

SMARTstat™ Analysis Report

100 SW 68 Blvd

Thu Feb 12, 2026 09:52
to Thu Feb 26, 2026 12:55

File: 08400001.csv

Date Created: Thursday, February 26, 2026

Generator: 1.00.004 (01700105)

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Summary

Study Summary for file 08400001.csv

APPROACHING TRAFFIC: SOUTHBOUND

RECEDING TRAFFIC: NORTHBOUND

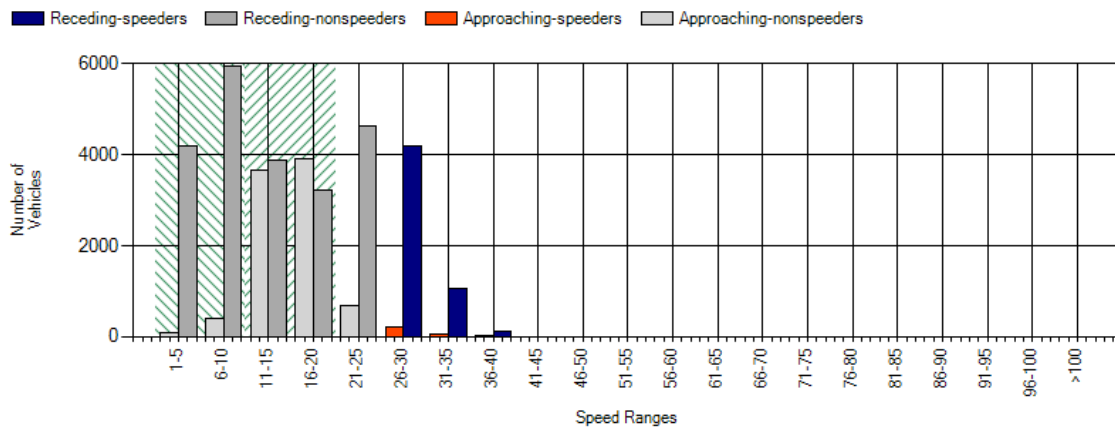
TRAILER: 62501

Traffic Analysis Report

Result Description		
File:	08400001.csv	
Study Title:	100 SW 68 Blvd	
Study Run Dates:	2026/02/12 09:52:34 to 2026/02/26 12:55:28	
Total Study Time:	14 Days 3 Hours 2 Minutes	
Study Download Time:	2026/02/26 12:56:18	
Study Location:	100 SW 68 Blvd	
Study GPS Location:	Unknown	
Study Timing Interval:	5 minute blocks	
Study Total # of Vehicles:	36276	
Study Posted Speed Limit:	25 mph	
Study Total # of Speeders:	5658	
Approaching Traffic	# of Vehicles:	9037
	# of Speeders:	272
	Maximum Speed:	44 mph
	Average Speed:	16 mph
	Median Speed:	16 mph
	85th Percentile Speed:	19 mph
	10 MPH Pace:	11 to 20 mph
Receding Traffic	# of Vehicles:	27239
	# of Speeders:	5386
	Maximum Speed:	45 mph
	Average Speed:	15 mph
	Median Speed:	15 mph
	85th Percentile Speed:	26 mph
	10 MPH Pace:	0 to 10 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.

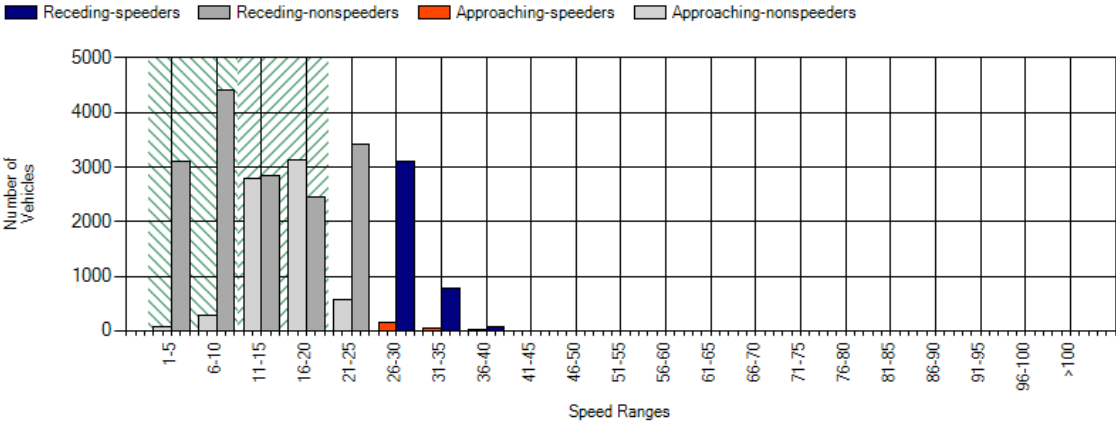


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	97	401	3669	3899	699	199	57	12	4	0	0
% of Total Approaching	1.07%	4.44%	40.60%	43.14%	7.73%	2.20%	0.63%	0.13%	0.04%	0.00%	0.00%
Receding Total Volume	4185	5954	3867	3213	4634	4199	1074	106	7	0	0
% of Total Receding	15.36%	21.86%	14.20%	11.80%	17.01%	15.42%	3.94%	0.39%	0.03%	0.00%	0.00%
Total Volume	4282	6355	7536	7112	5333	4398	1131	118	11	0	0
% of Total Volume	11.80%	17.52%	20.77%	19.61%	14.70%	12.12%	3.12%	0.33%	0.03%	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	9037
% 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	27239
% 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	36276
% 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.

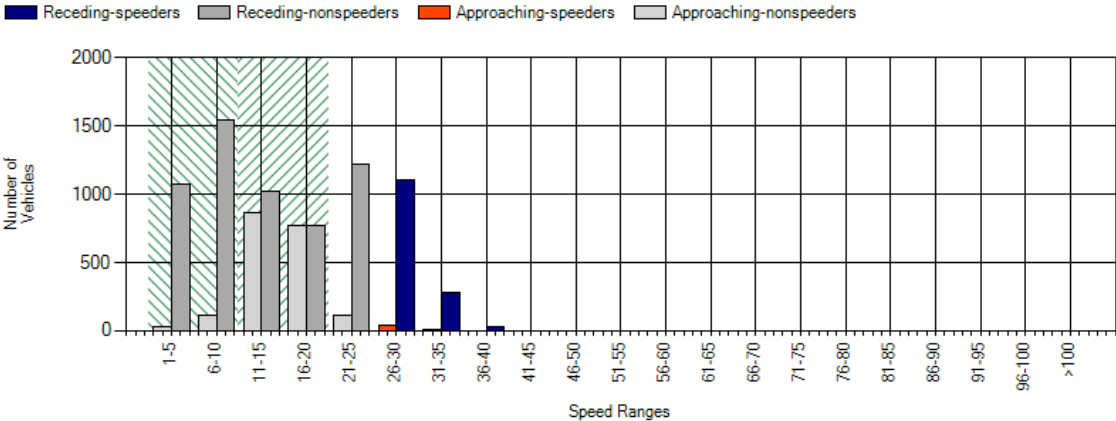


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekday Volume	65	287	2802	3127	581	164	50	11	3	0	0
% of Weekday Approaching	0.92%	4.05%	39.52%	44.10%	8.19%	2.31%	0.71%	0.16%	0.04%	0.00%	0.00%
% of Total Weekday	0.24%	1.05%	10.27%	11.46%	2.13%	0.60%	0.18%	0.04%	0.01%	0.00%	0.00%
% of Total Approaching	0.72%	3.18%	31.01%	34.60%	6.43%	1.81%	0.55%	0.12%	0.03%	0.00%	0.00%
Receding Weekday Volume	3115	4407	2848	2446	3409	3092	791	74	4	0	0
% of Weekday Receding	15.43%	21.83%	14.11%	12.12%	16.89%	15.32%	3.92%	0.37%	0.02%	0.00%	0.00%
% of Total Weekday	11.42%	16.16%	10.44%	8.97%	12.50%	11.34%	2.90%	0.27%	0.01%	0.00%	0.00%
% of Total Receding	11.44%	16.18%	10.46%	8.98%	12.52%	11.35%	2.90%	0.27%	0.01%	0.00%	0.00%
Weekday Volume	3180	4694	5650	5573	3990	3256	841	85	7	0	0
% of Weekday Volume	11.66%	17.21%	20.71%	20.43%	14.63%	11.94%	3.08%	0.31%	0.03%	0.00%	0.00%
% of Total Volume	8.77%	12.94%	15.58%	15.36%	11.00%	8.98%	2.32%	0.23%	0.02%	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	7090
% 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	20186
% 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	27276
% 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.

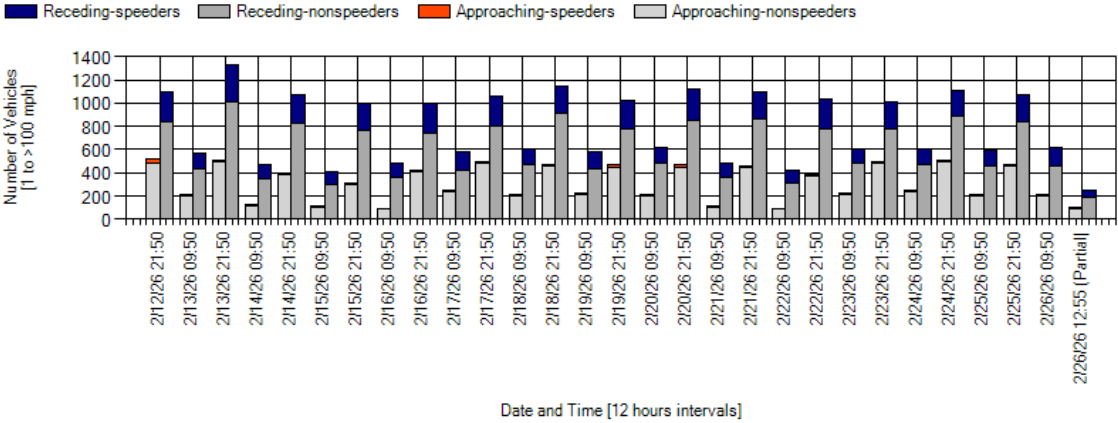


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	32	114	867	772	118	35	7	1	1	0	0
% of Weekend Approaching	1.64%	5.86%	44.53%	39.65%	6.06%	1.80%	0.36%	0.05%	0.05%	0.00%	0.00%
% of Total Weekend	0.36%	1.27%	9.63%	8.58%	1.31%	0.39%	0.08%	0.01%	0.01%	0.00%	0.00%
% of Total Approaching	0.35%	1.26%	9.59%	8.54%	1.31%	0.39%	0.08%	0.01%	0.01%	0.00%	0.00%
Receding Weekend Volume	1070	1547	1019	767	1225	1107	283	32	3	0	0
% of Weekend Receding	15.17%	21.93%	14.45%	10.87%	17.37%	15.70%	4.01%	0.45%	0.04%	0.00%	0.00%
% of Total Weekend	11.89%	17.19%	11.32%	8.52%	13.61%	12.30%	3.14%	0.36%	0.03%	0.00%	0.00%
% of Total Receding	3.93%	5.68%	3.74%	2.82%	4.50%	4.06%	1.04%	0.12%	0.01%	0.00%	0.00%
Weekend Volume	1102	1661	1886	1539	1343	1142	290	33	4	0	0
% of Weekend Volume	12.24%	18.46%	20.96%	17.10%	14.92%	12.69%	3.22%	0.37%	0.04%	0.00%	0.00%
% of Total Volume	3.04%	4.58%	5.20%	4.24%	3.70%	3.15%	0.80%	0.09%	0.01%	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	1947
% 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	7053
% 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	9000
% 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%	--

