I R E C T I O N

DE L'ÎLE-DE-MONTRÉAL

162 **DA21.1**

Modernisation de la rue Notre-Dame à Montréal
par le ministère des Transports

Montréal **AUD6211 06 057**

Étude d'option et variantes de tracé du du projet de raccordement des autoroutes 720 et 25

Rapport d'étude - Documents annexes A à G

Transports Québec

ROCHE
DELUC
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DIRECTION
DE L'ÎLE-DE-MONTRÉAL

Étude d'option et variantes de tracé du du projet de raccordement des autoroutes 720 et 25

Rapport d'étude - Documents annexes A à G

Projet: 5200-95-AA01

Janvier 1996

Transports Québec

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Annexe A

Date de relevés des comptages

DATE DES COMPTAGES BRUTS

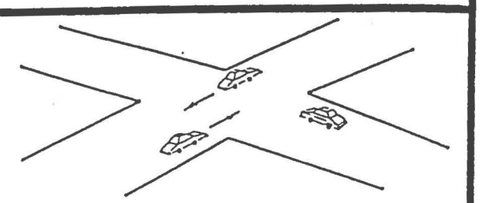
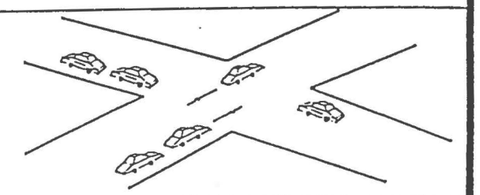
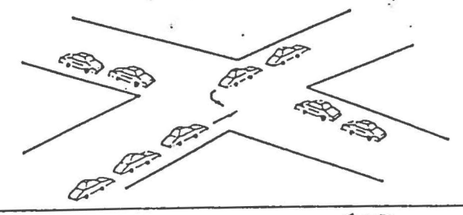
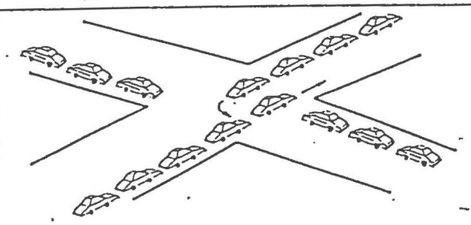
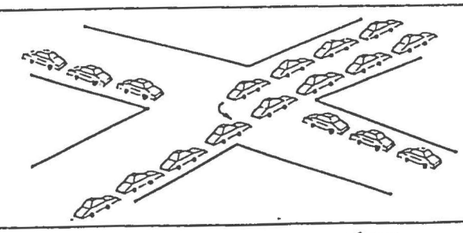
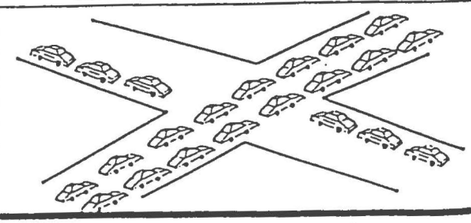
INTERSECTION		DATE							
		POINTE AM				POINTE PM			
AXE N-S	AXE E-O	AN	MOIS	JOUR	JOUR SEM	AN	MOIS	JOUR	JOUR SEM
IB	ND	1988	6	14	MARDI	1988	6	16	JEUDI
FR	ND	1988	6	17	VENDREDI	1988	6	13	LUNDI
JD	ND	1989	4	13	JEUDI	1989	4	12	MERCREDI
SC	ND	1991	12	20	VENDREDI	1992	1	6	LUNDI
DI	ND	1991	2	8	VENDREDI	1991	2	4	LUNDI
FU	ND	1992	9	11	VENDREDI	1992	9	9	MERCREDI
BO	ND	1992	10	16	VENDREDI	1992	10	19	LUNDI
HB	ND	1992	10	30	VENDREDI	1992	10	28	MERCREDI
CU	ND	1992	9	18	VENDREDI	1992	9	14	LUNDI
PI	ND	1991	6	20	JEUDI	1991	6	19	MERCREDI
HA	ND	1992	10	29	JEUDI	1992	10	7	MERCREDI
DA	ND	1995	6	6	MARDI	1995	6	6	MARDI
JD	HO	1986	6	27	VENDREDI	1986	6	26	JEUDI
HA	HO	1993	9	16	JEUDI	1993	9	13	LUNDI
CU	HO	1995	7	7	VENDREDI	1995	7	7	VENDREDI
BE	HO	1990	10	5	VENDREDI	1990	10	1	LUNDI
DA	HO	1995	4	13	JEUDI	1995	4	13	JEUDI
PI	HO	1990	5	18	VENDREDI	1990	5	14	LUNDI
VI	HO	1988	2	24	MERCREDI	1988	2	17	MERCREDI
DI	HO	1991	2	22	VENDREDI	1991	2	18	LUNDI
LA	HO	1993	2	4	JEUDI	1993	2	2	MARDI
SC	HO	1993	1	8	VENDREDI	1993	1	13	MERCREDI
IB	HO	1995	5	9	MARDI	1995	5	9	MARDI
FR	HO	1995	5	9	MARDI	1995	5	9	MARDI
VI	SH	1989	9	1	VENDREDI	1989	8	30	MERCREDI
DI	SH	1990	6	29	VENDREDI	1990	6	27	MERCREDI
PI	SH	1995	6	7	JEUDI	1995	6	7	JEUDI
LA	SH	1994	10	5	MERCREDI	1994	10	5	MERCREDI
PA	RL	1994	6	7	MARDI	1994	6	6	LUNDI
CU	TE	1992	9	25	VENDREDI	1992	9	21	LUNDI

Annexe B

Simulations HCS

ILLUSTRATION ET DESCRIPTION DES NIVEAUX DE SERVICE AUX INTERSECTIONS AVEC FEUX

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

Niveau de service	Description	Illustration
A	*Délai très court, moins de 5 secondes par véhicule. Ces conditions sont extrêmement favorables et la plupart des véhicules arrivent durant la phase verte. Des cycles de feux courts contribuent à cet état.* *La plupart des véhicules n'arrête pas.*	
B	*Délai moyen entre 5 et 15 secondes par véhicule. La circulation reste fluide et les cycles de feux courts contribuent à cet état.* *Plus de véhicules arrêtent qu'au niveau de service A, ce qui engendre un délai moyen légèrement plus élevé.*	
C	*Le délai moyen se situe entre 15 et 25 secondes par véhicule. Cette augmentation du délai peut résulter d'un volume de circulation plus élevé qu'aux niveaux de service précédents ou de cycles de feux plus longs.* *Le nombre de véhicules qui arrêtent est significatif même si plusieurs arrivent à passer l'intersection sans arrêter.*	
D	*Délai moyen dans la gamme de 25 à 40 secondes par véhicule. La congestion se fait sentir. Le délai moyen plus long peut résulter d'un rapport volume/capacité élevé, de cycles de feux longs.* *Plusieurs véhicules arrêtent, et la proportion de véhicules qui passent sans arrêter diminue rapidement. Plusieur cycles n'arrivent pas à écouler leurs files d'attente.*	
E	*Le délai moyen est de l'ordre de 40 à 60 secondes par véhicule. Ceci est considéré comme la limite acceptable de délai. Ce délai élevé résulte d'un rapport volume/capacité très élevé, de longues durées de cycle de feux et la congestion est forte.* *Plusieurs cycles sont déficitaires.*	
F	*Le délai moyen par véhicule dépasse 60 secondes. Ceci est considéré inacceptable par la majorité des conducteurs. Il y a sursaturation, le flot de véhicules arrivants 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.*	

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-27-1995

Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) IBERVILLE FRONTENAC

Analyst: C CARETTE File Name: IFNDOPAM.HC9

Area Type: Other 6-16-88 AM

Comment: ESSAI POUR LES CONJUGUER EN UN SEUL CARREFOUR

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3 <			3 <			> 1 <		2		2
Volumes	463	1830	1		2695	45	2	3	1	51		1069
Lane Width	12.0	12.0			12.0			12.0		12.0		12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru	*	*	*		Thru *			
Right	*	*	*		Right *			
Peds					Peds			
WB Left					SB Left *			
Thru		*			Thru			
Right		*			Right *			
Peds					Peds			
NB Right					EB Right			
SB Right	*		*		WB Right			
Green	31.0P	61.0P	6.0P		Green 6.0P			
Yellow/AR	4.0	4.0	4.0		Yellow/AR 4.0			

Cycle Length: 120 secs Phase combination order: #1 #2 #3 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	472	1770	1.032	0.267	74.2	F	14.6	B
	TR	4983	5588	0.425	0.892	0.9	A		
WB	TR	2878	5571	1.102	0.517	*	*	*	*
NB	LTR	94	1607	0.064	0.058	40.6	E	40.6	E
SB	L	196	3358	0.286	0.058	41.3	E	42.4	E
	R	1293	3167	0.983	0.408	42.4	E		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasable.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-27-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) IBERVILLE FRONTENAC
Analyst: C CARETTE File Name: IFNDOPPM.HC9
Area Type: Other 6-16-88 PM
Comment: ESSAI POUR LES CONJUGUER EN UN SEUL CARREFOUR

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3 <			3 <			> 1 <		2		2
Volumes	803	4390	1		2042	89	1	3	1	91		550
Lane Width	12.0	12.0			12.0			12.0		12.0		12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru	*	*	*		Thru *			
Right	*	*	*		Right *			
Peds					Peds			
WB Left					SB Left *			
Thru		*			Thru			
Right		*			Right *			
Peds					Peds			
NB Right					EB Right			
SB Right	*		*		WB Right			
Green	42.0P	50.0P	6.0P		Green 6.0P			
Yellow/AR	4.0	4.0	4.0		Yellow/AR 4.0			

Cycle Length: 120 secs Phase combination order: #1 #2 #3 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	634	1770	1.332	0.358	*	*	*	*
	TR	4983	5588	1.020	0.892	19.5	C		
WB	TR	2360	5553	1.045	0.425	52.9	E	52.9	E
NB	LTR	94	1610	0.053	0.058	40.6	E	40.6	E
SB	L	196	3367	0.504	0.058	43.4	E	18.3	C
	R	1584	3167	0.413	0.500	14.5	B		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasable.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-27-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) IBERVILLE FRONTENAC
Analyst: C CARETTE File Name: IFNDOPAM.HC9
Area Type: Other 6-16-88 AM
Comment: ESSAI POUR LES CONJUGUER EN UN SEUL CARREFOUR - SATURATION 2000

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	<		3	<		> 1	<	2		2
Volumes	463	1830	1		2695	45	2	3	1	51		1069
Lane Width	12.0	12.0			12.0			12.0		12.0		12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00		3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*	*	*		Thru	*			
Right	*	*	*		Right	*			
Peds					Peds				
WB Left					SB Left	*			
Thru		*			Thru				
Right		*			Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right	*		*		WB Right				
Green	31.0P	61.0P	6.0P		Green	6.0P			
Yellow/AR	4.0	4.0	4.0		Yellow/AR	4.0			

Cycle Length: 120 secs Phase combination order: #1 #2 #3 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	497	1862	0.981	0.267	59.8	E	11.9	B
	TR	5243	5880	0.404	0.892	0.9	A		
WB	TR	3038	5880	1.044	0.517	46.6	E	46.6	E
NB	LTR	99	1690	0.061	0.058	40.6	E	40.6	E
SB	L	206	3528	0.272	0.058	41.3	E	34.8	D
	R	1361	3332	0.934	0.408	34.6	D		

Intersection Delay = 31.7 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.969

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-27-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) IBERVILLE FRONTENAC
Analyst: C CARETTE File Name: IFNDOPPM.HC9
Area Type: Other 6-16-88 PM
Comment: ESSAI POUR LES CONJUGUER EN UN SEUL CARREFOUR - SATURATION 2000

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3 <			3 <			> 1 <		2		2
Volumes	803	4390	1		2042	89	1	3	1	91		550
Lane Width	12.0	12.0			12.0			12.0		12.0		12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru	*	*	*		Thru *			
Right	*	*	*		Right *			
Peds					Peds			
WB Left					SB Left *			
Thru		*			Thru			
Right		*			Right *			
Peds					Peds			
NB Right					EB Right			
SB Right	*		*		WB Right			
Green	44.0P	48.0P	6.0P		Green 6.0P			
Yellow/AR	4.0	4.0	4.0		Yellow/AR 4.0			

Cycle Length: 120 secs Phase combination order: #1 #2 #3 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	699	1863	1.210	0.375	*	*	*	*
	TR	5245	5882	0.969	0.892	9.1	B		
WB	TR	2388	5847	1.033	0.408	49.7	E	49.7	E
NB	LTR	99	1695	0.051	0.058	40.6	E	40.6	E
SB	L	207	3544	0.479	0.058	43.0	E	17.2	C
	R	1722	3333	0.380	0.517	13.3	B		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasable.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-28-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) IBERVILLE FRONTENAC
Analyst: C CARETTE File Name: IFNDPRAM.HC9
Area Type: Other 6-16-88 AM
Comment: PREVU - SC3 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3			3	1				2		2
Volumes	318	2245			4097	248				129		487
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vols			0			0						0
Lost Time	3.00	3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination		1	2	3	4		5	6	7	8
EB	Left	*				NB	Left			
	Thru	*	*				Thru			
	Right	*	*				Right			
	Peds						Peds			
WB	Left					SB	Left	*		
	Thru		*				Thru			
	Right		*				Right	*		
	Peds						Peds			
NB	Right					EB	Right			
SB	Right	*				WB	Right			
Green		14.0P	86.0P			Green		8.0P		
Yellow/AR		4.0	4.0			Yellow/AR		4.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	327	2615	1.055	0.125	*	*	*	*
	T	4862	5556	0.535	0.875	0.0	A		
WB	T	4065	5607	1.167	0.725	*	*	*	*
	R	1209	1667	0.216	0.725	0.0	A		
SB	L	183	2436	0.766	0.075	45.6	E	*	*
	R	522	2318	1.112	0.225	*	*		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasable.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-28-1995

Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) IBERVILLE FRONTENAC

Analyst: C CARETTE File Name: IFNDPRPM.HC9

Area Type: Other 6-16-88 PM

Comment: PREVU - 3 VOIES - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3			3	1				2		2
Volumes	487	4097			2436	129				248		319
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vols			0			0						0
Lost Time	3.00	3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left			
Thru	*	*			Thru			
Right	*	*			Right			
Peds					Peds			
WB Left					SB Left	*		
Thru		*			Thru			
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right	*				WB Right			
Green	30.0P	60.0P			Green	18.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	635	2457	0.832	0.258	28.0	D	16.0	C
	T	4611	5825	1.029	0.792	14.6	B		
WB	T	2824	5556	0.998	0.508	15.9	C	15.3	C
	R	847	1667	0.160	0.508	3.7	A		
SB	L	389	2457	0.691	0.158	33.6	D	18.6	C
	R	1033	2339	0.368	0.442	8.1	B		

Intersection Delay = 15.9 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.973

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-30-1995

Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) IBERVILLE FRONTENAC

Analyst: C CARETTE File Name: IFNDPRAM.HC9

Area Type: Other 6-16-88 AM

Comment: PREVU - SC2 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2			2	1				2		2
Volumes	321	1995			2704	236				68		623
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vols			0			0						0
Lost Time	3.00	3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left			
Thru	*	*			Thru			
Right	*	*			Right			
Peds					Peds			
WB Left					SB Left	*		
Thru		*			Thru			
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right	*				WB Right			
Green	12.0P	80.0P			Green	16.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	283	2615	1.228	0.108	*	*	*	*
	T	3170	3922	0.696	0.808	0.2	A		
WB	T	2673	3960	1.118	0.675	*	*	*	*
	R	981	1453	0.253	0.675	0.0	A		
SB	L	396	2794	0.187	0.142	30.7	D	*	*
	R	626	2277	1.183	0.275	*	*		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasable.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-30-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) IBERVILLE FRONTENAC
Analyst: C CARETTE File Name: IFNDPRAM.HC9
Area Type: Other 6-16-88 AM
Comment: PREVU - SC2 - RL - VOIE CAMION

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	1			1	1				2		2
Volumes	321	150			95	236				68		623
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vols			0			0						0
Lost Time	3.00	3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*							
Thru	*	*						
Right	*	*						
Peds								
WB Left								
Thru		*						
Right		*						
Peds								
NB Right								
SB Right	*							
Green	12.0P	80.0P			16.0P			
Yellow/AR	4.0	4.0			4.0			

