## Idaho Transportation Department

 Monthly Speed Distribution for February 2024Site names:
County:
Funct Class:
Location:

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

| Road | E | W |
| :---: | :---: | :---: |


|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 0 <br> $0 \%$ | 0 <br> $0 \%$ | 0 <br> $0 \%$ | 0 <br> $0 \%$ | 0 <br> $0 \%$ |
| $20-25$ | 1 <br> 0 | 0 <br> 0 | 0 <br> $01 \%$ | 0 <br> 0 | 0 |


| $20-25$ | $.01 \%$ | $.01 \%$ | $.01 \%$ | $.01 \%$ | $.01 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $25-30$ | 1 | 0 | 0 | 0 | 0 |
|  | $.01 \%$ | $.01 \%$ | $.01 \%$ | $.01 \%$ | $.01 \%$ |
| $30-35$ | 4 | 1 | 3 | 1 | 3 |
|  | $.06 \%$ | $.02 \%$ | $11 \%$ | $02 \%$ | . |


| 40-45 | $\begin{gathered} 13 \\ .23 \% \end{gathered}$ | $\begin{gathered} 5 \\ .19 \% \end{gathered}$ | $\begin{gathered} 8 \\ .28 \% \end{gathered}$ | $\begin{gathered} 5 \\ .19 \% \end{gathered}$ | $\begin{gathered} 8 \\ .28 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 45-50 | $\begin{gathered} 46 \\ .84 \% \end{gathered}$ | $\begin{gathered} 25 \\ .89 \% \end{gathered}$ | $\begin{gathered} 21 \\ .78 \% \end{gathered}$ | $\begin{gathered} 25 \\ .89 \% \end{gathered}$ | $\begin{gathered} 21 \\ .78 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 243 \\ 4.38 \% \end{gathered}$ | $\begin{gathered} 132 \\ 4.62 \% \end{gathered}$ | $\begin{gathered} 111 \\ 4.13 \% \end{gathered}$ | $\begin{gathered} 132 \\ 4.62 \% \end{gathered}$ | $\begin{gathered} 111 \\ 4.13 \% \end{gathered}$ |


| 550 | 25.76\% | 23.6\% | 28.05\% | 23.6\% | 28.05\% |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 60-65 | $\begin{gathered} 3,121 \\ 56.24 \% \end{gathered}$ | $\begin{gathered} 1,603 \\ 56.06 \% \end{gathered}$ | $\begin{gathered} 1,518 \\ 56.43 \% \end{gathered}$ | $\begin{gathered} 1,603 \\ 56.06 \% \end{gathered}$ | $\begin{gathered} 1,518 \\ 56.43 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 548 \\ 9.88 \% \end{gathered}$ | $\begin{gathered} 330 \\ 11.54 \% \end{gathered}$ | $\begin{gathered} 218 \\ 8.11 \% \end{gathered}$ | $\begin{gathered} 330 \\ 11.54 \% \end{gathered}$ | $\begin{gathered} 218 \\ 8.11 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 108 \\ 1.94 \% \end{gathered}$ | $\begin{gathered} 71 \\ 2.49 \% \end{gathered}$ | $\begin{gathered} 37 \\ 1.36 \% \end{gathered}$ | $\begin{gathered} 71 \\ 2.49 \% \end{gathered}$ | $\begin{gathered} 37 \\ 1.36 \% \end{gathered}$ |
| 75-80 | $\begin{aligned} & 17 \\ & \hline \end{aligned}$ | $\begin{gathered} 10 \\ .36 \% \end{gathered}$ | $\begin{gathered} 6 \\ .24 \% \end{gathered}$ | $\begin{gathered} 10 \\ .36 \% \end{gathered}$ | $\begin{gathered} 6 \\ .24 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 4 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| Average | 61 | 62 | 61 | 62 | 61 |
| Median | 62 | 62 | 61 | 62 | 61 |
| 85th \%tile | 65 | 65 | 65 | 65 | 65 |
| \% over 55 | 94 | 94 | 94 | 94 | 94 |
| \% over 60 | 68 | 71 | 66 | 71 | 66 |
| \% over 65 | 12 | 15 | 10 | 15 | 10 |
| \% over 70 | 2 | 3 | 2 | 3 | 2 |
| \% 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.

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| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | E | W | E Lane1 | W Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 5,549 | 2,859 | 2,690 | 2,859 | 2,690 |

Seasonal Factor Grp: 1
Daily Factor Grp: 2
Axle Factor Grp: 3
Growth Factor Grp: 5
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

