## Idaho Transportation Department

 Monthly Speed Distribution for October 2022| Site names: | 00196 | Seasonal Factor Grp: |  |
| :--- | :--- | :--- | :--- |
| County: | Canyon | Daily Factor Grp: | 3 |
| Funct Class: | UPrincipal Arterial - Interstate | Axle Factor Grp: |  |
| Location: | I-84 0.36 Mi . NW of US-20 IC \#26 (WB) | Growth Factor Grp: |  |


|  | Road | E | W | E Lane1 | E Lane2 | W Lane2 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $0-30$ | 2 | 1 | 2 | 0 | 0 | 0 | 2 |
|  | $.01 \%$ | $0 \%$ | $.01 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $.01 \%$ |
| $30-35$ | 2 | 0 | 1 | 0 | 0 | 0 | 1 |
|  | $0 \%$ | $0 \%$ | $.01 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $.01 \%$ |


| $35-40$ | 4 | 1 | 4 | 0 | 0 | 0 | 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $.01 \%$ | $0 \%$ | $.02 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $.02 \%$ |
| $40-45$ | 12 | 3 | 10 | 0 | 0 | 0 | 0 |
|  | $.03 \%$ | $.01 \%$ | $.05 \%$ | $.01 \%$ | $.02 \%$ | $.01 \%$ | 9 |
| $45-50$ | 38 | 10 | 27 | 1 | 9 | 2 | $.07 \%$ |
|  | $.08 \%$ | $.05 \%$ | $.13 \%$ | $.01 \%$ | $.07 \%$ | $.02 \%$ | $.19 \%$ |


| $50-55$ | 156 <br>  | $.35 \%$ | 70 | 86 | 5 | 65 | 6 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 868 | 461 | $.4 \%$ | $.05 \%$ | $.49 \%$ | $.08 \%$ | 80 |
|  | $1.95 \%$ | $2.01 \%$ | $1.89 \%$ | .22 | 439 | 24 | 384 |
|  |  | $.23 \%$ | $3.29 \%$ | $.29 \%$ | $2.86 \%$ |  |  |


| 60-65 | $\begin{gathered} 5,483 \\ 12.32 \% \end{gathered}$ | $\begin{gathered} 3,322 \\ 14.51 \% \end{gathered}$ | $\begin{gathered} 2,161 \\ 10.01 \% \end{gathered}$ | $\begin{gathered} 243 \\ 2.54 \% \end{gathered}$ | $\begin{gathered} 3,079 \\ 23.07 \% \end{gathered}$ | $\begin{gathered} 256 \\ 3.12 \% \end{gathered}$ | $\begin{gathered} 1,905 \\ 14.22 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 65-70 | $\begin{aligned} & 12,479 \\ & 28.05 \% \end{aligned}$ | $\begin{gathered} 6,886 \\ 30.08 \% \end{gathered}$ | $\begin{gathered} \hline 5,593 \\ 25.89 \% \end{gathered}$ | $\begin{gathered} 1,421 \\ 14.89 \% \end{gathered}$ | $\begin{gathered} 5,465 \\ 40.95 \% \end{gathered}$ | $\begin{gathered} 1,232 \\ 15.01 \% \end{gathered}$ | $\begin{gathered} \hline 4,361 \\ 32.56 \% \end{gathered}$ |
| 70-75 | $\begin{aligned} & 13,324 \\ & 29.95 \% \end{aligned}$ | $\begin{aligned} & 6,387 \\ & 27.9 \% \end{aligned}$ | $\begin{gathered} 6,937 \\ 32.12 \% \end{gathered}$ | $\begin{aligned} & 3,216 \\ & 33.7 \% \end{aligned}$ | $\begin{gathered} 3,171 \\ 23.76 \% \end{gathered}$ | $\begin{gathered} 2,775 \\ 33.83 \% \end{gathered}$ | $\begin{gathered} 4,162 \\ 31.07 \% \end{gathered}$ |


| $75-80$ | 8,508 <br> $19.12 \%$ | 3,934 <br> $17.18 \%$ | 4,575 <br> $21.18 \%$ | 3,019 <br> $31.63 \%$ | 915 <br> $6.85 \%$ | 2,674 <br> $32.6 \%$ | 1,900 <br> $14.19 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $80-85$ | 2,868 <br> $6.45 \%$ | 1,419 <br> $6.2 \%$ | 1,448 <br> $6.71 \%$ | 1,248 <br> $13.08 \%$ | 171 <br> $1.28 \%$ | 1,001 <br> $12.21 \%$ | 447 <br> $3.34 \%$ |
| $85-90$ | 571 <br> $1.28 \%$ | 303 <br> $1.32 \%$ | 268 <br> $1.24 \%$ | 280 <br> $2.93 \%$ | 23 <br> $.17 \%$ | 185 <br> $2.26 \%$ | 83 <br> $.62 \%$ |
| $90-95$ | 111 <br> $.25 \%$ | 60 <br> $.26 \%$ | 50 <br> $.23 \%$ | 56 <br> $.59 \%$ | 4 <br> $.03 \%$ | 32 <br> $.39 \%$ | 18 <br> $.14 \%$ |
| $95-120$ | 62 <br> $.14 \%$ | 34 <br> $.15 \%$ | 28 <br> $.13 \%$ | 32 <br> $.34 \%$ | 2 <br> $.01 \%$ | 14 <br> $.17 \%$ | 14 <br> $.1 \%$ |
| Average | 71 | 71 | 72 | 75 | 68 | 75 | 70 |
| Median | 71 | 71 | 72 | 75 | 68 | 75 | 70 |
| 85 th \%tile | 78 | 78 | 78 | 81 | 74 | 80 | 76 |
| \% over 55 | 100 | 100 | 99 | 100 | 99 | 100 | 99 |
| \% over 60 | 98 | 98 | 98 | 100 | 96 | 100 | 96 |
| \% over 65 | 85 | 83 | 88 | 97 | 73 | 96 | 82 |
| $\%$ over 70 | 57 | 53 | 62 | 82 | 32 | 81 | 49 |
| \% over 75 | 27 | 25 | 29 | 49 | 8 | 48 | 18 |
| $\%$ over 80 | 8 | 8 | 8 | 17 | 1 | 15 | 4 |
| \% over 85 | 2 | 2 | 2 | 4 | 0 | 3 | 1 |
| Total | 44,489 | 22,891 | 21,599 | 9,544 | 13,346 | 8,203 | 13,395 |

***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

