## Idaho Transportation Department

Monthly Speed Distribution for January 2015

| Site names: | 00148 |
| :--- | :--- |
| County: | Latah |
| Funct Class: | R Principal Arterial - Other |
| Location: | US-95 2.2 Mi. N of Jct SH-6 |


|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 5 \\ .2 \% \end{gathered}$ | $\begin{gathered} 4 \\ .3 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ | $\begin{gathered} 4 \\ .3 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 7 \\ .25 \% \end{gathered}$ | $\begin{gathered} 3 \\ .23 \% \end{gathered}$ | $\begin{gathered} 4 \\ .28 \% \end{gathered}$ | $\begin{gathered} 3 \\ .23 \% \end{gathered}$ | $\begin{gathered} 4 \\ .28 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 8 \\ .31 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ | $\begin{gathered} 6 \\ .43 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ | $\begin{gathered} 6 \\ .43 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 9 \\ .37 \% \end{gathered}$ | $\begin{gathered} 4 \\ .29 \% \end{gathered}$ | $\begin{gathered} 6 \\ .44 \% \end{gathered}$ | $\begin{gathered} 4 \\ .29 \% \end{gathered}$ | $\begin{gathered} 6 \\ .44 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 11 \\ .41 \% \end{gathered}$ | $\begin{gathered} 5 \\ .37 \% \end{gathered}$ | $\begin{gathered} 6 \\ .46 \% \end{gathered}$ | $\begin{gathered} 5 \\ .37 \% \end{gathered}$ | $\begin{gathered} 6 \\ .46 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 20 \\ .79 \% \end{gathered}$ | $\begin{gathered} 11 \\ .86 \% \end{gathered}$ | $\begin{gathered} 9 \\ .72 \% \end{gathered}$ | $\begin{gathered} 11 \\ .86 \% \end{gathered}$ | $\begin{gathered} 9 \\ .72 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 57 \\ 2.23 \% \end{gathered}$ | $\begin{gathered} 30 \\ 2.36 \% \end{gathered}$ | $\begin{gathered} 27 \\ 2.09 \% \end{gathered}$ | $\begin{gathered} 30 \\ 2.36 \% \end{gathered}$ | $\begin{gathered} 27 \\ 2.09 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 220 \\ 8.6 \% \end{gathered}$ | $\begin{gathered} 128 \\ 10.25 \% \end{gathered}$ | $\begin{gathered} 92 \\ 7.02 \% \end{gathered}$ | $\begin{gathered} 128 \\ 10.25 \% \end{gathered}$ | $\begin{gathered} 92 \\ 7.02 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 802 \\ 31.32 \% \end{gathered}$ | $\begin{gathered} 464 \\ 36.99 \% \end{gathered}$ | $\begin{gathered} 339 \\ 25.89 \% \end{gathered}$ | $\begin{gathered} 464 \\ 36.99 \% \end{gathered}$ | $\begin{gathered} 339 \\ 25.89 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,118 \\ 43.66 \% \end{gathered}$ | $\begin{gathered} 514 \\ 41.04 \% \end{gathered}$ | $\begin{gathered} 604 \\ 46.18 \% \end{gathered}$ | $\begin{gathered} 514 \\ 41.04 \% \end{gathered}$ | $\begin{gathered} 604 \\ 46.18 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 261 \\ 10.19 \% \end{gathered}$ | $\begin{gathered} 79 \\ 6.28 \% \end{gathered}$ | $\begin{gathered} 182 \\ 13.95 \% \end{gathered}$ | $\begin{gathered} 79 \\ 6.28 \% \end{gathered}$ | $\begin{gathered} 182 \\ 13.95 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 34 \\ 1.31 \% \end{gathered}$ | $\begin{gathered} 8 \\ .64 \% \end{gathered}$ | $\begin{gathered} 26 \\ 1.96 \% \end{gathered}$ | $\begin{gathered} 8 \\ .64 \% \end{gathered}$ | $\begin{gathered} 26 \\ 1.96 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 6 \\ .24 \% \end{gathered}$ | $\begin{gathered} 2 \\ .14 \% \end{gathered}$ | $\begin{gathered} 4 \\ .34 \% \end{gathered}$ | $\begin{gathered} 2 \\ .14 \% \end{gathered}$ | $\begin{gathered} 4 \\ .34 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| Average | 60 | 59 | 60 | 59 | 60 |
| Median | 61 | 60 | 61 | 60 | 61 |
| 85th \%tile | 65 | 64 | 65 | 64 | 65 |
| \% over 55 | 87 | 85 | 88 | 85 | 88 |
| \% over 60 | 56 | 48 | 63 | 48 | 63 |
| \% over 65 | 12 | 7 | 16 | 7 | 16 |
| \% over 70 | 2 | 1 | 2 | 1 | 2 |
| \% 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 | 2,562 | 1,253 | 1,308 | 1,253 | 1,308 |

Seasonal Factor Grp: 4
Daily Factor Grp: 6
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

