

# SMARTstat™ Analysis Report

Winchester RT44 (NB)

Mon Mar 31, 2025 16:33  
to Sun Apr 6, 2025 13:55

File: 32000043.csv

Date Created: Thursday, July 17, 2025

Generator: 1.00.004 (01700105)

## Table of Contents

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

## Summary

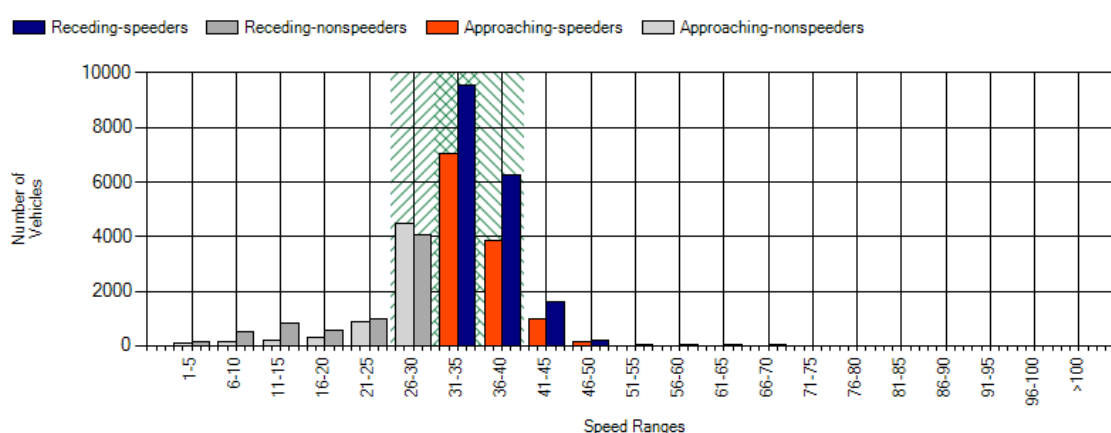
Study Summary for file 32000043.csv

# Traffic Analysis Report

Result Description		
File:	32000043.csv	
Study Title:	Winchester RT44 (NB)	
Study Run Dates:	2025/03/31 16:33:27 to 2025/04/06 13:55:32	
Total Study Time:	5 Days 21 Hours 22 Minutes	
Study Download Time:	2025/04/06 13:55:34	
Study Location:		
Study GPS Location:	Unknown	
Study Timing Interval:	5 minute blocks	
Study Total # of Vehicles:	43049	
Study Posted Speed Limit:	30 mph	
Study Total # of Speeders:	29868	
Approaching Traffic	# of Vehicles:	18174
	# of Speeders:	12062
	Maximum Speed:	72 mph
	Average Speed:	32 mph
	Median Speed:	33 mph
	85th Pecenile Speed:	38 mph
	10 MPH Pace:	26 to 35 mph
Receding Traffic	# of Vehicles:	24875
	# of Speeders:	17806
	Maximum Speed:	98 mph
	Average Speed:	32 mph
	Median Speed:	33 mph
	85th Pecenile Speed:	38 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.

