Idaho Transportation Department
Monthly Speed Distribution for June 2019

| Site names: | 00280 |
| :--- | :--- |
| County: | Ada |
| Funct Class: | U Principal Arterial - Interstate |
| Location: | I-84 0.7 Mi. W of Beg EB Off Ramp IC \#57 |

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

|  | Road | E | W | E Lane1 | E Lane2 | E Lane3 | W Lane3 | W Lane2 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $0-30$ | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ |
| $30-35$ | 1 | 1 | 0 | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | 0 | 0 |
|  | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ |  |  |  |  |


| $35-40$ | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $0 \%$ | $.01 \%$ | $0 \%$ | $.01 \%$ | $.01 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ |
| $40-45$ | 5 | 4 | 1 | 2 | 2 | 0 | 0 | 0 | 1 |
|  | $.01 \%$ | $.01 \%$ | $0 \%$ | $.02 \%$ | $.02 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $.01 \%$ |
| $45-50$ | 14 | 9 | 5 | 5 | 4 | 0 | 0 | 1 | 4 |


|  | $.03 \%$ | $.03 \%$ | $.02 \%$ | $.05 \%$ | $.04 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $50-55$ | 51 | 31 | 20 | 21 | 9 |
|  | $.09 \%$ | $.11 \%$ | $.07 \%$ | $.19 \%$ | $.09 \%$ |
| $55-60$ | 302 | 181 | 121 | 127 | 52 |


| $25-60$ | $.55 \%$ | $.67 \%$ | $.44 \%$ | $1.1 \%$ | $.51 \%$ | $.04 \%$ | $.02 \%$ | $.24 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $60-65$ | 2,326 | 1,360 | 966 | 799 | 547 | 14 | 27 | 308 |
|  | $4.25 \%$ | $5.02 \%$ | $3.49 \%$ | $6.93 \%$ | $5.38 \%$ | $.26 \%$ | $.39 \%$ | $2.66 \%$ |
| $65-70$ | 8,048 | 4,602 | 3,447 | 2,461 | 2,010 | 131 | 139 | 1,414 |


