## Idaho Transportation Department

Monthly Speed Distribution for July 2023

| Site names: | 00063 |
| :--- | :--- |
| County: | Teton |
| Funct Class: | R Major Collector |
| Location: | Ski Hill Rd 0.78 Mi . E of SH-33 |

Location:

| Seasonal Factor Grp: | 54 |
| :--- | :--- |
| Daily Factor Grp: | 54 |
| Axle Factor Grp: | 50 |
| Growth Factor Grp: | 7 |


|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 4 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 12 \\ .24 \% \end{gathered}$ | $\begin{gathered} 4 \\ .16 \% \end{gathered}$ | $\begin{gathered} 8 \\ .32 \% \end{gathered}$ | $\begin{gathered} 4 \\ .16 \% \end{gathered}$ | $\begin{gathered} 8 \\ .32 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 55 \\ 1.08 \% \end{gathered}$ | $\begin{gathered} 17 \\ .7 \% \end{gathered}$ | $\begin{gathered} 38 \\ 1.45 \% \end{gathered}$ | $\begin{gathered} 17 \\ .7 \% \end{gathered}$ | $\begin{gathered} 38 \\ 1.45 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 382 \\ 7.53 \% \end{gathered}$ | $\begin{gathered} 106 \\ 4.25 \% \end{gathered}$ | $\begin{gathered} 276 \\ 10.66 \% \end{gathered}$ | $\begin{gathered} 106 \\ 4.25 \% \end{gathered}$ | $\begin{gathered} 276 \\ 10.66 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 1,303 \\ 25.7 \% \end{gathered}$ | $\begin{gathered} 480 \\ 19.35 \% \end{gathered}$ | $\begin{gathered} 823 \\ 31.77 \% \end{gathered}$ | $\begin{gathered} 480 \\ 19.35 \% \end{gathered}$ | $\begin{gathered} 823 \\ 31.77 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 1,628 \\ 32.11 \% \end{gathered}$ | $\begin{gathered} 793 \\ 31.95 \% \end{gathered}$ | $\begin{gathered} 836 \\ 32.25 \% \end{gathered}$ | $\begin{gathered} 793 \\ 31.95 \% \end{gathered}$ | $\begin{gathered} 836 \\ 32.25 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,074 \\ 21.18 \% \end{gathered}$ | $\begin{gathered} 640 \\ 25.79 \% \end{gathered}$ | $\begin{gathered} 435 \\ 16.77 \% \end{gathered}$ | $\begin{gathered} 640 \\ 25.79 \% \end{gathered}$ | $\begin{gathered} 435 \\ 16.77 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 443 \\ 8.74 \% \end{gathered}$ | $\begin{gathered} 307 \\ 12.39 \% \end{gathered}$ | $\begin{gathered} 136 \\ 5.25 \% \end{gathered}$ | $\begin{gathered} 307 \\ 12.39 \% \end{gathered}$ | $\begin{gathered} 136 \\ 5.25 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 127 \\ 2.51 \% \end{gathered}$ | $\begin{gathered} 99 \\ 3.99 \% \end{gathered}$ | $\begin{gathered} 28 \\ 1.09 \% \end{gathered}$ | $\begin{gathered} 99 \\ 3.99 \% \end{gathered}$ | $\begin{gathered} 28 \\ 1.09 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 31 \\ .61 \% \end{gathered}$ | $\begin{aligned} & 25 \\ & 1 \% \end{aligned}$ | $\begin{gathered} 6 \\ .24 \% \end{gathered}$ | $\begin{aligned} & 25 \\ & 1 \% \end{aligned}$ | $\begin{gathered} 6 \\ .24 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 5 \\ .1 \% \end{gathered}$ | $\begin{gathered} 4 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 4 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 48 | 49 | 46 | 49 | 46 |
| Median | 47 | 49 | 46 | 49 | 46 |
| 85th \%tile | 54 | 56 | 53 | 56 | 53 |
| \% over 55 | 12 | 18 | 7 | 18 | 7 |
| \% over 60 | 3 | 5 | 1 | 5 | 1 |
| \% over 65 | 1 | 1 | 0 | 1 | 0 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 |

***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 | E | W | E Lane1 | W Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| $\%$ over 85 | 0 | 0 | 0 | 0 | 0 |
| Total |  | 5,072 | 2,481 | 2,591 | 2,481 |

Seasonal Factor Grp: 54 Daily Factor Grp: 54
Axle Factor Grp: 50
Growth Factor Grp: 7

Location: $\quad$ Ski Hill Rd 0.78 Mi . E of SH-33
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