Cycle Length: 120 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	283	2615	1.228	0.108	*	*	*	*
	T	808	1000	0.195	0.808	2.0	A		
WB	T	675	1000	0.148	0.675	5.4	B	1.6	A
	R	981	1453	0.253	0.675	0.0	A		
SB	L	396	2794	0.187	0.142	30.7	D	*	*
	R	626	2277	1.183	0.275	*	*		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasable.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-30-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) IBERVILLE FRONTENAC
Analyst: C CARETTE File Name: IFNDPRPM.HC9
Area Type: Other 6-16-88 PM
Comment: PREVU - 2 VOIES - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2			2	1				2		2
Volumes	623	2704			2227	68				236		321
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vols			0			0						0
Lost Time	3.00	3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	*				NB Left			
	Thru	*	*			Thru			
	Right	*	*			Right			
	Peds					Peds			
WB	Left					SB Left	*		
	Thru		*			Thru			
	Right		*			Right	*		
	Peds					Peds			
NB	Right					EB Right			
SB	Right	*				WB Right			
Green		29.0P	68.0P			Green	11.0P		
Yellow/AR		4.0	4.0			Yellow/AR	4.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	636	2545	1.062	0.250	*	*	*	*
	T	3366	3960	0.888	0.850	1.2	A		
WB	T	2255	3922	1.091	0.575	*	*	*	*
	R	959	1667	0.075	0.575	0.8	A		
SB	L	244	2436	1.047	0.100	83.1	F	41.0	E
	R	877	2339	0.436	0.375	12.9	B		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasable.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-28-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) DAVIDSON
Analyst: C MORENCY File Name: DANDOPAM.HC9
Area Type: Other 6-6-95 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<		2	<		> 1	<		> 2	<
Volumes	43	1530	1		2427	17	1	1	1	30	8	106
Lane Width	12.0	12.0			12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	*	*			NB Left *			
	Thru	*	*			Thru *			
	Right	*	*			Right *			
	Peds					Peds			
WB	Left		*			SB Left *			
	Thru		*			Thru *			
	Right		*			Right *			
	Peds					Peds			
NB	Right					EB Right			
SB	Right					WB Right			
Green		4.0P	57.0P			Green 8.0P			
Yellow/AR		3.0	4.0			Yellow/AR 4.0			

Cycle Length: 80 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	182	1770	0.247	0.138	17.1	C	2.7	A
	TR	2858	3518	0.592	0.813	2.3	A		
WB	TR	2572	3548	1.050	0.725	36.2	D	36.2	D
NB	LTR	160	1425	0.019	0.112	24.0	C	24.0	C
SB	LTR	352	3128	0.455	0.112	25.9	D	25.9	D

Intersection Delay = 23.2 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.944

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-24-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) DAVIDSON
Analyst: C MORENCY File Name: DANDOPAM.HC9
Area Type: Other 6-6-95 AM
Comment: ACTUEL OPTIMISE DEBIT SATURATION:2000

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2 <			2 <			> 1 <		1		1
Volumes	43	1530	1		2427	17	1	1	1	30		106
Lane Width	12.0	12.0			12.0			12.0		12.0		12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00		3.00

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	*	*			NB Left *			
	Thru	*	*			Thru *			
	Right	*	*			Right *			
	Peds					Peds			
WB	Left		*			SB Left *			
	Thru		*			Thru *			
	Right		*			Right *			
	Peds					Peds			
NB	Right					EB Right			
SB	Right					WB Right			
Green		4.0P	54.0P			Green 6.0P			
Yellow/AR		3.0	4.0			Yellow/AR 4.0			

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	300	1862	0.150	0.147	15.8	C	2.1	A
	TR	3075	3720	0.551	0.827	1.7	A		
WB	TR	2728	3720	0.990	0.733	18.8	C	18.8	C
NB	LTR	156	1669	0.019	0.093	23.5	C	23.5	C
SB	L	160	1711	0.200	0.093	24.0	C	33.1	D
	R	154	1649	0.728	0.093	35.6	D		

Intersection Delay = 12.9 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.930

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-24-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) DAVIDSON
Analyst: C MORENCY File Name: DANDOPPM.HC9
Area Type: Other 6-6-95 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<		2	<		> 1	<		> 2	<
Volumes	70	2846	1		1872	24	5	3	3	55	4	98
Lane Width	12.0	12.0			12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	*	*			NB Left *			
	Thru	*	*			Thru *			
	Right	*	*			Right *			
	Peds					Peds			
WB	Left		*			SB Left *			
	Thru		*			Thru *			
	Right		*			Right *			
	Peds					Peds			
NB	Right					EB Right			
SB	Right					WB Right			
Green		4.0P	54.0P			Green 6.0P			
Yellow/AR		3.0	4.0			Yellow/AR 4.0			

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	196	1787	0.378	0.147	7.1	B	31.8	D
	TR	2992	3619	1.052	0.827	32.3	D		
WB	TR	2625	3580	0.798	0.733	6.2	B	6.2	B
NB	LTR	120	1285	0.092	0.093	23.6	C	23.6	C
SB	LTR	291	3122	0.594	0.093	27.1	D	27.1	D

Intersection Delay = 21.9 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 1.005

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-24-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) DAVIDSON
Analyst: C MORENCY File Name: DANDOPPM.HC9
Area Type: Other 6-6-95 PM
Comment: ACTUEL OPTIMISE DEBIT SATURATION:2000

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2 <			2 <			> 1 <		1		1
Volumes	70	2846	1		1872	24	5	3	3	55		98
Lane Width	12.0	12.0			12.0			12.0		12.0		12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	4.0P	54.0P			Green	6.0P		
Yellow/AR	3.0	4.0			Yellow/AR	4.0		

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	306	1881	0.242	0.147	5.6	B	17.4	C
	TR	3141	3800	1.002	0.827	17.7	C		
WB	TR	2757	3760	0.760	0.733	5.5	B	5.5	B
NB	LTR	154	1652	0.071	0.093	23.6	C	23.6	C
SB	L	165	1766	0.352	0.093	24.8	C	29.2	D
	R	155	1666	0.662	0.093	31.7	D		

Intersection Delay = 13.2 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.967

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-28-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) DAVIDSON
Analyst: C CARETTE File Name: DANDPRAM.HC9
Area Type: Other 6-20-91 AM
Comment: PREVU - SC3 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3 <		1	3	1		> 1 <		1	> 2	< 1
Volumes	38	2199	1	1	4463	15	1	1	1	17	8	29
Lane Width	12.0	12.0		12.0	12.0	12.0		12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	%6.0P				Green	6.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 120 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	65	73	0.584	0.892	4.6	A	0.1	A
	TR	5000	5607	0.484	0.892	0.0	A		
WB	L	169	189	0.006	0.892	0.0	A	3.3	A
	T	5047	5660	0.973	0.892	3.4	A		
	R	1486	1667	0.010	0.892	0.0	A		
NB	LTR	94	1614	0.032	0.058	38.8	D	38.8	D
SB	L	94	1610	0.085	0.058	39.0	D	39.1	D
	LTR	200	3425	0.165	0.058	39.2	D		
	R	90	1545	0.155	0.058	39.2	D		

Intersection Delay = 2.6 sec/veh Intersection LOS = A
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.923

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-28-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) DAVIDSON
Analyst: C CARETTE File Name: DANDPRPM.HC9
Area Type: Other 6-20-91 PM
Comment: PREVU - 3 VOIES - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3 <		1	3	1		> 1 <		1	> 2	< 1
Volumes	29	4463	1	1	2199	17	38	1	1	15	1	1
Lane Width	12.0	12.0		12.0	12.0	12.0		12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	%5.0P				Green	7.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 120 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	155	175	0.201	0.883	0.0	A	19.4	C
	TR	4953	5607	1.044	0.883	19.5	C		
WB	L	63	71	0.016	0.883	0.0	A	0.1	A
	T	4530	5128	0.562	0.883	0.1	A		
	R	1473	1667	0.012	0.883	0.0	A		
NB	LTR	107	1605	0.393	0.067	39.5	D	39.5	D
SB	L	85	1278	0.070	0.067	38.0	D	38.0	D
	LTR	196	2934	0.061	0.067	38.0	D		
	R	57	850	0.018	0.067	37.9	D		

Intersection Delay = 13.2 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.998

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-30-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) DAVIDSON
Analyst: C CARETTE File Name: DANDPRAM.HC9
Area Type: Other 6-20-91 AM
Comment: PREVU - SC2 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2 <		1	2	1		> 1 <		1	> 2	< 1
Volumes	38	1956	1	1	2924	15	1	1	1	12	8	31
Lane Width	12.0	12.0		12.0	12.0	12.0		12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	%6.0P				Green	6.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 120 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	60	55	0.633	0.892	7.0	B	0.2	A
	TR	3497	3922	0.588	0.892	0.1	A		
WB	L	81	91	0.012	0.892	0.0	A	1.1	A
	T	3497	3922	0.878	0.892	1.1	A		
	R	1486	1667	0.010	0.892	0.0	A		
NB	LTR	90	1536	0.033	0.058	38.8	D	38.8	D
SB	L	66	1135	0.106	0.058	39.0	D	39.2	D
	LTR	188	3226	0.165	0.058	39.2	D		
	R	68	1159	0.207	0.058	39.4	D		

Intersection Delay = 1.1 sec/veh Intersection LOS = A

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.837

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-30-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) DAVIDSON
Analyst: C CARETTE File Name: DANDPRAM.HC9
Area Type: Other 6-20-91 AM
Comment: PREVU - SC2 - RL - VOIE CAMION

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1 <		1	1	1		> 1 <		1	> 2	< 1
Volumes	38	121	1	1	225	15	1	1	1	12	8	31
Lane Width	12.0	12.0		12.0	12.0	12.0		12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru	*				Thru *			
Right	*				Right *			
Peds					Peds			
WB Left	*				SB Left *			
Thru	*				Thru *			
Right	*				Right *			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	%6.0P				Green 6.0P			
Yellow/AR	4.0				Yellow/AR 4.0			

Cycle Length: 120 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	723	811	0.053	0.892	0.0	A	0.5	A
	TR	890	998	0.137	0.892	0.6	A		
WB	L	586	657	0.002	0.892	0.0	A	0.7	A
	T	892	1000	0.252	0.892	0.7	A		
	R	1486	1667	0.010	0.892	0.0	A		
NB	LTR	90	1536	0.033	0.058	38.8	D	38.8	D
SB	L	66	1135	0.106	0.058	39.0	D	39.2	D
	LTR	188	3226	0.165	0.058	39.2	D		
	R	68	1159	0.207	0.058	39.4	D		

Intersection Delay = 5.2 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.250

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-30-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) DAVIDSON
Analyst: C CARETTE File Name: DANDPRPM.HC9
Area Type: Other 6-20-91 PM
Comment: PREVU - 2 VOIES - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2 <		1	2	1		> 1 <		1	> 2	< 1
Volumes	31	2924	1	1	1956	12	38	1	1	15	1	1
Lane Width	12.0	12.0		12.0	12.0	12.0		12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	%4.0P				Green	8.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 120 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	61	70	0.539	0.875	3.6	A	2.6	A
	TR	3432	3922	0.942	0.875	2.5	A		
WB	L	66	75	0.015	0.875	0.0	A	0.1	A
	T	3398	3883	0.636	0.875	0.1	A		
	R	896	1024	0.015	0.875	0.0	A		
NB	LTR	125	1673	0.335	0.075	38.2	D	38.2	D
SB	L	109	1449	0.147	0.075	37.3	D	37.3	D
	LTR	294	3922	0.003	0.075	36.9	D		
	R	125	1667	0.008	0.075	36.9	D		

Intersection Delay = 2.0 sec/veh Intersection LOS = A
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.894

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-24-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) PIE IX
Analyst: C MORENCY File Name: PINDOPAM.HC9
Area Type: Other 6-20-91 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2 <		1	2 <			> 2 <			> 1	2
Volumes	245	1314	22	12	2541	79	19	30	6	84	67	579
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right	*				WB Right			
Green	12.0P	87.0P			Green	10.0P		
Yellow/AR	3.0	4.0			Yellow/AR	4.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	239	1770	1.079	0.225	*	*	*	*
	TR	3188	3714	0.463	0.858	1.6	A		
WB	L	166	227	0.078	0.733	3.4	A	*	*
	TR	2720	3709	1.065	0.733	*	*		
NB	LTR	215	2343	0.284	0.092	38.8	D	38.8	D
SB	LT	144	1568	1.106	0.092	*	*	*	*
	R	686	3167	1.003	0.217	62.8	F		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasable.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-25-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) PIE IX
Analyst: C MORENCY File Name: PINDOPAM.HC9
Area Type: Other 6-20-91 AM
Comment: ACTUEL OPTIMISE DEBIT SATURATION:2000

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2 <		1	2 <		> 2 <			> 1		2
Volumes	245	1314	22	12	2541	79	19	30	6	84	67	579
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right	*				WB Right			
Green	12.0P	84.0P			Green	13.0P		
Yellow/AR	3.0	4.0			Yellow/AR	4.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	252	1863	1.024	0.225	86.3	F	14.6	B
	TR	3258	3910	0.453	0.833	2.1	A		
WB	L	169	239	0.077	0.708	4.1	A	39.4	D
	TR	2765	3904	1.047	0.708	39.5	D		
NB	LTR	325	2784	0.188	0.117	36.4	D	36.4	D
SB	LT	192	1650	0.826	0.117	56.0	E	42.4	E
	R	805	3333	0.854	0.242	39.3	D		

Intersection Delay = 32.1 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 3.0 sec Critical v/c(x) = 1.041

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-24-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) PIE IX
Analyst: C MORENCY File Name: PINDOPPM.HC9
Area Type: Other 6-19-91 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2 <		1	2 <			> 2 <			> 1	2
Volumes	406	2418	22	8	1640	47	49	116	78	102	34	424
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*	*			NB Left	*			
Thru	*	*			Thru	*			
Right	*	*			Right	*			
Peds					Peds				
WB Left		*			SB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right	*				WB Right				
Green	26.0P	58.0P			Green	25.0P			
Yellow/AR	3.0	4.0			Yellow/AR	4.0			

Cycle Length: 120 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	446	1770	0.957	0.458	53.5	E	27.0	D
	TR	2728	3720	0.988	0.733	22.8	C		
WB	L	62	126	0.129	0.492	12.6	B	44.6	E
	TR	1824	3709	1.022	0.492	44.8	E		
NB	LTR	626	2889	0.430	0.217	31.2	D	31.2	D
SB	LT	164	755	0.874	0.217	60.0	E	25.7	D
	R	1452	3167	0.347	0.458	16.0	C		

Intersection Delay = 32.6 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.962

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-25-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) PIE IX
Analyst: C MORENCY File Name: PINDOPPM.HC9
Area Type: Other 6-19-91 PM
Comment: ACTUEL OPTIMISE DEBIT SATURATION:2000

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2 <		1	2 <			> 2 <			> 1	2
Volumes	406	2418	22	8	1640	47	49	116	78	102	34	424
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right	*				WB Right			
Green	24.0P	55.0P			Green	30.0P		
Yellow/AR	3.0	4.0			Yellow/AR	4.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	438	1863	0.975	0.425	57.5	E	30.6	D
	TR	2709	3916	0.995	0.692	26.3	D		
WB	L	65	140	0.122	0.467	13.8	B	46.0	E
	TR	1822	3904	1.023	0.467	46.2	E		
NB	LTR	806	3121	0.334	0.258	27.5	D	27.5	D
SB	LT	221	856	0.647	0.258	34.5	D	18.8	C
	R	1611	3333	0.313	0.483	14.4	B		

Intersection Delay = 34.0 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.901

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-31-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) PIE IX
Analyst: C CARETTE File Name: PINDPRAM.HC9
Area Type: Other 6-20-91 AM
Comment: PREVU - SC3 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	1	3	<		> 1	<		> 2	
Volumes	296	1888	22	12	3729	163	19	31	6	109	68	
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	5.0P	91.0P			Green	12.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	1248	2794	0.257	0.125	16.6	C	2.1	A
	T	4633	5505	0.472	0.842	0.0	A		
	R	1403	1667	0.016	0.842	0.0	A		
WB	L	183	239	0.071	0.767	0.0	A	20.3	C
	TR	4313	5626	1.045	0.767	20.4	C		
NB	LTR	153	1411	0.386	0.108	35.2	D	35.2	D
SB	LT	295	2725	0.664	0.108	37.9	D	37.9	D

Intersection Delay = 14.6 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.998

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-31-1995

Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) PIE IX

Analyst: C CARETTE File Name: PINDPRAM.HC9

Area Type: Other 6-20-91 AM

Comment: PREVU - SC3 - RL - OPTION EN T

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3			3	<				2		
Volumes	327	1894			3741	163				109		
Lane Width	12.0	12.0			12.0					12.0		
RTOR Vols			0			0						0
Lost Time	3.00	3.00			3.00	3.00				3.00		

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	5.0P	91.0P			Green	12.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	1248	2794	0.284	0.125	16.5	C	2.3	A
	T	4633	5505	0.473	0.842	0.0	A		
WB	TR	4313	5626	1.048	0.767	21.6	C	21.6	C
SB	L	345	3184	0.342	0.108	37.9	D	37.9	D

Intersection Delay = 15.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.963

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-31-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) PIE IX
Analyst: C CARETTE File Name: PINDPRPM.HC9
Area Type: Other 6-20-91 PM
Comment: PREVU - 3 VOIES - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	1	3	<		> 1	<		> 2	
Volumes	777	3729	19	6	1888	106	22	68	12	163	31	
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left *			
Thru	*	*			Thru *			
Right	*	*			Right *			
Peds					Peds			
WB Left		*			SB Left *			
Thru		*			Thru *			
Right		*			Right *			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	6.0P	34.0P			Green 8.0P			
Yellow/AR	4.0	4.0			Yellow/AR 4.0			