| 65-70 | $\begin{aligned} & 8,048 \\ & 14.7 \% \end{aligned}$ | $\begin{gathered} 4,602 \\ 16.97 \% \end{gathered}$ | $\begin{gathered} 3,447 \\ 12.47 \% \end{gathered}$ | $\begin{gathered} 2,461 \\ 21.33 \% \end{gathered}$ | $\begin{gathered} 2,010 \\ 19.76 \% \end{gathered}$ | $\begin{gathered} 131 \\ 2.43 \% \end{gathered}$ | $\begin{gathered} 139 \\ 1.98 \% \end{gathered}$ | $\begin{gathered} 1,414 \\ 12.2 \% \end{gathered}$ | $\begin{gathered} 1,893 \\ 20.88 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 70-75 | $\begin{aligned} & 11,744 \\ & 21.44 \% \end{aligned}$ | $\begin{gathered} 6,273 \\ 23.13 \% \end{gathered}$ | $\begin{gathered} 5,471 \\ 19.79 \% \end{gathered}$ | $\begin{gathered} 3,357 \\ 29.09 \% \end{gathered}$ | $\begin{gathered} 2,372 \\ 23.32 \% \end{gathered}$ | $\begin{gathered} 544 \\ 10.05 \% \end{gathered}$ | $\begin{gathered} 450 \\ 6.44 \% \end{gathered}$ | $\begin{gathered} 2,479 \\ 21.39 \% \end{gathered}$ | $\begin{gathered} 2,541 \\ 28.03 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 13,955 \\ 25.48 \% \end{gathered}$ | $\begin{gathered} 6,598 \\ 24.33 \% \end{gathered}$ | $\begin{gathered} 7,357 \\ 26.61 \% \end{gathered}$ | $\begin{gathered} 2,829 \\ 24.51 \% \end{gathered}$ | $\begin{array}{r} 2,359 \\ 23.2 \% \end{array}$ | $\begin{gathered} 1,410 \\ 26.04 \% \end{gathered}$ | $\begin{gathered} 1,630 \\ 23.33 \% \end{gathered}$ | $\begin{gathered} 3,377 \\ 29.13 \% \end{gathered}$ | $\begin{gathered} 2,351 \\ 25.93 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 13,653 \\ 24.93 \% \end{gathered}$ | $\begin{gathered} 6,078 \\ 22.41 \% \end{gathered}$ | $\begin{gathered} 7,575 \\ 27.4 \% \end{gathered}$ | $\begin{gathered} 1,530 \\ 13.26 \% \end{gathered}$ | $\begin{gathered} 2,170 \\ 21.34 \% \end{gathered}$ | $\begin{gathered} 2,378 \\ 43.93 \% \end{gathered}$ | $\begin{gathered} 3,239 \\ 46.36 \% \end{gathered}$ | $\begin{gathered} 3,090 \\ 26.66 \% \end{gathered}$ | $\begin{gathered} 1,246 \\ 13.74 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 3,932 \\ 7.18 \% \end{gathered}$ | $\begin{gathered} 1,689 \\ 6.23 \% \end{gathered}$ | $\begin{aligned} & 2,243 \\ & 8.11 \% \end{aligned}$ | $\begin{gathered} 336 \\ 2.91 \% \end{gathered}$ | $\begin{gathered} 553 \\ 5.44 \% \end{gathered}$ | $\begin{gathered} 800 \\ 14.78 \% \end{gathered}$ | $\begin{gathered} 1,245 \\ 17.82 \% \end{gathered}$ | $\begin{gathered} 758 \\ 6.54 \% \end{gathered}$ | $\begin{gathered} 240 \\ 2.64 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 557 \\ 1.02 \% \end{gathered}$ | $\begin{aligned} & .220 \\ & .81 \% \end{aligned}$ | $\begin{gathered} 337 \\ 1.22 \% \end{gathered}$ | $\begin{gathered} 50 \\ .43 \% \end{gathered}$ | $\begin{gathered} 69 \\ .68 \% \end{gathered}$ | $\begin{gathered} 101 \\ 1.87 \% \end{gathered}$ | $\begin{gathered} 199 \\ 2.85 \% \end{gathered}$ | $\begin{gathered} 101 \\ .87 \% \end{gathered}$ | $\begin{gathered} 36 \\ .4 \% \end{gathered}$ |
| 95-120 | $\begin{gathered} 176 \\ .32 \% \end{gathered}$ | $\begin{gathered} 74 \\ .27 \% \end{gathered}$ | $\begin{aligned} & 102 \\ & .37 \% \end{aligned}$ | $\begin{gathered} 20 \\ .17 \% \end{gathered}$ | $\begin{gathered} 22 \\ .22 \% \end{gathered}$ | $\begin{gathered} 32 \\ .59 \% \end{gathered}$ | $\begin{gathered} 56 \\ .8 \% \end{gathered}$ | $\begin{gathered} 30 \\ .26 \% \end{gathered}$ | $\begin{gathered} 17 \\ .18 \% \end{gathered}$ |
| Average | 76 | 76 | 77 | 74 | 75 | 81 | 82 | 77 | 74 |
| Median | 77 | 76 | 78 | 74 | 75 | 81 | 82 | 77 | 74 |


| 85th \%tile | 84 | 83 | 84 | 81 | 83 | 86 | 87 | 84 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\%$ over 55 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| $\%$ over 60 | 99 | 99 | 99 | 99 | 99 | 100 | 100 | 100 |
| $\%$ over 65 | 95 | 94 | 96 | 92 | 94 | 100 | 100 | 97 |
| $\%$ over 70 | 80 | 77 | 84 | 70 | 74 | 97 | 98 | 85 |
| $\%$ over 75 | 59 | 54 | 64 | 41 | 51 | 87 | 91 | 63 |
| $\%$ over 80 | 33 | 30 | 37 | 17 | 28 | 61 | 68 | 34 |
| $\%$ over 85 | 9 | 7 | 10 | 4 | 6 | 17 | 21 | 8 |
| Total | 54,767 | 27,122 | 27,645 | 11,539 | 10,170 | 5,413 | 6,987 | 11,590 |
| 9,067 |  |  |  |  |  |  |  |  |

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

