## Idaho Transportation Department

 Monthly Speed Distribution for October 2022Site names:
County:
Funct Class:
Location:

00127
Latah
R Minor Arterial - Other
SH-8 2.1 Mi. E of Mountain View Dr

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

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 4 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 3 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 5 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 8 \\ .15 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 5 \\ .17 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 5 \\ .17 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 25 \\ .45 \% \end{gathered}$ | $\begin{gathered} 11 \\ .38 \% \end{gathered}$ | $\begin{gathered} 15 \\ .52 \% \end{gathered}$ | $\begin{gathered} 11 \\ .38 \% \end{gathered}$ | $\begin{gathered} 15 \\ .52 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 96 \\ 1.71 \% \end{gathered}$ | $\begin{gathered} 44 \\ 1.58 \% \end{gathered}$ | $\begin{gathered} 52 \\ 1.84 \% \end{gathered}$ | $\begin{gathered} 44 \\ 1.58 \% \end{gathered}$ | $\begin{gathered} 52 \\ 1.84 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 464 \\ 8.29 \% \end{gathered}$ | $\begin{gathered} 195 \\ 6.98 \% \end{gathered}$ | $\begin{gathered} 269 \\ 9.6 \% \end{gathered}$ | $\begin{gathered} 195 \\ 6.98 \% \end{gathered}$ | $\begin{gathered} 269 \\ 9.6 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 2,010 \\ 35.93 \% \end{gathered}$ | $\begin{gathered} 965 \\ 34.55 \% \end{gathered}$ | $\begin{gathered} 1,045 \\ 37.31 \% \end{gathered}$ | $\begin{gathered} 965 \\ 34.55 \% \end{gathered}$ | $\begin{gathered} 1,045 \\ 37.31 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 2,462 \\ 43.99 \% \end{gathered}$ | $\begin{gathered} 1,287 \\ 46.08 \% \end{gathered}$ | $\begin{gathered} 1,174 \\ 41.91 \% \end{gathered}$ | $\begin{gathered} 1,287 \\ 46.08 \% \end{gathered}$ | $\begin{gathered} 1,174 \\ 41.91 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 477 \\ 8.52 \% \end{gathered}$ | $\begin{gathered} 257 \\ 9.2 \% \end{gathered}$ | $\begin{gathered} 220 \\ 7.84 \% \end{gathered}$ | $\begin{gathered} 257 \\ 9.2 \% \end{gathered}$ | $\begin{gathered} 220 \\ 7.84 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 34 \\ .6 \% \end{gathered}$ | $\begin{gathered} 20 \\ .7 \% \end{gathered}$ | $\begin{aligned} & 14 \\ & .5 \% \end{aligned}$ | $\begin{aligned} & 20 \\ & .7 \% \end{aligned}$ | $\begin{aligned} & 14 \\ & .5 \% \end{aligned}$ |
| 70-75 | $\begin{gathered} 5 \\ .1 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 55 | 55 | 55 | 55 | 55 |
| Median | 55 | 56 | 55 | 56 | 55 |
| 85th \%tile | 59 | 59 | 59 | 59 | 59 |
| \% over 55 | 53 | 56 | 50 | 56 | 50 |
| \% 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 October 2022| Site names: | 00127 <br> County: <br> Funct Class: <br> Location: |
| :--- | :--- |
|  R Minor Arterial - Other <br> SH-8 2.1 Mi. E of Mountain View Dr     <br>  Road E W E Lane1 W Lane1 <br> \% over 80 0 0 0 0 0 <br> $\%$ over 85 0 0 0 0 0 <br> Total 5,596 2,793 2,802 2,793 2,802 |  |

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

Location: $\quad$ SH-8 2.1 Mi. E of Mountain View Dr
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

