

Errata for: "Fundamentals of Transportation and Traffic Operations"
 Last updated: September 9, 2003

| Location | Says It should say | Comments |
|--------------------------------------|---|--|
| P4 L-11 | (for land vehicles) (for all-wheel drive land vehicles) | In other cases, g_f should be replaced by the acceleration that can be developed from the normal load(s) on the tractive wheels; see problem 1.14. |
| P7 L17 | ...at all times. ... at all times, and that braking (or propulsion) is provided by all the wheels. | |
| P43 L3 | ... conditions a time... ... conditions at time ... | |
| P48 Eq. (3.2) | λ_i λ_1 | |
| P52 First line after Eq.(3.6) | ...local maximum it islocal minimum it is ... | |
| P54 L21 (equation) L22 (equation) | ... + $e^{-z_1}e^{-z_2}$... + $e^{z_1}e^{z_2}$... + $e^{-(z_1 - z_2)}$... + $e^{(z_1 + z_2)}$ | |
| P68 L2 | Figure 1 depicts ... Figure 4.1 depicts ... | |
| P75 L11 and L12 | Both summations should extend from $i = 1$ to $i = n$ | |
| P83 L -14 | Greenshields et. al (1947) Greenshields (1934) | Replace by a better reference |
| P85 Eq. (4.21) | v_j v_f | |
| P90 L19 | rolling terrain level terrain | |
| P90 L24 | w_l w_R | |

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| P90 Eq.(4.24) | ... 11 + 1 + ... | |
| P91 L8 | $f_a)$ $f_B)$ | |
| P93 L19 | ... enter he freeway enter the freeway ... | |
| P101 L-5 | ... (q^u, k^u) ... (q^u, k^u) ... | |
| P102 Eq. (4.33) | ... = $q^u T - k^u L$, ... = $q^d T - k^d L$, | |
| P103 L-3 | ... Fig. 8 ... Fig. 4.8 | |
| P104 Eq. (4.36) | ... x)tdx. ... x)dtdx | |
| P104 L 26 | ... Fig. 8 ... Fig. 4.8 | |
| P104 L -10 | ... that the that in this case the ... | |
| P105 L -2 | ... (4.38) (4.37) ... | |
| P107 L20 | ... in is its ... in its | |
| P113 (Fig. caption) | n' ($n' > n'$) n'' ($n'' > n'$) | |
| P114 L3 | simply introduces $-\Delta(r)$ simply introduces $\Delta(r)$ | |
| P115 L2 | when q vs k when the q vs k | |

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| P120 L-14 | ... L_d L_D ... | |
| P123 Fig. 4.18 | Time t_1 where curve $C(t)$ bends for the first time should have been positioned directly underneath the first bend of curve D . | |
| P152 L3 | witout without | |
| P153 L-8 | Heavyside Heaviside | |
| P157 L2 of note #18 | ... (4.12) Fig. 4.12 ... | |
| P158 L-16 | ... + k_o/v_f] + q_o/v_f] ... | |
| P159 L10 | Whitman Whitham | |
| P160 L13 | Herman (1972) Herman (1971) | |
| P160 L-17 and L-16 | (4.25) (4.34) | |
| P163 L-8 | Armed with information Armed with this information | |
| P164 Table 5.1 | T_i should be 40 rather than 45 when $i=7$; the subsequent T_i values are all off by 5 | |
| P168 Eq.(5.3) | The subscript of the first μ should be the numeral 1. | |
| P169 L 14 | G_1 G_i | |
| P175 L -15 | ... $/(1-\rho)q$ $/[(1-\rho)q]$. | |
| P179 Figure title. | ... (b) queue clears ($n_- = 0$, (b) queue clears ($n_- > 0$, ... | |

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|------------------|---|--|----------|
| P188 L-11 | the offset. | the offset of signal 2 relative to signal 1. | |
| P201 Eq. (5.26a) | $t =$ $t_1 =$ | | |
| P205 L-5 | Network dynamics: | Network dynamics: | |
| P233 Eq. (6.18) | | The power of $(1-p)$ should be $(n-i)$ rather than $(n-1)$. | |
| P245 Eq. (6.31) | for $N/I \gg I$ for $N/I \gg 1$ | | |
| P245 L -10 | ... ρ^1 ... and 5 ... ρ^{-1} ... and 9 | | |
| P245 L -7 | ... $5^{1/2}$. 2.2. ... $9^{1/2}$. 3. | | |
| P245 L -5 | ... and 5 ... and 9 | | |
| P252 L15 | ... any z any non-negative z ... | | |
| P252 L16 | ... $(1-\Phi(-z))$ $(1-\Phi(z))$... | | |
| P265 L-10 | ; (ii) that l is the ; (ii) that R is the | | |
| P274 L4 | Fig. 16a Fig. 6.16a | | |
| P280 L-8 | (i' ρ) (i \circ ρ) | | |
| P288 L-4 | is given , is given | | |

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| P308 L15 | q(T + q(T _c + | |
| P311 L -5 | ...Sec. 6.3.3 ...Sec. 6.3.4.2, but more difficult. | |
| P322 L-8 | ...individualized highways... ...individualized headways... | |
| P324 | Replace the Greenshields et al. reference by Greenshields, B.D. (1934) "A study of highway capacity" Proc. Highway Res. Board, Vol 14, pp. 448-477, Washington D.C. | |
| P328 | Prigogine, I. 96, 51, 160 Prigogine, I. 96, 160 | |
| P331 | Cycletime Cycle time | |
| P333 | Heavyside Heaviside | |
| P337 | Simulation clocks Simulation clock | |