



**HAL**  
open science

# From heterogeneous microscopic traffic flow models to macroscopic models

Pierre Cardaliaguet, Nicolas Forcadel

► **To cite this version:**

Pierre Cardaliaguet, Nicolas Forcadel. From heterogeneous microscopic traffic flow models to macroscopic models. *SIAM Journal on Mathematical Analysis*, 2021, 53(1), pp.309-322. hal-02172100

**HAL Id: hal-02172100**

**<https://hal.science/hal-02172100>**

Submitted on 3 Jul 2019

**HAL** is a multi-disciplinary open access archive for the deposit and dissemination of scientific research documents, whether they are published or not. The documents may come from teaching and research institutions in France or abroad, or from public or private research centers.

L'archive ouverte pluridisciplinaire **HAL**, est destinée au dépôt et à la diffusion de documents scientifiques de niveau recherche, publiés ou non, émanant des établissements d'enseignement et de recherche français ou étrangers, des laboratoires publics ou privés.

# From heterogeneous microscopic traffic flow models to macroscopic models

P. Cardaliaguet<sup>1</sup>, N. Forcadel<sup>2</sup>

July 4, 2019

## Abstract

The goal of this paper is to derive rigorously macroscopic traffic flow models from microscopic models. More precisely, for the microscopic models, we consider follow-the-leader type models with different types of drivers and vehicles which are distributed randomly on the road. After a rescaling, we show that the cumulative distribution function converge to the solution of a macroscopic model. We also make the link between this macroscopic model and the so-called LWR model.

**AMS Classification:** 35D40, 90B20, 35R60, 35F20, 35F21.

**Keywords:** traffic flow, heterogeneous microscopic models, macroscopic models, stochastic homogenisation.

## 1 Introduction

The modelling and the simulation of traffic flow is a challenging task in particular in order to design infrastructure. In particular, it can allow us to understand how the traffic will react to a change in the infrastructure of the road (if it is interesting to place a traffic light, if a bridge would help the traffic flow, how would a moderator affect the traffic...). Indeed, there are some examples in which the construction of a new infrastructure did not improve the traffic. For example, in Stuttgart, Germany, after investments into the road network in 1969, the traffic situation did not improve until a section of newly built road was closed for traffic again (see [11]). This is known as the Braess' paradox. During the last years, a lot of work has been done concerning the modelling of traffic flows problems.

The goal of this paper is to obtain rigorously macroscopic traffic flow models by rescaling microscopic models. From a modelling point of view, microscopic models describe the dynamics of each vehicles individually. The most famous microscopic models are those of follow-the-leader type, also known as car-following models. In such a model, the dynamics of each vehicle depends on the vehicles in front, so that, in a cascade, the whole traffic flow can be determined by the dynamics of the very first vehicle (the leader). Two very popular models are the Bando model [4] and the Newell model [14], which describe respectively the acceleration and the velocity of each vehicle as a function (called optimal velocity function) of the inter-distance with the vehicle in

---

<sup>1</sup>CEREMADE, UMR CNRS 7534, Université Paris-Dauphine PSL, Place de Lattre de Tassigny, 75775 Paris Cedex 16, France

<sup>2</sup>Normandie Univ, INSA de Rouen Normandie, LMI (EA 3226 - FR CNRS 3335), 76000 Rouen, France, 685 Avenue de l'Université, 76801 St Etienne du Rouvray cedex. France

front of it. The main advantage of these methods is that one can easily distinguish each vehicle and then associate different attributes (like maximal velocity, maximal acceleration...) to each vehicle. It is also possible to describe microscopic phenomena like red lights, slowdown or change of the maximal velocity. The main drawback is for numerical simulations where we have to treat a large number of data, which can be very expensive for example if we want to simulate the traffic at the scale of a town.

On the contrary, macroscopic models consist in describing the collective behaviour of the particles for example by giving an evolution law on the density of vehicles. Concerning the modelling of the traffic flow, the oldest macroscopic model is the LWR model (Lighthill, Whitham [13], Richards [15], see also the book [9] for a good introduction to this models), which dates back to 1955 and is inspired by the laws of fluid dynamics. More recently, some macroscopic models propose to describe the flow of vehicles in terms of the averaged spacing between the vehicles (in some sense, the inverse of the density, see the works of Leclercq, Laval and Chevallier [12]). The main advantage of these macroscopic models is that it is possible to make numerical simulations on large portion of road. On the other hand, it is more complicated to describe microscopic phenomena or attributes. Generally speaking, microscopic models are considered more justifiable because the behaviour of every single particle can be described with high precision and it is immediately clear which kind of interactions are considered. On the contrary, macroscopic models are based on assumptions that are hardly correct or at least verifiable. As a consequence, it is often desirable establishing a connection between microscopic and macroscopic models so to justify and validate the latter on the basis of the verifiable modelling assumptions of the former.

Connections between microscopic and macroscopic fluid-dynamics traffic flow models are already well understood in certain cases of vehicles moving on a single road. The goal of this paper is to generalise these results to the case of different types of drivers which are distributed randomly on the road. The existing results mainly consider the case of one type of vehicles (see for example [6] or [10] for the case of non-local interactions) or several types of vehicles/drivers but distributed in a periodic way on the road (see [8]). To the best of our knowledge, the only result in the random case is a formal derivation obtain in the paper of Chiabaut, Leclercq and Buisson [5].

## 1.1 Description of the model and assumptions

In this paper, we consider a stochastic first order follow-the-leader model. More precisely, we assume that each car has a type  $z$  and that the optimal velocity  $V_z(p)$  of a car, which expresses the velocity of the car in function of the distance  $p$  of this car to the car in front of it, depends on this type  $z$ . The set of types is a compact metric space  $(\mathcal{Z}, d_{\mathcal{Z}})$ . A typical (and realistic) example is when  $\mathcal{Z}$  is a finite set. We suppose that the cars are labelled by an index  $i$ , with  $i \in \mathbb{Z}$ , the position of the cars being an increasing function of  $i$ . Our main structure assumption is that the type of car  $i$  is a random variable  $Z_i$  with values in  $\mathcal{Z}$  and that the  $(Z_i)$  are i.i.d. random variables on a probability space  $(\Omega, \mathcal{F}, \mathbb{P})$ . The types  $(Z_i)$  do not evolve in time and are fixed throughout the paper. *Without loss of generality we also suppose throughout the paper that the law of  $Z_0$  (and therefore of all the  $Z_i$ ) has full support*, since we can always restrict the compact metric space  $(\mathcal{Z}, d_{\mathcal{Z}})$  to the support of the law of  $Z_0$ .

