

SpeedView Analysis Report

FOX POINT TRAFFIC STUDY #3 FOX POINT RD AT
LEAVELLS RD

Wed Apr 30, 2025 11:26
to Sun May 4, 2025 05:25

File: 00230022.csv

Date Created: Wednesday, May 7, 2025

Generator: 01986208

Table of Contents

Summary	3
Traffic Analysis Report	5
Volume - Total Vehicles	6
Volume - Weekday Total Vehicles	7
Volume - Weekend Total Vehicles	8
Volume - By Time	9
Volume - By Hour	10
Volume - By Weekday Hour	11
Volume - By Weekend Hour	12
Volume - Total Speeders	13
Speed - Maximum Speed	14
Speed - Average Speed	15
Speed - Median Speed	16
Speed - 85th Percentile Speed	17
Contact Us	18

Summary

Study Summary for file 00230022.csv

Study Conducted By: Master Deputy Rocco Wahl #413

Location of Study: Fox Point Rd @ Leavells Rd

Study Dates: May 2nd, 2025 – May 6th, 2025

On May 2nd, 2025 Master Deputy Rocco Wahl conducted a 4-Day Traffic Study in the Fox Point Subdivision. The purpose of the study was to address speeding concerns by collecting nonintrusive data on the total number of vehicles entering / exiting Fox Point by use of the Leavells Rd entrance / exit. This particular study will be known as 3 of 7. The Fox Point Subdivision has two entrances / exits with the second being at Blackstone Blvd and Smith Station Rd. The study for that location, is known as Study 1 of 7 and was completed in April 2025.

Although the results for this study contain vehicle speeds, its main purpose was to document the total number of vehicles using this entrance / exit. With that said, the Traffic Data Recorder used for this study, needed to be located near the intersection of Fox Point Rd and Leavells Rd. The exact location was 330 feet northwest of the intersection. As a result, vehicle speeds are low because drivers need to stop at the post Stop Sign while exiting, and accelerate while entering.

Below is a brief synopsis of the study results. For more specific results, please refer to the actual study itself.

Speed Setting: 25mph

Total Vehicles: 9,481

Daily Average: 2, 370

Vehicles Traveling 26mph or Greater: 109

Vehicles Traveling 36mph or Greater: 1

Max Speed for Approaching Vehicles (vehicles entering Fox Point from Leavells Rd): 30mph

Max Speed for Receding Vehicles (vehicles exiting Fox Point towards Leavells Rd): 41mph

Average Speed for Approaching Vehicles: 16mph

Average Speed for Receding Vehicles: 14mph

The maximum speed for receding vehicles is much higher than those approaching. This is due to the RADAR antenna having a much greater line-of-sight distance in that direction (northwest). Additionally, those same vehicles have a slower average speed due to the speed hump causing drivers to slow down as they travel past the Traffic Data Recorder.

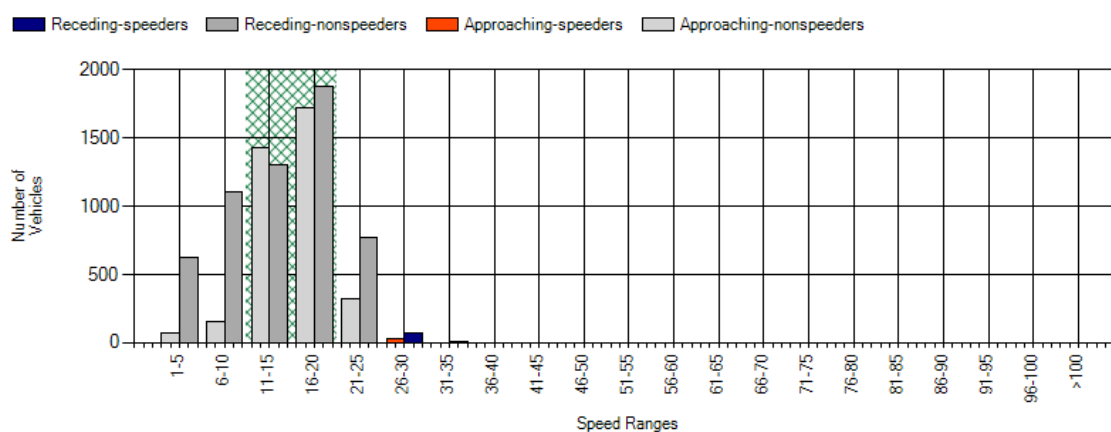
If you have any questions or concerns, please email Master Deputy Rocco Wahl at rwahl@spotsylvania.va.us

