

# SMARTstat™ Analysis Report

TBLK

Tue Jul 1, 2025 10:27  
to Mon Jul 7, 2025 11:40

File: 09560098.csv

Date Created: Monday, July 7, 2025

Generator: 1.00.005 (01700106)

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## Summary

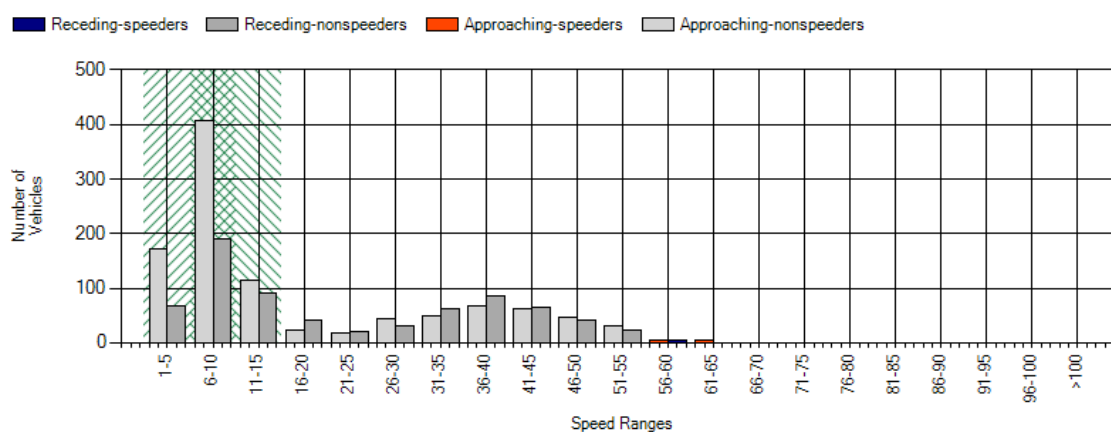
Study Summary for file 09560098.csv

# Traffic Analysis Report

Result Description		
File:	09560098.csv	
Study Title:	TBLK	
Study Run Dates:	2025/07/01 10:27:08 to 2025/07/07 11:40:00	
Total Study Time:	6 Days 1 Hours 12 Minutes	
Study Download Time:	2025/07/07 11:43:39	
Study Location:	Sutcliffe rd	
Study GPS Location:	Unknown	
Study Timing Interval:	5 minute blocks	
Study Total # of Vehicles:	1771	
Study Posted Speed Limit:	55 mph	
Study Total # of Speeders:	17	
Approaching Traffic	# of Vehicles:	1047
	# of Speeders:	12
	Maximum Speed:	65 mph
	Average Speed:	18 mph
	Median Speed:	18 mph
	85th Pcentile Speed:	23 mph
	10 MPH Pace:	0 to 10 mph
Receding Traffic	# of Vehicles:	724
	# of Speeders:	5
	Maximum Speed:	60 mph
	Average Speed:	23 mph
	Median Speed:	23 mph
	85th Pcentile Speed:	28 mph
	10 MPH Pace:	6 to 15 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.

