

# SMARTstat™ Analysis Report

Town of Black Earth

Tue Apr 15, 2025 17:10  
to Wed Apr 23, 2025 10:05

File: 09560076.csv

Date Created: Wednesday, April 23, 2025

Generator: 1.00.005 (01700106)

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## Summary

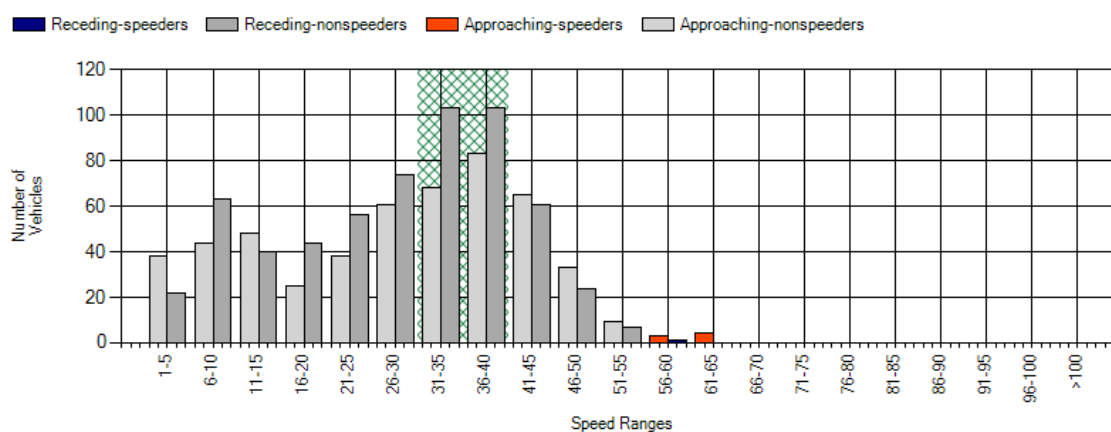
Study Summary for file 09560076.csv

# Traffic Analysis Report

Result Description		
File:	09560076.csv	
Study Title:	Town of Black Earth	
Study Run Dates:	2025/04/15 17:10:58 to 2025/04/23 10:05:23	
Total Study Time:	7 Days 16 Hours 54 Minutes	
Study Download Time:	2025/04/23 10:05:26	
Study Location:	Fesenfeld Rd, Black Earth	
Study GPS Location:	Unknown	
Study Timing Interval:	5 minute blocks	
Study Total # of Vehicles:	1117	
Study Posted Speed Limit:	55 mph	
Study Total # of Speeders:	8	
Approaching Traffic	# of Vehicles:	519
	# of Speeders:	7
	Maximum Speed:	63 mph
	Average Speed:	28 mph
	Median Speed:	28 mph
	85th Pectentile Speed:	32 mph
	10 MPH Pace:	31 to 40 mph
Receding Traffic	# of Vehicles:	598
	# of Speeders:	1
	Maximum Speed:	58 mph
	Average Speed:	28 mph
	Median Speed:	28 mph
	85th Pectentile Speed:	33 mph
	10 MPH Pace:	31 to 40 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.

