## Idaho Transportation Department Monthly Speed Distribution for November 2022

| Site names: | 00081 | Seasonal Factor Grp: | 11 |
| :--- | :--- | :--- | :--- |
| County: | Boise | Daily Factor Grp: | 6 |
| Funct Class: | R Minor Arterial - Other | Axle Factor Grp: | 3 |
| Location: | SH-21 0.2 Mi. NE of Grandjean Jct | Growth Factor Grp: |  |


|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .27 \% \end{gathered}$ | $\begin{gathered} 0 \\ .3 \% \end{gathered}$ | $\begin{gathered} 0 \\ .24 \% \end{gathered}$ | $\begin{gathered} 0 \\ .3 \% \end{gathered}$ | $\begin{gathered} 0 \\ .24 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .57 \% \end{gathered}$ | $\begin{gathered} 1 \\ .63 \% \end{gathered}$ | $\begin{gathered} 1 \\ .51 \% \end{gathered}$ | $\begin{gathered} 1 \\ .63 \% \end{gathered}$ | $\begin{gathered} 1 \\ .51 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 4 \\ 1.84 \% \end{gathered}$ | $\begin{gathered} 2 \\ 2.32 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1.39 \% \end{gathered}$ | $\begin{gathered} 2 \\ 2.32 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1.39 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 8 \\ 3.93 \% \end{gathered}$ | $\begin{gathered} 4 \\ 4.12 \% \end{gathered}$ | $\begin{gathered} 4 \\ 3.74 \% \end{gathered}$ | $\begin{gathered} 4 \\ 4.12 \% \end{gathered}$ | $\begin{gathered} 4 \\ 3.74 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 13 \\ 6.48 \% \end{gathered}$ | $\begin{gathered} 7 \\ 7.32 \% \end{gathered}$ | $\begin{gathered} 6 \\ 5.67 \% \end{gathered}$ | $\begin{gathered} 7 \\ 7.32 \% \end{gathered}$ | $\begin{gathered} 6 \\ 5.67 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 22 \\ 10.58 \% \end{gathered}$ | $\begin{gathered} 12 \\ 12.16 \% \end{gathered}$ | $\begin{gathered} 9 \\ 9.04 \% \end{gathered}$ | $\begin{gathered} 12 \\ 12.16 \% \end{gathered}$ | $\begin{gathered} 9 \\ 9.04 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 38 \\ 18.39 \% \end{gathered}$ | $\begin{gathered} 22 \\ 21.49 \% \end{gathered}$ | $\begin{gathered} 16 \\ 15.39 \% \end{gathered}$ | $\begin{gathered} 22 \\ 21.49 \% \end{gathered}$ | $\begin{gathered} 16 \\ 15.39 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 57 \\ 27.86 \% \end{gathered}$ | $\begin{gathered} 29 \\ 28.52 \% \end{gathered}$ | $\begin{gathered} 28 \\ 27.22 \% \end{gathered}$ | $\begin{gathered} 29 \\ 28.52 \% \end{gathered}$ | $\begin{gathered} 28 \\ 27.22 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 41 \\ 20.14 \% \end{gathered}$ | $\begin{gathered} 18 \\ 17.33 \% \end{gathered}$ | $\begin{gathered} 24 \\ 22.86 \% \end{gathered}$ | $\begin{gathered} 18 \\ 17.33 \% \end{gathered}$ | $\begin{gathered} 24 \\ 22.86 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 17 \\ 8.15 \% \end{gathered}$ | $\begin{gathered} 5 \\ 5.05 \% \end{gathered}$ | $\begin{gathered} 12 \\ 11.15 \% \end{gathered}$ | $\begin{gathered} 5 \\ 5.05 \% \end{gathered}$ | $\begin{gathered} 12 \\ 11.15 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 3 \\ 1.54 \% \end{gathered}$ | $\begin{gathered} 1 \\ .76 \% \end{gathered}$ | $\begin{gathered} 2 \\ 2.3 \% \end{gathered}$ | $\begin{gathered} 1 \\ .76 \% \end{gathered}$ | $\begin{gathered} 2 \\ 2.3 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 0 \\ .2 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .4 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .4 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 50 | 49 | 51 | 49 | 51 |
| Median | 51 | 50 | 53 | 50 | 53 |
| 85th \%tile | 59 | 57 | 60 | 57 | 60 |
| \% over 55 | 30 | 23 | 37 | 23 | 37 |
| \% over 60 | 10 | 6 | 14 | 6 | 14 |
| \% over 65 | 2 | 1 | 3 | 1 | 3 |
| \% over 70 | 0 | 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.

## Idaho Transportation Department

 Monthly Speed Distribution for November 2022| Site names: |  |
| :--- | :--- |
| 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 |
| \% over 80 | 0 |

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

[^0] add up.


[^0]:    ***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always