Cycle Length: 60 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	1215	2639	0.694	0.283	2.1	A	9.9	B
	T	4245	5660	1.017	0.750	11.5	B		
	R	1250	1667	0.016	0.750	0.0	A		
WB	L	131	224	0.046	0.583	0.3	A	0.8	A
	TR	3187	5463	0.725	0.583	0.8	A		
NB	LTR	223	1485	0.485	0.150	16.4	C	16.4	C
SB	LT	366	2441	0.587	0.150	16.8	C	16.8	C

Intersection Delay = 7.5 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.946

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-31-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) PIE IX
Analyst: C CARETTE File Name: PINDPRPM.HC9
Area Type: Other 6-20-91 PM
Comment: PREVU - 3 VOIES - RL - OPTION EN T

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3			3	1				2		
Volumes	835	3729			1888	106				194		
Lane Width	12.0	12.0			12.0	12.0				12.0		
RTOR Vols			0			0						0
Lost Time	3.00	3.00			3.00	3.00				3.00		

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left *			
Thru	*	*			Thru *			
Right	*	*			Right *			
Peds					Peds			
WB Left		*			SB Left *			
Thru		*			Thru *			
Right		*			Right *			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	6.0P	34.0P			Green 8.0P			
Yellow/AR	4.0	4.0			Yellow/AR 4.0			

Cycle Length: 60 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	1215	2639	0.745	0.283	2.5	A	9.9	B
	T	4245	5660	1.017	0.750	11.5	B		
WB	T	3211	5505	0.681	0.583	0.6	A	0.8	A
	R	864	1482	0.130	0.583	4.3	A		
SB	L	406	2705	0.518	0.150	18.8	C	18.8	C

Intersection Delay = 7.5 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.934

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-31-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) PIE IX
Analyst: C CARETTE File Name: PINDPRAM.HC9
Area Type: Other 6-20-91 AM
Comment: PREVU - SC2 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	1	2	<		> 1	<		> 2	
Volumes	304	1647	22	12	2354	353	19	31	6	78	68	
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left *			
Thru	*	*			Thru *			
Right	*	*			Right *			
Peds					Peds			
WB Left		*			SB Left *			
Thru		*			Thru *			
Right		*			Right *			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	5.0P	91.0P			Green 12.0P			
Yellow/AR	4.0	4.0			Yellow/AR 4.0			

Cycle Length: 120 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	1248	2794	0.264	0.125	16.9	C	2.6	A
	T	3301	3922	0.552	0.842	0.1	A		
	R	1403	1667	0.016	0.842	0.0	A		
WB	L	183	239	0.071	0.767	0.0	A	12.3	B
	TR	2948	3845	1.015	0.767	12.4	B		
NB	LTR	158	1454	0.375	0.108	35.1	D	35.1	D
SB	LT	300	2768	0.540	0.108	36.2	D	36.2	D

Intersection Delay = 9.4 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.959

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-31-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) PIE IX
Analyst: C CARETTE File Name: PINDPRAM.HC9
Area Type: Other 6-20-91 AM
Comment: PREVU - SC2 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	1	2	<		> 1	<		> 2	
Volumes	304	129	22	12	2354	353	19	31	6	78	68	
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	5.0P	91.0P			Green	12.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	1248	2794	0.264	0.125	16.9	C	11.6	B
	T	1683	2000	0.085	0.842	1.2	A		
	R	1403	1667	0.016	0.842	0.0	A		
WB	L	992	1294	0.013	0.767	0.0	A	12.3	B
	TR	2948	3845	1.015	0.767	12.4	B		
NB	LTR	158	1454	0.375	0.108	35.1	D	35.1	D
SB	LT	300	2768	0.540	0.108	36.2	D	36.2	D

Intersection Delay = 13.6 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.959

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-31-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) PIE IX
Analyst: C CARETTE File Name: PINDPRPM.HC9
Area Type: Other 6-20-91 PM
Comment: PREVU - 2 VOIES - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	1	2	1		> 1 <			> 2	
Volumes	679	2354	19	6	1647	192	22	68	12	187	31	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0		12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	6.0P	34.0P			Green	8.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	1190	2615	0.618	0.283	2.0	A	1.5	A
	T	2942	3922	0.885	0.750	1.4	A		
	R	1250	1667	0.016	0.750	0.0	A		
WB	L	131	224	0.046	0.583	0.3	A	1.6	A
	T	2288	3922	0.796	0.583	1.2	A		
	R	597	1024	0.338	0.583	5.1	B		
NB	LTR	219	1459	0.493	0.150	16.4	C	16.4	C
SB	LT	365	2434	0.660	0.150	17.7	C	17.7	C

Intersection Delay = 2.5 sec/veh Intersection LOS = A

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.847

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-07-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) ST-CLEMENT
Analyst: C MORENCY File Name: SCNDOPAM.HC9
Area Type: Other 12-20-91 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		2			2					1 >		< 1
Volumes		1246			1895					128		233
Lane Width		12.0			12.0					12.0	12.0	12.0
RTOR Vols			0			0						0
Lost Time		3.00			3.00					3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left								
Thru	*							
Right								
Peds								
WB Left								
Thru	*							
Right								
Peds								
NB Right								
SB Right								
Green	36.0P				16.0P			
Yellow/AR	4.0				4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	2297	3725	0.600	0.617	5.6	B	5.6	B
WB	T	2297	3725	0.912	0.617	12.1	B	12.1	B
SB	L	502	1770	0.269	0.283	12.8	B	14.2	B
	LR	538	1900	0.000	0.283	0.0	A		
	R	449	1583	0.546	0.283	14.9	B		

Intersection Delay = 10.0 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.797

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-07-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) ST-CLEMENT
Analyst: C MORENCY File Name: SCNDOPPM.HC9
Area Type: Other 1-6-92 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		2			2					1	>	< 1
Volumes		2087			1085					90		212
Lane Width		12.0			12.0					12.0	12.0	12.0
RTOR Vols			0			0						0
Lost Time		3.00			3.00					3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	*				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	*		
Thru	*				Thru			
Right					Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	40.0P				Green	12.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	2545	3725	0.906	0.683	9.8	B	9.8	B
WB	T	2545	3725	0.471	0.683	3.5	A	3.5	A
SB	L	384	1770	0.248	0.217	14.9	B	18.0	C
	LR	412	1900	0.000	0.217	0.0	A		
	R	343	1583	0.650	0.217	19.3	C		

Intersection Delay = 8.5 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.845

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-31-1995

Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) VIAU ST-CLEMENT

Analyst: C CARETTE File Name: SVNDPRAM.HC9

Area Type: Other 6-16-88 AM

Comment: PREVU - SC3 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	1	> 1		1	2	1	2
Volumes	182	1846	1	1	3675	91	1	1	1	54	1	351
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru	*	*			Thru *			
Right	*	*			Right *			
Peds					Peds			
WB Left			*		SB Left *			
Thru		*	*		Thru *			
Right		*	*		Right *			
Peds					Peds			
NB Right			*		EB Right			
SB Right	*				WB Right			
Green	14.0P	78.0P	6.0P		Green 6.0P			
Yellow/AR	4.0	4.0	4.0		Yellow/AR 4.0			

Cycle Length: 120 secs Phase combination order: #1 #2 #3 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	233	1863	0.824	0.125	43.2	E	3.6	A
	T	4409	5455	0.485	0.808	0.0	A		
	R	1347	1667	0.001	0.808	0.0	A		
WB	L	109	1863	0.009	0.058	38.8	D	15.9	C
	T	4121	5556	1.033	0.742	16.2	C		
	R	1236	1667	0.078	0.742	0.0	A		
NB	LT	112	1927	0.018	0.058	38.8	D	35.8	D
	R	236	1667	0.004	0.142	29.9	D		
SB	L	156	2681	0.377	0.058	40.0	D	32.5	D
	T	114	1961	0.009	0.058	38.8	D		
	R	521	2500	0.801	0.208	31.5	D		

Intersection Delay = 13.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.982

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-31-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) VIAU ST-CLEMENT
Analyst: C CARETTE File Name: SVNDPRAM.HC9
Area Type: Other 6-16-88 AM
Comment: PREVU - SC3 - RL - LIEN ND/VIAU

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	1	2	1	1	2	1	2
Volumes	182	1062	784	1	3675	91	1337	1	1	54	1	351
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*	*			Thru		*		
Right	*	*			Right		*		
Peds					Peds				
WB Left			*		SB Left	*			
Thru		*	*		Thru		*		
Right		*	*		Right		*		
Peds					Peds				
NB Right			*		EB Right				
SB Right	*				WB Right				
Green	6.0P	50.0P	4.0P		Green	36.0P	4.0P		
Yellow/AR	4.0	4.0	4.0		Yellow/AR	4.0	4.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #3 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	109	1863	1.767	0.058	*	*	*	*
	T	2629	5172	0.468	0.508	4.5	A		
	R	839	1650	0.984	0.508	20.5	C		
WB	L	78	1863	0.013	0.042	40.7	E	*	*
	T	2732	5556	1.558	0.492	*	*		
	R	820	1667	0.117	0.492	4.4	A		
NB	L	837	2714	1.732	0.308	*	*	*	*
	T	82	1961	0.012	0.042	40.7	E		
	R	139	1667	0.007	0.083	36.0	D		
SB	L	861	2794	0.068	0.308	15.7	C	*	*
	T	82	1961	0.012	0.042	40.7	E		
	R	312	2500	1.334	0.125	*	*		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasable.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-31-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) VIAU ST-CLEMENT
Analyst: C CARETTE File Name: SVNDPRPM.HC9
Area Type: Other 6-16-88 PM
Comment: PREVU - 3 VOIES - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	1	> 1		1	2	1	2
Volumes	351	3675	1	1	1972	54	1	1	1	91	1	182
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	*				NB Left *			
	Thru	*	*			Thru *			
	Right	*	*			Right *			
	Peds					Peds			
WB	Left			*		SB Left *			
	Thru		*	*		Thru *			
	Right		*	*		Right *			
	Peds					Peds			
NB	Right			*		EB Right			
SB	Right	*				WB Right			
Green		30.0P	54.0P	6.0P		Green 14.0P			
Yellow/AR		4.0	4.0	4.0		Yellow/AR 4.0			

Cycle Length: 120 secs Phase combination order: #1 #2 #3 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	481	1863	0.767	0.258	26.6	D	17.1	C
	T	4121	5556	1.033	0.742	16.2	C		
	R	1236	1667	0.001	0.742	0.0	A		
WB	L	109	1863	0.009	0.058	38.8	D	3.9	A
	T	2955	5455	0.773	0.542	4.0	A		
	R	903	1667	0.063	0.542	2.1	A		
NB	LT	243	1943	0.008	0.125	31.6	D	28.9	D
	R	330	1583	0.003	0.208	23.6	C		
SB	L	333	2667	0.297	0.125	32.9	D	16.8	C
	T	233	1863	0.004	0.125	31.6	D		
	R	1021	2500	0.213	0.408	9.4	B		

Intersection Delay = 12.8 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.869

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-31-1995

Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) VIAU ST-CLEMENT

Analyst: C CARETTE File Name: SVNDPRPM.HC9

Area Type: Other 6-16-88 PM

Comment: PREVU - 3 VOIES - RL - LIEN ND/VIAU

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	1	2	1	1	2	1	2
Volumes	351	2459	1371	1	1972	54	784	33	1	91	1	182
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4		5	6	7	8
EB	Left	*				NB	Left *			
	Thru	*	*				Thru *			
	Right	*	*				Right *			
	Peds						Peds			
WB	Left			*		SB	Left *			
	Thru		*	*			Thru *			
	Right		*	*			Right *			
	Peds						Peds			
NB	Right			*		EB	Right			
SB	Right	*				WB	Right			
Green		30.0P	45.0P	6.0P		Green	23.0P			
Yellow/AR		4.0	4.0	4.0		Yellow/AR	4.0			

Cycle Length: 120 secs Phase combination order: #1 #2 #3 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	481	1863	0.767	0.258	26.6	D	*	*
	T	3637	5455	0.783	0.667	0.4	A		
	R	1079	1619	1.337	0.667	*	*		
WB	L	109	1863	0.009	0.058	38.8	D	11.0	B
	T	2546	5455	0.897	0.467	11.1	B		
	R	778	1667	0.073	0.467	5.6	B		
NB	L	670	3349	1.269	0.200	*	*	*	*
	T	388	1942	0.090	0.200	24.8	C		
	R	449	1583	0.002	0.283	17.3	C		
SB	L	485	2423	0.204	0.200	25.4	D	11.4	B
	T	373	1863	0.003	0.200	24.3	C		
	R	1208	2500	0.180	0.483	5.0	A		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasable.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-31-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) VIAU ST-CLEMENT
Analyst: C CARETTE File Name: SVNDPRAM.HC9
Area Type: Other 6-16-88 AM
Comment: PREVU - SC2 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1		> 1	1	2	1	2
Volumes	209	1529	1	1	2265	297	1	1	1	54	1	345
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru	*	*			Thru *			
Right	*	*			Right *			
Peds					Peds			
WB Left			*		SB Left *			
Thru		*	*		Thru *			
Right		*	*		Right *			
Peds					Peds			
NB Right			*		EB Right			
SB Right	*				WB Right			
Green	28.0P	51.0P	18.0P		Green 7.0P			
Yellow/AR	4.0	4.0	4.0		Yellow/AR 4.0			

Cycle Length: 120 secs Phase combination order: #1 #2 #3 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	450	1863	0.489	0.242	23.8	C	2.9	A
	T	2718	3883	0.621	0.700	0.2	A		
	R	1167	1667	0.001	0.700	0.0	A		
WB	L	295	1863	0.003	0.158	28.3	D	20.1	C
	T	2395	3883	1.045	0.617	22.6	C		
	R	1028	1667	0.304	0.617	0.0	A		
NB	LT	129	1931	0.016	0.067	37.9	D	31.9	D
	R	417	1667	0.002	0.250	20.0	C		
SB	L	179	2678	0.330	0.067	38.9	D	19.2	C
	T	131	1961	0.008	0.067	37.8	D		
	R	833	2500	0.492	0.333	16.4	C		

Intersection Delay = 13.7 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.851

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-31-1995

Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) VIAU ST-CLEMENT

Analyst: C CARETTE File Name: SVNDPRAM.HC9

Area Type: Other 6-16-88 AM

Comment: PREVU - SC2 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	> 1		1	2	1	2
Volumes	209	143	1	1	225	297	1	1	1	54	1	345
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*	*			Thru	*			
Right	*	*			Right	*			
Peds					Peds				
WB Left			*		SB Left	*			
Thru		*	*		Thru	*			
Right		*	*		Right	*			
Peds					Peds				
NB Right			*		EB Right				
SB Right	*				WB Right				
Green	28.0P	51.0P	18.0P		Green	7.0P			
Yellow/AR	4.0	4.0	4.0		Yellow/AR	4.0			

Cycle Length: 120 secs Phase combination order: #1 #2 #3 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	450	1863	0.489	0.242	23.8	C	15.6	C
	T	1400	2000	0.114	0.700	4.5	A		
	R	1167	1667	0.001	0.700	0.0	A		
WB	L	295	1863	0.003	0.158	28.3	D	3.5	A
	T	1233	2000	0.202	0.617	7.7	B		
	R	1028	1667	0.304	0.617	0.0	A		
NB	LT	129	1931	0.016	0.067	37.9	D	31.9	D
	R	417	1667	0.002	0.250	20.0	C		
SB	L	179	2678	0.330	0.067	38.9	D	19.2	C
	T	131	1961	0.008	0.067	37.8	D		
	R	833	2500	0.492	0.333	16.4	C		

Intersection Delay = 12.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.370

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-31-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) VIAU ST-CLEMENT
Analyst: C CARETTE File Name: SVNDPRPM.HC9
Area Type: Other 6-16-88 PM
Comment: PREVU - 2 VOIES - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	> 1		1	2	1	2
Volumes	345	2265	1	1	1681	54	1	1	1	236	1	209
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4		5	6	7	8
EB	Left	*				NB	Left *			
	Thru	*	*				Thru *			
	Right	*	*				Right *			
	Peds						Peds			
WB	Left			*		SB	Left *			
	Thru		*	*			Thru *			
	Right		*	*			Right *			
	Peds						Peds			
NB	Right			*		EB	Right			
SB	Right	*				WB	Right			
Green		34.0P	40.0P	12.0P		Green	18.0P			
Yellow/AR		4.0	4.0	4.0		Yellow/AR	4.0			

Cycle Length: 120 secs Phase combination order: #1 #2 #3 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	543	1863	0.668	0.292	21.7	C	8.3	B
	T	2556	3883	0.979	0.658	6.4	B		
	R	1097	1667	0.001	0.658	0.0	A		
WB	L	202	1863	0.005	0.108	33.3	D	19.7	C
	T	1863	3922	0.997	0.475	20.2	C		
	R	792	1667	0.072	0.475	5.2	B		
NB	LT	308	1946	0.006	0.158	28.3	D	24.4	C
	R	462	1583	0.002	0.292	16.6	C		
SB	L	422	2664	0.605	0.158	32.1	D	19.0	C
	T	295	1863	0.003	0.158	28.3	D		
	R	1188	2500	0.210	0.475	5.5	B		

Intersection Delay = 13.5 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.826

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-28-1995
Center For Microcomputers In Transportation

