_____ T R A N S Y T 12 _____

Traffic Network Study Tool

Analysis Program Release 3 (March 2004)

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For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Old Wokingham road Fax: +44 (0) 1344 770864
Crowthorne, Berks. Email: softwarebureau@trl.co.uk
RG45 6AU, UK. Web: www.trlsoftware.co.uk

Run with file:- "062028-2008 DO SOMETHING AM.DAT" at 15:05 on 11/04/07

TRANSYT 12.0

62028-2008 Do Something AM

PARAMETERS CONTROLLING DIMENSIONS OF PROBLEM :

NUMBER OF NODES	= 2
NUMBER OF LINKS	= 9
NUMBER OF OPTIMISED NODES	= 2
MAXIMUM NUMBER OF GRAPHIC PLOTS	= 0
NUMBER OF STEPS IN CYCLE	= 120
MAXIMUM NUMBER OF SHARED STOPLINES	= 0
MAXIMUM NUMBER OF TIMING POINTS	= 3
MAXIMUM LINKS AT ANY NODE	= 4

CORE REQUESTED = 6639 WORDS
CORE AVAILABLE = 72000 WORDS

DATA INPUT :-

CARD NO.	CARD TYPE													
(1)=	TITLE:- 062028-2008 Do Something AM													
CARD NO.	CARD TYPE	CYCLE TIME (SEC)	NO. OF STEPS PER CYCLE	TIME EFFECTIVE-GREEN PERIOD DISPLACEMENTS 1-1200 MINS.	START (SEC)	END (SEC)	EQUISAT 0=UNEQUAL FLOW SETTINGS 1=YES	CYCLE 0=NO 1=EQUAL	SCALE 10-200 CYCLE %	CRUISE-SPEEDS SCALE 50-200 %	CARD32 0=TIMES 1=SPEEDS	OPTIMISE 0=NONE 1=O/SET 2=FULL	EXTRA COPIES FINAL OUTPUT	HILL- CLIMB OUTPUT 1=FULL	D V P P
2)=	1	120	120	120	2	3	1	0	0	0	1	2	0	0	14
CARD NO.	CARD TYPE	LIST OF NODES TO BE OPTIMISED													
3)=	2	1	2	0	0	0	0	0	0	0	0	0	0	0	

NODE CARDS: MINIMUM STAGE TIMES (WORKING)

CARD NO.	CARD TYPE	NODE NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
4)=	10	1	7	7								
5)=	10	2	7	7	7							

NODE CARDS: PRECEDING INTERSTAGE TIMES (WORKING)

CARD NO.	CARD TYPE	NODE NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
6)=	11	1	5	5								
7)=	11	2	5	5	5							

NODE CARDS: STAGE CHANGE TIMES (WORKING)

CARD NO.	CARD TYPE	NODE NO.	Sgl/Dbl Cycled	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
8)=	12	1	1	0	69								
9)=	12	2	1	0	49	89							

NODE CARDS: MINIMUM STAGE TIMES (ORIGINAL)

CARD NO.	CARD TYPE	NODE NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
10)=	13	1	0	0								
11)=	13	2	0	0	0							

NODE CARDS: PRECEDING INTERSTAGE TIMES (ORIGINAL)

CARD NO.	CARD TYPE	NODE NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
12)=	14	1	0	0								
13)=	14	2	0	0	0							

NODE CARDS: STAGE CHANGE TIMES (ORIGINAL)

CARD NO.	CARD TYPE	NODE NO.	Sgl/Dbl Cycled	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
14)=	15	1	1	0	0								
15)=	15	2	1	0	0	0							

LINK CARDS: GIVEWAY DATA

CARD NO.	CARD TYPE	LINK NO.	PRIORITY LINKS LINK1 NO.	LINK2 NO.	LINK1 GIVEWAY COEFFS. ONLY % FLOW	A1 X100	A2 X100					LINK LENGTH	STOP WT.X100	MAX FLOW	DE WT.X
16)=	30	24	21	0	0	19	22	0	0	0	0	100	0	700	
17)=	30	26	23	0	0	19	22	0	0	0	0	100	0	750	

LINK CARDS: FIXED DATA

CARD NO.	CARD TYPE	LINK NO.	EXIT NODE	FIRST GREEN START STAGE	LAG	END STAGE	LAG	SECOND GREEN START STAGE	LAG	END STAGE	LAG	LINK LENGTH	STOP WT.X100	SAT FLOW	DE WT.
18)=	31	11	1	2	5	1	0	0	0	0	0	100	0	1752	
19)=	31	12	1	2	5	1	0	0	0	0	0	100	0	1874	
20)=	31	13	1	1	5	2	0	0	0	0	0	100	0	2015	
21)=	31	14	1	1	5	2	0	0	0	0	0	60	0	2015	
22)=	31	21	2	3	5	1	0	0	0	0	0	100	0	1922	
23)=	31	23	2	2	5	3	0	3	0	1	0	60	0	1965	
24)=	31	24	2	2	5	3	0	0	0	0	0	60	0	1787	
25)=	31	25	2	1	5	2	0	0	0	0	0	100	0	1752	

