## Idaho Transportation Department

 Monthly Speed Distribution for January 2023
## 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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 30-35 | $\stackrel{2}{.07 \%}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 35-40 | 6 | 3 | 3 | 3 | 3 |


| $45-50$ | $.42 \%$ | $.49 \%$ | $.34 \%$ | $.49 \%$ | $.34 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 32 | 22 | 11 | 22 | 11 |
|  | $1 \%$ | $1.36 \%$ | $.65 \%$ | $1.36 \%$ | $.65 \%$ |
|  | 109 | 73 | 36 | 73 | 36 |
|  | $3.38 \%$ | $4.55 \%$ | $2.22 \%$ | $4.55 \%$ | $2.22 \%$ |

$\square$

| 55-60 | $\begin{gathered} 327 \\ 10.15 \% \end{gathered}$ | $\begin{gathered} 213 \\ 13.19 \% \end{gathered}$ | $\begin{gathered} \hline 115 \\ 7.11 \% \end{gathered}$ | $\begin{gathered} 213 \\ 13.19 \% \end{gathered}$ | $\begin{gathered} 115 \\ 7.11 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 60-65 | $\begin{gathered} 1,063 \\ 32.99 \% \end{gathered}$ | $\begin{gathered} 640 \\ 39.69 \% \end{gathered}$ | $\begin{gathered} 423 \\ 26.28 \% \end{gathered}$ | $\begin{gathered} 640 \\ 39.69 \% \end{gathered}$ | $\begin{gathered} 423 \\ 26.28 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,195 \\ 37.06 \% \end{gathered}$ | $\begin{gathered} 518 \\ 32.13 \% \end{gathered}$ | $\begin{gathered} 677 \\ 42.01 \% \end{gathered}$ | $\begin{gathered} 518 \\ 32.13 \% \end{gathered}$ | $\begin{gathered} 677 \\ 42.01 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 404 \\ 12.53 \% \end{gathered}$ | $\begin{gathered} 114 \\ 7.06 \% \end{gathered}$ | $\begin{aligned} & 290 \\ & 18 \% \end{aligned}$ | $\begin{gathered} 114 \\ 7.06 \% \end{gathered}$ | $\begin{aligned} & 290 \\ & 18 \% \end{aligned}$ |
| 75-80 | $\begin{gathered} 52 \\ 1.62 \% \end{gathered}$ | $\begin{gathered} 14 \\ .84 \% \end{gathered}$ | $\begin{gathered} 39 \\ 2.4 \% \end{gathered}$ | $\begin{gathered} 14 \\ .84 \% \end{gathered}$ | $\begin{gathered} 39 \\ 2.4 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 11 \\ .35 \% \end{gathered}$ | $\begin{gathered} 4 \\ .22 \% \end{gathered}$ | $\begin{gathered} 8 \\ .48 \% \end{gathered}$ | $\begin{gathered} 4 \\ .22 \% \end{gathered}$ | $\begin{gathered} 8 \\ .48 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| Average | 65 | 64 | 66 | 64 | 66 |
| Median | 65 | 64 | 67 | 64 | 67 |
| 85th \%tile | 70 | 69 | 72 | 69 | 72 |
| \% over 55 | 95 | 93 | 97 | 93 | 97 |
| \% over 60 | 85 | 80 | 89 | 80 | 89 |
| \% over 65 | 52 | 40 | 63 | 40 | 63 |
| \% over 70 | 15 | 8 | 21 | 8 | 21 |
| \% over 75 | 2 | 1 | 3 | 1 | 3 |

***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 | NE | SW | NE Lane1 | SW Lane1 |
| \% over 80 | 1 | 0 | 1 | 0 | 1 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 3,223 | 1,612 | 1,611 | 1,612 | 1,611 |

Seasonal Factor Grp:
Daily Factor Grp:
Axle Factor Grp:
Growth Factor Grp:

4
4
All_Class_Sites
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

