## Idaho Transportation Department

Monthly Speed Distribution for April 2021

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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 5 \\ .24 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ | $\begin{gathered} 3 \\ .3 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ | $\begin{gathered} 3 \\ .3 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 30 \\ 1.33 \% \end{gathered}$ | $\begin{gathered} 13 \\ 1.17 \% \end{gathered}$ | $\begin{gathered} 17 \\ 1.48 \% \end{gathered}$ | $\begin{gathered} 13 \\ 1.17 \% \end{gathered}$ | $\begin{gathered} 17 \\ 1.48 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 155 \\ 6.9 \% \end{gathered}$ | $\begin{gathered} 71 \\ 6.33 \% \end{gathered}$ | $\begin{gathered} 84 \\ 7.46 \% \end{gathered}$ | $\begin{gathered} 71 \\ 6.33 \% \end{gathered}$ | $\begin{gathered} 84 \\ 7.46 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 646 \\ 28.76 \% \end{gathered}$ | $\begin{gathered} 322 \\ 28.71 \% \end{gathered}$ | $\begin{gathered} 323 \\ 28.82 \% \end{gathered}$ | $\begin{gathered} 322 \\ 28.71 \% \end{gathered}$ | $\begin{gathered} 323 \\ 28.82 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 998 \\ 44.47 \% \end{gathered}$ | $\begin{gathered} 515 \\ 45.89 \% \end{gathered}$ | $\begin{gathered} 483 \\ 43.05 \% \end{gathered}$ | $\begin{gathered} 515 \\ 45.89 \% \end{gathered}$ | $\begin{gathered} 483 \\ 43.05 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 331 \\ 14.75 \% \end{gathered}$ | $\begin{gathered} 164 \\ 14.58 \% \end{gathered}$ | $\begin{gathered} 167 \\ 14.92 \% \end{gathered}$ | $\begin{gathered} 164 \\ 14.58 \% \end{gathered}$ | $\begin{gathered} 167 \\ 14.92 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 60 \\ 2.66 \% \end{gathered}$ | $\begin{gathered} 27 \\ 2.38 \% \end{gathered}$ | $\begin{gathered} 33 \\ 2.94 \% \end{gathered}$ | $\begin{gathered} 27 \\ 2.38 \% \end{gathered}$ | $\begin{gathered} 33 \\ 2.94 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 13 \\ .59 \% \end{gathered}$ | $\begin{gathered} 6 \\ .5 \% \end{gathered}$ | $\begin{gathered} 8 \\ .69 \% \end{gathered}$ | $\begin{gathered} 6 \\ .5 \% \end{gathered}$ | $\begin{gathered} 8 \\ .69 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 3 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 63 | 64 | 62 | 64 | 62 |
| \% over 60 | 18 | 18 | 19 | 18 | 19 |
| \% over 65 | 3 | 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.

## Idaho Transportation Department

Monthly Speed Distribution for April 2021

| Site names: <br> County: <br> Funct Class: <br> Location: | 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 | 2,245 | 1,123 | 1,122 | 1,123 | 1,122 |

Seasonal Factor Grp: 4
Daily Factor Grp: 2
Axle Factor Grp: 2
Growth Factor Grp: 8
$\begin{array}{ll}\text { County: } & \text { Lewis } \\ \text { Funct Class: } & \text { R Principal Arterial - Other } \\ \text { Location: } & \text { US-12 } 2.5 \mathrm{Mi} \text {. NW of Jct SH-64 }\end{array}$
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

