

SpeedView Analysis Report

Round House Dr.

Thu May 18, 2023 06:56
to Thu May 18, 2023 16:10

File: 06170079.csv

Date Created: Thursday, May 18, 2023

Generator: 01986208

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Summary

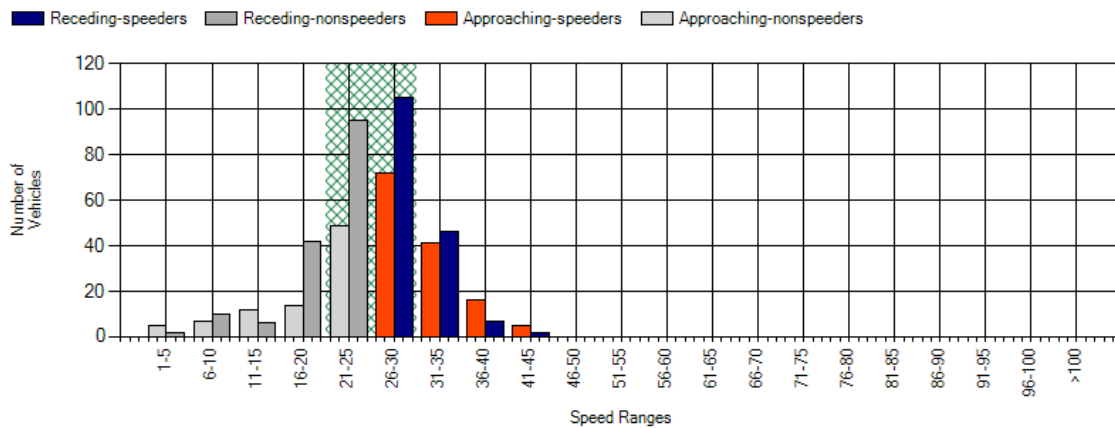
Study Summary for file 06170079.csv

Traffic Analysis Report

Result Description		
File:	06170079.csv	
Study Title:	Round House Dr.	
Study Run Dates:	2023/05/18 06:56:14 to 2023/05/18 16:10:00	
Total Study Time:	0 Days 9 Hours 13 Minutes	
Study Download Time:	2023/05/18 16:11:13	
Study Location:	300 Block Round House Dr. S/B	
Study GPS Location:	Unknown	
Study Timing Interval:	5 minute blocks	
Study Total # of Vehicles:	536	
Study Posted Speed Limit:	25 mph	
Study Total # of Speeders:	294	
Approaching Traffic	# of Vehicles:	221
	# of Speeders:	134
	Maximum Speed:	45 mph
	Average Speed:	26 mph
	Median Speed:	26 mph
	85th Percentile Speed:	31 mph
	10 MPH Pace:	21 to 30 mph
Receding Traffic	# of Vehicles:	315
	# of Speeders:	160
	Maximum Speed:	42 mph
	Average Speed:	25 mph
	Median Speed:	25 mph
	85th Percentile Speed:	30 mph
	10 MPH Pace:	21 to 30 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.

