## Idaho Transportation Department

Monthly Speed Distribution for September 2019

| Site names: | 00001 | Seasonal Factor Grp: | 3 |
| :--- | :--- | :--- | :--- |
| County: | Kootenai | Daily Factor Grp: | 2 |
| Funct Class: | UPrincipal Arterial - Interstate | Axle Factor Grp: | 3 |
| Location: | $1-901.0 \mathrm{Mi}$. W of Jct SH-41 | Growth Factor Grp: |  |


|  | Road | E | W | E Lane1 | E Lane2 | W Lane2 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 54 \\ .09 \% \end{gathered}$ | $\begin{gathered} 30 \\ .1 \% \end{gathered}$ | $\begin{gathered} 24 \\ .08 \% \end{gathered}$ | $\begin{gathered} 15 \\ .09 \% \end{gathered}$ | $\begin{gathered} 15 \\ .11 \% \end{gathered}$ | $\begin{gathered} 15 \\ .11 \% \end{gathered}$ | $\begin{gathered} 9 \\ .05 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 11 \\ .02 \% \end{gathered}$ | $\begin{gathered} 5 \\ .02 \% \end{gathered}$ | $\begin{gathered} 6 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .01 \% \end{gathered}$ | $\begin{gathered} 3 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 4 \\ .02 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 10 \\ .02 \% \end{gathered}$ | $\begin{gathered} 5 \\ .01 \% \end{gathered}$ | $\begin{gathered} 5 \\ .02 \% \end{gathered}$ | $\begin{gathered} 3 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 3 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .01 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 14 \\ .02 \% \end{gathered}$ | $\begin{gathered} 6 \\ .02 \% \end{gathered}$ | $\begin{gathered} 8 \\ .03 \% \end{gathered}$ | $\begin{gathered} 4 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 5 \\ .03 \% \end{gathered}$ | $\begin{gathered} 3 \\ .02 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 24 \\ .04 \% \end{gathered}$ | $\begin{gathered} 15 \\ .05 \% \end{gathered}$ | $\begin{gathered} 9 \\ .03 \% \end{gathered}$ | $\begin{gathered} 12 \\ .07 \% \end{gathered}$ | $\begin{gathered} 3 \\ .02 \% \end{gathered}$ | $\begin{gathered} 4 \\ .03 \% \end{gathered}$ | $\begin{gathered} 5 \\ .03 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 76 \\ .12 \% \end{gathered}$ | $\begin{gathered} 63 \\ .2 \% \end{gathered}$ | $\begin{gathered} 13 \\ .04 \% \end{gathered}$ | $\begin{gathered} 55 \\ .31 \% \end{gathered}$ | $\begin{gathered} 9 \\ .06 \% \end{gathered}$ | $\begin{gathered} 4 \\ .03 \% \end{gathered}$ | $\begin{gathered} 9 \\ .05 \% \end{gathered}$ |
| 45-50 | $\begin{aligned} & 250 \\ & .39 \% \end{aligned}$ | $\begin{aligned} & 223 \\ & .71 \% \end{aligned}$ | $\begin{gathered} 27 \\ .08 \% \end{gathered}$ | $\begin{gathered} 195 \\ 1.1 \% \end{gathered}$ | $\begin{gathered} 28 \\ .21 \% \end{gathered}$ | $\begin{gathered} 8 \\ .05 \% \end{gathered}$ | $\begin{gathered} 20 \\ .11 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 774 \\ 1.21 \% \end{gathered}$ | $\begin{gathered} 623 \\ 1.99 \% \end{gathered}$ | $\begin{aligned} & 151 \\ & .46 \% \end{aligned}$ | $\begin{gathered} 555 \\ 3.12 \% \end{gathered}$ | $\begin{gathered} 68 \\ .51 \% \end{gathered}$ | $\begin{gathered} 18 \\ .13 \% \end{gathered}$ | $\begin{aligned} & 133 \\ & .74 \% \end{aligned}$ |
| 55-60 | $\begin{aligned} & 3,051 \\ & 4.79 \% \end{aligned}$ | $\begin{aligned} & 2,172 \\ & 6.95 \% \end{aligned}$ | $\begin{gathered} \hline 879 \\ 2.7 \% \end{gathered}$ | $\begin{gathered} 2,024 \\ 11.38 \% \end{gathered}$ | $\begin{gathered} 148 \\ 1.1 \% \end{gathered}$ | $\begin{gathered} 60 \\ .41 \% \end{gathered}$ | $\begin{gathered} 819 \\ 4.55 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 8,892 \\ 13.95 \% \end{gathered}$ | $\begin{aligned} & 4,870 \\ & 15.6 \% \end{aligned}$ | $\begin{gathered} 4,022 \\ 12.37 \% \end{gathered}$ | $\begin{gathered} 4,460 \\ 25.07 \% \end{gathered}$ | $\begin{gathered} 410 \\ 3.05 \% \end{gathered}$ | $\begin{gathered} 408 \\ 2.81 \% \end{gathered}$ | $\begin{gathered} 3,614 \\ 20.07 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 16,823 \\ 26.39 \% \end{gathered}$ | $\begin{gathered} 8,634 \\ 27.65 \% \end{gathered}$ | $\begin{gathered} 8,189 \\ 25.18 \% \end{gathered}$ | $\begin{gathered} 6,476 \\ 36.41 \% \end{gathered}$ | $\begin{gathered} 2,157 \\ 16.05 \% \end{gathered}$ | $\begin{gathered} 2,047 \\ 14.1 \% \end{gathered}$ | $\begin{gathered} 6,142 \\ 34.11 \% \end{gathered}$ |
