



Statens vegvesen

Capacity of two-lane rural roads

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Capacity

- ..is a neglected field which we are about to set to work again
- Our guidelines are from 1990 and need to be updated
- Traffic is growing and we need to update our knowledge



Maximum capacity

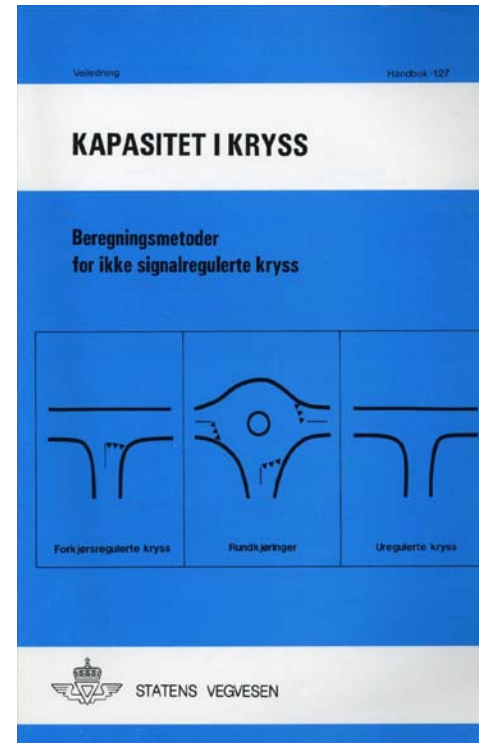
- 2-lane roads: 2800 veh/h in both directions
- Several lane roads: 2000 veh/h per lane



The norwegian guidelines



Road section



Intersection



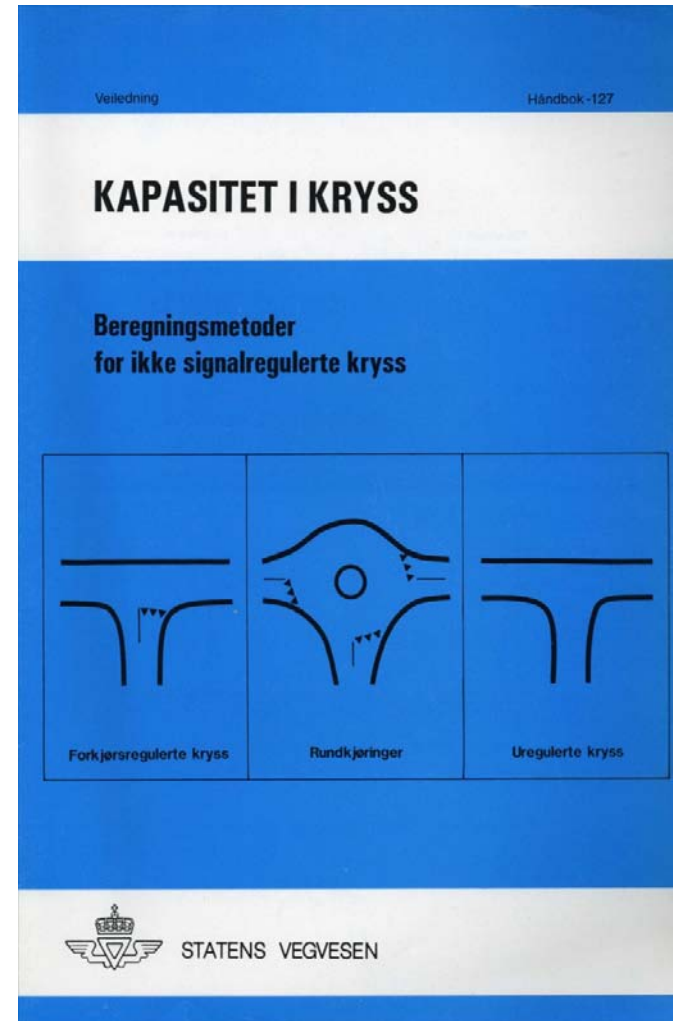
Capacity on road sections

- Based on a method developed about 1990 based on HCM from 1985
- Needs desperately to be updated



Capacity in junctions

- From 1985
- Based on manual methods
- Needs desperately to be updated



Further development

- Upgrade our methods based on the newest versions of HCM
- Capacity in junctions should probably be based on the SIDRA-model. But we need a good data base for nordic conditions.
- Simulating model for routs and traffic flow we have used CONTRAM. This model will not exist in the future.
- There are some alternativs available, but we dont have any experience with them.
- There exists no model for assessing service level on two lane roads



Level of service



Servicenivå A



Servicenivå B



Servicenivå C



Servicenivå D



Servicenivå E



Servicenivå F



Service of level with 3 seconds time gap

Gj.snittlig tids-luke i sekunder	Avviklet trafikk i kjt/t	Avstand i meter ved 60 km/t	Avstand i meter ved 90 km/t
6.0	600	100	150
5.0	720	83	125
4.0	900	67	100
3.5	1030	58	88
3.0	1200	50	75
2.5	1440	42	63
2.0	1800	33	50
1.5	2400	25	38

