## Idaho Transportation Department

Monthly Speed Distribution for February 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 | SE Lane1 | NW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 6 \\ .35 \% \end{gathered}$ | $\begin{gathered} 3 \\ .28 \% \end{gathered}$ | $\begin{gathered} 4 \\ .41 \% \end{gathered}$ | $\begin{gathered} 3 \\ .28 \% \end{gathered}$ | $\begin{gathered} 4 \\ .41 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 30 \\ 1.66 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.51 \% \end{gathered}$ | $\begin{gathered} 16 \\ 1.82 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.51 \% \end{gathered}$ | $\begin{gathered} 16 \\ 1.82 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 157 \\ 8.63 \% \end{gathered}$ | $\begin{gathered} 78 \\ 8.55 \% \end{gathered}$ | $\begin{gathered} 79 \\ 8.72 \% \end{gathered}$ | $\begin{gathered} 78 \\ 8.55 \% \end{gathered}$ | $\begin{gathered} 79 \\ 8.72 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 612 \\ 33.72 \% \end{gathered}$ | $\begin{gathered} 313 \\ 34.24 \% \end{gathered}$ | $\begin{gathered} 299 \\ 33.18 \% \end{gathered}$ | $\begin{gathered} 313 \\ 34.24 \% \end{gathered}$ | $\begin{gathered} 299 \\ 33.18 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 759 \\ 41.82 \% \end{gathered}$ | $\begin{gathered} 384 \\ 42.03 \% \end{gathered}$ | $\begin{gathered} 375 \\ 41.59 \% \end{gathered}$ | $\begin{gathered} 384 \\ 42.03 \% \end{gathered}$ | $\begin{gathered} 375 \\ 41.59 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 216 \\ 11.89 \% \end{gathered}$ | $\begin{gathered} 106 \\ 11.61 \% \end{gathered}$ | $\begin{gathered} 110 \\ 12.17 \% \end{gathered}$ | $\begin{gathered} 106 \\ 11.61 \% \end{gathered}$ | $\begin{gathered} 110 \\ 12.17 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 24 \\ 1.31 \% \end{gathered}$ | $\begin{gathered} 11 \\ 1.24 \% \end{gathered}$ | $\begin{gathered} 12 \\ 1.38 \% \end{gathered}$ | $\begin{gathered} 11 \\ 1.24 \% \end{gathered}$ | $\begin{gathered} 12 \\ 1.38 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 7 \\ .37 \% \end{gathered}$ | $\begin{gathered} 3 \\ .29 \% \end{gathered}$ | $\begin{gathered} 4 \\ .44 \% \end{gathered}$ | $\begin{gathered} 3 \\ .29 \% \end{gathered}$ | $\begin{gathered} 4 \\ .44 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 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 | 55 | 55 | 55 | 55 | 55 |
| Median | 56 | 56 | 56 | 56 | 56 |
| 85th \%tile | 60 | 60 | 60 | 60 | 60 |
| \% over 55 | 55 | 55 | 56 | 55 | 56 |
| \% over 60 | 14 | 13 | 14 | 13 | 14 |
| \% over 65 | 2 | 2 | 2 | 2 | 2 |
| \% over 70 | 0 | 0 | 1 | 0 | 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 February 2024

| 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 | 1,815 | 913 | 902 | 913 | 902 |

Seasonal Factor Grp: 4
Daily Factor Grp: 2
Axle Factor Grp: 2
Growth Factor Grp: 8
$\begin{array}{ll}\text { County: } & \text { Lewis } \\ \text { Funct Class: } & \text { R Principal Arterial - Other } \\ \text { Location: } & \text { US-12 } 2.5 \mathrm{Mi} \text {. NW of Jct SH-64 }\end{array}$
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