## Idaho Transportation Department

 Monthly Speed Distribution forSite 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 | $\begin{gathered} 5 \\ .28 \% \end{gathered}$ | $\begin{gathered} 1 \\ .17 \% \end{gathered}$ | $\begin{gathered} 4 \\ .4 \% \end{gathered}$ | $\begin{gathered} 1 \\ .17 \% \end{gathered}$ | $\begin{gathered} 4 \\ .4 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 35-40 | $2$ | $1$ | $1$ | $1$ | $1$ |


| $45-50$ | 17 <br> $.97 \%$ | 10 <br> $1.07 \%$ | 8 <br> $.87 \%$ | 10 <br> $1.07 \%$ | 8 <br> $.87 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 84 | 45 | 39 | $4.67 \%$ | $5 \%$ |


|  | 4.67\% | 5 | 4.34\% | 5\% | 4.34\% |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 55-60 | $\begin{gathered} 344 \\ 19.1 \% \end{gathered}$ | $\begin{gathered} 188 \\ 21.09 \% \end{gathered}$ | $\begin{gathered} 156 \\ 17.14 \% \end{gathered}$ | $\begin{gathered} 188 \\ 21.09 \% \end{gathered}$ | $\begin{gathered} 156 \\ 17.14 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 632 \\ 35.08 \% \end{gathered}$ | $\begin{gathered} 330 \\ 36.98 \% \end{gathered}$ | $\begin{gathered} 302 \\ 33.22 \% \end{gathered}$ | $\begin{gathered} 330 \\ 36.98 \% \end{gathered}$ | $\begin{gathered} 302 \\ 33.22 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 464 \\ 25.78 \% \end{gathered}$ | $\begin{gathered} 209 \\ 23.4 \% \end{gathered}$ | $\begin{gathered} 256 \\ 28.11 \% \end{gathered}$ | $\begin{gathered} 209 \\ 23.4 \% \end{gathered}$ | $\begin{gathered} 256 \\ 28.11 \% \end{gathered}$ |


| 70-75 | $\begin{gathered} 171 \\ 9.52 \% \end{gathered}$ | $\begin{gathered} 71 \\ 7.99 \% \end{gathered}$ | $\begin{gathered} 100 \\ 11.01 \% \end{gathered}$ | $\begin{gathered} 71 \\ 7.99 \% \end{gathered}$ | $\begin{gathered} 100 \\ 11.01 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 75-80 | $\begin{gathered} 48 \\ 2.68 \% \end{gathered}$ | $\begin{gathered} 21 \\ 2.33 \% \end{gathered}$ | $\begin{gathered} 27 \\ 3.01 \% \end{gathered}$ | $\begin{gathered} 21 \\ 2.33 \% \end{gathered}$ | $\begin{gathered} 27 \\ 3.01 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 16 \\ .88 \% \end{gathered}$ | $\begin{gathered} 7 \\ .82 \% \end{gathered}$ | $\begin{gathered} 9 \\ .94 \% \end{gathered}$ | $\begin{gathered} 7 \\ .82 \% \end{gathered}$ | $\begin{gathered} 9 \\ .94 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 5 \\ .27 \% \end{gathered}$ | $\begin{gathered} 3 \\ .3 \% \end{gathered}$ | $\begin{gathered} 2 \\ .25 \% \end{gathered}$ | $\begin{gathered} 3 \\ .3 \% \end{gathered}$ | $\begin{gathered} 2 \\ .25 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .16 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ |
| Average | 64 | 63 | 64 | 63 | 64 |
| Median | 63 | 63 | 64 | 63 | 64 |
| 85th \%tile | 70 | 69 | 70 | 69 | 70 |
| \% over 55 | 94 | 93 | 94 | 93 | 94 |
| \% over 60 | 74 | 72 | 77 | 72 | 77 |
| \% over 65 | 39 | 35 | 44 | 35 | 44 |
| \% over 70 | 14 | 12 | 15 | 12 | 15 |
| \% over 75 | 4 | 4 | 4 | 4 | 4 |

${ }^{* * *}$ 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| Site names: |  |
| :--- | :--- |
| County: <br> Funct Class: <br> Location: | O0114 <br> Boundary <br> R Principal Arterial - Other <br> US-2 1.9 Mi. NW of Idaho-Montana Line |
|  | Road |
| \% over 80 | 1 |

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

