

SpeedView Analysis Report

FOX POINT TRAFFIC STUDY OCTOBER 2025

Thu Oct 2, 2025 11:46
to Sun Oct 5, 2025 14:55

File: 00850083.csv

Date Created: Tuesday, October 7, 2025

Generator: 01986208

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Summary

Study Summary for file 00850083.csv

Study Conducted By: Master Deputy Rocco Wahl #413

Location of Study: Barton Lane

Study Dates: October 2nd, 2025 – October 5th, 2025

Download Date: October 7th, 2025

On October 2nd, 2025 Master Deputy Rocco Wahl conducted a Traffic Study on Barton Lane in the area of N. Danford Street and W. Melody Court. The device was deployed in an area that would record vehicle speeds and time of speeds as they traveled North and South on Barton Lane between New Pembroke Lane and 5911 Barton Lane. This area was chosen due to its unobstructed line of sight in both directions.

Below, is a brief synopsis of the data collected. For more information, please refer to the Traffic Study contained on the following pages.

Speed Limit: 25mph

Length of study: 3 Days

Total Vehicles: 953

Posted Speed Limit: 25mph

Vehicles Traveling 25mph or Greater: 20

Vehicles Traveling 35mph or Greater: 1

Vehicles Traveling 40mph or Greater: 0

Average Speed: 14mph

Max Speed: 37mph

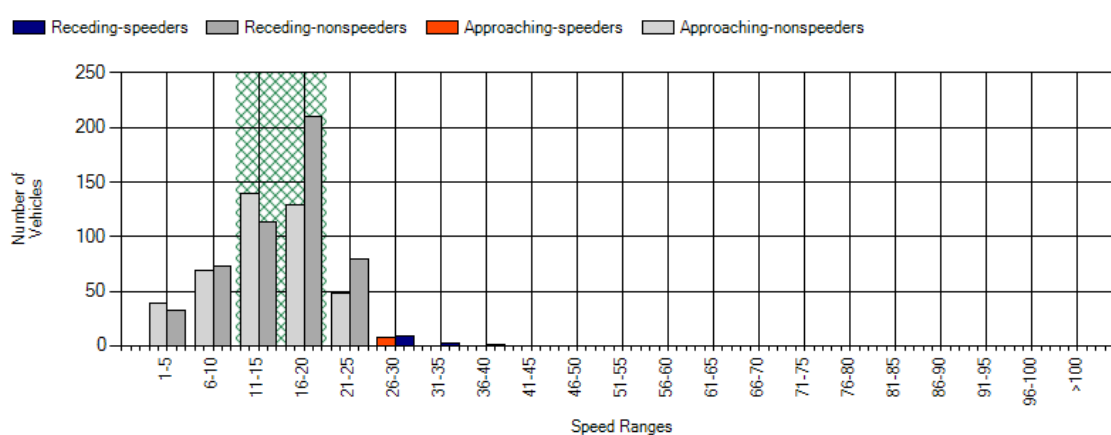
If you have any questions or concerns, please email Master Deputy Rocco Wahl at rwahl@spotsylvania.va.us

Traffic Analysis Report

Result Description		
File:	00850083.csv	
Study Title:	FOX POINT TRAFFIC STUDY OCTOBER 2025	
Study Run Dates:	2025/10/02 11:46:43 to 2025/10/05 14:55:00	
Total Study Time:	3 Days 3 Hours 8 Minutes	
Study Download Time:	2025/10/07 15:32:44	
Study Location:	BARTON LANE AT W. MELODY COURT & N. DANFORD STREET	
Study GPS Location:	Unknown	
Study Timing Interval:	5 minute blocks	
Study Total # of Vehicles:	953	
Study Posted Speed Limit:	25 mph	
Study Total # of Speeders:	20	
Approaching Traffic	# of Vehicles:	432
	# of Speeders:	8
	Maximum Speed:	29 mph
	Average Speed:	14 mph
	Median Speed:	14 mph
	85th Pectentile Speed:	17 mph
	10 MPH Pace:	11 to 20 mph
Receding Traffic	# of Vehicles:	521
	# of Speeders:	12
	Maximum Speed:	37 mph
	Average Speed:	15 mph
	Median Speed:	16 mph
	85th Pectentile Speed:	18 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.

