## Idaho Transportation Department

Monthly Speed Distribution for November 2023

| Site names: | 00126 |
| :--- | :--- |
| County: | Latah |
| Funct Class: | U Principal Arterial - Other |
| Location: | US-95 0.4 Mi. N of Brent Dr |


|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 7 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 5 \\ .15 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 5 \\ .15 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 7 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 4 \\ .12 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 4 \\ .12 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 33 \\ .47 \% \end{gathered}$ | $\begin{gathered} 5 \\ .15 \% \end{gathered}$ | $\begin{gathered} 28 \\ .79 \% \end{gathered}$ | $\begin{gathered} 5 \\ .15 \% \end{gathered}$ | $\begin{gathered} 28 \\ .79 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 131 \\ 1.83 \% \end{gathered}$ | $\begin{gathered} 24 \\ .68 \% \end{gathered}$ | $\begin{gathered} 107 \\ 2.99 \% \end{gathered}$ | $\begin{gathered} 24 \\ .68 \% \end{gathered}$ | $\begin{gathered} 107 \\ 2.99 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 580 \\ 8.14 \% \end{gathered}$ | $\begin{gathered} 119 \\ 3.34 \% \end{gathered}$ | $\begin{gathered} 461 \\ 12.94 \% \end{gathered}$ | $\begin{gathered} 119 \\ 3.34 \% \end{gathered}$ | $\begin{gathered} 461 \\ 12.94 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 2,030 \\ 28.49 \% \end{gathered}$ | $\begin{gathered} 635 \\ 17.82 \% \end{gathered}$ | $\begin{gathered} 1,395 \\ 39.16 \% \end{gathered}$ | $\begin{gathered} 635 \\ 17.82 \% \end{gathered}$ | $\begin{gathered} 1,395 \\ 39.16 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 2,667 \\ 37.41 \% \end{gathered}$ | $\begin{gathered} 1,574 \\ 44.16 \% \end{gathered}$ | $\begin{gathered} 1,092 \\ 30.66 \% \end{gathered}$ | $\begin{gathered} 1,574 \\ 44.16 \% \end{gathered}$ | $\begin{gathered} 1,092 \\ 30.66 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,345 \\ 18.87 \% \end{gathered}$ | $\begin{gathered} 976 \\ 27.39 \% \end{gathered}$ | $\begin{gathered} 369 \\ 10.35 \% \end{gathered}$ | $\begin{gathered} 976 \\ 27.39 \% \end{gathered}$ | $\begin{gathered} 369 \\ 10.35 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 277 \\ 3.88 \% \end{gathered}$ | $\begin{gathered} 197 \\ 5.52 \% \end{gathered}$ | $\begin{gathered} 80 \\ 2.24 \% \end{gathered}$ | $\begin{gathered} 197 \\ 5.52 \% \end{gathered}$ | $\begin{gathered} 80 \\ 2.24 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 43 \\ .61 \% \end{gathered}$ | $\begin{gathered} 25 \\ .7 \% \end{gathered}$ | $\begin{gathered} 18 \\ .51 \% \end{gathered}$ | $\begin{gathered} 25 \\ .7 \% \end{gathered}$ | $\begin{gathered} 18 \\ .51 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 6 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 46 | 48 | 44 | 48 | 44 |
| Median | 46 | 48 | 44 | 48 | 44 |
| 85th \%tile | 52 | 53 | 50 | 53 | 50 |
| \% over 55 | 5 | 6 | 3 | 6 | 3 |
| \% over 60 | 1 | 1 | 1 | 1 | 1 |
| \% over 65 | 0 | 0 | 0 | 0 | 0 |
| \% 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 | N | S | N Lane1 | S Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total |  | 7,128 | 3,565 | 3,563 | 3,565 |

Seasonal Factor Grp: 2 Daily Factor Grp: 3 Axle Factor Grp: 2 Growth Factor Grp: 11
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

