## Idaho Transportation Department

Monthly Speed Distribution for August 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:
Growth Factor Grp:

All_Class_Sites
4

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 9 \\ .25 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ | $\begin{gathered} 7 \\ .36 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ | $\begin{gathered} 7 \\ .36 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 4 \\ .11 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 3 \\ .14 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 3 \\ .14 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 4 \\ .1 \% \end{gathered}$ | $\begin{gathered} 3 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .12 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 4 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 3 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 3 \\ .15 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 7 \\ .2 \% \end{gathered}$ | $\begin{gathered} 2 \\ .12 \% \end{gathered}$ | $\begin{gathered} 5 \\ .27 \% \end{gathered}$ | $\begin{gathered} 2 \\ .12 \% \end{gathered}$ | $\begin{gathered} 5 \\ .27 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 19 \\ .5 \% \end{gathered}$ | $\begin{gathered} 6 \\ .35 \% \end{gathered}$ | $\begin{gathered} 13 \\ .65 \% \end{gathered}$ | $\begin{gathered} 6 \\ .35 \% \end{gathered}$ | $\begin{gathered} 13 \\ .65 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 60 \\ 1.59 \% \end{gathered}$ | $\begin{gathered} 21 \\ 1.17 \% \end{gathered}$ | $\begin{gathered} 38 \\ 1.98 \% \end{gathered}$ | $\begin{gathered} 21 \\ 1.17 \% \end{gathered}$ | $\begin{gathered} 38 \\ 1.98 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 185 \\ 4.93 \% \end{gathered}$ | $\begin{gathered} 73 \\ 4.01 \% \end{gathered}$ | $\begin{gathered} 112 \\ 5.81 \% \end{gathered}$ | $\begin{gathered} 73 \\ 4.01 \% \end{gathered}$ | $\begin{gathered} 112 \\ 5.81 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 897 \\ 23.9 \% \end{gathered}$ | $\begin{gathered} 395 \\ 21.58 \% \end{gathered}$ | $\begin{gathered} 503 \\ 26.11 \% \end{gathered}$ | $\begin{gathered} 395 \\ 21.58 \% \end{gathered}$ | $\begin{gathered} 503 \\ 26.11 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 1,827 \\ 48.66 \% \end{gathered}$ | $\begin{gathered} 886 \\ 48.45 \% \end{gathered}$ | $\begin{gathered} 941 \\ 48.86 \% \end{gathered}$ | $\begin{gathered} 886 \\ 48.45 \% \end{gathered}$ | $\begin{gathered} 941 \\ 48.86 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 603 \\ 16.07 \% \end{gathered}$ | $\begin{gathered} 347 \\ 18.99 \% \end{gathered}$ | $\begin{gathered} 256 \\ 13.3 \% \end{gathered}$ | $\begin{gathered} 347 \\ 18.99 \% \end{gathered}$ | $\begin{gathered} 256 \\ 13.3 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 82 \\ 2.17 \% \end{gathered}$ | $\begin{gathered} 54 \\ 2.94 \% \end{gathered}$ | $\begin{gathered} 28 \\ 1.44 \% \end{gathered}$ | $\begin{gathered} 54 \\ 2.94 \% \end{gathered}$ | $\begin{gathered} 28 \\ 1.44 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 31 \\ .81 \% \end{gathered}$ | $\begin{gathered} 22 \\ 1.2 \% \end{gathered}$ | $\begin{gathered} 9 \\ .45 \% \end{gathered}$ | $\begin{gathered} 22 \\ 1.2 \% \end{gathered}$ | $\begin{gathered} 9 \\ .45 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 9 \\ .24 \% \end{gathered}$ | $\begin{gathered} 6 \\ .32 \% \end{gathered}$ | $\begin{gathered} 3 \\ .15 \% \end{gathered}$ | $\begin{gathered} 6 \\ .32 \% \end{gathered}$ | $\begin{gathered} 3 \\ .15 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 4 \\ .11 \% \end{gathered}$ | $\begin{gathered} 3 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 3 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| Average | 71 | 72 | 71 | 72 | 71 |
| Median | 72 | 72 | 71 | 72 | 71 |
| 85th \%tile | 76 | 77 | 75 | 77 | 75 |
| \% over 55 | 99 | 99 | 98 | 99 | 98 |
| \% over 60 | 97 | 98 | 96 | 98 | 96 |
| \% over 65 | 92 | 94 | 90 | 94 | 90 |
| \% over 70 | 68 | 72 | 64 | 72 | 64 |
| \% over 75 | 19 | 24 | 15 | 24 | 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

## Monthly Speed Distribution for August 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 |

Axle Factor Grp: All_Class_Sites
Growth Factor Grp: 7