On the optimal velocity map  $V : \mathcal{Z} \times \mathbb{R}_+ \rightarrow \mathbb{R}$ , we assume the following:

- (H<sub>1</sub>) The map  $(z, p) \rightarrow V_z(p)$  is uniformly continuous on  $\mathcal{Z} \times \mathbb{R}_+$  and  $p \rightarrow V_z(p)$  is Lipschitz continuous, uniformly with respect to  $z \in \mathcal{Z}$ ;
- (H<sub>2</sub>) For any  $z \in \mathcal{Z}$ , there exists  $h_z^0 > 0$  (depending in a measurable way on  $z$ ) such that

$V_z(p) = 0$  for all  $p \in [0, h_0^z]$ ;

(H<sub>3</sub>) For any  $z \in \mathcal{Z}$ ,  $p \rightarrow V_z(p)$  is increasing in  $[h_0^z, +\infty)$ ;

(H<sub>4</sub>) There exists  $V_{\max} > 0$  and, for any  $z \in \mathcal{Z}$ , there exists  $V_{\max}^z \leq V_{\max}$ , such that  $\lim_{p \rightarrow +\infty} V_z(p) = V_{\max}^z$ .

Under assumptions (H1)—(H4), the map  $V_z : [h_0^z, +\infty) \rightarrow [0, V_{\max}^z)$  is increasing and continuous for any  $z \in \mathcal{Z}$  and we denote by  $V_z^{-1}$  its inverse. For simplicity of notation, we set  $\bar{h}_0 := \mathbb{E}[h_0^{Z_0}]$  and by  $\underline{V}_{\max} := \inf_{z \in \mathcal{Z}} V_{\max}^z$ . We need a last assumption, on the statistical distribution of  $V_{\max}^{Z_0}$ :

(H<sub>5</sub>)  $\lim_{\theta \rightarrow \underline{V}_{\max}^-} \mathbb{E} \left[ V_{Z_0}^{-1}(\theta) \right] = +\infty$ .

The last condition (H5) is merely technical. It is clearly satisfied if  $\mathcal{Z}$  is finite because in this case  $\mathbb{P}[V_{\max}^{Z_0} = \underline{V}_{\max}] > 0$ . It roughly says that, statistically,  $V_{\max}^{Z_0}$  is close to  $\underline{V}_{\max}$  with a sufficiently large probability. The schematic representation of the optimal velocity functions is given in Fig. 1.

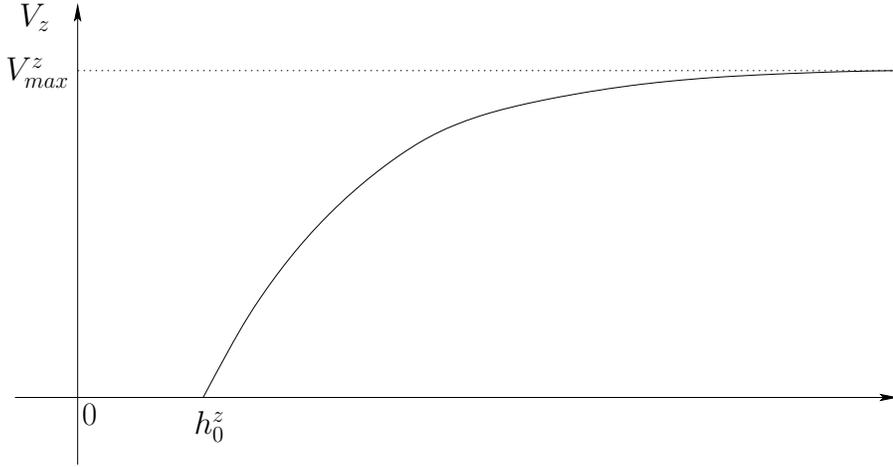


Figure 1: Schematic representation of the optimal velocity functions.

With these conditions in mind, we consider the (random) follow-the-leader model :

$$\frac{d}{dt} U_i(t) = V_{Z_i}(U_{i+1}(t) - U_i(t)), \quad t \geq 0, \forall i \geq 0. \quad (1)$$

In this model,  $U_i$  denotes the position of car  $i$  and  $\frac{d}{dt} U_i$  its velocity.

## 1.2 Main results

We now want to rescale the microscopic model. For  $\epsilon > 0$ , we consider an initial condition  $(U_i^{\epsilon,0})$  such that there exists a Lipschitz continuous function  $u_0 : \mathbb{R} \rightarrow \mathbb{R}$  with

$$\lim_{\epsilon \rightarrow 0, \epsilon i \rightarrow x} \epsilon U_i^{\epsilon,0} = u_0(x), \quad (2)$$

locally uniformly with respect to  $x$ . Let  $(U_i^\epsilon)$  be the solution of (1) with initial condition  $(U_i^{\epsilon,0})$ .

**Theorem 1.1** (Convergence result). *Under assumptions (H1) – (H5), the limit*

$$u(x, t) := \lim_{\epsilon \rightarrow 0, \epsilon(i, s) \rightarrow (x, t)} \epsilon U_i^\epsilon(s)$$

*exists a.s., locally uniformly in  $(x, t)$ , and  $u$  is the unique (deterministic) viscosity solution of*

$$\begin{cases} \partial_t u = \bar{F}(\partial_x u) & \text{in } \mathbb{R} \times ]0, +\infty[ \\ u(x, 0) = u_0(x) & \text{in } \mathbb{R} \end{cases} \quad (3)$$

*where the effective velocity  $\bar{F} : [0, +\infty) \rightarrow [0, \bar{V}_{\max})$  is the continuous and increasing map defined by  $\bar{F}(p) = 0$  if  $p \leq \bar{h}_0$  and  $\mathbb{E}[V_{Z_0}^{-1}(\bar{F}(p))] = p$  if  $p > \bar{h}_0$ .*