Streets: (E-W) VILLEMARIE (N-S) NOTRE-DAME
Analyst: C CARETTE File Name: VMNDPRAM.HC9
Area Type: Other 6-16-88 AM
Comment: PREVU - SC 3 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		3			3		2	1	1			
Volumes		1062			2459		1371	1	1			
Lane Width		12.0			12.0		12.0	12.0	12.0			
RTOR Vols			0			0			0			
Lost Time		3.00			3.00		3.00	3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left *			
Thru	*				Thru *			
Right					Right *			
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green 26.0P			
Yellow/AR	4.0				Yellow/AR 4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	2327	5172	0.528	0.450	4.2	A	4.2	A
WB	T	2455	5455	1.160	0.450	*	*	*	*
NB	L	1221	2714	1.217	0.450	*	*	*	*
	T	882	1961	0.001	0.450	3.1	A		
	R	750	1667	0.001	0.450	3.1	A		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasable.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-28-1995
Center For Microcomputers In Transportation

Streets: (E-W) VILLEMARIE (N-S) NOTRE-DAME
Analyst: C CARETTE File Name: VMNDPRPM.HC9
Area Type: Other 6-16-88 PM
Comment: PREVU - 3 VOIES - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		3			3		2	1	1			
Volumes		2976			1062		784	1	1			
Lane Width		12.0			12.0		12.0	12.0	12.0			
RTOR Vols			0			0			0			
Lost Time		3.00			3.00		3.00	3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left *			
Thru	*				Thru *			
Right					Right *			
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	36.0P				Green 16.0P			
Yellow/AR	4.0				Yellow/AR 4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	3364	5455	0.973	0.617	4.6	A	4.6	A
WB	T	3189	5172	0.366	0.617	0.0	A	0.0	A
NB	L	1055	3725	0.766	0.283	12.2	B	12.2	B
	T	556	1961	0.002	0.283	8.6	B		
	R	472	1667	0.002	0.283	8.6	B		

Intersection Delay = 4.8 sec/veh Intersection LOS = A
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.908

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-30-1995
Center For Microcomputers In Transportation

Streets: (E-W) VILLEMARIE (N-S) NOTRE-DAME
Analyst: C CARETTE File Name: VMNDPRAM.HC9
Area Type: Other 6-16-88 AM
Comment: PREVU - SC 2 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		2			2		2	1	1			
Volumes		769			1205		1401	1	1			
Lane Width		12.0			12.0		12.0	12.0	12.0			
RTOR Vols			0			0			0			
Lost Time		3.00			3.00		3.00	3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left *			
Thru	*				Thru *			
Right					Right *			
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0P				Green 32.0P			
Yellow/AR	4.0				Yellow/AR 4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	1334	3810	0.637	0.350	8.3	B	8.3	B
WB	T	1346	3846	0.989	0.350	20.6	C	20.6	C
NB	L	1493	2714	1.018	0.550	18.7	C	18.6	C
	T	1079	1961	0.001	0.550	0.9	A		
	R	917	1667	0.001	0.550	0.9	A		

Intersection Delay = 17.0 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 1.006

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-30-1995
Center For Microcomputers In Transportation

Streets: (E-W) VILLEMARIE (N-S) NOTRE-DAME
Analyst: C CARETTE File Name: VMNDPRAM.HC9
Area Type: Other 6-16-88 AM
Comment: PREVU - SC 2 - RL - VOIE CAMION

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		1			1		2	1	1			
Volumes		143			185		1401	1	1			
Lane Width		12.0			12.0		12.0	12.0	12.0			
RTOR Vols			0			0			0			
Lost Time		3.00			3.00		3.00	3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left *			
Thru	*				Thru *			
Right					Right *			
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0P				Green 32.0P			
Yellow/AR	4.0				Yellow/AR 4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	667	1905	0.226	0.350	10.5	B	10.5	B
WB	T	673	1923	0.290	0.350	10.8	B	10.8	B
NB	L	1493	2714	1.018	0.550	18.7	C	18.6	C
	T	1079	1961	0.001	0.550	0.9	A		
	R	917	1667	0.001	0.550	0.9	A		

Intersection Delay = 17.2 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.735

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-30-1995
Center For Microcomputers In Transportation

Streets: (E-W) VILLEMARIE (N-S) NOTRE-DAME
Analyst: C CARETTE File Name: VMNDPRPM.HC9
Area Type: Other 6-16-88 PM
Comment: PREVU - 2 VOIES - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		2			2		2	1	1			
Volumes		1772			769		775	1	1			
Lane Width		12.0			12.0		12.0	12.0	12.0			
RTOR Vols			0			0			0			
Lost Time		3.00			3.00		3.00	3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left *			
Thru	*				Thru *			
Right					Right *			
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	36.0P				Green 16.0P			
Yellow/AR	4.0				Yellow/AR 4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	2372	3846	0.785	0.617	0.6	A	0.6	A
WB	T	2350	3810	0.343	0.617	0.0	A	0.0	A
NB	L	1045	3689	0.763	0.283	12.2	B	12.2	B
	T	556	1961	0.002	0.283	8.6	B		
	R	472	1667	0.002	0.283	8.6	B		

Intersection Delay = 3.2 sec/veh Intersection LOS = A
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.778

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-07-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) DIKSON
Analyst: C MORENCY File Name: DINDOPAM.HC9
Area Type: Other 2-8-91 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<		> 2	<		> 3	<
Volumes	222	703	6	4	1750	66	7	13	2	44	15	478
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	6.0P	41.0P			Green	16.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0		

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	244	1583	0.959	0.227	51.5	E	14.6	B
	TR	2307	3328	0.339	0.693	3.5	A		
WB	L	186	333	0.021	0.560	5.6	B	27.1	D
	TR	2014	3597	0.996	0.560	27.1	D		
NB	LTR	438	1932	0.055	0.227	17.3	C	17.3	C
SB	LTR	743	3279	0.837	0.227	26.9	D	26.9	D

Intersection Delay = 23.5 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.939

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-07-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) DIKSON
Analyst: C MORENCY File Name: DINDOPPM.HC9
Area Type: Other 2-4-91 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<		> 2	<		> 3	<
Volumes	450	2086	9	1	907	64	11	30	8	105	17	249
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	18.0P	26.0P			Green	19.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0		

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	527	1703	0.899	0.547	27.4	D	20.0	C
	TR	2387	3654	0.970	0.653	18.4	C		
WB	L	101	281	0.010	0.360	11.7	B	20.4	C
	TR	1277	3547	0.840	0.360	20.4	C		
NB	LTR	591	2218	0.093	0.267	15.7	C	15.7	C
SB	LTR	885	3320	0.486	0.267	18.0	C	18.0	C

Intersection Delay = 19.8 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.829

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-28-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) DICKSON
Analyst: C CARETTE File Name: DINDPRAM.HC9
Area Type: Other 2-4-91 AM
Comment: PREVU - SC3 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	1	3		1	3	1	2	3	
Volumes	71	1021	1	1	1874		1	14	1	59	451	
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right	*				EB Right		*	
SB Right	*				WB Right	*		
Green	10.0P	66.0P			Green	14.0P	14.0P	
Yellow/AR	4.0	4.0			Yellow/AR	4.0	4.0	

Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	256	2794	0.285	0.092	36.1	D	3.9	A
	T	2792	5000	0.402	0.558	1.8	A		
	R	1139	1667	0.001	0.683	0.0	A		
WB	L	171	1863	0.006	0.092	35.1	D	2.3	A
	T	3252	5825	0.634	0.558	2.3	A		
NB	L	233	1863	0.004	0.125	31.6	D	31.0	D
	T	735	5882	0.020	0.125	31.7	D		
	R	403	1667	0.002	0.242	20.7	C		
SB	L	349	2794	0.175	0.125	32.3	D	35.0	D
	T	735	5882	0.675	0.125	35.4	D		

Intersection Delay = 7.7 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.519

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-28-1995

Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) DICKSON

Analyst: C CARETTE File Name: DINDPRPM.HC9

Area Type: Other 2-4-91 PM

Comment: PREVU - 3 VOIES - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	1	3		1	3	1	2	2	
Volumes	941	1874	1	1	1021		1	451	1	1382	14	
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*	*			NB Left		*		
Thru	*	*			Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left		*	*		SB Left	*			
Thru		*	*		Thru	*			
Right			*		Right	*			
Peds					Peds				
NB Right			*		EB Right		*		
SB Right	*				WB Right	*			
Green	20.0P	16.0P	2.0P		Green	54.0P	8.0P		
Yellow/AR	4.0	4.0	4.0		Yellow/AR	4.0	4.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #3 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	853	2740	1.136	0.375	*	*	*	*
	T	1990	5825	1.036	0.342	*	*		
	R	458	1667	0.002	0.275	17.9	C		
WB	L	158	1863	0.006	0.100	35.5	D	*	*
	T	958	5000	1.172	0.192	*	*		
NB	L	140	1863	0.007	0.075	36.9	D	*	*
	T	441	5882	1.124	0.075	*	*		
	R	167	1667	0.006	0.100	34.2	D		
SB	L	1199	2615	1.187	0.458	*	*	*	*
	T	1798	3922	0.008	0.458	5.9	B		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasable.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-31-1995

Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) DICKSON

Analyst: C CARETTE File Name: DINDPRAM.HC9

Area Type: Other 2-4-91 AM

Comment: PREVU - SC2 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	1	2		1	3	1	2	3	
Volumes	71	706	1	1	1603		1	26	1	232	570	
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left		*		
Thru		*			Thru		*		
Right		*			Right		*		
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
NB Right	*				EB Right		*		
SB Right	*				WB Right	*			
Green	18.0P	56.0P			Green	15.0P	15.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0	4.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	442	2794	0.165	0.158	29.0	D	8.3	B
	T	1793	3774	0.413	0.475	6.2	B		
	R	1014	1667	0.001	0.608	0.0	A		
WB	L	295	1863	0.003	0.158	28.3	D	11.0	B
	T	1881	3960	0.895	0.475	11.0	B		
NB	L	248	1863	0.004	0.133	30.8	D	30.4	D
	T	784	5882	0.037	0.133	30.9	D		
	R	528	1667	0.002	0.317	14.7	B		
SB	L	373	2794	0.642	0.133	34.9	D	36.1	D
	T	784	5882	0.799	0.133	36.5	D		

Intersection Delay = 16.9 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.625

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-31-1995

Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) DICKSON

Analyst: C CARETTE File Name: DINDPRAM.HC9

Area Type: Other 2-4-91 AM

Comment: PREVU - SC2 - RL - VOIE CAMION

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	1	1	1	1		1	3	1	2	3	
Volumes	71	151	1	1	128		1	26	1	232	570	
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right	*				EB Right		*	
SB Right	*				WB Right	*		
Green	18.0P	56.0P			Green	15.0P	15.0P	
Yellow/AR	4.0	4.0			Yellow/AR	4.0	4.0	

Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	442	2794	0.165	0.158	29.0	D	19.4	C
	T	475	1000	0.318	0.475	14.9	B		
	R	1014	1667	0.001	0.608	0.0	A		
WB	L	295	1863	0.003	0.158	28.3	D	14.6	B
	T	475	1000	0.269	0.475	14.5	B		
NB	L	248	1863	0.004	0.133	30.8	D	30.4	D
	T	784	5882	0.037	0.133	30.9	D		
	R	528	1667	0.002	0.317	14.7	B		
SB	L	373	2794	0.642	0.133	34.9	D	36.1	D
	T	784	5882	0.799	0.133	36.5	D		

Intersection Delay = 30.7 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.321

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-30-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) DICKSON
Analyst: C CARETTE File Name: DINDPRPM.HC9
Area Type: Other 2-4-91 PM
Comment: PREVU - 2 VOIES - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	1	2		1	3	1	2	2	
Volumes	147	1603	1	1	706		1	570	1	1458	26	
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left		*	*		SB Left	*		
Thru		*	*		Thru	*		
Right			*		Right	*		
Peds					Peds			
NB Right			*		EB Right		*	
SB Right	*				WB Right	*		
Green	6.0P	28.0P	2.0P		Green	55.0P	9.0P	
Yellow/AR	4.0	4.0	4.0		Yellow/AR	4.0	4.0	

Cycle Length: 120 secs Phase combination order: #1 #2 #3 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	534	2298	0.283	0.142	20.9	C	*	*
	T	1287	3960	1.308	0.325	*	*		
	R	278	1667	0.004	0.167	27.5	D		
WB	L	158	1863	0.006	0.100	35.5	D	21.2	C
	T	1101	3774	0.673	0.292	21.2	C		
NB	L	155	1863	0.006	0.083	36.0	D	*	*
	T	490	5882	1.279	0.083	*	*		
	R	181	1667	0.006	0.108	33.3	D		
SB	L	1232	2639	1.220	0.467	*	*	*	*
	T	1830	3922	0.015	0.467	5.4	B		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasable.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-24-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) HAIG
Analyst: C MORENCY File Name: HANDOPAM.HC9
Area Type: Other 10-29-92 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<	>	1	<	>	1	1
Volumes	160	760	15	9	1877	56	4	1	5	21	22	299
Lane Width	12.0	12.0		12.0	12.0		12.0				12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right	*				WB Right			
Green	6.0P	43.0P			Green	14.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0		

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	265	1770	0.634	0.227	16.8	C	5.2	B
	TR	2674	3714	0.320	0.720	2.9	A		
WB	L	167	284	0.054	0.587	5.0	A	22.9	C
	TR	2176	3709	0.982	0.587	23.0	C		
NB	LTR	297	1483	0.034	0.200	18.4	C	18.4	C
SB	LT	360	1802	0.125	0.200	18.7	C	17.4	C
	R	528	1583	0.597	0.333	17.2	C		

Intersection Delay = 17.2 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.843

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-24-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) HAIG
Analyst: C MORENCY File Name: HANDOPPM.HC9
Area Type: Other 10-7-92 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<		> 1	<		> 2	<
Volumes	500	1673	1	3	872	67	10	28	27	43	2	127
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*						
Thru	*	*						
Right	*	*						
Peds								
WB Left		*						
Thru		*						
Right		*						
Peds								
NB Right								
SB Right								
Green	21.0P	26.0P						
Yellow/AR	4.0	4.0						
NB Left					*			
Thru					*			
Right					*			
Peds								
SB Left					*			
Thru					*			
Right					*			
Peds								
EB Right								
WB Right								
Green					16.0P			
Yellow/AR					4.0			

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	618	1770	0.851	0.627	21.1	C	9.4	B
	TR	2583	3725	0.716	0.693	6.0	B		
WB	L	99	276	0.030	0.360	11.8	B	18.4	C
	TR	1327	3686	0.782	0.360	18.4	C		
NB	LTR	334	1472	0.204	0.227	17.9	C	17.9	C
SB	LTR	663	2925	0.287	0.227	18.3	C	18.3	C

Intersection Delay = 12.5 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.727

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-24-1995

Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) FUTAILLES

Analyst: C MORENCY File Name: FUNDOPAM.HC9

Area Type: Other 9-11-92 AM

Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<		> 1	<		> 2	<
Volumes	94	487	1	4	1701	79	1	1	1	10	1	87
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	36.0P				Green	16.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	120	157	0.825	0.617	30.4	D	8.1	B
	TR	2055	3333	0.263	0.617	4.0	A		
WB	L	212	343	0.019	0.617	3.4	A	11.3	B
	TR	2197	3563	0.896	0.617	11.3	B		
NB	LTR	433	1529	0.007	0.283	11.7	B	11.7	B
SB	LTR	871	3075	0.125	0.283	12.1	B	12.1	B

Intersection Delay = 10.6 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.740

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-22-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) FUTAILLES
Analyst: C MORENCY File Name: FUNDOPPM.HC9
Area Type: Other 9-9-92 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2 <		1	2 <			> 1 <		1		1
Volumes	193	1580	1	1	755	111	1	2	2	23		92
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0		12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	8.0P	24.0P			Green	16.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	360	1597	0.564	0.350	7.3	B	7.8	B
	TR	2232	3619	0.783	0.617	7.8	B		
WB	L	127	304	0.008	0.417	7.8	B	11.5	B
	TR	1451	3482	0.660	0.417	11.5	B		
NB	LTR	445	1572	0.011	0.283	11.7	B	11.7	B
SB	L	504	1778	0.048	0.283	11.9	B	13.6	B
	R	229	808	0.424	0.283	14.1	B		

Intersection Delay = 9.2 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.670

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-24-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) BOUCHERVILLE
Analyst: C MORENCY File Name: BONDOPAM.HC9
Area Type: Other 10-30-92 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		2	<	1	2			>	<		> 1	< 1
Volumes		594	60	8	1180		44		88	48	137	538
Lane Width		12.0		12.0	12.0			12.0			12.0	12.0
RTOR Vols			0			0			0			0
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right					Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	1654	3675	0.437	0.450	8.7	B	8.7	B
WB	L	186	413	0.043	0.450	7.0	B	12.3	B
	T	1676	3725	0.778	0.450	12.3	B		
NB	LR	501	1113	0.278	0.450	8.0	B	8.0	B
SB	LTR	732	1626	0.537	0.450	9.7	B	9.6	B
	R	712	1583	0.517	0.450	9.5	B		

Intersection Delay = 10.5 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.658

