

## Speed Survey Analysis Summary

Location	Winchcombe Drive		
Reference	South of County Line		
Conditions	NB	Approach,	SB Recede
Posted Speed Limit	25	mph	
Survey Dates	8/8/2023 through 8/10/2023		
Survey Times	12:05 a.m. to 11:45 p.m. (23 hr 40 min) each day		Unit 106

Date	Direction of Travel	Number of Vehicles	Average Speed (mph)	85th Percentile (mph)	Percent of Vehicles At or Below 35 mph	Number of Vehicles 41 mph and Over	Comments
8/8/2023	NB	271	18	24	100%	0	
8/8/2023	SB	280	22	28	100%	1	
8/9/2023	NB	294	16	21	100%	0	
8/9/2023	SB	301	20	27	98%	1	
8/10/2023	NB	277	17	23	99%	0	
8/10/2023	SB	301	20	27	96%	2	
<b>Summary</b>							
Direction of Travel	Average Vehicles per Day	Total # of Vehicles in Survey	Average Speed	85th Percentile	At or Below 35 mph	Percent of Excessive Speeds	Comments
NB	281	842	16.97	22.67	100%	0.0%	
SB	294	882	20.63	27.33	98%	0.5%	
<b>Both Directions</b>	<b>575</b>	<b>1,724</b>	<b>18.85</b>	<b>25.00</b>	<b>99%</b>	<b>0.2%</b>	

Invalid data points removed from dataset: 0

# SMARTstat™ Analysis Report

Winchcombe Dr - 2023 August

Tue Aug 8, 2023 00:05  
to Tue Aug 8, 2023 23:45

File: 01060064.csv

Date Created: Friday, August 11, 2023

Generator: 1.00.004 (01700105)

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# Summary

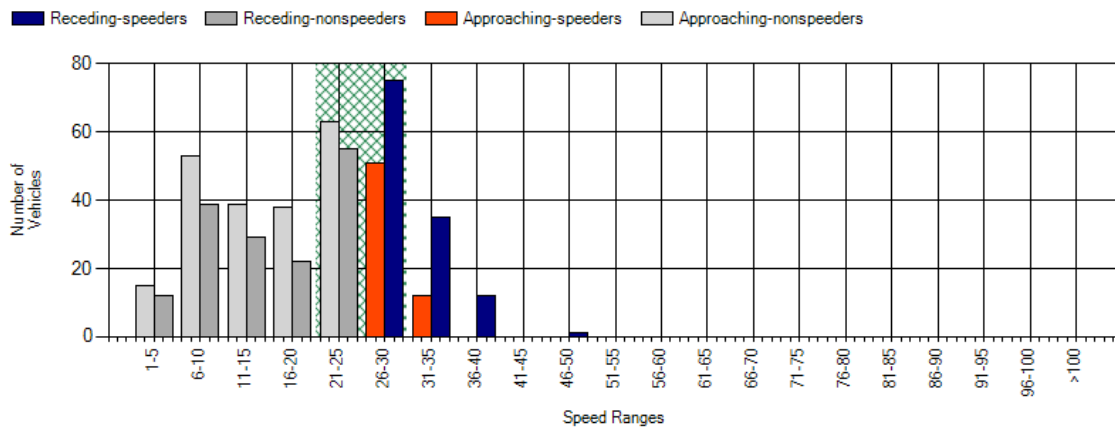
Study Summary for file 01060064.csv

# Traffic Analysis Report

Result Description		
File:	01060064.csv	
Study Title:	Winchcombe Dr - 2023 August	
Study Run Dates:	2023/08/08 00:05:00 to 2023/08/08 23:45:00	
Total Study Time:	0 Days 23 Hours 40 Minutes	
Study Download Time:	2023/08/11 09:42:44	
Study Location:	Winchcombe Drive NB approach, SB recede	
Study GPS Location:	Unknown	
Study Timing Interval:	5 minute blocks	
Study Total # of Vehicles:	551	
Study Posted Speed Limit:	25 mph	
Study Total # of Speeders:	186	
Approaching Traffic	# of Vehicles:	271
	# of Speeders:	63
	Maximum Speed:	34 mph
	Average Speed:	18 mph
	Median Speed:	17 mph
	85th Percentile Speed:	24 mph
	10 MPH Pace:	21 to 30 mph
Receding Traffic	# of Vehicles:	280
	# of Speeders:	123
	Maximum Speed:	46 mph
	Average Speed:	22 mph
	Median Speed:	21 mph
	85th Percentile Speed:	28 mph
	10 MPH Pace:	21 to 30 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.

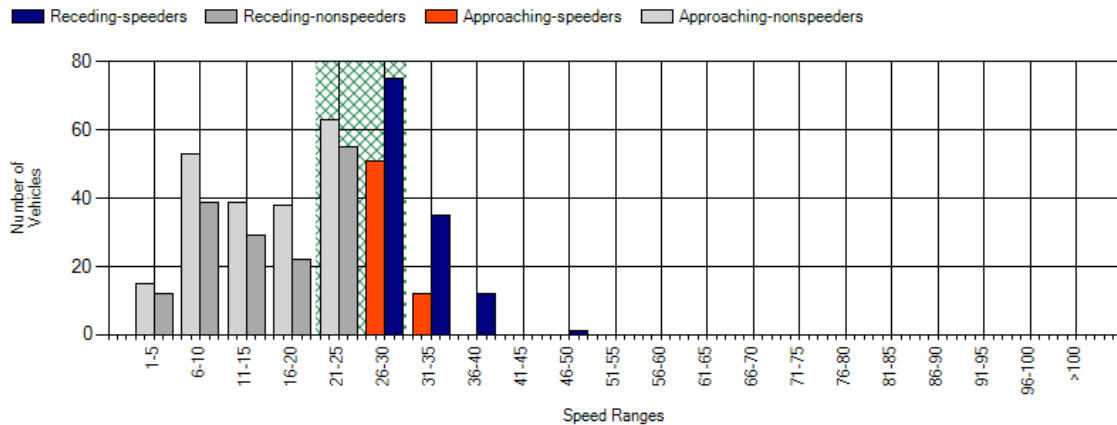


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	15	53	39	38	63	51	12	0	0	0	0
% of Total Approaching	5.54%	19.56%	14.39%	14.02%	23.25%	18.82%	4.43%	0.00%	0.00%	0.00%	0.00%
Receding Total Volume	12	39	29	22	55	75	35	12	0	1	0
% of Total Receding	4.29%	13.93%	10.36%	7.86%	19.64%	26.79%	12.50%	4.29%	0.00%	0.36%	0.00%
Total Volume	27	92	68	60	118	126	47	12	0	1	0
% of Total Volume	4.90%	16.70%	12.34%	10.89%	21.42%	22.87%	8.53%	2.18%	0.00%	0.18%	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	271
% 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	280
% 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	551
% 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.

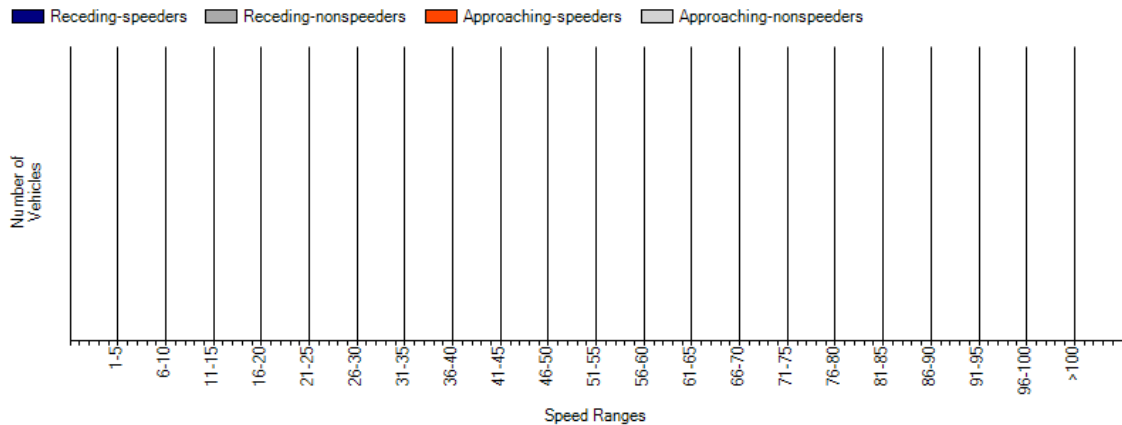


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekday Volume	15	53	39	38	63	51	12	0	0	0	0
% of Weekday Approaching	5.54%	19.56%	14.39%	14.02%	23.25%	18.82%	4.43%	0.00%	0.00%	0.00%	0.00%
% of Total Weekday	2.72%	9.62%	7.08%	6.90%	11.43%	9.26%	2.18%	0.00%	0.00%	0.00%	0.00%
% of Total Approaching	5.54%	19.56%	14.39%	14.02%	23.25%	18.82%	4.43%	0.00%	0.00%	0.00%	0.00%
Receding Weekday Volume	12	39	29	22	55	75	35	12	0	1	0
% of Weekday Receding	4.29%	13.93%	10.36%	7.86%	19.64%	26.79%	12.50%	4.29%	0.00%	0.36%	0.00%
% of Total Weekday	2.18%	7.08%	5.26%	3.99%	9.98%	13.61%	6.35%	2.18%	0.00%	0.18%	0.00%
% of Total Receding	4.29%	13.93%	10.36%	7.86%	19.64%	26.79%	12.50%	4.29%	0.00%	0.36%	0.00%
Weekday Volume	27	92	68	60	118	126	47	12	0	1	0
% of Weekday Volume	4.90%	16.70%	12.34%	10.89%	21.42%	22.87%	8.53%	2.18%	0.00%	0.18%	0.00%
% of Total Volume	4.90%	16.70%	12.34%	10.89%	21.42%	22.87%	8.53%	2.18%	0.00%	0.18%	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	271
% 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	280
% 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	551
% 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.



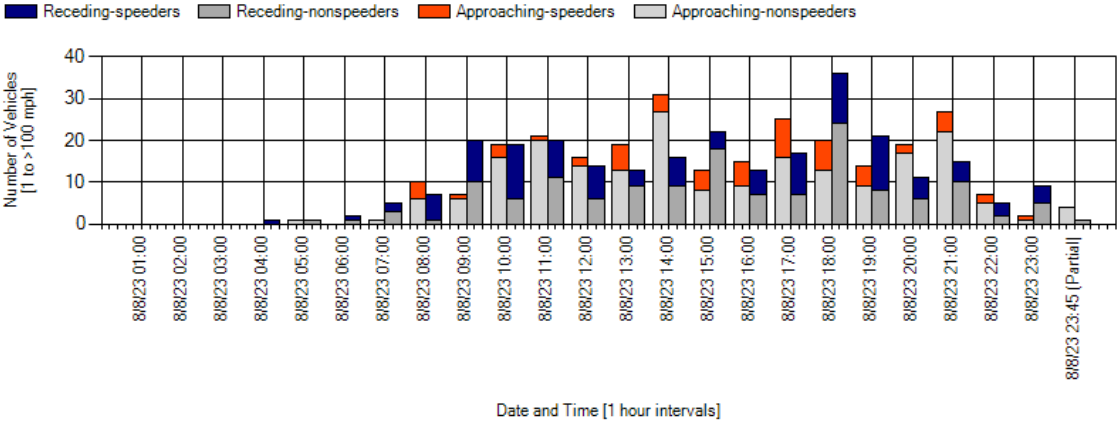
Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	0	0	0	0	0	0	0	0	0	0	0
% of Weekend Approaching	--	--	--	--	--	--	--	--	--	--	--
% of Total Weekend	--	--	--	--	--	--	--	--	--	--	--
% of Total Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Receding Weekend Volume	0	0	0	0	0	0	0	0	0	0	0
% of Weekend Receding	--	--	--	--	--	--	--	--	--	--	--
% of Total Weekend	--	--	--	--	--	--	--	--	--	--	--
% of Total Receding	0.00%	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	0
% of Weekend Volume	--	--	--	--	--	--	--	--	--	--	--
% of Total Volume	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	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	0
% of Weekend Approaching	--	--	--	--	--	--	--	--	--	--	--
% of Total Weekend	--	--	--	--	--	--	--	--	--	--	--
% 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	0
% of Weekend Receding	--	--	--	--	--	--	--	--	--	--	--
% of Total Weekend	--	--	--	--	--	--	--	--	--	--	--
% 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	0
% of Weekend Volume	--	--	--	--	--	--	--	--	--	--	--
% 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.





















