

SpeedView Analysis Report

Revolutionary Way Initial Study Feb 18-24

Mon Jan 1, 0001 00:00
to Mon Jan 1, 0001 00:00

File: 02530076.csv

Date Created: Thursday, February 24, 2022

Generator: 01986208

Table of Contents

Summary	3
Traffic Analysis Report	4
Volume - Total Vehicles	5
Volume - Weekday Total Vehicles	6
Volume - Weekend Total Vehicles	7
Volume - By Time	8
Volume - By Hour	9
Volume - By Weekday Hour	10
Volume - By Weekend Hour	11
Volume - Total Speeders	12
Speed - Maximum Speed	13
Speed - Average Speed	14
Speed - Median Speed	15
Speed - 85th Percentile Speed	16
Contact Us	17

Summary

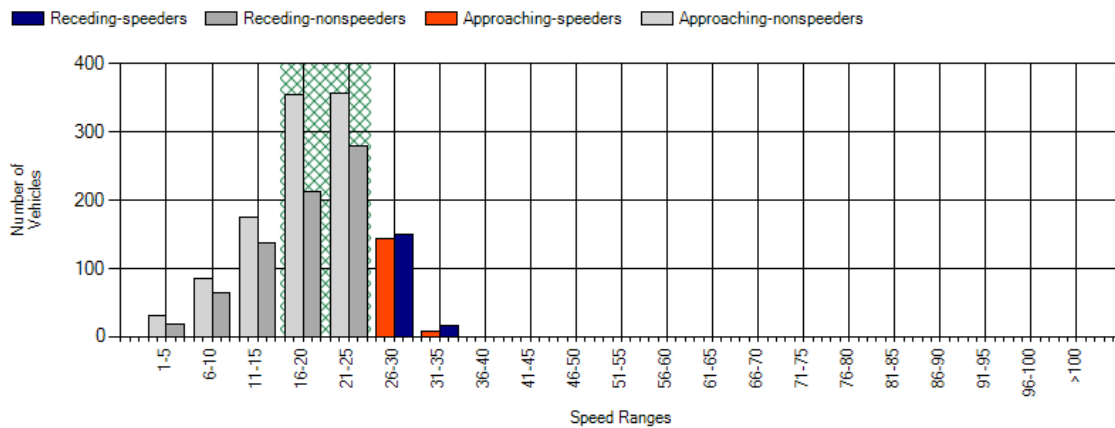
Study Summary for file 02530076.csv

Traffic Analysis Report

Result Description		
File:	02530076.csv	
Study Title:	Revolutionary Way Initial Study Feb 18-24	
Study Run Dates:	2/3/2022 14:21 to 2/24/2022 19:40	
Total Study Time:	21 Days 5 Hours 19 Minutes	
Study Download Time:	2/24/2022 19:47	
Study Location:	Revolutionary Way, F3FH+55Q Bluffdale, Utah, 40.472972, -111.922028	
Study GPS Location:	Unknown	
Study Timing Interval:	5 minute blocks	
Study Total # of Vehicles:	2032	
Study Posted Speed Limit:	25 mph	
Study Total # of Speeders:	319	
Approaching Traffic	# of Vehicles:	1153
	# of Speeders:	152
	Maximum Speed:	33 mph
	Average Speed:	19 mph
	Median Speed:	19 mph
	85th Percentile Speed:	22 mph
	10 MPH Pace:	16 to 25 mph
Receding Traffic	# of Vehicles:	879
	# of Speeders:	167
	Maximum Speed:	35 mph
	Average Speed:	20 mph
	Median Speed:	20 mph
	85th Percentile Speed:	23 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.