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-24-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) BOUCHERVILLE
Analyst: C MORENCY File Name: BONDOPPM.HC9
Area Type: Other 10-19-92 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		2	<	1	2			>	<		> 1	< 1
Volumes		1676	22	12	615		96		121	105	186	437
Lane Width		12.0		12.0	12.0			12.0			12.0	12.0
RTOR Vols			0			0			0			0
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right					Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	36.0P				Green	31.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 75 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	1835	3720	1.022	0.493	36.0	D	36.0	D
WB	L	99	201	0.131	0.493	7.9	B	9.0	B
	T	1838	3725	0.369	0.493	9.0	B		
NB	LR	247	580	0.921	0.427	41.5	E	41.5	E
SB	LTR	579	1356	0.809	0.427	20.1	C	16.9	C
	R	675	1583	0.443	0.427	11.9	B		

Intersection Delay = 27.0 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.975

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-07-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) CURATTEAU
Analyst: C MORENCY File Name: CUNDOPAM.HC9
Area Type: Other 9-18-92 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2			2 <			> 2 <				
Volumes	224	322			1553	118	5	12	3			
Lane Width	12.0	12.0			12.0			12.0				
RTOR Vols			0			0			0			
Lost Time	3.00	3.00			3.00	3.00	3.00	3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right					Right	*		
Peds					Peds			
WB Left					SB Left			
Thru		*			Thru			
Right		*			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0P	36.0P			Green	12.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0		

Cycle Length: 70 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	330	1444	0.715	0.357	18.9	C	8.9	B
	T	2587	3551	0.138	0.729	2.2	A		
WB	TR	1930	3651	0.957	0.529	20.8	C	20.8	C
NB	LTR	390	2101	0.056	0.186	17.8	C	17.8	C

Intersection Delay = 17.9 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.773

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-07-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) CURATTEAU
Analyst: C MORENCY File Name: CUNDOPPM.HC9
Area Type: Other 9-14-92 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2			2 <			> 2 <				
Volumes	465	1239			543	120	6	28	11			
Lane Width	12.0	12.0			12.0			12.0				
RTOR Vols			0			0			0			
Lost Time	3.00	3.00			3.00	3.00	3.00	3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right					Right	*		
Peds					Peds			
WB Left					SB Left			
Thru		*			Thru			
Right		*			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	18.0P	18.0P			Green	12.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	640	1641	0.764	0.683	11.9	B	6.0	B
	T	2521	3689	0.543	0.683	3.8	A		
WB	TR	1126	3555	0.651	0.317	14.4	B	14.4	B
NB	LTR	666	3075	0.074	0.217	14.2	B	14.2	B

Intersection Delay = 8.4 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.612

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-07-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) HONORE BEAUGRAND
Analyst: C MORENCY File Name: HBNDOPAM.HC9
Area Type: Other 10-30-92 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2			2	<					>	<
Volumes	20	321			1224	42				47		43
Lane Width	12.0	12.0			12.0						12.0	
RTOR Vols			0			0						0
Lost Time	3.00	3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left			
Thru	*				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	124	276	0.169	0.450	7.5	B	7.6	B
	T	1676	3725	0.212	0.450	7.6	B		
WB	TR	1669	3709	0.838	0.450	13.9	B	13.9	B
SB	LR	696	1547	0.135	0.450	7.3	B	7.3	B

Intersection Delay = 12.3 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.487

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-07-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) HONORE BEAUGRAND
Analyst: C MORENCY File Name: HBNDOPPM.HC9
Area Type: Other 10-28-92 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2			2	<					>	<
Volumes	69	1359			660	73				68		34
Lane Width	12.0	12.0			12.0						12.0	
RTOR Vols			0			0						0
Lost Time	3.00	3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left				
	Thru	*					Thru				
	Right						Right				
	Peds						Peds				
WB	Left					SB	Left	*			
	Thru	*					Thru	*			
	Right	*					Right	*			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		30.0P				Green		22.0P			
Yellow/AR		4.0				Yellow/AR		4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	188	364	0.388	0.517	7.4	B	10.3	B
	T	1925	3725	0.781	0.517	10.4	B		
WB	TR	1896	3670	0.428	0.517	6.9	B	6.9	B
SB	LR	603	1573	0.179	0.383	9.3	B	9.3	B

Intersection Delay = 9.2 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.525

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-24-1995
Center For Microcomputers In Transportation

Streets: (E-W) RENE-LEVESQUE (N-S) PARTHENAIS
Analyst: C MORENCY File Name: PARLOPAM.HC9
Area Type: Other 6-7-94 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes					2 <			> 1				1
Volumes					840	20	13	1				282
Lane Width					12.0			12.0				12.0
RTOR Vols						0			0			0
Lost Time					3.00	3.00	3.00	3.00				3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	*		
Thru					Thru	*		
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru			
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	TR	1671	3713	0.569	0.450	9.6	B	9.6	B
NB	LT	801	1780	0.019	0.450	7.0	B	7.0	B
SB	R	712	1583	0.417	0.450	8.7	B	8.7	B

Intersection Delay = 9.4 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.493

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-24-1995
Center For Microcomputers In Transportation

Streets: (E-W) RENE-LEVESQUE (N-S) PARTHENAIS
Analyst: C MORENCY File Name: PARLOPPM.HC9
Area Type: Other 6-6-94 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes					2 <			> 1				1
Volumes					417	12	47	17				192
Lane Width					12.0			12.0				12.0
RTOR Vols						0			0			0
Lost Time					3.00	3.00	3.00	3.00				3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left *			
Thru					Thru *			
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru *					Thru			
Right *					Right *			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green 26.0P			
Yellow/AR	4.0				Yellow/AR 4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	TR	1669	3709	0.285	0.450	7.9	B	7.9	B
NB	LT	809	1797	0.083	0.450	7.2	B	7.2	B
SB	R	712	1583	0.284	0.450	8.0	B	8.0	B

Intersection Delay = 7.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.284

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-28-1995
Center For Microcomputers In Transportation

Streets: (E-W) HONORE-BEAUGRAND (N-S) SOULIGNY
Analyst: C CARETTE File Name: HBSOPRAM.HC9
Area Type: Other 6-20-91 AM
Comment: PREVU - SC3 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 2 <			> 2 <			> 2 <			> 2 <	
Volumes	34	2	8	50	319	201	249	189	18	18	94	340
Lane Width		12.0			12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	DfL	282	627	0.128	0.450	3.3	A	3.3	A
	TR	776	1725	0.013	0.450	3.2	A		
WB	LTR	1586	3524	0.398	0.450	3.9	A	3.9	A
NB	DfL	344	764	0.762	0.450	17.1	C	10.9	B
	TR	870	1934	0.250	0.450	3.5	A		
SB	LTR	1454	3230	0.344	0.450	3.7	A	3.7	A

Intersection Delay = 5.9 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.580

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-28-1995
Center For Microcomputers In Transportation

Streets: (E-W) HONORE-BEAUGRAND (N-S) SOULIGNY
Analyst: C CARETTE File Name: HBSOPRPM.HC9
Area Type: Other 6-20-91 PM
Comment: PREVU - SC3 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 2 <			> 2 <			> 2 <			> 2 <	
Volumes	340	319	249	18	2	18	8	94	50	201	189	34
Lane Width		12.0			12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	1533	3406	0.655	0.450	4.8	A	4.8	A
WB	DfL	130	290	0.146	0.450	3.4	A	3.3	A
	TR	763	1696	0.028	0.450	3.2	A		
NB	LTR	1528	3395	0.110	0.450	3.3	A	3.3	A
SB	LTR	1292	2870	0.363	0.450	3.8	A	3.8	A

Intersection Delay = 4.3 sec/veh Intersection LOS = A
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.509

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-30-1995
Center For Microcomputers In Transportation

Streets: (E-W) HONORE-BEAUGRAND (N-S) SOULIGNY
Analyst: C CARETTE File Name: HBSOPRAM.HC9
Area Type: Other 6-20-91 AM
Comment: PREVU - SC2 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 2	<		> 2	<		> 2	<		> 2	<
Volumes	27	1	16	96	331	162	264	204	13	10	70	290
Lane Width		12.0			12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	DfL	266	592	0.105	0.450	3.3	A	3.2	A
	TR	758	1684	0.024	0.450	3.2	A		
WB	LTR	1583	3517	0.411	0.450	3.9	A	3.9	A
NB	DfL	396	879	0.703	0.450	13.9	B	9.2	B
	TR	874	1943	0.262	0.450	3.6	A		
SB	LTR	1459	3243	0.280	0.450	3.6	A	3.6	A

Intersection Delay = 5.5 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.557

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-30-1995
Center For Microcomputers In Transportation

Streets: (E-W) HONORE-BEAUGRAND (N-S) SOULIGNY
Analyst: C CARETTE File Name: HBSOPRPM.HC9
Area Type: Other 6-20-91 PM
Comment: PREVU - SC2 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 2 <			> 2 <			> 2 <			> 2 <	
Volumes	290	331	264	13	1	10	16	70	96	162	204	27
Lane Width		12.0			12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	1555	3456	0.629	0.450	4.7	A	4.7	A
WB	DfL	130	290	0.107	0.450	3.3	A	3.2	A
	TR	760	1690	0.016	0.450	3.2	A		
NB	LTR	1430	3177	0.141	0.450	3.3	A	3.3	A
SB	LTR	1295	2878	0.336	0.450	3.7	A	3.7	A

Intersection Delay = 4.2 sec/veh Intersection LOS = A

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.482

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-08-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) IBERVILLE
Analyst: C MORENCY File Name: IBHOOPAM.HC9
Area Type: Other 5-9-95 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		2	<		> 2						> 4	<
Volumes		143	16	401	229					79	1234	36
Lane Width		12.0			12.0						12.0	
RTOR Vols			0			0						0
Lost Time		3.00	3.00	3.00	3.00					3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	*				Thru			
Right	*				Right			
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right					Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	1589	3531	0.111	0.450	7.3	B	7.3	B
WB	DfL	531	1180	0.795	0.450	16.4	C	13.3	B
	T	830	1845	0.290	0.450	8.0	B		
SB	LTR	3264	7254	0.479	0.450	8.9	B	8.9	B

Intersection Delay = 10.0 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.637

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-08-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) IBERVILLE
Analyst: C MORENCY File Name: IBHOOPPM.HC9
Area Type: Other 5-9-95 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		2 <			> 2						> 4 <	
Volumes		265	20	125	234					119	685	29
Lane Width		12.0			12.0						12.0	
RTOR Vols			0			0						0
Lost Time		3.00	3.00	3.00	3.00					3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left					NB Left			
	Thru	*				Thru			
	Right	*				Right			
	Peds					Peds			
WB	Left	*				SB Left *			
	Thru	*				Thru *			
	Right					Right *			
	Peds					Peds			
NB	Right					EB Right			
SB	Right					WB Right			
Green		26.0P				Green 26.0P			
Yellow/AR		4.0				Yellow/AR 4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

Lane Group:	Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	1675	3723	0.188	0.450	7.5	B	7.5	B
WB	LT	1214	2698	0.327	0.450	8.1	B	8.1	B
SB	LTR	3245	7212	0.297	0.450	8.0	B	8.0	B

Intersection Delay = 7.9 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.312

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-08-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) FRONTENAC
Analyst: C MORENCY File Name: FRHOOPAM.HC9
Area Type: Other 5-9-95 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 2			2 <			> 4 <				
Volumes	16	202			620	154	19	537	64			
Lane Width		12.0			12.0			12.0				
RTOR Vols			0			0			0			
Lost Time	3.00	3.00			3.00	3.00	3.00	3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right					Right	*		
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru			
Right	*				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	1256	2791	0.192	0.450	7.6	B	7.6	B
WB	TR	1595	3544	0.537	0.450	9.4	B	9.4	B
NB	LTR	3003	6674	0.239	0.450	7.7	B	7.7	B

Intersection Delay = 8.5 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.388

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-08-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) FRONTENAC
Analyst: C MORENCY File Name: FRHOOPPM.HC9
Area Type: Other 5-9-95 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 2			2 <			> 4 <				
Volumes	29	355			321	162	45	878	182			
Lane Width		12.0			12.0			12.0				
RTOR Vols			0			0			0			
Lost Time	3.00	3.00			3.00	3.00	3.00	3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right					Right	*		
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru			
Right	*				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

Lane Group:	Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	Approach: LOS
EB	LT	1396	3102	0.304	0.450	8.0	B	8.0	B
WB	TR	1606	3570	0.332	0.450	8.2	B	8.2	B
NB	LTR	3198	7107	0.400	0.450	8.5	B	8.5	B

Intersection Delay = 8.3 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.366

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-08-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) DAVIDSON
Analyst: C MORENCY File Name: DAHOOPAM.HC9
Area Type: Other 4-13-95 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 2			2 <			> 4 <				
Volumes	30	208			948	70	6	76	3			
Lane Width		12.0			12.0			12.0				
RTOR Vols			0			0			0			
Lost Time	3.00	3.00			3.00	3.00	3.00	3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*							
Thru	*							
Right								
Peds								
WB Left								
Thru	*							
Right	*							
Peds								
NB Right								
SB Right								
Green	26.0P							
Yellow/AR	4.0							

	5	6	7	8
NB Left	*			
Thru	*			
Right	*			
Peds				
SB Left				
Thru				
Right				
Peds				
EB Right				
WB Right				
Green	26.0P			
Yellow/AR	4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	1131	2513	0.233	0.450	7.7	B	7.7	B
WB	TR	1567	3482	0.719	0.450	11.3	B	11.3	B
NB	LTR	3171	7047	0.031	0.450	7.0	B	7.0	B

Intersection Delay = 10.4 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.375

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-08-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) DAVIDSON
Analyst: C MORENCY File Name: DAHOOPPM.HC9
Area Type: Other 4-13-95 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 2			2 <			> 4 <				
Volumes	91	707			502	88	17	136	6			
Lane Width		12.0			12.0			12.0				
RTOR Vols			0			0			0			
Lost Time	3.00	3.00			3.00	3.00	3.00	3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*							
Thru	*							
Right								
Peds								
WB Left								
Thru	*							
Right	*							
Peds								
NB Right								
SB Right								
Green	26.0P							
Yellow/AR	4.0							
NB Left					*			
Thru					*			
Right					*			
Peds								
SB Left								
Thru								
Right								
Peds								
EB Right								
WB Right								
Green					26.0P			
Yellow/AR					4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

Lane Group:	Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	1247	2772	0.707	0.450	11.4	B	11.4	B
WB	TR	1577	3504	0.413	0.450	8.6	B	8.6	B
NB	LTR	3348	7440	0.055	0.450	7.1	B	7.1	B

Intersection Delay = 9.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.381

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-08-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) JEANNE D'ARC
Analyst: C MORENCY File Name: JDHOOPAM.HC9
Area Type: Other 6-27-86 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 2			2 <			> 3 <				
Volumes	22	400			796	43	17	9	19			
Lane Width		12.0			12.0			12.0				
RTOR Vols			0			0			0			
Lost Time	3.00	3.00			3.00	3.00	3.00	3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right					Right	*		
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru			
Right	*				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB LT	1307	2904	0.357	0.450	8.3	B	8.3	B
WB TR	1664	3698	0.557	0.450	9.5	B	9.5	B
NB LTR	2308	5130	0.023	0.450	7.0	B	7.0	B

Intersection Delay = 9.0 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.290

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-08-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) JEANNE D'ARC
Analyst: C MORENCY File Name: JDHOOPPM.HC9
Area Type: Other 6-27-86 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 2			2 <			> 3 <				
Volumes	52	930			612	62	22	34	57			
Lane Width		12.0			12.0			12.0				
RTOR Vols			0			0			0			
Lost Time	3.00	3.00			3.00	3.00	3.00	3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right					Right	*		
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru			
Right	*				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	1354	3010	0.802	0.450	13.3	B	13.3	B
WB	TR	1654	3675	0.450	0.450	8.8	B	8.8	B
NB	LTR	2304	5120	0.057	0.450	7.1	B	7.1	B

Intersection Delay = 11.2 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.429

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-24-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) PIE IX
Analyst: C MORENCY File Name: PIHOOPAM.HC9
Area Type: Other 5-14-90 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<		3	<		3	<
Volumes	29	330	40	73	891	35		471	53		741	107
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00		3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left			
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	120	247	0.258	0.450	8.1	B	7.9	B
	TR	1529	3398	0.267	0.450	7.9	B		
WB	L	319	708	0.242	0.450	7.8	B	10.2	B
	TR	1588	3530	0.645	0.450	10.4	B		
NB	TR	2276	5058	0.267	0.450	7.9	B	7.9	B
SB	TR	2329	5175	0.422	0.450	8.6	B	8.6	B

Intersection Delay = 8.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.533

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-24-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) PIE IX
Analyst: C MORENCY File Name: PIHOOPPM.HC9
Area Type: Other 5-14-90 pM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<		3	<		3	<
Volumes	162	1356	142	98	500	73		798	88		1564	174
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00		3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
WB Left	*				SB Left			
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	9.0P	39.0P			Green	31.0P		
Yellow/AR	3.0	4.0			Yellow/AR	4.0		

