## Idaho Transportation Department

 Monthly Speed Distribution for February 2023| Site names: | 00092 |
| :--- | :--- |
| County: | Jerome |
| Funct Class: | R Principal Arterial - Other |
| Location: | US-93 1.1 Mi. N of Jct SH-25 |

Location:

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

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 4 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 17 \\ .28 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 13 \\ .42 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 13 \\ .42 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 22 \\ .37 \% \end{gathered}$ | $\begin{gathered} 11 \\ .37 \% \end{gathered}$ | $\begin{gathered} 11 \\ .37 \% \end{gathered}$ | $\begin{gathered} 11 \\ .37 \% \end{gathered}$ | $\begin{gathered} 11 \\ .37 \% \end{gathered}$ |
| 30-35 | $\begin{aligned} & 42 \\ & .7 \% \end{aligned}$ | $\begin{gathered} 23 \\ .76 \% \end{gathered}$ | $\begin{gathered} 19 \\ .65 \% \end{gathered}$ | $\begin{gathered} 23 \\ .76 \% \end{gathered}$ | $\begin{gathered} 19 \\ .65 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 65 \\ 1.09 \% \end{gathered}$ | $\begin{gathered} 32 \\ 1.05 \% \end{gathered}$ | $\begin{gathered} 34 \\ 1.12 \% \end{gathered}$ | $\begin{gathered} 32 \\ 1.05 \% \end{gathered}$ | $\begin{gathered} 34 \\ 1.12 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 101 \\ 1.68 \% \end{gathered}$ | $\begin{gathered} 43 \\ 1.42 \% \end{gathered}$ | $\begin{gathered} 58 \\ 1.93 \% \end{gathered}$ | $\begin{gathered} 43 \\ 1.42 \% \end{gathered}$ | $\begin{gathered} 58 \\ 1.93 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 176 \\ 2.93 \% \end{gathered}$ | $\begin{gathered} 72 \\ 2.4 \% \end{gathered}$ | $\begin{gathered} 104 \\ 3.45 \% \end{gathered}$ | $\begin{gathered} 72 \\ 2.4 \% \end{gathered}$ | $\begin{gathered} 104 \\ 3.45 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 377 \\ 6.27 \% \end{gathered}$ | $\begin{gathered} 170 \\ 5.66 \% \end{gathered}$ | $\begin{gathered} 207 \\ 6.88 \% \end{gathered}$ | $\begin{gathered} 170 \\ 5.66 \% \end{gathered}$ | $\begin{gathered} 207 \\ 6.88 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 838 \\ 13.94 \% \end{gathered}$ | $\begin{gathered} 447 \\ 14.92 \% \end{gathered}$ | $\begin{gathered} 391 \\ 12.98 \% \end{gathered}$ | $\begin{gathered} 447 \\ 14.92 \% \end{gathered}$ | $\begin{gathered} 391 \\ 12.98 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 1,577 \\ 26.24 \% \end{gathered}$ | $\begin{gathered} 797 \\ 26.59 \% \end{gathered}$ | $\begin{gathered} 780 \\ 25.89 \% \end{gathered}$ | $\begin{gathered} 797 \\ 26.59 \% \end{gathered}$ | $\begin{gathered} 780 \\ 25.89 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 2,210 \\ 36.77 \% \end{gathered}$ | $\begin{gathered} 1,091 \\ 36.39 \% \end{gathered}$ | $\begin{gathered} 1,119 \\ 37.14 \% \end{gathered}$ | $\begin{gathered} 1,091 \\ 36.39 \% \end{gathered}$ | $\begin{gathered} 1,119 \\ 37.14 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 511 \\ 8.51 \% \end{gathered}$ | $\begin{gathered} 268 \\ 8.95 \% \end{gathered}$ | $\begin{gathered} 243 \\ 8.07 \% \end{gathered}$ | $\begin{gathered} 268 \\ 8.95 \% \end{gathered}$ | $\begin{gathered} 243 \\ 8.07 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 58 \\ .96 \% \end{gathered}$ | $\begin{gathered} 32 \\ 1.06 \% \end{gathered}$ | $\begin{gathered} 26 \\ .86 \% \end{gathered}$ | $\begin{gathered} 32 \\ 1.06 \% \end{gathered}$ | $\begin{gathered} 26 \\ .86 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 7 \\ .12 \% \end{gathered}$ | $\begin{gathered} 4 \\ .14 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ | $\begin{gathered} 4 \\ .14 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 63 | 63 | 62 | 63 | 62 |
| Median | 64 | 64 | 64 | 64 | 64 |
| 85th \%tile | 69 | 69 | 69 | 69 | 69 |
| \% over 55 | 87 | 88 | 85 | 88 | 85 |
| \% over 60 | 73 | 73 | 72 | 73 | 72 |
| \% over 65 | 46 | 47 | 46 | 47 | 46 |
| \% over 70 | 10 | 10 | 9 | 10 | 9 |
| \% 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 February 2023

| 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 |
| $\%$ over 85 | 0 | 0 | 0 | 0 | 0 |
| Total |  | 6,011 | 2,998 | 3,013 | 2,998 |

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

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