## Idaho Transportation Department

Monthly Speed Distribution for February 2019

| Site names: | 00178 |
| :--- | :--- |
| County: | Bingham |
| Funct Class: | R Minor Arterial - Other |
| Location: | $\mathrm{SH}-390.3 \mathrm{Mi}$ W of Anderson Rd |


|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 3 \\ .43 \% \end{gathered}$ | $\begin{gathered} 1 \\ .3 \% \end{gathered}$ | $\begin{gathered} 2 \\ .57 \% \end{gathered}$ | $\begin{gathered} 1 \\ .3 \% \end{gathered}$ | $\begin{gathered} 2 \\ .57 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 2 \\ .22 \% \end{gathered}$ | $\begin{gathered} 0 \\ .13 \% \end{gathered}$ | $\begin{gathered} 1 \\ .32 \% \end{gathered}$ | $\begin{gathered} 0 \\ .13 \% \end{gathered}$ | $\begin{gathered} 1 \\ .32 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 3 \\ .35 \% \end{gathered}$ | $\begin{gathered} 1 \\ .3 \% \end{gathered}$ | $\begin{gathered} 1 \\ .39 \% \end{gathered}$ | $\begin{gathered} 1 \\ .3 \% \end{gathered}$ | $\begin{gathered} 1 \\ .39 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 4 \\ .49 \% \end{gathered}$ | $\begin{gathered} 1 \\ .29 \% \end{gathered}$ | $\begin{gathered} 3 \\ .69 \% \end{gathered}$ | $\begin{gathered} 1 \\ .29 \% \end{gathered}$ | $\begin{gathered} 3 \\ .69 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 6 \\ .75 \% \end{gathered}$ | $\begin{gathered} 2 \\ .54 \% \end{gathered}$ | $\begin{gathered} 4 \\ .95 \% \end{gathered}$ | $\begin{gathered} 2 \\ .54 \% \end{gathered}$ | $\begin{gathered} 4 \\ .95 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 15 \\ 1.99 \% \end{gathered}$ | $\begin{gathered} 7 \\ 1.84 \% \end{gathered}$ | $\begin{gathered} 8 \\ 2.13 \% \end{gathered}$ | $\begin{gathered} 7 \\ 1.84 \% \end{gathered}$ | $\begin{gathered} 8 \\ 2.13 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 25 \\ 3.38 \% \end{gathered}$ | $\begin{gathered} 10 \\ 2.75 \% \end{gathered}$ | $\begin{aligned} & 15 \\ & 4 \% \end{aligned}$ | $\begin{gathered} 10 \\ 2.75 \% \end{gathered}$ | $\begin{aligned} & 15 \\ & 4 \% \end{aligned}$ |
| 50-55 | $\begin{gathered} 55 \\ 7.42 \% \end{gathered}$ | $\begin{gathered} 23 \\ 6.36 \% \end{gathered}$ | $\begin{gathered} 31 \\ 8.47 \% \end{gathered}$ | $\begin{gathered} 23 \\ 6.36 \% \end{gathered}$ | $\begin{gathered} 31 \\ 8.47 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 172 \\ 23.26 \% \end{gathered}$ | $\begin{gathered} 67 \\ 18.12 \% \end{gathered}$ | $\begin{gathered} 105 \\ 28.38 \% \end{gathered}$ | $\begin{gathered} 67 \\ 18.12 \% \end{gathered}$ | $\begin{gathered} 105 \\ 28.38 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 289 \\ 39.03 \% \end{gathered}$ | $\begin{gathered} 159 \\ 43.05 \% \end{gathered}$ | $\begin{gathered} 130 \\ 35.05 \% \end{gathered}$ | $\begin{gathered} 159 \\ 43.05 \% \end{gathered}$ | $\begin{gathered} 130 \\ 35.05 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 120 \\ 16.23 \% \end{gathered}$ | $\begin{gathered} 69 \\ 18.63 \% \end{gathered}$ | $\begin{gathered} 51 \\ 13.85 \% \end{gathered}$ | $\begin{gathered} 69 \\ 18.63 \% \end{gathered}$ | $\begin{gathered} 51 \\ 13.85 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 34 \\ 4.65 \% \end{gathered}$ | $\begin{gathered} 21 \\ 5.64 \% \end{gathered}$ | $\begin{gathered} 14 \\ 3.67 \% \end{gathered}$ | $\begin{gathered} 21 \\ 5.64 \% \end{gathered}$ | $\begin{gathered} 14 \\ 3.67 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 10 \\ 1.28 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.44 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.12 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.44 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.12 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 2 \\ .29 \% \end{gathered}$ | $\begin{gathered} 1 \\ .36 \% \end{gathered}$ | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ | $\begin{gathered} 1 \\ .36 \% \end{gathered}$ | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 1 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .22 \% \end{gathered}$ | $\begin{gathered} 0 \\ .13 \% \end{gathered}$ | $\begin{gathered} 1 \\ .22 \% \end{gathered}$ | $\begin{gathered} 0 \\ .13 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| Average | 61 | 61 | 60 | 61 | 60 |
| Median | 61 | 62 | 61 | 62 | 61 |
| 85th \%tile | 67 | 68 | 66 | 68 | 66 |
| \% over 55 | 85 | 87 | 82 | 87 | 82 |
| \% over 60 | 62 | 69 | 54 | 69 | 54 |
| \% over 65 | 23 | 26 | 19 | 26 | 19 |
| \% over 70 | 6 | 8 | 5 | 8 | 5 |
| \% over 75 | 2 | 2 | 2 | 2 | 2 |

***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 February 2019

| Site names: County: Funct Class: Location: | ```0 0 1 7 8 Bingham R Minor Arterial - Other SH-39 0.3 Mi. W of Anderson Rd``` |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | E | W | E Lane1 | W Lane1 |
| \% over 80 | 1 | 1 | 0 | 1 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 740 | 369 | 371 | 369 | 371 |

Seasonal Factor Grp: 2
Daily Factor Grp: 1
Axle Factor Grp: 3
Growth Factor Grp:
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