### 1.3 Link with the LWR model

In this subsection, we explicit the link between the macroscopic model (3) and the classical Lighthill-Whitham-Richards (LWR) model (see [13, 15]). Let  $U^\epsilon$  be the solution of (1) with an initial condition  $U^{\epsilon, 0}$  such that (2) holds. We consider the (rescaled) empirical density of cars:

$$\rho^\epsilon(t) = \epsilon \sum_{i \in \mathbb{Z}} \delta_{\epsilon U_i^\epsilon(t/\epsilon)}, \quad t \geq 0.$$

**Corollary 1.2.** *As  $\epsilon \rightarrow 0$ ,  $\rho^\epsilon(t)$  converges, a.s., in distribution and locally uniformly in time, to*

$$\rho(t) := u(\cdot, t) \# dx,$$

*where  $u$  is the solution of (3) and the notation  $u(\cdot, t) \# dx$  denotes the push-forward measure of  $dx$  by  $u$ . If, in addition, there exists  $C > 0$  such that*

$$C^{-1} \leq \partial_x u_0(x) \leq C, \quad (4)$$

*then  $\rho$  has an absolutely continuous density which is locally bounded and is the entropy solution of the LWR model*

$$\partial_t \rho + \partial_x(\rho \bar{v}(\rho)) = 0 \quad \text{in } \mathbb{R} \times \mathbb{R}_+, \quad (5)$$

*with initial condition  $u_0(\cdot) \# dx$  and where  $\bar{v}(\rho) = \bar{F}(1/\rho)$ .*

*Proof.* Let  $\varphi \in \mathcal{C}_c^0(\mathbb{R})$ . Then, for any  $t' \geq 0$ ,

$$\int_{\mathbb{R}} \varphi(x) \rho^\epsilon(dx, t') = \epsilon \sum_{i \in \mathbb{Z}} \varphi(\epsilon U_i^\epsilon(t'/\epsilon)) = \int_{\mathbb{R}} \varphi(\epsilon U_{[x/\epsilon]}^\epsilon(t'/\epsilon)) dx.$$

As  $\epsilon([x/\epsilon], t'/\epsilon) \rightarrow (x, t)$  as  $\epsilon \rightarrow 0$  and  $t' \rightarrow t$ , Theorem 1.1 implies:

$$\lim_{\epsilon \rightarrow 0, t' \rightarrow t} \int_{\mathbb{R}} \varphi(x) \rho^\epsilon(dx, t) = \int_{\mathbb{R}} \varphi(u(x, t)) dx = \int_{\mathbb{R}} \varphi(x) d(u(\cdot, t) \# dx) = \int_{\mathbb{R}} \varphi(x) \rho(dx, t).$$

This proves that  $\rho^\epsilon(t)$  converges locally uniformly in time and in the sense of measures to  $\rho(t) := u(\cdot, t) \# dx$ .

Let us now assume that (4) holds. From standard arguments (as  $\bar{F}$  does not depend on space), one easily checks that the bounds (4) are preserved in time:

$$C^{-1} \leq \partial_x u(x, t) \leq C.$$

In particular  $\rho(t)$  is absolutely continuous with a density satisfying the same estimate:

$$C^{-1} \leq \rho(x, t) \leq C.$$

In addition, one easily checks that  $w(x, t) := u^{-1}(x, t)$  (where the inverse is taken in space) is a viscosity solution to

$$\partial_t w + \partial_x w \bar{F}(1/\partial_x w) = 0,$$

which in turn implies that  $\rho(x, t) = \partial_x w(x, t)$  is an entropy solution to (5).  $\square$

## 2 Some properties of the microscopic and macroscopic models

### 2.1 The microscopic model

The following lemma is a direct consequence of the fact that  $V_z$  is non-negative joint to assumption  $(H_4)$ .

**Lemma 2.1.** *Let  $U_i$  be a solution of (1). Then, for all  $t \geq 0$ ,*

$$0 \leq U_i(t) - U_i(0) \leq V_{\max} t.$$

**Proposition 2.2.** *Let  $U_i$  and  $\tilde{U}_i$  be two solutions of (1) such that there exists  $i_0 \geq 0$  such that*

$$U_i(0) \leq \tilde{U}_i(0) \quad \forall i \geq i_0.$$

*Then*

$$U_i(t) \leq \tilde{U}_i(t) \quad \forall t \geq 0 \text{ and } i \geq i_0.$$

*Proof.* Let  $T \geq 0$ . We want to prove that

$$M = \sup_{t \in [0, T]} \max_{i \geq i_0} (U_i(t) - \tilde{U}_i(t)) \leq 0.$$

By contradiction, assume that  $M > 0$  and consider for  $\varepsilon, \eta, \beta > 0$

$$M_\varepsilon = \sup_{t, s \in [0, T]} \max_{i \geq i_0} \left\{ U_i(t) - \tilde{U}_i(s) - \frac{(t-s)^2}{2\varepsilon} - \frac{\eta}{T-t} - \beta(i-i_0)^2 \right\} > 0$$

for  $\eta$  and  $\beta$  small enough. We assume that the maximum is reached at some point  $(t, s) \in [0, T]$  and for an index  $i \geq i_0$ . We first prove that  $t > 0$  and  $s > 0$ . Indeed, if  $t = 0$ , then we get

$$\frac{s^2}{2\varepsilon} + \frac{\eta}{T} < U_i(0) - \tilde{U}_i(s) \leq U_i(0) - \tilde{U}_i(0) \leq 0$$

which is a contradiction. In the same way, if  $s = 0$ , then

$$\frac{t^2}{2\varepsilon} + \frac{\eta}{T} \leq U_i(t) - \tilde{U}_i(0) \leq V_{\max} t$$

which is a contradiction for  $\varepsilon$  small enough. We then deduce that  $t, s > 0$ . This implies that

$$\frac{\eta}{T^2} \leq V_{Z_i}(U_{i+1}(t) - U_i(t)) - V_{Z_i}(\tilde{U}_{i+1}(s) - \tilde{U}_i(s)).$$

Using that

$$U_{i+1}(t) - \tilde{U}_{i+1}(s) - \beta(i+1-i_0)^2 \leq U_i(t) - \tilde{U}_i(s) - \beta(i-i_0)^2,$$

and the fact that  $V_Z$  are uniformly Lipschitz continuous, we deduce that

$$\frac{\eta}{T^2} \leq C\beta(1 + 2(i-i_0)).$$

Sending  $\beta \rightarrow 0$  (and using the classical fact that  $\beta(i-i_0) \rightarrow 0$ ), we get a contradiction.  $\square$

## 2.2 The macroscopic model

In this subsection, we recall the definition of viscosity solution for the macroscopic model (3) and give a comparison principle.

