

Idaho Transportation Department

Annual Speed Distribution for 2018

Site names: 00002
 County: Ada
 Funct Class: U Principal Arterial - Interstate
 Location: I-84 1.4 Mi. SE of Gowen Rd IC

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

| | Road | SE | NW | SE Lane1 | SE lane2 | NW Lane2 | NW Lane1 | SE lane2 | SE Lane1 | SE | Road |
|------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------|----------|----|------|
| 0-20 | 14 .05% | 8 .06% | 6 .04% | 3 .04% | 6 .1% | 4 .07% | 2 .03% | 0 | 0 | 0 | 0 |
| 20-25 | 1 0% | 1 0% | 0 0% | 0 0% | 0 .01% | 0 0% | 0 0% | 0 | 0 | 0 | 0 |
| 25-30 | 1 0% | 1 .01% | 0 0% | 0 .01% | 0 0% | 0 0% | 0 0% | 0 | 0 | 0 | 0 |
| 30-35 | 3 .01% | 2 .01% | 1 .01% | 1 .01% | 0 .01% | 0 0% | 1 .01% | 0 | 0 | 0 | 0 |
| 35-40 | 6 .02% | 3 .02% | 3 .02% | 3 .03% | 1 .01% | 0 .01% | 3 .03% | 0 | 0 | 0 | 0 |
| 40-45 | 12 .04% | 6 .05% | 6 .04% | 5 .07% | 1 .02% | 1 .01% | 5 .06% | 0 | 0 | 0 | 0 |
| 45-50 | 22 .08% | 12 .09% | 10 .07% | 10 .13% | 2 .03% | 1 .02% | 9 .11% | 0 | 0 | 0 | 0 |
| 50-55 | 74 .27% | 39 .29% | 35 .26% | 35 .45% | 3 .06% | 3 .05% | 32 .4% | 0 | 0 | 0 | 0 |
| 55-60 | 329 1.21% | 174 1.29% | 154 1.14% | 164 2.09% | 10 .17% | 8 .14% | 146 1.8% | 0 | 0 | 0 | 0 |
| 60-65 | 1,870 6.91% | 963 7.12% | 907 6.69% | 898 11.43% | 65 1.15% | 32 .59% | 875 10.78% | 0 | 0 | 0 | 0 |
| 65-70 | 3,544 13.09% | 1,873 13.85% | 1,671 12.33% | 1,619 20.62% | 253 4.47% | 127 2.34% | 1,544 19.02% | 0 | 0 | 0 | 0 |
| 70-75 | 4,504 16.64% | 2,374 17.56% | 2,130 15.71% | 1,678 21.36% | 697 12.3% | 419 7.7% | 1,711 21.07% | 0 | 0 | 0 | 0 |
| 75-80 | 5,244 19.37% | 2,815 20.83% | 2,429 17.92% | 1,397 17.79% | 1,418 25.04% | 897 16.49% | 1,532 18.88% | 0 | 0 | 0 | 0 |
| 80-85 | 8,183 30.22% | 4,061 30.04% | 4,122 30.41% | 1,603 20.41% | 2,458 43.4% | 2,314 42.56% | 1,807 22.27% | 0 | 0 | 0 | 0 |
| 85-90 | 2,849 10.52% | 1,060 7.84% | 1,790 13.2% | 386 4.91% | 674 11.9% | 1,385 25.47% | 405 4.99% | 0 | 0 | 0 | 0 |
| 90-95 | 358 1.32% | 108 .8% | 250 1.84% | 44 .56% | 64 1.13% | 214 3.94% | 35 .44% | 0 | 0 | 0 | 0 |
| 95-100 | 40 .15% | 12 .09% | 28 .2% | 5 .06% | 7 .13% | 23 .42% | 5 .06% | 0 | 0 | 0 | 0 |
| 100-120 | 19 .07% | 7 .05% | 13 .09% | 2 .03% | 4 .07% | 9 .17% | 3 .04% | 0 | 0 | 0 | 0 |
| Average | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 74 | 76 | 77 |
| Median | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 74 | 77 | 78 |
| 85th %tile | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 83 | 84 | 85 |
| % over 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 99 | 99 | 100 |
| % over 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 97 | 98 | 98 |
| % over 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 86 | 91 | 91 |
| % over 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 65 | 77 | 78 |
| % over 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 44 | 60 | 62 |
| % over 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 26 | 39 | 42 |

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| | Road | SE | NW | SE Lane1 | SE lane2 | NW Lane2 | NW Lane1 | SE lane2 | SE Lane1 | SE | Road |
|-----------|--------|--------|--------|----------|----------|----------|----------|----------|----------|----|------|
| % over 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 6 | 9 | 12 |
| Total | 27,072 | 13,517 | 13,555 | 7,854 | 5,663 | 5,437 | 8,118 | 0 | 0 | 0 | 0 |

| | NW Lane2 | NW Lane1 | NW |
|------------|----------|----------|-----|
| 0-20 | 0 | 0 | 0 |
| 20-25 | 0 | 0 | 0 |
| 25-30 | 0 | 0 | 0 |
| 30-35 | 0 | 0 | 0 |
| 35-40 | 0 | 0 | 0 |
| 40-45 | 0 | 0 | 0 |
| 45-50 | 0 | 0 | 0 |
| 50-55 | 0 | 0 | 0 |
| 55-60 | 0 | 0 | 0 |
| 60-65 | 0 | 0 | 0 |
| 65-70 | 0 | 0 | 0 |
| 70-75 | 0 | 0 | 0 |
| 75-80 | 0 | 0 | 0 |
| 80-85 | 0 | 0 | 0 |
| 85-90 | 0 | 0 | 0 |
| 90-95 | 0 | 0 | 0 |
| 95-100 | 0 | 0 | 0 |
| 100-120 | 0 | 0 | 0 |
| Average | 82 | 74 | 77 |
| Median | 83 | 74 | 79 |
| 85th %tile | 88 | 83 | 85 |
| % over 55 | 100 | 99 | 100 |
| % over 60 | 100 | 98 | 98 |

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|-----------|----------|----------|----|
| % over 65 | 99 | 87 | 92 |
| % over 70 | 97 | 68 | 79 |
| % over 75 | 89 | 47 | 64 |
| % over 80 | 73 | 28 | 46 |
| % over 85 | 30 | 6 | 15 |
| Total | 0 | 0 | 0 |