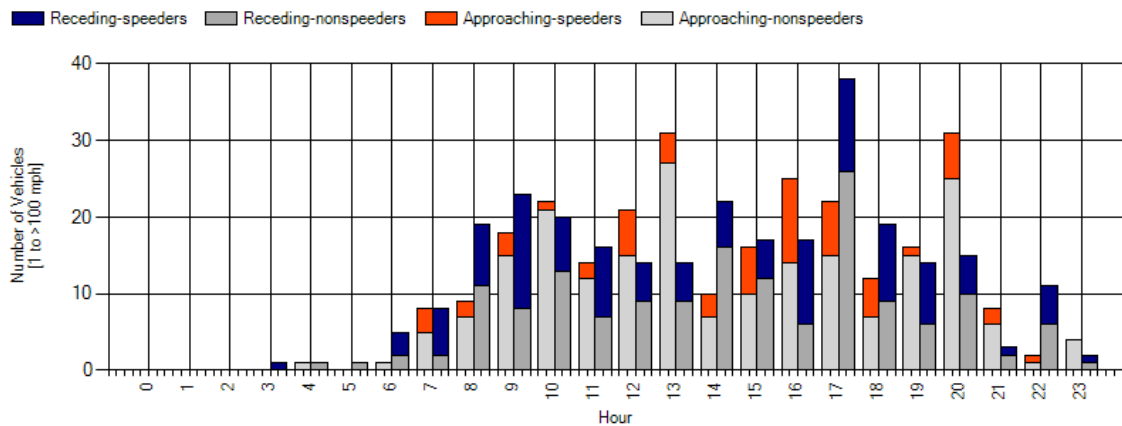




Time	Total	0-5 mph	6-10 mph	11-15 mph	16-20 mph	21-25 mph	26-30 mph	31-35 mph	36-40 mph	41-45 mph	46-50 mph	51-55 mph	56-60 mph	61-65 mph	66-70 mph	71-75 mph	76-80 mph	81-85 mph	86-90 mph	91-95 mph	96-100 mph	100+ mph	Dir		
2023/08/08 23:50	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/08/08 23:50	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R

## Volume - By Hour

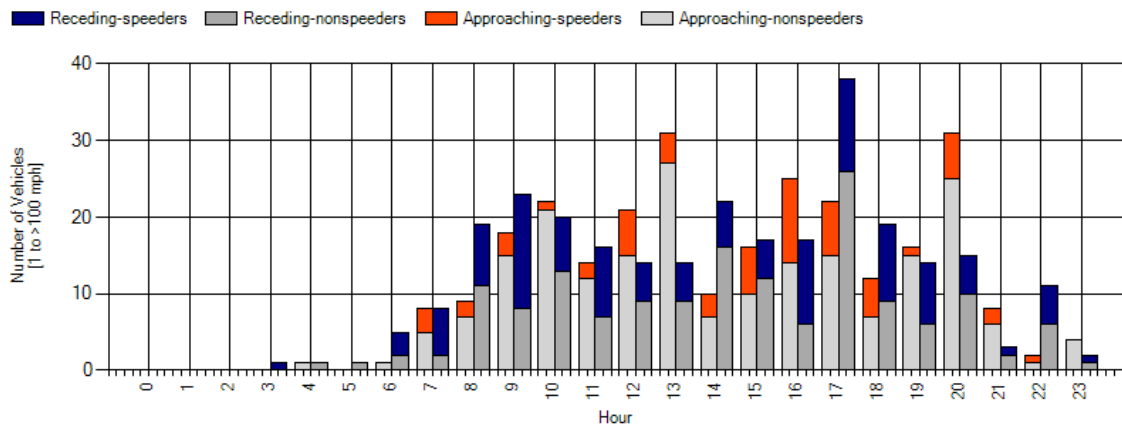
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	0	0	0	0	0	0
0	Receding	0	0	0	0	0	0
1	Approaching	0	0	0	0	0	0
1	Receding	0	0	0	0	0	0
2	Approaching	0	0	0	0	0	0
2	Receding	0	0	0	0	0	0
3	Approaching	0	0	0	0	0	0
3	Receding	1	1	34	34	34	34
4	Approaching	1	0	19	19	19	19
4	Receding	1	0	25	25	25	25
5	Approaching	0	0	0	0	0	0
5	Receding	1	0	10	10	10	10
6	Approaching	1	0	7	7	7	7
6	Receding	5	3	22	31	22	22
7	Approaching	8	3	17	31	19	29
7	Receding	8	6	26	34	26	28
8	Approaching	9	2	18	29	18	20
8	Receding	19	8	17	32	19	27
9	Approaching	18	3	18	31	18	22
9	Receding	23	15	24	37	24	30
10	Approaching	22	1	11	27	13	20
10	Receding	20	7	19	34	19	25
11	Approaching	14	2	17	27	17	23
11	Receding	16	9	19	36	21	26
12	Approaching	21	6	19	34	19	25
12	Receding	14	5	23	39	23	28
13	Approaching	31	4	15	31	16	24
13	Receding	14	5	24	38	26	33
14	Approaching	10	3	18	29	18	21
14	Receding	22	6	22	34	21	25
15	Approaching	16	6	24	33	24	28
15	Receding	17	5	19	30	19	24
16	Approaching	25	11	21	33	21	27
16	Receding	17	11	25	35	26	31
17	Approaching	22	7	20	27	20	24
17	Receding	38	12	21	46	21	30
18	Approaching	12	5	19	31	19	21
18	Receding	19	10	22	40	22	28
19	Approaching	16	1	19	28	19	23
19	Receding	14	8	24	35	24	26
20	Approaching	31	6	13	31	15	25
20	Receding	15	5	18	37	18	29
21	Approaching	8	2	17	28	17	18
21	Receding	3	1	24	28	24	26
22	Approaching	2	1	26	28	26	26
22	Receding	11	5	21	34	22	29
23	Approaching	4	0	16	23	16	18
23	Receding	2	1	24	28	24	24

## Volume - By Weekday Hour

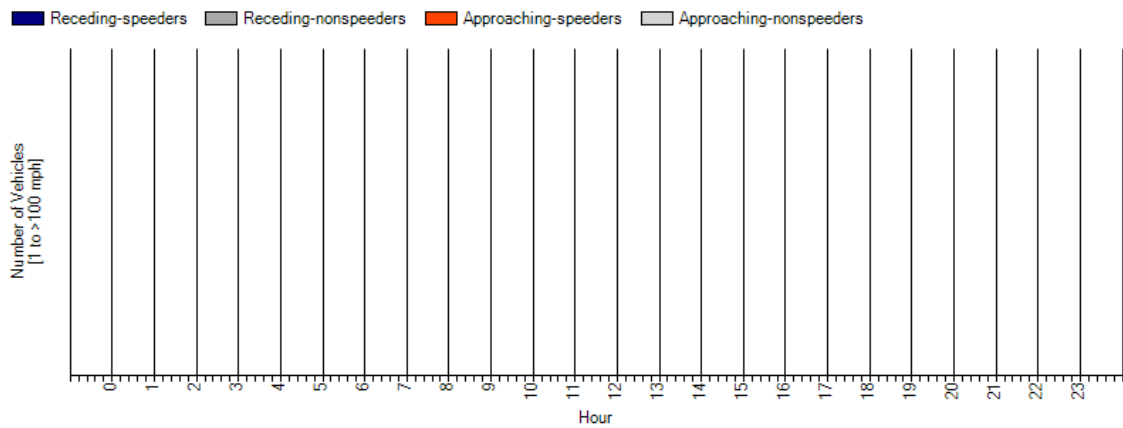
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekday Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	0	0	0	0	0	0
0	Receding	0	0	0	0	0	0
1	Approaching	0	0	0	0	0	0
1	Receding	0	0	0	0	0	0
2	Approaching	0	0	0	0	0	0
2	Receding	0	0	0	0	0	0
3	Approaching	0	0	0	0	0	0
3	Receding	1	1	34	34	34	34
4	Approaching	1	0	19	19	19	19
4	Receding	1	0	25	25	25	25
5	Approaching	0	0	0	0	0	0
5	Receding	1	0	10	10	10	10
6	Approaching	1	0	7	7	7	7
6	Receding	5	3	22	31	22	22
7	Approaching	8	3	17	31	19	29
7	Receding	8	6	26	34	26	28
8	Approaching	9	2	18	29	18	20
8	Receding	19	8	17	32	19	27
9	Approaching	18	3	18	31	18	22
9	Receding	23	15	24	37	24	30
10	Approaching	22	1	11	27	13	20
10	Receding	20	7	19	34	19	25
11	Approaching	14	2	17	27	17	23
11	Receding	16	9	19	36	21	26
12	Approaching	21	6	19	34	19	25
12	Receding	14	5	23	39	23	28
13	Approaching	31	4	15	31	16	24
13	Receding	14	5	24	38	26	33
14	Approaching	10	3	18	29	18	21
14	Receding	22	6	22	34	21	25
15	Approaching	16	6	24	33	24	28
15	Receding	17	5	19	30	19	24
16	Approaching	25	11	21	33	21	27
16	Receding	17	11	25	35	26	31
17	Approaching	22	7	20	27	20	24
17	Receding	38	12	21	46	21	30
18	Approaching	12	5	19	31	19	21
18	Receding	19	10	22	40	22	28
19	Approaching	16	1	19	28	19	23
19	Receding	14	8	24	35	24	26
20	Approaching	31	6	13	31	15	25
20	Receding	15	5	18	37	18	29
21	Approaching	8	2	17	28	17	18
21	Receding	3	1	24	28	24	26
22	Approaching	2	1	26	28	26	26
22	Receding	11	5	21	34	22	29
23	Approaching	4	0	16	23	16	18
23	Receding	2	1	24	28	24	24

# Volume - By Weekend Hour

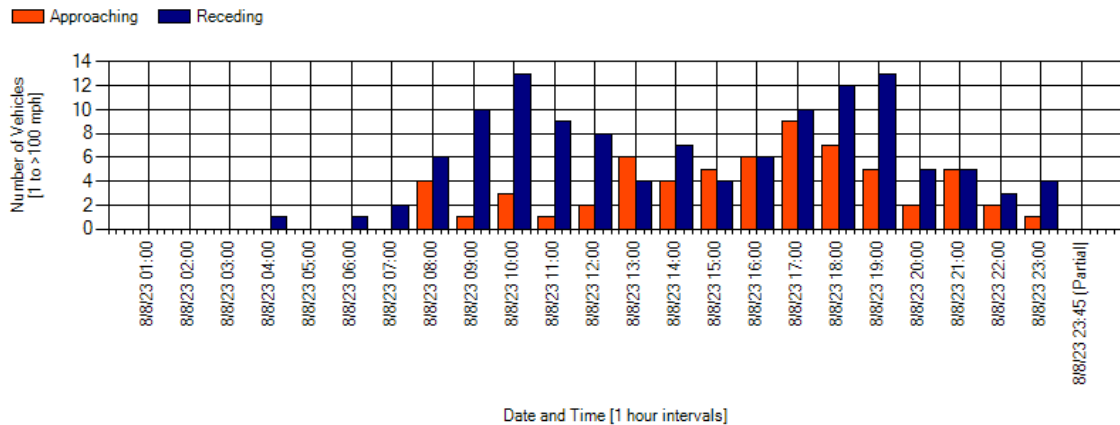
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekend Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	0	0	0	0	0	0
0	Receding	0	0	0	0	0	0
1	Approaching	0	0	0	0	0	0
1	Receding	0	0	0	0	0	0
2	Approaching	0	0	0	0	0	0
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	0	0	0	0	0	0
5	Receding	0	0	0	0	0	0
6	Approaching	0	0	0	0	0	0
6	Receding	0	0	0	0	0	0
7	Approaching	0	0	0	0	0	0
7	Receding	0	0	0	0	0	0
8	Approaching	0	0	0	0	0	0
8	Receding	0	0	0	0	0	0
9	Approaching	0	0	0	0	0	0
9	Receding	0	0	0	0	0	0
10	Approaching	0	0	0	0	0	0
10	Receding	0	0	0	0	0	0
11	Approaching	0	0	0	0	0	0
11	Receding	0	0	0	0	0	0
12	Approaching	0	0	0	0	0	0
12	Receding	0	0	0	0	0	0
13	Approaching	0	0	0	0	0	0
13	Receding	0	0	0	0	0	0
14	Approaching	0	0	0	0	0	0
14	Receding	0	0	0	0	0	0
15	Approaching	0	0	0	0	0	0
15	Receding	0	0	0	0	0	0
16	Approaching	0	0	0	0	0	0
16	Receding	0	0	0	0	0	0
17	Approaching	0	0	0	0	0	0
17	Receding	0	0	0	0	0	0
18	Approaching	0	0	0	0	0	0
18	Receding	0	0	0	0	0	0
19	Approaching	0	0	0	0	0	0
19	Receding	0	0	0	0	0	0
20	Approaching	0	0	0	0	0	0
20	Receding	0	0	0	0	0	0
21	Approaching	0	0	0	0	0	0
21	Receding	0	0	0	0	0	0
22	Approaching	0	0	0	0	0	0
22	Receding	0	0	0	0	0	0
23	Approaching	0	0	0	0	0	0
23	Receding	0	0	0	0	0	0

## 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	21 to 30 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	208	# In Pace	0	Volume	63	0	0	63
# Over Limit	63	% In Pace	0.00%	Percent	23.25%	0.00%	0.00%	23.25%
Average Speed	18 mph							
85th % Speed (weighted)	24 mph							