**Definition 2.3** (Definition of viscosity solutions for (3)). *An upper semi-continuous (resp. lower semi-continuous) function  $u : \mathbb{R} \times [0, +\infty) \rightarrow \mathbb{R}$  is a viscosity sub-solution (resp. super-solution) of (3) if  $u(x, 0) \leq u_0(x)$  (resp.  $u(x, 0) \geq u_0(x)$ ) and for all  $(x, t) \in \mathbb{R} \times [0, +\infty)$  and for all  $\varphi \in C^1(\mathbb{R} \times [0, +\infty))$  such that  $u - \varphi$  reaches a local maximum (resp. minimum) in  $(x, t)$ , we have*

$$\partial_t \varphi(x, t) \leq \bar{F}(\partial_x \varphi(x, t)) \quad (\text{resp. } \partial_t \varphi(x, t) \geq \bar{F}(\partial_x \varphi(x, t))) \quad (6)$$

We say that  $u$  is a viscosity solution of (3) if  $u^*$  and  $u_*$  are respectively a sub-solution and a super-solution of (3).

**Proposition 2.4** (Comparison principle for (3)). *Let  $u$  and  $v$  be respectively a sub and a super-solution of (3) and assume that  $u_0$  is Lipschitz continuous. Then*

$$u \leq v \quad \text{in } \mathbb{R} \times [0, +\infty).$$

## 3 Construction of the effective velocity

Recall that  $\bar{h}_0 := \mathbb{E}[h_0^{Z_0}]$ . Given  $p > \bar{h}_0$ , in order to construct the effective velocity  $\bar{F}(p)$ , we consider the solution to

$$\frac{d}{dt} U_i(t) = V_{Z_i}(U_{i+1}(t) - U_i(t)), \quad t \geq 0, \quad U_i(0) = pi \quad \forall i \geq 0. \quad (7)$$

We begin to prove that, as  $t \rightarrow \infty$ ,  $U_i(t)/t$  is bounded by  $\underline{V}_{\max} := \inf_{z \in \mathcal{Z}} V_{\max}^z$ .

**Proposition 3.1.** *Let  $(U_i)$  be the solution of (7). Then, for every  $i \geq 0$ , we have,*

$$\limsup_{t \rightarrow \infty} \frac{U_i(t)}{t} \leq \inf_{z \in \mathcal{Z}} V_{\max}^z =: \underline{V}_{\max}.$$

*Proof.* Let  $\varepsilon > 0$  and fix  $i \geq 0$ . Since the  $Z_j$  are i.i.d. and have a law which has a full support in  $\mathcal{Z}$ , there exists  $i_0 \geq i$  such that

$$V_{\max}^{Z_{i_0}} \leq \underline{V}_{\max} + \varepsilon.$$

Moreover, we have

$$U_{i_0}(t) \leq U_{i_0}(0) + V_{\max}^{Z_{i_0}} \cdot t.$$

Since the  $U_j$  are increasing in  $j$ , we deduce that

$$\frac{U_i(t)}{t} \leq \frac{U_{i_0}(t)}{t} \leq \frac{U_{i_0}(0)}{t} + V_{\max}^{Z_{i_0}}.$$

This implies that

$$\limsup_{t \rightarrow +\infty} \frac{U_i(t)}{t} \leq V_{\max}^{Z_{i_0}} \leq \underline{V}_{\max} + \varepsilon.$$

We finally get the result by taking  $\varepsilon \rightarrow 0$ . □

We now construct the limit of  $U_i(t)/t$ .

**Proposition 3.2.** *There exists  $\Omega_0$  with  $\mathbb{P}(\Omega_0) = 1$  such that for every  $p \geq 0$ ,  $i \in \mathbb{N}$  and  $\omega \in \Omega_0$*

$$\lim_{t \rightarrow +\infty} \frac{U_i(t)}{t} = \bar{F}(p) \quad \forall i \geq 0,$$

where  $(U_i)$  is the solution of (7) and where the continuous and non-decreasing map  $\bar{F} : \mathbb{R}_+ \rightarrow \mathbb{R}_+$  is defined by  $\bar{F}(p) = 0$  if  $p \leq \bar{h}_0$  and by the relation  $\mathbb{E}[V_{Z_0}^{-1}(\bar{F}(p))] = p$  if  $p > \bar{h}_0$ .

*Proof.* Let us first check that the map  $\bar{F}$  is well defined and continuous. For this we first recall that  $V_z^{-1} : [0, V_{\max}^z) \rightarrow [h_0^z, +\infty)$  is increasing and continuous. We claim that, for any  $\theta \in [0, \underline{V}_{\max})$ ,  $V_z^{-1}(\theta)$  is bounded with respect to  $z \in \mathcal{Z}$ . Indeed, assume that, contrary to our claim, there exists  $z_n \in \mathcal{Z}$  such that  $p_n := V_{z_n}^{-1}(\theta) \rightarrow +\infty$ . As  $\mathcal{Z}$  is compact, there exists  $z$  a limit of a subsequence of the  $(z_n)$ , still denoted  $z_n$ . Then, by uniform continuity of the map  $V$ ,

$$\theta = \lim_n V_{z_n}(p_n) = V_{\max}^z \geq \underline{V}_{\max} > \theta,$$

which is a contradiction. Therefore the map  $\theta \rightarrow \mathbb{E}[V_{Z_0}^{-1}(\theta)]$  is well-defined, increasing and continuous on  $[0, \underline{V}_{\max})$ . Moreover, by monotone convergence,  $\mathbb{E}[V_{Z_0}^{-1}(\theta)] \rightarrow \mathbb{E}[h_0^{Z_0}] =: \bar{h}_0$  as  $\theta \rightarrow 0^+$  while, by assumption (H5), we have

$$\lim_{\theta \rightarrow \underline{V}_{\max}} \mathbb{E}[V_{Z_0}^{-1}(\theta)] = +\infty.$$

