## Idaho Transportation Department

Monthly Speed Distribution for June 2016

Site names: County: Funct Class: Location:

00129
Jerome
R Principal Arterial - Other
US-93 1.1 Mi. N of Jct SH-25

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

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 729 \\ 9.93 \% \end{gathered}$ | $\begin{gathered} 569 \\ 14.69 \% \end{gathered}$ | $\begin{gathered} 161 \\ 4.62 \% \end{gathered}$ | $\begin{gathered} 569 \\ 14.69 \% \end{gathered}$ | $\begin{gathered} 161 \\ 4.62 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 22 \\ .3 \% \end{gathered}$ | $\begin{gathered} 13 \\ .34 \% \end{gathered}$ | $\begin{gathered} 9 \\ .26 \% \end{gathered}$ | $\begin{gathered} 13 \\ .34 \% \end{gathered}$ | $\begin{gathered} 9 \\ .26 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 27 \\ .37 \% \end{gathered}$ | $\begin{gathered} 16 \\ .42 \% \end{gathered}$ | $\begin{gathered} 11 \\ .31 \% \end{gathered}$ | $\begin{gathered} 16 \\ .42 \% \end{gathered}$ | $\begin{gathered} 11 \\ .31 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 37 \\ .51 \% \end{gathered}$ | $\begin{gathered} 17 \\ .44 \% \end{gathered}$ | $\begin{gathered} 20 \\ .59 \% \end{gathered}$ | $\begin{gathered} 17 \\ .44 \% \end{gathered}$ | $\begin{gathered} 20 \\ .59 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 58 \\ .78 \% \end{gathered}$ | $\begin{gathered} 17 \\ .44 \% \end{gathered}$ | $\begin{gathered} 40 \\ 1.16 \% \end{gathered}$ | $\begin{gathered} 17 \\ .44 \% \end{gathered}$ | $\begin{gathered} 40 \\ 1.16 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 84 \\ 1.15 \% \end{gathered}$ | $\begin{gathered} 28 \\ .72 \% \end{gathered}$ | $\begin{gathered} 57 \\ 1.63 \% \end{gathered}$ | $\begin{gathered} 28 \\ .72 \% \end{gathered}$ | $\begin{gathered} 57 \\ 1.63 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 211 \\ 2.88 \% \end{gathered}$ | $\begin{gathered} 62 \\ 1.61 \% \end{gathered}$ | $\begin{gathered} 149 \\ 4.3 \% \end{gathered}$ | $\begin{gathered} 62 \\ 1.61 \% \end{gathered}$ | $\begin{gathered} 149 \\ 4.3 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 419 \\ 5.7 \% \end{gathered}$ | $\begin{gathered} 213 \\ 5.49 \% \end{gathered}$ | $\begin{gathered} 206 \\ 5.94 \% \end{gathered}$ | $\begin{gathered} 213 \\ 5.49 \% \end{gathered}$ | $\begin{gathered} 206 \\ 5.94 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 804 \\ 10.94 \% \end{gathered}$ | $\begin{gathered} 480 \\ 12.4 \% \end{gathered}$ | $\begin{gathered} 324 \\ 9.32 \% \end{gathered}$ | $\begin{gathered} 480 \\ 12.4 \% \end{gathered}$ | $\begin{gathered} 324 \\ 9.32 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 2,310 \\ 31.45 \% \end{gathered}$ | $\begin{gathered} 1,227 \\ 31.67 \% \end{gathered}$ | $\begin{gathered} 1,084 \\ 31.21 \% \end{gathered}$ | $\begin{gathered} 1,227 \\ 31.67 \% \end{gathered}$ | $\begin{gathered} 1,084 \\ 31.21 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 2,214 \\ 30.14 \% \end{gathered}$ | $\begin{gathered} 1,044 \\ 26.95 \% \end{gathered}$ | $\begin{gathered} 1,170 \\ 33.7 \% \end{gathered}$ | $\begin{gathered} 1,044 \\ 26.95 \% \end{gathered}$ | $\begin{gathered} 1,170 \\ 33.7 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 340 \\ 4.62 \% \end{gathered}$ | $\begin{gathered} 150 \\ 3.87 \% \end{gathered}$ | $\begin{gathered} 190 \\ 5.46 \% \end{gathered}$ | $\begin{gathered} 150 \\ 3.87 \% \end{gathered}$ | $\begin{gathered} 190 \\ 5.46 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 49 \\ .66 \% \end{gathered}$ | $\begin{gathered} 20 \\ .52 \% \end{gathered}$ | $\begin{gathered} 28 \\ .82 \% \end{gathered}$ | $\begin{gathered} 20 \\ .52 \% \end{gathered}$ | $\begin{gathered} 28 \\ .82 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 14 \\ .19 \% \end{gathered}$ | $\begin{gathered} 6 \\ .16 \% \end{gathered}$ | $\begin{gathered} 8 \\ .22 \% \end{gathered}$ | $\begin{gathered} 6 \\ .16 \% \end{gathered}$ | $\begin{gathered} 8 \\ .22 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 4 \\ .06 \% \end{gathered}$ | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 3 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 3 \\ .07 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 19 \\ .25 \% \end{gathered}$ | $\begin{gathered} 7 \\ .18 \% \end{gathered}$ | $\begin{gathered} 11 \\ .33 \% \end{gathered}$ | $\begin{gathered} 7 \\ .18 \% \end{gathered}$ | $\begin{gathered} 11 \\ .33 \% \end{gathered}$ |
| Average | 57 | 55 | 60 | 55 | 60 |
| Median | 63 | 62 | 64 | 62 | 64 |
| 85th \%tile | 68 | 68 | 69 | 68 | 69 |
| \% over 55 | 78 | 76 | 81 | 76 | 81 |
| \% over 60 | 67 | 63 | 72 | 63 | 72 |
| \% over 65 | 36 | 32 | 41 | 32 | 41 |
| \% over 70 | 6 | 5 | 7 | 5 | 7 |
| \% over 75 | 1 | 1 | 1 | 1 | 1 |

***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 June 2016

| Site names: <br> County: <br> Funct Class: <br> Location: | 00129 <br> Jerome <br> R Principal Arterial - Other US-93 1.1 Mi. N of Jct SH-25 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 1 | 0 | 1 | 0 | 1 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 7,346 | 3,874 | 3,472 | 3,874 | 3,472 |

Seasonal Factor Grp: 2
Daily Factor Grp: 3
Axle Factor Grp: 2
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.

