## Idaho Transportation Department

 Monthly Speed Distribution for February 2023| Site names: | 00133 |
| :--- | :--- |
| County: | Twin Falls |
| Funct Class: | R Minor Arterial - Other |
| Location: | US-30 5.0 Mi. W of Stevens Ave |

tevens Ave

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

1

5

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 14 \\ .26 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 12 \\ .45 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 12 \\ .45 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 25 \\ .45 \% \end{gathered}$ | $\begin{gathered} 6 \\ .22 \% \end{gathered}$ | $\begin{gathered} 19 \\ .7 \% \end{gathered}$ | $\begin{gathered} 6 \\ .22 \% \end{gathered}$ | $\begin{gathered} 19 \\ .7 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 20 \\ .36 \% \end{gathered}$ | $\begin{gathered} 10 \\ .36 \% \end{gathered}$ | $\begin{gathered} 10 \\ .37 \% \end{gathered}$ | $\begin{gathered} 10 \\ .36 \% \end{gathered}$ | $\begin{gathered} 10 \\ .37 \% \end{gathered}$ |
| 40-45 | $\begin{aligned} & 38 \\ & .7 \% \end{aligned}$ | $\begin{gathered} 22 \\ .79 \% \end{gathered}$ | $\begin{gathered} 16 \\ .6 \% \end{gathered}$ | $\begin{gathered} 22 \\ .79 \% \end{gathered}$ | $\begin{gathered} 16 \\ .6 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 73 \\ 1.33 \% \end{gathered}$ | $\begin{gathered} 37 \\ 1.32 \% \end{gathered}$ | $\begin{gathered} 36 \\ 1.34 \% \end{gathered}$ | $\begin{gathered} 37 \\ 1.32 \% \end{gathered}$ | $\begin{gathered} 36 \\ 1.34 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 278 \\ 5.08 \% \end{gathered}$ | $\begin{gathered} 141 \\ 5.02 \% \end{gathered}$ | $\begin{gathered} 137 \\ 5.14 \% \end{gathered}$ | $\begin{gathered} 141 \\ 5.02 \% \end{gathered}$ | $\begin{gathered} 137 \\ 5.14 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 1,517 \\ 27.72 \% \end{gathered}$ | $\begin{gathered} 766 \\ 27.22 \% \end{gathered}$ | $\begin{gathered} 750 \\ 28.24 \% \end{gathered}$ | $\begin{gathered} 766 \\ 27.22 \% \end{gathered}$ | $\begin{gathered} 750 \\ 28.24 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 2,728 \\ 49.86 \% \end{gathered}$ | $\begin{gathered} 1,375 \\ 48.86 \% \end{gathered}$ | $\begin{gathered} 1,353 \\ 50.91 \% \end{gathered}$ | $\begin{gathered} 1,375 \\ 48.86 \% \end{gathered}$ | $\begin{gathered} 1,353 \\ 50.91 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 676 \\ 12.36 \% \end{gathered}$ | $\begin{gathered} 391 \\ 13.9 \% \end{gathered}$ | $\begin{gathered} 285 \\ 10.72 \% \end{gathered}$ | $\begin{gathered} 391 \\ 13.9 \% \end{gathered}$ | $\begin{gathered} 285 \\ 10.72 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 77 \\ 1.4 \% \end{gathered}$ | $\begin{gathered} 50 \\ 1.79 \% \end{gathered}$ | $\begin{gathered} 26 \\ .98 \% \end{gathered}$ | $\begin{gathered} 50 \\ 1.79 \% \end{gathered}$ | $\begin{gathered} 26 \\ .98 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 16 \\ .28 \% \end{gathered}$ | $\begin{gathered} 9 \\ .31 \% \end{gathered}$ | $\begin{gathered} 7 \\ .26 \% \end{gathered}$ | $\begin{gathered} 9 \\ .31 \% \end{gathered}$ | $\begin{gathered} 7 \\ .26 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 4 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 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 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| Average | 61 | 61 | 60 | 61 | 60 |
| Median | 61 | 62 | 61 | 62 | 61 |
| 85th \%tile | 65 | 65 | 65 | 65 | 65 |
| \% over 55 | 92 | 92 | 91 | 92 | 91 |
| \% over 60 | 64 | 65 | 63 | 65 | 63 |
| \% over 65 | 14 | 16 | 12 | 16 | 12 |
| \% over 70 | 2 | 2 | 1 | 2 | 1 |
| \% 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 February 2023

| Site names: County: Funct Class: Location: | $00133$ <br> 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 | 5,472 | 2,815 | 2,657 | 2,815 | 2,657 |


| Seasonal Factor Grp: | 1 |
| :--- | :--- |
| Daily Factor Grp: | 2 |
| Axle Factor Grp: | All_Class_Sites |
| Growth Factor Grp: | 5 |

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.

