## Idaho Transportation Department

## Annual Speed Distribution for 2018

| Site names: | 00122 |
| :--- | :--- |
| County: | Ada |
| Funct Class: | U Principal Arterial - Interstate |
| Location: | I-84 1.2 Mi. W of Jct I-184 |

Seasonal Factor Grp: Daily Factor Grp: Axle Factor Grp:
Growth Factor Grp:

|  | Road | E | W | E Lane1 | E Lane2 | E Lane3 | E Lane4 | W Lane4 | W Lane3 | W Lane3 | W Lane2 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0-30 | $\begin{gathered} 479 \\ .34 \% \end{gathered}$ | $\begin{gathered} 87 \\ .13 \% \end{gathered}$ | $\begin{aligned} & 392 \\ & .55 \% \end{aligned}$ | $\begin{gathered} 27 \\ .19 \% \end{gathered}$ | $\begin{gathered} 18 \\ .1 \% \end{gathered}$ | $\begin{gathered} 22 \\ .1 \% \end{gathered}$ | $\begin{gathered} 21 \\ .14 \% \end{gathered}$ | $\begin{gathered} 70 \\ .68 \% \end{gathered}$ | $\begin{gathered} 77 \\ .46 \% \end{gathered}$ | 0 | $\begin{aligned} & 105 \\ & .51 \% \end{aligned}$ |
| 30-35 | $\begin{aligned} & 322 \\ & .23 \% \end{aligned}$ | $\begin{gathered} 42 \\ .06 \% \end{gathered}$ | $\begin{aligned} & 281 \\ & .4 \% \end{aligned}$ | $\begin{gathered} 8 \\ .06 \% \end{gathered}$ | $\begin{gathered} 8 \\ .05 \% \end{gathered}$ | $\begin{gathered} 13 \\ .06 \% \end{gathered}$ | $\begin{gathered} 13 \\ .08 \% \end{gathered}$ | $\begin{gathered} 52 \\ .51 \% \end{gathered}$ | $\begin{gathered} 57 \\ .34 \% \end{gathered}$ | 0 | $\begin{gathered} 76 \\ .37 \% \end{gathered}$ |
| 35-40 | $\begin{aligned} & 501 \\ & .36 \% \end{aligned}$ | $\begin{gathered} 69 \\ 1 \% \end{gathered}$ | $\begin{aligned} & 433 \\ & .61 \% \end{aligned}$ | $\begin{gathered} 15 \\ .1 \% \end{gathered}$ | $\begin{gathered} 13 \\ .08 \% \end{gathered}$ | $\begin{gathered} 20 \\ .09 \% \end{gathered}$ | $\begin{gathered} 20 \\ .14 \% \end{gathered}$ | $\begin{gathered} 73 \\ .71 \% \end{gathered}$ | $\begin{gathered} 87 \\ .52 \% \end{gathered}$ | 0 | $\begin{aligned} & 120 \\ & .58 \% \end{aligned}$ |
| 40-45 | $\begin{aligned} & \hline 892 \\ & 64 \% \end{aligned}$ | $\begin{gathered} 107 \\ .16 \% \end{gathered}$ | $\begin{gathered} 785 \\ 1.11 \% \end{gathered}$ | $\begin{gathered} 21 \\ .14 \% \end{gathered}$ | $\begin{gathered} 19 \\ .11 \% \end{gathered}$ | $\begin{gathered} 35 \\ .16 \% \end{gathered}$ | $\begin{gathered} 31 \\ .21 \% \end{gathered}$ | $\begin{gathered} 118 \\ 1.14 \% \end{gathered}$ | $\begin{gathered} 155 \\ .92 \% \end{gathered}$ | 0 | $\begin{gathered} 224 \\ 1.08 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 1,743 \\ 1.25 \% \end{gathered}$ | $\begin{aligned} & 237 \\ & .35 \% \end{aligned}$ | $\begin{aligned} & 1,506 \\ & 2.12 \% \end{aligned}$ | $\begin{gathered} 40 \\ .27 \% \end{gathered}$ | $\begin{gathered} 41 \\ .24 \% \end{gathered}$ | $\begin{gathered} 89 \\ .41 \% \end{gathered}$ | $\begin{gathered} 67 \\ .45 \% \end{gathered}$ | $\begin{gathered} 233 \\ 2.25 \% \end{gathered}$ | $\begin{gathered} 313 \\ 1.87 \% \end{gathered}$ | 0 | $\begin{gathered} 433 \\ 2.09 \% \end{gathered}$ |
