

# SMARTstat™ Analysis Report

N Sewall's Point Road Speed Study - Fall 2024

Tue Oct 29, 2024 13:36  
to Wed Nov 6, 2024 13:00

File: 00490179.csv

Date Created: Thursday, November 7, 2024

Generator: 1.00.004 (01700105)

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## Summary

Study Summary for file 00490179.csv

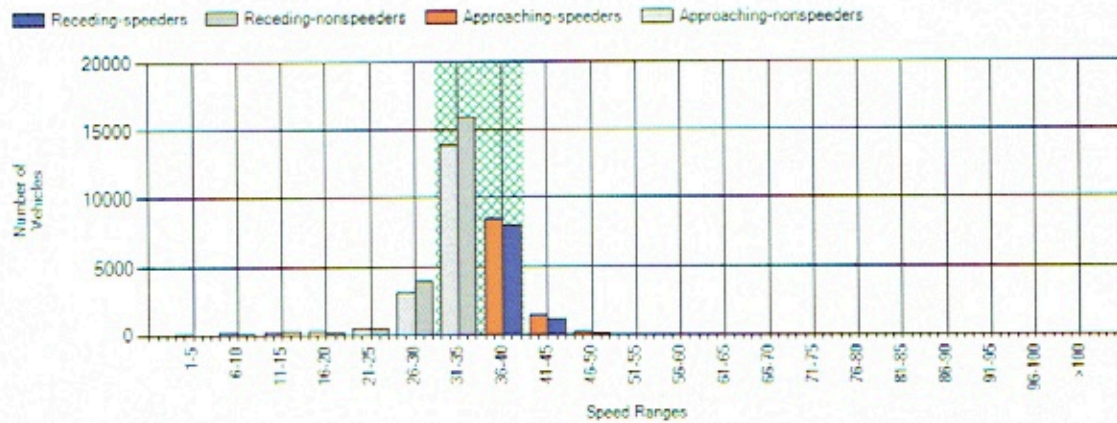
StealthStat Speed Study deployed at the intersection of N Sewall's Point Road and Quail Run Lane capturing motorists traveling Northbound and Southbound through the street segment.

## Traffic Analysis Report

Result Description		
File:	00490179.csv	
Study Title:	N Sewall's Point Road Speed Study - Fall 2024	
Study Run Dates:	2024/10/29 13:36:47 to 2024/11/06 13:00:00	
Total Study Time:	7 Days 23 Hours 23 Minutes	
Study Download Time:	2024/11/06 13:09:10	
Study Location:	N Sewall's Point Road at Quail Run Lane	
Study GPS Location:	Unknown	
Study Timing Interval:	15 minute blocks	
Study Total # of Vehicles:	58466	
Study Posted Speed Limit:	35 mph	
Study Total # of Speeders:	19248	
<b>Northbound</b> Approaching Traffic	# of Vehicles:	28177
	# of Speeders:	10024
	Maximum Speed:	61 mph
	Average Speed:	33 mph
	Median Speed:	34 mph
	85th Percentile Speed:	38 mph
	10 MPH Pace:	31 to 40 mph
<b>Southbound</b> Receding Traffic	# of Vehicles:	30289
	# of Speeders:	9224
	Maximum Speed:	112 mph
	Average Speed:	33 mph
	Median Speed:	34 mph
	85th Percentile Speed:	37 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.

