## Idaho Transportation Department

 Monthly Speed Distribution for October 2022| Site names: | 00081 |
| :--- | :--- |
| County: | Boise |
| Funct Class: | R Minor Arterial - Other |
| Location: | SH-21 0.2 Mi. NE of Grandjean Jct |


|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 2 \\ .23 \% \end{gathered}$ | $\begin{gathered} 1 \\ .28 \% \end{gathered}$ | $\begin{gathered} 1 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .28 \% \end{gathered}$ | $\begin{gathered} 1 \\ .18 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 4 \\ .53 \% \end{gathered}$ | $\begin{gathered} 2 \\ .65 \% \end{gathered}$ | $\begin{gathered} 1 \\ .41 \% \end{gathered}$ | $\begin{gathered} 2 \\ .65 \% \end{gathered}$ | $\begin{gathered} 1 \\ .41 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 11 \\ 1.56 \% \end{gathered}$ | $\begin{gathered} 6 \\ 1.86 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.26 \% \end{gathered}$ | $\begin{gathered} 6 \\ 1.86 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.26 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 31 \\ 4.44 \% \end{gathered}$ | $\begin{gathered} 18 \\ 5.19 \% \end{gathered}$ | $\begin{gathered} 13 \\ 3.72 \% \end{gathered}$ | $\begin{gathered} 18 \\ 5.19 \% \end{gathered}$ | $\begin{gathered} 13 \\ 3.72 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 92 \\ 13.35 \% \end{gathered}$ | $\begin{gathered} 51 \\ 14.99 \% \end{gathered}$ | $\begin{gathered} 41 \\ 11.75 \% \end{gathered}$ | $\begin{gathered} 51 \\ 14.99 \% \end{gathered}$ | $\begin{gathered} 41 \\ 11.75 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 215 \\ 31.19 \% \end{gathered}$ | $\begin{gathered} 113 \\ 33.23 \% \end{gathered}$ | $\begin{gathered} 102 \\ 29.19 \% \end{gathered}$ | $\begin{gathered} 113 \\ 33.23 \% \end{gathered}$ | $\begin{gathered} 102 \\ 29.19 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 213 \\ 30.86 \% \end{gathered}$ | $\begin{gathered} 101 \\ 29.78 \% \end{gathered}$ | $\begin{gathered} 112 \\ 31.92 \% \end{gathered}$ | $\begin{gathered} 101 \\ 29.78 \% \end{gathered}$ | $\begin{gathered} 112 \\ 31.92 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 99 \\ 14.36 \% \end{gathered}$ | $\begin{gathered} 39 \\ 11.57 \% \end{gathered}$ | $\begin{gathered} 60 \\ 17.09 \% \end{gathered}$ | $\begin{gathered} 39 \\ 11.57 \% \end{gathered}$ | $\begin{gathered} 60 \\ 17.09 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 19 \\ 2.82 \% \end{gathered}$ | $\begin{gathered} 7 \\ 1.98 \% \end{gathered}$ | $\begin{gathered} 13 \\ 3.64 \% \end{gathered}$ | $\begin{gathered} 7 \\ 1.98 \% \end{gathered}$ | $\begin{gathered} 13 \\ 3.64 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 3 \\ .44 \% \end{gathered}$ | $\begin{gathered} 1 \\ .28 \% \end{gathered}$ | $\begin{gathered} 2 \\ .59 \% \end{gathered}$ | $\begin{gathered} 1 \\ .28 \% \end{gathered}$ | $\begin{gathered} 2 \\ .59 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .11 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .11 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 54 | 54 | 55 | 54 | 55 |
| Median | 55 | 54 | 56 | 54 | 56 |
| 85th \%tile | 61 | 60 | 62 | 60 | 62 |
| \% over 55 | 49 | 44 | 53 | 44 | 53 |
| \% over 60 | 18 | 14 | 21 | 14 | 21 |
| \% over 65 | 3 | 2 | 4 | 2 | 4 |
| \% over 70 | 1 | 0 | 1 | 0 | 1 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 |

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

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 Monthly Speed Distribution for October 2022| Site names: <br> County: <br> Funct Class: <br> Location: | 00081 <br> Boise <br> R Minor Arterial - Other <br> SH-21 0.2 Mi. NE of Grandjean Jct |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 690 | 341 | 349 | 341 | 349 |

Seasonal Factor Grp: 11
Daily Factor Grp: 6
Axle Factor Grp: 3
Growth Factor Grp: 2

Location: $\quad$ SH-21 0.2 Mi. NE of Grandjean Jct
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