## Idaho Transportation Department

Monthly Speed Distribution for February 2019

| Site names: | 00167 | Seasonal Factor Grp: |
| :--- | :--- | :--- |
| County: | Payette | Daily Factor Grp: |
| Funct Class: | U Principal Arterial - Other | Axle Factor Grp: |
| Location: | US-95 0.4 Mi. N of Killebrew Dr | Growth Factor Grp: |


|  | Road | N | S | N Lane1 | N Lane2 | S Lane2 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $0-30$ | 11 | 8 | 4 | 7 | 1 | 1 | 3 |
|  | $.07 \%$ | $.09 \%$ | $.04 \%$ | $.11 \%$ | $.05 \%$ | $.03 \%$ | $.05 \%$ |
| $30-35$ | 15 | 7 | 8 | 6 | 2 | 1 | 6 |
|  | $09 \%$ | $09 \%$ | $09 \%$ | $.09 \%$ | $.07 \%$ | $03 \%$ | $.13 \%$ |


| $35-40$ | $.09 \%$ | $.09 \%$ | $.09 \%$ | $.09 \%$ | $.07 \%$ | $.03 \%$ | $.13 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 88 | 43 | 45 | 38 | 5 | 7 | 38 |
|  | $.51 \%$ | $.5 \%$ | $.51 \%$ | $.61 \%$ | $.22 \%$ | $.19 \%$ | $.74 \%$ |
|  | 664 | 294 | 370 | 256 | 38 | 58 | 311 |
|  | $3.83 \%$ | $3.44 \%$ | $4.21 \%$ | $4.11 \%$ | $1.63 \%$ | $1.61 \%$ | $6.02 \%$ |


| $45-50$ | 2,902 | 1,349 | 1,553 | 1,124 | 224 | $\begin{array}{c}363 \\ 16.75 \%\end{array}$ | $15.77 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |$)$


| $60-65$ | 1,596 | 823 | 773 | 521 | 303 | 486 | 287 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $9.21 \%$ | $9.63 \%$ | $8.8 \%$ | $8.34 \%$ | $13.14 \%$ | $13.46 \%$ | $5.55 \%$ |
| $65-70$ | 164 | 93 | 71 | 56 | 37 | 46 | 25 |
|  | $.95 \%$ | $1.09 \%$ | $.81 \%$ | $.9 \%$ | $1.6 \%$ | $1.28 \%$ | $.48 \%$ |
| $70-75$ | 27 | 15 | 12 | 8 | 7 | 7 | 5 |
|  | $.16 \%$ | $.18 \%$ | $.14 \%$ | $.12 \%$ | $.32 \%$ | $.2 \%$ | $.09 \%$ |


| 75-80 | $\begin{gathered} 9 \\ .05 \% \end{gathered}$ | $\begin{gathered} 6 \\ .07 \% \end{gathered}$ | $\begin{gathered} 3 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 4 \\ .16 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 80-85 | $\begin{gathered} 3 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 1 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 95-120 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 54 | 54 | 54 | 54 | 55 | 55 | 52 |
| Median | 54 | 54 | 54 | 54 | 55 | 56 | 53 |
| 85th \%tile | 59 | 59 | 59 | 59 | 60 | 60 | 58 |
| \% over 55 | 42 | 43 | 41 | 39 | 53 | 55 | 31 |
| \% over 60 | 10 | 11 | 10 | 9 | 15 | 15 | 6 |
| \% over 65 | 1 | 1 | 1 | 1 | 2 | 2 | 1 |
| \% over 70 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 17,329 | 8,550 | 8,779 | 6,247 | 2,303 | 3,609 | 5,170 |

***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

