## Idaho Transportation Department

Monthly Speed Distribution for May 2019

| Site names: | 00132 |
| :--- | :--- |
| County: | Fremont |
| Funct Class: | R Major Collector |
| Location: | SH-47 5.8 Mi. E of Jct SH-32 |


|  | Road | NE | SW | NE Lane1 | SW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 3 \\ .44 \% \end{gathered}$ | $\begin{gathered} 1 \\ .44 \% \end{gathered}$ | $\begin{gathered} 1 \\ .44 \% \end{gathered}$ | $\begin{gathered} 1 \\ .44 \% \end{gathered}$ | $\begin{gathered} 1 \\ .44 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .2 \% \end{gathered}$ | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ | $\begin{gathered} 1 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ | $\begin{gathered} 1 \\ .16 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 2 \\ .34 \% \end{gathered}$ | $\begin{gathered} 1 \\ .35 \% \end{gathered}$ | $\begin{gathered} 1 \\ .33 \% \end{gathered}$ | $\begin{gathered} 1 \\ .35 \% \end{gathered}$ | $\begin{gathered} 1 \\ .33 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 5 \\ .8 \% \end{gathered}$ | $\begin{gathered} 3 \\ .88 \% \end{gathered}$ | $\begin{gathered} 2 \\ .71 \% \end{gathered}$ | $\begin{gathered} 3 \\ .88 \% \end{gathered}$ | $\begin{gathered} 2 \\ .71 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 11 \\ 1.67 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.57 \% \end{gathered}$ | $\begin{gathered} 6 \\ 1.76 \% \end{gathered}$ | $\begin{gathered} 5 \\ 1.57 \% \end{gathered}$ | $\begin{gathered} 6 \\ 1.76 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 37 \\ 5.61 \% \end{gathered}$ | $\begin{gathered} 18 \\ 5.33 \% \end{gathered}$ | $\begin{gathered} 19 \\ 5.9 \% \end{gathered}$ | $\begin{gathered} 18 \\ 5.33 \% \end{gathered}$ | $\begin{gathered} 19 \\ 5.9 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 97 \\ 14.68 \% \end{gathered}$ | $\begin{gathered} 48 \\ 14.6 \% \end{gathered}$ | $\begin{gathered} 48 \\ 14.76 \% \end{gathered}$ | $\begin{gathered} 48 \\ 14.6 \% \end{gathered}$ | $\begin{gathered} 48 \\ 14.76 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 191 \\ 29.05 \% \end{gathered}$ | $\begin{gathered} 97 \\ 29.36 \% \end{gathered}$ | $\begin{gathered} 94 \\ 28.74 \% \end{gathered}$ | $\begin{gathered} 97 \\ 29.36 \% \end{gathered}$ | $\begin{gathered} 94 \\ 28.74 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 183 \\ 27.86 \% \end{gathered}$ | $\begin{gathered} 95 \\ 28.7 \% \end{gathered}$ | $\begin{gathered} 89 \\ 27.01 \% \end{gathered}$ | $\begin{gathered} 95 \\ 28.7 \% \end{gathered}$ | $\begin{gathered} 89 \\ 27.01 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 95 \\ 14.43 \% \end{gathered}$ | $\begin{gathered} 46 \\ 13.98 \% \end{gathered}$ | $\begin{gathered} 49 \\ 14.88 \% \end{gathered}$ | $\begin{gathered} 46 \\ 13.98 \% \end{gathered}$ | $\begin{gathered} 49 \\ 14.88 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 25 \\ 3.8 \% \end{gathered}$ | $\begin{gathered} 12 \\ 3.76 \% \end{gathered}$ | $\begin{gathered} 13 \\ 3.85 \% \end{gathered}$ | $\begin{gathered} 12 \\ 3.76 \% \end{gathered}$ | $\begin{gathered} 13 \\ 3.85 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 5 \\ .73 \% \end{gathered}$ | $\begin{gathered} 2 \\ .59 \% \end{gathered}$ | $\begin{gathered} 3 \\ .86 \% \end{gathered}$ | $\begin{gathered} 2 \\ .59 \% \end{gathered}$ | $\begin{gathered} 3 \\ .86 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .2 \% \end{gathered}$ | $\begin{gathered} 0 \\ .14 \% \end{gathered}$ | $\begin{gathered} 1 \\ .26 \% \end{gathered}$ | $\begin{gathered} 0 \\ .14 \% \end{gathered}$ | $\begin{gathered} 1 \\ .26 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ |
| Average | 54 | 54 | 54 | 54 | 54 |
| Median | 55 | 55 | 55 | 55 | 55 |
| 85th \%tile | 62 | 61 | 62 | 61 | 62 |
| \% over 55 | 47 | 47 | 47 | 47 | 47 |
| \% over 60 | 19 | 19 | 20 | 19 | 20 |
| \% over 65 | 5 | 5 | 5 | 5 | 5 |
| \% over 70 | 1 | 1 | 1 | 1 | 1 |
| \% over 75 | 0 | 0 | 1 | 0 | 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 | NE | SW | NE Lane1 | SW Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 658 | 330 | 328 | 330 | 328 |

Seasonal Factor Grp: 11 Daily Factor Grp: 6
Axle Factor Grp: 3
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.

