## Idaho Transportation Department

Monthly Speed Distribution for December 2021

| 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 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 7 \\ .16 \% \end{gathered}$ | $\begin{gathered} 3 \\ .14 \% \end{gathered}$ | $\begin{gathered} 4 \\ .19 \% \end{gathered}$ | $\begin{gathered} 3 \\ .14 \% \end{gathered}$ | $\begin{gathered} 4 \\ .19 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 27 \\ .62 \% \end{gathered}$ | $\begin{gathered} 11 \\ .51 \% \end{gathered}$ | $\begin{gathered} 16 \\ .72 \% \end{gathered}$ | $\begin{gathered} 11 \\ .51 \% \end{gathered}$ | $\begin{gathered} 16 \\ .72 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 51 \\ 1.18 \% \end{gathered}$ | $\begin{gathered} 21 \\ .97 \% \end{gathered}$ | $\begin{gathered} 30 \\ 1.39 \% \end{gathered}$ | $\begin{gathered} 21 \\ .97 \% \end{gathered}$ | $\begin{gathered} 30 \\ 1.39 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 148 \\ 3.4 \% \end{gathered}$ | $\begin{gathered} 72 \\ 3.34 \% \end{gathered}$ | $\begin{gathered} 75 \\ 3.46 \% \end{gathered}$ | $\begin{gathered} 72 \\ 3.34 \% \end{gathered}$ | $\begin{gathered} 75 \\ 3.46 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 371 \\ 8.55 \% \end{gathered}$ | $\begin{gathered} 188 \\ 8.68 \% \end{gathered}$ | $\begin{gathered} 183 \\ 8.43 \% \end{gathered}$ | $\begin{gathered} 188 \\ 8.68 \% \end{gathered}$ | $\begin{gathered} 183 \\ 8.43 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 742 \\ 17.1 \% \end{gathered}$ | $\begin{gathered} 360 \\ 16.6 \% \end{gathered}$ | $\begin{gathered} 382 \\ 17.6 \% \end{gathered}$ | $\begin{gathered} 360 \\ 16.6 \% \end{gathered}$ | $\begin{gathered} 382 \\ 17.6 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,545 \\ 35.61 \% \end{gathered}$ | $\begin{gathered} 769 \\ 35.47 \% \end{gathered}$ | $\begin{gathered} 776 \\ 35.74 \% \end{gathered}$ | $\begin{gathered} 769 \\ 35.47 \% \end{gathered}$ | $\begin{gathered} 776 \\ 35.74 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 1,215 \\ 27.99 \% \end{gathered}$ | $\begin{gathered} 626 \\ 28.88 \% \end{gathered}$ | $\begin{gathered} 589 \\ 27.1 \% \end{gathered}$ | $\begin{gathered} 626 \\ 28.88 \% \end{gathered}$ | $\begin{gathered} 589 \\ 27.1 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 210 \\ 4.85 \% \end{gathered}$ | $\begin{gathered} 104 \\ 4.79 \% \end{gathered}$ | $\begin{gathered} 107 \\ 4.9 \% \end{gathered}$ | $\begin{gathered} 104 \\ 4.79 \% \end{gathered}$ | $\begin{gathered} 107 \\ 4.9 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 19 \\ .44 \% \end{gathered}$ | $\begin{gathered} 11 \\ .5 \% \end{gathered}$ | $\begin{gathered} 8 \\ .39 \% \end{gathered}$ | $\begin{gathered} 11 \\ .5 \% \end{gathered}$ | $\begin{gathered} 8 \\ .39 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 3 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 52 | 52 | 52 | 52 | 52 |
| Median | 53 | 53 | 53 | 53 | 53 |
| 85th \%tile | 58 | 58 | 58 | 58 | 58 |
| \% over 55 | 33 | 34 | 32 | 34 | 32 |
| \% over 60 | 5 | 5 | 5 | 5 | 5 |
| \% 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 | E | W | E Lane1 | W Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 4,340 | 2,167 | 2,173 | 2,167 | 2,173 |

Seasonal Factor Grp: 2
Daily Factor Grp: 2
Axle Factor Grp: 3
Growth Factor Grp: 8
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

