## Idaho Transportation Department

Monthly Speed Distribution for January 2016
Site names:
County:
Funct Class:
Location:
00019
Lewis
R Principal Arterial - Other
US-12 2.5 Mi. NW of Jct SH-64

|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 7 \\ .41 \% \end{gathered}$ | $\begin{gathered} 3 \\ .34 \% \end{gathered}$ | $\begin{gathered} 4 \\ .47 \% \end{gathered}$ | $\begin{gathered} 3 \\ .34 \% \end{gathered}$ | $\begin{gathered} 4 \\ .47 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 34 \\ 1.94 \% \end{gathered}$ | $\begin{gathered} 13 \\ 1.54 \% \end{gathered}$ | $\begin{gathered} 21 \\ 2.35 \% \end{gathered}$ | $\begin{gathered} 13 \\ 1.54 \% \end{gathered}$ | $\begin{gathered} 21 \\ 2.35 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 183 \\ 10.47 \% \end{gathered}$ | $\begin{gathered} 77 \\ 8.8 \% \end{gathered}$ | $\begin{gathered} 106 \\ 12.13 \% \end{gathered}$ | $\begin{gathered} 77 \\ 8.8 \% \end{gathered}$ | $\begin{gathered} 106 \\ 12.13 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 619 \\ 35.33 \% \end{gathered}$ | $\begin{gathered} 293 \\ 33.41 \% \end{gathered}$ | $\begin{gathered} 326 \\ 37.24 \% \end{gathered}$ | $\begin{gathered} 293 \\ 33.41 \% \end{gathered}$ | $\begin{gathered} 326 \\ 37.24 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 724 \\ 41.35 \% \end{gathered}$ | $\begin{gathered} 392 \\ 44.78 \% \end{gathered}$ | $\begin{gathered} 332 \\ 37.92 \% \end{gathered}$ | $\begin{gathered} 392 \\ 44.78 \% \end{gathered}$ | $\begin{gathered} 332 \\ 37.92 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 149 \\ 8.52 \% \end{gathered}$ | $\begin{aligned} & 79 \\ & 9 \% \end{aligned}$ | $\begin{gathered} 70 \\ 8.04 \% \end{gathered}$ | $\begin{array}{r} 79 \\ 9 \% \end{array}$ | $\begin{gathered} 70 \\ 8.04 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 27 \\ 1.52 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.63 \% \end{gathered}$ | $\begin{gathered} 12 \\ 1.41 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.63 \% \end{gathered}$ | $\begin{gathered} 12 \\ 1.41 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 4 \\ .25 \% \end{gathered}$ | $\begin{gathered} 2 \\ .26 \% \end{gathered}$ | $\begin{gathered} 2 \\ .24 \% \end{gathered}$ | $\begin{gathered} 2 \\ .26 \% \end{gathered}$ | $\begin{gathered} 2 \\ .24 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 54 | 55 | 54 |
| Median | 55 | 56 | 55 | 56 | 55 |
| 85th \%tile | 59 | 60 | 59 | 60 | 59 |
| \% over 55 | 52 | 56 | 48 | 56 | 48 |
| \% over 60 | 10 | 11 | 10 | 11 | 10 |
| \% over 65 | 2 | 2 | 2 | 2 | 2 |
| \% 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 January 2016| Site names: <br> County: <br> Funct Class: <br> Location: | 00019 <br> Lewis | R Principal Arterial - Other <br> US-12 2.5 Mi. NW of Jct SH-64 |  |  |  |
| :--- | :--- | :---: | :---: | :---: | :---: |
|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total |  | 1,752 | 876 | 876 | 876 |

Seasonal Factor Grp: 4
Daily Factor Grp: 2
Axle Factor Grp: 2
Growth Factor Grp:
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

