## Idaho Transportation Department

Monthly Speed Distribution for November 2023

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

R 30 5.0 Mi. W of Stevens Ave

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

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 4 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 4 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 9 \\ .17 \% \end{gathered}$ | $\begin{gathered} 5 \\ .18 \% \end{gathered}$ | $\begin{gathered} 4 \\ .15 \% \end{gathered}$ | $\begin{gathered} 5 \\ .18 \% \end{gathered}$ | $\begin{gathered} 4 \\ .15 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 19 \\ .35 \% \end{gathered}$ | $\begin{gathered} 13 \\ .46 \% \end{gathered}$ | $\begin{gathered} 6 \\ .23 \% \end{gathered}$ | $\begin{gathered} 13 \\ .46 \% \end{gathered}$ | $\begin{gathered} 6 \\ .23 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 44 \\ .8 \% \end{gathered}$ | $\begin{gathered} 27 \\ .96 \% \end{gathered}$ | $\begin{gathered} 17 \\ .64 \% \end{gathered}$ | $\begin{gathered} 27 \\ .96 \% \end{gathered}$ | $\begin{gathered} 17 \\ .64 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 72 \\ 1.33 \% \end{gathered}$ | $\begin{gathered} 41 \\ 1.44 \% \end{gathered}$ | $\begin{gathered} 32 \\ 1.21 \% \end{gathered}$ | $\begin{gathered} 41 \\ 1.44 \% \end{gathered}$ | $\begin{gathered} 32 \\ 1.21 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 260 \\ 4.78 \% \end{gathered}$ | $\begin{gathered} 144 \\ 5.1 \% \end{gathered}$ | $\begin{gathered} 116 \\ 4.43 \% \end{gathered}$ | $\begin{gathered} 144 \\ 5.1 \% \end{gathered}$ | $\begin{gathered} 116 \\ 4.43 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 1,512 \\ 27.77 \% \end{gathered}$ | $\begin{gathered} 817 \\ 28.9 \% \end{gathered}$ | $\begin{gathered} 695 \\ 26.55 \% \end{gathered}$ | $\begin{gathered} 817 \\ 28.9 \% \end{gathered}$ | $\begin{gathered} 695 \\ 26.55 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 2,746 \\ 50.41 \% \end{gathered}$ | $\begin{gathered} 1,380 \\ 48.79 \% \end{gathered}$ | $\begin{gathered} 1,366 \\ 52.16 \% \end{gathered}$ | $\begin{gathered} 1,380 \\ 48.79 \% \end{gathered}$ | $\begin{gathered} 1,366 \\ 52.16 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 678 \\ 12.45 \% \end{gathered}$ | $\begin{gathered} 349 \\ 12.32 \% \end{gathered}$ | $\begin{gathered} 330 \\ 12.59 \% \end{gathered}$ | $\begin{gathered} 349 \\ 12.32 \% \end{gathered}$ | $\begin{gathered} 330 \\ 12.59 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 69 \\ 1.27 \% \end{gathered}$ | $\begin{gathered} 39 \\ 1.38 \% \end{gathered}$ | $\begin{gathered} 30 \\ 1.15 \% \end{gathered}$ | $\begin{gathered} 39 \\ 1.38 \% \end{gathered}$ | $\begin{gathered} 30 \\ 1.15 \% \end{gathered}$ |
| 75-80 | $\begin{aligned} & 17 \\ & \hline \end{aligned}$ | $\begin{gathered} 9 \\ .31 \% \end{gathered}$ | $\begin{gathered} 8 \\ .3 \% \end{gathered}$ | $\begin{gathered} 9 \\ .31 \% \end{gathered}$ | $\begin{gathered} 8 \\ .3 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 5 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .12 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 3 \\ .12 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 2 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | $\begin{gathered} 5 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 5 \\ .18 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 5 \\ .18 \% \end{gathered}$ |
| Average | 61 | 61 | 61 | 61 | 61 |
| Median | 61 | 61 | 62 | 61 | 62 |
| 85th \%tile | 65 | 65 | 65 | 65 | 65 |
| \% over 55 | 92 | 92 | 93 | 92 | 93 |
| \% over 60 | 65 | 63 | 67 | 63 | 67 |
| \% over 65 | 14 | 14 | 14 | 14 | 14 |
| \% over 70 | 2 | 2 | 2 | 2 | 2 |
| \% over 75 | 1 | 0 | 1 | 0 | 1 |

***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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Monthly Speed Distribution for November 2023

| Site names: <br> County: <br> Funct Class: <br> 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 | 5,447 | 2,828 | 2,618 | 2,828 | 2,618 |

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

All_Class_Sites 5
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