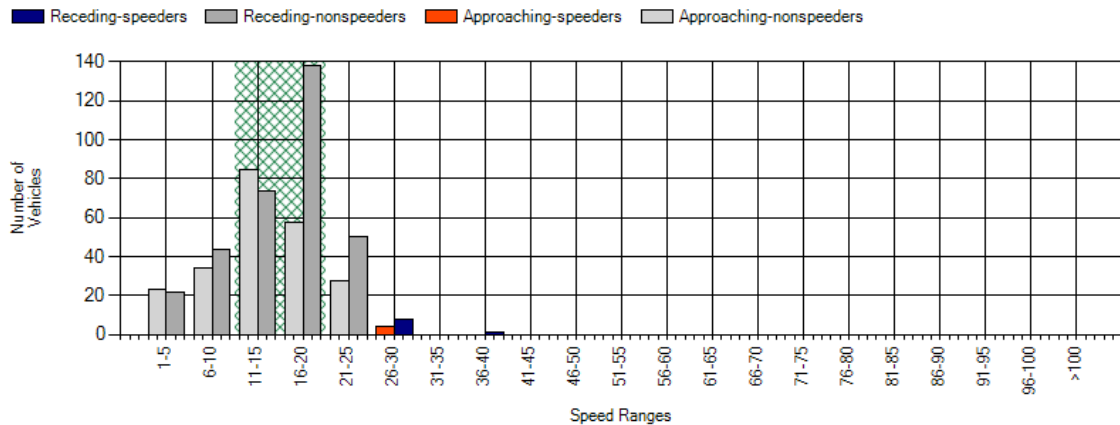


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	39	69	139	129	48	8	0	0	0	0	0
% of Total Approaching	9.03%	15.97%	32.18%	29.86%	11.11%	1.85%	0.00%	0.00%	0.00%	0.00%	0.00%
Receding Total Volume	32	73	114	210	80	9	2	1	0	0	0
% of Total Receding	6.14%	14.01%	21.88%	40.31%	15.36%	1.73%	0.38%	0.19%	0.00%	0.00%	0.00%
Total Volume	71	142	253	339	128	17	2	1	0	0	0
% of Total Volume	7.45%	14.90%	26.55%	35.57%	13.43%	1.78%	0.21%	0.10%	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 Total Volume	0	0	0	0	0	0	0	0	0	0	432
% 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	521
% 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	953
% 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.