Traffic Analysis Report

Result Description		
File:	00230022.csv	
Study Title:	FOX POINT TRAFFIC STUDY #3 FOX POINT RD AT LEAVELLS RD	
Study Run Dates:	2025/04/30 11:26:02 to 2025/05/04 05:25:00	
Total Study Time:	3 Days 17 Hours 58 Minutes	
Study Download Time:	2025/05/05 14:25:25	
Study Location:	FOX POINT RD AT LEAVELLS RD	
Study GPS Location:	Unknown	
Study Timing Interval:	5 minute blocks	
Study Total # of Vehicles:	9481	
Study Posted Speed Limit:	25 mph	
Study Total # of Speeders:	109	
Approaching Traffic	# of Vehicles:	3718
	# of Speeders:	27
	Maximum Speed:	30 mph
	Average Speed:	16 mph
	Median Speed:	16 mph
	85th Pcentile Speed:	19 mph
	10 MPH Pace:	11 to 20 mph
Receding Traffic	# of Vehicles:	5763
	# of Speeders:	82
	Maximum Speed:	41 mph
	Average Speed:	14 mph
	Median Speed:	15 mph
	85th Pcentile Speed:	20 mph
	10 MPH Pace:	11 to 20 mph

Volume - Total Vehicles

The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.

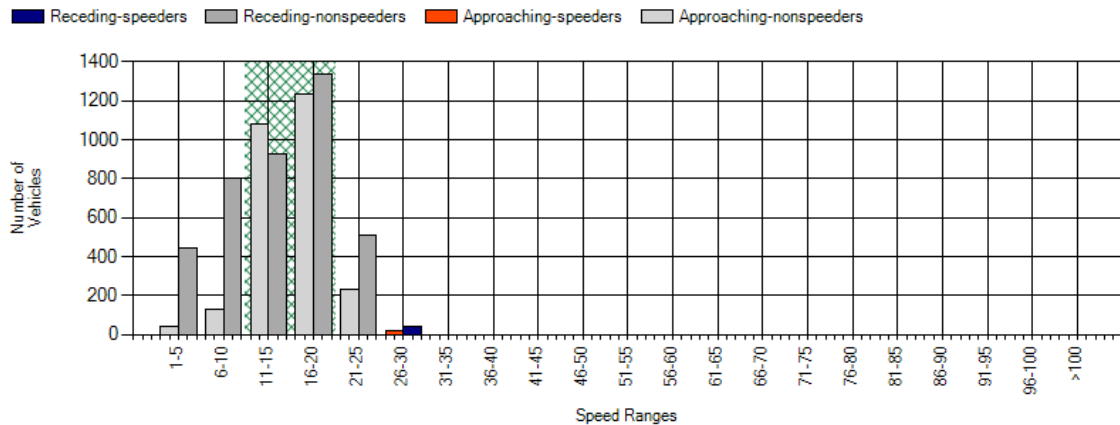


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	67	152	1431	1720	321	27	0	0	0	0	0
% of Total Approaching	1.80%	4.09%	38.49%	46.26%	8.63%	0.73%	0.00%	0.00%	0.00%	0.00%	0.00%
Receding Total Volume	628	1101	1307	1877	768	76	5	0	1	0	0
% of Total Receding	10.90%	19.10%	22.68%	32.57%	13.33%	1.32%	0.09%	0.00%	0.02%	0.00%	0.00%
Total Volume	695	1253	2738	3597	1089	103	5	0	1	0	0
% of Total Volume	7.33%	13.22%	28.88%	37.94%	11.49%	1.09%	0.05%	0.00%	0.01%	0.00%	0.00%

Speed (continued) [mph]	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	100+	Totals
Approaching Total Volume	0	0	0	0	0	0	0	0	0	0	3718
% of Total Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Total Volume	0	0	0	0	0	0	0	0	0	0	5763
% of Total Receding	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Total Volume	0	0	0	0	0	0	0	0	0	0	9481
% of Total Volume	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

Volume - Weekday Total Vehicles

The following graph shows the breakdown of all vehicles tracked in this study for weekdays. The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.

