## Idaho Transportation Department

## Annual Speed Distribution for 2018

Site names: County: Funct Class: Location:

00078
Power
R Minor Arterial - Other
I-86 Bus 0.4 Mi. SE of Marina Rd

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

|  | Road | SE | NW | SE Lane1 | NW Lane1 | SE Lane1 | SE | Road | NW Lane1 | NW |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 8 \\ .23 \% \end{gathered}$ | $\begin{gathered} 5 \\ .29 \% \end{gathered}$ | $\begin{gathered} 3 \\ .17 \% \end{gathered}$ | $\begin{gathered} 5 \\ .29 \% \end{gathered}$ | $\begin{gathered} 3 \\ .17 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 20-25 | $\begin{gathered} 13 \\ .41 \% \end{gathered}$ | $\begin{gathered} 10 \\ .64 \% \end{gathered}$ | $\begin{gathered} 3 \\ .18 \% \end{gathered}$ | $\begin{gathered} 10 \\ .64 \% \end{gathered}$ | $\begin{gathered} 3 \\ .18 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 25-30 | $\begin{gathered} 32 \\ .95 \% \end{gathered}$ | $\begin{gathered} 23 \\ 1.44 \% \end{gathered}$ | $\begin{gathered} 8 \\ .49 \% \end{gathered}$ | $\begin{gathered} 23 \\ 1.44 \% \end{gathered}$ | $\begin{gathered} 8 \\ .49 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 30-35 | $\begin{gathered} 84 \\ 2.52 \% \end{gathered}$ | $\begin{gathered} 54 \\ 3.32 \% \end{gathered}$ | $\begin{gathered} 30 \\ 1.75 \% \end{gathered}$ | $\begin{gathered} 54 \\ 3.32 \% \end{gathered}$ | $\begin{gathered} 30 \\ 1.75 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 35-40 | $\begin{gathered} 213 \\ 6.42 \% \end{gathered}$ | $\begin{gathered} 120 \\ 7.39 \% \end{gathered}$ | $\begin{gathered} 93 \\ 5.5 \% \end{gathered}$ | $\begin{gathered} 120 \\ 7.39 \% \end{gathered}$ | $\begin{gathered} 93 \\ 5.5 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 40-45 | $\begin{gathered} 421 \\ 12.69 \% \end{gathered}$ | $\begin{gathered} 221 \\ 13.64 \% \end{gathered}$ | $\begin{gathered} 200 \\ 11.79 \% \end{gathered}$ | $\begin{gathered} 221 \\ 13.64 \% \end{gathered}$ | $\begin{gathered} 200 \\ 11.79 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 45-50 | $\begin{gathered} 749 \\ 22.57 \% \end{gathered}$ | $\begin{gathered} 386 \\ 23.82 \% \end{gathered}$ | $\begin{gathered} 363 \\ 21.38 \% \end{gathered}$ | $\begin{gathered} 386 \\ 23.82 \% \end{gathered}$ | $\begin{gathered} 363 \\ 21.38 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 50-55 | $\begin{gathered} 1,105 \\ 33.28 \% \end{gathered}$ | $\begin{gathered} 526 \\ 32.47 \% \end{gathered}$ | $\begin{gathered} 579 \\ 34.05 \% \end{gathered}$ | $\begin{gathered} 526 \\ 32.47 \% \end{gathered}$ | $\begin{gathered} 579 \\ 34.05 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 55-60 | $\begin{gathered} 579 \\ 17.43 \% \end{gathered}$ | $\begin{gathered} 231 \\ 14.22 \% \end{gathered}$ | $\begin{gathered} 348 \\ 20.5 \% \end{gathered}$ | $\begin{gathered} 231 \\ 14.22 \% \end{gathered}$ | $\begin{gathered} 348 \\ 20.5 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 60-65 | $\begin{gathered} 100 \\ 3.02 \% \end{gathered}$ | $\begin{gathered} 39 \\ 2.41 \% \end{gathered}$ | $\begin{gathered} 61 \\ 3.61 \% \end{gathered}$ | $\begin{gathered} 39 \\ 2.41 \% \end{gathered}$ | $\begin{gathered} 61 \\ 3.61 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 65-70 | $\begin{gathered} 13 \\ .4 \% \end{gathered}$ | $\begin{gathered} 5 \\ .31 \% \end{gathered}$ | $\begin{gathered} 8 \\ .49 \% \end{gathered}$ | $\begin{gathered} 5 \\ .31 \% \end{gathered}$ | $\begin{gathered} 8 \\ .49 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 70-75 | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 75-80 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 80-85 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 85-90 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 95-100 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 100-120 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| Average | 0 | 0 | 0 | 0 | 0 | 49 | 49 | 49 | 50 | 50 |
| Median | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 51 | 51 | 51 |
| 85th \%tile | 0 | 0 | 0 | 0 | 0 | 56 | 56 | 57 | 57 | 57 |
| \% over 55 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 21 | 25 | 25 |
| \% over 60 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 4 | 4 |
| \% over 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Idaho Transportation Department

## Annual Speed Distribution for 2018

| Site names: County: Funct Class: Location: | ```00078 Power R Minor Arterial - Other I-86 Bus 0.4 Mi. SE of Marina Rd``` |  |  |  |  |  | Seasonal Factor Grp: 2 <br> Daily Factor Grp: 2 <br> Axle Factor Grp: 3 <br> Growth Factor Grp:  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | SE | NW | SE Lane1 | NW Lane1 | SE Lane1 | SE | Road | NW Lane1 | NW |
| \% over 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3,320 | 1,621 | 1,699 | 1,621 | 1,699 | 0 | 0 | 0 | 0 | 0 |