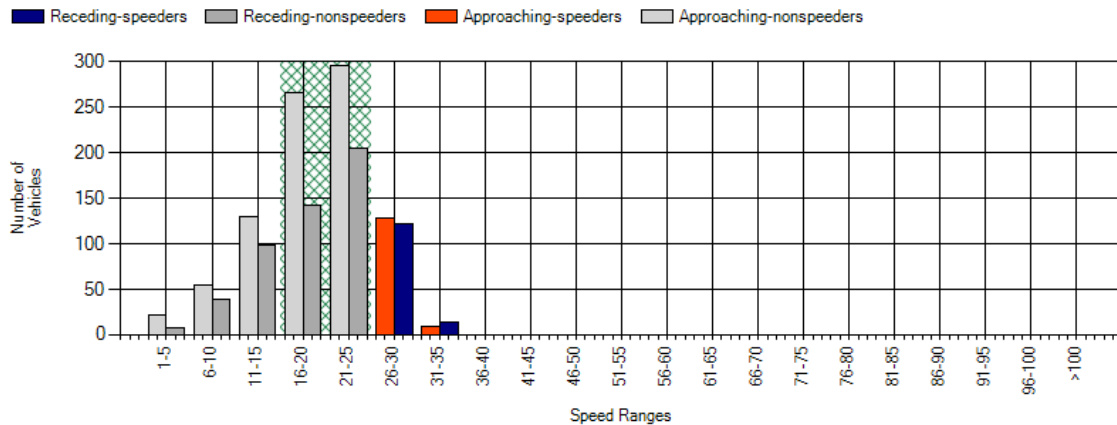


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	30	85	176	354	356	143	9	0	0	0	0
% of Total Approaching	2.60%	7.37%	15.26%	30.70%	30.88%	12.40%	0.78%	0.00%	0.00%	0.00%	0.00%
Receding Total Volume	18	65	137	212	280	150	17	0	0	0	0
% of Total Receding	2.05%	7.39%	15.59%	24.12%	31.85%	17.06%	1.93%	0.00%	0.00%	0.00%	0.00%
Total Volume	48	150	313	566	636	293	26	0	0	0	0
% of Total Volume	2.36%	7.38%	15.40%	27.85%	31.30%	14.42%	1.28%	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	1153
% 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	879
% 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	2032
% 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.

