## Idaho Transportation Department

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

Location:

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

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 4 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 4 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 9 \\ .16 \% \end{gathered}$ | $\begin{gathered} 4 \\ .14 \% \end{gathered}$ | $\begin{gathered} 5 \\ .18 \% \end{gathered}$ | $\begin{gathered} 4 \\ .14 \% \end{gathered}$ | $\begin{gathered} 5 \\ .18 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 9 \\ .16 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 6 \\ .2 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 6 \\ .2 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 19 \\ .33 \% \end{gathered}$ | $\begin{gathered} 7 \\ .25 \% \end{gathered}$ | $\begin{gathered} 11 \\ .41 \% \end{gathered}$ | $\begin{gathered} 7 \\ .25 \% \end{gathered}$ | $\begin{gathered} 11 \\ .41 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 44 \\ .78 \% \end{gathered}$ | $\begin{gathered} 16 \\ .56 \% \end{gathered}$ | $\begin{gathered} 28 \\ 1.01 \% \end{gathered}$ | $\begin{gathered} 16 \\ .56 \% \end{gathered}$ | $\begin{gathered} 28 \\ 1.01 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 189 \\ 3.33 \% \end{gathered}$ | $\begin{gathered} 69 \\ 2.4 \% \end{gathered}$ | $\begin{gathered} 120 \\ 4.28 \% \end{gathered}$ | $\begin{gathered} 69 \\ 2.4 \% \end{gathered}$ | $\begin{gathered} 120 \\ 4.28 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 573 \\ 10.11 \% \end{gathered}$ | $\begin{gathered} 235 \\ 8.22 \% \end{gathered}$ | $\begin{gathered} 337 \\ 12.05 \% \end{gathered}$ | $\begin{gathered} 235 \\ 8.22 \% \end{gathered}$ | $\begin{gathered} 337 \\ 12.05 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,576 \\ 27.82 \% \end{gathered}$ | $\begin{gathered} 726 \\ 25.32 \% \end{gathered}$ | $\begin{gathered} 851 \\ 30.37 \% \end{gathered}$ | $\begin{gathered} 726 \\ 25.32 \% \end{gathered}$ | $\begin{gathered} 851 \\ 30.37 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 2,134 \\ 37.67 \% \end{gathered}$ | $\begin{gathered} 1,138 \\ 39.73 \% \end{gathered}$ | $\begin{gathered} 996 \\ 35.57 \% \end{gathered}$ | $\begin{gathered} 1,138 \\ 39.73 \% \end{gathered}$ | $\begin{gathered} 996 \\ 35.57 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 922 \\ 16.28 \% \end{gathered}$ | $\begin{gathered} 547 \\ 19.09 \% \end{gathered}$ | $\begin{gathered} 376 \\ 13.41 \% \end{gathered}$ | $\begin{gathered} 547 \\ 19.09 \% \end{gathered}$ | $\begin{gathered} 376 \\ 13.41 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 148 \\ 2.61 \% \end{gathered}$ | $\begin{gathered} 94 \\ 3.29 \% \end{gathered}$ | $\begin{gathered} 54 \\ 1.92 \% \end{gathered}$ | $\begin{gathered} 94 \\ 3.29 \% \end{gathered}$ | $\begin{gathered} 54 \\ 1.92 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 21 \\ .36 \% \end{gathered}$ | $\begin{gathered} 14 \\ .48 \% \end{gathered}$ | $\begin{gathered} 7 \\ .24 \% \end{gathered}$ | $\begin{gathered} 14 \\ .48 \% \end{gathered}$ | $\begin{gathered} 7 \\ .24 \% \end{gathered}$ |
| 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 | $\begin{gathered} 3 \\ .06 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 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 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| Average | 65 | 66 | 65 | 66 | 65 |
| Median | 66 | 67 | 65 | 67 | 65 |
| 85th \%tile | 71 | 72 | 70 | 72 | 70 |
| \% over 55 | 95 | 96 | 94 | 96 | 94 |
| \% over 60 | 85 | 88 | 82 | 88 | 82 |
| \% over 65 | 57 | 63 | 51 | 63 | 51 |
| \% over 70 | 19 | 23 | 16 | 23 | 16 |
| \% 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.

## Idaho Transportation Department

## Monthly Speed Distribution for June 2023

| Site names: County: Funct Class: 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 | 0 | 1 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 5,665 | 2,865 | 2,801 | 2,865 | 2,801 |

Seasonal Factor Grp: 2
Daily Factor Grp: 2
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.

