## Idaho Transportation Department

 Monthly Speed Distribution for August 2023

00091
Twin Falls
R Minor Arterial - Other
US-30 4.7 Mi. W of Filer City Limits

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

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 12 \\ .2 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 11 \\ .36 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 11 \\ .36 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 18 \\ .29 \% \end{gathered}$ | $\begin{gathered} 5 \\ .16 \% \end{gathered}$ | $\begin{gathered} 13 \\ .43 \% \end{gathered}$ | $\begin{gathered} 5 \\ .16 \% \end{gathered}$ | $\begin{gathered} 13 \\ .43 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 52 \\ .85 \% \end{gathered}$ | $\begin{gathered} 28 \\ .88 \% \end{gathered}$ | $\begin{gathered} 24 \\ .82 \% \end{gathered}$ | $\begin{gathered} 28 \\ .88 \% \end{gathered}$ | $\begin{gathered} 24 \\ .82 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 250 \\ 4.06 \% \end{gathered}$ | $\begin{gathered} 143 \\ 4.52 \% \end{gathered}$ | $\begin{gathered} 107 \\ 3.57 \% \end{gathered}$ | $\begin{gathered} 143 \\ 4.52 \% \end{gathered}$ | $\begin{gathered} 107 \\ 3.57 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 1,534 \\ 24.92 \% \end{gathered}$ | $\begin{gathered} 772 \\ 24.41 \% \end{gathered}$ | $\begin{gathered} 762 \\ 25.45 \% \end{gathered}$ | $\begin{gathered} 772 \\ 24.41 \% \end{gathered}$ | $\begin{gathered} 762 \\ 25.45 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 3,332 \\ 54.12 \% \end{gathered}$ | $\begin{gathered} 1,627 \\ 51.41 \% \end{gathered}$ | $\begin{gathered} 1,705 \\ 56.99 \% \end{gathered}$ | $\begin{gathered} 1,627 \\ 51.41 \% \end{gathered}$ | $\begin{gathered} 1,705 \\ 56.99 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 815 \\ 13.24 \% \end{gathered}$ | $\begin{gathered} 501 \\ 15.84 \% \end{gathered}$ | $\begin{gathered} 314 \\ 10.48 \% \end{gathered}$ | $\begin{gathered} 501 \\ 15.84 \% \end{gathered}$ | $\begin{gathered} 314 \\ 10.48 \% \end{gathered}$ |


| 70-75 | $\begin{gathered} 107 \\ 1.74 \% \end{gathered}$ | $\begin{gathered} 65 \\ 2.07 \% \end{gathered}$ | $\begin{gathered} 42 \\ 1.39 \% \end{gathered}$ | $\begin{gathered} 65 \\ 2.07 \% \end{gathered}$ | $\begin{gathered} 42 \\ 1.39 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 75-80 | $\begin{gathered} 22 \\ .36 \% \end{gathered}$ | $\begin{gathered} 14 \\ .46 \% \end{gathered}$ | $\begin{gathered} 8 \\ .26 \% \end{gathered}$ | $\begin{gathered} 14 \\ .46 \% \end{gathered}$ | $\begin{gathered} 8 \\ .26 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 5 \\ .09 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| Average | 62 | 62 | 61 | 62 | 61 |
| Median | 62 | 62 | 62 | 62 | 62 |
| 85th \%tile | 65 | 66 | 65 | 66 | 65 |
| \% over 55 | 95 | 94 | 95 | 94 | 95 |
| \% over 60 | 70 | 70 | 69 | 70 | 69 |
| \% over 65 | 15 | 19 | 12 | 19 | 12 |
| \% over 70 | 2 | 3 | 2 | 3 | 2 |
| \% over 75 | 1 | 1 | 0 | 1 | 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 August 2023

| Site names: <br> County: <br> Funct Class: Location: | $00091$ <br> Twin Falls <br> R Minor Arterial - Other US-30 4.7 Mi. W of Filer City Limits |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | E | W | E Lane1 | W Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,156 | 3,164 | 2,992 | 3,164 | 2,992 |

Seasonal Factor Grp: 1
Daily Factor Grp: 2
Axle Factor Grp: 3
Growth Factor Grp: 5

Location: US-30 4.7 Mi. W of Filer City Limits
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