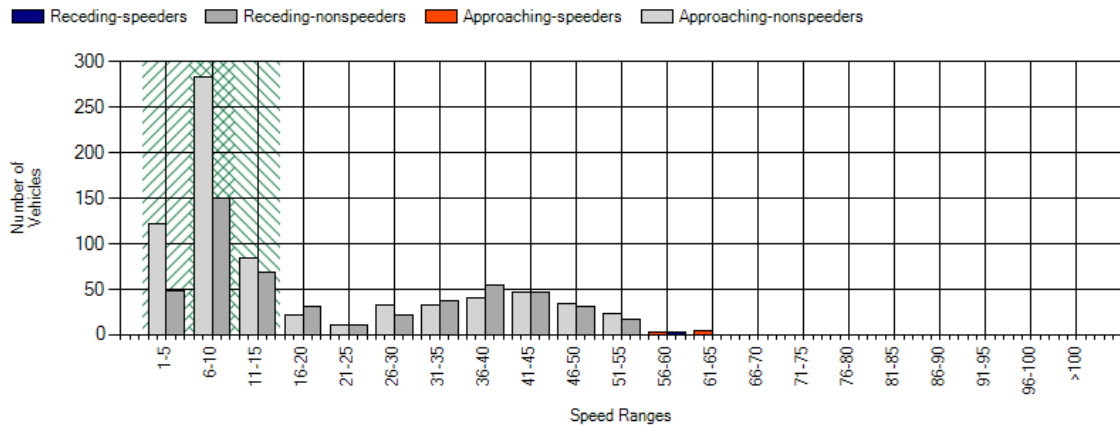


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	171	406	115	24	17	45	49	67	62	47	32
% of Total Approaching	16.33%	38.78%	10.98%	2.29%	1.62%	4.30%	4.68%	6.40%	5.92%	4.49%	3.06%
Receding Total Volume	67	191	92	41	21	30	61	86	65	42	23
% of Total Receding	9.25%	26.38%	12.71%	5.66%	2.90%	4.14%	8.43%	11.88%	8.98%	5.80%	3.18%
Total Volume	238	597	207	65	38	75	110	153	127	89	55
% of Total Volume	13.44%	33.71%	11.69%	3.67%	2.15%	4.23%	6.21%	8.64%	7.17%	5.03%	3.11%

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	6	6	0	0	0	0	0	0	0	0	1047
% of Total Approaching	0.57%	0.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Total Volume	5	0	0	0	0	0	0	0	0	0	724
% of Total Receding	0.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Total Volume	11	6	0	0	0	0	0	0	0	0	1771
% of Total Volume	0.62%	0.34%	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.

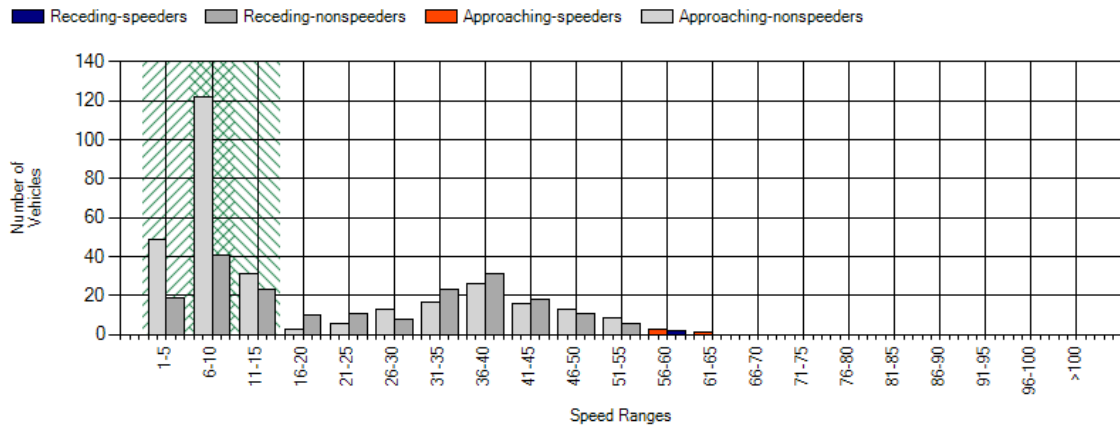


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekday Volume	122	284	84	21	11	32	32	41	46	34	23
% of Weekday Approaching	16.53%	38.48%	11.38%	2.85%	1.49%	4.34%	4.34%	5.56%	6.23%	4.61%	3.12%
% of Total Weekday	9.69%	22.56%	6.67%	1.67%	0.87%	2.54%	2.54%	3.26%	3.65%	2.70%	1.83%
% of Total Approaching	11.65%	27.13%	8.02%	2.01%	1.05%	3.06%	3.06%	3.92%	4.39%	3.25%	2.20%
Receding Weekday Volume	48	150	69	31	10	22	38	55	47	31	17
% of Weekday Receding	9.21%	28.79%	13.24%	5.95%	1.92%	4.22%	7.29%	10.56%	9.02%	5.95%	3.26%
% of Total Weekday	3.81%	11.91%	5.48%	2.46%	0.79%	1.75%	3.02%	4.37%	3.73%	2.46%	1.35%
% of Total Receding	6.63%	20.72%	9.53%	4.28%	1.38%	3.04%	5.25%	7.60%	6.49%	4.28%	2.35%
Weekday Volume	170	434	153	52	21	54	70	96	93	65	40
% of Weekday Volume	13.50%	34.47%	12.15%	4.13%	1.67%	4.29%	5.56%	7.63%	7.39%	5.16%	3.18%
% of Total Volume	9.60%	24.51%	8.64%	2.94%	1.19%	3.05%	3.95%	5.42%	5.25%	3.67%	2.26%

