - 01:59	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4
03:00 - 03:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	1	1	0	5	1	1	0	0	0	0	0	0	9
05:00 - 05:59	0	0	0	0	4	7	6	4	2	0	0	0	0	0	0	23
06:00 - 06:59	0	0	1	1	4	26	19	13	2	0	0	1	0	0	0	67
07:00 - 07:59	0	0	0	3	21	40	41	14	2	0	0	0	0	0	0	121
08:00 - 08:59	0	0	1	7	12	31	35	9	1	0	0	0	0	0	0	96
09:00 - 09:59	0	0	0	8	23	26	15	4	0	0	0	0	0	0	0	76
10:00 - 10:59	0	0	0	5	24	32	25	10	0	0	0	0	0	0	0	96
11:00 - 11:59	1	0	1	5	21	38	24	9	1	0	0	0	0	0	0	100
12:00 - 12:59	0	0	2	12	17	41	35	7	0	0	0	0	0	0	0	114
13:00 - 13:59	0	0	0	5	22	33	23	11	0	0	0	0	0	0	0	94
14:00 - 14:59	0	2	0	4	31	46	33	10	0	1	0	0	0	0	0	127
15:00 - 15:59	0	0	0	5	19	36	42	13	3	0	0	0	0	0	0	118
16:00 - 16:59	0	0	0	3	17	31	34	13	0	0	0	0	0	0	0	98
17:00 - 17:59	1	0	1	6	13	35	36	16	2	0	0	0	0	0	0	110
18:00 - 18:59	0	3	0	6	10	31	30	12	3	0	0	0	0	0	0	95
19:00 - 19:59	0	0	0	3	11	26	20	6	3	0	0	0	0	0	0	69
20:00 - 20:59	0	0	0	3	5	16	14	3	0	0	0	0	0	0	0	41
21:00 - 21:59	0	0	0	2	3	7	6	5	1	0	0	0	0	0	0	24
22:00 - 22:59	0	0	0	0	2	6	1	2	0	0	0	0	0	0	0	11
23:00 - 23:59	0	0	0	0	2	2	2	2	1	0	0	0	0	0	0	9
<b>Totals</b>	<b>2</b>	<b>5</b>	<b>6</b>	<b>80</b>	<b>262</b>	<b>514</b>	<b>451</b>	<b>165</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1509</b>
<b>Percent of Total</b>	<b>0.1</b>	<b>0.3</b>	<b>0.4</b>	<b>5.3</b>	<b>17.4</b>	<b>34.1</b>	<b>29.9</b>	<b>10.9</b>	<b>1.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>5.2</b>	<b>18.4</b>	<b>34.1</b>	<b>29.2</b>	<b>10.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.1</b>	<b>0.5</b>	<b>0.3</b>	<b>5.4</b>	<b>16.7</b>	<b>34.1</b>	<b>30.3</b>	<b>11.0</b>	<b>1.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.0 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.6 MPH
Mean Speed:	33.8 MPH	Percent in Ten Mile Pace:	63.9%	15th Percentile:	27.5 MPH
Median Speed:	33.9 MPH			90th Percentile:	41.1 MPH
Modal Speed:	32.5 MPH			95th Percentile:	43.4 MPH

## Daily Total Speeds (MPH)

Study Date: Friday, 04/12/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	6
01:00 - 01:59	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
04:00 - 04:59	0	0	0	0	2	3	2	0	1	0	0	0	0	0	0	8
05:00 - 05:59	0	0	0	2	2	5	8	3	2	2	0	0	0	0	0	24
06:00 - 06:59	0	0	0	0	9	20	22	8	4	2	0	0	0	0	0	65
07:00 - 07:59	0	1	2	7	15	48	38	19	1	0	0	0	0	0	0	131
08:00 - 08:59	0	0	0	2	15	34	23	11	4	0	0	0	0	0	0	89
09:00 - 09:59	0	1	0	4	20	33	27	8	4	0	0	0	0	0	0	97
10:00 - 10:59	0	1	0	2	36	55	34	7	1	0	0	0	0	0	0	136
11:00 - 11:59	0	0	0	2	22	54	34	12	0	0	0	0	0	0	0	124
12:00 - 12:59	0	2	5	5	19	51	36	9	2	0	2	0	0	0	0	131
13:00 - 13:59	0	0	3	9	25	50	46	10	1	0	0	0	0	0	0	144
14:00 - 14:59	0	0	2	7	20	62	39	12	2	0	0	0	0	0	0	144
15:00 - 15:59	0	0	4	7	19	69	58	14	3	1	0	0	0	0	0	175
16:00 - 16:59	0	0	4	13	25	57	40	22	5	1	0	0	0	0	1	168
17:00 - 17:59	0	3	0	5	23	53	38	15	2	0	0	0	0	0	0	139
18:00 - 18:59	0	1	0	8	32	46	39	11	1	0	0	0	0	0	0	138
19:00 - 19:59	0	0	2	2	22	27	23	4	2	0	0	0	0	0	0	82
20:00 - 20:59	0	0	1	2	4	17	11	6	1	0	0	0	0	0	0	42
21:00 - 21:59	0	0	0	2	3	18	11	7	1	1	0	0	0	0	0	43
22:00 - 22:59	0	0	0	0	2	11	16	5	2	1	0	0	0	0	0	37
23:00 - 23:59	0	0	1	0	0	5	11	2	0	0	0	0	0	0	0	19
<b>Totals</b>	<b>0</b>	<b>9</b>	<b>24</b>	<b>79</b>	<b>316</b>	<b>722</b>	<b>563</b>	<b>186</b>	<b>39</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1949</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.5</b>	<b>1.2</b>	<b>4.1</b>	<b>16.2</b>	<b>37.0</b>	<b>28.9</b>	<b>9.5</b>	<b>2.0</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.4</b>	<b>0.3</b>	<b>2.8</b>	<b>17.8</b>	<b>37.3</b>	<b>28.4</b>	<b>10.0</b>	<b>2.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.0</b>	<b>0.5</b>	<b>1.7</b>	<b>4.8</b>	<b>15.4</b>	<b>36.9</b>	<b>29.2</b>	<b>9.3</b>	<b>1.7</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>100</b>

