

ANNEXE A

Description des niveaux de service

DESCRIPTION DES NIVEAUX DE SERVICE AUX INTERSECTIONS AVEC FEUX

Le niveau de service est exprimé en termes de délai. Le délai est une mesure agrégée de l'inconfort, de la frustration des conducteurs et donne un indice de la consommation d'essence et des pertes de temps reliées aux déplacements automobiles. Les niveaux de service sont exprimés en termes de perte de temps aux arrêts que subit un véhicule durant une période d'observation de 15 minutes.

NIVEAU DE SERVICE	DESCRIPTION
A	<p>Délai très court, moins de 10 secondes par véhicule. Ces conditions sont extrêmement favorables et la plupart des véhicules arrivent durant la phase de vert. Des cycles de feux courts contribuent à cet état.</p> <p>La plupart des véhicules n'arrêtent pas.</p>
B	<p>Délai moyen entre 10 et 20 secondes par véhicule. La circulation reste fluide et les cycles de feux courts contribuent à cet état.</p> <p>Plus de véhicules arrêtent qu'au niveau de service A, ce qui engendre un délai moyen légèrement plus élevé.</p>
C	<p>Le délai moyen se situe entre 20 et 35 secondes par véhicule. Cette augmentation du délai peut résulter d'un débit de circulation plus élevé qu'aux niveaux de service précédents ou de cycles de feux plus longs.</p> <p>Le nombre de véhicules qui arrêtent est significatif même si plusieurs arrivent à passer à l'intersection sans arrêter.</p>
D	<p>Délai moyen dans la gamme de 35 à 55 secondes par véhicule. La congestion se fait sentir. Le délai moyen plus long peut résulter d'un rapport débit/capacité élevé, de cycles de feux longs.</p> <p>Plusieurs véhicules arrêtent et la proportion de véhicules qui passent sans arrêter diminue rapidement. Plusieurs cycles n'arrivent pas à écouler leurs files d'attente.</p>
E	<p>Le délai moyen est de l'ordre de 55 à 80 secondes par véhicules. Ceci est considéré comme la limite acceptable de délai. Ce délai élevé résulte d'un rapport débit/capacité très élevé et de longues durées de cycles de feux. La congestion est forte.</p> <p>Plusieurs cycles sont déficitaires.</p>
F	<p>Le délai moyen par véhicule dépasse 80 secondes. Ceci est considéré inacceptable par la majorité des conducteurs. Il y a sursaturation, le flot de véhicules qui arrive excède la capacité de l'intersection. La majorité des cycles sont déficitaires. Un cycle trop long et/ou une inadéquation de la géométrie peuvent être la cause de cette situation.</p>

DÉFINITION DES NIVEAUX DE SERVICE : INTERSECTIONS AVEC ARRÊTS

Niveaux de service	Délais moyens d'attente (s/véh.)
A	≤ 10
B	> 10 et ≤ 15
C	> 15 et ≤ 25
D	> 25 et ≤ 35
E	> 35 et ≤ 50
F	> 50

Source : Table 17-2 et 17-22, Highway Capacity Manual 2000.

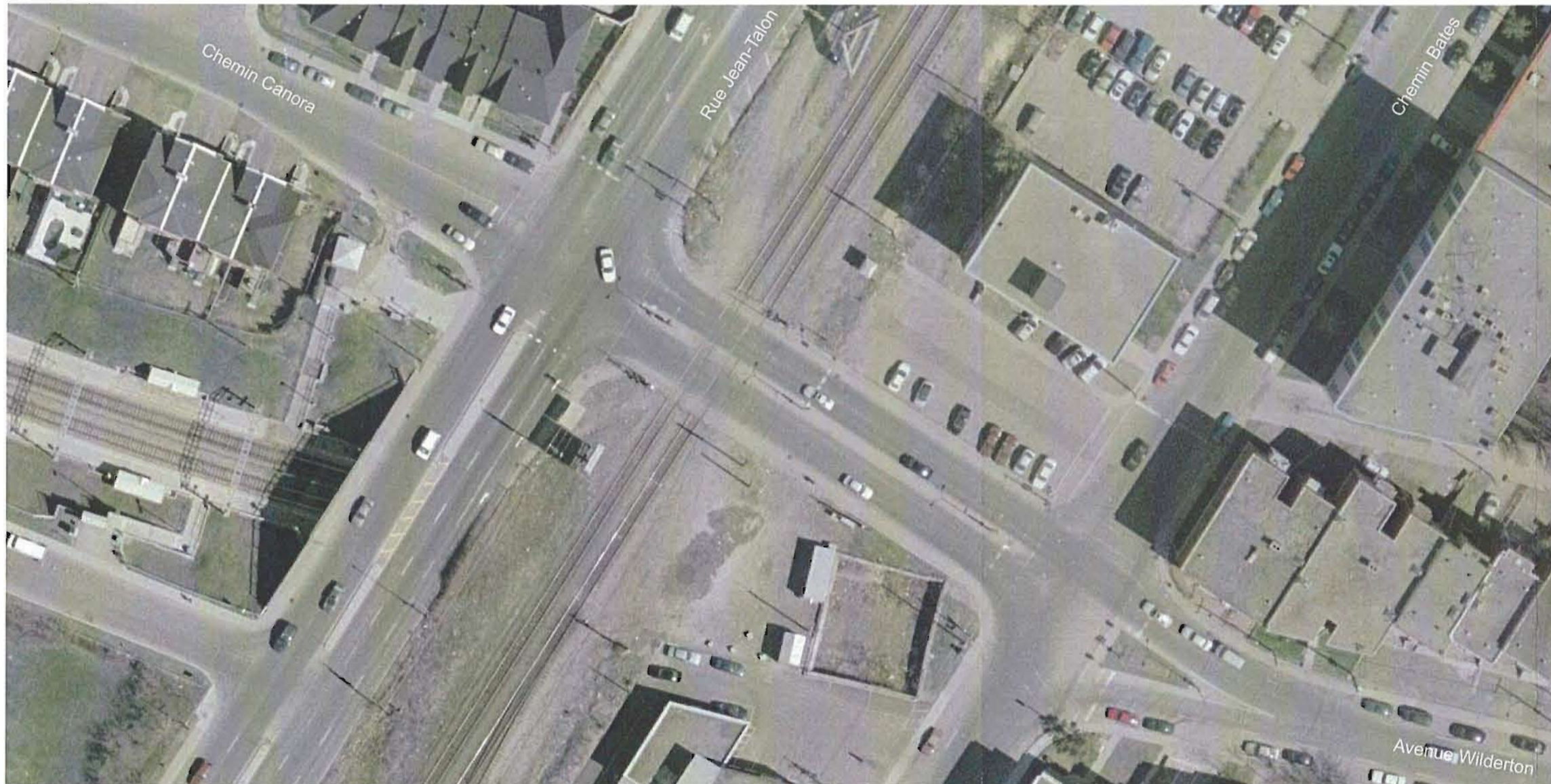
ANNEXE B

Configurations des intersections étudiées

INTERSECTIONS CANORA / JEAN-TALON ET WILDERTON / BATES



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À OUTREMONT



CONFIGURATION DES INTERSECTIONS ANALYSÉES

INTERSECTIONS
CANORA / JEAN-TALON
ET WILDERTON / BATES

Annexe B 1

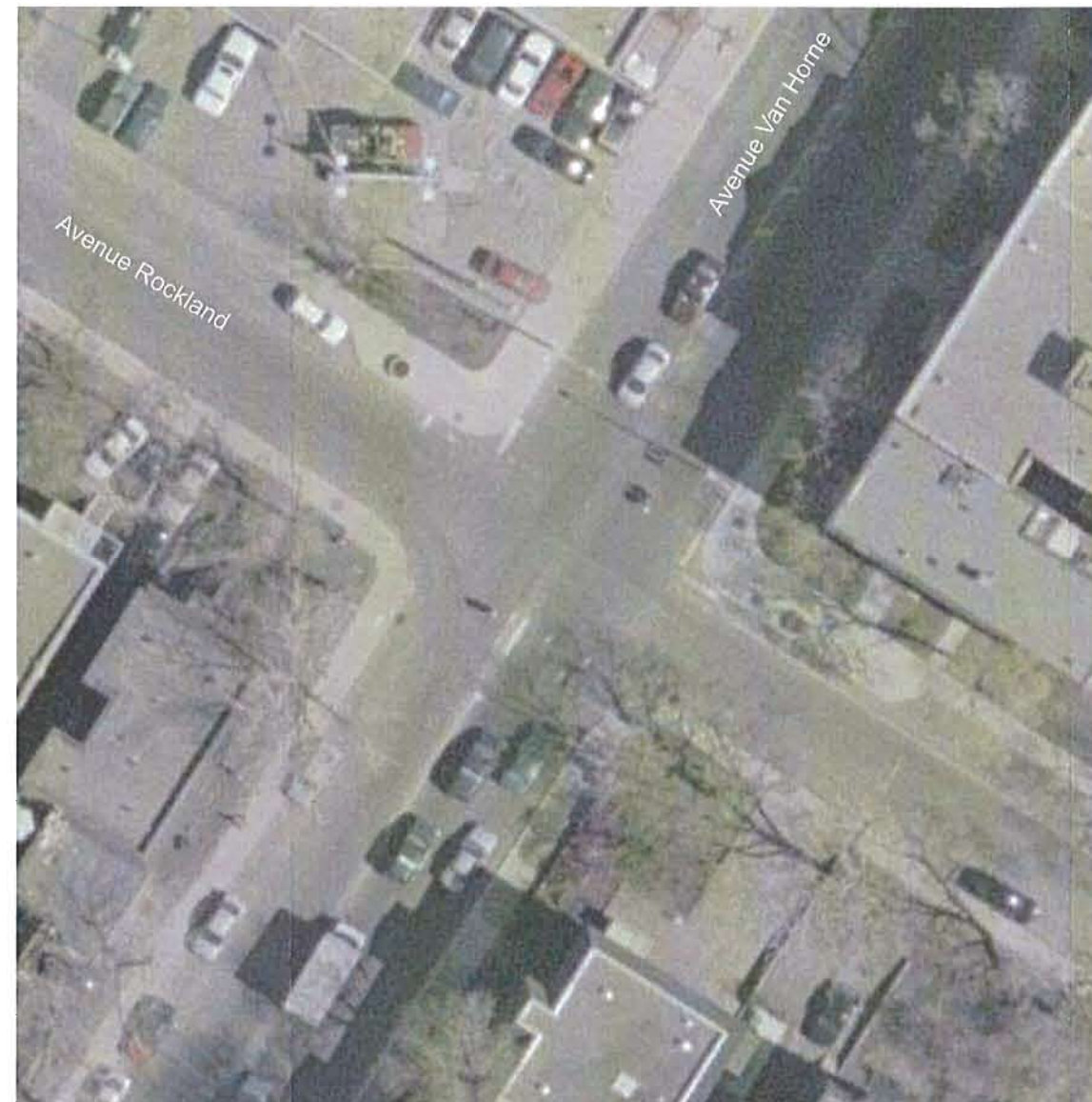
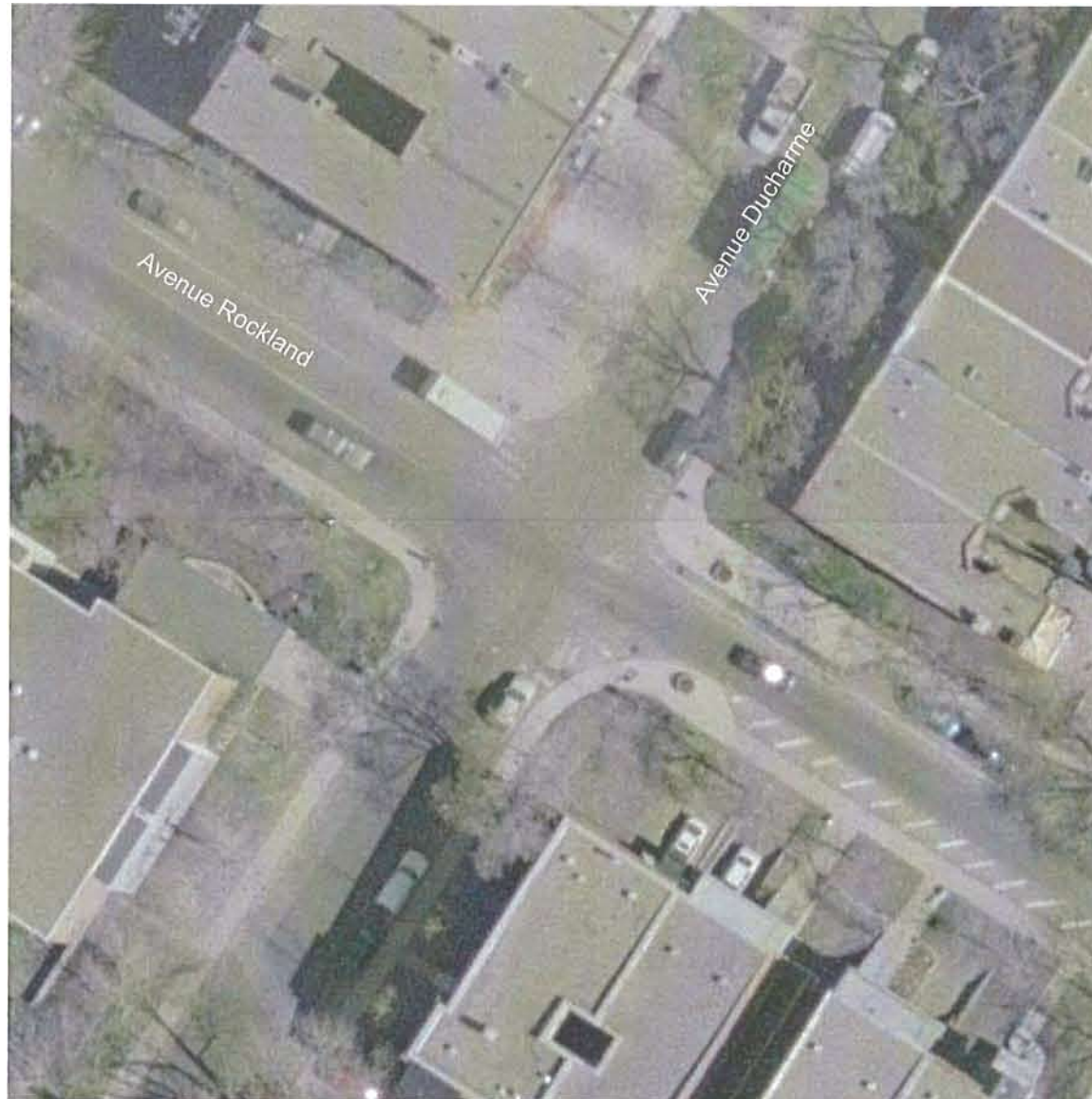


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INTERSECTIONS DUCHARME / ROCKLAND ET VAN HORNE / ROCKLAND



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CONFIGURATION DES INTERSECTIONS ANALYSÉES

INTERSECTIONS
DUCHARME / ROCKLAND
ET VAN HORNE / ROCKLAND

Annexe B 2

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INTERSECTIONS DAVAAR / DUCHARME ET DAVAAR / VAN HORNE



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À OUTREMONT



CONFIGURATION DES INTERSECTIONS ANALYSÉES

INTERSECTIONS
DAVAAR / DUCHARME
ET DAVAAR / VAN HORNE

Annexe B 3

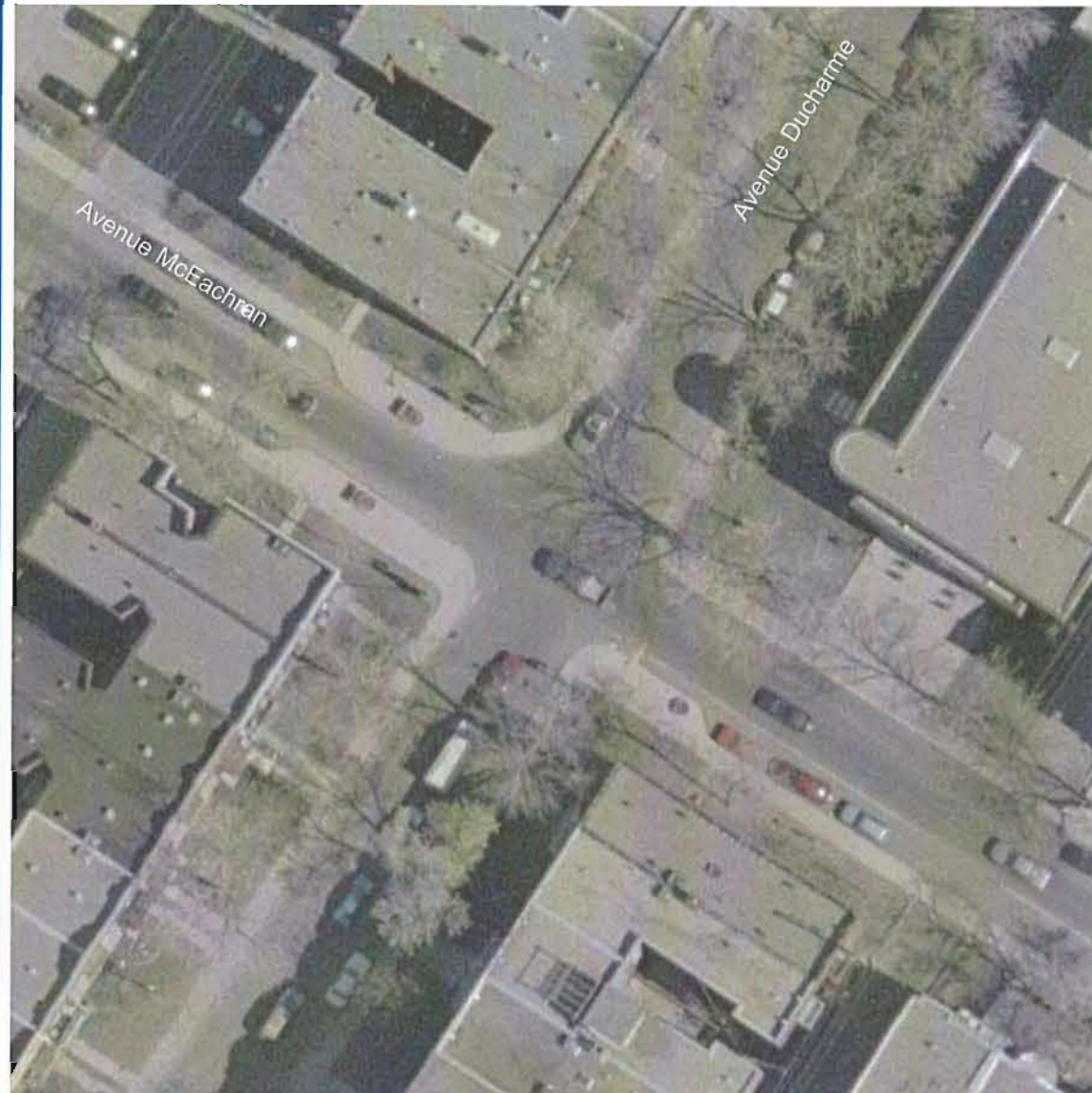


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INTERSECTIONS McEACHRAN / DUCHARME ET McEACHRAN / VAN HORNE



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À OUTREMONT



CONFIGURATION DES INTERSECTIONS ANALYSÉES

INTERSECTIONS
McEACHRAN / DUCHARME
ET McEACHRAN / VAN HORNE

Annexe B 4

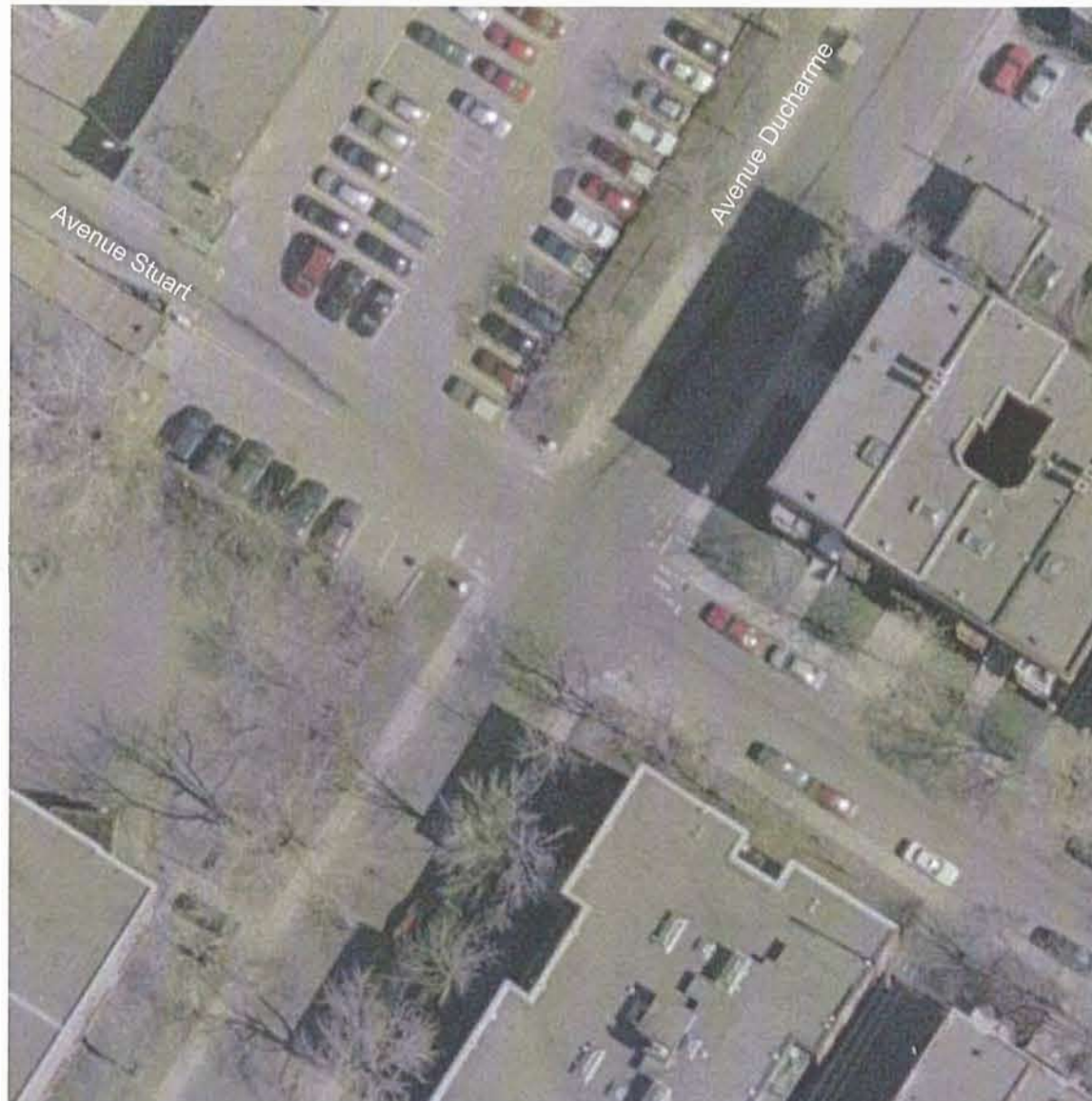
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INTERSECTIONS STUART / DUCHARME ET STUART / VAN HORNE



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À OUTREMONT



CONFIGURATION DES INTERSECTIONS ANALYSÉES

INTERSECTIONS
STUART / DUCHARME
ET STUART / VAN HORNE

Annexe B 5

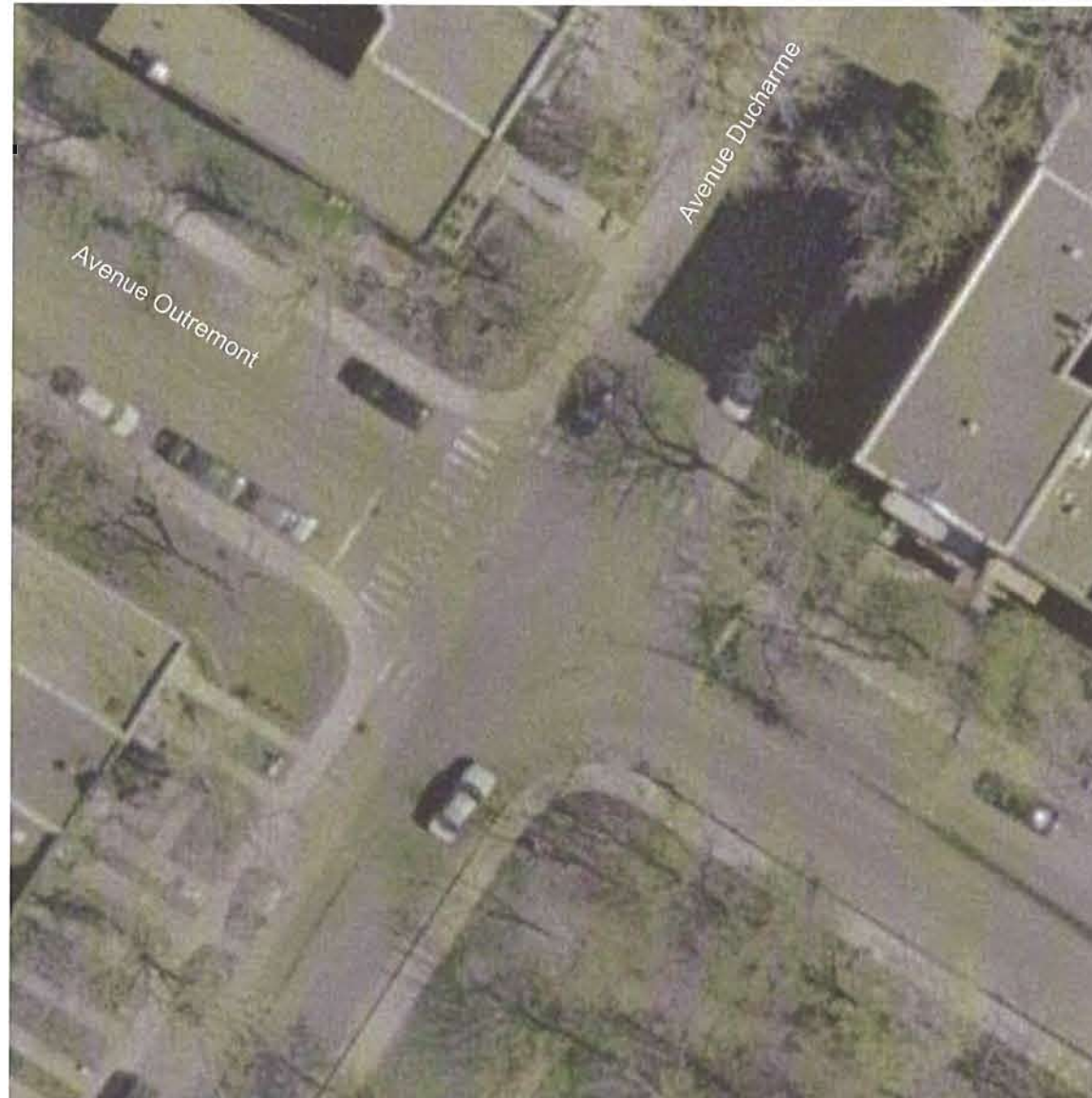


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INTERSECTIONS OUTREMONT / DUCHARME ET OUTREMONT / VAN HORNE



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À OUTREMONT



CONFIGURATION DES INTERSECTIONS ANALYSÉES

INTERSECTIONS
OUTREMONT / DUCHARME
ET OUTREMONT / VAN HORNE

Annexe B 6

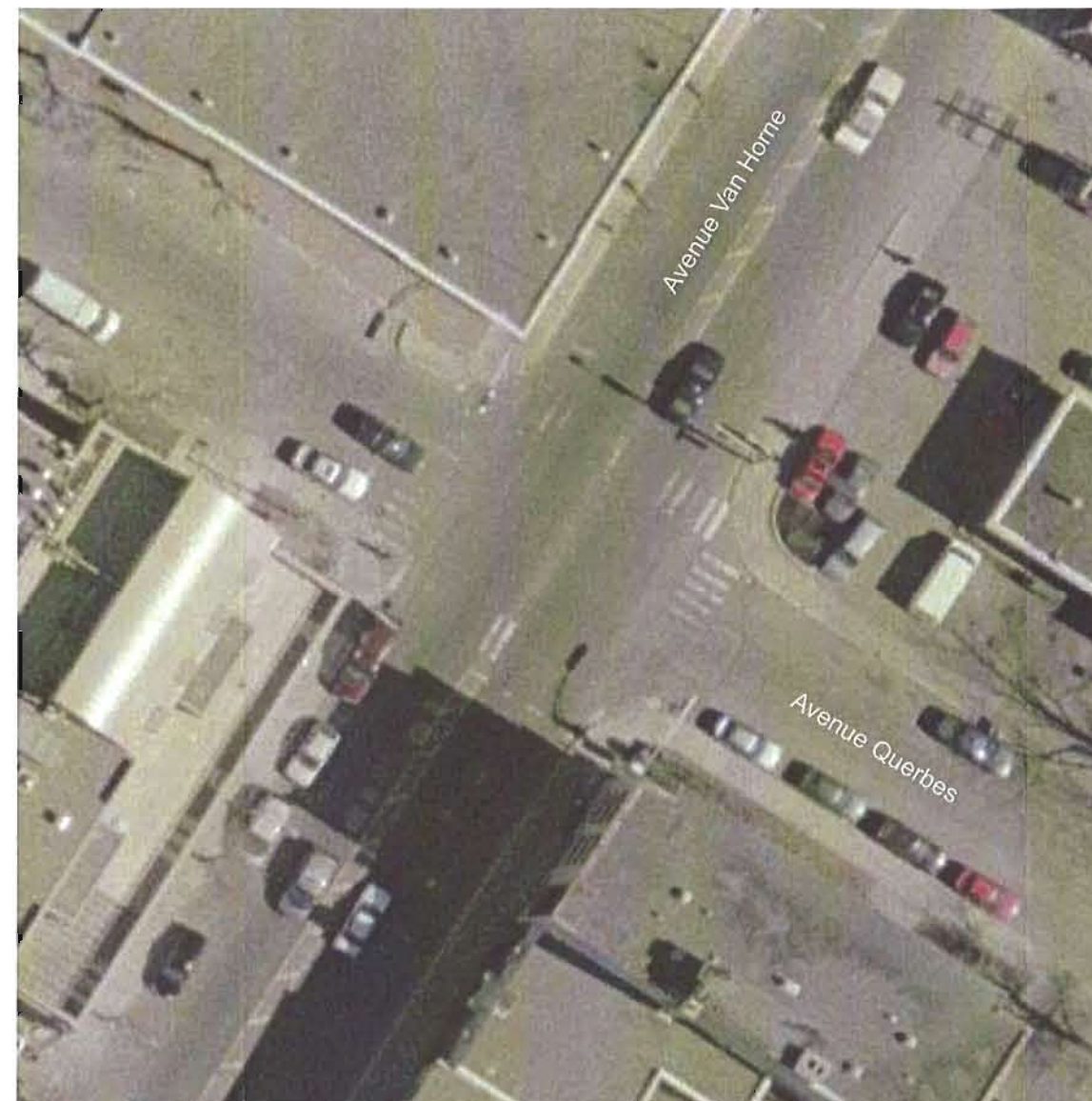
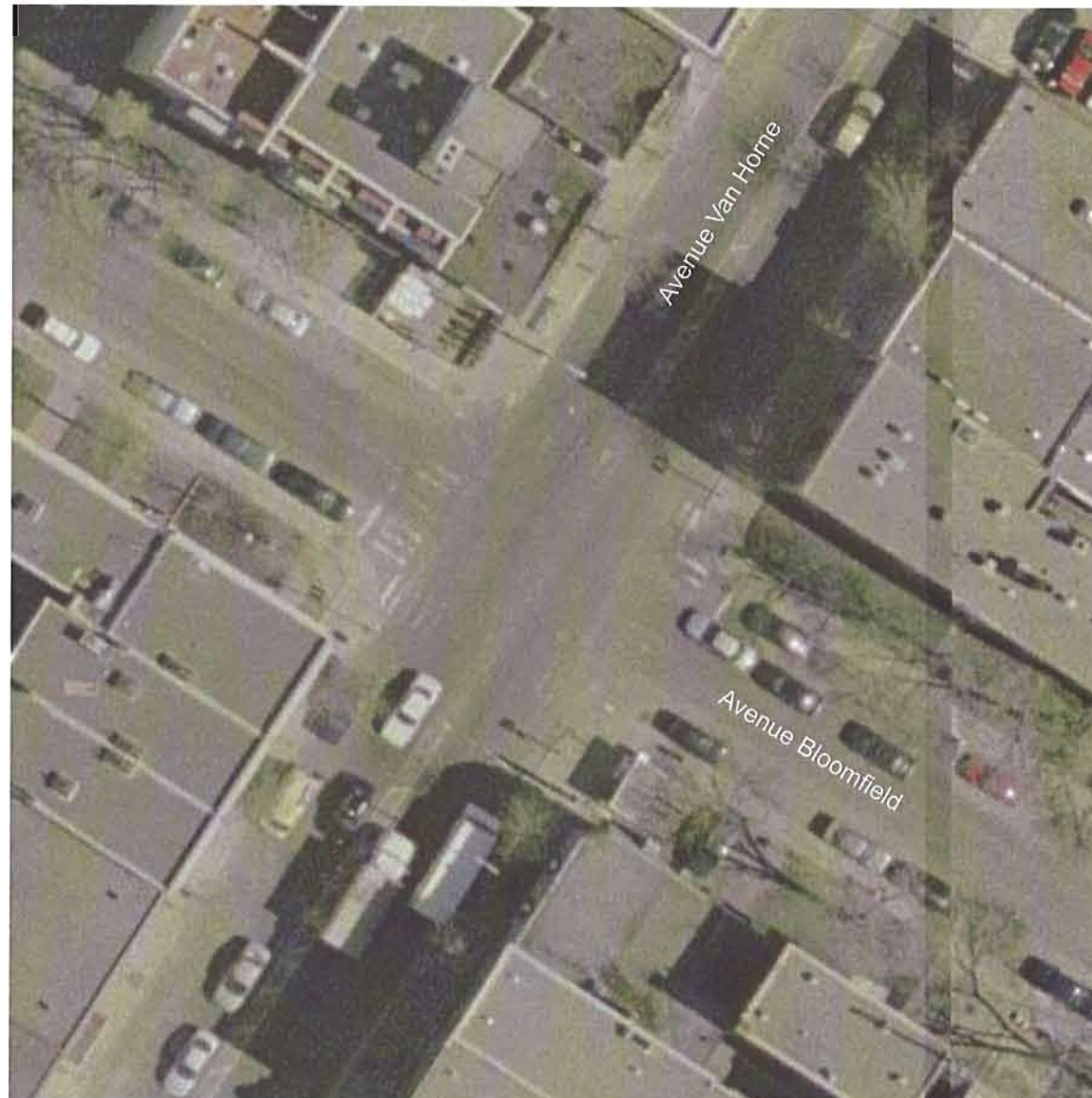


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INTERSECTIONS VAN HORNE / BLOOMFIELD ET VAN HORNE / QUERBES



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À OUTREMONT



CONFIGURATION DES INTERSECTIONS ANALYSÉES

INTERSECTIONS
BATES / ROCKLAND
ET DU MANOIR / ROCKLAND

Annexe B 7

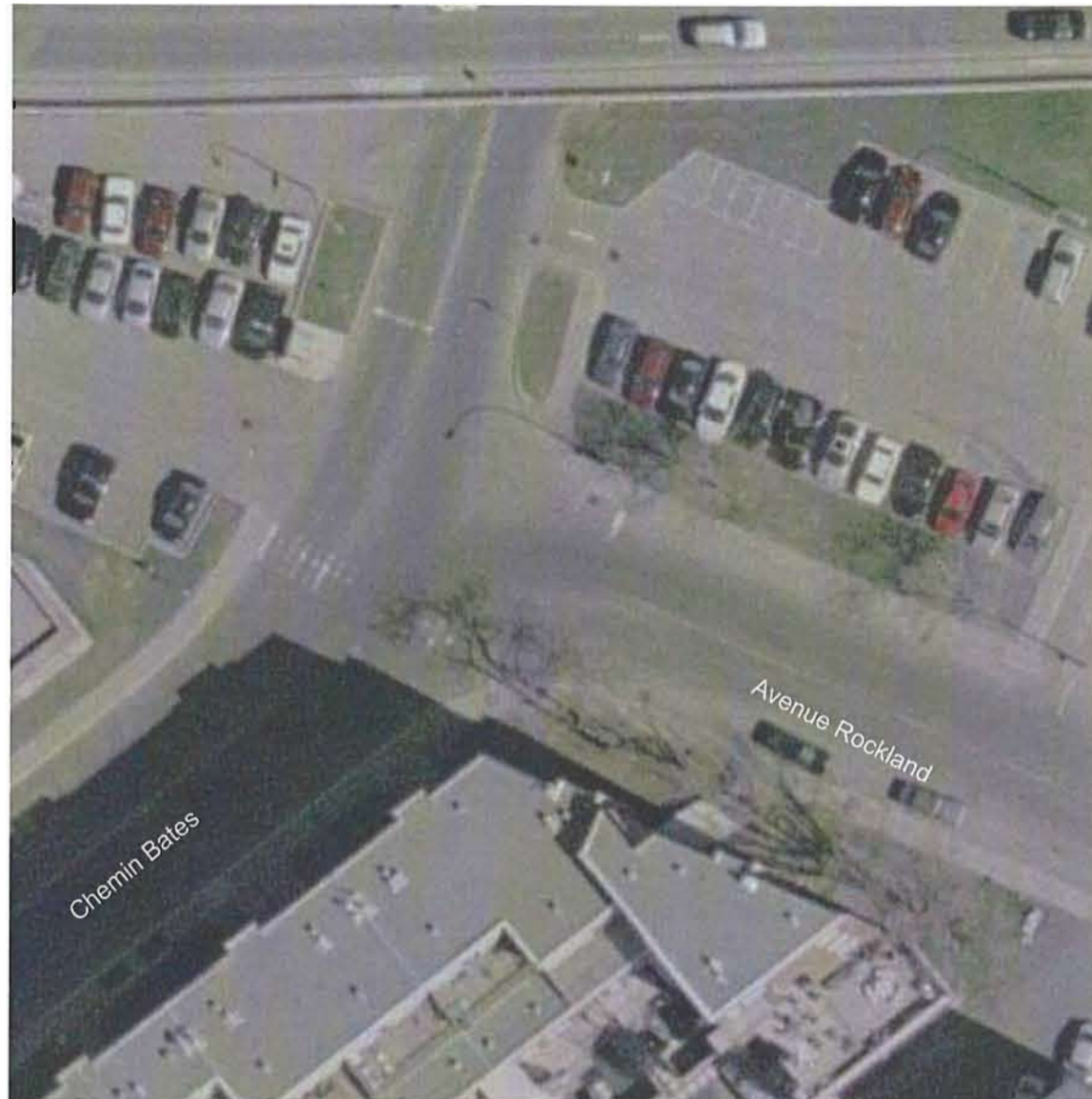


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INTERSECTIONS BATES / ROCKLAND ET DU MANOIR / ROCKLAND



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À OUTREMONT



CONFIGURATION DES INTERSECTIONS ANALYSÉES

INTERSECTIONS
BATES / ROCKLAND
ET DU MANOIR / ROCKLAND

Annexe B 8

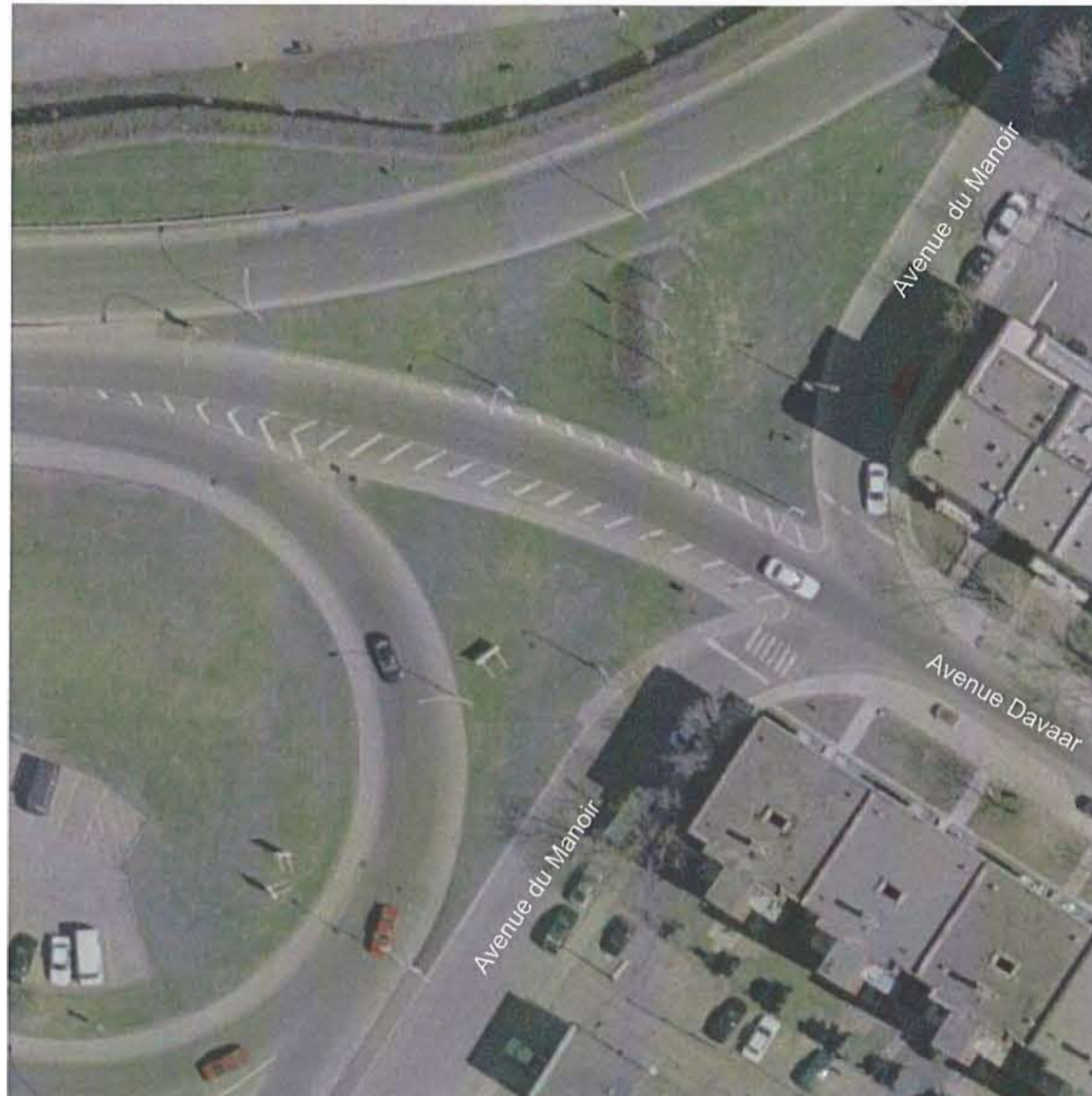
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INTERSECTIONS DU MANOIR / DAVAAR ET DU MANOIR / McEACHRAN



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À OUTREMONT



CONFIGURATION DES INTERSECTIONS ANALYSÉES

INTERSECTIONS
DU MANOIR / DAVAAR
ET DU MANOIR / McEACHRAN

Annexe B 9

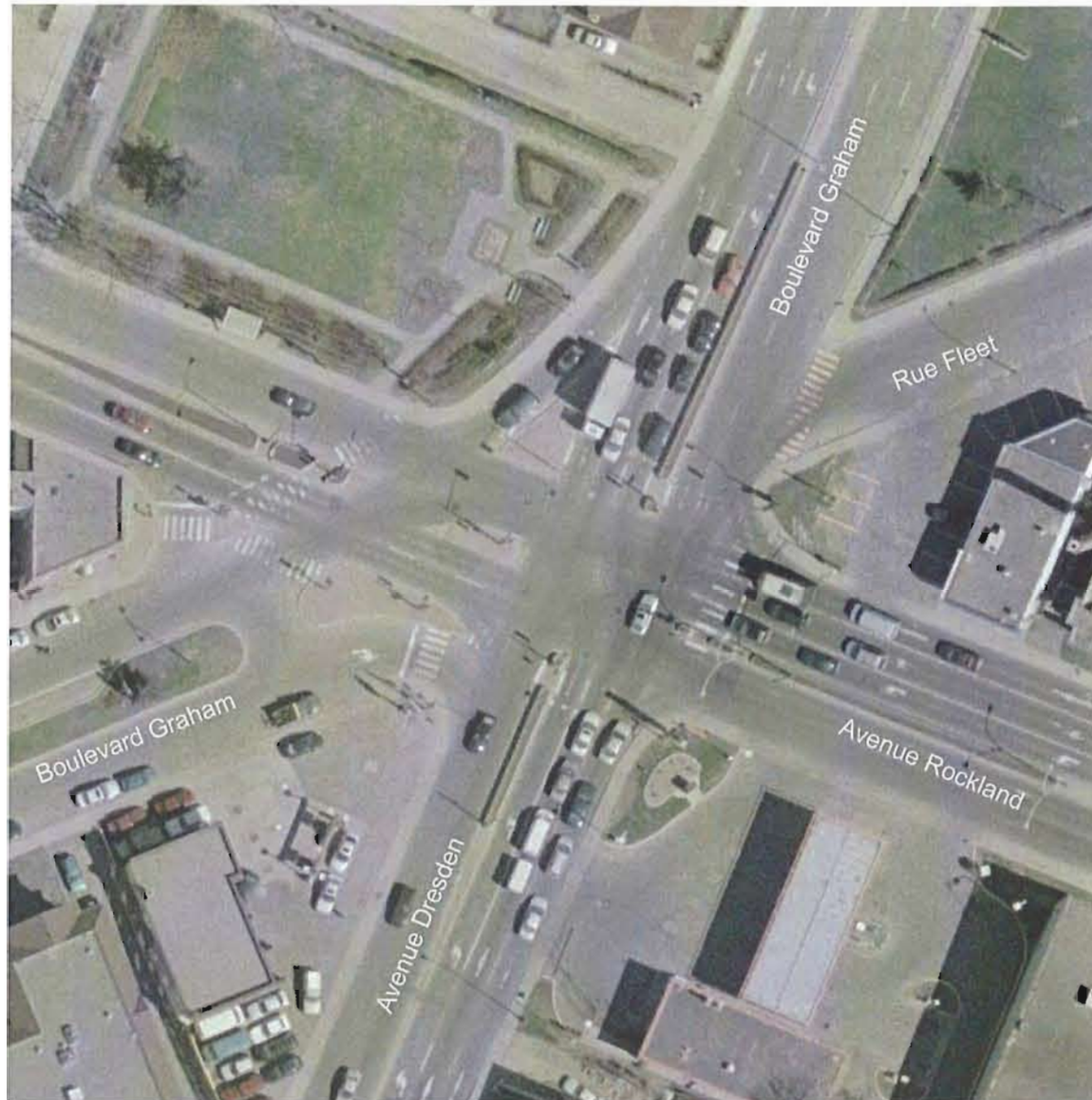


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INTERSECTIONS GRAHAM / ROCKLAND, DUNBAR / ROCKLAND ET BEAUMONT / ROCKLAND



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CONFIGURATION DES INTERSECTIONS ANALYSÉES

INTERSECTIONS GRAHAM / ROCKLAND,
DUNBAR / ROCKLAND
ET BEAUMONT / ROCKLAND

Annexe B 10

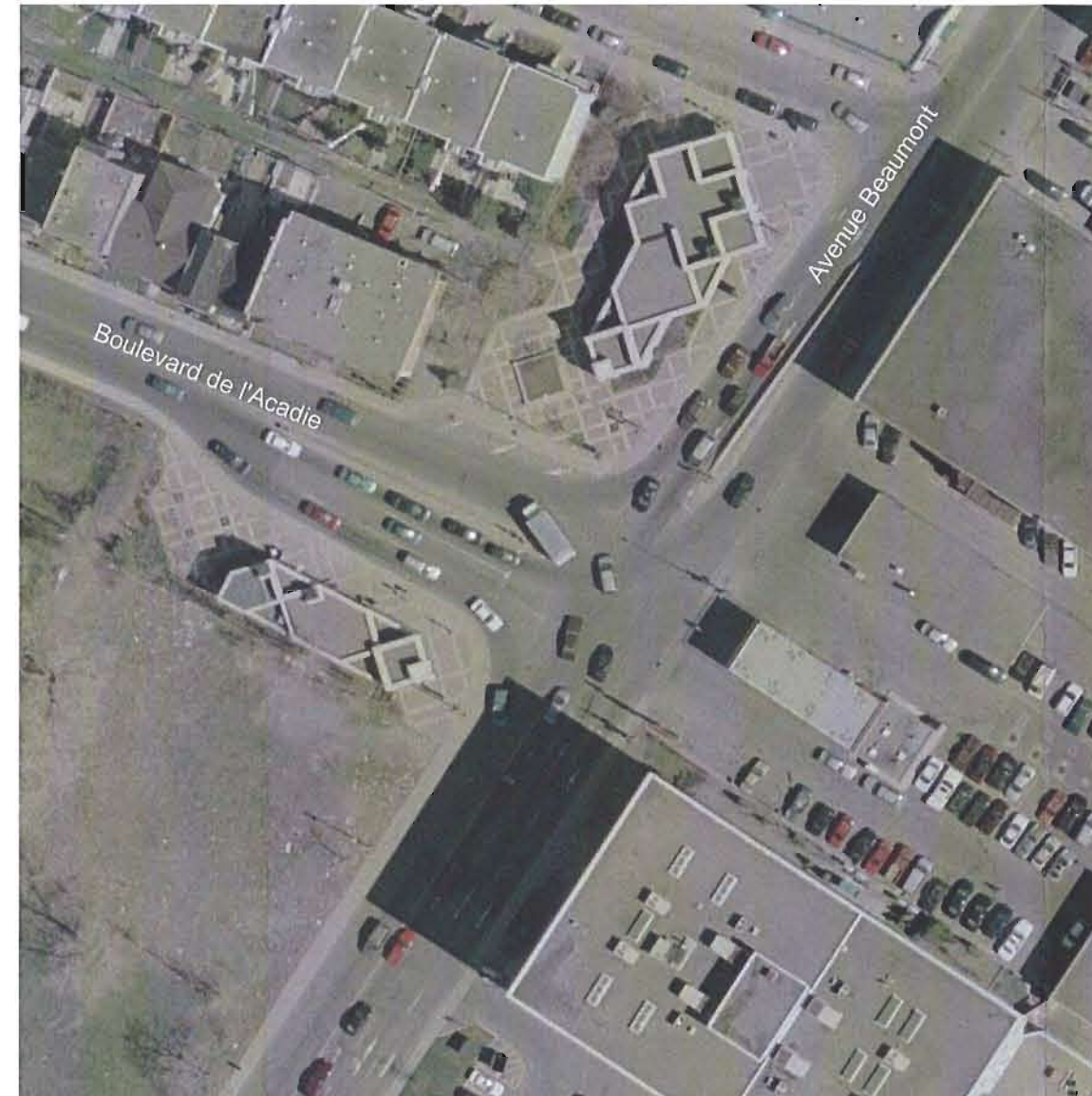
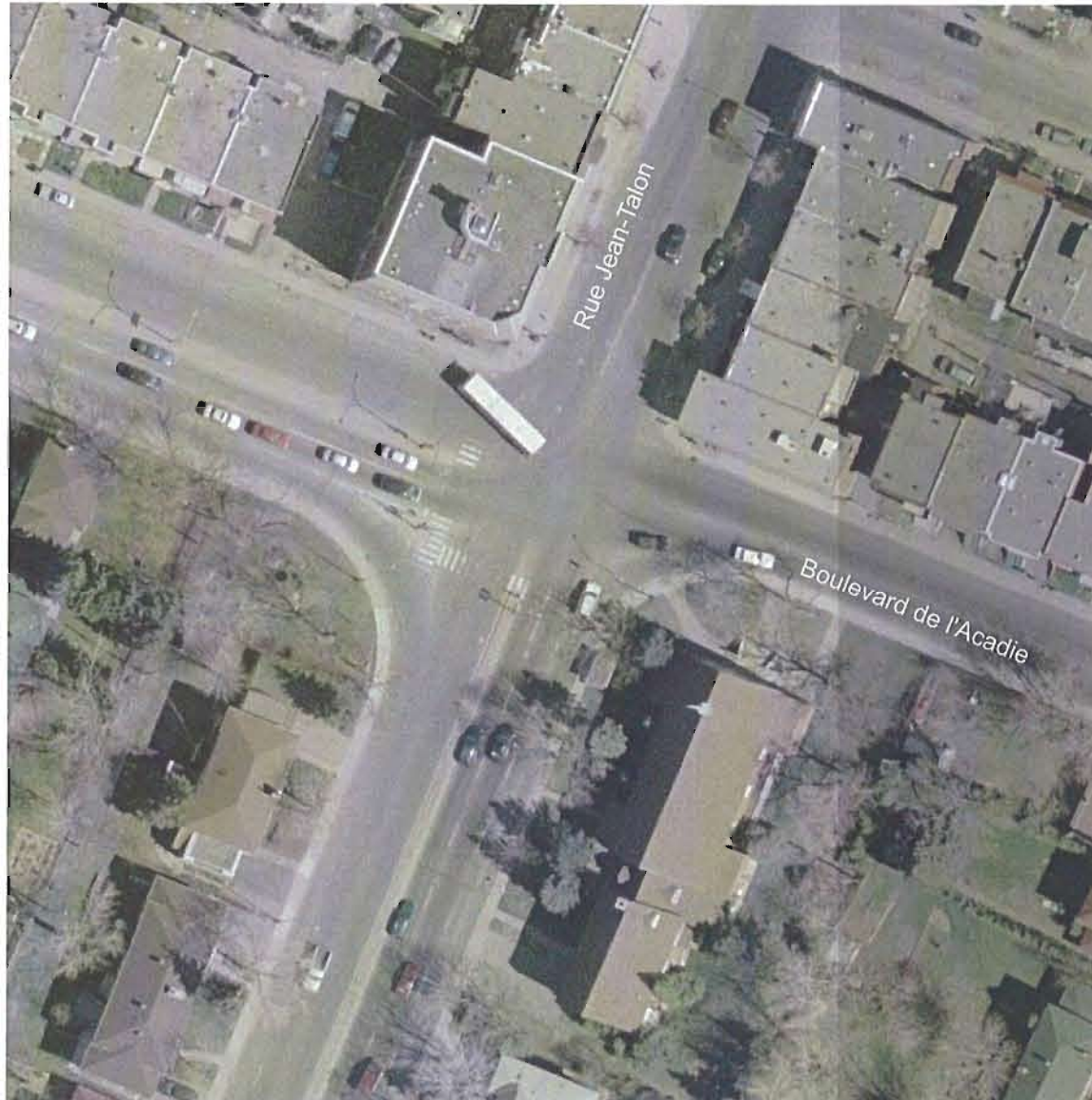


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INTERSECTIONS ACADIE / JEAN-TALON ET ACADIE / BEAUMONT



ÉTUDE DES IMPACTS SUR LA CIRCULATION
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À OUTREMONT



CONFIGURATION DES INTERSECTIONS ANALYSÉES

INTERSECTIONS
ACADIE / JEAN-TALON
ET ACADIE / BEAUMONT

Annexe B 11

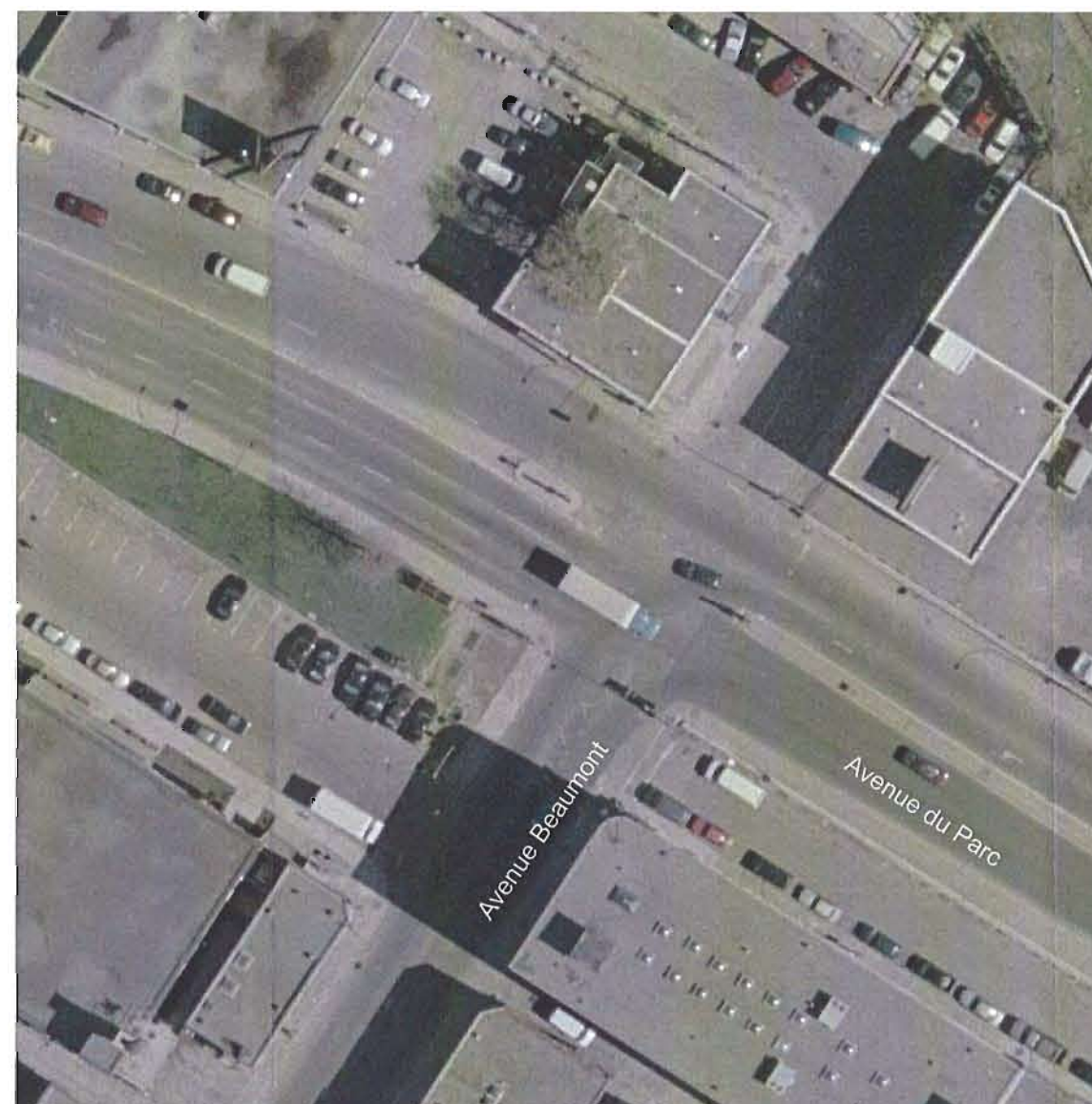
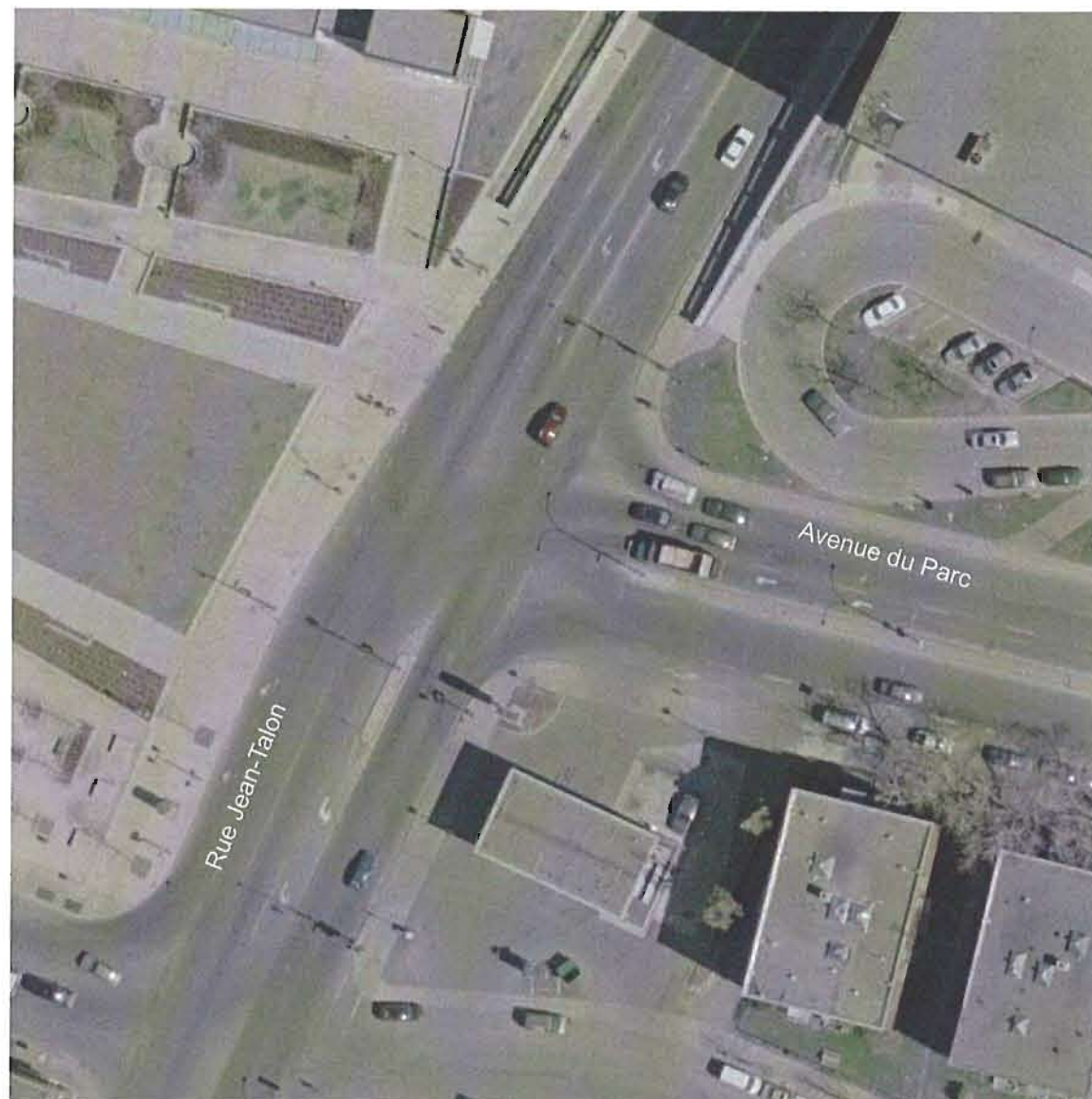


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INTERSECTIONS DU PARC / JEAN-TALON ET DU PARC / BEAUMONT



ÉTUDE DES IMPACTS SUR LA CIRCULATION
CAMPUS DE L'UNIVERSITÉ DE MONTRÉAL
À OUTREMONT



CONFIGURATION DES INTERSECTIONS ANALYSÉES

INTERSECTIONS
DU PARC / JEAN-TALON
ET DU PARC / BEAUMONT

Annexe B 12



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INTERSECTION BEAUBIEN / DUROCHER



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**CONFIGURATION DES
INTERSECTIONS ANALYSÉES**

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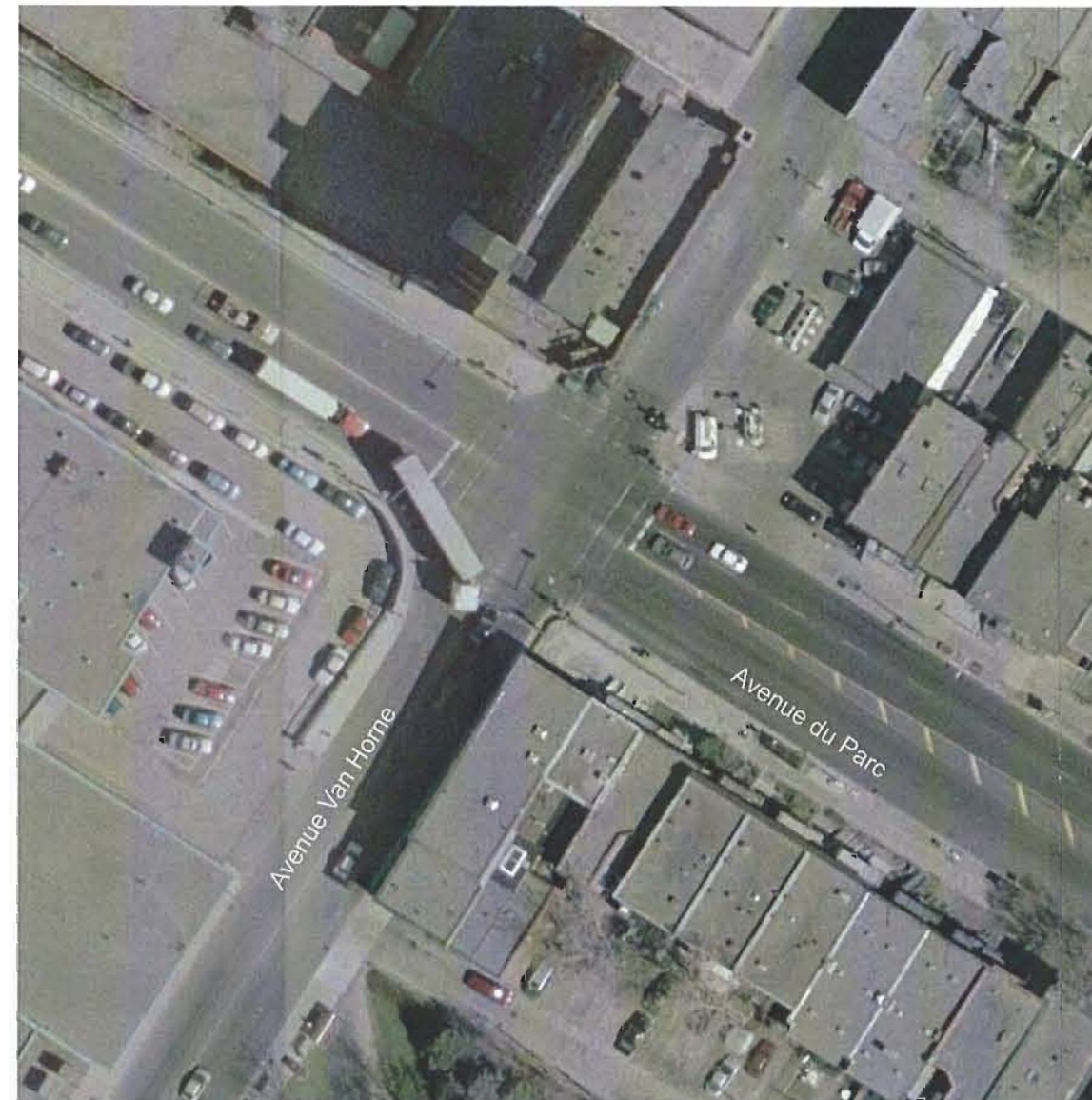
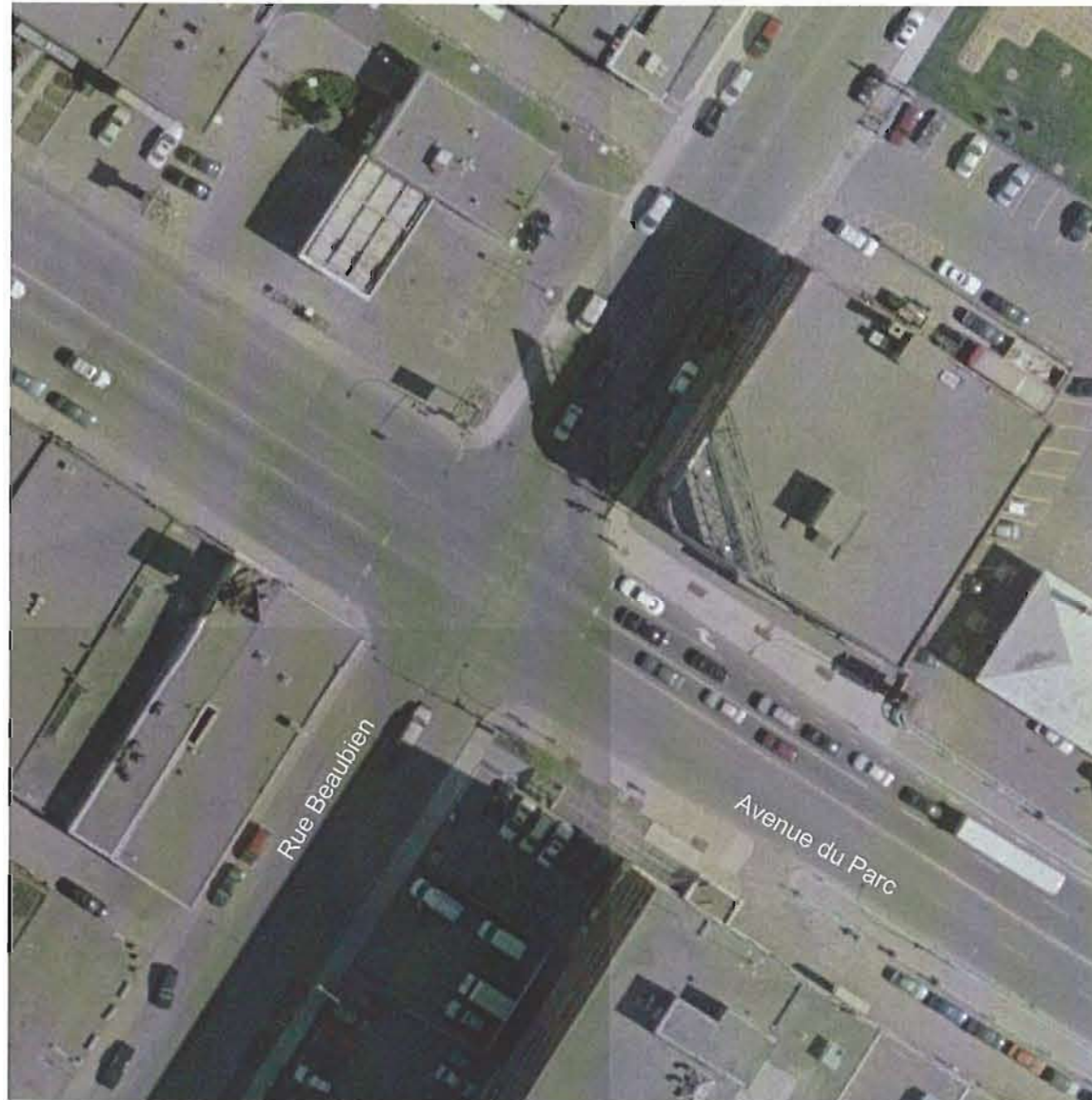


Annexe B 13

INTERSECTIONS PARC / BEAUBIEN ET PARC / VAN HORNE



ÉTUDE DES IMPACTS SUR LA CIRCULATION
CAMPUS DE L'UNIVERSITÉ DE MONTRÉAL
À OUTREMONT



CONFIGURATION DES INTERSECTIONS ANALYSÉES

INTERSECTIONS
PARC / BEAUBIEN
ET PARC / VAN HORNE

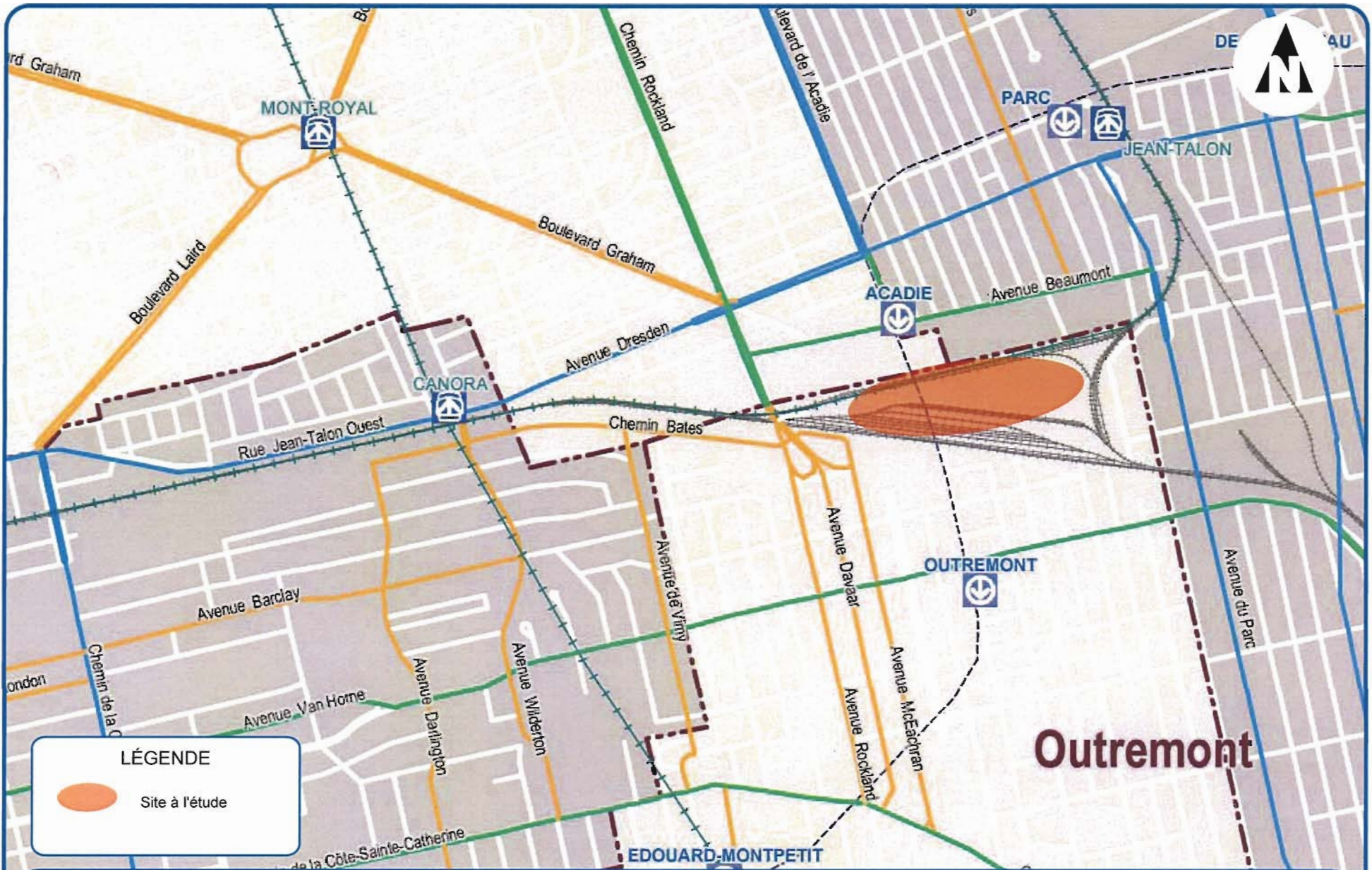
Annexe B 14



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Octobre 2006

ANNEXE C

Hiérarchie routière



LÉGENDE

 Site à l'étude

ÉTUDE DES IMPACTS SUR LA CIRCULATION
 CAMPUS DE L'UNIVERSITÉ DE MONTRÉAL
 À OUTREMONT

HIÉRARCHIE ROUTIÈRE

L02361D
 Octobre 2006

CIMA

Annexe C

ANNEXE D

Comptages de circulation

Autos	Débits par mouvement - plages de 1 heure												Somme
	Rockland--Approche Nord			Van Horne--Approche Est			Rockland--Approche Sud			Van Horne--Approche Ouest			
	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:00 à 08:00	61	258	31	0	414	23	0	0	0	34	462	0	1283
07:15 à 08:15	60	302	43	0	491	32	0	0	0	39	485	0	1452
07:30 à 08:30	60	349	50	0	543	36	0	0	0	41	508	0	1587
07:45 à 08:45	61	341	44	0	545	35	0	0	0	47	516	0	1589
08:00 à 09:00	75	331	42	0	555	35	0	0	0	44	526	0	1608
16:00 à 17:00	73	276	39	0	436	21	0	0	0	45	573	0	1463
16:15 à 17:15	73	293	44	0	437	26	0	0	0	52	572	0	1497
16:30 à 17:30	77	327	52	0	454	28	0	0	0	52	539	0	1529
16:45 à 17:45	91	339	55	0	472	33	0	0	0	55	533	0	1578
17:00 à 18:00	102	312	52	0	491	29	0	0	0	49	567	0	1602

Camions	Débits par mouvement - plages de 1 heure												Somme
	Rockland--Approche Nord			Van Horne--Approche Est			Rockland--Approche Sud			Van Horne--Approche Ouest			
	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:00 à 08:00	1	0	0	0	10	1	0	0	0	0	4	0	16
07:15 à 08:15	2	2	0	0	10	1	0	0	0	0	3	0	18
07:30 à 08:30	2	2	0	0	11	1	0	0	0	0	2	0	18
07:45 à 08:45	2	2	0	0	12	0	0	0	0	0	2	0	18
08:00 à 09:00	2	3	1	0	12	0	0	0	0	0	3	0	21
16:00 à 17:00	0	0	0	0	7	0	0	0	0	0	12	0	19
16:15 à 17:15	0	0	0	0	8	0	0	0	0	0	9	0	17
16:30 à 17:30	0	0	1	0	7	0	0	0	0	0	7	0	15
16:45 à 17:45	0	1	1	0	5	0	0	0	0	0	5	0	12
17:00 à 18:00	0	1	1	0	3	0	0	0	0	0	5	0	10

Autobus	Débits par mouvement - plages de 1 heure												Somme
	Rockland--Approche Nord			Van Horne--Approche Est			Rockland--Approche Sud			Van Horne--Approche Ouest			
	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:00 à 08:00	0	3	2	0	8	0	0	0	0	2	24	0	39
07:15 à 08:15	0	2	2	0	10	0	0	0	0	2	16	0	32
07:30 à 08:30	0	1	3	0	11	0	0	0	0	0	15	0	30
07:45 à 08:45	0	1	3	0	13	0	0	0	0	0	17	0	34
08:00 à 09:00	0	0	3	0	12	0	0	0	0	0	15	0	30
16:00 à 17:00	0	3	6	0	11	0	0	0	0	0	11	0	31
16:15 à 17:15	0	4	5	0	12	0	0	0	0	0	9	0	30
16:30 à 17:30	0	2	2	0	11	0	0	0	0	0	9	0	24
16:45 à 17:45	0	2	3	0	10	0	0	0	0	0	9	0	24
17:00 à 18:00	0	2	2	0	8	0	0	0	0	0	7	0	19

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	Rockland--Approche Nord			Van Horne--Approche Est			Rockland--Approche Sud			Van Horne--Approche Ouest			
	Pieton	% véh lourds	PHF	Pieton	% véh lourds	PHF	Pieton	% véh lourds	PHF	Pieton	% véh lourds	PHF	
07:00 à 08:00	0	1,7%	78%	2	4,2%	73%	0	0,0%	0%	2	5,7%	96%	83%
07:15 à 08:15	3	1,9%	83%	3	3,9%	87%	0	0,0%	0%	8	3,9%	99%	90%
07:30 à 08:30	3	1,7%	94%	4	3,8%	96%	0	0,0%	0%	10	3,0%	90%	95%
07:45 à 08:45	3	1,8%	92%	3	4,1%	96%	0	0,0%	0%	11	3,3%	92%	95%
08:00 à 09:00	6	2,0%	92%	5	3,9%	92%	0	0,0%	0%	13	3,1%	93%	96%
16:00 à 17:00	17	2,3%	77%	5	3,8%	97%	8	0,0%	0%	20	3,6%	95%	95%
16:15 à 17:15	28	2,1%	81%	6	4,1%	92%	10	0,0%	0%	23	2,8%	96%	97%
16:30 à 17:30	37	1,1%	89%	8	3,6%	91%	17	0,0%	0%	22	2,6%	93%	98%
16:45 à 17:45	42	1,4%	95%	8	2,9%	95%	15	0,0%	0%	19	2,3%	92%	97%
17:00 à 18:00	37	1,3%	91%	7	2,1%	97%	18	0,0%	0%	7	1,9%	88%	98%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	Rockland--Approche Nord			Van Horne--Approche Est			Rockland--Approche Sud			Van Horne--Approche Ouest			
	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:00 à 08:00	63	263	34	0	441	25	0	0	0	37	504	0	1366
07:15 à 08:15	63	308	46	0	521	34	0	0	0	42	514	0	1527
07:30 à 08:30	63	354	55	0	576	38	0	0	0	41	534	0	1659
07:45 à 08:45	64	346	49	0	583	35	0	0	0	47	545	0	1667
08:00 à 09:00	78	336	48	0	591	35	0	0	0	44	553	0	1685
16:00 à 17:00	73	281	48	0	463	21	0	0	0	45	608	0	1538
16:15 à 17:15	73	299	52	0	467	26	0	0	0	52	599	0	1568
16:30 à 17:30	77	330	57	0	481	28	0	0	0	52	563	0	1588
16:45 à 17:45	91	344	61	0	495	33	0	0	0	55	554	0	1632
17:00 à 18:00	102	317	57	0	508	29	0	0	0	49	585	0	1646

camion et autobus = 1,5 véhicule(s) équivalent(s)

Projet : L02103D
 Intersection : Davaar et Av. Van Horne
 Numéro d'intersection : 180



Rue approche OUEST : Av. Van Horne
 Rue approche SUD : Davaar
 Rue approche EST : Av. Van Horne
 Rue approche NORD : Davaar

Date : 2004-10-21
 Journée : Jeudi
 Temps: Beau

AUTOMOBILES	Débits par mouvement - plages de 1 heure												PHF	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Av. Van Horne			Davaar			Av. Van Horne			Davaar				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD		
07:00 à 08:00	0	0	8	0	0	0	6	0	0	118	314	22	0,7852	468
07:15 à 08:15	0	0	8	0	0	0	7	0	0	159	340	20	0,896	534
07:30 à 08:30	0	0	9	0	0	0	8	0	0	175	363	16	0,9581	571
07:45 à 08:45	0	0	10	0	0	0	7	0	0	174	378	20	0,9624	589
08:00 à 09:00	0	0	7	0	0	0	9	0	0	147	383	25	0,933	571
16:00 à 17:00	0	0	19	0	0	0	28	0	0	130	328	29	0,9536	534
16:15 à 17:15	0	0	20	0	0	0	24	0	0	130	342	28	0,9714	544
16:30 à 17:30	0	0	19	0	0	0	21	0	0	127	368	22	0,9946	557
16:45 à 17:45	0	0	22	0	0	0	19	0	0	135	369	22	0,945	567
17:00 à 18:00	0	0	28	0	0	0	14	0	0	129	391	23	0,9256	585

CAMIONS	Débits par mouvement - plages de 1 heure												PHF	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Av. Van Horne			Davaar			Av. Van Horne			Davaar				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD		
07:00 à 08:00	0	0	0	0	0	0	2	0	0	2	1	0	0,3125	5
07:15 à 08:15	0	0	0	0	0	0	2	0	0	2	2	0	0,375	6
07:30 à 08:30	0	0	0	0	0	0	2	0	0	2	3	0	0,4375	7
07:45 à 08:45	0	0	0	0	0	0	0	0	0	2	3	0	0,625	5
08:00 à 09:00	0	0	2	0	0	0	0	0	0	4	3	2	0,4583	11
16:00 à 17:00	0	0	1	0	0	0	0	0	0	2	1	2	0,375	6
16:15 à 17:15	0	0	1	0	0	0	0	0	0	3	1	2	0,4375	7
16:30 à 17:30	0	0	1	0	0	0	0	0	0	3	1	2	0,4375	7
16:45 à 17:45	0	0	1	0	0	0	0	0	0	1	1	1	0,5	4
17:00 à 18:00	0	0	0	0	0	0	0	0	0	1	1	0	0,5	2

AUTOBUS	Débits par mouvement - plages de 1 heure												PHF	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Av. Van Horne			Davaar			Av. Van Horne			Davaar				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD		
07:00 à 08:00	0	0	0	0	0	0	0	0	0	0	1	0	0,25	1
07:15 à 08:15	0	0	0	0	0	0	0	0	0	0	2	0	0,5	2
07:30 à 08:30	0	0	0	0	0	0	0	0	0	0	2	0	0,5	2
07:45 à 08:45	0	0	0	0	0	0	0	0	0	2	2	0	0,5	4
08:00 à 09:00	0	0	0	0	0	0	0	0	0	2	2	0	0,5	4
16:00 à 17:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0
16:15 à 17:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0
16:30 à 17:30	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0
16:45 à 17:45	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0
17:00 à 18:00	0	0	0	0	0	0	0	0	0	1	0	0	0,25	1

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												PHF	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Av. Van Horne			Davaar			Av. Van Horne			Davaar				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD		
07:00 à 08:00	0	0	8	0	0	0	9	0	0	121	317	22	0,79	477
07:15 à 08:15	0	0	8	0	0	0	10	0	0	162	346	20	0,9033	546
07:30 à 08:30	0	0	9	0	0	0	11	0	0	178	371	16	0,9667	585
07:45 à 08:45	0	0	10	0	0	0	7	0	0	180	386	20	0,9522	603
08:00 à 09:00	0	0	10	0	0	0	9	0	0	156	391	28	0,9331	594
16:00 à 17:00	0	0	21	0	0	0	28	0	0	133	330	32	0,9375	543
16:15 à 17:15	0	0	22	0	0	0	24	0	0	135	344	31	0,9566	555
16:30 à 17:30	0	0	21	0	0	0	21	0	0	132	370	25	0,9792	568
16:45 à 17:45	0	0	24	0	0	0	19	0	0	137	371	24	0,9454	573
17:00 à 18:00	0	0	28	0	0	0	14	0	0	132	393	23	0,9245	590

automobile = 1 véhicule équivalent
 camion et autobus = 1,5 véhicule(s) équivalent(s)

rang de l'heure de pointe 4

Intersection: McEachran et Av. Van Horne		CIMA	
Projet : L02103D	Date : 2004-10-21		

Autos	Débits par mouvement - plages de 1 heure												Somme
	McEachran--Approche Nord			Av. Van Horne--Approche Est			McEachran--Approche Sud			Av. Van Horne--Approche Ouest			
	Droite	Tout D droit	Gauche	Droite	Tout D droit	Gauche	Droite	Tout D droit	Gauche	Droite	Tout D droit	Gauche	
07:00 à 08:00	0	0	0	91	467	0	48	227	23	0	429	82	1367
07:15 à 08:15	0	0	0	98	507	0	65	283	33	0	522	97	1605
07:30 à 08:30	0	0	0	87	552	0	69	370	44	0	585	104	1811
07:45 à 08:45	0	0	0	78	556	0	66	412	54	0	588	100	1854
08:00 à 09:00	0	0	0	80	543	0	48	425	54	0	588	87	1825
16:00 à 17:00	0	0	0	110	449	0	47	494	39	0	584	118	1841
16:15 à 17:15	0	0	0	109	451	0	46	480	42	0	564	108	1800
16:30 à 17:30	0	0	0	99	481	0	44	494	36	0	604	105	1863
16:45 à 17:45	0	0	0	111	510	0	44	490	32	0	598	104	1889
17:00 à 18:00	0	0	0	133	518	0	50	501	29	0	577	97	1905

Camions	Débits par mouvement - plages de 1 heure												Somme
	McEachran--Approche Nord			Av. Van Horne--Approche Est			McEachran--Approche Sud			Av. Van Horne--Approche Ouest			
	Droite	Tout D droit	Gauche	Droite	Tout D droit	Gauche	Droite	Tout D droit	Gauche	Droite	Tout D droit	Gauche	
07:00 à 08:00	0	0	0	7	12	0	0	2	2	0	5	1	29
07:15 à 08:15	0	0	0	8	11	0	0	1	2	0	6	1	29
07:30 à 08:30	0	0	0	3	11	0	0	1	2	0	10	1	28
07:45 à 08:45	0	0	0	2	16	0	0	2	1	0	11	1	33
08:00 à 09:00	0	0	0	2	17	0	1	2	0	0	14	1	37
16:00 à 17:00	0	0	0	0	5	0	0	2	1	0	11	2	21
16:15 à 17:15	0	0	0	0	5	0	1	1	0	0	15	1	23
16:30 à 17:30	0	0	0	0	4	0	1	2	0	0	15	1	23
16:45 à 17:45	0	0	0	0	2	0	3	1	0	0	21	0	27
17:00 à 18:00	0	0	0	0	2	0	3	2	0	0	20	0	27

Autobus	Débits par mouvement - plages de 1 heure												Somme
	McEachran--Approche Nord			Av. Van Horne--Approche Est			McEachran--Approche Sud			Av. Van Horne--Approche Ouest			
	Droite	Tout D droit	Gauche	Droite	Tout D droit	Gauche	Droite	Tout D droit	Gauche	Droite	Tout D droit	Gauche	
07:00 à 08:00	0	0	0	12	16	0	0	3	0	0	15	1	47
07:15 à 08:15	0	0	0	11	14	0	0	4	0	0	15	1	45
07:30 à 08:30	0	0	0	8	13	0	0	5	0	0	20	1	47
07:45 à 08:45	0	0	0	4	12	0	0	5	0	0	23	1	45
08:00 à 09:00	0	0	0	4	11	0	0	5	0	0	22	1	43
16:00 à 17:00	0	0	0	4	14	0	0	2	0	0	11	0	31
16:15 à 17:15	0	0	0	4	14	0	0	2	0	0	11	0	31
16:30 à 17:30	0	0	0	3	13	0	0	3	0	0	14	0	33
16:45 à 17:45	0	0	0	3	11	0	0	3	0	0	15	0	32
17:00 à 18:00	0	0	0	5	7	0	1	2	0	0	16	0	31

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	McEachran--Approche Nord			Av. Van Horne--Approche Est			McEachran--Approche Sud			Av. Van Horne--Approche Ouest			
	Pieton	% véh lourds	PHF	Pieton	% véh lourds	PHF	Pieton	% véh lourds	PHF	Pieton	% véh lourds	PHF	
07:00 à 08:00	19	0,0%	0%	48	7,8%	90%	33	2,3%	63%	22	4,1%	77%	79%
07:15 à 08:15	31	0,0%	0%	92	6,8%	91%	58	1,8%	74%	25	3,6%	82%	83%
07:30 à 08:30	34	0,0%	0%	102	5,2%	95%	77	1,6%	86%	31	4,4%	92%	93%
07:45 à 08:45	44	0,0%	0%	102	5,1%	94%	84	1,5%	94%	38	5,0%	92%	96%
08:00 à 09:00	44	0,0%	0%	96	5,2%	92%	76	1,5%	93%	37	5,3%	91%	94%
16:00 à 17:00	106	0,0%	0%	72	4,0%	93%	76	0,9%	93%	59	3,3%	92%	95%
16:15 à 17:15	124	0,0%	0%	73	3,9%	93%	91	0,7%	99%	67	3,9%	89%	97%
16:30 à 17:30	118	0,0%	0%	74	3,3%	86%	84	1,0%	96%	68	4,1%	94%	92%
16:45 à 17:45	106	0,0%	0%	72	2,5%	92%	68	1,2%	95%	66	4,9%	94%	93%
17:00 à 18:00	101	0,0%	0%	61	2,1%	96%	72	1,4%	94%	47	5,1%	91%	94%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	McEachran--Approche Nord			Av. Van Horne--Approche Est			McEachran--Approche Sud			Av. Van Horne--Approche Ouest			
	Droite	Tout D droit	Gauche	Droite	Tout D droit	Gauche	Droite	Tout D droit	Gauche	Droite	Tout D droit	Gauche	
07:00 à 08:00	0	0	0	120	509	0	48	235	26	0	459	85	1481
07:15 à 08:15	0	0	0	127	545	0	65	291	36	0	554	100	1716
07:30 à 08:30	0	0	0	104	588	0	69	379	47	0	630	107	1924
07:45 à 08:45	0	0	0	87	598	0	66	423	56	0	639	103	1971
08:00 à 09:00	0	0	0	89	585	0	50	436	54	0	642	90	1945
16:00 à 17:00	0	0	0	116	478	0	47	500	41	0	617	121	1919
16:15 à 17:15	0	0	0	115	480	0	48	485	42	0	603	110	1881
16:30 à 17:30	0	0	0	104	507	0	46	502	36	0	648	107	1947
16:45 à 17:45	0	0	0	116	530	0	49	496	32	0	652	104	1978
17:00 à 18:00	0	0	0	141	532	0	56	507	29	0	631	97	1992

camion et autobus = 1,5 véhicule(s) équivalent(s)

rang de l'heure de pointe 13

Intersection: Stuart et Van Horne				CIMA	
Projet :	L02361A	Date :	2005-07-20	Journée :	Mercredi
				Temps :	beau

Autos	Débits par mouvement - plages de 1 heure												Somme
	Stuart--Approche Nord			Van Horne--Approche Est			Stuart--Approche Sud			Van Horne--Approche Ouest			
Période	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
07:30 à 08:30	27	64	26	11	411	4	9	9	7	27	298	4	897
16:30 à 17:30	6	21	11	13	442	2	10	29	17	28	468	6	1053

Camions	Débits par mouvement - plages de 1 heure												Somme
	Stuart--Approche Nord			Van Horne--Approche Est			Stuart--Approche Sud			Van Horne--Approche Ouest			
Période	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
07:30 à 08:30	1	4	1	2	20	0	0	3	0	2	6	0	39
16:30 à 17:30	0	0	0	0	6	0	0	0	0	0	3	0	9

Autobus	Débits par mouvement - plages de 1 heure												Somme
	Stuart--Approche Nord			Van Horne--Approche Est			Stuart--Approche Sud			Van Horne--Approche Ouest			
Période	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
07:30 à 08:30	0	0	0	0	19	0	0	0	0	0	9	0	28
16:30 à 17:30	0	0	0	0	8	0	0	0	1	0	19	0	28

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	Stuart--Approche Nord			Van Horne--Approche Est			Stuart--Approche Sud			Van Horne--Approche Ouest			
Période	Pieton s	% véh lourds	PHF	Pieton s	% véh lourds	PHF	Pieton s	% véh lourds	PHF	Pieton s	% véh lourds	PHF	
07:30 à 08:30	44	4,9%	81%	70	8,8%	92%	16	10,7%	58%	84	4,9%	82%	93%
16:30 à 17:30	34	0,0%	73%	147	3,0%	88%	57	1,8%	89%	141	4,2%	89%	94%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	Stuart--Approche Nord			Van Horne--Approche Est			Stuart--Approche Sud			Van Horne--Approche Ouest			
Période	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
07:30 à 08:30	29	70	28	14	470	4	9	14	7	30	321	4	998
16:30 à 17:30	6	21	11	13	463	2	10	29	19	28	501	6	1109

camion et autobus = 1,5 véhicule(s) équivalent(s)

rang de l'heure de pointe 5

Intersection: Av. Outremont / Av. Van Horne		CIMA	
Projet : L02361C	Date : 2006-04-25		

Autos	Débits par mouvement - plages de 1 heure												Somme
	Av. Outremont - Approche Nord			Av. Van Horne - Approche Est			Av. Outremont - Approche Sud			Av. Van Horne - Approche Ouest			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:15 à 08:15	14	55	11	15	579	18	17	32	14	23	357	4	1139
07:30 à 08:30	18	69	19	27	589	26	18	43	19	32	383	4	1247
07:45 à 08:45	19	78	21	30	564	24	24	52	22	39	413	4	1290
11:30 à 12:30	25	22	26	17	383	20	16	22	23	34	440	9	1037
11:45 à 12:45	27	23	26	17	404	22	18	27	25	36	459	8	1092
12:00 à 13:00	18	22	24	19	419	21	22	25	25	36	447	10	1088
12:15 à 13:15	14	24	23	18	431	21	23	25	28	34	444	9	1094
12:30 à 13:30	19	16	21	19	429	16	27	30	29	39	431	9	1085
16:15 à 17:15	19	43	36	13	439	31	22	35	37	34	608	5	1322
16:30 à 17:30	15	50	38	19	483	33	26	28	37	30	630	9	1398
16:45 à 17:45	12	49	43	22	517	25	20	34	37	31	636	11	1437

Camions	Débits par mouvement - plages de 1 heure												Somme
	Av. Outremont - Approche Nord			Av. Van Horne - Approche Est			Av. Outremont - Approche Sud			Av. Van Horne - Approche Ouest			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:15 à 08:15	0	3	1	0	16	1	1	0	0	3	9	0	34
07:30 à 08:30	1	4	1	0	12	1	1	0	0	5	9	0	34
07:45 à 08:45	1	3	0	0	15	2	1	0	0	4	11	0	37
11:30 à 12:30	0	3	2	0	18	2	2	4	3	0	30	0	64
11:45 à 12:45	0	1	3	0	19	2	1	3	3	0	21	0	53
12:00 à 13:00	1	3	2	0	12	4	1	3	3	0	12	0	41
12:15 à 13:15	1	4	2	0	15	5	1	3	2	0	13	1	47
12:30 à 13:30	1	3	2	0	13	3	0	0	1	0	19	1	43
16:15 à 17:15	0	0	1	0	14	0	0	0	0	0	14	0	29
16:30 à 17:30	0	0	1	0	10	0	0	1	0	0	16	0	28
16:45 à 17:45	0	0	1	0	7	0	0	1	0	2	11	0	22

Autobus	Débits par mouvement - plages de 1 heure												Somme
	Av. Outremont - Approche Nord			Av. Van Horne - Approche Est			Av. Outremont - Approche Sud			Av. Van Horne - Approche Ouest			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:15 à 08:15	0	0	0	0	23	0	0	0	7	2	4	0	36
07:30 à 08:30	0	1	0	0	19	1	0	1	6	1	9	0	38
07:45 à 08:45	0	1	0	0	15	1	0	1	5	3	15	0	41
11:30 à 12:30	0	0	0	0	7	0	0	0	1	2	5	0	15
11:45 à 12:45	0	0	0	0	7	0	0	0	2	2	5	0	16
12:00 à 13:00	0	0	0	0	8	0	0	0	3	2	5	0	18
12:15 à 13:15	0	0	1	0	6	0	0	0	2	3	6	0	18
12:30 à 13:30	0	0	1	0	5	0	0	0	3	2	6	0	17
16:15 à 17:15	0	2	0	1	7	0	0	0	4	5	9	0	28
16:30 à 17:30	0	2	0	2	7	0	0	0	4	5	6	0	26
16:45 à 17:45	0	0	0	2	7	0	0	0	2	3	7	0	21

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	Av. Outremont - Approche Nord			Av. Van Horne - Approche Est			Av. Outremont - Approche Sud			Av. Van Horne - Approche Ouest			
Période	Pieton	% veh lourds	PHF	Pieton	% veh lourds	PHF	Pieton	% veh lourds	PHF	Pieton	% veh lourds	PHF	
07:15 à 08:15	24	4,8%	58%	94	6,1%	92%	3	11,3%	59%	22	4,5%	89%	85%
07:30 à 08:30	34	6,2%	78%	139	4,9%	95%	17	9,1%	69%	31	5,4%	92%	92%
07:45 à 08:45	42	4,1%	85%	139	5,1%	91%	19	6,7%	82%	31	6,7%	86%	96%
11:30 à 12:30	42	6,4%	93%	85	6,0%	85%	27	14,1%	89%	34	7,1%	91%	92%
11:45 à 12:45	67	5,0%	87%	110	5,9%	85%	24	11,4%	86%	37	5,3%	93%	90%
12:00 à 13:00	70	8,6%	76%	113	5,0%	88%	21	12,2%	89%	40	3,7%	93%	89%
12:15 à 13:15	66	11,6%	75%	110	5,2%	90%	20	9,5%	91%	38	4,5%	92%	90%
12:30 à 13:30	65	11,1%	68%	124	4,3%	88%	27	4,4%	87%	28	5,5%	92%	89%
16:15 à 17:15	74	3,0%	87%	164	4,4%	91%	31	4,1%	77%	71	4,1%	96%	94%
16:30 à 17:30	69	2,8%	91%	158	3,4%	95%	36	5,2%	75%	73	3,9%	91%	94%
16:45 à 17:45	69	1,0%	91%	150	2,8%	91%	38	3,2%	73%	72	3,3%	91%	96%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	Av. Outremont - Approche Nord			Av. Van Horne - Approche Est			Av. Outremont - Approche Sud			Av. Van Horne - Approche Ouest			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:15 à 08:15	14	60	13	15	638	20	19	32	25	31	377	4	1244
07:30 à 08:30	20	77	21	27	636	29	20	45	28	41	410	4	1355
07:45 à 08:45	21	84	21	30	609	29	26	54	30	50	452	4	1407
11:30 à 12:30	25	27	29	17	421	23	19	28	29	37	493	9	1156
11:45 à 12:45	27	25	31	17	443	25	20	32	33	39	498	8	1196
12:00 à 13:00	20	27	27	19	449	27	24	30	34	39	473	10	1177
12:15 à 13:15	16	30	28	18	463	29	25	30	34	39	473	11	1192
12:30 à 13:30	21	21	26	19	456	21	27	30	35	42	469	11	1175
16:15 à 17:15	19	46	38	15	471	31	22	35	43	42	643	5	1408
16:30 à 17:30	15	53	40	22	509	33	26	30	43	38	663	9	1479
16:45 à 17:45	12	49	45	25	538	25	20	36	40	39	663	11	1502

camion et autobus = 1,5 véhicule(s) équivalent(s)

rang de l'heure de pointe | 17

Intersection: Rue Querbes / Van Horne				CIMA
Projet : L02361D	Date : 2006-10-11	Journée : Mercredi	Temps: Nuage	

Autos	Débits par mouvement - plages de 1 heure												Somme
	Approche Nord Querbes			Approche Est Van Horne			Approche Sud Querbes			Approche Ouest Van Horne			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:30 à 08:30	11	17	21	28	689	2	0	0	0	13	483	14	1278

Camions	Débits par mouvement - plages de 1 heure												Somme
	Approche Nord Querbes			Approche Est Van Horne			Approche Sud Querbes			Approche Ouest Van Horne			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:30 à 08:30	0	1	0	0	30	0	0	0	0	1	26	1	59

Autobus	Débits par mouvement - plages de 1 heure												Somme
	Approche Nord Querbes			Approche Est Van Horne			Approche Sud Querbes			Approche Ouest Van Horne			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:30 à 08:30	0	0	0	0	19	0	0	0	0	0	10	0	29

