

March 26, 2026

Honorable Willis T. Thompson
Mayor, City of Vicksburg
1401 Walnut Street
Vicksburg, MS 39180

Re: Traffic Calming Study at Five Locations

Dear Mayor Thompson:

Per the City's request, Neel-Schaffer has conducted a traffic volume and vehicle speed study at five locations in Vicksburg. All five study locations are two-lane public streets serving primarily residential neighborhoods, each with a posted speed limit of 20 mph. A 24-hour traffic volume and vehicle speed count was conducted on March 05, 2026, and is provided as an attachment to this memo.

The following sections summarize the key traffic performance measures for each location, including:

- Daily traffic volume (vehicles per day, veh/day)
- Peak traffic periods and associated volumes
- Average travel speed (miles per hour, mph)
- 85th percentile speed – the speed at or below which 85% of vehicles are travelling on the roadway
- 10-mph pace speed and pace volume – the 10-mph speed range containing the highest number of observed vehicles in the speed study

Together, these performance indicators provide insight into driver behavior and operating conditions at each site, and they are intended to assist decisionmakers in identifying the affected locations and determining the appropriate traffic calming solutions.

Site 1 – Chambers St, east of Frederick St

On Chambers St, 639 vehicles were counted in a single day, and only four of those were larger trucks. The busiest time of day (the peak hour period) was observed between 4:00 pm to 5:00 pm, when 64 vehicles passed through this area. The average speed of the vehicles was found to be 25 mph, whereas the 85th percentile speed was observed to be 30 mph.

When we look at the range of speeds most drivers were travelling (10-mph pace speed), the majority (about 65%) were driving between 20 to 29 mph. However, we also found that 292 vehicles, which is about 46% of all traffic, were going faster than 25 mph with the highest reported speed being 40 mph. The most speeding (speed > 25 mph) happened during the same busy time in the afternoon, between 4:00 pm to 5:00 pm.



Site 2 – 1st Avenue, east of Meadowvale Dr

On 1st Avenue, 544 vehicles were counted in a single day, and only four of those were larger trucks. The busiest time of day (the peak hour period) was observed between 5:00 pm to 6:00 pm, when 43 vehicles passed through this area. The average speed of the vehicles was found to be 29 mph, whereas the 85th percentile speed was observed to be 37 mph.

Almost half (about 48%) of all drivers were moving between 25 and 34 mph. In addition, about two-thirds (66%) of all vehicles, that's 359 cars in a single day, were driving over 25 mph.

Breaking down those speeds shows that:

- 24% of all vehicles were going 26-30 mph
- 20% were going 31-35 mph
- 15% were going 36-40 mph
- 7% were going over 40 mph, including one driver recorded at 56 mph

Most of this speeding (speed > 25 mph) happened between 5:00 p.m. and 6:00 p.m.

Site 3 – Meadowvale Dr, east of 2nd Avenue

On Meadowvale Dr, 146 vehicles were counted in a single day, and only one of those was a larger truck. The busiest time of day (the peak hour period) was observed between 5:00 pm to 6:00 pm, when 20 vehicles passed through this area. The average speed of the vehicles was found to be 20 mph, whereas the 85th percentile speed was observed to be 27 mph.

When we look at the range of speeds most drivers were travelling (10-mph pace speed), the majority (about 54%) were driving between 15 to 24 mph. However, we also found that 28 vehicles, which is about 19% of all traffic, were going faster than 25 mph with the highest reported speed being 35 mph. The most speeding (speed > 25 mph) happened during the morning, between 7:00 am to 8:00 am.

Site 4 – National St, west of Victory Avenue

On National St, 494 vehicles were counted in a single day, and only one of those was larger truck. The busiest time of day (the peak hour period) was observed between 4:00 pm to 5:00 pm, when 58 vehicles passed through this area. The average speed of the vehicles was found to be 22 mph, whereas the 85th percentile speed was observed to be 28 mph.

When we look at the range of speeds most drivers were travelling (10-mph pace speed), the majority (about 60%) were driving between 17 to 26 mph. However, we also found that 122 vehicles, which is about 25% of all traffic, were going faster than 25 mph with the highest reported speed being 39 mph. The most speeding (speed > 25 mph) happened during the same busy time in the afternoon, between 4:00 pm to 5:00 pm.

Site 5 – Vicklan St, south of East Avenue

On Vicklan St, 96 vehicles were counted in a single day, and only two of those were larger trucks. The busiest time of day (the peak hour period) was observed between 3:00 pm to 4:00 pm, when 12 vehicles passed through this area. The average speed of the vehicles was found to be 19 mph, whereas the 85th percentile speed was observed to be 24 mph.

When we look at the range of speeds most drivers were travelling (10-mph pace speed), the



majority (about 64%) were driving between 14 to 23 mph. However, we also found that 4 vehicles, which is about 4% of all traffic, were going faster than 25 mph with the highest reported speed being 30 mph. The most speeding (speed > 25 mph) happened during the same busy time in the afternoon, between 3:00 to 4:00 pm.

Conclusions:

This evaluation found that four of the five locations studied, Sites 1 through 4, could be considered for speed humps. It is recommended that community feedback, roadway conditions, design and spacing should be considered prior to making a final decision to install speed humps at these sites.

For each of these streets, the 85th percentile speed was more than 5 mph faster than the posted speed. In particular, First Avenue (Site 2) had an 85th percentile speed of 37 mph with nearly half of vehicles traveling between 25 and 34 mph.

The fifth site, Vicklan Street, had an 85th percentile speed 4 mph faster than the speed limit with nearly two thirds of drivers traveling between 14 and 23. Vicklan Street also had the lowest volume of traffic, 96 vehicles per day. The low volume combined with the general compliance with the speed limit suggests that this street likely would not benefit significantly from a speed hump. However, other factors beyond speed may warrant further discussion of traffic calming measures and a layout exhibit for the speed humps is included herewith should the City decide to install speed humps along this section of roadway.

The table below summarizes which locations appear suitable for speed humps based on the data:

| Site/ Location | 85 th Percentile Speed | Speed Humps Recommended |
|--|-----------------------------------|-------------------------|
| Site 1 - Chambers St, east of Frederick St | 30 mph | Yes |
| Site 2 - 1st Ave, east of Meadowvale Dr | 37 mph | Yes |
| Site 3 - Meadowvale Dr, east of 2nd Ave | 27 mph | Yes |
| Site 4 - National St, west of Victory Ave | 28 mph | Yes |
| Site 5 - Vicklan St, south of East Ave | 24 mph | No |

If you have any questions or comments regarding this analysis, please call me at (601) 534-1794.

