## Idaho Transportation Department

Monthly Speed Distribution for November 2023

| Site names: | 00057 |
| :--- | :--- |
| County: | Bonneville |
| Funct Class: | R Principal Arterial - Other |
| Location: | US-20 11.9 Mi. W of Jct I-15 |

Location:

Seasonal Factor Grp:
Daily Factor Grp:
Axle Factor Grp. All_Class_Sites
Growth Factor Grp: 7

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 12 \\ .43 \% \end{gathered}$ | $\begin{gathered} 8 \\ .56 \% \end{gathered}$ | $\begin{gathered} 4 \\ .29 \% \end{gathered}$ | $\begin{gathered} 8 \\ .56 \% \end{gathered}$ | $\begin{gathered} 4 \\ .29 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 6 \\ .21 \% \end{gathered}$ | $\begin{gathered} 5 \\ .35 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 5 \\ .35 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 7 \\ .26 \% \end{gathered}$ | $\begin{gathered} 6 \\ .41 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ | $\begin{gathered} 6 \\ .41 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 9 \\ .31 \% \end{gathered}$ | $\begin{gathered} 5 \\ .35 \% \end{gathered}$ | $\begin{gathered} 4 \\ .27 \% \end{gathered}$ | $\begin{gathered} 5 \\ .35 \% \end{gathered}$ | $\begin{gathered} 4 \\ .27 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 10 \\ .36 \% \end{gathered}$ | $\begin{gathered} 5 \\ .37 \% \end{gathered}$ | $\begin{gathered} 5 \\ .35 \% \end{gathered}$ | $\begin{gathered} 5 \\ .37 \% \end{gathered}$ | $\begin{gathered} 5 \\ .35 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 11 \\ .4 \% \end{gathered}$ | $\begin{gathered} 6 \\ .4 \% \end{gathered}$ | $\begin{gathered} 6 \\ .41 \% \end{gathered}$ | $\begin{gathered} 6 \\ .4 \% \end{gathered}$ | $\begin{gathered} 6 \\ .41 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 12 \\ .44 \% \end{gathered}$ | $\begin{gathered} 6 \\ .43 \% \end{gathered}$ | $\begin{gathered} 6 \\ .46 \% \end{gathered}$ | $\begin{gathered} 6 \\ .43 \% \end{gathered}$ | $\begin{gathered} 6 \\ .46 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 21 \\ .77 \% \end{gathered}$ | $\begin{gathered} 9 \\ .67 \% \end{gathered}$ | $\begin{gathered} 12 \\ .87 \% \end{gathered}$ | $\begin{gathered} 9 \\ .67 \% \end{gathered}$ | $\begin{gathered} 12 \\ .87 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 53 \\ 1.92 \% \end{gathered}$ | $\begin{gathered} 27 \\ 1.94 \% \end{gathered}$ | $\begin{gathered} 26 \\ 1.9 \% \end{gathered}$ | $\begin{gathered} 27 \\ 1.94 \% \end{gathered}$ | $\begin{gathered} 26 \\ 1.9 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 146 \\ 5.24 \% \end{gathered}$ | $\begin{gathered} 70 \\ 5 \% \end{gathered}$ | $\begin{gathered} 76 \\ 5.49 \% \end{gathered}$ | $\begin{aligned} & 70 \\ & 5 \% \end{aligned}$ | $\begin{gathered} 76 \\ 5.49 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 609 \\ 21.92 \% \end{gathered}$ | $\begin{gathered} 285 \\ 20.45 \% \end{gathered}$ | $\begin{gathered} 324 \\ 23.4 \% \end{gathered}$ | $\begin{gathered} 285 \\ 20.45 \% \end{gathered}$ | $\begin{gathered} 324 \\ 23.4 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 1,372 \\ 49.41 \% \end{gathered}$ | $\begin{gathered} 656 \\ 47.05 \% \end{gathered}$ | $\begin{gathered} 716 \\ 51.79 \% \end{gathered}$ | $\begin{gathered} 656 \\ 47.05 \% \end{gathered}$ | $\begin{gathered} 716 \\ 51.79 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 422 \\ 15.19 \% \end{gathered}$ | $\begin{gathered} 248 \\ 17.82 \% \end{gathered}$ | $\begin{gathered} 173 \\ 12.53 \% \end{gathered}$ | $\begin{gathered} 248 \\ 17.82 \% \end{gathered}$ | $\begin{gathered} 173 \\ 12.53 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 59 \\ 2.12 \% \end{gathered}$ | $\begin{gathered} 39 \\ 2.78 \% \end{gathered}$ | $\begin{gathered} 20 \\ 1.45 \% \end{gathered}$ | $\begin{gathered} 39 \\ 2.78 \% \end{gathered}$ | $\begin{gathered} 20 \\ 1.45 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 19 \\ .68 \% \end{gathered}$ | $\begin{gathered} 13 \\ .97 \% \end{gathered}$ | $\begin{gathered} 5 \\ .39 \% \end{gathered}$ | $\begin{gathered} 13 \\ .97 \% \end{gathered}$ | $\begin{gathered} 5 \\ .39 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 5 \\ .19 \% \end{gathered}$ | $\begin{gathered} 4 \\ .28 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 4 \\ .28 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| Average | 71 | 71 | 70 | 71 | 70 |
| Median | 72 | 72 | 72 | 72 | 72 |
| 85th \%tile | 76 | 77 | 75 | 77 | 75 |
| \% over 55 | 97 | 96 | 97 | 96 | 97 |
| \% over 60 | 95 | 95 | 95 | 95 | 95 |
| \% over 65 | 90 | 90 | 90 | 90 | 90 |
| \% over 70 | 68 | 69 | 66 | 69 | 66 |
| \% over 75 | 18 | 22 | 15 | 22 | 15 |

***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

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## Monthly Speed Distribution for November 2023

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| :--- | :--- |
| County: <br> Funct Class: <br> Location: | O0057 <br> Bonneville |
| 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 |

Seasonal Factor Grp: 4 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.

