# FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT THREE TRAFFIC OPERATIONS TECHNICAL MEMORANDUM

C-9V74 TWO 6 RE: FINAL Qualitative Assessment Location: SR 61 (Thomasville Road) at Savannah Trace – Leon County Section No: 55050000 Mile Post: 3.036 Date: 2/14/2022

Gresham, Smith conducted a Qualitative Assessment of SR 61 (Thomasville Road) at Savannah Trace intersection by reviewing the intersection to determine if there are operational problems or safety concerns which warranted a full traffic operational study and analysis. The assessment of this intersection was generated by the Capital Region Transportation Planning Agency (CRTPA) requesting a traffic signal warrant analysis at the SR 61 (Thomasville Road) at Savannah Trace intersection.

## Roadway Layout

SR 61 (Thomasville Road) is a four (4) lane divided roadway with a southbound left-turn lane at Savannah Trace. The posted speed limit along SR 61 (Thomasville Road) is 45 miles per hour (mph). Savannah Trace is a two (2) lane roadway with a single lane approach (shared left and right-turn lane) on the eastbound approach and separate left and right turn lanes on the westbound approach (Tallahassee Nurseries) at SR 61 (Thomasville Road). The speed limit along Savannah Trace is unposted.

SR 61 (Thomasville Road) has an access classification of 5 which is considered restrictive. Based on access management standards, the minimum required signal spacing for an Access Class 5 facility is ¼ mile (1,320 feet) for speed limits of 45 mph or less. To the south the closest signalized intersection is approximately 3,054 feet away at Armistead Road/Gardenia Drive. To the north the closest signalized intersection is approximately 1,300 feet away at Woodgate Way. A traffic signal at this location would not meet access management standards, though it would be within 20 feet of meeting the standard. The FDOT context classification for SR 61 (Thomasville Road) is C3R (Suburban Residential).

SR 61 (Thomasville Road) has an existing (Year 2020) AADT of 31,000 vehicles per day (based on Florida Traffic Online Site 555141, located 350 feet north of Waverly Drive. Per the FDOT Generalized Tables (Table 1), SR 61 (Thomasville Road) currently operates at LOS C along the segment when considered a 4-lane divided uninterrupted flow highway.

The geometric layout of the intersection along with photographs are shown below: Geometric Layout



SR 61 (Thomasville Rd) (Facing South)



SR 61 (Thomasville Rd) (Facing North)







## Preliminary Crash Analysis

Five (5) years of historical crash data, from January 1, 2016 to December 31, 2020, were collected and analyzed for this analysis using the Signal Four Analytics. All crashes over the 60-month timeframe, within 500 feet of the Savannah Trace intersection, were identified and then reviewed to ensure all were within the influence area of the study intersection. The resulting 7 crashes were summarized below.

The following table shows the yearly breakdown of crashes by type, from 2016 to 2020:

Crash Type	2016	2017	2018	2019	2020	Total
Rear-end	-	-	1	1	-	2
Angle	-	-	1	-	1	2
Fixed Object	-	-	-	1	-	1
Sideswipe	-	-	-	1	-	1
Single Vehicle	1	-	-		-	1
Total	1	0	2	3	1	7

## Crashes by Year and Type: 2016 - 2020

Of the 7 crashes, two (2) were rear-end crashes and two (2) were angle crashes. **Based on a detailed** review of the individual crash reports, over the past 5-years, two (2) crashes were determined to be susceptible to correction by traffic signal.

A statistical analysis of crash rates was performed for the subject location. This analysis compares documented crash rates at similar roadway facilities in District Three to the average number of crashes per year at the subject intersection. Crash rates are based on crashes per million vehicles on the State Highway System by intersection type. As depicted in the following table, the average number of reported crashes per year at the subject intersection (1.4) is significantly lower than the statistical crash average of similar roadway facilities (6.9) in District Three.

