## Idaho Transportation Department

Monthly Speed Distribution for March 2022

Site names: County: Funct Class: Location:

00112
Benewah
R Minor Arterial - Other
SH-3 7.4 Mi. N of Jct SH-6

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

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 2 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 5 \\ .27 \% \end{gathered}$ | $\begin{gathered} 3 \\ .33 \% \end{gathered}$ | $\begin{gathered} 2 \\ .21 \% \end{gathered}$ | $\begin{gathered} 3 \\ .33 \% \end{gathered}$ | $\begin{gathered} 2 \\ .21 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 20 \\ 1.04 \% \end{gathered}$ | $\begin{gathered} 13 \\ 1.37 \% \end{gathered}$ | $\begin{gathered} 7 \\ .72 \% \end{gathered}$ | $\begin{gathered} 13 \\ 1.37 \% \end{gathered}$ | $\begin{gathered} 7 \\ .72 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 65 \\ 3.43 \% \end{gathered}$ | $\begin{gathered} 41 \\ 4.28 \% \end{gathered}$ | $\begin{gathered} 24 \\ 2.56 \% \end{gathered}$ | $\begin{gathered} 41 \\ 4.28 \% \end{gathered}$ | $\begin{gathered} 24 \\ 2.56 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 187 \\ 9.83 \% \end{gathered}$ | $\begin{gathered} 107 \\ 11.28 \% \end{gathered}$ | $\begin{gathered} 79 \\ 8.38 \% \end{gathered}$ | $\begin{gathered} 107 \\ 11.28 \% \end{gathered}$ | $\begin{gathered} 79 \\ 8.38 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 472 \\ 24.87 \% \end{gathered}$ | $\begin{gathered} 297 \\ 31.19 \% \end{gathered}$ | $\begin{gathered} 176 \\ 18.53 \% \end{gathered}$ | $\begin{gathered} 297 \\ 31.19 \% \end{gathered}$ | $\begin{gathered} 176 \\ 18.53 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 666 \\ 35.09 \% \end{gathered}$ | $\begin{gathered} 336 \\ 35.28 \% \end{gathered}$ | $\begin{gathered} 331 \\ 34.9 \% \end{gathered}$ | $\begin{gathered} 336 \\ 35.28 \% \end{gathered}$ | $\begin{gathered} 331 \\ 34.9 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 358 \\ 18.87 \% \end{gathered}$ | $\begin{gathered} 120 \\ 12.65 \% \end{gathered}$ | $\begin{gathered} 238 \\ 25.1 \% \end{gathered}$ | $\begin{gathered} 120 \\ 12.65 \% \end{gathered}$ | $\begin{gathered} 238 \\ 25.1 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 94 \\ 4.93 \% \end{gathered}$ | $\begin{gathered} 25 \\ 2.68 \% \end{gathered}$ | $\begin{gathered} 68 \\ 7.18 \% \end{gathered}$ | $\begin{gathered} 25 \\ 2.68 \% \end{gathered}$ | $\begin{gathered} 68 \\ 7.18 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 21 \\ 1.12 \% \end{gathered}$ | $\begin{gathered} 4 \\ .46 \% \end{gathered}$ | $\begin{gathered} 17 \\ 1.78 \% \end{gathered}$ | $\begin{gathered} 4 \\ .46 \% \end{gathered}$ | $\begin{gathered} 17 \\ 1.78 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 4 \\ .19 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 3 \\ .27 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 3 \\ .27 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .13 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .13 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 56 | 55 | 57 | 55 | 57 |
| Median | 56 | 55 | 58 | 55 | 58 |
| 85th \%tile | 63 | 60 | 64 | 60 | 64 |
| \% over 55 | 60 | 51 | 69 | 51 | 69 |
| \% over 60 | 25 | 16 | 34 | 16 | 34 |
| \% over 65 | 6 | 3 | 9 | 3 | 9 |
| \% over 70 | 1 | 1 | 2 | 1 | 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 March 2022

| Site names: <br> County: <br> Funct Class: <br> Location: | 00112 <br> Benewah <br> R Minor Arterial - Other <br> SH-3 7.4 Mi. N of Jct SH-6 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,899 | 951 | 948 | 951 | 948 |

Seasonal Factor Grp: 4
Daily Factor Grp: 2
Axle Factor Grp: 3
Growth Factor Grp: 9

Location: $\quad \mathrm{SH}-3$ 7.4 Mi. N of Jct SH-6
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

