SCHOOL OF
CIVIL ENGINEERING

INDIANA

DEPARTMENT OF TRANSPORTATION

JOINT HIGHWAY RESEARCH PROJECT

JHRP-91/8

Traffic Report

SPEED TRENDS ON INDIANA RURAL
INTERSTATE HIGHWAYS

David L. Cochran

PURDUE UNIVERSITY

JOINT HIGHWAY RESEARCH PROJECT

JHRP-91/8

Traffic Report

**SPEED TRENDS ON INDIANA RURAL
INTERSTATE HIGHWAYS**

David L. Cochran

Traffic Report
SPEED TRENDS ON INDIANA RURAL INTERSTATE HIGHWAYS

TO: Harold L. Michael, Director
Joint Highway Research Project

March 6, 1991

FROM: David L. Cochran, Traffic Speed Research
Joint Highway Research Project

Project: C-36-10C
File: 8-3-3

Attached is the 1990 report for Speed Trends On Indiana Rural Interstate Highways. This report includes calendar years 1983 through 1990, and is the third speed survey made exclusively of rural interstate data. All data were retrieved from locations that have been exempted from the 55 MPH Speed Compliance Certification Program.

The results of this study show that all vehicles on all Indiana rural interstate highways, had an average speed of 65.8 mph in 1990. This is 0.2 mph higher than the 1989 average speed of 65.6 mph, and 1.8 mph higher than the average speed of 64.0 mph during the 1988 calendar year. In addition, comparing Statewide speed versus vehicle length during 1990 indicates that the average speed of cars was 66.7 mph. This survey also shows that short trucks (21-45 feet) had an average speed of 62.8 mph, and long trucks (46-99 feet) had an average speed of 62.7 mph. The final Statewide results also indicate that 85 percent of all types of vehicles on all rural interstate highways are traveling at, or less than 72.5 mph.

The charts, Figure 2 and Figure 3 on page 6, graphically illustrate the speeds Statewide for all vehicles, and their percent greater than speed respectively. Table 4 on page 9 summarizes an analysis of speed versus vehicle length Statewide during 1990, while Figure 4 graphically represents those results. Appendix A contains summarized statistics for each monitoring station from 1983 through 1990, while the Tables and Figures in Appendix B compare all stations annually. Summary Tables and Figures relative to speed versus length during 1990 can be found in Appendix C. Calculations for final Statewide statistics are located in Appendix D.

Copies of this report will be sent to the Indiana Department of Transportation. Copies of this report are requested for release to the Indiana State Police and other highway safety agencies, which is normal procedure for these reports.

Respectfully submitted,

David L. Cochran
Traffic Speed Research

Traffic Research Report

SPEED TRENDS ON INDIANA RURAL INTERSTATE HIGHWAYS

by

David L. Cochran
Traffic Speed Research

Joint highway Research Project

Project No.: C-36-10C

File No.: 8-3-3

Prepared as part of the continuing collection
of planning data as included in the

Annual HPR Part I Work Program

of the

Indiana Department Of Transportation

in cooperation with the

Federal Highway Administration

Purdue University
West Lafayette, Indiana 47907-1284

March 6, 1991

SPEED TRENDS ON INDIANA RURAL INTERSTATE HIGHWAYS

Scope of Study

This report is a comparison and analysis of speed monitoring sessions made exclusively on Rural Interstate highways in Indiana for calendar years 1983 through 1990. Final Statewide results are listed in Table 2 and graphically illustrated in Figures 2 and 3.

This study was conducted by the Joint Highway Research Project (JHRP) at Purdue University. Federal Highway Planning and Research (HPR) funds from Part I (Planning) were used in part for the expenses of this study. Personnel of JHRP collected the speed data, analyzed the information and reported these results.

Speeds were measured at historical Rural Interstate locations which were exempted from the 55 MPH Certification Program on June 1, 1987. These data are used as a comparison of speed data retrieved from the same locations during prior years. All locations were originally selected by methods determined from the FHWA "Speed Monitoring Program Procedural Manual" (SMPPM). Data from two new locations are also included in this report. These sites were required additions to the 55 MPH Certification Program for the 1988 Speed Year survey. All Rural Interstate highways in Indiana are now exempt from that program. The locations monitored are listed in Table 1 and shown in Figure 1.

Presently, there are approximately 851 miles of rural interstate highways in Indiana. The rural interstate highways in Indiana represent only 0.9 percent of all highway facilities; however, these highways handle approximately 10.5 percent of all daily vehicle miles traveled. These rural interstate highways represent approximately 8.3 percent of facilities which are posted at, or greater than 55 mph, but handle approximately 22.3 percent of the daily vehicle miles traveled. Only 31 miles of rural interstate highways remain posted at 55 mph for various reasons. The posted maximum speed limit at all monitored locations was 65 mph, and 60 mph for trucks having over 13 tons declared gross weight.

The speed limit on Indiana rural interstate highways was posted at 65 mph for all vehicles effective June 1, 1987. However, a maximum speed limit of 55 mph for trucks with a gross weight of 13 tons was legislated in Indiana on April 1, 1988, and became effective around May 1, 1988. Additional legislation was passed on April 1, 1989 which increased the allowable speed limit for trucks, declaring more than 13 tons of gross weight, to 60 mph. Enforcement of the increased speed limit for these trucks became effective on July 1, 1989. The direct comparative value of 65 mph speed data collected prior to, or after these dates may be affected somewhat by these "dual" speed limits, however the effects should not be too significant.

Digitized by the Internet Archive
in 2011 with funding from
LYRASIS members and Sloan Foundation; Indiana Department of Transportation

TABLE 1

Sampling Segments
65 MPH/60 MPH Rural Interstate

RIS-01	I-69, Steuben County, 5 miles south of I-80 to I-80, <u>Northbound.</u>
RIS-02	I-69, Grant County, U.S. 35 to S.R. 18, <u>Southbound.</u>
RIS-03	I-70, Hancock County, S.R. 9 to S.R. 109, <u>Eastbound.</u>
RIC-04	I-80, Porter County, S.R. 49 to LaPorte County line, <u>Westbound.</u>
RIS-05	I-74, Boone County, Montgomery County line to S.R. 75, <u>Westbound.</u>
RIC-06	I-64, Dubois County, Spencer County line to Hawk Run Creek, <u>Westbound.</u>
RIS-07	I-70, Henry County, S.R. 109 to Bridge 5146, <u>Westbound.</u>
RIC-08	I-69, Huntington County, Wabash River to Flat Creek, <u>Northbound.</u>
RIC-09	I-80, Porter County, Portage City limit to S.R. 49, <u>Westbound.</u>
RIS-10	I-65, Tippecanoe County, Bridge 5555 to Bridge 5548, <u>Southbound.</u>
RIC-11	I-65, Lake County, 2.5 miles north to 1.4 miles south of U.S. 231, <u>Southbound.</u>
RIC-12	I-69, Madison County, 1.1 miles north to 5.5 miles north of Scatterfield Road (S.R. 9), <u>Southbound.</u>

Figure 1

RURAL INTERSTATE
65 MPH SPEED
STUDY LOCATIONS

Introduction

The Joint Highway Research Project (JHRP) has conducted annual Spotspeed studies (currently entitled "Traffic Speed Report") for the Indiana Department of Transportation (INDOT) since 1955. In addition, JHRP provides statistical speed data reporting under the research study title of "Speed Trends on Indiana Highways" for use in determining Annual Certification of Speed Limit enforcement for the 55 MPH Speed Compliance Program.

This report addresses some of the changes that have occurred due to passage of the Federal-Aid Highway Act of 1987. Specifically, the change in speed limit posting from 55 mph to 65 mph on Rural Interstate highways in Indiana, in accordance with Section 174 of the Surface Transportation and Uniform Relocation Act of 1987.

55 MPH History

In 1973, Congress established a national maximum speed limit of 55 mph as a temporary oil-energy conservation measure. Congress made the national maximum speed limit permanent in 1974. The Federal-Aid Amendments of 1974 made annual state enforcement certification a prerequisite for approval of Federal-aid highway projects. Annual statistics from JHRP speed monitoring programs are a part of this annual certification.

The annual speed certification monitoring program followed a sequence of Federal procedural manuals. The first, "Procedural Guide for Speed Monitoring," issued in September, 1975, provided for monitoring sessions during normal workdays on level, tangent highway sections under "free-flow" conditions.

The Federal government felt that public compliance with the national maximum speed limit worsened, and Congress passed the Highway Safety Act of 1978. This Act provided means for withholding Federal-Aid highway funds, or awarding incentive grants based on favorable annual speed compliance data. The incentive grant program was later discontinued.

The decision for penalties in withholding Federal-Aid highway funds was based on the fraction of all vehicles exceeding 55 mph on roads and streets posted at 55 mph (rather than "free-flow" vehicles on state highways, as previously). In response, the FHWA issued "Interim Speed Monitoring Procedures", which changed the methods for the collecting and reporting of speed information for Speed Years 1979 and 1980. The final "Speed Monitoring Program Procedural Manual" (SMPPM) was issued in May of 1980.

The SMPPM required several changes in the speed monitoring program for Indiana, and a new set of 35 speed monitoring locations had to be chosen by a random selection process. Since 1980, some locations have been moved, either temporarily or permanently. The historical speed monitoring locations in Indiana could no longer be included in the compliance program, and annual results of the historical program (Spotspeed) are now reported separately.

