TRAFFIC SPEED REPORT No.58

APRIL-1956
No. 18

by F.M. Holloway

Joint Highway Research Project
PURDUE UNIVERSITY
LAFAYETTE INDIANA
TO: K. B. Woods, Director
    Joint Highway Research Project

FROM: Harold L. Michael, Assistant Director

April 19, 1956
File: S-1-1
    C-36-10

Attached is "Traffic Speed Report No. 58," which contains data collected during the past few months at several locations near Lafayette, Indiana. The report has been prepared by Mr. F. M. Holloway, Research Engineer on our staff.

This report indicates that there has been a slight increase in the average speed of passenger cars, while average speeds for trucks are almost the same as speeds during the summer of 1955.

Respectfully submitted,

Harold L. Michael, Assistant Director
Joint Highway Research Project

HLM: cjg

Attachment

cc: J. R. Cooper  R. E. Milla
    J. T. Hallett  B. H. Petty
    F. P. Hovey  Lloyd Poindexter
    G. A. Hawkins  C. E. Vogelgesang
    G. A. Leonards  J. L. Waling
    B. B. Lewis
TRAFFIC SPEED REPORT NO. 56

by

F. M. Holloway
Research Engineer
Joint Highway Research Project

File: 8-1-1
C-36-10

Purdue University
Lafayette, Indiana
April 19, 1956
This report covers spot speed observations made during February, 1956. These data were collected by R. J. Henning, M. O. Reed, and the writer. All observations are for free-moving vehicles on level, tangent sections of rural highways. Locations observed were:

1. U.S. 52 - 1.0 miles south of Jct. S. R. 28 (dual lanes)
2. U.S. 52 - 1.0 miles west of Klondike (dual lanes)
3. U.S. 52 - 2.2 miles northwest of Templeton (2 lane)
4. U.S. 42 - 1.0 miles north of Boswell (2 lane)
5. U.S. 31 - 7.2 miles north of Perrysburg (2 lane)
6. S.R. 25 - 1.0 miles south of American (2 lane)

Before the speed indicator was used for the present study, it was thoroughly checked for accuracy in the field. The speed indicator was calibrated and adjustments made until it was clearly indicated that speeds could be observed and adjusted to the correct speed in the range of 20 to 80 miles per hour.

In order to facilitate comparisons between the present and the last five previous observations, the summary of results are given in Table I. Indiana state law limits the speed of passenger cars and trucks weighing less than 5,000 pounds to 65 miles per hour while trucks weighing more than 5,000 pounds are limited to 45 miles per hour. For this reason the truck speeds are divided into three groups, light trucks, heavy trucks, and all trucks. Because it is impractical to accurately ascertain the exact weight of each truck, panel and pickup types are classed as less than 5,000 pounds while dual-tired and semi-trailer types are classed as weighing over 5,000 pounds.

In order to facilitate comparison between the present and the last
previous observation at a given location, the summary of results are presented in tabular form. For locations 3 and 5, December, 1954 observations are used while for the other four locations, July, 1955 observations are used. It should also be noted that station 3 has been moved northwesterly approximately one mile because the new construction at the old location makes it impractical to use that location.

An apparent increase in the average speeds of practically all types of vehicles on both two-lane and four-lane highways was noted during this study. Indiana passenger cars increased their average speeds from 53.8 mph to 54.9 mph on two-lane highways and from 54.5 mph to 58.1 mph on four-lane highways. Passenger cars from other states showed a similar increase in speeds over the study taken in July 1955. These speeds increased from 55.7 mph to 58.0 mph on two-lane highways and from 56.6 mph to 60.1 mph on four-lane highways.

Light trucks showed a very slight increase that amounted to 0.9 mph on two-lane highways and only 0.3 mph on four-lane. Heavy trucks on two-lane highways are the only class of vehicles that had a decrease in average speed. This decrease was 2.3 mph. However, on four-lane highways, heavy truck speeds increased 1.3 mph.

