

Technical Note 02



Date	14 January 2013
Project No	VN501101
Project	Catford Town Centre Area Action Plan
Subject	Catford Gyratory Modelling Summary

1. Background

- 1.1 Lewisham Council are working up proposals to regenerate Catford Town Centre and the Shopping Centre.
- 1.2 As part of the regeneration of the town centre, options have been developed to improve the public realm, pedestrian journey times and bus journey times along A205 Catford Road and Catford Gyratory.
- 1.3 In order to improve access to the Shopping Centre, options have also been developed which revert Thomas Lane to two-way working and modify the existing junction with the A205 Catford Road.

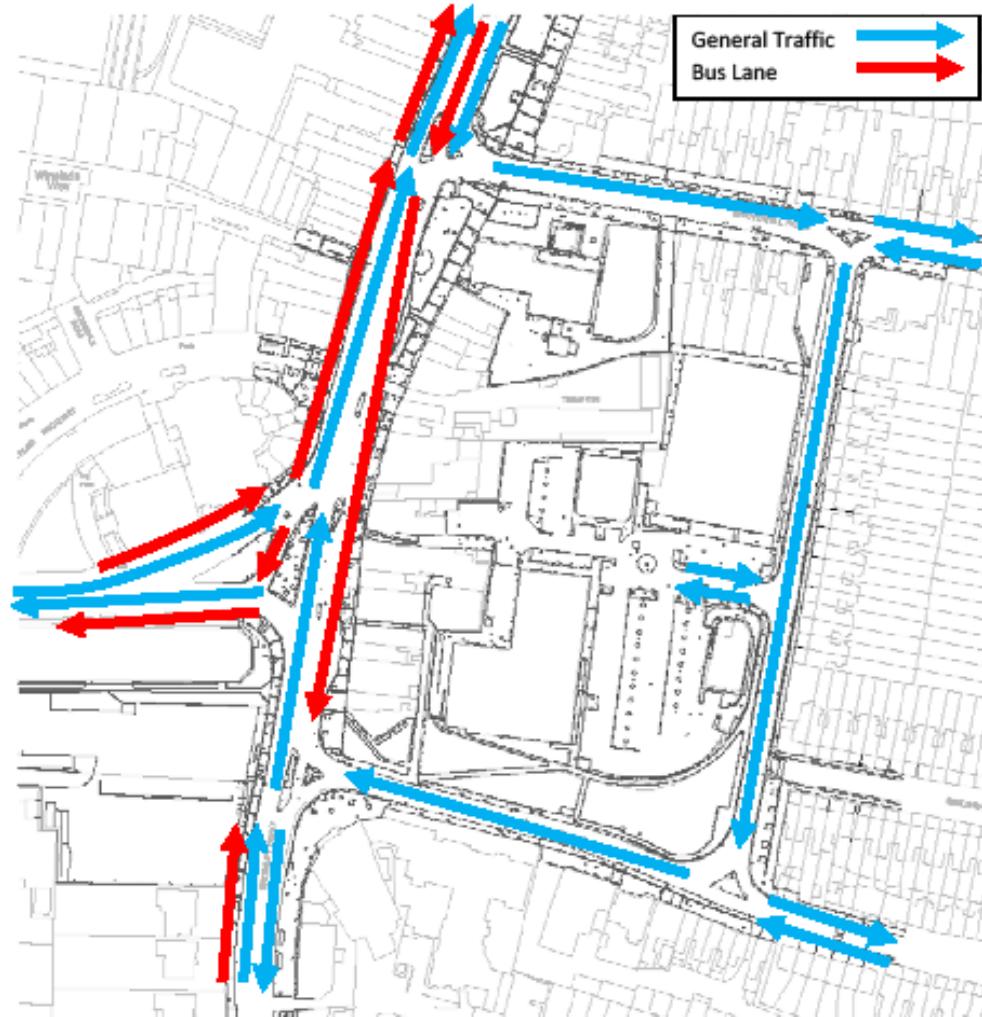
2. Contents of this note

- 2.1 This technical note describes the proposed options developed for Catford Gyratory, Catford Road and the junction of Thomas Lane and Catford Road.

3. Existing Situation

- 3.1 The alignment of A205 South Circular runs through Catford Town centre in a one-way gyratory system that sees the eastbound traffic utilising Rushey Green northbound and Brownhill Road eastbound, while the westbound traffic utilises Plassy Road southbound and Sangley road westbound. The consequence is that the Plassy Island site suffers severance to the detrimental impact of the highway-dominated environment with fast flowing one-way traffic.
- 3.2 Similarly, the public realm adjacent to Catford Road and Rushey Green is dominated by the highway requirements to facilitate traffic flows through Catford, rather than servicing the town centre.
- 3.3 The existing traffic movements around Catford gyratory are shown in Figure 3-1.

Figure 3-1: Existing Traffic Movements



4. Existing Traffic Flows

- 4.1 Origin and Destination Matrices supplied by TfL based on the 2007 traffic flow data are shown in Figure 4-1 and Figure 4-2.

Figure 4-1: AM Peak Base Flows

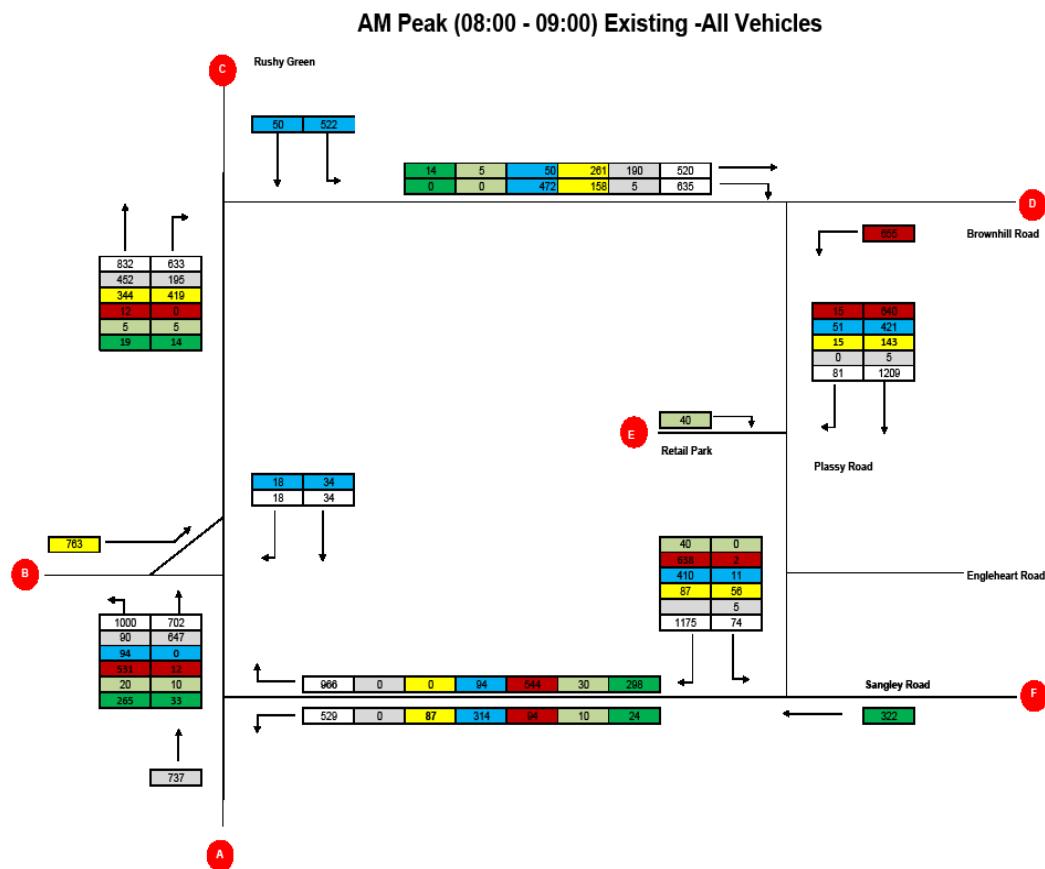
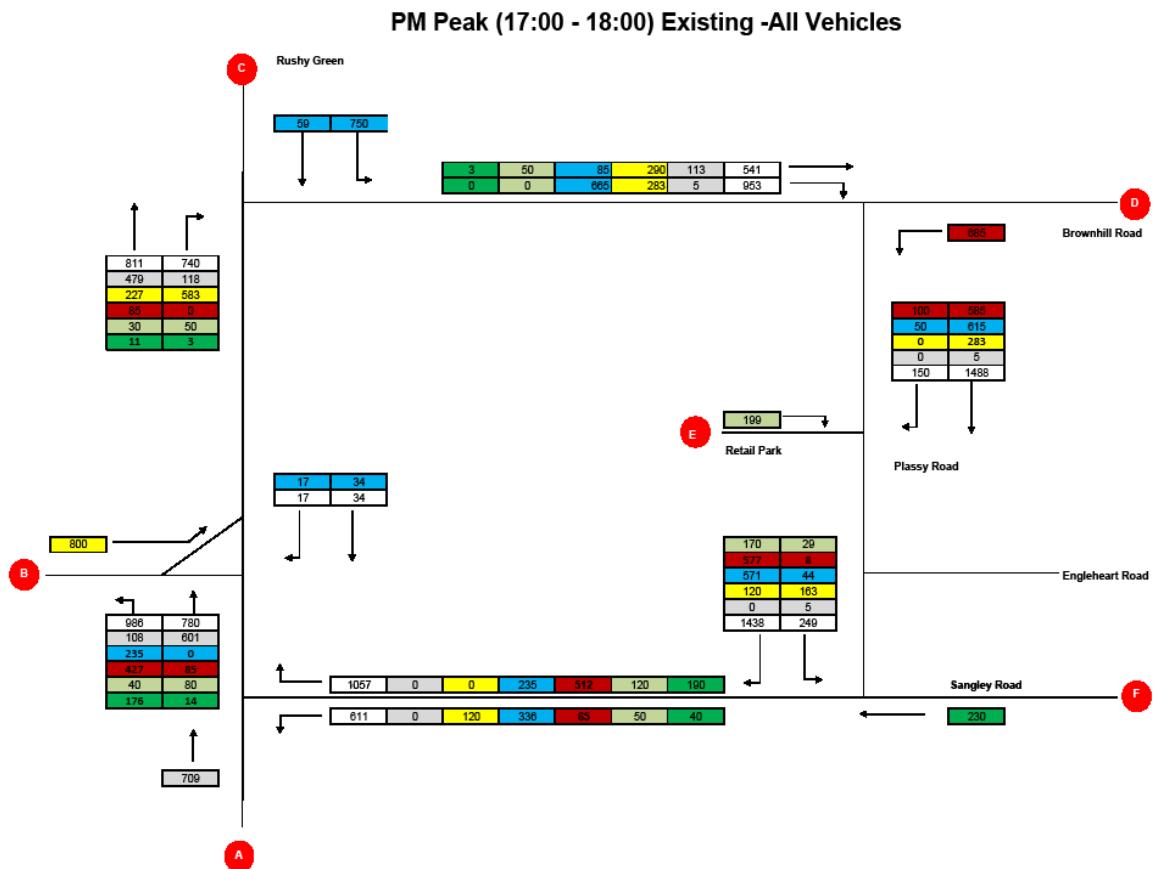


Figure 4-2: PM Peak Base Flows



- 4.2 Figures 4.1 and 4.2 show the distribution of traffic around the gyratory with each approach assigned a different colour.
- 4.3 It can be seen for the Figures that the key movements are east/west between Catford Road and Brownhill Road and north/south between Rushey Green and Bromley Road, with Sangley Road, comparatively light in traffic.
- 4.4 In the AM and PM Peaks the two largest movements are the Brownhill Road to Catford Road flow (AM Peak-531 PCUs and PM Peak-427 PCUs) and the Bromley Road to Rushey Green movement (AM Peak-452 PCUs and PM Peak-479 PCUs).
- 4.5 The total flow entering the gyratory is 3089 PCUs in the AM Peak and 3432 PCUs in the PM Peak, exiting traffic is 3036 in the AM Peak and 3348 in the PM Peak. The slight variance in entry and exit flow, relates to the retail car park on Plassy Road.



5. Existing Traffic Modelling

- 5.1 2007 origin and destination matrices and base TRANSYT models of the area have been supplied by TfL and have been used to assess the impact of the various options.
- 5.2 The TRANSYT model supplied by TfL covers the following network of junctions.
 - Catford Road/Doggett Road (Priority Controlled)
 - 07/163 –Catford Road/Thomas Lane
 - 07/031 – Catford Road/Canadian Avenue
 - 07/33&34&188/340 – Catford Road/Rushey Green
 - 07/15&165 – Rushey Green/Brownhill Road
 - 07/79&80 – Rushey Green Pelican near Wildfell Road
 - 07/177&29 – Brownhill Road/Passy Road
 - 07/156 – Passy Road/Catford Island Development
 - Passy Road/Sangley Road (Priority Controlled)
 - 07/030 – Bromley Road/Sangley Road
 - Bromley Road/Culverley Road (Priority Controlled)
 - Bromley Road/Canadian Avenue (Priority Controlled)
 - Canadian Avenue/Fordmill Road (Priority Controlled)
- 5.3 The results of the base modelling can be found in Appendix A.
- 5.4 The modelling shows that the junction of Catford Road/Rushey Green operates in excess of 90% in the PM Peak and at 89% in the AM Peak. At the Sangley Road/Rushey Green junction, similar levels of degree of saturation occur, with a maximum degree of saturation of 92% in the AM and 91% in the PM.
- 5.5 The remaining junctions on the gyratory operate with a reasonable degree of spare capacity, in the AM peak with a maximum degree of saturation of 76% at the Brownhill Road/Passy Road junction.
- 5.6 In the PM peak the modelling shows the junction of Brownhill Road/Rushey Green to operate at 89% on the northbound right turn approach and 98% on the eastbound ahead approach at the junction of Brownhill Road/Passy Road. in the AM and modelling shows that the junction of Catford Road/Rushey Green operates in excess of 90% in the PM Peak and at 89% in the AM Peak. At the Sangley Road/Rushey Green junction, similar levels of degree of saturation occur, with a maximum degree of saturation of 92% in the AM and 91% in the PM.
- 5.7 At the Thomas Lane/Catford Road/Canadian Avenue Junction the maximum degree of saturation in the AM Peak of 95% occurs on Canadian Avenue, with Catford Road operating at 84%. In the PM the junction operates at 88% on the eastbound approach to Canadian Avenue.



6. Proposed Options

- 6.1 This report considers various options for the re-alignment of South Circular partial two-way working and full two-way working.
- 6.2 There is a long-standing proposal (over 40 years) from TfL to divert the A205 (South Circular) from its current alignment north of Laurence House on Catford Road to a new alignment using the car park to the south and connecting to Plassy Road via Sangley Road. This would potentially remove the Catford Gyratory and reduce traffic flows in the town centre on Rushey Green and Catford Road. There is no clear timetable or funding strategy for this major project.
- 6.3 However, this option would not benefit a cohesive town centre since it would create an area between the frontage of the Broadway Theatre and the new alignment of Catford Road that would be too large for an appropriate public open space and too small an area to provide a viable development opportunity. It would also reduce the development potential of the remainder of the Laurence House car park site. Consequently this option is not explored further.
- 6.4 The options considered as part of the study are described below.
 - 1) Two way working on Plassy Road and Sangley Road
 - 2) Two way working on Rushey Green and Brownhill Road
 - 3) Contra-flow bus lanes on Brownhill Road
 - 4) Full Two Way Working
 - 5) Contra-flow bus lane of Sangley Road
- 6.5 All the options were assessed against the criteria of junction operation, improvement to bus and vehicle journey times.

7. Two way working on Plassy Road and Sangley Road

7.1 The proposed traffic movements for this option are shown in Figure 7-1 below.

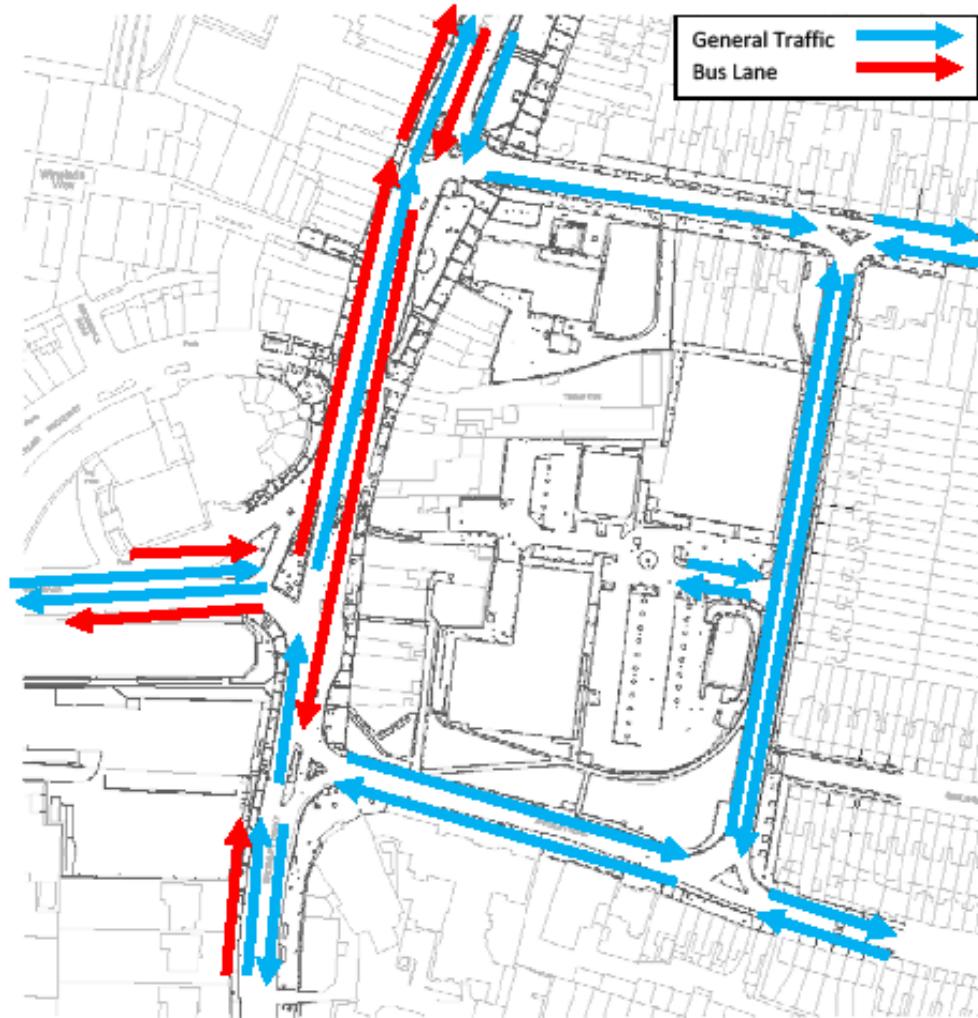


Figure 7-1: Two-way working on Plassy Road/Sangley Road Traffic Movements

7.2 This option considered diverting the eastbound South Circular traffic via Sangley Road, from Catford Road, to reduce the traffic flows on Rushey Green. However, the initial modelling showed that banning general traffic from turning right from Rushey Green into Brownhill Road oversaturated the junction of Catford Road/Rushey Green, with significantly more traffic turning right to access Sangley Road. As a result of maintaining the movement, the journey time for south circular traffic would still be shorter via the current route on Rushey Green and Brownhill Road. Therefore, the only benefits, based on existing traffic flows, of introducing two-way working on Sangley Road and Plassy Road are for Catford Road to Sangley Road (AM 56, PM 163), Bromley Road to Sangley Road (AM 5, PM 5) and Sangley Road to Brownhill Road (AM 14, PM 3). It was felt that the

resulting benefit to these movements did not outweigh the reduction in capacity at a number of junctions and the increased carriageway space required on Plassy Road to facilitate two-way working.

8. Two-way working on Rushey Green and Brownhill Road

8.1 The proposed traffic movements for this option are shown in Figure 8-1.

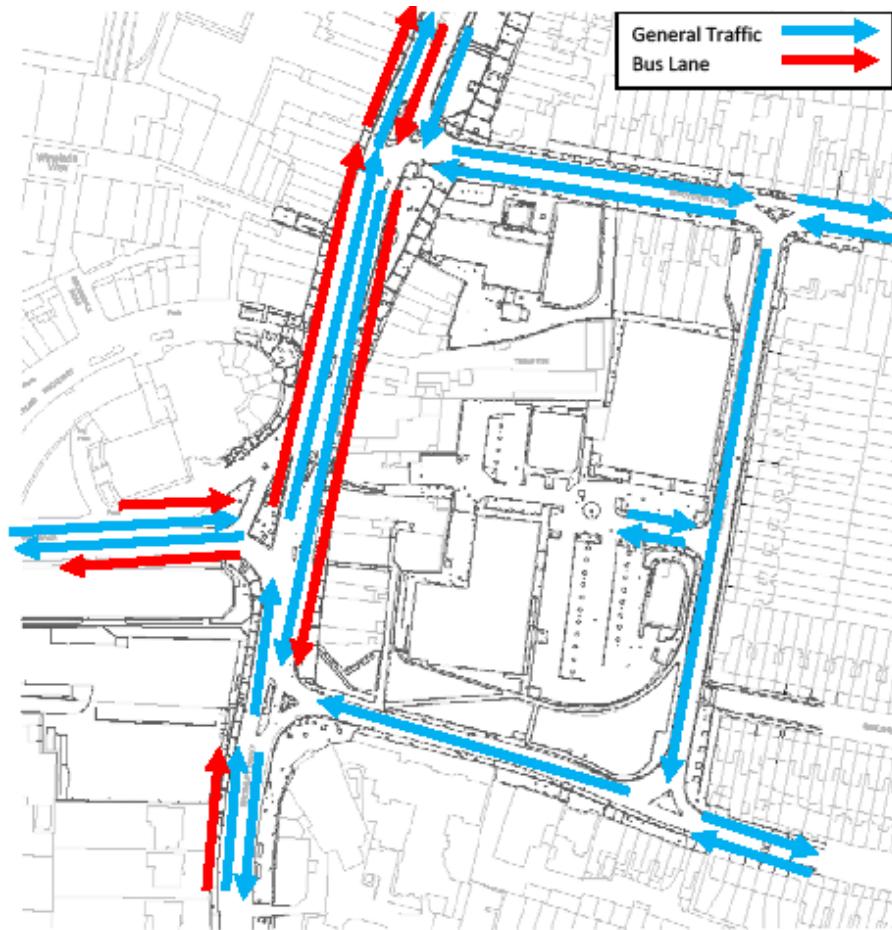


Figure 8-1: Two-way working on Rushey Green and Brownhill Road Traffic Movements

8.2 Two-way working on Rushey Green and Brownhill Road was not considered viable, as it would increase southbound traffic flows on Rushey Green by approximately 600 vehicles per hour during the peak periods, further segregating the retail frontages to the east and west of Rushey Green. It would also significantly reduce the capacity at the Brownhill Road/Rushey Green junction, increasing queuing on Rushey Green. Introducing two-way working on Brownhill Road in isolation would reduce the journey time for vehicles travelling from Brownhill Road to Rushey Green northbound. However the Origin and Destination survey shows that only 12 vehicles carry out this movement in the AM and 85 in the PM and therefore is was not considered beneficial given the

significant reduction in capacity at the Rushey Green/Brownhill Road junction, to facilitate the additional movements.

9. Contra-flow bus lanes on Brownhill Road

- 9.1 The proposed traffic movements for this option are shown in Figure 9-1.

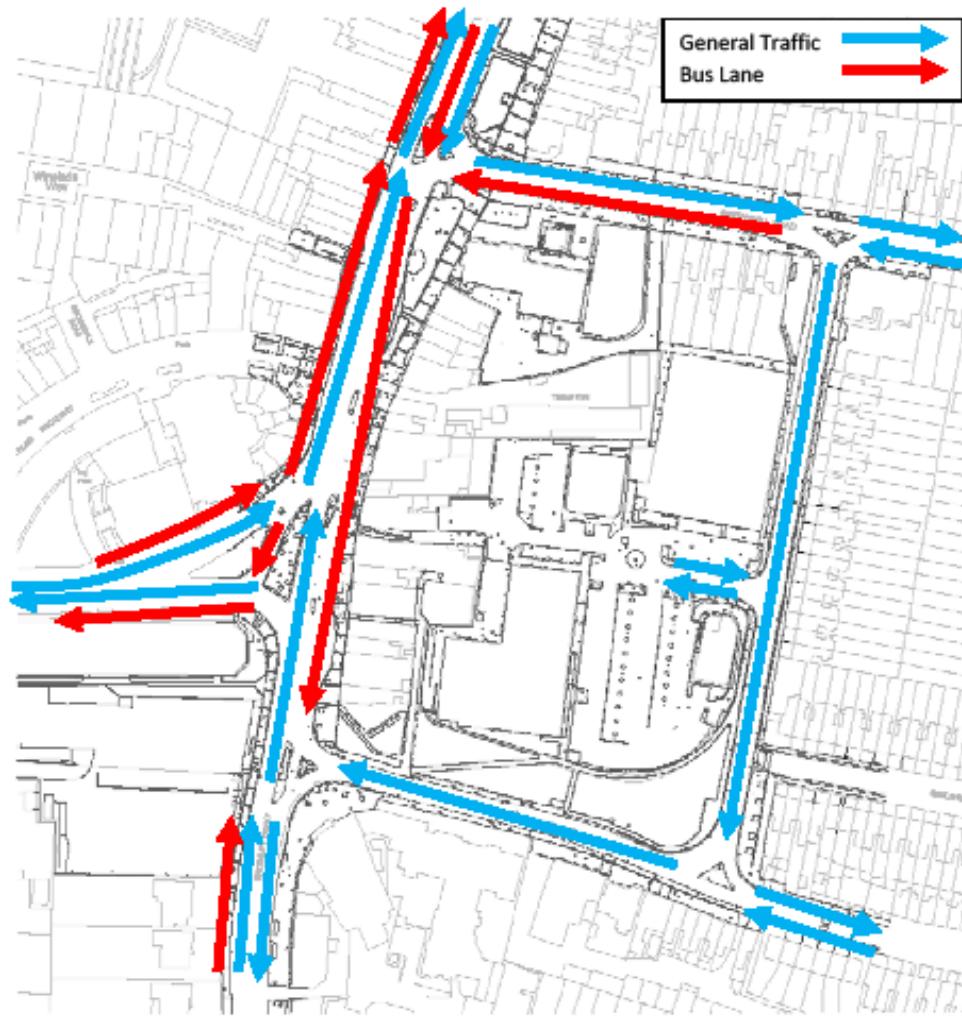


Figure 9-1: Contra-Flow Bus Lane on Brown Hill Road Traffic Movements

- 9.2 Consideration was given to introducing an eastbound contra-flow bus lane. However, this would only benefit the bus route 202 and as above, based on the modelling the loss in capacity at the junction of Brownhill Road and Rushey Green resulted in the option not being viable.

10. Full two way working

- 10.1 The proposed traffic movements for this option are shown in Figure 10-1.

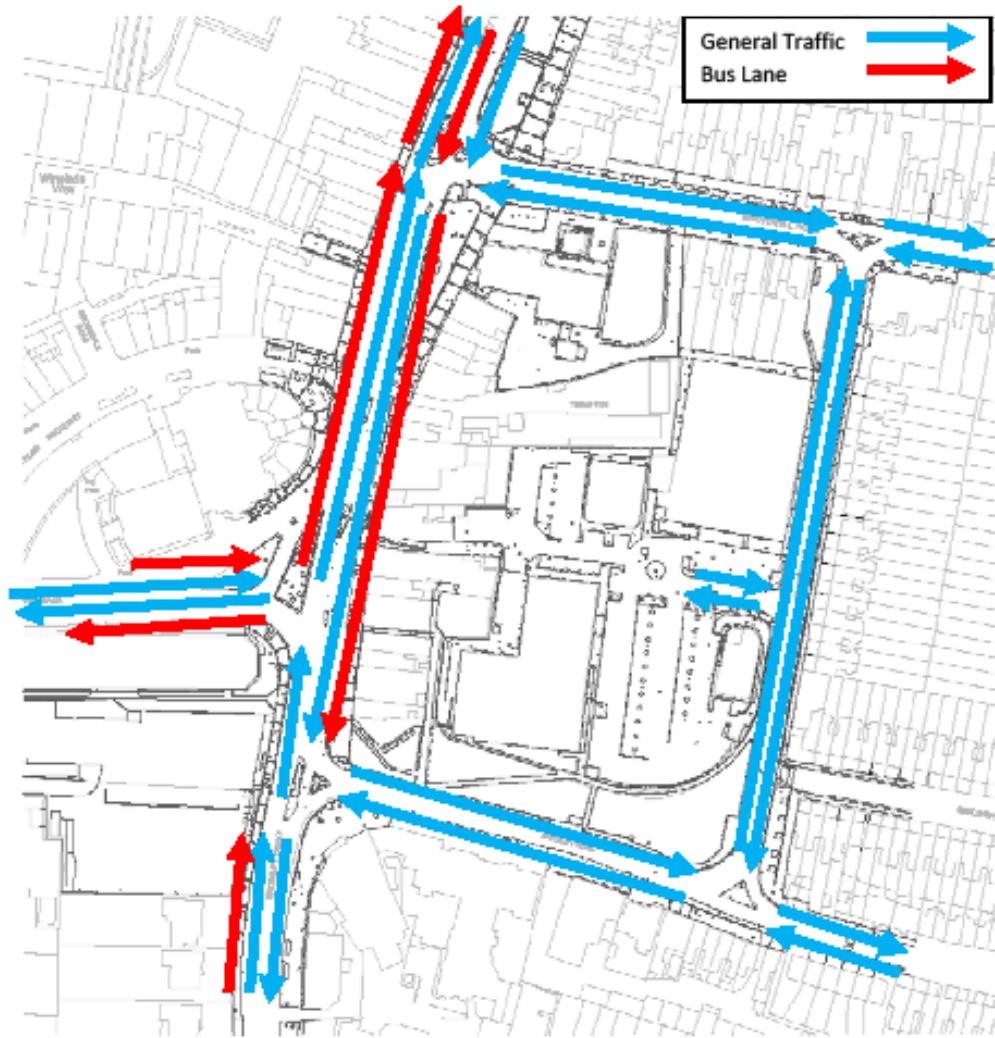


Figure 10-1: Full Two-way Scheme Traffic Movements

- 10.2 This option considers the impacts of implementing two-way working on all arms of the current gyratory. It considers an alternative alignment to the TfL preferred option by not diverting the South Circular through the Laurence House car park, but maintaining the current alignment of Catford Road, and re-aligning Sangley Road to improve the operation of the proposed all movements junction of Rushey Green, Catford Road, Sangley Road and Bromley Road.
- 10.3 Rushey Green, Brownhill Road and Plassy Road would be converted to two way working and the junctions modified to accommodate the pedestrian crossings and all movements.
- 10.4 Though the highway improvements could be accommodated within the current highway boundaries, safeguarded areas and land within LBC's control, the initial traffic modelling, based on Option 1



developed as part of the TfL study suggests that the Catford Road/Rushey Green Sangley Road junction would not operate satisfactorily.

- 10.5 Moreover, the level of traffic on Rushey Green would increase significantly with the inclusion of all northbound and southbound traffic, and there would be no opportunity to relocate road space along Rushey Green to other modes. This would impact on the journey times for all north and southbound bus routes.

Plassy Road and Brownhill Road

- 10.6 As part of TfL's option development, an all-movement signalised junction between Brownhill Road and Plassy Road has been proposed, that requires the demolition of 16-22 Brownhill Road to the east and 12 and 14 Brownhill Road to the west.
- 10.7 As part of this study, a number of alternative options have been considered that minimise the land take around the junction. These include a mini-roundabout, priority controlled junction and a realign signal controlled junction, as shown in Appendix B.
- 10.8 The mini-roundabout option can be introduced with a reasonable level of spare capacity, with only 14 Brownhill Road required and the protecting triangular section of land forming part of 12 Brownhill Road. The priority controlled junction can operate within the existing highway boundary, with spare capacity. It is acknowledged that these options do not provide pedestrian crossing facilities at the junction. However, pedestrian crossing facilities could potentially be introduced on Brownhill Road to the west of the junction and at the Island Site access junction.
- 10.9 A further signalised option has been developed which also shows a reasonable level of spare capacity, with a similar land take requirement as the mini roundabout. To facilitate the inclusion of signalised pedestrian crossings at the junction, this would require the existing traffic flow movement from Catford Road to Brownhill Road to be maintained, with only a small amount of local and traffic from Bromley Road directed onto Plassy Road.

11. Contra Flow Bus Lane on Sangley Road

- 11.1 The proposed traffic movements for this option are shown in Figure 10-1.

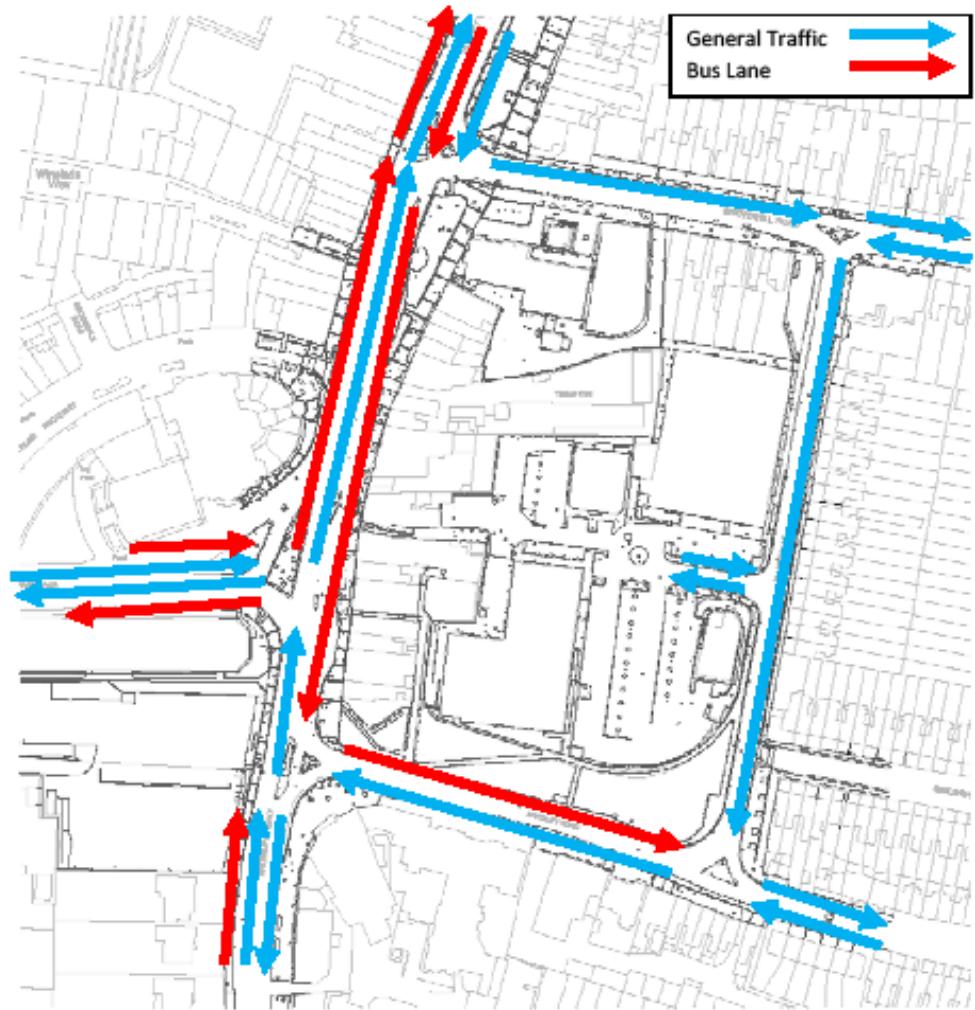


Figure 11-1: Contra Flow Bus Lane on Sangley Road

Sangley Road

11.2 At present four bus routes (124, 160, 181 and 284) currently travel from Catford Road to Sangley Road via Rushey Green, Brownhill Road and Plassy Road. It is proposed to introduce a contra-flow bus lane on Sangley Road to significantly reduce the journey time for these routes and to reduce the volume of buses on Rushey Green northbound. This has been facilitated by introducing an eastbound bus only right turn at the junction of Catford Road and Rushey Green. This movement also allows for the bus route (171) from Catford Road to Bromley Road, without having to travel round the gyratory. An eastbound bus stop has also been introduced on Sangley Road to service the routes 124, 160, 181 and 284 which currently stop at bus stop F on Plassy Road. The existing westbound carriageway has been maintained, with two right turn and one left turn lanes.



Plassy Road and Brownhill Road

- 11.3 It is proposed to maintain one-way southbound operation on Plassy Road as existing, with a revised junction at the southern end, to facilitate the contra-flow bus lane on Sangley Road and to maintain the one-way southbound operation on Brownhill Road as existing.

Rushey Green

- 11.4 To improve the pedestrian permeability of Rushey Green a central median strip is proposed Catford Road and the access to Catford Centre. In addition, at the junctions of Rushey Green with Brownhill Road, Catford Road and Sangley Road the existing east-west crossing movements have been reduced from 3 phases to two.

