## Idaho Transportation Department

 Monthly Speed Distribution for August 2023| Site names: | 00134 |
| :--- | :--- |
| County: | Bear Lake |
| Funct Class: | R Principal Arterial - Other |
| Location: | US-30 200 Ft. S of Smith Ln |

US-30 200 Ft S of Smith Ln

|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 35-40 | 1 | 1 | 1 | 1 | 1 |


| $40-45$ | 5 | 3 | 1 | 3 | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | $.14 \%$ | $.19 \%$ | $.09 \%$ | $.19 \%$ | $.09 \%$ |
| $45-50$ | 9 | 6 | 2 | 6 | 2 |
|  | $.25 \%$ | $.35 \%$ | $.15 \%$ | $.35 \%$ | $.15 \%$ |



| 50-55 | $\begin{gathered} 37 \\ 1.09 \% \end{gathered}$ | $\begin{gathered} 25 \\ 1.42 \% \end{gathered}$ | $\begin{gathered} 12 \\ .75 \% \end{gathered}$ | $\begin{gathered} 25 \\ 1.42 \% \end{gathered}$ | $\begin{gathered} 12 \\ .75 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 55-60 | $\begin{gathered} 127 \\ 3.74 \% \end{gathered}$ | $\begin{gathered} 83 \\ 4.75 \% \end{gathered}$ | $\begin{gathered} 44 \\ 2.67 \% \end{gathered}$ | $\begin{gathered} 83 \\ 4.75 \% \end{gathered}$ | $\begin{gathered} 44 \\ 2.67 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 608 \\ 17.91 \% \end{gathered}$ | $\begin{gathered} 346 \\ 19.71 \% \end{gathered}$ | $\begin{gathered} 262 \\ 15.99 \% \end{gathered}$ | $\begin{gathered} 346 \\ 19.71 \% \end{gathered}$ | $\begin{gathered} 262 \\ 15.99 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,837 \\ 54.12 \% \end{gathered}$ | $\begin{gathered} 960 \\ 54.77 \% \end{gathered}$ | $\begin{gathered} 876 \\ 53.43 \% \end{gathered}$ | $\begin{gathered} 960 \\ 54.77 \% \end{gathered}$ | $\begin{gathered} 876 \\ 53.43 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 581 \\ 17.11 \% \end{gathered}$ | $\begin{gathered} 267 \\ 15.25 \% \end{gathered}$ | $\begin{gathered} 313 \\ 19.09 \% \end{gathered}$ | $\begin{gathered} 267 \\ 15.25 \% \end{gathered}$ | $\begin{gathered} 313 \\ 19.09 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 141 \\ 4.15 \% \end{gathered}$ | $\begin{gathered} 48 \\ 2.74 \% \end{gathered}$ | $\begin{gathered} 93 \\ 5.66 \% \end{gathered}$ | $\begin{gathered} 48 \\ 2.74 \% \end{gathered}$ | $\begin{gathered} 93 \\ 5.66 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 32 \\ .95 \% \end{gathered}$ | $\begin{gathered} 8 \\ .45 \% \end{gathered}$ | $\begin{gathered} 24 \\ 1.49 \% \end{gathered}$ | $\begin{gathered} 8 \\ .45 \% \end{gathered}$ | $\begin{gathered} 24 \\ 1.49 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 8 \\ .24 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 6 \\ .37 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 6 \\ .37 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| Average | 67 | 67 | 68 | 67 | 68 |
| Median | 67 | 67 | 68 | 67 | 68 |
| 85th \%tile | 72 | 71 | 73 | 71 | 73 |
| \% over 55 | 98 | 98 | 99 | 98 | 99 |
| \% over 60 | 95 | 93 | 96 | 93 | 96 |
| \% over 65 | 77 | 73 | 80 | 73 | 80 |
| \% over 70 | 23 | 19 | 27 | 19 | 27 |
| \% over 75 | 5 | 3 | 8 | 3 | 8 |

***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

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| :--- | :--- |
| County: <br> Funct Class: <br> Location: | Bear Lake <br> R Principal Arterial - Other <br> US-30 200 Ft. S of Smith Ln |
|  | Road |
| \% over 80 | 1 |

Seasonal Factor Grp:
Daily Factor Grp:
Axle Factor Grp:
Growth Factor Grp:

3
All_Class_Sites

Location:
R 000 Ft
US-30 200 Ft. S of Smith Ln
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