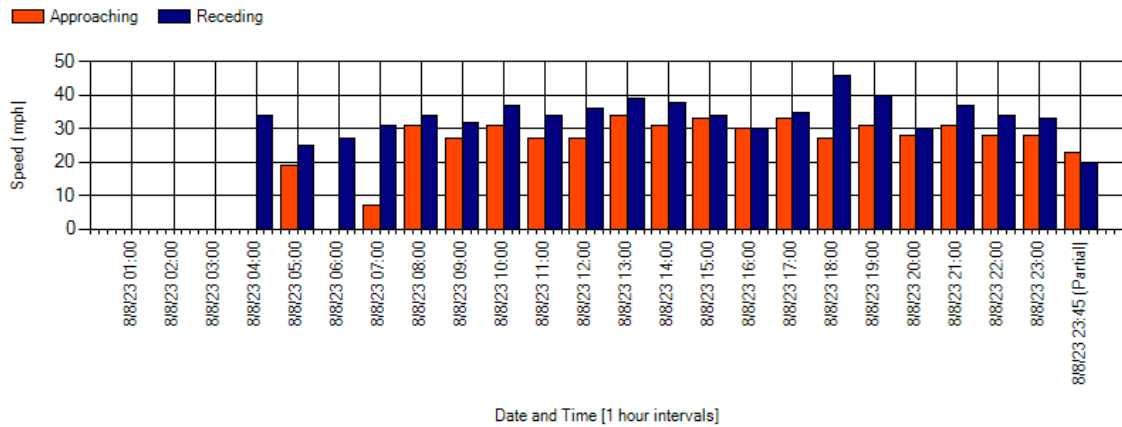
## Receding Breakdown

Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	21 to 30 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	157	# In Pace	0	Volume	110	12	1	123
# Over Limit	123	% In Pace	0.00%	Percent	39.29%	4.29%	0.36%	43.93%
Average Speed	22 mph							
85th % Speed (weighted)	28 mph							



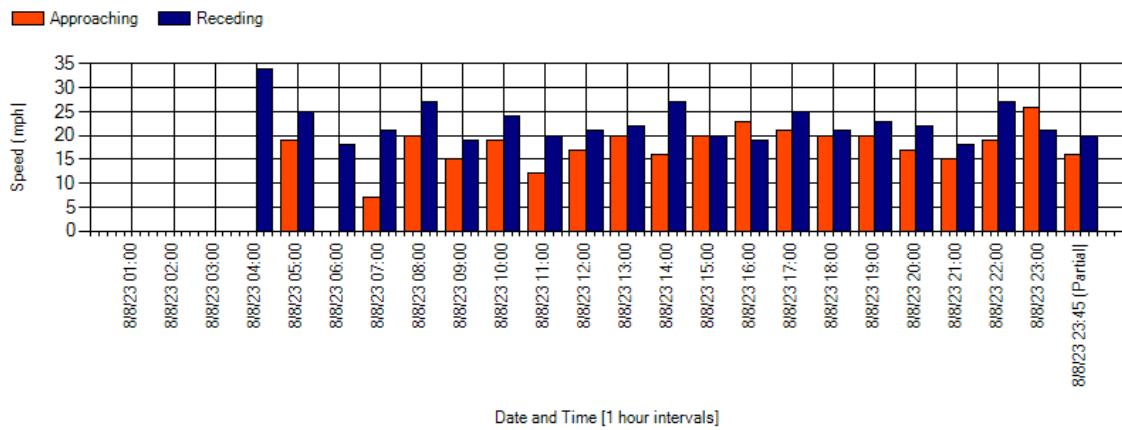
## Speed - Maximum Speed

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.



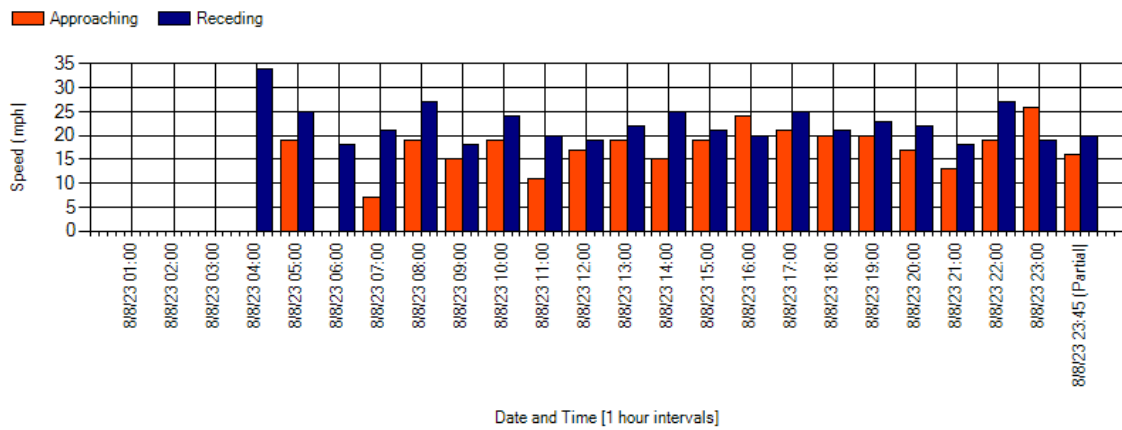
## Speed - Average Speed

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.



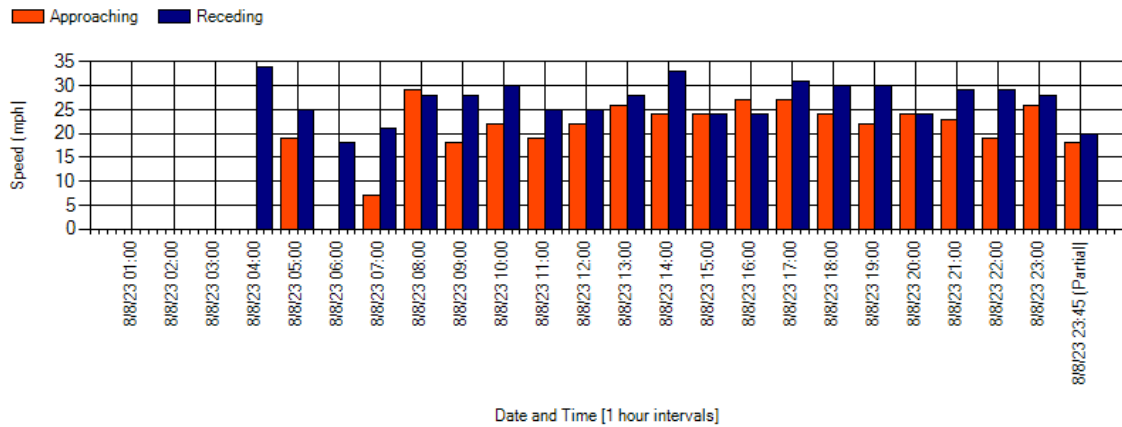
## Speed - Median Speed

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.



## Data Breakdown

The following table shows the breakdown of the study by recorded time interval.

Time of Reading	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
8/8/23 01:00	Approaching	0	0	0	0	0	0
8/8/23 02:00	Approaching	0	0	0	0	0	0
8/8/23 03:00	Approaching	0	0	0	0	0	0
8/8/23 04:00	Approaching	0	0	0	0	0	0
8/8/23 05:00	Approaching	1	0	19	19	19	19
8/8/23 06:00	Approaching	0	0	0	0	0	0
8/8/23 07:00	Approaching	1	0	7	7	7	7
8/8/23 08:00	Approaching	10	4	19	31	20	29
8/8/23 09:00	Approaching	7	1	15	27	15	18
8/8/23 10:00	Approaching	19	3	19	31	19	22
8/8/23 11:00	Approaching	21	1	11	27	12	19
8/8/23 12:00	Approaching	16	2	17	27	17	22
8/8/23 13:00	Approaching	19	6	19	34	20	26
8/8/23 14:00	Approaching	31	4	15	31	16	24
8/8/23 15:00	Approaching	13	5	19	33	20	24
8/8/23 16:00	Approaching	15	6	24	30	23	27
8/8/23 17:00	Approaching	25	9	21	33	21	27
8/8/23 18:00	Approaching	20	7	20	27	20	24
8/8/23 19:00	Approaching	14	5	20	31	20	22
8/8/23 20:00	Approaching	19	2	17	28	17	24
8/8/23 21:00	Approaching	27	5	13	31	15	23
8/8/23 22:00	Approaching	7	2	19	28	19	19
8/8/23 23:00	Approaching	2	1	26	28	26	26
8/8/23 23:45 (Partial)	Approaching	4	0	16	23	16	18
8/8/23 01:00	Receding	0	0	0	0	0	0
8/8/23 02:00	Receding	0	0	0	0	0	0
8/8/23 03:00	Receding	0	0	0	0	0	0
8/8/23 04:00	Receding	1	1	34	34	34	34
8/8/23 05:00	Receding	1	0	25	25	25	25
8/8/23 06:00	Receding	2	1	18	27	18	18
8/8/23 07:00	Receding	5	2	21	31	21	21
8/8/23 08:00	Receding	7	6	27	34	27	28
8/8/23 09:00	Receding	20	10	18	32	19	28
8/8/23 10:00	Receding	19	13	24	37	24	30
8/8/23 11:00	Receding	20	9	20	34	20	25
8/8/23 12:00	Receding	14	8	19	36	21	25
8/8/23 13:00	Receding	13	4	22	39	22	28
8/8/23 14:00	Receding	16	7	25	38	27	33
8/8/23 15:00	Receding	22	4	21	34	20	24
8/8/23 16:00	Receding	13	6	20	30	19	24
8/8/23 17:00	Receding	17	10	25	35	25	31
8/8/23 18:00	Receding	36	12	21	46	21	30
8/8/23 19:00	Receding	21	13	23	40	23	30
8/8/23 20:00	Receding	11	5	22	30	22	24
8/8/23 21:00	Receding	15	5	18	37	18	29
8/8/23 22:00	Receding	5	3	27	34	27	29
8/8/23 23:00	Receding	9	4	19	33	21	28
8/8/23 23:45 (Partial)	Receding	1	0	20	20	20	20

## 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

Winchcombe Dr - 2023 August

Wed Aug 9, 2023 00:05  
to Wed Aug 9, 2023 23:45

File: 01060065.csv

Date Created: Friday, August 11, 2023

Generator: 1.00.004 (01700105)

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# Summary

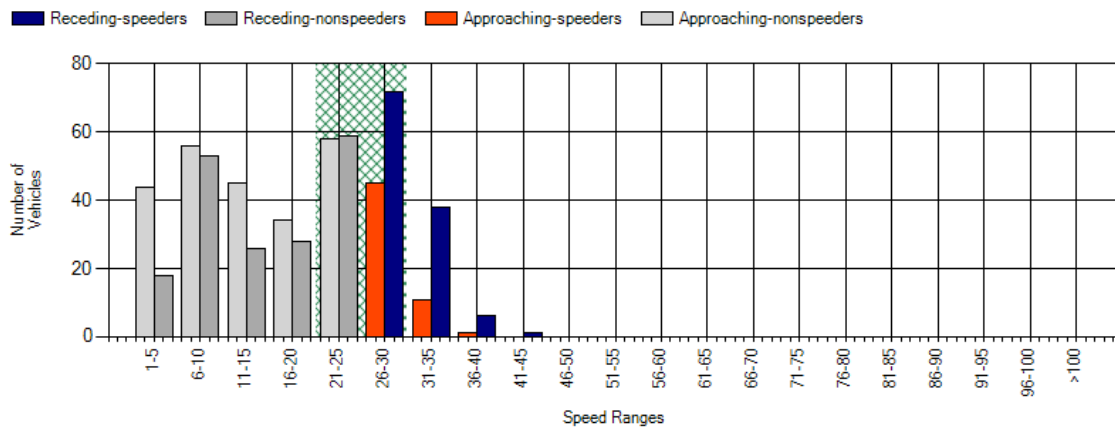
Study Summary for file 01060065.csv

# Traffic Analysis Report

Result Description		
File:	01060065.csv	
Study Title:	Winchcombe Dr - 2023 August	
Study Run Dates:	2023/08/09 00:05:00 to 2023/08/09 23:45:00	
Total Study Time:	0 Days 23 Hours 40 Minutes	
Study Download Time:	2023/08/11 09:41:35	
Study Location:	Winchcombe Drive NB approach, SB recede	
Study GPS Location:	Unknown	
Study Timing Interval:	5 minute blocks	
Study Total # of Vehicles:	595	
Study Posted Speed Limit:	25 mph	
Study Total # of Speeders:	174	
Approaching Traffic	# of Vehicles:	294
	# of Speeders:	57
	Maximum Speed:	36 mph
	Average Speed:	16 mph
	Median Speed:	16 mph
	85th Percentile Speed:	21 mph
	10 MPH Pace:	21 to 30 mph
Receding Traffic	# of Vehicles:	301
	# of Speeders:	117
	Maximum Speed:	43 mph
	Average Speed:	20 mph
	Median Speed:	21 mph
	85th Percentile Speed:	27 mph
	10 MPH Pace:	21 to 30 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.

