## Idaho Transportation Department

## Annual Speed Distribution for 2018

Site names: County: Funct Class: Location:

00152
Kootenai
U Principal Arterial - Interstate
I-90 1.0 Mi. E of Jct SH-41, Post Falls

Seasonal Factor Grp: 3 Daily Factor Grp: Axle Factor Grp:
Growth Factor Grp:

|  | Road | E | W | E Lane1 | E Lane2 | E Lane3 | W Lane3 | W Lane3 | W Lane2 | W Lane1 | W Lane3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{aligned} & 480 \\ & .8 \% \end{aligned}$ | $\begin{gathered} 417 \\ 1.42 \% \end{gathered}$ | $\begin{gathered} 63 \\ .21 \% \end{gathered}$ | $\begin{gathered} 196 \\ 20.28 \% \end{gathered}$ | $\begin{aligned} & 106 \\ & .72 \% \end{aligned}$ | $\begin{gathered} 115 \\ .84 \% \end{gathered}$ | $\begin{gathered} 27 \\ .18 \% \end{gathered}$ | 0 | $\begin{gathered} 34 \\ .22 \% \end{gathered}$ | $\begin{gathered} 2 \\ .39 \% \end{gathered}$ | 0 |
| 20-25 | $\begin{aligned} & 246 \\ & .41 \% \end{aligned}$ | $\begin{aligned} & 230 \\ & .78 \% \end{aligned}$ | $\begin{gathered} 16 \\ .05 \% \end{gathered}$ | $\begin{gathered} 181 \\ 18.72 \% \end{gathered}$ | $\begin{gathered} 20 \\ .14 \% \end{gathered}$ | $\begin{gathered} 30 \\ .22 \% \end{gathered}$ | $\begin{gathered} 2 \\ .01 \% \end{gathered}$ | 0 | $\begin{gathered} 8 \\ .05 \% \end{gathered}$ | $\begin{gathered} 6 \\ 1.11 \% \end{gathered}$ | 0 |
| 25-30 | $\begin{aligned} & 233 \\ & .39 \% \end{aligned}$ | $\begin{gathered} 202 \\ .69 \% \end{gathered}$ | $\begin{aligned} & 31 \\ & 1 \% \end{aligned}$ | $\begin{gathered} 165 \\ 17.13 \% \end{gathered}$ | $\begin{gathered} 16 \\ .11 \% \end{gathered}$ | $\begin{gathered} 21 \\ .16 \% \end{gathered}$ | $\begin{gathered} 3 \\ .02 \% \end{gathered}$ | 0 | $\begin{gathered} 8 \\ .05 \% \end{gathered}$ | $\begin{gathered} 19 \\ 3.57 \% \end{gathered}$ | 0 |
| 30-35 | $\begin{aligned} & 217 \\ & .36 \% \end{aligned}$ | $\begin{aligned} & 151 \\ & .51 \% \end{aligned}$ | $\begin{gathered} 66 \\ .22 \% \end{gathered}$ | $\begin{gathered} 122 \\ 12.6 \% \end{gathered}$ | $\begin{gathered} 14 \\ .09 \% \end{gathered}$ | $\begin{gathered} 16 \\ .12 \% \end{gathered}$ | $\begin{gathered} 8 \\ .05 \% \end{gathered}$ | 0 | $\begin{gathered} 9 \\ .06 \% \end{gathered}$ | $\begin{gathered} 49 \\ 9.11 \% \end{gathered}$ | 0 |
| 35-40 | $\begin{aligned} & 246 \\ & .41 \% \end{aligned}$ | $\begin{aligned} & 125 \\ & .42 \% \end{aligned}$ | $\begin{aligned} & 122 \\ & .4 \% \end{aligned}$ | $\begin{gathered} 97 \\ 10.01 \% \end{gathered}$ | $\begin{gathered} 17 \\ .11 \% \end{gathered}$ | $\begin{gathered} 11 \\ .08 \% \end{gathered}$ | $\begin{gathered} 8 \\ .05 \% \end{gathered}$ | 0 | $\begin{gathered} 12 \\ .08 \% \end{gathered}$ | $\begin{gathered} 102 \\ 18.87 \% \end{gathered}$ | 0 |
| 40-45 | $\begin{array}{r} 324 \\ .54 \% \end{array}$ | $\begin{gathered} 142 \\ .48 \% \end{gathered}$ | $\begin{aligned} & 182 \\ & .6 \% \end{aligned}$ | $\begin{gathered} 93 \\ 9.66 \% \end{gathered}$ | $\begin{gathered} 34 \\ .23 \% \end{gathered}$ | $\begin{gathered} 14 \\ .1 \% \end{gathered}$ | $\begin{gathered} 10 \\ .07 \% \end{gathered}$ | 0 | $\begin{gathered} 24 \\ .16 \% \end{gathered}$ | $\begin{gathered} 148 \\ 27.44 \% \end{gathered}$ | 0 |
| 45-50 | $\begin{aligned} & \hline 392 \\ & .65 \% \end{aligned}$ | $\begin{gathered} 183 \\ .62 \% \end{gathered}$ | $\begin{aligned} & 210 \\ & .69 \% \end{aligned}$ | $\begin{gathered} 69 \\ 7.14 \% \end{gathered}$ | $\begin{gathered} 93 \\ .63 \% \end{gathered}$ | $\begin{gathered} 21 \\ .15 \% \end{gathered}$ | $\begin{gathered} 17 \\ .12 \% \end{gathered}$ | 0 | $\begin{gathered} 64 \\ .42 \% \end{gathered}$ | $\begin{gathered} 128 \\ 23.79 \% \end{gathered}$ | 0 |
| 50-55 | $\begin{gathered} 854 \\ 1.43 \% \end{gathered}$ | $\begin{gathered} 502 \\ 1.71 \% \end{gathered}$ | $\begin{gathered} 353 \\ 1.16 \% \end{gathered}$ | $\begin{gathered} 33 \\ 3.46 \% \end{gathered}$ | $\begin{gathered} 410 \\ 2.78 \% \end{gathered}$ | $\begin{gathered} 59 \\ .43 \% \end{gathered}$ | $\begin{gathered} 42 \\ .29 \% \end{gathered}$ | 0 | $\begin{gathered} 249 \\ 1.64 \% \end{gathered}$ | $\begin{gathered} 62 \\ 11.52 \% \end{gathered}$ | 0 |
