



ANALYSIS OF TIDAL FLOW TRAFFIC OPERATION IN AHMEDABAD

Vijay B Verma¹, Vrundani Vaidhya², Srinath karli³, Smit Bhatt⁴, Nitin P Zala⁵

¹M.E. Student, Transportation engineering, Hasmukh goswami college of engineering

²Head of department, Civil Engineering, Hasmukh goswami college of engineering

³Asst. Professor, Transportation engineering, Hasmukh goswami college of engineering

⁴Asst. Professor, Transportation engineering, Hasmukh goswami college of engineering

⁵ME Student, Transportation engineering, Hasmukh goswami college of engineering

ABSTRACT

Road transportation facing manifold problems due to increase in population and so vehicle population. As the vehicular growth in urban area is fact so the facility to transportation should be adequate for road users but there is limitation to expansion further road due to less availability of extra land. In that kind of condition the traffic management can be done by reversible traffic lane. The study involves of an implementation of reversible lane as a method by which traffic flow carrying capacity is increased and traffic jam density is decreased. For that various type of data are needed which are as: Traffic volume, Delay time, Accidents survey, Spot speed study, Traffic conflicts, Fuel consumption & Environment factor too are needed to study about it. Reversible roadways most commonly are used for accommodating the directionally imbalanced traffic associated with daily commuter periods. Reversible lanes also have been used regularly in construction work zones, during major events and, more recently, for the evacuation of major metropolitan regions threatened by hurricanes. The history of reversible lane systems (RLS) dates back more than 75 years and includes applications on all roadway classifications, from local city streets to freeways. By applying the reversible traffic flow lanes resulted in a significant saving in travel time in the peak-hour time period. Easy traffic flow is maintained and due to that the traffic congestion is reduce. By reducing the congestion vehicle user going to get smooth traffic flow hence the fuel cost and environment can be save. The city is facing problems of traffic, Parking and Pedestrians" safety on certain stretches of roads scope of the study includes the literature review and applying the tidal flow technique to overcome this situation.

Keywords: Congestion, PCU, Tidal flow Reversible lane systems

INTRODUCTION

A reversible lane (British English: tidal flow) is a lane in which traffic may travel in either direction, depending on certain conditions. Typically, it is meant to improve traffic flow during rush hours, by having overhead traffic lights and lighted street signs notify drivers which lane are open or closed to driving or turning. Reversible lanes are also commonly found in tunnels and on bridges, and on the surrounding roadways – even where the lanes are not regularly reversed to handle normal changes in traffic flow. The presence of lane control allows authorities to close or reverse lanes when unusual Circumstances (such as construction or a traffic mishap) require use of fewer or more lanes to maintain orderly flow of traffic. The Institute of Transportation Engineers (ITE) describes the reverse lining of roadways as “potentially one of the most effective methods of increasing rush-hour capacity of existing streets under the proper conditions. A reversible roadway is one in which the direction of traffic flow in one or more lanes or shoulders is reversed to the opposing direction for some period of time. Its utility is derived by taking advantage of the unused capacity of the minor flow direction to increase capacity in the major flow direction, neglecting the need to construct additional lane. Reversible roadways most commonly are used for accommodating the directionally imbalanced traffic associated with daily commuter periods. Reversible lanes also have been used regularly in construction work zones, during major events and, more recently, for the evacuation of major metropolitan regions threatened by hurricanes. RLS, is practices that guide its practices of traffic management though it is not well defined. A review of RLS applications has revealed that the broad, occasionally vague guidelines for reversible roadways actually may be beneficial because they have allowed agencies a wide leeway to apply and adapt practices to fit local roadways.

