## Idaho Transportation Department

Monthly Speed Distribution for October 2020

| 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 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 11 | 9 | 2 | 9 | 2 |
|  | $.16 \%$ | $.25 \%$ | $.07 \%$ | $.25 \%$ | $.07 \%$ |
| $20-25$ | 22 | 12 | 10 | 12 | 10 |
|  | $31 \%$ | $33 \%$ | $29 \%$ | $.33 \%$ | $29 \%$ |


| $20-25$ | $.31 \%$ | $.33 \%$ | $.29 \%$ | $.33 \%$ | $.29 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $25-30$ | 38 | 18 | 20 | 18 | 20 |
|  | $.55 \%$ | $.53 \%$ | $.57 \%$ | $.53 \%$ | $.57 \%$ |
| $30-35$ | 56 | 20 | 36 | 20 | 36 |
|  | $8 \%$ | $58 \%$ | $1.02 \%$ | $58 \%$ | $1.02 \%$ |



| 40-45 | $\begin{gathered} 224 \\ 3.2 \% \end{gathered}$ | $\begin{gathered} 41 \\ 1.18 \% \end{gathered}$ | $\begin{gathered} 183 \\ 5.22 \% \end{gathered}$ | $\begin{gathered} 41 \\ 1.18 \% \end{gathered}$ | $\begin{gathered} 183 \\ 5.22 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 45-50 | $\begin{gathered} 382 \\ 5.47 \% \end{gathered}$ | $\begin{gathered} 84 \\ 2.39 \% \end{gathered}$ | $\begin{gathered} 299 \\ 8.53 \% \end{gathered}$ | $\begin{gathered} 84 \\ 2.39 \% \end{gathered}$ | $\begin{gathered} 299 \\ 8.53 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 507 \\ 7.24 \% \end{gathered}$ | $\begin{gathered} 187 \\ 5.35 \% \end{gathered}$ | $\begin{gathered} 320 \\ 9.13 \% \end{gathered}$ | $\begin{gathered} 187 \\ 5.35 \% \end{gathered}$ | $\begin{gathered} 320 \\ 9.13 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 824 \\ 11.77 \% \end{gathered}$ | $\begin{gathered} 430 \\ 12.3 \% \end{gathered}$ | $\begin{gathered} 394 \\ 11.24 \% \end{gathered}$ | $\begin{gathered} 430 \\ 12.3 \% \end{gathered}$ | $\begin{gathered} 394 \\ 11.24 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,686 \\ 24.09 \% \end{gathered}$ | $\begin{gathered} 891 \\ 25.51 \% \end{gathered}$ | $\begin{gathered} 795 \\ 22.67 \% \end{gathered}$ | $\begin{gathered} 891 \\ 25.51 \% \end{gathered}$ | $\begin{gathered} 795 \\ 22.67 \% \end{gathered}$ |
| 65-70 | $\begin{aligned} & 2,477 \\ & 35.4 \% \end{aligned}$ | $\begin{aligned} & 1,345 \\ & 38.5 \% \end{aligned}$ | $\begin{gathered} 1,132 \\ 32.31 \% \end{gathered}$ | $\begin{aligned} & 1,345 \\ & 38.5 \% \end{aligned}$ | $\begin{gathered} 1,132 \\ 32.31 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 569 \\ 8.13 \% \end{gathered}$ | $\begin{gathered} 362 \\ 10.37 \% \end{gathered}$ | $\begin{gathered} 207 \\ 5.9 \% \end{gathered}$ | $\begin{gathered} 362 \\ 10.37 \% \end{gathered}$ | $\begin{gathered} 207 \\ 5.9 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 86 \\ 1.23 \% \end{gathered}$ | $\begin{gathered} 57 \\ 1.62 \% \end{gathered}$ | $\begin{gathered} 29 \\ .83 \% \end{gathered}$ | $\begin{gathered} 57 \\ 1.62 \% \end{gathered}$ | $\begin{gathered} 29 \\ .83 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 13 \\ .19 \% \end{gathered}$ | $\begin{gathered} 9 \\ .25 \% \end{gathered}$ | $\begin{gathered} 4 \\ .12 \% \end{gathered}$ | $\begin{gathered} 9 \\ .25 \% \end{gathered}$ | $\begin{gathered} 4 \\ .12 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 4 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 62 | 63 | 60 | 63 | 60 |
| Median | 64 | 65 | 63 | 65 | 63 |
| 85th \%tile | 69 | 70 | 69 | 70 | 69 |
| \% over 55 | 81 | 89 | 73 | 89 | 73 |
| \% over 60 | 69 | 76 | 62 | 76 | 62 |
| \% over 65 | 45 | 51 | 39 | 51 | 39 |
| \% over 70 | 10 | 12 | 7 | 12 | 7 |
| \% 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.

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 Monthly Speed Distribution for October 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 |
| \% over 80 | 0 |

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.

