## Idaho Transportation Department

 Monthly Speed Distribution for January 2024

00045
Latah
R Minor Arterial - Other
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 | $\begin{gathered} 0 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .16 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .16 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 2 \\ .66 \% \end{gathered}$ | $\begin{gathered} 0 \\ .27 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1.11 \% \end{gathered}$ | $\begin{gathered} 0 \\ .27 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1.11 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 5 \\ 1.61 \% \end{gathered}$ | $\begin{gathered} 2 \\ 1.28 \% \end{gathered}$ | $\begin{gathered} 3 \\ 2 \% \end{gathered}$ | $\begin{gathered} 2 \\ 1.28 \% \end{gathered}$ | $\begin{gathered} 3 \\ 2 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 8 \\ 2.89 \% \end{gathered}$ | $\begin{gathered} 4 \\ 2.56 \% \end{gathered}$ | $\begin{gathered} 4 \\ 3.26 \% \end{gathered}$ | $\begin{gathered} 4 \\ 2.56 \% \end{gathered}$ | $\begin{gathered} 4 \\ 3.26 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 10 \\ 3.45 \% \end{gathered}$ | $\begin{gathered} 7 \\ 4.2 \% \end{gathered}$ | $\begin{gathered} 3 \\ 2.58 \% \end{gathered}$ | $\begin{gathered} 7 \\ 4.2 \% \end{gathered}$ | $\begin{gathered} 3 \\ 2.58 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 15 \\ 5.14 \% \end{gathered}$ | $\begin{gathered} 9 \\ 5.9 \% \end{gathered}$ | $\begin{gathered} 6 \\ 4.26 \% \end{gathered}$ | $\begin{gathered} 9 \\ 5.9 \% \end{gathered}$ | $\begin{gathered} 6 \\ 4.26 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 31 \\ 10.79 \% \end{gathered}$ | $\begin{gathered} 17 \\ 11.06 \% \end{gathered}$ | $\begin{gathered} 14 \\ 10.47 \% \end{gathered}$ | $\begin{gathered} 17 \\ 11.06 \% \end{gathered}$ | $\begin{gathered} 14 \\ 10.47 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} \hline 67 \\ 22.95 \% \end{gathered}$ | $\begin{gathered} 35 \\ 22.26 \% \end{gathered}$ | $\begin{gathered} 32 \\ 23.74 \% \end{gathered}$ | $\begin{gathered} 35 \\ 22.26 \% \end{gathered}$ | $\begin{gathered} 32 \\ 23.74 \% \end{gathered}$ |


| $55-60$ | 91 <br> $31.19 \%$ | 51 <br> $32.63 \%$ | 40 <br> $29.53 \%$ | 51 <br> $32.63 \%$ | 40 <br> $29.53 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 47 <br> $16.22 \%$ | 24 <br> $15.31 \%$ | 23 <br> $17.26 \%$ | 24 <br> $15.31 \%$ | 23 <br> $17.26 \%$ |
| $65-70$ | 11 | 5 | 6 | 5 | 6 |


| 㖪 | 3.94\% | 3.38\% | 4.58\% | 3.38\% | 4.58\% |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 70-75 | $\begin{gathered} 2 \\ .73 \% \end{gathered}$ | $\begin{gathered} 1 \\ .73 \% \end{gathered}$ | $\begin{gathered} 1 \\ .74 \% \end{gathered}$ | $\begin{gathered} 1 \\ .73 \% \end{gathered}$ | $\begin{gathered} 1 \\ .74 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .2 \% \end{gathered}$ | $\begin{gathered} 0 \\ .18 \% \end{gathered}$ | $\begin{gathered} 0 \\ .21 \% \end{gathered}$ | $\begin{gathered} 0 \\ .18 \% \end{gathered}$ | $\begin{gathered} 0 \\ .21 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .14 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .14 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ |
| 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 | 54 | 54 | 54 | 54 | 54 |
| Median | 55 | 55 | 55 | 55 | 55 |
| 85th \%tile | 62 | 62 | 62 | 62 | 62 |
| \% over 55 | 52 | 52 | 52 | 52 | 52 |
| \% over 60 | 21 | 20 | 23 | 20 | 23 |
| \% over 65 | 5 | 4 | 6 | 4 | 6 |
| \% over 70 | 1 | 1 | 1 | 1 | 1 |
| \% 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.

## Idaho Transportation Department

## Monthly Speed Distribution for January 2024

| Site names: | 00045 <br> County: <br> Funct Class: <br> Location: |
| :--- | :--- |
|  | R Minor Arterial - Other <br> SH-3 0.9 Mi. N of Jct SH-8 |
|  | Road |
| \% over 80 | 0 |

Seasonal Factor Grp:
Daily Factor Grp: 2
Axle Factor Grp: 3
Growth Factor Grp: 8

Location: $\quad$ SH-3 0.9 Mi . N of Jct SH-8
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

