

SpeedView Analysis Report

Borad St

Mon May 22, 2023 06:55
to Mon May 22, 2023 15:55

File: 06170080.csv

Date Created: Monday, May 22, 2023

Generator: 01986208

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Summary

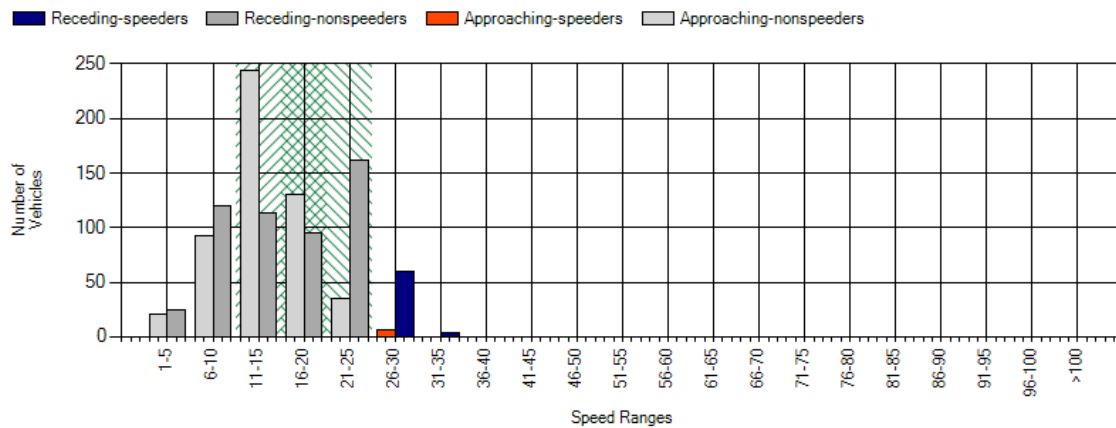
Study Summary for file 06170080.csv

Traffic Analysis Report

Result Description		
File:	06170080.csv	
Study Title:	Borad St	
Study Run Dates:	2023/05/22 06:55:01 to 2023/05/22 15:55:00	
Total Study Time:	0 Days 8 Hours 59 Minutes	
Study Download Time:	2023/05/22 15:59:49	
Study Location:	300 Block of Broad St. E/B	
Study GPS Location:	Unknown	
Study Timing Interval:	5 minute blocks	
Study Total # of Vehicles:	1106	
Study Posted Speed Limit:	25 mph	
Study Total # of Speeders:	70	
Approaching Traffic	# of Vehicles:	528
	# of Speeders:	6
	Maximum Speed:	30 mph
	Average Speed:	13 mph
	Median Speed:	13 mph
	85th Percentile Speed:	18 mph
	10 MPH Pace:	11 to 20 mph
Receding Traffic	# of Vehicles:	578
	# of Speeders:	64
	Maximum Speed:	35 mph
	Average Speed:	17 mph
	Median Speed:	17 mph
	85th Percentile Speed:	24 mph
	10 MPH Pace:	16 to 25 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.

