## Idaho Transportation Department

Monthly Speed Distribution for July 2020

| Site names: | 00103 |
| :--- | :--- |
| County: | Ada |
| Funct Class: | U Principal Arterial - Other |
| Location: | SH-21 0.4 Mi . SW of Old SH-21 |

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

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 620 \\ 6.31 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 620 \\ 12.56 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 620 \\ 12.56 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 53 \\ .54 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 53 \\ 1.08 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 53 \\ 1.08 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 27 \\ .27 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 26 \\ .53 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 26 \\ .53 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 29 \\ .29 \% \end{gathered}$ | $\begin{gathered} 3 \\ .07 \% \end{gathered}$ | $\begin{gathered} 25 \\ .51 \% \end{gathered}$ | $\begin{gathered} 3 \\ .07 \% \end{gathered}$ | $\begin{gathered} 25 \\ .51 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 102 \\ 1.04 \% \end{gathered}$ | $\begin{gathered} 25 \\ .52 \% \end{gathered}$ | $\begin{gathered} 77 \\ 1.55 \% \end{gathered}$ | $\begin{gathered} 25 \\ .52 \% \end{gathered}$ | $\begin{gathered} 77 \\ 1.55 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 291 \\ 2.96 \% \end{gathered}$ | $\begin{gathered} 56 \\ 1.14 \% \end{gathered}$ | $\begin{gathered} 235 \\ 4.77 \% \end{gathered}$ | $\begin{gathered} 56 \\ 1.14 \% \end{gathered}$ | $\begin{gathered} 235 \\ 4.77 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 679 \\ 6.9 \% \end{gathered}$ | $\begin{gathered} 126 \\ 2.58 \% \end{gathered}$ | $\begin{gathered} 552 \\ 11.2 \% \end{gathered}$ | $\begin{gathered} 126 \\ 2.58 \% \end{gathered}$ | $\begin{gathered} 552 \\ 11.2 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,901 \\ 19.33 \% \end{gathered}$ | $\begin{gathered} 778 \\ 15.88 \% \end{gathered}$ | $\begin{gathered} 1,123 \\ 22.76 \% \end{gathered}$ | $\begin{gathered} 778 \\ 15.88 \% \end{gathered}$ | $\begin{gathered} 1,123 \\ 22.76 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 3,202 \\ 32.55 \% \end{gathered}$ | $\begin{gathered} 1,979 \\ 40.37 \% \end{gathered}$ | $\begin{gathered} 1,223 \\ 24.79 \% \end{gathered}$ | $\begin{gathered} 1,979 \\ 40.37 \% \end{gathered}$ | $\begin{gathered} 1,223 \\ 24.79 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 2,077 \\ 21.12 \% \end{gathered}$ | $\begin{gathered} 1,413 \\ 28.83 \% \end{gathered}$ | $\begin{gathered} 664 \\ 13.46 \% \end{gathered}$ | $\begin{gathered} 1,413 \\ 28.83 \% \end{gathered}$ | $\begin{gathered} 664 \\ 13.46 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 638 \\ 6.49 \% \end{gathered}$ | $\begin{gathered} 402 \\ 8.2 \% \end{gathered}$ | $\begin{gathered} 236 \\ 4.78 \% \end{gathered}$ | $\begin{gathered} 402 \\ 8.2 \% \end{gathered}$ | $\begin{gathered} 236 \\ 4.78 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 139 \\ 1.41 \% \end{gathered}$ | $\begin{gathered} 77 \\ 1.56 \% \end{gathered}$ | $\begin{gathered} 62 \\ 1.26 \% \end{gathered}$ | $\begin{gathered} 77 \\ 1.56 \% \end{gathered}$ | $\begin{gathered} 62 \\ 1.26 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 49 \\ .5 \% \end{gathered}$ | $\begin{gathered} 28 \\ .58 \% \end{gathered}$ | $\begin{gathered} 21 \\ .42 \% \end{gathered}$ | $\begin{gathered} 28 \\ .58 \% \end{gathered}$ | $\begin{gathered} 21 \\ .42 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 16 \\ .17 \% \end{gathered}$ | $\begin{gathered} 9 \\ .18 \% \end{gathered}$ | $\begin{gathered} 8 \\ .15 \% \end{gathered}$ | $\begin{gathered} 9 \\ .18 \% \end{gathered}$ | $\begin{gathered} 8 \\ .15 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 6 \\ .06 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 4 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 4 \\ .08 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 3 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ |
| Average | 54 | 59 | 49 | 59 | 49 |
| Median | 57 | 59 | 54 | 59 | 54 |
| 85th \%tile | 64 | 64 | 62 | 64 | 62 |
| \% over 55 | 62 | 80 | 45 | 80 | 45 |
| \% over 60 | 30 | 39 | 20 | 39 | 20 |
| \% over 65 | 9 | 11 | 7 | 11 | 7 |
| \% over 70 | 2 | 2 | 2 | 2 | 2 |
| \% over 75 | 1 | 1 | 1 | 1 | 1 |

***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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| :--- | :--- |
| County: |  |
| Funct Class: <br> Location: | 00103 <br> Ada <br> U Principal Arterial - Other <br> SH-21 0.4 Mi. SW of Old SH-21 |
|  | Road |
| \% over 80 | 0 |

Seasonal Factor Grp: 5 Daily Factor Grp: 4
Axle Factor Grp: 3
Growth Factor Grp:
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

