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Traffic Operations at Intersections: Learning and Applying the
Models and Methods of the Highway Capacity Manual Chapters on
all-way stop-controlled intersections, two-way stop-controlled
intersections, and signalized intersections Designed for
practicing transportation engineers and university seniors and
graduate students 11 simplified scenarios to open-up your
understanding of the HCM 43 example calculations that are fully
worked out and explained in detail 7 computational engines that
allow you to see inside and then apply the models 138 figures to

clearly illustrate concepts Additional problems online The models of the Highway Capacity Manual (HCM) are often the engineer's choice to analyze intersection performance. These models are complex, and nearly all transportation engineers use software implementations of these models to conduct their analyses. Software applications are powerful tools that help engineers solve problems. But these applications also serve as barriers to the understanding of the complex models embedded in the software. Our major objective in writing this book is to transform the "black box" of the HCM intersection models, and their software implementations, into a "clear box" that allows the engineer to better understand how these models work. We do this through the idea of the "simplified scenario." The eleven scenarios that we present are based on conditions greatly simplified from what you would normally see in the field. By focusing on one concept at a time, in the context of these simplified conditions, you will better understand the fundamentals of the HCM intersection models. You will then be able to apply these models to more complex intersections with skill, confidence, and insight. TRB's National Cooperative Highway Research Program (NCHRP) Synthesis 427: Extent of Highway Capacity Manual Use in Planning assesses how state departments of transportation, small and large metropolitan planning organizations, and local governments are using or might use the Highway Capacity Manual for planning analyses, or more specifically, for performance monitoring, problem identification, project prioritization, programming, and decision-making processes. "This new edition of the HCM adds a subtitle: A Guide for Multimodal Mobility Analysis. This underscores the HCM's focus on evaluating the operational performance of several modes, including pedestrians and bicycles, and their interactions. It is called the 6th Edition, with no year attached, and each chapter indicates a version number, to allow for updates."--PageV1-1. The HCM 2010 significantly enhances how engineers and planners assess the traffic and environmental effects of highway projects by: Providing an integrated multimodal approach to the analysis and evaluation of urban streets from the points of view of automobile drivers, transit passengers, bicyclists, and pedestrians; Addressing the proper application of microsimulation analysis and the evaluation of the results; Examining active traffic management in relation to demand and

capacity; and Exploring specific tools and generalized service volume tables to assist planners in quickly sizing future facilities. The four-volume format provides information at several levels of detail, to help users more easily apply and understand the concepts, methodologies, and potential applications. This is a summary of the 1985 Highway Capacity Manual (HCM), and has been prepared for personnel of the Federal Highway Administration to assist in the transition from the 1965 HCM to the 1985 HCM. This summary highlights the major differences between the 1965 HCM and the 1985 HCM. The key features and the principal contents of the 1985 HCM are also highlighted. The 1985 HCM is a major evolutionary step forward in the state-of-the-art of highway and traffic operational and design analysis. It provides a means of evaluating alternative solutions to traffic problems, solutions which still require the expertise and creativity of the professional engineer.

Proceedings of the International Symposium on Highway Capacity, Karlsruhe, Germany, July 1991. Papers range widely from driving behavior and pedestrian to the numerical value of freeway capacity and transit capacity. "This new edition of the HCM adds a subtitle: A Guide for Multimodal Mobility Analysis. This underscores the HCM's focus on evaluating the operational performance of several modes, including pedestrians and bicycles, and their interactions. It is called the 6th Edition, with no year attached, and each chapter indicates a version number, to allow for updates."--Page V1-1. Since 1950, the Highway Capacity Manual has been a standard used in the planning, design, analysis, and operation of virtually any highway traffic facility in the United States. It has also been widely used abroad, and has spurred the development of similar manuals in other countries. The twin concepts of capacity and level of service have been developed in the manual, and methodologies have been presented that allow highway traffic facilities to be designed on a common basis, and allow for the analysis of operational quality under various traffic demand scenarios. The manual also addresses related pedestrian, bicycle, and transit issues. This book details the fundamental development of the concepts of capacity and level of service, and of the specific methodologies developed to describe them over a wide range of facility types. The book is comprised of two volumes. Volume 1 (this book) focuses on the development of basic principles, and their application to uninterrupted flow