Sincerely,
Neel-Schaffer, Inc.

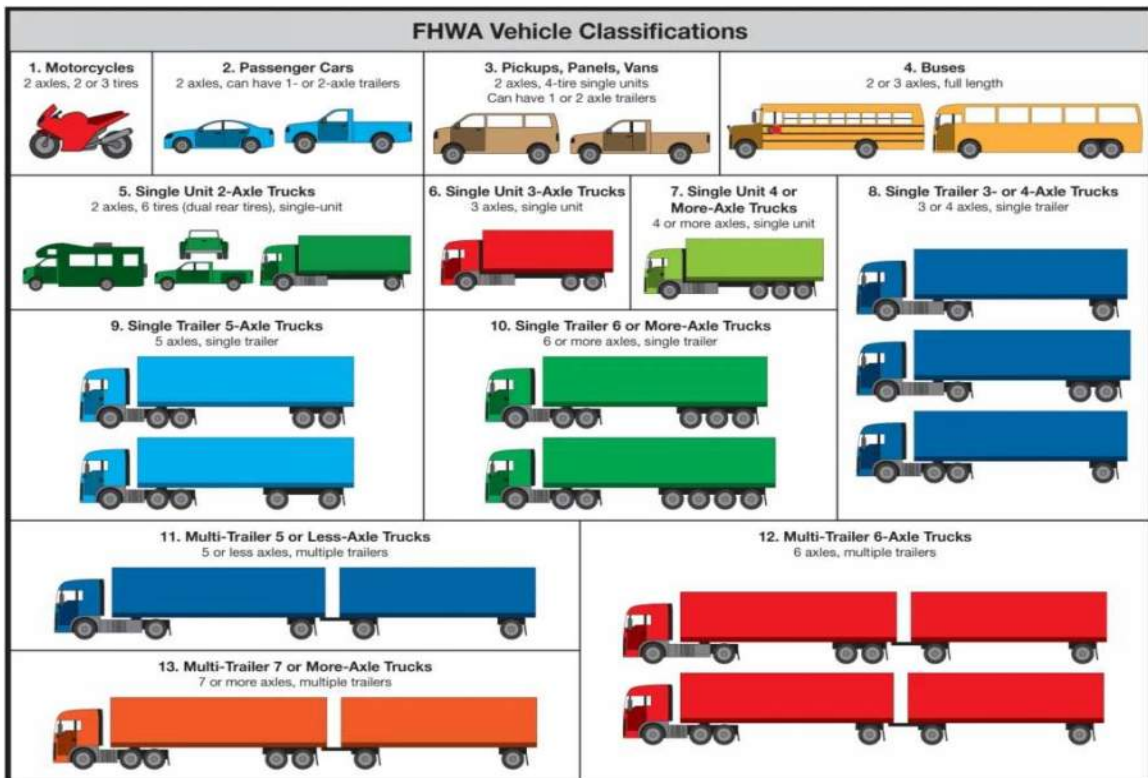
Brian Robbins, P.E.
Senior Project Engineer

Attachments



Site 1 (Chambers St, east of Frederick St)
A. Traffic Counts Based on Vehicle Classification

| Time | By Vehicle Classification | | | | | | | | | 60min |
|---------------------------|---------------------------|--------------|--------------|-------------|--------------|-------------|-------------|-------------|-------------|------------|
| | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9-13 | Total |
| 0000 - 0100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 - 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 - 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 - 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 - 0500 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 0500 - 0600 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 0600 - 0700 | 0 | 8 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 16 |
| 0700 - 0800 | 0 | 26 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 40 |
| 0800 - 0900 | 0 | 22 | 11 | 1 | 5 | 0 | 0 | 0 | 0 | 39 |
| 0900 - 1000 | 0 | 26 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 35 |
| 1000 - 1100 | 0 | 18 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 27 |
| 1100 - 1200 | 0 | 22 | 5 | 0 | 6 | 1 | 0 | 0 | 0 | 34 |
| 1200 - 1300 | 0 | 28 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 43 |
| 1300 - 1400 | 0 | 41 | 9 | 0 | 5 | 1 | 0 | 0 | 0 | 56 |
| 1400 - 1500 | 0 | 28 | 8 | 2 | 8 | 0 | 0 | 1 | 0 | 47 |
| 1500 - 1600 | 0 | 31 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 41 |
| 1600 - 1700 | 0 | 47 | 9 | 2 | 5 | 0 | 0 | 1 | 0 | 64 |
| 1700 - 1800 | 0 | 33 | 8 | 3 | 11 | 0 | 0 | 0 | 0 | 55 |
| 1800 - 1900 | 0 | 25 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 40 |
| 1900 - 2000 | 0 | 11 | 10 | 0 | 8 | 0 | 0 | 0 | 0 | 29 |
| 2000 - 2100 | 0 | 17 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 35 |
| 2100 - 2200 | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 2200 - 2300 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 2300 - 2400 | 0 | 6 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 11 |
| Session Total | 0 | 407 | 108 | 14 | 106 | 2 | 0 | 2 | 0 | 639 |
| Session Percentage | 0.00 | 63.69 | 16.90 | 2.19 | 16.59 | 0.31 | 0.00 | 0.31 | 0.00 | |



Site 1 (Chambers St, east of Frederick St)
B. Traffic Counts Based on Vehicle Speed

