## Idaho Transportation Department

 Monthly Speed Distribution for January 2024Site 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 | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .14 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .14 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 6 \\ .35 \% \end{gathered}$ | $\begin{gathered} 3 \\ .37 \% \end{gathered}$ | $\begin{gathered} 3 \\ .33 \% \end{gathered}$ | $\begin{gathered} 3 \\ .37 \% \end{gathered}$ | $\begin{gathered} 3 \\ .33 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 21 \\ 1.19 \% \end{gathered}$ | $\begin{gathered} 11 \\ 1.28 \% \end{gathered}$ | $\begin{gathered} 10 \\ 1.1 \% \end{gathered}$ | $\begin{gathered} 11 \\ 1.28 \% \end{gathered}$ | $\begin{gathered} 10 \\ 1.1 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 55 \\ 3.12 \% \end{gathered}$ | $\begin{gathered} 33 \\ 3.74 \% \end{gathered}$ | $\begin{gathered} 22 \\ 2.5 \% \end{gathered}$ | $\begin{gathered} 33 \\ 3.74 \% \end{gathered}$ | $\begin{gathered} 22 \\ 2.5 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 134 \\ 7.57 \% \end{gathered}$ | $\begin{gathered} 79 \\ 8.93 \% \end{gathered}$ | $\begin{gathered} 55 \\ 6.2 \% \end{gathered}$ | $\begin{gathered} 79 \\ 8.93 \% \end{gathered}$ | $\begin{gathered} 55 \\ 6.2 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 288 \\ 16.27 \% \end{gathered}$ | $\begin{gathered} 170 \\ 19.21 \% \end{gathered}$ | $\begin{gathered} 118 \\ 13.32 \% \end{gathered}$ | $\begin{gathered} 170 \\ 19.21 \% \end{gathered}$ | $\begin{gathered} 118 \\ 13.32 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 494 \\ 27.89 \% \end{gathered}$ | $\begin{gathered} 289 \\ 32.56 \% \end{gathered}$ | $\begin{gathered} 205 \\ 23.21 \% \end{gathered}$ | $\begin{gathered} 289 \\ 32.56 \% \end{gathered}$ | $\begin{gathered} 205 \\ 23.21 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 483 \\ 27.27 \% \end{gathered}$ | $\begin{gathered} 222 \\ 25.04 \% \end{gathered}$ | $\begin{gathered} 261 \\ 29.5 \% \end{gathered}$ | $\begin{gathered} 222 \\ 25.04 \% \end{gathered}$ | $\begin{gathered} 261 \\ 29.5 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 223 \\ 12.58 \% \end{gathered}$ | $\begin{gathered} 64 \\ 7.17 \% \end{gathered}$ | $\begin{gathered} 159 \\ 18.01 \% \end{gathered}$ | $\begin{gathered} 64 \\ 7.17 \% \end{gathered}$ | $\begin{gathered} 159 \\ 18.01 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 53 \\ 3.02 \% \end{gathered}$ | $\begin{gathered} 12 \\ 1.35 \% \end{gathered}$ | $\begin{gathered} 41 \\ 4.68 \% \end{gathered}$ | $\begin{gathered} 12 \\ 1.35 \% \end{gathered}$ | $\begin{gathered} 41 \\ 4.68 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 8 \\ .47 \% \end{gathered}$ | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ | $\begin{gathered} 7 \\ .75 \% \end{gathered}$ | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ | $\begin{gathered} 7 \\ .75 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .14 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .14 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 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 | 53 | 52 | 55 | 52 | 55 |
| Median | 54 | 53 | 56 | 53 | 56 |
| 85th \%tile | 60 | 59 | 62 | 59 | 62 |
| \% over 55 | 43 | 34 | 53 | 34 | 53 |
| \% over 60 | 16 | 9 | 24 | 9 | 24 |
| \% 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

## Monthly Speed Distribution for January 2024

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 | 1,770 | 887 | 884 | 887 | 884 |

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

4
2
Benewah
R Minor Arterial - Other
SH-3 7.4 Mi. N of Jct SH-6

