ABSTRACT

In developing countries, some basic problems are very much common like lane following, traffic delays, as well as there is a lack of planning in designing the various operational parameters on road which ensures the full capacity flow without any hindrance, we need to know the impact created by each mode of vehicle present in our traffic stream that at what extent it is deteriorating the traffic flow condition, for this the calculation of Passenger Car Equivalent (PCE) is one of the general practice in the modern world now days by taking some basic parameters as an input like (time, speed, density, headway, occupancies etc.). From previous studies on heterogeneous traffic for calculating Passenger Car Equivalent (PCE) valuès from "different Existing methods", we extended their research and took Occupancy-Density for the first time as the main parameters for applying regression analysis for obtaining PCE values on a particular Midblock section on university Road (urban arterial), Karachi. Then the obtained PCE values is been compared with the values from the studies of authors mentioned above Application of this newly introduce occupancy-density linear regression modelling is been applied on a signalized intersection at Jauhar Intersection and on US-highways as well in order to Compare the values in local and international scenarios both, the results are satisfactory as far as PCE is concerned.