Enrolment No.

## **GUJARAT TECHNOLOGICAL UNIVERSITY**

| M. E SEMESTER – I • EXAMINATION – WINTER • 2013 |               |   |  |             |                          |                |    |  |
|---|---------------|---|--|-------------|--------------------------|----------------|----|--|
| Subject code: 711301N Date: 23-12-2013          |               |   |  |             |                          |                | 1  |  |
|   | ,             | Name: Urbar   |  | tion System | m Planning               |                |    |  |
| Time: 10.30 am – 01.00 pm Total Marks: 70       |               |   |  |             |                          |                |    |  |
| Inst  | Instructions: |   |  |             |                          |                |    |  |
|   |               | Attempt all questions.  |  |             |                          |                |    |  |
|   |               | Make suitable assumptions wherever necessary.<br>Figures to the right indicate full mark.   |  |             |                          |                |    |  |
|   | 5.            | rigures to the r  | ight mulcate fun   | I mark.     |                          |                |    |  |
| Q.1   | (a)           | Explain by drawing sketch ' urban spatial structure' 07   |  |             |                          |                |    |  |
| -   | <b>(b)</b>    |   | -  | -           | transport, also          | draw graph and | 07 |  |
|   |               |   |  |             |                          |                |    |  |
| Q.2   | (a)           |   |  |             |                          |                |    |  |
|   | (b)           | Describe category analysis method for trip generation analysis 07<br>OR   |  |             |                          |                |    |  |
|   | (b)           | What is Modal split? Describe in detail any one method of modal split. 07   |  |             |                          |                |    |  |
| 0.0   |               |   |  |             |                          |                |    |  |
| Q.3   | <b>(a)</b>    |   |  |             |                          |                |    |  |
|   |               | workers. And four employment zones with 350,450, 500 and 300 jobs are connected by highway network having following travel costs $t_{14} = 10, t_{15} = 12$ |  |             |                          |                |    |  |
|   |               | •   | $14,t_{17}=15,t_{24}=8,t_{25}=9,t_{26}=10,t_{27}=12,t_{34}=4,t_{35}=6,t_{36}=8,t_{37}=15$ assume |             |                          |                |    |  |
|   |               |   | Find actual and zonal accessibility of residential zones   |             |                          |                |    |  |
|   | <b>(b)</b>    | Explain in detail density saturation gradient 07  |  |             |                          |                |    |  |
|   |               | OR  |  |             |                          |                |    |  |
| Q.3   |               | A four zone city has following characteristics  |  |             |                          |                |    |  |
|   |               | zone  | Total existing population  |             | Holding capacity (acres) |                | 14 |  |
|   |               | 1   | 3000   |             | 300                      |                |    |  |
|   |               | 2 3   | 2500<br>9000   |             | 280<br>500               |                |    |  |
|   |               | 4   | 4500   |             | 350                      |                |    |  |
|   |               | Travel time in minutes  |  |             |                          |                |    |  |
|   |               | D   | 1  | 2           | 3                        | 4              |    |  |
|   |               | 0   |  |             |                          |                |    |  |
|   |               | 1   | 05   | 10          | 12                       | 15             |    |  |
|   |               | 2   | 10   | 04          | 09                       | 20             |    |  |
|   |               | 3 4   | 12<br>15   | 09          | 03                       | 14             |    |  |
|   |               |   |  | 20          |                          | 06             |    |  |
|   |               | Exponent of 2.0 can be assumed based on work done with other similar cities. If the city is likely to grow at 15% overall in 15 years. What would be        |  |             |                          |                |    |  |
|   |               | Likely population located in each zone in horizon year?   |  |             |                          |                |    |  |
| 0.4   | (-)           | Eveloin hu derwing skatch(flow diagram) CATE land and satisfy (* 67   |  |             |                          |                |    |  |

- Q.4 (a) Explain by drawing sketch(flow diagram) CATS land use estimating 07 procedure.
  - (b) Give the difference between trip end type Modal split and trip interchange 07 Type Modal split. Also draw flow diagram.

OR

- Q.4 (a) What is route assignment? Describe the factors for route choice, give 07 example. 07
  - (b) Explain TRC trip assignment model by giving formula.
- Q.5 (a) What is the demand responsive transit system? State its advantages and 07 Dis advantages.

(b) Give classification of urban public transport modes according to R/W category

## OR

**Q.5** (a) Give the formula for Gravity model

С

D

(b) A self-contained town consists of four residential areas A,B,C&D. There
-are two employment zones X and Y. The generation equation shows that for the design year trips from home to work generated by each Residential area per 24 hours day are as follows

| A=1010   |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|
| B=2240   |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
| C=1760   |  |  |  |  |  |  |  |
| D=3190   |  |  |  |  |  |  |  |
| There are 3700 jobs in zone X and 4500 jobs in zone Y.                     |  |  |  |  |  |  |  |
| It is known that the attraction between zones is inversely proportional to |  |  |  |  |  |  |  |
| The square of journey times. The journey times(in minutes) between         |  |  |  |  |  |  |  |
| zones and  |  |  |  |  |  |  |  |
| Residents are as below   |  |  |  |  |  |  |  |
| X Y  |  |  |  |  |  |  |  |
| A 15 20  |  |  |  |  |  |  |  |
| B 14 09  |  |  |  |  |  |  |  |

Calculate and tabulate interzonal trips

09

21

09

16

\*\*\*\*\*