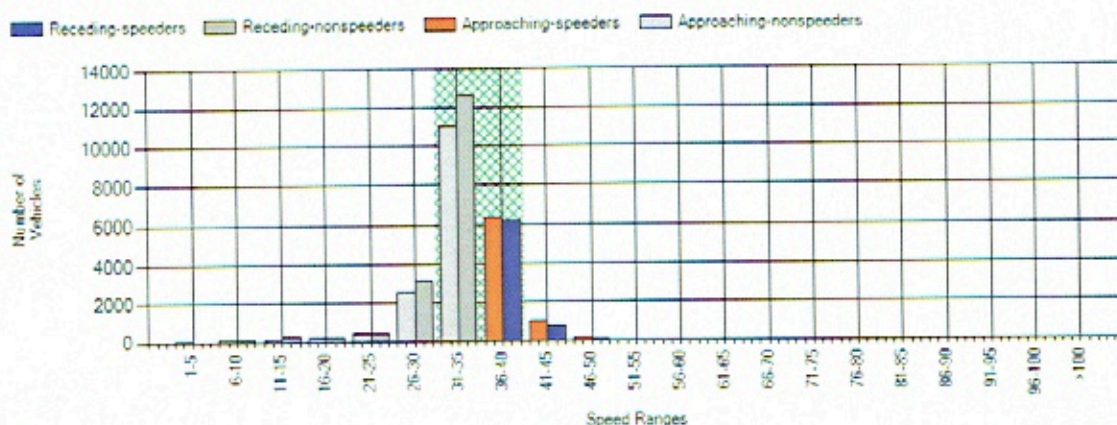


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	81	158	157	276	494	3105	13882	8420	1439	145	15
% of Total Approaching	0.29%	0.56%	0.56%	0.98%	1.75%	11.02%	49.27%	29.88%	5.11%	0.51%	0.05%
Receding Total Volume	26	131	299	231	526	3917	15935	7985	1097	96	12
% of Total Receding	0.09%	0.43%	0.99%	0.76%	1.74%	12.93%	52.61%	26.36%	3.62%	0.32%	0.04%
Total Volume	107	289	456	507	1020	7022	29817	16405	2536	241	27
% of Total Volume	0.18%	0.49%	0.78%	0.87%	1.74%	12.01%	51.00%	28.06%	4.34%	0.41%	0.05%

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	4	1	0	0	0	0	0	0	0	0	28177
% of Total Approaching	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Total Volume	8	3	2	0	0	0	0	5	9	7	30289
% of Total Receding	0.03%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.02%	0.03%	0.02%	--
Total Volume	12	4	2	0	0	0	0	5	9	7	58466
% of Total Volume	0.02%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	0.02%	0.01%	--

## 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.



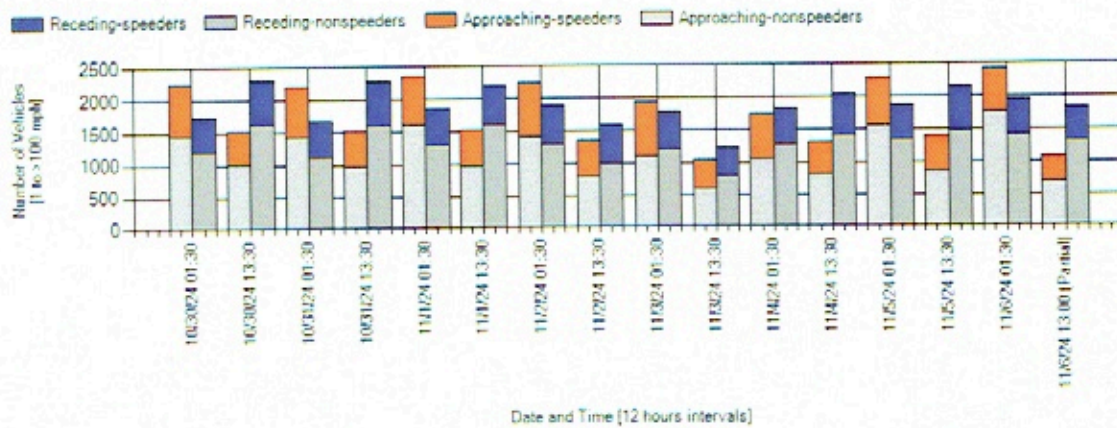
Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekday Volume	70	131	140	235	414	2565	11027	6354	1041	101	7
% of Weekday Approaching	0.32%	0.59%	0.63%	1.06%	1.87%	11.61%	49.92%	28.77%	4.71%	0.46%	0.03%
% of Total Weekday	0.15%	0.29%	0.30%	0.51%	0.90%	5.58%	24.00%	13.83%	2.27%	0.22%	0.02%
% of Total Approaching	0.25%	0.46%	0.50%	0.83%	1.47%	9.10%	39.13%	22.55%	3.69%	0.36%	0.02%
Receding Weekday Volume	21	101	254	181	444	3149	12634	6170	795	68	7
% of Weekday Receding	0.09%	0.42%	1.06%	0.76%	1.86%	13.20%	52.96%	25.86%	3.33%	0.29%	0.03%
% of Total Weekday	0.05%	0.22%	0.55%	0.39%	0.97%	6.85%	27.50%	13.43%	1.73%	0.15%	0.02%
% of Total Receding	0.07%	0.33%	0.84%	0.60%	1.47%	10.40%	41.71%	20.37%	2.62%	0.22%	0.02%
Weekday Volume	91	232	394	416	858	5714	23661	12524	1836	169	14
% of Weekday Volume	0.20%	0.50%	0.86%	0.91%	1.87%	12.44%	51.50%	27.26%	4.00%	0.37%	0.03%
% of Total Volume	0.16%	0.40%	0.67%	0.71%	1.47%	9.77%	40.47%	21.42%	3.14%	0.29%	0.02%