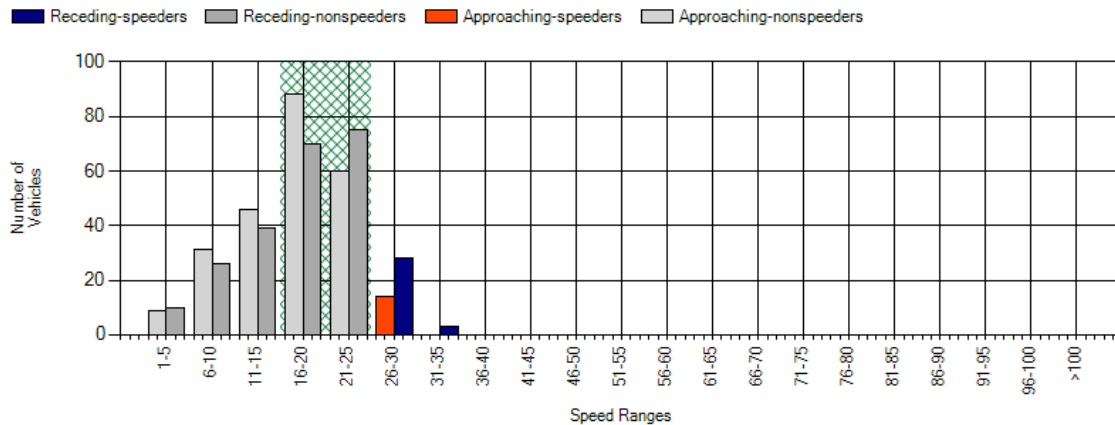


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekday Volume	21	54	130	266	296	129	9	0	0	0	0
% of Weekday Approaching	2.32%	5.97%	14.36%	29.39%	32.71%	14.25%	0.99%	0.00%	0.00%	0.00%	0.00%
% of Total Weekday	1.37%	3.52%	8.48%	17.35%	19.31%	8.41%	0.59%	0.00%	0.00%	0.00%	0.00%
% of Total Approaching	1.82%	4.68%	11.27%	23.07%	25.67%	11.19%	0.78%	0.00%	0.00%	0.00%	0.00%
Receding Weekday Volume	8	39	98	142	205	122	14	0	0	0	0
% of Weekday Receding	1.27%	6.21%	15.61%	22.61%	32.64%	19.43%	2.23%	0.00%	0.00%	0.00%	0.00%
% of Total Weekday	0.52%	2.54%	6.39%	9.26%	13.37%	7.96%	0.91%	0.00%	0.00%	0.00%	0.00%
% of Total Receding	0.91%	4.44%	11.15%	16.15%	23.32%	13.88%	1.59%	0.00%	0.00%	0.00%	0.00%
Weekday Volume	29	93	228	408	501	251	23	0	0	0	0
% of Weekday Volume	1.89%	6.07%	14.87%	26.61%	32.68%	16.37%	1.50%	0.00%	0.00%	0.00%	0.00%
% of Total Volume	1.43%	4.58%	11.22%	20.08%	24.66%	12.35%	1.13%	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	905
% 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	628
% 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	1533
% 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.

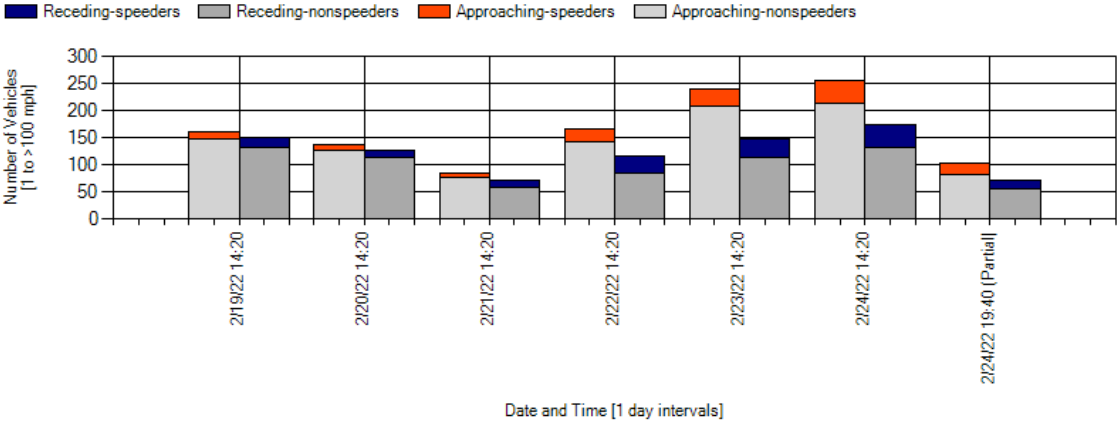


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	9	31	46	88	60	14	0	0	0	0	0
% of Weekend Approaching	3.63%	12.50%	18.55%	35.48%	24.19%	5.65%	0.00%	0.00%	0.00%	0.00%	0.00%
% of Total Weekend	1.80%	6.21%	9.22%	17.64%	12.02%	2.81%	0.00%	0.00%	0.00%	0.00%	0.00%
% of Total Approaching	0.78%	2.69%	3.99%	7.63%	5.20%	1.21%	0.00%	0.00%	0.00%	0.00%	0.00%
Receding Weekend Volume	10	26	39	70	75	28	3	0	0	0	0
% of Weekend Receding	3.98%	10.36%	15.54%	27.89%	29.88%	11.16%	1.20%	0.00%	0.00%	0.00%	0.00%
% of Total Weekend	2.00%	5.21%	7.82%	14.03%	15.03%	5.61%	0.60%	0.00%	0.00%	0.00%	0.00%
% of Total Receding	1.14%	2.96%	4.44%	7.96%	8.53%	3.19%	0.34%	0.00%	0.00%	0.00%	0.00%
Weekend Volume	19	57	85	158	135	42	3	0	0	0	0
% of Weekend Volume	3.81%	11.42%	17.03%	31.66%	27.05%	8.42%	0.60%	0.00%	0.00%	0.00%	0.00%
% of Total Volume	0.94%	2.81%	4.18%	7.78%	6.64%	2.07%	0.15%	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	248
% 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	251
% 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	499
% 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%	--

