## Idaho Transportation Department

 Monthly Speed Distribution for January 2023
## Site names: <br> County: <br> Funct Class: <br> Location:

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

Seasonal Factor Grp:
Daily Factor Grp:
Growth Factor Grp: 3

1
All_Class_Sites 3

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 8 \\ .15 \% \end{gathered}$ | $\begin{gathered} 5 \\ .17 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 5 \\ .17 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 5 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 4 \\ .14 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 4 \\ .14 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 17 \\ .31 \% \end{gathered}$ | $\begin{gathered} 4 \\ .15 \% \end{gathered}$ | $\begin{gathered} 13 \\ .46 \% \end{gathered}$ | $\begin{gathered} 4 \\ .15 \% \end{gathered}$ | $\begin{gathered} 13 \\ .46 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 23 \\ .42 \% \end{gathered}$ | $\begin{gathered} 4 \\ .14 \% \end{gathered}$ | $\begin{gathered} 19 \\ .69 \% \end{gathered}$ | $\begin{gathered} 4 \\ .14 \% \end{gathered}$ | $\begin{gathered} 19 \\ .69 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 21 \\ .38 \% \end{gathered}$ | $\begin{gathered} 8 \\ .3 \% \end{gathered}$ | $\begin{gathered} 13 \\ .45 \% \end{gathered}$ | $\begin{gathered} 8 \\ .3 \% \end{gathered}$ | $\begin{gathered} 13 \\ .45 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 42 \\ .76 \% \end{gathered}$ | $\begin{gathered} 23 \\ .83 \% \end{gathered}$ | $\begin{gathered} 19 \\ .7 \% \end{gathered}$ | $\begin{gathered} 23 \\ .83 \% \end{gathered}$ | $\begin{gathered} 19 \\ .7 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 128 \\ 2.32 \% \end{gathered}$ | $\begin{gathered} 70 \\ 2.56 \% \end{gathered}$ | $\begin{gathered} 58 \\ 2.09 \% \end{gathered}$ | $\begin{gathered} 70 \\ 2.56 \% \end{gathered}$ | $\begin{gathered} 58 \\ 2.09 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 491 \\ 8.95 \% \end{gathered}$ | $\begin{gathered} 281 \\ 10.34 \% \end{gathered}$ | $\begin{gathered} 210 \\ 7.58 \% \end{gathered}$ | $\begin{gathered} 281 \\ 10.34 \% \end{gathered}$ | $\begin{gathered} 210 \\ 7.58 \% \end{gathered}$ |
| 55-60 | $\begin{aligned} & \hline 1,208 \\ & 22 \% \end{aligned}$ | $\begin{gathered} 676 \\ 24.82 \% \end{gathered}$ | $\begin{gathered} 532 \\ 19.23 \% \end{gathered}$ | $\begin{gathered} 676 \\ 24.82 \% \end{gathered}$ | $\begin{gathered} 532 \\ 19.23 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,835 \\ 33.42 \% \end{gathered}$ | $\begin{gathered} 908 \\ 33.38 \% \end{gathered}$ | $\begin{gathered} 926 \\ 33.46 \% \end{gathered}$ | $\begin{gathered} 908 \\ 33.38 \% \end{gathered}$ | $\begin{gathered} 926 \\ 33.46 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,418 \\ 25.83 \% \end{gathered}$ | $\begin{gathered} 625 \\ 22.97 \% \end{gathered}$ | $\begin{gathered} 793 \\ 28.64 \% \end{gathered}$ | $\begin{gathered} 625 \\ 22.97 \% \end{gathered}$ | $\begin{gathered} 793 \\ 28.64 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 234 \\ 4.26 \% \end{gathered}$ | $\begin{gathered} 91 \\ 3.33 \% \end{gathered}$ | $\begin{gathered} 143 \\ 5.18 \% \end{gathered}$ | $\begin{gathered} 91 \\ 3.33 \% \end{gathered}$ | $\begin{gathered} 143 \\ 5.18 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 43 \\ .78 \% \end{gathered}$ | $\begin{gathered} 16 \\ .6 \% \end{gathered}$ | $\begin{gathered} 26 \\ .96 \% \end{gathered}$ | $\begin{gathered} 16 \\ .6 \% \end{gathered}$ | $\begin{gathered} 26 \\ .96 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 9 \\ .16 \% \end{gathered}$ | $\begin{gathered} 4 \\ .15 \% \end{gathered}$ | $\begin{gathered} 5 \\ .18 \% \end{gathered}$ | $\begin{gathered} 4 \\ .15 \% \end{gathered}$ | $\begin{gathered} 5 \\ .18 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 4 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .14 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 4 \\ .14 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| Average | 61 | 61 | 62 | 61 | 62 |
| Median | 62 | 62 | 63 | 62 | 63 |
| 85th \%tile | 68 | 68 | 69 | 68 | 69 |
| \% over 55 | 87 | 85 | 88 | 85 | 88 |
| \% over 60 | 65 | 61 | 69 | 61 | 69 |
| \% over 65 | 31 | 27 | 35 | 27 | 35 |
| \% over 70 | 5 | 4 | 6 | 4 | 6 |
| \% 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 January 2023

| Site names: <br> County: <br> Funct Class: <br> Location: | 00137 <br> Canyon <br> R Principal Arterial - Other US-95 1.4 Mi. S of Jct SH-19 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 5,490 | 2,722 | 2,768 | 2,722 | 2,768 |

Seasonal Factor Grp:
Daily Factor Grp:
Axle Factor Grp:
Growth Factor Grp:
$\begin{array}{ll}\text { County: } & \text { Canyon } \\ \text { Funct } & \text { R Principal Arterial - Other }\end{array}$
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

