

SpeedView Analysis Report

Chesapeake Landing Dr/Bay Circle Dr

Mon May 8, 2023 06:54
to Mon May 8, 2023 16:10

File: 06170074.csv

Date Created: Monday, May 8, 2023

Generator: 01986208

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Summary

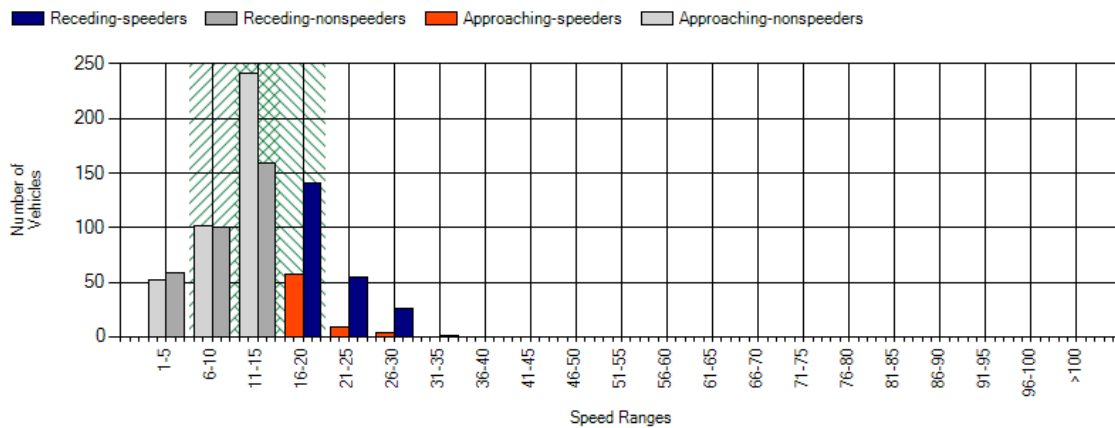
Study Summary for file 06170074.csv

Traffic Analysis Report

Result Description		
File:	06170074.csv	
Study Title:	Chesapeake Landing Dr/Bay Circle Dr	
Study Run Dates:	2023/05/08 06:54:09 to 2023/05/08 16:10:00	
Total Study Time:	0 Days 9 Hours 15 Minutes	
Study Download Time:	2023/05/08 16:12:34	
Study Location:	n/b Chesapeake Landing Dr	
Study GPS Location:	Unknown	
Study Timing Interval:	5 minute blocks	
Study Total # of Vehicles:	1005	
Study Posted Speed Limit:	15 mph	
Study Total # of Speeders:	293	
Approaching Traffic	# of Vehicles:	465
	# of Speeders:	70
	Maximum Speed:	27 mph
	Average Speed:	11 mph
	Median Speed:	12 mph
	85th Percentile Speed:	16 mph
	10 MPH Pace:	6 to 15 mph
Receding Traffic	# of Vehicles:	540
	# of Speeders:	223
	Maximum Speed:	33 mph
	Average Speed:	14 mph
	Median Speed:	14 mph
	85th Percentile Speed:	21 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.

