JOINT HIGHWAY RESEARCH PROJECT
JHRP-75-24
TRAFFIC SPEED REPORT NO. 94

A. A. Gadallah
George K. Stafford
TO:       J. F. McLaughlin, Director  
Joint Highway Research Project  
December 1, 1975  
File:  8-3-3
FROM:    H. L. Michael, Associate Director  
Joint Highway Research Project  
Project:  C-36-10C

The attached Progress Report No. 94 on Traffic Speeds is the report of the 1975 study of free-flowing automobile and truck speeds on rural, tangent, level sections of Interstate, 4-lane and 2-lane and on urban interstate highways in Indiana. The report has been prepared by Mr. A. A. Gadallah, a Graduate Instructor in Research on our staff, under the direction of Professor H. L. Michael. The data were collected by Mr. G. K. Stafford and a number of graduate assistants on our staff.

The results indicate an increase of 0.9 mph in the average speed of all passenger cars and an increase of 2.2 mph for heavy trucks to that of the 1974 study.

Copies of the report will be sent to the Federal Highway Administration and the ISHC for review, comment and acceptance as fulfillment of the objectives of this HPR Part I Study. Copies of the report upon acceptance by FHWA and ISHC are requested for release to the Indiana State Police, the Indiana Traffic Safety Council and the Indiana Office of Traffic Safety as a normal procedure for these reports.

Respectfully submitted,

Harold L. Michael  
Associate Director

HLM:sas

cc:   W. L. Dolch        G. A. Leonards    W. B. Scott  
R. L. Eskew        C. W. Lovell    K. C. Sinha  
G. D. Gibson        R. F. Marsh    L. E. Wood  
W. H. Goetz        R. D. Miles    E. J. Yoder  
M. J. Gutzwiller    P. L. Owens    S. R. Yoder  
G. K. Hallock    G. T. Satterly  
M. L. Hayes    C. F. Scholer
Progress Report

TRAFFIC SPEED PFPORT NO. 94

by

A. A. Gadallah
Graduate Instructor in Research

and

George K. Stafford
Traffic Engineering Technician

Joint Highway Research Project

File No.: 8-3-3
Project No.: C-3F-10C

Prepared as Part of an Investigation
Conducted by
Joint Highway Research Project
Engineering Experiment Station
Purdue University

in cooperation with the
Indiana State Highway Commission
and the
U. S. Department of Transportation
Federal Highway Administration

The opinions, findings and conclusions expressed in this publication are those of the authors and not necessarily those of the Federal Highway Administration.

Purdue University
West Lafayette, Indiana
December 1, 1975
# Traffic Speed Report No. 94

## Report No.

December 1975

## Government Accession No.

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## Recipient's Catalog No.

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## Title and Subtitle

TRAFFIC SPEED REPORT NO. 94

## Authors

A. A. Gadallah and G. K. Stafford

## Performing Organization Name and Address

Joint Highway Research Project
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## Sponsoring Agency Name and Address

Indiana State Highway Commission
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Indianapolis, Indiana 46204

## Supplementary Notes

Conducted in cooperation with the U.S. Department of Transportation, Federal Highway Administration. Planning Study titled "Speed Trends for Indiana Highways".

## Abstract

This report is the annual continuing study of speeds of vehicles on rural Indiana Highways. Observations of spot speeds were taken on interstate, four-lane, and two-lane highways throughout the state during the months of July, August and September 1975. Starting with this annual study, two (2) new urban interstate highway stations are included in the analysis.

Analysis of the speeds showed the overall average speed for passenger cars was 58.7 mph. The overall average speed for heavy trucks was 57.4 mph. These were 0.9 mph, and 2.2 mph higher for passenger cars and heavy trucks, respectively, than the results of June-September 1974 (Speed Report No. 92). The increase in speed was mainly on interstate facilities. The speed patterns on rural and urban interstate highways were almost identical.

## Key Words

Speeds, Highway Speeds, Rural Highway Speeds, Speed Trends, 55 mph Speed Effect.

## Security Classification

Unclassified

Form DOT F 1700.7 (8-69)
TRAFFIC SPEED REPORT NO. 94

This report is an analysis of spot speed observations made during July, August, and September 1975. All observations were made of free-flowing vehicles on level, tangent sections of rural and urban highways during daylight and under favorable conditions. The same locations on selected Federal and State rural highways as used in the previous annual studies were used again except stations 6 and 11, which were moved to new sites on the same highways due to changes of geometry and/or traffic volume at the original sites. Two new speed stations on Urban Interstate highways have also been added to this annual study (stations 13 and 14). Stations were classified as two-lane, four-lane, rural interstate, or urban interstate highways. A representative sample of spot speeds was obtained at each station in each classification. The site locations were as follows: (See Figure A)

<table>
<thead>
<tr>
<th>Rural Interstate Highways</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. I-69</td>
<td>3.3 miles south of Junction of SR 18</td>
</tr>
<tr>
<td>2. I-65</td>
<td>1.0 miles west of Junction of SR 334</td>
</tr>
<tr>
<td>3. I-74</td>
<td>1.0 miles west of Junction of Post Road</td>
</tr>
<tr>
<td>4. I-65</td>
<td>7.5 miles north of Junction of SR 160</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Four Lane Highways</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>5. U. S. 31</td>
<td>1.2 miles south of Junction of SR 38</td>
</tr>
<tr>
<td>6. U. S. 30</td>
<td>2.0 miles east of Junction of SR 49</td>
</tr>
<tr>
<td>7. U. S. 41</td>
<td>1.0 miles north of South Junction of SR 2</td>
</tr>
<tr>
<td>8. U. S. 52</td>
<td>1.0 miles west of Klondike</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Two Lane Highways</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>9. U. S. 35</td>
<td>1.5 miles east of Junction of I-69</td>
</tr>
<tr>
<td>10. S. R. 43</td>
<td>2.0 miles south of Chalmers</td>
</tr>
<tr>
<td>11. U. S. 231</td>
<td>1.0 mile south of Junction of SR 234</td>
</tr>
<tr>
<td>12. S. R. 25</td>
<td>0.7 miles west of Americus</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Urban Interstate Highways</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>13. I-94</td>
<td>Near Burr</td>
</tr>
<tr>
<td>14. I-65</td>
<td>East of White River</td>
</tr>
</tbody>
</table>
The vehicles were classified as Indiana or Non-Indiana Passenger Cars and Light (less than 5000 lbs. gross weight) or Heavy (equal to or more than 5000 lbs. gross weight) Trucks. The analysis was performed as classified and combined, passenger cars or trucks.

