## Idaho Transportation Department Monthly Speed Distribution for December 2022

| Site names: | 00083 |
| :--- | :--- |
| County: | Boise |
| Funct Class: | R Minor Arterial - Other |
| Location: | Banks-Lowman Hwy 13.5 Mi . E of SH-55 |


|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 1 | 0 | 0 | 0 | 0 |
|  | $.22 \%$ | $.23 \%$ | $.22 \%$ | $.23 \%$ | $.22 \%$ |
| $20-25$ | 2 | 1 | 1 | 1 | 1 |
|  | $.54 \%$ | $.49 \%$ | $.59 \%$ | $.49 \%$ | $.59 \%$ |
| $25-30$ | 7 | 3 | 4 | 3 | 4 |
|  | $2.31 \%$ | $2.27 \%$ | $2.35 \%$ | $2.27 \%$ | $2.35 \%$ |
| $30-35$ | 21 | 10 | 11 | 10 | 11 |
|  | $6.77 \%$ | $6.46 \%$ | $7.09 \%$ | $6.46 \%$ | $7.09 \%$ |
| $35-40$ | 45 | 23 | 22 | 23 | 22 |
|  | $14.81 \%$ | $14.77 \%$ | $14.84 \%$ | $14.77 \%$ | $14.84 \%$ |
| $40-45$ | 65 | 34 | 31 | 34 | 31 |
|  | $21.35 \%$ | $22.11 \%$ | $20.58 \%$ | $22.11 \%$ | $20.58 \%$ |
| $45-50$ | 71 | 36 | 34 | 36 | 34 |
|  | $23.15 \%$ | $23.5 \%$ | $22.79 \%$ | $23.5 \%$ | $22.79 \%$ |
| $50-55$ | 58 | 29 | 29 | 29 | 29 |
|  | $19.16 \%$ | $19.01 \%$ | $19.31 \%$ | $19.01 \%$ | $19.31 \%$ |
| $55-60$ | 28 | 13 | 14 | 13 | 14 |
|  | $9.06 \%$ | $8.76 \%$ | $9.37 \%$ | $8.76 \%$ | $9.37 \%$ |
| $60-65$ | 7 | 3 | 4 | 3 | 4 |
|  | $2.3 \%$ | $2.11 \%$ | $2.5 \%$ | $2.11 \%$ | $2.5 \%$ |


| 65-70 | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ | $\begin{gathered} 0 \\ .21 \% \end{gathered}$ | $\begin{gathered} 0 \\ .25 \% \end{gathered}$ | $\begin{gathered} 0 \\ .21 \% \end{gathered}$ | $\begin{gathered} 0 \\ .25 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 70-75 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ |
| 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 | 46 | 45 | 46 | 45 | 46 |
| Median | 46 | 46 | 46 | 46 | 46 |
| 85th \%tile | 54 | 54 | 54 | 54 | 54 |
| \% over 55 | 12 | 11 | 12 | 11 | 12 |
| \% over 60 | 3 | 2 | 3 | 2 | 3 |
| \% 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

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| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | E | W | E Lane1 | W Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 305 | 154 | 151 | 154 | 151 |


| Seasonal Factor Grp: | 11 |
| :--- | :--- |
| Daily Factor Grp: | 6 |
| Axle Factor Grp: | 50 |
| Growth Factor Grp: | 2 |

Growth Factor Grp: 2