Cycle Length: 90 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	175	1752	0.976	0.100	76.1	F	*	*
	TR	1572	3537	1.053	0.444	*	*		
WB	L	156	1556	0.662	0.100	36.4	D	16.1	C
	TR	1676	3771	0.378	0.444	12.8	B		
NB	TR	1866	5247	0.550	0.356	17.9	C	17.9	C
SB	TR	1580	4444	1.273	0.356	*	*	*	*

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasable.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) ST-CLEMENT
Analyst: C MORENCY File Name: SCHOOPAM.HC9
Area Type: Other 1-8-93 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		3	<		> 3						> 4	<
Volumes		293	66	179	925					38	473	70
Lane Width		12.0			12.0						12.0	
RTOR Vols			0			0						0
Lost Time		3.00	3.00	3.00	3.00					3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	*				Thru			
Right	*				Right			
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right					Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

Lane Group:	Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	2447	5437	0.170	0.450	7.5	B	7.5	B
WB	LT	1972	4382	0.648	0.450	10.3	B	10.3	B
SB	LTR	3282	7293	0.205	0.450	7.6	B	7.6	B

Intersection Delay = 9.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.427

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) ST-CLEMENT
Analyst: C MORENCY File Name: SCHOOPPM.HC9
Area Type: Other 1-13-93 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		3	<		> 3						> 4	<
Volumes		638	27	112	461					123	342	71
Lane Width		12.0			12.0						12.0	
RTOR Vols			0			0						0
Lost Time		3.00	3.00	3.00	3.00					3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	*				Thru			
Right	*				Right			
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right					Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	2500	5555	0.308	0.450	8.0	B	8.0	B
WB	LT	1801	4003	0.368	0.450	8.3	B	8.3	B
SB	LTR	3250	7223	0.191	0.450	7.5	B	7.5	B

Intersection Delay = 8.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.279

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995

Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) VIAU

Analyst: C MORENCY File Name: VIHOOPAM.HC9

Area Type: Other 2-24-88 AM

Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 3			3 <			> 4 <				
Volumes	57	453			1169	205	26	297	108			
Lane Width		12.0			12.0			12.0				
RTOR Vols			0			0			0			
Lost Time	3.00	3.00			3.00	3.00	3.00	3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right					Right	*		
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru			
Right	*				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	DfL	124	276	0.483	0.450	11.1	B	8.3	B
	T	1676	3725	0.299	0.450	8.0	B		
WB	TR	2458	5462	0.648	0.450	10.2	B	10.2	B
NB	LTR	3218	7150	0.155	0.450	7.4	B	7.4	B

Intersection Delay = 9.3 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.401

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) VIAU
Analyst: C MORENCY File Name: VIHOOPPM.HC9
Area Type: Other 2-17-88 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 3			3 <			> 4 <				
Volumes	51	493			440	73	23	322	117			
Lane Width		12.0			12.0			12.0				
RTOR Vols			0			0			0			
Lost Time	3.00	3.00			3.00	3.00	3.00	3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*							
Thru	*							
Right								
Peds								
WB Left								
Thru	*							
Right	*							
Peds								
NB Right								
SB Right								
Green	26.0P							
Yellow/AR	4.0							
NB Left					*			
Thru					*			
Right					*			
Peds								
SB Left								
Thru								
Right								
Peds								
EB Right								
WB Right								
Green					26.0P			
Yellow/AR					4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB LT	2063	4584	0.305	0.450	8.0	B	8.0	B
WB TR	2462	5471	0.241	0.450	7.7	B	7.7	B
NB LTR	3219	7154	0.166	0.450	7.5	B	7.5	B

Intersection Delay = 7.8 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.236

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 09-08-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) DIKSON
Analyst: C.MORENCY File Name: DINDOPAM.HC9
Area Type: Other 2-8-91 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<		> 2	<		> 2	< 1
Volumes	222	703	6	4	1750	66	7	13	2	44	15	478
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	8.0P	41.0P			Green	14.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0		

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	286	1583	0.818	0.280	28.1	D	8.7	B
	TR	2396	3328	0.327	0.720	3.0	A		
WB	L	186	333	0.021	0.560	5.6	B	27.1	D
	TR	2014	3597	0.996	0.560	27.1	D		
NB	LTR	401	2005	0.060	0.200	18.5	C	18.5	C
SB	LTR	447	2237	0.738	0.200	25.7	D	30.0	D
	R	296	1482	0.847	0.200	35.6	D		

Intersection Delay = 22.4 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.963

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 09-08-1995
Center For Microcomputers In Transportation

Streets: (E-W) NOTRE-DAME (N-S) DIKSON
Analyst: C MORENCY File Name: DINDOPPM.HC9
Area Type: Other 2-4-91 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<		> 2	<		> 2	< 1
Volumes	450	2086	9	1	907	64	11	30	8	105	17	249
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0P	26.0P			Green	17.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0		

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	573	1703	0.827	0.600	20.1	C	14.4	B
	TR	2485	3654	0.932	0.680	13.2	B		
WB	L	101	281	0.010	0.360	11.7	B	20.4	C
	TR	1277	3547	0.840	0.360	20.4	C		
NB	LTR	548	2283	0.100	0.240	16.9	C	16.9	C
SB	LTR	534	2226	0.511	0.240	19.5	C	19.1	C
	R	366	1524	0.358	0.240	18.3	C		

Intersection Delay = 16.4 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.822

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-28-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) DICKSON
Analyst: C CARETTE File Name: DIHOPRAM.HC9
Area Type: Other 2-22-91 AM
Comment: PREVU - SC3 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 3 <		1	2 <		1	2 <			> 2 <	
Volumes	16	84	96	342	176	29	486	733	13	5	1118	5
Lane Width		12.0		12.0	12.0		12.0	12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		*			NB Left	*	*	
Thru		*			Thru	*	*	
Right		*			Right	*	*	
Peds					Peds			
WB Left	*	*			SB Left		*	
Thru	*	*			Thru		*	
Right	*	*			Right		*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0P	12.0P			Green	30.0P	42.0P	
Yellow/AR	4.0	4.0			Yellow/AR	4.0	4.0	

Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	371	3429	0.611	0.108	36.7	D	36.7	D
WB	L	410	1770	0.878	0.375	24.1	C	21.2	C
	TR	876	2840	0.259	0.308	16.7	C		
NB	L	509	1736	1.006	0.542	29.0	D	11.1	B
	TR	2407	3751	0.343	0.642	0.0	A		
SB	LTR	1248	3483	0.998	0.358	31.9	D	31.9	D

Intersection Delay = 22.2 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.950

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-28-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) DICKSON
Analyst: C CARETTE File Name: DIHOPRPM.HC9
Area Type: Other 2-18-91 PM
Comment: PREVU - 3 VOIES - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 3 <			> 3 <		1	1	1		> 2 <	
Volumes	184	176	486	13	84	5	96	1118	342	29	733	16
Lane Width		12.0			12.0		12.0	12.0	12.0		12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*							
Thru	*							
Right	*							
Peds								
WB Left	*							
Thru	*							
Right	*							
Peds								
NB Right								
SB Right								
Green	40.0P				72.0P			
Yellow/AR	4.0				4.0			
NB Left					*			
Thru					*			
Right					*			
Peds								
SB Left					*			
Thru					*			
Right					*			
Peds								
EB Right								
WB Right								

Cycle Length: 120 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	1168	3418	0.839	0.342	20.2	C	20.2	C
WB	DfL	60	151	0.233	0.342	21.8	C	14.5	B
	TR	947	2773	0.103	0.342	13.4	B		
NB	L	242	397	0.418	0.608	0.4	A	15.6	C
	T	1144	1881	1.029	0.608	21.6	C		
	R	963	1583	0.374	0.608	0.1	A		
SB	LTR	1585	2606	0.543	0.608	0.2	A	0.2	A

Intersection Delay = 13.1 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.960

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-31-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) DICKSON
Analyst: C CARETTE File Name: DIHOPRAM.HC9
Area Type: Other 2-22-91 AM
Comment: PREVU - SC2 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 3 <		1	2 <		1	2 <			> 2 <	
Volumes	44	85	60	190	188	116	613	669	13	5	822	105
Lane Width		12.0		12.0	12.0		12.0	12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		*			NB Left *	*		
Thru		*			Thru *	*		
Right		*			Right *	*		
Peds					Peds			
WB Left	*	*			SB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	8.0P	12.0P			Green 42.0P	42.0P		
Yellow/AR	4.0	4.0			Yellow/AR 4.0	4.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	331	3051	0.660	0.108	37.6	D	37.6	D
WB	L	236	1770	0.847	0.175	38.0	D	31.4	D
	TR	570	2735	0.590	0.208	27.5	D		
NB	L	683	1736	0.944	0.742	9.8	B	4.5	A
	TR	2782	3751	0.271	0.742	0.0	A		
SB	LTR	1228	3427	0.839	0.358	18.8	C	18.8	C

Intersection Delay = 15.9 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.887

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-30-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) DICKSON
Analyst: C CARETTE File Name: DIHOPRPM.HC9
Area Type: Other 2-18-91 PM
Comment: PREVU - 2 VOIES - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 3 <			> 3 <		1	1	1		> 2 <	
Volumes	105	188	613	13	85	5	60	822	190	116	669	44
Lane Width		12.0			12.0		12.0	12.0	12.0		12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru	*				Thru *			
Right	*				Right *			
Peds					Peds			
WB Left	*				SB Left *			
Thru	*				Thru *			
Right	*				Right *			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	40.0P				Green 72.0P			
Yellow/AR	4.0				Yellow/AR 4.0			

Cycle Length: 120 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	1208	3537	0.868	0.342	21.0	C	21.0	C
WB	DfL	60	110	0.233	0.342	21.8	C	14.4	B
	TR	947	2773	0.104	0.342	13.4	B		
NB	L	213	350	0.296	0.608	0.1	A	0.8	A
	T	1144	1881	0.756	0.608	1.0	A		
	R	963	1583	0.208	0.608	0.0	A		
SB	LTR	1213	1994	0.755	0.608	1.0	A	1.0	A

Intersection Delay = 7.9 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.796

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) LANGELIER
Analyst: C MORENCY File Name: LAHOOPAM.HC9
Area Type: Other 4-2-93 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 3 <			> 3 <			> 1 <			> 2 <	
Volumes	53	658	9	33	1796	173	8	9	20	154	15	108
Lane Width		12.0			12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	33.0P				Green	19.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	DfL	124	219	0.451	0.567	7.5	B	5.5	B
	TR	2108	3720	0.350	0.567	5.4	B		
WB	LTR	2755	4861	0.842	0.567	10.0	B	10.0	B
NB	LTR	472	1415	0.081	0.333	10.4	B	10.4	B
SB	LTR	1004	3013	0.306	0.333	11.3	B	11.3	B

Intersection Delay = 9.1 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.643

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) LANGELIER
Analyst: C MORENCY File Name: LAHOOPPM.HC9
Area Type: Other 2-2-93 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 3 <			> 3 <			> 1 <			> 2 <	
Volumes	80	1521	20	39	842	153	17	40	117	295	11	284
Lane Width		12.0			12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	29.0P				Green	23.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	1978	3957	0.949	0.500	18.7	C	18.7	C
WB	DfL	124	248	0.331	0.500	7.4	B	8.5	B
	TR	1821	3642	0.604	0.500	8.6	B		
NB	LTR	536	1339	0.342	0.400	9.7	B	9.7	B
SB	LTR	919	2298	0.710	0.400	13.3	B	13.3	B

Intersection Delay = 14.3 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.843

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) HAIG
Analyst: C MORENCY File Name: HAHOOPAM.HC9
Area Type: Other 9-16-93 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		3 <		1	2 <			> 2 <			> 2 <	
Volumes		932	49	297	2118	148	23	78	95	63	132	36
Lane Width		12.0		12.0	12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		*			NB Left *			
Thru		*			Thru *			
Right		*			Right *			
Peds					Peds			
WB Left	*	*			SB Left *			
Thru	*	*			Thru *			
Right	*	*			Right *			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0P	32.0P			Green 16.0P			
Yellow/AR	4.0	4.0			Yellow/AR 4.0			

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	2440	5546	0.466	0.440	11.3	B	11.3	B
WB	L	477	1770	0.656	0.467	12.7	B	17.8	C
	TR	2556	3686	0.980	0.693	18.4	C		
NB	LTR	682	3008	0.317	0.227	18.5	C	18.5	C
SB	LTR	650	2869	0.392	0.227	18.9	C	18.9	C

Intersection Delay = 16.2 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.835

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) HAIG
Analyst: C MORENCY File Name: HAHOOPPM.HC9
Area Type: Other 9-13-93 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		3	<	1	2	<		> 1	1		> 2	<
Volumes		2310	45	273	1189	88	46	153	672	28	94	14
Lane Width		12.0		12.0	12.0			12.0	12.0		12.0	
RTOR Vols			0			0			0			0
Lost Time		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left		*			NB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
WB Left	*	*			SB Left	*			
Thru	*	*			Thru	*			
Right	*	*			Right	*			
Peds					Peds				
NB Right	*				EB Right				
SB Right					WB Right				
Green	18.0P	35.0P			Green	11.0P			
Yellow/AR	3.0	4.0			Yellow/AR	4.0			

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	2674	5571	1.020	0.480	32.9	D	32.9	D
WB	L	524	1770	0.548	0.520	13.1	B	4.5	A
	TR	2801	3686	0.504	0.760	2.8	A		
NB	LT	259	1621	0.806	0.160	34.5	D	43.4	E
	R	697	1583	1.015	0.440	46.0	E		
SB	LTR	442	2764	0.339	0.160	21.4	C	21.4	C

Intersection Delay = 25.5 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 1.018

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 09-08-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) BEAUCLERC
Analyst: C MORENCY File Name: BEHOOPAM.HC9
Area Type: Other 10-5-90 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		3			3		2		1			
Volumes		207			665		1621		112			
Lane Width		12.0			12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00			3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left *			
Thru	*				Thru *			
Right	*				Right *			
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	24.0P				Green 43.0P			
Yellow/AR	4.0				Yellow/AR 4.0			

Cycle Length: 75 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	1696	5089	0.141	0.333	13.3	B	13.3	B
WB	T	1776	5327	0.434	0.333	14.9	B	14.9	B
NB	L	1998	3406	0.879	0.587	13.6	B	13.1	B
	R	729	1242	0.162	0.587	5.4	B		

Intersection Delay = 13.6 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.718

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 09-08-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) BEAUCLERC
Analyst: C MORENCY File Name: BEHOOPPM.HC9
Area Type: Other 10-1-90 PM
Comment: ACTUEL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		3			3		2	1	1			
Volumes		514			408		1069	1	30			
Lane Width		12.0			12.0		12.0	12.0	12.0			
RTOR Vols			0			0			0			
Lost Time		3.00			3.00		3.00	3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	41.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 75 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	1936	5377	0.307	0.360	13.2	B	13.2	B
WB	T	1954	5429	0.242	0.360	12.8	B	12.8	B
NB	L	1889	3374	0.613	0.560	8.8	B	8.7	B
	T	1064	1900	0.001	0.560	5.5	B		
	R	800	1429	0.040	0.560	5.6	B		

Intersection Delay = 10.8 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.494

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) CURATTEAU
Analyst: C MORENCY File Name: CUHOOPAM.HC9
Area Type: Other 7-7-95 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 3	<		> 3	<	1	2	<	1	2	<
Volumes	73	126	43	94	329	113	83	564	71	161	587	193
Lane Width		12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left	*				SB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	26.0P				Green	8.0P	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0	4.0		

Cycle Length: 72 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	DfL	152	406	0.506	0.375	15.5	C	12.5	B
	TR	1214	3237	0.154	0.375	11.3	B		
WB	LTR	1646	4388	0.377	0.375	12.5	B	12.5	B
NB	L	325	1770	0.268	0.292	7.5	B	13.5	B
	TR	1208	3222	0.581	0.375	14.2	B		
SB	L	305	1641	0.554	0.292	9.3	B	15.2	C
	TR	1182	3153	0.729	0.375	16.3	C		

Intersection Delay = 13.8 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.647

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) CURATTEAU
Analyst: C MORENCY File Name: CUHOOPPM.HC9
Area Type: Other 7-7-95 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<	1	2	<	1	2	<
Volumes	216	397	99	82	216	163	53	886	146	309	978	126
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*	*			NB Left	*	*		
Thru		*			Thru		*		
Right		*			Right		*		
Peds					Peds				
WB Left	*	*			SB Left	*	*		
Thru		*			Thru		*		
Right		*			Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	7.0P	13.0P			Green	11.0P	28.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0	4.0		

Cycle Length: 75 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	254	1480	0.894	0.253	37.4	D	35.3	D
	TR	609	3262	0.900	0.187	34.3	D		
WB	L	266	1597	0.323	0.253	14.3	B	21.8	C
	TR	632	3386	0.663	0.187	23.3	C		
NB	L	383	1770	0.146	0.360	8.0	B	24.0	C
	TR	1240	3207	0.920	0.387	24.7	C		
SB	L	359	1641	0.905	0.360	32.5	D	32.7	D
	TR	1246	3222	0.979	0.387	32.7	D		

Intersection Delay = 29.2 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.948