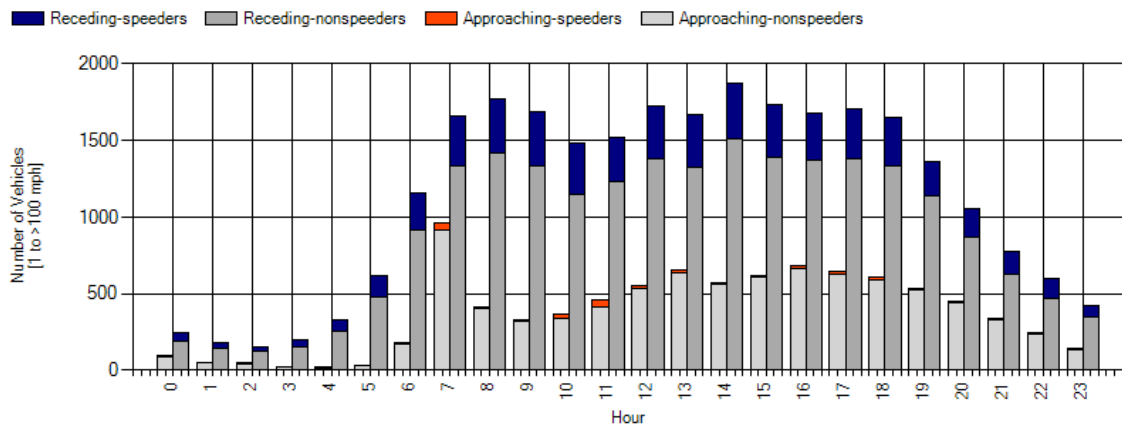
Volume - By Time

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

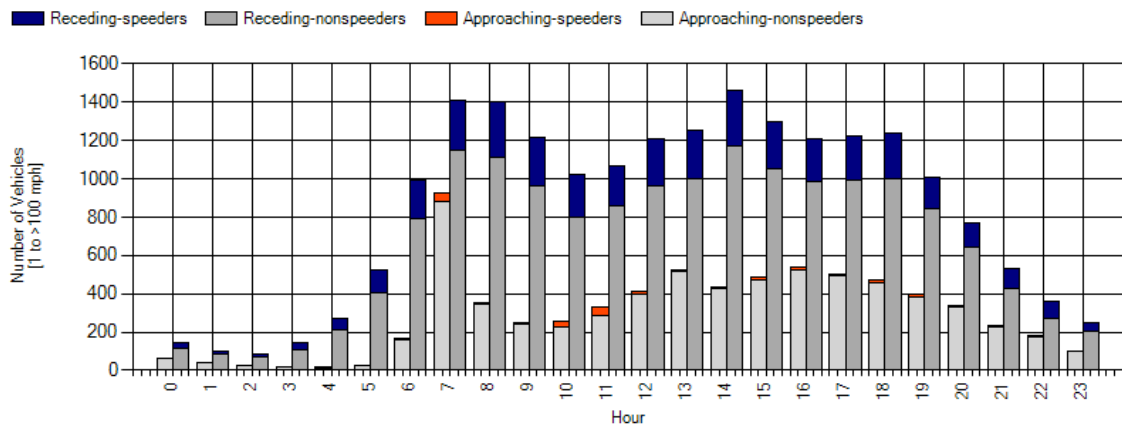
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	97	1	15	27	15	16
0	Receding	243	54	15	40	16	25
1	Approaching	54	0	14	22	14	16
1	Receding	177	38	16	33	16	24
2	Approaching	51	3	15	35	15	16
2	Receding	156	31	15	40	16	24
3	Approaching	25	0	14	19	14	15
3	Receding	200	50	15	41	16	25
4	Approaching	26	3	16	30	16	18
4	Receding	328	73	16	40	17	26
5	Approaching	28	0	14	21	14	15
5	Receding	620	142	17	41	16	26
6	Approaching	177	3	15	30	15	18
6	Receding	1155	240	15	39	16	26
7	Approaching	959	42	17	37	17	22
7	Receding	1658	323	16	39	16	26
8	Approaching	417	8	16	31	16	19
8	Receding	1771	358	15	39	16	26
9	Approaching	327	5	16	28	16	18
9	Receding	1689	354	15	38	15	26
10	Approaching	366	31	16	43	17	21
10	Receding	1484	337	16	39	16	26
11	Approaching	462	48	17	44	16	21
11	Receding	1518	289	16	45	16	26
12	Approaching	554	17	16	36	16	20
12	Receding	1721	344	15	41	15	26
13	Approaching	655	14	16	35	15	20
13	Receding	1667	343	15	41	16	26
14	Approaching	569	7	16	30	16	20
14	Receding	1876	363	14	41	15	26
15	Approaching	617	11	15	31	15	19
15	Receding	1735	343	14	39	15	26
16	Approaching	680	12	16	34	16	19
16	Receding	1674	300	15	40	15	25
17	Approaching	643	12	16	38	16	20
17	Receding	1706	325	15	40	15	26
18	Approaching	613	21	16	39	16	20
18	Receding	1648	314	15	42	15	26
19	Approaching	536	14	16	37	16	19
19	Receding	1362	227	15	40	15	26
20	Approaching	451	8	15	41	15	18
20	Receding	1055	189	15	37	16	25
21	Approaching	343	6	15	30	15	18
21	Receding	772	144	15	37	15	25
22	Approaching	246	5	15	35	15	18
22	Receding	600	127	16	38	16	26
23	Approaching	141	1	15	28	15	17
23	Receding	424	78	15	36	16	25

Volume - By Weekday Hour

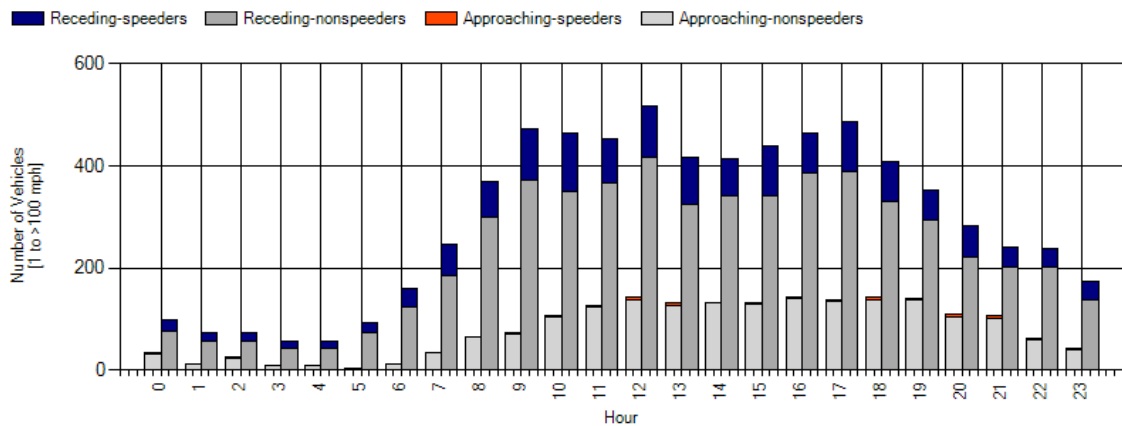
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekday Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	63	0	15	20	15	16
0	Receding	145	32	15	40	16	25
1	Approaching	42	0	13	22	13	16
1	Receding	102	20	15	33	16	23
2	Approaching	25	0	13	20	13	14
2	Receding	83	14	14	40	15	24
3	Approaching	16	0	14	19	14	15
3	Receding	144	37	15	41	16	25
4	Approaching	16	3	18	30	17	20
4	Receding	271	58	16	40	17	26
5	Approaching	23	0	15	21	15	15
5	Receding	526	121	17	41	16	26
6	Approaching	164	3	16	30	15	18
6	Receding	995	203	15	39	16	26
7	Approaching	924	42	17	37	17	22
7	Receding	1410	260	16	38	16	26
8	Approaching	351	8	16	31	16	19
8	Receding	1402	289	15	39	16	26
9	Approaching	252	3	16	28	16	18
9	Receding	1215	252	15	38	15	26
10	Approaching	259	29	17	43	17	21
10	Receding	1020	222	16	38	16	26
11	Approaching	334	47	17	44	17	22
11	Receding	1064	202	15	37	15	26
12	Approaching	411	12	16	36	16	20
12	Receding	1205	244	15	39	15	26
13	Approaching	524	10	16	32	15	20
13	Receding	1251	251	15	39	15	26
14	Approaching	437	7	16	30	16	20
14	Receding	1462	291	14	41	15	26
15	Approaching	485	10	15	31	15	19
15	Receding	1297	246	14	39	15	26
16	Approaching	536	10	16	34	16	20
16	Receding	1211	222	15	40	15	26
17	Approaching	505	11	17	38	16	20
17	Receding	1220	229	15	40	15	26
18	Approaching	470	16	16	39	16	20
18	Receding	1240	237	15	42	15	26
19	Approaching	396	12	16	37	16	19
19	Receding	1009	168	15	40	15	26
20	Approaching	340	1	15	27	15	18
20	Receding	771	126	15	37	15	25
21	Approaching	236	2	15	28	15	18
21	Receding	531	104	16	37	16	25
22	Approaching	182	2	15	27	15	18
22	Receding	361	89	16	35	17	26
23	Approaching	99	0	15	24	15	16
23	Receding	251	44	16	36	16	26

Volume - By Weekend Hour

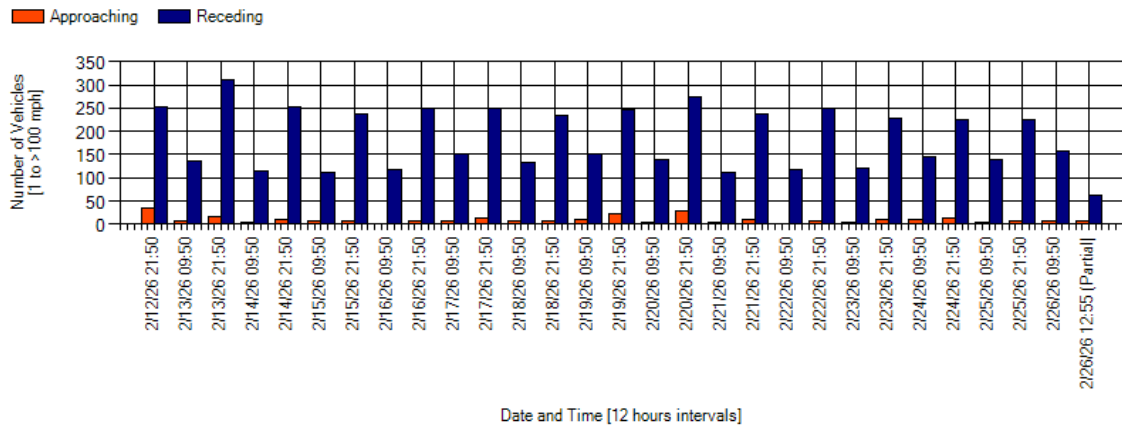
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekend Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	34	1	15	27	15	16
0	Receding	98	22	16	39	17	25
1	Approaching	12	0	17	21	17	18
1	Receding	75	18	17	32	17	25
2	Approaching	26	3	16	35	16	17
2	Receding	73	17	17	38	16	24
3	Approaching	9	0	13	19	13	15
3	Receding	56	13	16	32	17	25
4	Approaching	10	0	14	20	14	15
4	Receding	57	15	16	32	17	27
5	Approaching	5	0	13	15	13	14
5	Receding	94	21	17	34	16	26
6	Approaching	13	0	12	18	12	14
6	Receding	160	37	17	39	17	27
7	Approaching	35	0	16	25	15	18
7	Receding	248	63	17	39	16	27
8	Approaching	66	0	15	24	15	18
8	Receding	369	69	15	37	16	26
9	Approaching	75	2	15	27	15	18
9	Receding	474	102	14	36	15	27
10	Approaching	107	2	16	31	16	19
10	Receding	464	115	16	39	16	28
11	Approaching	128	1	15	26	15	18
11	Receding	454	87	16	45	16	27
12	Approaching	143	5	15	29	15	19
12	Receding	516	100	14	41	15	26
13	Approaching	131	4	16	35	16	20
13	Receding	416	92	15	41	16	27
14	Approaching	132	0	16	23	15	19
14	Receding	414	72	15	35	15	26
15	Approaching	132	1	16	26	16	18
15	Receding	438	97	14	37	15	27
16	Approaching	144	2	15	27	15	19
16	Receding	463	78	14	38	15	25
17	Approaching	138	1	15	27	16	19
17	Receding	486	96	15	35	15	26
18	Approaching	143	5	15	27	15	19
18	Receding	408	77	14	36	15	25
19	Approaching	140	2	15	27	15	19
19	Receding	353	59	15	38	15	25
20	Approaching	111	7	16	41	16	20
20	Receding	284	63	17	37	16	26
21	Approaching	107	4	15	30	15	19
21	Receding	241	40	14	37	14	24
22	Approaching	64	3	15	35	15	18
22	Receding	239	38	16	38	15	25
23	Approaching	42	1	15	28	15	17
23	Receding	173	34	14	33	15	25