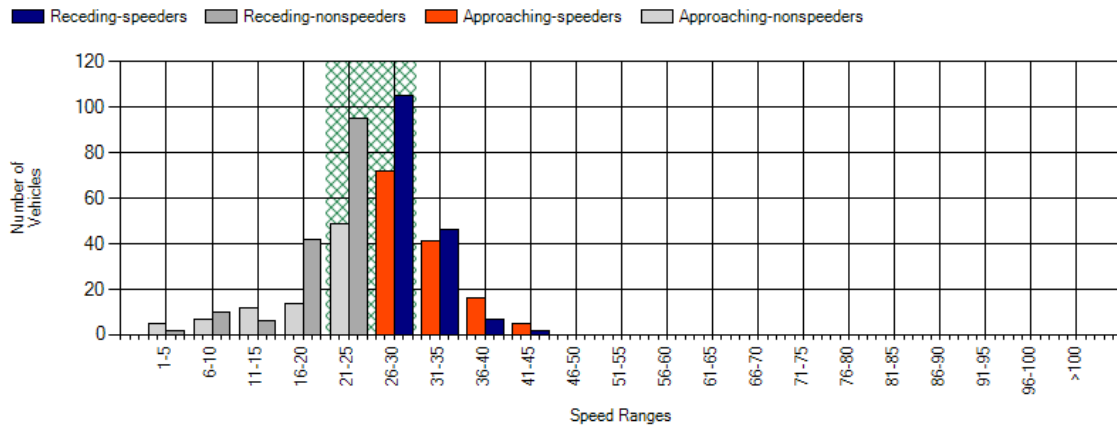


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	5	7	12	14	49	72	41	16	5	0	0
% of Total Approaching	2.26%	3.17%	5.43%	6.33%	22.17%	32.58%	18.55%	7.24%	2.26%	0.00%	0.00%
Receding Total Volume	2	10	6	42	95	105	46	7	2	0	0
% of Total Receding	0.63%	3.17%	1.90%	13.33%	30.16%	33.33%	14.60%	2.22%	0.63%	0.00%	0.00%
Total Volume	7	17	18	56	144	177	87	23	7	0	0
% of Total Volume	1.31%	3.17%	3.36%	10.45%	26.87%	33.02%	16.23%	4.29%	1.31%	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	221
% 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	315
% 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	536
% 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.

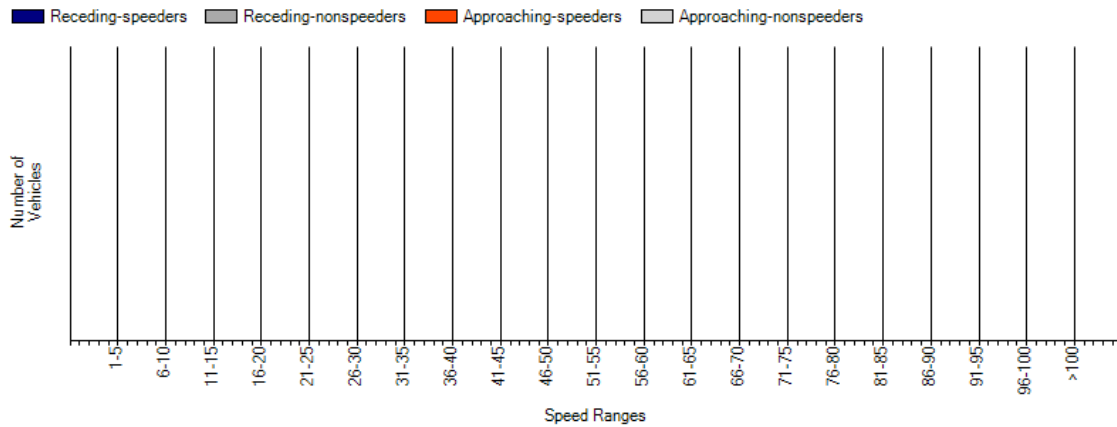


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekday Volume	5	7	12	14	49	72	41	16	5	0	0
% of Weekday Approaching	2.26%	3.17%	5.43%	6.33%	22.17%	32.58%	18.55%	7.24%	2.26%	0.00%	0.00%
% of Total Weekday	0.93%	1.31%	2.24%	2.61%	9.14%	13.43%	7.65%	2.99%	0.93%	0.00%	0.00%
% of Total Approaching	2.26%	3.17%	5.43%	6.33%	22.17%	32.58%	18.55%	7.24%	2.26%	0.00%	0.00%
Receding Weekday Volume	2	10	6	42	95	105	46	7	2	0	0
% of Weekday Receding	0.63%	3.17%	1.90%	13.33%	30.16%	33.33%	14.60%	2.22%	0.63%	0.00%	0.00%
% of Total Weekday	0.37%	1.87%	1.12%	7.84%	17.72%	19.59%	8.58%	1.31%	0.37%	0.00%	0.00%
% of Total Receding	0.63%	3.17%	1.90%	13.33%	30.16%	33.33%	14.60%	2.22%	0.63%	0.00%	0.00%
Weekday Volume	7	17	18	56	144	177	87	23	7	0	0
% of Weekday Volume	1.31%	3.17%	3.36%	10.45%	26.87%	33.02%	16.23%	4.29%	1.31%	0.00%	0.00%
% of Total Volume	1.31%	3.17%	3.36%	10.45%	26.87%	33.02%	16.23%	4.29%	1.31%	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	221
% 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	315
% 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	536
% 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.

