## Idaho Transportation Department

 Monthly Speed Distribution for December 2022

00137
Canyon
R Principal Arterial - Other
US-95 1.4 Mi. S of Jct SH-19

Seasonal Factor Grp: $\quad 1$
Daily Factor Grp: 2
Axle Factor Grp: All_Class_Sites
Growth Factor Grp: 3

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 15 \\ .27 \% \end{gathered}$ | $\begin{gathered} 7 \\ .26 \% \end{gathered}$ | $\begin{gathered} 8 \\ .27 \% \end{gathered}$ | $\begin{gathered} 7 \\ .26 \% \end{gathered}$ | $\begin{gathered} 8 \\ .27 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 8 \\ .14 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ | $\begin{gathered} 5 \\ .18 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ | $\begin{gathered} 5 \\ .18 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 23 \\ .42 \% \end{gathered}$ | $\begin{gathered} 8 \\ .29 \% \end{gathered}$ | $\begin{gathered} 15 \\ .55 \% \end{gathered}$ | $\begin{gathered} 8 \\ .29 \% \end{gathered}$ | $\begin{gathered} 15 \\ .55 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 29 \\ .53 \% \end{gathered}$ | $\begin{gathered} 11 \\ .39 \% \end{gathered}$ | $\begin{gathered} 19 \\ .67 \% \end{gathered}$ | $\begin{gathered} 11 \\ .39 \% \end{gathered}$ | $\begin{gathered} 19 \\ .67 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 48 \\ .86 \% \end{gathered}$ | $\begin{gathered} 22 \\ .81 \% \end{gathered}$ | $\begin{gathered} 25 \\ .9 \% \end{gathered}$ | $\begin{gathered} 22 \\ .81 \% \end{gathered}$ | $\begin{gathered} 25 \\ .9 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 103 \\ 1.85 \% \end{gathered}$ | $\begin{gathered} 53 \\ 1.92 \% \end{gathered}$ | $\begin{gathered} 50 \\ 1.79 \% \end{gathered}$ | $\begin{gathered} 53 \\ 1.92 \% \end{gathered}$ | $\begin{gathered} 50 \\ 1.79 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 232 \\ 4.18 \% \end{gathered}$ | $\begin{gathered} 122 \\ 4.43 \% \end{gathered}$ | $\begin{gathered} 110 \\ 3.93 \% \end{gathered}$ | $\begin{gathered} 122 \\ 4.43 \% \end{gathered}$ | $\begin{gathered} 110 \\ 3.93 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 726 \\ 13.08 \% \end{gathered}$ | $\begin{gathered} 386 \\ 13.98 \% \end{gathered}$ | $\begin{gathered} 340 \\ 12.19 \% \end{gathered}$ | $\begin{gathered} 386 \\ 13.98 \% \end{gathered}$ | $\begin{gathered} 340 \\ 12.19 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 1,381 \\ 24.88 \% \end{gathered}$ | $\begin{gathered} 748 \\ 27.06 \% \end{gathered}$ | $\begin{gathered} 634 \\ 22.72 \% \end{gathered}$ | $\begin{gathered} 748 \\ 27.06 \% \end{gathered}$ | $\begin{gathered} 634 \\ 22.72 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,659 \\ 29.87 \% \end{gathered}$ | $\begin{gathered} 822 \\ 29.75 \% \end{gathered}$ | $\begin{gathered} 836 \\ 29.99 \% \end{gathered}$ | $\begin{gathered} 822 \\ 29.75 \% \end{gathered}$ | $\begin{gathered} 836 \\ 29.99 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,097 \\ 19.76 \% \end{gathered}$ | $\begin{gathered} 486 \\ 17.59 \% \end{gathered}$ | $\begin{gathered} 611 \\ 21.91 \% \end{gathered}$ | $\begin{gathered} 486 \\ 17.59 \% \end{gathered}$ | $\begin{gathered} 611 \\ 21.91 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 174 \\ 3.14 \% \end{gathered}$ | $\begin{gathered} 69 \\ 2.49 \% \end{gathered}$ | $\begin{gathered} 105 \\ 3.78 \% \end{gathered}$ | $\begin{gathered} 69 \\ 2.49 \% \end{gathered}$ | $\begin{gathered} 105 \\ 3.78 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 36 \\ .65 \% \end{gathered}$ | $\begin{gathered} 13 \\ .46 \% \end{gathered}$ | $\begin{gathered} 23 \\ .83 \% \end{gathered}$ | $\begin{gathered} 13 \\ .46 \% \end{gathered}$ | $\begin{gathered} 23 \\ .83 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 7 \\ .13 \% \end{gathered}$ | $\begin{gathered} 3 \\ .12 \% \end{gathered}$ | $\begin{gathered} 4 \\ .15 \% \end{gathered}$ | $\begin{gathered} 3 \\ .12 \% \end{gathered}$ | $\begin{gathered} 4 \\ .15 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 9 \\ .16 \% \end{gathered}$ | $\begin{gathered} 7 \\ .26 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 7 \\ .26 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ |
| Average | 60 | 59 | 60 | 59 | 60 |
| Median | 61 | 60 | 61 | 60 | 61 |
| 85th \%tile | 67 | 67 | 68 | 67 | 68 |
| \% over 55 | 79 | 78 | 80 | 78 | 80 |
| \% over 60 | 54 | 51 | 57 | 51 | 57 |
| \% over 65 | 24 | 21 | 27 | 21 | 27 |
| \% over 70 | 4 | 3 | 5 | 3 | 5 |
| \% over 75 | 1 | 1 | 1 | 1 | 1 |

${ }^{* * *}$ 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 December 2022Site names:
County:
Funct Class:

Location: $\quad$\begin{tabular}{l}
Canyon <br>

\multicolumn{1}{l}{| R Principal Arterial - Other |
| :--- |
| US-95 1.4 Mi. S of Jct SH-19 |} <br>

\cline { 2 - 6 } <br>
\cline { 2 - 6 } <br>
\hline \% over 80
\end{tabular}

Seasonal Factor Grp: 1
Daily Factor Grp: 2
Axle Factor Grp: All_Class_Sites
Growth Factor Grp: 3

Location: $\quad$ US-95 1.4 Mi. S of Jct SH-19
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

