## Idaho Transportation Department

## Annual Speed Distribution for 2018

Site names: County: Funct Class: Location:

00178 Bingham
R Minor Arterial - Other
SH-39 0.3 Mi. W of Anderson Rd

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

|  | Road | E | W | E Lane1 | W Lane1 | W Lane1 | W | Road | E Lane1 | E |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 3 \\ .29 \% \end{gathered}$ | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ | $\begin{gathered} 2 \\ .34 \% \end{gathered}$ | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ | $\begin{gathered} 2 \\ .34 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 20-25 | $\begin{gathered} 2 \\ .2 \% \end{gathered}$ | $\begin{gathered} 1 \\ .19 \% \end{gathered}$ | $\begin{gathered} 1 \\ .21 \% \end{gathered}$ | $\begin{gathered} 1 \\ .19 \% \end{gathered}$ | $\begin{gathered} 1 \\ .21 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 25-30 | $\begin{gathered} 2 \\ .27 \% \end{gathered}$ | $\begin{gathered} 1 \\ .22 \% \end{gathered}$ | $\begin{gathered} 1 \\ .31 \% \end{gathered}$ | $\begin{gathered} 1 \\ .22 \% \end{gathered}$ | $\begin{gathered} 1 \\ .31 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 30-35 | $\begin{gathered} 3 \\ .32 \% \end{gathered}$ | $\begin{gathered} 1 \\ .17 \% \end{gathered}$ | $\begin{gathered} 2 \\ .46 \% \end{gathered}$ | $\begin{gathered} 1 \\ .17 \% \end{gathered}$ | $\begin{gathered} 2 \\ .46 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 35-40 | $\begin{gathered} 5 \\ .53 \% \end{gathered}$ | $\begin{gathered} 1 \\ .29 \% \end{gathered}$ | $\begin{gathered} 4 \\ .78 \% \end{gathered}$ | $\begin{gathered} 1 \\ .29 \% \end{gathered}$ | $\begin{gathered} 4 \\ .78 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 40-45 | $\begin{gathered} 10 \\ 1.1 \% \end{gathered}$ | $\begin{gathered} 3 \\ .62 \% \end{gathered}$ | $\begin{gathered} 7 \\ 1.57 \% \end{gathered}$ | $\begin{gathered} 3 \\ .62 \% \end{gathered}$ | $\begin{gathered} 7 \\ 1.57 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 45-50 | $\begin{gathered} 16 \\ 1.78 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.14 \% \end{gathered}$ | $\begin{gathered} 11 \\ 2.42 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.14 \% \end{gathered}$ | $\begin{gathered} 11 \\ 2.42 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 50-55 | $\begin{gathered} 40 \\ 4.31 \% \end{gathered}$ | $\begin{gathered} 15 \\ 3.18 \% \end{gathered}$ | $\begin{gathered} 25 \\ 5.43 \% \end{gathered}$ | $\begin{gathered} 15 \\ 3.18 \% \end{gathered}$ | $\begin{gathered} 25 \\ 5.43 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 55-60 | $\begin{gathered} 197 \\ 21.49 \% \end{gathered}$ | $\begin{gathered} 79 \\ 17.22 \% \end{gathered}$ | $\begin{gathered} 118 \\ 25.75 \% \end{gathered}$ | $\begin{gathered} 79 \\ 17.22 \% \end{gathered}$ | $\begin{gathered} 118 \\ 25.75 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 60-65 | $\begin{gathered} 406 \\ 44.24 \% \end{gathered}$ | $\begin{gathered} 211 \\ 46.09 \% \end{gathered}$ | $\begin{gathered} 195 \\ 42.39 \% \end{gathered}$ | $\begin{gathered} 211 \\ 46.09 \% \end{gathered}$ | $\begin{gathered} 195 \\ 42.39 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 65-70 | $\begin{gathered} 159 \\ 17.35 \% \end{gathered}$ | $\begin{gathered} 95 \\ 20.68 \% \end{gathered}$ | $\begin{gathered} 65 \\ 14.03 \% \end{gathered}$ | $\begin{gathered} 95 \\ 20.68 \% \end{gathered}$ | $\begin{gathered} 65 \\ 14.03 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 70-75 | $\begin{gathered} 54 \\ 5.92 \% \end{gathered}$ | $\begin{gathered} 33 \\ 7.2 \% \end{gathered}$ | $\begin{gathered} 21 \\ 4.63 \% \end{gathered}$ | $\begin{gathered} 33 \\ 7.2 \% \end{gathered}$ | $\begin{gathered} 21 \\ 4.63 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 75-80 | $\begin{gathered} 13 \\ 1.4 \% \end{gathered}$ | $\begin{gathered} 8 \\ 1.7 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.09 \% \end{gathered}$ | $\begin{gathered} 8 \\ 1.7 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.09 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 80-85 | $\begin{gathered} 5 \\ .56 \% \end{gathered}$ | $\begin{gathered} 3 \\ .71 \% \end{gathered}$ | $\begin{gathered} 2 \\ .41 \% \end{gathered}$ | $\begin{gathered} 3 \\ .71 \% \end{gathered}$ | $\begin{gathered} 2 \\ .41 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 85-90 | $\begin{gathered} 2 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 90-95 | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 95-100 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 100-120 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| Average | 0 | 0 | 0 | 0 | 0 | 61 | 61 | 62 | 63 | 63 |
| Median | 0 | 0 | 0 | 0 | 0 | 62 | 62 | 62 | 63 | 63 |
| 85th \%tile | 0 | 0 | 0 | 0 | 0 | 67 | 67 | 68 | 69 | 69 |
| \% over 55 | 0 | 0 | 0 | 0 | 0 | 88 | 88 | 91 | 94 | 94 |
| \% over 60 | 0 | 0 | 0 | 0 | 0 | 63 | 63 | 70 | 77 | 77 |
| \% over 65 | 0 | 0 | 0 | 0 | 0 | 20 | 20 | 25 | 31 | 31 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 8 | 10 | 10 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 3 | 3 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 |

Idaho Transportation Department

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| Site names: County: Funct Class: Location: | 00178 <br> Bingham <br> R Minor Arterial - Other SH-39 0.3 Mi. W of Anderson Rd |  |  |  |  |  | Seasonal Factor Grp: 2 <br> Daily Factor Grp: 1 <br> Axle Factor Grp: 3 <br> Growth Factor Grp:  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | E | W | E Lane1 | W Lane1 | W Lane1 | W | Road | E Lane1 | E |
| \% over 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 918 | 458 | 460 | 458 | 460 | 0 | 0 | 0 | 0 | 0 |