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

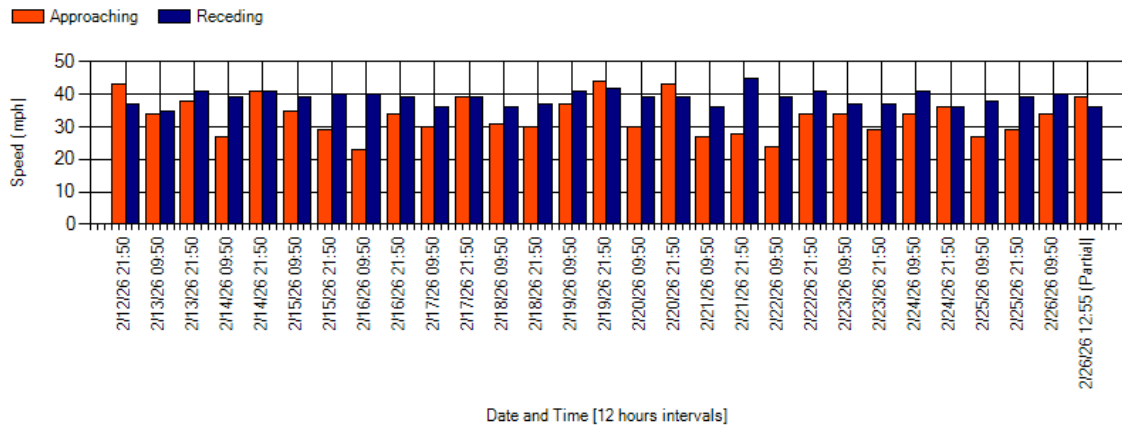
Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	11 to 20 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	8765	# In Pace	25	Volume	256	16	0	272
# Over Limit	272	% In Pace	0.28%	Percent	2.83%	0.18%	0.00%	3.01%
Average Speed	16 mph							
85th % Speed (weighted)	19 mph							

Receding Breakdown

Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	0 to 10 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	21853	# In Pace	47	Volume	5273	113	0	5386
# Over Limit	5386	% In Pace	0.17%	Percent	19.36%	0.41%	0.00%	19.77%
Average Speed	15 mph							
85th % Speed (weighted)	26 mph							

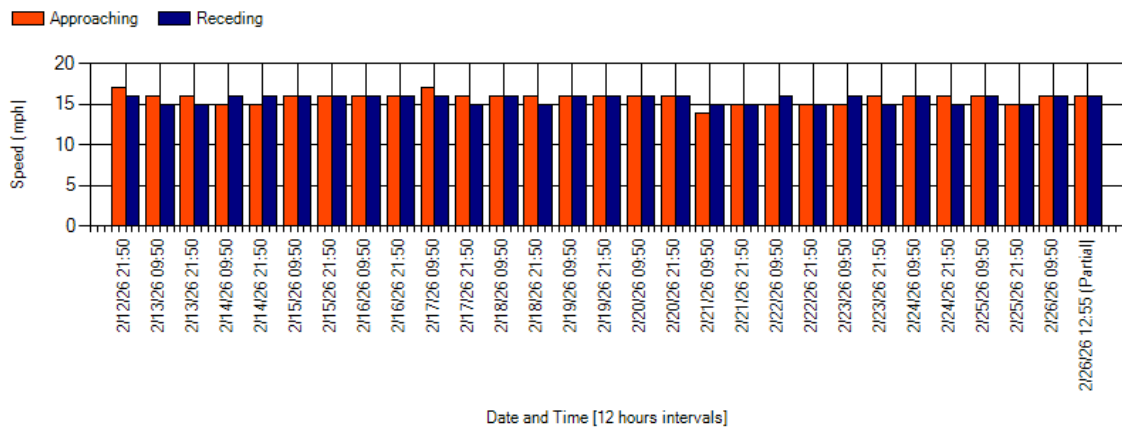
Speed - Maximum Speed

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.



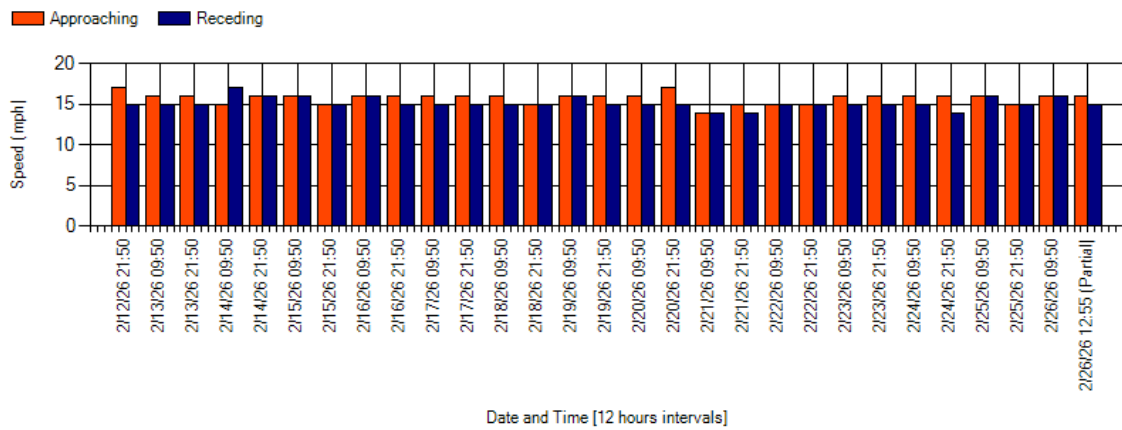
Speed - Average Speed

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.



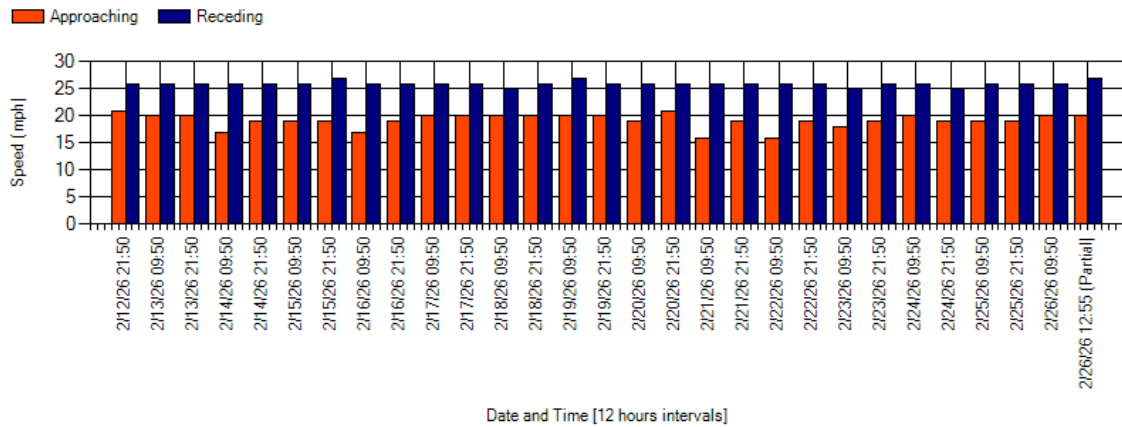
Speed - Median Speed

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

SMARTstat™ Analysis Report

900 SW 72 Ave

Thu Feb 12, 2026 16:07
to Thu Feb 26, 2026 14:15

File: 02340001.csv

Date Created: Thursday, February 26, 2026

Generator: 1.00.004 (01700105)

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Summary

Study Summary for file 02340001.csv

APPROACHING TRAFFIC: SOUTHBOUND

RECEDING TRAFFIC: NORTHBOUND

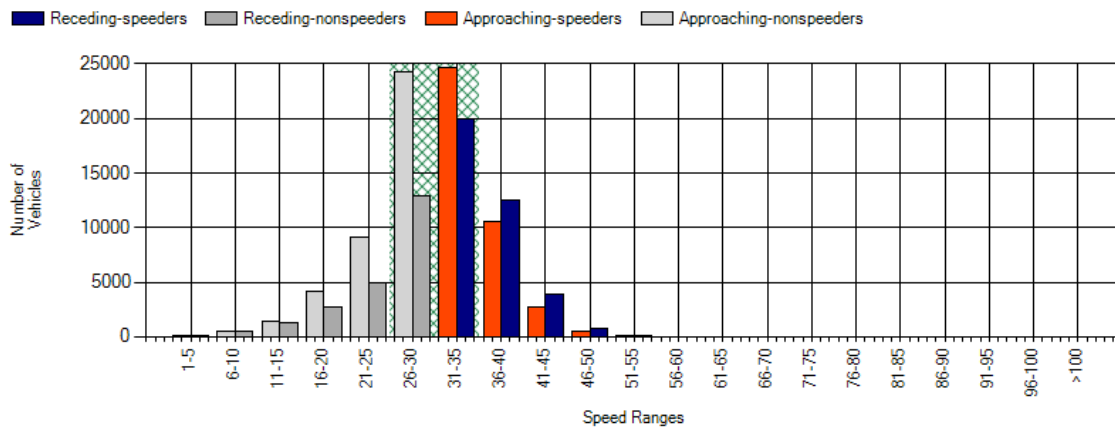
TRAILER: 62146

Traffic Analysis Report

Result Description		
File:	02340001.csv	
Study Title:	900 SW 72 Ave	
Study Run Dates:	2026/02/12 16:07:22 to 2026/02/26 14:15:00	
Total Study Time:	13 Days 22 Hours 7 Minutes	
Study Download Time:	2026/02/26 14:22:36	
Study Location:	900 SW 72 Ave	
Study GPS Location:	Unknown	
Study Timing Interval:	15 minute blocks	
Study Total # of Vehicles:	137731	
Study Posted Speed Limit:	30 mph	
Study Total # of Speeders:	75667	
Approaching Traffic	# of Vehicles:	78184
	# of Speeders:	38515
	Maximum Speed:	78 mph
	Average Speed:	30 mph
	Median Speed:	30 mph
	85th Percentile Speed:	36 mph
	10 MPH Pace:	26 to 35 mph
Receding Traffic	# of Vehicles:	59547
	# of Speeders:	37152
	Maximum Speed:	95 mph
	Average Speed:	31 mph
	Median Speed:	32 mph
	85th Percentile Speed:	38 mph
	10 MPH Pace:	26 to 35 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.

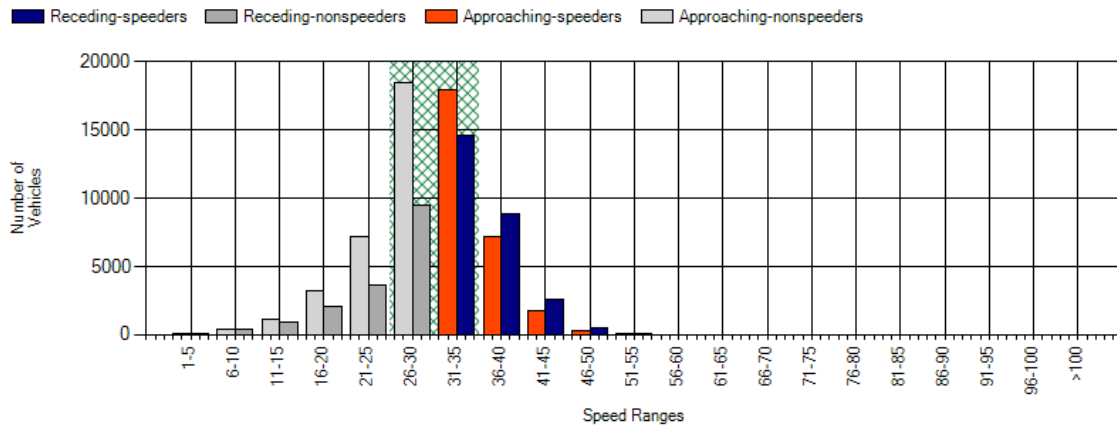


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	108	552	1455	4180	9126	24248	24615	10522	2712	524	97
% of Total Approaching	0.14%	0.71%	1.86%	5.35%	11.67%	31.01%	31.48%	13.46%	3.47%	0.67%	0.12%
Receding Total Volume	102	490	1249	2770	4917	12867	19903	12479	3842	702	153
% of Total Receding	0.17%	0.82%	2.10%	4.65%	8.26%	21.61%	33.42%	20.96%	6.45%	1.18%	0.26%
Total Volume	210	1042	2704	6950	14043	37115	44518	23001	6554	1226	250
% of Total Volume	0.15%	0.76%	1.96%	5.05%	10.20%	26.95%	32.32%	16.70%	4.76%	0.89%	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 Total Volume	22	16	3	3	1	0	0	0	0	0	78184
% of Total Approaching	0.03%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Total Volume	42	16	8	2	2	1	1	1	0	0	59547
% of Total Receding	0.07%	0.03%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Total Volume	64	32	11	5	3	1	1	1	0	0	137731
% of Total Volume	0.05%	0.02%	0.01%	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.

