## Idaho Transportation Department

Monthly Speed Distribution for April 2015

| Site names: | 00129 |
| :--- | :--- |
| 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 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 51 | 21 | 30 | 21 | 30 |
|  | $.86 \%$ | $.73 \%$ | $1 \%$ | $.73 \%$ | $1 \%$ |
| $20-25$ | 13 | 3 | 10 | 3 | 10 |
|  | $22 \%$ | $1 \%$ | $33 \%$ | $.1 \%$ | $33 \%$ |

County: Funct Class: Location:

Jerome
R Principal Arterial - Other
US-93 1.1 Mi. N of Jct SH-25

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

| 25-30 | $\begin{gathered} 18 \\ .29 \% \end{gathered}$ | $\begin{gathered} 8 \\ .26 \% \end{gathered}$ | $\begin{gathered} 10 \\ .33 \% \end{gathered}$ | $\begin{gathered} 8 \\ .26 \% \end{gathered}$ | $\begin{gathered} 10 \\ .33 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 30-35 | $\begin{gathered} 33 \\ .56 \% \end{gathered}$ | $\begin{gathered} 13 \\ .44 \% \end{gathered}$ | $\begin{gathered} 20 \\ .68 \% \end{gathered}$ | $\begin{gathered} 13 \\ .44 \% \end{gathered}$ | $\begin{gathered} 20 \\ .68 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 55 \\ .92 \% \end{gathered}$ | $\begin{gathered} 20 \\ .67 \% \end{gathered}$ | $\begin{gathered} 35 \\ 1.15 \% \end{gathered}$ | $\begin{gathered} 20 \\ .67 \% \end{gathered}$ | $\begin{gathered} 35 \\ 1.15 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 90 \\ 1.52 \% \end{gathered}$ | $\begin{gathered} 31 \\ 1.06 \% \end{gathered}$ | $\begin{gathered} 59 \\ 1.96 \% \end{gathered}$ | $\begin{gathered} 31 \\ 1.06 \% \end{gathered}$ | $\begin{gathered} 59 \\ 1.96 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 211 \\ 3.53 \% \end{gathered}$ | $\begin{gathered} 60 \\ 2.05 \% \end{gathered}$ | $\begin{gathered} 150 \\ 4.99 \% \end{gathered}$ | $\begin{gathered} 60 \\ 2.05 \% \end{gathered}$ | $\begin{gathered} 150 \\ 4.99 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 372 \\ 6.24 \% \end{gathered}$ | $\begin{gathered} 158 \\ 5.35 \% \end{gathered}$ | $\begin{gathered} 214 \\ 7.1 \% \end{gathered}$ | $\begin{gathered} 158 \\ 5.35 \% \end{gathered}$ | $\begin{gathered} 214 \\ 7.1 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 817 \\ 13.71 \% \end{gathered}$ | $\begin{gathered} 458 \\ 15.56 \% \end{gathered}$ | $\begin{gathered} 359 \\ 11.9 \% \end{gathered}$ | $\begin{gathered} 458 \\ 15.56 \% \end{gathered}$ | $\begin{gathered} 359 \\ 11.9 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 2,000 \\ 33.57 \% \end{gathered}$ | $\begin{gathered} 1,048 \\ 35.63 \% \end{gathered}$ | $\begin{gathered} 952 \\ 31.57 \% \end{gathered}$ | $\begin{gathered} 1,048 \\ 35.63 \% \end{gathered}$ | $\begin{gathered} 952 \\ 31.57 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,961 \\ 32.93 \% \end{gathered}$ | $\begin{gathered} 965 \\ 32.79 \% \end{gathered}$ | $\begin{gathered} 996 \\ 33.06 \% \end{gathered}$ | $\begin{gathered} 965 \\ 32.79 \% \end{gathered}$ | $\begin{gathered} 996 \\ 33.06 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 273 \\ 4.59 \% \end{gathered}$ | $\begin{gathered} 128 \\ 4.35 \% \end{gathered}$ | $\begin{gathered} 146 \\ 4.83 \% \end{gathered}$ | $\begin{gathered} 128 \\ 4.35 \% \end{gathered}$ | $\begin{gathered} 146 \\ 4.83 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 34 \\ .58 \% \end{gathered}$ | $\begin{gathered} 16 \\ .54 \% \end{gathered}$ | $\begin{gathered} 18 \\ .61 \% \end{gathered}$ | $\begin{gathered} 16 \\ .54 \% \end{gathered}$ | $\begin{gathered} 18 \\ .61 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 11 \\ .19 \% \end{gathered}$ | $\begin{gathered} 5 \\ .17 \% \end{gathered}$ | $\begin{gathered} 6 \\ .21 \% \end{gathered}$ | $\begin{gathered} 5 \\ .17 \% \end{gathered}$ | $\begin{gathered} 6 \\ .21 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 12 \\ .2 \% \end{gathered}$ | $\begin{gathered} 6 \\ .21 \% \end{gathered}$ | $\begin{gathered} 6 \\ .19 \% \end{gathered}$ | $\begin{gathered} 6 \\ .21 \% \end{gathered}$ | $\begin{gathered} 6 \\ .19 \% \end{gathered}$ |
| Average | 62 | 62 | 61 | 62 | 61 |
| Median | 63 | 63 | 63 | 63 | 63 |
| 85th \%tile | 69 | 69 | 69 | 69 | 69 |
| \% over 55 | 86 | 89 | 82 | 89 | 82 |
| \% over 60 | 72 | 74 | 71 | 74 | 71 |
| \% over 65 | 39 | 38 | 39 | 38 | 39 |
| \% over 70 | 6 | 5 | 6 | 5 | 6 |
| \% 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.

## Idaho Transportation Department

## Monthly Speed Distribution for April 2015

| Site names: County: Funct Class: Location: | $00129$ <br> Jerome <br> R Principal Arterial - Other US-93 1.1 Mi. N of Jct SH-25 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 0 | 0 | 1 | 0 | 1 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 5,956 | 2,942 | 3,014 | 2,942 | 3,014 |

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

[^0] add up.


[^0]:    ***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always

