## Idaho Transportation Department

Monthly Speed Distribution for October 2019

| Site names: | 00078 |
| :--- | :--- |
| County: | Power |
| Funct Class: | R Minor Arterial - Other |
| Location: | I-86 Bus 0.4 Mi. SE of Marina Rd |


|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 13 \\ .34 \% \end{gathered}$ | $\begin{gathered} 8 \\ .45 \% \end{gathered}$ | $\begin{gathered} 5 \\ .24 \% \end{gathered}$ | $\begin{gathered} 8 \\ .45 \% \end{gathered}$ | $\begin{gathered} 5 \\ .24 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 15 \\ .41 \% \end{gathered}$ | $\begin{gathered} 11 \\ .61 \% \end{gathered}$ | $\begin{gathered} 4 \\ .21 \% \end{gathered}$ | $\begin{gathered} 11 \\ .61 \% \end{gathered}$ | $\begin{gathered} 4 \\ .21 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 29 \\ .76 \% \end{gathered}$ | $\begin{gathered} 22 \\ 1.19 \% \end{gathered}$ | $\begin{gathered} 7 \\ .35 \% \end{gathered}$ | $\begin{gathered} 22 \\ 1.19 \% \end{gathered}$ | $\begin{gathered} 7 \\ .35 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 82 \\ 2.16 \% \end{gathered}$ | $\begin{gathered} 58 \\ 3.09 \% \end{gathered}$ | $\begin{gathered} 24 \\ 1.26 \% \end{gathered}$ | $\begin{gathered} 58 \\ 3.09 \% \end{gathered}$ | $\begin{gathered} 24 \\ 1.26 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 217 \\ 5.71 \% \end{gathered}$ | $\begin{gathered} 137 \\ 7.29 \% \end{gathered}$ | $\begin{gathered} 80 \\ 4.17 \% \end{gathered}$ | $\begin{gathered} 137 \\ 7.29 \% \end{gathered}$ | $\begin{gathered} 80 \\ 4.17 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 470 \\ 12.37 \% \end{gathered}$ | $\begin{gathered} 257 \\ 13.73 \% \end{gathered}$ | $\begin{gathered} 212 \\ 11.05 \% \end{gathered}$ | $\begin{gathered} 257 \\ 13.73 \% \end{gathered}$ | $\begin{gathered} 212 \\ 11.05 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 882 \\ 23.25 \% \end{gathered}$ | $\begin{gathered} 465 \\ 24.83 \% \end{gathered}$ | $\begin{gathered} 417 \\ 21.7 \% \end{gathered}$ | $\begin{gathered} 465 \\ 24.83 \% \end{gathered}$ | $\begin{gathered} 417 \\ 21.7 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,324 \\ 34.88 \% \end{gathered}$ | $\begin{gathered} 613 \\ 32.73 \% \end{gathered}$ | $\begin{gathered} 710 \\ 36.96 \% \end{gathered}$ | $\begin{gathered} 613 \\ 32.73 \% \end{gathered}$ | $\begin{gathered} 710 \\ 36.96 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 632 \\ 16.64 \% \end{gathered}$ | $\begin{gathered} 251 \\ 13.4 \% \end{gathered}$ | $\begin{gathered} 380 \\ 19.8 \% \end{gathered}$ | $\begin{gathered} 251 \\ 13.4 \% \end{gathered}$ | $\begin{gathered} 380 \\ 19.8 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 115 \\ 3.02 \% \end{gathered}$ | $\begin{gathered} 43 \\ 2.32 \% \end{gathered}$ | $\begin{gathered} 71 \\ 3.71 \% \end{gathered}$ | $\begin{gathered} 43 \\ 2.32 \% \end{gathered}$ | $\begin{gathered} 71 \\ 3.71 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 14 \\ .37 \% \end{gathered}$ | $\begin{gathered} 5 \\ .29 \% \end{gathered}$ | $\begin{gathered} 9 \\ .45 \% \end{gathered}$ | $\begin{gathered} 5 \\ .29 \% \end{gathered}$ | $\begin{gathered} 9 \\ .45 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 50 | 48 | 51 | 48 | 51 |
| Median | 51 | 50 | 51 | 50 | 51 |
| 85th \%tile | 57 | 55 | 57 | 55 | 57 |
| \% over 55 | 20 | 16 | 24 | 16 | 24 |
| \% over 60 | 3 | 3 | 4 | 3 | 4 |
| \% over 65 | 0 | 0 | 1 | 0 | 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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Monthly Speed Distribution for October 2019
Site names:
County:
Funct Class:

Location: \begin{tabular}{l}
00078 <br>

\multicolumn{1}{l}{| Power |
| :--- |
| R Minor Arterial - Other |
| I-86 Bus 0.4 Mi. SE of Marina Rd |} <br>

\cline { 2 - 6 } <br>
\cline { 2 - 6 } <br>
\hline \%oad over 80 <br>
\hline \% over 85
\end{tabular}

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

