## Idaho Transportation Department

Monthly Speed Distribution for October 2023

Site 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 | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 5 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 7 \\ .12 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 10 \\ .17 \% \end{gathered}$ | $\begin{gathered} 5 \\ .17 \% \end{gathered}$ | $\begin{gathered} 5 \\ .17 \% \end{gathered}$ | $\begin{gathered} 5 \\ .17 \% \end{gathered}$ | $\begin{gathered} 5 \\ .17 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 12 \\ .22 \% \end{gathered}$ | $\begin{gathered} 6 \\ .22 \% \end{gathered}$ | $\begin{gathered} 6 \\ .21 \% \end{gathered}$ | $\begin{gathered} 6 \\ .22 \% \end{gathered}$ | $\begin{gathered} 6 \\ .21 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 33 \\ .57 \% \end{gathered}$ | $\begin{gathered} 14 \\ .5 \% \end{gathered}$ | $\begin{gathered} 18 \\ .65 \% \end{gathered}$ | $\begin{gathered} 14 \\ .5 \% \end{gathered}$ | $\begin{gathered} 18 \\ .65 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 64 \\ 1.14 \% \end{gathered}$ | $\begin{gathered} 23 \\ .8 \% \end{gathered}$ | $\begin{gathered} 42 \\ 1.48 \% \end{gathered}$ | $\begin{gathered} 23 \\ .8 \% \end{gathered}$ | $\begin{gathered} 42 \\ 1.48 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 236 \\ 4.16 \% \end{gathered}$ | $\begin{gathered} 88 \\ 3.1 \% \end{gathered}$ | $\begin{gathered} 147 \\ 5.24 \% \end{gathered}$ | $\begin{gathered} 88 \\ 3.1 \% \end{gathered}$ | $\begin{gathered} 147 \\ 5.24 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 641 \\ 11.32 \% \end{gathered}$ | $\begin{gathered} 256 \\ 8.99 \% \end{gathered}$ | $\begin{gathered} 384 \\ 13.68 \% \end{gathered}$ | $\begin{gathered} 256 \\ 8.99 \% \end{gathered}$ | $\begin{gathered} 384 \\ 13.68 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,601 \\ 28.28 \% \end{gathered}$ | $\begin{gathered} 735 \\ 25.78 \% \end{gathered}$ | $\begin{gathered} 866 \\ 30.81 \% \end{gathered}$ | $\begin{gathered} 735 \\ 25.78 \% \end{gathered}$ | $\begin{gathered} 866 \\ 30.81 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 2,017 \\ 35.63 \% \end{gathered}$ | $\begin{gathered} 1,080 \\ 37.88 \% \end{gathered}$ | $\begin{gathered} 937 \\ 33.34 \% \end{gathered}$ | $\begin{gathered} 1,080 \\ 37.88 \% \end{gathered}$ | $\begin{gathered} 937 \\ 33.34 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 863 \\ 15.24 \% \end{gathered}$ | $\begin{gathered} 524 \\ 18.39 \% \end{gathered}$ | $\begin{gathered} 339 \\ 12.05 \% \end{gathered}$ | $\begin{gathered} 524 \\ 18.39 \% \end{gathered}$ | $\begin{gathered} 339 \\ 12.05 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 141 \\ 2.49 \% \end{gathered}$ | $\begin{gathered} 94 \\ 3.3 \% \end{gathered}$ | $\begin{gathered} 47 \\ 1.66 \% \end{gathered}$ | $\begin{gathered} 94 \\ 3.3 \% \end{gathered}$ | $\begin{gathered} 47 \\ 1.66 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 19 \\ .33 \% \end{gathered}$ | $\begin{gathered} 13 \\ .44 \% \end{gathered}$ | $\begin{gathered} 6 \\ .22 \% \end{gathered}$ | $\begin{gathered} 13 \\ .44 \% \end{gathered}$ | $\begin{gathered} 6 \\ .22 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 5 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 3 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ |
| Average | 65 | 66 | 64 | 66 | 64 |
| Median | 66 | 66 | 65 | 66 | 65 |
| 85th \%tile | 71 | 72 | 70 | 72 | 70 |
| \% over 55 | 93 | 95 | 92 | 95 | 92 |
| \% over 60 | 82 | 86 | 78 | 86 | 78 |
| \% over 65 | 54 | 60 | 47 | 60 | 47 |
| \% over 70 | 18 | 22 | 14 | 22 | 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 October 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 | 5,661 | 2,851 | 2,810 | 2,851 | 2,810 |

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

[^0] add up.


[^0]:    ***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always

