Idaho Transportation Department Monthly Speed Distribution for March 2022

Site names: County: Funct Class: Location:

Canyon R Principal Arterial - Other SH-45 0.3 Mi. N of Bowmont Rd

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00229

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| | Road | N | S | N Lane1 | S Lane1 |
|------------|--------|--------|--------|---------|---------|
| 0-30 | 21 | 9 | 11 | 9 | 11 |
| | .41% | .38% | .45% | .38% | .45% |
| 30-35 | 14 | 1 | 13 | 1 | 13 |
| | .28% | .04% | .52% | .04% | .52% |
| 35-40 | 17 | 3 | 14 | 3 | 14 |
| | .35% | .13% | .56% | .13% | .56% |
| 40-45 | 30 | 15 | 15 | 15 | 15 |
| | .61% | .62% | .59% | .62% | .59% |
| 45-50 | 100 | 60 | 40 | 60 | 40 |
| | 2.02% | 2.43% | 1.6% | 2.43% | 1.6% |
| 50-55 | 329 | 178 | 151 | 178 | 151 |
| | 6.63% | 7.23% | 6.04% | 7.23% | 6.04% |
| 55-60 | 833 | 405 | 428 | 405 | 428 |
| | 16.76% | 16.4% | 17.12% | 16.4% | 17.12% |
| 60-65 | 1,526 | 693 | 833 | 693 | 833 |
| | 30.71% | 28.05% | 33.34% | 28.05% | 33.34% |
| 65-70 | 1,249 | 598 | 651 | 598 | 651 |
| | 25.13% | 24.21% | 26.04% | 24.21% | 26.04% |
| 70-75 | 589 | 330 | 259 | 330 | 259 |
| | 11.85% | 13.36% | 10.35% | 13.36% | 10.35% |
| 75-80 | 194 | 128 | 66 | 128 | 66 |
| | 3.9% | 5.19% | 2.63% | 5.19% | 2.63% |
| 80-85 | 47 | 35 | 12 | 35 | 12 |
| | .94% | 1.41% | .49% | 1.41% | .49% |
| 85-90 | 13 | 9 | 4 | 9 | 4 |
| | .26% | .36% | .16% | .36% | .16% |
| 90-95 | 4 | 2 | 1 | 2 | 1 |
| | .08% | .09% | .06% | .09% | .06% |
| 95-120 | 4 | 2 | 2 | 2 | 2 |
| | .07% | .08% | .07% | .08% | .07% |
| Average | 64 | 64 | 63 | 64 | 63 |
| Median | 64 | 64 | 63 | 64 | 63 |
| 85th %tile | 71 | 72 | 70 | 72 | 70 |
| % over 55 | 90 | 89 | 90 | 89 | 90 |
| % over 60 | 73 | 73 | 73 | 73 | 73 |
| % over 65 | 42 | 45 | 40 | 45 | 40 |
| % over 70 | 17 | 20 | 14 | 20 | 14 |
| % over 75 | 5 | 7 | 3 | 7 | 3 |
| % over 80 | 1 | 2 | 1 | 2 | 1 |
| % over 85 | 0 | 1 | 0 | 1 | 0 |
| Total | 4,968 | 2,470 | 2,499 | 2,470 | 2,499 |

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

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