## Idaho Transportation Department

Monthly Speed Distribution for April 2019

| Site names: | 00272 |
| :--- | :--- |
| County: | Ada |
| Funct Class: | R Minor Arterial - Other |
| Location: | Star Rd $0.8 \mathrm{Mi} . \mathrm{S}$ of SH-44 |

Star Rd 0.8 Mi. S of SH-44

Seasonal Factor Grp: 99
Daily Factor Grp: 99
Axle Factor Grp:
Growth Factor Grp:

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 29 \\ .27 \% \end{gathered}$ | $\begin{aligned} & 26 \\ & .5 \% \end{aligned}$ | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 26 \\ .5 \% \end{gathered}$ | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 17 \\ .16 \% \end{gathered}$ | $\begin{gathered} 12 \\ .23 \% \end{gathered}$ | $\begin{gathered} 5 \\ .1 \% \end{gathered}$ | $\begin{gathered} 12 \\ .23 \% \end{gathered}$ | $\begin{gathered} 5 \\ .1 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 80 \\ .75 \% \end{gathered}$ | $\begin{gathered} 54 \\ 1.03 \% \end{gathered}$ | $\begin{gathered} 26 \\ .48 \% \end{gathered}$ | $\begin{gathered} 54 \\ 1.03 \% \end{gathered}$ | $\begin{gathered} 26 \\ .48 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 555 \\ 5.23 \% \end{gathered}$ | $\begin{gathered} 386 \\ 7.35 \% \end{gathered}$ | $\begin{gathered} 168 \\ 3.14 \% \end{gathered}$ | $\begin{gathered} 386 \\ 7.35 \% \end{gathered}$ | $\begin{gathered} 168 \\ 3.14 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 2,947 \\ 27.77 \% \end{gathered}$ | $\begin{gathered} 1,795 \\ 34.17 \% \end{gathered}$ | $\begin{gathered} 1,152 \\ 21.5 \% \end{gathered}$ | $\begin{gathered} 1,795 \\ 34.17 \% \end{gathered}$ | $\begin{gathered} 1,152 \\ 21.5 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 4,654 \\ 43.86 \% \end{gathered}$ | $\begin{gathered} 2,022 \\ 38.48 \% \end{gathered}$ | $\begin{gathered} 2,632 \\ 49.13 \% \end{gathered}$ | $\begin{gathered} 2,022 \\ 38.48 \% \end{gathered}$ | $\begin{gathered} 2,632 \\ 49.13 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 1,930 \\ 18.19 \% \end{gathered}$ | $\begin{gathered} 757 \\ 14.41 \% \end{gathered}$ | $\begin{gathered} 1,173 \\ 21.9 \% \end{gathered}$ | $\begin{gathered} 757 \\ 14.41 \% \end{gathered}$ | $\begin{gathered} 1,173 \\ 21.9 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 347 \\ 3.27 \% \end{gathered}$ | $\begin{gathered} 173 \\ 3.29 \% \end{gathered}$ | $\begin{gathered} 174 \\ 3.25 \% \end{gathered}$ | $\begin{gathered} 173 \\ 3.29 \% \end{gathered}$ | $\begin{gathered} 174 \\ 3.25 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 46 \\ .44 \% \end{gathered}$ | $\begin{gathered} 25 \\ .48 \% \end{gathered}$ | $\begin{gathered} 21 \\ .39 \% \end{gathered}$ | $\begin{gathered} 25 \\ .48 \% \end{gathered}$ | $\begin{gathered} 21 \\ .39 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 5 \\ .05 \% \end{gathered}$ | $\begin{gathered} 3 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 3 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ |


| 65-70 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 70-75 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 42 | 41 | 42 | 41 | 42 |
| Median | 42 | 41 | 43 | 41 | 43 |
| 85th \%tile | 47 | 46 | 47 | 46 | 47 |
| \% over 55 | 1 | 1 | 0 | 1 | 0 |
| \% over 60 | 0 | 0 | 0 | 0 | 0 |
| \% over 65 | 0 | 0 | 0 | 0 | 0 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 |
| \% 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 <br> Monthly Speed Distribution for April 2019

| Site names: |  |
| :--- | :--- |
| County: |  |
| Funct Class: <br> Location: | 00272 <br> Ada <br> R Minor Arterial - Other <br> Star Rd 0.8 Mi. S of SH-44 |
|  | Road |
| \% over 80 | 0 |
| N over 85 | 0 |

Seasonal Factor Grp: 99
Daily Factor Grp: 99
Axle Factor Grp: 99
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.

