Idaho Transportation Department Monthly Speed Distribution for October 2018

Site names: 00077 County: Clark

Funct Class: R Major Collector

Location: SH-22 7.1 Mi. NE of Jefferson-Clark Line

Seasonal Factor Grp: 5
Daily Factor Grp: 3
Axle Factor Grp: 3
Growth Factor Grp:

JOCATION. ST1-22 7.1 WIL NE OF JenerSon-Olark Line								
	Road	NE	SW	NE Lane1	SW Lane1			
0-20	0	0	0	0	0			
	.08%	.13%	.04%	.13%	.04%			
20-25	1	1	0	1	0			
	.25%	.46%	.05%	.46%	.05%			
25-30	1	1	0	1	0			
	.41%	.53%	.3%	.53%	.3%			
30-35	2	1	1	1	1			
	.6%	.71%	.49%	.71%	.49%			
35-40	5	3	2	3	2			
	1.6%	1.83%	1.38%	1.83%	1.38%			
40-45	6	3	3	3	3			
	1.82%	1.91%	1.74%	1.91%	1.74%			
45-50	6	2	3	2	3			
	1.79%	1.37%	2.19%	1.37%	2.19%			
50-55	9	3	6	3	6			
	3.06%	2.21%	3.86%	2.21%	3.86%			
55-60	19	8	11	8	11			
	6.27%	5.36%	7.14%	5.36%	7.14%			
60-65	46	20	26	20	26			
	14.98%	13.57%	16.32%	13.57%	16.32%			
65-70	73	35	38	35	38			
	23.52%	23.13%	23.89%	23.13%	23.89%			
70-75	93	47	47	47	47			
	30.17%	30.94%	29.44%	30.94%	29.44%			
75-80	32	17	15	17	15			
	10.36%	11.51%	9.28%	11.51%	9.28%			
80-85	11	6	5	6	5			
	3.68%	4.17%	3.21%	4.17%	3.21%			
85-90	3	2	1	2	1			
	.96%	1.47%	.48%	1.47%	.48%			
90-95	1	1	0	1	0			
	.33%	.53%	.15%	.53%	.15%			
95-100	0	0	0	0	0			
	.1%	.14%	.06%	.14%	.06%			
100-120	0	0	0	0	0			
	.02%	.04%	0%	.04%	0%			
Average	67	68	67	68	67			
Median	69	70	68	70	68			
85th %tile	75	76	75	76	75			
% over 55	90	91	90	91	90			
% over 60	84	85	83	85	83			
% over 65	69	72	66	72	66			
% over 70	46	49	43	49	43			
% over 75	15	18	13	18	13			
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^{***}Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

MS01P: Page 1 of 2

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Site names: 00077 County: Clark

Funct Class:

R Major Collector

Location: SH-22 7.1 Mi. NE of Jefferson-Clark Line

Seasonal Factor Grp: 5
Daily Factor Grp: 3
Axle Factor Grp: 3
Growth Factor Grp:

	Road	NE	SW	NE Lane1	SW Lane1
% over 80	5	6	4	6	4
% over 85	1	2	1	2	1
Total	310	150	159	150	159

Created Wed Dec 05 16:44:43 MST 2018 MS01P: Page 2 of 2

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