## Idaho Transportation Department

Monthly Speed Distribution for April 2023

Site names:
County:
Funct Class:
Location:
Location:

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

Seasonal Factor Grp:
Daily Factor Grp:
All_Class_Sites
Growth Factor Grp:

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 5 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 5 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .12 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .12 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 7 \\ .13 \% \end{gathered}$ | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 4 \\ .16 \% \end{gathered}$ | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 4 \\ .16 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 8 \\ .14 \% \end{gathered}$ | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ | $\begin{gathered} 5 \\ .19 \% \end{gathered}$ | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ | $\begin{gathered} 5 \\ .19 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 20 \\ .36 \% \end{gathered}$ | $\begin{gathered} 9 \\ .3 \% \end{gathered}$ | $\begin{gathered} 11 \\ .41 \% \end{gathered}$ | $\begin{gathered} 9 \\ .3 \% \end{gathered}$ | $\begin{gathered} 11 \\ .41 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 43 \\ .77 \% \end{gathered}$ | $\begin{gathered} 16 \\ .57 \% \end{gathered}$ | $\begin{gathered} 27 \\ .98 \% \end{gathered}$ | $\begin{gathered} 16 \\ .57 \% \end{gathered}$ | $\begin{gathered} 27 \\ .98 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 191 \\ 3.45 \% \end{gathered}$ | $\begin{gathered} 72 \\ 2.57 \% \end{gathered}$ | $\begin{gathered} 119 \\ 4.35 \% \end{gathered}$ | $\begin{gathered} 72 \\ 2.57 \% \end{gathered}$ | $\begin{gathered} 119 \\ 4.35 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 570 \\ 10.27 \% \end{gathered}$ | $\begin{gathered} 233 \\ 8.3 \% \end{gathered}$ | $\begin{gathered} 336 \\ 12.3 \% \end{gathered}$ | $\begin{gathered} 233 \\ 8.3 \% \end{gathered}$ | $\begin{gathered} 336 \\ 12.3 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,541 \\ 27.77 \% \end{gathered}$ | $\begin{gathered} 698 \\ 24.84 \% \end{gathered}$ | $\begin{gathered} 842 \\ 30.78 \% \end{gathered}$ | $\begin{gathered} 698 \\ 24.84 \% \end{gathered}$ | $\begin{gathered} 842 \\ 30.78 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 2,077 \\ 37.45 \% \end{gathered}$ | $\begin{gathered} 1,102 \\ 39.2 \% \end{gathered}$ | $\begin{gathered} 975 \\ 35.64 \% \end{gathered}$ | $\begin{gathered} 1,102 \\ 39.2 \% \end{gathered}$ | $\begin{gathered} 975 \\ 35.64 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 904 \\ 16.29 \% \end{gathered}$ | $\begin{gathered} 555 \\ 19.74 \% \end{gathered}$ | $\begin{gathered} 349 \\ 12.75 \% \end{gathered}$ | $\begin{gathered} 555 \\ 19.74 \% \end{gathered}$ | $\begin{gathered} 349 \\ 12.75 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 144 \\ 2.59 \% \end{gathered}$ | $\begin{gathered} 97 \\ 3.47 \% \end{gathered}$ | $\begin{gathered} \hline 46 \\ 1.7 \% \end{gathered}$ | $\begin{gathered} 97 \\ 3.47 \% \end{gathered}$ | $\begin{gathered} \hline 46 \\ 1.7 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 19 \\ .35 \% \end{gathered}$ | $\begin{gathered} 12 \\ .44 \% \end{gathered}$ | $\begin{gathered} 7 \\ .26 \% \end{gathered}$ | $\begin{gathered} 12 \\ .44 \% \end{gathered}$ | $\begin{gathered} 7 \\ .26 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 5 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ |
| Average | 65 | 66 | 64 | 66 | 64 |
| Median | 66 | 67 | 65 | 67 | 65 |
| 85th \%tile | 71 | 72 | 70 | 72 | 70 |
| \% over 55 | 95 | 96 | 94 | 96 | 94 |
| \% over 60 | 85 | 88 | 81 | 88 | 81 |
| \% over 65 | 57 | 63 | 51 | 63 | 51 |
| \% over 70 | 19 | 24 | 15 | 24 | 15 |
| \% 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 April 2023

| Site names: <br> County: <br> Funct Class: Location: | $00169$ <br> Payette 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 | 0 | 1 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 5,548 | 2,812 | 2,736 | 2,812 | 2,736 |

Seasonal Factor Grp

