## Idaho Transportation Department

Monthly Speed Distribution for March 2023

| Site names: | 00135 |
| :--- | :--- |
| County: | Adams |
| Funct Class: | R Principal Arterial - Other |
| Location: | US-95 4 Mi. N of Indian Valley Rd |


|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 4 \\ .18 \% \end{gathered}$ | $\begin{gathered} 2 \\ .16 \% \end{gathered}$ | $\begin{gathered} 2 \\ .2 \% \end{gathered}$ | $\begin{gathered} 2 \\ .16 \% \end{gathered}$ | $\begin{gathered} 2 \\ .2 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 8 \\ .37 \% \end{gathered}$ | $\begin{gathered} 3 \\ .28 \% \end{gathered}$ | $\begin{gathered} 5 \\ .46 \% \end{gathered}$ | $\begin{gathered} 3 \\ .28 \% \end{gathered}$ | $\begin{gathered} 5 \\ .46 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 14 \\ .63 \% \end{gathered}$ | $\begin{gathered} 6 \\ .56 \% \end{gathered}$ | $\begin{gathered} 7 \\ .69 \% \end{gathered}$ | $\begin{gathered} 6 \\ .56 \% \end{gathered}$ | $\begin{gathered} 7 \\ .69 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 23 \\ 1.08 \% \end{gathered}$ | $\begin{gathered} 11 \\ 1.05 \% \end{gathered}$ | $\begin{gathered} 12 \\ 1.11 \% \end{gathered}$ | $\begin{gathered} 11 \\ 1.05 \% \end{gathered}$ | $\begin{gathered} 12 \\ 1.11 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 55 \\ 2.57 \% \end{gathered}$ | $\begin{gathered} 23 \\ 2.16 \% \end{gathered}$ | $\begin{gathered} 32 \\ 2.98 \% \end{gathered}$ | $\begin{gathered} 23 \\ 2.16 \% \end{gathered}$ | $\begin{gathered} 32 \\ 2.98 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 149 \\ 6.93 \% \end{gathered}$ | $\begin{gathered} 57 \\ 5.26 \% \end{gathered}$ | $\begin{gathered} 93 \\ 8.6 \% \end{gathered}$ | $\begin{gathered} 57 \\ 5.26 \% \end{gathered}$ | $\begin{gathered} 93 \\ 8.6 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 451 \\ 20.89 \% \end{gathered}$ | $\begin{gathered} 191 \\ 17.7 \% \end{gathered}$ | $\begin{gathered} 260 \\ 24.07 \% \end{gathered}$ | $\begin{gathered} 191 \\ 17.7 \% \end{gathered}$ | $\begin{gathered} 260 \\ 24.07 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 943 \\ 43.7 \% \end{gathered}$ | $\begin{gathered} 478 \\ 44.32 \% \end{gathered}$ | $\begin{gathered} 465 \\ 43.08 \% \end{gathered}$ | $\begin{gathered} 478 \\ 44.32 \% \end{gathered}$ | $\begin{gathered} 465 \\ 43.08 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 358 \\ 16.58 \% \end{gathered}$ | $\begin{gathered} 209 \\ 19.39 \% \end{gathered}$ | $\begin{gathered} 149 \\ 13.77 \% \end{gathered}$ | $\begin{gathered} 209 \\ 19.39 \% \end{gathered}$ | $\begin{gathered} 149 \\ 13.77 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 110 \\ 5.09 \% \end{gathered}$ | $\begin{gathered} 71 \\ 6.56 \% \end{gathered}$ | $\begin{gathered} 39 \\ 3.62 \% \end{gathered}$ | $\begin{gathered} 71 \\ 6.56 \% \end{gathered}$ | $\begin{gathered} 39 \\ 3.62 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 27 \\ 1.26 \% \end{gathered}$ | $\begin{gathered} 19 \\ 1.73 \% \end{gathered}$ | $\begin{gathered} 9 \\ .8 \% \end{gathered}$ | $\begin{gathered} 19 \\ 1.73 \% \end{gathered}$ | $\begin{gathered} 9 \\ .8 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 8 \\ .38 \% \end{gathered}$ | $\begin{gathered} 5 \\ .5 \% \end{gathered}$ | $\begin{gathered} 3 \\ .25 \% \end{gathered}$ | $\begin{gathered} 5 \\ .5 \% \end{gathered}$ | $\begin{gathered} 3 \\ .25 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 3 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| Average | 66 | 67 | 66 | 67 | 66 |
| Median | 67 | 68 | 66 | 68 | 66 |
| 85th \%tile | 73 | 73 | 71 | 73 | 71 |
| \% over 55 | 95 | 96 | 94 | 96 | 94 |
| \% over 60 | 88 | 90 | 86 | 90 | 86 |
| \% over 65 | 67 | 73 | 62 | 73 | 62 |
| \% over 70 | 24 | 28 | 19 | 28 | 19 |
| \% over 75 | 7 | 9 | 5 | 9 | 5 |

***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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| :--- | :--- |
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|  | Road |
| \% over 80 | 2 |
| N | S |
| \% over 85 | 1 |

Seasonal Factor Grp: 4
Daily Factor Grp: 5
Axle Factor Grp: All_Class_Sites
Growth Factor Grp:
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

