## Idaho Transportation Department

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

00158
Lemhi
R Principal Arterial - Other
US-93 0.8 Mi. N of Dahlonega Cr. Rd

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

9
4
All_Class_Sites

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 2 \\ .21 \% \end{gathered}$ | $\begin{gathered} 1 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ | $\begin{gathered} 1 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 4 \\ .39 \% \end{gathered}$ | $\begin{gathered} 2 \\ .33 \% \end{gathered}$ | $\begin{gathered} 2 \\ .46 \% \end{gathered}$ | $\begin{gathered} 2 \\ .33 \% \end{gathered}$ | $\begin{gathered} 2 \\ .46 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 13 \\ 1.21 \% \end{gathered}$ | $\begin{gathered} 6 \\ 1.11 \% \end{gathered}$ | $\begin{gathered} 7 \\ 1.31 \% \end{gathered}$ | $\begin{gathered} 6 \\ 1.11 \% \end{gathered}$ | $\begin{gathered} 7 \\ 1.31 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 38 \\ 3.56 \% \end{gathered}$ | $\begin{gathered} 16 \\ 2.93 \% \end{gathered}$ | $\begin{gathered} 23 \\ 4.19 \% \end{gathered}$ | $\begin{gathered} 16 \\ 2.93 \% \end{gathered}$ | $\begin{gathered} 23 \\ 4.19 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 102 \\ 9.46 \% \end{gathered}$ | $\begin{gathered} 44 \\ 8.21 \% \end{gathered}$ | $\begin{gathered} 58 \\ 10.7 \% \end{gathered}$ | $\begin{gathered} 44 \\ 8.21 \% \end{gathered}$ | $\begin{gathered} 58 \\ 10.7 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 202 \\ 18.79 \% \end{gathered}$ | $\begin{gathered} 96 \\ 17.83 \% \end{gathered}$ | $\begin{gathered} 107 \\ 19.75 \% \end{gathered}$ | $\begin{gathered} 96 \\ 17.83 \% \end{gathered}$ | $\begin{gathered} 107 \\ 19.75 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 313 \\ 29.11 \% \end{gathered}$ | $\begin{gathered} 166 \\ 30.84 \% \end{gathered}$ | $\begin{gathered} 148 \\ 27.39 \% \end{gathered}$ | $\begin{gathered} 166 \\ 30.84 \% \end{gathered}$ | $\begin{gathered} 148 \\ 27.39 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 248 \\ 23 \% \end{gathered}$ | $\begin{gathered} 130 \\ 24.2 \% \end{gathered}$ | $\begin{gathered} 118 \\ 21.81 \% \end{gathered}$ | $\begin{gathered} 130 \\ 24.2 \% \end{gathered}$ | $\begin{gathered} 118 \\ 21.81 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 112 \\ 10.39 \% \end{gathered}$ | $\begin{gathered} 58 \\ 10.74 \% \end{gathered}$ | $\begin{gathered} 54 \\ 10.03 \% \end{gathered}$ | $\begin{gathered} 58 \\ 10.74 \% \end{gathered}$ | $\begin{gathered} 54 \\ 10.03 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 27 \\ 2.49 \% \end{gathered}$ | $\begin{gathered} 13 \\ 2.38 \% \end{gathered}$ | $\begin{gathered} 14 \\ 2.61 \% \end{gathered}$ | $\begin{gathered} 13 \\ 2.38 \% \end{gathered}$ | $\begin{gathered} 14 \\ 2.61 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 9 \\ .83 \% \end{gathered}$ | $\begin{gathered} 4 \\ .76 \% \end{gathered}$ | $\begin{gathered} 5 \\ .9 \% \end{gathered}$ | $\begin{gathered} 4 \\ .76 \% \end{gathered}$ | $\begin{gathered} 5 \\ .9 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 3 \\ .23 \% \end{gathered}$ | $\begin{gathered} 1 \\ .18 \% \end{gathered}$ | $\begin{gathered} 2 \\ .28 \% \end{gathered}$ | $\begin{gathered} 1 \\ .18 \% \end{gathered}$ | $\begin{gathered} 2 \\ .28 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| Average | 62 | 63 | 62 | 63 | 62 |
| Median | 63 | 63 | 62 | 63 | 62 |
| 85th \%tile | 70 | 70 | 70 | 70 | 70 |
| \% over 55 | 85 | 87 | 83 | 87 | 83 |
| \% over 60 | 66 | 69 | 63 | 69 | 63 |
| \% over 65 | 37 | 38 | 36 | 38 | 36 |
| \% over 70 | 14 | 14 | 14 | 14 | 14 |
| \% over 75 | 4 | 3 | 4 | 3 | 4 |

***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 August 2023| Site names: <br> County: <br> Funct Class: <br> Location: | 00158 <br> Lemhi <br> R Principal Arterial - Other US-93 0.8 Mi. N of Dahlonega Cr. Rd |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 1 | 1 | 1 | 1 | 1 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,077 | 537 | 540 | 537 | 540 |

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

4
All_Class_Sites
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

