## Idaho Transportation Department

 Monthly Speed Distribution for January 2023Site names: County:
Funct Class: Location:

00057
Bonneville
R Principal Arterial - Other
US-20 11.9 Mi. W of Jct I-15

Seasonal Factor Grp:
Daily Factor Grp:
All_Class_Sites
Growth Factor Grp:

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 3 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 6 \\ .26 \% \end{gathered}$ | $\begin{gathered} 3 \\ .29 \% \end{gathered}$ | $\begin{gathered} 3 \\ .24 \% \end{gathered}$ | $\begin{gathered} 3 \\ .29 \% \end{gathered}$ | $\begin{gathered} 3 \\ .24 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 8 \\ .36 \% \end{gathered}$ | $\begin{gathered} 5 \\ .42 \% \end{gathered}$ | $\begin{gathered} 4 \\ .31 \% \end{gathered}$ | $\begin{gathered} 5 \\ .42 \% \end{gathered}$ | $\begin{gathered} 4 \\ .31 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 20 \\ .87 \% \end{gathered}$ | $\begin{gathered} 10 \\ .86 \% \end{gathered}$ | $\begin{gathered} 10 \\ .88 \% \end{gathered}$ | $\begin{gathered} 10 \\ .86 \% \end{gathered}$ | $\begin{gathered} 10 \\ .88 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 36 \\ 1.56 \% \end{gathered}$ | $\begin{gathered} 13 \\ 1.1 \% \end{gathered}$ | $\begin{gathered} 23 \\ 2.02 \% \end{gathered}$ | $\begin{gathered} 13 \\ 1.1 \% \end{gathered}$ | $\begin{gathered} 23 \\ 2.02 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 62 \\ 2.71 \% \end{gathered}$ | $\begin{gathered} 20 \\ 1.78 \% \end{gathered}$ | $\begin{gathered} 42 \\ 3.65 \% \end{gathered}$ | $\begin{gathered} 20 \\ 1.78 \% \end{gathered}$ | $\begin{gathered} 42 \\ 3.65 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 102 \\ 4.46 \% \end{gathered}$ | $\begin{gathered} 33 \\ 2.9 \% \end{gathered}$ | $\begin{gathered} 69 \\ 6.02 \% \end{gathered}$ | $\begin{gathered} 33 \\ 2.9 \% \end{gathered}$ | $\begin{gathered} 69 \\ 6.02 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 202 \\ 8.82 \% \end{gathered}$ | $\begin{gathered} 75 \\ 6.55 \% \end{gathered}$ | $\begin{gathered} 126 \\ 11.1 \% \end{gathered}$ | $\begin{gathered} 75 \\ 6.55 \% \end{gathered}$ | $\begin{gathered} 126 \\ 11.1 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 616 \\ 26.91 \% \end{gathered}$ | $\begin{gathered} 284 \\ 24.72 \% \end{gathered}$ | $\begin{gathered} 332 \\ 29.12 \% \end{gathered}$ | $\begin{gathered} 284 \\ 24.72 \% \end{gathered}$ | $\begin{gathered} 332 \\ 29.12 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 926 \\ 40.47 \% \end{gathered}$ | $\begin{gathered} 499 \\ 43.49 \% \end{gathered}$ | $\begin{gathered} 426 \\ 37.42 \% \end{gathered}$ | $\begin{gathered} 499 \\ 43.49 \% \end{gathered}$ | $\begin{gathered} 426 \\ 37.42 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 248 \\ 10.85 \% \end{gathered}$ | $\begin{gathered} 159 \\ 13.88 \% \end{gathered}$ | $\begin{gathered} 89 \\ 7.79 \% \end{gathered}$ | $\begin{gathered} 159 \\ 13.88 \% \end{gathered}$ | $\begin{gathered} 89 \\ 7.79 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 35 \\ 1.51 \% \end{gathered}$ | $\begin{gathered} 27 \\ 2.32 \% \end{gathered}$ | $\begin{gathered} 8 \\ .7 \% \end{gathered}$ | $\begin{gathered} 27 \\ 2.32 \% \end{gathered}$ | $\begin{gathered} 8 \\ .7 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 13 \\ .57 \% \end{gathered}$ | $\begin{gathered} 10 \\ .89 \% \end{gathered}$ | $\begin{gathered} 3 \\ .25 \% \end{gathered}$ | $\begin{gathered} 10 \\ .89 \% \end{gathered}$ | $\begin{gathered} 3 \\ .25 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 5 \\ .23 \% \end{gathered}$ | $\begin{gathered} 4 \\ .38 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 4 \\ .38 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| Average | 69 | 70 | 68 | 70 | 68 |
| Median | 70 | 71 | 69 | 71 | 69 |
| 85th \%tile | 75 | 76 | 74 | 76 | 74 |
| \% over 55 | 94 | 95 | 93 | 95 | 93 |
| \% over 60 | 89 | 92 | 87 | 92 | 87 |
| \% over 65 | 81 | 86 | 75 | 86 | 75 |
| \% over 70 | 54 | 61 | 46 | 61 | 46 |
| \% over 75 | 13 | 18 | 9 | 18 | 9 |

***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 |
| \% over 80 | 2 |

Seasonal Factor Grp:
Daily Factor Grp:
Axle Factor Grp:
Growth Factor Grp:
All_Class_Sites 7
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