Thomas Lane Junction

- 11.5 At present traffic access is via the A21 Rushey Green and residential streets to the north of the centre (Wildfell Road and Holbeach Road) and Doggett Road and Nelgarde Road to the south. The exit is via Thomas Lane to the A205 Catford Road. The future strategy is to enter and exit the centre from the A205 via Thomas Lane. This requires extensive junction remodelling. An assessment undertaken by SKM CB has demonstrated that works to the Thomas Lane/A205 junction can support all access to the new shopping centre, including a 'Format 40' Tesco store, without the need for a 'teardrop junction', which has been perceived as an unattractive option to the Council in the past due to its size. The scheme has been reviewed by LBL highways and TfL who support the proposal.
- 11.6 To reduce the conflicts in the vicinity of the proposed Thomas Lane junction, it is proposed to restrict Nelgarde Road to left turn exit only. Doggett Road would remain all movements, to facilitate the access for bus to stand AA. Traffic would access Nelgarde Road via Thomas Lane and Doggett Road.
- 11.7 A more detailed assessment of the impact on Thomas Lane, including a trip generation assessment for the super store has been undertaken, with the results shown in the Catford Road/Thomas Lane Junction Review Technical Note, previously issued.

Catford Road

- 11.8 As with Rushey Green, to facilitate improved pedestrian permeability on Catford Road a central median is proposed. A bus lane and general traffic lane has been introduced in both direction on Catford Road and 6m wide footways to improve the public realm. The widen footways extend from Catford station on both the north and south sides to improve the pedestrian routes to/from the station and the town centre.

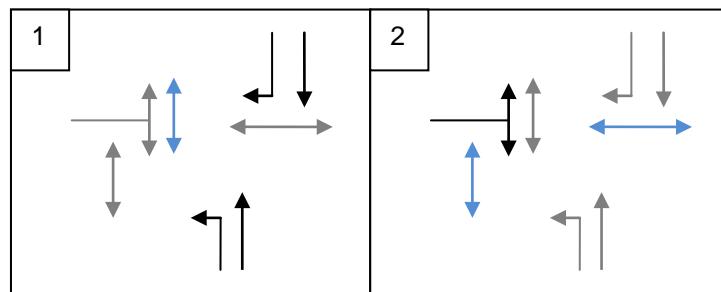
12. Emerging Preferred Option Modelling Results

- 12.1 The 5 options discussed above have been considered in consultation with LBC and TfL. The Council supports deliverable transport and traffic improvements to Catford town centre and in particular the realignment of the South Circular (A205), and recommends the option described in Section 11.
- 12.2 This option can be summarised as follows:
- Sangleys Road widened (making use of part of the existing highway reserve) to provide an eastbound contra-flow bus lane with associated improvements to the Bromley Road junction.
 - The junction between Catford Road and Rushey Green altered to simplify pedestrian crossings, improve traffic flows and improve space outside the Broadway Theatre.
 - Pedestrian facilities improved at the Rushey Green/Brownhill Road junction.
 - Provision of central medians and or additional intermittent crossings on Rushey Green and Catford Road to assist pedestrian movement.
 - Station to town centre route enhanced with a widened footway on the north side of Catford Road.
 - General removal of inessential signage and guardrails.
 - Re-positioning of bus stops servicing the station and town centre to maximise accessibility.
- 12.3 The modelling results for this option are discussed in more detail below. A layout of the preferred option can be found in Appendix C.

Proposed Staging Arrangements

- 12.4 The proposed staging arrangements for the amended junctions, based on the preferred option are described below.
- 12.5 At the junction of Catford Road and Rushey Green the proposed staging arrangements contains two stages as shown in Figure 12-1.

Figure 12-1: Proposed Catford Road/Rushey Green Staging Arrangement



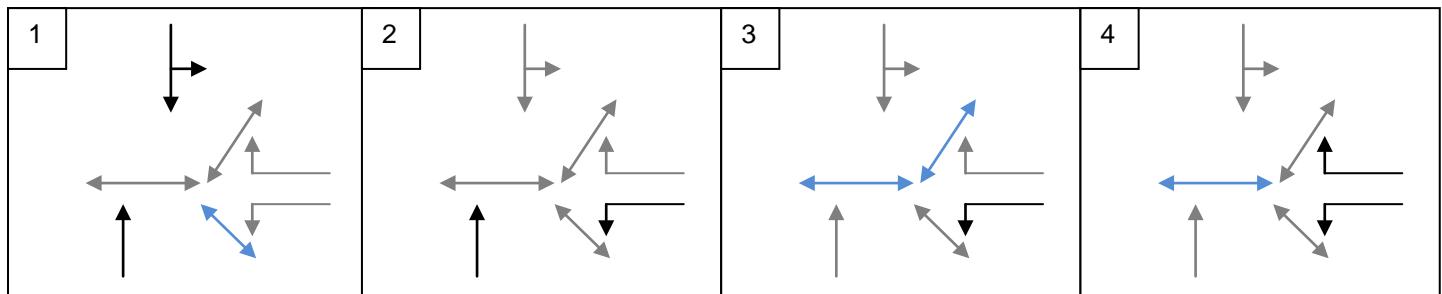
- 12.6 In Stage 1 both Rushey Green approaches are called, along with the crossing on the Catford Road approach. In Stage 2 the Catford Road approach is called along with the Catford Road exit crossing and the Rushey Green southbound crossing. The northbound crossing on Rushey Green has been set up as a separate stream, so that it can run on a demand dependent basis, to minimise



the impact on queues blocking back into the junction, although for the purposes of the modelling it has been called every cycle.

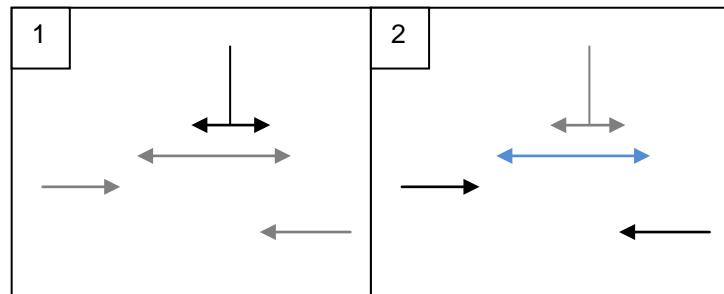
- 12.7 The staging arrangement for the junction of Rushey Green/Sangley Road is shown in Figure 12-2.

Figure 12-2: Proposed Rushey Green/Sangley Road Staging Arrangement



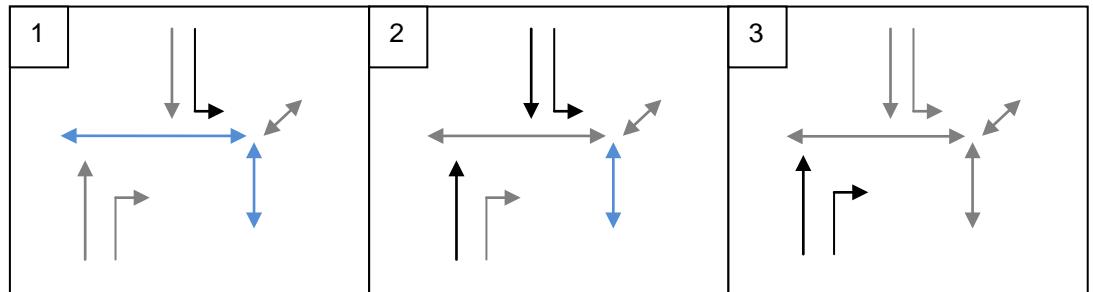
- 12.8 In Stage 1 both Rushey Green approaches are called, along with the crossing on the Sangley Road left turn exit. In Stage 2, the northbound Rushey Green arm continues to run with the Sangley Road left turn. In Stage 3, the Sangley Road left turn continues to run with the Rushey Green and Sangley Road right turn crossing. In the final stage both Sangley Road phases run, with the Rushey Green crossing.
- 12.9 The proposed staging arrangement for the junction of Sangley Road/Plassy Road is shown in Figure 12-3.

Figure 12-3: Proposed Sangley Road/Plassy Road Staging Arrangement



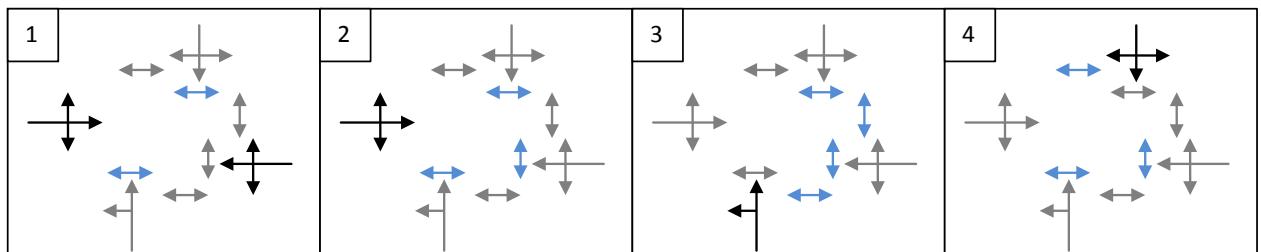
- 12.10 In Stage 1 the Plassy Road arm runs and in stage two, both Sangley Road approaches run, with the Plassy Road crossing.
- 12.11 The proposed staging arrangement for the junction of Rushey Green/Brownhill Road is shown in Figure 12-4.

Figure 12-4: Proposed Rushey Green/Brownhill Road Staging Arrangement



- 12.12 In Stage 1 the southbound left turn runs with the Rushey Green and Brownhill Road exit crossings running. In Stage 2 the southbound ahead and left turn phases run along with the northbound ahead and Brownhill Road exit crossing. In Stage 3 the northbound ahead and right turn phases run.
- 12.13 The proposed staging arrangement for the Catford Road/Thomas Lane junction is shown in Figure 12-5.

Figure 12-5: Proposed Catford Road/Thomas Lane Staging Arrangement



- 12.14 Both Catford Road approaches run in Stage 1, with the eastbound approach continuing to run in Stage 2 to accommodate the volume of right turners. The Canadian Avenue and Thomas Lane approaches run in Stages 3 and 4 respectively. Because all the pedestrian crossings are staggered they run in at least one of the four stages. As the staging arrangement shows, a number of the crossings are able to run in more than one stage increasing the invitation period and reducing the pedestrian journey times.
- 12.15 The results of the modelling for the preferred option are shown in Appendix D. The key junctions of Catford Road/Rushey Green, Rushey Green/Sangley Road and Catford Road/Thomas Lane are shown in Table 12-1 and 12-2. The network has been modelled with a cycle time of 64 in both peak periods, which reflects the existing PM Peak cycle time, the current AM Peak cycle time is 60 seconds.

**Table 12-1: Preferred Option AM Peak Modelling Results**

Junction	Link Num	DoS	Delay	Mean Max Queue
		(%)	Sec/PCU	PCU
Catford Road/Rushey Green Junction				
Catford Road Eastbound and flare	346	89	27	19
Bromley Road Northbound LT (Internal)	347	74	9	5
Bromley Road Northbound Ah & LT (Internal)	341	72	13	5
Bromley Road Northbound Ah (Internal)	342	40	9	2
Rushey Green Southbound Ah	343	7	26	1
Rushey Green Southbound Rt	344	12	38	0
Rushey Green Northbound Exit Nearside	82	64	11	8
Rushey Green Northbound Exit Offside	81	54	7	8
Sangley Road/Rushey Green Junction				
Bromley Road Southbound Ah (Internal)	301	53	49	3
Bromley Road Northbound Nearside and flare	306	70	29	9
Bromley Road Northbound Offside	307	69	35	6
Sangley Road Left Turn	305	46	7	4
Sangley Road Rt (middle)	303	85	39	12
Sangley Road Rt (offside)	302	87	44	12
Brownhill Road/Rushey Green Junction				
Rushey Green Southbound Left Turn	151	84	23	13
Rushey Green Southbound Bus Link	155	29	30	1
Rushey Green Northbound Right Turn	157	84	50	8
Rushey Green Northbound Ahead	1657	77	12	12
Thomas Lane/Catford Road Junction				
Catford Road Eastbound Ah & Lt	1635	78	21	18
Catford Road Eastbound Rt	1636	63	40	7
Thomas Lane	1631	87	65	12
Catford Road Westbound Ah & Lt	1633	85	26	13
Catford Road Westbound Ah	1632	67	14	6
Catford Road Westbound Rt	16321	61	76	2
Canadian Avenue	1634	73	46	11

**Table 12-2: Preferred Option PM Peak Modelling Results**

PM Peak	Link Num	DoS	Delay	Mean Max Queue
		(%)	Sec/PCU	PCU
Catford Road/Rushey Green Junction				
Catford Road Eastbound and flare	346	87	37	19
Bromley Road Northbound LT (Internal)	347	71	9	5
Bromley Road Northbound Ah & LT (Internal)	341	71	6	16
Bromley Road Northbound Ah (Internal)	342	50	12	4
Rushey Green Southbound Ah	343	7	11	0
Rushey Green Southbound Rt	344	14	37	0
Rushey Green Northbound Exit Nearside	82	76	14	8
Rushey Green Northbound Exit Offside	81	66	10	8
Sangley Road/Rushey Green Junction				
Bromley Road Southbound Ah (Internal)	301	53	49	3
Bromley Road Northbound Nearside and flare	306	64	27	8
Bromley Road Northbound Offside	307	75	38	7
Sangley Road Left Turn	305	57	14	9
Sangley Road Rt (middle)	303	85	43	11
Sangley Road Rt (offside)	302	87	47	11
Brownhill Road/Rushey Green Junction				
Rushey Green Southbound Left Turn	151	84	23	13
Rushey Green Southbound Bus Link	155	32	32	1
Rushey Green Northbound Right Turn	157	84	48	9
Rushey Green Northbound Ahead	1657	79	18	9
Thomas Lane/Catford Road Junction				
Catford Road Eastbound Ah & Lt	1635	78	25	17
Catford Road Eastbound Rt	1636	78	54	8
Thomas Lane	1631	86	54	15
Catford Road Westbound Ah & Lt	1633	77	20	12
Catford Road Westbound Ah	1632	57	12	5
Catford Road Westbound Rt	16321	38	36	1
Canadian Avenue	1634	58	41	8



- 12.16 The results of the modelling show the revised junctions all operate with degrees of saturation below 90% in both the AM and PM peak periods.
- 12.17 At the Catford Road/Rushey Green junction the maximum degree of saturation of 89% occurs on the Catford Road arm in the AM peak period. At the junction of Sangley Road/Rushey Green the maximum degree of saturation of 87% occurs on the Sangley Road right turn offside lane in the both peak periods. At the junction of Brownhill Road/Rushey Green the maximum degree of saturation of 84% occurs on the approaches onto Brownhill Road, in both the AM and PM peak periods. And at the Thomas Lane junction the maximum degree of saturation of 87% occurs on Thomas Lane in the AM Peak.

13. Recommendations and Conclusions

- 13.1 The options considered are summarised below

Two way working on Plassy Road and Sangley Road

- 13.2 Modelling shows that this scheme only benefits local traffic, based on existing traffic flows and reduces the capacity at a number of junctions, resulting in reduced journey times for some of the major traffic flow routes through the gyratory.

Two-way working on Rushey Green and Brownhill Road

- 13.3 Two-way working on Rushey Green and Brownhill Road is not considered viable, as it would increase southbound traffic flows on Rushey Green. Introducing two-way working on Brownhill Road in isolation only benefits a small amount of traffic and therefore is was not considered beneficial given the significant reduction in capacity at the Rushey Green/Brownhill Road junction, to facilitate the additional movements.

Contra-flow bus lanes on Brownhill Road

- 13.4 This option only benefits the bus route 202 and as above, based on the modelling the loss in capacity at the junction of Brownhill Road and Rushey Green resulted in the option not being viable.

Full Two-Way working

- 13.5 Modelling developed as part of the TfL study suggests that the Catford Road/Rushey Green Sangley Road junction would not operate satisfactorily. Also, the level of traffic on Rushey Green would increase significantly with the inclusion of all northbound and southbound traffic, and there would be no opportunity to relocate road space along Rushey Green to other modes.

Preferred Option

- 13.6 Converting Sangley Road to two-way bus operation significantly reduces bus journey times for the 4 routes to Sangley Road and the route to Bromley Road.
- 13.7 The introduction of a median strip on Rushey Green and improved pedestrian crossing facilities can be accommodated without over saturating the junctions at Catford Road and Brownhill Road on Rushey Green
- 13.8 Based on the modelling converting Thomas Lane to two-way is achievable, to improve access to the shipping centre, with the junction also providing improved crossing facilities for pedestrian in conjunction with wider footways to the east and west of the junction.



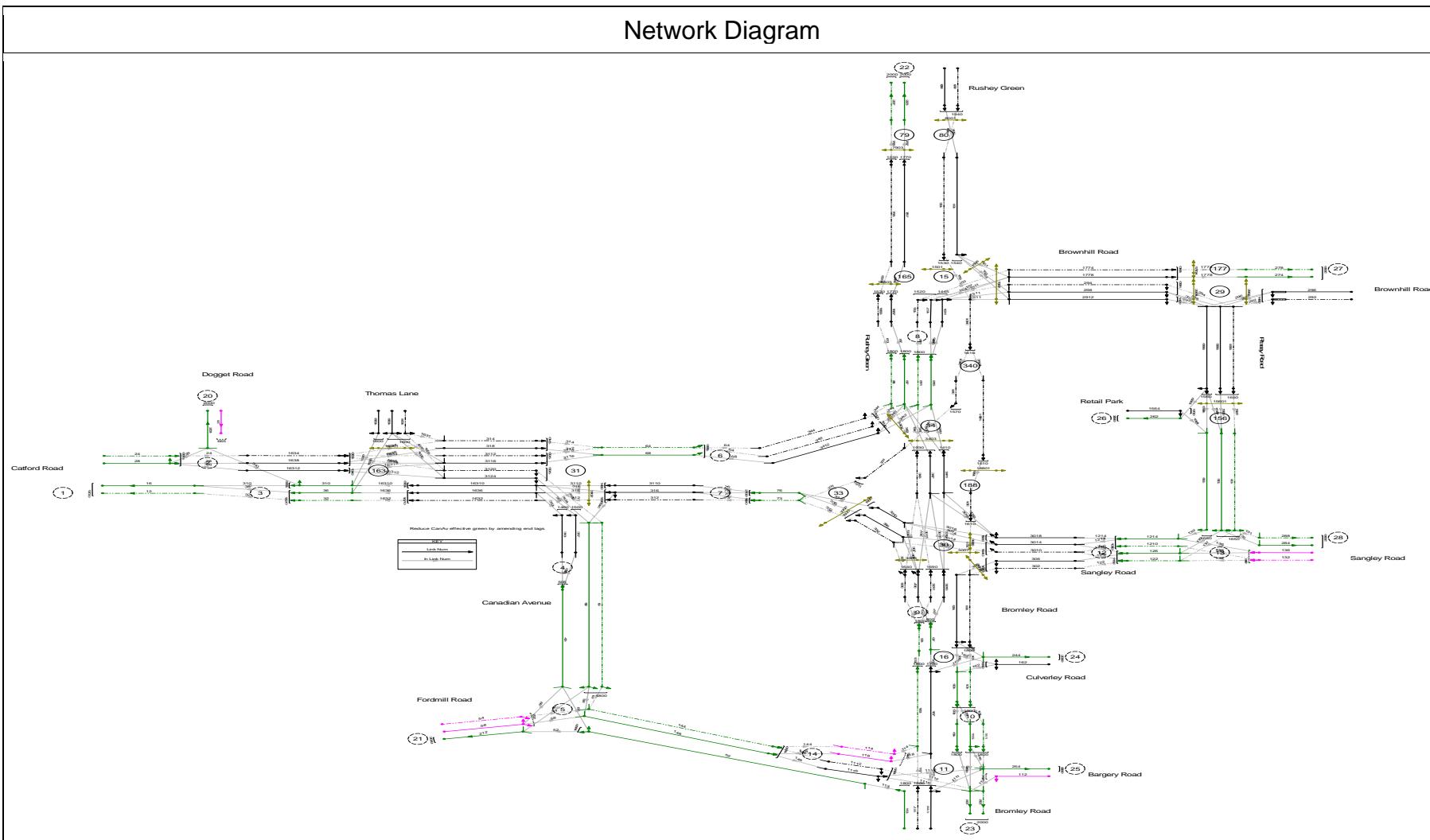
- 13.9 Following demolition of Laurence House, to facilitate improved pedestrian permeability on Catford Road a central median can be introduced along with a bus lane and general traffic lane in both directions on Catford Road and 6m wide footways to improve the public realm. The widened footways extend from Catford station on both the north and south sides to improve the pedestrian routes to/from the station and the town centre.
- 13.10 Based on the results of the modelling it is recommended that the preferred option is proposed as part of the Area Action Plan.
- 13.11 Further modelling will need to be carried out to update the models with current traffic flow data to achieve formal approval from TfL in line with the modelling guidelines. Once agreement of the scheme has been reached, it is recommended that this work be undertaken, so that more accurate models of the area can be developed and a greater accuracy in results can be produced.



Appendix A: Base TRANSYT Results

2007 AM Peak Base Results

Network Diagram



53)=	10	79	4	5
54)=	10	80	7	5
55)=	10	156	0	4
56)=	10	163	7	7
57)=	10	165	2	5
58)=	10	177	5	0
59)=	10	188	7	7
60)=	10	340	7	7

NODE CARDS: PRECEDING INTERSTAGE TIMES (WORKING)												
CARD	CARD	NODE	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
NO.	TYPE	NO.										
61)=	11	11	2	2								
62)=	11	15	9	8	10							
63)=	11	16	2	30								
64)=	11	29	8	8								
65)=	11	30	8	8	8							
66)=	11	31	12	13								
67)=	11	33	10	10								
68)=	11	34	16	9								
69)=	11	79	7	4								
70)=	11	80	7	4								
71)=	11	156	9	10								
72)=	11	163	5	12								
73)=	11	165	8	5								
74)=	11	177	2	16								
75)=	11	188	8	5								
76)=	11	340	0	0								

NODE CARDS: STAGE CHANGE TIMES (WORKING)													
CARD	CARD	NODE	Sgl/Dbl	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
NO.	TYPE	NO.	Cycled										
77)=	12	11	1	10	51								
78)=	12	15	1	59	15	29							
79)=	12	16	1	49	15								
80)=	12	29	1	9	40								
81)=	12	30	1	38	53	9							
82)=	12	31	1	10	50								
83)=	12	33	1	4	47								
84)=	12	34	1	11	52								
85)=	12	79	1	3	54								
86)=	12	80	1	56	47								
87)=	12	156	1	25	11								
88)=	12	163	1	14	53								
89)=	12	165	1	50	40								
90)=	12	177	1	32	16								
91)=	12	188	1	29	4								
92)=	12	340	1	27	52								

LINK CARDS: GIVEWAY DATA											
PRIORITY	LINKS	LINK1	LINK2	LINK1 ONLY	GIVEWAY	COEFFS.	LINK	STOP	MAX	DELAY	DISPSN
CARD	CARD	LINK	LINK1	LINK2	ONLY	A1	A2	LENGTH WT.X100	FLOW WT.X100	X100	
NO.	TYPE	NO.	NO.	NO.	% FLOW	X100	X100				
93)=	30	21	28	310	80	19	17	0	0	0	0
94)=	30	54	0	0	0	0	0	0	0	500	0
95)=	30	58	52	55	65	22	19	0	0	200	0
96)=	30	112	115	1111	100	20	17	0	0	200	0
97)=	30	114	0	0	0	0	0	0	0	50	0
98)=	30	118	1111	0	100	16	0	0	0	50	0
99)=	30	132	0	0	0	0	0	0	0	500	0
100)=	30	136	135	0	100	14	0	0	0	200	0

LINK CARDS: FIXED DATA													
FIRST	LINK	EXIT	START	GREEN	SECOND	LINK	STOP	SAT	DELAY	DISPSN			
CARD	CARD	LINK	EXIT NODE	START STAGE	LAG	STAGE	LAG	STAGE	END LAG	LINK LENGTH	WT.X100	FLOW WT.X100	X100
NO.	TYPE	NO.	NO.	STAGE	LAG	STAGE	LAG	STAGE	END LAG	LINK LENGTH	WT.X100	FLOW WT.X100	X100
101)=	31	12	0	0	0	0	0	0	0	95	0	0	0
102)=	31	16	0	0	0	0	0	0	0	95	0	1700	0
103)=	31	24	0	0	0	0	0	0	0	60	0	0	0
104)=	31	28	0	0	0	0	0	0	0	60	0	1500	0
105)=	31	32	0	0	0	0	0	0	0	45	0	0	0
106)=	31	36	0	0	0	0	0	0	0	45	0	1500	0
107)=	31	43	0	0	0	0	0	0	0	445	0	505	0
108)=	31	51	0	0	0	0	0	0	0	505	0	0	0
109)=	31	52	0	0	0	0	0	0	0	165	0	1800	0
110)=	31	55	0	0	0	0	0	0	0	505	0	1800	0
111)=	31	64	0	0	0	0	0	0	0	95	0	0	0
112)=	31	66	0	0	0	0	0	0	0	95	0	1900	0
113)=	31	73	0	0	0	0	0	0	0	75	0	1800	0
114)=	31	76	0	0	0	0	0	0	0	75	0	2100	0
115)=	31	83	0	0	0	0	0	0	0	85	0	1800	0
116)=	31	87	0	0	0	0	0	0	0	85	0	1800	0
117)=	31	93	0	0	0	0	0	0	0	85	0	1800	0
118)=	31	97	0	0	0	0	0	0	0	85	0	800	0
119)=	31	101	0	0	0	0	0	0	0	255	0	0	0
120)=	31	105	0	0	0	0	0	0	0	255	0	1800	0
121)=	31	111	0	0	0	0	0	0	0	125	0	0	0
122)=	31	113	0	0	0	0	0	0	0	200	0	1800	0
123)=	31	115	0	0	0	0	0	0	0	125	0	1800	0
124)=	31	117	0	0	0	0	0	0	0	200	0	0	0
125)=	31	119	0	0	0	0	0	0	0	125	0	1800	0
126)=	31	122	0	0	0	0	0	0	0	70	0	0	0
127)=	31	126	0	0	0	0	0	0	0	65	0	1150	0
128)=	31	131	0	0	0	0	0	0	0	130	0	0	0
129)=	31	135	0	0	0	0	0	0	0	110	0	1650	0
130)=	31	139	0	0	0	0	0	0	0	110	0	1650	0
131)=	31	144	0	0	0	0	0	0	0	105	0	0	0
132)=	31	148	0	0	0	0	0	0	0	105	0	1800	0
133)=	31	151	15	1	9	3	5	0	0	170	0	1540	0
134)=	31	153	0	0	0	0	0	0	0	35	0	0	0
135)=	31	155	15	2	8	3	2	0	0	175	0	1530	0
136)=	31	157	15	3	10	1	2	0	0	45	0	1520	0
137)=	31	161	0	0	0	0	0	0	0	135	0	0	0
138)=	31	162	16	2	30	1	0	0	0	200	0	1650	0
139)=	31	163	0	0	0	0	0	0	0	365	0	1800	0
140)=	31	165	16	1	2	2	28	0	0	115	0	1800	500
141)=	31	167	16	1	4	2	0	0	0	365	0	1700	5000
142)=	31	203	0	0	0	0	0	0	0	50	0	2000	0
143)=	31	212	0	0	0	0	0	0	0	50	0	2000	0
144)=	31	223	0	0	0	0	0	0	0	50	0	2000	0
145)=	31	227	0	0	0	0	0	0	0	50	0	2000	0
146)=	31	231	0	0	0	0	0	0	0	50	0	2000	0
147)=	31	232	0	0	0	0	0	0	0	50	0	0	0
148)=	31	244	0	0	0	0	0	0	0	50	0	2000	0
149)=	31	254	0	0	0	0	0	0	0	50	0	2000	0
150)=	31	262	0	0	0	0	0	0	0	50	0	2000	0
151)=	31	274	0	0	0	0	0	0	0	50	0	2000	0
152)=	31	278	0	0	0	0	0	0	0	50	0	0	0
153)=	31	284	0	0	0	0	0	0	0	50	0	2000	0
154)=	31	288	0	0	0	0	0	0	0	50	0	0	0
155)=	31	292	0	0	0	0	0	0	0	200	0	0	0
156)=	31	294	0	0	0	0	0	0	0	140	0	0	0
157)=	31	296	29	2	8	1	3	0	0	200	0	1480	0

158)=	31	298	29	1	8	2	3	0	0	0	140	0	1460	0	0
159)=	31	301	30	2	8	3	0	0	0	0	70	0	1610	0	0
160)=	31	302	0	0	0	0	0	0	0	0	60	0	0	0	0
161)=	31	303	0	0	0	0	0	0	0	0	40	0	0	0	0
162)=	31	306	30	3	5	2	3	0	0	0	85	0	1620	0	0
163)=	31	307	30	1	8	3	3	0	0	0	35	0	1640	0	0
164)=	31	310	0	0	0	0	0	0	0	0	45	0	1500	0	0
165)=	31	312	0	0	0	0	0	0	0	0	55	0	0	0	0
166)=	31	313	31	2	13	1	0	0	0	0	40	0	1460	0	0
167)=	31	314	0	0	0	0	0	0	0	0	80	0	0	0	0
168)=	31	316	31	1	12	2	1	0	0	0	55	0	1590	0	0
169)=	31	317	31	2	13	1	2	0	0	0	40	0	1500	0	0
170)=	31	318	31	1	12	2	8	0	0	0	80	0	1740	0	0
171)=	31	331	33	2	10	1	5	0	0	0	25	0	1570	0	0
172)=	31	332	0	0	0	0	0	0	0	0	55	0	0	0	0
173)=	31	336	33	1	10	2	8	0	0	0	55	0	1500	0	0
174)=	31	341	34	1	16	2	3	0	0	0	40	0	1570	0	0
175)=	31	343	0	0	0	0	0	0	0	0	90	0	0	0	0
176)=	31	344	34	1	16	2	3	0	0	0	45	0	1570	0	0
177)=	31	347	34	2	9	1	11	0	0	0	90	0	1930	0	0
178)=	31	348	0	0	0	0	0	0	0	0	45	0	0	0	0
179)=	31	793	79	1	7	2	3	0	0	0	165	0	1530	0	0
180)=	31	797	79	1	7	2	3	0	0	0	165	0	1770	0	0
181)=	31	801	0	0	0	0	0	0	0	0	200	0	0	0	0
182)=	31	805	80	1	7	2	0	0	0	0	200	0	1940	0	0
183)=	31	811	0	0	0	0	0	0	0	0	85	0	0	0	0
184)=	31	815	0	0	0	0	0	0	0	0	85	0	1800	0	0
185)=	31	1111	11	1	2	2	0	0	0	0	200	0	1800	3000	0
186)=	31	1112	0	0	0	0	0	0	0	0	155	0	0	0	0
187)=	31	1116	11	2	2	1	0	0	0	0	50	0	1800	0	0
188)=	31	1210	0	0	0	0	0	0	0	0	70	0	0	0	0
189)=	31	1214	0	0	0	0	0	0	0	0	60	0	1050	0	0
190)=	31	1501	15	3	10	2	0	0	0	0	10	0	10000	0	0
191)=	31	1502	15	1	9	3	0	0	0	0	10	0	10000	0	0
192)=	31	1505	15	3	10	1	0	0	0	0	10	0	10000	0	0
193)=	31	1511	15	3	10	1	2	0	0	0	45	0	1445	0	0
194)=	31	1561	0	0	0	0	0	0	0	0	110	0	0	0	0
195)=	31	1564	156	2	10	1	4	0	0	0	200	0	1700	0	0
196)=	31	1565	156	1	9	2	8	0	0	0	110	0	1650	0	0
197)=	31	1569	156	1	9	2	8	0	0	0	110	0	1560	0	0
198)=	31	1631	0	0	0	0	0	0	0	0	200	0	0	0	0
199)=	31	1632	0	0	0	0	0	0	0	0	60	0	0	0	0
200)=	31	1634	0	0	0	0	0	0	0	0	60	0	0	0	0
201)=	31	1635	163	2	12	1	0	0	0	0	200	0	1600	0	0
202)=	31	1636	163	1	5	2	2	0	0	0	60	0	1670	0	0
203)=	31	1638	163	1	5	2	5	0	0	0	60	0	1630	0	0
204)=	31	1639	163	2	12	1	0	0	0	0	200	0	1600	0	0
205)=	31	1653	165	1	8	2	5	0	0	0	60	0	1530	0	0
206)=	31	1657	165	1	8	2	5	0	0	0	60	0	1770	0	0
207)=	31	1774	0	0	0	0	0	0	0	0	140	0	0	0	0
208)=	31	1778	177	1	2	2	16	0	0	0	150	0	1840	0	0
209)=	31	1881	188	1	8	2	2	0	0	0	30	0	1610	0	0
210)=	31	2902	29	1	8	2	0	0	0	0	10	0	10000	0	0
211)=	31	2904	29	2	8	1	0	0	0	0	10	0	10000	0	0
212)=	31	2912	29	1	8	2	3	0	0	0	140	0	1400	0	0
213)=	31	3002	30	2	8	3	0	0	0	0	10	0	10000	0	0
214)=	31	3003	30	3	8	1	0	0	0	0	10	0	10000	0	0
215)=	31	3006	30	1	8	3	0	0	0	0	10	0	10000	0	0
216)=	31	3007	30	3	7	2	0	0	0	0	10	0	10000	0	0
217)=	31	3010	0	0	0	0	0	0	0	0	60	0	0	0	0
218)=	31	3011	0	0	0	0	0	0	0	0	40	0	0	0	0
219)=	31	3014	30	3	8	1	3	0	0	0	85	0	1640	0	0
220)=	31	3015	30	1	8	3	1	0	0	0	35	0	1590	0	0
221)=	31	3018	30	3	8	1	3	0	0	0	85	0	1500	0	0
222)=	31	3102	31	2	13	1	0	0	0	0	10	0	10000	0	0
223)=	31	3110	31	1	12	2	0	0	0	0	55	0	1460	0	0
224)=	31	3112	0	0	0	0	0	0	0	0	80	0	0	0	0
225)=	31	3116	31	1	12	2	8	0	0	0	80	0	1700	0	0
226)=	31	3120	0	0	0	0	0	0	0	0	80	0	0	0	0
227)=	31	3124	31	2	13	1	7	0	0	0	60	0	1700	0	0
228)=	31	3302	33	2	10	1	0	0	0	0	10	0	10000	0	0
229)=	31	3310	33	1	10	2	8	0	0	0	55	0	1600	0	0
230)=	31	3401	340	1	0	2	0	0	0	0	105	0	1610	0	0
231)=	31	3403	34	1	16	2	0	0	0	0	10	0	10000	0	0
232)=	31	3404	34	2	8	1	0	0	0	0	10	0	10000	0	0
233)=	31	3411	34	2	9	1	11	0	0	0	90	0	1410	0	0
234)=	31	3412	34	1	16	2	3	0	0	0	45	0	1840	0	0
235)=	31	793	79	2	4	1	0	0	0	0	10	0	10000	0	0
236)=	31	8001	80	2	4	1	0	0	0	0	10	0	10000	0	0
237)=	31	15601	156	2	10	1	0	0	0	0	10	0	10000	0	0
238)=	31	16301	163	1	5	2	0	0	0	0	10	0	10000	0	0
239)=	31	16310	163	1	5	2	2	0	0	0	60	0	1530	0	0
240)=	31	16312	163	1	5	2	5	0	0	0	60	0	1340	0	0
241)=	31	16503	165	2	5	1	0	0	0	0	10	0	10000	0	0
242)=	31	17704	177	2	16	1	0	0	0	0	10	0	10000	0	0
243)=	31	18801	188	2	5	1	0	0	0	0	10	0	10000	0	0

LINK CARDS: FLOW DATA												
CARD NO.	CARD TYPE	LINK NO.	TOTAL FLOW	UNIFORM FLOW	LINK NO.	CRUISE FLOW						
244)=	32	12	126	0	32	126	4017	0	0	0	0	0
245)=	32	16	1540	0	36	712	7	310	828	7	0	0
246)=	32	21	10	0	0	18	0	0	0	0	0	0
247)=	32	24	126	0	0	4010	0	0	0	0	0	0
248)=	32	28	1144	0	0	5	0	0	0	0	0	0
249)=	32	32	126	0	1632	126	4000	0	0	0	0	0
250)=	32	36	712	0	1635	37	4	1636	675	3	0	0
251)=	32	43	504	0	52	352	47	58	152	48	0	0
252)=	32	51	15	0	3120	12	4027	0	0	0	0	0
253)=	32	52	396	0	113	389	20	0	0	0	0	0
254)=	32	54	10	0	0	4000	0	0	0	0	0	0
255)=	32	55	352	0	316	23	54	3124	344	54	0	0
256)=	32	58	241	0	0	18	0	0	0	0	0	0
257)=	32	64	138	0	314	39	4000	3112	99	4000	0	0
258)=	32	68	765									