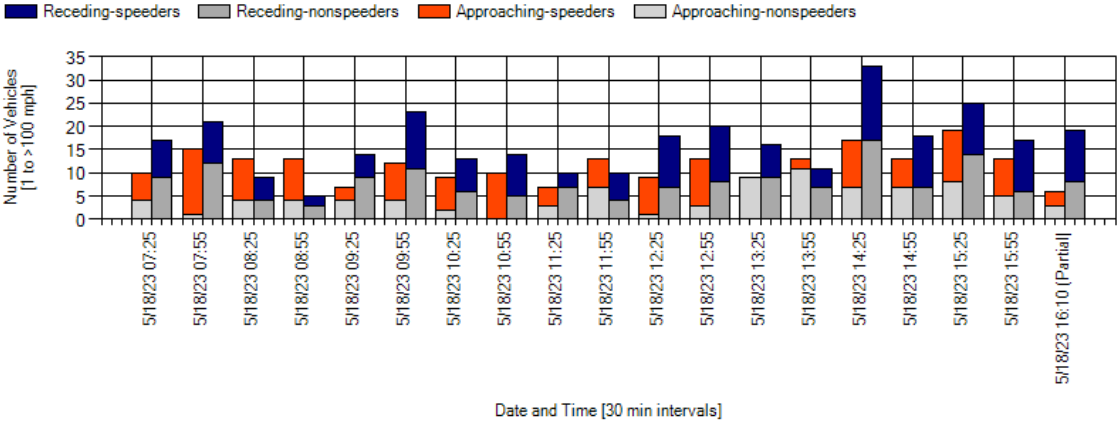


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	0	0	0	0	0	0	0	0	0	0	0
% of Weekend Approaching	--	--	--	--	--	--	--	--	--	--	--
% of Total Weekend	--	--	--	--	--	--	--	--	--	--	--
% of Total Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%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

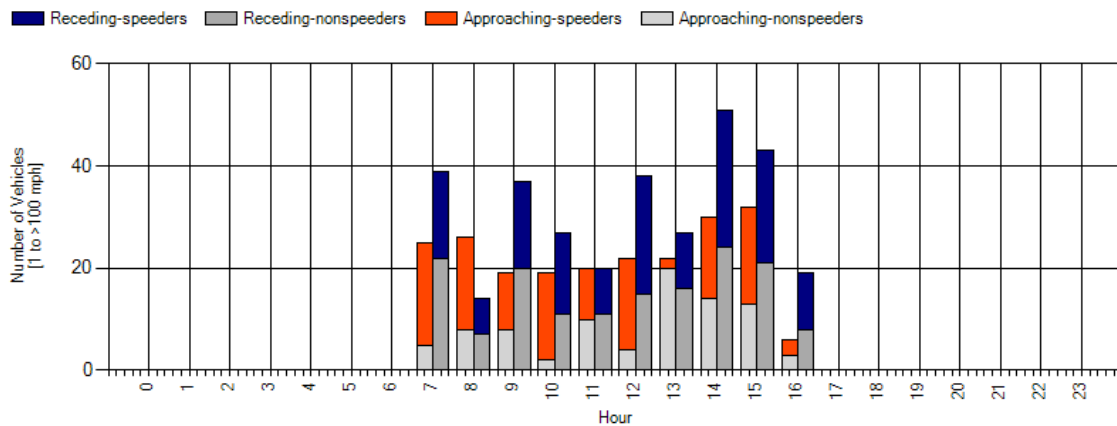
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



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		
2023/05/18 16:15	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/18 16:15	000	000	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

