壅塞交織路段之駕駛行為分析與
最佳化之匝道儀控模式

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摘要

高速公路入口匝道之車流管制理論應用自1960年代開始，已經具有數十年之實際執行經驗，並獲有一定成效，包括交通壅塞之紓解與旅運時間之節省等。本文即針對高速公路分離式連接集散道路(Separated connecting collector-distributor roadway)單一交流道路段分析其車流特性與研究建立最佳匝道儀控模式。其影響匝道儀控成敗因素包括有車道變換行為(Lane-changing behavior)、車間距離(Headway)、車流量、車流速率、車流密度、交織率(Weaving rates)、主線下游車流狀況及入口等待車輛長度等。本研究之交織路段容量預估模式係應用可接受間距(Gap acceptance)透過Renewal Processes尋求臨界間距(Critical gap)及最佳線性規劃原則等建立動態容量預估模式並作為最佳化匝道儀控容量控制之依據。匝道儀控模式最佳號誌時制之建立，係假設於匝道儀控期間任何時間變化之交通需求(Traffic demand)是處在均一壅塞情況下，應用需求-容量模式(Demand-capacity model)於本研究之分離式連接集散道路交織路段進行模擬與實證。經應用現場實際調查之交通資料加以分析得知本研究之行車特性係包括100%之車道變換行為及49.29%之交織行為(Weaving activities)下進行，所得最佳匝道儀控率(Metering rates)及號誌時制，能獲得高速公路主線車流量與行車速率提升及總等候長度最少之效果，並可紓解已壅塞之車流。
Driver Behaviors Analysis and Optimal Ramp Metering

Control on the Congested Weaving Sections

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Abstract

This dissertation examines the conditions for which ramp metering can be beneficial to the overall system in terms of travel time savings for a simple traffic corridor that consists of a freeway and a set of parallel arterial connected by separated connecting collector-distributor (C-D) roadway and entrance ramps and/or loop-ramps. The purpose of this study focused on the traffic flow characteristics and capacity analysis, and ramp metering control for the separated connecting C-D roadway and freeway on freeway systems. As the performance of ramp metering control is concerned, it depends on various factors, such as the headway, traffic flow rate, density, speed, and flow ratios between each lane, and downstream traffic conditions, etc., and the key factor to the capacity on the interchange systems, is the lane changing activity of traffic operation in freeway weaving sections. This study developed a model to estimate the weaving capacity for the separated connecting C-D roadway on freeway systems based on the renewal processes of gap acceptance and linear optimization. Ramp metering has been emerged as an effective freeway control measure to ensure efficient freeway operations. It focuses on analyzing dynamic and control relationships to arrive at general analytical results regarding optimal metering policies. The analysis assumes that time-varying traffic demands are uniformly congested throughout the control period.
The control model is using demand-capacity model to produce the optimal metering rates and the minimizing total queue length. This study investigates the development macroscopic equation models of ramp metering control signal timing on the separated connecting C-D roadway and freeway systems. It focuses on field data based on these driver behaviors including 50.71% of lane-changing and 49.29% of weaving activities to analyze. The ramp metering control is capable of optimizing mainline traffic by providing metering rates for accesses within the control segments. These results of this study including the ramp metering can increase the freeway mainline traffic flows and speeds, reach minimizing total queue length, and prevent a traffic breakdown by adjusting the metering rate.
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## Contents

Abstract (in Chinese) i
Abstract ii
Acknowledgements iv
List of Figures ix
List of Table xi
APPENDIX Glossary of Symbols xii

### CHAPTER 1 Introduction

1.1 Research Motivations 1
1.2 Research Objectives 7
1.3 Research Approach 8
1.4 Overview of Thesis 9

### CHAPTER 2 Literature Review

2.1 Lane-Changing Behaviors Analyses 15
2.2 Car-Following Theory 18
2.3 Traffic Flow Models 22
2.4 Gap Acceptance Theory 24
2.5 Capacity Estimation Models 25
2.6 Modeling of Ramp Metering Control 28
2.7 Summaries and Discussions 32

