## Idaho Transportation Department

Monthly Speed Distribution for May 2023

| 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 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 35-40 | $1$ | $1$ | $1$ | $1$ | $1$ |


| $40-45$ | 3 | 2 | 1 | 2 | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | $.11 \%$ | $.12 \%$ | $.09 \%$ | $.12 \%$ | $.09 \%$ |
| $45-50$ | 8 | 5 | 3 | 5 | 3 |
|  | $.28 \%$ | $.33 \%$ | $.23 \%$ | $.33 \%$ | $.23 \%$ |


| 50-55 | $\begin{gathered} 34 \\ 1.17 \% \end{gathered}$ | $\begin{gathered} 22 \\ 1.53 \% \end{gathered}$ | $\begin{gathered} 12 \\ .81 \% \end{gathered}$ | $\begin{gathered} 22 \\ 1.53 \% \end{gathered}$ | $\begin{gathered} 12 \\ .81 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 55-60 | $\begin{gathered} 118 \\ 4.11 \% \end{gathered}$ | $\begin{gathered} 77 \\ 5.31 \% \end{gathered}$ | $\begin{gathered} 42 \\ 2.91 \% \end{gathered}$ | $\begin{gathered} 77 \\ 5.31 \% \end{gathered}$ | $\begin{gathered} 42 \\ 2.91 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 550 \\ 19.07 \% \end{gathered}$ | $\begin{gathered} 313 \\ 21.68 \% \end{gathered}$ | $\begin{gathered} 237 \\ 16.45 \% \end{gathered}$ | $\begin{gathered} 313 \\ 21.68 \% \end{gathered}$ | $\begin{gathered} 237 \\ 16.45 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,579 \\ 54.78 \% \end{gathered}$ | $\begin{gathered} 793 \\ 54.97 \% \end{gathered}$ | $\begin{gathered} 786 \\ 54.59 \% \end{gathered}$ | $\begin{gathered} 793 \\ 54.97 \% \end{gathered}$ | $\begin{gathered} 786 \\ 54.59 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 461 \\ 15.98 \% \end{gathered}$ | $\begin{gathered} 191 \\ 13.22 \% \end{gathered}$ | $\begin{gathered} 270 \\ 18.73 \% \end{gathered}$ | $\begin{gathered} 191 \\ 13.22 \% \end{gathered}$ | $\begin{gathered} 270 \\ 18.73 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 97 \\ 3.36 \% \end{gathered}$ | $\begin{gathered} 30 \\ 2.1 \% \end{gathered}$ | $\begin{gathered} 67 \\ 4.62 \% \end{gathered}$ | $\begin{gathered} 30 \\ 2.1 \% \end{gathered}$ | $\begin{gathered} 67 \\ 4.62 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 20 \\ .69 \% \end{gathered}$ | $\begin{gathered} 5 \\ .36 \% \end{gathered}$ | $\begin{gathered} 15 \\ 1.02 \% \end{gathered}$ | $\begin{gathered} 5 \\ .36 \% \end{gathered}$ | $\begin{gathered} 15 \\ 1.02 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 5 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .25 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .25 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| Average | 67 | 66 | 68 | 66 | 68 |
| Median | 67 | 67 | 68 | 67 | 68 |
| 85th \%tile | 72 | 70 | 73 | 70 | 73 |
| \% over 55 | 98 | 98 | 99 | 98 | 99 |
| \% over 60 | 94 | 93 | 96 | 93 | 96 |
| \% over 65 | 75 | 71 | 79 | 71 | 79 |
| \% over 70 | 20 | 16 | 25 | 16 | 25 |
| \% over 75 | 4 | 3 | 6 | 3 | 6 |

***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 |
| \% over 80 | 1 |

Seasonal Factor Grp: 4 Daily Factor Grp: 3 Axle Factor Grp:
Growth Factor Grp:

3
All_Class_Sites

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