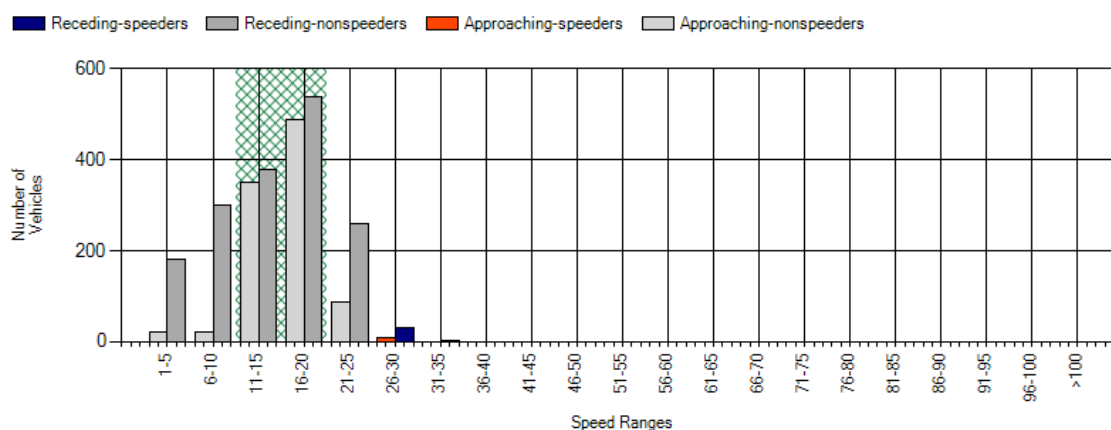


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekday Volume	46	129	1080	1232	235	18	0	0	0	0	0
% of Weekday Approaching	1.68%	4.71%	39.42%	44.96%	8.58%	0.66%	0.00%	0.00%	0.00%	0.00%	0.00%
% of Total Weekday	0.68%	1.89%	15.86%	18.09%	3.45%	0.26%	0.00%	0.00%	0.00%	0.00%	0.00%
% of Total Approaching	1.24%	3.47%	29.05%	33.14%	6.32%	0.48%	0.00%	0.00%	0.00%	0.00%	0.00%
Receding Weekday Volume	448	801	929	1338	508	45	2	0	0	0	0
% of Weekday Receding	11.00%	19.68%	22.82%	32.87%	12.48%	1.11%	0.05%	0.00%	0.00%	0.00%	0.00%
% of Total Weekday	6.58%	11.76%	13.64%	19.64%	7.46%	0.66%	0.03%	0.00%	0.00%	0.00%	0.00%
% of Total Receding	7.77%	13.90%	16.12%	23.22%	8.81%	0.78%	0.03%	0.00%	0.00%	0.00%	0.00%
Weekday Volume	494	930	2009	2570	743	63	2	0	0	0	0
% of Weekday Volume	7.25%	13.65%	29.50%	37.73%	10.91%	0.92%	0.03%	0.00%	0.00%	0.00%	0.00%
% of Total Volume	5.21%	9.81%	21.19%	27.11%	7.84%	0.66%	0.02%	0.00%	0.00%	0.00%	0.00%

Speed (continued) [mph]	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	100+	Totals
Approaching Weekday Volume	0	0	0	0	0	0	0	0	0	0	2740
% of Weekday Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekday	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Weekday Volume	0	0	0	0	0	0	0	0	0	0	4071
% of Weekday Receding	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekday	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Receding	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Weekday Volume	0	0	0	0	0	0	0	0	0	0	6811
% of Weekday Volume	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Volume	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

Volume - Weekend Total Vehicles

The following graph shows the breakdown of all vehicles tracked in this study for weekends. The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.

