Idaho Transportation Department Annual Speed Distribution for 2017

| Site names: | 00139 |
| :--- | :--- |
| County: | Lewis |
| Funct Class: | R Principal Arterial - Other |
| Location: | US-95 100 Ft. N of US-95 Bus |


| S Lane2 | S Lane1 | S | Road | N Lane1 | N |
| :--- | :--- | :--- | :--- | :--- | :--- |


| $0-20$ | 3 | 3 | 7 | 9 | 3 | 3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $.45 \%$ | $.32 \%$ | $.38 \%$ | $.27 \%$ | $.16 \%$ | $.16 \%$ |
| $20-25$ | 1 | 6 | 7 | 11 | 4 | 4 |


| $25-30$ | 3 |  | $.4 \%$ | $.31 \%$ | $.21 \%$ | $.21 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $.38 \%$ | $1.82 \%$ | 22 | 31 | 10 | 10 |
|  | 6 | 32 | $1.22 \%$ | $.9 \%$ | $.57 \%$ | $.57 \%$ |
|  | $.81 \%$ | $3.08 \%$ | 38 | 61 | 23 | 23 |
|  |  |  |  |  |  |  |
|  |  |  | $1.74 \%$ | $1.34 \%$ | $1.34 \%$ |  |


| $35-40$ | 14 | 44 | 58 | 113 | 55 | 55 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $1.84 \%$ | $4.29 \%$ | $3.26 \%$ | $3.24 \%$ | $3.21 \%$ | $3.21 \%$ |
| $40-45$ | 32 | 65 | 97 | 198 | 101 | 101 |
|  | $4.33 \%$ | $6.31 \%$ | $5.48 \%$ | $5.66 \%$ | $5.84 \%$ | $5.84 \%$ |


|  | $4.33 \%$ | $6.31 \%$ | $5.48 \%$ | $5.66 \%$ | $5.84 \%$ | $5.84 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $45-50$ | 46 | 84 | 130 | 233 | 103 | 103 |
|  | $6.17 \%$ | $8.15 \%$ | $7.32 \%$ | $6.65 \%$ | $5.97 \%$ | $5.97 \%$ |
| $50-55$ | 78 | 102 | 180 | 304 | 124 | 124 |
|  |  | 102 |  |  |  |  |


| $50-55$ | 78 | 102 | 180 | 304 | 124 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | $10.49 \%$ | $9.9 \%$ | $10.15 \%$ | $8.69 \%$ | $7.19 \%$ |
| $55-60$ | 119 | 140 | 259 | 490 | 231 |
|  | $15.96 \%$ | $13.62 \%$ | $14.6 \%$ | $13.99 \%$ | $13.37 \%$ |

$\square$

| 65-70 | $\begin{gathered} 176 \\ 23.59 \% \end{gathered}$ | $\begin{gathered} 209 \\ 20.3 \% \end{gathered}$ | $\begin{gathered} 385 \\ 21.68 \% \end{gathered}$ | $\begin{gathered} 862 \\ 24.61 \% \end{gathered}$ | $\begin{gathered} 477 \\ 27.63 \% \end{gathered}$ | $\begin{gathered} 477 \\ 27.63 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 70-75 | $\begin{gathered} 53 \\ 7.15 \% \end{gathered}$ | $\begin{gathered} 31 \\ 3.03 \% \end{gathered}$ | $\begin{gathered} 85 \\ 4.76 \% \end{gathered}$ | $\begin{gathered} 160 \\ 4.57 \% \end{gathered}$ | $\begin{gathered} 75 \\ 4.36 \% \end{gathered}$ | $\begin{gathered} 75 \\ 4.36 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 7 \\ .99 \% \end{gathered}$ | $\begin{gathered} 3 \\ .34 \% \end{gathered}$ | $\begin{gathered} 11 \\ .61 \% \end{gathered}$ | $\begin{gathered} 19 \\ .53 \% \end{gathered}$ | $\begin{gathered} 8 \\ .45 \% \end{gathered}$ | $\begin{gathered} 8 \\ .45 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 2 \\ .21 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 4 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 60 | 57 | 58 | 59 | 59 | 59 |
| Median | 62 | 60 | 61 | 61 | 62 | 62 |
| 85th \%tile | 69 | 67 | 68 | 68 | 68 | 68 |
| \% over 55 | 75 | 66 | 70 | 73 | 75 | 75 |
| \% over 60 | 59 | 52 | 55 | 59 | 62 | 62 |
| \% over 65 | 32 | 24 | 27 | 30 | 33 | 33 |
| \% over 70 | 8 | 3 | 6 | 5 | 5 | 5 |
| \% over 75 | 1 | 0 | 1 | 1 | 1 | 1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 | 0 |

Idaho Transportation Department

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| Site names: <br> County: <br> Funct Class: Location: | 00139 <br> Lewis <br> R Principal Arterial - Other US-95 100 Ft . N of US-95 Bus |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | S Lane2 | S Lane1 | S | Road | N Lane1 | N |
| \% over 85 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 746 | 1,029 | 1,776 | 3,503 | 1,727 | 1,727 |