65 MPH History

On April 2, 1987, the Federal-aid Highway Act of 1987 (Act) was enacted. The National Highway Traffic Safety Administration (NHTSA) amended section 174, 23 U.S.C. 154 as mandated by the Act. This amendment gave "the States the authority to increase, without the loss of Federal-aid funds, the maximum speed limit to no more than 65 mph..... on Interstate Systems located outside an urbanized area of 50,000 (population) or more".

The amendment states that "States may raise speed limits on eligible highway sections immediately without waiting for the end of the fiscal year". For Indiana, the effective date for the change from 55 mph to 65 mph on eligible Rural Interstate sections was June 1, 1987. Also, "Any State choosing to increase the speed limit from 55 mph... will have to adjust the speed sampling and analysis plan in effect for the fiscal year in which the limit is raised".

An FHWA Memorandum was distributed which advised States that elected to increase the speed limit on eligible sections of Rural Interstate, that "VMT represented by the mileage on which the speed limit is raised above 55 mph will be excluded from the calculation of FY 1987 55 mph speed limit compliance statistics". As of June 1, 1987, all historical 55 mph Rural Interstate locations in Indiana were exempted from the 55 MPH Certification Program.

However, initial revised VMT weighting factors in September 1987, for use during the 1988 Speed Year, mandated the selection of two new rural interstate locations in areas still posted at 55 mph. The two new locations were monitored until September 1988, but a final revision of the VMT weighting factors exempted all rural interstate data from the 1988 Speed Year Annual Report, and from further inclusion in the 55 MPH Compliance Certification Program.

Sample Size

The historical rural interstate speed monitoring sites were comprised of four (4) control, and six (6) standard locations. The two (2) new control locations required for the 1988 Certification Program were added to the rural interstate speed trends study. Control locations were monitored once each Speed Quarter, while standard locations were monitored once each Speed Year. All sites are now monitored only once per year, and the original locations and directions have been retained, except for RIS-03 and RIC-06. The direction to be monitored at these locations was changed to allow more accurate and convenient on-site calibrations. Currently, 12 locations are being monitored for reporting data in association with "Speed Trends On Indiana Rural Interstate Highways".

RURAL INTERSTATE SPEED TRENDS STATEWIDE FOR INDIANA

FIGURE 2

FIGURE 3

• Adjusted For
Speedometer Error

Equipment and Procedures

The equipment used for monitoring speed by length consisted of a Streeter-Richardson model 241 classifier. Sensors consisted of permanent or temporary inductive loops and tape switches. Calibrations at installations were performed using a Kustom Signals H.A.W.K. K-band radar unit. This method, procedures used, and accuracy results have been approved for Indiana by the FHWA for use in the 55 MPH Certification Program.

Continuous data periods of 24 hours were extracted from a single monitoring session, generally lasting 36 to 72 hours. The data period extracted was pre-selected by calendar date or day for comparison with data taken during a similar period at the same location. Occasional problems relative to highway construction in the area to be monitored, weather, equipment failure or schedule delays may have required alternate periods.

Most locations were monitored during a date period as closely related to the previous session as practicable, and historical data prior to 1988 were selected to give a reasonable balance over the year. Some adjustments in dates of monitoring speeds during 1988 and 1989, at certain locations, were necessary to take advantage of permanent loop locations during cold weather periods when placement of temporary sensors is difficult or impossible.

Results of Statewide Analysis

The results from this study show that the Statewide average speed of all types of vehicles on the rural interstate highways has increased slightly. The average speed of all vehicles was up by 0.2 mph at 65.8 mph during 1990, when compared to an average speed of 65.6 mph in 1989 (Table 2). The average speed in 1990 was 1.8 mph higher than the average speed of 64.0 mph in 1988 and 1.9 mph higher than the average speed of 63.9 mph in 1987. Prior to 1988, the highest average speed of 64.3 mph occurred during 1984 (Figure 2).

TABLE 2
Statewide Speeds And Percent Greater Than Speed

YEAR	TOTAL	SPEED			RAW PERCENT GREATER THAN				
		MEAN	50TH	85TH	55mph	60mph	65mph	70mph	75mph
1983	61617	61.7	62.6	70.0	84.4	59.1	31.1	11.1	2.6
1984	67319	64.3	64.8	71.6	91.6	73.0	43.1	16.4	5.2
1985	72794	59.9	60.5	67.2	82.1	46.8	17.8	5.8	1.3
1986	77204	60.3	60.8	66.3	84.0	48.2	15.7	4.0	0.8
1987	77309	63.9	64.4	70.1	95.3	76.2	37.6	9.9	2.0
1988	112562	64.0	64.6	70.6	93.5	74.6	40.6	12.7	2.9
1989	111485	65.6	65.6	73.9	91.4	75.1	48.0	21.8	10.0
1990	118889	65.8	66.6	72.5	95.9	83.0	54.0	19.4	4.5

The percent of vehicles exceeding 65 mph was also up in 1990 over previous years (Table 2), and is higher than the previous maximum posted during 1988. The number of motorists in all types of vehicles exceeding 65 mph increased by 6.0 percent in 1990 from 1989, and increased by 23.4 percent from 1988. Alternately, the number of vehicles exceeding 75 mph decreased in 1990 by 5.5 percent as compared to 1989 (Figure 3). Additionally, the percent of all vehicles exceeding 70 mph showed a reduction of 2.4 percent during 1990 from 1989.

Examination of Speed by Length

Due to the passage of the reduced speed limit laws for trucks with a gross weight of 13,000 pounds or more, interest has grown for actual results of overall compliance with the lower limit. The "dual" speed limit will effect direct comparison of historical statistics somewhat, but overall results should not be drastically different.

In order to determine different vehicular compliance with the 65 mph and 55 mph speed limits on Indiana rural interstate highways during 1988, two surveys were made at two locations to examine speed versus vehicle length. The sites selected for this sample were RIS-03 and RIC-06. These locations were used because they have permanent loop installations, are geographically different, and appeared to have different historic speed trends. Three vehicle lengths were arbitrarily selected for use in the 1988 survey (Table 3). All rural interstate speed monitoring sessions during 1989 and 1990 implemented these same criteria for determining motorist compliance with the 65/60 mph speed limits.

TABLE 3
Vehicle Type Vs. Length

VEHICLE TYPE	LENGTH	FHWA VEHICLE CLASS
Cars	0-20 Feet	1 thru 3
Short Trucks	21-45 Feet	4 thru *8 (*3 - Axle)
Long Trucks	46-99 Feet	*8 thru 13 (*4 - Axle)

The results of speed by length monitoring are summarized in Table 4 and graphically illustrated in Figure 4. Cars had an average speed of 66.7 mph and long trucks had an average speed of 62.7 mph. The results show that the average speed for all combined trucks was 62.8 mph (Table 4). The results from 1990 also indicated that the average speed of all trucks was 3.9 mph lower than the average speed of cars. However, long trucks had a lower average speed than short trucks by 0.1 mph (Table 4).

During 1990, 61.1 percent of cars were exceeding 65 mph and 31.3 percent of short trucks were exceeding 65 mph. In contrast, 66.2 percent of long trucks were exceeding 60 mph. When all trucks were combined during the 1990 survey, 66.2 percent were exceeding 60 mph, and 28.8 percent were exceeding 65 mph (Table 4). When combining all vehicle lengths, 83.0 percent were exceeding 60 mph, and 54.0 percent were exceeding 65 mph (Table 4).

TABLE 4
Analysis of Statewide Results by Vehicle Length During 1990

VEHICLE TYPE	TOTAL	SPEED			RAW PERCENT GREATER THAN				
		MEAN	50TH	85TH	55MPH	60MPH	65MPH	70MPH	75MPH
Cars (0-20')	92643	66.7	67.5	73.2	97.2	87.8	61.1	22.7	5.3
S Trk. (21-45')	5075	62.8	63.3	69.5	90.5	65.9	31.3	7.9	2.4
L Trk. (46-99')	21351	62.7	63.1	69.2	91.5	66.2	28.2	7.5	1.6
All Trucks	26426	62.8	63.2	69.2	91.3	66.2	28.8	7.5	1.7
All Vehicles	118889	65.8	66.6	72.5	95.9	83.0	54.0	19.4	4.5

The net change in results in 1990 from 1989, by monitoring speed by length, is listed in Table 5. Nearly all of the truck categories showed a reduction from 1989 levels. The largest reduction in speed was in the short truck category of 85th percentile speed at 5.3 mph. Long trucks followed with a reduction in 85th percentile speed of 2.1 mph (Table 5). Similarly, a reduction occurred in all percent greater than speed categories, except for percent greater than 55 mph and 65 mph (Table 5). The 85th percentile speed of cars decreased by 1.3 mph from 1989. As with trucks, the percent greater than 70 mph and 75 mph decreased from 1989 levels by 2.1 percent and 5.7 percent respectively.

Conclusions

All speed monitoring sessions conducted during 1990 analyzed vehicle speed by length. An analysis of Statewide results of speed by vehicle length is summarized in Table 4, and graphically represented in Figure 4.