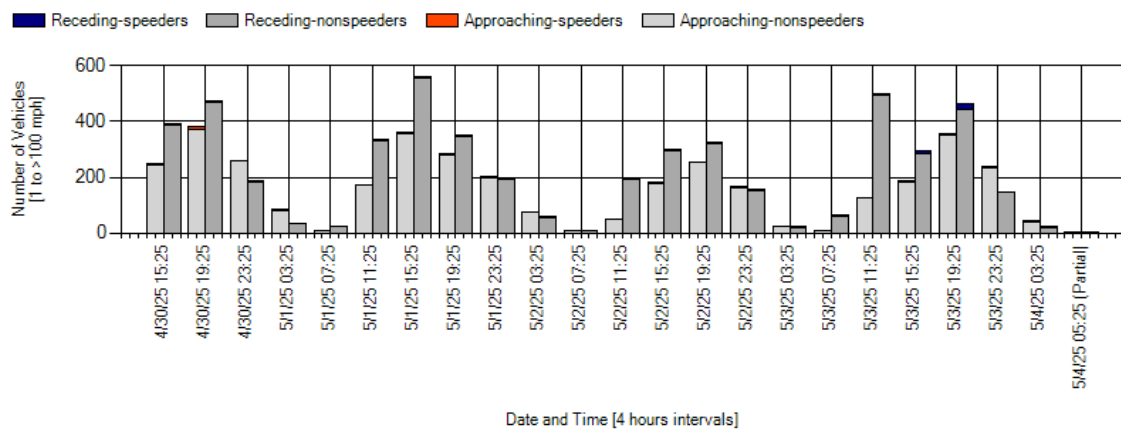


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	21	23	351	488	86	9	0	0	0	0	0
% of Weekend Approaching	2.15%	2.35%	35.89%	49.90%	8.79%	0.92%	0.00%	0.00%	0.00%	0.00%	0.00%
% of Total Weekend	0.79%	0.86%	13.15%	18.28%	3.22%	0.34%	0.00%	0.00%	0.00%	0.00%	0.00%
% of Total Approaching	0.56%	0.62%	9.44%	13.13%	2.31%	0.24%	0.00%	0.00%	0.00%	0.00%	0.00%
Receding Weekend Volume	180	300	378	539	260	31	3	0	1	0	0
% of Weekend Receding	10.64%	17.73%	22.34%	31.86%	15.37%	1.83%	0.18%	0.00%	0.06%	0.00%	0.00%
% of Total Weekend	6.74%	11.24%	14.16%	20.19%	9.74%	1.16%	0.11%	0.00%	0.04%	0.00%	0.00%
% of Total Receding	3.12%	5.21%	6.56%	9.35%	4.51%	0.54%	0.05%	0.00%	0.02%	0.00%	0.00%
Weekend Volume	201	323	729	1027	346	40	3	0	1	0	0
% of Weekend Volume	7.53%	12.10%	27.30%	38.46%	12.96%	1.50%	0.11%	0.00%	0.04%	0.00%	0.00%
% of Total Volume	2.12%	3.41%	7.69%	10.83%	3.65%	0.42%	0.03%	0.00%	0.01%	0.00%	0.00%

Speed (continued) [mph]	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	100+	Totals
Approaching Weekend Volume	0	0	0	0	0	0	0	0	0	0	978
% of Weekend Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Weekend Volume	0	0	0	0	0	0	0	0	0	0	1692
% of Weekend Receding	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Receding	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Weekend Volume	0	0	0	0	0	0	0	0	0	0	2670
% of Weekend Volume	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Volume	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

