## Idaho Transportation Department

Monthly Speed Distribution for

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

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

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 4 \\ .07 \% \end{gathered}$ | $\stackrel{2}{.07 \%}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 15 \\ .28 \% \end{gathered}$ | $\begin{gathered} 7 \\ .25 \% \end{gathered}$ | $\begin{gathered} 8 \\ .31 \% \end{gathered}$ | $\begin{gathered} 7 \\ .25 \% \end{gathered}$ | $\begin{gathered} 8 \\ .31 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 78 \\ 1.46 \% \end{gathered}$ | $\begin{gathered} 36 \\ 1.36 \% \end{gathered}$ | $\begin{gathered} 42 \\ 1.55 \% \end{gathered}$ | $\begin{gathered} 36 \\ 1.36 \% \end{gathered}$ | $\begin{gathered} 42 \\ 1.55 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 413 \\ 7.71 \% \end{gathered}$ | $\begin{gathered} 177 \\ 6.63 \% \end{gathered}$ | $\begin{gathered} 235 \\ 8.8 \% \end{gathered}$ | $\begin{gathered} 177 \\ 6.63 \% \end{gathered}$ | $\begin{gathered} 235 \\ 8.8 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,933 \\ 36.12 \% \end{gathered}$ | $\begin{gathered} 919 \\ 34.35 \% \end{gathered}$ | $\begin{gathered} 1,014 \\ 37.89 \% \end{gathered}$ | $\begin{gathered} 919 \\ 34.35 \% \end{gathered}$ | $\begin{gathered} 1,014 \\ 37.89 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 2,423 \\ 45.29 \% \end{gathered}$ | $\begin{gathered} 1,263 \\ 47.23 \% \end{gathered}$ | $\begin{gathered} 1,160 \\ 43.34 \% \end{gathered}$ | $\begin{gathered} 1,263 \\ 47.23 \% \end{gathered}$ | $\begin{gathered} 1,160 \\ 43.34 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 441 \\ 8.24 \% \end{gathered}$ | $\begin{gathered} 244 \\ 9.11 \% \end{gathered}$ | $\begin{gathered} 197 \\ 7.36 \% \end{gathered}$ | $\begin{gathered} 244 \\ 9.11 \% \end{gathered}$ | $\begin{gathered} 197 \\ 7.36 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 33 \\ .61 \% \end{gathered}$ | $\begin{gathered} 20 \\ .75 \% \end{gathered}$ | $\begin{gathered} 13 \\ .47 \% \end{gathered}$ | $\begin{gathered} 20 \\ .75 \% \end{gathered}$ | $\begin{gathered} 13 \\ .47 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 5 \\ .1 \% \end{gathered}$ | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 55 | 56 | 55 | 56 | 55 |
| 85th \%tile | 59 | 59 | 59 | 59 | 59 |
| \% over 55 | 54 | 57 | 51 | 57 | 51 |
| \% over 60 | 9 | 10 | 8 | 10 | 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.

## Idaho Transportation Department

 Monthly Speed Distribution for September 2020| Site names: <br> County: <br> Funct Class: <br> Location: | 00127 <br> Latah <br> R Minor Arterial - Other <br> SH-8 $2.1 \mathrm{Mi} . ~ E ~ o f ~ M o u n t a i n ~ V i e w ~ D r ~$ |  |  |  |  |
| :--- | :--- | :---: | :---: | :---: | :---: |
|  | Road | E | W | E Lane1 | W Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total |  | 5,351 | 2,675 | 2,676 | 2,675 |

Seasonal Factor Grp: 2
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.