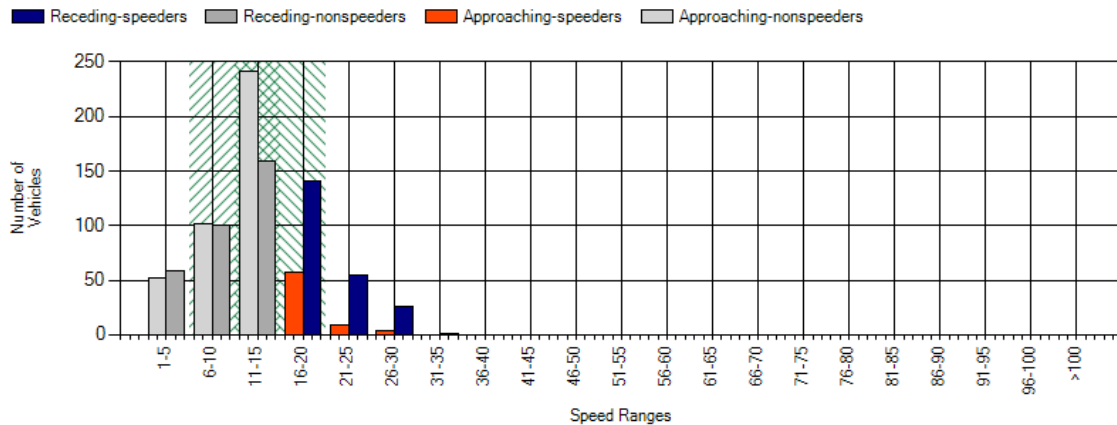


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	52	102	241	57	9	4	0	0	0	0	0
% of Total Approaching	11.18%	21.94%	51.83%	12.26%	1.94%	0.86%	0.00%	0.00%	0.00%	0.00%	0.00%
Receding Total Volume	58	100	159	141	55	26	1	0	0	0	0
% of Total Receding	10.74%	18.52%	29.44%	26.11%	10.19%	4.81%	0.19%	0.00%	0.00%	0.00%	0.00%
Total Volume	110	202	400	198	64	30	1	0	0	0	0
% of Total Volume	10.95%	20.10%	39.80%	19.70%	6.37%	2.99%	0.10%	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 Total Volume	0	0	0	0	0	0	0	0	0	0	465
% 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	540
% 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	1005
% 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.

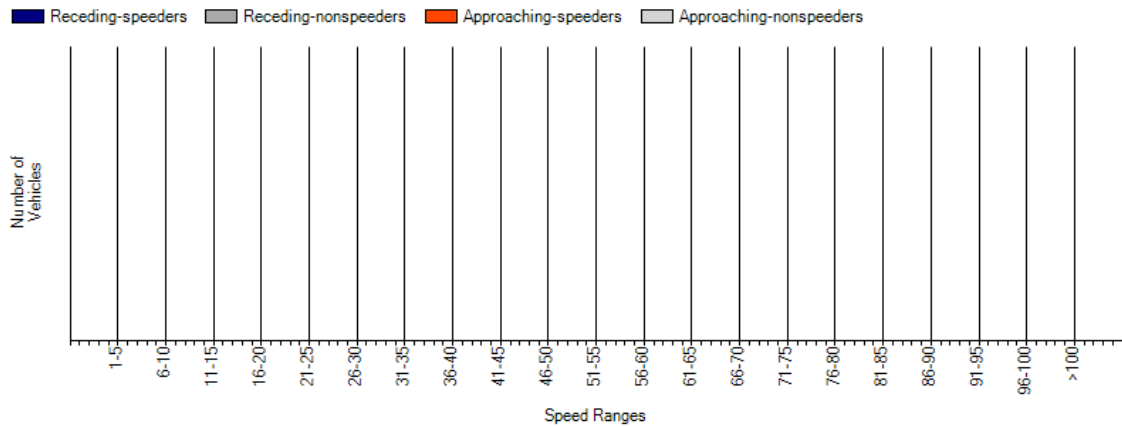


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekday Volume	52	102	241	57	9	4	0	0	0	0	0
% of Weekday Approaching	11.18%	21.94%	51.83%	12.26%	1.94%	0.86%	0.00%	0.00%	0.00%	0.00%	0.00%
% of Total Weekday	5.17%	10.15%	23.98%	5.67%	0.90%	0.40%	0.00%	0.00%	0.00%	0.00%	0.00%
% of Total Approaching	11.18%	21.94%	51.83%	12.26%	1.94%	0.86%	0.00%	0.00%	0.00%	0.00%	0.00%
Receding Weekday Volume	58	100	159	141	55	26	1	0	0	0	0
% of Weekday Receding	10.74%	18.52%	29.44%	26.11%	10.19%	4.81%	0.19%	0.00%	0.00%	0.00%	0.00%
% of Total Weekday	5.77%	9.95%	15.82%	14.03%	5.47%	2.59%	0.10%	0.00%	0.00%	0.00%	0.00%
% of Total Receding	10.74%	18.52%	29.44%	26.11%	10.19%	4.81%	0.19%	0.00%	0.00%	0.00%	0.00%
Weekday Volume	110	202	400	198	64	30	1	0	0	0	0
% of Weekday Volume	10.95%	20.10%	39.80%	19.70%	6.37%	2.99%	0.10%	0.00%	0.00%	0.00%	0.00%
% of Total Volume	10.95%	20.10%	39.80%	19.70%	6.37%	2.99%	0.10%	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	465
% 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	540
% 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	1005
% 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.