| 55-60 | $\begin{gathered} 3,023 \\ 5.05 \% \end{gathered}$ | $\begin{gathered} 1,819 \\ 6.19 \% \end{gathered}$ | $\begin{aligned} & 1,205 \\ & 3.96 \% \end{aligned}$ | $\begin{gathered} 8 \\ .83 \% \end{gathered}$ | $\begin{gathered} 1,582 \\ 10.73 \% \end{gathered}$ | $\begin{gathered} 230 \\ 1.68 \% \end{gathered}$ | $\begin{gathered} 150 \\ 1.02 \% \end{gathered}$ | 0 | $\begin{gathered} 1,036 \\ 6.84 \% \end{gathered}$ | $\begin{gathered} 18 \\ 3.41 \% \end{gathered}$ | 0 |
| 60-65 | $\begin{gathered} 9,254 \\ 15.47 \% \end{gathered}$ | $\begin{gathered} \hline 4,977 \\ 16.92 \% \end{gathered}$ | $\begin{gathered} \hline 4,278 \\ 14.06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .15 \% \end{gathered}$ | $\begin{gathered} 3,978 \\ 26.99 \% \end{gathered}$ | $\begin{gathered} 997 \\ 7.28 \% \end{gathered}$ | $\begin{gathered} 730 \\ 4.96 \% \end{gathered}$ | 0 | $\begin{gathered} 3,544 \\ 23.38 \% \end{gathered}$ | $\begin{gathered} 4 \\ .66 \% \end{gathered}$ | 0 |
| 65-70 | $\begin{aligned} & 18,427 \\ & 30.8 \% \end{aligned}$ | $\begin{gathered} 8,898 \\ 30.25 \% \end{gathered}$ | $\begin{gathered} 9,527 \\ 31.32 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 5,298 \\ 35.94 \% \end{gathered}$ | $\begin{gathered} 3,600 \\ 26.27 \% \end{gathered}$ | $\begin{gathered} 3,659 \\ 24.85 \% \end{gathered}$ | 0 | $\begin{gathered} 5,868 \\ 38.71 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | 0 |
| 70-75 | $\begin{gathered} 19,453 \\ 32.51 \% \end{gathered}$ | $\begin{gathered} 8,962 \\ 30.47 \% \end{gathered}$ | $\begin{aligned} & 10,488 \\ & 34.48 \% \end{aligned}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 2,783 \\ 18.88 \% \end{gathered}$ | $\begin{gathered} 6,179 \\ 45.09 \% \end{gathered}$ | $\begin{gathered} 6,953 \\ 47.23 \% \end{gathered}$ | 0 | $\begin{gathered} 3,534 \\ 23.32 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | 0 |
| 75-80 | $\begin{aligned} & 5,943 \\ & 9.93 \% \end{aligned}$ | $\begin{gathered} 2,473 \\ 8.41 \% \end{gathered}$ | $\begin{aligned} & 3,469 \\ & 11.4 \% \end{aligned}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 351 \\ 2.38 \% \end{gathered}$ | $\begin{gathered} 2,122 \\ 15.48 \% \end{gathered}$ | $\begin{gathered} 2,794 \\ 18.97 \% \end{gathered}$ | 0 | $\begin{gathered} 676 \\ 4.46 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | 0 |
| 80-85 | $\begin{gathered} 632 \\ 1.06 \% \end{gathered}$ | $\begin{aligned} & 287 \\ & .98 \% \end{aligned}$ | $\begin{gathered} 345 \\ 1.13 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 33 \\ .23 \% \end{gathered}$ | $\begin{gathered} 254 \\ 1.85 \% \end{gathered}$ | $\begin{gathered} 275 \\ 1.87 \% \end{gathered}$ | 0 | $\begin{gathered} 70 \\ .46 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | 0 |
| 85-90 | $\begin{gathered} 85 \\ .14 \% \end{gathered}$ | $\begin{gathered} 33 \\ .11 \% \end{gathered}$ | $\begin{gathered} 51 \\ .17 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 6 \\ .04 \% \end{gathered}$ | $\begin{gathered} 28 \\ .2 \% \end{gathered}$ | $\begin{gathered} 35 \\ .24 \% \end{gathered}$ | 0 | $\begin{gathered} 16 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | 0 |
| 90-95 | $\begin{gathered} 14 \\ .02 \% \end{gathered}$ | $\begin{gathered} 6 \\ .02 \% \end{gathered}$ | $\begin{gathered} 9 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 5 \\ .03 \% \end{gathered}$ | $\begin{gathered} 5 \\ .03 \% \end{gathered}$ | 0 | $\begin{gathered} 4 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | 0 |
| 95-100 | $\begin{gathered} 5 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .01 \% \end{gathered}$ | $\begin{gathered} 3 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .01 \% \end{gathered}$ | 0 | $\begin{gathered} 2 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | 0 |
| 100-120 | $\begin{gathered} 6 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .01 \% \end{gathered}$ | $\begin{gathered} 4 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 1 \\ 0 \% \end{gathered}$ | $\begin{gathered} 2 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | 0 | $\begin{gathered} 2 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | 0 |
| Average | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| Median | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 85th \%tile | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| \% over 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| \% over 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| \% over 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

