## Idaho Transportation Department

 Monthly Speed Distribution for December 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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 3 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .19 \% \end{gathered}$ | $\begin{gathered} 1 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .19 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 10 \\ .65 \% \end{gathered}$ | $\begin{gathered} 6 \\ .78 \% \end{gathered}$ | $\begin{gathered} 4 \\ .52 \% \end{gathered}$ | $\begin{gathered} 6 \\ .78 \% \end{gathered}$ | $\begin{gathered} 4 \\ .52 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 29 \\ 1.87 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.84 \% \end{gathered}$ | $\begin{gathered} 15 \\ 1.9 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.84 \% \end{gathered}$ | $\begin{gathered} 15 \\ 1.9 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 83 \\ 5.33 \% \end{gathered}$ | $\begin{gathered} 41 \\ 5.23 \% \end{gathered}$ | $\begin{gathered} 42 \\ 5.43 \% \end{gathered}$ | $\begin{gathered} 41 \\ 5.23 \% \end{gathered}$ | $\begin{gathered} 42 \\ 5.43 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 245 \\ 15.74 \% \end{gathered}$ | $\begin{gathered} 126 \\ 16.07 \% \end{gathered}$ | $\begin{gathered} 119 \\ 15.41 \% \end{gathered}$ | $\begin{gathered} 126 \\ 16.07 \% \end{gathered}$ | $\begin{gathered} 119 \\ 15.41 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 559 \\ 35.94 \% \end{gathered}$ | $\begin{gathered} 289 \\ 36.95 \% \end{gathered}$ | $\begin{gathered} 270 \\ 34.93 \% \end{gathered}$ | $\begin{gathered} 289 \\ 36.95 \% \end{gathered}$ | $\begin{gathered} 270 \\ 34.93 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 491 \\ 31.55 \% \end{gathered}$ | $\begin{gathered} 243 \\ 31.13 \% \end{gathered}$ | $\begin{gathered} 247 \\ 31.98 \% \end{gathered}$ | $\begin{gathered} 243 \\ 31.13 \% \end{gathered}$ | $\begin{gathered} 247 \\ 31.98 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 115 \\ 7.43 \% \end{gathered}$ | $\begin{gathered} 52 \\ 6.65 \% \end{gathered}$ | $\begin{gathered} 63 \\ 8.21 \% \end{gathered}$ | $\begin{gathered} 52 \\ 6.65 \% \end{gathered}$ | $\begin{gathered} 63 \\ 8.21 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 15 \\ .98 \% \end{gathered}$ | $\begin{gathered} 7 \\ .91 \% \end{gathered}$ | $\begin{gathered} 8 \\ 1.05 \% \end{gathered}$ | $\begin{gathered} 7 \\ .91 \% \end{gathered}$ | $\begin{gathered} 8 \\ 1.05 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 3 \\ .22 \% \end{gathered}$ | $\begin{gathered} 1 \\ .19 \% \end{gathered}$ | $\begin{gathered} 2 \\ .26 \% \end{gathered}$ | $\begin{gathered} 1 \\ .19 \% \end{gathered}$ | $\begin{gathered} 2 \\ .26 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 53 | 53 | 53 | 53 | 53 |
| Median | 54 | 54 | 54 | 54 | 54 |
| 85th \%tile | 59 | 59 | 59 | 59 | 59 |
| \% over 55 | 40 | 39 | 42 | 39 | 42 |
| \% over 60 | 9 | 8 | 10 | 8 | 10 |
| \% over 65 | 1 | 1 | 1 | 1 | 1 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 |
| \% 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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 Monthly Speed Distribution for December 2022| 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 | 1,555 | 782 | 773 | 782 | 773 |

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.

