## Idaho Transportation Department

Monthly Speed Distribution for January 2022

| 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 | $\begin{gathered} 5 \\ .16 \% \end{gathered}$ | $\begin{gathered} 4 \\ .26 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 4 \\ .26 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 13 \\ .44 \% \end{gathered}$ | $\begin{gathered} 11 \\ .76 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ | $\begin{gathered} 11 \\ .76 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 38 \\ 1.28 \% \end{gathered}$ | $\begin{gathered} 28 \\ 1.97 \% \end{gathered}$ | $\begin{gathered} 9 \\ .62 \% \end{gathered}$ | $\begin{gathered} 28 \\ 1.97 \% \end{gathered}$ | $\begin{gathered} 9 \\ .62 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 104 \\ 3.53 \% \end{gathered}$ | $\begin{gathered} 67 \\ 4.64 \% \end{gathered}$ | $\begin{gathered} 37 \\ 2.47 \% \end{gathered}$ | $\begin{gathered} 67 \\ 4.64 \% \end{gathered}$ | $\begin{gathered} 37 \\ 2.47 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 238 \\ 8.07 \% \end{gathered}$ | $\begin{gathered} 141 \\ 9.76 \% \end{gathered}$ | $\begin{gathered} 97 \\ 6.44 \% \end{gathered}$ | $\begin{gathered} 141 \\ 9.76 \% \end{gathered}$ | $\begin{gathered} 97 \\ 6.44 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 429 \\ 14.57 \% \end{gathered}$ | $\begin{gathered} 238 \\ 16.48 \% \end{gathered}$ | $\begin{gathered} 192 \\ 12.74 \% \end{gathered}$ | $\begin{gathered} 238 \\ 16.48 \% \end{gathered}$ | $\begin{gathered} 192 \\ 12.74 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 700 \\ 23.77 \% \end{gathered}$ | $\begin{gathered} 369 \\ 25.62 \% \end{gathered}$ | $\begin{gathered} 331 \\ 21.99 \% \end{gathered}$ | $\begin{gathered} 369 \\ 25.62 \% \end{gathered}$ | $\begin{gathered} 331 \\ 21.99 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 938 \\ 31.82 \% \end{gathered}$ | $\begin{gathered} 420 \\ 29.12 \% \end{gathered}$ | $\begin{gathered} 518 \\ 34.4 \% \end{gathered}$ | $\begin{gathered} 420 \\ 29.12 \% \end{gathered}$ | $\begin{gathered} 518 \\ 34.4 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 412 \\ 13.97 \% \end{gathered}$ | $\begin{gathered} 143 \\ 9.89 \% \end{gathered}$ | $\begin{gathered} 269 \\ 17.88 \% \end{gathered}$ | $\begin{gathered} 143 \\ 9.89 \% \end{gathered}$ | $\begin{gathered} 269 \\ 17.88 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 60 \\ 2.03 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.25 \% \end{gathered}$ | $\begin{gathered} 42 \\ 2.78 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.25 \% \end{gathered}$ | $\begin{gathered} 42 \\ 2.78 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 9 \\ .3 \% \end{gathered}$ | $\begin{gathered} 3 \\ .19 \% \end{gathered}$ | $\begin{gathered} 6 \\ .4 \% \end{gathered}$ | $\begin{gathered} 3 \\ .19 \% \end{gathered}$ | $\begin{gathered} 6 \\ .4 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 48 | 47 | 50 | 47 | 50 |
| Median | 50 | 48 | 51 | 48 | 51 |
| 85th \%tile | 55 | 54 | 57 | 54 | 57 |
| \% over 55 | 16 | 11 | 21 | 11 | 21 |
| \% over 60 | 2 | 1 | 3 | 1 | 3 |
| \% over 65 | 0 | 0 | 0 | 0 | 0 |
| \% 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 January 2022| Site names: <br> County: <br> Funct Class: <br> Location: |
| :--- |
| Power <br> R Minor Arterial - Other <br> I-86 Bus 0.4 Mi. SE of Marina Rd |
|  |
| \% over 80 |

Seasonal Factor Grp: 2
Daily Factor Grp: 2
Axle Factor Grp: 3
Growth Factor Grp: 5

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