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	Approche Nord Querbes			Approche Est Van Horne			Approche Sud Querbes			Approche Ouest Van Horne			
Période	Piéton	% véh lourds	PHF	Piéton	% véh lourds	PHF	Piéton	% véh lourds	PHF	Piéton	% véh lourds	PHF	
07:30 à 08:30	23	2,0%	83%	14	6,4%	96%	42	0,0%	0%	3	6,9%	94%	95%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	Approche Nord Querbes			Approche Est Van Horne			Approche Sud Querbes			Approche Ouest Van Horne			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:30 à 08:30	11	19	21	28	763	2	0	0	0	15	537	16	1410
camion et autobus = 1,5 véhicule(s) équivalent(s)													

rang de l'heure de pointe 1

Intersection: Rue Bloomfield / Van Horne				CIMA	
Projet :	L02361D	Date :	2006-10-11		
		Journée :	Mercredi	Temps:	Nuage

Autos	Débits par mouvement - plages de 1 heure												Somme
	Approche Nord Bloomfield			Approche Est Van Horne			Approche Sud Bloomfield			Approche Ouest Horne			
	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
Période													
07:30 à 08:30	4	59	48	12	596	53	24	50	16	15	412	3	1292

Camions	Débits par mouvement - plages de 1 heure												Somme
	Approche Nord Bloomfield			Approche Est Van Horne			Approche Sud Bloomfield			Approche Ouest Horne			
	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
Période													
07:30 à 08:30	0	1	2	2	23	4	0	0	1	1	12	0	46

Autobus	Débits par mouvement - plages de 1 heure												Somme
	Approche Nord Bloomfield			Approche Est Van Horne			Approche Sud Bloomfield			Approche Ouest Horne			
	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
Période													
07:30 à 08:30	0	0	0	0	18	0	0	0	0	0	10	0	28

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	Approche Nord Bloomfield			Approche Est Van Horne			Approche Sud Bloomfield			Approche Ouest Horne			
	Piéton	% véh lourds	PHF	Piéton	% véh lourds	PHF	Piéton	% véh lourds	PHF	Piéton	% véh lourds	PHF	
Période													
07:30 à 08:30	24	2,6%	70%	24	6,6%	94%	61	1,1%	78%	28	5,1%	90%	97%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	Approche Nord Bloomfield			Approche Est Van Horne			Approche Sud Bloomfield			Approche Ouest Horne			
	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
Période													
07:30 à 08:30	4	61	51	15	658	59	24	50	18	17	445	3	1403
camion et autobus =	1,5 véhicule(s) équivalent(s)												

rang de l'heure de pointe 1

Quebec

Intersection: Bloomfield / Van Horne		CIMA	
Projet : L02361D	Date : 2006-10-50		

Autos	Débits par mouvement - plages de 1 heure												Somme
	Approche Nord			Approche Est			Approche Sud			Approche Ouest			
Période	0	0	0	0	0	0	0	0	0	0	0	0	
16:30 17:30	13	45	47	45	644	6	0	0	0	25	561	8	1394

Camions	Débits par mouvement - plages de 1 heure												Somme
	Approche Nord			Approche Est			Approche Sud			Approche Ouest			
Période	0	0	0	0	0	0	0	0	0	0	0	0	
16:30 à 17:30	0	0	0	1	10	0	0	0	0	0	26	0	37

Autobus	Débits par mouvement - plages de 1 heure												Somme
	Approche Nord			Approche Est			Approche Sud			Approche Ouest			
Période	0	0	0	0	0	0	0	0	0	0	0	0	
16:30 à 17:30	0	0	0	0	11	0	0	0	0	2	12	0	25

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	Approche Nord			Approche Est			Approche Sud			Approche Ouest			
Période	0	% véh lourds	PHF	0	% véh lourds	PHF	0	% véh lourds	PHF	0	% véh lourds	PHF	
16:30 à 17:30	44	0,0%	91%	33	3,1%	89%	76	0,0%	0%	41	6,3%	95%	96%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	Approche Nord			Approche Est			Approche Sud			Approche Ouest			
Période	0	0	0	0	0	0	0	0	0	0	0	0	
16:30 à 17:30	13	45	47	47	676	6	0	0	0	28	618	8	1487
camion et autobus = 1,5 véhicule(s) équivalent(s)													

rang de l'heure de pointe 1

Intersection: Bloomfield / Van Horne				CIMA	
Projet : L02361D	Date : 2006-10-50	Journée : Jeudi	Temps: Soleil		

Autos	Débits par mouvement - plages de 1 heure												Somme
	Approche Nord			Approche Est			Approche Sud			Approche Ouest			
Période	0	0	0	0	0	0	0	0	0	0	0	0	
16:30 17:30	3	42	84	24	464	60	40	79	36	6	478	1	1317

Camions	Débits par mouvement - plages de 1 heure												Somme
	Approche Nord			Approche Est			Approche Sud			Approche Ouest			
Période	0	0	0	0	0	0	0	0	0	0	0	0	
16:30 à 17:30	0	0	1	0	5	2	0	2	0	0	7	0	17

Autobus	Débits par mouvement - plages de 1 heure												Somme
	Approche Nord			Approche Est			Approche Sud			Approche Ouest			
Période	0	0	0	0	0	0	0	0	0	0	0	0	
16:30 à 17:30	0	0	1	0	13	0	0	1	0	0	11	0	26

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	Approche Nord			Approche Est			Approche Sud			Approche Ouest			
Période	0	% véh lourds	PHF	0	% véh lourds	PHF	0	% véh lourds	PHF	0	% véh lourds	PHF	
16:30 à 17:30	73	1,5%	86%	10	3,5%	90%	83	1,9%	77%	34	3,6%	78%	93%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	Approche Nord			Approche Est			Approche Sud			Approche Ouest			
Période	0	0	0	0	0	0	0	0	0	0	0	0	
16:30 à 17:30	3	42	87	24	491	63	40	84	36	6	505	1	1382

camion et autobus = 1,5 véhicule(s) équivalent(s)

rang de l'heure de pointe 1

Intersection: Av. Rockland / Av. Ducharme	CIMA
Projet : L02361C Date : 2006-04-25 Journée : Mardi Temps: Nuageux	

Autos	Débits par mouvement - plages de 1 heure												Somme
	Av. Rockland - Approche Nord			Av. Ducharme - Approche Est			Av. Rockland - Approche Sud			Av. Ducharme - Approche Ouest			
	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
Période													
07:15 à 08:15	191	400	33	2	30	8	0	0	0	20	114	4	802
07:30 à 08:30	209	417	52	4	38	10	0	0	0	28	143	5	906
07:45 à 08:45	189	415	48	8	30	10	0	0	0	31	142	9	882
11:30 à 12:30	72	259	19	14	31	10	0	0	0	22	70	14	511
11:45 à 12:45	70	255	21	15	36	9	0	0	0	17	70	13	506
12:00 à 13:00	68	255	21	19	43	9	0	0	0	16	80	15	526
12:15 à 13:15	79	260	25	20	39	6	0	0	0	11	85	8	533
12:30 à 13:30	81	239	21	22	42	10	0	0	0	5	84	6	510
16:15 à 17:15	116	341	40	19	46	12	0	0	0	30	141	5	750
16:30 à 17:30	129	379	41	11	44	10	0	0	0	38	134	4	790
16:45 à 17:45	129	393	44	10	38	15	0	0	0	39	138	3	809

Camions	Débits par mouvement - plages de 1 heure												Somme
	Av. Rockland - Approche Nord			Av. Ducharme - Approche Est			Av. Rockland - Approche Sud			Av. Ducharme - Approche Ouest			
	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
Période													
07:15 à 08:15	0	5	1	0	0	0	0	0	0	1	0	1	8
07:30 à 08:30	0	6	1	0	0	0	0	0	0	1	0	0	8
07:45 à 08:45	0	6	0	0	0	0	0	0	0	1	0	1	8
11:30 à 12:30	1	7	3	0	0	0	0	0	0	0	1	0	12
11:45 à 12:45	2	4	2	0	0	0	0	0	0	0	1	0	9
12:00 à 13:00	2	4	1	0	0	0	0	0	0	0	0	0	7
12:15 à 13:15	2	6	0	0	0	0	0	0	0	0	0	0	8
12:30 à 13:30	1	9	0	0	0	0	0	0	0	0	0	0	10
16:15 à 17:15	1	0	0	0	0	0	0	0	0	0	0	0	1
16:30 à 17:30	1	1	0	0	0	0	0	0	0	0	0	0	2
16:45 à 17:45	1	1	0	0	0	0	0	0	0	0	0	0	2

Autobus	Débits par mouvement - plages de 1 heure												Somme
	Av. Rockland - Approche Nord			Av. Ducharme - Approche Est			Av. Rockland - Approche Sud			Av. Ducharme - Approche Ouest			
	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
Période													
07:15 à 08:15	5	8	1	0	0	0	0	0	0	1	0	0	15
07:30 à 08:30	4	9	0	0	0	0	0	0	0	1	0	0	14
07:45 à 08:45	0	11	0	0	0	0	0	0	0	1	0	0	12
11:30 à 12:30	0	4	0	0	0	0	0	0	0	0	0	0	4
11:45 à 12:45	0	5	0	0	0	0	0	0	0	0	0	0	5
12:00 à 13:00	0	4	0	0	0	0	0	0	0	0	0	0	4
12:15 à 13:15	1	5	0	0	0	0	0	0	0	0	0	0	6
12:30 à 13:30	1	4	0	0	0	0	0	0	0	0	0	0	5
16:15 à 17:15	0	8	1	0	0	0	0	0	0	0	0	0	9
16:30 à 17:30	0	6	1	0	0	0	0	0	0	0	0	0	7
16:45 à 17:45	0	7	1	0	0	0	0	0	0	0	0	0	8

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	Av. Rockland - Approche Nord			Av. Ducharme - Approche Est			Av. Rockland - Approche Sud			Av. Ducharme - Approche Ouest			
	Piéton	% véh lourds	PHF	Piéton	% véh lourds	PHF	Piéton	% véh lourds	PHF	Piéton	% véh lourds	PHF	
Période													
07:15 à 08:15	32	3,1%	84%	14	0,0%	45%	22	0,0%	0%	29	2,1%	59%	82%
07:30 à 08:30	39	2,9%	91%	18	0,0%	59%	20	0,0%	0%	35	1,1%	74%	92%
07:45 à 08:45	35	2,5%	88%	21	0,0%	67%	18	0,0%	0%	34	1,6%	77%	90%
11:30 à 12:30	14	4,1%	85%	10	0,0%	81%	15	0,0%	0%	12	0,9%	86%	92%
11:45 à 12:45	17	3,6%	84%	14	0,0%	83%	22	0,0%	0%	13	1,0%	81%	92%
12:00 à 13:00	20	3,1%	83%	18	0,0%	63%	18	0,0%	0%	15	0,0%	90%	95%
12:15 à 13:15	17	3,7%	88%	16	0,0%	58%	19	0,0%	0%	11	0,0%	87%	97%
12:30 à 13:30	14	4,2%	94%	11	0,0%	66%	15	0,0%	0%	15	0,0%	79%	93%
16:15 à 17:15	50	2,0%	87%	24	0,0%	77%	24	0,0%	0%	51	0,0%	81%	88%
16:30 à 17:30	40	1,6%	96%	24	0,0%	77%	22	0,0%	0%	54	0,0%	81%	92%
16:45 à 17:45	38	1,7%	97%	19	0,0%	83%	17	0,0%	0%	50	0,0%	83%	94%

VÉHICULES EQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	Av. Rockland - Approche Nord			Av. Ducharme - Approche Est			Av. Rockland - Approche Sud			Av. Ducharme - Approche Ouest			
	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
Période													
07:15 à 08:15	199	420	36	2	30	8	0	0	0	23	114	6	837
07:30 à 08:30	215	440	54	4	38	10	0	0	0	31	143	5	939
07:45 à 08:45	189	441	48	8	30	10	0	0	0	34	142	11	912
11:30 à 12:30	74	276	24	14	31	10	0	0	0	22	72	14	535
11:45 à 12:45	73	269	24	15	36	9	0	0	0	17	72	13	527
12:00 à 13:00	71	267	23	19	43	9	0	0	0	16	80	15	543
12:15 à 13:15	84	277	25	20	39	6	0	0	0	11	85	8	554
12:30 à 13:30	84	259	21	22	42	10	0	0	0	5	84	6	533
16:15 à 17:15	118	353	42	19	46	12	0	0	0	30	141	5	765
16:30 à 17:30	131	390	43	11	44	10	0	0	0	38	134	4	804
16:45 à 17:45	131	405	46	10	38	15	0	0	0	39	138	3	824

camion et autobus = 1,5 véhicule(s) équivalent(s)

rang de l'heure de pointe 2

Intersection: Davaar et Ducharme				CIMA			
Projet :	L02361A	Date :	2005-07-20		Journée :	Mercredi	Temps:

Autos	Débits par mouvement - plages de 1 heure												Somme
	Davaar--Approche Nord			Ducharme--Approche Est			Davaar--Approche Sud			Ducharme--Approche Ouest			
	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
Période													
07:30 à 08:30	102	1	275	0	38	0	0	0	0	0	84	0	500
16:30 à 17:30	11	406	141	0	50	10	0	0	0	10	121	0	749

Camions	Débits par mouvement - plages de 1 heure												Somme
	Davaar--Approche Nord			Ducharme--Approche Est			Davaar--Approche Sud			Ducharme--Approche Ouest			
	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
Période													
07:30 à 08:30	6	1	6	0	3	0	0	0	0	0	1	0	17
16:30 à 17:30	0	2	0	0	1	0	0	0	0	0	4	0	7

Autobus	Débits par mouvement - plages de 1 heure												Somme
	Davaar--Approche Nord			Ducharme--Approche Est			Davaar--Approche Sud			Ducharme--Approche Ouest			
	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
Période													
07:30 à 08:30	0	0	1	0	0	0	0	0	0	0	2	0	3
16:30 à 17:30	0	4	1	0	0	0	0	0	0	0	0	0	5

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	Davaar--Approche Nord			Ducharme--Approche Est			Davaar--Approche Sud			Ducharme--Approche Ouest			
	Pieton s	% véh lourds	PHF	Pieton s	% véh lourds	PHF	Pieton s	% véh lourds	PHF	Pieton s	% véh lourds	PHF	
Période													
07:30 à 08:30	6	3,6%	95%	2	7,3%	79%	12	0,0%	0%	10	3,4%	66%	95%
16:30 à 17:30	21	1,2%	94%	4	1,6%	80%	17	0,0%	0%	14	3,0%	87%	92%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	Davaar--Approche Nord			Ducharme--Approche Est			Davaar--Approche Sud			Ducharme--Approche Ouest			
	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
Période													
07:30 à 08:30	111	3	286	0	43	0	0	0	0	0	89	0	530
16:30 à 17:30	11	415	143	0	52	10	0	0	0	10	127	0	767

camion et autobus = 1,5 véhicule(s) équivalent(s)

rang de l'heure de pointe 5

Intersection: Mc Eachran et Ducharme				CIMA			
Projet :	L02361A	Date :	2005-07-20		Journée :	Mercredi	Temps:

Autos	Débits par mouvement - plages de 1 heure												Somme
	McEachran--Approche Nord			Ducharme--Approche Est			McEachran--Approche Sud			Ducharme--Approche Ouest			
	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
Période													
07:30 à 08:30	0	0	0	163	25	0	6	346	14	0	306	51	911
16:30 à 17:30	0	0	0	225	44	0	7	572	19	0	211	70	1148

Camions	Débits par mouvement - plages de 1 heure												Somme
	McEachran--Approche Nord			Ducharme--Approche Est			McEachran--Approche Sud			Ducharme--Approche Ouest			
	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
Période													
07:30 à 08:30	0	0	0	3	3	0	1	3	3	0	6	0	19
16:30 à 17:30	0	0	0	4	1	0	1	5	0	0	1	5	17

Autobus	Débits par mouvement - plages de 1 heure												Somme
	McEachran--Approche Nord			Ducharme--Approche Est			McEachran--Approche Sud			Ducharme--Approche Ouest			
	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
Période													
07:30 à 08:30	0	0	0	0	0	0	0	4	0	0	2	1	7
16:30 à 17:30	0	0	0	2	0	0	0	4	0	0	0	1	7

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	McEachran--Approche Nord			Ducharme--Approche Est			McEachran--Approche Sud			Ducharme--Approche Ouest			
	Pieton s	% véh lourds	PHF	Pieton s	% véh lourds	PHF	Pieton s	% véh lourds	PHF	Pieton s	% véh lourds	PHF	
Période													
07:30 à 08:30	9	0,0%	0%	22	3,1%	85%	19	2,9%	84%	9	2,5%	93%	88%
16:30 à 17:30	25	0,0%	0%	22	2,5%	86%	47	1,6%	95%	15	2,4%	91%	93%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	McEachran--Approche Nord			Ducharme--Approche Est			McEachran--Approche Sud			Ducharme--Approche Ouest			
	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
Période													
07:30 à 08:30	0	0	0	168	30	0	8	357	19	0	318	53	950
16:30 à 17:30	0	0	0	234	46	0	9	586	19	0	213	79	1184

camion et autobus = 1,5 véhicule(s) équivalent(s)

rang de l'heure de pointe 5

Intersection: Stuart et Ducharme				CIMA
Projet : L02361A	Date : 2005-07-20	Journée : Mercredi	Temps: beau	

Autos	Débits par mouvement - plages de 1 heure												Somme
	Stuart--Approche Nord			Ducharme--Approche Est			Stuart--Approche Sud			Ducharme--Approche Ouest			
Période	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
07:30 à 08:30	4	2	1	3	153	12	0	6	11	59	151	4	406
16:30 à 17:30	5	1	3	6	204	7	9	1	41	28	159	4	468

Camions	Débits par mouvement - plages de 1 heure												Somme
	Stuart--Approche Nord			Ducharme--Approche Est			Stuart--Approche Sud			Ducharme--Approche Ouest			
Période	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
07:30 à 08:30	4	6	7	12	0	0	0	2	0	1	3	1	36
16:30 à 17:30	0	0	0	0	5	0	0	0	0	0	1	1	7

Autobus	Débits par mouvement - plages de 1 heure												Somme
	Stuart--Approche Nord			Ducharme--Approche Est			Stuart--Approche Sud			Ducharme--Approche Ouest			
Période	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
07:30 à 08:30	0	0	0	0	0	0	0	0	0	0	2	0	2
16:30 à 17:30	0	0	0	0	2	0	0	0	0	0	0	0	2

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	Stuart--Approche Nord			Ducharme--Approche Est			Stuart--Approche Sud			Ducharme--Approche Ouest			
Période	Pieton s	% véh lourds	PHF	Pieton s	% véh lourds	PHF	Pieton s	% véh lourds	PHF	Pieton s	% véh lourds	PHF	
07:30 à 08:30	3	70,8%	50%	4	6,7%	79%	6	10,5%	68%	2	3,2%	95%	87%
16:30 à 17:30	11	0,0%	56%	27	3,1%	85%	25	0,0%	91%	20	1,0%	86%	87%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	Stuart--Approche Nord			Ducharme--Approche Est			Stuart--Approche Sud			Ducharme--Approche Ouest			
Période	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
07:30 à 08:30	10	11	12	21	153	12	0	9	11	61	159	6	463
16:30 à 17:30	5	1	3	6	215	7	9	1	41	28	161	6	482

camion et autobus = 1,5 véhicule(s) équivalent(s)

rang de l'heure de pointe 5

Intersection: Av. Outremont / Av. Ducharme				CIMA
Projet : L02361C	Date : 2005-04-25	Journée : Mardi	Temps : Nuageux	

Autos	Débits par mouvement - plages de 1 heure												Somme
	Av. Outremont - Approche Nord			Av. Ducharme - Approche Est			Av. Outremont - Approche Sud			Av. Ducharme - Approche Ouest			
	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	
07:15 à 08:15	3	12	3	5	123	3	5	3	51	53	76	4	341
07:30 à 08:30	5	14	4	6	146	3	5	4	65	69	107	5	433
07:45 à 08:45	9	19	7	9	153	3	8	6	77	72	123	6	492
11:30 à 12:30	2	8	4	5	61	2	13	2	31	50	66	5	249
11:45 à 12:45	4	8	3	4	81	1	11	4	38	55	67	2	278
12:00 à 13:00	2	8	1	3	85	2	12	4	41	44	60	3	265
12:15 à 13:15	2	8	2	2	82	3	8	6	45	46	60	2	266
12:30 à 13:30	3	6	2	2	85	3	8	6	51	37	69	1	273
16:15 à 17:15	7	8	6	6	113	3	13	3	56	77	154	4	450
16:30 à 17:30	5	7	7	7	108	5	14	4	43	87	175	4	466
16:45 à 17:45	6	5	5	10	108	4	16	5	52	87	184	5	487

Camions	Débits par mouvement - plages de 1 heure												Somme
	Av. Outremont - Approche Nord			Av. Ducharme - Approche Est			Av. Outremont - Approche Sud			Av. Ducharme - Approche Ouest			
	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	
07:15 à 08:15	0	0	0	0	0	0	0	1	0	4	2	0	7
07:30 à 08:30	0	1	0	0	0	0	0	1	1	5	2	0	10
07:45 à 08:45	0	1	0	0	0	0	0	1	1	2	3	0	8
11:30 à 12:30	0	0	0	0	0	2	1	0	3	0	1	0	7
11:45 à 12:45	0	0	0	0	0	0	1	0	3	1	2	0	7
12:00 à 13:00	1	0	0	0	0	0	1	0	3	3	2	0	10
12:15 à 13:15	1	1	0	0	0	0	1	0	4	4	1	0	12
12:30 à 13:30	1	1	0	0	0	0	0	0	2	4	1	0	9
16:15 à 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 à 17:30	0	0	0	0	0	0	0	0	1	0	0	0	1
16:45 à 17:45	0	0	0	0	0	0	0	0	1	0	0	0	1

Autobus	Débits par mouvement - plages de 1 heure												Somme
	Av. Outremont - Approche Nord			Av. Ducharme - Approche Est			Av. Outremont - Approche Sud			Av. Ducharme - Approche Ouest			
	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	
07:15 à 08:15	0	0	1	0	2	0	1	0	0	0	5	0	9
07:30 à 08:30	1	0	1	0	3	1	1	0	1	0	4	0	12
07:45 à 08:45	1	0	1	0	3	1	0	0	1	0	3	0	10
11:30 à 12:30	0	0	0	0	0	0	0	0	1	0	0	0	1
11:45 à 12:45	0	0	0	0	0	0	0	0	1	0	0	0	1
12:00 à 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 à 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 à 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 à 17:15	0	0	1	0	7	0	0	0	1	2	2	0	13
16:30 à 17:30	0	0	1	0	4	0	0	0	2	2	2	0	11
16:45 à 17:45	0	0	0	0	3	0	0	0	2	0	0	0	5

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	Av. Outremont - Approche Nord			Av. Ducharme - Approche Est			Av. Outremont - Approche Sud			Av. Ducharme - Approche Ouest			
	Pieton	% véh lourds	PHF	Pieton	% véh lourds	PHF	Pieton	% véh lourds	PHF	Pieton	% véh lourds	PHF	
07:15 à 08:15	14	5,3%	53%	13	1,5%	67%	16	3,3%	73%	5	7,6%	63%	65%
07:30 à 08:30	30	11,5%	72%	21	2,5%	80%	18	5,1%	65%	20	5,7%	77%	79%
07:45 à 08:45	32	7,9%	63%	25	2,4%	85%	15	3,2%	78%	23	3,8%	84%	89%
11:30 à 12:30	4	0,0%	58%	11	2,9%	83%	16	9,8%	80%	8	0,8%	82%	96%
11:45 à 12:45	4	0,0%	63%	12	0,0%	58%	19	8,6%	81%	6	2,4%	86%	79%
12:00 à 13:00	6	8,3%	60%	13	0,0%	61%	18	6,6%	85%	5	4,5%	90%	76%
12:15 à 13:15	6	14,3%	70%	8	0,0%	59%	19	7,8%	89%	5	4,4%	88%	76%
12:30 à 13:30	6	15,4%	65%	6	0,0%	61%	15	3,0%	88%	4	4,5%	88%	77%
16:15 à 17:15	21	4,5%	69%	6	5,4%	85%	17	1,4%	79%	34	1,7%	84%	90%
16:30 à 17:30	21	5,0%	63%	5	3,2%	82%	21	4,7%	70%	43	1,5%	95%	93%
16:45 à 17:45	18	0,0%	67%	5	2,4%	80%	20	3,9%	83%	44	0,0%	97%	96%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	Av. Outremont - Approche Nord			Av. Ducharme - Approche Est			Av. Outremont - Approche Sud			Av. Ducharme - Approche Ouest			
	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	
07:15 à 08:15	3	12	5	5	126	3	7	5	51	59	87	4	365
07:30 à 08:30	7	16	6	6	151	5	7	6	68	77	116	5	466
07:45 à 08:45	11	21	9	9	158	5	8	8	80	75	132	6	519
11:30 à 12:30	2	8	4	5	61	5	15	2	37	50	68	5	261
11:45 à 12:45	4	8	3	4	81	1	13	4	44	57	70	2	290
12:00 à 13:00	4	8	1	3	85	2	14	4	46	49	63	3	280
12:15 à 13:15	4	10	2	2	82	3	10	6	51	52	62	2	284
12:30 à 13:30	5	8	2	2	85	3	8	6	54	43	71	1	287
16:15 à 17:15	7	8	8	6	124	3	13	3	58	80	157	4	470
16:30 à 17:30	5	7	9	7	114	5	14	4	48	90	178	4	484
16:45 à 17:45	6	5	5	10	113	4	16	5	57	87	184	5	496

camion et autobus = 1,5 véhicule(s) équivalent(s)

rang de l'heure de pointe 3

Intersection: Rockland et Traverse Rockland				CIMA
Projet : L02361B	Date : 2005-09-02	Journée : Jeudi	Temps: Beau	

Autos	Débits par mouvement - plages de 1 heure												Somme
	Rockland--Approche Nord			Traverse Rockland--Approche Est			Rockland--Approche Sud			Traverse Rockland--Approche Ouest			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:30 à 08:30	0	44	0	476	0	648	0	0	0	0	0	0	1168
16:30 à 17:30	0	68	0	197	0	542	0	0	0	0	0	0	807

Camions	Débits par mouvement - plages de 1 heure												Somme
	Rockland--Approche Nord			Traverse Rockland--Approche Est			Rockland--Approche Sud			Traverse Rockland--Approche Ouest			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:30 à 08:30	0	0	0	6	0	2	0	0	0	0	0	0	8
16:30 à 17:30	0	2	0	5	0	2	0	0	0	0	0	0	9

Autobus	Débits par mouvement - plages de 1 heure												Somme
	Rockland--Approche Nord			Traverse Rockland--Approche Est			Rockland--Approche Sud			Traverse Rockland--Approche Ouest			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:30 à 08:30	0	6	0	0	0	8	0	0	0	0	0	0	14
16:30 à 17:30	0	4	0	0	0	4	0	0	0	0	0	0	8

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	Rockland--Approche Nord			Traverse Rockland--Approche Est			Rockland--Approche Sud			Traverse Rockland--Approche Ouest			
Période	Pieton	% véh lourds	PHF	Pieton	% véh lourds	PHF	Pieton	% véh lourds	PHF	Pieton	% véh lourds	PHF	
07:30 à 08:30	1	12,0%	89%	7	1,4%	89%	3	0,0%	0%	31	0,0%	0%	91%
16:30 à 17:30	10	8,1%	77%	3	1,5%	80%	3	0,0%	0%	37	0,0%	0%	80%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	Rockland--Approche Nord			Traverse Rockland--Approche Est			Rockland--Approche Sud			Traverse Rockland--Approche Ouest			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:30 à 08:30	0	53	0	485	0	663	0	0	0	0	0	0	1201
16:30 à 17:30	0	77	0	205	0	551	0	0	0	0	0	0	833
camion et autobus =	1,5			véhicule(s) équivalent(s)									

rang de l'heure de pointe

L02361B

Intersection: Davaar et Traverse Rockland				CIMA
Projet : L02361B	Date : 2005-09-01	Journée : Jeudi	Temps: Beau	

Autos	Débits par mouvement - plages de 1 heure												Somme
	Davaar--Approche Nord			Traverse Rockland--Approche Est			Davaar--Approche Sud			Traverse Rockland--Approche Ouest			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:30 à 08:30	0	640	0	0	0	25	0	0	0	16	0	0	681
16:30 à 17:30	0	700	0	0	0	16	0	0	0	16	0	0	732

Camions	Débits par mouvement - plages de 1 heure												Somme
	Davaar--Approche Nord			Traverse Rockland--Approche Est			Davaar--Approche Sud			Traverse Rockland--Approche Ouest			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:30 à 08:30	0	11	0	0	0	1	0	0	0	1	0	0	13
16:30 à 17:30	0	6	0	0	0	3	0	0	0	0	0	0	9

Autobus	Débits par mouvement - plages de 1 heure												Somme
	Davaar--Approche Nord			Traverse Rockland--Approche Est			Davaar--Approche Sud			Traverse Rockland--Approche Ouest			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:30 à 08:30	0	2	0	0	0	0	0	0	0	1	0	0	3
16:30 à 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	Davaar--Approche Nord			Traverse Rockland--Approche Est			Davaar--Approche Sud			Traverse Rockland--Approche Ouest			
Période	Pieton	% véh lourds	PHF	Pieton	% véh lourds	PHF	Pieton	% véh lourds	PHF	Pieton	% véh lourds	PHF	
07:30 à 08:30	0	2,0%	91%	1	3,8%	54%	7	0,0%	0%	7	11,1%	56%	93%
16:30 à 17:30	0	0,8%	96%	0	15,8%	59%	6	0,0%	0%	5	0,0%	67%	97%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	Davaar--Approche Nord			Traverse Rockland--Approche Est			Davaar--Approche Sud			Traverse Rockland--Approche Ouest			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:30 à 08:30	0	660	0	0	0	27	0	0	0	19	0	0	705
16:30 à 17:30	0	709	0	0	0	21	0	0	0	16	0	0	746

camion et autobus = 1,5 véhicule(s) équivalent(s)

rang de l'heure de pointe 5

L02361B

Intersection: Mc Eachran/Bates et Traverses Rockland				CIMA	
Projet :	L02361B	Date :	2005-09-01		
		Journée :	Jeudi		
		Temps:	Beau		

Autos	Débits par mouvement - plages de 1 heure												Somme
	Mc Eachran/Bates-- Approche Nord			Traverse Rockland-- Approche Est			Mc Eachran/Bates-- Approche Sud			Traverse Rockland-- Approche Ouest			
	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
Période													
07:30 à 08:30	218	0	0	0	0	0	2	82	820	0	0	0	1122
16:30 à 17:30	662	0	0	0	0	0	1	63	1012	0	0	0	1738

Camions	Débits par mouvement - plages de 1 heure												Somme
	Mc Eachran/Bates-- Approche Nord			Traverse Rockland-- Approche Est			Mc Eachran/Bates-- Approche Sud			Traverse Rockland-- Approche Ouest			
	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
Période													
07:30 à 08:30	4	0	0	0	0	0	0	1	7	0	0	0	12
16:30 à 17:30	6	0	0	0	0	0	0	3	10	0	0	0	19

Autobus	Débits par mouvement - plages de 1 heure												Somme
	Mc Eachran/Bates-- Approche Nord			Traverse Rockland-- Approche Est			Mc Eachran/Bates-- Approche Sud			Traverse Rockland-- Approche Ouest			
	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
Période													
07:30 à 08:30	0	0	0	0	0	0	0	10	6	0	0	0	16
16:30 à 17:30	2	0	0	0	0	0	0	1	2	0	0	0	5

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	Mc Eachran/Bates-- Approche Nord			Traverse Rockland-- Approche Est			Mc Eachran/Bates-- Approche Sud			Traverse Rockland-- Approche Ouest			
	Piéton	% véh lourds	PHF	Piéton	% véh lourds	PHF	Piéton	% véh lourds	PHF	Piéton	% véh lourds	PHF	
Période													
07:30 à 08:30	1	1,8%	90%	0	0,0%	0%	0	2,6%	89%	5	0,0%	0%	90%
16:30 à 17:30	0	1,2%	95%	0	0,0%	0%	0	1,5%	96%	5	0,0%	0%	97%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	Mc Eachran/Bates-- Approche Nord			Traverse Rockland-- Approche Est			Mc Eachran/Bates-- Approche Sud			Traverse Rockland-- Approche Ouest			
	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
Période													
07:30 à 08:30	224	0	0	0	0	0	2	99	840	0	0	0	1164
16:30 à 17:30	674	0	0	0	0	0	1	69	1030	0	0	0	1774

camion et autobus = 1,5 véhicule(s) équivalent(s)

rang de l'heure de pointe 5

Intersection: Rockland et Bates				CIMA
Projet : L02361B	Date : 2005-09-01	Journée : Jeudi	Temps: Beau	

Autos	Débits par mouvement - plages de 1 heure												Somme
	Rockland-Approche Nord			Bates--Approche Est			Rockland--Approche Sud			Bates--Approche Ouest			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:30 à 08:30	1	3	3	2	65	9	7	6	439	36	197	4	772
16:30 à 17:30	0	4	10	3	58	8	10	0	187	45	579	0	904

Camions	Débits par mouvement - plages de 1 heure												Somme
	Rockland-Approche Nord			Bates--Approche Est			Rockland--Approche Sud			Bates--Approche Ouest			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:30 à 08:30	0	0	0	0	1	0	0	0	4	0	3	0	8
16:30 à 17:30	0	0	0	0	3	0	0	0	4	0	0	0	7

Autobus	Débits par mouvement - plages de 1 heure												Somme
	Rockland-Approche Nord			Bates--Approche Est			Rockland--Approche Sud			Bates--Approche Ouest			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:30 à 08:30	0	0	0	0	4	0	0	0	0	4	2	0	10
16:30 à 17:30	0	0	0	0	4	0	0	0	0	3	2	0	9

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	Rockland-Approche Nord			Bates--Approche Est			Rockland--Approche Sud			Bates--Approche Ouest			
Période	Pieton	% véh lourds	PHF	Pieton	% véh lourds	PHF	Pieton	% véh lourds	PHF	Pieton	% véh lourds	PHF	
07:30 à 08:30	0	0,0%	58%	5	6,2%	78%	0	0,9%	79%	0	3,7%	93%	87%
16:30 à 17:30	16	0,0%	58%	1	9,2%	83%	0	2,0%	74%	5	0,8%	91%	91%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	Rockland-Approche Nord			Bates--Approche Est			Rockland--Approche Sud			Bates--Approche Ouest			
Période	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	Droite	Tout D roit	Gauche	
07:30 à 08:30	1	3	3	2	73	9	7	6	445	42	205	4	799
16:30 à 17:30	0	4	10	3	69	8	10	0	193	50	582	0	928

camion et autobus = 1,5 véhicule(s) équivalent(s)

rang de l'heure de pointe

Intersection: Wilderton et Bates				CIMA
Projet : L02361A	Date : 2005-07-20	Journée : Mercredi	Temps: beau	

Autos	Débits par mouvement - plages de 1 heure												Somme
	Wilderton--Approche Nord			Bates--Approche Est			Wilderton--Approche Sud			Bates--Approche Ouest			
Période	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
07:30 à 08:30	431	0	9	45	121	0	61	267	13	3	1	1	952
16:30 à 17:30	353	0	13	70	117	0	98	428	14	0	0	1	1094

Camions	Débits par mouvement - plages de 1 heure												Somme
	Wilderton--Approche Nord			Bates--Approche Est			Wilderton--Approche Sud			Bates--Approche Ouest			
Période	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
07:30 à 08:30	20	0	1	4	2	0	1	6	0	0	0	0	34
16:30 à 17:30	2	0	0	4	1	0	1	0	2	0	0	0	10

Autobus	Débits par mouvement - plages de 1 heure												Somme
	Wilderton--Approche Nord			Bates--Approche Est			Wilderton--Approche Sud			Bates--Approche Ouest			
Période	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
07:30 à 08:30	4	0	1	0	1	0	2	0	0	0	0	0	8
16:30 à 17:30	1	0	0	0	1	0	3	0	0	0	0	0	5

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	Wilderton--Approche Nord			Bates--Approche Est			Wilderton--Approche Sud			Bates--Approche Ouest			
Période	Pieton s	% véh lourds	PHF	Pieton s	% véh lourds	PHF	Pieton s	% véh lourds	PHF	Pieton s	% véh lourds	PHF	
07:30 à 08:30	3	5,6%	97%	6	4,0%	88%	5	2,6%	78%	5	0,0%	25%	92%
16:30 à 17:30	6	0,8%	83%	13	3,1%	83%	22	1,1%	91%	9	0,0%	25%	89%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	Wilderton--Approche Nord			Bates--Approche Est			Wilderton--Approche Sud			Bates--Approche Ouest			
Période	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
07:30 à 08:30	467	0	12	51	126	0	66	276	13	3	1	1	1015
16:30 à 17:30	358	0	13	76	120	0	104	428	17	0	0	1	1117

camion et autobus = 1,5 véhicule(s) équivalent(s)

rang de l'heure de pointe 5

Intersection: Canora et Jean-Talon				CIMA
Projet : L02361A	Date : 2005-07-20	Journée : Mercredi	Temps: beau	

Autos	Débits par mouvement - plages de 1 heure												Somme
	Canora--Approche Nord			Jean-Talon--Approche Est			Canora--Approche Sud			Jean-Talon--Approche Ouest			
Période	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
07:30 à 08:30	57	156	0	9	673	202	89	40	142	108	357	0	1833
16:30 à 17:30	27	113	0	4	742	174	179	143	174	107	925	0	2588

Camions	Débits par mouvement - plages de 1 heure												Somme
	Canora--Approche Nord			Jean-Talon--Approche Est			Canora--Approche Sud			Jean-Talon--Approche Ouest			
Période	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
07:30 à 08:30	0	3	0	0	12	1	3	0	3	8	11	0	41
16:30 à 17:30	0	1	0	0	11	2	0	0	6	0	13	0	33

Autobus	Débits par mouvement - plages de 1 heure												Somme
	Canora--Approche Nord			Jean-Talon--Approche Est			Canora--Approche Sud			Jean-Talon--Approche Ouest			
Période	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
07:30 à 08:30	0	0	0	0	6	2	0	0	0	1	3	0	12
16:30 à 17:30	0	0	0	0	3	0	0	0	0	1	3	0	7

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	Canora--Approche Nord			Jean-Talon--Approche Est			Canora--Approche Sud			Jean-Talon--Approche Ouest			
Période	Pieton s	% véh lourds	PHF	Pieton s	% véh lourds	PHF	Pieton s	% véh lourds	PHF	Pieton s	% véh lourds	PHF	
07:30 à 08:30	6	1,4%	92%	13	2,3%	85%	10	2,2%	79%	7	4,7%	88%	90%
16:30 à 17:30	6	0,7%	86%	5	1,7%	88%	21	1,2%	92%	12	1,6%	91%	91%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	Canora--Approche Nord			Jean-Talon--Approche Est			Canora--Approche Sud			Jean-Talon--Approche Ouest			
Période	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	Droite	Tout d roit	Gauche	
07:30 à 08:30	57	161	0	9	700	207	94	40	147	122	378	0	1913
16:30 à 17:30	27	115	0	4	763	177	179	143	183	109	949	0	2648
camion et autobus =	1,5 véhicule(s) équivalent(s)												

rang de l'heure de pointe 5

Intersection: Av. Durocher / Rue Beaubien		CIMA	
Projet : L02361C	Date : 2006-04-25		

Autos	Débits par mouvement - plages de 1 heure												Somme
	Av. Durocher			Rue Beaubien			Av. Durocher			Rue Beaubien			
	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	
Période													
07:15 à 08:15	0	4	18	0	0	1	0	0	0	0	0	0	23
07:30 à 08:30	0	4	22	0	0	1	1	0	0	0	0	0	28
07:45 à 08:45	0	5	26	0	0	1	1	0	0	0	0	0	33
11:30 à 12:30	0	4	75	0	0	2	4	0	0	0	0	0	85
11:45 à 12:45	0	4	78	0	0	1	2	0	0	0	0	0	85
12:00 à 13:00	0	4	72	0	0	1	3	0	0	0	0	0	80
12:15 à 13:15	0	4	53	0	0	0	5	0	0	0	0	0	62
12:30 à 13:30	0	0	52	0	0	0	4	0	0	0	0	0	56
16:15 à 17:15	0	5	106	0	0	1	4	0	0	0	0	0	116
16:30 à 17:30	0	5	111	0	0	0	5	1	0	0	0	0	122
16:45 à 17:45	0	3	112	0	0	0	5	1	0	0	0	0	121

Camions	Débits par mouvement - plages de 1 heure												Somme
	Av. Durocher			Rue Beaubien			Av. Durocher			Rue Beaubien			
	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	
Période													
07:15 à 08:15	0	0	10	0	0	0	0	0	0	0	0	0	10
07:30 à 08:30	0	0	9	0	0	0	0	0	0	0	0	0	9
07:45 à 08:45	0	0	7	0	0	0	0	0	0	0	0	0	7
11:30 à 12:30	0	1	7	0	0	0	1	0	0	0	0	0	9
11:45 à 12:45	0	0	8	0	0	0	0	0	0	0	0	0	8
12:00 à 13:00	0	0	5	0	0	0	0	0	0	0	0	0	5
12:15 à 13:15	0	0	5	0	0	0	0	0	0	0	0	0	5
12:30 à 13:30	0	0	5	0	0	0	0	0	0	0	0	0	5
16:15 à 17:15	0	0	3	0	0	0	0	0	0	0	0	0	3
16:30 à 17:30	0	0	4	0	0	0	0	0	0	0	0	0	4
16:45 à 17:45	0	0	3	0	0	0	0	0	0	0	0	0	3

Autobus	Débits par mouvement - plages de 1 heure												Somme
	Av. Durocher			Rue Beaubien			Av. Durocher			Rue Beaubien			
	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	
Période													
07:15 à 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 à 08:30	0	0	2	0	0	0	0	0	0	0	0	0	2
07:45 à 08:45	0	0	3	0	0	0	0	0	0	0	0	0	3
11:30 à 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 à 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 à 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 à 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 à 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 à 17:15	0	0	2	0	0	0	0	0	0	0	0	0	2
16:30 à 17:30	0	0	1	0	0	0	0	0	0	0	0	0	1
16:45 à 17:45	0	0	2	0	0	0	0	0	0	0	0	0	2

Informations complémentaires	Débits par mouvement - plages de 1 heure												PHF global
	Av. Durocher			Rue Beaubien			Av. Durocher			Rue Beaubien			
	Piéton	% véh lourds	PHF	Piéton	% véh lourds	PHF	Piéton	% véh lourds	PHF	Piéton	% véh lourds	PHF	
Période													
07:15 à 08:15	1	31,3%	67%	1	0,0%	25%	6	0,0%	0%	0	0,0%	0%	63%
07:30 à 08:30	1	29,7%	77%	1	0,0%	25%	6	0,0%	25%	0	0,0%	0%	75%
07:45 à 08:45	2	24,4%	85%	1	0,0%	25%	6	0,0%	25%	0	0,0%	0%	83%
11:30 à 12:30	5	9,2%	78%	6	0,0%	50%	1	20,0%	42%	0	0,0%	0%	78%
11:45 à 12:45	6	8,9%	80%	8	0,0%	25%	1	0,0%	50%	0	0,0%	0%	78%
12:00 à 13:00	4	6,2%	72%	9	0,0%	25%	1	0,0%	75%	0	0,0%	0%	71%
12:15 à 13:15	3	8,1%	74%	9	0,0%	0%	1	0,0%	42%	0	0,0%	0%	80%
12:30 à 13:30	3	8,8%	68%	7	0,0%	0%	1	0,0%	33%	0	0,0%	0%	73%
16:15 à 17:15	4	4,3%	67%	5	0,0%	25%	2	0,0%	50%	0	0,0%	0%	70%
16:30 à 17:30	5	4,1%	70%	7	0,0%	0%	2	0,0%	50%	0	0,0%	0%	74%
16:45 à 17:45	9	4,2%	70%	4	0,0%	0%	1	0,0%	50%	0	0,0%	0%	73%

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Somme
	Av. Durocher			Rue Beaubien			Av. Durocher			Rue Beaubien			
	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	Droite	Tout Droit	Gauche	
Période													
07:15 à 08:15	0	4	33	0	0	1	0	0	0	0	0	0	38
07:30 à 08:30	0	4	39	0	0	1	1	0	0	0	0	0	45
07:45 à 08:45	0	5	41	0	0	1	1	0	0	0	0	0	48
11:30 à 12:30	0	6	86	0	0	2	6	0	0	0	0	0	99
11:45 à 12:45	0	4	90	0	0	1	2	0	0	0	0	0	97
12:00 à 13:00	0	4	80	0	0	1	3	0	0	0	0	0	88
12:15 à 13:15	0	4	61	0	0	0	5	0	0	0	0	0	70
12:30 à 13:30	0	0	60	0	0	0	4	0	0	0	0	0	64
16:15 à 17:15	0	5	114	0	0	1	4	0	0	0	0	0	124
16:30 à 17:30	0	5	119	0	0	0	5	1	0	0	0	0	130
16:45 à 17:45	0	3	120	0	0	0	5	1	0	0	0	0	129

camion et autobus = 1,5 véhicule(s) équivalent(s)

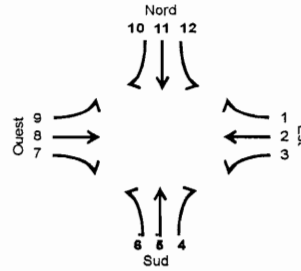
rang de l'heure de pointe = 38

Projet : L01805A
 Intersection : Rockland et Jean-Talon (Dresden)



Rue approche OUEST : Dresden
 Rue approche SUD : Rockland
 Rue approche EST : Graham
 Rue approche NORD : Rockland

Date : 4 décembre 2002
 Journée : Mercredi
 Temps: Beau



PÉRIODE AM

AUTOMOBILES	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Dresden			Rockland			Graham			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	59	277	18	110	220	10	192	853	0	0	0	0	0,72	1739
07:30 à 08:30	75	346	23	138	342	16	268	1048	0	0	0	0	0,83	2256
07:45 à 08:45	75	348	26	183	438	22	278	995	0	0	0	0	0,87	2365
08:00 à 09:00	72	384	26	187	482	32	288	1060	0	0	0	0	0,93	2531
08:15 à 09:15	55	414	30	181	404	35	278	1002	0	0	0	0	0,88	2399
08:30 à 09:30	34	302	25	133	268	29	202	718	0	0	0	0	0,67	1711
08:45 à 09:45	20	224	18	73	147	19	137	479	0	0	0	0	0,44	1117
09:00 à 10:00	0	114	10	35	44	7	66	200	0	0	0	0	0,25	476
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

CAMIONS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Dresden			Rockland			Graham			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	2	8	0	5	1	1	7	22	0	0	0	0	0,72	46
07:30 à 08:30	2	12	0	5	1	1	11	24	0	0	0	0	0,83	56
07:45 à 08:45	1	18	0	4	2	1	12	28	0	0	0	0	0,87	66
08:00 à 09:00	0	16	2	4	2	1	13	31	0	0	0	0	0,93	69
08:15 à 09:15	2	17	2	7	1	1	10	34	0	0	0	0	0,88	74
08:30 à 09:30	2	13	2	7	1	1	6	26	0	0	0	0	0,67	58
08:45 à 09:45	2	5	2	6	0	1	4	18	0	0	0	0	0,44	38
09:00 à 10:00	2	3	0	4	0	1	2	8	0	0	0	0	0,25	20
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

AUTOBUS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Dresden			Rockland			Graham			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	0	18	2	2	4	8	3	8	0	0	0	0	0,72	45
07:30 à 08:30	0	20	2	2	5	10	3	8	0	0	0	0	0,83	50
07:45 à 08:45	0	20	2	1	6	8	0	9	0	0	0	0	0,87	46
08:00 à 09:00	0	19	2	0	5	6	0	10	0	0	0	0	0,93	42
08:15 à 09:15	0	15	0	1	6	4	2	9	0	0	0	0	0,88	37
08:30 à 09:30	0	12	0	1	5	2	2	7	0	0	0	0	0,67	29
08:45 à 09:45	0	7	0	1	3	1	2	5	0	0	0	0	0,44	19
09:00 à 10:00	0	3	0	1	2	0	2	3	0	0	0	0	0,25	11
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Dresden			Rockland			Graham			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	62	316	21	120,5	227,5	23,5	207	898	0	0	0	0	0,72	1875,5
07:30 à 08:30	78	394	26	148,5	351	32,5	289	1096	0	0	0	0	0,83	2415
07:45 à 08:45	76,5	405	29	190,5	450	35,5	296	1051	0	0	0	0	0,87	2533
08:00 à 09:00	72	436,5	32	193	492,5	42,5	307,5	1122	0	0	0	0	0,93	2697,5
08:15 à 09:15	58	462	33	193	414,5	42,5	296	1067	0	0	0	0	0,88	2565,5
08:30 à 09:30	37	339,5	28	145	277	33,5	214	767,5	0	0	0	0	0,67	1841,5
08:45 à 09:45	23	242	21	83,5	151,5	22	146	513,5	0	0	0	0	0,44	1202,5
09:00 à 10:00	3	123	10	42,5	47	8,5	72	216,5	0	0	0	0	0,25	522,5
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

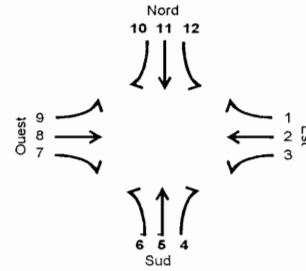
automobile = 1 véhicule équivalent
 camion et autobus = 1,5 véhicule(s) équivalent(s)

Projet : L01805A
 Intersection : Rockland et Jean-Talon (Dresden)



Rue approche OUEST : Dresden
 Rue approche SUD : Rockland
 Rue approche EST : Graham
 Rue approche NORD : Rockland

Date : 4 décembre 2002
 Journée : Mercredi
 Temps : Beau



PÉRIODE PM

AUTOMOBILES	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Dresden			Rockland			Graham			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16.00 à 17.00	137	846	47	184	564	42	208	779	0	0	0	0	0,89	2807
16.15 à 17.15	139	892	36	175	578	33	201	812	0	0	0	0	0,9	2866
16.30 à 17.30	145	896	41	190	688	29	202	854	0	0	0	0	0,94	3045
16.45 à 17.45	151	907	41	197	776	25	220	854	0	0	0	0	0,97	3171
17.00 à 18.00	133	855	35	209	661	22	204	855	0	0	0	0	0,91	2974
17.15 à 18.15	97	635	28	162	501	17	146	606	0	0	0	0	0,67	2192
17.30 à 18.30	62	399	16	110	292	11	100	386	0	0	0	0	0,45	1376
17.45 à 18.45	25	201	6	59	96	5	37	179	0	0	0	0	0,25	608
18.00 à 19.00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

CAMIONS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Dresden			Rockland			Graham			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16.00 à 17.00	1	18	1	5	0	2	7	26	0	0	0	0	0,89	60
16.15 à 17.15	0	18	1	8	1	1	6	24	0	0	0	0	0,9	59
16.30 à 17.30	1	13	0	8	1	1	3	17	0	0	0	0	0,94	44
16.45 à 17.45	1	9	1	7	1	0	2	15	0	0	0	0	0,97	36
17.00 à 18.00	1	11	1	8	1	0	2	11	0	0	0	0	0,91	35
17.15 à 18.15	1	8	1	5	0	0	1	8	0	0	0	0	0,67	24
17.30 à 18.30	0	5	1	4	0	0	0	4	0	0	0	0	0,45	14
17.45 à 18.45	0	3	0	2	0	0	0	1	0	0	0	0	0,25	6
18.00 à 19.00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

AUTOBUS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Dresden			Rockland			Graham			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16.00 à 17.00	0	12	1	0	3	7	1	6	0	0	0	0	0,89	30
16.15 à 17.15	0	11	1	0	4	7	1	4	0	0	0	0	0,9	28
16.30 à 17.30	0	7	1	0	3	6	1	4	0	0	0	0	0,94	22
16.45 à 17.45	1	6	0	1	3	6	0	3	0	0	0	0	0,97	20
17.00 à 18.00	1	5	0	1	5	4	0	2	0	0	0	0	0,91	18
17.15 à 18.15	1	4	0	1	3	2	0	2	0	0	0	0	0,67	13
17.30 à 18.30	1	3	0	1	3	1	0	1	0	0	0	0	0,45	10
17.45 à 18.45	0	2	0	0	2	0	0	0	0	0	0	0	0,25	4
18.00 à 19.00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

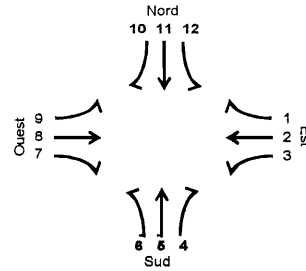
VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Dresden			Rockland			Graham			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16.00 à 17.00	138,5	891	50	191,5	568,5	55,5	220	827	0	0	0	0	0,89	2942
16.15 à 17.15	139	935,5	39	187	585,5	45	211,5	854	0	0	0	0	0,9	2996,5
16.30 à 17.30	146,5	926	42,5	202	694	39,5	208	885,5	0	0	0	0	0,94	3144
16.45 à 17.45	154	929,5	42,5	209	782	34	223	881	0	0	0	0	0,97	3255
17.00 à 18.00	136	879	36,5	222,5	670	28	207	874,5	0	0	0	0	0,91	3053,5
17.15 à 18.15	100	653	29,5	171	505,5	20	147,5	621	0	0	0	0	0,67	2247,5
17.30 à 18.30	63,5	411	17,5	117,5	296,5	12,5	100	393,5	0	0	0	0	0,45	1412
17.45 à 18.45	25	208,5	6	62	99	5	37	180,5	0	0	0	0	0,25	623
18.00 à 19.00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0
automobile = 1 véhicule équivalent camion et autobus = 1,5 véhicule(s) équivalent(s)														

Projet : L01805A
 Intersection : Rockland et Graham



Rue approche OUEST : Graham
 Rue approche SUD : Rockland
 Rue approche EST : Graham
 Rue approche NORD : Rockland

Date : 4 décembre 2002
 Journée : Mercredi
 Temps: Beau



PÉRIODE AM

AUTOMOBILES	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Graham			Rockland			Graham			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	5	0	9	64	0	0	0	127	36	0	616	0	0,69	857
07:30 à 08:30	6	0	8	141	0	0	0	149	43	0	739	0	0,87	1086
07:45 à 08:45	8	0	11	198	0	0	0	158	53	0	570	1	0,81	999
08:00 à 09:00	7	0	13	257	0	0	0	149	54	0	545	1	0,83	1026
08:15 à 09:15	7	0	11	193	0	0	0	125	67	0	470	1	0,73	874
08:30 à 09:30	6	0	11	116	0	0	0	90	56	0	291	1	0,51	571
08:45 à 09:45	4	0	7	59	0	0	0	53	44	0	276	0	0,39	443
09:00 à 10:00	4	0	2	0	0	0	0	17	26	0	114	0	0,25	163
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

CAMIONS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Graham			Rockland			Graham			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	0	0	0	0	0	0	0	4	3	0	0	0	0,69	7
07:30 à 08:30	0	0	0	0	0	0	0	4	4	0	0	0	0,87	8
07:45 à 08:45	0	0	0	0	0	0	0	4	4	0	1	0	0,81	9
08:00 à 09:00	0	0	1	0	0	0	0	1	4	0	2	0	0,83	8
08:15 à 09:15	0	0	1	0	0	0	0	1	3	0	4	0	0,73	9
08:30 à 09:30	0	0	1	0	0	0	0	1	2	0	4	0	0,51	8
08:45 à 09:45	0	0	1	0	0	0	0	0	1	0	3	0	0,39	5
09:00 à 10:00	0	0	0	0	0	0	0	0	0	0	2	0	0,25	2
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

AUTOBUS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Graham			Rockland			Graham			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	0	0	0	1	0	0	0	9	1	0	3	0	0,69	14
07:30 à 08:30	0	0	0	1	0	0	0	11	1	0	5	0	0,87	18
07:45 à 08:45	0	0	0	1	0	0	0	9	1	0	5	0	0,81	16
08:00 à 09:00	0	0	0	2	0	0	0	9	2	0	6	0	0,83	19
08:15 à 09:15	0	0	0	1	0	0	0	9	3	0	7	0	0,73	20
08:30 à 09:30	0	0	0	1	0	0	0	6	2	0	5	0	0,51	14
08:45 à 09:45	0	0	0	1	0	0	0	5	2	0	3	0	0,39	11
09:00 à 10:00	0	0	0	0	0	0	0	1	1	0	1	0	0,25	3
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Graham			Rockland			Graham			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	5	0	9	65,5	0	0	0	146,5	42	0	620,5	0	0,69	888,5
07:30 à 08:30	6	0	8	142,5	0	0	0	171,5	50,5	0	746,5	0	0,87	1125
07:45 à 08:45	8	0	11	199,5	0	0	0	177,5	60,5	0	579	1	0,81	1036,5
08:00 à 09:00	7	0	14,5	260	0	0	0	164	63	0	557	1	0,83	1066,5
08:15 à 09:15	7	0	12,5	194,5	0	0	0	140	76	0	486,5	1	0,73	917,5
08:30 à 09:30	6	0	12,5	117,5	0	0	0	100,5	62	0	304,5	1	0,51	604
08:45 à 09:45	4	0	8,5	60,5	0	0	0	60,5	48,5	0	285	0	0,39	467
09:00 à 10:00	4	0	2	0	0	0	0	18,5	27,5	0	118,5	0	0,25	170,5
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

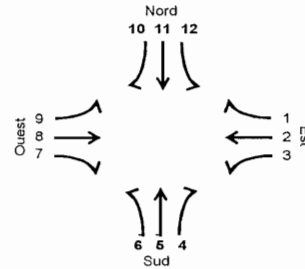
automobile = 1 véhicule équivalent
 camion et autobus = 1,5 véhicule(s) équivalent(s)

Projet : L01805A
 Intersection : Rockland et Graham



Rue approche OUEST : Graham
 Rue approche SUD : Rockland
 Rue approche EST : Graham
 Rue approche NORD : Rockland

Date : 4 décembre 2002
 Journée : Mercredi
 Temps : Beau



PÉRIODE PM

AUTOMOBILES	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Graham			Rockland			Graham			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	16	0	29	77	0	0	0	134	88	0	471	0	0,76	815
16:15 à 17:15	21	0	22	149	0	0	0	152	85	0	524	0	0,82	953
16:30 à 17:30	20	0	13	217	0	0	0	166	106	0	543	0	0,9	1065
16:45 à 17:45	19	0	8	293	0	0	0	173	104	0	540	0	0,96	1137
17:00 à 18:00	18	0	11	218	0	0	0	174	106	0	562	0	0,92	1089
17:15 à 18:15	12	0	6	144	0	0	0	131	85	0	421	0	0,67	799
17:30 à 18:30	8	0	6	76	0	0	0	89	51	0	271	0	0,45	501
17:45 à 18:45	3	0	5	0	0	0	0	40	22	0	153	0	0,25	223
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

CAMIONS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Graham			Rockland			Graham			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	0	0	0	0	0	0	0	0	3	0	2	0	0,76	5
16:15 à 17:15	0	0	0	0	0	0	0	0	2	0	3	0	0,82	5
16:30 à 17:30	0	0	0	0	0	0	0	0	0	0	4	0	0,9	4
16:45 à 17:45	0	0	0	0	0	0	0	0	0	0	3	0	0,96	3
17:00 à 18:00	0	0	0	0	0	0	0	0	0	0	2	0	0,92	2
17:15 à 18:15	0	0	0	0	0	0	0	0	0	0	1	0	0,67	1
17:30 à 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0,45	0
17:45 à 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0,25	0
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

AUTOBUS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Graham			Rockland			Graham			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	0	0	1	0	0	0	0	5	0	0	3	0	0,76	9
16:15 à 17:15	0	0	1	0	0	0	0	3	0	0	3	0	0,82	7
16:30 à 17:30	0	0	1	0	0	0	0	2	0	0	2	0	0,9	5
16:45 à 17:45	0	0	0	0	0	0	0	2	0	0	3	0	0,96	5
17:00 à 18:00	0	0	0	0	0	0	0	2	0	0	2	0	0,92	4
17:15 à 18:15	0	0	0	0	0	0	0	1	0	0	1	0	0,67	2
17:30 à 18:30	0	0	0	0	0	0	0	1	0	0	1	0	0,45	2
17:45 à 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0,25	0
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

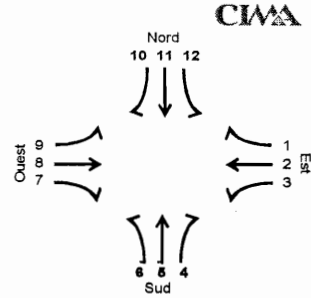
VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Graham			Rockland			Graham			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	16	0	30,5	77	0	0	0	141,5	92,5	0	478,5	0	0,76	836
16:15 à 17:15	21	0	23,5	149	0	0	0	156,5	88	0	533	0	0,82	971
16:30 à 17:30	20	0	14,5	217	0	0	0	169	106	0	552	0	0,9	1078,5
16:45 à 17:45	19	0	8	293	0	0	0	176	104	0	549	0	0,96	1149
17:00 à 18:00	18	0	11	218	0	0	0	177	106	0	568	0	0,92	1098
17:15 à 18:15	12	0	6	144	0	0	0	132,5	85	0	424	0	0,67	803,5
17:30 à 18:30	8	0	6	76	0	0	0	90,5	51	0	272,5	0	0,45	504
17:45 à 18:45	3	0	5	0	0	0	0	40	22	0	153	0	0,25	223
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

automobile = 1 véhicule équivalent
 camion et autobus = 1,5 véhicule(s) équivalent(s)

Projet : L01805A
 Intersection : Rockland et Dunbar

Rue approche OUEST : Dunbar
 Rue approche SUD : Rockland
 Rue approche EST :
 Rue approche NORD : Rockland

Date : 4 décembre 2002
 Journée : Mercredi
 Temps: Beau



PÉRIODE AM

AUTOMOBILES	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Dunbar			Rockland						Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	0	0	307	0	0	0	0	0	0	0	0	31	0,67	338
07:30 à 08:30	0	0	338	0	0	0	0	0	0	0	0	43	0,76	381
07:45 à 08:45	0	0	369	0	0	0	0	0	0	0	0	46	0,82	415
08:00 à 09:00	0	0	348	0	0	0	0	0	0	0	0	51	0,79	399
08:15 à 09:15	0	0	308	0	0	0	0	0	0	0	0	48	0,93	356
08:30 à 09:30	0	0	230	0	0	0	0	0	0	0	0	32	0,73	262
08:45 à 09:45	0	0	151	0	0	0	0	0	0	0	0	23	0,48	174
09:00 à 10:00	0	0	73	0	0	0	0	0	0	0	0	10	0,25	83
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

CAMIONS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Dunbar			Rockland						Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	0	0	3	0	0	0	0	0	0	0	0	4	0,67	7
07:30 à 08:30	0	0	4	0	0	0	0	0	0	0	0	7	0,76	11
07:45 à 08:45	0	0	5	0	0	0	0	0	0	0	0	7	0,82	12
08:00 à 09:00	0	0	3	0	0	0	0	0	0	0	0	8	0,79	11
08:15 à 09:15	0	0	3	0	0	0	0	0	0	0	0	7	0,93	10
08:30 à 09:30	0	0	2	0	0	0	0	0	0	0	0	4	0,73	6
08:45 à 09:45	0	0	1	0	0	0	0	0	0	0	0	3	0,48	4
09:00 à 10:00	0	0	1	0	0	0	0	0	0	0	0	2	0,25	3
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

AUTOBUS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Dunbar			Rockland						Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	0	0	1	0	0	0	0	0	0	0	0	1	0,67	2
07:30 à 08:30	0	0	0	0	0	0	0	0	0	0	0	1	0,76	1
07:45 à 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0,82	0
08:00 à 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0,79	0
08:15 à 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0,93	0
08:30 à 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0,73	0
08:45 à 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0,48	0
09:00 à 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0,25	0
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

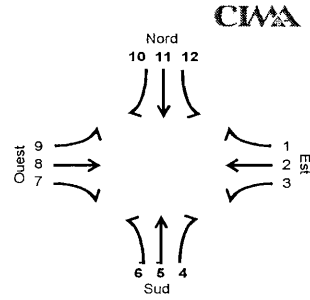
VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Dunbar			Rockland						Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	0	0	313	0	0	0	0	0	0	0	0	38,5	0,67	351,5
07:30 à 08:30	0	0	344	0	0	0	0	0	0	0	0	55	0,76	399
07:45 à 08:45	0	0	376,5	0	0	0	0	0	0	0	0	56,5	0,82	433
08:00 à 09:00	0	0	352,5	0	0	0	0	0	0	0	0	63	0,79	415,5
08:15 à 09:15	0	0	312,5	0	0	0	0	0	0	0	0	58,5	0,93	371
08:30 à 09:30	0	0	233	0	0	0	0	0	0	0	0	38	0,73	271
08:45 à 09:45	0	0	152,5	0	0	0	0	0	0	0	0	27,5	0,48	180
09:00 à 10:00	0	0	74,5	0	0	0	0	0	0	0	0	13	0,25	87,5
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

automobile = 1 véhicule équivalent
 camion et autobus = 1,5 véhicule(s) équivalent(s)

Projet : L01805A
 Intersection : Rockland et Dunbar

Rue approche OUEST : Dunbar
 Rue approche SUD : Rockland
 Rue approche EST :
 Rue approche NORD : Rockland

Date : 4 décembre 2002
 Journée : Mercredi
 Temps: Beau



PÉRIODE PM

AUTOMOBILES	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Dunbar			Rockland			Rockland			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	0	0	268	0	0	0	0	0	0	0	0	17	0,91	285
16:15 à 17:15	0	0	331	0	0	0	0	0	0	0	0	17	0,74	348
16:30 à 17:30	0	0	347	0	0	0	0	0	0	0	0	21	0,78	368
16:45 à 17:45	0	0	351	0	0	0	0	0	0	0	0	18	0,79	369
17:00 à 18:00	0	0	368	0	0	0	0	0	0	0	0	17	0,82	385
17:15 à 18:15	0	0	257	0	0	0	0	0	0	0	0	10	0,68	267
17:30 à 18:30	0	0	165	0	0	0	0	0	0	0	0	4	0,45	169
17:45 à 18:45	0	0	92	0	0	0	0	0	0	0	0	1	0,25	93
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

CAMIONS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Dunbar			Rockland			Rockland			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	0	0	3	0	0	0	0	0	0	0	0	2	0,91	5
16:15 à 17:15	0	0	2	0	0	0	0	0	0	0	0	1	0,74	3
16:30 à 17:30	0	0	2	0	0	0	0	0	0	0	0	2	0,78	4
16:45 à 17:45	0	0	3	0	0	0	0	0	0	0	0	2	0,79	5
17:00 à 18:00	0	0	4	0	0	0	0	0	0	0	0	2	0,82	6
17:15 à 18:15	0	0	3	0	0	0	0	0	0	0	0	2	0,68	5
17:30 à 18:30	0	0	2	0	0	0	0	0	0	0	0	0	0,45	2
17:45 à 18:45	0	0	1	0	0	0	0	0	0	0	0	0	0,25	1
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

AUTOBUS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Dunbar			Rockland			Rockland			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	0	0	1	0	0	0	0	0	0	0	0	0	0,91	1
16:15 à 17:15	0	0	1	0	0	0	0	0	0	0	0	0	0,74	1
16:30 à 17:30	0	0	1	0	0	0	0	0	0	0	0	0	0,78	1
16:45 à 17:45	0	0	1	0	0	0	0	0	0	0	0	0	0,79	1
17:00 à 18:00	0	0	1	0	0	0	0	0	0	0	0	0	0,82	1
17:15 à 18:15	0	0	1	0	0	0	0	0	0	0	0	0	0,68	1
17:30 à 18:30	0	0	1	0	0	0	0	0	0	0	0	0	0,45	1
17:45 à 18:45	0	0	1	0	0	0	0	0	0	0	0	0	0,25	1
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

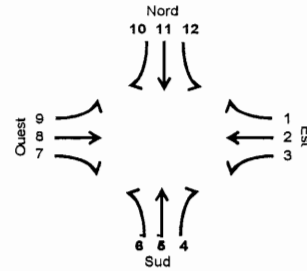
VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Dunbar			Rockland			Rockland			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	0	0	274	0	0	0	0	0	0	0	0	20	0,91	294
16:15 à 17:15	0	0	335,5	0	0	0	0	0	0	0	0	18,5	0,74	354
16:30 à 17:30	0	0	351,5	0	0	0	0	0	0	0	0	24	0,78	375,5
16:45 à 17:45	0	0	357	0	0	0	0	0	0	0	0	21	0,79	378
17:00 à 18:00	0	0	375,5	0	0	0	0	0	0	0	0	20	0,82	395,5
17:15 à 18:15	0	0	263	0	0	0	0	0	0	0	0	13	0,68	276
17:30 à 18:30	0	0	169,5	0	0	0	0	0	0	0	0	4	0,45	173,5
17:45 à 18:45	0	0	95	0	0	0	0	0	0	0	0	1	0,25	96
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0
automobile = 1 véhicule équivalent														
camion et autobus = 1,5 véhicule(s) équivalent(s)														

Projet : L01805A
 Intersection : Rockland et Beaumont



Rue approche OUEST :
 Rue approche SUD : Rockland
 Rue approche EST : Beaumont
 Rue approche NORD : Rockland

Date : 4 décembre 2002
 Journée : Mercredi
 Temps : Beau



PÉRIODE AM

AUTOMOBILES	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
				Rockland			Beaumont			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	0	0	0	0	0	0	423	0	105	0	0	0	0,75	528
07:30 à 08:30	0	0	0	0	0	0	474	0	121	0	0	0	0,83	595
07:45 à 08:45	0	0	0	0	0	0	497	0	138	0	0	0	0,87	635
08:00 à 09:00	0	0	0	0	0	0	542	0	153	0	0	0	0,96	695
08:15 à 09:15	0	0	0	0	0	0	473	0	140	0	0	0	0,85	613
08:30 à 09:30	0	0	0	0	0	0	342	0	104	0	0	0	0,62	446
08:45 à 09:45	0	0	0	0	0	0	214	0	65	0	0	0	0,39	279
09:00 à 10:00	0	0	0	0	0	0	75	0	25	0	0	0	0,25	100
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

CAMIONS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
				Rockland			Beaumont			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	0	0	0	0	0	0	4	0	6	0	0	0	0,75	10
07:30 à 08:30	0	0	0	0	0	0	1	0	7	0	0	0	0,83	8
07:45 à 08:45	0	0	0	0	0	0	2	0	7	0	0	0	0,87	9
08:00 à 09:00	0	0	0	0	0	0	6	0	6	0	0	0	0,96	12
08:15 à 09:15	0	0	0	0	0	0	8	0	7	0	0	0	0,85	15
08:30 à 09:30	0	0	0	0	0	0	8	0	6	0	0	0	0,62	14
08:45 à 09:45	0	0	0	0	0	0	6	0	4	0	0	0	0,39	10
09:00 à 10:00	0	0	0	0	0	0	2	0	2	0	0	0	0,25	4
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

AUTOBUS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
				Rockland			Beaumont			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	0	0	0	0	0	0	8	0	12	0	0	0	0,75	20
07:30 à 08:30	0	0	0	0	0	0	5	0	11	0	0	0	0,83	16
07:45 à 08:45	0	0	0	0	0	0	0	0	10	0	0	0	0,87	10
08:00 à 09:00	0	0	0	0	0	0	0	0	10	0	0	0	0,96	10
08:15 à 09:15	0	0	0	0	0	0	0	0	6	0	0	0	0,85	6
08:30 à 09:30	0	0	0	0	0	0	0	0	4	0	0	0	0,62	4
08:45 à 09:45	0	0	0	0	0	0	0	0	2	0	0	0	0,39	2
09:00 à 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0,25	0
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
				Rockland			Beaumont			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	0	0	0	0	0	0	441	0	132	0	0	0	0,75	573
07:30 à 08:30	0	0	0	0	0	0	483	0	148	0	0	0	0,83	631
07:45 à 08:45	0	0	0	0	0	0	500	0	163,5	0	0	0	0,87	663,5
08:00 à 09:00	0	0	0	0	0	0	551	0	177	0	0	0	0,96	728
08:15 à 09:15	0	0	0	0	0	0	485	0	159,5	0	0	0	0,85	644,5
08:30 à 09:30	0	0	0	0	0	0	354	0	119	0	0	0	0,62	473
08:45 à 09:45	0	0	0	0	0	0	223	0	74	0	0	0	0,39	297
09:00 à 10:00	0	0	0	0	0	0	78	0	28	0	0	0	0,25	106
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

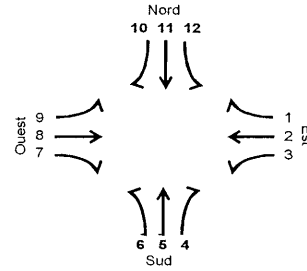
automobile = 1 véhicule équivalent
 camion et autobus = 1,5 véhicule(s) équivalent(s)

Projet : L01805A
 Intersection : Rockland et Beaumont



Rue approche OUEST :
 Rue approche SUD : Rockland
 Rue approche EST : Beaumont
 Rue approche NORD : Rockland

Date : 4 décembre 2002
 Journée : Mercredi
 Temps : Beau



PÉRIODE PM

AUTOMOBILES	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
				Rockland			Beaumont			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	0	0	0	0	0	0	457	0	224	0	0	0	0,94	681
16:15 à 17:15	0	0	0	0	0	0	483	0	227	0	0	0	0,97	710
16:30 à 17:30	0	0	0	0	0	0	486	0	229	0	0	0	0,98	715
16:45 à 17:45	0	0	0	0	0	0	498	0	192	0	0	0	0,94	690
17:00 à 18:00	0	0	0	0	0	0	466	0	185	0	0	0	0,91	651
17:15 à 18:15	0	0	0	0	0	0	344	0	129	0	0	0	0,68	473
17:30 à 18:30	0	0	0	0	0	0	213	0	84	0	0	0	0,48	297
17:45 à 18:45	0	0	0	0	0	0	96	0	47	0	0	0	0,25	143
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

CAMIONS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
				Rockland			Beaumont			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	0	0	0	0	0	0	5	0	3	0	0	0	0,94	8
16:15 à 17:15	0	0	0	0	0	0	4	0	4	0	0	0	0,97	8
16:30 à 17:30	0	0	0	0	0	0	3	0	4	0	0	0	0,98	7
16:45 à 17:45	0	0	0	0	0	0	2	0	2	0	0	0	0,94	4
17:00 à 18:00	0	0	0	0	0	0	1	0	2	0	0	0	0,91	3
17:15 à 18:15	0	0	0	0	0	0	1	0	1	0	0	0	0,68	2
17:30 à 18:30	0	0	0	0	0	0	1	0	1	0	0	0	0,48	2
17:45 à 18:45	0	0	0	0	0	0	0	0	1	0	0	0	0,25	1
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

AUTOBUS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
				Rockland			Beaumont			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	0	0	0	0	0	0	0	0	8	0	0	0	0,94	8
16:15 à 17:15	0	0	0	0	0	0	0	0	6	0	0	0	0,97	6
16:30 à 17:30	0	0	0	0	0	0	0	0	5	0	0	0	0,98	5
16:45 à 17:45	0	0	0	0	0	0	0	0	5	0	0	0	0,94	5
17:00 à 18:00	0	0	0	0	0	0	0	0	4	0	0	0	0,91	4
17:15 à 18:15	0	0	0	0	0	0	0	0	3	0	0	0	0,68	3
17:30 à 18:30	0	0	0	0	0	0	0	0	2	0	0	0	0,48	2
17:45 à 18:45	0	0	0	0	0	0	0	0	1	0	0	0	0,25	1
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
				Rockland			Beaumont			Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	0	0	0	0	0	0	464,5	0	240,5	0	0	0	0,94	705
16:15 à 17:15	0	0	0	0	0	0	489	0	242	0	0	0	0,97	731
16:30 à 17:30	0	0	0	0	0	0	490,5	0	242,5	0	0	0	0,98	733
16:45 à 17:45	0	0	0	0	0	0	501	0	202,5	0	0	0	0,94	703,5
17:00 à 18:00	0	0	0	0	0	0	467,5	0	194	0	0	0	0,91	661,5
17:15 à 18:15	0	0	0	0	0	0	345,5	0	135	0	0	0	0,68	480,5
17:30 à 18:30	0	0	0	0	0	0	214,5	0	88,5	0	0	0	0,48	303
17:45 à 18:45	0	0	0	0	0	0	96	0	50	0	0	0	0,25	146
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

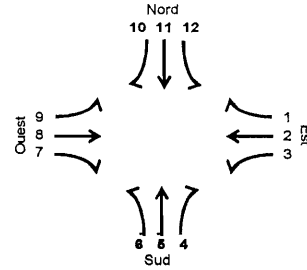
automobile = 1 véhicule équivalent
 camion et autobus = 1,5 véhicule(s) équivalent(s)

Projet : L01805A
 Intersection : Rockland et Bretelle direction Nord



Rue approche OUEST :
 Rue approche SUD : Bretelle dir. Nord
 Rue approche EST :
 Rue approche NORD : Rockland

Date : 4 décembre 2002
 Journée : Mercredi
 Temps : Beau



PÉRIODE AM

AUTOMOBILES	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
				Bretelle dir. Nord						Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	0	0	0	0	7	5	0	0	0	0	0	0	0,57	12
07:30 à 08:30	0	0	0	0	8	9	0	0	0	0	0	0	0,58	17
07:45 à 08:45	0	0	0	0	9	14	0	0	0	0	0	0	0,66	23
08:00 à 09:00	0	0	0	0	15	18	0	0	0	0	0	0	0,83	33
08:15 à 09:15	0	0	0	0	24	17	0	0	0	0	0	0	0,84	41
08:30 à 09:30	0	0	0	0	21	12	0	0	0	0	0	0	0,66	33
08:45 à 09:45	0	0	0	0	17	6	0	0	0	0	0	0	0,46	23
09:00 à 10:00	0	0	0	0	10	2	0	0	0	0	0	0	0,25	12
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

CAMIONS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
				Bretelle dir. Nord						Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	0	0	0	0	3	1	0	0	0	0	0	0	0,57	4
07:30 à 08:30	0	0	0	0	3	3	0	0	0	0	0	0	0,58	6
07:45 à 08:45	0	0	0	0	2	4	0	0	0	0	0	0	0,66	6
08:00 à 09:00	0	0	0	0	2	5	0	0	0	0	0	0	0,83	7
08:15 à 09:15	0	0	0	0	1	5	0	0	0	0	0	0	0,84	6
08:30 à 09:30	0	0	0	0	1	3	0	0	0	0	0	0	0,66	4
08:45 à 09:45	0	0	0	0	1	2	0	0	0	0	0	0	0,46	3
09:00 à 10:00	0	0	0	0	1	1	0	0	0	0	0	0	0,25	2
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

AUTOBUS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
				Bretelle dir. Nord						Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0,57	0
07:30 à 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0,58	0
07:45 à 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0,66	0
08:00 à 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0,83	0
08:15 à 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0,84	0
08:30 à 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0,66	0
08:45 à 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0,46	0
09:00 à 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0,25	0
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
				Bretelle dir. Nord						Rockland				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
07:15 à 08:15	0	0	0	0	11,5	6,5	0	0	0	0	0	0	0,57	18
07:30 à 08:30	0	0	0	0	12,5	13,5	0	0	0	0	0	0	0,58	26
07:45 à 08:45	0	0	0	0	12	20	0	0	0	0	0	0	0,66	32
08:00 à 09:00	0	0	0	0	18	25,5	0	0	0	0	0	0	0,83	43,5
08:15 à 09:15	0	0	0	0	25,5	24,5	0	0	0	0	0	0	0,84	50
08:30 à 09:30	0	0	0	0	22,5	16,5	0	0	0	0	0	0	0,66	39
08:45 à 09:45	0	0	0	0	18,5	9	0	0	0	0	0	0	0,46	27,5
09:00 à 10:00	0	0	0	0	11,5	3,5	0	0	0	0	0	0	0,25	15
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

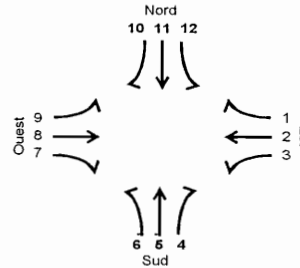
automobile = 1 véhicule équivalent
 camion et autobus = 1,5 véhicule(s) équivalent(s)

Projet : L01805A
 Intersection : Rockland et Bretelle direction Nord



Rue approche OUEST :
 Rue approche SUD : Bretelle dir. Nord
 Rue approche EST :
 Rue approche NORD : Rockland

Date : 4 décembre 2002
 Journée : Mercredi
 Temps : Beau



PÉRIODE PM

AUTOMOBILES	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Bretelle dir. Nord			Rockland			Rockland			Rockland				
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	0	0	0	0	78	21	0	0	0	0	0	0	0,86	99
16:15 à 17:15	0	0	0	0	79	28	0	0	0	0	0	0	0,88	107
16:30 à 17:30	0	0	0	0	95	28	0	0	0	0	0	0	0,84	123
16:45 à 17:45	0	0	0	0	97	27	0	0	0	0	0	0	0,84	124
17:00 à 18:00	0	0	0	0	93	24	0	0	0	0	0	0	0,8	117
17:15 à 18:15	0	0	0	0	72	15	0	0	0	0	0	0	0,59	87
17:30 à 18:30	0	0	0	0	42	8	0	0	0	0	0	0	0,46	50
17:45 à 18:45	0	0	0	0	20	3	0	0	0	0	0	0	0,25	23
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

CAMIONS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Bretelle dir. Nord			Rockland			Rockland			Rockland				
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	0	0	0	0	1	3	0	0	0	0	0	0	0,86	4
16:15 à 17:15	0	0	0	0	2	4	0	0	0	0	0	0	0,88	6
16:30 à 17:30	0	0	0	0	2	3	0	0	0	0	0	0	0,84	5
16:45 à 17:45	0	0	0	0	2	2	0	0	0	0	0	0	0,84	4
17:00 à 18:00	0	0	0	0	2	3	0	0	0	0	0	0	0,8	5
17:15 à 18:15	0	0	0	0	1	2	0	0	0	0	0	0	0,59	3
17:30 à 18:30	0	0	0	0	1	1	0	0	0	0	0	0	0,46	2
17:45 à 18:45	0	0	0	0	0	1	0	0	0	0	0	0	0,25	1
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

AUTOBUS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Bretelle dir. Nord			Rockland			Rockland			Rockland				
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0,86	0
16:15 à 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0,88	0
16:30 à 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0,84	0
16:45 à 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0,84	0
17:00 à 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0,8	0
17:15 à 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0,59	0
17:30 à 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0,46	0
17:45 à 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0,25	0
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
	Bretelle dir. Nord			Rockland			Rockland			Rockland				
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	0	0	0	0	79,5	25,5	0	0	0	0	0	0	0,86	105
16:15 à 17:15	0	0	0	0	82	34	0	0	0	0	0	0	0,88	116
16:30 à 17:30	0	0	0	0	98	32,5	0	0	0	0	0	0	0,84	130,5
16:45 à 17:45	0	0	0	0	100	30	0	0	0	0	0	0	0,84	130
17:00 à 18:00	0	0	0	0	96	28,5	0	0	0	0	0	0	0,8	124,5
17:15 à 18:15	0	0	0	0	73,5	18	0	0	0	0	0	0	0,59	91,5
17:30 à 18:30	0	0	0	0	43,5	9,5	0	0	0	0	0	0	0,46	53
17:45 à 18:45	0	0	0	0	20	4,5	0	0	0	0	0	0	0,25	24,5
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

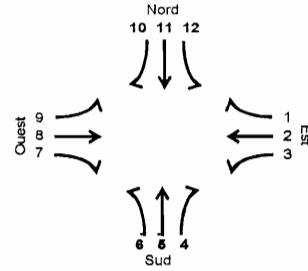
automobile = 1 véhicule équivalent
 camion et autobus = 1,5 véhicule(s) équivalent(s)

Projet : L01805A
 Intersection : Rockland et Bretelle direction Sud



Rue approche OUEST :
 Rue approche SUD : Rockland
 Rue approche EST :
 Rue approche NORD : Bretelle dir. Sud

Date : 4 décembre 2002
 Journée : Mercredi
 Temps : Beau



PÉRIODE AM

AUTOMOBILES	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme	
	approche OUEST			approche SUD			approche EST			approche NORD					
	Rockland			Bretelle dir. Sud											
	9	8	7	6	5	4	3	2	1	12	11	10			PHF
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD			
07:15 à 08:15	0	0	0	0	0	0	0	0	0	0	0	83	0	0,76	83
07:30 à 08:30	0	0	0	0	0	0	0	0	0	0	0	97	0	0,7	97
07:45 à 08:45	0	0	0	0	0	0	0	0	0	0	0	104	0	0,74	104
08:00 à 09:00	0	0	0	0	0	0	0	0	0	0	0	120	0	0,88	120
08:15 à 09:15	0	0	0	0	0	0	0	0	0	0	0	124	0	0,91	124
08:30 à 09:30	0	0	0	0	0	0	0	0	0	0	0	89	0	0,7	89
08:45 à 09:45	0	0	0	0	0	0	0	0	0	0	0	59	0	0,47	59
09:00 à 10:00	0	0	0	0	0	0	0	0	0	0	0	32	0	0,25	32
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

CAMIONS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme	
	approche OUEST			approche SUD			approche EST			approche NORD					
	Rockland			Bretelle dir. Sud											
	9	8	7	6	5	4	3	2	1	12	11	10			PHF
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD			
07:15 à 08:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0,76	4
07:30 à 08:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0,7	4
07:45 à 08:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0,74	3
08:00 à 09:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0,88	6
08:15 à 09:15	0	0	0	0	0	0	0	0	0	0	0	7	0	0,91	7
08:30 à 09:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0,7	6
08:45 à 09:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0,47	5
09:00 à 10:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0,25	2
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

AUTOBUS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme	
	approche OUEST			approche SUD			approche EST			approche NORD					
	Rockland			Bretelle dir. Sud											
	9	8	7	6	5	4	3	2	1	12	11	10			PHF
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD			
07:15 à 08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0,76	1
07:30 à 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0,7	0
07:45 à 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0,74	0
08:00 à 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0,88	0
08:15 à 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0,91	0
08:30 à 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0,7	0
08:45 à 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0,47	0
09:00 à 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0,25	0
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme	
	approche OUEST			approche SUD			approche EST			approche NORD					
	Rockland			Bretelle dir. Sud											
	9	8	7	6	5	4	3	2	1	12	11	10			PHF
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD			
07:15 à 08:15	0	0	0	0	0	0	0	0	0	0	0	90,5	0	0,76	90,5
07:30 à 08:30	0	0	0	0	0	0	0	0	0	0	0	103	0	0,7	103
07:45 à 08:45	0	0	0	0	0	0	0	0	0	0	0	108,5	0	0,74	108,5
08:00 à 09:00	0	0	0	0	0	0	0	0	0	0	0	129	0	0,88	129
08:15 à 09:15	0	0	0	0	0	0	0	0	0	0	0	134,5	0	0,91	134,5
08:30 à 09:30	0	0	0	0	0	0	0	0	0	0	0	98	0	0,7	98
08:45 à 09:45	0	0	0	0	0	0	0	0	0	0	0	66,5	0	0,47	66,5
09:00 à 10:00	0	0	0	0	0	0	0	0	0	0	0	35	0	0,25	35
09:15 à 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

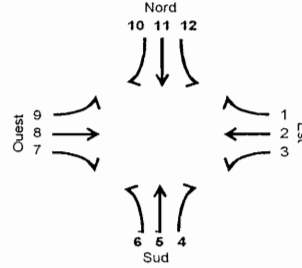
automobile = 1 véhicule équivalent
 camion et autobus = 1,5 véhicule(s) équivalent(s)

Projet : L01805A
 Intersection : Rockland et Bretelle direction Sud



Rue approche OUEST :
 Rue approche SUD : Rockland
 Rue approche EST :
 Rue approche NORD : Bretelle dir. Sud

Date : 4 décembre 2002
 Journée : Mercredi
 Temps: Beau



PÉRIODE PM

AUTOMOBILES	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
				Rockland						Bretelle dir. Sud				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	0	0	0	0	0	0	0	0	0	0	150	0	0,81	150
16:15 à 17:15	0	0	0	0	0	0	0	0	0	0	174	0	0,82	174
16:30 à 17:30	0	0	0	0	0	0	0	0	0	0	180	0	0,84	180
16:45 à 17:45	0	0	0	0	0	0	0	0	0	0	174	0	0,8	174
17:00 à 18:00	0	0	0	0	0	0	0	0	0	0	170	0	0,78	170
17:15 à 18:15	0	0	0	0	0	0	0	0	0	0	116	0	0,66	116
17:30 à 18:30	0	0	0	0	0	0	0	0	0	0	75	0	0,43	75
17:45 à 18:45	0	0	0	0	0	0	0	0	0	0	43	0	0,25	43
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

CAMIONS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
				Rockland						Bretelle dir. Sud				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	0	0	0	0	0	0	0	0	0	0	7	0	0,81	7
16:15 à 17:15	0	0	0	0	0	0	0	0	0	0	7	0	0,82	7
16:30 à 17:30	0	0	0	0	0	0	0	0	0	0	4	0	0,84	4
16:45 à 17:45	0	0	0	0	0	0	0	0	0	0	3	0	0,8	3
17:00 à 18:00	0	0	0	0	0	0	0	0	0	0	2	0	0,78	2
17:15 à 18:15	0	0	0	0	0	0	0	0	0	0	1	0	0,66	1
17:30 à 18:30	0	0	0	0	0	0	0	0	0	0	1	0	0,43	1
17:45 à 18:45	0	0	0	0	0	0	0	0	0	0	1	0	0,25	1
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

AUTOBUS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
				Rockland						Bretelle dir. Sud				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	0	0	0	0	0	0	0	0	0	0	1	0	0,81	1
16:15 à 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0,82	0
16:30 à 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0,84	0
16:45 à 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0,8	0
17:00 à 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0,78	0
17:15 à 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0,66	0
17:30 à 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0,43	0
17:45 à 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0,25	0
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0

VÉHICULES ÉQUIVALENTS	Débits par mouvement - plages de 1 heure												Peak hour factor	Somme
	approche OUEST			approche SUD			approche EST			approche NORD				
				Rockland						Bretelle dir. Sud				
	9	8	7	6	5	4	3	2	1	12	11	10		
Période	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	VAG	TD	VAD	PHF	
16:00 à 17:00	0	0	0	0	0	0	0	0	0	0	162	0	0,81	162
16:15 à 17:15	0	0	0	0	0	0	0	0	0	0	184,5	0	0,82	184,5
16:30 à 17:30	0	0	0	0	0	0	0	0	0	0	186	0	0,84	186
16:45 à 17:45	0	0	0	0	0	0	0	0	0	0	178,5	0	0,8	178,5
17:00 à 18:00	0	0	0	0	0	0	0	0	0	0	173	0	0,78	173
17:15 à 18:15	0	0	0	0	0	0	0	0	0	0	117,5	0	0,66	117,5
17:30 à 18:30	0	0	0	0	0	0	0	0	0	0	76,5	0	0,43	76,5
17:45 à 18:45	0	0	0	0	0	0	0	0	0	0	44,5	0	0,25	44,5
18:00 à 19:00	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0
automobile = 1 véhicule équivalent														
camion et autobus = 1,5 véhicule(s) équivalent(s)														

Acadie / Jean-Talon

Réseau 37

Date du comptage : Lundi 15 septembre 2003

Arrondissement VILLERAY - SAINT-MICHEL - PARC-EXTENSION

Température(AM) : Pluie/Bruine

Observateurs André Milot, Ilies Larbi

Température(PM) : Pluie/Bruine

Compilé par : Antoine Baudouin

Comptage de véhicules équivalents et de piétons

Période : 07:30 à 08:30

	DU NORD					DE L'EST					DU SUD					DE L'OUEST					Total véh équiv.	Total piétons
	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total		
7:30	8	191	217	102	510	20	34	250	4	288	8	2	178	0	180	2	9	105	6	120	1098	38
7:45	16	169	235	107	511	11	39	260	5	304	5	1	144	0	145	10	5	117	0	122	1082	42
8:00	10	153	219	101	473	21	34	257	2	293	8	4	169	0	173	4	5	150	4	159	1098	43
8:15	8	155	214	100	469	10	36	256	2	294	7	2	158	0	160	5	4	142	2	148	1071	30
Total	42	668	885	410	1963	62	143	1023	13	1179	28	9	649	0	658	21	23	514	12	549	4349	153
PHF	0,66	0,87	0,94	0,96	0,96	0,74	0,92	0,98	0,65	0,97	0,88	0,56	0,91	0,00	0,91	0,53	0,64	0,86	0,50	0,86	0,99	0,89
%Camion					1,6%					4,2%					2,7%					6,2%	3,0%	

Période : 12:00 à 13:00

	DU NORD					DE L'EST					DU SUD					DE L'OUEST					Total véh équiv.	Total piétons
	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total		
12:00	3	80	142	69	291	7	29	130	2	161	2	8	119	0	127	6	10	152	5	167	746	18
12:15	5	82	135	57	274	9	44	152	3	199	5	4	132	0	136	6	10	151	4	165	774	25
12:30	2	110	128	65	303	2	30	111	0	141	0	4	129	0	133	2	3	119	3	125	702	6
12:45	9	104	147	63	314	10	29	127	2	158	6	14	82	0	96	1	7	145	10	162	730	26
Total	19	376	552	254	1182	28	132	520	7	659	13	30	462	0	492	15	30	567	22	619	2952	75
PHF	0,53	0,85	0,94	0,92	0,94	0,70	0,75	0,86	0,58	0,83	0,54	0,54	0,88	0,00	0,90	0,63	0,75	0,93	0,55	0,93	0,95	0,72
%Camion					2,3%					1,5%					0,6%					4,0%	2,2%	

Période : 16:30 à 17:30

	DU NORD					DE L'EST					DU SUD					DE L'OUEST					Total véh équiv.	Total piétons
	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total		
16:30	4	130	156	61	347	13	47	173	2	222	12	8	264	0	272	6	10	222	2	234	1075	35
16:45	7	134	143	54	331	15	42	127	2	171	10	4	206	0	210	12	12	236	7	255	967	44
17:00	10	146	181	38	365	9	28	161	2	191	12	3	183	0	186	7	7	229	9	245	987	38
17:15	11	148	203	55	406	22	45	190	1	236	9	2	284	0	286	7	10	251	4	265	1193	49
Total	32	558	683	208	1449	59	162	651	7	820	43	17	937	0	954	32	39	938	22	999	4222	166
PHF	0,73	0,94	0,84	0,85	0,89	0,67	0,86	0,86	0,88	0,87	0,90	0,53	0,82	0,00	0,83	0,67	0,81	0,93	0,61	0,94	0,88	0,85
%Camion					1,3%					0,9%					0,6%					2,9%	1,4%	

Grand total : 11523 394

Remarques :

mouvements piétonniers illégaux

Acadie / Jean-Talon

Réseau 37

Arrondissement VILLERAY - SAINT-MICHEL - PARC-EXTENSION

Observateurs André Milot, Ilies Larbi

Date du comptage : Lundi 15 septembre 2003

Température(AM) : Pluie/Bruine

Température(PM) : Pluie/Bruine

Compilé par : Antoine Baudouin

Comptage pour les automobiles

Période : 07:30 à 08:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
7:30	183	209	100	492	28	242	0	270	2	168	0	170	7	93	2	102	1034
7:45	167	227	105	499	33	238	1	272	1	136	0	137	5	107	0	112	1020
8:00	149	217	93	459	26	245	0	271	4	161	0	165	5	132	0	137	1032
8:15	153	204	94	451	30	240	0	270	2	150	0	152	4	128	2	134	1007
Total	652	857	392	1901	117	965	1	1083	9	615	0	624	21	460	4	485	4093
PHF	0,89	0,94	0,93	0,95	0,89	0,98	0,25	1,00	0,56	0,92	0,00	0,92	0,75	0,87	0,50	0,89	0,99

Période : 12:00 à 13:00

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
12:00	80	136	61	277	29	126	2	157	8	119	0	127	8	144	3	155	716
12:15	80	131	53	264	42	148	1	191	4	128	0	132	10	143	4	157	744
12:30	106	126	59	291	30	107	0	137	4	127	0	131	3	113	1	117	676
12:45	96	141	59	296	27	125	2	154	14	82	0	96	7	135	0	142	688
Total	362	534	232	1128	128	506	5	639	30	456	0	486	28	535	8	571	2824
PHF	0,85	0,95	0,95	0,95	0,76	0,85	0,63	0,84	0,54	0,89	0,00	0,92	0,70	0,93	0,50	0,91	0,95

Période : 16:30 à 17:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
16:30	124	154	55	333	47	169	2	218	8	262	0	270	8	204	0	212	1033
16:45	134	143	48	325	40	127	2	169	4	202	0	206	12	230	3	245	945
17:00	142	179	38	359	28	161	2	191	3	183	0	186	7	223	3	233	969
17:15	148	197	51	396	45	182	1	228	2	278	0	280	10	243	0	253	1157
Total	548	673	192	1413	160	639	7	806	17	925	0	942	37	900	6	943	4104
PHF	0,93	0,85	0,87	0,89	0,85	0,88	0,88	0,88	0,53	0,83	0,00	0,84	0,77	0,93	0,50	0,93	0,89

Grand total : 11021

Acadie / Jean-Talon

Réseau 37

Date du comptage : Lundi 15 septembre 2003

Arrondissement VILLERAY - SAINT-MICHEL - PARC-EXTENSION

Température(AM) : Pluie/Bruine

Observateurs André Milot, Ilies Larbi

Température(PM) : Pluie/Bruine

Compilé par : Antoine Baudouin

Comptage pour les véhicules lourds

Période : 07:30 à 08:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
7:30	4	4	1	9	3	4	2	9	0	5	0	5	1	6	2	9	32
7:45	1	4	1	6	3	11	2	16	0	4	0	4	0	5	0	5	31
8:00	2	1	4	7	4	6	1	11	0	4	0	4	0	9	2	11	33
8:15	1	5	3	9	3	8	1	12	0	4	0	4	0	7	0	7	32
Total	8	14	9	31	13	29	6	48	0	17	0	17	1	27	4	32	128
PHF	0,50	0,70	0,56	0,86	0,81	0,66	0,75	0,75	0,00	0,85	0,00	0,85	0,25	0,75	0,50	0,73	0,97

Période : 12:00 à 13:00

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
12:00	0	3	4	7	0	2	0	2	0	0	0	0	1	4	1	6	15
12:15	1	2	2	5	1	2	1	4	0	2	0	2	0	4	0	4	15
12:30	2	1	3	6	0	2	0	2	0	1	0	1	0	3	1	4	13
12:45	4	3	2	9	1	1	0	2	0	0	0	0	0	5	5	10	21
Total	7	9	11	27	2	7	1	10	0	3	0	3	1	16	7	24	64
PHF	0,44	0,75	0,69	0,75	0,50	0,88	0,25	0,63	0,00	0,38	0,00	0,38	0,25	0,80	0,35	0,60	0,76

Période : 16:30 à 17:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
16:30	3	1	3	7	0	2	0	2	0	1	0	1	1	9	1	11	21
16:45	0	0	3	3	1	0	0	1	0	2	0	2	0	3	2	5	11
17:00	2	1	0	3	0	0	0	0	0	0	0	0	0	3	3	6	9
17:15	0	3	2	5	0	4	0	4	0	3	0	3	0	4	2	6	18
Total	5	5	8	18	1	6	0	7	0	6	0	6	1	19	8	28	59
PHF	0,42	0,42	0,67	0,64	0,25	0,38	0,00	0,44	0,00	0,50	0,00	0,50	0,25	0,53	0,67	0,64	0,70
Grand total :																251	

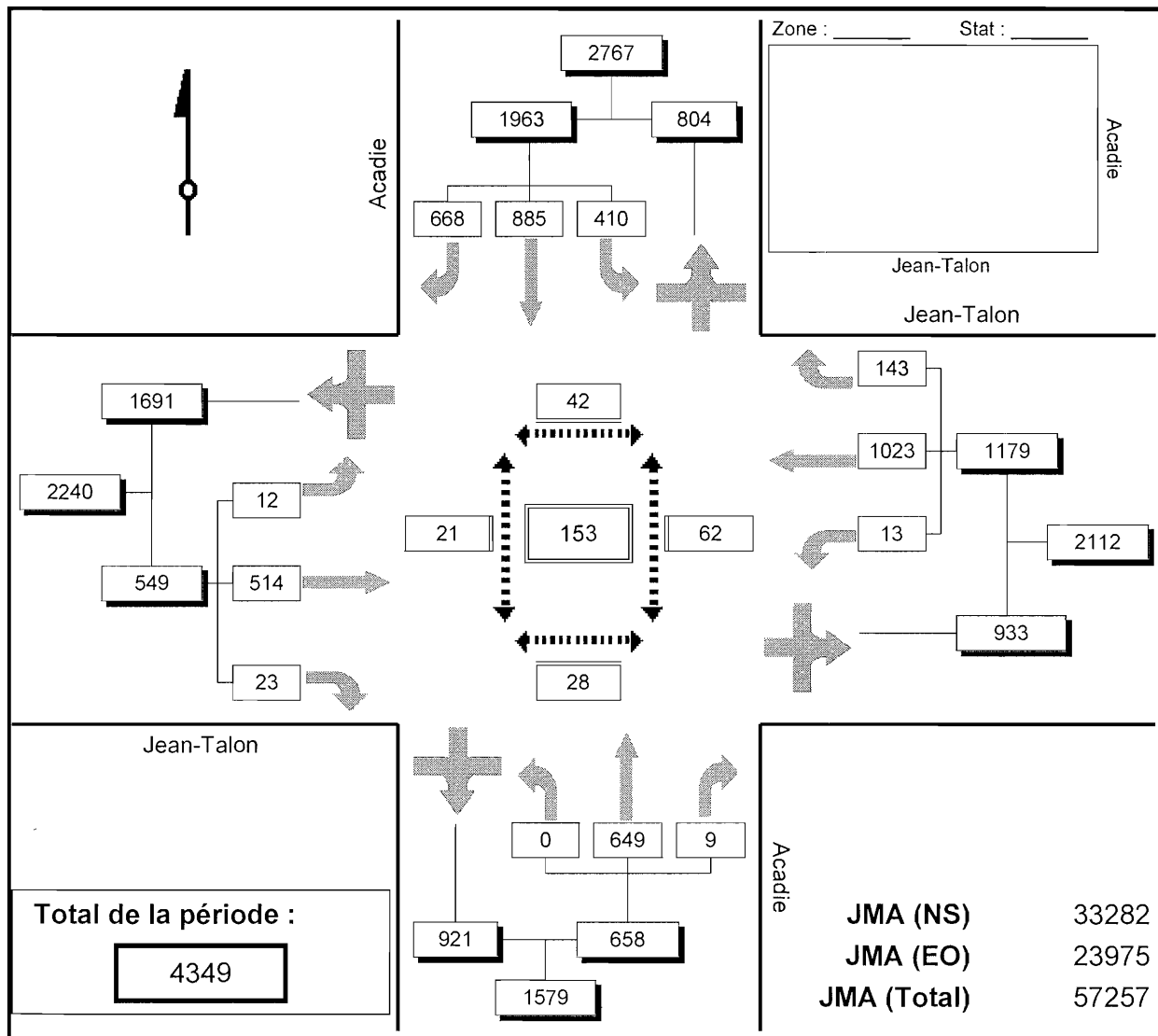
Acadie / Jean-Talon

Réseau 37
Arrondissement VILLERAY - SAINT-MICHEL - PARC-EXTENSION
Observateurs André Milot, Ilies Larbi

Date du comptage : Lundi 15 septembre 2003
 Température(AM) : Pluie/Bruine
 Température(PM) : Pluie/Bruine
 Compilé par : Antoine Baudouin




Comptage de véhicules équivalents et de piétons

Période : 07:30 à 08:30



Pondération des banques : Automobiles (1) , Véhicules lourds (2)

Légende :

	Totaux		Piétons
	Sorties		

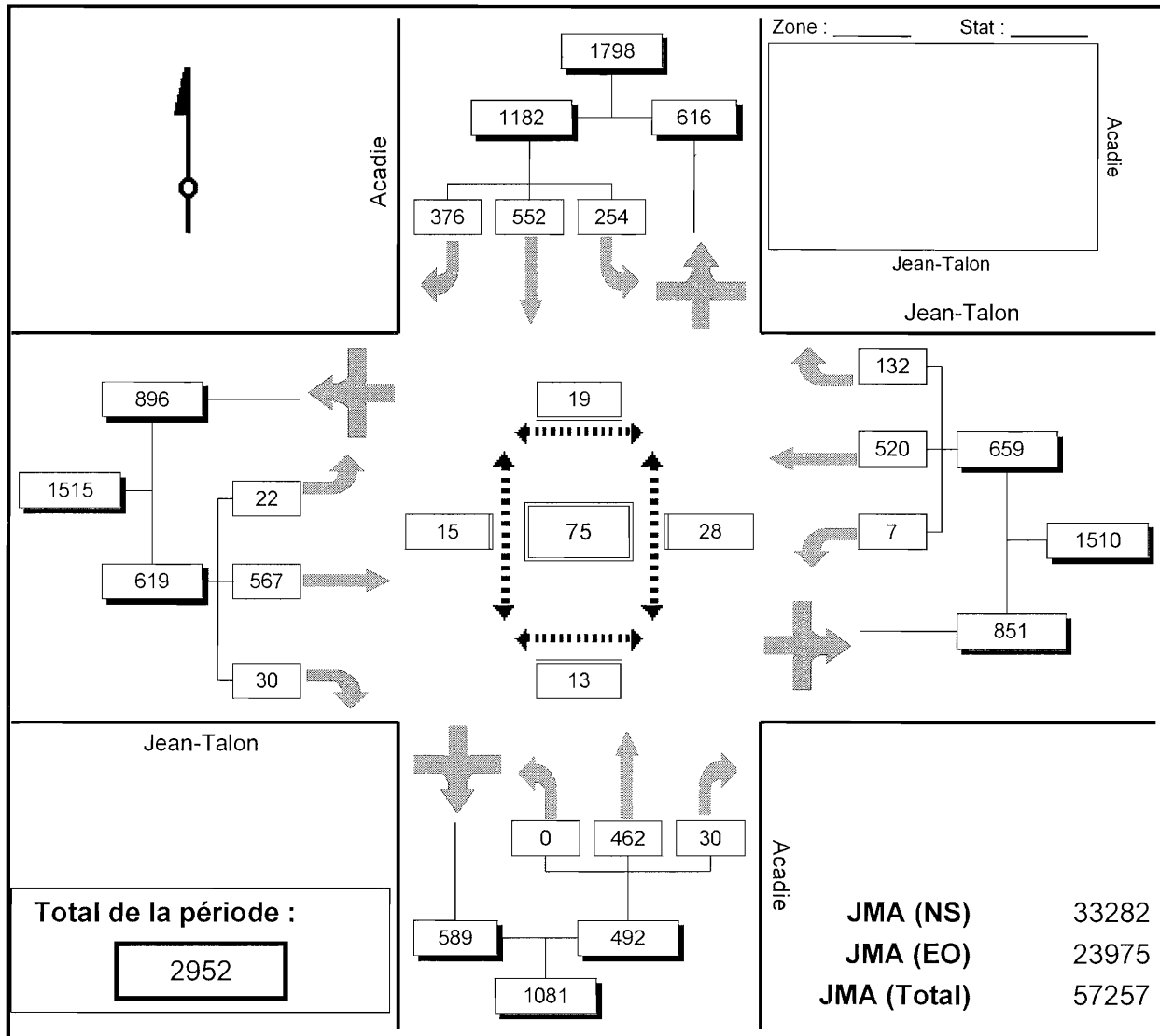
Acadie / Jean-Talon

Réseau 37
Arrondissement VILLERAY - SAINT-MICHEL - PARC-EXTENSION
Observateurs André Milot, Ilies Larbi

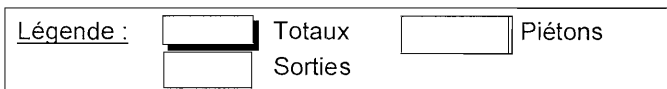
Date du comptage : Lundi 15 septembre 2003
 Température(AM) : Pluie/Bruine
 Température(PM) : Pluie/Bruine
 Compilé par : Antoine Baudouin

Comptage de véhicules équivalents et de piétons

Période : 12:00 à 13:00



Pondération des banques : Automobiles (1) , Véhicules lourds (2)



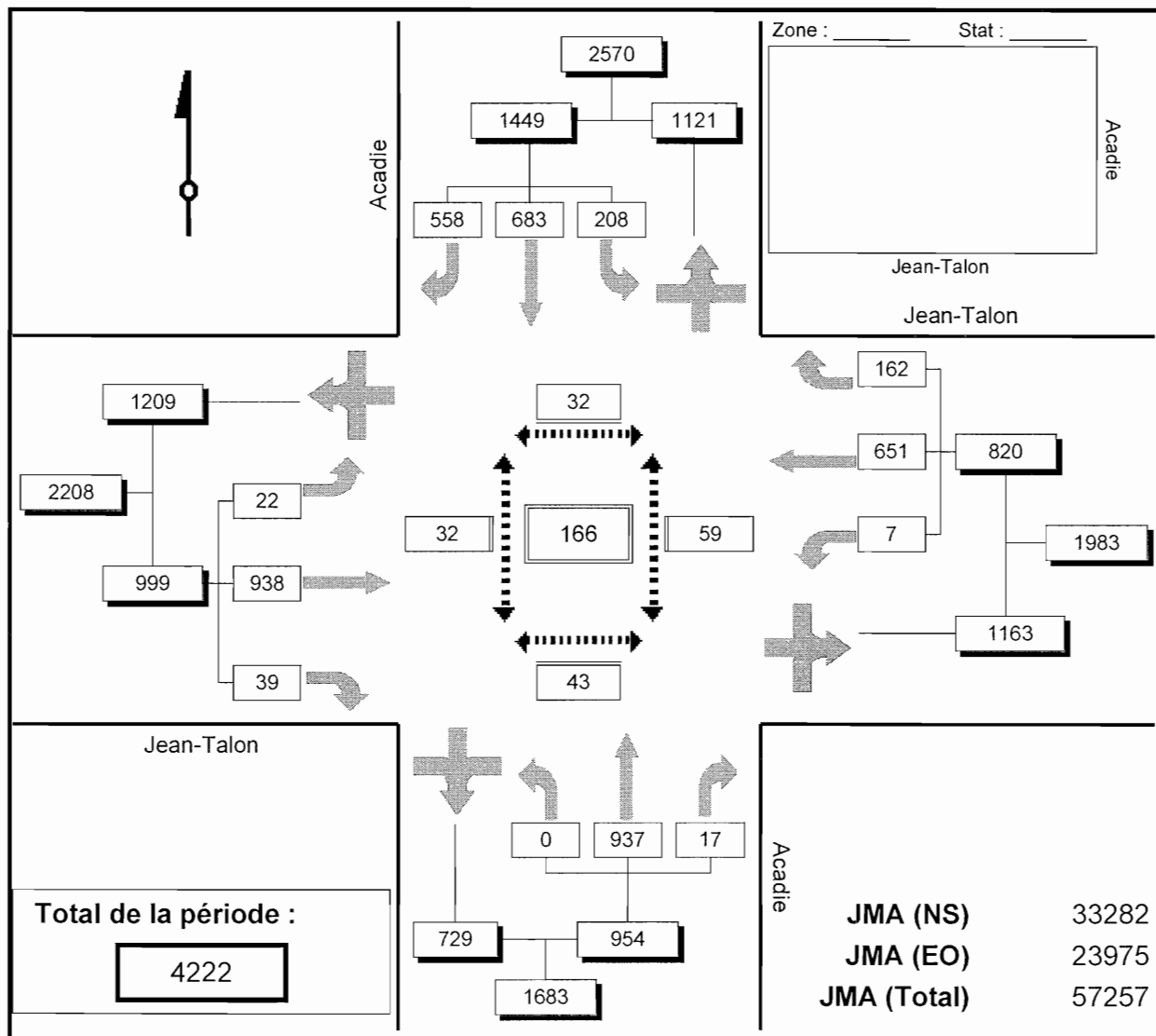
Acadie / Jean-Talon

Réseau 37
Arrondissement VILLERAY - SAINT-MICHEL - PARC-EXTENSION
Observateurs André Milot, Ilies Larbi

Date du comptage : Lundi 15 septembre 2003
 Température(AM) : Pluie/Bruine
 Température(PM) : Pluie/Bruine
 Compilé par : Antoine Baudouin




Comptage de véhicules équivalents et de piétons

Période : 16:30 à 17:30



Pondération des banques : Automobiles (1) , Véhicules lourds (2)

Légende :

	Totaux		Piétons
	Sorties		

Hutchison / Jean-Talon / Parc

Réseau 37

Date du comptage : Mardi 16 septembre 2003

Arrondissement VILLERAY - SAINT-MICHEL - PARC-EXTENSION

Température(AM) : Pluie/Bruine

Observateurs Édith Ferrandiz, Ilies Larbi

Température(PM) : Pluie/Bruine

Compilé par : Antoine Baudouin

Comptage de véhicules équivalents et de piétons

Période : 07:30 à 08:30

	DU NORD					DE L'EST					DU SUD					DE L'OUEST					Total véh. équiv.	Total piétons
	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total		
7:30	29	1	1	44	46	24	71	375	14	460	4	0	0	0	0	36	12	253	2	267	773	93
7:45	49	4	5	76	85	34	81	338	13	432	8	0	0	0	0	35	5	342	6	353	870	126
8:00	38	2	8	88	98	22	95	372	13	480	10	0	0	0	0	14	13	293	6	312	890	84
8:15	34	4	2	76	82	30	113	356	10	479	10	0	0	0	0	33	11	286	4	301	862	107
Total	150	11	16	284	311	110	360	1441	50	1851	32	0	0	0	0	118	41	1174	18	1233	3395	410
PHF	0,77	0,69	0,50	0,81	0,79	0,81	0,80	0,96	0,89	0,96	0,80	0,00	0,00	0,00	0,00	0,82	0,79	0,86	0,75	0,87	0,95	0,81
%Camion					15,6%					4,5%					0,0%					3,2%	4,9%	

Période : 12:00 à 13:00

	DU NORD					DE L'EST					DU SUD					DE L'OUEST					Total véh. équiv.	Total piétons
	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total		
12:00	38	13	8	43	64	40	74	197	7	278	37	0	0	0	0	92	13	250	12	275	617	207
12:15	138	9	5	46	60	6	101	171	10	282	3	0	0	0	0	96	19	227	12	258	600	243
12:30	102	9	10	49	68	0	82	204	2	288	0	0	0	0	0	134	11	214	26	251	607	236
12:45	69	5	11	53	69	0	85	210	0	295	0	0	0	0	0	111	25	201	24	250	614	180
Total	347	36	34	191	261	46	342	782	19	1143	40	0	0	0	0	433	68	892	74	1034	2438	866
PHF	0,63	0,69	0,77	0,90	0,95	0,29	0,85	0,93	0,48	0,97	0,27	0,00	0,00	0,00	0,00	0,81	0,68	0,89	0,71	0,94	0,99	0,89
%Camion					8,3%					6,5%					0,0%					2,5%	5,0%	

Période : 16:30 à 17:30

	DU NORD					DE L'EST					DU SUD					DE L'OUEST					Total véh. équiv.	Total piétons
	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total		
16:30	48	10	12	61	83	2	133	297	5	435	19	0	0	0	0	83	6	265	21	292	810	152
16:45	78	8	4	72	84	5	123	289	2	414	40	0	0	0	0	85	6	272	10	288	786	208
17:00	65	8	11	38	57	5	148	313	7	468	86	0	0	0	0	55	17	233	5	255	780	211
17:15	59	10	5	73	88	3	130	296	5	431	47	0	0	0	0	32	13	234	11	258	777	141
Total	250	36	32	244	312	15	534	1195	19	1748	192	0	0	0	0	255	42	1004	47	1093	3153	712
PHF	0,80	0,90	0,67	0,84	0,89	0,75	0,90	0,95	0,68	0,93	0,56	0,00	0,00	0,00	0,00	0,75	0,62	0,92	0,56	0,94	0,97	0,84
%Camion					4,3%					3,0%					0,0%					0,5%	2,2%	

Grand total : 8986 1988

Remarques :

embouteillage au milieu de l'intersection.

