

Idaho Transportation Department

Annual Speed Distribution for 2018

Site names: 00075
 County: Fremont
 Funct Class: R Major Collector
 Location: SH-32 1.3 Mi. N of Teton-Fremont Line

Seasonal Factor Grp: 10
 Daily Factor Grp: 4
 Axle Factor Grp: 3
 Growth Factor Grp:

| | Road | NW | SE | NW Lane1 | SE Lane1 | SE Lane1 | SE | Road | NW Lane1 | NW |
|------------|---------------|---------------|---------------|---------------|---------------|----------|----|------|----------|----|
| 0-20 | 2 .31% | 1 .3% | 1 .31% | 1 .3% | 1 .31% | 0 | 0 | 0 | 0 | 0 |
| 20-25 | 2 .33% | 1 .29% | 1 .38% | 1 .29% | 1 .38% | 0 | 0 | 0 | 0 | 0 |
| 25-30 | 4 .51% | 1 .33% | 2 .69% | 1 .33% | 2 .69% | 0 | 0 | 0 | 0 | 0 |
| 30-35 | 6 .91% | 2 .68% | 4 1.15% | 2 .68% | 4 1.15% | 0 | 0 | 0 | 0 | 0 |
| 35-40 | 12 1.73% | 5 1.44% | 7 2.02% | 5 1.44% | 7 2.02% | 0 | 0 | 0 | 0 | 0 |
| 40-45 | 29 4.12% | 11 3.24% | 17 5% | 11 3.24% | 17 5% | 0 | 0 | 0 | 0 | 0 |
| 45-50 | 59 8.37% | 22 6.35% | 36 10.41% | 22 6.35% | 36 10.41% | 0 | 0 | 0 | 0 | 0 |
| 50-55 | 124 17.59% | 52 14.77% | 71 20.43% | 52 14.77% | 71 20.43% | 0 | 0 | 0 | 0 | 0 |
| 55-60 | 208 29.65% | 102 28.99% | 106 30.32% | 102 28.99% | 106 30.32% | 0 | 0 | 0 | 0 | 0 |
| 60-65 | 155 22.14% | 90 25.61% | 65 18.63% | 90 25.61% | 65 18.63% | 0 | 0 | 0 | 0 | 0 |
| 65-70 | 79 11.25% | 50 14.27% | 29 8.19% | 50 14.27% | 29 8.19% | 0 | 0 | 0 | 0 | 0 |
| 70-75 | 18 2.6% | 11 3.19% | 7 2% | 11 3.19% | 7 2% | 0 | 0 | 0 | 0 | 0 |
| 75-80 | 3 .41% | 2 .45% | 1 .37% | 2 .45% | 1 .37% | 0 | 0 | 0 | 0 | 0 |
| 80-85 | 0 .06% | 0 .07% | 0 .06% | 0 .07% | 0 .06% | 0 | 0 | 0 | 0 | 0 |
| 85-90 | 0 .01% | 0 .01% | 0 .02% | 0 .01% | 0 .02% | 0 | 0 | 0 | 0 | 0 |
| 90-95 | 0 0% | 0 0% | 0 0% | 0 0% | 0 0% | 0 | 0 | 0 | 0 | 0 |
| 95-100 | 0 0% | 0 0% | 0 0% | 0 0% | 0 0% | 0 | 0 | 0 | 0 | 0 |
| 100-120 | 0 0% | 0 0% | 0 0% | 0 0% | 0 0% | 0 | 0 | 0 | 0 | 0 |
| Average | 0 | 0 | 0 | 0 | 0 | 56 | 56 | 57 | 58 | 58 |
| Median | 0 | 0 | 0 | 0 | 0 | 57 | 57 | 58 | 59 | 59 |
| 85th %tile | 0 | 0 | 0 | 0 | 0 | 64 | 64 | 65 | 66 | 66 |
| % over 55 | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 66 | 73 | 73 |
| % over 60 | 0 | 0 | 0 | 0 | 0 | 29 | 29 | 36 | 44 | 44 |
| % over 65 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 14 | 18 | 18 |
| % over 70 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 4 | 4 |
| % over 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| % over 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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| | Road | NW | SE | NW Lane1 | SE Lane1 | SE Lane1 | SE | Road | NW Lane1 | NW |
|-----------|------|-----|-----|----------|----------|----------|----|------|----------|----|
| % over 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 702 | 353 | 349 | 353 | 349 | 0 | 0 | 0 | 0 | 0 |