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	4	0	0	0	0	0	0	0	0	0	22089
% of Weekday Approaching	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekday	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Approaching	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Weekday Volume	7	2	2	0	0	0	0	5	9	7	23856
% of Weekday Receding	0.03%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.02%	0.04%	0.03%	--
% of Total Weekday	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	0.02%	0.02%	--
% of Total Receding	0.02%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.02%	0.03%	0.02%	--
Weekday Volume	11	2	2	0	0	0	0	5	9	7	45945
% of Weekday Volume	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	0.02%	0.02%	--
% of Total Volume	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	0.02%	0.01%	--



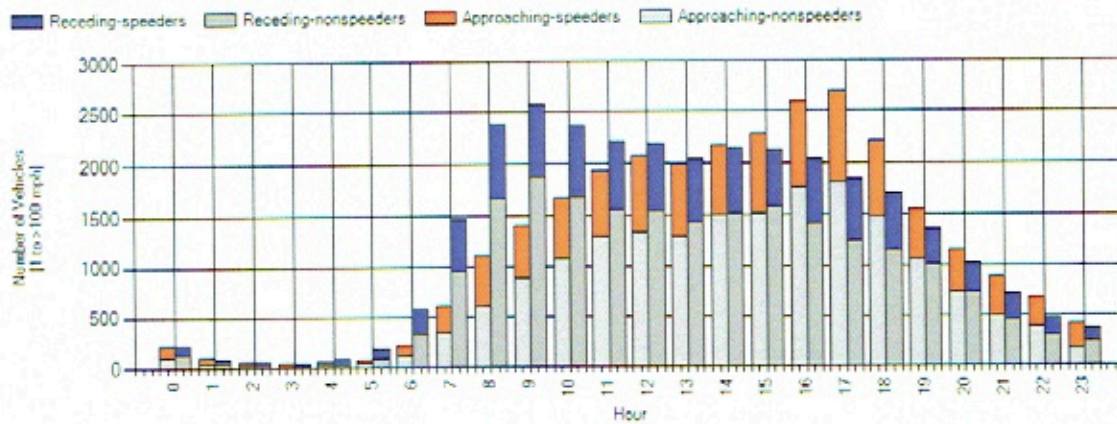
## Volume - By Time

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

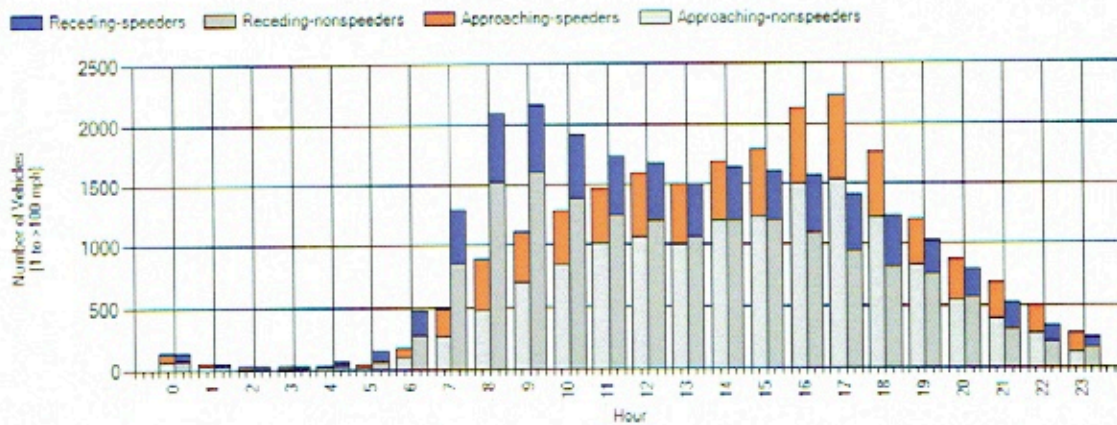
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	210	109	35	50	34	40
0	Receding	219	83	35	58	34	39
1	Approaching	99	47	35	52	35	39
1	Receding	89	43	35	55	35	40
2	Approaching	67	34	36	61	36	41
2	Receding	58	26	35	57	35	40
3	Approaching	43	19	35	47	34	37
3	Receding	43	19	36	67	35	37
4	Approaching	56	19	32	43	33	37