276)	= 32	126	734	0	135	604	6	136	130	6	0	0	0	0
277)	= 32	131	114	0	1561	114	4000	0	0	0	0	0	0	0
278)	= 32	132	46	0	0	0	4000	0	0	0	0	0	0	0
279)	= 32	135	671	0	1565	590	11	1569	81	11	0	0	0	0
280)	= 32	136	295	0	0	0	18	18	0	0	0	0	0	0
281)	= 32	139	572	0	1564	39	12	1569	533	11	0	0	0	0
282)	= 32	144	12	0	51	10	4000	54	10	4000	0	0	0	0
283)	= 32	148	363	0	55	262	11	58	89	12	0	0	0	0
284)	= 32	151	527	0	805	527	16	0	0	0	0	0	0	0
285)	= 32	153	114	0	811	114	4000	0	0	0	0	0	0	0
286)	= 32	155	129	0	801	129	4000	0	0	0	0	0	0	0
287)	= 32	157	320	0	815	320	4	0	0	0	0	0	0	0
288)	= 32	161	138	0	301	93	4029	302	48	4029	0	0	0	0
289)	= 32	162	107	0	0	18	0	0	0	0	0	0	0	0
290)	= 32	163	129	0	114	10	4000	117	123	4000	0	0	0	0
291)	= 32	165	463	0	306	463	10	0	0	0	0	0	0	0
292)	= 32	167	651	0	118	60	32	1111	591	30	0	0	0	0
293)	= 32	203	253	0	28	117	5	310	136	5	0	0	0	0
294)	= 32	212	127	0	52	44	5	55	83	5	0	0	0	0
295)	= 32	223	756	0	797	756	5	0	0	0	0	0	0	0
296)	= 32	227	120	0	793	120	4000	0	0	0	0	0	0	0
297)	= 32	231	687	0	112	12	5	115	312	5	119	141	5	1116 222 5
298)	= 32	232	135	0	111	129	4000	1112	10	4000	0	0	0	0
299)	= 32	244	39	0	165	17	5	167	22	5	0	0	0	0
300)	= 32	254	106	0	115	10	5	1111	21	5	1116	75	5	0
301)	= 32	262	81	0	1569	81	5	0	0	0	0	0	0	0
302)	= 32	274	590	0	1778	590	5	0	0	0	0	0	0	0
303)	= 32	278	18	0	1774	18	4000	0	0	0	0	0	0	0
304)	= 32	284	67	0	135	67	5	0	0	0	0	0	0	0
305)	= 32	288	51	0	131	51	4000	0	0	0	0	0	0	0
306)	= 32	292	24	0	0	0	4000	0	0	0	0	0	0	0
307)	= 32	294	90	0	153	90	4000	0	0	0	0	0	0	0
308)	= 32	296	675	0	0	0	18	0	0	0	0	0	0	0
309)	= 32	298	377	0	151	327	12	1511	50	14	0	0	0	0
310)	= 32	301	93	0	1881	90	4033	0	0	0	0	0	0	0
311)	= 32	302	48	0	122	48	4000	0	0	0	0	0	0	0
312)	= 32	303	96	0	93	96	4000	0	0	0	0	0	0	0
313)	= 32	306	469	0	126	469	8	0	0	0	0	0	0	0
314)	= 32	307	121	0	97	121	3	0	0	0	0	0	0	0
315)	= 32	310	964	0	1639	250	4	16310	714	3	0	0	0	0
316)	= 32	312	129	0	73	129	4000	0	0	0	0	0	0	0
317)	= 32	313	185	0	43	185	4	0	0	0	0	0	0	0
318)	= 32	314	39	0	1631	18	4000	1634	21	4000	0	0	0	0
319)	= 32	316	526	0	73	10	4	76	517	4	0	0	0	0
320)	= 32	317	243	0	43	243	4	0	0	0	0	0	0	0
321)	= 32	318	72	0	1638	72	8	0	0	0	0	0	0	0
322)	= 32	331	42	0	341	42	4000	0	0	0	0	0	0	0
323)	= 32	332	96	0	303	30	4000	3010	66	4000	0	0	0	0
324)	= 32	336	599	0	307	91	7	3014	508	7	0	0	0	0
325)	= 32	341	42	0	3401	42	4000	0	0	0	0	0	0	0
326)	= 32	343	96	0	303	66	4000	3011	30	4000	0	0	0	0
327)	= 32	344	114	0	64	114	4025	0	0	0	0	0	0	0
328)	= 32	347	516	0	307	20	9	3015	396	9	3018	100	10	0
329)	= 32	348	24	0	64	24	4000	0	0	0	0	0	0	0
330)	= 32	793	120	0	1653	120	4034	0	0	0	0	0	0	0
331)	= 32	797	756	0	1657	756	14	0	0	0	0	0	0	0
332)	= 32	801	129	0	0	0	4000	0	0	0	0	0	0	0
333)	= 32	805	527	0	0	0	18	0	0	0	0	0	0	0
334)	= 32	811	114	0	343	12	4000	344	78	4000	348	24	4000	0
335)	= 32	815	636	0	3411	106	8	3412	530	7	0	0	0	0
336)	= 32	1111	612	0	0	0	18	0	0	0	0	0	0	0
337)	= 32	1112	10	0	144	10	4000	0	0	0	0	0	0	0
338)	= 32	1116	297	0	148	297	5	0	0	0	0	0	0	0
339)	= 32	1210	18	0	132	18	4000	0	0	0	0	0	0	0
340)	= 32	1214	737	0	136	165	5	139	572	5	0	0	0	0
341)	= 32	1501	10	0	0	0	10	0	0	0	0	0	0	0
342)	= 32	1502	10	0	0	0	10	0	0	0	0	0	0	0
343)	= 32	1505	10	0	0	0	10	0	0	0	0	0	0	0
344)	= 32	1511	256	0	815	256	4	0	0	0	0	0	0	0
345)	= 32	1561	114	0	292	24	4006	294	90	4006	0	0	0	0
346)	= 32	1564	39	0	0	0	18	0	0	0	0	0	0	0
347)	= 32	1565	590	0	296	255	10	298	320	10	0	0	0	0
348)	= 32	1569	695	0	296	420	10	298	57	10	2912	218	10	0
349)	= 32	1631	24	0	0	0	4000	0	0	0	0	0	0	0
350)	= 32	1632	126	0	312	126	4000	0	0	0	0	0	0	0
351)	= 32	1634	126	0	24	126	4012	0	0	0	0	0	0	0
352)	= 32	1635	119	0	0	0	18	0	0	0	0	0	0	0
353)	= 32	1636	675	0	313	185	6	316	490	5	0	0	0	0
354)	= 32	1638	680	0	28	680	5	0	0	0	0	0	0	0
355)	= 32	1639	250	0	0	0	18	0	0	0	0	0	0	0
356)	= 32	1653	120	0	83	120	4000	0	0	0	0	0	0	0
357)	= 32	1657	756	0	87	756	4	0	0	0	0	0	0	0
358)	= 32	1774	18	0	153	18	4002	0	0	0	0	0	0	0
359)	= 32	1778	590	0	151	50	12	157	320	15	1511	160	15	0
360)	= 32	1881	90	0	3401	90	4000	0	0	0	0	0	0	0
361)	= 32	2902	10	0	0	0	10	0	0	0	0	0	0	0
362)	= 32	2904	10	0	0	0	10	0	0	0	0	0	0	0
363)	= 32	2912	218	0	151	150	12	1511	46	14	0	0	0	0
364)	= 32	3002	10	0	0	0	10	0	0	0	0	0	0	0
365)	= 32	3003	10	0	0	0	10	0	0	0	0	0	0	0
366)	= 32	3006	10	0	0	0	10	0	0	0	0	0	0	0
367)	= 32	3007	10	0	0	0	10	0	0	0	0	0	0	0
368)	= 32	3010	66	0	122	48	4000	1210	18	4000	0	0	0	0
369)	= 32	3011	30	0	93	30	4000	0	0	0	0	0	0	0
370)	= 32	3014	528	0	126	265	7	1214	263	7	0	0	0	0
371)	= 32	3015	578	0	97	578	3	0	0	0	0	0	0	0
372)	= 32	3018	469	0	1214	469	7	0	0	0	0	0	0	0
373)	= 32	3102	10	0	0	0	10	0	0	0	0	0	0	0
374)	= 32	3110	459	0	76	459	4	0	0	0	0	0	0	0
375)	= 32	3112	99	0	1634	99	4000	0	0	0	0	0	0	0
376)	= 32	3116	693	0	1635	33	9	1638	608	8	16312	52	8	0
377)	= 32	3120	12	0	1631	10	4000	1634	10	4000	0	0	0	0
378)	= 32	3124	344	0	1635	49	6	16312	295	5	0	0	0	0
379)	= 32	3302	10	0	0	0	10	0	0	0	0	0	0	0
380)	= 32	3310	377	0	307	10	7	3014	20	7	3018	347	7	0
381)	= 32	3401	132	0	155	132	4006	0	0	0	0	0	0	0
382)	= 32	3403	10	0	0	0	10	0	0	0	0	0	0	0
383)	= 32	3404	10	0	0	0	10	0	0	0	0	0	0	0
384)	= 32	3411	176	0	3015	154	9	3018	22	10	0	0	0	0
385)	= 32	3412	763	0	68	763	5	0	0	0	0	0	0	0
386)	= 32	7903	10	0	0	0	10	0	0	0	0	0	0	0
387)														

LINK CARDS : FLARE SATURATION FLOW DATA

...LANE 1.. .LANE 2.. .LANE 3..
SAT. CAPAC SAT. CAPAC SAT. CAPAC

395)= 33 NO. FLOW VEH. FLOW VEH. FLOW VEH.
 396)= 41 1 General Traffic Northbound
 397)= 42 1 1111 167 97 3015
 *****END OF SUBROUTINE TINPUT*****

60 SECOND CYCLE 60 STEPS

INITIAL SETTINGS
 - (SECONDS)

NO	NUMBER	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	STAGE 8	STAGE 9	STAGE 10
NO OF STAGES											
11	2	10	51								
15	3	59	15	29							
16	2	49	15								
29	2	9	40								
30	3	38	53	9							
31	2	10	50								
33	2	4	47								
34	2	11	52								
79	2	3	54								
80	2	56	47								
156	2	25	11								
163	2	14	53								
165	2	50	40								
177	2	32	16								
188	2	29	4								
340	2	27	52								

LINK NUMBER	FLOW INTO LINK	SAT FLOW	DEGREE OF CRUISE	MEAN PER PCU	TIMES CRUISE	-----DELAY-----	-----STOP-----	-----QUEUE-----	PERFORMANCE INDEX.	EXIT NODE	GREEN TIMES
	(PCU/H)	(PCU/H)	(%)	(SEC)	(SEC)	(PCU-H/H)	(\$/H)	(PCU)	(PCU)	START END	START END
12BL	126	16L	98	36.2	33.2	0.2 + 1.0 (16.5)	106 (3.0)	40	+	19.5	
16	1537	1700S	98	7.0	33.3	2.0 + 12.2 (201.7)	107 (52.9)	40	+	254.6	
21	10	665	3	18.0	5.0	0.0 + 0.0 (0.2)	0 (0.0)	0		0.2	
24BL	126	28L	85	28.0	7.6	0.0 + 0.3 (3.8)	12 (0.0)	3		3.8	
28	1144	1500S	85	5.0	7.6	0.0 + 2.4 (34.5)	12 (3.6)	3		38.1	
32BL	126	36L	56	4.0	2.7	0.0 + 0.1 (1.4)	6 (0.2)	4		1.5	
36	711	1500S	56	3.1	2.8	0.0 + 0.5 (7.8)	8 (1.2)	4		9.0	
43	504	505	100	47.3	77.5	0.0 + 10.9 (154.2)	95 (7.7)	11		161.9	
51BL	15	55L	20	83.1	1.3	0.0 + 0.0 (0.1)	2 (0.0)	0		0.1	
52	396	1800	22	20.0	1.3	0.0 + 0.1 (2.0)	2 (0.1)	0		2.1	
54BL	10	58L	41	45.0	5.0	0.0 + 0.0 (0.2)	0 (0.0)	0		0.2	
55	353	1800S	20	54.0	1.3	0.0 + 0.1 (1.7)	2 (0.1)	0		1.9	
58	241	722S	41	18.0	5.0	0.0 + 0.3 (4.8)	0 (0.0)	0		4.8	
64BL	138	68L	48	8.6	1.8	0.0 + 0.1 (1.0)	3 (0.1)	0		1.1	
68	765	1900S	48	9.0	1.8	0.0 + 0.4 (5.4)	3 (0.4)	0		5.9	
73BL	138	1800	8	55.3	1.1	0.0 + 0.0 (0.6)	2 (0.1)	0		0.6	
76	976	2100	46	6.0	2.2	0.2 + 0.4 (8.3)	23 (6.0)	11		14.4	
83BL	120	1800	7	26.3	1.1	0.0 + 0.0 (0.5)	2 (0.0)	0		0.6	
87	757	1800	42	7.7	1.7	0.0 + 0.4 (5.1)	3 (0.4)	0		5.6	
93BL	129	1800	7	51.3	1.1	0.0 + 0.0 (0.5)	2 (0.1)	0		0.6	
97	700	800	87	7.1	25.7	1.7 + 3.3 (71.0)	98 (13.8)	13	+	84.9	
101BL	135	105L	33	22.9	1.5	0.0 + 0.1 (0.8)	2 (0.1)	0		0.9	
105	462	1800S	33	17.0	1.5	0.0 + 0.2 (2.7)	2 (0.4)	0		3.1	
111BL	129	115L	25	11.3	1.3	0.0 + 0.0 (0.7)	2 (0.1)	0		0.7	
112	12	767	2	18.0	2.5	0.0 + 0.0 (0.1)	0 (0.0)	0		0.1	
113	389	1800	22	18.0	1.3	0.0 + 0.1 (2.0)	2 (0.2)	0		2.1	
114BL	10	118L	10	4.5	2.6	0.0 + 0.0 (0.1)	0 (0.0)	0		0.1	
115	322	1800S	25	8.0	1.3	0.0 + 0.1 (1.7)	2 (0.3)	0		2.0	
117BL	123	1111L	61	18.0	9.5	0.2 + 0.1 (4.6)	54 (1.5)	8		6.1	11 12 51
118	66	775S	10	5.0	2.6	0.0 + 0.0 (0.7)	0 (0.0)	0		0.7	
119	141	1800	8	8.0	1.1	0.0 + 0.0 (0.6)	2 (0.1)	0		0.7	
122BL	93	126L	72	6.3	6.5	0.0 + 0.1 (2.4)	36 (0.8)	7		3.1	

60 SECOND CYCLE 60 STEPS

LINK NUMBER	FLOW INTO LINK	SAT FLOW	DEGREE OF CRUISE	MEAN PER PCU	TIMES CRUISE	-----DELAY-----	-----STOP-----	-----QUEUE-----	PERFORMANCE INDEX.	EXIT NODE	GREEN TIMES
	(PCU/H)	(PCU/H)	(%)	(SEC)	(SEC)	(PCU-H/H)	(\$/H)	(PCU)	(PCU)	START END	START END
126	733	1150S	72	6.0	6.1	0.1 + 1.0 (17.7)	27 (3.9)	7		21.7	
131BL	114	135L	48	11.7	2.1	0.0 + 0.1 (1.0)	6 (0.2)	3		1.1	
132BL	48	136L	41	45.0	3.6	0.0 + 0.0 (0.7)	0 (0.0)	0		0.7	
135	670	1650S	48	11.0	2.1	0.0 + 0.4 (5.6)	5 (0.5)	3		6.1	
136	295	840S	41	18.0	3.6	0.0 + 0.3 (4.2)	0 (0.0)	0		4.2	
139	571	1650	35	11.1	1.7	0.0 + 0.3 (3.8)	3 (0.2)	0		4.0	
144BL	12	148L	21	9.4	1.3	0.0 + 0.0 (0.1)	2 (0.0)	0		0.1	
148	364	1800S	21	11.3	1.3	0.0 + 0.1 (1.8)	2 (0.1)	0		1.9	
151	527	1540	76	16.0	22.6	1.8 + 1.6 (47.0)	71 (7.5)	7		54.5	15 8 34
153BL	114	157L	75	3.1	20.8	0.3 + 0.4 (9.4)	91 (2.3)	7	+	11.7	15 39 1
155BL	129	1530	56	15.8	38.8	0.8 + 0.6 (19.7)	107 (3.1)	3		22.8	15 23 31
157	320	1520S	75	4.0	22.8	1.0 + 1.1 (28.8)	78 (5.6)	7	+	34.4	15 39 1
161BL	138	165L	38	51.8	2.7	0.0 + 0.1 (1.4)	17 (0.5)	2		2.0	16 51 43
162	107	1650	78	18.0	80.4	0.8 + 1.6 (33.9)	164 (3.7)	3		37.7	16 45 49
163BL	129	1800	7	32.8	1.1	0.0 + 0.0 (0.5)	2 (0.1)	0		0.6	
165	462	1800S	38	10.0	2.5	0.1 + 0.2 (4.5)*	14 (1.5)	2		24.2	16 51 43
167	652	1700	100	30.2	83.9	2.5 + 12.7 (215.7)*	178 (27.1)	23		10811.3	16 53 15
203	253	2000	13	5.0	1.0	0.0 + 0.1 (1.0)	2 (0.1)	0		1.1	
212	128	2000	6	5.0	1.0	0.0 + 0.0 (0.5)	2 (0.0)	0		0.5	
223	757	2000	38	5.0	1.4	0.0 + 0.3 (4.3)	2 (0.3)	0		4.6	
227BL	120	2000	6	4.5	1.0	0.0 + 0.0 (0.5)	2 (0.0)	0		0.5	
231	687	2000S	41	5.0	1.7	0.0 + 0.3 (4.7)	11 (1.3)	5		6.0	
232BL	135	231L	41	4.5	1.6	0.0 + 0.1 (0.9)	7 (0.2)	5		1.1	
244	39	2000	2	5.0	0.9	0.0 + 0.0 (0.1)	2 (0.0)	0		0.2	
254	106	2000	5	5.0	1.0	0.0 + 0.0 (0.4)	2 (0.0)	0		0.4	
262	81	2000	4	5.0	0.9	0.0 + 0.0 (0.3)	2 (0.0)	0		0.3	
274	590	2000S	30	5.0	1.3	0.0 + 0.2 (3.0)	2 (0.2)	0		3.2	
278BL	18	274L	30	4.5	1.3	0.0 + 0.0 (0.1)	2 (0.0)	0		0.1	
284	67	2000S	6	5.0	1.0	0.0 + 0.0 (0.3)	2 (0.0)	0		0.3	
288BL	51	284L	6	4.5	1.0	0.0 + 0.0 (0.2)	2 (0.0)	0		0.2	
292BL	24	296L	76	18.0	21.6	0.1 + 0.1 (2.0)	83 (0.4)	11		2.5	29 48 12
294BL	90	298L	71	12.6	31.4	0.6 + 0.2 (11.1)	115 (2.3)	6		13.4	29 17 43

296	675	2200SF	76	18.0	21.6	2.5 + 1.5	(57.6)	83 (11.9)	11	69.4	29	48	12
298	377	1460S	71	12.3	15.3	0.6 + 1.0	(22.7)	53 (4.7)	6	27.4	29	17	43
301BL	93	1610	39	49.9	40.8	0.7 + 0.3	(15.0)	107 (2.2)	2	17.2	30	1	9
302BL	48	306L	44	5.4	9.2	0.1 + 0.0	(1.7)	65 (0.7)	5	2.4	30	14	56
303BL	96	307L	30	3.6	14.8	0.3 + 0.1	(5.6)	70 (1.5)	3	7.1	30	46	12
306	468	1620S	44	8.0	7.7	0.6 + 0.4	(14.1)	52 (4.9)	5	19.0	30	14	56
307	122	1640S	30	3.0	15.5	0.4 + 0.1	(7.5)	70 (2.0)	3	9.4	30	46	12
310	963	1500	64	3.3	3.4	0.0 + 0.9	(12.9)	8 (1.7)	5	14.6			
312BL	129	316L	82	4.9	23.4	0.4 + 0.4	(11.9)	80 (2.3)	7	14.2	31	22	51
313	185	1460	95	4.0	120.1	1.3 + 4.8	(87.6)	202 (6.4)	8	+ 94.0	31	3	10
314BL	39	318L	10	7.2	6.6	0.1 + 0.0	(1.0)	48 (0.4)	1	1.4	31	22	58
316	525	1590S	82	4.0	21.4	1.3 + 1.8	(44.3)	56 (9.9)	7	54.1	31	22	51
317	243	1500	97	4.0	116.0	1.7 + 6.2	(111.2)	199 (8.3)	10	+ 119.5	31	3	12
318	72	1740S	10	8.0	4.5	0.1 + 0.0	(1.3)	17 (0.2)	1	1.5	31	22	58
331BL	42	1570	12	2.3	18.3	0.1 + 0.1	(3.0)	96 (0.9)	1	3.9	33	57	9
332BL	96	336L	66	4.9	6.4	0.0 + 0.1	(2.4)	21 (0.4)	7	2.9	33	14	55
336	599	1500S	66	7.0	6.3	0.2 + 0.8	(15.0)	21 (1.4)	7	16.4	33	14	55
341BL	42	1570	6	3.6	3.2	0.0 + 0.0	(0.5)	6 (0.1)	0	0.6	34	27	55
343BL	96	347L	87	8.1	26.0	0.2 + 0.5	(9.9)	113 (2.4)	13	12.3	34	1	22
344BL	114	1570	15	38.8	13.7	0.3 + 0.1	(6.2)	73 (0.0)	1	6.2	34	27	55
347	517	1930S	87	9.2	28.0	1.5 + 2.6	(57.2)	109 (9.6)	13	66.8	34	1	22
348BL	24	3412L	89	4.0	23.9	0.0 + 0.1	(2.3)	63 (0.3)	10	+ 2.6	34	27	55

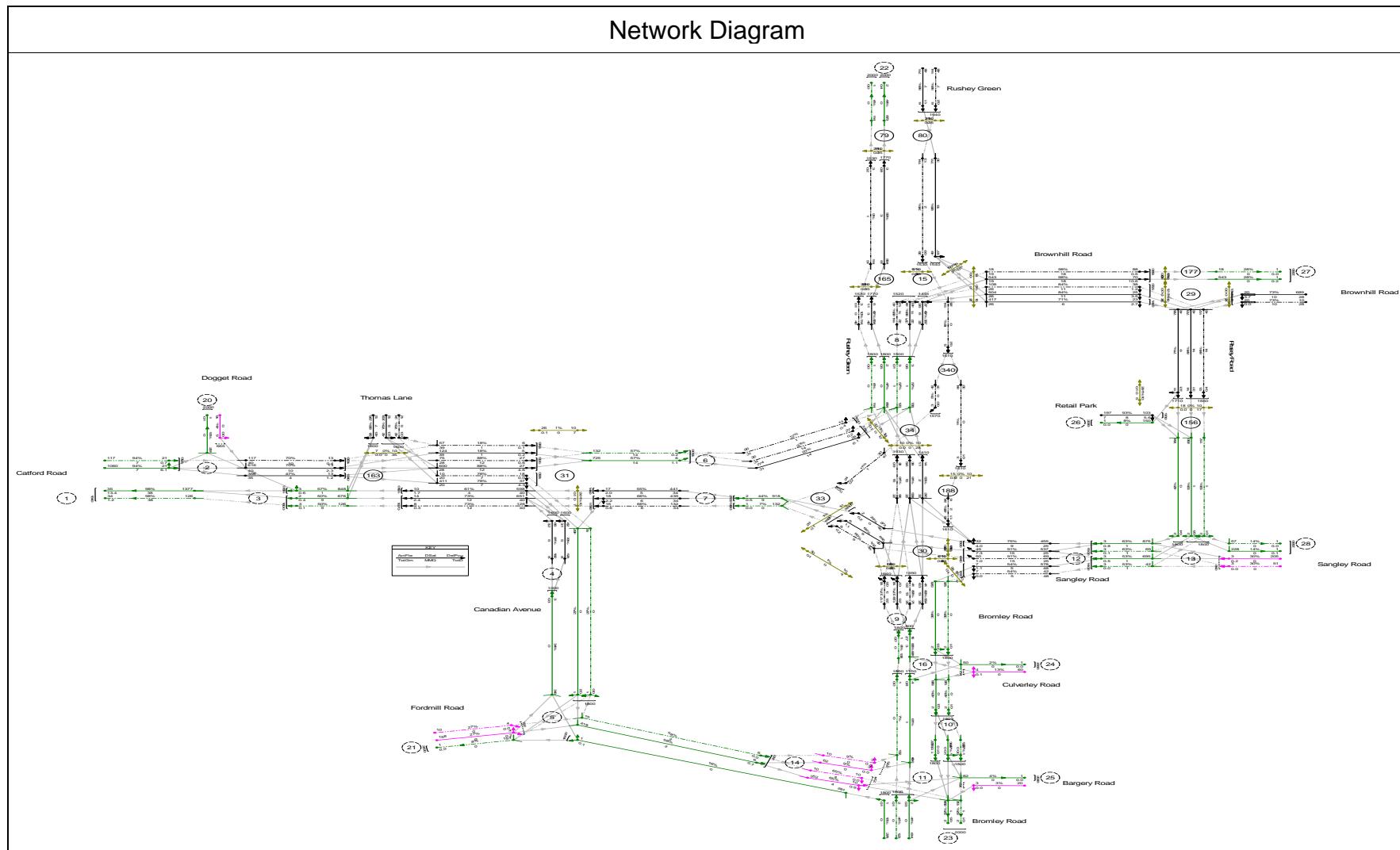
60 SECOND CYCLE 60 STEPS

LINK NUMBER	FLOW INTO LINK	FLOW SAT INTO LINK	DEGREE OF CRUISE	MEAN PER PCU	TIMES	-----DELAY-----			----STOPS----			---QUEUE---			PERFORMANCE INDEX.	EXIT NODE	GREEN TIMES	
						SAT	CRUISE	UNIFORM (U+R+O=MEAN Q)	RANDOM+ (PCU-H/H)	COST (\$/H)	OVERSAT OF	STOPS /PCU	MEAN COST OF STOP\$	MAX. STOP\$	AVERAGE EXCESS (PCU)	WEIGHTED SUM (\$/H)		
793BL	120	1530	10	59.4	2.8	0.0 + 0.1	(1.3)	17	(0.5)	0		1.8	79	10	57			
797	757	1770	53	14.0	3.0	0.1 + 0.6	(9.0)	8	(1.5)	1		10.4	79	10	57			
801BL	129	805L	45	18.0	5.1	0.1 + 0.1	(2.6)	33	(1.0)	4		3.5	80	3	47			
805	527	1940S	45	18.0	5.1	0.4 + 0.3	(10.6)	33	(3.7)	4		14.3	80	3	47			
811BL	114	815L	42	7.6	1.7	0.0 + 0.1	(0.8)	3	(0.1)	0		0.8						
815	635	1800S	42	7.2	1.7	0.0 + 0.3	(4.3)	3	(0.4)	0		4.7						
1111	612	1800S	61	18.0	9.5	1.0 + 0.7	(22.9)*	54	(6.9)	8		694.5	11	12	51			
1112BL	10	1116L	57	13.9	26.1	0.1 + 0.0	(1.0)	94	(0.2)	5		1.2	11	53	10			
1116	298	1800S	57	5.0	30.7	1.9 + 0.6	(36.1)	93	(4.7)	5		40.8	11	53	10			
1210BL	18	1214L	72	6.3	6.2	0.0 + 0.0	(0.4)	16	(0.1)	5		0.5						
1214	736	1505S	72	5.0	6.3	0.0 + 1.2	(18.2)	19	(3.5)	5		21.7						
1501	10	10000	0	10.0	4.9	0.0 + 0.0	(0.2)	38	(0.0)	0		0.2	15	39	15			
1502	10	10000	0	10.0	12.8	0.0 + 0.0	(0.5)	64	(0.0)	0		0.5	15	8	29			
1505	10	10000	0	10.0	13.5	0.0 + 0.0	(0.5)	66	(0.0)	0		0.5	15	39	59			
1511	255	1445	46	4.0	15.6	0.7 + 0.4	(15.7)	51	(2.9)	3		18.6	15	39	1			
1561BL	114	1565L	56	26.5	4.6	0.0 + 0.1	(2.1)	31	(0.8)	6		2.9	156	34	19			
1564	39	1700	15	18.0	30.6	0.2 + 0.1	(4.7)	95	(0.8)	1		5.5	156	21	29			
1565	590	1650S	56	10.0	4.9	0.3 + 0.5	(11.3)	33	(4.1)	6		15.4	156	34	19			
1569	695	1560	58	10.0	5.4	0.4 + 0.7	(14.5)	29	(4.3)	4		19.2	156	34	19			
1631BL	24	1635L	54	18.0	37.3	0.2 + 0.1	(3.5)	108	(0.6)	3		4.1	163	5	14			
1632BL	126	1636L	78	5.4	8.0	0.0 + 0.3	(4.0)	14	(0.4)	5		4.3	163	19	55			
1634BL	126	1638L	74	28.0	12.9	0.2 + 0.2	(6.4)	65	(0.1)	10		6.5	163	19	58			
1635	119	1600S	54	18.0	37.3	0.8 + 0.5	(17.5)	108	(2.7)	3		20.2	163	5	14			
1636	675	1670S	78	5.3	11.2	0.6 + 1.4	(29.7)	41	(4.7)	5		34.5	163	19	55			
1638	680	1670S	74	5.0	12.9	0.1 + 1.2	(34.7)	65	(11.5)	10		46.1	163	19	58			
1639	250	1600	94	18.0	93.4	1.7 + 4.8	(92.1)	180	(9.5)	9		101.6	163	5	14			
1653BL	120	1530	10	5.4	3.2	0.1 + 0.1	(1.5)	23	(0.6)	1		2.1	165	58	45			
1657	757	1770	53	4.0	3.6	0.2 + 0.6	(10.7)	15	(4.4)	2		15.2	165	58	45			
1774BL	18	1778L	34	25.2	1.5	0.0 + 0.0	(0.1)	3	(0.0)	0		0.1	177	34	32			
1778	590	1840S	34	14.7	1.5	0.0 + 0.2	(3.5)	3	(0.4)	0		3.9	177	34	32			
1881BL	90	1610	12	2.7	4.8	0.1 + 0.1	(1.7)	29	(0.6)	1		2.3	188	37	4			
2902	10	10000	0	10.0	11.6	0.0 + 0.0	(0.5)	60	(0.0)	0		0.5	29	17	40			
2904	10	10000	0	10.0	12.8	0.0 + 0.0	(0.5)	64	(0.0)	0		0.5	29	48	9			
2912	218	1400	35	12.5	10.6	0.4 + 0.3	(9.1)	37	(1.9)	1		11.0	29	17	43			
3002	10	10000	1	10.0	23.3	0.1 + 0.0	(0.9)	87	(0.0)	0		0.9	30	1	9			
3003	10	10000	0	10.0	12.8	0.0 + 0.0	(0.5)	64	(0.0)	0		0.5	30	17	38			
3006	10	10000	0	10.0	11.6	0.0 + 0.0	(0.5)	60	(0.0)	0		0.5	30	46	9			
3007	10	10000	0	10.0	4.5	0.0 + 0.0	(0.2)	37	(0.0)	0		0.2	30	16	53			
3010BL	66	3014L	87	5.4	33.5	0.3 + 0.3	(8.7)	115	(1.7)	12		10.4	30	17	41			
3011BL	30	3015L	92	3.6	46.1	0.2 + 0.2	(5.5)	131	(0.9)	14		6.3	30	46	10			
3014	528	1640S	87	7.0	31.4	1.9 + 2.7	(65.4)	109	(14.8)	12		80.2	30	17	41			
3015	578	1590S	92	3.0	46.5	2.9 + 4.5	(106.0)	127	(17.2)	14		123.2	30	46	10			
3018	468	1500	75	7.0	23.2	1.5 + 1.5	(42.8)	86	(10.4)	8		53.2	30	17	41			
3102	10	10000	1	10.0	24.3	0.1 + 0.0	(1.0)	89	(0.0)	0		1.0	31	3	10			
3110	459	1460	65	4.0	17.2	1.3 + 0.9	(31.1)	50	(7.6)	4		38.7	31	22	50			
3112BL	99	3116L	76	7.2	9.5	0.1 + 0.2	(3.7)	25	(0.6)	4		4.3	31	22	58			
3116	693	1700S	76	8.0	10.0	0.6 + 1.3	(27.4)	30	(2.8)	4		30.2	31	22	58			
3120BL	12	3124L	84	7.2	41.2	0.1 + 0.1	(2.0)	104	(0.3)	8		2.2	31	3	17			
3124	345	1700S	84	5.1	50.9	2.5 + 2.4	(69.3)	128	(7.5)									

```
*****
      CRUISE          DELAY          STOPS          TOTALS
      LITRES PER HOUR    LITRES PER HOUR    LITRES PER HOUR    LITRES PER HOUR
FUEL CONSUMPTION PREDICTIONS     244.4      +     190.1      +     188.4      =     622.9
NO. OF ENTRIES TO SUBPT =      1
NO. OF LINKS RECALCULATED= 204
PROGRAM TRANSYT FINISHED
```

2007 PM Peak Base Results

Network Diagram



53)=	10	156	7	6	5
54)=	10	163	7	7	
55)=	10	165	4	5	
56)=	10	177	7	0	
57)=	10	188	7	7	
58)=	10	340	7	7	

CARD NO.	CARD TYPE	NODE NO.	NODE CARDS:		PRECEDING INTERSTAGE TIMES (WORKING)						
			S1	S2	S3	S4	S5	S6	S7	S8	S9
59)=	11	15	9	8	13						
60)=	11	29	8	8							
61)=	11	30	2	8	8	3					
62)=	11	31	5	16	4						
63)=	11	33	10	5							
64)=	11	34	16	9							
65)=	11	79	7	4							
66)=	11	80	7	4							
67)=	11	156	9	6	6						
68)=	11	163	5	12							
69)=	11	165	8	5							
70)=	11	177	6	0							
71)=	11	188	8	5							
72)=	11	340	0	0							

CARD NO.	CARD TYPE	NODE NO.	Sgl/Dbl Cycled	NODE CARDS:		STAGE CHANGE TIMES (WORKING)					
				S1	S2	S3	S4	S5	S6	S7	S8
73)=	12	15	1	8	18	39					
74)=	12	29	1	20	51						
75)=	12	30	1	4	14	28	61				
76)=	12	31	1	27	57	16					
77)=	12	33	1	15	5						
78)=	12	34	1	26	6						
79)=	12	79	1	27	18						
80)=	12	80	1	57	48						
81)=	12	156	1	37	14	26					
82)=	12	163	1	23	63						
83)=	12	165	1	11	1						
84)=	12	177	1	57	18						
85)=	12	188	1	40	14						
86)=	12	340	1	42	6						

CARD NO.	CARD TYPE	LINK NO.	LINK CARDS: GIVEWAY COEFFS.		LINK CARDS: GIVEWAY DATA											
			LINK1	LINK2	ONLY	A1	A2	LINK	STOP	MAX	DELAY	DISPSN				
87)=	30	21	28	310	80	19	17	0	0	0	200	0	665	0	0	
88)=	30	54	0	0	0	0	0	0	0	0	500	0	722	0	0	
89)=	30	58	52	55	65	22	19	0	0	0	200	0	722	0	0	
90)=	30	112	115	1111	100	20	17	0	0	0	200	0	767	0	0	
91)=	30	114	0	0	0	0	0	0	0	0	50	0	775	0	0	
92)=	30	118	1111	0	100	16	0	0	0	0	50	0	775	0	0	
93)=	30	132	0	0	0	0	0	0	0	0	200	0	840	0	0	
94)=	30	136	135	0	100	14	0	0	0	0	200	0	840	0	0	
95)=	30	162	165	167	16	23	20	0	0	0	200	0	754	0	0	
96)=	30	1112	0	0	0	0	0	0	0	0	155	0	724	0	0	
97)=	30	1116	1111	119	0	18	16	0	0	0	50	0	724	0	0	