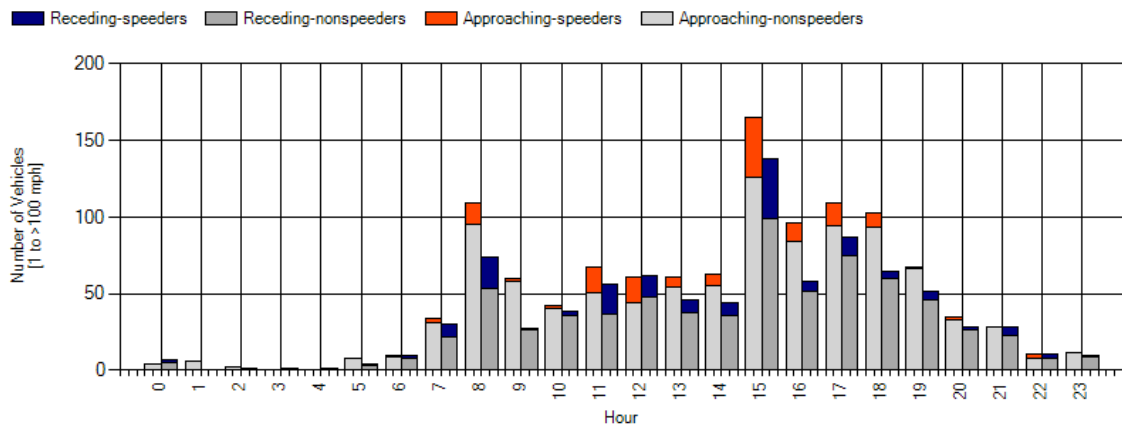
Volume - By Time

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

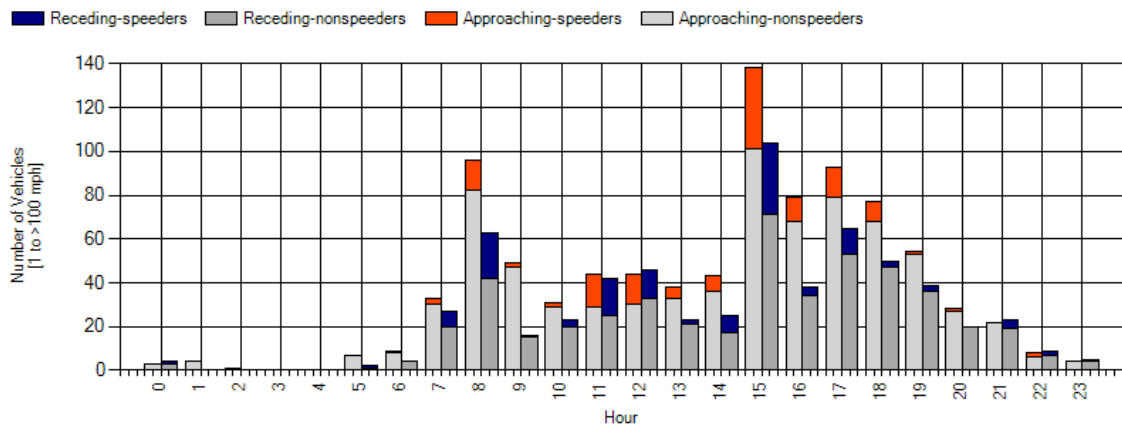
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	4	0	15	22	15	16
0	Receding	7	2	23	29	23	24
1	Approaching	6	0	12	17	12	14
1	Receding	0	0	0	0	0	0
2	Approaching	2	0	20	24	20	20
2	Receding	1	0	21	21	21	21
3	Approaching	0	0	0	0	0	0
3	Receding	1	0	9	9	9	9
4	Approaching	0	0	0	0	0	0
4	Receding	1	1	28	28	28	28
5	Approaching	8	0	19	24	19	19
5	Receding	4	1	19	27	19	20
6	Approaching	10	1	21	29	21	21
6	Receding	10	2	21	30	21	23
7	Approaching	34	3	20	30	20	23
7	Receding	30	8	21	32	21	24
8	Approaching	109	14	19	30	19	22
8	Receding	74	21	23	32	22	25
9	Approaching	60	2	17	27	17	20
9	Receding	27	1	18	28	18	21
10	Approaching	42	2	18	30	18	22
10	Receding	39	3	18	31	18	21
11	Approaching	67	16	21	31	20	23
11	Receding	56	19	23	32	22	24
12	Approaching	61	17	21	32	21	24
12	Receding	62	14	19	29	19	24
13	Approaching	61	7	19	32	18	21
13	Receding	46	8	20	31	20	23
14	Approaching	63	8	19	33	18	21
14	Receding	44	8	20	32	20	23
15	Approaching	165	39	21	30	20	24
15	Receding	138	39	21	34	20	26
16	Approaching	96	12	19	32	19	23
16	Receding	58	6	18	30	18	20
17	Approaching	109	15	19	28	19	22
17	Receding	87	12	19	35	19	22
18	Approaching	103	10	19	31	19	22
18	Receding	65	5	18	32	18	22
19	Approaching	67	1	16	30	16	19
19	Receding	52	6	18	32	18	20
20	Approaching	35	2	18	27	18	21
20	Receding	28	2	20	29	20	21
21	Approaching	28	0	14	25	14	17
21	Receding	28	5	17	28	17	19
22	Approaching	11	3	21	29	21	23
22	Receding	11	3	22	29	21	22
23	Approaching	12	0	17	23	17	19
23	Receding	10	1	19	26	19	20