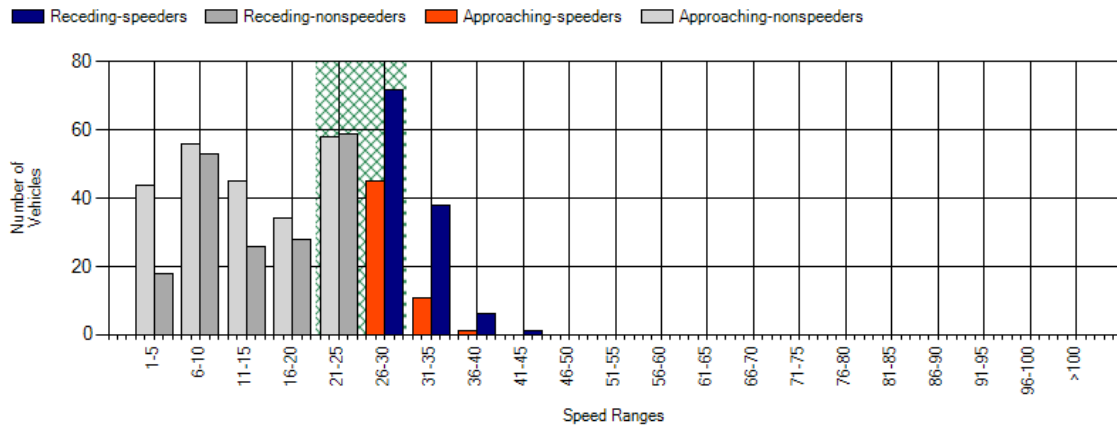


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	44	56	45	34	58	45	11	1	0	0	0
% of Total Approaching	14.97%	19.05%	15.31%	11.56%	19.73%	15.31%	3.74%	0.34%	0.00%	0.00%	0.00%
Receding Total Volume	18	53	26	28	59	72	38	6	1	0	0
% of Total Receding	5.98%	17.61%	8.64%	9.30%	19.60%	23.92%	12.62%	1.99%	0.33%	0.00%	0.00%
Total Volume	62	109	71	62	117	117	49	7	1	0	0
% of Total Volume	10.42%	18.32%	11.93%	10.42%	19.66%	19.66%	8.24%	1.18%	0.17%	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	294
% 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	301
% 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	595
% 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.

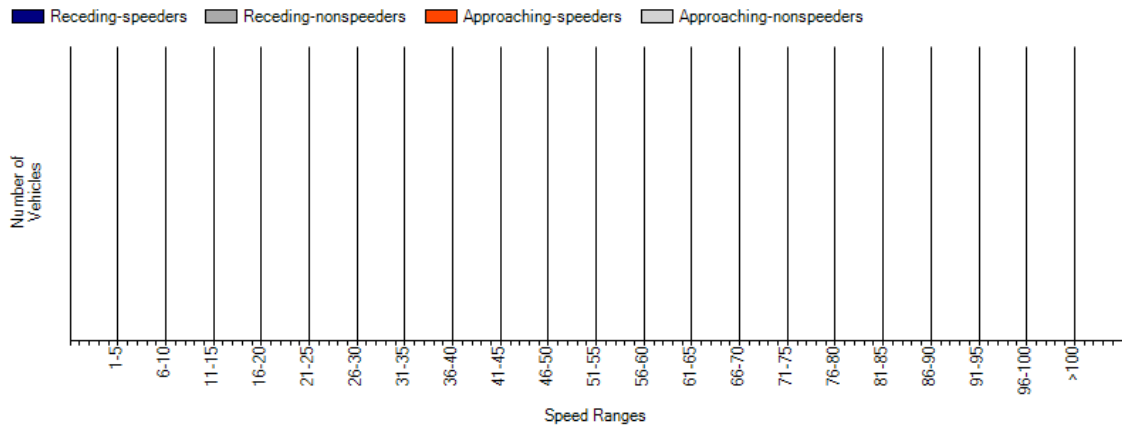


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
<b>Approaching Weekday Volume</b>	44	56	45	34	58	45	11	1	0	0	0
<b>% of Weekday Approaching</b>	14.97%	19.05%	15.31%	11.56%	19.73%	15.31%	3.74%	0.34%	0.00%	0.00%	0.00%
<b>% of Total Weekday</b>	7.39%	9.41%	7.56%	5.71%	9.75%	7.56%	1.85%	0.17%	0.00%	0.00%	0.00%
<b>% of Total Approaching</b>	14.97%	19.05%	15.31%	11.56%	19.73%	15.31%	3.74%	0.34%	0.00%	0.00%	0.00%
<b>Receding Weekday Volume</b>	18	53	26	28	59	72	38	6	1	0	0
<b>% of Weekday Receding</b>	5.98%	17.61%	8.64%	9.30%	19.60%	23.92%	12.62%	1.99%	0.33%	0.00%	0.00%
<b>% of Total Weekday</b>	3.03%	8.91%	4.37%	4.71%	9.92%	12.10%	6.39%	1.01%	0.17%	0.00%	0.00%
<b>% of Total Receding</b>	5.98%	17.61%	8.64%	9.30%	19.60%	23.92%	12.62%	1.99%	0.33%	0.00%	0.00%
<b>Weekday Volume</b>	62	109	71	62	117	117	49	7	1	0	0
<b>% of Weekday Volume</b>	10.42%	18.32%	11.93%	10.42%	19.66%	19.66%	8.24%	1.18%	0.17%	0.00%	0.00%
<b>% of Total Volume</b>	10.42%	18.32%	11.93%	10.42%	19.66%	19.66%	8.24%	1.18%	0.17%	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
<b>Approaching Weekday Volume</b>	0	0	0	0	0	0	0	0	0	0	294
<b>% of Weekday Approaching</b>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
<b>% of Total Weekday</b>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
<b>% of Total Approaching</b>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
<b>Receding Weekday Volume</b>	0	0	0	0	0	0	0	0	0	0	301
<b>% of Weekday Receding</b>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
<b>% of Total Weekday</b>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
<b>% of Total Receding</b>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
<b>Weekday Volume</b>	0	0	0	0	0	0	0	0	0	0	595
<b>% of Weekday Volume</b>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
<b>% of Total Volume</b>	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.

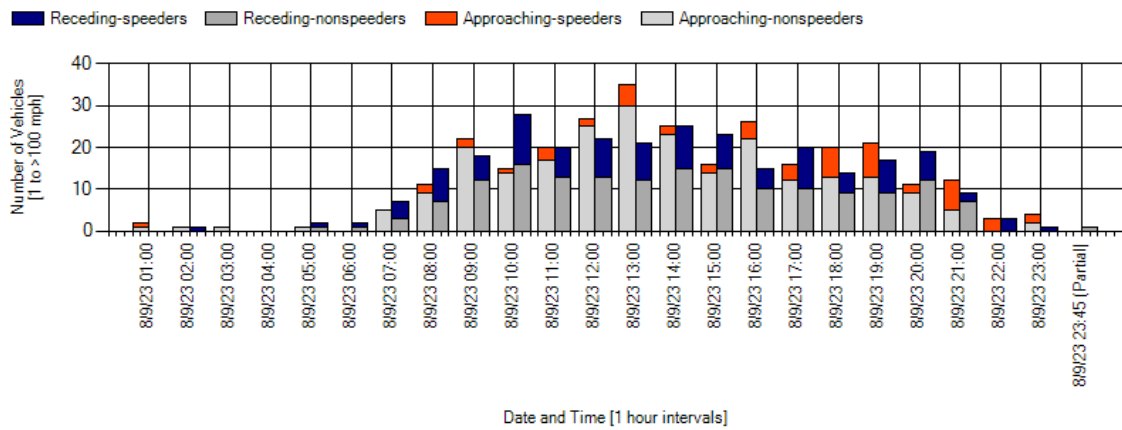


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	0	0	0	0	0	0	0	0	0	0	0
% of Weekend Approaching	--	--	--	--	--	--	--	--	--	--	--
% of Total Weekend	--	--	--	--	--	--	--	--	--	--	--
% of Total Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Receding Weekend Volume	0	0	0	0	0	0	0	0	0	0	0
% of Weekend Receding	--	--	--	--	--	--	--	--	--	--	--
% of Total Weekend	--	--	--	--	--	--	--	--	--	--	--
% of Total Receding	0.00%	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	0
% of Weekend Volume	--	--	--	--	--	--	--	--	--	--	--
% of Total Volume	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	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	0
% of Weekend Approaching	--	--	--	--	--	--	--	--	--	--	--
% of Total Weekend	--	--	--	--	--	--	--	--	--	--	--
% 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	0
% of Weekend Receding	--	--	--	--	--	--	--	--	--	--	--
% of Total Weekend	--	--	--	--	--	--	--	--	--	--	--
% 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	0
% of Weekend Volume	--	--	--	--	--	--	--	--	--	--	--
% 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.























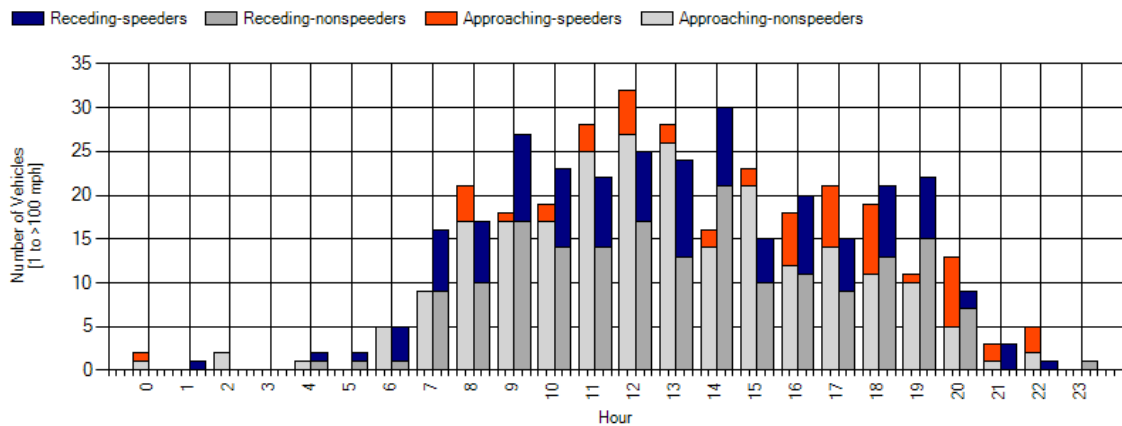




Time	Total	0-5 mph	6-10 mph	11-15 mph	16-20 mph	21-25 mph	26-30 mph	31-35 mph	36-40 mph	41-45 mph	46-50 mph	51-55 mph	56-60 mph	61-65 mph	66-70 mph	71-75 mph	76-80 mph	81-85 mph	86-90 mph	91-95 mph	96-100 mph	100+ mph	Dir		
2023/08/09 23:50	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/08/09 23:50	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R

# Volume - By Hour

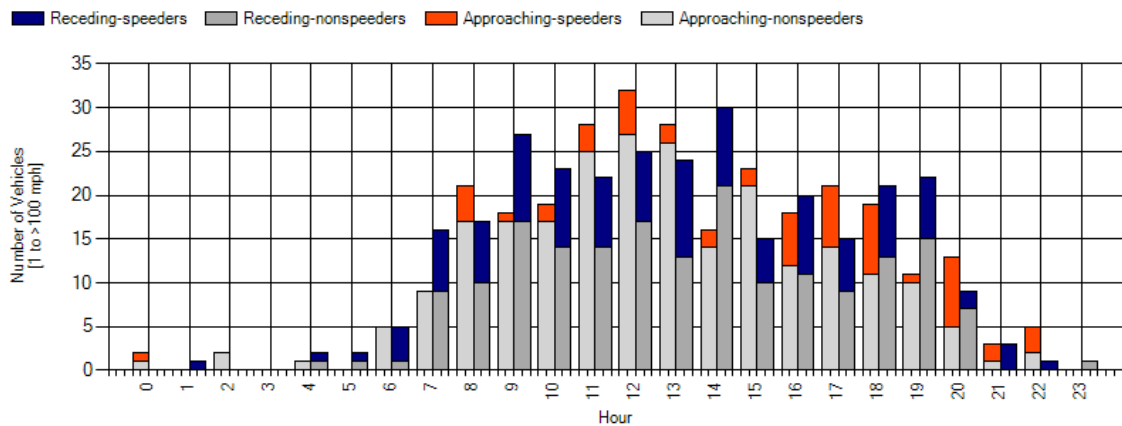
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	2	1	15	26	15	15
0	Receding	0	0	0	0	0	0
1	Approaching	0	0	0	0	0	0
1	Receding	1	1	33	33	33	33
2	Approaching	2	0	4	4	4	4
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	1	0	19	19	19	19
4	Receding	2	1	22	38	22	22
5	Approaching	0	0	0	0	0	0
5	Receding	2	1	24	34	24	24
6	Approaching	5	0	9	21	9	10
6	Receding	5	4	24	37	25	29
7	Approaching	9	0	14	25	14	15
7	Receding	16	7	19	34	20	28
8	Approaching	21	4	15	28	15	19
8	Receding	17	7	23	32	22	26
9	Approaching	18	1	14	30	13	17
9	Receding	27	10	23	35	22	29
10	Approaching	19	2	18	27	17	21
10	Receding	23	9	24	35	23	29
11	Approaching	28	3	13	36	14	19
11	Receding	22	8	18	34	19	29
12	Approaching	32	5	16	32	15	23
12	Receding	25	8	17	34	17	21
13	Approaching	28	2	11	27	12	20
13	Receding	24	11	23	43	24	30
14	Approaching	16	2	13	32	14	20
14	Receding	30	9	17	30	17	23
15	Approaching	23	2	16	27	16	22
15	Receding	15	5	18	34	18	27
16	Approaching	18	6	17	34	18	20
16	Receding	20	9	22	35	22	28
17	Approaching	21	7	22	32	21	28
17	Receding	15	6	21	34	21	29
18	Approaching	19	8	19	34	19	26
18	Receding	21	8	17	31	17	25
19	Approaching	11	1	16	28	16	19
19	Receding	22	7	21	40	20	28
20	Approaching	13	8	25	33	24	28
20	Receding	9	2	22	27	21	24
21	Approaching	3	2	27	32	27	27
21	Receding	3	3	32	36	32	34
22	Approaching	5	3	23	27	23	23
22	Receding	1	1	28	28	28	28
23	Approaching	0	0	0	0	0	0
23	Receding	1	0	24	24	24	24

