## Idaho Transportation Department

Monthly Speed Distribution for April 2019

| Site names: | 00127 |
| :--- | :--- |
| County: | Latah |
| Funct Class: | R Minor Arterial - Other |
| Location: | SH-8 2.1 Mi. E of Mountain View Dr |


|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | $\begin{array}{c}1 \\ .02 \%\end{array}$ | $\begin{array}{c}0 \\ .0\end{array}$ | $\begin{array}{c}0 \\ .02 \%\end{array}$ | $\begin{array}{c}0 \\ .01 \%\end{array}$ | $\begin{array}{c}0 \\ .02 \%\end{array}$ |
| $20-25$ | $\begin{array}{c}1 \\ 02 \%\end{array}$ | 0 | 1 |  |  |
| 0.0 |  |  |  |  |  |$)$


|  | $.02 \%$ | $.01 \%$ | $.02 \%$ | $.01 \%$ | $.02 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $25-30$ | 2 | 1 | 1 | 1 | 1 |
|  | $.04 \%$ | $.03 \%$ | $.05 \%$ | $.03 \%$ | $.05 \%$ |
| $30-35$ | 4 | 2 | 2 | 2 | 2 |
|  | $07 \%$ | $07 \%$ | $.08 \%$ | $.07 \%$ | .08 |



| 40-45 | $\begin{gathered} 62 \\ 1.23 \% \end{gathered}$ | $\begin{gathered} 30 \\ 1.18 \% \end{gathered}$ | $\begin{gathered} 33 \\ 1.28 \% \end{gathered}$ | $\begin{gathered} 30 \\ 1.18 \% \end{gathered}$ | $\begin{gathered} 33 \\ 1.28 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 45-50 | $\begin{gathered} 323 \\ 6.36 \% \end{gathered}$ | $\begin{gathered} 140 \\ 5.5 \% \end{gathered}$ | $\begin{gathered} 184 \\ 7.22 \% \end{gathered}$ | $\begin{gathered} 140 \\ 5.5 \% \end{gathered}$ | $\begin{gathered} 184 \\ 7.22 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,810 \\ 35.62 \% \end{gathered}$ | $\begin{gathered} 905 \\ 35.73 \% \end{gathered}$ | $\begin{gathered} 905 \\ 35.52 \% \end{gathered}$ | $\begin{gathered} 905 \\ 35.73 \% \end{gathered}$ | $\begin{gathered} 905 \\ 35.52 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 2,444 \\ 48.09 \% \end{gathered}$ | $\begin{gathered} 1,224 \\ 48.29 \% \end{gathered}$ | $\begin{gathered} 1,220 \\ 47.89 \% \end{gathered}$ | $\begin{gathered} 1,224 \\ 48.29 \% \end{gathered}$ | $\begin{gathered} 1,220 \\ 47.89 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 386 \\ 7.6 \% \end{gathered}$ | $\begin{gathered} 205 \\ 8.08 \% \end{gathered}$ | $\begin{gathered} 181 \\ 7.12 \% \end{gathered}$ | $\begin{gathered} 205 \\ 8.08 \% \end{gathered}$ | $\begin{gathered} 181 \\ 7.12 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 28 \\ .54 \% \end{gathered}$ | $\begin{gathered} 17 \\ .66 \% \end{gathered}$ | $\begin{gathered} 11 \\ .43 \% \end{gathered}$ | $\begin{gathered} 17 \\ .66 \% \end{gathered}$ | $\begin{gathered} 11 \\ .43 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 5 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 55 | 55 | 55 | 55 | 55 |
| Median | 56 | 56 | 56 | 56 | 56 |
| 85th \%tile | 59 | 59 | 59 | 59 | 59 |
| \% over 55 | 56 | 57 | 56 | 57 | 56 |
| \% over 60 | 8 | 9 | 8 | 9 | 8 |
| \% over 65 | 1 | 1 | 1 | 1 | 1 |
| \% 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 | E | W | E Lane1 | W Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 5,082 | 2,534 | 2,548 | 2,534 | 2,548 |

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

