## Idaho Transportation Department

 Monthly Speed Distribution for October 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:
Dall Factor Grp: 9
All_Class_Sites
Growth Factor Grp:

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 6 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .28 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .28 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 4 \\ .11 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 4 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .17 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 6 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 4 \\ .26 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 4 \\ .26 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 9 \\ .28 \% \end{gathered}$ | $\begin{gathered} 3 \\ .17 \% \end{gathered}$ | $\begin{gathered} 6 \\ .38 \% \end{gathered}$ | $\begin{gathered} 3 \\ .17 \% \end{gathered}$ | $\begin{gathered} 6 \\ .38 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 19 \\ .6 \% \end{gathered}$ | $\begin{gathered} 7 \\ .43 \% \end{gathered}$ | $\begin{gathered} 13 \\ .78 \% \end{gathered}$ | $\begin{gathered} 7 \\ .43 \% \end{gathered}$ | $\begin{gathered} 13 \\ .78 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 48 \\ 1.5 \% \end{gathered}$ | $\begin{gathered} 17 \\ 1.06 \% \end{gathered}$ | $\begin{gathered} 31 \\ 1.93 \% \end{gathered}$ | $\begin{gathered} 17 \\ 1.06 \% \end{gathered}$ | $\begin{gathered} 31 \\ 1.93 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 154 \\ 4.75 \% \end{gathered}$ | $\begin{gathered} 57 \\ 3.55 \% \end{gathered}$ | $\begin{gathered} 96 \\ 5.94 \% \end{gathered}$ | $\begin{gathered} 57 \\ 3.55 \% \end{gathered}$ | $\begin{gathered} 96 \\ 5.94 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 699 \\ 21.59 \% \end{gathered}$ | $\begin{gathered} 287 \\ 17.73 \% \end{gathered}$ | $\begin{gathered} 413 \\ 25.45 \% \end{gathered}$ | $\begin{gathered} 287 \\ 17.73 \% \end{gathered}$ | $\begin{gathered} 413 \\ 25.45 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 1,590 \\ 49.11 \% \end{gathered}$ | $\begin{gathered} 792 \\ 48.99 \% \end{gathered}$ | $\begin{gathered} 798 \\ 49.23 \% \end{gathered}$ | $\begin{gathered} 792 \\ 48.99 \% \end{gathered}$ | $\begin{gathered} 798 \\ 49.23 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 576 \\ 17.79 \% \end{gathered}$ | $\begin{gathered} 361 \\ 22.34 \% \end{gathered}$ | $\begin{gathered} 215 \\ 13.25 \% \end{gathered}$ | $\begin{gathered} 361 \\ 22.34 \% \end{gathered}$ | $\begin{gathered} 215 \\ 13.25 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 80 \\ 2.47 \% \end{gathered}$ | $\begin{gathered} 57 \\ 3.52 \% \end{gathered}$ | $\begin{gathered} 23 \\ 1.42 \% \end{gathered}$ | $\begin{gathered} 57 \\ 3.52 \% \end{gathered}$ | $\begin{gathered} 23 \\ 1.42 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 25 \\ .78 \% \end{gathered}$ | $\begin{gathered} 19 \\ 1.19 \% \end{gathered}$ | $\begin{gathered} 6 \\ .37 \% \end{gathered}$ | $\begin{gathered} 19 \\ 1.19 \% \end{gathered}$ | $\begin{gathered} 6 \\ .37 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 7 \\ .21 \% \end{gathered}$ | $\begin{gathered} 5 \\ .3 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ | $\begin{gathered} 5 \\ .3 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 2 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| Average | 72 | 73 | 71 | 73 | 71 |
| Median | 72 | 73 | 71 | 73 | 71 |
| 85th \%tile | 77 | 78 | 75 | 78 | 75 |
| \% over 55 | 98 | 99 | 98 | 99 | 98 |
| \% over 60 | 97 | 98 | 96 | 98 | 96 |
| \% over 65 | 92 | 94 | 90 | 94 | 90 |
| \% over 70 | 71 | 77 | 65 | 77 | 65 |
| \% over 75 | 21 | 28 | 15 | 28 | 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 October 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: 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.

