## Idaho Transportation Department

Monthly Speed Distribution for July 2020

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 | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 6 \\ .11 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 3 \\ .14 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 3 \\ .14 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 23 \\ .47 \% \end{gathered}$ | $\begin{gathered} 11 \\ .44 \% \end{gathered}$ | $\begin{gathered} 12 \\ .49 \% \end{gathered}$ | $\begin{gathered} 11 \\ .44 \% \end{gathered}$ | $\begin{gathered} 12 \\ .49 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 62 \\ 1.26 \% \end{gathered}$ | $\begin{gathered} 31 \\ 1.27 \% \end{gathered}$ | $\begin{gathered} 31 \\ 1.25 \% \end{gathered}$ | $\begin{gathered} 31 \\ 1.27 \% \end{gathered}$ | $\begin{gathered} 31 \\ 1.25 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 220 \\ 4.46 \% \end{gathered}$ | $\begin{gathered} 101 \\ 4.14 \% \end{gathered}$ | $\begin{gathered} 119 \\ 4.78 \% \end{gathered}$ | $\begin{gathered} 101 \\ 4.14 \% \end{gathered}$ | $\begin{gathered} 119 \\ 4.78 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 681 \\ 13.84 \% \end{gathered}$ | $\begin{gathered} 295 \\ 12.13 \% \end{gathered}$ | $\begin{gathered} 386 \\ 15.51 \% \end{gathered}$ | $\begin{gathered} 295 \\ 12.13 \% \end{gathered}$ | $\begin{gathered} 386 \\ 15.51 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,715 \\ 34.83 \% \end{gathered}$ | $\begin{gathered} 752 \\ 30.93 \% \end{gathered}$ | $\begin{gathered} 963 \\ 38.64 \% \end{gathered}$ | $\begin{gathered} 752 \\ 30.93 \% \end{gathered}$ | $\begin{gathered} 963 \\ 38.64 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,749 \\ 35.53 \% \end{gathered}$ | $\begin{gathered} 943 \\ 38.8 \% \end{gathered}$ | $\begin{gathered} 806 \\ 32.34 \% \end{gathered}$ | $\begin{gathered} 943 \\ 38.8 \% \end{gathered}$ | $\begin{gathered} 806 \\ 32.34 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 373 \\ 7.58 \% \end{gathered}$ | $\begin{gathered} 239 \\ 9.84 \% \end{gathered}$ | $\begin{gathered} 134 \\ 5.38 \% \end{gathered}$ | $\begin{gathered} 239 \\ 9.84 \% \end{gathered}$ | $\begin{gathered} 134 \\ 5.38 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 63 \\ 1.28 \% \end{gathered}$ | $\begin{gathered} 39 \\ 1.62 \% \end{gathered}$ | $\begin{gathered} 24 \\ .95 \% \end{gathered}$ | $\begin{gathered} 39 \\ 1.62 \% \end{gathered}$ | $\begin{gathered} 24 \\ .95 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 16 \\ .33 \% \end{gathered}$ | $\begin{gathered} 10 \\ .4 \% \end{gathered}$ | $\begin{gathered} 6 \\ .25 \% \end{gathered}$ | $\begin{gathered} 10 \\ .4 \% \end{gathered}$ | $\begin{gathered} 6 \\ .25 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 5 \\ .11 \% \end{gathered}$ | $\begin{gathered} 3 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| Average | 64 | 64 | 63 | 64 | 63 |
| Median | 64 | 65 | 64 | 65 | 64 |
| 85th \%tile | 69 | 70 | 69 | 70 | 69 |
| \% over 55 | 94 | 94 | 93 | 94 | 93 |
| \% over 60 | 80 | 82 | 78 | 82 | 78 |
| \% over 65 | 45 | 51 | 39 | 51 | 39 |
| \% over 70 | 9 | 12 | 7 | 12 | 7 |
| \% over 75 | 2 | 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 July 2020

| Site names: | O0144 <br> County: <br> Funct Class: <br> Location: |
| :--- | :--- |
|  R Principal Arterial - Other <br> US-95 1.1 Mi. N of Indian Head Rd    <br>  Road NE SW NE Lane1 SW Lane1 |  |
| \% over 80 | 1 |

Seasonal Factor Grp: 4 Daily Factor Grp:
Axle Factor Grp:
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