### CHAPTER 3 Data Collection and Analysis

3.1 Data Requirements 35
3.2 Study Site Selection 35
3.3 Analysis Results of Data Collections 37
3.3.1 Traffic operational characteristics 38
3.3.1.1 Traffic flow rate 38
3.3.1.2 Traffic speed and acceleration and deceleration 39
3.3.1.2.1 Traffic speed 39
3.3.1.2.2 Acceleration and deceleration 41
3.3.1.3 Traffic density 42
3.3.2 Driver’s behaviors 44
3.3.2.1 Lane changing behaviors
   3.3.2.1.1 Location of lane changing distribution 44
   3.3.2.1.2 Timing of lane changing distribution 45
   3.3.2.1.3 Length of lane changing distribution 47

3.4 Summaries and Discussions 49

CHAPTER 4 Fundamental Relationships of Traffic Flow Characteristics on the Weaving Section 53

4.1 The Variables of Traffic Flow Characteristics 53
4.2 Relationship between Speed and Flow Rate 55
4.3 Relationship between Density and Flow Rate 56
4.4 Relationship between Speed and Density 57
4.5 Analysis Results 59
   4.5.1 Density versus speed 59
   4.5.2 Density versus flow rate 60
   4.5.3 Speed versus flow rate 61
4.6 Discussions 61
4.7 Summaries 62

CHAPTER 5 Relationships between Lane-changing and Traffic Flow Characteristics 65

5.1 Lane-Changing Frequency and Traffic Speed 65
5.2 Lane-Changing Frequency and Traffic Density 67
5.3 Lane-Changing Frequency and other Traffic Flow Variables 70
   5.3.1 Exploratory analysis 70
   5.3.2 Lane-changing frequency models 75
      5.3.2.1 Estimation methodology 75
      5.3.2.2 Model application 76
      5.3.2.3 Parameter estimation 77
      5.3.2.4 Model formulation and estimation 78
5.4 Summaries and Discussions 81

CHAPTER 6 Capacity Analysis on the Weaving Sections 83

6.1 Proposed Methodologies and Models 83
   6.1.1 Collector-Distributor roadway weave capacity linear
6.1.2 Critical lag estimations

6.1.3 Development of rear lags distributions

6.1.3.1 Determination of rear lags RL01 for lane 1

6.1.3.2 Determination of rear lags RL10 for lane 0

6.2 Maximum Lane Change Estimations

6.2.1 Estimation of maximum number of lane changes from loop-ramp lane 0 to C-D roadway lane 1

6.2.2 Estimation of maximum number of lane changes from C-D roadway lane 1 to loop-ramp lane 0

6.3 Model Application and Sensitivity Analysis

6.3.1 Field data collection and analysis results

6.3.2 Analytical results

6.3.3 Comparison with the Highway Capacity Manual

6.3.4 Sensitivity analysis of loop-ramp weaves capacity for flow ratios $w_1$ and $w_2$

6.4 Summaries and Discussions

CHAPTER 7 A Control Model for Freeway Ramp Metering

7.1 Separated Connecting Collector-Distributor Roads

7.2 Ramp Metering Control Model

7.2.1 Traffic flow relationships

7.2.2 Ramp control objectives

7.2.3 Determining the ramp metering rate

7.2.4 Determining the control-signal timing

7.2.5 Solution framework

7.3 Numerical Examples

7.3.1 Taipei interchange

7.3.2 Shihding interchange

7.4 Conclusions

CHAPTER 8 Conclusions and Perspectives

8.1 Conclusions

8.2 Perspectives

References
List of Figures

Figure 1.1 The architecture of traffic management and control procedure 3
Figure 1.2 Typical separated connecting collector-distributor roadway 5
Figure 2.1 Sample coding for the separated connecting C-D roadway 23
Figure 3.1 The configuration of C-D roadway weaving section on the Taipei interchange 36
Figure 3.2 Weaving section lengths was measured between the painted gore points 37
Figure 3.3 The diagram of traffic speed-frequency on the inside-lane 40
Figure 3.4 The diagram of traffic speed-frequency on the outside-lane 40
Figure 3.5 The diagram of traffic density-frequency on the inside-lane 44
Figure 3.6 The diagram of traffic density-frequency on the outside-lane 44
Figure 3.7 The diagram of change lane length-frequency on the weaving section 49
Figure 4.1 Regression results of traffic speed vs. traffic flow rate 55
Figure 4.2 Regression results of traffic density vs. traffic flow rate 57
Figure 4.3 Regression results of traffic speed vs. traffic density 58
Figure 5.1 The diagram of traffic speeds vs. frequency of lane changes 66
Figure 5.2 Regression results of traffic speeds vs. frequency of lane changes 67
Figure 5.3 The diagram of traffic densities vs. frequency of lane-changes 68
Figure 5.4 Regression results of traffic densities vs. number of lane changes 73
Figure 5.5 Regression results of traffic flow rates vs. number of lane changes 73
Figure 5.6 The distribution of prediction errors for Model A1 81
Figure 5.7 The distribution of prediction errors for Model A3 81
Figure 6.1 Sketches of the weaving flows on a separated connecting C-D roadway. 85
Figure 6.2 Rear lag RL01 of C-D roadway lane 1 90
Figure 6.3 Rear lag RL10 of loop-ramp lane 0 90
Figure 6.4 Capacity estimates for the weaving section examined of this study 108
Figure 7.1 The configuration of separated connecting C-D roadway 112
Figure 7.2 The solution framework of ramp metering control problem 119
Figure 7.3 The comparison of cycle lengths and green times among the proposed model, the proportion method, and the fixed signal timing method 122