So we can define, for  $p \in (\bar{h}_0, +\infty)$ ,  $\bar{F}(p)$  as the unique real number in  $(0, \underline{V}_{\max})$  such that

$$\mathbb{E}[V_{Z_0}^{-1}(\bar{F}(p))] = p.$$

We extend  $\bar{F}$  by setting  $\bar{F}(p) = 0$  for  $p \in [0, \bar{h}_0]$ . Then  $\bar{F}$  is increasing (in  $[\bar{h}_0, +\infty)$ ), continuous and satisfies

$$\lim_{p \rightarrow \bar{h}_0^+} \bar{F}(p) = 0, \quad \lim_{p \rightarrow +\infty} \bar{F}(p) = \underline{V}_{\max}.$$

In order to study the behavior of the solution to (7), we introduce next the correctors of the problem. Given  $\theta \in (0, \underline{V}_{\max})$ , we consider the random sequence  $(c_i^\theta)$  defined by  $c_0^\theta = 0$  and  $c_{i+1}^\theta = c_i^\theta + V_{Z_i}^{-1}(\theta)$ . In other words,

$$V_{Z_i}(c_{i+1}^\theta - c_i^\theta) = \theta \quad \forall i \geq 0. \quad (8)$$

The reals  $c_i^\theta$  represent the optimal position of the vehicle  $i$  in the sense that all the vehicles drive at velocity  $\theta$ . In this sense, the sequence  $(c_i^\theta)$  is related to the so-called hull functions (see the pionnering work of Aubry [1, 2], and Aubry, Le Daeron [3] as well as [7, 8]). We note that, by the law of large numbers, there exists  $\Omega_0$  with  $\mathbb{P}(\Omega_0) = 1$  such that for every  $\omega \in \Omega_0$ , we have

$$\frac{c_n^\theta}{n} = \frac{1}{n} \sum_{i=0}^{n-1} V_{Z_i}^{-1}(\theta) \rightarrow \mathbb{E}[V_{Z_0}^{-1}(\theta)] \quad \text{as } n \rightarrow +\infty. \quad (9)$$

We now study the limit of  $\frac{U_i(t)}{t}$  as  $t \rightarrow +\infty$ . Let us fix  $p > h_0$  and  $\epsilon > 0$  small. We first define

$$\tilde{U}_i(t) = c_i^{p+\epsilon} + t\bar{F}(p + \epsilon),$$

(where by a “small” abuse of notation,  $c_i^{p+\epsilon} := c_i^{\bar{F}(p+\epsilon)}$ , i.e.,  $\theta = \bar{F}(p + \epsilon)$ ). Note that, by (8),  $\tilde{U}_i$  solves

$$V_{Z_i}(\tilde{U}_{i+1}(t) - \tilde{U}_i(t)) = V_{Z_i}(c_{i+1}^{p+\epsilon} - c_i^{p+\epsilon}) = \bar{F}(p + \epsilon) = \frac{d}{dt}\tilde{U}_i(t), \quad \forall i \geq 0.$$

Moreover, by (9), we have a.s.

$$\lim_n \frac{c_n^{p+\epsilon}}{n} = \mathbb{E} \left[ V_{Z_0}^{-1}(\bar{F}(p + \epsilon)) \right] = p + \epsilon.$$

Thus (since  $U_i(0) = pi$ ), there exists a random integer  $i_0$  such that

$$U_i(0) \leq \tilde{U}_i(0) \quad \forall i \geq i_0.$$

By comparison (Proposition 2.2) we obtain

$$U_i(t) \leq \tilde{U}_i(t) = \tilde{U}_i(0) + t\bar{F}(p + \epsilon) \quad \forall i \geq i_0, t \geq 0.$$

Hence, for any  $i \geq i_0$ ,

$$\limsup_{t \rightarrow +\infty} \frac{U_i(t)}{t} \leq \bar{F}(p + \epsilon).$$

This actually holds for any  $i$  (since  $i \rightarrow U_i(t)$  is increasing) and for any  $\epsilon > 0$ . So

$$\limsup_{t \rightarrow +\infty} \frac{U_i(t)}{t} \leq \bar{F}(p) \quad \forall i \geq 0.$$

Next we want to prove the bound below, which is slightly more difficult. As above we set

$$\tilde{U}_i(t) = c_i^{p-\epsilon} + t\bar{F}(p - \epsilon),$$

(where by again a “small” abuse of notation,  $c_i^{p-\epsilon} := c_i^{\bar{F}(p-\epsilon)}$ ). Note that  $\tilde{U}_i$  solves

$$V_{Z_i}(\tilde{U}_{i+1}(t) - \tilde{U}_i(t)) = V_{Z_i}(c_{i+1}^{p-\epsilon} - c_i^{p-\epsilon}) = \bar{F}(p - \epsilon) = \frac{d}{dt}\tilde{U}_i(t), \quad \forall i \geq 0$$

and, by (9), we have a.s.

$$\lim_n \frac{c_n^{p-\epsilon}}{n} = \mathbb{E} \left[ V_{Z_0}^{-1}(\bar{F}(p - \epsilon)) \right] = p - \epsilon.$$

Thus there exists a random integer  $i_0$  such that

$$U_i(0) \geq \tilde{U}_i(0) \quad \forall i \geq i_0.$$

By comparison (Proposition 2.2) we obtain

$$U_i(t) \geq \tilde{U}_i(t) = \tilde{U}_i(0) + t\bar{F}(p - \epsilon) \quad \forall i \geq i_0, t \geq 0.$$

Hence, for any  $i \geq i_0$ ,

$$\liminf_{t \rightarrow +\infty} \frac{U_i(t)}{t} \geq \bar{F}(p - \epsilon).$$

It remains to check that this inequality still holds for  $i = 0$  (and thus for all  $i \geq 0$ ).

