## Idaho Transportation Department

Monthly Speed Distribution for January 2019

| 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 | $\begin{gathered} 4 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 6 \\ .09 \% \end{gathered}$ | $\begin{gathered} 4 \\ .11 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .11 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 11 \\ .18 \% \end{gathered}$ | $\begin{gathered} 5 \\ .16 \% \end{gathered}$ | $\begin{gathered} 6 \\ .21 \% \end{gathered}$ | $\begin{gathered} 5 \\ .16 \% \end{gathered}$ | $\begin{gathered} 6 \\ .21 \% \end{gathered}$ |
| 30-35 | $\begin{aligned} & 31 \\ & .5 \% \end{aligned}$ | $\begin{gathered} 16 \\ .52 \% \end{gathered}$ | $\begin{gathered} 15 \\ .47 \% \end{gathered}$ | $\begin{gathered} 16 \\ .52 \% \end{gathered}$ | $\begin{gathered} 15 \\ .47 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 101 \\ 1.6 \% \end{gathered}$ | $\begin{gathered} 62 \\ 1.94 \% \end{gathered}$ | $\begin{gathered} 40 \\ 1.26 \% \end{gathered}$ | $\begin{gathered} 62 \\ 1.94 \% \end{gathered}$ | $\begin{gathered} 40 \\ 1.26 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 486 \\ 7.69 \% \end{gathered}$ | $\begin{gathered} 349 \\ 10.97 \% \end{gathered}$ | $\begin{gathered} 137 \\ 4.36 \% \end{gathered}$ | $\begin{gathered} 349 \\ 10.97 \% \end{gathered}$ | $\begin{gathered} 137 \\ 4.36 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 1,691 \\ 26.75 \% \end{gathered}$ | $\begin{gathered} 1,105 \\ 34.71 \% \end{gathered}$ | $\begin{gathered} 586 \\ 18.68 \% \end{gathered}$ | $\begin{gathered} 1,105 \\ 34.71 \% \end{gathered}$ | $\begin{gathered} 586 \\ 18.68 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 2,129 \\ 33.68 \% \end{gathered}$ | $\begin{gathered} 1,061 \\ 33.3 \% \end{gathered}$ | $\begin{gathered} 1,069 \\ 34.06 \% \end{gathered}$ | $\begin{gathered} 1,061 \\ 33.3 \% \end{gathered}$ | $\begin{gathered} 1,069 \\ 34.06 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 1,398 \\ 22.12 \% \end{gathered}$ | $\begin{gathered} 486 \\ 15.26 \% \end{gathered}$ | $\begin{gathered} 912 \\ 29.07 \% \end{gathered}$ | $\begin{gathered} 486 \\ 15.26 \% \end{gathered}$ | $\begin{gathered} 912 \\ 29.07 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 413 \\ 6.54 \% \end{gathered}$ | $\begin{gathered} 86 \\ 2.7 \% \end{gathered}$ | $\begin{gathered} 328 \\ 10.44 \% \end{gathered}$ | $\begin{gathered} 86 \\ 2.7 \% \end{gathered}$ | $\begin{gathered} 328 \\ 10.44 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 46 \\ .72 \% \end{gathered}$ | $\begin{gathered} 8 \\ .25 \% \end{gathered}$ | $\begin{gathered} 38 \\ 1.2 \% \end{gathered}$ | $\begin{gathered} 8 \\ .25 \% \end{gathered}$ | $\begin{gathered} 38 \\ 1.2 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 3 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 54 | 50 | 54 |
| 85th \%tile | 58 | 56 | 59 | 56 | 59 |
| \% over 55 | 29 | 18 | 41 | 18 | 41 |
| \% over 60 | 7 | 3 | 12 | 3 | 12 |
| \% 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 January 2019Site names:
County:
Funct Class: U Principal Arterial - Other
Location:

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,322 | 3,185 | 3,137 | 3,185 | 3,137 |

Seasonal Factor Grp: 2
Daily Factor Grp: 3
Axle Factor Grp: 2
Growth Factor Grp:
${ }^{* * *}$ Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