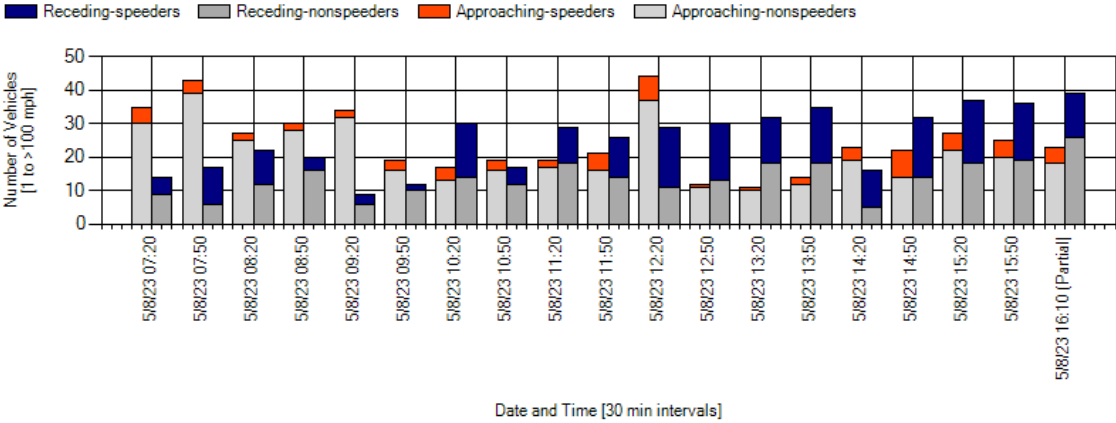


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	0	0	0	0	0	0	0	0	0	0	0
% of Weekend Approaching	--	--	--	--	--	--	--	--	--	--	--
% of Total Weekend	--	--	--	--	--	--	--	--	--	--	--
% of Total Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Receding Weekend Volume	0	0	0	0	0	0	0	0	0	0	0
% of Weekend Receding	--	--	--	--	--	--	--	--	--	--	--
% of Total Weekend	--	--	--	--	--	--	--	--	--	--	--
% of Total Receding	0.00%	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	0
% of Weekend Volume	--	--	--	--	--	--	--	--	--	--	--
% of Total Volume	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	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	0
% of Weekend Approaching	--	--	--	--	--	--	--	--	--	--	--
% of Total Weekend	--	--	--	--	--	--	--	--	--	--	--
% 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	0
% of Weekend Receding	--	--	--	--	--	--	--	--	--	--	--
% of Total Weekend	--	--	--	--	--	--	--	--	--	--	--
% 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	0
% of Weekend Volume	--	--	--	--	--	--	--	--	--	--	--
% 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