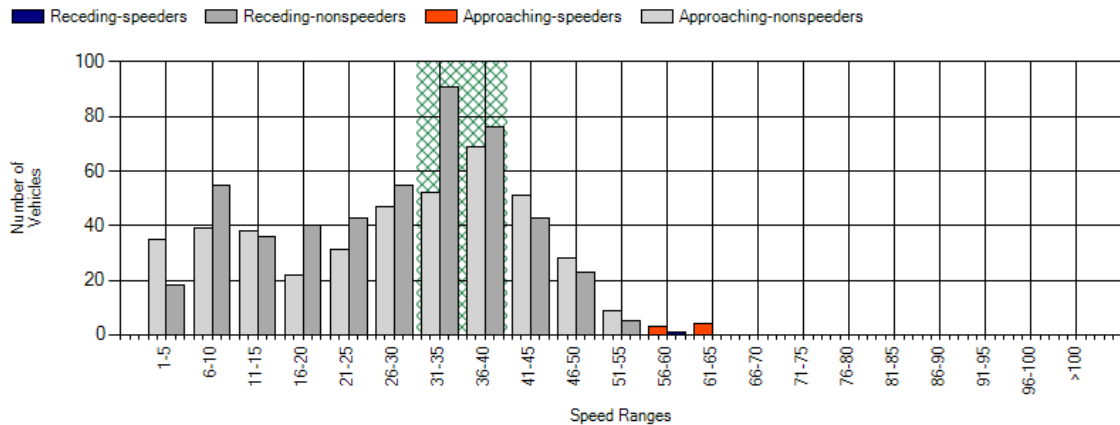


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	38	44	48	25	38	61	68	83	65	33	9
% of Total Approaching	7.32%	8.48%	9.25%	4.82%	7.32%	11.75%	13.10%	15.99%	12.52%	6.36%	1.73%
Receding Total Volume	22	63	40	44	56	74	103	103	61	24	7
% of Total Receding	3.68%	10.54%	6.69%	7.36%	9.36%	12.37%	17.22%	17.22%	10.20%	4.01%	1.17%
Total Volume	60	107	88	69	94	135	171	186	126	57	16
% of Total Volume	5.37%	9.58%	7.88%	6.18%	8.42%	12.09%	15.31%	16.65%	11.28%	5.10%	1.43%

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	3	4	0	0	0	0	0	0	0	0	519
% of Total Approaching	0.58%	0.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Total Volume	1	0	0	0	0	0	0	0	0	0	598
% of Total Receding	0.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Total Volume	4	4	0	0	0	0	0	0	0	0	1117
% of Total Volume	0.36%	0.36%	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.

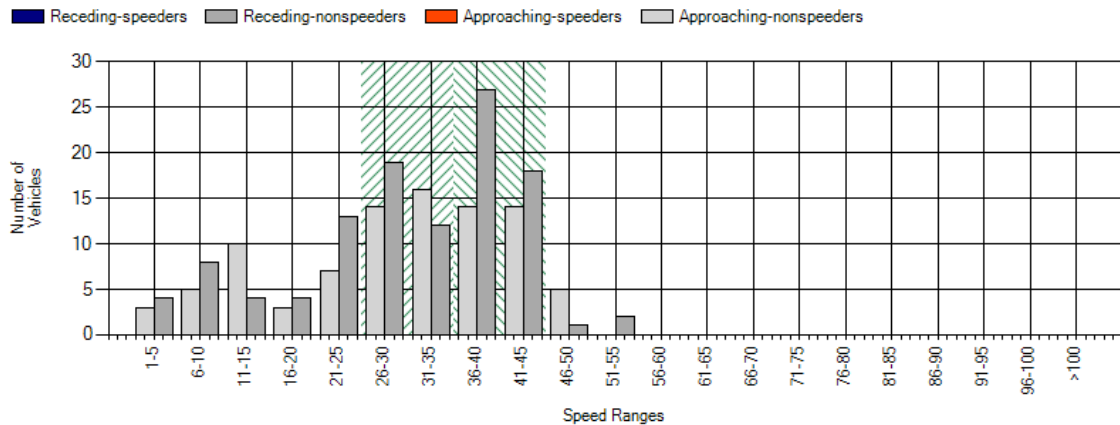


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekday Volume	35	39	38	22	31	47	52	69	51	28	9
% of Weekday Approaching	8.18%	9.11%	8.88%	5.14%	7.24%	10.98%	12.15%	16.12%	11.92%	6.54%	2.10%
% of Total Weekday	3.83%	4.27%	4.16%	2.41%	3.39%	5.14%	5.69%	7.55%	5.58%	3.06%	0.98%
% of Total Approaching	6.74%	7.51%	7.32%	4.24%	5.97%	9.06%	10.02%	13.29%	9.83%	5.39%	1.73%
Receding Weekday Volume	18	55	36	40	43	55	91	76	43	23	5
% of Weekday Receding	3.70%	11.32%	7.41%	8.23%	8.85%	11.32%	18.72%	15.64%	8.85%	4.73%	1.03%
% of Total Weekday	1.97%	6.02%	3.94%	4.38%	4.70%	6.02%	9.96%	8.32%	4.70%	2.52%	0.55%
% of Total Receding	3.01%	9.20%	6.02%	6.69%	7.19%	9.20%	15.22%	12.71%	7.19%	3.85%	0.84%
Weekday Volume	53	94	74	62	74	102	143	145	94	51	14
% of Weekday Volume	5.80%	10.28%	8.10%	6.78%	8.10%	11.16%	15.65%	15.86%	10.28%	5.58%	1.53%
% of Total Volume	4.74%	8.42%	6.62%	5.55%	6.62%	9.13%	12.80%	12.98%	8.42%	4.57%	1.25%

