## Idaho Transportation Department

 Monthly Speed Distribution for| Site names: | 00092 |
| :--- | :--- |
| 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 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 20 | 19 | 1 | 19 | 1 |


| $0-20$ | 20 | 19 | 1 | 19 | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | $.28 \%$ | $.52 \%$ | $.04 \%$ | $.52 \%$ | $.04 \%$ |
| $20-25$ | 38 | 27 | 11 | 27 | 11 |
|  | $.53 \%$ | $.77 \%$ | $.3 \%$ | $.77 \%$ | $.3 \%$ |
|  | 46 | 28 | 18 | 28 | 18 |


| 30-35 | $\begin{gathered} 45 \\ .63 \% \end{gathered}$ | $\begin{gathered} 26 \\ .73 \% \end{gathered}$ | $\begin{gathered} 19 \\ .52 \% \end{gathered}$ | $\begin{gathered} 26 \\ .73 \% \end{gathered}$ | $\begin{gathered} 19 \\ .52 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 35-40 | $\begin{gathered} 70 \\ .99 \% \end{gathered}$ | $\begin{gathered} 27 \\ .76 \% \end{gathered}$ | $\begin{gathered} 43 \\ 1.21 \% \end{gathered}$ | $\begin{gathered} 27 \\ .76 \% \end{gathered}$ | $\begin{gathered} 43 \\ 1.21 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 136 \\ 1.92 \% \end{gathered}$ | $\begin{gathered} 31 \\ .87 \% \end{gathered}$ | $\begin{gathered} 105 \\ 2.96 \% \end{gathered}$ | $\begin{gathered} 31 \\ .87 \% \end{gathered}$ | $\begin{gathered} 105 \\ 2.96 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 214 \\ 3.02 \% \end{gathered}$ | $\begin{gathered} 53 \\ 1.49 \% \end{gathered}$ | $\begin{gathered} 161 \\ 4.54 \% \end{gathered}$ | $\begin{gathered} 53 \\ 1.49 \% \end{gathered}$ | $\begin{gathered} 161 \\ 4.54 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 412 \\ 5.8 \% \end{gathered}$ | $\begin{gathered} 135 \\ 3.8 \% \end{gathered}$ | $\begin{gathered} 277 \\ 7.8 \% \end{gathered}$ | $\begin{gathered} 135 \\ 3.8 \% \end{gathered}$ | $\begin{gathered} 277 \\ 7.8 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 801 \\ 11.28 \% \end{gathered}$ | $\begin{gathered} 389 \\ 10.97 \% \end{gathered}$ | $\begin{gathered} 412 \\ 11.59 \% \end{gathered}$ | $\begin{gathered} 389 \\ 10.97 \% \end{gathered}$ | $\begin{gathered} 412 \\ 11.59 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,754 \\ 24.69 \% \end{gathered}$ | $\begin{gathered} 891 \\ 25.12 \% \end{gathered}$ | $\begin{gathered} 863 \\ 24.26 \% \end{gathered}$ | $\begin{gathered} 891 \\ 25.12 \% \end{gathered}$ | $\begin{gathered} 863 \\ 24.26 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 2,788 \\ 39.24 \% \end{gathered}$ | $\begin{gathered} 1,447 \\ 40.78 \% \end{gathered}$ | $\begin{gathered} 1,341 \\ 37.71 \% \end{gathered}$ | $\begin{gathered} 1,447 \\ 40.78 \% \end{gathered}$ | $\begin{gathered} 1,341 \\ 37.71 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 653 \\ 9.19 \% \end{gathered}$ | $\begin{gathered} 395 \\ 11.12 \% \end{gathered}$ | $\begin{gathered} 258 \\ 7.25 \% \end{gathered}$ | $\begin{gathered} 395 \\ 11.12 \% \end{gathered}$ | $\begin{gathered} 258 \\ 7.25 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 104 \\ 1.47 \% \end{gathered}$ | $\begin{gathered} 66 \\ 1.87 \% \end{gathered}$ | $\begin{gathered} 38 \\ 1.07 \% \end{gathered}$ | $\begin{gathered} 66 \\ 1.87 \% \end{gathered}$ | $\begin{gathered} 38 \\ 1.07 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 15 \\ .21 \% \end{gathered}$ | $\begin{gathered} 9 \\ .26 \% \end{gathered}$ | $\begin{gathered} 6 \\ .16 \% \end{gathered}$ | $\begin{gathered} 9 \\ .26 \% \end{gathered}$ | $\begin{gathered} 6 \\ .16 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 5 \\ .07 \% \end{gathered}$ | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 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 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 63 | 63 | 62 | 63 | 62 |
| Median | 65 | 66 | 64 | 66 | 64 |
| 85th \%tile | 69 | 70 | 69 | 70 | 69 |
| \% over 55 | 86 | 90 | 82 | 90 | 82 |
| \% over 60 | 75 | 79 | 71 | 79 | 71 |
| \% over 65 | 50 | 54 | 46 | 54 | 46 |
| \% over 70 | 11 | 13 | 9 | 13 | 9 |
| \% over 75 | 2 | 2 | 1 | 2 | 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 September 2020| Site names: <br> County: <br> Funct Class: <br> Location: | 00092 <br> Jerome <br> R Principal Arterial - Other <br> 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 |  | 7,105 | 3,549 | 3,556 | 3,549 |

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.