For this we set

$$W_i(t) = U_i(t) - \tilde{U}_i(t),$$

and note that

$$\begin{aligned} \frac{d}{dt}W_i(t) &= V_{Z_i}(U_{i+1}(t) - U_i(t)) - V_{Z_i}(\tilde{U}_{i+1}(t) - \tilde{U}_i(t)) \\ &= V'_{Z_i}(\sigma_i(t)) (W_{i+1}(t) - W_i(t)) \end{aligned}$$

for some  $\sigma_i(t) \geq h_0$  that can be chosen measurable with respect to  $t$  and  $\omega$ . We integrate this equality to get

$$W_i(t) = W_i(0) \exp\left\{-\int_0^t V'_{Z_i}(\sigma_i(\tau))d\tau\right\} + \int_0^t V'_{Z_i}(\sigma_i(s)) \exp\left\{-\int_s^t V'_{Z_i}(\sigma_i(\tau))d\tau\right\} W_{i+1}(s)ds.$$

Now we consider the indices  $i \in \{0, \dots, i_0\}$  and set  $C = \sup_{j \in \{0, \dots, i_0\}} |W_j(0)|$  (this is a random variable). As  $V'_k \geq 0$ , we have (for  $(w)_- = \max\{0, -w\}$ )

$$\begin{aligned} W_i(t) &\geq -C - \int_0^t V'_{Z_i}(\sigma_i(s)) \exp\left\{-\int_s^t V'_{Z_i}(\sigma_i(\tau))d\tau\right\} ds \| (W_{i+1})_- \|_{L^\infty(0,t)} \\ &\geq -C - \left(1 - \exp\left\{-\int_0^t V'_{Z_i}(\sigma_i(\tau))d\tau\right\}\right) \| (W_{i+1})_- \|_{L^\infty(0,t)} \\ &\geq -C - \| (W_{i+1})_- \|_{L^\infty(0,t)}. \end{aligned}$$

We infer by induction that

$$\| (W_0)_- \|_{L^\infty(0,t)} \leq C i_0 + \| (W_{i_0})_- \|_{L^\infty(0,t)} = C i_0,$$

since  $W_{i_0} \geq 0$ . This shows that

$$U_0(t) \geq \tilde{U}_0(t) - C i_0 = \tilde{U}_0(0) + \bar{F}(p - \epsilon)t - C i_0,$$

and therefore that

$$\liminf_{t \rightarrow +\infty} \frac{U_0(t)}{t} \geq \bar{F}(p - \epsilon).$$

Since  $i \rightarrow U_i(t)$  is nondecreasing, this holds for any  $i \geq 0$ . And, finally, as  $\epsilon$  is arbitrary, this shows that

$$\liminf_{t \rightarrow +\infty} \frac{U_i(t)}{t} \geq \bar{F}(p) \quad \forall i \geq 0.$$

It just remains to treat the case  $p \in [0, \bar{h}_0]$ . We begin to show that  $\lim_{p \rightarrow \bar{h}_0^+} \bar{F}(p) = 0$ . Taking the limit  $\theta \rightarrow 0^+$  in the equality  $\mathbb{E}[V_{Z_0}^{-1}(\theta)] = \bar{F}^{-1}(\theta)$ , we deduce that  $\lim_{\theta \rightarrow 0^+} \bar{F}^{-1}(\theta) = \bar{h}_0$ , which implies that

$$\lim_{p \rightarrow \bar{h}_0^+} \bar{F}(p) = 0.$$

Now, let  $p \in [0, \bar{h}_0]$ . Using that  $U_i(t) \geq 0$ , we just have to show that  $\limsup_{t \rightarrow +\infty} \frac{U_i(t)}{t} \leq 0$ . Let  $\varepsilon > 0$  and consider  $\tilde{U}_i$  solution of

$$\frac{d}{dt}\tilde{U}_i(t) = V_{Z_i}(\tilde{U}_{i+1}(t) - \tilde{U}_i(t)), \quad t \geq 0, \quad \tilde{U}_i(0) = (\bar{h}_0 + \varepsilon)i \quad \forall i \geq 0.$$

Using the previous result (i.e., the case  $p > \bar{h}_0$ ), we get that

$$\lim_{t \rightarrow +\infty} \frac{\tilde{U}_i(t)}{t} = \bar{F}(\bar{h}_0 + \varepsilon).$$

Using that, by the comparison principle, we have  $\tilde{U}_i(t) \geq U_i(t)$  for all  $i \geq 0$  and  $t \geq 0$ , we deduce that

$$\limsup_{t \rightarrow +\infty} \frac{U_i(t)}{t} \leq \lim_{t \rightarrow +\infty} \frac{\tilde{U}_i(t)}{t} = \bar{F}(\bar{h}_0 + \varepsilon).$$

Letting  $\varepsilon \rightarrow 0$  completes the proof of the proposition.  $\square$

## 4 Proof of convergence

We recall that the initial condition  $(U_i^{\varepsilon,0})_{i \in \mathbb{Z}}$  is fixed and we consider the solution of

$$\frac{d}{dt} U_i^\varepsilon(t) = V_{Z_i}(U_{i+1}^\varepsilon(t) - U_i^\varepsilon(t)), \quad t \geq 0, \quad i \in \mathbb{Z} \quad U_i^\varepsilon(0) = U_i^{\varepsilon,0}, \quad i \in \mathbb{Z}.$$

We recall that we assumed the existence of a Lipschitz continuous function  $u_0 : \mathbb{R} \rightarrow \mathbb{R}$  such that

$$\lim_{\varepsilon \rightarrow 0, \varepsilon i \rightarrow x} \varepsilon U_i^{\varepsilon,0} = u_0(x).$$

*Proof of Theorem 1.1.* Let

$$u^*(x, t) = \limsup_{\varepsilon \rightarrow 0, \varepsilon(i,s) \rightarrow (x,t)} \varepsilon U_i^\varepsilon(s) \quad \text{and} \quad u_*(x, t) = \liminf_{\varepsilon \rightarrow 0, \varepsilon(i,s) \rightarrow (x,t)} \varepsilon U_i^\varepsilon(s).$$

We want to prove that  $u^*$  and  $u_*$  are respectively sub- and super-solution of (3). Indeed, if we show these statements, then by the comparison principle for (3) (see Proposition 2.4), we get  $u^* \leq u_*$ . The reverse inequality being obvious, we get the convergence result.