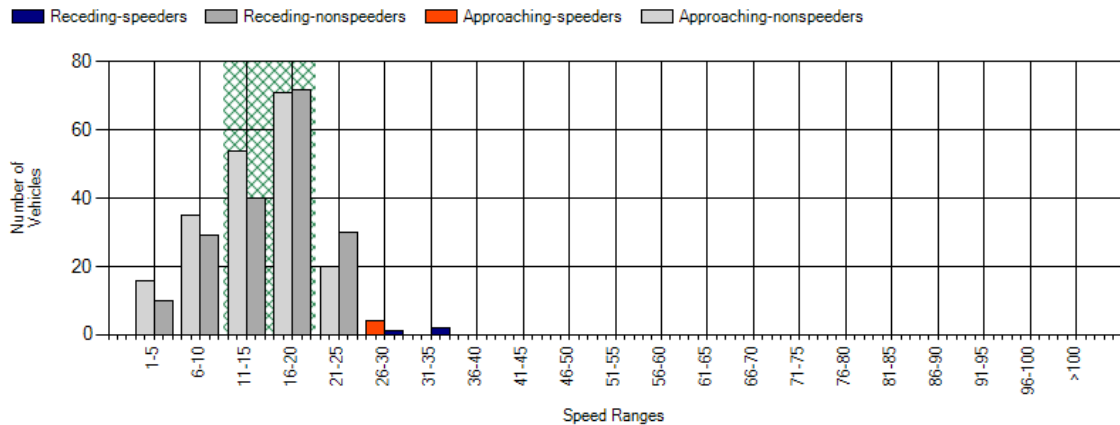


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekday Volume	23	34	85	58	28	4	0	0	0	0	0
% of Weekday Approaching	9.91%	14.66%	36.64%	25.00%	12.07%	1.72%	0.00%	0.00%	0.00%	0.00%	0.00%
% of Total Weekday	4.04%	5.98%	14.94%	10.19%	4.92%	0.70%	0.00%	0.00%	0.00%	0.00%	0.00%
% of Total Approaching	5.32%	7.87%	19.68%	13.43%	6.48%	0.93%	0.00%	0.00%	0.00%	0.00%	0.00%
Receding Weekday Volume	22	44	74	138	50	8	0	1	0	0	0
% of Weekday Receding	6.53%	13.06%	21.96%	40.95%	14.84%	2.37%	0.00%	0.30%	0.00%	0.00%	0.00%
% of Total Weekday	3.87%	7.73%	13.01%	24.25%	8.79%	1.41%	0.00%	0.18%	0.00%	0.00%	0.00%
% of Total Receding	4.22%	8.45%	14.20%	26.49%	9.60%	1.54%	0.00%	0.19%	0.00%	0.00%	0.00%
Weekday Volume	45	78	159	196	78	12	0	1	0	0	0
% of Weekday Volume	7.91%	13.71%	27.94%	34.45%	13.71%	2.11%	0.00%	0.18%	0.00%	0.00%	0.00%
% of Total Volume	4.72%	8.18%	16.68%	20.57%	8.18%	1.26%	0.00%	0.10%	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	232
% 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	337
% 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	569
% 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.

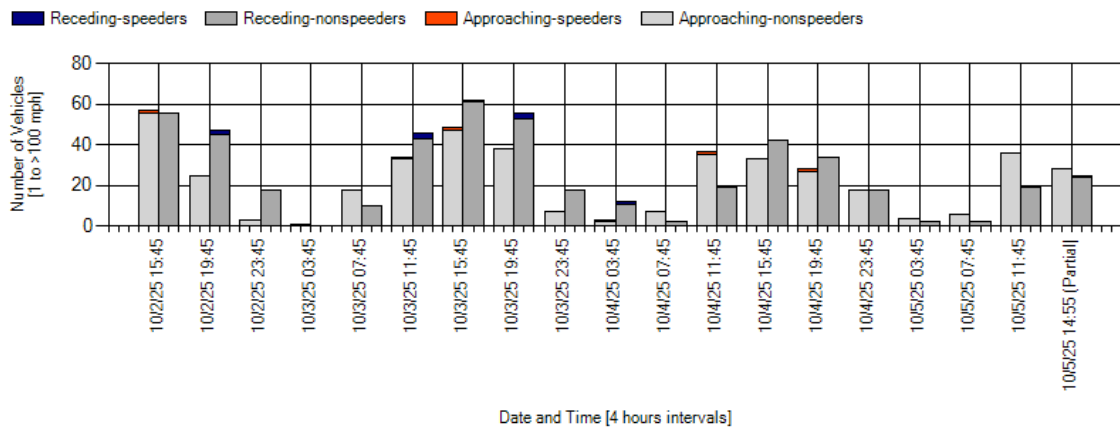


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	16	35	54	71	20	4	0	0	0	0	0
% of Weekend Approaching	8.00%	17.50%	27.00%	35.50%	10.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%
% of Total Weekend	4.17%	9.11%	14.06%	18.49%	5.21%	1.04%	0.00%	0.00%	0.00%	0.00%	0.00%
% of Total Approaching	3.70%	8.10%	12.50%	16.44%	4.63%	0.93%	0.00%	0.00%	0.00%	0.00%	0.00%
Receding Weekend Volume	10	29	40	72	30	1	2	0	0	0	0
% of Weekend Receding	5.43%	15.76%	21.74%	39.13%	16.30%	0.54%	1.09%	0.00%	0.00%	0.00%	0.00%
% of Total Weekend	2.60%	7.55%	10.42%	18.75%	7.81%	0.26%	0.52%	0.00%	0.00%	0.00%	0.00%
% of Total Receding	1.92%	5.57%	7.68%	13.82%	5.76%	0.19%	0.38%	0.00%	0.00%	0.00%	0.00%
Weekend Volume	26	64	94	143	50	5	2	0	0	0	0
% of Weekend Volume	6.77%	16.67%	24.48%	37.24%	13.02%	1.30%	0.52%	0.00%	0.00%	0.00%	0.00%
% of Total Volume	2.73%	6.72%	9.86%	15.01%	5.25%	0.52%	0.21%	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 Weekend Volume	0	0	0	0	0	0	0	0	0	0	200
% 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	184
% 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	384
% 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%	--