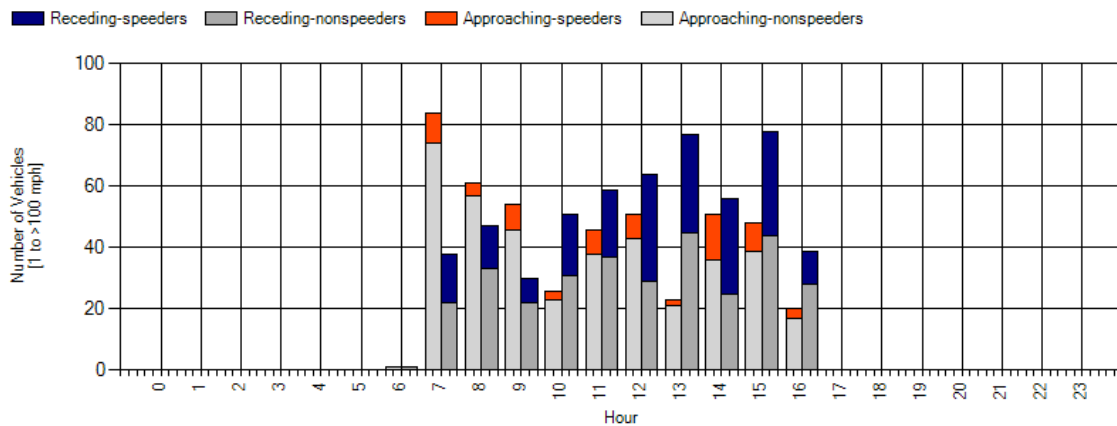
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Time	Total	0-5 mph	6-10 mph	11-15 mph	16-20 mph	21-25 mph	26-30 mph	31-35 mph	36-40 mph	41-45 mph	46-50 mph	51-55 mph	56-60 mph	61-65 mph	66-70 mph	71-75 mph	76-80 mph	81-85 mph	86-90 mph	91-95 mph	96-100 mph	100+ mph	Dir
2023/05/08 16:10	005	001	002	001	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A
2023/05/08 16:10	018	004	005	005	003	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R
2023/05/08 16:15	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A
2023/05/08 16:15	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R

Volume - By Hour

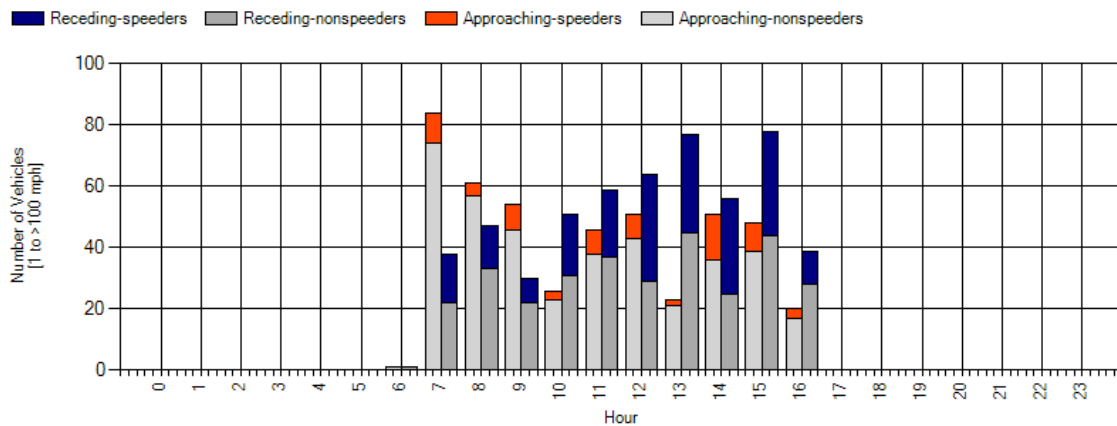
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	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	0	0	0	0	0	0
2	Receding	0	0	0	0	0	0
3	Approaching	0	0	0	0	0	0
3	Receding	0	0	0	0	0	0
4	Approaching	0	0	0	0	0	0
4	Receding	0	0	0	0	0	0
5	Approaching	0	0	0	0	0	0
5	Receding	0	0	0	0	0	0
6	Approaching	1	0	12	12	12	12
6	Receding	1	0	12	12	12	12
7	Approaching	84	10	12	20	12	15
7	Receding	38	16	13	27	13	20
8	Approaching	61	4	11	16	10	14
8	Receding	47	14	12	27	12	19
9	Approaching	54	8	12	27	11	17
9	Receding	30	8	13	25	13	18
10	Approaching	26	3	11	22	11	14
10	Receding	51	20	14	29	14	21
11	Approaching	46	8	12	20	11	15
11	Receding	59	22	14	28	14	22
12	Approaching	51	8	12	24	12	17
12	Receding	64	35	16	29	16	22
13	Approaching	23	2	11	26	12	16
13	Receding	77	32	14	30	14	21
14	Approaching	51	15	11	27	11	17
14	Receding	56	31	14	33	14	21
15	Approaching	48	9	13	26	12	16
15	Receding	78	34	15	29	14	21
16	Approaching	20	3	11	20	11	15
16	Receding	39	11	12	23	11	18
17	Approaching	0	0	0	0	0	0
17	Receding	0	0	0	0	0	0
18	Approaching	0	0	0	0	0	0
18	Receding	0	0	0	0	0	0
19	Approaching	0	0	0	0	0	0
19	Receding	0	0	0	0	0	0
20	Approaching	0	0	0	0	0	0
20	Receding	0	0	0	0	0	0
21	Approaching	0	0	0	0	0	0
21	Receding	0	0	0	0	0	0
22	Approaching	0	0	0	0	0	0
22	Receding	0	0	0	0	0	0
23	Approaching	0	0	0	0	0	0
23	Receding	0	0	0	0	0	0