However, it also is thought that the limited evaluation of the operational and safety benefits and costs of RLS may limit full potential. Some agencies have openly stated their reluctance to implement seemingly unconventional strategies without a quantifiably established record of success. The obvious reason for using RLS is to add (or in the case of construction zones, maintain) capacity. It affords the flexibility of changing lane use to fit changing demand patterns and is best suited to routes in which it is not economically practical to add lanes, particularly on bridges and in tunnels. Preferably, capacity gains should be without degrading the operational quality of the opposing direction. This is not always feasible, particularly when full reversals eliminate all opposing traffic lanes. RLS typically is described using a ratio notation designating of the number lanes flowing in one direction versus the other. The area to be covered in the study of above transportation problem should be West zone of Ahmedabad and its surrounding urban areas. The study area is Ahmedabad "Namaste circle Shahibaug to Paldi cross road via Delhi Darwaja and Bata circle Income Tax. This stretch is flow from urban area to CBD area of Ahmedabad. Due to that the vehicle volume is very high and the existing road having limitation and that stretch having 2 lane road on both side with various right of way.

The aim of this study is to overcome the traffic congestion, travel time and improve LOS such that it allows smooth flow to vehicle, reduce the delay time with safety.

The Objective of this study is

1. To conduct CVC surveys for all links,
2. To minimize Congestion & travel time at study area
3. To analyze traffic capacity and level of service
4. To Justify the extra lane in required direction for easy flow of traffic
5. To calculate side friction of selected stretch and its analysis

II. LITERATURE REVIEW

We are going to talk about "Tidal Traffic Flow or Reversible Traffic Flow" which is one of the most important aspect of transportation planning. A reversible lane (British English: tidal flow) is a lane in which traffic may travel in either direction, depending on certain conditions. Typically, it is meant to improve traffic flow during rush hours, by having overhead traffic lights and lighted street signs notify drivers which lanes are open or closed to driving or turning. Reversible traffic lanes add capacity to a road and decrease congestion by borrowing capacity from the other (off-peak) direction. It reduces congestion during morning and evening commutes, when there is an incident blocking a lane of traffic, or when construction or maintenance is being done on the road.

Helen Waleczek, Justin Geistefeldt, Dijana Cindric-Middendorf, Gerd Riegelhuth, used The effects of a reversible lane system installed in a work zone on freeway A 3 south-west of Frankfurt, Germany, on traffic flow and road safety were analysed. Based on video measurements, a high frequency of lane changes directly upstream of the lane separation was observed in both directions. Radar measurements revealed a maximum traffic volume of roughly 1500 veh/h on the reversible lane. Less than 10% of vehicle speeds measured on the reversible lane exceeded the speed limit of 80 km/h.

S. M. Sohel Mahmud, Md. Shamsul Hoque used Transportation System Management (TSM) is a package of short term measures to make the most productive and cost-effective use of existing transportation facilities, services and modes. For the implementation of such well recognized, cost-effective management tools in a city area demand assessment of the potentiality and the fulfilment of implementation pre-requirements.

Matthew Hausknecht, Peter Stone Dynamic used Contraflow lane reversal the reversal of lanes in order to temporarily increase the capacity of congested roads can effectively mitigate traffic congestion during rush hour and emergency evacuation. However, contraflow lane reversal deployed in several cities are designed for specific traffic patterns at specific hours, and do not adapt to fluctuations in actual traffic. Motivated by recent advances in autonomous vehicle technology, we propose a framework for dynamic lane reversal in which the lane directionality is updated quickly and automatically in response to instantaneous traffic conditions recorded by traffic sensors. We analyse the conditions under which dynamic lane reversal is effective and propose an integer linear programming formulation and a bi-level programming formulation to compute the optimal lane reversal configuration that maximizes the traffic flow. In our experiments, active contraflow increases network efficiency by 72%.

III. STUDY AREA

The Ahmedabad city having lot number of vehicle traffic and this traffic is heterogonous traffic which carry mostly 2-wheeler (motor bike, cycle and scooter) three-wheeler as most common type of para transportation mode (auto rickshaw, shuttles) four wheelers such as (car, cart) and at last multi axial vehicle are also there in heterogonous traffic. The study area stretch from “**Namaste circle Shahibaug to Paldi cross road via Delhi Darwaja and Bata circle Income Tax**”. The total length of the study area is approx. 5.9 kms.

