## Idaho Transportation Department

Monthly Speed Distribution for February 2020

Site names: County: Funct Class: Location:

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

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 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 | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .12 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .12 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 17 \\ .57 \% \end{gathered}$ | $\begin{gathered} 6 \\ .41 \% \end{gathered}$ | $\begin{gathered} 11 \\ .72 \% \end{gathered}$ | $\begin{gathered} 6 \\ .41 \% \end{gathered}$ | $\begin{gathered} 11 \\ .72 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 122 \\ 3.95 \% \end{gathered}$ | $\begin{gathered} 35 \\ 2.3 \% \end{gathered}$ | $\begin{gathered} 87 \\ 5.58 \% \end{gathered}$ | $\begin{gathered} 35 \\ 2.3 \% \end{gathered}$ | $\begin{gathered} 87 \\ 5.58 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 909 \\ 29.42 \% \end{gathered}$ | $\begin{gathered} 323 \\ 21 \% \end{gathered}$ | $\begin{gathered} 586 \\ 37.75 \% \end{gathered}$ | $\begin{aligned} & 323 \\ & 21 \% \end{aligned}$ | $\begin{gathered} 586 \\ 37.75 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 1,554 \\ 50.29 \% \end{gathered}$ | $\begin{gathered} 851 \\ 55.37 \% \end{gathered}$ | $\begin{gathered} 703 \\ 45.27 \% \end{gathered}$ | $\begin{gathered} 851 \\ 55.37 \% \end{gathered}$ | $\begin{gathered} 703 \\ 45.27 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 412 \\ 13.35 \% \end{gathered}$ | $\begin{gathered} 272 \\ 17.68 \% \end{gathered}$ | $\begin{gathered} 141 \\ 9.06 \% \end{gathered}$ | $\begin{gathered} 272 \\ 17.68 \% \end{gathered}$ | $\begin{gathered} 141 \\ 9.06 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 58 \\ 1.86 \% \end{gathered}$ | $\begin{gathered} 40 \\ 2.58 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.15 \% \end{gathered}$ | $\begin{gathered} 40 \\ 2.58 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.15 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 7 \\ .24 \% \end{gathered}$ | $\begin{gathered} 5 \\ .34 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 5 \\ .34 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 57 | 57 | 56 | 57 | 56 |
| 85th \%tile | 60 | 62 | 59 | 62 | 59 |
| \% over 55 | 66 | 76 | 56 | 76 | 56 |
| \% over 60 | 16 | 21 | 10 | 21 | 10 |
| \% over 65 | 2 | 3 | 1 | 3 | 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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| :--- | :--- |
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|  | Road |
| \% over 80 | 0 |

Seasonal Factor Grp: 4
Daily Factor Grp: 3
Axle Factor Grp: 2
Growth Factor Grp:

[^0] add up.


[^0]:    ***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always