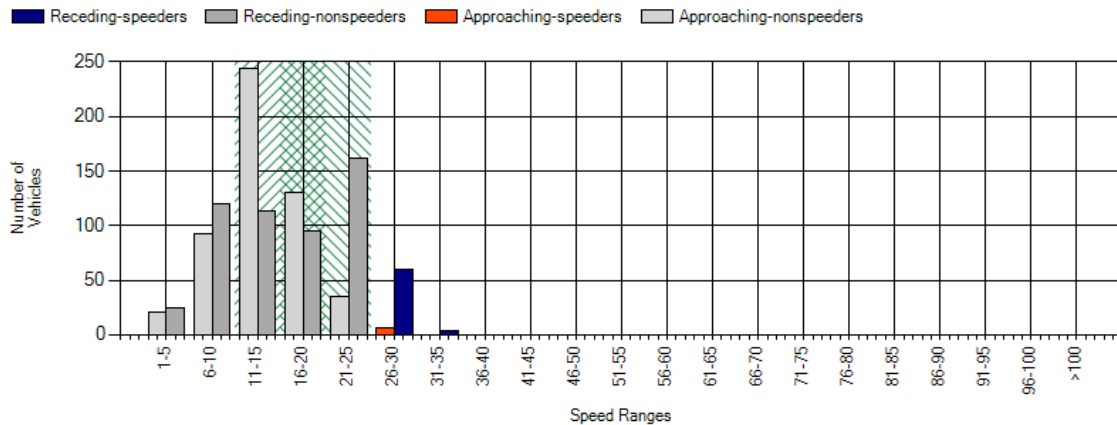


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	21	92	244	130	35	6	0	0	0	0	0
% of Total Approaching	3.98%	17.42%	46.21%	24.62%	6.63%	1.14%	0.00%	0.00%	0.00%	0.00%	0.00%
Receding Total Volume	24	120	113	95	162	60	4	0	0	0	0
% of Total Receding	4.15%	20.76%	19.55%	16.44%	28.03%	10.38%	0.69%	0.00%	0.00%	0.00%	0.00%
Total Volume	45	212	357	225	197	66	4	0	0	0	0
% of Total Volume	4.07%	19.17%	32.28%	20.34%	17.81%	5.97%	0.36%	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	528
% 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	578
% 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	1106
% 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.

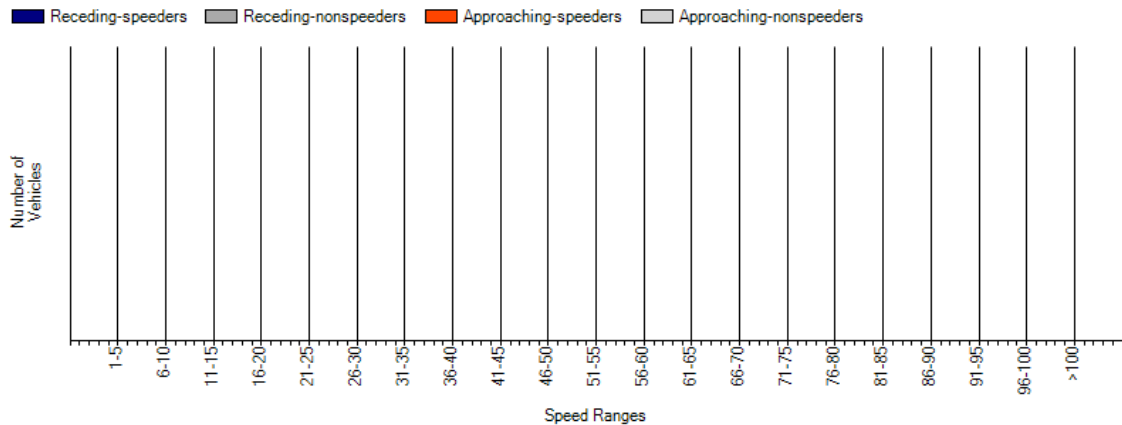


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekday Volume	21	92	244	130	35	6	0	0	0	0	0
% of Weekday Approaching	3.98%	17.42%	46.21%	24.62%	6.63%	1.14%	0.00%	0.00%	0.00%	0.00%	0.00%
% of Total Weekday	1.90%	8.32%	22.06%	11.75%	3.16%	0.54%	0.00%	0.00%	0.00%	0.00%	0.00%
% of Total Approaching	3.98%	17.42%	46.21%	24.62%	6.63%	1.14%	0.00%	0.00%	0.00%	0.00%	0.00%
Receding Weekday Volume	24	120	113	95	162	60	4	0	0	0	0
% of Weekday Receding	4.15%	20.76%	19.55%	16.44%	28.03%	10.38%	0.69%	0.00%	0.00%	0.00%	0.00%
% of Total Weekday	2.17%	10.85%	10.22%	8.59%	14.65%	5.42%	0.36%	0.00%	0.00%	0.00%	0.00%
% of Total Receding	4.15%	20.76%	19.55%	16.44%	28.03%	10.38%	0.69%	0.00%	0.00%	0.00%	0.00%
Weekday Volume	45	212	357	225	197	66	4	0	0	0	0
% of Weekday Volume	4.07%	19.17%	32.28%	20.34%	17.81%	5.97%	0.36%	0.00%	0.00%	0.00%	0.00%
% of Total Volume	4.07%	19.17%	32.28%	20.34%	17.81%	5.97%	0.36%	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	528
% 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	578
% 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	1106
% 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.

