## Idaho Transportation Department

 Monthly Speed Distribution for January 2023| Site names: | 00179 |
| :--- | :--- |
| 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:
Daily Factor Grp:
Axle Factor Grp: All_Class_Sites
Growth Factor Grp:

5

|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 5 \\ .17 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 5 \\ .33 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 5 \\ .33 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 8 \\ .25 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 7 \\ .43 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 7 \\ .43 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 23 \\ .73 \% \end{gathered}$ | $\begin{gathered} 6 \\ .38 \% \end{gathered}$ | $\begin{gathered} 17 \\ 1.09 \% \end{gathered}$ | $\begin{gathered} 6 \\ .38 \% \end{gathered}$ | $\begin{gathered} 17 \\ 1.09 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 74 \\ 2.35 \% \end{gathered}$ | $\begin{gathered} 27 \\ 1.66 \% \end{gathered}$ | $\begin{gathered} 47 \\ 3.08 \% \end{gathered}$ | $\begin{gathered} 27 \\ 1.66 \% \end{gathered}$ | $\begin{gathered} 47 \\ 3.08 \% \end{gathered}$ |
| 35-40 | $\begin{aligned} & 189 \\ & 6 \% \end{aligned}$ | $\begin{gathered} 76 \\ 4.73 \% \end{gathered}$ | $\begin{gathered} 113 \\ 7.34 \% \end{gathered}$ | $\begin{gathered} 76 \\ 4.73 \% \end{gathered}$ | $\begin{gathered} 113 \\ 7.34 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 359 \\ 11.37 \% \end{gathered}$ | $\begin{gathered} 164 \\ 10.17 \% \end{gathered}$ | $\begin{gathered} 194 \\ 12.64 \% \end{gathered}$ | $\begin{gathered} 164 \\ 10.17 \% \end{gathered}$ | $\begin{gathered} 194 \\ 12.64 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 663 \\ 21.02 \% \end{gathered}$ | $\begin{gathered} 320 \\ 19.77 \% \end{gathered}$ | $\begin{gathered} 344 \\ 22.34 \% \end{gathered}$ | $\begin{gathered} 320 \\ 19.77 \% \end{gathered}$ | $\begin{gathered} 344 \\ 22.34 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,058 \\ 33.52 \% \end{gathered}$ | $\begin{gathered} 539 \\ 33.38 \% \end{gathered}$ | $\begin{gathered} 518 \\ 33.67 \% \end{gathered}$ | $\begin{gathered} 539 \\ 33.38 \% \end{gathered}$ | $\begin{gathered} 518 \\ 33.67 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 654 \\ 20.72 \% \end{gathered}$ | $\begin{gathered} 403 \\ 24.96 \% \end{gathered}$ | $\begin{gathered} 250 \\ 16.27 \% \end{gathered}$ | $\begin{gathered} 403 \\ 24.96 \% \end{gathered}$ | $\begin{gathered} 250 \\ 16.27 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 105 \\ 3.32 \% \end{gathered}$ | $\begin{gathered} 67 \\ 4.17 \% \end{gathered}$ | $\begin{gathered} 37 \\ 2.43 \% \end{gathered}$ | $\begin{gathered} 67 \\ 4.17 \% \end{gathered}$ | $\begin{gathered} 37 \\ 2.43 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 14 \\ .44 \% \end{gathered}$ | $\begin{gathered} 9 \\ .55 \% \end{gathered}$ | $\begin{gathered} 5 \\ .31 \% \end{gathered}$ | $\begin{gathered} 9 \\ .55 \% \end{gathered}$ | $\begin{gathered} 5 \\ .31 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 51 | 49 | 51 | 49 |
| Median | 51 | 52 | 50 | 52 | 50 |
| 85th \%tile | 57 | 58 | 56 | 58 | 56 |
| \% over 55 | 25 | 30 | 19 | 30 | 19 |
| \% over 60 | 4 | 5 | 3 | 5 | 3 |
| \% over 65 | 1 | 1 | 0 | 1 | 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 for January 2023

| Site names: | O0179 <br> County: <br> Funct Class: <br> Location: |
| :--- | :--- |
|  | Power <br> R Minor Arterial - Other <br> I-86 Bus, American Falls, |
|  | Road Mi. W. of SH-39/Pocatello Ave |

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

2
All_Class_Sites
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

