## Idaho Transportation Department Monthly Speed Distribution for February 2024

| Site names: | 00272 |
| :--- | :--- |
| County: | Ada |
| Funct Class: | R Minor Arterial - Other |
| Location: | Star Rd 0.73 Mi . S of SH-44 |

3 Mi S of $\mathrm{SH}-44$

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

99
99
14

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 34 \\ .3 \% \end{gathered}$ | $\begin{gathered} 32 \\ .57 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 32 \\ .57 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 28 \\ .25 \% \end{gathered}$ | $\begin{gathered} 23 \\ .41 \% \end{gathered}$ | $\begin{gathered} 6 \\ .1 \% \end{gathered}$ | $\begin{gathered} 23 \\ .41 \% \end{gathered}$ | $\begin{gathered} 6 \\ .1 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 97 \\ .86 \% \end{gathered}$ | $\begin{gathered} 60 \\ 1.08 \% \end{gathered}$ | $\begin{gathered} 37 \\ .65 \% \end{gathered}$ | $\begin{gathered} 60 \\ 1.08 \% \end{gathered}$ | $\begin{gathered} 37 \\ .65 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 541 \\ 4.82 \% \end{gathered}$ | $\begin{gathered} 303 \\ 5.48 \% \end{gathered}$ | $\begin{gathered} 239 \\ 4.18 \% \end{gathered}$ | $\begin{gathered} 303 \\ 5.48 \% \end{gathered}$ | $\begin{gathered} 239 \\ 4.18 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 2,913 \\ 25.93 \% \end{gathered}$ | $\begin{gathered} 1,555 \\ 28.15 \% \end{gathered}$ | $\begin{gathered} 1,357 \\ 23.78 \% \end{gathered}$ | $\begin{gathered} 1,555 \\ 28.15 \% \end{gathered}$ | $\begin{gathered} 1,357 \\ 23.78 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 4,906 \\ 43.68 \% \end{gathered}$ | $\begin{gathered} 2,197 \\ 39.76 \% \end{gathered}$ | $\begin{gathered} 2,709 \\ 47.47 \% \end{gathered}$ | $\begin{gathered} 2,197 \\ 39.76 \% \end{gathered}$ | $\begin{gathered} 2,709 \\ 47.47 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 2,211 \\ 19.68 \% \end{gathered}$ | $\begin{gathered} 1,057 \\ 19.12 \% \end{gathered}$ | $\begin{gathered} 1,154 \\ 20.22 \% \end{gathered}$ | $\begin{gathered} 1,057 \\ 19.12 \% \end{gathered}$ | $\begin{gathered} 1,154 \\ 20.22 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 434 \\ 3.87 \% \end{gathered}$ | $\begin{gathered} 256 \\ 4.64 \% \end{gathered}$ | $\begin{gathered} 178 \\ 3.12 \% \end{gathered}$ | $\begin{gathered} 256 \\ 4.64 \% \end{gathered}$ | $\begin{gathered} 178 \\ 3.12 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 58 \\ .52 \% \end{gathered}$ | $\begin{gathered} 37 \\ .67 \% \end{gathered}$ | $\begin{gathered} 21 \\ .37 \% \end{gathered}$ | $\begin{gathered} 37 \\ .67 \% \end{gathered}$ | $\begin{gathered} 21 \\ .37 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 8 \\ .08 \% \end{gathered}$ | $\begin{gathered} 5 \\ .1 \% \end{gathered}$ | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 5 \\ .1 \% \end{gathered}$ | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 42 | 42 | 42 | 42 | 42 |
| Median | 42 | 42 | 42 | 42 | 42 |
| 85th \%tile | 47 | 47 | 47 | 47 | 47 |
| \% over 55 | 1 | 1 | 0 | 1 | 0 |
| \% over 60 | 0 | 0 | 0 | 0 | 0 |
| \% 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

Monthly Speed Distribution for February 2024

| Site names: <br> County: <br> Funct Class: <br> Location: | 00272 <br> Ada <br> R Minor Arterial - Other <br> Star Rd 0.73 Mi . S of $\mathrm{SH}-44$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 11,233 | 5,526 | 5,707 | 5,526 | 5,707 |

Seasonal Factor Grp:
Daily Factor Grp: 99
Axle Factor Grp: 99
Growth Factor Grp: 14
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

