## Idaho Transportation Department

 Monthly Speed Distribution for October 2023| 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:
Daily Factor Grp:
Axle Factor Grp: All_Class_Sites
Growth Factor Grp: 14

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 4 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 4 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 7 \\ .04 \% \end{gathered}$ | $\begin{gathered} 5 \\ .06 \% \end{gathered}$ | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 5 \\ .06 \% \end{gathered}$ | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 19 \\ .12 \% \end{gathered}$ | $\begin{gathered} 14 \\ .17 \% \end{gathered}$ | $\begin{gathered} 5 \\ .07 \% \end{gathered}$ | $\begin{gathered} 14 \\ .17 \% \end{gathered}$ | $\begin{gathered} 5 \\ .07 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 77 \\ .49 \% \end{gathered}$ | $\begin{gathered} 61 \\ .77 \% \end{gathered}$ | $\begin{gathered} 16 \\ .2 \% \end{gathered}$ | $\begin{gathered} 61 \\ .77 \% \end{gathered}$ | $\begin{gathered} 16 \\ .2 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 399 \\ 2.51 \% \end{gathered}$ | $\begin{gathered} 316 \\ 3.97 \% \end{gathered}$ | $\begin{gathered} 83 \\ 1.04 \% \end{gathered}$ | $\begin{gathered} 316 \\ 3.97 \% \end{gathered}$ | $\begin{gathered} 83 \\ 1.04 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 1,426 \\ 8.96 \% \end{gathered}$ | $\begin{gathered} 1,016 \\ 12.77 \% \end{gathered}$ | $\begin{gathered} 410 \\ 5.15 \% \end{gathered}$ | $\begin{gathered} 1,016 \\ 12.77 \% \end{gathered}$ | $\begin{gathered} 410 \\ 5.15 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 4,426 \\ 27.83 \% \end{gathered}$ | $\begin{gathered} 2,615 \\ 32.89 \% \end{gathered}$ | $\begin{gathered} 1,810 \\ 22.77 \% \end{gathered}$ | $\begin{gathered} 2,615 \\ 32.89 \% \end{gathered}$ | $\begin{gathered} 1,810 \\ 22.77 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 6,388 \\ 40.17 \% \end{gathered}$ | $\begin{gathered} 2,851 \\ 35.85 \% \end{gathered}$ | $\begin{gathered} 3,538 \\ 44.49 \% \end{gathered}$ | $\begin{gathered} 2,851 \\ 35.85 \% \end{gathered}$ | $\begin{gathered} 3,538 \\ 44.49 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 2,604 \\ 16.37 \% \end{gathered}$ | $\begin{gathered} 899 \\ 11.31 \% \end{gathered}$ | $\begin{gathered} 1,704 \\ 21.43 \% \end{gathered}$ | $\begin{gathered} 899 \\ 11.31 \% \end{gathered}$ | $\begin{gathered} 1,704 \\ 21.43 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 472 \\ 2.97 \% \end{gathered}$ | $\begin{gathered} 145 \\ 1.82 \% \end{gathered}$ | $\begin{gathered} 328 \\ 4.12 \% \end{gathered}$ | $\begin{gathered} 145 \\ 1.82 \% \end{gathered}$ | $\begin{gathered} 328 \\ 4.12 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 62 \\ .39 \% \end{gathered}$ | $\begin{gathered} 20 \\ .25 \% \end{gathered}$ | $\begin{gathered} 41 \\ .52 \% \end{gathered}$ | $\begin{gathered} 20 \\ .25 \% \end{gathered}$ | $\begin{gathered} 41 \\ .52 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 11 \\ .07 \% \end{gathered}$ | $\begin{gathered} 4 \\ .05 \% \end{gathered}$ | $\begin{gathered} 8 \\ .09 \% \end{gathered}$ | $\begin{gathered} 4 \\ .05 \% \end{gathered}$ | $\begin{gathered} 8 \\ .09 \% \end{gathered}$ |
| 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 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 56 | 55 | 57 | 55 | 57 |
| Median | 56 | 55 | 57 | 55 | 57 |
| 85th \%tile | 61 | 60 | 63 | 60 | 63 |
| \% over 55 | 60 | 49 | 71 | 49 | 71 |
| \% over 60 | 20 | 13 | 26 | 13 | 26 |
| \% over 65 | 3 | 2 | 5 | 2 | 5 |
| \% 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.

## Idaho Transportation Department

 Monthly Speed Distribution for October 2023| Site names: <br> County: <br> Funct Class: Location: | 00010 <br> Ada <br> 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 | 15,903 | 7,952 | 7,951 | 7,952 | 7,951 |

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

[^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.

