## Idaho Transportation Department

 Monthly Speed Distribution for February 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: 7

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 4 \\ .19 \% \end{gathered}$ | $\begin{gathered} 1 \\ .13 \% \end{gathered}$ | $\begin{gathered} 3 \\ .25 \% \end{gathered}$ | $\begin{gathered} 1 \\ .13 \% \end{gathered}$ | $\begin{gathered} 3 \\ .25 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 5 \\ .21 \% \end{gathered}$ | $\begin{gathered} 2 \\ .14 \% \end{gathered}$ | $\begin{gathered} 3 \\ .28 \% \end{gathered}$ | $\begin{gathered} 2 \\ .14 \% \end{gathered}$ | $\begin{gathered} 3 \\ .28 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 15 \\ .64 \% \end{gathered}$ | $\begin{gathered} 7 \\ .57 \% \end{gathered}$ | $\begin{gathered} 8 \\ .71 \% \end{gathered}$ | $\begin{gathered} 7 \\ .57 \% \end{gathered}$ | $\begin{gathered} 8 \\ .71 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 26 \\ 1.14 \% \end{gathered}$ | $\begin{gathered} 8 \\ .65 \% \end{gathered}$ | $\begin{gathered} 19 \\ 1.63 \% \end{gathered}$ | $\begin{gathered} 8 \\ .65 \% \end{gathered}$ | $\begin{gathered} 19 \\ 1.63 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 43 \\ 1.88 \% \end{gathered}$ | $\begin{gathered} 15 \\ 1.28 \% \end{gathered}$ | $\begin{gathered} 28 \\ 2.48 \% \end{gathered}$ | $\begin{gathered} 15 \\ 1.28 \% \end{gathered}$ | $\begin{gathered} 28 \\ 2.48 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 65 \\ 2.83 \% \end{gathered}$ | $\begin{gathered} 22 \\ 1.91 \% \end{gathered}$ | $\begin{gathered} 43 \\ 3.76 \% \end{gathered}$ | $\begin{gathered} 22 \\ 1.91 \% \end{gathered}$ | $\begin{gathered} 43 \\ 3.76 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 92 \\ 4.02 \% \end{gathered}$ | $\begin{gathered} 23 \\ 2.02 \% \end{gathered}$ | $\begin{gathered} 69 \\ 6.04 \% \end{gathered}$ | $\begin{gathered} 23 \\ 2.02 \% \end{gathered}$ | $\begin{gathered} 69 \\ 6.04 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 123 \\ 5.35 \% \end{gathered}$ | $\begin{gathered} 36 \\ 3.09 \% \end{gathered}$ | $\begin{gathered} 87 \\ 7.64 \% \end{gathered}$ | $\begin{gathered} 36 \\ 3.09 \% \end{gathered}$ | $\begin{gathered} 87 \\ 7.64 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 187 \\ 8.13 \% \end{gathered}$ | $\begin{gathered} 68 \\ 5.88 \% \end{gathered}$ | $\begin{gathered} 119 \\ 10.41 \% \end{gathered}$ | $\begin{gathered} 68 \\ 5.88 \% \end{gathered}$ | $\begin{gathered} 119 \\ 10.41 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 540 \\ 23.51 \% \end{gathered}$ | $\begin{gathered} 260 \\ 22.49 \% \end{gathered}$ | $\begin{gathered} 280 \\ 24.54 \% \end{gathered}$ | $\begin{gathered} 260 \\ 22.49 \% \end{gathered}$ | $\begin{gathered} 280 \\ 24.54 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 877 \\ 38.22 \% \end{gathered}$ | $\begin{gathered} 501 \\ 43.36 \% \end{gathered}$ | $\begin{gathered} 377 \\ 33.03 \% \end{gathered}$ | $\begin{gathered} 501 \\ 43.36 \% \end{gathered}$ | $\begin{gathered} 377 \\ 33.03 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 257 \\ 11.18 \% \end{gathered}$ | $\begin{gathered} 167 \\ 14.49 \% \end{gathered}$ | $\begin{gathered} 89 \\ 7.83 \% \end{gathered}$ | $\begin{gathered} 167 \\ 14.49 \% \end{gathered}$ | $\begin{gathered} 89 \\ 7.83 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 39 \\ 1.71 \% \end{gathered}$ | $\begin{gathered} 29 \\ 2.48 \% \end{gathered}$ | $\begin{gathered} 11 \\ .93 \% \end{gathered}$ | $\begin{gathered} 29 \\ 2.48 \% \end{gathered}$ | $\begin{gathered} 11 \\ .93 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 14 \\ .6 \% \end{gathered}$ | $\begin{gathered} 11 \\ .94 \% \end{gathered}$ | $\begin{gathered} 3 \\ .26 \% \end{gathered}$ | $\begin{gathered} 11 \\ .94 \% \end{gathered}$ | $\begin{gathered} 3 \\ .26 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 4 \\ .19 \% \end{gathered}$ | $\begin{gathered} 3 \\ .3 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .3 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| Average | 68 | 70 | 66 | 70 | 66 |
| Median | 70 | 71 | 68 | 71 | 68 |
| 85th \%tile | 75 | 76 | 74 | 76 | 74 |
| \% over 55 | 89 | 93 | 85 | 93 | 85 |
| \% over 60 | 84 | 90 | 77 | 90 | 77 |
| \% over 65 | 76 | 84 | 67 | 84 | 67 |
| \% over 70 | 52 | 62 | 42 | 62 | 42 |
| \% over 75 | 14 | 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

## Monthly Speed Distribution for February 2023

| Site names: |  |
| :--- | :--- |
| County: <br> Funct Class: <br> Location: | 00057 <br> Bonneville <br> R Principal Arterial - Other <br> US-20 11.9 Mi. W of Jct I-15 |
|  | Road |
| \% over 80 | 3 |

Seasonal Factor Grp: 4
Daily Factor Grp: 9
Axle Factor Grp: All_Class_Sites
Growth Factor Grp: 7
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

