## Idaho Transportation Department

Monthly Speed Distribution for July 2019
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 | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 8 \\ .3 \% \end{gathered}$ | $\begin{gathered} 3 \\ .24 \% \end{gathered}$ | $\begin{gathered} 5 \\ .37 \% \end{gathered}$ | $\begin{gathered} 3 \\ .24 \% \end{gathered}$ | $\begin{gathered} 5 \\ .37 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 38 \\ 1.5 \% \end{gathered}$ | $\begin{gathered} 12 \\ .97 \% \end{gathered}$ | $\begin{gathered} 26 \\ 2.04 \% \end{gathered}$ | $\begin{gathered} 12 \\ .97 \% \end{gathered}$ | $\begin{gathered} 26 \\ 2.04 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 200 \\ 7.88 \% \end{gathered}$ | $\begin{gathered} 82 \\ 6.48 \% \end{gathered}$ | $\begin{gathered} 117 \\ 9.29 \% \end{gathered}$ | $\begin{gathered} 82 \\ 6.48 \% \end{gathered}$ | $\begin{gathered} 117 \\ 9.29 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 778 \\ 30.68 \% \end{gathered}$ | $\begin{gathered} 387 \\ 30.48 \% \end{gathered}$ | $\begin{gathered} 390 \\ 30.89 \% \end{gathered}$ | $\begin{gathered} 387 \\ 30.48 \% \end{gathered}$ | $\begin{gathered} 390 \\ 30.89 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 1,069 \\ 42.16 \% \end{gathered}$ | $\begin{gathered} 560 \\ 44.04 \% \end{gathered}$ | $\begin{gathered} 509 \\ 40.27 \% \end{gathered}$ | $\begin{gathered} 560 \\ 44.04 \% \end{gathered}$ | $\begin{gathered} 509 \\ 40.27 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 360 \\ 14.22 \% \end{gathered}$ | $\begin{gathered} 185 \\ 14.52 \% \end{gathered}$ | $\begin{gathered} 176 \\ 13.91 \% \end{gathered}$ | $\begin{gathered} 185 \\ 14.52 \% \end{gathered}$ | $\begin{gathered} 176 \\ 13.91 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 52 \\ 2.05 \% \end{gathered}$ | $\begin{gathered} 26 \\ 2.05 \% \end{gathered}$ | $\begin{gathered} 26 \\ 2.06 \% \end{gathered}$ | $\begin{gathered} 26 \\ 2.05 \% \end{gathered}$ | $\begin{gathered} 26 \\ 2.06 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 16 \\ .63 \% \end{gathered}$ | $\begin{gathered} 9 \\ .68 \% \end{gathered}$ | $\begin{gathered} 7 \\ .59 \% \end{gathered}$ | $\begin{gathered} 9 \\ .68 \% \end{gathered}$ | $\begin{gathered} 7 \\ .59 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 4 \\ .17 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 3 \\ .2 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 3 \\ .2 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 56 | 56 | 56 |
| Median | 56 | 56 | 56 | 56 | 56 |
| 85th \%tile | 61 | 61 | 61 | 61 | 61 |
| \% over 55 | 59 | 62 | 57 | 62 | 57 |
| \% over 60 | 17 | 17 | 17 | 17 | 17 |
| \% over 65 | 3 | 3 | 3 | 3 | 3 |
| \% over 70 | 1 | 1 | 1 | 1 | 1 |
| \% 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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| :--- | :--- | :---: | :---: | :---: | :---: |
|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| $\%$ over 85 | 0 | 0 | 0 | 0 | 0 |
| Total |  | 2,536 | 1,271 | 1,264 | 1,271 |

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.

