## Idaho Transportation Department

Monthly Speed Distribution for October 2018

Site names: County: Funct Class: Location:

00027
Kootenai
R Minor Arterial - Other
SH-3 0.3 Mi. S of Jct SH-97

Seasonal Factor Grp: 4
Daily Factor Grp:
Axle Factor Grp:
Growth Factor Grp:

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 5 \\ .34 \% \end{gathered}$ | $\begin{gathered} 2 \\ .23 \% \end{gathered}$ | $\begin{gathered} 3 \\ .46 \% \end{gathered}$ | $\begin{gathered} 2 \\ .23 \% \end{gathered}$ | $\begin{gathered} 3 \\ .46 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 6 \\ .42 \% \end{gathered}$ | $\begin{gathered} 3 \\ .42 \% \end{gathered}$ | $\begin{gathered} 3 \\ .42 \% \end{gathered}$ | $\begin{gathered} 3 \\ .42 \% \end{gathered}$ | $\begin{gathered} 3 \\ .42 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 26 \\ 1.75 \% \end{gathered}$ | $\begin{gathered} 7 \\ .93 \% \end{gathered}$ | $\begin{gathered} 19 \\ 2.54 \% \end{gathered}$ | $\begin{gathered} 7 \\ .93 \% \end{gathered}$ | $\begin{gathered} 19 \\ 2.54 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 71 \\ 4.69 \% \end{gathered}$ | $\begin{gathered} 27 \\ 3.7 \% \end{gathered}$ | $\begin{gathered} 43 \\ 5.66 \% \end{gathered}$ | $\begin{gathered} 27 \\ 3.7 \% \end{gathered}$ | $\begin{gathered} 43 \\ 5.66 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 181 \\ 12.05 \% \end{gathered}$ | $\begin{gathered} 77 \\ 10.47 \% \end{gathered}$ | $\begin{gathered} 104 \\ 13.59 \% \end{gathered}$ | $\begin{gathered} 77 \\ 10.47 \% \end{gathered}$ | $\begin{gathered} 104 \\ 13.59 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 385 \\ 25.57 \% \end{gathered}$ | $\begin{gathered} 166 \\ 22.42 \% \end{gathered}$ | $\begin{gathered} 219 \\ 28.63 \% \end{gathered}$ | $\begin{gathered} 166 \\ 22.42 \% \end{gathered}$ | $\begin{gathered} 219 \\ 28.63 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 482 \\ 32.04 \% \end{gathered}$ | $\begin{gathered} 249 \\ 33.63 \% \end{gathered}$ | $\begin{gathered} 233 \\ 30.51 \% \end{gathered}$ | $\begin{gathered} 249 \\ 33.63 \% \end{gathered}$ | $\begin{gathered} 233 \\ 30.51 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 270 \\ 17.97 \% \end{gathered}$ | $\begin{gathered} 160 \\ 21.6 \% \end{gathered}$ | $\begin{gathered} 111 \\ 14.46 \% \end{gathered}$ | $\begin{gathered} 160 \\ 21.6 \% \end{gathered}$ | $\begin{gathered} 111 \\ 14.46 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 66 \\ 4.42 \% \end{gathered}$ | $\begin{gathered} 42 \\ 5.64 \% \end{gathered}$ | $\begin{gathered} 25 \\ 3.24 \% \end{gathered}$ | $\begin{gathered} 42 \\ 5.64 \% \end{gathered}$ | $\begin{gathered} 25 \\ 3.24 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 10 \\ .65 \% \end{gathered}$ | $\begin{gathered} 6 \\ .85 \% \end{gathered}$ | $\begin{gathered} 3 \\ .45 \% \end{gathered}$ | $\begin{gathered} 6 \\ .85 \% \end{gathered}$ | $\begin{gathered} 3 \\ .45 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 45 | 46 | 44 | 46 | 44 |
| Median | 46 | 47 | 45 | 47 | 45 |
| 85th \%tile | 52 | 53 | 51 | 53 | 51 |
| \% over 55 | 5 | 7 | 4 | 7 | 4 |
| \% over 60 | 1 | 1 | 0 | 1 | 0 |
| \% over 65 | 0 | 0 | 0 | 0 | 0 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 |

***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 |
| \% over 80 | 0 |
| \% over 85 | 0 |

Seasonal Factor Grp: 4
Daily Factor Grp: 3
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.

