## Idaho Transportation Department <br> Annual Speed Distribution for 2021

| 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 | $\begin{gathered} 8 \\ .12 \% \end{gathered}$ | $\begin{gathered} 7 \\ .19 \% \end{gathered}$ | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 7 \\ .19 \% \end{gathered}$ | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 8 \\ .12 \% \end{gathered}$ | $\begin{gathered} 5 \\ .14 \% \end{gathered}$ | $\begin{gathered} 4 \\ .1 \% \end{gathered}$ | $\begin{gathered} 5 \\ .14 \% \end{gathered}$ | $\begin{gathered} 4 \\ .1 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 49 \\ .7 \% \end{gathered}$ | $\begin{gathered} 31 \\ .89 \% \end{gathered}$ | $\begin{gathered} 18 \\ .51 \% \end{gathered}$ | $\begin{gathered} 31 \\ .89 \% \end{gathered}$ | $\begin{gathered} 18 \\ .51 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 136 \\ 1.94 \% \end{gathered}$ | $\begin{gathered} 68 \\ 1.95 \% \end{gathered}$ | $\begin{gathered} 68 \\ 1.93 \% \end{gathered}$ | $\begin{gathered} 68 \\ 1.95 \% \end{gathered}$ | $\begin{gathered} 68 \\ 1.93 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 206 \\ 2.95 \% \end{gathered}$ | $\begin{gathered} 57 \\ 1.64 \% \end{gathered}$ | $\begin{gathered} 151 \\ 4.3 \% \end{gathered}$ | $\begin{gathered} 57 \\ 1.64 \% \end{gathered}$ | $\begin{gathered} 151 \\ 4.3 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 458 \\ 6.54 \% \end{gathered}$ | $\begin{gathered} 121 \\ 3.5 \% \end{gathered}$ | $\begin{gathered} 339 \\ 9.63 \% \end{gathered}$ | $\begin{gathered} 121 \\ 3.5 \% \end{gathered}$ | $\begin{gathered} 339 \\ 9.63 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,477 \\ 21.13 \% \end{gathered}$ | $\begin{gathered} 604 \\ 17.42 \% \end{gathered}$ | $\begin{gathered} 875 \\ 24.85 \% \end{gathered}$ | $\begin{gathered} 604 \\ 17.42 \% \end{gathered}$ | $\begin{gathered} 875 \\ 24.85 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 2,682 \\ 38.35 \% \end{gathered}$ | $\begin{gathered} 1,433 \\ 41.3 \% \end{gathered}$ | $\begin{gathered} 1,244 \\ 35.34 \% \end{gathered}$ | $\begin{gathered} 1,433 \\ 41.3 \% \end{gathered}$ | $\begin{gathered} 1,244 \\ 35.34 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,549 \\ 22.15 \% \end{gathered}$ | $\begin{gathered} 908 \\ 26.17 \% \end{gathered}$ | $\begin{gathered} 637 \\ 18.09 \% \end{gathered}$ | $\begin{gathered} 908 \\ 26.17 \% \end{gathered}$ | $\begin{gathered} 637 \\ 18.09 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 340 \\ 4.87 \% \end{gathered}$ | $\begin{gathered} 195 \\ 5.62 \% \end{gathered}$ | $\begin{gathered} 145 \\ 4.11 \% \end{gathered}$ | $\begin{gathered} 195 \\ 5.62 \% \end{gathered}$ | $\begin{gathered} 145 \\ 4.11 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 60 \\ .85 \% \end{gathered}$ | $\begin{gathered} 31 \\ .91 \% \end{gathered}$ | $\begin{gathered} 28 \\ .8 \% \end{gathered}$ | $\begin{gathered} 31 \\ .91 \% \end{gathered}$ | $\begin{gathered} 28 \\ .8 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 11 \\ .15 \% \end{gathered}$ | $\begin{gathered} 5 \\ .15 \% \end{gathered}$ | $\begin{gathered} 6 \\ .16 \% \end{gathered}$ | $\begin{gathered} 5 \\ .15 \% \end{gathered}$ | $\begin{gathered} 6 \\ .16 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| Average | 56 | 57 | 56 | 57 | 56 |
| Median | 57 | 58 | 56 | 58 | 56 |
| 85th \%tile | 63 | 63 | 62 | 63 | 62 |
| \% over 55 | 66 | 74 | 59 | 74 | 59 |
| \% over 60 | 28 | 33 | 23 | 33 | 23 |
| \% over 65 | 6 | 7 | 5 | 7 | 5 |
| \% over 70 | 1 | 1 | 1 | 1 | 1 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |

Idaho Transportation Department

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| Site names: <br> County: <br> Funct Class: <br> Location: | $\begin{aligned} & 00103 \\ & \text { Ada } \\ & \text { U Principal Arterial - Other } \\ & \text { SH-21 } 0.4 \mathrm{Mi} \text {. SW of Old SH-21 } \end{aligned}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | E | W | E Lane1 | W Lane1 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,992 | 3,470 | 3,520 | 3,470 | 3,520 |

Seasonal Factor Grp: 4 Daily Factor Grp: 4
Axle Factor Grp: 3
Growth Factor Grp: 13

