## Idaho Transportation Department

Monthly Speed Distribution for February 2021

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


|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 14 \\ .32 \% \end{gathered}$ | $\begin{gathered} 6 \\ .3 \% \end{gathered}$ | $\begin{gathered} 7 \\ .35 \% \end{gathered}$ | $\begin{gathered} 6 \\ .3 \% \end{gathered}$ | $\begin{gathered} 7 \\ .35 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 32 \\ .75 \% \end{gathered}$ | $\begin{gathered} 13 \\ .61 \% \end{gathered}$ | $\begin{gathered} 19 \\ .89 \% \end{gathered}$ | $\begin{gathered} 13 \\ .61 \% \end{gathered}$ | $\begin{gathered} 19 \\ .89 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 84 \\ 1.97 \% \end{gathered}$ | $\begin{gathered} 36 \\ 1.71 \% \end{gathered}$ | $\begin{gathered} 47 \\ 2.23 \% \end{gathered}$ | $\begin{gathered} 36 \\ 1.71 \% \end{gathered}$ | $\begin{gathered} 47 \\ 2.23 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 204 \\ 4.81 \% \end{gathered}$ | $\begin{gathered} 90 \\ 4.23 \% \end{gathered}$ | $\begin{gathered} 114 \\ 5.39 \% \end{gathered}$ | $\begin{gathered} 90 \\ 4.23 \% \end{gathered}$ | $\begin{gathered} 114 \\ 5.39 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 503 \\ 11.85 \% \end{gathered}$ | $\begin{gathered} 218 \\ 10.26 \% \end{gathered}$ | $\begin{gathered} 285 \\ 13.45 \% \end{gathered}$ | $\begin{gathered} 218 \\ 10.26 \% \end{gathered}$ | $\begin{gathered} 285 \\ 13.45 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,480 \\ 34.85 \% \end{gathered}$ | $\begin{gathered} 719 \\ 33.85 \% \end{gathered}$ | $\begin{gathered} 761 \\ 35.85 \% \end{gathered}$ | $\begin{gathered} 719 \\ 33.85 \% \end{gathered}$ | $\begin{gathered} 761 \\ 35.85 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 1,603 \\ 37.76 \% \end{gathered}$ | $\begin{gathered} 868 \\ 40.86 \% \end{gathered}$ | $\begin{gathered} 735 \\ 34.66 \% \end{gathered}$ | $\begin{gathered} 868 \\ 40.86 \% \end{gathered}$ | $\begin{gathered} 735 \\ 34.66 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 296 \\ 6.96 \% \end{gathered}$ | $\begin{gathered} 157 \\ 7.39 \% \end{gathered}$ | $\begin{gathered} 139 \\ 6.53 \% \end{gathered}$ | $\begin{gathered} 157 \\ 7.39 \% \end{gathered}$ | $\begin{gathered} 139 \\ 6.53 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 22 \\ .51 \% \end{gathered}$ | $\begin{gathered} 13 \\ .6 \% \end{gathered}$ | $\begin{gathered} 9 \\ .41 \% \end{gathered}$ | $\begin{gathered} 13 \\ .6 \% \end{gathered}$ | $\begin{gathered} 9 \\ .41 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 3 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 53 | 54 | 53 |
| Median | 54 | 55 | 54 | 55 | 54 |
| 85th \%tile | 59 | 59 | 59 | 59 | 59 |
| \% over 55 | 45 | 49 | 42 | 49 | 42 |
| \% over 60 | 8 | 8 | 7 | 8 | 7 |
| \% over 65 | 1 | 1 | 0 | 1 | 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 |

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

[^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