4	Receding	91	50	36	61	35	40
5	Approaching	76	31	33	49	34	39
5	Receding	188	94	35	51	35	40
6	Approaching	214	94	35	50	34	38
6	Receding	579	248	35	51	35	39
7	Approaching	607	266	35	56	34	39
7	Receding	1472	521	34	60	34	38
8	Approaching	1103	501	35	53	34	39
8	Receding	2372	700	34	58	33	37
9	Approaching	1404	525	34	50	33	38
9	Receding	2569	689	34	112	33	37
10	Approaching	1669	591	34	49	33	38
10	Receding	2370	686	34	100	33	37
11	Approaching	1927	637	34	49	33	38
11	Receding	2214	653	34	104	33	37
12	Approaching	2071	740	34	49	33	38
12	Receding	2176	632	34	93	32	37
13	Approaching	1980	685	34	55	34	38
13	Receding	2048	622	34	103	33	37
14	Approaching	2175	674	34	51	33	38
14	Receding	2141	630	34	98	33	37
15	Approaching	2279	767	33	59	33	38
15	Receding	2131	551	34	104	33	37
16	Approaching	2601	831	34	49	33	37
16	Receding	2040	631	34	92	33	37
17	Approaching	2704	887	34	52	33	38
17	Receding	1847	600	34	97	33	38
18	Approaching	2207	725	34	50	34	38
18	Receding	1701	549	34	102	33	38
19	Approaching	1561	499	34	51	33	38
19	Receding	1357	347	33	51	33	37
20	Approaching	1150	421	34	51	34	38
20	Receding	1030	296	34	51	33	37
21	Approaching	887	387	35	52	35	39
21	Receding	714	255	34	50	34	38
22	Approaching	679	303	35	54	35	39
22	Receding	465	167	34	53	34	39
23	Approaching	408	232	36	57	36	40
23	Receding	375	132	33	66	34	39

