

Idaho Transportation Department

Monthly Speed Distribution for March 2025

Site names: 00198
 County: Canyon
 Funct Class: U Principal Arterial - Interstate
 Location: I-84 .38 Mi. W of IC #29 (WB)

Seasonal Factor Grp:
 Daily Factor Grp: 2
 Axle Factor Grp: 3
 Growth Factor Grp:

	Road	SE	NW	SE Lane1	SE lane2	SE lane3	NW Lane3	NW Lane2	NW Lane1
0-30	34 .09%	0 0%	33 .17%	0 0%	0 .01%	0 .41%	20 .1%	1 59.66%	12 41.94%
30-35	50 .14%	1 .01%	48 .24%	1 .01%	0 .01%	0 .48%	41 .21%	0 9.44%	7 24.2%
35-40	172 .47%	4 .02%	168 .84%	3 .02%	0 .03%	0 .86%	162 .81%	0 0%	6 19.34%
40-45	495 1.37%	10 .06%	485 2.42%	8 .06%	1 .09%	1 1.61%	482 2.41%	0 3.43%	3 10.3%
45-50	1,241 3.42%	36 .22%	1,205 6.01%	30 .21%	4 .28%	1 3.22%	1,204 6.01%	0 4.29%	1 3%
50-55	3,538 9.75%	225 1.38%	3,314 16.52%	201 1.36%	19 1.38%	5 10.56%	3,313 16.55%	0 3.43%	0 .98%
55-60	7,730 21.3%	1,469 9.05%	6,261 31.22%	1,334 9.03%	124 8.79%	10 23.98%	6,261 31.27%	0 0%	0 .24%
60-65	10,808 29.78%	5,112 31.48%	5,696 28.41%	4,640 31.39%	457 32.4%	14 32.95%	5,696 28.45%	0 1.72%	0 0%
65-70	7,753 21.36%	5,660 34.86%	2,094 10.44%	5,161 34.91%	492 34.84%	7 16.17%	2,094 10.46%	0 2.15%	0 0%
70-75	3,567 9.83%	2,957 18.21%	610 3.04%	2,710 18.33%	244 17.29%	3 7.38%	610 3.05%	0 0%	0 0%
75-80	787 2.17%	670 4.13%	116 .58%	609 4.12%	60 4.28%	1 1.82%	116 .58%	0 0%	0 0%
80-85	94 .26%	78 .48%	17 .08%	71 .48%	7 .49%	0 .3%	17 .08%	0 2.15%	0 0%
85-90	14 .04%	10 .06%	3 .02%	9 .06%	1 .08%	0 .17%	3 .02%	0 0%	0 0%
90-95	4 .01%	3 .02%	1 0%	2 .02%	0 .01%	0 0%	1 0%	0 2.15%	0 0%
95-120	4 .01%	3 .02%	1 .01%	2 .01%	0 .02%	0 .08%	1 0%	0 11.59%	0 0%
Average	62	66	58	66	66	61	59	36	28
Median	62	66	59	66	66	61	59	25	32
85th %tile	69	72	65	72	72	68	65	82	40
% over 55	85	98	74	98	98	83	74	20	0
% over 60	63	89	43	89	89	59	43	20	0
% over 65	34	58	14	58	57	26	14	18	0
% over 70	12	23	4	23	22	10	4	16	0
% over 75	2	5	1	5	5	2	1	16	0
% over 80	0	1	0	1	1	1	0	16	0
% over 85	0	0	0	0	0	0	0	14	0
Total	36,289	16,237	20,053	14,782	1,411	43	20,021	2	30

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