## Idaho Transportation Department

Monthly Speed Distribution for December 2019

| 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 | $\begin{gathered} 4 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 3 \\ .23 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 3 \\ .23 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 8 \\ .27 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 7 \\ .49 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 7 \\ .49 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 21 \\ .74 \% \end{gathered}$ | $\begin{gathered} 4 \\ .28 \% \end{gathered}$ | $\begin{gathered} 17 \\ 1.22 \% \end{gathered}$ | $\begin{gathered} 4 \\ .28 \% \end{gathered}$ | $\begin{gathered} 17 \\ 1.22 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 66 \\ 2.3 \% \end{gathered}$ | $\begin{gathered} 19 \\ 1.28 \% \end{gathered}$ | $\begin{gathered} 47 \\ 3.36 \% \end{gathered}$ | $\begin{gathered} 19 \\ 1.28 \% \end{gathered}$ | $\begin{gathered} 47 \\ 3.36 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 171 \\ 5.92 \% \end{gathered}$ | $\begin{gathered} 60 \\ 4.11 \% \end{gathered}$ | $\begin{gathered} 110 \\ 7.79 \% \end{gathered}$ | $\begin{gathered} 60 \\ 4.11 \% \end{gathered}$ | $\begin{gathered} 110 \\ 7.79 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 335 \\ 11.62 \% \end{gathered}$ | $\begin{gathered} 148 \\ 10.12 \% \end{gathered}$ | $\begin{gathered} 187 \\ 13.18 \% \end{gathered}$ | $\begin{gathered} 148 \\ 10.12 \% \end{gathered}$ | $\begin{gathered} 187 \\ 13.18 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 618 \\ 21.44 \% \end{gathered}$ | $\begin{gathered} 292 \\ 19.94 \% \end{gathered}$ | $\begin{gathered} 326 \\ 22.99 \% \end{gathered}$ | $\begin{gathered} 292 \\ 19.94 \% \end{gathered}$ | $\begin{gathered} 326 \\ 22.99 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 958 \\ 33.25 \% \end{gathered}$ | $\begin{gathered} 503 \\ 34.32 \% \end{gathered}$ | $\begin{gathered} 455 \\ 32.14 \% \end{gathered}$ | $\begin{gathered} 503 \\ 34.32 \% \end{gathered}$ | $\begin{gathered} 455 \\ 32.14 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 587 \\ 20.35 \% \end{gathered}$ | $\begin{gathered} 366 \\ 24.96 \% \end{gathered}$ | $\begin{gathered} 221 \\ 15.58 \% \end{gathered}$ | $\begin{gathered} 366 \\ 24.96 \% \end{gathered}$ | $\begin{gathered} 221 \\ 15.58 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 99 \\ 3.45 \% \end{gathered}$ | $\begin{gathered} 62 \\ 4.21 \% \end{gathered}$ | $\begin{gathered} 38 \\ 2.66 \% \end{gathered}$ | $\begin{gathered} 62 \\ 4.21 \% \end{gathered}$ | $\begin{gathered} 38 \\ 2.66 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 12 \\ .41 \% \end{gathered}$ | $\begin{gathered} 8 \\ .51 \% \end{gathered}$ | $\begin{gathered} 4 \\ .31 \% \end{gathered}$ | $\begin{gathered} 8 \\ .51 \% \end{gathered}$ | $\begin{gathered} 4 \\ .31 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 50 | 51 | 49 | 51 | 49 |
| Median | 51 | 52 | 50 | 52 | 50 |
| 85th \%tile | 57 | 58 | 56 | 58 | 56 |
| \% over 55 | 24 | 30 | 19 | 30 | 19 |
| \% over 60 | 4 | 5 | 3 | 5 | 3 |
| \% over 65 | 0 | 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 | 2,882 | 1,466 | 1,416 | 1,466 | 1,416 |

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.