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	5	0	0	0	0	0	0	0	0	738
% of Weekday Approaching	0.41%	0.68%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekday	0.24%	0.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Approaching	0.29%	0.48%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Weekday Volume	3	0	0	0	0	0	0	0	0	0	521
% of Weekday Receding	0.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekday	0.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Receding	0.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Weekday Volume	6	5	0	0	0	0	0	0	0	0	1259
% of Weekday Volume	0.48%	0.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Volume	0.34%	0.28%	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.

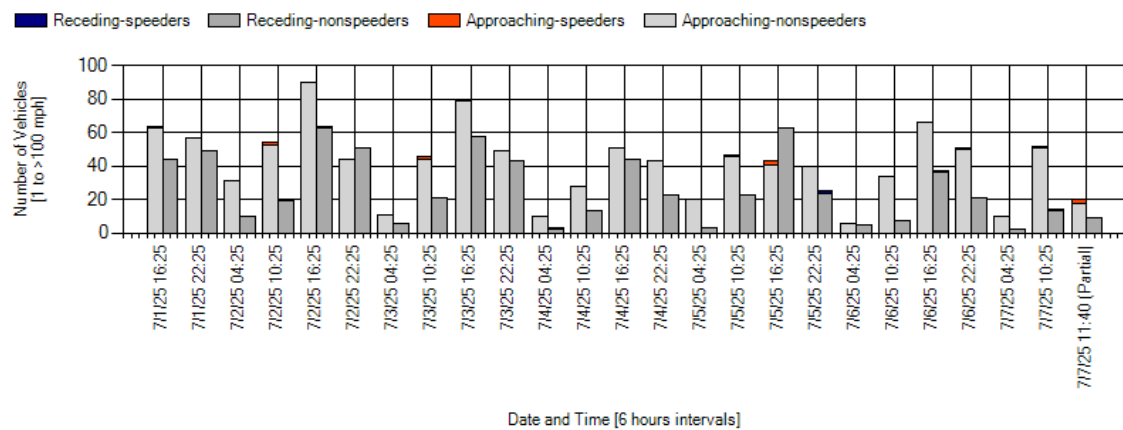


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	49	122	31	3	6	13	17	26	16	13	9
% of Weekend Approaching	15.86%	39.48%	10.03%	0.97%	1.94%	4.21%	5.50%	8.41%	5.18%	4.21%	2.91%
% of Total Weekend	9.57%	23.83%	6.05%	0.59%	1.17%	2.54%	3.32%	5.08%	3.13%	2.54%	1.76%
% of Total Approaching	4.68%	11.65%	2.96%	0.29%	0.57%	1.24%	1.62%	2.48%	1.53%	1.24%	0.86%
Receding Weekend Volume	19	41	23	10	11	8	23	31	18	11	6
% of Weekend Receding	9.36%	20.20%	11.33%	4.93%	5.42%	3.94%	11.33%	15.27%	8.87%	5.42%	2.96%
% of Total Weekend	3.71%	8.01%	4.49%	1.95%	2.15%	1.56%	4.49%	6.05%	3.52%	2.15%	1.17%
% of Total Receding	2.62%	5.66%	3.18%	1.38%	1.52%	1.10%	3.18%	4.28%	2.49%	1.52%	0.83%
Weekend Volume	68	163	54	13	17	21	40	57	34	24	15
% of Weekend Volume	13.28%	31.84%	10.55%	2.54%	3.32%	4.10%	7.81%	11.13%	6.64%	4.69%	2.93%
% of Total Volume	3.84%	9.20%	3.05%	0.73%	0.96%	1.19%	2.26%	3.22%	1.92%	1.36%	0.85%

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	3	1	0	0	0	0	0	0	0	0	309
% of Weekend Approaching	0.97%	0.32%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	0.59%	0.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Approaching	0.29%	0.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Weekend Volume	2	0	0	0	0	0	0	0	0	0	203
% of Weekend Receding	0.99%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	0.39%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Receding	0.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Weekend Volume	5	1	0	0	0	0	0	0	0	0	512
% of Weekend Volume	0.98%	0.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Volume	0.28%	0.06%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