| 70-75 | $\begin{aligned} & 23,191 \\ & 36.38 \% \end{aligned}$ | $\begin{gathered} 9,117 \\ 29.2 \% \end{gathered}$ | $\begin{aligned} & \hline 14,074 \\ & 43.28 \% \end{aligned}$ | $\begin{gathered} 3,399 \\ 19.11 \% \end{gathered}$ | $\begin{gathered} 5,718 \\ 42.55 \% \end{gathered}$ | $\begin{gathered} 7,948 \\ 54.76 \% \end{gathered}$ | $\begin{gathered} 6,126 \\ 34.02 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 9,107 \\ 14.29 \% \end{gathered}$ | $\begin{gathered} 4,763 \\ 15.25 \% \end{gathered}$ | $\begin{gathered} 4,345 \\ 13.36 \% \end{gathered}$ | $\begin{gathered} 543 \\ 3.05 \% \end{gathered}$ | $\begin{aligned} & 4,219 \\ & 31.4 \% \end{aligned}$ | $\begin{gathered} 3,365 \\ 23.19 \% \end{gathered}$ | $\begin{gathered} 979 \\ 5.44 \% \end{gathered}$ |
| 80-85 | $\begin{aligned} & 1,182 \\ & 1.85 \% \end{aligned}$ | $\begin{gathered} 557 \\ 1.78 \% \end{gathered}$ | $\begin{gathered} 625 \\ 1.92 \% \end{gathered}$ | $\begin{gathered} 35 \\ .2 \% \end{gathered}$ | $\begin{gathered} 521 \\ 3.88 \% \end{gathered}$ | $\begin{gathered} 509 \\ 3.51 \% \end{gathered}$ | $\begin{gathered} 116 \\ .64 \% \end{gathered}$ |
| 85-90 | $\begin{aligned} & 231 \\ & .36 \% \end{aligned}$ | $\begin{gathered} 119 \\ .38 \% \end{gathered}$ | $\begin{aligned} & 112 \\ & .34 \% \end{aligned}$ | $\begin{gathered} 8 \\ .04 \% \end{gathered}$ | $\begin{gathered} 112 \\ .83 \% \end{gathered}$ | $\begin{gathered} 93 \\ .64 \% \end{gathered}$ | $\begin{gathered} 19 \\ .11 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 40 \\ .06 \% \end{gathered}$ | $\begin{gathered} 19 \\ .06 \% \end{gathered}$ | $\begin{gathered} 21 \\ .06 \% \end{gathered}$ | $\begin{gathered} 2 \\ .01 \% \end{gathered}$ | $\begin{gathered} 17 \\ .13 \% \end{gathered}$ | $\begin{gathered} 16 \\ .11 \% \end{gathered}$ | $\begin{gathered} 5 \\ .03 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 10 \\ .02 \% \end{gathered}$ | $\begin{gathered} 6 \\ .02 \% \end{gathered}$ | $\begin{gathered} 5 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ 0 \% \end{gathered}$ | $\begin{gathered} 5 \\ .04 \% \end{gathered}$ | $\begin{gathered} 3 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 7 \\ .01 \% \end{gathered}$ | $\begin{gathered} 3 \\ .01 \% \end{gathered}$ | $\begin{gathered} 5 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 3 \\ .02 \% \end{gathered}$ | $\begin{gathered} 4 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ |
| Average | 70 | 69 | 70 | 66 | 73 | 73 | 68 |
| Median | 70 | 69 | 71 | 66 | 73 | 73 | 69 |
| 85th \%tile | 76 | 76 | 75 | 72 | 78 | 78 | 74 |
| \% over 55 | 98 | 97 | 99 | 95 | 99 | 100 | 99 |
| \% over 60 | 93 | 90 | 97 | 84 | 98 | 99 | 94 |
| \% over 65 | 79 | 74 | 84 | 59 | 95 | 96 | 74 |
| \% over 70 | 53 | 47 | 59 | 22 | 79 | 82 | 40 |
| \% over 75 | 17 | 18 | 16 | 3 | 36 | 27 | 6 |

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

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|  | Road | E | W | E Lane1 | E Lane2 | W Lane2 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| \% over 80 | 2 | 2 | 2 | 0 | 5 | 4 | 1 |
| \% over 85 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| Total | 63,748 | 31,227 | 32,521 | 17,789 | 13,438 | 14,514 | 18,007 |

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