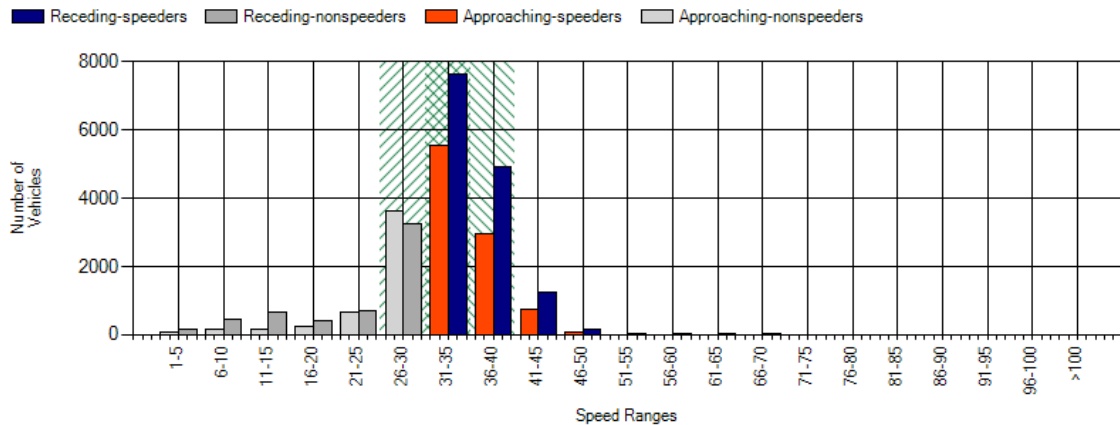


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	80	170	212	327	861	4462	7034	3870	998	137	13
% of Total Approaching	0.44%	0.94%	1.17%	1.80%	4.74%	24.55%	38.70%	21.29%	5.49%	0.75%	0.07%
Receding Total Volume	174	511	810	554	964	4056	9526	6275	1611	211	47
% of Total Receding	0.70%	2.05%	3.26%	2.23%	3.88%	16.31%	38.30%	25.23%	6.48%	0.85%	0.19%
Total Volume	254	681	1022	881	1825	8518	16560	10145	2609	348	60
% of Total Volume	0.59%	1.58%	2.37%	2.05%	4.24%	19.79%	38.47%	23.57%	6.06%	0.81%	0.14%

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	3	2	1	0	0	0	0	0	0	18174
% of Total Approaching	0.02%	0.02%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Total Volume	33	45	30	17	9	0	1	0	1	0	24875
% of Total Receding	0.13%	0.18%	0.12%	0.07%	0.04%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Total Volume	37	48	32	18	9	0	1	0	1	0	43049
% of Total Volume	0.09%	0.11%	0.07%	0.04%	0.02%	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.

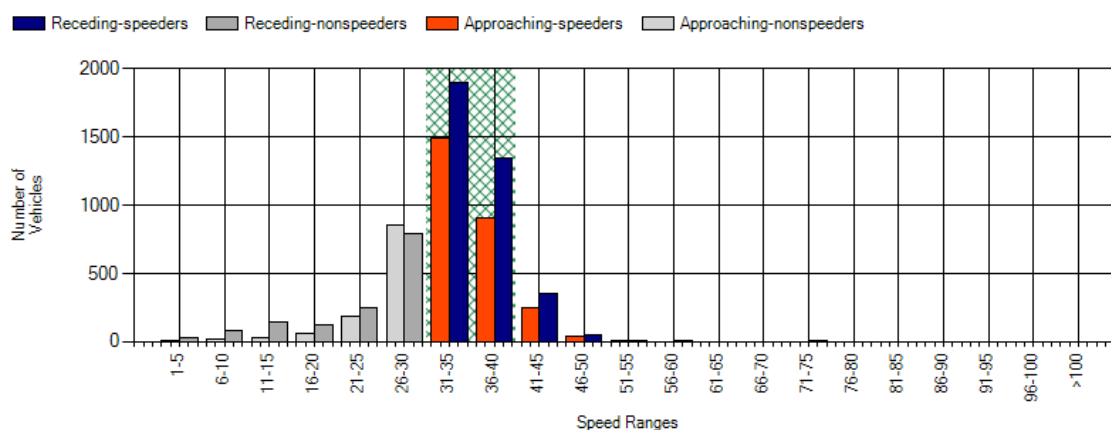


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekday Volume	66	151	178	263	672	3610	5546	2963	745	97	6
% of Weekday Approaching	0.46%	1.06%	1.24%	1.84%	4.70%	25.24%	38.77%	20.71%	5.21%	0.68%	0.04%
% of Total Weekday	0.19%	0.44%	0.52%	0.77%	1.97%	10.59%	16.27%	8.69%	2.19%	0.28%	0.02%
% of Total Approaching	0.36%	0.83%	0.98%	1.45%	3.70%	19.86%	30.52%	16.30%	4.10%	0.53%	0.03%
Receding Weekday Volume	144	433	668	426	710	3263	7626	4934	1254	162	39
% of Weekday Receding	0.73%	2.19%	3.38%	2.15%	3.59%	16.50%	38.55%	24.94%	6.34%	0.82%	0.20%
% of Total Weekday	0.42%	1.27%	1.96%	1.25%	2.08%	9.57%	22.37%	14.48%	3.68%	0.48%	0.11%
% of Total Receding	0.58%	1.74%	2.69%	1.71%	2.85%	13.12%	30.66%	19.84%	5.04%	0.65%	0.16%
Weekday Volume	210	584	846	689	1382	6873	13172	7897	1999	259	45
% of Weekday Volume	0.62%	1.71%	2.48%	2.02%	4.05%	20.16%	38.64%	23.17%	5.86%	0.76%	0.13%
% of Total Volume	0.49%	1.36%	1.97%	1.60%	3.21%	15.97%	30.60%	18.34%	4.64%	0.60%	0.10%

