## Idaho Transportation Department

Monthly Speed Distribution for June 2019

| Site names: | 00263 |
| :--- | :--- |
| County: | Ada |
| Funct Class: | U Principal Arterial - Interstate |
| Location: | I-84 0.3 Mi . W of Cole-Overland IC, Boise |

Seasonal Factor Grp: 1 Daily Factor Grp: 2 Axle Factor Grp: Growth Factor Grp:

|  | Road | SE | NW | SE Lane1 | SE lane2 | SE lane3 | SE lane4 | SE lane5 | SE lane6 | NW Lane4 | NW Lane3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0-30 | $\begin{aligned} & 1,756 \\ & 1.7 \% \end{aligned}$ | $\begin{gathered} 71 \\ .12 \% \end{gathered}$ | $\begin{aligned} & 1,684 \\ & 3.9 \% \end{aligned}$ | $\begin{gathered} 60 \\ .97 \% \end{gathered}$ | $\begin{gathered} 3 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 4 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 673 \\ 9.11 \% \end{gathered}$ | $\begin{gathered} 587 \\ 4.66 \% \end{gathered}$ |
| 30-35 | $\begin{aligned} & 289 \\ & .28 \% \end{aligned}$ | $\begin{gathered} 55 \\ .09 \% \end{gathered}$ | $\begin{aligned} & 234 \\ & .54 \% \end{aligned}$ | $\begin{gathered} 47 \\ .75 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .01 \% \end{gathered}$ | $\begin{gathered} 56 \\ .76 \% \end{gathered}$ | $\begin{aligned} & 50 \\ & .4 \% \end{aligned}$ |
| 35-40 | $\begin{aligned} & 558 \\ & .54 \% \end{aligned}$ | $\begin{aligned} & 310 \\ & .52 \% \end{aligned}$ | $\begin{aligned} & 248 \\ & .57 \% \end{aligned}$ | $\begin{gathered} 292 \\ 4.7 \% \end{gathered}$ | $\begin{gathered} 4 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 3 \\ .04 \% \end{gathered}$ | $\begin{gathered} 3 \\ .03 \% \end{gathered}$ | $\begin{gathered} 6 \\ .05 \% \end{gathered}$ | $\begin{gathered} 40 \\ .54 \% \end{gathered}$ | $\begin{gathered} 39 \\ .31 \% \end{gathered}$ |
| 40-45 | $\begin{aligned} & 1,647 \\ & 1.6 \% \end{aligned}$ | $\begin{aligned} & 1,324 \\ & 2.21 \% \end{aligned}$ | $\begin{aligned} & .323 \\ & .75 \% \end{aligned}$ | $\begin{gathered} 1,296 \\ 20.83 \% \end{gathered}$ | $\begin{gathered} 11 \\ .14 \% \end{gathered}$ | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 4 \\ .04 \% \end{gathered}$ | $\begin{gathered} 4 \\ .03 \% \end{gathered}$ | $\begin{gathered} 6 \\ .05 \% \end{gathered}$ | $\begin{gathered} 34 \\ .45 \% \end{gathered}$ | $\begin{gathered} 31 \\ .25 \% \end{gathered}$ |
| 45-50 | $\begin{aligned} & 2,922 \\ & 2.84 \% \end{aligned}$ | $\begin{aligned} & 2,425 \\ & 4.05 \% \end{aligned}$ | $\begin{gathered} 497 \\ 1.15 \% \end{gathered}$ | $\begin{gathered} 2,350 \\ 37.78 \% \end{gathered}$ | $\begin{gathered} \hline 43 \\ .54 \% \end{gathered}$ | $\begin{gathered} 11 \\ .16 \% \end{gathered}$ | $\begin{gathered} 8 \\ .09 \% \end{gathered}$ | $\begin{gathered} 6 \\ .05 \% \end{gathered}$ | $\begin{gathered} 6 \\ .05 \% \end{gathered}$ | $\begin{gathered} 30 \\ .41 \% \end{gathered}$ | $\begin{gathered} 30 \\ .24 \% \end{gathered}$ |