The maximum speed limit in Indiana is 55 miles per hour, both on Interstate and other rural highways.

**Equipment and Field Procedure**

The observations for this study were obtained by use of an "Electromatic" Radar Speed Meter. The meter was placed approximately four feet from the edge of the pavement at angles less than 10° with the highway center line. No corrections of speeds were necessary at these small angles. At the beginning of the study the accuracy of the meter was checked and any constant discrepancy of readings was corrected accordingly.

**RESULTS OF ANALYSIS**

The data collected were analyzed and are summarized in Tables 1 to 14 in the Appendix. Tables 15, 16, 17 and 18 summarize the data for rural interstate, four lane, two lane, and urban interstate highways, respectively. Table 19 is the summary for all highways. Tables 20, 21 and 22 are summaries in an FHWA format which is desired. The average speed for each classification of vehicles on each type of highway for this study was as follows:
<table>
<thead>
<tr>
<th></th>
<th>Interstate</th>
<th>Other</th>
<th>Two-Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Urban</td>
<td>Rural</td>
<td>Rural</td>
</tr>
<tr>
<td><strong>Passenger Cars:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indiana</td>
<td>59.73</td>
<td>59.73</td>
<td>57.55</td>
</tr>
<tr>
<td>Non-Indiana</td>
<td>60.91</td>
<td>60.23</td>
<td>58.07</td>
</tr>
<tr>
<td>All Passenger Cars</td>
<td>60.00</td>
<td>59.94</td>
<td>57.66</td>
</tr>
<tr>
<td>85 Percentile (all)</td>
<td>64.20</td>
<td>64.20</td>
<td>62.02</td>
</tr>
<tr>
<td><strong>Trucks</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less than 5000 lbs.</td>
<td>58.55</td>
<td>58.17</td>
<td>56.37</td>
</tr>
<tr>
<td>5000 lbs. or more</td>
<td>58.72</td>
<td>59.27</td>
<td>55.87</td>
</tr>
<tr>
<td><strong>All Vehicles:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average</td>
<td>59.68</td>
<td>59.64</td>
<td>57.18</td>
</tr>
<tr>
<td>85 Percentile</td>
<td>63.70</td>
<td>63.80</td>
<td>61.91</td>
</tr>
</tbody>
</table>

The percent of vehicles exceeding the speed limit (55 mph) for each classification of vehicle and each type of highway was as follows:

<table>
<thead>
<tr>
<th></th>
<th>Interstate</th>
<th>Other</th>
<th>Two Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Urban</td>
<td>Rural</td>
<td>Rural</td>
</tr>
<tr>
<td><strong>Passenger Cars:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indiana</td>
<td>82.99</td>
<td>83.48</td>
<td>68.88</td>
</tr>
<tr>
<td>Non-Indiana</td>
<td>93.17</td>
<td>86.54</td>
<td>73.05</td>
</tr>
<tr>
<td>All Passenger Cars</td>
<td>85.33</td>
<td>84.76</td>
<td>69.82</td>
</tr>
<tr>
<td><strong>Trucks:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less than 5000 lbs.</td>
<td>77.92</td>
<td>77.16</td>
<td>54.99</td>
</tr>
<tr>
<td>5000 lbs. or more</td>
<td>76.92</td>
<td>79.74</td>
<td>57.57</td>
</tr>
<tr>
<td><strong>All Vehicles:</strong></td>
<td>83.41</td>
<td>83.06</td>
<td>66.07</td>
</tr>
</tbody>
</table>
The percent of vehicles traveling more than 5 mph above the speed limit (exceeding 60 mph) for each case was as follows:

<table>
<thead>
<tr>
<th></th>
<th>Interstate</th>
<th></th>
<th>Other</th>
<th></th>
<th>Two Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Urban</td>
<td>Rural</td>
<td>Four Lane</td>
<td>Rural</td>
<td>Two Lane</td>
</tr>
<tr>
<td>Passenger Cars:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indiana</td>
<td>42.14</td>
<td>41.82</td>
<td>27.62</td>
<td>28.85</td>
<td></td>
</tr>
<tr>
<td>Non-Indiana</td>
<td>49.07</td>
<td>47.20</td>
<td>30.47</td>
<td>23.14</td>
<td></td>
</tr>
<tr>
<td>All Passenger Cars</td>
<td>43.73</td>
<td>44.07</td>
<td>28.26</td>
<td>28.25</td>
<td></td>
</tr>
<tr>
<td>Trucks:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less than 5000 lbs.</td>
<td>35.06</td>
<td>28.40</td>
<td>27.42</td>
<td>26.67</td>
<td></td>
</tr>
<tr>
<td>5000 lbs. or more</td>
<td>39.16</td>
<td>39.87</td>
<td>21.71</td>
<td>23.73</td>
<td></td>
</tr>
<tr>
<td>All Vehicles:</td>
<td>42.30</td>
<td>41.71</td>
<td>26.94</td>
<td>27.35</td>
<td></td>
</tr>
</tbody>
</table>

The percent of vehicles traveling more than 10 miles per hour above the speed limit (exceeding 65 mph) for each case was as follows:

<table>
<thead>
<tr>
<th></th>
<th>Interstate</th>
<th></th>
<th>Other</th>
<th></th>
<th>Two Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Urban</td>
<td>Rural</td>
<td>Four Lane</td>
<td>Rural</td>
<td>Two Lane</td>
</tr>
<tr>
<td>Passenger Cars:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indiana</td>
<td>11.09</td>
<td>11.46</td>
<td>6.54</td>
<td>7.56</td>
<td></td>
</tr>
<tr>
<td>Non-Indiana</td>
<td>14.29</td>
<td>15.11</td>
<td>8.20</td>
<td>7.44</td>
<td></td>
</tr>
<tr>
<td>All Passenger Cars</td>
<td>11.82</td>
<td>12.99</td>
<td>6.91</td>
<td>7.54</td>
<td></td>
</tr>
<tr>
<td>Trucks:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less than 5000 lbs.</td>
<td>5.19</td>
<td>6.79</td>
<td>8.60</td>
<td>7.92</td>
<td></td>
</tr>
<tr>
<td>5000 lbs. or more</td>
<td>5.59</td>
<td>9.80</td>
<td>3.95</td>
<td>6.78</td>
<td></td>
</tr>
<tr>
<td>All Vehicles:</td>
<td>10.30</td>
<td>11.77</td>
<td>6.55</td>
<td>7.49</td>
<td></td>
</tr>
<tr>
<td></td>
<td>July-Sept. 1975</td>
<td>June-Sept. 1974</td>
<td>Δ**</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------</td>
<td>---------------</td>
<td>----------------</td>
<td>------</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Average</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Passenger Cars</td>
<td>58.7 (5.32)*</td>
<td>57.8 (5.81)</td>
<td>+0.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heavy Trucks</td>
<td>57.4 (5.74)</td>
<td>55.2 (5.69)</td>
<td>+2.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Trucks</td>
<td>57.4 (5.81)</td>
<td>55.6 (5.99)</td>
<td>+1.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>85 Percentile</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Passenger Cars</td>
<td>63.4</td>
<td>62.6</td>
<td>+0.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heavy Trucks</td>
<td>62.5</td>
<td>59.7</td>
<td>+2.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Trucks</td>
<td>62.5</td>
<td>60.2</td>
<td>+2.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>15 Percentile</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heavy Trucks</td>
<td>51.5</td>
<td>49.2</td>
<td>+2.3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Values in parentheses are standard deviations.

### TABLE B
SUMMARY OF SPOT SPEED OBSERVATION ON RURAL INDIANA HIGHWAYS
(Free-moving Vehicles on Level, Tangent Sections)

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Trucks</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Ind. Mean</td>
<td>Non-Ind. Mean</td>
<td>All Mean</td>
<td>All 85%</td>
<td>Light Mean</td>
</tr>
<tr>
<td>Two-Lane Highways</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sept. '66</td>
<td>60.1</td>
<td>59.5</td>
<td>59.9</td>
<td>65.5</td>
<td>55.4</td>
</tr>
<tr>
<td>Aug. '67</td>
<td>61.0</td>
<td>61.9</td>
<td>61.3</td>
<td>68.0</td>
<td>53.8</td>
</tr>
<tr>
<td>June '68</td>
<td>61.2</td>
<td>62.4</td>
<td>61.5</td>
<td>68.1</td>
<td>54.4</td>
</tr>
<tr>
<td>July '69</td>
<td>64.7</td>
<td>64.6</td>
<td>64.7</td>
<td>71.9</td>
<td>60.5</td>
</tr>
<tr>
<td>July '70</td>
<td>62.3</td>
<td>62.8</td>
<td>62.3</td>
<td>68.9</td>
<td>59.0</td>
</tr>
<tr>
<td>July '71</td>
<td>61.4</td>
<td>60.9</td>
<td>61.3</td>
<td>68.0</td>
<td>58.0</td>
</tr>
<tr>
<td>June '72</td>
<td>62.0</td>
<td>62.4</td>
<td>62.0</td>
<td>68.7</td>
<td>53.3</td>
</tr>
<tr>
<td>Aug. '73</td>
<td>62.1</td>
<td>61.4</td>
<td>62.1</td>
<td>68.7</td>
<td>58.7</td>
</tr>
<tr>
<td>Aug. '74</td>
<td>56.8</td>
<td>55.9</td>
<td>56.7</td>
<td>61.8</td>
<td>55.3</td>
</tr>
<tr>
<td>Aug. '75</td>
<td>57.2</td>
<td>57.4</td>
<td>57.8</td>
<td>62.5</td>
<td>57.5</td>
</tr>
<tr>
<td>Four-Lane Highways</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sept. '66</td>
<td>63.1</td>
<td>64.3</td>
<td>63.5</td>
<td>69.0</td>
<td>58.7</td>
</tr>
<tr>
<td>Aug. '67</td>
<td>64.3</td>
<td>65.7</td>
<td>65.0</td>
<td>70.3</td>
<td>57.0</td>
</tr>
<tr>
<td>June '68</td>
<td>64.2</td>
<td>66.2</td>
<td>64.9</td>
<td>70.4</td>
<td>58.4</td>
</tr>
<tr>
<td>July '69</td>
<td>67.7</td>
<td>68.3</td>
<td>67.9</td>
<td>74.6</td>
<td>64.0</td>
</tr>
<tr>
<td>July '70</td>
<td>64.6</td>
<td>64.3</td>
<td>64.5</td>
<td>70.6</td>
<td>59.7</td>
</tr>
<tr>
<td>July '71</td>
<td>64.3</td>
<td>65.4</td>
<td>64.7</td>
<td>70.7</td>
<td>59.8</td>
</tr>
<tr>
<td>June '72</td>
<td>64.3</td>
<td>64.3</td>
<td>64.3</td>
<td>70.9</td>
<td>59.4</td>
</tr>
<tr>
<td>Aug. '73</td>
<td>64.0</td>
<td>63.7</td>
<td>63.9</td>
<td>70.9</td>
<td>60.8</td>
</tr>
<tr>
<td>Aug. '74</td>
<td>58.0</td>
<td>57.9</td>
<td>58.0</td>
<td>63.1</td>
<td>56.8</td>
</tr>
<tr>
<td>Aug. '75</td>
<td>57.6</td>
<td>58.1</td>
<td>57.7</td>
<td>62.0</td>
<td>56.4</td>
</tr>
<tr>
<td>Interstate Highways</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sept. '66</td>
<td>62.1</td>
<td>63.3</td>
<td>62.5</td>
<td>68.5</td>
<td>56.1</td>
</tr>
<tr>
<td>Aug. '67</td>
<td>66.4</td>
<td>68.3</td>
<td>67.1</td>
<td>73.6</td>
<td>60.0</td>
</tr>
<tr>
<td>June '68</td>
<td>66.2</td>
<td>67.9</td>
<td>66.8</td>
<td>72.4</td>
<td>60.5</td>
</tr>
<tr>
<td>July '69</td>
<td>70.2</td>
<td>71.2</td>
<td>70.6</td>
<td>76.6</td>
<td>65.3</td>
</tr>
<tr>
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<td>57.5</td>
</tr>
</tbody>
</table>
Summary and Conclusions