| 50-55 | $\begin{aligned} & 3,045 \\ & 2.19 \% \end{aligned}$ | $\begin{gathered} 714 \\ 1.05 \% \end{gathered}$ | $\begin{gathered} 2,331 \\ 3.29 \% \end{gathered}$ | $\begin{gathered} 136 \\ .93 \% \end{gathered}$ | $\begin{gathered} 142 \\ .83 \% \end{gathered}$ | $\begin{gathered} 258 \\ 1.19 \% \end{gathered}$ | $\begin{gathered} 179 \\ 1.2 \% \end{gathered}$ | $\begin{gathered} 454 \\ 4.4 \% \end{gathered}$ | $\begin{gathered} 513 \\ 3.07 \% \end{gathered}$ | 0 | $\begin{gathered} 626 \\ 3.02 \% \end{gathered}$ |
| 55-60 | $\begin{aligned} & 5,440 \\ & 3.91 \% \end{aligned}$ | $\begin{aligned} & 2,240 \\ & 3.28 \% \end{aligned}$ | $\begin{aligned} & 3,199 \\ & 4.51 \% \end{aligned}$ | $\begin{gathered} 539 \\ 3.7 \% \end{gathered}$ | $\begin{gathered} 524 \\ 3.07 \% \end{gathered}$ | $\begin{gathered} 740 \\ 3.41 \% \end{gathered}$ | $\begin{gathered} 438 \\ 2.94 \% \end{gathered}$ | $\begin{gathered} 595 \\ 5.76 \% \end{gathered}$ | $\begin{gathered} 567 \\ 3.39 \% \end{gathered}$ | 0 | $\begin{gathered} \hline 788 \\ 3.8 \% \end{gathered}$ |
| 60-65 | $\begin{aligned} & 20,609 \\ & 14.81 \% \end{aligned}$ | $\begin{gathered} 9,911 \\ 14.52 \% \end{gathered}$ | $\begin{aligned} & 10,698 \\ & 15.09 \% \end{aligned}$ | $\begin{gathered} 2,422 \\ 16.61 \% \end{gathered}$ | $\begin{gathered} 2,715 \\ 15.91 \% \end{gathered}$ | $\begin{gathered} 3,478 \\ 16.02 \% \end{gathered}$ | $\begin{aligned} & 1,296 \\ & 8.71 \% \end{aligned}$ | $\begin{gathered} 710 \\ 6.88 \% \end{gathered}$ | $\begin{gathered} 1,767 \\ 10.56 \% \end{gathered}$ | 0 | $\begin{gathered} 3,361 \\ 16.21 \% \end{gathered}$ |
| 65-70 | $\begin{aligned} & 48,633 \\ & 34.96 \% \end{aligned}$ | $\begin{aligned} & 24,066 \\ & 35.27 \% \end{aligned}$ | $\begin{aligned} & 24,567 \\ & 34.66 \% \end{aligned}$ | $\begin{gathered} 5,045 \\ 34.59 \% \end{gathered}$ | $\begin{gathered} 6,479 \\ 37.95 \% \end{gathered}$ | $\begin{gathered} 8,839 \\ 40.71 \% \end{gathered}$ | $\begin{aligned} & 3,704 \\ & 24.9 \% \end{aligned}$ | $\begin{gathered} 1,671 \\ 16.19 \% \end{gathered}$ | $\begin{gathered} 6,255 \\ 37.37 \% \end{gathered}$ | 0 | $\begin{gathered} 8,036 \\ 38.75 \% \end{gathered}$ |
| 70-75 | $\begin{aligned} & 41,666 \\ & 29.95 \% \end{aligned}$ | $\begin{aligned} & 22,064 \\ & 32.33 \% \end{aligned}$ | $\begin{aligned} & 19,602 \\ & 27.66 \% \end{aligned}$ | $\begin{gathered} 4,394 \\ 30.13 \% \end{gathered}$ | $\begin{gathered} 5,281 \\ 30.93 \% \end{gathered}$ | $\begin{gathered} 6,465 \\ 29.77 \% \end{gathered}$ | $\begin{gathered} \hline 5,925 \\ 39.83 \% \end{gathered}$ | $\begin{gathered} 3,591 \\ 34.78 \% \end{gathered}$ | $\begin{gathered} 5,315 \\ 31.75 \% \end{gathered}$ | 0 | $\begin{gathered} 5,512 \\ 26.58 \% \end{gathered}$ |
