

A study on gap acceptance of unsignalized intersection

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Unsignalized Intersections

Unsignalized intersections are those where traffic is not controlled by traffic lights. Instead, drivers must rely on their judgment and other traffic rules to navigate the intersection. There are several types of unsignalized intersections:

- **Yield intersections:** At these intersections, drivers must yield to traffic already in the intersection.
- **Stop intersections:** At these intersections, drivers must come to a complete stop before proceeding.
- **Roundabouts:** These intersections are designed to keep traffic flowing in a continuous manner. Drivers entering a roundabout must yield to traffic already in the roundabout.
- **Unchannelized intersections:** These intersections have no specific lanes for traffic. Drivers must be aware of all other traffic in the intersection.
- **Channelized intersections:** These intersections have specific lanes for traffic. This helps to reduce the risk of collisions.

Gap Acceptance Theory

Gap acceptance theory is a model that describes the behavior of drivers at unsignalized intersections. The theory states that drivers will accept a gap in traffic if it is large enough for them to safely enter the intersection. The critical gap is the

minimum gap that a driver is willing to accept.

Capacity of an Unsignalized Intersection

The capacity of an unsignalized intersection is the maximum number of vehicles that can pass through the intersection per hour. The capacity is determined by several factors, including the number of lanes, the traffic volume, and the distribution of the traffic.

Gap Analysis

Gap analysis is a technique used to identify and analyze gaps in knowledge, services, or resources. Gap analysis is a three-step process:

1. Identify the current state of affairs.
2. Identify the desired state of affairs.
3. Identify the gaps between the current state and the desired state.

Types of Gaps

There are four main types of gaps:

- **Lag gap:** The time between when the lead vehicle in a platoon enters the intersection and when the last vehicle in the platoon enters the intersection.
- **Start-up gap:** The time between when the lead vehicle in a platoon starts to enter the intersection and when the last vehicle in the platoon starts to enter the intersection.
- **Running gap:** The time between when the first vehicle in a platoon enters the intersection and when the last vehicle in the platoon leaves the intersection.
- **Follow-up gap:** The time between when the last vehicle in a platoon leaves the intersection and when the first vehicle in the next platoon enters the intersection.

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