The overall average speed for passenger cars in this study was found to be 58.7 mph. The overall average speeds for heavy trucks and for all trucks were found to be the same and equal to 57.4 mph. These overall average speeds are 0.9 mph, 2.2 mph, and 1.8 mph higher for passenger cars, heavy trucks, and all trucks, respectively, than the results of June-Sept. 1974.

The 85th percentile speed of passenger cars increased 0.8 mph from 1974 on all highways to 63.4 mph with an increase of 1.6 mph on the interstate and 0.7 mph on the two-lane and a decrease of 1.1 mph on the four-lane highways. Table A presents a comparison of the overall speed results with that of 1974. Table B further compares speed results for the classes of highway and vehicles for the past 10 years.

The increases in average speeds of passenger cars and trucks were mainly on the interstate facilities where passenger cars increased 1.2 mph since June-Sept. 1974 and heavy trucks 2.9 mph.

A comparison of 1975 speed data with that for other recent periods for several types of highway for passenger cars and trucks is shown in Tables C, D and E. The data for the May-June 1975 and May 1974 periods are for only a portion of the stations.

The speeds on urban interstate highways could not be compared with previous studies as this was the initial study at these two stations. It is clear, however, that interstate speeds were about the same for urban as for rural sections for this period (See Tables 20, 21 and 22 in the appendix).
### Table C: Average Speeds on Interstate Highways (Rural)

<table>
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<tr>
<th></th>
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<th></th>
<th></th>
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<td></td>
<td></td>
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<tr>
<td>Indiana</td>
<td>59.7</td>
<td>57.4</td>
<td>58.3</td>
<td>59.96</td>
</tr>
<tr>
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<td>60.2</td>
<td>57.4</td>
<td>59.3</td>
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<tr>
<td>All Passenger Cars</td>
<td>59.9</td>
<td>57.4</td>
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<td>59.92</td>
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<td>85 Percentile (all)</td>
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<td>60.9</td>
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<td>62.96</td>
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<td>Less than 5000 lbs.</td>
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<td>56.6</td>
<td>56.7</td>
<td>58.00</td>
</tr>
<tr>
<td>5000 lbs. or more</td>
<td>59.3</td>
<td>56.7</td>
<td>56.4</td>
<td>57.00</td>
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### Table D: Average Speeds on Other Four-Lane Highways

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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indiana</td>
<td>57.6</td>
<td>58.6</td>
<td>58.0</td>
<td>56.74</td>
</tr>
<tr>
<td>Non-Indiana</td>
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<td>58.4</td>
<td>57.9</td>
<td>55.87</td>
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<tr>
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<td>58.6</td>
<td>58.0</td>
<td>56.62</td>
</tr>
<tr>
<td>85 Percentile (all)</td>
<td>62.0</td>
<td>63.3</td>
<td>63.1</td>
<td>62.38</td>
</tr>
<tr>
<td><strong>Trucks:</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<td>55.4</td>
<td>54.4</td>
<td>53.22</td>
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### Table E: Average Speeds on Two-Lane Highways

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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indiana</td>
<td>57.2</td>
<td>57.1</td>
<td>56.8</td>
<td>58.70</td>
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<td>57.7</td>
<td>55.9</td>
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<td>57.8</td>
<td>57.1</td>
<td>56.7</td>
<td>58.66</td>
</tr>
<tr>
<td>85 Percentile (all)</td>
<td>62.5</td>
<td>62.3</td>
<td>61.8</td>
<td>62.77</td>
</tr>
<tr>
<td><strong>Trucks:</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Less than 5000 lbs.</td>
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</tr>
<tr>
<td>5000 lbs. or more</td>
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<td>53.6</td>
<td>54.5</td>
<td>53.89</td>
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</tbody>
</table>
APPENDIX A

Determination of Sample Size
Determination of Sample Size

It was desired that a 95% confidence interval of the true mean of the speed of passenger cars should not be wider than 2 mph. For trucks weighing 5000 lbs. or more a 95% confidence interval with a 4 mph band was desired.

Assuming a normal distribution of speeds and using the standard deviation of the 1974 data, the minimum sample size requirements were determined by:

$$N = \left(\frac{2tS}{L}\right)^2$$

$N$ = sample size required

$t$ = tabulated "t" value for the required level of significance

$S$ = estimated standard deviation

$L$ = width of the interval

For Passenger Cars:

$$N = \left(\frac{2 \times 1.96 \times 5.81}{2}\right)^2 = 130 \text{ observations}$$

For Heavy Trucks:

$$N = \left(\frac{2 \times 1.96 \times 5.69}{4}\right)^2 = 32 \text{ observations}$$

NOTES:

1. At all stations at least 280 passenger car observations and 53 heavy truck observations were obtained for the study reported herein.

