## Idaho Transportation Department

 Monthly Speed Distribution for February 2023| Site names: | 00047 |
| :--- | :--- |
| County: | Bonner |
| Funct Class: | R Principal Arterial - Other |
| Location: | US-2 2.6 Mi . E of Idaho-Washington Line |


|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 26 \\ .38 \% \end{gathered}$ | $\begin{gathered} 19 \\ .55 \% \end{gathered}$ | $\begin{gathered} 7 \\ .2 \% \end{gathered}$ | $\begin{gathered} 19 \\ .55 \% \end{gathered}$ | $\begin{gathered} 7 \\ .2 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 53 \\ .75 \% \end{gathered}$ | $\begin{gathered} 33 \\ .94 \% \end{gathered}$ | $\begin{gathered} 20 \\ .56 \% \end{gathered}$ | $\begin{gathered} 33 \\ .94 \% \end{gathered}$ | $\begin{gathered} 20 \\ .56 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 174 \\ 2.46 \% \end{gathered}$ | $\begin{gathered} 92 \\ 2.63 \% \end{gathered}$ | $\begin{gathered} 81 \\ 2.3 \% \end{gathered}$ | $\begin{gathered} 92 \\ 2.63 \% \end{gathered}$ | $\begin{gathered} 81 \\ 2.3 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 479 \\ 6.79 \% \end{gathered}$ | $\begin{gathered} 191 \\ 5.44 \% \end{gathered}$ | $\begin{gathered} 288 \\ 8.14 \% \end{gathered}$ | $\begin{gathered} 191 \\ 5.44 \% \end{gathered}$ | $\begin{gathered} 288 \\ 8.14 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 400 \\ 5.67 \% \end{gathered}$ | $\begin{gathered} 164 \\ 4.65 \% \end{gathered}$ | $\begin{gathered} 236 \\ 6.69 \% \end{gathered}$ | $\begin{gathered} 164 \\ 4.65 \% \end{gathered}$ | $\begin{gathered} 236 \\ 6.69 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 378 \\ 5.37 \% \end{gathered}$ | $\begin{gathered} 201 \\ 5.72 \% \end{gathered}$ | $\begin{gathered} 177 \\ 5.01 \% \end{gathered}$ | $\begin{gathered} 201 \\ 5.72 \% \end{gathered}$ | $\begin{gathered} 177 \\ 5.01 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 858 \\ 12.17 \% \end{gathered}$ | $\begin{gathered} 492 \\ 13.99 \% \end{gathered}$ | $\begin{gathered} 366 \\ 10.36 \% \end{gathered}$ | $\begin{gathered} 492 \\ 13.99 \% \end{gathered}$ | $\begin{gathered} 366 \\ 10.36 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 2,422 \\ 34.36 \% \end{gathered}$ | $\begin{gathered} 1,263 \\ 35.91 \% \end{gathered}$ | $\begin{gathered} 1,159 \\ 32.82 \% \end{gathered}$ | $\begin{gathered} 1,263 \\ 35.91 \% \end{gathered}$ | $\begin{gathered} 1,159 \\ 32.82 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 1,936 \\ 27.45 \% \end{gathered}$ | $\begin{gathered} 920 \\ 26.14 \% \end{gathered}$ | $\begin{gathered} 1,016 \\ 28.76 \% \end{gathered}$ | $\begin{gathered} 920 \\ 26.14 \% \end{gathered}$ | $\begin{gathered} 1,016 \\ 28.76 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 293 \\ 4.15 \% \end{gathered}$ | $\begin{gathered} 129 \\ 3.66 \% \end{gathered}$ | $\begin{gathered} 164 \\ 4.64 \% \end{gathered}$ | $\begin{gathered} 129 \\ 3.66 \% \end{gathered}$ | $\begin{gathered} 164 \\ 4.64 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 25 \\ .36 \% \end{gathered}$ | $\begin{gathered} 10 \\ .3 \% \end{gathered}$ | $\begin{gathered} 15 \\ .42 \% \end{gathered}$ | $\begin{gathered} 10 \\ .3 \% \end{gathered}$ | $\begin{gathered} 15 \\ .42 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 50 | 50 | 50 | 50 | 50 |
| Median | 52 | 52 | 53 | 52 | 53 |
| 85th \%tile | 58 | 58 | 58 | 58 | 58 |
| \% over 55 | 32 | 30 | 34 | 30 | 34 |
| \% over 60 | 5 | 4 | 5 | 4 | 5 |
| \% over 65 | 0 | 0 | 1 | 0 | 1 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 |
| \% 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 | E | W | E Lane1 | W Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 7,050 | 3,518 | 3,532 | 3,518 | 3,532 |

Seasonal Factor Grp: 6
Daily Factor Grp: 3
Axle Factor Grp: $\quad 7$
Growth Factor Grp: 9
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