## Volume - By Weekday Hour

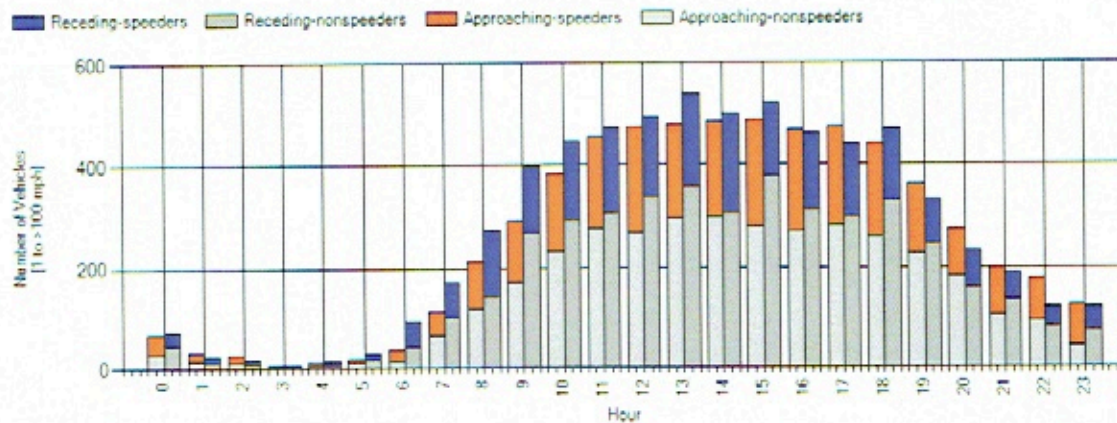
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekday Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	142	71	34	48	34	40
0	Receding	146	55	35	58	34	39
1	Approaching	67	31	35	52	35	39
1	Receding	65	30	35	55	35	40
2	Approaching	42	21	36	58	36	39
2	Receding	39	17	35	48	35	40
3	Approaching	35	17	35	47	35	38
3	Receding	36	16	36	67	36	38
4	Approaching	43	14	32	43	33	37
4	Receding	75	40	35	61	35	39
5	Approaching	57	24	33	46	33	39
5	Receding	159	82	35	50	35	40
6	Approaching	176	72	35	50	34	38
6	Receding	486	199	35	51	35	39
7	Approaching	493	217	35	56	34	39
7	Receding	1300	452	34	60	34	38
8	Approaching	891	407	35	48	34	39
8	Receding	2097	568	34	58	33	36
9	Approaching	1112	405	34	48	33	38
9	Receding	2173	561	33	112	32	37
10	Approaching	1285	441	34	49	33	38
10	Receding	1924	534	34	100	33	37
11	Approaching	1475	462	34	49	33	38
11	Receding	1741	487	34	104	33	37
12	Approaching	1599	536	34	49	33	37
12	Receding	1684	479	34	93	32	37
13	Approaching	1501	502	34	48	34	38
13	Receding	1509	441	34	103	33	37
14	Approaching	1692	490	33	47	32	37
14	Receding	1643	441	33	96	33	37
15	Approaching	1793	561	33	59	32	37
15	Receding	1612	409	34	104	33	37
16	Approaching	2135	636	34	48	33	37
16	Receding	1578	484	33	92	33	37
17	Approaching	2232	698	34	47	33	38
17	Receding	1409	462	34	97	33	38
18	Approaching	1769	548	34	50	34	38
18	Receding	1232	410	34	102	33	38
19	Approaching	1200	364	34	51	33	37
19	Receding	1026	263	33	51	33	37
20	Approaching	875	328	34	51	34	38
20	Receding	798	225	33	51	33	37
21	Approaching	689	294	35	52	35	39
21	Receding	526	202	34	50	34	38
22	Approaching	503	219	35	49	35	39
22	Receding	343	128	34	53	34	39
23	Approaching	283	149	36	57	36	40
23	Receding	255	87	33	66	33	39