Figure 7.4 The comparison of total queue length among the proposed model, the proportion method, and the fixed signal timing method 123

Figure 7.5 The Shihding interchange test site 124

Figure 7.6 Shows the control results of the proposed model, the fixed signal timing method, and ALINEA 125
List of Tables

Table 3.1 General conditions of the study weaving section 36
Table 3.2 Traffic flow rate on the weaving section of Taipei interchange 39
Table 3.3 Traffic speeds on weaving section of Taipei interchange 41
Table 3.4 Driver behaviors with lane-changing on the inside-lane of study site 52
Table 3.5 Driver behaviors with lane-changing on the outside-lane of study site 52
Table 5.1 The regression results of traffic speeds vs. frequency of lane-changes 67
Table 5.2 The regression results of traffic densities vs. frequency of lane changes in low-density group 69
Table 5.3 The regression results of traffic densities vs. frequency of lane changes in high-density group 69
Table 5.4 Pearson correlation coefficient matrixes for key traffic flow variables 72
Table 5.5 Summary of the relations between the frequency of lane changes (LCF) and key traffic flow variables 73
Table 6.1 Basic traffic characteristics analysis of the separated connecting collector-distributor roadways 105
Table 6.2 Summaries of the case study results 106
Table 6.3 Sensitivity analyses of capacity with various weaving ratios 108
Table 6.4 Comparisons of the capacity results between HCM (2000) and proposed method 108
Table 7.1 Parameters of the ramp metering control model on the Taipei interchange 121
Table 7.2 Data on the Shihding interchange configuration 123
Table 7.3 Parameters of the ramp metering control model on the Shihding interchange 125
Table 7.4 Traffic characteristics under different control methods 125
### APPENDIX

