## Idaho Transportation Department

 Monthly Speed Distribution for August 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 | $\begin{gathered} 6 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .07 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 8 \\ .09 \% \end{gathered}$ | $\begin{gathered} 4 \\ .09 \% \end{gathered}$ | $\begin{gathered} 4 \\ .09 \% \end{gathered}$ | $\begin{gathered} 4 \\ .09 \% \end{gathered}$ | $\begin{gathered} 4 \\ .09 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 15 \\ .19 \% \end{gathered}$ | $\begin{gathered} 6 \\ .14 \% \end{gathered}$ | $\begin{gathered} 10 \\ .23 \% \end{gathered}$ | $\begin{gathered} 6 \\ .14 \% \end{gathered}$ | $\begin{gathered} 10 \\ .23 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 64 \\ .78 \% \end{gathered}$ | $\begin{gathered} 24 \\ .59 \% \end{gathered}$ | $\begin{gathered} 40 \\ .97 \% \end{gathered}$ | $\begin{gathered} 24 \\ .59 \% \end{gathered}$ | $\begin{gathered} 40 \\ .97 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 444 \\ 5.39 \% \end{gathered}$ | $\begin{gathered} 132 \\ 3.25 \% \end{gathered}$ | $\begin{gathered} 312 \\ 7.49 \% \end{gathered}$ | $\begin{gathered} 132 \\ 3.25 \% \end{gathered}$ | $\begin{gathered} 312 \\ 7.49 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} \hline 2,239 \\ 27.19 \% \end{gathered}$ | $\begin{gathered} 744 \\ 18.26 \% \end{gathered}$ | $\begin{gathered} 1,495 \\ 35.93 \% \end{gathered}$ | $\begin{gathered} 744 \\ 18.26 \% \end{gathered}$ | $\begin{gathered} 1,495 \\ 35.93 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 3,314 \\ 40.23 \% \end{gathered}$ | $\begin{gathered} 1,790 \\ 43.9 \% \end{gathered}$ | $\begin{gathered} 1,524 \\ 36.62 \% \end{gathered}$ | $\begin{gathered} 1,790 \\ 43.9 \% \end{gathered}$ | $\begin{gathered} 1,524 \\ 36.62 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,710 \\ 20.76 \% \end{gathered}$ | $\begin{gathered} 1,125 \\ 27.6 \% \end{gathered}$ | $\begin{gathered} 585 \\ 14.05 \% \end{gathered}$ | $\begin{gathered} 1,125 \\ 27.6 \% \end{gathered}$ | $\begin{gathered} 585 \\ 14.05 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 363 \\ 4.4 \% \end{gathered}$ | $\begin{gathered} 216 \\ 5.3 \% \end{gathered}$ | $\begin{gathered} 147 \\ 3.53 \% \end{gathered}$ | $\begin{gathered} 216 \\ 5.3 \% \end{gathered}$ | $\begin{gathered} 147 \\ 3.53 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 63 \\ .76 \% \end{gathered}$ | $\begin{gathered} 28 \\ .68 \% \end{gathered}$ | $\begin{gathered} 35 \\ .84 \% \end{gathered}$ | $\begin{gathered} 28 \\ .68 \% \end{gathered}$ | $\begin{gathered} 35 \\ .84 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 9 \\ .11 \% \end{gathered}$ | $\begin{gathered} 4 \\ .09 \% \end{gathered}$ | $\begin{gathered} 5 \\ .12 \% \end{gathered}$ | $\begin{gathered} 4 \\ .09 \% \end{gathered}$ | $\begin{gathered} 5 \\ .12 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 47 | 48 | 46 | 48 | 46 |
| Median | 47 | 48 | 46 | 48 | 46 |
| 85th \%tile | 53 | 53 | 51 | 53 | 51 |
| \% over 55 | 5 | 6 | 5 | 6 | 5 |
| \% 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.

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 Monthly Speed Distribution for August 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 |  | 8,238 | 4,077 | 4,161 | 4,077 |

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

Location: US-95 0.4 Mi. N of Brent Dr
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