Idaho Transportation Department Monthly Speed Distribution for February 2021

Site names: 00194 County: Canyon

Funct Class: U Principal Arterial - Interstate Location: I-84 0.4 Mi. NW of 10th St, Caldwell Seasonal Factor Grp: 2
Daily Factor Grp: 2
Axle Factor Grp: 3
Growth Factor Grp:

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	Road	SE	NW	SE Lane1	SE lane2	NW Lane3	NW Lane2	NW Lane1
0-30	44	28	16	8	20	1	10	5
	.09%	.11%	.07%	.06%	.18%	.02%	.09%	.09%
30-35	39	24	15	18	6	0	10	5
	.08%	.09%	.06%	.12%	.05%	.01%	.09%	.09%
35-40	104	62	43	51	11	2	26	14
	.21%	.24%	.17%	.34%	.1%	.03%	.23%	.28%
40-45	222	129	92	106	23	7	50	35
	.44%	.51%	.38%	.72%	.22%	.09%	.44%	.67%
45-50	475	285	190	243	42	17	82	91
	.95%	1.12%	.78%	1.64%	.39%	.21%	.73%	1.76%
50-55	1,433	894	539	809	85	25	220	295
	2.87%	3.51%	2.2%	5.47%	.79%	.31%	1.95%	5.67%
55-60	4,113	2,458	1,655	2,182	276	63	790	802
	8.23%	9.64%	6.76%	14.75%	2.57%	.78%	7.02%	15.43%
60-65	10,773	5,848	4,925	4,441	1,407	376	2,984	1,564
	21.55%	22.92%	20.12%	30.02%	13.13%	4.69%	26.51%	30.08%
65-70	15,800	8,374	7,427	4,565	3,808	1,734	4,286	1,407
	31.61%	32.82%	30.35%	30.86%	35.54%	21.64%	38.08%	27.05%
70-75	11,596	5,618	5,978	1,937	3,681	3,119	2,168	692
	23.2%	22.02%	24.43%	13.09%	34.35%	38.91%	19.26%	13.3%
75-80	4,246	1,530	2,717	369	1,161	1,990	513	213
	8.5%	6%	11.1%	2.49%	10.83%	24.83%	4.56%	4.1%
80-85	896	216	680	51	166	541	88	51
	1.79%	.85%	2.78%	.34%	1.55%	6.75%	.78%	.97%
85-90	167 .33%	30 .12%	137 .56%	9 .06%	21 .19%	104 1.3%	19 .17%	15 .28%
90-95	42	9	33	3	6	22	5	6
	.08%	.04%	.14%	.02%	.06%	.28%	.04%	.12%
95-120	30	6	24	2	4	13	5	6
	.06%	.02%	.1%	.01%	.04%	.17%	.04%	.12%
Average	67	66	68	64	69	73	66	64
Median	67	67	68	64	70	73	67	64
85th %tile	74	73	75	70	75	79	73	71
% over 55	95	94	96	92	98	99	96	91
% over 60	87	85	90	77	96	99	89	76
% over 65	66	62	69	47	83	94	63	46
% over 70	34	29	39	16	47	72	25	19
% over 75	11	7	15	3	13	33	6	6
% over 80	2	1	4	0	2	8	1	1
% over 85	0	0	1	0	0	2	0	1
Total	49,983	25,512	24,471	14,795	10,717	8,015	11,255	5,201

^{***}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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