**Glossary of Symbols**

<table>
<thead>
<tr>
<th>Notations:</th>
<th>Description:</th>
</tr>
</thead>
<tbody>
<tr>
<td>$LCI$</td>
<td>Lane-changing intensity</td>
</tr>
<tr>
<td>$t$</td>
<td>Stimulus time</td>
</tr>
<tr>
<td>$T$</td>
<td>Time lag</td>
</tr>
<tr>
<td>$\lambda$</td>
<td>Constant of sensitivity</td>
</tr>
<tr>
<td>$x_{n_i}$</td>
<td>The position of the $n_{th}$ car along a highway</td>
</tr>
<tr>
<td>$n_e$</td>
<td>The position of a car in a line of cars</td>
</tr>
<tr>
<td>$m, l$</td>
<td>Coefficients</td>
</tr>
<tr>
<td>$a, b, a', b', c', d' \text{ and } \beta_i$</td>
<td>Parameters</td>
</tr>
<tr>
<td>$x$</td>
<td>Space</td>
</tr>
<tr>
<td>$k$</td>
<td>Traffic density, vehicles per kilometer per lane</td>
</tr>
<tr>
<td>$q$</td>
<td>Traffic flow rate, vehicles per hour per lane</td>
</tr>
<tr>
<td>$u, v$</td>
<td>Traffic speed, kilometers per hour</td>
</tr>
<tr>
<td>$u(k)$</td>
<td>Empirical speed-density relationship that gives rise to an implicit flow-density relationship</td>
</tr>
<tr>
<td>$v_f$</td>
<td>Free flow speed, kilometers per hour</td>
</tr>
<tr>
<td>$c_w$</td>
<td>Wave speed, kilometers per hour</td>
</tr>
<tr>
<td>$k_{jam}$</td>
<td>Jam density</td>
</tr>
<tr>
<td>$k_c$</td>
<td>Critical density</td>
</tr>
<tr>
<td>$Q_{ik}$</td>
<td>Flow rate of $k_{th}$ $i$-second interval</td>
</tr>
<tr>
<td>$N_{ik}$</td>
<td>Number of vehicles that pass the reference line during $k_{th}$ $i$-second interval</td>
</tr>
<tr>
<td>$i$</td>
<td>Time interval in seconds</td>
</tr>
<tr>
<td>$U_{ik}$</td>
<td>Average running speed in $k_{th}$ $i$-second interval</td>
</tr>
<tr>
<td>Symbol</td>
<td>Description</td>
</tr>
<tr>
<td>--------</td>
<td>-------------</td>
</tr>
<tr>
<td>$U_{jm}$</td>
<td>The speed of $m$th vehicle in $j$th frame in kilometers per hour</td>
</tr>
<tr>
<td>$n_j$</td>
<td>Number of cars in $j$th frame in $k$th $i$ – second interval</td>
</tr>
<tr>
<td>$K_i$</td>
<td>The traffic density in $k$th $i$ – second interval in vehicles per kilometer</td>
</tr>
<tr>
<td>$L_w$</td>
<td>The length of the weaving section in meters</td>
</tr>
<tr>
<td>$R^2$</td>
<td>The coefficient of correlation</td>
</tr>
<tr>
<td>$R_a^2$</td>
<td>The adjusted coefficient of correlation</td>
</tr>
<tr>
<td>$t_d$</td>
<td>The value of $t$-distribution of regression variables</td>
</tr>
<tr>
<td>$x_i$</td>
<td>The frequency of lane changes, numbers</td>
</tr>
<tr>
<td>$AD$</td>
<td>Average lane density, vehicles per kilometer per lane</td>
</tr>
<tr>
<td>$AF$</td>
<td>Average lane flow rate, vehicles per hour per lane</td>
</tr>
<tr>
<td>$AS$</td>
<td>Average lane speed, kilometers per hour</td>
</tr>
<tr>
<td>$AHD$</td>
<td>Average headway of vehicles in the same lane in a 1-minute interval</td>
</tr>
<tr>
<td>$VHD$</td>
<td>Variance of headway’s of vehicles in the same lane in a 1-minute interval</td>
</tr>
<tr>
<td>$AFR$</td>
<td>Average flow ratio</td>
</tr>
<tr>
<td>$ADR$</td>
<td>Average density ratio</td>
</tr>
<tr>
<td>$ASR$</td>
<td>Average speed ratio</td>
</tr>
<tr>
<td>$LCF$</td>
<td>The lane-changing frequency in a 1-minute interval</td>
</tr>
<tr>
<td>$F_{nj}$</td>
<td>Flow rate in lane $n$ (include inside lane $i$ and outside lane $o$)</td>
</tr>
<tr>
<td>$F_{ij}$</td>
<td>Flow rate in lane $i$</td>
</tr>
<tr>
<td>$F_{oj}$</td>
<td>Flow rate in lane $o$</td>
</tr>
<tr>
<td>$NL_{ioj}$</td>
<td>Number of lane changes from lanes $i$ to $o$ during the time interval $j$</td>
</tr>
</tbody>
</table>
interval \( j \)

\[ NL_{oi} \]
Number of lane changes from lanes \( o \) to \( i \) during the time interval \( j \)

\[ NL_{nm} \]
Number of lane changes from lanes \( n \) to \( m \) during the time interval \( j \)

\( n_i \)
Number of vehicles observed during the \( i \)th time interval for a given lane

\( y_i \)
Vehicles out of \( n_i \) change lanes

\( p_i \)
The probability will lie between \( (\infty, -\infty) \)

\( \varepsilon_i, \nu_i, \delta_i \)
Random error terms

\( x_{ij} \)
Independent traffic flow variables represents \( \ln(z_{ij}) \)

\( Y_{ij} \)
Logistic transformation of the probability \( p_i \), and lies, as expected, within the range \( (\infty, \infty) \)

\( z_{ij} \)
Basic traffic variables

\( \mu_i \)
The mean of the Poisson process for interval \( i \)

\( c_j, \alpha_i \)
Unknown parameters to be estimated

\( c \)
Capacity

\( V_{CC} \)
Only to make lane change traffic flow rate from C-D roadway, at capacity

