## Idaho Transportation Department

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


| Road | N |
| :---: | :---: | :---: |


|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 6 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 4 \\ .11 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 4 \\ .11 \% \end{gathered}$ |
| 20-25 | $5$ | $2$ | $2$ | $2$ | $2$ |


|  | $.06 \%$ | $.06 \%$ | $.06 \%$ | $.06 \%$ | $.06 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $25-30$ | 14 | 6 | 8 | 6 | 8 |
|  | $.18 \%$ | $.16 \%$ | $.2 \%$ | $.16 \%$ | $.2 \%$ |
| $30-35$ | 62 | 21 | 41 | 21 | 41 |
|  | $78 \%$ | $53 \%$ | $1.03 \%$ | $.53 \%$ | $1.03 \%$ |



| $35-40$ | 424 | 113 | 311 | 113 | 311 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | $5.33 \%$ | $2.85 \%$ | $7.8 \%$ | $2.85 \%$ | $7.8 \%$ |
| $40-45$ | 2,148 | 677 | 1,470 | 677 | 1,470 |
|  | $26.96 \%$ | $17.02 \%$ | $36.87 \%$ | $17.02 \%$ | $36.87 \%$ |
| $45-50$ | 3,172 | 1,740 | 1,432 | 1,740 | 1,432 |
|  | $39.81 \%$ | $43.74 \%$ | $35.9 \%$ | $43.74 \%$ | $35.9 \%$ |


| $50-55$ | 1,686 <br> $21.17 \%$ | 1,144 <br> $28.74 \%$ | 543 <br> $13.61 \%$ | 1,144 <br> $28.74 \%$ | 543 <br> $13.61 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 370 <br> $4.64 \%$ | 232 <br> $5.84 \%$ | 137 <br> $3.45 \%$ | 232 <br> $5.84 \%$ | 137 <br> $3.45 \%$ |
| $60-65$ | 66 | 35 | 32 | 35 | 32 |
|  | $.83 \%$ | $.87 \%$ | $.79 \%$ | $.87 \%$ | $.79 \%$ |
| $65-70$ | 10 | 5 | 6 | 5 | 6 |
|  | $.13 \%$ | $.11 \%$ | $14 \%$ | $.11 \%$ | $14 \%$ |


| 70-75 | $\begin{gathered} 3 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 75-80 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 54 | 51 | 54 | 51 |
| \% over 55 | 6 | 7 | 4 | 7 | 4 |
| \% 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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| :--- | :--- | :--- | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total |  | 7,967 | 3,979 | 3,989 | 3,979 |

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