Standard Deviation:	6.3 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.5 MPH
Mean Speed:	33.9 MPH	Percent in Ten Mile Pace:	65.9%	15th Percentile:	27.8 MPH
Median Speed:	33.8 MPH			90th Percentile:	41.1 MPH
Modal Speed:	32.5 MPH			95th Percentile:	43.7 MPH

## Daily Total Speeds (MPH)

Study Date: Saturday, 04/13/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	2	4	0	1	0	0	0	0	0	0	7
01:00 - 01:59	0	0	0	1	1	1	1	0	0	0	1	0	0	0	0	5
02:00 - 02:59	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
05:00 - 05:59	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	6
06:00 - 06:59	0	0	0	1	4	3	9	3	0	0	0	0	0	0	0	20
07:00 - 07:59	0	0	2	1	4	9	9	3	0	0	0	0	0	0	0	28
08:00 - 08:59	0	2	0	1	20	35	20	8	0	0	0	0	0	0	0	86
09:00 - 09:59	0	0	0	4	23	44	24	8	1	0	0	0	0	0	0	104
10:00 - 10:59	0	1	2	6	37	40	26	8	0	1	1	0	0	0	0	122
11:00 - 11:59	0	0	8	7	39	54	35	8	4	0	0	0	0	0	0	155
12:00 - 12:59	2	0	8	15	30	55	34	8	2	0	0	0	0	0	0	154
13:00 - 13:59	0	1	0	6	19	36	30	7	2	0	0	0	0	0	0	101
14:00 - 14:59	0	2	2	4	14	40	29	13	4	0	0	0	0	0	0	108
15:00 - 15:59	0	3	1	9	16	42	32	11	1	0	0	0	0	0	0	115
16:00 - 16:59	0	1	0	9	26	61	32	11	3	0	0	0	0	0	0	143
17:00 - 17:59	0	1	1	2	18	38	32	9	3	0	0	0	0	0	0	104
18:00 - 18:59	0	2	0	5	19	50	33	4	2	1	0	0	0	0	0	116
19:00 - 19:59	0	1	1	11	19	25	20	9	3	1	0	0	0	0	0	90
20:00 - 20:59	0	0	1	2	13	19	17	6	0	1	0	0	0	0	0	59
21:00 - 21:59	0	0	0	0	3	19	15	7	0	0	0	0	0	0	0	44
22:00 - 22:59	0	0	1	1	2	7	6	3	1	1	0	0	0	0	0	22
23:00 - 23:59	0	0	0	0	2	2	5	2	1	0	0	0	0	0	0	12
<b>Totals</b>	<b>2</b>	<b>14</b>	<b>27</b>	<b>85</b>	<b>311</b>	<b>586</b>	<b>417</b>	<b>131</b>	<b>28</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1608</b>
<b>Percent of Total</b>	<b>0.1</b>	<b>0.9</b>	<b>1.7</b>	<b>5.3</b>	<b>19.3</b>	<b>36.4</b>	<b>25.9</b>	<b>8.1</b>	<b>1.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.6</b>	<b>2.2</b>	<b>3.9</b>	<b>24.1</b>	<b>35.6</b>	<b>24.4</b>	<b>7.6</b>	<b>1.1</b>	<b>0.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.2</b>	<b>1.0</b>	<b>1.4</b>	<b>6.0</b>	<b>16.9</b>	<b>36.9</b>	<b>26.7</b>	<b>8.4</b>	<b>2.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.4 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.1 MPH
Mean Speed:	33.0 MPH	Percent in Ten Mile Pace:	62.4%	15th Percentile:	26.8 MPH
Median Speed:	33.1 MPH			90th Percentile:	40.2 MPH
Modal Speed:	32.5 MPH			95th Percentile:	43.2 MPH

## Daily Total Speeds (MPH)

Study Date: Sunday, 04/14/2024

Unit ID: Sanford 3

Location: Location 3

Posted Speed: 25

	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
00:00 - 00:59	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4
01:00 - 01:59	0	0	0	0	0	3	1	3	0	0	0	0	0	0	0	7
02:00 - 02:59	0	0	1	0	0	2	2	1	0	0	0	0	0	0	0	6
03:00 - 03:59	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
05:00 - 05:59	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	6
06:00 - 06:59	0	0	0	0	0	5	9	1	0	0	0	0	0	0	0	15
07:00 - 07:59	0	0	0	0	2	7	8	3	1	0	0	0	0	0	0	21
08:00 - 08:59	0	0	0	2	12	17	20	5	0	0	0	0	0	0	0	56
09:00 - 09:59	0	0	2	6	25	41	20	5	2	0	0	0	0	0	0	101
10:00 - 10:59	0	1	1	4	18	48	33	7	0	0	0	0	0	0	0	112
11:00 - 11:59	0	0	0	4	11	36	31	8	3	0	0	0	0	0	0	93
12:00 - 12:59	0	0	0	4	38	46	39	10	0	0	0	0	0	0	0	137
13:00 - 13:59	0	2	2	6	24	45	42	7	1	0	0	0	0	0	0	129
14:00 - 14:59	0	1	1	5	24	47	30	12	1	0	0	0	0	0	0	121
15:00 - 15:59	1	2	2	4	13	29	31	15	1	0	0	0	0	0	0	98
16:00 - 16:59	0	1	0	9	22	32	17	7	1	0	0	0	0	0	0	89
17:00 - 17:59	0	1	0	13	20	25	15	2	0	0	0	0	0	0	0	76
18:00 - 18:59	0	4	1	4	13	25	27	6	0	0	0	0	0	0	0	80
19:00 - 19:59	0	2	3	3	12	27	15	5	1	0	0	0	0	0	0	68
20:00 - 20:59	0	0	0	1	12	15	16	1	2	0	0	0	0	0	0	47
21:00 - 21:59	0	0	0	0	5	2	10	2	1	1	0	0	0	0	0	21
22:00 - 22:59	0	0	0	0	0	7	4	3	0	0	0	0	0	0	0	14
23:00 - 23:59	0	0	0	1	0	6	2	3	0	0	0	0	0	0	0	12
<b>Totals</b>	<b>1</b>	<b>14</b>	<b>13</b>	<b>67</b>	<b>252</b>	<b>469</b>	<b>376</b>	<b>112</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1319</b>
<b>Percent of Total</b>	<b>0.1</b>	<b>1.1</b>	<b>1.0</b>	<b>5.1</b>	<b>19.1</b>	<b>35.6</b>	<b>28.5</b>	<b>8.5</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>0.0</b>	<b>0.2</b>	<b>0.9</b>	<b>4.0</b>	<b>16.2</b>	<b>38.2</b>	<b>30.0</b>	<b>9.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>0.1</b>	<b>1.5</b>	<b>1.0</b>	<b>5.6</b>	<b>20.5</b>	<b>34.3</b>	<b>27.8</b>	<b>8.2</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	6.1 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.1 MPH
Mean Speed:	33.1 MPH	Percent in Ten Mile Pace:	64.1%	15th Percentile:	27.0 MPH
Median Speed:	33.3 MPH			90th Percentile:	39.9 MPH
Modal Speed:	32.5 MPH			95th Percentile:	42.7 MPH