These results indicate that the average speed for cars on a Statewide basis was 66.7 mph in 1990 (Table 4). The median speed for cars was 67.5 mph, while the 85th percentile speed was 73.2 mph. The average speed for short trucks on a Statewide basis was 62.8 mph in 1990 (Table 4). The median speed for short trucks was 63.3 mph, while the 85th percentile speed was 69.5 mph. The average speed of long trucks on a Statewide basis was 62.7 mph in 1990 (Table 4). The median speed for long trucks was 63.1 mph, while the 85th percentile speed was 69.2 mph.

RURAL INTERSTATE SPEED TRENDS STATEWIDE FOR INDIANA ANALYSIS BY LENGTH

CARS = 0-20'
SHORT TRUCKS = 21-45'
LONG TRUCKS = 46-99'

FOR 1990 CALENDAR YEAR

FIGURE 4

TABLE 5
Net Change In Results During 1990 From 1989

VEHICLE TYPE	TOTAL	SPEED			RAW PERCENT GREATER THAN				
		MEAN	50TH	85TH	55MPH	60MPH	65MPH	70MPH	75MPH
Cars (0-20')	17142	0.1	0.8	-1.3	3.4	6.7	6.7	-2.1	-5.7
S Trk.(21-45')	-1450	-1.6	-0.5	-5.3	6.8	3.0	-8.5	-13.2	-10.6
L Trk.(46-99')	-8288	-0.6	0.0	-1.6	4.7	3.8	-5.1	-6.7	-5.1
All Trucks	-9738	-0.7	0.0	-2.1	5.0	3.7	-5.7	-8.0	-6.2
All Vehicles	7404	0.2	1.0	-1.4	4.5	7.9	6.0	-2.4	-5.5

Speed by length statistics for 1990 indicate that Statewide, 61.1 percent of the cars were exceeding 65 mph and 66.2 percent of the long trucks are exceeding 60 mph (Table 4). Short trucks are exceeding 65 mph at a rate of 31.3 percent

Statewide speed trends for all types of vehicles on Indiana rural interstate highways were up slightly in 1990 from 1989 (Table 2). The average speed in 1990 also continues to be higher than the historical peak Statewide average speed noticed during 1984 (Figure 2).

For the 55 MPH Speed Compliance Certification Program, the FHWA and NHTSA gives a procedure for adjusting the percentage of vehicles traveling over 55 mph to account for speedometer variability and sampling error. The speedometer adjustment for the percentage over 65 mph can be made using a similar procedure, and is calculated as follows:

If A = percent exceeding 65 mph

and

B = percent exceeding 70 mph

Then $C = .7(A - B) + B$ (adjusted percent of vehicles exceeding 65 mph)

In Indiana for 1989:

A = 54.0 and B = 19.4 (Table 2); then,

$C = .7(54.0 - 19.4) + 19.4$; C = 43.6% exceeding 65 mph

The SMPPM procedure allows an additional adjustment by using the lower limit of the confidence interval for the percentage exceeding 65 mph. This lower limit is obtained by subtracting 1.78 times the sample standard deviation from the adjusted percent exceeding 65 mph. This procedure established a target for sampling accuracy of 2.0% at a 95% one-sided confidence level.

Following the prescribed method of calculation, the Statewide standard error was 0.40%. The SMPPM assumes that the standard error has a Student's t distribution with degrees of freedom equal to the number of speed monitoring locations. Since 12 locations are monitored, the 95th percentile of the Student's t distribution with 12 degrees of freedom is 1.78. Therefore, the accuracy obtained was:

$$D = 1.78 \times 0.40; \text{ therefore } D = 0.72\%$$

and

$$F(\text{inal}) = C - D; \text{ so, } F = 43.6 - 0.72;$$

therefore,

$$F = 42.9\% \text{ exceeding } 65 \text{ mph.}$$

The final Statewide estimated percentage of vehicles exceeding 65 mph on rural interstate highways in Indiana, adjusted for speedometer error and sampling error was 42.9%. The Statewide average speed was 65.8 mph in 1990, and 85% of all vehicles on Indiana rural interstate highways were traveling at, or less than 72.5 mph. The Statewide average speed for cars was 66.7 mph and the Statewide average speed for long trucks was 62.7 mph.

Appendix A

Rural Interstate Speed Data by Speed Monitoring Location

Speed Data Tables (A-1 thru A-12)

Speed Figures (A-1A thru A-12A)

Percent Figures (A-1B thru A-12B)

TABLE A-1
SPEED DATA FOR RIS-01

COLLECTION		TOTAL VEH'S	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED														
DAY	DATE		MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85	
WED	20 Jul 83	5742	57.6	58.6	64.1	4127	71.9	1677	29.2	375	6.5	106	1.8	28	0.5	6	0.1	0	0.0	
FRI	14 Sep 84	8979	60.5	60.8	65.6	7984	88.9	4376	48.7	1093	12.2	179	2.0	50	0.6	18	0.2	11	0.1	
WED	4 Sep 85	5133	57.7	58.6	64.3	3692	71.9	1529	29.8	379	7.4	84	1.6	14	0.3	6	0.1	0	0.0	
SAT	6 Sep 86	5692	60.6	61.0	65.8	4949	86.9	2832	49.8	782	13.7	211	3.7	47	0.8	12	0.2	5	0.1	
TUE	22 Sep 87	7178	66.4	66.8	71.9	7079	98.6	6543	91.2	4019	56.0	1249	17.4	322	4.5	55	0.8	0	0.0	
THU	22 Sep 88	6304	66.0	66.0	73.9	5881	93.3	4930	78.2	3168	50.3	1421	22.5	608	9.6	280	4.4	110	1.7	
THU	14 Sep 89	6651	64.5	65.2	72.7	5966	89.7	4889	73.5	3019	45.4	1245	18.7	523	7.9	221	3.3	86	1.3	
TUE	18 Sep 90	7648	64.8	65.3	70.6	7334	95.9	6122	80.0	3470	45.4	966	12.6	153	2.0	32	0.4	8	0.1	

TABLE A-2
SPEED DATA FOR RIS-02

COLLECTION		TOTAL	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED													
DAY	DATE	VEH'S	MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
MON	13 Jun 83	6305	58.8	60.0	65.4	5193	82.4	2642	41.9	721	11.4	190	3.0	39	0.6	7	0.1	0	0.0
FRI	18 May 84	6825	60.7	61.2	66.2	5916	86.7	3529	51.7	1049	15.4	230	3.4	53	0.8	23	0.3	0	0.0
THU	15 Nov 84	5467	59.3	60.0	65.3	4504	82.4	2294	42.0	590	10.8	151	2.8	43	0.8	14	0.3	0	0.0
THU	10 Jun 86	7571	58.8	59.7	65.0	6236	82.4	2952	39.0	678	9.0	134	1.8	26	0.3	7	0.1	2	0.0
WED	3 Jun 87	7829	62.4	63.1	68.0	7340	93.8	5396	68.9	1800	23.0	272	3.5	48	0.6	9	0.1	2	0.0
FRI	3 Jun 88	10076	64.5	65.1	70.4	9616	95.4	7918	78.6	4405	43.7	1118	11.1	201	2.0	42	0.4	10	0.1
FRI	2 Jun 89	10973	63.8	64.2	70.7	9836	89.6	7772	70.8	4222	38.5	1474	13.4	413	3.8	99	0.9	31	0.3
SUN	3 Jun 90	9040	65.9	67.1	72.4	8624	95.4	7716	85.4	5273	58.3	1757	19.4	306	3.4	70	0.8	15	0.2

TABLE A-3
SPEED DATA FOR RIS-03

COLLECTION		TOTAL	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED													
DAY	DATE	VEH'S	MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
WED	11 Jan 83	8780	53.8	55.3	60.6	4008	45.6	1055	12.0	176	2.0	43	0.5	9	0.1	1	0.0	0	0.0
WED	15 Feb 84	7808	60.4	60.9	65.7	6696	85.8	3821	48.9	1006	12.9	169	2.2	30	0.4	9	0.1	0	0.0
MON	21 Nov 85	7921	57.7	58.5	64.1	5658	71.4	2216	28.0	562	7.1	147	1.9	34	0.4	13	0.2	0	0.0
WED	26 Feb 86	8250	57.1	58.0	64.1	5293	64.2	2317	28.1	591	7.2	111	1.3	19	0.2	3	0.0	0	0.0
THU	22 Jan 87	9303	62.1	62.6	67.8	8764	94.2	5901	63.4	1932	20.8	431	4.6	75	0.8	14	0.2	0	0.0
FRI	22 Jan 88	11238	60.9	61.5	67.8	9409	83.7	6001	53.4	2320	20.6	540	4.8	69	0.6	11	0.1	0	0.0
FRI	27 Jan 89	12001	67.3	65.4	80.6	10577	88.1	8505	70.9	5685	47.4	3345	27.9	2209	18.4	1762	14.7	1418	11.8
SAT	27 Jan 90	10114	64.7	65.6	72.1	9194	90.9	7600	75.1	4836	47.8	1814	17.9	475	4.7	134	1.3	36	0.4