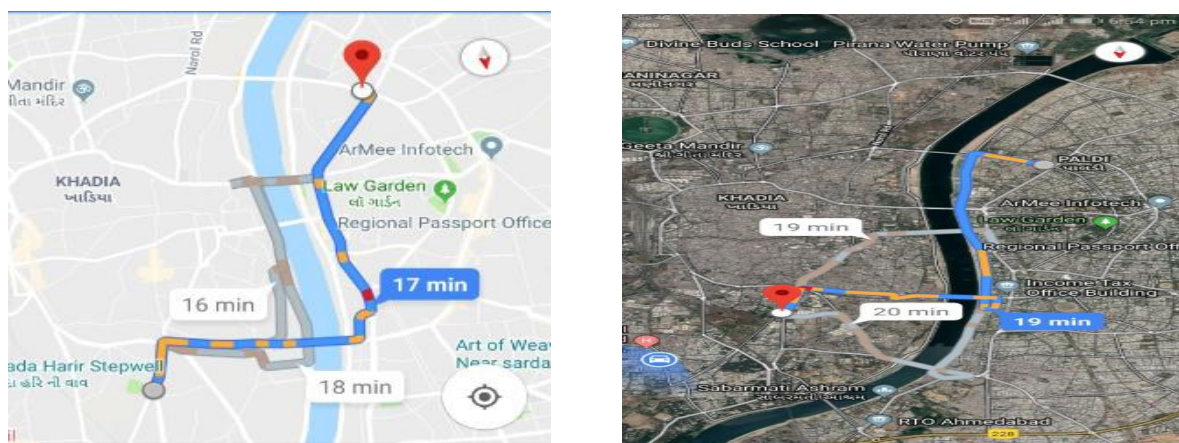


Fig: 3.1 & 3.2 - Study area (Ahmedabad source: google map)

IV. METHODOLOGY FLOW CHART



Figure: 4.1 Methodology of Working

V. DATA COLLECTION

“Table 5.1 Inventory survey Data:”

COMPONENT	DELHI DARWAJA	INCOMETAX
Vehicle movement	Two way	Two way
lane	Double lane	Double lane
Median available	Yes	Yes
Width	6.50 m	6.00
Type of intersection	Five leg intersection	Four leg intersection
Intersection	Signalised	Signalised
Sidewalk	Available	Available
Parking facility	Not Available	Not Available
Zebra crossing	Available	Available
Road side friction	On street parking and vendors	On street parking

“Table 5.2 Inventory ward wise Survey Data:”

Sr.	Zone Name	Ward No.	Ward Name	Area (sq. km.)
1	West	30	Paldi	4.55
2	West	31	Vasna	6.05
3	West	18	Navrangpura	7.16
4	West	10	S.P.Stadium	3.33
5	West	9	Naranpura	3.21
6	West	6	Wadaj	5.56
7	West	3	Chandkheda	16.0
8	West	4	Sabarmati	5.34
9	West	5	Ranip	6.33
Total				57.53

“Table 5.3 & 5.4 showing CVC data”

CLASSIFIED TRAFFIC VOLUME COUNTS					CLASSIFIED TRAFFIC VOLUME COUNTS				
Location - Delhi Darwaja					Date: 01/02/2018	Location - Ashram Road			
Time	Type of Vehicle				Time	Type of Vehicle			
	2-Wheeler	3-Wheeler	4-Wheeler	Bus/Truck/Tractor		2-Wheeler	3-Wheeler	4-Wheeler	Bus/Truck/Tractor
	Bike/Scooty	Auto	Car	Lorries Trailers		Bike/Scooty	Auto	Car	Lorries Trailers
9:00	262	41	58	1	9:00	242	45	57	1
9:05	284	49	71	3	9:05	281	44	52	2
9:10	331	56	63	2	9:10	334	37	65	2
9:15	321	47	75	3	9:15	308	41	68	3
9:20	263	61	93	3	9:20	281	55	87	1
9:25	325	64	64	4	9:25	205	60	82	4
9:30	252	45	84	2	9:30	264	61	75	3
9:35	329	53	81	3	9:35	355	49	94	2
9:40	341	64	95	3	9:40	308	56	87	3
9:45	339	68	83	4	9:45	381	47	96	1
9:50	327	57	86	3	9:50	372	52	110	2
9:55	258	46	74	2	9:55	401	62	121	1
10:00	337	57	71	0	10:00	325	48	82	2
TOTAL NO OF VEHICLES	3969	708	998	33	TOTAL NO OF VEHICLES	4057	657	1076	27
TOTAL VEHICLES	5728				TOTAL VEHICLES	5817			
PCU FACTOR	0.5	1	1	3	PCU FACTOR	0.5	1	1	3
TOTAL PCU	1984.5	708	998	159	TOTAL PCU	2028.5	657	1076	81
TOTAL PCU / HR	3849.5				TOTAL PCU / HR	3842.5			