## Volume - By Weekend Hour

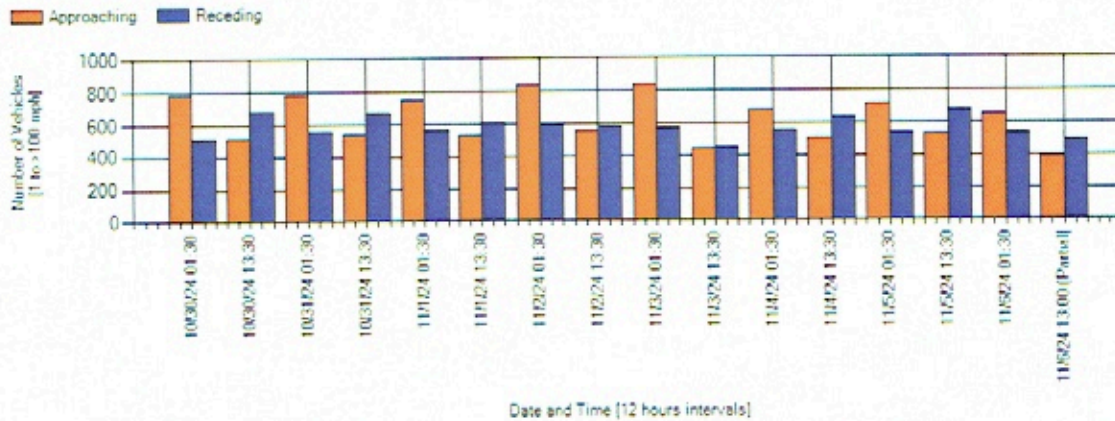
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekend Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	68	38	36	50	35	40
0	Receding	73	28	35	46	34	38
1	Approaching	32	16	36	45	36	40
1	Receding	24	13	36	41	36	40
2	Approaching	25	13	36	61	36	45
2	Receding	19	9	36	57	36	41
3	Approaching	8	2	32	44	32	34
3	Receding	7	3	33	41	33	34
4	Approaching	13	5	33	43	32	36
4	Receding	16	10	37	50	37	41
5	Approaching	19	7	34	49	35	39
5	Receding	29	12	35	51	35	40
6	Approaching	38	22	37	46	35	39
6	Receding	93	49	35	49	35	39
7	Approaching	114	49	34	44	34	38
7	Receding	172	69	34	51	33	38
8	Approaching	212	94	35	53	35	39
8	Receding	275	132	35	54	35	39
9	Approaching	292	120	35	50	34	39
9	Receding	396	128	34	45	33	37
10	Approaching	384	150	35	49	33	39
10	Receding	446	152	34	47	34	37
11	Approaching	452	175	34	44	34	38
11	Receding	473	166	34	51	33	38
12	Approaching	472	204	35	49	34	39
12	Receding	492	153	34	45	33	37
13	Approaching	479	183	35	55	35	38
13	Receding	539	181	34	48	33	37
14	Approaching	483	184	35	51	34	38
14	Receding	498	189	34	54	34	38
15	Approaching	486	206	35	50	34	39
15	Receding	519	142	33	47	32	37
16	Approaching	466	195	35	49	34	38
16	Receding	462	147	34	50	33	38
17	Approaching	472	189	35	52	34	38
17	Receding	438	138	34	61	34	38
18	Approaching	438	177	35	49	34	38
18	Receding	469	139	33	46	33	37
19	Approaching	361	135	34	45	34	38
19	Receding	331	84	33	45	33	37
20	Approaching	275	93	34	45	34	37
20	Receding	232	71	34	48	33	38
21	Approaching	198	93	35	47	35	40
21	Receding	188	53	33	50	33	38
22	Approaching	176	84	35	54	34	40
22	Receding	122	39	33	45	33	38
23	Approaching	125	83	37	55	36	41
23	Receding	120	45	34	48	35	39

## Volume - Total Speeders

The following graph shows the breakdown of all speeding vehicles tracked in this study based on the posted speed limit entered (35 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