Volume - By Weekday Hour

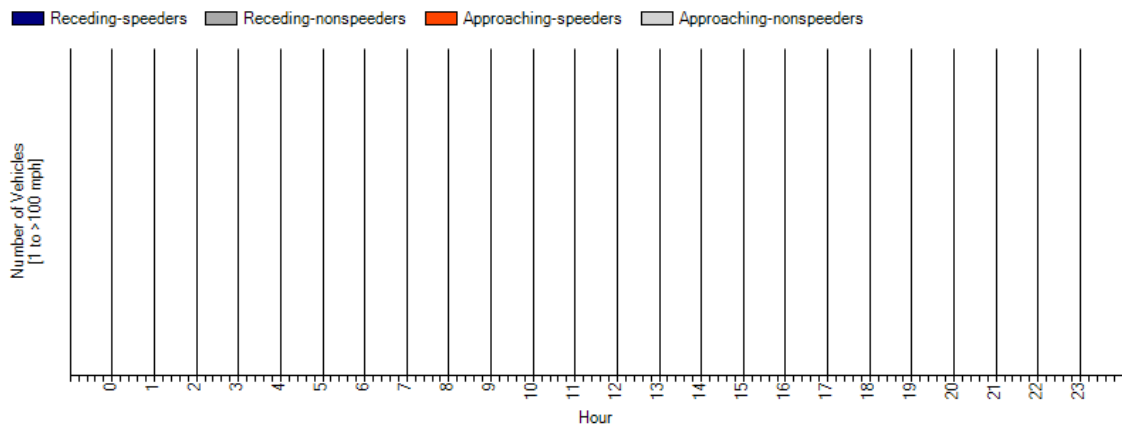
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



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	0	0	0	0	0	0
2	Receding	0	0	0	0	0	0
3	Approaching	0	0	0	0	0	0
3	Receding	0	0	0	0	0	0
4	Approaching	0	0	0	0	0	0
4	Receding	0	0	0	0	0	0
5	Approaching	0	0	0	0	0	0
5	Receding	0	0	0	0	0	0
6	Approaching	1	0	12	12	12	12
6	Receding	1	0	12	12	12	12
7	Approaching	84	10	12	20	12	15
7	Receding	38	16	13	27	13	20
8	Approaching	61	4	11	16	10	14
8	Receding	47	14	12	27	12	19
9	Approaching	54	8	12	27	11	17
9	Receding	30	8	13	25	13	18
10	Approaching	26	3	11	22	11	14
10	Receding	51	20	14	29	14	21
11	Approaching	46	8	12	20	11	15
11	Receding	59	22	14	28	14	22
12	Approaching	51	8	12	24	12	17
12	Receding	64	35	16	29	16	22
13	Approaching	23	2	11	26	12	16
13	Receding	77	32	14	30	14	21
14	Approaching	51	15	11	27	11	17
14	Receding	56	31	14	33	14	21
15	Approaching	48	9	13	26	12	16
15	Receding	78	34	15	29	14	21
16	Approaching	20	3	11	20	11	15
16	Receding	39	11	12	23	11	18
17	Approaching	0	0	0	0	0	0
17	Receding	0	0	0	0	0	0
18	Approaching	0	0	0	0	0	0
18	Receding	0	0	0	0	0	0
19	Approaching	0	0	0	0	0	0
19	Receding	0	0	0	0	0	0
20	Approaching	0	0	0	0	0	0
20	Receding	0	0	0	0	0	0
21	Approaching	0	0	0	0	0	0
21	Receding	0	0	0	0	0	0
22	Approaching	0	0	0	0	0	0
22	Receding	0	0	0	0	0	0
23	Approaching	0	0	0	0	0	0
23	Receding	0	0	0	0	0	0