Hutchison / Jean-Talon / Parc

Réseau 37

Date du comptage : Mardi 16 septembre 2003

Arrondissement VILLERAY - SAINT-MICHEL - PARC-EXTENSION

Température(AM) : Pluie/Bruine

Observateurs Édith Ferrandiz, Ilies Larbi

Température(PM) : Pluie/Bruine

Compilé par : Antoine Baudouin

Comptage pour les automobiles

Période : 07:30 à 08:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
7:30	1	1	34	36	47	349	12	408	0	0	0	0	12	231	2	245	689
7:45	4	5	50	59	71	312	13	396	0	0	0	0	5	328	6	339	794
8:00	2	8	56	66	77	360	11	448	0	0	0	0	13	275	6	294	808
8:15	2	2	62	66	91	342	6	439	0	0	0	0	11	264	4	279	784
Total	9	16	202	227	286	1363	42	1691	0	0	0	0	41	1098	18	1157	3075
PHF	0,56	0,50	0,81	0,86	0,79	0,95	0,81	0,94	0,00	0,00	0,00	0,00	0,79	0,84	0,75	0,85	0,95

Période : 12:00 à 13:00

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
12:00	13	8	33	54	60	185	7	252	0	0	0	0	13	238	12	263	569
12:15	7	5	40	52	81	149	2	232	0	0	0	0	15	215	10	240	524
12:30	9	8	37	54	76	188	0	264	0	0	0	0	11	206	26	243	561
12:45	5	9	47	61	63	192	0	255	0	0	0	0	25	189	24	238	554
Total	34	30	157	221	280	714	9	1003	0	0	0	0	64	848	72	984	2208
PHF	0,65	0,83	0,84	0,91	0,86	0,93	0,32	0,95	0,00	0,00	0,00	0,00	0,64	0,89	0,69	0,94	0,97

Période : 16:30 à 17:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
16:30	10	12	57	79	117	287	3	407	0	0	0	0	6	265	21	292	778
16:45	8	4	60	72	111	279	2	392	0	0	0	0	6	262	10	278	742
17:00	8	11	36	55	136	301	7	444	0	0	0	0	17	233	5	255	754
17:15	10	5	65	80	112	286	5	403	0	0	0	0	13	234	11	258	741
Total	36	32	218	286	476	1153	17	1646	0	0	0	0	42	994	47	1083	3015
PHF	0,90	0,67	0,84	0,89	0,88	0,96	0,61	0,93	0,00	0,00	0,00	0,00	0,62	0,94	0,56	0,93	0,97

Grand total : 8298

Hutchison / Jean-Talon / Parc

Réseau 37

Arrondissement VILLERAY - SAINT-MICHEL - PARC-EXTENSION

Observateurs Édith Ferrandiz, Ilies Larbi

Date du comptage : Mardi 16 septembre 2003

Température(AM) : Pluie/Bruine

Température(PM) : Pluie/Bruine

Compilé par : Antoine Baudouin

Comptage pour les véhicules lourds

Période : 07:30 à 08:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
7:30	0	0	5	5	12	13	1	26	0	0	0	0	0	11	0	11	42
7:45	0	0	13	13	5	13	0	18	0	0	0	0	0	7	0	7	38
8:00	0	0	16	16	9	6	1	16	0	0	0	0	0	9	0	9	41
8:15	1	0	7	8	11	7	2	20	0	0	0	0	0	11	0	11	39
Total	1	0	41	42	37	39	4	80	0	0	0	0	0	38	0	38	160
PHF	0,25	0,00	0,64	0,66	0,77	0,75	0,50	0,77	0,00	0,00	0,00	0,00	0,00	0,86	0,00	0,86	0,95

Période : 12:00 à 13:00

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
12:00	0	0	5	5	7	6	0	13	0	0	0	0	0	6	0	6	24
12:15	1	0	3	4	10	11	4	25	0	0	0	0	2	6	1	9	38
12:30	0	1	6	7	3	8	1	12	0	0	0	0	0	4	0	4	23
12:45	0	1	3	4	11	9	0	20	0	0	0	0	0	6	0	6	30
Total	1	2	17	20	31	34	5	70	0	0	0	0	2	22	1	25	115
PHF	0,25	0,50	0,71	0,71	0,70	0,77	0,31	0,70	0,00	0,00	0,00	0,00	0,25	0,92	0,25	0,69	0,76

Période : 16:30 à 17:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
16:30	0	0	2	2	8	5	1	14	0	0	0	0	0	0	0	0	16
16:45	0	0	6	6	6	5	0	11	0	0	0	0	0	5	0	5	22
17:00	0	0	1	1	6	6	0	12	0	0	0	0	0	0	0	0	13
17:15	0	0	4	4	9	5	0	14	0	0	0	0	0	0	0	0	18
Total	0	0	13	13	29	21	1	51	0	0	0	0	0	5	0	5	69
PHF	0,00	0,00	0,54	0,54	0,81	0,88	0,25	0,91	0,00	0,00	0,00	0,00	0,00	0,25	0,00	0,25	0,78

Grand total : 344

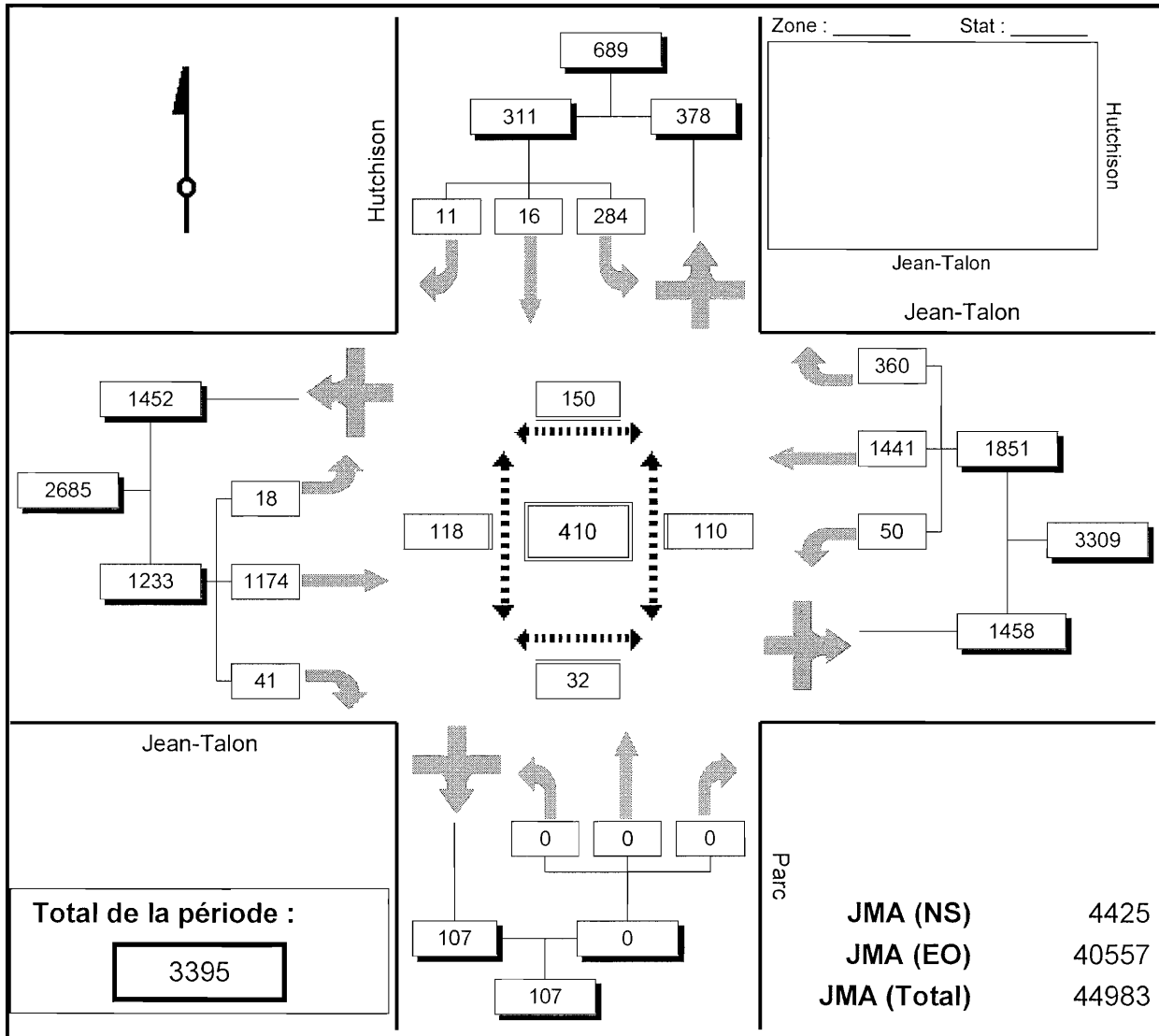
Hutchison / Jean-Talon / Parc

Réseau 37
Arrondissement VILLERAY - SAINT-MICHEL - PARC-EXTENSION
Observateurs Édith Ferrandiz, Ilies Larbi

Date du comptage : Mardi 16 septembre 2003
 Température(AM) : Pluie/Bruine
 Température(PM) : Pluie/Bruine
 Compilé par : Antoine Baudouin

Comptage de véhicules équivalents et de piétons

Période : 07:30 à 08:30



Pondération des banques : Automobiles (1) , Véhicules lourds (2)

Légende :

	Totaux		Piétons
	Sorties		

Hutchison / Jean-Talon / Parc

Réseau 37

Arrondissement VILLERAY - SAINT-MICHEL - PARC-EXTENSION

Observateurs Édith Ferrandiz, Ilies Larbi

Date du comptage : Mardi 16 septembre 2003

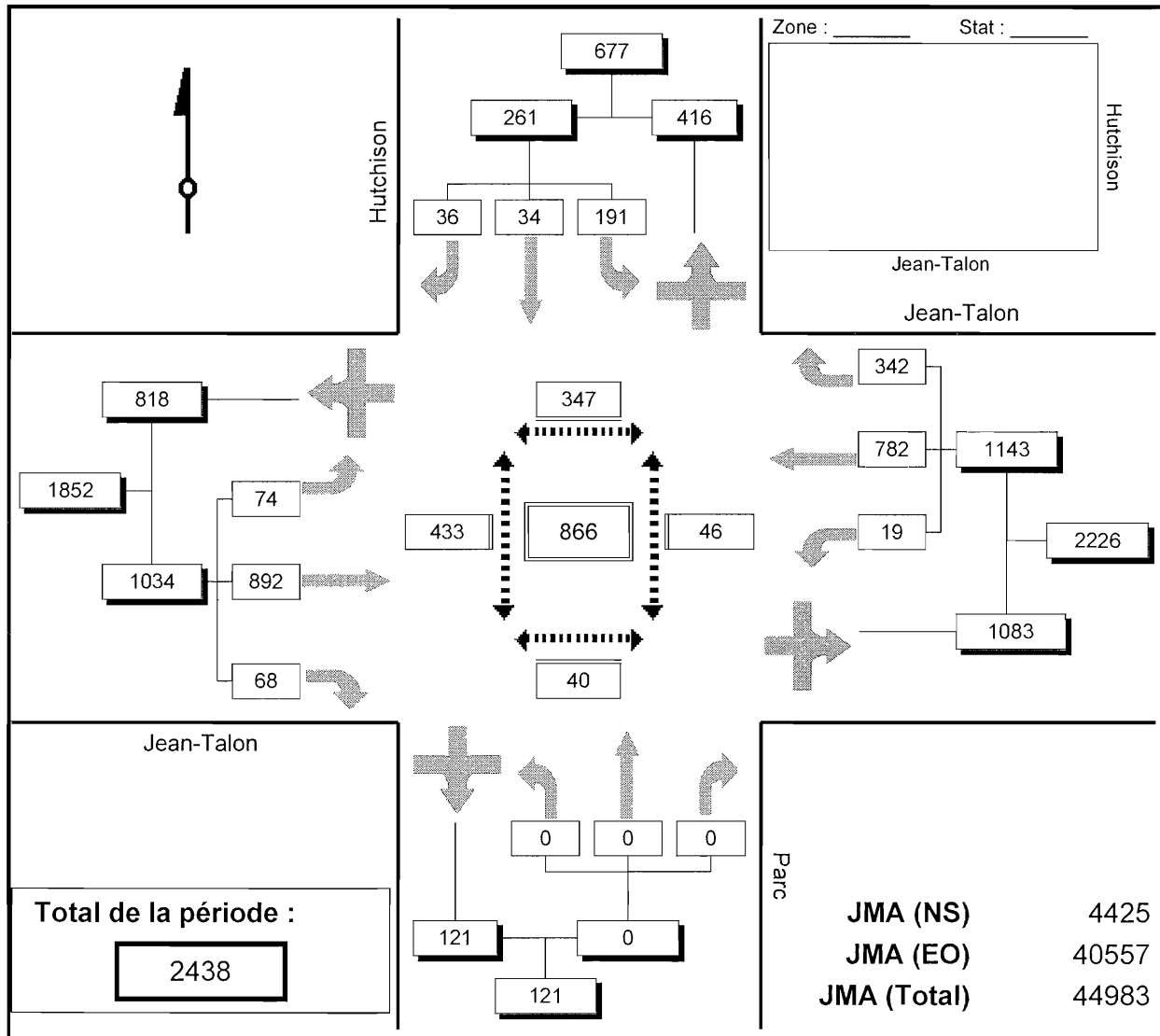
Température(AM) : Pluie/Bruine

Température(PM) : Pluie/Bruine




Compilé par : Antoine Baudouin

Comptage de véhicules équivalents et de piétons

Période : 12:00 à 13:00



Pondération des banques : Automobiles (1) , Véhicules lourds (2)

Légende :  Totaux  Piétons
 Sorties

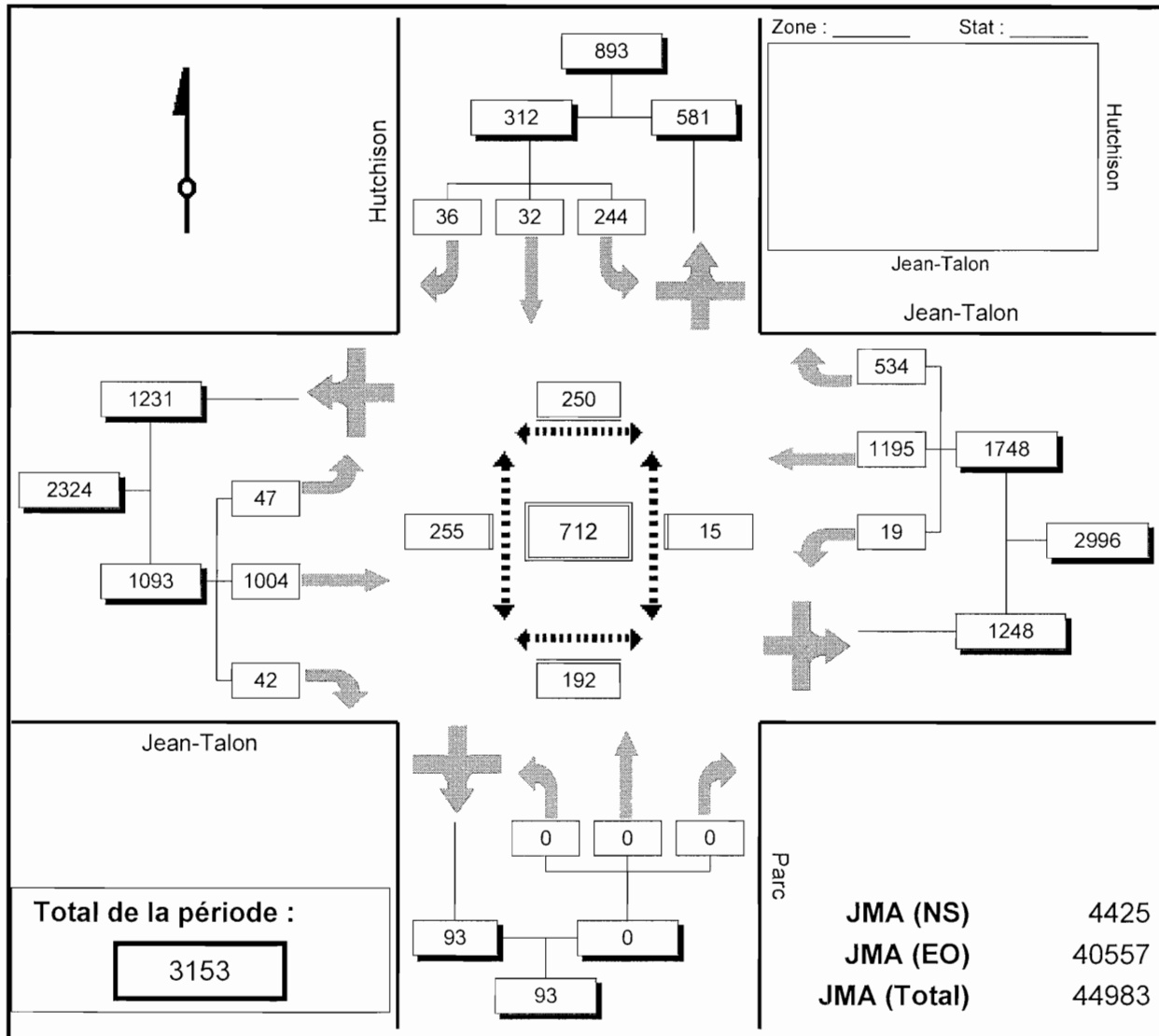
Hutchison / Jean-Talon / Parc

Réseau 37
Arrondissement VILLERAY - SAINT-MICHEL - PARC-EXTENSION
Observateurs Édith Ferrandiz, Ilies Larbi

Date du comptage : Mardi 16 septembre 2003
 Température(AM) : Pluie/Bruine
 Température(PM) : Pluie/Bruine
 Compilé par : Antoine Baudouin




Comptage de véhicules équivalents et de piétons

Période : 16:30 à 17:30



Pondération des banques : Automobiles (1) , Véhicules lourds (2)

Légende :

	Totaux		Piétons
	Sorties		

Acadie / Beaumont

Réseau 37

Date du comptage : Lundi 15 septembre 2003

Arrondissement VILLERAY - SAINT-MICHEL - PARC-EXTENSION

Température(AM) : Pluie/Bruine

Observateurs Édith Ferrandiz, Olivier Stoullig

Température(PM) : Pluie/Bruine

Compilé par : Antoine Baudouin

Comptage de véhicules équivalents et de piétons

Période : 07:30 à 08:30

	DU NORD					DE L'EST					DU SUD					DE L'OUEST					Total véh. équiv.	Total piétons
	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total		
7:30	14	79	4	106	189	3	34	76	3	113	2	1	6	12	19	6	0	24	61	85	406	25
7:45	17	113	3	88	204	4	42	62	4	108	0	4	3	2	9	14	4	45	123	172	493	35
8:00	10	52	2	94	148	9	27	101	0	128	0	4	1	1	6	24	6	67	104	177	459	43
8:15	13	65	4	113	182	4	26	90	0	116	0	1	4	5	10	8	4	49	117	170	478	25
Total	54	309	13	401	723	20	129	329	7	465	2	10	14	20	44	52	14	185	405	604	1836	128
PHF	0,79	0,68	0,81	0,89	0,89	0,56	0,77	0,81	0,44	0,91	0,25	0,63	0,58	0,42	0,58	0,54	0,58	0,69	0,82	0,85	0,93	0,74
%Camion					3,4%					0,4%					0,0%					2,4%		2,2%

Période : 12:00 à 13:00

	DU NORD					DE L'EST					DU SUD					DE L'OUEST					Total véh. équiv.	Total piétons
	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total		
12:00	2	63	5	59	127	2	26	56	9	91	16	3	14	18	35	4	7	48	71	126	379	24
12:15	4	73	1	74	148	1	29	64	3	96	4	4	3	4	11	5	2	34	99	135	390	14
12:30	3	55	1	78	134	2	46	62	2	110	4	6	2	2	10	4	4	48	104	156	410	13
12:45	2	57	3	68	128	3	38	64	4	106	11	3	2	4	9	5	2	46	98	146	389	21
Total	11	248	10	279	537	8	139	246	18	403	35	16	21	28	65	18	15	176	372	563	1568	72
PHF	0,69	0,85	0,50	0,89	0,91	0,67	0,76	0,96	0,50	0,92	0,55	0,67	0,38	0,39	0,46	0,90	0,54	0,92	0,89	0,90	0,96	0,75
%Camion					3,9%					2,3%					6,6%					2,9%		3,2%

Période : 16:30 à 17:30

	DU NORD					DE L'EST					DU SUD					DE L'OUEST					Total véh. équiv.	Total piétons
	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total		
16:30	12	59	2	76	137	3	71	56	1	128	13	2	5	2	9	32	4	68	185	257	531	60
16:45	2	67	0	78	145	4	68	59	1	128	3	4	4	4	12	14	4	125	237	366	651	23
17:00	13	36	2	57	95	7	62	93	1	156	2	1	1	1	3	27	0	92	199	291	545	49
17:15	13	66	2	103	171	3	80	77	1	158	8	4	0	3	7	17	3	75	185	263	599	41
Total	40	228	6	314	548	17	281	285	4	570	26	11	10	10	31	90	11	360	806	1177	2326	173
PHF	0,77	0,85	0,75	0,76	0,80	0,61	0,88	0,77	1,00	0,90	0,50	0,69	0,50	0,63	0,65	0,70	0,69	0,72	0,85	0,80	0,89	0,72
%Camion					5,2%					0,0%					0,0%					2,8%		2,6%

Grand total : 5730 373

Remarques :

Pondération des banques : Automobiles (1) , Véhicules lourds (2)

Acadie / Beaumont

Réseau 37

Arrondissement VILLERAY - SAINT-MICHEL - PARC-EXTENSION

Observateurs Édith Ferrandiz, Olivier Stoullig

Date du comptage : Lundi 15 septembre 2003

Température(AM) : Pluie/Bruine

Température(PM) : Pluie/Bruine

Compilé par : Antoine Baudouin

Comptage pour les automobiles

Période : 07:30 à 08:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
7:30	67	4	100	171	30	76	3	109	1	6	12	19	0	24	55	79	378
7:45	105	3	82	190	42	62	4	108	4	3	2	9	4	39	117	160	467
8:00	50	2	90	142	27	101	0	128	4	1	1	6	6	65	104	175	451
8:15	63	4	105	172	26	90	0	116	1	4	5	10	4	47	111	162	460
Total	285	13	377	675	125	329	7	461	10	14	20	44	14	175	387	576	1756
PHF	0,68	0,81	0,90	0,89	0,74	0,81	0,44	0,90	0,63	0,58	0,42	0,58	0,58	0,67	0,83	0,82	0,94

Période : 12:00 à 13:00

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
12:00	59	5	55	119	24	54	9	87	3	12	12	27	7	48	69	124	357
12:15	67	1	62	130	27	64	3	94	4	3	4	11	2	30	93	125	360
12:30	53	1	68	122	44	60	2	106	6	2	2	10	2	48	96	146	384
12:45	57	3	66	126	36	58	4	98	3	2	4	9	2	44	90	136	369
Total	236	10	251	497	131	236	18	385	16	19	22	57	13	170	348	531	1470
PHF	0,88	0,50	0,92	0,96	0,74	0,92	0,50	0,91	0,67	0,40	0,46	0,53	0,46	0,89	0,91	0,91	0,96

Période : 16:30 à 17:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
16:30	53	2	62	117	71	56	1	128	2	5	2	9	4	60	171	235	489
16:45	59	0	68	127	68	59	1	128	4	4	4	12	4	115	227	346	613
17:00	30	2	51	83	62	93	1	156	1	1	1	3	0	90	185	275	517
17:15	66	2	99	167	80	77	1	158	4	0	3	7	3	75	179	257	589
Total	208	6	280	494	281	285	4	570	11	10	10	31	11	340	762	1113	2208
PHF	0,79	0,75	0,71	0,74	0,88	0,77	1,00	0,90	0,69	0,50	0,63	0,65	0,69	0,74	0,84	0,80	0,90
Grand total :																	5434

Acadie / Beaumont

Réseau 37

Date du comptage : Lundi 15 septembre 2003

Arrondissement VILLERAY - SAINT-MICHEL - PARC-EXTENSION

Température(AM) : Pluie/Bruine

Observateurs Édith Ferrandiz, Olivier Stoulin

Température(PM) : Pluie/Bruine

Compilé par : Antoine Baudouin

Comptage pour les véhicules lourds

Période : 07:30 à 08:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
7:30	6	0	3	9	2	0	0	2	0	0	0	0	0	0	3	3	14
7:45	4	0	3	7	0	0	0	0	0	0	0	0	0	3	3	6	13
8:00	1	0	2	3	0	0	0	0	0	0	0	0	0	1	0	1	4
8:15	1	0	4	5	0	0	0	0	0	0	0	0	0	1	3	4	9
Total	12	0	12	24	2	0	0	2	0	0	0	0	0	5	9	14	40
PHF	0,50	0,00	0,75	0,67	0,25	0,00	0,00	0,25	0,00	0,00	0,00	0,00	0,00	0,42	0,75	0,58	0,71

Période : 12:00 à 13:00

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
12:00	2	0	2	4	1	1	0	2	0	1	3	4	0	0	1	1	11
12:15	3	0	6	9	1	0	0	1	0	0	0	0	0	2	3	5	15
12:30	1	0	5	6	1	1	0	2	0	0	0	0	1	0	4	5	13
12:45	0	0	1	1	1	3	0	4	0	0	0	0	0	1	4	5	10
Total	6	0	14	20	4	5	0	9	0	1	3	4	1	3	12	16	49
PHF	0,50	0,00	0,58	0,56	1,00	0,42	0,00	0,56	0,00	0,25	0,25	0,25	0,25	0,38	0,75	0,80	0,82

Période : 16:30 à 17:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
16:30	3	0	7	10	0	0	0	0	0	0	0	0	0	4	7	11	21
16:45	4	0	5	9	0	0	0	0	0	0	0	0	0	5	5	10	19
17:00	3	0	3	6	0	0	0	0	0	0	0	0	0	1	7	8	14
17:15	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	3	5
Total	10	0	17	27	0	0	0	0	0	0	0	0	0	10	22	32	59
PHF	0,63	0,00	0,61	0,68	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,50	0,79	0,73	0,70
Grand total :																148	

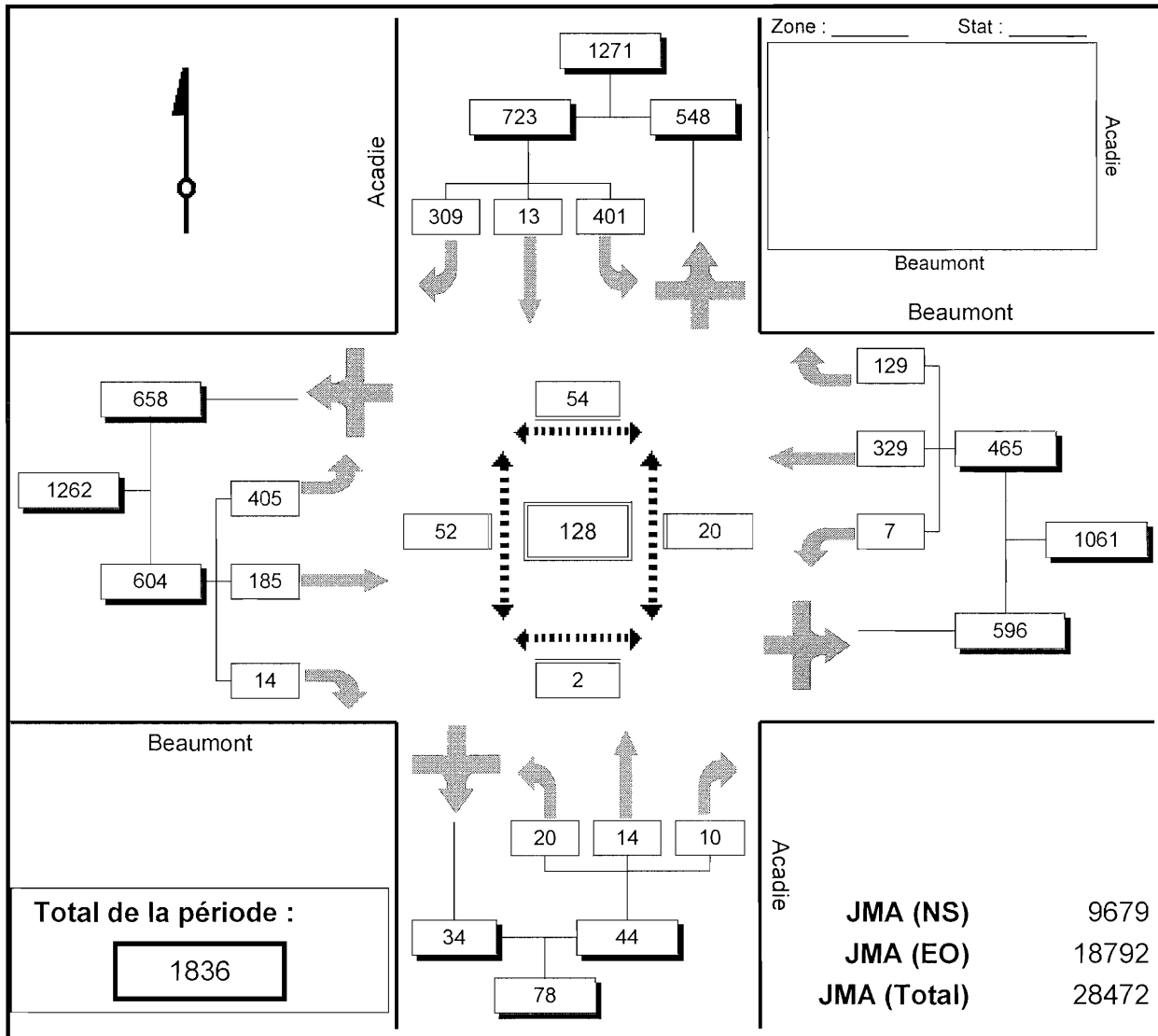
Acadie / Beaumont

Réseau 37
Arrondissement VILLERAY - SAINT-MICHEL - PARC-EXTENSION
Observateurs Édith Ferrandiz, Olivier Stoulig

Date du comptage : Lundi 15 septembre 2003
 Température(AM) : Pluie/Bruine
 Température(PM) : Pluie/Bruine
 Compilé par : Antoine Baudouin




Comptage de véhicules équivalents et de piétons

Période : 07:30 à 08:30



Pondération des banques : Automobiles (1) , Véhicules lourds (2)

Légende :

	Totaux		Piétons
	Sorties		

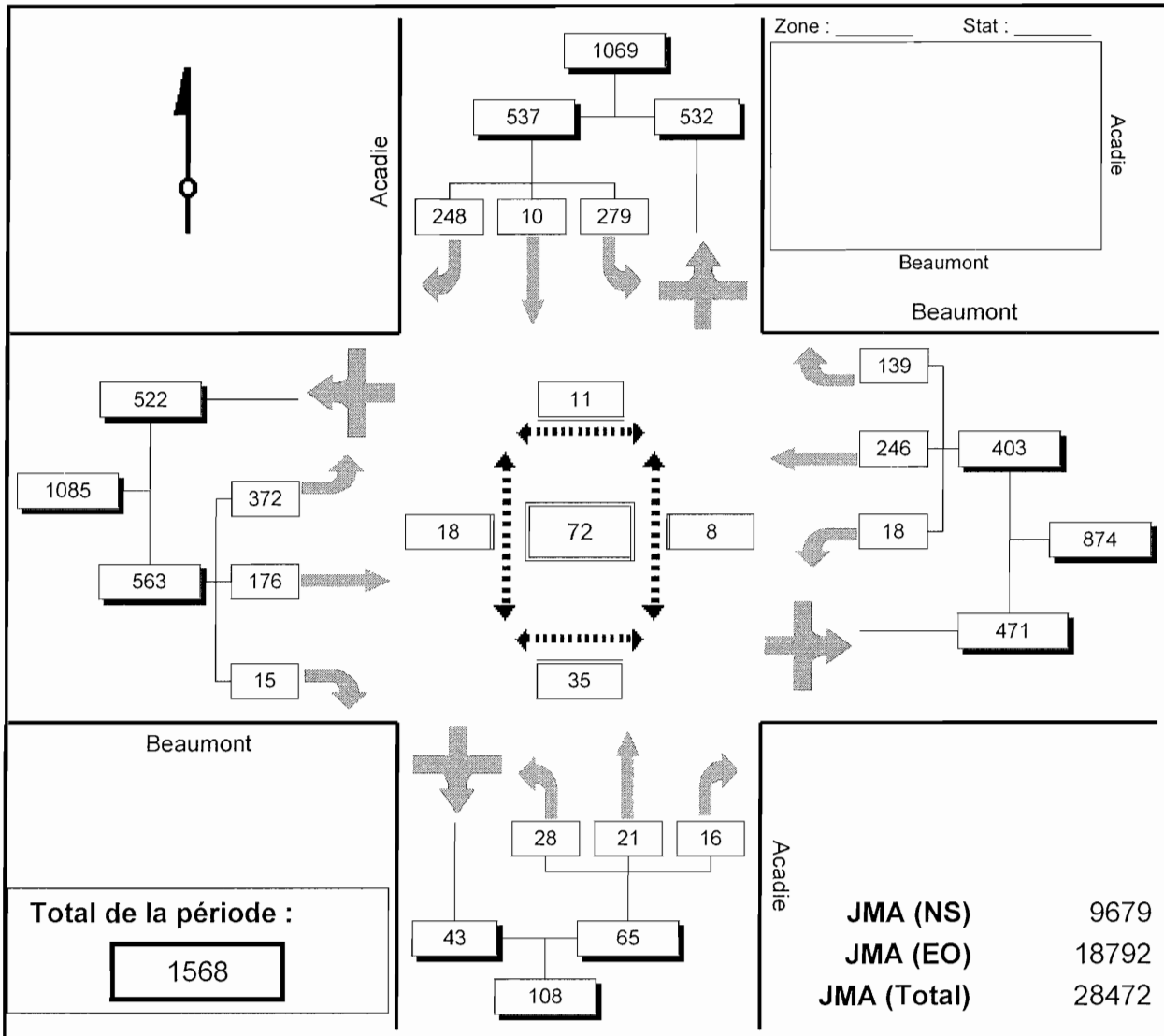
Acadie / Beaumont

Réseau 37
Arrondissement VILLERAY - SAINT-MICHEL - PARC-EXTENSION
Observateurs Édith Ferrandiz, Olivier Stoulig

Date du comptage : Lundi 15 septembre 2003
 Température(AM) : Pluie/Bruine
 Température(PM) : Pluie/Bruine
 Compilé par : Antoine Baudouin




Comptage de véhicules équivalents et de piétons

Période : 12:00 à 13:00



Pondération des banques : Automobiles (1) , Véhicules lourds (2)

Légende :

	Totaux		Piétons
	Sorties		

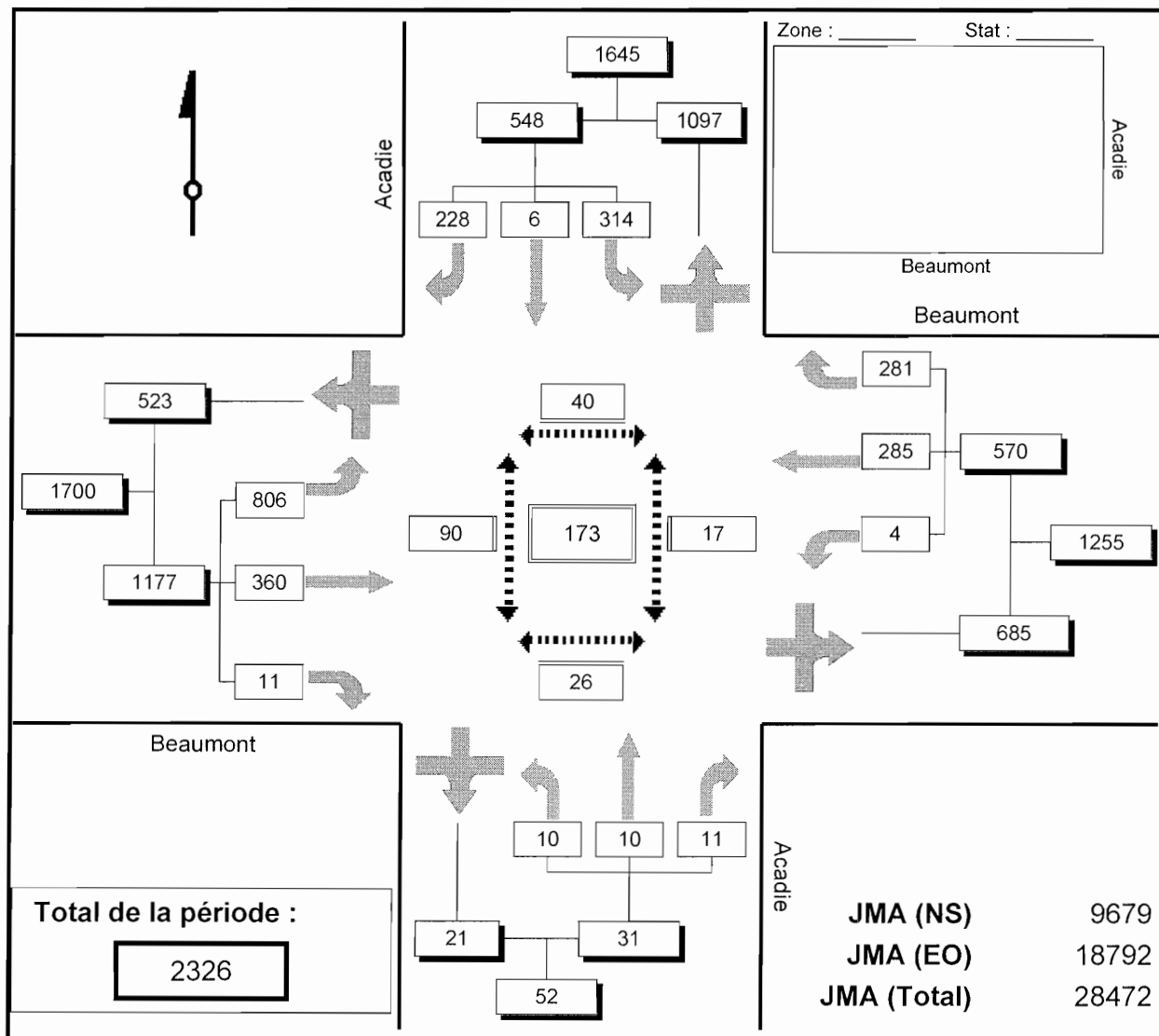
Acadie / Beaumont

Réseau 37
Arrondissement VILLERAY - SAINT-MICHEL - PARC-EXTENSION
Observateurs Édith Ferrandiz, Olivier Stoulig

Date du comptage : Lundi 15 septembre 2003
 Température(AM) : Pluie/Bruine
 Température(PM) : Pluie/Bruine
 Compilé par : Antoine Baudouin




Comptage de véhicules équivalents et de piétons

Période : 16:30 à 17:30



Pondération des banques : Automobiles (1) , Véhicules lourds (2)

Légende :

-  Totaux
-  Piétons
-  Sorties

Beaumont / Parc

Réseau 44
 Arrondissement PLATEAU MONT-ROYAL
 Observateurs Hélène Bondil

Date du comptage : Jeudi 02 octobre 2003
 Température(AM) : Pluie/Bruine
 Température(PM) : Pluie/Bruine
 Complé par : Antoine Baudouin

Comptage de véhicules équivalents et de piétons

Période : 07:30 à 08:30

	DU NORD					DE L'EST					DU SUD					DE L'OUEST					Total véh équival.	Total piétons
	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total		
7:30	23	0	164	0	164	14	0	0	1	1	2	8	127	95	230	2	195	5	5	205	600	41
7:45	25	1	146	0	147	24	1	0	2	3	0	1	159	141	301	12	218	3	13	234	685	61
8:00	7	0	195	0	195	6	0	1	0	1	0	3	134	109	246	9	169	8	9	186	628	22
8:15	4	1	150	0	151	3	0	0	2	2	1	2	134	114	250	1	208	6	7	221	624	9
Total	59	2	655	0	657	47	1	1	5	7	3	14	554	459	1027	24	790	22	34	846	2537	133
PHF	0,59	0,50	0,84	0,00	0,84	0,49	0,25	0,25	0,63	0,58	0,38	0,44	0,87	0,81	0,85	0,50	0,91	0,69	0,65	0,90	0,93	0,55
%Camion					4,6%					0,0%					6,1%					2,2%	4,4%	

Période : 12:00 à 13:00

	DU NORD					DE L'EST					DU SUD					DE L'OUEST					Total véh équival.	Total piétons
	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total		
12:00	0	0	98	0	98	5	0	2	4	6	3	3	157	121	281	9	132	3	22	157	542	17
12:15	3	2	90	0	92	1	0	0	0	0	0	1	132	121	254	8	142	5	14	161	507	12
12:30	4	2	90	0	92	2	0	4	2	6	3	2	145	87	234	11	150	2	24	176	508	20
12:45	4	2	86	0	88	7	0	0	1	1	2	4	146	106	256	6	144	3	19	166	511	19
Total	11	6	364	0	370	15	0	6	7	13	8	10	580	435	1025	34	568	13	79	660	2068	68
PHF	0,69	0,75	0,93	0,00	0,94	0,54	0,00	0,38	0,44	0,54	0,67	0,63	0,92	0,90	0,91	0,77	0,95	0,65	0,82	0,94	0,95	0,85
%Camion					7,9%					8,3%					5,9%					3,3%	5,4%	

Période : 16:30 à 17:30

	DU NORD					DE L'EST					DU SUD					DE L'OUEST					Total véh équival.	Total piétons
	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total		
16:30	24	3	79	0	82	26	0	3	1	4	2	2	222	179	403	12	155	3	43	201	690	64
16:45	20	0	77	0	77	12	0	4	4	8	0	3	220	158	381	13	154	1	44	199	665	45
17:00	15	1	98	0	99	22	1	14	13	28	5	5	229	172	406	9	163	0	33	196	729	51
17:15	8	1	81	0	82	6	0	2	6	8	3	3	209	178	390	11	196	5	28	229	709	28
Total	67	5	335	0	340	66	1	23	24	48	10	13	880	687	1580	45	668	9	148	825	2793	188
PHF	0,70	0,42	0,85	0,00	0,86	0,63	0,25	0,41	0,46	0,43	0,50	0,65	0,96	0,96	0,97	0,87	0,85	0,45	0,84	0,90	0,96	0,73
%Camion					6,3%					6,7%					2,5%					2,0%	2,9%	

Grand total : 7398 389

Remarques :

Beaumont / Parc

Réseau 44
Arrondissement PLATEAU MONT-ROYAL
Observateurs Hélène Bondil

Date du comptage : Jeudi 02 octobre 2003
 Température(AM) : Pluie/Bruine
 Température(PM) : Pluie/Bruine
 Compilé par : Antoine Baudouin

Comptage pour les automobiles

Période : 07:30 à 08:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
7:30	0	160	0	160	0	0	1	1	8	115	85	208	181	5	5	191	560
7:45	1	138	0	139	1	0	2	3	1	123	131	255	214	3	13	230	627
8:00	0	173	0	173	0	1	0	1	3	120	109	232	157	8	9	174	580
8:15	1	126	0	127	0	0	2	2	2	110	102	214	202	6	7	215	558
Total	2	597	0	599	1	1	5	7	14	468	427	909	754	22	34	810	2325
PHF	0,50	0,86	0,00	0,87	0,25	0,25	0,63	0,58	0,44	0,95	0,81	0,89	0,88	0,69	0,65	0,88	0,93

Période : 12:00 à 13:00

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
12:00	0	76	0	76	0	2	2	4	3	137	115	255	128	3	20	151	486
12:15	2	82	0	84	0	0	0	0	1	118	111	230	130	5	10	145	459
12:30	2	78	0	80	0	4	2	6	2	121	77	200	138	2	24	164	450
12:45	2	74	0	76	0	0	1	1	4	128	94	226	138	3	17	158	461
Total	6	310	0	316	0	6	5	11	10	504	397	911	534	13	71	618	1856
PHF	0,75	0,95	0,00	0,94	0,00	0,38	0,63	0,46	0,63	0,92	0,86	0,89	0,97	0,65	0,74	0,94	0,95

Période : 16:30 à 17:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
16:30	3	69	0	72	0	1	1	2	2	208	173	383	153	3	39	195	652
16:45	0	73	0	73	0	0	4	4	3	202	158	363	138	1	44	183	623
17:00	1	84	0	85	1	14	13	28	5	219	166	390	157	0	33	190	693
17:15	1	69	0	70	0	2	6	8	3	189	174	366	194	5	26	225	669
Total	5	295	0	300	1	17	24	42	13	818	671	1502	642	9	142	793	2637
PHF	0,42	0,88	0,00	0,88	0,25	0,30	0,46	0,38	0,65	0,93	0,96	0,96	0,83	0,45	0,81	0,88	0,95

Grand total : 6818

Beaumont / Parc

Réseau 44
Arrondissement PLATEAU MONT-ROYAL
Observateurs Hélène Bondil

Date du comptage : Jeudi 02 octobre 2003
 Température(AM) : Pluie/Bruine
 Température(PM) : Pluie/Bruine
 Compilé par : Antoine Baudouin

Comptage pour les véhicules lourds

Période : 07:30 à 08:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
7:30	0	2	0	2	0	0	0	0	0	6	5	11	7	0	0	7	20
7:45	0	4	0	4	0	0	0	0	0	18	5	23	2	0	0	2	29
8:00	0	11	0	11	0	0	0	0	0	7	0	7	6	0	0	6	24
8:15	0	12	0	12	0	0	0	0	0	12	6	18	3	0	0	3	33
Total	0	29	0	29	0	0	0	0	0	43	16	59	18	0	0	18	106
PHF	0,00	0,60	0,00	0,60	0,00	0,00	0,00	0,00	0,00	0,60	0,67	0,64	0,64	0,00	0,00	0,64	0,80

Période : 12:00 à 13:00

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
12:00	0	11	0	11	0	0	1	1	0	10	3	13	2	0	1	3	28
12:15	0	4	0	4	0	0	0	0	0	7	5	12	6	0	2	8	24
12:30	0	6	0	6	0	0	0	0	0	12	5	17	6	0	0	6	29
12:45	0	6	0	6	0	0	0	0	0	9	6	15	3	0	1	4	25
Total	0	27	0	27	0	0	1	1	0	38	19	57	17	0	4	21	106
PHF	0,00	0,61	0,00	0,61	0,00	0,00	0,25	0,25	0,00	0,79	0,79	0,84	0,71	0,00	0,50	0,66	0,91

Période : 16:30 à 17:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
16:30	0	5	0	5	0	1	0	1	0	7	3	10	1	0	2	3	19
16:45	0	2	0	2	0	2	0	2	0	9	0	9	8	0	0	8	21
17:00	0	7	0	7	0	0	0	0	0	5	3	8	3	0	0	3	18
17:15	0	6	0	6	0	0	0	0	0	10	2	12	1	0	1	2	20
Total	0	20	0	20	0	3	0	3	0	31	8	39	13	0	3	16	78
PHF	0,00	0,71	0,00	0,71	0,00	0,38	0,00	0,38	0,00	0,78	0,67	0,81	0,41	0,00	0,38	0,50	0,93
Grand total :																	290

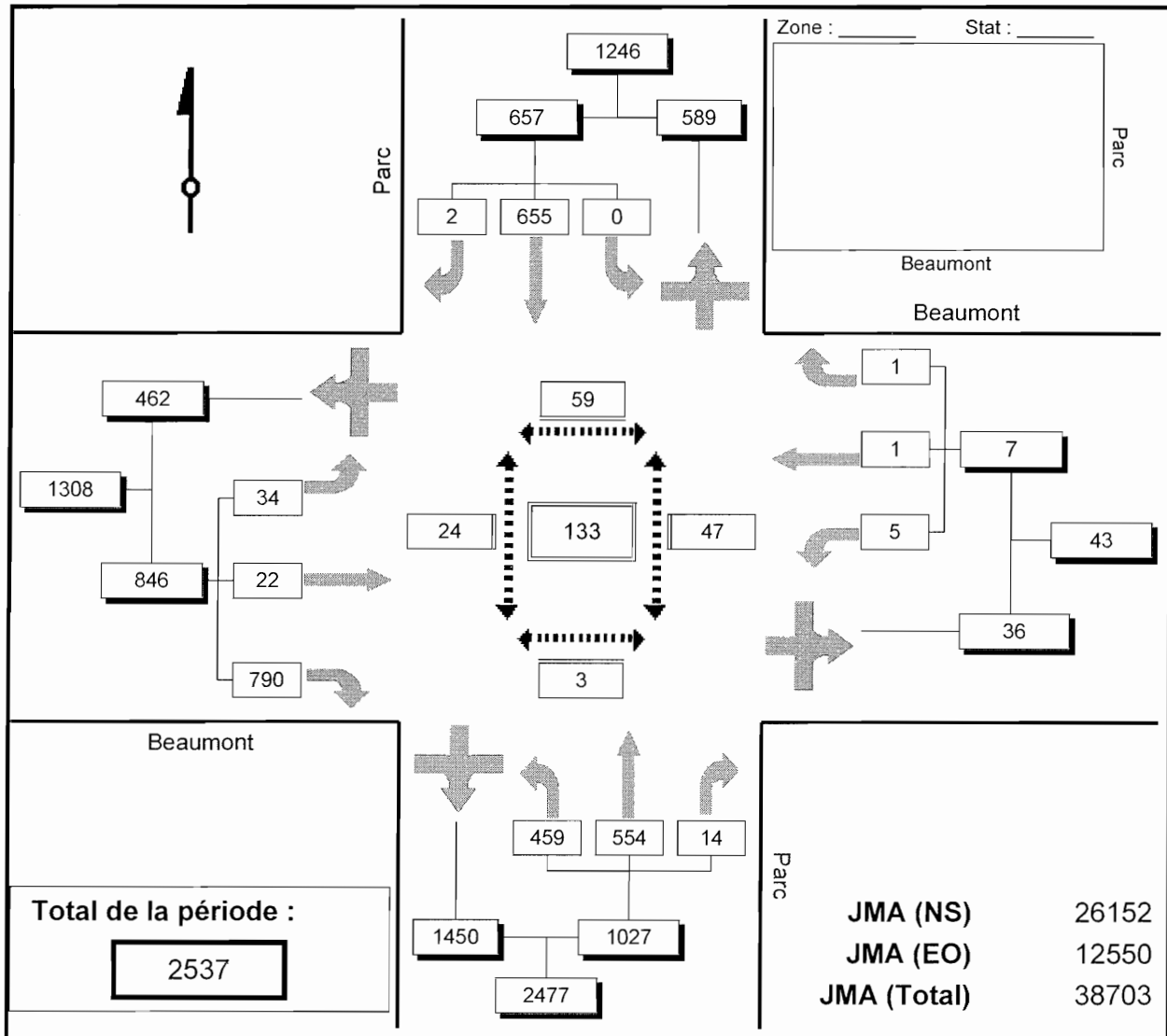
Beaumont / Parc

Réseau 44
Arrondissement PLATEAU MONT-ROYAL
Observateurs Hélène Bondil




Date du comptage : Jeudi 02 octobre 2003
 Température(AM) : Pluie/Bruine
 Température(PM) : Pluie/Bruine
 Compilé par : Antoine Baudouin

Comptage de véhicules équivalents et de piétons

Période : 07:30 à 08:30



Pondération des banques : Automobiles (1) , Véhicules lourds (2)

Légende :	 Totaux	 Piétons
	 Sorties	

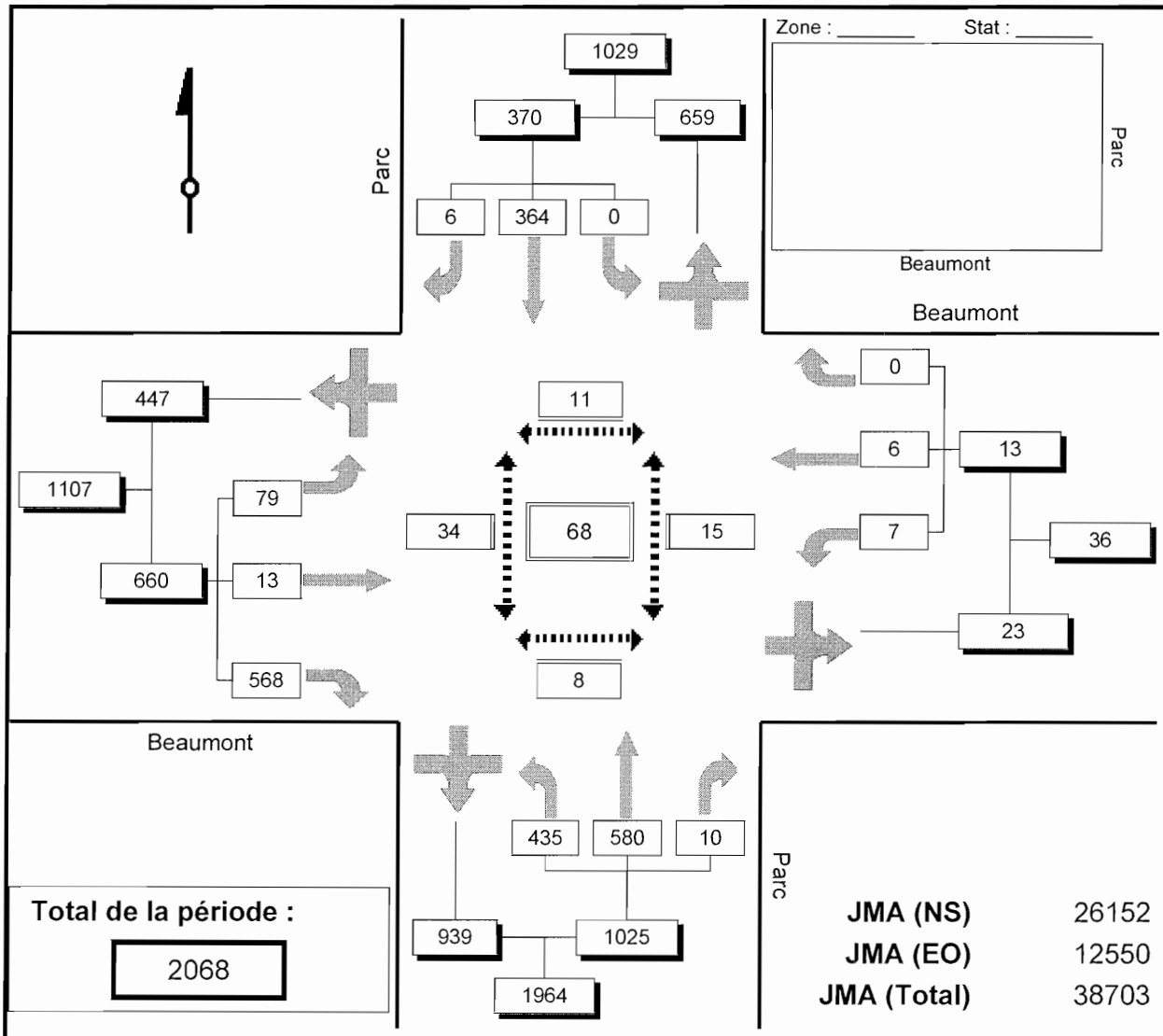
Beaumont / Parc

Réseau 44
Arrondissement PLATEAU MONT-ROYAL
Observateurs Hélène Bondil

Date du comptage : Jeudi 02 octobre 2003
 Température(AM) : Pluie/Bruine
 Température(PM) : Pluie/Bruine
 Compilé par : Antoine Baudouin




Comptage de véhicules équivalents et de piétons

Période : 12:00 à 13:00



Pondération des banques : Automobiles (1) , Véhicules lourds (2)

Légende :

	Totaux		Piétons
	Sorties		

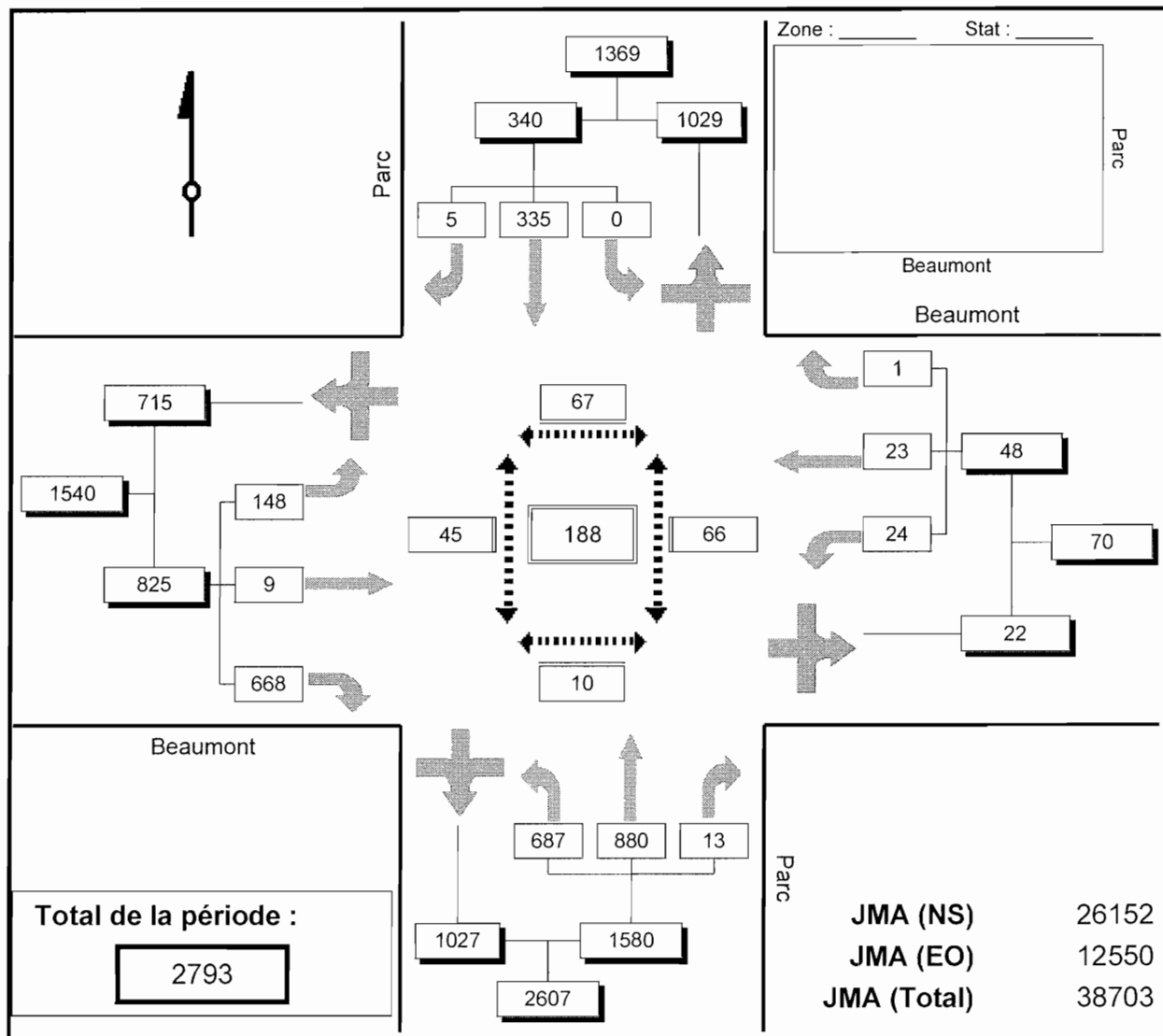
Beaumont / Parc

Réseau 44
Arrondissement PLATEAU MONT-ROYAL
Observateurs Hélène Bondil

Date du comptage : Jeudi 02 octobre 2003
 Température(AM) : Pluie/Bruine
 Température(PM) : Pluie/Bruine
 Compilé par : Antoine Baudouin



Comptage de véhicules équivalents et de piétons

Période : 16:30 à 17:30



Pondération des banques : Automobiles (1) , Véhicules lourds (2)

Légende :

-  Totaux
-  Piétons
-  Sorties

Beaubien / Parc

Réseau 44
 Arrondissement PLATEAU MONT-ROYAL
 Observateurs Hélène Bondil, Ilies Larbi

Date du comptage : Lundi 29 septembre 2003
 Température(AM) : Clair
 Température(PM) : Clair
 Compilé par : Antoine Baudouin

Comptage de véhicules équivalents et de piétons

Période : 07:30 à 08:30

	DU NORD					DE L'EST					DU SUD					DE L'OUEST					Total véh équival.	Total piétons
	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total		
7:30	9	9	218	52	279	5	46	13	38	97	10	26	131	13	170	4	1	2	6	9	555	28
7:45	11	9	299	55	363	7	46	10	60	116	6	16	183	6	205	8	4	2	5	11	695	32
8:00	4	13	269	69	351	8	60	17	73	150	8	20	177	11	208	11	6	16	5	27	736	31
8:15	9	15	293	48	356	7	51	12	60	123	5	25	224	10	259	5	4	4	5	13	751	26
Total	33	46	1079	224	1349	27	203	52	231	486	29	87	715	40	842	28	15	24	21	60	2737	117
PHF	0,75	0,77	0,90	0,81	0,93	0,84	0,85	0,76	0,79	0,81	0,73	0,84	0,80	0,77	0,81	0,64	0,63	0,38	0,88	0,56	0,91	0,91
%Camion					4,7%					8,7%					4,3%					22,4%		5,6%

Période : 12:00 à 13:00

	DU NORD					DE L'EST					DU SUD					DE L'OUEST					Total véh équival.	Total piétons
	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total		
12:00	10	9	208	62	279	6	40	13	37	90	16	34	222	9	265	6	4	1	4	9	643	38
12:15	13	8	183	67	258	9	38	13	34	85	10	40	181	10	231	7	0	5	4	9	583	39
12:30	9	12	205	50	267	14	25	13	35	73	3	31	194	7	232	9	5	6	4	15	587	35
12:45	9	9	189	39	237	7	38	22	28	88	12	28	197	12	237	8	7	6	3	16	578	36
Total	41	38	785	218	1041	36	141	61	134	336	41	133	794	38	965	30	16	18	15	49	2391	148
PHF	0,79	0,79	0,94	0,81	0,93	0,64	0,88	0,69	0,91	0,93	0,64	0,83	0,89	0,79	0,91	0,83	0,57	0,75	0,94	0,77	0,93	0,95
%Camion					5,3%					6,7%					4,3%					22,5%		5,4%

Période : 16:30 à 17:30

	DU NORD					DE L'EST					DU SUD					DE L'OUEST					Total véh équival.	Total piétons
	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total		
16:30	7	6	146	66	218	14	46	7	37	90	17	42	326	5	373	13	3	33	43	79	760	51
16:45	13	6	159	96	261	9	32	5	48	85	9	34	323	11	368	2	0	7	20	27	741	33
17:00	16	1	181	96	278	11	60	4	39	103	13	72	294	2	368	17	2	21	28	51	800	57
17:15	16	1	155	88	244	8	34	1	51	86	11	37	324	11	372	19	2	25	29	56	758	54
Total	52	14	641	346	1001	42	172	17	175	364	50	185	1267	29	1481	51	7	86	120	213	3059	195
PHF	0,81	0,58	0,89	0,90	0,90	0,75	0,72	0,61	0,86	0,88	0,74	0,64	0,97	0,66	0,99	0,67	0,58	0,65	0,70	0,67	0,96	0,86
%Camion					3,4%					3,4%					3,2%					2,4%		3,2%

Grand total : 8187 460

Remarques :

Pondération des banques : Automobiles (1) , Véhicules lourds (2)

Beaubien / Parc

Réseau 44
Arrondissement PLATEAU MONT-ROYAL
Observateurs Hélène Bondil, Ilies Larbi

Date du comptage : Lundi 29 septembre 2003
 Température(AM) : Clair
 Température(PM) : Clair
 Compilé par : Antoine Baudouin

Comptage pour les automobiles

Période : 07:30 à 08:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
7:30	7	204	46	257	34	7	32	73	24	119	11	154	1	2	2	5	489
7:45	9	267	51	327	42	8	56	106	16	163	6	185	2	2	3	7	625
8:00	11	243	65	319	56	15	55	126	18	159	11	188	6	6	3	15	648
8:15	15	269	40	324	43	10	50	103	25	210	10	245	4	2	5	11	683
Total	42	983	202	1227	175	40	193	408	83	651	38	772	13	12	13	38	2445
PHF	0,70	0,91	0,78	0,94	0,78	0,67	0,86	0,81	0,83	0,78	0,86	0,79	0,54	0,50	0,65	0,63	0,89

Période : 12:00 à 13:00

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
12:00	5	192	58	255	36	7	33	76	28	198	9	235	2	1	0	3	569
12:15	6	165	65	236	32	9	32	73	38	171	8	217	0	1	4	5	531
12:30	12	177	48	237	23	7	33	63	31	182	7	220	3	4	4	11	531
12:45	9	165	35	209	36	18	28	82	22	183	8	213	7	2	3	12	516
Total	32	699	206	937	127	41	126	294	119	734	32	885	12	8	11	31	2147
PHF	0,67	0,91	0,79	0,92	0,88	0,57	0,95	0,90	0,78	0,93	0,89	0,94	0,43	0,50	0,69	0,65	0,94

Période : 16:30 à 17:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
16:30	4	136	60	200	44	5	33	82	40	296	3	339	3	31	39	73	694
16:45	6	151	82	239	30	5	48	83	32	303	11	346	0	7	20	27	695
17:00	1	173	92	266	58	4	37	99	72	290	2	364	2	21	28	51	780
17:15	1	147	82	230	32	1	43	76	37	300	3	340	2	23	27	52	698
Total	12	607	316	935	164	15	161	340	181	1189	19	1389	7	82	114	203	2867
PHF	0,50	0,88	0,86	0,88	0,71	0,75	0,84	0,86	0,63	0,98	0,43	0,95	0,58	0,66	0,73	0,70	0,92
Grand total :																7459	

Beaubien / Parc

Réseau 44
Arrondissement PLATEAU MONT-ROYAL
Observateurs Hélène Bondil, Ilies Larbi

Date du comptage : Lundi 29 septembre 2003
 Température(AM) : Clair
 Température(PM) : Clair
 Compilé par : Antoine Baudouin

Comptage pour les véhicules lourds

Période : 07:30 à 08:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
7:30	1	7	3	11	6	3	3	12	1	6	1	8	0	0	2	2	33
7:45	0	16	2	18	2	1	2	5	0	10	0	10	1	0	1	2	35
8:00	1	13	2	16	2	1	9	12	1	9	0	10	0	5	1	6	44
8:15	0	12	4	16	4	1	5	10	0	7	0	7	0	1	0	1	34
Total	2	48	11	61	14	6	19	39	2	32	1	35	1	6	4	11	146
PHF	0,50	0,75	0,69	0,85	0,58	0,50	0,53	0,81	0,50	0,80	0,25	0,88	0,25	0,30	0,50	0,46	0,83

Période : 12:00 à 13:00

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
12:00	2	8	2	12	2	3	2	7	3	12	0	15	1	0	2	3	37
12:15	1	9	1	11	3	2	1	6	1	5	1	7	0	2	0	2	26
12:30	0	14	1	15	1	3	1	5	0	6	0	6	1	1	0	2	28
12:45	0	12	2	14	1	2	0	3	3	7	2	12	0	2	0	2	31
Total	3	43	6	52	7	10	4	21	7	30	3	40	2	5	2	9	122
PHF	0,38	0,77	0,75	0,87	0,58	0,83	0,50	0,75	0,58	0,63	0,38	0,67	0,50	0,63	0,25	0,75	0,82

Période : 16:30 à 17:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
16:30	1	5	3	9	1	1	2	4	1	15	1	17	0	1	2	3	33
16:45	0	4	7	11	1	0	0	1	1	10	0	11	0	0	0	0	23
17:00	0	4	2	6	1	0	1	2	0	2	0	2	0	0	0	0	10
17:15	0	4	3	7	1	0	4	5	0	12	4	16	0	1	1	2	30
Total	1	17	15	33	4	1	7	12	2	39	5	46	0	2	3	5	96
PHF	0,25	0,85	0,54	0,75	1,00	0,25	0,44	0,60	0,50	0,65	0,31	0,68	0,00	0,50	0,38	0,42	0,73

Grand total : 364

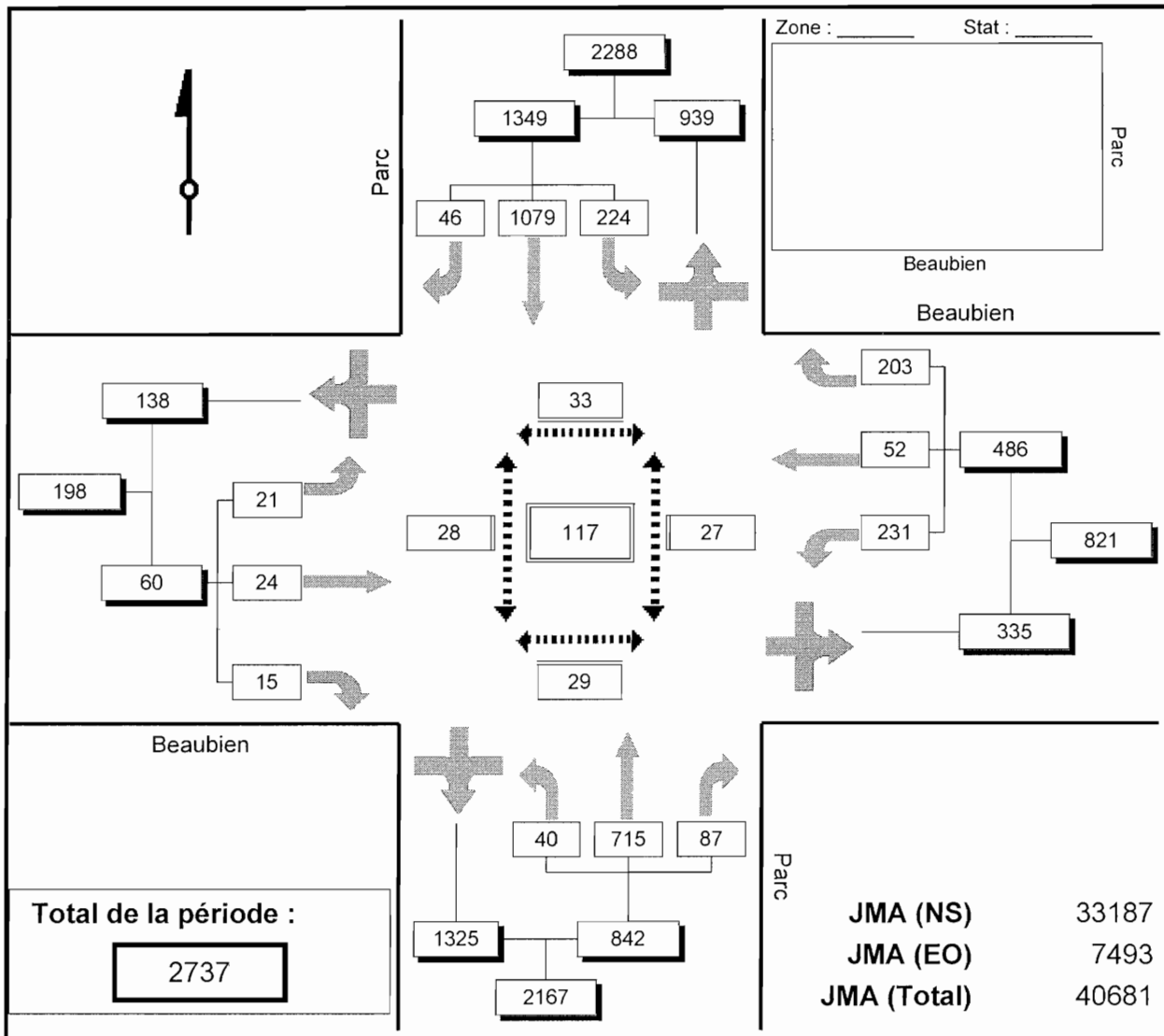
Beaubien / Parc

Réseau 44
Arrondissement PLATEAU MONT-ROYAL
Observateurs Hélène Bondil, Ilies Larbi

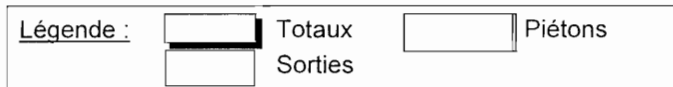
Date du comptage : Lundi 29 septembre 2003
 Température(AM) : Clair
 Température(PM) : Clair
 Compilé par : Antoine Baudouin

Comptage de véhicules équivalents et de piétons

Période : 07:30 à 08:30



Pondération des banques : Automobiles (1) , Véhicules lourds (2)



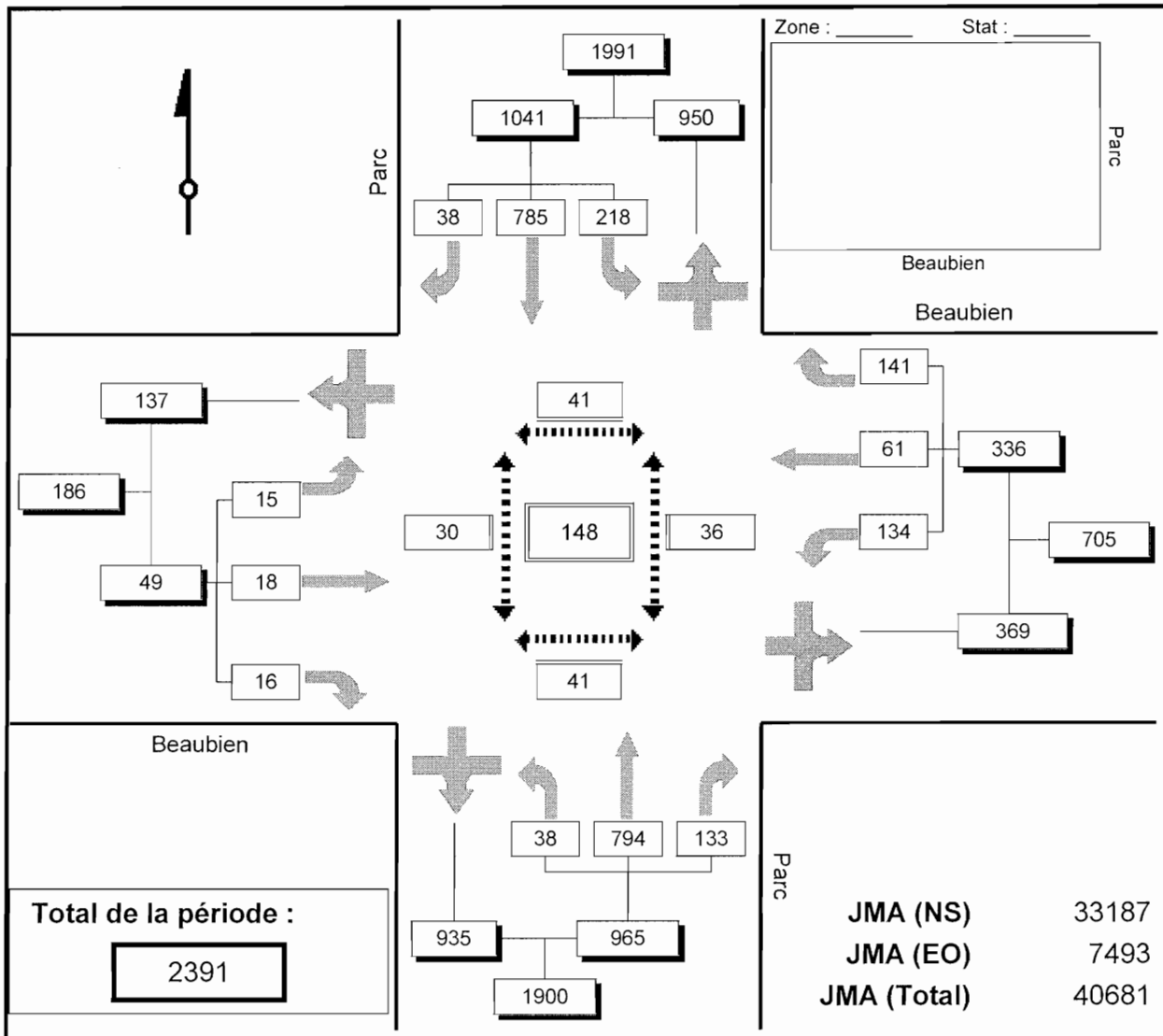
Beaubien / Parc

Réseau 44
Arrondissement PLATEAU MONT-ROYAL
Observateurs Hélène Bondil, Ilies Larbi

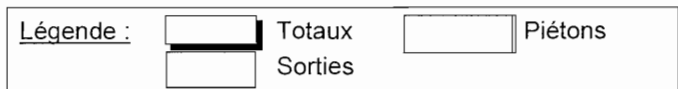
Date du comptage : Lundi 29 septembre 2003
 Température(AM) : Clair
 Température(PM) : Clair
 Compilé par : Antoine Baudouin

Comptage de véhicules équivalents et de piétons

Période : 12:00 à 13:00



Pondération des banques : Automobiles (1) , Véhicules lourds (2)



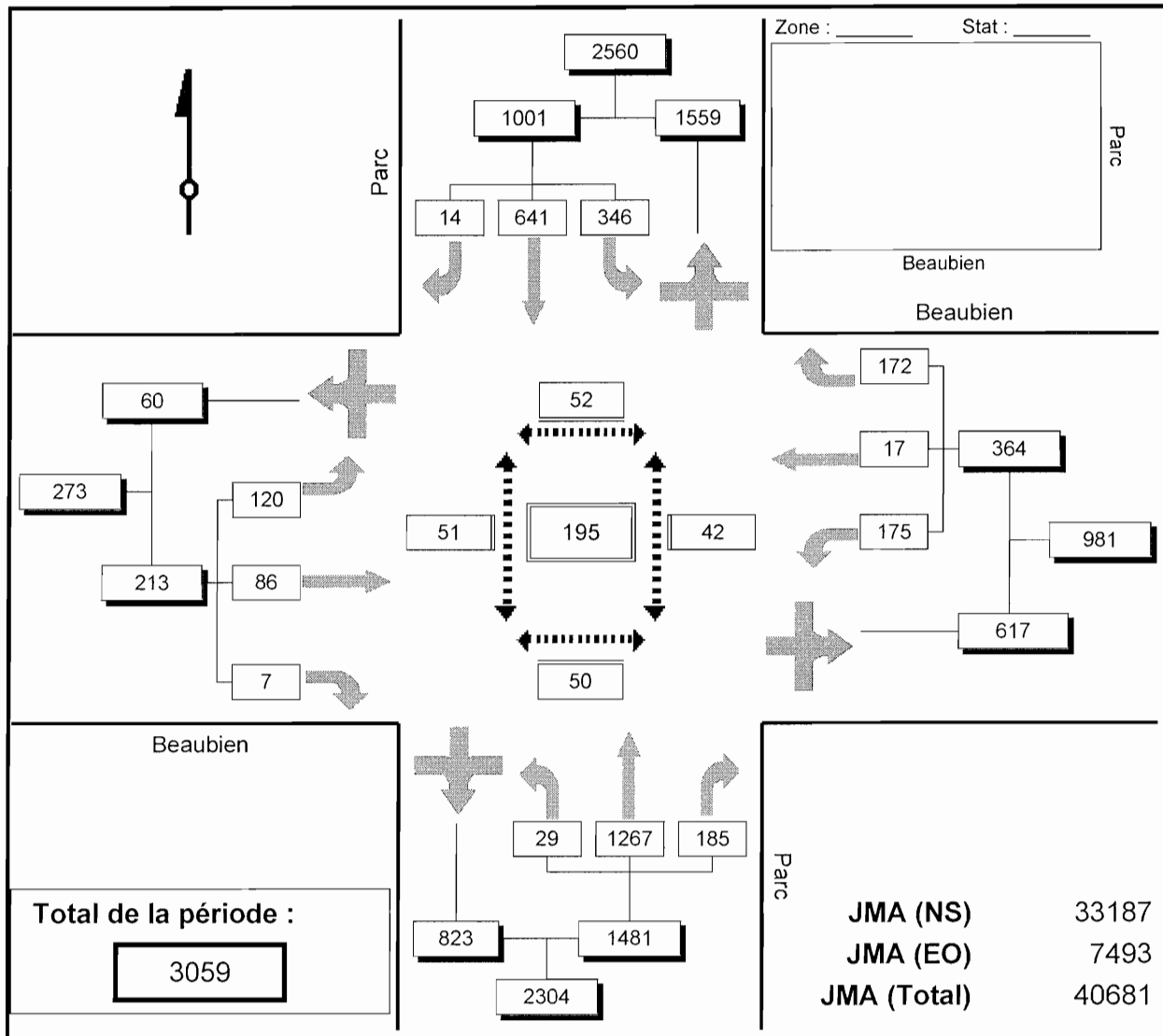
Beaubien / Parc

Réseau 44
Arrondissement PLATEAU MONT-ROYAL
Observateurs Hélène Bondil, Ilies Larbi




Date du comptage : Lundi 29 septembre 2003
Température(AM) : Clair
Température(PM) : Clair
 Compilé par : Antoine Baudouin

Comptage de véhicules équivalents et de piétons

Période : 16:30 à 17:30



Pondération des banques : Automobiles (1) , Véhicules lourds (2)

Légende :	 Totaux	 Piétons
	 Sorties	

Parc / Van Horne

Réseau 44

Arrondissement PLATEAU MONT-ROYAL

Observateurs Brigitte Lebrun, Véronique Lemelin

Date du comptage : Lundi 06 octobre 2003

Température(AM) : Clair

Température(PM) : Clair

Compilé par : Antoine Baudouin

Comptage de véhicules équivalents et de piétons

Période : 07:30 à 08:30

	DU NORD					DE L'EST					DU SUD					DE L'OUEST					Total véh équiv.	Total piétons
	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total		
7:30	5	26	266	0	292	6	39	201	0	240	5	11	144	0	155	18	14	149	1	164	851	34
7:45	12	39	267	0	306	8	31	225	0	256	22	14	176	2	192	23	2	184	0	186	940	65
8:00	9	41	354	0	395	8	34	198	0	232	16	19	195	0	214	28	14	163	0	177	1018	61
8:15	8	33	330	0	363	6	33	229	0	262	16	18	185	0	203	24	11	184	0	195	1023	54
Total	34	139	1217	0	1356	28	137	853	0	990	59	62	700	2	764	93	41	680	1	722	3832	214
PHF	0,71	0,85	0,86	0,00	0,86	0,88	0,88	0,93	0,00	0,94	0,67	0,82	0,90	0,25	0,89	0,83	0,73	0,92	0,25	0,93	0,94	0,82
%Camion					5,0%					3,9%					4,7%					3,3%	4,3%	

Période : 12:00 à 13:00

	DU NORD					DE L'EST					DU SUD					DE L'OUEST					Total véh équiv.	Total piétons
	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total		
12:00	3	37	159	0	196	3	27	121	0	148	12	39	179	0	218	18	9	143	0	152	714	36
12:15	5	32	163	0	195	10	31	135	0	166	12	33	209	0	242	11	11	128	0	139	742	38
12:30	5	46	117	0	163	4	38	107	0	145	8	40	208	0	248	9	18	119	10	147	703	26
12:45	5	29	137	1	167	6	34	121	1	156	4	40	190	0	230	13	17	134	0	151	704	28
Total	18	144	576	1	721	23	130	484	1	615	36	152	786	0	938	51	55	524	10	589	2863	128
PHF	0,90	0,78	0,88	0,25	0,92	0,58	0,86	0,90	0,25	0,93	0,75	0,95	0,94	0,00	0,95	0,71	0,76	0,92	0,25	0,97	0,96	0,84
%Camion					7,1%					3,9%					3,5%					5,0%	4,8%	

Période : 16:30 à 17:30

	DU NORD					DE L'EST					DU SUD					DE L'OUEST					Total véh équiv.	Total piétons
	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total	P	D	TD	G	Total		
16:30	15	39	160	0	199	5	26	159	0	185	12	56	328	1	385	16	14	264	1	279	1048	48
16:45	9	51	142	0	193	2	46	144	0	190	31	57	364	1	422	34	16	256	0	272	1077	76
17:00	20	42	189	0	231	5	20	219	0	239	24	58	346	2	406	16	21	232	1	254	1130	65
17:15	14	38	154	0	192	8	27	242	0	269	19	72	344	1	417	23	14	254	0	268	1146	64
Total	58	170	645	0	815	20	119	764	0	883	86	243	1382	5	1630	89	65	1006	2	1073	4401	253
PHF	0,73	0,83	0,85	0,00	0,88	0,63	0,65	0,79	0,00	0,82	0,69	0,84	0,95	0,63	0,97	0,65	0,77	0,95	0,50	0,96	0,96	0,83
%Camion					3,2%					2,4%					3,3%					2,6%	2,9%	

Grand total : 11096 595

Remarques :

beaucoup de vag interdits, beaucoup de cyclistes

Pondération des banques : Automobiles (1) , Véhicules lourds (2)

Parc / Van Horne

Réseau 44
Arrondissement PLATEAU MONT-ROYAL
Observateurs Brigitte Lebrun, Véronique Lemelin

Date du comptage : Lundi 06 octobre 2003
 Température(AM) : Clair
 Température(PM) : Clair
 Compilé par : Antoine Baudouin

Comptage pour les automobiles

Période : 07:30 à 08:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
7:30	24	246	0	270	37	179	0	216	11	130	0	141	12	143	1	156	783
7:45	35	257	0	292	29	213	0	242	14	154	2	170	2	168	0	170	874
8:00	31	306	0	337	32	188	0	220	15	183	0	198	14	151	0	165	920
8:15	31	298	0	329	27	211	0	238	18	169	0	187	11	174	0	185	939
Total	121	1107	0	1228	125	791	0	916	58	636	2	696	39	636	1	676	3516
PHF	0,86	0,90	0,00	0,91	0,84	0,93	0,00	0,95	0,81	0,87	0,25	0,88	0,70	0,91	0,25	0,91	0,94

Période : 12:00 à 13:00

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
12:00	31	141	0	172	27	107	0	134	39	165	0	204	9	135	0	144	654
12:15	28	143	0	171	31	123	0	154	33	201	0	234	9	122	0	131	690
12:30	30	101	0	131	32	97	0	129	40	178	0	218	14	105	10	129	607
12:45	27	123	1	151	34	117	1	152	38	180	0	218	11	118	0	129	650
Total	116	508	1	625	124	444	1	569	150	724	0	874	43	480	10	533	2601
PHF	0,94	0,89	0,25	0,91	0,91	0,90	0,25	0,92	0,94	0,90	0,00	0,93	0,77	0,89	0,25	0,93	0,94

Période : 16:30 à 17:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
16:30	37	144	0	181	24	151	0	175	56	286	1	343	14	246	1	261	960
16:45	51	132	0	183	42	136	0	178	55	336	1	392	16	244	0	260	1013
17:00	42	179	0	221	20	209	0	229	56	334	2	392	17	230	1	248	1090
17:15	34	146	0	180	21	238	0	259	72	326	1	399	14	236	0	250	1088
Total	164	601	0	765	107	734	0	841	239	1282	5	1526	61	956	2	1019	4151
PHF	0,80	0,84	0,00	0,87	0,64	0,77	0,00	0,81	0,83	0,95	0,63	0,96	0,90	0,97	0,50	0,98	0,95

Grand total : 10268

Parc / Van Horne

Réseau 44
Arrondissement PLATEAU MONT-ROYAL
Observateurs Brigitte Lebrun, Véronique Lemelin

Date du comptage : Lundi 06 octobre 2003
 Température(AM) : Clair
 Température(PM) : Clair
 Compilé par : Antoine Baudouin

Comptage pour les véhicules lourds

Période : 07:30 à 08:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
7:30	1	10	0	11	1	11	0	12	0	7	0	7	1	3	0	4	34
7:45	2	5	0	7	1	6	0	7	0	11	0	11	0	8	0	8	33
8:00	5	24	0	29	1	5	0	6	2	6	0	8	0	6	0	6	49
8:15	1	16	0	17	3	9	0	12	0	8	0	8	0	5	0	5	42
Total	9	55	0	64	6	31	0	37	2	32	0	34	1	22	0	23	158
PHF	0,45	0,57	0,00	0,55	0,50	0,70	0,00	0,77	0,25	0,73	0,00	0,77	0,25	0,69	0,00	0,72	0,81