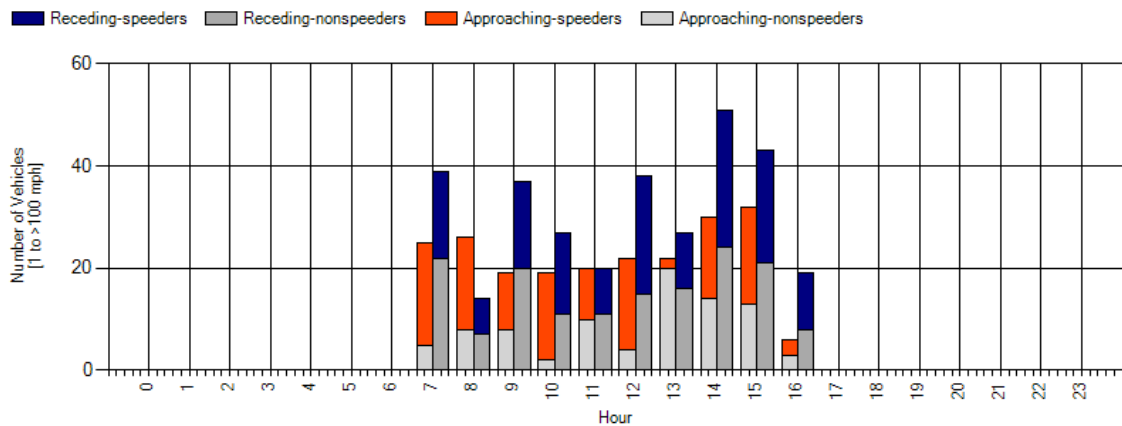
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



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	0	0	0	0	0	0
6	Receding	0	0	0	0	0	0
7	Approaching	25	20	29	42	29	32
7	Receding	39	17	23	38	23	30
8	Approaching	26	18	29	44	28	35
8	Receding	14	7	24	32	25	29
9	Approaching	19	11	26	37	26	30
9	Receding	37	17	24	38	24	29
10	Approaching	19	17	30	43	30	36
10	Receding	27	16	25	36	26	29
11	Approaching	20	10	27	40	26	30
11	Receding	20	9	24	36	25	30
12	Approaching	22	18	29	39	30	34
12	Receding	38	23	25	35	24	29
13	Approaching	22	2	13	37	13	18
13	Receding	27	11	25	34	25	29
14	Approaching	30	16	25	41	25	32
14	Receding	51	27	25	34	26	31
15	Approaching	32	19	27	45	27	31
15	Receding	43	22	25	42	25	34
16	Approaching	6	3	24	36	24	26
16	Receding	19	11	26	34	25	31
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

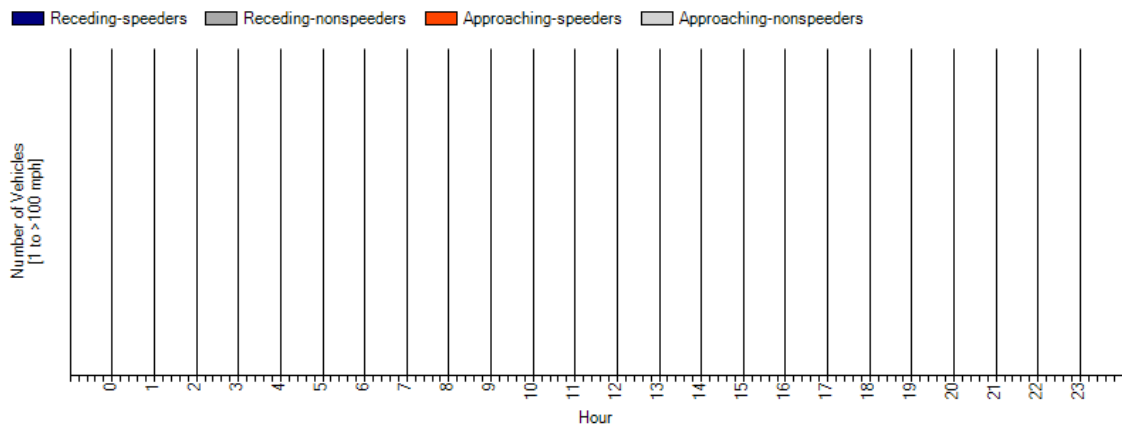
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