## **No more Raceway**

A recent study completed by engineering firm HDR found speeds up to 50+ mph on Traceway with typical speeds from 36 to 39 mph depending on location. The speed limit is 25 mph.

HDR is recommending several different ways to slow down this speed. TRAM will be implementing the first of these recommendations by installing seven new all way stop intersections along Traceway. The intersections are:

Traceway S and Carolina Drive  
Traceway S and Pine Road  
Traceway N and Indian Trail (S)  
Traceway N and Country Club Drive  
Traceway N and Chelsea Drive  
Traceway N and Wedgewood Drive  
Traceway N and Lakeview Drive (South)

Installation is underway. Please be careful to observe these new stop signs to assure the safety of your neighbors and you.

We will continue to monitor the speed on Traceway and implement additional recommendations as required.

Thank you for your support as we work to make our community safe.

TRAM Committee

July 3, 2024

Zoe Zanga  
CTA Board President

RE: Resignation as CTA TRAM Chair

On the advice of counsel, the decision and actions of the Board this evening to forego the report and recommendations of the engineering firm HDR leave me no choice but to tender my resignation as CTA TRAM Chair effective immediately.

Please accept this letter and submit it into the minutes of this meeting.

Sincerely,



Shawn Draper

July 3, 2024

Joe Zanga  
CTA Board President

RE: HDR Report and Recommendations to CTA for Traffic Calming on Traceway

Please accept this letter and enter it into the minutes that I fully support the Traffic Calming report and recommendations provided by the engineering firm HDR.

Sincerely,

A handwritten signature in blue ink, appearing to read 'S. Draper', written over a light blue horizontal line.

Shawn Draper

**Trace Lake and Dam Committee (“TLDC”) Supplemental Report to CTA Board of Directors  
June 17, 2024**

TLDC Members: Bill Huggins (Chair), Greg Burke (CTA Board Member), Lee Amcher, Steve Bolstridge and Alan Mizrahi.

The TLDC has obtained additional information regarding the recently announced July 29 lowering of Lake Trace.

On June 17, Carolina Trace Country Club (“CTCC”) General Manager Ryan Naab advised the TLDC of the following:

As has previously been stated, the completion of the work on the dam project requires lowering of Lake Trace. Being well aware of the recreational use of the lake during the summer, there were discussions about waiting until after Labor Day to do this work. However, in order for the earthen dam to be protected it is essential that there be mature grass ground cover on the dam. Considering that the hurricane season in North Carolina runs into November, there were concerns that heavy rain from a hurricane might cause the completion of the project to be delayed. If the work gets pushed out too far, it would be too late in the year to have certainty that the seeds which will be planted will be able to germinate and grow to provide the required ground cover. This left us with the conclusion that lowering the lake at the end of July is the safest option to ensure the safe completion of the dam project. As has been stated, CTCC will make every effort to ensure the work is completed in a timely fashion and that lake refilled as soon as possible.

TLDC thanks the CTCC GM for providing this explanation of what was a difficult but necessary decision to ensure the dam is properly maintained.

Respectfully submitted,

Bill Huggins  
TLDC Chair





Sharon Sheldon &lt;ctasectr@gmail.com&gt;

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**Resolution**

1 message

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**Gary Henry** <gnpoaarchitectural@gmail.com>  
To: Sharon Sheldon <ctasectr@gmail.com>

Sun, Jun 30, 2024 at 4:10 PM

Sharon please send the attached to the other CTA reps and add it to Wed. agenda.

Thanks,

Gary GN rep **Resolution:** *Presented by the Golf North Property Owners' Association to Carolina Trace Association*

**Subject:** Freeze on Per Lot Assessments for Three Years

**Whereas**, the Golf North Property Owners' Association (POA) recognizes the financial impact of assessments on property owners within the Carolina Trace community,

**Whereas**, it is crucial to maintain affordability and predictability in financial obligations for all property owners,

**Whereas**, recent economic conditions warrant careful consideration of the financial burdens placed on homeowners

**Whereas**, Carolina Trace Association has a fully funded reserve of \$570,050.09 as of May 2024 financial statements,

Therefore, be it resolved by the Golf North Property Owners' Association that:

1. **Freeze on Assessments:** The Carolina Trace Association shall refrain from increasing per lot assessments for a period of three years, commencing from the fiscal year 2025.
2. **Freeze on Assessments:** The Carolina Trace Association shall refrain from increasing per lot Long Range Planning Assessments for a period of three years, commencing from the fiscal year 2025.
3. **Financial Sustainability:** The Carolina Trace Association shall explore alternative measures to ensure financial sustainability without resorting to increases in assessments during this period.
4. **Community Consultation:** The Carolina Trace Association shall engage with the Property Owners' Association and the broader community to seek input and feedback on alternative revenue generation strategies and cost-saving measures.
5. **Transparency:** Regular updates shall be provided to all property owners regarding the financial status of the association, progress towards financial sustainability goals, and any proposed changes to assessments following the three-year freeze period.
6. **Effective Date:** This resolution shall take effect immediately upon vote by the Property Owner Associations of Carolina Trace Association.

We, the Golf North Property Owners' Association, propose this resolution in the best interest of all homeowners within the Carolina Trace community, aiming to promote stability, affordability, and transparency in financial matters.