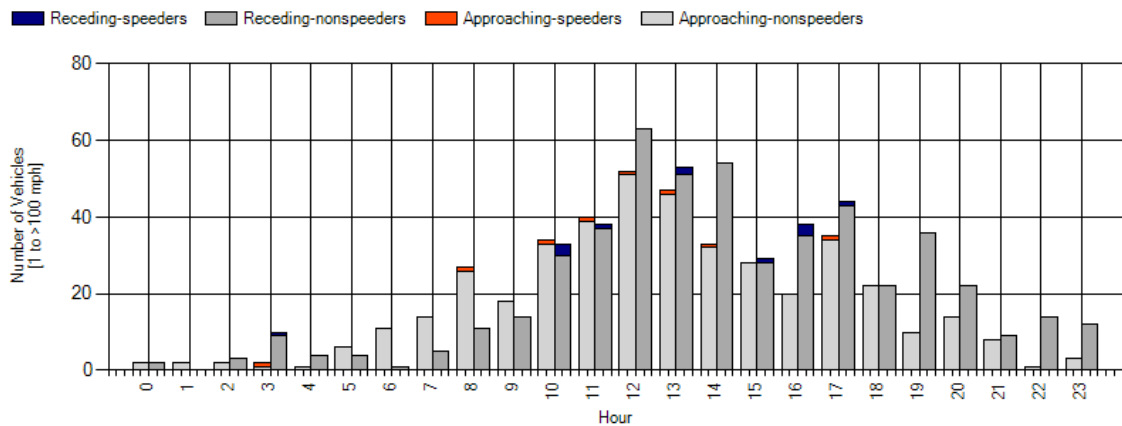
Volume - By Time

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

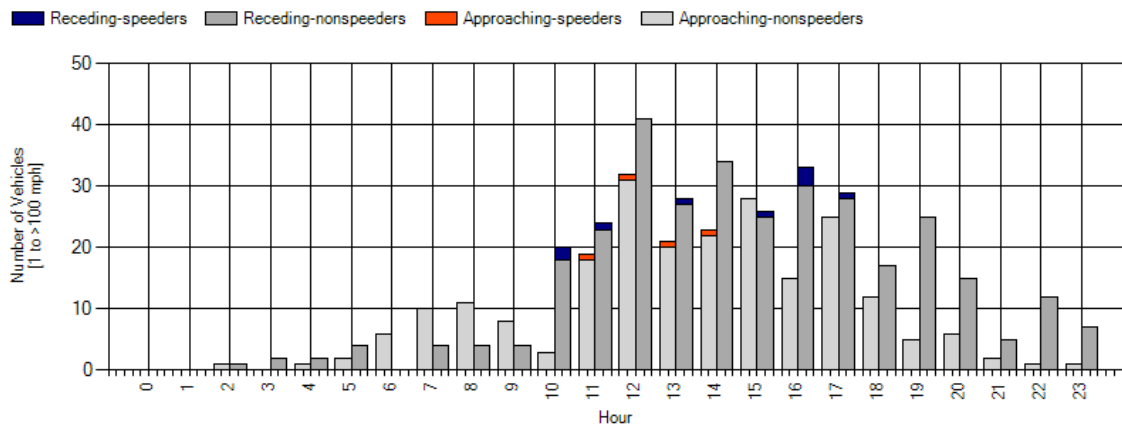
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	2	0	22	24	22	24
0	Receding	2	0	16	25	16	16
1	Approaching	2	0	18	19	18	19
1	Receding	0	0	0	0	0	0
2	Approaching	2	0	12	16	12	12
2	Receding	3	0	15	25	15	15
3	Approaching	2	1	22	28	22	28
3	Receding	10	1	16	34	16	22
4	Approaching	1	0	14	14	14	14
4	Receding	4	0	12	18	12	15
5	Approaching	6	0	18	24	18	19
5	Receding	4	0	14	21	14	15
6	Approaching	11	0	15	25	15	17
6	Receding	1	0	6	6	6	6
7	Approaching	14	0	13	23	13	15
7	Receding	5	0	15	20	15	15
8	Approaching	27	1	15	26	15	18
8	Receding	11	0	14	23	14	15
9	Approaching	18	0	15	24	15	17
9	Receding	14	0	16	25	16	18
10	Approaching	34	1	13	29	13	18
10	Receding	33	3	19	34	19	21
11	Approaching	40	1	16	28	16	18
11	Receding	38	1	16	27	16	19
12	Approaching	52	1	13	27	14	16
12	Receding	63	0	14	23	13	18
13	Approaching	47	1	14	26	13	17
13	Receding	53	2	15	26	15	17
14	Approaching	33	1	14	27	14	17
14	Receding	54	0	18	24	17	19
15	Approaching	28	0	12	22	12	16
15	Receding	29	1	15	27	15	17
16	Approaching	20	0	11	18	11	12
16	Receding	38	3	16	37	17	19
17	Approaching	35	1	15	27	15	18
17	Receding	44	1	14	28	15	18
18	Approaching	22	0	13	24	13	17
18	Receding	22	0	18	23	17	19
19	Approaching	10	0	12	20	12	12
19	Receding	36	0	15	22	15	17
20	Approaching	14	0	16	24	16	16
20	Receding	22	0	17	24	17	19
21	Approaching	8	0	14	20	14	16
21	Receding	9	0	19	22	19	20
22	Approaching	1	0	21	21	21	21
22	Receding	14	0	14	20	14	18
23	Approaching	3	0	13	14	13	13
23	Receding	12	0	13	23	14	17