FDOT District 3 Crash Analysis	
Average Annual Daily Traffic	31,310
Million Vehicles Per Year (Based on Average Annual Daily Traffic)	11.428
Average Statistical Crash Rate Per Million Vehicles	0.601
Reported Crashes from January 2016 – December 2020 (5 years)	7
Anticipated Number of Crashes Per Year (Based on Avg. Crash Rate)	6.9
Actual Number of Reported Crashes Per Year	1.4

# Preliminary Signal Warrants

Preliminary signal warrant analysis was conducted at the SR 61 (Thomasville Road) at Savannah Trace intersection. The existing conditions, including traffic volumes and collisions, were reviewed to determine if the intersection could meet the eight (8) hour MUTCD Warrants for traffic signal. Based on the Florida Traffic Online Site 5141 (SR 61 – 350 feet north of Waverly Road), the highest volume AM peak hour of the day is 7:30-8:30 AM and the highest PM peak hour is 4:45-5:45 PM. Turning movement counts for the key movements were made on February 1<sup>st</sup>, 2022 and February 2<sup>nd</sup>, 2022.

The seasonal factor (SF) for Week 5 is 0.86. Since the seasonal factor is less than one (1.0), the counts were not adjusted as the counts are higher than average conditions.

The following is a summary of the adjusted counts:

V		
TYPE	7:30- 8:30 AM	4:45-5:45 PM
Westbound Left-turn	0	10
Westbound Right-turn	10	29
Eastbound Left-turn	1	1
Eastbound Right-turn	3	3

# Turning Movement Counts for Key Movements

Based on Table 4C-1 of the Manual on Uniform Traffic Control Devices (MUTCD) and a 45 mile per hour speed limit, a minimum of 53 vehicles per hour in a single lane is required on the minor movement for eight (8) hours of the day to meet the Eight Hour Vehicular Volume Warrant Condition B. As shown in the table above, this volume is not met during the two (2) hours counted for any of the key turning movements at the intersection.

# Field Observations

Field observations were made on February 1<sup>st</sup> and 2<sup>nd</sup>, 2022. During the AM and PM peaks, there was moderate to heavy traffic along SR 61 (Thomasville Road). Queuing on the side street was reasonable during field observations.

# <u>Work Program</u>

The FDOT 5-Year Tentative Work Program (2022 – 2026) was searched to determine if any projects are currently programed on SR 61 (Thomasville Road), within the study area. As February 2022, there was one (1) project currently programed at the study intersection. There is a sidewalk (FPID 448868-1) that is currently underway for preliminary engineering. Here is the detailed information related to this project:

- <u>Project</u>: Sidewalk
- <u>Phase</u>: Preliminary Engineering (On-going)
- <u>Limits</u>: SR 61 (Thomasville Road) from Armistead Road to Metropolitan Boulevard (1.696 miles)
- <u>Amount</u>: \$588,500 (Preliminary Engineering
- <u>WPI</u>: 448868-1

# <u>Speed Study</u>

A speed study was prepare for FDOT along SR 61 (Thomasville Road) from MP 2.412 to MP 4.238 (from south of Armistead Road to north of Metropolitan Boulevard) in June 2021. The recommendations of the study were no changes to the existing posted speed limits along SR 61 (Thomasville Road). A copy of the study is attached.

# Conclusions and Recommendations

This qualitative assessment was generated by CRTPA requesting a signal warrant study at this location. The intersection was reviewed, using crash data and limited traffic count data, to determine if traffic signals could be warranted using the MUTCD criteria. In reviewing the crash history, there were insufficient crashes susceptible to correction by a traffic signal within the past 12 months to meet traffic signal warranting crash criteria. Based on a review of the limited AM and PM turning movement counts, it is unlikely that the traffic volume from Savannah Trace would meet the minimum eight (8) hour or four (4) hour traffic volume warranting criteria during normal, non-seasonal peak periods.

Based on the existing traffic operating conditions, crash data, and field observations, a traffic signal, or other roadway improvements, are not warranted at this location.



# **Speed Zone Study Report**

SR 61 (Thomasville Road)

From South of Armistead Road to North of Metropolitan Boulevard

Leon County Roadway ID: 55050000 MP: 2.412 – 4.238

Study Type IV, Task 22B

Prepared for:

Florida Department of Transportation District 3 Traffic Operations Chipley, FL

Prepared by:

HSA Consulting Group 1284 Jackson Avenue

Chipley, FL 32428

July 14, 2021

## Location and Topography



SR 61 (Thomasville Rd) from south of Armistead Rd to north of Metropolitan Blvd



Speed Zone Study Limits

#### **Executive Summary**

At the direction of FDOT District Three Traffic Operations and Gresham Smith, HSA Consulting Group conducted a Speed Zone Study on SR 61 (Thomasville Rd) from south of Armistead Road to north of Metropolitan Blvd located in Leon County, Florida. The request to study this segment of roadway was generated by a concerned citizen, related to a bicycle lane issue. This request generated a formal study by the Traffic Operations Office.