TABLE A-4

SPEED DATA FOR RIC-04

COLLECTION		TOTAL	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED													
DAY	DATE	VEH'S	MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
FRI	24 Feb 84	3998	60.7	61.5	67.1	3442	86.1	2131	53.3	720	18.0	157	3.9	28	0.7	5	0.1	0	0.0
MON	10 Dec 84	3471	53.0	54.0	60.8	1355	39.0	489	14.1	141	4.1	35	1.0	7	0.2	3	0.1	0	0.0
MON	11 Nov 85	6958	56.6	59.2	65.2	5068	72.8	2557	36.7	739	10.6	204	2.9	31	0.4	12	0.2	0	0.0
TUE	25 Nov 86	7628	61.2	61.6	67.4	6847	89.8	4165	54.6	1439	18.9	388	5.1	86	1.1	19	0.2	0	0.0
SUN	22 Nov 87	6490	65.0	65.8	71.3	6204	95.6	5177	79.8	3150	48.5	1025	15.8	202	3.1	24	0.4	0	0.0
WED	7 Dec 88	6370	61.4	61.4	69.4	5336	83.8	3330	52.3	1691	26.5	620	9.7	136	2.1	23	0.4	0	0.0
MON	13 Nov 89	6935	65.6	66.4	73.5	6462	93.2	5256	75.8	3617	52.2	1610	23.2	480	6.9	148	2.1	54	0.8
SUN	4 Nov 90	8046	65.7	66.8	72.9	7496	93.2	6450	80.2	4458	55.4	1701	21.1	428	5.3	104	1.3	14	0.2

TABLE A-5

SPEED DATA FOR RIS-05

COLLECTION		TOTAL	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED														
DAY	DATE	VEH'S	MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85	
FRI	18 Nov 83	3530	62.3	62.7	68.2	3296	93.4	2245	63.6	798	22.6	200	5.7	38	1.1	8	0.2	0	0.0	
SAT	28 Sep 85	3867	59.7	59.8	65.5	3234	83.6	1509	39.0	475	12.3	147	3.8	32	0.8	8	0.2	0	0.0	
MON	28 Oct 85	4407	60.2	60.3	65.9	3712	84.2	1973	44.8	640	14.5	201	4.6	45	1.0	6	0.1	0	0.0	
TUE	11 Nov 86	3368	62.6	63.5	70.0	3099	92.0	2293	68.1	1084	32.2	363	10.8	103	3.1	28	0.8	0	0.0	
WED	11 Nov 87	3975	63.6	65.8	70.9	3659	92.1	3203	80.6	1949	49.0	564	14.2	141	3.5	36	0.9	0	0.0	
TUE	2 Aug 88	4473	63.6	64.0	69.7	4253	95.1	3371	75.4	1507	33.7	377	8.4	62	1.4	8	0.2	0	0.0	
THU	20 Jul 89	5386	65.5	66.2	72.5	4988	92.6	4321	80.2	2754	51.1	1014	18.8	347	6.4	132	2.5	43	0.8	
FRI	20 Jul 90	6874	67.2	67.9	73.3	6764	98.4	6209	90.3	4500	65.5	1629	23.7	346	5.0	98	1.4	17	0.2	

TABLE A-6

SPEED DATA FOR RIC-06

COLLECTION		TOTAL	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED													
DAY	DATE	VEH'S	MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
TUE	4 Jan 83	2213	61.3	61.7	67.7	1937	87.5	1211	54.7	443	20.0	116	5.2	20	0.9	2	0.1	0	0.0
TUE	27 Mar 84	2673	60.8	61.6	67.6	2254	84.3	1448	54.2	531	19.9	120	4.5	34	1.3	6	0.2	1	0.0
SAT	19 Feb 85	2409	59.2	59.8	67.5	1678	69.7	1060	44.0	459	19.1	133	5.5	7	0.3	2	0.1	0	0.0
TUE	4 Feb 86	2608	59.5	59.8	65.6	2008	77.0	1090	41.8	333	12.8	75	2.9	16	0.6	3	0.1	0	0.0
WED	14 Jan 87	2983	63.0	63.4	69.4	2769	92.8	2033	68.2	887	29.7	246	8.2	66	2.2	8	0.3	0	0.0
FRI	15 Jan 88	3493	66.3	67.1	73.2	3390	97.1	3069	87.9	2011	57.6	782	22.4	198	5.7	43	1.2	0	0.0
SAT	16 Dec 89	2784	65.5	65.7	73.8	2549	91.6	2137	76.8	1349	48.5	615	22.1	260	9.3	118	4.2	49	1.8
SAT	15 Dec 90	3098	66.4	66.8	73.7	2943	95.0	2559	82.6	1710	55.2	716	23.1	257	8.3	108	3.5	40	1.3

TABLE A-7

SPEED DATA FOR RIS-07

COLLECTION		TOTAL VEH'S	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED													
DAY	DATE		MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
FRI	29 Oct 82	9059	60.1	61.2	66.2	7975	88.0	4630	51.1	1408	15.5	330	3.6	57	0.6	8	0.1	0	0.0
THU	27 Oct 83	9252	61.7	62.3	68.0	8354	90.3	5515	59.6	2004	21.7	478	5.2	86	0.9	29	0.3	0	0.0
WED	5 Jun 85	10758	58.7	59.9	65.1	8738	81.2	4420	41.1	1038	9.6	165	1.5	31	0.3	15	0.1	8	0.1
SAT	27 Sep 86	10941	59.8	60.1	65.5	9153	83.7	4676	42.7	1269	11.6	280	2.6	44	0.4	4	0.0	0	0.0
MON	28 Sep 87	11398	64.1	64.5	69.9	10997	96.5	9018	79.1	4247	37.3	953	8.4	126	1.1	15	0.1	0	0.0
WED	28 Sep 88	12079	62.1	64.3	70.8	10618	87.9	8712	72.1	4712	39.0	1683	13.9	436	3.6	103	0.9	0	0.0
WED	16 Aug 89	15812	66.7	66.9	74.3	15077	95.4	13190	83.4	8805	55.7	3872	24.5	1579	10.0	621	3.9	222	1.4
THU	30 Aug 90	11395	67.3	67.7	74.2	11165	98.0	9943	87.3	7089	62.2	3109	27.3	896	7.9	356	3.1	207	1.8

TABLE A-8

SPEED DATA FOR RIC-08

COLLECTION		TOTAL VEH'S	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED													
DAY	DATE		MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
FRI	20 May 83	6613	64.3	64.6	70.6	6390	96.6	5071	76.7	2592	39.2	866	13.1	172	2.6	35	0.5	0	0.0
TUE	10 Apr 84	5219	63.4	63.8	69.6	4919	94.3	3773	72.3	1685	32.3	421	8.1	95	1.8	30	0.6	0	0.0
TUE	21 May 85	5958	64.9	64.9	71.6	5762	96.7	4671	78.4	2515	42.2	980	16.4	230	3.9	48	0.8	0	0.0
FRI	13 Jun 86	9433	60.5	61.1	67.4	7968	84.5	4805	50.9	1768	18.7	516	5.5	102	1.1	17	0.2	0	0.0
SAT	16 May 87	6487	61.8	62.0	68.1	5864	90.4	3711	57.2	1398	21.6	385	5.9	94	1.4	19	0.3	0	0.0
SUN	15 May 88	9257	67.3	67.9	73.6	9082	98.1	8343	90.1	6033	65.2	2269	24.5	574	6.2	132	1.4	18	0.2
TUE	21 Mar 89	7584	70.6	70.3	82.5	7128	94.0	6290	82.9	5072	66.9	3569	47.1	2451	32.3	1387	18.3	528	7.0
TUE	20 Mar 90	7716	67.4	67.9	73.6	7583	98.3	7054	91.4	5038	65.3	1886	24.4	500	6.5	146	1.9	39	0.5

TABLE A-9

SPEED DATA FOR RIC-09

COLLECTION		TOTAL VEH'S	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED													
DAY	DATE		MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
THU	31 Aug 83	9303	62.2	62.7	68.7	8388	90.2	5859	63.0	2367	25.4	585	6.3	113	1.2	39	0.4	0	0.0
SUN	8 Jul 84	9314	62.1	62.4	69.2	8228	88.3	5533	59.4	2387	25.6	830	8.9	273	2.9	100	1.1	0	0.0
SAT	7 Sep 85	7407	62.6	62.8	69.4	6864	92.7	4649	62.8	2037	27.5	694	9.4	136	1.8	26	0.4	0	0.0
FRI	5 Sep 86	9181	63.1	63.4	69.3	8742	95.2	6375	69.4	2641	28.8	740	8.1	138	1.5	21	0.2	0	0.0
WED	16 Sep 87	9688	65.0	65.5	70.7	9402	97.0	8102	83.6	4515	46.6	1258	13.0	213	2.2	28	0.3	0	0.0
THU	15 Sep 88	10715	64.5	64.9	70.4	10403	97.1	8576	80.0	4440	41.4	1222	11.4	171	1.6	21	0.2	0	0.0
WED	15 Feb 89	8089	69.6	69.8	78.4	7795	96.4	7243	89.5	5892	72.8	3448	42.6	1752	21.7	607	7.5	138	1.7
SAT	17 Feb 90	6688	64.8	65.2	71.7	6260	93.6	5087	76.1	3026	45.2	1114	16.7	318	4.8	97	1.5	35	0.5