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	0	0	0	0	0	0
6	Receding	0	0	0	0	0	0
7	Approaching	25	20	29	42	29	32
7	Receding	39	17	23	38	23	30
8	Approaching	26	18	29	44	28	35
8	Receding	14	7	24	32	25	29
9	Approaching	19	11	26	37	26	30
9	Receding	37	17	24	38	24	29
10	Approaching	19	17	30	43	30	36
10	Receding	27	16	25	36	26	29
11	Approaching	20	10	27	40	26	30
11	Receding	20	9	24	36	25	30
12	Approaching	22	18	29	39	30	34
12	Receding	38	23	25	35	24	29
13	Approaching	22	2	13	37	13	18
13	Receding	27	11	25	34	25	29
14	Approaching	30	16	25	41	25	32
14	Receding	51	27	25	34	26	31
15	Approaching	32	19	27	45	27	31
15	Receding	43	22	25	42	25	34
16	Approaching	6	3	24	36	24	26
16	Receding	19	11	26	34	25	31
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

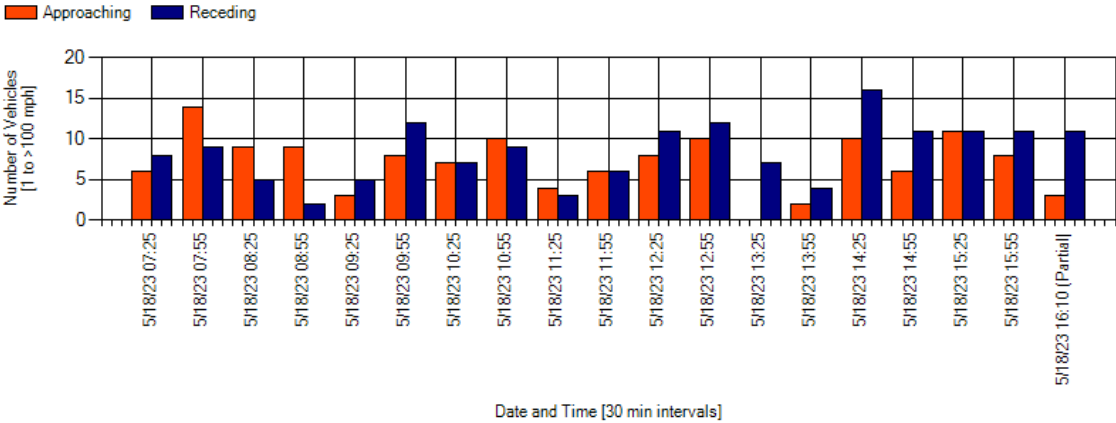
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



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 (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

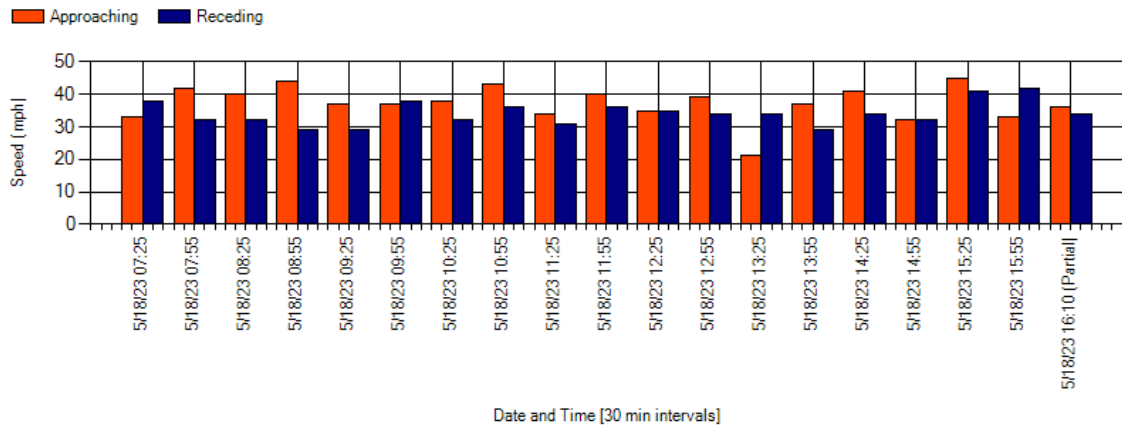
Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	21 to 30 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	87	# In Pace	0	Volume	113	21	0	134
# Over Limit	134	% In Pace	0.00%	Percent	51.13%	9.50%	0.00%	60.63%
Average Speed	26 mph							
85th % Speed (weighted)	31 mph							