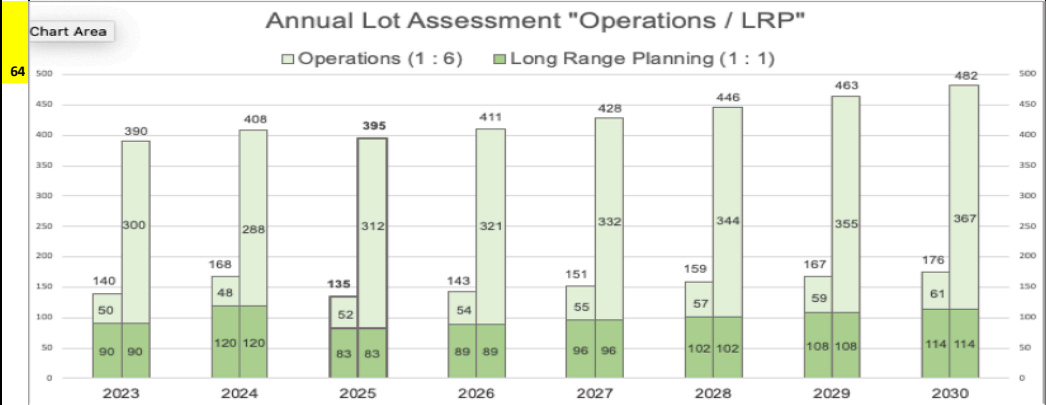
**Submitted on this [date] day of [month, year].**

Signature

[Printed Name of POA Representative]

LINE	INCOME	2022	2023	2024	2025	COMMENTS
1	POA Assessments	719,362	757,034	810,647		
2	E-Sticker Purchases & Vendor Passes	34,231	30,759	38,025	25,000	\$6,170 first 4 months and Gate Sentry will eliminate contractor e-passes
3	POA Property/Pool Insurance Payments	11,586	10,481	10,000	15,000	Direct Pass Through for Pools/tennis property & liability
4	Interest Inc	844	15,915	1,000	10,000	*** Total interest on all accounts
5	Other Income	482	1,500	-		
6	<b>TOTAL INCOME - excluding POA Assessments</b>	<b>47,143</b>	<b>58,655</b>	<b>49,025</b>	<b>50,000</b>	
<b>EXPENDITURES</b>						
<b>General Admin. Expenses</b>						
		2022	2023	2024	2025	
7	Accounting, Finance, Tax & Professional Fees		15,000	6,500		Lines 9&10 of \$10k + \$5k is breakout of this line and equal to the 2023 Accounting & Tax fees
8	Bookkeeper			15,000	15,000	Approved at end of 2023 for 2024 - to continue
9	Audits to incl Balance Sheet, Cash Flow & Income Statement				10,000	Part of previous line 7
10	Tax Preparation				5,000	Part of previous line 7
11	Professional Fees for Misc needs				20,000	For professional services where we do not have qualified volunteers. An example is if we need help compiling balance sheets for audit but not limited to this. Could be for any service needed such as legal for bylaw changes etc
12	Bank Charges (G&A & 66910 Bank Ser Charge)		137		150	
13	Insurance	34,694	34,967	36,572	37,500	
14	Board Training including CAI-NC membership			500	500	
15	Boat Ramp (annual)	10,000	5,000	5,000	5,000	
16	Computer & Software		425	500	515	
17	E-Sticker Deposit Return	250	100			
18	Financial Charges			100	-	
19	Miscellaneous Expenses	1,886	991	400		
20	Printing/Postage/Shipping	145	203	100	100	
21	Legal Fees		-	1,000	2,500	Example was when we had issue recently with Bridge Contractor requesting over \$12k more than agreed
22	Income Taxes	2	60		10,000	Current Tax Prep for 2023 is saying we might not be considered "non-profit and may owe \$0, \$10k, or \$25k. We are still reviewing with Lee West so chose middle amount
23	Waste/Trash Disposal Fee	195	250	360	375	
24	Web Presence	150	238	370	400	
	<b>Subtotal</b>	<b>47,321</b>	<b>57,369</b>	<b>66,402</b>	<b>107,040</b>	
<b>Roads &amp; Maintenance</b>						
		2022	2023	2024	2025	
25	Drainage Maintenance & Repair	23,292	14,089	15,000	15,450	
26	Landscaping/Beautification	20,373	17,057	6,830	7,035	
27	Mowing and Weed Control	44,200	45,604	-		
28	Landscaping Services			60,000	61,800	
29	Routine Road Maintenance, Repair & Trash Pick up	21,257	24,489	30,000	30,900	
30	Storm Clean-up	5,989	525	8,280	8,528	
31	Tree trimming/removal/pruning	3,493	10,900	10,190	10,496	
32	Roadside Trash	1,200	900			
33	Sprinkler Maintenance	101	22			
	<b>Subtotal</b>	<b>119,905</b>	<b>113,587</b>	<b>130,300</b>	<b>134,209</b>	
<b>Safety &amp; Security</b>						
		2022	2023	2024	2025	
34	Security Contract	325,237	281,993	305,000	314,150	
35	CERT Supplies	1,270	1,782	2,500	2,575	
36	Computers	8,823	888	-	-	
37	E-Stickers Purchase	12,085	9,074	9,000	9,270	
38	Gate Maintenance	4,353	(755)	5,000	5,150	
39	Automated Gate Passes				-	
40	Gatehouse Supplies & Office supplies	7,220	2,368	3,000	3,090	
41	Security Cameras/Recorder	4,643	15,181	2,500	2,575	
42	Contracted IT Support		8,698	3,200	3,296	
43	Utilities	177			-	
44	Utilities/Non Internet	16,420	19,033	13,550	13,957	
45	Utilities/Internet and Video	7,266	5,796	10,000	10,300	
46	Safety and Security	14,948				
	<b>Subtotal</b>	<b>402,442</b>	<b>344,058</b>	<b>353,750</b>	<b>364,363</b>	
		2022	2023	2024	2025	
47	<b>TOTAL INCOME - excluding POA Assessments</b>	<b>47,143</b>	<b>58,655</b>	<b>49,025</b>	<b>50,000</b>	
<b>EXPENSES</b>						
48	GENERAL ADMIN & EXPENSES	47,321	57,369	66,402	107,040	
49	ROADS & MAINTENANCE	119,905	113,587	130,300	134,209	
50	SAFETY & SECURITY	402,442	344,058	353,750	364,363	
51	Total Expenses	569,668	515,014	550,452	605,612	
52	<b>NET TOTAL - Excluding POA Assessments</b>	<b>522,525</b>	<b>456,359</b>	<b>501,427</b>	<b>555,612</b>	