TABLE A-10

SPEED DATA FOR RIS-10

COLLECTION		TOTAL VEH'S	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED													
DAY	DATE		MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
MON	24 Jan 83	6074	60.8	61.5	67.9	4994	82.2	3219	53.0	1276	21.0	328	5.4	119	2.0	46	0.8	0	0.0
WED	27 Jun 84	10112	60.2	60.3	69.9	7374	72.9	4702	46.5	2452	24.2	1263	12.5	69	0.7	23	0.2	0	0.0
FRI	11 Oct 85	16376	60.9	61.5	69.1	14108	86.2	8698	53.1	4028	24.6	1487	9.1	392	2.4	95	0.6	0	0.0
SAT	22 Nov 86	12532	60.2	60.5	65.6	10590	84.5	5745	45.8	1533	12.2	302	2.4	74	0.6	19	0.2	3	0.0
SAT	21 Nov 87	11978	64.7	65.1	70.3	11582	96.7	9794	81.8	5153	43.0	1257	10.5	246	2.1	51	0.4	9	0.1
SAT	16 Jul 88	14003	64.9	65.2	70.7	13616	97.2	11114	79.4	6227	44.5	1860	13.3	393	2.8	101	0.7	17	0.1
FRI	19 May 89	11779	62.5	63.4	69.8	10213	86.7	7734	65.7	3889	33.0	1069	9.1	358	3.0	121	1.0	52	0.4
FRI	18 May 90	18775	65.7	66.4	72.5	18093	96.4	15269	81.3	9882	52.6	3664	19.5	769	4.1	160	0.9	37	0.2

TABLE A-11

SPEED DATA FOR RIC-11

COLLECTION		TOTAL VEH'S	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED													
DAY	DATE		MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
THU	17 Mar 88	12377	63.0	63.3	69.0	11891	96.1	8556	69.1	3456	27.9	775	6.3	143	1.2	35	0.3	10	0.1
WED	18 Oct 89	13261	61.9	62.5	69.1	11452	86.4	7902	59.6	3598	27.1	1008	7.6	250	1.9	91	0.7	38	0.3
MON	31 Oct 90	15860	65.5	66.1	71.1	15415	97.2	13487	85.0	8012	50.5	2437	15.4	406	2.6	88	0.6	26	0.2

TABLE A-12

SPEED DATA FOR RIC-12

COLLECTION		TOTAL VEH'S	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED													
DAY	DATE		MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
SAT	3 Jun 88	12175	65.0	65.6	70.7	11697	96.1	9998	82.1	5733	47.1	1594	13.1	282	2.3	49	0.4	7	0.1
TUE	11 Apr 89	10230	65.9	66.6	72.5	9820	96.0	8457	82.7	5573	54.5	1993	19.5	491	4.8	116	1.1	29	0.3
WED	25 Apr 90	13635	65.4	66.0	71.5	13106	96.1	11191	82.1	6854	50.3	2217	16.3	486	3.6	215	1.6	162	1.2

RURAL INTERSTATE SPEED TRENDS FOR INDIANA

Location: RIS-01

FIGURE A-1A

Location: RIS-01

FIGURE A-1B

RURAL INTERSTATE SPEED TRENDS FOR INDIANA

Location: RIS-02

FIGURE A-2A

Location: RIS-02

FIGURE A-2B

RURAL INTERSTATE SPEED TRENDS FOR INDIANA

Location: RIS-03

FIGURE A-3A

Location: RIS-03

FIGURE A-3B

RURAL INTERSTATE SPEED TRENDS FOR INDIANA

Location: RIC-04

FIGURE A-4A

Location: RIC-04

FIGURE A-4B

RURAL INTERSTATE SPEED TRENDS FOR INDIANA

Location: RIS-05

FIGURE A-5A

Location: RIS-05

FIGURE A-5B

RURAL INTERSTATE SPEED TRENDS FOR INDIANA

Location: RIC-06

FIGURE A-6A

Location: RIC-06

FIGURE A-6B

RURAL INTERSTATE SPEED TRENDS FOR INDIANA

Location: RIS-07

FIGURE A-7A

Location: RIS-07

FIGURE A-7B

RURAL INTERSTATE SPEED TRENDS FOR INDIANA

Location: RIC-08

FIGURE A-8A

Location: RIC-08

FIGURE A-8B

RURAL INTERSTATE SPEED TRENDS FOR INDIANA

Location: RIC-09

FIGURE A-9A

Location: RIC-09

FIGURE A-9B

RURAL INTERSTATE SPEED TRENDS FOR INDIANA

Location: RIS-10

FIGURE A-10A

Location: RIS-10

FIGURE A-10B

RURAL INTERSTATE SPEED TRENDS FOR INDIANA

Location: RIC-11

FIGURE A-11A

Location: RIC-11

FIGURE A-11B

RURAL INTERSTATE SPEED TRENDS FOR INDIANA

Location: RIC-12

FIGURE A-12A

Location: RIC-12

FIGURE A-12B

Appendix B

Rural Interstate Speed Data

by

Calendar Year - 1983 thru 1990

Speed Data Tables (B-1 thru B-7)

Mean Speed Figures (B-1 thru B-2)

TABLE B-1

SPEED DATA FOR 1983

SPEED		COLLECTION		TOTAL	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED												
SITE	DAY	DATE	VEH'S	MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
RIS-01	WED	20 Jul 83	5742	57.6	58.6	64.1	4127	71.9	1677	29.2	375	6.5	106	1.8	28	0.5	6	0.1	0	0.0
RIS-02	MON	13 Jun 83	6305	58.8	60.0	65.4	5193	82.4	2642	41.9	721	11.4	190	3.0	39	0.6	7	0.1	0	0.0
RIS-03	WED	11 Jan 83	8780	53.8	55.3	60.6	4008	45.6	1055	12.0	176	2.0	43	0.5	9	0.1	1	0.0	0	0.0
RIC-04	FRI	24 Feb 84	3998	60.7	61.5	67.1	3442	86.1	2131	53.3	720	18.0	157	3.9	28	0.7	5	0.1	0	0.0
RIS-05	FRI	18 Nov 83	3530	62.3	62.7	68.2	3296	93.4	2245	63.6	798	22.6	200	5.7	38	1.1	8	0.2	0	0.0
RIC-06	TUE	4 Jan 83	2213	61.3	61.7	67.7	1937	87.5	1211	54.7	443	20.0	116	3.2	20	0.9	2	0.1	0	0.0
RIS-07	FRI	29 Oct 82	9059	60.1	61.2	66.2	7975	88.0	4630	51.1	1408	15.5	330	3.6	57	0.6	8	0.1	0	0.0
RIC-08	FRI	20 May 83	6613	64.3	64.6	70.6	6390	96.6	5071	76.7	2592	39.2	866	13.1	172	2.6	35	0.5	0	0.0
RIC-09	THU	31 Aug 83	9303	62.2	62.7	68.7	8388	90.2	5859	63.0	2367	25.4	585	6.3	113	1.2	39	0.4	0	0.0
RIS-10	MON	24 Jan 83	6074	60.8	61.5	67.9	4994	82.2	3219	53.0	1276	21.0	328	5.4	119	2.0	46	0.8	0	0.0

TABLE B-2

SPEED DATA FOR 1984

SPEED		COLLECTION		TOTAL VEH'S	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED												
SITE	DAY	DATE	MEAN		50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
RIS-01	FRI	14 Sep 84	60.5	60.8	65.6	7984	88.9	4376	48.7	1093	12.2	179	2.0	50	0.6	18	0.2	11	0.1	
RIS-02	FRI	18 May 84	60.7	61.2	66.2	5916	86.7	3529	51.7	1049	15.4	230	3.4	53	0.8	23	0.3	0	0.0	
RIS-03	WED	15 Feb 84	60.4	60.9	65.7	6696	85.8	3821	48.9	1006	12.9	169	2.2	30	0.4	9	0.1	0	0.0	
RIC-04	MON	10 Dec 84	53.0	54.0	60.8	1355	39.0	489	14.1	141	4.1	35	1.0	7	0.2	3	0.1	0	0.0	
RIS-05	SAT	28 Sep 85	59.7	59.8	65.5	3234	83.6	1509	39.0	475	12.3	147	3.8	32	0.8	8	0.2	0	0.0	
RIC-06	TUE	27 Mar 84	60.8	61.6	67.6	2254	84.3	1448	54.2	531	19.9	120	4.5	34	1.3	6	0.2	1	0.0	
RIS-07	THU	27 Oct 83	61.7	62.3	68.0	8354	90.3	5515	59.6	2004	21.7	478	5.2	86	0.9	29	0.3	0	0.0	
RIC-08	TUE	10 Apr 84	63.4	63.8	69.6	4919	94.3	3773	72.3	1685	32.3	421	8.1	95	1.8	30	0.6	0	0.0	
RIC-09	SUN	8 Jul 84	62.1	62.4	69.2	8228	88.3	5533	59.4	2387	25.6	830	8.9	273	2.9	100	1.1	0	0.0	
RIS-10	WED	27 Jun 84	60.2	60.3	69.9	7374	72.9	4702	46.5	2452	24.2	1263	12.5	69	0.7	23	0.2	0	0.0	

