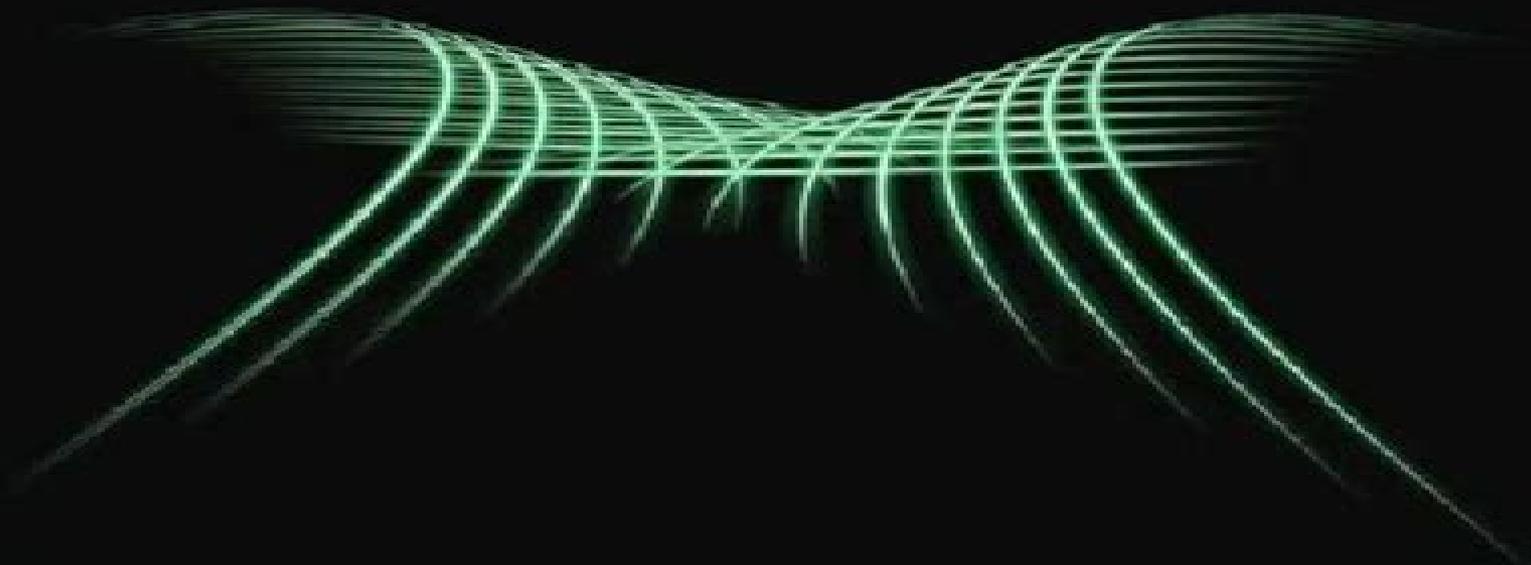


HCM2010

HIGHWAY CAPACITY MANUAL



TRANSPORTATION RESEARCH BOARD
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Highway Capacity Manual 2010 Roundabouts

Antonio Pratelli



Highway Capacity Manual 2010 Roundabouts:

Calibration of the Hcm 2010 Roundabout Capacity Equations for Georgia Conditions Christina Danielle Barry, 2012 There is increased interest in building modern roundabouts in Georgia and in the United States because of the safety and operational benefits that can be realized from this type of intersection With this interest comes the increasing need to be able to estimate the capacity that a roundabout can provide after it is built In the early 2000s a National Cooperative Highway Research Program NCHRP study was conducted that among other tasks developed single lane and multi lane roundabout capacity estimation equations These equations presented in the Highway Capacity Manual 2010 HCM 2010 can be calibrated using locally determined values of follow up headway and critical headway This study was designed to calibrate the HCM 2010 roundabout capacity equation for single lane roundabouts to driving conditions in Georgia In order to develop estimates of the calibration parameters video imagery was recorded for 13 approaches at six roundabouts in Georgia for approximately two hours during the peak period A total of 29 5 hours of video was recorded Data from three of these roundabouts forms the basis of this thesis The videos were processed by a Java program to collect time stamps that were subsequently used in Microsoft Excel to calculate the follow up and critical headway values required for calibration The values of critical headway and follow up headway that were found from the video data are presented in the results as well as the single lane capacity equations calibrated from the data Two types of analysis were done one that includes exiting vehicles and one that does not include exiting vehicles When exiting vehicles were excluded the weighted average of follow up and critical headway were found to be 3 46 and 4 17 seconds respectively and when exiting vehicles were included in the analysis the weighted averages of the follow up and critical headway were found to be 2 80 seconds and 3 34 seconds respectively It was found that exiting vehicles do have an impact on the operations at the roundabout in most cases and including exiting vehicles in the analysis tends to increase the capacity predicted by the calibrated equations

The Highway Capacity Manual: A Conceptual and Research History Volume 2 Elena S. Prassas, Roger P. Roess, 2020-01-08 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

Comparative Analysis of Roundabout Capacity

Analysis Methods Abdullah Ayed F. Alqahtani, 2019 According to the Washington State Department of Transportation WSDOT the use of roundabouts has been increasing due to its numerous benefits Compared to other types of intersection conventional controls a roundabout improves traffic safety reduces delays lessens the severity of crashes improves traffic flow and minimizes maintenance costs The Federal Highway Administration FHWA report that in some previous study findings the injury and fatality crashes were reduced by 78 82% after converting signalized intersections to roundabouts This study used data from the City of Fairborn Ohio for a project where they were preparing to replace a 50 years old signalized intersection at Kauffman Avenue and Colonel Glenn Highway with a modern roundabout This signalized intersection experienced 18 crashes between 2013 and 2015 The modern roundabout was scheduled to be constructed in 2019 by the City of Fairborn and it was designed with three legs similar to the existing intersection layout with three entries three exits and one circulating lane Two software programs were used in this study which are RODEL and Highway Capacity Software HCS7 and two manual methods were also used which are 2010 Federal Highway Administration method Roundabouts An Informational Guide and 2016 Highway Capacity Manual HCM 6 The main aim of this study was to compare capacity analysis results to the same data inputs among all methods The results from this study are helpful in explaining the performance of each method and provide an understanding of analyzing roundabout capacity The comparative results for each method include capacity volume to capacity ratio control delay level of service LOS 95th percentile queue length for each approach lane and the entire intersection control delay and LOS The results show that RODEL geometric model predicted the largest capacity the smallest volume to capacity the lowest delay the best LOS the shortest 95% queue length and the lowest delay and best LOS for entire intersection This supports the conclusions of previous studies The FHWA 2010 results were quite the opposite estimated the lowest capacity for the same traffic and geometric inputs largest queues delays and volume to capacity ratio The results from HCS7 2016 HCM HCM 6 2010 FHWA and RODEL HCM 2016 model were similar because they use the same methodology HCS7 software automates the HCM6 methodologies

Recent Advances in Traffic Engineering for Transport Networks and Systems Elżbieta Macioszek, Grzegorz Sierpiński, 2017-08-01 This book is a collation of numerous valuable guidelines for making decisions based on recent advances and improvement of transport systems Offering know how and discussing practical examples as well as decision making support systems it is of interest of those who face the challenge of seeking solutions to contemporary transport system problems on a daily basis including local authorities involved in planning and preparation of development strategies for specific transport related areas in both urban and regional dimension as well as representatives of business and industry who participate directly in the implementation of traffic engineering solutions The guidelines are provided in individual chapters making it possible to address the given problem in an advanced manner and simplify the choice of appropriate strategies including those related to increasing competitiveness of public transport identifying bus lines to potentially be serviced by electric buses pedestrian traffic

solutions developing bike sharing systems safety conditions in road tunnels integrating supply chains or route planning support by means of technologically advanced systems and applications On the other hand since the book also addresses the new approach to theoretical models including traffic flow surveys and measurements transport behaviours capacity models delay modelling and road condition modelling it appeals to researchers and scientists studying this body of problems The book entitled *Recent Advances in Traffic Engineering for Transport Networks and Systems* includes selected papers submitted to and presented at the 14th Scientific and Technical Conference Transport Systems Theory and Practice organised by the Department of Transport Systems and Traffic Engineering at the Faculty of Transport of the Silesian University of Technology The conference was held on 18-20 September 2017 in Katowice Poland

