## Idaho Transportation Department

 Monthly Speed Distribution for March 2024Site 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: 7

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 5 \\ .2 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 3 \\ .24 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 3 \\ .24 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 3 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 5 \\ .2 \% \end{gathered}$ | $\begin{gathered} 4 \\ .32 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .32 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 8 \\ .29 \% \end{gathered}$ | $\begin{gathered} 5 \\ .34 \% \end{gathered}$ | $\begin{gathered} 3 \\ .24 \% \end{gathered}$ | $\begin{gathered} 5 \\ .34 \% \end{gathered}$ | $\begin{gathered} 3 \\ .24 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 20 \\ .73 \% \end{gathered}$ | $\begin{gathered} 13 \\ .98 \% \end{gathered}$ | $\begin{gathered} 6 \\ .48 \% \end{gathered}$ | $\begin{gathered} 13 \\ .98 \% \end{gathered}$ | $\begin{gathered} 6 \\ .48 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 35 \\ 1.32 \% \end{gathered}$ | $\begin{gathered} 17 \\ 1.29 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.35 \% \end{gathered}$ | $\begin{gathered} 17 \\ 1.29 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.35 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 53 \\ 1.96 \% \end{gathered}$ | $\begin{gathered} 21 \\ 1.56 \% \end{gathered}$ | $\begin{gathered} 32 \\ 2.36 \% \end{gathered}$ | $\begin{gathered} 21 \\ 1.56 \% \end{gathered}$ | $\begin{gathered} 32 \\ 2.36 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 61 \\ 2.28 \% \end{gathered}$ | $\begin{gathered} 27 \\ 1.98 \% \end{gathered}$ | $\begin{gathered} 35 \\ 2.58 \% \end{gathered}$ | $\begin{gathered} 27 \\ 1.98 \% \end{gathered}$ | $\begin{gathered} 35 \\ 2.58 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 67 \\ 2.48 \% \end{gathered}$ | $\begin{gathered} 27 \\ 2.04 \% \end{gathered}$ | $\begin{gathered} 39 \\ 2.92 \% \end{gathered}$ | $\begin{gathered} 27 \\ 2.04 \% \end{gathered}$ | $\begin{gathered} 39 \\ 2.92 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 121 \\ 4.48 \% \end{gathered}$ | $\begin{gathered} 43 \\ 3.17 \% \end{gathered}$ | $\begin{gathered} 78 \\ 5.8 \% \end{gathered}$ | $\begin{gathered} 43 \\ 3.17 \% \end{gathered}$ | $\begin{gathered} 78 \\ 5.8 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 515 \\ 19.15 \% \end{gathered}$ | $\begin{gathered} 205 \\ 15.25 \% \end{gathered}$ | $\begin{gathered} 310 \\ 23.05 \% \end{gathered}$ | $\begin{gathered} 205 \\ 15.25 \% \end{gathered}$ | $\begin{gathered} 310 \\ 23.05 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 1,257 \\ 46.73 \% \end{gathered}$ | $\begin{gathered} 629 \\ 46.77 \% \end{gathered}$ | $\begin{gathered} 628 \\ 46.69 \% \end{gathered}$ | $\begin{gathered} 629 \\ 46.77 \% \end{gathered}$ | $\begin{gathered} 628 \\ 46.69 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 440 \\ 16.34 \% \end{gathered}$ | $\begin{gathered} 278 \\ 20.65 \% \end{gathered}$ | $\begin{gathered} 162 \\ 12.02 \% \end{gathered}$ | $\begin{gathered} 278 \\ 20.65 \% \end{gathered}$ | $\begin{gathered} 162 \\ 12.02 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 64 \\ 2.4 \% \end{gathered}$ | $\begin{gathered} 45 \\ 3.34 \% \end{gathered}$ | $\begin{gathered} 19 \\ 1.45 \% \end{gathered}$ | $\begin{gathered} 45 \\ 3.34 \% \end{gathered}$ | $\begin{gathered} 19 \\ 1.45 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 24 \\ .89 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.34 \% \end{gathered}$ | $\begin{gathered} 6 \\ .45 \% \end{gathered}$ | $\begin{gathered} 18 \\ 1.34 \% \end{gathered}$ | $\begin{gathered} 6 \\ .45 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 7 \\ .25 \% \end{gathered}$ | $\begin{gathered} 5 \\ .37 \% \end{gathered}$ | $\begin{gathered} 2 \\ .14 \% \end{gathered}$ | $\begin{gathered} 5 \\ .37 \% \end{gathered}$ | $\begin{gathered} 2 \\ .14 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .14 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .14 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| Average | 70 | 71 | 69 | 71 | 69 |
| Median | 72 | 72 | 71 | 72 | 71 |
| 85th \%tile | 77 | 78 | 75 | 78 | 75 |
| \% over 55 | 93 | 93 | 93 | 93 | 93 |
| \% over 60 | 90 | 91 | 90 | 91 | 90 |
| \% over 65 | 86 | 88 | 84 | 88 | 84 |
| \% over 70 | 67 | 73 | 61 | 73 | 61 |
| \% over 75 | 20 | 26 | 14 | 26 | 14 |

***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 March 2024

| Site names: |  |
| :--- | :--- |
| County: |  |
| Funct Class: <br> Location: | O0057 <br> Bonneville <br> R Principal Arterial - Other <br> US-20 11.9 Mi. W of Jct I-15 |
|  | Road |
| \% over 80 | 4 |
| 5 | W |
| \% over 85 | 1 |


| Seasonal Factor Grp: | 4 |
| :--- | :--- |
| Daily Factor Grp: | 9 |
| Axle Factor Grp: | All_Class_Sites |
| Growth Factor Grp: | 7 |

Growth Factor Grp: 7

