## Idaho Transportation Department

Monthly Speed Distribution for April 2023

| 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 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 4 \\ .17 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ | $\begin{gathered} 2 \\ .17 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ | $\begin{gathered} 2 \\ .17 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 22 \\ 1.05 \% \end{gathered}$ | $\begin{gathered} 11 \\ 1.03 \% \end{gathered}$ | $\begin{gathered} 11 \\ 1.07 \% \end{gathered}$ | $\begin{gathered} 11 \\ 1.03 \% \end{gathered}$ | $\begin{gathered} 11 \\ 1.07 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 154 \\ 7.41 \% \end{gathered}$ | $\begin{gathered} 77 \\ 7.35 \% \end{gathered}$ | $\begin{gathered} 78 \\ 7.46 \% \end{gathered}$ | $\begin{gathered} 77 \\ 7.35 \% \end{gathered}$ | $\begin{gathered} 78 \\ 7.46 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 698 \\ 33.5 \% \end{gathered}$ | $\begin{gathered} 357 \\ 34.1 \% \end{gathered}$ | $\begin{gathered} 342 \\ 32.89 \% \end{gathered}$ | $\begin{gathered} 357 \\ 34.1 \% \end{gathered}$ | $\begin{gathered} 342 \\ 32.89 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 907 \\ 43.51 \% \end{gathered}$ | $\begin{gathered} 463 \\ 44.27 \% \end{gathered}$ | $\begin{gathered} 444 \\ 42.74 \% \end{gathered}$ | $\begin{gathered} 463 \\ 44.27 \% \end{gathered}$ | $\begin{gathered} 444 \\ 42.74 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 244 \\ 11.7 \% \end{gathered}$ | $\begin{gathered} 112 \\ 10.73 \% \end{gathered}$ | $\begin{gathered} 132 \\ 12.69 \% \end{gathered}$ | $\begin{gathered} 112 \\ 10.73 \% \end{gathered}$ | $\begin{gathered} 132 \\ 12.69 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 41 \\ 1.98 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.77 \% \end{gathered}$ | $\begin{gathered} 23 \\ 2.19 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.77 \% \end{gathered}$ | $\begin{gathered} 23 \\ 2.19 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 10 \\ .49 \% \end{gathered}$ | $\begin{gathered} 5 \\ .43 \% \end{gathered}$ | $\begin{gathered} 6 \\ .55 \% \end{gathered}$ | $\begin{gathered} 5 \\ .43 \% \end{gathered}$ | $\begin{gathered} 6 \\ .55 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .14 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .14 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 56 | 56 | 56 |
| Median | 56 | 56 | 56 | 56 | 56 |
| 85th \%tile | 60 | 60 | 60 | 60 | 60 |
| \% over 55 | 58 | 57 | 58 | 57 | 58 |
| \% over 60 | 14 | 13 | 16 | 13 | 16 |
| \% over 65 | 3 | 2 | 3 | 2 | 3 |
| \% 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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 Monthly Speed Distribution for April 2023| Site names: County: Funct Class: 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 | 2,085 | 1,046 | 1,039 | 1,046 | 1,039 |

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.