Volume - By Weekday Hour

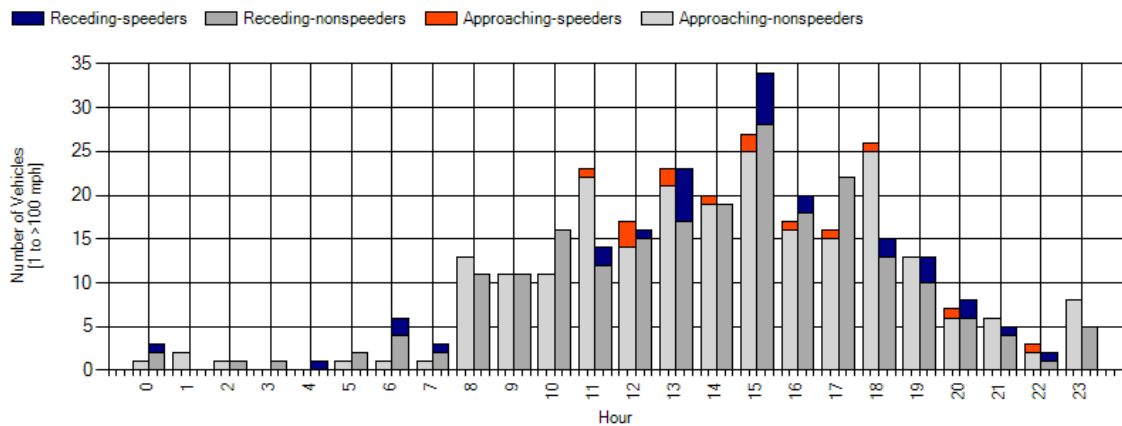
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekday Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	3	0	13	18	13	14
0	Receding	4	1	23	27	23	23
1	Approaching	4	0	12	13	12	13
1	Receding	0	0	0	0	0	0
2	Approaching	1	0	24	24	24	24
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	7	0	19	24	19	19
5	Receding	2	1	22	27	22	22
6	Approaching	9	1	21	29	21	22
6	Receding	4	0	20	22	20	20
7	Approaching	33	3	20	30	20	23
7	Receding	27	7	21	32	21	24
8	Approaching	96	14	20	30	19	23
8	Receding	63	21	23	32	23	26
9	Approaching	49	2	16	27	16	19
9	Receding	16	1	17	28	17	21
10	Approaching	31	2	18	30	18	22
10	Receding	23	3	20	31	20	22
11	Approaching	44	15	22	31	22	24
11	Receding	42	17	24	32	22	25
12	Approaching	44	14	23	32	23	26
12	Receding	46	13	20	29	20	24
13	Approaching	38	5	19	32	19	21
13	Receding	23	2	20	27	20	21
14	Approaching	43	7	20	33	19	22
14	Receding	25	8	22	32	22	25
15	Approaching	138	37	22	30	22	25
15	Receding	104	33	22	34	21	27
16	Approaching	79	11	20	32	19	23
16	Receding	38	4	18	30	17	20
17	Approaching	93	14	19	28	19	23
17	Receding	65	12	20	35	21	23
18	Approaching	77	9	19	31	19	23
18	Receding	50	3	19	32	19	22
19	Approaching	54	1	15	30	15	18
19	Receding	39	3	17	29	17	20
20	Approaching	28	1	18	26	18	20
20	Receding	20	0	20	25	20	21
21	Approaching	22	0	14	25	14	16
21	Receding	23	4	17	28	17	18
22	Approaching	8	2	21	29	21	23
22	Receding	9	2	21	29	20	22
23	Approaching	4	0	19	23	19	21
23	Receding	5	1	21	26	21	23