The increase in speed of all passenger cars amounted to approximately 1.6 mph to a high of 56.8 mph. Although most truck speeds increased slightly, the decrease of heavy trucks on two-lane highways was sufficient to make the average speed for all trucks on all highways decrease 0.3 mph to 44.9 mph.
<table>
<thead>
<tr>
<th>Title</th>
<th>Table No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summary of spot Speed Observations on Indian Highways</td>
<td>1</td>
</tr>
<tr>
<td>U. S. 52 - 1.0 Miles South of S. Jct. S. R. 28</td>
<td>2</td>
</tr>
<tr>
<td>U. S. 52 - 1.0 Miles West of Klondike</td>
<td>3</td>
</tr>
<tr>
<td>U. S. 52 - 2.2 Miles Northwest of Templeton</td>
<td>4</td>
</tr>
<tr>
<td>U. S. 42 - 1.0 Miles North of Boswell</td>
<td>5</td>
</tr>
<tr>
<td>U. S. 31 - 7.2 Miles North of Perrysburg</td>
<td>6</td>
</tr>
<tr>
<td>S. R. 25 - 1.0 Miles South of Americus</td>
<td>7</td>
</tr>
</tbody>
</table>
Table 1
SUMMARY OF SPOT SPEED OBSERVATIONS ON INDIANA HIGHWAYS
(Free-Moving Vehicles on Level, Tangent Sections)

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th></th>
<th>Trucks</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Ind., Mean</td>
<td>Non-Ind., Mean</td>
<td>All, Mean</td>
</tr>
<tr>
<td></td>
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<td></td>
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<tr>
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<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Two-Lane</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highways</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dec. '53</td>
<td>51.5</td>
<td>55.9</td>
<td>53.2</td>
</tr>
<tr>
<td>Apr. '54</td>
<td>53.6</td>
<td>56.5</td>
<td>54.8</td>
</tr>
<tr>
<td>Aug. '54</td>
<td>55.0</td>
<td>56.8</td>
<td>55.7</td>
</tr>
<tr>
<td>Dec. '55</td>
<td>52.0</td>
<td>54.1</td>
<td>52.6</td>
</tr>
<tr>
<td>July '55</td>
<td>53.8</td>
<td>55.7</td>
<td>54.5</td>
</tr>
<tr>
<td>Feb. '56</td>
<td>54.9</td>
<td>58.0</td>
<td>55.9</td>
</tr>
</tbody>
</table>

Four-Lane Highways

| Dec. '53         | 52.1           | 55.8                  | 53.4                 | 61.5                |
| Apr. '54         | 56.4           | 58.8                  | 57.3                 | 66.0                |
| Aug. '54         | 55.5           | 58.2                  | 56.6                 | 65.0                |
| Dec. '55         | 54.2           | 55.7                  | 54.7                 | 60.4                |
| July '55         | 54.5           | 56.6                  | 55.2                 | 61.7                |
| Feb. '56         | 58.1           | 60.1                  | 58.7                 | 65.7                |

All Highways

| Dec. '53         | 51.7           | 55.9                  | 53.3                 | 61.6                |
| Apr. '54         | 54.6           | 57.3                  | 55.6                 | 66.4                |
| Aug. '54         | 55.1           | 57.3                  | 56.0                 | 66.3                |
| Dec. '55         | 52.7           | 54.5                  | 53.4                 | 59.3                |
| July '55         | 56.1           | 56.6                  | 55.2                 | 61.3                |
| Feb. '56         | 56.0           | 58.6                  | 56.8                 | 63.8                |
APPENDIX

Track types are classified as follows:

2P  2 Axle panel or pickup
2S  2 Axle, 4 tired other than 2P
2D  2 Axle, 6 tired
3   3 Axle single unit
2-8-1 2 Axle tractor-truck with 1 axle semitrailer
2-8-2 2 Axle tractor-truck with 2 axle semitrailer
2-2  2 Axle tractor-truck pulling 2 axle full trailer
2-6-1-2 2 Axle tractor-truck with 1 axle semitrailer and a
        2 axle full trailer
3-3  3 Axle truck pulling 3 axle full trailer
3-82-2 3 Axle tractor-truck with a 2 axle semitrailer and a
        2 axle trailer

Body Type Code:

CO  Covered, box, closed, delivery, panel, screen, top, van
PL  Platform, flat bed
ST  Stake, crate, rack
TA  Tank
OP  Open, pickup
RF  Refrigerator
AC  Autocarrier
DP  Dump
LI  Lime spreader
NL  Not reportable in any of above classification
### TABLE 2  SPEED DATA

Station: U, S, 52  1.0 Mi. South of S. Jct. S. R. 28

<table>
<thead>
<tr>
<th>Surface</th>
<th>24° F.B. - P.C.C. S.B. - Bit. Conc. (Divided Lanes)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>This Observation</th>
<th>Weather</th>
<th>Clear</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>Feb. 17, 1956</th>
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<table>
<thead>
<tr>
<th>Time</th>
<th>10:45 A.M. - 11:45 P.M.</th>
</tr>
</thead>
</table>

Last Previous Observation (Speed Report No. 56)

<table>
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<th>Date</th>
<th>July 11, 1955</th>
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</thead>
</table>

<table>
<thead>
<tr>
<th>Time</th>
<th>12:44 P.M. - 1:42 P.M.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>PASSENGER CARS</th>
<th>THUCKS</th>
<th>BUSES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OBSERVATION</strong></td>
<td><strong>All</strong></td>
<td><strong>Indian</strong></td>
</tr>
<tr>
<td>----------------</td>
<td>--------</td>
<td>----------</td>
</tr>
<tr>
<td><strong>No. of Vehicles Obs.</strong></td>
<td>408</td>
<td>157</td>
</tr>
<tr>
<td><strong>Av. Speed (m.p.h.)</strong></td>
<td>59.3</td>
<td>56.2</td>
</tr>
<tr>
<td>58.0 m.p.h.</td>
<td>60.7</td>
<td>64.2</td>
</tr>
<tr>
<td>50.0 m.p.h.</td>
<td>60.7</td>
<td>64.2</td>
</tr>
<tr>
<td>55.0 m.p.h.</td>
<td>76.7</td>
<td>76.7</td>
</tr>
<tr>
<td>60.0 m.p.h.</td>
<td>49.3</td>
<td>43.1</td>
</tr>
<tr>
<td>65.0 m.p.h.</td>
<td>25.0</td>
<td>25.0</td>
</tr>
<tr>
<td>70.0 m.p.h.</td>
<td>0.9</td>
<td>2.0</td>
</tr>
<tr>
<td>75.0 m.p.h.</td>
<td>0.0</td>
<td>0.0</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Loss Exceeding All Vehicles</strong></th>
<th><strong>Av. Speed (m.p.h.)</strong></th>
<th><strong>Max. Speed (m.p.h.)</strong></th>
<th><strong>State or Type</strong></th>
<th><strong>Min. Speed (m.p.h.)</strong></th>
<th><strong>State or Type</strong></th>
<th><strong>No. of Vehicles Obs.</strong></th>
<th>104</th>
<th>172</th>
<th>95</th>
<th>124</th>
<th>103</th>
<th>48</th>
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</thead>
<tbody>
<tr>
<td><strong>State or Type</strong></td>
<td>111.00</td>
<td>111.00</td>
<td>111.00</td>
<td>111.00</td>
<td>111.00</td>
<td>111.00</td>
<td><strong>Av. Speed (m.p.h.)</strong></td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Max. Speed (m.p.h.)</strong></td>
<td>111.00</td>
<td>111.00</td>
<td>111.00</td>
<td>111.00</td>
<td>111.00</td>
<td>111.00</td>
<td><strong>State or Type</strong></td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Min. Speed (m.p.h.)</strong></td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td><strong>No. of Vehicles Obs.</strong></td>
<td>210</td>
<td>135</td>
<td>76</td>
<td>110</td>
<td>131</td>
</tr>
<tr>
<td><strong>Loss Exceeding All Vehicles</strong></td>
<td><strong>Av. Speed (m.p.h.)</strong></td>
<td><strong>Max. Speed (m.p.h.)</strong></td>
<td><strong>State or Type</strong></td>
<td><strong>Min. Speed (m.p.h.)</strong></td>
<td><strong>State or Type</strong></td>
<td><strong>No. of Vehicles Obs.</strong></td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
</tbody>
</table>