CARD NO.	CARD TYPE	LINK NO.	LINK CARDS: FIRST GREEN		SECOND GREEN		LINK CARDS: FIXED DATA											
			EXIT NODE	START STAGE	END STAGE	LAG	START STAGE	END STAGE	LAG	LINK	STOP	SAT	DELAY	DISPSN				
98)=	31	12	0	0	0	0	0	0	95	0	0	0	0	0	0			
99)=	31	16	0	0	0	0	0	0	95	0	1540	0	0	0	0			
100)=	31	24	0	0	0	0	0	0	60	0	0	0	0	0	0			
101)=	31	28	0	0	0	0	0	0	60	0	1250	0	0	0	0			
102)=	31	32	0	0	0	0	0	0	45	0	0	0	0	0	0			
103)=	31	36	0	0	0	0	0	0	45	0	1600	0	0	0	0			
104)=	31	43	0	0	0	0	0	0	445	0	1000	0	0	0	0			
105)=	31	51	0	0	0	0	0	0	505	0	0	0	0	0	0			
106)=	31	52	0	0	0	0	0	0	165	0	1800	0	0	0	0			
107)=	31	55	0	0	0	0	0	0	505	0	1800	0	0	0	0			
108)=	31	64	0	0	0	0	0	0	95	0	0	0	0	0	0			
109)=	31	68	0	0	0	0	0	0	95	0	1500	0	0	0	0			
110)=	31	73	0	0	0	0	0	0	75	0	1800	0	0	0	0			
111)=	31	76	0	0	0	0	0	0	75	0	2100	0	0	0	0			
112)=	31	83	0	0	0	0	0	0	85	0	1800	0	0	0	0			
113)=	31	87	0	0	0	0	0	0	85	0	1800	0	0	0	0			
114)=	31	93	0	0	0	0	0	0	85	0	1800	0	0	0	0			
115)=	31	97	0	0	0	0	0	0	85	0	800	0	0	0	0			
116)=	31	101	0	0	0	0	0	0	255	0	0	0	0	0	0			
117)=	31	105	0	0	0	0	0	0	255	0	1800	0	0	0	0			
118)=	31	111	0	0	0	0	0	0	125	0	0	0	0	0	0			
119)=	31	113	0	0	0	0	0	0	200	0	1800	0	0	0	0			
120)=	31	115	0	0	0	0	0	0	125	0	1800	0	0	0	0			
121)=	31	117	0	0	0	0	0	0	200	0	0	0	0	0	0			
122)=	31	119	0	0	0	0	0	0	125	0	1800	0	0	0	0			
123)=	31	122	0	0	0	0	0	0	70	0	0	0	0	0	0			
124)=	31	126	0	0	0	0	0	0	65	0	1400	0	0	0	0			
125)=	31	131	0	0	0	0	0	0	130	0	0	0	0	0	0			
126)=	31	135	0	0	0	0	0	0	110	0	1800	0	0	0	0			
127)=	31	139	0	0	0	0	0	0	110	0	1800	0	0	0	0			
128)=	31	144	0	0	0	0	0	0	105	0	0	0	0	0	0			
129)=	31	148	0	0	0	0	0	0	105	0	750	0	0	0	0			
130)=	31	151	15	1	9	3	8	0	0	0	170	0	1540	0	0			
131)=	31	153	0	0	0	0	0	0	35	0	0	0	0	0	0			
132)=	31	155	15	2	8	3	0	0	0	0	175	0	1530	0	0			
133)=	31	157	15	3	13	1	2	0	0	0	45	0	1520	0	0			
134)=	31	161	0	0	0	0	0	0	0	135	0	0	0	0	0			
135)=	31	163	0	0	0	0	0	0	0	365	0	1800	0	0	0			
136)=	31	165	0	0	0	0	0	0	0	115	0	1800	0	0	0			
137)=	31	167	0	0	0	0	0	0	0	365	0	1100	0	0	0			
138)=	31	203	0	0	0	0	0	0	0	50	0	2000	0	0	0			
139)=	31	212	0	0	0	0	0	0	0	50	0	2000	0	0	0			
140)=	31	223	0	0	0	0	0	0	0	50	0	2000	0	0	0			
141)=	31	227	0	0	0	0	0	0	0	50	0	2000	0	0	0			
142)=	31	231	0	0	0	0	0	0	0	50	0	2000	0	0	0			
143)=	31	232	0	0	0	0	0	0	0	50	0	0	0	0	0			
144)=	31	244	0	0	0	0	0	0	0	50	0	2000	0	0	0			
145)=	31	254	0	0	0	0	0	0	0	50	0	2000	0	0	0			
146)=	31	262	0	0	0	0	0	0	0	50	0	2000	0	0	0			
147)=	31	274	0	0	0	0	0	0	0	50	0	2000	0	0	0			
148)=	31	278	0	0	0	0	0	0	0	50	0	0	0	0	0			
149)=	31	284	0	0	0	0	0	0	0	50	0	2000	0	0	0			
150)=	31	288	0	0	0	0	0	0	0	50	0	0	0	0	0			
151)=	31	292	0	0	0	0	0	0	0	200	0	0	0	0	0			
152)=	31	294	0	0	0	0	0	0	0	140	0	0	0	0	0			
153)=	31	296	29	2	8	1	3	0	0	0	200	0	1480	0	0			
154)=	31	298	29	1	8	2	3	0	0	0	0	140	0	1720	0			
155)=	31	301	30	2	8	3	0	0	0	0	70	0	1610	0	0			
156)=	31	302	0	0	0	0	0	0	0	60	0	0	0	0	0			
157)=	31	303	0	0	0	0	0	0	0	40	0	0	0	0	0			

158) = 31 306 30 3 5 2 3 0 0 0 0 85 0 1510 0 0
 159) = 31 307 30 1 2 3 3 0 0 0 0 35 0 1640 0 0
 160) = 31 310 0 0 0 0 0 0 0 0 0 45 0 1500 0 0
 161) = 31 312 0 0 0 0 0 0 0 0 0 55 0 0 0 0
 162) = 31 313 31 2 16 3 1 0 0 0 0 40 0 1600 0 0
 163) = 31 314 0 0 0 0 0 0 0 0 0 80 0 0 0 0
 164) = 31 316 31 1 5 2 9 0 0 0 0 55 0 1590 0 0
 165) = 31 317 31 2 16 3 1 0 0 0 0 40 0 1600 0 0
 166) = 31 318 31 1 2 2 11 0 0 0 0 80 0 1590 0 0
 167) = 31 331 33 2 5 1 5 0 0 0 0 25 0 1570 0 0
 168) = 31 332 0 0 0 0 0 0 0 0 0 55 0 0 0 0
 169) = 31 336 33 1 10 2 1 0 0 0 0 55 0 1600 0 0
 170) = 31 341 34 1 16 2 3 0 0 0 0 40 0 1570 0 0
 171) = 31 343 0 0 0 0 0 0 0 0 0 90 0 0 0 0
 172) = 31 344 34 1 16 2 3 0 0 0 0 45 0 1570 0 0
 173) = 31 347 34 2 9 1 11 0 0 0 0 90 0 1930 0 0
 174) = 31 348 0 0 0 0 0 0 0 0 0 45 0 0 0 0
 175) = 31 793 79 1 7 2 3 0 0 0 0 165 0 1530 0 0
 176) = 31 797 79 1 7 2 3 0 0 0 0 165 0 1770 0 0
 177) = 31 801 0 0 0 0 0 0 0 0 0 200 0 0 0 0
 178) = 31 805 80 1 7 2 0 0 0 0 0 200 0 1940 0 0
 179) = 31 811 0 0 0 0 0 0 0 0 0 85 0 0 0 0
 180) = 31 815 0 0 0 0 0 0 0 0 0 85 0 1500 0 0
 181) = 31 1111 0 0 0 0 0 0 0 0 0 200 0 1800 0 0
 182) = 31 1210 0 0 0 0 0 0 0 0 0 70 0 0 0 0
 183) = 31 1214 0 0 0 0 0 0 0 0 0 60 0 1500 0 0
 184) = 31 1501 15 3 5 2 0 0 0 0 0 10 0 10000 0 0
 185) = 31 1502 15 1 9 3 0 0 0 0 0 10 0 10000 0 0
 186) = 31 1505 15 3 13 1 0 0 0 0 0 10 0 10000 0 0
 187) = 31 1511 15 3 13 1 2 0 0 0 0 45 0 1445 0 0
 188) = 31 1561 0 0 0 0 0 0 0 0 0 110 0 0 0 0
 189) = 31 1564 156 2 5 3 0 0 0 0 0 200 0 1700 0 0
 190) = 31 1565 156 1 1 2 0 0 0 0 0 110 0 1650 0 0
 191) = 31 1569 156 1 1 2 0 0 0 0 0 110 0 1710 0 0
 192) = 31 1631 0 0 0 0 0 0 0 0 0 200 0 0 0 0
 193) = 31 1632 0 0 0 0 0 0 0 0 0 60 0 0 0 0
 194) = 31 1634 0 0 0 0 0 0 0 0 0 60 0 0 0 0
 195) = 31 1635 163 2 12 1 0 0 0 0 0 200 0 1600 0 0
 196) = 31 1636 163 1 5 2 5 0 0 0 0 60 0 1670 0 0
 197) = 31 1638 163 1 5 2 5 0 0 0 0 60 0 1630 0 0
 198) = 31 1639 163 2 12 1 0 0 0 0 200 0 1600 0 0
 199) = 31 1653 165 1 8 2 3 0 0 0 0 60 0 1530 0 0
 200) = 31 1657 165 1 8 2 3 0 0 0 0 60 0 1770 0 0
 201) = 31 1774 0 0 0 0 0 0 0 0 0 140 0 0 0 0
 202) = 31 1778 177 1 6 2 0 0 0 0 0 150 0 1840 0 0
 203) = 31 1881 188 1 8 2 0 0 0 0 0 30 0 1610 0 0
 204) = 31 2902 29 1 8 2 0 0 0 0 0 10 0 10000 0 0
 205) = 31 2904 29 2 8 1 0 0 0 0 0 10 0 10000 0 0
 206) = 31 2912 29 1 8 2 3 0 0 0 0 140 0 1400 0 0
 207) = 31 3002 30 2 8 3 0 0 0 0 0 10 0 10000 0 0
 208) = 31 3003 30 3 8 4 0 0 0 0 0 10 0 10000 0 0
 209) = 31 3006 30 1 2 3 0 0 0 0 0 10 0 10000 0 0
 210) = 31 3007 30 3 7 2 0 0 0 0 0 10 0 10000 0 0
 211) = 31 3010 0 0 0 0 0 0 0 0 0 60 0 0 0 0
 212) = 31 3011 0 0 0 0 0 0 0 0 0 40 0 0 0 0
 213) = 31 3014 30 3 8 4 0 0 0 0 0 85 0 1640 0 0
 214) = 31 3015 30 1 2 3 3 0 0 0 0 35 0 1590 0 0
 215) = 31 3018 30 3 8 4 0 0 0 0 0 85 0 1500 0 0
 216) = 31 3019 30 4 3 1 0 0 0 0 0 0 10000 0 0
 217) = 31 3102 31 2 16 3 0 0 0 0 0 10 0 10000 0 0
 218) = 31 3110 31 1 5 2 9 0 0 0 0 0 55 0 1460 0 0
 219) = 31 3112 0 0 0 0 0 0 0 0 0 80 0 0 0 0
 220) = 31 3116 31 1 2 2 0 0 0 0 0 80 0 1700 0 0
 221) = 31 3120 0 0 0 0 0 0 0 0 0 80 0 0 0 0
 222) = 31 3124 31 2 14 1 0 0 0 0 0 60 0 1650 0 0
 223) = 31 3125 31 3 4 1 0 0 0 0 0 0 10000 0 0
 224) = 31 3302 33 2 5 1 0 0 0 0 0 10 0 10000 0 0
 225) = 31 3310 33 1 10 2 1 0 0 0 0 0 55 0 1600 0 0
 226) = 31 3401 340 1 0 2 0 0 0 0 0 105 0 1610 0 0
 227) = 31 3403 34 1 16 2 0 0 0 0 0 10 0 10000 0 0
 228) = 31 3404 34 2 8 1 0 0 0 0 0 10 0 10000 0 0
 229) = 31 3411 34 2 9 1 11 0 0 0 0 90 0 1410 0 0
 230) = 31 3412 34 1 16 2 3 0 0 0 0 45 0 1750 0 0
 231) = 31 7903 79 2 4 1 0 0 0 0 0 10 0 10000 0 0
 232) = 31 8001 80 2 4 1 0 0 0 0 0 10 0 10000 0 0
 233) = 31 15601 156 2 6 1 0 0 0 0 0 10 0 10000 0 0
 234) = 31 15602 156 3 6 1 0 0 0 0 0 10 0 10000 0 0
 235) = 31 16301 163 1 5 2 0 0 0 0 0 60 0 1530 0 0
 236) = 31 16310 163 1 5 2 5 0 0 0 0 60 0 1340 0 0
 237) = 31 16312 163 1 5 2 0 0 0 0 0 60 0 10000 0 0
 238) = 31 16503 165 2 5 1 0 0 0 0 0 10 0 10000 0 0
 239) = 31 17704 177 2 0 1 0 0 0 0 0 10 0 10000 0 0
 240) = 31 18801 188 2 5 1 0 0 0 0 0 10 0 10000 0 0

LINE CARDS: FLOW DATA

CARD NO.	CARD TYPE	LINK NO.	TOTAL FLOW	UNIFORM FLOW	LINK NO.	CRUISE FLOW						
241)	32	12	126	0	32	126	4023	0	0	0	0	0
242)	32	16	1377	0	36	676	7	310	701	7	0	0
243)	32	21	16	0	0	18	0	0	0	0	0	0
244)	32	24	117	0	0	4013	0	0	0	0	0	0
245)	32	28	1060	0	0	5	0	0	0	0	0	0
246)	32	32	126	0	1632	126	4000	0	0	0	0	0
247)	32	36	676	0	1636	650	3	1639	26	5	0	0
248)	32	43	343	0	52	260	47	58	83	48	0	0
249)	32	51	15	0	3120	10	4042	0	0	0	0	0
250)	32	52	281	0	113	278	20	0	0	0	0	0
251)	32	54	10	0	0	4000	0	0	0	0	0	0
252)	32	55	467	0	316	26	54	3124	412	54	0	0
253)	32	58	158	0	0	18	0	0	0	0	0	0
254)	32	64	132	0	314	57	4000	3112	75	4000	0	0
255)	32	68	725	0	318	124	9	3116	601	9	0	0
256)	32	73	132	0	331	30	4041	332	102	4041	0	0
257)	32	76	918	0	336	645	6	3310	273	6	0	0
258)	32	83	114	0	343	93	4007	344	21	4007	0	0
259)	32	87	854	0	347	538	8	3411	28	8	3412	288
260)	32	93	138	0	163	132	4028	0	0	0	0	0
261)	32	97	681	0	162	39	8	167	642	7	0	0
262)	32	101	126	0	161	126	4000	0	0	0	0	0
263)	32	105	586	0	162	21	18	165	565	17	0	0
264)	32	111	126	0	101	126	4000	0	0	0	0	0
265)	32	112	20	0	0	18	0	0	0	0	0	0
266)	32	113	278	0	0	18	0	0	0	0	0	0
267)	32	114	10	0	144	10	4000	0	0	0	0	0
268)	32	115	365	0	105	365	8	0	0	0	0	0
269)	32	117	123	0	0	4000	0	0	0	0	0	0
270)	32	118	62	0	148	62	5	0	0	0	0	0
271)	32	119	227	0	105	227	8	0	0	0	0	0
272)	32	122	42	0	131	12	4000	132	30	4000	0	0
273)	32	126	696	0	135	602	6	136	94	6	0	0
274)	32	131	117	0	1561	117	4000	0	0	0	0	0
275)	32	132	51	0	0	4000	0	0	0	0	0	0

276) = 32 135 831 0 1564 57 12 1565 774 11 0 0 0 0 0 0 0
 277) = 32 136 205 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0
 278) = 32 139 764 0 1564 139 12 1569 625 11 0 0 0 0 0 0 0
 279) = 32 144 15 0 51 10 4000 54 10 4000 0 0 0 0 0 0 0 0
 280) = 32 148 419 0 55 344 11 58 75 12 0 0 0 0 0 0 0 0
 281) = 32 151 711 0 805 711 16 0 0 0 0 0 0 0 0 0 0 0
 282) = 32 153 114 0 811 123 4000 0 0 0 0 0 0 0 0 0 0 0
 283) = 32 155 114 0 801 114 4000 0 0 0 0 0 0 0 0 0 0 0
 284) = 32 157 372 0 815 372 4 0 0 0 0 0 0 0 0 0 0 0 0
 285) = 32 161 126 0 301 84 4033 302 42 4033 0 0 0 0 0 0 0 0
 286) = 32 162 60 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0
 287) = 32 163 132 0 114 10 4000 117 123 4000 0 0 0 0 0 0 0 0
 288) = 32 165 579 0 306 579 10 0 0 0 0 0 0 0 0 0 0 0 0
 289) = 32 167 666 0 118 62 32 1111 604 30 0 0 0 0 0 0 0 0
 290) = 32 203 250 0 28 103 5 310 147 5 0 0 0 0 0 0 0 0 0
 291) = 32 212 154 0 51 10 4000 52 21 5 55 123 5 0 0 0 0 0
 292) = 32 223 872 0 797 872 5 0 0 0 0 0 0 0 0 0 0 0 0
 293) = 32 227 114 0 793 114 4036 0 0 0 0 0 0 0 0 0 0 0 0
 294) = 32 231 900 0 112 20 5 115 362 5 119 227 5 1116 291 5
 295) = 32 232 132 0 111 126 4000 1112 10 4000 0 0 0 0 0 0 0 0
 296) = 32 244 50 0 165 14 5 167 36 5 0 0 0 0 0 0 0 0 0
 297) = 32 254 82 0 115 10 5 1111 10 5 1116 62 5 0 0 0 0 0
 298) = 32 262 151 0 1569 151 5 0 0 0 0 0 0 0 0 0 0 0 0
 299) = 32 274 544 0 1778 544 5 0 0 0 0 0 0 0 0 0 0 0 0
 300) = 32 278 18 0 1774 18 4000 0 0 0 0 0 0 0 0 0 0 0 0
 301) = 32 284 228 0 135 228 5 0 0 0 0 0 0 0 0 0 0 0 0 0
 302) = 32 288 57 0 131 57 4000 0 0 0 0 0 0 0 0 0 0 0 0 0
 303) = 32 292 10 0 0 0 4000 0 0 0 0 0 0 0 0 0 0 0 0 0
 304) = 32 294 108 0 153 108 4000 0 0 0 0 0 0 0 0 0 0 0 0
 305) = 32 296 689 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0
 306) = 32 298 505 0 151 427 12 1511 68 14 0 0 0 0 0 0 0 0
 307) = 32 301 84 0 1881 84 4040 0 0 0 0 0 0 0 0 0 0 0 0
 308) = 32 302 42 0 122 42 4000 0 0 0 0 0 0 0 0 0 0 0 0
 309) = 32 303 117 0 93 117 4000 0 0 0 0 0 0 0 0 0 0 0 0
 310) = 32 306 579 0 126 579 8 0 0 0 0 0 0 0 0 0 0 0 0
 311) = 32 307 130 0 97 130 3 0 0 0 0 0 0 0 0 0 0 0 0
 312) = 32 310 848 0 1639 250 4 16310 598 3 0 0 0 0 0 0 0
 313) = 32 312 132 0 73 132 4000 0 0 0 0 0 0 0 0 0 0 0
 314) = 32 313 182 0 43 182 4 0 0 0 0 0 0 0 0 0 0 0 0
 315) = 32 314 57 0 1631 15 4000 1654 42 4000 0 0 0 0 0 0 0
 316) = 32 316 438 0 76 438 4 0 0 0 0 0 0 0 0 0 0 0 0
 317) = 32 317 178 0 43 178 4 0 0 0 0 0 0 0 0 0 0 0 0
 318) = 32 318 124 0 1638 124 8 0 0 0 0 0 0 0 0 0 0 0 0
 319) = 32 331 30 0 341 30 4000 0 0 0 0 0 0 0 0 0 0 0 0
 320) = 32 332 102 0 303 33 4000 3010 69 4000 0 0 0 0 0 0 0
 321) = 32 336 645 0 307 80 7 3014 537 7 0 0 0 0 0 0 0 0
 322) = 32 341 42 0 3401 30 4000 0 0 0 0 0 0 0 0 0 0 0 0
 323) = 32 343 96 0 303 84 4000 3011 21 4000 0 0 0 0 0 0 0
 324) = 32 344 96 0 64 96 4037 0 0 0 0 0 0 0 0 0 0 0 0
 325) = 32 347 538 0 307 50 9 3015 326 9 3018 140 10 0 0 0 0
 326) = 32 348 36 0 64 36 4000 0 0 0 0 0 0 0 0 0 0 0 0
 327) = 32 793 114 0 1653 114 4036 0 0 0 0 0 0 0 0 0 0 0 0
 328) = 32 797 854 0 1657 854 14 0 0 0 0 0 0 0 0 0 0 0 0
 329) = 32 801 114 0 0 0 4000 0 0 0 0 0 0 0 0 0 0 0 0
 330) = 32 805 711 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0
 331) = 32 811 123 0 343 12 4000 344 75 4000 348 36 4000 0 0
 332) = 32 815 728 0 3411 242 8 3412 486 7 0 0 0 0 0 0 0 0
 333) = 32 1111 614 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0 0
 334) = 32 1112 10 0 144 10 4000 0 0 0 0 0 0 0 0 0 0 0
 335) = 32 1116 353 0 148 353 5 0 0 0 0 0 0 0 0 0 0 0 0
 336) = 32 1210 69 0 131 48 4000 132 21 4000 0 0 0 0 0 0 0
 337) = 32 1214 875 0 136 111 5 139 764 5 0 0 0 0 0 0 0 0
 338) = 32 1501 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 339) = 32 1502 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 340) = 32 1505 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 341) = 32 1511 356 0 815 356 4 0 0 0 0 0 0 0 0 0 0 0 0
 342) = 32 1561 117 0 292 10 4011 294 108 4011 0 0 0 0 0 0 0
 343) = 32 1564 197 0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 344) = 32 1565 774 0 296 300 10 298 505 10 0 0 0 0 0 0 0 0
 345) = 32 1569 776 0 296 389 10 2912 417 10 0 0 0 0 0 0 0 0
 346) = 32 1631 24 0 0 4000 0 0 0 0 0 0 0 0 0 0 0 0 0
 347) = 32 1632 126 0 312 132 4000 0 0 0 0 0 0 0 0 0 0 0 0
 348) = 32 1634 117 0 24 117 4011 0 0 0 0 0 0 0 0 0 0 0 0
 349) = 32 1635 203 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0
 350) = 32 1636 650 0 313 182 6 316 412 5 317 40 6 0 0 0 0
 351) = 32 1638 616 0 21 16 5 28 600 5 0 0 0 0 0 0 0 0 0
 352) = 32 1639 276 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0
 353) = 32 1653 114 0 83 114 4000 0 0 0 0 0 0 0 0 0 0 0 0
 354) = 32 1657 854 0 87 854 4 0 0 0 0 0 0 0 0 0 0 0 0
 355) = 32 1774 18 0 153 18 4002 0 0 0 0 0 0 0 0 0 0 0 0
 356) = 32 1778 544 0 151 32 12 157 372 15 1511 130 15 0 0 0
 357) = 32 1881 84 0 3401 84 4000 0 0 0 0 0 0 0 0 0 0 0 0
 358) = 32 2902 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 359) = 32 2904 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 360) = 32 2912 417 0 151 249 12 1511 158 14 0 0 0 0 0 0 0 0
 361) = 32 3002 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 362) = 32 3003 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 363) = 32 3006 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 364) = 32 3007 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 365) = 32 3010 69 0 1210 69 4000 0 0 0 0 0 0 0 0 0 0 0 0
 366) = 32 3011 21 0 93 21 4000 0 0 0 0 0 0 0 0 0 0 0 0
 367) = 32 3014 537 0 126 117 7 1214 420 7 0 0 0 0 0 0 0 0
 368) = 32 3015 554 0 97 554 3 0 0 0 0 0 0 0 0 0 0 0 0 0
 369) = 32 3018 455 0 1214 455 7 0 0 0 0 0 0 0 0 0 0 0 0
 370) = 32 3019 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 *** DISTANCE = 0 BUT CRUISE TIME > 0 ON THIS LINK.DISTANCE SET= 120 BASED ON TIME GIVEN AND DEFAULT SPEED OF 43 KM/H
 371) = 32 3102 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 372) = 32 3110 440 0 76 440 4 0 0 0 0 0 0 0 0 0 0 0 0
 373) = 32 3112 75 0 1634 75 4000 0 0 0 0 0 0 0 0 0 0 0 0
 374) = 32 3116 601 0 1635 71 9 1638 470 8 16312 60 8 0 0 0 0
 375) = 32 3120 10 0 1631 10 4000 0 0 0 0 0 0 0 0 0 0 0 0
 376) = 32 3124 412 0 1635 130 6 16312 282 5 0 0 0 0 0 0 0 0
 377) = 32 3125 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 *** DISTANCE = 0 BUT CRUISE TIME > 0 ON THIS LINK.DISTANCE SET= 120 BASED ON TIME GIVEN AND DEFAULT SPEED OF 43 KM/H
 378) = 32 3302 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 379) = 32 3310 273 0 3018 273 7 0 0 0 0 0 0 0 0 0 0 0 0
 380) = 32 3401 114 0 155 114 4007 0 0 0 0 0 0 0 0 0 0 0 0
 381) = 32 3403 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 382) = 32 3404 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 383) = 32 3411 270 0 3015 228 9 3018 42 10 0 0 0 0 0 0 0 0
 384) = 32 3412 774 0 68 725 5 0 0 0 0 0 0 0 0 0 0 0 0 0
 385) = 32 7903 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 386) = 32 8001 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 387) = 32 15601 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 388) = 32 15602 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 *** DISTANCE = 0 BUT CRUISE TIME > 0 ON THIS LINK.DISTANCE SET= 120 BASED ON TIME GIVEN AND DEFAULT SPEED OF 43 KM/H
 389) = 32 16301 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 390) = 32 16310 598 0 317 138 6 3110 440 5 0 0 0 0 0 0 0 0
 391) = 32 16312 357 0 28 357 5 0 0 0 0 0 0 0 0 0 0 0 0 0
 392) = 32 16503 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 393) = 32 17704 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 394) = 32 18801 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0

LINK CARDS : FLARE SATURATION FLOW DATA
 ..LANE 1.. ..LANE 2.. ..LANE 3..

CARD	LINK	SAT.	CAPAC	SAT.	CAPAC	SAT.	CAPAC
TYPE	NO.	FLOW	VEH.	FLOW	VEH.	FLOW	VEH.
395)=	33	296	1410	5	0	0	0

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

64 SECOND CYCLE 64 STEPS

INITIAL SETTINGS
 - (SECONDS)

NODE	NUMBER	STAGE									
NO	OF STAGES	1	2	3	4	5	6	7	8	9	10
15	3	8	18	39							
29	2	20	51								
30	4	4	14	28	61						
31	3	27	57	16							
33	2	15	5								
34	2	26	6								
79	2	27	18								
80	2	57	48								
156	3	37	14	26							
163	2	23	63								
165	2	11	1								
177	2	57	18								
188	2	40	14								
340	2	42	6								

LINK	FLOW	SAT	DEGREE	MEAN	TIMES	-----DELAY-----	----STOPS----	---QUEUE---	PERFORMANCE	EXIT	GREEN TIMES
NUMBER	INTO	FLOW	OF	PER	PCU	UNIFORM	RANDOM+	COST	INDEX.	NODE	START START
LINK	SAT	CRUISE				OVERSAT	OF				END END
(PCU/H)	(PCU/H)	(%)	(SEC)	(SEC)	(PCU-H/H)	(PCU-H/H)	(\$/H)	(\$/H)	(PCU)	(PCU)	(S/H)
12BL	126	16L	98	42.2	33.6	0.2 + 1.0	(16.7)	103 (2.9)	38 +	19.6	
16	1377	1540S	98	7.0	35.0	2.2 + 11.2	(190.1)	111 (48.9)	38 +	239.0	
21	16	665	4	18.0	4.7	0.0 + 0.0	(0.3)	0 (0.0)	0	0.3	
24BL	117	28L	94	29.0	20.8	0.0 + 0.7	(9.6)	30 (0.0)	7	9.6	
28	1060	1250S	94	5.0	20.8	0.0 + 6.1	(86.9)	30 (8.2)	7	95.1	
32BL	126	36L	50	4.0	2.5	0.0 + 0.1	(1.2)	12 (0.3)	9 +	1.5	
36	676	1600S	50	3.1	2.4	0.0 + 0.4	(6.5)	11 (2.9)	9 +	9.4	
43	343	1000	34	47.2	2.7	0.0 + 0.3	(3.7)	4 (0.2)	0	3.9	
51BL	15	55L	27	98.1	1.4	0.0 + 0.0	(0.1)	2 (0.0)	0	0.1	
52	281	1800	16	20.0	1.2	0.0 + 0.1	(1.3)	2 (0.1)	0	1.4	
54BL	10	58L	27	45.0	3.9	0.0 + 0.0	(0.2)	0 (0.0)	0	0.2	
55	467	1800S	27	54.0	1.4	0.0 + 0.2	(2.5)	2 (0.2)	0	2.7	
58	578	722S	27	18.0	3.9	0.0 + 0.2	(2.5)	0 (0.0)	0	2.5	
64BL	132	68L	57	8.6	5.2	0.1 + 0.1	(2.7)	48 (1.4)	14 +	4.1	
68	725	1500S	57	9.0	5.5	0.5 + 0.6	(15.6)	54 (7.5)	14 +	23.1	
73BL	132	1800	7	58.3	1.1	0.0 + 0.0	(0.6)	2 (0.0)	0	0.6	
76	918	2100	44	6.0	1.7	0.1 + 0.4	(6.2)	10 (2.6)	9	8.8	
83BL	114	1800	6	25.3	1.1	0.0 + 0.0	(0.5)	2 (0.0)	0	0.5	
87	854	1800	47	7.7	1.9	0.0 + 0.5	(6.4)	3 (0.5)	0	6.9	
93BL	138	1800	8	46.3	1.1	0.0 + 0.0	(0.6)	2 (0.1)	0	0.6	
97	681	800	85	7.1	14.5	0.0 + 2.7	(38.9)	21 (2.9)	3	41.8	
101BL	126	105L	40	22.9	1.6	0.0 + 0.1	(0.8)	3 (0.1)	0	0.9	
105	585	1800S	40	17.0	1.7	0.0 + 0.3	(3.8)	3 (0.5)	0	4.3	
111BL	126	115L	27	11.3	1.4	0.0 + 0.0	(0.7)	2 (0.1)	0	0.7	
112	20	767	3	18.0	2.8	0.0 + 0.0	(0.2)	0 (0.0)	0	0.2	
113	278	1800	15	18.0	1.2	0.0 + 0.1	(1.3)	2 (0.1)	0	1.4	
114BL	10	118L	9	4.5	2.6	0.0 + 0.0	(0.1)	0 (0.0)	0	0.1	
115	364	1800S	27	8.0	1.4	0.0 + 0.1	(2.0)	2 (0.3)	0	2.3	
117BL	123	1111L	41	18.0	1.7	0.0 + 0.1	(0.8)	3 (0.1)	0	0.9	
118	62	775S	9	5.0	2.6	0.0 + 0.0	(0.6)	0 (0.0)	0	0.6	
119	227	1800	13	8.0	1.1	0.0 + 0.1	(1.0)	2 (0.2)	0	1.2	
122BL	42	126L	53	6.3	2.7	0.0 + 0.0	(0.4)	4 (0.0)	1	0.5	
126	695	1400S	53	6.0	2.7	0.0 + 0.5	(7.4)	4 (0.6)	1	8.0	
131BL	117	135L	53	11.7	2.1	0.0 + 0.1	(1.0)	3 (0.1)	1	1.1	

64 SECOND CYCLE 64 STEPS

LINK	FLOW	SAT	DEGREE	MEAN	TIMES	-----DELAY-----	----STOPS----	---QUEUE---	PERFORMANCE	EXIT	GREEN TIMES
NUMBER	INTO	FLOW	OF	PER	PCU	UNIFORM	RANDOM+	COST	INDEX.	NODE	START START
LINK	SAT	CRUISE				OVERSAT	OF				END END
(PCU/H)	(PCU/H)	(%)	(SEC)	(SEC)	(PCU-H/H)	(PCU-H/H)	(\$/H)	(\$/H)	(PCU)	(PCU)	(S/H)
132BL	51	136L	30	18.0	3.1	0.0 + 0.0	(0.6)	0 (0.0)	0	0.6	
135	830	1800S	53	11.1	2.1	0.0 + 0.5	(6.9)	3 (0.4)	1	7.3	
136	205	840S	30	18.0	3.1	0.0 + 0.2	(2.5)	0 (0.0)	0	2.5	
139	764	1800	42	11.2	1.7	0.0 + 0.4	(5.2)	3 (0.3)	0	5.5	
144BL	15	148L	58	9.4	5.7	0.0 + 0.0	(0.3)	9 (0.0)	2	0.4	
148	418	750S	58	11.2	5.7	0.0 + 0.7	(9.4)	10 (0.7)	2	10.1	
151	711	1540	95	16.0	49.3	2.5 + 7.2	(138.2)	132 (19.0)	19	157.2	15 17 47
153BL	114	157L	89	3.1	39.8	0.4 + 0.8	(17.9)	119 (3.0)	11 +	20.9	15 52 10
155BL	114	1530	34	15.8	26.2	0.6 + 0.3	(11.8)	87 (2.2)	2	14.0	15 26 39
157	371	1520S	89	4.0	43.6	1.8 + 2.7	(63.8)	117 (9.7)	11 +	73.5	15 52 10
161BL	126	165L	39	55.8	1.6	0.0 + 0.1	(0.8)	3 (0.1)	0	0.9	
162	60	754	13	18.0	4.3	0.0 + 0.1	(1.0)	0 (0.0)	0	1.0	
163BL	132	1800	7	32.8	1.1	0.0 + 0.0	(0.6)	2 (0.0)	0	0.6	
165	578	1800S	39	10.0	1.6	0.0 + 0.3	(3.7)	3 (0.3)	0	4.1	
167	666	1100	61	30.2	4.1	0.0 + 0.8	(10.9)	6 (1.0)	1	11.9	
203	251	2000	13	5.0	1.0	0.0 + 0.1	(1.0)	2 (0.1)	0	1.1	
212BL	154	2000	8	5.0	1.0	0.0 + 0.0	(0.6)	2 (0.1)	0	0.6	
223	873	2000	44	5.0	1.6	0.0 + 0.4	(5.5)	2 (0.4)	0	5.9	
227BL	114	2000	6	50.6	1.0	0.0 + 0.0	(0.4)	1 (0.0)	0	0.4	
231	898	2000S	52	5.0	1.9	0.0 + 0.5	(6.6)	3 (0.4)	1	7.0	
232BL	132	231L	52	4.5	1.9	0.0 + 0.1	(1.0)	3 (0.1)	1	1.0	
244	50	2000	2	5.0	0.9	0.0 + 0.0	(0.2)	1 (0.0)	0	0.2	
254	82	2000	4	5.0	0.9	0.0 + 0.0	(0.3)	1 (0.0)	0	0.3	
262	150	2000	8	5.0	1.0	0.0 + 0.0	(0.6)	2 (0.0)	0	0.6	
274	543	2000S	28	5.0	1.3	0.0 + 0.2	(2.7)	2 (0.2)	0	2.9	
278BL	18	274L	28	4.5	1.3	0.0 + 0.0	(0.1)	2 (0.0)	0	0.1	
284	228	2000S	14	5.0	1.0	0.0 + 0.1	(0.9)	2 (0.1)	0	1.0	
288BL	57	284L	14	4.5	1.1	0.0 + 0.0	(0.2)	2 (0.0)	0	0.3	
292BL	10	296L	73	18.0	19.7	0.0 + 0.0	(0.8)	76 (0.2)	10	0.9	29 59 23
294BL	108	298L	84	12.6	38.4	0.7 + 0.5	(16.4)	122 (2.9)	11	19.3	29 28 54
296	689	2100Sf	73	18.0	19.7	2.4 + 1.3	(53.5)	76 (11.1)	10	64.6	29 59 23
298	504	1720S	84	12.3	25.1	1.4 + 2.1	(49.9)	79 (9.3)	11	59.3	29 28 54
301BL	84	1610	48	56.9	46.1	0.6 + 0.5	(15.3)	110 (2.1)	2	17.3	30 22 28
302BL	42	306L	54	5.4	7.2	0.0 + 0.0	(1.2)	41 (0.4)	5	1.6	30 33 17
303BL	117	307L	37	3.6	17.6	0.4 + 0.1	(8.1)	71 (1.8)	3	10.0	30 6 31
306	578	1510S	54	8.0	7.2	0.6 + 0.5	(16.5)	42 (4.8)	5	21.3	30 33 17
307	129	1640S	37	3.0	17.5	0.5 + 0.2	(8.9)	70 (2.1)	3	11.0	30 6 31
310	848	1500	57	3.3	2.8	0.0 + 0.6	(9.2)	4 (0.8)	1	10.1	
312BL	132	316L	66	4.9	16.3	0.4 + 0.2	(8.5)	67 (2.0)	6	10.5	31 32 2
313	182	1600	81	4.0	64.9	1.3 + 1.9	(46.6)	143 (4.4)	5	51.0	31 9 17
314BL	57	318L	18	7.2	5.9	0.1 + 0.0	(1.3)	33 (0.4)	1	1.7	31 29 4

316	439	1590S	66	4.0	18.0	1.5 + 0.7	(31.2)	59 (8.6)	6	39.8	31	32	2
317	178	1600	79	4.0	62.0	1.3 + 1.8	(43.5)	139 (4.2)	5	47.7	31	9	17
318	124	1590S	18	8.0	4.8	0.1 + 0.1	(2.3)	16 (0.3)	1	2.7	31	29	4
331BL	30	1570	11	2.3	23.9	0.1 + 0.1	(2.8)	106 (0.7)	1	3.5	33	10	20
332BL	102	336L	65	4.9	7.7	0.1 + 0.1	(3.1)	45 (1.0)	9	+ 4.1	33	25	6
336	645	1600S	65	7.0	5.9	0.3 + 0.8	(15.1)	34 (2.4)	9	+ 17.5	33	25	6
341BL	42	1570	5	3.6	2.6	0.0 + 0.0	(0.4)	4 (0.0)	0	0.5	34	42	9
343BL	96	347L	91	8.1	32.0	0.2 + 0.7	(12.1)	108 (2.3)	15	14.4	34	15	37
344BL	96	1570	12	50.8	13.1	0.3 + 0.1	(4.9)	66 (0.0)	1	5.0	34	42	9
347	538	1930S	91	9.3	37.6	1.7 + 3.9	(79.8)	109 (10.0)	15	89.9	34	15	37
348BL	36	3412L	93	4.0	27.2	0.0 + 0.2	(3.9)	73 (0.6)	14	+ 4.5	34	42	9
797	854	1770	59	14.0	3.4	0.1 + 0.7	(11.5)	12 (2.6)	3	2.0	79	34	21
797	854	1770	59	14.0	3.4	0.1 + 0.7	(11.5)	12 (2.6)	3	14.1	79	34	21

