## Idaho Transportation Department

Monthly Speed Distribution for February 2021

| Site names: | 00176 | Seasonal Factor Grp: |
| :--- | :--- | :--- |
| County: | Bonneville | Daily Factor Grp: |
| Funct Class: | R Principal Arterial - Interstate | Axle Factor Grp: |
| Location: | I-15 0.2 Mi. N of New Sweden School Rd UP | Growth Factor Grp: |


|  | Road | N | S | N Lane1 | N Lane2 | S Lane2 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 57 | 52 | 5 | 50 | 2 | 2 | 4 |
|  | $.25 \%$ | $.46 \%$ | $.04 \%$ | $.62 \%$ | $.07 \%$ | $.04 \%$ | $.05 \%$ |
| $20-25$ | 5 | 5 | 0 | 4 | 0 | 0 | 0 |
|  | $.02 \%$ | $.04 \%$ | $0 \%$ | $.06 \%$ | $0 \%$ | $0 \%$ | $0 \%$ |


| $25-30$ | 5 | 4 | 1 | 4 | 0 | 0 | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $.02 \%$ | $.04 \%$ | $.01 \%$ | $.05 \%$ | $0 \%$ | $0 \%$ | $.01 \%$ |
| $30-35$ | 7 | 5 | 2 | 5 | 0 | 0 | 2 |
|  | $.03 \%$ | $.05 \%$ | $.02 \%$ | $.06 \%$ | $.01 \%$ | $.01 \%$ | $.02 \%$ |
| $35-40$ | 15 | 9 | 6 | 8 | 1 | 0 | 5 |
|  | $.07 \%$ | $.08 \%$ | $.05 \%$ | $.1 \%$ | $.03 \%$ | $.01 \%$ | $.07 \%$ |


| $40-45$ | 30 | 17 | 13 | 16 | 1 | 1 | 12 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $.13 \%$ | $.15 \%$ | $.11 \%$ | $.2 \%$ | $.03 \%$ | $.02 \%$ | $.15 \%$ |
| $45-50$ | 58 | 34 | 25 | 32 | 1 | 1 | 24 |
|  | $.25 \%$ | $.3 \%$ | $.21 \%$ | $.4 \%$ | $.04 \%$ | $.03 \%$ | $.31 \%$ |


| $50-55$ | 169 | 90 | 78 | 87 | 4 | 4 | 74 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $.74 \%$ | $.8 \%$ | $.68 \%$ | $1.09 \%$ | $.11 \%$ | $.1 \%$ | $.97 \%$ |
| $55-60$ | 431 | 216 | 215 | 205 | 11 | 10 | 204 |
|  | $1.88 \%$ | $1.9 \%$ | $1.86 \%$ | $2.58 \%$ | $.32 \%$ | $.27 \%$ | $2.66 \%$ |
| $60-65$ | 1,434 | 661 | 773 | 629 | 32 | 34 | 739 |
|  | $6.26 \%$ | $5.81 \%$ | $6.71 \%$ | $7.91 \%$ | $.93 \%$ | $.89 \%$ | $9.62 \%$ |


