## Idaho Transportation Department

## Annual Speed Distribution for 2018

Site names: County: Funct Class: Location:

00105
Twin Falls
R Minor Arterial - Other
US-30 2.1 Mi. E of Main St

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

|  | Road | E | W | E Lane1 | W Lane1 | W Lane1 | W | Road | E Lane1 | E |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 6 \\ .2 \% \end{gathered}$ | $\begin{gathered} 3 \\ .22 \% \end{gathered}$ | $\begin{gathered} 3 \\ .18 \% \end{gathered}$ | $\begin{gathered} 3 \\ .22 \% \end{gathered}$ | $\begin{gathered} 3 \\ .18 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 20-25 | $\begin{gathered} 4 \\ .15 \% \end{gathered}$ | $\begin{gathered} 2 \\ .12 \% \end{gathered}$ | $\begin{gathered} 3 \\ .18 \% \end{gathered}$ | $\begin{gathered} 2 \\ .12 \% \end{gathered}$ | $\begin{gathered} 3 \\ .18 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 25-30 | $\begin{gathered} 6 \\ .21 \% \end{gathered}$ | $\begin{gathered} 2 \\ .17 \% \end{gathered}$ | $\begin{gathered} 4 \\ .24 \% \end{gathered}$ | $\begin{gathered} 2 \\ .17 \% \end{gathered}$ | $\begin{gathered} 4 \\ .24 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 30-35 | $\begin{gathered} 13 \\ .44 \% \end{gathered}$ | $\begin{gathered} 5 \\ .33 \% \end{gathered}$ | $\begin{gathered} 8 \\ .55 \% \end{gathered}$ | $\begin{gathered} 5 \\ .33 \% \end{gathered}$ | $\begin{gathered} 8 \\ .55 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 35-40 | $\begin{aligned} & 26 \\ & .9 \% \end{aligned}$ | $\begin{gathered} 10 \\ .7 \% \end{gathered}$ | $\begin{gathered} 16 \\ 1.08 \% \end{gathered}$ | $\begin{gathered} 10 \\ .7 \% \end{gathered}$ | $\begin{gathered} 16 \\ 1.08 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 40-45 | $\begin{gathered} 65 \\ 2.23 \% \end{gathered}$ | $\begin{gathered} 29 \\ 2.03 \% \end{gathered}$ | $\begin{gathered} 37 \\ 2.42 \% \end{gathered}$ | $\begin{gathered} 29 \\ 2.03 \% \end{gathered}$ | $\begin{gathered} 37 \\ 2.42 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 45-50 | $\begin{gathered} 258 \\ 8.79 \% \end{gathered}$ | $\begin{gathered} 102 \\ 7.16 \% \end{gathered}$ | $\begin{gathered} 156 \\ 10.32 \% \end{gathered}$ | $\begin{gathered} 102 \\ 7.16 \% \end{gathered}$ | $\begin{gathered} 156 \\ 10.32 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 50-55 | $\begin{gathered} 1,166 \\ 39.73 \% \end{gathered}$ | $\begin{gathered} 514 \\ 36.08 \% \end{gathered}$ | $\begin{gathered} 652 \\ 43.19 \% \end{gathered}$ | $\begin{gathered} 514 \\ 36.08 \% \end{gathered}$ | $\begin{gathered} 652 \\ 43.19 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 55-60 | $\begin{gathered} 1,077 \\ 36.7 \% \end{gathered}$ | $\begin{gathered} 571 \\ 40.02 \% \end{gathered}$ | $\begin{gathered} 506 \\ 33.55 \% \end{gathered}$ | $\begin{gathered} 571 \\ 40.02 \% \end{gathered}$ | $\begin{gathered} 506 \\ 33.55 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 60-65 | $\begin{gathered} 245 \\ 8.35 \% \end{gathered}$ | $\begin{gathered} 146 \\ 10.26 \% \end{gathered}$ | $\begin{gathered} 99 \\ 6.55 \% \end{gathered}$ | $\begin{gathered} 146 \\ 10.26 \% \end{gathered}$ | $\begin{gathered} 99 \\ 6.55 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 65-70 | $\begin{gathered} 52 \\ 1.78 \% \end{gathered}$ | $\begin{gathered} 32 \\ 2.25 \% \end{gathered}$ | $\begin{gathered} 20 \\ 1.33 \% \end{gathered}$ | $\begin{gathered} 32 \\ 2.25 \% \end{gathered}$ | $\begin{gathered} 20 \\ 1.33 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 70-75 | $\begin{gathered} 11 \\ .37 \% \end{gathered}$ | $\begin{gathered} 6 \\ .45 \% \end{gathered}$ | $\begin{gathered} 4 \\ .29 \% \end{gathered}$ | $\begin{gathered} 6 \\ .45 \% \end{gathered}$ | $\begin{gathered} 4 \\ .29 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 75-80 | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .14 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .14 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 80-85 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 85-90 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 90-95 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 95-100 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| 100-120 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | 0 | 0 | 0 | 0 | 0 |
| Average | 0 | 0 | 0 | 0 | 0 | 54 | 54 | 54 | 55 | 55 |
| Median | 0 | 0 | 0 | 0 | 0 | 54 | 54 | 55 | 55 | 55 |
| 85th \%tile | 0 | 0 | 0 | 0 | 0 | 59 | 59 | 59 | 60 | 60 |
| \% over 55 | 0 | 0 | 0 | 0 | 0 | 42 | 42 | 47 | 53 | 53 |
| \% over 60 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 11 | 13 | 13 |
| \% over 65 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 3 | 3 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Idaho Transportation Department

## Annual Speed Distribution for 2018

| Site names: County: Funct Class: Location: | 00105 <br> Twin Falls R Minor Arterial - Other US-30 2.1 Mi. E of Main St |  |  |  |  |  | Seasonal Factor Grp: 2 <br> Daily Factor Grp: 2 <br> Axle Factor Grp: 3 <br> Growth Factor Grp:  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | E | W | E Lane1 | W Lane1 | W Lane1 | W | Road | E Lane1 | E |
| \% over 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,935 | 1,426 | 1,509 | 1,426 | 1,509 | 0 | 0 | 0 | 0 | 0 |

