## Idaho Transportation Department

Monthly Speed Distribution for February 2018

Site names: County: Funct Class: Location:

00116
Nez Perce
R Principal Arterial - Other
US-12 8.2 Mi. W of Clearwater-NezPerce Line

Seasonal Factor Grp: Daily Factor Grp:
Axle Factor Grp:
Growth Factor Grp:

|  | Road | E | W | E Lane1 | W 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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 6 \\ .19 \% \end{gathered}$ | $\begin{gathered} 3 \\ .2 \% \end{gathered}$ | $\begin{gathered} 3 \\ .18 \% \end{gathered}$ | $\begin{gathered} 3 \\ .2 \% \end{gathered}$ | $\begin{gathered} 3 \\ .18 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 23 \\ .79 \% \end{gathered}$ | $\begin{gathered} 9 \\ .61 \% \end{gathered}$ | $\begin{gathered} 14 \\ .96 \% \end{gathered}$ | $\begin{gathered} 9 \\ .61 \% \end{gathered}$ | $\begin{gathered} 14 \\ .96 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 152 \\ 5.1 \% \end{gathered}$ | $\begin{gathered} 52 \\ 3.54 \% \end{gathered}$ | $\begin{gathered} 100 \\ 6.64 \% \end{gathered}$ | $\begin{gathered} 52 \\ 3.54 \% \end{gathered}$ | $\begin{gathered} 100 \\ 6.64 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 955 \\ 32.14 \% \end{gathered}$ | $\begin{gathered} 392 \\ 26.6 \% \end{gathered}$ | $\begin{gathered} 563 \\ 37.58 \% \end{gathered}$ | $\begin{gathered} 392 \\ 26.6 \% \end{gathered}$ | $\begin{gathered} 563 \\ 37.58 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 1,444 \\ 48.57 \% \end{gathered}$ | $\begin{gathered} 789 \\ 53.54 \% \end{gathered}$ | $\begin{gathered} 655 \\ 43.67 \% \end{gathered}$ | $\begin{gathered} 789 \\ 53.54 \% \end{gathered}$ | $\begin{gathered} 655 \\ 43.67 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 339 \\ 11.41 \% \end{gathered}$ | $\begin{gathered} 197 \\ 13.38 \% \end{gathered}$ | $\begin{gathered} 142 \\ 9.48 \% \end{gathered}$ | $\begin{gathered} 197 \\ 13.38 \% \end{gathered}$ | $\begin{gathered} 142 \\ 9.48 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} \hline 45 \\ 1.5 \% \end{gathered}$ | $\begin{gathered} 26 \\ 1.79 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.22 \% \end{gathered}$ | $\begin{gathered} 26 \\ 1.79 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.22 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 6 \\ .19 \% \end{gathered}$ | $\begin{gathered} 3 \\ .24 \% \end{gathered}$ | $\begin{gathered} 2 \\ .14 \% \end{gathered}$ | $\begin{gathered} 3 \\ .24 \% \end{gathered}$ | $\begin{gathered} 2 \\ .14 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 56 | 57 | 55 | 57 | 55 |
| Median | 56 | 57 | 56 | 57 | 56 |
| 85th \%tile | 60 | 60 | 60 | 60 | 60 |
| \% over 55 | 62 | 69 | 55 | 69 | 55 |
| \% over 60 | 13 | 15 | 11 | 15 | 11 |
| \% over 65 | 2 | 2 | 1 | 2 | 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 |
| \% over 80 | 0 |

Seasonal Factor Grp: 4 Daily Factor Grp: 3 Axle Factor Grp: 3
2 Growth Factor Grp:
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