# Volume - By Weekday Hour

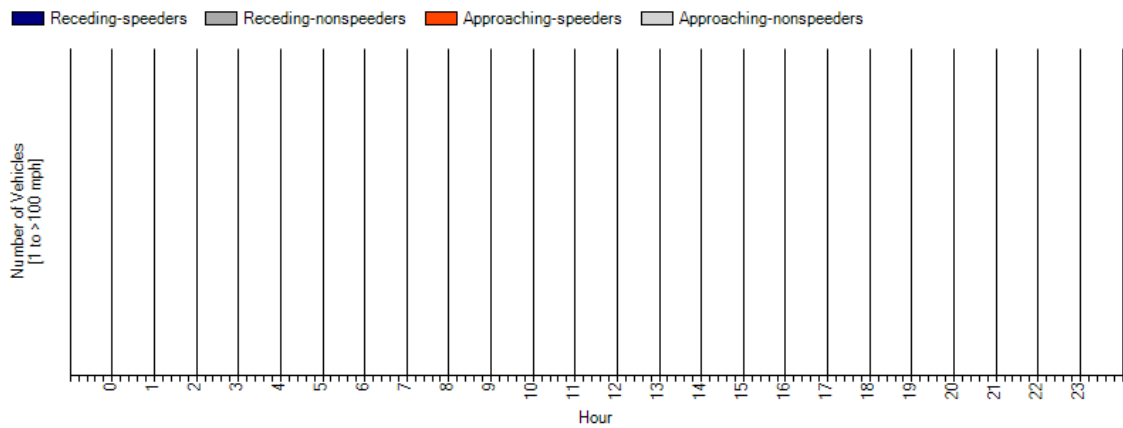
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekday Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	2	1	15	26	15	15
0	Receding	0	0	0	0	0	0
1	Approaching	0	0	0	0	0	0
1	Receding	1	1	33	33	33	33
2	Approaching	2	0	4	4	4	4
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	1	0	19	19	19	19
4	Receding	2	1	22	38	22	22
5	Approaching	0	0	0	0	0	0
5	Receding	2	1	24	34	24	24
6	Approaching	5	0	9	21	9	10
6	Receding	5	4	24	37	25	29
7	Approaching	9	0	14	25	14	15
7	Receding	16	7	19	34	20	28
8	Approaching	21	4	15	28	15	19
8	Receding	17	7	23	32	22	26
9	Approaching	18	1	14	30	13	17
9	Receding	27	10	23	35	22	29
10	Approaching	19	2	18	27	17	21
10	Receding	23	9	24	35	23	29
11	Approaching	28	3	13	36	14	19
11	Receding	22	8	18	34	19	29
12	Approaching	32	5	16	32	15	23
12	Receding	25	8	17	34	17	21
13	Approaching	28	2	11	27	12	20
13	Receding	24	11	23	43	24	30
14	Approaching	16	2	13	32	14	20
14	Receding	30	9	17	30	17	23
15	Approaching	23	2	16	27	16	22
15	Receding	15	5	18	34	18	27
16	Approaching	18	6	17	34	18	20
16	Receding	20	9	22	35	22	28
17	Approaching	21	7	22	32	21	28
17	Receding	15	6	21	34	21	29
18	Approaching	19	8	19	34	19	26
18	Receding	21	8	17	31	17	25
19	Approaching	11	1	16	28	16	19
19	Receding	22	7	21	40	20	28
20	Approaching	13	8	25	33	24	28
20	Receding	9	2	22	27	21	24
21	Approaching	3	2	27	32	27	27
21	Receding	3	3	32	36	32	34
22	Approaching	5	3	23	27	23	23
22	Receding	1	1	28	28	28	28
23	Approaching	0	0	0	0	0	0
23	Receding	1	0	24	24	24	24

# Volume - By Weekend Hour

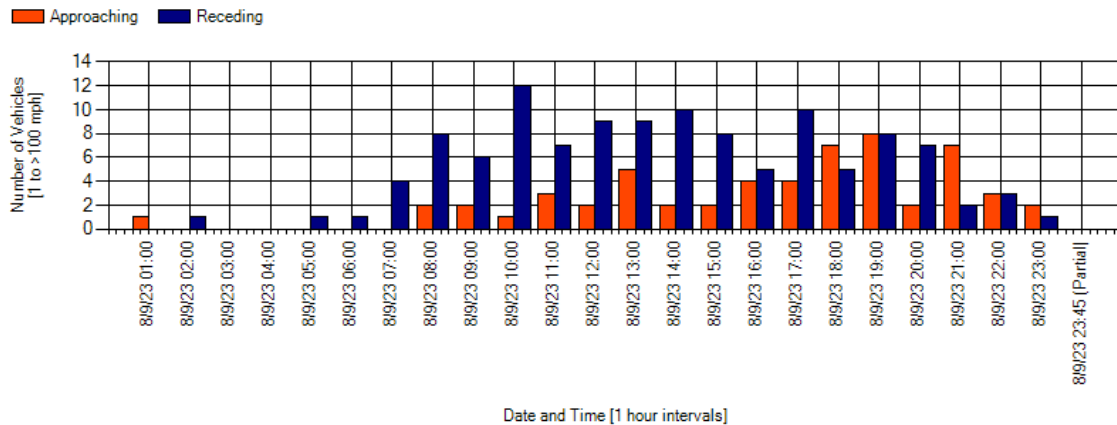
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekend Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	0	0	0	0	0	0
0	Receding	0	0	0	0	0	0
1	Approaching	0	0	0	0	0	0
1	Receding	0	0	0	0	0	0
2	Approaching	0	0	0	0	0	0
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	0	0	0	0	0	0
5	Receding	0	0	0	0	0	0
6	Approaching	0	0	0	0	0	0
6	Receding	0	0	0	0	0	0
7	Approaching	0	0	0	0	0	0
7	Receding	0	0	0	0	0	0
8	Approaching	0	0	0	0	0	0
8	Receding	0	0	0	0	0	0
9	Approaching	0	0	0	0	0	0
9	Receding	0	0	0	0	0	0
10	Approaching	0	0	0	0	0	0
10	Receding	0	0	0	0	0	0
11	Approaching	0	0	0	0	0	0
11	Receding	0	0	0	0	0	0
12	Approaching	0	0	0	0	0	0
12	Receding	0	0	0	0	0	0
13	Approaching	0	0	0	0	0	0
13	Receding	0	0	0	0	0	0
14	Approaching	0	0	0	0	0	0
14	Receding	0	0	0	0	0	0
15	Approaching	0	0	0	0	0	0
15	Receding	0	0	0	0	0	0
16	Approaching	0	0	0	0	0	0
16	Receding	0	0	0	0	0	0
17	Approaching	0	0	0	0	0	0
17	Receding	0	0	0	0	0	0
18	Approaching	0	0	0	0	0	0
18	Receding	0	0	0	0	0	0
19	Approaching	0	0	0	0	0	0
19	Receding	0	0	0	0	0	0
20	Approaching	0	0	0	0	0	0
20	Receding	0	0	0	0	0	0
21	Approaching	0	0	0	0	0	0
21	Receding	0	0	0	0	0	0
22	Approaching	0	0	0	0	0	0
22	Receding	0	0	0	0	0	0
23	Approaching	0	0	0	0	0	0
23	Receding	0	0	0	0	0	0

# 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

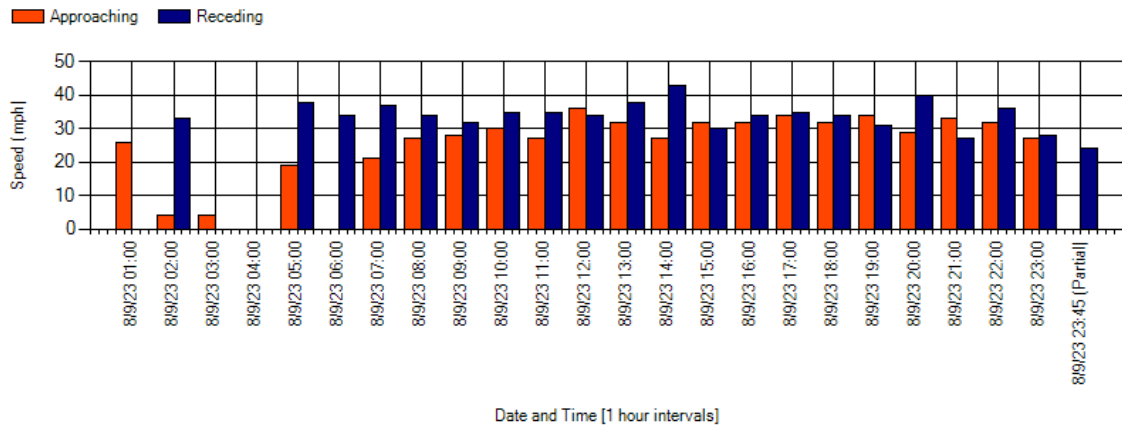
Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	21 to 30 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	237	# In Pace	0	Volume	56	1	0	57
# Over Limit	57	% In Pace	0.00%	Percent	19.05%	0.34%	0.00%	19.39%
Average Speed	16 mph							
85th % Speed (weighted)	21 mph							

## Receding Breakdown

Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	21 to 30 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	184	# In Pace	0	Volume	110	7	0	117
# Over Limit	117	% In Pace	0.00%	Percent	36.54%	2.33%	0.00%	38.87%
Average Speed	20 mph							
85th % Speed (weighted)	27 mph							

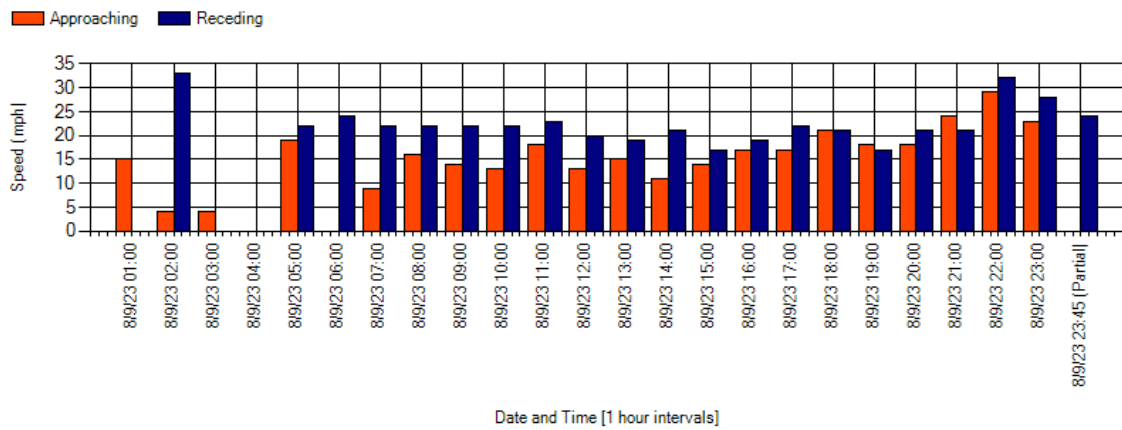
## Speed - Maximum Speed

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.



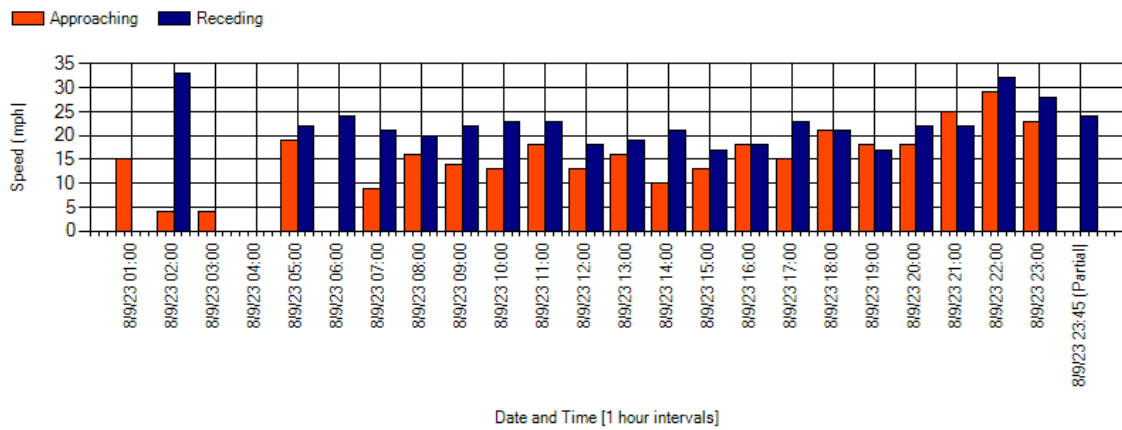
## Speed - Average Speed

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

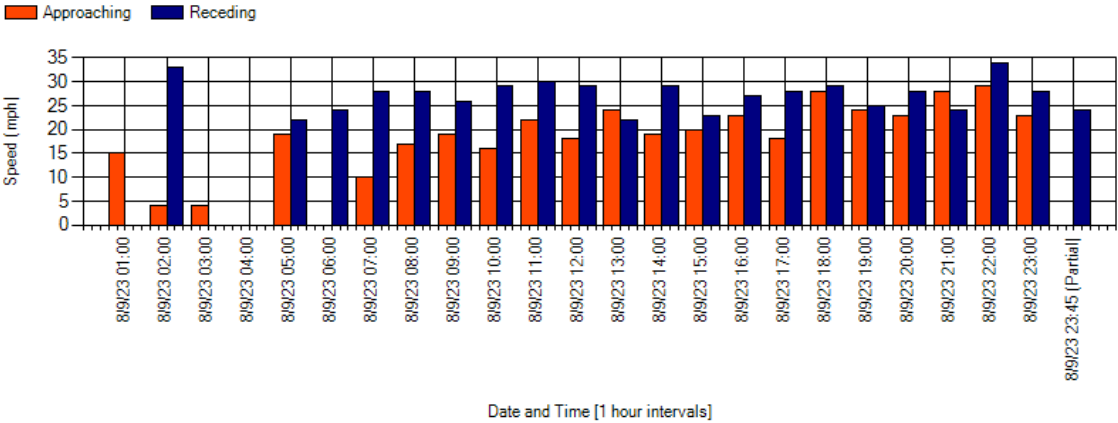
The following graph shows the median speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting median vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.





