## Idaho Transportation Department

 Monthly Speed Distribution for| Site names: | 00010 |
| :--- | :--- |
| County: | Ada |
| Funct Class: | U Principal Arterial - Other |
| Location: | SH-55 3.3 Mi. N of Jct SH-44 |

Seasonal Factor Grp: 7
Daily Factor Grp: 6
Axle Factor Grp: All_Class_Sites
Growth Factor Grp: 14

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 22 \\ .13 \% \end{gathered}$ | $\begin{gathered} 22 \\ .26 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 22 \\ .26 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 26 \\ .15 \% \end{gathered}$ | $\begin{gathered} 25 \\ .3 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 25 \\ .3 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 30 \\ .18 \% \end{gathered}$ | $\begin{gathered} 28 \\ .33 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 28 \\ .33 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 39 \\ .23 \% \end{gathered}$ | $\begin{gathered} 33 \\ .39 \% \end{gathered}$ | $\begin{gathered} 6 \\ .07 \% \end{gathered}$ | $\begin{gathered} 33 \\ .39 \% \end{gathered}$ | $\begin{gathered} 6 \\ .07 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 116 \\ .68 \% \end{gathered}$ | $\begin{gathered} 93 \\ 1.1 \% \end{gathered}$ | $\begin{gathered} 22 \\ .26 \% \end{gathered}$ | $\begin{gathered} 93 \\ 1.1 \% \end{gathered}$ | $\begin{gathered} 22 \\ .26 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 487 \\ 2.85 \% \end{gathered}$ | $\begin{gathered} 394 \\ 4.65 \% \end{gathered}$ | $\begin{gathered} 92 \\ 1.07 \% \end{gathered}$ | $\begin{gathered} 394 \\ 4.65 \% \end{gathered}$ | $\begin{gathered} 92 \\ 1.07 \% \end{gathered}$ |
| 45-50 | $\begin{aligned} & 1,559 \\ & 9.12 \% \end{aligned}$ | $\begin{gathered} 1,145 \\ 13.52 \% \end{gathered}$ | $\begin{gathered} 414 \\ 4.8 \% \end{gathered}$ | $\begin{gathered} 1,145 \\ 13.52 \% \end{gathered}$ | $\begin{gathered} 414 \\ 4.8 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 4,669 \\ 27.33 \% \end{gathered}$ | $\begin{gathered} 2,746 \\ 32.43 \% \end{gathered}$ | $\begin{gathered} 1,923 \\ 22.32 \% \end{gathered}$ | $\begin{gathered} 2,746 \\ 32.43 \% \end{gathered}$ | $\begin{gathered} 1,923 \\ 22.32 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 6,717 \\ 39.32 \% \end{gathered}$ | $\begin{gathered} 2,883 \\ 34.06 \% \end{gathered}$ | $\begin{gathered} 3,833 \\ 44.49 \% \end{gathered}$ | $\begin{gathered} 2,883 \\ 34.06 \% \end{gathered}$ | $\begin{gathered} 3,833 \\ 44.49 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 2,813 \\ 16.46 \% \end{gathered}$ | $\begin{gathered} 918 \\ 10.84 \% \end{gathered}$ | $\begin{gathered} 1,894 \\ 21.99 \% \end{gathered}$ | $\begin{gathered} 918 \\ 10.84 \% \end{gathered}$ | $\begin{gathered} 1,894 \\ 21.99 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 517 \\ 3.03 \% \end{gathered}$ | $\begin{gathered} 149 \\ 1.76 \% \end{gathered}$ | $\begin{gathered} 368 \\ 4.27 \% \end{gathered}$ | $\begin{gathered} 149 \\ 1.76 \% \end{gathered}$ | $\begin{gathered} 368 \\ 4.27 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 68 \\ .4 \% \end{gathered}$ | $\begin{gathered} 23 \\ .27 \% \end{gathered}$ | $\begin{gathered} 45 \\ .53 \% \end{gathered}$ | $\begin{gathered} 23 \\ .27 \% \end{gathered}$ | $\begin{gathered} 45 \\ .53 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 13 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .05 \% \end{gathered}$ | $\begin{gathered} 9 \\ .1 \% \end{gathered}$ | $\begin{gathered} 4 \\ .05 \% \end{gathered}$ | $\begin{gathered} 9 \\ .1 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 3 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 2 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | $\begin{gathered} 1 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| Average | 56 | 54 | 57 | 54 | 57 |
| Median | 56 | 55 | 57 | 55 | 57 |
| 85th \%tile | 62 | 60 | 63 | 60 | 63 |
| \% over 55 | 59 | 47 | 71 | 47 | 71 |
| \% over 60 | 20 | 13 | 27 | 13 | 27 |
| \% over 65 | 4 | 2 | 5 | 2 | 5 |
| \% over 70 | 1 | 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.

## Idaho Transportation Department

 Monthly Speed Distribution for| Site names: <br> County: <br> Funct Class: Location: | $00010$ <br> Ada U Principal Arterial - Other SH-55 3.3 Mi. N of Jct SH-44 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 17,083 | 8,467 | 8,616 | 8,467 | 8,616 |

Seasonal Factor Grp: 7
Daily Factor Grp: 6
Axle Factor Grp: All_Class_Sites
Growth Factor Grp: 14

[^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

