## Idaho Transportation Department

Monthly Speed Distribution for

| 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 | $\begin{gathered} 4 \\ .34 \% \end{gathered}$ | $\begin{gathered} 2 \\ .34 \% \end{gathered}$ | $\begin{gathered} 2 \\ .34 \% \end{gathered}$ | $\begin{gathered} 2 \\ .34 \% \end{gathered}$ | $\begin{gathered} 2 \\ .34 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 3 \\ .25 \% \end{gathered}$ | $\begin{gathered} 1 \\ .27 \% \end{gathered}$ | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ | $\begin{gathered} 1 \\ .27 \% \end{gathered}$ | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 6 \\ .55 \% \end{gathered}$ | $\begin{gathered} 2 \\ .28 \% \end{gathered}$ | $\begin{gathered} 5 \\ .83 \% \end{gathered}$ | $\begin{gathered} 2 \\ .28 \% \end{gathered}$ | $\begin{gathered} 5 \\ .83 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 16 \\ 1.45 \% \end{gathered}$ | $\begin{gathered} 4 \\ .8 \% \end{gathered}$ | $\begin{gathered} 12 \\ 2.09 \% \end{gathered}$ | $\begin{gathered} 4 \\ .8 \% \end{gathered}$ | $\begin{gathered} 12 \\ 2.09 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 57 \\ 5.1 \% \end{gathered}$ | $\begin{gathered} 20 \\ 3.65 \% \end{gathered}$ | $\begin{gathered} 37 \\ 6.54 \% \end{gathered}$ | $\begin{gathered} 20 \\ 3.65 \% \end{gathered}$ | $\begin{gathered} 37 \\ 6.54 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 164 \\ 14.74 \% \end{gathered}$ | $\begin{gathered} 66 \\ 11.83 \% \end{gathered}$ | $\begin{gathered} 99 \\ 17.62 \% \end{gathered}$ | $\begin{gathered} 66 \\ 11.83 \% \end{gathered}$ | $\begin{gathered} 99 \\ 17.62 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 335 \\ 30.03 \% \end{gathered}$ | $\begin{gathered} 162 \\ 29.12 \% \end{gathered}$ | $\begin{gathered} 173 \\ 30.92 \% \end{gathered}$ | $\begin{gathered} 162 \\ 29.12 \% \end{gathered}$ | $\begin{gathered} 173 \\ 30.92 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 319 \\ 28.62 \% \end{gathered}$ | $\begin{gathered} 176 \\ 31.79 \% \end{gathered}$ | $\begin{gathered} 142 \\ 25.48 \% \end{gathered}$ | $\begin{gathered} 176 \\ 31.79 \% \end{gathered}$ | $\begin{gathered} 142 \\ 25.48 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 160 \\ 14.32 \% \end{gathered}$ | $\begin{gathered} 91 \\ 16.36 \% \end{gathered}$ | $\begin{gathered} 69 \\ 12.3 \% \end{gathered}$ | $\begin{gathered} 91 \\ 16.36 \% \end{gathered}$ | $\begin{gathered} 69 \\ 12.3 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 38 \\ 3.43 \% \end{gathered}$ | $\begin{gathered} 24 \\ 4.26 \% \end{gathered}$ | $\begin{gathered} 15 \\ 2.61 \% \end{gathered}$ | $\begin{gathered} 24 \\ 4.26 \% \end{gathered}$ | $\begin{gathered} 15 \\ 2.61 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 9 \\ .78 \% \end{gathered}$ | $\begin{gathered} 5 \\ .85 \% \end{gathered}$ | $\begin{gathered} 4 \\ .7 \% \end{gathered}$ | $\begin{gathered} 5 \\ .85 \% \end{gathered}$ | $\begin{gathered} 4 \\ .7 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 2 \\ .21 \% \end{gathered}$ | $\begin{gathered} 1 \\ .25 \% \end{gathered}$ | $\begin{gathered} 1 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .25 \% \end{gathered}$ | $\begin{gathered} 1 \\ .17 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| Average | 54 | 55 | 53 | 55 | 53 |
| Median | 55 | 56 | 54 | 56 | 54 |
| 85th \%tile | 61 | 62 | 60 | 62 | 60 |
| \% over 55 | 47 | 54 | 41 | 54 | 41 |
| \% over 60 | 19 | 22 | 16 | 22 | 16 |
| \% over 65 | 5 | 5 | 4 | 5 | 4 |
| \% over 70 | 1 | 1 | 1 | 1 | 1 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 |

***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 September 2020

| Site names: <br> County: <br> Funct Class: <br> Location: | ```0 0 1 3 2 Fremont R Major Collector SH-47 5.8 Mi. E of Jct SH-32``` |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | NE | SW | NE Lane1 | SW Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,114 | 555 | 559 | 555 | 559 |

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.