| Time | By Vehicle Speed | | | | | | | | | 60min |
|---------------------------|------------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|
| | <15 mph | 16-20 mph | 21-25 mph | 26-30 mph | 31-35 mph | 36-40 mph | 41-45 mph | 46-50 mph | >50 mph | Total |
| 0000 - 0100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 - 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 - 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 - 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 - 0500 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0500 - 0600 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 6 |
| 0600 - 0700 | 0 | 2 | 6 | 5 | 3 | 0 | 0 | 0 | 0 | 16 |
| 0700 - 0800 | 0 | 2 | 11 | 17 | 9 | 1 | 0 | 0 | 0 | 40 |
| 0800 - 0900 | 1 | 2 | 9 | 20 | 6 | 1 | 0 | 0 | 0 | 39 |
| 0900 - 1000 | 0 | 5 | 11 | 12 | 7 | 0 | 0 | 0 | 0 | 35 |
| 1000 - 1100 | 3 | 3 | 5 | 13 | 2 | 1 | 0 | 0 | 0 | 27 |
| 1100 - 1200 | 2 | 1 | 7 | 13 | 9 | 2 | 0 | 0 | 0 | 34 |
| 1200 - 1300 | 0 | 7 | 15 | 13 | 8 | 0 | 0 | 0 | 0 | 43 |
| 1300 - 1400 | 3 | 9 | 18 | 22 | 4 | 0 | 0 | 0 | 0 | 56 |
| 1400 - 1500 | 2 | 7 | 17 | 15 | 5 | 1 | 0 | 0 | 0 | 47 |
| 1500 - 1600 | 3 | 7 | 17 | 10 | 4 | 0 | 0 | 0 | 0 | 41 |
| 1600 - 1700 | 1 | 10 | 23 | 22 | 7 | 1 | 0 | 0 | 0 | 64 |
| 1700 - 1800 | 1 | 11 | 26 | 16 | 1 | 0 | 0 | 0 | 0 | 55 |
| 1800 - 1900 | 1 | 7 | 22 | 9 | 0 | 1 | 0 | 0 | 0 | 40 |
| 1900 - 2000 | 2 | 12 | 5 | 9 | 1 | 0 | 0 | 0 | 0 | 29 |
| 2000 - 2100 | 3 | 9 | 15 | 5 | 2 | 1 | 0 | 0 | 0 | 35 |
| 2100 - 2200 | 1 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 10 |
| 2200 - 2300 | 2 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 2300 - 2400 | 1 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 11 |
| Session Total | 26 | 103 | 218 | 212 | 71 | 9 | 0 | 0 | 0 | 639 |
| Session Percentage | 4.1 | 16.1 | 34.1 | 33.2 | 11.1 | 1.4 | 0.0 | 0.0 | 0.0 | |

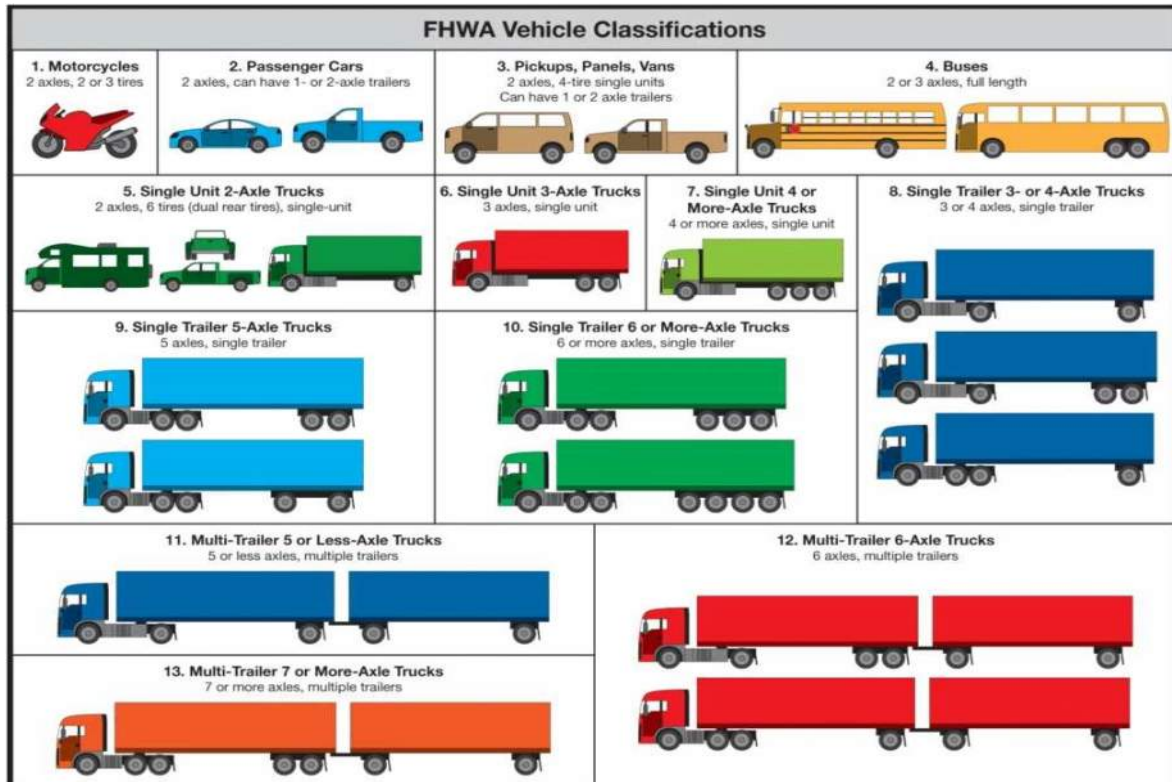
| | |
|-----------------|--------|
| 15th Percentile | 19 mph |
| 50th Percentile | 25 mph |
| 85th Percentile | 30 mph |
| 95th Percentile | 33 mph |

| | |
|----------------------|-----------|
| 10mph Pace Speed | 20-29 mph |
| Number in Pace | 416 |
| Percent in Pace (%) | 65.1 |
| >PSL (25mph) | 292 |
| >PSL % (25mph) (%) | 45.7 |
| Mean Speed (Average) | 25 mph |
| Maximum Speed | 40 mph |

Site 2 (1st Ave, east of Meadowvale Dr)

A. Traffic Counts Based on Vehicle Classification

| Time | By Vehicle Classification | | | | | | | | | 60min Total |
|---------------------------|---------------------------|-------------|-------------|------------|-------------|------------|------------|------------|------------|----------------|
| | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9-13 | |
| 0000 - 0100 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 0100 - 0200 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 0200 - 0300 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0300 - 0400 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0400 - 0500 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 0500 - 0600 | 0 | 7 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 12 |
| 0600 - 0700 | 0 | 11 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 19 |
| 0700 - 0800 | 0 | 18 | 12 | 4 | 7 | 0 | 0 | 0 | 0 | 41 |
| 0800 - 0900 | 0 | 17 | 7 | 0 | 6 | 0 | 0 | 0 | 0 | 30 |
| 0900 - 1000 | 0 | 15 | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 31 |
| 1000 - 1100 | 0 | 10 | 9 | 0 | 5 | 0 | 0 | 0 | 0 | 24 |
| 1100 - 1200 | 0 | 9 | 9 | 0 | 6 | 0 | 0 | 0 | 0 | 24 |
| 1200 - 1300 | 0 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 1300 - 1400 | 0 | 18 | 7 | 0 | 9 | 4 | 0 | 0 | 0 | 38 |
| 1400 - 1500 | 0 | 10 | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 23 |
| 1500 - 1600 | 0 | 24 | 6 | 1 | 10 | 0 | 0 | 0 | 0 | 41 |
| 1600 - 1700 | 0 | 15 | 11 | 4 | 6 | 0 | 0 | 0 | 0 | 36 |
| 1700 - 1800 | 0 | 32 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 43 |
| 1800 - 1900 | 0 | 23 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 40 |
| 1900 - 2000 | 0 | 17 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 27 |
| 2000 - 2100 | 0 | 17 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 28 |
| 2100 - 2200 | 0 | 18 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 24 |
| 2200 - 2300 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 2300 - 2400 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Session Total | 0 | 307 | 140 | 11 | 82 | 4 | 0 | 0 | 0 | 544 |
| Session Percentage | 0.0 | 56.4 | 25.7 | 2.0 | 15.1 | 0.7 | 0.0 | 0.0 | 0.0 | |