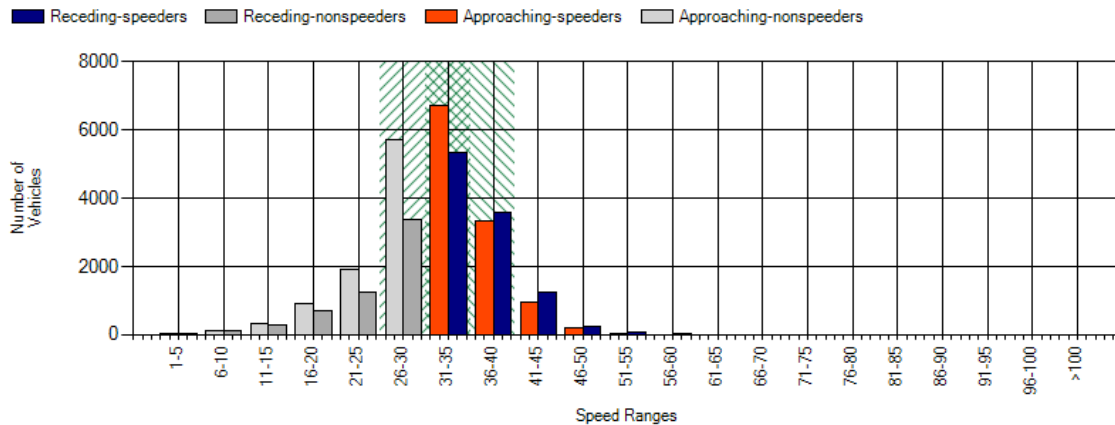


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekday Volume	82	417	1130	3263	7207	18510	17911	7206	1769	330	64
% of Weekday Approaching	0.14%	0.72%	1.95%	5.63%	12.44%	31.96%	30.92%	12.44%	3.05%	0.57%	0.11%
% of Total Weekday	0.08%	0.41%	1.12%	3.22%	7.12%	18.27%	17.68%	7.11%	1.75%	0.33%	0.06%
% of Total Approaching	0.10%	0.53%	1.45%	4.17%	9.22%	23.67%	22.91%	9.22%	2.26%	0.42%	0.08%
Receding Weekday Volume	72	382	973	2072	3677	9498	14572	8911	2592	476	91
% of Weekday Receding	0.17%	0.88%	2.24%	4.78%	8.48%	21.90%	33.60%	20.55%	5.98%	1.10%	0.21%
% of Total Weekday	0.07%	0.38%	0.96%	2.05%	3.63%	9.38%	14.39%	8.80%	2.56%	0.47%	0.09%
% of Total Receding	0.12%	0.64%	1.63%	3.48%	6.17%	15.95%	24.47%	14.96%	4.35%	0.80%	0.15%
Weekday Volume	154	799	2103	5335	10884	28008	32483	16117	4361	806	155
% of Weekday Volume	0.15%	0.79%	2.08%	5.27%	10.75%	27.65%	32.07%	15.91%	4.31%	0.80%	0.15%
% of Total Volume	0.11%	0.58%	1.53%	3.87%	7.90%	20.34%	23.58%	11.70%	3.17%	0.59%	0.11%

Speed (continued) [mph]	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	100+	Totals
Approaching Weekday Volume	16	7	3	2	1	0	0	0	0	0	57918
% of Weekday Approaching	0.03%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekday	0.02%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Approaching	0.02%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Weekday Volume	27	13	6	2	2	0	1	1	0	0	43368
% of Weekday Receding	0.06%	0.03%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekday	0.03%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Receding	0.05%	0.02%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Weekday Volume	43	20	9	4	3	0	1	1	0	0	101286
% of Weekday Volume	0.04%	0.02%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Volume	0.03%	0.01%	0.01%	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.

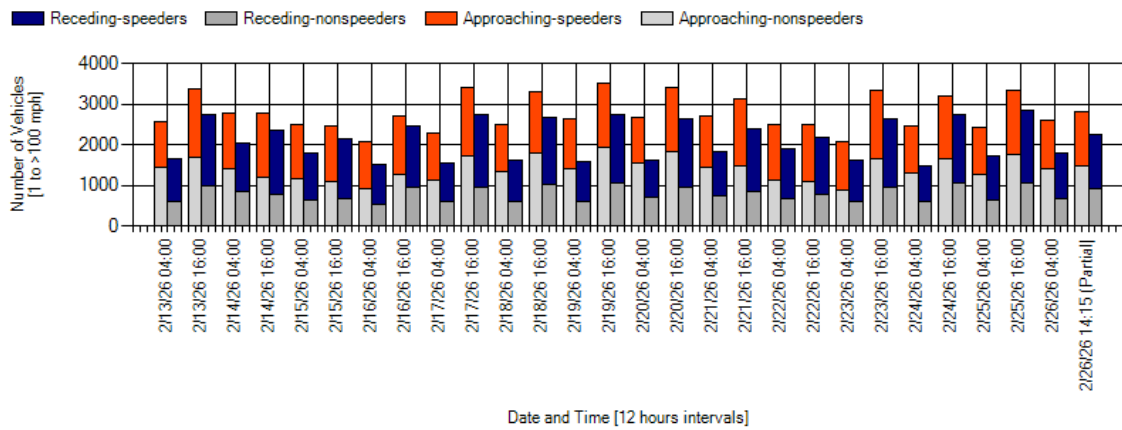


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	26	135	325	917	1919	5738	6704	3316	943	194	33
% of Weekend Approaching	0.13%	0.67%	1.60%	4.52%	9.47%	28.31%	33.08%	16.36%	4.65%	0.96%	0.16%
% of Total Weekend	0.07%	0.37%	0.89%	2.52%	5.27%	15.74%	18.39%	9.10%	2.59%	0.53%	0.09%
% of Total Approaching	0.03%	0.17%	0.42%	1.17%	2.45%	7.34%	8.57%	4.24%	1.21%	0.25%	0.04%
Receding Weekend Volume	30	108	276	698	1240	3369	5331	3568	1250	226	62
% of Weekend Receding	0.19%	0.67%	1.71%	4.31%	7.66%	20.82%	32.95%	22.05%	7.73%	1.40%	0.38%
% of Total Weekend	0.08%	0.30%	0.76%	1.92%	3.40%	9.24%	14.63%	9.79%	3.43%	0.62%	0.17%
% of Total Receding	0.05%	0.18%	0.46%	1.17%	2.08%	5.66%	8.95%	5.99%	2.10%	0.38%	0.10%
Weekend Volume	56	243	601	1615	3159	9107	12035	6884	2193	420	95
% of Weekend Volume	0.15%	0.67%	1.65%	4.43%	8.67%	24.99%	33.02%	18.89%	6.02%	1.15%	0.26%
% of Total Volume	0.04%	0.18%	0.44%	1.17%	2.29%	6.61%	8.74%	5.00%	1.59%	0.30%	0.07%

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	6	9	0	1	0	0	0	0	0	0	20266
% of Weekend Approaching	0.03%	0.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	0.02%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Approaching	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Weekend Volume	15	3	2	0	0	1	0	0	0	0	16179
% of Weekend Receding	0.09%	0.02%	0.01%	0.00%	0.00%	0.01%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	0.04%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Receding	0.03%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Weekend Volume	21	12	2	1	0	1	0	0	0	0	36445
% of Weekend Volume	0.06%	0.03%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Volume	0.02%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

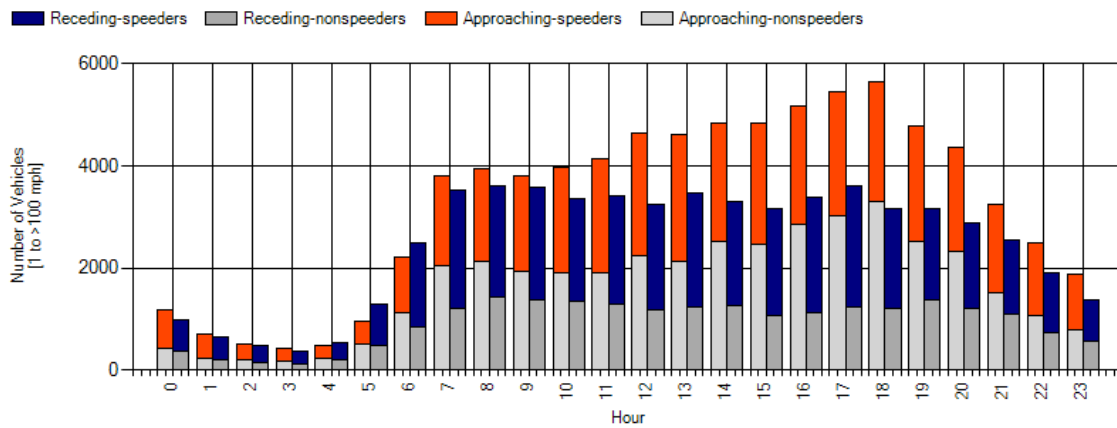
Volume - By Time

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

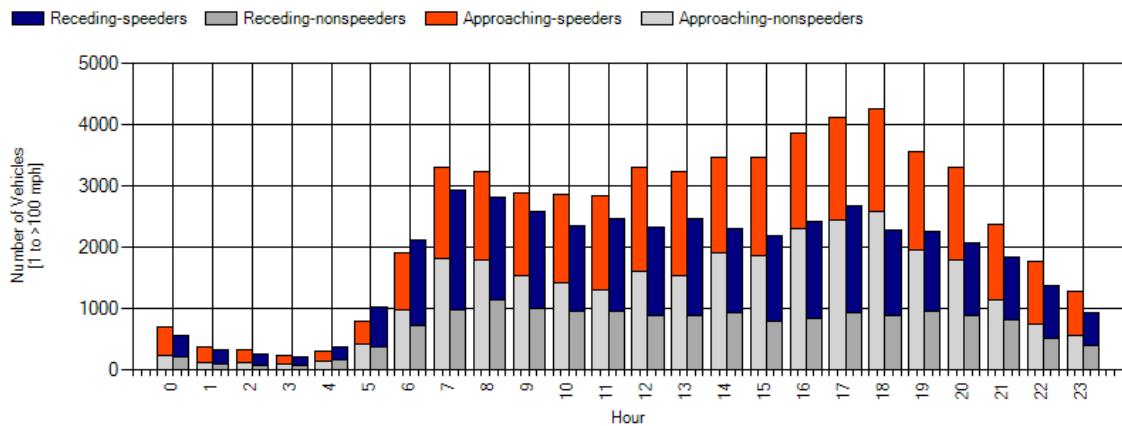
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	1185	752	33	55	32	39
0	Receding	975	609	33	65	32	39
1	Approaching	712	480	33	56	33	40
1	Receding	646	433	34	66	32	39
2	Approaching	510	313	33	61	32	41
2	Receding	474	318	33	95	33	42
3	Approaching	434	241	31	71	31	39
3	Receding	373	243	33	65	32	40
4	Approaching	486	256	31	78	30	40
4	Receding	530	316	32	60	31	41
5	Approaching	972	456	29	72	28	37
5	Receding	1287	813	32	89	31	39
6	Approaching	2219	1077	30	54	29	36
6	Receding	2491	1634	33	59	32	39
7	Approaching	3801	1754	30	58	29	36
7	Receding	3524	2324	33	69	31	38
8	Approaching	3954	1812	30	54	29	36
8	Receding	3612	2169	32	54	31	38
9	Approaching	3812	1864	30	61	30	36
9	Receding	3570	2204	32	68	31	38
10	Approaching	3972	2070	31	63	30	36
10	Receding	3372	2028	32	83	31	38
11	Approaching	4136	2239	31	57	30	37
11	Receding	3409	2121	32	60	31	38
12	Approaching	4637	2393	30	63	30	36
12	Receding	3261	2067	33	63	31	38
13	Approaching	4617	2473	31	75	30	36
13	Receding	3467	2234	33	57	32	39
14	Approaching	4834	2322	30	52	30	36
14	Receding	3318	2061	32	62	31	38
15	Approaching	4835	2363	30	54	30	36
15	Receding	3152	2079	33	68	32	38
16	Approaching	5163	2308	30	53	29	35
16	Receding	3387	2272	33	61	32	39
17	Approaching	5465	2441	29	58	29	35
17	Receding	3625	2379	33	67	31	38
18	Approaching	5649	2342	29	66	29	35
18	Receding	3177	1957	32	57	31	38
19	Approaching	4793	2257	30	50	29	35
19	Receding	3167	1799	31	62	30	37
20	Approaching	4361	2024	30	61	29	35
20	Receding	2878	1660	32	54	30	38
21	Approaching	3256	1747	31	65	30	37
21	Receding	2539	1442	31	57	30	37
22	Approaching	2490	1424	32	70	31	37
22	Receding	1920	1179	32	60	31	38
23	Approaching	1891	1107	32	66	32	38
23	Receding	1393	811	31	62	31	38

