## Idaho Transportation Department

Monthly Speed Distribution for May 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 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 63 | 24 | 39 | 24 | 39 |
|  | $1.02 \%$ | $.77 \%$ | $1.26 \%$ | $.77 \%$ | $1.26 \%$ |
| $20-25$ | 12 | 3 | 9 | 3 | 9 |
|  | $.19 \%$ | $.11 \%$ | $.28 \%$ | $.11 \%$ | $.28 \%$ |


| $25-30$ | 17 | 8 | 9 | 8 | $.28 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | $.28 \%$ | $.27 \%$ | $.29 \%$ | $.27 \%$ | $.29 \%$ |
|  | 52 | 11 | 21 | 11 | 21 |


| 40-45 | $\begin{gathered} 76 \\ 1.23 \% \end{gathered}$ | $\begin{gathered} 32 \\ 1.03 \% \end{gathered}$ | $\begin{gathered} 44 \\ 1.42 \% \end{gathered}$ | $\begin{gathered} 32 \\ 1.03 \% \end{gathered}$ | $\begin{gathered} 44 \\ 1.42 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 45-50 | $\begin{gathered} 202 \\ 3.26 \% \end{gathered}$ | $\begin{gathered} 56 \\ 1.83 \% \end{gathered}$ | $\begin{gathered} 146 \\ 4.66 \% \end{gathered}$ | $\begin{gathered} 56 \\ 1.83 \% \end{gathered}$ | $\begin{gathered} 146 \\ 4.66 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 368 \\ 5.94 \% \end{gathered}$ | $\begin{gathered} 157 \\ 5.13 \% \end{gathered}$ | $\begin{gathered} 211 \\ 6.74 \% \end{gathered}$ | $\begin{gathered} 157 \\ 5.13 \% \end{gathered}$ | $\begin{gathered} 211 \\ 6.74 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 815 \\ 13.16 \% \end{gathered}$ | $\begin{gathered} 466 \\ 15.23 \% \end{gathered}$ | $\begin{gathered} 348 \\ 11.14 \% \end{gathered}$ | $\begin{gathered} 466 \\ 15.23 \% \end{gathered}$ | $\begin{gathered} 348 \\ 11.14 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 2,119 \\ 34.23 \% \end{gathered}$ | $\begin{gathered} 1,107 \\ 36.15 \% \end{gathered}$ | $\begin{gathered} 1,012 \\ 32.36 \% \end{gathered}$ | $\begin{gathered} 1,107 \\ 36.15 \% \end{gathered}$ | $\begin{gathered} 1,012 \\ 32.36 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 2,058 \\ 33.25 \% \end{gathered}$ | $\begin{gathered} 1,008 \\ 32.93 \% \end{gathered}$ | $\begin{gathered} 1,050 \\ 33.57 \% \end{gathered}$ | $\begin{gathered} 1,008 \\ 32.93 \% \end{gathered}$ | $\begin{gathered} 1,050 \\ 33.57 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 307 \\ 4.95 \% \end{gathered}$ | $\begin{gathered} 143 \\ 4.68 \% \end{gathered}$ | $\begin{gathered} 163 \\ 5.23 \% \end{gathered}$ | $\begin{gathered} 143 \\ 4.68 \% \end{gathered}$ | $\begin{gathered} 163 \\ 5.23 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 40 \\ .65 \% \end{gathered}$ | $\begin{gathered} 18 \\ .58 \% \end{gathered}$ | $\begin{gathered} 23 \\ .72 \% \end{gathered}$ | $\begin{gathered} 18 \\ .58 \% \end{gathered}$ | $\begin{gathered} 23 \\ .72 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 11 \\ .18 \% \end{gathered}$ | $\begin{gathered} 5 \\ .16 \% \end{gathered}$ | $\begin{gathered} 6 \\ .2 \% \end{gathered}$ | $\begin{gathered} 5 \\ .16 \% \end{gathered}$ | $\begin{gathered} 6 \\ .2 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 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 | $\begin{gathered} 12 \\ .2 \% \end{gathered}$ | $\begin{gathered} 4 \\ .14 \% \end{gathered}$ | $\begin{gathered} 8 \\ .25 \% \end{gathered}$ | $\begin{gathered} 4 \\ .14 \% \end{gathered}$ | $\begin{gathered} 8 \\ .25 \% \end{gathered}$ |
| Average | 62 | 62 | 61 | 62 | 61 |
| Median | 63 | 63 | 63 | 63 | 63 |
| 85th \%tile | 69 | 69 | 69 | 69 | 69 |
| \% over 55 | 87 | 90 | 84 | 90 | 84 |
| \% over 60 | 74 | 75 | 72 | 75 | 72 |
| \% over 65 | 39 | 39 | 40 | 39 | 40 |
| \% over 70 | 6 | 6 | 7 | 6 | 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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| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 0 | 0 | 1 | 0 | 1 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,189 | 3,062 | 3,127 | 3,062 | 3,127 |

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.