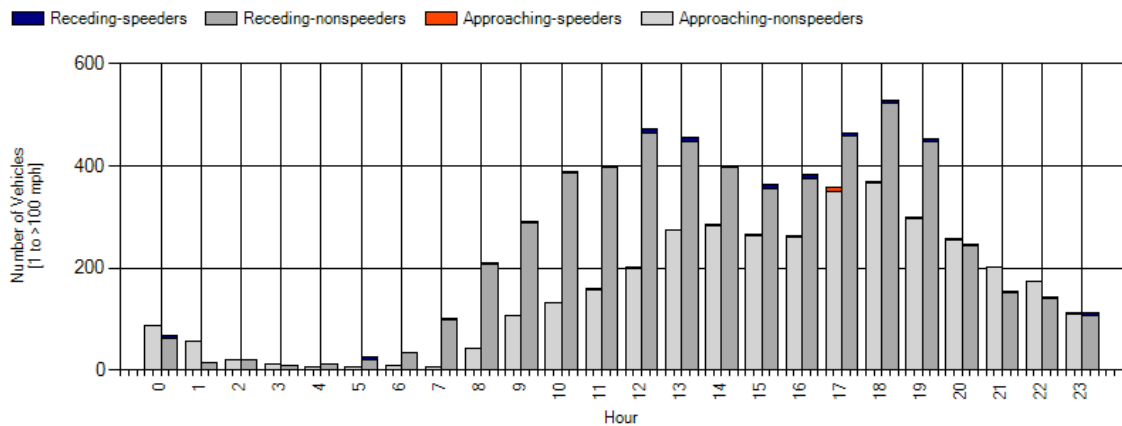
Volume - By Time

The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Volume - By Hour

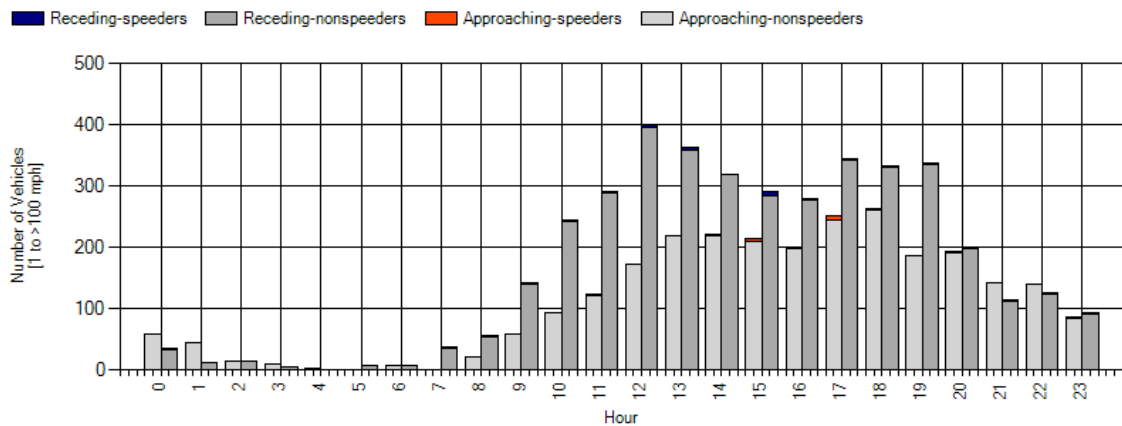
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	88	0	15	24	15	17
0	Receding	67	3	15	29	15	20
1	Approaching	58	0	16	23	15	17
1	Receding	15	0	14	25	15	20
2	Approaching	21	0	16	20	16	17
2	Receding	21	0	15	25	15	19
3	Approaching	12	0	14	18	14	14
3	Receding	9	0	11	18	11	13
4	Approaching	6	0	16	22	16	16
4	Receding	12	0	10	18	11	15
5	Approaching	6	0	14	20	14	14
5	Receding	27	6	20	29	19	23
6	Approaching	10	0	15	19	15	16
6	Receding	35	0	15	23	15	18
7	Approaching	7	0	15	21	15	17
7	Receding	103	1	16	26	15	20
8	Approaching	43	0	16	23	16	18
8	Receding	210	3	16	27	14	20
9	Approaching	106	0	15	22	14	17
9	Receding	291	2	15	27	14	21
10	Approaching	131	0	14	25	14	18
10	Receding	390	2	15	26	14	20
11	Approaching	159	2	14	29	14	18
11	Receding	400	1	14	27	13	20
12	Approaching	203	1	15	27	15	18
12	Receding	473	8	15	31	14	21
13	Approaching	274	0	15	24	15	19
13	Receding	456	8	14	31	13	20
14	Approaching	286	3	16	28	15	20
14	Receding	399	1	14	26	14	20
15	Approaching	267	3	16	28	16	20
15	Receding	365	9	14	30	13	20
16	Approaching	264	1	16	27	16	20
16	Receding	384	8	14	27	13	21
17	Approaching	357	7	16	30	16	20
17	Receding	465	7	14	41	13	20
18	Approaching	370	2	17	30	17	20
18	Receding	529	6	15	29	14	21
19	Approaching	301	4	17	29	16	21
19	Receding	453	5	15	29	14	21
20	Approaching	259	2	17	27	16	19
20	Receding	248	3	15	26	15	20
21	Approaching	203	0	16	25	15	19
21	Receding	154	1	14	28	14	20
22	Approaching	173	0	15	24	15	17
22	Receding	144	3	14	28	13	19
23	Approaching	114	2	16	27	16	18
23	Receding	113	5	13	34	13	19