Site 2 (1st Ave, east of Meadowvale Dr)
B. Traffic Counts Based on Vehicle Speed

| Time | By Vehicle Speed | | | | | | | | | | | 60min |
|--------------------|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------|-------|
| | <15 mph | 16-20 mph | 21-25 mph | 26-30 mph | 31-35 mph | 36-40 mph | 41-45 mph | 46-50 mph | 50-55 mph | 55-60 mph | >60 mph | Total |
| 0000 - 0100 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 5 |
| 0100 - 0200 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 6 |
| 0200 - 0300 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0300 - 0400 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0400 - 0500 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 0500 - 0600 | 1 | 2 | 1 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 12 |
| 0600 - 0700 | 0 | 1 | 3 | 2 | 5 | 4 | 4 | 0 | 0 | 0 | 0 | 19 |
| 0700 - 0800 | 2 | 7 | 8 | 8 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 41 |
| 0800 - 0900 | 0 | 0 | 5 | 6 | 10 | 5 | 4 | 0 | 0 | 0 | 0 | 30 |
| 0900 - 1000 | 0 | 5 | 3 | 9 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 31 |
| 1000 - 1100 | 2 | 1 | 3 | 5 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 24 |
| 1100 - 1200 | 1 | 1 | 3 | 11 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 24 |
| 1200 - 1300 | 0 | 2 | 1 | 3 | 1 | 13 | 1 | 0 | 0 | 0 | 0 | 21 |
| 1300 - 1400 | 4 | 6 | 8 | 8 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 38 |
| 1400 - 1500 | 0 | 0 | 5 | 3 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| 1500 - 1600 | 3 | 9 | 10 | 6 | 5 | 5 | 1 | 1 | 1 | 0 | 0 | 41 |
| 1600 - 1700 | 2 | 7 | 9 | 11 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 36 |
| 1700 - 1800 | 0 | 1 | 12 | 18 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 43 |
| 1800 - 1900 | 0 | 4 | 10 | 13 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 40 |
| 1900 - 2000 | 0 | 6 | 9 | 8 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 27 |
| 2000 - 2100 | 0 | 0 | 8 | 5 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 28 |
| 2100 - 2200 | 1 | 1 | 6 | 8 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 24 |
| 2200 - 2300 | 0 | 1 | 4 | 3 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 13 |
| 2300 - 2400 | 0 | 0 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 7 |
| Session Total | 16 | 56 | 113 | 133 | 110 | 80 | 24 | 9 | 2 | 1 | 0 | 544 |
| Session Percentage | 2.9 | 10.3 | 20.8 | 24.4 | 20.2 | 14.7 | 4.4 | 1.7 | 0.4 | 0.2 | 0.0 | |

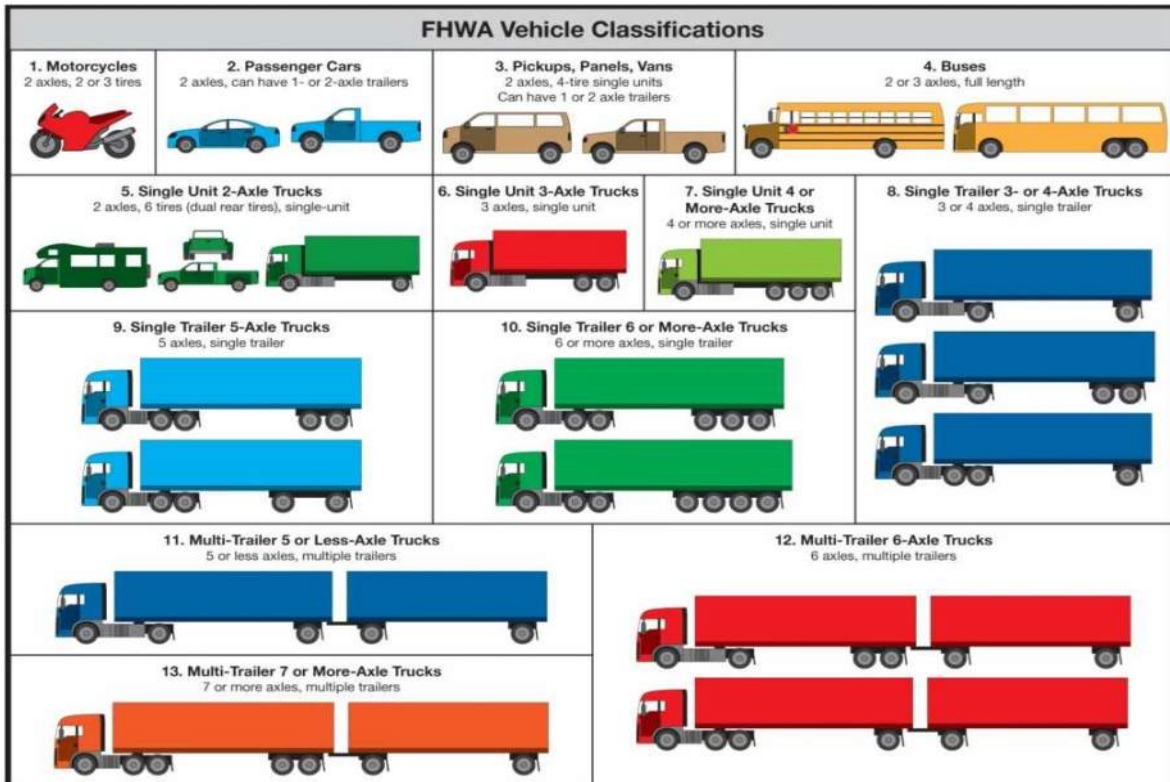
| | |
|-----------------|--------|
| 15th Percentile | 21 mph |
| 50th Percentile | 29 mph |
| 85th Percentile | 37 mph |
| 95th Percentile | 42 mph |

| | |
|----------------------|-----------|
| 10mph Pace Speed | 25-34 mph |
| Number in Pace | 259 |
| Percent in Pace (%) | 47.6 |
| >PSL (25mph) | 359 |
| >PSL % (25mph) (%) | 66.0 |
| Mean Speed (Average) | 29 mph |
| Maximum Speed | 56 mph |

