## Idaho Transportation Department

Monthly Speed Distribution for March 2023
$\begin{array}{ll}\text { Site names: } & 00075 \\ \text { County: } & \text { Fremont } \\ \text { Funct Class: } & \text { R Major Collector } \\ \text { Location: } & \text { SH-32 } 1.3 \mathrm{Mi} . \mathrm{N} \text { of Teton-Fremont Line }\end{array}$

|  | Road | NW | SE | NW Lane1 | SE Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 3 <br> $.71 \%$ | 0 <br> $.15 \%$ | 3 <br> $1.32 \%$ | 0 <br> $.15 \%$ | 3 <br> $1.32 \%$ |
|  | 1 <br> 2 | 0 | 0 | 0 | 0 |
|  | $14 \%$ | $08 \%$ | $2 \%$ | $08 \%$ | $2 \%$ |


| $20-25$ | $.14 \%$ | $.08 \%$ | $.2 \%$ | $.08 \%$ | $.2 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $25-30$ | 3 | 1 | 2 | 1 | 2 |
|  | $.7 \%$ | $.55 \%$ | $.86 \%$ | $.55 \%$ | $.86 \%$ |
| $30-35$ | 6 | 3 | 3 | 3 | 3 |
|  | $1.37 \%$ | $1.14 \%$ | $1.6 \%$ | $1.14 \%$ | 1.62 |


| $35-40$ | 11 <br> $2.59 \%$ | 5 <br> $2.28 \%$ | 6 <br> $2.91 \%$ | 5 <br> $2.28 \%$ | 6 <br> $2.91 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 34 | 15 | 19 | 15 | 19 |
|  | $7.78 \%$ | $6.63 \%$ | $9 \%$ | $6.63 \%$ | $9 \%$ |
| $45-50$ | 55 | 26 | 29 | 26 | 29 |
|  | $12.56 \%$ | $11.48 \%$ | $13.7 \%$ | $11.48 \%$ | $13.7 \%$ |


| $50-55$ | 92 <br> $20.77 \%$ | 44 <br> $19.22 \%$ | 48 <br> $22.42 \%$ | 44 <br> $19.22 \%$ | 48 <br> $22.42 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 121 | 65 | 56 | 65 | 56 |
|  | $27.35 \%$ | $28.54 \%$ | $26.08 \%$ | $28.54 \%$ | $26.08 \%$ |


| $60-65$ | $\begin{array}{c}76 \\ 17.15 \%\end{array}$ | $\begin{array}{c}45 \\ 19.6 \%\end{array}$ | $\begin{array}{c}31 \\ 14.54 \%\end{array}$ | $\begin{array}{c}45 \\ 19.6 \%\end{array}$ | $\begin{array}{c}31 \\ 14.54 \%\end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 30 | $\begin{array}{c}18 \\ \\ \end{array}$ | $6.84 \%$ | $8.09 \%$ | $5.5 \%$ |$]$| 18 |
| :---: |
| $70-75$ |



| 75-80 | $\begin{gathered} 1 \\ .26 \% \end{gathered}$ | $\begin{gathered} 1 \\ .26 \% \end{gathered}$ | $\begin{gathered} 1 \\ .26 \% \end{gathered}$ | $\begin{gathered} 1 \\ .26 \% \end{gathered}$ | $\begin{gathered} 1 \\ .26 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 80-85 | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 54 | 56 | 53 | 56 | 53 |
| Median | 56 | 56 | 55 | 56 | 55 |
| 85th \%tile | 63 | 64 | 62 | 64 | 62 |
| \% over 55 | 53 | 58 | 48 | 58 | 48 |
| \% over 60 | 26 | 30 | 22 | 30 | 22 |
| \% over 65 | 9 | 10 | 7 | 10 | 7 |
| \% over 70 | 2 | 2 | 2 | 2 | 2 |
| \% 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 March 2023

| Site names: | 00075 |
| :--- | :--- |
| County: <br> Funct Class: <br> Location: | Fremont <br> R Major Collector <br> SH-32 1.3 Mi. N of Teton-Fremont Line |
|  | Road |
| \% over 80 | 0 |

Seasonal Factor Grp: 10 Daily Factor Grp: 4
Axle Factor Grp: 3
Growth Factor Grp: $\quad 7$

R Major Collector
SH-32 1.3 Mi. N of Teton-Fremont Line
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