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	2	2	1	0	0	0	0	0	0	14305
% of Weekday Approaching	0.02%	0.01%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekday	0.01%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Approaching	0.02%	0.01%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Weekday Volume	27	42	30	12	9	0	1	0	1	0	19781
% of Weekday Receding	0.14%	0.21%	0.15%	0.06%	0.05%	0.00%	0.01%	0.00%	0.01%	0.00%	--
% of Total Weekday	0.08%	0.12%	0.09%	0.04%	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Receding	0.11%	0.17%	0.12%	0.05%	0.04%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Weekday Volume	30	44	32	13	9	0	1	0	1	0	34086
% of Weekday Volume	0.09%	0.13%	0.09%	0.04%	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Volume	0.07%	0.10%	0.07%	0.03%	0.02%	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.

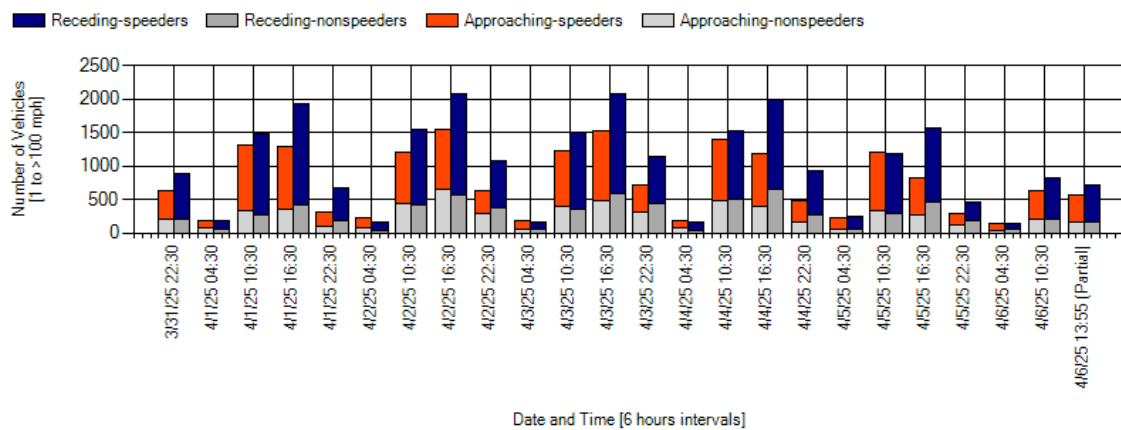


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	14	19	34	64	189	852	1488	907	253	40	7
% of Weekend Approaching	0.36%	0.49%	0.88%	1.65%	4.88%	22.02%	38.46%	23.44%	6.54%	1.03%	0.18%
% of Total Weekend	0.16%	0.21%	0.38%	0.71%	2.11%	9.51%	16.60%	10.12%	2.82%	0.45%	0.08%
% of Total Approaching	0.08%	0.10%	0.19%	0.35%	1.04%	4.69%	8.19%	4.99%	1.39%	0.22%	0.04%
Receding Weekend Volume	30	78	142	128	254	793	1900	1341	357	49	8
% of Weekend Receding	0.59%	1.53%	2.79%	2.51%	4.99%	15.57%	37.30%	26.33%	7.01%	0.96%	0.16%
% of Total Weekend	0.33%	0.87%	1.58%	1.43%	2.83%	8.85%	21.20%	14.96%	3.98%	0.55%	0.09%
% of Total Receding	0.12%	0.31%	0.57%	0.51%	1.02%	3.19%	7.64%	5.39%	1.44%	0.20%	0.03%
Weekend Volume	44	97	176	192	443	1645	3388	2248	610	89	15
% of Weekend Volume	0.49%	1.08%	1.96%	2.14%	4.94%	18.35%	37.80%	25.08%	6.81%	0.99%	0.17%
% of Total Volume	0.10%	0.23%	0.41%	0.45%	1.03%	3.82%	7.87%	5.22%	1.42%	0.21%	0.03%