Site 3 (Meadowvale Dr, east of 2nd Ave)

A. Traffic Counts Based on Vehicle Classification

| Time | By Vehicle Classification | | | | | | | | | 60min Total |
|---------------------------|---------------------------|-------------|-------------|------------|-------------|------------|------------|------------|------------|----------------|
| | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9-13 | |
| 0000 - 0100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 - 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 - 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 - 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 - 0500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 - 0600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 - 0700 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0700 - 0800 | 0 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 11 |
| 0800 - 0900 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0900 - 1000 | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 12 |
| 1000 - 1100 | 0 | 6 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 10 |
| 1100 - 1200 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 1200 - 1300 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| 1300 - 1400 | 0 | 3 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 10 |
| 1400 - 1500 | 0 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| 1500 - 1600 | 0 | 6 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 11 |
| 1600 - 1700 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1700 - 1800 | 0 | 15 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 20 |
| 1800 - 1900 | 0 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 13 |
| 1900 - 2000 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 2000 - 2100 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 2100 - 2200 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2200 - 2300 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2300 - 2400 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| Session Total | 0 | 94 | 17 | 7 | 27 | 1 | 0 | 0 | 0 | 146 |
| Session Percentage | 0.0 | 64.4 | 11.6 | 4.8 | 18.5 | 0.7 | 0.0 | 0.0 | 0.0 | |



Site 3 (Meadowvale Dr, east of 2nd Ave)
B. Traffic Counts Based on Vehicle Speed

| Time | By Vehicle Speed | | | | | | | | | 60min |
|---------------------------|------------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|
| | <15 mph | 16-20 mph | 21-25 mph | 26-30 mph | 31-35 mph | 36-40 mph | 41-45 mph | 46-50 mph | > 50 mph | Total |
| 0000 - 0100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 - 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 - 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 - 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 - 0500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 - 0600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 - 0700 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0700 - 0800 | 2 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 11 |
| 0800 - 0900 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0900 - 1000 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1000 - 1100 | 2 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1100 - 1200 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 1200 - 1300 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1300 - 1400 | 2 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1400 - 1500 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 1500 - 1600 | 3 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 1600 - 1700 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1700 - 1800 | 1 | 4 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 20 |
| 1800 - 1900 | 1 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 1900 - 2000 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2000 - 2100 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2100 - 2200 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2200 - 2300 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2300 - 2400 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| Session Total | 33 | 38 | 47 | 25 | 3 | 0 | 0 | 0 | 0 | 146 |
| Session Percentage | 22.6 | 26.0 | 32.2 | 17.1 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | |

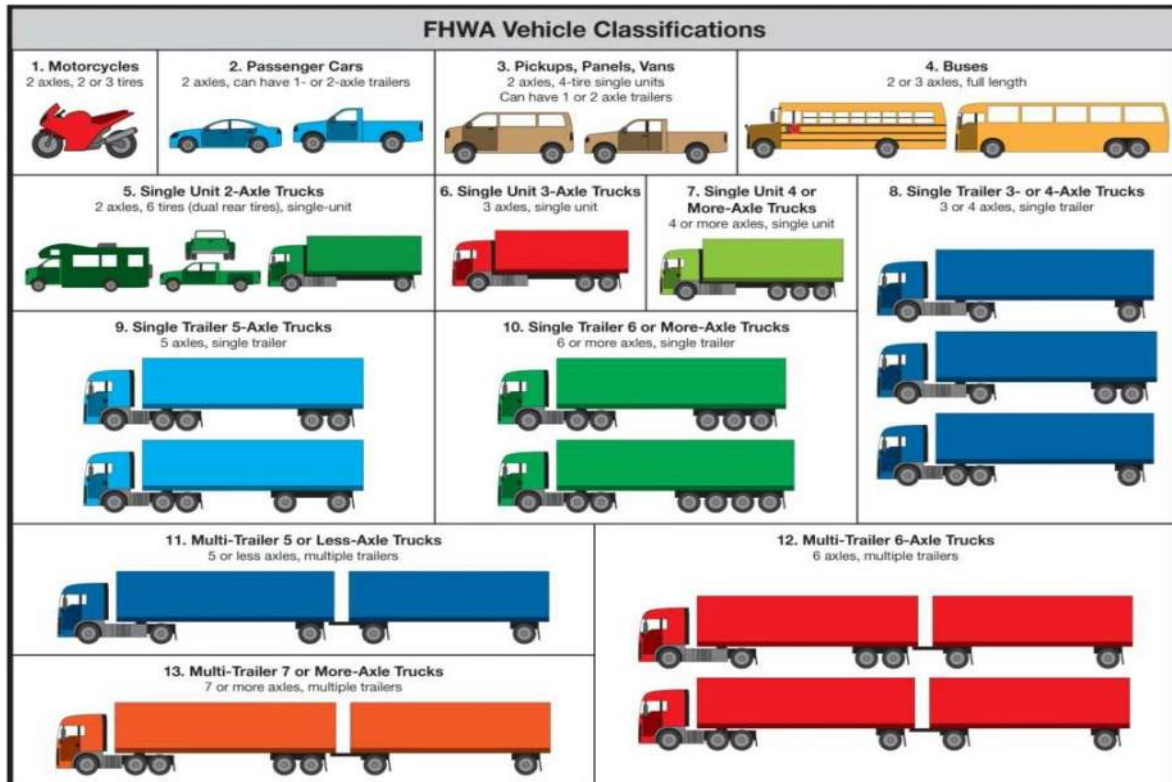
| | |
|-----------------|-----------|
| 15th Percentile | 12.75 mph |
| 50th Percentile | 21 mph |
| 85th Percentile | 27 mph |
| 95th Percentile | 30 mph |

| | |
|----------------------|-----------|
| 10mph Pace Speed | 15-24 mph |
| Number in Pace | 79 |
| Percent in Pace (%) | 54.1 |
| >PSL (25mph) | 28 |
| >PSL % (25mph) (%) | 19.2 |
| Mean Speed (Average) | 20 mph |
| Maximum Speed | 35 mph |

Site 4 (National St, west of Victory Ave)