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	3	4	0	0	0	0	0	0	0	0	428
% of Weekday Approaching	0.70%	0.93%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekday	0.33%	0.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Approaching	0.58%	0.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Weekday Volume	1	0	0	0	0	0	0	0	0	0	486
% of Weekday Receding	0.21%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekday	0.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Receding	0.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Weekday Volume	4	4	0	0	0	0	0	0	0	0	914
% of Weekday Volume	0.44%	0.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Volume	0.36%	0.36%	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.

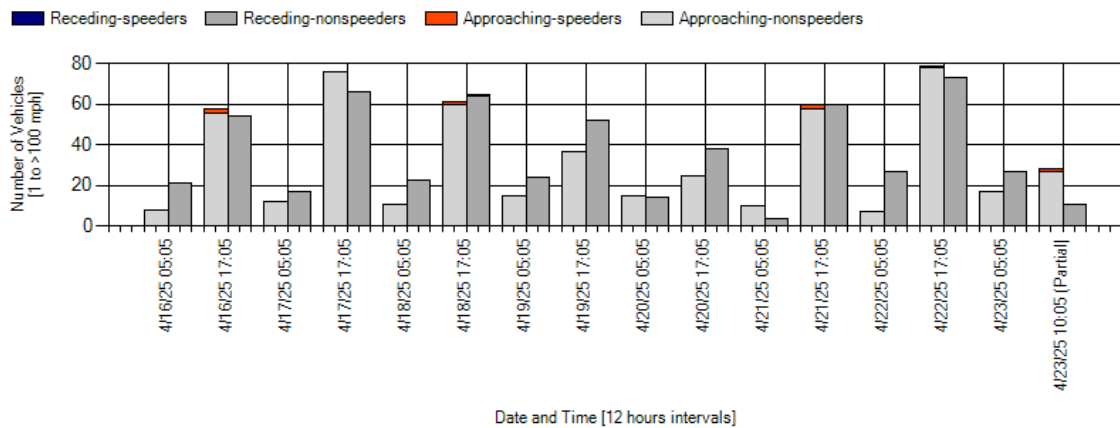


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	3	5	10	3	7	14	16	14	14	5	0
% of Weekend Approaching	3.30%	5.49%	10.99%	3.30%	7.69%	15.38%	17.58%	15.38%	15.38%	5.49%	0.00%
% of Total Weekend	1.48%	2.46%	4.93%	1.48%	3.45%	6.90%	7.88%	6.90%	6.90%	2.46%	0.00%
% of Total Approaching	0.58%	0.96%	1.93%	0.58%	1.35%	2.70%	3.08%	2.70%	2.70%	0.96%	0.00%
Receding Weekend Volume	4	8	4	4	13	19	12	27	18	1	2
% of Weekend Receding	3.57%	7.14%	3.57%	3.57%	11.61%	16.96%	10.71%	24.11%	16.07%	0.89%	1.79%
% of Total Weekend	1.97%	3.94%	1.97%	1.97%	6.40%	9.36%	5.91%	13.30%	8.87%	0.49%	0.99%
% of Total Receding	0.67%	1.34%	0.67%	0.67%	2.17%	3.18%	2.01%	4.52%	3.01%	0.17%	0.33%
Weekend Volume	7	13	14	7	20	33	28	41	32	6	2
% of Weekend Volume	3.45%	6.40%	6.90%	3.45%	9.85%	16.26%	13.79%	20.20%	15.76%	2.96%	0.99%
% of Total Volume	0.63%	1.16%	1.25%	0.63%	1.79%	2.95%	2.51%	3.67%	2.86%	0.54%	0.18%