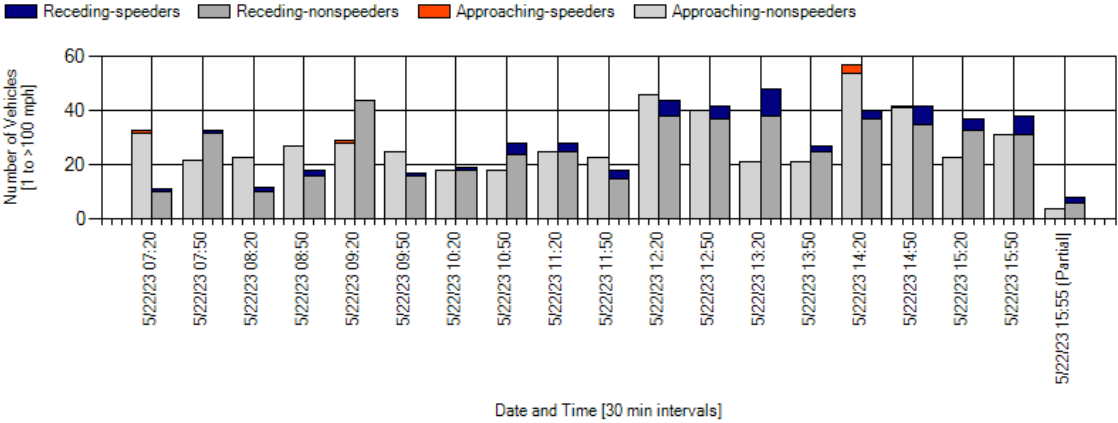


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	0	0	0	0	0	0	0	0	0	0	0
% of Weekend Approaching	--	--	--	--	--	--	--	--	--	--	--
% of Total Weekend	--	--	--	--	--	--	--	--	--	--	--
% of Total Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%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



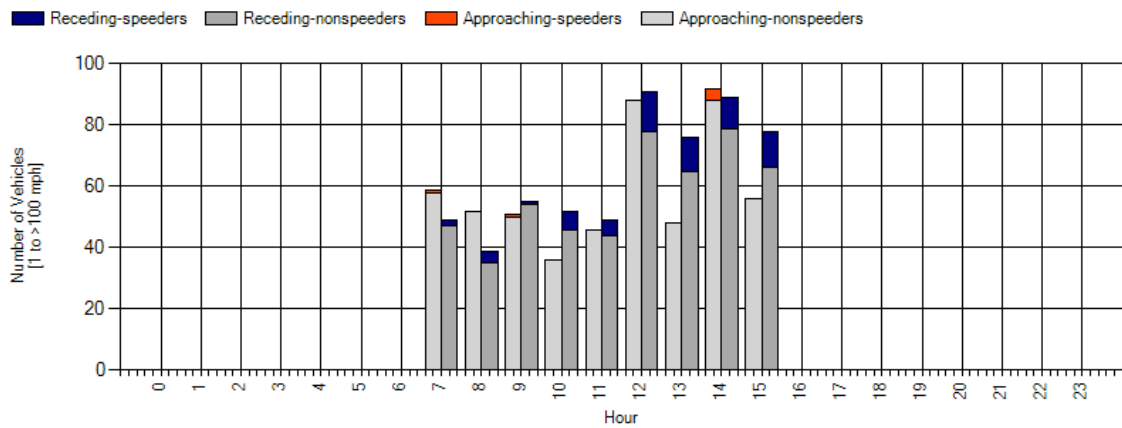
Volume - By Time (Table)

The following table shows the breakdown of all vehicles tracked in this study for their time intervals.

