## Idaho Transportation Department

Monthly Speed Distribution for May 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 | $\begin{gathered} 5 \\ .16 \% \end{gathered}$ | $\begin{gathered} 4 \\ .31 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 4 \\ .31 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 6 \\ .21 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 5 \\ .32 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 5 \\ .32 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 10 \\ .35 \% \end{gathered}$ | $\begin{gathered} 3 \\ .21 \% \end{gathered}$ | $\begin{gathered} 7 \\ .49 \% \end{gathered}$ | $\begin{gathered} 3 \\ .21 \% \end{gathered}$ | $\begin{gathered} 7 \\ .49 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 21 \\ .74 \% \end{gathered}$ | $\begin{gathered} 9 \\ .62 \% \end{gathered}$ | $\begin{gathered} 12 \\ .86 \% \end{gathered}$ | $\begin{gathered} 9 \\ .62 \% \end{gathered}$ | $\begin{gathered} 12 \\ .86 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 77 \\ 2.68 \% \end{gathered}$ | $\begin{gathered} 38 \\ 2.65 \% \end{gathered}$ | $\begin{gathered} 39 \\ 2.71 \% \end{gathered}$ | $\begin{gathered} 38 \\ 2.65 \% \end{gathered}$ | $\begin{gathered} 39 \\ 2.71 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 257 \\ 8.88 \% \end{gathered}$ | $\begin{gathered} 131 \\ 9.03 \% \end{gathered}$ | $\begin{gathered} 126 \\ 8.72 \% \end{gathered}$ | $\begin{gathered} 131 \\ 9.03 \% \end{gathered}$ | $\begin{gathered} 126 \\ 8.72 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 700 \\ 24.21 \% \end{gathered}$ | $\begin{gathered} 326 \\ 22.54 \% \end{gathered}$ | $\begin{gathered} 374 \\ 25.88 \% \end{gathered}$ | $\begin{gathered} 326 \\ 22.54 \% \end{gathered}$ | $\begin{gathered} 374 \\ 25.88 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,174 \\ 40.58 \% \end{gathered}$ | $\begin{gathered} 543 \\ 37.52 \% \end{gathered}$ | $\begin{gathered} 630 \\ 43.64 \% \end{gathered}$ | $\begin{gathered} 543 \\ 37.52 \% \end{gathered}$ | $\begin{gathered} 630 \\ 43.64 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 399 \\ 13.81 \% \end{gathered}$ | $\begin{gathered} 215 \\ 14.87 \% \end{gathered}$ | $\begin{gathered} 184 \\ 12.75 \% \end{gathered}$ | $\begin{gathered} 215 \\ 14.87 \% \end{gathered}$ | $\begin{gathered} 184 \\ 12.75 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 176 \\ 6.08 \% \end{gathered}$ | $\begin{gathered} 131 \\ 9.02 \% \end{gathered}$ | $\begin{gathered} 45 \\ 3.14 \% \end{gathered}$ | $\begin{gathered} 131 \\ 9.02 \% \end{gathered}$ | $\begin{gathered} 45 \\ 3.14 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 42 \\ 1.46 \% \end{gathered}$ | $\begin{gathered} 30 \\ 2.09 \% \end{gathered}$ | $\begin{gathered} 12 \\ .83 \% \end{gathered}$ | $\begin{gathered} 30 \\ 2.09 \% \end{gathered}$ | $\begin{gathered} 12 \\ .83 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 8 \\ .26 \% \end{gathered}$ | $\begin{gathered} 4 \\ .27 \% \end{gathered}$ | $\begin{gathered} 4 \\ .25 \% \end{gathered}$ | $\begin{gathered} 4 \\ .27 \% \end{gathered}$ | $\begin{gathered} 4 \\ .25 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 9 \\ .31 \% \end{gathered}$ | $\begin{gathered} 8 \\ .57 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 8 \\ .57 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| Average | 66 | 67 | 66 | 67 | 66 |
| Median | 67 | 67 | 66 | 67 | 66 |
| 85th \%tile | 73 | 74 | 71 | 74 | 71 |
| \% over 55 | 96 | 96 | 95 | 96 | 95 |
| \% over 60 | 87 | 87 | 87 | 87 | 87 |
| \% over 65 | 63 | 64 | 61 | 64 | 61 |
| \% over 70 | 22 | 27 | 17 | 27 | 17 |
| \% over 75 | 8 | 12 | 4 | 12 | 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 |
| \% 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:
$\begin{array}{ll}\text { County: } & \text { Adams } \\ \text { Funct Class: } & \text { R Principal Arterial - Other } \\ \text { Location: } & \text { US-95 4 Mi. N of Indian Valley Rd }\end{array}$
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