#### CONCLUSIONS

- Within the last (5) years there was a total of 207 crashes within the 1.826 mile segment.
- Of the 207 crashes, there were 77 injuries and two (2) fatal crashes, with one (1) injury involving a cyclist.
- A total of 135 (65.2 %) of these crashes were identified as 'front to rear' collisions typical of a high volume arterial corridor with signalized intersections and cross streets.
- Of the 207 crashes, there were three (3) in which the crash reports indicate that the vehicle was traveling above the posted speed and was a contributing factor.
- There are four (4) signalized intersections within the segment limits. One of which is an emergency signal located at Tallahassee Fire Station No. 9.
- The spot speed study conducted on SR 61 at milepost 2.691 (roadway section 55050000) recorded an 85th percentile speed of 53 mph northbound/ 57 mph southbound within the existing 45 mph speed zone.
  - The 10 mph pace was 44-54 mph in the northbound direction and 44-54 mph southbound.
  - The study reflects 64% of northbound vehicles and 80% of southbound vehicles exceeded the posted speed limit.
  - The posted speed limit is 8-12 mph lower than the 85<sup>th</sup> percentile speed or upper range of the 10 mph pace the posted speed limit is low, but due to safety concerns the speed limit should not be raised above the 45 mph design speed.
- The spot speed study conducted on SR 61 at milepost 3.533 (roadway section 55050000) recorded an 85<sup>th</sup> percentile speed of 55 mph northbound/ 53 mph southbound within the existing 45 mph speed zone.
  - The 10 mph pace was 44-54 mph in the northbound direction, and 44-54 mph southbound.
  - The study reflects 70% of northbound vehicles and 75% of southbound vehicles exceeded the posted speed limit.
  - The posted speed limit is 8-9 mph lower than the 85<sup>th</sup> percentile speed or upper range of the 10 mph pace the 45 mph posted speed limit is correct for this location.
- Based on input from District Traffic Operations the design speed throughout the subject segment is 45 mph.
- There are no scheduled projects on this roadway segment.

#### RECOMMENDATIONS

Based on the speed zoning standards set forth by the *Speed Zoning Manual for Highways, Roads, and Streets in Florida,* the corresponding 85<sup>th</sup> percentile speeds, the historical crash data, and in an effort to maintain consistent and predictable speeds throughout this section of SR 61 the following recommendations are made:

• There should be no changes to the existing posted speed limits.

## **INTRODUCTION**

HSA Consulting Group conducted a speed zone study on SR 61 (Thomasville Rd) from south of Armistead Road to north of Metropolitan Boulevard (MP 2.412 - 4.238) measuring 1.826 miles in distance. Data collected for the study included historical traffic volumes, five (5) years of crash data, spot speed studies, and Traffic Operations RCI speed zone data. This information was used to analyze the speed, safety, and operation of this segment of the roadway and determine what, if any, actions should be taken regarding the posted speed limits.

The data was collected and analyzed as specified by the Manual on Uniform Traffic Control Devices (MUTCD), the FDOT Manual on Uniform Traffic Studies (MUTS), the Speed Zoning Manual for Highways, Roads and Streets in Florida, the FDOT Traffic Engineering Manual (TEM) and by standard engineering practices. The following traffic engineering tools were used to determine the appropriate speed of this roadway:

- Crash Analysis Reporting System (CARS)
- Signal 4 Analytics
- MUTS Spot Speed Study
- Handheld Radar: Microwave & Doppler Radar Signal Sensing and Processing System
- Video Monitoring Systems

## **ROADWAY CHARACTERISTICS**

SR 61 (Thomasville Rd) roadway section 55050000, in Leon County is a south to north, 4-lane urban principal arterial divided by a grass and concrete median. The study limits begin at milepost 2.412 (located south of Armistead Road) to milepost 4.238 (located north of Metropolitan Boulevard).

There are no discrepancies between the posted speed zones and the speed zones listed in the RCI database are shown in **Table 1 and Table 2**.