| 75-80 | $\begin{aligned} & 13,401 \\ & 9.63 \% \end{aligned}$ | $\begin{gathered} 7,390 \\ 10.83 \% \end{gathered}$ | $\begin{aligned} & 6,011 \\ & 848 \% \end{aligned}$ | $\begin{gathered} 1,610 \\ 11.04 \% \end{gathered}$ | $\begin{aligned} & 1,576 \\ & 9.23 \% \end{aligned}$ | $\begin{aligned} & 1,521 \\ & 7.01 \% \end{aligned}$ | $\begin{gathered} 2,682 \\ 18.03 \% \end{gathered}$ | $\begin{gathered} 2,192 \\ 21.23 \% \end{gathered}$ | $\begin{gathered} 1,420 \\ 8.48 \% \end{gathered}$ | 0 | $\begin{gathered} 1,295 \\ 6.24 \% \end{gathered}$ |
| 80-85 | $\begin{aligned} & 2,019 \\ & 1.45 \% \end{aligned}$ | $\begin{aligned} & 1,111 \\ & 1.63 \% \end{aligned}$ | $\begin{gathered} 907 \\ 1.28 \% \end{gathered}$ | $\begin{gathered} 274 \\ 1.88 \% \end{gathered}$ | $\begin{gathered} 218 \\ 1.27 \% \end{gathered}$ | $195$ | $\begin{gathered} 425 \\ 2.85 \% \end{gathered}$ | $\begin{gathered} 472 \\ 4.57 \% \end{gathered}$ | $\begin{gathered} 184 \\ 1.1 \% \end{gathered}$ | 0 | $\begin{gathered} 139 \\ .67 \% \end{gathered}$ |
| 85-90 | $\begin{aligned} & 268 \\ & .19 \% \end{aligned}$ | $\begin{aligned} & 148 \\ & .22 \% \end{aligned}$ | $\begin{aligned} & 119 \\ & .17 \% \end{aligned}$ | $\begin{gathered} 39 \\ .27 \% \end{gathered}$ | $\begin{gathered} 28 \\ .16 \% \end{gathered}$ | $\begin{gathered} 27 \\ .12 \% \end{gathered}$ | $\begin{gathered} 54 \\ .37 \% \end{gathered}$ | $\begin{gathered} 70 \\ .68 \% \end{gathered}$ | $\begin{gathered} 22 \\ .13 \% \end{gathered}$ | 0 | $\begin{gathered} 15 \\ .07 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 57 \\ .04 \% \end{gathered}$ | $\begin{gathered} 32 \\ .05 \% \end{gathered}$ | $\begin{gathered} 25 \\ .03 \% \end{gathered}$ | $\begin{gathered} 8 \\ .06 \% \end{gathered}$ | $\begin{gathered} 6 \\ .03 \% \end{gathered}$ | $\begin{gathered} 7 \\ .03 \% \end{gathered}$ | $\begin{gathered} 12 \\ .08 \% \end{gathered}$ | $\begin{gathered} 14 \\ .14 \% \end{gathered}$ | $\begin{gathered} 4 \\ .03 \% \end{gathered}$ | 0 | $\begin{gathered} 3 \\ .02 \% \end{gathered}$ |
| 95-120 | $\begin{gathered} 38 \\ .03 \% \end{gathered}$ | $\begin{gathered} 22 \\ .03 \% \end{gathered}$ | $\begin{gathered} 16 \\ .02 \% \end{gathered}$ | $\begin{gathered} 5 \\ .03 \% \end{gathered}$ | $\begin{gathered} 4 \\ .02 \% \end{gathered}$ | $\begin{gathered} 5 \\ .02 \% \end{gathered}$ | $\begin{gathered} 9 \\ .06 \% \end{gathered}$ | $\begin{gathered} 9 \\ .09 \% \end{gathered}$ | $\begin{gathered} 3 \\ .02 \% \end{gathered}$ | 0 | $\begin{gathered} 2 \\ .01 \% \end{gathered}$ |
| Average | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Median | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 85th \%tile | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% over 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% over 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% over 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 139,113 | 68,241 | 70,872 | 14,584 | 17,071 | 21,713 | 14,874 | 10,325 | 0 | 16,739 | 20,737 |