Intersections Control and Safety Antonio Pratelli, 2013-05-22 Starting off a new series on Transport Systems and Traffic Engineering the book aims to help bridge the gap between research and practice encouraging a critical dialogue in different specific subjects spanning innovation development and technology transfer Those who offer innovation often do not meet the immediate needs of practitioners especially in the traditional field of civil engineering Still the adequate diffusion of research results and wisdom derived from practical experience are crucial to both theoretical underpinnings and technical applications The papers forming this book are devoted to intersection control and safety and have been selected bearing in mind the criteria stated above That is these papers provide both scholarly contribution as well as vision for application As a general rule about one third of all highway crashes happen at intersections This rule holds for many different countries Intersection crashes also represent a significant portion of serious injury crashes and by right are receiving considerable attention from researchers and practitioners alike This book is therefore devoted to relevant safety aspects of road intersections and innovative features in design and operations that may address the intersection crash problem The thirteen papers are more or less equally devoted to roundabouts and signals These papers cover many of the most recent and emerging issues related to intersection control and safety Topics range from design details to driver perception from pedestrians behaviour to signal timing and from capacity models to red light running The book will be useful for those wishing to expand their knowledge of this ever important subject area

Alternative Types of Roundabouts Tomaž Tollazzi, 2014-11-07 This book presents a history of roundabouts an introduction to their design calculations of their capacity and traffic safety features It describes the key features of standard roundabouts and their limitations Alternative types of roundabouts are a fairly recent development and have only been implemented in a few countries to date The book illustrates a broad variety of these recent alternative types of roundabouts as well as proposed types still in the development phase explaining for each the specific needs it meets its advantages and drawbacks In closing the book offers an outlook on the role of roundabouts in future street traffic

Transportation Planning and Sustainable Mobility Avijit Maji, Nagendra Rao Velaga, Solomon Debbarma, Sangram Krishna Nirmale, 2025-10-29 This book is a collection of selected research papers from the 15th conference of the

Transportation Planning and Implementation Methodologies for Developing Countries TPMDC 2024 It covers the broad area of transportation planning and policy pavement design and engineering emerging technologies in transportation traffic management operations and safety and sustainable mobility in transportation The book aims to provide deeper understanding of the transportation issues solutions and learnings from the implemented solutions This book will be of best interest for academicians researchers policy makers and practitioners Roundabout Practices Alek Pochowski, Andy Paul, Lee August Rodegerdts, 2016 As of 2013 there were an estimated 3 200 roundabouts in use throughout the country This synthesis documents and summarizes roundabout policies guidance and practices in place within state departments of transportation DOTs as of 2015 The primary focus of the synthesis is on roundabout selection and design with a secondary focus on performance analysis Information used in this study was gathered through a literature review and a survey of state DOTs Personnel from seven states were interviewed to create case examples and more specific information Among the findings the primary reason cited for the selection of roundabouts is improved safety performance compared with other intersection options followed by shorter vehicular delays and higher capacity Planning level cost estimates screening or feasibility level estimates for mini single lane and multilane roundabouts ranged from 249 000 to 2 05 million The majority of reporting states have developed some public education materials to support roundabout projects such as websites videos and flyers and or pamphlets To analyze roundabout performance about three quarters of the reporting states use some form of the Highway Capacity Manual 2010 model and SIDRA s Standard Model Most of the reporting states analyze safety performance at roundabouts using crash modification factors crash reduction factors and or the Highway Safety Manual predictive methodology Most states use a design life of 20 years when developing the ultimate roundabout design However the majority uses a phased implementation approach Proceedings of the Canadian Society of Civil Engineering Annual Conference 2022 Rishi Gupta, Min Sun, Svetlana Brzev, M. Shahria Alam, Kelvin Tsun Wai Ng, Jianbing Li, Ashraf El Damatty, Clark Lim, 2024-02-05 This book comprises the proceedings of the Annual Conference of the Canadian Society of Civil Engineering 2022 The contents of this volume focus on specialty conferences in construction environmental hydrotechnical materials structures transportation engineering etc This volume will prove a valuable resource for those in academia and industry **The Sustainable City XV** S. Syngellakis, 2021-12-13 Consisting of presented papers from the 15th International Conference on Urban Regeneration and Sustainability the included works address various aspects of the urban environment and provide solutions leading towards sustainability Urban areas result in a series of environmental challenges varying from the consumption of natural resources and the subsequent generation of waste and pollution contributing to the development of social and economic imbalances As cities continue to grow all over the world these problems tend to become more acute and require the development of new solutions The challenge of planning sustainable contemporary cities lies in considering the dynamics of urban systems exchange of energy and matter and the function and

