## Idaho Transportation Department

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

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

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 5 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 14 \\ .25 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ | $\begin{gathered} 12 \\ .4 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ | $\begin{aligned} & 12 \\ & .4 \% \end{aligned}$ |
| 25-30 | $\begin{gathered} 46 \\ .81 \% \end{gathered}$ | $\begin{gathered} 15 \\ .52 \% \end{gathered}$ | $\begin{gathered} 31 \\ 1.1 \% \end{gathered}$ | $\begin{gathered} 15 \\ .52 \% \end{gathered}$ | $\begin{gathered} 31 \\ 1.1 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 152 \\ 2.65 \% \end{gathered}$ | $\begin{gathered} 60 \\ 2.08 \% \end{gathered}$ | $\begin{gathered} 92 \\ 3.22 \% \end{gathered}$ | $\begin{gathered} 60 \\ 2.08 \% \end{gathered}$ | $\begin{gathered} 92 \\ 3.22 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 598 \\ 10.39 \% \end{gathered}$ | $\begin{gathered} 216 \\ 7.48 \% \end{gathered}$ | $\begin{gathered} 381 \\ 13.35 \% \end{gathered}$ | $\begin{gathered} 216 \\ 7.48 \% \end{gathered}$ | $\begin{gathered} 381 \\ 13.35 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 1,762 \\ 30.64 \% \end{gathered}$ | $\begin{gathered} 666 \\ 23.01 \% \end{gathered}$ | $\begin{gathered} 1,096 \\ 38.36 \% \end{gathered}$ | $\begin{gathered} 666 \\ 23.01 \% \end{gathered}$ | $\begin{gathered} 1,096 \\ 38.36 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 2,002 \\ 34.81 \% \end{gathered}$ | $\begin{gathered} 1,151 \\ 39.78 \% \end{gathered}$ | $\begin{gathered} 850 \\ 29.77 \% \end{gathered}$ | $\begin{gathered} 1,151 \\ 39.78 \% \end{gathered}$ | $\begin{gathered} 850 \\ 29.77 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 950 \\ 16.52 \% \end{gathered}$ | $\begin{gathered} 641 \\ 22.13 \% \end{gathered}$ | $\begin{gathered} 310 \\ 10.84 \% \end{gathered}$ | $\begin{gathered} 641 \\ 22.13 \% \end{gathered}$ | $\begin{gathered} 310 \\ 10.84 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 190 \\ 3.31 \% \end{gathered}$ | $\begin{gathered} 122 \\ 4.21 \% \end{gathered}$ | $\begin{gathered} 69 \\ 2.4 \% \end{gathered}$ | $\begin{gathered} 122 \\ 4.21 \% \end{gathered}$ | $\begin{gathered} 69 \\ 2.4 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 26 \\ .46 \% \end{gathered}$ | $\begin{gathered} 15 \\ .51 \% \end{gathered}$ | $\begin{gathered} 12 \\ .41 \% \end{gathered}$ | $\begin{gathered} 15 \\ .51 \% \end{gathered}$ | $\begin{gathered} 12 \\ .41 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 47 | 44 | 47 | 44 |
| Median | 46 | 47 | 44 | 47 | 44 |
| 85th \%tile | 52 | 53 | 50 | 53 | 50 |
| \% over 55 | 4 | 5 | 3 | 5 | 3 |
| \% over 60 | 1 | 1 | 0 | 1 | 0 |
| \% 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 December 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 |  | 5,751 | 2,894 | 2,857 | 2,894 |

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

