## Idaho Transportation Department

Monthly Speed Distribution for November 2019

| Site names: | 00129 |
| :--- | :--- |
| County: | Jerome |
| Funct Class: | R Principal Arterial - Other |
| Location: | US-93 1.1 Mi. N of Jct SH-25 |


|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 273 | 247 | 26 | 247 | 26 |
|  | $4.73 \%$ | $8.56 \%$ | $.9 \%$ | $8.56 \%$ | $.9 \%$ |
| $20-25$ | 36 | 27 | 9 | 27 | 9 |
|  | $62 \%$ | $93 \%$ | $31 \%$ | $.93 \%$ | $31 \%$ |


|  | $.62 \%$ | $.93 \%$ | $.31 \%$ | $.93 \%$ | $.31 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $25-30$ | 32 | 23 | 10 | 23 | 10 |
|  | $.56 \%$ | $.79 \%$ | $.33 \%$ | $.79 \%$ | $.33 \%$ |
| $30-35$ | 39 | 18 | 21 | 18 | 21 |
|  |  | $38 \%$ | .25 | $.74 \%$ | .2 |

35-40

| 40-45 | $\begin{gathered} 94 \\ 1.63 \% \end{gathered}$ | $\begin{gathered} 31 \\ 1.09 \% \end{gathered}$ | $\begin{gathered} 63 \\ 2.17 \% \end{gathered}$ | $\begin{gathered} 31 \\ 1.09 \% \end{gathered}$ | $\begin{gathered} 63 \\ 2.17 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 45-50 | $\begin{gathered} 204 \\ 3.54 \% \end{gathered}$ | $\begin{gathered} 57 \\ 1.97 \% \end{gathered}$ | $\begin{gathered} 147 \\ 5.1 \% \end{gathered}$ | $\begin{gathered} 57 \\ 1.97 \% \end{gathered}$ | $\begin{gathered} 147 \\ 5.1 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 372 \\ 6.44 \% \end{gathered}$ | $\begin{gathered} 129 \\ 4.45 \% \end{gathered}$ | $\begin{gathered} 244 \\ 8.43 \% \end{gathered}$ | $\begin{gathered} 129 \\ 4.45 \% \end{gathered}$ | $\begin{gathered} 244 \\ 8.43 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 802 \\ 13.87 \% \end{gathered}$ | $\begin{gathered} 333 \\ 11.54 \% \end{gathered}$ | $\begin{gathered} 468 \\ 16.21 \% \end{gathered}$ | $\begin{gathered} 333 \\ 11.54 \% \end{gathered}$ | $\begin{gathered} 468 \\ 16.21 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 2,164 \\ 37.45 \% \end{gathered}$ | $\begin{gathered} 920 \\ 31.83 \% \end{gathered}$ | $\begin{gathered} 1,244 \\ 43.07 \% \end{gathered}$ | $\begin{gathered} 920 \\ 31.83 \% \end{gathered}$ | $\begin{gathered} 1,244 \\ 43.07 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,466 \\ 25.37 \% \end{gathered}$ | $\begin{gathered} 917 \\ 31.72 \% \end{gathered}$ | $\begin{gathered} 550 \\ 19.02 \% \end{gathered}$ | $\begin{gathered} 917 \\ 31.72 \% \end{gathered}$ | $\begin{gathered} 550 \\ 19.02 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 186 \\ 3.23 \% \end{gathered}$ | $\begin{gathered} 136 \\ 4.71 \% \end{gathered}$ | $\begin{gathered} 50 \\ 1.74 \% \end{gathered}$ | $\begin{gathered} 136 \\ 4.71 \% \end{gathered}$ | $\begin{gathered} 50 \\ 1.74 \% \end{gathered}$ |
| 75-80 | $\begin{aligned} & 23 \\ & .4 \% \end{aligned}$ | $\begin{gathered} 16 \\ .56 \% \end{gathered}$ | $\begin{gathered} 7 \\ .25 \% \end{gathered}$ | $\begin{gathered} 16 \\ .56 \% \end{gathered}$ | $\begin{gathered} 7 \\ .25 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 8 \\ .13 \% \end{gathered}$ | $\begin{gathered} 4 \\ .14 \% \end{gathered}$ | $\begin{gathered} 4 \\ .12 \% \end{gathered}$ | $\begin{gathered} 4 \\ .14 \% \end{gathered}$ | $\begin{gathered} 4 \\ .12 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\stackrel{2}{.05 \%}$ |
| 90-95 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 10 \\ .17 \% \end{gathered}$ | $\begin{gathered} 7 \\ .26 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 7 \\ .26 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ |
| Average | 59 | 58 | 60 | 58 | 60 |
| Median | 62 | 63 | 62 | 63 | 62 |
| 85th \%tile | 68 | 69 | 67 | 69 | 67 |
| \% over 55 | 81 | 81 | 81 | 81 | 81 |
| \% over 60 | 67 | 69 | 64 | 69 | 64 |
| \% over 65 | 29 | 37 | 21 | 37 | 21 |
| \% over 70 | 4 | 6 | 2 | 6 | 2 |
| \% 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.

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| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 5,779 | 2,890 | 2,889 | 2,890 | 2,889 |

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

[^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.

