## Idaho Transportation Department

Monthly Speed Distribution for December 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 | $\begin{gathered} 4 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 3 \\ .22 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 3 \\ .22 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 10 \\ .33 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 8 \\ .56 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 8 \\ .56 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 25 \\ .87 \% \end{gathered}$ | $\begin{gathered} 6 \\ .43 \% \end{gathered}$ | $\begin{gathered} 19 \\ 1.34 \% \end{gathered}$ | $\begin{gathered} 6 \\ .43 \% \end{gathered}$ | $\begin{gathered} 19 \\ 1.34 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 70 \\ 2.42 \% \end{gathered}$ | $\begin{gathered} 24 \\ 1.65 \% \end{gathered}$ | $\begin{gathered} 46 \\ 3.22 \% \end{gathered}$ | $\begin{gathered} 24 \\ 1.65 \% \end{gathered}$ | $\begin{gathered} 46 \\ 3.22 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 170 \\ 5.87 \% \end{gathered}$ | $\begin{aligned} & 74 \\ & 5 \% \end{aligned}$ | $\begin{gathered} 96 \\ 6.78 \% \end{gathered}$ | $\begin{aligned} & 74 \\ & 5 \% \end{aligned}$ | $\begin{gathered} 96 \\ 6.78 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 336 \\ 11.62 \% \end{gathered}$ | $\begin{gathered} 157 \\ 10.61 \% \end{gathered}$ | $\begin{gathered} 179 \\ 12.68 \% \end{gathered}$ | $\begin{gathered} 157 \\ 10.61 \% \end{gathered}$ | $\begin{gathered} 179 \\ 12.68 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 636 \\ 21.99 \% \end{gathered}$ | $\begin{gathered} 306 \\ 20.67 \% \end{gathered}$ | $\begin{gathered} 330 \\ 23.36 \% \end{gathered}$ | $\begin{gathered} 306 \\ 20.67 \% \end{gathered}$ | $\begin{gathered} 330 \\ 23.36 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 946 \\ 32.67 \% \end{gathered}$ | $\begin{gathered} 488 \\ 32.98 \% \end{gathered}$ | $\begin{gathered} 458 \\ 32.35 \% \end{gathered}$ | $\begin{gathered} 488 \\ 32.98 \% \end{gathered}$ | $\begin{gathered} 458 \\ 32.35 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 577 \\ 19.94 \% \end{gathered}$ | $\begin{gathered} 347 \\ 23.43 \% \end{gathered}$ | $\begin{gathered} 230 \\ 16.29 \% \end{gathered}$ | $\begin{gathered} 347 \\ 23.43 \% \end{gathered}$ | $\begin{gathered} 230 \\ 16.29 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 104 \\ 3.59 \% \end{gathered}$ | $\begin{gathered} 65 \\ 4.39 \% \end{gathered}$ | $\begin{gathered} 39 \\ 2.75 \% \end{gathered}$ | $\begin{gathered} 65 \\ 4.39 \% \end{gathered}$ | $\begin{gathered} 39 \\ 2.75 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 13 \\ .45 \% \end{gathered}$ | $\begin{gathered} 8 \\ .54 \% \end{gathered}$ | $\begin{gathered} 5 \\ .36 \% \end{gathered}$ | $\begin{gathered} 8 \\ .54 \% \end{gathered}$ | $\begin{gathered} 5 \\ .36 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 50 | 51 | 49 | 51 | 49 |
| Median | 51 | 52 | 50 | 52 | 50 |
| 85th \%tile | 57 | 58 | 56 | 58 | 56 |
| \% over 55 | 24 | 28 | 19 | 28 | 19 |
| \% over 60 | 4 | 5 | 3 | 5 | 3 |
| \% 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.

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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 | 2,895 | 1,480 | 1,414 | 1,480 | 1,414 |

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.

