## Idaho Transportation Department

Monthly Speed Distribution for November 2022

| Site names: | 00134 |
| :--- | :--- |
| County: | Bear Lake |
| Funct Class: | R Principal Arterial - Other |
| Location: | US-30 200 Ft. S of Smith Ln |


|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 3 \\ .13 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 6 \\ .24 \% \end{gathered}$ | $\begin{gathered} 3 \\ .22 \% \end{gathered}$ | $\begin{gathered} 3 \\ .27 \% \end{gathered}$ | $\begin{gathered} 3 \\ .22 \% \end{gathered}$ | $\begin{gathered} 3 \\ .27 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 11 \\ .46 \% \end{gathered}$ | $\begin{gathered} 7 \\ .53 \% \end{gathered}$ | $\begin{gathered} 5 \\ .39 \% \end{gathered}$ | $\begin{gathered} 7 \\ .53 \% \end{gathered}$ | $\begin{gathered} 5 \\ .39 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 22 \\ .88 \% \end{gathered}$ | $\begin{gathered} 13 \\ 1.03 \% \end{gathered}$ | $\begin{gathered} 8 \\ .71 \% \end{gathered}$ | $\begin{gathered} 13 \\ 1.03 \% \end{gathered}$ | $\begin{gathered} 8 \\ .71 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 66 \\ 2.66 \% \end{gathered}$ | $\begin{gathered} 39 \\ 3.02 \% \end{gathered}$ | $\begin{gathered} 27 \\ 2.28 \% \end{gathered}$ | $\begin{gathered} 39 \\ 3.02 \% \end{gathered}$ | $\begin{gathered} 27 \\ 2.28 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 163 \\ 6.6 \% \end{gathered}$ | $\begin{gathered} 100 \\ 7.79 \% \end{gathered}$ | $\begin{gathered} 63 \\ 5.31 \% \end{gathered}$ | $\begin{gathered} 100 \\ 7.79 \% \end{gathered}$ | $\begin{gathered} 63 \\ 5.31 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 521 \\ 21.14 \% \end{gathered}$ | $\begin{gathered} 296 \\ 23.04 \% \end{gathered}$ | $\begin{gathered} 224 \\ 19.06 \% \end{gathered}$ | $\begin{gathered} 296 \\ 23.04 \% \end{gathered}$ | $\begin{gathered} 224 \\ 19.06 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,222 \\ 49.6 \% \end{gathered}$ | $\begin{gathered} 633 \\ 49.27 \% \end{gathered}$ | $\begin{gathered} 588 \\ 49.96 \% \end{gathered}$ | $\begin{gathered} 633 \\ 49.27 \% \end{gathered}$ | $\begin{gathered} 588 \\ 49.96 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 351 \\ 14.26 \% \end{gathered}$ | $\begin{gathered} 158 \\ 12.3 \% \end{gathered}$ | $\begin{gathered} 193 \\ 16.41 \% \end{gathered}$ | $\begin{gathered} 158 \\ 12.3 \% \end{gathered}$ | $\begin{gathered} 193 \\ 16.41 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 74 \\ 3.02 \% \end{gathered}$ | $\begin{gathered} 27 \\ 2.1 \% \end{gathered}$ | $\begin{gathered} 47 \\ 4.03 \% \end{gathered}$ | $\begin{gathered} 27 \\ 2.1 \% \end{gathered}$ | $\begin{gathered} 47 \\ 4.03 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 16 \\ .64 \% \end{gathered}$ | $\begin{gathered} 5 \\ .38 \% \end{gathered}$ | $\begin{gathered} 11 \\ .91 \% \end{gathered}$ | $\begin{gathered} 5 \\ .38 \% \end{gathered}$ | $\begin{gathered} 11 \\ .91 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 4 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 3 \\ .22 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 3 \\ .22 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| Average | 66 | 66 | 67 | 66 | 67 |
| Median | 67 | 66 | 67 | 66 | 67 |
| 85th \%tile | 71 | 70 | 72 | 70 | 72 |
| \% over 55 | 96 | 95 | 96 | 95 | 96 |
| \% over 60 | 89 | 87 | 91 | 87 | 91 |
| \% over 65 | 68 | 64 | 72 | 64 | 72 |
| \% over 70 | 18 | 15 | 22 | 15 | 22 |
| \% over 75 | 4 | 3 | 5 | 3 | 5 |

***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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| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| \% over 80 | 1 | 1 | 1 | 1 | 1 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,463 | 1,285 | 1,178 | 1,285 | 1,178 |

Seasonal Factor Grp: 4 Daily Factor Grp: 3 Axle Factor Grp: 2
Growth Factor Grp: 6
$\begin{array}{ll}\text { County: } & \text { Bear Lake } \\ \text { Funct Class: } & \text { R Principal Arterial - Other } \\ \text { Location: } & \text { US-30 200 Ft. S of Smith Ln }\end{array}$
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