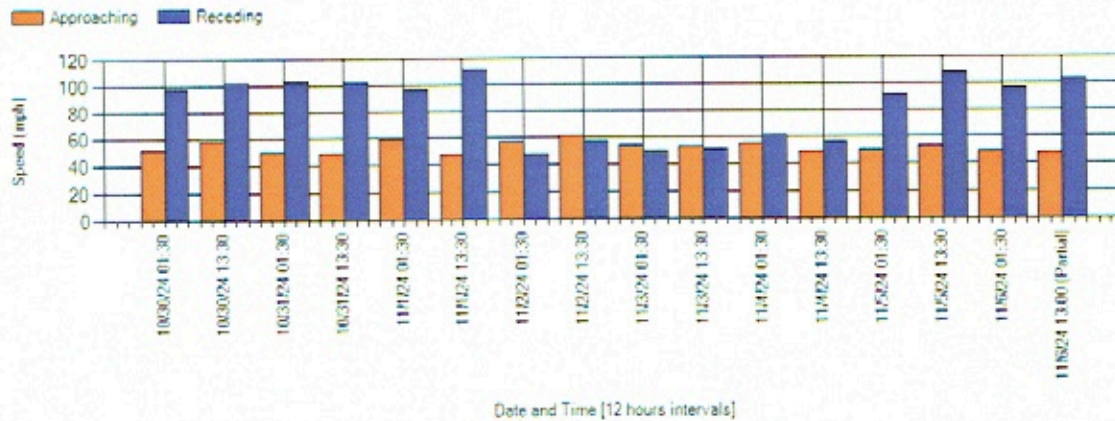
Speeding Statistics	10 MPH Pace		# Exceeding Limit			
	Posted Limit	Pace Speed	Speed	46 to 55 mph	56+ mph	Total
Posted Limit	35 mph	31 to 40 mph	36 to 45 mph	46 to 55 mph	56+ mph	
# At/Under Limit	18153	# In Pace	Volume	160	5	10024
# Over Limit	10024	% In Pace	Percent	34.99%	0.57%	0.02%
Average Speed	33 mph					35.58%
85th % Speed (weighted)	36 mph					

## Receding Breakdown

Speeding Statistics	10 MPH Pace		# Exceeding Limit			
	Posted Limit	Pace Speed	Speed	46 to 55 mph	56+ mph	Total
Posted Limit	35 mph	31 to 40 mph	36 to 45 mph	46 to 55 mph	56+ mph	
# At/Under Limit	21065	# In Pace	Volume	100	34	9224
# Over Limit	9224	% In Pace	Percent	29.98%	0.36%	0.11%
Average Speed	33 mph					30.45%
85th % Speed (weighted)	37 mph					

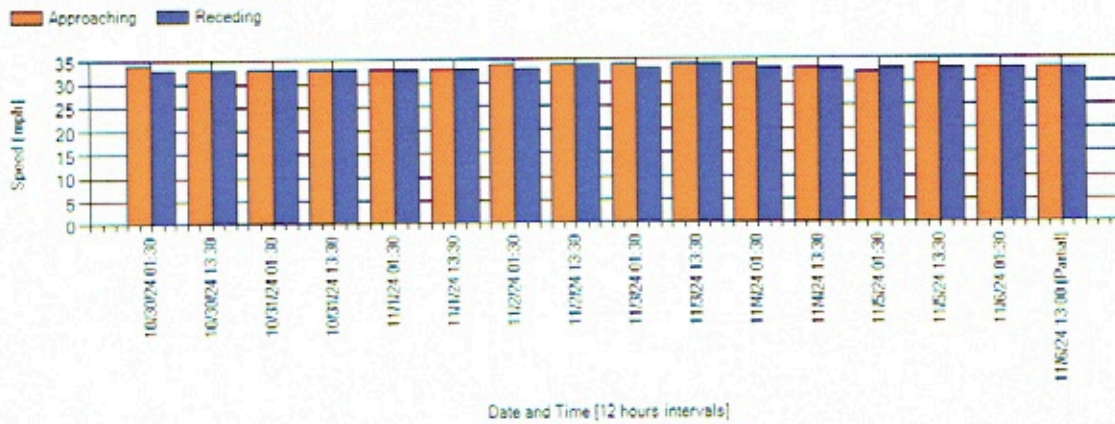
## Speed - Maximum Speed

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.



