## Idaho Transportation Department

Monthly Speed Distribution for August 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 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 8 \\ .3 \% \end{gathered}$ | $\begin{gathered} 3 \\ .24 \% \end{gathered}$ | $\begin{gathered} 4 \\ .35 \% \end{gathered}$ | $\begin{gathered} 3 \\ .24 \% \end{gathered}$ | $\begin{gathered} 4 \\ .35 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 36 \\ 1.42 \% \end{gathered}$ | $\begin{gathered} 15 \\ 1.13 \% \end{gathered}$ | $\begin{gathered} 22 \\ 1.72 \% \end{gathered}$ | $\begin{gathered} 15 \\ 1.13 \% \end{gathered}$ | $\begin{gathered} 22 \\ 1.72 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 183 \\ 7.16 \% \end{gathered}$ | $\begin{gathered} 79 \\ 6.15 \% \end{gathered}$ | $\begin{gathered} 104 \\ 8.19 \% \end{gathered}$ | $\begin{gathered} 79 \\ 6.15 \% \end{gathered}$ | $\begin{gathered} 104 \\ 8.19 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 747 \\ 29.21 \% \end{gathered}$ | $\begin{gathered} 381 \\ 29.53 \% \end{gathered}$ | $\begin{gathered} 366 \\ 28.87 \% \end{gathered}$ | $\begin{gathered} 381 \\ 29.53 \% \end{gathered}$ | $\begin{gathered} 366 \\ 28.87 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 1,115 \\ 43.61 \% \end{gathered}$ | $\begin{gathered} 581 \\ 45.07 \% \end{gathered}$ | $\begin{gathered} 535 \\ 42.14 \% \end{gathered}$ | $\begin{gathered} 581 \\ 45.07 \% \end{gathered}$ | $\begin{gathered} 535 \\ 42.14 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 381 \\ 14.9 \% \end{gathered}$ | $\begin{gathered} 191 \\ 14.82 \% \end{gathered}$ | $\begin{gathered} 190 \\ 14.98 \% \end{gathered}$ | $\begin{gathered} 191 \\ 14.82 \% \end{gathered}$ | $\begin{gathered} 190 \\ 14.98 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 64 \\ 2.5 \% \end{gathered}$ | $\begin{gathered} 29 \\ 2.26 \% \end{gathered}$ | $\begin{gathered} 35 \\ 2.76 \% \end{gathered}$ | $\begin{gathered} 29 \\ 2.26 \% \end{gathered}$ | $\begin{gathered} 35 \\ 2.76 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 14 \\ .55 \% \end{gathered}$ | $\begin{gathered} 6 \\ .49 \% \end{gathered}$ | $\begin{gathered} 8 \\ .6 \% \end{gathered}$ | $\begin{gathered} 6 \\ .49 \% \end{gathered}$ | $\begin{gathered} 8 \\ .6 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 4 \\ .16 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 56 | 56 | 56 | 56 | 56 |
| Median | 56 | 56 | 56 | 56 | 56 |
| 85th \%tile | 61 | 61 | 61 | 61 | 61 |
| \% over 55 | 62 | 63 | 61 | 63 | 61 |
| \% 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 August 2021

| Site names: <br> County: <br> Funct Class: <br> Location: | $00019$ <br> Lewis 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 | 2,557 | 1,289 | 1,269 | 1,289 | 1,269 |

Seasonal Factor Grp: 4
Daily Factor Grp: 2
Axle Factor Grp: 2
Growth Factor Grp: 8

