## Idaho Transportation Department

Monthly Speed Distribution for April 2019

Site names:
County:
Funct Class:
Location:

00055
Custer
R Principal Arterial - Other
US-93 20.1 Mi. N of Main St, Mackay

Seasonal Factor Grp:
Daily Factor Grp:
Axle Factor Grp:
Growth Factor Grp:

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .3 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .3 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .1 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 1 \\ .22 \% \end{gathered}$ | $\begin{gathered} 1 \\ .25 \% \end{gathered}$ | $\begin{gathered} 0 \\ .19 \% \end{gathered}$ | $\begin{gathered} 1 \\ .25 \% \end{gathered}$ | $\begin{gathered} 0 \\ .19 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 3 \\ .62 \% \end{gathered}$ | $\begin{gathered} 2 \\ .71 \% \end{gathered}$ | $\begin{gathered} 1 \\ .53 \% \end{gathered}$ | $\begin{gathered} 2 \\ .71 \% \end{gathered}$ | $\begin{gathered} 1 \\ .53 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 10 \\ 1.93 \% \end{gathered}$ | $\begin{gathered} 6 \\ 2.19 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.66 \% \end{gathered}$ | $\begin{gathered} 6 \\ 2.19 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.66 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 27 \\ 5.25 \% \end{gathered}$ | $\begin{gathered} 14 \\ 5.3 \% \end{gathered}$ | $\begin{gathered} 13 \\ 5.2 \% \end{gathered}$ | $\begin{gathered} 14 \\ 5.3 \% \end{gathered}$ | $\begin{gathered} 13 \\ 5.2 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 77 \\ 15.09 \% \end{gathered}$ | $\begin{gathered} 42 \\ 16.17 \% \end{gathered}$ | $\begin{gathered} 35 \\ 13.95 \% \end{gathered}$ | $\begin{gathered} 42 \\ 16.17 \% \end{gathered}$ | $\begin{gathered} 35 \\ 13.95 \% \end{gathered}$ |
| 65-70 | $\begin{aligned} & 214 \\ & 42 \% \end{aligned}$ | $\begin{gathered} 111 \\ 42.37 \% \end{gathered}$ | $\begin{gathered} 103 \\ 41.62 \% \end{gathered}$ | $\begin{gathered} 111 \\ 42.37 \% \end{gathered}$ | $\begin{gathered} 103 \\ 41.62 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 114 \\ 22.31 \% \end{gathered}$ | $\begin{gathered} 55 \\ 21.08 \% \end{gathered}$ | $\begin{gathered} 58 \\ 23.61 \% \end{gathered}$ | $\begin{gathered} 55 \\ 21.08 \% \end{gathered}$ | $\begin{gathered} 58 \\ 23.61 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 44 \\ 8.7 \% \end{gathered}$ | $\begin{gathered} 22 \\ 8.3 \% \end{gathered}$ | $\begin{gathered} 23 \\ 9.12 \% \end{gathered}$ | $\begin{gathered} 22 \\ 8.3 \% \end{gathered}$ | $\begin{gathered} 23 \\ 9.12 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 13 \\ 2.54 \% \end{gathered}$ | $\begin{gathered} 6 \\ 2.31 \% \end{gathered}$ | $\begin{gathered} 7 \\ 2.79 \% \end{gathered}$ | $\begin{gathered} 6 \\ 2.31 \% \end{gathered}$ | $\begin{gathered} 7 \\ 2.79 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 3 \\ .65 \% \end{gathered}$ | $\begin{gathered} 1 \\ .56 \% \end{gathered}$ | $\begin{gathered} 2 \\ .74 \% \end{gathered}$ | $\begin{gathered} 1 \\ .56 \% \end{gathered}$ | $\begin{gathered} 2 \\ .74 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .22 \% \end{gathered}$ | $\begin{gathered} 0 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .27 \% \end{gathered}$ | $\begin{gathered} 0 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .27 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ .11 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .11 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| Average | 68 | 68 | 69 | 68 | 69 |
| Median | 68 | 68 | 68 | 68 | 68 |
| 85th \%tile | 74 | 74 | 75 | 74 | 75 |
| \% over 55 | 97 | 96 | 97 | 96 | 97 |
| \% over 60 | 92 | 91 | 92 | 91 | 92 |
| \% over 65 | 77 | 75 | 78 | 75 | 78 |
| \% over 70 | 35 | 33 | 37 | 33 | 37 |
| \% over 75 | 12 | 11 | 13 | 11 | 13 |

***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

## Idaho Transportation Department

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| Site names: <br> County: <br> Funct Class: <br> Location: | $00055$ <br> Custer R Principal Arterial - Other US-93 20.1 Mi. N of Main St, Mackay |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 4 | 3 | 4 | 3 | 4 |
| \% over 85 | 1 | 1 | 1 | 1 | 1 |
| Total | 510 | 262 | 248 | 262 | 248 |

Seasonal Factor Grp: 7
Daily Factor Grp: 4
Axle Factor Grp: 2
Growth Factor Grp:
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

