## Idaho Transportation Department

Monthly Speed Distribution for January 2024
Site names:
County:
Funct Class:
Location:

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

| Road | SE | NW |
| :---: | :---: | :---: |


|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 0 | 0 | 0 | 0 | 0 |
|  | $.01 \%$ | $0 \%$ | $.01 \%$ | $0 \%$ | $.01 \%$ |
| $20-25$ | 1 | 1 | 0 | 1 | 0 |
|  | $.09 \%$ | $15 \%$ | $02 \%$ | $15 \%$ | $02 \%$ |


$\square$

| $50-55$ | 507 <br> $32.88 \%$ | 257 <br> $33.31 \%$ | 249 <br> $32.45 \%$ | 257 <br> $33.31 \%$ | 249 <br> $32.45 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $55-60$ | 503 | 252 <br>  $32.63 \%$ | 250 <br> $32.69 \%$ | 252 <br> $32.57 \%$ | 250 <br> $32.69 \%$ |
|  |  |  |  |  |  |


| $60-65$ | 132 <br> $8.57 \%$ | 64 <br> $8.24 \%$ | 69 <br> $8.91 \%$ | 64 <br> $8.24 \%$ | 69 <br> $8.91 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 13 | 6 | 7 | 6 | 7 |
|  | $.85 \%$ | $.79 \%$ | $.91 \%$ | $.79 \%$ | $.91 \%$ |
| $70-75$ | 3 | 1 | 2 | 1 | 2 |
|  | $.18 \%$ | $.16 \%$ | $.2 \%$ | $.16 \%$ | $.2 \%$ |


| 75-80 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 80-85 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 42 | 42 | 43 | 42 | 43 |
| \% over 60 | 10 | 9 | 10 | 9 | 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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| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,541 | 772 | 769 | 772 | 769 |

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

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