## Idaho Transportation Department

 Monthly Speed Distribution for September 2023| Site names: | 00078 |
| :--- | :--- |
| County: | Power |
| Funct Class: | R Minor Arterial - Other |
| Location: | I-86 Bus, American Falls, . $6 \mathrm{Mi} . \mathrm{W}$. of SH-39/Pocatello Ave Jct |

Seasonal Factor Grp: 2
Daily Factor Grp: 2
Axle Factor Grp: 3
Growth Factor Grp: 5

|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 15 \\ .31 \% \end{gathered}$ | $\begin{gathered} 7 \\ .31 \% \end{gathered}$ | $\begin{gathered} 7 \\ .31 \% \end{gathered}$ | $\begin{gathered} 7 \\ .31 \% \end{gathered}$ | $\begin{gathered} 7 \\ .31 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 23 \\ .49 \% \end{gathered}$ | $\begin{gathered} 14 \\ .59 \% \end{gathered}$ | $\begin{gathered} 9 \\ .39 \% \end{gathered}$ | $\begin{gathered} 14 \\ .59 \% \end{gathered}$ | $\begin{gathered} 9 \\ .39 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 46 \\ .98 \% \end{gathered}$ | $\begin{gathered} 31 \\ 1.33 \% \end{gathered}$ | $\begin{gathered} 15 \\ .63 \% \end{gathered}$ | $\begin{gathered} 31 \\ 1.33 \% \end{gathered}$ | $\begin{gathered} 15 \\ .63 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 114 \\ 2.41 \% \end{gathered}$ | $\begin{gathered} 74 \\ 3.19 \% \end{gathered}$ | $\begin{gathered} 40 \\ 1.66 \% \end{gathered}$ | $\begin{gathered} 74 \\ 3.19 \% \end{gathered}$ | $\begin{gathered} 40 \\ 1.66 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 293 \\ 6.19 \% \end{gathered}$ | $\begin{gathered} 178 \\ 7.7 \% \end{gathered}$ | $\begin{gathered} 114 \\ 4.74 \% \end{gathered}$ | $\begin{gathered} 178 \\ 7.7 \% \end{gathered}$ | $\begin{gathered} 114 \\ 4.74 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 608 \\ 12.86 \% \end{gathered}$ | $\begin{gathered} 322 \\ 13.88 \% \end{gathered}$ | $\begin{gathered} 287 \\ 11.88 \% \end{gathered}$ | $\begin{gathered} 322 \\ 13.88 \% \end{gathered}$ | $\begin{gathered} 287 \\ 11.88 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 1,126 \\ 23.81 \% \end{gathered}$ | $\begin{gathered} 565 \\ 24.36 \% \end{gathered}$ | $\begin{gathered} 562 \\ 23.28 \% \end{gathered}$ | $\begin{gathered} 565 \\ 24.36 \% \end{gathered}$ | $\begin{gathered} 562 \\ 23.28 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,625 \\ 34.36 \% \end{gathered}$ | $\begin{gathered} 765 \\ 33 \% \end{gathered}$ | $\begin{gathered} 860 \\ 35.67 \% \end{gathered}$ | $\begin{gathered} 765 \\ 33 \% \end{gathered}$ | $\begin{gathered} 860 \\ 35.67 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 746 \\ 15.77 \% \end{gathered}$ | $\begin{gathered} 309 \\ 13.32 \% \end{gathered}$ | $\begin{gathered} 437 \\ 18.12 \% \end{gathered}$ | $\begin{gathered} 309 \\ 13.32 \% \end{gathered}$ | $\begin{gathered} 437 \\ 18.12 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 114 \\ 2.41 \% \end{gathered}$ | $\begin{gathered} 46 \\ 1.98 \% \end{gathered}$ | $\begin{gathered} 68 \\ 2.82 \% \end{gathered}$ | $\begin{gathered} 46 \\ 1.98 \% \end{gathered}$ | $\begin{gathered} 68 \\ 2.82 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 17 \\ .37 \% \end{gathered}$ | $\begin{gathered} 7 \\ .29 \% \end{gathered}$ | $\begin{gathered} 11 \\ .44 \% \end{gathered}$ | $\begin{gathered} 7 \\ .29 \% \end{gathered}$ | $\begin{gathered} 11 \\ .44 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 49 | 48 | 50 | 48 | 50 |
| Median | 50 | 50 | 51 | 50 | 51 |
| 85th \%tile | 56 | 55 | 57 | 55 | 57 |
| \% over 55 | 19 | 16 | 21 | 16 | 21 |
| \% over 60 | 3 | 2 | 3 | 2 | 3 |
| \% over 65 | 0 | 0 | 0 | 0 | 0 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 |
| \% 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 forSeptember 2023

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| :--- | :--- |
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| Location: | I-86 Bus, American Falls, . $6 \mathrm{Mi} . \mathrm{W}$. of SH-39/Pocatello Ave Jct |

Seasonal Factor Grp: 2
Daily Factor Grp: 2
Axle Factor Grp: 3
Growth Factor Grp: 5

|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 4,730 | 2,318 | 2,412 | 2,318 | 2,412 |

***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

