## Idaho Transportation Department

 Monthly Speed Distribution for December 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 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 4 | 2 | 2 | 2 | 2 |
|  | $.07 \%$ | $.06 \%$ | $.09 \%$ | $.06 \%$ | $.09 \%$ |
| $20-25$ | 18 | 5 | 13 | 5 | 13 |
|  | $.32 \%$ | $.18 \%$ | $.47 \%$ | $.18 \%$ | $.47 \%$ |


|  |  |  | .47 | $.18 \%$ | $.47 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $25-30$ | 27 | 13 | 14 | 13 | 14 |
|  | $.49 \%$ | $.46 \%$ | $.51 \%$ | $.46 \%$ | $.51 \%$ |
| $30-35$ | 53 | 27 | 26 | 27 | 26 |
|  | $95 \%$ | $95 \%$ | $95 \%$ |  |  |

35-40

| 40-45 | $\begin{gathered} 149 \\ 2.67 \% \end{gathered}$ | $\begin{gathered} 60 \\ 2.15 \% \end{gathered}$ | $\begin{gathered} 89 \\ 3.19 \% \end{gathered}$ | $\begin{gathered} 60 \\ 2.15 \% \end{gathered}$ | $\begin{gathered} 89 \\ 3.19 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 45-50 | $\begin{gathered} 240 \\ 4.29 \% \end{gathered}$ | $\begin{gathered} 91 \\ 3.23 \% \end{gathered}$ | $\begin{gathered} 149 \\ 5.37 \% \end{gathered}$ | $\begin{gathered} 91 \\ 3.23 \% \end{gathered}$ | $\begin{gathered} 149 \\ 5.37 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 439 \\ 7.85 \% \end{gathered}$ | $\begin{gathered} 189 \\ 6.72 \% \end{gathered}$ | $\begin{gathered} 250 \\ 8.99 \% \end{gathered}$ | $\begin{gathered} 189 \\ 6.72 \% \end{gathered}$ | $\begin{gathered} 250 \\ 8.99 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 867 \\ 15.5 \% \end{gathered}$ | $\begin{gathered} 449 \\ 15.98 \% \end{gathered}$ | $\begin{gathered} 418 \\ 15.02 \% \end{gathered}$ | $\begin{gathered} 449 \\ 15.98 \% \end{gathered}$ | $\begin{gathered} 418 \\ 15.02 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,415 \\ 25.32 \% \end{gathered}$ | $\begin{gathered} 721 \\ 25.68 \% \end{gathered}$ | $\begin{gathered} 694 \\ 24.95 \% \end{gathered}$ | $\begin{gathered} 721 \\ 25.68 \% \end{gathered}$ | $\begin{gathered} 694 \\ 24.95 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,830 \\ 32.73 \% \end{gathered}$ | $\begin{gathered} 947 \\ 33.69 \% \end{gathered}$ | $\begin{gathered} 883 \\ 31.75 \% \end{gathered}$ | $\begin{gathered} 947 \\ 33.69 \% \end{gathered}$ | $\begin{gathered} 883 \\ 31.75 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 400 \\ 7.15 \% \end{gathered}$ | $\begin{gathered} 229 \\ 8.14 \% \end{gathered}$ | $\begin{gathered} 171 \\ 6.15 \% \end{gathered}$ | $\begin{gathered} 229 \\ 8.14 \% \end{gathered}$ | $\begin{gathered} 171 \\ 6.15 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 51 \\ .91 \% \end{gathered}$ | $\begin{gathered} 31 \\ 1.1 \% \end{gathered}$ | $\begin{gathered} 20 \\ .71 \% \end{gathered}$ | $\begin{gathered} 31 \\ 1.1 \% \end{gathered}$ | $\begin{gathered} 20 \\ .71 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 7 \\ .13 \% \end{gathered}$ | $\begin{gathered} 5 \\ .17 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 5 \\ .17 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 61 | 62 | 61 | 62 | 61 |
| Median | 63 | 64 | 63 | 64 | 63 |
| 85th \%tile | 69 | 69 | 69 | 69 | 69 |
| \% over 55 | 82 | 85 | 79 | 85 | 79 |
| \% over 60 | 66 | 69 | 64 | 69 | 64 |
| \% over 65 | 41 | 43 | 39 | 43 | 39 |
| \% over 70 | 8 | 10 | 7 | 10 | 7 |
| \% over 75 | 1 | 1 | 1 | 1 | 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 December 2022| Site names: <br> County: <br> Funct Class: Location: | $\begin{aligned} & 00092 \\ & \text { Jerome } \\ & \text { R Principal Arterial - Other } \\ & \text { US-93 } \quad 1.1 \mathrm{Mi} \text {. N of Jct SH-25 } \end{aligned}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 5,590 | 2,810 | 2,780 | 2,810 | 2,780 |

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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