Période : 12:00 à 13:00

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
12:00	3	9	0	12	0	7	0	7	0	7	0	7	0	4	0	4	30
12:15	2	10	0	12	0	6	0	6	0	4	0	4	1	3	0	4	26
12:30	8	8	0	16	3	5	0	8	0	15	0	15	2	7	0	9	48
12:45	1	7	0	8	0	2	0	2	1	5	0	6	3	8	0	11	27
Total	14	34	0	48	3	20	0	23	1	31	0	32	6	22	0	28	131
PHF	0,44	0,85	0,00	0,75	0,25	0,71	0,00	0,72	0,25	0,52	0,00	0,53	0,50	0,69	0,00	0,64	0,68

Période : 16:30 à 17:30

	DU NORD				DE L'EST				DU SUD				DE L'OUEST				Total
	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	D	TD	G	Total	
16:30	1	8	0	9	1	4	0	5	0	21	0	21	0	9	0	9	44
16:45	0	5	0	5	2	4	0	6	1	14	0	15	0	6	0	6	32
17:00	0	5	0	5	0	5	0	5	1	6	0	7	2	1	0	3	20
17:15	2	4	0	6	3	2	0	5	0	9	0	9	0	9	0	9	29
Total	3	22	0	25	6	15	0	21	2	50	0	52	2	25	0	27	125
PHF	0,38	0,69	0,00	0,69	0,50	0,75	0,00	0,88	0,50	0,60	0,00	0,62	0,25	0,69	0,00	0,75	0,71
Grand total :																414	

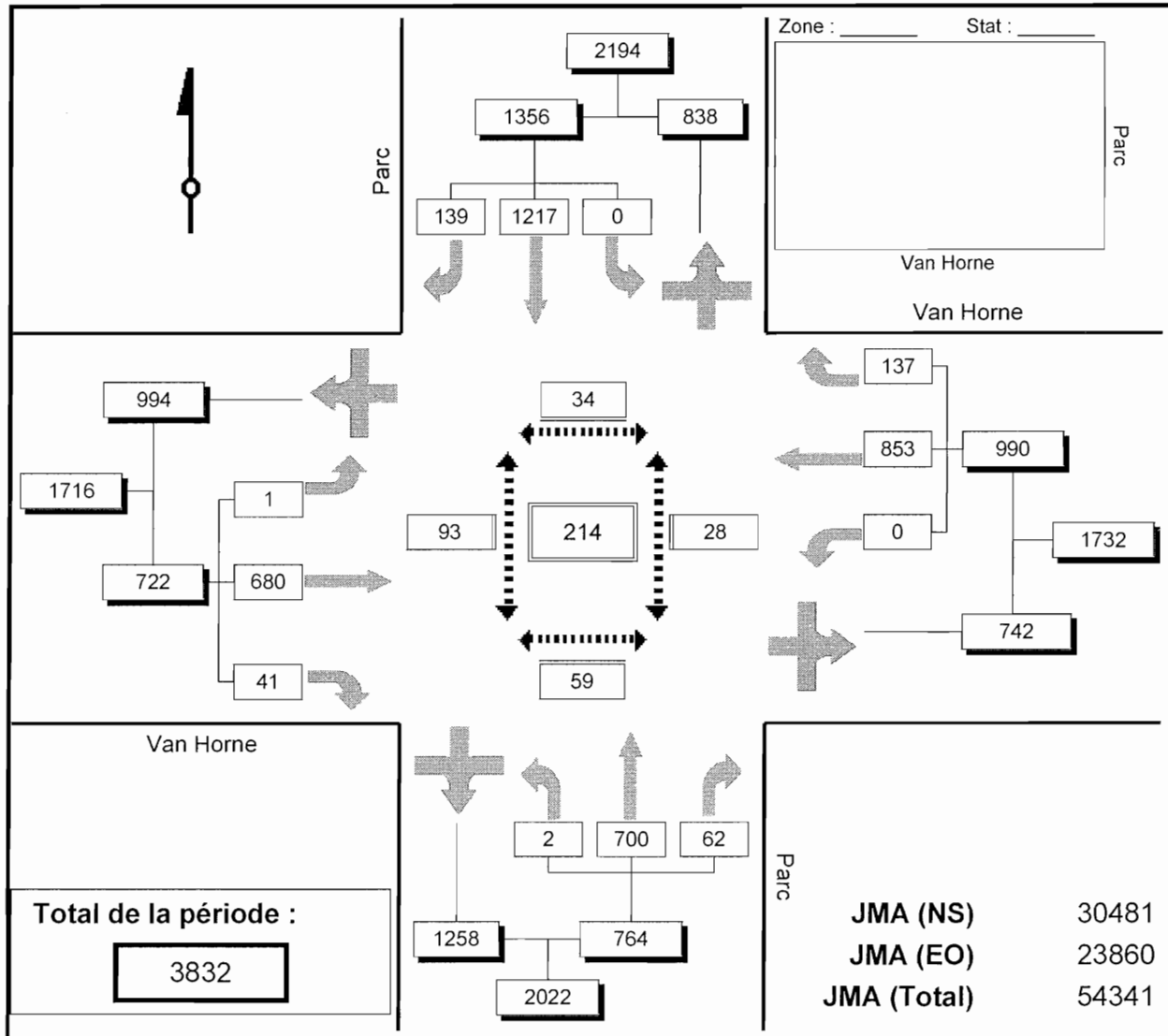
Parc / Van Horne

Réseau 44
Arrondissement PLATEAU MONT-ROYAL
Observateurs Brigitte Lebrun, Véronique Lemelin

Date du comptage : Lundi 06 octobre 2003
 Température(AM) : Clair
 Température(PM) : Clair
 Compilé par : Antoine Baudouin

Comptage de véhicules équivalents et de piétons

Période : 07:30 à 08:30



Pondération des banques : Automobiles (1) , Véhicules lourds (2)

Légende :	 Totaux	 Piétons
	 Sorties	

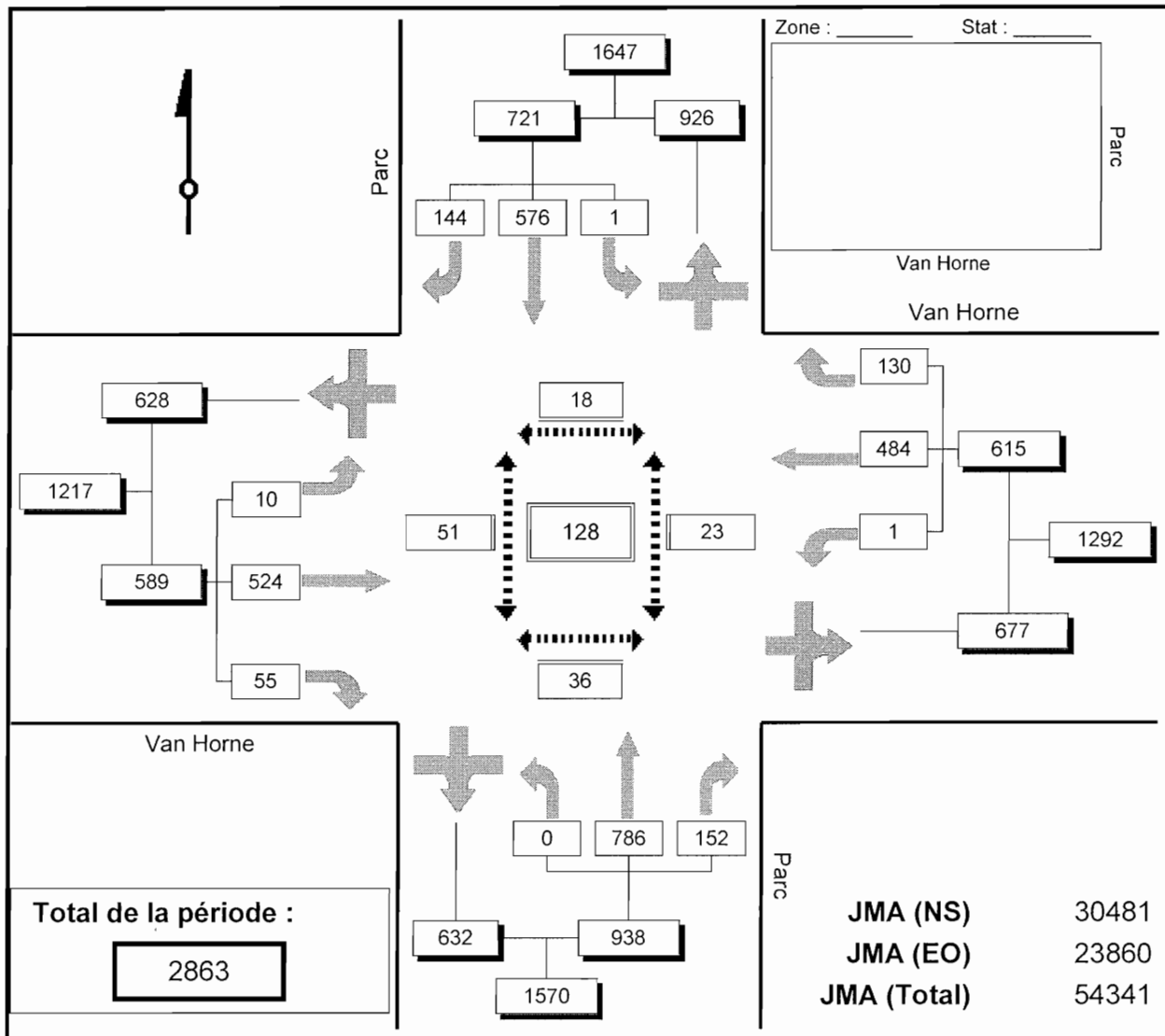
Parc / Van Horne

Réseau 44
Arrondissement PLATEAU MONT-ROYAL
Observateurs Brigitte Lebrun, Véronique Lemelin

Date du comptage : Lundi 06 octobre 2003
 Température(AM) : Clair
 Température(PM) : Clair
 Compilé par : Antoine Baudouin




Comptage de véhicules équivalents et de piétons

Période : 12:00 à 13:00



Pondération des banques : Automobiles (1) , Véhicules lourds (2)

Légende :

	Totaux		Piétons
	Sorties		

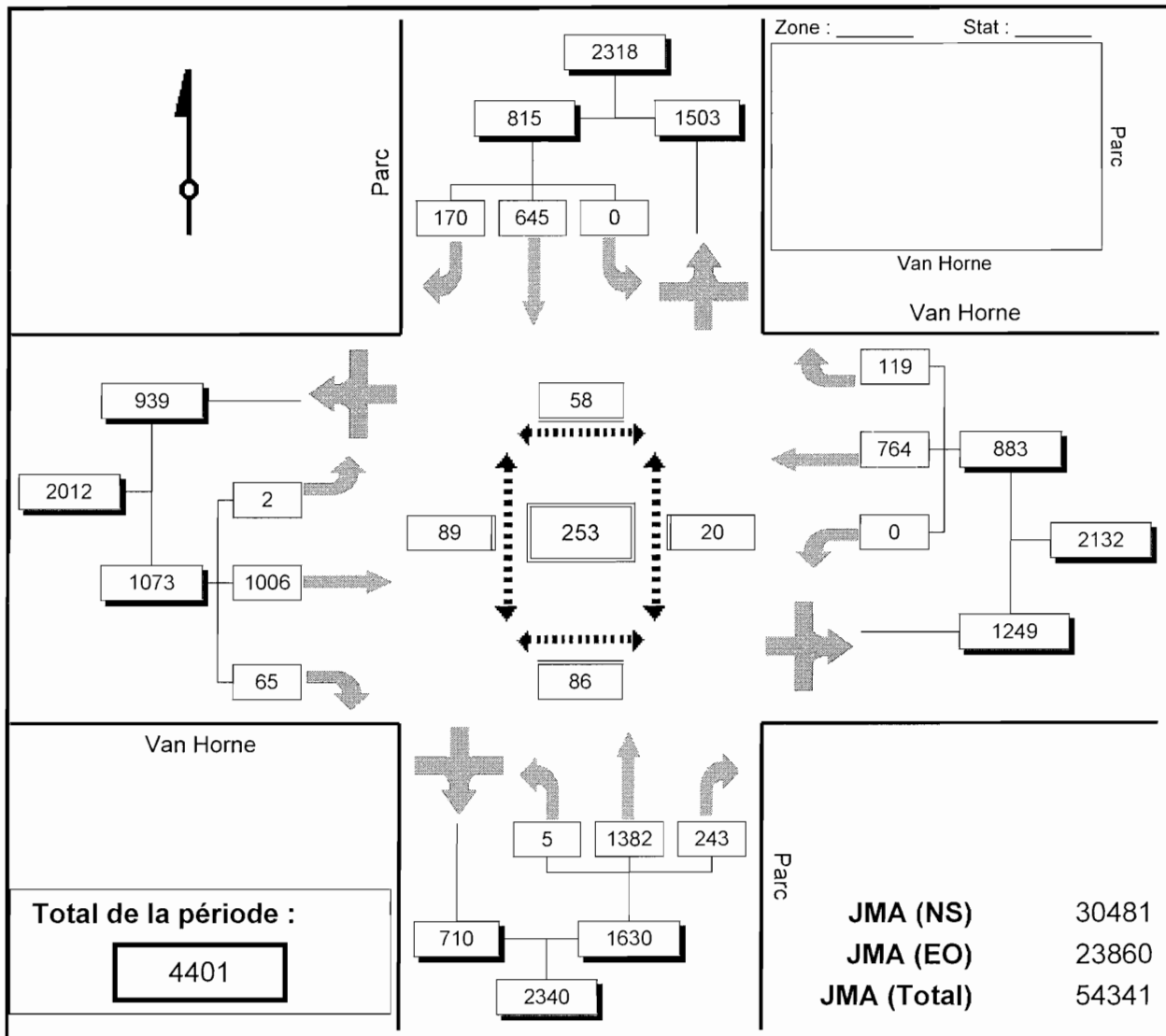
Parc / Van Horne

Réseau 44
Arrondissement PLATEAU MONT-ROYAL
Observateurs Brigitte Lebrun, Véronique Lemelin

Date du comptage : Lundi 06 octobre 2003
 Température(AM) : Clair
 Température(PM) : Clair
 Compilé par : Antoine Baudouin




Comptage de véhicules équivalents et de piétons

Période : 16:30 à 17:30



Pondération des banques : Automobiles (1) , Véhicules lourds (2)

Légende :

	Totaux		Piétons
	Sorties		

ANNEXE E

Programmations théoriques des feux de circulation

Van Meter 1 Rockland

ECONOLITE CONTROL PRODUCTS, INC.
ASC-8000
PROGRAMMING DATA

PHASE	1	2	3	4	5	6	7	8
MAIN GRN	5	5	5	5	5	5	5	5
WALK	0	5	0	5	0	10	0	10
RED CLR	0	7	0	7	0	16	0	16
RED EXT	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
MAX EXT	0	0	0	0	0	0	0	0
MAX1	35	55	15	39	35	35	35	35
MAX2	40	40	40	40	40	40	40	40
MAX3	0	0	0	0	0	0	0	0
YELLOW	3.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0
RED CLR	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INI	30	30	30	30	30	30	30	30
TIME B4	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0
REDUC	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CS MGRN	0	0	0	0	0	0	0	0

OVERLAP A PHASE..1..2..3..4..5..6..7..8
STANDARD
PROTECTED
PERMISSIVE

OVERLAP B PHASE..1..2..3..4..5..6..7..8
STANDARD X X
PROTECTED
PERMISSIVE

OVERLAP C PHASE..1..2..3..4..5..6..7..8
STANDARD
PROTECTED
PERMISSIVE

OVERLAP D PHASE..1..2..3..4..5..6..7..8
STANDARD
PROTECTED
PERMISSIVE

ENABLE TIMED OVERLAPS
PHASE..1..2..3..4..5..6..7..8

OVERLAP A
OVERLAP B

L023614

6/9

ENABLE TIMED OVERLAPS

PHASE..1..2..3..4..5..6..7..8

OVERLAP C
OVERLAP D

TIMED OVERLAPS	A	B	C	D
GREEN	0.0	0.0	0.0	0.0
YELLOW	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0

PHASE..1..2..3..4..5..6..7..8

PHASES IN USE	1	2	3
LOCKING MEMORY	X	X	X
VEHICLE RECALL			
RED RECALL			
RECALL TO MAX	X	X	X
SOFT RECALL			

PHASE..1..2..3..4..5..6..7..8

	1	2	3	4	5	6	7	8
POWER START	X							X
EXTERNAL START	X							X
WALK FLASH PHASES	X							X

	GRN	YEL	RED	YELLOW OVR LAP
POWER START				X
EXTERNAL START				X

POWER START TIMING

ALL RED..	0
FLASH....	0

PHASE..1..2..3..4..5..6..7..8

	1	2	3	4	5	6	7	8
DOOR PASSAGE								
NONACTUATED I	X					X		
NONACTUATED II			X					X
WALK ENTRY	X		X		X	X		X
COND SERVICE	X	X		X			X	
COND RESERVICE	X		X		X			X
ACT REST IN WALK								
WALKING WALK								

WALK ENTRY..... OFF
 COND SERVICE..... OFF
 RED CLR PROTECT.. OFF
 PC PMT OLAP FLSH OFF

BACKUP PROTECTION GROUP 1.. OFF

BACKUP PROTECTION GROUP 2... OFF
SIMULTANEOUS GAP GROUP 1... OFF
SIMULTANEOUS GAP GROUP 2... OFF

FIVE SECTION LEFT TURN HEADS

LEFT TURN HEAD 1-6 3-8 5-2 7-4

DIMMING PHASE..1..2..3..4..5..6..7..8
GREEN
YELLOW
RED
WALK
MONT WALK

DIMMING A B C D
OVERLAP GREEN
OVERLAP YELLOW
OVERLAP RED

CYC1/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 47 15 38 0 0 0 0

CYC1/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC1/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC1/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 1 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 1 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
OMIT PHASES
VEHICLE RECALL

PED RECALL
RECALL TO MAX

CYC2/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 49 15 36 0 0 0 0

CYC2/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC2/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC2/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 2 SPLIT..1..2..3..4
WORD PHASE SPLIT EXT 0 0 0 0

CYCLE 2 PHASE..1..2..3..4..5..6..7..8
WORD PHASES
LAG PHASES
OMIT PHASES
VEHICLE RECALL
PED RECALL
RECALL TO MAX

CYC3/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 54 12 34 0 0 0 0

CYC3/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC3/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC3/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 3 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 3 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
COMMIT PHASES
VEHICLE RECALL
PED RECALL
RECALL TO MAX

CYC4/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 54 12 34 0 0 0 0

CYC4/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC4/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC4/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 4 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 4 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
COMMIT PHASES
VEHICLE RECALL
PED RECALL
RECALL TO MAX

CYC5/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC5/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC5/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC5/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 5 SPLIT..1..2..3..4
RECORD PHASE SPLIT EXT 0 0 0 0

CYCLE 5 PHASE..1..2..3..4..5..6..7..8
RECORD PHASES
LAG PHASES
OMIT PHASES
VEHICLE RECALL
RECALL
RECALL TO MAX

CYC6/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC6/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC6/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC6/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 6 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 6 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
OMIT PHASES
VEHICLE RECALL
VEHICLE RECALL
VEHICLE RECALL TO MAX

	CYCLE..1...	2...	3...	4...	5...	6
CYCLE LENGTH	80	70	90	0	0	0
AUTO PERM MIN	0	0	0	0	0	0
OFFSET 1	89	71	81	0	0	0
OFFSET 2	0	0	0	0	0	0
OFFSET 3	0	0	0	0	0	0
OFFSET 4	0	0	0	0	0	0
OFFSET 5	0	0	0	0	0	0
VEH PERM 1	0	0	0	0	0	0
VEH PERM 2	0	0	0	0	0	0
PERM 2 DISP	0	0	0	0	0	0

CROSSING ARTERY SPLIT.. 0
SPLIT DEMAND SPLIT..... 0
INTERCONNECT TYPE..... 0
 DEFAULT=NIC TLM=1 STD=2 FT=3 TM=4

SPLIT DEMAND CALL TIME.... 0
SPLIT DEMAND CYCLE COUNT.. 0
RESYNC COUNT..... 0

 PHASE..1..2..3..4..5..6..7..8
ENABLE SPLIT DMD
FREE LAG PHASES
; PARE

OFFSET ASSIGNMENT..1..2..3..4..5
DIRECTION 1
DIRECTION 2

ACT. COORD PHASE... NO WALK REST.. NO
INHIBIT MAX..... YES SET MAX 2.. NO

10 3 13:00 3/1/1
 11 3 18:00 2/1/1
 12 4 0:00 2/1/1
 13 4 9:00 3/1/1
 14 4 21:00 2/1/1

TELEMETRY ADDRESS 0

SPEED TRAP LENGTH

SPEED TRAP A 0 INCHES
 SPEED TRAP B 0

DETECTOR..1..2..3..4..5..6..7..8
 DETECTOR TYPE 0 0 0 0 0 0 0 0
 TYPE 1 = EXTEND/DELAY
 TYPE 2/3/5 = STOP BAR TYPE 4 = CALLING

EXP DETECTOR..1..2..3..4..5..6..7..8
 DETECTOR TYPE 0 0 0 0 0 0 0 0
 TYPE 1 = EXTEND/DELAY
 TYPE 2/3/5 = STOP BAR TYPE 4 = CALLING

ASSIGN PHASE..1..2..3..4..5..6..7..8
 DET 1 X
 DET 2 X
 DET 3 X
 DET 4 X
 DET 5 X
 DET 6 X
 DET 7 X
 DET 8 X

ASSIGN PHASE..1..2..3..4..5..6..7..8
 EXP DET 1
 EXP DET 2
 EXP DET 3
 EXP DET 4
 EXP DET 5
 EXP DET 6
 EXP DET 7
 EXP DET 8

DET..1...2...3...4...5...6...7...8

EXTEND 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 DELAY 0 0 0 0 0 0 0 0

EXP DET..1...2...3...4...5...6...7...8

EXTEND 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

DELAY 0 0 0 0 0 0 0 0

CRSW PHASE..1..2..3..4..5..6..7..8
DET 1
DET 2
DET 3
DET 4
DET 5
DET 6
DET 7
DET 8

CRSW PHASE..1..2..3..4..5..6..7..8
LKP DET 1
EXP DET 2
FXP DET 3
LKP DET 4
EXP DET 5
EXP DET 6
LKP DET 7
LKP DET 8

INTER:

()NT ID:

DATE: 12/08/99 12:56:00

REC BY:

Van - Holme / Daar

ECONOLITE CONTROL PRODUCTS, INC.
ASC-8000
PROGRAMMING DATA

PHASE	1	2	3	4	5	6	7	8
MIN GRN	5	5	5	5	5	5	5	5
WALK	0	0	0	0	0	10	0	10
RED CLR	0	7	0	7	0	16	0	16
PH EXT	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
MAX EXT	0	0	0	0	0	0	0	0
MAX1	35	48	15	48	35	35	35	35
MAX2	40	40	40	40	40	40	40	40
MAX3	0	0	0	0	0	0	0	0
YELLOW	3.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0
RED CLR	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INI	30	30	30	30	30	30	30	30
TIME B4	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0
T REDUC	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CS MGRN	0	0	0	0	0	0	0	0

OVERLAP A PHASE..1..2..3..4..5..6..7..8
STANDARD
PROTECTED
PERMISSIVE

OVERLAP B PHASE..1..2..3..4..5..6..7..8
STANDARD X X
PROTECTED
PERMISSIVE

OVERLAP C PHASE..1..2..3..4..5..6..7..8
STANDARD
PROTECTED
PERMISSIVE

OVERLAP D PHASE..1..2..3..4..5..6..7..8
STANDARD
PROTECTED
PERMISSIVE

ENABLE TIMED OVERLAPS
PHASE..1..2..3..4..5..6..7..8

OVERLAP A
OVERLAP B

L02361A

8/9

ENABLE TIMED OVERLAPS

PHASE..1..2..3..4..5..6..7..8

OVERLAP C
OVERLAP D

TIMED OVERLAPS	A	B	C	D
GREEN	0.0	0.0	0.0	0.0
YELLOW	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0

PHASE..1..2..3..4..5..6..7..8

PHASES IN USE	X	X	X				
LOCKING MEMORY							
VEHICLE RECALL							
FIELD RECALL							
FIELD CALL TO MAX	X	X	X				
SOFT RECALL							

PHASE..1..2..3..4..5..6..7..8

POWER START	X					X	
EXTERNAL START	X					X	
EXIT FLASH PHASES	X					X	

	GRN	YEL	RED	YELLOW OVLAP
POWER START				X
EXTERNAL START				X

POWER START TIMING

ALL RED.. 0
FLASH.... 0

PHASE..1..2..3..4..5..6..7..8

GEAR PASSAGE							
NONACTUATED I	X				X		
NONACTUATED II			X				X
LEGAL ENTRY	X		X		X		X
COND SERVICE	X	X		X		X	
COND RESERVICE	X		X		X		X
ACT REST IN WALK							
FLASHING WALK							

LEGAL ENTRY..... OFF
COND SERVICE..... OFF
FIELD CLR PROTECT.. OFF
SPEC PMT OLAP FLSH OFF

BACKUP PROTECTION GROUP 1.. OFF

BACKUP PROTECTION GROUP 2... OFF
SIMULTANEOUS GAP GROUP 1... OFF
SIMULTANEOUS GAP GROUP 2... OFF

FIVE SECTION LEFT TURN HEADS

1-6 3-8 5-2 7-4
LEFT TURN HEAD

TIMMING PHASE..1..2..3..4..5..6..7..8
GREEN
YELLOW
RED
ALK
DON'T WALK

TIMMING A B C D
OVERLAP GREEN
OVERLAP YELLOW
OVERLAP RED

CYC1/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 40 13 47 0 0 0 0

CYC1/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC1/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC1/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 1 SPLIT..1..2..3..4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 1 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
OMIT PHASES
VEHICLE RECALL

PED RECALL
RECALL TO MAX

CYC2/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 43 15 42 0 0 0 0

CYC2/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC2/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC2/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 2 SPLIT..1...2...3...4
WORD PHASE SPLIT EXT 0 0 0 0

CYCLE 2 PHASE..1..2..3..4..5..6..7..8
WORD PHASES
LAG PHASES
OMIT PHASES
VEHICLE RECALL
PED RECALL
RECALL TO MAX

CYC3/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 49 12 39 0 0 0 0

CYC3/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC3/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

YC3/SPL4 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 3 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 3 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
SPLIT PHASES
VEHICLE RECALL
PED RECALL
RECALL TO MAX

CYC4/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC4/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC4/SPL3 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

CYC4/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 4 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 4 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
SPLIT PHASES
VEHICLE RECALL
PED RECALL
RECALL TO MAX

YC5/SPL1 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

CYC5/SPL2 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

CYC5/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

YC5/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

YCLE 5 SPLIT..1..2..3..4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 5 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
OMIT PHASES
VEHICLE RECALL
_ED RECALL
RECALL TO MAX

CYC6/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

YC6/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

YC6/SPL3 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

CYC6/SPL4 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 6 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 6 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
OMIT PHASES
VEHICLE RECALL
RECALL TO MAX

	CYCLE..1...	2...	3...	4...	5...	6
CYCLE LENGTH	80	70	90	0	0	0
AUTO PERM MIN	0	0	0	0	0	0
OFFSET 1	96	78	86	0	0	0
OFFSET 2	0	0	0	0	0	0
OFFSET 3	0	0	0	0	0	0
OFFSET 4	0	0	0	0	0	0
OFFSET 5	0	0	0	0	0	0
VEH PERM 1	0	0	0	0	0	0
VEH PERM 2	0	0	0	0	0	0
PERM 2 DISP	0	0	0	0	0	0

CROSSING ARTERY SPLIT.. 0
SPLIT DEMAND SPLIT..... 0
INTERCONNECT TYPE..... 0
DEFAULT=NIC TLM=1 STD=2 FT=3 TM=4

SPLIT DEMAND CALL TIME.... 0
SPLIT DEMAND CYCLE COUNT.. 0
ASYNC COUNT..... 0

PHASE..1..2..3..4..5..6..7..8
ENABLE SPLIT DMD
FREE LAG PHASES
PREPARE

OFFSET ASSIGNMENT..1..2..3..4..5
DIRECTION 1
DIRECTION 2

ACT. COORD PHASE... NO WALK REST.. NO
INHIBIT MAX..... YES SET MAX 2.. NO


```

9 3 10:00 1/1/1
10 3 13:00 3/1/1
11 3 18:00 2/1/1
12 4 0:00 2/1/1
13 4 9:00 3/1/1
14 4 21:00 2/1/1

```

TELEMETRY ADDRESS 0

SPEED TRAP LENGTH

```

SPEED TRAP A 0 INCHES
SPEED TRAP B 0

```

```

DETECTOR..1..2..3..4..5..6..7..8
DETECTOR TYPE 0 0 0 0 0 0 0 0
TYPE 1 = EXTEND/DELAY
TYPE 2/3/5 = STOP BAR TYPE 4 = CALLING

```

```

EXP DETECTOR..1..2..3..4..5..6..7..8
DETECTOR TYPE 0 0 0 0 0 0 0 0
TYPE 1 = EXTEND/DELAY
TYPE 2/3/5 = STOP BAR TYPE 4 = CALLING

```

```

ASSIGN PHASE..1..2..3..4..5..6..7..8
DET 1 X
DET 2 X
DET 3 X
DET 4 X
DET 5 X
DET 6 X
DET 7 X
DET 8 X

```

```

ASSIGN PHASE..1..2..3..4..5..6..7..8
EXP DET 1
IMP DET 2
LAP DET 3
EXP DET 4
IMP DET 5
IMP DET 6
EXP DET 7
EXP DET 8

```

```

DET..1...2...3...4...5...6...7...8
EXTEND 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
DELAY 0 0 0 0 0 0 0 0

```

EXP DET..1...2...3...4...5...6...7...8

EXTEND 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
ELAY 0 0 0 0 0 0 0 0 0

CRSW PHASE..1..2..3..4..5..6..7..8
ET 1
DET 2
DET 3
ET 4
ET 5
DET 6
ET 7
ET 8

CRSW PHASE..1..2..3..4..5..6..7..8
EXP DET 1
KP DET 2
KP DET 3
EXP DET 4
EXP DET 5
KP DET 6
EXP DET 7
EXP DET 8

WTER:

CONT ID:

DATE: 12/08/99 13:04:56

REC BY:

Van Name McEachran

ECONOLITE CONTROL PRODUCTS, INC.
ASC-8000
PROGRAMMING DATA

	PHASE..1	..2	..3	..4	..5	..6	..7	..8
IN GRN	5	5	5	5	5	5	5	5
WALK	0	5	0	5	0	10	0	10
RED CLR	0	7	0	7	0	16	0	16
RED EXT	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
MAX EXT	0	0	0	0	0	0	0	0
MAX1	35	37	15	49	35	35	35	35
MAX2	40	40	40	40	40	40	40	40
MAX3	0	0	0	0	0	0	0	0
YELLOW	3.0	5.0	4.0	4.0	3.0	3.0	3.0	3.0
RED CLR	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INI	30	30	30	30	30	30	30	30
TIME B4	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0
REDUC	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CS MGRN	0	0	0	0	0	0	0	0

OVERLAP A PHASE..1..2..3..4..5..6..7..8
STANDARD
PROTECTED
PERMISSIVE

OVERLAP B PHASE..1..2..3..4..5..6..7..8
STANDARD X X
PROTECTED
PERMISSIVE

OVERLAP C PHASE..1..2..3..4..5..6..7..8
STANDARD
PROTECTED
PERMISSIVE

OVERLAP D PHASE..1..2..3..4..5..6..7..8
STANDARD
PROTECTED
PERMISSIVE

ENABLE TIMED OVERLAPS
PHASE..1..2..3..4..5..6..7..8

OVERLAP A
OVERLAP B

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4/g

ENABLE TIMED OVERLAPS

PHASE..1..2..3..4..5..6..7..8

OVERLAP C

OVERLAP D

TIMED OVERLAPS	A	B	C	D
GREEN	0.0	0.0	0.0	0.0
YELLOW	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0

PHASE..1..2..3..4..5..6..7..8

PHASES IN USE	X	X	X				
LOCKING MEMORY							
VEHICLE RECALL	X	X	X				
RED RECALL							
RECALL TO MAX	X	X	X				
SOFT RECALL							

PHASE..1..2..3..4..5..6..7..8

POWER START	X					X	
EXTERNAL START	X					X	
BLINK FLASH PHASES	X					X	

	GRN	YEL	RED	YELLOW OVR LAP
POWER START				X
EXTERNAL START				X

POWER START TIMING

ALL RED.. 0
 FLASH.... 0

PHASE..1..2..3..4..5..6..7..8

DOOR PASSAGE							
NONACTUATED I	X				X		
NONACTUATED II			X				X
DOOR JAL ENTRY	X		X		X		X
COND SERVICE	X	X		X		X	
COND RESERVICE	X		X		X		X
DOOR REST IN WALK							
FLASHING WALK							

DOOR JAL ENTRY..... OFF
 COND SERVICE..... OFF
 RED CLR PROTECT.. OFF
 PC PMT OLAP FLSH OFF

BACKUP PROTECTION GROUP 1.. OFF

BACKUP PROTECTION GROUP 2... OFF
SIMULTANEOUS GAP GROUP 1... OFF
SIMULTANEOUS GAP GROUP 2... OFF

FIVE SECTION LEFT TURN HEADS

1-6 3-8 5-2 7-4
LEFT TURN HEAD

TIMMING PHASE..1..2..3..4..5..6..7..8
GREEN
YELLOW
RED
ALK
DON'T WALK

TIMMING A B C D
OVERLAP GREEN
OVERLAP YELLOW
OVERLAP RED

CYC1/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 47 13 40 0 0 0 0

CYC1/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC1/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC1/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 1 SPLIT..1..2..3..4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 1 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
OMIT PHASES
VEHICLE RECALL

PED RECALL
ECALL TO MAX

CYC2/SPL1 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 43 15 42 0 0 0 0

CYC2/SPL2 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

CYC2/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC2/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 2 SPLIT..1..2..3..4
CORD PHASE SPLIT EXT 0 0 0 0

CYCLE 2 PHASE..1..2..3..4..5..6..7..8
CORD PHASES
LAG PHASES
OMIT PHASES
VEHICLE RECALL
ED RECALL
RECALL TO MAX

CYC3/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 46 12 42 0 0 0 0

CYC3/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC3/SPL3 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

CYC3/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 3 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 3 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
LIMIT PHASES
VEHICLE RECALL
PED RECALL
RECALL TO MAX

CYC4/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC4/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC4/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC4/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 4 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 4 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
LIMIT PHASES
VEHICLE RECALL
PED RECALL
RECALL TO MAX

CYC5/SPL1 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

CYC5/SPL2 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

CYC5/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC5/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 5 SPLIT..1..2..3..4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 5 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
OMIT PHASES
VEHICLE RECALL
RECALL TO MAX

CYC6/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC6/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC6/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC6/SPL4 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 6 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 6 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
OMIT PHASES
VEHICLE RECALL
VEHICLE RECALL
VEHICLE RECALL TO MAX

	CYCLE..1...	2...	3...	4...	5...	6
CYCLE LENGTH	80	70	90	0	0	0
ADJ TO PERM MIN	0	0	0	0	0	0
OFFSET 1	96	74	83	0	0	0
OFFSET 2	0	0	0	0	0	0
OFFSET 3	0	0	0	0	0	0
OFFSET 4	0	0	0	0	0	0
OFFSET 5	0	0	0	0	0	0
VEH PERM 1	0	0	0	0	0	0
VEH PERM 2	0	0	0	0	0	0
PERM 2 DISP	0	0	0	0	0	0

CROSSING ARTERY SPLIT.. 0
SPLIT DEMAND SPLIT..... 0
INTERCONNECT TYPE..... 0
DEFAULT=NIC TLM=1 STD=2 FT=3 TM=4

SPLIT DEMAND CALL TIME.... 0
SPLIT DEMAND CYCLE COUNT.. 0
RESYNC COUNT..... 0

PHASE..1..2..3..4..5..6..7..8
ENABLE SPLIT DMD
FREE LAG PHASES
PREPARE

OFFSET ASSIGNMENT..1..2..3..4..5
DIRECTION 1
DIRECTION 2

ACT. COORD PHASE... NO WALK REST.. NO
INHIBIT MAX..... YES SET MAX 2.. NO


```

10  3 13:00 3/1/1
11  3 18:00 2/1/1
12  4  0:00 2/1/1
13  4  9:00 3/1/1
14  4 21:00 2/1/1

```

TELEMETRY ADDRESS 0

SPEED TRAP LENGTH

```

SPEED TRAP A           0 INCHES
SPEED TRAP B           0

```

```

DETECTOR..1..2..3..4..5..6..7..8
DETECTOR TYPE    0 0 0 0 0 0 0 0
TYPE 1 = EXTEND/DELAY
TYPE 2/3/5 = STOP BAR   TYPE 4 = CALLING

```

```

EXP DETECTOR..1..2..3..4..5..6..7..8
DETECTOR TYPE    0 0 0 0 0 0 0 0
TYPE 1 = EXTEND/DELAY
TYPE 2/3/5 = STOP BAR   TYPE 4 = CALLING

```

```

ASSIGN        PHASE..1..2..3..4..5..6..7..8
ET 1                X
ET 2                X
DET 3                X
DET 4                X
ET 5                X
DET 6                X
DET 7                X
ET 8                X

```

```

ASSIGN        PHASE..1..2..3..4..5..6..7..8
EXP DET 1
EXP DET 2
EXP DET 3
EXP DET 4
EXP DET 5
EXP DET 6
EXP DET 7
EXP DET 8

```

DET..1...2...3...4...5...6...7...8

```

EXTEND    0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
DELAY     0    0    0    0    0    0    0    0

```

EXP DET..1...2...3...4...5...6...7...8

```

EXTEND    0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

```


DELAY 0 0 0 0 0 0 0 0

CRSW PHASE..1..2..3..4..5..6..7..8

DET 1
DET 2
DET 3
DET 4
DET 5
DET 6
DET 7
DET 8

RSW PHASE..1..2..3..4..5..6..7..8

EXP DET 1
EXP DET 2
XP DET 3
XP DET 4
EXP DET 5
EXP DET 6
XP DET 7
EXP DET 8

INTER:

ONT ID:

DATE: 10/16/99 13:19:41

REC BY:

Low Moore Stuart

ECONOLITE CONTROL PRODUCTS, INC.
ASC-8000
PROGRAMMING DATA

PHASE	1	2	3	4	5	6	7	8
IN GRN	5	5	5	5	5	5	5	5
WALK	0	0	0	0	0	0	0	0
ED CLR	0	7	0	7	0	16	0	16
EH EXT	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
MAX EXT	0	0	0	0	0	0	0	0
MAX1	35	35	35	35	35	35	35	35
AX2	40	40	40	40	40	40	40	40
AX3	0	0	0	0	0	0	0	0
YELLOW	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
ED CLR	1.0	2.0	1.0	2.0	1.0	1.0	1.0	1.0
ED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INI	30	30	30	30	30	30	30	30
TIME B4	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0
TREDUC	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CS MGRN	0	0	0	0	0	0	0	0

OVERLAP A PHASE..1..2..3..4..5..6..7..8
STANDARD
PROTECTED
PERMISSIVE

OVERLAP B PHASE..1..2..3..4..5..6..7..8
STANDARD
PROTECTED
PERMISSIVE

OVERLAP C PHASE..1..2..3..4..5..6..7..8
STANDARD
PROTECTED
PERMISSIVE

OVERLAP D PHASE..1..2..3..4..5..6..7..8
STANDARD
PROTECTED
PERMISSIVE

ENABLE TIMED OVERLAPS
PHASE..1..2..3..4..5..6..7..8

OVERLAP A
OVERLAP B

LO2361A

5
/
9

ENABLE TIMED OVERLAPS

PHASE..1..2..3..4..5..6..7..8

OVERLAP C
VERLAP D

TIMED OVERLAPS	A	B	C	D
GREEN	0.0	0.0	0.0	0.0
YELLOW	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0

PHASE..1..2..3..4..5..6..7..8

HASES IN USE	X	X		
LOCKING MEMORY				
VEHICLE RECALL	X	X		
ED RECALL				
ECALL TO MAX	X	X		
SOFT RECALL				

PHASE..1..2..3..4..5..6..7..8

POWER START	X			X
EXTERNAL START	X			X
BLT FLASH PHASES	X			X

	GRN	YEL	RED	YELLOW OVLAP
POWER START		X		
EXTERNAL START		X		

POWER START TIMING

ALL RED.. 0
FLASH.... 0

PHASE..1..2..3..4..5..6..7..8

DOOR PASSAGE							
NONACTUATED I	X				X		
NONACTUATED II			X				X
DOOR ENTRY	X	X	X	X	X	X	X
COND SERVICE	X	X		X		X	
COND RESERVICE	X	X		X		X	X
DOOR REST IN WALK							
FLASHING WALK							

DOOR ENTRY..... OFF
COND SERVICE..... OFF
DOOR CLR PROTECT.. OFF
PC PMT OLAP FLSH OFF

BACKUP PROTECTION GROUP 1.. OFF

BACKUP PROTECTION GROUP 2... OFF
IMULTANEOUS GAP GROUP 1... OFF
IMULTANEOUS GAP GROUP 2... OFF

FIVE SECTION LEFT TURN HEADS

1-6 3-8 5-2 7-4
LEFT TURN HEAD

IMMING PHASE..1..2..3..4..5..6..7..8
REEN
YELLOW
PED
ALK
LONT WALK

IMMING A B C D
OVERLAP GREEN
OVERLAP YELLOW
OVERLAP RED

CYC1/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 71 0 29 0 0 0 0

CYC1/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC1/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC1/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 1 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 1 PHASE..1..2..3..4..5..6..7..8
COORD PHASES X
LAG PHASES
OMIT PHASES
EHICLE RECALL

PED RECALL
ECALL TO MAX X X

CYC2/SPL1 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 78 0 22 0 0 0 0

CYC2/SPL2 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

CYC2/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC2/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 2 SPLIT..1..2..3..4
ORD PHASE SPLIT EXT 0 0 0 0

CYCLE 2 PHASE..1..2..3..4..5..6..7..8
ORD PHASES X
AG PHASES
OMIT PHASES
VEHICLE RECALL
ED RECALL
RECALL TO MAX X X

CYC3/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC3/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC3/SPL3 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

YC3/SPL4 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 3 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 3 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
AG PHASES
MIT PHASES
VEHICLE RECALL
ED RECALL
ECALL TO MAX

YC4/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

YC4/SPL2 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

CYC4/SPL3 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

CYC4/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

YCLE 4 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

YCLE 4 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
MIT PHASES
VEHICLE RECALL
PED RECALL
RECALL TO MAX

CYC5/SPL1 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

CYC5/SPL2 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

CYC5/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC5/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 5 SPLIT..1..2..3..4
WORD PHASE SPLIT EXT 0 0 0 0

CYCLE 5 PHASE..1..2..3..4..5..6..7..8
WORD PHASES
LAG PHASES
OMIT PHASES
VEHICLE RECALL
PED RECALL
RECALL TO MAX

CYC6/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC6/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC6/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC6/SPL4 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 6 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 6 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
OMIT PHASES
VEHICLE RECALL
LEAD RECALL
RECALL TO MAX

	CYCLE..1...	2...	3...	4...	5...	6
CYCLE LENGTH	70	90	0	0	0	0
WTO PERM MIN	0	0	0	0	0	0
OFFSET 1	9	47	0	0	0	0
OFFSET 2	0	0	0	0	0	0
OFFSET 3	0	0	0	0	0	0
OFFSET 4	0	0	0	0	0	0
OFFSET 5	0	0	0	0	0	0
VEH PERM 1	0	0	0	0	0	0
VEH PERM 2	0	0	0	0	0	0
PERM 2 DISP	0	0	0	0	0	0

CROSSING ARTERY SPLIT.. 0
SPLIT DEMAND SPLIT..... 0
INTERCONNECT TYPE..... 0
DEFAULT=NIC TLM=1 STD=2 FT=3 TM=4

SPLIT DEMAND CALL TIME.... 0
SPLIT DEMAND CYCLE COUNT.. 0
RESYNC COUNT..... 0

PHASE..1..2..3..4..5..6..7..8
ENABLE SPLIT DMD
FREE LAG PHASES
SPARE

OFFSET ASSIGNMENT..1..2..3..4..5
DIRECTION 1
DIRECTION 2

ACT. COORD PHASE... NO WALK REST.. NO
INHIBIT MAX..... YES SET MAX 2.. NO

WEEK OF YEAR	28	29	30	31	32	33	34	35	36
WEEKLY PGM	1	1	1	1	1	1	1	1	1
WEEK OF YEAR	37	38	39	40	41	42	43	44	45
WEEKLY PGM	1	1	1	1	1	1	1	1	1
WEEK OF YEAR	46	47	48	49	50	51	52	53	
WEEKLY PGM	1	1	1	1	1	1	1	1	

STEP	PGM	TIME	C/O/S	FL	DIM	MAX SPECIAL				
						2	3	1	2	3
1	1	0:00	1/1/1							
2	1	7:00	2/1/1							
3	1	21:00	1/1/1							
4	2	0:00	1/1/1							
5	2	9:00	2/1/1							
6	2	21:00	1/1/1							

TELEMETRY ADDRESS 0

SPEED TRAP LENGTH

SPEED TRAP A 0 INCHES
 SPEED TRAP B 0

DETECTOR..1..2..3..4..5..6..7..8
 DETECTOR TYPE 0 0 0 0 0 0 0 0
 TYPE 1 = EXTEND/DELAY
 TYPE 2/3/5 = STOP BAR TYPE 4 = CALLING

EXP DETECTOR..1..2..3..4..5..6..7..8
 DETECTOR TYPE 0 0 0 0 0 0 0 0
 TYPE 1 = EXTEND/DELAY
 TYPE 2/3/5 = STOP BAR TYPE 4 = CALLING

ASSIGN	PHASE..1..2..3..4..5..6..7..8
DET 1	X
DET 2	X
DET 3	X
DET 4	X
DET 5	X
DET 6	X
DET 7	X
DET 8	X

ASSIGN	PHASE..1..2..3..4..5..6..7..8
EXP DET 1	
EXP DET 2	
EXP DET 3	
EXP DET 4	
EXP DET 5	
EXP DET 6	
EXP DET 7	

EXP DET 8

DET..1...2...3...4...5...6...7...8

EXTEND	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DELAY	0	0	0	0	0	0	0	0	0

EXP DET..1...2...3...4...5...6...7...8

EXTEND	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DELAY	0	0	0	0	0	0	0	0	0

RSW PHASE..1..2..3..4..5..6..7..8

DET 1
DET 2
DET 3
DET 4
DET 5
DET 6
DET 7
DET 8

CRSW PHASE..1..2..3..4..5..6..7..8

XP DET 1
EXP DET 2
EXP DET 3
XP DET 4
XP DET 5
EXP DET 6
XP DET 7
XP DET 8

ENTER:

CONT ID:

DATE: 12/08/99 13:43:13

REC BY:

Van Hoane (Overlaps)

ECONOLITE CONTROL PRODUCTS, INC.
ASC-8000
PROGRAMMING DATA

PHASE	1	2	3	4	5	6	7	8
IN GRN	5	5	5	5	5	5	5	5
WALK	0	0	0	0	0	10	0	10
PED CLR	0	7	0	7	0	16	0	16
PH EXT	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
MAX EXT	0	0	0	0	0	0	0	0
MAX1	15	45	15	30	35	35	35	35
MAX2	40	40	40	40	40	40	40	40
MAX3	0	0	0	0	0	0	0	0
YELLOW	4.0	4.0	4.0	5.0	3.0	3.0	3.0	3.0
PED CLR	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
PED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INI	30	30	30	30	30	30	30	30
LIME B4	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0
REDUC	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CS MGRN	0	0	0	0	0	0	0	0

OVERLAP A PHASE..1..2..3..4..5..6..7..8
STANDARD X X
PROTECTED
PERMISSIVE

OVERLAP B PHASE..1..2..3..4..5..6..7..8
STANDARD
PROTECTED
PERMISSIVE

OVERLAP C PHASE..1..2..3..4..5..6..7..8
STANDARD
PROTECTED
PERMISSIVE

OVERLAP D PHASE..1..2..3..4..5..6..7..8
STANDARD
PROTECTED
PERMISSIVE

ENABLE TIMED OVERLAPS
PHASE..1..2..3..4..5..6..7..8

OVERLAP A
OVERLAP B

L02361A

7/9

ENABLE TIMED OVERLAPS

PHASE..1..2..3..4..5..6..7..8

OVERLAP C
OVERLAP D

TIMED OVERLAPS	A	B	C	D
GREEN	0.0	0.0	0.0	0.0
YELLOW	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0

PHASE..1..2..3..4..5..6..7..8

PHASES IN USE	1	2	3	4	5	6	7	8
LOCKING MEMORY	X	X		X				
VEHICLE RECALL								
FTD RECALL								
CALL TO MAX	X	X		X				
SOFT RECALL								

PHASE..1..2..3..4..5..6..7..8

POWER START		X					X	
INTERNAL START		X					X	
INT FLASH PHASES		X					X	

	GRN	YEL	RED	YELLOW OVLAP
POWER START				X
INTERNAL START				X

POWER START TIMING

ALL RED.. 0
FLASH.... 0

PHASE..1..2..3..4..5..6..7..8

COIL PASSAGE								
NONACTUATED I		X				X		
NONACTUATED II			X					X
TRIAL ENTRY		X	X		X	X		X
COND SERVICE	X		X		X		X	
COND RESERVICE		X	X		X		X	X
ACT REST IN WALK								
FLASHING WALK								

TRIAL ENTRY..... OFF
COND SERVICE..... OFF
PED CLR PROTECT.. OFF
SPC PMT OLAP FLSH OFF

BACKUP PROTECTION GROUP 1.. OFF

BACKUP PROTECTION GROUP 2.. OFF
SIMULTANEOUS GAP GROUP 1... OFF
SIMULTANEOUS GAP GROUP 2... OFF

FIVE SECTION LEFT TURN HEADS

LEFT TURN HEAD 1-6 3-8 5-2 7-4

DIMMING PHASE..1..2..3..4..5..6..7..8
GREEN
YELLOW
RED
WALK
MONT WALK

DIMMING A B C D
OVERLAP GREEN
OVERLAP YELLOW
OVERLAP RED

CYC1/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 13 55 0 32 0 0 0 0

CYC1/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC1/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC1/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 1 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 1 PHASE..1..2..3..4..5..6..7..8
COORD PHASES X
LAG PHASES
OMIT PHASES
VEHICLE RECALL

PED RECALL
RECALL TO MAX X X X

CYC2/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 15 44 0 41 0 0 0 0

CYC2/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC2/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC2/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 2 SPLIT..1..2..3..4
CORD PHASE SPLIT EXT 0 0 0 0

CYCLE 2 PHASE..1..2..3..4..5..6..7..8
CORD PHASES X
TAG PHASES
OMIT PHASES
VEHICLE RECALL
PED RECALL
RECALL TO MAX X X X

CYC3/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 12 54 0 34 0 0 0 0

CYC3/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC3/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC3/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0 0

CYCLE 3 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 3 PHASE..1..2..3..4..5..6..7..8
COORD PHASES X
LAG PHASES
COMMIT PHASES
VEHICLE RECALL
PED RECALL
RECALL TO MAX X X X

CYC4/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0 0

CYC4/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0 0

CYC4/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0 0

CYC4/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0 0

CYCLE 4 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 4 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
COMMIT PHASES
VEHICLE RECALL
PED RECALL
RECALL TO MAX

CYC5/SPL1 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0 0

CYC5/SPL2 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0 0

CYC5/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0 0

CYC5/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0 0

CYCLE 5 SPLIT..1..2..3..4
ORD PHASE SPLIT EXT 0 0 0 0

CYCLE 5 PHASE..1..2..3..4..5..6..7..8
ORD PHASES
LAG PHASES
OMIT PHASES
EHICLE RECALL
ED RECALL
RECALL TO MAX

CYC6/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0 0

CYC6/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0 0

CYC6/SPL3 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0 0

CYC6/SPL4 PHASE..1..2..3..4..5..6..7..8
HASE SPLIT 0 0 0 0 0 0 0 0 0

CYCLE 6 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 6 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
OMIT PHASES
VEHICLE RECALL
VED RECALL
ECALL TO MAX

	CYCLE..1...	2...	3...	4...	5...	6
CYCLE LENGTH	80	70	90	0	0	0
AUTO PERM MIN	0	0	0	0	0	0
OFFSET 1	40	31	34	0	0	0
OFFSET 2	0	0	0	0	0	0
FFSET 3	0	0	0	0	0	0
FFSET 4	0	0	0	0	0	0
OFFSET 5	0	0	0	0	0	0
EH PERM 1	0	0	0	0	0	0
VEH PERM 2	0	0	0	0	0	0
PERM 2 DISP	0	0	0	0	0	0

CROSSING ARTERY SPLIT.. 0
SPLIT DEMAND SPLIT..... 0
INTERCONNECT TYPE..... 0
 DEFAULT=NIC TLM=1 STD=2 FT=3 TM=4

SPLIT DEMAND CALL TIME.... 0
SPLIT DEMAND CYCLE COUNT.. 0
ESYNC COUNT..... 0

 PHASE..1..2..3..4..5..6..7..8
ENABLE SPLIT DMD
FREE LAG PHASES
 PARE

FFSET ASSIGNMENT..1..2..3..4..5
DIRECTION 1
DIRECTION 2

ACT. COORD PHASE... NO WALK REST.. NO
INHIBIT MAX..... YES SET MAX 2.. NO

10 3 13:00 3/1/1
 11 3 18:00 2/1/1
 12 4 0:00 2/1/1
 13 4 9:00 3/1/1
 14 4 21:00 2/1/1

TELEMETRY ADDRESS 0

SPEED TRAP LENGTH

SPEED TRAP A 0 INCHES
 SPEED TRAP B 0

DETECTOR..1..2..3..4..5..6..7..8
 DETECTOR TYPE 0 0 0 0 0 0 0 0
 TYPE 1 = EXTEND/DELAY
 TYPE 2/3/5 = STOP BAR TYPE 4 = CALLING

EXP DETECTOR..1..2..3..4..5..6..7..8
 DETECTOR TYPE 0 0 0 0 0 0 0 0
 TYPE 1 = EXTEND/DELAY
 TYPE 2/3/5 = STOP BAR TYPE 4 = CALLING

ASSIGN PHASE..1..2..3..4..5..6..7..8
 DET 1 X
 DET 2 X
 DET 3 X
 DET 4 X
 DET 5 X
 DET 6 X
 DET 7 X
 DET 8 X

ASSIGN PHASE..1..2..3..4..5..6..7..8
 EXP DET 1
 EXP DET 2
 EXP DET 3
 EXP DET 4
 EXP DET 5
 EXP DET 6
 EXP DET 7
 EXP DET 8

DET..1...2...3...4...5...6...7...8
 EXTEND 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 DELAY 0 0 0 0 0 0 0 0

EXP DET..1...2...3...4...5...6...7...8
 EXTEND 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

DELAY 0 0 0 0 0 0 0 0

CRSW PHASE..1..2..3..4..5..6..7..8

DET 1
DET 2
DET 3
DET 4
DET 5
DET 6
DET 7
DET 8

RSW PHASE..1..2..3..4..5..6..7..8

LXP DET 1
EXP DET 2
XP DET 3
XP DET 4
EXP DET 5
EXP DET 6
XP DET 7
LXP DET 8

INTER:

ONT ID:

DATE: 12/08/99 14:08:41

REC BY:

Van-Horne / Overbes / Bloomfield

ECONOLITE CONTROL PRODUCTS, INC. ASC-8000 PROGRAMMING DATA

PHASE	1	2	3	4	5	6	7	8
MIN GRN	5	5	5	5	5	5	5	5
WALK	0	10	0	10	0	10	0	10
PED CLR	0	16	0	16	0	16	0	16
VEH EXT	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
MAX EXT	0	0	0	0	0	0	0	0
MAX1	12	50	35	31	35	35	35	35
MAX2	40	40	40	40	40	40	40	40
MAX3	0	0	0	0	0	0	0	0
YELLOW	4.0	4.0	3.0	4.0	3.0	3.0	3.0	3.0
RED CLR	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INI	30	30	30	30	30	30	30	30
TIME B4	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0
TTREDUC	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CS MGRN	0	0	0	0	0	0	0	0

OVERLAP A PHASE..1..2..3..4..5..6..7..8
 STANDARD X X
 PROTECTED
 PERMISSIVE

OVERLAP B PHASE..1..2..3..4..5..6..7..8
 STANDARD X X
 PROTECTED
 PERMISSIVE

OVERLAP C PHASE..1..2..3..4..5..6..7..8
 STANDARD X
 PROTECTED
 PERMISSIVE

OVERLAP D PHASE..1..2..3..4..5..6..7..8
 STANDARD X X
 PROTECTED
 PERMISSIVE

ENABLE TIMED OVERLAPS

PHASE..1..2..3..4..5..6..7..8

OVERLAP A
 OVERLAP B

202361A

3/9

ENABLE TIMED OVERLAPS

PHASE..1..2..3..4..5..6..7..8

OVERLAP C
OVERLAP D

TIMED OVERLAPS	A	B	C	D
GREEN	0.0	0.0	0.0	0.0
YELLOW	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0

PHASE..1..2..3..4..5..6..7..8

PHASES IN USE	X	X		X
LOCKING MEMORY				
VEHICLE RECALL		X		
PED RECALL				
RECALL TO MAX	X	X		X
SOFT RECALL				

PHASE..1..2..3..4..5..6..7..8

POWER START	X			X
EXTERNAL START	X			X
RMT FLASH PHASES	X			X

	GRN	YEL	RED	YELLOW OVLAP
POWER START				X
EXTERNAL START				X

POWER START TIMING

ALL RED..	0
FLASH....	0

PHASE..1..2..3..4..5..6..7..8

GUAR PASSAGE							
NONACTUATED I	X				X		
NONACTUATED II			X				X
DUAL ENTRY	X		X		X		X
COND SERVICE	X	X		X		X	
COND RESERVICE	X		X		X		X
ACT REST IN WALK							
FLASHING WALK							

DUAL ENTRY..... OFF
 COND SERVICE..... OFF
 PED CLR PROTECT.. OFF
 SPC PMT OLAP FLSH OFF

BACKUP PROTECTION GROUP 1.. OFF

BACKUP PROTECTION GROUP 2.. OFF
SIMULTANEOUS GAP GROUP 1... OFF
SIMULTANEOUS GAP GROUP 2... OFF

FIVE SECTION LEFT TURN HEADS

1-6 3-8 5-2 7-4

LEFT TURN HEAD

DIMMING PHASE..1..2..3..4..5..6..7..8
GREEN
YELLOW
RED
WALK
DONT WALK

DIMMING A B C D
OVERLAP GREEN
OVERLAP YELLOW
OVERLAP RED

CYC1/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 13 55 0 32 0 0 0 0

80sec

CYC1/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 13 55 0 32 0 0 0 0

CYC1/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 13 55 0 32 0 0 0 0

CYC1/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 13 55 0 32 0 0 0 0

CYCLE 1 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 1 PHASE..1..2..3..4..5..6..7..8
COORD PHASES X
LAG PHASES
OMIT PHASES
VEHICLE RECALL

PED RECALL
RECALL TO MAX

CYC2/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 15 49 0 36 0 0 0 0

70 sec

CYC2/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 15 49 0 36 0 0 0 0

CYC2/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 15 49 0 36 0 0 0 0

CYC2/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 15 49 0 36 0 0 0 0

CYCLE 2 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 2 PHASE..1..2..3..4..5..6..7..8
COORD PHASES X
LAG PHASES
OMIT PHASES
VEHICLE RECALL
PED RECALL
RECALL TO MAX

CYC3/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 12 54 0 34 0 0 0 0

90

CYC3/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 12 54 0 34 0 0 0 0

CYC3/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 12 54 0 34 0 0 0 0

CYC3/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 12 54 0 34 0 0 0 0

CYCLE 3 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 3 PHASE..1..2..3..4..5..6..7..8
COORD PHASES X
LAG PHASES
OMIT PHASES
VEHICLE RECALL
PED RECALL
RECALL TO MAX

CYC4/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC4/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC4/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC4/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 4 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 4 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
OMIT PHASES
VEHICLE RECALL
PED RECALL
RECALL TO MAX

CYC5/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC5/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC5/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC5/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 5 SPLIT..1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 5 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
OMIT PHASES
VEHICLE RECALL
PED RECALL
RECALL TO MAX

CYC6/SPL1 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC6/SPL2 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC6/SPL3 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYC6/SPL4 PHASE..1..2..3..4..5..6..7..8
PHASE SPLIT 0 0 0 0 0 0 0 0

CYCLE 6 SPLIT...1...2...3...4
COORD PHASE SPLIT EXT 0 0 0 0

CYCLE 6 PHASE..1..2..3..4..5..6..7..8
COORD PHASES
LAG PHASES
OMIT PHASES
VEHICLE RECALL
PED RECALL
RECALL TO MAX

	CYCLE..1...	2...	3...	4...	5...	6
CYCLE LENGTH	80	70	90	0	0	0
AUTO PERM MIN	0	0	0	0	0	0
OFFSET 1	12	14	21	0	0	0
OFFSET 2	0	0	0	0	0	0
OFFSET 3	0	0	0	0	0	0
OFFSET 4	0	0	0	0	0	0
OFFSET 5	0	0	0	0	0	0
VEH PERM 1	0	0	0	0	0	0
VEH PERM 2	0	0	0	0	0	0
PERM 2 DISP	0	0	0	0	0	0

CROSSING ARTERY SPLIT.. 0
SPLIT DEMAND SPLIT..... 0
INTERCONNECT TYPE..... 0
DEFAULT=NIC TLM=1 STD=2 FT=3 TM=4

SPLIT DEMAND CALL TIME.... 0
SPLIT DEMAND CYCLE COUNT.. 0
RESYNC COUNT..... 0

PHASE..1..2..3..4..5..6..7..8
ENABLE SPLIT DMD
FREE LAG PHASES
SPARE

OFFSET ASSIGNMENT..1..2..3..4..5
DIRECTION 1
DIRECTION 2

ACT. COORD PHASE... NO WALK REST.. NO
INHIBIT MAX..... YES SET MAX 2.. NO

SMOOTH TRANSITION.. YES ADD ONLY... NO
DWELL..... NO SPARE..... NO

DWELL PERIOD... 0

MANUAL CMDS.. OFF SPARE..... OFF
MANUAL FREE.. OFF SPARE..... OFF
SPARE..... OFF SPARE..... OFF
SPARE..... OFF SPARE..... OFF

MANUAL CYCLE..... 0
OFFSET..... 0
SPLIT..... 0

ENTER TIME 14:22:25 ENTER DATE 12/08/99
RESYNC TIME 0:00 FORCE NIC STEP 0
DAY OF WEEK WED WEEK OF YEAR 50

DISABLE DAYLIGHT SAVINGS...
DST BEGINS LAST SUNDAY.....

WEEK	SUN	MON	TUE	WED	THU	FRI	SAT
1	4	1	1	1	1	1	1
2	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1
5	1	1	1	1	1	1	1
6	1	1	1	1	1	1	1
7	1	1	1	1	1	1	1
8	1	1	1	1	1	1	1
9	1	1	1	1	1	1	1
10	1	1	1	1	1	1	1

YEARLY PROGRAM

WEEK OF YEAR	1	2	3	4	5	6	7	8	9
WEEKLY PGM	1	1	1	1	1	1	1	1	1
WEEK OF YEAR	10	11	12	13	14	15	16	17	18
WEEKLY PGM	1	1	1	1	1	1	1	1	1
WEEK OF YEAR	19	20	21	22	23	24	25	26	27
WEEKLY PGM	1	1	1	1	1	1	1	1	1
WEEK OF YEAR	28	29	30	31	32	33	34	35	36


```

11 3 18:00 2/1/1
12 4 0:00 2/1/1
13 4 9:00 3/1/1
14 4 21:00 2/1/1

```

TELEMETRY ADDRESS 0

SPEED TRAP LENGTH

SPEED TRAP A 0 INCHES
SPEED TRAP B 0

DETECTOR..1..2..3..4..5..6..7..8
DETECTOR TYPE 0 0 0 0 0 0 0 0
TYPE 1 = EXTEND/DELAY
TYPE 2/3/5 = STOP BAR TYPE 4 = CALLING

EXP DETECTOR..1..2..3..4..5..6..7..8
DETECTOR TYPE 0 0 0 0 0 0 0 0
TYPE 1 = EXTEND/DELAY
TYPE 2/3/5 = STOP BAR TYPE 4 = CALLING

ASSIGN PHASE..1..2..3..4..5..6..7..8
DET 1 X
DET 2 X
DET 3 X
DET 4 X
DET 5 X
DET 6 X
DET 7 X
DET 8 X

ASSIGN PHASE..1..2..3..4..5..6..7..8
EXP DET 1
EXP DET 2
EXP DET 3
EXP DET 4
EXP DET 5
EXP DET 6
EXP DET 7
EXP DET 8

DET..1...2...3...4...5...6...7...8

EXTEND 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
DELAY 0 0 0 0 0 0 0 0

EXP DET..1...2...3...4...5...6...7...8

EXTEND 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
DELAY 0 0 0 0 0 0 0 0

CRSW PHASE..1..2..3..4..5..6..7..8
DET 1
DET 2
DET 3
DET 4
DET 5
DET 6
DET 7
DET 8

CRSW PHASE..1..2..3..4..5..6..7..8
EXP DET 1
EXP DET 2
EXP DET 3
EXP DET 4
EXP DET 5
EXP DET 6
EXP DET 7
EXP DET 8

INTER:

CONT ID:

DATE: 12/08/99 14:22:34

REC BY:



.VERIFICATION GENERALE DU CABINET

CLIENT :VILLE MONT-ROYAL

Intersection:ROCKLAND/JEAN TALON/GRAHAM

Feuille de travail:33087

Date:03-12-2003

Technicien: Jean-François Lagacé

Type de cabinet:

TYPE K

s/n 2827-08-94

Contrôleur:

ASC2/2

s/n 223

s/n

Moniteur de conflit:

MMU-16

s/n 9407-744

Périférique:

Bloc d'alimentation s/n 280

Clignoteur TSC 204 s/n C1537

5 Relais de transfert

17 Relais de charge.TSC-200

s/n F7145	s/n F7152	s/n F7146	s/n F7162 +1 opto22
s/n F7404	s/n F7390	s/n F7150	s/n F7151
s/n F7155	s/n C4233	s/n 13875	s/n F7156(spare)
s/n F7153	s/n F7154(spare)	s/n F7157	s/n 443670

3 Cavalier(s) ls13,fr5

3 BIU s/n 029406350 s/n 029406344 s/n 701010042 s/n _____

IIU interface s/n _____

<input checked="" type="checkbox"/> 8 Detecteurs modèles 222C	s/n 144028	s/n 144037
	s/n144132	s/n 144031
	s/n144036	s/n 144030
		s/n 144029

- Autre _____
- Autre _____
- Autre _____
- Autre _____

À l'extérieur du Cabinet

Poteau Base

Vérification de la solidité d'encrage du cabinet

Vérification des boutons poussoirs Quantité: 6 Modèle:general highway (mecanique poussoir)

Quantité: _____ Modèle: _____

Quantité: _____ Modèle: _____

Dans le Cabinet



- Vérification des détecteurs
- Vérification de la séquences de phases
- Vérification des appels véhiculaires et pédestres
- Vérification des entrées de synchronisations
- Vérification de la coordination et de l'horaire
- Vérification des interrupteurs
- Vérification de la préemption
- Vérification des accessoires (ventilateur, chauffage, prise de courant)
- Vérification mécanique (vis, boulons, bloc d'alimentation)
- Simulation de conflits et d'absences de rouge
- Passer l'air dans le cabinet
- Vérification du joint d'étanchéité
- Vérification du filtre ou de la plaque protectrice

Opération du Controleur

- Phase 1 (A) : GRAHAM
- Phase 2 (B) : ROCKLAND
- Phase 3 (C) : JEAN TALON OUEST
- Phase 4 (D) : JEAN TALON EST
- Phase 5 : ROCKLAND VIRAGE A GAUCHE SUD
- Phase 6 : ROCKLAND
- Phase 7 : JEAN TALON VIRAGE A GAUCHE OUEST
- Phase 8 : JEAN TALON VIRAGE DIRECTION EST

CHRONOMETRAGE (voir rapport base de données)

INTERVALLE	MARCHE PIETON	DEGAGE PIETON	VERT MIN.	EXT. VEH.	MAX. I	MAX. II	DEGAGE JAUNE	DEGAGE ROUGE	RAPPEL
PHASE 1 (A)			5	5	15	40	4	1	R
PHASE 2 (B)	10	19	5	5	35	40	5	1	R
PHASE 3 (C)	5	7	6	5	10	40			R
PHASE 4 (D)	1	16	5	5	35	40	4	1	R
PHASE 5	1	7	5	5	35	40	5	1	R
PHASE 6	10	9	5	5	35	40	5	1	R
PHASE 7	1	7	6	5	35	40	4	1	R
PHASE 8	10	22	5	5	35	40	4	1	R



BOUCLE DE DETECTION

DETECTION	MODELE AMPLIF.	BOUCLE #1		BOUCLE #2		BOUCLE #3		BOUCLE #4	
		CONT.	RES.TER.	CONT.	RES.TER.	CONT.	RES.TER.	CONT.	RES.TER.
PHASE 1 (A)	222C			7.36	2.94	4.92	2.35		
PHASE 2 (B)									
PHASE 3 (C)									
PHASE 4 (D)	222C	2.4	8.6					4.6	24.7
PHASE 5									
PHASE 6									
PHASE 7									
PHASE 8									

Cont. | res.ter.

Boucle 8= 4.75 | 56.7
 Boucle 7= 5.0 | 11.5
 Boucle 14=6.03 | .320
 Boucle 13=5.95 | .113
 Boucle 9= 4.69 | rien
 Boucle 10=4.76 | 35.5
 Boucle 11 =5.0 | rien

Remarque:

-les boucles de détection sont toutes fonctionnelles.

-Les boucle ne sont utilisé car toute les phases sont en rappel.

SIGNATURE: Jean-François Lagacé



VERIFICATION GENERALE DU CABINET

CLIENT :VILLE MONT-ROYAL
Intersection:DUNBAR/ROCKLAND
Feuille de travail:33080
Technicien:Jean-François Lagacé

Date:03-12-2003

Type de cabinet:

3B

s/n 2327-8-92

Contrôleur:

KFT 24

s/n 2766

NIC

s/n 029204134

Moniteur de conflit:

KFT 24 CIRCUITS

s/n 029206334

Périphérique:

Bloc d'alimentation s/n _____

Clignoteur TSC 204 s/n 00865

2 Relais de transfert

6 Relais de charge Modèle TSC 200

s/n C4895 s/n C4896 s/n C4894 s/n _____

s/n _____ s/n _____ s/n _____ s/n _____

SPARE s/n C4893 s/n C4898 s/n C4897

s/n _____ s/n _____ s/n _____

Cavalier(s)

BIU s/n _____ s/n _____ s/n _____ s/n _____

IIU interface s/n _____

Detecteurs modèles _____ s/n _____ s/n _____

Detecteurs modèles _____ s/n _____ s/n _____

Detecteurs modèles _____ s/n _____ s/n _____

Autre _____

Autre _____

Autre _____

Autre _____

À l'extérieur du Cabinet

Poteau Base

Vérification de la solidité d'encrage du cabinet

Vérification des boutons poussoirs Quantité: _____ Modèle: _____

Quantité: _____ Modèle: _____

Quantité: _____ Modèle: _____

**BOUCLE DE DETECTION**

DETECTION	MODELE AMPLIF.	BOUCLE #1		BOUCLE #2		BOUCLE #3		BOUCLE #4	
		CONT.	RES.TER.	CONT.	RES.TER.	CONT.	RES.TER.	CONT.	RES.TER.
PHASE 1 (A)									
PHASE 2 (B)									
PHASE 3 (C)									
PHASE 4 (D)									
PHASE 5									
PHASE 6									
PHASE 7									
PHASE 8									

■ Remarque:

-VENTILATEUR CHANGÉ (03-12-2003)

SIGNATURE: Jean-François Lagacé

T PROGRAMMING REFERENCE CARD

DISP_0_0

- 0= ADV GR CALL
- 1= VDET5
- 2= VDET6
- 3= VDET3
- 4= VDET4
- 5= POF TIME 0-99
- 6= OL TIME 0-99
- 7= STOP TIME RESET
- 8= DISPLAY DARK
- 9= YELLOW POWER UP
- A= MANUAL C/O/S
- B= ISOLATED
- C= BOTH DETECTORS CALL V5

OFF
R
R
R
R
5
0
OFF
ON
ON
0/0/0
OFF
OFF

DISP_0_1_

- 7= TEL ADD
- 8= TEL STATUS
- 9= CYC INPUT

DYNAMIC DISPLAY

- DISP-0 LMD COUNTDOWN
- DISP-1 CYCLE COUNTDOWN
- DISP-2 INPUT DATA
- DISP-3 CIRCUIT OUTPUTS
- DISP-4 OFFSET CORRECTION REQUIRED
- DISP-5 INTERVAL COUNTDOWN
- DISP-6 TIME COUNT

DISP_2_

	1	2	3
	FIRST	SECOND	THIRD
1	O	V	V
2	V	V	V
3	V	V	V
4	V	V	V
5	V	V	V
6	V	V	V

O IV, P, SP/SG 1-6 P IV, P, SP/SG 1-6 P IV, P, SP/SG 1-6

DISP_3_XX

(XX = 01 THROUGH 24 INCLUSIVE)

VI/SP 1-6	03*	06*	09*	12*	15*	18*	21	24
TYPE	V	V	V	V	V	V	V	V
#	1	3	2					
COLOR	R	R	R					

VI/SP 1-6	02	05	08	11	14	17	20	23
TYPE	V	V	V	V	V	V	V	V
#	1	3	2					
COLOR	Y	Y	Y					

VI/SP 1-6	01	04	07	10	13	16	19	22
TYPE	V	V	V	V	V	V	V	V
#	1	3	2					
COLOR	G	G	G					

* CONTROLLER FLASHES THESE OUTPUTS

PREPAREE PAR:

Jean-François Lagacé

VILLE MONT-ROYAL

INTERSECTION DUNBAR/ROCKLAND

DATE 03-12-2003

ADV PAR

DISP_1_	0	1	2	3	4	5
	TIME	OFFSET 1	OFFSET 2	OFFSET 3	ADD TIME	SUB TIME
CYCLE 1	120	7	0	0	3	2
CYCLE 2	120	7	0	0	3	2
CYCLE 3	100	84	0	0	3	2
CYCLE 4	100	84	0	0	3	2
	10-255	0-255	0-255	0-255	1-9	0-2-9

0=ADD ONLY

ADV PAR

DISP_4_	1	2	3	4	5
	M.GREEN	VEX	PC	YELLOW	RED
1					
2					
3					
4					
5					
6					
	0-99	0.0-9.9	0-99	0.0-9.9	0.0-9.9

ADV SEL

	6	7	8	9	A	B	C	D
	C1S1	C2S1	C3S1	C4S1	C1S2	C2S2	C3S2	C4S2
	66	74	54	54	66	74	54	54
	54	46	46	46	54	46	46	46
	0-99	0.0-9.9	0-99	0.0-9.9	0-99	0-99	0-99	0-99

FUNCTION KEY DEFINITION

FUNCTION	KEY	DEFINITION	DISPLAY
O	SFI	OFFSET CORR. THISE MOVEMENT	U
G-Y-R	SFI,SFI	COLOR GREEN, YELLOW, RED	P
P	SFI	OPTICOM P-MT	E
		THISE MOVEMENT	T
Err 2		KEYBOARD IN USE DURING	Err n
		POWER DOWN	Err o
Err t		CYCLE TIME TOO LOW	Err S
Err q		CYCLE/SPLITMINIMUM TIME	Err E
Err A		ACCESS ERROR	Err d
Err F		EEPROM NOT CONFIGURED	
Err P		(REPROGRAM)	
		PROM SUM CHECK ERROR	
		REPLACE A11 AND A12	

DATE 03-12-2003

Rockland-Dunbar

DISP-9- ↓		ADV PAR →						PROGRAM		TIME		C O S F				PROGRAM		TIME		C O S F					
PROGRAM	HR	MIN	PROGRAM	HR	MIN	C	O	S	F	PROGRAM	HR	MIN	C	O	S	F	PROGRAM	HR	MIN	C	O	S	F		
1	1	15	00	2	1	1				46															
2	1	18	30	3	1	1				47															
3	1	06	30	1	1	1				48															
4	1	09	30	3	1	1				49															
5	1	00	00	3	1	1				50															
6	2	12	00	2	1	1				51															
7	2	16	00	3	1	1				52															
8	2	00	00	3	1	1				53															
9										54															
10										55															
11										56															
12										57															
13										58															
14										59															
15										60															
16										61															
17										62															
18										63															
19										64															
20										65															
21										66															
22										67															
23										68															
24										69															
25										70															
26										71															
27										72															
28										73															
29										74															
30										75															
31										76															
32										77															
33										78															
34										79															
35										80															
36										81															
37										82															
38										83															
39										84															
40										85															
41										86															
42										87															
43										88															
44										89															
45										90															

ADV
SEL
↓



VERIFICATION GENERALE DU CABINET

CLIENT :VILLE MONT-ROYAL

Intersection:ROCKLAND/BEAUMONT

Feuille de travail:33088

Date:03-12-2003

Technicien: Jean-François Lagacé

Type de cabinet:

S.S.C ASC8100 s/n 0937-05-89

Contrôleur:

ASC 8000 s/n 1806
 s/n

Moniteur de conflit:

NSM-12L s/n 902-706

Périferique:

- Bloc d'alimentation** s/n _____
- Clignoteur 204** s/n 94871
- 3 Relais de transfert**
- 6 Relais de charge Modèle TSC 200**
 - s/n A6809 s/n A6817 s/n _____ s/n _____
 - s/n _____ s/n _____ s/n _____ s/n _____
 - s/n A6811 s/n 206077 s/n A6816 s/n A6814
- 1 Cavalier(s)**
- BIU** s/n _____ s/n _____ s/n _____ s/n _____
- IIU interface** s/n _____
- 1 Detecteurs modèles 222B** s/n 60305 s/n _____
- 1 Detecteurs modèles 202 POWER SUPPLY** s/n 23505
- _____ Detecteurs modèles _____** s/n _____ s/n _____
- Autre** _____
- Autre** _____
- Autre** _____
- Autre** _____

À l'extérieur du Cabinet

- Poteau** **Base**
- Vérification de la solidité d'encrage du cabinet**
- Vérification des boutons poussoirs** Quantité: 2 Modèle:FORTAN (POUSSOIR)

**BOUCLE DE DETECTION**

DETECTION	MODELE AMPLIF.	BOUCLE #1		BOUCLE #2		BOUCLE #3		BOUCLE #4	
		CONT.	RES.TER.	CONT.	RES.TER.	CONT.	RES.TER.	CONT.	RES.TER.
PHASE 1 (A)									
PHASE 2 (B)									
PHASE 3 (C)									
PHASE 4 (D)	222B					2	10.5		
PHASE 5									
PHASE 6									
PHASE 7									
PHASE 8									

Remarque:

- Boucle de détection :ok
- 2 boucle en parrallele 1 boucle ouverte et l'autre fonctionne bien

SIGNATURE: Jean-François Lagacé



VERIFICATION GENERALE DU CABINET

CLIENT :VILLE MONT-ROYAL
Intersection:BEAUMONT/FLEET
Feuille de travail:33092 Date:03-12-2003
Technicien: Jean-François Lagacé

Type de cabinet:

S.S.C KMCE-4100 s/n 1248

Contrôleur:

KMC-4000 s/n 451
 s/n

Moniteur de conflit:

S.S.D NM-12L s/n 4297-3

Périphérique:

- Bloc d'alimentation s/n _____
- Clignoteur 2017-L s/n _____
- 3 Relais de transfert
- 9 Relais de charge Modèle OPTO 22 MODEL 4049 + 3 spares
 - s/n _____ s/n _____ s/n _____ s/n _____
 - s/n _____ s/n _____ s/n _____ s/n _____
 - s/n _____ s/n _____ s/n _____
- Cavalier(s)
- BIU s/n _____ s/n _____ s/n _____ s/n _____
- IIU interface s/n _____
- 1 Detecteurs modèles 517B s/n 259497 s/n _____
- 1 Détecteur system (1canal) s/n 556063
- Detecteurs modèles _____ s/n _____ s/n _____
- Autre _____
- Autre _____
- Autre _____
- Autre _____

À l'extérieur du Cabinet

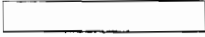
Poteau Base

Vérification de la solidité d'encrage du cabinet

Vérification des boutons poussoirs Quantité: 4 Modèle:FORTAN (POUSSOIR)

Quantité: _____ Modèle: _____

Quantité: _____ Modèle: _____



BOUCLE DE DETECTION

DETECTION	MODELE AMPLIF.	BOUCLE #1		BOUCLE #2		BOUCLE #3		BOUCLE #4	
		CONT.	RES.TER.	CONT.	RES.TER.	CONT.	RES.TER.	CONT.	RES.TER.
PHASE 1 (A)	517B	4.2	Infini						
PHASE 2 (B)	det.sys			0.071	11.0				
PHASE 3 (C)	det.sys					6.7	4.4		
PHASE 4 (D)	517B							2.13	1.04
PHASE 5									
PHASE 6									
PHASE 7									
PHASE 8									

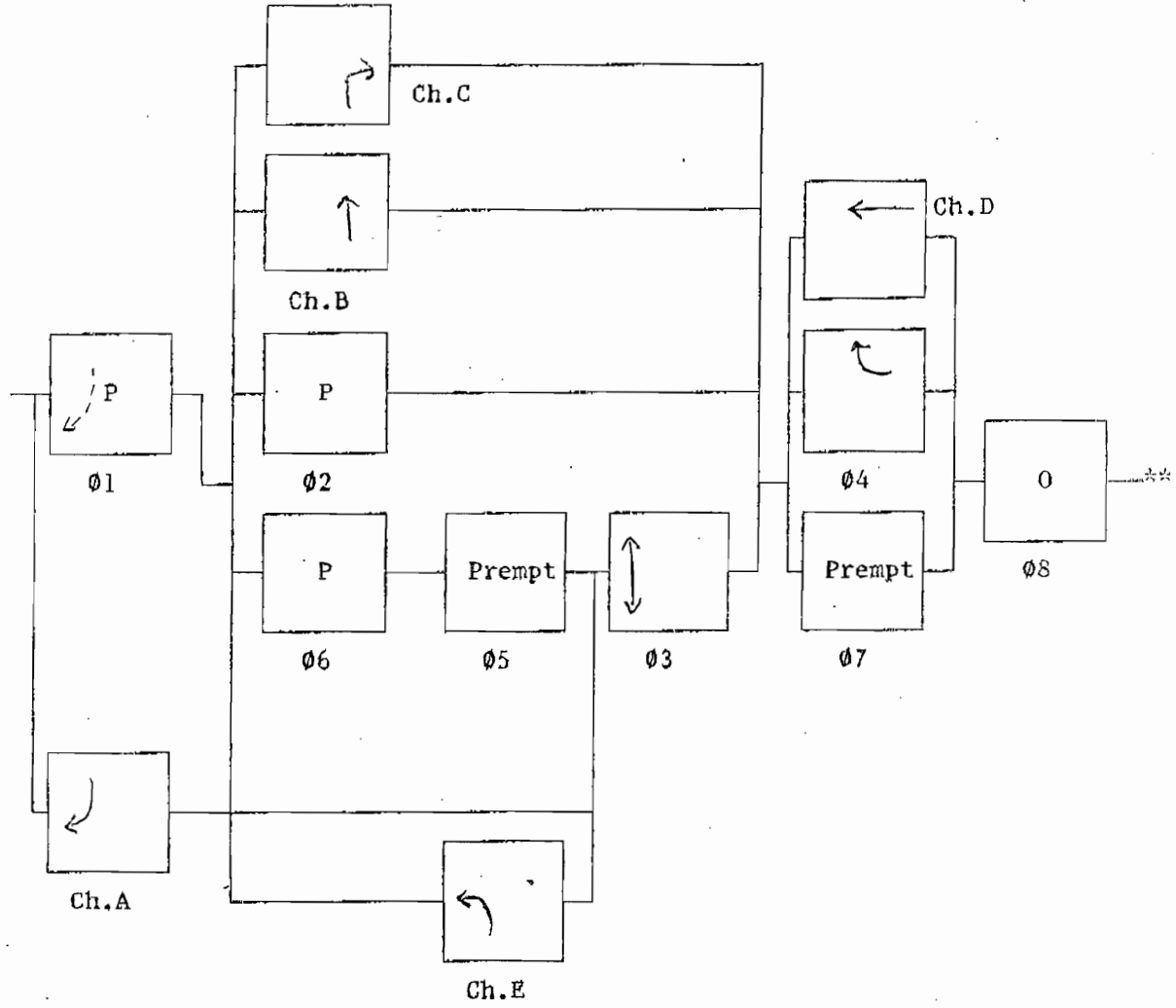
Remarque:

- Boucles de détection sont toutes fonctionnelles.
- Pas de plaque protectrice.

SIGNATURE: Jean-François Lagacé

Séquence Régulière
Bates / Wilderton

OK



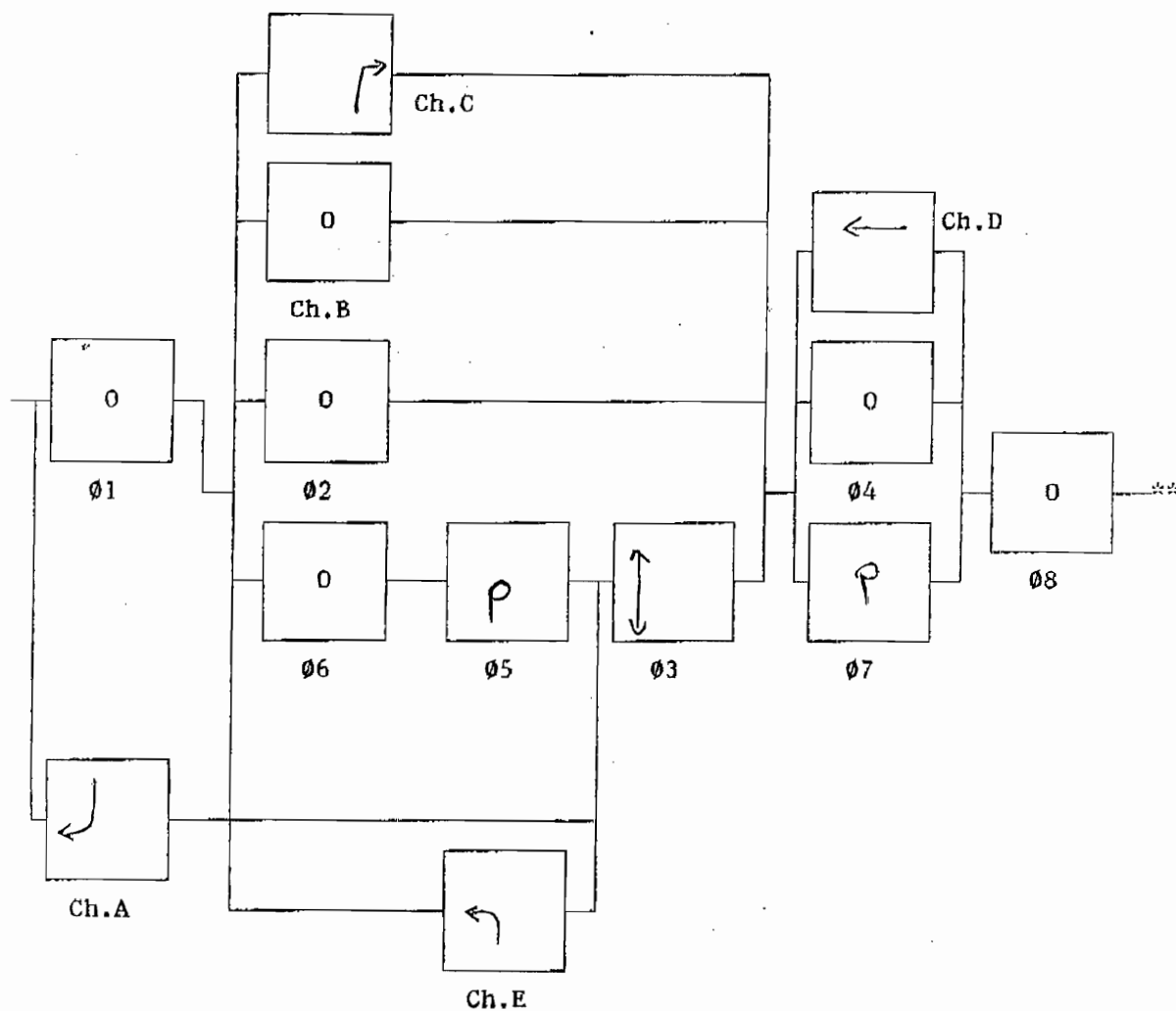
La Ø1 doit faire clignoter le Ch.A.

Préparée le 1993-05-10,

par: Carl [Signature]

Séquence en Prémption

Bates / Wilderton



Délai d'entrée en prémption: 0 sec.

Durée minimale de prémption: 10 sec.

Phase de dégagement: Ø1, durée: 9 sec. (vert:5 , jaune:3, tout rouge:1)

Phases de retour: Ø2 et Ø6

Le Ch.B doit se terminer aussitôt l'appel de prémption enregistré.

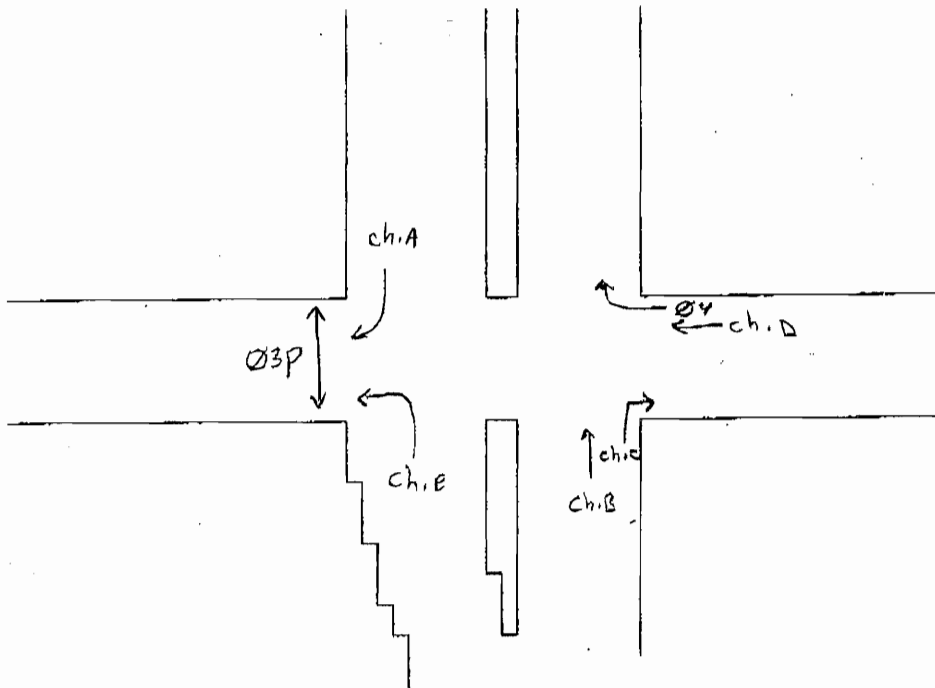
Préparée le 1993-05-10,

par:

Carl Wilderton

Séquence

Bates / Wilderton



Préparé le 1993-05-10,

par: Carl [Signature]

Contrôleur-maître du réseau 42. *Mestre à Caron / Jeantala Caron*

Rattrapage de coordination: 01 Ch.A = 01+05+06

Démarrage: a) clignotant : 5s Ch.B = 02+03

b) Ambre: 01 Ch.C = 02+03+05

Clignotant: Tout Rouge Ch.D = 04+07

Ch.E = 05+06

Moniteur de conflits

	1	2	3	4	5	6	7	8	A	B	C	D	E
1	\												
2		\											
3			\										
4				\									
5					\								
6						\							
7							\						
8								\					
A									\				
B										\			
C											\		
D												\	
E													\

Feux de circulation

Séquence

- Bates

- Widerton

-

Préparée le: 1993-05-10.

par: *Caron*

En opération du 19 - - - au 19 - - -

Réglage

<i>Véhicules</i>	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Fonctionnement	Rapp max	Rapp max	piet seul	Rapp max.	Prem	Rapp max	Rapp max	
Permissivité								
V min.	2	3		18	16	3	18	
A	3	4	3	4	4	4	4	
R		1		1			1	
V max.1	12	4	19	20	22	4	20	
V max.2								
V max.3								
Détection								

<i>Piétons</i>	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Fonctionnement			Rapp					
Silhouette			9					
Main clign.			11					

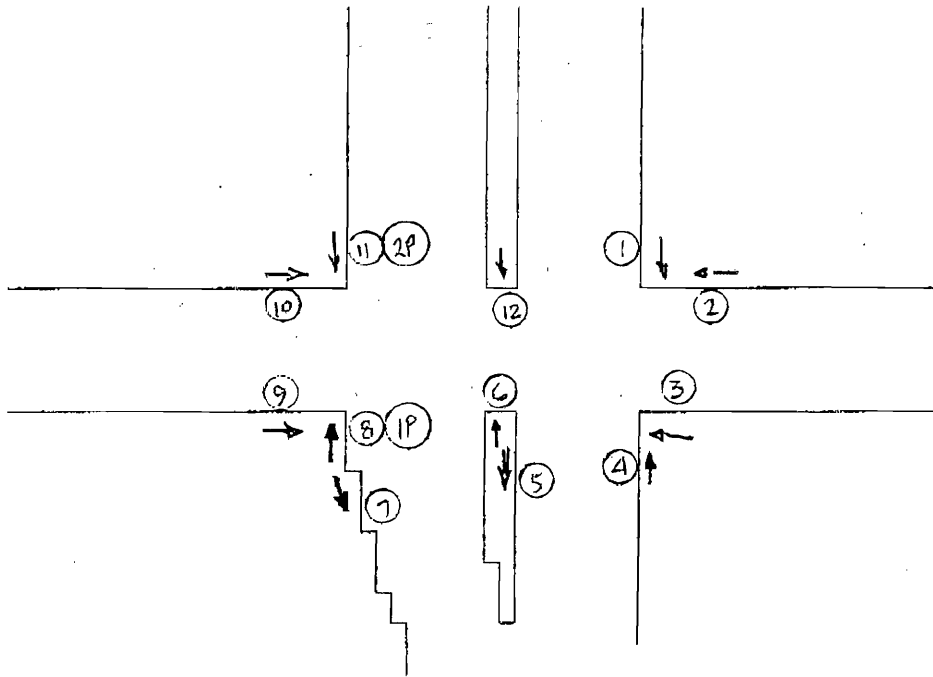
<i>Coordination</i>													
Cycle		Ordonnées											
no	s	1	2	3	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	
1	70	0	0	0	15	30	23	25	0	7	0	0	
2													
3													
4													

Préparé le 1993-05-12,


par: Carl [Signature]

Localisation

Bates / Wilderton



Préparé le 1992-10-13,

par: 

Raccordement des lanternes

Bates / Wilderton

Sorties	Lanternes	Sorties	Lanternes
Ø1 R	Charge fictive	Ø5 R	
A	Charge fictive	A	
V	Charge fictive	V	
Ø2 R		Ø6 R	
A		A	
V		V	
Ø3 R		Ø7 R	
A		A	
V		V	
Ø4 R	Charge fictive	Ø8 R	
A	Charge fictive	A	
V →	9,10	V	

Chevauchements

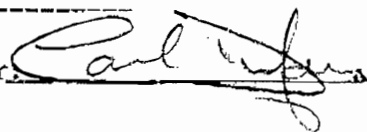
Ch.A R	6,8	Ch.B R	1,4,5,12
A	6,8	A	1,4,5,12
V →	6,8	V ↑	1,5,12 V 4
Ch.C R	Charge fictive	Ch.D R	2,3,9,10
A	Charge fictive	A	2,3,9,10
V →	2,12	V ↑	9,10 V 2,3
Ch.E R	7,11		
A	7,11		
V →	7,11		

Piétons

Ø3P R	1P,2P	Ø R	
V	1P,2P	V	
Ø R		Ø R	
V		V	

Préparé le 1993-05-10.

Par:



Horloge de coordination

Bates / Wilderton

Programmes journaliers

No 1		No 2		No 3		No 4	
Heure	CSR	Heure	CSR	Heure	CSR	Heure	CSR
00:00	111	:		:		:	
:		:		:		:	
:		:		:		:	
:		:		:		:	

Programmes hebdomadaires

.....annuel

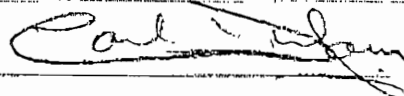
	No 1	No 2	No 3	No 4	No 5	Semaine	Progr.
	Programmes journaliers no					no	hebdo
						no	no
Dim	1						
Lun	1						
Mar	1						
Mer	1						
Jeu	1						
Ven	1						
Sam	1						

Jours d'exception

MMJJ	Progr. journ. no	MMJJ	Progr. Journ. no	MMJJ	Progr. journ no	MMJJ	Progr. journ. no
0101	1	0624	1	1224	1		
02	1	0701	1	25	1		
0413	1	0903	1	26	1		
16	1	1008	1	31	1		
0521	1						

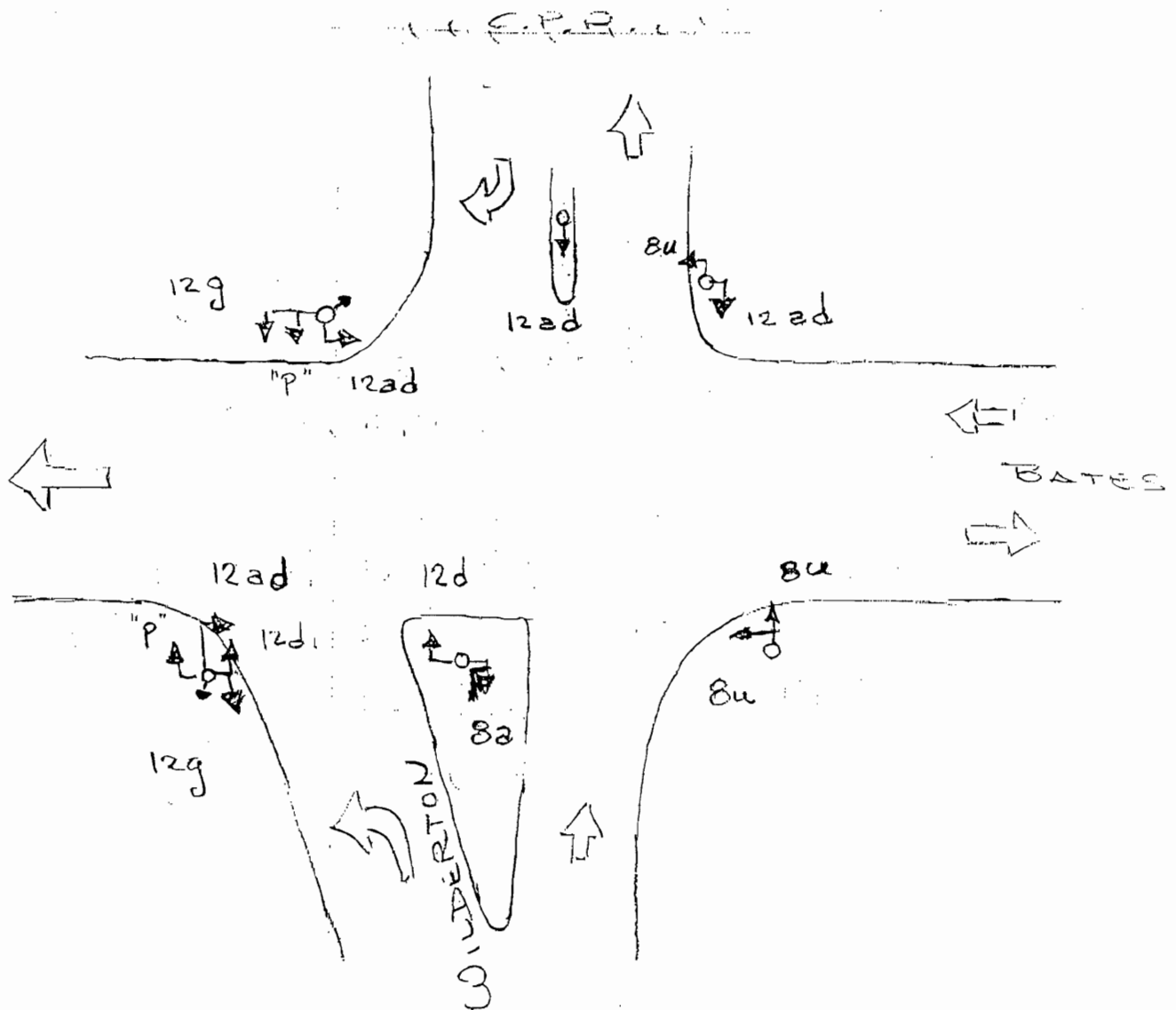
Préparé le 9-10-20.

par:





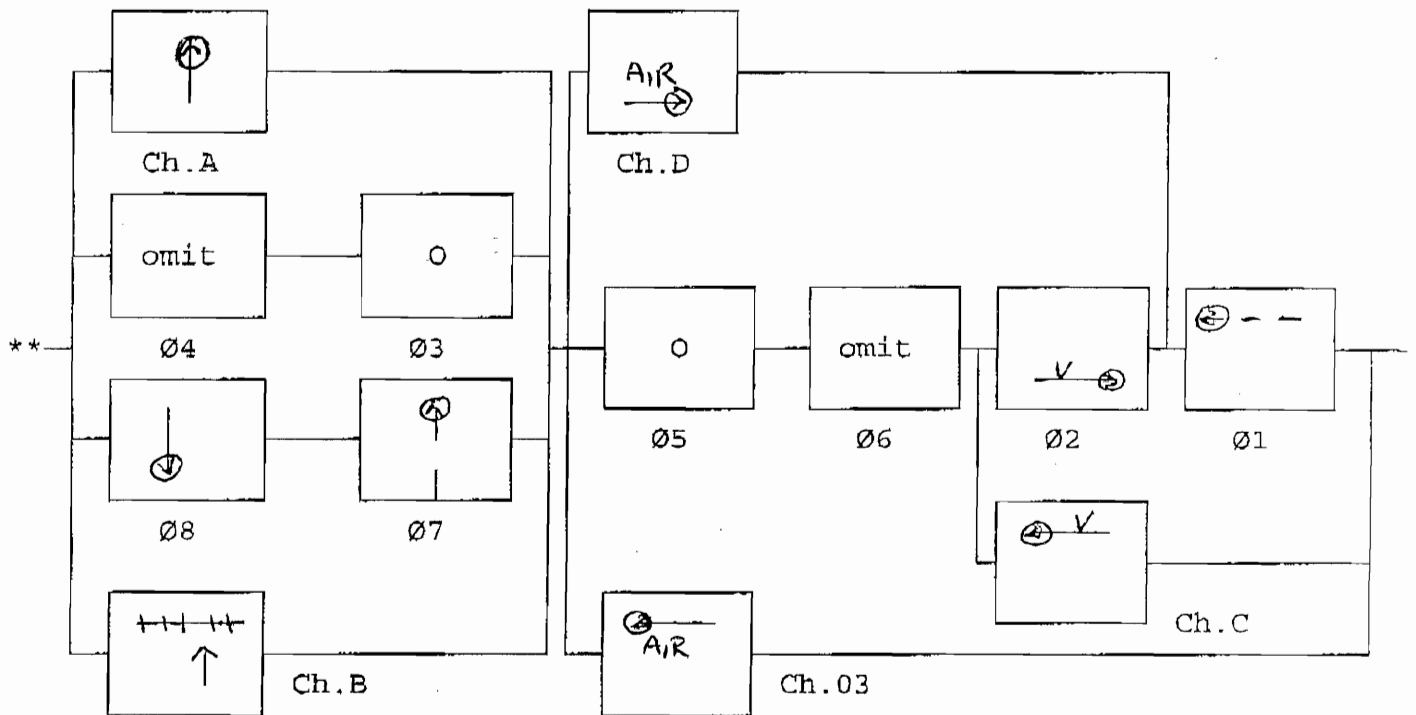
Ville de Montréal



BATES
WILBERTON

[Signature] Rev 89-01-31
 89-11-20
 06.03.1G2-4 (08-84)

Séquence régulière
Canora / Jean-Talon



La Ø7 doit faire clignoter le Ch.A
La Ø1 doit faire clignoter le Ch.C.

