## Idaho Transportation Department

Monthly Speed Distribution for February 2023

Site names: County:
Funct Class:
Location:

00114
Boundary
R Principal Arterial - Other
US-2 1.9 Mi. NW of Idaho-Montana Line

|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .28 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .28 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 2 \\ .21 \% \end{gathered}$ | $\begin{gathered} 1 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .29 \% \end{gathered}$ | $\begin{gathered} 1 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .29 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 30 \\ 2.81 \% \end{gathered}$ | $\begin{gathered} 12 \\ 2.22 \% \end{gathered}$ | $\begin{gathered} 18 \\ 3.39 \% \end{gathered}$ | $\begin{gathered} 12 \\ 2.22 \% \end{gathered}$ | $\begin{gathered} 18 \\ 3.39 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 32 \\ 2.93 \% \end{gathered}$ | $\begin{gathered} 16 \\ 3.02 \% \end{gathered}$ | $\begin{gathered} 15 \\ 2.84 \% \end{gathered}$ | $\begin{gathered} 16 \\ 3.02 \% \end{gathered}$ | $\begin{gathered} 15 \\ 2.84 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 26 \\ 2.39 \% \end{gathered}$ | $\begin{gathered} 15 \\ 2.84 \% \end{gathered}$ | $\begin{gathered} 10 \\ 1.94 \% \end{gathered}$ | $\begin{gathered} 15 \\ 2.84 \% \end{gathered}$ | $\begin{gathered} 10 \\ 1.94 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 34 \\ 3.09 \% \end{gathered}$ | $\begin{gathered} 18 \\ 3.23 \% \end{gathered}$ | $\begin{gathered} 16 \\ 2.94 \% \end{gathered}$ | $\begin{gathered} 18 \\ 3.23 \% \end{gathered}$ | $\begin{gathered} 16 \\ 2.94 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 65 \\ 5.95 \% \end{gathered}$ | $\begin{gathered} 34 \\ 6.25 \% \end{gathered}$ | $\begin{gathered} 31 \\ 5.65 \% \end{gathered}$ | $\begin{gathered} 34 \\ 6.25 \% \end{gathered}$ | $\begin{gathered} 31 \\ 5.65 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 192 \\ 17.66 \% \end{gathered}$ | $\begin{gathered} 110 \\ 20.15 \% \end{gathered}$ | $\begin{gathered} 82 \\ 15.16 \% \end{gathered}$ | $\begin{gathered} 110 \\ 20.15 \% \end{gathered}$ | $\begin{gathered} 82 \\ 15.16 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 335 \\ 30.83 \% \end{gathered}$ | $\begin{gathered} 175 \\ 32.05 \% \end{gathered}$ | $\begin{gathered} 160 \\ 29.6 \% \end{gathered}$ | $\begin{gathered} 175 \\ 32.05 \% \end{gathered}$ | $\begin{gathered} 160 \\ 29.6 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 242 \\ 22.27 \% \end{gathered}$ | $\begin{gathered} 111 \\ 20.4 \% \end{gathered}$ | $\begin{gathered} 131 \\ 24.16 \% \end{gathered}$ | $\begin{gathered} 111 \\ 20.4 \% \end{gathered}$ | $\begin{gathered} 131 \\ 24.16 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 90 \\ 8.3 \% \end{gathered}$ | $\begin{gathered} 37 \\ 6.75 \% \end{gathered}$ | $\begin{gathered} 53 \\ 9.86 \% \end{gathered}$ | $\begin{gathered} 37 \\ 6.75 \% \end{gathered}$ | $\begin{gathered} 53 \\ 9.86 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 27 \\ 2.45 \% \end{gathered}$ | $\begin{gathered} 11 \\ 2.01 \% \end{gathered}$ | $\begin{gathered} 16 \\ 2.89 \% \end{gathered}$ | $\begin{gathered} 11 \\ 2.01 \% \end{gathered}$ | $\begin{gathered} 16 \\ 2.89 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 7 \\ .65 \% \end{gathered}$ | $\begin{gathered} 3 \\ .54 \% \end{gathered}$ | $\begin{gathered} 4 \\ .77 \% \end{gathered}$ | $\begin{gathered} 3 \\ .54 \% \end{gathered}$ | $\begin{gathered} 4 \\ .77 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 2 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .14 \% \end{gathered}$ | $\begin{gathered} 1 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .14 \% \end{gathered}$ | $\begin{gathered} 1 \\ .18 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| Average | 61 | 60 | 61 | 60 | 61 |
| Median | 62 | 62 | 63 | 62 | 63 |
| 85th \%tile | 69 | 69 | 70 | 69 | 70 |
| \% over 55 | 82 | 82 | 83 | 82 | 83 |
| \% over 60 | 65 | 62 | 67 | 62 | 67 |
| \% over 65 | 34 | 30 | 38 | 30 | 38 |
| \% over 70 | 12 | 9 | 14 | 9 | 14 |
| \% over 75 | 3 | 3 | 4 | 3 | 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 | SE | NW | SE Lane1 | NW Lane1 |
| \% over 80 | 1 | 1 | 1 | 1 | 1 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,087 | 546 | 541 | 546 | 541 |

Seasonal Factor Grp: 7
Daily Factor Grp: 4
Axle Factor Grp: 2
Growth Factor Grp: 9

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