Volume - By Weekday Hour

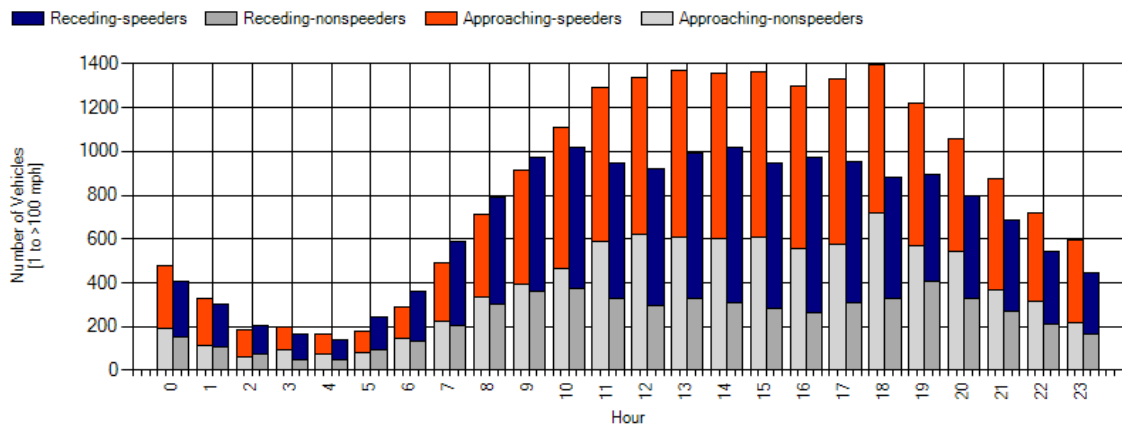
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekday Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	705	462	33	55	32	40
0	Receding	570	357	33	65	32	39
1	Approaching	384	265	34	56	33	40
1	Receding	345	237	34	56	33	40
2	Approaching	325	191	32	56	31	40
2	Receding	271	187	33	95	34	44
3	Approaching	234	132	32	71	31	40
3	Receding	208	126	32	65	31	39
4	Approaching	322	165	30	78	30	40
4	Receding	389	224	32	57	31	40
5	Approaching	793	356	29	59	28	37
5	Receding	1041	659	32	89	31	40
6	Approaching	1928	935	30	54	29	36
6	Receding	2131	1404	33	59	32	39
7	Approaching	3311	1491	30	52	29	36
7	Receding	2938	1944	33	69	31	38
8	Approaching	3241	1431	30	54	29	35
8	Receding	2823	1684	32	54	31	38
9	Approaching	2899	1346	30	61	29	36
9	Receding	2599	1592	32	58	31	37
10	Approaching	2860	1426	30	62	29	36
10	Receding	2355	1387	32	57	31	38
11	Approaching	2841	1530	31	57	30	36
11	Receding	2463	1504	32	60	31	38
12	Approaching	3300	1678	30	63	30	36
12	Receding	2340	1442	32	53	31	38
13	Approaching	3245	1709	31	75	30	36
13	Receding	2474	1569	33	55	31	38
14	Approaching	3480	1570	30	52	29	35
14	Receding	2302	1352	32	62	30	37
15	Approaching	3471	1608	30	54	29	35
15	Receding	2202	1411	33	68	31	38
16	Approaching	3867	1565	29	53	28	34
16	Receding	2417	1567	32	61	31	38
17	Approaching	4132	1686	29	54	28	34
17	Receding	2673	1736	32	67	31	38
18	Approaching	4254	1663	29	66	28	34
18	Receding	2297	1405	32	57	31	37
19	Approaching	3575	1609	30	50	29	35
19	Receding	2274	1310	31	62	30	37
20	Approaching	3302	1505	30	56	29	35
20	Receding	2082	1194	32	54	30	37
21	Approaching	2380	1238	31	58	30	37
21	Receding	1853	1027	31	57	30	37
22	Approaching	1772	1020	32	70	31	37
22	Receding	1376	846	32	60	31	38
23	Approaching	1297	728	32	66	31	38
23	Receding	945	530	31	62	30	38

Volume - By Weekend Hour

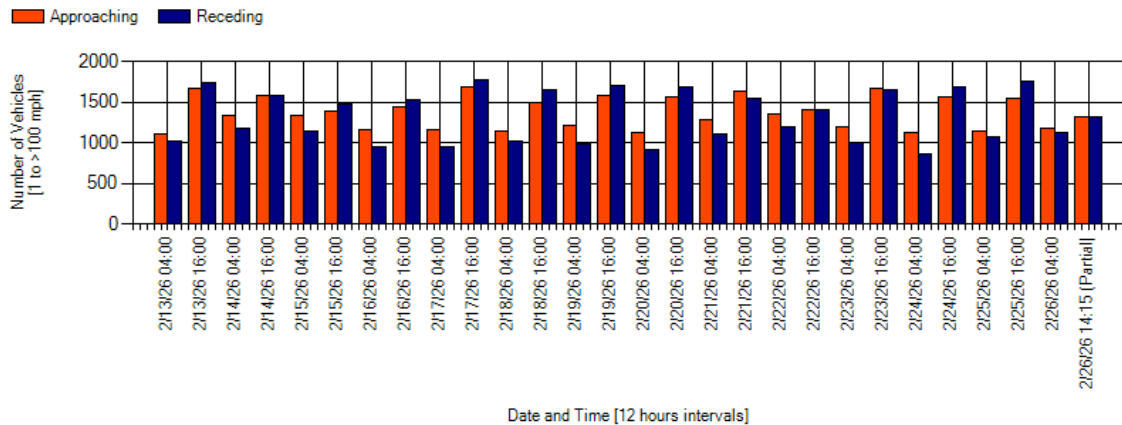
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekend Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	480	290	32	53	31	38
0	Receding	405	252	33	56	32	39
1	Approaching	328	215	33	54	32	39
1	Receding	301	196	33	66	32	38
2	Approaching	185	122	34	61	34	42
2	Receding	203	131	33	53	32	39
3	Approaching	200	109	31	65	30	38
3	Receding	165	117	34	57	33	42
4	Approaching	164	91	33	63	31	41
4	Receding	141	92	32	60	32	41
5	Approaching	179	100	30	72	30	38
5	Receding	246	154	32	52	31	38
6	Approaching	291	142	31	49	29	37
6	Receding	360	230	33	48	32	39
7	Approaching	490	263	30	58	30	37
7	Receding	586	380	33	54	31	39
8	Approaching	713	381	31	52	30	37
8	Receding	789	485	32	52	31	39
9	Approaching	913	518	31	52	31	38
9	Receding	971	612	33	68	32	39
10	Approaching	1112	644	31	63	30	37
10	Receding	1017	641	33	83	32	39
11	Approaching	1295	709	31	50	30	37
11	Receding	946	617	32	53	31	38
12	Approaching	1337	715	30	50	30	36
12	Receding	921	625	33	63	32	38
13	Approaching	1372	764	32	51	31	36
13	Receding	993	665	33	57	32	40
14	Approaching	1354	752	31	50	31	37
14	Receding	1016	709	34	58	33	40
15	Approaching	1364	755	32	50	31	37
15	Receding	950	668	35	57	33	39
16	Approaching	1296	743	31	52	30	37
16	Receding	970	705	34	55	33	39
17	Approaching	1333	755	31	58	31	37
17	Receding	952	643	33	56	31	38
18	Approaching	1395	679	30	52	30	35
18	Receding	880	552	33	48	32	38
19	Approaching	1218	648	30	50	29	35
19	Receding	893	489	31	62	30	36
20	Approaching	1059	519	30	61	30	36
20	Receding	796	466	32	50	31	38
21	Approaching	876	509	31	65	30	36
21	Receding	686	415	32	52	32	39
22	Approaching	718	404	31	63	31	38
22	Receding	544	333	32	60	31	39
23	Approaching	594	379	32	60	32	38
23	Receding	448	281	32	55	32	38

Volume - Total Speeders

The following graph shows the breakdown of all speeding vehicles tracked in this study based on the posted speed limit entered (30 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

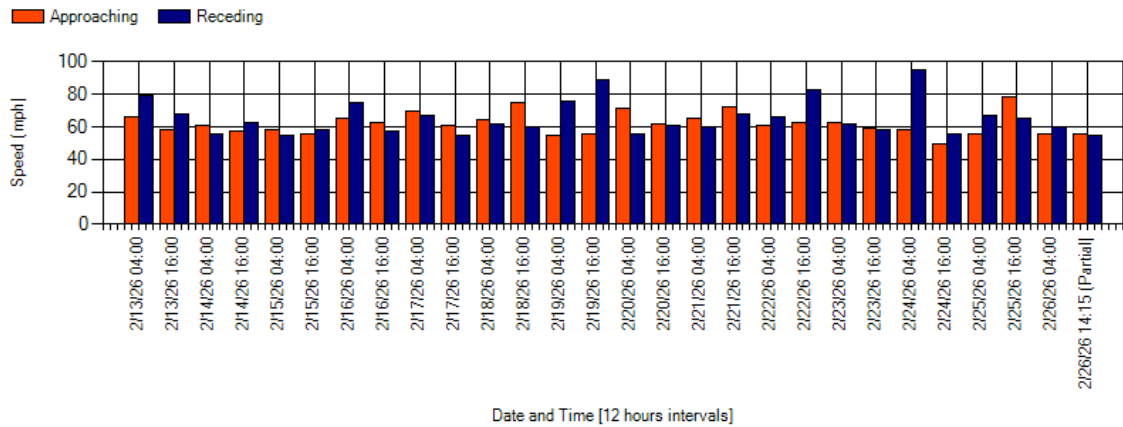
Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	30 mph	Pace Speed	26 to 35 mph	Speed	31 to 40 mph	41 to 50 mph	51+ mph	Total
# At/Under Limit	39669	# In Pace	242	Volume	35137	3236	142	38515
# Over Limit	38515	% In Pace	0.31%	Percent	44.94%	4.14%	0.18%	49.26%
Average Speed	30 mph							
85th % Speed (weighted)	36 mph							

Receding Breakdown

Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	30 mph	Pace Speed	26 to 35 mph	Speed	31 to 40 mph	41 to 50 mph	51+ mph	Total
# At/Under Limit	22395	# In Pace	162	Volume	32382	4544	226	37152
# Over Limit	37152	% In Pace	0.27%	Percent	54.38%	7.63%	0.38%	62.39%
Average Speed	31 mph							
85th % Speed (weighted)	38 mph							

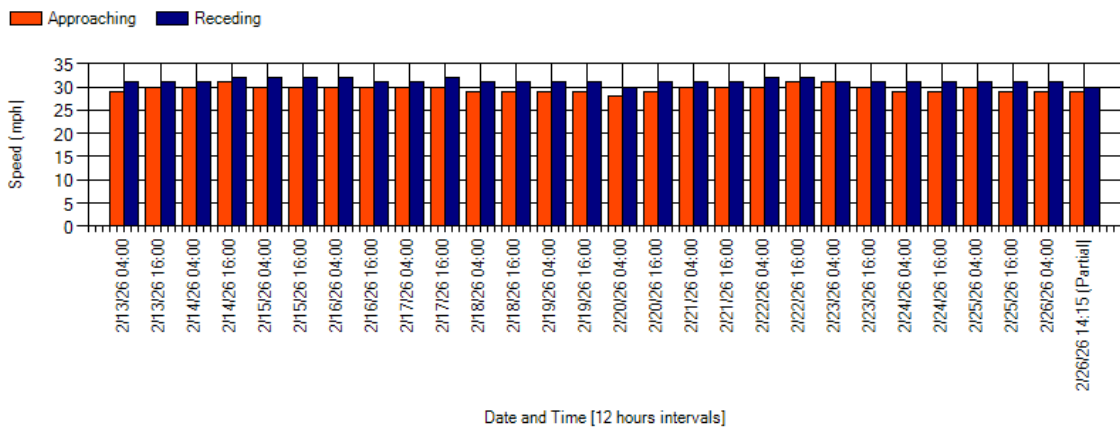
Speed - Maximum Speed

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.



