## Idaho Transportation Department

 Monthly Speed Distribution for October 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:
Axle Factor Grp: All_Class_Sites
Growth Factor Grp:

2

|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 12 \\ .24 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 10 \\ .41 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 10 \\ .41 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 15 \\ .32 \% \end{gathered}$ | $\begin{gathered} 4 \\ .16 \% \end{gathered}$ | $\begin{gathered} 11 \\ .49 \% \end{gathered}$ | $\begin{gathered} 4 \\ .16 \% \end{gathered}$ | $\begin{gathered} 11 \\ .49 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 34 \\ .7 \% \end{gathered}$ | $\begin{gathered} 9 \\ .37 \% \end{gathered}$ | $\begin{gathered} 25 \\ 1.06 \% \end{gathered}$ | $\begin{gathered} 9 \\ .37 \% \end{gathered}$ | $\begin{gathered} 25 \\ 1.06 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 87 \\ 1.83 \% \end{gathered}$ | $\begin{gathered} 31 \\ 1.27 \% \end{gathered}$ | $\begin{gathered} 56 \\ 2.42 \% \end{gathered}$ | $\begin{gathered} 31 \\ 1.27 \% \end{gathered}$ | $\begin{gathered} 56 \\ 2.42 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 221 \\ 4.62 \% \end{gathered}$ | $\begin{gathered} 88 \\ 3.61 \% \end{gathered}$ | $\begin{gathered} 132 \\ 5.68 \% \end{gathered}$ | $\begin{gathered} 88 \\ 3.61 \% \end{gathered}$ | $\begin{gathered} 132 \\ 5.68 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 474 \\ 9.92 \% \end{gathered}$ | $\begin{gathered} 222 \\ 9.06 \% \end{gathered}$ | $\begin{gathered} 252 \\ 10.82 \% \end{gathered}$ | $\begin{gathered} 222 \\ 9.06 \% \end{gathered}$ | $\begin{gathered} 252 \\ 10.82 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 1,006 \\ 21.06 \% \end{gathered}$ | $\begin{gathered} 483 \\ 19.76 \% \end{gathered}$ | $\begin{gathered} 522 \\ 22.44 \% \end{gathered}$ | $\begin{gathered} 483 \\ 19.76 \% \end{gathered}$ | $\begin{gathered} 522 \\ 22.44 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,634 \\ 34.22 \% \end{gathered}$ | $\begin{gathered} 831 \\ 33.98 \% \end{gathered}$ | $\begin{gathered} 803 \\ 34.48 \% \end{gathered}$ | $\begin{gathered} 831 \\ 33.98 \% \end{gathered}$ | $\begin{gathered} 803 \\ 34.48 \% \end{gathered}$ |
| 55-60 | $\begin{aligned} & 1,060 \\ & 22.2 \% \end{aligned}$ | $\begin{gathered} 627 \\ 25.62 \% \end{gathered}$ | $\begin{gathered} 433 \\ 18.6 \% \end{gathered}$ | $\begin{gathered} 627 \\ 25.62 \% \end{gathered}$ | $\begin{gathered} 433 \\ 18.6 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 198 \\ 4.15 \% \end{gathered}$ | $\begin{gathered} 126 \\ 5.15 \% \end{gathered}$ | $\begin{gathered} 72 \\ 3.09 \% \end{gathered}$ | $\begin{gathered} 126 \\ 5.15 \% \end{gathered}$ | $\begin{gathered} 72 \\ 3.09 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 28 \\ .58 \% \end{gathered}$ | $\begin{gathered} 18 \\ .73 \% \end{gathered}$ | $\begin{gathered} 10 \\ .42 \% \end{gathered}$ | $\begin{gathered} 18 \\ .73 \% \end{gathered}$ | $\begin{gathered} 10 \\ .42 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 6 \\ .12 \% \end{gathered}$ | $\begin{gathered} 4 \\ .17 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 4 \\ .17 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 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 | 51 | 52 | 50 | 52 | 50 |
| Median | 52 | 52 | 51 | 52 | 51 |
| 85th \%tile | 58 | 58 | 57 | 58 | 57 |
| \% over 55 | 27 | 32 | 22 | 32 | 22 |
| \% over 60 | 5 | 6 | 4 | 6 | 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

 Monthly Speed Distribution for October 2023| Site names: | O0179 <br> County: |
| :--- | :--- |
| Funct Class: <br> Location: | 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:

Location:

All_Class_Sites 5
**Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

