## Idaho Transportation Department

Monthly Speed Distribution for February 2019

| Site names: | 00045 |
| :--- | :--- |
| County: | Latah |
| Funct Class: | R Minor Arterial - Other |
| Location: | SH-3 $0.9 \mathrm{Mi} . \mathrm{N}$ of Jct SH-8 |

SH-3 0.9 Mi. N of Jct SH-8

Seasonal Factor Grp:
Daily Factor Grp:
Axle Factor Grp:
Growth Factor Grp:

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .4 \% \end{gathered}$ | $\begin{gathered} 1 \\ .4 \% \end{gathered}$ | $\begin{gathered} 1 \\ .39 \% \end{gathered}$ | $\begin{gathered} 1 \\ .4 \% \end{gathered}$ | $\begin{gathered} 1 \\ .39 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 3 \\ 1.11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .79 \% \end{gathered}$ | $\begin{gathered} 2 \\ 1.49 \% \end{gathered}$ | $\begin{gathered} 1 \\ .79 \% \end{gathered}$ | $\begin{gathered} 2 \\ 1.49 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 7 \\ 2.31 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.99 \% \end{gathered}$ | $\begin{gathered} 4 \\ 2.69 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.99 \% \end{gathered}$ | $\begin{gathered} 4 \\ 2.69 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 10 \\ 3.49 \% \end{gathered}$ | $\begin{gathered} 5 \\ 3.17 \% \end{gathered}$ | $\begin{gathered} 5 \\ 3.87 \% \end{gathered}$ | $\begin{gathered} 5 \\ 3.17 \% \end{gathered}$ | $\begin{gathered} 5 \\ 3.87 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 12 \\ 4.4 \% \end{gathered}$ | $\begin{gathered} 8 \\ 5.2 \% \end{gathered}$ | $\begin{gathered} 5 \\ 3.47 \% \end{gathered}$ | $\begin{gathered} 8 \\ 5.2 \% \end{gathered}$ | $\begin{gathered} 5 \\ 3.47 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 16 \\ 5.82 \% \end{gathered}$ | $\begin{gathered} 10 \\ 6.23 \% \end{gathered}$ | $\begin{gathered} 7 \\ 5.33 \% \end{gathered}$ | $\begin{gathered} 10 \\ 6.23 \% \end{gathered}$ | $\begin{gathered} 7 \\ 5.33 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 35 \\ 12.18 \% \end{gathered}$ | $\begin{gathered} 20 \\ 12.76 \% \end{gathered}$ | $\begin{gathered} 15 \\ 11.5 \% \end{gathered}$ | $\begin{gathered} 20 \\ 12.76 \% \end{gathered}$ | $\begin{gathered} 15 \\ 11.5 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 63 \\ 22.18 \% \end{gathered}$ | $\begin{gathered} 34 \\ 22.45 \% \end{gathered}$ | $\begin{gathered} 29 \\ 21.86 \% \end{gathered}$ | $\begin{gathered} 34 \\ 22.45 \% \end{gathered}$ | $\begin{gathered} 29 \\ 21.86 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 78 \\ 27.65 \% \end{gathered}$ | $\begin{gathered} 43 \\ 27.86 \% \end{gathered}$ | $\begin{gathered} 36 \\ 27.41 \% \end{gathered}$ | $\begin{gathered} 43 \\ 27.86 \% \end{gathered}$ | $\begin{gathered} 36 \\ 27.41 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 41 \\ 14.33 \% \end{gathered}$ | $\begin{gathered} 21 \\ 13.74 \% \end{gathered}$ | $\begin{gathered} 20 \\ 15.02 \% \end{gathered}$ | $\begin{gathered} 21 \\ 13.74 \% \end{gathered}$ | $\begin{gathered} 20 \\ 15.02 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 13 \\ 4.49 \% \end{gathered}$ | $\begin{gathered} 6 \\ 3.75 \% \end{gathered}$ | $\begin{gathered} 7 \\ 5.36 \% \end{gathered}$ | $\begin{gathered} 6 \\ 3.75 \% \end{gathered}$ | $\begin{gathered} 7 \\ 5.36 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 3 \\ 1.16 \% \end{gathered}$ | $\begin{gathered} 2 \\ 1.24 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1.08 \% \end{gathered}$ | $\begin{gathered} 2 \\ 1.24 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1.08 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .3 \% \end{gathered}$ | $\begin{gathered} 0 \\ .3 \% \end{gathered}$ | $\begin{gathered} 0 \\ .31 \% \end{gathered}$ | $\begin{gathered} 0 \\ .3 \% \end{gathered}$ | $\begin{gathered} 0 \\ .31 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .14 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .19 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .19 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 53 | 53 | 53 | 53 | 53 |
| Median | 55 | 54 | 55 | 54 | 55 |
| 85th \%tile | 62 | 62 | 62 | 62 | 62 |
| \% over 55 | 48 | 47 | 49 | 47 | 49 |
| \% over 60 | 20 | 19 | 22 | 19 | 22 |
| \% over 65 | 6 | 5 | 7 | 5 | 7 |
| \% over 70 | 2 | 2 | 2 | 2 | 2 |
| \% over 75 | 0 | 0 | 1 | 0 | 1 |

${ }^{* * *}$ 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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| :--- | :--- | :--- | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total |  | 284 | 153 | 130 | 153 |

Seasonal Factor Grp: 12
Daily Factor Grp: 2
Axle Factor Grp: 3
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.

