## Idaho Transportation Department

Monthly Speed Distribution for December 2018
$\begin{array}{ll}\text { Site names: } & 00083 \\ \text { County: } & \text { Boise } \\ \text { Funct Class: } & \text { R Minor Arterial - Other } \\ \text { Location: } & \text { Garden Valley Rd } 11.5 \mathrm{Mi} . \mathrm{W} \text { of SH-21 }\end{array}$

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 1 <br> $.18 \%$ | 0 <br> $.13 \%$ | 0 <br> $.23 \%$ | 0 <br> $.13 \%$ | $.23 \%$ |
|  | 1 | 0 | 0 | 0 | 0 |
|  | $2 \%$ | $17 \%$ | $22 \%$ | $17 \%$ | $22 \%$ |


| 25-30 | $\begin{gathered} 2 \\ .64 \% \end{gathered}$ | $\begin{gathered} 1 \\ .74 \% \end{gathered}$ | $\begin{gathered} 1 \\ .54 \% \end{gathered}$ | $\begin{gathered} 1 \\ .74 \% \end{gathered}$ | $\begin{gathered} 1 \\ .54 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 30-35 | $\begin{gathered} 8 \\ 2.22 \% \end{gathered}$ | $\begin{gathered} 5 \\ 2.69 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.74 \% \end{gathered}$ | $\begin{gathered} 5 \\ 2.69 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.74 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 20 \\ 5.29 \% \end{gathered}$ | $\begin{gathered} 11 \\ 6.08 \% \end{gathered}$ | $\begin{gathered} 8 \\ 4.46 \% \end{gathered}$ | $\begin{gathered} 11 \\ 6.08 \% \end{gathered}$ | $\begin{gathered} 8 \\ 4.46 \% \end{gathered}$ |
| 40-45 | 43 | 23 | 20 | 23 | 20 |


| $40-45$ | 43 | 23 | 20 | 23 | 20 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | $11.65 \%$ | $12.39 \%$ | $10.88 \%$ | $12.39 \%$ | $10.88 \%$ |
| $45-50$ | 81 | 44 | 37 | 44 | 37 |
|  | $21.91 \%$ | $23.32 \%$ | $20.44 \%$ | $23.32 \%$ | $20.44 \%$ |
| 5055 | 118 | 61 | 57 |  |  |


| 55-60 | $\begin{gathered} 70 \\ 18.92 \% \end{gathered}$ | $\begin{gathered} 33 \\ 17.22 \% \end{gathered}$ | $\begin{gathered} 37 \\ 20.69 \% \end{gathered}$ | $\begin{gathered} 33 \\ 17.22 \% \end{gathered}$ | $\begin{gathered} 37 \\ 20.69 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 60-65 | $\begin{gathered} 23 \\ 6.11 \% \end{gathered}$ | $\begin{gathered} 8 \\ 4.45 \% \end{gathered}$ | $\begin{gathered} 14 \\ 7.83 \% \end{gathered}$ | $\begin{gathered} 8 \\ 4.45 \% \end{gathered}$ | $\begin{gathered} 14 \\ 7.83 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 3 \\ .91 \% \end{gathered}$ | $\begin{gathered} 1 \\ .45 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.38 \% \end{gathered}$ | $\begin{gathered} 1 \\ .45 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.38 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 0 \\ .11 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .21 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .21 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 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 | 50 | 50 | 51 | 50 | 51 |
| Median | 51 | 51 | 52 | 51 | 52 |
| 85th \%tile | 58 | 57 | 59 | 57 | 59 |
| \% over 55 | 26 | 22 | 30 | 22 | 30 |
| \% over 60 | 7 | 5 | 9 | 5 | 9 |
| \% over 65 | 1 | 0 | 2 | 0 | 2 |
| \% 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 December 2018
Site names:
County:
Funct Class:

Location: \begin{tabular}{l}
00083 <br>

\multicolumn{1}{l}{| Boise |
| :--- |
| R Minor Arterial - Other |
| Garden Valley Rd 11.5 Mi. W of SH-21 |} <br>

\cline { 2 - 6 } <br>
\hline Road <br>
\hline \% over 80
\end{tabular}

Seasonal Factor Grp: 55
Daily Factor Grp: 55
Axle Factor Grp:
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.