## Volume - By Time

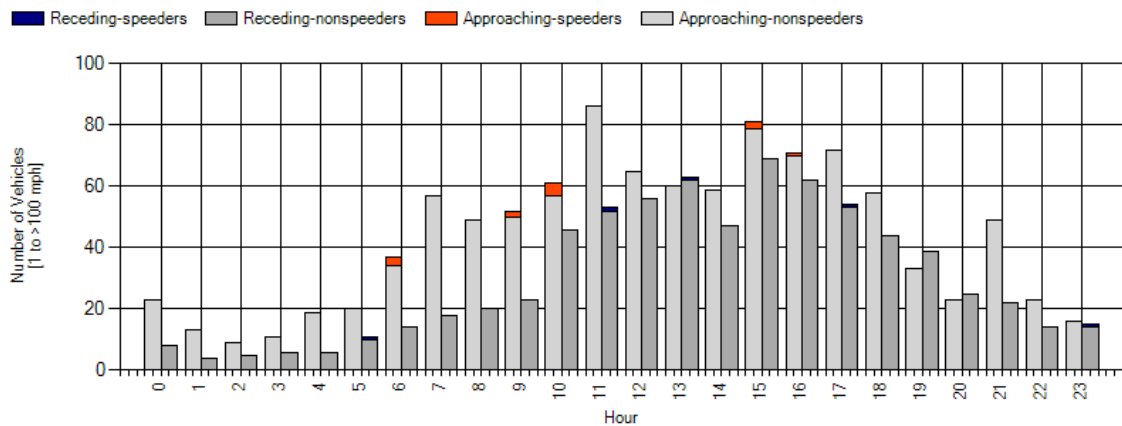
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.





## Volume - By Hour

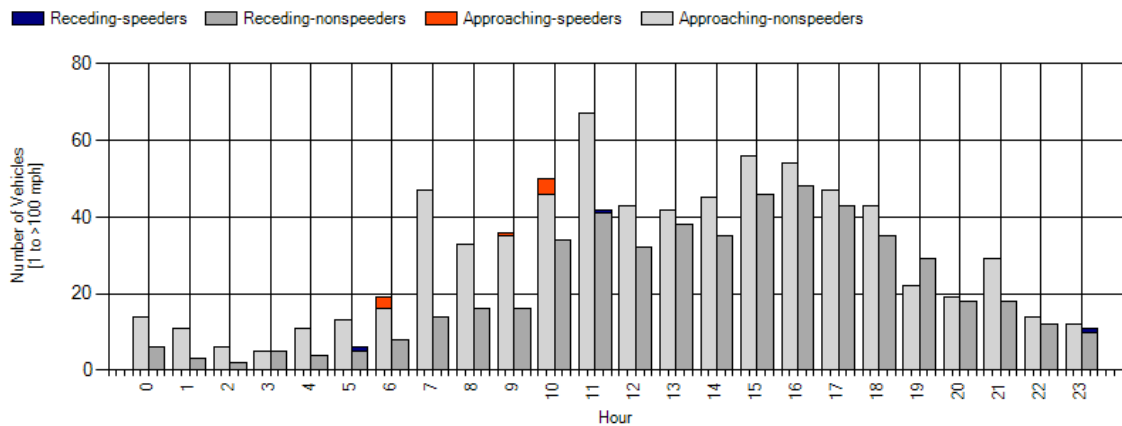
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	23	0	11	55	11	13
0	Receding	8	0	11	53	11	11
1	Approaching	13	0	8	17	8	9
1	Receding	4	0	8	10	8	8
2	Approaching	9	0	11	47	11	11
2	Receding	5	0	14	50	14	23
3	Approaching	11	0	8	14	8	8
3	Receding	6	0	10	29	10	10
4	Approaching	19	0	35	52	35	38
4	Receding	6	0	11	37	11	11
5	Approaching	20	0	19	48	18	21
5	Receding	11	1	24	56	24	27
6	Approaching	37	3	26	65	26	29
6	Receding	14	0	34	55	34	35
7	Approaching	57	0	23	53	24	31
7	Receding	18	0	19	53	20	21
8	Approaching	49	0	16	44	17	21
8	Receding	20	0	20	55	20	21
9	Approaching	52	2	19	60	18	24
9	Receding	23	0	26	55	26	28
10	Approaching	61	4	26	64	26	33
10	Receding	46	0	24	49	23	28
11	Approaching	86	0	20	52	20	26
11	Receding	53	1	23	60	24	31
12	Approaching	65	0	11	49	14	23
12	Receding	56	0	19	52	19	25
13	Approaching	60	0	19	53	18	24
13	Receding	63	1	23	59	23	29
14	Approaching	59	0	13	54	14	18
14	Receding	47	0	26	55	26	29
15	Approaching	81	2	18	63	18	25
15	Receding	69	0	23	49	23	31
16	Approaching	71	1	21	56	21	28
16	Receding	62	0	27	55	28	34
17	Approaching	72	0	15	47	15	17
17	Receding	54	1	26	56	25	33
18	Approaching	58	0	16	51	16	20
18	Receding	44	0	23	49	23	28
19	Approaching	33	0	14	49	15	17
19	Receding	39	0	20	51	20	26
20	Approaching	23	0	14	51	14	15
20	Receding	25	0	21	55	22	27
21	Approaching	49	0	15	53	15	16
21	Receding	22	0	23	44	23	26
22	Approaching	23	0	16	48	14	18
22	Receding	14	0	17	47	17	20
23	Approaching	16	0	8	19	8	9
23	Receding	15	1	15	57	15	17

