## Idaho Transportation Department

 Monthly Speed Distribution for February 2024| 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 |

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

|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 5 \\ .11 \% \end{gathered}$ | $\begin{gathered} 4 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 4 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 13 \\ .31 \% \end{gathered}$ | $\begin{gathered} 12 \\ .58 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 12 \\ .58 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 28 \\ .66 \% \end{gathered}$ | $\begin{gathered} 22 \\ 1.07 \% \end{gathered}$ | $\begin{gathered} 6 \\ .27 \% \end{gathered}$ | $\begin{gathered} 22 \\ 1.07 \% \end{gathered}$ | $\begin{gathered} 6 \\ .27 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 84 \\ 1.96 \% \end{gathered}$ | $\begin{gathered} 59 \\ 2.8 \% \end{gathered}$ | $\begin{gathered} 26 \\ 1.17 \% \end{gathered}$ | $\begin{gathered} 59 \\ 2.8 \% \end{gathered}$ | $\begin{gathered} 26 \\ 1.17 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 250 \\ 5.83 \% \end{gathered}$ | $\begin{gathered} 156 \\ 7.44 \% \end{gathered}$ | $\begin{gathered} 94 \\ 4.29 \% \end{gathered}$ | $\begin{gathered} 156 \\ 7.44 \% \end{gathered}$ | $\begin{gathered} 94 \\ 4.29 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 573 \\ 13.35 \% \end{gathered}$ | $\begin{gathered} 320 \\ 15.29 \% \end{gathered}$ | $\begin{gathered} 253 \\ 11.51 \% \end{gathered}$ | $\begin{gathered} 320 \\ 15.29 \% \end{gathered}$ | $\begin{gathered} 253 \\ 11.51 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 1,071 \\ 24.95 \% \end{gathered}$ | $\begin{gathered} 565 \\ 26.96 \% \end{gathered}$ | $\begin{gathered} 506 \\ 23.03 \% \end{gathered}$ | $\begin{gathered} 565 \\ 26.96 \% \end{gathered}$ | $\begin{gathered} 506 \\ 23.03 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,491 \\ 34.73 \% \end{gathered}$ | $\begin{gathered} 677 \\ 32.32 \% \end{gathered}$ | $\begin{gathered} 813 \\ 37.02 \% \end{gathered}$ | $\begin{gathered} 677 \\ 32.32 \% \end{gathered}$ | $\begin{gathered} 813 \\ 37.02 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 655 \\ 15.26 \% \end{gathered}$ | $\begin{gathered} 240 \\ 11.46 \% \end{gathered}$ | $\begin{gathered} 415 \\ 18.89 \% \end{gathered}$ | $\begin{gathered} 240 \\ 11.46 \% \end{gathered}$ | $\begin{gathered} 415 \\ 18.89 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 105 \\ 2.44 \% \end{gathered}$ | $\begin{gathered} 35 \\ 1.66 \% \end{gathered}$ | $\begin{gathered} 70 \\ 3.19 \% \end{gathered}$ | $\begin{gathered} 35 \\ 1.66 \% \end{gathered}$ | $\begin{gathered} 70 \\ 3.19 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 14 \\ .32 \% \end{gathered}$ | $\begin{gathered} 4 \\ .19 \% \end{gathered}$ | $\begin{gathered} 10 \\ .44 \% \end{gathered}$ | $\begin{gathered} 4 \\ .19 \% \end{gathered}$ | $\begin{gathered} 10 \\ .44 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 51 | 48 | 51 |
| Median | 50 | 49 | 51 | 49 | 51 |
| 85th \%tile | 56 | 55 | 57 | 55 | 57 |
| \% over 55 | 18 | 13 | 23 | 13 | 23 |
| \% over 60 | 3 | 2 | 4 | 2 | 4 |
| \% over 65 | 0 | 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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| 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 | 4,293 | 2,096 | 2,197 | 2,096 | 2,197 |

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