Truck Equivalency

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ABRIDGMENT

•THE purpose of this study is to investigate the relationship of headways between passenger car following passenger car in predominantly passenger car lanes (less than 0.5 percent trucks) and headways between (a) passenger car following passenger car, (b) passenger car following truck, (c) truck following passenger car, and (d) truck following truck in an 80 percent truck lane and a 38 percent truck lane.

The average headways of vehicle queues of 11 vehicles is investigated to attempt to determine a relationship between the number of trucks in the queue and the average headway. The data on average headways were obtained by use of a 20-pen recorder, which recorded the headways between the various type vehicles under the mentioned conditions.

The following conclusions are made from an analysis of field data at the study location:

1. It appears that the percent of trucks in a traffic lane has an effect on the average headway of all type vehicles within the lane. The average headways appear to increase with an increase in percent trucks. However, a truck does not appear to be equivalent to as many as two passenger cars from a volume or headway standpoint.
2. It appears that the number of trucks in a queue of 11 vehicles has an effect on the average headway in the queue. The greater the number of trucks the larger the average headway. Again, however, a truck does not appear to be equivalent to as many as two passenger cars.

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