## Idaho Transportation Department

Monthly Speed Distribution for August 2020

| 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 | $\begin{gathered} 12 \\ .33 \% \end{gathered}$ | $\begin{gathered} 6 \\ .34 \% \end{gathered}$ | $\begin{gathered} 6 \\ .31 \% \end{gathered}$ | $\begin{gathered} 6 \\ .34 \% \end{gathered}$ | $\begin{gathered} 6 \\ .31 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 16 \\ .45 \% \end{gathered}$ | $\begin{gathered} 11 \\ .6 \% \end{gathered}$ | $\begin{gathered} 6 \\ .31 \% \end{gathered}$ | $\begin{gathered} 11 \\ .6 \% \end{gathered}$ | $\begin{gathered} 6 \\ .31 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 38 \\ 1.04 \% \end{gathered}$ | $\begin{gathered} 24 \\ 1.33 \% \end{gathered}$ | $\begin{gathered} 14 \\ .77 \% \end{gathered}$ | $\begin{gathered} 24 \\ 1.33 \% \end{gathered}$ | $\begin{gathered} 14 \\ .77 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 111 \\ 3.03 \% \end{gathered}$ | $\begin{gathered} 70 \\ 3.91 \% \end{gathered}$ | $\begin{gathered} 40 \\ 2.17 \% \end{gathered}$ | $\begin{gathered} 70 \\ 3.91 \% \end{gathered}$ | $\begin{gathered} 40 \\ 2.17 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 263 \\ 7.19 \% \end{gathered}$ | $\begin{gathered} 156 \\ 8.71 \% \end{gathered}$ | $\begin{gathered} 106 \\ 5.72 \% \end{gathered}$ | $\begin{gathered} 156 \\ 8.71 \% \end{gathered}$ | $\begin{gathered} 106 \\ 5.72 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 462 \\ 12.64 \% \end{gathered}$ | $\begin{gathered} 237 \\ 13.23 \% \end{gathered}$ | $\begin{gathered} 224 \\ 12.06 \% \end{gathered}$ | $\begin{gathered} 237 \\ 13.23 \% \end{gathered}$ | $\begin{gathered} 224 \\ 12.06 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 815 \\ 22.3 \% \end{gathered}$ | $\begin{gathered} 393 \\ 21.91 \% \end{gathered}$ | $\begin{gathered} 422 \\ 22.67 \% \end{gathered}$ | $\begin{gathered} 393 \\ 21.91 \% \end{gathered}$ | $\begin{gathered} 422 \\ 22.67 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,203 \\ 32.93 \% \end{gathered}$ | $\begin{gathered} 580 \\ 32.31 \% \end{gathered}$ | $\begin{gathered} 623 \\ 33.53 \% \end{gathered}$ | $\begin{gathered} 580 \\ 32.31 \% \end{gathered}$ | $\begin{gathered} 623 \\ 33.53 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 615 \\ 16.84 \% \end{gathered}$ | $\begin{gathered} 264 \\ 14.73 \% \end{gathered}$ | $\begin{gathered} 351 \\ 18.87 \% \end{gathered}$ | $\begin{gathered} 264 \\ 14.73 \% \end{gathered}$ | $\begin{gathered} 351 \\ 18.87 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 100 \\ 2.74 \% \end{gathered}$ | $\begin{gathered} 44 \\ 2.43 \% \end{gathered}$ | $\begin{gathered} 57 \\ 3.04 \% \end{gathered}$ | $\begin{gathered} 44 \\ 2.43 \% \end{gathered}$ | $\begin{gathered} 57 \\ 3.04 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 16 \\ .44 \% \end{gathered}$ | $\begin{gathered} 7 \\ .4 \% \end{gathered}$ | $\begin{gathered} 9 \\ .48 \% \end{gathered}$ | $\begin{gathered} 7 \\ .4 \% \end{gathered}$ | $\begin{gathered} 9 \\ .48 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 49 | 48 | 50 | 48 | 50 |
| Median | 50 | 50 | 51 | 50 | 51 |
| 85th \%tile | 57 | 56 | 57 | 56 | 57 |
| \% over 55 | 20 | 18 | 22 | 18 | 22 |
| \% over 60 | 3 | 3 | 4 | 3 | 4 |
| \% over 65 | 1 | 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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| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 3,654 | 1,794 | 1,860 | 1,794 | 1,860 |

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

