## Annual Speed Distribution for 2017

| Site names: | 00067 |
| :--- | :--- |
| County: | Power |
| Funct Class: | R Principal Arterial - Interstate |
| Location: | I-86 1.7 Mi. W of US-30 IC |

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

|  | W Lane2 | W Lane1 | W | Road | E Lane2 | E Lane1 | E |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 3 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 3 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 8 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 5 \\ .1 \% \end{gathered}$ | $\begin{gathered} 5 \\ .08 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 7 \\ .15 \% \end{gathered}$ | $\begin{gathered} 8 \\ .12 \% \end{gathered}$ | $\begin{gathered} 18 \\ .13 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 9 \\ .19 \% \end{gathered}$ | $\begin{gathered} 10 \\ .15 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 15 \\ .3 \% \end{gathered}$ | $\begin{gathered} 16 \\ .24 \% \end{gathered}$ | $\begin{gathered} 34 \\ .26 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 17 \\ .36 \% \end{gathered}$ | $\begin{gathered} 18 \\ .28 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 32 \\ .67 \% \end{gathered}$ | $\begin{gathered} 34 \\ .52 \% \end{gathered}$ | $\begin{gathered} 74 \\ .56 \% \end{gathered}$ | $\begin{gathered} 2 \\ .12 \% \end{gathered}$ | $\begin{gathered} 38 \\ .8 \% \end{gathered}$ | $\begin{gathered} 40 \\ .61 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 3 \\ .18 \% \end{gathered}$ | $\begin{gathered} \hline 88 \\ 1.8 \% \end{gathered}$ | $\begin{gathered} 91 \\ 1.38 \% \end{gathered}$ | $\begin{gathered} 180 \\ 1.37 \% \end{gathered}$ | $\begin{gathered} 3 \\ .18 \% \end{gathered}$ | $\begin{gathered} 86 \\ 1.81 \% \end{gathered}$ | $\begin{gathered} 90 \\ 1.36 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 9 \\ .53 \% \end{gathered}$ | $\begin{gathered} 379 \\ 7.79 \% \end{gathered}$ | $\begin{gathered} 388 \\ 5.91 \% \end{gathered}$ | $\begin{gathered} 732 \\ 5.56 \% \end{gathered}$ | $\begin{gathered} 7 \\ .38 \% \end{gathered}$ | $\begin{gathered} 337 \\ 7.08 \% \end{gathered}$ | $\begin{gathered} 344 \\ 5.22 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 34 \\ 2.01 \% \end{gathered}$ | $\begin{gathered} 718 \\ 14.76 \% \end{gathered}$ | $\begin{gathered} 752 \\ 11.46 \% \end{gathered}$ | $\begin{gathered} 1,369 \\ 10.41 \% \end{gathered}$ | $\begin{gathered} 20 \\ 1.08 \% \end{gathered}$ | $\begin{gathered} 597 \\ 12.54 \% \end{gathered}$ | $\begin{gathered} 617 \\ 9.36 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 107 \\ 6.31 \% \end{gathered}$ | $\begin{gathered} 901 \\ 18.51 \% \end{gathered}$ | $\begin{gathered} 1,008 \\ 15.35 \% \end{gathered}$ | $\begin{gathered} 1,998 \\ 15.19 \% \end{gathered}$ | $\begin{gathered} 71 \\ 3.9 \% \end{gathered}$ | $\begin{gathered} 918 \\ 19.29 \% \end{gathered}$ | $\begin{gathered} 990 \\ 15.02 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 411 \\ 24.18 \% \end{gathered}$ | $\begin{gathered} 1,357 \\ 27.88 \% \end{gathered}$ | $\begin{gathered} 1,768 \\ 26.92 \% \end{gathered}$ | $\begin{gathered} 3,140 \\ 23.87 \% \end{gathered}$ | $\begin{gathered} 216 \\ 11.82 \% \end{gathered}$ | $\begin{gathered} 1,156 \\ 24.28 \% \end{gathered}$ | $\begin{gathered} 1,372 \\ 20.82 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 883 \\ 51.92 \% \end{gathered}$ | $\begin{gathered} 1,190 \\ 24.44 \% \end{gathered}$ | $\begin{gathered} 2,073 \\ 31.56 \% \end{gathered}$ | $\begin{gathered} 4,423 \\ 33.62 \% \end{gathered}$ | $\begin{gathered} 948 \\ 51.87 \% \end{gathered}$ | $\begin{gathered} 1,402 \\ 29.45 \% \end{gathered}$ | $\begin{gathered} 2,350 \\ 35.67 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 225 \\ 13.2 \% \end{gathered}$ | $\begin{gathered} 161 \\ 3.3 \% \end{gathered}$ | $\begin{gathered} 385 \\ 5.87 \% \end{gathered}$ | $\begin{aligned} & 1,051 \\ & 7.99 \% \end{aligned}$ | $\begin{gathered} 489 \\ 26.76 \% \end{gathered}$ | $\begin{gathered} 177 \\ 3.71 \% \end{gathered}$ | $\begin{gathered} 666 \\ 10.1 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 19 \\ 1.1 \% \end{gathered}$ | $\begin{gathered} 11 \\ .23 \% \end{gathered}$ | $\begin{gathered} 30 \\ .45 \% \end{gathered}$ | $\begin{gathered} 97 \\ .74 \% \end{gathered}$ | $\begin{gathered} 55 \\ 3.01 \% \end{gathered}$ | $\begin{gathered} 13 \\ .27 \% \end{gathered}$ | $\begin{gathered} 68 \\ 1.03 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 4 \\ .21 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 6 \\ .09 \% \end{gathered}$ | $\begin{gathered} 16 \\ .12 \% \end{gathered}$ | $\begin{gathered} 9 \\ .47 \% \end{gathered}$ | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 11 \\ .16 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 9 \\ .07 \% \end{gathered}$ | $\begin{gathered} 5 \\ .26 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 6 \\ .1 \% \end{gathered}$ |
| Average | 81 | 75 | 76 | 77 | 83 | 75 | 77 |
| Median | 82 | 76 | 78 | 78 | 83 | 77 | 79 |
| 85th \%tile | 85 | 83 | 84 | 84 | 88 | 83 | 84 |
| \% over 55 | 100 | 99 | 99 | 99 | 100 | 98 | 99 |
| \% over 60 | 100 | 97 | 98 | 98 | 100 | 97 | 97 |
| \% over 65 | 99 | 89 | 92 | 92 | 99 | 90 | 92 |
| \% over 70 | 97 | 74 | 80 | 82 | 98 | 77 | 83 |
| \% over 75 | 91 | 56 | 65 | 66 | 94 | 58 | 68 |
| \% over 80 | 67 | 28 | 38 | 43 | 82 | 34 | 47 |

Idaho Transportation Department

## Annual Speed Distribution for 2017

| Site names: County: Funct Class: Location: | $00067$ <br> Power <br> R Principal Arterial - Interstate I-86 1.7 Mi. W of US-30 IC |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | W Lane2 | W Lane1 | W | Road | E Lane2 | E Lane1 | E |
| \% over 85 | 15 | 4 | 6 | 9 | 30 | 4 | 11 |
| Total | 1,701 | 4,867 | 6,568 | 13,157 | 1,827 | 4,761 | 6,588 |

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

Growth Factor Grp:

