34
TRAFFIC SPEED REPORT No. 60

SEPT., 1956
No. 34

*Joint
Highway
Research
Project*

by
R.J. HENNING

PURDUE UNIVERSITY
LAFAYETTE INDIANA

TRAFFIC SPEED REPORT NO. 60

TO: K. B. Woods, Director
Joint Highway Research Project

September 26, 1956

FROM: Harold L. Michael, Assistant Director

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

The attached traffic speed report #60 is a summary of the semi-annual speed studies that are conducted at six locations in the vicinity of Lafayette. The speed study and the report has been prepared by Mr. Robert Henning, a member of our staff.

Average speeds for passenger cars are almost the same in the report as they were during the previous study. The average speed of trucks, however, has increased from two to three miles per hour.

As has been customary, this report will be distributed to the Bureau of Public Roads and Indiana State Police.

Respectfully submitted,

Harold L. Michael, Assistant Director
Joint Highway Research Project

HLM:hb

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TRAFFIC SPEED REPORT NO. 60

by

Robert J. Henning

Research Assistant

Joint Highway Research Project

File: 8-1-1

C-36-10

Purdue University

Lafayette, Indiana

September 26, 1956

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TRAFFIC SPEED REPORT NO. 60

This report covers spot speed observations made during August and September 1956. These data were collected by K. R. Lauer, J. H. Flingo, 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. of S.R. 28 (Dual lanes)
2. U.S. 52 - 1.0 miles West of Ellettsville (Dual lanes)
3. U.S. 52 - 2.2 miles Northwest of Templeton (2 lane)
4. U.S. 41 - 1.0 miles North of Boswell (2 lane)
5. U.S. 31 - 7.2 miles North of Perryburg (2 lane)
6. S.R. 25 - 1.0 miles South of Americus (2 lane)

Because the Purdue speed indicator was out of order during this study, a radar meter was borrowed from Mr. R. G. Groves, Engineer of Traffic Regulations, State Highway Department of Indiana, and used for the entire study. Before using the radar meter, it was thoroughly checked for accuracy in the field. The speed meter was calibrated until it was clearly indicated that speeds could be observed and adjusted to correct speeds in the range of 20 to 80 miles per hour.

A summary of the results of this study, as well as the last six studies, is 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 pick-up 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 results are presented in tabular form in Tables II through VII. All speed observations were taken at the same locations for this study as for the last.

With the exception of light trucks, the average speeds of all types of vehicles changed only slightly since the last study. Indiana passenger cars increased their average speed only 0.1 mph. on two-lane highways, 54.9 mph. to 55.0 mph., while on four-lane highways it decreased from 58.1 mph. to 57.4 mph. Out-of-state passenger cars decreased their average speeds on both types of highways by dropping from 58.0 mph. to 56.3 mph., and from 60.1 mph. to 58.8 mph. on two-lane and four-lane highways respectively.

Light trucks showed larger changes in their average speeds than other types of vehicles, over the study made in February 1956. They increased from 47.1 mph. to 50.6 mph. on two-lane highways, and from 47.8 mph. to 49.6 mph. on four-lane highways. An increase was also noted for heavy trucks. On two-lane highways an increase from 44.4 mph. to 46.6 mph., and on four-lane highways from 45.8 mph. to 47.4 mph.

The change in speed of all passenger cars on all highways amounted to a decrease of only 0.4 mph. from 56.8 mph. to 56.4 mph. An increase of 2.0 mph. was recorded for all trucks on all highways. The average speed of all trucks was found to be 46.9 mph. during this study.

TABLE I

SUMMARY OF SPOT SPEED OBSERVATIONS ON INDIANA HIGHWAYS

(Free-Moving Vehicles on Level, Tangent Sections)

		Passenger Cars				Trucks		
		Ind. Mean	Non-Ind. Mean	All Mean	All 85-Per.	Light Mean	Heavy Mean	All Mean
Two-Lane Highways	Dec. '53	51.5	55.9	53.2	61.6	44.0	42.2	43.0
	Apr. '54	53.6	56.5	54.8	63.6	44.8	42.9	43.7
	Aug. '54	55.0	56.8	55.7	63.8	49.9	46.0	47.1
	Dec. '54	52.0	54.1	52.8	58.8	48.2	44.4	45.2
	July '55	53.8	55.7	54.5	64.8	46.2	45.5	45.6
	Feb. '56	54.9	58.0	55.9	63.2	47.1	43.2	44.4
	Aug. '56	55.0	56.3	55.5	63.4	50.6	45.5	46.6
Four-Lane Highways	Dec. '53	52.1	55.8	53.4	61.5	44.7	40.1	41.6
	Apr. '54	56.4	58.8	57.3	66.0	43.7	41.7	42.2
	Aug. '54	55.5	58.2	56.6	65.0	52.1	45.6	47.1
	Dec. '54	54.2	55.7	54.7	60.4	47.1	43.6	44.3
	July '55	54.5	56.6	55.2	63.7	47.5	43.9	44.8
	Feb. '56	58.1	60.1	58.7	65.7	47.8	45.2	45.8
	Aug. '56	57.4	58.8	58.2	66.8	49.6	46.0	47.4
All Highways	Dec. '53	51.7	55.9	53.3	61.6	44.2	41.4	42.6
	Apr. '54	54.6	57.3	55.6	64.4	44.5	42.5	43.3
	Aug. '54	55.1	57.3	56.0	64.2	50.5	45.9	47.1
	Dec. '54	52.7	54.5	53.4	59.3	47.8	44.0	44.8
	July '55	54.1	56.6	55.2	64.3	46.9	44.7	45.2
	Feb. '56	56.0	58.6	56.8	63.8	47.3	44.0	44.9
	Aug. '56	55.7	57.3	56.4	64.5	50.2	45.6	46.9

APPENDIX

Truck 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
2S1	2 Axle tractor-truck with 1 axle semi-trailer
2S2	2 Axle tractor-truck with 2 axle semi-trailer
2-2	2 Axle tractor-truck pulling 2 axle full trailer
2S1-2	2 Axle tractor-truck with 1 axle semi-trailer and a 2 axle full trailer
3-3	3 Axle truck pulling 3 axle full trailer
3S2-2	3 Axle tractor-truck with a 2 axle semi-trailer and a 2 axle full 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
REF	Refrigerator
AC	Autocarrier
DP	Dump
LI	Lime spreader
EL	Not reportable in any of the above classifications.

TABLE II
ROAD DATA

Station U.S. 52 1.0 miles South of South Jet, S.R. 28

Surface 24' A.B. F.C.O., S.R. Pitt. Conc. (Divided lanes) Weather clear
This observation

Last Previous Observation (Speed Report No. 58)

Date August 24, 1956

Date February 13, 1956

Time 12:10 PM - 2:25 PM

Time 10:45 AM - 3:45 PM

				PASSENGER CARS				TRUCKS				BUSSES	
				All		Indiana		Non-Indiana		All		Less than 5000 pounds	
				Last	Present	Last	Present	Last	Present	Last	Present	Last	Present
All Vehicles													
No. of Vehicles Obs.	357	425	236	211	121	214	59.8	44.8	47.2	29	13	111	59
Ave. Speed (m.p.h.)	56.9	59.3	56.1	58.3	58.6	59.8	59.8	44.8	47.2	43.8	53.5	43.7	45.8
Max. Speed (m.p.h.)	—	—	—	—	—	—	—	40.7	41.7	62.1	69.2	35.1	35.6
Min. Speed (m.p.h.)	34.3	32.8	30.9	28.7	25.2	26.9	26.9	22.1	13.9	44.3	69.2	16.2	1.7
Ave. Speed (m.p.h.)	66.9	65.4	62.7	60.2	75.2	70.6	70.6	8.6	6.9	37.9	38.5	0.9	0
Max. Speed (m.p.h.)	43.1	52.9	39.0	25.6	51.2	33.2	33.2	5.0	1.4	24.1	7.7	0	0
Min. Speed (m.p.h.)	8.7	9.4	6.4	8.5	13.2	10.3	10.3	0	0	0	0	0	0
Ave. Speed (m.p.h.)	2.0	3.6	2.1	4.3	1.7	1.9	1.9	0	0	0	0	0	0
Max. Speed (m.p.h.)	0	0.9	0	1.4	0	0.5	0.5	0	0	0	0	0	0
Min. Speed (m.p.h.)	172	226	124	111	48	115	115	78	21	10	4	68	17
No. of Vehicles Obs.	57.0	59.4	56.1	58.4	59.3	59.8	59.8	45.1	46.5	45.5	50.8	45.0	45.5
Ave. Speed (m.p.h.)	—	—	68	84	71	89	89	—	—	62	68	58	52
Max. Speed (m.p.h.)	—	—	—	—	Ill.-Ohio	Ohio	Ohio	—	—	2P	2P OP	2D	2D ST
Min. Speed (m.p.h.)	—	—	38	41	47	40	40	—	—	37	40	36	44
State or Type	—	—	—	—	Ill.	Ga.	Ga.	—	—	2P	2P CO	2D	252A, 352
State or Type	—	—	—	—	—	—	—	—	—	19	9	43	42
No. of Vehicles Obs.	195	199	112	100	73	99	99	62	51	50.6	54.7	41.7	46.0
Ave. Speed (m.p.h.)	56.9	59.0	56.0	53.3	58.1	59.8	59.8	44.4	47.5	—	—	51	55
Max. Speed (m.p.h.)	—	—	70	93	69	75	75	—	—	62	63	51	55
Min. Speed (m.p.h.)	—	—	—	—	Ill.	Ill.	Ill.	—	—	2P	2P OP	252	252A
State or Type	—	—	—	—	Ill.	Ill.	Ill.	—	—	31	46	27	38
State or Type	—	—	—	—	Ohio	Ohio	Ill.	—	—	2P	2P CO	231	252

Table III
FIELD DATA

Station U.S. 52 1.0 Miles West of Klondike

Surface 24" Portland Cement Concrete (Divided Lanes)

This observation

Date August 20, 1956

Time 1:45 PM - 4:15 PM

Weather clear

Last Previous observation (agent report no. 3d)

Date February 23 and 29, 1956

Time 8:30 - 10:20 AM; 1:40-3:30 PM

	Previous Data				Traffic				Remarks
	All	Indiana	Non-Indiana	All	Less than 500 pounds	500 pounds or more	2000 pounds or more		
Base of 20' concrete slab	352	278	74	751	46.7	47.5	46.7	46.1	38.0
Base of 20' concrete slab	60.4	57.1	62.5	57.3	64.2	61.1	60.7	61.3	6
Base of 20' concrete slab	92.6	91.0	94.6	84.8	39.1	26.9	45.5	37.3	0
Base of 20' concrete slab	77.3	69.8	46.5	71.6	7.9	6.5	18.2	5.1	0
Base of 20' concrete slab	63.6	45.2	75.7	47.1	1.3	2.8	12.1	0.8	0
Base of 20' concrete slab	32.4	19.3	4.5	23.5	1.3	1.8	3.0	0.8	0
Base of 20' concrete slab	7.4	3.8	12.2	5.9	0	0.9	0	0	0
Base of 20' concrete slab	0.9	1.5	2.7	1.0	0	0	0	0	0
Base of 20' concrete slab	189	149	40	114	65	51	12	53	40
Base of 20' concrete slab	58.9	55.9	63.4	56.3	46.9	44.5	64.9	46.5	46.2
Base of 20' concrete slab	74	57	71	78	68	54	65	52	5
Base of 20' concrete slab	111.	111.	111.	111.	2P	2P	2P	20	20
Base of 20' concrete slab	36	35	35	37	36	33	34	35	35
Base of 20' concrete slab	129	107	36	46	2P	2P	2P	20	31
Base of 20' concrete slab	163	193	129	107	21	28	65	35	1
Base of 20' concrete slab	62.2	58.5	65.1	59.3	46.6	43.8	45.9	49.5	49.3
Base of 20' concrete slab	78	72	75	76	20	76	54	54	53
Base of 20' concrete slab	111.	111.	111.	111.	2P	2P	2P	20	20
Base of 20' concrete slab	34	35	47	36	29	39	32	40	38
Base of 20' concrete slab	111.	111.	111.	111.	2P	2P	2P	20	20

TABLE V SPEED DATA

Station U.S. 41 1.0 Miles North of Roswell

Surface 22.5' Portland Cement Concrete

Weather clear

Last Previous Observation (Spec. Report No. 58.)

This Observation

Date August 23, 1956

Time 2:00 - 4:30 PM

Date February 10, 1956

Time 10:30 AM - 2:30 PM

PASSENGER CARS														TRUCKS						BUSES			
All														All						Less than 5000 pounds or more		All	
Last Present														Last Present						Last Present		Last Present	
160 395 176 193 184 202														140 105 81 85						0 1		0 1	
58.0 54.4 56.7 53.8 59.4 54.9														45.0 45.6 45.1 44.9						- 42.0		- 42.0	
36.9 75.2 80.1 72.5 93.5 77.7														49.3 76.2 44.1 40.0						- 0		- 0	
73.7 46.3 65.3 43.0 77.7 50.5														24.3 39.0 30.5 60.0						- 0		- 0	
48.9 23.3 43.7 22.8 53.3 24.3														7.1 14.3 11.9 25.0						- 0		- 0	
20.3 6.3 21.0 6.2 19.6 7.4														0.7 1.9 1.7 5.0						- 0		- 0	
1.9 3.0 1.7 4.1 2.2 2.0														0 0 0 0						- 0		- 0	
0.3 1.0 0 1.6 0.5 0.5														0 0 0 0						- 0		- 0	
142 213 75 97 67 116														63 45 27 9						- 1		- 1	
57.7 52.9 56.7 52.2 53.9 53.6														45.1 43.6 45.3 47.9						- 42.0		- 42.0	
70 75 70 75 69 71														56 62 58 58						- 42		- 42	
111. 111. 111. 111. 111. 111.														2P 2P OP 2D 3T						- 42		- 42	
34 38 42 40 42 40														31 40 32 29						- 42		- 42	
101 96 117 86 117 86														77 60 32 11						- 0		- 0	
58.3 56.0 56.7 55.4 60.0 56.7														44.4 47.0 45.4 46.7						- 42		- 42	
71 89 38 85 111. Tenn.														61 58 56 65						- 42		- 42	
34 34 36 40 111. 111.														2P 2P OP 2D 252 20						- 42		- 42	
218 182 101 96 117 86														32 11 45 49						- 42		- 42	
58.3 56.0 56.7 55.4 60.0 56.7														44.4 47.0 45.4 46.7						- 42		- 42	
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218 182 101 96 117 86														32 11 45 49						- 42		- 42	
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71 89 38 85 111. Tenn.														61 58 56 65						- 42		- 42	
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71 89 38 85 111. Tenn.														61 58 56 65						- 42		- 42	
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218 182 101 96 117 86														32 11 45 49						- 42		- 42	
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218 182 101 96 117 86														32 11 45 49						- 42		- 42	
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218 182 101 96 117 86														32 11 45 49						- 42		- 42	
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71 89 38 85 111. Tenn.														61 58 56 65						- 42		- 42	
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218 182 101 96 117 86														32 11 45 49						- 42		- 42	
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218 182 101 96 117 86														32 11 45 49						- 42		- 42	
58.3 56.0 56.7 55.4 60.0 56.7														44.4 47.0 45.4 46.7						- 42		- 42	
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34 34 36 40 111. 111.														2P 2P OP 2D 252 20						- 42		- 42	
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71 89 38 85 111. Tenn.														61 58 56 65						- 42		- 42	
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218 182 101 96 117 86														32 11 45 49						- 42		- 42	
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71 89 38 85 111. Tenn.														61 58 56 65						- 42		- 42	
34 34 36 40 111. 111.														2P 2P OP 2D 252 20						- 42		- 42	
218 182 101 96 117 86														32 11 45 49						- 42		- 42	
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71 89 38 85 111. Tenn.														61 58 56 65						- 42		- 42	
34 34 36 40 111. 111.														2P 2P OP 2D 252 20						- 42		- 42	
218 182 101 96 117 86														32 11 45 49						- 42		- 42	
58.3 56.0 56.7 55.4 60.0 56.7														44.4 47.0 45.4 46.7						- 42		- 42	
71 89 38 85 111. Tenn.														61 58 56 65						- 42		- 42	
34 34 36 40 111. 111.														2P 2P OP 2D 252 20						- 42		- 42	
218 182 101 96 117 86														32 11 45 49						- 42		- 42	
58.3 56.0 56.7 55.4 60.0 56.7														44.4 47.0 45.4 46.7						- 42		- 42	
71 89 38 85 111. Tenn.														61 58 56 65						- 42		- 42	
34 34 36 40 111. 111.														2P 2P OP 2D 252 20						- 42		- 42	
218 182 101 96 117 86														32 11 45 49						- 42		- 42	
58.3 56.0 56.7 55.4 60.0 56.7														44.4 47.0 45.4 46.7						- 42			

Table

VI

Station U.S. 31 7.2 Miles North of Perrysburg

Surface 22.5' Portland Cement Concrete, Resurfaced with Bituminous Material weather clear

This observation

Date September 4, 1956

Time 10:30 AM - 1:45 PM

Last Previous Observation (Spec. Report No. 58)

Date February 15, 1956

Time 11:00 AM - 3:00 PM

Observation	Previous Data				Today								All	5000 pounds or more	All
	all		Indiana		Non-Indiana		All		Less than 5000 pounds		5000 pounds or more				
	Last	Present	Last	Present	Last	Present	Last	Present	Last	Present	Last	Present			
No. of Vehicles Obs.	348	413	315	323	73	90	109	86	41	19	69	67	2	2	
Ave. speed (m.p.h.)	53.8	54.3	53.3	53.7	55.3	56.3	44.3	45.2	46.1	48.5	43.1	45.1	52.5	55.5	
Min. speed (m.p.h.)	—	—	—	—	—	—	36.9	38.1	43.9	68.6	39.4	55.2	50.0	100.0	
Max. speed (m.p.h.)	74.7	75.1	72.1	73.1	86.3	82.3	16.7	20.1	31.7	52.6	4.4	22.4	50.0	100.0	
State of Ind.	27.8	23.8	26.3	26.9	34.2	35.6	2.8	7.0	7.3	16.3	0	4.5	50.0	100.0	
State of Ind.	4.9	6.5	4.8	5.9	5.5	9.9	0	0	0	0	0	0	0	0	
State of Ind.	0.8	1.4	0.3	0.9	3.7	1.3	0	0	0	0	0	0	0	0	
State of Ind.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No. of Vehicles Obs.	195	190	164	149	31	41	57	41	24	9	33	32	1	1	
Ave. speed (m.p.h.)	51.6	54.6	53.2	54.4	56.0	55.7	43.7	45.1	44.8	47.4	42.9	44.5	44.0	56.0	
Min. speed (m.p.h.)	—	—	70	72	71	69	—	—	59	53	51	54	44	56	
State of Ind.	—	—	—	—	Mich.	Mich.	—	—	28 OF	21 CO	231 CO	282 CO	—	—	
State of Ind.	—	—	30	32	44	37	—	—	34	41	29	20	44	56	
State of Ind.	—	—	—	—	Ill.	Mich.	—	—	28 OF	28 OF	282 CO	282 ST	—	—	
No. of Vehicles Obs.	193	223	151	174	42	49	52	45	17	10	35	35	1	1	
Ave. speed (m.p.h.)	54.0	54.0	53.3	54.2	56.3	56.9	44.8	45.6	47.4	49.5	43.4	45.7	61.0	55.0	
Min. speed (m.p.h.)	—	—	67	70	74	74	—	—	63	53	50	64	61	55	
State of Ind.	—	—	—	—	Ill.	Mich.	—	—	28 OF	28 OF	282 PL	282 PL	—	—	
State of Ind.	—	—	30	30	40	38	—	—	35	40	34	30	61	55	
State of Ind.	—	—	—	—	Ill.	Mich.	—	—	28 ST	28 OF	281 St	282 ST	—	—

FIGURE 1

FIGURE 2

FIGURE 3

FIGURE 4

FIGURE 5

FIGURE 6

FIGURE 5

FIGURE 6