## Idaho Transportation Department

 Monthly Speed Distribution for| Site names: | 00133 |
| :--- | :--- |
| County: | Twin Falls |
| Funct Class: | R Minor Arterial - Other |
| Location: | US-30 5.0 Mi. W of Stevens Ave |


|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 7 \\ .11 \% \end{gathered}$ | $\begin{gathered} 5 \\ .15 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 5 \\ .15 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 16 \\ .27 \% \end{gathered}$ | $\begin{gathered} 11 \\ .34 \% \end{gathered}$ | $\begin{gathered} 6 \\ .19 \% \end{gathered}$ | $\begin{gathered} 11 \\ .34 \% \end{gathered}$ | $\begin{gathered} 6 \\ .19 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 39 \\ .64 \% \end{gathered}$ | $\begin{gathered} 23 \\ .74 \% \end{gathered}$ | $\begin{gathered} 16 \\ .54 \% \end{gathered}$ | $\begin{gathered} 23 \\ .74 \% \end{gathered}$ | $\begin{gathered} 16 \\ .54 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 72 \\ 1.17 \% \end{gathered}$ | $\begin{gathered} 34 \\ 1.09 \% \end{gathered}$ | $\begin{gathered} 37 \\ 1.26 \% \end{gathered}$ | $\begin{gathered} 34 \\ 1.09 \% \end{gathered}$ | $\begin{gathered} 37 \\ 1.26 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 283 \\ 4.63 \% \end{gathered}$ | $\begin{gathered} 145 \\ 4.59 \% \end{gathered}$ | $\begin{gathered} 139 \\ 4.67 \% \end{gathered}$ | $\begin{gathered} 145 \\ 4.59 \% \end{gathered}$ | $\begin{gathered} 139 \\ 4.67 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 1,697 \\ 27.74 \% \end{gathered}$ | $\begin{gathered} 869 \\ 27.56 \% \end{gathered}$ | $\begin{gathered} 828 \\ 27.93 \% \end{gathered}$ | $\begin{gathered} 869 \\ 27.56 \% \end{gathered}$ | $\begin{gathered} 828 \\ 27.93 \% \end{gathered}$ |
| 60-65 | $\begin{aligned} & 3,096 \\ & 50.6 \% \end{aligned}$ | $\begin{gathered} 1,555 \\ 49.32 \% \end{gathered}$ | $\begin{gathered} 1,541 \\ 51.96 \% \end{gathered}$ | $\begin{gathered} 1,555 \\ 49.32 \% \end{gathered}$ | $\begin{gathered} 1,541 \\ 51.96 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 787 \\ 12.86 \% \end{gathered}$ | $\begin{gathered} 439 \\ 13.93 \% \end{gathered}$ | $\begin{gathered} 348 \\ 11.73 \% \end{gathered}$ | $\begin{gathered} 439 \\ 13.93 \% \end{gathered}$ | $\begin{gathered} 348 \\ 11.73 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 91 \\ 1.49 \% \end{gathered}$ | $\begin{gathered} 56 \\ 1.78 \% \end{gathered}$ | $\begin{gathered} 35 \\ 1.17 \% \end{gathered}$ | $\begin{gathered} 56 \\ 1.78 \% \end{gathered}$ | $\begin{gathered} 35 \\ 1.17 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 18 \\ .29 \% \end{gathered}$ | $\begin{gathered} 10 \\ .33 \% \end{gathered}$ | $\begin{gathered} 8 \\ .25 \% \end{gathered}$ | $\begin{gathered} 10 \\ .33 \% \end{gathered}$ | $\begin{gathered} 8 \\ .25 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 4 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\stackrel{2}{.07 \%}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| Average | 61 | 61 | 61 | 61 | 61 |
| Median | 62 | 62 | 61 | 62 | 61 |
| 85th \%tile | 65 | 65 | 65 | 65 | 65 |
| \% over 55 | 93 | 93 | 93 | 93 | 93 |
| \% over 60 | 65 | 65 | 65 | 65 | 65 |
| \% over 65 | 15 | 16 | 13 | 16 | 13 |
| \% over 70 | 2 | 2 | 2 | 2 | 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.

## Idaho Transportation Department

Monthly Speed Distribution for September 2022

| Site names: <br> County: <br> Funct Class: Location: | ```0 0 1 3 3 Twin Falls R Minor Arterial - Other US-30 5.0 Mi. W of Stevens Ave``` |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | E | W | E Lane1 | W Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,118 | 3,152 | 2,966 | 3,152 | 2,966 |

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.

