# Idaho Transportation Department

## Monthly Speed Distribution for July 2024

Site names: 00188
County: Canyon
Funct Class: R Principal Arterial - Other
Location: US-20 0.4 Mi. NW of Mink Rd

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

| | Road | SE | NW | SE Lane1 | NW Lane1 |
|---|---|---|---|---|---|
| 0-30 | 73<br>.89% | 33<br>.79% | 39<br>.98% | 33<br>.79% | 39<br>.98% |
| 30-35 | 11<br>.13% | 7<br>.16% | 4<br>.09% | 7<br>.16% | 4<br>.09% |
| 35-40 | 12<br>.14% | 6<br>.15% | 5<br>.13% | 6<br>.15% | 5<br>.13% |
| 40-45 | 23<br>.28% | 11<br>.27% | 11<br>.28% | 11<br>.27% | 11<br>.28% |
| 45-50 | 85<br>1.03% | 45<br>1.08% | 39<br>.98% | 45<br>1.08% | 39<br>.98% |
| 50-55 | 399<br>4.88% | 204<br>4.88% | 196<br>4.87% | 204<br>4.88% | 196<br>4.87% |
| 55-60 | 1,361<br>16.62% | 657<br>15.75% | 704<br>17.52% | 657<br>15.75% | 704<br>17.52% |
| 60-65 | 3,056<br>37.32% | 1,480<br>35.47% | 1,576<br>39.25% | 1,480<br>35.47% | 1,576<br>39.25% |
| 65-70 | 2,362<br>28.85% | 1,252<br>30% | 1,110<br>27.65% | 1,252<br>30% | 1,110<br>27.65% |
| 70-75 | 677<br>8.26% | 398<br>9.54% | 279<br>6.94% | 398<br>9.54% | 279<br>6.94% |
| 75-80 | 105<br>1.29% | 64<br>1.53% | 41<br>1.03% | 64<br>1.53% | 41<br>1.03% |
| 80-85 | 19<br>.23% | 11<br>.27% | 8<br>.19% | 11<br>.27% | 8<br>.19% |
| 85-90 | 4<br>.05% | 3<br>.06% | 1<br>.04% | 3<br>.06% | 1<br>.04% |
| 90-95 | 1<br>.02% | 1<br>.02% | 1<br>.01% | 1<br>.02% | 1<br>.01% |
| 95-120 | 2<br>.02% | 1<br>.02% | 1<br>.02% | 1<br>.02% | 1<br>.02% |
| Average | 63 | 63 | 63 | 63 | 63 |
| Median | 63 | 64 | 63 | 64 | 63 |
| 85th %tile | 69 | 69 | 69 | 69 | 69 |
| % over 55 | 93 | 93 | 93 | 93 | 93 |
| % over 60 | 76 | 77 | 75 | 77 | 75 |
| % over 65 | 39 | 41 | 36 | 41 | 36 |
| % over 70 | 10 | 11 | 8 | 11 | 8 |
| % over 75 | 2 | 2 | 1 | 2 | 1 |
| % over 80 | 0 | 0 | 0 | 0 | 0 |
| % over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 8,189 | 4,173 | 4,015 | 4,173 | 4,015 |

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