Idaho Transportation Department

## Annual Speed Distribution for 2018

Site names: County: Funct Class: Location:

00085 Idaho
R Principal Arterial - Other
US-12 1.0 Mi. NE of Selway River Rd

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

|  | Road | E | W | E Lane1 | W Lane1 | W Lane1 | W | Road | E Lane1 | E |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .17 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .17 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 20-25 | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .17 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .17 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 25-30 | $\begin{gathered} 2 \\ .28 \% \end{gathered}$ | $\begin{gathered} 1 \\ .24 \% \end{gathered}$ | $\begin{gathered} 1 \\ .33 \% \end{gathered}$ | $\begin{gathered} 1 \\ .24 \% \end{gathered}$ | $\begin{gathered} 1 \\ .33 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 30-35 | $\begin{gathered} 3 \\ .48 \% \end{gathered}$ | $\begin{gathered} 1 \\ .54 \% \end{gathered}$ | $\begin{gathered} 1 \\ .42 \% \end{gathered}$ | $\begin{gathered} 1 \\ .54 \% \end{gathered}$ | $\begin{gathered} 1 \\ .42 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 35-40 | $\begin{gathered} 6 \\ 1.08 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.24 \% \end{gathered}$ | $\begin{gathered} 2 \\ .92 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.24 \% \end{gathered}$ | $\begin{gathered} 2 \\ .92 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 40-45 | $\begin{gathered} 23 \\ 4.3 \% \end{gathered}$ | $\begin{gathered} 13 \\ 4.71 \% \end{gathered}$ | $\begin{gathered} 11 \\ 3.89 \% \end{gathered}$ | $\begin{gathered} 13 \\ 4.71 \% \end{gathered}$ | $\begin{gathered} 11 \\ 3.89 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 45-50 | $\begin{gathered} 91 \\ 16.96 \% \end{gathered}$ | $\begin{gathered} 50 \\ 18.49 \% \end{gathered}$ | $\begin{gathered} 42 \\ 15.45 \% \end{gathered}$ | $\begin{gathered} 50 \\ 18.49 \% \end{gathered}$ | $\begin{gathered} 42 \\ 15.45 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 50-55 | $\begin{gathered} 201 \\ 37.38 \% \end{gathered}$ | $\begin{gathered} 106 \\ 39.47 \% \end{gathered}$ | $\begin{gathered} 95 \\ 35.31 \% \end{gathered}$ | $\begin{gathered} 106 \\ 39.47 \% \end{gathered}$ | $\begin{gathered} 95 \\ 35.31 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 55-60 | $\begin{gathered} 137 \\ 25.54 \% \end{gathered}$ | $\begin{gathered} 66 \\ 24.48 \% \end{gathered}$ | $\begin{gathered} 72 \\ 26.59 \% \end{gathered}$ | $\begin{gathered} 66 \\ 24.48 \% \end{gathered}$ | $\begin{gathered} 72 \\ 26.59 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 60-65 | $\begin{gathered} 55 \\ 10.19 \% \end{gathered}$ | $\begin{gathered} 22 \\ 8.23 \% \end{gathered}$ | $\begin{gathered} 33 \\ 12.15 \% \end{gathered}$ | $\begin{gathered} 22 \\ 8.23 \% \end{gathered}$ | $\begin{gathered} 33 \\ 12.15 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 65-70 | $\begin{gathered} 14 \\ 2.65 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.79 \% \end{gathered}$ | $\begin{gathered} 9 \\ 3.5 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.79 \% \end{gathered}$ | $\begin{gathered} 9 \\ 3.5 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 70-75 | $\begin{gathered} 3 \\ .62 \% \end{gathered}$ | $\begin{gathered} 1 \\ .43 \% \end{gathered}$ | $\begin{gathered} 2 \\ .81 \% \end{gathered}$ | $\begin{gathered} 1 \\ .43 \% \end{gathered}$ | $\begin{gathered} 2 \\ .81 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 75-80 | $\begin{gathered} 1 \\ .19 \% \end{gathered}$ | $\begin{gathered} 0 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .26 \% \end{gathered}$ | $\begin{gathered} 0 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .26 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 80-85 | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 85-90 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 90-95 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 95-100 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 100-120 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| Average | 0 | 0 | 0 | 0 | 0 | 54 | 54 | 54 | 53 | 53 |
| Median | 0 | 0 | 0 | 0 | 0 | 54 | 54 | 54 | 53 | 53 |
| 85th \%tile | 0 | 0 | 0 | 0 | 0 | 61 | 61 | 60 | 59 | 59 |
| \% over 55 | 0 | 0 | 0 | 0 | 0 | 43 | 43 | 39 | 35 | 35 |
| \% over 60 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 14 | 11 | 11 |
| \% over 65 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 4 | 2 | 2 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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| Site names: <br> County: <br> Funct Class: Location: | 00085 <br> Idaho <br> R Principal Arterial - Other US-12 1.0 Mi. NE of Selway River Rd |  |  |  |  |  | Seasonal Factor Grp: 10 <br> Daily Factor Grp: 5 <br> Axle Factor Grp: 2 <br> Growth Factor Grp:  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | E | W | E Lane1 | W Lane1 | W Lane1 | W | Road | E Lane1 | E |
| \% over 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 538 | 268 | 270 | 268 | 270 | 0 | 0 | 0 | 0 | 0 |