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	1	1	0	0	0	0	0	0	0	0	3869
% of Weekend Approaching	0.03%	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	0.01%	0.01%	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	6	3	0	5	0	0	0	0	0	0	5094
% of Weekend Receding	0.12%	0.06%	0.00%	0.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	0.07%	0.03%	0.00%	0.06%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Receding	0.02%	0.01%	0.00%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Weekend Volume	7	4	0	5	0	0	0	0	0	0	8963
% of Weekend Volume	0.08%	0.04%	0.00%	0.06%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Volume	0.02%	0.01%	0.00%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

## Volume - By Time

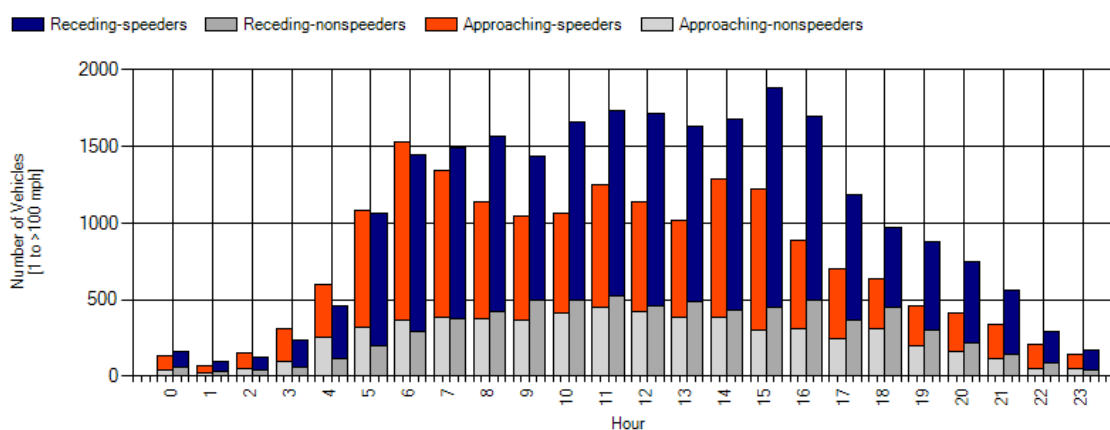
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.





## Volume - By Hour

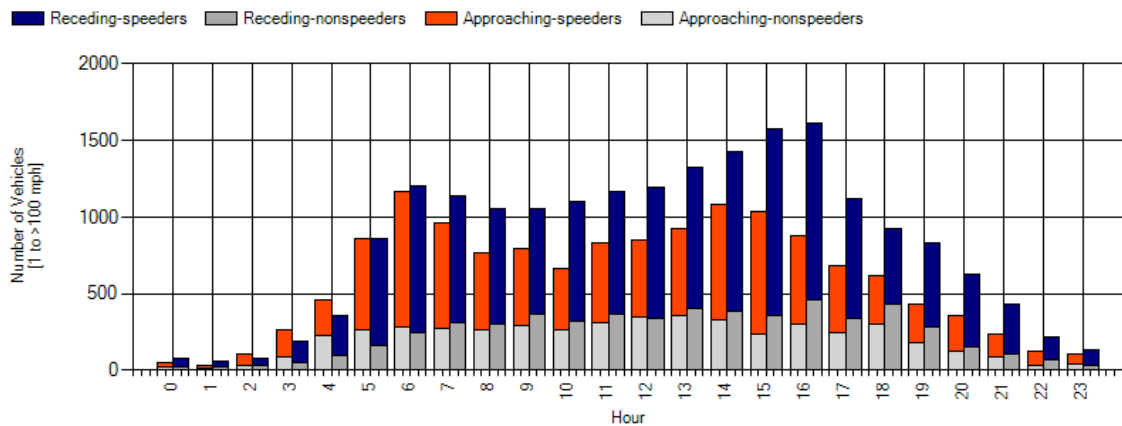
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	130	86	32	51	32	37
0	Receding	159	103	32	62	32	38
1	Approaching	71	52	33	64	33	37
1	Receding	98	62	31	51	31	35
2	Approaching	152	105	33	48	32	37
2	Receding	126	84	33	74	33	39
3	Approaching	309	212	32	48	31	36
3	Receding	233	174	33	80	32	39
4	Approaching	597	338	32	46	32	36
4	Receding	462	350	34	72	33	38
5	Approaching	1084	765	33	49	32	38
5	Receding	1061	861	35	75	34	40
6	Approaching	1526	1161	34	66	33	39
6	Receding	1444	1156	35	80	34	40
7	Approaching	1345	959	33	55	32	38
7	Receding	1493	1113	34	98	33	40
8	Approaching	1139	766	32	72	32	37
8	Receding	1563	1139	34	78	33	38
9	Approaching	1042	675	32	49	31	37
9	Receding	1439	945	33	77	31	38
10	Approaching	1062	646	32	57	31	37
10	Receding	1661	1163	33	70	31	38
11	Approaching	1254	803	32	67	31	37
11	Receding	1731	1202	33	74	31	37
12	Approaching	1143	717	32	52	32	37
12	Receding	1719	1255	34	73	32	38
13	Approaching	1019	631	32	50	31	38
13	Receding	1627	1143	33	79	32	38
14	Approaching	1284	897	33	65	32	38
14	Receding	1678	1242	34	67	32	38
15	Approaching	1225	919	34	50	33	39
15	Receding	1884	1430	34	78	32	39
16	Approaching	890	579	32	51	32	38
16	Receding	1694	1200	33	69	32	38
17	Approaching	699	449	32	50	31	37
17	Receding	1183	814	33	64	31	37
18	Approaching	634	319	30	49	29	35
18	Receding	975	525	31	65	29	36
19	Approaching	463	265	30	48	30	36
19	Receding	876	571	32	73	31	37
20	Approaching	412	247	32	53	31	37
20	Receding	751	532	33	67	31	37
21	Approaching	338	220	32	51	32	38
21	Receding	560	412	33	62	32	38
22	Approaching	211	158	33	57	33	39
22	Receding	290	206	33	69	33	39
23	Approaching	145	93	32	57	32	36
23	Receding	168	124	33	57	32	37