Volume - By Weekday Hour

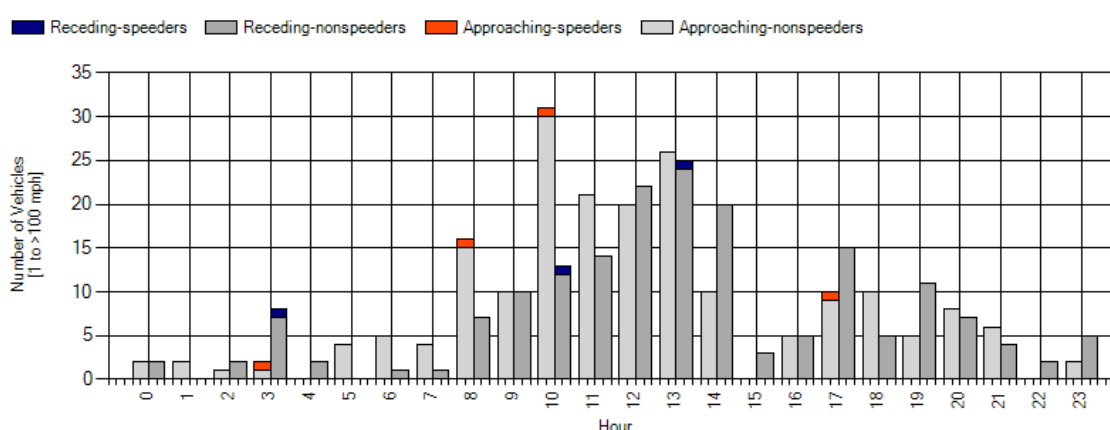
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekday Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	0	0	0	0	0	0
0	Receding	0	0	0	0	0	0
1	Approaching	0	0	0	0	0	0
1	Receding	0	0	0	0	0	0
2	Approaching	1	0	9	9	9	9
2	Receding	1	0	5	5	5	5
3	Approaching	0	0	0	0	0	0
3	Receding	2	0	18	18	18	18
4	Approaching	1	0	14	14	14	14
4	Receding	2	0	12	18	12	18
5	Approaching	2	0	16	23	16	16
5	Receding	4	0	14	21	14	15
6	Approaching	6	0	14	20	14	17
6	Receding	0	0	0	0	0	0
7	Approaching	10	0	13	22	13	14
7	Receding	4	0	14	20	14	14
8	Approaching	11	0	14	23	14	16
8	Receding	4	0	16	23	16	16
9	Approaching	8	0	17	24	17	18
9	Receding	4	0	20	25	20	21
10	Approaching	3	0	19	22	19	19
10	Receding	20	2	19	27	18	21
11	Approaching	19	1	16	28	16	19
11	Receding	24	1	16	27	15	21
12	Approaching	32	1	13	27	13	16
12	Receding	41	0	14	23	12	17
13	Approaching	21	1	13	26	13	18
13	Receding	28	1	15	26	15	17
14	Approaching	23	1	14	27	15	17
14	Receding	34	0	18	24	17	19
15	Approaching	28	0	12	22	12	16
15	Receding	26	1	16	27	15	17
16	Approaching	15	0	12	18	11	13
16	Receding	33	3	16	37	17	20
17	Approaching	25	0	15	25	15	18
17	Receding	29	1	15	28	15	19
18	Approaching	12	0	14	21	14	17
18	Receding	17	0	17	23	16	18
19	Approaching	5	0	15	18	15	15
19	Receding	25	0	14	22	14	17
20	Approaching	6	0	15	24	15	15
20	Receding	15	0	18	24	18	20
21	Approaching	2	0	10	12	10	12
21	Receding	5	0	19	22	19	19
22	Approaching	1	0	21	21	21	21
22	Receding	12	0	14	20	14	17
23	Approaching	1	0	12	12	12	12
23	Receding	7	0	16	23	16	17

