Idaho Transportation Department Monthly Speed Distribution for December 2019

Site names: 00018 County: Cassia

Location:

Funct Class: R Principal Arterial - Interstate I-86 0.4 Mi. W of Raft River IC Seasonal Factor Grp: Daily Factor Grp: Axle Factor Grp: 1 Growth Factor Grp:

0-20 13 21% 12 39% 1 0.0% 0 0.0% 12 1.24% 1 0.0% 0 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Road	Е	W	E Lane1	E Lane2	W Lane2	W Lane1
25-30	0-20				i -		l	
25-30	20-25	l		l			l	
30-35	25-30	l		l	i -	-	l	
35-40	30-35			l	i -		l	
40-45	35-40			l			l	
49-50 .35% .29% .41% .31% .24% .53% .35% 50-55 .52 .20 .32 .12 .8 .14 .18 .82% 55-60 .95 .36 .59 .22 .15 .24 .35 60-65 .331 .130 .201 .74 .56 .69 .132 65-70 .726 .402 .393 .316 .86 .90 .303 70-75 .895 .455 .440 .343 .111 .104 .36% 75-80 .1,123 .526 .597 .356 .171 .169 .428 80-85 .2,119 .1,038 .1,081 .705 .333 .377 .705 895 .455 .440 .343 .111 .104 .348 .75-80 .1,123 .526 .597 .356 .171 .169 .428 .80-85 .2,119 .1,088 .1	40-45			l			l	
50-95 .83% .64% 1.02% .57% .8% 1.43% .82% 55-60 .95 .36 .59 .22 .15 .24 .35 60-65 .331 .130 .201 .74 .6.33% .3.9% .6% .6.84% .6.09% 65-70 .795 .402 .393 .316 .86 .90 .303 70-75 .895 .455 .440 .343 .111 .104 .336 75-80 .1,123 .526 .597 .356 .171 .169 .428 80-85 .2,119 .1,038 .1,081 .705 .18,24% .16,75% .19,68% 80-85 .2,119 .1,038 .1,081 .705 .333 .377 .705 85-90 .705 .409 .296 .201 .112 .121 .174 85-90 .705 .409 .296 .188 .20 .18 .21 .177% <t< td=""><td>45-50</td><td></td><td></td><td>l</td><td></td><td></td><td>l</td><td></td></t<>	45-50			l			l	
1.51% 1.16% 1.86% 9.99% 1.57% 2.42% 1.6%	50-55			l			l	
60-65 5.26% 4.17% 6.33% 3.39% 6% 6.84% 6.09% 65-70 795 402 393 316 86 90 303 70-75 895 455 440 343 111 104 336 75-80 1,123 526 597 356 171 169 428 80-85 2,119 1,038 1,081 705 333 377 705 80-85 2,119 1,038 1,081 705 333 377 705 85-90 705 409 296 297 112 121 174 85-90 11.2% 13.14% 9.3% 13.64% 11.98% 12.05% 8.03% 90-95 94 55 39 35 20 18 21 100-120 19 9 10 5 4 5 5 5 95-100 3% 29% 31% 23% </td <td>55-60</td> <td></td> <td></td> <td>l</td> <td></td> <td></td> <td>l</td> <td></td>	55-60			l			l	
65-70 12.63% 12.91% 12.35% 14.49% 9.25% 8.94% 13.93% 70-75 895 455 14.61% 13.84% 15.76% 11.92% 10.31% 15.48% 75-80 1,123 526 597 356 171 169 428 80-85 2,119 1,038 1,081 705 333 377 705 33.65% 33.1% 33.99% 32.34% 35.57% 37.36% 32.42% 85-90 705 409 296 297 112 121 17 11.2% 13.14% 9.3% 13.64% 11.98% 12.05% 8.03% 90-95 94 55 39 35 20 18 21 17.7% 99% 95-100 19 9 10 5 4 5 5 5 100-120 8 4 4 2 2 3 2 Average 77 <td< td=""><td>60-65</td><td></td><td></td><td>l</td><td></td><td></td><td>l</td><td></td></td<>	60-65			l			l	
70-73 14.22% 14.61% 13.84% 15.76% 11.92% 10.31% 15.48% 75-80 1,123 526 597 356 171 169 428 80-85 2,119 1,038 1,081 705 333 377 705 33.65% 33.31% 33.99% 32.34% 35.57% 37.36% 32.42% 85-90 705 409 296 297 112 121 174 85-90 11.2% 13.14% 9.3% 13.64% 11.98% 12.05% 8.03% 90-95 94 55 39 35 20 18 21 1.49% 1.76% 1.23% 1.6% 2.12% 1.77% .99% 95-100 19 9 10 5 4 5 5 5 5 5 5 5 5 5 5 5 5 5 22% 28% 22% 2.26% .09% .09%	65-70			l			l	
