## Idaho Transportation Department

Monthly Speed Distribution for November 2018

| Site names: | 00179 |
| :--- | :--- |
| 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 | $\begin{gathered} 6 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 5 \\ .29 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 5 \\ .29 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 9 \\ .27 \% \end{gathered}$ | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 7 \\ .45 \% \end{gathered}$ | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 7 \\ .45 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 20 \\ .6 \% \end{gathered}$ | $\begin{gathered} 4 \\ .25 \% \end{gathered}$ | $\begin{gathered} 16 \\ .97 \% \end{gathered}$ | $\begin{gathered} 4 \\ .25 \% \end{gathered}$ | $\begin{gathered} 16 \\ .97 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 55 \\ 1.62 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.05 \% \end{gathered}$ | $\begin{gathered} 37 \\ 2.23 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.05 \% \end{gathered}$ | $\begin{gathered} 37 \\ 2.23 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 157 \\ 4.59 \% \end{gathered}$ | $\begin{gathered} 64 \\ 3.66 \% \end{gathered}$ | $\begin{gathered} 93 \\ 5.56 \% \end{gathered}$ | $\begin{gathered} 64 \\ 3.66 \% \end{gathered}$ | $\begin{gathered} 93 \\ 5.56 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 326 \\ 9.55 \% \end{gathered}$ | $\begin{gathered} 150 \\ 8.59 \% \end{gathered}$ | $\begin{gathered} 176 \\ 10.56 \% \end{gathered}$ | $\begin{gathered} 150 \\ 8.59 \% \end{gathered}$ | $\begin{gathered} 176 \\ 10.56 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 700 \\ 20.49 \% \end{gathered}$ | $\begin{gathered} 328 \\ 18.75 \% \end{gathered}$ | $\begin{gathered} 372 \\ 22.32 \% \end{gathered}$ | $\begin{gathered} 328 \\ 18.75 \% \end{gathered}$ | $\begin{gathered} 372 \\ 22.32 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,199 \\ 35.11 \% \end{gathered}$ | $\begin{gathered} 612 \\ 34.99 \% \end{gathered}$ | $\begin{gathered} 587 \\ 35.24 \% \end{gathered}$ | $\begin{gathered} 612 \\ 34.99 \% \end{gathered}$ | $\begin{gathered} 587 \\ 35.24 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 789 \\ 23.09 \% \end{gathered}$ | $\begin{gathered} 477 \\ 27.28 \% \end{gathered}$ | $\begin{gathered} 311 \\ 18.7 \% \end{gathered}$ | $\begin{gathered} 477 \\ 27.28 \% \end{gathered}$ | $\begin{gathered} 311 \\ 18.7 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 136 \\ 3.97 \% \end{gathered}$ | $\begin{gathered} 81 \\ 4.64 \% \end{gathered}$ | $\begin{gathered} 55 \\ 3.27 \% \end{gathered}$ | $\begin{gathered} 81 \\ 4.64 \% \end{gathered}$ | $\begin{gathered} 55 \\ 3.27 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 15 \\ .44 \% \end{gathered}$ | $\begin{gathered} 10 \\ .55 \% \end{gathered}$ | $\begin{gathered} 5 \\ .32 \% \end{gathered}$ | $\begin{gathered} 10 \\ .55 \% \end{gathered}$ | $\begin{gathered} 5 \\ .32 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 51 | 52 | 50 | 52 | 50 |
| Median | 52 | 53 | 51 | 53 | 51 |
| 85th \%tile | 58 | 58 | 57 | 58 | 57 |
| \% over 55 | 28 | 33 | 22 | 33 | 22 |
| \% over 60 | 5 | 5 | 4 | 5 | 4 |
| \% over 65 | 1 | 1 | 0 | 1 | 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.

## Idaho Transportation Department

Monthly Speed Distribution for November 2018
Site names:
County:
Funct Class:

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

\multicolumn{1}{l}{| 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]
[^0]:    ***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