A. Traffic Counts Based on Vehicle Classification

| Time | By Vehicle Classification | | | | | | | | | 60min Total |
|---------------------------|---------------------------|-------------|-------------|------------|------------|------------|------------|------------|------------|-------------|
| | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9-13 | |
| 0000 - 0100 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 0100 - 0200 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0200 - 0300 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0300 - 0400 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0400 - 0500 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0500 - 0600 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 0600 - 0700 | 0 | 5 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 10 |
| 0700 - 0800 | 0 | 16 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 22 |
| 0800 - 0900 | 0 | 17 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 26 |
| 0900 - 1000 | 0 | 7 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 13 |
| 1000 - 1100 | 0 | 23 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 33 |
| 1100 - 1200 | 0 | 13 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 20 |
| 1200 - 1300 | 0 | 19 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 28 |
| 1300 - 1400 | 0 | 29 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 41 |
| 1400 - 1500 | 0 | 26 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 1500 - 1600 | 0 | 29 | 3 | 0 | 5 | 1 | 0 | 0 | 0 | 38 |
| 1600 - 1700 | 0 | 43 | 9 | 1 | 5 | 0 | 0 | 0 | 0 | 58 |
| 1700 - 1800 | 0 | 26 | 5 | 1 | 7 | 0 | 0 | 0 | 0 | 39 |
| 1800 - 1900 | 0 | 27 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 35 |
| 1900 - 2000 | 0 | 26 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 35 |
| 2000 - 2100 | 0 | 14 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 19 |
| 2100 - 2200 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 2200 - 2300 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 2300 - 2400 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Session Total | 0 | 365 | 74 | 5 | 49 | 1 | 0 | 0 | 0 | 494 |
| Session Percentage | 0.0 | 73.9 | 15.0 | 1.0 | 9.9 | 0.2 | 0.0 | 0.0 | 0.0 | |



Site 4 (National St, west of Victory Ave)
B. Traffic Counts Based on Vehicle Speed

| Time | By Vehicle Speed | | | | | | | | | 60min |
|---------------------------|------------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|
| | <15 mph | 16-20 mph | 21-25 mph | 26-30 mph | 31-35 mph | 36-40 mph | 41-45 mph | 46-50 mph | > 50 mph | Total |
| 0000 - 0100 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 6 |
| 0100 - 0200 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0200 - 0300 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0300 - 0400 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 0400 - 0500 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 0500 - 0600 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0600 - 0700 | 1 | 1 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 10 |
| 0700 - 0800 | 2 | 2 | 11 | 2 | 5 | 0 | 0 | 0 | 0 | 22 |
| 0800 - 0900 | 2 | 7 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 26 |
| 0900 - 1000 | 3 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 1000 - 1100 | 11 | 10 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 33 |
| 1100 - 1200 | 3 | 7 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 20 |
| 1200 - 1300 | 4 | 9 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 28 |
| 1300 - 1400 | 7 | 8 | 16 | 7 | 3 | 0 | 0 | 0 | 0 | 41 |
| 1400 - 1500 | 4 | 5 | 13 | 5 | 3 | 0 | 0 | 0 | 0 | 30 |
| 1500 - 1600 | 10 | 7 | 9 | 9 | 1 | 2 | 0 | 0 | 0 | 38 |
| 1600 - 1700 | 4 | 5 | 32 | 13 | 3 | 1 | 0 | 0 | 0 | 58 |
| 1700 - 1800 | 9 | 7 | 16 | 4 | 3 | 0 | 0 | 0 | 0 | 39 |
| 1800 - 1900 | 4 | 9 | 17 | 4 | 1 | 0 | 0 | 0 | 0 | 35 |
| 1900 - 2000 | 6 | 3 | 20 | 4 | 2 | 0 | 0 | 0 | 0 | 35 |
| 2000 - 2100 | 3 | 2 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |
| 2100 - 2200 | 0 | 1 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 10 |
| 2200 - 2300 | 0 | 1 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 12 |
| 2300 - 2400 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Session Total | 74 | 92 | 206 | 83 | 33 | 6 | 0 | 0 | 0 | 494 |
| Session Percentage | 15.0 | 18.6 | 41.7 | 16.8 | 6.7 | 1.2 | 0.0 | 0.0 | 0.0 | |

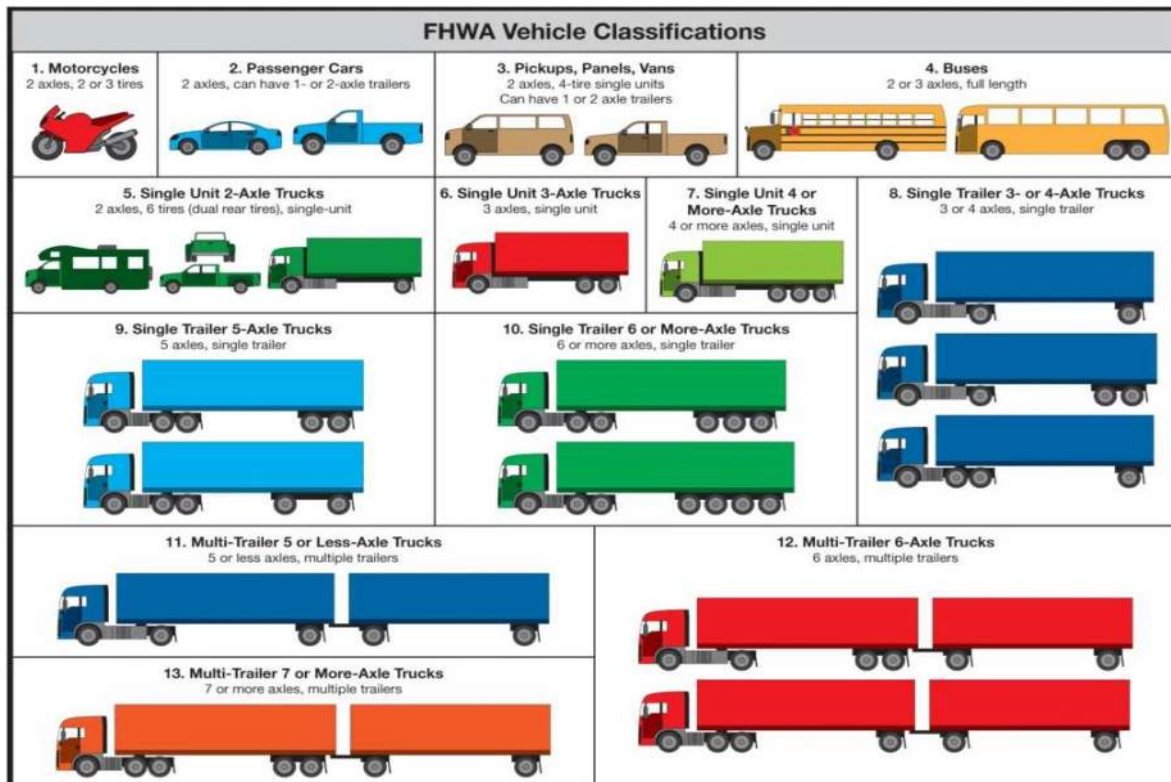
| | |
|-----------------|-----------|
| 15th Percentile | 15.95 mph |
| 50th Percentile | 22 mph |
| 85th Percentile | 28 mph |
| 95th Percentile | 32 mph |