Receding Breakdown

Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	21 to 30 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	155	# In Pace	0	Volume	151	9	0	160
# Over Limit	160	% In Pace	0.00%	Percent	47.94%	2.86%	0.00%	50.79%
Average Speed	25 mph							
85th % Speed (weighted)	30 mph							

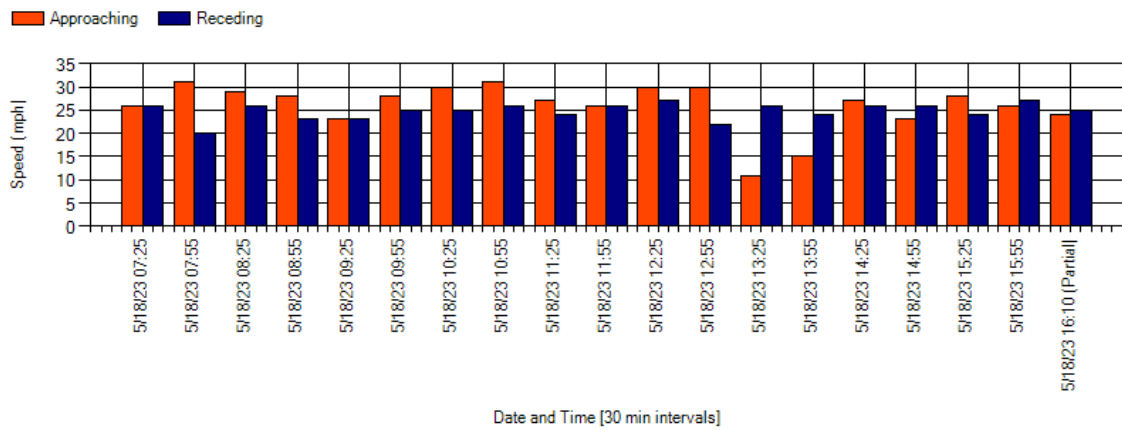
Speed - Maximum Speed

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.



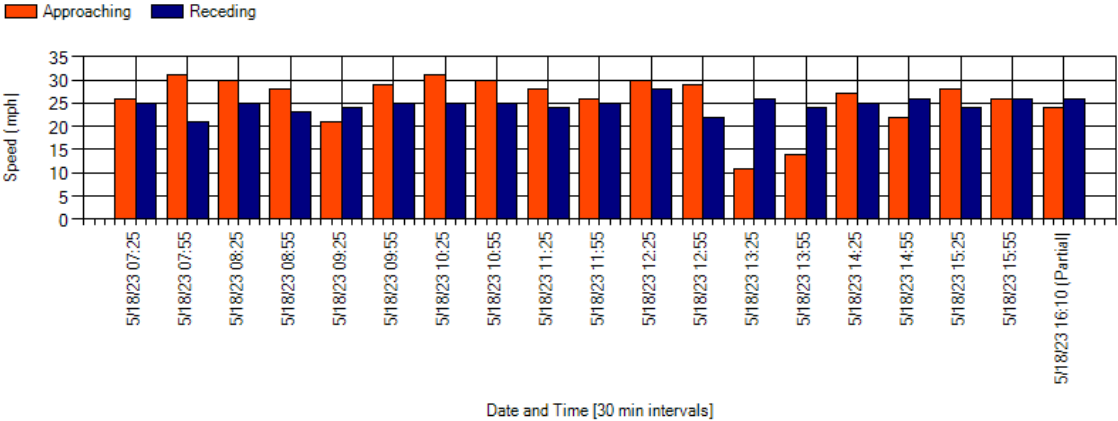
Speed - Average Speed

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.



