

5.4 The individual lanes on a long, tangent, two-lane directional freeway have identical traffic behavior patterns and each follows a linear speed-density relationship. It has been observed that the capacity is 2000 vehicles per hour per lane and occurs at a speed of 25 miles per hour. On one particular day when the input flow rate was 1800 vehicles per hour per lane, an accident occurred on the opposite side of the median which caused a gap in the black and caused the lane density to increase to 120 vehicles per mile. After 15 minutes the accident was removed and traffic began to return to normal operations. Draw the distance-time diagram showing shock waves and selected vehicles trajectories.

Solution:

$$\text{capacity} = 2000 \text{ veh/h/lt} \text{ vphpl (vehicles per hour per lane)}$$

$$\text{speed}_1 = 25 \text{ mph (miles per hour)}$$

$$\text{density}_1 = \text{capacity} / \text{speed}_1 = 2000 / 25 \text{ vpmpl (vehicles per mile per lane)} = 80 \text{ vpmpl}$$

$$\text{flow} = 1800 \text{ vphpl}$$

$$\text{density}_2 = 120 \text{ vpmpl}$$

$$\text{speed}_2 = \text{flow} / \text{density}_2 = 1800 / 120 \text{ mph} = 15 \text{ mph}$$

speed (mph)

density (vpmpl)

1800

25

80

120

15

0

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160

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2000

1800

15

25

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120

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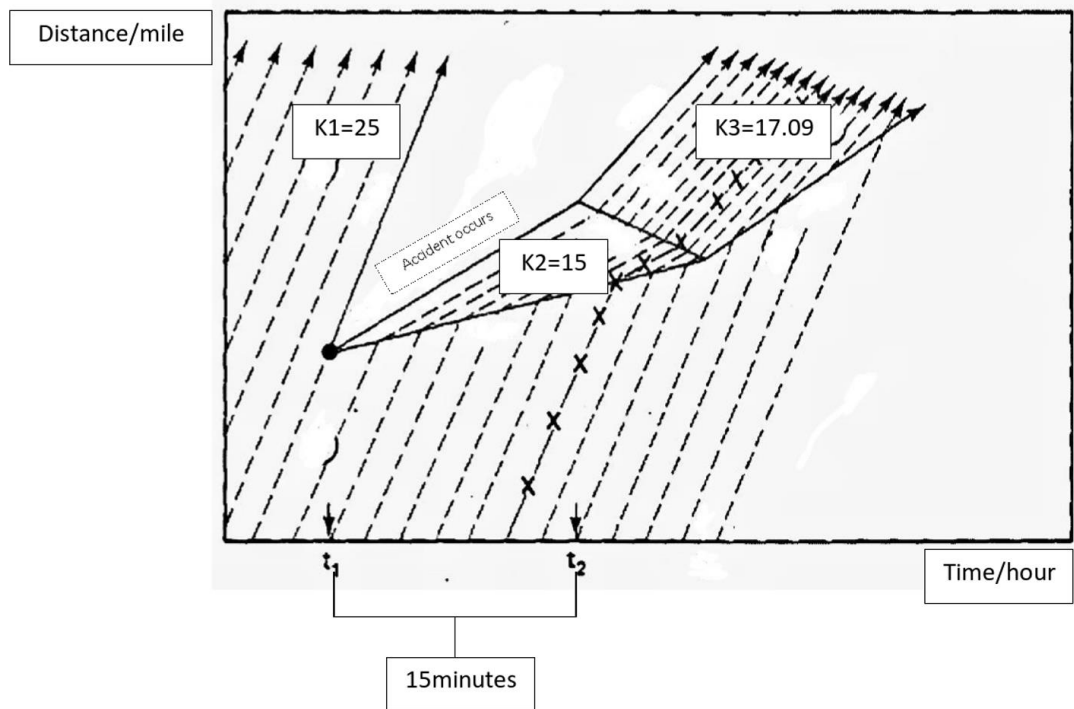
2000

1800

15

25

80



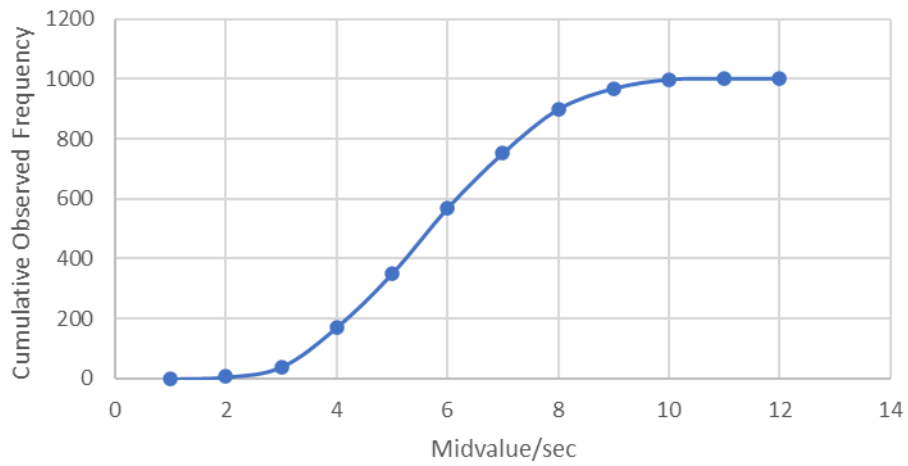
5.5 The driver acceptance of time gaps in the main street were observed for the traffic on the minor street controlled by a stop sign. For the following frequency distribution, you need to:

- (1) Plot the real cumulative frequency of the time gaps.
- (2) Use Logit model to estimate the critical gap, and
- (3) Plot the fitting curve of the Logit model.

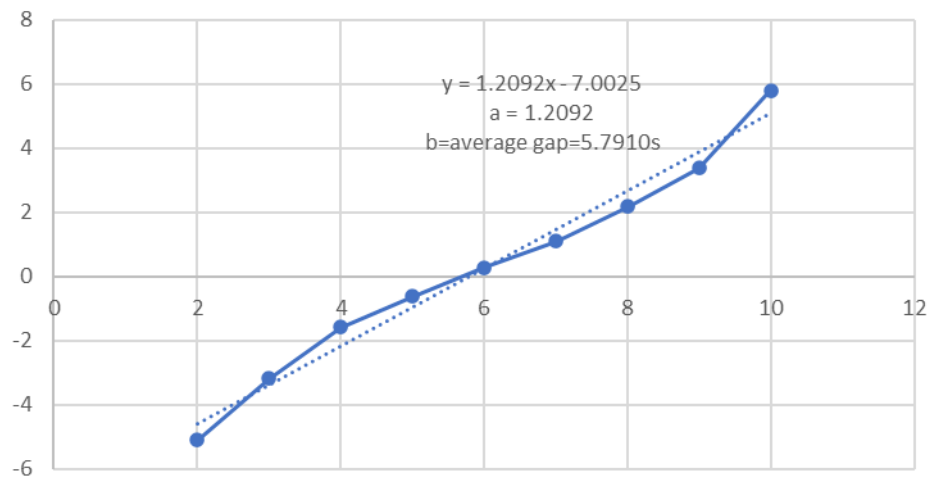
Midvalue (sec)	Observed Frequency
1.0	0
2.0	6
3.0	34
4.0	132
5.0	179
6.0	218
7.0	183
8.0	146
9.0	69
10.0	30
11.0	3
12.0	0
Total	1000

Solution: (1) ...  
 (2) ...  
 (3) ...

The real cumulative frequency of the time gaps



linear regression



the fitting curve of the Logit model

