## Idaho Transportation Department

Monthly Speed Distribution for April 2024

Site names: County: Funct Class: Location:

00319
Bonner
R Principal Arterial - Other US-95 2 Mi. S of Samuels Rd

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 11 | 2 | 9 |  | 9 |
|  | $.13 \%$ | $.06 \%$ | $.18 \%$ | $.06 \%$ | $.18 \%$ |
| $20-25$ | 11 | 4 | 7 | 4 | 7 |
|  | $.13 \%$ | $.11 \%$ | $.15 \%$ | $.11 \%$ | $.15 \%$ |


| 25-30 | $\begin{gathered} 10 \\ .12 \% \end{gathered}$ | $\begin{gathered} 6 \\ .18 \% \end{gathered}$ | $\begin{gathered} 4 \\ .08 \% \end{gathered}$ | $\begin{gathered} 6 \\ .18 \% \end{gathered}$ | $\begin{gathered} 4 \\ .08 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 30-35 | $\begin{gathered} 7 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ |
| 35-40 | 8 | 3 | 5 | 3 | 5 |


| 40-45 | $\begin{gathered} 21 \\ .25 \% \end{gathered}$ | $\begin{gathered} 7 \\ .19 \% \end{gathered}$ | $\begin{gathered} 14 \\ .29 \% \end{gathered}$ | $\begin{gathered} 7 \\ .19 \% \end{gathered}$ | $\begin{gathered} 14 \\ .29 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 45-50 | $\begin{gathered} 69 \\ .83 \% \end{gathered}$ | $\begin{gathered} 21 \\ .61 \% \end{gathered}$ | $\begin{gathered} 47 \\ .99 \% \end{gathered}$ | $\begin{gathered} 21 \\ .61 \% \end{gathered}$ | $\begin{gathered} 47 \\ .99 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 372 \\ 4.5 \% \end{gathered}$ | $\begin{gathered} 143 \\ 4.1 \% \end{gathered}$ | $\begin{gathered} 229 \\ 4.8 \% \end{gathered}$ | $\begin{gathered} 143 \\ 4.1 \% \end{gathered}$ | $\begin{gathered} 229 \\ 4.8 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 2,363 \\ 28.58 \% \end{gathered}$ | $\begin{gathered} 972 \\ 27.81 \% \end{gathered}$ | $\begin{gathered} 1,391 \\ 29.15 \% \end{gathered}$ | $\begin{gathered} 972 \\ 27.81 \% \end{gathered}$ | $\begin{gathered} 1,391 \\ 29.15 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 3,983 \\ 48.18 \% \end{gathered}$ | $\begin{gathered} 1,672 \\ 47.85 \% \end{gathered}$ | $\begin{gathered} 2,311 \\ 48.42 \% \end{gathered}$ | $\begin{gathered} 1,672 \\ 47.85 \% \end{gathered}$ | $\begin{gathered} 2,311 \\ 48.42 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,224 \\ 14.81 \% \end{gathered}$ | $\begin{gathered} 570 \\ 16.3 \% \end{gathered}$ | $\begin{gathered} 655 \\ 13.72 \% \end{gathered}$ | $\begin{gathered} 570 \\ 16.3 \% \end{gathered}$ | $\begin{gathered} 655 \\ 13.72 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 146 \\ 1.76 \% \end{gathered}$ | $\begin{gathered} 72 \\ 2.05 \% \end{gathered}$ | $\begin{gathered} 74 \\ 1.55 \% \end{gathered}$ | $\begin{gathered} 72 \\ 2.05 \% \end{gathered}$ | $\begin{gathered} 74 \\ 1.55 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 31 \\ .38 \% \end{gathered}$ | $\begin{gathered} 14 \\ .4 \% \end{gathered}$ | $\begin{gathered} 17 \\ .36 \% \end{gathered}$ | $\begin{gathered} 14 \\ .4 \% \end{gathered}$ | $\begin{gathered} 17 \\ .36 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 7 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .08 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 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 | $\begin{gathered} 3 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ |
| Average | 61 | 61 | 61 | 61 | 61 |
| Median | 62 | 62 | 61 | 62 | 61 |
| 85th \%tile | 66 | 66 | 65 | 66 | 65 |
| \% over 55 | 94 | 95 | 93 | 95 | 93 |
| \% over 60 | 65 | 67 | 64 | 67 | 64 |
| \% over 65 | 17 | 19 | 16 | 19 | 16 |
| \% over 70 | 2 | 3 | 2 | 3 | 2 |
| \% over 75 | 1 | 1 | 1 | 1 | 1 |

***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 |  | 8,268 | 3,495 | 4,773 | 3,495 |

Seasonal 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.