Volume - By Weekend Hour

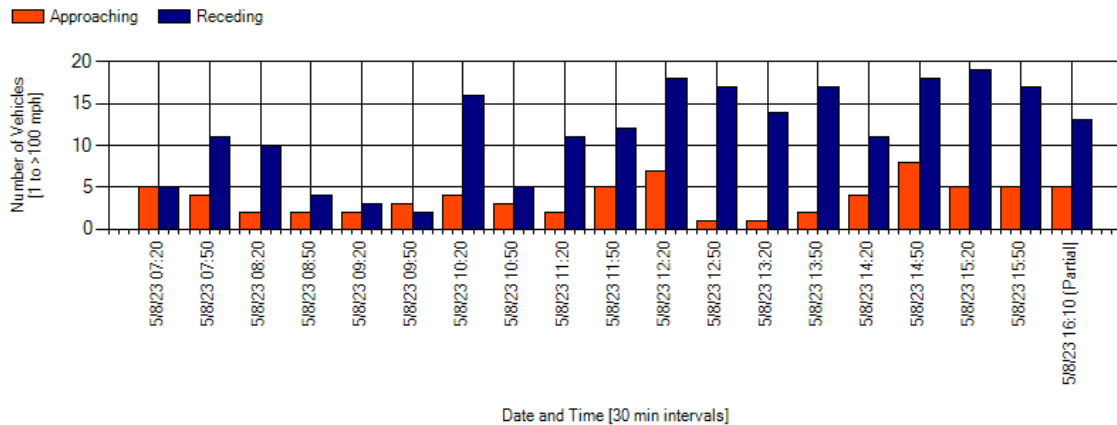
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



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

Volume - Total Speeders

The following graph shows the breakdown of all speeding vehicles tracked in this study based on the posted speed limit entered (15 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

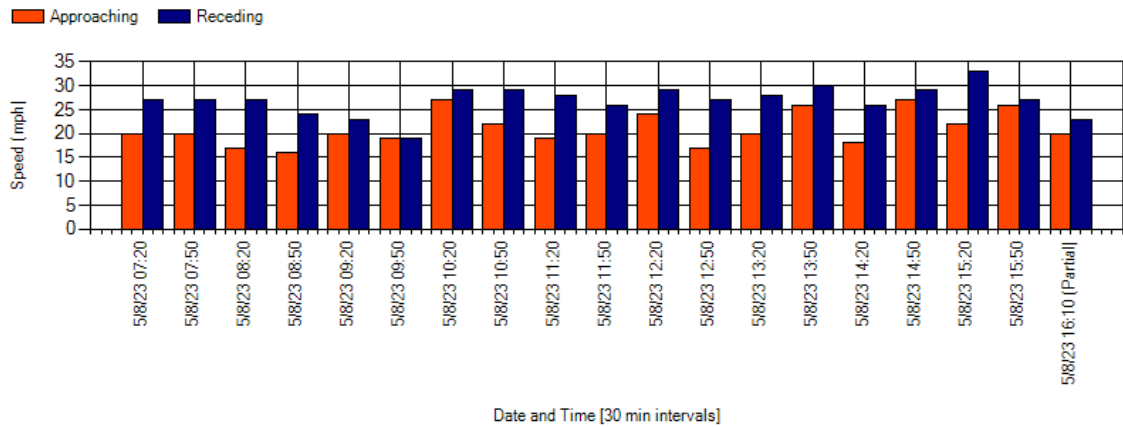
Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	15 mph	Pace Speed	6 to 15 mph	Speed	16 to 25 mph	26 to 35 mph	36+ mph	Total
# At/Under Limit	395	# In Pace	0	Volume	66	4	0	70
# Over Limit	70	% In Pace	0.00%	Percent	14.19%	0.86%	0.00%	15.05%
Average Speed	11 mph							
85th % Speed (weighted)	16 mph							