2. The minimum sample size requirement under the mandatory 55 mph speed limit is about half the size required under the previous 70 mph speed limit; this is due to the reduction in the estimated standard deviation.
APPENDIX B

Speed Data (Tables 1 to 22)
### TABLE 1

**SPEED DATA**

**Station**: 1  
**Highway**: I-69  
**Location**: 3.3 Miles South of Junction S.R. 18  
**Type of Surface**: Portland Cement Concrete  
**Weather**: Clear  
**Date**: 8-5-74  
**Time**: 11:40 - 1:55 PM

<table>
<thead>
<tr>
<th>No. of Lanes</th>
<th>This Observation</th>
<th>Date</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>8-27-75</td>
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<table>
<thead>
<tr>
<th>No. of Lanes</th>
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<th>Date</th>
<th>Time</th>
</tr>
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<tbody>
<tr>
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<td>8-5-74</td>
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#### PASSENGER CARS

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<tr>
<th>Observation</th>
<th>All</th>
<th>Indiana</th>
<th>Non-Indiana</th>
<th>All</th>
<th>Less than 5000 pounds</th>
<th>5000 pounds or over</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Last</td>
<td>Present</td>
<td>Last</td>
<td>Present</td>
<td>Last</td>
<td>Present</td>
</tr>
<tr>
<td>No. of vehicles observed</td>
<td>280</td>
<td>988</td>
<td>158</td>
<td>174</td>
<td>122</td>
<td>114</td>
</tr>
<tr>
<td>Average speed (m.p.h.)</td>
<td>58.56</td>
<td>58.59</td>
<td>58.03</td>
<td>58.75</td>
<td>59.26</td>
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<tr>
<td>24 m.p.h.</td>
<td>0.0</td>
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<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
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<tr>
<td>29 m.p.h.</td>
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<tr>
<td>34 m.p.h.</td>
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<td>44 m.p.h.</td>
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<tr>
<td>49 m.p.h.</td>
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<td>1.15</td>
<td>1.64</td>
<td>1.75</td>
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<tr>
<td>59 m.p.h.</td>
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<td>60.07</td>
<td>53.29</td>
<td>58.62</td>
<td>53.20</td>
<td>62.28</td>
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<tr>
<td>64 m.p.h.</td>
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<td>92.01</td>
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<td>90.23</td>
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<td>94.74</td>
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<tr>
<td>69 m.p.h.</td>
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<td>98.26</td>
<td>98.73</td>
<td>97.70</td>
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<td>74 m.p.h.</td>
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<tr>
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<tr>
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#### TRUCKS

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<th>5000 pounds or over</th>
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<tr>
<td>Average speed</td>
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<td>58.05</td>
<td>57.61</td>
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* Annual traffic speed study.
<table>
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<tr>
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<th>Location</th>
<th>Speed Data</th>
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**No. of Lanes**
- **4**

**Type of Surface**
- Portland Cement Concrete

**Date**
- 9-18-75

**Time**
- 10:00 - 2:55 PM

**OBSERVATION**

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<tbody>
<tr>
<td></td>
<td>Last</td>
<td>Present</td>
<td>Last</td>
</tr>
<tr>
<td>No. of vehicles observed</td>
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<td>296</td>
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<tr>
<td>% of vehicles traveling at or less than</td>
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<td>24 m.p.h.</td>
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<td>30 m.p.h.</td>
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<td>45 m.p.h.</td>
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<td>60 m.p.h.</td>
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**Trucks**

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<th>5000 pounds or more</th>
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<tbody>
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</tr>
<tr>
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<td>88</td>
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<td>58.61</td>
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<tr>
<td>No. of vehicles observed</td>
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*Annual Traffic Speed Study*
<table>
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<th>Location</th>
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<td>Date</td>
<td>8-22-75</td>
<td>Date</td>
<td>8-6-74</td>
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<tr>
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<td>Time</td>
<td>11:30 - 1:10 PM</td>
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### TABLE 3  SPEED DATA

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<th>Non-Indiana</th>
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<th>5000 pounds or more</th>
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</thead>
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<tr>
<td>No. of vehicles observed</td>
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<td>288</td>
<td>206</td>
<td>207</td>
<td>78</td>
<td>81</td>
</tr>
<tr>
<td>Average speed (m.p.h.)</td>
<td>58.58</td>
<td>60.25</td>
<td>58.36</td>
<td>60.05</td>
<td>59.14</td>
<td>60.77</td>
</tr>
</tbody>
</table>

| All vehicles traveling at 24 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 29 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 34 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 39 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 44 m.p.h. | 0.35 | 0.0 | 0.49 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 49 m.p.h. | 1.41 | .35 | 1.94 | .48 | 0.0 | 0.0 | 3.67 | 91 | 5.56 | 1.92 | 1.82 | 0.0 |
| 54 m.p.h. | 15.49 | 7.99 | 16.99 | 10.14 | 11.54 | 2.47 | 22.02 | 10.00 | 37.04 | 11.54 | 7.27 | 8.62 |
| 59 m.p.h. | 61.62 | 48.26 | 63.11 | 49.76 | 57.69 | 44.44 | 66.97 | 49.09 | 62.96 | 53.85 | 70.91 | 44.83 |
| 64 m.p.h. | 91.55 | 86.81 | 92.23 | 87.44 | 89.74 | 85.19 | 89.91 | 84.55 | 83.33 | 88.46 | 96.36 | 81.03 |
| 69 m.p.h. | 98.24 | 96.18 | 98.54 | 96.62 | 97.44 | 95.06 | 97.25 | 98.18 | 94.44 | 100.0 | 100.0 | 96.55 |
| 74 m.p.h. | 99.30 | 97.92 | 99.51 | 98.07 | 98.72 | 97.53 | 99.08 | 100.0 | 98.15 | 100.0 | 100.0 | 100.0 |
| 79 m.p.h. | 100.0 | 99.65 | 100.0 | 99.52 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| 84 m.p.h. | 100.0 | 99.65 | 100.0 | 99.52 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| 89 m.p.h. | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

| No. of vehicles observed | 142 | 142 | 98 | 95 | 44 | 47 | 54 | 53 | 27 | 24 | 27 | 29 |
| Average speed | 58.77 | 59.70 | 58.32 | 59.18 | 59.80 | 60.77 | 57.63 | 60.11 | 57.33 | 59.00 | 57.93 | 61.03 |

<p>| No. of vehicles observed | 142 | 146 | 108 | 112 | 34 | 34 | 55 | 57 | 27 | 28 | 28 | 29 |
| Average speed | 58.38 | 60.78 | 58.41 | 60.79 | 58.29 | 60.76 | 58.69 | 59.35 | 58.11 | 58.93 | 59.25 | 59.76 |</p>
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<th>Last</th>
<th>Present</th>
<th>Last</th>
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| Time | 10:55 - 1:05 PM |

