## Idaho Transportation Department

Monthly Speed Distribution for December 2018

| Site names: | 00124 |
| :--- | :--- |
| County: | Latah |
| Funct Class: | U Principal Arterial - Other |
| Location: | US-95 0.6 Mi. S. of Palouse River Bridge |


|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 5 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 6 \\ .1 \% \end{gathered}$ | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 14 \\ .22 \% \end{gathered}$ | $\begin{gathered} 6 \\ .2 \% \end{gathered}$ | $\begin{gathered} 7 \\ .23 \% \end{gathered}$ | $\begin{gathered} 6 \\ .2 \% \end{gathered}$ | $\begin{gathered} 7 \\ .23 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 39 \\ .62 \% \end{gathered}$ | $\begin{gathered} 20 \\ .65 \% \end{gathered}$ | $\begin{gathered} 19 \\ .59 \% \end{gathered}$ | $\begin{gathered} 20 \\ .65 \% \end{gathered}$ | $\begin{gathered} 19 \\ .59 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 113 \\ 1.79 \% \end{gathered}$ | $\begin{gathered} 72 \\ 2.29 \% \end{gathered}$ | $\begin{gathered} 42 \\ 1.31 \% \end{gathered}$ | $\begin{gathered} 72 \\ 2.29 \% \end{gathered}$ | $\begin{gathered} 42 \\ 1.31 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 523 \\ 8.28 \% \end{gathered}$ | $\begin{gathered} 376 \\ 12.02 \% \end{gathered}$ | $\begin{gathered} 148 \\ 4.62 \% \end{gathered}$ | $\begin{gathered} 376 \\ 12.02 \% \end{gathered}$ | $\begin{gathered} 148 \\ 4.62 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 1,720 \\ 27.19 \% \end{gathered}$ | $\begin{gathered} 1,097 \\ 35.12 \% \end{gathered}$ | $\begin{gathered} 623 \\ 19.46 \% \end{gathered}$ | $\begin{gathered} 1,097 \\ 35.12 \% \end{gathered}$ | $\begin{gathered} 623 \\ 19.46 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 2,126 \\ 33.62 \% \end{gathered}$ | $\begin{gathered} 1,021 \\ 32.69 \% \end{gathered}$ | $\begin{gathered} 1,105 \\ 34.53 \% \end{gathered}$ | $\begin{gathered} 1,021 \\ 32.69 \% \end{gathered}$ | $\begin{gathered} 1,105 \\ 34.53 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 1,351 \\ 21.37 \% \end{gathered}$ | $\begin{gathered} \hline 439 \\ 14.06 \% \end{gathered}$ | $\begin{gathered} 912 \\ 28.51 \% \end{gathered}$ | $\begin{gathered} 439 \\ 14.06 \% \end{gathered}$ | $\begin{gathered} 912 \\ 28.51 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 381 \\ 6.02 \% \end{gathered}$ | $\begin{gathered} 79 \\ 2.52 \% \end{gathered}$ | $\begin{gathered} 302 \\ 9.44 \% \end{gathered}$ | $\begin{gathered} 79 \\ 2.52 \% \end{gathered}$ | $\begin{gathered} 302 \\ 9.44 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 41 \\ .64 \% \end{gathered}$ | $\begin{gathered} 7 \\ .24 \% \end{gathered}$ | $\begin{gathered} 33 \\ 1.04 \% \end{gathered}$ | $\begin{gathered} 7 \\ .24 \% \end{gathered}$ | $\begin{gathered} 33 \\ 1.04 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 52 | 50 | 53 | 50 | 53 |
| Median | 52 | 50 | 53 | 50 | 53 |
| 85th \%tile | 58 | 56 | 59 | 56 | 59 |
| \% over 55 | 28 | 17 | 39 | 17 | 39 |
| \% over 60 | 7 | 3 | 11 | 3 | 11 |
| \% over 65 | 1 | 0 | 1 | 0 | 1 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 |

***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 December 2018

| Site names: | 00124 |
| :--- | :--- |
| County: |  |
| Funct Class: |  |
| Location: |  |$\quad$| Latah |
| :--- |
| U Principal Arterial - Other |
| US-95 0.6 Mi. S. of Palouse River Bridge |

Seasonal Factor Grp: 2
Daily Factor Grp: 3
Axle Factor Grp: 2
Growth Factor Grp:

[^0] add up.


[^0]:    ***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always