| | |
|----------------------|-----------|
| 10mph Pace Speed | 17-26 mph |
| Number in Pace | 295 |
| Percent in Pace (%) | 59.7 |
| >PSL (25mph) | 122 |
| >PSL % (25mph) (%) | 24.7 |
| Mean Speed (Average) | 22 mph |
| Maximum Speed | 39 mph |

Site 5 (Vicklan St, south of East Ave)

A. Traffic Counts Based on Vehicle Classification

| Time | By Vehicle Classification | | | | | | | | | 60min Total |
|---------------------------|---------------------------|-------------|------------|------------|-------------|------------|------------|------------|------------|-------------|
| | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9-13 | |
| 0000 - 0100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 - 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 - 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 - 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 - 0500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 - 0600 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0600 - 0700 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 0700 - 0800 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 0800 - 0900 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 0900 - 1000 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 8 |
| 1000 - 1100 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 1100 - 1200 | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 10 |
| 1200 - 1300 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 1300 - 1400 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 1400 - 1500 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 10 |
| 1500 - 1600 | 0 | 9 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 12 |
| 1600 - 1700 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1700 - 1800 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1800 - 1900 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 1900 - 2000 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2000 - 2100 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2100 - 2200 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 2200 - 2300 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2300 - 2400 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Session Total | 0 | 66 | 7 | 2 | 19 | 0 | 0 | 2 | 0 | 96 |
| Session Percentage | 0.0 | 68.8 | 7.3 | 2.1 | 19.8 | 0.0 | 0.0 | 2.1 | 0.0 | |



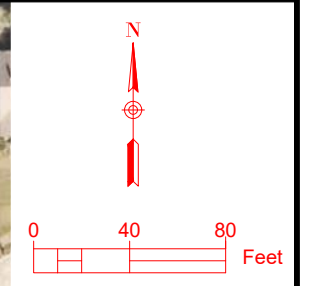
Site 5 (Vicklan St, south of East Ave)
B. Traffic Counts Based on Vehicle Speed

| Time | By Vehicle Speed | | | | | | | | | 60min |
|---------------------------|------------------|-------------|-------------|------------|------------|------------|------------|------------|------------|-----------|
| | <15 mph | 16-20 mph | 21-25 mph | 26-30 mph | 31-35 mph | 36-40 mph | 41-45 mph | 46-50 mph | > 50 mph | Total |
| 0000 - 0100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 - 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 - 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 - 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 - 0500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 - 0600 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0600 - 0700 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0700 - 0800 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0800 - 0900 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 0900 - 1000 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1000 - 1100 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1100 - 1200 | 4 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1200 - 1300 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1300 - 1400 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1400 - 1500 | 1 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1500 - 1600 | 0 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1600 - 1700 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1700 - 1800 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1800 - 1900 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1900 - 2000 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2000 - 2100 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2100 - 2200 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2200 - 2300 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2300 - 2400 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Session Total | 24 | 35 | 33 | 4 | 0 | 0 | 0 | 0 | 0 | 96 |
| Session Percentage | 25.0 | 36.5 | 34.4 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |

| | |
|-----------------|--------|
| 15th Percentile | 14 mph |
| 50th Percentile | 19 mph |
| 85th Percentile | 24 mph |
| 95th Percentile | 25 mph |

| | |
|----------------------|-----------|
| 10mph Pace Speed | 14-23 mph |
| Number in Pace | 61 |
| Percent in Pace (%) | 63.5 |
| >PSL (25mph) | 4 |
| >PSL % (25mph) (%) | 4.2 |
| Mean Speed (Average) | 19 mph |
| Maximum Speed | 30 mph |

NOTE:
 SPEED HUMP ADVANCE WARNING SIGNS (W17-1) SHALL BE PLACED APPROX. 100' BEFORE THE SPEED HUMPS BUT AVOID INTERFERENCE, CONFLICTS, OR SITE ISSUES WITH OTHER ROAD SIGNS



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| DRAWING INFORMATION | |
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| N-S PROJECT NO.: | NS.17398.011 |
| FILENAME: | |
| SCALE: | 1"=80' |
| SURVEYED BY: | NA |
| DSGN: | CE DATE: 03/2026 |
| DRWN: | CE DATE: 03/2026 |
| CHKD: | DATE: |
| QA/QC: | DATE: |

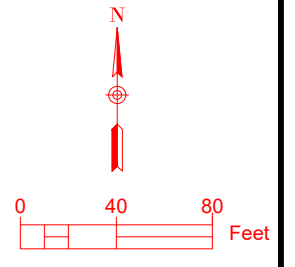
CITY OF VICKSBURG - SPEED HUMP STUDY

**CHAMBERS STREET
 VICKSBURG, MS**



| PROPOSED SPEED HUMP LAYOUT | |
|----------------------------|----------------------|
| WORKING NUMBER: WK-1 | DRAWING NUMBER: 1 |

NOTE:
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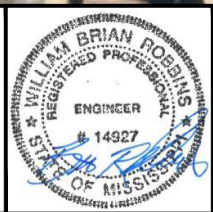
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| DRAWING INFORMATION | | | |
|-------------------------------|---------------|--|--|
| N-S PROJECT NO.: NS.17398.011 | | | |
| FILENAME: | | | |
| SCALE: 1"=80' | | | |
| SURVEYED BY: NA | | | |
| DSGN: CE | DATE: 03/2026 | | |
| DRWN: CE | DATE: 03/2026 | | |
| CHKD: | DATE: | | |
| QA/QC: | DATE: | | |

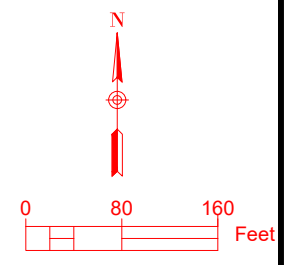
CITY OF VICKSBURG - SPEED HUMP STUDY

1st AVENUE
 VICKSBURG, MS



| PROPOSED SPEED HUMP LAYOUT | |
|----------------------------|----------------------|
| WORKING NUMBER: WK-2 | DRAWING NUMBER: 2 |

