## Idaho Transportation Department

 Monthly Speed Distribution for September 2022
## Site names:

 County: Funct Class: Location:00192
Twin Falls
R Principal Arterial - Other
US-93 1 Mi . S of Rogerson Rd

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |


| $40-45$ | .07 |
| :---: | :---: |
| $45-50$ | 10 <br> $.2 \%$ |


|  | $.2 \%$ | $.15 \%$ | $.25 \%$ | $.15 \%$ | $.25 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $50-55$ | 43 | 16 | 27 | 16 | 27 |
|  | $.9 \%$ | $.7 \%$ | $1.09 \%$ | $.7 \%$ | $1.09 \%$ |
| $55-60$ | 150 | 66 | 84 | 66 | 84 |
|  | $3.19 \%$ | $2.94 \%$ | $3.42 \%$ | $2.94 \%$ | $3.42 \%$ |


| 60-65 | $\begin{gathered} 585 \\ 12.42 \% \end{gathered}$ | $\begin{gathered} 308 \\ 13.66 \% \end{gathered}$ | $\begin{gathered} 278 \\ 11.29 \% \end{gathered}$ | $\begin{gathered} 308 \\ 13.66 \% \end{gathered}$ | $\begin{gathered} 278 \\ 11.29 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 65-70 | $\begin{gathered} 1,752 \\ 37.19 \% \end{gathered}$ | $\begin{gathered} 923 \\ 40.97 \% \end{gathered}$ | $\begin{gathered} 829 \\ 33.73 \% \end{gathered}$ | $\begin{gathered} 923 \\ 40.97 \% \end{gathered}$ | $\begin{gathered} 829 \\ 33.73 \% \end{gathered}$ |


| 70-75 | $\begin{gathered} 1,504 \\ 31.92 \% \end{gathered}$ | $\begin{gathered} 682 \\ 30.29 \% \end{gathered}$ | $\begin{gathered} 821 \\ 33.41 \% \end{gathered}$ | $\begin{gathered} 682 \\ 30.29 \% \end{gathered}$ | $\begin{gathered} 821 \\ 33.41 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 75-80 | $\begin{gathered} 491 \\ 10.42 \% \end{gathered}$ | $\begin{gathered} 189 \\ 8.38 \% \end{gathered}$ | $\begin{gathered} 302 \\ 12.29 \% \end{gathered}$ | $\begin{gathered} 189 \\ 8.38 \% \end{gathered}$ | $\begin{gathered} 302 \\ 12.29 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 114 \\ 2.42 \% \end{gathered}$ | $\begin{gathered} 41 \\ 1.84 \% \end{gathered}$ | $\begin{gathered} 73 \\ 2.95 \% \end{gathered}$ | $\begin{gathered} 41 \\ 1.84 \% \end{gathered}$ | $\begin{gathered} 73 \\ 2.95 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 30 \\ .64 \% \end{gathered}$ | $\begin{gathered} 11 \\ .51 \% \end{gathered}$ | $\begin{gathered} 19 \\ .77 \% \end{gathered}$ | $\begin{gathered} 11 \\ .51 \% \end{gathered}$ | $\begin{gathered} 19 \\ .77 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 16 \\ .33 \% \end{gathered}$ | $\begin{gathered} 6 \\ .26 \% \end{gathered}$ | $\begin{gathered} 10 \\ .39 \% \end{gathered}$ | $\begin{gathered} 6 \\ .26 \% \end{gathered}$ | $\begin{gathered} 10 \\ .39 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 4 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| Average | 70 | 69 | 70 | 69 | 70 |
| Median | 69 | 69 | 70 | 69 | 70 |
| 85th \%tile | 75 | 74 | 76 | 74 | 76 |
| \% over 55 | 99 | 99 | 98 | 99 | 98 |
| \% over 60 | 95 | 96 | 95 | 96 | 95 |
| \% over 65 | 83 | 82 | 84 | 82 | 84 |
| \% over 70 | 46 | 41 | 50 | 41 | 50 |
| \% over 75 | 14 | 11 | 17 | 11 | 17 |

***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\(\left.$$
\begin{array}{ll}\text { Site names: } & \text { 00192 } \\
\text { County: } \\
\text { Funct Class: } \\
\text { Location: }\end{array}
$$ \quad \begin{array}{l}Twin Falls <br>
R Principal Arterial - Other <br>

US-93 1 Mi. S of Rogerson Rd\end{array}\right]\)| Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: |
| \% over 80 | 4 | 3 | 4 | 3 |
| $\%$ over 85 | 1 | 1 | 1 | 1 |
| Total | 4,711 | 2,252 | 2,458 | 2,252 |

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

[^0] add up.


[^0]:    ***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always

