## Idaho Transportation Department

Monthly Speed Distribution for February 2019

Site names: County: Funct Class: Location:

00144
Washington
R Principal Arterial - Other
US-95 1.1 Mi. N of Indian Head Rd

|  | Road | NE | SW | NE Lane1 | SW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 11 \\ .42 \% \end{gathered}$ | $\begin{gathered} 4 \\ .32 \% \end{gathered}$ | $\begin{gathered} 7 \\ .52 \% \end{gathered}$ | $\begin{gathered} 4 \\ .32 \% \end{gathered}$ | $\begin{gathered} 7 \\ .52 \% \end{gathered}$ |
| 40-45 | $\begin{aligned} & 27 \\ & 1 \% \end{aligned}$ | $\begin{gathered} 11 \\ .82 \% \end{gathered}$ | $\begin{gathered} 16 \\ 1.18 \% \end{gathered}$ | $\begin{gathered} 11 \\ .82 \% \end{gathered}$ | $\begin{gathered} 16 \\ 1.18 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 50 \\ 1.88 \% \end{gathered}$ | $\begin{gathered} 23 \\ 1.72 \% \end{gathered}$ | $\begin{gathered} 27 \\ 2.04 \% \end{gathered}$ | $\begin{gathered} 23 \\ 1.72 \% \end{gathered}$ | $\begin{gathered} 27 \\ 2.04 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 139 \\ 5.17 \% \end{gathered}$ | $\begin{gathered} 62 \\ 4.64 \% \end{gathered}$ | $\begin{gathered} 77 \\ 5.7 \% \end{gathered}$ | $\begin{gathered} 62 \\ 4.64 \% \end{gathered}$ | $\begin{gathered} 77 \\ 5.7 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 394 \\ 14.68 \% \end{gathered}$ | $\begin{gathered} 166 \\ 12.39 \% \end{gathered}$ | $\begin{gathered} 228 \\ 16.94 \% \end{gathered}$ | $\begin{gathered} 166 \\ 12.39 \% \end{gathered}$ | $\begin{gathered} 228 \\ 16.94 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 963 \\ 35.88 \% \end{gathered}$ | $\begin{gathered} 415 \\ 31.07 \% \end{gathered}$ | $\begin{gathered} 548 \\ 40.64 \% \end{gathered}$ | $\begin{gathered} 415 \\ 31.07 \% \end{gathered}$ | $\begin{gathered} 548 \\ 40.64 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 893 \\ 33.26 \% \end{gathered}$ | $\begin{gathered} 516 \\ 38.62 \% \end{gathered}$ | $\begin{gathered} 377 \\ 27.96 \% \end{gathered}$ | $\begin{gathered} 516 \\ 38.62 \% \end{gathered}$ | $\begin{gathered} 377 \\ 27.96 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 171 \\ 6.36 \% \end{gathered}$ | $\begin{gathered} 116 \\ 8.67 \% \end{gathered}$ | $\begin{gathered} 55 \\ 4.06 \% \end{gathered}$ | $\begin{gathered} 116 \\ 8.67 \% \end{gathered}$ | $\begin{gathered} 55 \\ 4.06 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 24 \\ .9 \% \end{gathered}$ | $\begin{gathered} 16 \\ 1.23 \% \end{gathered}$ | $\begin{gathered} 8 \\ .58 \% \end{gathered}$ | $\begin{gathered} 16 \\ 1.23 \% \end{gathered}$ | $\begin{gathered} 8 \\ .58 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 5 \\ .2 \% \end{gathered}$ | $\begin{gathered} 3 \\ .25 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 3 \\ .25 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| Average | 63 | 64 | 62 | 64 | 62 |
| Median | 64 | 65 | 63 | 65 | 63 |
| 85th \%tile | 69 | 69 | 68 | 69 | 68 |
| \% over 55 | 91 | 92 | 90 | 92 | 90 |
| \% over 60 | 77 | 80 | 73 | 80 | 73 |
| \% over 65 | 41 | 49 | 33 | 49 | 33 |
| \% over 70 | 8 | 10 | 5 | 10 | 5 |
| \% over 75 | 1 | 2 | 1 | 2 | 1 |

***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 February 2019

| Site names: County: Funct Class: Location: | 00144 <br> Washington <br> R Principal Arterial - Other <br> US-95 1.1 Mi. N of Indian Head Rd |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | NE | SW | NE Lane1 | SW Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,683 | 1,336 | 1,348 | 1,336 | 1,348 |

Seasonal Factor Grp: 4
Daily Factor Grp: 4
Axle Factor Grp: 2
Growth Factor Grp:

[^0] add up.


[^0]:    ***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always