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	
2023/05/22 06:55	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 06:55	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R
2023/05/22 07:00	005	000	000	002	001	001	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 07:00	001	000	000	000	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 07:05	004	000	000	002	002	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 07:05	003	000	001	001	000	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 07:10	007	000	001	005	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 07:10	003	000	001	001	000	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 07:15	006	000	002	002	001	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 07:15	002	000	000	002	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 07:20	011	000	002	003	005	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 07:20	004	002	000	001	000	000	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 07:25	005	000	001	002	002	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 07:25	002	000	000	000	001	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 07:30	006	000	000	002	003	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 07:30	006	000	002	000	001	003	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 07:35	001	000	000	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 07:35	003	000	000	000	001	002	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 07:40	004	000	000	004	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 07:40	007	000	003	002	000	001	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 07:45	002	000	000	000	002	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 07:45	003	000	002	000	000	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 07:50	004	000	000	002	002	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 07:50	012	000	010	001	000	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 07:55	004	000	000	003	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 07:55	003	000	002	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 08:00	004	000	000	001	003	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 08:00	001	000	000	000	000	000	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 08:05	006	000	002	002	001	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 08:05	003	000	000	002	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 08:10	001	000	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 08:10	005	001	001	001	000	001	000	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 08:15	006	000	001	003	001	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 08:15	001	000	000	000	000	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 08:20	002	000	000	002	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 08:20	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 08:25	002	000	000	002	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 08:25	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 08:30	004	000	000	002	002	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 08:30	006	000	001	000	001	003	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 08:35	004	000	000	003	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 08:35	005	001	001	001	000	002	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 08:40	005	000	002	001	002	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 08:40	005	000	000	003	001	000	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 08:45	009	000	003	005	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 08:45	001	000	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	
2023/05/22 08:50	003	000	000	002	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/05/22 08:50	002	000	000	000	000	002	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R	

Volume - By Hour

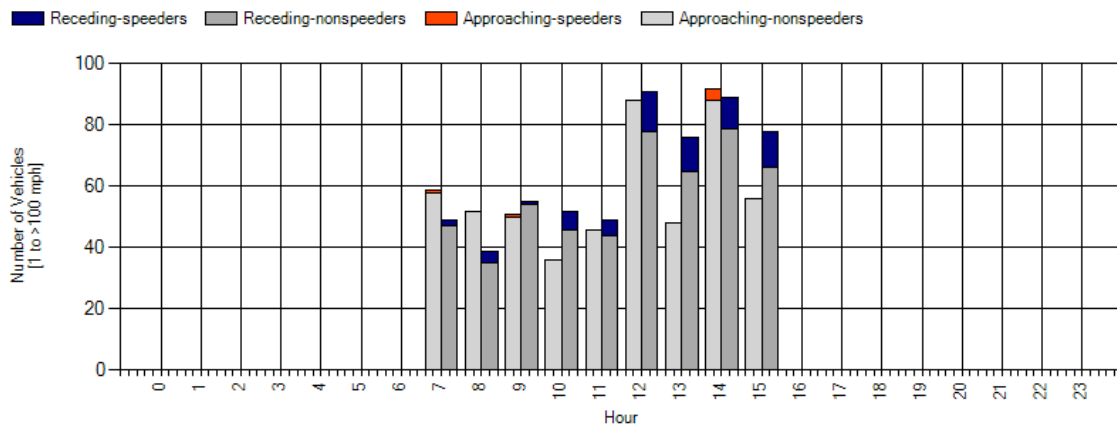
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



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	59	1	15	28	15	19
7	Receding	49	2	13	26	14	20
8	Approaching	52	0	13	22	13	18
8	Receding	39	4	15	31	16	24
9	Approaching	51	1	15	26	14	18
9	Receding	55	1	13	27	13	19
10	Approaching	36	0	14	24	14	17
10	Receding	52	6	18	27	18	25
11	Approaching	46	0	13	20	13	17
11	Receding	49	5	20	30	19	24
12	Approaching	88	0	12	25	13	17
12	Receding	91	13	18	29	17	25
13	Approaching	48	0	13	24	14	18
13	Receding	76	11	16	35	16	25
14	Approaching	92	4	13	30	13	19
14	Receding	89	10	17	31	16	25
15	Approaching	56	0	12	22	13	19
15	Receding	78	12	20	35	19	26
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 - By Weekday Hour

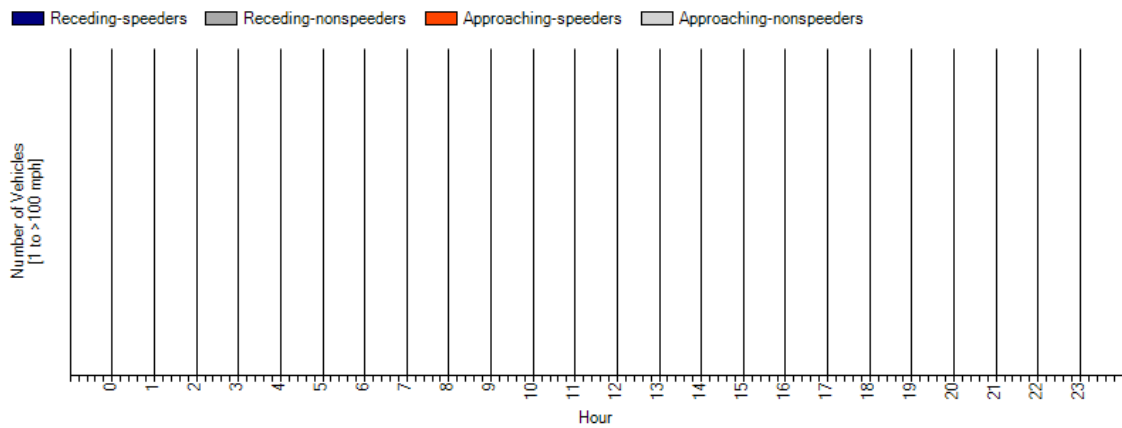
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