#### Table 1: Posted Speed Zones

Roadway Section Begin MP		End MP	Speed Zone	
55050000	1.200	10.250	45 MPH	

#### Table 2: RCI Database Speed Zone Limits

Roadway Section Begin MP		End MP	Speed Zone	
55050000	1.200	10.250	45 MPH	

#### **Design Speeds**

Based on the input from District 3 Traffic Operations, the design and posted speed is 45 mph. This is shown in **Table 3.** 

Roadway Section	Begin MP	End MP	Design Speed
55050000	2.412	4.238	45 MPH

#### Table 3: Design Speeds from Typical Section Package

#### **SEGMENT ANALYSIS**

The subject roadway segment begins south of Armistead Rd and ends north of Metropolitan Blvd. The majority of the intersecting roadways within the study limits provide motorists with east-west access to residential neighborhoods and commercial facilities. Throughout the study limits there are three (3) signalized intersections including, Armistead Road (MP 2.462), Hermitage Blvd (MP 3.430), Metropolitan Blvd (MP 4.158) and one (1) emergency signal at the Tallahassee Fire Department (MP 3.747). Photographs of the SR 61 (Thomasville Road) study segment are located in **Appendix B**.

#### **Traffic Volumes**

The FDOT Florida Traffic Online database was used to determine traffic volumes throughout the study segment. There are two traffic monitoring sites on SR 61 (Thomasville Rd) within the study segment and are cited in the tables below. **Table 4** reflects the 2020 AADT at MP 2.758 and **Table 5** reflects the 2020 AADT at MP 3.734.

Site	555141
Description	SR 61 (Thomasville Rd) -350' N of Waverly Rd
Section	55050000
Milepoint	2.758
AADT	31,000
Site Type	Portable
Class Data	Yes
K Factor	9
D Factor	65.1
T Factor	2.5

Table 4: Florida Traffic Online 2020 AADT (MP 2.758)

#### Table 5: Florida Traffic Online 2020 AADT (MP 3.734)

Site	553026		
Description	SR 61 (Thomasville Rd) -1600' N of Hermitage Blvd		
Section	55050000		
Milepoint	3.734		
AADT	30,000		
Site Type	Portable		
Class Data	Yes		
K Factor	9		
D Factor	65.1		
T Factor	2.7		

#### **Crash Analysis**

According to the FDOT manual on *Speed Zoning for Highways, Roads, and Streets in Florida*, the degree of success or failure of a speed zone can be evaluated through the statistical analysis of crash information. Types of crashes and patterns have been carefully reviewed to assist in determining if there are geometric and/or operational problems. Although crash data can provide an indication of the speed zoning successes or failures, the Speed Zoning Manual notes that traveling at higher speeds does not necessarily correlate with an increased risk of a crash occurring.

Historical crash information from January 1, 2016, to December 31, 2019, was obtained from the FDOT Safety Office through the Crash Analysis Report System (CARS). For 2020 CARS was incomplete and data was obtained using Signal Four Analytics (SFA). The combined data is reflected in the following two (2) tables. The crash databases

documented a total of 207 crashes over the 60-month timeframe throughout the **1.826**-mile study limits. **Table 6** shows crashes by year and type, while **Table 7** shows the crash detail (injuries/ fatalities/ property damage only) for this segment from the FDOT CARS and SFA reports.

ТҮРЕ	2016	2017	2018	2019 (SFA)	2020 (SFA)	Total	Percent of Total Crashes
Angle	3	4	6	4	8	25	12.1%
Front to Front	0	0	2	0	3	5	2.4%
Front to Rear	27	29	24	26	29	135	65.2%
Other	3	5	0	0	3	11	5.3%
Sideswipe, Same Direction	5	5	0	2	3	15	7.3%
Unknown	2	4	4	3	3	16	7.7%
Total	40	47	36	35	49	207	100 %

Table 6: Crashes by Year and Type

#### Table 7: Crash Detail Report

Year	Fatal Crashes	Injured Crashes	Property Damage	Total Crashes
			Only Crashes	
2016	1	17	22	40
2017	0	20	27	47
2018	1	13	22	36
2019	0	11	24	35
2020	0	16	33	49
Totals	2	77	128	207

As shown in Table 6, a total of 207 crashes were reported within the 1.826 mile study segment between 2016 and 2020. A total of 135 (65.2 %) of these crashes were identified as 'front to rear' collisions typical of a high volume arterial corridor with signalized intersections and numerous cross streets. The signalized intersections at Armistead Road, Hermitage Blvd, and Metropolitan Blvd accounted for the location of 55 (40.7 %) of the 'front to rear' crashes.