## Idaho Transportation Department

## Annual Speed Distribution for 2018

Site names: County: Funct Class: Location:

00152
Kootenai
U Principal Arterial - Interstate
I-90 1.0 Mi. E of Jct SH-41, Post Falls

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

|  | Road | E | W | E Lane1 | E Lane2 | E Lane3 | W Lane3 | W Lane3 | W Lane2 | W Lane1 | W Lane3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| \% over 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 59,834 | 29,411 | 30,421 | 965 | 14,741 | 13,705 | 0 | 14,722 | 15,159 | 539 | 0 |


|  | W Lane2 | W Lane1 | W | Road | E Lane3 | E Lane2 | E Lane1 | E |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20-25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 25-30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30-35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 35-40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40-45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 45-50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50-55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 55-60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 60-65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 65-70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 70-75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 75-80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 80-85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 85-90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 90-95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 95-100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 100-120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average | 67 | 43 | 69 | 68 | 70 | 65 | 29 | 66 |
| Median | 67 | 43 | 70 | 69 | 71 | 66 | 28 | 68 |
| 85th \%tile | 73 | 50 | 75 | 74 | 76 | 72 | 43 | 74 |
| \% over 55 | 97 | 4 | 97 | 95 | 98 | 95 | 1 | 93 |
| \% over 60 | 90 | 1 | 93 | 90 | 96 | 84 | 0 | 87 |

Idaho Transportation Department

## Annual Speed Distribution for 2018

| Site names: | 00152 | Seasonal Factor Grp: | 3 |
| :--- | :--- | :--- | :--- |
| County: | Kootenai | Daily Factor Grp: | 2 |
| Funct Class: | U Principal Arterial - Interstate | Axle Factor Grp: | 3 |
| Location: | I-90 1.0 Mi. E of Jct SH-41, Post Falls | Growth Factor Grp: |  |


|  | W Lane2 | W Lane1 | W | Road | E Lane3 | E Lane2 | E Lane1 | E |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| \% over 65 | 67 | 0 | 79 | 74 | 89 | 57 | 0 | 70 |
| \% over 70 | 28 | 0 | 47 | 44 | 63 | 22 | 0 | 40 |
| $\%$ over 75 | 5 | 0 | 13 | 11 | 18 | 3 | 0 | 10 |
| $\%$ over 80 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 1 |
| $\%$ over 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

