



Developing Highway Capacity Manual Capacity Adjustment Factors for Connected and Automated Traffic at Two-Way Stop-Controlled Intersections

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Abstract: Connected and automated vehicles (CAVs) hold great promise in enhancing transportation operations and roadway capacity. However, there is still limited guidance in the field of highway capacity analysis to help agencies account for the potential benefits. This paper investigates the impact of CAVs on the capacity of two-way-stop-controlled (TWSC) intersections and quantifies capacity adjustments under different CAV scenarios. An isolated TWSC intersection is considered in this research to analyze the CAV impacts on various intersection movement capacities under different CAV market penetration rates (MPRs) and conflict flow rates (CFRs). To model CAVs, cooperative adaptive cruise control (CACC) is considered because it directly impacts the vehicle's longitudinal car-following behavior and therefore the capacity. Additionally, enhanced gap-acceptance behavior based on vehicle-to-vehicle (V2V) communication is included because it can benefit minor road movements via advanced notifications. This paper collects data from customized, well-calibrated TWSC simulation models constructed in commercially available software. The results show that with the increase in MPRs, CAVs can substantially enhance the capacity of the stop or yield controlled movements, and the improvement is more significant under low CFR scenarios. CAVs can also reduce the follow-up headway and thus improve the potential capacity based on the existing HCM TWSC capacity estimation method. Finally, based on the data collected from the simulation, a capacity adjustment factor (CAF) table is proposed for HCM implementation. DOI: 10.1061/JTEPBS.7EENG-7082. © 2022 American Society of Civil Engineers.

Author keywords: Connected and automated vehicles (CAVs); Highway Capacity Manual (HCM); Capacity adjustment factor (CAF); Microscopic simulation; Two-way-stop-controlled (TWSC) intersection.

Introduction

The ongoing technological advancements in wireless communication, artificial intelligence, and sensory systems provide opportunities for vehicle automation and connectivity applications. This has led to the development of connected and automated vehicles (CAVs), with safety and mobility applications being incorporated into vehicles' driving decisions to improve traffic performance (Ilu and Som 2019). A tremendous amount of research on CAVs has been presented in the last years from the public and private sectors (Zhan 2019). However, the development of CAVs is still at an early stage, and a high market penetration rate (MPR) of CAVs does not yet exist. This limitation restricts the possibility of obtaining field data to understand the capacity effects of CAV under real-world situations. Due to various implementation uncertainties, most studies currently use simulation with realistic assumptions of CAV operating

parameters to estimate their potential benefits (Stephens et al. 2016). With the foreseeable growth in CAV MPRs, it is worthy of understanding these potential benefits under various MPRs and facility types, especially for transportation planning-level purposes.

Previous studies have provided insights into the various impacts of CAVs. Hartmann et al. (2017) found that CAVs can provide a 45% increase in capacity on basic freeway segments. Wang et al. (2017) pointed out the increment in capacity with the growth of CAV MPR. Although these studies stated that CAV capacity benefits are not significant at low MPR, Adebisi et al. (2020) showed that low CAV MPR could also provide benefits on roadway segments where the prevailing capacity is originally low.

The impact of CAVs has also been quantified by using other performance measures such as fuel savings, efficiency, and safety. For example, Ma et al. (2019) pointed out that CAVs with an eco-drive system can potentially reduce fuel consumption and emissions. Gao et al. (2019) proved the efficiency of 32% fuel consumption savings at signalized intersections when using CAV technologies. Ghiasi et al. (2019) revealed the risk reduction capability of CAVs by using speed harmonization. Le Vine et al. (2015) figured out CAV's impact on the improvement of vehicle delay. By bundling three CAV applications: cooperative adaptive cruise control (CACC), speed harmonization, and cooperative merge, Guo and Ma (2020) found that at 100% CAV MPR, existing freeway segments can be improved to accommodate 120% of their present traffic demand, thereby improving the capacity.

Two-way-stop-controlled (TWSC) intersections are unsignalized intersections at which drivers from the major road approach have absolute priority over drivers from the minor road approach. A vehicle on the minor road must stop before entering the intersection and wait for a critical gap that can accommodate itself

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Note. This manuscript was submitted on October 22, 2021; approved on August 31, 2022; published online on November 28, 2022. Discussion period open until April 28, 2023; separate discussions must be submitted for individual papers. This paper is part of the *Journal of Transportation Engineering, Part A: Systems*, © ASCE, ISSN 2473-2907.

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The Highway Capacity Manual: A Conceptual and Research History Roger . P Roess,Elena . S Prassas,2014-04-03 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

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

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

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