LTP Expenses 2025		
53	Roads	95,087
54	Crush & Run	30,000
55	Culverts	58,240
56	Bridges	14,000
57	Landscaping	35,000
58	Traffic Study/Implementation	55,000
59	Gatehouse	10,700
60	South Gate	3,700
61	North Gate	13,700
62	<b>Total Capital Expenditures</b>	<b>315,427</b>
63	<b>TOTAL 2025 Budget Including Operating Budget &amp; Capital Expenses</b>	<b>871,039</b>



Includes all LRP items from LRP Model for 2025-20230. Some funding for Operations and Capital will come out of Reserves while maintaining a minimum Reserve Balance of \$300k for Emergency Needs

Uses developed/undeveloped numbers compiled in 2023

65

	2024 @ 6:1		Ratio	2025	2026	2027	3 yr Avg 2025-2027
Developed Lots	<b>408</b>	Developed Lots	@ 6:1	395	411	428	<b>411</b>
Undeveloped Lots	<b>168</b>	Undeveloped Lots	@ 6:1	135	143	151	<b>143</b>
		Developed Lots	@ 5:1	390	406	423	<b>406</b>
		Undeveloped Lots	@ 5:1	145	153	161	<b>153</b>
		Developed Lots	@ 4:1	384	400	417	<b>400</b>
		Undeveloped Lots	@ 4:1	158	167	176	<b>167</b>

Uses developed/undeveloped numbers compiled in 2023. Assessments should go down for both with the additional number of developed lots

## CTA 2025 Budget Discussion – Advance Questions from POAs as of 6/30/24

Line Item	Category	Question	POA
4	Interest Income	Why the variance in interest received on ~\$500k? Is it a matter of when the income was recognized?	NS
11	Professional Services	How was this amount decided? Shouldn't actual services be approved prior to consideration of this amount as a line item?	WT, HL
25	Drainage Maintenance/Repair	Has the Lake Arnold to Lake 8 pipe been addressed? When? Why not now?	NS
28,31	Landscaping Services, Tree Trimming/Pruning/Removal	Why is there \$70,000 needed for landscaping for the north side - and where is other years' information? 2022 and 2023?	HL
-	Security & Safety	The automated gate pass system has a \$400/month ongoing charge not listed in this budget.	HL
45	Utilities, Internet & Video	Internet why the doubling? More gates?	NS
58 (LTP)	Traffic Study/Implementation	\$55,000 for a traffic study for the North side? Seems excessive.	HL
LTP		No lake and dam money in the budget? \$5,000 a year in the last few years?	HL

### **Comments/Questions - Security & Safety:**

- Putting in a barrier arm gate during the day like the north side would greatly improve traffic flow and also help with the wear and tear on these metal flimsy gates. Putting tire spikes in the exit will help as well. Maybe the North side can help pay for some of our upgrades as well. (HL)
- Where are amounts paid by those who damage the games accounted for? Wash through Line 38? (NS)

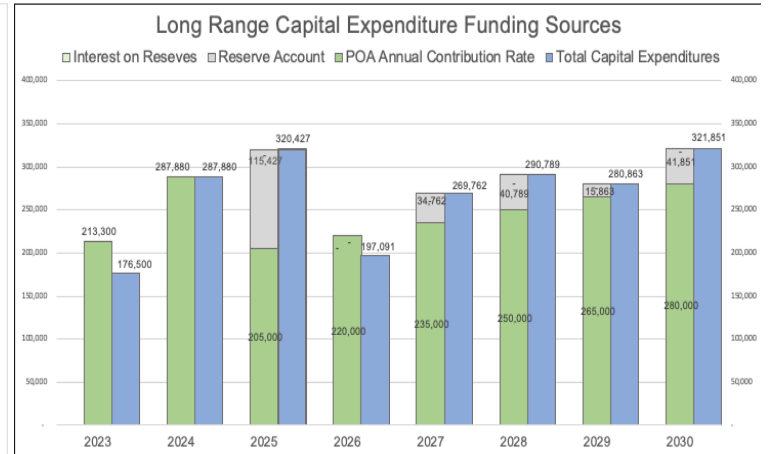
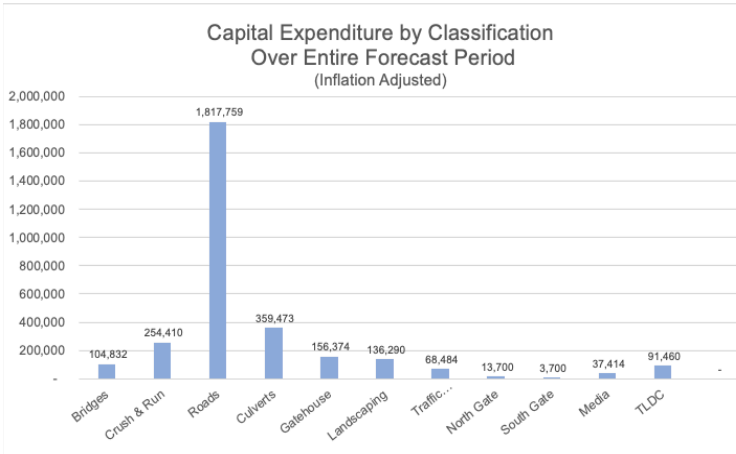
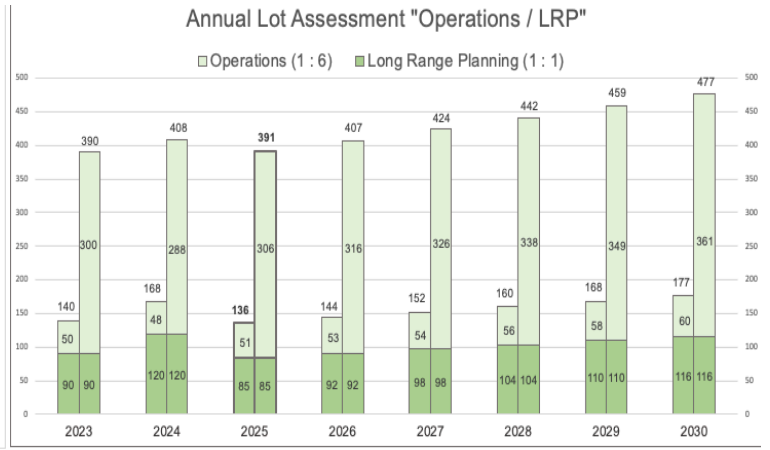
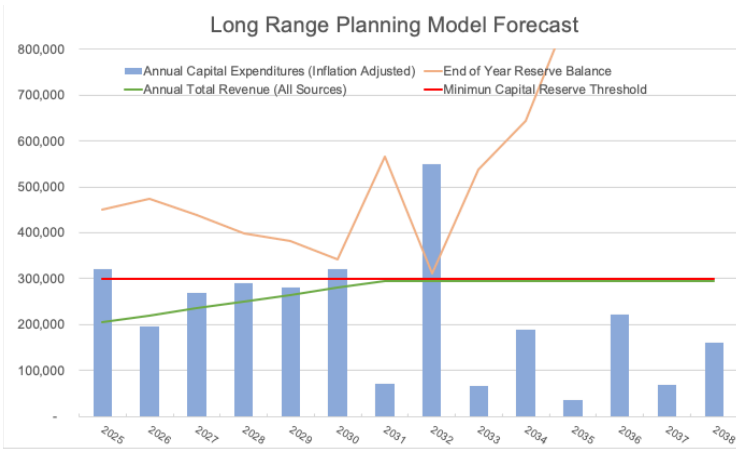
### **Comments/Questions – General:**