| 50-55 | $\begin{aligned} & \hline 3,160 \\ & 3.07 \% \end{aligned}$ | $\begin{gathered} 1,971 \\ 3.29 \% \end{gathered}$ | $\begin{gathered} 1,189 \\ 2.75 \% \end{gathered}$ | $\begin{gathered} 1,600 \\ 25.73 \% \end{gathered}$ | $\begin{gathered} 241 \\ 3.05 \% \end{gathered}$ | $\begin{gathered} 68 \\ .93 \% \end{gathered}$ | $\begin{gathered} 27 \\ .29 \% \end{gathered}$ | $\begin{gathered} 21 \\ .18 \% \end{gathered}$ | $\begin{gathered} 12 \\ .1 \% \end{gathered}$ | $\begin{gathered} 35 \\ .47 \% \end{gathered}$ | $\begin{gathered} 43 \\ .34 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 6,245 \\ 6.06 \% \end{gathered}$ | $\begin{aligned} & 2,511 \\ & 4.2 \% \end{aligned}$ | $\begin{aligned} & 3,735 \\ & 8.65 \% \end{aligned}$ | $\begin{gathered} 474 \\ 7.63 \% \end{gathered}$ | $\begin{gathered} 1,122 \\ 14.22 \% \end{gathered}$ | $\begin{gathered} 439 \\ 6.03 \% \end{gathered}$ | $\begin{gathered} 208 \\ 2.28 \% \end{gathered}$ | $\begin{gathered} 162 \\ 1.44 \% \end{gathered}$ | $\begin{gathered} 99 \\ .8 \% \end{gathered}$ | $\begin{gathered} 59 \\ .79 \% \end{gathered}$ | $\begin{gathered} 182 \\ 1.44 \% \end{gathered}$ |
| 60-65 | $\begin{aligned} & 18,199 \\ & 17.67 \% \end{aligned}$ | $\begin{gathered} 8,670 \\ 14.49 \% \end{gathered}$ | $\begin{gathered} 9,529 \\ 22.07 \% \end{gathered}$ | $\begin{gathered} 84 \\ 1.35 \% \end{gathered}$ | $\begin{gathered} 2,770 \\ 35.11 \% \end{gathered}$ | $\begin{gathered} 1,850 \\ 25.42 \% \end{gathered}$ | $\begin{aligned} & 1,408 \\ & 15.4 \% \end{aligned}$ | $\begin{aligned} & 1,397 \\ & 12.4 \% \end{aligned}$ | $\begin{gathered} 1,097 \\ 8.93 \% \end{gathered}$ | $\begin{gathered} 282 \\ 3.82 \% \end{gathered}$ | $\begin{gathered} 1,756 \\ 13.93 \% \end{gathered}$ |
| 65-70 | $\begin{aligned} & 34,015 \\ & 33.02 \% \end{aligned}$ | $\begin{aligned} & 20,030 \\ & 33.47 \% \end{aligned}$ | $\begin{aligned} & 13,986 \\ & 32.4 \% \end{aligned}$ | $\begin{gathered} 13 \\ .21 \% \end{gathered}$ | $\begin{gathered} 2,518 \\ 31.91 \% \end{gathered}$ | $\begin{gathered} 2,873 \\ 39.49 \% \end{gathered}$ | $\begin{gathered} 3,887 \\ 42.53 \% \end{gathered}$ | $\begin{aligned} & \hline 4,834 \\ & 42.9 \% \end{aligned}$ | $\begin{gathered} 5,050 \\ 41.1 \% \end{gathered}$ | $\begin{gathered} 1,553 \\ 21.02 \% \end{gathered}$ | $\begin{gathered} 5,373 \\ 42.64 \% \end{gathered}$ |
| 70-75 | $\begin{aligned} & 26,586 \\ & 25.81 \% \end{aligned}$ | $\begin{gathered} 17,218 \\ 28.77 \% \end{gathered}$ | $\begin{gathered} 9,368 \\ 21.7 \% \end{gathered}$ | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 990 \\ 12.55 \% \end{gathered}$ | $\begin{gathered} 1,627 \\ 22.37 \% \end{gathered}$ | $\begin{gathered} 2,908 \\ 31.82 \% \end{gathered}$ | $\begin{gathered} 3,941 \\ 34.98 \% \end{gathered}$ | $\begin{gathered} 4,835 \\ 39.36 \% \end{gathered}$ | $\begin{gathered} 3,237 \\ 43.81 \% \end{gathered}$ | $\begin{gathered} 3,840 \\ 30.47 \% \end{gathered}$ |