- **All** refers to the total count of vehicles observed.
- **Indiana** refers to vehicles observed by Indiana drivers.
- **Non-Indiana** refers to vehicles observed by non-Indiana drivers.
- **Less than 5000 pounds** refers to trucks weighing less than 5000 pounds.
- **5000 pounds or more** refers to trucks weighing 5000 pounds or more.
- **Last** and **Present** columns indicate the frequency of observations in the last and present observations, respectively.
<table>
<thead>
<tr>
<th>Surface</th>
<th>Portland Cement Concrete (Divided Lanes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weather</td>
<td>Clear</td>
</tr>
<tr>
<td>Last Previous Observation (Speed Report No. 56)</td>
<td>Date June 13, 1955</td>
</tr>
<tr>
<td>Date</td>
<td>Feb. 23 and 29, 1956</td>
</tr>
<tr>
<td>Time</td>
<td>3:20 - 10:20 A.M. &amp; 1:40 - 3:30 P.M.</td>
</tr>
<tr>
<td>Time</td>
<td>12:30 P.M. - 1:30 P.M.</td>
</tr>
</tbody>
</table>

## TABLE 3 SPEED DATA

<table>
<thead>
<tr>
<th>STATION</th>
<th>U.S. 52 1.0 MI. West of Klondike</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th></th>
<th>PASSENGER CARS</th>
<th>TRUCKS</th>
<th>BUSES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All Present</td>
<td>Indiana Present</td>
<td>Non-Indians Present</td>
</tr>
<tr>
<td>Box of Vehicles (3rd)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Box of Vehicles (3rd)</td>
<td>625 257</td>
<td>278</td>
<td>168 74</td>
</tr>
<tr>
<td>Box of Vehicles (2nd)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Box of Vehicles (2nd)</td>
<td>625 257</td>
<td>278</td>
<td>168 74</td>
</tr>
<tr>
<td>Box of Vehicles (1st)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Box of Vehicles (1st)</td>
<td>625 257</td>
<td>278</td>
<td>168 74</td>
</tr>
<tr>
<td>Box of Vehicles (2nd)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Box of Vehicles (2nd)</td>
<td>625 257</td>
<td>278</td>
<td>168 74</td>
</tr>
<tr>
<td>Box of Vehicles (1st)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Box of Vehicles (1st)</td>
<td>625 257</td>
<td>278</td>
<td>168 74</td>
</tr>
<tr>
<td>Box of Vehicles (2nd)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Box of Vehicles (2nd)</td>
<td>625 257</td>
<td>278</td>
<td>168 74</td>
</tr>
<tr>
<td>Box of Vehicles (1st)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Box of Vehicles (1st)</td>
<td>625 257</td>
<td>278</td>
<td>168 74</td>
</tr>
</tbody>
</table>
### TABLE 4
**SPEED DATA**

**Station:** U.S. 52 2.0 Miles North of Templeton (Formerly 1.0 Miles North of Templeton)

**Surface:**

**This Observation**

- **Date:** Feb. 20, 1956
- **Time:** 9:00 A.M. - 12:10 P.M.

**Last Previous Observation (Speed Report No. 55)**

- **Date:** December 23, 1955
- **Time:** 10:05 A.M. - 11:00 P.M.

