Idaho Transportation Department Monthly Speed Distribution for July 2018

Site names: 00006 County: Nez Pe

County: Nez Perce
Funct Class: R Principal Arterial - Other
Location: US-95 0.6 Mi. W of Jct US-12

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

| | Road | N | S | N Lane1 | N Lane2 | S Lane2 | S Lane1 |
|--------|--------|--------|--------|---------|---------|---------|---------|
| 0-30 | 28 | 7 | 22 | 2 | 5 | 6 | 16 |
| | .23% | .11% | .36% | .04% | .29% | .54% | .32% |
| 30-35 | 38 | 12 | 26 | 1 | 11 | 7 | 19 |
| | .31% | .2% | .43% | .03% | .59% | .69% | .38% |
| 35-40 | 30 | 15 | 15 | 3 | 12 | 4 | 11 |
| | .24% | .25% | .24% | .06% | .68% | .38% | .21% |
| 40-45 | 20 | 9 | 11 | 2 | 7 | 1 | 11 |
| | .17% | .15% | .19% | .05% | .38% | .08% | .21% |
| 45-50 | 43 | 8 | 34 | 5 | 3 | 2 | 32 |
| | .35% | .14% | .56% | .12% | .18% | .18% | .64% |
| 50-55 | 154 | 23 | 131 | 19 | 4 | 8 | 123 |
| | 1.27% | .38% | 2.16% | .45% | .21% | .72% | 2.47% |
| 55-60 | 712 | 146 | 566 | 131 | 15 | 36 | 530 |
| | 5.87% | 2.41% | 9.3% | 3.08% | .85% | 3.34% | 10.58% |
| 60-65 | 2,883 | 1,008 | 1,875 | 857 | 151 | 217 | 1,658 |
| | 23.75% | 16.65% | 30.83% | 20.13% | 8.39% | 20.21% | 33.1% |
| 65-70 | 5,939 | 3,178 | 2,761 | 2,327 | 851 | 542 | 2,218 |
| | 48.93% | 52.49% | 45.38% | 54.67% | 47.35% | 50.49% | 44.28% |
| 70-75 | 2,023 | 1,431 | 591 | 820 | 611 | 218 | 373 |
| | 16.66% | 23.64% | 9.72% | 19.26% | 34% | 20.3% | 7.45% |
| 75-80 | 214 | 173 | 40 | 73 | 100 | 25 | 15 |
| | 1.76% | 2.86% | .66% | 1.71% | 5.57% | 2.37% | .3% |
| 80-85 | 42 | 35 | 7 | 13 | 23 | 6 | 2 |
| | .35% | .58% | .12% | .3% | 1.25% | .51% | .04% |
| 85-90 | 7 | 5 | 1 | 2 | 3 | 1 | 0 |
| | .05% | .09% | .02% | .05% | .17% | .07% | .01% |
| 90-95 | 2 | 2 | 0 | 1 | 1 | 0 | 0 |
| | .02% | .03% | .01% | .02% | .05% | .03% | 0% |
| 95-120 | 3 | 2 | 1 | 1 | 0 | 1 | 0 |
| | .03% | .03% | .02% | .03% | .03% | .08% | .01% |

^{***}Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.