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	91
% of Weekend Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	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 Weekend Volume	0	0	0	0	0	0	0	0	0	0	112
% of Weekend Receding	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	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%	--
Weekend Volume	0	0	0	0	0	0	0	0	0	0	203
% of Weekend 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 - By Time

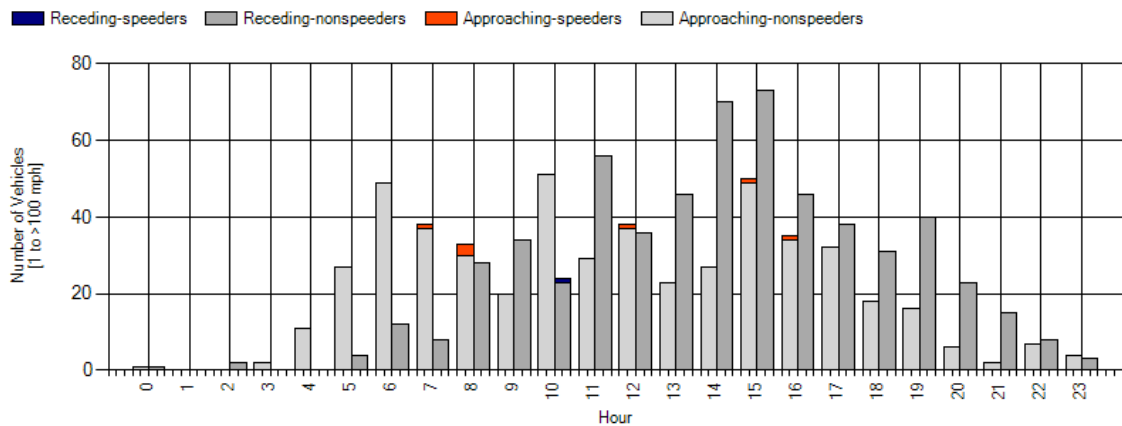
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.





## Volume - By Hour

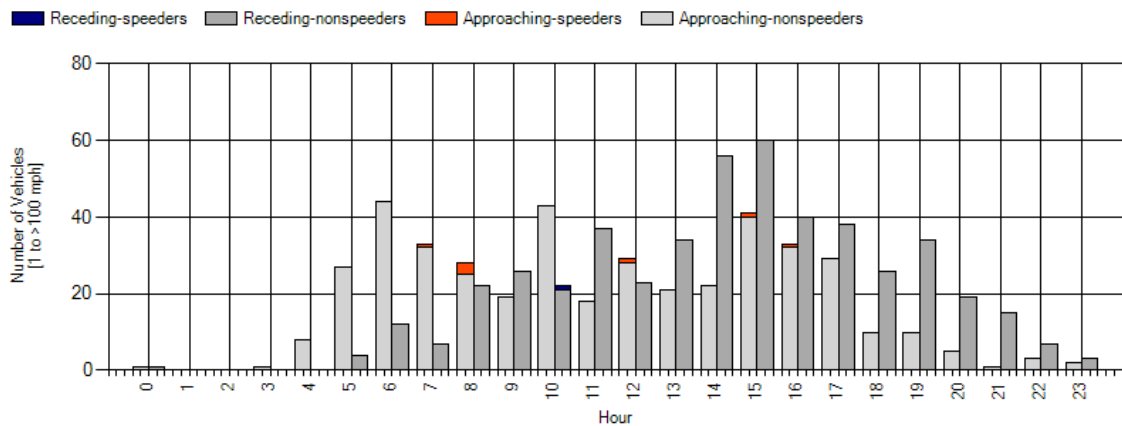
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	1	0	29	29	29	29
0	Receding	1	0	46	46	46	46
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	2	0	40	42	40	42
3	Approaching	2	0	37	41	37	37
3	Receding	0	0	0	0	0	0
4	Approaching	11	0	10	27	11	16
4	Receding	0	0	0	0	0	0
5	Approaching	27	0	21	46	22	26
5	Receding	4	0	35	36	35	35
6	Approaching	49	0	23	50	24	31
6	Receding	12	0	32	43	32	32
7	Approaching	38	1	35	60	35	36
7	Receding	8	0	37	48	37	39
8	Approaching	33	3	39	62	39	42
8	Receding	28	0	33	48	34	36
9	Approaching	20	0	33	48	33	33
9	Receding	34	0	24	48	25	31
10	Approaching	51	0	28	51	28	34
10	Receding	24	1	33	58	32	36
11	Approaching	29	0	31	43	30	34
11	Receding	56	0	28	45	28	32
12	Approaching	38	1	26	61	26	27
12	Receding	36	0	25	44	24	28
13	Approaching	23	0	27	52	27	29
13	Receding	46	0	29	52	30	36
14	Approaching	27	0	26	44	26	30
14	Receding	70	0	23	49	23	30
15	Approaching	50	1	30	63	30	34
15	Receding	73	0	23	55	24	30
16	Approaching	35	1	28	63	27	30
16	Receding	46	0	29	51	29	33
17	Approaching	32	0	26	46	26	27
17	Receding	38	0	24	44	24	28
18	Approaching	18	0	32	50	32	32
18	Receding	31	0	31	54	32	36
19	Approaching	16	0	31	44	31	32
19	Receding	40	0	28	50	29	36
20	Approaching	6	0	35	46	35	35
20	Receding	23	0	31	50	31	34
21	Approaching	2	0	36	52	36	36
21	Receding	15	0	38	51	37	40
22	Approaching	7	0	21	41	21	23
22	Receding	8	0	35	43	35	39
23	Approaching	4	0	36	45	36	36
23	Receding	3	0	40	49	40	40