Volume - By Weekend Hour

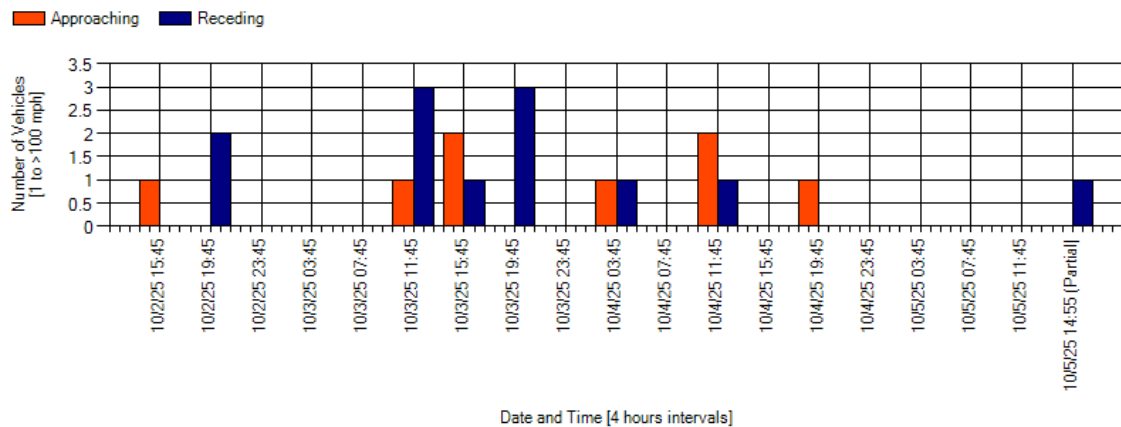
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekend Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	2	0	22	24	22	24
0	Receding	2	0	16	25	16	16
1	Approaching	2	0	18	19	18	19
1	Receding	0	0	0	0	0	0
2	Approaching	1	0	16	16	16	16
2	Receding	2	0	20	25	20	20
3	Approaching	2	1	22	28	22	28
3	Receding	8	1	16	34	16	23
4	Approaching	0	0	0	0	0	0
4	Receding	2	0	12	18	12	12
5	Approaching	4	0	19	24	19	20
5	Receding	0	0	0	0	0	0
6	Approaching	5	0	16	25	16	17
6	Receding	1	0	6	6	6	6
7	Approaching	4	0	14	23	14	17
7	Receding	1	0	20	20	20	20
8	Approaching	16	1	16	26	16	19
8	Receding	7	0	14	22	14	15
9	Approaching	10	0	14	19	13	16
9	Receding	10	0	14	21	14	16
10	Approaching	31	1	13	29	13	17
10	Receding	13	1	19	34	19	21
11	Approaching	21	0	16	24	16	17
11	Receding	14	0	16	23	16	17
12	Approaching	20	0	14	24	14	16
12	Receding	22	0	14	23	15	19
13	Approaching	26	0	15	22	14	17
13	Receding	25	1	15	26	14	17
14	Approaching	10	0	14	21	14	16
14	Receding	20	0	18	24	18	19
15	Approaching	0	0	0	0	0	0
15	Receding	3	0	12	20	12	12
16	Approaching	5	0	10	14	10	11
16	Receding	5	0	14	18	14	14
17	Approaching	10	1	14	27	14	18
17	Receding	15	0	12	21	13	17
18	Approaching	10	0	12	24	13	17
18	Receding	5	0	20	22	20	20
19	Approaching	5	0	10	20	10	10
19	Receding	11	0	16	20	16	17
20	Approaching	8	0	17	21	17	17
20	Receding	7	0	15	20	15	17
21	Approaching	6	0	16	20	16	18
21	Receding	4	0	19	21	19	20
22	Approaching	0	0	0	0	0	0
22	Receding	2	0	20	20	20	20
23	Approaching	2	0	13	14	13	14
23	Receding	5	0	9	22	10	18

