## Idaho Transportation Department

Monthly Speed Distribution for April 2023

Site 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:
Axle Factor Grp: All_Class_Sites
Growth Factor Grp:

4

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 4 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 4 \\ .25 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 4 \\ .25 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 2 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 4 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .21 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .21 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 8 \\ .28 \% \end{gathered}$ | $\begin{gathered} 2 \\ .17 \% \end{gathered}$ | $\begin{gathered} 6 \\ .39 \% \end{gathered}$ | $\begin{gathered} 2 \\ .17 \% \end{gathered}$ | $\begin{gathered} 6 \\ .39 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 17 \\ .61 \% \end{gathered}$ | $\begin{gathered} 5 \\ .37 \% \end{gathered}$ | $\begin{gathered} 12 \\ .85 \% \end{gathered}$ | $\begin{gathered} 5 \\ .37 \% \end{gathered}$ | $\begin{gathered} 12 \\ .85 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 44 \\ 1.54 \% \end{gathered}$ | $\begin{gathered} 13 \\ .89 \% \end{gathered}$ | $\begin{gathered} 31 \\ 2.2 \% \end{gathered}$ | $\begin{gathered} 13 \\ .89 \% \end{gathered}$ | $\begin{gathered} 31 \\ 2.2 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 134 \\ 4.67 \% \end{gathered}$ | $\begin{gathered} 44 \\ 3.09 \% \end{gathered}$ | $\begin{gathered} 89 \\ 6.26 \% \end{gathered}$ | $\begin{gathered} 44 \\ 3.09 \% \end{gathered}$ | $\begin{gathered} 89 \\ 6.26 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 598 \\ 20.94 \% \end{gathered}$ | $\begin{gathered} 254 \\ 17.78 \% \end{gathered}$ | $\begin{gathered} 344 \\ 24.1 \% \end{gathered}$ | $\begin{gathered} 254 \\ 17.78 \% \end{gathered}$ | $\begin{gathered} 344 \\ 24.1 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 1,443 \\ 50.47 \% \end{gathered}$ | $\begin{gathered} 724 \\ 50.63 \% \end{gathered}$ | $\begin{gathered} 718 \\ 50.32 \% \end{gathered}$ | $\begin{gathered} 724 \\ 50.63 \% \end{gathered}$ | $\begin{gathered} 718 \\ 50.32 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 491 \\ 17.16 \% \end{gathered}$ | $\begin{gathered} 307 \\ 21.44 \% \end{gathered}$ | $\begin{gathered} 184 \\ 12.88 \% \end{gathered}$ | $\begin{gathered} 307 \\ 21.44 \% \end{gathered}$ | $\begin{gathered} 184 \\ 12.88 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 68 \\ 2.4 \% \end{gathered}$ | $\begin{gathered} 47 \\ 3.27 \% \end{gathered}$ | $\begin{gathered} 22 \\ 1.52 \% \end{gathered}$ | $\begin{gathered} 47 \\ 3.27 \% \end{gathered}$ | $\begin{gathered} 22 \\ 1.52 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 25 \\ .88 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.27 \% \end{gathered}$ | $\begin{gathered} 7 \\ .48 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.27 \% \end{gathered}$ | $\begin{gathered} 7 \\ .48 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 7 \\ .24 \% \end{gathered}$ | $\begin{gathered} 5 \\ .33 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 5 \\ .33 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 3 \\ .11 \% \end{gathered}$ | $\begin{gathered} 3 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 3 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| Average | 72 | 73 | 71 | 73 | 71 |
| Median | 72 | 73 | 72 | 73 | 72 |
| 85th \%tile | 77 | 78 | 75 | 78 | 75 |
| \% over 55 | 98 | 99 | 98 | 99 | 98 |
| \% over 60 | 97 | 98 | 96 | 98 | 96 |
| \% over 65 | 92 | 95 | 90 | 95 | 90 |
| \% over 70 | 71 | 77 | 65 | 77 | 65 |
| \% over 75 | 21 | 27 | 15 | 27 | 15 |

${ }^{* * *}$ 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 <br> Monthly Speed Distribution for April 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 | 4 |
| \% over 85 | 1 |

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

