## Idaho Transportation Department

 Monthly Speed Distribution for June 2022| Site names: | 00049 |
| :--- | :--- |
| County: | Idaho |
| Funct Class: | R Principal Arterial - Other |
| Location: | US-95 6.3 Mi. N of Salmon River Bridge |


|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 4 \\ .15 \% \end{gathered}$ | $\begin{gathered} 2 \\ .14 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 2 \\ .14 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 7 \\ .26 \% \end{gathered}$ | $\begin{gathered} 3 \\ .2 \% \end{gathered}$ | $\begin{gathered} 4 \\ .33 \% \end{gathered}$ | $\begin{gathered} 3 \\ .2 \% \end{gathered}$ | $\begin{gathered} 4 \\ .33 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 14 \\ .51 \% \end{gathered}$ | $\begin{gathered} 6 \\ .44 \% \end{gathered}$ | $\begin{gathered} 8 \\ .58 \% \end{gathered}$ | $\begin{gathered} 6 \\ .44 \% \end{gathered}$ | $\begin{gathered} 8 \\ .58 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 32 \\ 1.19 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.06 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.31 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.06 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.31 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 96 \\ 3.54 \% \end{gathered}$ | $\begin{gathered} 45 \\ 3.26 \% \end{gathered}$ | $\begin{gathered} 52 \\ 3.82 \% \end{gathered}$ | $\begin{gathered} 45 \\ 3.26 \% \end{gathered}$ | $\begin{gathered} 52 \\ 3.82 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 233 \\ 8.57 \% \end{gathered}$ | $\begin{gathered} 119 \\ 8.73 \% \end{gathered}$ | $\begin{gathered} 114 \\ 8.4 \% \end{gathered}$ | $\begin{gathered} 119 \\ 8.73 \% \end{gathered}$ | $\begin{gathered} 114 \\ 8.4 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 575 \\ 21.16 \% \end{gathered}$ | $\begin{gathered} 293 \\ 21.5 \% \end{gathered}$ | $\begin{gathered} 282 \\ 20.82 \% \end{gathered}$ | $\begin{gathered} 293 \\ 21.5 \% \end{gathered}$ | $\begin{gathered} 282 \\ 20.82 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,049 \\ 38.59 \% \end{gathered}$ | $\begin{gathered} 515 \\ 37.72 \% \end{gathered}$ | $\begin{gathered} 534 \\ 39.48 \% \end{gathered}$ | $\begin{gathered} 515 \\ 37.72 \% \end{gathered}$ | $\begin{gathered} 534 \\ 39.48 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 537 \\ 19.78 \% \end{gathered}$ | $\begin{gathered} 274 \\ 20.09 \% \end{gathered}$ | $\begin{gathered} 263 \\ 19.46 \% \end{gathered}$ | $\begin{gathered} 274 \\ 20.09 \% \end{gathered}$ | $\begin{gathered} 263 \\ 19.46 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 141 \\ 5.2 \% \end{gathered}$ | $\begin{gathered} 79 \\ 5.81 \% \end{gathered}$ | $\begin{gathered} 62 \\ 4.58 \% \end{gathered}$ | $\begin{gathered} 79 \\ 5.81 \% \end{gathered}$ | $\begin{gathered} 62 \\ 4.58 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 15 \\ .56 \% \end{gathered}$ | $\begin{gathered} 7 \\ .53 \% \end{gathered}$ | $\begin{gathered} 8 \\ .59 \% \end{gathered}$ | $\begin{gathered} 7 \\ .53 \% \end{gathered}$ | $\begin{gathered} 8 \\ .59 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ |
| 90-95 | $\stackrel{2}{.07 \%}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| Average | 66 | 66 | 66 | 66 | 66 |
| Median | 67 | 67 | 67 | 67 | 67 |
| 85th \%tile | 73 | 73 | 73 | 73 | 73 |
| \% over 55 | 94 | 95 | 94 | 95 | 94 |
| \% over 60 | 86 | 86 | 85 | 86 | 85 |
| \% over 65 | 64 | 64 | 64 | 64 | 64 |
| \% over 70 | 26 | 27 | 25 | 27 | 25 |
| \% over 75 | 6 | 7 | 5 | 7 | 5 |

***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 June 2022

| Site names: <br> County: <br> Funct Class: <br> Location: | 00049 <br> Idaho <br> R Principal Arterial - Other US-95 6.3 Mi. N of Salmon River Bridge |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 1 | 1 | 1 | 1 | 1 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,717 | 1,364 | 1,353 | 1,364 | 1,353 |

Seasonal Factor Grp: 6 Daily Factor Grp: 6
Axle Factor Grp: 2
Growth Factor Grp: 8

US-95 6.3 Mi. N of Salmon River Bridge
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