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Operation Analysis of Roundabouts under various Traffic Flow Conditions in city

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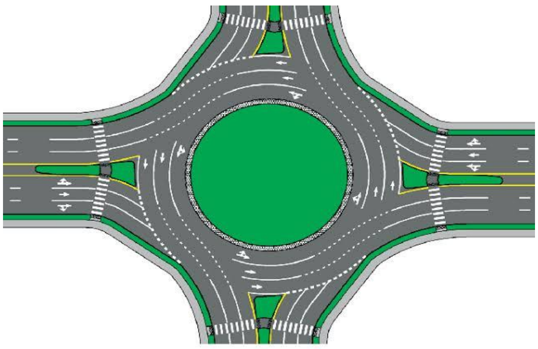
Abstract – *In this thesis project we show the most important element of operational performance of round about traffic intersection in Indore on capacity analysis traffic movements of the various vehicles in was observed at five roundabouts along road in Indore. The gap acceptance and follow up time were estimated for cars for only peak hours analysis relation between rotary performance measure and the capacity is showed in terms of capacity is measured by the gap acceptance method which is taken by tanner based on the HCM 2010 the all data collection of vehicles were collected from chosen 5 rotary (roundabouts) in Indore this roundabouts are indirectly or directly connected to their approach lag numbers.*

1.INTRODUCTION

Roundabout is a form of traffic control intersection it is normally circular shaped its have capability to solve the traffic flow problems mainly capacity of roundabout is important because capacity is directly connected to delay level of service accidents cost of operation and also environment issues in Indore there are serving from them 10 years so there why some attention should paid to the designing and capacity factors of this all roundabouts in this project we use tanner models and gap acceptance capacity models for find out the safe gap in the traffic stream to enter the roundabouts mostly concentrates on determining the capacity of approach which is based on the centering and circulating flows in current research work on the roundabouts critical headway and follow up head way calculated as approach capacity roundabouts can classified in two categories theoretical and empirical.



1.1 AIM AND OBJECTION

The objective of this project are:

- To analyst available information of capacity of roundabouts through literature review.
- For selection of right methodology to evaluating the capacity of roundabouts for medium size cities.
- For medium size cities define the capacity and service level of roundabouts.

2. ORGANISATION OF REPORT:

Six chapters of this thesis:

1. First chapter consist the general introduction of the full thesis and background of parameters of analysis of roundabouts.
2. In second chapter reviews of relative literatures which is also related to gap acceptance parameter and study of capacity.
3. In third chapter we discuss about methodology for this thesis.
4. In fourth chapter we discussing about data collection of study area.
5. In fifth chapter data analysis and result of analysis are discussed.
6. In sixth chapter scope for future work of this thesis summary and conclusion is consists.

3. METHODOLOGY:

For this thesis we can use two methods:

1. Analytical method
2. Empirical method

3.1 Analytical Method:-

3.1.1Gap acceptance capacity Model:-

The capacity of roundabout is estimated by using various capacity models which is based on the gap acceptance theory.

This capacity always depend on the headway distribution critical headway, and fallow up time.

3.1.2 Tonner capacity Model:

This model also a macroscopic analytical models which is show the capacity in exponential function.

$$C_e = \frac{3600\, q_c e^{-q_c t_c}}{1-e^{-q_c t_f}}$$

Where

C_e = Entry capacity (PCU/h)

T_f = Critical headway (Sec)

T_f = Follow up time (sec)

3.2 Emprical Method:

The data collection from the roundabouts are developing the empirical capacity models. Gap acceptance parameter are not required in this model

3.2.1 UK capacity Model:-

This formula based on the kimber's study in 1980. In this model determine the roundabouts entry capacity.

$$C_e = F - f_c . q_c$$

Where

F_c = constant

F = entry width, entry angle. Width of circulating flow factors.

3.2.2 Germany's capacity Model:-

This model use approach like UK model. This model used to define the entry flow relation between entry capacity and circulating flow which is based on the roundabouts data collection.

$$C_e = A_e \frac{-Bq_c}{10000}$$

4. Study area and Data Collection:

Indore is a big city it's also called a mini Mumbai, study area means roundabouts are chosen by the population of roundabout and traffic.

Location of roundabouts:

1. Rajiv Gandhi Square.
2. Vijay Nagar Square.
3. Sayaji Square.
4. Regal Square.
5. Maharaja Chatrasal Square.

Date collection is can be done by two method manually and mechanically.
In manual method we personally count the vehicles and in mechanically we generally adopt video recording method which is easy and economical,
We use methods according quantity of traffic.
All our chosen location is very busy area of city and we collect data From Time 8 AM To 11AM. Additionally evening 4 PM To 7 PM.