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<td>11:50 - 2:15 PM</td>
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**TABLE 6  SPEED DATA**

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<td>34 m.p.h.</td>
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**TABLE 7 SPEED DATA**

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<th>Date</th>
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<td>6-26-74</td>
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<td>6-26-74</td>
<td>11:15 - 2:45 PM</td>
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<td>Present</td>
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<tr>
<td>No. of vehicles observed</td>
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<td>56.80</td>
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</table>
| % of vehicles traveling at or less than:
| 24 m.p.h. | 0.0  | 0.0     | 0.0  | 0.0     | 0.0  | 0.0     | 0.0  | 0.0     | 0.0  | 0.0     |
| 29 m.p.h. | 0.0  | 0.0     | 0.0  | 0.0     | 0.0  | 0.0     | 0.0  | 0.0     | 0.0  | 0.0     |
| 34 m.p.h. | 0.0  | 0.0     | 0.0  | 0.0     | 0.0  | 0.0     | 0.0  | 0.0     | 0.0  | 0.0     |
| 39 m.p.h. | 0.36 | 0.34    | 0.34 | 0.34    | 1.39 | 1.39    | 0.0  | 0.0     | 0.0  | 0.0     |
| 44 m.p.h. | 2.49 | 3.09    | 3.38 | 2.74    | 0.0  | 4.17    | 0.0  | 0.0     | 0.0  | 0.0     |
| 49 m.p.h. | 5.34 | 8.25    | 5.28 | 9.13    | 2.70 | 5.56    | 17.55 | 21.24   | 0.0  | 0.0     |
| 54 m.p.h. | 31.39| 34.71   | 31.88| 32.42   | 29.73| 41.67   | 39.81 | 52.21   | 21.88| 52.63   |
| 59 m.p.h. | 65.12| 72.16   | 66.18| 72.15   | 62.16| 72.22   | 72.22 | 82.30   | 59.33| 78.95   | 77.63 | 84.00  |
| 64 m.p.h. | 84.34| 91.07   | 84.54| 92.24   | 83.78| 87.50   | 87.93 | 94.69   | 75.00| 92.11   | 75.35 | 96.00  |
| 69 m.p.h. | 93.26| 97.59   | 92.27| 96.80   | 95.95| 100.0   | 97.22 | 98.23   | 93.75| 97.37   | 98.68 | 98.67  |
| 74 m.p.h. | 100.0| 100.0   | 100.0| 100.0   | 100.0| 100.0   | 100.0| 100.0   | 100.0| 100.0   |
| 79 m.p.h. | 100.0| 100.0   | 100.0| 100.0   | 100.0| 100.0   | 100.0| 100.0   | 100.0| 100.0   |
| 84 m.p.h. | 100.0| 100.0   | 100.0| 100.0   | 100.0| 100.0   | 100.0| 100.0   | 100.0| 100.0   |
| 89 m.p.h. | 100.0| 100.0   | 100.0| 100.0   | 100.0| 100.0   | 100.0| 100.0   | 100.0| 100.0   |
| 94 m.p.h. | 100.0| 100.0   | 100.0| 100.0   | 100.0| 100.0   | 100.0| 100.0   | 100.0| 100.0   |
| 99 m.p.h. | 100.0| 100.0   | 100.0| 100.0   | 100.0| 100.0   | 100.0| 100.0   | 100.0| 100.0   |

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<th>Average speed</th>
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#### PASSENGER CARS

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#### TRUCKS

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*Passenger Cars*

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<th>Last</th>
<th>Present</th>
<th>Last</th>
<th>Present</th>
<th>Last</th>
<th>Present</th>
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<td>141</td>
<td>134</td>
<td>124</td>
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<td>17</td>
<td>55</td>
<td>141</td>
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<td>58.71</td>
<td>60.60</td>
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<td>56.33</td>
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*Trucks*

<table>
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<th>Last</th>
<th>Present</th>
<th>Last</th>
<th>Present</th>
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<th>Present</th>
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<td>----------</td>
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</tr>
<tr>
<td>No. of Lanes</td>
<td>2</td>
<td>Type of Surface</td>
<td>Asphalt Concrete</td>
<td>Weather</td>
<td>Cloudy</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Date/Time</td>
<td>8-26-75/10:40 - 1:30 PM</td>
<td>Last Previous Observation (Speed Report No.</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

| | PASSENGER CARS | TRUCKS |
| | All | Indiana | Non-Indiana | All | Less than 5000 pounds | 5000 pounds or more |
| **OBSERVATION** | Last | Present | Last | Present | Last | Present | Last | Present |
| No. of vehicles obs. | 279 | 245 | 34 | 116 | 48 | 68 | 56.12 | 56.67 | 55.74 |
| Average speed (m.p.h.) | 57.35 | 57.34 | 57.44 | 6.119 | 6.541 | 5.822 | 55.74 |
| Standard deviation | 5.402 | 5.392 | 5.555 | 0.0 | 0.0 | 0.0 | 55.74 |
| 24 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 29 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 34 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 39 m.p.h. | 0.36 | 0.41 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 44 m.p.h. | 1.08 | 1.22 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 49 m.p.h. | 7.17 | 7.35 | 5.88 | 3.45 | 2.08 | 4.41 | 13.24 |
| 54 m.p.h. | 29.39 | 28.98 | 32.35 | 34.48 | 29.17 | 38.24 | |
| 59 m.p.h. | 69.53 | 68.57 | 76.47 | 71.55 | 72.92 | 70.59 | 38.24 |
| 64 m.p.h. | 89.96 | 89.80 | 91.18 | 94.83 | 93.75 | 95.59 | |
| 69 m.p.h. | 98.57 | 99.18 | 94.12 | 98.28 | 95.83 | 100.0 | 95.59 |
| 74 m.p.h. | 100.0 | 100.0 | 100.0 | 99.14 | 97.92 | 100.0 | 100.0 |
| 79 m.p.h. | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| 84 m.p.h. | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| 89 m.p.h. | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

