## Idaho Transportation Department

Monthly Speed Distribution for March 2021

| Site names: | 00019 |
| :--- | :--- |
| County: | Lewis |
| Funct Class: | R Principal Arterial - Other |
| Location: | 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 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 4 \\ .2 \% \end{gathered}$ | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ | $\begin{gathered} 2 \\ .2 \% \end{gathered}$ | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ | $\begin{gathered} 2 \\ .2 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 22 \\ 1.11 \% \end{gathered}$ | $\begin{gathered} 8 \\ .79 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.43 \% \end{gathered}$ | $\begin{gathered} 8 \\ .79 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.43 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 123 \\ 6.09 \% \end{gathered}$ | $\begin{gathered} 49 \\ 4.83 \% \end{gathered}$ | $\begin{gathered} 74 \\ 7.35 \% \end{gathered}$ | $\begin{gathered} 49 \\ 4.83 \% \end{gathered}$ | $\begin{gathered} 74 \\ 7.35 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 573 \\ 28.47 \% \end{gathered}$ | $\begin{gathered} 258 \\ 25.62 \% \end{gathered}$ | $\begin{gathered} 315 \\ 31.33 \% \end{gathered}$ | $\begin{gathered} 258 \\ 25.62 \% \end{gathered}$ | $\begin{gathered} 315 \\ 31.33 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 933 \\ 46.34 \% \end{gathered}$ | $\begin{gathered} 500 \\ 49.59 \% \end{gathered}$ | $\begin{gathered} 433 \\ 43.07 \% \end{gathered}$ | $\begin{gathered} 500 \\ 49.59 \% \end{gathered}$ | $\begin{gathered} 433 \\ 43.07 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 291 \\ 14.44 \% \end{gathered}$ | $\begin{gathered} 158 \\ 15.62 \% \end{gathered}$ | $\begin{gathered} 133 \\ 13.25 \% \end{gathered}$ | $\begin{gathered} 158 \\ 15.62 \% \end{gathered}$ | $\begin{gathered} 133 \\ 13.25 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 54 \\ 2.67 \% \end{gathered}$ | $\begin{gathered} 28 \\ 2.73 \% \end{gathered}$ | $\begin{gathered} 26 \\ 2.6 \% \end{gathered}$ | $\begin{gathered} 28 \\ 2.73 \% \end{gathered}$ | $\begin{gathered} 26 \\ 2.6 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 9 \\ .46 \% \end{gathered}$ | $\begin{gathered} 4 \\ .4 \% \end{gathered}$ | $\begin{gathered} 5 \\ .52 \% \end{gathered}$ | $\begin{gathered} 4 \\ .4 \% \end{gathered}$ | $\begin{gathered} 5 \\ .52 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 3 \\ .16 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 2 \\ .16 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 2 \\ .16 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 56 | 57 | 56 | 57 | 56 |
| Median | 57 | 57 | 56 | 57 | 56 |
| 85th \%tile | 61 | 61 | 61 | 61 | 61 |
| \% over 55 | 64 | 69 | 60 | 69 | 60 |
| \% over 60 | 18 | 19 | 17 | 19 | 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.

## Idaho Transportation Department

Monthly Speed Distribution for March 2021

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| :--- | :--- | :---: | :---: | :---: | :---: |
| County: <br> Funct Class: <br> Location: | Lewis <br> 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 | 2,013 | 1,009 | 1,005 | 1,009 | 1,005 |

Seasonal Factor Grp: 4
Daily Factor Grp: 2
Axle Factor Grp: 2
Growth Factor Grp: 8
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