5. Data analysis and result:

After the collection of all data we summarized all data and do the capacity analysis with the help of various formulas but firstly we apply tonner formula which is based of HCM 2010 and also gap acceptance parameters like critical gap, follow up headway.

Some of the literatures reviewed for this study on operational analysis of roundabouts are discussed in this chapter.

6. LITERATURE REVIEW

6.1 General

Siegloch was developed a linear-regression technique which used the gap data from queuing conditions to estimate both the critical gap and the follow-up headway in 1973. This technique recorded the gap with size and number of accepted vehicles. Then all data were categorized according to the number of accepted vehicles. Within each category the average gap size was calculated. As a result, a reduced data set of average gap size versus number of accepted vehicles was generated. Finally the average gap size was fit as a linear function of the number of accepted vehicles. Although being straightforward and generally giving good estimations, this method applied only to those conditions where queues appeared in the minor stream. Polus and Shmueli developed an entry-capacity model for roundabouts that includes outside diameter and circulating flow as input parameters in 1997. Six small to medium sized roundabouts in urban and suburban areas of Israel were included in this study. A separate regression model was developed for each roundabout studied because it was believed that the geometric characteristics of each site significantly affect its capacity. A general form of an exponential regression equation could be developed. Results from the developed

model were compared with those obtained from Australian and German models. Flow and geometric data were collected from the six study sites. The capacity of each entry was defined as the maximum number of vehicles that can enter the roundabout in 1 hour under continuous queue conditions.
Polus and Shmueli (1999) further examined and evaluated the capacity model previously developed in their 1997 study. In addition, the study estimated a gap size above which gaps are not relevant to the gap acceptance process and evaluated the gap acceptance behaviour of drivers entering roundabouts as their waiting time on the approach leg increased. Al-Masaeid and Faddah developed an empirical model for estimating entry capacity as a function of circulating traffic and geometric characteristics in 1997. Ten roundabouts located throughout Jordan were studied. Regression analysis was used to develop the entry-capacity model and its performance was then compared with results of German, Danish, and French capacity models. Al-Masaeid used a logit analysis to develop models for estimating critical gap and move-up time at roundabouts in 1999. The first model predicts the probability that a random driver entering a roundabout will accept a given gap in the circulating stream based on geometric and gap characteristics. The second model estimates move-up time based on roundabout geometry and circulating traffic characteristics. Results from these models were incorporated into the Australian and German gap theoretical models to determine which of the two theoretical models is more appropriate for use in Jordan. Hagring proposed a new capacity model for two-lane roundabouts based on previous studies (Hagring 1996, 1998) at Swedish roundabouts on the effects of origin-destination (OD) flows. The developed model was tested on two synthetic data sets and compared with another OD model proposed by Akçelik et al. (1996) and Akçelik (1997). The previous work by Hagring studied critical gap differences between the inner and outer entry lanes at two-lane roundabout approaches. A simplified model was developed relating critical gap to the length and width of the weaving section between adjacent approaches. The capacity model presented and evaluated in the current study was first developed in these older studies. Flannery et al. developed equations estimating the mean and variance of service time for a vehicle in the first position at an entry of a single-lane roundabout. With these estimates, the Pollaczek-Khintchine formula and Little's law may then be used to estimate the average number of queued vehicles and the average total waiting time per vehicle, respectively. Service time is defined as the time spent in the first position of the queue prior to entering the circulating stream and includes the time spent waiting for an acceptable gap in the circulating stream, travel time to enter the circulating stream, and the headway for the subsequent circulating vehicle.

