## Idaho Transportation Department Monthly Speed Distribution for

| Site names: | 00272 |
| :--- | :--- |
| County: | Ada |
| Funct Class: | R Minor Arterial - Other |
| Location: | Star Rd 0.73 Mi . S of SH-44 |

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

99
99
14

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 19 \\ .17 \% \end{gathered}$ | $\begin{gathered} 16 \\ .3 \% \end{gathered}$ | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 16 \\ .3 \% \end{gathered}$ | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 19 \\ .17 \% \end{gathered}$ | $\begin{gathered} 14 \\ .26 \% \end{gathered}$ | $\begin{gathered} 5 \\ .08 \% \end{gathered}$ | $\begin{gathered} 14 \\ .26 \% \end{gathered}$ | $\begin{gathered} 5 \\ .08 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 73 \\ .65 \% \end{gathered}$ | $\begin{gathered} 43 \\ .78 \% \end{gathered}$ | $\begin{gathered} 31 \\ .53 \% \end{gathered}$ | $\begin{gathered} 43 \\ .78 \% \end{gathered}$ | $\begin{gathered} 31 \\ .53 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 465 \\ 4.13 \% \end{gathered}$ | $\begin{gathered} 256 \\ 4.66 \% \end{gathered}$ | $\begin{gathered} 209 \\ 3.62 \% \end{gathered}$ | $\begin{gathered} 256 \\ 4.66 \% \end{gathered}$ | $\begin{gathered} 209 \\ 3.62 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} \text { 2,773 } \\ 24.64 \% \end{gathered}$ | $\begin{gathered} 1,481 \\ 26.93 \% \end{gathered}$ | $\begin{gathered} 1,292 \\ 22.46 \% \end{gathered}$ | $\begin{gathered} 1,481 \\ 26.93 \% \end{gathered}$ | $\begin{gathered} 1,292 \\ 22.46 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 4,978 \\ 44.23 \% \end{gathered}$ | $\begin{gathered} \hline 2,281 \\ 41.48 \% \end{gathered}$ | $\begin{gathered} \hline 2,697 \\ 46.87 \% \end{gathered}$ | $\begin{gathered} \text { 2,281 } \\ 41.48 \% \end{gathered}$ | $\begin{gathered} 2,697 \\ 46.87 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 2,346 \\ 20.84 \% \end{gathered}$ | $\begin{gathered} 1,090 \\ 19.82 \% \end{gathered}$ | $\begin{gathered} 1,255 \\ 21.82 \% \end{gathered}$ | $\begin{gathered} 1,090 \\ 19.82 \% \end{gathered}$ | $\begin{gathered} 1,255 \\ 21.82 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 497 \\ 4.42 \% \end{gathered}$ | $\begin{gathered} 269 \\ 4.88 \% \end{gathered}$ | $\begin{gathered} 228 \\ 3.97 \% \end{gathered}$ | $\begin{gathered} 269 \\ 4.88 \% \end{gathered}$ | $\begin{gathered} 228 \\ 3.97 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 71 \\ .63 \% \end{gathered}$ | $\begin{gathered} 43 \\ .77 \% \end{gathered}$ | $\begin{aligned} & 29 \\ & .5 \% \end{aligned}$ | $\begin{gathered} 43 \\ .77 \% \end{gathered}$ | $\begin{gathered} 29 \\ .5 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 10 \\ .09 \% \end{gathered}$ | $\begin{gathered} 6 \\ .11 \% \end{gathered}$ | $\begin{gathered} 4 \\ .07 \% \end{gathered}$ | $\begin{gathered} 6 \\ .11 \% \end{gathered}$ | $\begin{gathered} 4 \\ .07 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 42 | 42 | 42 | 42 |
| Median | 42 | 42 | 42 | 42 | 42 |
| 85th \%tile | 48 | 48 | 48 | 48 | 48 |
| \% over 55 | 1 | 1 | 1 | 1 | 1 |
| \% 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

Monthly Speed Distribution for September 2022

| Site names: <br> County: <br> Funct Class: <br> Location: | 00272 <br> Ada <br> R Minor Arterial - Other <br> Star Rd 0.73 Mi. S of SH-44 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 11,253 | 5,500 | 5,754 | 5,500 | 5,754 |

Seasonal Factor Grp: Daily Factor Grp: 99
Axle Factor Grp: 99
Growth Factor Grp: 14
${ }^{* * *}$ Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