Idaho Transportation Department
Annual Speed Distribution for 2018

| Site names: | 00122 |
| :--- | :--- |
| County: | Ada |
| Funct Class: | U Principal Arterial - Interstate |
| Location: | I-84 1.2 Mi. W of Jct I-184 |

Seasonal Factor Grp:
Daily Factor Grp:
Axle Factor Grp:
Growth Factor Grp:

|  | W Lane1 | W Lane4 | W Lane3 | W Lane2 | W Lane1 | W | Road | E Lane4 | E Lane3 | E Lane2 | E Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0-30 | $\begin{gathered} 140 \\ .61 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30-35 | $\begin{gathered} 96 \\ .42 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 35-40 | $\begin{aligned} & 153 \\ & .66 \% \end{aligned}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40-45 | $\begin{gathered} 288 \\ 1.25 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 45-50 | $\begin{gathered} 527 \\ 2.28 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50-55 | $\begin{gathered} 737 \\ 3.2 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 55-60 | $\begin{gathered} 1,249 \\ 5.42 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 60-65 | $\begin{gathered} 4,859 \\ 21.06 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 65-70 | $\begin{aligned} & 8,604 \\ & 37.3 \% \end{aligned}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 70-75 | $\begin{gathered} \hline 5,184 \\ 22.47 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 75-80 | $\begin{aligned} & 1,105 \\ & 4.79 \% \end{aligned}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 80-85 | $\begin{aligned} & 112 \\ & .49 \% \end{aligned}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 85-90 | $\begin{gathered} 12 \\ .05 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 90-95 | $\begin{gathered} 3 \\ .01 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 95-120 | $\begin{gathered} 2 \\ .01 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average | 0 | 69 | 68 | 67 | 66 | 67 | 68 | 71 | 68 | 69 | 69 |
| Median | 0 | 72 | 69 | 68 | 67 | 68 | 69 | 71 | 69 | 69 | 69 |
| 85th \%tile | 0 | 78 | 74 | 73 | 73 | 74 | 74 | 77 | 74 | 74 | 75 |
| \% over 55 | 0 | 90 | 93 | 92 | 92 | 92 | 95 | 98 | 98 | 99 | 98 |
| \% over 60 | 0 | 85 | 89 | 89 | 86 | 87 | 91 | 95 | 95 | 96 | 95 |
| \% over 65 | 0 | 78 | 79 | 72 | 65 | 72 | 76 | 86 | 79 | 80 | 78 |
| \% over 70 | 0 | 61 | 42 | 34 | 28 | 38 | 41 | 61 | 38 | 42 | 43 |
| \% over 75 | 0 | 27 | 10 | 7 | 5 | 10 | 11 | 21 | 8 | 11 | 13 |
| \% over 80 | 0 | 5 | 1 | 1 | 1 | 2 | 2 | 3 | 1 | 1 | 2 |
| \% over 85 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Total | 23,070 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## Annual Speed Distribution for 2018

| Site names: | 00122 |
| :--- | :--- |
| County: | Ada |
| Funct Class: | U Principal Arterial - Interstate |
| Location: | I-84 1.2 Mi. W of Jct I-184 |

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

|  | E |
| :---: | :---: |
| 0-30 | 0 |
| 30-35 | 0 |
| 35-40 | 0 |
| 40-45 | 0 |
| 45-50 | 0 |
| 50-55 | 0 |
| 55-60 | 0 |
| 60-65 | 0 |
| 65-70 | 0 |
| 70-75 | 0 |
| 75-80 | 0 |
| 80-85 | 0 |
| 85-90 | 0 |
| 90-95 | 0 |
| 95-120 | 0 |
| Average | 69 |
| Median | 69 |
| 85th \%tile | 75 |
| \% over 55 | 98 |
| \% over 60 | 95 |
| \% over 65 | 80 |


| \% over 70 | 45 |
| :---: | :---: |
| \% over 75 | 13 |
| \% over 80 | 2 |
| \% over 85 | 0 |
| Total | 0 |