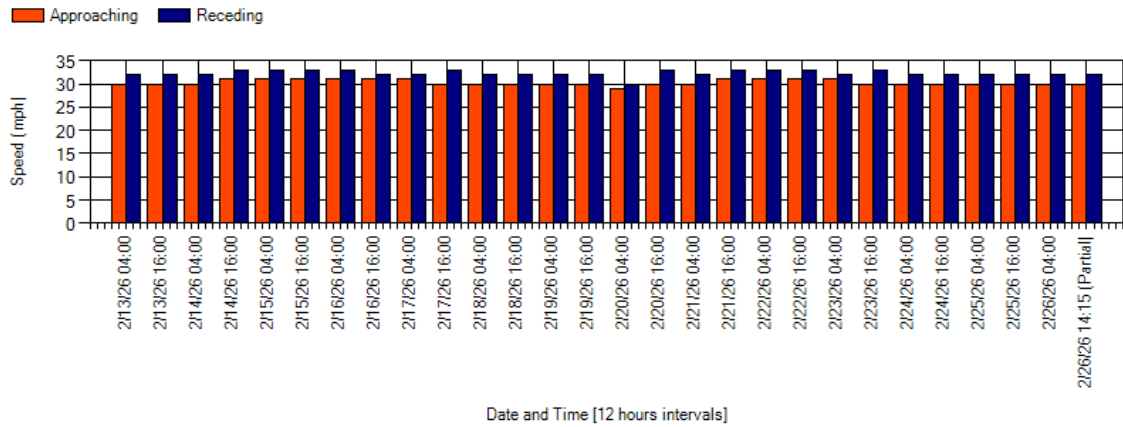
Speed - Average Speed

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.



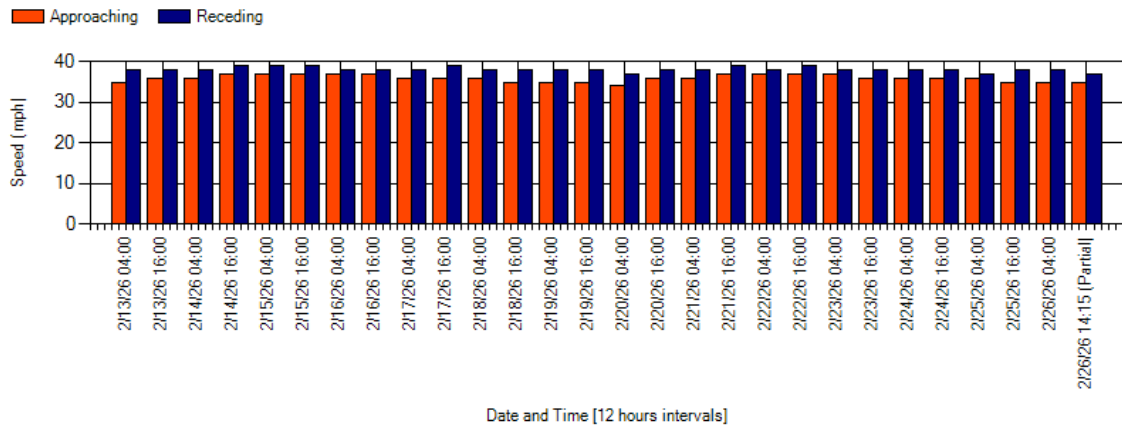
Speed - Median Speed

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

SMARTstat™ Analysis Report

7000 SW 5 St

Thu Feb 12, 2026 11:32
to Thu Feb 26, 2026 12:25

File: 08410001.csv

Date Created: Thursday, February 26, 2026

Generator: 1.00.004 (01700105)

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Summary

Study Summary for file 08410001.csv

APPROACHING TRAFFIC: EASTBOUND

RECEDING TRAFFIC: WESTBOUND

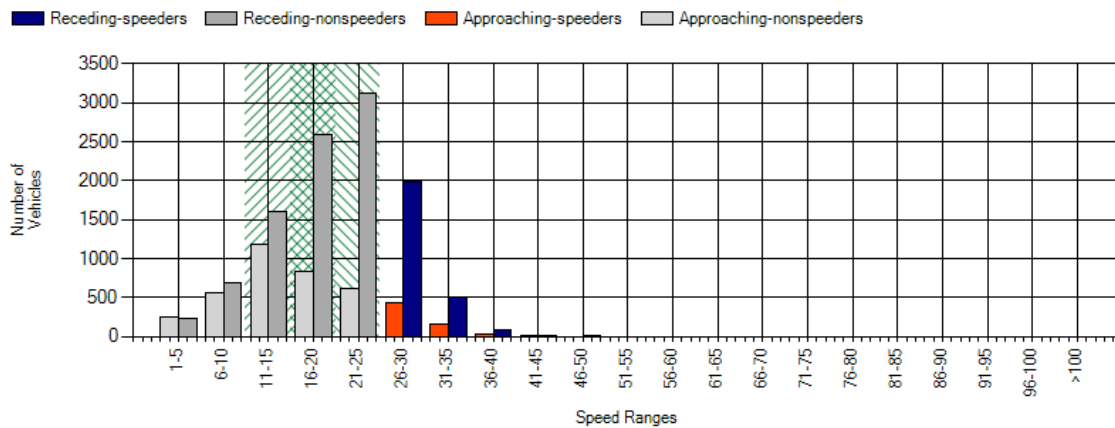
TRAILER: 62508

Traffic Analysis Report

Result Description		
File:	08410001.csv	
Study Title:	7000 SW 5 St	
Study Run Dates:	2026/02/12 11:32:41 to 2026/02/26 12:25:40	
Total Study Time:	14 Days 0 Hours 52 Minutes	
Study Download Time:	2026/02/26 12:26:20	
Study Location:	7000 SW 5 St	
Study GPS Location:	Unknown	
Study Timing Interval:	5 minute blocks	
Study Total # of Vehicles:	14979	
Study Posted Speed Limit:	25 mph	
Study Total # of Speeders:	3281	
Approaching Traffic	# of Vehicles:	4103
	# of Speeders:	661
	Maximum Speed:	55 mph
	Average Speed:	17 mph
	Median Speed:	17 mph
	85th Percentile Speed:	21 mph
	10 MPH Pace:	11 to 20 mph
Receding Traffic	# of Vehicles:	10876
	# of Speeders:	2620
	Maximum Speed:	60 mph
	Average Speed:	20 mph
	Median Speed:	21 mph
	85th Percentile Speed:	26 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.

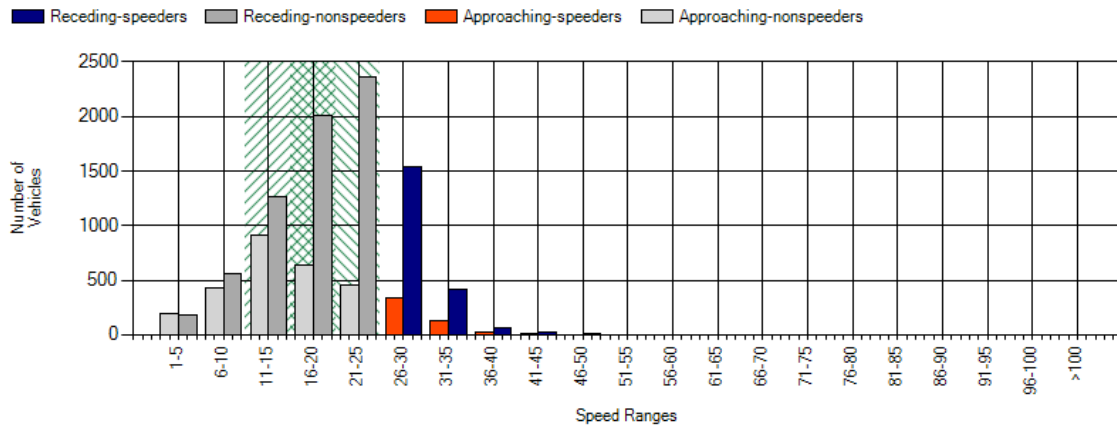


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	245	561	1188	835	613	440	161	40	14	4	2
% of Total Approaching	5.97%	13.67%	28.95%	20.35%	14.94%	10.72%	3.92%	0.97%	0.34%	0.10%	0.05%
Receding Total Volume	233	696	1605	2600	3122	1984	506	95	23	7	4
% of Total Receding	2.14%	6.40%	14.76%	23.91%	28.71%	18.24%	4.65%	0.87%	0.21%	0.06%	0.04%
Total Volume	478	1257	2793	3435	3735	2424	667	135	37	11	6
% of Total Volume	3.19%	8.39%	18.65%	22.93%	24.93%	16.18%	4.45%	0.90%	0.25%	0.07%	0.04%

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	4103
% 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	1	0	0	0	0	0	0	0	0	0	10876
% of Total Receding	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Total Volume	1	0	0	0	0	0	0	0	0	0	14979
% of Total Volume	0.01%	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.

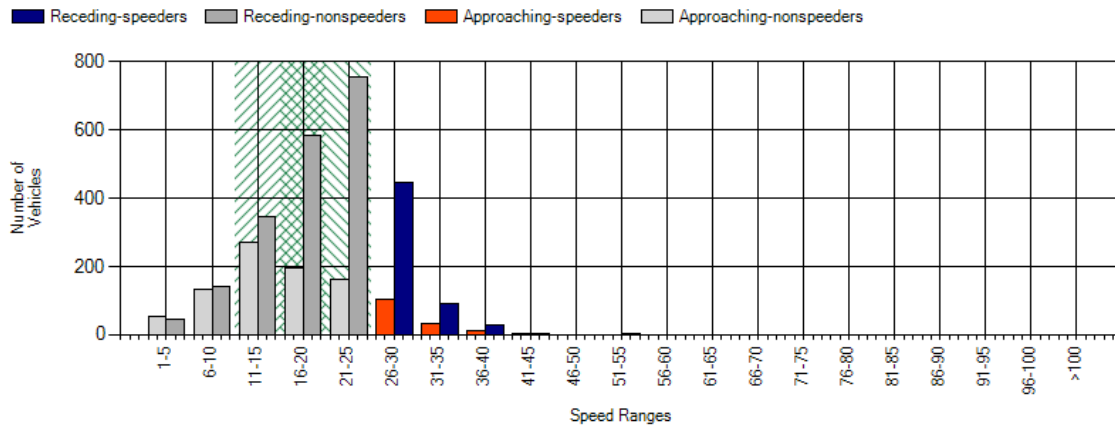


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekday Volume	190	430	917	639	450	337	129	30	9	3	1
% of Weekday Approaching	6.06%	13.72%	29.25%	20.38%	14.35%	10.75%	4.11%	0.96%	0.29%	0.10%	0.03%
% of Total Weekday	1.64%	3.72%	7.93%	5.53%	3.89%	2.91%	1.12%	0.26%	0.08%	0.03%	0.01%
% of Total Approaching	4.63%	10.48%	22.35%	15.57%	10.97%	8.21%	3.14%	0.73%	0.22%	0.07%	0.02%
Receding Weekday Volume	187	555	1259	2014	2366	1538	414	68	19	6	2
% of Weekday Receding	2.22%	6.59%	14.94%	23.90%	28.07%	18.25%	4.91%	0.81%	0.23%	0.07%	0.02%
% of Total Weekday	1.62%	4.80%	10.89%	17.42%	20.46%	13.30%	3.58%	0.59%	0.16%	0.05%	0.02%
% of Total Receding	1.72%	5.10%	11.58%	18.52%	21.75%	14.14%	3.81%	0.63%	0.17%	0.06%	0.02%
Weekday Volume	377	985	2176	2653	2816	1875	543	98	28	9	3
% of Weekday Volume	3.26%	8.52%	18.82%	22.94%	24.35%	16.22%	4.70%	0.85%	0.24%	0.08%	0.03%
% of Total Volume	2.52%	6.58%	14.53%	17.71%	18.80%	12.52%	3.63%	0.65%	0.19%	0.06%	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	0	0	0	0	0	0	0	0	0	0	3135
% 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	8428
% 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	11563
% 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.

