## Idaho Transportation Department

Monthly Speed Distribution for November 2023

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


|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0.20 | 10 | 7 | 3 | 7 | 3 |
|  | $.24 \%$ | $.34 \%$ | $.14 \%$ | $.34 \%$ | $.14 \%$ |
| $20-25$ | 17 | 14 | 3 | 14 | 3 |
|  | $.42 \%$ | $.69 \%$ | $.15 \%$ | $.69 \%$ | $.15 \%$ |
| $25-30$ | 37 | 28 | 10 | 28 | 10 |
|  | $.89 \%$ | $1.35 \%$ | $.46 \%$ | $1.35 \%$ | $.46 \%$ |
| $30-35$ | 88 | 56 | 32 | 56 | 32 |
|  | $2.1 \%$ | $2.72 \%$ | $1.51 \%$ | $2.72 \%$ | $1.51 \%$ |
| $35-40$ | 235 | 141 | 94 | 141 | 94 |
|  | $5.6 \%$ | $6.89 \%$ | $4.37 \%$ | $6.89 \%$ | $4.37 \%$ |
| $40-45$ | 516 | 285 | 231 | 285 | 231 |
|  | $12.3 \%$ | $13.9 \%$ | $10.77 \%$ | $13.9 \%$ | $10.77 \%$ |
| $45-50$ | 991 | 530 | 461 | 530 | 461 |
|  | $23.63 \%$ | $25.86 \%$ | $21.51 \%$ | $25.86 \%$ | $21.51 \%$ |
| $50-55$ | 1,466 | 690 | 776 | 690 | 776 |
|  | $34.94 \%$ | $33.64 \%$ | $36.19 \%$ | $33.64 \%$ | $36.19 \%$ |
| $55-60$ | 689 | 253 | 436 | 253 | 436 |
|  | $16.43 \%$ | $12.36 \%$ | $20.33 \%$ | $12.36 \%$ | $20.33 \%$ |
| $60-65$ | 121 | 40 | 81 | 40 | 81 |
|  | $2.89 \%$ | $1.95 \%$ | $3.8 \%$ | $1.95 \%$ | $3.8 \%$ |


| 65-70 | $\begin{gathered} 18 \\ .43 \% \end{gathered}$ | $\begin{gathered} 5 \\ .24 \% \end{gathered}$ | $\begin{gathered} 13 \\ .62 \% \end{gathered}$ | $\begin{gathered} 5 \\ .24 \% \end{gathered}$ | $\begin{gathered} 13 \\ .62 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 70-75 | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 3 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 3 \\ .12 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 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 | 50 | 48 | 51 | 48 | 51 |
| Median | 51 | 50 | 52 | 50 | 52 |
| 85th \%tile | 56 | 55 | 57 | 55 | 57 |
| \% over 55 | 20 | 15 | 25 | 15 | 25 |
| \% over 60 | 3 | 2 | 5 | 2 | 5 |
| \% over 65 | 1 | 0 | 1 | 0 | 1 |
| \% 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.

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| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 4,194 | 2,050 | 2,144 | 2,050 | 2,144 |

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

