## Idaho Transportation Department

Monthly Speed Distribution for November 2023

| 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 | $\begin{gathered} 2 \\ .33 \% \end{gathered}$ | $\begin{gathered} 1 \\ .18 \% \end{gathered}$ | $\begin{gathered} 2 \\ .49 \% \end{gathered}$ | $\begin{gathered} 1 \\ .18 \% \end{gathered}$ | $\begin{gathered} 2 \\ .49 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .2 \% \end{gathered}$ | $\begin{gathered} 1 \\ .26 \% \end{gathered}$ | $\begin{gathered} 0 \\ .14 \% \end{gathered}$ | $\begin{gathered} 1 \\ .26 \% \end{gathered}$ | $\begin{gathered} 0 \\ .14 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .26 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .26 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 3 \\ .47 \% \end{gathered}$ | $\begin{gathered} 2 \\ .62 \% \end{gathered}$ | $\begin{gathered} 1 \\ .32 \% \end{gathered}$ | $\begin{gathered} 2 \\ .62 \% \end{gathered}$ | $\begin{gathered} 1 \\ .32 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 8 \\ 1.23 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.37 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.1 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.37 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.1 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 28 \\ 4.49 \% \end{gathered}$ | $\begin{gathered} 14 \\ 4.6 \% \end{gathered}$ | $\begin{gathered} 14 \\ 4.39 \% \end{gathered}$ | $\begin{gathered} 14 \\ 4.6 \% \end{gathered}$ | $\begin{gathered} 14 \\ 4.39 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 99 \\ 15.99 \% \end{gathered}$ | $\begin{gathered} 53 \\ 17.05 \% \end{gathered}$ | $\begin{gathered} 46 \\ 14.94 \% \end{gathered}$ | $\begin{gathered} 53 \\ 17.05 \% \end{gathered}$ | $\begin{gathered} 46 \\ 14.94 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 216 \\ 34.91 \% \end{gathered}$ | $\begin{gathered} 110 \\ 35.62 \% \end{gathered}$ | $\begin{gathered} 106 \\ 34.2 \% \end{gathered}$ | $\begin{gathered} 110 \\ 35.62 \% \end{gathered}$ | $\begin{gathered} 106 \\ 34.2 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 187 \\ 30.25 \% \end{gathered}$ | $\begin{gathered} 90 \\ 29.19 \% \end{gathered}$ | $\begin{gathered} 97 \\ 31.3 \% \end{gathered}$ | $\begin{gathered} 90 \\ 29.19 \% \end{gathered}$ | $\begin{gathered} 97 \\ 31.3 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 61 \\ 9.93 \% \end{gathered}$ | $\begin{gathered} 28 \\ 9.06 \% \end{gathered}$ | $\begin{gathered} 33 \\ 10.79 \% \end{gathered}$ | $\begin{gathered} 28 \\ 9.06 \% \end{gathered}$ | $\begin{gathered} 33 \\ 10.79 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 10 \\ 1.57 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.39 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.75 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.39 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.75 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 2 \\ .29 \% \end{gathered}$ | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ | $\begin{gathered} 1 \\ .35 \% \end{gathered}$ | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ | $\begin{gathered} 1 \\ .35 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ | $\begin{gathered} 0 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ .11 \% \end{gathered}$ | $\begin{gathered} 0 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ .11 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| Average | 54 | 53 | 54 | 53 | 54 |
| Median | 54 | 54 | 54 | 54 | 54 |
| 85th \%tile | 59 | 59 | 60 | 59 | 60 |
| \% over 55 | 42 | 40 | 44 | 40 | 44 |
| \% over 60 | 12 | 11 | 13 | 11 | 13 |
| \% over 65 | 2 | 2 | 2 | 2 | 2 |
| \% over 70 | 0 | 0 | 1 | 0 | 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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County:
Funct Class:

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

| Boise |
| :--- |
| R Minor Arterial - Other |
| Banks-Lowman Hwy 13.5 Mi. E of SH-55 | <br>

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

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

[^0] add up.


[^0]:    ***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always

