## Idaho Transportation Department

Monthly Speed Distribution for July 2020

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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 20-25 | $0$ | $0$ | $0$ | $0$ | $0$ |


| $25-30$ | 0 <br> $.01 \%$ | 0 <br> $.01 \%$ | 0 <br> $.01 \%$ | 0 <br> $.01 \%$ | 0 <br> $.01 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1 <br> $.02 \%$ | 0 <br> $.02 \%$ | 0 | 0 | 0 |
|  | $.02 \%$ | $.02 \%$ | $.02 \%$ |  |  |
| $35-40$ | 4 | 1 | 2 | 1 | 2 |


|  |  |
| :---: | :---: |
|  |  |


| $50-55$ | 746 <br> $29.76 \%$ | 378 <br> $30.13 \%$ | 368 <br> $29.4 \%$ | 378 <br> $30.13 \%$ | 368 <br> $29.4 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1,075 | 550 | 524 | 550 | 524 |
|  | $42.85 \%$ | $43.84 \%$ | $41.86 \%$ | $43.84 \%$ | $41.86 \%$ |


| 60-65 | $\begin{gathered} 379 \\ 15.12 \% \end{gathered}$ | $\begin{gathered} 191 \\ 15.18 \% \end{gathered}$ | $\begin{gathered} 189 \\ 15.06 \% \end{gathered}$ | $\begin{gathered} 191 \\ 15.18 \% \end{gathered}$ | $\begin{gathered} 189 \\ 15.06 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 65-70 | $\begin{gathered} 65 \\ 2.6 \% \end{gathered}$ | $\begin{gathered} 31 \\ 2.46 \% \end{gathered}$ | $\begin{gathered} 34 \\ 2.74 \% \end{gathered}$ | $\begin{gathered} 31 \\ 2.46 \% \end{gathered}$ | $\begin{gathered} 34 \\ 2.74 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 17 \\ .68 \% \end{gathered}$ | $\begin{gathered} 7 \\ .6 \% \end{gathered}$ | $\begin{gathered} 10 \\ .77 \% \end{gathered}$ | $\begin{gathered} 7 \\ .6 \% \end{gathered}$ | $\begin{gathered} 10 \\ .77 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 6 \\ .23 \% \end{gathered}$ | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ | $\begin{gathered} 3 \\ .27 \% \end{gathered}$ | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ | $\begin{gathered} 3 \\ .27 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 62 | 62 | 61 | 62 | 61 |
| \% over 60 | 19 | 19 | 19 | 19 | 19 |
| \% over 65 | 4 | 3 | 4 | 3 | 4 |
| \% 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 | 2,508 | 1,255 | 1,253 | 1,255 | 1,253 |

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.

