## Idaho Transportation Department

 Monthly Speed Distribution for June 2022| Site names: | 00126 |
| :--- | :--- |
| County: | Latah |
| Funct Class: | U Principal Arterial - Other |
| Location: | US-95 0.4 Mi. N of Brent Dr |


|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 10 <br> $.13 \%$ | 7 <br> $.18 \%$ | 3 <br> $.08 \%$ | 7 <br> $.18 \%$ | 3 <br> $.08 \%$ |
|  | 3 <br> $04 \%$ | 2 <br> 05 | 1 <br> $03 \%$ | 2 <br> $.05 \%$ | 1 <br> $.03 \%$ |


| $20-25$ | $.04 \%$ | $.05 \%$ | $.03 \%$ | $.05 \%$ | $.03 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $25-30$ | 13 | 7 | 6 | 7 | 6 |
|  | $.17 \%$ | $.18 \%$ | $.16 \%$ | $.18 \%$ | $.16 \%$ |
| $30-35$ | 59 | 23 | 37 | 23 | 37 |
|  | $.77 \%$ |  |  |  |  |


|  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $35-40$ | 453 | 129 | 324 | 129 | 324 |
|  | $5.88 \%$ | $3.41 \%$ | $8.28 \%$ | $3.41 \%$ | $8.28 \%$ |
| $40-45$ | 2,235 | 729 | 1,506 | 729 | 1,506 |
|  | $29.05 \%$ | $19.25 \%$ | $38.54 \%$ | $19.25 \%$ | $38.54 \%$ |
| $45-50$ | 3,087 | 1,664 | 1,423 | 1,664 | 1,423 |
|  | $40.11 \%$ | $43.93 \%$ | $36.41 \%$ | $43.93 \%$ | $36.41 \%$ |
| $50-55$ | 1,473 | 1,000 | 472 | 1,000 | 472 |
|  | $19.14 \%$ | $26.42 \%$ | $12.09 \%$ | $26.42 \%$ | $12.09 \%$ |
| $50-60$ | 302 | 196 | 107 | 196 | 107 |
|  | $3.93 \%$ | $5.16 \%$ | $2.74 \%$ | $5.16 \%$ | $2.74 \%$ |
|  |  |  |  |  |  |


|  | $3.93 \%$ | $5.16 \%$ | $2.74 \%$ | $5.16 \%$ | $2.74 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $60-65$ | 51 | 27 | 24 | 27 | 24 |
|  | $.66 \%$ | $.7 \%$ | $.61 \%$ | $.7 \%$ | $.61 \%$ |
| $65-70$ | 7 | 3 | 3 | 3 | 3 |
|  | $.09 \%$ | $.08 \%$ | $09 \%$ | $08 \%$ | $09 \%$ |


|  | $.09 \%$ | $.08 \%$ | $.09 \%$ | $.08 \%$ |
| :---: | :---: | :---: | :---: | :---: |
| $70-75$ | 2 | 1 | 1 | 1 |
|  | $.02 \%$ | $.02 \%$ | $.02 \%$ | $.02 \%$ |


| 75-80 | .01\% | .01\% | 0\% | .01\% | 0\% |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 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 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 47 | 48 | 46 | 48 | 46 |
| Median | 47 | 48 | 45 | 48 | 45 |
| 85th \%tile | 52 | 53 | 50 | 53 | 50 |
| \% over 55 | 5 | 6 | 3 | 6 | 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 |

${ }^{* * *}$ 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: | 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 |  | 7,694 | 3,786 | 3,908 | 3,786 |

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