6.2 Analytical (Gap Acceptance) Vs Empirical Regression

There exist two distinct theories depends upon roundabout capacity/delay equations. These theories are the analytical or gap acceptance method, and the empirical method, which is based on geometrics and regression.
In Kimber's initial laboratory report (1980) he states that the dependence of entry capacity on circulating flow depends on the roundabout geometry. Kimber defines five geometric parameters which have an effect on the capacity. These are entry width and flare, the inscribed circle diameter (a line that bisects the centre island and the circulating lane twice) and the angle and radius of the entry. In Kimber's 1989 paper he states that gap acceptance is not a good estimator of capacity in the United Kingdom. He also states that single-lane entries are the basis for the simplest case for gap acceptance models, while empirical models apply also to multilane entries. Kimber reasons that gap acceptance models do not increase capacity correctly when additional entry lanes are added. Kimber makes two interesting comments in his paper the first being that many circumstances exist where driver response to yield signs conforms to gap acceptance assumptions. He is not given sufficient description of gap acceptance roundabouts. The main flaw of the gap acceptance theory is that it poorly evaluates capacity for roundabouts. The second comment by Kimber is that because of driver behaviour and geometric variation is not safe to transfer theories from one country to another. Fisk, in a 1991 article, agreed that regression models should not be transferred from region to region or between roundabouts of different geometrical configurations..
Akcelik (1998) writes gap acceptance method presented in his report improves capacity prediction during heavy flow conditions and especially for multilane roundabouts with uneven approach demands. Many of the additional parameters used in SIDRA gap acceptance model based on the gap acceptance theory. The parameters that deal with the entering traffic stream include the inscribed diameter, average entry lane width, the number of circulating and entry lanes, the entry capacity (based on the circulating flow rate), and the ratio of the entry flow to the circulating flow. These additional model elements demonstrate the detailed nature of the SIDRA model. Another important component of Akcelik's formulation is the identification of the dominant and subdominant entry lanes based on their flows. The dominant lane has the highest flow rate, and all others are subdominant. The purpose of this component is that dominant and subdominant entry lanes can have different critical gap and follow up times. SIDRA also includes a passenger car equivalent (PCE) for heavy vehicles.

6.3 Reviews on Capacity and Delay

Roundabout capacity and delay analysis can be performed at several levels of detail. Akcelik (1998) mentions three methods for measurement capacity. These include analysis by total approach flow used in ARCADY, the British empirical regression based on simulation. Akcelik uses the lane-by-lane method for the purpose of allowing improved geometric modelling of the intersection. He points out that recognition of unequal lane utilization is important because it affects the capacity and performance of the roundabout.

Fisk states the lane utilization for entering lanes should be determined using travel time minimization or by equalizing queue lengths. It is also mentioned that the left lane will be served at a faster rate than the right lane and because of this travel time minimization would be a better predictor. Akcelik's use of dominant and subdominant lanes .so this is problem from a different angle. Fisk and Akcelik both recommend using a different critical gap and follow uptime for each lane. In Akcelik's model lane utilization ratio is determined by the degrees of saturation of the lanes. Lane group capacity is then calculated and flow rate for each lane is determined. Morlok (1978) states that behavioural studies of motorists indicate that motorists will choose their route based on the minimum travel time. This is compliments Fisk's statement of minimizing travel time. Minimizing travel time appears to be the most appropriate method to determine lane utilization for this formulation. Fisk describes the problem to be a mini-traffic assignment problem. For this model to be implemented into a travel forecasting model.

6.4 Critical Gap and Follow up Time

Cassidy et al (1995) state that it is not possible to directly observe the mean critical gap. This report also states that there is no evidence that a single-valued gap acceptance function cannot be used to model driver behaviour reliably at a stop sign. Tian et al (2000) consider the many variables that can effect critical gap and follow up time. They state that geometry, turning movements, vehicle type and approach grade were found to affect these parameters. The Federal Highway Administration (FHWA) (2000) states that it is not desirable to locate roundabouts where grades are greater than four percent. Therefore, it is assumed that most roundabouts will not deal with grade as a factor.

The Transportation Research Board (HCM 1997) presents its critical gap range as 4.1 to 4.6 seconds, and the follow up time as 2.6 to 3.1 seconds. These values are for only single lane roundabouts. List et al (1994) determined the average critical gap to be from 2.8 to 4.0 seconds and the follow up time to range from 1.8 to 3.7 seconds. These values were most representative of the right lane. As stated earlier, the right lane will have a smaller critical gap and follow up time than the left lane, as the vehicles in the left lane have to cross the outside circulating lane. All of these gaps are consider smaller than the recommended critical gaps and follow up times for two-way stop controlled intersections. The Transportation Research Board lists these as 6.9 and 3.3 seconds for a right turn onto a four-lane road, which is analogous to the circulatory roadway of a multilane roundabout. Roundabout gaps and follow up times are smaller due to two reasons. The first is the ability for some vehicles to enter the circulating roadway without coming to a complete stop. If there are no queued vehicles in the entry lane the yield control allows vehicles to only slow to the speed at which they can safely negotiate the roundabout. The second reason is the flare of the roundabout.

3. EXPECTED OUTCOMES:

After the all analysis on the roundabouts we can find out the total capacity of the roundabouts.

Some roundabouts are build more turn 12 year ago and may be most of the roundabouts are in serious problem of traffic adjustment. So we can suggest their replacement with other junction. We only study at peak hours so we prescribed may other studies for any other improvements.

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