maintenance of ordered structures directly or indirectly supplied and maintained by natural systems The task of researchers is to improve the capacity to manage human activities pursuing welfare and prosperity in the urban environment Any investigation or planning on a city ought to consider the relationships between the parts and their connections with the living world The dynamics of its networks flows of energy matter people goods information and other resources are fundamental for an understanding of the evolving nature of today s cities Large cities represent a fertile ground for architects engineers city planners social and political scientists and other professionals able to conceive new ideas and time them according to technological advances and human requirements Coastal areas and coastal cities are an important area covered in this volume as they have some specific features Their strategic location facilitates transportation and the development of related activities but this requires the existence of large ports with the corresponding increase in maritime and road traffic and all its inherent negative effects This requires the development of well planned and managed urban environments not only for reasons of efficiency and economics but also to avoid inflicting environmental degradation that causes the deterioration of natural resources quality of life and human health These research papers put a focus on sustainability across the multidisciplinary components of urban planning the challenges presented by the increasing size of cities the number of resources required and the complexity of modern society

Planning and Preliminary Engineering Applications Guide to the Highway Capacity Manual Richard Gerhard Dowling, 2016 National Cooperative Highway Research Program NCHRP Report 825 Planning and Preliminary Engineering Applications Guide to the Highway Capacity Manual will help planners apply the methodologies of the 6th Edition of the Highway Capacity Manual HCM to common planning and preliminary engineering analyses including scenario planning and system performance monitoring It shows how the HCM can interact with travel demand forecasting mobile source emission and simulation models and its application to multimodal analyses and oversaturated conditions Three case studies freeway master plan arterial bus rapid transit analysis and long range transportation plan analysis illustrate the techniques presented in the guide In addition to providing a cost effective and reliable approach to analysis the guide provides a practical introduction to the detailed methodologies of the HCM

Publisher s description *Capacity Models for Multilane Roundabouts and Their Evaluation Using Microscopic Simulation Models* Mohamad A. Shrayteh, 2015 Compared to previous versions of the manual the Highway Capacity Manual 2010 has provided more comprehensive capacity models for single and multilane roundabouts The Highway Capacity Manual 2010 multilane roundabout capacity models are limited to two by two lanes that is two entry lanes and two circulating lanes These capacity models are not valid for the three by three lane roundabouts three entry lanes and three circulating lanes due to different traffic flow characteristics and features This limitation of the Highway Capacity Manual 2010 model is also clearly mentioned in the manual In this research capacity models and curves were developed for three by three lane roundabouts More than 168 hours of video recordings were done on 12 three by three lane roundabouts The extracted data from the video