## Volume - By Weekday Hour

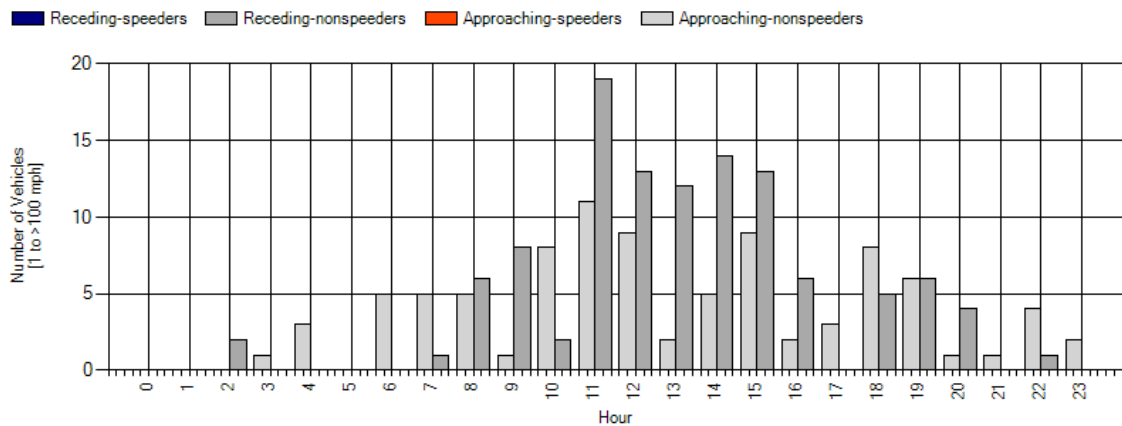
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekday Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	1	0	29	29	29	29
0	Receding	1	0	46	46	46	46
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	1	0	41	41	41	41
3	Receding	0	0	0	0	0	0
4	Approaching	8	0	7	16	9	14
4	Receding	0	0	0	0	0	0
5	Approaching	27	0	21	46	22	26
5	Receding	4	0	35	36	35	35
6	Approaching	44	0	24	50	24	31
6	Receding	12	0	32	43	32	32
7	Approaching	33	1	35	60	35	36
7	Receding	7	0	37	48	37	39
8	Approaching	28	3	39	62	40	43
8	Receding	22	0	32	48	33	36
9	Approaching	19	0	32	48	32	33
9	Receding	26	0	22	48	23	30
10	Approaching	43	0	28	51	27	34
10	Receding	22	1	32	58	32	36
11	Approaching	18	0	30	40	29	33
11	Receding	37	0	25	42	25	30
12	Approaching	29	1	25	61	25	27
12	Receding	23	0	25	44	23	29
13	Approaching	21	0	27	52	27	29
13	Receding	34	0	27	52	28	36
14	Approaching	22	0	26	44	26	29
14	Receding	56	0	24	49	24	30
15	Approaching	41	1	32	63	31	35
15	Receding	60	0	23	55	24	31
16	Approaching	33	1	27	63	27	30
16	Receding	40	0	28	51	28	33
17	Approaching	29	0	26	46	25	27
17	Receding	38	0	24	44	24	28
18	Approaching	10	0	26	38	26	26
18	Receding	26	0	30	48	30	35
19	Approaching	10	0	30	44	30	32
19	Receding	34	0	28	48	29	37
20	Approaching	5	0	32	42	32	32
20	Receding	19	0	30	50	30	34
21	Approaching	1	0	52	52	52	52
21	Receding	15	0	38	51	37	40
22	Approaching	3	0	35	41	35	35
22	Receding	7	0	34	43	34	39
23	Approaching	2	0	32	41	32	32
23	Receding	3	0	40	49	40	40

