## Idaho Transportation Department

Monthly Speed Distribution for August 2020

| 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 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 5 | 2 | 3 | 2 | 3 |


| $0-20$ | 5 <br> $.07 \%$ | 2 <br> $.06 \%$ | 3 <br> $.09 \%$ | 2 <br> $.06 \%$ | 3 <br> $.09 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 14 | 7 | 8 | 7 | 8 |
|  | $.21 \%$ | $.19 \%$ | $.23 \%$ | $.19 \%$ | $.23 \%$ |

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

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

| 25-30 | $\begin{gathered} 24 \\ .34 \% \end{gathered}$ | $\begin{gathered} 13 \\ .38 \% \end{gathered}$ | $\begin{gathered} 11 \\ .31 \% \end{gathered}$ | $\begin{gathered} 13 \\ .38 \% \end{gathered}$ | $\begin{gathered} 11 \\ .31 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 30-35 | $\begin{gathered} 30 \\ .43 \% \end{gathered}$ | $\begin{gathered} 18 \\ .53 \% \end{gathered}$ | $\begin{gathered} 12 \\ .34 \% \end{gathered}$ | $\begin{gathered} 18 \\ .53 \% \end{gathered}$ | $\begin{gathered} 12 \\ .34 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 49 \\ .72 \% \end{gathered}$ | $\begin{gathered} 21 \\ .63 \% \end{gathered}$ | $\begin{gathered} 28 \\ .81 \% \end{gathered}$ | $\begin{gathered} 21 \\ .63 \% \end{gathered}$ | $\begin{gathered} 28 \\ .81 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 94 \\ 1.37 \% \end{gathered}$ | $\begin{gathered} 32 \\ .94 \% \end{gathered}$ | $\begin{gathered} 62 \\ 1.79 \% \end{gathered}$ | $\begin{gathered} 32 \\ .94 \% \end{gathered}$ | $\begin{gathered} 62 \\ 1.79 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 217 \\ 3.17 \% \end{gathered}$ | $\begin{gathered} 69 \\ 2.02 \% \end{gathered}$ | $\begin{gathered} 148 \\ 4.3 \% \end{gathered}$ | $\begin{gathered} 69 \\ 2.02 \% \end{gathered}$ | $\begin{gathered} 148 \\ 4.3 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 403 \\ 5.89 \% \end{gathered}$ | $\begin{gathered} 162 \\ 4.78 \% \end{gathered}$ | $\begin{gathered} 240 \\ 6.98 \% \end{gathered}$ | $\begin{gathered} 162 \\ 4.78 \% \end{gathered}$ | $\begin{gathered} 240 \\ 6.98 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 811 \\ 11.85 \% \end{gathered}$ | $\begin{gathered} 430 \\ 12.65 \% \end{gathered}$ | $\begin{gathered} 380 \\ 11.05 \% \end{gathered}$ | $\begin{gathered} 430 \\ 12.65 \% \end{gathered}$ | $\begin{gathered} 380 \\ 11.05 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,937 \\ 28.31 \% \end{gathered}$ | $\begin{gathered} 1,014 \\ 29.81 \% \end{gathered}$ | $\begin{gathered} 923 \\ 26.83 \% \end{gathered}$ | $\begin{gathered} 1,014 \\ 29.81 \% \end{gathered}$ | $\begin{gathered} 923 \\ 26.83 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 2,544 \\ 37.18 \% \end{gathered}$ | $\begin{gathered} 1,274 \\ 37.47 \% \end{gathered}$ | $\begin{gathered} 1,270 \\ 36.9 \% \end{gathered}$ | $\begin{gathered} 1,274 \\ 37.47 \% \end{gathered}$ | $\begin{gathered} 1,270 \\ 36.9 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 601 \\ 8.79 \% \end{gathered}$ | $\begin{gathered} 301 \\ 8.85 \% \end{gathered}$ | $\begin{gathered} 300 \\ 8.73 \% \end{gathered}$ | $\begin{gathered} 301 \\ 8.85 \% \end{gathered}$ | $\begin{gathered} 300 \\ 8.73 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 89 \\ 1.3 \% \end{gathered}$ | $\begin{gathered} 45 \\ 1.33 \% \end{gathered}$ | $\begin{gathered} 44 \\ 1.27 \% \end{gathered}$ | $\begin{gathered} 45 \\ 1.33 \% \end{gathered}$ | $\begin{gathered} 44 \\ 1.27 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 15 \\ .22 \% \end{gathered}$ | $\begin{gathered} 7 \\ .22 \% \end{gathered}$ | $\begin{gathered} 8 \\ .22 \% \end{gathered}$ | $\begin{gathered} 7 \\ .22 \% \end{gathered}$ | $\begin{gathered} 8 \\ .22 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 5 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| Average | 63 | 63 | 63 | 63 | 63 |
| Median | 65 | 65 | 64 | 65 | 64 |
| 85th \%tile | 69 | 69 | 69 | 69 | 69 |
| \% over 55 | 88 | 90 | 85 | 90 | 85 |
| \% over 60 | 76 | 78 | 74 | 78 | 74 |
| \% over 65 | 48 | 48 | 47 | 48 | 47 |
| \% over 70 | 10 | 11 | 10 | 11 | 10 |
| \% over 75 | 2 | 2 | 2 | 2 | 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 August 2020| 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 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,842 | 3,400 | 3,442 | 3,400 | 3,442 |

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.