# 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.



## Data Breakdown

The following table shows the breakdown of the study by recorded time interval.

Time of Reading	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
8/9/23 01:00	Approaching	2	1	15	26	15	15
8/9/23 02:00	Approaching	1	0	4	4	4	4
8/9/23 03:00	Approaching	1	0	4	4	4	4
8/9/23 04:00	Approaching	0	0	0	0	0	0
8/9/23 05:00	Approaching	1	0	19	19	19	19
8/9/23 06:00	Approaching	0	0	0	0	0	0
8/9/23 07:00	Approaching	5	0	9	21	9	10
8/9/23 08:00	Approaching	11	2	16	27	16	17
8/9/23 09:00	Approaching	22	2	14	28	14	19
8/9/23 10:00	Approaching	15	1	13	30	13	16
8/9/23 11:00	Approaching	20	3	18	27	18	22
8/9/23 12:00	Approaching	27	2	13	36	13	18
8/9/23 13:00	Approaching	35	5	16	32	15	24
8/9/23 14:00	Approaching	25	2	10	27	11	19
8/9/23 15:00	Approaching	16	2	13	32	14	20
8/9/23 16:00	Approaching	26	4	18	32	17	23
8/9/23 17:00	Approaching	16	4	15	34	17	18
8/9/23 18:00	Approaching	20	7	21	32	21	28
8/9/23 19:00	Approaching	21	8	18	34	18	24
8/9/23 20:00	Approaching	11	2	18	29	18	23
8/9/23 21:00	Approaching	12	7	25	33	24	28
8/9/23 22:00	Approaching	3	3	29	32	29	29
8/9/23 23:00	Approaching	4	2	23	27	23	23
8/9/23 23:45 (Partial)	Approaching	0	0	0	0	0	0
8/9/23 01:00	Receding	0	0	0	0	0	0
8/9/23 02:00	Receding	1	1	33	33	33	33
8/9/23 03:00	Receding	0	0	0	0	0	0
8/9/23 04:00	Receding	0	0	0	0	0	0
8/9/23 05:00	Receding	2	1	22	38	22	22
8/9/23 06:00	Receding	2	1	24	34	24	24
8/9/23 07:00	Receding	7	4	21	37	22	28
8/9/23 08:00	Receding	15	8	20	34	22	28
8/9/23 09:00	Receding	18	6	22	32	22	26
8/9/23 10:00	Receding	28	12	23	35	22	29
8/9/23 11:00	Receding	20	7	23	35	23	30
8/9/23 12:00	Receding	22	9	18	34	20	29
8/9/23 13:00	Receding	21	9	19	38	19	22
8/9/23 14:00	Receding	25	10	21	43	21	29
8/9/23 15:00	Receding	23	8	17	30	17	23
8/9/23 16:00	Receding	15	5	18	34	19	27
8/9/23 17:00	Receding	20	10	23	35	22	28
8/9/23 18:00	Receding	14	5	21	34	21	29
8/9/23 19:00	Receding	17	8	17	31	17	25
8/9/23 20:00	Receding	19	7	22	40	21	28
8/9/23 21:00	Receding	9	2	22	27	21	24
8/9/23 22:00	Receding	3	3	32	36	32	34
8/9/23 23:00	Receding	1	1	28	28	28	28
8/9/23 23:45 (Partial)	Receding	1	0	24	24	24	24

## 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

Winchcombe Dr - 2023 August

Thu Aug 10, 2023 00:05  
to Thu Aug 10, 2023 23:45

File: 01060066.csv

Date Created: Friday, August 11, 2023

Generator: 1.00.004 (01700105)

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# Summary

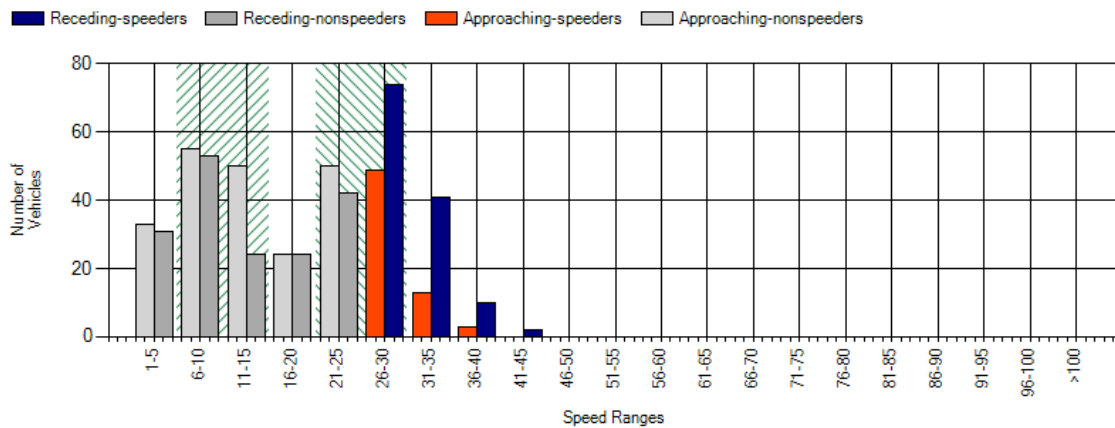
Study Summary for file 01060066.csv

# Traffic Analysis Report

Result Description		
File:	01060066.csv	
Study Title:	Winchcombe Dr - 2023 August	
Study Run Dates:	2023/08/10 00:05:00 to 2023/08/10 23:45:00	
Total Study Time:	0 Days 23 Hours 40 Minutes	
Study Download Time:	2023/08/11 09:40:25	
Study Location:	Winchcombe Drive NB approach, SB recede	
Study GPS Location:	Unknown	
Study Timing Interval:	5 minute blocks	
Study Total # of Vehicles:	578	
Study Posted Speed Limit:	25 mph	
Study Total # of Speeders:	192	
Approaching Traffic	# of Vehicles:	277
	# of Speeders:	65
	Maximum Speed:	40 mph
	Average Speed:	17 mph
	Median Speed:	17 mph
	85th Percentile Speed:	23 mph
	10 MPH Pace:	6 to 15 mph
Receding Traffic	# of Vehicles:	301
	# of Speeders:	127
	Maximum Speed:	45 mph
	Average Speed:	20 mph
	Median Speed:	20 mph
	85th Percentile Speed:	27 mph
	10 MPH Pace:	21 to 30 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.



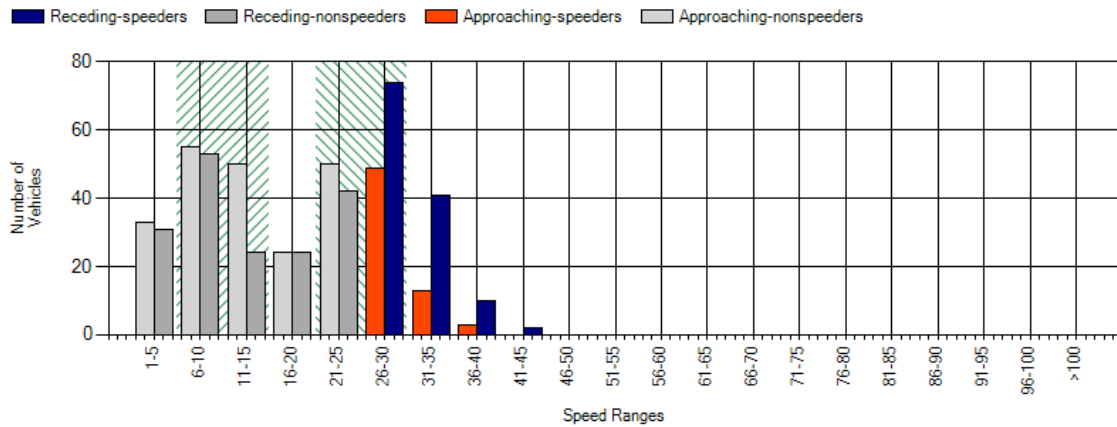
Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	33	55	50	24	50	49	13	3	0	0	0
% of Total Approaching	11.91%	19.86%	18.05%	8.66%	18.05%	17.69%	4.69%	1.08%	0.00%	0.00%	0.00%
Receding Total Volume	31	53	24	24	42	74	41	10	2	0	0
% of Total Receding	10.30%	17.61%	7.97%	7.97%	13.95%	24.58%	13.62%	3.32%	0.66%	0.00%	0.00%
Total Volume	64	108	74	48	92	123	54	13	2	0	0
% of Total Volume	11.07%	18.69%	12.80%	8.30%	15.92%	21.28%	9.34%	2.25%	0.35%	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	277
% 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	301
% 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	578
% 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.

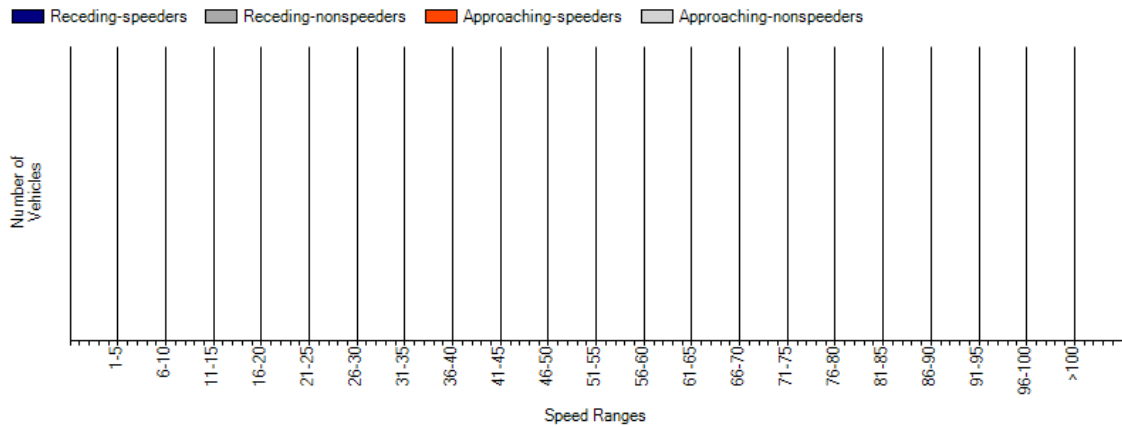


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
<b>Approaching Weekday Volume</b>	33	55	50	24	50	49	13	3	0	0	0
<b>% of Weekday Approaching</b>	11.91%	19.86%	18.05%	8.66%	18.05%	17.69%	4.69%	1.08%	0.00%	0.00%	0.00%
<b>% of Total Weekday</b>	5.71%	9.52%	8.65%	4.15%	8.65%	8.48%	2.25%	0.52%	0.00%	0.00%	0.00%
<b>% of Total Approaching</b>	11.91%	19.86%	18.05%	8.66%	18.05%	17.69%	4.69%	1.08%	0.00%	0.00%	0.00%
<b>Receding Weekday Volume</b>	31	53	24	24	42	74	41	10	2	0	0
<b>% of Weekday Receding</b>	10.30%	17.61%	7.97%	7.97%	13.95%	24.58%	13.62%	3.32%	0.66%	0.00%	0.00%
<b>% of Total Weekday</b>	5.36%	9.17%	4.15%	4.15%	7.27%	12.80%	7.09%	1.73%	0.35%	0.00%	0.00%
<b>% of Total Receding</b>	10.30%	17.61%	7.97%	7.97%	13.95%	24.58%	13.62%	3.32%	0.66%	0.00%	0.00%
<b>Weekday Volume</b>	64	108	74	48	92	123	54	13	2	0	0
<b>% of Weekday Volume</b>	11.07%	18.69%	12.80%	8.30%	15.92%	21.28%	9.34%	2.25%	0.35%	0.00%	0.00%
<b>% of Total Volume</b>	11.07%	18.69%	12.80%	8.30%	15.92%	21.28%	9.34%	2.25%	0.35%	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
<b>Approaching Weekday Volume</b>	0	0	0	0	0	0	0	0	0	0	277
<b>% of Weekday Approaching</b>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
<b>% of Total Weekday</b>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
<b>% of Total Approaching</b>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
<b>Receding Weekday Volume</b>	0	0	0	0	0	0	0	0	0	0	301
<b>% of Weekday Receding</b>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
<b>% of Total Weekday</b>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
<b>% of Total Receding</b>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
<b>Weekday Volume</b>	0	0	0	0	0	0	0	0	0	0	578
<b>% of Weekday Volume</b>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
<b>% of Total Volume</b>	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.