Volume - By Weekday Hour

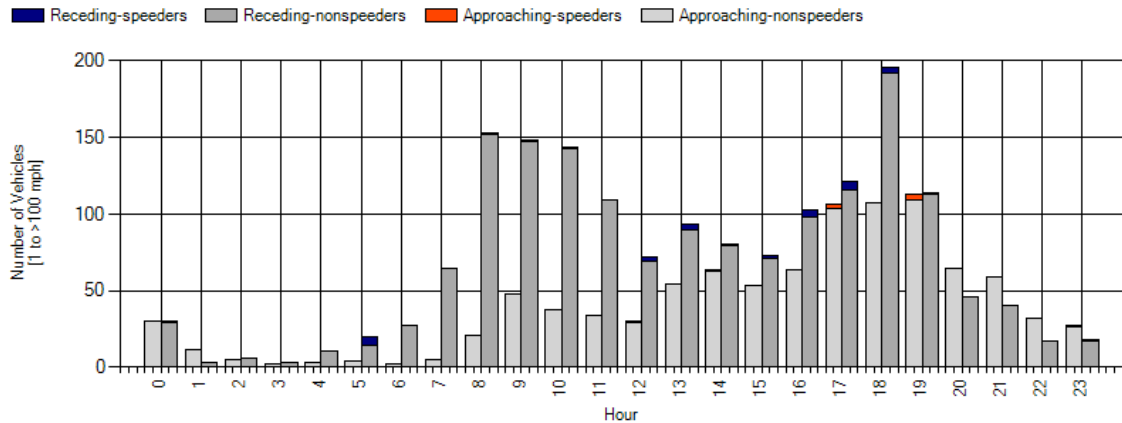
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekday Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	58	0	16	24	15	18
0	Receding	37	2	16	27	16	21
1	Approaching	46	0	16	23	15	17
1	Receding	12	0	14	25	15	21
2	Approaching	16	0	16	20	16	17
2	Receding	15	0	16	23	15	20
3	Approaching	10	0	13	15	13	14
3	Receding	6	0	11	18	11	14
4	Approaching	3	0	14	16	14	14
4	Receding	1	0	18	18	18	18
5	Approaching	2	0	14	20	14	14
5	Receding	7	0	15	20	14	16
6	Approaching	8	0	15	19	15	17
6	Receding	8	0	14	22	14	16
7	Approaching	2	0	13	14	13	13
7	Receding	38	1	15	26	15	20
8	Approaching	22	0	15	23	15	16
8	Receding	57	2	16	27	15	20
9	Approaching	58	0	14	22	14	17
9	Receding	143	1	16	27	15	21
10	Approaching	93	0	14	25	14	17
10	Receding	246	1	14	26	13	20
11	Approaching	125	2	14	29	14	19
11	Receding	291	1	15	27	14	20
12	Approaching	173	0	15	25	15	18
12	Receding	401	5	15	31	14	21
13	Approaching	220	0	15	24	15	19
13	Receding	363	5	14	27	13	20
14	Approaching	222	2	16	28	15	20
14	Receding	319	0	14	25	14	20
15	Approaching	214	3	16	28	16	20
15	Receding	292	7	14	30	13	20
16	Approaching	200	1	16	27	16	20
16	Receding	281	3	14	27	14	20
17	Approaching	251	5	16	28	16	20
17	Receding	344	2	13	27	13	19
18	Approaching	263	2	16	30	16	20
18	Receding	333	2	14	29	14	20
19	Approaching	188	0	17	25	16	21
19	Receding	339	4	14	29	13	20
20	Approaching	194	2	17	27	16	19
20	Receding	202	3	14	26	14	20
21	Approaching	144	0	16	25	15	18
21	Receding	114	1	14	28	13	20
22	Approaching	141	0	15	24	15	17
22	Receding	127	3	14	28	13	19
23	Approaching	87	1	17	26	16	19
23	Receding	95	4	13	34	13	19

Volume - By Weekend Hour

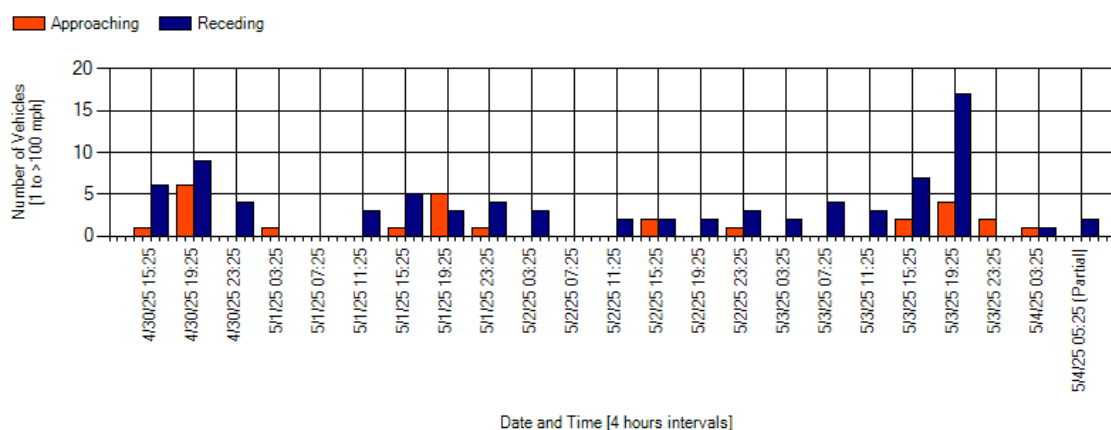
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekend Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	30	0	14	19	14	16
0	Receding	30	1	14	29	13	19
1	Approaching	12	0	16	18	16	17
1	Receding	3	0	16	23	16	16
2	Approaching	5	0	14	20	14	16
2	Receding	6	0	13	25	13	18
3	Approaching	2	0	16	18	16	16
3	Receding	3	0	11	13	11	11
4	Approaching	3	0	19	22	19	19
4	Receding	11	0	9	17	10	14
5	Approaching	4	0	14	18	14	14
5	Receding	20	6	21	29	20	25
6	Approaching	2	0	14	16	14	14
6	Receding	27	0	16	23	15	19
7	Approaching	5	0	16	21	16	19
7	Receding	65	0	16	25	15	20
8	Approaching	21	0	18	22	17	20
8	Receding	153	1	16	26	14	20
9	Approaching	48	0	15	22	14	18
9	Receding	148	1	14	27	14	20
10	Approaching	38	0	16	23	16	19
10	Receding	144	1	15	26	14	21
11	Approaching	34	0	14	22	14	17
11	Receding	109	0	13	23	13	20
12	Approaching	30	1	17	27	16	20
12	Receding	72	3	16	30	15	23
13	Approaching	54	0	16	24	15	19
13	Receding	93	3	14	31	13	22
14	Approaching	64	1	15	27	15	19
14	Receding	80	1	15	26	14	21
15	Approaching	53	0	16	22	15	18
15	Receding	73	2	13	26	13	21
16	Approaching	64	0	16	24	16	20
16	Receding	103	5	14	27	13	21
17	Approaching	106	2	16	30	16	19
17	Receding	121	5	14	41	14	22
18	Approaching	107	0	17	25	17	21
18	Receding	196	4	15	28	14	22
19	Approaching	113	4	17	29	17	21
19	Receding	114	1	17	26	15	21
20	Approaching	65	0	17	23	17	20
20	Receding	46	0	19	25	18	21
21	Approaching	59	0	16	24	16	20
21	Receding	40	0	15	24	15	21
22	Approaching	32	0	16	20	15	18
22	Receding	17	0	15	20	14	17
23	Approaching	27	1	15	27	15	18
23	Receding	18	1	14	29	14	21

