## Idaho Transportation Department

 Monthly Speed Distribution for April 2022| 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 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 2 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .13 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .13 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 17 \\ .85 \% \end{gathered}$ | $\begin{gathered} 7 \\ .74 \% \end{gathered}$ | $\begin{gathered} 10 \\ .96 \% \end{gathered}$ | $\begin{gathered} 7 \\ .74 \% \end{gathered}$ | $\begin{gathered} 10 \\ .96 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 114 \\ 5.59 \% \end{gathered}$ | $\begin{gathered} 47 \\ 4.63 \% \end{gathered}$ | $\begin{gathered} 66 \\ 6.55 \% \end{gathered}$ | $\begin{gathered} 47 \\ 4.63 \% \end{gathered}$ | $\begin{gathered} 66 \\ 6.55 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 542 \\ 26.67 \% \end{gathered}$ | $\begin{gathered} 255 \\ 25.07 \% \end{gathered}$ | $\begin{gathered} 287 \\ 28.28 \% \end{gathered}$ | $\begin{gathered} 255 \\ 25.07 \% \end{gathered}$ | $\begin{gathered} 287 \\ 28.28 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 946 \\ 46.53 \% \end{gathered}$ | $\begin{gathered} 492 \\ 48.37 \% \end{gathered}$ | $\begin{gathered} 454 \\ 44.68 \% \end{gathered}$ | $\begin{gathered} 492 \\ 48.37 \% \end{gathered}$ | $\begin{gathered} 454 \\ 44.68 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 331 \\ 16.27 \% \end{gathered}$ | $\begin{gathered} 175 \\ 17.17 \% \end{gathered}$ | $\begin{gathered} 156 \\ 15.36 \% \end{gathered}$ | $\begin{gathered} 175 \\ 17.17 \% \end{gathered}$ | $\begin{gathered} 156 \\ 15.36 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 63 \\ 3.08 \% \end{gathered}$ | $\begin{gathered} 31 \\ 3.08 \% \end{gathered}$ | $\begin{gathered} 31 \\ 3.08 \% \end{gathered}$ | $\begin{gathered} 31 \\ 3.08 \% \end{gathered}$ | $\begin{gathered} 31 \\ 3.08 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 12 \\ .59 \% \end{gathered}$ | $\begin{gathered} 5 \\ .54 \% \end{gathered}$ | $\begin{gathered} 7 \\ .65 \% \end{gathered}$ | $\begin{gathered} 5 \\ .54 \% \end{gathered}$ | $\begin{gathered} 7 \\ .65 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 3 \\ .17 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 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 | 57 | 57 | 56 | 57 | 56 |
| Median | 57 | 57 | 57 | 57 | 57 |
| 85th \%tile | 62 | 62 | 61 | 62 | 61 |
| \% over 55 | 67 | 69 | 64 | 69 | 64 |
| \% over 60 | 20 | 21 | 19 | 21 | 19 |
| \% 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 April 2022

| 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 |  | 2,033 | 1,018 | 1,015 | 1,018 |

Seasonal Factor Grp: 4
Daily Factor Grp: 2
Axle Factor Grp: 2
Growth Factor Grp: 8
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up