We begin with the initial condition. Since the velocity  $V_Z$  is uniformly bounded and non-negative, we have that

$$\varepsilon U_i^\varepsilon(0) \leq \varepsilon U_i^\varepsilon(s) \leq \varepsilon U_i^\varepsilon(0) + C\varepsilon s.$$

Taking the lim sup as  $\varepsilon \rightarrow 0$ , with  $\varepsilon(i, s) \rightarrow (x, 0)$ , we infer that

$$u^*(x, 0) = u_0(x).$$

We now turn to the equation. We only prove that  $u^*$  is a sub-solution since the proof for  $u_*$  is similar. Let  $\phi$  be a smooth test function such that  $u^* - \phi$  has a strict maximum at some point  $(\bar{x}, \bar{t})$ . Then there exists a subsequence of  $\varepsilon$ , still denoted in the same way, and  $(i_\varepsilon, s_\varepsilon)$ , such that the map

$$(i, s) \rightarrow \varepsilon U_i^\varepsilon(s) - \phi(\varepsilon i, \varepsilon s)$$

has a maximum at  $(i_\varepsilon, s_\varepsilon)$ . Moreover we have  $(\varepsilon i_\varepsilon, \varepsilon s_\varepsilon) \rightarrow (\bar{x}, \bar{t})$ . The optimality of  $(i_\varepsilon, s_\varepsilon)$  can be rewritten as

$$\frac{1}{\varepsilon} (\phi(\varepsilon(i_\varepsilon + i), \varepsilon(s_\varepsilon + s)) - \phi(\varepsilon i_\varepsilon, \varepsilon s_\varepsilon)) \geq U_{i_\varepsilon+i}^\varepsilon(s) - U_{i_\varepsilon}^\varepsilon(s_\varepsilon) \quad \forall (i, s). \quad (10)$$

Let us fix  $\delta_\epsilon > 0$ , with  $\delta_\epsilon \rightarrow 0$  as  $\epsilon \rightarrow 0$ , to be choose later. Then by (10), we have, for any  $i \geq 0$ ,

$$\begin{aligned} U_{i_\epsilon+i}^\epsilon(s_\epsilon - \delta_\epsilon/\epsilon) &\leq U_{i_\epsilon}^\epsilon(s_\epsilon) + \frac{1}{\epsilon} (\phi(\epsilon(i_\epsilon + i), \epsilon s_\epsilon - \delta_\epsilon)) - \phi(\epsilon i_\epsilon, \epsilon s_\epsilon) \\ &\leq U_{i_\epsilon}^\epsilon(s_\epsilon) + \partial_x \phi(\epsilon i_\epsilon, \epsilon s_\epsilon - \delta_\epsilon) i + C\epsilon i^2 + \frac{1}{\epsilon} (\phi(\epsilon i_\epsilon, \epsilon s_\epsilon - \delta_\epsilon)) - \phi(\epsilon i_\epsilon, \epsilon s_\epsilon). \end{aligned}$$

Let us set  $p = \partial_x \phi(\bar{x}, \bar{t})$  and fix  $\theta > 0$  small. The RHS of the above inequality can be bounded from above as follows, for  $\epsilon$  small enough:

$$\begin{aligned} U_{i_\epsilon+i}^\epsilon(s_\epsilon - \delta_\epsilon/\epsilon) &\leq U_{i_\epsilon}^\epsilon(s_\epsilon) + (p + \theta)i + \frac{1}{\epsilon} (\phi(\epsilon i_\epsilon, \epsilon s_\epsilon - \delta_\epsilon)) - \phi(\epsilon i_\epsilon, \epsilon s_\epsilon) \\ &\quad \forall i \in \{0, \dots, \theta/(C\epsilon)\}. \end{aligned} \tag{11}$$

We now need the following localization lemma:

**Lemma 4.1.** *Let  $(U_i)$  and  $(\tilde{U}_i)$  be two solutions to (1) such that  $U_i(0) \leq \tilde{U}_i(0)$  for  $i \in \{0, \dots, K\}$  (where  $K \geq 1$ ). Then*

$$U_0(t) \leq \tilde{U}_0(t) + V_{\max} t (1 - \exp(-\alpha t))^K \quad \forall t \geq 0,$$

where  $\alpha = \sup_k \|\partial_x V_k\|_\infty$ .

We postpone the proof of the lemma and proceed with the ongoing argument. Let  $(\tilde{U}_i)$  be the solution to

$$\frac{d}{dt} \tilde{U}_i(t) = V_{Z_i}(\tilde{U}_{i+1}(t) - \tilde{U}_i(t)), \quad t \geq 0, \quad i \in \mathbb{N} \quad \tilde{U}_i(0) = (p + \theta)i, \quad i \in \mathbb{N}.$$

We know from Proposition 3.2 that, a.s. in  $\Omega_0$ ,

$$\lim_{t \rightarrow +\infty} \frac{1}{t} \tilde{U}_0(t) = \bar{F}(p + \theta).$$

We consider the flow generated by the left-hand side of (11) (i.e.,  $(U_i^\epsilon)$ ) and by its right-hand side (i.e., up to a constant,  $(\tilde{U}_i)$ ) at time  $\delta_\epsilon/\epsilon$ . We have, by Lemma 4.1 (with  $t = \delta_\epsilon/\epsilon$  and  $K = \theta/(C\epsilon)$ ):

$$\begin{aligned} U_{i_\epsilon}^\epsilon(s_\epsilon) &\leq U_{i_\epsilon}^\epsilon(s_\epsilon) + \tilde{U}_0(\delta_\epsilon/\epsilon) + V_{\max} \frac{\delta_\epsilon}{\epsilon} (1 - \exp(-\alpha \delta_\epsilon/\epsilon))^{\theta/(C\epsilon)} \\ &\quad + \frac{1}{\epsilon} (\phi(\epsilon i_\epsilon, \epsilon s_\epsilon - \delta_\epsilon)) - \phi(\epsilon i_\epsilon, \epsilon s_\epsilon). \end{aligned} \tag{12}$$

