## Idaho Transportation Department

Monthly Speed Distribution for February 2018

Site names: County: Funct Class: Location:

00019
Lewis
R Principal Arterial - Other
US-12 2.5 Mi. NW of Jct SH-64

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

|  | 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 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 8 \\ .47 \% \end{gathered}$ | $\begin{gathered} 4 \\ .43 \% \end{gathered}$ | $\begin{gathered} 4 \\ .52 \% \end{gathered}$ | $\begin{gathered} 4 \\ .43 \% \end{gathered}$ | $\begin{gathered} 4 \\ .52 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 21 \\ 1.28 \% \end{gathered}$ | $\begin{gathered} 8 \\ 1 \% \end{gathered}$ | $\begin{gathered} 13 \\ 1.57 \% \end{gathered}$ | $\begin{gathered} 8 \\ 1 \% \end{gathered}$ | $\begin{gathered} 13 \\ 1.57 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 115 \\ 6.88 \% \end{gathered}$ | $\begin{gathered} 44 \\ 5.28 \% \end{gathered}$ | $\begin{gathered} 71 \\ 8.48 \% \end{gathered}$ | $\begin{gathered} 44 \\ 5.28 \% \end{gathered}$ | $\begin{gathered} 71 \\ 8.48 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 490 \\ 29.38 \% \end{gathered}$ | $\begin{gathered} 213 \\ 25.56 \% \end{gathered}$ | $\begin{gathered} 277 \\ 33.19 \% \end{gathered}$ | $\begin{gathered} 213 \\ 25.56 \% \end{gathered}$ | $\begin{gathered} 277 \\ 33.19 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 768 \\ 46.05 \% \end{gathered}$ | $\begin{gathered} 415 \\ 49.79 \% \end{gathered}$ | $\begin{gathered} 353 \\ 42.31 \% \end{gathered}$ | $\begin{gathered} 415 \\ 49.79 \% \end{gathered}$ | $\begin{gathered} 353 \\ 42.31 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 213 \\ 12.75 \% \end{gathered}$ | $\begin{gathered} 121 \\ 14.45 \% \end{gathered}$ | $\begin{gathered} 92 \\ 11.05 \% \end{gathered}$ | $\begin{gathered} 121 \\ 14.45 \% \end{gathered}$ | $\begin{gathered} 92 \\ 11.05 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 41 \\ 2.44 \% \end{gathered}$ | $\begin{gathered} 22 \\ 2.62 \% \end{gathered}$ | $\begin{gathered} 19 \\ 2.26 \% \end{gathered}$ | $\begin{gathered} 22 \\ 2.62 \% \end{gathered}$ | $\begin{gathered} 19 \\ 2.26 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 7 \\ .43 \% \end{gathered}$ | $\begin{gathered} 4 \\ .48 \% \end{gathered}$ | $\begin{gathered} 3 \\ .37 \% \end{gathered}$ | $\begin{gathered} 4 \\ .48 \% \end{gathered}$ | $\begin{gathered} 3 \\ .37 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 56 | 56 | 55 | 56 | 55 |
| Median | 56 | 57 | 56 | 57 | 56 |
| 85th \%tile | 60 | 61 | 60 | 61 | 60 |
| \% over 55 | 62 | 67 | 56 | 67 | 56 |
| \% over 60 | 16 | 18 | 14 | 18 | 14 |
| \% over 65 | 3 | 3 | 3 | 3 | 3 |
| \% over 70 | 1 | 1 | 0 | 1 | 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.

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 Monthly Speed Distribution for February 2018| Site names: <br> County: <br> Funct Class: <br> Location: | 00019 <br> Lewis <br> R Principal Arterial - Other 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 | 1,668 | 834 | 834 | 834 | 834 |

Seasonal Factor Grp: 4 Daily Factor Grp: 2 Axle Factor Grp: Growth Factor Grp:

[^0] add up.


[^0]:    ***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always