There were 77 injury crashes and two (2) fatal crashes that occurred in the five (5) year crash history. Based on data extracted from SFA and CARS, a total of 26 crashes resulted in injuries that required medical transport during the study period.

Of the 207 crashes, 70 crashes (33.8%) listed wet roadways as a contributing factor. Additionally, 10 crashes occurred during dark, not lighted conditions, while 21 crashes occurred during dark lighted conditions. Six (6) crashes also listed alcohol and/ or drugs as a contributing factor.

Based on the crash detail reports, there were a total of two (2) fatal crashes within the last five (5) years of recorded data. The most recent fatal crash occurred in 2018 when a vehicle left the roadway striking a traffic signal pole on the south side of the intersection of Thomasville Road and Sandhurst Drive. Wet Roadway and Dark-Lighted conditions were listed as contributing factors to this crash.

The second fatal crash occurred in 2016 when a vehicle traveling above the speed limit attempted to make a left turn onto Woodgate Way from Thomasville Road resulting in an angle crash. Dark-Lighted conditions and Speed were the contributing factors listed.

There were three (3) speed related crashes in which the estimated speeds were 5 mph or greater than the posted speed limit. In the first crash, the reported vehicle exceeded 50 mph (within a 45 mph zone), when attempting to make a left turn (as mentioned above in the 2016 fatality). The second crash occurred when a vehicle making a left turn onto Thomasville Road was stuck by another vehicle that was speeding in the northbound direction. The third speed related crash occurred when a northbound vehicle attempted to make a left turn onto Gardenia Drive was struck by a southbound vehicle that was noted to be speeding.

One (1) bicycle related crash occurred in 2020 when a bicyclist traveling southbound attempted to change lanes in front of a motor vehicle near the intersection of Waverly Road.

## Speed Analysis

Using the standard Department *Manual on Uniform Traffic Studies* guidelines and spot speed study methodology, two (2) spot speed studies were conducted within the study limits on June 21, 2021. The spot speed study field forms converted into electronic format are located in **Appendix C.** Locations for the two (2) Spot Speed Studies were selected based on roadway typical section, posted speed limits and development patterns.

The guidelines set forth in the manual on *Speed Zoning for Highways, Roads, and Streets in Florida* state that "A speed limit should not differ from the 85<sup>th</sup> percentile speed or upper limit of the 10-mph pace by more than 3 mph and it shall not be less than 8 mph. A speed limit of 4 to 8 mph less than the 85<sup>th</sup> percentile speed shall be supported by a supplemental investigation".

**Table 8** summarizes the results from the southern segment **Spot Speed Study 1: MP 2.691** within the existing 45 mph speed zone. Based on the data collected, 85<sup>th</sup> percentile speeds of 53 mph NB/ 57 mph SB were recorded. **The study indicates 64% of northbound vehicles and 80% of southbound vehicles exceeded the posted speed limit.** The posted speed limit is 8-12 mph lower than the 85<sup>th</sup> percentile speed or upper range of the 10 mph pace – the posted speed limit is low, but due to safety concerns the speed limit should not be raised above the 45 mph design speed.

Spot Speed Study 1						
Direction	NB	SB				
Posted Speed Limit	45	45				
85 <sup>th</sup> Percentile Speed	53	57				
10 MPH Pace	44-54	44-54				
Highest Recorded Speed	59	61				
% Exceeding Posted Speed	<mark>64</mark> %	80%				

**Table 9** summarizes the results from the northern segment **Spot Speed Study 2: MP 3.533** within the existing 45 mph speed zone. The spot speed study reflected 85<sup>th</sup> percentile speeds of 55 mph NB/ 53 mph SB. **The study indicates 70% of northbound vehicles and 75% of southbound vehicles exceeded the posted speed limit.** The posted speed limit is 8-9 mph lower than the 85<sup>th</sup> percentile speed or upper range of the 10 mph pace – the 45 mph posted speed limit is correct for this location.

