## Idaho Transportation Department

 Monthly Speed Distribution for January 2023Site names: County: Funct Class: Location:

00169
Payette
R Principal Arterial - Other
US-95 2.4 Mi. N of Jct US-20

Seasonal Factor Grp:
Daily Factor Grp: 2
Axle Factor Grp: All_Class_Sites
Growth Factor Grp:

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 3 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 4 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 6 \\ .14 \% \end{gathered}$ | $\begin{gathered} 3 \\ .13 \% \end{gathered}$ | $\begin{gathered} 3 \\ .15 \% \end{gathered}$ | $\begin{gathered} 3 \\ .13 \% \end{gathered}$ | $\begin{gathered} 3 \\ .15 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 8 \\ .19 \% \end{gathered}$ | $\begin{gathered} 3 \\ .13 \% \end{gathered}$ | $\begin{gathered} 5 \\ .24 \% \end{gathered}$ | $\begin{gathered} 3 \\ .13 \% \end{gathered}$ | $\begin{gathered} 5 \\ .24 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 21 \\ .48 \% \end{gathered}$ | $\begin{gathered} 9 \\ .39 \% \end{gathered}$ | $\begin{gathered} 13 \\ .57 \% \end{gathered}$ | $\begin{gathered} 9 \\ .39 \% \end{gathered}$ | $\begin{gathered} 13 \\ .57 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 46 \\ 1.03 \% \end{gathered}$ | $\begin{gathered} 18 \\ .79 \% \end{gathered}$ | $\begin{gathered} 28 \\ 1.26 \% \end{gathered}$ | $\begin{gathered} 18 \\ .79 \% \end{gathered}$ | $\begin{gathered} 28 \\ 1.26 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 168 \\ 3.77 \% \end{gathered}$ | $\begin{gathered} 62 \\ 2.77 \% \end{gathered}$ | $\begin{gathered} 106 \\ 4.76 \% \end{gathered}$ | $\begin{gathered} 62 \\ 2.77 \% \end{gathered}$ | $\begin{gathered} 106 \\ 4.76 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 468 \\ 10.49 \% \end{gathered}$ | $\begin{gathered} 194 \\ 8.66 \% \end{gathered}$ | $\begin{gathered} 274 \\ 12.34 \% \end{gathered}$ | $\begin{gathered} 194 \\ 8.66 \% \end{gathered}$ | $\begin{gathered} 274 \\ 12.34 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,236 \\ 27.71 \% \end{gathered}$ | $\begin{gathered} 549 \\ 24.52 \% \end{gathered}$ | $\begin{gathered} 687 \\ 30.92 \% \end{gathered}$ | $\begin{gathered} 549 \\ 24.52 \% \end{gathered}$ | $\begin{gathered} 687 \\ 30.92 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,661 \\ 37.23 \% \end{gathered}$ | $\begin{gathered} 881 \\ 39.35 \% \end{gathered}$ | $\begin{gathered} 780 \\ 35.09 \% \end{gathered}$ | $\begin{gathered} 881 \\ 39.35 \% \end{gathered}$ | $\begin{gathered} 780 \\ 35.09 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 700 \\ 15.68 \% \end{gathered}$ | $\begin{gathered} 428 \\ 19.13 \% \end{gathered}$ | $\begin{gathered} 271 \\ 12.2 \% \end{gathered}$ | $\begin{gathered} 428 \\ 19.13 \% \end{gathered}$ | $\begin{gathered} 271 \\ 12.2 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 110 \\ 2.48 \% \end{gathered}$ | $\begin{gathered} 74 \\ 3.29 \% \end{gathered}$ | $\begin{gathered} 37 \\ 1.66 \% \end{gathered}$ | $\begin{gathered} 74 \\ 3.29 \% \end{gathered}$ | $\begin{gathered} 37 \\ 1.66 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 16 \\ .37 \% \end{gathered}$ | $\begin{gathered} 11 \\ .49 \% \end{gathered}$ | $\begin{gathered} 6 \\ .25 \% \end{gathered}$ | $\begin{gathered} 11 \\ .49 \% \end{gathered}$ | $\begin{gathered} 6 \\ .25 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 3 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 90-95 | $\stackrel{2}{.05 \%}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 6 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 5 \\ .21 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 5 \\ .21 \% \end{gathered}$ |
| Average | 65 | 66 | 64 | 66 | 64 |
| Median | 66 | 67 | 65 | 67 | 65 |
| 85th \%tile | 71 | 72 | 70 | 72 | 70 |
| \% over 55 | 94 | 96 | 93 | 96 | 93 |
| \% over 60 | 84 | 87 | 80 | 87 | 80 |
| \% over 65 | 56 | 62 | 50 | 62 | 50 |
| \% over 70 | 19 | 23 | 14 | 23 | 14 |
| \% over 75 | 3 | 4 | 2 | 4 | 2 |

***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 January 2023

| Site names: <br> County: <br> Funct Class: <br> Location: | 00169 <br> Payette <br> R Principal Arterial - Other US-95 2.4 Mi. N of Jct US-20 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 1 | 1 | 1 | 1 | 1 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 4,462 | 2,238 | 2,224 | 2,238 | 2,224 |

Seasonal Factor Grp: 2
Daily Factor Grp: 2
Axle Factor Grp: All_Class_Sites
Growth Factor Grp: 1
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

