## Idaho Transportation Department

Monthly Speed Distribution for March 2019

| 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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 7 \\ .39 \% \end{gathered}$ | $\begin{gathered} 3 \\ .3 \% \end{gathered}$ | $\begin{gathered} 4 \\ .49 \% \end{gathered}$ | $\begin{gathered} 3 \\ .3 \% \end{gathered}$ | $\begin{gathered} 4 \\ .49 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 26 \\ 1.39 \% \end{gathered}$ | $\begin{gathered} 10 \\ 1.03 \% \end{gathered}$ | $\begin{gathered} 16 \\ 1.74 \% \end{gathered}$ | $\begin{gathered} 10 \\ 1.03 \% \end{gathered}$ | $\begin{gathered} 16 \\ 1.74 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 135 \\ 7.27 \% \end{gathered}$ | $\begin{gathered} 51 \\ 5.53 \% \end{gathered}$ | $\begin{gathered} 83 \\ 9.03 \% \end{gathered}$ | $\begin{gathered} 51 \\ 5.53 \% \end{gathered}$ | $\begin{gathered} 83 \\ 9.03 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 565 \\ 30.56 \% \end{gathered}$ | $\begin{gathered} 244 \\ 26.33 \% \end{gathered}$ | $\begin{gathered} 321 \\ 34.81 \% \end{gathered}$ | $\begin{gathered} 244 \\ 26.33 \% \end{gathered}$ | $\begin{gathered} 321 \\ 34.81 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 838 \\ 45.33 \% \end{gathered}$ | $\begin{gathered} 458 \\ 49.4 \% \end{gathered}$ | $\begin{gathered} 380 \\ 41.25 \% \end{gathered}$ | $\begin{gathered} 458 \\ 49.4 \% \end{gathered}$ | $\begin{gathered} 380 \\ 41.25 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 227 \\ 12.25 \% \end{gathered}$ | $\begin{gathered} 134 \\ 14.4 \% \end{gathered}$ | $\begin{gathered} 93 \\ 10.09 \% \end{gathered}$ | $\begin{gathered} 134 \\ 14.4 \% \end{gathered}$ | $\begin{gathered} 93 \\ 10.09 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 40 \\ 2.19 \% \end{gathered}$ | $\begin{gathered} 22 \\ 2.36 \% \end{gathered}$ | $\begin{gathered} 19 \\ 2.01 \% \end{gathered}$ | $\begin{gathered} 22 \\ 2.36 \% \end{gathered}$ | $\begin{gathered} 19 \\ 2.01 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 6 \\ .35 \% \end{gathered}$ | $\begin{gathered} 3 \\ .34 \% \end{gathered}$ | $\begin{gathered} 3 \\ .36 \% \end{gathered}$ | $\begin{gathered} 3 \\ .34 \% \end{gathered}$ | $\begin{gathered} 3 \\ .36 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 56 | 55 | 56 | 55 |
| Median | 56 | 57 | 55 | 57 | 55 |
| 85th \%tile | 60 | 61 | 60 | 61 | 60 |
| \% over 55 | 60 | 67 | 54 | 67 | 54 |
| \% over 60 | 15 | 17 | 13 | 17 | 13 |
| \% over 65 | 3 | 3 | 2 | 3 | 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.

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 Monthly Speed Distribution for March 2019| 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 |  | 1,849 | 928 | 922 | 928 |

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.

