## Idaho Transportation Department

 Monthly Speed Distribution for December 2023Site names:
County:
Funct Class:
Location:

00019
Lewis
R Principal Arterial - Other
US-12 2.5 Mi. NW of Jct SH-64

|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 0 | 0 | 0 | 0 | 0 |
|  | $0 \%$ | $.01 \%$ | $0 \%$ | $.01 \%$ | $0 \%$ |
| $20-25$ | 0 | 0 | 0 | 0 | 0 |
|  | $.02 \%$ | $.02 \%$ | $.01 \%$ | $.02 \%$ | $.01 \%$ |
| $25-30$ | 1 | 1 | 0 | 1 | 0 |
|  | $.06 \%$ | $.06 \%$ | $.05 \%$ | $.06 \%$ | $.05 \%$ |
| $30-35$ | 5 | 2 | 2 | 2 | 2 |
|  | $.27 \%$ | $.26 \%$ | $.29 \%$ | $.26 \%$ | $.29 \%$ |
| $35-40$ | 18 | 9 | 9 | 9 | 9 |
|  | $1.02 \%$ | $1 \%$ | $1.04 \%$ | $1 \%$ | $1.04 \%$ |
| $40-45$ | 57 | 29 | 29 | 29 | 29 |
|  | $3.3 \%$ | $3.28 \%$ | $3.31 \%$ | $3.28 \%$ | $3.31 \%$ |
| $45-50$ | 217 | 112 | 105 | 112 | 105 |
|  | $12.46 \%$ | $12.73 \%$ | $12.19 \%$ | $12.73 \%$ | $12.19 \%$ |
| $50-55$ | 623 | 320 | 303 | 320 | 303 |
|  | $35.75 \%$ | $36.26 \%$ | $35.22 \%$ | $36.26 \%$ | $35.22 \%$ |
| $55-60$ | 637 | 322 | 315 | 322 | 315 |
|  | $36.53 \%$ | $36.52 \%$ | $36.54 \%$ | $36.52 \%$ | $36.54 \%$ |


| $60-65$ | 163 <br> $9.32 \%$ | 78 <br> $8.82 \%$ | 85 <br> $9.84 \%$ | 78 <br> $8.82 \%$ | 85 <br> $9.84 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 16 | 7 | 9 | 7 | 9 |
|  | $93 \%$ | $8 \%$ | $1.06 \%$ | $8 \%$ | $106 \%$ |


| 70-75 | $\begin{gathered} 5 \\ .27 \% \end{gathered}$ | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ | $\begin{gathered} 3 \\ .35 \% \end{gathered}$ | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ | $\begin{gathered} 3 \\ .35 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 75-80 | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 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 | 54 | 54 | 54 | 54 | 54 |
| Median | 55 | 55 | 55 | 55 | 55 |
| 85th \%tile | 59 | 59 | 59 | 59 | 59 |
| \% over 55 | 47 | 46 | 48 | 46 | 48 |
| \% over 60 | 11 | 10 | 11 | 10 | 11 |
| \% over 65 | 1 | 1 | 2 | 1 | 2 |
| \% 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.

## Idaho Transportation Department

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| Site names: <br> County: <br> 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 | 1,743 | 882 | 861 | 882 | 861 |


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

