## Idaho Transportation Department

Monthly Speed Distribution for January 2022

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 6 \\ .11 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .14 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .14 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 11 \\ .2 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 9 \\ .3 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 9 \\ .3 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 29 \\ .52 \% \end{gathered}$ | $\begin{gathered} 9 \\ .32 \% \end{gathered}$ | $\begin{gathered} 20 \\ .71 \% \end{gathered}$ | $\begin{gathered} 9 \\ .32 \% \end{gathered}$ | $\begin{gathered} 20 \\ .71 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 97 \\ 1.7 \% \end{gathered}$ | $\begin{gathered} 36 \\ 1.28 \% \end{gathered}$ | $\begin{gathered} 61 \\ 2.11 \% \end{gathered}$ | $\begin{gathered} 36 \\ 1.28 \% \end{gathered}$ | $\begin{gathered} 61 \\ 2.11 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 450 \\ 7.89 \% \end{gathered}$ | $\begin{gathered} 133 \\ 4.69 \% \end{gathered}$ | $\begin{gathered} 317 \\ 11.03 \% \end{gathered}$ | $\begin{gathered} 133 \\ 4.69 \% \end{gathered}$ | $\begin{gathered} 317 \\ 11.03 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 1,612 \\ 28.27 \% \end{gathered}$ | $\begin{gathered} 516 \\ 18.23 \% \end{gathered}$ | $\begin{gathered} 1,097 \\ 38.14 \% \end{gathered}$ | $\begin{gathered} 516 \\ 18.23 \% \end{gathered}$ | $\begin{gathered} 1,097 \\ 38.14 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 2,076 \\ 36.4 \% \end{gathered}$ | $\begin{gathered} 1,154 \\ 40.8 \% \end{gathered}$ | $\begin{gathered} 922 \\ 32.06 \% \end{gathered}$ | $\begin{gathered} 1,154 \\ 40.8 \% \end{gathered}$ | $\begin{gathered} 922 \\ 32.06 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,133 \\ 19.86 \% \end{gathered}$ | $\begin{gathered} 785 \\ 27.75 \% \end{gathered}$ | $\begin{gathered} 348 \\ 12.11 \% \end{gathered}$ | $\begin{gathered} \hline 785 \\ 27.75 \% \end{gathered}$ | $\begin{gathered} 348 \\ 12.11 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 243 \\ 4.25 \% \end{gathered}$ | $\begin{gathered} 165 \\ 5.82 \% \end{gathered}$ | $\begin{gathered} 78 \\ 2.71 \% \end{gathered}$ | $\begin{gathered} 165 \\ 5.82 \% \end{gathered}$ | $\begin{gathered} 78 \\ 2.71 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 40 \\ .7 \% \end{gathered}$ | $\begin{gathered} 23 \\ .81 \% \end{gathered}$ | $\begin{gathered} 17 \\ .6 \% \end{gathered}$ | $\begin{gathered} 23 \\ .81 \% \end{gathered}$ | $\begin{gathered} 17 \\ .6 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 5 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 46 | 48 | 45 | 48 | 45 |
| Median | 47 | 48 | 45 | 48 | 45 |
| 85th \%tile | 52 | 54 | 50 | 54 | 50 |
| \% over 55 | 5 | 7 | 3 | 7 | 3 |
| \% over 60 | 1 | 1 | 1 | 1 | 1 |
| \% over 65 | 0 | 0 | 0 | 0 | 0 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 |


| Site names: | 00126 |
| :--- | :--- |
| County: | Latah |
| Funct Class: | U Principal Arterial - Other |
| Location: | US-95 0.4 Mi. N of Brent Dr |

Latah
U Principal Arterial - Other US-95 0.4 Mi. N of Brent Dr

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

2 3 2 11
${ }^{* * *}$ 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: <br> County: <br> Funct Class: <br> Location: | $00126$ <br> Latah <br> U Principal Arterial - Other US-95 0.4 Mi. N of Brent Dr |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 5,704 | 2,829 | 2,875 | 2,829 | 2,875 |

Seasonal Factor Grp: 2
Daily Factor Grp: 3
Axle Factor Grp: 2
Growth Factor Grp: 11

