**I-270**

**Parameters of “Freeway (free lane selection)” Driving Behaviors in the VISSIM networks**

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|  | Parameters | Benchmark (default values) | Traditional calibration (weight = 0) | Hybrid (weight = 0.5) | Trajectory calibration (weight = 1) |
| Car following | Wiedemann 99 CC1 (s) | 0.9 | 0.9 | 0.9 | 0.9 |
| Wiedemann 99 CC4 | -0.35 | -0.35 | -0.25 | -0.25 |
| Wiedemann 99 CC5 | 0.35 | 0.35 | 0.25 | 0.25 |
| Wiedemann 99 CC0 (ft) | 4.92 | 4.92 | 4.92 | 3.28 |
| Wiedemann 99 CC2 (ft) | 13.12 | 13.12 | 13.12 | 13.12 |
| Wiedemann 99 CC8 (ft/s2) | 11.48 | 11.48 | 11.48 | 14.76 |
| Lane changing | Necessary lane change: -1 ft/s2 per distance (ft) | 200 | 50 | 100 | 50 |
| Necessary lane change: Accepted deceleration for Trailing Vehicle (ft/s2) | -1.64 | -6.27 | -1.64 | -3.28 |
| Safety distance reduction factor | 0.6 | 0.4 | 0.6 | 0.2 |
| Maximum deceleration for Own (ft/s2) | -13.12 | -13.12 | -13.12 | -13.12 |
| Maximum deceleration for Trailing Vehicle (ft/s2) | -9.84 | -9.84 | -9.84 | -11.48 |
| Necessary lane change: Accepted deceleration for Own (ft/s2) | -3.28 | -3.28 | -3.28 | -6.56 |
| Minimum headway (front/rear) (ft) | 1.64 | 1.64 | 1.64 | 1.31 |