## Volume - By Weekday Hour

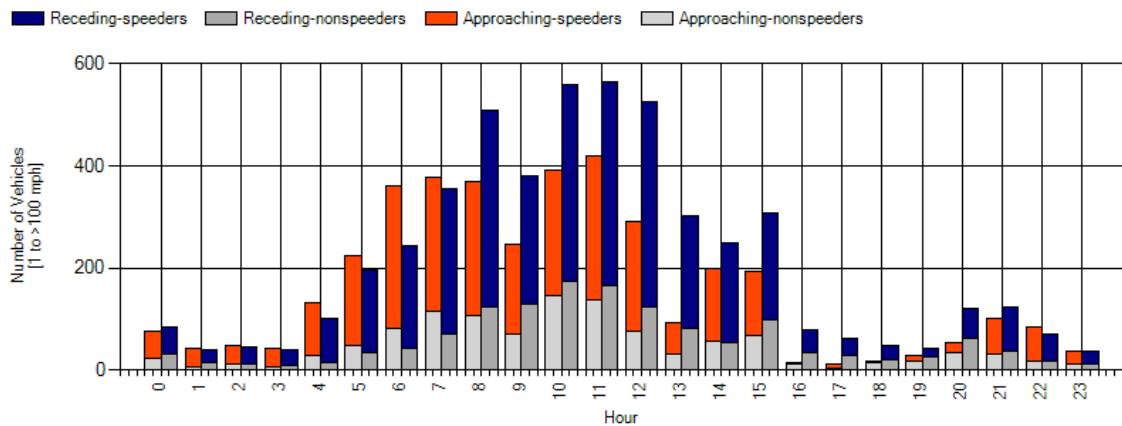
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekday Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	54	34	31	42	31	34
0	Receding	75	51	32	62	33	39
1	Approaching	28	16	32	44	31	32
1	Receding	57	35	30	42	30	34
2	Approaching	104	69	32	48	31	36
2	Receding	81	51	32	74	32	38
3	Approaching	265	176	33	48	31	36
3	Receding	192	142	33	80	32	39
4	Approaching	464	234	31	42	31	35
4	Receding	360	264	33	66	32	38
5	Approaching	859	590	33	49	32	37
5	Receding	864	698	35	75	34	40
6	Approaching	1165	883	34	66	33	39
6	Receding	1201	955	35	80	33	40
7	Approaching	966	695	33	48	33	38
7	Receding	1138	829	34	98	33	39
8	Approaching	770	503	32	72	31	37
8	Receding	1055	754	33	78	32	38
9	Approaching	795	500	32	49	31	37
9	Receding	1059	695	33	77	31	38
10	Approaching	669	400	32	50	31	37
10	Receding	1101	778	33	70	32	37
11	Approaching	835	522	32	67	31	37
11	Receding	1167	804	33	74	31	37
12	Approaching	851	501	32	52	31	37
12	Receding	1193	853	33	69	32	38
13	Approaching	926	571	32	50	31	38
13	Receding	1324	923	33	79	32	38
14	Approaching	1084	754	33	65	32	38
14	Receding	1429	1048	33	67	31	38
15	Approaching	1032	794	34	50	33	39
15	Receding	1577	1223	34	78	32	39
16	Approaching	875	575	32	51	32	38
16	Receding	1614	1154	33	69	32	38
17	Approaching	686	441	32	50	31	37
17	Receding	1119	780	33	64	31	38
18	Approaching	617	317	31	49	29	35
18	Receding	927	497	31	65	29	36
19	Approaching	434	254	31	48	30	36
19	Receding	833	553	33	73	31	37
20	Approaching	357	228	32	53	32	38
20	Receding	631	474	33	67	32	38
21	Approaching	235	149	32	49	31	37
21	Receding	435	325	33	62	33	39
22	Approaching	126	92	34	57	34	39
22	Receding	219	152	33	69	32	38
23	Approaching	108	67	32	57	32	37
23	Receding	130	99	33	57	33	38

