## Idaho Transportation Department

 Monthly Speed Distribution for July 2023| Site names: | 00103 |
| :--- | :--- |
| County: | Ada |
| Funct Class: | U Principal Arterial - Other |
| Location: | SH-21 0.4 Mi . SW of Old SH-21 |

Location:

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

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 14 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 13 \\ .28 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 13 \\ .28 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 3 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 14 \\ .15 \% \end{gathered}$ | $\begin{gathered} 4 \\ .08 \% \end{gathered}$ | $\begin{gathered} 10 \\ .22 \% \end{gathered}$ | $\begin{gathered} 4 \\ .08 \% \end{gathered}$ | $\begin{gathered} 10 \\ .22 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 67 \\ .72 \% \end{gathered}$ | $\begin{gathered} 29 \\ .62 \% \end{gathered}$ | $\begin{gathered} 38 \\ .81 \% \end{gathered}$ | $\begin{gathered} 29 \\ .62 \% \end{gathered}$ | $\begin{gathered} 38 \\ .81 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 143 \\ 1.52 \% \end{gathered}$ | $\begin{gathered} 69 \\ 1.48 \% \end{gathered}$ | $\begin{gathered} 73 \\ 1.57 \% \end{gathered}$ | $\begin{gathered} 69 \\ 1.48 \% \end{gathered}$ | $\begin{gathered} 73 \\ 1.57 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 237 \\ 2.53 \% \end{gathered}$ | $\begin{gathered} 55 \\ 1.17 \% \end{gathered}$ | $\begin{gathered} 182 \\ 3.89 \% \end{gathered}$ | $\begin{gathered} 55 \\ 1.17 \% \end{gathered}$ | $\begin{gathered} 182 \\ 3.89 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 676 \\ 7.21 \% \end{gathered}$ | $\begin{gathered} 111 \\ 2.36 \% \end{gathered}$ | $\begin{gathered} 565 \\ 12.1 \% \end{gathered}$ | $\begin{gathered} 111 \\ 2.36 \% \end{gathered}$ | $\begin{gathered} 565 \\ 12.1 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 2,042 \\ 21.79 \% \end{gathered}$ | $\begin{gathered} 649 \\ 13.81 \% \end{gathered}$ | $\begin{gathered} 1,393 \\ 29.81 \% \end{gathered}$ | $\begin{gathered} 649 \\ 13.81 \% \end{gathered}$ | $\begin{gathered} 1,393 \\ 29.81 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} \hline 3,329 \\ 35.52 \% \end{gathered}$ | $\begin{gathered} 1,830 \\ 38.93 \% \end{gathered}$ | $\begin{gathered} 1,499 \\ 32.08 \% \end{gathered}$ | $\begin{gathered} 1,830 \\ 38.93 \% \end{gathered}$ | $\begin{gathered} 1,499 \\ 32.08 \% \end{gathered}$ |
| 60-65 | $\begin{aligned} & 2,165 \\ & 23.1 \% \end{aligned}$ | $\begin{gathered} 1,486 \\ 31.62 \% \end{gathered}$ | $\begin{gathered} 679 \\ 14.53 \% \end{gathered}$ | $\begin{gathered} 1,486 \\ 31.62 \% \end{gathered}$ | $\begin{gathered} 679 \\ 14.53 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 531 \\ 5.66 \% \end{gathered}$ | $\begin{gathered} 372 \\ 7.92 \% \end{gathered}$ | $\begin{gathered} 159 \\ 3.39 \% \end{gathered}$ | $\begin{gathered} 372 \\ 7.92 \% \end{gathered}$ | $\begin{gathered} 159 \\ 3.39 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 116 \\ 1.24 \% \end{gathered}$ | $\begin{gathered} 75 \\ 1.6 \% \end{gathered}$ | $\begin{gathered} 41 \\ .87 \% \end{gathered}$ | $\begin{gathered} 75 \\ 1.6 \% \end{gathered}$ | $\begin{gathered} 41 \\ .87 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 21 \\ .22 \% \end{gathered}$ | $\begin{gathered} 11 \\ .23 \% \end{gathered}$ | $\begin{gathered} 10 \\ .21 \% \end{gathered}$ | $\begin{gathered} 11 \\ .23 \% \end{gathered}$ | $\begin{gathered} 10 \\ .21 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 8 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .09 \% \end{gathered}$ | $\begin{gathered} 4 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .09 \% \end{gathered}$ | $\begin{gathered} 4 \\ .08 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 3 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 3 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 3 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 3 \\ .06 \% \end{gathered}$ |
| Average | 57 | 59 | 55 | 59 | 55 |
| Median | 57 | 59 | 55 | 59 | 55 |
| 85th \%tile | 63 | 64 | 61 | 64 | 61 |
| \% over 55 | 66 | 80 | 51 | 80 | 51 |
| \% over 60 | 30 | 42 | 19 | 42 | 19 |
| \% over 65 | 7 | 10 | 5 | 10 | 5 |
| \% over 70 | 2 | 2 | 1 | 2 | 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.

## Idaho Transportation Department

## Monthly Speed Distribution for July 2023

| Site names: |  |
| :--- | :--- |
| County: |  |
| Funct Class: <br> Location: | 00103 <br> Ada <br> U Principal Arterial - Other <br> SH-21 0.4 Mi. SW of Old SH-21 |
|  | Road |
| \% over 80 | 0 |

Seasonal Factor Grp: 4 Daily Factor Grp: 4
Axle Factor Grp: 3
Growth Factor Grp: 13

Location: $\quad$ SH-21 0.4 Mi. SW of Old SH-21
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up

