## Idaho Transportation Department

Monthly Speed Distribution for October 2020

| Site names: | 00291 | Seasonal Factor Grp: |
| :--- | :--- | :--- |
| County: | Kootenai | Daily Factor Grp: |
| Funct Class: | U Principal Arterial - Interstate | Axle Factor Grp: |
| Location: | I-90 0.1 Mi . W of end of EB On Ramp IC \#12 | Growth Factor Grp: |


|  | Road | E | W | E Lane1 | E Lane2 | W Lane2 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $0-30$ | 15 <br> $.03 \%$ | 10 <br> $.04 \%$ | 5 <br> $.02 \%$ | 9 <br> $.05 \%$ | 0 <br> $0 \%$ | 1 <br> $.01 \%$ | $.02 \%$ |
|  | 41 | 35 | 6 | 34 | 1 | 1 | 5 |
|  | $09 \%$ | $.15 \%$ | $02 \%$ | $2 \%$ | $02 \%$ | $01 \%$ | $03 \%$ |


|  | $.09 \%$ | $.15 \%$ | $.02 \%$ | $.2 \%$ | $.02 \%$ | $.01 \%$ | $.03 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $35-40$ | 140 | 113 | 27 | 109 | 4 | 2 | 24 |
|  | $.29 \%$ | $.48 \%$ | $.11 \%$ | $.63 \%$ | $.06 \%$ | $.03 \%$ | $.15 \%$ |
| $40-45$ | 484 | 374 | 110 | 356 | 19 | 8 | 102 |
|  | $1.01 \%$ | $1.6 \%$ | $.45 \%$ | $2.06 \%$ | $.3 \%$ | $.1 \%$ | $.63 \%$ |
| $45-50$ | 1,507 | 1,070 | 437 | 1.010 | 60 | 26 | 412 |


| $45-50$ | 1,507 | 1,070 | 437 | 1,010 | 60 | 26 | 412 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $3.14 \%$ | $4.57 \%$ | $1.78 \%$ | $5.84 \%$ | $.98 \%$ | $.3 \%$ | $2.56 \%$ |
| $50-55$ | 4,327 | 2,742 | 1,586 | 2,570 | 171 | 70 | 1,516 |
|  | $9.01 \%$ | $11.71 \%$ | $6.44 \%$ | $14.88 \%$ | $2.8 \%$ | $.82 \%$ | $9.44 \%$ |
| $55-60$ | 9,295 | 5,086 | 4,209 | 4,609 | 477 | 286 | 3,922 |
|  | $19.36 \%$ | $21.73 \%$ | $17.11 \%$ | $26.68 \%$ | $7.78 \%$ | $3.35 \%$ | $24.41 \%$ |


| $60-65$ | 14,177 | 6,964 | 7,213 | 5,336 | 1,627 | 1,467 | 5,746 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $29.53 \%$ | $29.75 \%$ | $29.32 \%$ | $30.88 \%$ | $26.55 \%$ | $17.18 \%$ | $35.77 \%$ |
| $65-70$ | 11,204 | 4,687 | 6,517 | 2,465 | 2,222 | 3,259 | 3,258 |
|  | $23.34 \%$ | $20.02 \%$ | $26.49 \%$ | $14.27 \%$ | $36.25 \%$ | $38.17 \%$ | $20.28 \%$ |
| $70-75$ | 5,345 | 1,872 | 3,473 | 653 | 1,220 | 2,560 | 913 |
|  | $11.13 \%$ | $8 \%$ | $14.12 \%$ | $3.78 \%$ | $19.9 \%$ | $29.98 \%$ | $5.69 \%$ |


| $75-80$ | 1,286 | 398 | 888 | 109 | 289 | 746 | 142 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $2.68 \%$ | $1.7 \%$ | $3.61 \%$ | $.63 \%$ | $4.72 \%$ | $8.73 \%$ | $.89 \%$ |
| $80-85$ | 159 | 45 | 114 | 13 | 32 | 97 | 17 |
|  | $.33 \%$ | $.19 \%$ | $.46 \%$ | $.07 \%$ | $.53 \%$ | $1.14 \%$ | $.11 \%$ |
| $85-90$ | 22 | 8 | 14 | 3 | 5 | 11 | 3 |
|  | $.05 \%$ | $.03 \%$ | $.06 \%$ | $.02 \%$ | $.08 \%$ | $.13 \%$ | $.02 \%$ |


| 90-95 | $\begin{gathered} 5 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .01 \% \end{gathered}$ | $\begin{gathered} 3 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ 0 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ 0 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 95-120 | $\begin{gathered} 5 \\ .01 \% \end{gathered}$ | $\begin{gathered} 3 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 63 | 61 | 64 | 59 | 66 | 69 | 62 |
| Median | 63 | 62 | 64 | 60 | 67 | 69 | 62 |
| 85th \%tile | 70 | 69 | 71 | 66 | 73 | 74 | 68 |
| \% over 55 | 86 | 81 | 91 | 76 | 96 | 99 | 87 |
| \% over 60 | 67 | 60 | 74 | 50 | 88 | 95 | 63 |
| \% over 65 | 38 | 30 | 45 | 19 | 62 | 78 | 27 |
| \% over 70 | 14 | 10 | 18 | 5 | 25 | 40 | 7 |
| \% over 75 | 3 | 2 | 4 | 1 | 5 | 10 | 1 |
| \% over 80 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 48,012 | 23,408 | 24,604 | 17,278 | 6,130 | 8,538 | 16,066 |

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