Receding Breakdown

Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	15 mph	Pace Speed	11 to 20 mph	Speed	16 to 25 mph	26 to 35 mph	36+ mph	Total
# At/Under Limit	317	# In Pace	0	Volume	196	27	0	223
# Over Limit	223	% In Pace	0.00%	Percent	36.30%	5.00%	0.00%	41.30%
Average Speed	14 mph							
85th % Speed (weighted)	21 mph							

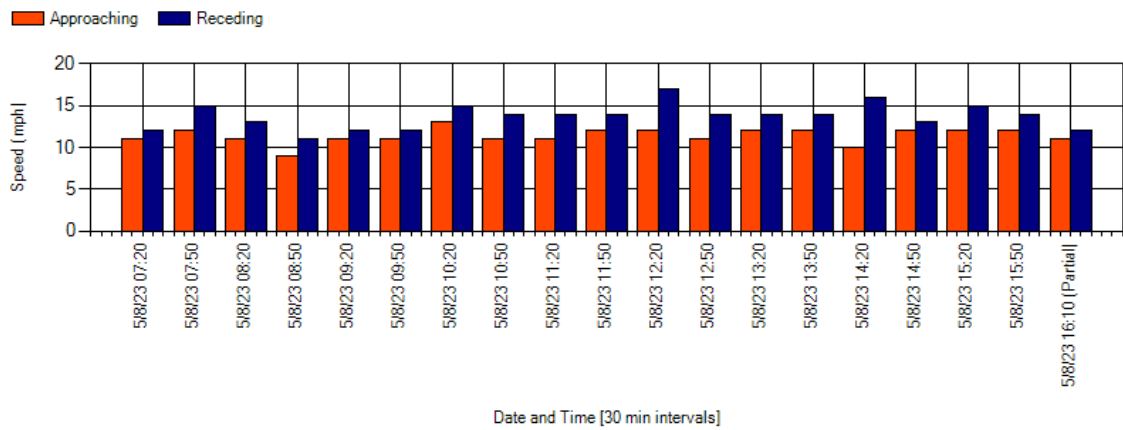
Speed - Maximum Speed

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.



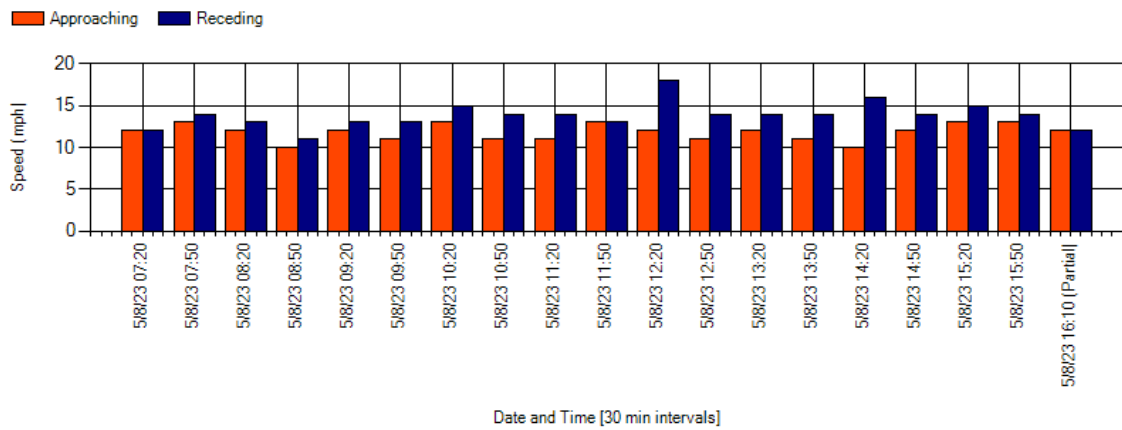
Speed - Average Speed

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.