Volume - Total Speeders

The following graph shows the breakdown of all speeding vehicles tracked in this study based on the posted speed limit entered (25 mph). The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.



Approaching Breakdown

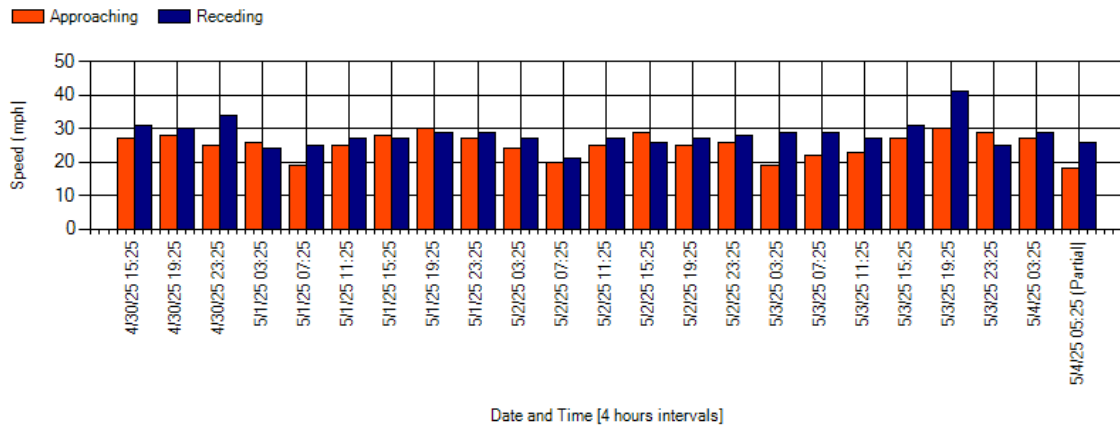
Speeding Statistics		10 MPH Pace		# Exceeding Limit			
Posted Limit	25 mph	Pace Speed	11 to 20 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph
# At/Under Limit	3691	# In Pace	26	Volume	27	0	0
# Over Limit	27	% In Pace	0.70%	Percent	0.73%	0.00%	0.00%
Average Speed	16 mph						
85th % Speed (weighted)	19 mph						
				Total			
				27			
				0.73%			

Receding Breakdown

Speeding Statistics		10 MPH Pace		# Exceeding Limit			
Posted Limit	25 mph	Pace Speed	11 to 20 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph
# At/Under Limit	5681	# In Pace	9	Volume	81	1	0
# Over Limit	82	% In Pace	0.16%	Percent	1.41%	0.02%	0.00%
Average Speed	14 mph						
85th % Speed (weighted)	20 mph						
				Total			
				82			
				1.42%			