NOTE:
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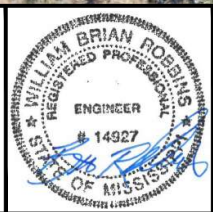
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| REVISIONS | | | DRAWING INFORMATION | |
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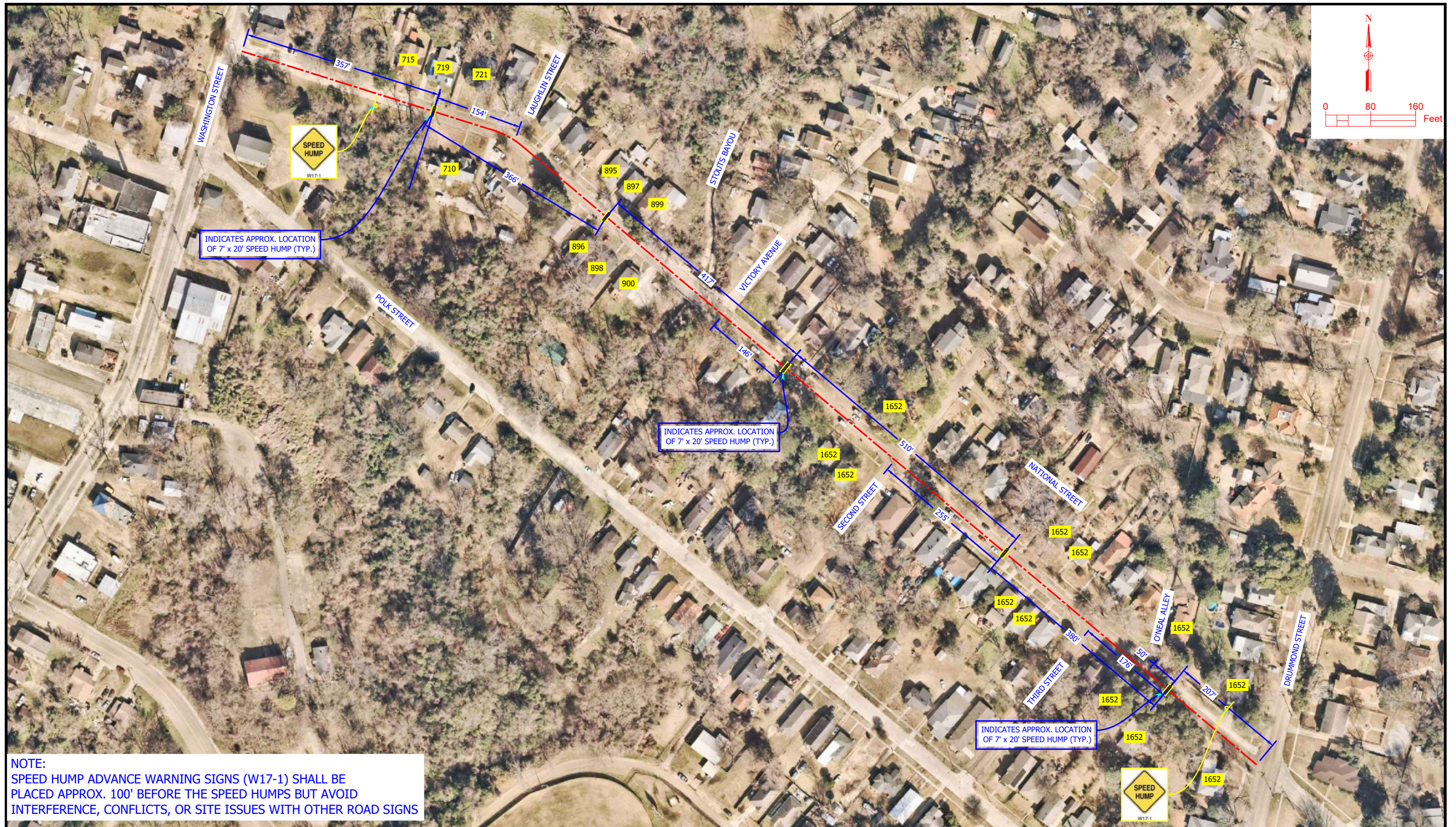
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| N-S PROJECT NO.: NS.17398.011 | |
| FILENAME: | |
| SCALE: 1"=80' | |
| SURVEYED BY: NA | |
| DSGN: CE | DATE: 03/2026 |
| DRWN: CE | DATE: 03/2026 |
| CHKD: | DATE: |
| QA/QC: | DATE: |

CITY OF VICKSBURG - SPEED HUMP STUDY

MEADOWVALE DRIVE
VICKSBURG, MS



| | |
|-----------------------------------|----------------------|
| PROPOSED SPEED HUMP LAYOUT | |
| WORKING NUMBER: WK-3 | DRAWING NUMBER: 3 |



NOTE:
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| N-S PROJECT NO.: NS.17398.011 FILENAME: SCALE: 1"=80' SURVEYED BY: NA DSGN: CE DATE: 03/2026 DRWN: CE DATE: 03/2026 CHKD: DATE: QA/QC: DATE: | | | | | | | |

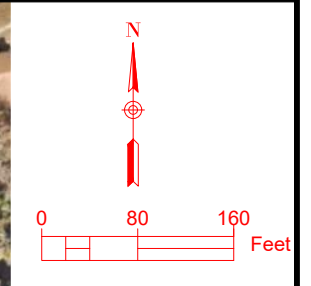
CITY OF VICKSBURG - SPEED HUMP STUDY

**NATIONAL STREET
 VICKSBURG, MS**

NEEL-SCHAFFER
Solutions you can build upon

| | |
|-----------------------------------|----------------------|
| PROPOSED SPEED HUMP LAYOUT | |
| WORKING NUMBER: WK-4 | DRAWING NUMBER: 4 |

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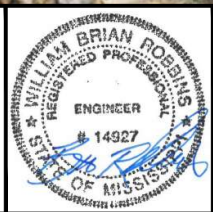


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| REVISIONS | | | DRAWING INFORMATION | |
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CITY OF VICKSBURG - SPEED HUMP STUDY

VICKLAN STREET
 VICKSBURG, MS



| | |
|----------------------------|----------------------|
| PROPOSED SPEED HUMP LAYOUT | |
| WORKING NUMBER: WK-5 | DRAWING NUMBER: 5 |