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-28-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) CURATTEAU
Analyst: C CARETTE File Name: CUHOPRAM.HC9
Area Type: Other 7-7-95 AM
Comment: PREVU - SC3 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 3	<		> 3	<	1	2	<	1	2	<
Volumes	53	76	80	373	734	271	436	181	292	67	109	98
Lane Width		12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*	*	
Thru	*				Thru		*	
Right	*				Right		*	
Peds					Peds			
WB Left	*				SB Left	*	*	
Thru	*				Thru		*	
Right	*				Right		*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	8.0P	26.0P	
Yellow/AR	4.0				Yellow/AR	4.0	4.0	

Cycle Length: 72 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	DfL	100	254	0.560	0.375	18.5	C	9.7	B
	TR	1088	2900	0.158	0.375	6.8	B		
WB	LTR	1623	4328	0.983	0.375	19.3	C	19.3	C
NB	L	658	1787	0.698	0.292	6.8	B	7.8	B
	TR	867	2313	0.603	0.375	8.7	B		
SB	L	350	1456	0.203	0.292	4.5	A	6.7	B
	TR	716	1909	0.320	0.375	7.3	B		

Intersection Delay = 13.8 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.822

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-28-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) CURATTEAU
Analyst: C MORENCY File Name: CUHOPRPM.HC9
Area Type: Other 7-7-95 PM
Comment: PREVU - 3 VOIES - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<	1	2	<	1	2	<
Volumes	98	734	436	292	76	67	80	109	373	271	181	53
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		*			NB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
WB Left	*	*			SB Left	*	*	
Thru	*	*			Thru	*	*	
Right	*	*			Right	*	*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	16.0P	42.0P			Green	12.0P	34.0P	
Yellow/AR	4.0	4.0			Yellow/AR	4.0	4.0	

Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	381	1064	0.270	0.358	13.1	B	26.2	D
	TR	1327	3704	0.975	0.358	27.2	D		
WB	L	329	1863	0.933	0.308	34.3	D	23.5	C
	TR	1613	3073	0.099	0.525	2.9	A		
NB	L	255	874	0.330	0.292	18.5	C	33.4	D
	TR	558	1912	0.956	0.292	35.8	D		
SB	L	331	1845	0.861	0.242	22.6	C	15.9	C
	TR	1102	2592	0.235	0.425	8.5	B		

Intersection Delay = 25.4 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.976

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-31-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) CURATTEAU
Analyst: C CARETTE File Name: CUHOPRAM.HC9
Area Type: Other 7-7-95 AM
Comment: PREVU - SC2 - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 3 <			> 3 <		1	2 <		1	2 <	
Volumes	51	80	70	371	719	306	403	159	311	73	105	95
Lane Width		12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*	*	
Thru	*				Thru		*	
Right	*				Right		*	
Peds					Peds			
WB Left	*				SB Left	*	*	
Thru	*				Thru		*	
Right	*				Right		*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	28.0P				Green	8.0P	22.0P	
Yellow/AR	4.0				Yellow/AR	4.0	4.0	

Cycle Length: 70 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	DfL	103	234	0.524	0.414	15.4	C	7.6	B
	TR	1219	2943	0.136	0.414	5.1	B		
WB	LTR	1796	4335	0.900	0.414	10.3	B	10.3	B
NB	L	623	1787	0.681	0.300	7.4	B	9.8	B
	TR	721	2195	0.720	0.329	11.8	B		
SB	L	333	1480	0.231	0.300	5.2	B	8.2	B
	TR	621	1889	0.358	0.329	9.2	B		

Intersection Delay = 9.7 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.847

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-30-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOCHELAGA (N-S) CURATTEAU
Analyst: C MORENCY File Name: CUHOPRPM.HC9
Area Type: Other 7-7-95 PM
Comment: PREVU - 2 VOIES - RL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<	1	2	<	1	2	<
Volumes	95	719	403	311	80	73	70	105	371	306	159	51
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		*			NB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
WB Left	*	*			SB Left	*	*	
Thru	*	*			Thru	*	*	
Right	*	*			Right	*	*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	18.0P	38.0P			Green	14.0P	34.0P	
Yellow/AR	4.0	4.0			Yellow/AR	4.0	4.0	

Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	336	1034	0.298	0.325	15.7	C	40.1	E
	TR	1206	3710	1.028	0.325	42.1	E		
WB	L	360	1863	0.908	0.342	28.7	D	20.2	C
	TR	1572	3093	0.107	0.508	3.6	A		
NB	L	262	897	0.283	0.292	18.2	C	33.8	D
	TR	551	1889	0.957	0.292	36.0	D		
SB	L	364	1845	0.885	0.275	22.5	C	16.2	C
	TR	1092	2472	0.212	0.442	7.4	B		

Intersection Delay = 31.1 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.996

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) TELLIER (N-S) CURATTEAU
Analyst: C MORENCY File Name: CUTEOPAM.HC9
Area Type: Other 9-25-92 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 1	<		> 1	<		> 2	1	1	2	<
Volumes	17	8	1	29	177	63	231	615	91	37	513	166
Lane Width		12.0			12.0			12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	18.0P				Green	34.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	350	1105	0.077	0.317	10.9	B	10.9	B
WB	LTR	511	1614	0.554	0.317	13.9	B	13.9	B
NB	LT	1114	1909	0.839	0.583	11.9	B	11.2	B
	R	915	1568	0.105	0.583	4.2	A		
SB	L	160	275	0.243	0.583	4.8	A	5.3	B
	TR	1825	3129	0.411	0.583	5.3	B		

Intersection Delay = 9.3 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.738

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) TELLIER (N-S) CURATTEAU
Analyst: C MORENCY File Name: CUTEOPPM.HC9
Area Type: Other 9-21-92 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 1	<		> 1	<		> 2	1	1	2	<
Volumes	102	48	1	15	192	40	112	804	177	182	247	502
Lane Width		12.0			12.0			12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*	*	
Thru	*				Thru	*	*	
Right	*				Right	*	*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0P				Green	4.0P	37.0P	
Yellow/AR	4.0				Yellow/AR	4.0	4.0	

Cycle Length: 73 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	223	776	0.712	0.288	24.6	C	24.6	C
WB	LTR	461	1604	0.563	0.288	18.0	C	18.0	C
NB	LT	1095	2104	0.924	0.521	21.6	C	19.3	C
	R	824	1583	0.226	0.521	7.3	B		
SB	L	228	1805	0.842	0.178	24.0	C	8.8	B
	TR	1976	3136	0.418	0.630	5.2	B		

Intersection Delay = 15.4 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.861

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) RACHEL (N-S) PIE IX
Analyst: C MORENCY File Name: PIRAOPAM.HC9
Area Type: Other 7-6-95 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes					2	<						1
Volumes					416	41						375
Lane Width					12.0							12.0
RTOR Vols						0						0
Lost Time					3.00	3.00						3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru			
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green 26.0P			
Yellow/AR	4.0				Yellow/AR 4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	TR	1606	3570	0.314	0.450	8.1	B	8.1	B
SB	R	699	1553	0.565	0.450	10.1	B	10.1	B

Intersection Delay = 8.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.440

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) RACHEL (N-S) PIE IX
Analyst: C MORENCY File Name: PIRAOPPM.HC9
Area Type: Other 7-6-95 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes					2 <							1
Volumes					325	65						225
Lane Width					12.0							12.0
RTOR Vols						0						0
Lost Time					3.00	3.00						3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru			
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB TR	1619	3598	0.266	0.450	7.9	B	7.9	B
SB R	686	1524	0.346	0.450	8.3	B	8.3	B

Intersection Delay = 8.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.306

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-24-1995
Center For Microcomputers In Transportation

Streets: (E-W) SHERBROOKE (N-S) PIE IX
Analyst: C MORENCY File Name: PISHOPAM.HC9
Area Type: Other 7-6-95 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 3	<		> 3	<		3	<		3	<
Volumes	86	774	58	1	1180	1		351	53		802	82
Lane Width		12.0			12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00		3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	30.0P				Green	22.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	DfL	124	240	0.734	0.517	21.7	C	8.7	B
	TR	1833	3547	0.502	0.517	7.4	B		
WB	LTR	2673	5173	0.512	0.517	7.4	B	7.4	B
NB	TR	1879	4902	0.249	0.383	9.6	B	9.6	B
SB	TR	1978	5159	0.517	0.383	11.0	B	11.0	B

Intersection Delay = 8.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.642

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-24-1995
Center For Microcomputers In Transportation

Streets: (E-W) SHERBROOKE (N-S) PIE IX
Analyst: C MORENCY File Name: PISHOPPM.HC9
Area Type: Other 7-6-95 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 3	<		> 3	<		3	<		3	<
Volumes	175	1419	75	1	712	1		831	68		590	40
Lane Width		12.0			12.0			12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00		3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru	*				Thru *			
Right	*				Right *			
Peds					Peds			
WB Left	*				SB Left *			
Thru	*				Thru *			
Right	*				Right *			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	39.0P				Green 28.0P			
Yellow/AR	4.0				Yellow/AR 4.0			

Cycle Length: 75 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	2011	3771	0.961	0.533	21.8	C	21.8	C
WB	DfL	101	190	0.010	0.533	6.2	B	8.0	B
	TR	1949	3654	0.404	0.533	8.0	B		
NB	TR	2016	5214	0.517	0.387	13.6	B	13.6	B
SB	TR	2022	5230	0.360	0.387	12.5	B	12.5	B

Intersection Delay = 16.0 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.774

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) SHERBROOKE (N-S) VIAU
Analyst: C MORENCY File Name: VISHOPAM.HC9
Area Type: Other 9-1-89 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	<		> 3	1		> 3	1
Volumes	88	765	69	377	1713	97	67	362	203	151	788	213
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
WB Left	*	*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	13.0P	28.0P			Green	22.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0		

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	430	1770	0.216	0.413	8.7	B	12.3	B
	T	2161	5588	0.410	0.387	12.8	B		
	R	612	1583	0.119	0.387	11.2	B		
WB	L	433	1770	0.917	0.413	30.7	D	28.6	D
	TR	2143	5543	0.978	0.387	28.2	D		
NB	DfL	99	324	0.715	0.307	31.5	D	17.4	C
	T	1142	3725	0.350	0.307	15.4	C		
	R	485	1583	0.441	0.307	16.3	C		
SB	LT	1253	4086	0.867	0.307	23.4	C	22.3	C
	R	485	1583	0.461	0.307	16.5	C		

Intersection Delay = 22.6 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.944

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) SHERBROOKE (N-S) VIAU
Analyst: C MORENCY File Name: VISHOPPM.HC9
Area Type: Other 9-1-89 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	<		> 3	1		> 3	1
Volumes	188	1564	88	236	903	113	57	1060	462	145	547	100
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
WB Left	*	*			SB Left	*	*	
Thru		*			Thru	*	*	
Right		*			Right	*	*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	12.0P	32.0P			Green	4.0P	36.0P	
Yellow/AR	4.0	4.0			Yellow/AR	4.0	4.0	

Cycle Length: 100 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	305	1770	0.649	0.290	16.9	C	35.1	D
	T	1844	5588	0.982	0.330	37.9	D		
	R	522	1583	0.178	0.330	18.1	C		
WB	L	305	1770	0.813	0.290	29.1	D	23.5	C
	TR	1814	5496	0.649	0.330	22.3	C		
NB	LT	1612	4356	0.803	0.370	23.6	C	25.0	C
	R	586	1583	0.830	0.370	28.6	D		
SB	LT	1290	2866	0.622	0.450	16.6	C	16.1	C
	R	712	1583	0.147	0.450	12.3	B		

Intersection Delay = 26.8 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.806

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) SHERBROOKE (N-S) DICKSON
Analyst: C MORENCY File Name: DISHOPAM.HC9
Area Type: Other 6-29-90 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 3	<		> 3	<		> 2	<		> 2	1
Volumes	88	670	30	77	1654	66	50	252	53	66	416	283
Lane Width		12.0			12.0			12.0			12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	36.0P				Green	16.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	DfL	124	201	0.750	0.617	20.8	C	6.1	B
	TR	2177	3530	0.356	0.617	4.3	A		
WB	LTR	2703	4383	0.770	0.617	7.4	B	7.4	B
NB	LTR	791	2791	0.497	0.283	14.1	B	14.1	B
SB	LT	874	3086	0.608	0.283	15.0	B	15.6	C
	R	458	1615	0.651	0.283	16.7	C		

Intersection Delay = 9.4 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.732

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) SHERBROOKE (N-S) DICKSON
Analyst: C MORENCY File Name: DISHOPPM.HC9
Area Type: Other 6-27-90 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<		> 3	<		> 2	<		> 2	1
Volumes	248	1759	52	46	1018	66	34	495	88	88	344	132
Lane Width	12.0	12.0			12.0			12.0			12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left *			
Thru	*	*			Thru *			
Right	*	*			Right *			
Peds					Peds			
WB Left		*			SB Left *			
Thru		*			Thru *			
Right		*			Right *			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0P	27.0P			Green 26.0P			
Yellow/AR	4.0	4.0			Yellow/AR 4.0			

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	363	1787	0.719	0.333	15.7	C	21.9	C
	TR	2057	3673	0.973	0.560	22.7	C		
WB	DfL	99	266	0.483	0.373	16.5	C	21.9	C
	TR	1352	3621	0.886	0.373	22.1	C		
NB	LTR	1149	3193	0.593	0.360	15.5	C	15.5	C
SB	LT	779	2163	0.614	0.360	16.0	C	15.3	C
	R	570	1583	0.244	0.360	12.8	B		

Intersection Delay = 20.1 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.833

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 09-08-1995
Center For Microcomputers In Transportation

Streets: (E-W) SHERBROOKE (N-S) VIAU
Analyst: C MORENCY File Name: VISHOPAM.HC9
Area Type: Other 9-1-89 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	<		> 3	1		> 3	1
Volumes	88	765	69	377	1713	97	67	362	203	151	788	213
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
WB Left	*	*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	13.0P	28.0P			Green	22.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0		

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	430	1770	0.216	0.413	8.7	B	12.3	B
	T	2161	5588	0.410	0.387	12.8	B		
	R	612	1583	0.119	0.387	11.2	B		
WB	L	433	1770	0.917	0.413	30.7	D	28.6	D
	TR	2143	5543	0.978	0.387	28.2	D		
NB	DfL	99	324	0.715	0.307	31.5	D	17.4	C
	T	1142	3725	0.350	0.307	15.4	C		
	R	485	1583	0.441	0.307	16.3	C		
SB	LT	1253	4086	0.867	0.307	23.4	C	22.3	C
	R	485	1583	0.461	0.307	16.5	C		

Intersection Delay = 22.6 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.944

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 09-08-1995
Center For Microcomputers In Transportation

Streets: (E-W) SHERBROOKE (N-S) VIAU
Analyst: C MORENCY File Name: VISHOPPM.HC9
Area Type: Other 9-1-89 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	<		> 3	1		> 3	1
Volumes	188	1564	88	236	903	113	57	1060	462	145	547	100
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*						
Thru		*						
Right		*						
Peds								
WB Left	*	*						
Thru		*						
Right		*						
Peds								
NB Right								
SB Right								
Green	12.0P	32.0P						
Yellow/AR	4.0	4.0						
NB Left						*		
Thru						*		
Right						*		
Peds								
SB Left					*	*		
Thru					*	*		
Right					*	*		
Peds								
EB Right								
WB Right								
Green					4.0P	36.0P		
Yellow/AR					4.0	4.0		

Cycle Length: 100 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	305	1770	0.649	0.290	16.9	C	35.1	D
	T	1844	5588	0.982	0.330	37.9	D		
	R	522	1583	0.178	0.330	18.1	C		
WB	L	305	1770	0.813	0.290	29.1	D	23.5	C
	TR	1813	5495	0.649	0.330	22.3	C		
NB	LT	1612	4356	0.803	0.370	23.6	C	25.0	C
	R	586	1583	0.830	0.370	28.6	D		
SB	LT	1290	2866	0.622	0.450	16.6	C	16.1	C
	R	712	1583	0.147	0.450	12.3	B		

Intersection Delay = 26.8 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.806

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) SHERBROOKE (N-S) LANGELIER
Analyst: C MORENCY File Name: LASHOPAM.HC9
Area Type: Other 10-5-94 AM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 3 <			3 <			> 2	1		> 2	1
Volumes	162	1399	70		1918	236	18	307	67	148	275	205
Lane Width		12.0			12.0			12.0	12.0		12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*	*			NB	Left	*			
	Thru	*	*				Thru	*			
	Right	*	*				Right	*			
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru	*			
	Right		*				Right	*			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		6.0P	37.0P			Green		20.0P			
Yellow/AR		4.0	4.0			Yellow/AR		4.0			

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	2404	3756	0.786	0.640	8.7	B	8.7	B
WB	TR	2731	5390	0.913	0.507	16.8	C	16.8	C
NB	LT	862	3078	0.417	0.280	16.9	C	16.7	C
	R	452	1615	0.157	0.280	15.5	C		
SB	LT	628	2244	0.743	0.280	22.0	C	20.8	C
	R	407	1455	0.530	0.280	18.4	C		

Intersection Delay = 14.5 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.773

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 08-09-1995
Center For Microcomputers In Transportation

Streets: (E-W) SHERBROOKE (N-S) LANGELIER
Analyst: C MORENCY File Name: LASHOPPM.HC9
Area Type: Other 10-5-94 PM
Comment: ACTUEL OPTIMISE