## Volume - By Weekend Hour

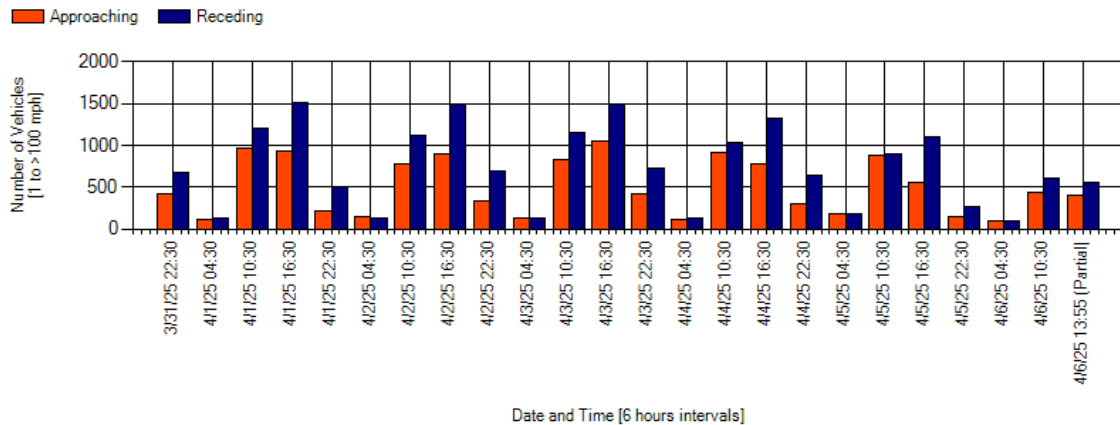
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekend Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	76	52	33	51	33	39
0	Receding	84	52	32	47	31	38
1	Approaching	43	36	34	64	35	40
1	Receding	41	27	32	51	32	38
2	Approaching	48	36	35	45	34	38
2	Receding	45	33	34	57	34	39
3	Approaching	44	36	32	46	33	35
3	Receding	41	32	33	65	34	40
4	Approaching	133	104	35	46	35	40
4	Receding	102	86	35	72	35	42
5	Approaching	225	175	34	49	34	40
5	Receding	197	163	34	51	34	41
6	Approaching	361	278	34	51	34	40
6	Receding	243	201	36	50	35	41
7	Approaching	379	264	33	55	32	39
7	Receding	355	284	35	52	33	40
8	Approaching	369	263	33	48	33	38
8	Receding	508	385	34	71	33	39
9	Approaching	247	175	33	45	32	38
9	Receding	380	250	33	65	31	38
10	Approaching	393	246	32	57	31	37
10	Receding	560	385	33	58	30	38
11	Approaching	419	281	33	48	32	38
11	Receding	564	398	33	74	32	38
12	Approaching	292	216	33	46	33	38
12	Receding	526	402	34	73	33	39
13	Approaching	93	60	33	48	31	39
13	Receding	303	220	33	47	32	38
14	Approaching	200	143	33	48	32	38
14	Receding	249	194	34	50	33	39
15	Approaching	193	125	33	50	32	37
15	Receding	307	207	33	45	32	38
16	Approaching	15	4	27	37	28	33
16	Receding	80	46	30	44	30	37
17	Approaching	13	8	31	39	30	33
17	Receding	64	34	30	40	28	36
18	Approaching	17	2	24	36	23	28
18	Receding	48	28	30	65	30	38
19	Approaching	29	11	27	38	27	33
19	Receding	43	18	29	35	28	33
20	Approaching	55	19	29	36	28	32
20	Receding	120	58	29	37	27	34
21	Approaching	103	71	33	51	33	40
21	Receding	125	87	33	53	31	37
22	Approaching	85	66	33	45	33	39
22	Receding	71	54	34	50	33	41
23	Approaching	37	26	31	41	31	35
23	Receding	38	25	32	38	31	36