- Has there been any talk about possibly splitting up the North and South side since most of the expense is coming from the north side? Why is the south side constantly paying for repairs and upgrades and roadwork for the north side? The projected costs for the north gate are high and the South Gate is always neglected and receiving less upgrades. (HL)
- HLPOA likely cannot do a multi-year budget due to covenant restrictions.
- To change the allocation for LRP might require a change in CTA By-laws. (HLPOA)

**Budget Forecast 2025, 2026 & 2027**

Historical Actual Data & 2024 Budget				
Line Item		Actual 2022	Actual 2023	Budget (New) 2024
<b>INCOME</b>				
1	POA Assessments ( Operations + LRP )	719,362	757,034	810,647
2	E-Sticker Purchase & Vender Passes	34,231	30,759	38,025
3	POA Property/Pool Insurance Payments	11,586	10,481	10,000
4	Interest Inc	844	15,915	1,000
5	Other Income	482	1,500	-
6	<b>TOTAL INCOME</b>	<b>766,505</b>	<b>815,689</b>	<b>859,672</b>
<b>EXPENDITURES</b>				
<b>General Admin. Expenses : Operations</b>				
7	Accounting, Finance, Tax & Professional Fees		15,000	6,500
8	Bookkeeper			15,000
9	Audits to Include Balance Sheet, Cash Flow, & Income Statement			
10	Tax Preparation			
11	Professional Fees for Misc Needs			
12	Bank Charges (G&A & 66910 Bank Ser Charge)		137	
13	Insurance	34,694	34,967	36,572
14	Board Training CAI-NC membership			500
15	Boat Ramp (annual)	10,000	5,000	5,000
16	Computer & Software		425	500
17	E-Sticker Deposit Return	250	100	
18	Financial Charges			100
19	Miscellaneous Expenses	1,886	991	400
20	Printing/Postage/Shipping	145	203	100
21	Legal Fees			1,000
22	Income Taxes	2	60	
23	Waste/Trash Disposal Fee	195	250	360
24	Web Presence	150	238	370
	<b>Subtotal</b>	<b>47,321</b>	<b>57,369</b>	<b>66,402</b>
<b>Roads &amp; Maintenance : Operations</b>				
25	Drainage Maintenance & Repair	23,292	14,089	15,000
26	Landscaping/Beautification	20,373	17,057	6,830
27	Mowing and Weed Control	44,200	45,604	-
28	Landscaping Services			60,000
29	Routine Road Maintenance & Repair	21,257	24,489	30,000
30	Storm Clean-up	5,989	525	8,280
31	Tree trimming/removal/pruning	3,493	10,900	10,190
32	Roadside Trash	1,200	900	-
33	Sprinkler Maintenance	101	22	
	<b>Subtotal</b>	<b>119,905</b>	<b>113,587</b>	<b>130,300</b>
<b>Safety &amp; Security : Operations</b>				
34	Security Contract	325,237	281,993	305,000
35	CERT Supplies	1,270	1,782	2,500
36	Computers	8,823	888	-
37	E-Stickers Purchase	12,085	9,074	9,000
38	Gate Maintenance	4,353	(755)	5,000
39	Automated Gate Passes			
40	Gatehouse Supplies & Office supplies	7,220	2,368	3,000
41	Security Cameras/Recorder	4,643	15,181	2,500
42	Contracted IT Support		8,698	3,200
43	Utilities	177		
44	Utilities/Non Internet	16,420	19,033	13,550
45	Utilities/Internet and Video	7,266	5,796	10,000
46	Safety and Security	14,948		
	<b>Subtotal</b>	<b>402,442</b>	<b>344,058</b>	<b>353,750</b>
47	<b>TOTAL INCOME - excluding POA Assessments</b>	<b>47,143</b>	<b>58,655</b>	<b>49,025</b>
<b>EXPENDITURES OPERATIONS</b>				
48	General Admin. Expenses	47,321	57,369	66,402
49	Roads & Maintenance	119,905	113,587	130,300
50	Safety & Security	402,442	344,058	353,750
51	<b>Subtotal</b>	<b>569,668</b>	<b>515,014</b>	<b>550,452</b>
52	<b>NET TOTAL Operations- Less Revenue from Non Assessment Income</b>	<b>522,525</b>	<b>456,359</b>	<b>501,427</b>
<b>Long Range Planning (Capital)</b>				
53	Bridge(s) Inspection Repairs			20,000
54	Crusher Stone Runs (along roads, where required)			30,000
55	Traceway Road (Asphalt Overlay)			150,000
56	Culvert Repair (Country Club Road/Entrance)			-
57	*Bradford Pear Project			16,000
58	Gatehouse System Hardware (Computers - '23)			50,000
59	Gatehouse Maintenance			22,846
60	Lake Trace Maintenance (annual)			5,000
61	General Contract Labor			15,000
62	Gate(s) Maintenance and Repair			
63	Sign Island Erosion Control			
63	<b>Total Capital Expenditures</b>			<b>308,846</b>
64	<b>TOTAL EXPENDITURES</b>			<b>859,298</b>

