## Idaho Transportation Department

 Monthly Speed Distribution for June 2023

00077
Clark
R Major Collector
SH-22 7.1 Mi. NE of Jefferson-Clark Line

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

|  | Road | NE | SW | NE Lane1 | SW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .16 \% \end{gathered}$ | $\begin{gathered} 0 \\ .24 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .24 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .32 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .32 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ | $\begin{gathered} 1 \\ .3 \% \end{gathered}$ | $\begin{gathered} 0 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .3 \% \end{gathered}$ | $\begin{gathered} 0 \\ .16 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 2 \\ .49 \% \end{gathered}$ | $\begin{gathered} 1 \\ .63 \% \end{gathered}$ | $\begin{gathered} 1 \\ .36 \% \end{gathered}$ | $\begin{gathered} 1 \\ .63 \% \end{gathered}$ | $\begin{gathered} 1 \\ .36 \% \end{gathered}$ |


| $40-45$ | 4 | 2 | 2 | 2 | 2 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | $.98 \%$ | $.9 \%$ | $1.05 \%$ | $.9 \%$ | $1.05 \%$ |
| $45-50$ | 7 | 3 | 4 | 3 | 4 |
|  | $1.62 \%$ | $1.29 \%$ | $1.93 \%$ | $1.29 \%$ | $1.93 \%$ |
| $50-55$ | 10 | 4 | 6 | 4 | 6 |
|  | $253 \%$ | $207 \%$ | $298 \%$ |  |  |


|  | $2.53 \%$ | $2.07 \%$ | $2.98 \%$ | $2.07 \%$ | $2.98 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $55-60$ | 20 | 8 | 12 | 8 | 12 |
|  | $4.76 \%$ | $3.83 \%$ | $5.67 \%$ | $3.83 \%$ | $5.67 \%$ |
| $60-65$ | 46 | 20 | 25 | 20 | 25 |
|  | $11.16 \%$ | $10.11 \%$ | $12.18 \%$ | $10.11 \%$ | $12.18 \%$ |
| 650 | 100 | 50 | 50 |  |  |
|  |  | 50 |  |  |  |
|  |  |  |  |  |  |


| 65-70 | $\begin{gathered} 100 \\ 24.31 \% \end{gathered}$ | $\begin{gathered} 50 \\ 24.66 \% \end{gathered}$ | $\begin{gathered} 50 \\ 23.96 \% \end{gathered}$ | $\begin{gathered} 50 \\ 24.66 \% \end{gathered}$ | $\begin{gathered} 50 \\ 23.96 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 70-75 | $\begin{gathered} 133 \\ 32.29 \% \end{gathered}$ | $\begin{gathered} 66 \\ 32.57 \% \end{gathered}$ | $\begin{gathered} 67 \\ 32.01 \% \end{gathered}$ | $\begin{gathered} 66 \\ 32.57 \% \end{gathered}$ | $\begin{gathered} 67 \\ 32.01 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 55 \\ 13.39 \% \end{gathered}$ | $\begin{gathered} 29 \\ 14.46 \% \end{gathered}$ | $\begin{gathered} 26 \\ 12.34 \% \end{gathered}$ | $\begin{gathered} 29 \\ 14.46 \% \end{gathered}$ | $\begin{gathered} 26 \\ 12.34 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 23 \\ 5.72 \% \end{gathered}$ | $\begin{gathered} 12 \\ 6.12 \% \end{gathered}$ | $\begin{gathered} 11 \\ 5.33 \% \end{gathered}$ | $\begin{gathered} 12 \\ 6.12 \% \end{gathered}$ | $\begin{gathered} 11 \\ 5.33 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 6 \\ 1.42 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.54 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.3 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.54 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.3 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 2 \\ .57 \% \end{gathered}$ | $\begin{gathered} 1 \\ .73 \% \end{gathered}$ | $\begin{gathered} 1 \\ .42 \% \end{gathered}$ | $\begin{gathered} 1 \\ .73 \% \end{gathered}$ | $\begin{gathered} 1 \\ .42 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ .11 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .11 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ |
| Average | 69 | 70 | 69 | 70 | 69 |
| Median | 71 | 71 | 70 | 71 | 70 |
| 85th \%tile | 77 | 78 | 77 | 78 | 77 |
| \% over 55 | 94 | 94 | 93 | 94 | 93 |
| \% over 60 | 89 | 90 | 88 | 90 | 88 |
| \% over 65 | 78 | 80 | 76 | 80 | 76 |
| \% over 70 | 54 | 56 | 52 | 56 | 52 |
| \% over 75 | 21 | 23 | 20 | 23 | 20 |

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

## Idaho Transportation Department

## Monthly Speed Distribution for June 2023

| Site names: |  |
| :--- | :--- |
| County: <br> Funct Class: <br> Location: | 00077 <br> Clark <br> R Major Collector <br> SH-22 7.1 Mi. NE of Jefferson-Clark Line |
|  | Road |
| \% over 80 | 8 |
| \% over 85 | 2 |

Seasonal Factor Grp: 4 Daily Factor Grp: 3
Axle Factor Grp: 3
Growth Factor Grp: 4

Location: $\quad$ SH-22 7.1 Mi. NE of Jefferson-Clark Line
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