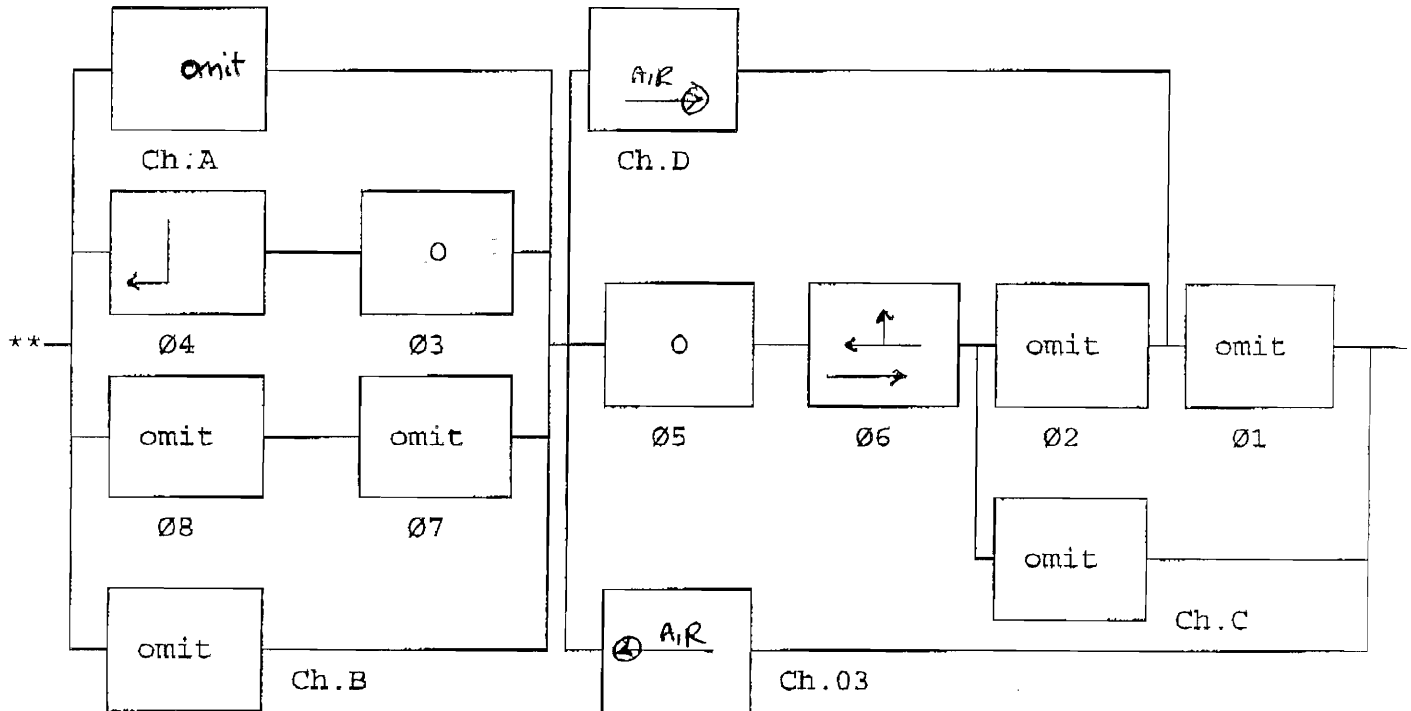
Préparé le 16-03-2000,

par:

Carla

du 15-12-2000

Séquence de préemption
Canora / Jean-Talon



Entrée de préemption: Immédiate

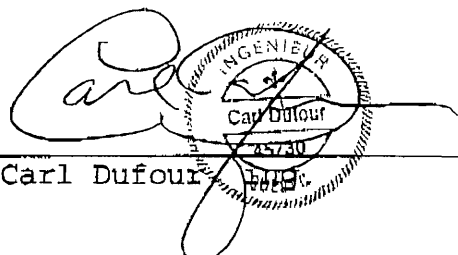
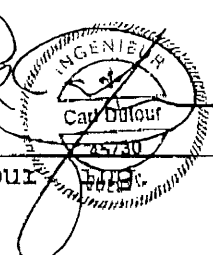
Durée minimale de la préemption: 10 sec.

Phase de dégagement: Ø7, durée: 15 sec.

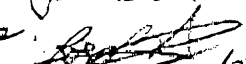
Pendant la phase de dégagement (Ø7), le Ch.B doit rester au rouge. (mettre la fonction "term ovlap B" à "on" dans les options de préemption du ASC-8000).

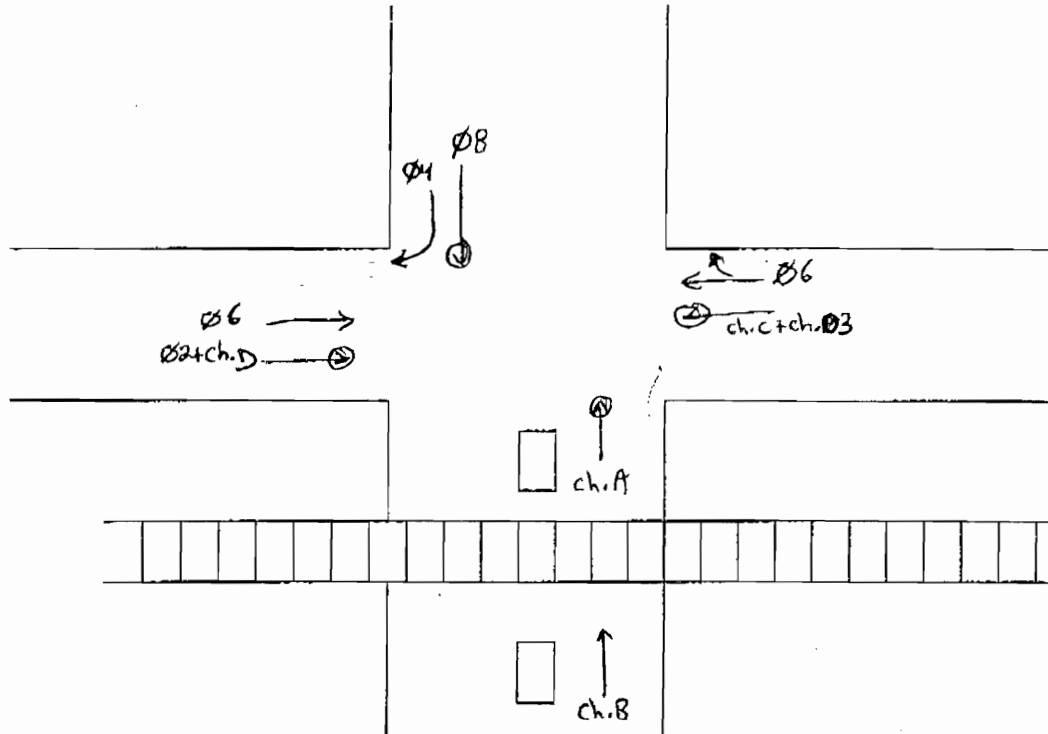
Phase de retour: Ø8

Préparé le 15-11-2000,

par:  

du 15-12-2000

Note: Selon M. Frattonolo
Superviseur Communications et Engageant CP
(514-502-1835), le signal venant des passages
à niveau est simultané pour les feux et
les signaux des passages. 
2002/03/25



Feux de circulation

Séquence

- Canora _____

- Jean-talon _____

- _____

Préparé le: 15-03-2000.

par: *[Signature]*

Coordonné avec le réseau no 42 par câble de coordination.

MAITRE DU RESEAU 42

Rattrapage de coordination: $\emptyset 2$ Ch.A = $04+07+08$
 Démarrage: a) clignotant : 5s Ch.B = $07+08$
 b) Ambre: Ch.D Ch.C = $01+02$
 Clignotant: Tout Rouge Ch.D = $02+05+06$
 Ch.03 = $01+02+05+06$

Moniteur de conflits

	1	2	3	4	5	6	7	8	A	B	C	D	Ch.03
1												1	1
2												2	2 2
3							3	3	3	3			
4							4	4	4	4			
5												5	5
6												6	6
7									7	7			
8									8	8			
A										A			
B													
C											C	C	
D													D
E													

Feux de circulation

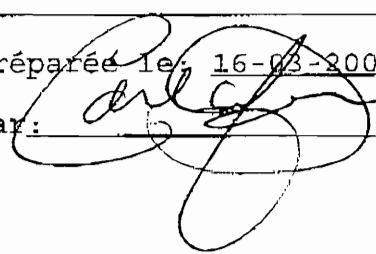
Séquence

- Canora

- Jean-Talon

-

Préparée le: 16-03-2000

par: 

En opération du 19 - - au 19 - -

Réglage

Canora / Jean-Talon

Véhicules	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Fonctionnement	Rap p max	Rap p max		pmt		pmt	Rap p max	Rap p max
Permissivité								
V min.	5	16		15		15	3	15
A	4	4		4		4	4	4
R								
V max.1	11	21		16		31	4	18
V max.2								
V max.3								
Détection								

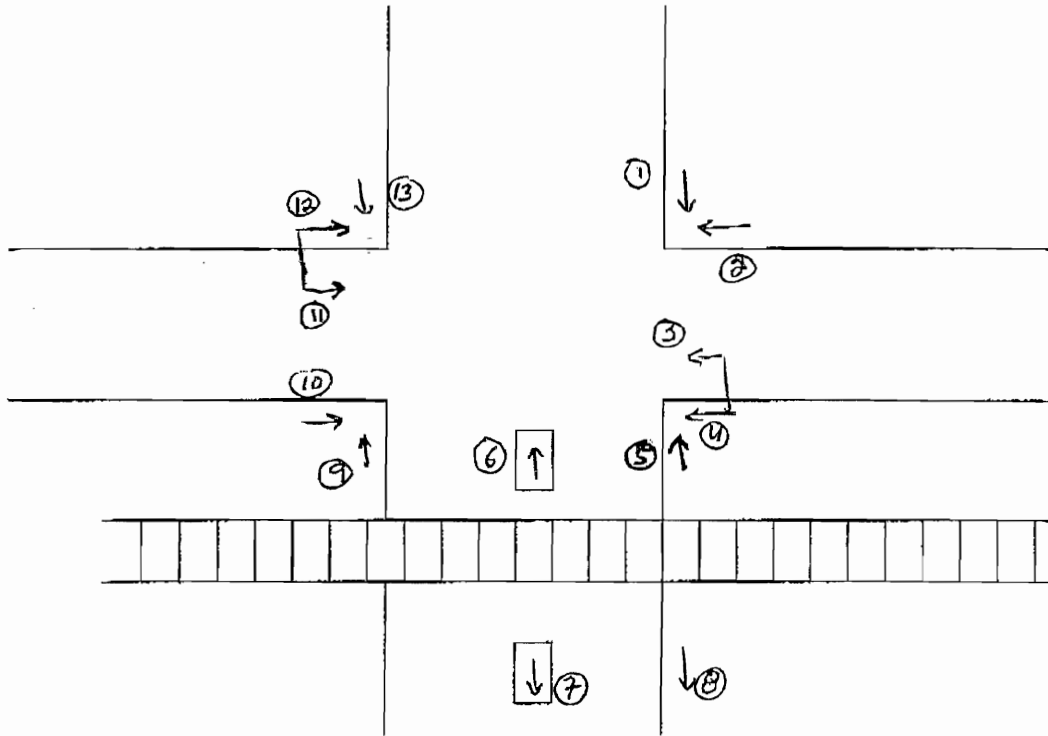
Piétons	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Fonctionnement								
Silhouette								
Main clign.								

Coordination												
Cycle		Ordonnées										
no	s	1	2	3	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	70	45	45	45	15	25		20		35	8	22
2												
3												
4												

Préparé le 16-03-2000,

par: Carl Dufour, ing.





Feux de circulation
Localisation
- Canora _____
- Jean-talon _____
- _____
Préparé le: 16-03-2000.
par: *Carl*

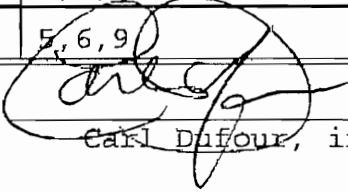
Canora / Jean-Talon

RELAIS DE CHARGE

POSITION	CIRCUIT	FONCTIONS		LANTERNES	TETES DE FEUX
		φ ou Ch.	FONCTION		
1	1				
	2	Ø1	A	fictif	
	3	Ø1	V	fictif	
2	4	Ch.D	R	R	2,3,4
	5	Ch.D	A	A	2,3,4
	6	Ø2	V	V	2,3,4
3	7	Ch.03	R	R	10,11,12
	8	Ch.03	A	A	10,11,12
	9	Ch.C	V	V	10,11,12
4	10				
	11	Ø4	A	A→	6,9
	12	Ø4	V	V→	6,9
5	13	Ch.A	R	R	1,13
	14	Ch.A	A	A	1,13
	15	Ch.A	V	V	1,13
6	16				
	17				
	18	Ø6	V	V↑ V→	2,3,4,10,11,12 12
7	19				
	20	Ø7	A	fictif	
	21	Ø7	Vc	fictif	
8	22	Ø8	R	R	5,6,9
	23	Ø8	A	A	5,6,9
	24	Ø8	V	V	5,6,9

Préparé le : 16-03-2000

Par :



Carl Dufour, ing.

Canora / Jean-Talon

RELAIS DE CHARGE

POSITION	CIRCUIT	FONCTIONS		LANTERNES	TETES DE FEUX
		PHASE OU CHEVAU.	FONCTION		
9	25	Ch.B	R	R	7,8
	26	Ch.B	A	A	7,8
	27	Ch.B	V	V↑	7,8
10	28				
	29				
	30				
11	31				
	32				
	33				
12	34				
	35				
	36	Ø6	V		

Préparé le: 16-03-2000Par: 

Carl Dufour, ing.

Canora / Jean-Talon
Moniteur de conflits

CANAL	BORNE	PHASE OU CHEVAU.	CANAL	BORNE	PHASE OU CHEVAU.
1	R	Ac+	7	R	Ac+
	A	01		A	Ø7
	V	01		V	Ø7
	W			W	
2	R	Ch.D	8	R	Ø8
	A	Ch.D		A	Ø8
	V	Ø2		V	Ø8
	W			W	
3	R	Ch.03	9	R	Ch.B
	A	Ch.03		A	Ch.B
	V	Ch.C		V	Ch.B
	W			W	
4	R	Ac+	10	R	
	A	Ø4		A	
	V	Ø4		V	
	W			W	
5	R	Ch.A	11	R	
	A	Ch.A		A	
	V	Ch.A		V	
	W			W	
6	R	Ac+	12	R	
	A			A	
	V	Ø6		V	
	W			W	

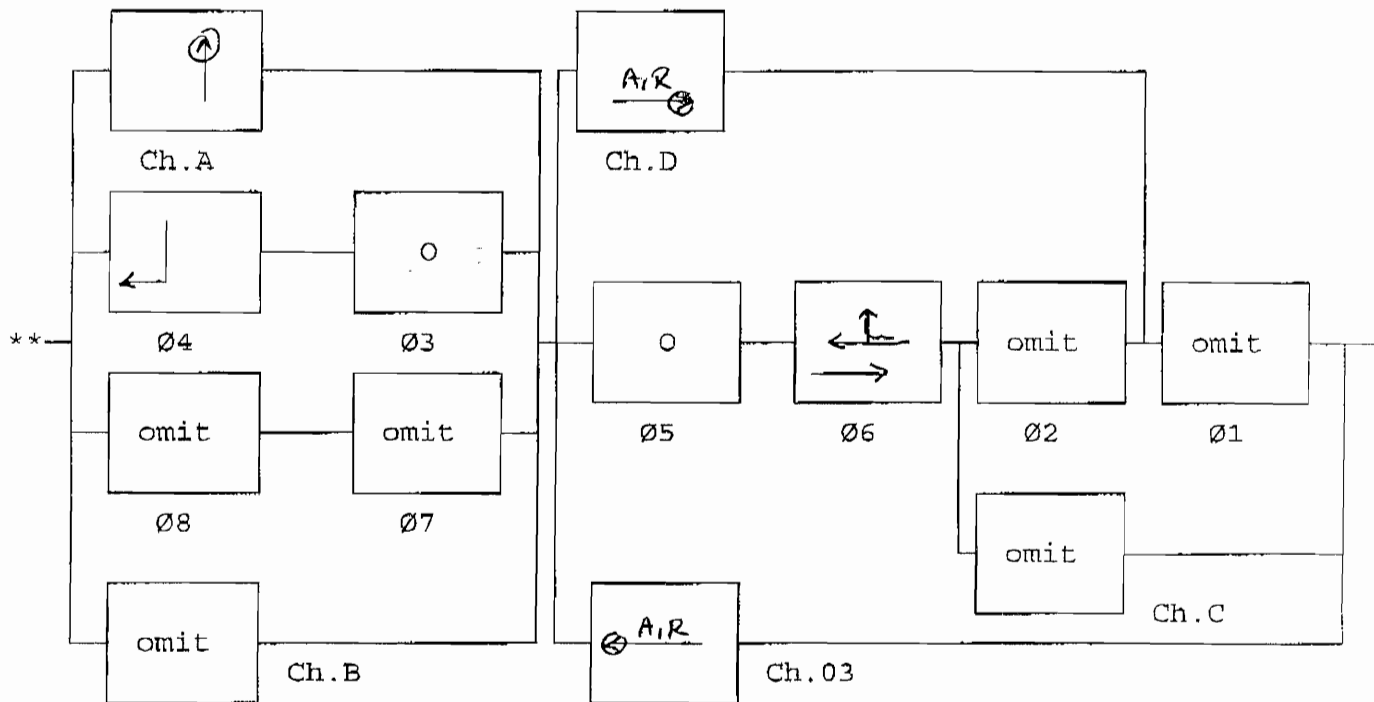
Préparé le: 16-03-2000

Par: 

Carl Dufour, ing.

Séquence de préemption

Canora / Jean-Talon



Entrée de préemption: Immédiate

Durée minimale de la préemption: 10 sec.

Phase de dégagement: Ø7, durée: 15 sec.

Pendant la phase de dégagement (Ø7), le Ch.B doit rester au rouge. (mettre la fonction "term ovlap B" à "on" dans les options de préemption du ASC ~~1200~~).

Phase de retour: Ø8

Préparé le 16-03-2000,

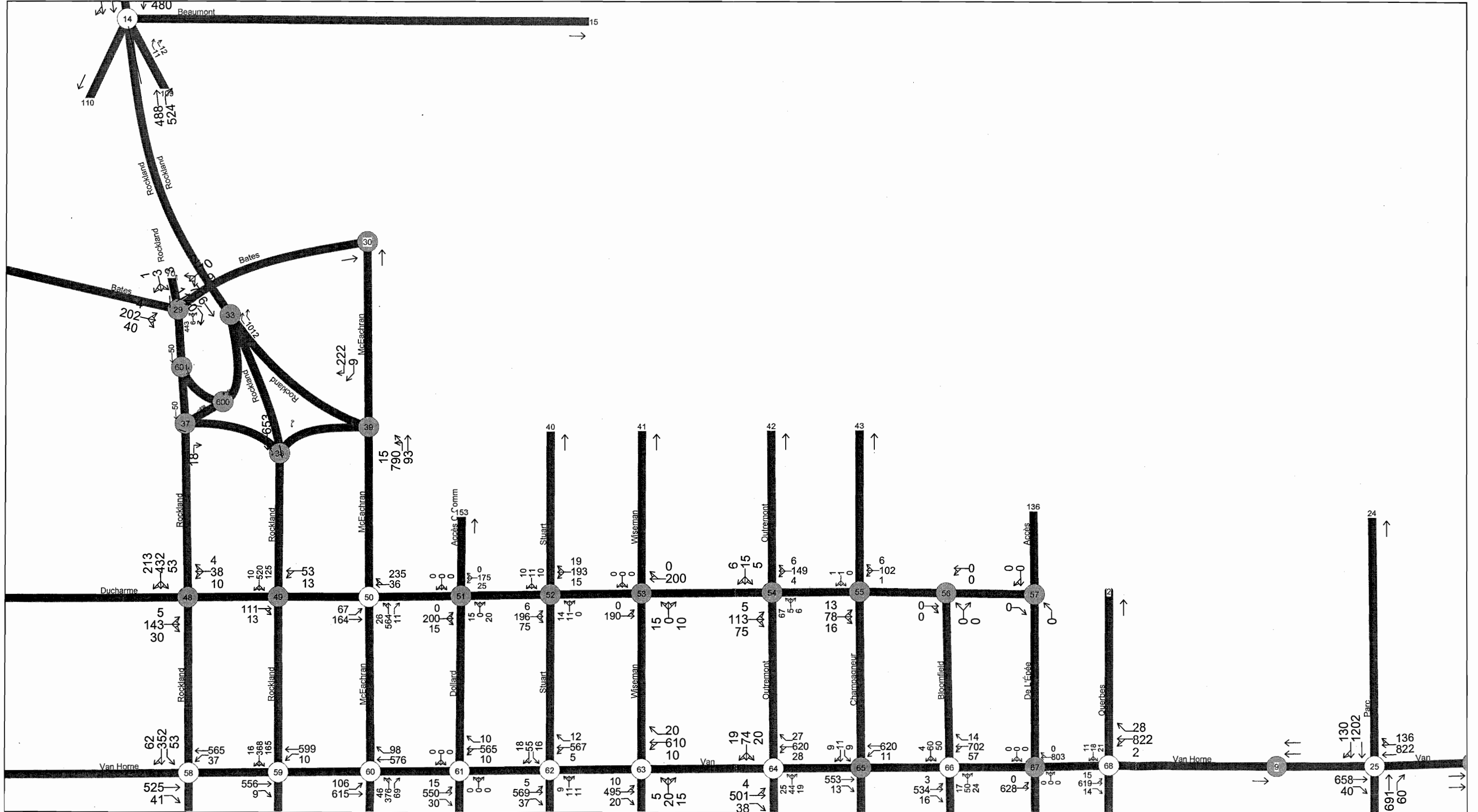
par

le 17-03-2000 en 15-12-2000

ANNEXE F

Résultats des conditions actuelles de circulation

Heure de pointe du matin



Lane Group	WBL2	WBL	WBR	NBT	NBR	SBT	SBR	NWR	NWR2
Lane Configurations									
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1622	1603	1334	1863	1583	3651	0	1215	1235
Flt Permitted	0.950	0.950							
Satd. Flow (perm)	1622	1603	1334	1863	1583	3651	0	1215	1235
Satd. Flow (RTOR)									
Volume (vph)	480	0	139	488	524	1313	101	11	12
Lane Group Flow (vph)	289	289	167	588	631	1704	0	13	14
Turn Type	Perm		Perm		custom			custom	custom
Protected Phases		8		1	8	2			
Permitted Phases	8		8		1			4	4
Total Split (s)	28.0	28.0	28.0	74.0	28.0	92.0	0.0	18.0	18.0
Act Effct Green (s)	25.0	25.0	25.0	93.6	110.4	91.0		46.6	46.6
Actuated g/C Ratio	0.21	0.21	0.21	0.78	0.92	0.76		0.39	0.39
v/c Ratio	0.86	0.87	0.60	0.40	0.43	0.62		0.03	0.03
Control Delay	69.6	71.1	52.7	9.5	2.3	7.9		48.0	48.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	69.6	71.1	52.7	9.5	2.3	7.9		48.0	48.2
LOS	E	E	D	A	A	A		D	D
Approach Delay		66.4		5.8		7.9			
Approach LOS		E		A		A			
Queue Length 50th (m)	72.4	72.6	37.4	72.6	23.5	89.7		3.0	3.2
Queue Length 95th (m)	#103.8	#104.9	55.8	88.3	28.8	91.7		8.7	9.4
Internal Link Dist (m)		426.1		284.5		124.1			
Turn Bay Length (m)	150.0	150.0							
Base Capacity (vph)	351	347	289	1453	1456	2769		496	505
Starvation Cap Reductn	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0,82	0,83	0,58	0,40	0,43	0,62		0,03	0,03

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 22 (18%), Referenced to phase 2: SBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0,87
 Intersection Signal Delay: 19,3
 Intersection Capacity Utilization 59,5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 14: Beaumont &

ø4	ø1	
18 s	74 s	
ø2		ø8
92 s		28 s

Timings
25: Van Horne & Parc

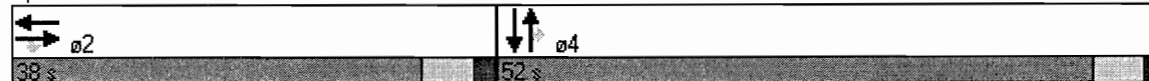
Actual
POINTE AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1742	1583	0	3218	0	0	1908	1568	0	3392	0
Flt Permitted												
Satd. Flow (perm)	0	1742	1496	0	3218	0	0	1908	1526	0	3392	0
Satd. Flow (RTOR)												
Volume (vph)	0	658	40	0	822	136	0	691	60	0	1202	130
Lane Group Flow (vph)	0	693	52	0	1189	0	0	727	71	0	1571	0
Turn Type			Perm						Perm			
Protected Phases		2			2			4			4	
Permitted Phases			2						4			
Total Split (s)	0.0	38.0	38.0	0.0	38.0	0.0	0.0	52.0	52.0	0.0	52.0	0.0
Act Effct Green (s)		36.0	36.0		36.0			50.0	50.0		50.0	
Actuated g/C Ratio		0.40	0.40		0.40			0.56	0.56		0.56	
v/c Ratio		0.99	0.09		0.92			0.69	0.08		0.83	
Control Delay		54.2	13.1		39.1			18.6	9.7		21.6	
Queue Delay		0.0	0.0		0.0			0.0	0.0		0.0	
Total Delay		54.2	13.1		39.1			18.6	9.7		21.6	
LOS		D	B		D			B	A		C	
Approach Delay		51,3			39,1			17,8			21,6	
Approach LOS		D			D			B			C	
Queue Length 50th (m)		131.9	4.8		105.8			88.8	5.6		116.5	
Queue Length 95th (m)		#202.1	m5.4		110.7			130.7	11.1		133.5	
Internal Link Dist (m)		71.2			70.4			411.7			221.3	
Turn Bay Length (m)									103.0			
Base Capacity (vph)		697	598		1287			1060	848		1884	
Starvation Cap Reductn		0	0		0			0	0		0	
Spillback Cap Reductn		0	0		0			0	0		0	
Storage Cap Reductn		0	0		0			0	0		0	
Reduced v/c Ratio		0,99	0,09		0,92			0,69	0,08		0,83	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 77 (86%), Referenced to phase 4:NBSB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,99
 Intersection Signal Delay: 30,9
 Intersection Capacity Utilization 79,2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: Van Horne & Parc



Timings
50: Ducharme & McEachran

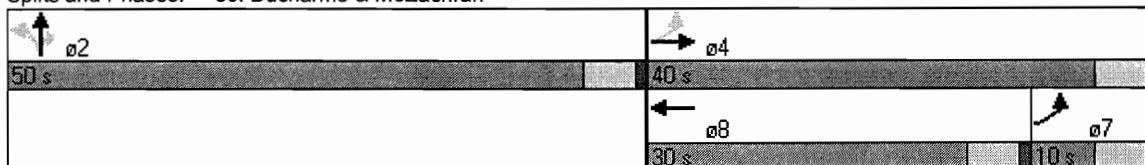
Actual
POINTE AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1708	1763	0	0	1493	0	0	1784	1323	0	0	0
Flt Permitted	0.385							0.998				
Satd. Flow (perm)	684	1763	0	0	1493	0	0	1782	1216	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	67	164	0	0	36	235	26	564	11	0	0	0
Lane Group Flow (vph)	73	178	0	0	294	0	0	641	12	0	0	0
Turn Type	pm+pt						Perm		Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4						2		2			
Total Split (s)	10.0	40.0	0.0	0.0	30.0	0.0	50.0	50.0	50.0	0.0	0.0	0.0
Act Effct Green (s)	38.0	38.0			28.0			48.0	48.0			
Actuated g/C Ratio	0.42	0.42			0.31			0.53	0.53			
v/c Ratio	0.19	0.24			0.63			0.67	0.02			
Control Delay	18.9	17.8			33.9			11.7	6.2			
Queue Delay	0.0	0.0			0.0			1.0	0.0			
Total Delay	18.9	17.8			33.9			12.7	6.2			
LOS	B	B			C			B	A			
Approach Delay		18.1			33.9			12.6				
Approach LOS		B			C			B				
Queue Length 50th (m)	7.8	20.2			45.6			29.3	0.5			
Queue Length 95th (m)	16.3	34.8			74.0			51.2	m1.2			
Internal Link Dist (m)		64.0			64.8			144.6			141.1	
Turn Bay Length (m)	10.0								15.0			
Base Capacity (vph)	380	744			464			950	649			
Starvation Cap Reductn	0	0			0			124	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0,19	0,24			0,63			0,78	0,02			

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 45 (50%), Referenced to phase 2:NBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,67
 Intersection Signal Delay: 19,0
 Intersection Capacity Utilization 68,7%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 50: Ducharme & McEachran



Timings
58: Van Horne & Rockland

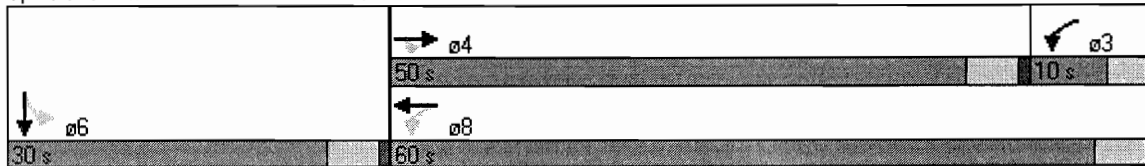
Actual
POINTE AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1763	1507	1694	1746	0	0	0	0	1703	1799	0
Flt Permitted				0.284						0.950		
Satd. Flow (perm)	0	1763	1350	506	1746	0	0	0	0	1684	1799	0
Satd. Flow (RTOR)												
Volume (vph)	0	525	41	37	565	0	0	0	0	53	352	62
Lane Group Flow (vph)	0	583	46	39	589	0	0	0	0	56	440	0
Turn Type			Perm	pm+pt						Perm		
Protected Phases		4		3	8							6
Permitted Phases			4	8						6		
Total Split (s)	0.0	50.0	50.0	10.0	60.0	0.0	0.0	0.0	0.0	30.0	30.0	0.0
Act Effct Green (s)		48.0	48.0	58.0	58.0					28.0	28.0	
Actuated g/C Ratio		0.53	0.53	0.64	0.64					0.31	0.31	
v/c Ratio		0.62	0.06	0.09	0.52					0.11	0.79	
Control Delay		18.3	10.5	0.6	1.7					22.9	40.0	
Queue Delay		0.2	0.0	0.0	0.1					0.0	0.0	
Total Delay		18.5	10.5	0.6	1.8					22.9	40.0	
LOS		B	B	A	A					C	D	
Approach Delay		17.9			1.7							38.1
Approach LOS		B			A							D
Queue Length 50th (m)		69.8	3.8	0.2	2.0					7.2	72.5	
Queue Length 95th (m)		104.7	9.1	m0.2	m2.3					16.2	#119.4	
Internal Link Dist (m)		431.5			62.2			130.2				145.8
Turn Bay Length (m)			15.0	15.0						15.0		
Base Capacity (vph)		940	720	432	1125					524	560	
Starvation Cap Reductn		0	0	0	49					0	0	
Spillback Cap Reductn		41	0	0	0					0	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.65	0.06	0.09	0.55					0.11	0.79	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 73 (81%), Referenced to phase 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,79
 Intersection Signal Delay: 17,8
 Intersection LOS: B
 Intersection Capacity Utilization 59,9%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 58: Van Horne & Rockland



Timings
59: Van Horne & Rockland

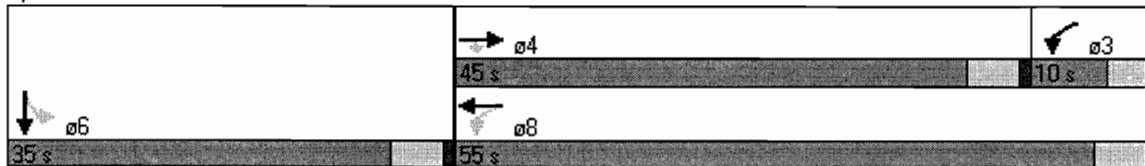
Actual
POINTE AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1749	1507	1404	1766	0	0	0	0	0	1836	0
Flt Permitted				0.250							0.985	
Satd. Flow (perm)	0	1749	812	369	1766	0	0	0	0	0	1751	0
Satd. Flow (RTOR)												
Volume (vph)	0	556	9	10	599	0	0	0	0	165	368	16
Lane Group Flow (vph)	0	573	9	10	618	0	0	0	0	0	565	0
Turn Type			Perm	pm+pt							Perm	
Protected Phases		4		3	8							6
Permitted Phases			4	8						6		
Total Split (s)	0.0	45.0	45.0	10.0	55.0	0.0	0.0	0.0	0.0	35.0	35.0	0.0
Act Effct Green (s)		43.0	43.0	53.0	53.0						33.0	
Actuated g/C Ratio		0.48	0.48	0.59	0.59						0.37	
v/c Ratio		0.69	0.02	0.03	0.59						0.88	
Control Delay		10.3	5.2	1.6	3.2						44.0	
Queue Delay		0.5	0.0	0.0	1.2						0.0	
Total Delay		10.8	5.2	1.6	4.4						44.0	
LOS		B	A	A	A						D	
Approach Delay		10.7			4.4						44.0	
Approach LOS		B			A						D	
Queue Length 50th (m)		18.3	0.3	0.2	9.3						94.5	
Queue Length 95th (m)		23.8	m0.5	m0.2	m11.6						#156.8	
Internal Link Dist (m)		62.2			65.5			131.0			145.7	
Turn Bay Length (m)			15.0	15.0								
Base Capacity (vph)		836	388	309	1040						642	
Starvation Cap Reductn		53	0	0	221						0	
Spillback Cap Reductn		15	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.73	0.02	0.03	0.75						0.88	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 77 (86%), Referenced to phase 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,88
 Intersection Signal Delay: 19,1
 Intersection LOS: B
 Intersection Capacity Utilization 114,1%
 ICU Level of Service H
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 59: Van Horne & Rockland



Timings
60: Van Horne & McEachran

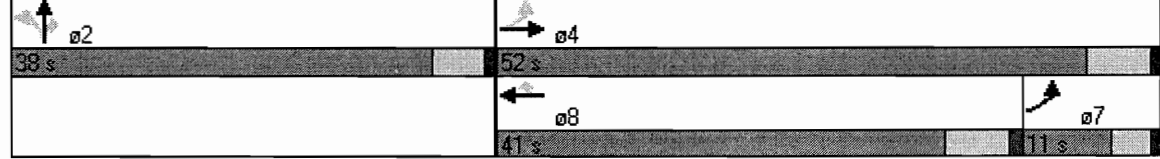
Actual
POINTE AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1652	1749	0	0	1766	1358	0	1829	1615	0	0	0
Flt Permitted	0.182							0.995				
Satd. Flow (perm)	316	1749	0	0	1766	1161	0	1806	977	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	106	615	0	0	576	98	46	376	69	0	0	0
Lane Group Flow (vph)	115	668	0	0	606	103	0	490	80	0	0	0
Turn Type	pm+pt					Perm	Perm		Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Total Split (s)	11.0	52.0	0.0	0.0	41.0	41.0	38.0	38.0	38.0	0.0	0.0	0.0
Act Effct Green (s)	50.0	50.0			39.0	39.0		36.0	36.0			
Actuated g/C Ratio	0.56	0.56			0.43	0.43		0.40	0.40			
v/c Ratio	0.37	0.69			0.79	0.20		0.68	0.20			
Control Delay	9.0	7.7			17.1	4.0		28.0	19.5			
Queue Delay	0.0	0.6			1.4	0.0		0.2	0.0			
Total Delay	9.0	8.3			18.5	4.0		28.2	19.5			
LOS	A	A			B	A		C	B			
Approach Delay		8.4			16.4			27.0				
Approach LOS		A			B			C				
Queue Length 50th (m)	4.5	32.3			113.7	3.2		71.8	9.3			
Queue Length 95th (m)	m5.6	m39.3			#156.4	m5.7		100.5	18.8			
Internal Link Dist (m)		65.5			61.9			132.0			144.6	
Turn Bay Length (m)	15.0					15.0			15.0			
Base Capacity (vph)	309	972			765	503		722	391			
Starvation Cap Reductn	0	85			51	0		0	0			
Spillback Cap Reductn	0	0			0	0		17	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0,37	0,75			0,85	0,20		0,70	0,20			

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 75 (83%), Referenced to phase 8:WBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,79
 Intersection Signal Delay: 16,3
 Intersection Capacity Utilization 114,1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 60: Van Horne & McEachran



Timings
61: Van Horne & Dollard

Actual
POINTE AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1835	1489	0	1793	1436	0	1900	0	0	1773	0
Flt Permitted		0.985			0.989							
Satd. Flow (perm)	0	1809	1489	0	1775	1436	0	1900	0	0	1773	0
Satd. Flow (RTOR)												
Volume (vph)	15	550	30	10	565	10	0	0	0	0	0	0
Lane Group Flow (vph)	0	614	33	0	625	11	0	0	0	0	0	0
Turn Type	pm+pt		Perm	Perm		Perm	Perm			Perm		
Protected Phases	7	4			8			2				6
Permitted Phases	4		4	8		8	2			6		
Total Split (s)	10.0	68.0	68.0	58.0	58.0	58.0	22.0	22.0	0.0	22.0	22.0	0.0
Act Effct Green (s)		66.0	66.0		56.0	56.0						
Actuated g/C Ratio		0.73	0.73		0.62	0.62						
v/c Ratio		0.46	0.03		0.57	0.01						
Control Delay		4.3	3.1		9.9	2.5						
Queue Delay		0.9	0.0		0.5	0.0						
Total Delay		5.2	3.1		10.4	2.5						
LOS		A	A		B	A						
Approach Delay		5.1			10.3							
Approach LOS		A			B							
Queue Length 50th (m)		21.4	0.9		76.7	0.3						
Queue Length 95th (m)		43.4	m2.3		138.1	m0.5						
Internal Link Dist (m)		61.9			63.2			234.8			145.2	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		1329	1092		1104	894						
Starvation Cap Reductn		430	0		113	0						
Spillback Cap Reductn		0	0		169	0						
Storage Cap Reductn		0	0		0	0						
Reduced v/c Ratio		0.68	0.03		0.67	0.01						

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 61 (68%), Referenced to phase 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,57
 Intersection Signal Delay: 7,7
 Intersection Capacity Utilization 60,3%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 61: Van Horne & Dollard

ø2 22 s	ø4 68 s
ø6 22 s	ø7 10 s
	ø8 58 s

Timings
62: Van Horne & Stuart

Actual
POINTE AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1750	1396	0	1706	1273	0	1303	0	1589	1434	0
Flt Permitted		0.996			0.996			0.921		0.725		
Satd. Flow (perm)	0	1743	1227	0	1699	895	0	1077	0	812	1434	0
Satd. Flow (RTOR)												
Volume (vph)	5	569	37	5	567	12	9	11	11	16	55	18
Lane Group Flow (vph)	0	700	45	0	621	13	0	54	0	20	90	0
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		
Protected Phases		4			8			2				6
Permitted Phases	4		4	8		8	2			6		
Total Split (s)	70.0	70.0	70.0	70.0	70.0	70.0	20.0	20.0	0.0	20.0	20.0	0.0
Act Effct Green (s)		68.0	68.0		68.0	68.0		18.0		18.0	18.0	
Actuated g/C Ratio		0.76	0.76		0.76	0.76		0.20		0.20	0.20	
v/c Ratio		0.53	0.05		0.48	0.02		0.25		0.12	0.31	
Control Delay		6.0	3.9		0.8	0.0		34.0		31.9	34.3	
Queue Delay		0.1	0.0		1.1	0.0		0.5		0.2	0.0	
Total Delay		6.1	3.9		1.9	0.0		34.5		32.1	34.3	
LOS		A	A		A	A		C		C	C	
Approach Delay		6.0			1.9			34.5			33.9	
Approach LOS		A			A			C			C	
Queue Length 50th (m)		35.2	2.1		0.1	0.0		8.4		3.0	14.1	
Queue Length 95th (m)		41.6	4.5		m0.1	m0.0		11.8		8.5	25.1	
Internal Link Dist (m)		63.2			64.4			133.3			145.7	
Turn Bay Length (m)			15.0			15.0				15.0		
Base Capacity (vph)		1317	927		1284	676		215		162	287	
Starvation Cap Reductn		52	0		413	0		0		0	0	
Spillback Cap Reductn		0	0		161	0		38		28	0	
Storage Cap Reductn		0	0		0	0		0		0	0	
Reduced v/c Ratio		0.55	0.05		0.71	0.02		0.31		0.15	0.31	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 42 (47%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,53
 Intersection Signal Delay: 7,3
 Intersection Capacity Utilization 51,9%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 62: Van Horne & Stuart

ø2 20 s	ø4 70 s
ø6 20 s	ø8 70 s

Timings
63: Van Horne & Wiseman

Actual
POINTE AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1772	1507	0	1772	1507	0	1794	0	0	0	0
Flt Permitted		0.993			0.991			0.994				
Satd. Flow (perm)	0	1761	1507	0	1757	1507	0	1794	0	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	10	495	20	10	610	20	5	20	15	0	0	0
Lane Group Flow (vph)	0	549	22	0	674	22	0	43	0	0	0	0
Turn Type	pm+pt		Perm	Perm		Perm	Perm					
Protected Phases	7	4			8			2				
Permitted Phases	4		4	8		8	2					
Total Split (s)	16.0	61.0	61.0	45.0	45.0	45.0	29.0	29.0	0.0	0.0	0.0	0.0
Act Effct Green (s)		59.0	59.0		43.0	43.0		27.0				
Actuated g/C Ratio		0.66	0.66		0.48	0.48		0.30				
v/c Ratio		0.47	0.02		0.80	0.03		0.08				
Control Delay		9.9	4.8		11.6	5.0		23.2				
Queue Delay		0.8	0.0		1.2	0.0		0.0				
Total Delay		10.7	4.8		12.9	5.0		23.2				
LOS		B	A		B	A		C				
Approach Delay		10.5			12.6			23.2				
Approach LOS		B			B			C				
Queue Length 50th (m)		59.5	1.5		17.1	0.6		5.6				
Queue Length 95th (m)		65.2	m2.5		m21.7	m0.8		13.4				
Internal Link Dist (m)		64.4			103.4			209.1			145.9	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		1156	988		839	720		538				
Starvation Cap Reductn		315	0		50	0		0				
Spillback Cap Reductn		0	0		0	0		0				
Storage Cap Reductn		0	0		0	0		0				
Reduced v/c Ratio		0.65	0.02		0.85	0.03		0.08				

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 40 (44%), Referenced to phase 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 12.0
 Intersection Capacity Utilization 75.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 63: Van Horne & Wiseman

ø2 29 s	ø4 61 s
	ø7 16 s
	ø8 45 s

Timings
64: Van Horne & Outremont

Actual
POINTE AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1710	1284	0	1744	1525	0	1452	0	0	1667	0
Flt Permitted		0.998			0.967			0.914			0.949	
Satd. Flow (perm)	0	1706	1121	0	1687	1168	0	1308	0	0	1497	0
Satd. Flow (RTOR)												
Volume (vph)	4	501	38	28	620	27	25	44	19	20	74	19
Lane Group Flow (vph)	0	549	41	0	704	29	0	96	0	0	123	0
Turn Type	pm+pt		Perm	Perm		Perm	Perm			Perm		
Protected Phases	7	4			8			2				6
Permitted Phases	4		4	8		8	2			6		
Total Split (s)	11.0	59.0	59.0	48.0	48.0	48.0	31.0	31.0	0.0	31.0	31.0	0.0
Act Effct Green (s)		57.0	57.0		46.0	46.0		29.0			29.0	
Actuated g/C Ratio		0.63	0.63		0.51	0.51		0.32			0.32	
v/c Ratio		0.51	0.06		0.82	0.05		0.23			0.26	
Control Delay		5.8	4.6		8.7	2.9		24.2			24.3	
Queue Delay		0.1	0.0		0.7	0.0		0.0			0.0	
Total Delay		5.9	4.6		9.4	2.9		24.2			24.3	
LOS		A	A		A	A		C			C	
Approach Delay		5.8			9.1			24.2			24.3	
Approach LOS		A			A			C			C	
Queue Length 50th (m)		15.9	1.2		12.9	0.6		12.7			16.4	
Queue Length 95th (m)		29.0	m3.4		m13.6	m0.6		25.2			30.5	
Internal Link Dist (m)		103.4			60.3			142.2			146.1	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		1081	710		862	597		421			482	
Starvation Cap Reductn		50	0		31	0		0			0	
Spillback Cap Reductn		0	0		5	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0.53	0.06		0.85	0.05		0.23			0.26	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 31 (34%), Referenced to phase 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,82
 Intersection Signal Delay: 10,0
 Intersection Capacity Utilization 71,4%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 64: Van Horne & Outremont

31 s	59 s		
31 s	11 s	48 s	

Timings
66: Van Horne & Bloomfield

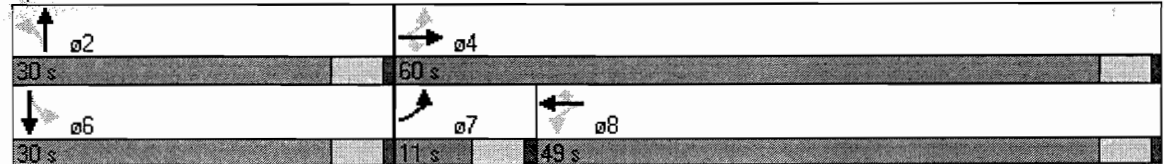
Actual
POINTE AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1750	1388	0	1755	1338	0	1815	0	0	1702	0
Flt Permitted		0.999			0.925			0.949			0.858	
Satd. Flow (perm)	0	1748	1388	0	1630	1338	0	1738	0	0	1492	0
Satd. Flow (RTOR)												
Volume (vph)	3	534	16	57	702	14	17	50	24	50	60	4
Lane Group Flow (vph)	0	583	17	0	825	15	0	98	0	0	123	0
Turn Type	pm+pt		Perm	Perm		Perm	Perm			Perm		
Protected Phases	7	4			8			2				6
Permitted Phases	4		4	8		8	2			6		
Total Split (s)	11.0	60.0	60.0	49.0	49.0	49.0	30.0	30.0	0.0	30.0	30.0	0.0
Act Effct Green (s)		58.0	58.0		47.0	47.0		28.0			28.0	
Actuated g/C Ratio		0.64	0.64		0.52	0.52		0.31			0.31	
v/c Ratio		0.52	0.02		0.97	0.02		0.18			0.27	
Control Delay		8.7	5.2		24.7	8.9		23.8			25.2	
Queue Delay		0.1	0.0		4.4	0.0		0.0			0.0	
Total Delay		8.7	5.2		29.1	8.9		23.8			25.2	
LOS		A	A		C	A		C			C	
Approach Delay		8.6			28.7			23.8			25.2	
Approach LOS		A			C			C			C	
Queue Length 50th (m)		38.5	0.9		36.3	0.6		12.9			16.7	
Queue Length 95th (m)		47.3	m1.9		m#42.9	m0.8		25.2			31.1	
Internal Link Dist (m)		61.5			58.7			197.8			144.7	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		1127	894		851	699		541			464	
Starvation Cap Reductn		34	0		1	0		0			0	
Spillback Cap Reductn		0	0		20	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0,53	0,02		0,99	0,02		0,18			0,27	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 19 (21%), Referenced to phase 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,97
 Intersection Signal Delay: 20,9
 Intersection Capacity Utilization 91,0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 66: Van Horne & Bloomfield



Timings
68: Van Horne & Querbes

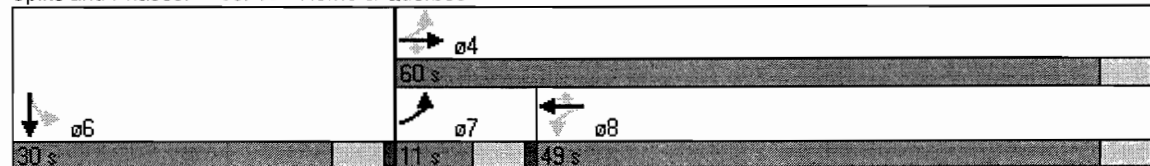
Actual
POINTE AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1774	1509	0	1776	1615	0	0	0	0	1769	0
Flt Permitted		0.777			0.999						0.980	
Satd. Flow (perm)	0	1380	1509	0	1774	1615	0	0	0	0	1769	0
Satd. Flow (RTOR)												
Volume (vph)	15	619	14	2	822	28	0	0	0	21	18	11
Lane Group Flow (vph)	0	689	15	0	895	30	0	0	0	0	55	0
Turn Type	pm+pt		Perm	Perm		Perm				Perm		
Protected Phases	7	4			8							6
Permitted Phases	4		4	8		8				6		
Total Split (s)	11.0	60.0	60.0	49.0	49.0	49.0	0.0	0.0	0.0	30.0	30.0	0.0
Act Effct Green (s)		58.0	58.0		47.0	47.0					28.0	
Actuated g/C Ratio		0.64	0.64		0.52	0.52					0.31	
v/c Ratio		0.74	0.02		0.97	0.04					0.10	
Control Delay		10.8	4.4		47.8	20.5					22.8	
Queue Delay		0.0	0.0		0.0	0.0					0.0	
Total Delay		10.8	4.4		47.8	20.5					22.8	
LOS		B	A		D	C					C	
Approach Delay		10.7			46.9						22.8	
Approach LOS		B			D						C	
Queue Length 50th (m)		25.7	0.5		144.3	4.1					7.1	
Queue Length 95th (m)		44.8	m1.5		m#189.1	m4.6					15.9	
Internal Link Dist (m)		46.6			138.7			196.8			144.6	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		929	972		926	843					550	
Starvation Cap Reductn		0	0		0	0					0	
Spillback Cap Reductn		0	0		0	0					0	
Storage Cap Reductn		0	0		0	0					0	
Reduced v/c Ratio		0.74	0.02		0.97	0.04					0.10	

Intersection Summary

















Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 19 (21%), Referenced to phase 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 31,0
 Intersection LOS: C
 Intersection Capacity Utilization 61,7%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 68: Van Horne & Querbes














HCM Unsignalized Intersection Capacity Analysis
 29: Bates & Rockland

Actual
 POINTE AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	4	202	40	9	70	2	443	6	7	3	3	1
Peak Hour Factor	0.93	0.93	0.93	0.78	0.78	0.78	0.79	0.79	0.79	0.58	0.58	0.58
Hourly flow rate (vph)	4	217	43	12	90	3	561	8	9	5	5	2
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	265	104	577	12								
Volume Left (vph)	4	12	561	5								
Volume Right (vph)	43	3	9	2								
Hadj (s)	-0,02	0,11	0,20	0,00								
Departure Headway (s)	5,7	6,2	5,2	6,0								
Degree Utilization, x	0,42	0,18	0,84	0,02								
Capacity (veh/h)	593	541	677	543								
Control Delay (s)	12,8	10,5	29,3	9,1								
Approach Delay (s)	12,8	10,5	29,3	9,1								
Approach LOS	B	B	D	A								
Intersection Summary												
Delay			22,5									
HCM Level of Service			C									
Intersection Capacity Utilization			52,5%		ICU Level of Service					A		
Analysis Period (min)			15									
















HCM Unsignalized Intersection Capacity Analysis
38: Rockland & Manoir

Actual
POINTE AM

											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER	SWL	SWR	
Lane Configurations					↑			↗	↖		
Sign Control		Free			Free		Stop		Stop		
Grade		0%			0%		0%		0%		
Volume (veh/h)	0	0	0	0	653	0	0	0	0	0	
Peak Hour Factor	0.92	0.92	0.92	0.96	0.91	0.96	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	0	0	0	718	0	0	0	0	0	
Pedestrians		7					7		1		
Lane Width (m)		0.0					3.5		3.6		
Walking Speed (m/s)		1.1					1.1		1.1		
Percent Blockage		0					1		0		
Right turn flare (veh)											
Median type							None		None		
Median storage veh											
Upstream signal (m)											
pX, platoon unblocked											
vC, conflicting volume	725			1			726	732	726	726	
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	725			1			726	732	726	726	
tC, single (s)	4.1			4.1			6.5	6.3	7.1	6.5	
tC, 2 stage (s)											
tF (s)	2.2			2.2			4.0	3.4	3.5	4.0	
p0 queue free %	100			100			100	100	100	100	
cM capacity (veh/h)	882			1634			351	404	335	351	
Direction, Lane #	SB 1	SE 1	SW 1								
Volume Total	718	0	0								
Volume Left	0	0	0								
Volume Right	0	0	0								
cSH	1700	1700	1700								
Volume to Capacity	0,42	0,00	0,00								
Queue Length 95th (m)	0,0	0,0	0,0								
Control Delay (s)	0,0	0,0	0,0								
Lane LOS		A	A								
Approach Delay (s)	0,0	0,0	0,0								
Approach LOS		A	A								
Intersection Summary											
Average Delay			0,0								
Intersection Capacity Utilization			46,4%		ICU Level of Service				A		
Analysis Period (min)			15								
















HCM Unsignalized Intersection Capacity Analysis
 48: Ducharme & Rockland

Actual
 POINTE AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	5	143	30	10	38	4	0	0	0	53	432	213
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	155	33	11	41	4	0	0	0	58	470	232
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total (vph)	193	57	759									
Volume Left (vph)	5	11	58									
Volume Right (vph)	33	4	232									
Hadj (s)	-0,08	-0,01	-0,12									
Departure Headway (s)	5,8	6,2	4,5									
Degree Utilization, x	0,31	0,10	0,96									
Capacity (veh/h)	611	569	784									
Control Delay (s)	11,4	9,8	43,1									
Approach Delay (s)	11,4	9,8	43,1									
Approach LOS	B	A	E									
Intersection Summary												
Delay			35,1									
HCM Level of Service			E									
Intersection Capacity Utilization			64,7%	ICU Level of Service								C
Analysis Period (min)			15									

















HCM Unsignalized Intersection Capacity Analysis
 49: Ducharme & Rockland

Actuel
 POINTE AM

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Sign Control		Stop			Stop			Stop			Stop		
Volume (vph)	0	111	13	13	53	0	0	0	0	125	520	10	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	121	14	14	58	0	0	0	0	136	565	11	
Direction, Lane #	EB 1	WB 1	SB 1										
Volume Total (vph)	135	72	712										
Volume Left (vph)	0	14	136										
Volume Right (vph)	14	0	11										
Hadj (s)	-0,03	0,07	0,06										
Departure Headway (s)	5,8	6,0	4,6										
Degree Utilization, x	0,22	0,12	0,91										
Capacity (veh/h)	602	574	778										
Control Delay (s)	10,4	9,8	34,9										
Approach Delay (s)	10,4	9,8	34,9										
Approach LOS	B	A	D										
Intersection Summary													
Delay			29,3										
HCM Level of Service			D										
Intersection Capacity Utilization			62,2%	ICU Level of Service									B
Analysis Period (min)			15										

















HCM Unsignalized Intersection Capacity Analysis
 51: Ducharme & Accès C.Comm

Actuel
 POINTE AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	200	15	25	175	0	15	0	20	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	217	16	27	190	0	16	0	22	0	0	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	234	217	38	0								
Volume Left (vph)	0	27	16	0								
Volume Right (vph)	16	0	22	0								
Hadj (s)	-0,04	0,03	-0,26	0,00								
Departure Headway (s)	4,2	4,2	4,6	4,9								
Degree Utilization, x	0,27	0,26	0,05	0,00								
Capacity (veh/h)	846	822	708	666								
Control Delay (s)	8,7	8,7	7,8	7,9								
Approach Delay (s)	8,7	8,7	7,8	0,0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8,6									
HCM Level of Service			A									
Intersection Capacity Utilization			35,4%	ICU Level of Service	A							
Analysis Period (min)			15									

















HCM Unsignalized Intersection Capacity Analysis
 52: Ducharme & Stuart

Actuel
 POINTE AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	6	196	75	15	193	19	14	11	0	10	11	10
Peak Hour Factor	0.95	0.95	0.95	0.79	0.79	0.79	0.68	0.68	0.68	0.50	0.50	0.50
Hourly flow rate (vph)	6	206	79	19	244	24	21	16	0	20	22	20
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	292	287	37	62								
Volume Left (vph)	6	19	21	20								
Volume Right (vph)	79	24	0	20								
Hadj (s)	-0,11	0,08	0,31	1,08								
Departure Headway (s)	4,4	4,6	5,7	6,4								
Degree Utilization, x	0,36	0,37	0,06	0,11								
Capacity (veh/h)	787	751	565	510								
Control Delay (s)	9,9	10,3	9,0	10,2								
Approach Delay (s)	9,9	10,3	9,0	10,2								
Approach LOS	A	B	A	B								
Intersection Summary												
Delay			10,0									
HCM Level of Service			B									
Intersection Capacity Utilization			30,3%		ICU Level of Service					A		
Analysis Period (min)			15									

















HCM Unsignalized Intersection Capacity Analysis
 53: Ducharme & Wiseman

Actual
 POINTE AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	190	0	0	200	0	15	0	10	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	207	0	0	217	0	16	0	11	0	0	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	207	217	27	0								
Volume Left (vph)	0	0	16	0								
Volume Right (vph)	0	0	11	0								
Hadj (s)	0,00	0,00	-0,12	0,00								
Departure Headway (s)	4,2	4,2	4,7	4,9								
Degree Utilization, x	0,24	0,25	0,04	0,00								
Capacity (veh/h)	845	850	701	681								
Control Delay (s)	8,5	8,6	7,9	7,9								
Approach Delay (s)	8,5	8,6	7,9	0,0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8,5									
HCM Level of Service			A									
Intersection Capacity Utilization			20,5%	ICU Level of Service	A							
Analysis Period (min)			15									

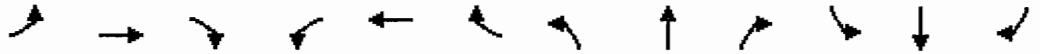
HCM Unsignalized Intersection Capacity Analysis
 54: Ducharme & Outremont

Actuel
 POINTE AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	5	113	75	4	149	6	67	5	6	5	15	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	123	82	4	162	7	73	5	7	5	16	7
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	210	173	85	28								
Volume Left (vph)	5	4	73	5								
Volume Right (vph)	82	7	7	7								
Hadj (s)	-0,13	0,02	0,21	0,10								
Departure Headway (s)	4,3	4,4	5,0	5,0								
Degree Utilization, x	0,25	0,21	0,12	0,04								
Capacity (veh/h)	817	774	665	656								
Control Delay (s)	8,7	8,6	8,7	8,2								
Approach Delay (s)	8,7	8,6	8,7	8,2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8,6									
HCM Level of Service			A									
Intersection Capacity Utilization			32,6%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 55: Ducharme & Champagneur










Actuel
 POINTE AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	13	78	16	1	102	6	0	0	0	0	1	1
Peak Hour Factor	0.73	0.73	0.73	0.78	0.78	0.78	0.92	0.92	0.92	0.50	0.50	0.50
Hourly flow rate (vph)	18	107	22	1	131	8	0	0	0	0	2	2
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total (vph)	147	140	4									
Volume Left (vph)	18	1	0									
Volume Right (vph)	22	8	2									
Hadj (s)	0,02	0,05	-0,30									
Departure Headway (s)	4,1	4,1	4,2									
Degree Utilization, x	0,17	0,16	0,00									
Capacity (veh/h)	874	870	794									
Control Delay (s)	7,9	7,9	7,2									
Approach Delay (s)	7,9	7,9	7,2									
Approach LOS	A	A	A									
Intersection Summary												
Delay			7,9									
HCM Level of Service			A									
Intersection Capacity Utilization			22,5%			ICU Level of Service				A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 56: Ducharme & Bloomfield

Actuel
 POINTE AM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total (vph)	0	0	0			
Volume Left (vph)	0	0	0			
Volume Right (vph)	0	0	0			
Hadj (s)	0,00	0,00	0,00			
Departure Headway (s)	3,9	3,9	3,9			
Degree Utilization, x	0,00	0,00	0,00			
Capacity (veh/h)	917	917	917			
Control Delay (s)	6,9	6,9	6,9			
Approach Delay (s)	0,0	0,0	0,0			
Approach LOS	A	A	A			
Intersection Summary						
Delay			0,0			
HCM Level of Service			A			
Intersection Capacity Utilization			0,0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 57: Ducharme & Accès

Actuel
 POINTE AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total (vph)	0	0	0			
Volume Left (vph)	0	0	0			
Volume Right (vph)	0	0	0			
Hadj (s)	0,00	0,00	0,00			
Departure Headway (s)	3,9	3,9	3,9			
Degree Utilization, x	0,00	0,00	0,00			
Capacity (veh/h)	917	917	917			
Control Delay (s)	6,9	6,9	6,9			
Approach Delay (s)	0,0	0,0	0,0			
Approach LOS	A	A	A			
Intersection Summary						
Delay			0,0			
HCM Level of Service			A			
Intersection Capacity Utilization			0,0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
65: Van Horne & Champagneur

Actuel
POINTE AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↘	↑					↖	↑	↘
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	553	13	11	620	0	0	0	0	9	11	9
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.92	0.92	0.92	0.72	0.72	0.72
Hourly flow rate (vph)	0	608	14	12	667	0	0	0	0	12	15	12
Pedestrians		4			2			63			29	
Lane Width (m)		3.1			3.2			0.0			3.2	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		0			0			0			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)		84			85							
pX, platoon unblocked	0,59			0,83			0,68	0,68	0,83	0,68	0,68	0,59
vC, conflicting volume	696			685			1385	1390	673	1329	1404	700
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	487			620			1187	1194	605	1105	1216	493
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.6	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.1	3.3
p0 queue free %	100			99			100	100	100	90	87	96
cM capacity (veh/h)	629			804			95	123	415	122	115	334
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2						
Volume Total	608	14	12	667	12	28						
Volume Left	0	0	12	0	12	0						
Volume Right	0	14	0	0	0	12						
cSH	1700	1700	804	1700	122	163						
Volume to Capacity	0,36	0,01	0,01	0,39	0,10	0,17						
Queue Length 95th (m)	0,0	0,0	0,4	0,0	2,7	4,8						
Control Delay (s)	0,0	0,0	9,5	0,0	37,8	31,6						
Lane LOS			A		E	D						
Approach Delay (s)	0,0		0,2		33,5							
Approach LOS					D							
Intersection Summary												
Average Delay			1,1									
Intersection Capacity Utilization			43,9%		ICU Level of Service		A					
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 67: Van Horne & De L'Épée

Actuel
 POINTE AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	628	0	0	803	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	683	0	0	873	0	0	0	0	0	0	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)		83			71							
pX, platoon unblocked	0,50			0,82			0,59	0,59	0,82	0,59	0,59	0,50
vC, conflicting volume	873			683			1555	1555	683	1555	1555	873
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	745			612			1478	1478	612	1478	1478	745
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	435			799			62	75	406	62	75	208
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	683	873	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	435	1700	1700	1700								
Volume to Capacity	0,00	0,51	0,00	0,00								
Queue Length 95th (m)	0,0	0,0	0,0	0,0								
Control Delay (s)	0,0	0,0	0,0	0,0								
Lane LOS			A	A								
Approach Delay (s)	0,0	0,0	0,0	0,0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			0,0									
Intersection Capacity Utilization			45,6%		ICU Level of Service				A			
Analysis Period (min)			15									

14: Beaumont & Performance by approach

Approach	WB	NB	SB	NW	All
Delay / Veh (s)	57.7	5.8	8.6	52.1	17.9
Stop/Veh	0.97	0.20	0.32	1.00	0.42
Vehicles Entered	624	1034	1424	22	3104
Vehicles Exited	626	1035	1429	22	3112
Hourly Exit Rate	626	1035	1429	22	3112
Denied Entry Before	0	0	1	0	1
Denied Entry After	0	0	0	0	0

25: Van Horne & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	78.2	74.1	22.6	26.5	47.2
Stop/Veh	0.71	1.20	0.62	0.73	0.82
Vehicles Entered	705	919	739	1362	3725
Vehicles Exited	705	908	738	1350	3701
Hourly Exit Rate	705	908	738	1350	3701
Denied Entry Before	2	0	0	0	2
Denied Entry After	16	0	0	0	16

29: Bates & Rockland Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	7.9	5.9	8.7	3.8	8.1
Stop/Veh	1.00	0.86	0.92	1.00	0.94
Vehicles Entered	238	101	502	8	849
Vehicles Exited	238	101	504	8	851
Hourly Exit Rate	238	101	504	8	851
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

33: Rockland & Performance by approach

Approach	WB	SB	All
Delay / Veh (s)	1.0	10.9	7.4
Stop/Veh	0.00	0.21	0.14
Vehicles Entered	1010	1898	2908
Vehicles Exited	1011	1893	2904
Hourly Exit Rate	1011	1893	2904
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

37: Manoir & Rockland Performance by approach

Approach	NB	SB	SW	All
Delay / Veh (s)	(A) 0.3	(A) 6.8	(A) 9.3	8.9
Stop/Veh	0.00	0.94	0.94	0.91
Vehicles Entered	18	51	674	743
Vehicles Exited	18	51	672	741
Hourly Exit Rate	18	51	672	741
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

> + #600 (65) = 15,8
(C)

38: Rockland & Manoir Performance by approach

Approach	SB	SE	SW	All
Delay / Veh (s)	15.5	0.1	0.6	14.7
Stop/Veh	0.36	0.00	0.00	0.34
Vehicles Entered	695	18	20	733
Vehicles Exited	690	18	20	728
Hourly Exit Rate	690	18	20	728
Denied Entry Before	0	0	0	0
Denied Entry After	2	0	0	2

39: Manoir & McEachran Performance by approach

Approach	NB	SB	All
Delay / Veh (s)	(C) 16.7	(A) 4.6	(B) 14.3
Stop/Veh	1.02	0.99	1.01
Vehicles Entered	892	225	1117
Vehicles Exited	893	225	1118
Hourly Exit Rate	893	225	1118
Denied Entry Before	1	0	1
Denied Entry After	0	0	0

48: Ducharme & Rockland Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	(A) 8.2	(A) 7.2	(B) 28.0	(C) 23.0
Stop/Veh	0.99	0.79	1.19	1.13
Vehicles Entered	170	66	712	948
Vehicles Exited	171	67	717	955
Hourly Exit Rate	171	67	717	955
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Davaer

⑥

49: Ducharme & ~~Rockland~~ Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	(A) 6.2	(A) 7.3	(34.2)	(E) 25.9
Stop/Veh	0.60	0.88	1.19	1.04
Vehicles Entered	195	75	637	907
Vehicles Exited	196	75	633	904
Hourly Exit Rate	196	75	633	904
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

→ + délai # 38 (15.5) = 49.7
 (E)

⑧

50: Ducharme & McEachran Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	(C) 22.2	(C) 30.7	(B) 12.3	(B) 18.7
Stop/Veh	0.64	0.71	0.37	0.50
Vehicles Entered	225	260	611	1096
Vehicles Exited	226	264	610	1100
Hourly Exit Rate	226	264	610	1100
Denied Entry Before	0	1	0	1
Denied Entry After	0	0	0	0

51: Ducharme & Accès C.Comm Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	7.4	7.1	3.7	7.0
Stop/Veh	0.96	0.90	1.00	0.94
Vehicles Entered	220	205	32	457
Vehicles Exited	220	204	32	456
Hourly Exit Rate	220	204	32	456
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

⑤

52: Ducharme & Stuart Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	(A) 7.3	(A) 7.3	(A) 6.3	(A) 4.6	(A) 7.1
Stop/Veh	0.99	0.95	0.89	1.00	0.97
Vehicles Entered	276	221	28	33	558
Vehicles Exited	277	222	28	33	560
Hourly Exit Rate	277	222	28	33	560
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

53: Ducharme & Wiseman Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	7.7	7.3	2.6	7.0
Stop/Veh	0.91	0.88	0.49	0.86
Vehicles Entered	209	205	43	457
Vehicles Exited	210	205	43	458
Hourly Exit Rate	210	205	43	458
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

54: Ducharme & Outremont Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	7.0	6.8	6.2	4.9	6.7
Stop/Veh	0.91	0.98	1.00	0.96	0.95
Vehicles Entered	212	146	71	25	454
Vehicles Exited	214	146	71	25	456
Hourly Exit Rate	214	146	71	25	456
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

55: Ducharme & Champagneur Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	6.2	3.5	2.5	5.1
Stop/Veh	0.85	1.00	1.00	0.91
Vehicles Entered	136	97	1	234
Vehicles Exited	136	97	1	234
Hourly Exit Rate	136	97	1	234
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

56: Ducharme & Bloomfield Performance by approach

Approach	EB	NB	All
Delay / Veh (s)	2.2	1.2	1.8
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	83	65	148
Vehicles Exited	83	65	148
Hourly Exit Rate	83	65	148
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

58: Van Horne & Rockland Performance by approach

8

Approach	EB	WB	SB	All
Delay / Veh (s)	(C) 20.5	(A) 1.3	(E) 56.0	(C) 23.9
Stop/Veh	0.62	0.04	1.15	0.56
Vehicles Entered	559	589	471	1619
Vehicles Exited	557	589	472	1618
Hourly Exit Rate	557	589	472	1618
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

59: Van Horne & Rockland Performance by approach

8

Approach	EB	WB	SB	All
Delay / Veh (s)	(B) 10.3	(A) 3.0	(E) 74.4	(C) 27.8
Stop/Veh	0.24	0.07	1.38	0.54
Vehicles Entered	577	592	537	1706
Vehicles Exited	577	592	530	1699
Hourly Exit Rate	577	592	530	1699
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	2	2

60: Van Horne & McEachran Performance by approach

8

Approach	EB	WB	NB	All
Delay / Veh (s)	(B) 12.2	(C) 21.8	(C) 31.8	(C) 20.8
Stop/Veh	0.39	0.45	0.83	0.53
Vehicles Entered	715	650	498	1863
Vehicles Exited	714	650	496	1860
Hourly Exit Rate	714	650	496	1860
Denied Entry Before	0	0	0	0
Denied Entry After	0	4	0	4

61: Van Horne & Dollard Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	7.1	9.4	0.5	8.0
Stop/Veh	0.27	0.36	0.00	0.31
Vehicles Entered	672	617	36	1325
Vehicles Exited	671	617	36	1324
Hourly Exit Rate	671	617	36	1324
Denied Entry Before	0	0	0	0
Denied Entry After	0	1	0	1

62: Van Horne & Stuart Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	(A) 8.1	(A) 3.2	(D) 38.7	(C) 38.4	(A) 8.7
Stop/Veh	0.27	0.05	0.88	0.81	0.22
Vehicles Entered	605	637	33	100	1375
Vehicles Exited	604	637	33	100	1374
Hourly Exit Rate	604	637	33	100	1374
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

63: Van Horne & Wiseman Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	8.0	10.6	23.3	9.7
Stop/Veh	0.39	0.21	0.74	0.31
Vehicles Entered	590	633	35	1258
Vehicles Exited	590	634	35	1259
Hourly Exit Rate	590	634	35	1259
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

64: Van Horne & Outremont Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	(A) 9.4	(B) 13.3	(C) 27.8	(C) 25.1	(B) 13.6
Stop/Veh	0.25	0.26	0.78	0.67	0.32
Vehicles Entered	538	652	85	101	1376
Vehicles Exited	540	652	86	100	1378
Hourly Exit Rate	540	652	86	100	1378
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

65: Van Horne & Champagneur Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	1.5	2.7	13.4	2.4
Stop/Veh	0.01	0.04	1.00	0.05
Vehicles Entered	568	706	30	1304
Vehicles Exited	569	706	30	1305
Hourly Exit Rate	569	706	30	1305
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

66: Van Horne & Bloomfield Performance by approach

100

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	A 9.8	C 22.4	C 24.0	C 30.1	B 18.4
Stop/Veh	0.36	0.50	0.69	0.78	0.48
Vehicles Entered	568	755	87	116	1526
Vehicles Exited	568	755	87	116	1526
Hourly Exit Rate	568	755	87	116	1526
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

67: Van Horne & De L'Épée Performance by approach

Approach	EB	WB	All
Delay / Veh (s)	4.6	5.5	5.1
Stop/Veh	0.08	0.12	0.11
Vehicles Entered	628	786	1414
Vehicles Exited	628	785	1413
Hourly Exit Rate	628	785	1413
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

100

68: Van Horne & Querbes Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	B 12.5	F 91.1	C 24.3	E 57.8
Stop/Veh	0.36	1.06	0.63	0.77
Vehicles Entered	648	931	49	1628
Vehicles Exited	646	931	49	1626
Hourly Exit Rate	646	931	49	1626
Denied Entry Before	0	3	0	3
Denied Entry After	0	21	0	21

600: Rockland & Performance by approach

Approach	WB	All
Delay / Veh (s)	6.5	6.5
Stop/Veh	0.12	0.12
Vehicles Entered	1168	1168
Vehicles Exited	1166	1166
Hourly Exit Rate	1166	1166
Denied Entry Before	0	0
Denied Entry After	0	0

601: Rockland & Performance by approach

Approach	SB	NW	All
Delay / Veh (s)	0.7	2.5	2.3
Stop/Veh	0.00	0.07	0.07
Vehicles Entered	54	499	553
Vehicles Exited	54	499	553
Hourly Exit Rate	54	499	553
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

Total Network Performance

Delay / Veh (s)	103.9
Stop/Veh	2.47
Vehicles Entered	8362
Vehicles Exited	8318
Hourly Exit Rate	8318
Denied Entry Before	8
Denied Entry After	78

14: Beaumont & Performance by movement

Movement	WBL2	WBR	NBT	NBR	SBT	SBR	NWR	NWR2	All
Delay / Veh (s)	62.6	41.7	8.7	2.8	8.6	8.3	52.7	51.5	17.9
Stop/Veh	1.01	0.83	0.31	0.10	0.31	0.35	1.00	1.00	0.42
Vehicles Entered	480	144	525	509	1318	106	11	11	3104
Vehicles Exited	480	146	525	510	1323	106	11	11	3112
Hourly Exit Rate	480	146	525	510	1323	106	11	11	3112
Denied Entry Before	0	0	0	0	1	0	0	0	1
Denied Entry After	0	0	0	0	0	0	0	0	0

25: Van Horne & Parc Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	80.1	51.5	75.5	64.5	22.9	19.2	26.1	29.9	47.2
Stop/Veh	0.71	0.72	1.20	1.18	0.62	0.51	0.71	0.90	0.82
Vehicles Entered	662	43	799	120	679	60	1226	136	3725
Vehicles Exited	662	43	789	119	679	59	1215	135	3701
Hourly Exit Rate	662	43	789	119	679	59	1215	135	3701
Denied Entry Before	2	0	0	0	0	0	0	0	2
Denied Entry After	16	0	0	0	0	0	0	0	16

29: Bates & Rockland Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	5.8	8.8	4.2	5.2	6.1	3.1	9.2	3.2	9.3	3.0	5.0	3.2
Stop/Veh	1.00	1.00	1.00	1.00	0.84	1.00	0.98	0.24	1.00	1.00	1.00	1.00
Vehicles Entered	4	193	41	9	88	4	453	41	8	2	3	3
Vehicles Exited	4	193	41	9	88	4	455	41	8	2	3	3
Hourly Exit Rate	4	193	41	9	88	4	455	41	8	2	3	3
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

29: Bates & Rockland Performance by movement

Movement	All
Delay / Veh (s)	8.1
Stop/Veh	0.94
Vehicles Entered	849
Vehicles Exited	851
Hourly Exit Rate	851
Denied Entry Before	0
Denied Entry After	0

33: Rockland & Performance by movement

Movement	WBT	WBR	SBT	SBR	All
Delay / Veh (s)	1.0	1.0	12.2	10.0	7.4
Stop/Veh	0.00	0.00	0.28	0.17	0.14
Vehicles Entered	8	1002	733	1165	2908
Vehicles Exited	8	1003	730	1163	2904
Hourly Exit Rate	8	1003	730	1163	2904
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

5

37: Manoir & Rockland Performance by movement

Movement	NBR2	SBT	SWL	SWT	All
Delay / Veh (s)	0.3	6.8	9.4	3.2	8.9
Stop/Veh	0.00	0.94	0.94	0.33	0.91
Vehicles Entered	18	51	665	9	743
Vehicles Exited	18	51	663	9	741
Hourly Exit Rate	18	51	663	9	741
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

38: Rockland & Manoir Performance by movement

Movement	SBT	SET	SWT	All
Delay / Veh (s)	15.5	0.1	0.6	14.7
Stop/Veh	0.36	0.00	0.00	0.34
Vehicles Entered	695	18	20	733
Vehicles Exited	690	18	20	728
Hourly Exit Rate	690	18	20	728
Denied Entry Before	0	0	0	0
Denied Entry After	2	0	0	2

5

39: Manoir & McEachran Performance by movement

Movement	NBL2	NBL	NBT	SBT	SBR	SBR2	All
Delay / Veh (s)	14.9	17.1	13.8	0.0	2.8	4.7	14.3
Stop/Veh	1.00	1.01	1.13	0.00	1.00	1.00	1.01
Vehicles Entered	13	782	97	2	7	216	1117
Vehicles Exited	13	783	97	2	7	216	1118
Hourly Exit Rate	13	783	97	2	7	216	1118
Denied Entry Before	0	1	0	0	0	0	1
Denied Entry After	0	0	0	0	0	0	0

5

48: Ducharme & Rockland Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Delay / Veh (s)	5.7	8.8	5.7	7.5	7.4	4.8	27.9	28.7	26.6	23.0
Stop/Veh	1.00	1.00	1.00	1.00	0.75	1.00	1.17	1.17	1.23	1.13
Vehicles Entered	4	140	26	8	54	4	54	441	217	948
Vehicles Exited	4	141	26	8	55	4	54	444	219	955
Hourly Exit Rate	4	141	26	8	55	4	54	444	219	955
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

5

49: Ducharme & Rockland Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	6.0	8.8	8.7	7.0	31.5	35.0	23.9	25.9
Stop/Veh	0.57	1.00	1.00	0.86	1.18	1.19	1.30	1.04
Vehicles Entered	182	13	11	64	119	508	10	907
Vehicles Exited	183	13	11	64	118	505	10	904
Hourly Exit Rate	183	13	11	64	118	505	10	904
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

5

50: Ducharme & McEachran Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	33.0	18.3	34.9	29.9	16.3	12.0	16.0	18.7
Stop/Veh	0.87	0.55	0.71	0.70	0.44	0.36	0.46	0.50
Vehicles Entered	61	164	34	226	27	571	13	1096
Vehicles Exited	61	165	35	229	27	570	13	1100
Hourly Exit Rate	61	165	35	229	27	570	13	1100
Denied Entry Before	0	0	0	1	0	0	0	1
Denied Entry After	0	0	0	0	0	0	0	0

51: Ducharme & Accès C.Comm Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Delay / Veh (s)	7.6	4.9	6.2	7.2	4.9	2.8	7.0
Stop/Veh	0.96	1.00	1.00	0.89	1.00	1.00	0.94
Vehicles Entered	205	15	21	184	14	18	457
Vehicles Exited	205	15	21	183	14	18	456
Hourly Exit Rate	205	15	21	183	14	18	456
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

5

52: Ducharme & Stuart Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Delay / Veh (s)	5.8	8.1	5.4	6.7	7.8	4.0	5.8	6.8	5.1	6.2	2.8	7.1
Stop/Veh	1.00	0.99	1.00	1.00	0.95	1.00	1.00	0.77	1.00	1.00	1.00	0.97
Vehicles Entered	5	197	74	15	182	24	15	13	9	11	13	558
Vehicles Exited	5	198	74	15	183	24	15	13	9	11	13	560
Hourly Exit Rate	5	198	74	15	183	24	15	13	9	11	13	560
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

53: Ducharme & Wiseman Performance by movement

Movement	EBT	WBT	NBL	NBT	NBR	All
Delay / Veh (s)	7.7	7.3	5.2	0.8	3.1	7.0
Stop/Veh	0.91	0.88	1.00	0.00	1.00	0.86
Vehicles Entered	209	205	13	22	8	457
Vehicles Exited	210	205	13	22	8	458
Hourly Exit Rate	210	205	13	22	8	458
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

5

54: Ducharme & Outremont Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	6.5	7.9	5.2	5.4	6.9	5.3	6.5	6.6	3.8	3.5	6.5	2.7
Stop/Veh	1.00	0.86	1.00	1.00	0.99	1.00	1.00	1.00	1.00	0.67	1.00	1.00
Vehicles Entered	5	140	67	3	139	4	60	4	7	3	14	8
Vehicles Exited	5	141	68	3	139	4	60	4	7	3	14	8
Hourly Exit Rate	5	141	68	3	139	4	60	4	7	3	14	8
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

54: Ducharme & Outremont Performance by movement

Movement	All
Delay / Veh (s)	6.7
Stop/Veh	0.95
Vehicles Entered	454
Vehicles Exited	456
Hourly Exit Rate	456
Denied Entry Before	0
Denied Entry After	0

55: Ducharme & Champagneur Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBT	SBR	All
Delay / Veh (s)	6.0	6.5	4.2	3.7	3.6	2.3		1.1	5.1
Stop/Veh	1.00	0.81	1.00	1.00	1.00	1.00		1.00	0.91
Vehicles Entered	13	104	19	1	89	7	0	1	234
Vehicles Exited	13	104	19	1	89	7	0	1	234
Hourly Exit Rate	13	104	19	1	89	7	0	1	234
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

56: Ducharme & Bloomfield Performance by movement

Movement	EBT	NBT	All
Delay / Veh (s)	2.2	1.2	1.8
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	83	65	148
Vehicles Exited	83	65	148
Hourly Exit Rate	83	65	148
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

58: Van Horne & Rockland Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	20.5	21.8	4.8	1.1	62.9	55.4	54.9	23.9
Stop/Veh	0.62	0.64	0.43	0.02	1.28	1.13	1.17	0.56
Vehicles Entered	519	40	30	559	50	355	66	1619
Vehicles Exited	518	39	30	559	50	357	65	1618
Hourly Exit Rate	518	39	30	559	50	357	65	1618
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

59: Van Horne & Rockland Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	10.2	15.0	12.2	2.9	75.1	73.7	78.4	27.8
Stop/Veh	0.24	0.50	0.67	0.06	1.44	1.35	1.39	0.54
Vehicles Entered	569	8	9	583	156	363	18	1706
Vehicles Exited	569	8	9	583	155	358	17	1699
Hourly Exit Rate	569	8	9	583	155	358	17	1699
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	2	0	2

89

60: Van Horne & McEachran Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	20.8	10.8	20.8	27.2	34.6	30.4	37.8	20.8
Stop/Veh	0.88	0.31	0.41	0.64	0.90	0.78	1.06	0.53
Vehicles Entered	102	613	548	102	41	387	70	1863
Vehicles Exited	102	612	549	101	42	384	70	1860
Hourly Exit Rate	102	612	549	101	42	384	70	1860
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	3	1	0	0	0	4

61: Van Horne & Dollard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBT	All
Delay / Veh (s)	16.5	6.8	8.3	10.8	9.3	9.3	0.5	8.0
Stop/Veh	0.87	0.25	0.44	0.64	0.36	0.29	0.00	0.31
Vehicles Entered	15	630	27	11	599	7	36	1325
Vehicles Exited	15	629	27	11	599	7	36	1324
Hourly Exit Rate	15	629	27	11	599	7	36	1324
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	1	0	0	1

88

62: Van Horne & Stuart Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	22.4	7.8	9.6	7.3	3.1	3.7	39.1	40.4	36.6	45.4	34.3	45.2
Stop/Veh	0.80	0.26	0.38	0.50	0.05	0.08	0.89	0.83	0.92	1.00	0.70	1.00
Vehicles Entered	5	560	40	4	621	12	9	12	12	19	63	18
Vehicles Exited	5	559	40	4	621	12	9	12	12	19	63	18
Hourly Exit Rate	5	559	40	4	621	12	9	12	12	19	63	18
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

62: Van Horne & Stuart Performance by movement

Movement	All
Delay / Veh (s)	8.7
Stop/Veh	0.22
Vehicles Entered	1375
Vehicles Exited	1374
Hourly Exit Rate	1374
Denied Entry Before	0
Denied Entry After	0

63: Van Horne & Wiseman Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	13.0	7.9	6.7	16.9	10.4	12.6	35.1	21.1	22.5	9.7
Stop/Veh	0.78	0.38	0.50	0.78	0.20	0.29	1.00	0.71	0.71	0.31
Vehicles Entered	9	561	20	9	607	17	4	17	14	1258
Vehicles Exited	9	561	20	9	608	17	4	17	14	1259
Hourly Exit Rate	9	561	20	9	608	17	4	17	14	1259
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

8

64: Van Horne & Outremont Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	21.4	9.3	10.9	19.3	12.9	15.4	29.8	27.7	26.2	30.9	23.4	25.2
Stop/Veh	1.00	0.24	0.33	0.68	0.24	0.33	0.77	0.78	0.78	0.78	0.63	0.68
Vehicles Entered	2	497	39	28	600	24	22	40	23	19	63	19
Vehicles Exited	2	499	39	28	600	24	22	41	23	18	63	19
Hourly Exit Rate	2	499	39	28	600	24	22	41	23	18	63	19
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

64: Van Horne & Outremont Performance by movement

Movement	All
Delay / Veh (s)	13.6
Stop/Veh	0.32
Vehicles Entered	1376
Vehicles Exited	1378
Hourly Exit Rate	1378
Denied Entry Before	0
Denied Entry After	0

65: Van Horne & Champagneur Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	1.4	1.6	6.5	2.6	15.2	16.5	6.3	2.4
Stop/Veh	0.01	0.00	0.62	0.03	1.00	1.00	1.00	0.05
Vehicles Entered	554	14	8	698	9	13	8	1304
Vehicles Exited	555	14	8	698	9	13	8	1305
Hourly Exit Rate	555	14	8	698	9	13	8	1305
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

66: Van Horne & Bloomfield Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	17.5	9.7	9.7	29.0	22.0	16.8	26.1	22.4	25.7	32.2	28.7	24.6
Stop/Veh	1.00	0.35	0.50	1.02	0.46	0.44	0.73	0.62	0.80	0.84	0.73	0.75
Vehicles Entered	3	549	16	57	682	16	15	47	25	50	62	4
Vehicles Exited	3	549	16	56	683	16	15	47	25	50	62	4
Hourly Exit Rate	3	549	16	56	683	16	15	47	25	50	62	4
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

66: Van Horne & Bloomfield Performance by movement

Movement	All
Delay / Veh (s)	18.4
Stop/Veh	0.48
Vehicles Entered	1526
Vehicles Exited	1526
Hourly Exit Rate	1526
Denied Entry Before	0
Denied Entry After	0

67: Van Horne & De L'Épée Performance by movement

Movement	EBT	WBT	All
Delay / Veh (s)	4.6	5.5	5.1
Stop/Veh	0.08	0.12	0.11
Vehicles Entered	628	786	1414
Vehicles Exited	628	785	1413
Hourly Exit Rate	628	785	1413
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

68: Van Horne & Querbes Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Delay / Veh (s)	24.6	12.3	10.4	49.3	92.4	47.1	27.1	19.6	26.8	57.8
Stop/Veh	1.08	0.35	0.31	1.33	1.05	1.32	0.65	0.56	0.73	0.77
Vehicles Entered	13	619	16	3	904	24	20	18	11	1628
Vehicles Exited	13	617	16	3	903	25	20	18	11	1626
Hourly Exit Rate	13	617	16	3	903	25	20	18	11	1626
Denied Entry Before	0	0	0	0	3	0	0	0	0	3
Denied Entry After	0	0	0	0	21	0	0	0	0	21

600: Rockland & Performance by movement

Movement	WBL	WBT	All
Delay / Veh (s)	6.4	6.7	6.5
Stop/Veh	0.13	0.11	0.12
Vehicles Entered	667	501	1168
Vehicles Exited	666	500	1166
Hourly Exit Rate	666	500	1166
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

601: Rockland & Performance by movement

Movement	SBT	NWT	NWR	All
Delay / Veh (s)	0.7	1.4	2.5	2.3
Stop/Veh	0.00	0.00	0.07	0.07
Vehicles Entered	54	7	492	553
Vehicles Exited	54	7	492	553
Hourly Exit Rate	54	7	492	553
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Total Network Performance

Delay / Veh (s)	103.9
Stop/Veh	2.47
Vehicles Entered	8362
Vehicles Exited	8318
Hourly Exit Rate	8318
Denied Entry Before	8
Denied Entry After	78

Intersection: 14: Beaumont &

Movement	WB	WB	WB	NB	NB	SB	SB	NW	NW
Directions Served	<	<L	R	T	R	T	TR	R	>
Maximum Queue (m)	97.8	98.1	67.5	100.4	44.5	122.2	112.7	17.9	12.8
Average Queue (m)	56.1	52.1	30.6	36.6	11.6	53.2	41.4	3.9	3.4
95th Queue (m)	92.1	90.2	56.9	74.5	34.3	99.8	81.8	13.0	11.1
Link Distance (m)		430.8	430.8	276.0	276.0	138.5	138.5	56.2	56.2
Upstream Blk Time (%)						0	0		
Queuing Penalty (veh)						0	0		
Storage Bay Dist (m)	150.0								
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 25: Van Horne & Parc

Movement	EB	EB	B9	WB	WB	B26	B26	NB	NB	SB	SB
Directions Served	T	R	T	T	TR	T	T	T	R	T	TR
Maximum Queue (m)	96.2	34.9	116.5	97.9	99.6	163.1	162.3	210.0	43.6	188.4	185.6
Average Queue (m)	86.5	9.4	45.3	92.7	89.1	98.9	98.2	87.9	7.8	94.1	92.7
95th Queue (m)	111.8	24.1	121.9	106.1	116.8	205.5	208.2	169.8	31.4	162.1	157.7
Link Distance (m)	74.7	74.7	145.7	73.2	73.2	154.3	154.3	423.9		233.2	233.2
Upstream Blk Time (%)	23		1	62	51	31	32	0		1	1
Queuing Penalty (veh)	75		4	0	0	0	0	0		0	0
Storage Bay Dist (m)									103.0		
Storage Blk Time (%)								4	0		
Queuing Penalty (veh)								2	0		

Intersection: 29: Bates & Rockland

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	33.4	15.4	44.6	9.3
Average Queue (m)	11.0	8.5	26.1	1.7
95th Queue (m)	21.6	14.4	42.3	7.2
Link Distance (m)	240.5	170.4	40.6	21.0
Upstream Blk Time (%)			2	
Queuing Penalty (veh)			9	
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 33: Rockland &

Movement	SB	SB
Directions Served	T	R
Maximum Queue (m)	119.3	175.6
Average Queue (m)	36.2	42.4
95th Queue (m)	177.7	189.9
Link Distance (m)	276.0	276.0
Upstream Blk Time (%)	1	1
Queuing Penalty (veh)	5	12
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 37: Manoir & Rockland

Movement	SB	SW
Directions Served	T	L
Maximum Queue (m)	15.4	46.6
Average Queue (m)	7.9	29.8
95th Queue (m)	16.0	47.9
Link Distance (m)	43.5	21.6
Upstream Blk Time (%)		21
Queuing Penalty (veh)		137
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 38: Rockland & Manoir

Movement	SB
Directions Served	T
Maximum Queue (m)	55.2
Average Queue (m)	27.6
95th Queue (m)	113.6
Link Distance (m)	91.6
Upstream Blk Time (%)	9
Queuing Penalty (veh)	64
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 39: Manoir & McEachran

Movement	NB	NB	SB	SB
Directions Served	<L	T	R	>
Maximum Queue (m)	130.3	63.6	9.2	20.1
Average Queue (m)	52.3	20.6	2.0	12.1
95th Queue (m)	97.5	52.5	7.8	18.2
Link Distance (m)	150.3		153.2	
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	1			
Storage Bay Dist (m)		50.0		30.0
Storage Blk Time (%)	10	0		
Queuing Penalty (veh)	10	0		

Intersection: 48: Ducharme & Rockland

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (m)	23.4	13.4	147.7
Average Queue (m)	13.1	6.5	70.2
95th Queue (m)	20.6	12.1	153.4
Link Distance (m)	441.3	67.7	152.0
Upstream Blk Time (%)			2
Queuing Penalty (veh)			16
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 49: Ducharme & Rockland

Movement	EB	WB	SB
Directions Served	TR	LT	LTR
Maximum Queue (m)	18.3	19.7	105.4
Average Queue (m)	10.7	9.4	66.9
95th Queue (m)	16.5	16.7	134.3
Link Distance (m)	67.7	78.2	120.2
Upstream Blk Time (%)			11
Queuing Penalty (veh)			73
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 50: Ducharme & McEachran

Movement	EB	EB	WB	NB	NB
Directions Served	L	T	TR	LT	R
Maximum Queue (m)	19.0	61.8	61.8	107.4	19.8
Average Queue (m)	11.2	23.7	37.5	44.9	2.0
95th Queue (m)	21.7	48.1	59.5	85.2	10.6
Link Distance (m)		78.2	68.6	144.8	
Upstream Blk Time (%)			0	0	
Queuing Penalty (veh)			1	1	
Storage Bay Dist (m)	10.0				15.0
Storage Blk Time (%)	34	32		27	1
Queuing Penalty (veh)	55	21		3	8

Intersection: 51: Ducharme & Accès C.Comm

Movement	EB	WB	NB
Directions Served	LTR	LTR	LR
Maximum Queue (m)	29.4	16.4	11.6
Average Queue (m)	15.2	9.6	5.9
95th Queue (m)	24.0	12.6	12.5
Link Distance (m)	68.6	68.0	150.0
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 52: Ducharme & Stuart

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	27.2	31.0	17.6	17.6
Average Queue (m)	15.2	14.1	5.4	8.6
95th Queue (m)	23.4	22.7	13.9	20.2
Link Distance (m)	68.0	69.7	150.1	155.2
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 53: Ducharme & Wiseman

Movement	EB	WB	NB
Directions Served	LT	TR	LR
Maximum Queue (m)	10.2	13.4	9.2
Average Queue (m)	7.2	9.3	4.5
95th Queue (m)	9.3	12.0	11.6
Link Distance (m)	69.7	109.1	149.6
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 54: Ducharme & Outremont

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	25.1	23.5	22.1	15.9
Average Queue (m)	12.1	12.0	10.2	5.5
95th Queue (m)	19.3	18.5	17.9	14.5
Link Distance (m)	109.1	65.3	150.2	153.8
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 55: Ducharme & Champagneur

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (m)	14.8	21.5	6.8
Average Queue (m)	9.1	9.7	0.2
95th Queue (m)	13.3	17.0	2.6
Link Distance (m)	65.3		153.5
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 56: Ducharme & Bloomfield

Movement

Directions Served
 Maximum Queue (m)
 Average Queue (m)
 95th Queue (m)
 Link Distance (m)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (m)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 57: Ducharme & Accès

Movement

Directions Served
 Maximum Queue (m)
 Average Queue (m)
 95th Queue (m)
 Link Distance (m)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (m)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 58: Van Horne & Rockland

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	R	L	T	L	TR
Maximum Queue (m)	132.5	22.7	15.6	11.4	22.6	152.9
Average Queue (m)	59.7	4.8	3.3	2.3	9.5	93.0
95th Queue (m)	112.2	17.2	11.2	9.1	23.4	149.2
Link Distance (m)	445.3			71.0		151.8
Upstream Blk Time (%)						1
Queuing Penalty (veh)						6
Storage Bay Dist (m)		15.0	15.0		15.0	
Storage Blk Time (%)	33	1	0	0	7	62
Queuing Penalty (veh)	14	5	2	0	28	33

Intersection: 59: Van Horne & Rockland

Movement	EB	EB	WB	WB	SB
Directions Served	T	R	L	T	LTR
Maximum Queue (m)	76.9	14.6	15.1	23.1	155.8
Average Queue (m)	30.3	1.2	2.1	8.8	119.9
95th Queue (m)	66.3	7.9	9.5	19.4	182.7
Link Distance (m)	71.0			79.5	150.3
Upstream Blk Time (%)	1				11
Queuing Penalty (veh)	7				60
Storage Bay Dist (m)		15.0	15.0		
Storage Blk Time (%)	29	0	1	4	
Queuing Penalty (veh)	3	1	5	0	

Intersection: 60: Van Horne & McEachran

Movement	EB	EB	WB	WB	NB	NB
Directions Served	L	T	T	R	LT	R
Maximum Queue (m)	22.7	80.0	72.2	28.2	133.7	22.8
Average Queue (m)	14.6	39.6	50.3	11.5	69.4	11.9
95th Queue (m)	26.1	76.6	87.5	27.4	121.6	25.9
Link Distance (m)		79.5	65.2		146.2	
Upstream Blk Time (%)		1	6		1	
Queuing Penalty (veh)		7	34		0	
Storage Bay Dist (m)	15.0			15.0		15.0
Storage Blk Time (%)	9	25	31	6	46	7
Queuing Penalty (veh)	58	26	30	36	32	30

Intersection: 61: Van Horne & Dollard

Movement	EB	EB	WB	WB
Directions Served	LT	R	LT	R
Maximum Queue (m)	65.0	22.5	74.1	11.0
Average Queue (m)	30.3	3.7	36.5	0.4
95th Queue (m)	59.6	15.6	73.2	4.0
Link Distance (m)	65.2		69.0	
Upstream Blk Time (%)	1		1	
Queuing Penalty (veh)	7		7	
Storage Bay Dist (m)		15.0		15.0
Storage Blk Time (%)	20	0	14	
Queuing Penalty (veh)	6	2	1	

Intersection: 62: Van Horne & Stuart

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	LT	R	LT	R	LTR	L	TR
Maximum Queue (m)	58.9	23.8	54.2	10.8	30.2	20.0	34.1
Average Queue (m)	31.7	4.8	11.1	0.6	6.7	5.1	12.9
95th Queue (m)	53.2	16.9	35.1	5.0	19.2	15.0	26.8
Link Distance (m)	69.0		69.9		145.9		150.1
Upstream Blk Time (%)	0		0				
Queuing Penalty (veh)	1		1				
Storage Bay Dist (m)		15.0		15.0		15.0	
Storage Blk Time (%)	19	1	7	0		4	9
Queuing Penalty (veh)	7	4	1	2		4	1

Intersection: 63: Van Horne & Wiseman

Movement	EB	EB	WB	WB	NB
Directions Served	LT	R	LT	R	LTR
Maximum Queue (m)	72.7	21.3	68.9	20.0	17.0
Average Queue (m)	41.6	1.9	26.8	2.3	5.2
95th Queue (m)	67.7	10.6	51.3	11.7	14.0
Link Distance (m)	69.9		110.6		221.9
Upstream Blk Time (%)	1				
Queuing Penalty (veh)	6				
Storage Bay Dist (m)		15.0		15.0	
Storage Blk Time (%)	16	0	31	0	
Queuing Penalty (veh)	3	1	6	1	

Intersection: 64: Van Horne & Outremont

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	R	LTR	LTR
Maximum Queue (m)	61.0	22.2	69.2	19.9	37.2	39.2
Average Queue (m)	31.0	4.6	35.4	2.8	14.9	13.7
95th Queue (m)	58.4	16.8	64.1	12.5	30.5	29.6
Link Distance (m)	110.6		65.9		155.1	150.2
Upstream Blk Time (%)			1			
Queuing Penalty (veh)			9			
Storage Bay Dist (m)		15.0		15.0		
Storage Blk Time (%)	23	1	34	0		
Queuing Penalty (veh)	9	5	9	2		

Intersection: 65: Van Horne & Champagneur

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	R	L	T	L	TR
Maximum Queue (m)	21.2	1.8	8.6	48.2	9.1	15.4
Average Queue (m)	1.3	0.1	1.5	5.2	2.3	4.9
95th Queue (m)	11.0	1.8	6.8	30.8	8.6	13.0
Link Distance (m)	65.9			70.8		152.4
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				3		
Storage Bay Dist (m)		15.0	15.0		15.0	
Storage Blk Time (%)	0			1	0	1
Queuing Penalty (veh)	0			0	0	0