<table>
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<tr>
<th>% of vehicles traveling at or less than</th>
<th>All</th>
<th>Indiana</th>
<th>Non-Indiana</th>
<th>All</th>
<th>Less than 5000 pounds</th>
<th>5000 pounds or more</th>
</tr>
</thead>
<tbody>
<tr>
<td>24 m.p.h.</td>
<td>139</td>
<td>124</td>
<td>15</td>
<td>60</td>
<td>24</td>
<td>36</td>
</tr>
<tr>
<td>29 m.p.h.</td>
<td>140</td>
<td>121</td>
<td>19</td>
<td>56</td>
<td>24</td>
<td>32</td>
</tr>
<tr>
<td>34 m.p.h.</td>
<td>140</td>
<td>121</td>
<td>19</td>
<td>56</td>
<td>24</td>
<td>32</td>
</tr>
<tr>
<td>39 m.p.h.</td>
<td>140</td>
<td>121</td>
<td>19</td>
<td>56</td>
<td>24</td>
<td>32</td>
</tr>
<tr>
<td>44 m.p.h.</td>
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<td>121</td>
<td>19</td>
<td>56</td>
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<td>32</td>
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<tr>
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<td>19</td>
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<td>32</td>
</tr>
<tr>
<td>54 m.p.h.</td>
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<td>121</td>
<td>19</td>
<td>56</td>
<td>24</td>
<td>32</td>
</tr>
<tr>
<td>59 m.p.h.</td>
<td>140</td>
<td>121</td>
<td>19</td>
<td>56</td>
<td>24</td>
<td>32</td>
</tr>
<tr>
<td>64 m.p.h.</td>
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<td>121</td>
<td>19</td>
<td>56</td>
<td>24</td>
<td>32</td>
</tr>
<tr>
<td>69 m.p.h.</td>
<td>140</td>
<td>121</td>
<td>19</td>
<td>56</td>
<td>24</td>
<td>32</td>
</tr>
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<td>74 m.p.h.</td>
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<td>56</td>
<td>24</td>
<td>32</td>
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<td>79 m.p.h.</td>
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<td>121</td>
<td>19</td>
<td>56</td>
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<td>32</td>
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<tr>
<td>84 m.p.h.</td>
<td>140</td>
<td>121</td>
<td>19</td>
<td>56</td>
<td>24</td>
<td>32</td>
</tr>
<tr>
<td>89 m.p.h.</td>
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<td>121</td>
<td>19</td>
<td>56</td>
<td>24</td>
<td>32</td>
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<table>
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<tr>
<th>Bound Source</th>
<th>All</th>
<th>Indiana</th>
<th>Non-Indiana</th>
<th>All</th>
<th>Less than 5000 pounds</th>
<th>5000 pounds or more</th>
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</thead>
<tbody>
<tr>
<td>No. of vehicles obs.</td>
<td>139</td>
<td>124</td>
<td>15</td>
<td>60</td>
<td>24</td>
<td>36</td>
</tr>
<tr>
<td>Average speed</td>
<td>58.51</td>
<td>58.69</td>
<td>57.07</td>
<td>57.02</td>
<td>58.37</td>
<td>56.11</td>
</tr>
<tr>
<td>No. of vehicles obs.</td>
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<td>121</td>
<td>19</td>
<td>56</td>
<td>24</td>
<td>32</td>
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<td>57.74</td>
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<td>54.96</td>
<td>55.31</td>
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<td>Highway</td>
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<td>---------</td>
<td>---------</td>
<td>----------</td>
<td>--------------------------</td>
<td></td>
<td></td>
</tr>
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<td>No. of Lanes</td>
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<td>Asphalt Concrete</td>
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<td>Last Previous Observation</td>
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### TABLE 12  SPEED DATA

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<th>Non-Indiana</th>
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<th>Less than 5000 pounds</th>
<th>5000 pounds or over</th>
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</thead>
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<tr>
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<td>270</td>
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<td>Average speed (m.p.h.)</td>
<td>55.78</td>
<td>57.30</td>
<td>55.86</td>
<td>57.25</td>
<td>54.58</td>
<td>57.91</td>
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<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>29 m.p.h.</td>
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<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>34 m.p.h.</td>
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<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
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<tr>
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<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
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<tr>
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<td>0.69</td>
<td>0.74</td>
<td>0.75</td>
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<tr>
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<td>7.41</td>
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<td>26.32</td>
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<td>80.28</td>
<td>73.26</td>
<td>80.00</td>
<td>73.31</td>
<td>84.21</td>
<td>72.73</td>
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<td>93.61</td>
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<tr>
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<td>99.62</td>
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<tr>
<td>74 m.p.h.</td>
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<td>100.0</td>
<td>99.63</td>
<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
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<tr>
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<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
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<tr>
<td>84 m.p.h.</td>
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<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
</tr>
<tr>
<td>89 m.p.h.</td>
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<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
</tr>
</tbody>
</table>

### Footnote:
- **Obs.** Observations
- **Avg.** Average
- **Last** Last
- **Present** Present
- **Indiana** Indiana
- **Non-Indiana** Non-Indiana

### Units:
- **m.p.h.** Miles per hour
- **pounds** Weight in pounds

---

# TABLE 13  SPEED DATA

<table>
<thead>
<tr>
<th>OBSERVATION</th>
<th>All</th>
<th>Indiana</th>
<th>Non-Indiana</th>
<th>All</th>
<th>Less than 5000 pounds</th>
<th>5000 pounds or over</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of vehicles obs.</td>
<td>149</td>
<td>145</td>
<td>136</td>
<td>134</td>
<td>13</td>
<td>11</td>
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# TABLE 14  SPEED DATA

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<th>Non-Indiana</th>
<th>All</th>
<th>Less than 5000 pounds</th>
<th>5000 pounds or over</th>
</tr>
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<tr>
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<tr>
<td>Observation</td>
<td>All</td>
<td>Indiana</td>
<td>Non-Indiana</td>
<td>All</td>
<td>Less than 5000 pounds</td>
<td>5000 pounds or more</td>
</tr>
<tr>
<td>-------------</td>
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<td>------------</td>
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<td>59.81</td>
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### All Vehicles Traveling at or Less Than...

