## Idaho Transportation Department

 Monthly Speed Distribution for February 2024| 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 | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .11 \% \end{gathered}$ | $\begin{gathered} 0 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .11 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 0 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ .18 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .18 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 4 \\ .79 \% \end{gathered}$ | $\begin{gathered} 2 \\ .83 \% \end{gathered}$ | $\begin{gathered} 2 \\ .75 \% \end{gathered}$ | $\begin{gathered} 2 \\ .83 \% \end{gathered}$ | $\begin{gathered} 2 \\ .75 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 9 \\ 2.1 \% \end{gathered}$ | $\begin{gathered} 5 \\ 2.18 \% \end{gathered}$ | $\begin{gathered} 4 \\ 2.01 \% \end{gathered}$ | $\begin{gathered} 5 \\ 2.18 \% \end{gathered}$ | $\begin{gathered} 4 \\ 2.01 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 28 \\ 6.23 \% \end{gathered}$ | $\begin{gathered} 15 \\ 6.67 \% \end{gathered}$ | $\begin{gathered} 13 \\ 5.78 \% \end{gathered}$ | $\begin{gathered} 15 \\ 6.67 \% \end{gathered}$ | $\begin{gathered} 13 \\ 5.78 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 88 \\ 19.47 \% \end{gathered}$ | $\begin{gathered} 47 \\ 20.44 \% \end{gathered}$ | $\begin{gathered} 41 \\ 18.48 \% \end{gathered}$ | $\begin{gathered} 47 \\ 20.44 \% \end{gathered}$ | $\begin{gathered} 41 \\ 18.48 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 158 \\ 35.14 \% \end{gathered}$ | $\begin{gathered} 82 \\ 36.16 \% \end{gathered}$ | $\begin{gathered} 76 \\ 34.1 \% \end{gathered}$ | $\begin{gathered} 82 \\ 36.16 \% \end{gathered}$ | $\begin{gathered} 76 \\ 34.1 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 120 \\ 26.7 \% \end{gathered}$ | $\begin{gathered} 58 \\ 25.28 \% \end{gathered}$ | $\begin{gathered} 63 \\ 28.15 \% \end{gathered}$ | $\begin{gathered} 58 \\ 25.28 \% \end{gathered}$ | $\begin{gathered} 63 \\ 28.15 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 35 \\ 7.69 \% \end{gathered}$ | $\begin{gathered} 15 \\ 6.7 \% \end{gathered}$ | $\begin{gathered} 19 \\ 8.7 \% \end{gathered}$ | $\begin{gathered} 15 \\ 6.7 \% \end{gathered}$ | $\begin{gathered} 19 \\ 8.7 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 6 \\ 1.25 \% \end{gathered}$ | $\begin{gathered} 2 \\ 1.06 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.44 \% \end{gathered}$ | $\begin{gathered} 2 \\ 1.06 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.44 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 1 \\ .24 \% \end{gathered}$ | $\begin{gathered} 0 \\ .2 \% \end{gathered}$ | $\begin{gathered} 1 \\ .28 \% \end{gathered}$ | $\begin{gathered} 0 \\ .2 \% \end{gathered}$ | $\begin{gathered} 1 \\ .28 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 53 | 52 | 53 | 52 | 53 |
| Median | 53 | 53 | 53 | 53 | 53 |
| 85th \%tile | 59 | 59 | 59 | 59 | 59 |
| \% over 55 | 36 | 33 | 39 | 33 | 39 |
| \% over 60 | 9 | 8 | 11 | 8 | 11 |
| \% over 65 | 2 | 1 | 2 | 1 | 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 February 2024

Site names:
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>
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\hline Road over 80
\end{tabular}

Seasonal Factor Grp: 11
Daily Factor Grp: 6
Axle Factor Grp: 50
Growth Factor Grp: 2
$\begin{array}{ll}\text { County: } & \text { Boise } \\ \text { Funct Class: } & \text { R Minor Arterial - Other } \\ \text { Location: } & \text { Banks-Lowman Hwy 13.5 Mi. E of SH-55 }\end{array}$
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