Volume - By Weekend Hour

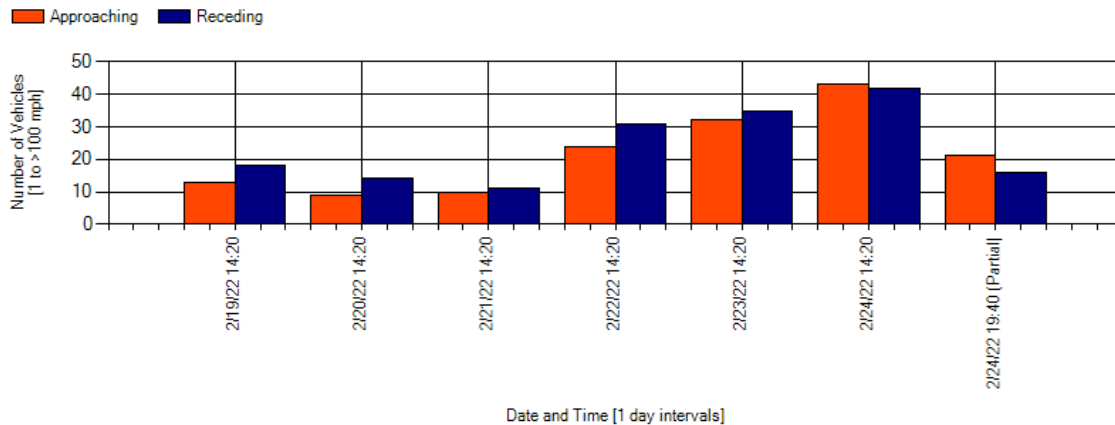
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekend Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	1	0	22	22	22	22
0	Receding	3	1	22	29	22	26
1	Approaching	2	0	13	17	13	17
1	Receding	0	0	0	0	0	0
2	Approaching	1	0	15	15	15	15
2	Receding	1	0	21	21	21	21
3	Approaching	0	0	0	0	0	0
3	Receding	1	0	9	9	9	9
4	Approaching	0	0	0	0	0	0
4	Receding	1	1	28	28	28	28
5	Approaching	1	0	20	20	20	20
5	Receding	2	0	16	18	16	18
6	Approaching	1	0	13	13	13	13
6	Receding	6	2	22	30	22	25
7	Approaching	1	0	17	17	17	17
7	Receding	3	1	19	27	19	23
8	Approaching	13	0	15	21	15	17
8	Receding	11	0	17	23	17	19
9	Approaching	11	0	20	24	20	21
9	Receding	11	0	19	25	19	21
10	Approaching	11	0	18	25	18	21
10	Receding	16	0	17	25	16	20
11	Approaching	23	1	18	26	17	20
11	Receding	14	2	19	27	19	22
12	Approaching	17	3	18	28	18	21
12	Receding	16	1	17	26	17	22
13	Approaching	23	2	18	27	17	21
13	Receding	23	6	21	31	20	25
14	Approaching	20	1	17	27	16	20
14	Receding	19	0	18	25	17	20
15	Approaching	27	2	13	27	14	18
15	Receding	34	6	17	30	17	22
16	Approaching	17	1	17	27	17	21
16	Receding	20	2	20	27	20	22
17	Approaching	16	1	15	26	15	16
17	Receding	22	0	15	25	15	18
18	Approaching	26	1	18	28	18	20
18	Receding	15	2	17	31	17	23
19	Approaching	13	0	19	24	17	19
19	Receding	13	3	21	32	20	22
20	Approaching	7	1	18	27	18	26
20	Receding	8	2	22	29	22	22
21	Approaching	6	0	15	20	15	18
21	Receding	5	1	19	26	19	22
22	Approaching	3	1	22	26	22	24
22	Receding	2	1	25	29	25	25
23	Approaching	8	0	16	20	16	18
23	Receding	5	0	16	22	16	16