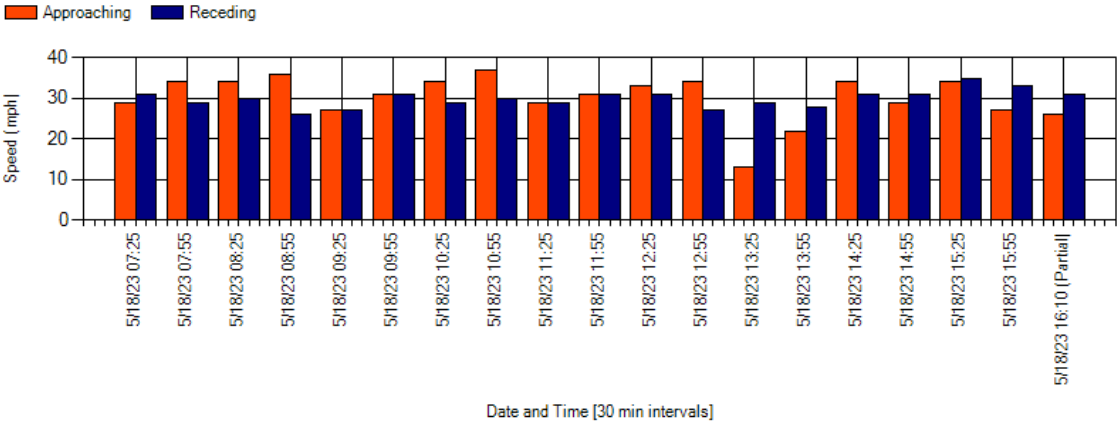
Speed - Median Speed

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)
5/18/23 07:25	Approaching	10	6	26	33	26	29
5/18/23 07:55	Approaching	15	14	31	42	31	34
5/18/23 08:25	Approaching	13	9	30	40	29	34
5/18/23 08:55	Approaching	13	9	28	44	28	36
5/18/23 09:25	Approaching	7	3	21	37	23	27
5/18/23 09:55	Approaching	12	8	29	37	28	31
5/18/23 10:25	Approaching	9	7	31	38	30	34
5/18/23 10:55	Approaching	10	10	30	43	31	37
5/18/23 11:25	Approaching	7	4	28	34	27	29
5/18/23 11:55	Approaching	13	6	26	40	26	31
5/18/23 12:25	Approaching	9	8	30	35	30	33
5/18/23 12:55	Approaching	13	10	29	39	30	34
5/18/23 13:25	Approaching	9	0	11	21	11	13
5/18/23 13:55	Approaching	13	2	14	37	15	22
5/18/23 14:25	Approaching	17	10	27	41	27	34
5/18/23 14:55	Approaching	13	6	22	32	23	29
5/18/23 15:25	Approaching	19	11	28	45	28	34
5/18/23 15:55	Approaching	13	8	26	33	26	27
5/18/23 16:10 (Partial)	Approaching	6	3	24	36	24	26
5/18/23 07:25	Receding	17	8	25	38	26	31
5/18/23 07:55	Receding	21	9	21	32	20	29
5/18/23 08:25	Receding	9	5	25	32	26	30
5/18/23 08:55	Receding	5	2	23	29	23	26
5/18/23 09:25	Receding	14	5	24	29	23	27
5/18/23 09:55	Receding	23	12	25	38	25	31
5/18/23 10:25	Receding	13	7	25	32	25	29
5/18/23 10:55	Receding	14	9	25	36	26	30
5/18/23 11:25	Receding	10	3	24	31	24	29
5/18/23 11:55	Receding	10	6	25	36	26	31
5/18/23 12:25	Receding	18	11	28	35	27	31
5/18/23 12:55	Receding	20	12	22	34	22	27
5/18/23 13:25	Receding	16	7	26	34	26	29
5/18/23 13:55	Receding	11	4	24	29	24	28
5/18/23 14:25	Receding	33	16	25	34	26	31
5/18/23 14:55	Receding	18	11	26	32	26	31
5/18/23 15:25	Receding	25	11	24	41	24	35
5/18/23 15:55	Receding	17	11	26	42	27	33
5/18/23 16:10 (Partial)	Receding	19	11	26	34	25	31

Contact Us

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

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