## Idaho Transportation Department

 Monthly Speed Distribution for January 2023Site names:
County:
Funct Class:
Location:

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

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

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 1 <br> $.28 \%$ | .1 | 0 | 1 | 0 |
|  | 0 | 0 | 0 | 0 | 0 |
|  | $.08 \%$ | $.11 \%$ | $.06 \%$ | $.11 \%$ | $.06 \%$ |
| $25-30$ | 0 | 0 | 0 | 0 | 0 |
|  | $.14 \%$ | $.2 \%$ | $.08 \%$ | $.2 \%$ | $.08 \%$ |
| $35-40$ | 1 | 0 | 0 | 0 | 0 |
|  | $.28 \%$ | $.29 \%$ | $.26 \%$ | $.29 \%$ | $.26 \%$ |
| 2 | 1 | 1 | 1 | 1 |  |



| $50-55$ | 16 | $9.6 \%$ | $2.04 \%$ | $2.6 \%$ | $2.04 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | $4.84 \%$ | $5.47 \%$ | $7.22 \%$ | $5.47 \%$ | $4.22 \%$ |
|  | 34 | 18 | 16 | 18 | 16 |
|  | $10.02 \%$ | $10.44 \%$ | $9.6 \%$ | $10.44 \%$ | $9.6 \%$ |


|  | $10.02 \%$ |
| :---: | :---: |
| $60-65$ | 64 |
|  | $18.89 \%$ |


| 65-70 | $\begin{gathered} 119 \\ 35.26 \% \end{gathered}$ | $\begin{gathered} 58 \\ 34.63 \% \end{gathered}$ | $\begin{gathered} 61 \\ 35.89 \% \end{gathered}$ | $\begin{gathered} 58 \\ 34.63 \% \end{gathered}$ | $\begin{gathered} 61 \\ 35.89 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 70-75 | $\begin{gathered} 57 \\ 16.91 \% \end{gathered}$ | $\begin{gathered} 28 \\ 16.5 \% \end{gathered}$ | $\begin{gathered} 29 \\ 17.32 \% \end{gathered}$ | $\begin{gathered} 28 \\ 16.5 \% \end{gathered}$ | $\begin{gathered} 29 \\ 17.32 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 22 \\ 6.52 \% \end{gathered}$ | $\begin{gathered} 10 \\ 6.15 \% \end{gathered}$ | $\begin{gathered} 12 \\ 6.89 \% \end{gathered}$ | $\begin{gathered} 10 \\ 6.15 \% \end{gathered}$ | $\begin{gathered} 12 \\ 6.89 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 6 \\ 1.71 \% \end{gathered}$ | $\begin{gathered} 2 \\ 1.4 \% \end{gathered}$ | $\begin{gathered} 3 \\ 2.02 \% \end{gathered}$ | $\begin{gathered} 2 \\ 1.4 \% \end{gathered}$ | $\begin{gathered} 3 \\ 2.02 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 2 \\ .61 \% \end{gathered}$ | $\begin{gathered} 1 \\ .42 \% \end{gathered}$ | $\begin{gathered} 1 \\ .8 \% \end{gathered}$ | $\begin{gathered} 1 \\ .42 \% \end{gathered}$ | $\begin{gathered} 1 \\ .8 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .15 \% \end{gathered}$ | $\begin{gathered} 0 \\ .11 \% \end{gathered}$ | $\begin{gathered} 0 \\ .19 \% \end{gathered}$ | $\begin{gathered} 0 \\ .11 \% \end{gathered}$ | $\begin{gathered} 0 \\ .19 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ |
| Average | 65 | 65 | 66 | 65 | 66 |
| Median | 67 | 66 | 67 | 66 | 67 |
| 85th \%tile | 73 | 73 | 74 | 73 | 74 |
| \% over 55 | 90 | 89 | 92 | 89 | 92 |
| \% over 60 | 80 | 78 | 82 | 78 | 82 |
| \% over 65 | 61 | 59 | 63 | 59 | 63 |
| \% over 70 | 26 | 25 | 27 | 25 | 27 |
| \% over 75 | 9 | 8 | 10 | 8 | 10 |

${ }^{* * *}$ 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

## Monthly Speed Distribution for January 2023

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

Seasonal Factor Grp: 7
Daily Factor Grp: 4
Axle Factor Grp: 2
Growth Factor Grp: 2

Location: US-93 20.1 Mi. N of Main St, Mackay
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