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	59	1	15	28	15	19
7	Receding	49	2	13	26	14	20
8	Approaching	52	0	13	22	13	18
8	Receding	39	4	15	31	16	24
9	Approaching	51	1	15	26	14	18
9	Receding	55	1	13	27	13	19
10	Approaching	36	0	14	24	14	17
10	Receding	52	6	18	27	18	25
11	Approaching	46	0	13	20	13	17
11	Receding	49	5	20	30	19	24
12	Approaching	88	0	12	25	13	17
12	Receding	91	13	18	29	17	25
13	Approaching	48	0	13	24	14	18
13	Receding	76	11	16	35	16	25
14	Approaching	92	4	13	30	13	19
14	Receding	89	10	17	31	16	25
15	Approaching	56	0	12	22	13	19
15	Receding	78	12	20	35	19	26
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 - By Weekend Hour

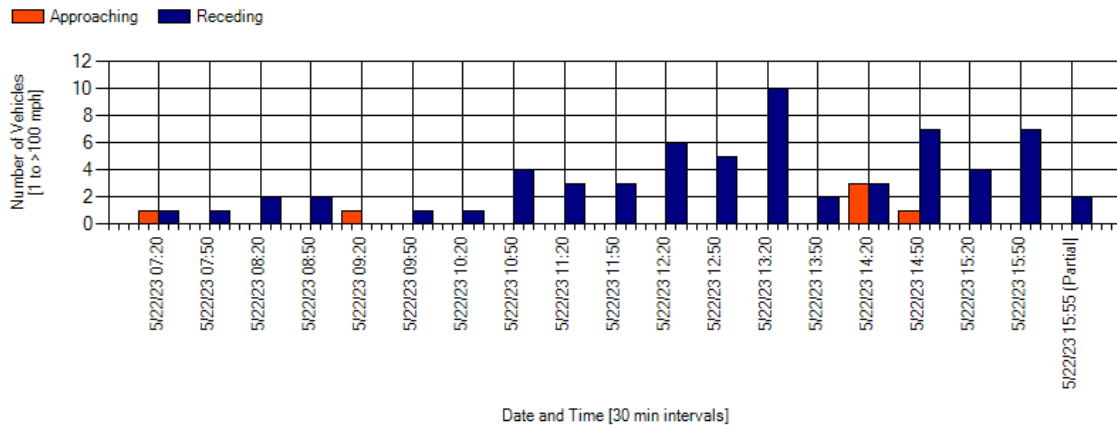
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



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

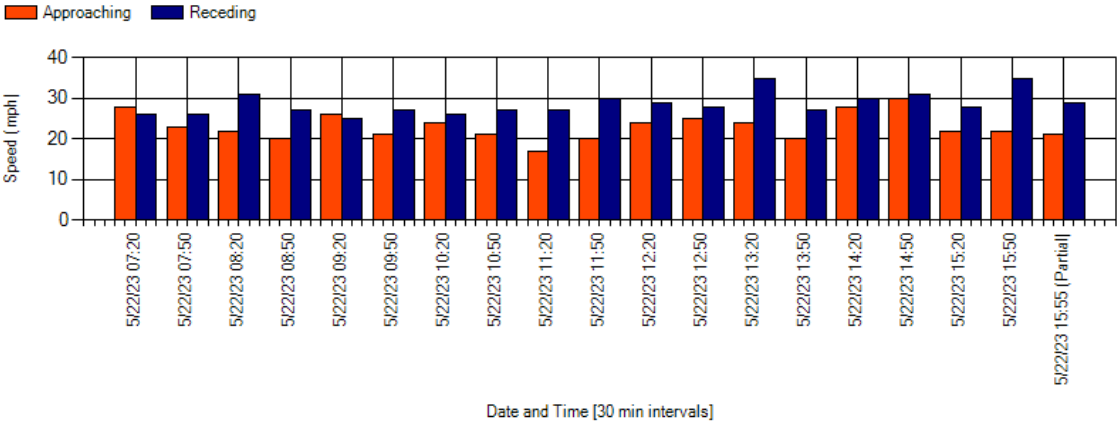
Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	11 to 20 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	522	# In Pace	0	Volume	6	0	0	6
# Over Limit	6	% In Pace	0.00%	Percent	1.14%	0.00%	0.00%	1.14%
Average Speed	13 mph							
85th % Speed (weighted)	18 mph							

