## Idaho Transportation Department

Monthly Speed Distribution for January 2022

Site names: County: Funct Class: Location:

00046
Boundary
R Principal Arterial - Other
US-95 4.4 Mi. NE of Jct SH-1

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

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 58 \\ 8.96 \% \end{gathered}$ | $\begin{gathered} 1 \\ .39 \% \end{gathered}$ | $\begin{gathered} 57 \\ 18.44 \% \end{gathered}$ | $\begin{gathered} 1 \\ .39 \% \end{gathered}$ | $\begin{gathered} 57 \\ 18.44 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 5 \\ .75 \% \end{gathered}$ | $\begin{gathered} 1 \\ .42 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .42 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.11 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 4 \\ .55 \% \end{gathered}$ | $\begin{gathered} 2 \\ .6 \% \end{gathered}$ | $\begin{gathered} 2 \\ .5 \% \end{gathered}$ | $\begin{gathered} 2 \\ .6 \% \end{gathered}$ | $\begin{gathered} 2 \\ .5 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 4 \\ .62 \% \end{gathered}$ | $\begin{gathered} 2 \\ .51 \% \end{gathered}$ | $\begin{gathered} 2 \\ .73 \% \end{gathered}$ | $\begin{gathered} 2 \\ .51 \% \end{gathered}$ | $\begin{gathered} 2 \\ .73 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 6 \\ .95 \% \end{gathered}$ | $\begin{gathered} 2 \\ .68 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.24 \% \end{gathered}$ | $\begin{gathered} 2 \\ .68 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.24 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 10 \\ 1.57 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.31 \% \end{gathered}$ | $\begin{gathered} 6 \\ 1.86 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.31 \% \end{gathered}$ | $\begin{gathered} 6 \\ 1.86 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 21 \\ 3.15 \% \end{gathered}$ | $\begin{gathered} 12 \\ 3.6 \% \end{gathered}$ | $\begin{gathered} 8 \\ 2.64 \% \end{gathered}$ | $\begin{gathered} 12 \\ 3.6 \% \end{gathered}$ | $\begin{gathered} 8 \\ 2.64 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 53 \\ 8.18 \% \end{gathered}$ | $\begin{gathered} 31 \\ 9.07 \% \end{gathered}$ | $\begin{gathered} 22 \\ 7.2 \% \end{gathered}$ | $\begin{gathered} 31 \\ 9.07 \% \end{gathered}$ | $\begin{gathered} 22 \\ 7.2 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 120 \\ 18.37 \% \end{gathered}$ | $\begin{gathered} 75 \\ 21.77 \% \end{gathered}$ | $\begin{gathered} 45 \\ 14.62 \% \end{gathered}$ | $\begin{gathered} 75 \\ 21.77 \% \end{gathered}$ | $\begin{gathered} 45 \\ 14.62 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 204 \\ 31.25 \% \end{gathered}$ | $\begin{gathered} 119 \\ 34.82 \% \end{gathered}$ | $\begin{gathered} 85 \\ 27.31 \% \end{gathered}$ | $\begin{gathered} 119 \\ 34.82 \% \end{gathered}$ | $\begin{gathered} 85 \\ 27.31 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 119 \\ 18.25 \% \end{gathered}$ | $\begin{gathered} 68 \\ 19.74 \% \end{gathered}$ | $\begin{gathered} 51 \\ 16.6 \% \end{gathered}$ | $\begin{gathered} 68 \\ 19.74 \% \end{gathered}$ | $\begin{gathered} 51 \\ 16.6 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 36 \\ 5.58 \% \end{gathered}$ | $\begin{gathered} 19 \\ 5.51 \% \end{gathered}$ | $\begin{gathered} 18 \\ 5.65 \% \end{gathered}$ | $\begin{gathered} 19 \\ 5.51 \% \end{gathered}$ | $\begin{gathered} 18 \\ 5.65 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 8 \\ 1.21 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.08 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.36 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.08 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.36 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 3 \\ .39 \% \end{gathered}$ | $\begin{gathered} 1 \\ .35 \% \end{gathered}$ | $\begin{gathered} 1 \\ .44 \% \end{gathered}$ | $\begin{gathered} 1 \\ .35 \% \end{gathered}$ | $\begin{gathered} 1 \\ .44 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 1 \\ .13 \% \end{gathered}$ | $\begin{gathered} 0 \\ .13 \% \end{gathered}$ | $\begin{gathered} 0 \\ .13 \% \end{gathered}$ | $\begin{gathered} 0 \\ .13 \% \end{gathered}$ | $\begin{gathered} 0 \\ .13 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .1 \% \end{gathered}$ |
| Average | 56 | 61 | 51 | 61 | 51 |
| Median | 61 | 62 | 60 | 62 | 60 |
| 85th \%tile | 68 | 68 | 68 | 68 | 68 |
| \% over 55 | 75 | 83 | 66 | 83 | 66 |
| \% over 60 | 57 | 62 | 52 | 62 | 52 |
| \% over 65 | 26 | 27 | 24 | 27 | 24 |
| \% over 70 | 7 | 7 | 8 | 7 | 8 |
| \% over 75 | 2 | 2 | 2 | 2 | 2 |

***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 2022

| Site names: |  |
| :--- | :--- |
| County: |  |
| Funct Class: <br> Location: | Boundary <br> R Principal Arterial - Other <br> US-95 4.4 Mi. NE of Jct SH-1 |
|  | Road |
| \% over 80 | 1 |

Seasonal Factor Grp: Daily Factor Grp:
Axle Factor Grp: 6
Growth Factor Grp: 9