17.84% 16.9% 18.75% 16.33% 18.24% 16.75% 19.68%	70-75			l			l	
80-85 33.65% 33.31% 33.99% 32.34% 35.57% 37.36% 32.42% 85-90 705 409 296 297 112 121 174 11.2% 13.14% 9.3% 13.64% 11.98% 12.05% 8.03% 90-95 94 55 39 35 20 18 21 1.49% 1.76% 1.23% 1.6% 2.12% 1.77% .99% 95-100 19 9 10 5 4 5 5 5 95-100 .19 9 10 5 4 5 5 5 5 100-120 .8 .4 .4 2 2 3 2 .22% .3 2 .22% .3 2 .09% .96 .96 .09% .96 .09% .98 .80 78 85 84 85 85 84 85 85 84 89 99	75-80			l			l	
85-90 11.2% 13.14% 9.3% 13.64% 11.98% 12.05% 8.03% 90-95 94 55 39 35 20 18 21 1.49% 1.76% 1.23% 1.6% 2.12% 1.77% .99% 95-100 19 9 10 5 4 5 5 5 3% .29% .31% .23% .44% .51% .22% 100-120 8 4 4 2 2 3 2 13% .12% .14% .08% .22% .26% .09% Average 77 77 78 77 77 76 Median 79 80 79 79 80 80 78 85th %tile 85 85 84 85 85 84 % over 55 98 98 98 99 97 97 99 % over 60 97	80-85						l	
90-95	85-90			l			l	
95-100 .3% .29% .31% .23% .44% .51% .22% 100-120 8 4 4 2 2 3 2 .09% Average 77 77 77 78 77 77 76 Median 79 80 79 79 80 80 78 85th %tile 85 85 84 85 85 85 84 % over 55 98 98 98 99 97 97 99 % over 60 97 97 96 98 96 95 97 % over 65 91 93 90 94 90 88 91 % over 70 79 80 78 80 80 79 77	90-95			l			l	
100-120 .13% .12% .14% .08% .22% .26% .09% Average 77 77 77 78 77 77 76 Median 79 80 79 79 80 80 78 85th %tile 85 85 84 85 85 85 84 % over 55 98 98 98 99 97 97 99 % over 60 97 97 96 98 96 95 97 % over 65 91 93 90 94 90 88 91 % over 70 79 80 78 80 80 79 77	95-100			l			l	
Median 79 80 79 79 80 80 78 85th %tile 85 85 84 85 85 84 % over 55 98 98 98 99 97 97 99 % over 60 97 97 96 98 96 95 97 % over 65 91 93 90 94 90 88 91 % over 70 79 80 78 80 80 79 77	100-120	l		l			l	
85th %tile 85 85 84 85 85 84 % over 55 98 98 99 97 97 99 % over 60 97 97 96 98 96 95 97 % over 65 91 93 90 94 90 88 91 % over 70 79 80 78 80 80 79 77	Average	77	77	77	78	77	77	76
% over 55 98 98 98 99 97 97 99 % over 60 97 97 96 98 96 95 97 % over 65 91 93 90 94 90 88 91 % over 70 79 80 78 80 80 79 77	Median	79	80	79	79	80	80	78
% over 60 97 97 96 98 96 95 97 % over 65 91 93 90 94 90 88 91 % over 70 79 80 78 80 80 79 77	85th %tile	85	85	84	85	85	85	84
% over 65 91 93 90 94 90 88 91 % over 70 79 80 78 80 80 79 77	% over 55	98	98	98	99	97	97	99
% over 70 79 80 78 80 80 79 77	% over 60	97	97	96	98	96	95	97
	% over 65	91	93	90	94	90	88	91
% over 75 65 66 64 64 69 69 61	% over 70	79	80	78	80	80	79	77
	% over 75	65	66	64	64	69	69	61

^{***}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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Idaho Transportation Department Monthly Speed Distribution for December 2019

Site names: 00018
County: Cassia
Funct Class: R Principal Arterial - Interstate
Location: I-86 0.4 Mi. W of Raft River IC

Seasonal Factor Grp: 3
Daily Factor Grp: 4
Axle Factor Grp: 1
Growth Factor Grp:

	Road	E	W	E Lane1	E Lane2	W Lane2	W Lane1
% over 80	47	49	45	48	50	52	42
% over 85	13	15	11	16	15	15	9
Total	6,296	3,115	3,181	2,179	935	1,008	2,173

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^{***}Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.