Receding Breakdown

Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	16 to 25 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	514	# In Pace	0	Volume	64	0	0	64
# Over Limit	64	% In Pace	0.00%	Percent	11.07%	0.00%	0.00%	11.07%
Average Speed	17 mph							
85th % Speed (weighted)	24 mph							

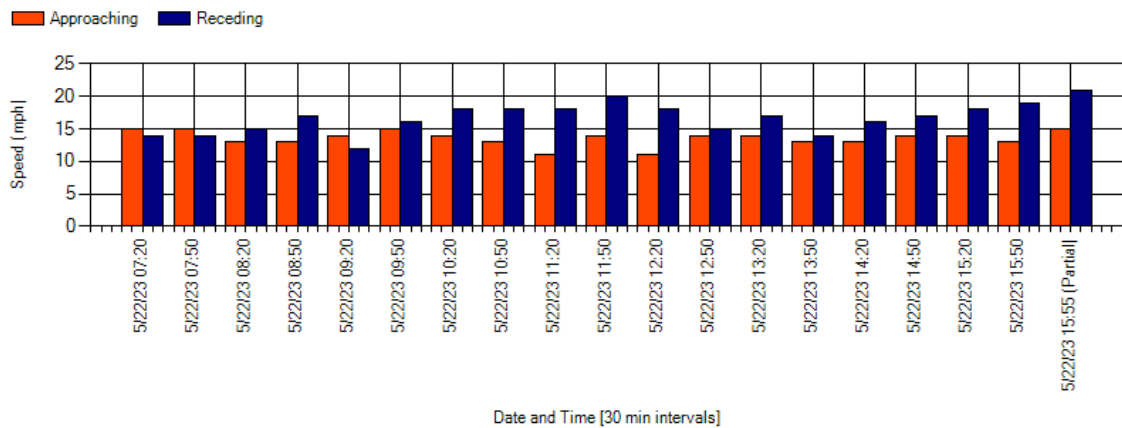
Speed - Maximum Speed

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.



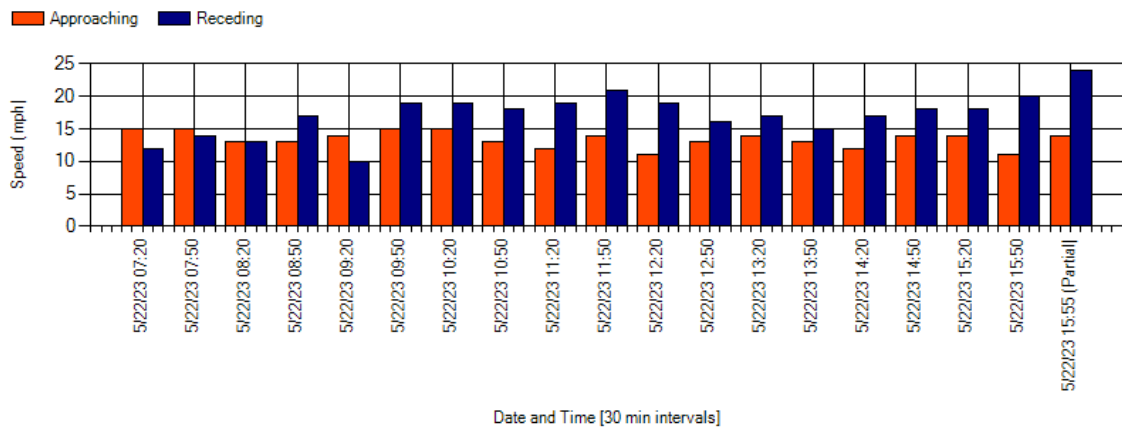
Speed - Average Speed

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.