| 75-80 | $\begin{aligned} & 6,210 \\ & 6.03 \% \end{aligned}$ | $\begin{aligned} & 4,280 \\ & 7.15 \% \end{aligned}$ | $\begin{gathered} 1,930 \\ 4.47 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} \hline 150 \\ 1.9 \% \end{gathered}$ | $\begin{gathered} 321 \\ 4.41 \% \end{gathered}$ | $\begin{gathered} 563 \\ 6.16 \% \end{gathered}$ | $\begin{gathered} 759 \\ 6.73 \% \end{gathered}$ | $\begin{gathered} 996 \\ 8.11 \% \end{gathered}$ | $\begin{gathered} 1,097 \\ 14.85 \% \end{gathered}$ | $\begin{gathered} 568 \\ 4.5 \% \end{gathered}$ |
| 80-85 | $\begin{aligned} & 1,206 \\ & 1.17 \% \end{aligned}$ | $\begin{gathered} 831 \\ 1.39 \% \end{gathered}$ | $\begin{aligned} & 375 \\ & .87 \% \end{aligned}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 30 \\ .38 \% \end{gathered}$ | $\begin{gathered} 62 \\ .85 \% \end{gathered}$ | $\begin{gathered} 98 \\ 1.07 \% \end{gathered}$ | $\begin{gathered} 117 \\ 1.04 \% \end{gathered}$ | $\begin{gathered} 153 \\ 1.24 \% \end{gathered}$ | $\begin{gathered} 245 \\ 3.32 \% \end{gathered}$ | $\begin{gathered} 86 \\ .68 \% \end{gathered}$ |
| 85-90 | $\begin{aligned} & 162 \\ & .16 \% \end{aligned}$ | $\begin{gathered} 110 \\ .18 \% \end{gathered}$ | $\begin{gathered} 52 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 6 \\ .08 \% \end{gathered}$ | $\begin{gathered} 11 \\ .15 \% \end{gathered}$ | $\begin{gathered} 13 \\ .15 \% \end{gathered}$ | $\begin{gathered} 16 \\ .14 \% \end{gathered}$ | $\begin{gathered} 17 \\ .14 \% \end{gathered}$ | $\begin{gathered} 34 \\ .46 \% \end{gathered}$ | $\begin{gathered} 12 \\ .1 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 39 \\ .04 \% \end{gathered}$ | $\begin{gathered} 27 \\ .05 \% \end{gathered}$ | $\begin{gathered} 12 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 4 \\ .04 \% \end{gathered}$ | $\begin{gathered} 4 \\ .03 \% \end{gathered}$ | $\begin{gathered} 4 \\ .04 \% \end{gathered}$ | $\begin{gathered} 8 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ |
| 95-120 | $\begin{gathered} 22 \\ .02 \% \end{gathered}$ | $\begin{gathered} 16 \\ .03 \% \end{gathered}$ | $\begin{gathered} 6 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 3 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 4 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ |
| Average | 66 | 67 | 64 | 48 | 65 | 67 | 69 | 69 | 70 | 66 | 66 |
| Median | 67 | 68 | 66 | 48 | 65 | 67 | 69 | 69 | 70 | 71 | 68 |
| 85th \%tile | 74 | 74 | 73 | 54 | 70 | 73 | 74 | 74 | 74 | 76 | 73 |
| \% over 55 | 90 | 90 | 90 | 9 | 96 | 99 | 99 | 100 | 100 | 88 | 94 |
| \% over 60 | 84 | 86 | 82 | 2 | 82 | 93 | 97 | 98 | 99 | 87 | 92 |
| \% over 65 | 66 | 71 | 60 | 0 | 47 | 67 | 82 | 86 | 90 | 84 | 78 |
| \% over 70 | 33 | 38 | 27 | 0 | 15 | 28 | 39 | 43 | 49 | 63 | 36 |
| \% over 75 | 7 | 9 | 6 | 0 | 2 | 5 | 7 | 8 | 10 | 19 | 5 |
| \% over 80 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 4 | 1 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Total | 103,016 | 59,847 | 43,169 | 6,220 | 7,890 | 7,275 | 9,140 | 11,268 | 12,286 | 7,388 | 12,602 |

