## Idaho Transportation Department

 Monthly Speed Distribution for December 2023Site names:
County:
Funct Class:
Location:

00013
Lemhi
R Principal Arterial - Other

US-93 3.1 Mi. S of Jct SH-28

Seasonal Factor Grp: 4
Daily Factor Grp: 2
Axle Factor Grp: All_Class_Sites
Growth Factor Grp: 2

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .13 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .13 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 4 \\ .17 \% \end{gathered}$ | $\begin{gathered} 3 \\ .24 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 3 \\ .24 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 11 \\ .52 \% \end{gathered}$ | $\begin{gathered} 9 \\ .85 \% \end{gathered}$ | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ | $\begin{gathered} 9 \\ .85 \% \end{gathered}$ | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 40 \\ 1.81 \% \end{gathered}$ | $\begin{gathered} 29 \\ 2.67 \% \end{gathered}$ | $\begin{gathered} 10 \\ .94 \% \end{gathered}$ | $\begin{gathered} 29 \\ 2.67 \% \end{gathered}$ | $\begin{gathered} 10 \\ .94 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 85 \\ 3.9 \% \end{gathered}$ | $\begin{gathered} 57 \\ 5.16 \% \end{gathered}$ | $\begin{gathered} 29 \\ 2.64 \% \end{gathered}$ | $\begin{gathered} 57 \\ 5.16 \% \end{gathered}$ | $\begin{gathered} 29 \\ 2.64 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 109 \\ 4.99 \% \end{gathered}$ | $\begin{gathered} 49 \\ 4.48 \% \end{gathered}$ | $\begin{gathered} 60 \\ 5.5 \% \end{gathered}$ | $\begin{gathered} 49 \\ 4.48 \% \end{gathered}$ | $\begin{gathered} 60 \\ 5.5 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 140 \\ 6.41 \% \end{gathered}$ | $\begin{gathered} 55 \\ 5.02 \% \end{gathered}$ | $\begin{gathered} 85 \\ 7.81 \% \end{gathered}$ | $\begin{gathered} 55 \\ 5.02 \% \end{gathered}$ | $\begin{gathered} 85 \\ 7.81 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 246 \\ 11.23 \% \end{gathered}$ | $\begin{gathered} 121 \\ 10.98 \% \end{gathered}$ | $\begin{gathered} 125 \\ 11.48 \% \end{gathered}$ | $\begin{gathered} 121 \\ 10.98 \% \end{gathered}$ | $\begin{gathered} 125 \\ 11.48 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 428 \\ 19.54 \% \end{gathered}$ | $\begin{gathered} 224 \\ 20.39 \% \end{gathered}$ | $\begin{gathered} 204 \\ 18.68 \% \end{gathered}$ | $\begin{gathered} 224 \\ 20.39 \% \end{gathered}$ | $\begin{gathered} 204 \\ 18.68 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 639 \\ 29.21 \% \end{gathered}$ | $\begin{gathered} 331 \\ 30.13 \% \end{gathered}$ | $\begin{gathered} 308 \\ 28.29 \% \end{gathered}$ | $\begin{gathered} 331 \\ 30.13 \% \end{gathered}$ | $\begin{gathered} 308 \\ 28.29 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 372 \\ 17.01 \% \end{gathered}$ | $\begin{gathered} 171 \\ 15.55 \% \end{gathered}$ | $\begin{gathered} 201 \\ 18.48 \% \end{gathered}$ | $\begin{gathered} 171 \\ 15.55 \% \end{gathered}$ | $\begin{gathered} 201 \\ 18.48 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 94 \\ 4.29 \% \end{gathered}$ | $\begin{gathered} 41 \\ 3.74 \% \end{gathered}$ | $\begin{gathered} 53 \\ 4.84 \% \end{gathered}$ | $\begin{gathered} 41 \\ 3.74 \% \end{gathered}$ | $\begin{gathered} 53 \\ 4.84 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 12 \\ .57 \% \end{gathered}$ | $\begin{gathered} 5 \\ .49 \% \end{gathered}$ | $\begin{gathered} 7 \\ .65 \% \end{gathered}$ | $\begin{gathered} 5 \\ .49 \% \end{gathered}$ | $\begin{gathered} 7 \\ .65 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 4 \\ .17 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 2 \\ .2 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 2 \\ .2 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| Average | 58 | 57 | 59 | 57 | 59 |
| Median | 60 | 60 | 60 | 60 | 60 |
| 85th \%tile | 67 | 67 | 68 | 67 | 68 |
| \% over 55 | 71 | 71 | 71 | 71 | 71 |
| \% over 60 | 51 | 50 | 53 | 50 | 53 |
| \% over 65 | 22 | 20 | 24 | 20 | 24 |
| \% over 70 | 5 | 4 | 6 | 4 | 6 |
| \% over 75 | 1 | 1 | 1 | 1 | 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 December 2023| Site names: <br> County: <br> Funct Class: Location: | 00013 <br> Lemhi <br> R Principal Arterial - Other US-93 3.1 Mi. S of Jct SH-28 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,188 | 1,098 | 1,090 | 1,098 | 1,090 |


| Seasonal Factor Grp: | 4 |
| :--- | :--- |
| Daily Factor Grp: | 2 |
| Axle Factor Grp: | All_Class_Sites |
| Growth Factor Grp: | 2 |

Growth Factor Grp: 2