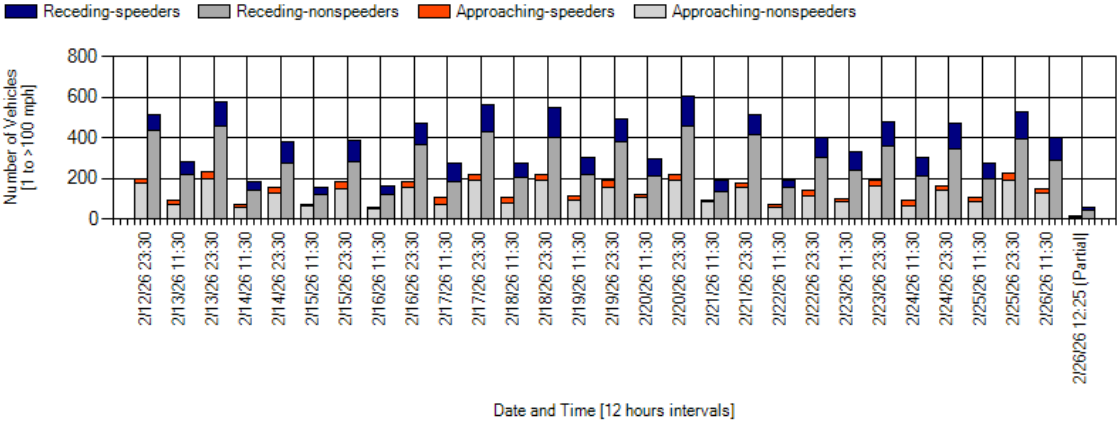


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	55	131	271	196	163	103	32	10	5	1	1
% of Weekend Approaching	5.68%	13.53%	28.00%	20.25%	16.84%	10.64%	3.31%	1.03%	0.52%	0.10%	0.10%
% of Total Weekend	1.61%	3.83%	7.93%	5.74%	4.77%	3.02%	0.94%	0.29%	0.15%	0.03%	0.03%
% of Total Approaching	1.34%	3.19%	6.60%	4.78%	3.97%	2.51%	0.78%	0.24%	0.12%	0.02%	0.02%
Receding Weekend Volume	46	141	346	586	756	446	92	27	4	1	2
% of Weekend Receding	1.88%	5.76%	14.13%	23.94%	30.88%	18.22%	3.76%	1.10%	0.16%	0.04%	0.08%
% of Total Weekend	1.35%	4.13%	10.13%	17.15%	22.13%	13.06%	2.69%	0.79%	0.12%	0.03%	0.06%
% of Total Receding	0.42%	1.30%	3.18%	5.39%	6.95%	4.10%	0.85%	0.25%	0.04%	0.01%	0.02%
Weekend Volume	101	272	617	782	919	549	124	37	9	2	3
% of Weekend Volume	2.96%	7.96%	18.06%	22.89%	26.90%	16.07%	3.63%	1.08%	0.26%	0.06%	0.09%
% of Total Volume	0.67%	1.82%	4.12%	5.22%	6.14%	3.67%	0.83%	0.25%	0.06%	0.01%	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 Weekend Volume	0	0	0	0	0	0	0	0	0	0	968
% 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	1	0	0	0	0	0	0	0	0	0	2448
% of Weekend Receding	0.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Receding	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Weekend Volume	1	0	0	0	0	0	0	0	0	0	3416
% of Weekend Volume	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Volume	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

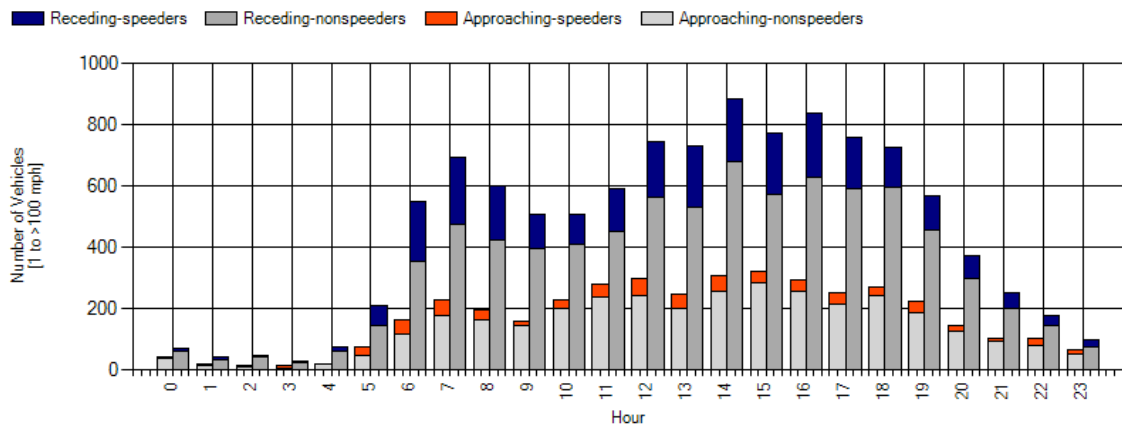
Volume - By Time

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

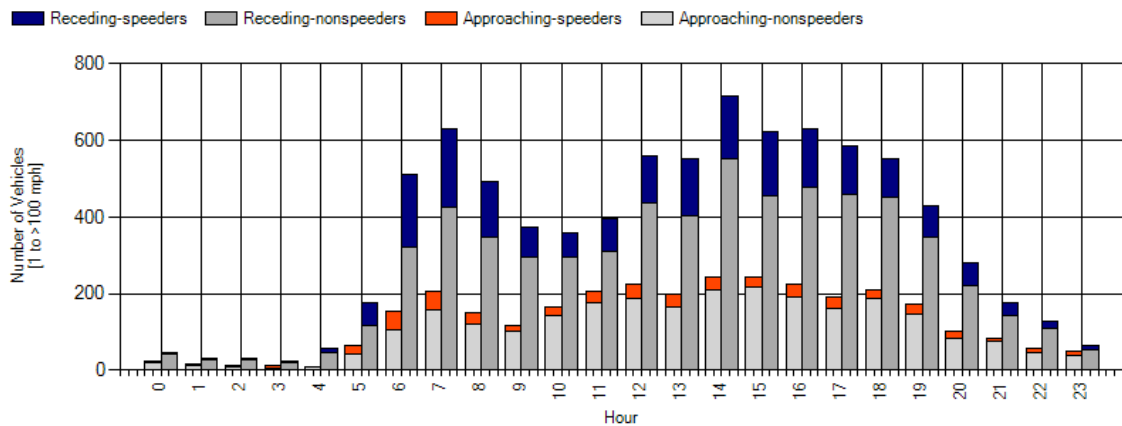
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	46	5	16	32	16	18
0	Receding	73	9	19	34	19	22
1	Approaching	19	3	15	33	15	17
1	Receding	44	9	21	31	21	23
2	Approaching	18	3	14	29	14	15
2	Receding	49	5	18	29	18	21
3	Approaching	15	8	26	40	25	28
3	Receding	32	2	19	28	18	20
4	Approaching	20	0	16	25	16	17
4	Receding	78	17	20	33	20	24
5	Approaching	75	25	20	50	20	24
5	Receding	211	66	22	46	21	28
6	Approaching	166	50	20	42	20	24
6	Receding	551	195	22	43	22	28
7	Approaching	232	53	19	41	19	24
7	Receding	693	217	22	46	21	28
8	Approaching	199	34	17	40	17	20
8	Receding	600	173	22	47	21	27
9	Approaching	160	15	16	37	16	19
9	Receding	508	111	21	41	20	26
10	Approaching	228	27	16	38	15	20
10	Receding	508	98	19	51	19	25
11	Approaching	283	45	16	41	17	22
11	Receding	591	137	21	45	20	26
12	Approaching	298	55	17	53	18	23
12	Receding	744	179	20	42	20	26
13	Approaching	248	45	16	38	17	22
13	Receding	733	200	21	60	20	27
14	Approaching	308	48	16	42	16	21
14	Receding	887	205	21	44	20	26
15	Approaching	323	39	15	50	16	21
15	Receding	775	202	20	54	20	27
16	Approaching	295	38	17	42	17	22
16	Receding	837	208	21	49	20	27
17	Approaching	251	35	17	44	17	22
17	Receding	761	167	20	46	20	26
18	Approaching	270	27	16	45	16	21
18	Receding	727	128	20	39	19	25
19	Approaching	227	39	17	38	17	21
19	Receding	567	109	20	48	20	26
20	Approaching	148	19	17	34	17	21
20	Receding	376	75	21	43	20	25
21	Approaching	105	12	17	40	17	20
21	Receding	254	53	20	45	20	25
22	Approaching	104	23	19	55	19	22
22	Receding	178	32	20	35	20	24
23	Approaching	65	13	18	41	18	20
23	Receding	99	23	21	38	21	23

Volume - By Weekday Hour

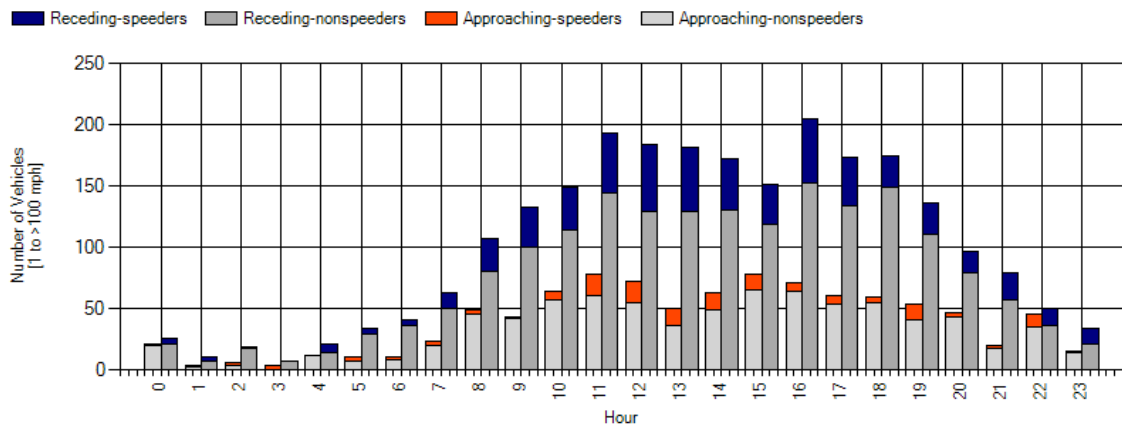
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekday Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	25	4	17	32	17	19
0	Receding	47	4	19	29	19	22
1	Approaching	15	2	15	33	15	17
1	Receding	33	5	21	31	21	24
2	Approaching	12	1	11	29	11	13
2	Receding	30	4	18	29	18	20
3	Approaching	11	5	26	40	24	28
3	Receding	25	2	19	28	19	20
4	Approaching	8	0	16	24	16	17
4	Receding	56	10	20	33	20	23
5	Approaching	64	22	20	50	20	25
5	Receding	177	61	22	46	22	29
6	Approaching	155	48	20	42	20	24
6	Receding	510	190	23	43	22	28
7	Approaching	208	49	20	41	19	24
7	Receding	630	204	22	46	22	28
8	Approaching	150	31	17	40	17	21
8	Receding	492	146	22	47	21	27
9	Approaching	116	14	16	37	16	19
9	Receding	375	79	21	41	20	26
10	Approaching	164	20	16	38	16	20
10	Receding	359	63	18	44	18	25
11	Approaching	205	28	15	34	16	21
11	Receding	397	88	20	45	20	26
12	Approaching	225	37	17	53	17	22
12	Receding	560	125	20	42	19	26
13	Approaching	198	32	16	37	16	23
13	Receding	551	147	21	39	20	26
14	Approaching	245	34	15	38	15	20
14	Receding	714	163	21	44	20	26
15	Approaching	245	27	15	50	16	21
15	Receding	623	169	21	54	20	27
16	Approaching	223	30	16	42	17	22
16	Receding	632	156	21	49	20	27
17	Approaching	190	28	17	44	17	23
17	Receding	587	127	20	46	20	26
18	Approaching	210	22	16	41	15	21
18	Receding	552	102	20	39	20	26
19	Approaching	173	26	16	38	17	21
19	Receding	431	84	20	48	20	26
20	Approaching	101	16	18	34	18	21
20	Receding	279	58	21	43	21	25
21	Approaching	85	10	17	40	17	20
21	Receding	175	32	20	45	20	24
22	Approaching	58	12	18	35	17	20
22	Receding	128	18	19	31	19	23
23	Approaching	49	11	17	41	17	19
23	Receding	65	10	20	31	20	22

