## Idaho Transportation Department

 Monthly Speed Distribution for January 2024| Site names: | 00030 | Seasonal Factor Grp: |
| :--- | :--- | :--- |
| County: | Cassia | Daily Factor Grp: |
| Funct Class: | R Principal Arterial - Interstate | Axle Factor Grp: |
| Location: | I-84 5.65 Mi. W of Idahome Rd. IC (WB) | Growth Factor Grp: |


|  | Road | SE | NW | SE Lane1 | SE lane2 | NW Lane2 | NW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $0-30$ | 7 | 5 | 2 | 4 | 1 | 0 | 2 |
|  | $.08 \%$ | $.12 \%$ | $.04 \%$ | $.14 \%$ | $.07 \%$ | $.01 \%$ | $.05 \%$ |
| $30-35$ | 10 | 7 | 3 | 6 | 1 | 0 | 3 |
|  | $.12 \%$ | $.17 \%$ | $.07 \%$ | $.19 \%$ | $.09 \%$ | $.03 \%$ | $.08 \%$ |


| $35-40$ | 20 | 13 | 7 | 12 | 1 | 0 | 7 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $.24 \%$ | $.31 \%$ | $.18 \%$ | $.36 \%$ | $.12 \%$ | $.03 \%$ | $.21 \%$ |
| $40-45$ | 45 | 27 | 18 | 23 | 4 | 1 | 17 |
|  | $.54 \%$ | $.65 \%$ | $.43 \%$ | $.71 \%$ | $.42 \%$ | $.14 \%$ | $.5 \%$ |


| $45-50$ | 82 | 44 | 38 | 39 | 5 | 3 | 35 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $.99 \%$ | $1.07 \%$ | $.92 \%$ | $1.22 \%$ | $.52 \%$ | $.37 \%$ | $1.06 \%$ |
| $50-55$ | 143 | 71 | 71 | 64 | 7 | 5 | 67 |
|  | $1.72 \%$ | $1.73 \%$ | $1.71 \%$ | $2 \%$ | $.77 \%$ | $.53 \%$ |  |
| $55-60$ | 250 | 107 | 143 | 97 | 10 | 8 | 135 |
|  | $3.02 \%$ | $2.61 \%$ | $3.41 \%$ | $3.02 \%$ | $1.12 \%$ | $.89 \%$ | $4.09 \%$ |
|  | 686 | 244 | 442 | 223 | 22 |  |  |


| $60-65$ | 686 | 244 | 442 | 223 | 22 | 18 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $8.28 \%$ | $5.95 \%$ | $10.58 \%$ | $6.91 \%$ | $2.44 \%$ | $2.08 \%$ |
| $65-70$ | 1,421 | 605 | 816 | 557 | 48 | 46 |
|  | $17.15 \%$ | $14.72 \%$ | $19.53 \%$ | $17.28 \%$ | $5.43 \%$ | $5.2 \%$ |
| $70-75$ | 1,800 | 944 | 857 | 840 | 104 | 88 |
|  | $21.73 \%$ | $22.96 \%$ | $20.51 \%$ | $26.04 \%$ | $11.74 \%$ | 9.9 |


| $75-80$ | 1,472 <br> $17.76 \%$ | 833 <br> $20.27 \%$ | 639 <br> $15.3 \%$ | 683 <br> $21.18 \%$ | 150 <br> $16.92 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1,385 | 710 | 675 | 452 | 258 |
|  | $10.7 \%$ | $17.27 \%$ |  |  |  |


| 80-85 | 16.71\% | 17.27\% | 16.17\% | 14.02\% | 29.07\% | 29.37\% | 12.63\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 85-90 | $\begin{gathered} 718 \\ 8.67 \% \end{gathered}$ | $\begin{gathered} 386 \\ 9.39 \% \end{gathered}$ | $\begin{gathered} 332 \\ 7.96 \% \end{gathered}$ | $\begin{gathered} 184 \\ 5.7 \% \end{gathered}$ | $\begin{gathered} 202 \\ 22.8 \% \end{gathered}$ | $\begin{gathered} 205 \\ 23.16 \% \end{gathered}$ | $\begin{gathered} 128 \\ 3.88 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 179 \\ 2.16 \% \end{gathered}$ | $\begin{gathered} 85 \\ 2.07 \% \end{gathered}$ | $\begin{gathered} 94 \\ 2.25 \% \end{gathered}$ | $\begin{gathered} 30 \\ .92 \% \end{gathered}$ | $\begin{gathered} 55 \\ 6.25 \% \end{gathered}$ | $\begin{gathered} 72 \\ 8.12 \% \end{gathered}$ | $\begin{gathered} 22 \\ .68 \% \end{gathered}$ |
| 95-120 | $\begin{gathered} 69 \\ .83 \% \end{gathered}$ | $\begin{gathered} 29 \\ .71 \% \end{gathered}$ | $\begin{gathered} 40 \\ .95 \% \end{gathered}$ | $\begin{gathered} 9 \\ .29 \% \end{gathered}$ | $\begin{gathered} 20 \\ 2.24 \% \end{gathered}$ | $\begin{gathered} 33 \\ 3.73 \% \end{gathered}$ | $\begin{gathered} 7 \\ .2 \% \end{gathered}$ |
| Average | 74 | 75 | 73 | 73 | 80 | 82 | 71 |
| Median | 74 | 75 | 73 | 73 | 82 | 82 | 71 |
| 85th \%tile | 84 | 84 | 84 | 82 | 89 | 89 | 81 |
| \% over 55 | 96 | 96 | 97 | 95 | 98 | 99 | 96 |
| \% over 60 | 93 | 93 | 93 | 92 | 97 | 98 | 92 |
| \% over 65 | 85 | 87 | 83 | 85 | 94 | 96 | 79 |
| \% over 70 | 68 | 73 | 63 | 68 | 89 | 91 | 56 |
| \% over 75 | 46 | 50 | 43 | 42 | 77 | 81 | 32 |
| \% over 80 | 28 | 29 | 27 | 21 | 60 | 64 | 17 |
| \% over 85 | 12 | 12 | 11 | 7 | 31 | 35 | 5 |
| Total | 8,287 | 4,110 | 4,176 | 3,224 | 886 | 883 | 3,293 |

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