Budget Forecast (References "2024 Budget New" Column to Estimate 2025)						
Line Item	alized Inflation Percentage	Percentage Override	Dollar Amount Override	2025 Estimate	2026 Estimate	2027 Estimate
<b>INCOME</b>						
1	3.00%			542,064	559,077	578,352
2	3.00%	0.00%	25,000	25,000	25,000	25,000
3	3.00%	0.00%	15,000	15,000	15,000	15,000
4				13,547	14,234	13,192
5	3.00%			-	-	-
6	<b>TOTAL INCOME</b>			<b>595,612</b>	<b>613,312</b>	<b>631,543</b>
<b>EXPENDITURES</b>						
<b>General Admin. Expenses : Operations</b>						
7	3.00%			-	-	-
8	3.00%		15,000	15,000	15,450	15,914
9	3.00%		10,000	10,000	10,300	10,609
10	3.00%		5,000	5,000	5,150	5,305
11	3.00%		20,000	20,000	20,600	21,218
12	3.00%		150	150	155	159
13	3.00%		37,500	37,500	38,625	39,784
14	3.00%	0.00%		500	500	500
15	3.00%	0.00%		5,000	5,000	5,000
16	3.00%			515	530	546
17	3.00%			-	-	-
18	3.00%			-	-	-
19	3.00%			-	-	-
20	3.00%	0.00%		100	100	100
21	3.00%		2,500	2,500	2,575	2,652
22	3.00%			-	-	-
23	3.00%		375	375	386	398
24	3.00%		400	400	412	424
	Other	3.00%		-	-	-
	Other	3.00%		-	-	-
	<b>Subtotal</b>			<b>97,040</b>	<b>99,783</b>	<b>102,609</b>
<b>Roads &amp; Maintenance : Operations</b>						
25	3.00%			15,450	15,914	16,391
26	3.00%			7,035	7,246	7,463
27	3.00%			-	-	-
28	3.00%			61,800	63,654	65,564
29	3.00%			30,900	31,827	32,782
30	3.00%			8,528	8,784	9,048
31	3.00%			10,496	10,811	11,135
32	3.00%			-	-	-
33	3.00%			-	-	-
	Other	3.00%		-	-	-
	Other	3.00%		-	-	-
	<b>Subtotal</b>			<b>134,209</b>	<b>138,235</b>	<b>142,382</b>
<b>Safety &amp; Security : Operations</b>						
34	3.00%			314,150	323,575	333,282
35	3.00%			2,575	2,652	2,732
36	3.00%			-	-	-
37	3.00%			9,270	9,548	9,835
38	3.00%			5,150	5,305	5,464
39	3.00%			-	-	-
40	3.00%			3,090	3,183	3,278
41	3.00%			2,575	2,652	2,732
42	3.00%			3,296	3,395	3,497
43	3.00%			-	-	-
44	3.00%			13,957	14,375	14,806
45	3.00%			10,300	10,609	10,927
	Other	3.00%		-	-	-
	Other	3.00%		-	-	-
	<b>Subtotal</b>			<b>364,363</b>	<b>375,293</b>	<b>386,552</b>
47	<b>TOTAL INCOME - excluding POA Assessments</b>			<b>53,547</b>	<b>54,234</b>	<b>53,192</b>
<b>EXPENDITURES OPERATIONS</b>						
48	General Admin. Expenses			97,040	99,783	102,609
49	Roads & Maintenance			134,209	138,235	142,382
50	Safety & Security			364,363	375,293	386,552
51	<b>Subtotal</b>			<b>595,612</b>	<b>613,312</b>	<b>631,543</b>
52	<b>NET TOTAL Operations - Less Revenue from Non Assessment Income</b>			<b>542,064</b>	<b>559,077</b>	<b>578,352</b>
<b>Long Range Planning Capital Expenditures (From CTA LRP Model)</b>						
53	Roads			95,087	127,203	119,614
54	Crush & Run			30,000	-	32,448
55	Culverts			58,240	59,488	55,118
56	Bridges			14,000	-	15,142
57	Landscaping			35,000	-	32,448
58	Traffic Study/Implementation			55,000	-	-
59	Gatehouse			10,700	5,200	8,436
60	South Gate			3,700	-	-
61	North Gate			13,700	-	-
62	Media			-	-	1,147
63	TLDC			5,000	5,200	5,408
63	<b>Total Capital Expenditures</b>			<b>320,427</b>	<b>197,091</b>	<b>269,762</b>
64	<b>TOTAL EXPENDITURES</b>			<b>916,039</b>	<b>810,403</b>	<b>901,305</b>



