## Idaho Transportation Department

 Monthly Speed Distribution for January 2024| Site names: | 00010 |
| :--- | :--- |
| County: | Ada |
| Funct Class: | U Principal Arterial - Other |
| Location: | SH-55 3.3 Mi. N of Jct SH-44 |


|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 1 | 0 | 1 | 0 | 1 |


| $0-20$ | 1 | 0 | 1 | 0 | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | $.01 \%$ | $0 \%$ | $.02 \%$ | $0 \%$ | $.02 \%$ |
| $20-25$ | 1 | 0 | 1 | 0 | 1 |
|  | $.01 \%$ | $.01 \%$ | $.01 \%$ | $.01 \%$ | $.01 \%$ |

Ada
U Principal Arterial - Other
SH-55 3.3 Mi. N of Jct SH-44

Seasonal Factor Grp:
Daily Factor Grp:
Growth Factor Grp: 14

7
6

| 25-30 | $\begin{gathered} 9 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .07 \% \end{gathered}$ | $\begin{gathered} 5 \\ .09 \% \end{gathered}$ | $\begin{gathered} 4 \\ .07 \% \end{gathered}$ | $\begin{gathered} 5 \\ .09 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 30-35 | $\begin{gathered} 41 \\ .37 \% \end{gathered}$ | $\begin{gathered} 16 \\ .3 \% \end{gathered}$ | $\begin{gathered} 25 \\ .44 \% \end{gathered}$ | $\begin{gathered} 16 \\ .3 \% \end{gathered}$ | $\begin{gathered} 25 \\ .44 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 130 \\ 1.19 \% \end{gathered}$ | $\begin{gathered} 67 \\ 1.25 \% \end{gathered}$ | $\begin{gathered} 63 \\ 1.12 \% \end{gathered}$ | $\begin{gathered} 67 \\ 1.25 \% \end{gathered}$ | $\begin{gathered} 63 \\ 1.12 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 434 \\ 3.95 \% \end{gathered}$ | $\begin{gathered} 265 \\ 4.92 \% \end{gathered}$ | $\begin{gathered} 169 \\ 3.01 \% \end{gathered}$ | $\begin{gathered} 265 \\ 4.92 \% \end{gathered}$ | $\begin{gathered} 169 \\ 3.01 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 1,303 \\ 11.85 \% \end{gathered}$ | $\begin{gathered} 810 \\ 15.01 \% \end{gathered}$ | $\begin{gathered} 492 \\ 8.8 \% \end{gathered}$ | $\begin{gathered} 810 \\ 15.01 \% \end{gathered}$ | $\begin{gathered} 492 \\ 8.8 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 3,501 \\ 31.85 \% \end{gathered}$ | $\begin{gathered} 1,921 \\ 35.59 \% \end{gathered}$ | $\begin{gathered} 1,580 \\ 28.25 \% \end{gathered}$ | $\begin{gathered} 1,921 \\ 35.59 \% \end{gathered}$ | $\begin{gathered} 1,580 \\ 28.25 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 3,990 \\ 36.3 \% \end{gathered}$ | $\begin{gathered} 1,761 \\ 32.62 \% \end{gathered}$ | $\begin{gathered} 2,229 \\ 39.85 \% \end{gathered}$ | $\begin{gathered} 1,761 \\ 32.62 \% \end{gathered}$ | $\begin{gathered} 2,229 \\ 39.85 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,309 \\ 11.91 \% \end{gathered}$ | $\begin{gathered} 455 \\ 8.42 \% \end{gathered}$ | $\begin{gathered} 854 \\ 15.27 \% \end{gathered}$ | $\begin{gathered} 455 \\ 8.42 \% \end{gathered}$ | $\begin{gathered} 854 \\ 15.27 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 215 \\ 1.96 \% \end{gathered}$ | $\begin{gathered} 67 \\ 1.24 \% \end{gathered}$ | $\begin{gathered} 149 \\ 2.65 \% \end{gathered}$ | $\begin{gathered} 67 \\ 1.24 \% \end{gathered}$ | $\begin{gathered} 149 \\ 2.65 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 33 \\ .3 \% \end{gathered}$ | $\begin{gathered} 12 \\ .23 \% \end{gathered}$ | $\begin{gathered} 21 \\ .38 \% \end{gathered}$ | $\begin{gathered} 12 \\ .23 \% \end{gathered}$ | $\begin{gathered} 21 \\ .38 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 9 \\ .08 \% \end{gathered}$ | $\begin{gathered} 5 \\ .1 \% \end{gathered}$ | $\begin{gathered} 3 \\ .06 \% \end{gathered}$ | $\begin{gathered} 5 \\ .1 \% \end{gathered}$ | $\begin{gathered} 3 \\ .06 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 5 \\ .05 \% \end{gathered}$ | $\begin{gathered} 4 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 4 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 3 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 4 \\ .04 \% \end{gathered}$ | $\begin{gathered} 4 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 4 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 55 | 54 | 55 | 54 | 55 |
| Median | 55 | 54 | 56 | 54 | 56 |
| 85th \%tile | 60 | 59 | 61 | 59 | 61 |
| \% over 55 | 51 | 43 | 58 | 43 | 58 |
| \% over 60 | 14 | 10 | 18 | 10 | 18 |
| \% over 65 | 2 | 2 | 3 | 2 | 3 |
| \% over 70 | 1 | 1 | 0 | 1 | 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 January 2024

| 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 | 10,991 | 5,398 | 5,594 | 5,398 | 5,594 |

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