“Table 5.5 showing CVC data”

CLASSIFIED TRAFFIC VOLUME COUNTS				
Location - Shahibaug				Date: 03/02/2018
Time	Type of Vehicle			
	2-Wheeler	3-Wheeler	4-Wheeler	Bus/Truck/Tractor
	Bike/Scooty	Auto	Car	Lorries Trailers
9.00	129	25	43	1
9.05	145	19	39	0
9.10	162	30	58	3
9.15	121	28	51	3
9.20	157	17	39	3
9.25	130	14	35	1
9.30	145	16	44	1
9.35	123	26	52	3
9.40	152	31	43	4
9.45	167	24	72	2
9.50	153	21	77	4
9.55	167	27	82	1
10.00	148	32	87	0
TOTAL NO OF VEHICLES	1899	310	722	26
TOTAL VEHICLES	2957			
PCU FACTOR	0.5	1	1	3
TOTAL PCU	949.5	310	722	78
TOTAL PCU / HR	2059.5			



“Figure 5.1: Traffic and Parking Issues in Delhi Darwaja & Income tax Ahmedabad”

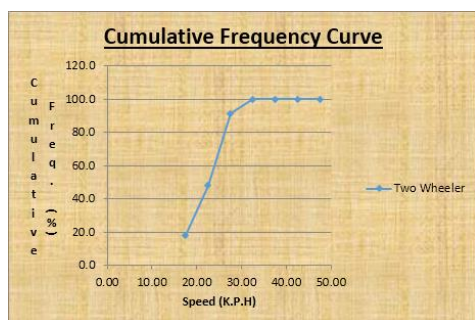


“Figure 5.2: Traffic and Parking Issues in Delhi Darwaja & Income tax Ahmedabad”

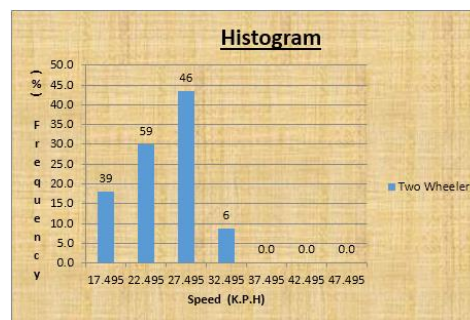
“Table 5.6 & 5.7 showing frequency of two wheelers”

Serial No.	Class Limit	Mid-Point	Frequency	Relative Frequency	Percentage Frequency	Cumulative Frequency
1	15.00 - 19.99	17.495	27	0.180	18.0	18.0
2	20.00 - 24.99	22.495	45	0.300	30.0	48.0
3	25.00 - 29.99	27.495	65	0.433	43.3	91.3
4	30.00 - 34.99	32.495	13	0.087	8.7	100.0
5	35.00 - 39.99	37.495	0	0.000	0.0	100.0
6	40.00 - 44.99	42.495	0	0.000	0.0	100.0
7	45.00 - 49.99	47.495	0	0.000	0.0	100.0
Total			150			

Serial No.	Class Limit	Mid-Point	Frequency	Relative Frequency	Percentage Frequency	Cumulative Frequency
1	15.00 - 19.99	17.495	39	0.260	26.0	26.0
2	20.00 - 24.99	22.495	59	0.393	39.3	65.3
3	25.00 - 29.99	27.495	46	0.307	30.7	96.0
4	30.00 - 34.99	32.495	6	0.040	4.0	100.0
5	35.00 - 39.99	37.495	0	0.000	0.0	100.0
6	40.00 - 44.99	42.495	0	0.000	0.0	100.0
7	45.00 - 49.99	47.495	0	0.000	0.0	100.0
Total			150			