## Volume - By Weekday Hour

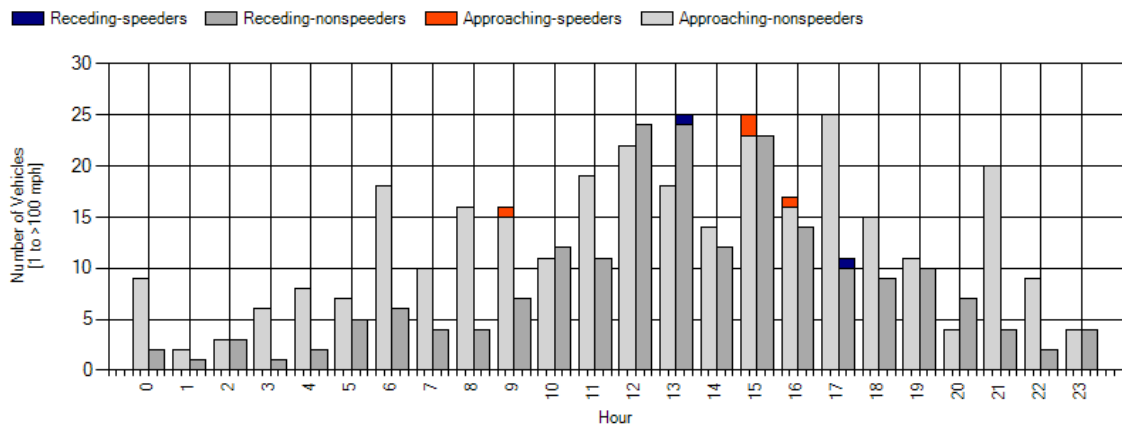
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekday Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	14	0	9	16	9	11
0	Receding	6	0	5	6	5	5
1	Approaching	11	0	9	17	9	9
1	Receding	3	0	9	10	9	9
2	Approaching	6	0	7	15	7	7
2	Receding	2	0	6	6	6	6
3	Approaching	5	0	11	14	11	11
3	Receding	5	0	7	13	7	7
4	Approaching	11	0	40	52	40	40
4	Receding	4	0	14	37	14	14
5	Approaching	13	0	25	48	24	28
5	Receding	6	1	33	56	33	33
6	Approaching	19	3	38	65	40	44
6	Receding	8	0	46	55	46	46
7	Approaching	47	0	25	53	26	33
7	Receding	14	0	20	53	21	22
8	Approaching	33	0	15	43	16	21
8	Receding	16	0	17	43	17	18
9	Approaching	36	1	18	59	17	24
9	Receding	16	0	24	55	24	26
10	Approaching	50	4	26	64	26	33
10	Receding	34	0	22	49	21	26
11	Approaching	67	0	17	51	17	24
11	Receding	42	1	23	60	25	32
12	Approaching	43	0	11	48	13	20
12	Receding	32	0	17	47	17	21
13	Approaching	42	0	14	48	14	18
13	Receding	38	0	23	54	23	30
14	Approaching	45	0	13	49	14	18
14	Receding	35	0	27	55	27	31
15	Approaching	56	0	18	52	18	26
15	Receding	46	0	19	49	20	28
16	Approaching	54	0	22	55	22	29
16	Receding	48	0	26	54	26	33
17	Approaching	47	0	16	47	16	18
17	Receding	43	0	26	50	25	33
18	Approaching	43	0	13	51	14	19
18	Receding	35	0	23	49	23	29
19	Approaching	22	0	15	49	16	20
19	Receding	29	0	17	51	17	24
20	Approaching	19	0	15	51	15	15
20	Receding	18	0	25	55	25	28
21	Approaching	29	0	10	53	10	12
21	Receding	18	0	21	44	21	24
22	Approaching	14	0	8	16	8	8
22	Receding	12	0	16	47	16	20
23	Approaching	12	0	9	19	9	10
23	Receding	11	1	16	57	16	18