64 SECOND CYCLE 64 STEPS

LINK NUMBER	FLOW INTO LINK	FLOW SAT (PCU/H)	DEGREE OF CRUISE (%)	MEAN PER PCU (PCU/H)	TIMES UNIFORM OVERSAT (U+R+O+MEAN Q)	-----DELAY-----		---STOPS---		----QUEUE----		PERFORMANCE INDEX.	EXIT NODE	GREEN TIMES	
						UNIFORM RANDOM+ COST DELAY (\$/H)		MEAN COST STOP\$ OF		MEAN MAX. AVERAGE STOP\$ WEIGHTED SUM EXCESS OF () VALUES		INDEX.	EXIT NODE	START 1ST	START 2ND
						LINK (PCU/H)	SAT (%)	CRUISE (SEC)	DELAY (PCU-H/H)	(\$/H)	(PCU)			END	END
801BL	114	805L	56	18.0	5.8	0.1 + 0.1	(2.6)	36 (0.9)	7	3.5	80	0	48		
805	711	1940S	56	18.0	5.8	0.6 + 0.5	(16.2)	36 (5.4)	7	21.7	80	0	48		
811BL	123	815L	57	7.6	2.8	0.0 + 0.1	(1.3)	5 (0.1)	1	1.5					
815	728	1500S	57	7.3	2.8	0.0 + 0.6	(8.0)	4 (0.6)	1	8.6					
1111	614	1800S	41	18.0	1.7	0.0 + 0.3	(4.1)	3 (0.3)	0	4.4					
1112BL	10	1116L	65	13.9	9.5	0.0 + 0.0	(0.4)	23 (0.1)	4	+ 0.4					
1116	352	724S	65	5.0	9.7	0.0 + 0.9	(13.5)	31 (1.9)	4	+ 15.4					
1210BL	69	1214L	63	6.3	3.2	0.0 + 0.1	(0.9)	5 (0.1)	1	1.0					
1214	875	1500S	63	5.0	3.2	0.0 + 0.8	(11.2)	5 (1.1)	1	12.3					
1501	10	10000	0	10.0	5.4	0.0 + 0.0	(0.2)	39 (0.0)	0	0.2	15	44	18		
1502	10	10000	0	10.0	14.0	0.0 + 0.0	(0.6)	65 (0.0)	0	0.6	15	17	39		
1505	10	10000	0	10.0	15.3	0.0 + 0.0	(0.6)	68 (0.0)	0	0.6	15	52	8		
1511	357	1445	69	4.0	26.5	1.5 + 1.1	(37.4)	84 (6.6)	6	44.0	15	52	10		
1561BL	117	1565L	84	31.5	13.3	0.1 + 0.3	(6.1)	48 (1.3)	14	7.4	156	38	14		
1564	197	1700	93	18.0	103.4	1.5 + 4.1	(80.4)	183 (7.6)	8	88.0	156	19	26		
1565	773	1650S	84	10.0	14.2	0.8 + 2.3	(43.3)	57 (9.3)	14	52.6	156	38	14		
1569	776	1710	71	10.0	10.5	1.1 + 1.2	(32.1)	54 (8.8)	9	41.0	156	38	14		
1631BL	24	1635L	70	18.0	41.6	0.2 + 0.1	(3.9)	113 (0.6)	5	4.5	163	11	23		
1632BL	126	1636L	73	5.4	7.7	0.1 + 0.2	(3.8)	38 (1.1)	12	+ 4.9	163	28	4		
1634BL	117	1638L	70	27.0	13.3	0.2 + 0.2	(6.1)	65 (0.1)	10	+ 6.2	163	28	4		
1635	203	1600S	70	18.0	41.6	1.3 + 1.0	(33.3)	113 (4.9)	5	38.2	163	11	23		
1636	651	1670S	73	5.4	13.5	1.3 + 1.1	(34.7)	66 (7.3)	12	+ 42.0	163	28	4		
1638	616	1630S	70	5.0	13.3	1.3 + 1.0	(32.2)	65 (10.3)	10	+ 42.5	163	28	4		
1639	276	1600	85	18.0	57.8	1.9 + 2.6	(63.0)	136 (8.0)	7	70.9	163	11	23		
1653BL	114	1530	10	5.4	2.8	0.0 + 0.1	(1.3)	14 (0.4)	0	1.6	165	19	4		
1657	854	1770	62	4.0	4.8	0.3 + 0.8	(16.1)	19 (6.4)	3	22.4	165	19	4		
1774BL	18	1778L	98	25.2	88.0	0.2 + 0.3	(6.3)	154 (0.6)	18	6.9	177	63	18		
1778	543	1840S	98	14.8	70.0	1.9 + 8.7	(149.9)	130 (19.0)	18	168.9	177	63	18		
1881BL	84	1610	11	2.7	2.8	0.0 + 0.1	(0.9)	9 (0.2)	0	1.1	188	48	14		
2902	10	10000	0	10.0	13.3	0.0 + 0.0	(0.5)	63 (0.0)	0	0.5	29	28	51		
2904	10	10000	0	10.0	12.0	0.0 + 0.0	(0.5)	60 (0.0)	0	0.5	29	59	20		
2912	417	1400	71	12.8	23.3	2.1 + 1.2	(38.3)	79 (7.7)	6	46.0	29	28	54		
3002	10	10000	1	10.0	27.5	0.1 + 0.0	(1.1)	91 (0.0)	0	1.1	30	22	28		
3006	10	10000	0	10.0	14.0	0.0 + 0.0	(0.6)	65 (0.0)	0	0.6	30	6	28		
3007	10	10000	0	10.0	3.5	0.0 + 0.0	(0.1)	31 (0.0)	0	0.1	30	35	14		
3010BL	69	3014L	91	5.4	50.1	0.5 + 0.5	(13.6)	129 (2.0)	15	+ 15.6	30	36	61		
3011BL	21	3015L	89	3.6	40.7	0.1 + 0.1	(3.4)	118 (0.6)	13	+ 3.9	30	6	31		
3014	537	1640S	91	7.0	48.9	3.4 + 3.9	(103.6)	130 (18.0)	15	+ 121.6	30	36	61		
3015	554	1590S	89	3.0	40.7	2.7 + 3.6	(89.0)	119 (15.4)	13	+ 104.4	30	6	31		
3018	455	1500	75	7.0	31.8	2.6 + 1.4	(57.1)	105 (12.3)	9	69.4	30	36	61		
3019	10	10000	1	10.0	30.0	0.1 + 0.0	(1.2)	91 (0.2)	0	1.4	30	0	4		
3102	10	10000	1	10.0	26.4	0.1 + 0.0	(1.0)	89 (0.0)	0	1.0	31	9	16		
3110	441	1460	55	4.0	16.8	1.4 + 0.6	(29.2)	56 (8.2)	5	37.4	31	32	2		
3112BL	75	3116L	88	7.2	26.8	0.2 + 0.4	(7.9)	76 (1.3)	12	9.2	31	29	57		
3116	600	1700S	88	8.1	27.3	1.6 + 3.0	(64.6)	82 (6.6)	12	71.2	31	29	57		
3120BL	10	3124L	78	7.2	17.5	0.0 + 0.0	(0.7)	33 (0.1)	7	0.8	31	7	27		
3124	411	1650S	78	5.3	36.9	2.6 + 1.7	(59.9)	94 (6.6)	7	66.5	31	7	27		
3125	10	10000	1	10.0	26.4	0.1 + 0.0	(1.0)	85 (0.2)	0	1.3	31	20	27		
3302	10	10000	1	10.0	28.7	0.1 + 0.0	(1.1)	93 (0.0)	0	1.1	33	10	15		
3310	273	1600	24	7.0	2.2	0.0 + 0.2	(2.3)	4 (0.1)	0	2.5	33	25	6		
3401BL	114	1610	16	27.0	4.8	0.1 + 0.1	(2.1)	11 (0.3)	0	2.4	340	42	6		
3403	10	10000	0	10.0	10.2	0.0 + 0.0	(0.4)	55 (0.0)	0	0.4	34	42	6		
3404	10	10000	0	10.0	21.6	0.1 + 0.0	(0.9)	81 (0.0)	0	0.9	34	14	26		

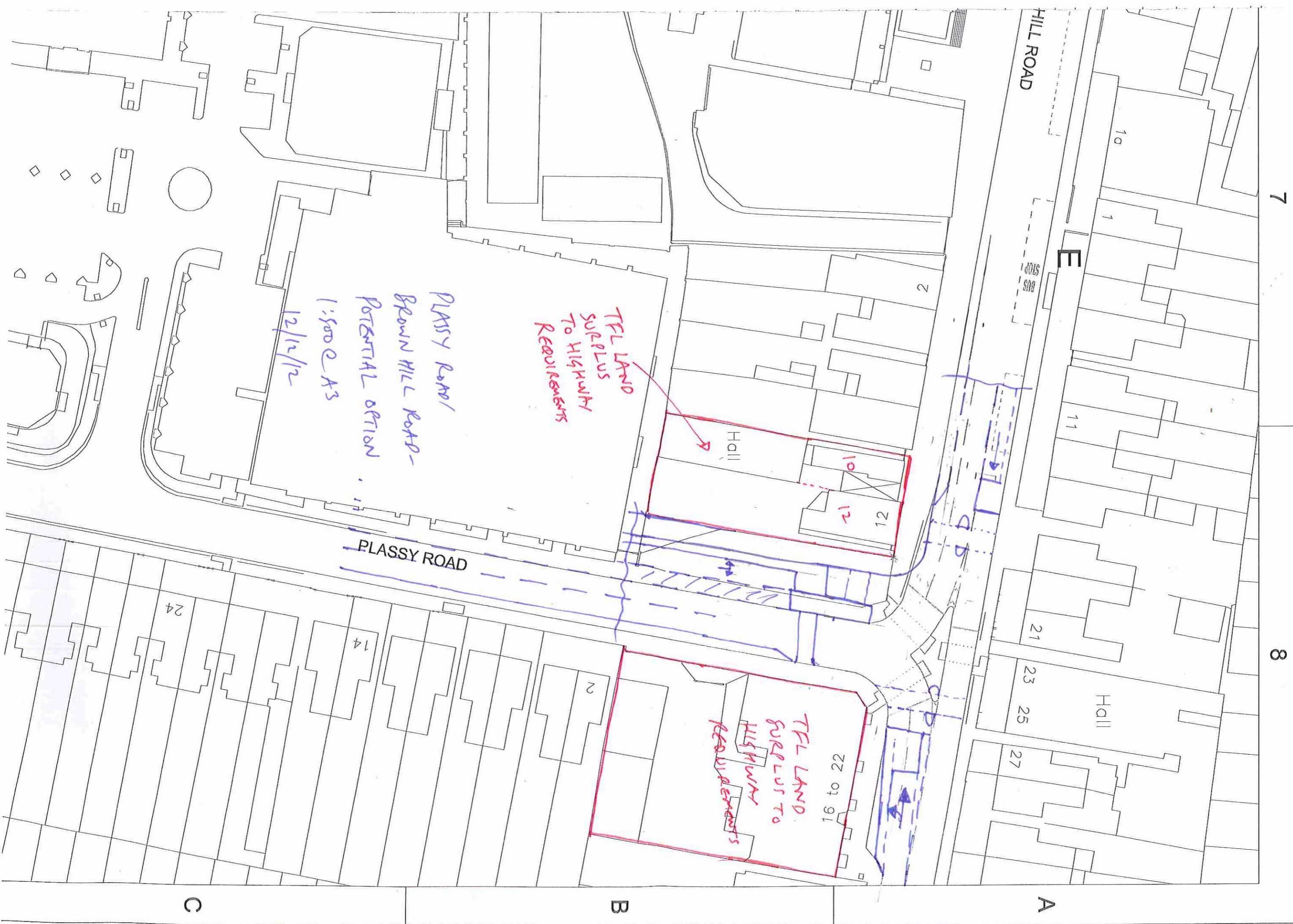
*** f - average saturation flow for flared link ***

TOTAL DISTANCE TRAVELED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN SPEED (KM/H)	CRUISE LITRES PER HOUR (PCU-H/H)	DELAY LITRES PER HOUR (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (\$/H)	TOTAL COST OF<br
---	-------------------------------------	-------------------------	--	---------------------------------------	--	------------------------

PROGRAM TRANSYT FINISHED



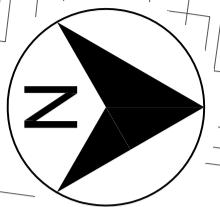
Appendix B: Brownhill Road/Passy Road junction options





Appendix C: Preferred Option Layout





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LONDON BOROUGH OF LEWISHAM

PROJECT

CATFORD TOWN CENTRE STUDY

TITLE

CATFORD TOWN CENTRE LAYOUT

APPROVED

DRAWING CHECK

REVIEWED

APPROVED

REV

</



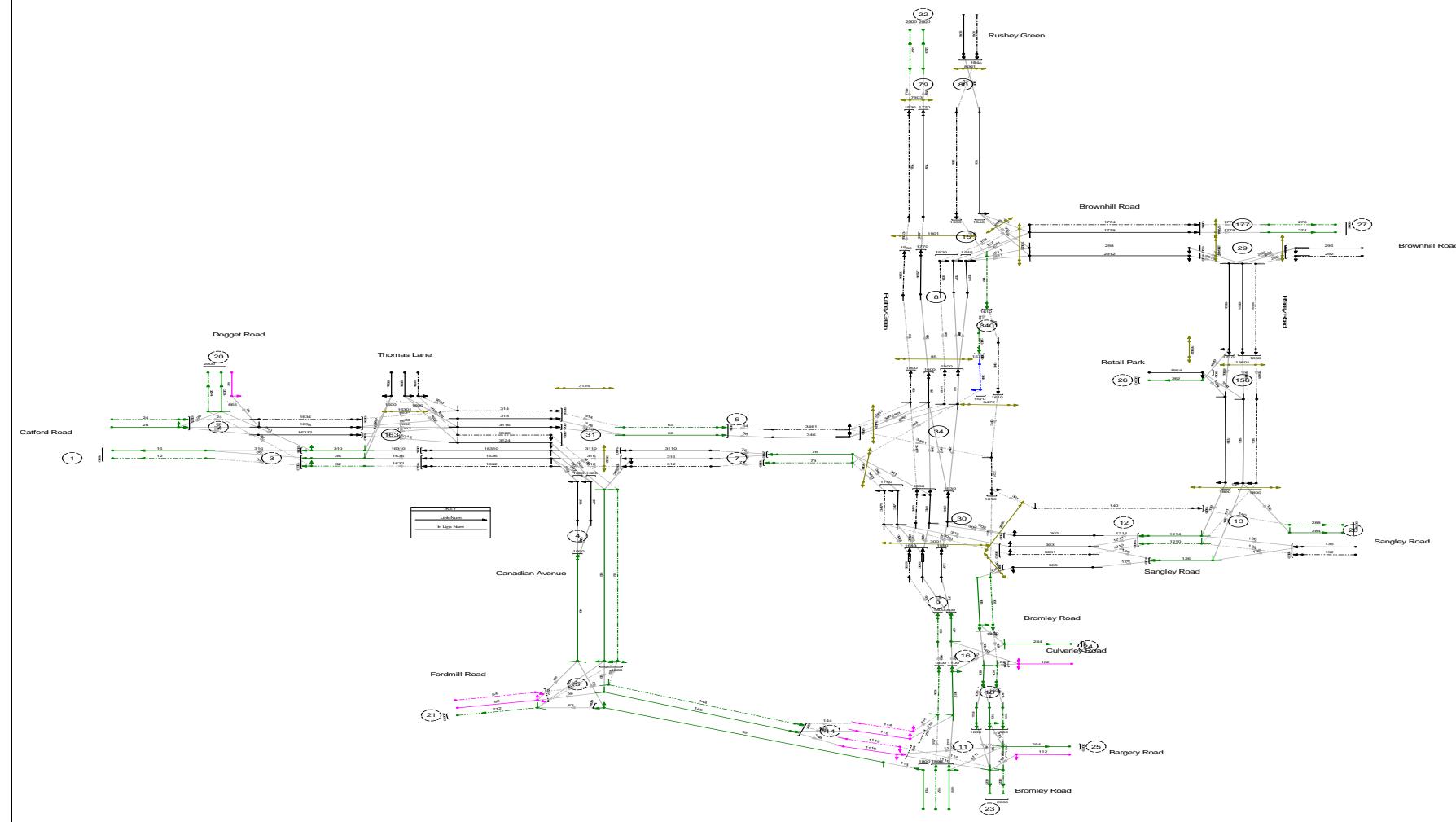
Appendix D: Proposed TRANSYT Results

SINCLAIR KNIGHT MERZ

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Preferred Option Proposed Results (Excluding Thomas Lane Option)

Network Diagram



PRT File AM 2007 base flow

1 _____ T R A N S Y T 12 _____

Traffic Network Study Tool

Analysis Program Release 6 (February 2007)
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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:- "LONG TERM PMV3.DAT" at 10:33 on 20130111

TRANSYT 12.0

NUMBER OF NODES	=	1
NUMBER OF LINKS	=	14
NUMBER OF OPTIMISED NODES	=	
MAXIMUM NUMBER OF GRAPHIC PLOTS	=	1
NUMBER OF STEPS IN CYCLE	=	6
MAXIMUM NUMBER OF SHARED STOPLINES	=	
MAXIMUM NUMBER OF TIMING POINTS	=	

CORE REQUESTED = 26035 WORDS
CORE AVAILABLE = 73000 WORDS

DATA INBUT :-

```

CARD   CARD
NO.    TYPE
( 1) = TITLE:- Catford Gyroratory 2007 PM Calibrated Base
CARD   CARD   CYCLE NO. OF TIME EFFECTIVE-GREEN EQUISAT 0-UNEQUAL FLOW CRUISE-SPEEDS OPTIMISE EXTRA HILL-
NO.    TYPE   TIME STEPS PERIOD DISPLACEMENTS SETTINGS CYCLE SCALE SCALE CARD32 0-NONE COPIES CLIMB VALUE
          PER 1-1200 START END 0=NO 1=EQUAL 10-200 50-200 0=TIMES 1=O/SET FINAL OUTPUT P PER
          (SEC) CYCLE MINS. (SEC) (SEC) 1=YES CYCLE % % % 1=SPEEDS 2=FULL OUTPUT I=FULL PCU-H 100
          2) = 1      64     64    60     2     3      0     1    100    100      0      0      0      0      1420    260
CARD   CARD
NO.    TYPE
          LIST OF NODES TO BE OPTIMISED

```

CARD NO.	CARD TYPE	NODE NO.	NODE CARDS:			MINIMUM	STAGE	TIMES	(WORKING)		
			S1	S2	S3				S4	S5	S6
41)=	10	8		7	6						
42)=	10	13		7	7						
43)=	10	15		3	7	7					
44)=	10	29		7	7						
45)=	10	30		6	0	0	0	0			
46)=	10	31		4	7	7					
47)=	10	34		7	6						
48)=	10	79		4	5						
49)=	10	80		7	5						
50)=	10	156		7	6	5					
51)=	10	163		7	7						
52)=	10	177		7	0						

NODE CARDS: PRECEDING INTERSTAGE TIMES (WORKING)												
CARD NO.	CARD TYPE	NODE NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
53)=	11	8	14	5								
54)=	11	13	13	5								
55)=	11	15	9	10	13							
56)=	11	29	8	8								
57)=	11	30	16	8	5	14						
58)=	11	31	5	16	4							
59)=	11	34	12	13								
60)=	11	79	7	4								
61)=	11	80	7	4								
62)=	11	156	9	6	6							
63)=	11	163	5	12								
64)=	11	177	6	0								

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
65)=	12	8	1	28	17								
66)=	12	13	1	20	5								
67)=	12	15	1	8	23	43							
68)=	12	29	1	20	51								
69)=	12	30	1	27	51	59	0						
70)=	12	31	1	27	57	16							
71)=	12	34	1	8	50								
72)=	12	79	1	27	18								
73)=	12	80	1	57	48								
74)=	12	156	1	37	14	26							
75)=	12	163	1	23	63								
76)=	12	177	1	57	18								

LINK CARDS: GIVEWAY DATA													
CARD NO.	CARD TYPE	LINK NO.	LINK1 NO.	LINK2 NO.	ONLY %	A1 FLOW	X100	A2 X100	LINK LENGTH	STOP WT.X100	MAX FLOW	DELAY WT.X100	DISPSN X100
77)=	30	21	28	310	80	19	17	0	0	200	0	665	0
78)=	30	54	0	0	0	0	0	0	0	500	0	722	0
79)=	30	58	52	55	65	22	19	0	0	200	0	722	0
80)=	30	112	115	1111	100	20	17	0	0	200	0	767	0
81)=	30	114	0	0	0	0	0	0	0	50	0	775	0
82)=	30	118	1111	0	100	16	0	0	0	50	0	775	0
83)=	30	162	165	167	16	23	20	0	0	200	0	754	0
84)=	30	344	342	341	0	33	33	0	0	25	0	1000	0
85)=	30	1112	0	0	0	0	0	0	0	155	0	724	0
86)=	30	1116	1111	119	0	18	16	0	0	50	0	724	0

LINK CARDS: FIXED DATA													
CARD NO.	CARD TYPE	LINK NO.	EXIT NODE	FIRST STAGE	GREEN END	SECOND STAGE	GREEN END	LINK LENGTH	STOP WT.X100	SAT FLOW	DELAY WT.X100	DISPSN X100	
87)=	31	12	0	0	0	0	0	95	0	0	0	0	
88)=	31	16	0	0	0	0	0	95	0	1540	0	0	
89)=	31	24	0	0	0	0	0	60	0	0	0	0	
90)=	31	28	0	0	0	0	0	60	0	1250	0	0	
91)=	31	32	0	0	0	0	0	45	0	0	0	0	
92)=	31	36	0	0	0	0	0	45	0	1600	0	0	
93)=	31	43	0	0	0	0	0	445	0	1000	0	0	
94)=	31	51	0	0	0	0	0	505	0	0	0	0	
95)=	31	52	0	0	0	0	0	165	0	1800	0	0	
96)=	31	55	0	0	0	0	0	505	0	1800	0	0	
97)=	31	64	0	0	0	0	0	95	0	0	0	0	
98)=	31	68	0	0	0	0	0	95	0	1500	0	0	
99)=	31	73	0	0	0	0	0	75	0	1800	0	0	
100)=	31	76	0	0	0	0	0	75	0	2100	0	0	
101)=	31	81	8	1	14	2	0	85	0	1900	0	0	
102)=	31	82	8	1	14	2	0	85	0	1900	0	0	
103)=	31	83	8	1	14	2	0	85	0	1800	0	0	
104)=	31	84	0	0	0	0	0	105	0	1610	0	0	
105)=	31	85	8	2	5	1	0	10	0	10000	0	0	
106)=	31	93	0	0	0	0	0	85	0	1800	0	0	
107)=	31	97	0	0	0	0	0	85	0	800	0	0	
108)=	31	101	0	0	0	0	0	255	0	0	0	0	
109)=	31	105	0	0	0	0	0	255	0	1800	0	0	
110)=	31	111	0	0	0	0	0	125	0	0	0	0	
111)=	31	113	0	0	0	0	0	200	0	1800	0	0	
112)=	31	115	0	0	0	0	0	125	0	1800	0	0	
113)=	31	117	0	0	0	0	0	200	0	0	0	0	
114)=	31	119	0	0	0	0	0	125	0	1800	0	0	
115)=	31	126	0	0	0	0	0	65	0	1400	0	0	
116)=	31	131	0	0	0	0	0	130	0	0	0	0	
117)=	31	132	0	0	0	0	0	200	0	0	0	0	
118)=	31	135	13	1	13	2	0	110	0	1800	0	0	
119)=	31	136	13	2	5	1	0	200	0	1800	0	0	
120)=	31	139	13	1	13	2	0	110	0	1800	0	0	
121)=	31	140	13	2	5	1	0	120	0	1800	0	0	
122)=	31	141	13	2	5	1	0	10	0	10000	0	0	
123)=	31	144	0	0	0	0	0	105	0	0	0	0	
124)=	31	148	0	0	0	0	0	105	0	750	0	0	
125)=	31	151	15	1	9	3	8	0	0	170	0	1540	0
126)=	31	153	0	0	0	0	0	35	0	0	0	0	
127)=	31	155	15	2	10	3	0	175	0	1530	0	0	
128)=	31	157	15	3	13	1	2	0	0	45	0	1520	0
129)=	31	161	0	0	0	0	0	135	0	0	0	0	
130)=	31	163	0	0	0	0	0	365	0	1800	0	0	
131)=	31	165	0	0	0	0	0	115	0	1800	0	0	
132)=	31	167	0	0	0	0	0	365	0	1100	0	0	
133)=	31	203	0	0	0	0	0	50	0	2000	0	0	
134)=	31	204	0	0	0	0	0	50	0	0	0	0	
135)=	31	212	0	0	0	0	0	50	0	2000	0	0	
136)=	31	223	0	0	0	0	0	50	0	2000	0	0	
137)=	31	227	0	0	0	0	0	50	0	2000	0	0	
138)=	31	231	0	0	0	0	0	50	0	2000	0	0	
139)=	31	232	0	0	0	0	0	50	0	0	0	0	
140)=	31	244	0	0	0	0	0	50	0	2000	0	0	
141)=	31	254	0	0	0	0	0	50	0	2000	0	0	
142)=	31	262	0	0	0	0	0	50	0	2000	0	0	
143)=	31	274	0	0	0	0	0	50	0	2000	0	0	
144)=	31	278	0	0	0	0	0	50	0	0	0	0	
145)=	31	284	0	0	0	0	0	50	0	2000	0	0	
146)=	31	288	0	0	0	0	0	50	0	0	0	0	
147)=	31	292	0	0	0	0	0	200	0	0	0	0	
148)=	31	296	29	2	8	1	3	0	0	200	0	1480	0
149)=	31	298	29	1	8	2	3	0	0	140	0	1720	0
150)=	31	301	30	1	16	2	0	0	0	70	0	1610	0
151)=	31	302	30	4	14	1	10	0	0	85	0	1600	0
152)=	31	303	30	4	14	1	10	0	0	85	0	1640	0
153)=	31	305	30	2	8	1	10	0	0	85	0	1510	0
154)=	31	306	30	1	16	3	0	0	0	35	0	1640	0
155)=	31	307	30	1	16	3	0	0	0	35	0	1590	0
156)=	31	310	0	0	0	0	0	0	0	45	0	1500	0
157)=	31	312	0	0	0	0	0	0	0	55	0	0	0

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 198)= 31 2904 29 2 8 1 0 0 0 0 0 0 0 10 0 10000 0 0
 199)= 31 2912 29 1 8 2 3 0 0 0 0 0 0 140 0 1400 0 0
 200)= 31 3001 30 3 5 1 0 0 0 0 0 0 0 10 0 10000 0 0
 201)= 31 3002 30 2 8 4 0 0 0 0 0 0 0 10 0 10000 0 0
 202)= 31 3003 30 1 15 2 0 0 0 0 0 0 0 10 0 10000 0 0
 203)= 31 3031 0 0 0 0 0 0 0 0 0 0 0 60 0 0 0 0
 204)= 31 3061 0 0 0 0 0 0 0 0 0 0 0 40 0 0 0 0
 205)= 31 3102 31 2 16 3 0 0 0 0 0 0 0 10 0 10000 0 0
 206)= 31 3110 31 1 5 2 9 0 0 0 0 0 0 55 0 1460 0 0
 207)= 31 3116 31 1 2 2 0 0 0 0 0 0 0 80 0 1700 0 0
 208)= 31 3120 0 0 0 0 0 0 0 0 0 0 0 80 0 0 0 0
 209)= 31 3124 31 2 14 1 0 0 0 0 0 0 0 60 0 1650 0 0
 210)= 31 3125 31 3 4 1 0 0 0 0 0 0 0 0 0 10000 0 0
 211)= 31 3403 34 1 12 2 0 0 0 0 0 0 0 10 0 10000 0 0
 212)= 31 3404 34 2 13 1 0 0 0 0 0 0 0 10 0 10000 0 0
 213)= 31 3411 0 0 0 0 0 0 0 0 0 0 0 30 0 0 0 0
 214)= 31 3461 0 0 0 0 0 0 0 0 0 0 0 45 0 0 0 0
 215)= 31 3471 0 0 0 0 0 0 0 0 0 0 0 30 0 0 0 0
 216)= 31 3472 34 2 5 1 0 0 0 0 0 0 0 10 0 10000 0 0
 217)= 31 7903 79 2 4 1 0 0 0 0 0 0 0 10 0 10000 0 0
 218)= 31 8001 80 2 4 1 0 0 0 0 0 0 0 10 0 10000 0 0
 219)= 31 15601 156 2 6 1 0 0 0 0 0 0 0 10 0 10000 0 0
 220)= 31 15602 156 3 6 1 0 0 0 0 0 0 0 0 10 0 10000 0 0
 221)= 31 16301 163 1 5 2 0 0 0 0 0 0 0 10 0 10000 0 0
 222)= 31 16310 163 1 5 2 5 0 0 0 0 0 0 60 0 1530 0 0
 223)= 31 16312 163 1 5 2 0 0 0 0 0 0 0 60 0 1340 0 0
 224)= 31 17704 177 2 0 1 0 0 0 0 0 0 0 10 0 10000 0 0

CARD NO.	CARD TYPE	LINK NO.	TOTAL FLOW	UNIFORM FLOW	ENTRY 1			ENTRY 2			ENTRY 3			ENTRY 4		
					LINK NO.	CRUISE FLOW	LINK TIME	LINK NO.	CRUISE FLOW	LINK TIME	LINK NO.	CRUISE FLOW	LINK TIME	LINK NO.	CRUISE FLOW	LINK TIME
225)= 32 12 70 0 32 70 4023 0 0 0 0 0 0 0 0 0 0 0																
226)= 32 16 1377 0 36 676 7 310 701 7 0 0 0 0 0 0 0 0																
227)= 32 21 16 0 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0																
228)= 32 24 80 0 0 0 0 4013 0 0 0 0 0 0 0 0 0 0																
229)= 32 28 1060 0 0 0 0 5 0 0 0 0 0 0 0 0 0 0 0																
230)= 32 32 110 0 1632 110 4000 0 0 0 0 0 0 0 0 0 0 0																
231)= 32 36 676 0 1636 650 3 1639 26 5 0 0 0 0 0 0 0 0																
232)= 32 43 343 0 52 260 47 58 83 48 0 0 0 0 0 0 0 0																
233)= 32 51 15 0 3120 10 4042 0 0 0 0 0 0 0 0 0 0																
234)= 32 52 281 0 113 278 20 0 0 0 0 0 0 0 0 0 0 0																
235)= 32 54 10 0 0 4000 0 0 0 0 0 0 0 0 0 0 0 0																
236)= 32 55 467 0 316 26 54 3124 412 54 0 0 0 0 0 0 0																
237)= 32 58 158 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0																
238)= 32 64 98 0 314 98 4000 0 0 0 0 0 0 0 0 0 0																
239)= 32 68 725 0 318 124 9 3116 601 9 0 0 0 0 0 0																
240)= 32 73 110 0 344 22 4041 3471 88 4000 0 0 0 0 0 0																
241)= 32 76 918 0 341 431 6 347 595 6 0 0 0 0 0 0																
242)= 32 81 636 0 342 106 5 346 530 5 0 0 0 0 0 0																
243)= 32 82 764 0 341 259 5 342 305 5 346 200 5 0 0																
244)= 32 83 76 0 3411 54 4007 3461 22 4000 0 0 0 0 0																
245)= 32 84 76 0 155 76 4007 0 0 0 0 0 0 0 0 0 0																
246)= 32 85 10 0 0 4 0 0 0 0 0 0 0 0 0 0 0 0																
247)= 32 93 92 0 163 92 4028 0 0 0 0 0 0 0 0 0 0																
248)= 32 97 699 0 162 39 8 167 642 7 0 0 0 0 0 0																
249)= 32 101 80 0 161 80 4000 0 0 0 0 0 0 0 0 0 0																
250)= 32 105 586 0 162 21 18 165 565 17 0 0 0 0 0 0																
251)= 32 111 80 0 101 126 4000 0 0 0 0 0 0 0 0 0 0																
252)= 32 112 20 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0																
253)= 32 113 278 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0																
254)= 32 114 10 0 144 10 4000 0 0 0 0 0 0 0 0 0 0																
255)= 32 115 365 0 105 365 8 0 0 0 0 0 0 0 0 0 0																
256)= 32 117 76 0 0 0 4000 0 0 0 0 0 0 0 0 0 0																
257)= 32 118 62 0 148 62 5 0 0 0 0 0 0 0 0 0 0																
258)= 32 119 227 0 105 227 8 0 0 0 0 0 0 0 0 0 0																
259)= 32 126 734 0 135 602 6 136 94 6 0 0 0 0 0 0																
260)= 32 131 10 0 1561 10 4000 0 0 0 0 0 0 0 0 0																
261)= 32 132 40 0 0 4000 0 0 0 0 0 0 0 0 0 0																
262)= 32 135 831 0 1564 57 12 1565 774 11 0 0 0 0																
263)= 32 136 205 0 0 18 0 0 0 0 0 0 0 0 0 0																
264)= 32 139 764 0 1564 139 12 1569 625 11 0 0 0 0																
265)= 32 140 40 0 301 40 4000 0 0 0 0 0 0 0 0 0																
266)= 32 141 10 0 0 4 0 0 0 0 0 0 0 0 0 0																
267)= 32 144 15 0 51 10 4000 54 10 4000 0 0 0 0																
268)= 32 148 419 0 55 344 11 58 75 12 0 0 0 0																
269)= 32 151 711 0 805 711 16 0 0 0 0 0 0 0 0																
270)= 32 153 10 0 811 10 4000 0 0 0 0 0 0 0 0																
271)= 32 155 76 0 801 76 4000 0 0 0 0 0 0 0 0																
272)= 32 157 372 0 81 320 4 0 0 0 0 0 0 0 0																
273)= 32 161 80 0 301 80 4033 0 0 0 0 0 0 0 0																
274)= 32 162 60 0 0 18 0 0 0 0 0 0 0 0 0 0																
275)= 32 163 92 0 114 10 4000 117 76 4000 0 0 0 0																