Intersection: 66: Van Horne & Bloomfield

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	R	LTR	LTR
Maximum Queue (m)	76.1	19.7	78.5	24.0	28.9	50.4
Average Queue (m)	40.0	2.5	57.2	1.8	11.6	18.1
95th Queue (m)	70.1	12.6	82.0	11.0	24.1	35.9
Link Distance (m)	70.8		65.0		209.0	
Upstream Blk Time (%)	2		20			
Queuing Penalty (veh)	9		162			
Storage Bay Dist (m)		15.0		15.0		
Storage Blk Time (%)	24	0	52	0		
Queuing Penalty (veh)	4	1	7	1		

Intersection: 67: Van Horne & De L'Épée

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (m)	66.8	61.7
Average Queue (m)	13.1	22.1
95th Queue (m)	50.3	62.2
Link Distance (m)	65.0	53.6
Upstream Blk Time (%)	2	3
Queuing Penalty (veh)	12	24
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 68: Van Horne & Querbes

Movement	EB	EB	WB	WB	B9	B9	SB
Directions Served	LT	R	LT	R	T		LTR
Maximum Queue (m)	59.3	21.0	168.4	22.8	98.5	99.7	21.1
Average Queue (m)	43.7	2.0	151.9	4.0	40.1	24.1	6.5
95th Queue (m)	66.0	11.7	182.8	15.4	109.4	86.7	16.0
Link Distance (m)	53.6		145.7		74.7	74.7	155.9
Upstream Blk Time (%)	9		25		5	2	
Queuing Penalty (veh)	58		236		25	9	
Storage Bay Dist (m)		15.0		15.0			
Storage Blk Time (%)	33	0	50	0			
Queuing Penalty (veh)	5	2	14	3			

Intersection: 600: Rockland &

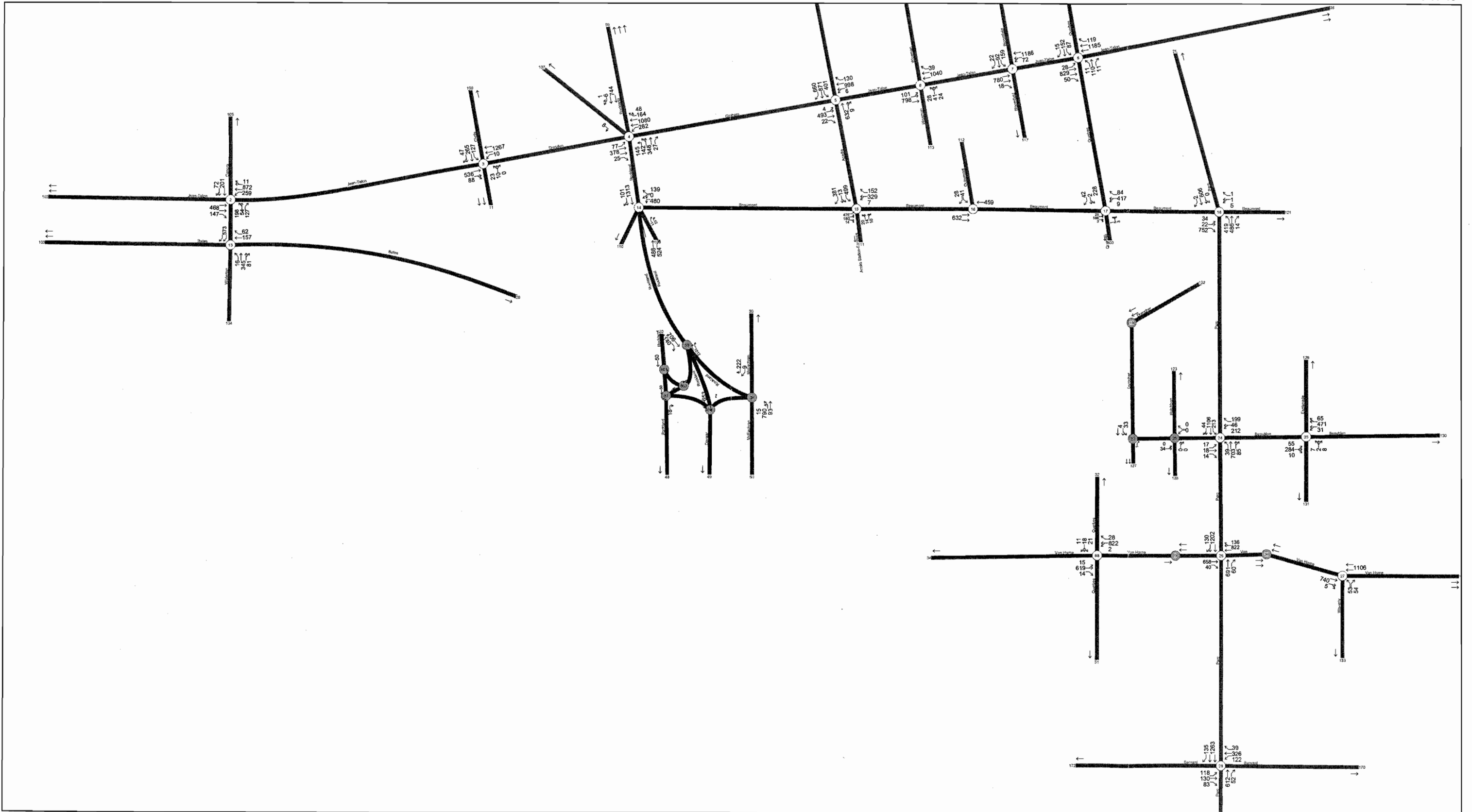
Movement	WB
Directions Served	LT
Maximum Queue (m)	89.2
Average Queue (m)	19.4
95th Queue (m)	78.7
Link Distance (m)	57.6
Upstream Blk Time (%)	5
Queuing Penalty (veh)	59
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 601: Rockland &

Movement	NW
Directions Served	R
Maximum Queue (m)	32.4
Average Queue (m)	3.6
95th Queue (m)	18.4
Link Distance (m)	38.1
Upstream Blk Time (%)	0
Queuing Penalty (veh)	1
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 1645



Timings
2: Jean-Talon & Canora

Actual
Pointe AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3278	1412	1691	3187	0	0	1700	1411	0	3359	0
Flt Permitted				0.333				0.536				
Satd. Flow (perm)	0	3278	1377	590	3187	0	0	943	1371	0	3359	0
Satd. Flow (RTOR)												
Volume (vph)	0	468	147	259	872	11	198	54	127	0	201	72
Lane Group Flow (vph)	0	532	167	305	1039	0	0	319	161	0	296	0
Turn Type			Perm	pm+pt			pm+pt		Perm			
Protected Phases		4		3	8		5	2			6	
Permitted Phases			4	8			2		2			
Total Split (s)	0.0	25.0	25.0	15.0	40.0	0.0	8.0	30.0	30.0	0.0	22.0	0.0
Act Effect Green (s)		23.0	23.0	38.0	38.0			28.0	28.0		20.0	
Actuated g/C Ratio		0.33	0.33	0.54	0.54			0.40	0.40		0.29	
v/c Ratio		0.49	0.37	0.58	0.60			0.72	0.29		0.31	
Control Delay		20.8	20.9	20.4	12.7			20.5	8.5		20.7	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		20.8	20.9	20.4	12.7			20.5	8.5		20.7	
LOS		C	C	C	B			C	A		C	
Approach Delay		20,8			14,4			16,5			20,7	
Approach LOS		C			B			B			C	
Queue Length 50th (m)		30.4	17.3	21.5	46.9			10.9	5.5		16.7	
Queue Length 95th (m)		43.3	32.2	33.8	59.0			14.8	8.5		26.6	
Internal Link Dist (m)		360.1			505.5			69.8			152.5	
Turn Bay Length (m)			60.0	60.0								
Base Capacity (vph)		1077	452	525	1730			442	548		960	
Starvation Cap Reductn		0	0	0	0			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		0,49	0,37	0,58	0,60			0,72	0,29		0,31	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 45 (64%), Referenced to phase 4:EBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0,72
 Intersection Signal Delay: 17,0
 Intersection Capacity Utilization 68,2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 2: Jean-Talon & Canora

ø2 30 s		ø4 25 s	ø3 15 s
ø6 22 s	ø5 8 s	ø8 40 s	

Timings
3: Jean-Talon & Clyde

Actual
Pointe AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3456	0	1765	3530	0	0	1835	0	1685	3292	0
Flt Permitted				0.299				0.796		0.734		
Satd. Flow (perm)	0	3456	0	555	3530	0	0	1512	0	1302	3292	0
Satd. Flow (RTOR)												
Volume (vph)	0	536	88	10	1267	0	23	10	0	127	265	47
Lane Group Flow (vph)	0	679	0	11	1377	0	0	36	0	138	339	0
Turn Type				pm+pt			pm+pt			Perm		
Protected Phases		4		3	8		5	2				6
Permitted Phases				8			2			6		
Total Split (s)	0.0	62.0	0.0	11.0	73.0	0.0	11.0	47.0	0.0	36.0	36.0	0.0
Act Effct Green (s)		60.0		71.0	71.0			45.0		34.0	34.0	
Actuated g/C Ratio		0.50		0.59	0.59			0.38		0.28	0.28	
v/c Ratio		0.39		0.03	0.66			0.06		0.37	0.36	
Control Delay		19.5		6.4	23.9			24.4		38.1	35.7	
Queue Delay		0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay		19.5		6.4	23.9			24.4		38.1	35.7	
LOS		B		A	C			C		D	D	
Approach Delay		19.5			23.8			24.4			36.4	
Approach LOS		B			C			C			D	
Queue Length 50th (m)		53.4		1.0	191.0			5.7		27.4	35.3	
Queue Length 95th (m)		68.3		m1.1	213.7			13.0		47.1	49.3	
Internal Link Dist (m)		505.5			282.0			67.4			135.5	
Turn Bay Length (m)				30.0								
Base Capacity (vph)		1728		419	2089			591		369	933	
Starvation Cap Reductn		0		0	0			0		0	0	
Spillback Cap Reductn		0		0	0			0		0	0	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0,39		0,03	0,66			0,06		0,37	0,36	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 12 (10%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,66
 Intersection Signal Delay: 25,0
 Intersection Capacity Utilization 57,2%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Jean-Talon & Clyde

ø2	ø3	ø4
47 s	11 s	62 s
ø5	ø6	ø8
11 s	36 s	73 s

Timings
4: Dresden & Rockland

Actual
Pointe AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBT
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1636	3165	1495	1662	3427	1446	0	1662	0	3422	1553	3455
Flt Permitted	0.950			0.950				0.950		0.521		
Satd. Flow (perm)	1636	3165	1495	1662	3427	1446	0	1662	0	1808	1553	3455
Satd. Flow (RTOR)												
Volume (vph)	77	378	25	282	1080	164	48	145	142	348	27	744
Lane Group Flow (vph)	93	455	30	303	1161	228	0	175	0	590	33	759
Turn Type	Prot		custom	Prot		custom		Prot	custom		custom	
Protected Phases	1	9.8		7	4.3			5	5	2.10		6.11
Permitted Phases			8			4			2		2	
Total Split (s)	16.0	38.0	28.0	26.0	48.0	36.0	0.0	19.0	19.0	56.0	46.0	37.0
Act Effct Green (s)	14.0	36.0	26.0	24.0	46.0	34.0		17.0		54.0	44.0	35.0
Actuated g/C Ratio	0.12	0.30	0.22	0.20	0.38	0.28		0.14		0.45	0.37	0.29
v/c Ratio	0.49	0.48	0.09	0.91	0.88	0.56		0.74		0.57	0.06	0.75
Control Delay	78.1	54.9	56.2	79.1	43.9	42.8		62.7		24.7	20.9	44.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	78.1	54.9	56.2	79.1	43.9	42.8		62.7		24.7	20.9	44.2
LOS	E	D	E	E	D	D		E		C	C	D
Approach Delay		58.7			50.0					32.9		44.1
Approach LOS		E			D					C		D
Queue Length 50th (m)	24.4	61.6	7.5	74.2	139.7	48.1		43.4		40.4	4.3	89.8
Queue Length 95th (m)	39.5	72.0	16.0	#127.8	#172.6	75.5		#65.5		45.8	m9.0	113.5
Internal Link Dist (m)		282.0			410.1					124.1		210.8
Turn Bay Length (m)	225.0		5.0			25.0					5.0	
Base Capacity (vph)	191	950	324	332	1314	410		235		1042	569	1008
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0
Reduced v/c Ratio	0,49	0,48	0,09	0,91	0,88	0,56		0,74		0,57	0,06	0,75

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 27 (23%), Referenced to phase 10:NBT and 11:SBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0,91
 Intersection Signal Delay: 46,5
 Intersection LOS: D
 Intersection Capacity Utilization 81,8%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Dresden & Rockland

ø10	ø2	ø3	ø4	ø1
10 s	46 s	12 s	36 s	16 s
ø11	ø6	ø5	ø7	ø9
10 s	27 s	19 s	26 s	10 s
				ø8
				28 s



Lane Group	SBR	SBR2	SER2	ø3	ø9	ø10	ø11
Lane Configurations	↖		↗				
Total Lost Time (s)	2.0	2.0	2.0				
Satd. Flow (prot)	1615	0	1644				
Flt Permitted							
Satd. Flow (perm)	1615	0	1644				
Satd. Flow (RTOR)							
Volume (vph)	6	1	8				
Lane Group Flow (vph)	7	0	9				
Turn Type	custom		custom				
Protected Phases			1	3	9	10	11
Permitted Phases	6		6				
Total Split (s)	27.0	0.0	16.0	12.0	10.0	10.0	10.0
Act Effct Green (s)	25.0		39.0				
Actuated g/C Ratio	0.21		0.32				
v/c Ratio	0.02		0.02				
Control Delay	38.1		20.8				
Queue Delay	0.0		0.0				
Total Delay	38.1		20.8				
LOS	D		C				
Approach Delay							
Approach LOS							
Queue Length 50th (m)	1.4		1.3				
Queue Length 95th (m)	5.7		4.6				
Internal Link Dist (m)							
Turn Bay Length (m)	5.0						
Base Capacity (vph)	336		534				
Starvation Cap Reductn	0		0				
Spillback Cap Reductn	0		0				
Storage Cap Reductn	0		0				
Reduced v/c Ratio	0,02		0,02				
Intersection Summary							

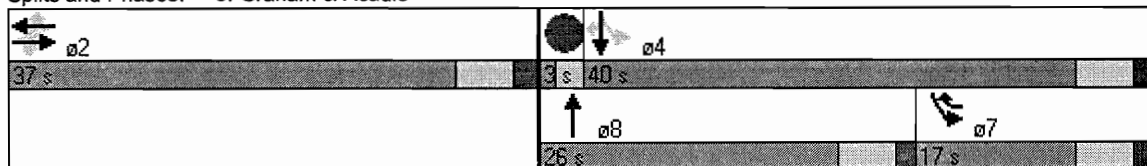
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3262	1536	0	3167	1272	0	3064	0	1750	1842	1670
Flt Permitted		0.948			0.950					0.221		
Satd. Flow (perm)	0	3092	1457	0	3008	1232	0	3064	0	402	1842	1628
Satd. Flow (RTOR)												
Volume (vph)	4	493	22	6	998	130	0	632	9	401	871	660
Lane Group Flow (vph)	0	497	22	0	1027	141	0	711	0	418	927	759
Turn Type	Perm		Perm	Perm		pm+ov				pm+pt		Perm
Protected Phases		2			2	7		8		7	4	
Permitted Phases	2		2	2		2				4		4
Total Split (s)	37.0	37.0	37.0	37.0	37.0	17.0	0.0	26.0	0.0	17.0	40.0	40.0
Act Effct Green (s)		35.0	35.0		35.0	50.0		24.0		38.0	38.0	38.0
Actuated g/C Ratio		0.44	0.44		0.44	0.62		0.30		0.48	0.48	0.48
v/c Ratio		0.37	0.03		0.78	0.18		0.77		0.94	1.06	0.98
Control Delay		16.1	13.2		7.9	0.9		32.4		42.7	56.9	35.9
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0
Total Delay		16.1	13.2		7.9	0.9		32.4		42.7	56.9	35.9
LOS		B	B		A	A		C		D	E	D
Approach Delay		16.0			7.0			32.4			46.5	
Approach LOS		B			A			C			D	
Queue Length 50th (m)		27.0	1.9		5.6	0.6		54.1		45.7	~166.4	116.2
Queue Length 95th (m)		39.0	6.1		6.8	m0.7		75.1		m#76.9	m#232.0	#179.1
Internal Link Dist (m)		410.1			153.2			204.9			461.4	
Turn Bay Length (m)			30.0			60.0						
Base Capacity (vph)		1353	637		1316	778		919		444	875	773
Starvation Cap Reductn		0	0		0	0		0		0	0	0
Spillback Cap Reductn		0	0		0	0		0		0	0	0
Storage Cap Reductn		0	0		0	0		0		0	0	0
Reduced v/c Ratio		0,37	0,03		0,78	0,18		0,77		0,94	1,06	0,98

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 7 (9%), Referenced to phase 4:SBTL and 8:NBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 1,06
 Intersection Signal Delay: 30,5
 Intersection Capacity Utilization 109,2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service H

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Graham & Acadie



Lane Group	ø3
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	3.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Timings
6: Jean-Talon & Wiseman

Actual
Pointe AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3465	0	0	3163	1350	0	1748	0	0	0	0
Flt Permitted		0.704						0.986				
Satd. Flow (perm)	0	2453	0	0	3163	1285	0	1722	0	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	101	798	0	0	1040	39	28	41	24	0	0	0
Lane Group Flow (vph)	0	899	0	0	1083	65	0	166	0	0	0	0
Turn Type	custom					Perm	Perm					
Protected Phases	1	2.1			2.3			4				
Permitted Phases	2					2.3	4					
Total Split (s)	12.0	54.0	0.0	0.0	45.0	45.0	23.0	23.0	0.0	0.0	0.0	0.0
Act Effect Green (s)		50.0			43.0	43.0		21.0				
Actuated g/C Ratio		0.62			0.54	0.54		0.26				
v/c Ratio		0.54			0.64	0.09		0.37				
Control Delay		4.0			16.6	7.6		26.9				
Queue Delay		0.0			0.0	0.0		0.0				
Total Delay		4.0			16.6	7.6		26.9				
LOS		A			B	A		C				
Approach Delay		4.0			16.1			26.9				
Approach LOS		A			B			C				
Queue Length 50th (m)		11.1			89.8	5.1		21.7				
Queue Length 95th (m)		m12.4			119.0	m6.2		23.1				
Internal Link Dist (m)		153.2			170.6			105.7			316.2	
Turn Bay Length (m)						14.9						
Base Capacity (vph)		1660			1700	691		452				
Starvation Cap Reductn		0			0	0		0				
Spillback Cap Reductn		0			0	0		0				
Storage Cap Reductn		0			0	0		0				
Reduced v/c Ratio		0.54			0.64	0.09		0.37				

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 35 (44%), Referenced to phase 2:EBWB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,64
 Intersection Signal Delay: 12,0
 Intersection Capacity Utilization 78,4%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Jean-Talon & Wiseman

ø4 23 s	ø5 ø2 3 s 42 s	ø1 12 s
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Lane Group	ø2	ø3
Lane Configurations		
Total Lost Time (s)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Total Split (s)	42.0	3.0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Timings

7: Jean-Talon & Bloomfield

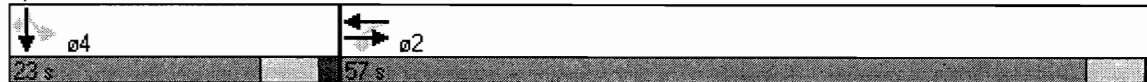
Actuel
Pointe AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↖↖					↘	↑	↗
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3247	1277	0	3153	0	0	0	0	1787	1863	1380
Flt Permitted					0.842					0.950		
Satd. Flow (perm)	0	3247	1179	0	2660	0	0	0	0	1657	1863	1273
Satd. Flow (RTOR)												
Volume (vph)	0	780	18	72	1186	0	0	0	0	159	92	22
Lane Group Flow (vph)	0	780	18	0	1347	0	0	0	0	189	106	31
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			2						4	
Permitted Phases			2	2						4		4
Total Split (s)	0.0	57.0	57.0	57.0	57.0	0.0	0.0	0.0	0.0	23.0	23.0	23.0
Act Effct Green (s)		55.0	55.0		55.0					21.0	21.0	21.0
Actuated g/C Ratio		0.69	0.69		0.69					0.26	0.26	0.26
v/c Ratio		0.35	0.02		0.74					0.43	0.22	0.09
Control Delay		5.6	3.1		6.7					28.3	24.5	23.3
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		5.6	3.1		6.7					28.3	24.5	23.3
LOS		A	A		A					C	C	C
Approach Delay		5.5			6.7						26.6	
Approach LOS		A			A						C	
Queue Length 50th (m)		25.2	0.7		15.0					25.1	13.2	3.8
Queue Length 95th (m)		35.4	m1.2		17.7					40.8	25.1	8.2
Internal Link Dist (m)		170.6			113.9			124.0			295.6	
Turn Bay Length (m)			15.6							8.7		32.0
Base Capacity (vph)		2232	811		1829					435	489	334
Starvation Cap Reductn		0	0		0					0	0	0
Spillback Cap Reductn		0	0		0					0	0	0
Storage Cap Reductn		0	0		0					0	0	0
Reduced v/c Ratio		0,35	0,02		0,74					0,43	0,22	0,09

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 69 (86%), Referenced to phase 2:EBWB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,74
 Intersection Signal Delay: 8,9
 Intersection Capacity Utilization 80,8%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Jean-Talon & Bloomfield



Timings
8: Jean-Talon & Querbes

Actual
Pointe AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1597	3278	1418	0	3376	1418	1805	1863	1615	1641	1881	1538
Flt Permitted	0.186						0.648			0.679		
Satd. Flow (perm)	306	3278	1274	0	3376	1286	1149	1863	1419	1088	1881	1354
Satd. Flow (RTOR)												
Volume (vph)	28	829	50	0	1185	119	11	110	11	87	152	15
Lane Group Flow (vph)	28	829	50	0	1261	157	20	122	16	119	173	27
Turn Type	custom		custom			custom	custom		custom	custom		custom
Protected Phases		6			6			8			8	
Permitted Phases	2		2			2	4		4	4		4
Total Split (s)	43.0	52.0	43.0	0.0	52.0	43.0	19.0	28.0	19.0	19.0	28.0	19.0
Act Effct Green (s)	41.0	50.0	41.0		50.0	41.0	17.0	26.0	17.0	17.0	26.0	17.0
Actuated g/C Ratio	0.51	0.62	0.51		0.62	0.51	0.21	0.32	0.21	0.21	0.32	0.21
v/c Ratio	0.18	0.40	0.08		0.60	0.24	0.08	0.20	0.05	0.52	0.28	0.09
Control Delay	6.8	3.0	4.2		10.5	12.1	18.6	14.9	18.3	37.0	21.7	26.5
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.8	3.0	4.2		10.5	12.1	18.6	14.9	18.3	37.0	21.7	26.5
LOS	A	A	A		B	B	B	B	B	D	C	C
Approach Delay		3.2			10.6			15.7				27.8
Approach LOS		A			B			B				C
Queue Length 50th (m)	1.1	15.1	1.9		56.5	13.2	1.6	8.1	1.3	16.9	20.3	3.5
Queue Length 95th (m)	m3.0	17.1	4.4		74.7	19.9	2.9	14.6	3.0	26.2	35.1	6.2
Internal Link Dist (m)		113.9			513.9			297.3			270.9	
Turn Bay Length (m)	2.0		17.0			17.0	2.0		2.0	2.0		11.7
Base Capacity (vph)	157	2049	653		2110	659	244	605	302	231	611	288
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0,18	0,40	0,08		0,60	0,24	0,08	0,20	0,05	0,52	0,28	0,09












Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBL, Start of Green, Master Intersection
 Control Type: Pretimed
 Maximum v/c Ratio: 0,60
 Intersection Signal Delay: 10,5
 Intersection Capacity Utilization 67,0%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Jean-Talon & Querbes

9 s	43 s	9 s	19 s
52 s		28 s	

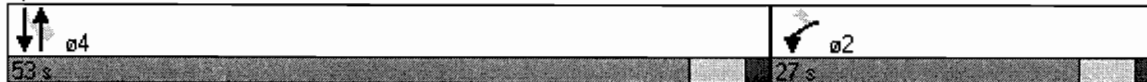
Lane Group	ø1	ø3
Lane Configurations		
Total Lost Time (s)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	3
Permitted Phases		
Total Split (s)	9.0	9.0
Act Effect Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1688	1525	3539	1615	0	5068
Flt Permitted	0.950					0.811
Satd. Flow (perm)	1686	1501	3539	1553	0	4118
Satd. Flow (RTOR)						
Volume (vph)	85	48	890	10	80	1948
Lane Group Flow (vph)	135	68	1011	16	0	2150
Turn Type		Perm		Perm	Perm	
Protected Phases	2		4			4
Permitted Phases		2		4	4	
Total Split (s)	27.0	27.0	53.0	53.0	53.0	53.0
Act Effct Green (s)	25.0	25.0	51.0	51.0		51.0
Actuated g/C Ratio	0.31	0.31	0.64	0.64		0.64
v/c Ratio	0.26	0.14	0.45	0.02		0.82
Control Delay	22.2	20.9	14.4	6.7		14.4
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	22.2	20.9	14.4	6.7		14.4
LOS	C	C	B	A		B
Approach Delay	21,8		14,3			14,4
Approach LOS	C		B			B
Queue Length 50th (m)	16.0	7.8	73.7	1.5		84.2
Queue Length 95th (m)	20.1	13.3	90.8	m2.0		107.3
Internal Link Dist (m)	328.2		461.4			338.4
Turn Bay Length (m)		4.0		27.0		
Base Capacity (vph)	528	469	2256	990		2625
Starvation Cap Reductn	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0,26	0,14	0,45	0,02		0,82

Intersection Summary

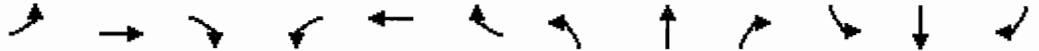
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 51 (64%), Referenced to phase 4:NBSB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,82
 Intersection Signal Delay: 14,8
 Intersection Capacity Utilization 91,7%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: St-Roch & Acadie



Timings
13: Bates & Canora

Actuel
Pointe AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑	↗	↘	↑↑				↗↘
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	0	0	0	1865	1512	1805	3286	0	0	0	2587
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	1865	1490	1767	3286	0	0	0	2510
Satd. Flow (RTOR)												
Volume (vph)	0	0	0	0	157	62	16	345	81	0	0	573
Lane Group Flow (vph)	0	0	0	0	178	70	21	546	0	0	0	591
Turn Type						Perm	custom					custom
Protected Phases					4			2				1
Permitted Phases						4	6					6
Total Split (s)	0.0	0.0	0.0	0.0	25.0	25.0	7.0	30.0	0.0	0.0	0.0	15.0
Act Effct Green (s)					23.0	23.0	18.8	28.0				31.8
Actuated g/C Ratio					0.33	0.33	0.27	0.40				0.45
v/c Ratio					0.29	0.14	0.04	0.42				0.51
Control Delay					19.1	17.6	27.6	16.3				19.9
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay					19.1	17.6	27.6	16.3				19.9
LOS					B	B	C	B				B
Approach Delay					18.7			16.7				
Approach LOS					B			B				
Queue Length 50th (m)					18.0	6.7	1.7	27.5				24.6
Queue Length 95th (m)					32.0	15.1	8.0	33.5				#59.1
Internal Link Dist (m)		367.1			586.7			138.7			69.8	
Turn Bay Length (m)						15.0	50.0					
Base Capacity (vph)					613	490	475	1314				1154
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0,29	0,14	0,04	0,42				0,51

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 1:SBR, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0,51
 Intersection Signal Delay: 18,4
 Intersection LOS: B
 Intersection Capacity Utilization 48,9%
 ICU Level of Service A
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 13: Bates & Canora

↙	↑	←
ø1	ø2	ø4
15 s	30 s	25 s
	↘	↗
	ø6	ø3
	7 s	23 s

Lane Group	ø3
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	23.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Timings
14: Beaumont &

Actual
Pointe AM

Lane Group	WBL2	WBL	WBR	NBT	NBR	SBT	SBR	NWR	NWR2
Lane Configurations									
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1622	1603	1334	1863	1583	3651	0	1215	1235
Flt Permitted	0.950	0.950							
Satd. Flow (perm)	1622	1603	1334	1863	1583	3651	0	1215	1235
Satd. Flow (RTOR)									
Volume (vph)	480	0	139	488	524	1313	101	11	12
Lane Group Flow (vph)	289	289	167	588	631	1704	0	13	14
Turn Type	Perm		Perm		custom			custom	custom
Protected Phases		8		1	8	2			
Permitted Phases	8		8		1			4	4
Total Split (s)	28.0	28.0	28.0	74.0	28.0	92.0	0.0	18.0	18.0
Act Effct Green (s)	25.0	25.0	25.0	93.6	110.4	91.0		46.6	46.6
Actuated g/C Ratio	0.21	0.21	0.21	0.78	0.92	0.76		0.39	0.39
v/c Ratio	0.86	0.87	0.60	0.40	0.43	0.62		0.03	0.03
Control Delay	69.6	71.1	52.7	9.5	2.3	4.4		48.0	48.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.1		0.0	0.0
Total Delay	69.6	71.1	52.7	9.5	2.3	5.5		48.0	48.2
LOS	E	E	D	A	A	A		D	D
Approach Delay		66.4		5.8		5.5			
Approach LOS		E		A		A			
Queue Length 50th (m)	72.4	72.6	37.4	72.6	23.5	33.9		3.0	3.2
Queue Length 95th (m)	#103.8	#104.9	55.8	88.3	28.8	38.1		8.7	9.4
Internal Link Dist (m)		426.1		283.4		124.1			
Turn Bay Length (m)	150.0	150.0							
Base Capacity (vph)	351	347	289	1453	1456	2769		496	505
Starvation Cap Reductn	0	0	0	0	0	744		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0,82	0,83	0,58	0,40	0,43	0,84		0,03	0,03

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 22 (18%), Referenced to phase 2:SBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0,87
 Intersection Signal Delay: 18,2
 Intersection Capacity Utilization 59,5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 14: Beaumont &

04	01		
18 s	74 s		
02		08	
92 s		28 s	

Timings

15: Beaumont & Accès Station-Services

Actuel
Pointe AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1521	3092	0	0	1875	1581	0	3418	0	1609	1620	1516
Flt Permitted	0.111	0.616			0.964			0.709		0.573	0.552	
Satd. Flow (perm)	178	1953	0	0	1811	1581	0	2490	0	971	937	1516
Satd. Flow (RTOR)												
Volume (vph)	475	180	14	7	329	152	20	14	10	499	13	381
Lane Group Flow (vph)	290	574	0	0	422	197	0	88	0	281	296	560
Turn Type	pm+pt			Perm		pm+ov	Perm			pm+pt		pm+ov
Protected Phases	5	2			6	3		4		3	7	5
Permitted Phases	2			6		6	4			7		7
Total Split (s)	34.6	36.0	0.0	36.0	36.0	35.9	20.9	20.9	0.0	35.9	35.9	34.6
Act Effct Green (s)	64.9	64.9			37.1	65.5		14.1		39.0	39.0	66.2
Actuated g/C Ratio	0.55	0.55			0.31	0.56		0.12		0.33	0.33	0.56
v/c Ratio	0.74	0.43			0.74	0.22		0.30		0.61	0.64	0.66
Control Delay	44.2	21.0			51.3	20.9		58.5		40.6	41.8	17.0
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	0.2
Total Delay	44.2	21.0			51.3	20.9		58.5		40.6	41.8	17.2
LOS	D	C			D	C		E		D	D	B
Approach Delay		28.8			41.6			58.5			29.4	
Approach LOS		C			D			E			C	
Queue Length 50th (m)	43.2	30.6			79.3	20.1		9.1		48.8	51.8	63.2
Queue Length 95th (m)	111.8	65.2			#191.6	51.2		15.2		109.7	102.6	54.2
Internal Link Dist (m)		426.1			217.0			49.6			204.9	
Turn Bay Length (m)	175.0					50.0						40.0
Base Capacity (vph)	458	1356			571	924		395		510	526	884
Starvation Cap Reductn	0	0			0	0		0		0	0	44
Spillback Cap Reductn	0	0			0	0		0		0	0	0
Storage Cap Reductn	0	0			0	0		0		0	0	0
Reduced v/c Ratio	0,63	0,42			0,74	0,21		0,22		0,55	0,56	0,67

Intersection Summary

Cycle Length: 159.4
 Actuated Cycle Length: 117.8
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0,74
 Intersection Signal Delay: 32,9
 Intersection Capacity Utilization 62,7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

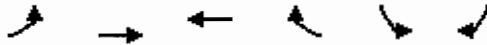
Splits and Phases: 15: Beaumont & Accès Station-Services

ø2	ø3	ø4	ø8
36 s	35.9 s	20.9 s	32 s
ø5	ø6	ø7	
34.6 s	36 s	35.9 s	

Lane Group	ø8
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Total Split (s)	32.0
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Timings
16: Beaumont & Outremont

Actuel
Pointe AM

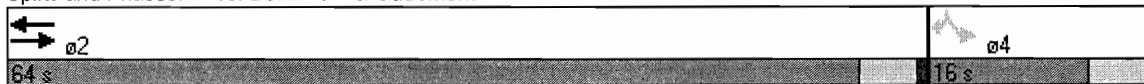


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑		↘	↘
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3409	1824	0	1730	1518
Flt Permitted					0.950	
Satd. Flow (perm)	0	3409	1824	0	1592	1416
Satd. Flow (RTOR)						
Volume (vph)	0	632	459	0	41	28
Lane Group Flow (vph)	0	702	560	0	62	42
Turn Type						custom
Protected Phases		2	2			
Permitted Phases					4	4
Total Split (s)	0.0	64.0	64.0	0.0	16.0	16.0
Act Effct Green (s)		62.0	62.0		14.0	14.0
Actuated g/C Ratio		0.78	0.78		0.18	0.18
v/c Ratio		0.27	0.40		0.22	0.17
Control Delay		2.8	3.4		30.8	30.1
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		2.8	3.4		30.8	30.1
LOS		A	A		C	C
Approach Delay		2.8	3.4		30.5	
Approach LOS		A	A		C	
Queue Length 50th (m)		12.4	18.4		8.6	5.8
Queue Length 95th (m)		17.1	23.8		13.9	10.6
Internal Link Dist (m)		217.0	250.0		121.6	
Turn Bay Length (m)						
Base Capacity (vph)		2642	1414		279	248
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0,27	0,40		0,22	0,17

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 7 (9%), Referenced to phase 2:EBWB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,40
 Intersection Signal Delay: 5,2
 Intersection Capacity Utilization 39,1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 16: Beaumont & Outremont



Timings
17: Beaumont & Querbes

Actuel
Pointe AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕	↗		↕			↕	↗
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3203	0	0	1689	1484	0	1438	0	0	1761	1538
Flt Permitted		0.922			0.979			0.965			0.766	
Satd. Flow (perm)	0	2953	0	0	1655	1378	0	1388	0	0	1390	1387
Satd. Flow (RTOR)												
Volume (vph)	25	586	3	9	417	84	1	5	3	228	2	42
Lane Group Flow (vph)	0	688	0	0	488	100	0	28	0	0	251	58
Turn Type	custom			custom		custom	Perm			Perm		Perm
Protected Phases		6			6			4			4	
Permitted Phases	2			2		2	4			4		4
Total Split (s)	43.0	52.0	0.0	43.0	52.0	43.0	28.0	28.0	0.0	28.0	28.0	28.0
Act Effct Green (s)		50.0			50.0	41.0		26.0			26.0	26.0
Actuated g/C Ratio		0.62			0.62	0.51		0.32			0.32	0.32
v/c Ratio		0.37			0.47	0.14		0.06			0.56	0.13
Control Delay		6.5			9.9	11.0		19.2			22.1	13.7
Queue Delay		0.0			0.0	0.0		0.0			0.0	0.0
Total Delay		6.5			9.9	11.0		19.2			22.1	13.7
LOS		A			A	B		B			C	B
Approach Delay		6.5			10.0			19.2			20.6	
Approach LOS		A			B			B			C	
Queue Length 50th (m)		19.4			36.9	7.9		3.1			36.6	3.4
Queue Length 95th (m)		24.9			56.3	14.8		3.9			7.7	7.3
Internal Link Dist (m)		250.0			212.7			42.2			297.3	
Turn Bay Length (m)						2.0						4.7
Base Capacity (vph)		1846			1034	706		451			452	451
Starvation Cap Reductn		0			0	0		0			0	0
Spillback Cap Reductn		0			0	0		0			0	0
Storage Cap Reductn		0			0	0		0			0	0
Reduced v/c Ratio		0.37			0.47	0.14		0.06			0.56	0.13

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 28 (35%), Referenced to phase 2:EBWBL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,56
 Intersection Signal Delay: 10,7
 Intersection Capacity Utilization 60,7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 17: Beaumont & Querbes

ø1	ø2	ø4
9 s	43 s	28 s
ø6		
52 s		

Lane Group	ø1
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	1
Permitted Phases	
Total Split (s)	9.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Timings
18: Beaumont & Parc

Actual
Pointe AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1782	1372	0	1824	1615	1736	1720	1615	0	3438	1615
Flt Permitted		0.855			0.872		0.950					
Satd. Flow (perm)	0	1453	1354	0	1652	1392	1711	1720	1510	0	3438	1546
Satd. Flow (RTOR)												
Volume (vph)	34	22	752	5	1	1	419	486	14	0	606	2
Lane Group Flow (vph)	0	64	885	0	6	1	436	506	15	0	713	2
Turn Type	Perm		pm+ov	Perm		Perm	Prot		custom	Perm		custom
Protected Phases		2	7		2		7	12			16	
Permitted Phases	2		2	2		2			4	16		8
Total Split (s)	24.0	24.0	30.0	24.0	24.0	24.0	30.0	57.0	48.0	27.0	27.0	48.0
Act Effct Green (s)		16.4	59.9		16.4	16.4	46.0	72.9	71.1		24.5	71.1
Actuated g/C Ratio		0.18	0.67		0.18	0.18	0.51	0.81	0.79		0.27	0.79
v/c Ratio		0.24	0.97		0.02	0.00	0.49	0.36	0.01		0.76	0.00
Control Delay		31.8	39.4		26.5	26.0	16.9	3.1	3.7		36.2	6.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		31.8	39.4		26.5	26.0	16.9	3.1	3.7		36.2	6.0
LOS		C	D		C	C	B	A	A		D	A
Approach Delay		38.9			26.4			9.4			36.1	
Approach LOS		D			C			A			D	
Queue Length 50th (m)		10.4	127.7		0.9	0.2	54.5	19.0	0.3		62.1	0.1
Queue Length 95th (m)		18.6	#138.9		3.7	1.3	107.2	38.5	m1.7		76.9	1.1
Internal Link Dist (m)		212.7			119.0			445.9			320.8	
Turn Bay Length (m)						2.0			2.0			30.0
Base Capacity (vph)		369	911		420	353	888	1393	1193		955	1221
Starvation Cap Reductn		0	0		0	0	0	0	0		0	0
Spillback Cap Reductn		0	0		0	0	0	0	0		0	0
Storage Cap Reductn		0	0		0	0	0	0	0		0	0
Reduced v/c Ratio		0.17	0.97		0.01	0.00	0.49	0.36	0.01		0.75	0.00

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 35 (39%), Referenced to phase 7:NBL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0,97
 Intersection Signal Delay: 27,4
 Intersection Capacity Utilization 86,0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Beaumont & Parc

ø1 9 s	ø2 24 s	ø3 9 s	ø4 48 s
ø6 33 s	ø5 9 s	ø8 48 s	
	ø12 57 s	ø7 30 s	
	ø16 27 s		

Lane Group	ø1	ø3	ø5	ø6
Lane Configurations				
Total Lost Time (s)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Volume (vph)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	1	3	5	6
Permitted Phases				
Total Split (s)	9.0	9.0	9.0	33.0
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (m)				
Queue Length 95th (m)				
Internal Link Dist (m)				
Turn Bay Length (m)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				
Intersection Summary				

Timings
24: Beaubien & Parc

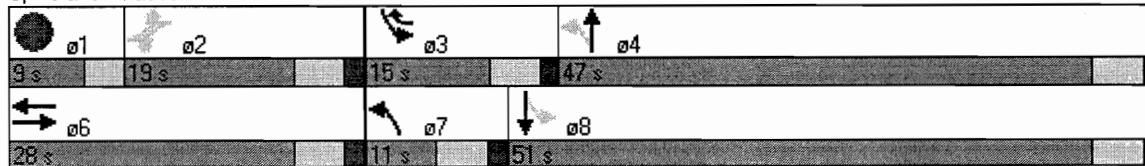
Actuel
Pointe AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1513	1486	1524	0	1756	1507	1671	3175	0	1639	3600	0
Flt Permitted	0.523				0.748		0.124			0.240		
Satd. Flow (perm)	808	1486	1437	0	1322	1445	218	3175	0	412	3600	0
Satd. Flow (RTOR)												
Volume (vph)	17	18	14	212	46	199	39	703	85	213	1106	44
Lane Group Flow (vph)	24	20	15	0	297	276	42	817	0	237	1291	0
Turn Type	custom		custom	custom		custom	pm+pt			pm+pt		
Protected Phases		6			6	3	7	4		3	8	
Permitted Phases	2		2	2		2	4			8		
Total Split (s)	19.0	28.0	19.0	19.0	28.0	15.0	11.0	47.0	0.0	15.0	51.0	0.0
Act Effct Green (s)	17.0	26.0	17.0		26.0	29.6	54.4	45.4		60.0	53.4	
Actuated g/C Ratio	0.19	0.29	0.19		0.29	0.33	0.60	0.50		0.67	0.59	
v/c Ratio	0.16	0.05	0.06		0.78	0.57	0.15	0.51		0.53	0.60	
Control Delay	33.6	23.6	30.7		44.0	33.0	8.6	15.4		11.0	18.1	
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	33.6	23.6	30.7		44.0	33.0	8.6	15.4		11.0	18.1	
LOS	C	C	C		D	C	A	B		B	B	
Approach Delay		29,5			38,7			15,1			17,0	
Approach LOS		C			D			B			B	
Queue Length 50th (m)	3.7	2.6	2.3		49.5	38.4	2.4	36.6		22.4	101.8	
Queue Length 95th (m)	8.5	8.1	7.7		#91.6	57.9	m4.8	m58.0		m23.6	m109.6	
Internal Link Dist (m)		70.9			154.4			221.3			445.9	
Turn Bay Length (m)			5.0				16.0			75.0		
Base Capacity (vph)	153	429	271		382	491	277	1603		452	2136	
Starvation Cap Reductn	0	0	0		0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	0	0		0	0	
Reduced v/c Ratio	0,16	0,05	0,06		0,78	0,56	0,15	0,51		0,52	0,60	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 70 (78%), Referenced to phase 4:NBTL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0,78
 Intersection Signal Delay: 20,8
 Intersection Capacity Utilization 71,2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: Beaubien & Parc



Lane Group	ø1
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	1
Permitted Phases	
Total Split (s)	9.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Timings
25: Van Horne & Parc

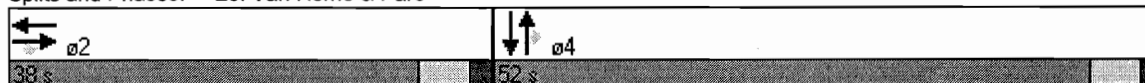
Actuel
Pointe AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1742	1583	0	3228	0	0	1908	1568	0	3392	0
Flt Permitted												
Satd. Flow (perm)	0	1742	1496	0	3228	0	0	1908	1526	0	3392	0
Satd. Flow (RTOR)												
Volume (vph)	0	658	40	0	822	136	0	691	60	0	1202	130
Lane Group Flow (vph)	0	693	52	0	1189	0	0	727	71	0	1571	0
Turn Type		Perm							Perm			
Protected Phases		2			2			4			4	
Permitted Phases			2						4			
Total Split (s)	0.0	38.0	38.0	0.0	38.0	0.0	0.0	52.0	52.0	0.0	52.0	0.0
Act Effct Green (s)		36.0	36.0		36.0			50.0	50.0		50.0	
Actuated g/C Ratio		0.40	0.40		0.40			0.56	0.56		0.56	
v/c Ratio		0.99	0.09		0.92			0.69	0.08		0.83	
Control Delay		48.8	9.8		50.1			18.2	7.4		14.3	
Queue Delay		0.0	0.0		0.0			0.0	0.0		0.0	
Total Delay		48.8	9.8		50.1			18.2	7.4		14.3	
LOS		D	A		D			B	A		B	
Approach Delay		46.1			50.1			17.3			14.3	
Approach LOS		D			D			B			B	
Queue Length 50th (m)		123.9	3.7		124.5			120.3	5.3		34.6	
Queue Length 95th (m)		#197.3	m5.0		128.1			m168.2	m6.8		40.7	
Internal Link Dist (m)		71.2			70.4			411.7			221.3	
Turn Bay Length (m)									103.0			
Base Capacity (vph)		697	598		1291			1060	848		1884	
Starvation Cap Reductn		0	0		0			0	0		0	
Spillback Cap Reductn		0	0		0			0	0		0	
Storage Cap Reductn		0	0		0			0	0		0	
Reduced v/c Ratio		0,99	0,09		0,92			0,69	0,08		0,83	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 77 (86%), Referenced to phase 4:NBSB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,99
 Intersection Signal Delay: 30,3
 Intersection Capacity Utilization 79,2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: Van Horne & Parc

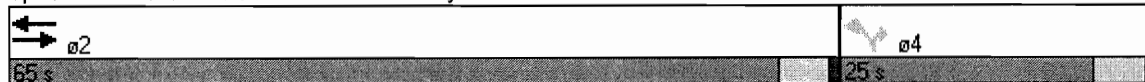


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	3492	0	0	3505	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	3492	0	0	3505	1733	1500
Satd. Flow (RTOR)						
Volume (vph)	740	5	0	1106	53	54
Lane Group Flow (vph)	784	0	0	1271	66	87
Turn Type						custom
Protected Phases	2			2		
Permitted Phases					4	4
Total Split (s)	65.0	0.0	0.0	65.0	25.0	25.0
Act Effct Green (s)	63.0			63.0	23.0	23.0
Actuated g/C Ratio	0.70			0.70	0.26	0.26
v/c Ratio	0.32			0.52	0.15	0.23
Control Delay	1.1			7.3	27.1	28.4
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	1.1			7.3	27.1	28.4
LOS	A			A	C	C
Approach Delay	1,1			7,3	27,9	
Approach LOS	A			A	C	
Queue Length 50th (m)	1.3			49.0	9.3	12.5
Queue Length 95th (m)	m1.3			59.2	17.7	16.7
Internal Link Dist (m)	139.1			225.8	150.4	
Turn Bay Length (m)						
Base Capacity (vph)	2444			2454	443	383
Starvation Cap Reductn	0			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0,32			0,52	0,15	0,23

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 37 (41%), Referenced to phase 4:NBL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 6,5
 Intersection Capacity Utilization 48,6%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 27: Van Horne & Waverly



Timings
28: Bernard & Parc

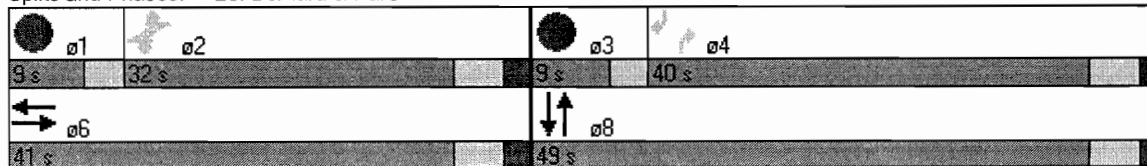
Actual
Pointe AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1770	1642	1492	1787	1722	1463	0	1810	1524	0	3505	1615
Flt Permitted	0.413			0.642								
Satd. Flow (perm)	589	1642	1386	1125	1722	937	0	1810	1383	0	3505	1455
Satd. Flow (RTOR)												
Volume (vph)	118	130	83	122	326	39	0	612	52	0	1263	135
Lane Group Flow (vph)	164	183	92	137	441	45	0	665	60	0	1316	161
Turn Type	custom		custom	custom		custom			custom			custom
Protected Phases		6			6			8			8	
Permitted Phases	2		2	2		2			4			4
Total Split (s)	32.0	41.0	32.0	32.0	41.0	32.0	0.0	49.0	40.0	0.0	49.0	40.0
Act Effct Green (s)	30.0	39.0	30.0	30.0	39.0	30.0		47.0	38.0		47.0	38.0
Actuated g/C Ratio	0.33	0.43	0.33	0.33	0.43	0.33		0.52	0.42		0.52	0.42
v/c Ratio	0.84	0.26	0.20	0.37	0.59	0.14		0.70	0.10		0.72	0.26
Control Delay	63.9	17.5	22.9	26.3	23.5	22.6		21.3	16.4		10.5	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	63.9	17.5	22.9	26.3	23.5	22.6		21.3	16.4		10.5	8.9
LOS	E	B	C	C	C	C		C	B		B	A
Approach Delay		36.0			24.0			20.9			10.3	
Approach LOS		D			C			C			B	
Queue Length 50th (m)	27.3	20.6	11.8	18.7	59.4	5.7		86.5	6.4		120.6	16.7
Queue Length 95th (m)	#44.3	26.8	23.8	34.9	68.2	13.3		129.1	13.5		106.7	m17.2
Internal Link Dist (m)		283.4			268.6			162.6			411.7	
Turn Bay Length (m)	2.0		37.0	2.0		30.0			50.0			50.0
Base Capacity (vph)	196	712	462	375	746	312		945	584		1830	614
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0,84	0,26	0,20	0,37	0,59	0,14		0,70	0,10		0,72	0,26

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 41 (46%), Referenced to phase 4:SBR, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,84
 Intersection Signal Delay: 18,7
 Intersection Capacity Utilization 71,6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Bernard & Parc



Lane Group	ø1	ø3
Lane Configurations		
Total Lost Time (s)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	3
Permitted Phases		
Total Split (s)	9.0	9.0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Timings
35: Beaubien & Esplanade

Actuel
Pointe AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕↔			↕				
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1691	0	0	3129	0	0	1626	0	0	0	0
Flt Permitted		0.849			0.909			0.978				
Satd. Flow (perm)	0	1438	0	0	2848	0	0	1620	0	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	55	284	10	31	471	65	7	2	8	0	0	0
Lane Group Flow (vph)	0	392	0	0	635	0	0	20	0	0	0	0
Turn Type	Perm			Perm			Perm					
Protected Phases		2			2			4				
Permitted Phases	2			2			4					
Total Split (s)	57.0	57.0	0.0	57.0	57.0	0.0	24.0	24.0	0.0	0.0	0.0	0.0
Act Effct Green (s)		81.7			81.7			11.6				
Actuated g/C Ratio		0.91			0.91			0.13				
v/c Ratio		0.30			0.25			0.10				
Control Delay		1.2			2.0			35.5				
Queue Delay		0.0			0.0			0.0				
Total Delay		1.2			2.0			35.5				
LOS		A			A			D				
Approach Delay		1.2			2.0			35.5				
Approach LOS		A			A			D				
Queue Length 50th (m)		0.7			0.0			3.3				
Queue Length 95th (m)		4.5			26.3			9.9				
Internal Link Dist (m)		154.4			262.0			115.4			141.4	
Turn Bay Length (m)												
Base Capacity (vph)		1306			2587			396				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0,30			0,25			0,05				

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 77 (86%), Referenced to phase 2:EBWB, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0,30
 Intersection Signal Delay: 2,3
 Intersection Capacity Utilization 53,4%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 35: Beaubien & Esplanade

02	03	04
57 s	9 s	24 s
	08	
	33 s	

Lane Group	ø3	ø8
Lane Configurations		
Total Lost Time (s)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	8
Permitted Phases		
Total Split (s)	9.0	33.0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Timings
68: Van Horne & Querbes

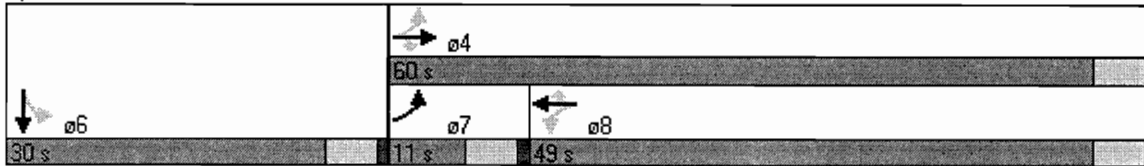
Actuel
Pointe AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1774	1509	0	1776	1615	0	0	0	0	1769	0
Flt Permitted		0.777			0.999						0.980	
Satd. Flow (perm)	0	1380	1509	0	1774	1615	0	0	0	0	1769	0
Satd. Flow (RTOR)												
Volume (vph)	15	619	14	2	822	28	0	0	0	21	18	11
Lane Group Flow (vph)	0	689	15	0	895	30	0	0	0	0	55	0
Turn Type	pm+pt		Perm	Perm		Perm				Perm		
Protected Phases	7	4			8							6
Permitted Phases	4		4	8		8				6		
Total Split (s)	11.0	60.0	60.0	49.0	49.0	49.0	0.0	0.0	0.0	30.0	30.0	0.0
Act Effct Green (s)		58.0	58.0		47.0	47.0					28.0	
Actuated g/C Ratio		0.64	0.64		0.52	0.52					0.31	
v/c Ratio		0.74	0.02		0.97	0.04					0.10	
Control Delay		16.2	5.9		48.0	20.6					22.8	
Queue Delay		0.0	0.0		0.0	0.0					0.0	
Total Delay		16.2	5.9		48.0	20.6					22.8	
LOS		B	A		D	C					C	
Approach Delay		16.0			47.1						22.8	
Approach LOS		B			D						C	
Queue Length 50th (m)		65.3	0.9		144.8	4.1					7.1	
Queue Length 95th (m)		97.9	3.0		m#190.2	m4.6					15.9	
Internal Link Dist (m)		323.6			138.7			196.8			144.6	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		929	972		926	843					550	
Starvation Cap Reductn		0	0		0	0					0	
Spillback Cap Reductn		0	0		0	0					0	
Storage Cap Reductn		0	0		0	0					0	
Reduced v/c Ratio		0.74	0.02		0.97	0.04					0.10	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 19 (21%), Referenced to phase 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,97
 Intersection Signal Delay: 33,3
 Intersection Capacity Utilization 61,7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 68: Van Horne & Querbes



HCM Unsignalized Intersection Capacity Analysis
 38: Davaar & Manoir

Actuel
 Pointe AM

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER	SWL	SWR
Lane Configurations					↑			↗	↖	
Sign Control		Free			Free		Stop		Stop	
Grade		0%			0%		0%		0%	
Volume (veh/h)	0	0	0	0	653	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.96	0.91	0.96	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	718	0	0	0	0	0
Pedestrians		7					7		1	
Lane Width (m)		0.0					3.5		3.6	
Walking Speed (m/s)		1.1					1.1		1.1	
Percent Blockage		0					1		0	
Right turn flare (veh)										
Median type							None		None	
Median storage (veh)										
Upstream signal (m)										
pX, platoon unblocked										
vC, conflicting volume	725			1			726	732	726	726
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	725			1			726	732	726	726
tC, single (s)	4.1			4.1			6.5	6.3	7.1	6.5
tC, 2 stage (s)										
tF (s)	2.2			2.2			4.0	3.4	3.5	4.0
p0 queue free %	100			100			100	100	100	100
cM capacity (veh/h)	882			1634			351	404	335	351
Direction, Lane #	SB 1	SE 1	SW 1							
Volume Total	718	0	0							
Volume Left	0	0	0							
Volume Right	0	0	0							
cSH	1700	1700	1700							
Volume to Capacity	0,42	0,00	0,00							
Queue Length 95th (m)	0,0	0,0	0,0							
Control Delay (s)	0,0	0,0	0,0							
Lane LOS		A	A							
Approach Delay (s)	0,0	0,0	0,0							
Approach LOS		A	A							
Intersection Summary										
Average Delay			0,0							
Intersection Capacity Utilization			46,4%		ICU Level of Service				A	
Analysis Period (min)			15							

2: Jean-Talon & Canora Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	21.1	17.0	15.3	24.9	18.5
Stop/Veh	0.68	0.47	0.47	0.77	0.55
Vehicles Entered	622	1311	413	272	2618
Vehicles Exited	624	1313	410	269	2616
Hourly Exit Rate	624	1313	410	269	2616
Denied Entry Before	1	0	0	0	1
Denied Entry After	0	0	0	0	0

3: Jean-Talon & Clyde Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	21.1	18.8	22.5	35.8	22.6
Stop/Veh	0.50	0.71	0.65	0.75	0.66
Vehicles Entered	653	1270	31	434	2388
Vehicles Exited	658	1269	31	436	2394
Hourly Exit Rate	658	1269	31	436	2394
Denied Entry Before	0	1	0	0	1
Denied Entry After	0	0	0	0	0

4: Dresden & Rockland Performance by approach

Approach	EB	WB	NB	SB	SE	All
Delay / Veh (s)	38.6	52.3	41.0	43.1	42.3	45.8
Stop/Veh	0.65	0.95	0.79	0.85	0.88	0.85
Vehicles Entered	708	1585	653	755	8	3709
Vehicles Exited	707	1590	658	756	8	3719
Hourly Exit Rate	707	1590	658	756	8	3719
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

5: Graham & Acadie Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	23.4	8.6	30.5	278.7	127.7
Stop/Veh	0.73	0.14	0.77	5.57	2.61
Vehicles Entered	539	1150	670	1730	4089
Vehicles Exited	539	1148	669	1691	4047
Hourly Exit Rate	539	1148	669	1691	4047
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

6: Jean-Talon & Wiseman Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	6.5	13.8	27.6	11.5
Stop/Veh	0.23	0.57	0.80	0.45
Vehicles Entered	854	1234	95	2183
Vehicles Exited	854	1233	94	2181
Hourly Exit Rate	854	1233	94	2181
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

7: Jean-Talon & Bloomfield Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	5.5	7.6	64.3	13.7
Stop/Veh	0.30	0.22	1.32	0.38
Vehicles Entered	778	1276	279	2333
Vehicles Exited	778	1279	281	2338
Hourly Exit Rate	778	1279	281	2338
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

8: Jean-Talon & Querbes Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	3.6	13.3	26.3	53.7	14.6
Stop/Veh	0.14	0.45	0.61	1.15	0.42
Vehicles Entered	895	1313	132	260	2600
Vehicles Exited	895	1316	132	259	2602
Hourly Exit Rate	895	1316	132	259	2602
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

12: St-Roch & Acadie Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	26.1	15.7	335.9	214.9
Stop/Veh	0.86	0.63	3.08	2.16
Vehicles Entered	140	930	1803	2873
Vehicles Exited	140	934	1701	2775
Hourly Exit Rate	140	934	1701	2775
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	234	234

13: Bates & Canora Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	(D)19.7	(B)16.4	(B)12.2	(B)14.9
Stop/Veh	0.67	0.61	0.49	0.56
Vehicles Entered	218	437	607	1262
Vehicles Exited	218	434	610	1262
Hourly Exit Rate	218	434	610	1262
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

14: Beaumont & ^{Rockland} Performance by approach

Approach	WB	NB	SB	NW	All
Delay / Veh (s)	(D)39.8	(A)5.3	(B)12.3	(D)49.2	(B)16.3
Stop/Veh	0.73	0.19	0.29	0.90	0.36
Vehicles Entered	691	1044	1401	22	3158
Vehicles Exited	692	1048	1402	21	3163
Hourly Exit Rate	692	1048	1402	21	3163
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

15: Beaumont & ^{Acadie} Accès Station-Services Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	(G)24.0	(D)50.4	(D)52.0	(C)30.2	(C)33.5
Stop/Veh	0.72	1.00	0.95	0.81	0.83
Vehicles Entered	684	490	45	800	2019
Vehicles Exited	682	494	44	801	2021
Hourly Exit Rate	682	494	44	801	2021
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

16: Beaumont & Outremont Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	4.1	6.8	35.4	7.1
Stop/Veh	0.20	0.28	0.90	0.27
Vehicles Entered	615	462	67	1144
Vehicles Exited	614	460	67	1141
Hourly Exit Rate	614	460	67	1141
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

17: Beaumont & Querbes Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	9.4	18.7	20.7	27.1	16.1
Stop/Veh	0.33	0.67	0.89	0.83	0.55
Vehicles Entered	633	503	9	271	1416
Vehicles Exited	635	500	9	270	1414
Hourly Exit Rate	635	500	9	270	1414
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0



18: Beaumont & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	23.3	33.2	20.9	27.6	23.5
Stop/Veh	0.74	1.00	0.57	0.76	0.68
Vehicles Entered	770	5	934	604	2313
Vehicles Exited	770	5	933	606	2314
Hourly Exit Rate	770	5	933	606	2314
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

22: Beaubien & Durocher Performance by approach

Approach	NB	SB	All
Delay / Veh (s)	3.5	0.1	0.2
Stop/Veh	1.00	0.00	0.03
Vehicles Entered	1	38	39
Vehicles Exited	1	38	39
Hourly Exit Rate	1	38	39
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

23: Beaubien & Hutchison Performance by approach

Approach	EB	WB	All
Delay / Veh (s)	0.1	0.9	0.7
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	46	124	170
Vehicles Exited	46	124	170
Hourly Exit Rate	46	124	170
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

24: Beaubien & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	(D) 37.1	(F) 145.8	(B) 19.7	(B) 13.9	(D) 39.3
Stop/Veh	0.92	1.92	0.62	0.48	0.79
Vehicles Entered	49	470	835	1323	2677
Vehicles Exited	49	468	834	1316	2667
Hourly Exit Rate	49	468	834	1316	2667
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	4	0	0	4

25: Van Horne & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	(E) 61.6	(E) 58.0	(B) 18.0	(C) 23.1	(D) 39.3
Stop/Veh	0.70	0.99	0.66	0.67	0.77
Vehicles Entered	718	1138	783	1269	3908
Vehicles Exited	717	1133	785	1270	3905
Hourly Exit Rate	717	1133	785	1270	3905
Denied Entry Before	2	0	0	0	2
Denied Entry After	6	0	0	0	6

27: Van Horne & Waverly Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	2.8	67.9	317.7	55.3
Stop/Veh	0.03	1.15	1.03	0.72
Vehicles Entered	750	1135	103	1988
Vehicles Exited	750	1114	90	1954
Hourly Exit Rate	750	1114	90	1954
Denied Entry Before	0	0	0	0
Denied Entry After	0	1	4	5

28: Bernard & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	292.4	62.9	20.3	11.0	54.2
Stop/Veh	2.69	1.36	0.62	0.29	0.83
Vehicles Entered	333	488	681	1339	2841
Vehicles Exited	311	492	686	1340	2829
Hourly Exit Rate	311	492	686	1340	2829
Denied Entry Before	0	1	0	0	1
Denied Entry After	3	0	0	0	3

33: Rockland & Performance by approach

Approach	WB	SB	All
Delay / Veh (s)	1.0	4.4	3.2
Stop/Veh	0.00	0.02	0.01
Vehicles Entered	1027	1833	2860
Vehicles Exited	1026	1830	2856
Hourly Exit Rate	1026	1830	2856
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

35: Beaubien & Esplanade Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	5.4	39.0	68.9	26.7
Stop/Veh	0.24	0.66	1.00	0.51
Vehicles Entered	356	562	17	935
Vehicles Exited	355	553	17	925
Hourly Exit Rate	355	553	17	925
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

37: Manoir & Rockland Performance by approach

Approach	NB	SB	SW	All
Delay / Veh (s)	0.1	5.9	7.2	6.9
Stop/Veh	0.00	0.93	0.97	0.94
Vehicles Entered	17	59	635	711
Vehicles Exited	17	59	636	712
Hourly Exit Rate	17	59	636	712
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

38: Davaar & Manoir Performance by approach

Approach	SB	SE	SW	All
Delay / Veh (s)	0.9	0.1	0.6	0.8
Stop/Veh	0.00	0.00	0.00	0.00
Vehicles Entered	704	17	21	742
Vehicles Exited	705	17	22	744
Hourly Exit Rate	705	17	22	744
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

39: Manoir & McEachran Performance by approach

Approach	NB	SB	All
Delay / Veh (s)	15.7	8.7	14.3
Stop/Veh	1.02	1.00	1.02
Vehicles Entered	901	229	1130
Vehicles Exited	904	228	1132
Hourly Exit Rate	904	228	1132
Denied Entry Before	1	1	2
Denied Entry After	0	1	1

68: Van Horne & Querbes Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	17.8	44.2	21.9	33.2
Stop/Veh	0.58	0.80	0.65	0.71
Vehicles Entered	645	951	52	1648
Vehicles Exited	643	951	52	1646
Hourly Exit Rate	643	951	52	1646
Denied Entry Before	0	4	0	4
Denied Entry After	0	5	0	5

600: Rockland & Performance by approach

Approach	WB	All
Delay / Veh (s)	3.5	3.5
Stop/Veh	0.02	0.02
Vehicles Entered	1102	1102
Vehicles Exited	1100	1100
Hourly Exit Rate	1100	1100
Denied Entry Before	0	0
Denied Entry After	0	0

601: Rockland & Performance by approach

Approach	SB	NW	All
Delay / Veh (s)	0.4	1.1	1.0
Stop/Veh	0.00	0.01	0.01
Vehicles Entered	56	473	529
Vehicles Exited	56	473	529
Hourly Exit Rate	56	473	529
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

Total Network Performance

Delay / Veh (s)	168.8
Stop/Veh	3.15
Vehicles Entered	14784
Vehicles Exited	14567
Hourly Exit Rate	14567
Denied Entry Before	11
Denied Entry After	258

2: Jean-Talon & Canora Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	20.5	23.3	25.4	15.0	18.0	19.8	12.6	10.2	23.5	28.9	18.5
Stop/Veh	0.68	0.69	0.72	0.41	0.62	0.62	0.38	0.31	0.74	0.88	0.55
Vehicles Entered	472	150	244	1054	13	200	82	131	203	69	2618
Vehicles Exited	473	151	246	1054	13	198	81	131	200	69	2616
Hourly Exit Rate	473	151	246	1054	13	198	81	131	200	69	2616
Denied Entry Before	0	1	0	0	0	0	0	0	0	0	1
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

3: Jean-Talon & Clyde Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	All
Delay / Veh (s)	21.0	21.7	23.3	18.8	23.8	20.1	38.9	34.4	35.3	22.6
Stop/Veh	0.49	0.52	1.25	0.70	0.75	0.45	0.79	0.73	0.80	0.66
Vehicles Entered	567	86	8	1262	20	11	119	270	45	2388
Vehicles Exited	571	87	8	1261	20	11	120	271	45	2394
Hourly Exit Rate	571	87	8	1261	20	11	120	271	45	2394
Denied Entry Before	0	0	0	1	0	0	0	0	0	1
Denied Entry After	0	0	0	0	0	0	0	0	0	0

4: Dresden & Rockland Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBT
Delay / Veh (s)	73.9	33.4	55.5	71.6	46.5	59.1	58.6	65.7	54.0	26.2	33.0	43.0
Stop/Veh	1.03	0.57	1.36	1.13	0.88	1.13	1.07	1.03	0.96	0.59	1.25	0.85
Vehicles Entered	77	606	25	268	1122	150	45	147	134	349	23	746
Vehicles Exited	77	605	25	270	1123	151	46	149	134	351	24	747
Hourly Exit Rate	77	605	25	270	1123	151	46	149	134	351	24	747
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

4: Dresden & Rockland Performance by movement

Movement	SBR	SBR2	SER2	All
Delay / Veh (s)	55.3	32.3	42.3	45.8
Stop/Veh	1.57	1.00	0.88	0.85
Vehicles Entered	7	2	8	3709
Vehicles Exited	7	2	8	3719
Hourly Exit Rate	7	2	8	3719
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

5: Graham & Acadie Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	62.8	23.0	21.4	18.6	8.6	8.1	30.5	29.4	288.4	270.6	285.4	127.7
Stop/Veh	1.50	0.72	0.83	0.40	0.13	0.27	0.77	1.00	5.81	5.36	5.74	2.61
Vehicles Entered	6	510	23	5	1013	132	660	10	340	832	558	4089
Vehicles Exited	6	510	23	5	1012	131	659	10	334	811	546	4047
Hourly Exit Rate	6	510	23	5	1012	131	659	10	334	811	546	4047
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

6: Jean-Talon & Wiseman Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	15.0	5.4	13.8	14.3	31.0	26.8	25.6	11.5
Stop/Veh	0.64	0.18	0.56	0.81	0.85	0.74	0.85	0.45
Vehicles Entered	95	759	1193	41	26	42	27	2183
Vehicles Exited	95	759	1191	42	26	42	26	2181
Hourly Exit Rate	95	759	1191	42	26	42	26	2181
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

7: Jean-Talon & Bloomfield Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	5.5	5.2	15.5	7.1	67.5	60.2	58.8	13.7
Stop/Veh	0.30	0.39	0.63	0.19	1.32	1.28	1.43	0.38
Vehicles Entered	760	18	67	1209	161	95	23	2333
Vehicles Exited	760	18	67	1212	161	97	23	2338
Hourly Exit Rate	760	18	67	1212	161	97	23	2338
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

8: Jean-Talon & Querbes Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	28.4	2.9	4.7	12.7	18.8	34.6	23.6	42.9	63.6	48.7	54.3	14.6
Stop/Veh	0.86	0.11	0.33	0.43	0.68	0.85	0.55	1.00	1.27	1.06	1.47	0.42
Vehicles Entered	22	825	48	1195	118	13	108	11	81	162	17	2600
Vehicles Exited	22	825	48	1198	118	13	108	11	81	161	17	2602
Hourly Exit Rate	22	825	48	1198	118	13	108	11	81	161	17	2602
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

12: St-Roch & Acadie Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Delay / Veh (s)	24.4	28.4	15.8	12.8	353.0	335.3	214.9
Stop/Veh	0.73	1.04	0.63	0.60	3.51	3.06	2.16
Vehicles Entered	85	55	920	10	63	1740	2873
Vehicles Exited	86	54	924	10	58	1643	2775
Hourly Exit Rate	86	54	924	10	58	1643	2775
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	9	225	234

13: Bates & Canora Performance by movement

Movement	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	18.6	22.3	36.9	15.9	15.2	1.9	12.9	14.9
Stop/Veh	0.64	0.71	0.91	0.59	0.66	0.05	0.52	0.56
Vehicles Entered	152	66	11	349	77	37	570	1262
Vehicles Exited	152	66	11	346	77	37	573	1262
Hourly Exit Rate	152	66	11	346	77	37	573	1262
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

14: Beaumont & Performance by movement

Movement	WBL2	WBT	WBR	NBT	NBR	SBT	SBR	NWR	NWR2	All
Delay / Veh (s)	49.8	1.0	42.7	8.0	2.7	12.4	11.8	48.8	49.5	16.3
Stop/Veh	0.90	0.00	0.84	0.30	0.08	0.29	0.32	0.90	0.91	0.36
Vehicles Entered	444	122	125	508	536	1294	107	10	12	3158
Vehicles Exited	444	123	125	511	537	1295	107	10	11	3163
Hourly Exit Rate	444	123	125	511	537	1295	107	10	11	3163
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

15: Beaumont & Accès Station-Services Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	26.5	18.0	14.7	65.5	56.9	34.2	53.4	49.1	53.3	39.9	13.5	20.0
Stop/Veh	0.80	0.51	0.47	1.29	1.04	0.90	0.95	0.93	1.00	0.82	0.22	0.89
Vehicles Entered	486	181	17	7	339	144	23	14	8	423	45	332
Vehicles Exited	482	183	17	7	342	145	22	14	8	424	45	332
Hourly Exit Rate	482	183	17	7	342	145	22	14	8	424	45	332
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

15: Beaumont & Accès Station-Services Performance by movement

Movement	All
Delay / Veh (s)	33.5
Stop/Veh	0.83
Vehicles Entered	2019
Vehicles Exited	2021
Hourly Exit Rate	2021
Denied Entry Before	0
Denied Entry After	0

16: Beaumont & Outremont Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Delay / Veh (s)	4.1	6.8	37.4	31.4	7.1
Stop/Veh	0.20	0.28	0.92	0.83	0.27
Vehicles Entered	615	462	38	29	1144
Vehicles Exited	614	460	39	28	1141
Hourly Exit Rate	614	460	39	28	1141
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

17: Beaumont & Querbes Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	20.5	8.9	15.0	25.6	17.2	24.6	12.1	16.2	27.5	26.1	27.9	32.2
Stop/Veh	0.78	0.32	0.50	1.00	0.53	1.29	1.00	0.75	1.00	0.73	1.00	1.35
Vehicles Entered	23	608	2	9	406	88	1	4	4	224	3	44
Vehicles Exited	23	610	2	9	405	86	1	4	4	224	3	43
Hourly Exit Rate	23	610	2	9	405	86	1	4	4	224	3	43
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

17: Beaumont & Querbes Performance by movement

Movement	All
Delay / Veh (s)	16.1
Stop/Veh	0.55
Vehicles Entered	1416
Vehicles Exited	1414
Hourly Exit Rate	1414
Denied Entry Before	0
Denied Entry After	0



18: Beaumont & Parc Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	31.4	14.0	23.6	41.0	20.8	22.0	32.2	11.8	15.8	27.6	10.8	23.5
Stop/Veh	0.90	0.40	0.75	1.00	1.00	1.00	0.82	0.34	1.18	0.76	0.50	0.68
Vehicles Entered	30	45	695	3	1	1	412	505	17	602	2	2313
Vehicles Exited	30	45	695	3	1	1	411	505	17	604	2	2314
Hourly Exit Rate	30	45	695	3	1	1	411	505	17	604	2	2314
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

22: Beaubien & Durocher Performance by movement

Movement	NBR	SBL	SBT	All
Delay / Veh (s)	3.5	0.1	0.0	0.2
Stop/Veh	1.00	0.00	0.00	0.03
Vehicles Entered	1	33	5	39
Vehicles Exited	1	33	5	39
Hourly Exit Rate	1	33	5	39
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

23: Beaubien & Hutchison Performance by movement

Movement	EBT	WBT	All
Delay / Veh (s)	0.1	0.9	0.7
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	46	124	170
Vehicles Exited	46	124	170
Hourly Exit Rate	46	124	170
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

18

24: Beaubien & Parc Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	35.9	26.6	53.8	236.5	141.4	55.6	21.7	19.6	19.4	21.2	12.5	14.0
Stop/Veh	1.00	0.79	1.00	3.01	1.73	0.89	1.19	0.59	0.67	0.85	0.41	0.49
Vehicles Entered	17	19	13	202	72	196	37	707	91	213	1067	43
Vehicles Exited	17	19	13	196	73	199	37	706	91	211	1062	43
Hourly Exit Rate	17	19	13	196	73	199	37	706	91	211	1062	43
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	1	1	2	0	0	0	0	0	0

24: Beaubien & Parc Performance by movement

Movement	All
Delay / Veh (s)	39.3
Stop/Veh	0.79
Vehicles Entered	2677
Vehicles Exited	2667
Hourly Exit Rate	2667
Denied Entry Before	0
Denied Entry After	4

19

25: Van Horne & Parc Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	61.7	58.5	58.1	57.4	18.6	11.9	22.6	27.9	39.3
Stop/Veh	0.70	0.72	0.97	1.07	0.67	0.48	0.65	0.85	0.77
Vehicles Entered	679	39	1001	137	718	65	1145	124	3908
Vehicles Exited	678	39	996	137	720	65	1145	125	3905
Hourly Exit Rate	678	39	996	137	720	65	1145	125	3905
Denied Entry Before	2	0	0	0	0	0	0	0	2
Denied Entry After	6	0	0	0	0	0	0	0	6

27: Van Horne & Waverly Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Delay / Veh (s)	2.8	2.2	67.9	647.8	50.8	55.3
Stop/Veh	0.03	0.00	1.15	1.30	0.83	0.72
Vehicles Entered	743	7	1135	51	52	1988
Vehicles Exited	743	7	1114	38	52	1954
Hourly Exit Rate	743	7	1114	38	52	1954
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	1	2	2	5

28: Bernard & Parc Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	317.9	302.9	250.1	64.7	61.0	71.6	19.9	24.8	10.7	13.6	54.2
Stop/Veh	2.84	2.63	2.63	1.39	1.30	1.68	0.61	0.73	0.28	0.45	0.83
Vehicles Entered	115	130	88	122	325	41	626	55	1211	128	2841
Vehicles Exited	109	121	81	123	328	41	630	56	1212	128	2829
Hourly Exit Rate	109	121	81	123	328	41	630	56	1212	128	2829
Denied Entry Before	0	0	0	1	0	0	0	0	0	0	1
Denied Entry After	1	1	1	0	0	0	0	0	0	0	3

33: Rockland & Performance by movement

Movement	WBT	WBR	SBT	SBR	All
Delay / Veh (s)	1.0	1.0	2.8	5.5	3.2
Stop/Veh	0.00	0.00	0.00	0.03	0.01
Vehicles Entered	9	1018	734	1099	2860
Vehicles Exited	9	1017	733	1097	2856
Hourly Exit Rate	9	1017	733	1097	2856
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

35: Beaubien & Esplanade Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	8.3	4.8	4.2	76.6	40.9	9.7	108.0	47.6	47.5	26.7
Stop/Veh	0.58	0.18	0.25	1.18	0.68	0.30	1.00	1.00	1.00	0.51
Vehicles Entered	55	289	12	28	467	67	6	3	8	935
Vehicles Exited	55	288	12	28	459	66	6	3	8	925
Hourly Exit Rate	55	288	12	28	459	66	6	3	8	925
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

37: Manoir & Rockland Performance by movement

Movement	NBR2	SBT	SWL	SWT	All
Delay / Veh (s)	0.1	5.9	7.2	3.8	6.9
Stop/Veh	0.00	0.93	0.98	0.40	0.94
Vehicles Entered	17	59	630	5	711
Vehicles Exited	17	59	631	5	712
Hourly Exit Rate	17	59	631	5	712
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

38: Davaar & Manoir Performance by movement

Movement	SBT	SET	SWT	All
Delay / Veh (s)	0.9	0.1	0.6	0.8
Stop/Veh	0.00	0.00	0.00	0.00
Vehicles Entered	704	17	21	742
Vehicles Exited	705	17	22	744
Hourly Exit Rate	705	17	22	744
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

39: Manoir & McEachran Performance by movement

Movement	NBL2	NBL	NBT	SBR	SBR2	All
Delay / Veh (s)	14.7	15.9	14.8	5.9	8.9	14.3
Stop/Veh	1.00	1.01	1.13	1.00	1.00	1.02
Vehicles Entered	14	795	92	8	221	1130
Vehicles Exited	14	798	92	8	220	1132
Hourly Exit Rate	14	798	92	8	220	1132
Denied Entry Before	0	1	0	0	1	2
Denied Entry After	0	0	0	0	1	1

68: Van Horne & Querbes Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Delay / Veh (s)	35.1	17.6	17.3	63.7	44.3	36.3	26.5	18.8	19.3	33.2
Stop/Veh	1.40	0.57	0.62	2.00	0.79	1.04	0.80	0.58	0.54	0.71
Vehicles Entered	10	621	14	2	926	23	20	19	13	1648
Vehicles Exited	10	620	13	2	926	23	20	19	13	1646
Hourly Exit Rate	10	620	13	2	926	23	20	19	13	1646
Denied Entry Before	0	0	0	0	4	0	0	0	0	4
Denied Entry After	0	0	0	0	5	0	0	0	0	5

600: Rockland & Performance by movement

Movement	WBL	WBT	All
Delay / Veh (s)	3.4	3.6	3.5
Stop/Veh	0.02	0.02	0.02
Vehicles Entered	629	473	1102
Vehicles Exited	629	471	1100
Hourly Exit Rate	629	471	1100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

601: Rockland & Performance by movement

Movement	SBT	NWT	NWR	All
Delay / Veh (s)	0.4	1.2	1.1	1.0
Stop/Veh	0.00	0.00	0.01	0.01
Vehicles Entered	56	3	470	529
Vehicles Exited	56	3	470	529
Hourly Exit Rate	56	3	470	529
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Total Network Performance

Delay / Veh (s)	168.8
Stop/Veh	3.15
Vehicles Entered	14784
Vehicles Exited	14567
Hourly Exit Rate	14567
Denied Entry Before	11
Denied Entry After	258

Intersection: 2: Jean-Talon & Canora

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	T	T	R	L	T	TR	LT	R	T	TR
Maximum Queue (m)	377.9	183.5	51.2	67.7	107.0	110.0	64.0	32.0	60.3	22.9
Average Queue (m)	61.9	30.3	20.9	35.3	45.4	48.7	23.5	8.9	28.5	14.0
95th Queue (m)	229.3	101.2	39.5	66.0	90.1	94.2	51.1	21.2	50.4	26.2
Link Distance (m)	372.1	372.1			504.6	504.6	65.5	65.5	162.7	
Upstream Blk Time (%)	0	0					0			
Queuing Penalty (veh)	0	0					1			
Storage Bay Dist (m)			60.0	60.0						15.0
Storage Blk Time (%)		0	0	1	2				29	10
Queuing Penalty (veh)		0	0	4	5				49	10

Intersection: 3: Jean-Talon & Clyde

Movement	EB	EB	WB	WB	WB	NB	SB	SB	SB
Directions Served	T	TR	L	T	T	LTR	L	T	TR
Maximum Queue (m)	71.2	71.9	14.8	167.3	157.5	19.3	53.1	49.4	52.6
Average Queue (m)	37.8	40.2	1.8	105.7	94.2	6.1	23.7	27.8	27.0
95th Queue (m)	60.8	62.5	9.1	155.4	144.2	15.9	43.6	43.7	44.4
Link Distance (m)	504.6	504.6		273.1	273.1	78.5	146.2	146.2	146.2
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (m)			30.0						
Storage Blk Time (%)				14					
Queuing Penalty (veh)				1					

Intersection: 4: Dresden & Rockland

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R>	<	LT	T	R
Maximum Queue (m)	45.7	71.3	74.8	15.6	151.3	214.0	220.6	37.8	69.1	65.5	58.4	15.1
Average Queue (m)	18.6	40.6	40.2	6.2	71.0	126.8	127.3	25.3	38.2	40.0	32.0	6.0
95th Queue (m)	35.9	66.2	67.1	16.0	125.0	202.6	201.6	42.7	64.9	61.0	54.8	14.8
Link Distance (m)		273.1	273.1		402.6	402.6	402.6		121.4	121.4	121.4	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (m)	225.0			5.0				25.0				5.0
Storage Blk Time (%)			56	6			46	21			41	12
Queuing Penalty (veh)			14	11			97	112			11	22

Intersection: 4: Dresden & Rockland

Movement	SB	SB	SB	SE
Directions Served	T	T	R>	>
Maximum Queue (m)	118.4	115.5	11.8	6.5
Average Queue (m)	69.7	63.1	2.8	0.6
95th Queue (m)	102.4	97.7	10.0	3.8
Link Distance (m)	202.0	202.0		192.3
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)			5.0	
Storage Blk Time (%)		61	6	
Queuing Penalty (veh)		4	23	

Intersection: 5: Graham & Acadie

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LT	T	R	LT	T	R	T	TR	L	T	R
Maximum Queue (m)	78.2	79.4	37.0	72.7	73.6	47.1	87.7	86.9	480.5	480.4	477.0
Average Queue (m)	42.0	38.3	5.2	17.5	14.2	9.0	46.2	46.5	445.5	446.2	445.2
95th Queue (m)	74.9	71.7	21.6	52.7	49.7	27.3	78.7	77.7	537.6	536.7	535.5
Link Distance (m)	402.6	402.6		158.8	158.8		198.6	198.6	460.1	460.1	460.1
Upstream Blk Time (%)									19	23	25
Queuing Penalty (veh)									127	154	170
Storage Bay Dist (m)			30.0			60.0					
Storage Blk Time (%)		12	0		0	0					
Queuing Penalty (veh)		3	0		0	0					

Intersection: 6: Jean-Talon & Wiseman

Movement	EB	EB	WB	WB	WB	NB
Directions Served	LT	T	T	T	R	LTR
Maximum Queue (m)	53.6	51.2	116.8	118.3	24.7	42.4
Average Queue (m)	23.3	17.4	58.1	63.0	7.1	15.0
95th Queue (m)	42.6	36.9	96.5	102.0	22.3	32.2
Link Distance (m)	158.8	158.8	172.2	172.2		117.5
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (m)					14.9	
Storage Blk Time (%)				24	1	
Queuing Penalty (veh)				9	6	

Intersection: 7: Jean-Talon & Bloomfield

Movement	EB	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	T	R	LT	T	L	T	R
Maximum Queue (m)	56.5	55.4	11.2	89.8	88.1	17.5	134.8	42.0
Average Queue (m)	20.9	21.3	1.1	28.5	24.0	15.8	54.7	8.1
95th Queue (m)	41.2	41.2	5.7	60.6	55.5	19.3	113.8	25.3
Link Distance (m)	172.2	172.2		117.4	117.4		307.4	
Upstream Blk Time (%)				0	0			
Queuing Penalty (veh)				0	0			
Storage Bay Dist (m)			15.6			8.7		32.0
Storage Blk Time (%)		7	0			64	39	0
Queuing Penalty (veh)		1	0			74	70	0

Intersection: 8: Jean-Talon & Querbes

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	T	R	L	T	R	L	T
Maximum Queue (m)	14.0	37.6	36.1	17.4	530.0	356.4	24.8	9.4	38.0	9.7	15.6	112.9
Average Queue (m)	4.5	11.0	8.4	2.8	162.6	54.2	11.2	2.4	14.6	2.8	9.5	46.8
95th Queue (m)	12.3	28.9	25.0	9.8	505.7	174.0	25.2	8.5	28.9	9.4	14.6	94.8
Link Distance (m)		117.4	117.4		524.2	524.2			294.9			279.3
Upstream Blk Time (%)					1	0						
Queuing Penalty (veh)					0	0						
Storage Bay Dist (m)	2.0			17.0			17.0	2.0		2.0	2.0	
Storage Blk Time (%)	12	6	1	0		18	2	7	34	10	48	41
Queuing Penalty (veh)	50	2	1	1		22	13	9	8	13	81	42

Intersection: 8: Jean-Talon & Querbes

Movement	SB
Directions Served	R
Maximum Queue (m)	21.9
Average Queue (m)	4.7
95th Queue (m)	17.3
Link Distance (m)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	11.7
Storage Blk Time (%)	2
Queuing Penalty (veh)	4

Intersection: 12: St-Roch & Acadie

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	LT	T	T
Maximum Queue (m)	44.9	11.9	82.7	86.3	29.5	361.2	363.3	360.8
Average Queue (m)	15.8	8.3	52.3	49.8	2.5	269.2	268.1	262.5
95th Queue (m)	35.3	14.5	78.8	76.4	13.9	475.9	479.3	484.6
Link Distance (m)	336.2		460.1	460.1		352.9	352.9	352.9
Upstream Blk Time (%)						38	43	42
Queuing Penalty (veh)						0	0	0
Storage Bay Dist (m)		4.0			27.0			
Storage Blk Time (%)	29	25		10	0			
Queuing Penalty (veh)	15	22		1	0			

Intersection: 13: Bates & Canora

Movement	WB	WB	NB	NB	NB	SB	SB
Directions Served	T	R	L	T	TR	R	R
Maximum Queue (m)	43.9	23.8	19.3	46.4	42.7	57.7	60.4
Average Queue (m)	20.1	11.2	2.7	24.4	20.6	27.7	29.1
95th Queue (m)	36.9	24.4	11.9	40.7	36.6	49.7	52.8
Link Distance (m)	597.7			154.5	154.5	65.5	65.5
Upstream Blk Time (%)						0	0
Queuing Penalty (veh)						0	0
Storage Bay Dist (m)		15.0	50.0				
Storage Blk Time (%)	16	8		0			
Queuing Penalty (veh)	10	13		0			

Intersection: 14: Beaumont &

Movement	WB	WB	WB	NB	NB	SB	SB	NW	NW
Directions Served	<	<L	R	T	R	T	TR	R	>
Maximum Queue (m)	75.9	68.1	66.8	80.2	37.9	88.9	87.2	17.4	20.2
Average Queue (m)	46.0	41.7	23.7	35.5	10.6	46.1	41.4	3.8	3.9
95th Queue (m)	69.4	62.8	51.1	71.9	28.5	93.5	89.0	12.8	13.4
Link Distance (m)		413.1	413.1	276.1	276.1	121.4	121.4	58.7	58.7
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (m)	150.0								
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 15: Beaumont & Accès Station-Services

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	LT	TR	LT	R	LT	TR	L	LT	R
Maximum Queue (m)	72.5	72.8	56.5	204.3	57.8	27.9	15.5	182.2	52.9	50.4
Average Queue (m)	30.0	33.0	17.2	86.4	25.8	7.9	3.7	51.6	36.9	32.2
95th Queue (m)	54.0	56.9	38.8	183.7	60.4	20.6	11.8	117.2	60.8	56.3
Link Distance (m)		413.1	413.1	214.2		59.4	59.4	198.6		
Upstream Blk Time (%)				2				0		
Queuing Penalty (veh)				11				3		
Storage Bay Dist (m)	175.0				50.0				40.0	40.0
Storage Blk Time (%)				25	0			11	7	4
Queuing Penalty (veh)				41	0			76	19	11

Intersection: 16: Beaumont & Outremont

Movement	EB	EB	WB	SB	SB
Directions Served	T	T	T	L	R
Maximum Queue (m)	45.1	44.4	65.8	27.2	24.6
Average Queue (m)	13.1	13.3	26.6	8.4	6.6
95th Queue (m)	33.4	32.0	58.6	20.5	18.3
Link Distance (m)	214.2	214.2	252.4	134.9	134.9
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 17: Beaumont & Querbes

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	LT	TR	LT	R	LTR	LT	R
Maximum Queue (m)	49.9	45.7	123.7	15.2	13.7	92.3	17.0
Average Queue (m)	21.7	19.2	50.2	9.2	2.0	35.6	8.3
95th Queue (m)	42.2	40.0	107.0	14.7	9.3	73.0	16.8
Link Distance (m)	252.4	252.4	202.6		54.2	294.9	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (m)				2.0			4.7
Storage Blk Time (%)			20	18		46	16
Queuing Penalty (veh)			17	77		20	38

Intersection: 18: Beaumont & Parc

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	R	LT	T	R
Maximum Queue (m)	65.1	170.0	6.4	2.9	137.7	104.4	9.4	74.7	70.6	4.9
Average Queue (m)	15.9	76.0	0.8	0.2	61.8	38.5	4.1	45.3	39.8	0.2
95th Queue (m)	82.5	150.7	4.2	2.2	105.2	83.2	11.0	67.9	62.1	2.1
Link Distance (m)	202.6	202.6	127.2		445.6	445.6		331.2	331.2	
Upstream Blk Time (%)	0	1								
Queuing Penalty (veh)	1	4								
Storage Bay Dist (m)				2.0			2.0			30.0
Storage Blk Time (%)			4	1		18	3		14	
Queuing Penalty (veh)			0	0		3	16		0	

Intersection: 22: Beaubien & Durocher

Movement	NB
Directions Served	R
Maximum Queue (m)	7.4
Average Queue (m)	0.5
95th Queue (m)	3.7
Link Distance (m)	47.3
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 23: Beaubien & Hutchison

Movement
Directions Served
Maximum Queue (m)
Average Queue (m)
95th Queue (m)
Link Distance (m)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (m)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 24: Beaubien & Parc

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (m)	19.0	19.7	15.2	164.2	129.0	19.4	92.4	77.3	61.4	79.8	86.4
Average Queue (m)	5.3	5.6	4.8	127.3	39.6	6.0	48.2	41.0	24.8	40.9	45.7
95th Queue (m)	15.7	16.7	13.8	196.3	91.7	15.2	89.9	79.9	46.9	70.3	75.4
Link Distance (m)	72.0	72.0		156.2	156.2		219.0	219.0		445.6	445.6
Upstream Blk Time (%)				32	0						
Queuing Penalty (veh)				75	0						
Storage Bay Dist (m)			5.0			16.0			75.0		
Storage Blk Time (%)		11	15			0	24		0	0	
Queuing Penalty (veh)		2	3			1	9		0	1	

Intersection: 25: Van Horne & Parc

Movement	EB	EB	B9	WB	WB	B26	B26	NB	NB	SB	SB
Directions Served	T	R	T	T	TR	T	T	T	R	T	TR
Maximum Queue (m)	95.8	35.6	135.7	99.7	98.2	159.6	162.1	171.2	111.3	136.8	137.5
Average Queue (m)	88.3	8.0	47.8	93.2	93.0	120.5	121.0	95.0	13.9	74.6	77.9
95th Queue (m)	108.7	22.0	124.5	101.9	105.4	210.5	212.4	157.8	56.8	127.8	130.7
Link Distance (m)	73.2	73.2	145.7	71.9	71.9	146.0	146.0	411.4		219.0	219.0
Upstream Blk Time (%)	25		1	63	54	36	37				
Queuing Penalty (veh)	81		7	363	313	205	211				
Storage Bay Dist (m)									103.0		
Storage Blk Time (%)								3	0		
Queuing Penalty (veh)								2	0		

Intersection: 27: Van Horne & Waverly

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	TR	T	T	L	R
Maximum Queue (m)	15.6	10.3	210.6	210.4	116.1	33.7
Average Queue (m)	4.8	0.7	113.0	110.9	52.8	10.7
95th Queue (m)	13.4	4.7	242.3	243.2	141.0	24.3
Link Distance (m)	146.0		239.4	239.4	162.2	162.2
Upstream Blk Time (%)			9	9	7	
Queuing Penalty (veh)			0	0	0	
Storage Bay Dist (m)		30.0				
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 28: Bernard & Parc

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	T	R	T	T	R
Maximum Queue (m)	15.2	286.9	44.9	11.3	237.8	39.0	149.7	52.6	116.0	83.2	52.8
Average Queue (m)	9.9	171.8	25.7	8.7	99.0	11.4	75.0	10.7	37.7	29.4	11.9
95th Queue (m)	12.7	362.6	55.9	12.5	208.9	33.9	127.0	33.5	75.2	57.7	31.9
Link Distance (m)		291.6			280.4		173.9		411.4	411.4	
Upstream Blk Time (%)		25			1		0				
Queuing Penalty (veh)		0			0		0				
Storage Bay Dist (m)	2.0		37.0	2.0		30.0		50.0			50.0
Storage Blk Time (%)	72	35	1	36	47	0	14	0		1	0
Queuing Penalty (veh)	154	70	3	132	77	2	7	0		1	0

Intersection: 33: Rockland &

Movement	SB
Directions Served	R
Maximum Queue (m)	20.2
Average Queue (m)	0.7
95th Queue (m)	10.7
Link Distance (m)	276.1
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 35: Beaubien & Esplanade

Movement	EB	WB	WB	NB
Directions Served	LTR	LT	TR	LTR
Maximum Queue (m)	58.3	114.1	94.4	20.3
Average Queue (m)	17.0	51.3	35.9	5.6
95th Queue (m)	44.9	149.5	124.6	15.7
Link Distance (m)	156.2	277.5	277.5	130.9
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 37: Manoir & Rockland

Movement	SB	SW
Directions Served	T	L
Maximum Queue (m)	17.7	46.5
Average Queue (m)	8.6	28.1
95th Queue (m)	16.8	43.1
Link Distance (m)	43.5	21.6
Upstream Blk Time (%)		13
Queuing Penalty (veh)		84
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 38: Davaar & Manoir

Movement	SB
Directions Served	T
Maximum Queue (m)	4.7
Average Queue (m)	0.2
95th Queue (m)	2.3
Link Distance (m)	91.6
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 39: Manoir & McEachran

Movement	NB	NB	SB	SB
Directions Served	<L	T	R	>
Maximum Queue (m)	127.3	60.1	10.4	23.0
Average Queue (m)	47.0	19.9	1.8	11.8
95th Queue (m)	94.4	51.3	7.9	17.9
Link Distance (m)	160.0		163.2	
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (m)		50.0		30.0
Storage Blk Time (%)	9	0		0
Queuing Penalty (veh)	9	0		0

Intersection: 68: Van Horne & Querbes

Movement	EB	EB	WB	WB	B9	B9	SB
Directions Served	LT	R	LT	R	T		LTR
Maximum Queue (m)	181.9	21.6	167.9	22.4	93.2	36.7	22.6
Average Queue (m)	69.7	1.9	130.1	3.0	8.5	3.0	6.6
95th Queue (m)	141.7	10.9	166.2	14.1	49.2	28.6	16.3
Link Distance (m)	339.0		145.7		73.2	73.2	156.0
Upstream Blk Time (%)			7		1	0	
Queuing Penalty (veh)			65		5	2	
Storage Bay Dist (m)		15.0		15.0			
Storage Blk Time (%)	29	0	45	1			
Queuing Penalty (veh)	4	3	13	6			

Intersection: 600: Rockland &

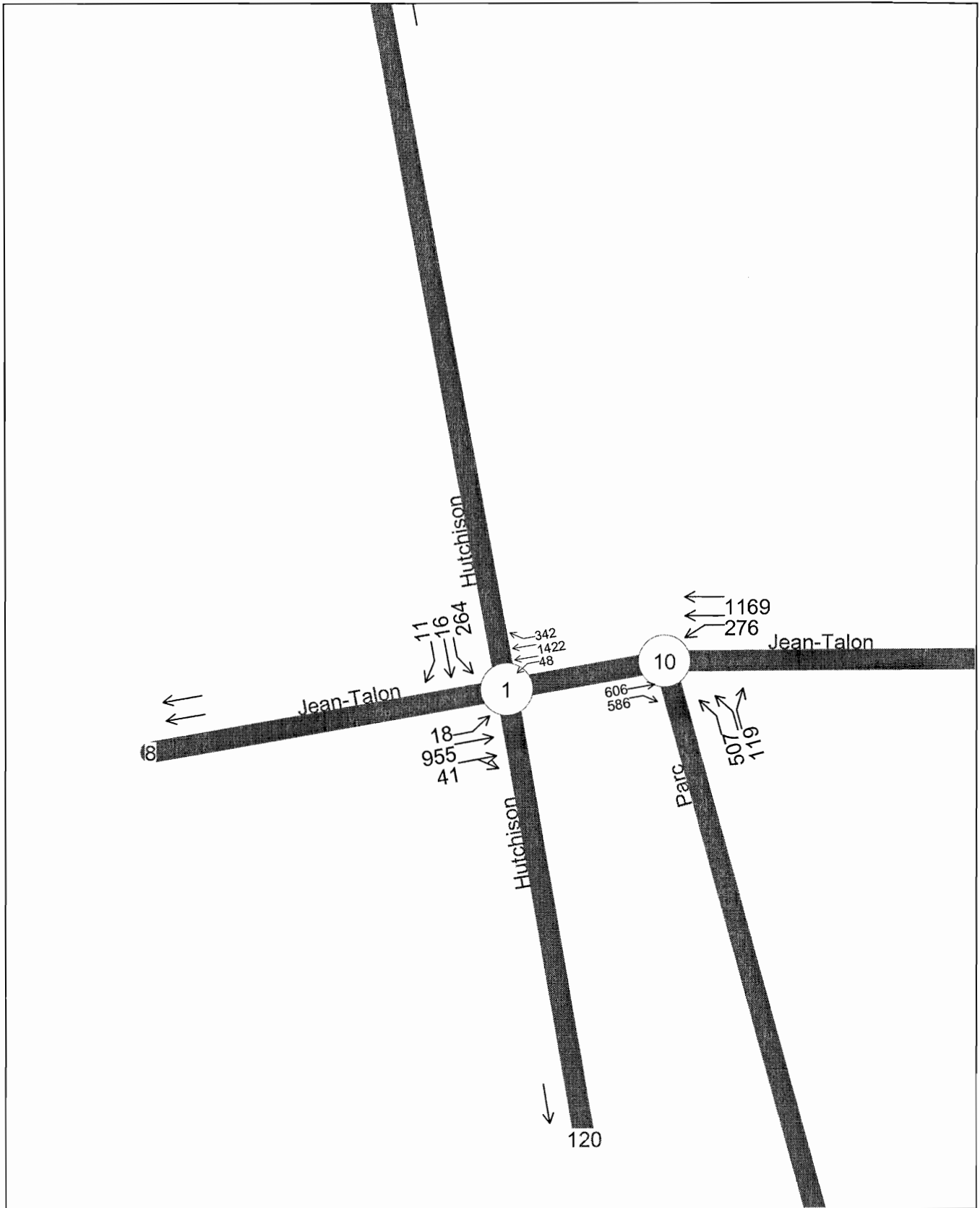
Movement	WB
Directions Served	LT
Maximum Queue (m)	56.7
Average Queue (m)	4.5
95th Queue (m)	29.6
Link Distance (m)	57.6
Upstream Blk Time (%)	0
Queuing Penalty (veh)	4
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 601: Rockland &

Movement	SB	NW
Directions Served	T	R
Maximum Queue (m)	1.8	8.6
Average Queue (m)	0.1	0.5
95th Queue (m)	1.3	4.0
Link Distance (m)	71.2	38.1
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 3535



L02361D - ÉIC Campus de l'UdM à Outremont Situation Actuelle

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Timings
1: Jean-Talon & Hutchison

Actuel
Pointe AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1665	3406	0	1616	3388	1455	0	0	0	1452	1773	1289
Flt Permitted	0.111			0.159						0.950		
Satd. Flow (perm)	194	3406	0	268	3388	998	0	0	0	1261	1773	1094
Satd. Flow (RTOR)												
Volume (vph)	18	955	41	48	1422	342	0	0	0	264	16	11
Lane Group Flow (vph)	18	996	0	54	1481	428	0	0	0	326	32	16
Turn Type	Perm			D.P+P		custom				Split		custom
Protected Phases		2		3 1	2 3 1					4 9	4 9	
Permitted Phases	2			2		2 1						4
Total Split (s)	38.0	38.0	0.0	16.0	54.0	45.0	0.0	0.0	0.0	26.0	26.0	17.0
Act Effect Green (s)	36.0	36.0		50.0	52.0	43.0				24.0	24.0	15.0
Actuated g/C Ratio	0.45	0.45		0.62	0.65	0.54				0.30	0.30	0.19
v/c Ratio	0.21	0.65		0.13	0.67	0.80				0.75	0.06	0.08
Control Delay	20.7	19.6		5.6	8.5	25.2				37.9	20.4	28.1
Queue Delay	0.0	0.3		0.0	1.3	5.8				2.4	0.0	0.0
Total Delay	20.7	19.9		5.6	9.8	31.0				40.4	20.4	28.1
LOS	C	B		A	A	C				D	C	C
Approach Delay		19.9			14.3						38.1	
Approach LOS		B			B						D	
Queue Length 50th (m)	1.7	62.5		2.7	46.8	44.6				46.8	3.6	2.1
Queue Length 95th (m)	7.2	83.4		m4.8	56.0	72.5				66.8	5.4	5.6
Internal Link Dist (m)		113.9			37.0			149.3			254.2	
Turn Bay Length (m)	40.0			25.0		55.0						2.0
Base Capacity (vph)	87	1533		403	2202	536				436	532	205
Starvation Cap Reductn	0	0		0	476	67				0	0	0
Spillback Cap Reductn	0	133		0	0	0				41	0	0
Storage Cap Reductn	0	0		0	0	0				0	0	0
Reduced v/c Ratio	0,21	0,71		0,13	0,86	0,91				0,83	0,06	0,08