## Volume - By Weekend Hour

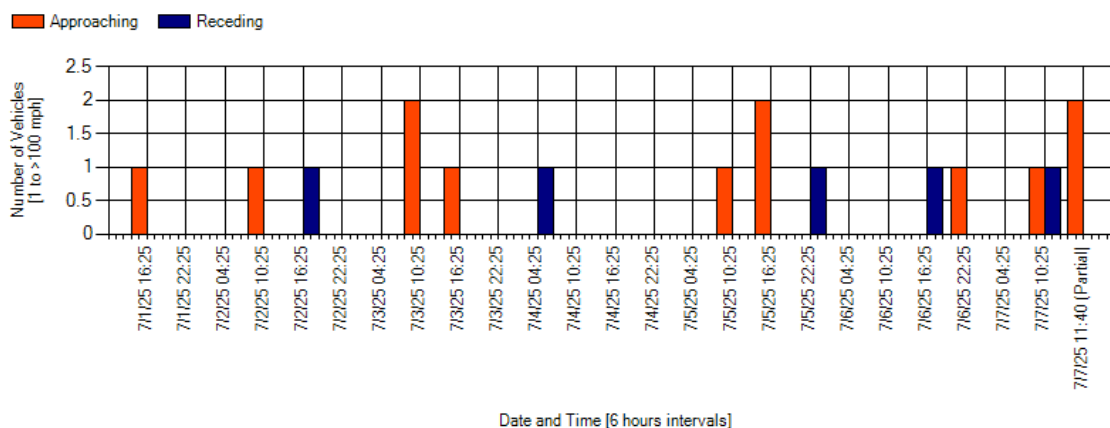
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekend Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	9	0	13	55	13	15
0	Receding	2	0	30	53	30	30
1	Approaching	2	0	5	6	5	6
1	Receding	1	0	5	5	5	5
2	Approaching	3	0	19	47	19	20
2	Receding	3	0	19	50	19	35
3	Approaching	6	0	5	7	5	5
3	Receding	1	0	29	29	29	29
4	Approaching	8	0	28	52	28	36
4	Receding	2	0	6	9	6	6
5	Approaching	7	0	7	12	7	8
5	Receding	5	0	13	40	13	20
6	Approaching	18	0	12	49	12	12
6	Receding	6	0	18	41	18	20
7	Approaching	10	0	16	50	18	23
7	Receding	4	0	16	36	16	16
8	Approaching	16	0	19	44	19	21
8	Receding	4	0	32	55	32	32
9	Approaching	16	1	21	60	21	24
9	Receding	7	0	32	54	32	33
10	Approaching	11	0	26	54	26	32
10	Receding	12	0	29	49	29	33
11	Approaching	19	0	29	52	29	35
11	Receding	11	0	23	48	21	26
12	Approaching	22	0	10	49	14	27
12	Receding	24	0	22	52	23	30
13	Approaching	18	0	30	53	29	36
13	Receding	25	1	24	59	24	28
14	Approaching	14	0	14	54	14	18
14	Receding	12	0	22	43	22	25
15	Approaching	25	2	18	63	17	21
15	Receding	23	0	30	48	28	37
16	Approaching	17	1	20	56	20	26
16	Receding	14	0	32	55	32	36
17	Approaching	25	0	14	39	14	17
17	Receding	11	1	27	56	27	30
18	Approaching	15	0	22	49	22	23
18	Receding	9	0	23	45	23	24
19	Approaching	11	0	12	35	12	12
19	Receding	10	0	28	45	28	33
20	Approaching	4	0	10	27	10	10
20	Receding	7	0	13	34	16	24
21	Approaching	20	0	22	52	22	23
21	Receding	4	0	35	38	35	35
22	Approaching	9	0	28	48	24	34
22	Receding	2	0	19	29	19	19
23	Approaching	4	0	4	4	4	4
23	Receding	4	0	14	36	14	14