| 65-70 | $\begin{gathered} 2,692 \\ 11.76 \% \end{gathered}$ | $\begin{gathered} 1,212 \\ 10.65 \% \end{gathered}$ | $\begin{gathered} 1,481 \\ 12.84 \% \end{gathered}$ | $\begin{gathered} 1,124 \\ 14.12 \% \end{gathered}$ | $\begin{gathered} 88 \\ 2.57 \% \end{gathered}$ | $\begin{gathered} 125 \\ 3.24 \% \end{gathered}$ | $\begin{gathered} 1,356 \\ 17.66 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 70-75 | $\begin{aligned} & 3,413 \\ & 14.9 \% \end{aligned}$ | $\begin{gathered} 1,562 \\ 13.74 \% \end{gathered}$ | $\begin{gathered} 1,851 \\ 16.06 \% \end{gathered}$ | $\begin{gathered} 1,353 \\ 17 \% \end{gathered}$ | $\begin{gathered} 209 \\ 6.12 \% \end{gathered}$ | $\begin{gathered} 343 \\ 8.91 \% \end{gathered}$ | $\begin{gathered} 1,508 \\ 19.64 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 6,020 \\ 26.29 \% \end{gathered}$ | $\begin{gathered} 2,638 \\ 23.19 \% \end{gathered}$ | $\begin{gathered} 3,382 \\ 29.34 \% \end{gathered}$ | $\begin{gathered} 2,009 \\ 25.24 \% \end{gathered}$ | $\begin{gathered} 629 \\ 18.42 \% \end{gathered}$ | $\begin{array}{r} 1,139 \\ 29.6 \% \end{array}$ | $\begin{gathered} 2,244 \\ 29.22 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 6,632 \\ 28.96 \% \end{gathered}$ | $\begin{gathered} \hline 3,579 \\ 31.47 \% \end{gathered}$ | $\begin{gathered} \hline 3,053 \\ 26.48 \% \end{gathered}$ | $\begin{gathered} \hline 2,008 \\ 25.23 \% \end{gathered}$ | $\begin{gathered} 1,571 \\ 46.03 \% \end{gathered}$ | $\begin{gathered} 1,725 \\ 44.82 \% \end{gathered}$ | $\begin{gathered} 1,328 \\ 17.29 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 1,721 \\ 7.51 \% \end{gathered}$ | $\begin{gathered} 1,141 \\ 10.03 \% \end{gathered}$ | $\begin{gathered} 580 \\ 5.03 \% \end{gathered}$ | $\begin{gathered} 386 \\ 4.85 \% \end{gathered}$ | $\begin{gathered} 754 \\ 22.1 \% \end{gathered}$ | $\begin{gathered} 417 \\ 10.84 \% \end{gathered}$ | $\begin{gathered} 163 \\ 2.12 \% \end{gathered}$ |
| 90-95 | $\begin{aligned} & 167 \\ & .73 \% \end{aligned}$ | $\begin{gathered} 117 \\ 1.03 \% \end{gathered}$ | $\begin{gathered} 50 \\ .43 \% \end{gathered}$ | $\begin{gathered} 28 \\ .36 \% \end{gathered}$ | $\begin{gathered} 89 \\ 2.6 \% \end{gathered}$ | $\begin{gathered} 37 \\ .97 \% \end{gathered}$ | $\begin{gathered} 12 \\ .16 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 30 \\ .13 \% \end{gathered}$ | $\begin{gathered} 21 \\ .18 \% \end{gathered}$ | $\begin{gathered} 9 \\ .08 \% \end{gathered}$ | $\begin{gathered} 6 \\ .07 \% \end{gathered}$ | $\begin{gathered} 15 \\ .45 \% \end{gathered}$ | $\begin{gathered} 7 \\ .17 \% \end{gathered}$ | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 14 \\ .06 \% \end{gathered}$ | $\begin{gathered} 9 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .04 \% \end{gathered}$ | $\begin{gathered} 4 \\ .05 \% \end{gathered}$ | $\begin{gathered} 6 \\ .17 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| Average | 76 | 77 | 76 | 74 | 82 | 80 | 73 |
| Median | 78 | 78 | 77 | 76 | 82 | 81 | 75 |
| 85th \%tile | 84 | 84 | 83 | 83 | 87 | 85 | 81 |
| \% over 55 | 98 | 98 | 99 | 97 | 100 | 100 | 98 |
| \% over 60 | 97 | 96 | 97 | 95 | 99 | 100 | 96 |
| \% over 65 | 90 | 90 | 90 | 87 | 98 | 99 | 86 |
| \% over 70 | 79 | 80 | 77 | 73 | 96 | 95 | 68 |
| \% over 75 | 64 | 66 | 61 | 56 | 90 | 86 | 49 |

***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 | N | S | N Lane1 | N Lane2 | S Lane2 | S Lane1 |
| \% over 80 | 37 | 43 | 32 | 31 | 71 | 57 | 20 |
| \% over 85 | 8 | 11 | 6 | 5 | 25 | 12 | 2 |
| Total | 22,900 | 11,373 | 11,527 | 7,960 | 3,413 | 3,848 | 7,679 |

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