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 7 (9%), Referenced to phase 2:EBWB and 6:, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0,98
 Intersection Signal Delay: 18,7
 Intersection LOS: B
 Intersection Capacity Utilization 63,2%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Jean-Talon & Hutchison

#1 ø1 7 s	#1 ø2 38 s	#1 ø9 9 s	#1 ø4 17 s	#1 ø3 9 s
#10 ø5 13 s	#10 ø6 32 s	#10 ø10 9 s	#10 ø8 26 s	

Lane Group	ø1	ø3	ø5	ø6	ø8	ø9	ø10
Lane Configurations							
Total Lost Time (s)							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Satd. Flow (RTOR)							
Volume (vph)							
Lane Group Flow (vph)							
Turn Type							
Protected Phases	1	3	5	6	8	9	10
Permitted Phases							
Total Split (s)	7.0	9.0	13.0	32.0	26.0	9.0	9.0
Act Effect Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (m)							
Queue Length 95th (m)							
Internal Link Dist (m)							
Turn Bay Length (m)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							
Intersection Summary							

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø1	ø2	ø3	ø4	ø8	ø9
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0						
Satd. Flow (prot)	1651	1533	1694	3323	3187	1315						
Flt Permitted			0.133		0.950							
Satd. Flow (perm)	1651	1434	235	3323	2650	1086						
Satd. Flow (RTOR)												
Volume (vph)	606	586	276	1169	507	119						
Lane Group Flow (vph)	606	586	282	1205	545	168						
Turn Type		pm+ov	D.P+P			custom						
Protected Phases	6	8 10	5	6 5	8 10	5	1	2	3	4	8	9
Permitted Phases		6	6			8						
Total Split (s)	32.0	35.0	13.0	45.0	35.0	13.0	7.0	38.0	9.0	17.0	26.0	9.0
Act Effct Green (s)	30.0	63.0	41.0	43.0	33.0	35.0						
Actuated g/C Ratio	0.38	0.79	0.51	0.54	0.41	0.44						
v/c Ratio	0.98	0.50	0.88	0.67	0.41	0.33						
Control Delay	46.8	1.9	46.7	15.8	17.9	16.0						
Queue Delay	7.6	0.8	0.0	0.4	61.3	0.0						
Total Delay	54.4	2.6	46.7	16.2	79.2	16.0						
LOS	D	A	D	B	E	B						
Approach Delay	29.0			22.0	64.3							
Approach LOS	C			C	E							
Queue Length 50th (m)	98.7	0.0	28.6	68.5	30.8	15.8						
Queue Length 95th (m)	#165.7	0.0	#72.9	91.0	43.9	21.8						
Internal Link Dist (m)	37.0			193.6	342.4							
Turn Bay Length (m)			70.0			190.0						
Base Capacity (vph)	619	1170	321	1786	1315	507						
Starvation Cap Reductn	20	290	0	0	0	0						
Spillback Cap Reductn	0	0	0	174	827	0						
Storage Cap Reductn	0	0	0	0	0	0						
Reduced v/c Ratio	1.01	0.67	0.88	0.75	1.12	0.33						

Intersection Summary
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 7 (9%), Referenced to phase 2:EBWB and 6:, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0,98
 Intersection Signal Delay: 33,3
 Intersection LOS: C
 Intersection Capacity Utilization 80,5%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 10: Jean-Talon & Parc

#1 	#1 	#1 	#1 	#1 	#1
ø1	ø2	ø9	ø4	ø3	
7 s	38 s	9 s	17 s	9 s	
#10 	#10 	#10 	#10 	#10 	#10
ø5	ø6	ø10	ø8		
13 s	32 s	9 s	26 s		

Lane Group	ø10
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	10
Permitted Phases	
Total Split (s)	9.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

1: Jean-Talon & Hutchison Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	20.5	8.6	853.6	80.4
Stop/Veh	0.56	0.28	3.19	0.61
Vehicles Entered	1014	1607	237	2858
Vehicles Exited	1021	1608	219	2848
Hourly Exit Rate	1021	1608	219	2848
Denied Entry Before	0	1	0	1
Denied Entry After	1	0	48	49

10: Jean-Talon & Parc Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	(A) 7.6	(E) 65.5	(B) 1813.9	(F) 271.6
Stop/Veh	0.22	0.71	5.84	1.19
Vehicles Entered	1166	1431	418	3015
Vehicles Exited	1169	1430	364	2963
Hourly Exit Rate	1169	1430	364	2963
Denied Entry Before	0	2	0	2
Denied Entry After	0	18	221	239

Total Network Performance

Delay / Veh (s)	323.8
Stop/Veh	1.64
Vehicles Entered	3252
Vehicles Exited	3200
Hourly Exit Rate	3200
Denied Entry Before	3
Denied Entry After	288

1: Jean-Talon & Hutchison Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Delay / Veh (s)	43.7	20.2	16.6	25.2	7.6	10.7	896.0	431.6	439.8	80.4
Stop/Veh	1.28	0.55	0.51	0.91	0.21	0.46	3.38	1.27	1.40	0.61
Vehicles Entered	18	959	37	43	1259	305	217	10	10	2858
Vehicles Exited	18	966	37	44	1259	305	198	11	10	2848
Hourly Exit Rate	18	966	37	44	1259	305	198	11	10	2848
Denied Entry Before	0	0	0	0	1	0	0	0	0	1
Denied Entry After	0	1	0	0	0	0	45	2	1	49

10: Jean-Talon & Parc Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Delay / Veh (s)	11.3	3.3	164.2	43.2	1936.5	1331.0	271.6
Stop/Veh	0.22	0.22	1.91	0.44	6.44	3.45	1.19
Vehicles Entered	628	538	263	1168	338	80	3015
Vehicles Exited	629	540	263	1167	292	72	2963
Hourly Exit Rate	629	540	263	1167	292	72	2963
Denied Entry Before	0	0	1	1	0	0	2
Denied Entry After	0	0	3	15	184	37	239

Total Network Performance

Delay / Veh (s)	323.8
Stop/Veh	1.64
Vehicles Entered	3252
Vehicles Exited	3200
Hourly Exit Rate	3200
Denied Entry Before	3
Denied Entry After	288

Intersection: 1: Jean-Talon & Hutchison

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	R
Maximum Queue (m)	33.0	130.4	120.8	32.4	48.6	69.4	38.1	271.9	268.2	14.2
Average Queue (m)	5.3	81.2	62.3	8.5	42.9	43.3	27.0	241.5	150.7	3.0
95th Queue (m)	19.2	124.4	111.3	23.6	50.9	59.2	45.7	315.7	346.0	10.0
Link Distance (m)		125.9	125.9		40.3	40.3		261.5	261.5	
Upstream Blk Time (%)		1	0		14	12	3	59	7	
Queuing Penalty (veh)		0	0		119	103	0	0	0	
Storage Bay Dist (m)	40.0			25.0			55.0			2.0
Storage Blk Time (%)		26		1	15	12	3		15	22
Queuing Penalty (veh)		5		4	7	42	24		2	4

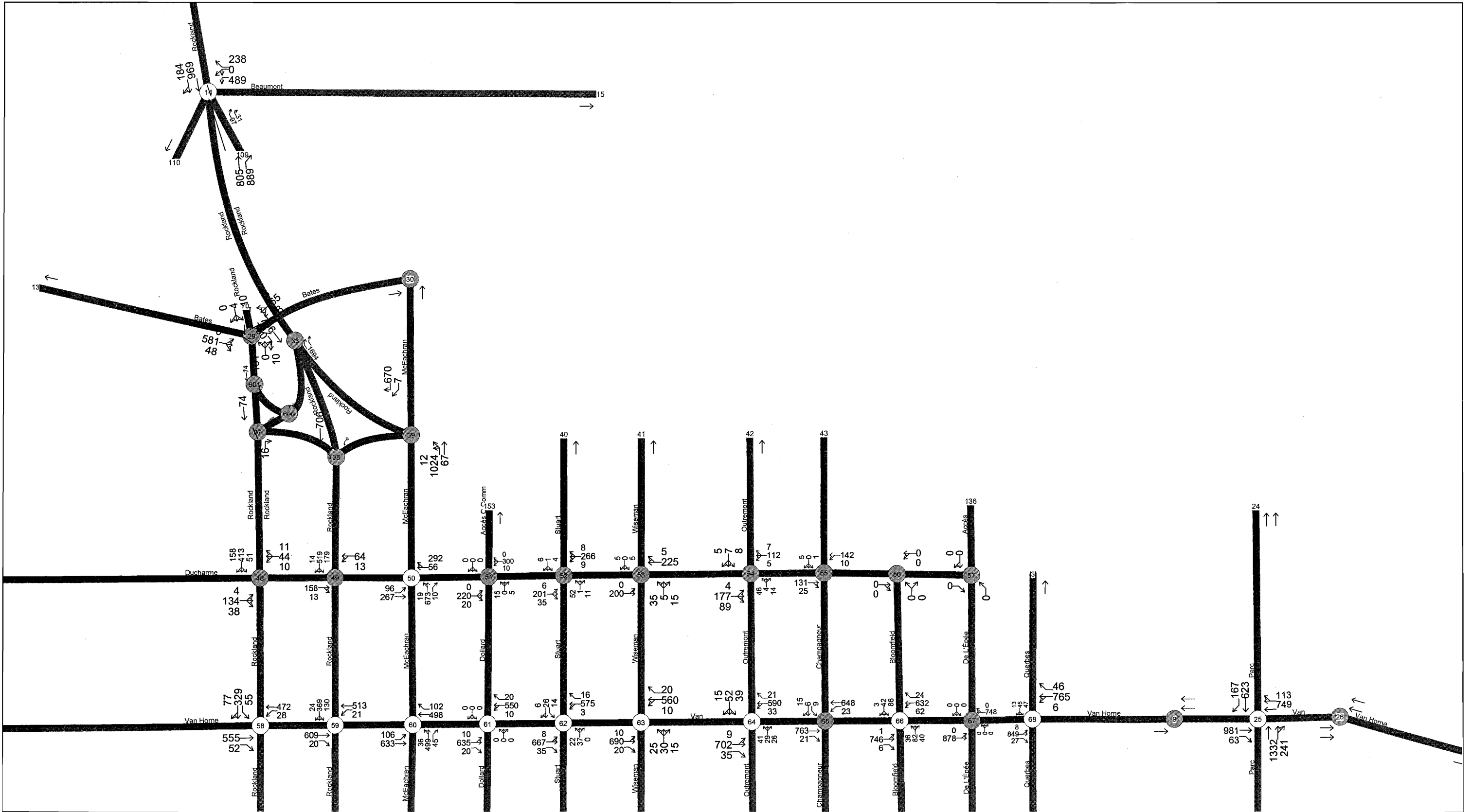
Intersection: 10: Jean-Talon & Parc

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	R	L	T	T	L	L	R
Maximum Queue (m)	57.2	59.7	81.1	173.0	172.3	361.3	363.2	236.4
Average Queue (m)	45.9	20.6	63.6	107.3	104.2	339.4	346.0	115.8
95th Queue (m)	52.1	48.7	93.6	214.4	206.6	397.6	401.0	277.1
Link Distance (m)	40.3	40.3		203.2	203.2	352.8	352.8	
Upstream Blk Time (%)	26	1		12	3	33	70	1
Queuing Penalty (veh)	159	8		0	0	0	0	0
Storage Bay Dist (m)			70.0				190.0	
Storage Blk Time (%)			35	2			86	0
Queuing Penalty (veh)			204	6			103	0

Network Summary

Network wide Queuing Penalty: 788

Heure de pointe de l'après-midi



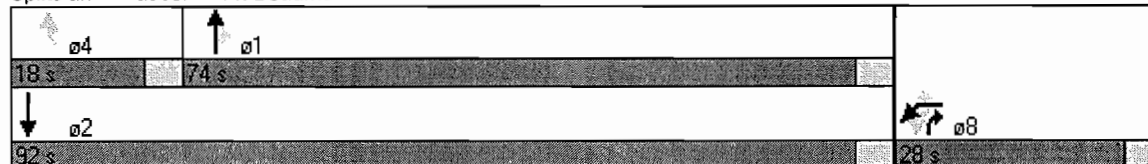
Lane Group	WBL2	WBL	WBR	NBT	NBR	SBT	SBR	NWR	NWR2
Lane Configurations									
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1622	1603	1449	1881	1599	3630	0	1513	1403
Flt Permitted	0.950	0.950							
Satd. Flow (perm)	1622	1603	1449	1881	1599	3630	0	1513	1403
Satd. Flow (RTOR)									
Volume (vph)	489	0	238	805	889	969	184	97	31
Lane Group Flow (vph)	250	249	243	821	907	1193	0	99	32
Turn Type	Perm		Perm		custom			custom	custom
Protected Phases		8		1	8	2			
Permitted Phases	8		8		1			4	4
Total Split (s)	28.0	28.0	28.0	74.0	28.0	92.0	0.0	18.0	18.0
Act Effct Green (s)	24.3	24.3	24.3	73.7	100.0	91.7		16.0	16.0
Actuated g/C Ratio	0.20	0.20	0.20	0.61	0.83	0.76		0.13	0.13
v/c Ratio	0.76	0.77	0.83	0.71	0.68	0.43		0.49	0.17
Control Delay	60.5	61.1	68.7	20.6	6.9	5.7		57.6	49.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	60.5	61.1	68.7	20.6	6.9	5.7		57.6	49.1
LOS	E	E	E	C	A	A		E	D
Approach Delay		63.4		13.4		5.7			
Approach LOS		E		B		A			
Queue Length 50th (m)	60.8	60.6	57.1	132.9	60.8	49.8		23.3	7.2
Queue Length 95th (m)	#93.4	#94.5	#97.0	187.6	97.9	60.7		41.7	17.3
Internal Link Dist (m)				283.8		121.3			
Turn Bay Length (m)	150.0	150.0							
Base Capacity (vph)	351	347	314	1155	1333	2773		210	195
Starvation Cap Reductn	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0,71	0,72	0,77	0,71	0,68	0,43		0,47	0,16

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 22 (18%), Referenced to phase 2:SBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0,83
 Intersection Signal Delay: 22,2
 Intersection Capacity Utilization 75,4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 14: Beaumont &



Timings
25: Van Horne & Parc

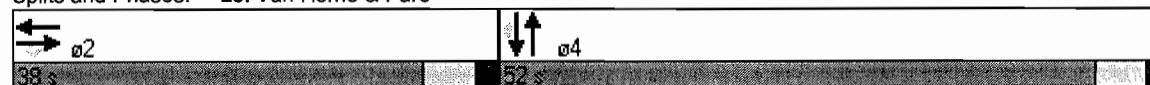
Actuel
POINTE PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1759	1568	0	3254	0	0	3567	0	0	1845	1583
Flt Permitted												
Satd. Flow (perm)	0	1759	1371	0	3254	0	0	3567	0	0	1845	1490
Satd. Flow (RTOR)												
Volume (vph)	0	981	63	0	749	113	0	1332	241	0	623	167
Lane Group Flow (vph)	0	1033	82	0	1071	0	0	1689	0	0	733	201
Turn Type			Perm									Perm
Protected Phases		2			2			4			4	
Permitted Phases			2									4
Total Split (s)	0.0	38.0	38.0	0.0	38.0	0.0	0.0	52.0	0.0	0.0	52.0	52.0
Act Effct Green (s)		36.0	36.0		36.0			50.0			50.0	50.0
Actuated g/C Ratio		0.40	0.40		0.40			0.56			0.56	0.56
v/c Ratio		1.47	0.15		0.82			0.85			0.72	0.24
Control Delay		239.0	13.1		30.7			22.4			19.7	11.2
Queue Delay		0.0	0.0		0.0			0.0			0.0	0.0
Total Delay		239.0	13.1		30.7			22.4			19.7	11.2
LOS		F	B		C			C			B	B
Approach Delay		222,4			30,7			22,4			17,9	
Approach LOS		F			C			C			B	
Queue Length 50th (m)		~265.3	5.9		89.6			127.7			92.0	17.6
Queue Length 95th (m)		#336.2	m8.1		95.2			162.7			122.6	27.2
Internal Link Dist (m)		71.9			70.4			411.7			221.3	
Turn Bay Length (m)												
Base Capacity (vph)		704	548		1302			1982			1025	828
Starvation Cap Reductn		0	0		0			0			0	0
Spillback Cap Reductn		0	0		0			0			0	0
Storage Cap Reductn		0	0		0			0			0	0
Reduced v/c Ratio		1,47	0,15		0,82			0,85			0,72	0,24

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 74 (82%), Referenced to phase 4:NBSB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 1,47
 Intersection Signal Delay: 69,7
 Intersection Capacity Utilization 103,1%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: Van Horne & Parc



Timings
50: Ducharme & McEachran

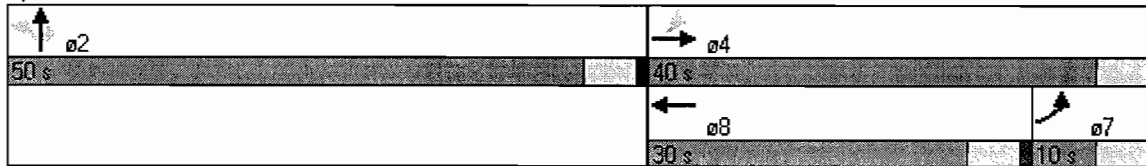
Actual
POINTE PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1597	1816	0	0	1483	0	0	1800	1419	0	0	0
Flt Permitted	0.278							0.999				
Satd. Flow (perm)	457	1816	0	0	1483	0	0	1798	1305	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	96	267	0	0	56	292	19	673	10	0	0	0
Lane Group Flow (vph)	104	290	0	0	378	0	0	753	11	0	0	0
Turn Type	pm+pt						Perm		Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4						2		2			
Total Split (s)	10.0	40.0	0.0	0.0	30.0	0.0	50.0	50.0	50.0	0.0	0.0	0.0
Act Effct Green (s)	38.0	38.0			28.0			48.0	48.0			
Actuated g/C Ratio	0.42	0.42			0.31			0.53	0.53			
v/c Ratio	0.35	0.38			0.82			0.79	0.02			
Control Delay	25.0	19.7			45.2			14.6	6.2			
Queue Delay	0.0	0.0			0.0			2.8	0.0			
Total Delay	25.0	19.7			45.2			17.4	6.2			
LOS	C	B			D			B	A			
Approach Delay		21.1			45.2			17.2				
Approach LOS		C			D			B				
Queue Length 50th (m)	11.4	35.3			63.2			31.8	0.5			
Queue Length 95th (m)	21.9	55.9			#111.4			107.6	m1.0			
Internal Link Dist (m)		64.0			64.8			144.6			141.1	
Turn Bay Length (m)	10.0								15.0			
Base Capacity (vph)	294	767			461			959	696			
Starvation Cap Reductn	0	0			0			116	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0,35	0,38			0,82			0,89	0,02			

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 45 (50%), Referenced to phase 2:NBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,82
 Intersection Signal Delay: 25,1
 Intersection Capacity Utilization 81,4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 50: Ducharme & McEachran



Timings
58: Van Horne & Rockland

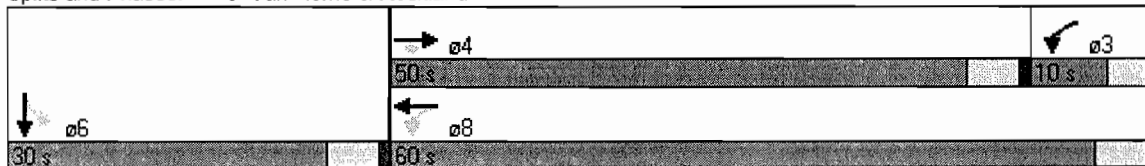
Actual
POINTE PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1763	1507	1745	1746	0	0	0	0	1719	1772	0
Flt Permitted				0.274						0.950		
Satd. Flow (perm)	0	1763	1328	503	1746	0	0	0	0	1667	1772	0
Satd. Flow (RTOR)												
Volume (vph)	0	555	52	28	472	0	0	0	0	55	329	77
Lane Group Flow (vph)	0	597	56	31	519	0	0	0	0	62	457	0
Turn Type			Perm	pm+pt						Perm		
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		
Total Split (s)	0.0	50.0	50.0	10.0	60.0	0.0	0.0	0.0	0.0	30.0	30.0	0.0
Act Effct Green (s)		48.0	48.0	58.0	58.0					28.0	28.0	
Actuated g/C Ratio		0.53	0.53	0.64	0.64					0.31	0.31	
v/c Ratio		0.64	0.08	0.07	0.46					0.12	0.83	
Control Delay		18.7	10.7	0.7	1.7					23.1	43.6	
Queue Delay		0.3	0.0	0.0	0.0					0.0	0.0	
Total Delay		19.0	10.7	0.7	1.8					23.1	43.6	
LOS		B	B	A	A					C	D	
Approach Delay		18.3			1.7						41.1	
Approach LOS		B			A						D	
Queue Length 50th (m)		72.2	4.7	0.2	3.4					8.0	76.6	
Queue Length 95th (m)		108.3	10.7	m0.4	m3.8					17.3	#125.6	
Internal Link Dist (m)		434.2			62.2			130.2			145.8	
Turn Bay Length (m)			15.0	15.0						15.0		
Base Capacity (vph)		940	708	435	1125					519	551	
Starvation Cap Reductn		0	0	0	32					0	0	
Spillback Cap Reductn		60	0	0	0					0	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0,68	0,08	0,07	0,47					0,12	0,83	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 73 (81%), Referenced to phase 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,83
 Intersection Signal Delay: 19,9
 Intersection Capacity Utilization 58,3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 58: Van Horne & Rockland



Timings
59: Van Horne & Rockland

Actual
POINTE PM

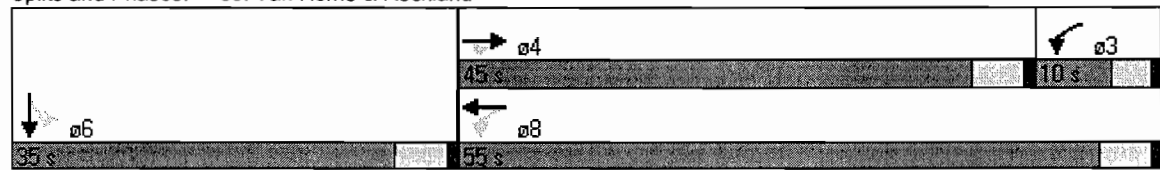
	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↕	
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1766	1436	1685	1783	0	0	0	0	0	1832	0
Flt Permitted				0.212							0.988	
Satd. Flow (perm)	0	1766	738	376	1783	0	0	0	0	0	1750	0
Satd. Flow (RTOR)												
Volume (vph)	0	609	20	21	513	0	0	0	0	130	369	24
Lane Group Flow (vph)	0	621	20	21	523	0	0	0	0	0	534	0
Turn Type			Perm	pm+pt						Perm		
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		
Total Split (s)	0.0	45.0	45.0	10.0	55.0	0.0	0.0	0.0	0.0	35.0	35.0	0.0
Act Effct Green (s)		43.0	43.0	53.0	53.0						33.0	
Actuated g/C Ratio		0.48	0.48	0.59	0.59						0.37	
v/c Ratio		0.74	0.06	0.06	0.50						0.83	
Control Delay		12.0	5.5	1.2	2.3						39.2	
Queue Delay		0.4	0.0	0.0	0.9						0.0	
Total Delay		12.4	5.5	1.2	3.2						39.2	
LOS		B	A	A	A						D	
Approach Delay		12,2			3,1						39,2	
Approach LOS		B			A						D	
Queue Length 50th (m)		20.6	0.6	0.2	5.9						87.2	
Queue Length 95th (m)		26.4	m1.1	m0.3	m6.9						#143.9	
Internal Link Dist (m)		62.2			65.5			131.0			145.7	
Turn Bay Length (m)			15.0	15.0								
Base Capacity (vph)		844	353	338	1050						642	
Starvation Cap Reductn		34	0	0	270						0	
Spillback Cap Reductn		0	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0,77	0,06	0,06	0,67						0,83	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 77 (86%), Referenced to phase 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,83
 Intersection Signal Delay: 17,7
 Intersection Capacity Utilization 74,4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 59: Van Horne & Rockland



Timings
60: Van Horne & McEachran

Actual
POINTE PM

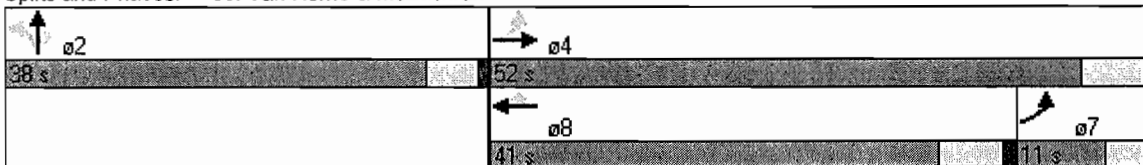
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1668	1749	0	0	1783	1507	0	1856	1583	0	0	0
Flt Permitted	0.205							0.997				
Satd. Flow (perm)	360	1749	0	0	1783	824	0	1824	1121	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	106	633	0	0	498	102	36	499	45	0	0	0
Lane Group Flow (vph)	113	673	0	0	579	119	0	558	47	0	0	0
Turn Type	pm+pt					Perm	Perm		Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Total Split (s)	11.0	52.0	0.0	0.0	41.0	41.0	38.0	38.0	38.0	0.0	0.0	0.0
Act Effct Green (s)	50.0	50.0			39.0	39.0		36.0	36.0			
Actuated g/C Ratio	0.56	0.56			0.43	0.43		0.40	0.40			
v/c Ratio	0.34	0.69			0.75	0.33		0.76	0.10			
Control Delay	5.6	6.4			15.2	6.6		31.7	17.8			
Queue Delay	0.0	0.6			1.3	0.0		1.0	0.0			
Total Delay	5.6	7.0			16.5	6.6		32.7	17.8			
LOS	A	A			B	A		C	B			
Approach Delay		6,8			14,8			31,5				
Approach LOS		A			B			C				
Queue Length 50th (m)	3.7	25.2			101.2	5.1		85.9	5.2			
Queue Length 95th (m)	m4.2	m29.4			87.2	9.3		128.2	12.5			
Internal Link Dist (m)		65.5			61.9			132.0			144.6	
Turn Bay Length (m)	15.0					15.0			15.0			
Base Capacity (vph)	331	972			773	357		730	448			
Starvation Cap Reductn	0	78			67	0		0	0			
Spillback Cap Reductn	0	0			0	0		44	4			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0,34	0,75			0,82	0,33		0,81	0,11			

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 75 (83%), Referenced to phase 8:WBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,76
 Intersection Signal Delay: 16,6
 Intersection Capacity Utilization 74,4%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 60: Van Horne & McEachran



Timings
61: Van Horne & Dollard

Actual
POINTE PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1835	1489	0	1793	1436	0	1900	0	0	1773	0
Flt Permitted		0.993			0.987							
Satd. Flow (perm)	0	1824	1489	0	1771	1436	0	1900	0	0	1773	0
Satd. Flow (RTOR)												
Volume (vph)	10	635	20	10	550	20	0	0	0	0	0	0
Lane Group Flow (vph)	0	701	22	0	609	22	0	0	0	0	0	0
Turn Type	pm+pt		Perm	Perm		Perm	Perm			Perm		
Protected Phases	7	4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Total Split (s)	10.0	68.0	68.0	58.0	58.0	58.0	22.0	22.0	0.0	22.0	22.0	0.0
Act Effct Green (s)		66.0	66.0		56.0	56.0						
Actuated g/C Ratio		0.73	0.73		0.62	0.62						
v/c Ratio		0.52	0.02		0.55	0.02						
Control Delay		5.1	3.8		9.1	2.5						
Queue Delay		0.9	0.0		0.5	0.0						
Total Delay		6.0	3.8		9.5	2.5						
LOS		A	A		A	A						
Approach Delay		5.9			9.3							
Approach LOS		A			A							
Queue Length 50th (m)		22.0	0.7		69.3	0.6						
Queue Length 95th (m)		53.0	m1.8		104.4	m1.1						
Internal Link Dist (m)		61.9			63.2		234.8				145.2	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		1339	1092		1102	894						
Starvation Cap Reductn		352	0		120	0						
Spillback Cap Reductn		0	0		165	0						
Storage Cap Reductn		0	0		0	0						
Reduced v/c Ratio		0,71	0,02		0,65	0,02						

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 61 (68%), Referenced to phase 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,55
 Intersection Signal Delay: 7,5
 Intersection Capacity Utilization 64,0%
 Analysis Period (min) 15
 m: Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 61: Van Horne & Dollard

ø2 22 s	ø4 68 s
ø6 22 s	ø7 10 s ø8 58 s

Timings
62: Van Horne & Stuart

Actual
POINTE PM

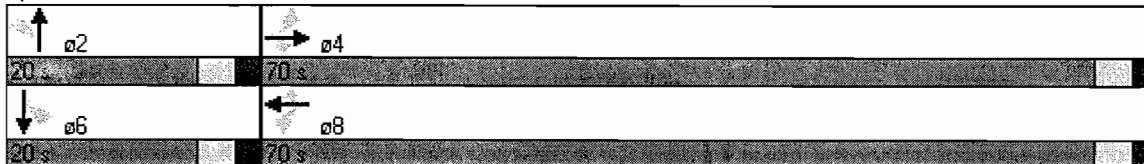
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1765	1507	0	1804	1489	0	1750	0	1685	1559	0
Flt Permitted		0.993			0.998			0.905		0.697		
Satd. Flow (perm)	0	1754	936	0	1800	1141	0	1284	0	752	1559	0
Satd. Flow (RTOR)												
Volume (vph)	8	667	35	3	575	16	22	37	0	14	26	6
Lane Group Flow (vph)	0	758	39	0	656	18	0	67	0	19	44	0
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Total Split (s)	70.0	70.0	70.0	70.0	70.0	70.0	20.0	20.0	0.0	20.0	20.0	0.0
Act Effct Green (s)		68.0	68.0		68.0	68.0		18.0		18.0	18.0	
Actuated g/C Ratio		0.76	0.76		0.76	0.76		0.20		0.20	0.20	
v/c Ratio		0.57	0.06		0.48	0.02		0.26		0.13	0.14	
Control Delay		6.8	4.2		1.1	0.2		33.6		32.1	31.1	
Queue Delay		0.1	0.0		0.8	0.0		0.0		5.6	0.0	
Total Delay		6.9	4.2		2.0	0.2		33.6		37.8	31.1	
LOS		A	A		A	A		C		D	C	
Approach Delay		6.8			1.9			33.6			33.1	
Approach LOS		A			A			C			C	
Queue Length 50th (m)		45.5	2.2		1.9	0.1		10.4		2.9	6.6	
Queue Length 95th (m)		46.3	m3.6		2.3	m0.1		22.1		7.4	12.7	
Internal Link Dist (m)		63.2			64.4			133.3			145.7	
Turn Bay Length (m)			15.0			15.0				15.0		
Base Capacity (vph)		1325	707		1360	862		257		150	312	
Starvation Cap Reductn		17	0		402	0		0		0	0	
Spillback Cap Reductn		87	0		171	0		0		99	0	
Storage Cap Reductn		0	0		0	0		0		0	0	
Reduced v/c Ratio		0,61	0,06		0,68	0,02		0,26		0,37	0,14	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 42 (47%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,57
 Intersection Signal Delay: 6,9
 Intersection Capacity Utilization 58,0%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 62: Van Horne & Stuart



Timings
63: Van Horne & Wiseman

Actual
POINTE PM

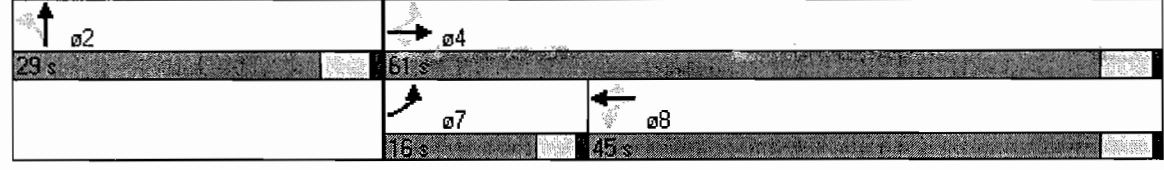
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1772	1507	0	1772	1507	0	1815	0	0	0	0
Flt Permitted		0.996			0.986			0.983				
Satd. Flow (perm)	0	1766	1507	0	1749	1507	0	1815	0	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	10	690	20	10	560	20	25	30	15	0	0	0
Lane Group Flow (vph)	0	761	22	0	620	22	0	76	0	0	0	0
Turn Type	pm+pt		Perm	Perm		Perm	Perm					
Protected Phases	7	4			8			2				
Permitted Phases	4		4	8		8	2					
Total Split (s)	16.0	61.0	61.0	45.0	45.0	45.0	29.0	29.0	0.0	0.0	0.0	0.0
Act Effect Green (s)		59.0	59.0		43.0	43.0		27.0				
Actuated g/C Ratio		0.66	0.66		0.48	0.48		0.30				
v/c Ratio		0.66	0.02		0.74	0.03		0.14				
Control Delay		12.5	4.8		10.2	5.5		24.0				
Queue Delay		0.9	0.0		1.0	0.0		0.0				
Total Delay		13.4	4.8		11.3	5.5		24.0				
LOS		B	A		B	A		C				
Approach Delay		13.2			11.1			24.0				
Approach LOS		B			B			C				
Queue Length 50th (m)		79.4	1.4		16.6	0.6		10.1				
Queue Length 95th (m)		85.9	m2.4		m23.6	m0.9		20.7				
Internal Link Dist (m)		64.4			103.4			209.1			145.9	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		1159	988		836	720		545				
Starvation Cap Reductn		172	0		69	0		0				
Spillback Cap Reductn		0	0		0	0		0				
Storage Cap Reductn		0	0		0	0		0				
Reduced v/c Ratio		0,77	0,02		0,81	0,03		0,14				

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 40 (44%), Referenced to phase 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,74
 Intersection Signal Delay: 12,8
 Intersection Capacity Utilization 86,0%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B
 ICU Level of Service E

Splits and Phases: 63: Van Horne & Wiseman



Timings
64: Van Horne & Outremont

Actual
POINTE PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1741	1306	0	1781	1387	0	1427	0	0	1657	0
Flt Permitted		0.994			0.940			0.860			0.883	
Satd. Flow (perm)	0	1732	984	0	1679	756	0	1120	0	0	1304	0
Satd. Flow (RTOR)												
Volume (vph)	9	702	35	33	590	21	41	29	26	39	52	15
Lane Group Flow (vph)	0	773	38	0	677	23	0	105	0	0	115	0
Turn Type	pm+pt		Perm	Perm		Perm	Perm			Perm		
Protected Phases	7	4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Total Split (s)	11.0	59.0	59.0	48.0	48.0	48.0	31.0	31.0	0.0	31.0	31.0	0.0
Act Effct Green (s)		57.0	57.0		46.0	46.0		29.0			29.0	
Actuated g/C Ratio		0.63	0.63		0.51	0.51		0.32			0.32	
v/c Ratio		0.70	0.06		0.79	0.06		0.29			0.27	
Control Delay		6.9	4.2		7.6	3.2		25.6			24.9	
Queue Delay		0.0	0.0		0.6	0.0		0.0			0.0	
Total Delay		7.0	4.2		8.2	3.2		25.6			24.9	
LOS		A	A		A	A		C			C	
Approach Delay		6.9			8.0			25.6			24.9	
Approach LOS		A			A			C			C	
Queue Length 50th (m)		20.1	1.0		10.5	0.4		14.2			15.4	
Queue Length 95th (m)		37.0	m2.3		m13.9	m0.5		28.2			29.6	
Internal Link Dist (m)		103.4			60.3			142.2			146.1	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		1098	623		858	386		361			420	
Starvation Cap Reductn		10	0		35	0		0			0	
Spillback Cap Reductn		0	0		16	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0,71	0,06		0,82	0,06		0,29			0,27	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 31 (34%), Referenced to phase 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,79
 Intersection Signal Delay: 9,7
 Intersection Capacity Utilization 74,1%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service D

Splits and Phases: 64: Van Horne & Outremont

31 s	59 s		
31 s	11 s	48 s	

Timings
66: Van Horne & Bloomfield

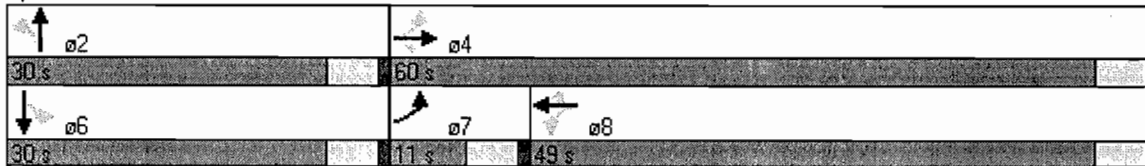
Actual
POINTE PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1766	1471	0	1760	1525	0	1798	0	0	1698	0
Flt Permitted					0.846			0.917			0.733	
Satd. Flow (perm)	0	1766	1471	0	1495	1525	0	1667	0	0	1286	0
Satd. Flow (RTOR)												
Volume (vph)	1	746	6	62	632	24	36	82	40	86	42	3
Lane Group Flow (vph)	0	812	7	0	754	26	0	171	0	0	142	0
Turn Type	pm+pt		Perm	Perm		Perm	Perm			Perm		
Protected Phases	7	4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Total Split (s)	11.0	60.0	60.0	49.0	49.0	49.0	30.0	30.0	0.0	30.0	30.0	0.0
Act Effct Green (s)		58.0	58.0		47.0	47.0		28.0			28.0	
Actuated g/C Ratio		0.64	0.64		0.52	0.52		0.31			0.31	
v/c Ratio		0.71	0.01		0.97	0.03		0.33			0.35	
Control Delay		11.3	6.2		31.5	9.5		26.0			27.2	
Queue Delay		0.2	0.0		2.5	0.0		0.0			0.0	
Total Delay		11.5	6.2		34.0	9.5		26.0			27.2	
LOS		B	A		C	A		C			C	
Approach Delay		11.5			33.2			26.0			27.2	
Approach LOS		B			C			C			C	
Queue Length 50th (m)		53.0	0.3		41.8	1.4		23.7			19.9	
Queue Length 95th (m)		79.8	m0.8		m#171.3	m1.5		41.2			36.5	
Internal Link Dist (m)		61.5			58.7			197.8			144.7	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		1138	948		781	796		519			400	
Starvation Cap Reductn		31	0		0	0		0			0	
Spillback Cap Reductn		41	0		12	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0,74	0,01		0,98	0,03		0,33			0,35	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 19 (21%), Referenced to phase 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,97
 Intersection Signal Delay: 22,8
 Intersection Capacity Utilization 103,3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 66: Van Horne & Bloomfield



Timings
68: Van Horne & Querbes

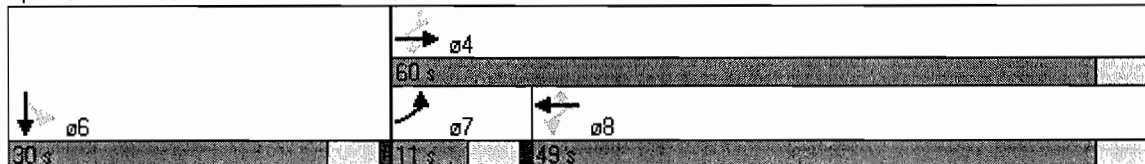
Actual
POINTE PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1777	1495	0	1828	1568	0	0	0	0	1827	0
Flt Permitted		0.990			0.993						0.978	
Satd. Flow (perm)	0	1759	1495	0	1815	1568	0	0	0	0	1827	0
Satd. Flow (RTOR)												
Volume (vph)	8	849	27	6	765	46	0	0	0	47	45	13
Lane Group Flow (vph)	0	932	29	0	839	50	0	0	0	0	114	0
Turn Type	pm+pt		Perm	Perm		Perm				Perm		
Protected Phases	7	4			8						6	
Permitted Phases	4		4	8		8				6		
Total Split (s)	11.0	60.0	60.0	49.0	49.0	49.0	0.0	0.0	0.0	30.0	30.0	0.0
Act Effect Green (s)		58.0	58.0		47.0	47.0					28.0	
Actuated g/C Ratio		0.64	0.64		0.52	0.52					0.31	
v/c Ratio		0.82	0.03		0.89	0.06					0.20	
Control Delay		13.0	5.4		39.0	19.4					24.0	
Queue Delay		0.1	0.0		10.6	0.0					0.0	
Total Delay		13.1	5.4		49.5	19.4					24.0	
LOS		B	A		D	B					C	
Approach Delay		12.9			47.8						24.0	
Approach LOS		B			D						C	
Queue Length 50th (m)		45.4	1.3		118.9	6.1					15.1	
Queue Length 95th (m)		75.7	m2.5		m#199.9	m9.3					28.5	
Internal Link Dist (m)		45.4			139.2			208.5			143.2	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		1135	963		948	819					568	
Starvation Cap Reductn		11	0		0	0					0	
Spillback Cap Reductn		0	0		100	0					0	
Storage Cap Reductn		0	0		0	0					0	
Reduced v/c Ratio		0,83	0,03		0,99	0,06					0,20	

Intersection Summary

















Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 19 (21%), Referenced to phase 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,89
 Intersection Signal Delay: 29,3
 Intersection Capacity Utilization 63,5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 68: Van Horne & Querbes













HCM Unsignalized Intersection Capacity Analysis
 29: Bates & Rockland

Actual
 POINTE PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	581	48	8	65	3	191	0	10	10	4	0
Peak Hour Factor	0.91	0.91	0.91	0.83	0.83	0.83	0.74	0.74	0.74	0.58	0.58	0.58
Hourly flow rate (vph)	0	638	53	10	78	4	258	0	14	17	7	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	691	92	272	24								
Volume Left (vph)	0	10	258	17								
Volume Right (vph)	53	4	14	0								
Hadj (s)	-0,04	0,16	0,19	0,14								
Departure Headway (s)	5,0	6,1	6,2	6,8								
Degree Utilization, x	0,96	0,15	0,47	0,05								
Capacity (veh/h)	712	571	571	504								
Control Delay (s)	46,3	10,2	14,6	10,1								
Approach Delay (s)	46,3	10,2	14,6	10,1								
Approach LOS	E	B	B	B								
Intersection Summary												
Delay			34,4									
HCM Level of Service			D									
Intersection Capacity Utilization			54,2%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 38: Rockland & Manoir

Actual
 POINTE PM

										
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER	SWL	SWR
Lane Configurations					↑			↗	↖	
Sign Control		Free			Free		Stop		Stop	
Grade		0%			0%		0%		0%	
Volume (veh/h)	0	0	0	0	706	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.67	0.67	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	735	0	0	0	0	0
Pedestrians		6					5			
Lane Width (m)		0.0					3.5			
Walking Speed (m/s)		1.1					1.1			
Percent Blockage		0					0			
Right turn flare (veh)										
Median type							None		None	
Median storage veh										
Upstream signal (m)										
pX, platoon unblocked										
vC, conflicting volume	740			0			740	746	741	740
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	740			0			740	746	741	740
tC, single (s)	4.1			4.1			6.5	6.2	7.3	6.5
tC, 2 stage (s)										
tF (s)	2.2			2.2			4.0	3.3	3.6	4.0
p0 queue free %	100			100			100	100	100	100
cM capacity (veh/h)	872			1636			345	415	314	345
Direction, Lane #	SB 1	SE 1	SW 1							
Volume Total	735	0	0							
Volume Left	0	0	0							
Volume Right	0	0	0							
cSH	1700	1700	1700							
Volume to Capacity	0,43	0,00	0,00							
Queue Length 95th (m)	0,0	0,0	0,0							
Control Delay (s)	0,0	0,0	0,0							
Lane LOS		A	A							
Approach Delay (s)	0,0	0,0	0,0							
Approach LOS		A	A							
Intersection Summary										
Average Delay			0,0							
Intersection Capacity Utilization			49,0%	ICU Level of Service					A	
Analysis Period (min)			15							

HCM Unsignalized Intersection Capacity Analysis
 48: Ducharme & Rockland

Actual
 POINTE PM


















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	4	134	38	10	44	11	0	0	0	51	413	158
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	146	41	11	48	12	0	0	0	55	449	172

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	191	71	676
Volume Left (vph)	4	11	55
Volume Right (vph)	41	12	172
Hadj (s)	-0,13	-0,07	-0,12
Departure Headway (s)	5,6	5,9	4,5
Degree Utilization, x	0,30	0,11	0,85
Capacity (veh/h)	613	576	780
Control Delay (s)	10,9	9,6	27,9
Approach Delay (s)	10,9	9,6	27,9
Approach LOS	B	A	D

Intersection Summary			
Delay		23,0	
HCM Level of Service		C	
Intersection Capacity Utilization	60,8%		ICU Level of Service B
Analysis Period (min)		15	

















HCM Unsignalized Intersection Capacity Analysis
49: Ducharme & Rockland

Actual
POINTE PM

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Sign Control		Stop			Stop			Stop			Stop		
Volume (vph)	0	158	13	13	64	0	0	0	0	179	519	14	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	172	14	14	70	0	0	0	0	195	564	15	
Direction, Lane #	EB 1	WB 1	SB 1										
Volume Total (vph)	186	84	774										
Volume Left (vph)	0	14	195										
Volume Right (vph)	14	0	15										
Hadj (s)	0,00	0,05	0,07										
Departure Headway (s)	5,9	6,2	4,8										
Degree Utilization, x	0,31	0,14	1,03										
Capacity (veh/h)	597	565	756										
Control Delay (s)	11,6	10,2	63,0										
Approach Delay (s)	11,6	10,2	63,0										
Approach LOS	B	B	F										
Intersection Summary													
Delay			49,6										
HCM Level of Service			E										
Intersection Capacity Utilization			65,9%	ICU Level of Service									C
Analysis Period (min)			15										

HCM Unsignalized Intersection Capacity Analysis
 51: Ducharme & Accès C.Comm

Actuel
 POINTE PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	220	20	10	300	0	15	0	5	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	239	22	11	326	0	16	0	5	0	0	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	261	337	22	0								
Volume Left (vph)	0	11	16	0								
Volume Right (vph)	22	0	5	0								
Hadj (s)	-0,05	0,01	0,00	0,00								
Departure Headway (s)	4,2	4,2	5,2	5,2								
Degree Utilization, x	0,31	0,40	0,03	0,00								
Capacity (veh/h)	832	832	620	618								
Control Delay (s)	9,1	10,0	8,3	8,2								
Approach Delay (s)	9,1	10,0	8,3	0,0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			9,5									
HCM Level of Service			A									
Intersection Capacity Utilization			33,9%	ICU Level of Service	A							
Analysis Period (min)			15									

















HCM Unsignalized Intersection Capacity Analysis
 52: Ducharme & Stuart

Actual
 POINTE PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	6	201	35	9	266	8	52	1	11	4	1	6
Peak Hour Factor	0.86	0.86	0.86	0.85	0.85	0.85	0.91	0.91	0.91	0.56	0.56	0.56
Hourly flow rate (vph)	7	234	41	11	313	9	57	1	12	7	2	11
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	281	333	70	20								
Volume Left (vph)	7	11	57	7								
Volume Right (vph)	41	9	12	11								
Hadj (s)	-0,06	0,04	0,06	-0,25								
Departure Headway (s)	4,5	4,5	5,4	5,2								
Degree Utilization, x	0,35	0,42	0,10	0,03								
Capacity (veh/h)	783	774	599	605								
Control Delay (s)	9,8	10,7	9,0	8,3								
Approach Delay (s)	9,8	10,7	9,0	8,3								
Approach LOS	A	B	A	A								
Intersection Summary												
Delay			10,1									
HCM Level of Service			B									
Intersection Capacity Utilization			36,5%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 53: Ducharme & Wiseman

Actual
 POINTE PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	200	0	0	225	5	35	5	15	5	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	217	0	0	245	5	38	5	16	5	0	5
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	217	250	60	11								
Volume Left (vph)	0	0	38	5								
Volume Right (vph)	0	5	16	5								
Hadj (s)	0,00	-0,01	-0,04	-0,20								
Departure Headway (s)	4,3	4,3	4,9	4,8								
Degree Utilization, x	0,26	0,30	0,08	0,01								
Capacity (veh/h)	806	809	667	663								
Control Delay (s)	8,9	9,1	8,3	7,9								
Approach Delay (s)	8,9	9,1	8,3	7,9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8,9									
HCM Level of Service			A									
Intersection Capacity Utilization			23,1%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 54: Ducharme & Outremont

Actual
 POINTE PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	4	177	89	5	112	7	46	4	14	8	7	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	192	97	5	122	8	50	4	15	9	8	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	293	135	70	22
Volume Left (vph)	4	5	50	9
Volume Right (vph)	97	8	15	5
Hadj (s)	-0,17	0,04	0,10	0,02
Departure Headway (s)	4,1	4,5	5,0	5,0
Degree Utilization, x	0,34	0,17	0,10	0,03
Capacity (veh/h)	853	769	666	653
Control Delay (s)	9,2	8,4	8,5	8,1
Approach Delay (s)	9,2	8,4	8,5	8,1
Approach LOS	A	A	A	A

Intersection Summary			
Delay		8,8	
HCM Level of Service		A	
Intersection Capacity Utilization	31,1%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 55: Ducharme & Champagneur










Actual
 POINTE PM












Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	131	25	10	142	0	0	0	0	1	0	5
Peak Hour Factor	0.94	0.94	0.94	0.82	0.82	0.82	0.92	0.92	0.92	0.42	0.42	0.42
Hourly flow rate (vph)	0	139	27	12	173	0	0	0	0	2	0	12

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	166	185	14
Volume Left (vph)	0	12	2
Volume Right (vph)	27	0	12
Hadj (s)	-0,10	0,08	-0,47
Departure Headway (s)	4,0	4,2	4,2
Degree Utilization, x	0,19	0,21	0,02
Capacity (veh/h)	882	854	790
Control Delay (s)	7,9	8,3	7,2
Approach Delay (s)	7,9	8,3	7,2
Approach LOS	A	A	A

Intersection Summary			
Delay		8,1	
HCM Level of Service		A	
Intersection Capacity Utilization	25,7%		ICU Level of Service A
Analysis Period (min)		15	

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total (vph)	0	0	0			
Volume Left (vph)	0	0	0			
Volume Right (vph)	0	0	0			
Hadj (s)	0,00	0,00	0,00			
Departure Headway (s)	3,9	3,9	3,9			
Degree Utilization, x	0,00	0,00	0,00			
Capacity (veh/h)	917	917	917			
Control Delay (s)	6,9	6,9	6,9			
Approach Delay (s)	0,0	0,0	0,0			
Approach LOS	A	A	A			
Intersection Summary						
Delay			0,0			
HCM Level of Service			A			
Intersection Capacity Utilization			0,0%	ICU Level of Service	A	
Analysis Period (min)			15			

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total (vph)	0	0	0			
Volume Left (vph)	0	0	0			
Volume Right (vph)	0	0	0			
Hadj (s)	0,00	0,00	0,00			
Departure Headway (s)	3,9	3,9	3,9			
Degree Utilization, x	0,00	0,00	0,00			
Capacity (veh/h)	917	917	917			
Control Delay (s)	6,9	6,9	6,9			
Approach Delay (s)	0,0	0,0	0,0			
Approach LOS	A	A	A			
Intersection Summary						
Delay			0,0			
HCM Level of Service			A			
Intersection Capacity Utilization			0,0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 65: Van Horne & Champagneur

Actual
 POINTE PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑					↖	↗	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	763	21	23	648	0	0	0	0	9	6	15
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.92	0.92	0.92	0.75	0.75	0.75
Hourly flow rate (vph)	0	787	22	24	675	0	0	0	0	12	8	20
Pedestrians		12			8			68			81	
Lane Width (m)		3.1			3.2			0.0			3.2	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			1			0			7	
Right turn flare (veh)												
Median type							None				None	
Median storage veh												
Upstream signal (m)		84			85							
pX, platoon unblocked	0,65			0,70			0,80	0,80	0,70	0,80	0,80	0,65
vC, conflicting volume	756			876			1614	1659	863	1599	1680	768
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	625			823			1206	1262	804	1187	1289	643
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			100	100	100	89	93	93
cM capacity (veh/h)	586			571			104	123	269	114	118	287
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2						
Volume Total	787	22	24	675	12	28						
Volume Left	0	0	24	0	12	0						
Volume Right	0	22	0	0	0	20						
cSH	1700	1700	571	1700	114	204						
Volume to Capacity	0,46	0,01	0,04	0,40	0,11	0,14						
Queue Length 95th (m)	0,0	0,0	1,0	0,0	2,8	3,7						
Control Delay (s)	0,0	0,0	11,6	0,0	40,4	25,5						
Lane LOS			B		E	D						
Approach Delay (s)	0,0		0,4		30,0							
Approach LOS					D							
Intersection Summary												
Average Delay			1,0									
Intersection Capacity Utilization			53,5%		ICU Level of Service		A					
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 67: Van Horne & De L'Épée

Actual
 POINTE PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	878	0	0	748	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	954	0	0	813	0	0	0	0	0	0	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None				None	
Median storage (veh)												
Upstream signal (m)		83			70							
pX, platoon unblocked	0,58			0,67			0,74	0,74	0,67	0,74	0,74	0,58
vC, conflicting volume	813			954			1767	1767	954	1767	1767	813
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	676			932			1378	1378	932	1378	1378	676
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	534			501			91	108	220	91	108	264
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	954	813	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	534	1700	1700	1700								
Volume to Capacity	0,00	0,48	0,00	0,00								
Queue Length 95th (m)	0,0	0,0	0,0	0,0								
Control Delay (s)	0,0	0,0	0,0	0,0								
Lane LOS			A	A								
Approach Delay (s)	0,0	0,0	0,0	0,0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			0,0									
Intersection Capacity Utilization			49,5%		ICU Level of Service				A			
Analysis Period (min)			15									

14: Beaumont & Performance by approach

Approach	WB	NB	SB	NW	All
Delay / Veh (s)	87.6	11.9	30.0	52.8	33.9
Stop/Veh	1.13	0.36	0.51	0.92	0.58
Vehicles Entered	724	1630	1137	127	3618
Vehicles Exited	684	1632	1122	126	3564
Hourly Exit Rate	684	1632	1122	126	3564
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	8	0	8

25: Van Horne & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	652.4	105.6	36.4	23.8	166.9
Stop/Veh	0.83	1.28	0.95	0.69	0.93
Vehicles Entered	739	715	1561	782	3797
Vehicles Exited	739	705	1562	779	3785
Hourly Exit Rate	739	705	1562	779	3785
Denied Entry Before	32	0	0	0	32
Denied Entry After	217	0	0	0	217

S

29: Bates & Rockland Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	17.8	6.6	6.3	4.2	14.1
Stop/Veh	1.04	1.00	0.95	1.00	1.02
Vehicles Entered	610	76	195	15	896
Vehicles Exited	612	76	196	15	899
Hourly Exit Rate	612	76	196	15	899
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

33: Rockland & Performance by approach

Approach	WB	SB	All
Delay / Veh (s)	1.6	40.8	19.8
Stop/Veh	0.00	0.87	0.41
Vehicles Entered	1621	1416	3037
Vehicles Exited	1621	1390	3011
Hourly Exit Rate	1621	1390	3011
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

37: Manoir & Rockland Performance by approach

(S)

Approach	NB	SB	SW	All
Delay / Veh (s)	(A) 0.4	(A) 6.3	(7.1)	6.8
Stop/Veh	0.00	1.00	0.98	0.96
Vehicles Entered	14	73	537	624
Vehicles Exited	14	73	538	625
Hourly Exit Rate	14	73	538	625
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

> + delay # 600 (2.7 s/veh.) = 9.8
 (A)

38: Rockland & Manoir Performance by approach

Approach	SB	SE	SW	All
Delay / Veh (s)	74.7	0.1	0.7	71.3
Stop/Veh	1.51	0.00	0.00	1.44
Vehicles Entered	639	14	16	669
Vehicles Exited	620	14	16	650
Hourly Exit Rate	620	14	16	650
Denied Entry Before	0	0	0	0
Denied Entry After	6	0	0	6

(S)

39: Manoir & McEachran Performance by approach

Approach	NB	SB	All
Delay / Veh (s)	(F) 59.8	(D) 10.6	40.6
Stop/Veh	1.12	1.00	1.07
Vehicles Entered	1023	656	1679
Vehicles Exited	1028	656	1684
Hourly Exit Rate	1028	656	1684
Denied Entry Before	4	0	4
Denied Entry After	12	1	13

(S)

48: Ducharme & Rockland Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	(A) 8.8	(A) 8.0	(C) 21.7	17.9
Stop/Veh	1.00	0.84	1.06	1.03
Vehicles Entered	169	77	614	860
Vehicles Exited	168	77	615	860
Hourly Exit Rate	168	77	615	860
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

49: Ducharme & Rockland Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	(A) 9.9	(B) 10.9	(110.0)	80.8
Stop/Veh	0.91	1.00	1.52	1.35
Vehicles Entered	176	78	617	871
Vehicles Exited	176	78	611	865
Hourly Exit Rate	176	78	611	865
Denied Entry Before	0	0	1	1
Denied Entry After	0	0	12	12

> + delai $\frac{110.0}{36}$ (74.7s) = 184.7 s/veh. (F)

50: Ducharme & McEachran Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	(D) 45.5	(E) 63.1	(C) 24.2	(B) 39.5
Stop/Veh	1.03	0.98	0.62	0.81
Vehicles Entered	314	343	650	1307
Vehicles Exited	315	342	651	1308
Hourly Exit Rate	315	342	651	1308
Denied Entry Before	0	0	0	0
Denied Entry After	0	1	0	1

51: Ducharme & Accès C.Comm Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	8.4	13.8	4.6	11.2
Stop/Veh	0.87	0.95	0.64	0.90
Vehicles Entered	237	328	28	593
Vehicles Exited	237	329	28	594
Hourly Exit Rate	237	329	28	594
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

52: Ducharme & Stuart Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	(A) 9.5	(A) 9.0	(A) 7.5	(A) 8.9	8.9
Stop/Veh	0.99	1.00	1.00	1.00	1.00
Vehicles Entered	212	288	61	11	572
Vehicles Exited	212	288	61	11	572
Hourly Exit Rate	212	288	61	11	572
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

53: Ducharme & Wiseman Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	7.8	7.4	4.8	3.3	7.1
Stop/Veh	0.91	0.97	0.89	1.00	0.94
Vehicles Entered	189	243	56	13	501
Vehicles Exited	190	243	57	13	503
Hourly Exit Rate	190	243	57	13	503
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

5

54: Ducharme & Outremont Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	(A) 7.4	(A) 7.0	(A) 5.8	(A) 4.7	6.9
Stop/Veh	1.00	0.87	1.00	1.00	0.96
Vehicles Entered	246	151	68	24	489
Vehicles Exited	247	150	67	24	488
Hourly Exit Rate	247	150	67	24	488
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

55: Ducharme & Champagneur Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	6.1	4.1	2.6	5.1
Stop/Veh	0.79	0.99	1.00	0.88
Vehicles Entered	184	157	6	347
Vehicles Exited	184	156	6	346
Hourly Exit Rate	184	156	6	346
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

56: Ducharme & Bloomfield Performance by approach

Approach	EB	NB	All
Delay / Veh (s)	2.1	1.9	2.0
Stop/Veh	0.00	0.01	0.00
Vehicles Entered	123	101	224
Vehicles Exited	123	100	223
Hourly Exit Rate	123	100	223
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

58: Van Horne & Rockland Performance by approach

8

Approach	EB	WB	SB	All
Delay / Veh (s)	(F) 150.2	(A) 1.6	(E) 70.0	(E) 79.3
Stop/Veh	2.47	0.05	1.30	1.36
Vehicles Entered	591	474	457	1522
Vehicles Exited	566	473	454	1493
Hourly Exit Rate	566	473	454	1493
Denied Entry Before	0	0	0	0
Denied Entry After	18	0	0	18

Davaar

59: Van Horne & Rockland Performance by approach

3

Approach	EB	WB	SB	All
Delay / Veh (s)	(D) 36.0	(A) 4.1	(F) 101.5	(D) 46.0
Stop/Veh	0.56	0.11	1.59	0.74
Vehicles Entered	594	488	477	1559
Vehicles Exited	590	488	472	1550
Hourly Exit Rate	590	488	472	1550
Denied Entry Before	0	0	0	0
Denied Entry After	4	0	0	4

60: Van Horne & McEachran Performance by approach

6

Approach	EB	WB	NB	All
Delay / Veh (s)	(C) 31.6	(B) 10.6	216.8	(F) 82.2
Stop/Veh	0.64	0.32	1.40	0.78
Vehicles Entered	690	525	544	1759
Vehicles Exited	690	525	535	1750
Hourly Exit Rate	690	525	535	1750
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	48	48

61: Van Horne & Dollard Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	28.5	7.3	0.5	18.5
Stop/Veh	0.61	0.28	0.00	0.45
Vehicles Entered	647	531	28	1206
Vehicles Exited	646	533	28	1207
Hourly Exit Rate	646	533	28	1207
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

62: Van Horne & Stuart Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	(F) 137.0	(A) 2.3	(D) 87.2	(D) 49.2	(F) 73.1
Stop/Veh	0.69	0.03	0.84	0.89	0.43
Vehicles Entered	627	520	56	46	1249
Vehicles Exited	622	520	56	47	1245
Hourly Exit Rate	622	520	56	47	1245
Denied Entry Before	0	0	0	0	0
Denied Entry After	37	0	0	0	37

63: Van Horne & Wiseman Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	57.2	9.0	26.1	34.5
Stop/Veh	0.74	0.21	0.72	0.51
Vehicles Entered	646	550	65	1261
Vehicles Exited	639	550	65	1254
Hourly Exit Rate	639	550	65	1254
Denied Entry Before	0	0	0	0
Denied Entry After	10	0	0	10

64: Van Horne & Outremont Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	(F) 124.5	(B) 11.7	(C) 82.7	(C) 33.9	(E) 65.4
Stop/Veh	1.51	0.26	0.81	0.75	0.90
Vehicles Entered	621	556	103	101	1381
Vehicles Exited	614	556	104	101	1375
Hourly Exit Rate	614	556	104	101	1375
Denied Entry Before	0	0	0	0	0
Denied Entry After	26	0	0	0	26

65: Van Horne & Champagneur Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	22.7	4.4	256.1	20.0
Stop/Veh	0.55	0.11	0.93	0.36
Vehicles Entered	665	567	33	1265
Vehicles Exited	664	568	28	1260
Hourly Exit Rate	664	568	28	1260
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

66: Van Horne & Bloomfield Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	(42.7)	(90.7)	(40.7)	(42.7)	(70.2)
Stop/Veh	0.74	0.65	0.83	1.07	0.74
Vehicles Entered	652	645	152	128	1577
Vehicles Exited	649	644	152	128	1573
Hourly Exit Rate	649	644	152	128	1573
Denied Entry Before	0	3	0	0	3
Denied Entry After	0	17	0	1	18

+ délai # 65 (22.7) = 65.4 s.
 (E)

67: Van Horne & De L'Épée Performance by approach

Approach	EB	WB	All
Delay / Veh (s)	53.2	14.1	35.4
Stop/Veh	0.51	0.30	0.41
Vehicles Entered	777	651	1428
Vehicles Exited	776	650	1426
Hourly Exit Rate	776	650	1426
Denied Entry Before	0	0	0
Denied Entry After	10	0	10

68: Van Horne & Querbes Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	(173.2)	(99.9)	(44.6)	(29.9)
Stop/Veh	0.45	1.41	0.99	0.94
Vehicles Entered	759	788	108	1655
Vehicles Exited	758	785	106	1649
Hourly Exit Rate	758	785	106	1649
Denied Entry Before	5	3	0	8
Denied Entry After	60	14	0	74

→ + délai # 67 (53.2) = 226.4 s.
 (F)

600: Rockland & Performance by approach

Approach	WB	All
Delay / Veh (s)	2.7	2.7
Stop/Veh	0.02	0.02
Vehicles Entered	734	734
Vehicles Exited	735	735
Hourly Exit Rate	735	735
Denied Entry Before	0	0
Denied Entry After	0	0

601: Rockland & Performance by approach

Approach	SB	NW	All
Delay / Veh (s)	0.6	1.1	1.0
Stop/Veh	0.01	0.01	0.01
Vehicles Entered	73	196	269
Vehicles Exited	73	197	270
Hourly Exit Rate	73	197	270
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

Total Network Performance

Delay / Veh (s)	290.3
Stop/Veh	3.56
Vehicles Entered	8688
Vehicles Exited	8472
Hourly Exit Rate	8472
Denied Entry Before	48
Denied Entry After	630

14: Beaumont & Performance by movement

Movement	WBL2	WBR	NBT	NBR	SBT	SBR	NWR	NWR2	All
Delay / Veh (s)	106.2	51.5	16.8	7.4	31.1	24.0	52.4	54.0	33.9
Stop/Veh	1.24	0.93	0.50	0.24	0.53	0.45	0.91	0.94	0.58
Vehicles Entered	486	238	789	841	962	175	94	33	3618
Vehicles Exited	448	236	788	844	947	175	93	33	3564
Hourly Exit Rate	448	236	788	844	947	175	93	33	3564
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	6	2	0	0	8

25: Van Horne & Parc Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	656.8	602.8	109.2	82.8	35.6	41.0	25.0	19.6	166.9
Stop/Veh	0.83	0.88	1.29	1.21	0.92	1.07	0.70	0.62	0.93
Vehicles Entered	690	49	623	92	1319	242	606	176	3797
Vehicles Exited	690	49	612	93	1320	242	604	175	3785
Hourly Exit Rate	690	49	612	93	1320	242	604	175	3785
Denied Entry Before	30	2	0	0	0	0	0	0	32
Denied Entry After	204	13	0	0	0	0	0	0	217

29: Bates & Rockland Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	All
Delay / Veh (s)	17.9	15.8	6.3	6.8	4.3	6.6	1.0	5.1	4.3	3.9	14.1
Stop/Veh	1.04	1.09	1.00	1.00	1.00	0.98	0.00	1.00	1.00	1.00	1.02
Vehicles Entered	564	46	7	65	4	181	6	8	11	4	896
Vehicles Exited	565	47	7	65	4	182	6	8	11	4	899
Hourly Exit Rate	565	47	7	65	4	182	6	8	11	4	899
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

33: Rockland & Performance by movement

Movement	WBT	WBR	SBT	SBR	All
Delay / Veh (s)	1.2	1.6	70.6	13.1	19.8
Stop/Veh	0.00	0.00	1.55	0.24	0.41
Vehicles Entered	21	1600	688	728	3037
Vehicles Exited	21	1600	665	725	3011
Hourly Exit Rate	21	1600	665	725	3011
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

37: Manoir & Rockland Performance by movement

Movement	NBR2	SBT	SWL	All
Delay / Veh (s)	0.4	6.3	7.1	6.8
Stop/Veh	0.00	1.00	0.98	0.96
Vehicles Entered	14	73	537	624
Vehicles Exited	14	73	538	625
Hourly Exit Rate	14	73	538	625
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

38: Rockland & Manoir Performance by movement

Movement	SBT	SET	SWT	All
Delay / Veh (s)	74.7	0.1	0.7	71.3
Stop/Veh	1.51	0.00	0.00	1.44
Vehicles Entered	639	14	16	669
Vehicles Exited	620	14	16	650
Hourly Exit Rate	620	14	16	650
Denied Entry Before	0	0	0	0
Denied Entry After	6	0	0	6

39: Manoir & McEachran Performance by movement

Movement	NBL2	NBL	NBT	SBR	SBR2	All
Delay / Veh (s)	49.0	61.1	43.0	10.4	10.6	40.6
Stop/Veh	1.00	1.07	1.75	1.00	1.00	1.07
Vehicles Entered	9	946	68	6	650	1679
Vehicles Exited	10	950	68	6	650	1684
Hourly Exit Rate	10	950	68	6	650	1684
Denied Entry Before	0	4	0	0	0	4
Denied Entry After	0	11	1	0	1	13

48: Ducharme & Rockland Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Delay / Veh (s)	6.0	9.1	7.8	8.5	8.4	5.4	20.3	22.1	21.1	17.9
Stop/Veh	1.00	1.00	1.00	1.00	0.79	1.00	1.09	1.04	1.08	1.03
Vehicles Entered	2	128	39	8	58	11	45	412	157	860
Vehicles Exited	2	128	38	8	58	11	45	413	157	860
Hourly Exit Rate	2	128	38	8	58	11	45	413	157	860
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

49: Ducharme & Rockland Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	9.8	11.2	16.8	9.7	111.1	108.5	160.4	80.8
Stop/Veh	0.90	1.00	1.00	1.00	1.55	1.51	1.54	1.35
Vehicles Entered	164	12	13	65	140	463	14	871
Vehicles Exited	164	12	13	65	138	460	13	865
Hourly Exit Rate	164	12	13	65	138	460	13	865
Denied Entry Before	0	0	0	0	0	1	0	1
Denied Entry After	0	0	0	0	3	8	1	12

50: Ducharme & McEachran Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	63.7	38.8	60.4	63.4	23.9	24.1	29.8	39.5
Stop/Veh	1.30	0.93	0.95	0.98	0.62	0.62	0.75	0.81
Vehicles Entered	86	228	59	284	16	626	8	1307
Vehicles Exited	86	229	58	284	16	627	8	1308
Hourly Exit Rate	86	229	58	284	16	627	8	1308
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	1	0	0	0	1

51: Ducharme & Accès C.Comm Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Delay / Veh (s)	8.6	6.7	10.3	13.9	9.2	0.3	2.7	11.2
Stop/Veh	0.86	1.00	1.00	0.94	1.00	0.00	1.00	0.90
Vehicles Entered	220	17	11	317	12	10	6	593
Vehicles Exited	220	17	11	318	12	10	6	594
Hourly Exit Rate	220	17	11	318	12	10	6	594
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

52: Ducharme & Stuart Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	9.7	10.0	6.8	9.8	9.1	5.7	7.6		7.1	4.5	6.3	3.0
Stop/Veh	1.00	0.99	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Vehicles Entered	4	174	34	9	269	10	49	0	12	4	1	6
Vehicles Exited	4	174	34	9	269	10	49	0	12	4	1	6
Hourly Exit Rate	4	174	34	9	269	10	49	0	12	4	1	6
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

52: Ducharme & Stuart Performance by movement

Movement	All
Delay / Veh (s)	8.9
Stop/Veh	1.00
Vehicles Entered	572
Vehicles Exited	572
Hourly Exit Rate	572
Denied Entry Before	0
Denied Entry After	0

53: Ducharme & Wiseman Performance by movement

Movement	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Delay / Veh (s)	7.8	7.5	4.6	5.4	4.1	3.6	4.2	2.6	7.1
Stop/Veh	0.91	0.97	1.00	1.00	0.45	1.00	1.00	1.00	0.94
Vehicles Entered	189	237	6	33	11	12	6	7	501
Vehicles Exited	190	237	6	34	11	12	6	7	503
Hourly Exit Rate	190	237	6	34	11	12	6	7	503
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

54: Ducharme & Outremont Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	6.3	8.4	5.4	5.9	7.1	5.1	6.1	7.7	4.0	4.6	6.5	2.0
Stop/Veh	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Vehicles Entered	3	162	81	6	137	8	51	4	13	8	10	6
Vehicles Exited	3	163	81	6	136	8	50	4	13	8	10	6
Hourly Exit Rate	3	163	81	6	136	8	50	4	13	8	10	6
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

54: Ducharme & Outremont Performance by movement

Movement	All
Delay / Veh (s)	6.9
Stop/Veh	0.96
Vehicles Entered	489
Vehicles Exited	488
Hourly Exit Rate	488
Denied Entry Before	0
Denied Entry After	0

55: Ducharme & Champagneur Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Delay / Veh (s)	6.3	4.5	3.2	4.1	4.9	2.1	5.1
Stop/Veh	0.76	1.00	1.00	0.99	1.00	1.00	0.88
Vehicles Entered	161	23	10	147	1	5	347
Vehicles Exited	161	23	10	146	1	5	346
Hourly Exit Rate	161	23	10	146	1	5	346
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

56: Ducharme & Bloomfield Performance by movement

Movement	EBT	NBT	All
Delay / Veh (s)	2.1	1.9	2.0
Stop/Veh	0.00	0.01	0.00
Vehicles Entered	123	101	224
Vehicles Exited	123	100	223
Hourly Exit Rate	123	100	223
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

58: Van Horne & Rockland Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	149.9	156.4	8.3	1.2	82.5	68.7	66.7	79.3
Stop/Veh	2.46	2.56	0.50	0.03	1.43	1.28	1.31	1.36
Vehicles Entered	539	52	26	448	54	330	73	1522
Vehicles Exited	517	49	26	447	54	328	72	1493
Hourly Exit Rate	517	49	26	447	54	328	72	1493
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	16	2	0	0	0	0	0	18

59: Van Horne & Rockland Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	35.5	51.7	18.1	3.4	110.5	98.6	99.0	46.0
Stop/Veh	0.56	0.70	0.88	0.07	1.72	1.55	1.60	0.74
Vehicles Entered	574	20	24	464	115	342	20	1559
Vehicles Exited	570	20	25	463	114	338	20	1550
Hourly Exit Rate	570	20	25	463	114	338	20	1550
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	4	0	0	0	0	0	0	4

60: Van Horne & McEachran Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	32.5	31.4	10.3	12.0	228.4	209.9	276.2	82.2
Stop/Veh	0.97	0.58	0.29	0.50	1.44	1.34	1.93	0.78
Vehicles Entered	95	595	434	91	36	461	47	1759
Vehicles Exited	96	594	435	90	36	454	45	1750
Hourly Exit Rate	96	594	435	90	36	454	45	1750
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	3	42	3	48

61: Van Horne & Dollard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBT	All
Delay / Veh (s)	35.4	28.6	22.7	14.4	7.3	4.7	0.5	18.5
Stop/Veh	1.00	0.61	0.58	0.90	0.27	0.33	0.00	0.45
Vehicles Entered	9	619	19	10	503	18	28	1206
Vehicles Exited	9	618	19	10	505	18	28	1207
Hourly Exit Rate	9	618	19	10	505	18	28	1207
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

62: Van Horne & Stuart Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Delay / Veh (s)	177.6	137.9	114.6	5.0	2.3	2.0	40.7	35.6	57.7	43.7	54.2	73.1
Stop/Veh	0.89	0.68	0.68	0.00	0.03	0.10	0.94	0.79	1.00	0.81	1.00	0.43
Vehicles Entered	9	580	38	1	509	10	18	38	13	26	7	1249
Vehicles Exited	9	575	38	1	509	10	18	38	13	27	7	1245
Hourly Exit Rate	9	575	38	1	509	10	18	38	13	27	7	1245
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	1	35	1	0	0	0	0	0	0	0	0	37

63: Van Horne & Wiseman Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	72.7	57.8	31.2	17.3	8.8	10.5	24.9	27.0	26.3	34.5
Stop/Veh	1.12	0.74	0.70	0.50	0.20	0.26	0.73	0.70	0.77	0.51
Vehicles Entered	8	617	21	8	523	19	22	30	13	1261
Vehicles Exited	8	611	20	8	523	19	22	30	13	1254
Hourly Exit Rate	8	611	20	8	523	19	22	30	13	1254
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	10	0	0	0	0	0	0	0	10

64: Van Horne & Outremont Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	65.2	116.7	299.6	18.6	11.4	8.1	37.2	28.7	32.7	35.5	34.3	28.9
Stop/Veh	2.22	1.50	1.48	0.64	0.24	0.29	0.88	0.78	0.78	0.83	0.70	0.73
Vehicles Entered	9	582	30	28	511	17	40	36	27	36	50	15
Vehicles Exited	9	576	29	28	511	17	40	36	28	36	50	15
Hourly Exit Rate	9	576	29	28	511	17	40	36	28	36	50	15
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	21	5	0	0	0	0	0	0	0	0	0

64: Van Horne & Outremont Performance by movement

Movement	All
Delay / Veh (s)	65.4
Stop/Veh	0.90
Vehicles Entered	1381
Vehicles Exited	1375
Hourly Exit Rate	1375
Denied Entry Before	0
Denied Entry After	26

65: Van Horne & Champagneur Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	22.9	12.9	14.4	4.1	991.0	41.6	91.3	20.0
Stop/Veh	0.55	0.50	0.53	0.09	1.33	0.45	1.07	0.36
Vehicles Entered	647	18	19	548	8	11	14	1265
Vehicles Exited	646	18	19	549	4	11	13	1260
Hourly Exit Rate	646	18	19	549	4	11	13	1260
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

66: Van Horne & Bloomfield Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	21.2	42.9	31.0	54.7	96.1	27.4	35.4	37.3	51.3	147.8	128.6	137.6
Stop/Veh	1.00	0.73	0.75	1.17	0.60	0.67	0.86	0.76	0.95	1.10	0.98	1.00
Vehicles Entered	1	643	8	55	572	18	29	82	41	86	39	3
Vehicles Exited	1	640	8	54	572	18	29	82	41	86	39	3
Hourly Exit Rate	1	640	8	54	572	18	29	82	41	86	39	3
Denied Entry Before	0	0	0	0	3	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	17	0	0	0	0	1	0	0

66: Van Horne & Bloomfield Performance by movement

Movement	All
Delay / Veh (s)	70.2
Stop/Veh	0.74
Vehicles Entered	1577
Vehicles Exited	1573
Hourly Exit Rate	1573
Denied Entry Before	3
Denied Entry After	18

67: Van Horne & De L'Épée Performance by movement

Movement	EBT	WBT	All
Delay / Veh (s)	53.2	14.1	35.4
Stop/Veh	0.51	0.30	0.41
Vehicles Entered	777	651	1428
Vehicles Exited	776	650	1426
Hourly Exit Rate	776	650	1426
Denied Entry Before	0	0	0
Denied Entry After	10	0	10

68: Van Horne & Querbes Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Delay / Veh (s)	45.3	173.1	192.5	95.5	99.7	103.0	50.9	39.3	44.7	129.9
Stop/Veh	1.25	0.44	0.41	2.00	1.39	1.68	1.09	0.91	1.00	0.94
Vehicles Entered	4	733	22	4	742	42	46	47	15	1655
Vehicles Exited	4	732	22	4	741	40	45	46	15	1649
Hourly Exit Rate	4	732	22	4	741	40	45	46	15	1649
Denied Entry Before	0	5	0	0	3	0	0	0	0	8
Denied Entry After	0	57	3	0	13	1	0	0	0	74

600: Rockland & Performance by movement

Movement	WBL	WBT	All
Delay / Veh (s)	2.6	2.8	2.7
Stop/Veh	0.02	0.02	0.02
Vehicles Entered	537	197	734
Vehicles Exited	537	198	735
Hourly Exit Rate	537	198	735
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

601: Rockland & Performance by movement

Movement	SBT	NWT	NWR	All
Delay / Veh (s)	0.6	0.6	1.1	1.0
Stop/Veh	0.01	0.00	0.01	0.01
Vehicles Entered	73	6	190	269
Vehicles Exited	73	6	191	270
Hourly Exit Rate	73	6	191	270
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Total Network Performance

Delay / Veh (s)	290.3
Stop/Veh	3.56
Vehicles Entered	8688
Vehicles Exited	8472
Hourly Exit Rate	8472
Denied Entry Before	48
Denied Entry After	630

Intersection: 14: Beaumont &

Movement	WB	WB	WB	NB	NB	SB	SB	NW	NW
Directions Served	<	<L	R	T	R	T	TR	R	>
Maximum Queue (m)	139.0	212.8	90.8	170.2	138.6	129.0	128.7	47.9	31.1
Average Queue (m)	73.9	71.9	48.2	84.5	46.6	58.9	49.9	23.0	9.1
95th Queue (m)	136.1	181.9	82.1	139.4	93.7	126.0	121.7	42.0	23.0
Link Distance (m)		430.8	430.8	276.6	276.6	136.0	136.0	57.8	57.8
Upstream Blk Time (%)				0		8	6	0	
Queuing Penalty (veh)				0		0	0	0	
Storage Bay Dist (m)	150.0								
Storage Blk Time (%)	6	5							
Queuing Penalty (veh)	15	12							

Intersection: 25: Van Horne & Parc

Movement	EB	EB	B9	WB	WB	B26	B26	NB	NB	SB	SB
Directions Served	T	R	T	T	TR	T	T	T	TR	T	R
Maximum Queue (m)	96.7	29.7	155.9	97.9	98.6	164.7	163.5	272.0	268.7	203.0	120.7
Average Queue (m)	96.4	8.1	148.9	92.9	91.7	130.6	130.7	134.9	133.3	81.4	25.3
95th Queue (m)	98.1	19.8	178.0	107.5	114.8	219.3	220.4	248.9	239.7	157.0	70.6
Link Distance (m)	75.2	75.2	146.1	73.0	73.0	154.3	154.3	423.9	423.9	233.2	233.2
Upstream Blk Time (%)	59		36	77	68	54	57	0	0	0	0
Queuing Penalty (veh)	265		324	0	0	0	0	0	0	0	0
Storage Bay Dist (m)											
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 29: Bates & Rockland

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LR	LTR
Maximum Queue (m)	106.0	18.6	29.9	9.3
Average Queue (m)	37.2	8.6	15.5	3.0
95th Queue (m)	88.2	15.4	24.8	9.5
Link Distance (m)	240.5	170.4	40.6	21.0
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 33: Rockland &

Movement	SB	SB
Directions Served	T	R
Maximum Queue (m)	271.1	244.5
Average Queue (m)	126.7	104.6
95th Queue (m)	333.0	325.4
Link Distance (m)	276.6	276.6
Upstream Blk Time (%)	14	9
Queuing Penalty (veh)	104	66
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 37: Manoir & Rockland

Movement	SB	SW
Directions Served	T	L
Maximum Queue (m)	18.4	46.6
Average Queue (m)	9.8	27.0
95th Queue (m)	16.3	42.6
Link Distance (m)	43.5	21.6
Upstream Blk Time (%)		12
Queuing Penalty (veh)		64
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 38: Rockland & Manoir

Movement	SB
Directions Served	T
Maximum Queue (m)	145.0
Average Queue (m)	100.0
95th Queue (m)	201.2
Link Distance (m)	91.0
Upstream Blk Time (%)	49
Queuing Penalty (veh)	345
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 39: Manoir & McEachran

Movement	NB	NB	SB	SB
Directions Served	<L	T	R	>
Maximum Queue (m)	156.5	63.6	49.8	37.7
Average Queue (m)	120.3	45.8	4.0	25.0
95th Queue (m)	178.0	83.1	23.5	35.5
Link Distance (m)	150.3		153.2	
Upstream Blk Time (%)	3			
Queuing Penalty (veh)	29			
Storage Bay Dist (m)		50.0		30.0
Storage Blk Time (%)	74	0		3
Queuing Penalty (veh)	49	2		0

Intersection: 48: Ducharme & Rockland

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (m)	31.9	14.4	141.7
Average Queue (m)	13.5	7.7	51.5
95th Queue (m)	22.9	13.5	111.4
Link Distance (m)	442.7	67.6	152.0
Upstream Blk Time (%)			1
Queuing Penalty (veh)			5
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 49: Ducharme & Rockland

Movement	EB	WB	SB
Directions Served	TR	LT	LTR
Maximum Queue (m)	27.2	19.0	132.5
Average Queue (m)	12.8	10.7	113.2
95th Queue (m)	21.9	17.5	158.9
Link Distance (m)	67.6	78.2	122.0
Upstream Blk Time (%)			40
Queuing Penalty (veh)			283
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 50: Ducharme & McEachran

Movement	EB	EB	WB	NB	NB
Directions Served	L	T	TR	LT	R
Maximum Queue (m)	23.6	79.5	71.5	141.6	25.1
Average Queue (m)	15.7	48.5	58.3	67.1	2.0
95th Queue (m)	24.3	81.0	82.5	144.8	11.8
Link Distance (m)		78.2	68.6	144.8	
Upstream Blk Time (%)		3	16	2	
Queuing Penalty (veh)		10	49	16	
Storage Bay Dist (m)	10.0				15.0
Storage Blk Time (%)	52	46		41	1
Queuing Penalty (veh)	140	44		4	5

Intersection: 51: Ducharme & Accès C.Comm

Movement	EB	WB	NB
Directions Served	LTR	LTR	LR
Maximum Queue (m)	34.5	49.8	11.3
Average Queue (m)	18.3	18.9	3.9
95th Queue (m)	30.6	43.0	11.1
Link Distance (m)	68.6	68.0	150.0
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 52: Ducharme & Stuart

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	34.2	32.0	21.2	9.1
Average Queue (m)	15.2	15.1	9.2	2.7
95th Queue (m)	27.1	26.0	16.9	9.3
Link Distance (m)	68.0	69.7	150.1	155.2
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 53: Ducharme & Wiseman

Movement	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LR
Maximum Queue (m)	15.0	17.8	13.3	9.0
Average Queue (m)	7.5	12.0	7.5	2.8
95th Queue (m)	10.7	18.0	13.2	9.4
Link Distance (m)	69.7	109.1	149.6	154.5
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 54: Ducharme & Outremont

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	25.1	17.2	23.3	12.7
Average Queue (m)	13.1	9.9	9.8	5.4
95th Queue (m)	20.3	13.8	18.5	13.1
Link Distance (m)	109.1	65.3	150.2	153.8
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 55: Ducharme & Champagneur

Movement	EB	WB	SB
Directions Served	TR	LT	LR
Maximum Queue (m)	10.2	26.1	8.9
Average Queue (m)	8.6	13.5	1.4
95th Queue (m)	9.6	21.9	6.6
Link Distance (m)	65.3		153.4
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 56: Ducharme & Bloomfield

Movement	NB
Directions Served	LR
Maximum Queue (m)	69.5
Average Queue (m)	3.7
95th Queue (m)	45.2
Link Distance (m)	147.2
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 57: Ducharme & Accès

Movement
Directions Served
Maximum Queue (m)
Average Queue (m)
95th Queue (m)
Link Distance (m)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (m)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 58: Van Horne & Rockland

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	R	L	T	L	TR
Maximum Queue (m)	346.1	22.8	13.3	18.4	25.0	154.2
Average Queue (m)	204.1	8.6	3.6	3.3	10.3	98.4
95th Queue (m)	451.2	24.3	10.9	12.0	24.9	161.7
Link Distance (m)	448.0			71.0		151.8
Upstream Blk Time (%)	11					4
Queuing Penalty (veh)	0					16
Storage Bay Dist (m)		15.0	15.0		15.0	
Storage Blk Time (%)	58	3	0	1	13	62
Queuing Penalty (veh)	30	14	1	0	54	34

Intersection: 59: Van Horne & Rockland

Movement	EB	EB	WB	WB	SB
Directions Served	T	R	L	T	LTR
Maximum Queue (m)	79.1	22.8	18.4	28.1	156.6
Average Queue (m)	61.5	3.0	5.6	8.0	137.1
95th Queue (m)	99.6	14.3	15.3	20.1	182.2
Link Distance (m)	71.0			79.5	150.3
Upstream Blk Time (%)	18				22
Queuing Penalty (veh)	112				121
Storage Bay Dist (m)		15.0	15.0		
Storage Blk Time (%)	56	0	1	4	
Queuing Penalty (veh)	11	2	6	1	

Intersection: 60: Van Horne & McEachran

Movement	EB	EB	WB	WB	NB	NB
Directions Served	L	T	T	R	LT	R
Maximum Queue (m)	22.7	91.6	75.3	22.8	153.8	24.8
Average Queue (m)	13.5	64.7	27.7	7.7	133.9	12.2
95th Queue (m)	26.7	106.7	66.0	20.3	182.8	26.9
Link Distance (m)		79.5	65.2		146.2	
Upstream Blk Time (%)		17	2		39	
Queuing Penalty (veh)		123	9		0	
Storage Bay Dist (m)	15.0			15.0		15.0
Storage Blk Time (%)	7	49	11	1	61	27
Queuing Penalty (veh)	46	52	12	3	27	146

Intersection: 61: Van Horne & Dollard

Movement	EB	EB	WB	WB
Directions Served	LT	R	LT	R
Maximum Queue (m)	80.4	22.5	74.1	19.1
Average Queue (m)	60.1	2.1	25.9	1.6
95th Queue (m)	85.2	12.1	57.8	9.7
Link Distance (m)	65.2		69.0	
Upstream Blk Time (%)	29		1	
Queuing Penalty (veh)	196		4	
Storage Bay Dist (m)		15.0		15.0
Storage Blk Time (%)	48	0	9	0
Queuing Penalty (veh)	10	0	2	0

Intersection: 62: Van Horne & Stuart

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	LT	R	LT	R	LTR	L	TR
Maximum Queue (m)	75.6	22.9	52.7	8.1	28.9	16.6	24.0
Average Queue (m)	65.1	4.0	5.9	0.3	9.9	3.5	6.3
95th Queue (m)	89.5	17.3	27.8	4.1	22.6	11.4	17.2
Link Distance (m)	69.0		69.9		145.9		150.1
Upstream Blk Time (%)	37		0				
Queuing Penalty (veh)	238		1				
Storage Bay Dist (m)		15.0		15.0		15.0	
Storage Blk Time (%)	54	0	2			2	3
Queuing Penalty (veh)	19	0	0			1	0

Intersection: 63: Van Horne & Wiseman

Movement	EB	EB	WB	WB	NB
Directions Served	LT	R	LT	R	LTR
Maximum Queue (m)	88.0	18.3	98.1	11.8	23.6
Average Queue (m)	69.1	2.4	23.2	1.2	9.0
95th Queue (m)	90.1	13.1	64.7	6.6	19.9
Link Distance (m)	69.9		110.6		221.9
Upstream Blk Time (%)	41		0		
Queuing Penalty (veh)	275		2		
Storage Bay Dist (m)		15.0		15.0	
Storage Blk Time (%)	55	0	19	0	
Queuing Penalty (veh)	11	1	4	0	

Intersection: 64: Van Horne & Outremont

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	R	LTR	LTR
Maximum Queue (m)	117.0	25.1	71.6	15.2	47.6	49.6
Average Queue (m)	101.2	6.5	29.9	1.2	18.5	15.6
95th Queue (m)	142.6	21.6	68.1	7.6	36.8	38.9
Link Distance (m)	110.6		65.9		155.1	150.2
Upstream Blk Time (%)	19		5			
Queuing Penalty (veh)	130		31			
Storage Bay Dist (m)		15.0		15.0		
Storage Blk Time (%)	60	1	26	0		
Queuing Penalty (veh)	21	7	5	0		

Intersection: 65: Van Horne & Champagneur

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	R	L	T	L	TR
Maximum Queue (m)	71.9	13.6	13.6	69.2	17.9	42.2
Average Queue (m)	59.9	1.3	2.7	10.5	7.8	13.5
95th Queue (m)	94.3	9.6	9.9	44.7	20.3	51.1
Link Distance (m)	65.9			70.8		152.4
Upstream Blk Time (%)	21			1		
Queuing Penalty (veh)	159			6		
Storage Bay Dist (m)		15.0	15.0		15.0	
Storage Blk Time (%)	47	0	0	4	34	1
Queuing Penalty (veh)	10	0	2	1	7	0

Intersection: 66: Van Horne & Bloomfield

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	R	LTR	LTR
Maximum Queue (m)	84.3	10.0	79.6	22.6	79.0	76.8
Average Queue (m)	73.7	1.0	66.9	2.8	26.8	45.7
95th Queue (m)	87.0	6.6	84.1	14.0	55.3	87.4
Link Distance (m)	70.8		65.0		209.0	
Upstream Blk Time (%)	48		38			
Queuing Penalty (veh)	367		280			
Storage Bay Dist (m)		15.0		15.0		
Storage Blk Time (%)	59	0	62	0		
Queuing Penalty (veh)	4	1	15	2		

Intersection: 67: Van Horne & De L'Épée

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (m)	80.0	65.4
Average Queue (m)	66.4	39.1
95th Queue (m)	90.7	76.5
Link Distance (m)	65.0	52.5
Upstream Blk Time (%)	34	14
Queuing Penalty (veh)	291	109
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 68: Van Horne & Querbes

Movement	EB	EB	WB	WB	B9	B9	SB
Directions Served	LT	R	LT	R	T		LTR
Maximum Queue (m)	63.8	19.9	168.8	23.9	102.4	104.3	51.1
Average Queue (m)	56.2	2.4	159.3	5.6	66.7	52.6	19.0
95th Queue (m)	61.5	13.6	189.8	20.0	128.1	121.9	42.1
Link Distance (m)	52.5		146.1		75.2	75.2	154.5
Upstream Blk Time (%)	49		41		19	8	
Queuing Penalty (veh)	427		372		87	38	
Storage Bay Dist (m)		15.0		15.0			
Storage Blk Time (%)	54	0	58	2			
Queuing Penalty (veh)	14	0	27	12			

Intersection: 600: Rockland &

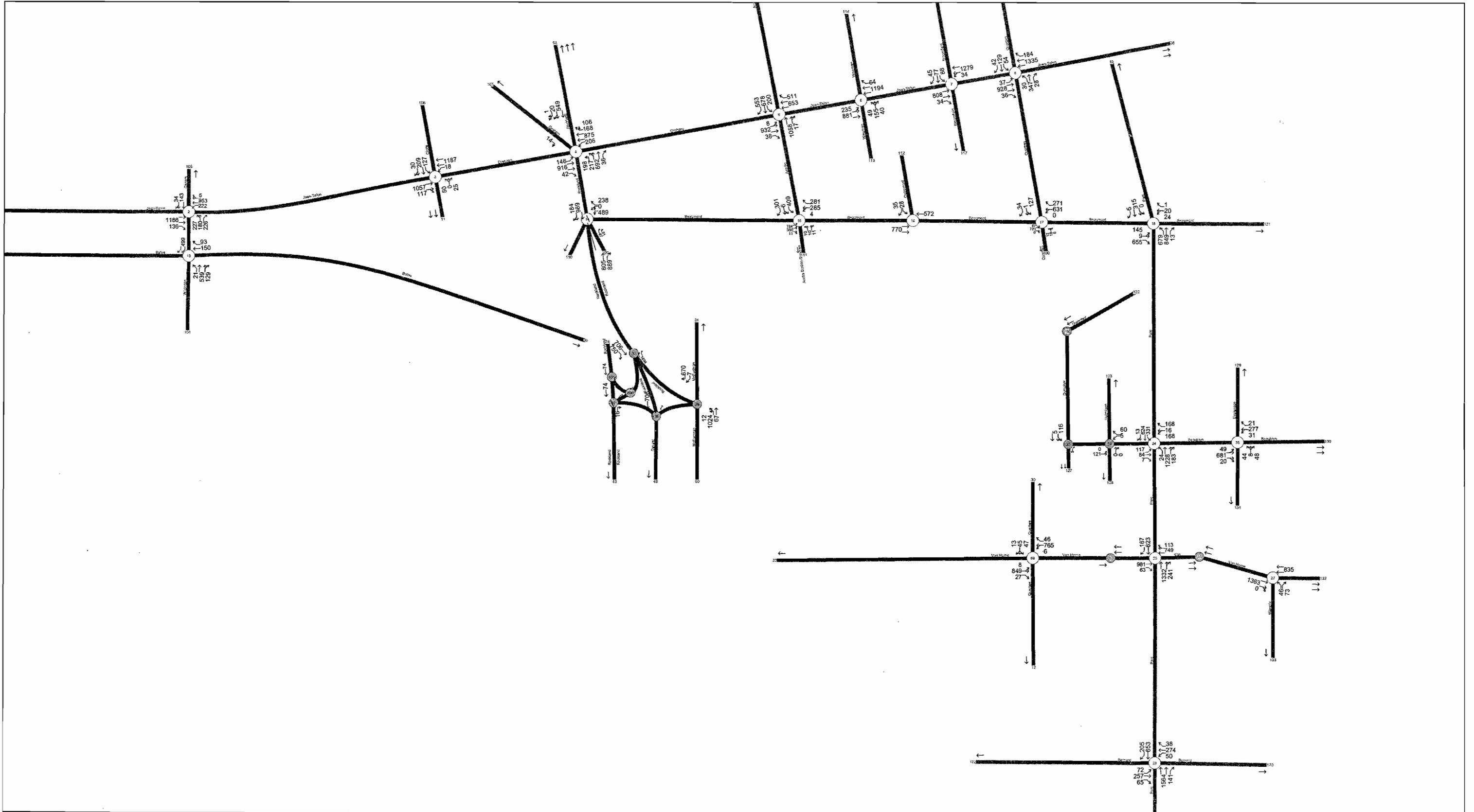
Movement	WB
Directions Served	LT
Maximum Queue (m)	42.6
Average Queue (m)	3.0
95th Queue (m)	19.3
Link Distance (m)	57.6
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 601: Rockland &

Movement	SB	NW
Directions Served	T	R
Maximum Queue (m)	5.3	3.2
Average Queue (m)	0.2	0.1
95th Queue (m)	2.5	2.4
Link Distance (m)	40.6	38.1
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 5844

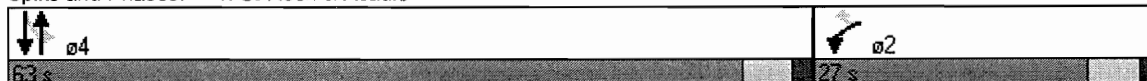


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1688	1525	5074	0	0	5073
Flt Permitted	0.950					0.702
Satd. Flow (perm)	1686	1492	5074	0	0	3572
Satd. Flow (RTOR)						
Volume (vph)	73	48	1490	19	100	1567
Lane Group Flow (vph)	103	60	1530	0	0	1826
Turn Type		Perm			Perm	
Protected Phases	2		4			4
Permitted Phases		2			4	
Total Split (s)	27.0	27.0	63.0	0.0	63.0	63.0
Act Effct Green (s)	25.0	25.0	61.0			61.0
Actuated g/C Ratio	0.28	0.28	0.68			0.68
v/c Ratio	0.22	0.14	0.44			0.75
Control Delay	26.6	25.7	6.6			12.1
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	26.6	25.7	6.6			12.1
LOS	C	C	A			B
Approach Delay	26.3		6.6			12.1
Approach LOS	C		A			B
Queue Length 50th (m)	14.4	8.2	34.2			70.0
Queue Length 95th (m)	21.3	16.1	m41.3			89.5
Internal Link Dist (m)	328.2		461.4			80.0
Turn Bay Length (m)		4.0				
Base Capacity (vph)	469	414	3439			2421
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0,22	0,14	0,44			0,75

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 74 (82%), Referenced to phase 4:NBSB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,75
 Intersection Signal Delay: 10,4
 Intersection Capacity Utilization 89,4%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: St-Roch & Acadie



Timings
2: Jean-Talon & Canora

Actuel
Pointe PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3343	1510	1708	3221	0	0	1708	1454	0	3420	0
Flt Permitted				0.160				0.699				
Satd. Flow (perm)	0	3343	1451	288	3221	0	0	1219	1427	0	3420	0
Satd. Flow (RTOR)												
Volume (vph)	0	1186	136	222	953	5	227	180	226	0	143	34
Lane Group Flow (vph)	0	1303	149	252	1089	0	0	443	246	0	206	0
Turn Type			Perm	pm+pt			pm+pt		Perm			
Protected Phases		4		3	8		5	2			6	
Permitted Phases			4	8			2		2			
Total Split (s)	0.0	25.0	25.0	15.0	40.0	0.0	8.0	30.0	30.0	0.0	22.0	0.0
Act Effct Green (s)		23.0	23.0	38.0	38.0			28.0	28.0		20.0	
Actuated g/c Ratio		0.33	0.33	0.54	0.54			0.40	0.40		0.29	
v/c Ratio		1.19	0.31	0.60	0.62			0.84	0.43		0.21	
Control Delay		118.5	19.9	26.1	13.0			25.3	10.1		19.7	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.2		0.0	
Total Delay		118.5	19.9	26.1	13.0			25.3	10.2		19.7	
LOS		F	B	C	B			C	B		B	
Approach Delay		108.3			15.5			19.9			19.7	
Approach LOS		F			B			B			B	
Queue Length 50th (m)		~116.4	15.1	17.1	50.1			16.5	9.2		11.3	
Queue Length 95th (m)		#155.5	29.4	35.9	66.4			#37.7	14.5		18.3	
Internal Link Dist (m)		733.9			506.7			69.8			72.0	
Turn Bay Length (m)			60.0	60.0								
Base Capacity (vph)		1098	477	420	1749			530	571		977	
Starvation Cap Reductn		0	0	0	0			0	47		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		1,19	0,31	0,60	0,62			0,84	0,47		0,21	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 45 (64%), Referenced to phase 4:EBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1,19
 Intersection Signal Delay: 53,1
 Intersection Capacity Utilization 93,8%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service F

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Jean-Talon & Canora

ø2 30 s		ø4 25 s	ø3 15 s
ø6 22 s	ø5 8 s	ø8 40 s	

Timings
3: Jean-Talon & Clyde

Actuel
Pointe PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3477	0	1765	3530	0	0	1756	0	1685	3305	0
Flt Permitted				0.092				0.746		0.704		
Satd. Flow (perm)	0	3477	0	171	3530	0	0	1354	0	1248	3305	0
Satd. Flow (RTOR)												
Volume (vph)	0	1057	117	18	1187	0	50	0	25	127	209	30
Lane Group Flow (vph)	0	1276	0	20	1290	0	0	81	0	138	260	0
Turn Type				pm+pt			pm+pt			Perm		
Protected Phases		4		3	8		5	2				6
Permitted Phases				8			2			6		
Total Split (s)	0.0	62.0	0.0	11.0	73.0	0.0	11.0	47.0	0.0	36.0	36.0	0.0
Act Effct Green (s)		60.0		71.0	71.0			45.0		34.0	34.0	
Actuated g/C Ratio		0.50		0.59	0.59			0.38		0.28	0.28	
v/c Ratio		0.73		0.09	0.62			0.15		0.39	0.28	
Control Delay		26.9		14.6	32.7			25.5		38.7	34.4	
Queue Delay		0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay		26.9		14.6	32.7			25.5		38.7	34.4	
LOS		C		B	C			C		D	C	
Approach Delay		26,9			32,4			25,5			35,9	
Approach LOS		C			C			C			D	
Queue Length 50th (m)		127.3		3.5	169.4			13.0		27.6	26.4	
Queue Length 95th (m)		155.0		m5.2	192.2			24.4		47.5	38.4	
Internal Link Dist (m)		506.7			278.0			67.4			135.5	
Turn Bay Length (m)				30.0								
Base Capacity (vph)		1739		221	2089			538		354	936	
Starvation Cap Reductn		0		0	0			0		0	0	
Spillback Cap Reductn		0		0	0			0		0	0	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0,73		0,09	0,62			0,15		0,39	0,28	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 12 (10%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,73
 Intersection Signal Delay: 30,4
 Intersection Capacity Utilization 54,3%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Jean-Talon & Clyde