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

## Idaho Transportation Department

Monthly Speed Distribution for June 2019

| Site names: | 00263 |
| :--- | :--- |
| County: | Ada |
| Funct Class: | U Principal Arterial - Interstate |
| Location: | I-84 0.3 Mi . W of Cole-Overland IC, Boise |


|  | NW Lane2 | NW Lane1 | null |
| :---: | :---: | :---: | :---: |
| $0-30$ | 406 <br> $3.42 \%$ | 18 <br> $.16 \%$ | 1 <br> $.01 \%$ |
| $30-35$ | 98 <br> $82 \%$ | 30 <br> $27 \%$ | 0 <br> $0 \%$ |


| $35-40$ | $.82 \%$ | $.27 \%$ | 0 <br> $0 \%$ |
| :---: | :---: | :---: | :---: |
|  | $.7 \%$ | 85 | 0 |
|  | $.75 \%$ | $0 \%$ |  |
|  | $.53 \%$ | 1735 | 0 |


|  | $.53 \%$ | $1.73 \%$ | $.01 \%$ |
| :---: | :---: | :---: | :---: |
| $45-50$ | 56 | 380 | 1 |
|  | $.47 \%$ | $3.36 \%$ | $.02 \%$ |
| $50-55$ | 115 | 996 | 2 |
|  | $.97 \%$ | $8.81 \%$ | $.04 \%$ |
| $55-60$ | 628 | 2,866 | 7 |
|  | $5.29 \%$ | $25.35 \%$ | $.12 \%$ |


| $60-65$ | 3,387 | 4,104 | 64 |
| :---: | :---: | :---: | :---: |
|  | $28.53 \%$ | $36.3 \%$ | $1.12 \%$ |
| $65-70$ | 4,984 | 2,076 | 855 |
|  | $41.97 \%$ | $18.36 \%$ | $14.83 \%$ |
| $70-75$ | 1,812 | 479 | 2,913 |
|  | $15.26 \%$ | $4.24 \%$ | $50.51 \%$ |
| $75-80$ | 205 | 60 | 1,491 |
|  | $1.73 \%$ | $.53 \%$ | $25.85 \%$ |


| $80-85$ | 30 <br> $.25 \%$ | 13 <br> $.12 \%$ | 372 <br> $6.44 \%$ |
| :---: | :---: | :---: | :---: |
|  | 3 <br> $.03 \%$ | 2 <br> $.02 \%$ | 46 |
|  | $.8 \%$ |  |  |
|  |  |  |  |


| $90-95$ | 1 <br> $.01 \%$ | 1 <br> $.01 \%$ | 10 <br> $.17 \%$ |
| :---: | :---: | :---: | :---: |
| $95-120$ | 1 <br> $.01 \%$ | 1 <br> $0 \%$ | 5 <br> $.09 \%$ |
| Average | 64 | 61 | 74 |
| Median | 66 | 01 |  |


| Median | 66 | 61 | 73 |
| :---: | :---: | :---: | :---: |
| 85th \%tile | 71 | 67 | 79 |
| \% over 55 | 93 | 85 | 100 |
| \% over 60 | 88 | 60 | 100 |
| \% over 65 | 59 | 23 | 99 |
| \% over 70 | 17 | 5 | 84 |
| \% over 75 | 2 | 1 | 33 |
| \% over 80 | 0 | 0 | 7 |
| \% over 85 | 0 | 0 | 1 |
| Total | 11,874 | 11,306 | 5,767 |

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