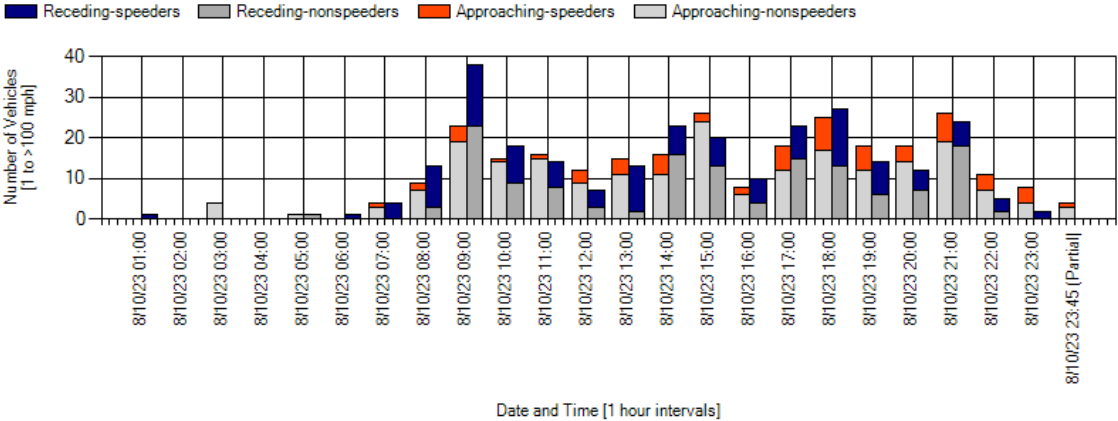


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	0	0	0	0	0	0	0	0	0	0	0
% of Weekend Approaching	--	--	--	--	--	--	--	--	--	--	--
% of Total Weekend	--	--	--	--	--	--	--	--	--	--	--
% of Total Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Receding Weekend Volume	0	0	0	0	0	0	0	0	0	0	0
% of Weekend Receding	--	--	--	--	--	--	--	--	--	--	--
% of Total Weekend	--	--	--	--	--	--	--	--	--	--	--
% of Total Receding	0.00%	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	0
% of Weekend Volume	--	--	--	--	--	--	--	--	--	--	--
% of Total Volume	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	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	0
% of Weekend Approaching	--	--	--	--	--	--	--	--	--	--	--
% of Total Weekend	--	--	--	--	--	--	--	--	--	--	--
% 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	0
% of Weekend Receding	--	--	--	--	--	--	--	--	--	--	--
% of Total Weekend	--	--	--	--	--	--	--	--	--	--	--
% 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	0
% of Weekend Volume	--	--	--	--	--	--	--	--	--	--	--
% 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.





















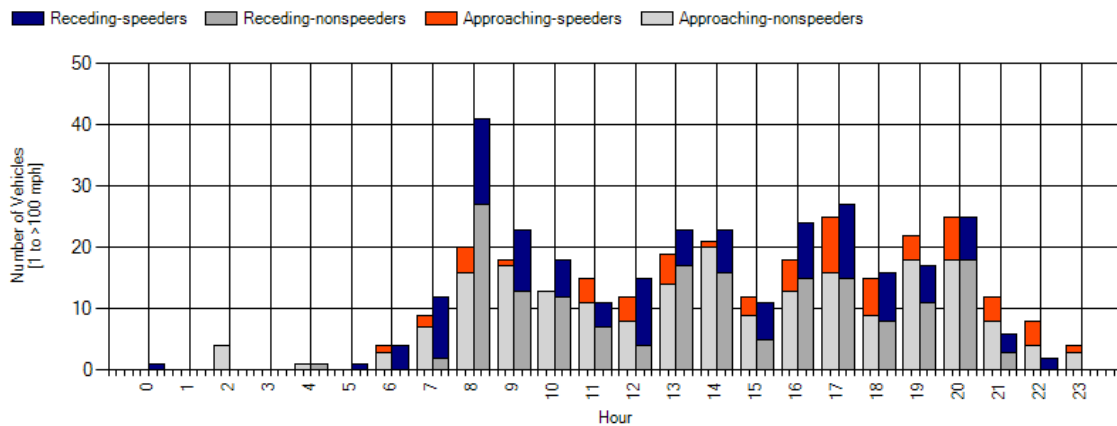




Time	Total	0-5 mph	6-10 mph	11-15 mph	16-20 mph	21-25 mph	26-30 mph	31-35 mph	36-40 mph	41-45 mph	46-50 mph	51-55 mph	56-60 mph	61-65 mph	66-70 mph	71-75 mph	76-80 mph	81-85 mph	86-90 mph	91-95 mph	96-100 mph	100+ mph	Dir		
2023/08/10 23:50	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	A	
2023/08/10 23:50	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	R

# Volume - By Hour

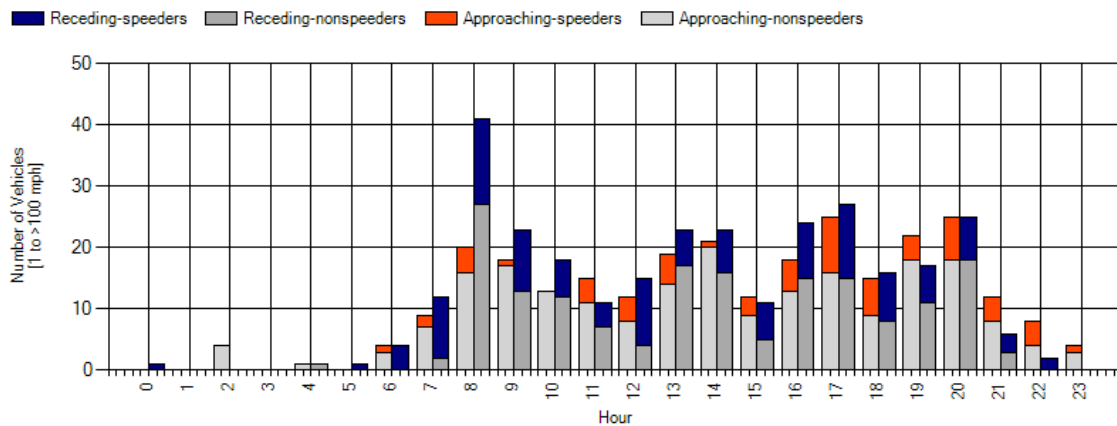
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	0	0	0	0	0	0
0	Receding	1	1	32	32	32	32
1	Approaching	0	0	0	0	0	0
1	Receding	0	0	0	0	0	0
2	Approaching	4	0	10	15	10	14
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	1	0	21	21	21	21
4	Receding	1	0	6	6	6	6
5	Approaching	0	0	0	0	0	0
5	Receding	1	1	31	31	31	31
6	Approaching	4	1	14	30	14	19
6	Receding	4	4	28	31	28	29
7	Approaching	9	2	16	30	16	18
7	Receding	12	10	30	37	28	33
8	Approaching	20	4	14	29	15	24
8	Receding	41	14	19	34	19	28
9	Approaching	18	1	15	30	15	20
9	Receding	23	10	16	32	18	24
10	Approaching	13	0	4	12	5	7
10	Receding	18	6	15	38	16	18
11	Approaching	15	4	19	40	20	27
11	Receding	11	4	15	35	15	18
12	Approaching	12	4	22	38	20	25
12	Receding	15	11	30	41	30	34
13	Approaching	19	5	18	38	19	25
13	Receding	23	6	18	33	18	24
14	Approaching	21	1	10	26	10	14
14	Receding	23	7	16	38	18	26
15	Approaching	12	3	21	30	20	27
15	Receding	11	6	24	40	24	31
16	Approaching	18	5	19	33	20	28
16	Receding	24	9	22	34	21	30
17	Approaching	25	9	21	33	21	27
17	Receding	27	12	22	45	22	32
18	Approaching	15	6	23	29	21	25
18	Receding	16	8	21	34	22	27
19	Approaching	22	4	13	32	13	21
19	Receding	17	6	17	36	19	31
20	Approaching	25	7	18	34	17	25
20	Receding	25	7	16	38	16	24
21	Approaching	12	4	20	33	20	27
21	Receding	6	3	22	32	22	22
22	Approaching	8	4	23	35	23	23
22	Receding	2	2	30	33	30	30
23	Approaching	4	1	16	27	18	27
23	Receding	0	0	0	0	0	0

# 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.

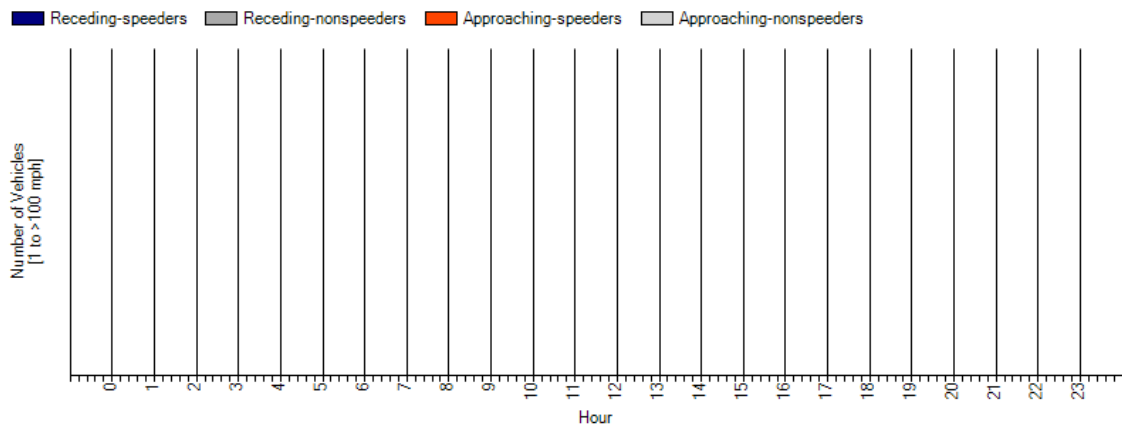


Weekday Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	0	0	0	0	0	0
0	Receding	1	1	32	32	32	32
1	Approaching	0	0	0	0	0	0
1	Receding	0	0	0	0	0	0
2	Approaching	4	0	10	15	10	14
2	Receding	0	0	0	0	0	0
3	Approaching	0	0	0	0	0	0
3	Receding	0	0	0	0	0	0
4	Approaching	1	0	21	21	21	21
4	Receding	1	0	6	6	6	6
5	Approaching	0	0	0	0	0	0
5	Receding	1	1	31	31	31	31
6	Approaching	4	1	14	30	14	19
6	Receding	4	4	28	31	28	29
7	Approaching	9	2	16	30	16	18
7	Receding	12	10	30	37	28	33
8	Approaching	20	4	14	29	15	24
8	Receding	41	14	19	34	19	28
9	Approaching	18	1	15	30	15	20
9	Receding	23	10	16	32	18	24
10	Approaching	13	0	4	12	5	7
10	Receding	18	6	15	38	16	18
11	Approaching	15	4	19	40	20	27
11	Receding	11	4	15	35	15	18
12	Approaching	12	4	22	38	20	25
12	Receding	15	11	30	41	30	34
13	Approaching	19	5	18	38	19	25
13	Receding	23	6	18	33	18	24
14	Approaching	21	1	10	26	10	14
14	Receding	23	7	16	38	18	26
15	Approaching	12	3	21	30	20	27
15	Receding	11	6	24	40	24	31
16	Approaching	18	5	19	33	20	28
16	Receding	24	9	22	34	21	30
17	Approaching	25	9	21	33	21	27
17	Receding	27	12	22	45	22	32
18	Approaching	15	6	23	29	21	25
18	Receding	16	8	21	34	22	27
19	Approaching	22	4	13	32	13	21
19	Receding	17	6	17	36	19	31
20	Approaching	25	7	18	34	17	25
20	Receding	25	7	16	38	16	24
21	Approaching	12	4	20	33	20	27
21	Receding	6	3	22	32	22	22
22	Approaching	8	4	23	35	23	23
22	Receding	2	2	30	33	30	30
23	Approaching	4	1	16	27	18	27
23	Receding	0	0	0	0	0	0



