## Idaho Transportation Department

Monthly Speed Distribution for July 2020

Site names: County: Funct Class: Location:

00092
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:

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 11 \\ .16 \% \end{gathered}$ | $\begin{gathered} 9 \\ .25 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 9 \\ .25 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 23 \\ .33 \% \end{gathered}$ | $\begin{gathered} 13 \\ .39 \% \end{gathered}$ | $\begin{gathered} 9 \\ .28 \% \end{gathered}$ | $\begin{gathered} 13 \\ .39 \% \end{gathered}$ | $\begin{gathered} 9 \\ .28 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 37 \\ .55 \% \end{gathered}$ | $\begin{gathered} 20 \\ .58 \% \end{gathered}$ | $\begin{gathered} 17 \\ .52 \% \end{gathered}$ | $\begin{gathered} 20 \\ .58 \% \end{gathered}$ | $\begin{gathered} 17 \\ .52 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 43 \\ .63 \% \end{gathered}$ | $\begin{gathered} 23 \\ .67 \% \end{gathered}$ | $\begin{gathered} 20 \\ .59 \% \end{gathered}$ | $\begin{gathered} 23 \\ .67 \% \end{gathered}$ | $\begin{gathered} 20 \\ .59 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 56 \\ .82 \% \end{gathered}$ | $\begin{gathered} 24 \\ .71 \% \end{gathered}$ | $\begin{gathered} 32 \\ .94 \% \end{gathered}$ | $\begin{gathered} 24 \\ .71 \% \end{gathered}$ | $\begin{gathered} 32 \\ .94 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 94 \\ 1.39 \% \end{gathered}$ | $\begin{gathered} 38 \\ 1.12 \% \end{gathered}$ | $\begin{gathered} 56 \\ 1.67 \% \end{gathered}$ | $\begin{gathered} 38 \\ 1.12 \% \end{gathered}$ | $\begin{gathered} 56 \\ 1.67 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 176 \\ 2.6 \% \end{gathered}$ | $\begin{gathered} 67 \\ 1.99 \% \end{gathered}$ | $\begin{gathered} 108 \\ 3.22 \% \end{gathered}$ | $\begin{gathered} 67 \\ 1.99 \% \end{gathered}$ | $\begin{gathered} 108 \\ 3.22 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 355 \\ 5.26 \% \end{gathered}$ | $\begin{gathered} 173 \\ 5.12 \% \end{gathered}$ | $\begin{gathered} 182 \\ 5.4 \% \end{gathered}$ | $\begin{gathered} 173 \\ 5.12 \% \end{gathered}$ | $\begin{gathered} 182 \\ 5.4 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 774 \\ 11.47 \% \end{gathered}$ | $\begin{gathered} 450 \\ 13.32 \% \end{gathered}$ | $\begin{gathered} 324 \\ 9.61 \% \end{gathered}$ | $\begin{gathered} 450 \\ 13.32 \% \end{gathered}$ | $\begin{gathered} 324 \\ 9.61 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,849 \\ 27.38 \% \end{gathered}$ | $\begin{gathered} 1,013 \\ 29.95 \% \end{gathered}$ | $\begin{gathered} 836 \\ 24.81 \% \end{gathered}$ | $\begin{gathered} 1,013 \\ 29.95 \% \end{gathered}$ | $\begin{gathered} 836 \\ 24.81 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 2,617 \\ 38.76 \% \end{gathered}$ | $\begin{gathered} 1,233 \\ 36.47 \% \end{gathered}$ | $\begin{gathered} 1,384 \\ 41.06 \% \end{gathered}$ | $\begin{gathered} 1,233 \\ 36.47 \% \end{gathered}$ | $\begin{gathered} 1,384 \\ 41.06 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 599 \\ 8.88 \% \end{gathered}$ | $\begin{gathered} 270 \\ 7.99 \% \end{gathered}$ | $\begin{gathered} 329 \\ 9.77 \% \end{gathered}$ | $\begin{gathered} 270 \\ 7.99 \% \end{gathered}$ | $\begin{gathered} 329 \\ 9.77 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 95 \\ 1.41 \% \end{gathered}$ | $\begin{gathered} 39 \\ 1.16 \% \end{gathered}$ | $\begin{gathered} 56 \\ 1.66 \% \end{gathered}$ | $\begin{gathered} 39 \\ 1.16 \% \end{gathered}$ | $\begin{gathered} 56 \\ 1.66 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 15 \\ .22 \% \end{gathered}$ | $\begin{gathered} 6 \\ .18 \% \end{gathered}$ | $\begin{gathered} 8 \\ .25 \% \end{gathered}$ | $\begin{gathered} 6 \\ .18 \% \end{gathered}$ | $\begin{gathered} 8 \\ .25 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 7 \\ .1 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .12 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 4 \\ .12 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 2 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| Average | 63 | 63 | 63 | 63 | 63 |
| Median | 65 | 64 | 65 | 64 | 65 |
| 85th \%tile | 69 | 69 | 70 | 69 | 70 |
| \% over 55 | 88 | 89 | 87 | 89 | 87 |
| \% over 60 | 77 | 76 | 78 | 76 | 78 |
| \% over 65 | 49 | 46 | 53 | 46 | 53 |
| \% over 70 | 11 | 9 | 12 | 9 | 12 |
| \% over 75 | 2 | 1 | 2 | 1 | 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 July 2020

| Site names: County: Funct Class: Location: | 00092 <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 | 6,752 | 3,381 | 3,370 | 3,381 | 3,370 |

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.

