## Idaho Transportation Department

Monthly Speed Distribution for June 2021

| Site names: | 00058 |
| :--- | :--- |
| County: | Lemhi |
| Funct Class: | R Minor Arterial - Other |
| Location: | SH-28 0.3 Mi. SE of Jct SH-29 |


|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 3 <br> $.41 \%$ | 2 <br> $.4 \%$ | 2 <br> $.41 \%$ | 2 <br> $.4 \%$ | 2 <br> $.41 \%$ |
|  | 1 | 0 | 0 | 0 | 0 |
|  | $08 \%$ | $05 \%$ | $1 \%$ | $05 \%$ | $.1 \%$ |


| $20-25$ | $.08 \%$ | $.05 \%$ | $.1 \%$ | $.05 \%$ | $.1 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $25-30$ | 0 | 0 | 0 | 0 | 0 |
|  | $.04 \%$ | $.01 \%$ | $.06 \%$ | $.01 \%$ | $.06 \%$ |
| $30-35$ | 0 | 0 | 0 | 0 | 0 |
|  | $.02 \%$ | $.01 \%$ | $.03 \%$ | $.01 \%$ | $.03 \%$ |


| 40-45 | $\begin{gathered} 1 \\ .15 \% \end{gathered}$ | $\begin{gathered} 0 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .19 \% \end{gathered}$ | $\begin{gathered} 0 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .19 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 45-50 | $\begin{gathered} 4 \\ .51 \% \end{gathered}$ | $\begin{gathered} 2 \\ .38 \% \end{gathered}$ | $\begin{gathered} 3 \\ .65 \% \end{gathered}$ | $\begin{gathered} 2 \\ .38 \% \end{gathered}$ | $\begin{gathered} 3 \\ .65 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 13 \\ 1.55 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.17 \% \end{gathered}$ | $\begin{gathered} 8 \\ 1.93 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.17 \% \end{gathered}$ | $\begin{gathered} 8 \\ 1.93 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 34 \\ 4.19 \% \end{gathered}$ | $\begin{gathered} 14 \\ 3.44 \% \end{gathered}$ | $\begin{gathered} 20 \\ 4.95 \% \end{gathered}$ | $\begin{gathered} 14 \\ 3.44 \% \end{gathered}$ | $\begin{gathered} 20 \\ 4.95 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 92 \\ 11.27 \% \end{gathered}$ | $\begin{gathered} 41 \\ 9.78 \% \end{gathered}$ | $\begin{gathered} 52 \\ 12.8 \% \end{gathered}$ | $\begin{gathered} 41 \\ 9.78 \% \end{gathered}$ | $\begin{gathered} 52 \\ 12.8 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 241 \\ 29.34 \% \end{gathered}$ | $\begin{gathered} 114 \\ 27.3 \% \end{gathered}$ | $\begin{gathered} 127 \\ 31.44 \% \end{gathered}$ | $\begin{gathered} 114 \\ 27.3 \% \end{gathered}$ | $\begin{gathered} 127 \\ 31.44 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 270 \\ 32.91 \% \end{gathered}$ | $\begin{gathered} 145 \\ 34.76 \% \end{gathered}$ | $\begin{array}{r} 125 \\ 31 \% \end{array}$ | $\begin{gathered} 145 \\ 34.76 \% \end{gathered}$ | $\begin{aligned} & 125 \\ & 31 \% \end{aligned}$ |
| 75-80 | $\begin{gathered} 113 \\ 13.78 \% \end{gathered}$ | $\begin{gathered} 66 \\ 15.79 \% \end{gathered}$ | $\begin{gathered} 47 \\ 11.71 \% \end{gathered}$ | $\begin{gathered} 66 \\ 15.79 \% \end{gathered}$ | $\begin{gathered} 47 \\ 11.71 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 31 \\ 3.74 \% \end{gathered}$ | $\begin{gathered} 19 \\ 4.46 \% \end{gathered}$ | $\begin{gathered} 12 \\ 2.99 \% \end{gathered}$ | $\begin{gathered} 19 \\ 4.46 \% \end{gathered}$ | $\begin{gathered} 12 \\ 2.99 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 11 \\ 1.34 \% \end{gathered}$ | $\begin{gathered} 6 \\ 1.5 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.17 \% \end{gathered}$ | $\begin{gathered} 6 \\ 1.5 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.17 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 3 \\ .41 \% \end{gathered}$ | $\begin{gathered} 2 \\ .48 \% \end{gathered}$ | $\begin{gathered} 1 \\ .33 \% \end{gathered}$ | $\begin{gathered} 2 \\ .48 \% \end{gathered}$ | $\begin{gathered} 1 \\ .33 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .16 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .16 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ |
| Average | 70 | 71 | 69 | 71 | 69 |
| Median | 70 | 71 | 70 | 71 | 70 |
| 85th \%tile | 77 | 77 | 76 | 77 | 76 |
| \% over 55 | 97 | 98 | 97 | 98 | 97 |
| \% over 60 | 93 | 94 | 92 | 94 | 92 |
| \% over 65 | 82 | 85 | 79 | 85 | 79 |
| \% over 70 | 52 | 57 | 47 | 57 | 47 |
| \% over 75 | 19 | 23 | 16 | 23 | 16 |

${ }^{* * *}$ 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 | N | S | N Lane1 | S Lane1 |
| \% over 80 | 6 | 7 | 5 | 7 | 5 |
| \% over 85 | 2 | 2 | 2 | 2 | 2 |
| Total | 820 | 417 | 404 | 417 | 404 |

Seasonal Factor Grp: 4 Daily Factor Grp: 4
Axle Factor Grp: 3
Growth Factor Grp: 2

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.