276) = 32 165 579 0 305 469 10 0 0 0 0 0 0 0 0 0 0 0 0 0
 277) = 32 167 666 0 118 62 32 1111 604 30 0 0 0 0 0 0 0 0 0 0
 278) = 32 203 250 0 28 103 5 310 147 5 0 0 0 0 0 0 0 0 0 0
 279) = 32 204 24 0 32 40 4000 0 0 0 0 0 0 0 0 0 0 0 0 0
 280) = 32 212 154 0 51 10 4000 52 21 5 55 123 5 0 0 0 0 0
 281) = 32 223 872 0 797 872 5 0 0 0 0 0 0 0 0 0 0 0 0
 282) = 32 227 76 0 793 76 4036 0 0 0 0 0 0 0 0 0 0 0 0
 283) = 32 231 900 0 112 20 5 115 362 5 119 227 5 1116 291 5
 284) = 32 232 90 0 111 80 4000 1112 10 4000 0 0 0 0 0 0 0 0 0
 285) = 32 244 50 0 165 14 5 167 36 5 0 0 0 0 0 0 0 0 0 0
 286) = 32 254 82 0 115 10 5 1111 10 5 1116 62 5 0 0 0 0 0
 287) = 32 262 151 0 1569 151 5 0 0 0 0 0 0 0 0 0 0 0 0 0
 288) = 32 274 544 0 1778 544 5 0 0 0 0 0 0 0 0 0 0 0 0 0
 289) = 32 278 10 0 1774 10 4000 0 0 0 0 0 0 0 0 0 0 0 0
 290) = 32 284 228 0 135 228 5 0 0 0 0 0 0 0 0 0 0 0 0 0
 291) = 32 288 40 0 140 40 4000 0 0 0 0 0 0 0 0 0 0 0 0
 292) = 32 292 10 0 0 4000 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 293) = 32 296 689 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0
 294) = 32 298 505 0 151 427 12 1511 68 14 0 0 0 0 0 0 0 0 0
 295) = 32 301 120 0 343 54 4040 3461 66 4000 0 0 0 0 0 0 0 0 0
 296) = 32 302 523 0 1214 523 7 0 0 0 0 0 0 0 0 0 0 0 0 0
 297) = 32 303 474 0 126 265 7 1214 209 7 0 0 0 0 0 0 0 0 0
 298) = 32 305 469 0 126 469 8 0 0 0 0 0 0 0 0 0 0 0 0 0
 299) = 32 306 410 0 97 410 3 0 0 0 0 0 0 0 0 0 0 0 0 0
 300) = 32 307 289 0 97 289 3 0 0 0 0 0 0 0 0 0 0 0 0 0
 301) = 32 310 848 0 1639 250 4 16310 598 3 0 0 0 0 0 0 0 0 0
 302) = 32 312 110 0 73 105 4000 0 0 0 0 0 0 0 0 0 0 0 0
 303) = 32 313 182 0 43 182 4 0 0 0 0 0 0 0 0 0 0 0 0 0
 304) = 32 314 98 0 1631 18 4000 1634 80 4000 0 0 0 0 0 0 0 0
 305) = 32 316 438 0 76 438 4 0 0 0 0 0 0 0 0 0 0 0 0 0
 306) = 32 317 178 0 43 178 4 0 0 0 0 0 0 0 0 0 0 0 0 0
 307) = 32 318 124 0 1638 124 8 0 0 0 0 0 0 0 0 0 0 0 0 0
 308) = 32 340 22 0 84 22 4000 0 0 0 0 0 0 0 0 0 0 0 0 0
 309) = 32 341 690 0 302 401 6 306 289 3 0 0 0 0 0 0 0 0 0
 310) = 32 342 411 0 302 122 6 307 289 3 0 0 0 0 0 0 0 0 0
 311) = 32 343 54 0 84 54 4000 0 0 0 0 0 0 0 0 0 0 0 0 0
 312) = 32 344 22 0 340 22 4000 0 0 0 0 0 0 0 0 0 0 0 0 0
 313) = 32 346 763 0 68 763 5 0 0 0 0 0 0 0 0 0 0 0 0 0
 314) = 32 347 595 0 303 474 6 306 121 3 0 0 0 0 0 0 0 0 0
 315) = 32 793 76 0 1653 76 4036 0 0 0 0 0 0 0 0 0 0 0 0 0
 316) = 32 797 854 0 1657 854 14 0 0 0 0 0 0 0 0 0 0 0 0 0
 317) = 32 801 76 0 0 0 4000 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 318) = 32 805 711 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 319) = 32 811 10 0 3461 10 4000 0 0 0 0 0 0 0 0 0 0 0 0 0
 320) = 32 1111 614 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 321) = 32 1112 10 0 144 10 4000 0 0 0 0 0 0 0 0 0 0 0 0 0
 322) = 32 1116 353 0 148 353 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 323) = 32 1210 50 0 131 10 4000 132 40 4000 0 0 0 0 0 0 0 0 0
 324) = 32 1214 737 0 136 111 5 139 764 5 0 0 0 0 0 0 0 0 0 0
 325) = 32 1501 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 326) = 32 1502 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 327) = 32 1505 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 328) = 32 1511 356 0 81 256 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 329) = 32 1561 10 0 292 10 4011 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 330) = 32 1564 197 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 331) = 32 1565 774 0 296 300 10 298 505 10 0 0 0 0 0 0 0 0 0 0
 332) = 32 1569 776 0 296 389 10 2912 417 10 0 0 0 0 0 0 0 0 0 0
 333) = 32 1631 24 0 0 0 4000 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 334) = 32 1632 110 0 312 110 4000 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 335) = 32 1634 80 0 24 80 4011 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 336) = 32 1635 203 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 337) = 32 1636 650 0 313 182 6 316 412 5 317 40 6 0 0 0 0 0 0 0
 338) = 32 1638 616 0 21 16 5 28 600 5 0 0 0 0 0 0 0 0 0 0 0 0
 339) = 32 1639 276 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 340) = 32 1653 76 0 83 76 4000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 341) = 32 1657 854 0 82 764 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 342) = 32 1774 10 0 153 10 4002 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 343) = 32 1778 544 0 151 32 12 157 372 15 1511 130 15 0 0 0 0 0 0
 344) = 32 2902 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 345) = 32 2904 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 346) = 32 2912 417 0 151 249 12 1511 158 14 0 0 0 0 0 0 0 0 0 0
 347) = 32 3001 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 348) = 32 3002 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 349) = 32 3003 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 350) = 32 3031 50 0 1210 50 4000 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 351) = 32 3061 92 0 93 92 4000 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 352) = 32 3102 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 353) = 32 3110 440 0 76 440 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 354) = 32 3116 601 0 1635 71 9 1638 470 8 16312 60 8 0 0 0 0 0 0
 355) = 32 3120 10 0 1631 10 4000 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 356) = 32 3124 412 0 1635 130 6 16312 282 5 0 0 0 0 0 0 0 0 0 0
 357) = 32 3125 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 *** DISTANCE = 0 BUT CRUISE TIME > 0 ON THIS LINK.DISTANCE SET= 120 BASED ON TIME GIVEN AND DEFAULT SPEED OF 43 KM/H
 358) = 32 3403 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 359) = 32 3404 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 360) = 32 3411 54 0 3061 54 4000 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 361) = 32 3461 98 0 64 98 4000 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 362) = 32 3471 88 0 3031 50 4000 3061 38 4000 0 0 0 0 0 0 0 0 0
 363) = 32 3472 10 0 0 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 364) = 32 7903 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 365) = 32 8001 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 366) = 32 15601 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 367) = 32 15602 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 *** DISTANCE = 0 BUT CRUISE TIME > 0 ON THIS LINK.DISTANCE SET= 120 BASED ON TIME GIVEN AND DEFAULT SPEED OF 43 KM/H
 368) = 32 16301 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 369) = 32 16310 598 0 317 138 6 3110 440 5 0 0 0 0 0 0 0 0 0 0
 370) = 32 16312 357 0 28 357 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 371) = 32 17704 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

LINK CARDS : FLARE SATURATION FLOW DATA
 . . LANE 1 . . LANE 2 . . LANE 3 .
 CARD LINK SAT. CAPAC SAT. CAPAC SAT. CAPAC
 TYPE NO. FLOW VEH. FLOW VEH. FLOW VEH.
 372) = 33 296 1410 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 373) = 33 306 1640 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 374) = 33 346 1750 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 GRAPH PLOT CARDS
 CARD CARD LINK LINK LINK LINK LINK
 NO. TYPE NO. NO. NO. NO. NO. NO.
 375) = 35 347 341 82 342 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 376) = 35 82 81 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 LINK DATA: QUEUE CONSTRAINTS
 CARD CARD LINK LIMIT QUEUE LINK LIMIT QUEUE LINK LIMIT QUEUE
 NO. TYPE NO. WEIGHT NO. NO. WEIGHT NO. NO. WEIGHT NO. NO. WEIGHT
 377) = 38 81 5 10000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 378) = 38 82 5 10000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 379) = 38 301 1 5000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 380) = 38 341 1 10000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 381) = 38 342 1 10000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 382) = 38 347 1 10000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

USER-DEFINED ROUTES

CARD NO.	CARD TYPE	ROUTE NUMBER	ROUTE DESCRIPTION
383)=	41	1	RT turn
384)=	41	2	Ahead
385)=	41	3	n/b
386)=	42	1	303 347
387)=	42	2	306 347
388)=	42	3	341 82

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

64 SECOND CYCLE 64 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
8	2	28	17								
13	2	20	5								
15	3	8	23	43							
29	2	20	51								
30	4	27	51	59	0						
31	3	27	57	16							
34	2	8	50								
79	2	27	18								
80	2	57	48								
156	3	37	14	26							
163	2	23	63								
177	2	57	18								

LINK NUMBER	FLOW INTO	SAT FLOW	DEGREE OF	MEAN TIMES PER PCU	-----DELAY-----			----STOPs----		---QUEUE---		PERFORMANCE INDEX.	EXIT NODE	GREEN TIMES START	START END				
					UNIFORM RANDOM+ COST			MEAN COST		MEAN									
					LINK	SAT	OVERSAT OF	STOPS /PCU	STOPS OF	MAX. AVERAGE	WEIGHTED SUM								
(PCU/H)	(PCU/H)	(%)	(SEC)	(SEC)	DELAY	(U+R+O-MEAN Q)	DELAY	(PCU-H/H)	(S/H)	(%)	(\$/H)	(PCU)	(PCU)	(\$/H)	1ST 2ND (SECONDS)				
12BL	70	16L	94	42.2	20.8	0.1 + 0.3	(-5.7)	75	(1.2)	28	+	6.9							
16	1376	1540S	94	7.0	22.1	2.0 +	6.4	(120.0)	88	(38.8)	28	+	158.7						
21	16	665	4	18.0	4.7	0.0 +	0.0	(0.3)	0	(0.0)	0		0.3						
24BL	80	28L	91	29.0	15.1	0.0 +	0.3	(4.8)	22	(0.0)	5		4.8						
28	1060	1250S	91	5.0	15.1	0.0 +	4.4	(63.0)	22	(6.1)	5		69.0						
32BL	110	36L	49	4.0	2.3	0.0 +	0.1	(1.0)	5	(0.1)	5		1.1						
36	676	1600S	49	3.1	2.3	0.0 +	0.4	(6.1)	6	(1.6)	5		7.6						
43	343	1000	34	47.2	2.7	0.0 +	0.3	(3.7)	4	(0.2)	0		3.9						
51BL	15	55L	27	98.1	1.4	0.0 +	0.0	(0.1)	2	(0.0)	0		0.1						
52	281	1800	16	20.0	1.2	0.0 +	0.1	(1.3)	2	(0.1)	0		1.4						
54BL	10	58L	27	45.0	3.9	0.0 +	0.0	(0.2)	0	(0.0)	0		0.2						
55	466	1800S	27	54.0	1.4	0.0 +	0.2	(2.5)	2	(0.2)	0		2.7						
58	158	722S	27	18.0	3.9	0.0 +	0.2	(2.5)	0	(0.0)	0		2.5						
64BL	98	68L	55	8.6	4.7	0.1 +	0.1	(1.8)	44	(1.0)	14	+	2.8						
68	725	1500S	55	9.0	5.1	0.5 +	0.5	(14.6)	54	(7.4)	14	+	22.0						
73BL	110	1800	6	17.1	1.1	0.0 +	0.0	(0.5)	2	(0.0)	0		0.5						
76	917	2100	44	6.0	1.7	0.0 +	0.4	(6.0)	8	(2.0)	7		8.0						
81	635	1900S	54	5.0	7.4	0.7 +	0.6	(18.5)	41	(13.5)	8	(0.2)*	55.0	8	42 17				
82	765	1900	64	5.0	11.2	1.5 +	0.9	(33.7)	66	(26.2)	11	(1.0)*	159.0	8	42 17				
83BL	76	1800	7	20.2	4.2	0.1 +	0.0	(1.2)	18	(0.3)	0		1.5	8	42 17				
84BL	76	1610	5	27.0	1.2	0.0 +	0.0	(0.4)	2	(0.0)	0		0.4						
85	10	10000	1	4.0	27.5	0.1 +	0.0	(1.1)	91	(0.0)	0		1.1	8	22 28				
93BL	92	1800	5	46.3	1.1	0.0 +	0.0	(0.4)	2	(0.0)	0		0.4						
97	699	800	87	7.1	16.8	0.0 +	3.3	(46.4)	25	(3.5)	3		49.9						
101BL	80	105L	37	22.9	1.6	0.0 +	0.0	(0.5)	2	(0.0)	0		0.5						
105	585	1800S	37	17.0	1.6	0.0 +	0.3	(3.7)	2	(0.5)	0		4.2						
111BL	80	115L	25	11.3	1.3	0.0 +	0.0	(0.4)	2	(0.0)	0		0.5						
112	20	767	3	18.0	2.7	0.0 +	0.0	(0.2)	0	(0.0)	0		0.2						
113	278	1800	15	18.0	1.2	0.0 +	0.1	(1.3)	2	(0.1)	0		1.4						
114BL	10	118L	9	4.5	2.6	0.0 +	0.0	(0.1)	0	(0.0)	0		0.1						
115	364	1800S	25	8.0	1.3	0.0 +	0.1	(1.9)	2	(0.3)	0		2.2						
117BL	76	1111L	38	18.0	1.6	0.0 +	0.0	(0.5)	3	(0.0)	0		0.5						
118	62	775S	9	5.0	2.6	0.0 +	0.0	(0.6)	0	(0.0)	0		0.6						
119	227	1800	13	8.0	1.1	0.0 +	0.1	(1.0)	2	(0.2)	0		1.2						
126	733	1400	52	6.0	2.7	0.0 +	0.5	(7.8)	4	(0.6)	1		8.4						
131BL	10	135L	81	11.7	9.9	0.0 +	0.0	(0.4)	18	(0.0)	8		0.4	13	33 5				

64 SECOND CYCLE 64 STEPS

LINK NUMBER	FLOW INTO	SAT FLOW	DEGREE OF	MEAN TIMES PER PCU	-----DELAY-----			----STOPs----		---QUEUE---		PERFORMANCE INDEX.	EXIT NODE	GREEN TIMES START	START END				
					UNIFORM RANDOM+ COST			MEAN COST		MEAN									
					LINK	SAT	OVERSAT OF	STOPS /PCU	STOPS OF	MAX. AVERAGE	WEIGHTED SUM								
(PCU/H)	(PCU/H)	(%)	(SEC)	(SEC)	DELAY	(U+R+O-MEAN Q)	DELAY	(PCU-H/H)	(S/H)	(%)	(\$/H)	(PCU)	(PCU)	(\$/H)	1ST 2ND (SECONDS)				
132BL	40	136L	79	18.0	51.9	0.3 + 0.3	(-8.2)	128	(1.1)	6		9.3	13	10 20					
135	830	1800S	81	11.1	16.5	1.8 +	2.0	(54.0)	54	(6.4)	8		60.4	13	33 5				
136	205	1800S	79	18.0	51.9	1.4 +	1.5	(42.0)	128	(5.5)	6		47.5	13	10 20				
139	764	1800	73	11.2	13.6	1.5 +	1.4	(40.9)	57	(6.2)	8		47.0	13	33 5				
140BL	40	1800	13	10.8	25.3	0.2 +	0.1	(4.0)	110	(1.0)	1		5.0	13	10 20				
141	10	10000	1	4.0	23.4	0.1 +	0.0	(0.9)	84	(0.0)	0		0.9	13	10 20				
144BL	15	148L	58	9.4	5.7	0.0 +	0.0	(0.3)	9	(0.0)	2		0.4						
148	418	750S	58	11.2	5.7	0.0 +	0.7	(9.4)	10	(0.7)	2		10.1						
151	711	1540	84	16.0	22.5	1.8 +	2.6	(63.0)	89	(12.8)	13		75.8	15	17 51				
153BL	10	157L	84	3.2	46.8	0.1 +	0.1	(1.8)	100	(0.2)	8	+	2.1	15	56 10				
155BL	76	1530	29	15.8	29.8	0.4 +	0.2	(8.9)	95	(1.6)	1		10.5	15	33 43				
157	371	1520S	84	4.0	49.9	2.7 +	2.5	(73.0)	110	(9.1)	8	+	82.2	15	56 10				
161BL	80	165L	37	55.8	1.6	0.0 +	0.0	(0.5)	3	(0.0)	1		0.5						
162	60	754	12	18.0	4.2	0.0 +	0.1	(1.0)	0	(0.0)	0		1.0						
163BL	92	1800	5	32.9	1.1	0.0 +	0.4	(0.4)	2	(0.0)	0		0.4						
165	577	1800S	37	10.0	1.6	0.0 +	0.3	(3.6)	3	(0.4)	1		4.0						
167	666	1100	61	30.2	4.1	0.0 +	0.8	(10.9)	6	(1.0)	1		11.9						
203	251	2000S	14	5.0	1.0	0.0 +	0.1	(1.0)	2	(0.1)	0		1.1						
204BL	24	203L	14	4.5	1.0	0.0 +	0.0	(0.1)	2	(0.0)	0		0.1						
212BL	154	2000	8	5.0	1.0	0.0 +	0.0	(0.6)	2	(0.1)	0		0.6						
223	874	2000	44	5.0	1.6	0.0 +	0.4	(5.5)	2	(0.4)	0		5.9						
227BL	76	2000	4	50.6	0.9	0.0 +	0.0	(0.3)	1	(0.0)	0		0.3						
231	898	2000S	49	5.0	1.8	0													

292BL	10	296L	73	18.0	19.7	0.0 + 0.0 (0.8)	76 (0.2)	10	0.9	29	59	23
296	689	2100Sf	73	18.0	19.7	2.4 + 1.3 (53.5)	76 (11.1)	10	64.6	29	59	23
298	504	1720	69	12.3	16.4	1.2 + 1.1 (32.7)	53 (6.3)	6	39.0	29	28	54
301BL	120	1610	53	29.1	49.5	1.1 + 0.6 (23.4)	116 (3.1)	3 (0.8)*	66.9	30	43	51
302	523	1600	87	7.0	43.6	3.2 + 3.1 (90.0)	128 (17.2)	12	107.2	30	14	37
303	475	1640S	85	7.0	38.4	2.6 + 2.5 (71.9)	122 (15.0)	12	86.8	30	14	37
305	468	1510	46	8.0	6.7	0.4 + 0.4 (12.4)	42 (3.9)	4	16.4	30	59	37
306	410	2698Sf	70	3.0	28.9	2.3 + 0.9 (46.7)	93 (8.9)	9 +	55.6	30	43	59
307	290	1590	69	3.0	34.6	1.7 + 1.1 (39.6)	103 (7.0)	6 +	46.6	30	43	59
310	848	1500	57	3.3	2.8	0.0 + 0.6 (9.2)	4 (0.8)	1	10.0			
312BL	110	316L	63	4.9	7.7	0.1 + 0.2 (3.4)	25 (0.6)	4	4.0	31	32	2
313	182	1600	81	4.0	64.9	1.3 + 1.9 (46.6)	143 (4.4)	5	51.0	31	9	17
314BL	98	318L	22	7.2	5.6	0.1 + 0.1 (2.2)	28 (0.6)	1	2.8	31	29	4
316	439	1590S	63	4.0	6.3	0.1 + 0.7 (10.9)	22 (3.2)	4	14.1	31	32	2
317	178	1600	79	4.0	62.0	1.3 + 1.8 (43.5)	139 (4.2)	5	47.7	31	9	17
318	124	1500S	22	8.0	4.9	0.1 + 0.1 (2.4)	16 (0.3)	1	2.7	31	29	4
340BL	22	1570	1	3.6	1.2	0.0 + 0.0 (0.1)	2 (0.0)	0	0.1			
341	689	1930S	72	4.7	9.6	0.6 + 1.2 (26.1)	34 (0.9)	5 (1.4)*	170.8	34	20	53
342	412	1930	40	3.9	8.8	0.7 + 0.3 (14.3)	27 (0.5)	2 (0.4)*	52.6	34	20	53
343BL	54	1610	7	2.7	23.3	0.3 + 0.0 (5.0)	99 (1.2)	1	6.2	34	20	50
344BL	22	1570	12	2.3	34.7	0.1 + 0.1 (3.0)	114 (0.6)	0	3.6	34	20	50
346	762	3265Sf	89	5.0	25.9	2.2 + 3.3 (77.9)	109 (11.9)	19 +	89.8	34	61	15
347	596	1750S	74	5.4	8.5	0.2 + 1.2 (20.0)	29 (0.7)	5 (1.0)*	121.3	34	20	53

64 SECOND CYCLE 64 STEPS

LINK NUMBER	LINK	FLOW INTO	SAT FLOW	DEGREE OF CRUISE	MEAN PER CRUISE	TIMES OVERSAT	-----DELAY-----	----STOPS----	---QUEUE---	PERFORMANCE INDEX.	EXIT NODE	GREEN TIMES
		(PCU/H)	(PCU/H)	(%)	(SEC)	(PCU-H/H)	DELAY (U+R+O=MEAN Q)	OF DELAY	/PCU	STOPS OF MAX.	AVERAGE EXCESS OF ()	WEIGHTED SUM VALUES
793BL	76	1530	6	61.4	2.9	0.0 + 0.0 (0.9)	18 (0.3)	0	1.2	79	34	21
797	855	1770	59	14.0	3.5	0.1 + 0.7 (11.7)	9 (1.8)	1	13.6	79	34	21
801BL	76	805L	53	18.0	5.5	0.1 + 0.1 (1.7)	35 (0.6)	6	2.2	80	0	48
805	711	1940S	53	18.0	5.5	0.6 + 0.5 (15.5)	35 (5.3)	6	20.8	80	0	48
811BL	10	81L	54	7.6	9.5	0.0 + 0.0 (0.4)	46 (0.1)	8 +	0.5	8	42	17
1111	614	1800S	38	18.0	1.6	0.0 + 0.3 (3.9)	3 (0.3)	0	4.3			
1112BL	10	1116L	64	13.9	9.0	0.0 + 0.0 (0.4)	16 (0.0)	3	0.4			
1116	352	724S	64	5.0	9.0	0.0 + 0.9 (12.5)	18 (1.1)	3	13.5			
1210BL	50	1214L	52	6.3	2.5	0.0 + 0.0 (0.5)	4 (0.0)	1	0.5			
1214	737	1500S	52	5.0	2.5	0.0 + 0.5 (7.3)	4 (0.8)	1	8.1			
1501	10	10000	1	10.0	23.4	0.1 + 0.0 (0.9)	84 (0.0)	0	0.9	15	13	23
1502	10	10000	0	10.0	11.4	0.0 + 0.0 (0.5)	58 (0.0)	0	0.5	15	17	43
1505	10	10000	0	10.0	18.3	0.0 + 0.0 (0.7)	74 (0.0)	0	0.7	15	56	8
1511	356	1445	83	4.0	49.0	2.6 + 2.3 (68.8)	109 (8.7)	7 +	77.5	15	56	10
1561BL	10	1565L	74	31.5	16.6	0.0 + 0.0 (0.7)	91 (0.2)	10	0.9	156	38	14
1564	197	1700	93	18.0	103.4	1.5 + 4.1 (80.4)	183 (7.6)	8	88.0	156	19	26
1565	773	1650S	74	10.0	10.9	0.9 + 1.4 (33.2)	57 (9.3)	10	42.5	156	38	14
1569	775	1710	71	10.0	10.5	1.1 + 1.2 (32.1)	54 (8.9)	9	41.1	156	38	14
1631BL	24	1635L	70	18.0	41.6	0.2 + 0.1 (3.9)	113 (0.6)	5	4.5	163	11	23
1632BL	110	1636L	71	5.4	6.9	0.0 + 0.2 (3.0)	18 (0.5)	7	3.4	163	28	4
1634BL	80	1638L	67	27.0	12.3	0.2 + 0.1 (3.9)	62 (0.0)	9	3.9	163	28	4
1635	203	1600S	70	18.0	41.6	1.3 + 1.0 (33.3)	113 (4.9)	5	38.2	163	11	23
1636	650	1670S	71	5.4	11.1	1.0 + 1.0 (28.5)	47 (5.2)	7	33.8	163	28	4
1638	616	1630S	67	5.0	12.4	1.2 + 0.9 (30.0)	62 (9.8)	9	39.8	163	28	4
1639	276	1600	85	18.0	57.8	1.9 + 2.6 (63.0)	136 (8.0)	7	70.9	163	11	23
1653BL	76	1530	8	5.4	12.7	0.2 + 0.0 (3.8)	59 (1.0)	1	4.8	15	33	8
1657	855	1770	77	4.0	12.4	1.3 + 1.7 (41.7)	60 (20.0)	12 +	61.7	15	33	8
1774BL	10	1778L	96	25.2	79.8	0.1 + 0.1 (3.1)	143 (0.3)	13	3.5	177	63	18
1778	543	1840S	96	14.8	63.7	2.3 + 7.3 (136.5)	105 (15.5)	13	152.0	177	63	18
2902	10	10000	0	10.0	13.3	0.0 + 0.0 (0.5)	63 (0.0)	0	0.5	29	28	51
2904	10	10000	0	10.0	12.0	0.0 + 0.0 (0.5)	60 (0.0)	0	0.5	29	59	20
2912	416	1400	70	12.8	22.3	1.4 + 1.2 (36.6)	81 (7.9)	7	44.5	29	28	54
3001	10	10000	0	10.0	10.8	0.0 + 0.0 (0.4)	57 (0.0)	0	0.4	30	0	27
3002	10	10000	1	10.0	28.7	0.1 + 0.0 (1.1)	93 (0.0)	0	1.1	30	59	0
3003	10	10000	1	10.0	24.4	0.1 + 0.0 (1.0)	86 (0.0)	0	1.0	30	42	51
3031BL	50	303L	85	5.4	28.5	0.1 + 0.3 (5.6)	112 (1.3)	12	6.9	30	14	37
3061BL	92	306L	70	3.6	28.6	0.5 + 0.2 (10.4)	93 (1.9)	9 +	12.3	30	43	59
3102	10	10000	1	10.0	26.4	0.1 + 0.0 (1.0)	89 (0.0)	0	1.0	31	9	16
3110	440	1460	55	4.0	5.6	0.1 + 0.6 (9.7)	17 (2.6)	2	12.3	31	32	2
3116	600	1700	78	8.1	19.3	1.5 + 1.7 (45.7)	61 (4.9)	8	50.5	31	29	57
3120BL	10	3124L	78	7.2	17.5	0.0 + 0.0 (0.7)	33 (0.1)	7	0.8	31	7	27
3124	411	1650S	78	5.3	36.9	2.6 + 1.7 (59.9)	94 (6.6)	7	66.5	31	7	27
3125	10	10000	1	10.0	26.4	0.1 + 0.0 (1.0)	85 (0.2)	0	1.3	31	20	27
3403	10	10000	0	10.0	9.1	0.0 + 0.0 (0.4)	52 (0.0)	0	0.4	34	20	50
3404	10	10000	1	10.0	24.4	0.1 + 0.0 (1.0)	86 (0.0)	0	1.0	34	63	8
3411BL	54	341L	72	2.7	12.7	0.1 + 0.1 (2.7)	46 (0.6)	5 +	3.3	34	20	53
3461BL	98	346L	89	4.0	27.1	0.3 + 0.4 (10.5)	108 (2.4)	19 +	12.8	34	61	15
3471BL	88	347L	74	2.7	9.3	0.1 + 0.2 (3.2)	32 (0.6)	5 +	3.9	34	20	53
3472	10	10000	0	10.0	17.5	0.0 + 0.0 (0.7)	72 (0.0)	0	0.7	34	55	8
7903	10	10000	1	10.0	28.7	0.1 + 0.0 (1.1)	93 (0.0)	0	1.1	79	22	27
8001	10	10000	1	10.0	28.7	0.1 + 0.0 (1.1)	93 (0.0)	0	1.1	80	52	57
15601	10	10000	0	10.0	17.5	0.0 + 0.0 (0.7)	73 (0.0)	0	0.7	156	20	37
15602	10	10000	1	10.0	28.7	0.1 + 0.0 (1.1)	89 (0.2)	0	1.4	156	32	37
16301	10	10000	0	10.0	6.7	0.0 + 0.0 (0.3)	44 (0.0)	0	0.3	163	28	63

*** f - average saturation flow for flared link ***

TOTAL DISTANCE TRAVELED	TOTAL TIME SPENT	TOTAL SPEED	TOTAL UNIFORM DELAY	TOTAL RANDOM+ DELAY	TOTAL COST OF DELAY	TOTAL COST	PENALTY FOR EXCESS DELAY	TOTAL PERFORMANCE INDEX
4271.4	268.6	15.9	63.0	91.1	(2189.0) + (402.9) + (444.8) =	3036.7		TOTALS
308.7	25.0	12.4	4.8	4.8	(136.9) + (23.8) + (40.4) =	201.1		BUSES
3962.7	243.7	16.3	58.2	86.3	(2052.0) + (379			

NO. OF ENTRIES TO SUBPT = 1
NO. OF LINKS RECALCULATED= 249

CYCLIC FLOW PROFILE GRAPHS

```

LINK 342 FED BY 302 307 0 0 M.M.E. 0.89
      I
      I
      I
      I
      I
2000+
      I          ^^^
      I          ^^^
      I          ^^^
      I          ^^^
      I          ^^^
      I          ^^^
1500+          @@@@@@@@    @@@@222222
      I          ^^^
      I          ^^^
      I          ^^^
      I          ^^^

```

PROGRAM TRANSYT FINISHED

PRT File PM 2007 base flow

1 _____ T R A N S Y T 12 _____
Traffic Network Study Tool
Analysis Program Release 6 (February 2007)
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IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:- "LONG TERM PMV3.DAT" at 10:33 on 20130111

TRANSYT 12.0

LINK CARDS: GIVEWAY DATA																	
CARD NO.	CARD TYPE	LINK NO.	PRIORITY LINKS		LINK1 GIVEWAY COEFFS.		LINK2 ONLY		A1 X100		A2 X100		LINK LENGTH	STOP WT.X100	MAX FLOW	DELAY WT.X100	DISPSN X100
			LINK1 NO.	LINK2 NO.	% FLOW	X100	X100	X100	X100	X100	X100	X100					
77)= 30	21	28	310	80	19	17	0	0	0	0	0	0	200	0	665	0	0
78)= 30	54	0	0	0	0	0	0	0	0	0	0	0	500	0	722	0	0
79)= 30	58	52	55	65	22	19	0	0	0	0	0	0	200	0	722	0	0
80)= 30	112	115	1111	100	20	17	0	0	0	0	0	0	200	0	767	0	0
81)= 30	114	0	0	0	0	0	0	0	0	0	0	0	50	0	775	0	0
82)= 30	118	1111	0	100	16	0	0	0	0	0	0	0	50	0	775	0	0
83)= 30	162	165	167	16	23	20	0	0	0	0	0	0	200	0	754	0	0
84)= 30	344	342	341	0	33	33	0	0	0	0	0	0	25	0	1000	0	0
85)= 30	1112	0	0	0	0	0	0	0	0	0	0	0	155	0	724	0	0
86)= 30	1116	1111	119	0	18	16	0	0	0	0	0	0	50	0	724	0	0
LINK CARDS: FIXED DATA																	
CARD NO.	CARD TYPE	LINK NO.	FIRST EXIT NODE		START STAGE LAG		GREEN		SECOND STAGE LAG		GREEN		LINK LENGTH	STOP WT.X100	SAT FLOW	DELAY WT.X100	DISPSN X100
			STAGE	LAG	STAGE	LAG	STAGE	LAG	STAGE	LAG	STAGE	LAG					
87)= 31	12	0	0	0	0	0	0	0	0	0	0	0	95	0	0	0	0
88)= 31	16	0	0	0	0	0	0	0	0	0	0	0	95	0	1540	0	0
89)= 31	24	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	0
90)= 31	28	0	0	0	0	0	0	0	0	0	0	0	60	0	1250	0	0
91)= 31	32	0	0	0	0	0	0	0	0	0	0	0	45	0	0	0	0
92)= 31	36	0	0	0	0	0	0	0	0	0	0	0	45	0	1600	0	0
93)= 31	43	0	0	0	0	0	0	0	0	0	0	0	445	0	1000	0	0
94)= 31	51	0	0	0	0	0	0	0	0	0	0	0	505	0	0	0	0
95)= 31	52	0	0	0	0	0	0	0	0	0	0	0	165	0	1800	0	0
96)= 31	55	0	0	0	0	0	0	0	0	0	0	0	505	0	1800	0	0
97)= 31	64	0	0	0	0	0	0	0	0	0	0	0	95	0	0	0	0
98)= 31	68	0	0	0	0	0	0	0	0	0	0	0	95	0	1500	0	0
99)= 31	73	0	0	0	0	0	0	0	0	0	0	0	75	0	1800	0	0
100)= 31	76	0	0	0	0	0	0	0	0	0	0	0	75	0	2100	0	0
101)= 31	81	8	1	14	2	0	0	0	0	0	0	0	85	0	1900	0	0
102)= 31	82	8	1	14	2	0	0	0	0	0	0	0	85	0	1900	0	0
103)= 31	83	8	1	14	2	0	0	0	0	0	0	0	85	0	1800	0	0
104)= 31	84	0	0	0	0	0	0	0	0	0	0	0	105	0	1610	0	0
105)= 31	85	8	2	5	1	0	0	0	0	0	0	0	10	0	10000	0	0
106)= 31	93	0	0	0	0	0	0	0	0	0	0	0	85	0	1800	0	0
107)= 31	97	0	0	0	0	0	0	0	0	0	0	0	85	0	800	0	0
108)= 31	101	0	0	0	0	0	0	0	0	0	0	0	255	0	0	0	0
109)= 31	105	0	0	0	0	0	0	0	0	0	0	0	255	0	1800	0	0
110)= 31	111	0	0	0	0	0	0	0	0	0	0	0	125	0	0	0	0
111)= 31	113	0	0	0	0	0	0	0	0	0	0	0	200	0	1800	0	0
112)= 31	115	0	0	0	0	0	0	0	0	0	0	0	125	0	1800	0	0
113)= 31	117	0	0	0	0	0	0	0	0	0	0	0	200	0	0	0	0
114)= 31	119	0	0	0	0	0	0	0	0	0	0	0	125	0	1800	0	0
115)= 31	126	0	0	0	0	0	0	0	0	0	0	0	65	0	1400	0	0
116)= 31	131	0	0	0	0	0	0	0	0	0	0	0	130	0	0	0	0
117)= 31	132	0	0	0	0	0	0	0	0	0	0	0	200	0	0	0	0
118)= 31	135	13	1	13	2	0	0	0	0	0	0	0	110	0	1800	0	0
119)= 31	136	13	2	5	1	0	0	0	0	0	0	0	200	0	1800	0	0
120)= 31	139	13	1	13	2	0	0	0	0	0	0	0	110	0	1800	0	0
121)= 31	140	13	2	5	1	0	0	0	0	0	0	0	120	0	1800	0	0
122)= 31	141	13	2	5	1	0	0	0	0	0	0	0	10	0	10000	0	0
123)= 31	144	0	0	0	0	0	0	0	0	0	0	0	105	0	0	0	0
124)= 31	148	0	0	0	0	0	0	0	0	0	0	0	105	0	750	0	0
125)= 31	151	15	1	9	3	8	0	0	0	0	0	0	170	0	1540	0	0
126)= 31	153	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0	0
127)= 31	155	15	2	10	3	0	0	0	0	0	0	0	175	0	1530	0	0
128)= 31	157	15	3	13	1	2	0	0	0	0	0	0	45	0	1520	0	0
129)= 31	161	0	0	0	0	0	0	0	0	0	0	0	135	0	0	0	0
130)= 31	163	0	0	0	0	0	0	0	0	0	0	0	365	0	1800	0	0
131)= 31	165	0	0	0	0	0	0	0	0	0	0	0	115	0	1800	0	0
132)= 31	167	0	0	0	0	0	0	0	0	0	0	0	365	0	1100	0	0
133)= 31	203	0	0	0	0	0	0	0	0	0	0	0	50	0	2000	0	0
134)= 31	204	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	0
135)= 31	212	0	0	0	0	0	0	0	0	0	0	0	50	0	2000	0	0
136)= 31	223	0	0	0	0	0	0	0	0	0	0	0	50	0	2000	0	0
137)= 31	227	0	0	0	0	0	0	0	0	0	0	0	50	0	2000	0	0
138)= 31	231	0	0	0	0	0	0	0	0	0	0	0	50	0	2000	0	0
139)= 31	232	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	0
140)= 31	244	0	0	0	0	0	0	0	0	0	0	0	50	0	2000	0	0
141)= 31	254	0	0	0	0	0	0	0	0	0	0	0	50	0	2000	0	0
142)= 31	262	0	0	0	0	0	0	0	0	0	0	0	50	0	2000	0	0
143)= 31	274	0	0	0	0	0	0	0	0	0	0	0	50	0	2000	0	0
144)= 31	278	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	0
145)= 31	284	0	0	0	0	0	0	0	0	0	0	0	50	0	2000	0	0
146)= 31	288	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	0
147)= 31	292	0	0	0	0	0	0	0	0	0	0	0	200	0	0	0	0
148)= 31	296	29	2	8	1	3	0	0	0	0	0	0	200	0	1480	0	0
149)= 31	298	29	1	8	2	3	0	0	0	0	0	0	140	0	1720	0	0
150)= 31	301	30	1	16	3	0	0	0	0	0	0	0	70	0	1610	0	0
151)= 31	302	30	4	14	1	10	0	0	0	0	0	0	85	0	1600	0	0
152)= 31	303	30	4	14	1	10	0	0	0	0	0	0	85	0	1640	0	0
153)= 31	305	30	2	8	1	10	0	0	0	0	0	0	85	0	1510	0	0
154)= 31	306	30															

190)= 31 1636 163 1 5 2 5 0 0 0 0 60 0 1670 0 0
 191)= 31 1638 163 1 5 2 5 0 0 0 0 60 0 1630 0 0
 192)= 31 1639 163 2 12 1 0 0 0 0 200 0 1600 0 0
 193)= 31 1653 15 2 10 1 0 0 0 0 60 0 1530 0 0
 194)= 31 1657 15 2 10 1 0 0 0 0 60 0 1770 0 0
 195)= 31 1774 0 0 0 0 0 0 0 0 140 0 0 0 0 0
 196)= 31 1778 177 1 6 2 0 0 0 0 0 150 0 1840 0 0
 197)= 31 2902 29 1 8 2 0 0 0 0 10 0 10000 0 0
 198)= 31 2904 29 2 8 1 0 0 0 0 10 0 10000 0 0
 199)= 31 2912 29 1 8 2 3 0 0 0 0 140 0 1400 0 0
 200)= 31 3001 30 3 5 1 0 0 0 0 10 0 10000 0 0
 201)= 31 3002 30 2 8 4 0 0 0 0 10 0 10000 0 0
 202)= 31 3003 30 1 15 2 0 0 0 0 10 0 10000 0 0
 203)= 31 3031 0 0 0 0 0 0 0 0 60 0 0 0 0 0
 204)= 31 3061 0 0 0 0 0 0 0 0 40 0 0 0 0 0
 205)= 31 3102 31 2 16 3 0 0 0 0 10 0 10000 0 0
 206)= 31 3110 31 1 5 2 9 0 0 0 0 55 0 1460 0 0
 207)= 31 3116 31 1 2 2 0 0 0 0 80 0 1700 0 0
 208)= 31 3120 0 0 0 0 0 0 0 0 80 0 0 0 0 0
 209)= 31 3124 31 2 14 1 0 0 0 0 60 0 1650 0 0
 210)= 31 3125 31 3 4 1 0 0 0 0 0 0 0 10000 0 0
 211)= 31 3403 34 1 12 2 0 0 0 0 10 0 10000 0 0
 212)= 31 3404 34 2 13 1 0 0 0 0 10 0 10000 0 0
 213)= 31 3411 0 0 0 0 0 0 0 0 30 0 0 0 0 0
 214)= 31 3461 0 0 0 0 0 0 0 0 45 0 0 0 0 0
 215)= 31 3471 0 0 0 0 0 0 0 0 30 0 0 0 0 0
 216)= 31 3472 34 2 5 1 0 0 0 0 10 0 10000 0 0
 217)= 31 7903 79 2 4 1 0 0 0 0 10 0 10000 0 0
 218)= 31 8001 80 2 4 1 0 0 0 0 10 0 10000 0 0
 219)= 31 15601 156 2 6 1 0 0 0 0 10 0 10000 0 0
 220)= 31 15602 156 3 6 1 0 0 0 0 0 0 10000 0 0
 221)= 31 16301 163 1 5 2 0 0 0 0 10 0 10000 0 0
 222)= 31 16310 163 1 5 2 5 0 0 0 0 60 0 1530 0 0
 223)= 31 16312 163 1 5 2 0 0 0 0 60 0 1340 0 0
 224)= 31 17704 177 2 0 1 0 0 0 0 10 0 10000 0 0

