## Idaho Transportation Department

Monthly Speed Distribution for March 2022

| Site names: | 00019 |
| :--- | :--- |
| County: | Lewis |
| Funct Class: | R Principal Arterial - Other |
| Location: | 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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 3 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ | $\begin{gathered} 1 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 21 \\ 1.06 \% \end{gathered}$ | $\begin{gathered} 9 \\ .92 \% \end{gathered}$ | $\begin{gathered} 12 \\ 1.2 \% \end{gathered}$ | $\begin{gathered} 9 \\ .92 \% \end{gathered}$ | $\begin{gathered} 12 \\ 1.2 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 118 \\ 6.09 \% \end{gathered}$ | $\begin{gathered} 49 \\ 5.03 \% \end{gathered}$ | $\begin{gathered} 69 \\ 7.17 \% \end{gathered}$ | $\begin{gathered} 49 \\ 5.03 \% \end{gathered}$ | $\begin{gathered} 69 \\ 7.17 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 530 \\ 27.38 \% \end{gathered}$ | $\begin{gathered} 240 \\ 24.74 \% \end{gathered}$ | $\begin{gathered} 289 \\ 30.05 \% \end{gathered}$ | $\begin{gathered} 240 \\ 24.74 \% \end{gathered}$ | $\begin{gathered} 289 \\ 30.05 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 883 \\ 45.67 \% \end{gathered}$ | $\begin{gathered} 470 \\ 48.42 \% \end{gathered}$ | $\begin{gathered} 413 \\ 42.89 \% \end{gathered}$ | $\begin{gathered} 470 \\ 48.42 \% \end{gathered}$ | $\begin{gathered} 413 \\ 42.89 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 300 \\ 15.52 \% \end{gathered}$ | $\begin{gathered} 160 \\ 16.52 \% \end{gathered}$ | $\begin{gathered} 140 \\ 14.51 \% \end{gathered}$ | $\begin{gathered} 160 \\ 16.52 \% \end{gathered}$ | $\begin{gathered} 140 \\ 14.51 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 63 \\ 3.24 \% \end{gathered}$ | $\begin{gathered} 32 \\ 3.35 \% \end{gathered}$ | $\begin{gathered} 30 \\ 3.13 \% \end{gathered}$ | $\begin{gathered} 32 \\ 3.35 \% \end{gathered}$ | $\begin{gathered} 30 \\ 3.13 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 10 \\ .54 \% \end{gathered}$ | $\begin{gathered} 5 \\ .52 \% \end{gathered}$ | $\begin{gathered} 5 \\ .56 \% \end{gathered}$ | $\begin{gathered} 5 \\ .52 \% \end{gathered}$ | $\begin{gathered} 5 \\ .56 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 3 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .15 \% \end{gathered}$ | $\begin{gathered} 2 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .15 \% \end{gathered}$ | $\begin{gathered} 2 \\ .17 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 57 | 57 | 56 | 57 | 56 |
| Median | 57 | 57 | 56 | 57 | 56 |
| 85th \%tile | 61 | 62 | 61 | 62 | 61 |
| \% over 55 | 65 | 69 | 61 | 69 | 61 |
| \% over 60 | 20 | 21 | 18 | 21 | 18 |
| \% over 65 | 4 | 4 | 4 | 4 | 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 March 2022

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

| Site names: <br> County: <br> Funct Class: <br> Location: | 00019 <br> 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 | 1,934 | 970 | 963 | 970 | 963 |

Location: US-12 2.5 Mi. NW of Jct SH-64