“Graph 5.1 Cumulative Frequency Curve”



“Graph 5.2 Percentage Frequency Curve”

“Table 5.6 Showing existing flow ratio data”

EXISTING FLOW RATIO TABLE																				
Destination of traffic : DEHLI DARWAJA TO ASHRAM ROAD(UP)												Road Classification : Arterial road								
: ASHRAM ROAD TO DEHLI DARWAJA(DOWN)												Kilometrage/Mileage: 1.9 km								
FROM : 08:00 AM TO 08:00 PM												Route Number :								
DATE : 21/01/2017 TO 27/01/2018												District : Ahmedabad, State: Gujarat.								
Date	Count Hour	Count Hour	Cars, Jeeps, Vans, Etc	3 Wheeler	Buses	Trucks	Motet cycles & Scooter	Total Fast	Animal Drawn Vehicle	Cycles	Total Slow	Cars, Jeeps, Vans,	3 Wheel er	Buses	Truck s	Motet cycles &	Total Fast	Animal Drawn Vehicle	Cycle s	Total Slow
21-01-2018	8:00 AM	8:00 PM	5621	8929	224	1077	21990	37841	19	293	312	4391	6089	243	1154	14135	26012	20	257	277
22-01-2018	8:00 AM	8:00 PM	5938	8657	229	1186	21849	37859	23	546	569	4609	7137	247	1154	15199	28346	22	557	579
23-01-2018	8:00 AM	8:00 PM	5969	7994	229	1143	20996	36331	29	564	593	4074	7316	259	1132	17113	29894	25	528	553
24-01-2018	8:00 AM	8:00 PM	6942	7999	235	1113	21926	38215	21	491	512	4329	7121	242	1254	16615	29561	28	498	526
25-01-2018	8:00 AM	8:00 PM	6874	8666	248	1042	20953	37783	17	542	559	4377	7263	226	960	18625	31451	26	418	444
26-01-2018	8:00 AM	8:00 PM	6999	7946	252	1133	22551	38881	27	526	553	5041	6946	285	1250	17754	31276	25	492	517
27-01-2018	8:00 AM	8:00 PM	6541	9757	237	1179	21985	39699	27	491	518	4433	6096	247	890	16701	28367	29	464	493
EXISTING FLOW RATIO			44884	59948	1654	7873	152250	266609				31254	47968	1749	7794	116142	204907			

EXISTING FLOW RATIO = THE RATIO OF TRAFFIC PUC IN THE OPPOSITE SIDE

HERE IN OUR CASE = RATIO OF TRAFFIC IN **IN UP DIRECTION** / **IN DOWN DIRECTION**
 = 266609/204907
 = 1.30 So tidal flow is recommended & can be applied

“Table: 5.8 Vehicle distribution speed wise at common table”

NO	LOCATION	AVE. SPEED	LEVEL OF
			(HCM Manual)
1	DELHI DARWAJA	36.06	C
2	ASHRAM ROAD	36.83	C
3	SHAHIBAUG	35.25	C

VI. DATA ANALYSIS

Highway capacity

Capacity of a facility is define as the maximum hourly rate at which persons or vehicle can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time under prevailing roadway, traffic and control conditions. The earliest edition of the Highway Capacity Manual (1950) had defined three type of capacity. **1. Basic Capacity, 2. Possible Capacity 3. Practical Capacity**

Theoretical equation for capacity: **$C = 1000 V/S$**

Where, C = Capacity in vehicle per hour per lane. V = Speed in K.P.H, S = Average spacing in meter of moving vehicles.