recordings was used to understand the traffic operations and to develop the capacity models. It was found that lane utilization of the outermost circulating lane was low and drivers preferred to use the middle entry lane for through movements as compared to the other two lanes. Based on the performance and usefulness, exponential regression models were selected for capacity estimation. The capacity curves were developed for the entry approach and for each entry lane of the three by three lane roundabout. These models were used to estimate the follow up headway and critical gap. The output of the proposed models showed that the entry volume decreases with the increase of the circulating flow at the three by three lane roundabouts. The proposed models were also validated using a microscopic traffic simulation model. A close association was found between outputs from both models. Transportation engineers can use the vii capacity models and curves presented in this research to perform the three by three lane roundabout capacity analysis.

Keywords: Three by three lane roundabout, multilane roundabout, VisSim, capacity models, capacity curves, conflict areas.

Roundabout Practices Alek Pochowski, Andy Paul, Lee August Rodegerdts, 2016. Chapter 1 Introduction, chapter 2 Literature review, chapter 3 Survey results, chapter 4 Case examples of roundabout practices, chapter 5 Conclusions and suggestions.

Highway Capacity and Quality of Service 2011, 2011. Consists of 14 papers that explore developing capacity models for local roundabouts, speed flow curves for freeways in Highway Capacity Manual 2010, running time prediction for signalized urban streets, right turn on red volume estimation and incremental capacity for shared lanes at signalized intersections, estimation of work zone capacity and left turn gap acceptance behavior of drivers.

Summary of Progress - National Cooperative Highway Research Program National Cooperative Highway Research Program, 2008.

Roundabouts Lee August Rodegerdts, National Cooperative Highway Research Program, 2010. TRB's National Cooperative Highway Research Program NCHRP Report 672. Roundabouts: An Informational Guide, Second Edition, explores the planning, design, construction, maintenance, and operation of roundabouts. The report also addresses issues that may be useful in helping to explain the trade offs associated with roundabouts. This report updates the U.S. Federal Highway Administration's Roundabouts: An Informational Guide based on experience gained in the United States since that guide was published in 2000.

Roundabouts Bruce W. Robinson, United States. Federal Highway Administration, 1999. The guidance supplied in this document, Roundabouts: an informational guide, is based on established international and U.S. practices and is supplemented by recent research. The guide is comprehensive in recognition of the diverse needs of transportation professionals and the public for introductory material through design detail as well as the wide range of potential applications of roundabout intersections. The following topics are addressed: definition of a roundabout and what distinguishes roundabouts from traffic circles; public acceptance and legal issues associated with roundabouts; consideration of all user modes including heavy vehicles, buses, transit, bicycles, and pedestrians; a methodology for identifying appropriate sites for roundabouts and the range of conditions for which roundabouts offer optimal performance; methodologies for estimating roundabout capacity, delays, and queues with reference to the Highway Capacity

Manual design principles and guidance on safety and geometric design with reference to applicable national standards such as the AASHTO Policy on Geometric Design of Highways and Streets guidelines for control features such as signing and pavement markings with reference to the Manual on Uniform Traffic Control Devices illumination and landscaping

Calculation of Roundabouts Raffaele Mauro, 2010-03-10 Roundabouts have become one of the most significant traffic control measures because they are generally statistically safer and more efficient than traditional at grade intersections This book is dedicated to the evaluation of the operating conditions of roundabouts In five parts it thoroughly illustrates the calculation of the capacity including reliability and waiting phenomena parameters such as the times spent in the system and queue lengths Fully worked examples are included throughout the chapters with detailed explanations *Evaluating the Performance of Corridors with Roundabouts* Lee August Rodegerdts, Bastian J. Schroeder, Marcus Brewer, 2014 The objective of this research was to provide traffic engineers transportation planners and other practitioners with performance measurement and evaluation methods to evaluate comprehensively the performance of functionally interdependent roundabouts on arterials thus enabling a comparison with signalized intersections in order to arrive at a design solution Project information **Main Street, California**, 2013

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