TABLE B-3

SPEED DATA FOR 1985

SPEED		COLLECTION		TOTAL	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED												
SITE	DAY	DATE	VEH'S	MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
RIS-01	WED	4 Sep 85	5133	57.7	58.6	64.3	3692	71.9	1529	29.8	379	7.4	84	1.6	14	0.3	6	0.1	0	0.0
RIS-02	THU	15 Nov 84	5467	59.3	60.0	65.3	4504	82.4	2294	42.0	590	10.8	151	2.8	43	0.8	14	0.3	0	0.0
RIS-03	MON	21 Nov 85	7921	57.7	58.5	64.1	5658	71.4	2216	28.0	562	7.1	147	1.9	34	0.4	13	0.2	0	0.0
RIC-04	MON	11 Nov 85	6958	56.6	59.2	65.2	5068	72.8	2557	36.7	739	10.6	204	2.9	31	0.4	12	0.2	0	0.0
RIS-05	MON	28 Oct 85	4407	60.2	60.3	65.9	3712	84.2	1973	44.8	640	14.5	201	4.6	45	1.0	6	0.1	0	0.0
RIC-06	SAT	19 Feb 85	2409	59.2	59.8	67.5	1678	69.7	1060	44.0	439	19.1	133	3.3	7	0.3	2	0.1	0	0.0
RIS-07	WED	5 Jun 85	10758	58.7	59.9	65.1	8738	81.2	4420	41.1	1038	9.6	165	1.5	31	0.3	15	0.1	8	0.1
RIC-08	TUE	21 May 85	5958	64.9	64.9	71.6	5762	96.7	4671	78.4	2515	42.2	980	16.4	230	3.9	48	0.8	0	0.0
RIC-09	SAT	7 Sep 85	7407	62.6	62.8	69.4	6864	92.7	4649	62.8	2037	27.5	694	9.4	136	1.8	26	0.4	0	0.0
RIS-10	FRI	11 Oct 85	16376	60.9	61.5	69.1	14108	86.2	8698	53.1	4028	24.6	1487	9.1	392	2.4	95	0.6	0	0.0

TABLE B-4

SPEED DATA FOR 1986

SPEED SITE	COLLECTION		TOTAL VEH'S	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED													
	DAY	DATE		MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
RIS-01	SAT	6 Sep 86	5692	60.6	61.0	65.8	4949	86.9	2832	49.8	782	13.7	211	3.7	47	0.8	12	0.2	5	0.1
RIS-02	THU	10 Jun 86	7571	58.8	59.7	65.0	6236	82.4	2952	39.0	678	9.0	134	1.8	26	0.3	7	0.1	2	0.0
RIS-03	WED	26 Feb 86	8250	57.1	58.0	64.1	5293	64.2	2317	28.1	591	7.2	111	1.3	19	0.2	3	0.0	0	0.0
RIC-04	TUE	25 Nov 86	7628	61.2	61.6	67.4	6847	89.8	4165	54.6	1439	18.9	388	5.1	86	1.1	19	0.2	0	0.0
RIS-05	TUE	11 Nov 86	3368	62.6	63.5	70.0	3099	92.0	2293	68.1	1084	32.2	363	10.8	103	3.1	28	0.8	0	0.0
RIC-06	TUE	4 Feb 86	2608	59.5	59.8	65.6	2008	77.0	1090	41.8	333	12.8	75	2.9	16	0.6	3	0.1	0	0.0
RIS-07	SAT	27 Sep 86	10941	59.8	60.1	65.5	9153	83.7	4676	42.7	1269	11.6	280	2.6	44	0.4	4	0.0	0	0.0
RIC-08	FRI	13 Jun 86	9433	60.5	61.1	67.4	7968	84.5	4805	50.9	1768	18.7	516	5.5	102	1.1	17	0.2	0	0.0
RIC-09	FRI	5 Sep 86	9181	63.1	63.4	69.3	8742	95.2	6375	69.4	2641	28.8	740	8.1	138	1.5	21	0.2	0	0.0
RIS-10	SAT	22 Nov 86	12532	60.2	60.5	65.6	10590	84.5	5745	45.8	1533	12.2	302	2.4	74	0.6	19	0.2	3	0.0

TABLE B-5

SPEED DATA FOR 1987

SPEED SITE	COLLECTION		TOTAL VEH'S	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED													
	DAY	DATE		MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
RIS-01	TUE	22 Sep 87	7178	66.4	66.8	71.9	7079	98.6	6543	91.2	4019	56.0	1249	17.4	322	4.5	55	0.8	0	0.0
RIS-02	WED	3 Jun 87	7829	62.4	63.1	68.0	7340	93.8	5396	68.9	1800	23.0	272	3.5	48	0.6	9	0.1	2	0.0
RIS-03	THU	22 Jan 87	9303	62.1	62.6	67.8	8764	94.2	5901	63.4	1932	20.8	431	4.6	75	0.8	14	0.2	0	0.0
RIC-04	SUN	22 Nov 87	6490	65.0	65.8	71.3	6204	95.6	5177	79.8	3150	48.5	1025	15.8	202	3.1	24	0.4	0	0.0
RIS-05	WED	11 Nov 87	3975	63.6	65.8	70.9	3659	92.1	3203	80.6	1949	49.0	564	14.2	141	3.5	36	0.9	0	0.0
RIC-06	WED	14 Jan 87	2983	63.0	63.4	69.4	2769	92.8	2033	68.2	887	29.7	246	8.2	66	2.2	8	0.3	0	0.0
RIS-07	MON	28 Sep 87	11398	64.1	64.5	69.9	10997	96.5	9018	79.1	4247	37.3	953	8.4	126	1.1	15	0.1	0	0.0
RIC-08	SAT	16 May 87	6487	61.8	62.0	68.1	5864	90.4	3711	57.2	1398	21.6	385	5.9	94	1.4	19	0.3	0	0.0
RIC-09	WED	16 Sep 87	9688	65.0	65.5	70.7	9402	97.0	8102	83.6	4515	46.6	1258	13.0	213	2.2	28	0.3	0	0.0
RIS-10	SAT	21 Nov 87	11978	64.7	65.1	70.3	11582	96.7	9794	81.8	5153	43.0	1257	10.5	246	2.1	51	0.4	9	0.1

TABLE B-6

SPEED DATA FOR 1988

SPEED			COLLECTION		TOTAL	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED												
SITE	DAY	DATE	VEH'S	MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85	
RIS-01	THU	22 Sep 88	6304	66.0	66.0	73.9	5881	93.3	4930	78.2	3168	50.3	1421	22.5	608	9.6	280	4.4	110	1.7	
RIS-02	FRI	3 Jun 88	10076	64.5	65.1	70.4	9616	95.4	7918	78.6	4405	43.7	1118	11.1	201	2.0	42	0.4	10	0.1	
RIS-03	FRI	22 Jan 88	11238	60.9	61.5	67.8	9409	83.7	6001	53.4	2320	20.6	540	4.8	69	0.6	11	0.1	0	0.0	
RIC-04	WED	7 Dec 88	6370	61.4	61.4	69.4	5336	83.8	3330	52.3	1691	26.5	620	9.7	136	2.1	23	0.4	0	0.0	
RIS-05	TUE	2 Aug 88	4473	63.6	64.0	69.7	4253	95.1	3371	75.4	1507	33.7	377	8.4	62	1.4	8	0.2	0	0.0	
RIC-06	FRI	15 Jan 88	3493	66.3	67.1	73.2	3390	97.1	3069	87.9	2011	57.6	782	22.4	198	5.7	43	1.2	0	0.0	
RIS-07	WED	28 Sep 88	12079	62.1	64.3	70.8	10618	87.9	8712	72.1	4712	39.0	1683	13.9	436	3.6	103	0.9	0	0.0	
RIC-08	SUN	15 May 88	9257	67.3	67.9	73.6	9082	98.1	8343	90.1	6033	65.2	2269	24.5	574	6.2	132	1.4	18	0.2	
RIC-09	THU	15 Sep 88	10715	64.5	64.9	70.4	10403	97.1	8576	80.0	4440	41.4	1222	11.4	171	1.6	21	0.2	0	0.0	
RIS-10	SAT	16 Jul 88	14003	64.9	65.2	70.7	13616	97.2	11114	79.4	6227	44.5	1860	13.3	393	2.8	101	0.7	17	0.1	
RIC-11	THU	17 Mar 88	12377	63.0	63.3	69.0	11891	96.1	8556	69.1	3456	27.9	775	6.3	143	1.2	35	0.3	10	0.1	
RIC-12	SAT	3 Jun 88	12175	65.0	65.6	70.7	11697	96.1	9998	82.1	5733	47.1	1594	13.1	282	2.3	49	0.4	7	0.1	