Choosing  $\delta_\epsilon := -\gamma\epsilon \ln(\epsilon)$  where  $\gamma > 0$  is small enough (such that  $\alpha\gamma < 1$ ), we have

$$\delta_\epsilon/\epsilon \rightarrow +\infty \quad \text{and} \quad (1 - \exp(-\alpha \delta_\epsilon/\epsilon))^{\theta/(C\epsilon)} \rightarrow 0.$$

Dividing (12) by  $\delta_\epsilon/\epsilon$  and letting  $\epsilon \rightarrow 0$  gives

$$0 \leq \bar{F}(p + \theta) - \partial_t \phi(\bar{x}, \bar{t}).$$

In view of the definition of  $p$  and the fact that  $\theta > 0$  is arbitrary, we conclude that  $u^\epsilon$  is a subsolution to the equation.  $\square$

*Proof of Lemma 4.1.* Let  $W_i(t) := \tilde{U}_i(t) - U_i(t)$ . Then  $(W_i)$  solves

$$\begin{aligned} \frac{d}{dt}W_i(t) &= V_{Z_i}(\tilde{U}_{i+1}(t) - \tilde{U}_i(t)) - V_{Z_i}(U_{i+1}(t) - U_i(t)) \\ &= V'_{Z_i}(\sigma_i(t))(W_{i+1}(t) - W_i(t)), \end{aligned}$$

for some  $\sigma_i$  between  $U_{i+1}(t) - U_i(t)$  and  $\tilde{U}_{i+1}(t) - \tilde{U}_i(t)$ . We integrate this equation and find

$$W_i(t) = W_i(0) \exp\left\{-\int_0^t V'_{Z_i}(\sigma_i(\tau))d\tau\right\} + \int_0^t V'_{Z_i}(\sigma_i(s)) \exp\left\{-\int_s^t V'_{Z_i}(\sigma_i(\tau))d\tau\right\} W_{i+1}(s)ds.$$

For  $i \in \{0, \dots, K-1\}$ , we have, since  $W_i(0) \geq 0$  and  $V'_{Z_i} \geq 0$ ,

$$\begin{aligned} W_i(t) &\geq -\|(W_{i+1})_-\|_{[0,t]} \int_0^t V'_{Z_i}(\sigma_i(s)) \exp\left\{-\int_s^t V'_{Z_i}(\sigma_i(\tau))d\tau\right\}ds \\ &\geq -\|(W_{i+1})_-\|_{[0,t]} \left(1 - \exp\left\{-\int_0^t V'_{Z_i}(\sigma_i(\tau))d\tau\right\}\right) \\ &\geq -\|(W_{i+1})_-\|_{[0,t]} (1 - \exp\{-\alpha t\}). \end{aligned}$$

By induction, we infer that

$$\|(W_0)_-\|_{[0,t]} \leq \|(W_K)_-\|_{[0,t]} (1 - \exp\{-\alpha t\})^K,$$

where, because  $V_Z$  is uniformly bounded by  $V_{\max}$  and  $W_K(0) \geq 0$ ,  $\|(W_K)_-\|_{[0,t]} \leq V_{\max}t$ .  $\square$

## ACKNOWLEDGMENTS

This project was co-financed by the European Union with the European regional development fund (ERDF,18P03390/18E01750/18P02733) and by the Normandie Regional Council via the M2SiNUM project and by ANR MFG (ANR-16-CE40-0015-01).

## References

- [1] S. AUBRY, *Devil's staircase and order without periodicity in classical condensed matter*, J. Physique, 44 (1983), pp. 147–162.
- [2] S. AUBRY, *The twist map, the extended Frenkel-Kontorova model and the devil's staircase*, Phys. D, 7 (1983), pp. 240–258. Order in chaos (Los Alamos, N.M., 1982).
- [3] S. AUBRY AND P. Y. LE DAERON, *The discrete Frenkel-Kontorova model and its extensions. I. Exact results for the ground-states*, Phys. D, 8 (1983), pp. 381–422.
- [4] M. BANDO, K. HASEBE, A. NAKAYAMA, A. SHIBATA, AND Y. SUGIYAMA, *Dynamical model of traffic congestion and numerical simulation*, Physical Review E, 51 (1995), p. 1035.
- [5] N. CHIABAUT, L. LECLERCQ, AND C. BUISSON, *From heterogeneous drivers to macroscopic patterns in congestion*, Transportation Research Part B: Methodological, 44 (2010), pp. 299 – 308.

- [6] M. DI FRANCESCO AND M. D. ROSINI, *Rigorous derivation of nonlinear scalar conservation laws from follow-the-leader type models via many particle limit*, Arch. Ration. Mech. Anal., 217 (2015), pp. 831–871.
- [7] N. FORCADEL, C. IMBERT, AND R. MONNEAU, *Homogenization of fully overdamped frenkel–kontorova models*, Journal of Differential Equations, 246 (2009), pp. 1057–1097.
- [8] N. FORCADEL AND W. SALAZAR, *Homogenization of second order discrete model and application to traffic flow*, Differential Integral Equations, 28 (2015), pp. 1039–1068.
- [9] M. GARAVELLO AND B. PICCOLI, *Traffic flow on networks*, American institute of mathematical sciences Springfield, MO, USA, 2006.
- [10] P. GOATIN AND F. ROSSI, *A traffic flow model with non-smooth metric interaction: well-posedness and micro-macro limit*, Commun. Math. Sci., 15 (2017), pp. 261–287.
- [11] W. KNÖDEL, *Graphentheoretische methoden und ihre anwendungen*, Springer-Verlag, (1969), pp. 57–59.
- [12] L. LECLERCQ, J. A. LAVAL, AND E. CHEVALLIER, *The lagrangian coordinates and what it means for first order traffic flow models*, in Transportation and Traffic Theory 2007. Papers Selected for Presentation at ISTTT17, 2007.
- [13] M. J. LIGHTHILL AND G. B. WHITHAM, *On kinematic waves. ii. a theory of traffic flow on long crowded roads*, Proceedings of the Royal Society of London. Series A. Mathematical and Physical Sciences, 229 (1955), pp. 317–345.
- [14] G. F. NEWELL, *A simplified car-following theory: a lower order model*, Transportation Research Part B: Methodological, 36 (2002), pp. 195–205.
- [15] P. I. RICHARDS, *Shock waves on the highway*, Operations research, 4 (1956), pp. 42–51.