The following formula is generally used for determining S

$$S = L + tV.1000 / 3600 + [V. 1000 / 3600]^2 * 1/2 g f$$

$$S = L + 0.278V.t + V^2 / 254 f$$

The relation obtained by him connecting S and V was:

$$S = 21 + 1.1 V \quad \text{Where, } S = \text{Spacing in feet } V = \text{Speed in M.P.H.}$$

The Road Research Laboratory, U.K., measured the headway between vehicles at various speeds and found the following relation to hold good in practice.

$$S = 17.5 + 0.8 v + 0.004 v^2 \quad \text{Where, } S = \text{Headway in feet. And } v = \text{Speed in feet/sec.}$$

“Table: 6.1 Uninterrupted flow capacity under ideal condition.”

NO	TYPE OF HIGHWAY	DESIGN CAPACITY (passenger cars /hour/3.65m lane)
01	Major suburban highway with moderate interference from cross traffic & roadsides, level of service C	700-900
02	Major suburban highway with moderate interference from cross traffic & roadsides, level of service C	500-700
03	Arterial street, traffic signals average 1.6 KM or more apart, parking prohibited & refuse provided for stalled vehicles, level service C	400-600
04	Arterial street, traffic signals average 1.6 KM or more apart, parking prohibited	As governed by capacity of critical intersections

“Table: 6.2 Road capacity of study area”

No	Location	Capacity per lane	Number of lane	Total capacity (Pcu/hr)
1.	Delhi Darwaza	760	2	1520
2.	Ashram Road	754	2	1508
3.	Shahibaug Road	755	2	1510

Difference between present traffic volume and capacity of road.

Table: 6.3 Difference table of traffic volume Capacity”.

No	Location	Traffic volume (Present)(pcu/hr)	Total capacity (pcu/hr)
1	Delhi Darwaza	3849	1520
2	Ashram Road	3842	1508
3	Shahibaug Road	2059	1510

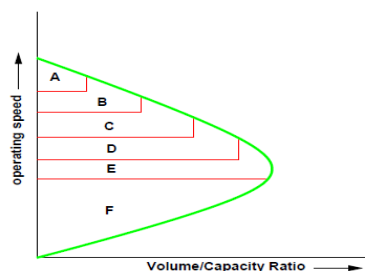
4.5 Level of Service

When a road is carrying a traffic equal in volume to its capacity under ideal roadway and traffic condition, the operating conditions become poor. Speed drop down and the delay and frequency of stops mount up. The service which a roadway offers to the road user can vary under different volumes of traffic. The Highway Capacity Manual has introduced the concept of “Level of Service” to denote the level of facility one can derive from a road under different operating characteristic and traffic volume. The concept of levels of service is defined as a qualitative measure describing the operational conditions within a traffic stream, and their perception by motorists and/or passengers. The following are the factors which might be considered in evaluating of level of service.

The factors affecting level of service (LOS) can be listed as follows:

1. Speed and travel time
2. Traffic interruptions/restrictions
3. Freedom to travel with desired speed
4. Driver comfort and convenience
5. Operating cost.

Type of Level of Service: Level of Service A to F



“Graph 4.3 Speed versus Volume curve”

On Street Parking:

Introduction: One of the problems created by road traffic is parking. Not only do vehicle require street Space to move about but also do they require space to park where the occupants can be loaded and unloaded. Every car owner would wish to park car as closely as possible to his destination to minimize his Walking. The results in a great demand for parking space in the CBD other areas where the activates are concentrated. With the growing population of motor vehicle, the problem of parking has assumed serious properties. A systematic study of the parking characteristic and demand and regulatory measure that are possible for controlling parking is of great help to a traffic engineering as well as a town planner.

Effect of On Street Parking: 1. Congestion, 2. Accident

Congestion: One of the serious ill effects of parking is the loss of street space and the attendant traffic congestion. The capacity of the streets is reduced, the journey speed drops down and the journey time and delay increase.

Accident: The manoeuvres associated with parking and unparking are known to cause road accident. Careless opening of the doors of parked vehicles, moving out of a parked position and bringing a car to the parking location from the mainstream of traffic are some of the common causes of parking accidents.

Goal and objective of On Street Parking: The major goals and objectives of traffic enforcement are:

1. To achieve safe and efficient movement of traffic and preventing accidents.
2. To take persuasive action to prevent road users from violating traffic laws.

3. To prevent unnecessary congestion.

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