## Volume - By Weekend Hour

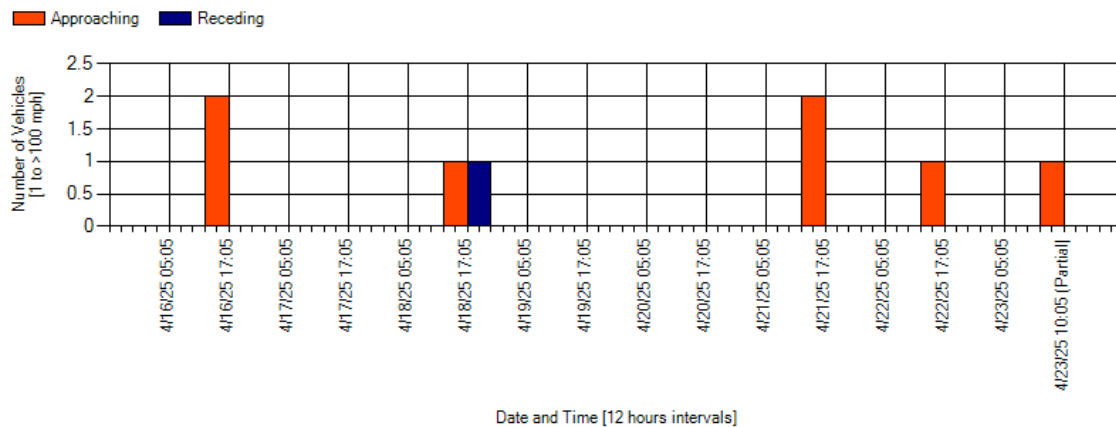
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



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	2	0	40	42	40	42
3	Approaching	1	0	33	33	33	33
3	Receding	0	0	0	0	0	0
4	Approaching	3	0	16	27	16	21
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	5	0	18	46	19	25
6	Receding	0	0	0	0	0	0
7	Approaching	5	0	37	49	37	38
7	Receding	1	0	37	37	37	37
8	Approaching	5	0	36	41	36	36
8	Receding	6	0	35	39	35	35
9	Approaching	1	0	46	46	46	46
9	Receding	8	0	30	44	31	35
10	Approaching	8	0	32	44	32	34
10	Receding	2	0	42	45	42	42
11	Approaching	11	0	32	43	31	35
11	Receding	19	0	33	45	32	36
12	Approaching	9	0	28	40	28	28
12	Receding	13	0	25	44	25	26
13	Approaching	2	0	26	41	26	26
13	Receding	12	0	35	43	35	36
14	Approaching	5	0	30	40	30	32
14	Receding	14	0	20	44	22	32
15	Approaching	9	0	24	39	24	29
15	Receding	13	0	25	42	25	25
16	Approaching	2	0	34	34	34	34
16	Receding	6	0	33	39	33	33
17	Approaching	3	0	29	31	29	30
17	Receding	0	0	0	0	0	0
18	Approaching	8	0	38	50	38	38
18	Receding	5	0	40	54	40	40
19	Approaching	6	0	33	41	33	33
19	Receding	6	0	29	50	28	31
20	Approaching	1	0	46	46	46	46
20	Receding	4	0	34	44	34	37
21	Approaching	1	0	21	21	21	21
21	Receding	0	0	0	0	0	0
22	Approaching	4	0	11	15	10	14
22	Receding	1	0	40	40	40	40
23	Approaching	2	0	40	45	40	40
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 (55 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

