## Idaho Transportation Department

 Monthly Speed Distribution for January 2024Site 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 2

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .39 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .39 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .17 \% \end{gathered}$ | $\begin{gathered} 0 \\ .2 \% \end{gathered}$ | $\begin{gathered} 0 \\ .14 \% \end{gathered}$ | $\begin{gathered} 0 \\ .2 \% \end{gathered}$ | $\begin{gathered} 0 \\ .14 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 3 \\ .7 \% \end{gathered}$ | $\begin{gathered} 1 \\ .68 \% \end{gathered}$ | $\begin{gathered} 1 \\ .72 \% \end{gathered}$ | $\begin{gathered} 1 \\ .68 \% \end{gathered}$ | $\begin{gathered} 1 \\ .72 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 7 \\ 1.69 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.35 \% \end{gathered}$ | $\begin{gathered} 4 \\ 2.03 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.35 \% \end{gathered}$ | $\begin{gathered} 4 \\ 2.03 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 13 \\ 3.32 \% \end{gathered}$ | $\begin{gathered} 6 \\ 2.86 \% \end{gathered}$ | $\begin{gathered} 8 \\ 3.78 \% \end{gathered}$ | $\begin{gathered} 6 \\ 2.86 \% \end{gathered}$ | $\begin{gathered} 8 \\ 3.78 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 26 \\ 6.61 \% \end{gathered}$ | $\begin{gathered} 11 \\ 5.53 \% \end{gathered}$ | $\begin{gathered} 15 \\ 7.66 \% \end{gathered}$ | $\begin{gathered} 11 \\ 5.53 \% \end{gathered}$ | $\begin{gathered} 15 \\ 7.66 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 55 \\ 13.88 \% \end{gathered}$ | $\begin{gathered} 24 \\ 12.17 \% \end{gathered}$ | $\begin{gathered} 31 \\ 15.56 \% \end{gathered}$ | $\begin{gathered} 24 \\ 12.17 \% \end{gathered}$ | $\begin{gathered} 31 \\ 15.56 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 77 \\ 19.52 \% \end{gathered}$ | $\begin{gathered} 38 \\ 19.37 \% \end{gathered}$ | $\begin{gathered} 39 \\ 19.67 \% \end{gathered}$ | $\begin{gathered} 38 \\ 19.37 \% \end{gathered}$ | $\begin{gathered} 39 \\ 19.67 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 100 \\ 25.2 \% \end{gathered}$ | $\begin{gathered} 51 \\ 26.21 \% \end{gathered}$ | $\begin{gathered} 48 \\ 24.21 \% \end{gathered}$ | $\begin{gathered} 51 \\ 26.21 \% \end{gathered}$ | $\begin{gathered} 48 \\ 24.21 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 73 \\ 18.42 \% \end{gathered}$ | $\begin{gathered} 39 \\ 19.84 \% \end{gathered}$ | $\begin{gathered} 34 \\ 17.02 \% \end{gathered}$ | $\begin{gathered} 39 \\ 19.84 \% \end{gathered}$ | $\begin{gathered} 34 \\ 17.02 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 30 \\ 7.6 \% \end{gathered}$ | $\begin{gathered} 17 \\ 8.75 \% \end{gathered}$ | $\begin{gathered} 13 \\ 6.46 \% \end{gathered}$ | $\begin{gathered} 17 \\ 8.75 \% \end{gathered}$ | $\begin{gathered} 13 \\ 6.46 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 7 \\ 1.78 \% \end{gathered}$ | $\begin{gathered} 4 \\ 2.07 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.49 \% \end{gathered}$ | $\begin{gathered} 4 \\ 2.07 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.49 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 2 \\ .52 \% \end{gathered}$ | $\begin{gathered} 1 \\ .54 \% \end{gathered}$ | $\begin{gathered} 1 \\ .5 \% \end{gathered}$ | $\begin{gathered} 1 \\ .54 \% \end{gathered}$ | $\begin{gathered} 1 \\ .5 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 1 \\ .21 \% \end{gathered}$ | $\begin{gathered} 0 \\ .2 \% \end{gathered}$ | $\begin{gathered} 0 \\ .21 \% \end{gathered}$ | $\begin{gathered} 0 \\ .2 \% \end{gathered}$ | $\begin{gathered} 0 \\ .21 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .11 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .11 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 60 | 61 | 59 | 61 | 59 |
| Median | 61 | 61 | 60 | 61 | 60 |
| 85th \%tile | 69 | 69 | 68 | 69 | 68 |
| \% over 55 | 73 | 77 | 70 | 77 | 70 |
| \% over 60 | 54 | 58 | 50 | 58 | 50 |
| \% over 65 | 29 | 32 | 26 | 32 | 26 |
| \% over 70 | 10 | 12 | 9 | 12 | 9 |
| \% over 75 | 3 | 3 | 2 | 3 | 2 |

${ }^{* * *}$ 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: | 00158 |
| :--- | :--- |
| County: <br> Funct Class: <br> Location: | Lemhi <br> R Principal Arterial - Other <br> US-93 0.8 Mi. N of Dahlonega Cr. Rd |
|  | Road |
| \% over 80 | 1 |

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

4
All_Class_Sites

[^0] add up.


[^0]:    ***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always

