## Idaho Transportation Department

Monthly Speed Distribution for January 2024

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 4 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 8 \\ .2 \% \end{gathered}$ | $\begin{gathered} 4 \\ .19 \% \end{gathered}$ | $\begin{gathered} 5 \\ .21 \% \end{gathered}$ | $\begin{gathered} 4 \\ .19 \% \end{gathered}$ | $\begin{gathered} 5 \\ .21 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 29 \\ .72 \% \end{gathered}$ | $\begin{gathered} 11 \\ .53 \% \end{gathered}$ | $\begin{gathered} 19 \\ .89 \% \end{gathered}$ | $\begin{gathered} 11 \\ .53 \% \end{gathered}$ | $\begin{gathered} 19 \\ .89 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 157 \\ 3.83 \% \end{gathered}$ | $\begin{gathered} 48 \\ 2.42 \% \end{gathered}$ | $\begin{gathered} 109 \\ 5.14 \% \end{gathered}$ | $\begin{gathered} 48 \\ 2.42 \% \end{gathered}$ | $\begin{gathered} 109 \\ 5.14 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 610 \\ 14.88 \% \end{gathered}$ | $\begin{gathered} 194 \\ 9.83 \% \end{gathered}$ | $\begin{gathered} 416 \\ 19.56 \% \end{gathered}$ | $\begin{gathered} 194 \\ 9.83 \% \end{gathered}$ | $\begin{gathered} 416 \\ 19.56 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 1,277 \\ 31.14 \% \end{gathered}$ | $\begin{gathered} 525 \\ 26.58 \% \end{gathered}$ | $\begin{gathered} 753 \\ 35.37 \% \end{gathered}$ | $\begin{gathered} 525 \\ 26.58 \% \end{gathered}$ | $\begin{gathered} 753 \\ 35.37 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 1,191 \\ 29.03 \% \end{gathered}$ | $\begin{gathered} 637 \\ 32.28 \% \end{gathered}$ | $\begin{gathered} 553 \\ 26.01 \% \end{gathered}$ | $\begin{gathered} 637 \\ 32.28 \% \end{gathered}$ | $\begin{gathered} 553 \\ 26.01 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 580 \\ 14.15 \% \end{gathered}$ | $\begin{gathered} 369 \\ 18.68 \% \end{gathered}$ | $\begin{gathered} 212 \\ 9.94 \% \end{gathered}$ | $\begin{gathered} 369 \\ 18.68 \% \end{gathered}$ | $\begin{gathered} 212 \\ 9.94 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 187 \\ 4.56 \% \end{gathered}$ | $\begin{gathered} 139 \\ 7.04 \% \end{gathered}$ | $\begin{gathered} 48 \\ 2.26 \% \end{gathered}$ | $\begin{gathered} 139 \\ 7.04 \% \end{gathered}$ | $\begin{gathered} 48 \\ 2.26 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 44 \\ 1.06 \% \end{gathered}$ | $\begin{gathered} 35 \\ 1.77 \% \end{gathered}$ | $\begin{gathered} 9 \\ .4 \% \end{gathered}$ | $\begin{gathered} 35 \\ 1.77 \% \end{gathered}$ | $\begin{gathered} 9 \\ .4 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 9 \\ .22 \% \end{gathered}$ | $\begin{gathered} 7 \\ .38 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 7 \\ .38 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 3 \\ .07 \% \end{gathered}$ | $\begin{gathered} 3 \\ .14 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 3 \\ .14 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 45 | 47 | 44 | 47 | 44 |
| Median | 45 | 47 | 43 | 47 | 43 |
| 85th \%tile | 52 | 53 | 50 | 53 | 50 |
| \% over 55 | 6 | 9 | 3 | 9 | 3 |
| \% over 60 | 1 | 2 | 1 | 2 | 1 |
| \% over 65 | 0 | 1 | 0 | 1 | 0 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 |


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

Location:

Teton
R Major Collector
Ski Hill Rd 0.78 Mi . E of SH-33

Seasonal Factor Grp:
Daily Factor Grp:
Axle Factor Grp:
Growth Factor Grp:
***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 January 2024

| Site names: <br> County: <br> Funct Class: <br> Location: | 00063 <br> Teton <br> R Major Collector <br> Ski Hill Rd 0.78 Mi . E of SH-33 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | E | W | E Lane1 | W Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 4,102 | 1,975 | 2,128 | 1,975 | 2,128 |

Seasonal Factor Grp: 54
Daily Factor Grp: 54
Axle Factor Grp: $\quad 50$
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.