**Budget Forecast 2025, 2026 & 2027**

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6	<b>TOTAL INCOME</b>	<b>766,505</b>	<b>815,689</b>	<b>859,672</b>
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7	Accounting, Finance, Tax & Professional Fees		15,000	6,500
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12	Bank Charges (G&A & 66910 Bank Ser Charge)		137	
13	Insurance	34,694	34,967	36,572
14	Board Training CAI-NC membership			500
15	Boat Ramp (annual)	10,000	5,000	5,000
16	Computer & Software		425	500
17	E-Sticker Deposit Return	250	100	
18	Financial Charges			100
19	Miscellaneous Expenses	1,886	991	400
20	Printing/Postage/Shipping	145	203	100
21	Legal Fees			1,000
22	Income Taxes	2	60	
23	Waste/Trash Disposal Fee	195	250	360
24	Web Presence	150	238	370
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27	Mowing and Weed Control	44,200	45,604	-
28	Landscaping Services			60,000
29	Routine Road Maintenance & Repair	21,257	24,489	30,000
30	Storm Clean-up	5,989	525	8,280
31	Tree trimming/removal/pruning	3,493	10,900	10,190
32	Roadside Trash	1,200	900	-
33	Sprinkler Maintenance	101	22	
	<b>Subtotal</b>	<b>119,905</b>	<b>113,587</b>	<b>130,300</b>
<b>Safety &amp; Security : Operations</b>				
34	Security Contract	325,237	281,993	305,000
35	CERT Supplies	1,270	1,782	2,500
36	Computers	8,823	888	-
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38	Gate Maintenance	4,353	(755)	5,000
39	Automated Gate Passes			
40	Gatehouse Supplies & Office supplies	7,220	2,368	3,000
41	Security Cameras/Recorder	4,643	15,181	2,500
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45	Utilities/Internet and Video	7,266	5,796	10,000
46	Safety and Security	14,948		
	<b>Subtotal</b>	<b>402,442</b>	<b>344,058</b>	<b>353,750</b>
47	<b>TOTAL INCOME - excluding POA Assessments</b>	<b>47,143</b>	<b>58,655</b>	<b>49,025</b>
<b>EXPENDITURES OPERATIONS</b>				
48	General Admin. Expenses	47,321	57,369	66,402
49	Roads & Maintenance	119,905	113,587	130,300
50	Safety & Security	402,442	344,058	353,750
51	<b>Subtotal</b>	<b>569,668</b>	<b>515,014</b>	<b>550,452</b>
52	<b>NET TOTAL Operations- Less Revenue from Non Assessment Income</b>	<b>522,525</b>	<b>456,359</b>	<b>501,427</b>
<b>Long Range Planning (Capital)</b>				
53	Bridge(s) Inspection Repairs			20,000
54	Crusher Stone Runs (along roads, where required)			30,000
55	Traceway Road (Asphalt Overlay)			150,000
56	Culvert Repair (Country Club Road/Entrance)			-
57	*Bradford Pear Project			16,000
58	Gatehouse System Hardware (Computers - '23)			50,000
59	Gatehouse Maintenance			22,846
60	Lake Trace Maintenance (annual)			5,000
61	General Contract Labor			15,000
62	Gate(s) Maintenance and Repair			
63	Sign Island Erosion Control			
63	<b>Total Capital Expenditures</b>			<b>308,846</b>
64	<b>TOTAL EXPENDITURES</b>			<b>859,298</b>

Budget Forecast (References "2024 Budget New" Column to Estimate 2025)						
Line Item	Estimated Inflation Percentage	Dollar Amount	2025 Estimate	2026 Estimate	2027 Estimate	
1	3.00%		552,064	569,371	588,942	
2	3.00%	0.00% Override	25,000	25,000	25,000	
3	3.00%	0.00% Override	15,000	15,000	15,000	
4			13,547	14,240	13,210	
5	3.00%		-	-	-	
6			<b>605,612</b>	<b>623,612</b>	<b>642,152</b>	
<b>EXPENDITURES</b>						
<b>General Admin. Expenses : Operations</b>						
7	3.00%		-	-	-	
8	3.00%		15,000	15,450	15,914	
9	3.00%		10,000	10,300	10,609	
10	3.00%		5,000	5,150	5,305	
11	3.00%		20,000	20,600	21,218	
12	3.00%		150	155	159	
13	3.00%		37,500	38,625	39,784	
14	3.00%	0.00%	500	500	500	
15	3.00%	0.00%	5,000	5,000	5,000	
16	3.00%		515	530	546	
17	3.00%		-	-	-	
18	3.00%		-	-	-	
19	3.00%		-	-	-	
20	3.00%	0.00%	100	100	100	
21	3.00%		2,500	2,575	2,652	
22	3.00%		10,000	10,300	10,609	
23	3.00%		375	386	398	
24	3.00%		400	412	424	
Other	3.00%		-	-	-	
Other	3.00%		-	-	-	
			<b>107,040</b>	<b>110,083</b>	<b>113,218</b>	
<b>Roads &amp; Maintenance : Operations</b>						
25	3.00%		15,450	15,914	16,391	
26	3.00%		7,035	7,246	7,463	
27	3.00%		-	-	-	
28	3.00%		61,800	63,654	65,564	
29	3.00%		30,900	31,827	32,782	
30	3.00%		8,528	8,784	9,048	
31	3.00%		10,496	10,811	11,135	
32	3.00%		-	-	-	
33	3.00%		-	-	-	
Other	3.00%		-	-	-	
Other	3.00%		-	-	-	
			<b>134,209</b>	<b>138,235</b>	<b>142,382</b>	
<b>Safety &amp; Security : Operations</b>						
34	3.00%		314,150	323,575	333,282	
35	3.00%		2,575	2,652	2,732	
36	3.00%		-	-	-	
37	3.00%		9,270	9,548	9,835	
38	3.00%		5,150	5,305	5,464	
39	3.00%		-	-	-	
40	3.00%		3,090	3,183	3,278	
41	3.00%		2,575	2,652	2,732	
42	3.00%		3,296	3,395	3,497	
43	3.00%		-	-	-	
44	3.00%		13,957	14,375	14,806	
45	3.00%		10,300	10,609	10,927	
Other	3.00%		-	-	-	
Other	3.00%		-	-	-	
			<b>364,363</b>	<b>375,293</b>	<b>386,552</b>	
47			<b>53,547</b>	<b>54,240</b>	<b>53,210</b>	
<b>EXPENDITURES OPERATIONS</b>						
48			107,040	110,083	113,218	
49			134,209	138,235	142,382	
50			364,363	375,293	386,552	
51			<b>605,612</b>	<b>623,612</b>	<b>642,152</b>	
52			<b>552,064</b>	<b>569,371</b>	<b>588,942</b>	
<b>Long Range Planning Capital Expenditures (From CTA LRP Model)</b>						
53			95,087	127,203	119,614	
54			30,000	-	32,448	
55			58,240	59,488	55,118	
56			14,000	-	15,142	
57			35,000	-	32,448	
58			55,000	-	-	
59			10,700	5,200	8,436	
60			3,700	-	-	
61			13,700	-	-	
62			-	-	1,147	
63			-	-	-	
63			<b>315,427</b>	<b>191,891</b>	<b>264,354</b>	
64			<b>921,039</b>	<b>815,503</b>	<b>906,506</b>	