facilities: freeways, multilane highways, and two-lane highways. Weaving, merging, and diverging segments on freeways and multilane highways are also discussed in detail. Volume 2 focuses on interrupted flow facilities: signalized and unsignalized intersections, urban streets and arterials. It is intended to help users of the manual understand how concepts, approaches, and specific methodologies were developed, and to understand the underlying principles that each embodies. It is also intended to act as a basic reference for current and future researchers who will continue to develop new and improved capacity analysis methodologies for many years to come. "This new edition of the HCM adds a subtitle: A Guide for Multimodal Mobility Analysis. This underscores the HCM's focus on evaluating the operational performance of several modes, including pedestrians and bicycles, and their interactions. It is called the 6th Edition, with no year attached, and each chapter indicates a version number, to allow for updates."--Page V1-1

The Highway Capacity Manual (HCM) is one of the most widely used traffic engineering guidance documents in the world. It was originally published in 1950, and has been under constant revision since. Unfortunately, due to past cost and time constraints associated with traffic data collection, much of information in the manual is based on research conducted using relatively small data sets. This calls into question the statistical significance of some of the manual's material. The Virginia Smart Travel Laboratory is a nationally unique research facility. The distinguishing feature of the laboratory is its direct connection to operational VDOT transportation management systems. This gives the laboratory access to unprecedented quantities of traffic data. The purpose of this research project is to use this data to investigate a key concept of the HCM: freeway traffic lane distribution. An important consideration of transportation management is the distribution of lane use by vehicles. This distribution plays a significant role in how traffic management devices, such as variable message signs, lane control signals, and ramp meters are utilized. Unfortunately, according to the HCM, "when two or more lanes are available for traffic in a single direction, the distribution in lane use varies widely ... there are not "typical" lane distributions." An investigation of this concept using a large set of data from freeways in the urbanized Hampton Roads region of Virginia led to the following conclusions: The distribution of vehicles along

a specific link of a freeway system does tend to follow predictable trends by time-of-day. A missing data estimation procedure can be developed that exploits the consistency of lane distribution by time-of-day and location. This estimation methodology proved to accurately estimate missing detector data, generally producing results within the 6%-8% error range. Finally, the report presents the following recommendations to VDOT. VDOT should collect and archive traffic data at the lane level to support future applications, such as the missing data estimation methodology. VDOT should use the lane distribution-based missing data estimation methodology described in this report in Smart Traffic Centers and permanent count stations located on freeways. VDOT should formally transmit this report to TRB for committee consideration as the next version of the HCM is developed. Since 1950, the Highway Capacity Manual has been a standard used in the planning, design, analysis, and operation of virtually any highway traffic facility in the United States. It has also been widely used around the globe and has inspired the development of similar manuals in other countries. This book is Volume II of a series on the conceptual and research origins of the methodologies found in the Highway Capacity Manual. It focuses on the most complex points in a traffic system: signalized and unsignalized intersections, and the concepts and methodologies developed over the years to model their operations. It also includes an overview of the fundamental concepts of capacity and level of service, particularly as applied to intersections. The historical roots of the manual and its contents are important to understanding current methodologies, and improving them in the future. As such, this book is a valuable resource for current and future users of the Highway Capacity Manual, as well as researchers and developers involved in advancing the state-of-the-art in the field. "This new edition of the HCM adds a subtitle: A Guide for Multimodal Mobility Analysis. This underscores the HCM's focus on evaluating the operational performance of several modes, including pedestrians and bicycles, and their interactions. It is called the 6th Edition, with no year attached, and each chapter indicates a version number, to allow for updates."--PageV1-1. Since 1950, the Highway Capacity Manual has been a standard used in the planning, design, analysis, and operation of virtually any highway traffic facility in the United States. It has also been widely used abroad, and has

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