Spot Speed Study 2														
Direction	NB	SB												
Posted Speed Limit	45	45												
85 <sup>th</sup> Percentile Speed	55	53												
10 MPH Pace	44-54	44-54												
Highest Recorded Speed	59	61												
% Exceeding Posted Speed	70%	75 <mark>%</mark>												

#### Table 9: SR 61 (MP 3.533)

### **Target Speed Review**

The preliminary Context Classification of the study segment is Suburban Residential (C3R) and Suburban Commercial (C3C) for which the Target Speed Range is 35-55 mph. The existing 45 mph posted speed limit is in compliance with the Target Speed.

## **Scheduled Projects**

There are no projects scheduled on this segment of SR 61.

#### CONCLUSIONS

- Within the last (5) years there was a total of 207 crashes within the 1.826 mile segment.
- Of the 207 crashes, there were 77 injuries and two (2) fatal crashes, with one (1) injury involving a cyclist.
- A total of 135 (65.2 %) of these crashes were identified as 'front to rear' collisions typical of a high volume arterial corridor with signalized intersections and cross streets.
- Of the 207 crashes, there were three (3) in which the crash reports indicate that the vehicle was traveling above the posted speed and was a contributing factor.
- There are four (4) signalized intersections within the segment limits. One of which is an emergency signal located at Tallahassee Fire Station No. 9.
- The spot speed study conducted on SR 61 at milepost 2.691 (roadway section 55050000) recorded an 85th percentile speed of 53 mph northbound/ 57 mph southbound within the existing 45 mph speed zone.
  - The 10 mph pace was 44-54 mph in the northbound direction and 44-54 mph southbound.
  - The study reflects 64% of northbound vehicles and 80% of southbound vehicles exceeded the posted speed limit.
  - The posted speed limit is 8-12 mph lower than the 85<sup>th</sup> percentile speed or upper range of the 10 mph pace – the posted speed limit is low, but due to safety concerns the speed limit should not be raised above the 45 mph design speed.
- The spot speed study conducted on SR 61 at milepost 3.533 (roadway section 55050000) recorded an 85<sup>th</sup> percentile speed of 55 mph northbound/ 53 mph southbound within the existing 45 mph speed zone.
  - The 10 mph pace was 44-54 mph in the northbound direction, and 44-54 mph southbound.
  - The study reflects 70% of northbound vehicles and 75% of southbound vehicles exceeded the posted speed limit.

- The posted speed limit is 8-9 mph lower than the 85<sup>th</sup> percentile speed or upper range of the 10 mph pace the 45 mph posted speed limit is correct for this location.
- Based on input from District Traffic Operations the design speed throughout the subject segment is 45 mph.
- There are no scheduled projects on this roadway segment.

#### RECOMMENDATIONS

Based on the speed zoning standards set forth by the *Speed Zoning Manual for Highways, Roads, and Streets in Florida*, the corresponding 85<sup>th</sup> percentile speeds, the historical crash data, and in an effort to maintain consistent and predictable speeds throughout this section of SR 61 the following recommendations are made:

• There should be no changes to the existing posted speed limits.

## **APPENDIX A**

Straight Line Diagrams: Current Posted Speed Zones versus RCI Database

#### Roadway Section 55050000

![](_page_15_Figure_1.jpeg)

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CURVE DAW, NOT FIELD VEHFED   Auropage     HORIZONERA   PLADO     ALIANGEN   PLADO     STRUCTURE   PLADO     STRUCTURE   PLADO     STRUCTURE   PLADO     STRUCTURE   PLADO     ODIMO   PLADO     DOMO   PLADO     TANCALADO   PLADO			284CS														
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# APPENDIX B

Photographs: Study Segment Limits

## Image 1: SR 61 Facing North (MP 2.691)

![](_page_18_Picture_2.jpeg)

Image 2: SR 61 Facing South (MP 2.691)

![](_page_18_Picture_4.jpeg)

## Image 3: SR 61 Facing North (MP 3.533)

![](_page_19_Picture_2.jpeg)

Image 4: SR 61 Facing South (MP 3.533)

![](_page_19_Picture_4.jpeg)

## APPENDIX C

Spot Speed Studies 1 & 2

## Spot Speed Study 1: MP 2.691

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