## Idaho Transportation Department

 Monthly Speed Distribution for October 2023| Site names: | 00192 |
| :--- | :--- |
| County: | Twin Falls |
| Funct Class: | R Principal Arterial - Other |
| Location: | US-93 1 Mi. S of Rogerson Rd |


| Road | $N$ | $S$ |
| :---: | :---: | :---: |


|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 1 | 0 | 1 | 0 | 1 |
|  | $.03 \%$ | $.01 \%$ | $.04 \%$ | $.01 \%$ | $.04 \%$ |
| $20-25$ | 1 <br> $.03 \%$ | 0 | 1 | 0 | 1 |
|  | $.02 \%$ | $.03 \%$ | $02 \%$ | $03 \%$ |  |


|  | $.03 \%$ | $.02 \%$ | $.03 \%$ | $.02 \%$ | $.03 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $25-30$ | 3 | 1 | 2 | 1 | 2 |
|  | $.06 \%$ | $.06 \%$ | $.06 \%$ | $.06 \%$ | $.06 \%$ |
| $30-35$ | 9 | 5 | 3 | 5 | 3 |
|  | $.2 \%$ | $.27 \%$ | $.14 \%$ | $.27 \%$ | $.14 \%$ |
| $35-40$ | 24 | 15 | 9 | 15 | 9 |
|  | $52 \%$ | $.73 \%$ | $35 \%$ | $.3 \%$ | $35 \%$ |



| 45-50 | $\begin{gathered} 46 \\ 1.01 \% \end{gathered}$ | $\begin{gathered} 18 \\ .87 \% \end{gathered}$ | $\begin{gathered} 28 \\ 1.12 \% \end{gathered}$ | $\begin{gathered} 18 \\ .87 \% \end{gathered}$ | $\begin{gathered} 28 \\ 1.12 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 50-55 | $\begin{gathered} 67 \\ 1.47 \% \end{gathered}$ | $\begin{gathered} 18 \\ .91 \% \end{gathered}$ | $\begin{gathered} 48 \\ 1.92 \% \end{gathered}$ | $\begin{gathered} 18 \\ .91 \% \end{gathered}$ | $\begin{gathered} 48 \\ 1.92 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 151 \\ 3.33 \% \end{gathered}$ | $\begin{gathered} 46 \\ 2.26 \% \end{gathered}$ | $\begin{gathered} 105 \\ 4.19 \% \end{gathered}$ | $\begin{gathered} 46 \\ 2.26 \% \end{gathered}$ | $\begin{gathered} 105 \\ 4.19 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 531 \\ 11.67 \% \end{gathered}$ | $\begin{gathered} 220 \\ 10.86 \% \end{gathered}$ | $\begin{gathered} 310 \\ 12.33 \% \end{gathered}$ | $\begin{gathered} 220 \\ 10.86 \% \end{gathered}$ | $\begin{gathered} 310 \\ 12.33 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,654 \\ 36.38 \% \end{gathered}$ | $\begin{gathered} 820 \\ 40.4 \% \end{gathered}$ | $\begin{gathered} 834 \\ 33.13 \% \end{gathered}$ | $\begin{gathered} 820 \\ 40.4 \% \end{gathered}$ | $\begin{gathered} 834 \\ 33.13 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 1,473 \\ 32.4 \% \end{gathered}$ | $\begin{gathered} 659 \\ 32.51 \% \end{gathered}$ | $\begin{gathered} 814 \\ 32.31 \% \end{gathered}$ | $\begin{gathered} 659 \\ 32.51 \% \end{gathered}$ | $\begin{gathered} 814 \\ 32.31 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 418 \\ 9.19 \% \end{gathered}$ | $\begin{gathered} 151 \\ 7.46 \% \end{gathered}$ | $\begin{gathered} 266 \\ 10.57 \% \end{gathered}$ | $\begin{gathered} 151 \\ 7.46 \% \end{gathered}$ | $\begin{gathered} 266 \\ 10.57 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 82 \\ 1.8 \% \end{gathered}$ | $\begin{gathered} 30 \\ 1.48 \% \end{gathered}$ | $\begin{gathered} 52 \\ 2.07 \% \end{gathered}$ | $\begin{gathered} 30 \\ 1.48 \% \end{gathered}$ | $\begin{gathered} 52 \\ 2.07 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 20 \\ .45 \% \end{gathered}$ | $\begin{gathered} 8 \\ .41 \% \end{gathered}$ | $\begin{gathered} 12 \\ .48 \% \end{gathered}$ | $\begin{gathered} 8 \\ .41 \% \end{gathered}$ | $\begin{gathered} 12 \\ .48 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 12 \\ .27 \% \end{gathered}$ | $\begin{gathered} 5 \\ .25 \% \end{gathered}$ | $\begin{gathered} 7 \\ .29 \% \end{gathered}$ | $\begin{gathered} 5 \\ .25 \% \end{gathered}$ | $\begin{gathered} 7 \\ .29 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| Average | 69 | 68 | 69 | 68 | 69 |
| Median | 69 | 69 | 69 | 69 | 69 |
| 85th \%tile | 75 | 74 | 75 | 74 | 75 |
| \% over 55 | 96 | 96 | 95 | 96 | 95 |
| \% over 60 | 92 | 93 | 91 | 93 | 91 |
| \% over 65 | 81 | 83 | 79 | 83 | 79 |
| \% over 70 | 44 | 42 | 46 | 42 | 46 |
| \% over 75 | 12 | 10 | 13 | 10 | 13 |

${ }^{* * *}$ 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 October 2023| Site names: <br> County: <br> Funct Class: <br> Location: | $00192$ <br> Twin Falls R Principal Arterial - Other US-93 1 Mi. S of Rogerson Rd |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 3 | 2 | 3 | 2 | 3 |
| \% over 85 | 1 | 1 | 1 | 1 | 1 |
| Total | 4,546 | 2,028 | 2,518 | 2,028 | 2,518 |

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

Location: US-93 1 Mi . S of Rogerson Rd
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

