## Idaho Transportation Department

 Monthly Speed Distribution for January 2024| 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:

2

|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 6 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 6 \\ .32 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 6 \\ .32 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 12 \\ .34 \% \end{gathered}$ | $\begin{gathered} 3 \\ .14 \% \end{gathered}$ | $\begin{gathered} 10 \\ .55 \% \end{gathered}$ | $\begin{gathered} 3 \\ .14 \% \end{gathered}$ | $\begin{gathered} 10 \\ .55 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 46 \\ 1.25 \% \end{gathered}$ | $\begin{gathered} 13 \\ .68 \% \end{gathered}$ | $\begin{gathered} 33 \\ 1.85 \% \end{gathered}$ | $\begin{gathered} 13 \\ .68 \% \end{gathered}$ | $\begin{gathered} 33 \\ 1.85 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 138 \\ 3.79 \% \end{gathered}$ | $\begin{gathered} 52 \\ 2.77 \% \end{gathered}$ | $\begin{gathered} 86 \\ 4.88 \% \end{gathered}$ | $\begin{gathered} 52 \\ 2.77 \% \end{gathered}$ | $\begin{gathered} 86 \\ 4.88 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 315 \\ 8.62 \% \end{gathered}$ | $\begin{gathered} 131 \\ 6.96 \% \end{gathered}$ | $\begin{gathered} 183 \\ 10.4 \% \end{gathered}$ | $\begin{gathered} 131 \\ 6.96 \% \end{gathered}$ | $\begin{gathered} 183 \\ 10.4 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 560 \\ 15.35 \% \end{gathered}$ | $\begin{gathered} 269 \\ 14.28 \% \end{gathered}$ | $\begin{gathered} 291 \\ 16.48 \% \end{gathered}$ | $\begin{gathered} 269 \\ 14.28 \% \end{gathered}$ | $\begin{gathered} 291 \\ 16.48 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 874 \\ 23.96 \% \end{gathered}$ | $\begin{gathered} 435 \\ 23.04 \% \end{gathered}$ | $\begin{gathered} 440 \\ 24.94 \% \end{gathered}$ | $\begin{gathered} 435 \\ 23.04 \% \end{gathered}$ | $\begin{gathered} 440 \\ 24.94 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 1,036 \\ 28.38 \% \end{gathered}$ | $\begin{gathered} 555 \\ 29.45 \% \end{gathered}$ | $\begin{gathered} 481 \\ 27.25 \% \end{gathered}$ | $\begin{gathered} 555 \\ 29.45 \% \end{gathered}$ | $\begin{gathered} 481 \\ 27.25 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 558 \\ 15.28 \% \end{gathered}$ | $\begin{gathered} 356 \\ 18.85 \% \end{gathered}$ | $\begin{gathered} 202 \\ 11.47 \% \end{gathered}$ | $\begin{gathered} 356 \\ 18.85 \% \end{gathered}$ | $\begin{gathered} 202 \\ 11.47 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 90 \\ 2.48 \% \end{gathered}$ | $\begin{gathered} 61 \\ 3.25 \% \end{gathered}$ | $\begin{gathered} 29 \\ 1.65 \% \end{gathered}$ | $\begin{gathered} 61 \\ 3.25 \% \end{gathered}$ | $\begin{gathered} 29 \\ 1.65 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 11 \\ .31 \% \end{gathered}$ | $\begin{gathered} 9 \\ .45 \% \end{gathered}$ | $\begin{gathered} 3 \\ .16 \% \end{gathered}$ | $\begin{gathered} 9 \\ .45 \% \end{gathered}$ | $\begin{gathered} 3 \\ .16 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 48 | 49 | 47 | 49 | 47 |
| Median | 49 | 50 | 48 | 50 | 48 |
| 85th \%tile | 56 | 57 | 55 | 57 | 55 |
| \% over 55 | 18 | 23 | 13 | 23 | 13 |
| \% over 60 | 3 | 4 | 2 | 4 | 2 |
| \% over 65 | 0 | 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 2024

| 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 | 3,650 | 1,886 | 1,764 | 1,886 | 1,764 |

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

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.