## 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

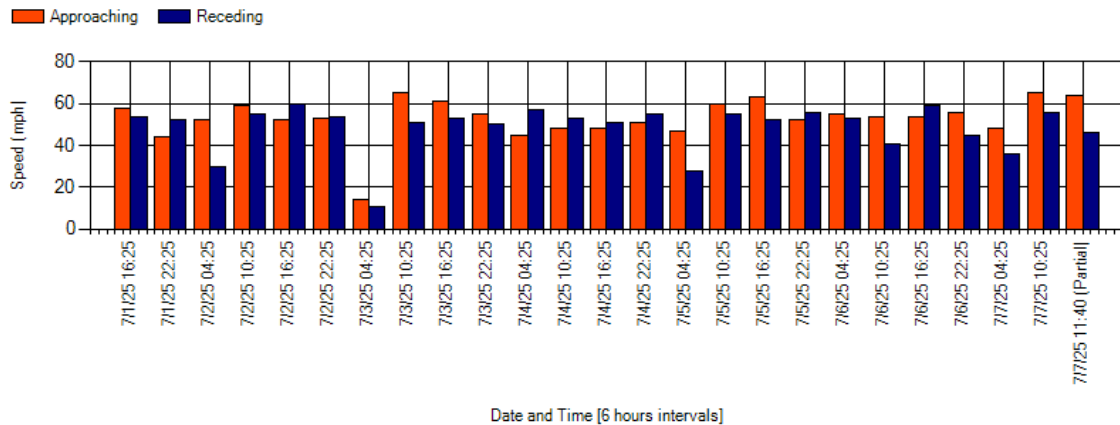
Speeding Statistics		10 MPH Pace		# Exceeding Limit			
Posted Limit	55 mph	Pace Speed	0 to 10 mph	Speed	56 to 65 mph	66 to 75 mph	76+ mph
# At/Under Limit	1035	# In Pace	0	Volume	12	0	0
# Over Limit	12	% In Pace	0.00%	Percent	1.15%	0.00%	0.00%
Average Speed	18 mph						
85th % Speed (weighted)	23 mph						
				Total			
				12			
				1.15%			

## Receding Breakdown

Speeding Statistics		10 MPH Pace		# Exceeding Limit			
Posted Limit	55 mph	Pace Speed	6 to 15 mph	Speed	56 to 65 mph	66 to 75 mph	76+ mph
# At/Under Limit	719	# In Pace	1	Volume	5	0	0
# Over Limit	5	% In Pace	0.14%	Percent	0.69%	0.00%	0.00%
Average Speed	23 mph						
85th % Speed (weighted)	28 mph						
				Total			
				5			
				0.69%			

