

Idaho Transportation Department

Monthly Speed Distribution for July 2018

Site names: 00247
 County: Bannock
 Funct Class: U Principal Arterial - Interstate
 Location: I-86 0.8 Mi. E of Jct US-91, Pocatello

Seasonal Factor Grp: 1
 Daily Factor Grp: 2
 Axle Factor Grp: 3
 Growth Factor Grp:

| | Road | E | W | E Lane1 | E Lane2 | E Lane3 | W Lane2 | W Lane1 |
|--------|------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|
| 0-30 | 5 .01% | 4 .02% | 1 .01% | 2 .03% | 1 .01% | 1 .03% | 0 0% | 1 .02% |
| 30-35 | 4 .01% | 3 .02% | 1 .01% | 2 .04% | 1 .01% | 0 0% | 1 .01% | 0 .01% |
| 35-40 | 9 .03% | 8 .05% | 1 .01% | 5 .09% | 1 .03% | 1 .02% | 1 .01% | 0 .01% |
| 40-45 | 27 .09% | 24 .15% | 3 .02% | 17 .29% | 4 .08% | 3 .06% | 2 .02% | 1 .02% |
| 45-50 | 99 .32% | 85 .54% | 14 .09% | 52 .9% | 17 .34% | 16 .32% | 11 .09% | 3 .09% |
| 50-55 | 444 1.43% | 357 2.26% | 87 .57% | 205 3.52% | 79 1.57% | 73 1.48% | 73 .6% | 14 .45% |
| 55-60 | 2,056 6.64% | 1,473 9.32% | 583 3.85% | 735 12.64% | 380 7.53% | 358 7.24% | 505 4.16% | 79 2.61% |
| 60-65 | 9,467 30.57% | 5,784 36.6% | 3,683 24.29% | 2,267 38.99% | 1,867 37.03% | 1,650 33.34% | 3,177 26.17% | 506 16.74% |
| 65-70 | 11,688 37.74% | 5,624 35.58% | 6,064 40% | 1,897 32.63% | 1,924 38.17% | 1,802 36.41% | 5,084 41.88% | 980 32.43% |
| 70-75 | 5,302 17.12% | 1,887 11.94% | 3,415 22.53% | 531 9.13% | 606 12.01% | 750 15.16% | 2,538 20.92% | 877 29% |
| 75-80 | 1,492 4.82% | 434 2.74% | 1,058 6.98% | 85 1.47% | 130 2.58% | 218 4.41% | 638 5.25% | 421 13.92% |
| 80-85 | 304 .98% | 98 .62% | 206 1.36% | 12 .21% | 24 .48% | 61 1.23% | 95 .78% | 111 3.68% |
| 85-90 | 52 .17% | 20 .12% | 32 .21% | 2 .04% | 5 .1% | 12 .25% | 11 .09% | 21 .71% |
| 90-95 | 11 .04% | 4 .03% | 7 .05% | 1 .01% | 1 .03% | 2 .04% | 1 .01% | 6 .18% |
| 95-120 | 7 .02% | 3 .02% | 5 .03% | 0 .01% | 1 .03% | 1 .02% | 1 .01% | 4 .12% |

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