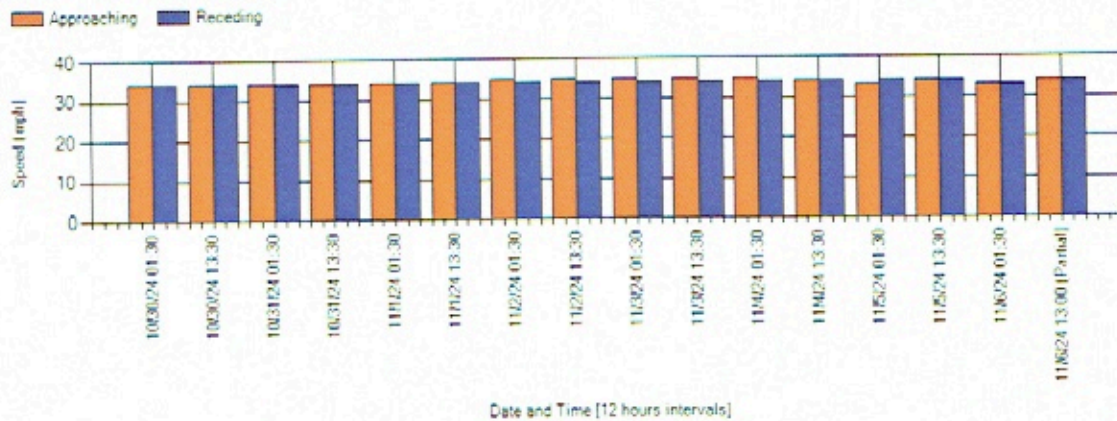
## Speed - Average Speed

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.



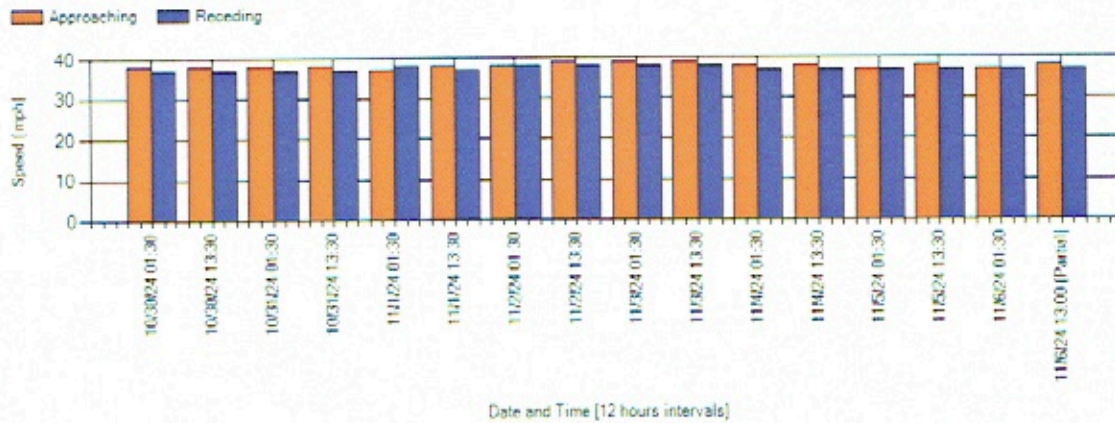
## Speed - Median Speed

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:

Kustom Signals, Inc., 9652 Loiret Blvd., Lenexa, KS 66219-2406  
Customer Service 1-800-835-0156 or 1-620-431-2700  
Sales Department 1-800-4-KUSTOM or 1-913-492-1400