LINK CARDS: FLOW DATA																
CARD NO.	CARD TYPE	LINK NO.	TOTAL FLOW	UNIFORM FLOW	ENTRY 1			ENTRY 2			ENTRY 3			ENTRY 4		
					LINK NO.	LINK FLOW	CRUISE TIME	LINK NO.	LINK FLOW	CRUISE TIME	LINK NO.	LINK FLOW	CRUISE TIME	LINK NO.	LINK FLOW	CRUISE TIME
225)= 32	12	70	0	32	70	4023	0	0	0	0	0	0	0	0	0	
226)= 32	16	1377	0	36	676	7	310	701	7	0	0	0	0	0	0	
227)= 32	21	16	0	0	0	18	0	0	0	0	0	0	0	0	0	
228)= 32	24	80	0	0	0	4013	0	0	0	0	0	0	0	0	0	
229)= 32	28	1060	0	0	0	5	0	0	0	0	0	0	0	0	0	
230)= 32	32	110	0	1632	110	4000	0	0	0	0	0	0	0	0	0	
231)= 32	36	676	0	1636	650	3	1639	26	5	0	0	0	0	0	0	
232)= 32	43	343	0	52	260	47	58	83	48	0	0	0	0	0	0	
233)= 32	51	15	0	3120	10	4042	0	0	0	0	0	0	0	0	0	
234)= 32	52	281	0	113	278	20	0	0	0	0	0	0	0	0	0	
235)= 32	54	10	0	0	4000	0	0	0	0	0	0	0	0	0	0	
236)= 32	55	467	0	316	26	54	3124	412	54	0	0	0	0	0	0	
237)= 32	58	158	0	0	18	0	0	0	0	0	0	0	0	0	0	
238)= 32	64	98	0	314	98	4000	0	0	0	0	0	0	0	0	0	
239)= 32	68	725	0	318	124	9	3116	601	9	0	0	0	0	0	0	
240)= 32	73	110	0	344	22	4041	3471	88	4000	0	0	0	0	0	0	
241)= 32	76	918	0	341	367	6	347	551	6	0	0	0	0	0	0	
242)= 32	81	728	0	342	228	5	346	486	5	0	0	0	0	0	0	
243)= 32	82	854	0	341	282	5	342	270	5	346	288	5	0	0	0	
244)= 32	83	76	0	3411	54	4007	3461	22	4000	0	0	0	0	0	0	
245)= 32	84	76	0	155	76	4007	0	0	0	0	0	0	0	0	0	
246)= 32	85	10	0	0	0	4	0	0	0	0	0	0	0	0	0	
247)= 32	93	92	0	163	92	4028	0	0	0	0	0	0	0	0	0	
248)= 32	97	681	0	162	39	8	167	642	7	0	0	0	0	0	0	
249)= 32	101	80	0	161	80	4000	0	0	0	0	0	0	0	0	0	
250)= 32	105	586	0	162	21	18	165	565	17	0	0	0	0	0	0	
251)= 32	111	80	0	101	126	4000	0	0	0	0	0	0	0	0	0	
252)= 32	112	20	0	0	0	18	0	0	0	0	0	0	0	0	0	
253)= 32	113	278	0	0	0	18	0	0	0	0	0	0	0	0	0	
254)= 32	114	10	0	144	10	4000	0	0	0	0	0	0	0	0	0	
255)= 32	115	365	0	105	365	8	0	0	0	0	0	0	0	0	0	
256)= 32	117	76	0	0	0	4000	0	0	0	0	0	0	0	0	0	
257)= 32	118	62	0	148	62	5	0	0	0	0	0	0	0	0	0	
258)= 32	119	227	0	105	227	8	0	0	0	0	0	0	0	0	0	
259)= 32	126	696	0	135	602	6	136	94	6	0	0	0	0	0	0	
260)= 32	131	10	0	1561	10	4000	0	0	0	0	0	0	0	0	0	
261)= 32	132	40	0	0	0	4000	0	0	0	0	0	0	0	0	0	
262)= 32	135	831	0	1564	57	12	1565	774	11	0	0	0	0	0	0	
263)= 32	136	205	0	0	18	0	0	0	0	0	0	0	0	0	0	
264)= 32	139	764	0	1564	139	12	1569	625	11	0	0	0	0	0	0	
265)= 32	140	40	0	301	40	4000	0	0	0	0	0	0	0	0	0	
266)= 32	141	10	0	0	0	4	0	0	0	0	0	0	0	0	0	
267)= 32	144	15	0	51	10	4000	54	10	4000	0	0	0	0	0	0	
268)= 32	148	419	0	55	344	11	58	75	12	0	0	0	0	0	0	
269)= 32	151	711	0	805	711	16	0	0	0	0	0	0	0	0	0	
270)= 32	153	10	0	811	10	4000	0	0	0	0	0	0	0	0	0	
271)= 32	155	76	0	801	76	4000	0	0	0	0	0	0	0	0	0	
272)= 32	157	372	0	81	372	4	0	0	0	0	0	0	0	0	0	
273)= 32	161	80	0	301	80	4033	0	0	0	0	0	0	0	0	0	
274)= 32	162	60	0	0	0	18	0	0	0	0	0	0	0	0	0	
275)= 32	163	92	0	114	10	4000	117	76	4000	0	0	0	0	0	0	
276)= 32	165	579	0	305	579	10	0	0	0	0	0	0	0	0	0	
277)= 32	167	666	0	118	62	32	1111	604	30	0	0	0	0	0	0	
278)= 32	203	250	0	28	103	5	310	147	5	0	0	0	0	0	0	
279)= 32	204	24	0	32	40	4000	0	0	0	0	0	0	0	0	0	
280)= 32	212	154	0	51	10	4000	52	21	5	55	123	5	0	0	0	
281)= 32	223	872	0	797	872	5	0	0	0	0	0	0	0	0	0	
282)= 32	227	76	0	793	76	4036	0	0	0	0	0	0	0	0	0	
283)= 32	231	900	0	112	20	5	1115	362	5	119	227	5	1116	291	5	
284)= 32	232	90	0	111	80	4000	1112	10	4000	0	0	0	0	0	0	
285)= 32	244	50	0	165	14	5	1111	10	5	1116	62	5	0	0	0	
286)= 32	254	82	0	115	10	5	1111	10	5	1116	62	5	0	0	0	
287)= 32	262	151	0	1569	151	5	0	0	0	0	0	0	0	0	0	
288)= 32	274	544	0	1778	544	5	0	0	0	0	0	0	0	0	0	
289)= 32	278	10	0	1774	10	4000	0	0	0	0	0	0	0	0	0	
290)= 32	284	228	0	135	228	5	0	0	0	0	0	0	0	0	0	
291)= 32	288	40	0	140	40	4000	0	0	0	0	0	0	0	0	0	
292)= 32	292	10	0	0	4000	0	0	0	0	0	0	0	0	0	0	
293)= 32	296	689	0	0	18	0	0	0	0	0	0	0	0	0	0	
294)= 32	298	505	0	151	427	12	1511	68	14	0	0	0	0	0	0	
295)= 32	301	120	0	343	54	4040	3461	66	4000	0	0	0	0	0	0	
296)= 32	302	521	0	1214	521	7	0	0	0	0	0	0	0	0	0	
297)= 32	303	471	0	126	117	7	1214	354	7	0	0	0	0	0	0	
298)= 32	305	579	0	126	579	8	0	0	0	0	0	0	0	0	0	
299)= 32	306	368	0	97	368	3	0	0	0	0	0	0	0	0	0	
300)= 32	307	316	0	97	316	3	0	0	0	0	0	0	0	0	0	
301)= 32	310	848	0	1639	250	4	16310	598	3	0	0	0	0	0	0	
302)= 32	312	110	0	73	105	4000	0	0	0	0	0	0	0	0	0	
303)= 32	313	182	0	43	182	4	0	0	0	0	0	0	0	0	0	
304)= 32	314	98	0	1631	18	4000	1634</									

308) = 32 340 22 0 84 22 4000 0 0 0 0 0 0 0
 309) = 32 341 649 0 302 339 6 306 288 3 0 0 0 0 0
 310) = 32 342 498 0 302 182 6 307 316 3 0 0 0 0 0
 311) = 32 343 54 0 84 54 4000 0 0 0 0 0 0 0 0 0
 312) = 32 344 22 0 340 22 4000 0 0 0 0 0 0 0 0 0
 313) = 32 346 774 0 68 725 5 0 0 0 0 0 0 0 0 0 0
 314) = 32 347 551 0 303 471 6 306 80 3 0 0 0 0 0 0
 315) = 32 793 76 0 1653 76 4036 0 0 0 0 0 0 0 0 0 0
 316) = 32 797 854 0 1657 854 14 0 0 0 0 0 0 0 0 0 0
 317) = 32 801 76 0 0 0 4000 0 0 0 0 0 0 0 0 0 0 0
 318) = 32 805 711 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0
 319) = 32 811 10 0 3461 10 4000 0 0 0 0 0 0 0 0 0 0
 320) = 32 1111 614 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0
 321) = 32 1112 10 0 144 10 4000 0 0 0 0 0 0 0 0 0 0
 322) = 32 1116 353 0 148 353 5 0 0 0 0 0 0 0 0 0 0
 323) = 32 1210 50 0 131 10 4000 132 40 4000 0 0 0 0 0 0
 324) = 32 1214 875 0 136 111 5 139 764 5 0 0 0 0 0 0 0
 325) = 32 1501 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0
 326) = 32 1502 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0
 327) = 32 1505 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0
 328) = 32 1511 356 0 81 356 4 0 0 0 0 0 0 0 0 0 0 0
 329) = 32 1561 10 0 292 10 4011 0 0 0 0 0 0 0 0 0 0
 330) = 32 1564 197 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0 0
 331) = 32 1565 774 0 296 300 10 298 505 10 0 0 0 0 0 0 0
 332) = 32 1569 776 0 296 389 10 2912 417 10 0 0 0 0 0 0 0
 333) = 32 1631 24 0 0 0 4000 0 0 0 0 0 0 0 0 0 0 0 0
 334) = 32 1632 110 0 312 110 4000 0 0 0 0 0 0 0 0 0 0 0
 335) = 32 1634 80 0 24 80 4011 0 0 0 0 0 0 0 0 0 0 0 0
 336) = 32 1635 203 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0 0
 337) = 32 1636 650 0 313 182 6 316 412 5 317 40 6 0 0 0 0
 338) = 32 1638 616 0 21 16 5 28 600 5 0 0 0 0 0 0 0 0 0
 339) = 32 1639 276 0 0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0
 340) = 32 1653 76 0 83 76 4000 0 0 0 0 0 0 0 0 0 0 0 0
 341) = 32 1657 854 0 82 854 4 0 0 0 0 0 0 0 0 0 0 0 0 0
 342) = 32 1774 10 0 153 10 4002 0 0 0 0 0 0 0 0 0 0 0 0
 343) = 32 1778 544 0 151 32 12 157 372 15 1511 130 15 0 0 0 0
 344) = 32 2902 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 345) = 32 2904 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 346) = 32 2912 417 0 151 249 12 1511 158 14 0 0 0 0 0 0 0 0 0
 347) = 32 3001 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 348) = 32 3002 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 349) = 32 3003 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 350) = 32 3031 50 0 1210 50 4000 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 351) = 32 3061 92 0 93 92 4000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 352) = 32 3102 10 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 353) = 32 3110 440 0 76 440 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 354) = 32 3116 601 0 1635 71 9 1638 470 8 16312 60 8 0 0 0 0 0 0 0
 355) = 32 3120 10 0 1631 10 4000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 356) = 32 3124 412 0 1635 130 6 16312 282 5 0 0 0 0 0 0 0 0 0 0 0 0 0
 357) = 32 3125 10 0 0 0 10
 *** DISTANCE = 0 BUT CRUISE TIME > 0 ON THIS LINK.DISTANCE SET= 120 BASED ON TIME GIVEN AND DEFAULT SPEED OF 43 KM/H
 358) = 32 3403 10 0 0 0 10
 359) = 32 3404 10 0 0 0 10
 360) = 32 3411 54 0 3061 54 4000
 361) = 32 3461 98 0 64 98 4000
 362) = 32 3471 88 0 3031 50 4000 3061 38 4000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 363) = 32 3472 10 0 0 0 4 0
 364) = 32 7903 10 0 0 0 10
 365) = 32 8001 10 0 0 0 10
 366) = 32 15601 10 0 0 0 10
 367) = 32 15602 10 0 0 0 10
 *** DISTANCE = 0 BUT CRUISE TIME > 0 ON THIS LINK.DISTANCE SET= 120 BASED ON TIME GIVEN AND DEFAULT SPEED OF 43 KM/H
 368) = 32 16301 10 0 0 0 10
 369) = 32 16310 598 0 317 138 6 3110 440 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 370) = 32 16312 357 0 28 357 5 0
 371) = 32 17704 10 0 0 0 10 0

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LINK CARDS : FLARE SATURATION FLOW DATA
..LANE 1.. ..LANE 2.. ..LANE 3..
CARD LINK SAT. CAPAC SAT. CAPAC SAT. CAPAC
TYPE NO. FLOW VEH. FLOW VEH. FLOW VEH.
372) = 33 296 1410 5 0 0 0 0
373) = 33 306 1640 5 0 0 0 0
374) = 33 346 1750 8 0 0 0 0

GRAPH PLOT CARDS
CARD CARD LINK LINK LINK LINK LINK LINK
NO. TYPE NO. NO. NO. NO. NO. NO. NO.
375) = 35 347 341 82 342 0 0 0 0 0 0 0 0 0 0 0 0
376) = 35 82 81 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

LINK DATA: QUEUE CONSTRAINTS
CARD CARD LINK LIMIT QUEUE LINK LIMIT QUEUE LINK LIMIT QUEUE LINK LIMIT QUEUE
NO. TYPE NO. NO.
377) = 38 81 5 10000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
378) = 38 82 5 10000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
379) = 38 301 1 5000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
380) = 38 341 1 10000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
381) = 38 342 1 10000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
382) = 38 347 1 10000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

```

USER-DEFINED ROUTES

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

64 SECOND CT

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	
8	2	39	28									
13	2	20	5									
15	3	8	24	43								
29	2	20	51									
30	4	40	0	8	13							

31	3	27	57	16
34	2	21	62	
79	2	27	18	
80	2	57	48	
156	3	37	14	26
163	2	23	63	
177	2	57	18	

LINK NUMBER	FLOW INTO LINK	FLOW SAT OF CRUISE	DEGREE MEAN PER PCU	TIMES UNIFORM RANDOM+ COST	-----DELAY-----		----STOPS----		---QUEUE---		PERFORMANCE INDEX.	EXIT NODE	GREEN START END	TIMES START END			
					DELAY (SEC)	(U+R+O=MEAN Q) (PCU-H/H)	OVERSAT (\$/H)	STOPS /PCU (%)	STOP (\$/H)	MAX. AVG. EXCESS () (PCU)	WEIGHTED SUM OF () (PCU)						
12BL	70	16L	94	42.2	19.7	0.1 + 0.3	(5.4)	70	(1.1)	28	+	6.5					
16	1377	1540S	94	7.0	20.5	1.4 + 6.5	(111.3)	82	(36.1)	28	+	147.4					
21	16	665	4	18.0	4.7	0.0 + 0.0	(0.3)	0	(0.0)	0		0.3					
24BL	80	28L	91	29.0	15.1	0.0 + 0.3	(4.8)	22	(0.0)	5		4.8					
28	1060	1250S	91	5.0	15.1	0.0 + 4.4	(63.0)	22	(6.1)	5		69.0					
32BL	110	36L	49	4.0	2.2	0.0 + 0.1	(1.0)	4	(0.1)	4		1.1					
36	676	1600S	49	3.1	2.3	0.0 + 0.4	(6.0)	5	(1.4)	4		7.4					
43	343	1000	34	47.2	2.7	0.0 + 0.3	(3.7)	4	(0.2)	0		3.9					
51BL	15	55L	27	98.1	1.4	0.0 + 0.0	(0.1)	2	(0.0)	0		0.1					
52	281	1800	16	20.0	1.2	0.0 + 0.1	(1.3)	2	(0.1)	0		1.4					
54BL	10	58L	27	45.0	3.9	0.0 + 0.0	(0.2)	0	(0.0)	0		0.2					
55	467	1800S	27	54.0	1.4	0.0 + 0.2	(2.5)	2	(0.2)	0		2.7					
58	158	722S	27	18.0	3.9	0.0 + 0.2	(2.5)	0	(0.0)	0		2.5					
64BL	98	68L	55	8.6	4.7	0.1 + 0.1	(1.8)	44	(1.0)	14	+	2.8					
68	725	1500S	55	9.0	5.1	0.5 + 0.5	(14.6)	54	(7.4)	14	+	22.0					
73BL	110	1800	6	17.1	1.1	0.0 + 0.0	(0.5)	2	(0.0)	0		0.5					
76	918	2100	44	6.0	2.0	0.1 + 0.4	(7.1)	20	(4.8)	10		11.9					
81	728	1900S	62	5.0	8.7	1.0 + 0.8	(24.9)	40	(14.9)	7	(0.1)*	47.4	8	53 28			
82	855	1900	72	5.0	12.2	1.6 + 1.3	(41.1)	64	(28.5)	12	(1.3)*	199.8	8	53 28			
83BL	76	1800	7	20.2	4.6	0.1 + 0.0	(1.4)	18	(0.3)	0		1.7	8	53 28			
84BL	76	1610	5	27.0	1.2	0.0 + 0.0	(0.4)	2	(0.0)	0		0.4					
85	10	10000	1	4.0	27.5	0.1 + 0.0	(1.1)	91	(0.0)	0		1.1	8	33 39			
93BL	92	1800	5	46.3	1.1	0.0 + 0.0	(0.4)	2	(0.0)	0		0.4					
97	681	800	85	7.1	14.5	0.0 + 0.0	(38.9)	21	(2.9)	3		41.8					
101BL	80	105L	37	22.9	1.6	0.0 + 0.0	(0.5)	2	(0.0)	0		0.5					
105	585	1800S	37	17.0	1.6	0.0 + 0.3	(3.7)	2	(0.5)	0		4.2					
111BL	80	115L	25	11.3	1.3	0.0 + 0.0	(0.4)	2	(0.0)	0		0.5					
112	20	767	3	18.0	2.7	0.0 + 0.0	(0.2)	0	(0.0)	0		0.2					
113	278	1800	15	18.0	1.2	0.0 + 0.1	(1.3)	2	(0.1)	0		1.4					
114BL	10	118L	9	4.5	2.6	0.0 + 0.0	(0.1)	0	(0.0)	0		0.1					
115	364	1800S	25	8.0	1.3	0.0 + 0.1	(1.9)	2	(0.3)	0		2.2					
117BL	76	1111L	38	18.0	1.6	0.0 + 0.0	(0.5)	3	(0.0)	0		0.5					
118	62	775S	9	5.0	2.6	0.0 + 0.0	(0.6)	0	(0.0)	0		0.6					
119	227	1800	13	8.0	1.1	0.0 + 0.1	(1.0)	2	(0.2)	0		1.2					
126	695	1400	50	6.0	2.6	0.0 + 0.5	(7.0)	4	(0.6)	0		7.5					
131BL	10	135L	81	11.7	9.9	0.0 + 0.0	(0.4)	18	(0.0)	8		0.4	13	33 5			

64 SECOND CYCLE 64 STEPS

LINK NUMBER	FLOW INTO LINK	FLOW SAT OF CRUISE	DEGREE MEAN PER PCU	TIMES UNIFORM RANDOM+ COST	-----DELAY-----		----STOPS----		---QUEUE---		PERFORMANCE INDEX.	EXIT NODE	GREEN START END	TIMES START END			
					DELAY (SEC)	(U+R+O=MEAN Q) (PCU-H/H)	OVERSAT (\$/H)	STOPS /PCU (%)	STOP (\$/H)	MAX. AVG. EXCESS () (PCU)	WEIGHTED SUM OF () (PCU)						
132BL	40	136L	79	80.0	51.9	0.3 + 0.3	(8.2)	128	(1.1)	6		9.3	13	10 20			
135	830	1800S	81	11.1	16.5	1.8 + 2.0	(54.1)	54	(6.4)	8		60.4	13	33 5			
136	205	1800S	79	18.0	51.9	1.4 + 1.5	(42.0)	128	(5.5)	6		47.5	13	10 20			
139	764	1800	73	11.2	13.6	1.5 + 1.4	(40.9)	57	(6.2)	8		47.1	13	33 5			
140BL	40	1800	13	10.8	12.4	0.1 + 0.1	(2.0)	87	(0.8)	1		2.7	13	10 20			
141	10	10000	1	4.0	23.4	0.1 + 0.0	(0.9)	84	(0.0)	0		0.9	13	10 20			
144BL	15	148L	58	9.4	5.7	0.0 + 0.0	(0.3)	9	(0.0)	2		0.4					
148	418	750S	58	11.2	5.7	0.0 + 0.7	(9.4)	10	(0.7)	2		10.1					
151	711	1540	84	16.0	22.5	1.8 + 2.6	(63.0)	89	(12.8)	13		75.8	15	17 51			
153BL	10	157L	84	3.2	53.5	0.1 + 0.1	(2.1)	132	(0.3)	9	+	2.4	15	56 10			
155BL	76	1530	32	15.8	32.0	0.4 + 0.2	(9.6)	99	(1.7)	1		11.3	15	34 43			
157	371	1520S	84	4.0	47.9	2.5 + 2.5	(70.1)	122	(10.1)	9	+	80.2	15	56 10			
161BL	80	165L	37	55.8	1.6	0.0 + 0.0	(0.5)	2	(0.0)	0		0.5					
162	60	754	12	18.0	4.2	0.0 + 0.1	(1.0)	0	(0.0)	0		1.0					
163BL	92	1800	5	32.9	1.1	0.0 + 0.0	(0.4)	2	(0.0)	0		0.4					
165	578	1800S	37	10.0	1.6	0.0 + 0.3	(3.6)	2	(0.3)	0		3.9					
167	666	1100	61	30.2	4.1	0.0 + 0.8	(10.9)	6	(1.0)	1		11.9					
203	251	2000S	14	5.0	1.0	0.0 + 0.1	(1.0)	2	(0.1)	0		1.1					
204BL	24	203L	14	4.5	1.0	0.0 + 0.0	(0.1)	2	(0.0)	0		0.1					
212BL	154	2000	8	5.0	1.0	0.0 + 0.0	(0.6)	2	(0.1)	0		0.6					
223	874	2000	44	5.0	1.6	0.0 + 0.4	(5.5)	2	(0.4)	0		5.9					
227BL	76	2000	4	50.6	0.9	0.0 + 0.0	(0.3)	1	(0.0)	0		0.3					
231	899	2000S	49	5.0	1.8	0.0 + 0.4	(6.3)	3	(0.4)	0		6.7					
232BL	90	231L	49	4.5	1.8	0.0 + 0.0	(0.6)	3	(0.1)	0		0.7					
244	50	2000	2	5.0	0.9	0.0 + 0.0	(0.2)	1	(0.0)	0		0.2					
254	82	2000	4	5.0	0.9	0.0 + 0.0	(0.3)	1	(0.0)	0		0.3					
262	150	2000	8	5.0	1.0	0.0 + 0.0	(0.6)	2	(0.0)	0		0.6					
274	543	2000S	28	5.0	1.2	0.0 + 0.2	(2.7)	2	(0.2)	0		2.8					
278BL	10	274L	28	4.5	1.2	0.0 + 0.0	(0.0)	2	(0.0)	0		0.1					
284	228	2000S	13	5.0	1.0	0.0 + 0.1	(0.9)	2	(0.1)	0		1.0					
288BL	40	284L	13	4.5	1.0	0.0 + 0.0	(0.2)	2	(0.0)	0		0.2					
292BL	10	296L	73	18.0	19.7	0.0 + 0.0	(0.8)	76	(0.2)	10		0.9	29	59 23			
296	689	2100Sf	73	18.0	19.7	2.4 + 1.3	(53.5)	76	(11.1)	10		64.6	29	59 23			
298	504	1720	70	12.3	16.5	2.1 + 1.1	(32.8)	54</td									

76	1530	6	61.4	2.8	0.0 + 0.0	(0.9)	19	(-0.3)	0	1.2	79	34	21	
79	855	1770	59	14.0	3.8	0.2 + 0.7	(12.7)	11	(-2.4)	2	15.1	79	34	21
801BL	76	805L	53	18.0	5.5	0.1 + 0.1	(1.7)	35	(0.6)	6	2.2	80	0	48
805	711	1940S	53	18.0	5.5	0.6 + 0.5	(15.5)	35	(5.3)	6	20.8	80	0	48
811BL	10	81L	62	7.6	10.0	0.0 + 0.0	(0.4)	39	(0.1)	7	+ 0.5	8	53	28
1111	614	1800S	38	18.0	1.6	0.0 + 0.3	(3.9)	3	(0.3)	0	4.3			
1112BL	10	1116L	64	13.9	9.0	0.0 + 0.0	(0.4)	17	(0.0)	3	0.4			
1116	352	724S	64	5.0	9.1	0.0 + 0.9	(12.6)	22	(1.3)	3	13.9			
1210BL	50	1214L	62	6.3	3.1	0.0 + 0.0	(0.6)	5	(0.1)	6	0.7			
1214	875	1500S	62	5.0	3.4	0.1 + 0.8	(11.9)	16	(3.6)	6	15.5			
1501	10	10000	1	10.0	22.5	0.1 + 0.0	(0.9)	82	(0.0)	0	0.9	15	13	24
1502	10	10000	0	10.0	11.4	0.0 + 0.0	(0.5)	58	(0.0)	0	0.5	15	17	43
1505	10	10000	0	10.0	18.3	0.0 + 0.0	(0.7)	74	(0.0)	0	0.7	15	56	8
1511	357	1445	83	4.0	47.1	2.4 + 2.3	(66.3)	121	(9.6)	8	+ 75.9	15	56	10
1561BL	10	1565L	74	31.5	16.6	0.0 + 0.0	(0.7)	91	(0.2)	10	0.9	1566	38	14
1564	197	1700	93	18.0	103.4	1.5 + 4.1	(80.4)	183	(7.6)	8	88.0	156	19	26
1565	773	1650S	74	10.0	10.9	0.9 + 1.4	(33.3)	57	(9.3)	10	42.5	156	38	14
1569	775	1710	71	10.0	10.5	1.1 + 1.2	(32.2)	54	(8.9)	9	41.1	156	38	14
1631BL	24	1635L	70	18.0	41.6	0.2 + 0.1	(3.9)	113	(0.6)	5	4.5	163	11	23
1632BL	110	1636L	71	5.4	6.1	0.0 + 0.2	(2.7)	18	(0.4)	8	3.1	163	28	4
1634BL	80	1638L	67	27.0	12.3	0.2 + 0.1	(3.9)	62	(0.0)	9	3.9	163	28	4
1635	203	1600S	70	18.0	41.6	1.3 + 1.0	(33.3)	113	(4.9)	5	38.2	163	11	23
1636	651	1670S	71	5.4	11.7	1.1 + 1.0	(30.1)	51	(5.6)	8	35.8	163	28	4
1638	616	1630S	67	5.0	12.4	1.2 + 0.9	(30.0)	62	(9.8)	9	39.8	163	28	4
1639	276	1600	85	18.0	57.8	1.9 + 2.6	(63.0)	136	(8.0)	7	70.9	163	11	23
1653BL	76	1530	8	5.4	9.0	0.1 + 0.0	(2.7)	62	(1.1)	1	3.7	15	34	8
1657	855	1770	79	4.0	17.9	2.4 + 1.9	(60.3)	66	(22.0)	9	82.3	15	34	8
1774BL	10	1778L	96	25.2	77.6	0.1 + 0.1	(3.1)	133	(0.3)	12	3.4	177	63	18
1778	543	1840S	96	14.8	63.7	2.2 + 7.4	(136.4)	103	(15.2)	12	151.5	177	63	18
2902	10	10000	0	10.0	13.3	0.0 + 0.0	(0.5)	63	(0.0)	0	0.5	29	28	51
2904	10	10000	0	10.0	12.0	0.0 + 0.0	(0.5)	60	(0.0)	0	0.5	29	59	20
2912	416	1400	71	12.8	22.5	1.4 + 1.2	(37.0)	81	(7.9)	7	44.9	29	28	54
3001	10	10000	0	10.0	10.8	0.0 + 0.0	(0.4)	57	(0.0)	0	0.4	30	13	40
3002	10	10000	1	10.0	28.7	0.1 + 0.0	(1.1)	93	(0.0)	0	1.1	30	8	13
3003	10	10000	1	10.0	24.4	0.1 + 0.0	(1.0)	86	(0.0)	0	1.0	30	55	0
3031BL	50	303L	85	5.4	37.8	0.3 + 0.2	(7.4)	125	(1.4)	11	8.8	30	27	50
3061BL	92	306L	64	3.6	26.9	0.5 + 0.2	(9.8)	90	(1.8)	8	+ 11.6	30	56	8
3102	10	10000	1	10.0	26.4	0.1 + 0.0	(1.0)	89	(0.0)	0	1.0	31	9	16
3110	441	1460	55	4.0	10.8	0.7 + 0.6	(18.8)	30	(4.4)	2	23.2	31	32	2
3116	600	1700	78	8.1	19.3	1.5 + 1.7	(45.7)	61	(4.9)	8	50.5	31	29	57
3120BL	10	3124L	78	7.2	17.5	0.0 + 0.0	(0.7)	33	(0.1)	7	0.8	31	7	27
3124	411	1650S	78	5.3	36.9	2.6 + 1.7	(59.9)	94	(6.6)	7	66.5	31	7	27
3125	10	10000	1	10.0	26.4	0.1 + 0.0	(1.0)	85	(0.2)	0	1.3	31	20	27
3403	10	10000	0	10.0	9.7	0.0 + 0.0	(0.4)	53	(0.0)	0	0.4	34	33	62
3404	10	10000	1	10.0	23.4	0.1 + 0.0	(0.9)	84	(0.0)	0	0.9	34	11	21
3411BL	54	341L	71	2.7	16.0	0.1 + 0.1	(3.4)	61	(0.7)	6	+ 4.1	34	33	1
3461BL	98	346L	87	4.0	36.5	0.6 + 0.4	(14.1)	120	(2.6)	19	+ 16.7	34	9	28
3471BL	88	347L	71	2.7	9.1	0.1 + 0.2	(3.2)	33	(0.6)	5	+ 3.8	34	33	1
3472	10	10000	0	4.0	16.8	0.0 + 0.0	(0.7)	70	(0.0)	0	0.7	34	3	21
7903	10	10000	1	10.0	28.7	0.1 + 0.0	(1.1)	93	(0.0)	0	1.1	79	22	27
8001	10	10000	1	10.0	28.7	0.1 + 0.0	(1.1)	93	(0.0)	0	1.1	80	52	57
15601	10	10000	0	10.0	17.5	0.0 + 0.0	(0.7)	73	(0.0)	0	0.7	156	20	37
15602	10	10000	1	10.0	28.7	0.1 + 0.0	(1.1)	89	(0.2)	0	1.4	156	32	37
16301	10	10000	0	10.0	6.7	0.0 + 0.0	(0.3)	44	(0.0)	0	0.3	163	28	63

64 SECOND CYCLE 64 STEPS

LINK NUMBER	FLOW INTO LINK	SAT OF CRUISE	DEGREE PER PCU	MEAN TIME(S)	---DELAY---		---STOP(S)---		---QUEUE---		PERFORMANCE INDEX.	EXIT NODE	GREEN START TIME(S)	
					UNIFORM RANDOM + COST		MEAN	COST	MEAN	INDEX.				
					OVERSAT	OF	STOPS	OF	MAX.	AVERAGE				
(PCU/H)	(PCU/H)	(%)	(SEC)	(SEC)	DELAY (U+R+O=MEAN Q)	DELAY (PCU/H)	/PCU	STOPS (\$/H)	EXCESS (\$/H)	WEIGHTED SUM OF () VALUES	1ST END	2ND END	(SECONDS)	
16310	598	1530	61	5.2	8.9	0.7 + 0.8	(21.0)	35	(3.6)	4	24.6	163	28	4
16312	356	1340	47	5.0	12.9	0.8 + 0.4	(18.1)	59	(5.5)	4	23.5	163	28	63
17704	10	10000	0	10.0	5.0	0.0 + 0.0	(0.2)	38	(0.0)	0	0.2	177	18	57

*** f - average saturation flow for flared link ***										
TOTAL DISTANCE TRAVELED	TOTAL TIME SPENT	MEAN JOURNEY SPEED	TOTAL UNIFORM DELAY	TOTAL RANDOM+ OVERSAT DELAY	TOTAL COST OF DELAY	TOTAL COST OF STOP	PENALTY FOR EXCESS QUEUES	TOTAL PERFORMANCE INDEX		
(PCU-KM/H)	(PCU-H/H)	(KM/H)	(PCU-H/H)	(PCU-H/H)	(\$/H)	(\$/H)	(\$/H)	(\$/H)		
4300.1	277.5	15.5	71.0	91.4	(2306.1) + (422.0)	+ (545.9)	=	3274.1	TOTALS	
308.7	25.3	12.2	5.3	4.8	(142.2) + (24.3)	+ (39.7)	=	206.2	BUSES	
3991.4	252.1	15.8	65.7	86.7	(2164.0) + (397.7)	+ (506.2)	=	3067.9	OTHER	
<hr/>										ROUTE
56.6	8.6	6.6	3.4	3.4	(96.8) + (14.3)	+ (75.0)	=	186.1	1	

```
*****
          CRUISE           DELAY           STOPS           TOTALS
    LITRES PER HOUR   LITRES PER HOUR   LITRES PER HOUR   LITRES PER HOUR
FUEL CONSUMPTION PREDICTIONS      244.6       +     187.1       +     199.8       =   631.5
NO. OF ENTRIES TO SUBPT =      1
NO. OF LINKS RECALCULATED= 251
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LINK   341 FED BY   302   306    0    0 M.M.E.  0.82
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      I
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      I111
      2000+1111          ^^^^          11
      I111
      I111
      I1111
      I0000
      1500+0000
      I0000
      I0000
      I0000
      I0000
      I0000
      1000+0000
      I00001
      I00001
      I00001
      I00001
      500+000011
      I00001111
      I000011111111
      I00001111111111
      I0000111111111111
      +.====#=====#=====#=====#...1.....1.....1...

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LINK 342 FED BY 302 307 0 0 M.M.E. 0.81
I
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2000+
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I@@@111
I@@@1111
I@@@1111
I@@@1111
1500+@@@1111
I@@@1111
I@@@1111
I@@@1111
I@@@1111
1000+@@@1111
I@@@1111
I@@@1111
I@@@1111
I@@@1111
I@@@111111
500+@@@111111
I@@@11111111
I@@@1111111111
I@@@1111111111
I@@@1111111111
+.=====#=====#=====#=====#.....1.....1.....1.....

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LINK     82 FED BY    341    342    346      0 M.M.E.  0.48
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2000+
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1500+^^^^^@^^^
I^@^@^@^@^@^
I^@^@^@^@^@^

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I^~~~@~~~~~^~ 111111 ~~~~~~^~  

I^~~~@~~~~~^~ 1111111111 ~~~~~~^~  

I^~~~@~~~~~^~ 1111111111 ~~~~~~^~  

1000+~~~~~^~ 1111111111 ~~~~~~^~  

I^~~~~~^~ 111111111111 ~~~~~~^~  

I^~~~~~^~ 1111111111111111 ~~~~~~^~  

I~~~~~^~ 1111111111111111@~~~~~^~  

I~~~~~^~ 1111111111111111@~~~~~^~  

I~~~~~^~ 1111111111111111@~~~~~^~  

500+~~~~~^~ 1111111111111111@~~~~~^~  

I~~~~~^~ 1111111111111111@~~~~~^~  

I~~~~~^~ 1111111111111111@~~~~~^~  

I~~~~~^~ 1111111111111111@~~~~~^~  

I~~~~~^~ 1111111111111111@~~~~~^~  

+.....1.....1.....#====#====#====#====#....1...