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

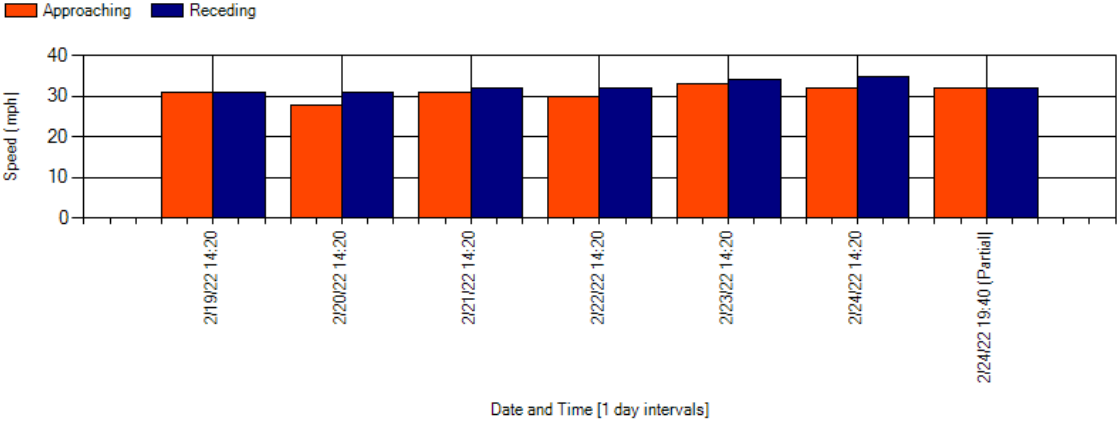
Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	16 to 25 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	1001	# In Pace	4	Volume	152	0	0	152
# Over Limit	152	% In Pace	0.35%	Percent	13.18%	0.00%	0.00%	13.18%
Average Speed	19 mph							
85th % Speed (weighted)	22 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	712	# In Pace	1	Volume	167	0	0	167
# Over Limit	167	% In Pace	0.11%	Percent	19.00%	0.00%	0.00%	19.00%
Average Speed	20 mph							
85th % Speed (weighted)	23 mph							

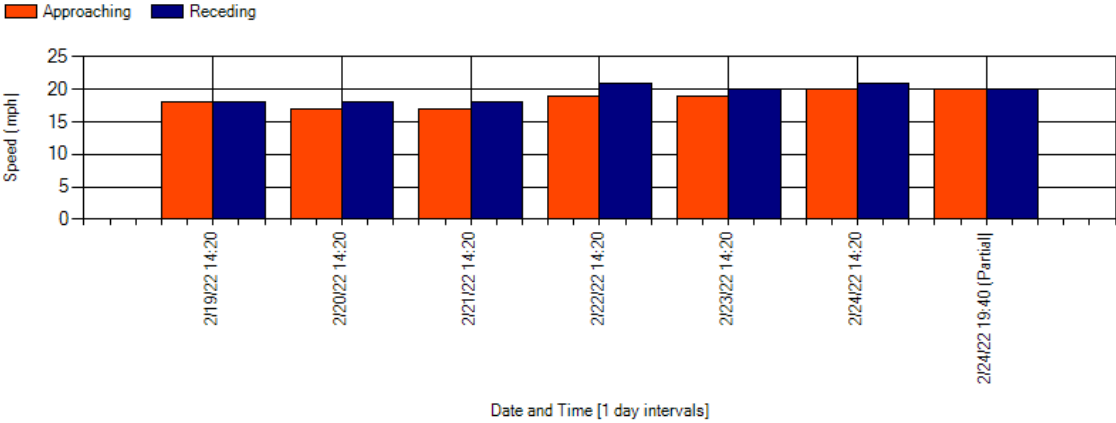
Speed - Maximum Speed

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.



