## Idaho Transportation Department

 Monthly Speed Distribution for October 2022| 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 | $0-20$ | 21 | 16 |  | 16 |
|  | 43 | 22 | 21 | 5 |  |
|  | $.59 \%$ | $.6 \%$ | $.58 \%$ | $.6 \%$ | $.58 \%$ |
| $25-30$ | 60 | 33 | 27 | 33 | 27 |
|  | $.81 \%$ | $.9 \%$ | $.73 \%$ | $.9 \%$ | $.73 \%$ |
| $30-35$ | 73 | 40 | 34 | 40 | 34 |
|  | $1 \%$ | $1.1 \%$ | $.91 \%$ | $1.1 \%$ | $.91 \%$ |


| $35-40$ | $1 \%$ | $1.1 \%$ | $.91 \%$ | $1.1 \%$ | $.91 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 113 | 43 | 70 | 43 | 70 |
|  | $1.54 \%$ | $1.18 \%$ | $1.89 \%$ | $1.18 \%$ | $1.89 \%$ |
| $40-45$ | 237 | 49 | 187 | 49 | 187 |


| $45-50$ | 463 | 80 | 384 | 80 | 384 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | $6.32 \%$ | $2.2 \%$ | $10.37 \%$ | $2.2 \%$ | $10.37 \%$ |
| $50-55$ | 715 | 204 | 511 | 204 | 511 |
|  | $9.76 \%$ | $5.63 \%$ | $13.8 \%$ | $5.63 \%$ | $13.8 \%$ |


| 55-60 | $\begin{gathered} 1,118 \\ 15.26 \% \end{gathered}$ | $\begin{gathered} 540 \\ 14.88 \% \end{gathered}$ | $\begin{gathered} 578 \\ 15.63 \% \end{gathered}$ | $\begin{gathered} 540 \\ 14.88 \% \end{gathered}$ | $\begin{gathered} 578 \\ 15.63 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 60-65 | $\begin{gathered} 1,845 \\ 25.18 \% \end{gathered}$ | $\begin{gathered} 992 \\ 27.34 \% \end{gathered}$ | $\begin{gathered} 853 \\ 23.05 \% \end{gathered}$ | $\begin{gathered} 992 \\ 27.34 \% \end{gathered}$ | $\begin{gathered} 853 \\ 23.05 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 2,020 \\ 27.57 \% \end{gathered}$ | $\begin{gathered} 1,190 \\ 32.8 \% \end{gathered}$ | $\begin{gathered} 830 \\ 22.43 \% \end{gathered}$ | $\begin{aligned} & 1,190 \\ & 32.8 \% \end{aligned}$ | $\begin{gathered} 830 \\ 22.43 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 534 \\ 7.29 \% \end{gathered}$ | $\begin{gathered} 357 \\ 9.85 \% \end{gathered}$ | $\begin{gathered} 177 \\ 4.79 \% \end{gathered}$ | $\begin{gathered} 357 \\ 9.85 \% \end{gathered}$ | $\begin{gathered} 177 \\ 4.79 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 72 \\ .98 \% \end{gathered}$ | $\begin{gathered} 53 \\ 1.46 \% \end{gathered}$ | $\begin{gathered} 19 \\ .51 \% \end{gathered}$ | $\begin{gathered} 53 \\ 1.46 \% \end{gathered}$ | $\begin{gathered} 19 \\ .51 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 9 \\ .13 \% \end{gathered}$ | $\begin{gathered} 7 \\ .19 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 7 \\ .19 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 3 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 60 | 62 | 58 | 62 | 58 |
| Median | 62 | 64 | 60 | 64 | 60 |
| 85th \%tile | 69 | 69 | 68 | 69 | 68 |
| \% over 55 | 76 | 87 | 67 | 87 | 67 |
| \% over 60 | 61 | 72 | 51 | 72 | 51 |
| \% over 65 | 36 | 44 | 28 | 44 | 28 |
| \% over 70 | 8 | 12 | 5 | 12 | 5 |
| \% over 75 | 1 | 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 October 2022| Site names: | 00092 <br> County: <br> Funct Class: <br> Location: |
| :--- | :--- |
|  Rerome Principal Arterial - Other <br> US-93 1.1 Mi. N of Jct SH-25     <br>  Road N S N Lane1 S Lane1 <br> \% over 80 0 0 0 0 0 <br> \% over 85 0 0 0 0 0 <br> Total 7,328 3,629 3,699 3,629 3,699 |  |

Seasonal Factor Grp: 2
Daily Factor Grp: 3
Axle Factor Grp: 2
Growth Factor Grp: 5

Location: US-93 1.1 Mi. N of Jct SH-25
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