## Idaho Transportation Department

 Monthly Speed Distribution for February 2024| Site names: | 00043 |
| :--- | :--- |
| County: | Valley |
| Funct Class: | R Principal Arterial - Other |
| Location: | SH-55 3.6 Mi. S of Roseberry Rd |


| Road | N | S |
| :---: | :---: | :---: |


|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 6 \\ .14 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 4 \\ .2 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 4 \\ .2 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 5 \\ .12 \% \end{gathered}$ | $\begin{gathered} 3 \\ .12 \% \end{gathered}$ | $\begin{gathered} 3 \\ .12 \% \end{gathered}$ | $\begin{gathered} 3 \\ .12 \% \end{gathered}$ | $\begin{gathered} 3 \\ .12 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 9 \\ .21 \% \end{gathered}$ | $\begin{gathered} 3 \\ .16 \% \end{gathered}$ | $\begin{gathered} 6 \\ .26 \% \end{gathered}$ | $\begin{gathered} 3 \\ .16 \% \end{gathered}$ | $\begin{gathered} 6 \\ .26 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 9 \\ .22 \% \end{gathered}$ | $\begin{gathered} 4 \\ .18 \% \end{gathered}$ | $\begin{gathered} 6 \\ .27 \% \end{gathered}$ | $\begin{gathered} 4 \\ .18 \% \end{gathered}$ | $\begin{gathered} 6 \\ .27 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 17 \\ .4 \% \end{gathered}$ | $\begin{gathered} 10 \\ .49 \% \end{gathered}$ | $\begin{gathered} 7 \\ .31 \% \end{gathered}$ | $\begin{gathered} 10 \\ .49 \% \end{gathered}$ | $\begin{gathered} 7 \\ .31 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 32 \\ .76 \% \end{gathered}$ | $\begin{gathered} 17 \\ .82 \% \end{gathered}$ | $\begin{gathered} 14 \\ .69 \% \end{gathered}$ | $\begin{gathered} 17 \\ .82 \% \end{gathered}$ | $\begin{gathered} 14 \\ .69 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 61 \\ 1.44 \% \end{gathered}$ | $\begin{gathered} 36 \\ 1.69 \% \end{gathered}$ | $\begin{gathered} 25 \\ 1.18 \% \end{gathered}$ | $\begin{gathered} 36 \\ 1.69 \% \end{gathered}$ | $\begin{gathered} 25 \\ 1.18 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 164 \\ 3.89 \% \end{gathered}$ | $\begin{gathered} 76 \\ 3.58 \% \end{gathered}$ | $\begin{gathered} 88 \\ 4.19 \% \end{gathered}$ | $\begin{gathered} 76 \\ 3.58 \% \end{gathered}$ | $\begin{gathered} 88 \\ 4.19 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 421 \\ 9.99 \% \end{gathered}$ | $\begin{gathered} 202 \\ 9.57 \% \end{gathered}$ | $\begin{gathered} 219 \\ 10.41 \% \end{gathered}$ | $\begin{gathered} 202 \\ 9.57 \% \end{gathered}$ | $\begin{gathered} 219 \\ 10.41 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,066 \\ 25.26 \% \end{gathered}$ | $\begin{gathered} 624 \\ 29.55 \% \end{gathered}$ | $\begin{gathered} 442 \\ 20.98 \% \end{gathered}$ | $\begin{gathered} 624 \\ 29.55 \% \end{gathered}$ | $\begin{gathered} 442 \\ 20.98 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,474 \\ 34.92 \% \end{gathered}$ | $\begin{gathered} 782 \\ 37.02 \% \end{gathered}$ | $\begin{gathered} 692 \\ 32.82 \% \end{gathered}$ | $\begin{gathered} 782 \\ 37.02 \% \end{gathered}$ | $\begin{gathered} 692 \\ 32.82 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 852 \\ 20.19 \% \end{gathered}$ | $\begin{gathered} 311 \\ 14.74 \% \end{gathered}$ | $\begin{gathered} 541 \\ 25.65 \% \end{gathered}$ | $\begin{gathered} 311 \\ 14.74 \% \end{gathered}$ | $\begin{gathered} 541 \\ 25.65 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 69 \\ 1.64 \% \end{gathered}$ | $\begin{gathered} 34 \\ 1.62 \% \end{gathered}$ | $\begin{gathered} 35 \\ 1.66 \% \end{gathered}$ | $\begin{gathered} 34 \\ 1.62 \% \end{gathered}$ | $\begin{gathered} 35 \\ 1.66 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 29 \\ .69 \% \end{gathered}$ | $\begin{gathered} 6 \\ .27 \% \end{gathered}$ | $\begin{gathered} 23 \\ 1.11 \% \end{gathered}$ | $\begin{gathered} 6 \\ .27 \% \end{gathered}$ | $\begin{gathered} 23 \\ 1.11 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| Average | 65 | 65 | 66 | 65 | 66 |
| Median | 66 | 66 | 67 | 66 | 67 |
| 85th \%tile | 72 | 71 | 73 | 71 | 73 |
| \% over 55 | 93 | 93 | 93 | 93 | 93 |
| \% over 60 | 83 | 83 | 82 | 83 | 82 |
| \% over 65 | 58 | 54 | 61 | 54 | 61 |
| \% over 70 | 23 | 17 | 29 | 17 | 29 |
| \% over 75 | 2 | 2 | 3 | 2 | 3 |

***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

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|  | Road |
| \% over 80 | 1 |

Seasonal Factor Grp: 8
Daily Factor Grp: 6
Axle Factor Grp: 8
Growth Factor Grp: 2

Location:
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