## Idaho Transportation Department Monthly Speed Distribution for <br> September 2023



00178 Bingham
R Minor Arterial - Other
SH-39 0.3 Mi. W of Anderson Rd

Seasonal Factor Grp: 2
Daily Factor Grp: $\quad 1$
Axle Factor Grp: All_Class_Sites
Growth Factor Grp: 6

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .22 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .22 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .21 \% \end{gathered}$ | $\begin{gathered} 1 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .21 \% \end{gathered}$ | $\begin{gathered} 1 \\ .16 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 4 \\ .31 \% \end{gathered}$ | $\begin{gathered} 2 \\ .36 \% \end{gathered}$ | $\begin{gathered} 2 \\ .25 \% \end{gathered}$ | $\begin{gathered} 2 \\ .36 \% \end{gathered}$ | $\begin{gathered} 2 \\ .25 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 10 \\ .84 \% \end{gathered}$ | $\begin{gathered} 5 \\ .73 \% \end{gathered}$ | $\begin{gathered} 6 \\ .95 \% \end{gathered}$ | $\begin{gathered} 5 \\ .73 \% \end{gathered}$ | $\begin{gathered} 6 \\ .95 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 20 \\ 1.64 \% \end{gathered}$ | $\begin{gathered} 9 \\ 1.49 \% \end{gathered}$ | $\begin{gathered} 11 \\ 1.79 \% \end{gathered}$ | $\begin{gathered} 9 \\ 1.49 \% \end{gathered}$ | $\begin{gathered} 11 \\ 1.79 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 31 \\ 2.53 \% \end{gathered}$ | $\begin{gathered} 13 \\ 2.14 \% \end{gathered}$ | $\begin{gathered} 18 \\ 2.92 \% \end{gathered}$ | $\begin{gathered} 13 \\ 2.14 \% \end{gathered}$ | $\begin{gathered} 18 \\ 2.92 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 74 \\ 6.06 \% \end{gathered}$ | $\begin{gathered} 31 \\ 4.96 \% \end{gathered}$ | $\begin{gathered} 44 \\ 7.16 \% \end{gathered}$ | $\begin{gathered} 31 \\ 4.96 \% \end{gathered}$ | $\begin{gathered} 44 \\ 7.16 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 261 \\ 21.38 \% \end{gathered}$ | $\begin{gathered} 131 \\ 21.34 \% \end{gathered}$ | $\begin{gathered} 130 \\ 21.42 \% \end{gathered}$ | $\begin{gathered} 131 \\ 21.34 \% \end{gathered}$ | $\begin{gathered} 130 \\ 21.42 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 595 \\ 48.66 \% \end{gathered}$ | $\begin{gathered} 304 \\ 49.44 \% \end{gathered}$ | $\begin{gathered} 291 \\ 47.87 \% \end{gathered}$ | $\begin{gathered} 304 \\ 49.44 \% \end{gathered}$ | $\begin{gathered} 291 \\ 47.87 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 161 \\ 13.18 \% \end{gathered}$ | $\begin{gathered} 82 \\ 13.38 \% \end{gathered}$ | $\begin{gathered} 79 \\ 12.97 \% \end{gathered}$ | $\begin{gathered} 82 \\ 13.38 \% \end{gathered}$ | $\begin{gathered} 79 \\ 12.97 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 43 \\ 3.49 \% \end{gathered}$ | $\begin{gathered} 23 \\ 3.74 \% \end{gathered}$ | $\begin{gathered} 20 \\ 3.24 \% \end{gathered}$ | $\begin{gathered} 23 \\ 3.74 \% \end{gathered}$ | $\begin{gathered} 20 \\ 3.24 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 11 \\ .94 \% \end{gathered}$ | $\begin{gathered} 7 \\ 1.11 \% \end{gathered}$ | $\begin{gathered} 5 \\ .76 \% \end{gathered}$ | $\begin{gathered} 7 \\ 1.11 \% \end{gathered}$ | $\begin{gathered} 5 \\ .76 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 4 \\ .34 \% \end{gathered}$ | $\begin{gathered} 3 \\ .43 \% \end{gathered}$ | $\begin{gathered} 1 \\ .24 \% \end{gathered}$ | $\begin{gathered} 3 \\ .43 \% \end{gathered}$ | $\begin{gathered} 1 \\ .24 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .14 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .14 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| Average | 61 | 61 | 61 | 61 | 61 |
| Median | 62 | 62 | 62 | 62 | 62 |
| 85th \%tile | 66 | 66 | 66 | 66 | 66 |
| \% over 55 | 88 | 90 | 87 | 90 | 87 |
| \% over 60 | 67 | 68 | 65 | 68 | 65 |
| \% over 65 | 18 | 19 | 17 | 19 | 17 |
| \% over 70 | 5 | 5 | 4 | 5 | 4 |
| \% over 75 | 1 | 2 | 1 | 2 | 1 |

${ }^{* * *}$ 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 September 2023

| Site names: |  |
| :--- | :--- |
| County: |  |
| Funct Class: <br> Location: | Bingham <br> R Minor Arterial - Other <br> SH-39 0.3 Mi. W of Anderson Rd |
|  | Road |
| \% over 80 | 1 |

Seasonal Factor Grp: 2
Daily Factor Grp: 1
Axle Factor Grp: All_Class_Sites
Growth Factor Grp: 6
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