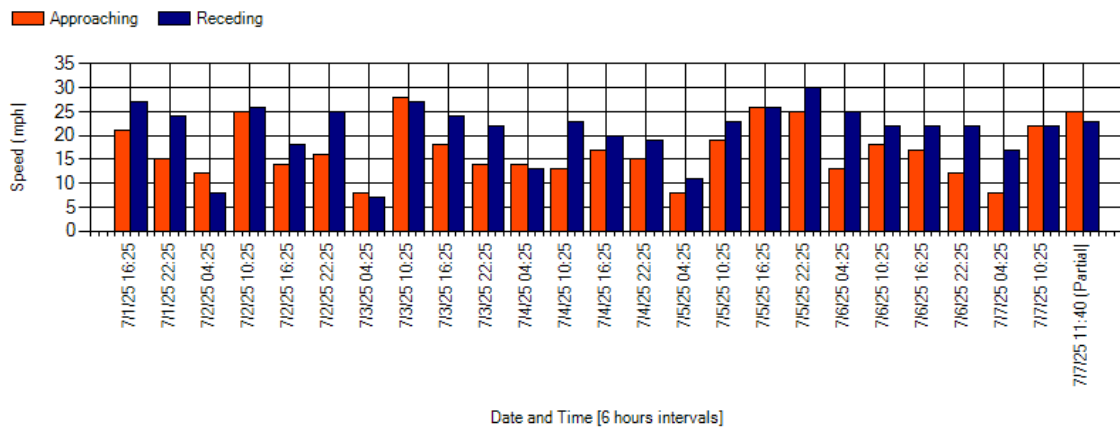
## Speed - Maximum Speed

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.



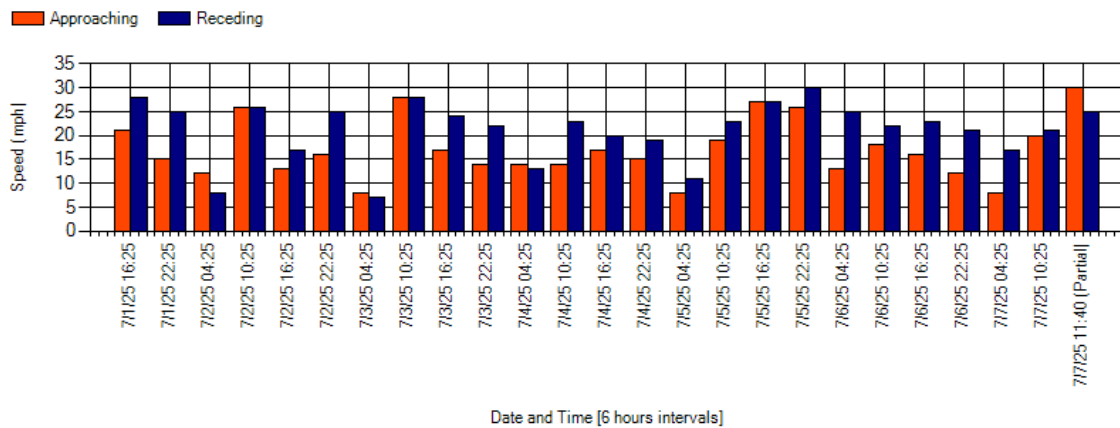
## Speed - Average Speed

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.



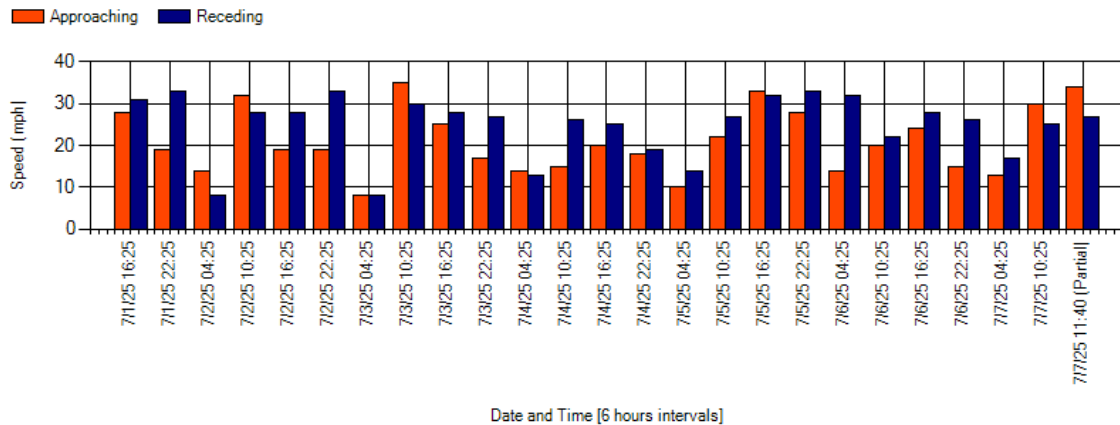
## Speed - Median Speed

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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