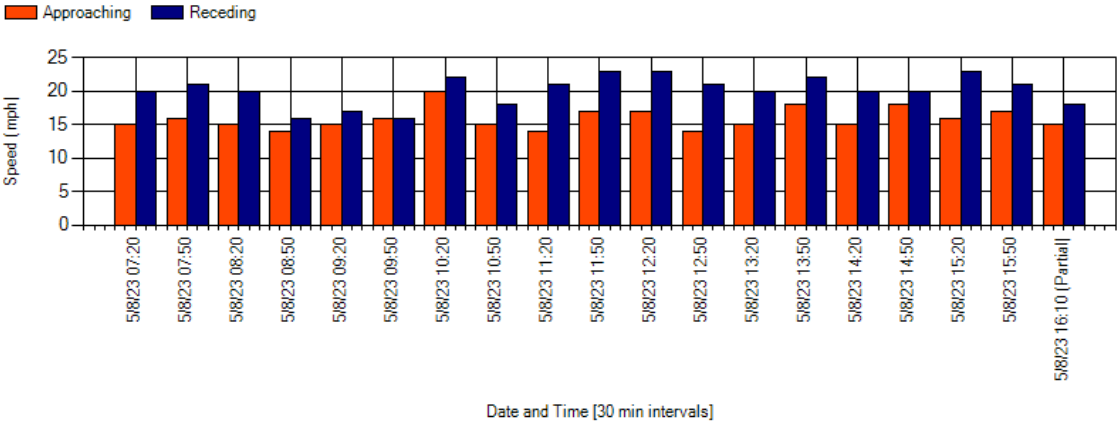
Speed - Median Speed

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.



Data Breakdown

The following table shows the breakdown of the study by recorded time interval.

Time of Reading	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
5/8/23 07:20	Approaching	35	5	12	20	11	15
5/8/23 07:50	Approaching	43	4	13	20	12	16
5/8/23 08:20	Approaching	27	2	12	17	11	15
5/8/23 08:50	Approaching	30	2	10	16	9	14
5/8/23 09:20	Approaching	34	2	12	20	11	15
5/8/23 09:50	Approaching	19	3	11	19	11	16
5/8/23 10:20	Approaching	17	4	13	27	13	20
5/8/23 10:50	Approaching	19	3	11	22	11	15
5/8/23 11:20	Approaching	19	2	11	19	11	14
5/8/23 11:50	Approaching	21	5	13	20	12	17
5/8/23 12:20	Approaching	44	7	12	24	12	17
5/8/23 12:50	Approaching	12	1	11	17	11	14
5/8/23 13:20	Approaching	11	1	12	20	12	15
5/8/23 13:50	Approaching	14	2	11	26	12	18
5/8/23 14:20	Approaching	23	4	10	18	10	15
5/8/23 14:50	Approaching	22	8	12	27	12	18
5/8/23 15:20	Approaching	27	5	13	22	12	16
5/8/23 15:50	Approaching	25	5	13	26	12	17
5/8/23 16:10 (Partial)	Approaching	23	5	12	20	11	15
5/8/23 07:20	Receding	14	5	12	27	12	20
5/8/23 07:50	Receding	17	11	14	27	15	21
5/8/23 08:20	Receding	22	10	13	27	13	20
5/8/23 08:50	Receding	20	4	11	24	11	16
5/8/23 09:20	Receding	9	3	13	23	12	17
5/8/23 09:50	Receding	12	2	13	19	12	16
5/8/23 10:20	Receding	30	16	15	29	15	22
5/8/23 10:50	Receding	17	5	14	29	14	18
5/8/23 11:20	Receding	29	11	14	28	14	21
5/8/23 11:50	Receding	26	12	13	26	14	23
5/8/23 12:20	Receding	29	18	18	29	17	23
5/8/23 12:50	Receding	30	17	14	27	14	21
5/8/23 13:20	Receding	32	14	14	28	14	20
5/8/23 13:50	Receding	35	17	14	30	14	22
5/8/23 14:20	Receding	16	11	16	26	16	20
5/8/23 14:50	Receding	32	18	14	29	13	20
5/8/23 15:20	Receding	37	19	15	33	15	23
5/8/23 15:50	Receding	36	17	14	27	14	21
5/8/23 16:10 (Partial)	Receding	39	13	12	23	12	18

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