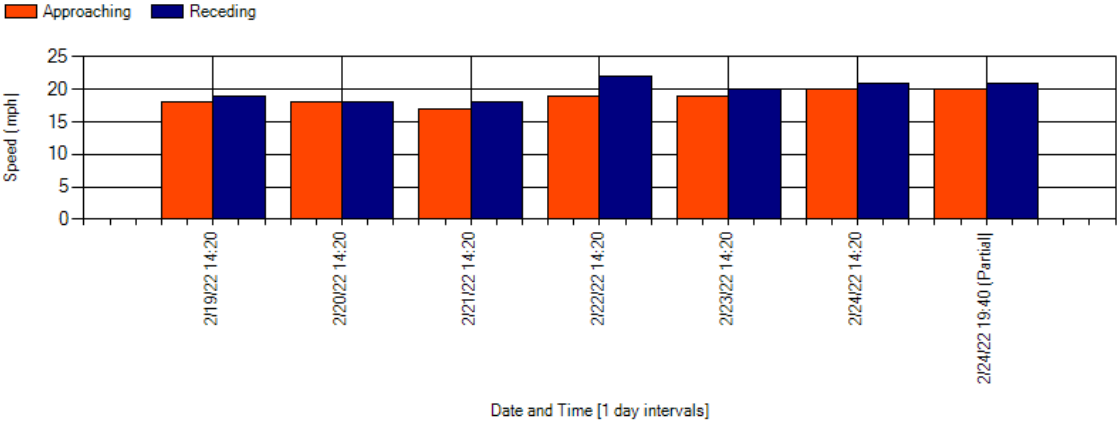
Speed - Average Speed

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.



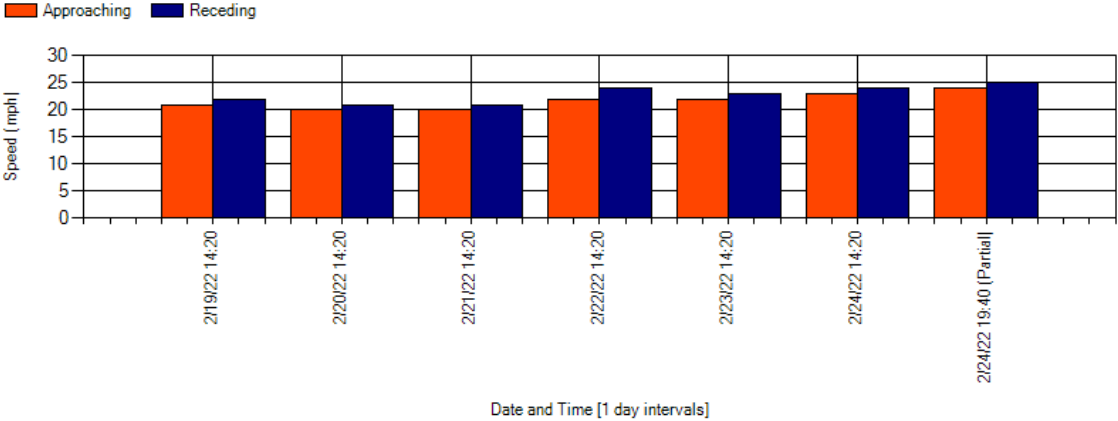
Speed - Median Speed

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:

MPH Industries, Inc., 316 E. 9th St., Owensboro, KY 42303
Customer Service & Sales Department 1-888-689-9222
Email: info@mphindustries.com