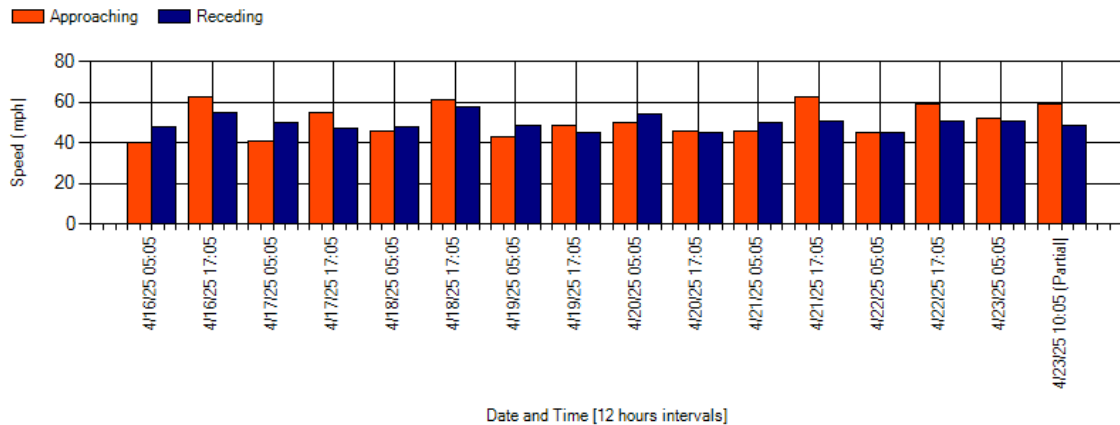
Speeding Statistics		10 MPH Pace		# Exceeding Limit			
Posted Limit	55 mph	Pace Speed	31 to 40 mph	Speed	56 to 65 mph	66 to 75 mph	76+ mph
# At/Under Limit	512	# In Pace	1	Volume	7	0	0
# Over Limit	7	% In Pace	0.19%	Percent	1.35%	0.00%	0.00%
Average Speed	28 mph						
85th % Speed (weighted)	32 mph						

## Receding Breakdown

Speeding Statistics		10 MPH Pace		# Exceeding Limit			
Posted Limit	55 mph	Pace Speed	31 to 40 mph	Speed	56 to 65 mph	66 to 75 mph	76+ mph
# At/Under Limit	597	# In Pace	0	Volume	1	0	0
# Over Limit	1	% In Pace	0.00%	Percent	0.17%	0.00%	0.00%
Average Speed	28 mph						
85th % Speed (weighted)	33 mph						