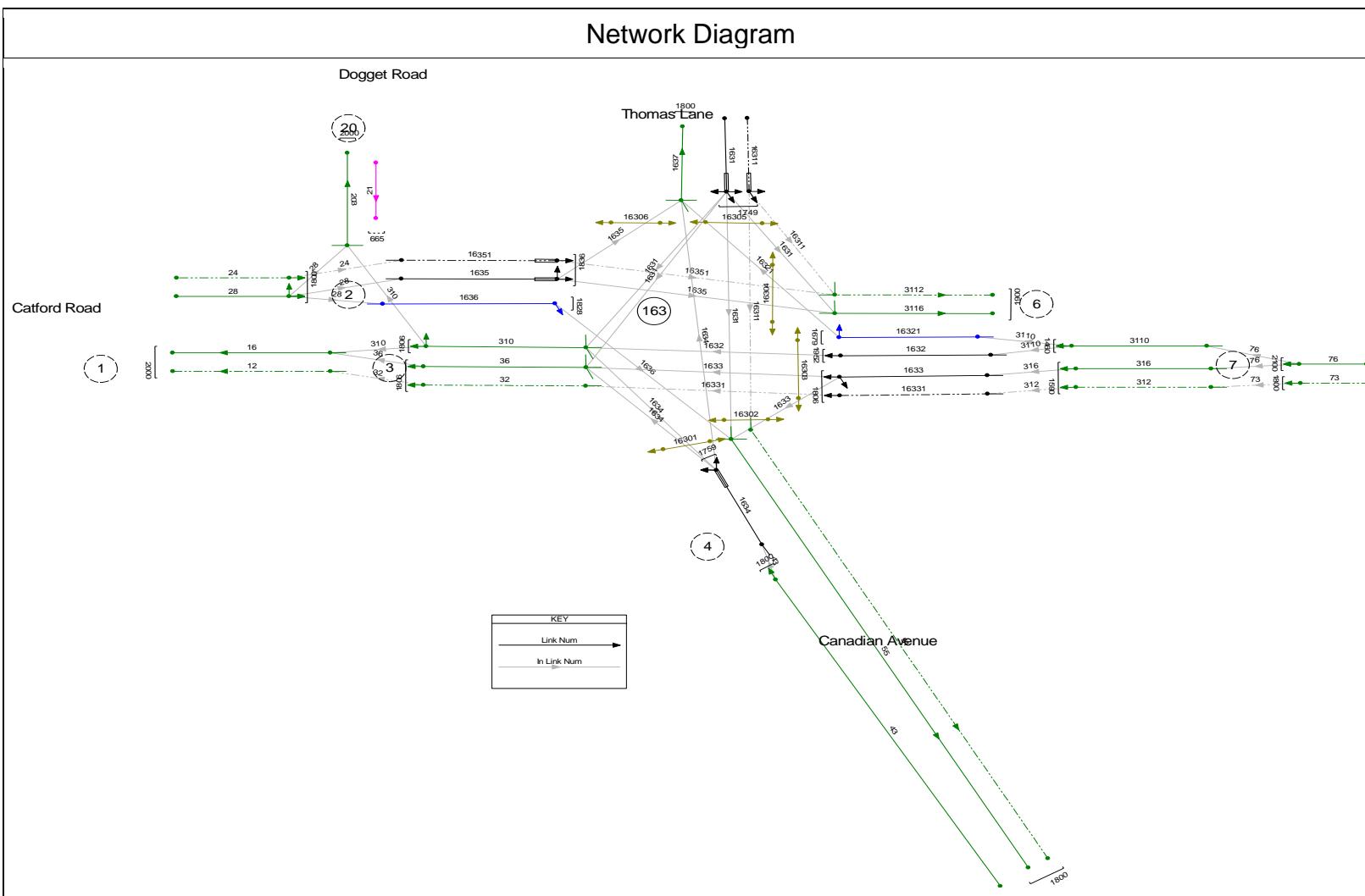
```

LINK 81 FED BY 342 346 0 0 M.M.E. 0.78

PROGRAM TRANSYT FINISHED

Proposed Thomas Lane Junction Results

Network Diagram



PRT File

AM Peak Prop Flows : Proposed Flows

1 T R A N S Y T 12

Traffic Network Study Tool

Analysis Program Release 6 (February 2007)
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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:- *PROPOSED OPTION 2.DAT* at 10:41 on 20130111

TRANSYT 12.0

Catford Road Proposed Option 2

PARAMETERS CONTROLLING DIMENSIONS OF PROBLEM :

NUMBER OF NODES	=	1
NUMBER OF LINKS	=	36
NUMBER OF OPTIMISED NODES	=	1
MAXIMUM NUMBER OF GRAPHIC PLOTS	=	0
NUMBER OF STEPS IN CYCLE	=	88
MAXIMUM NUMBER OF SHARED STOPLINES	=	2
MAXIMUM NUMBER OF TIMING POINTS	=	4
MAXIMUM LINKS AT ANY NODE	=	23

CORE REQUESTED = 10616 WORDS
CORE AVAILABLE = 72000 WORDS

DATA INPUT :-

CARD CARD		TITLE:- Catford Road Proposed Option 2										STOP				
NO.	TYPE	CARD	CYCLE	NO. OF	TIME	EFFECTIVE-GREEN	EQUISAT	0=UNEQUAL	FLOW	CRUISE-SPEEDS	OPTIMISE	EXTRA	HILL-	DELAY	VALUE	
NO.	TYPE	PER	1-1200	START	END	0=NO	1=EQUAL	10-200	50-200	0=TIMES	0=NONE	COPIES	CLIMB	P PER	P PER	
		(SEC)	(SEC)	(SEC)	(SEC)	1=YES	CYCLE	%	%	1=SPEEDS	1=SET	FINAL	OUTPUT	PCU-H	100	
2)=	1	88	88	60	2	3	0	1	100	100	0	0	0	0	1420	260
LIST OF NODES TO BE OPTIMISED																
CARD	CARD	NO.	TYPE	3)=	2	163	0	0	0	0	0	0	0	0	0	0

CARD CARD		LINKS HAVING SHARED STOPLINES										THIRD SET.....			
NO.	TYPE	FIRST SET.....	SECOND SET.....	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10		
4)=	7	16	12	0	0	0	0	0	0	0	0	0	0	0	0
5)=	7	28	24	0	0	0	0	0	0	0	0	0	0	0	0
6)=	7	36	32	0	0	0	0	0	0	0	0	0	0	0	0
7)=	7	55	51	0	0	0	0	0	0	0	0	0	0	0	0
8)=	7	316	312	0	0	0	0	0	0	0	0	0	0	0	0
9)=	7	1631	16311	0	0	0	0	0	0	0	0	0	0	0	0
10)=	7	1633	16331	0	0	0	0	0	0	0	0	0	0	0	0
11)=	7	1635	16351	0	0	0	0	0	0	0	0	0	0	0	0
12)=	7	3116	3112	0	0	0	0	0	0	0	0	0	0	0	0

CARD CARD		NODE CARDS: MINIMUM STAGE TIMES (WORKING)												
NO.	TYPE	NODE NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10		
13)=	10	163	7	4	5	5								
CARD CARD		NODE CARDS: PRECEDING INTERSTAGE TIMES (WORKING)												
NO.	TYPE	NODE NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10		
14)=	11	163	10	0	10	12								
CARD CARD		NODE CARDS: STAGE CHANGE TIMES (WORKING)												
NO.	TYPE	NODE NO.	Sgl/Dbl	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	
15)=	12	163	Cycled	1	58	11	26	41						

CARD CARD		LINK CARDS: GIVEWAY DATA														
NO.	TYPE	LINK NO.	LINK1	LINK2	ONLY	A1	A2									
						X100	X100									
16)=	30	21	28	310	80	19	17	0	0	0	0	200	0	665	0	0
17)=	30	1636	1632	1633	0	50	50	0	0	0	0	10	0	850	0	0
18)=	30	16321	1635	0	0	50	0	0	0	0	0	10	0	850	0	0

CARD CARD		LINK CARDS: FIXED DATA														
NO.	TYPE	LINK NO.	EXIT NODE	START STAGE	END STAGE	GREEN	LINK	STOP	MAX FLOW	DELAY WT.X100	DISPNSN X100					
				STAGE	LAG	STAGE	LAG	STAGE	WT.X100	WT.X100						
19)=	31	12	0	0	0	0	0	0	0	0	0	0	0	0	0	
20)=	31	16	0	0	0	0	0	0	0	0	0	95	0	2000	0	0
21)=	31	24	0	0	0	0	0	0	0	0	0	60	0	0	0	0
22)=	31	28	0	0	0	0	0	0	0	0	0	60	0	1800	0	0
23)=	31	32	0	0	0	0	0	0	0	0	0	45	0	0	0	0
24)=	31	36	0	0	0	0	0	0	0	0	0	45	0	1806	0	0
25)=	31	43	0	0	0	0	0	0	0	0	0	445	0	1800	0	0
26)=	31	51	0	0	0	0	0	0	0	0	0	505	0	0	0	0
27)=	31	55	0	0	0	0	0	0	0	0	0	505	0	1800	0	0
28)=	31	73	0	0	0	0	0	0	0	0	0	75	0	1800	0	0
29)=	31	76	0	0	0	0	0	0	0	0	0	75	0	2100	0	0
30)=	31	203	0	0	0	0	0	0	0	0	0	50	0	2000	0	0
31)=	31	310	0	0	0	0	0	0	0	0	0	45	0	1806	0	0
32)=	31	312	0	0	0	0	0	0	0	0	0	55	0	0	0	0
33)=	31	316	0	0	0	0	0	0	0	0	0	55	0	1590	0	0
34)=	31	1631	163	4	8	1	4	0	0	0	0	200	0	1749	0	0

35)= 31 1632 163 1 10 2 0 0 0 0 0 60 0 1952 0 0
 36)= 31 1633 163 1 10 2 0 0 0 0 0 60 0 1806 0 0
 37)= 31 1634 163 3 5 4 3 0 0 0 0 40 0 1759 0 0
 38)= 31 1635 163 1 10 3 0 0 0 0 0 60 0 1836 0 0
 39)= 31 1636 163 1 10 3 6 0 0 0 0 10 0 1828 0 0
 40)= 31 1637 0 0 0 0 0 0 0 0 0 0 200 0 1800 0 0
 41)= 31 3110 0 0 0 0 0 0 0 0 0 0 55 0 1460 0 0
 42)= 31 3112 0 0 0 0 0 0 0 0 0 0 80 0 0 0 0
 43)= 31 3116 0 0 0 0 0 0 0 0 0 0 80 0 1900 0 0
 44)= 31 16301 163 4 9 2 0 0 0 0 0 10 0 10000 0 0
 45)= 31 16302 163 3 10 4 0 0 0 0 0 10 0 10000 0 0
 46)= 31 16303 163 3 0 1 0 0 0 0 0 10 0 10000 0 0
 47)= 31 16304 163 3 10 4 0 0 0 0 0 10 0 10000 0 0
 48)= 31 16305 163 1 10 3 0 0 0 0 0 10 0 10000 0 0
 49)= 31 16306 163 4 12 1 0 0 0 0 0 10 0 10000 0 0
 50)= 31 16311 0 0 0 0 0 0 0 0 0 0 200 0 0 0 0
 51)= 31 16321 163 1 6 2 0 0 0 0 0 10 0 1679 0 0
 52)= 31 16331 0 0 0 0 0 0 0 0 0 60 0 0 0 0
 53)= 31 16351 0 0 0 0 0 0 0 0 0 60 0 0 0 0

LINK CARDS : FLOW DATA																
			ENTRY 1			ENTRY 2			ENTRY 3			ENTRY 4				
CARD NO.	CARD TYPE	LINK NO.	TOTAL FLOW	UNIFORM FLOW	LINK NO.	CRUISE FLOW	LINK TIME	CRUISE NO.	FLOW	LINK TIME	CRUISE NO.	FLOW	LINK TIME	CRUISE NO.	FLOW	TIME
54)= 32 12 126		0	32	126	4017	0	0	0	0	0	0	0	0	0	0	0
55)= 32 16 1473		0	36	706	7	310	767	7	0	0	0	0	0	0	0	0
56)= 32 21 10		0	0	0	18	0	0	0	0	0	0	0	0	0	0	0
57)= 32 24 120		0	0	0	4010	0	0	0	0	0	0	0	0	0	0	0
58)= 32 28 1171		0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
59)= 32 32 126		0	16331	126	4000	0	0	0	0	0	0	0	0	0	0	0
60)= 32 36 706		0	1631	139	4	1633	363	3	1634	204	6	0	0	0	0	0
61)= 32 43 435		0	0	0	18	0	0	0	0	0	0	0	0	0	0	0
62)= 32 51 15		0	16311	10	4000	0	0	0	0	0	0	0	0	0	0	0
63)= 32 55 379		0	1631	59	54	1633	27	54	1636	300	54	0	0	0	0	0
64)= 32 73 126		0	0	0	4000	0	0	0	0	0	0	0	0	0	0	0
65)= 32 76 1025		0	0	0	18	0	0	0	0	0	0	0	0	0	0	0
66)= 32 203 253		0	28	117	5	310	136	5	0	0	0	0	0	0	0	0
67)= 32 310 903		0	1631	138	4	1632	561	3	1634	204	6	0	0	0	0	0
68)= 32 312 126		0	73	126	4000	0	0	0	0	0	0	0	0	0	0	0
69)= 32 316 390		0	76	390	4	0	0	0	0	0	0	0	0	0	0	0
70)= 32 1631 354		0	0	0	18	0	0	0	0	0	0	0	0	0	0	0
71)= 32 1632 561		0	3110	561	5	0	0	0	0	0	0	0	0	0	0	0
72)= 32 1633 390		0	316	390	5	0	0	0	0	0	0	0	0	0	0	0
73)= 32 1634 435		0	43	435	4	0	0	0	0	0	0	0	0	0	0	0
74)= 32 1635 754		0	28	754	5	0	0	0	0	0	0	0	0	0	0	0
75)= 32 1636 300		0	28	300	5	0	0	0	0	0	0	0	0	0	0	0
76)= 32 1637 177		0	1634	27	18	1635	76	18	16321	74	18	0	0	0	0	0
77)= 32 3110 635		0	76	635	4	0	0	0	0	0	0	0	0	0	0	0
78)= 32 3112 138		0	16311	18	4000	16351	120	4000	0	0	0	0	0	0	0	0
79)= 32 3116 772		0	1631	18	9	1635	754	8	0	0	0	0	0	0	0	0
80)= 32 16301 10		0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
81)= 32 16302 10		0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
82)= 32 16303 10		0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
83)= 32 16304 10		0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
84)= 32 16305 10		0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
85)= 32 16306 10		0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
86)= 32 16311 24		0	0	0	4000	0	0	0	0	0	0	0	0	0	0	0
87)= 32 16321 74		0	3110	74	5	0	0	0	0	0	0	0	0	0	0	0
88)= 32 16331 126		0	312	126	4000	0	0	0	0	0	0	0	0	0	0	0
89)= 32 16351 120		0	24	120	4012	0	0	0	0	0	0	0	0	0	0	0

LINK CARDS : FLARE SATURATION FLOW DATA

LINK CARDS : FLARE SATURATION FLOW DATA					
. . LANE 1 LANE 2 LANE 3 . .	
CARD TYPE	LINK NO.	SAT. FLOW	CAPAC VEH.	SAT. FLOW	CAPAC VEH.
90)= 33 1631 1742		9	0	0	0
91)= 33 1634 1752		8	0	0	0
92)= 33 1635 2000		4	0	0	0

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

88 SECOND CYCLE 88 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
163	4	58	11	26	41						

LINK NUMBER	FLOW INTO LINK	SAT. FLOW	DEGREE OF CRUISE	MEAN TIMES PER PCU	-----DELAY-----			----STOPS----			----QUEUE----			PERFORMANCE INDEX.	EXIT NODE	GREEN TIMES	
					LINK	SAT. CRUISE	UNIFORM	RANDOM+ COST	OVERSAT OF (U+R+O) MEAN Q	DELAY /PCU-H	STOPS DELAY (\$/H)	MEAN STOPS /PCU	MAX. STOPS (\$/H)			AVERAGE EXCESS ()	WEIGHTED SUM (\$/H)
(PCU/H)	(PCU/H)	(%)	(SEC)	(SEC)	(PCU-H)	(%)	(\$/H)	(%)	(\$/H)	(PCU)	(PCU)	(%)	(\$/H)				
12BL	126	16L	80	36.2	7.3	0.1 + 0.2	(3.6)	47	(1.3)	23	+	4.9					
16	1472	2000S	80	7.0	7.1	1.1 + 1.8	(41.5)	54	(25.4)	23	+	66.9					
21	10	665	3	18.0	5.2	0.0 + 0.0	(0.2)	0	(0.0)	0		0.2					
24BL	120	28L	72	26.0	3.5	0.0 + 0.1	(1.7)	4	(0.0)	1		1.7					
28	1171	1800S	72	5.0	3.5	0.0 + 1.1	(16.3)	4	(1.2)	1		17.4					
32BL	126	36L	46	4.0	1.8	0.0 + 0.1	(0.9)	2	(0.1)	0		1.0					
36	704	1800S	46	4.1	1.8	0.0 + 0.4	(5.1)	2	(0.3)	0		5.4					
43	435	1800	24	18.0	1.3	0.0 + 0.2	(2.3)	1	(0.7)	0		3.0					
51BL	15	55L	22	45.5	1.3	0.0 + 0.0	(0.1)	1	(0.0)	0		0.1					
55	379	1800S	22	54.0	1.3	0.0 + 0.1	(1.9)	1	(0.1)	0		2.0					
73BL	126	1800	7	6.8	1.1	0.0 + 0.0	(0.5)	1	(0.0)	0		0.6					
76	1025	2100	49	18.0	1.7	0.0 + 0.5	(6.8)	2	(0.1)	0		6.8					
203	253	2000	13	5.0	1.0	0.0 + 0.1	(1.0)	1	(0.1)	0		1.1					
310	904	1806	50	3.8	2.4	0.1 + 0.5	(8.5)	17	(3.4)	12	+	11.9					
312BL	126	316L	32	4.9	1.7	0.0 + 0.1	(0.8)	2	(0.1)	0		0.9					
316	390	1590S	32	4.0	1.7	0.0 + 0.2	(2.6)	2	(0.2)	0		2.8					
1631	354	3491Sf	68	18.0	44.9	3.4 + 1.0	(62.7)	101	(7.6)	10		70.3	163	49	62		
1632	562	1952	79	5.0	36.9	3.9 + 1.9	(81.8)	97	(14.1)	14	+	95.9	163	68	11		
1633	389	1806S	78	5.0	37.3	2.7 + 1.3	(57.3)	97	(9.8)	13	+	67.1	163	68	11		
1634	435	3511f	78	4.0	49.7	4.3 + 1.7	(85.3)	107	(8.0)	12	+	93.2	163	31	44		
1635	754	21425f	76	5.0	19.9	2.8 + 1.4	(59.3)	72	(14.0)	17	+	73.3	163	68	26		
1636	300	1828	64	5.0	39.3	2.4 + 0.9	(46.5)	100	(0.2)	7	+	46.7	163	68	32		
1637	176	1800	10	18.0	1.1	0.0 + 0.1	(0.8)	1	(0.0)	0		0.8					
3110	636	1460	44	4.0	2.2	0.0 + 0.4	(5.5)	2	(0.5)	0		6.0					
3112BL	138	3116L	48	7.2	4.3	0.1 + 0.1	(2.4)	47	(1.4)	18	+	3.8					
3116	772	1900S	48	8.0	4.8	0.6 + 0.4	(14.5)	54	(5.6)	18	+	20.1					
16301	10	10000	0	4.0	8.7	0.0 + 0.0	(0.3)	43	(0.0)	0		0.3	163	50	11		
16302	10	10000	1	4.0	41.3	0.1 + 0.0	(1.6)	96	(0.0)	0		1.6	163	36	41		
16303	10	10000	0	4.0	18.0	0.0 + 0.0	(0.7)	62	(0.0)	0		0.7	163	26	58		
16304	10	10000	1	4.0	41.3	0.1 + 0.0	(1.6)	96	(0.0)	0		1.6	163	36	41		
16305	10	10000	0	4.0	10.1	0.0 + 0.0	(0.4)	46	(0.0)	0		0.4	163	68	26		
16306	10	10000	1	4.0	41.3	0.1 + 0.0	(1.6)	96	(0.0)	0		1.6	163	53	58		
16311BL	24	1631L	68	18.0	44.9	0.2 + 0.1	(4.3)	101	(0.5)	10		4.8	163	49	62		
16321	74	1679	61	5.0	55.8	0.4 + 0.7	(16.3)	159	(0.1)	2		16.4	163	64	11		

ROUTE

88 SECOND CYCLE 88 STEPS

	CRUISE LITRES PER HOUR	DELAY LITRES PER HOUR	STOPS LITRES PER HOUR	TOTALS LITRES PER HOUR			
FUEL CONSUMPTION PREDICTIONS	83.9	+	45.8	+	45.8	=	175.5
NO. OF ENTRIES TO SUBPT =	1						
NO. OF LINKS RECALCULATED =	36						

PROGRAM TRANSITION FINISHED

PRT File

PM Peak Prop Flow : Proposed Flows

1 _____ T R A N S Y T 12 _____

Traffic Network Study Tool

Analysis Program Release 6 (February 2007)
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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:- "PROPOSED OPTION 2.DAT" at 10:41 on 20130111

TRANSYT 12.0

NUMBER OF NODES	=	1
NUMBER OF LINKS	=	36
NUMBER OF OPTIMISED NODES	=	1
MAXIMUM NUMBER OF GRAPHIC PLOTS	=	0
NUMBER OF STEPS IN CYCLE	=	88
MAXIMUM NUMBER OF SHARED STOPLINES	=	2
MAXIMUM NUMBER OF TIMING POINTS	=	4
MAXIMUM LINKS AT ANY NODE	=	23

CORE REQUESTED = 10616 WORDS
CORE AVAILABLE = 72000 WORDS

DATA INBIT

			NODE		CARDS:		MINIMUM	STAGE	TIMES (WORKING)				
CARD NO.	CARD TYPE	NODE NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	
13)=	10	163	7	4	5	5							
			NODE		CARDS:		PRECEDING			INTERSTAGE		TIMES (WORKING)	
CARD NO.	CARD TYPE	NODE NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	
14)=	11	163	10	0	10	12							
			NODE		CARDS:		STAGE		CHANGE	TIMES (WORKING)			
CARD	CARD	NODE	Sql/Db1	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10

NO. TYPE NO. Cycled
 15) = 12 163 1 72 19 30 45

LINK CARDS: GIVEWAY DATA

CARD NO.	CARD TYPE	LINK NO.	LINK1 LINK2 ONLY				GIVEWAY COEFFS.		LINK LENGTH	STOP WT.X100	MAX FLOW	DELAY WT.X100	DISPSN X100	
			LINK1 NO.	LINK2 NO.	% FLOW	X100	A1 X100	A2 X100						
16) = 30	21	28	310	80	19	17	0	0	0	200	0	665	0	0
17) = 30	1636	1632	1633	0	50	50	0	0	0	10	0	850	0	0
18) = 30	16321	1635	0	0	50	0	0	0	0	10	0	850	0	0

LINK CARDS: FIXED DATA

CARD NO.	CARD TYPE	LINK NO.	FIRST EXIT GREEN				SECOND GREEN				LINK LENGTH	STOP WT.X100	SAT FLOW	DELAY WT.X100	DISPSN X100
			STAGE NODE	START	END	LAG	STAGE	LAG	STAGE	LAG					
19) = 31	12	0	0	0	0	0	0	0	95	0	0	0	0	0	
20) = 31	16	0	0	0	0	0	0	0	95	0	2000	0	0	0	
21) = 31	24	0	0	0	0	0	0	0	60	0	0	0	0	0	
22) = 31	28	0	0	0	0	0	0	0	60	0	1800	0	0	0	
23) = 31	32	0	0	0	0	0	0	0	45	0	0	0	0	0	
24) = 31	36	0	0	0	0	0	0	0	45	0	1806	0	0	0	
25) = 31	43	0	0	0	0	0	0	0	45	0	1800	0	0	0	
26) = 31	51	0	0	0	0	0	0	0	505	0	0	0	0	0	
27) = 31	55	0	0	0	0	0	0	0	505	0	1800	0	0	0	
28) = 31	73	0	0	0	0	0	0	0	75	0	1800	0	0	0	
29) = 31	76	0	0	0	0	0	0	0	75	0	2100	0	0	0	
30) = 31	203	0	0	0	0	0	0	0	50	0	2000	0	0	0	
31) = 31	310	0	0	0	0	0	0	0	45	0	1806	0	0	0	
32) = 31	312	0	0	0	0	0	0	0	55	0	0	0	0	0	
33) = 31	316	0	0	0	0	0	0	0	55	0	1590	0	0	0	
34) = 31	1631	163	4	8	1	4	0	0	0	200	0	1749	0	0	
35) = 31	1632	163	1	10	2	0	0	0	60	0	1952	0	0	0	
36) = 31	1633	163	1	10	2	0	0	0	60	0	1806	0	0	0	
37) = 31	1634	163	3	5	4	3	0	0	40	0	1759	0	0	0	
38) = 31	1635	163	1	10	3	0	0	0	60	0	1836	0	0	0	
39) = 31	1636	163	1	10	3	6	0	0	10	0	1828	0	0	0	
40) = 31	1637	0	0	0	0	0	0	0	200	0	1800	0	0	0	
41) = 31	3110	0	0	0	0	0	0	0	55	0	1460	0	0	0	
42) = 31	3112	0	0	0	0	0	0	0	80	0	0	0	0	0	
43) = 31	3116	0	0	0	0	0	0	0	80	0	1900	0	0	0	
44) = 31	16301	163	4	9	2	0	0	0	10	0	10000	0	0	0	
45) = 31	16302	163	3	10	4	0	0	0	10	0	10000	0	0	0	
46) = 31	16303	163	3	0	1	0	0	0	10	0	10000	0	0	0	
47) = 31	16304	163	3	10	4	0	0	0	10	0	10000	0	0	0	
48) = 31	16305	163	1	10	3	0	0	0	10	0	10000	0	0	0	
49) = 31	16306	163	4	12	1	0	0	0	10	0	10000	0	0	0	
50) = 31	16311	0	0	0	0	0	0	0	200	0	0	0	0	0	
51) = 31	16321	163	1	6	2	0	0	0	10	0	1679	0	0	0	
52) = 31	16331	0	0	0	0	0	0	0	60	0	0	0	0	0	
53) = 31	16351	0	0	0	0	0	0	0	60	0	0	0	0	0	

LINK CARDS: FLOW DATA

CARD NO.	CARD TYPE	LINK TOTAL	UNIFORM FLOW	LINK NO.	ENTRY 1		ENTRY 2		ENTRY 3		ENTRY 4			
					CRUISE FLOW	LINK NO.								
54) = 32	12	132	0	32	132	4017	0	0	0	0	0	0	0	0
55) = 32	16	1403	0	36	665	7	310	738	7	0	0	0	0	0
56) = 32	21	10	0	0	0	18	0	0	0	0	0	0	0	0
57) = 32	24	117	0	0	0	4010	0	0	0	0	0	0	0	0
58) = 32	28	1086	0	0	0	5	0	0	0	0	0	0	0	0
59) = 32	32	132	0	16331	132	4000	0	0	0	0	0	0	0	0
60) = 32	36	665	0	1631	213	4	1633	301	3	1634	171	6	0	0
61) = 32	43	367	0	0	0	18	0	0	0	0	0	0	0	0
62) = 32	51	10	0	16311	10	4000	0	0	0	0	0	0	0	0
63) = 32	55	502	0	1631	194	54	1633	19	54	1636	289	54	0	0
64) = 32	73	132	0	0	0	4000	0	0	0	0	0	0	0	0
65) = 32	76	852	0	0	0	18	0	0	0	0	0	0	0	0
66) = 32	203	264	0	28	117	5	310	147	5	0	0	0	0	0
67) = 32	310	885	0	1631	213	4	1632	480	3	1634	172	6	0	0
68) = 32	312	132	0	73	132	4000	0	0	0	0	0	0	0	0
69) = 32	316	320	0	76	320	4	0	0	0	0	0	0	0	0
70) = 32	1631	690	0	0	0	18	0	0	0	0	0	0	0	0
71) = 32	1632	480	0	3110	480	5	0	0	0	0	0	0	0	0
72) = 32	1633	320	0	316	320	5	0	0	0	0	0	0	0	0
73) = 32	1634	367	0	43	367	4	0	0	0	0	0	0	0	0
74) = 32	1635	680	0	28	680	5	0	0	0	0	0	0	0	0
75) = 32	1636	289	0	28	289	5	0	0	0	0	0	0	0	0
76) = 32	1637	134	0	1634	24	18	1635	58	18	16321	52	18	0	0
77) = 32	3110	532	0	76	532	4	0	0	0	0	0	0	0	0
78) = 32	3112	132	0	16311	15	4000	16351	117	4000	0	0	0	0	0
79) = 32	316	692	0	1631	70	9	1635	622	8	0	0	0	0	0
80) = 32	32	16301	10	0	0	4	0	0	0	0	0	0	0	0
81) = 32	16302	10	0	0	0	4	0	0	0	0	0	0	0	0
82) = 32	16303	10	0	0	0	4	0	0	0	0	0	0	0	0
83) = 32	16304	10	0	0	0	4	0	0	0	0	0	0	0	0
84) = 32	16305	10	0	0	0	4	0	0	0	0	0	0	0	0
85) = 32	16306	10	0	0	0	4	0	0	0	0	0	0	0	0
86) = 32	16311	24	0	0	0	4000	0	0	0	0	0	0	0	0
87) = 32	16321	52	0	3110	52	5	0	0	0	0	0	0	0	0
88) = 32	16331	132	0	312	132	4000	0	0	0	0	0	0	0	0
89) = 32	16351	117	0	24	117	4012	0	0	0	0	0	0	0	0

LINK CARDS : FLARE SATURATION FLOW DATA

..LANE 1.. .LANE 2.. .LANE 3..											
CARD TYPE	LINK NO.	SAT. FLOW	CAPAC VEH. FLOW	SAT. CRUISE VEH. FLOW	CAPAC SAT. VEH. FLOW	SAT. CAPAC VEH. FLOW	CAPAC SAT. VEH. FLOW	SAT. CAPAC VEH. FLOW	STOPS OF MAX. AVERAGE EXCESS OF () VALUES	QUEUE INDEX	PERFORMANCE INDEX
		LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.
90) = 33	1631	1742	9	0	0	0	0	0	0	0	0
91) = 33	1634	1752	8	0	0	0	0	0	0	0	0
92) = 33	1635	2000	4	0	0	0	0	0	0	0	0

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

88 SECOND CYCLE 88 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
163	4	72	19	30	45						

LINK NUMBER FLOW SAT. DEGREE MEAN TIMES -----DELAY----- ----STOPS---- ---QUEUE--- PERFORMANCE EXIT GREEN TIMES
INTO FLOW OF PER PCU UNIFORM RANDOM+ COST MEAN COST MEAN INDEX START START
LINK SAT CRUISE OVERSAT OF STOPS OF MAX. AVERAGE WEIGHTED SUM
DELAY (U+R+O=MEAN Q) DELAY /PCU STOPS EXCESS OF () VALUES
(PCU/H) (PCU/H) (%) (SEC) (SEC) (PCU-H/H) (\$/H) (\$/H) (PCU) (PCU) (\$/H)
12BL 132 16L 77 36.2 5.3 0.1 + (2.8) 32 (0.9) 18 + 3.7
16 1404 2000S 77 7.0 5.4 0.6 + 1.5 (29.9) 36 (16.1) 18 + 46.0
21 10 665 3 18.0 4.9 0.0 + 0.0 (0.2) 0 (0.0) 0 0.2
24BL 117 28L 67 26.0 3.0 0.0 + 0.1 (1.4) 3 (0.0) 1 1.4

28	1086	1800S	67	5.0	3.0	0.0 + 0.9	(12.9)	3 (0.9)	1	13.8	
32BL	132	36L	44	4.0	1.8	0.0 + 0.1	(0.9)	2 (0.1)	0	1.0	
36	665	1806S	44	4.1	1.8	0.0 + 0.3	(4.7)	2 (0.3)	0	5.0	
43	367	1800	20	18.0	1.3	0.0 + 0.1	(1.8)	1 (0.6)	0	2.4	
51BL	10	55L	28	45.5	1.4	0.0 + 0.0	(0.1)	2 (0.0)	0	0.1	
55	503	1800S	28	54.0	1.4	0.0 + 0.2	(2.8)	2 (0.1)	0	2.9	
73BL	132	1800	7	6.8	1.1	0.0 + 0.0	(0.6)	1 (0.0)	0	0.6	
76	852	2100	41	18.0	1.4	0.0 + 0.3	(4.8)	2 (0.0)	0	4.9	
203	264	2000	13	5.0	1.0	0.0 + 0.1	(1.1)	1 (0.1)	0	1.1	
310	886	1806	49	3.8	2.4	0.1 + 0.5	(8.3)	18 (3.5)	11 +	11.8	
312BL	132	316L	28	4.9	1.6	0.0 + 0.1	(0.8)	2 (0.1)	0	0.9	
316	320	1590S	28	4.0	1.6	0.0 + 0.1	(2.0)	2 (0.2)	0	2.2	
1631	690	3099Sf	84	18.0	42.5	5.6 + 2.5	(115.6)	101 (14.8)	18	130.4	163 53 76
1632	480	1952	83	5.0	46.7	3.9 + 2.4	(88.4)	108 (13.3)	13 +	101.7	163 82 19
1633	320	1806S	85	5.0	49.9	2.6 + 1.8	(63.0)	111 (9.2)	13 +	72.1	163 82 19
1634	367	3511f	66	4.0	44.1	3.5 + 0.9	(63.8)	100 (6.3)	9 +	70.1	163 35 48
1635	680	2225Sf	85	5.0	32.7	3.8 + 2.4	(87.7)	94 (16.4)	20 +	104.2	163 82 30
1636	289	1828	77	5.0	53.0	2.6 + 1.6	(60.4)	115 (0.2)	8 +	60.6	163 82 36
1637	135	1800	7	18.0	1.1	0.0 + 0.0	(0.6)	1 (0.0)	0	0.6	
3110	532	1460	36	4.0	1.9	0.0 + 0.3	(4.1)	2 (0.4)	0	4.5	
3112BL	132	3116L	43	7.2	3.8	0.1 + 0.1	(2.0)	48 (1.4)	16 +	3.4	
3116	692	1900S	43	8.1	3.9	0.4 + 0.3	(10.7)	50 (4.6)	16 +	15.3	
16301	10	10000	0	4.0	7.1	0.0 + 0.0	(0.3)	38 (0.0)	0	0.3	163 54 19
16302	10	10000	1	4.0	41.3	0.1 + 0.0	(1.6)	96 (0.0)	0	1.6	163 40 45
16303	10	10000	0	4.0	12.1	0.0 + 0.0	(0.5)	51 (0.0)	0	0.5	163 30 72
16304	10	10000	1	4.0	41.3	0.1 + 0.0	(1.6)	96 (0.0)	0	1.6	163 40 45
16305	10	10000	0	4.0	15.5	0.0 + 0.0	(0.6)	58 (0.0)	0	0.6	163 82 30
16306	10	10000	1	4.0	30.9	0.1 + 0.0	(1.2)	82 (0.0)	0	1.2	163 57 72
16311BL	24	1631L	84	18.0	42.5	0.2 + 0.1	(4.0)	101 (0.5)	18	4.6	163 53 76
16321	52	1679	65	5.0	98.2	0.5 + 0.9	(20.1)	156 (0.1)	2	20.2	163 78 19
16331BL	132	1633L	85	5.4	49.9	1.1 + 0.8	(26.0)	111 (3.3)	13 +	29.2	163 82 19
16351BL	117	1635L	85	28.0	32.7	0.7 + 0.4	(15.1)	94 (0.1)	20 +	15.2	163 82 30

*** f - average saturation flow for flared link ***

TOTAL DISTANCE TRAVELED	TOTAL TIME SPENT	MEAN SPEED	TOTAL UNIFORM SPEED	TOTAL RANDOM+ DELAY	TOTAL OVERSAT	TOTAL COST OF DELAY	TOTAL COST OF STOPS	PENALTY FOR EXCESS STOPS	TOTAL PERFORMANCE INDEX	
(PCU-KM/H)	(PCU-H/H)	(KM/H)	(PCU-H/H)	(PCU-H/H)	(\$/H)	(\$/H)	(\$/H)	(\$/H)	(\$/H)	
1216.6	79.2	15.4	26.2	19.0	(642.2)	+ (93.5)	+ (0.0)	=	735.7	TOTALS
78.0	8.1	9.6	2.1	1.7	(53.6)	+ (6.4)	+ (0.0)	=	60.0	BUSES
1138.6	71.1	16.0	24.1	17.3	(588.6)	+ (87.1)	+ (0.0)	=	675.8	OTHER

ROUTE

88 SECOND CYCLE 88 STEPS

CRUISE LITRES PER HOUR				DELAY LITRES PER HOUR		STOPS LITRES PER HOUR		TOTALS LITRES PER HOUR		
FUEL CONSUMPTION PREDICTIONS				83.2	+	52.1	+	44.0	=	179.4

NO. OF ENTRIES TO SUBPT = 1

NO. OF LINKS RECALCULATED= 36

PROGRAM TRANSYT FINISHED