Volume - By Weekend Hour

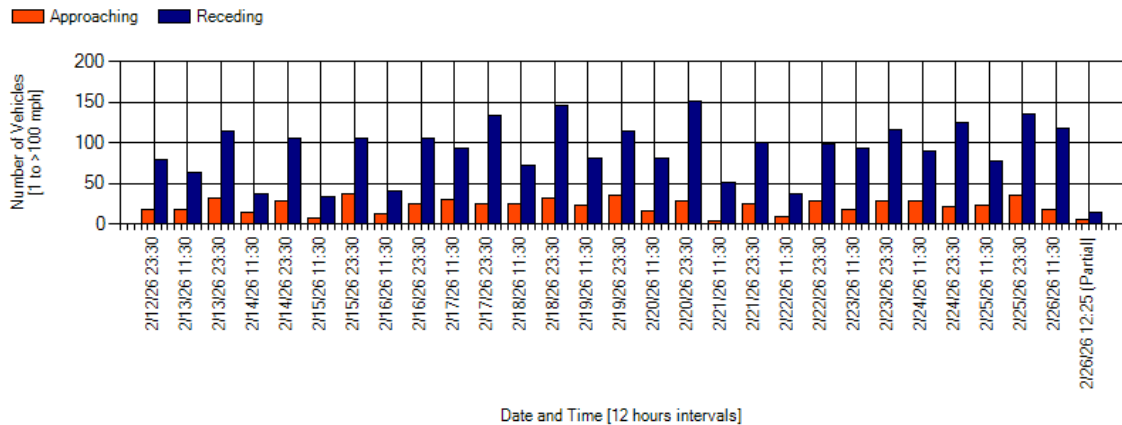
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekend Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	21	1	16	30	16	17
0	Receding	26	5	19	34	19	22
1	Approaching	4	1	17	27	17	17
1	Receding	11	4	21	30	21	22
2	Approaching	6	2	19	28	19	20
2	Receding	19	1	20	28	20	22
3	Approaching	4	3	28	31	28	28
3	Receding	7	0	17	23	17	19
4	Approaching	12	0	16	25	16	18
4	Receding	22	7	21	29	21	26
5	Approaching	11	3	18	30	18	20
5	Receding	34	5	20	34	20	24
6	Approaching	11	2	15	31	15	19
6	Receding	41	5	19	28	19	21
7	Approaching	24	4	17	38	17	23
7	Receding	63	13	20	34	20	24
8	Approaching	49	3	16	34	16	19
8	Receding	108	27	21	34	21	26
9	Approaching	44	1	15	28	14	17
9	Receding	133	32	20	36	20	26
10	Approaching	64	7	14	31	15	19
10	Receding	149	35	20	51	20	27
11	Approaching	78	17	18	41	19	24
11	Receding	194	49	22	45	21	27
12	Approaching	73	18	19	41	19	24
12	Receding	184	54	22	42	21	28
13	Approaching	50	13	17	38	18	21
13	Receding	182	53	21	60	21	28
14	Approaching	63	14	19	42	19	24
14	Receding	173	42	21	34	20	25
15	Approaching	78	12	16	36	16	21
15	Receding	152	33	20	35	20	26
16	Approaching	72	8	17	41	17	22
16	Receding	205	52	21	40	20	27
17	Approaching	61	7	16	34	16	20
17	Receding	174	40	20	41	20	26
18	Approaching	60	5	18	45	18	22
18	Receding	175	26	19	38	19	24
19	Approaching	54	13	19	38	19	22
19	Receding	136	25	20	36	20	26
20	Approaching	47	3	15	30	15	20
20	Receding	97	17	20	38	19	24
21	Approaching	20	2	16	30	16	17
21	Receding	79	21	20	37	20	26
22	Approaching	46	11	21	55	20	25
22	Receding	50	14	22	35	22	26
23	Approaching	16	2	20	27	20	22
23	Receding	34	13	23	38	22	25

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

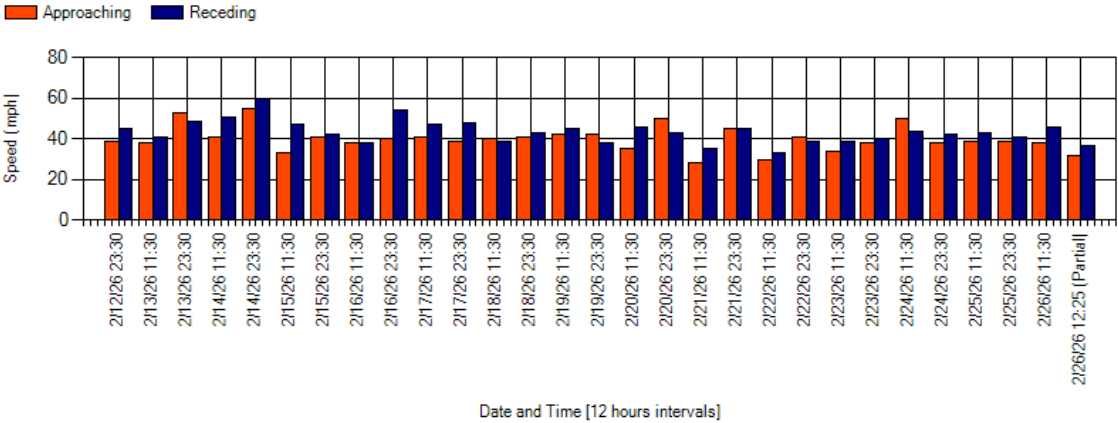
Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	11 to 20 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	3442	# In Pace	5	Volume	601	54	6	661
# Over Limit	661	% In Pace	0.12%	Percent	14.65%	1.32%	0.15%	16.11%
Average Speed	17 mph							
85th % Speed (weighted)	21 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	8256	# In Pace	6	Volume	2490	118	12	2620
# Over Limit	2620	% In Pace	0.06%	Percent	22.89%	1.08%	0.11%	24.09%
Average Speed	20 mph							
85th % Speed (weighted)	26 mph							

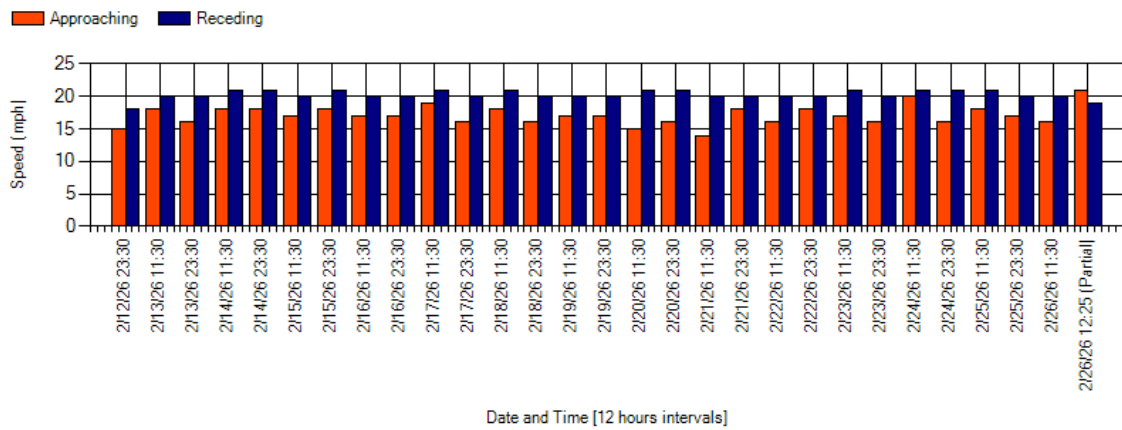
Speed - Maximum Speed

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.



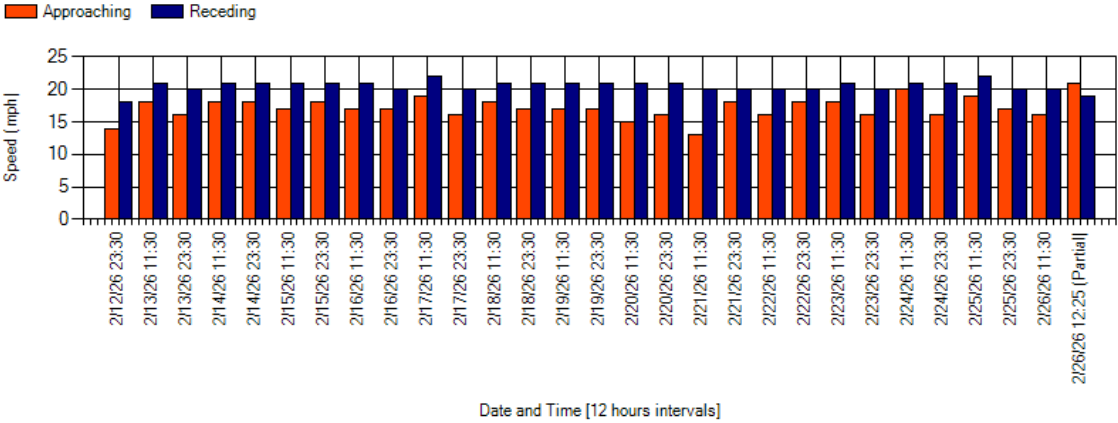
Speed - Average Speed

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.



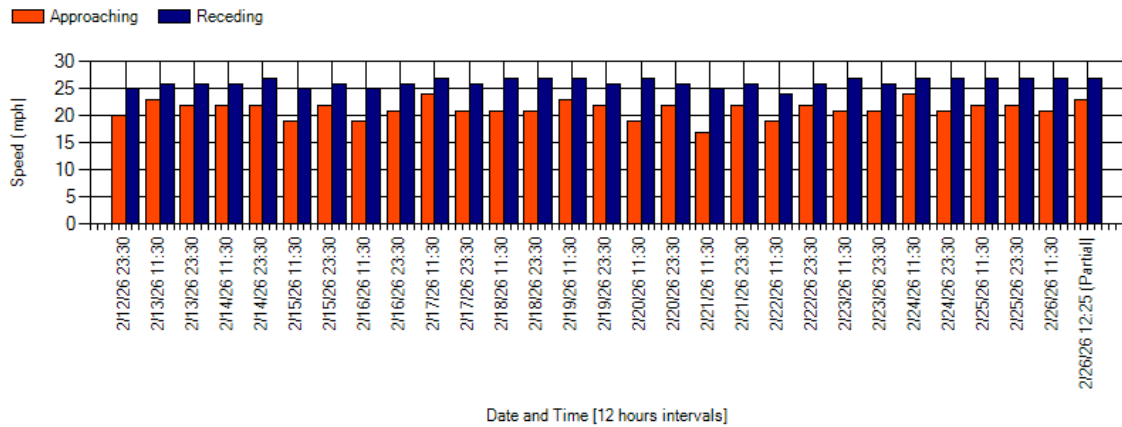
Speed - Median Speed

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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