<table>
<thead>
<tr>
<th>Classification</th>
<th>PASSENGER CARS</th>
<th>TRUCKS</th>
<th>BUSES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All</td>
<td>Less than 5000 pounds</td>
<td>5000 pounds or more</td>
</tr>
<tr>
<td></td>
<td>Last</td>
<td>Present</td>
<td>Last</td>
</tr>
<tr>
<td>No. of Vehicles Obs.</td>
<td>429</td>
<td>362</td>
<td>189</td>
</tr>
<tr>
<td>Avg. Speed (m.p.h.)</td>
<td>56.0</td>
<td>56.8</td>
<td>53.3</td>
</tr>
<tr>
<td>Avg. Speed (k.p.h.)</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>No. of Vehicles Obs.</td>
<td>103</td>
<td>35</td>
<td>104</td>
</tr>
<tr>
<td>Avg. Speed (m.p.h.)</td>
<td>52.5</td>
<td>56.2</td>
<td>52.7</td>
</tr>
<tr>
<td>Avg. Speed (k.p.h.)</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>No. of Vehicles Obs.</td>
<td>217</td>
<td>212</td>
<td>212</td>
</tr>
<tr>
<td>Avg. Speed (m.p.h.)</td>
<td>55.4</td>
<td>57.3</td>
<td>56.1</td>
</tr>
<tr>
<td>Avg. Speed (k.p.h.)</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------</td>
<td>--------------</td>
<td>--------------</td>
<td>--------------</td>
</tr>
<tr>
<td></td>
<td>All</td>
<td>Indiana</td>
<td>Non-Indiana</td>
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<tr>
<td></td>
<td>Last Present</td>
<td>Last Present</td>
<td>Last Present</td>
</tr>
<tr>
<td><strong>No. of Vehicles Obs.</strong></td>
<td>391</td>
<td>153</td>
<td>228</td>
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<tr>
<td><strong>Avg. Speed (m.p.h.)</strong></td>
<td>56.7</td>
<td>58.0</td>
<td>55.6</td>
</tr>
<tr>
<td><strong>Max. Speed (m.p.h.)</strong></td>
<td>75.2</td>
<td>88.2</td>
<td>88.3</td>
</tr>
<tr>
<td><strong>Min. Speed (m.p.h.)</strong></td>
<td>2.3</td>
<td>7.9</td>
<td>2.6</td>
</tr>
<tr>
<td><strong>State or Type</strong></td>
<td>All</td>
<td>All</td>
<td>All</td>
</tr>
<tr>
<td><strong>Northbound</strong></td>
<td>218</td>
<td>162</td>
<td>134</td>
</tr>
<tr>
<td><strong>Southbound</strong></td>
<td>173</td>
<td>214</td>
<td>201</td>
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<tr>
<td><strong>Avg. Speed (m.p.h.)</strong></td>
<td>55.1</td>
<td>57.7</td>
<td>55.9</td>
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<tr>
<td><strong>Max. Speed (m.p.h.)</strong></td>
<td>79</td>
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<td>79</td>
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<tr>
<td><strong>Min. Speed (m.p.h.)</strong></td>
<td>32</td>
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<tr>
<td><strong>Weather</strong></td>
<td>Cloudy</td>
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<tr>
<td><strong>Last Previous Observation</strong></td>
<td>Feb 10, 1956</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Date</strong></td>
<td>July 8, 1955</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Time</strong></td>
<td>12:35 P.M.</td>
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<td></td>
</tr>
</tbody>
</table>