47 s	11 s	62 s
11 s	36 s	73 s

Timings
4: Dresden & Rockland

Actual
Pointe PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBT
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1668	3382	1583	1711	3461	1569	0	1678	0	3461	1357	3310
Flt Permitted	0.950			0.950				0.950		0.532		
Satd. Flow (perm)	1668	3382	1583	1711	3461	1569	0	1678	0	1864	1357	3310
Satd. Flow (RTOR)												
Volume (vph)	146	916	42	206	875	168	106	198	217	692	36	549
Lane Group Flow (vph)	146	916	42	206	875	274	0	198	0	909	36	549
Turn Type	Prot		custom	Prot	Prot			Prot	custom		custom	
Protected Phases	1	9 8		7	4 3			5	5	2 10		6 11
Permitted Phases			8			4			2		2	
Total Split (s)	25.0	49.0	39.0	24.0	48.0	36.0	0.0	19.0	19.0	47.0	37.0	28.0
Act Effct Green (s)	23.0	47.0	37.0	22.0	46.0	34.0		17.0		45.0	35.0	26.0
Actuated g/C Ratio	0.19	0.39	0.31	0.18	0.38	0.28		0.14		0.38	0.29	0.22
v/c Ratio	0.46	0.69	0.09	0.66	0.66	0.62		0.83		0.98	0.09	0.77
Control Delay	66.1	52.0	45.4	56.5	33.5	44.4		69.6		59.3	33.5	52.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	66.1	52.0	45.4	56.5	33.5	44.4		69.6		59.3	33.5	52.2
LOS	E	D	D	E	C	D		E		E	C	D
Approach Delay		53,6			39,2					60,3		52,0
Approach LOS		D			D					E		D
Queue Length 50th (m)	38.3	126.3	10.0	47.9	93.2	59.1		45.0		88.4	5.9	70.7
Queue Length 95th (m)	m53.5	148.3	m14.5	75.0	116.3	89.5		m#78.4		#143.0	m9.4	92.6
Internal Link Dist (m)		278.0			414.0					121.3		210.8
Turn Bay Length (m)	225.0		5.0			25.0					5.0	
Base Capacity (vph)	320	1325	488	314	1327	445		238		925	396	717
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0
Reduced v/c Ratio	0,46	0,69	0,09	0,66	0,66	0,62		0,83		0,98	0,09	0,77

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 27 (23%), Referenced to phase 10:NBT and 11:SBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0,98
 Intersection Signal Delay: 50,4
 Intersection Capacity Utilization 90,9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Dresden & Rockland

ø10	ø2	ø3	ø4	ø1
10 s	37 s	12 s	36 s	25 s
ø11	ø6	ø5	ø7	ø9
10 s	18 s	19 s	24 s	10 s
				ø8
				39 s



Lane Group	SBR	SBR2	SER2	ø3	ø9	ø10	ø11
Lane Configurations	7		7				
Total Lost Time (s)	2.0	2.0	2.0				
Satd. Flow (prot)	1470	0	1536				
Flt Permitted							
Satd. Flow (perm)	1470	0	1536				
Satd. Flow (RTOR)							
Volume (vph)	20	1	14				
Lane Group Flow (vph)	21	0	14				
Turn Type	custom		custom				
Protected Phases			1	3	9	10	11
Permitted Phases	6		6				
Total Split (s)	18.0	0.0	25.0	12.0	10.0	10.0	10.0
Act Effct Green (s)	16.0		39.0				
Actuated g/C Ratio	0.13		0.32				
v/c Ratio	0.11		0.03				
Control Delay	47.4		20.9				
Queue Delay	0.0		0.0				
Total Delay	47.4		20.9				
LOS	D		C				
Approach Delay							
Approach LOS							
Queue Length 50th (m)	5.1		2.0				
Queue Length 95th (m)	13.9		6.2				
Internal Link Dist (m)							
Turn Bay Length (m)	5.0						
Base Capacity (vph)	196		499				
Starvation Cap Reductn	0		0				
Spillback Cap Reductn	0		0				
Storage Cap Reductn	0		0				
Reduced v/c Ratio	0,11		0,03				
Intersection Summary							

21/10/19

Timings
5: Graham & Acadie

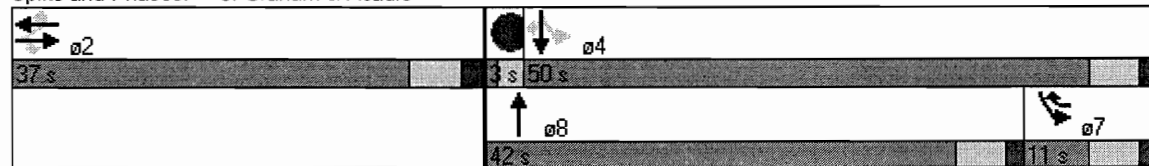
Actual
Pointe PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗		↑↑		↘	↑	↗
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3353	1566	0	3257	1400	0	3160	0	1733	1860	1670
Flt Permitted		0.947								0.103		
Satd. Flow (perm)	0	3175	1450	0	3257	1356	0	3160	0	187	1860	1621
Satd. Flow (RTOR)												
Volume (vph)	8	932	38	0	653	511	0	1058	17	200	678	553
Lane Group Flow (vph)	0	1011	47	0	759	594	0	1308	0	235	807	588
Turn Type	Perm		Perm			pm+ov				pm+pt		Perm
Protected Phases		2			2	7		8		7	4	
Permitted Phases	2		2			2				4		4
Total Split (s)	37.0	37.0	37.0	0.0	37.0	11.0	0.0	42.0	0.0	11.0	50.0	50.0
Act Effct Green (s)		35.0	35.0		35.0	44.0		40.0		48.0	48.0	48.0
Actuated g/C Ratio		0.39	0.39		0.39	0.49		0.44		0.53	0.53	0.53
v/c Ratio		0.82	0.08		0.60	0.89		0.93		0.93	0.81	0.68
Control Delay		31.4	18.0		8.3	20.4		37.1		61.3	21.2	17.9
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0
Total Delay		31.4	18.0		8.3	20.4		37.1		61.3	21.2	17.9
LOS		C	B		A	C		D		E	C	B
Approach Delay		30.8			13.6			37.1			25.8	
Approach LOS		C			B			D			C	
Queue Length 50th (m)		84.9	5.3		35.9	6.5		114.9		21.7	71.5	52.0
Queue Length 95th (m)		111.8	11.2		38.8	#155.4		126.4		m#53.9	99.3	80.8
Internal Link Dist (m)		414.0			153.2			204.9			461.4	
Turn Bay Length (m)			30.0			60.0						
Base Capacity (vph)		1235	564		1267	667		1404		254	992	865
Starvation Cap Reductn		0	0		0	0		0		0	0	0
Spillback Cap Reductn		0	0		0	0		0		0	0	0
Storage Cap Reductn		0	0		0	0		0		0	0	0
Reduced v/c Ratio		0.82	0.08		0.60	0.89		0.93		0.93	0.81	0.68

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 82 (91%), Referenced to phase 4:SBTL and 8:NBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,93
 Intersection Signal Delay: 26,5
 Intersection Capacity Utilization 100,3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Graham & Acadie



Lane Group	ø3
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	3.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Timings
6: Jean-Talon & Wiseman

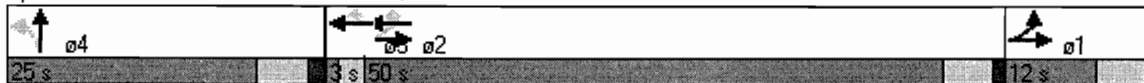
Actuel
Pointe PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕	↗		↕				
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3539	0	0	3225	1418	0	1758	0	0	0	0
Flt Permitted		0.510						0.991				
Satd. Flow (perm)	0	1811	0	0	3225	1042	0	1665	0	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	235	881	0	0	1194	64	49	155	40	0	0	0
Lane Group Flow (vph)	0	1229	0	0	1257	68	0	308	0	0	0	0
Turn Type	custom					Perm	Perm					
Protected Phases	1	2 1			2 3			4				
Permitted Phases	2					2 3	4					
Total Split (s)	12.0	62.0	0.0	0.0	53.0	53.0	25.0	25.0	0.0	0.0	0.0	0.0
Act Effct Green (s)		58.0			51.0	51.0		23.0				
Actuated g/C Ratio		0.64			0.57	0.57		0.26				
v/c Ratio		0.90			0.69	0.12		0.72				
Control Delay		21.0			9.8	4.6		41.9				
Queue Delay		0.0			0.0	0.0		0.0				
Total Delay		21.0			9.8	4.6		41.9				
LOS		C			A	A		D				
Approach Delay		21.0			9.6			41.9				
Approach LOS		C			A			D				
Queue Length 50th (m)		43.1			60.3	2.4		51.2				
Queue Length 95th (m)		m#66.3			86.4	m4.2		61.9				
Internal Link Dist (m)		153.2			170.6			105.7			165.8	
Turn Bay Length (m)						14.9						
Base Capacity (vph)		1359			1828	590		426				
Starvation Cap Reductn		0			0	0		0				
Spillback Cap Reductn		0			0	0		0				
Storage Cap Reductn		0			0	0		0				
Reduced v/c Ratio		0,90			0,69	0,12		0,72				

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 21 (23%), Referenced to phase 2:EBWB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,90
 Intersection Signal Delay: 18,0
 Intersection Capacity Utilization 95,5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Jean-Talon & Wiseman



Lane Group	ø2	ø3
Lane Configurations		
Total Lost Time (s)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Total Split (s)	50.0	3.0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Timings

7: Jean-Talon & Bloomfield

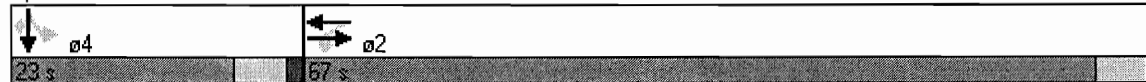
Actual
Pointe PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↖↖					↘	↑	↗
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3409	1418	0	3221	0	0	0	0	1787	1881	1524
Flt Permitted					0.908					0.950		
Satd. Flow (perm)	0	3409	1203	0	2925	0	0	0	0	1448	1881	1210
Satd. Flow (RTOR)												
Volume (vph)	0	808	34	34	1279	0	0	0	0	88	77	45
Lane Group Flow (vph)	0	940	44	0	1474	0	0	0	0	119	87	63
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			2						4	
Permitted Phases			2	2						4		4
Total Split (s)	0.0	67.0	67.0	67.0	67.0	0.0	0.0	0.0	0.0	23.0	23.0	23.0
Act Effct Green (s)		65.0	65.0		65.0					21.0	21.0	21.0
Actuated g/C Ratio		0.72	0.72		0.72					0.23	0.23	0.23
v/c Ratio		0.38	0.05		0.70					0.35	0.20	0.22
Control Delay		6.7	4.9		5.4					32.4	29.2	30.5
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		6.7	4.9		5.4					32.4	29.2	30.5
LOS		A	A		A					C	C	C
Approach Delay		6.6			5.4						30.9	
Approach LOS		A			A						C	
Queue Length 50th (m)		38.3	2.4		26.4					18.2	12.8	9.3
Queue Length 95th (m)		m48.4	m2.9		26.0					27.3	25.1	15.9
Internal Link Dist (m)		170.6			113.9			124.0			160.0	
Turn Bay Length (m)			15.6							8.7		32.0
Base Capacity (vph)		2462	869		2113					338	439	282
Starvation Cap Reductn		0	0		0					0	0	0
Spillback Cap Reductn		43	0		0					0	0	0
Storage Cap Reductn		0	0		0					0	0	0
Reduced v/c Ratio		0,39	0,05		0,70					0,35	0,20	0,22

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 69 (77%), Referenced to phase 2:EBWB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,70
 Intersection Signal Delay: 8,3
 Intersection Capacity Utilization 80,8%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Jean-Talon & Bloomfield



Timings
8: Jean-Talon & Querbes

Actuel
Pointe PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1805	3376	1418	0	3409	1390	1805	1881	1615	1752	1881	1553
Flt Permitted	0.104						0.663			0.381		
Satd. Flow (perm)	190	3376	1141	0	3409	1261	950	1881	1487	679	1881	1076
Satd. Flow (RTOR)												
Volume (vph)	37	928	36	0	1335	184	30	347	28	54	129	42
Lane Group Flow (vph)	40	1031	44	0	1534	227	33	403	30	77	147	58
Turn Type	custom		custom			custom	custom		custom	custom		custom
Protected Phases		6			6			8			8	
Permitted Phases	2		2			2	4		4	4		4
Total Split (s)	48.0	57.0	48.0	0.0	57.0	48.0	24.0	33.0	24.0	24.0	33.0	24.0
Act Effct Green (s)	46.0	55.0	46.0		55.0	46.0	22.0	31.0	22.0	22.0	31.0	22.0
Actuated g/C Ratio	0.51	0.61	0.51		0.61	0.51	0.24	0.34	0.24	0.24	0.34	0.24
v/c Ratio	0.41	0.50	0.08		0.74	0.35	0.14	0.62	0.08	0.46	0.23	0.22
Control Delay	28.3	8.0	7.8		15.1	15.1	25.2	26.9	23.8	39.7	22.2	29.9
Queue Delay	0.0	0.1	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	8.2	7.8		15.1	15.1	25.2	26.9	23.8	39.7	22.2	29.9
LOS	C	A	A		B	B	C	C	C	D	C	C
Approach Delay		8,9			15,1			26,5			28,5	
Approach LOS		A			B			C			C	
Queue Length 50th (m)	5.1	21.4	2.9		94.6	23.4	5.5	69.0	5.0	12.0	18.8	8.5
Queue Length 95th (m)	14.4	24.8	6.2		113.4	34.9	m13.8	96.5	m12.3	19.7	32.4	15.2
Internal Link Dist (m)		113.9			315.6			297.3			178.3	
Turn Bay Length (m)	2.0		17.0			17.0	2.0		2.0	2.0		11.7
Base Capacity (vph)	97	2063	583		2083	645	232	648	363	166	648	263
Starvation Cap Reductn	0	257	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0,41	0,57	0,08		0,74	0,35	0,14	0,62	0,08	0,46	0,23	0,22

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBL, Start of Green, Master Intersection
 Control Type: Pretimed
 Maximum v/c Ratio: 0,74
 Intersection Signal Delay: 15,7
 Intersection Capacity Utilization 76,2%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Jean-Talon & Querbes

ø1	ø2	ø3	ø4
9 s	48 s	9 s	24 s
ø6		ø8	
57 s		33 s	

Lane Group	ø1	ø3
Lane Configurations		
Total Lost Time (s)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	3
Permitted Phases		
Total Split (s)	9.0	9.0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Timings
13: Bates & Wilderton

Actual
Pointe PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑	↗	↘	↑↓				↗↘
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	0	0	0	1883	1555	1583	3339	0	0	0	2689
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	1883	1528	1523	3339	0	0	0	2589
Satd. Flow (RTOR)												
Volume (vph)	0	0	0	0	150	93	21	539	129	0	0	499
Lane Group Flow (vph)	0	0	0	0	181	112	23	734	0	0	0	601
Turn Type						Perm	custom					custom
Protected Phases					4			2				1
Permitted Phases						4	6					6
Total Split (s)	0.0	0.0	0.0	0.0	25.0	25.0	7.0	30.0	0.0	0.0	0.0	15.0
Act Effct Green (s)					23.0	23.0	18.8	28.0				31.8
Actuated g/C Ratio					0.33	0.33	0.27	0.40				0.45
v/c Ratio					0.29	0.22	0.06	0.55				0.50
Control Delay					19.1	18.5	27.8	18.1				18.0
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay					19.1	18.5	27.8	18.1				18.0
LOS					B	B	C	B				B
Approach Delay					18.9			18.4				
Approach LOS					B			B				
Queue Length 50th (m)					18.3	11.0	1.9	39.6				19.8
Queue Length 95th (m)					30.3	20.6	9.9	55.8				#55.2
Internal Link Dist (m)		730.8			848.7			138.7			69.8	
Turn Bay Length (m)						15.0	50.0					
Base Capacity (vph)					619	502	409	1336				1195
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0,29	0,22	0,06	0,55				0,50

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 1:SBR, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0,55
 Intersection Signal Delay: 18,3
 Intersection Capacity Utilization 46,7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 13: Bates & Wilderton

ø1	ø2	ø4
15 s	30 s	25 s
	ø6	ø3
	7 s	23 s

Lane Group	ø3
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	23.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lane Group	WBL2	WBL	WBR	NBT	NBR	SBT	SBR	NWR	NWR2
Lane Configurations									
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1622	1603	1449	1881	1599	3634	0	1513	1403
Flt Permitted	0.950	0.950							
Satd. Flow (perm)	1622	1603	1449	1881	1599	3634	0	1513	1403
Satd. Flow (RTOR)									
Volume (vph)	489	0	238	805	889	969	184	97	31
Lane Group Flow (vph)	250	249	243	821	907	1189	0	99	32
Turn Type	Perm		Perm		custom			custom	custom
Protected Phases		8		1	8	2			
Permitted Phases	8		8		1			4	4
Total Split (s)	28.0	28.0	28.0	74.0	28.0	92.0	0.0	18.0	18.0
Act Effct Green (s)	24.3	24.3	24.3	73.7	100.0	91.7		16.0	16.0
Actuated g/C Ratio	0.20	0.20	0.20	0.61	0.83	0.76		0.13	0.13
v/c Ratio	0.76	0.77	0.83	0.71	0.68	0.43		0.49	0.17
Control Delay	60.5	61.1	68.7	20.6	6.9	2.6		57.6	49.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.5		0.0	0.0
Total Delay	60.5	61.1	68.7	20.6	6.9	3.1		57.6	49.1
LOS	E	E	E	C	A	A		E	D
Approach Delay		63.4		13.4		3.1			
Approach LOS		E		B		A			
Queue Length 50th (m)	60.8	60.6	57.1	132.9	60.8	18.9		23.3	7.2
Queue Length 95th (m)	#93.4	#94.5	#97.0	187.6	97.9	21.7		41.7	17.3
Internal Link Dist (m)		426.1		283.3		121.3			
Turn Bay Length (m)	150.0	150.0							
Base Capacity (vph)	351	347	314	1155	1333	2776		210	195
Starvation Cap Reductn	0	0	0	0	0	1009		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0,71	0,72	0,77	0,71	0,68	0,67		0,47	0,16

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 22 (18%), Referenced to phase 2:SBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0,83
 Intersection Signal Delay: 21,4
 Intersection LOS: C
 Intersection Capacity Utilization 75,4%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 14: Beaumont &

04	01		
18 s	74 s		
02		08	
92 s		28 s	

Timings
15: Beaumont & Accès Station-Services

Actuel
Pointe PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1521	3096	0	0	1877	1597	0	3300	0	1594	1602	1516
Flt Permitted	0.111	0.585			0.989			0.847		0.664	0.639	
Satd. Flow (perm)	175	1846	0	0	1858	1534	0	2688	0	1099	1059	1424
Satd. Flow (RTOR)												
Volume (vph)	784	350	11	4	285	281	10	10	11	409	6	301
Lane Group Flow (vph)	461	904	0	0	374	319	0	34	0	223	229	327
Turn Type	pm+pt			Perm		pm+ov	Perm			pm+pt		pm+ov
Protected Phases	5	2			6	3		4		3	7	5
Permitted Phases	2			6		6	4			7		7
Total Split (s)	34.6	36.0	0.0	36.0	36.0	35.9	20.9	20.9	0.0	35.9	35.9	34.6
Act Effct Green (s)	68.1	68.1			30.7	55.4		11.3		31.9	31.9	67.1
Actuated g/C Ratio	0.60	0.60			0.27	0.49		0.10		0.28	0.28	0.59
v/c Ratio	0.89	0.61			0.75	0.42		0.13		0.54	0.55	0.38
Control Delay	53.4	21.6			52.8	23.5		59.2		41.4	41.9	10.8
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	53.4	21.6			52.8	23.5		59.2		41.4	41.9	10.8
LOS	D	C			D	C		E		D	D	B
Approach Delay		32,3			39,3			59,2			28,7	
Approach LOS		C			D			E			C	
Queue Length 50th (m)	83.7	47.6			67.8	38.3		3.5		39.4	40.6	28.2
Queue Length 95th (m)	#246.3	129.8			131.8	94.3		11.6		88.1	79.2	41.9
Internal Link Dist (m)		426.1			217.0			49.6			204.9	
Turn Bay Length (m)	175.0					50.0						40.0
Base Capacity (vph)	520	1489			562	832		418		492	532	867
Starvation Cap Reductn	0	0			0	0		0		0	0	0
Spillback Cap Reductn	0	0			0	0		0		0	0	0
Storage Cap Reductn	0	0			0	0		0		0	0	0
Reduced v/c Ratio	0,89	0,61			0,67	0,38		0,08		0,45	0,43	0,38

Intersection Summary

Cycle Length: 159.4
 Actuated Cycle Length: 114
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0,89
 Intersection Signal Delay: 33,4
 Intersection Capacity Utilization 65,3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection LOS: C
 ICU Level of Service C

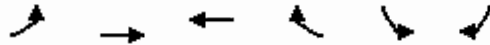
Splits and Phases: 15: Beaumont & Accès Station-Services

ø2	ø3	ø4	ø8
36 s	35.9 s	20.9 s	32 s
ø5	ø6	ø7	
34.6 s	36 s	35.9 s	

Lane Group	ø8
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Total Split (s)	32.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Timings
16: Beaumont & Outremont

Actuel
Pointe PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑		↙	↘
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3409	1842	0	1713	1579
Flt Permitted					0.950	
Satd. Flow (perm)	0	3409	1842	0	1587	1470
Satd. Flow (RTOR)						
Volume (vph)	0	770	572	0	28	35
Lane Group Flow (vph)	0	962	715	0	30	140
Turn Type					custom	
Protected Phases		2	2			
Permitted Phases					4	4
Total Split (s)	0.0	70.0	70.0	0.0	20.0	20.0
Act Effct Green (s)		68.0	68.0		18.0	18.0
Actuated g/C Ratio		0.76	0.76		0.20	0.20
v/c Ratio		0.37	0.51		0.09	0.48
Control Delay		4.2	2.9		30.4	38.1
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		4.2	2.9		30.4	38.1
LOS		A	A		C	D
Approach Delay		4.2	2.9		36.7	
Approach LOS		A	A		D	
Queue Length 50th (m)		25.1	18.3		4.5	22.7
Queue Length 95th (m)		27.5	17.3		12.1	10.1
Internal Link Dist (m)		217.0	250.0		121.6	
Turn Bay Length (m)						
Base Capacity (vph)		2576	1392		317	294
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0,37	0,51		0,09	0,48

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 75 (83%), Referenced to phase 2:EBWB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,51
 Intersection Signal Delay: 6,7
 Intersection Capacity Utilization 45,0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 16: Beaumont & Outremont

<p>ø2 70 s</p>	<p>ø4 20 s</p>
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Timings
17: Beaumont & Querbes

Actuel
Pointe PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3180	0	0	1709	1513	0	1774	0	0	1752	1568
Flt Permitted		0.758						0.910			0.745	
Satd. Flow (perm)	0	2407	0	0	1709	1323	0	1628	0	0	1351	1486
Satd. Flow (RTOR)												
Volume (vph)	67	723	0	0	631	271	12	19	6	127	1	34
Lane Group Flow (vph)	0	861	0	0	701	298	0	43	0	0	175	47
Turn Type	custom			custom		custom	Perm			Perm		Perm
Protected Phases		6			6			4			4	
Permitted Phases	2			2		2	4			4		4
Total Split (s)	53.0	62.0	0.0	53.0	62.0	53.0	28.0	28.0	0.0	28.0	28.0	28.0
Act Effct Green (s)		60.0			60.0	51.0		26.0			26.0	26.0
Actuated g/C Ratio		0.67			0.67	0.57		0.29			0.29	0.29
v/c Ratio		0.54			0.62	0.40		0.09			0.45	0.11
Control Delay		7.7			22.7	23.5		24.2			27.8	22.5
Queue Delay		0.0			0.0	0.0		0.0			0.0	0.0
Total Delay		7.7			22.7	23.5		24.2			27.8	22.5
LOS		A			C	C		C			C	C
Approach Delay		7.7			22.9			24.2			26.6	
Approach LOS		A			C			C			C	
Queue Length 50th (m)		25.6			118.8	49.5		5.7			16.6	4.4
Queue Length 95th (m)		31.2			162.7	71.6		13.7			37.3	10.5
Internal Link Dist (m)		250.0			212.7			42.2			297.3	
Turn Bay Length (m)						15.0						4.7
Base Capacity (vph)		1605			1139	750		470			390	429
Starvation Cap Reductn		0			0	0		0			0	0
Spillback Cap Reductn		0			0	0		0			0	0
Storage Cap Reductn		0			0	0		0			0	0
Reduced v/c Ratio		0,54			0,62	0,40		0,09			0,45	0,11

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 2:EBWBL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,62
 Intersection Signal Delay: 17,2
 Intersection Capacity Utilization 78,9%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: Beaumont & Querbes

ø1	ø2	ø4
9 s	53 s	28 s
ø6		
62 s		

Lane Group	ø1
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	1
Permitted Phases	
Total Split (s)	9.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Timings
18: Beaumont & Parc

Actual
Pointe PM

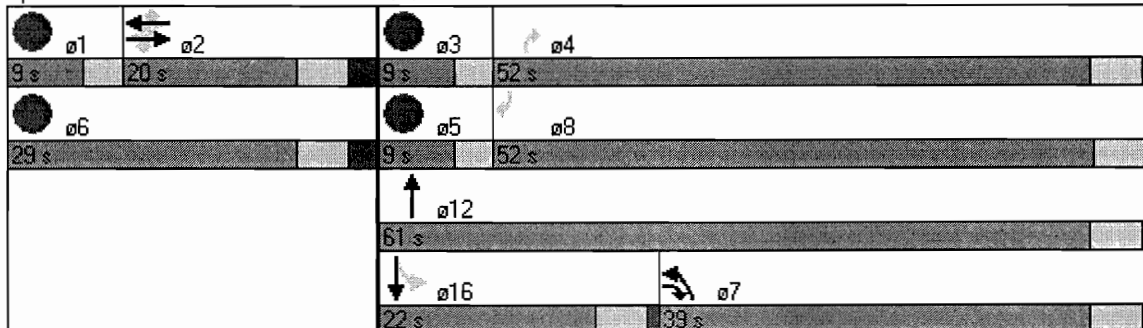
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1721	1372	0	1739	1615	1787	1804	1615	0	3406	1615
Flt Permitted		0.703			0.767		0.950					
Satd. Flow (perm)	0	1079	1349	0	1362	1318	1729	1804	1489	0	3406	1519
Satd. Flow (RTOR)												
Volume (vph)	145	9	655	24	20	1	679	849	13	0	315	5
Lane Group Flow (vph)	0	183	771	0	48	1	707	884	14	0	371	5
Turn Type	Perm		pm+ov	Perm		Perm	Prot		custom	Perm		custom
Protected Phases		2	7		2		7	12			16	
Permitted Phases	2		2	2		2			4	16		8
Total Split (s)	20.0	20.0	39.0	20.0	20.0	20.0	39.0	61.0	52.0	22.0	22.0	52.0
Act Effct Green (s)		19.7	65.9		19.7	19.7	46.3	66.3	64.5		18.1	64.5
Actuated g/C Ratio		0.22	0.73		0.22	0.22	0.51	0.74	0.72		0.20	0.72
v/c Ratio		0.78	0.77		0.16	0.00	0.77	0.66	0.01		0.54	0.00
Control Delay		60.3	20.2		28.8	25.0	16.0	5.1	3.9		35.2	6.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		60.3	20.2		28.8	25.0	16.0	5.1	3.9		35.2	6.2
LOS		E	C		C	C	B	A	A		D	A
Approach Delay		27.9			28.7			9.9			34.8	
Approach LOS		C			C			A			C	
Queue Length 50th (m)		32.5	115.8		7.3	0.2	38.8	38.3	0.5		31.8	0.2
Queue Length 95th (m)		46.6	137.2		15.0	1.3	m133.5	m40.8	m0.8		42.3	1.9
Internal Link Dist (m)		212.7			219.1			445.9			330.5	
Turn Bay Length (m)						2.0			2.0			30.0
Base Capacity (vph)		236	1000		297	288	919	1330	1068		757	1090
Starvation Cap Reductn		0	0		0	0	0	0	0		0	0
Spillback Cap Reductn		0	0		0	0	0	0	0		0	0
Storage Cap Reductn		0	0		0	0	0	0	0		0	0
Reduced v/c Ratio		0.78	0.77		0.16	0.00	0.77	0.66	0.01		0.49	0.00

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 40 (44%), Referenced to phase 7:NBL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0,78
 Intersection Signal Delay: 19,1
 Intersection Capacity Utilization 82,2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service E

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Beaumont & Parc



Lane Group	ø1	ø3	ø5	ø6
Lane Configurations				
Total Lost Time (s)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Volume (vph)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	1	3	5	6
Permitted Phases				
Total Split (s)	9.0	9.0	9.0	29.0
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (m)				
Queue Length 95th (m)				
Internal Link Dist (m)				
Turn Bay Length (m)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				
Intersection Summary				

Timings
24: Beaubien & Parc

Actuel
Pointe PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1750	1821	1615	0	1807	1551	1457	3197	0	1639	3680	0
Flt Permitted	0.625				0.648		0.380			0.098		
Satd. Flow (perm)	1088	1821	1470	0	1157	1473	577	3197	0	169	3680	0
Satd. Flow (RTOR)												
Volume (vph)	117	84	7	168	16	168	24	1228	183	331	624	13
Lane Group Flow (vph)	167	91	8	0	212	233	26	1465	0	368	715	0
Turn Type	custom		custom	custom		custom	pm+pt			pm+pt		
Protected Phases		6			6	3	7	4		3	8	
Permitted Phases	2		2	2		2	4			8		
Total Split (s)	19.0	28.0	19.0	19.0	28.0	21.0	11.0	41.0	0.0	21.0	51.0	0.0
Act Effct Green (s)	17.0	26.0	17.0		26.0	35.9	48.1	39.1		60.0	55.6	
Actuated g/C Ratio	0.19	0.29	0.19		0.29	0.40	0.53	0.43		0.67	0.62	
v/c Ratio	0.81	0.17	0.03		0.63	0.39	0.07	1.06		0.87	0.31	
Control Delay	65.5	25.1	30.3		36.5	18.0	6.0	49.8		38.3	11.9	
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	65.5	25.1	30.3		36.5	18.0	6.0	49.8		38.3	11.9	
LOS	E	C	C		D	B	A	D		D	B	
Approach Delay		50.6			26.8			49.1			20.9	
Approach LOS		D			C			D			C	
Queue Length 50th (m)	29.4	12.4	1.2		27.9	30.9	0.9	~149.5		46.4	31.0	
Queue Length 95th (m)	#40.3	24.4	5.0		52.4	25.6	m1.8	#194.3		m#91.1	52.0	
Internal Link Dist (m)		70.9			154.4			221.3			445.9	
Turn Bay Length (m)			5.0			30.0	16.0			75.0		
Base Capacity (vph)	206	526	278		334	606	396	1387		423	2273	
Starvation Cap Reductn	0	0	0		0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	0	0		0	0	
Reduced v/c Ratio	0,81	0,17	0,03		0,63	0,38	0,07	1,06		0,87	0,31	

Intersection Summary

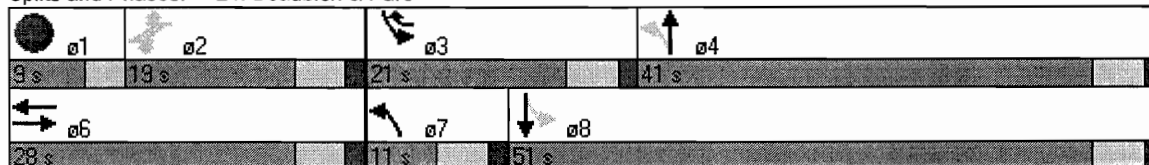
Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 4:NBTL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1,06
 Intersection Signal Delay: 36,9
 Intersection Capacity Utilization 85,4%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: Beaubien & Parc



Lane Group	ø1
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	1
Permitted Phases	
Total Split (s)	9.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Timings
25: Van Horne & Parc

Actuel
Pointe PM

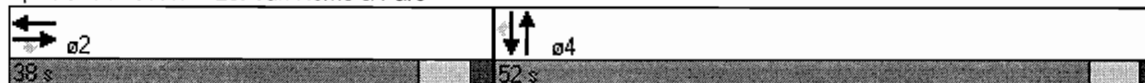
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖			↑			↑	↗
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1759	1568	0	3254	0	0	3567	0	0	1845	1583
Flt Permitted												
Satd. Flow (perm)	0	1759	1371	0	3254	0	0	3567	0	0	1845	1490
Satd. Flow (RTOR)												
Volume (vph)	0	981	63	0	749	113	0	1332	241	0	623	167
Lane Group Flow (vph)	0	1033	82	0	1071	0	0	1689	0	0	733	201
Turn Type			Perm									Perm
Protected Phases		2			2			4			4	
Permitted Phases			2									4
Total Split (s)	0.0	38.0	38.0	0.0	38.0	0.0	0.0	52.0	0.0	0.0	52.0	52.0
Act Effct Green (s)		36.0	36.0		36.0			50.0			50.0	50.0
Actuated g/C Ratio		0.40	0.40		0.40			0.56			0.56	0.56
v/c Ratio		1.47	0.15		0.82			0.85			0.72	0.24
Control Delay		237.8	12.1		25.4			15.5			13.0	6.7
Queue Delay		0.0	0.0		0.0			0.0			0.0	0.0
Total Delay		237.8	12.1		25.4			15.5			13.0	6.7
LOS		F	B		C			B			B	A
Approach Delay		221,2			25,4			15,5			11,6	
Approach LOS		F			C			B			B	
Queue Length 50th (m)		~264.0	5.3		58.4			159.2			42.3	10.8
Queue Length 95th (m)		#336.0	m8.1		60.7			199.1			68.2	18.5
Internal Link Dist (m)		70.9			70.4			411.7			221.3	
Turn Bay Length (m)												
Base Capacity (vph)		704	548		1302			1982			1025	828
Starvation Cap Reductn		0	0		0			0			0	0
Spillback Cap Reductn		0	0		0			0			0	0
Storage Cap Reductn		0	0		0			0			0	0
Reduced v/c Ratio		1,47	0,15		0,82			0,85			0,72	0,24











Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 74 (82%), Referenced to phase 4:NBSB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 1,47
 Intersection Signal Delay: 64,6
 Intersection Capacity Utilization 103,1%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service G

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

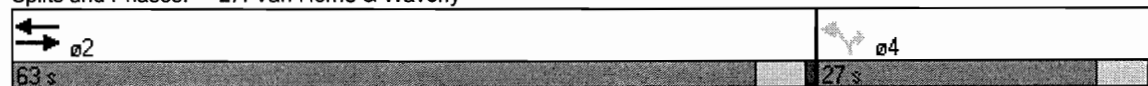
Splits and Phases: 25: Van Horne & Parc



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	3539	0	0	3505	1805	1509
Flt Permitted					0.950	
Satd. Flow (perm)	3539	0	0	3505	1749	1433
Satd. Flow (RTOR)						
Volume (vph)	1363	0	0	835	46	73
Lane Group Flow (vph)	1435	0	0	960	58	118
Turn Type					custom	
Protected Phases	2			2		
Permitted Phases					4	4
Total Split (s)	63.0	0.0	0.0	63.0	27.0	27.0
Act Effct Green (s)	61.0			61.0	25.0	25.0
Actuated g/C Ratio	0.68			0.68	0.28	0.28
v/c Ratio	0.60			0.40	0.12	0.30
Control Delay	3.0			7.0	25.2	28.1
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	3.0			7.0	25.2	28.1
LOS	A			A	C	C
Approach Delay	3,0			7,0	27,1	
Approach LOS	A			A	C	
Queue Length 50th (m)	24.4			35.6	7.9	16.9
Queue Length 95th (m)	m16.1			44.1	15.4	20.8
Internal Link Dist (m)	139.1			82.8	150.4	
Turn Bay Length (m)						
Base Capacity (vph)	2399			2376	486	398
Starvation Cap Reductn	0			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0,60			0,40	0,12	0,30

Intersection Summary
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 9 (10%), Referenced to phase 4:NBL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,60
 Intersection Signal Delay: 6,2
 Intersection Capacity Utilization 55,7%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 27: Van Horne & Waverly



Timings
28: Bernard & Parc

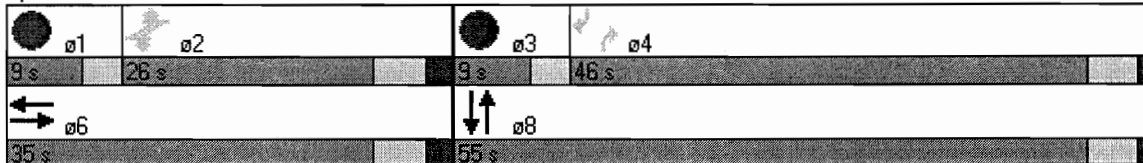
Actual
Pointe PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1805	1773	1507	1770	1739	1463	0	3539	1599	0	1881	1615
Flt Permitted	0.457			0.469								
Satd. Flow (perm)	733	1773	735	621	1739	1096	0	3539	1306	0	1881	895
Satd. Flow (RTOR)												
Volume (vph)	72	257	65	50	274	38	0	1564	141	0	653	205
Lane Group Flow (vph)	100	362	72	56	370	44	0	1700	164	0	680	244
Turn Type	custom		custom	custom		custom			custom			custom
Protected Phases		6			6			8			8	
Permitted Phases	2		2	2		2			4			4
Total Split (s)	26.0	35.0	26.0	26.0	35.0	26.0	0.0	55.0	46.0	0.0	55.0	46.0
Act Effct Green (s)	24.0	33.0	24.0	24.0	33.0	24.0		53.0	44.0		53.0	44.0
Actuated g/C Ratio	0.27	0.37	0.27	0.27	0.37	0.27		0.59	0.49		0.59	0.49
v/c Ratio	0.51	0.56	0.37	0.34	0.58	0.15		0.82	0.26		0.61	0.56
Control Delay	38.9	26.7	33.4	33.6	27.4	27.0		18.8	14.8		13.3	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	38.9	26.7	33.4	33.6	27.4	27.0		18.8	14.8		13.3	20.6
LOS	D	C	C	C	C	C		B	B		B	C
Approach Delay		29.9			28.1			18.4			15.2	
Approach LOS		C			C			B			B	
Queue Length 50th (m)	15.5	51.6	10.7	8.2	53.3	6.1		118.7	16.7		105.7	39.6
Queue Length 95th (m)	24.5	58.2	23.9	19.6	63.2	14.2		151.3	28.2		134.2	m62.2
Internal Link Dist (m)		361.3			221.1			362.2			411.7	
Turn Bay Length (m)	2.0		37.0	2.0		30.0			50.0			50.0
Base Capacity (vph)	195	650	196	166	638	292		2084	638		1108	438
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0,51	0,56	0,37	0,34	0,58	0,15		0,82	0,26		0,61	0,56

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 41 (46%), Referenced to phase 4:SBR, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,82
 Intersection Signal Delay: 20,5
 Intersection Capacity Utilization 79,7%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Bernard & Parc



Lane Group	ø1	ø3
Lane Configurations		
Total Lost Time (s)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	3
Permitted Phases		
Total Split (s)	9.0	9.0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Timings
35: Beaubien & Esplanade

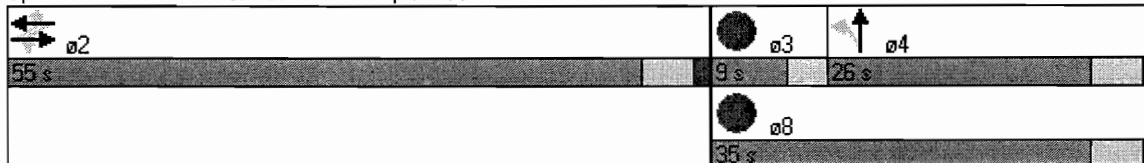
Actuel
Pointe PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3439	0	0	1772	1404	0	1731	0	0	0	0
Flt Permitted		0.909			0.860			0.976				
Satd. Flow (perm)	0	3123	0	0	1530	1170	0	1721	0	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	49	681	20	31	277	21	44	8	48	0	0	0
Lane Group Flow (vph)	0	843	0	0	349	23	0	120	0	0	0	0
Turn Type	Perm			Perm		Perm	Perm					
Protected Phases		2			2			4				
Permitted Phases	2			2		2	4					
Total Split (s)	55.0	55.0	0.0	55.0	55.0	55.0	26.0	26.0	0.0	0.0	0.0	0.0
Act Effct Green (s)		72.5			72.5	72.5		14.8				
Actuated g/C Ratio		0.81			0.81	0.81		0.16				
v/c Ratio		0.34			0.28	0.02		0.43				
Control Delay		3.8			4.5	4.0		37.9				
Queue Delay		0.0			0.0	0.0		0.0				
Total Delay		3.8			4.5	4.0		37.9				
LOS		A			A	A		D				
Approach Delay		3.8			4.5			37.9				
Approach LOS		A			A			D				
Queue Length 50th (m)		16.1			12.6	0.7		19.9				
Queue Length 95th (m)		m37.7			41.6	4.1		34.8				
Internal Link Dist (m)		154.4			167.7			115.4			141.4	
Turn Bay Length (m)												
Base Capacity (vph)		2516			1233	943		459				
Starvation Cap Reductn		0			0	0		0				
Spillback Cap Reductn		0			0	0		0				
Storage Cap Reductn		0			0	0		0				
Reduced v/c Ratio		0,34			0,28	0,02		0,26				

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 50 (56%), Referenced to phase 2:EBWB, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0,43
 Intersection Signal Delay: 7,1
 Intersection Capacity Utilization 60,1%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: Beaubien & Esplanade



Lane Group	ø3	ø8
Lane Configurations		
Total Lost Time (s)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	8
Permitted Phases		
Total Split (s)	9.0	35.0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Timings
68: Van Horne & Querbes

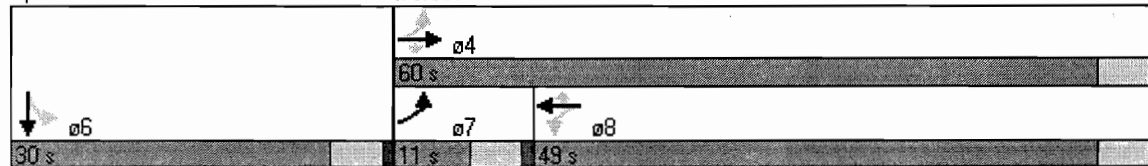
Actuel
Pointe PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1777	1495	0	1828	1568	0	0	0	0	1827	0
Flt Permitted		0.990			0.993						0.978	
Satd. Flow (perm)	0	1759	1495	0	1815	1568	0	0	0	0	1827	0
Satd. Flow (RTOR)												
Volume (vph)	8	849	27	6	765	46	0	0	0	47	45	13
Lane Group Flow (vph)	0	932	29	0	839	50	0	0	0	0	114	0
Turn Type	pm+pt		Perm	Perm		Perm				Perm		
Protected Phases	7	4			8						6	
Permitted Phases	4		4	8		8				6		
Total Split (s)	11.0	60.0	60.0	49.0	49.0	49.0	0.0	0.0	0.0	30.0	30.0	0.0
Act Effct Green (s)		58.0	58.0		47.0	47.0					28.0	
Actuated g/C Ratio		0.64	0.64		0.52	0.52					0.31	
v/c Ratio		0.82	0.03		0.89	0.06					0.20	
Control Delay		19.9	6.0		37.5	18.5					24.0	
Queue Delay		0.0	0.0		0.0	0.0					0.0	
Total Delay		19.9	6.0		37.5	18.5					24.0	
LOS		B	A		D	B					C	
Approach Delay		19.5			36.5						24.0	
Approach LOS		B			D						C	
Queue Length 50th (m)		113.4	1.7		118.8	5.7					15.1	
Queue Length 95th (m)		177.6	4.7		m#199.9	m8.8					28.5	
Internal Link Dist (m)		524.0			140.2			208.5			143.2	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		1135	963		948	819					568	
Starvation Cap Reductn		0	0		0	0					0	
Spillback Cap Reductn		0	0		0	0					0	
Storage Cap Reductn		0	0		0	0					0	
Reduced v/c Ratio		0,82	0,03		0,89	0,06					0,20	

Intersection Summary











Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 19 (21%), Referenced to phase 8:WBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0,89
 Intersection Signal Delay: 27,4
 Intersection Capacity Utilization 63,5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 68: Van Horne & Querbes



HCM Unsignalized Intersection Capacity Analysis
38: Davaar & Manoir

Actuel
Pointe PM

										
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER	SWL	SWR
Lane Configurations					↑			↗	↖	
Sign Control		Free			Free		Stop		Stop	
Grade		0%			0%		0%		0%	
Volume (veh/h)	0	0	0	0	706	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.67	0.67	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	735	0	0	0	0	0
Pedestrians		6					5			
Lane Width (m)		0.0					3.5			
Walking Speed (m/s)		1.1					1.1			
Percent Blockage		0					0			
Right turn flare (veh)										
Median type							None		None	
Median storage veh										
Upstream signal (m)										
pX, platoon unblocked										
vC, conflicting volume	740			0			740	746	741	740
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	740			0			740	746	741	740
tC, single (s)	4.1			4.1			6.5	6.2	7.3	6.5
tC, 2 stage (s)										
tF (s)	2.2			2.2			4.0	3.3	3.6	4.0
p0 queue free %	100			100			100	100	100	100
cM capacity (veh/h)	872			1636			345	415	314	345
Direction, Lane #	SB 1	SE 1	SW 1							
Volume Total	735	0	0							
Volume Left	0	0	0							
Volume Right	0	0	0							
cSH	1700	1700	1700							
Volume to Capacity	0,43	0,00	0,00							
Queue Length 95th (m)	0,0	0,0	0,0							
Control Delay (s)	0,0	0,0	0,0							
Lane LOS		A	A							
Approach Delay (s)	0,0	0,0	0,0							
Approach LOS		A	A							
Intersection Summary										
Average Delay			0,0							
Intersection Capacity Utilization			49,0%		ICU Level of Service				A	
Analysis Period (min)			15							

NORD

SimTraffic Performance Report
Situation Actuelle

Pointe PM
2006-10-16

1: St-Roch & Acadie Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	32.3	8.7	13.7	12.1
Stop/Veh	0.90	0.24	0.50	0.40
Vehicles Entered	124	1518	1672	3314
Vehicles Exited	124	1520	1676	3320
Hourly Exit Rate	124	1520	1676	3320
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

2: Jean-Talon & Canora Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	F 217.1	C 22.2	C 20.5	C 23.0	F 95.6
Stop/Veh	4.77	0.59	0.53	0.77	2.17
Vehicles Entered	1308	1291	644	189	3432
Vehicles Exited	1268	1290	643	186	3387
Hourly Exit Rate	1268	1290	643	186	3387
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

3: Jean-Talon & Clyde Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	22.7	27.1	25.4	34.7	26.0
Stop/Veh	0.49	0.89	0.69	0.74	0.69
Vehicles Entered	1358	1227	80	354	3019
Vehicles Exited	1345	1228	80	354	3007
Hourly Exit Rate	1345	1228	80	354	3007
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	1	0	0	1

4: Dresden & Rockland Performance by approach

Approach	EB	WB	NB	SB	SE	All
Delay / Veh (s)	D 46.9	D 53.4	F 97.5	E 60.7	D 36.0	E 63.5
Stop/Veh	0.88	0.98	1.39	1.02	0.80	1.06
Vehicles Entered	1169	1374	1040	570	16	4169
Vehicles Exited	1173	1371	1036	571	15	4166
Hourly Exit Rate	1173	1371	1036	571	15	4166
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	1	0	0	1



5: Graham & Acadie Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	39.8	17.2	25.5	27.7	26.8
Stop/Veh	0.88	0.46	0.67	0.57	0.62
Vehicles Entered	926	1268	1025	1643	4862
Vehicles Exited	927	1271	1014	1648	4860
Hourly Exit Rate	927	1271	1014	1648	4860
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

6: Jean-Talon & Wiseman Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	33.0	12.8	273.2	43.1
Stop/Veh	0.82	0.40	1.61	0.67
Vehicles Entered	1106	1340	228	2674
Vehicles Exited	1102	1347	222	2671
Hourly Exit Rate	1102	1347	222	2671
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	9	9

7: Jean-Talon & Bloomfield Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	8.5	7.5	54.5	11.7
Stop/Veh	0.37	0.20	1.00	0.32
Vehicles Entered	866	1443	209	2518
Vehicles Exited	866	1444	211	2521
Hourly Exit Rate	866	1444	211	2521
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

8: Jean-Talon & Querbes Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	10.2	19.8	32.7	48.3	20.5
Stop/Veh	0.30	0.59	0.92	1.01	0.57
Vehicles Entered	946	1525	397	213	3081
Vehicles Exited	945	1528	398	214	3085
Hourly Exit Rate	945	1528	398	214	3085
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

13: Bates & Wilderton Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	(C) 21.6	(C) 29.1	(B) 14.5	(C) 22.7
Stop/Veh	0.71	0.83	0.47	0.68
Vehicles Entered	249	698	512	1459
Vehicles Exited	249	694	509	1452
Hourly Exit Rate	249	694	509	1452
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

14: Beaumont & ^{Rockland} Performance by approach

Approach	WB	NB	SB	NW	All
Delay / Veh (s)	(E) 61.6	(E) 64.1	(A) 9.6	(E) 57.0	(D) 45.8
Stop/Veh	1.00	1.44	0.28	0.94	0.96
Vehicles Entered	716	1576	1144	136	3572
Vehicles Exited	701	1552	1147	139	3539
Hourly Exit Rate	701	1552	1147	139	3539
Denied Entry Before	0	0	0	0	0
Denied Entry After	2	1	0	0	3

15: Beaumont & ^{Acadie} Access Station Services Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	(E) 61.9	(F) 93.0	(E) 66.4	(D) 49.3	(E) 65.6
Stop/Veh	1.02	1.31	0.97	1.09	1.11
Vehicles Entered	1064	586	37	744	2431
Vehicles Exited	1072	591	37	743	2443
Hourly Exit Rate	1072	591	37	743	2443
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

16: Beaumont & Outremont Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	5.6	20.6	56.5	14.2
Stop/Veh	0.23	0.47	0.93	0.36
Vehicles Entered	782	637	59	1478
Vehicles Exited	776	638	60	1474
Hourly Exit Rate	776	638	60	1474
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

17: Beaumont & Querbes Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	19.9	25.8	25.0	53.6	25.7
Stop/Veh	0.52	0.62	0.68	0.98	0.61
Vehicles Entered	828	849	37	168	1882
Vehicles Exited	829	851	37	170	1887
Hourly Exit Rate	829	851	37	170	1887
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	1	0	0	1

18: Beaumont & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	19.0	29.3	25.0	33.5	24.2
Stop/Veh	0.57	0.76	0.60	0.82	0.62
Vehicles Entered	840	49	1454	315	2658
Vehicles Exited	841	50	1445	315	2651
Hourly Exit Rate	841	50	1445	315	2651
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

22: Beaubien & Durocher Performance by approach

Approach	NB	SB	All
Delay / Veh (s)	2.6	0.2	0.3
Stop/Veh	1.00	0.00	0.04
Vehicles Entered	5	111	116
Vehicles Exited	5	111	116
Hourly Exit Rate	5	111	116
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

23: Beaubien & Hutchison Performance by approach

Approach	EB	WB	All
Delay / Veh (s)	0.3	0.9	0.5
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	115	64	179
Vehicles Exited	115	64	179
Hourly Exit Rate	115	64	179
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

24: Beaubien & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	E 57.4	F 103.4	F 99.5	C 23.8	E 71.1
Stop/Veh	0.87	1.55	1.91	0.64	1.36
Vehicles Entered	195	346	1324	975	2840
Vehicles Exited	196	353	1321	971	2841
Hourly Exit Rate	196	353	1321	971	2841
Denied Entry Before	0	1	0	0	1
Denied Entry After	0	0	0	0	0

25: Van Horne & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	F 655.9	E 64.5	F 43.8	B 18.4	F 196.7
Stop/Veh	0.79	0.96	3.19	0.67	1.74
Vehicles Entered	748	898	1593	792	4031
Vehicles Exited	747	897	1532	796	3972
Hourly Exit Rate	747	897	1532	796	3972
Denied Entry Before	40	0	0	0	40
Denied Entry After	214	0	6	0	220

27: Van Horne & Waverly Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	6.9	6.9	31.2	8.4
Stop/Veh	0.17	0.34	0.84	0.28
Vehicles Entered	1024	853	118	1995
Vehicles Exited	1024	853	119	1996
Hourly Exit Rate	1024	853	119	1996
Denied Entry Before	1	0	0	1
Denied Entry After	0	0	0	0

28: Bernard & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	111.2	101.7	144.3	18.8	102.7
Stop/Veh	1.71	1.55	2.20	0.54	1.63
Vehicles Entered	391	385	1671	848	3295
Vehicles Exited	391	379	1612	849	3231
Hourly Exit Rate	391	379	1612	849	3231
Denied Entry Before	0	0	1	0	1
Denied Entry After	0	0	69	0	69

33: Rockland & Performance by approach

Approach	WB	SB	All
Delay / Veh (s)	17.1	2.6	10.1
Stop/Veh	0.38	0.00	0.20
Vehicles Entered	1584	1466	3050
Vehicles Exited	1567	1464	3031
Hourly Exit Rate	1567	1464	3031
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

35: Beaubien & Esplanade Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	3.9	5.9	37.9	7.6
Stop/Veh	0.19	0.31	0.91	0.29
Vehicles Entered	714	330	105	1149
Vehicles Exited	714	329	106	1149
Hourly Exit Rate	714	329	106	1149
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

37: Manoir & Rockland Performance by approach

Approach	NB	SB	SW	All
Delay / Veh (s)	0.1	6.1	6.5	6.3
Stop/Veh	0.00	1.00	0.98	0.96
Vehicles Entered	16	74	534	624
Vehicles Exited	16	74	535	625
Hourly Exit Rate	16	74	535	625
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

38: Davaar & Manoir Performance by approach

Approach	SB	SE	SW	All
Delay / Veh (s)	0.9	0.1	0.7	0.9
Stop/Veh	0.00	0.00	0.00	0.00
Vehicles Entered	711	16	15	742
Vehicles Exited	709	16	15	740
Hourly Exit Rate	709	16	15	740
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

39: Manoir & McEachran Performance by approach

Approach	NB	SB	All
Delay / Veh (s)	171.9	29.4	114.7
Stop/Veh	0.56	1.12	0.79
Vehicles Entered	986	665	1651
Vehicles Exited	982	656	1638
Hourly Exit Rate	982	656	1638
Denied Entry Before	5	1	6
Denied Entry After	95	3	98

68: Van Horne & Querbes Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	584.8	39.5	34.5	263.7
Stop/Veh	4.27	0.83	0.87	2.25
Vehicles Entered	743	931	112	1786
Vehicles Exited	719	935	111	1765
Hourly Exit Rate	719	935	111	1765
Denied Entry Before	0	1	0	1
Denied Entry After	141	2	0	143

600: Rockland & Performance by approach

Approach	WB	All
Delay / Veh (s)	2.3	2.3
Stop/Veh	0.02	0.02
Vehicles Entered	744	744
Vehicles Exited	743	743
Hourly Exit Rate	743	743
Denied Entry Before	0	0
Denied Entry After	0	0

601: Rockland & Performance by approach

Approach	SB	NW	All
Delay / Veh (s)	0.3	0.7	0.6
Stop/Veh	0.00	0.01	0.01
Vehicles Entered	74	207	281
Vehicles Exited	74	207	281
Hourly Exit Rate	74	207	281
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

Total Network Performance

Delay / Veh (s)	216.9
Stop/Veh	3.43
Vehicles Entered	17082
Vehicles Exited	16811
Hourly Exit Rate	16811
Denied Entry Before	50
Denied Entry After	545

1: St-Roch & Acadie Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Delay / Veh (s)	30.1	35.4	8.6	10.1	36.9	12.2	12.1
Stop/Veh	0.78	1.08	0.24	0.31	1.26	0.45	0.40
Vehicles Entered	73	51	1502	16	105	1567	3314
Vehicles Exited	73	51	1504	16	106	1570	3320
Hourly Exit Rate	73	51	1504	16	106	1570	3320
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

2: Jean-Talon & Canora Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	218.9	202.5	47.8	17.0	15.8	25.0	24.3	12.7	21.8	27.4	95.6
Stop/Veh	4.77	4.78	1.14	0.47	0.50	0.66	0.60	0.35	0.74	0.90	2.17
Vehicles Entered	1167	141	223	1064	4	236	182	226	150	39	3432
Vehicles Exited	1132	136	221	1065	4	236	181	226	147	39	3387
Hourly Exit Rate	1132	136	221	1065	4	236	181	226	147	39	3387
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

3: Jean-Talon & Clyde Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	22.2	28.1	38.8	27.0	26.7	22.8	37.3	33.5	32.1	26.0
Stop/Veh	0.48	0.61	1.53	0.88	0.74	0.59	0.77	0.73	0.74	0.69
Vehicles Entered	1250	108	18	1209	53	27	115	205	34	3019
Vehicles Exited	1237	108	19	1209	53	27	115	205	34	3007
Hourly Exit Rate	1237	108	19	1209	53	27	115	205	34	3007
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	1	0	0	0	0	0	1

4: Dresden & Rockland Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBT
Delay / Veh (s)	63.1	44.5	49.4	59.5	49.4	60.4	64.3	108.5	161.2	74.1	77.5	60.8
Stop/Veh	0.97	0.83	1.75	1.00	0.95	1.08	1.13	1.41	1.93	1.18	1.88	1.02
Vehicles Entered	140	989	40	209	888	163	114	180	204	625	31	548
Vehicles Exited	142	991	40	208	885	165	113	180	206	619	31	549
Hourly Exit Rate	142	991	40	208	885	165	113	180	206	619	31	549
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	1	0	0

4: Dresden & Rockland Performance by movement

Movement	SBR	SBR2	SER2	All
Delay / Veh (s)	62.5	65.3	36.0	63.5
Stop/Veh	1.10	2.00	0.80	1.06
Vehicles Entered	21	1	16	4169
Vehicles Exited	21	1	15	4166
Hourly Exit Rate	21	1	15	4166
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	1

5: Graham & Acadie Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	66.7	39.7	36.6	9.0	29.8	25.4	27.5	69.6	19.2	26.2	26.8
Stop/Veh	1.67	0.87	1.06	0.26	0.76	0.66	0.94	1.19	0.42	0.58	0.62
Vehicles Entered	7	887	32	766	502	1007	18	202	892	549	4862
Vehicles Exited	6	888	33	766	505	997	17	201	896	551	4860
Hourly Exit Rate	6	888	33	766	505	997	17	201	896	551	4860
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

6: Jean-Talon & Wiseman Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	82.0	19.8	12.6	15.8	279.0	272.9	275.1	43.1
Stop/Veh	1.67	0.59	0.38	0.66	1.63	1.57	1.80	0.67
Vehicles Entered	236	870	1273	67	45	148	35	2674
Vehicles Exited	234	868	1280	67	42	145	35	2671
Hourly Exit Rate	234	868	1280	67	42	145	35	2671
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	2	6	1	9

7: Jean-Talon & Bloomfield Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	8.4	11.2	14.3	7.3	56.7	44.7	66.3	11.7
Stop/Veh	0.36	0.67	0.56	0.19	1.02	0.91	1.08	0.32
Vehicles Entered	830	36	36	1407	81	79	49	2518
Vehicles Exited	830	36	36	1408	83	79	49	2521
Hourly Exit Rate	830	36	36	1408	83	79	49	2521
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

8: Jean-Talon & Querbes Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	65.1	8.2	13.0	17.9	34.2	46.8	30.8	45.7	62.2	38.6	63.2	20.5
Stop/Veh	1.06	0.26	0.61	0.53	1.08	1.28	0.85	1.56	1.20	0.84	1.32	0.57
Vehicles Entered	33	884	29	1350	175	25	347	25	49	126	38	3081
Vehicles Exited	32	884	29	1353	175	25	348	25	49	127	38	3085
Hourly Exit Rate	32	884	29	1353	175	25	348	25	49	127	38	3085
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

13: Bates & Wilderton Performance by movement

Movement	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	21.3	22.5	45.8	30.4	20.9	1.5	14.8	22.7
Stop/Veh	0.65	0.81	1.11	0.83	0.78	0.00	0.48	0.68
Vehicles Entered	153	96	19	548	131	11	501	1459
Vehicles Exited	154	95	19	544	131	11	498	1452
Hourly Exit Rate	154	95	19	544	131	11	498	1452
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

14: Beaumont & Performance by movement

Movement	WBL2	WBR	NBT	NBR	SBT	SBR	NWR	NWR2	All
Delay / Veh (s)	56.2	73.0	93.1	37.4	9.6	9.2	60.8	47.3	45.8
Stop/Veh	0.95	1.11	2.00	0.93	0.28	0.31	0.97	0.87	0.96
Vehicles Entered	483	233	756	820	956	188	98	38	3572
Vehicles Exited	477	224	744	808	959	188	99	40	3539
Hourly Exit Rate	477	224	744	808	959	188	99	40	3539
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	1	1	1	0	0	0	0	0	3

15: Beaumont & Accès Station-*Acadie* Services Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	75.1	33.5	37.6	107.2	110.2	71.6	68.2	60.1	71.6	65.7	18.4	30.4
Stop/Veh	1.18	0.67	0.70	1.50	1.30	1.32	1.00	0.93	1.00	1.05	0.31	1.22
Vehicles Entered	726	328	10	4	320	262	9	14	14	410	31	303
Vehicles Exited	730	332	10	4	323	264	9	14	14	408	32	303
Hourly Exit Rate	730	332	10	4	323	264	9	14	14	408	32	303
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

15: Beaumont & Accès Station-*Acadie* Services Performance by movement

Movement	All
Delay / Veh (s)	65.6
Stop/Veh	1.11
Vehicles Entered	2431
Vehicles Exited	2443
Hourly Exit Rate	2443
Denied Entry Before	0
Denied Entry After	0

16: Beaumont & Outremont Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Delay / Veh (s)	5.6	20.7	37.2	71.3	14.2
Stop/Veh	0.23	0.47	0.88	1.00	0.36
Vehicles Entered	782	637	24	35	1478
Vehicles Exited	776	638	25	35	1474
Hourly Exit Rate	776	638	25	35	1474
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

17: Beaumont & Querbes Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	60.9	16.4	24.4	29.1	26.7	21.7	31.4	58.6	6.4	53.6	25.7
Stop/Veh	1.33	0.45	0.53	0.81	0.64	0.63	0.86	0.99	0.08	1.26	0.61
Vehicles Entered	67	761	591	258	11	19	7	121	13	34	1882
Vehicles Exited	67	762	592	259	11	19	7	123	13	34	1887
Hourly Exit Rate	67	762	592	259	11	19	7	123	13	34	1887
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	1	0	0	0	0	0	0	1

18: Beaumont & Parc Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	47.5	8.8	14.2	28.8	27.1	60.6	36.0	16.4	22.2	33.8	18.9	24.2
Stop/Veh	1.06	0.15	0.51	0.80	0.70	1.00	0.81	0.44	1.31	0.82	0.83	0.62
Vehicles Entered	131	66	643	24	23	2	627	814	13	309	6	2658
Vehicles Exited	133	66	642	25	23	2	625	807	13	309	6	2651
Hourly Exit Rate	133	66	642	25	23	2	625	807	13	309	6	2651
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

22: Beaubien & Durocher Performance by movement

Movement	NBR	SBL	SBT	All
Delay / Veh (s)	2.6	0.2	0.6	0.3
Stop/Veh	1.00	0.00	0.00	0.04
Vehicles Entered	5	106	5	116
Vehicles Exited	5	106	5	116
Hourly Exit Rate	5	106	5	116
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

23: Beaubien & Hutchison Performance by movement

Movement	EBT	WBL	WBT	WBR	All
Delay / Veh (s)	0.3	2.5	1.3	0.8	0.5
Stop/Veh	0.00	0.00	0.00	0.00	0.00
Vehicles Entered	115	5	5	54	179
Vehicles Exited	115	5	5	54	179
Hourly Exit Rate	115	5	5	54	179
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

24: Beaubien & Parc Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	74.2	36.0	40.8	128.3	173.6	74.1	99.4	99.5	99.9	49.1	11.1	8.2
Stop/Veh	0.91	0.79	1.00	1.64	1.57	1.47	2.48	1.89	2.01	1.14	0.38	0.42
Vehicles Entered	107	80	8	163	14	169	21	1143	160	327	636	12
Vehicles Exited	108	80	8	168	14	171	21	1138	162	324	635	12
Hourly Exit Rate	108	80	8	168	14	171	21	1138	162	324	635	12
Denied Entry Before	0	0	0	0	0	1	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

24: Beaubien & Parc Performance by movement

Movement	All
Delay / Veh (s)	71.1
Stop/Veh	1.36
Vehicles Entered	2840
Vehicles Exited	2841
Hourly Exit Rate	2841
Denied Entry Before	1
Denied Entry After	0

25: Van Horne & Parc Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	647.2	788.8	63.2	73.6	143.3	147.7	18.6	17.6	196.7
Stop/Veh	0.78	0.89	0.94	1.06	3.17	3.34	0.66	0.70	1.74
Vehicles Entered	702	46	783	115	1366	227	624	168	4031
Vehicles Exited	701	46	785	112	1313	219	627	169	3972
Hourly Exit Rate	701	46	785	112	1313	219	627	169	3972
Denied Entry Before	37	3	0	0	0	0	0	0	40
Denied Entry After	200	14	0	0	6	0	0	0	220

27: Van Horne & Waverly Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Delay / Veh (s)	6.9	6.9	30.4	31.6	8.4
Stop/Veh	0.17	0.34	0.81	0.86	0.28
Vehicles Entered	1024	853	43	75	1995
Vehicles Exited	1024	853	43	76	1996
Hourly Exit Rate	1024	853	43	76	1996
Denied Entry Before	1	0	0	0	1
Denied Entry After	0	0	0	0	0

28: Bernard & Parc Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	130.5	106.9	110.4	115.6	100.0	97.3	145.0	136.0	15.5	29.9	102.7
Stop/Veh	1.99	1.62	1.82	1.78	1.49	1.71	2.20	2.18	0.42	0.92	1.63
Vehicles Entered	68	258	65	49	291	45	1532	139	654	194	3295
Vehicles Exited	67	259	65	49	286	44	1475	137	654	195	3231
Hourly Exit Rate	67	259	65	49	286	44	1475	137	654	195	3231
Denied Entry Before	0	0	0	0	0	0	1	0	0	0	1
Denied Entry After	0	0	0	0	0	0	62	7	0	0	69

33: Rockland & Performance by movement

Movement	WBT	WBR	SBT	SBR	All
Delay / Veh (s)	6.8	17.2	2.1	3.0	10.1
Stop/Veh	0.18	0.39	0.00	0.01	0.20
Vehicles Entered	22	1562	729	737	3050
Vehicles Exited	22	1545	730	734	3031
Hourly Exit Rate	22	1545	730	734	3031
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

35: Beaubien & Esplanade Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	7.6	3.7	4.1	10.2	5.5	3.7	37.6	34.2	38.0	7.6
Stop/Veh	0.45	0.18	0.22	0.69	0.27	0.35	0.90	0.89	0.89	0.29
Vehicles Entered	40	656	18	32	275	23	41	9	55	1149
Vehicles Exited	40	656	18	32	274	23	42	9	55	1149
Hourly Exit Rate	40	656	18	32	274	23	42	9	55	1149
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

37: Manoir & Rockland Performance by movement

Movement	NBR2	SBT	SWL	All
Delay / Veh (s)	0.1	6.1	6.5	6.3
Stop/Veh	0.00	1.00	0.98	0.96
Vehicles Entered	16	74	534	624
Vehicles Exited	16	74	535	625
Hourly Exit Rate	16	74	535	625
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

38: Davaar & Manoir Performance by movement

Movement	SBT	SET	SWT	All
Delay / Veh (s)	0.9	0.1	0.7	0.9
Stop/Veh	0.00	0.00	0.00	0.00
Vehicles Entered	711	16	15	742
Vehicles Exited	709	16	15	740
Hourly Exit Rate	709	16	15	740
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

39: Manoir & McEachran Performance by movement

Movement	NBL2	NBL	NBT	SBR	SBR2	All
Delay / Veh (s)	169.7	173.2	156.3	22.0	29.5	114.7
Stop/Veh	0.60	0.50	1.45	1.20	1.12	0.79
Vehicles Entered	10	913	63	5	660	1651
Vehicles Exited	10	910	62	5	651	1638
Hourly Exit Rate	10	910	62	5	651	1638
Denied Entry Before	0	5	0	0	1	6
Denied Entry After	1	89	5	0	3	98

68: Van Horne & Querbes Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Delay / Veh (s)	660.8	585.3	542.5	60.9	39.4	38.5	38.7	31.7	27.1	263.7
Stop/Veh	5.50	4.26	4.22	1.50	0.81	1.04	0.94	0.81	0.80	2.25
Vehicles Entered	9	711	23	2	882	47	50	47	15	1786
Vehicles Exited	8	688	23	2	885	48	49	47	15	1765
Hourly Exit Rate	8	688	23	2	885	48	49	47	15	1765
Denied Entry Before	0	0	0	0	1	0	0	0	0	1
Denied Entry After	1	137	3	0	2	0	0	0	0	143

600: Rockland & Performance by movement

Movement	WBL	WBT	All
Delay / Veh (s)	2.4	2.3	2.3
Stop/Veh	0.02	0.01	0.02
Vehicles Entered	536	208	744
Vehicles Exited	535	208	743
Hourly Exit Rate	535	208	743
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

601: Rockland & Performance by movement

Movement	SBT	NWT	NWR	All
Delay / Veh (s)	0.3	0.7	0.7	0.6
Stop/Veh	0.00	0.00	0.01	0.01
Vehicles Entered	74	11	196	281
Vehicles Exited	74	11	196	281
Hourly Exit Rate	74	11	196	281
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Total Network Performance

Delay / Veh (s)	216.9
Stop/Veh	3.43
Vehicles Entered	17082
Vehicles Exited	16811
Hourly Exit Rate	16811
Denied Entry Before	50
Denied Entry After	545

Intersection: 1: St-Roch & Acadie

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	TR	LT	T	T
Maximum Queue (m)	51.8	11.9	47.6	48.2	50.4	95.0	99.5	86.5
Average Queue (m)	18.9	8.7	24.8	25.8	27.6	50.5	61.2	36.9
95th Queue (m)	39.1	15.5	43.8	44.4	46.0	85.3	100.6	68.7
Link Distance (m)	336.5		460.2	460.2	460.2	94.5	94.5	94.5
Upstream Blk Time (%)						1	1	0
Queuing Penalty (veh)						0	0	0
Storage Bay Dist (m)		4.0						
Storage Blk Time (%)	34	27						
Queuing Penalty (veh)	17	20						

Intersection: 2: Jean-Talon & Canora

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	T	T	R	L	T	TR	LT	R	T	TR
Maximum Queue (m)	751.8	537.6	69.0	68.8	127.9	121.9	70.5	49.1	49.3	22.7
Average Queue (m)	410.0	383.1	46.6	42.2	55.6	56.3	40.7	15.4	21.6	9.5
95th Queue (m)	736.3	678.2	85.8	73.6	109.8	108.9	74.0	33.0	39.8	23.1
Link Distance (m)	746.1	746.1			505.8	505.8	65.2	65.2	82.3	
Upstream Blk Time (%)	0	0					3			
Queuing Penalty (veh)	0	0					11			
Storage Bay Dist (m)			60.0	60.0						15.0
Storage Blk Time (%)		59	0	3	4			21	4	
Queuing Penalty (veh)		80	1	15	8			23	3	

Intersection: 3: Jean-Talon & Clyde

Movement	EB	EB	WB	WB	WB	NB	SB	SB	SB
Directions Served	T	TR	L	T	T	LR	L	T	TR
Maximum Queue (m)	126.2	122.4	32.7	159.1	149.0	30.9	50.8	43.1	42.6
Average Queue (m)	74.1	75.7	5.6	120.6	116.4	13.6	21.9	21.4	20.5
95th Queue (m)	101.3	102.0	20.3	155.9	152.3	27.0	41.8	34.1	34.6
Link Distance (m)	505.8	505.8		268.6	268.6	78.4	146.2	146.2	146.2
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (m)			30.0						
Storage Blk Time (%)				21					
Queuing Penalty (veh)				4					

Intersection: 4: Dresden & Rockland

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R>	<	LT	T	R
Maximum Queue (m)	56.9	128.5	126.0	13.4	95.6	208.6	204.9	36.3	110.2	126.8	130.0	16.6
Average Queue (m)	31.1	90.4	91.2	6.5	49.1	113.9	117.5	29.1	60.9	119.7	116.9	8.4
95th Queue (m)	51.3	125.9	125.9	13.8	84.0	195.0	196.0	41.4	107.7	134.9	138.7	17.7
Link Distance (m)		268.6	268.6		406.5	406.5	406.5		119.4	119.4	119.4	
Upstream Blk Time (%)									1	18	12	
Queuing Penalty (veh)									5	69	46	
Storage Bay Dist (m)	225.0			5.0				25.0				5.0
Storage Blk Time (%)			48	3			38	31			62	10
Queuing Penalty (veh)			20	16			103	137			22	35

Intersection: 4: Dresden & Rockland

Movement	SB	SB	SB	SE
Directions Served	T	TR	R>	>
Maximum Queue (m)	107.2	100.8	6.2	9.9
Average Queue (m)	63.9	56.7	0.4	1.2
95th Queue (m)	96.9	88.4	3.7	5.9
Link Distance (m)	202.0	202.0		192.4
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)			5.0	
Storage Blk Time (%)		73	1	
Queuing Penalty (veh)		8	3	

Intersection: 5: Graham & Acadie

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LT	T	R	T	T	R	T	TR	L	T	R
Maximum Queue (m)	140.3	140.6	39.0	132.5	165.6	67.8	126.4	126.0	120.1	138.5	109.9
Average Queue (m)	91.6	86.1	8.0	26.5	45.4	46.3	70.8	72.2	46.5	69.4	61.3
95th Queue (m)	143.6	139.5	29.6	77.7	133.7	78.8	119.1	119.3	97.6	115.1	97.6
Link Distance (m)	406.5	406.5		155.0	155.0		198.5	198.5	460.2	460.2	460.2
Upstream Blk Time (%)				0	1						
Queuing Penalty (veh)				0	6						
Storage Bay Dist (m)			30.0			60.0					
Storage Blk Time (%)		31	0			11					
Queuing Penalty (veh)		12	0			36					

Intersection: 6: Jean-Talon & Wiseman

Movement	EB	EB	WB	WB	WB	NB
Directions Served	LT	T	T	T	R	LTR
Maximum Queue (m)	157.2	154.8	142.2	164.7	22.7	123.3
Average Queue (m)	90.5	77.9	44.9	69.4	6.7	98.6
95th Queue (m)	150.7	140.4	101.2	134.0	20.3	152.3
Link Distance (m)	155.0	155.0	172.1	172.1		117.5
Upstream Blk Time (%)	1	0		0		42
Queuing Penalty (veh)	3	1		2		0
Storage Bay Dist (m)					14.9	
Storage Blk Time (%)				26	1	
Queuing Penalty (veh)				17	6	

Intersection: 7: Jean-Talon & Bloomfield

Movement	EB	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	T	R	LT	T	L	T	R
Maximum Queue (m)	57.5	66.4	23.4	68.3	70.7	17.4	86.2	40.9
Average Queue (m)	27.1	29.9	4.6	27.2	28.7	13.8	27.5	14.3
95th Queue (m)	51.4	53.8	17.9	51.0	54.3	20.8	65.7	33.3
Link Distance (m)	172.1	172.1		117.4	117.4		171.8	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (m)			15.6			8.7		32.0
Storage Blk Time (%)		15	0			52	39	2
Queuing Penalty (veh)		5	1			65	52	4

Intersection: 8: Jean-Talon & Querbes

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	T	R	L	T	R	L	T
Maximum Queue (m)	9.8	71.4	65.6	19.8	330.5	296.9	26.1	9.7	117.3	9.9	11.7	91.0
Average Queue (m)	6.3	25.6	23.8	3.5	139.7	88.5	19.2	4.6	59.3	5.3	7.3	31.2
95th Queue (m)	12.6	52.4	50.8	13.4	338.3	195.7	30.5	11.4	110.9	12.3	12.6	75.7
Link Distance (m)		117.4	117.4		325.9	325.9			294.9			186.8
Upstream Blk Time (%)					1	0						
Queuing Penalty (veh)					0	0						
Storage Bay Dist (m)	2.0			17.0			17.0	2.0		2.0	2.0	
Storage Blk Time (%)	35	23	8	0			24	15	14	43	13	37
Queuing Penalty (veh)	161	8	3	2			45	101	51	25	49	65

Intersection: 8: Jean-Talon & Querbes

Movement	SB
Directions Served	R
Maximum Queue (m)	20.7
Average Queue (m)	9.7
95th Queue (m)	22.7
Link Distance (m)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	11.7
Storage Blk Time (%)	10
Queuing Penalty (veh)	19

Intersection: 13: Bates & Wilderton

Movement	WB	WB	NB	NB	NB	SB	SB
Directions Served	T	R	L	T	TR	R	R
Maximum Queue (m)	63.8	27.1	39.6	118.7	105.5	47.1	43.6
Average Queue (m)	23.2	16.8	5.4	50.7	43.2	22.3	22.9
95th Queue (m)	46.9	27.4	21.7	108.3	96.9	39.7	39.0
Link Distance (m)	859.7			154.7	154.7	65.2	65.2
Upstream Blk Time (%)				3	1	0	
Queuing Penalty (veh)				0	0	0	
Storage Bay Dist (m)		15.0	50.0				
Storage Blk Time (%)	20	13		12			
Queuing Penalty (veh)	19	20		3			

Intersection: 14: Beaumont &

Movement	WB	WB	WB	NB	NB	SB	SB	NW	NW
Directions Served	<	<L	R	T	R	T	TR	R	>
Maximum Queue (m)	97.8	140.3	138.3	295.2	295.5	67.3	59.9	54.9	32.0
Average Queue (m)	55.2	46.4	53.5	210.2	191.1	39.9	34.3	26.5	10.6
95th Queue (m)	86.6	100.7	119.3	359.5	372.3	66.2	59.9	49.1	25.4
Link Distance (m)		413.1	413.1	275.4	275.4	119.4	119.4	58.2	58.2
Upstream Blk Time (%)				22	19			1	
Queuing Penalty (veh)				185	156			0	
Storage Bay Dist (m)	150.0								
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 15: Beaumont & Accès Station-Services

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	LT	TR	LT	R	LT	TR	L	LT	R
Maximum Queue (m)	161.9	201.5	132.0	230.1	57.9	18.5	20.6	189.4	56.2	52.0
Average Queue (m)	94.6	99.1	51.1	151.8	42.5	6.4	5.4	88.8	45.4	37.4
95th Queue (m)	164.9	176.6	104.3	266.6	73.4	16.2	15.8	178.8	62.5	57.7
Link Distance (m)		413.1	413.1	214.2		59.4	59.4	198.5		
Upstream Blk Time (%)				14				1		
Queuing Penalty (veh)				82				6		
Storage Bay Dist (m)	175.0				50.0				40.0	40.0
Storage Blk Time (%)	1	1		47	3			27	20	6
Queuing Penalty (veh)	6	5		133	7			141	40	13

Intersection: 16: Beaumont & Outremont

Movement	EB	EB	WB	SB	SB
Directions Served	T	T	T	L	R
Maximum Queue (m)	62.3	51.1	173.8	17.4	54.1
Average Queue (m)	19.2	18.1	61.8	5.4	8.9
95th Queue (m)	50.3	44.8	179.3	14.0	36.7
Link Distance (m)	214.2	214.2	252.4	134.9	134.9
Upstream Blk Time (%)			1		
Queuing Penalty (veh)			7		
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 17: Beaumont & Querbes

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	LT	TR	LT	R	LTR	LT	R
Maximum Queue (m)	91.2	91.5	169.7	25.8	20.7	66.9	16.6
Average Queue (m)	45.5	38.1	80.3	19.1	6.8	32.6	7.8
95th Queue (m)	80.0	74.8	155.1	28.8	17.6	57.7	16.5
Link Distance (m)	252.4	252.4	202.9		54.2	294.9	
Upstream Blk Time (%)			0				
Queuing Penalty (veh)			1				
Storage Bay Dist (m)				15.0			4.7
Storage Blk Time (%)			24	17		63	22
Queuing Penalty (veh)			65	109		22	28

Intersection: 18: Beaumont & Parc

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	R	LT	T	R
Maximum Queue (m)	64.3	148.3	21.5	6.7	198.9	152.2	8.8	61.8	38.2	8.9
Average Queue (m)	28.3	51.1	7.9	0.7	88.8	65.6	2.9	34.1	17.1	1.4
95th Queue (m)	53.4	113.4	18.1	4.3	157.5	129.4	9.5	52.8	31.0	6.3
Link Distance (m)	202.9	202.9	227.2		445.6	445.6		341.3	341.3	
Upstream Blk Time (%)		0								
Queuing Penalty (veh)		0								
Storage Bay Dist (m)				2.0			2.0			30.0
Storage Blk Time (%)			26	3		24	3		1	
Queuing Penalty (veh)			0	1		3	25		0	

Intersection: 22: Beaubien & Durocher

Movement	NB
Directions Served	R
Maximum Queue (m)	9.3
Average Queue (m)	1.3
95th Queue (m)	6.6
Link Distance (m)	47.3
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 23: Beaubien & Hutchison

Movement	EB	WB
Directions Served	LT	L
Maximum Queue (m)	1.4	3.5
Average Queue (m)	0.1	0.1
95th Queue (m)	1.1	1.8
Link Distance (m)	65.9	72.0
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24: Beaubien & Parc

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (m)	54.2	36.8	12.8	150.0	41.1	25.5	235.3	236.8	85.8	179.8	90.2
Average Queue (m)	26.8	16.3	3.1	84.2	31.3	5.3	210.6	209.7	55.0	47.4	15.4
95th Queue (m)	51.6	32.6	10.8	153.9	48.6	17.7	258.9	260.1	87.3	113.1	56.3
Link Distance (m)	72.0	72.0		156.2			219.1	219.1		445.6	445.6
Upstream Blk Time (%)	1			1			8	8			
Queuing Penalty (veh)	0			3			58	55			
Storage Bay Dist (m)			5.0		30.0	16.0			75.0		
Storage Blk Time (%)		36	7	52	5	0	58		6	0	
Queuing Penalty (veh)		3	5	92	10	3	14		21	0	

Intersection: 25: Van Horne & Parc

Movement	EB	EB	B9	WB	WB	B26	B26	NB	NB	SB	SB
Directions Served	T	R	T	T	TR	T	T	T	TR	T	R
Maximum Queue (m)	94.3	26.2	156.9	94.9	92.9	109.2	109.6	433.2	427.6	157.8	58.2
Average Queue (m)	93.6	8.2	146.4	80.5	71.9	38.2	37.5	341.0	342.7	77.9	23.6
95th Queue (m)	95.7	19.0	185.2	106.7	113.9	119.2	119.6	520.3	519.7	132.7	44.4
Link Distance (m)	72.6	72.6	147.1	71.4	71.4	146.0	146.0	411.5	411.5	219.1	219.1
Upstream Blk Time (%)	57		30	43	36	1	1	8	9		
Queuing Penalty (veh)	254		271	191	157	5	5	68	74		
Storage Bay Dist (m)											
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 27: Van Horne & Waverly

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	TR	T	T	L	R
Maximum Queue (m)	43.8	36.8	63.0	59.3	20.1	42.5
Average Queue (m)	21.4	17.5	29.7	27.4	8.1	16.0
95th Queue (m)	33.8	33.3	49.7	47.7	18.6	34.2
Link Distance (m)	146.0		96.4	96.4	162.2	162.2
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (m)		30.0				
Storage Blk Time (%)	1	0				
Queuing Penalty (veh)	8	2				

Intersection: 28: Bernard & Parc

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	T	T	R	T	R
Maximum Queue (m)	9.8	284.0	44.8	11.8	190.3	39.0	384.0	381.0	59.6	161.0	57.8
Average Queue (m)	8.2	110.3	18.1	7.7	105.9	12.9	294.3	238.7	28.3	57.8	30.6
95th Queue (m)	12.7	269.4	46.4	12.9	225.8	36.1	504.6	473.2	65.1	124.9	58.9
Link Distance (m)		373.1			229.2		373.6	373.6		411.5	
Upstream Blk Time (%)		2			4		20	19			
Queuing Penalty (veh)		0			0		0	0			
Storage Bay Dist (m)	2.0		37.0	2.0		30.0			50.0		50.0
Storage Blk Time (%)	44	51	0	40	53	0		37	0	4	1
Queuing Penalty (veh)	144	70	1	124	47	2		52	0	7	7

Intersection: 33: Rockland &

Movement	WB	WB
Directions Served	R	R
Maximum Queue (m)	132.8	129.9
Average Queue (m)	47.5	42.1
95th Queue (m)	154.8	147.3
Link Distance (m)	152.6	152.6
Upstream Blk Time (%)	6	5
Queuing Penalty (veh)	49	42
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 35: Beaubien & Esplanade

Movement	EB	EB	WB	WB	NB
Directions Served	LT	TR	LT	R	LTR
Maximum Queue (m)	31.7	31.2	50.4	13.2	43.4
Average Queue (m)	14.1	12.9	18.2	2.5	21.0
95th Queue (m)	26.6	26.3	39.2	9.7	36.4
Link Distance (m)	156.2	156.2	183.2	183.2	127.4
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 37: Manoir & Rockland

Movement	SB	SW
Directions Served	T	L
Maximum Queue (m)	15.4	43.5
Average Queue (m)	9.4	24.4
95th Queue (m)	15.4	39.7
Link Distance (m)	43.5	21.6
Upstream Blk Time (%)		9
Queuing Penalty (veh)		51
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 38: Davaar & Manoir

Movement	SB
Directions Served	T
Maximum Queue (m)	3.0
Average Queue (m)	0.1
95th Queue (m)	1.6
Link Distance (m)	91.0
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 39: Manoir & McEachran

Movement	NB	NB	SB	SB
Directions Served	<L	T	R	>
Maximum Queue (m)	170.4	63.6	137.5	40.5
Average Queue (m)	157.7	46.5	28.8	25.5
95th Queue (m)	199.5	83.6	122.3	39.4
Link Distance (m)	160.0		163.2	
Upstream Blk Time (%)	67		2	
Queuing Penalty (veh)	0		0	
Storage Bay Dist (m)		50.0		30.0
Storage Blk Time (%)	86	0		18
Queuing Penalty (veh)	57	2		1

Intersection: 68: Van Horne & Querbes

Movement	EB	EB	WB	WB	B9	B9	SB
Directions Served	LT	R	LT	R	T		LTR
Maximum Queue (m)	550.0	24.0	167.6	22.6	101.4	74.3	44.8
Average Queue (m)	513.3	2.3	129.5	5.7	18.2	7.3	16.8
95th Queue (m)	661.2	13.0	170.0	18.4	76.6	46.6	34.7
Link Distance (m)	539.6		147.1		72.6	72.6	154.6
Upstream Blk Time (%)	49		7		2	0	
Queuing Penalty (veh)	0		65		10	1	
Storage Bay Dist (m)		15.0		15.0			
Storage Blk Time (%)	57	0	46	3			
Queuing Penalty (veh)	15	2	21	21			

Intersection: 600: Rockland &

Movement	WB
Directions Served	LT
Maximum Queue (m)	26.5
Average Queue (m)	2.1
95th Queue (m)	15.5
Link Distance (m)	57.6
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

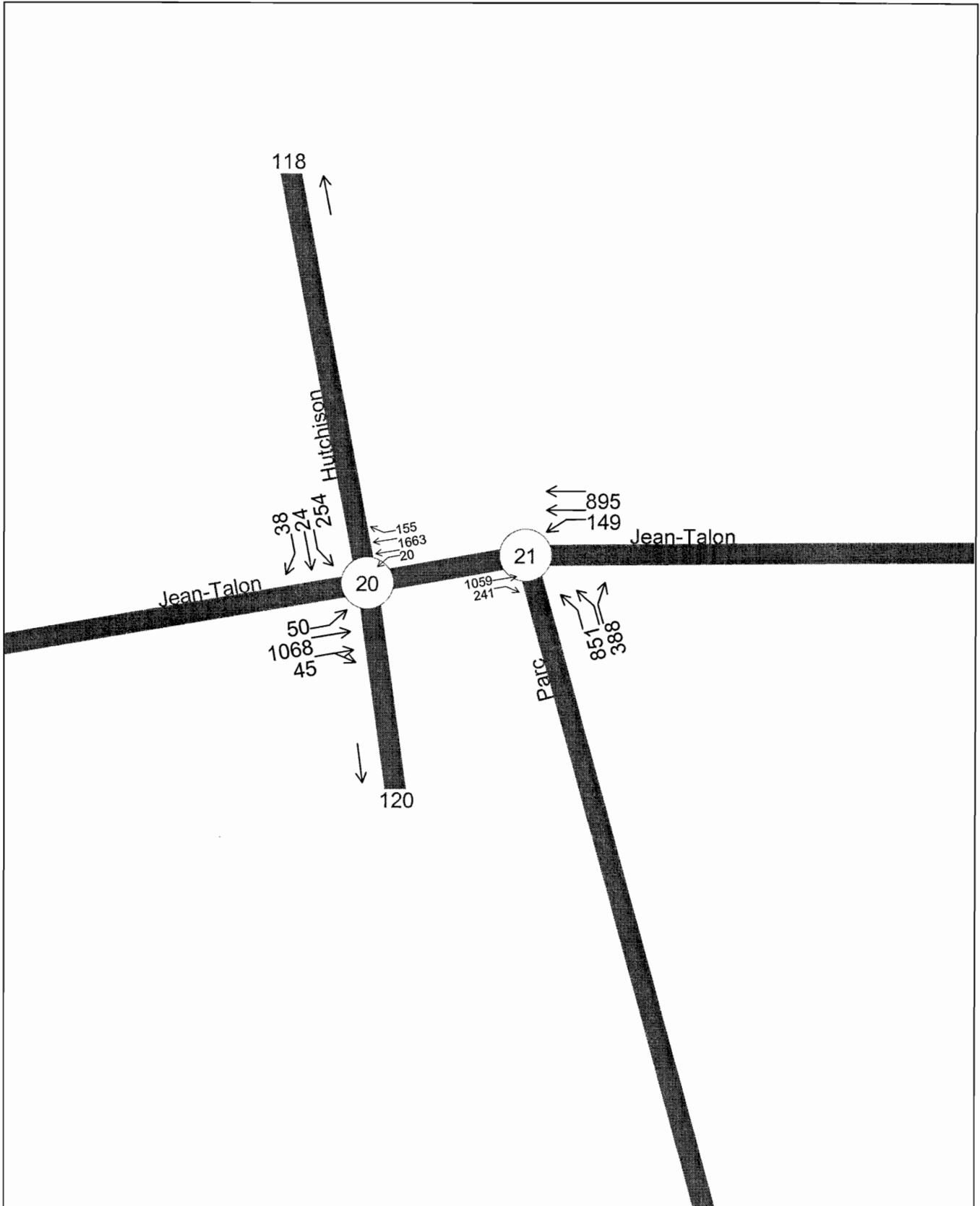
Intersection: 601: Rockland &

Movement

Directions Served
Maximum Queue (m)
Average Queue (m)
95th Queue (m)
Link Distance (m)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (m)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 4593



Timings
20: Jean-Talon & Hutchison

Actual
Pointe PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1665	3485	0	1662	3455	1357	0	0	0	1604	1773	1418
Flt Permitted	0.087			0.121						0.950		
Satd. Flow (perm)	152	3485	0	212	3455	648	0	0	0	1604	1773	1213
Satd. Flow (RTOR)												
Volume (vph)	50	1068	45	20	1663	155	0	0	0	254	24	38
Lane Group Flow (vph)	54	1210	0	22	1751	172	0	0	0	302	26	42
Turn Type	Perm			D.P+P		custom				Split		custom
Protected Phases		2		3 1	2 3 1					4 9	4 9	
Permitted Phases	2			2		2 1						4
Total Split (s)	48.0	48.0	0.0	16.0	64.0	55.0	0.0	0.0	0.0	26.0	26.0	17.0
Act Effct Green (s)	46.0	46.0		60.0	62.0	53.0				24.0	24.0	15.0
Actuated g/C Ratio	0.51	0.51		0.67	0.69	0.59				0.27	0.27	0.17
v/c Ratio	0.69	0.68		0.06	0.74	0.45				0.71	0.05	0.21
Control Delay	65.3	18.9		5.0	15.1	17.5				40.2	25.1	35.4
Queue Delay	0.0	0.7		0.0	0.8	2.1				90.0	0.0	0.0
Total Delay	65.3	19.6		5.0	16.0	19.6				130.2	25.1	35.4
LOS	E	B		A	B	B				F	C	D
Approach Delay		21.5			16.1						112.0	
Approach LOS		C			B						F	
Queue Length 50th (m)	7.1	82.4		1.5	149.7	19.3				49.6	3.5	6.7
Queue Length 95th (m)	#29.9	105.8		m2.0	176.6	m39.1				72.5	9.9	16.3
Internal Link Dist (m)		331.4			37.0			59.5			139.8	
Turn Bay Length (m)	40.0			25.0		55.0						2.0
Base Capacity (vph)	78	1781		367	2380	382				428	473	202
Starvation Cap Reductn	0	0		0	322	108				0	0	0
Spillback Cap Reductn	0	247		0	0	0				172	0	0
Storage Cap Reductn	0	0		0	0	0				0	0	0
Reduced v/c Ratio	0.69	0.79		0.06	0.85	0.63				1.18	0.05	0.21

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 89 (99%), Referenced to phase 2:EBWB and 6:, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1,31
 Intersection Signal Delay: 28,0
 Intersection Capacity Utilization 69,3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Jean-Talon & Hutchison

#20 	#20 	#20 	#20 	#20 	#20 	#20 	#20 	#20 	#20 	#20 	#20
ø1	ø2		ø9	ø4		ø3					
7 s	48 s		9 s	17 s		9 s					
#21 	#21 	#21 	#21 	#21 	#21 	#21 	#21 	#21 	#21 	#21 	#21
ø5	ø6		ø10	ø8							
11 s	44 s		8 s	26 s							

Lane Group	ø1	ø3	ø5	ø6	ø8	ø9	ø10
Lane Configurations							
Total Lost Time (s)							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Satd. Flow (RTOR)							
Volume (vph)							
Lane Group Flow (vph)							
Turn Type							
Protected Phases	1	3	5	6	8	9	10
Permitted Phases							
Total Split (s)	7.0	9.0	11.0	44.0	26.0	9.0	9.0
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (m)							
Queue Length 95th (m)							
Internal Link Dist (m)							
Turn Bay Length (m)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							
Intersection Summary							

							ø1	ø2	ø3	ø4	ø8	ø9
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR						
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0						
Satd. Flow (prot)	1798	1518	1631	3388	3249	1495						
Flt Permitted			0.095		0.950							
Satd. Flow (perm)	1798	1029	160	3388	1917	1430						
Satd. Flow (RTOR)												
Volume (vph)	1059	241	149	895	851	388						
Lane Group Flow (vph)	1103	262	186	984	886	491						
Turn Type		pm+ov	D,P+P			custom						
Protected Phases	6	8 10	5	6 5	8 10	5	1	2	3	4	8	9
Permitted Phases		6	6			8						
Total Split (s)	44.0	35.0	11.0	55.0	35.0	11.0	7.0	48.0	9.0	17.0	26.0	9.0
Act Effct Green (s)	42.0	75.0	51.0	53.0	33.0	33.0						
Actuated g/C Ratio	0.47	0.83	0.57	0.59	0.37	0.37						
v/c Ratio	1.31	0.25	0.78	0.49	0.74	0.92						
Control Delay	168.4	0.4	41.1	11.8	29.5	52.2						
Queue Delay	0.0	0.6	0.0	0.0	521.2	0.0						
Total Delay	168.4	1.0	41.1	11.8	550.7	52.2						
LOS	F	A	D	B	F	D						
Approach Delay	136.3			16.5	372.9							
Approach LOS	F			B	F							
Queue Length 50th (m)	~265.6	0.0	18.1	50.3	71.1	79.7						
Queue Length 95th (m)	#344.8	m0.0	#40.0	65.5	93.9	#112.0						
Internal Link Dist (m)	37.0			193.6	342.4							
Turn Bay Length (m)			70.0			190.0						
Base Capacity (vph)	839	1037	238	1995	1191	531						
Starvation Cap Reductn	0	453	0	0	0	0						
Spillback Cap Reductn	0	0	0	81	780	0						
Storage Cap Reductn	0	0	0	0	0	0						
Reduced v/c Ratio	1,31	0,45	0,78	0,51	2,16	0,92						

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 89 (99%), Referenced to phase 2:EBWB and 6.; Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1,31
 Intersection Signal Delay: 183,7
 Intersection Capacity Utilization 98,3%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: Jean-Talon & Parc

#20 	#20 	#20 	#20 	#20
ø1	ø2	ø9	ø4	ø3
7 s	48 s	9 s	17 s	9 s
#21 	#21 	#21 	#21 	
ø5	ø6	ø10	ø8	
11 s	44 s	9 s	26 s	

Lane Group	ø10
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	10
Permitted Phases	
Total Split (s)	9.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

20: Jean-Talon & Hutchison Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	25.7	8.0	2623.7	189.0
Stop/Veh	0.61	0.26	2.30	0.55
Vehicles Entered	1135	1238	167	2540
Vehicles Exited	1132	1237	168	2537
Hourly Exit Rate	1132	1237	168	2537
Denied Entry Before	0	0	22	22
Denied Entry After	0	0	169	169

21: Jean-Talon & Parc Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	7.3	15.8	6340.1	904.5
Stop/Veh	0.17	0.39	6.06	1.09
Vehicles Entered	1185	1031	360	2576
Vehicles Exited	1185	1028	368	2581
Hourly Exit Rate	1185	1028	368	2581
Denied Entry Before	0	0	78	78
Denied Entry After	0	1	976	977

Total Network Performance

Delay / Veh (s)	1006.2
Stop/Veh	1.50
Vehicles Entered	2799
Vehicles Exited	2800
Hourly Exit Rate	2800
Denied Entry Before	100
Denied Entry After	1146

20: Jean-Talon & Hutchison Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Delay / Veh (s)	37.5	25.6	12.9	25.2	7.7	9.2	2764.2	1969.9	2179.6	189.0
Stop/Veh	1.19	0.59	0.39	1.00	0.23	0.47	2.65	0.93	1.05	0.55
Vehicles Entered	47	1047	41	14	1119	105	133	14	20	2540
Vehicles Exited	47	1044	41	14	1118	105	133	15	20	2537
Hourly Exit Rate	47	1044	41	14	1118	105	133	15	20	2537
Denied Entry Before	0	0	0	0	0	0	17	2	3	22
Denied Entry After	0	0	0	0	0	0	137	12	20	169

21: Jean-Talon & Parc Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Delay / Veh (s)	8.3	2.7	54.7	9.4	6354.1	6248.9	904.5
Stop/Veh	0.15	0.28	1.03	0.29	7.14	3.49	1.09
Vehicles Entered	977	208	144	887	253	107	2576
Vehicles Exited	976	209	145	883	258	110	2581
Hourly Exit Rate	976	209	145	883	258	110	2581
Denied Entry Before	0	0	0	0	58	20	78
Denied Entry After	0	0	1	0	669	307	977

Total Network Performance

Delay / Veh (s)	1006.2
Stop/Veh	1.50
Vehicles Entered	2799
Vehicles Exited	2800
Hourly Exit Rate	2800
Denied Entry Before	100
Denied Entry After	1146

Intersection: 20: Jean-Talon & Hutchison

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	R
Maximum Queue (m)	41.3	315.3	92.1	29.1	49.7	50.9	38.0	155.5	57.5	9.9
Average Queue (m)	8.3	169.4	23.8	3.9	38.1	35.1	13.3	150.9	11.2	5.2
95th Queue (m)	23.2	273.1	61.3	16.9	62.3	60.3	34.0	154.9	36.1	12.3
Link Distance (m)		343.2	343.2		40.4	40.4		147.1	147.1	
Upstream Blk Time (%)		0		0	14	12	0	93	0	
Queuing Penalty (veh)		0		0	124	104	0	0	0	
Storage Bay Dist (m)	40.0			25.0			55.0			2.0
Storage Blk Time (%)		28		0	15	12	0		31	41
Queuing Penalty (veh)		14		0	3	18	2		12	10

Intersection: 21: Jean-Talon & Parc

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	R	L	T	T	L	L	R
Maximum Queue (m)	49.6	44.9	62.5	82.6	86.4	359.6	362.1	234.0
Average Queue (m)	44.1	14.8	30.4	37.9	37.8	351.6	356.7	136.3
95th Queue (m)	56.8	35.1	58.0	70.7	71.3	366.9	361.4	277.4
Link Distance (m)	40.4	40.4		203.2	203.2	352.8	352.8	
Upstream Blk Time (%)	27	0				44	81	
Queuing Penalty (veh)	176	1				0	0	
Storage Bay Dist (m)			70.0					190.0
Storage Blk Time (%)			1	0			88	0
Queuing Penalty (veh)			4	0			343	0

Network Summary

Network wide Queuing Penalty: 813