## Idaho Transportation Department

 Monthly Speed Distribution for April 2024| Site names: | 00103 |
| :--- | :--- |
| County: | Ada |
| Funct Class: | U Principal Arterial - Other |
| Location: | SH-21 0.4 Mi . SW of Old SH-21 |

Location:

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

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 25 \\ .38 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 23 \\ .71 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 23 \\ .71 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 12 \\ .18 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 9 \\ .29 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 9 \\ .29 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 56 \\ .86 \% \end{gathered}$ | $\begin{gathered} 23 \\ .68 \% \end{gathered}$ | $\begin{gathered} 33 \\ 1.05 \% \end{gathered}$ | $\begin{gathered} 23 \\ .68 \% \end{gathered}$ | $\begin{gathered} 33 \\ 1.05 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 128 \\ 1.96 \% \end{gathered}$ | $\begin{gathered} 62 \\ 1.86 \% \end{gathered}$ | $\begin{gathered} 66 \\ 2.06 \% \end{gathered}$ | $\begin{gathered} 62 \\ 1.86 \% \end{gathered}$ | $\begin{gathered} 66 \\ 2.06 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 179 \\ 2.73 \% \end{gathered}$ | $\begin{gathered} 54 \\ 1.61 \% \end{gathered}$ | $\begin{gathered} 125 \\ 3.92 \% \end{gathered}$ | $\begin{gathered} 54 \\ 1.61 \% \end{gathered}$ | $\begin{gathered} 125 \\ 3.92 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 413 \\ 6.31 \% \end{gathered}$ | $\begin{gathered} 78 \\ 2.31 \% \end{gathered}$ | $\begin{gathered} 335 \\ 10.53 \% \end{gathered}$ | $\begin{gathered} 78 \\ 2.31 \% \end{gathered}$ | $\begin{gathered} 335 \\ 10.53 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,281 \\ 19.59 \% \end{gathered}$ | $\begin{gathered} 412 \\ 12.28 \% \end{gathered}$ | $\begin{gathered} 869 \\ 27.31 \% \end{gathered}$ | $\begin{gathered} 412 \\ 12.28 \% \end{gathered}$ | $\begin{gathered} 869 \\ 27.31 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 2,323 \\ 35.51 \% \end{gathered}$ | $\begin{gathered} 1,255 \\ 37.34 \% \end{gathered}$ | $\begin{gathered} 1,069 \\ 33.59 \% \end{gathered}$ | $\begin{gathered} 1,255 \\ 37.34 \% \end{gathered}$ | $\begin{gathered} 1,069 \\ 33.59 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,599 \\ 24.44 \% \end{gathered}$ | $\begin{gathered} 1,096 \\ 32.62 \% \end{gathered}$ | $\begin{gathered} 502 \\ 15.79 \% \end{gathered}$ | $\begin{gathered} 1,096 \\ 32.62 \% \end{gathered}$ | $\begin{gathered} 502 \\ 15.79 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 405 \\ 6.2 \% \end{gathered}$ | $\begin{gathered} 298 \\ 8.88 \% \end{gathered}$ | $\begin{gathered} 107 \\ 3.36 \% \end{gathered}$ | $\begin{gathered} 298 \\ 8.88 \% \end{gathered}$ | $\begin{gathered} 107 \\ 3.36 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 87 \\ 1.32 \% \end{gathered}$ | $\begin{gathered} 61 \\ 1.82 \% \end{gathered}$ | $\begin{gathered} 26 \\ .81 \% \end{gathered}$ | $\begin{gathered} 61 \\ 1.82 \% \end{gathered}$ | $\begin{gathered} 26 \\ .81 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 16 \\ .24 \% \end{gathered}$ | $\begin{gathered} 9 \\ .28 \% \end{gathered}$ | $\begin{gathered} 6 \\ .2 \% \end{gathered}$ | $\begin{gathered} 9 \\ .28 \% \end{gathered}$ | $\begin{gathered} 6 \\ .2 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 5 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 3 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 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 | $\begin{gathered} 4 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 4 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 4 \\ .12 \% \end{gathered}$ |
| Average | 57 | 59 | 55 | 59 | 55 |
| Median | 58 | 59 | 56 | 59 | 56 |
| 85th \%tile | 64 | 64 | 62 | 64 | 62 |
| \% over 55 | 68 | 81 | 54 | 81 | 54 |
| \% over 60 | 32 | 44 | 20 | 44 | 20 |
| \% over 65 | 8 | 11 | 5 | 11 | 5 |
| \% over 70 | 2 | 2 | 1 | 2 | 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 April 2024| Site names: | 00103 |
| :--- | :--- |
| County: <br> Funct Class: <br> Location: | Ada <br> U Principal Arterial - Other <br> SH-21 0.4 Mi. SW of Old SH-21 |
|  | Road |
| \% over 80 | 0 |

Seasonal Factor Grp: 4 Daily Factor Grp: 4
Axle Factor Grp: 3
Growth Factor Grp: 13
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