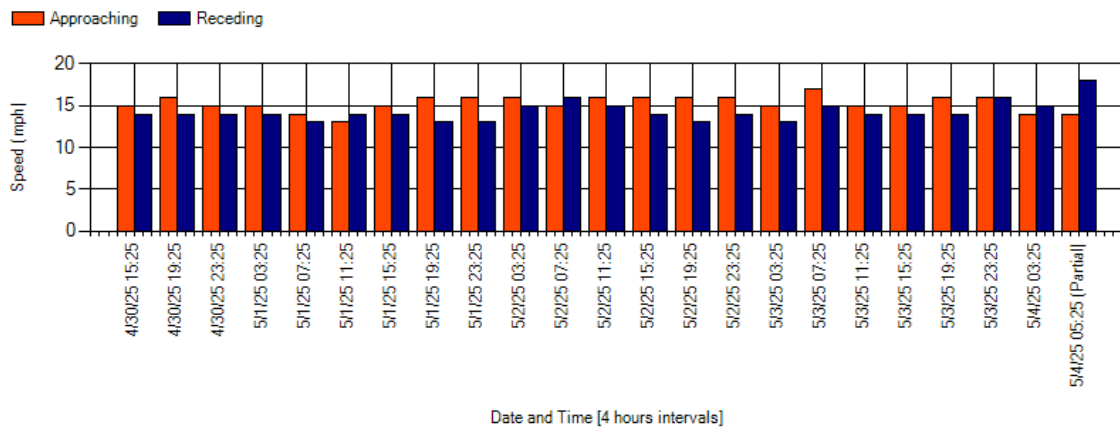
Speed - Maximum Speed

The following graph shows the maximum speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting maximum vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



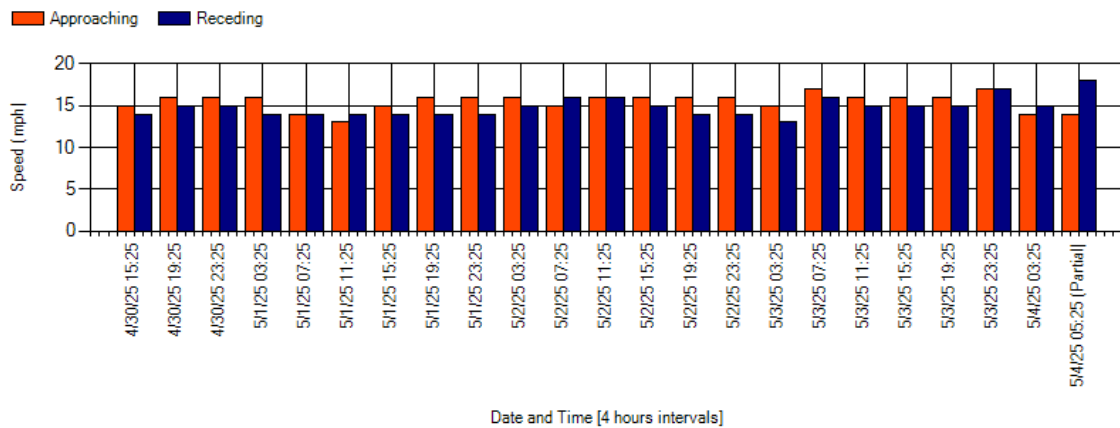
Speed - Average Speed

The following graph shows the average speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting average vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



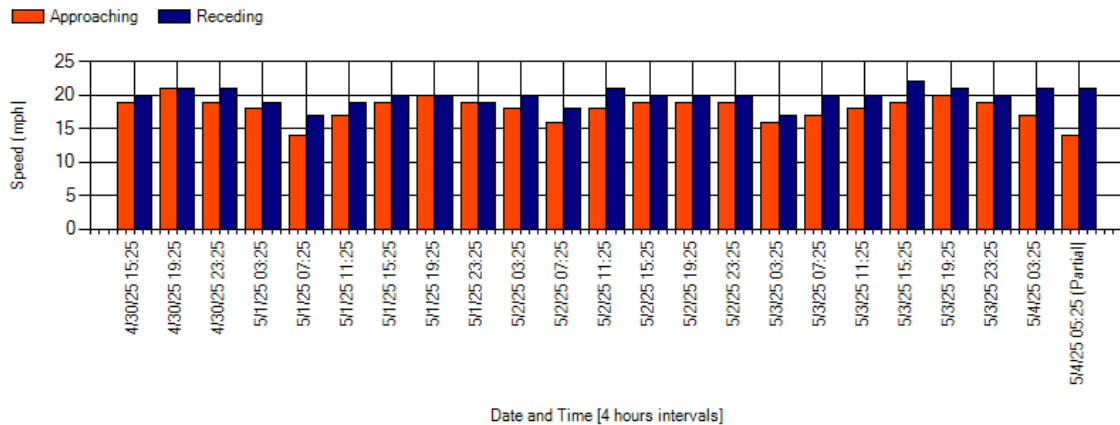
Speed - Median Speed

The following graph shows the median speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting median vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



Speed - 85th Percentile Speed

The following graph shows the 85th percentile speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting 85th percentile vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



Contact Us

For questions or comments about this product, please contact us at the following:

MPH Industries, Inc., 316 E. 9th St., Owensboro, KY 42303
Customer Service & Sales Department 1-888-689-9222
Email: info@mphindustries.com