\( V_{BC} \)
The merging traffic flow rate from loop-ramp, at capacity

\( V_{BR} \)
Only to make lane change traffic flow rate from loop-ramp, at capacity

\( V_{CR} \)
The merging traffic flow rate from C-D roadway, at capacity

\( BAC \)
Basic Auxiliary lane segment Capacity

\( BCC \)
Basic C-D roadway segment Capacity

\( W_0 \)
The ratios of weaving vehicles to total vehicles in the lane 0
$W_i$ The ratios of weaving vehicles to total vehicles in the lane 1

$L_c$ The length of the C-D roadway vehicles

$L_r$ The length of the loop ramp vehicles

$RT$ The driver reaction time

$TT$ The ideal minimum lag required for merging

$\Omega, \Phi$ Probability of non-weaving vehicles

$\tau$ Critical lag

$\eta$ The probability of the driver of vehicle 2 attempting to weave from lane 1 to lane 0

$Q_m$ Maximum traffic volume merging into C-D roadway lane 1 or lane 0 stream (vehs/sec.)

$Q_p$ C-D roadway lane 1 or lane 0 stream volume (vehs/sec.)

$f(t)$ The probability density function of the gaps in the lane 1 or lane 0 stream

$g(t)$ Number of merging vehicles which can enter into a gap of duration $t$

$x_{01}$ Observed time headway of rear lag $RL01$ for lane 1

$y_{10}$ Observed time headway of rear lag $RL10$ for lane 0

$t_{TT01}$ Minimum time headway of rear lag $RL01$ for lane 1

$t_{TT10}$ Minimum time headway of rear lag $RL10$ for lane 0

$t_{av01}$ Average time headway of rear lag $RL01$ for lane 1

$t_{av10}$ Average time headway of rear lag $RL10$ for lane 0

$\lambda_N$ and $\lambda_N^{C-D}$ Number of lanes on freeway and separated connecting C-D roadway, respectively

$q^n(n)$ Traffic flow rate enter freeway mainline from upstream boundary
\( q^d(n) \) Traffic flow rate leave freeway mainline at downstream boundary

\( r(n) \) Freeway ramp metering rates at time period \( n \), vehicles per hour

\( s(n) \) Traffic flow rate leave freeway mainline at exit ramp

\( q^e_{C-D}(n) \) Traffic flow rate enter separated connecting C-D road from upstream boundary

\( q^d_{C-D}(n) \) Traffic flow rate leave separated connecting C-D road at downstream boundary

\( Q(n) \) Number of vehicles existing in the freeway section at time \( n \)

\( Q_{C-D}(n) \) Number of vehicles existing in the separated connecting C-D road at time \( n \)

\( r_{C-D}(n) \) Loop-ramp metering rates at time period \( n \), vehicles per hour

\( s_{C-D}(n) \) Flow rate of traffic leave separated connecting C-D road at exiting loop-ramp

\( n \) Time slice

\( \Delta t \) Length of time-period

\( \Delta x^F \) and \( \Delta x^{C-D} \) Length of freeway mainline segment and separated connecting C-D road segment, respectively

\( k(n) \) and \( k_{C-D}(n) \) Traffic density on freeway mainline and separated connecting C-D road at time \( n \)

\( k_d \) Desired density of freeway mainline

\( q_R(n) \) Ramp entrance traffic rates at time \( n \), vehicles per hour

\( q_L(n) \) Loop-ramp entrance traffic rates at time \( n \), vehicles per hour

\( r_R(n) \) Ramp metering rates at time \( n \), vehicles per hour

\( d_R(n) \) Queue of waiting vehicles on ramp at time \( n \)
\( d_L(n) \) Queue of waiting vehicles on loop-ramp at time \( n \)

\( c_R \) Capacity of ramp

\( c_L \) Capacity of loop-ramp

\( c_{C-D} \) Capacity of separated connecting C-D roadway

\( c_{Freeway} \) Capacity of freeway

\( \theta(n) \) The proportion of the ramp metering rates

\( g_L(n) \) and \( g_R(n) \) The green time of ramp metering control at time \( n \) for loop-ramp and ramp, respectively

\( C_L(n) \) and \( C_R(n) \) The cycle time of ramp metering control at time \( n \) for loop-ramp and ramp, respectively

\( L_{lost} \) The total lost time in the cycle, assume 2 seconds with a 3 seconds amber period