TABLE B-7
SPEED DATA FOR 1989

SPEED			COLLECTION		TOTAL	SPEED				NUMBER AND RAW PERCENT GREATER THAN SPEED															
SITE	DAY	DATE	VEH'S	MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85					
RIS-01	THU	14 Sep 89	6651	64.5	65.2	72.7	5966	89.7	4889	73.5	3019	45.4	1245	18.7	523	7.9	221	3.3	86	1.3					
RIS-02	FRI	2 Jun 89	10973	63.8	64.2	70.7	9836	89.6	7772	70.8	4222	38.5	1474	13.4	413	3.8	99	0.9	31	0.3					
RIS-03	FRI	27 Jan 89	12001	67.3	65.4	80.6	10577	88.1	8505	70.9	5685	47.4	3345	27.9	2209	18.4	1762	14.7	1418	11.8					
RIC-04	MON	13 Nov 89	6935	65.6	66.4	73.5	6462	93.2	5256	75.8	3617	52.2	1610	23.2	480	6.9	148	2.1	54	0.8					
RIS-05	THU	20 Jul 89	5386	65.5	66.2	72.5	4988	92.6	4321	80.2	2754	51.1	1014	18.8	347	6.4	132	2.5	43	0.8					
RIC-06	SAT	16 Dec 89	2784	65.5	65.7	73.8	2549	91.6	2137	76.8	1349	48.5	615	22.1	260	9.3	118	4.2	49	1.8					
RIS-07	WED	16 Aug 89	15812	66.7	66.9	74.3	15077	95.4	13190	83.4	8805	55.7	3872	24.5	1579	10.0	621	3.9	222	1.4					
RIC-08	TUE	21 Mar 89	7584	70.6	70.3	82.5	7128	94.0	6290	82.9	5072	66.9	3569	47.1	2451	32.3	1387	18.3	528	7.0					
RIC-09	WED	15 Feb 89	8089	69.6	69.8	78.4	7795	96.4	7243	89.5	5892	72.8	3448	42.6	1752	21.7	607	7.5	138	1.7					
RIS-10	FRI	19 May 89	11779	62.5	63.4	69.8	10213	86.7	7734	65.7	3889	33.0	1069	9.1	358	3.0	121	1.0	52	0.4					
RIC-11	WED	18 Oct 89	13261	61.9	62.5	69.1	11452	86.4	7902	59.6	3598	27.1	1008	7.6	250	1.9	91	0.7	38	0.3					
RIC-12	TUE	11 Apr 89	10230	65.9	66.6	72.5	9820	96.0	8457	82.7	5573	54.5	1993	19.5	491	4.8	116	1.1	29	0.3					

TABLE B-8
SPEED DATA FOR 1990

SPEED SITE	COLLECTION		TOTAL VEH'S	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED													
	DAY	DATE		MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
RIS-01	TUE	18 Sep 90	7648	64.8	65.3	70.6	7334	95.9	6122	80.0	3470	45.4	966	12.6	153	2.0	32	0.4	8	0.1
RIS-02	SUN	3 Jun 90	9040	65.9	67.1	72.4	8624	95.4	7716	85.4	5273	58.3	1757	19.4	306	3.4	70	0.8	15	0.2
RIS-03	SAT	27 Jan 90	10114	64.7	65.6	72.1	9194	90.9	7600	75.1	4836	47.8	1814	17.9	475	4.7	134	1.3	36	0.4
RIC-04	SUN	4 Nov 90	8046	65.7	66.8	72.9	7496	93.2	6450	80.2	4458	55.4	1701	21.1	428	5.3	104	1.3	14	0.2
RIS-05	FRI	20 Jul 90	6874	67.2	67.9	73.3	6764	98.4	6209	90.3	4500	65.5	1629	23.7	346	5.0	98	1.4	17	0.2
RIC-06	SAT	15 Dec 90	3098	66.4	66.8	73.7	2943	95.0	2559	82.6	1710	55.2	716	23.1	257	8.3	108	3.5	40	1.3
RIS-07	THU	30 Aug 90	11395	67.3	67.7	74.2	11165	98.0	9943	87.3	7089	62.2	3109	27.3	896	7.9	356	3.1	207	1.8
RIC-08	TUE	20 Mar 90	7716	67.4	67.9	73.6	7583	98.3	7054	91.4	5038	65.3	1886	24.4	500	6.5	146	1.9	39	0.5
RIC-09	SAT	17 Feb 90	6688	64.8	65.2	71.7	6260	93.6	5087	76.1	3026	45.2	1114	16.7	318	4.8	97	1.5	35	0.5
RIS-10	FRI	18 May 90	18775	65.7	66.4	72.5	18093	96.4	15269	81.3	9882	52.6	3664	19.5	769	4.1	160	0.9	37	0.2
RIC-11	MON	31 Oct 90	15860	65.5	66.1	71.1	15415	97.2	13487	85.0	8012	50.5	2437	15.4	406	2.6	88	0.6	26	0.2
RIC-12	WED	25 Apr 90	13635	65.4	66.0	71.5	13106	96.1	11191	82.1	6854	50.3	2217	16.3	486	3.6	215	1.6	162	1.2

RURAL INTERSTATE SPEED TRENDS FOR INDIANA

Location: All RIS

FIGURE B-1

Location: All RIC

FIGURE B-2

Appendix C

Rural Interstate Speed Data

Speed vs. Vehicle Length

Statewide 1990

Speed by Length Data Tables (C-1 thru C-12)

TABLE C-1
1990 SPEED DATA BY LENGTH FOR RIS-01

VEHICLES	TOTAL	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED										
		MEAN	50TH	85TH	>55	>60	>65	>70	>75	>80	>85	>85	>85	>85	>85
CARS	6403	65.1	65.8	70.8	6155	5229	81.7	3118	48.7	893	13.9	146	2.3	31	0.5
SRT. TRK.	474	62.7	63.3	69.0	441	319	67.3	139	29.3	25	5.3	4	0.8	0	0.0
LNG. TRK.	771	63.2	63.6	69.0	738	574	74.4	213	27.6	48	6.2	3	0.4	1	0.1
ALL TRK.	1245	63.0	63.5	69.0	1179	893	71.7	352	28.3	73	5.9	7	0.6	1	0.1
ALL VEH.	7648	64.8	65.3	70.6	7334	6122	80.0	3470	45.4	966	12.6	153	2.0	32	0.4

TABLE C-2
1990 SPEED DATA BY LENGTH FOR RIS-02

VEHICLES	TOTAL	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED										
		MEAN	50TH	85TH	>55	>60	>65	>70	>75	>80	>85	>85	>85	>85	>85
CARS	7971	66.4	67.6	72.8	7665	7038	88.3	5029	63.1	1702	21.4	294	3.7	67	0.8
SRT. TRK.	280	60.6	61.8	67.8	222	156	55.7	59	21.1	12	4.3	2	0.7	0	0.0
LNG. TRK.	789	62.4	62.9	68.3	737	522	66.2	185	23.4	43	5.4	10	1.3	3	0.4
ALL TRK.	1069	61.9	62.7	68.2	959	678	63.4	244	22.8	55	5.1	12	1.1	3	0.3
ALL VEH.	9040	65.9	67.1	72.4	8624	7716	85.4	5273	58.3	1757	19.4	306	3.4	70	0.8

TABLE C-3
1990 SPEED DATA BY LENGTH FOR RIS-03

VEHICLES	TOTAL	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED										
		MEAN	50TH	85TH	>55	>60	>65	>70	>75	>80	>85	>85	>85	>85	>85
CARS	7027	66.9	67.6	73.6	6799	6225	88.6	4387	62.4	1713	24.4	457	6.5	124	1.8
SRT. TRK.	285	60.7	61.7	67.9	230	155	54.4	63	22.1	9	3.2	2	0.7	2	0.7
LNG. TRK.	2802	59.7	60.0	65.8	2165	1220	43.5	386	13.8	92	3.3	16	0.6	8	0.3
ALL TRK.	3087	59.8	60.2	65.9	2395	1375	44.5	449	14.5	101	3.3	18	0.6	10	0.3
ALL VEH.	10114	64.7	65.6	72.1	9194	7600	75.1	4836	47.8	1814	17.9	475	4.7	134	1.3

TABLE C-4
1990 SPEED DATA BY LENGTH FOR RIC-04

		SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED													
VEHICLES	TOTAL	MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
CARS	6244	67.5	68.2	73.9	6100	97.7	5692	91.2	4234	67.8	1662	26.6	414	6.6	102	1.6	12	0.2
SRT. TRK.	294	60.6	60.9	68.0	232	78.9	146	49.7	67	22.8	10	3.4	5	1.7	0	0.0	0	0.0
LNG. TRK	1508	59.4	59.7	65.2	1164	77.2	612	40.6	157	10.4	29	1.9	9	0.6	2	0.1	2	0.1
ALL TRK.	1802	59.6	59.9	65.6	1396	77.5	758	42.1	224	12.4	39	2.2	14	0.8	2	0.1	2	0.1
ALL VEH.	8046	65.7	66.8	72.9	7496	93.2	6450	80.2	4458	55.4	1701	21.1	428	5.3	104	1.3	14	0.2

TABLE C-5
1990 SPEED DATA BY LENGTH FOR RIS-05

		SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED													
VEHICLES	TOTAL	MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
CARS	5360	68.0	68.5	73.9	5291	98.7	5021	93.7	3926	73.2	1473	27.5	318	5.9	91	1.7	17	0.3
SRT. TRK.	298	63.1	63.8	69.5	283	95.0	207	69.5	102	34.2	21	7.0	5	1.7	0	0.0	0	0.0
LNG. TRK.	1216	64.5	64.7	70.3	1190	97.9	981	80.7	472	38.8	135	11.1	23	1.9	7	0.6	0	0.0
ALL TRK.	1514	64.3	64.5	70.1	1473	97.3	1188	78.5	574	37.9	156	10.3	28	1.8	7	0.5	0	0.0
ALL VEH.	6874	67.2	67.9	73.3	6764	98.4	6209	90.3	4500	65.5	1629	23.7	346	5.0	98	1.4	17	0.2