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<th>Last</th>
<th>Present</th>
<th>Last</th>
<th>Present</th>
<th>Last</th>
<th>Present</th>
<th>Last</th>
<th>Present</th>
</tr>
</thead>
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<td>0.0</td>
<td>0.0</td>
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<tr>
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<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
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<td>0.0</td>
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<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
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<tr>
<td>39 m.p.h.</td>
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<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
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<td>95.65</td>
<td>93.02</td>
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<td>100.0</td>
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<td>64 m.p.h.</td>
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<td>100.0</td>
<td>100.0</td>
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### Round Bound

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<th>Present</th>
<th>Last</th>
<th>Present</th>
<th>Last</th>
<th>Present</th>
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Average speed 60.70, 60.48, 60.93, 58.95, 59.29, 58.83

No. of vehicles observed 166, 97, 69, 54, 9, 45

Average speed 61.15, 61.18, 61.12, 61.02, 62.56, 60.71
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### OBSERVATION

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<th>Non-Indiana</th>
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<p>| | | OBSERVATION | PASSENGER CARS | TRUCKS |
| | | | All | Indiana | Non-Indiana | All | Less than 5000 pounds | 5000 or over |
| | | | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present |
| No. of vehicles observed | 1092 | 1143 | 931 | 887 | 161 | 256 | 464 | 490 | 178 | 186 | 286 | 304 |
| Average speed (m.p.h.) | 57.97 | 57.66 | 57.98 | 57.55 | 57.88 | 58.07 | 55.30 | 56.06 | 56.81 | 56.37 | 54.36 | 55.87 |
| | | 24 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | 29 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.22 | 0.0 | 0.56 | 0.0 | 0.0 |
| | | 34 m.p.h. | 0.09 | 0.0 | 0.11 | 0.0 | 0.0 | 0.0 | 0.43 | 0.0 | 0.56 | 0.0 | 0.35 |
| | | 39 m.p.h. | 0.18 | 0.26 | 0.21 | 0.23 | 0.0 | 0.39 | 1.72 | 2.45 | 1.12 | 2.15 | 2.10 | 2.63 |
| | | 44 m.p.h. | 1.56 | 1.40 | 1.61 | 1.47 | 1.24 | 1.17 | 7.33 | 4.90 | 3.93 | 4.30 | 9.44 | 5.26 |
| | | 54 m.p.h. | 27.20 | 25.28 | 27.50 | 25.82 | 25.47 | 23.44 | 43.75 | 36.53 | 38.76 | 38.17 | 46.85 | 35.53 |
| | | 59 m.p.h. | 62.91 | 65.27 | 63.05 | 66.29 | 62.11 | 61.72 | 75.65 | 69.80 | 69.66 | 68.82 | 79.37 | 70.39 |
| | | 64 m.p.h. | 87.00 | 91.16 | 86.90 | 91.54 | 87.58 | 89.84 | 91.59 | 93.06 | 84.83 | 90.32 | 95.80 | 94.74 |
| | | 69 m.p.h. | 95.97 | 98.51 | 95.81 | 98.42 | 96.89 | 98.83 | 97.84 | 98.16 | 96.07 | 97.31 | 98.95 | 98.68 |
| | | 74 m.p.h. | 99.36 | 99.65 | 99.36 | 99.55 | 99.38 | 100.0 | 99.35 | 99.80 | 99.44 | 99.46 | 99.30 | 100.0 |
| | | 79 m.p.h. | 99.73 | 99.83 | 99.68 | 99.77 | 100.0 | 100.0 | 99.78 | 100.0 | 99.44 | 100.0 | 100.0 | 100.0 |
| | | 84 m.p.h. | 99.91 | 99.91 | 99.89 | 99.89 | 100.0 | 100.0 | 99.78 | 100.0 | 99.44 | 100.0 | 100.0 | 100.0 |
| | | 89 m.p.h. | 99.91 | 99.91 | 99.89 | 99.89 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |</p>
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<th>Last Previous Observation (Speed Report No. 92)</th>
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<td>Observation Date Time</td>
<td>Date Time</td>
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<table>
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<th>PASSENGER CARS</th>
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<th>TRUCKS</th>
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<td>Non-Indiana</td>
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<td>Last Present</td>
<td>Last Present</td>
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### Monitoring of Speed (Statistical Summary)

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<th>State:</th>
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<th>Calendar Quarter Ending:</th>
<th>Sept. 30, 1975</th>
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<tbody>
<tr>
<td></td>
<td>Miles**</td>
<td>Frequency of Monitoring During Quarter</td>
<td>Duration of Monitoring</td>
</tr>
<tr>
<td>Interstate Rural</td>
<td>699*</td>
<td>once each location</td>
<td>2 hours each location</td>
</tr>
<tr>
<td>Interstate Urban</td>
<td>172*</td>
<td>once each location</td>
<td>2 hours each location</td>
</tr>
<tr>
<td>Other multi-</td>
<td>688</td>
<td>once each location</td>
<td>2 1/2 hours each location</td>
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<tr>
<td>land divided</td>
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<tr>
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<tr>
<td>rural</td>
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<tr>
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</table>

* Does not include Toll Road
** State Roads only

TABLE 20  All Vehicles
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<th>State: Indiana</th>
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<tbody>
<tr>
<td>Miles**</td>
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<tr>
<td>Other multi-lane divided urban</td>
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<tr>
<td>Undivided Rural</td>
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<td>4</td>
</tr>
<tr>
<td>Undivided Urban</td>
<td>732</td>
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</tr>
<tr>
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<td>14</td>
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</tbody>
</table>

* Does not include Toll Road
** State Roads only

TABLE 21  Passenger Cars
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<th>Calendar Quarter Ending: Sept. 30, 1975</th>
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</tr>
<tr>
<td>Interstate Rural</td>
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<tr>
<td>Interstate Urban</td>
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<td>2</td>
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<tr>
<td>Other multi-lane divided rural</td>
<td>688</td>
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<tr>
<td>State Total</td>
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</tr>
</tbody>
</table>

* Does not include Toll Road  
** State Roads only  

TABLE 22 All Trucks