## Idaho Transportation Department Monthly Speed Distribution for December 2023

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

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 2 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 7 \\ .35 \% \end{gathered}$ | $\begin{gathered} 3 \\ .36 \% \end{gathered}$ | $\begin{gathered} 3 \\ .35 \% \end{gathered}$ | $\begin{gathered} 3 \\ .36 \% \end{gathered}$ | $\begin{gathered} 3 \\ .35 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 20 \\ 1.05 \% \end{gathered}$ | $\begin{gathered} 11 \\ 1.13 \% \end{gathered}$ | $\begin{gathered} 9 \\ .97 \% \end{gathered}$ | $\begin{gathered} 11 \\ 1.13 \% \end{gathered}$ | $\begin{gathered} 9 \\ .97 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 44 \\ 2.37 \% \end{gathered}$ | $\begin{gathered} 25 \\ 2.63 \% \end{gathered}$ | $\begin{gathered} 20 \\ 2.1 \% \end{gathered}$ | $\begin{gathered} 25 \\ 2.63 \% \end{gathered}$ | $\begin{gathered} 20 \\ 2.1 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 114 \\ 6.11 \% \end{gathered}$ | $\begin{gathered} 63 \\ 6.77 \% \end{gathered}$ | $\begin{gathered} 51 \\ 5.46 \% \end{gathered}$ | $\begin{gathered} 63 \\ 6.77 \% \end{gathered}$ | $\begin{gathered} 51 \\ 5.46 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 270 \\ 14.49 \% \end{gathered}$ | $\begin{gathered} 162 \\ 17.33 \% \end{gathered}$ | $\begin{gathered} 108 \\ 11.63 \% \end{gathered}$ | $\begin{gathered} 162 \\ 17.33 \% \end{gathered}$ | $\begin{gathered} 108 \\ 11.63 \% \end{gathered}$ |
| 50-55 | $\begin{aligned} & 522 \\ & 28 \% \end{aligned}$ | $\begin{gathered} 315 \\ 33.65 \% \end{gathered}$ | $\begin{gathered} 207 \\ 22.31 \% \end{gathered}$ | $\begin{gathered} 315 \\ 33.65 \% \end{gathered}$ | $\begin{gathered} 207 \\ 22.31 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 553 \\ 29.66 \% \end{gathered}$ | $\begin{gathered} 259 \\ 27.66 \% \end{gathered}$ | $\begin{gathered} 294 \\ 31.68 \% \end{gathered}$ | $\begin{gathered} 259 \\ 27.66 \% \end{gathered}$ | $\begin{gathered} 294 \\ 31.68 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 257 \\ 13.79 \% \end{gathered}$ | $\begin{gathered} 80 \\ 8.5 \% \end{gathered}$ | $\begin{gathered} 177 \\ 19.13 \% \end{gathered}$ | $\begin{gathered} 80 \\ 8.5 \% \end{gathered}$ | $\begin{gathered} 177 \\ 19.13 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 61 \\ 3.29 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.51 \% \end{gathered}$ | $\begin{gathered} 47 \\ 5.09 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.51 \% \end{gathered}$ | $\begin{gathered} 47 \\ 5.09 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 10 \\ .54 \% \end{gathered}$ | $\begin{gathered} 2 \\ .25 \% \end{gathered}$ | $\begin{gathered} 8 \\ .83 \% \end{gathered}$ | $\begin{gathered} 2 \\ .25 \% \end{gathered}$ | $\begin{gathered} 8 \\ .83 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .15 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 54 | 53 | 55 | 53 | 55 |
| Median | 55 | 53 | 56 | 53 | 56 |
| 85th \%tile | 61 | 59 | 63 | 59 | 63 |
| \% over 55 | 47 | 38 | 57 | 38 | 57 |
| \% over 60 | 18 | 10 | 25 | 10 | 25 |
| \% over 65 | 4 | 2 | 6 | 2 | 6 |
| \% over 70 | 1 | 0 | 1 | 0 | 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

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Site names:
County:
Funct Class
Location:

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,864 | 936 | 928 | 936 | 928 |

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