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

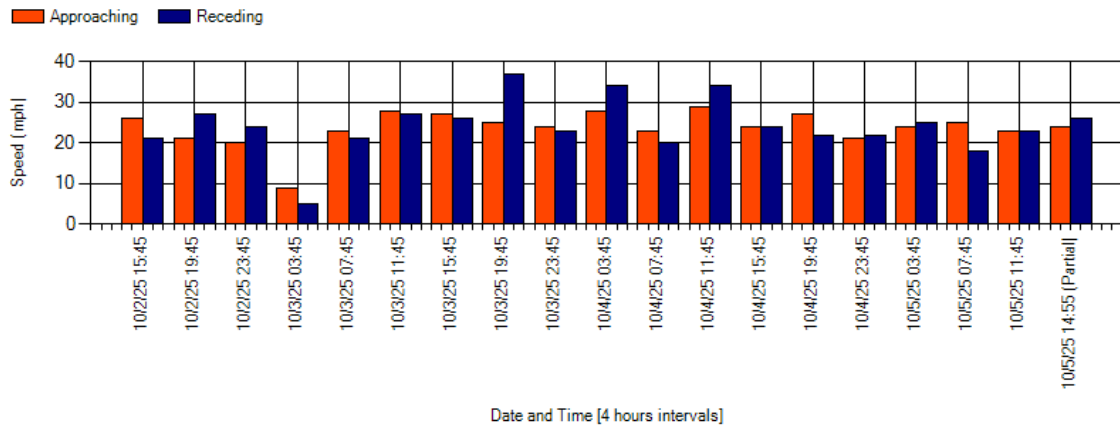
Speeding Statistics		10 MPH Pace		# Exceeding Limit			
Posted Limit	25 mph	Pace Speed	11 to 20 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph
# At/Under Limit	424	# In Pace	2	Volume	8	0	0
# Over Limit	8	% In Pace	0.46%	Percent	1.85%	0.00%	0.00%
Average Speed	14 mph						
85th % Speed (weighted)	17 mph						
				Total			
				8			
				1.85%			

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	509	# In Pace	1	Volume	11	1	0
# Over Limit	12	% In Pace	0.19%	Percent	2.11%	0.19%	0.00%
Average Speed	15 mph						
85th % Speed (weighted)	18 mph						
				Total			
				12			
				2.30%			