## 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

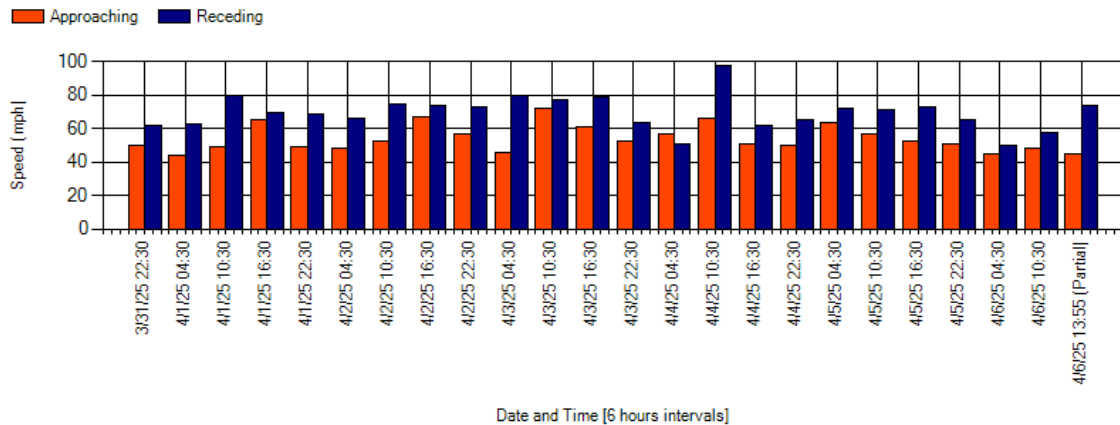
Speeding Statistics		10 MPH Pace		# Exceeding Limit			
Posted Limit	30 mph	Pace Speed	26 to 35 mph	Speed	31 to 40 mph	41 to 50 mph	51+ mph
# At/Under Limit	6112	# In Pace	30	Volume	10904	1135	23
# Over Limit	12062	% In Pace	0.17%	Percent	60.00%	6.25%	0.13%
Average Speed	32 mph						
85th % Speed (weighted)	38 mph						
				Total		12062	

## Receding Breakdown

Speeding Statistics		10 MPH Pace		# Exceeding Limit			
Posted Limit	30 mph	Pace Speed	31 to 40 mph	Speed	31 to 40 mph	41 to 50 mph	51+ mph
# At/Under Limit	7069	# In Pace	25	Volume	15801	1822	183
# Over Limit	17806	% In Pace	0.10%	Percent	63.52%	7.32%	0.74%
Average Speed	32 mph						
85th % Speed (weighted)	38 mph						
				Total		17806	