LINK CARDS: FLOW DATA

CARD NO.	CARD TYPE	LINK NO.	TOTAL FLOW	UNIFORM FLOW	ENTRY 1 ..... LINK NO.	FLOW	CRUISE SPEED	ENTRY 2 ..... LINK NO.	FLOW	CRUISE SPEED	ENTRY 3 ..... LINK NO.	FLOW	CRUISE SPEED	ENTRY 4 . LINK NO.	F
26)=	32	11	413	0	0	0	50	0	0	0	0	0	0	0	
27)=	32	12	366	0	0	0	50	0	0	0	0	0	0	0	
28)=	32	13	295	0	0	0	50	0	0	0	0	0	0	0	
29)=	32	14	666	0	0	0	50	0	0	0	0	0	0	0	
30)=	32	21	49	0	0	0	50	0	0	0	0	0	0	0	
31)=	32	23	660	0	0	0	50	0	0	0	0	0	0	0	
32)=	32	24	10	0	0	0	50	0	0	0	0	0	0	0	
33)=	32	25	382	0	0	0	50	0	0	0	0	0	0	0	
34)=	32	26	75	0	0	0	50	0	0	0	0	0	0	0	

*****END OF SUBROUTINE TINPUT*****

120 SECOND CYCLE 120 STEPS

INITIAL SETTINGS
- (SECONDS)

NODE NO	NUMBER OF STAGES	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	STAGE 8	STAGE 9	STAGE 10
1	2	0	69								
2	3	0	49	89							

LINK NUMBER	FLOW INTO LINK (PCU/H)	SAT FLOW (PCU/H)	DEGREE OF SAT (%)	MEAN TIMES PER PCU CRUISE (SEC)	DELAY (SEC)	DELAY UNIFORM (U+R+O=MEAN Q) (PCU-H/H)	DELAY RANDOM+ OVERSAT (PCU-H/H)	DELAY COST OF DELAY ($/H)	STOPS MEAN STOPS /PCU (%)	STOPS COST OF STOPS ($/H)	QUEUE MEAN MAX. (PCU)	QUEUE AVERAGE EXCESS (PCU)	PERFORMANCE INDEX. WEIGHTED SUM OF ( ) VALUES ($/H)	EXIT NODE	GR ST 1
11	413	1752	60	7.7	36.1	3.3 +	0.8 (58.0)	81	(11.7)	12			69.8	1	74
12	366	1874	50	7.7	33.0	2.8 +	0.5 (46.9)	76	(9.7)	10			56.6	1	74
13	295	2015	27	7.7	17.5	1.2 +	0.2 (19.8)	52	(5.4)	5			25.2	1	5
14	666	2015	61	4.8	23.6	3.5 +	0.8 (60.6)	68	(15.7)	16		+	76.3	1	5
21	49	1922	11	7.7	42.2	0.5 +	0.1 (8.1)	81	(1.4)	1			9.4	2	94
23	660	1965	60	4.8	22.2	3.2 +	0.8 (56.6)	69	(15.9)	15		+	72.5	2	54
24	10	1787	2	4.8	33.7	0.1 +	0.0 (1.3)	71	(0.2)	0			1.6	2	54
25	382	1752	58	7.7	37.0	3.2 +	0.7 (55.0)	82	(10.9)	11			65.9	2	5
26	75	750	12	7.7	3.8	0.0 +	0.1 (1.0)	0	(0.0)	0			1.0		

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
238.2	26.4	9.0	17.8	3.8	(307.2) + (	71.0) + (	0.0) =	378.2	TOTALS

	CRUISE LITRES PER HOUR		DELAY LITRES PER HOUR		STOPS LITRES PER HOUR		TOTALS LITRES PER HOUR
FUEL CONSUMPTION PREDICTIONS	12.8	+	24.9	+	32.3	=	70.0

NO. OF ENTRIES TO SUBPT = 1
NO. OF LINKS RECALCULATED= 9

120 SECOND CYCLE 120 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 18
- (SECONDS)

1	2	0	69	
2	3	0	49	89

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
238.2	26.4	9.0	17.8	3.8	(307.2) + (	71.0) + (	0.0) =	378.2	TOTALS

NO. OF ENTRIES TO SUBPT = 41
NO. OF LINKS RECALCULATED= 193

120 SECOND CYCLE 120 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 18 48
- (SECONDS)

1	2	0	69	
2	3	0	49	89

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
238.2	26.4	9.0	17.8	3.8	(307.2) + (	71.0) + (	0.0) =	378.2	TOTALS