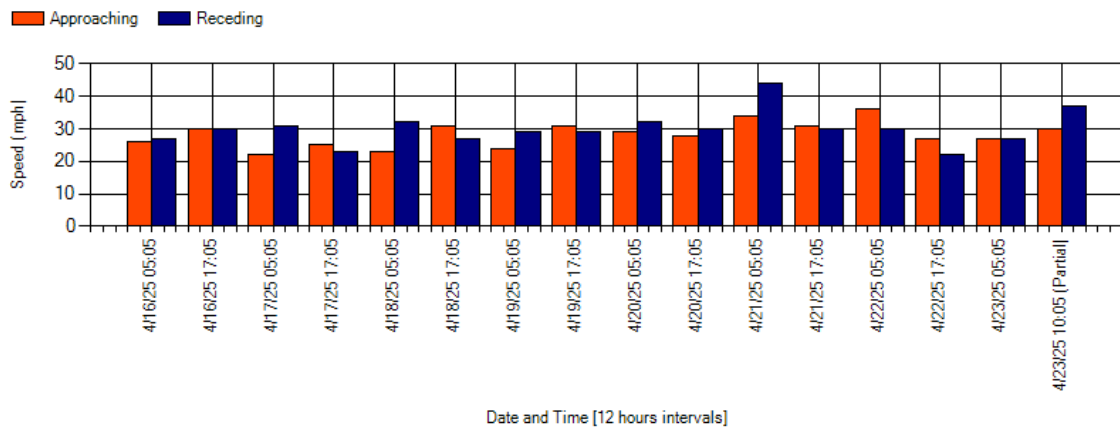
## Speed - Maximum Speed

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.



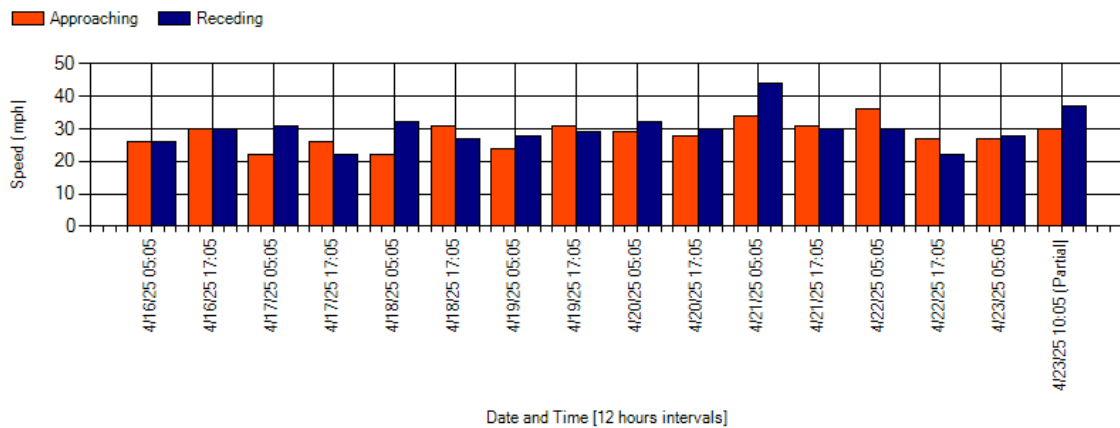
## Speed - Average Speed

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.



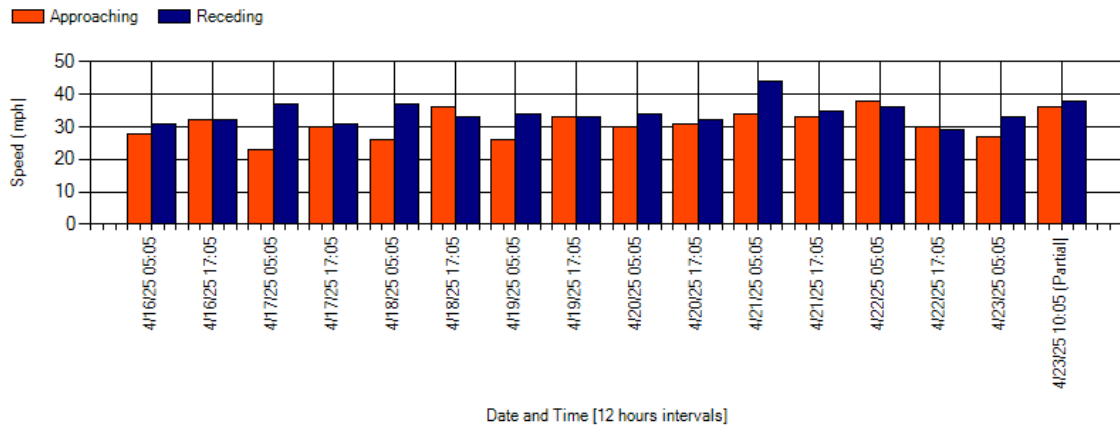
## Speed - Median Speed

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.





## Contact Us

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

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