## Idaho Transportation Department

## Annual Speed Distribution for 2018

Site names: County: Funct Class: Location:

00082
Custer
R Minor Arterial - Other
SH-75 4.2 Mi. E of Ford St

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

|  | Road | E | W | E Lane1 | W Lane1 | W Lane1 | W | Road | E Lane1 | E |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .21 \% \end{gathered}$ | $\begin{gathered} 0 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .21 \% \end{gathered}$ | $\begin{gathered} 0 \\ .16 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 20-25 | $\begin{gathered} 2 \\ .39 \% \end{gathered}$ | $\begin{gathered} 1 \\ .48 \% \end{gathered}$ | $\begin{gathered} 1 \\ .31 \% \end{gathered}$ | $\begin{gathered} 1 \\ .48 \% \end{gathered}$ | $\begin{gathered} 1 \\ .31 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 25-30 | $\begin{gathered} 8 \\ 1.34 \% \end{gathered}$ | $\begin{gathered} 6 \\ 1.96 \% \end{gathered}$ | $\begin{gathered} 2 \\ .71 \% \end{gathered}$ | $\begin{gathered} 6 \\ 1.96 \% \end{gathered}$ | $\begin{gathered} 2 \\ .71 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 30-35 | $\begin{gathered} 19 \\ 3.35 \% \end{gathered}$ | $\begin{gathered} 14 \\ 5 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.71 \% \end{gathered}$ | $\begin{gathered} 14 \\ 5 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.71 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 35-40 | $\begin{gathered} 27 \\ 4.84 \% \end{gathered}$ | $\begin{gathered} 16 \\ 5.71 \% \end{gathered}$ | $\begin{gathered} 11 \\ 3.97 \% \end{gathered}$ | $\begin{gathered} 16 \\ 5.71 \% \end{gathered}$ | $\begin{gathered} 11 \\ 3.97 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 40-45 | $\begin{gathered} 28 \\ 4.96 \% \end{gathered}$ | $\begin{gathered} 10 \\ 3.5 \% \end{gathered}$ | $\begin{gathered} 18 \\ 6.42 \% \end{gathered}$ | $\begin{gathered} 10 \\ 3.5 \% \end{gathered}$ | $\begin{gathered} 18 \\ 6.42 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 45-50 | $\begin{gathered} 31 \\ 5.44 \% \end{gathered}$ | $\begin{gathered} 11 \\ 3.86 \% \end{gathered}$ | $\begin{gathered} 20 \\ 7.03 \% \end{gathered}$ | $\begin{gathered} 11 \\ 3.86 \% \end{gathered}$ | $\begin{gathered} 20 \\ 7.03 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 50-55 | $\begin{gathered} 58 \\ 10.21 \% \end{gathered}$ | $\begin{gathered} 26 \\ 9.1 \% \end{gathered}$ | $\begin{gathered} 32 \\ 11.33 \% \end{gathered}$ | $\begin{gathered} 26 \\ 9.1 \% \end{gathered}$ | $\begin{gathered} 32 \\ 11.33 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 55-60 | $\begin{gathered} 107 \\ 18.97 \% \end{gathered}$ | $\begin{gathered} 51 \\ 18.04 \% \end{gathered}$ | $\begin{gathered} 56 \\ 19.91 \% \end{gathered}$ | $\begin{gathered} 51 \\ 18.04 \% \end{gathered}$ | $\begin{gathered} 56 \\ 19.91 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 60-65 | $\begin{gathered} 138 \\ 24.35 \% \end{gathered}$ | $\begin{gathered} 69 \\ 24.45 \% \end{gathered}$ | $\begin{gathered} 69 \\ 24.24 \% \end{gathered}$ | $\begin{gathered} 69 \\ 24.45 \% \end{gathered}$ | $\begin{gathered} 69 \\ 24.24 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 65-70 | $\begin{gathered} 105 \\ 18.6 \% \end{gathered}$ | $\begin{gathered} 55 \\ 19.35 \% \end{gathered}$ | $\begin{gathered} 51 \\ 17.84 \% \end{gathered}$ | $\begin{gathered} 55 \\ 19.35 \% \end{gathered}$ | $\begin{gathered} 51 \\ 17.84 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 70-75 | $\begin{gathered} 32 \\ 5.58 \% \end{gathered}$ | $\begin{gathered} 17 \\ 6.04 \% \end{gathered}$ | $\begin{gathered} 14 \\ 5.12 \% \end{gathered}$ | $\begin{gathered} 17 \\ 6.04 \% \end{gathered}$ | $\begin{gathered} 14 \\ 5.12 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 75-80 | $\begin{gathered} 8 \\ 1.37 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.71 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.03 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.71 \% \end{gathered}$ | $\begin{gathered} \hline 3 \\ 1.03 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 80-85 | $\begin{gathered} 2 \\ .29 \% \end{gathered}$ | $\begin{gathered} 1 \\ .39 \% \end{gathered}$ | $\begin{gathered} 1 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .39 \% \end{gathered}$ | $\begin{gathered} 1 \\ .18 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 85-90 | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .15 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .15 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 90-95 | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 95-100 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 100-120 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| Average | 0 | 0 | 0 | 0 | 0 | 58 | 58 | 58 | 57 | 57 |
| Median | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 60 | 60 | 60 |
| 85th \%tile | 0 | 0 | 0 | 0 | 0 | 68 | 68 | 68 | 68 | 68 |
| \% over 55 | 0 | 0 | 0 | 0 | 0 | 68 | 68 | 69 | 70 | 70 |
| \% over 60 | 0 | 0 | 0 | 0 | 0 | 48 | 48 | 50 | 52 | 52 |
| \% over 65 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 26 | 28 | 28 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 7 | 8 | 8 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 2 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |

Idaho Transportation Department

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| Site names: County: Funct Class: Location: | 00082 <br> Custer <br> R Minor Arterial - Other SH-75 4.2 Mi. E of Ford St |  |  |  |  |  | Seasonal Factor Grp: 9 <br> Daily Factor Grp: 2 <br> Axle Factor Grp: 3 <br> Growth Factor Grp:  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | E | W | E Lane1 | W Lane1 | W Lane1 | W | Road | E Lane1 | E |
| \% over 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 567 | 283 | 283 | 283 | 283 | 0 | 0 | 0 | 0 | 0 |

