## Idaho Transportation Department

 Monthly Speed Distribution for October 2023Site names: County: Funct Class: Location:

00111
Payette
R Principal Arterial - Other
US-95 2.4 Mi. N of Jct US-20

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 3 \\ .06 \% \end{gathered}$ | $\begin{gathered} 2 \\ 07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |


|  | $.06 \%$ | $.07 \%$ | $.05 \%$ | $.07 \%$ | $.05 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $25-30$ | 6 | 4 | 2 | 4 | 2 |
|  | $.1 \%$ | $.13 \%$ | $.08 \%$ | $.13 \%$ | $.08 \%$ |
| $30-35$ | 10 | 5 | 4 | 5 | 4 |
|  | $.17 \%$ | $.18 \%$ | $.15 \%$ | $.18 \%$ | $.15 \%$ |
| $35-40$ | 11 | 6 | 5 | 6 | 5 |


| $40-45$ | 28 | 14 | 14 | 14 | 14 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | $.5 \%$ | $.49 \%$ | $.51 \%$ | $.49 \%$ | $.51 \%$ |
| $45-50$ | 66 | 32 | 35 | 32 | 35 |
|  | $1.18 \%$ | $1.11 \%$ | $1.24 \%$ | $1.11 \%$ | $1.24 \%$ |


| 50-55 | $\begin{gathered} 203 \\ 3.59 \% \end{gathered}$ | $\begin{gathered} 102 \\ 3.56 \% \end{gathered}$ | $3.62 \%$ | $\begin{gathered} 102 \\ 3.56 \% \end{gathered}$ | 3.62\% |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 55-60 | $\begin{gathered} 613 \\ 10.86 \% \end{gathered}$ | $\begin{gathered} 324 \\ 11.34 \% \end{gathered}$ | $\begin{gathered} 289 \\ 10.37 \% \end{gathered}$ | $\begin{gathered} 324 \\ 11.34 \% \end{gathered}$ | $\begin{gathered} 289 \\ 10.37 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,660 \\ 29.41 \% \end{gathered}$ | $\begin{gathered} 953 \\ 33.37 \% \end{gathered}$ | $\begin{gathered} 707 \\ 25.35 \% \end{gathered}$ | $\begin{gathered} 953 \\ 33.37 \% \end{gathered}$ | $\begin{gathered} 707 \\ 25.35 \% \end{gathered}$ |
| 65-70 | $\begin{aligned} & 2,140 \\ & 37.9 \% \end{aligned}$ | $\begin{gathered} 1,066 \\ 37.36 \% \end{gathered}$ | $\begin{gathered} 1,073 \\ 38.46 \% \end{gathered}$ | $\begin{gathered} 1,066 \\ 37.36 \% \end{gathered}$ | $\begin{gathered} 1,073 \\ 38.46 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 735 \\ 13.02 \% \end{gathered}$ | $\begin{gathered} 278 \\ 9.75 \% \end{gathered}$ | $\begin{gathered} 457 \\ 16.37 \% \end{gathered}$ | $\begin{gathered} 278 \\ 9.75 \% \end{gathered}$ | $\begin{gathered} 457 \\ 16.37 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 135 \\ 2.4 \% \end{gathered}$ | $\begin{gathered} 53 \\ 1.85 \% \end{gathered}$ | $\begin{gathered} 83 \\ 2.96 \% \end{gathered}$ | $\begin{gathered} 53 \\ 1.85 \% \end{gathered}$ | $\begin{gathered} 83 \\ 2.96 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 21 \\ .37 \% \end{gathered}$ | $\begin{gathered} 9 \\ .3 \% \end{gathered}$ | $\begin{gathered} 12 \\ .45 \% \end{gathered}$ | $\begin{gathered} 9 \\ .3 \% \end{gathered}$ | $\begin{gathered} 12 \\ .45 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 7 \\ .13 \% \end{gathered}$ | $\begin{gathered} 3 \\ .12 \% \end{gathered}$ | $\begin{gathered} 4 \\ .14 \% \end{gathered}$ | $\begin{gathered} 3 \\ .12 \% \end{gathered}$ | $\begin{gathered} 4 \\ .14 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| Average | 65 | 64 | 65 | 64 | 65 |
| Median | 66 | 65 | 66 | 65 | 66 |
| 85th \%tile | 70 | 70 | 72 | 70 | 72 |
| \% over 55 | 94 | 94 | 94 | 94 | 94 |
| \% over 60 | 83 | 83 | 84 | 83 | 84 |
| \% over 65 | 54 | 49 | 58 | 49 | 58 |
| \% over 70 | 16 | 12 | 20 | 12 | 20 |
| \% over 75 | 3 | 2 | 4 | 2 | 4 |

***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 | 1 | 0 | 1 | 0 | 1 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 5,645 | 2,855 | 2,791 | 2,855 | 2,791 |

Seasonal Factor Grp: 2
Daily Factor Grp: 2
Axle Factor Grp: 2
Growth Factor Grp: 1

