## Idaho Transportation Department

Monthly Speed Distribution for December 2019

Site names: County: Funct Class: Location:

00169
Payette
R Principal Arterial - Other
US-95 2.4 Mi. N of Jct US-20

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

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 315 \\ 7.81 \% \end{gathered}$ | $\begin{gathered} 14 \\ .67 \% \end{gathered}$ | $\begin{gathered} 301 \\ 15.5 \% \end{gathered}$ | $\begin{gathered} 14 \\ .67 \% \end{gathered}$ | $\begin{gathered} 301 \\ 15.5 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 12 \\ .29 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 11 \\ .55 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 11 \\ .55 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 23 \\ .56 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 21 \\ 1.07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 21 \\ 1.07 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 33 \\ .81 \% \end{gathered}$ | $\begin{gathered} 4 \\ .19 \% \end{gathered}$ | $\begin{gathered} 29 \\ 1.48 \% \end{gathered}$ | $\begin{gathered} 4 \\ .19 \% \end{gathered}$ | $\begin{gathered} 29 \\ 1.48 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 22 \\ .55 \% \end{gathered}$ | $\begin{gathered} 8 \\ .37 \% \end{gathered}$ | $\begin{gathered} 14 \\ .75 \% \end{gathered}$ | $\begin{gathered} 8 \\ .37 \% \end{gathered}$ | $\begin{gathered} 14 \\ .75 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 47 \\ 1.17 \% \end{gathered}$ | $\begin{gathered} 17 \\ .82 \% \end{gathered}$ | $\begin{gathered} 30 \\ 1.54 \% \end{gathered}$ | $\begin{gathered} 17 \\ .82 \% \end{gathered}$ | $\begin{gathered} 30 \\ 1.54 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 90 \\ 2.22 \% \end{gathered}$ | $\begin{gathered} 35 \\ 1.68 \% \end{gathered}$ | $\begin{gathered} 54 \\ 2.81 \% \end{gathered}$ | $\begin{gathered} 35 \\ 1.68 \% \end{gathered}$ | $\begin{gathered} 54 \\ 2.81 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 182 \\ 4.52 \% \end{gathered}$ | $\begin{gathered} 91 \\ 4.34 \% \end{gathered}$ | $\begin{gathered} 92 \\ 4.72 \% \end{gathered}$ | $\begin{gathered} 91 \\ 4.34 \% \end{gathered}$ | $\begin{gathered} 92 \\ 4.72 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 412 \\ 10.22 \% \end{gathered}$ | $\begin{gathered} 247 \\ 11.84 \% \end{gathered}$ | $\begin{gathered} 164 \\ 8.46 \% \end{gathered}$ | $\begin{gathered} 247 \\ 11.84 \% \end{gathered}$ | $\begin{gathered} 164 \\ 8.46 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,109 \\ 27.53 \% \end{gathered}$ | $\begin{gathered} 733 \\ 35.1 \% \end{gathered}$ | $\begin{gathered} 376 \\ 19.38 \% \end{gathered}$ | $\begin{gathered} 733 \\ 35.1 \% \end{gathered}$ | $\begin{gathered} 376 \\ 19.38 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,223 \\ 30.35 \% \end{gathered}$ | $\begin{gathered} 760 \\ 36.37 \% \end{gathered}$ | $\begin{gathered} 463 \\ 23.87 \% \end{gathered}$ | $\begin{gathered} 760 \\ 36.37 \% \end{gathered}$ | $\begin{gathered} 463 \\ 23.87 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 270 \\ 6.71 \% \end{gathered}$ | $\begin{gathered} 150 \\ 7.19 \% \end{gathered}$ | $\begin{gathered} 120 \\ 6.19 \% \end{gathered}$ | $\begin{gathered} 150 \\ 7.19 \% \end{gathered}$ | $\begin{gathered} 120 \\ 6.19 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 47 \\ 1.16 \% \end{gathered}$ | $\begin{gathered} 22 \\ 1.03 \% \end{gathered}$ | $\begin{gathered} 25 \\ 1.29 \% \end{gathered}$ | $\begin{gathered} 22 \\ 1.03 \% \end{gathered}$ | $\begin{gathered} 25 \\ 1.29 \% \end{gathered}$ |
| 80-85 | $\begin{aligned} & 20 \\ & .5 \% \end{aligned}$ | $\begin{gathered} 4 \\ .2 \% \end{gathered}$ | $\begin{gathered} 16 \\ .82 \% \end{gathered}$ | $\begin{gathered} 4 \\ .2 \% \end{gathered}$ | $\begin{gathered} 16 \\ .82 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 16 \\ .39 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 15 \\ .76 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 15 \\ .76 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 19 \\ .47 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 19 \\ .97 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 19 \\ .97 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 17 \\ .42 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 17 \\ .86 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 17 \\ .86 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 175 \\ 4.33 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 174 \\ 8.98 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 174 \\ 8.98 \% \end{gathered}$ |
| Average | 61 | 63 | 59 | 63 | 59 |
| Median | 64 | 64 | 63 | 64 | 63 |
| 85th \%tile | 70 | 69 | 74 | 69 | 74 |
| \% over 55 | 82 | 92 | 72 | 92 | 72 |
| \% over 60 | 72 | 80 | 63 | 80 | 63 |
| \% over 65 | 44 | 45 | 44 | 45 | 44 |
| \% over 70 | 14 | 8 | 20 | 8 | 20 |
| \% over 75 | 7 | 1 | 14 | 1 | 14 |

***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 | 6 | 0 | 12 | 0 | 12 |
| \% over 85 | 6 | 0 | 12 | 0 | 12 |
| Total | 4,030 | 2,088 | 1,941 | 2,088 | 1,941 |

Seasonal Factor Grp: 2
Daily Factor Grp: 2
Axle Factor Grp: 2
Growth Factor Grp:
${ }^{* * *}$ Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