# Volume - By Weekend Hour

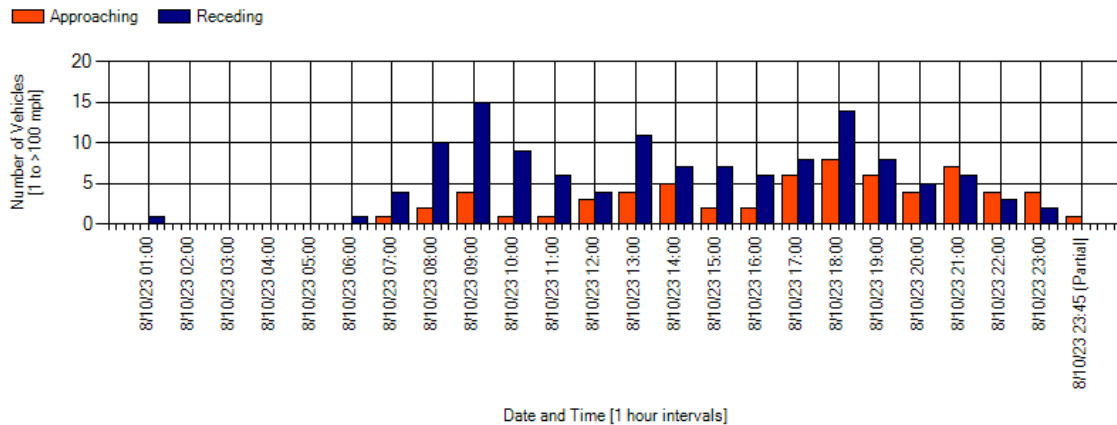
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekend Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	0	0	0	0	0	0
0	Receding	0	0	0	0	0	0
1	Approaching	0	0	0	0	0	0
1	Receding	0	0	0	0	0	0
2	Approaching	0	0	0	0	0	0
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	0	0	0	0	0	0
5	Receding	0	0	0	0	0	0
6	Approaching	0	0	0	0	0	0
6	Receding	0	0	0	0	0	0
7	Approaching	0	0	0	0	0	0
7	Receding	0	0	0	0	0	0
8	Approaching	0	0	0	0	0	0
8	Receding	0	0	0	0	0	0
9	Approaching	0	0	0	0	0	0
9	Receding	0	0	0	0	0	0
10	Approaching	0	0	0	0	0	0
10	Receding	0	0	0	0	0	0
11	Approaching	0	0	0	0	0	0
11	Receding	0	0	0	0	0	0
12	Approaching	0	0	0	0	0	0
12	Receding	0	0	0	0	0	0
13	Approaching	0	0	0	0	0	0
13	Receding	0	0	0	0	0	0
14	Approaching	0	0	0	0	0	0
14	Receding	0	0	0	0	0	0
15	Approaching	0	0	0	0	0	0
15	Receding	0	0	0	0	0	0
16	Approaching	0	0	0	0	0	0
16	Receding	0	0	0	0	0	0
17	Approaching	0	0	0	0	0	0
17	Receding	0	0	0	0	0	0
18	Approaching	0	0	0	0	0	0
18	Receding	0	0	0	0	0	0
19	Approaching	0	0	0	0	0	0
19	Receding	0	0	0	0	0	0
20	Approaching	0	0	0	0	0	0
20	Receding	0	0	0	0	0	0
21	Approaching	0	0	0	0	0	0
21	Receding	0	0	0	0	0	0
22	Approaching	0	0	0	0	0	0
22	Receding	0	0	0	0	0	0
23	Approaching	0	0	0	0	0	0
23	Receding	0	0	0	0	0	0

# 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

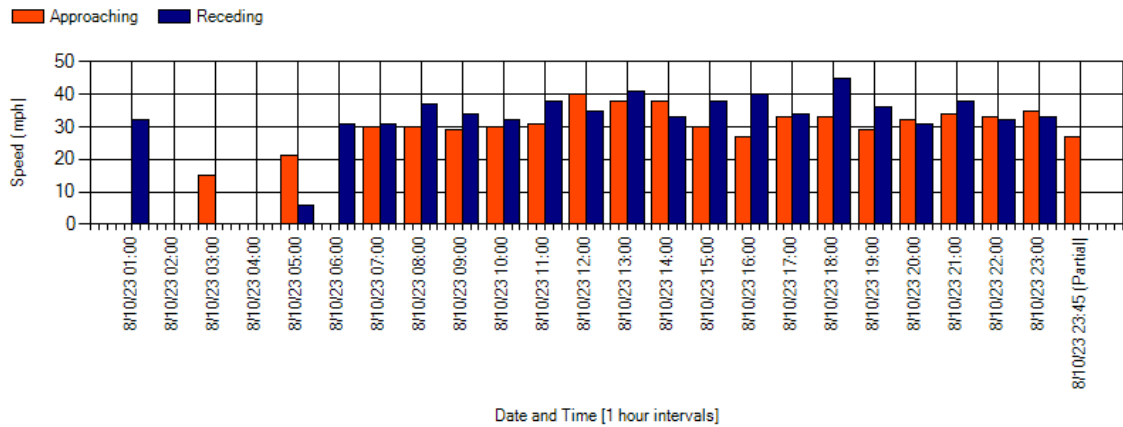
Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	6 to 15 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	212	# In Pace	0	Volume	62	3	0	65
# Over Limit	65	% In Pace	0.00%	Percent	22.38%	1.08%	0.00%	23.47%
Average Speed	17 mph							
85th % Speed (weighted)	23 mph							

## Receding Breakdown

Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	21 to 30 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	174	# In Pace	0	Volume	115	12	0	127
# Over Limit	127	% In Pace	0.00%	Percent	38.21%	3.99%	0.00%	42.19%
Average Speed	20 mph							
85th % Speed (weighted)	27 mph							

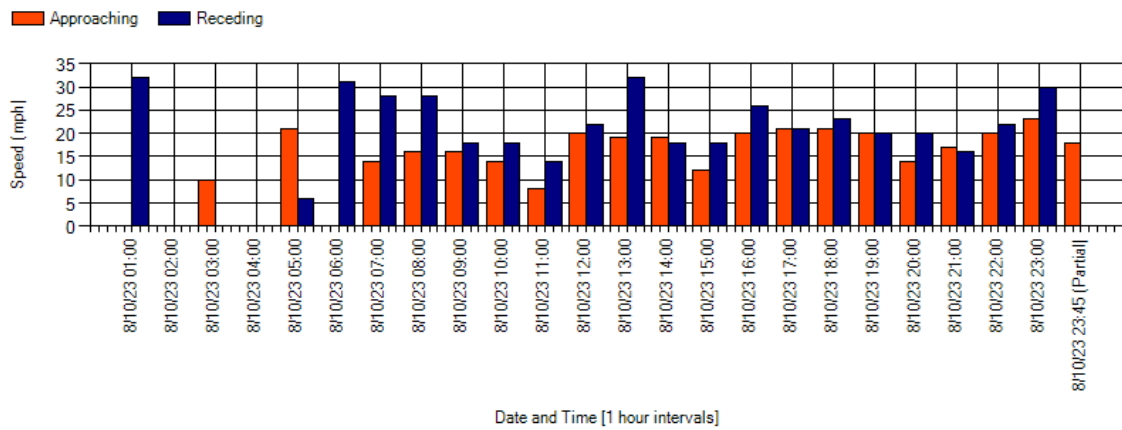
# Speed - Maximum Speed

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.



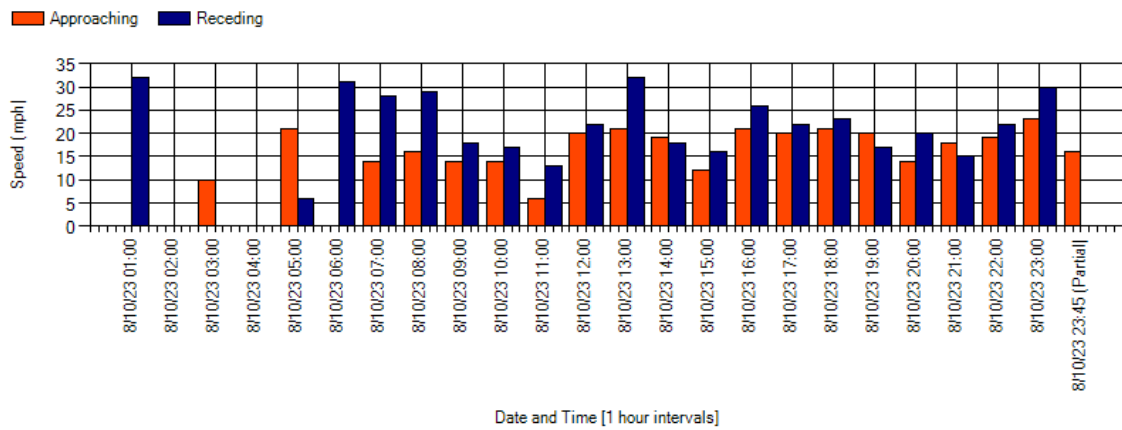
## Speed - Average Speed

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.



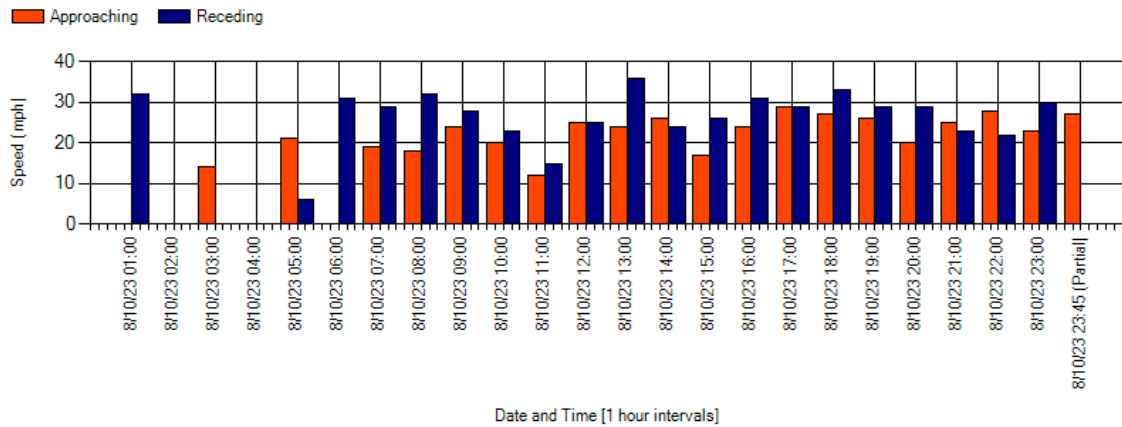
# Speed - Median Speed

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.



## Data Breakdown

The following table shows the breakdown of the study by recorded time interval.

Time of Reading	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
8/10/23 01:00	Approaching	0	0	0	0	0	0
8/10/23 02:00	Approaching	0	0	0	0	0	0
8/10/23 03:00	Approaching	4	0	10	15	10	14
8/10/23 04:00	Approaching	0	0	0	0	0	0
8/10/23 05:00	Approaching	1	0	21	21	21	21
8/10/23 06:00	Approaching	0	0	0	0	0	0
8/10/23 07:00	Approaching	4	1	14	30	14	19
8/10/23 08:00	Approaching	9	2	16	30	16	18
8/10/23 09:00	Approaching	23	4	14	29	16	24
8/10/23 10:00	Approaching	15	1	14	30	14	20
8/10/23 11:00	Approaching	16	1	6	31	8	12
8/10/23 12:00	Approaching	12	3	20	40	20	25
8/10/23 13:00	Approaching	15	4	21	38	19	24
8/10/23 14:00	Approaching	16	5	19	38	19	26
8/10/23 15:00	Approaching	26	2	12	30	12	17
8/10/23 16:00	Approaching	8	2	21	27	20	24
8/10/23 17:00	Approaching	18	6	20	33	21	29
8/10/23 18:00	Approaching	25	8	21	33	21	27
8/10/23 19:00	Approaching	18	6	20	29	20	26
8/10/23 20:00	Approaching	18	4	14	32	14	20
8/10/23 21:00	Approaching	26	7	18	34	17	25
8/10/23 22:00	Approaching	11	4	19	33	20	28
8/10/23 23:00	Approaching	8	4	23	35	23	23
8/10/23 23:45 (Partial)	Approaching	4	1	16	27	18	27
8/10/23 01:00	Receding	1	1	32	32	32	32
8/10/23 02:00	Receding	0	0	0	0	0	0
8/10/23 03:00	Receding	0	0	0	0	0	0
8/10/23 04:00	Receding	0	0	0	0	0	0
8/10/23 05:00	Receding	1	0	6	6	6	6
8/10/23 06:00	Receding	1	1	31	31	31	31
8/10/23 07:00	Receding	4	4	28	31	28	29
8/10/23 08:00	Receding	13	10	29	37	28	32
8/10/23 09:00	Receding	38	15	18	34	18	28
8/10/23 10:00	Receding	18	9	17	32	18	23
8/10/23 11:00	Receding	14	6	13	38	14	15
8/10/23 12:00	Receding	7	4	22	35	22	25
8/10/23 13:00	Receding	13	11	32	41	32	36
8/10/23 14:00	Receding	23	7	18	33	18	24
8/10/23 15:00	Receding	20	7	16	38	18	26
8/10/23 16:00	Receding	10	6	26	40	26	31
8/10/23 17:00	Receding	23	8	22	34	21	29
8/10/23 18:00	Receding	27	14	23	45	23	33
8/10/23 19:00	Receding	14	8	17	36	20	29
8/10/23 20:00	Receding	12	5	20	31	20	29
8/10/23 21:00	Receding	24	6	15	38	16	23
8/10/23 22:00	Receding	5	3	22	32	22	22
8/10/23 23:00	Receding	2	2	30	33	30	30
8/10/23 23:45 (Partial)	Receding	0	0	0	0	0	0

## 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





Stealth Stat Request - Winchcombe Dr  
 NB Approach, SB Recede - 25 mph