## Idaho Transportation Department

Monthly Speed Distribution for July 2023

Site names: County: Funct Class: Location:

00131
Bonneville
U Principal Arterial - Other
US-20 0.1 Mi. E of Lindsay Blvd IC, Idaho Falls

Seasonal Factor Grp: 3 Daily Factor Grp: Axle Factor Grp:

| Road | E | W | E Lane1 | E Lane2 | E Lane3 | W Lane3 | W Lane2 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |


| $0-30$ |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2,537 | 1,299 | 1,237 | 1,071 | 138 | 90 | 130 | 1,028 | 79 |
|  | $5.86 \%$ | $5.82 \%$ | $5.91 \%$ | $23.23 \%$ | $1.29 \%$ | $1.3 \%$ | $2.11 \%$ | $9.04 \%$ | $2.32 \%$ |
| $30-35$ | 3,173 | 2,451 | 723 | 2,226 | 193 | 32 | 123 | 392 | 207 |
|  | $7.34 \%$ | $10.98 \%$ | $3.45 \%$ | $48.29 \%$ | $1.8 \%$ | $.46 \%$ | $2.01 \%$ | $3.45 \%$ | $6.07 \%$ |


|  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $35-40$ | 3,994 | 1,724 | 2,270 | 893 | 730 |
|  | $9.23 \%$ | $7.73 \%$ | $10.83 \%$ | $19.38 \%$ | $6.8 \%$ |
|  | 8,878 | 3,604 | 5,274 | 243 | 2,743 |


| $40-45$ | 8,878 | 3,604 <br>  $20.52 \%$ | $16.15 \%$ | 5,274 <br> $25.18 \%$ | 243 <br> $5.26 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 12,704 | 6,537 | 6,167 | 136 | $25.54 \%$ |
|  | $29.37 \%$ | $29.3 \%$ | $29.44 \%$ | $2.94 \%$ | $38.56 \%$ |


| $50-55$ | 8,395 <br> $19.41 \%$ | 4,893 <br> $21.93 \%$ | 3,502 <br> $16.72 \%$ | 33 <br> $.71 \%$ | 2,223 <br> $20.69 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2,793 | 1,517 | 1,276 | 7 | 485 |
|  |  |  |  |  |  |


| $55-60$ | $6.46 \%$ | $6.8 \%$ | $6.09 \%$ | $.15 \%$ | $4.52 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $60-65$ | 596 | 233 | 362 | 1 | 63 |
|  | $1.38 \%$ | $1.05 \%$ | $1.73 \%$ | $.02 \%$ | $.59 \%$ |
| 650 | 122 | 32 | 89 | 0 | 11 |


|  | $.28 \%$ | $.15 \%$ | $.43 \%$ | 0 | $.01 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $70-75$ | 35 | 8 | 27 | 0 | 31 |
|  | $.08 \%$ | $.04 \%$ | $.13 \%$ | $0 \%$ | $.03 \%$ |
|  | 11 | 3 |  | 0 |  |


| $75-80$ |
| :---: |
| $80-85$ |


| $80-85$ | 6 <br> $.01 \%$ | 3 <br> $.01 \%$ | 3 <br> $.02 \%$ | 0 <br> $0 \%$ | 2 <br> $.02 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 3 | 1 | 1 | 0 | 1 |
|  | $.01 \%$ | $.01 \%$ | $.01 \%$ | $0 \%$ | $.01 \%$ |


| - | .01\% | .01\% | .01\% | 0\% | .01\% | 0\% | 0\% | 0\% | .03\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 90-95 | $\begin{gathered} 3 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 95-120 | $\begin{gathered} 12 \\ .03 \% \end{gathered}$ | $\begin{gathered} 4 \\ .02 \% \end{gathered}$ | $\begin{gathered} 8 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 4 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 7 \\ .19 \% \end{gathered}$ |
| Average | 44 | 44 | 45 | 31 | 46 | 50 | 48 | 43 | 42 |
| Median | 46 | 47 | 46 | 33 | 47 | 51 | 49 | 45 | 42 |
| 85th \%tile | 53 | 53 | 53 | 38 | 53 | 56 | 56 | 52 | 48 |
| \% over 55 | 8 | 8 | 8 | 0 | 5 | 18 | 16 | 6 | 1 |
| \% over 60 | 2 | 1 | 2 | 0 | 1 | 3 | 5 | 1 | 1 |
| \% over 65 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 43,260 | 22,312 | 20,948 | 4,609 | 10,743 | 6,959 | 6,153 | 11,378 | 3,418 |

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

