## Idaho Transportation Department

Monthly Speed Distribution for January 2020

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 5 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 15 \\ .29 \% \end{gathered}$ | $\begin{gathered} 6 \\ .24 \% \end{gathered}$ | $\begin{gathered} 9 \\ .34 \% \end{gathered}$ | $\begin{gathered} 6 \\ .24 \% \end{gathered}$ | $\begin{gathered} 9 \\ .34 \% \end{gathered}$ |
| 25-30 | $\begin{aligned} & 25 \\ & .5 \% \end{aligned}$ | $\begin{gathered} 14 \\ .57 \% \end{gathered}$ | $\begin{gathered} 11 \\ .44 \% \end{gathered}$ | $\begin{gathered} 14 \\ .57 \% \end{gathered}$ | $\begin{gathered} 11 \\ .44 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 43 \\ .86 \% \end{gathered}$ | $\begin{gathered} 22 \\ .89 \% \end{gathered}$ | $\begin{gathered} 21 \\ .84 \% \end{gathered}$ | $\begin{gathered} 22 \\ .89 \% \end{gathered}$ | $\begin{gathered} 21 \\ .84 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 79 \\ 1.57 \% \end{gathered}$ | $\begin{gathered} 38 \\ 1.52 \% \end{gathered}$ | $\begin{gathered} 41 \\ 1.63 \% \end{gathered}$ | $\begin{gathered} 38 \\ 1.52 \% \end{gathered}$ | $\begin{gathered} 41 \\ 1.63 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 128 \\ 2.57 \% \end{gathered}$ | $\begin{gathered} 56 \\ 2.27 \% \end{gathered}$ | $\begin{gathered} 72 \\ 2.87 \% \end{gathered}$ | $\begin{gathered} 56 \\ 2.27 \% \end{gathered}$ | $\begin{gathered} 72 \\ 2.87 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 220 \\ 4.42 \% \end{gathered}$ | $\begin{gathered} 99 \\ 3.98 \% \end{gathered}$ | $\begin{gathered} 122 \\ 4.86 \% \end{gathered}$ | $\begin{gathered} 99 \\ 3.98 \% \end{gathered}$ | $\begin{gathered} 122 \\ 4.86 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 371 \\ 7.44 \% \end{gathered}$ | $\begin{gathered} 163 \\ 6.57 \% \end{gathered}$ | $\begin{gathered} 208 \\ 8.3 \% \end{gathered}$ | $\begin{gathered} 163 \\ 6.57 \% \end{gathered}$ | $\begin{gathered} 208 \\ 8.3 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 679 \\ 13.61 \% \end{gathered}$ | $\begin{gathered} 344 \\ 13.87 \% \end{gathered}$ | $\begin{gathered} 335 \\ 13.35 \% \end{gathered}$ | $\begin{gathered} 344 \\ 13.87 \% \end{gathered}$ | $\begin{gathered} 335 \\ 13.35 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,339 \\ 26.85 \% \end{gathered}$ | $\begin{gathered} 649 \\ 26.17 \% \end{gathered}$ | $\begin{gathered} 691 \\ 27.53 \% \end{gathered}$ | $\begin{gathered} 649 \\ 26.17 \% \end{gathered}$ | $\begin{gathered} 691 \\ 27.53 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,744 \\ 34.97 \% \end{gathered}$ | $\begin{gathered} 893 \\ 36.03 \% \end{gathered}$ | $\begin{gathered} 851 \\ 33.92 \% \end{gathered}$ | $\begin{gathered} 893 \\ 36.03 \% \end{gathered}$ | $\begin{gathered} 851 \\ 33.92 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 294 \\ 5.9 \% \end{gathered}$ | $\begin{gathered} 166 \\ 6.7 \% \end{gathered}$ | $\begin{gathered} 128 \\ 5.11 \% \end{gathered}$ | $\begin{gathered} 166 \\ 6.7 \% \end{gathered}$ | $\begin{gathered} 128 \\ 5.11 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 37 \\ .74 \% \end{gathered}$ | $\begin{gathered} 22 \\ .9 \% \end{gathered}$ | $\begin{gathered} 15 \\ .59 \% \end{gathered}$ | $\begin{gathered} 22 \\ .9 \% \end{gathered}$ | $\begin{gathered} 15 \\ .59 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 6 \\ .11 \% \end{gathered}$ | $\begin{gathered} 3 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 3 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| Average | 61 | 62 | 61 | 62 | 61 |
| Median | 63 | 64 | 63 | 64 | 63 |
| 85th \%tile | 69 | 69 | 69 | 69 | 69 |
| \% over 55 | 82 | 84 | 81 | 84 | 81 |
| \% over 60 | 69 | 70 | 67 | 70 | 67 |
| \% over 65 | 42 | 44 | 40 | 44 | 40 |
| \% over 70 | 7 | 8 | 6 | 8 | 6 |
| \% over 75 | 1 | 1 | 1 | 1 | 1 |


| Site names: | 00092 |
| :--- | :--- |
| County: | Jerome |
| Funct Class: | R Principal Arterial - Other |
| Location: | US-93 1.1 Mi. N of Jct SH-25 |

Seasonal Factor Grp:
Daily Factor Grp:
Axle Factor Grp:
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.

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 Monthly Speed Distribution for January 2020| Site names: <br> County: <br> Funct Class: <br> Location: | $\begin{aligned} & 00092 \\ & \text { Jerome } \\ & \text { R Principal Arterial - Other } \\ & \text { US-93 } \\ & 1.1 \mathrm{Mi} . \mathrm{N} \text { of Jct SH-25 } \end{aligned}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 4,988 | 2,478 | 2,509 | 2,478 | 2,509 |

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.