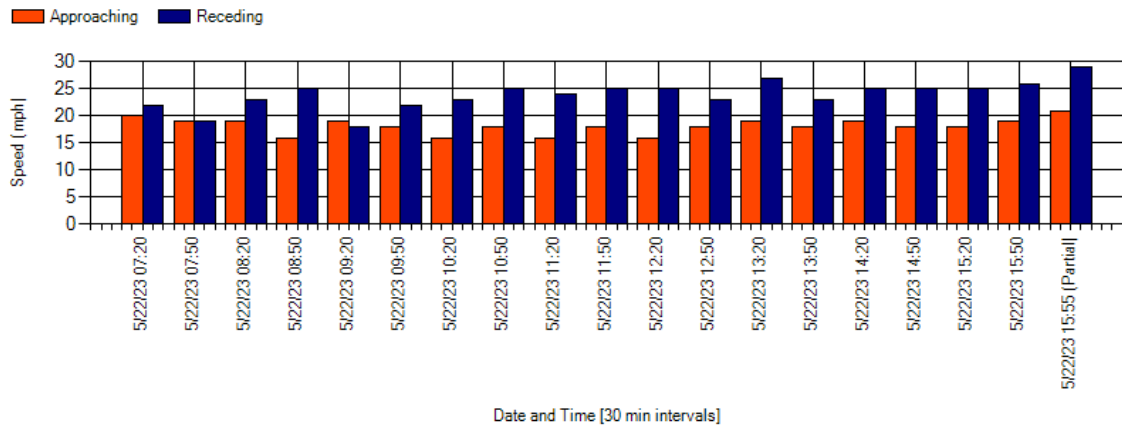
Speed - Median Speed

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)
5/22/23 07:20	Approaching	33	1	15	28	15	20
5/22/23 07:50	Approaching	22	0	15	23	15	19
5/22/23 08:20	Approaching	23	0	13	22	13	19
5/22/23 08:50	Approaching	27	0	13	20	13	16
5/22/23 09:20	Approaching	29	1	14	26	14	19
5/22/23 09:50	Approaching	25	0	15	21	15	18
5/22/23 10:20	Approaching	18	0	15	24	14	16
5/22/23 10:50	Approaching	18	0	13	21	13	18
5/22/23 11:20	Approaching	25	0	12	17	11	16
5/22/23 11:50	Approaching	23	0	14	20	14	18
5/22/23 12:20	Approaching	46	0	11	24	11	16
5/22/23 12:50	Approaching	40	0	13	25	14	18
5/22/23 13:20	Approaching	21	0	14	24	14	19
5/22/23 13:50	Approaching	21	0	13	20	13	18
5/22/23 14:20	Approaching	57	3	12	28	13	19
5/22/23 14:50	Approaching	42	1	14	30	14	18
5/22/23 15:20	Approaching	23	0	14	22	14	18
5/22/23 15:50	Approaching	31	0	11	22	13	19
5/22/23 15:55 (Partial)	Approaching	4	0	14	21	15	21
5/22/23 07:20	Receding	11	1	12	26	14	22
5/22/23 07:50	Receding	33	1	14	26	14	19
5/22/23 08:20	Receding	12	2	13	31	15	23
5/22/23 08:50	Receding	18	2	17	27	17	25
5/22/23 09:20	Receding	44	0	10	25	12	18
5/22/23 09:50	Receding	17	1	19	27	16	22
5/22/23 10:20	Receding	19	1	19	26	18	23
5/22/23 10:50	Receding	28	4	18	27	18	25
5/22/23 11:20	Receding	28	3	19	27	18	24
5/22/23 11:50	Receding	18	3	21	30	20	25
5/22/23 12:20	Receding	44	6	19	29	18	25
5/22/23 12:50	Receding	42	5	16	28	15	23
5/22/23 13:20	Receding	48	10	17	35	17	27
5/22/23 13:50	Receding	27	2	15	27	14	23
5/22/23 14:20	Receding	40	3	17	30	16	25
5/22/23 14:50	Receding	42	7	18	31	17	25
5/22/23 15:20	Receding	37	4	18	28	18	25
5/22/23 15:50	Receding	38	7	20	35	19	26
5/22/23 15:55 (Partial)	Receding	8	2	24	29	21	29

Contact Us

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

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