## Idaho Transportation Department Monthly Speed Distribution for August 2023

| Site names: | 00026 |
| :--- | :--- |
| County: | Bonner |
| Funct Class: | R Minor Arterial - Other |
| Location: | SH-200 6.2 Mi. E of Jct US-95 |


|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 67 \\ 1.05 \% \end{gathered}$ | $\begin{gathered} 22 \\ .67 \% \end{gathered}$ | $\begin{gathered} 46 \\ 1.43 \% \end{gathered}$ | $\begin{gathered} 22 \\ .67 \% \end{gathered}$ | $\begin{gathered} 46 \\ 1.43 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 232 \\ 3.6 \% \end{gathered}$ | $\begin{gathered} 78 \\ 2.41 \% \end{gathered}$ | $\begin{gathered} 154 \\ 4.8 \% \end{gathered}$ | $\begin{gathered} 78 \\ 2.41 \% \end{gathered}$ | $\begin{gathered} 154 \\ 4.8 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 228 \\ 3.54 \% \end{gathered}$ | $\begin{gathered} 122 \\ 3.77 \% \end{gathered}$ | $\begin{gathered} 106 \\ 3.3 \% \end{gathered}$ | $\begin{gathered} 122 \\ 3.77 \% \end{gathered}$ | $\begin{gathered} 106 \\ 3.3 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 62 \\ .97 \% \end{gathered}$ | $\begin{gathered} 25 \\ .77 \% \end{gathered}$ | $\begin{gathered} 37 \\ 1.16 \% \end{gathered}$ | $\begin{gathered} 25 \\ .77 \% \end{gathered}$ | $\begin{gathered} 37 \\ 1.16 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 45 \\ .7 \% \end{gathered}$ | $\begin{gathered} 7 \\ .21 \% \end{gathered}$ | $\begin{gathered} 38 \\ 1.19 \% \end{gathered}$ | $\begin{gathered} 7 \\ .21 \% \end{gathered}$ | $\begin{gathered} 38 \\ 1.19 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 104 \\ 1.61 \% \end{gathered}$ | $\begin{gathered} 26 \\ .81 \% \end{gathered}$ | $\begin{gathered} 78 \\ 2.41 \% \end{gathered}$ | $\begin{gathered} 26 \\ .81 \% \end{gathered}$ | $\begin{gathered} 78 \\ 2.41 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 446 \\ 6.92 \% \end{gathered}$ | $\begin{gathered} 171 \\ 5.3 \% \end{gathered}$ | $\begin{gathered} 275 \\ 8.54 \% \end{gathered}$ | $\begin{gathered} 171 \\ 5.3 \% \end{gathered}$ | $\begin{gathered} 275 \\ 8.54 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,924 \\ 29.84 \% \end{gathered}$ | $\begin{gathered} 944 \\ 29.21 \% \end{gathered}$ | $\begin{gathered} 980 \\ 30.48 \% \end{gathered}$ | $\begin{gathered} 944 \\ 29.21 \% \end{gathered}$ | $\begin{gathered} 980 \\ 30.48 \% \end{gathered}$ |


| $55-60$ | 2,517 | 1,386 | 1,131 | 1,386 | 1,131 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | $39.05 \%$ | $42.9 \%$ | $35.18 \%$ | $42.9 \%$ | $35.18 \%$ |
| $60-65$ | 705 | 391 | 314 | 391 | 314 |
|  | $10.94 \%$ | $12.11 \%$ | $9.77 \%$ | $12.11 \%$ | $9.77 \%$ |


|  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $65-70$ | 87 | 46 | 41 | 46 | 41 |
|  | $1.35 \%$ | $1.42 \%$ | $1.28 \%$ | $1.42 \%$ | $1.28 \%$ |
| $70-75$ | 19 | 9 | 10 | 9 | 10 |
|  | $.29 \%$ | $.29 \%$ | $.3 \%$ | $29 \%$ | $3 \%$ |


| 75-80 | $\begin{gathered} 5 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 80-85 | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 53 | 54 | 52 | 54 | 52 |
| Median | 55 | 56 | 54 | 56 | 54 |
| 85th \%tile | 60 | 60 | 60 | 60 | 60 |
| \% over 55 | 52 | 57 | 47 | 57 | 47 |
| \% over 60 | 13 | 14 | 12 | 14 | 12 |
| \% over 65 | 2 | 2 | 2 | 2 | 2 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 |

***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

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| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | E | W | E Lane1 | W Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,446 | 3,230 | 3,216 | 3,230 | 3,216 |

Seasonal Factor Grp: 6
Daily Factor Grp: 2
Axle Factor Grp: 3
Growth Factor Grp: 9

Location: SH-200 6.2 Mi. E of Jct US-95
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