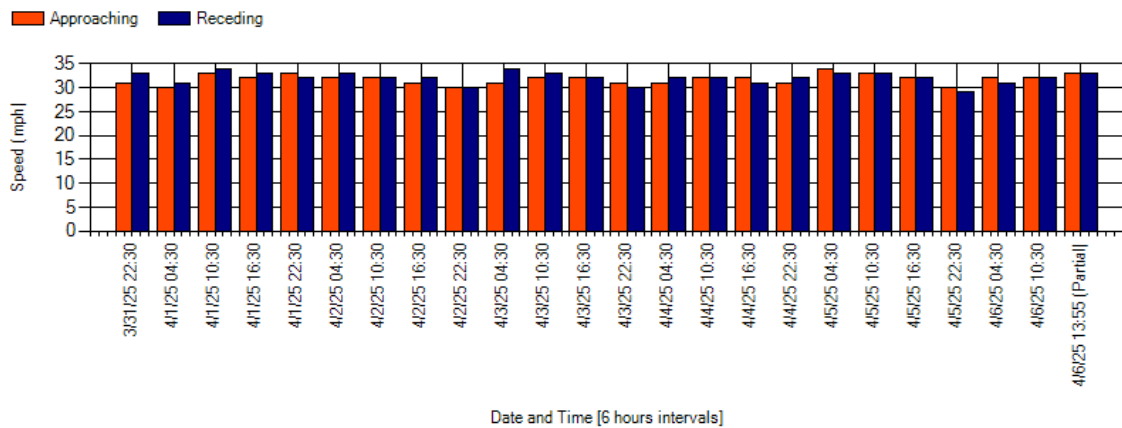
## Speed - Maximum Speed

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.



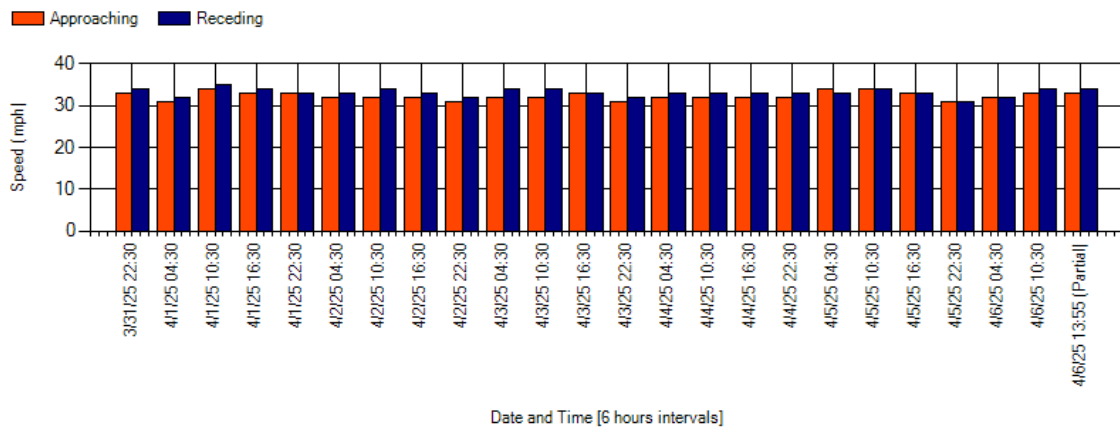
## Speed - Average Speed

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.



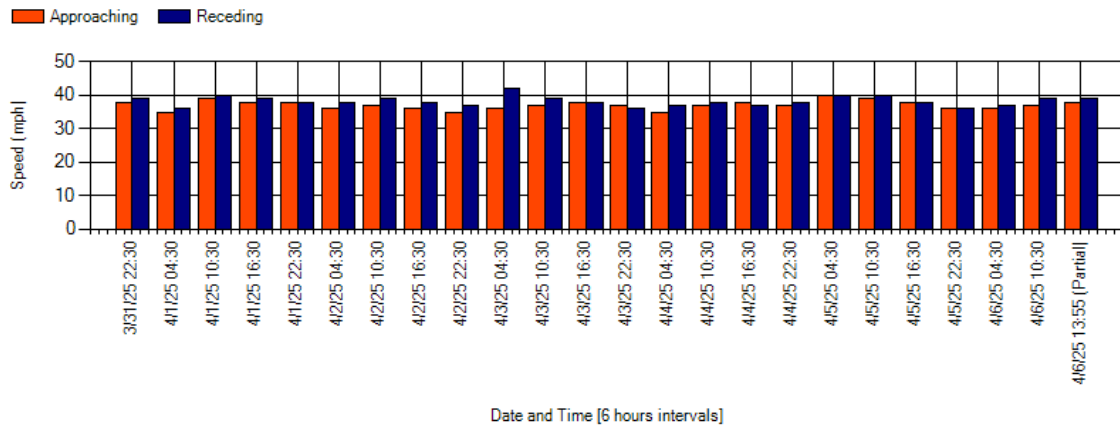
## Speed - Median Speed

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