## Idaho Transportation Department

 Monthly Speed Distribution for December 2023| Site names: | 00126 |
| :--- | :--- |
| County: | Latah |
| Funct Class: | U Principal Arterial - Other |
| Location: | US-95 0.4 Mi. N of Brent Dr |

Seasonal Factor Grp: 2
Daily Factor Grp: 3
Axle Factor Grp: 2
Growth Factor Grp: 11

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 7 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 5 \\ .14 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 5 \\ .14 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 37 \\ .56 \% \end{gathered}$ | $\begin{gathered} 7 \\ .2 \% \end{gathered}$ | $\begin{gathered} 30 \\ .92 \% \end{gathered}$ | $\begin{gathered} 7 \\ .2 \% \end{gathered}$ | $\begin{gathered} 30 \\ .92 \% \end{gathered}$ |
| 30-35 | $\begin{aligned} & 132 \\ & 2 \% \end{aligned}$ | $\begin{gathered} 29 \\ .87 \% \end{gathered}$ | $\begin{gathered} 103 \\ 3.16 \% \end{gathered}$ | $\begin{gathered} 29 \\ .87 \% \end{gathered}$ | $\begin{gathered} 103 \\ 3.16 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 561 \\ 8.52 \% \end{gathered}$ | $\begin{gathered} 122 \\ 3.67 \% \end{gathered}$ | $\begin{gathered} 439 \\ 13.46 \% \end{gathered}$ | $\begin{gathered} 122 \\ 3.67 \% \end{gathered}$ | $\begin{gathered} 439 \\ 13.46 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 1,912 \\ 29.05 \% \end{gathered}$ | $\begin{gathered} 613 \\ 18.48 \% \end{gathered}$ | $\begin{gathered} 1,298 \\ 39.79 \% \end{gathered}$ | $\begin{gathered} 613 \\ 18.48 \% \end{gathered}$ | $\begin{gathered} 1,298 \\ 39.79 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 2,447 \\ 37.18 \% \end{gathered}$ | $\begin{gathered} 1,455 \\ 43.85 \% \end{gathered}$ | $\begin{gathered} 992 \\ 30.4 \% \end{gathered}$ | $\begin{gathered} 1,455 \\ 43.85 \% \end{gathered}$ | $\begin{gathered} 992 \\ 30.4 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,204 \\ 18.3 \% \end{gathered}$ | $\begin{gathered} 891 \\ 26.84 \% \end{gathered}$ | $\begin{gathered} 314 \\ 9.61 \% \end{gathered}$ | $\begin{gathered} 891 \\ 26.84 \% \end{gathered}$ | $\begin{gathered} 314 \\ 9.61 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 239 \\ 3.63 \% \end{gathered}$ | $\begin{gathered} 174 \\ 5.23 \% \end{gathered}$ | $\begin{gathered} 65 \\ 1.99 \% \end{gathered}$ | $\begin{gathered} 174 \\ 5.23 \% \end{gathered}$ | $\begin{gathered} 65 \\ 1.99 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 35 \\ .54 \% \end{gathered}$ | $\begin{gathered} 22 \\ .65 \% \end{gathered}$ | $\begin{gathered} 14 \\ .42 \% \end{gathered}$ | $\begin{gathered} 22 \\ .65 \% \end{gathered}$ | $\begin{gathered} 14 \\ .42 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 4 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 4 | 6 | 2 | 6 | 2 |
| \% over 60 | 1 | 1 | 0 | 1 | 0 |
| \% 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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 Monthly Speed Distribution for December 2023| Site names: <br> County: <br> Funct Class: Location: | 00126 <br> Latah <br> U Principal Arterial - Other US-95 0.4 Mi. N of Brent Dr |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,580 | 3,318 | 3,263 | 3,318 | 3,263 |


| Seasonal Factor Grp: | 2 |
| :--- | :--- |
| Daily Factor Grp: | 3 |
| Axle Factor Grp: | 2 |
| Growth Factor Grp: | 11 |