NO. OF ENTRIES TO SUBPT = 11
NO. OF LINKS RECALCULATED= 58

120 SECOND CYCLE 120 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 18 48 -1
- (SECONDS)

1 2 2 69
2 3 4 49 61

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
238.2	26.1	9.1	17.5	3.9	(303.3) + (	70.1) + (	0.0) =	373.4	TOTALS

NO. OF ENTRIES TO SUBPT = 43
NO. OF LINKS RECALCULATED= 217

120 SECOND CYCLE 120 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 18 48 -1 18
- (SECONDS)

1 2 2 69
2 3 4 49 61

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
238.2	26.1	9.1	17.5	3.9	(303.3) + (	70.1) + (	0.0) =	373.4	TOTALS

NO. OF ENTRIES TO SUBPT = 41
NO. OF LINKS RECALCULATED= 193

120 SECOND CYCLE 120 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 18 48 -1 18 48
- (SECONDS)

1 2 2 69
2 3 4 49 61

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
238.2	26.1	9.1	17.5	3.9	(303.3) + (	70.1) + (	0.0) =	373.4	TOTALS

NO. OF ENTRIES TO SUBPT = 11
NO. OF LINKS RECALCULATED= 58

120 SECOND CYCLE 120 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 18 48 -1 18 48 1
- (SECONDS)

1 2 2 69
2 3 4 49 61

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
238.2	26.1	9.1	17.5	3.9	(303.3) + (	70.1) + (	0.0) =	373.4	TOTALS

NO. OF ENTRIES TO SUBPT = 241
NO. OF LINKS RECALCULATED= 1093

120 SECOND CYCLE 120 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 18 48 -1 18 48 1 -1
- (SECONDS)

1 2 2 69
2 3 4 49 61

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
238.2	26.1	9.1	17.5	3.9	(303.3) + (70.1)	+ (0.0)	=	373.4	TOTALS

NO. OF ENTRIES TO SUBPT = 9
NO. OF LINKS RECALCULATED= 49

120 SECOND CYCLE 120 STEPS

FINAL SETTINGS OBTAINED WITH INCREMENTS :- 18 48 -1 18 48 1 -1 1
- (SECONDS)

NODE NO	NUMBER OF STAGES	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	STAGE 8	STAGE 9	STAGE 10
1	2	2	69								
2	3	4	49	61							

LINK NUMBER	FLOW INTO LINK (PCU/H)	SAT FLOW (PCU/H)	DEGREE OF SAT (%)	MEAN TIMES PER PCU CRUISE (SEC)	DELAY (SEC)	DELAY UNIFORM (U+R+O=MEAN Q) (PCU-H/H)	DELAY RANDOM+ OVERSAT (PCU-H/H)	DELAY COST OF DELAY ($/H)	STOPS MEAN STOPS /PCU (%)	STOPS COST OF STOPS ($/H)	QUEUE MEAN MAX. (PCU)	QUEUE AVERAGE EXCESS (PCU)	PERFORMANCE INDEX. WEIGHTED SUM OF ( ) VALUES ($/H)	EXIT NODE	GR ST 1
11	413	1752	58	7.7	33.9	3.2 +	0.7	(54.4)	79	(11.3)	11		65.8	1	74
12	366	1874	48	7.7	31.1	2.7 +	0.5	(44.2)	74	(9.4)	9		53.6	1	74
13	295	2015	28	7.7	18.7	1.3 +	0.2	(21.2)	54	(5.6)	6		26.8	1	7
14	666	2015	63	4.8	25.3	3.7 +	0.8	(65.2)	71	(16.4)	17	+	81.6	1	7
21	49	1922	5	7.7	18.5	0.2 +	0.0	(3.5)	51	(0.9)	1		4.3	2	66
23	660	1965	57	4.8	19.1	2.8 +	0.7	(48.5)	63	(14.5)	14	+	63.1	2	54
24	10	1787	8	4.8	69.7	0.1 +	0.0	(2.7)	104	(0.4)	0		3.1	2	54
25	382	1752	64	7.7	42.0	3.5 +	0.9	(62.6)	87	(11.6)	11		74.2	2	9
26	75	750	12	7.7	3.8	0.0 +	0.1	(1.0)	0	(0.0)	0		1.0		

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
238.2	26.1	9.1	17.5	3.9	(303.3) + (70.1)	+ (0.0)	=	373.4	TOTALS

ROUTE

	CRUISE LITRES PER HOUR		DELAY LITRES PER HOUR		STOPS LITRES PER HOUR		TOTALS LITRES PER HOUR
FUEL CONSUMPTION PREDICTIONS	12.8	+	24.6	+	32.0	=	69.3

NO. OF ENTRIES TO SUBPT = 241
NO. OF LINKS RECALCULATED= 1093

PROGRAM TRANSYT FINISHED
========== end of file ==========

[Printed at 10:12:36 on 16/05/2007]