## Idaho Transportation Department

Monthly Speed Distribution for November 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 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 2 \\ .12 \% \end{gathered}$ | $\begin{gathered} 2 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 5 \\ .25 \% \end{gathered}$ | $\begin{gathered} 2 \\ .24 \% \end{gathered}$ | $\begin{gathered} 3 \\ .26 \% \end{gathered}$ | $\begin{gathered} 2 \\ .24 \% \end{gathered}$ | $\begin{gathered} 3 \\ .26 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 14 \\ .69 \% \end{gathered}$ | $\begin{gathered} 7 \\ .65 \% \end{gathered}$ | $\begin{gathered} 7 \\ .73 \% \end{gathered}$ | $\begin{gathered} 7 \\ .65 \% \end{gathered}$ | $\begin{gathered} 7 \\ .73 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 42 \\ 2.06 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.81 \% \end{gathered}$ | $\begin{gathered} 23 \\ 2.32 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.81 \% \end{gathered}$ | $\begin{gathered} 23 \\ 2.32 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 185 \\ 9.11 \% \end{gathered}$ | $\begin{gathered} 81 \\ 7.94 \% \end{gathered}$ | $\begin{gathered} 104 \\ 10.3 \% \end{gathered}$ | $\begin{gathered} 81 \\ 7.94 \% \end{gathered}$ | $\begin{gathered} 104 \\ 10.3 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 602 \\ 29.7 \% \end{gathered}$ | $\begin{gathered} 284 \\ 27.97 \% \end{gathered}$ | $\begin{gathered} 317 \\ 31.45 \% \end{gathered}$ | $\begin{gathered} 284 \\ 27.97 \% \end{gathered}$ | $\begin{gathered} 317 \\ 31.45 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 854 \\ 42.19 \% \end{gathered}$ | $\begin{gathered} 454 \\ 44.71 \% \end{gathered}$ | $\begin{gathered} 400 \\ 39.65 \% \end{gathered}$ | $\begin{gathered} 454 \\ 44.71 \% \end{gathered}$ | $\begin{gathered} 400 \\ 39.65 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 251 \\ 12.42 \% \end{gathered}$ | $\begin{gathered} 134 \\ 13.16 \% \end{gathered}$ | $\begin{gathered} 118 \\ 11.66 \% \end{gathered}$ | $\begin{gathered} 134 \\ 13.16 \% \end{gathered}$ | $\begin{gathered} 118 \\ 11.66 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 56 \\ 2.78 \% \end{gathered}$ | $\begin{gathered} 27 \\ 2.69 \% \end{gathered}$ | $\begin{gathered} 29 \\ 2.86 \% \end{gathered}$ | $\begin{gathered} 27 \\ 2.69 \% \end{gathered}$ | $\begin{gathered} 29 \\ 2.86 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 9 \\ .46 \% \end{gathered}$ | $\begin{gathered} 5 \\ .45 \% \end{gathered}$ | $\begin{gathered} 5 \\ .47 \% \end{gathered}$ | $\begin{gathered} 5 \\ .45 \% \end{gathered}$ | $\begin{gathered} 5 \\ .47 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 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 | 56 | 56 | 56 | 56 |
| 85th \%tile | 60 | 61 | 60 | 61 | 60 |
| \% over 55 | 58 | 61 | 55 | 61 | 55 |
| \% over 60 | 16 | 16 | 15 | 16 | 15 |
| \% 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.

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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 | 2,025 | 1,016 | 1,009 | 1,016 | 1,009 |

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