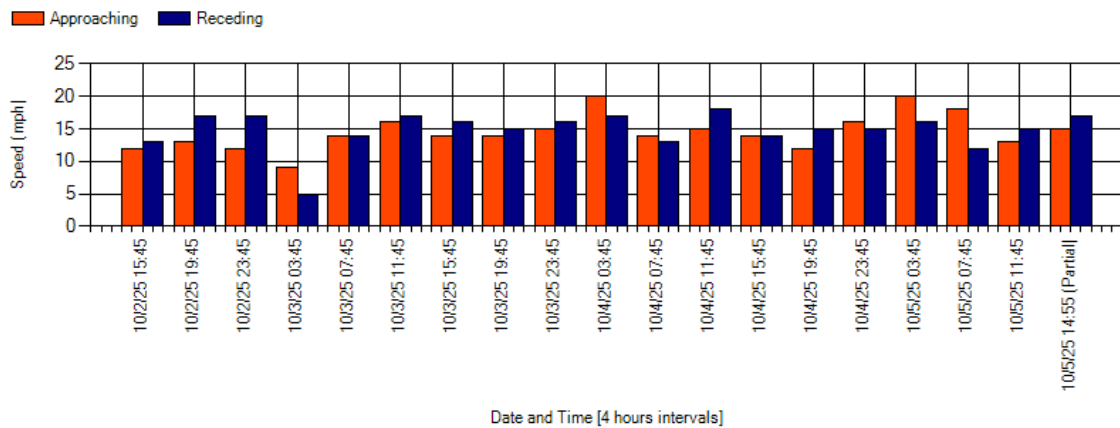
Speed - Maximum Speed

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.



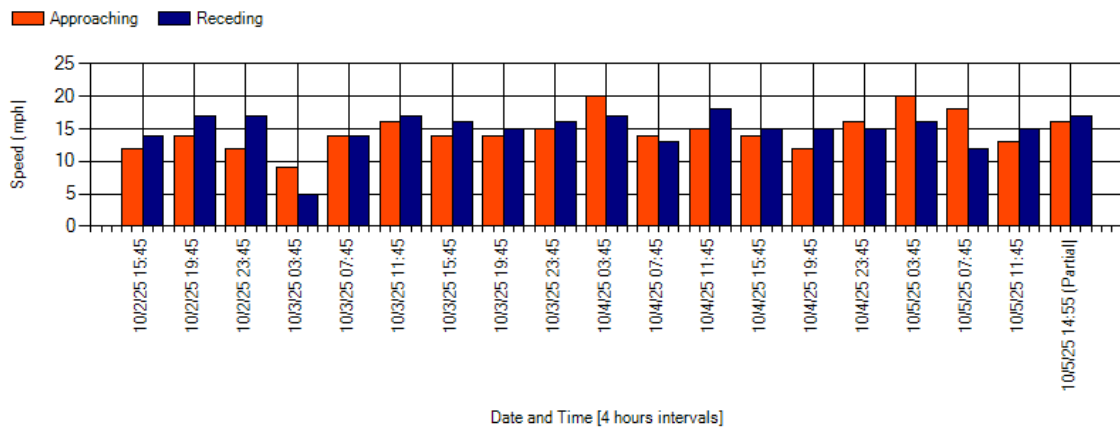
Speed - Average Speed

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.



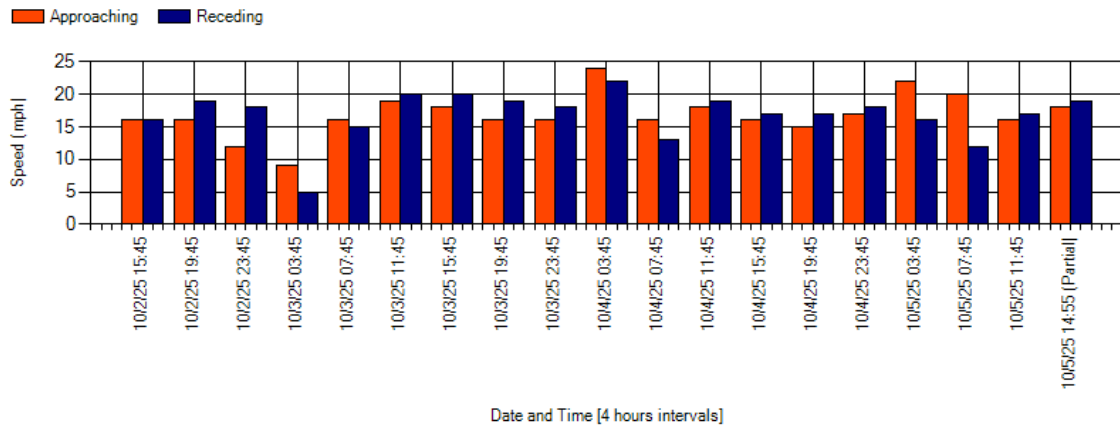
Speed - Median Speed

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:

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