## Idaho Transportation Department

 Monthly Speed Distribution for April 2023| 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
Daily Factor Grp:
All_Class_Sites
Growth Factor Grp: 5

|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 9 \\ .24 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 7 \\ .37 \% \end{gathered}$ | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 7 \\ .37 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 16 \\ .4 \% \end{gathered}$ | $\begin{gathered} 3 \\ .15 \% \end{gathered}$ | $\begin{gathered} 13 \\ .67 \% \end{gathered}$ | $\begin{gathered} 3 \\ .15 \% \end{gathered}$ | $\begin{gathered} 13 \\ .67 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 34 \\ .87 \% \end{gathered}$ | $\begin{gathered} 8 \\ .4 \% \end{gathered}$ | $\begin{gathered} 26 \\ 1.36 \% \end{gathered}$ | $\begin{gathered} 8 \\ .4 \% \end{gathered}$ | $\begin{gathered} 26 \\ 1.36 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 85 \\ 2.18 \% \end{gathered}$ | $\begin{gathered} 26 \\ 1.28 \% \end{gathered}$ | $\begin{gathered} 59 \\ 3.12 \% \end{gathered}$ | $\begin{gathered} 26 \\ 1.28 \% \end{gathered}$ | $\begin{gathered} 59 \\ 3.12 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 224 \\ 5.74 \% \end{gathered}$ | $\begin{gathered} 81 \\ 4.07 \% \end{gathered}$ | $\begin{gathered} 142 \\ 7.49 \% \end{gathered}$ | $\begin{gathered} 81 \\ 4.07 \% \end{gathered}$ | $\begin{gathered} 142 \\ 7.49 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 426 \\ 10.92 \% \end{gathered}$ | $\begin{gathered} 204 \\ 10.23 \% \end{gathered}$ | $\begin{gathered} 221 \\ 11.64 \% \end{gathered}$ | $\begin{gathered} 204 \\ 10.23 \% \end{gathered}$ | $\begin{gathered} 221 \\ 11.64 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 809 \\ 20.74 \% \end{gathered}$ | $\begin{gathered} 418 \\ 20.92 \% \end{gathered}$ | $\begin{gathered} 391 \\ 20.55 \% \end{gathered}$ | $\begin{gathered} 418 \\ 20.92 \% \end{gathered}$ | $\begin{gathered} 391 \\ 20.55 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,276 \\ 32.69 \% \end{gathered}$ | $\begin{gathered} 659 \\ 32.95 \% \end{gathered}$ | $\begin{gathered} 617 \\ 32.42 \% \end{gathered}$ | $\begin{gathered} 659 \\ 32.95 \% \end{gathered}$ | $\begin{gathered} 617 \\ 32.42 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 840 \\ 21.53 \% \end{gathered}$ | $\begin{gathered} 489 \\ 24.48 \% \end{gathered}$ | $\begin{gathered} 350 \\ 18.42 \% \end{gathered}$ | $\begin{gathered} 489 \\ 24.48 \% \end{gathered}$ | $\begin{gathered} 350 \\ 18.42 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 159 \\ 4.07 \% \end{gathered}$ | $\begin{gathered} 93 \\ 4.66 \% \end{gathered}$ | $\begin{gathered} 66 \\ 3.45 \% \end{gathered}$ | $\begin{gathered} 93 \\ 4.66 \% \end{gathered}$ | $\begin{gathered} 66 \\ 3.45 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 20 \\ .52 \% \end{gathered}$ | $\begin{gathered} 12 \\ .61 \% \end{gathered}$ | $\begin{gathered} 8 \\ .43 \% \end{gathered}$ | $\begin{gathered} 12 \\ .61 \% \end{gathered}$ | $\begin{gathered} 8 \\ .43 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 50 | 51 | 49 | 51 | 49 |
| Median | 51 | 52 | 51 | 52 | 51 |
| 85th \%tile | 58 | 58 | 57 | 58 | 57 |
| \% over 55 | 26 | 30 | 22 | 30 | 22 |
| \% over 60 | 5 | 5 | 4 | 5 | 4 |
| \% 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 <br> Monthly Speed Distribution for April 2023 

| Site names: <br> County: <br> Funct Class: <br> 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 | 3,901 | 1,999 | 1,902 | 1,999 | 1,902 |

Seasonal Factor Grp
Daily Factor Grp: 2
Axle Factor Grp:
All_Class_Sites

Growth Factor Grp:
5

Location: I-86 Bus, American Falls, . 6 Mi. W. of SH-39/Pocatello Ave Jct
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