TABLE C-6
1990 SPEED DATA BY LENGTH FOR RIC-06

		SPEED				NUMBER AND RAW PERCENT GREATER THAN SPEED													
VEHICLES	TOTAL	MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85	
CARS	2392	67.2	67.5	74.2	2304	96.3	2097	87.7	1448	60.5	607	25.4	223	9.3	93	3.9	31	1.3	
SRT. TRK.	170	64.5	64.3	74.2	146	85.9	111	65.3	71	41.8	39	22.9	18	10.6	8	4.7	4	2.4	
LNG. TRK.	536	63.5	63.6	70.6	493	92.0	351	65.5	191	35.6	70	13.1	16	3.0	7	1.3	5	0.9	
ALL TRK.	706	63.8	63.7	71.2	639	90.5	462	65.4	262	37.1	109	15.4	34	4.8	15	2.1	9	1.3	
ALL VEH.	3098	66.4	66.8	73.7	2943	95.0	2559	82.6	1710	55.2	716	23.1	257	8.3	108	3.5	40	1.3	

TABLE C-7

1990 SPEED DATA BY LENGTH FOR RIS-07

VEHICLES	TOTAL	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED										
		MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80
CARS	8538	68.0	68.4	74.5	8395	98.3	7743	90.7	5855	68.6	2616	30.6	727	8.5	260
SRT. TRK.	707	65.0	64.7	71.2	673	95.2	526	74.4	293	41.4	109	15.4	45	6.4	33
LNG. TRK.	2150	65.4	65.1	72.2	2097	97.5	1674	77.9	941	43.8	384	17.9	124	5.8	63
ALL TRK.	2857	65.3	65.0	72.0	2770	97.0	2200	77.0	1234	43.2	493	17.3	169	5.9	96
ALL VEH.	11395	67.3	67.7	74.2	11165	98.0	9943	87.3	7089	62.2	3109	27.3	896	7.9	356

TABLE C-8

1990 SPEED DATA BY LENGTH FOR RIC-08

VEHICLES	TOTAL	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED										
		MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80
CARS	4969	68.0	68.5	74.2	4901	98.6	4668	93.9	3549	71.4	1393	28.0	388	7.8	114
SRT. TRK.	409	65.0	65.6	71.5	382	93.4	321	78.5	194	47.4	66	16.1	18	4.4	7
LNG. TRK.	2338	66.3	66.7	72.1	2300	98.4	2065	88.3	1295	55.4	427	18.3	94	4.0	25
ALL TRK.	2747	66.1	66.6	72.1	2682	97.6	2386	86.9	1489	54.2	493	17.9	112	4.1	32
ALL VEH.	7716	67.4	67.9	73.6	7583	98.3	7054	91.4	5038	65.3	1886	24.4	500	6.5	146

TABLE C-9

1990 SPEED DATA BY LENGTH FOR RIC-09

VEHICLES	TOTAL	SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED										
		MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80
CARS	4510	66.6	67.2	73.4	4342	96.3	3901	86.5	2629	58.3	1025	22.7	305	6.8	89
SRT. TRK.	228	61.6	62.2	68.6	190	83.3	132	57.9	59	25.9	12	5.3	5	2.2	3
LNG. TRK.	1950	61.2	61.6	66.9	1728	88.6	1054	54.1	338	17.3	77	3.9	8	0.4	5
ALL TRK.	2178	61.2	61.6	67.1	1918	88.1	1186	54.5	397	18.2	89	4.1	13	0.6	8
ALL VEH.	6688	64.8	65.2	71.7	6260	93.6	5087	76.1	3026	45.2	1114	16.7	318	4.8	97

TABLE C-10
1990 SPEED DATA BY LENGTH FOR RIS-10

		SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED													
VEHICLES	TOTAL	MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85
CARS	15206	66.5	67.3	73.2	14790	97.3	13048	85.8	9044	59.5	3529	23.2	750	4.9	155	1.0	34	0.2
SRT. TRKS	734	62.0	62.6	68.8	668	91.0	447	60.9	201	27.4	41	5.6	6	0.8	2	0.3	2	0.3
LNG. TRKS.	2835	62.0	62.6	67.9	2635	92.9	1774	62.6	637	22.5	94	3.3	13	0.5	3	0.1	1	0.0
ALL TRK.	3569	62.0	62.6	68.2	3303	92.5	2221	62.2	838	23.5	135	3.8	19	0.5	5	0.1	3	0.1
ALL VEH.	18775	65.7	66.4	72.5	18093	96.4	15269	81.3	9882	52.6	3664	19.5	769	4.1	160	0.9	37	0.2

TABLE C-11
1990 SPEED DATA BY LENGTH FOR RIC-11

		SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED														
VEHICLES	TOTAL	MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85	
CARS	12171	66.2	66.9	72.2	11882	97.6	10698	87.9	6914	56.8	2270	18.7	398	3.3	88	0.7	26	0.2	
SRT. TRK.	618	63.3	64.1	69.4	584	94.5	456	73.8	219	35.4	31	5.0	1	0.2	0	0.0	0	0.0	
LNG. TRK.	3071	63.3	63.7	68.8	2949	96.0	2333	76.0	879	28.6	136	4.4	7	0.2	0	0.0	0	0.0	
ALL TRK.	3689	63.3	63.8	68.9	3533	95.8	2789	75.6	1098	29.8	167	4.5	8	0.2	0	0.0	0	0.0	
ALL VEH.	15860	65.5	66.1	71.1	15415	97.2	13487	85.0	8012	50.5	2437	15.4	406	2.6	88	0.6	26	0.2	

TABLE C-12
1990 SPEED DATA BY LENGTH FOR RIC-12

		SPEED			NUMBER AND RAW PERCENT GREATER THAN SPEED														
VEHICLES	TOTAL	MEAN	50TH	85TH	>55	%>55	>60	%>60	>65	%>65	>70	%>70	>75	%>75	>80	%>80	>85	%>85	
CARS	11672	65.9	66.7	72.1	11231	96.2	9841	84.3	6405	54.9	2132	18.3	462	4.0	202	1.7	149	1.3	
SRT. TRK.	578	62.4	62.6	67.8	540	93.4	368	63.7	121	20.9	25	4.3	11	1.9	9	1.6	9	1.6	
LNG. TRK.	1385	62.8	63.2	68.2	1335	96.4	982	70.9	328	23.7	60	4.3	13	0.9	4	0.3	4	0.3	
ALL TRK.	1963	62.7	63.0	68.1	1875	95.5	1350	68.8	449	22.9	85	4.3	24	1.2	13	0.7	13	0.7	
ALL VEH.	13635	65.4	66.0	71.5	13106	96.1	11191	82.1	6854	50.3	2217	16.3	486	3.6	215	1.6	162	1.2	

Appendix D

Rural Interstate Speed Data

Calculation Tables (D-1 and D-2)

TABLE D-1

1990 Rural Interstate Statistics

VMT = 0.2232

1990 Stations	(Xhi) Number Vehicles	(Yhi) Number > 65 mph	(ph * Xhi)	(Yhi - ph * Xhi) ²
RIS-01	7648	3470	4126.57	431085.53
RIS-02	9040	5273	4877.64	156308.35
RIS-03	10114	4836	5457.13	385803.98
RIC-04	8046	4458	4341.32	13614.98
RIS-05	6874	4500	3708.95	625760.16
RIC-06	3098	1710	1671.56	1477.37
RIS-07	11395	7089	6148.31	884897.16
RIC-08	7716	5038	4163.26	765167.86
RIC-09	6688	3026	3608.59	339412.75
RIS-10	18775	9882	10130.28	61642.29
RIC-11	15860	8012	8557.46	297521.27
RIC-12	13635	6854	7356.93	252937.99
TOTALS	118889	64148		4215629.69
(ph) = 0.5395621126 (Ph) % = 54.0 (Xbar) = 9907.42 (Sdh) ² = 383239.06 Standard Deviation S(ph) % = 1.80 (Wh ²)*(Sph ²) = 1.62090E-01 Statewide Standard error % = 0.40 Sampling Accuracy % = 0.72 Final % = 42.9				

TABLE D-2

1988-1989 DVMT, Mileage And Weighting Statistics

FUNCTIONAL CLASS	@ 55 & 65 MILES	@ 55 & 65 DVMT	VMT WEIGHTING FACTOR
UI	181.80	9426859	0.1306
UF	89.50	1869687	0.0259
UA	297.44	3475909	0.0482
(55MPH) RI	30.95	226933	0.0031
(65MPH) RI	820.05	15884057	0.2201
RA	3927.40	23415618	0.3244
RC	4931.87	17873455	0.2476
= > 55MPH TOTAL	10279.01	72172518	1.0000
STATEWIDE TOTAL	91726.00	153679625	
TOTAL RI (55MPH/65MPH) VMT WEIGHTING FACTOR			0.2232
PERCENT OF RURAL INTERSTATE DVMT ON FACILITIES WITH 55MPH & 65MPH SPEED LIMITS			10.48

COVER DESIGN BY ALDO GIORGINI