**Station:** U.S. 41 1.5 miles North of Boswell

**Surface:** 22.5° Portland Cement Concrete
<table>
<thead>
<tr>
<th>Observation</th>
<th>Average Speed (m.p.h.)</th>
<th>All</th>
<th>Present</th>
<th>Indiana</th>
<th>Non-Indiana</th>
<th>All</th>
<th>Present</th>
<th>Less than 5000 pounds</th>
<th>5000 pounds or more</th>
<th>All</th>
<th>Present</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of Vehicles Obs.</td>
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<td>53.4</td>
<td>53.3</td>
<td>53.0</td>
<td>55.2</td>
<td>47.5</td>
<td>44.2</td>
<td>50.7</td>
<td>46.1</td>
<td>45.1</td>
<td>43.1</td>
</tr>
<tr>
<td>Ave. Speed (m.p.h.)</td>
<td>53.4</td>
<td>53.3</td>
<td>53.0</td>
<td>55.2</td>
<td>47.5</td>
<td>44.2</td>
<td>50.7</td>
<td>46.1</td>
<td>45.1</td>
<td>43.1</td>
<td>46</td>
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<tr>
<td>No. of Vehicles Obs.</td>
<td>205</td>
<td>51.6</td>
<td>51.3</td>
<td>55.5</td>
<td>49.1</td>
<td>43.7</td>
<td>51.6</td>
<td>44.8</td>
<td>47.6</td>
<td>42.9</td>
<td>45.0</td>
</tr>
<tr>
<td>Ave. Speed (m.p.h.)</td>
<td>51.6</td>
<td>51.3</td>
<td>55.5</td>
<td>49.1</td>
<td>43.7</td>
<td>41.1</td>
<td>44.8</td>
<td>47.6</td>
<td>42.9</td>
<td>45.0</td>
<td>44.0</td>
</tr>
<tr>
<td>No. of Vehicles Obs.</td>
<td>225</td>
<td>52.6</td>
<td>53.3</td>
<td>55.9</td>
<td>46.0</td>
<td>44.3</td>
<td>47.8</td>
<td>42.2</td>
<td>43.4</td>
<td>61.0</td>
<td>61</td>
</tr>
<tr>
<td>Ave. Speed (m.p.h.)</td>
<td>52.6</td>
<td>53.3</td>
<td>55.9</td>
<td>46.0</td>
<td>44.3</td>
<td>42.2</td>
<td>43.4</td>
<td>61.0</td>
<td></td>
<td>61</td>
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</tr>
</tbody>
</table>
## SPEED DATA

**Station:** S. R. 25 1.0 Miles South of Americus  
**Surface:** 221 Bituminous Resurfaced Concrete  
**This Observation:**  
**Date:** February 16 and 21, 1936  
**Time:** 8:30 A.M. - 11:30 A.M.; 8:30 A.M. - 9:45 A.M.  
**Weather:** Partly Cloudy  
**Last Previous Observation (Speed Report No. 56):**  
**Date:** July 5, 1935  
**Time:** 12:35 P.M. - 2:50 P.M.

<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 more</th>
<th>Buses</th>
<th>All</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of Vehicles Observed</td>
<td>649</td>
<td>159</td>
<td>490</td>
<td>79</td>
<td>9</td>
<td>46</td>
<td>106</td>
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<tr>
<td>Avg. Speed (m.p.h.)</td>
<td>45.3</td>
<td>35.0</td>
<td>52.0</td>
<td>56.1</td>
<td>55.3</td>
<td>43.5</td>
<td>44.3</td>
<td>42.6</td>
</tr>
<tr>
<td>Max. Speed (m.p.h.)</td>
<td>83</td>
<td>73</td>
<td>91</td>
<td>102</td>
<td>112</td>
<td>83</td>
<td>73</td>
<td>91</td>
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<tr>
<td>Min. Speed (m.p.h.)</td>
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<td>State or Type</td>
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<td>All</td>
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<td>All</td>
<td>All</td>
<td>All</td>
<td>All</td>
<td>All</td>
</tr>
</tbody>
</table>

Note: The table includes data for passenger cars, trucks, and buses, with observations for both Indiana and Non-Indiana categories, as well as specific details on speed, number of vehicles, and other metrics.