## Idaho Transportation Department

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

Location:

Seasonal Factor Grp: 2
Daily Factor Grp: 2
Axle Factor Grp: All_Class_Sites
Growth Factor Grp: 1

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 3 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 3 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 3 \\ .12 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 5 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 3 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 3 \\ .15 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 6 \\ .12 \% \end{gathered}$ | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 3 \\ .13 \% \end{gathered}$ | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 3 \\ .13 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 11 \\ .24 \% \end{gathered}$ | $\begin{gathered} 6 \\ .24 \% \end{gathered}$ | $\begin{gathered} 6 \\ .24 \% \end{gathered}$ | $\begin{gathered} 6 \\ .24 \% \end{gathered}$ | $\begin{gathered} 6 \\ .24 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 34 \\ .73 \% \end{gathered}$ | $\begin{gathered} 16 \\ .67 \% \end{gathered}$ | $\begin{gathered} 18 \\ .79 \% \end{gathered}$ | $\begin{gathered} 16 \\ .67 \% \end{gathered}$ | $\begin{gathered} 18 \\ .79 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 63 \\ 1.34 \% \end{gathered}$ | $\begin{gathered} 29 \\ 1.24 \% \end{gathered}$ | $\begin{gathered} 33 \\ 1.43 \% \end{gathered}$ | $\begin{gathered} 29 \\ 1.24 \% \end{gathered}$ | $\begin{gathered} 33 \\ 1.43 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 207 \\ 4.4 \% \end{gathered}$ | $\begin{gathered} 86 \\ 3.63 \% \end{gathered}$ | $\begin{gathered} 121 \\ 5.18 \% \end{gathered}$ | $\begin{gathered} 86 \\ 3.63 \% \end{gathered}$ | $\begin{gathered} 121 \\ 5.18 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 532 \\ 11.32 \% \end{gathered}$ | $\begin{gathered} 226 \\ 9.57 \% \end{gathered}$ | $\begin{gathered} 306 \\ 13.1 \% \end{gathered}$ | $\begin{gathered} 226 \\ 9.57 \% \end{gathered}$ | $\begin{gathered} 306 \\ 13.1 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,303 \\ 27.73 \% \end{gathered}$ | $\begin{gathered} 591 \\ 25 \% \end{gathered}$ | $\begin{gathered} 712 \\ 30.49 \% \end{gathered}$ | $\begin{gathered} 591 \\ 25 \% \end{gathered}$ | $\begin{gathered} 712 \\ 30.49 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,678 \\ 35.69 \% \end{gathered}$ | $\begin{gathered} 888 \\ 37.56 \% \end{gathered}$ | $\begin{gathered} 790 \\ 33.8 \% \end{gathered}$ | $\begin{gathered} 888 \\ 37.56 \% \end{gathered}$ | $\begin{gathered} 790 \\ 33.8 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 710 \\ 15.1 \% \end{gathered}$ | $\begin{gathered} 427 \\ 18.04 \% \end{gathered}$ | $\begin{gathered} 283 \\ 12.13 \% \end{gathered}$ | $\begin{gathered} 427 \\ 18.04 \% \end{gathered}$ | $\begin{gathered} 283 \\ 12.13 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 115 \\ 2.44 \% \end{gathered}$ | $\begin{gathered} 74 \\ 3.13 \% \end{gathered}$ | $\begin{gathered} 41 \\ 1.73 \% \end{gathered}$ | $\begin{gathered} 74 \\ 3.13 \% \end{gathered}$ | $\begin{gathered} 41 \\ 1.73 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 17 \\ .36 \% \end{gathered}$ | $\begin{gathered} 11 \\ .48 \% \end{gathered}$ | $\begin{gathered} 6 \\ .24 \% \end{gathered}$ | $\begin{gathered} 11 \\ .48 \% \end{gathered}$ | $\begin{gathered} 6 \\ .24 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 4 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 7 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 6 \\ .24 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 6 \\ .24 \% \end{gathered}$ |
| Average | 65 | 66 | 64 | 66 | 64 |
| Median | 66 | 66 | 65 | 66 | 65 |
| 85th \%tile | 71 | 72 | 70 | 72 | 70 |
| \% over 55 | 93 | 94 | 92 | 94 | 92 |
| \% over 60 | 82 | 84 | 79 | 84 | 79 |
| \% over 65 | 54 | 59 | 48 | 59 | 48 |
| \% 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.

## Idaho Transportation Department

 Monthly Speed Distribution for December 2023| Site names: | 00169 |
| :--- | :--- |
| County: |  |
| Funct Class: |  |
| Location: | Payette <br> R Principal Arterial - Other <br> US-95 2.4 Mi. N of Jct US-20 |
|  | Road |
| \% over 80 | 1 |


| 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.

