## Idaho Transportation Department

 Monthly Speed Distribution for September 2022| Site names: | 00179 |
| :--- | :--- |
| County: | Power |
| Funct Class: | R Minor Arterial - Other |
| Location: | I-86 Bus, American Falls, . 6 Mi. 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 | $\begin{gathered} 10 \\ .26 \% \end{gathered}$ | $\begin{gathered} 4 \\ .21 \% \end{gathered}$ | $\begin{gathered} 6 \\ .32 \% \end{gathered}$ | $\begin{gathered} 4 \\ .21 \% \end{gathered}$ | $\begin{gathered} 6 \\ .32 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 12 \\ .33 \% \end{gathered}$ | $\begin{gathered} 3 \\ .16 \% \end{gathered}$ | $\begin{gathered} 9 \\ .49 \% \end{gathered}$ | $\begin{gathered} 3 \\ .16 \% \end{gathered}$ | $\begin{gathered} 9 \\ .49 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 30 \\ .82 \% \end{gathered}$ | $\begin{gathered} 6 \\ .35 \% \end{gathered}$ | $\begin{gathered} 24 \\ 1.26 \% \end{gathered}$ | $\begin{gathered} 6 \\ .35 \% \end{gathered}$ | $\begin{gathered} 24 \\ 1.26 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 76 \\ 2.1 \% \end{gathered}$ | $\begin{gathered} 21 \\ 1.18 \% \end{gathered}$ | $\begin{gathered} 55 \\ 2.95 \% \end{gathered}$ | $\begin{gathered} 21 \\ 1.18 \% \end{gathered}$ | $\begin{gathered} 55 \\ 2.95 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 212 \\ 5.84 \% \end{gathered}$ | $\begin{gathered} 75 \\ 4.3 \% \end{gathered}$ | $\begin{gathered} 137 \\ 7.29 \% \end{gathered}$ | $\begin{gathered} 75 \\ 4.3 \% \end{gathered}$ | $\begin{gathered} 137 \\ 7.29 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 398 \\ 10.96 \% \end{gathered}$ | $\begin{gathered} 182 \\ 10.36 \% \end{gathered}$ | $\begin{gathered} 216 \\ 11.52 \% \end{gathered}$ | $\begin{gathered} 182 \\ 10.36 \% \end{gathered}$ | $\begin{gathered} 216 \\ 11.52 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 769 \\ 21.19 \% \end{gathered}$ | $\begin{gathered} 364 \\ 20.78 \% \end{gathered}$ | $\begin{gathered} 405 \\ 21.56 \% \end{gathered}$ | $\begin{gathered} 364 \\ 20.78 \% \end{gathered}$ | $\begin{gathered} 405 \\ 21.56 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,203 \\ 33.15 \% \end{gathered}$ | $\begin{gathered} 578 \\ 33.02 \% \end{gathered}$ | $\begin{gathered} 625 \\ 33.26 \% \end{gathered}$ | $\begin{gathered} 578 \\ 33.02 \% \end{gathered}$ | $\begin{gathered} 625 \\ 33.26 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 764 \\ 21.06 \% \end{gathered}$ | $\begin{gathered} 426 \\ 24.32 \% \end{gathered}$ | $\begin{gathered} 339 \\ 18.01 \% \end{gathered}$ | $\begin{gathered} 426 \\ 24.32 \% \end{gathered}$ | $\begin{gathered} 339 \\ 18.01 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 133 \\ 3.66 \% \end{gathered}$ | $\begin{gathered} 80 \\ 4.54 \% \end{gathered}$ | $\begin{gathered} 53 \\ 2.83 \% \end{gathered}$ | $\begin{gathered} 80 \\ 4.54 \% \end{gathered}$ | $\begin{gathered} 53 \\ 2.83 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 19 \\ .51 \% \end{gathered}$ | $\begin{gathered} 11 \\ .62 \% \end{gathered}$ | $\begin{gathered} 8 \\ .42 \% \end{gathered}$ | $\begin{gathered} 11 \\ .62 \% \end{gathered}$ | $\begin{gathered} 8 \\ .42 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 3 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 50 | 51 | 49 | 51 | 49 |
| Median | 51 | 52 | 51 | 52 | 51 |
| 85th \%tile | 57 | 58 | 57 | 58 | 57 |
| \% over 55 | 25 | 30 | 21 | 30 | 21 |
| \% over 60 | 4 | 5 | 3 | 5 | 3 |
| \% over 65 | 1 | 1 | 1 | 1 | 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.

## Idaho Transportation Department

 Monthly Speed Distribution for September 2022| Site names: County: Funct Class: Location: | 00179 <br> Power <br> R Minor Arterial - Other <br> I-86 Bus, American Falls, . 6 Mi. W. of SH-39/Pocatello Ave |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 3,631 | 1,751 | 1,879 | 1,751 | 1,879 |

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

