## Idaho Transportation Department

Monthly Speed Distribution for January 2022
$\begin{array}{ll}\text { Site names: } & 00132 \\ \text { County: } & \text { Fremont } \\ \text { Funct Class: } & \text { R Major Collector } \\ \text { Location: } & \text { SH-47 5.8 Mi. E of Jct SH-32 }\end{array}$

|  | Road | NE | SW | NE Lane1 | SW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .39 \% \end{gathered}$ | $\begin{gathered} 0 \\ .37 \% \end{gathered}$ | $\begin{gathered} 1 \\ .42 \% \end{gathered}$ | $\begin{gathered} 0 \\ .37 \% \end{gathered}$ | $\begin{gathered} 1 \\ .42 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .37 \% \end{gathered}$ | $\begin{gathered} 0 \\ .37 \% \end{gathered}$ | $\begin{gathered} 0 \\ .36 \% \end{gathered}$ | $\begin{gathered} 0 \\ .37 \% \end{gathered}$ | $\begin{gathered} 0 \\ .36 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 2 \\ .95 \% \end{gathered}$ | $\begin{gathered} 1 \\ .97 \% \end{gathered}$ | $\begin{gathered} 1 \\ .93 \% \end{gathered}$ | $\begin{gathered} 1 \\ .97 \% \end{gathered}$ | $\begin{gathered} 1 \\ .93 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 5 \\ 1.94 \% \end{gathered}$ | $\begin{gathered} 2 \\ 1.63 \% \end{gathered}$ | $\begin{gathered} 3 \\ 2.25 \% \end{gathered}$ | $\begin{gathered} 2 \\ 1.63 \% \end{gathered}$ | $\begin{gathered} 3 \\ 2.25 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 14 \\ 5.55 \% \end{gathered}$ | $\begin{gathered} 7 \\ 5.33 \% \end{gathered}$ | $\begin{gathered} 7 \\ 5.76 \% \end{gathered}$ | $\begin{gathered} 7 \\ 5.33 \% \end{gathered}$ | $\begin{gathered} 7 \\ 5.76 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 27 \\ 10.95 \% \end{gathered}$ | $\begin{gathered} 12 \\ 9.66 \% \end{gathered}$ | $\begin{gathered} 15 \\ 12.22 \% \end{gathered}$ | $\begin{gathered} 12 \\ 9.66 \% \end{gathered}$ | $\begin{gathered} 15 \\ 12.22 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 46 \\ 18.28 \% \end{gathered}$ | $\begin{gathered} 20 \\ 16.35 \% \end{gathered}$ | $\begin{gathered} 25 \\ 20.19 \% \end{gathered}$ | $\begin{gathered} 20 \\ 16.35 \% \end{gathered}$ | $\begin{gathered} 25 \\ 20.19 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 62 \\ 24.8 \% \end{gathered}$ | $\begin{gathered} 30 \\ 24.48 \% \end{gathered}$ | $\begin{gathered} 32 \\ 25.13 \% \end{gathered}$ | $\begin{gathered} 30 \\ 24.48 \% \end{gathered}$ | $\begin{gathered} 32 \\ 25.13 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 56 \\ 22.23 \% \end{gathered}$ | $\begin{gathered} 30 \\ 24.19 \% \end{gathered}$ | $\begin{gathered} 25 \\ 20.28 \% \end{gathered}$ | $\begin{gathered} 30 \\ 24.19 \% \end{gathered}$ | $\begin{gathered} 25 \\ 20.28 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 29 \\ 11.61 \% \end{gathered}$ | $\begin{gathered} 17 \\ 13.31 \% \end{gathered}$ | $\begin{gathered} 12 \\ 9.93 \% \end{gathered}$ | $\begin{gathered} 17 \\ 13.31 \% \end{gathered}$ | $\begin{gathered} 12 \\ 9.93 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 5 \\ 2.14 \% \end{gathered}$ | $\begin{gathered} 3 \\ 2.53 \% \end{gathered}$ | $\begin{gathered} 2 \\ 1.76 \% \end{gathered}$ | $\begin{gathered} 3 \\ 2.53 \% \end{gathered}$ | $\begin{gathered} 2 \\ 1.76 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 2 \\ .62 \% \end{gathered}$ | $\begin{gathered} 1 \\ .65 \% \end{gathered}$ | $\begin{gathered} 1 \\ .6 \% \end{gathered}$ | $\begin{gathered} 1 \\ .65 \% \end{gathered}$ | $\begin{gathered} 1 \\ .6 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .1 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 52 | 52 | 51 | 52 | 51 |
| Median | 52 | 53 | 52 | 53 | 52 |
| 85th \%tile | 60 | 61 | 59 | 61 | 59 |
| \% over 55 | 37 | 41 | 33 | 41 | 33 |
| \% over 60 | 15 | 17 | 12 | 17 | 12 |
| \% over 65 | 3 | 3 | 3 | 3 | 3 |
| \% 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.

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| Site names: <br> County: <br> Funct Class: Location: | 00132 <br> Fremont <br> R Major Collector <br> 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 | 250 | 125 | 126 | 125 | 126 |

Growth Factor Grp: 7