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 3	<		3	<		> 2	1		> 2	1
Volumes	134	1489	67		1054	302	11	301	65	179	526	142
Lane Width		12.0			12.0			12.0	12.0		12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	6.0P	28.0P			Green	29.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0		

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	2126	4088	0.921	0.520	17.8	C	17.8	C
WB	TR	2049	5300	0.766	0.387	16.5	C	16.5	C
NB	LT	1187	2968	0.291	0.400	11.6	B	11.5	B
	R	646	1615	0.105	0.400	10.7	B		
SB	LT	1021	2552	0.763	0.400	17.2	C	16.3	C
	R	593	1482	0.251	0.400	11.5	B		

Intersection Delay = 16.6 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.852

Annexe C

Mesures des débits de saturation

Débit de saturation vs taille de l'échantillon

Annexe D

Découpage sectoriel des déplacements

Tableau D1
Aggrégation des 92 secteurs

# du secteur	Secteur
1	Mtl-centre-ville
2	Mtl-centre-ville périphérique
3	Mtl-Sud-Ouest
4	Mtl-Notre-Dame-de-Grâce
5	Mtl-Côte-des-Neiges
6	Mtl-Plateau Mont-Royal
7	Mtl-Villeray
8	Mtl-Ahuntsic
9	Mtl-Saint-Michel
10	Mtl-Rosemont
11	Mtl-Sud-Est
12	Mtl-Mercier
13	Mtl-Pointe-aux-Trembles
14	Mtl-Rivière-des-Prairies
15	Mtl-Est
16	Anjou
17	Saint-Léonard
18	Montréal-Nord
19	Saint-Laurent
20	Mont-Royal
21	Outremont
22	Westmount
23	Hampstead
24	Côte-Saint-Luc
25	Montréal-Ouest
26	Saint-Pierre
27	Verdun
28	Lasalle
29	Lachine
30	L'Île Dorval
	Dorval
31	Pointe-Claire
32	Dollard-des-Ormeaux
33	Roxboro
34	St-Raphael-de-l'Île-Bizard
35	Sainte-Geneviève
36	Pierrefonds
37	Kirkland
38	Beaconsfield
39	Baie-d'Urfe
40	Sainte-Anne-de-Bellevue
41	Senneville
42	Longueuil
43	Saint-Lambert
44	Lemoyne
45	Greenfield-Park
46	Saint-Hubert
47	Brossard
48	Boucherville
49	Laval-Ouest
50	Laval-Sainte-Dorothée, Laval-sur-le-Lac
51	Laval-Chomedey
52	Laval-Sainte-Rose, Fabreville
53	Laval-Vimont, Auteuil
54	Laval-Laval-des-Rapides, Pont-Viau
55	Laval-Duvernay, Saint-Vincent-de-Paul
56	Laval-Saint-François
57	Pointe-Calumet
	Saint-Joseph-du-Lac
	Oka
	Sainte-Placide
	Sainte-Marthe-sur-le-Lac
58	Deux-Montagnes
59	Saint-Eustache
60	Boisbriand
61	Blainville
	Sainte-Thérèse
62	Lorraine
	Bois-des-Filion
	Rosemère
63	Mirabel
64	Bellefeuille
	Saint-Colomban
65	Saint-Antoine
	Lafontaine
	Saint-Jérôme
66	Sainte-Anne-des-Plaines
	La Plaine
67	Terrebonne
68	Mascouche
69	Lachenaie
70	L'Épiphanie
	Saint-Gérard-Majella
	Saint-Roch-de-l'Achigan
	Saint-Sulpice
71	Le Gardeur
	Repentigny
	Charlemagne
72	Notre-Dame-de-l'île-Perrot
	Pincourt
	Terrasse-Vaudreuil
	L'île-Perrot
73	Vaudreuil
	Vaudreuil-sur-le-Lac
	L'île-Cadieux
	Hudson
73	Saint-Lazare
	Dorion
74	Coteau-Station
	Coteau-du-Lac
	Saint-Clet
	Les Cèdres
	Pointe-des-Cascades
	Coteau-Landing
75	La Prairie
76	Candiac
77	Sainte-Catherine
	Saint-Constant
	Delson
78	Saint-Philippe
	Saint-Mathieu
79	Saint-Edouard
	Saint-Michel
	Saint-Rémi
	Saint-Patrice-de-Sherrington
80	Châteauguay
81	Mercier
	Saint-Isidore
82	Maple Grove
	Beauharnois
	Melocheville
	Lery
83	Grande-île
	Saint-Timothée
	Salaberry-de-Valleyfield
84	Verchères
	Calixa-Lavallée
	Varennes
85	Saint-Charles-sur-Richelieu
	Saint-Charles
	Saint-Marc-sur-Richelieu
86	Saint-Amable
	Sainte-Julie
87	Beloeil
	Saint-Mathieu-de-Beloeil
	McMasterville
88	Mont-Saint-Hilaire
	Otterburn Park
89	Saint-Bruno-de-Montarville
90	Saint-Basile-le-Grand
91	Notre-Dame-de-Bon-Secours
	Chambly, Carignan
	Richelieu
92	Externe

Tableau D2
Aggrégation des 92 secteurs municipaux en 21 secteurs

Numéro du secteur	Secteur	Regroupement des 92 secteurs
1	CUM Centre-ville	1 et 2
2	CUM Centre-Sud	3, 4, 22, 24 à 29
3	CUM Centre-Ouest	5, 19, 20, 21 et 23
4	CUM Centre-Nord	7, 8 et 9
5	CUM Centre-Est	6, 10, 11 et 12
6	CUM Ouest	30 à 41
7	CUM Est	13 à 18
8	Laval Centre	51 à 55
9	Laval Ouest	56
10	Laval Est	49 et 50
11	Deux-Montagnes	57 à 59
12	Blainville-Mirabel	60 à 65
13	Les Moulins	66 à 69
14	L'Assomption	70 et 71
15	Vaudreuil-Soulanges	72 à 74
16	Roussillon	75 à 78 et 80 à 83
17	Napierville	79
18	Champlain	42 à 47
19	Richelieu	85, 87 à 91
20	Lajemmerais	48, 84 et 86
21	Externes	92

Annexe E

Données sur le camionnage

Tableau E1
Aggrégation des 34 zones camions

Numéro du secteur	Secteur	Regroupement des 92 secteurs
1	CUM Centre-ville	1 et 2
2	CUM Centre-Sud	3, 4 , 22 à 29
3	CUM Centre-Est	6, 10 à 12
4	CUM Centre-Ouest	5, 20 et 21
5	CUM Centre-Nord	de 7 à 9
6	CUM Ouest	de 30 à41
7	CUM Est	de 13 à 18
8	Laval-Ouest	de 49 à 50
9	Laval-Centre	de 51 à 55
10	Laval-Est	56
11	MRC Deux-Montagnes (Partie)	57
12	MRC de Thérèse-de-Blainville (P)	58
13	MRC des Moulins	59
14	MRC l'Assomption	60
15	MRC Vaudreuil-Soulanges	61
16	Rive-Sud-Immédiate	de 42 à 47
17	MRC Lajemmerais / La Vallée Richelieu (P)	63 et 64
18	MRC Roussillon (Partie)	62
19	Ville Saint-Laurent	19
20	Boucherville	48
21	Mirabel+Saint-Placide + Sainte-Anne-des-Plaines	Intérieur étude
22	Verchères + Contrecoeur	Intérieur étude
23	Valleyfield + Beauharnois	Intérieur étude
24	Autres municipalités-couronne sud	Intérieur étude
25	Montérégie + Estrie + 65	Externe étude
26	Chaudières + Bas Saint-Laurent + Gaspésie	Externe étude
27	Québec	Externe étude
28	Mauricie + Bois-Franc	Externe étude
29	Lac Saint-Jean + Cote-Nord	Externe étude
30	Lanaudière + Laurentides + Outaouais + Abitibi	Externe étude
31	Ontario	Externe Québec
32	Maritimes	Externe Québec
33	Ouest Canada	Externe Québec
34	États-Unies	Externe Québec
39	Impossible à coder	

Tableau E2

Matrice totale des déplacements camions - Période de pointe AM

O/D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	39	Total
1	521	66	141			24			8							30				36										65	32			8	37	968
2	143	984	66	11	54	217	93		1	7	8					151		57	183		24		10		90			30		30					42	2 201
3	36	89	365	44	207	39	196									96		6		34					42	36				6						1 196
4				384	36		6		7		6								127																30	596
5	39	43	65	193	1 419		257		122				10	10		10		57	82						33					10	19				36	2 405
6	14	218	48		30	592	24		119		42		10		59	30			148											30	54				30	1 448
7	132	64	266	78	196	19	2 113		138		49	44	49	72	8	55	72	72	101	49				6	135					82	36				94	3 930
8			7		49						7								8		7				14											92
9		17	80	43	64	89	113		421	77	103	146	63				8		93						97											1 414
10		14							7	38		7			8																				49	123
11			49			13	64	56	105		72	112	105		49				64		56				8					8						761
12					97		8		14	7	14	8							8		29				30	8										223
13		49				49	49		63		22		105						49																14	400
14	65													359				49							146					2						621
15		8				56	25			30					199				8				1							1						328
16	57	201	10	10		10	77								24	144	164	26	81	117		30			40			6			30					1 027
17							57		8							16	167	6	1	115		6			7					2				57	442
18		40		10			2		10							3	1	67							37	11	10			20	30					241
19	59	66	59	218	143	89	74		153		22		30		8				385	10					58		30		24	107	30				36	1 601
20		24			10	10	86							24		206			10	139		6			13			10		10						548
21	33	23			46	14	7	7	1		12	44			2	2			19		86							2		10	7				14	329
22	6	5	1			1	3		1			1				9	34	6	1	6		15			27	1	1	1		8	8	1		6		142
23		30													30								165											30	255
24							6																												10	16
25	13	69	29	6	36	19	53	14	18		53	103	99	51	52	43	44	24	89	39	2	23	3	4	424		2	6	3	41	30		1	20		1 413
26	8	5	4	1	5	5	8	1	2			1	1		1	3	1	2	5	18					2		2	1		5	9			9		99
27	7	16	8	3	9	13	22		11		4	2	1	1		8	9	6	56	14		1	1		8	10	30	1	31	4	17		1	11		305
28	8	21	22	2	14	12	56		15		3	6	1	7	4	34	30	28	25	27	1		4		16			5		20	42		1	30		434
29	2	3	3	1		33	13	1		2		1					2	1	6	2			1	2			1		1	4	7			2		88
30	56	84	22	7	20	27	113	3	44	4	28	127	19	23	52	24	8	15	269	5	4	4	6		30	4	2	8		247	68	2	49	10		1 384
31	9	57	22	17	9	71	50		19	1	1	9	5	1	16	13	6	13	78	29	2	6	9	1	55	4	26	31	8	28	184	46		5		831
32	1	4	1		2	5	1		1			1				1	1	1	1	1		1			1	1	1				17		1	1		44
33	1	1	1		1	1						2						1	1						2			1							12
34	7	17	19	3	6	19	11		3			6	2	2	1	4	4	13	10	8	4	2	1		23	6	9	14	3	7	6	3		5		218
39	30	66	59		36		62		57				7						36		7	6					24	30						57	477
Total	1 247	2 284	1 347	1 031	2 489	1 427	3 649	82	1 348	166	446	620	507	550	513	882	551	450	1 944	649	222	100	201	13	1 338	81	138	146	70	747	626	52	53	107	536	26 612

Source: CUM

Tableau E3
Matrice totale des déplacements camions - Période de pointe AM (découpage 21 secteurs)

O/D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	18	19 et 20	17 et 21	Total
1	556	71			154	25		9									31	38	111	995
2	150	1 036	200	56	71	221	97	1	7		8	25				68	154		156	2 250
3	62	70	1 164	188	64	92	84	173			29		31		8			10	261	2 238
4	41	45	283	1 464	69		266	130					10	10		58	10		64	2 451
5	37	92	45	210	384	39	200									6	96	34	86	1 228
6	15	230	153	31	52	605	25	128			43		10		60		31		87	1 469
7	139	68	186	204	287	19	2 206	148			50	46	51	74	8	74	56	131	264	4 011
8		18	138	65	84	89	115	442	77		103	147	64					8	99	1 449
9		24						12	63			12			13					124
10			8	50	7						7	7							14	94
11			65		52	13	65	110		56	72	170	107		49				16	774
12	35	24	28	149		14	16	16	7	7	27	173			2		2		60	560
13		52	51			51	52	69			23		111							408
14	67													359		49			151	625
15		8	8			56	25		30						199	1			1	329
16		77	11				2	11							32	247	3	1	117	501
18	59	208	92		11	10	78								24	26	144	313	77	1 041
19 et 20	7	32	13	11	1	12	165	10				1		25		13	245	521	103	1 158
17 et21	115	286	588	104	138	205	333	119	7	19	89	274	130	85	126	129	130	293	1 736	4 906
Total	1 282	2 342	3 034	2 532	1 372	1 451	3 730	1 377	191	82	451	854	514	553	522	671	903	1 349	3 403	26 612

Tableau E4
Matrice totale des utilisateurs potentiels camions - Période de pointe AM

O/D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	18	19 et 20	17 et 21	Total
1					86												0		34	141
2				0	22		45		0								0		26	94
3					20		0												6	25
4	1	4			1											1	0		9	16
5	13	43	9	6	142	8	39									3	41		49	363
6					34		0										0		0	35
7	103	46	5	0	96	0									0	28	1		1	281
8		0			1														1	2
9		11																		11
10																				
11					4															4
12	0																0		0	0
13		18	0			0														18
14	57															22			0	79
15																				
16			0				0	0												1
18	1	1	1		4	0	0												0	8
19 et 20																				
17 et21	30	57	19	1	101	6	13	0	0	0			3	4	5	8	1		24	274
Total	208	190	35	7	510	18	99	0	0	0			3	4	6	62	43		150	1 368

Tableau E5
Estimation des utilisateurs potentiels du tronçon à l'étude

		Débits						
		Transit		Entrant		Sortant		Interne
		Direction		Direction		Direction		
Origine	Destination	Est	Ouest	Est	Ouest	Est	Ouest	
7	1		103					
21	2		57					
14	1		57					
7	2		46					
2	7	45						
5	2						43	
21	1		30					
1	21	34						
2	21	26						
7	16		28					
5	5							142
14	16		22					
2	5			22				
1	20	21						
21	3		19					
21	5			50	50			
7	5				96			
13	2		18					
1	5			86				
21	7	13						
5	1						13	
5	21					25	25	
5	20					9		
4	21	9						
5	6						8	
5	18					21	21	
5	7					39		
20	2		10					
21	15		5					
21	16		8					
21	6		6					
6	5				34			
9	2		11					
3	21	6						
7	3		5					
3	5				20			
21	14	4						
4	2		4					
5	16						3	
21	13	3						
20	6		3					
5	3						9	
20	3		2					
5	4						6	
18	2		1					
4	1		1					
18	1		1					
7	21		1					
21	4		1					
4	16		1					
11	5			4				
18	3		1					
18	5				4			
21	18	1						
21	20	1						
8	21	1						
7	18		1					
Total		163	442	162	204	94	127	142

Hypothèses
- Heure de pointe = 40% de la période de pointe.
- Les internes sont séparés également dans les deux directions.

Grand total 1 335

	Direction		
	Est	Ouest	Total
Débits potentiels de camion à l'heure de pointe	**191**	**333**	**524**

Tableau E6
Estimation des utilisateurs potentiels du tronçon à l'étude (scénario A)

		Débits						
		Transit		Entrant		Sortant		Interne
		Direction		Direction		Direction		
Origine	Destination	Est	Ouest	Est	Ouest	Est	Ouest	
7	1		79					
21	2		40					
14	1		48					
7	2		39					
2	7	61						
5	2						41	
21	1		22					
1	21	4						
2	21	27						
7	16		36					
5	5							140
14	16		21					
2	5			35				
1	20	4						
21	3		13					
21	5			15	15			
7	5				117			
13	2		11					
1	5			122				
21	7	26						
5	1						11	
5	21					9	9	
5	20					12		
4	21	6						
5	6						20	
5	18					34	34	
5	7					56		
20	2		2					
21	15		3					
21	16		8					
21	6		3					
6	5				33			
9	2		7					
3	21	7						
7	3		2					
3	5				22			
21	14	6						
4	2		3					
5	16						3	
21	13	6						
20	6		1					
5	3						8	
20	3		1					
5	4						5	
18	2		1					
4	1		1					
18	1		0					
7	21		3					
21	4		2					
4	16		2					
11	5			5				
18	3		1					
18	5				7			
21	18	1						
21	20	2						
8	21	1						
7	18		1					
Total		151	351	176	194	111	132	140

Hypothèses

- Heure de pointe = 40% de la période de pointe.
- Les internes sont séparés également dans les deux directions.

Grand total 1 255

	Direction		
	Est	Ouest	Total
Débits potentiels de camion à l'heure de pointe	199	294	493

Annexe F

Plans concepts de l'option de base

NOTES

LA LOCALISATION DE L'EMPRISE [illegible]

LA TOPOGRAPHIE SUR DISQUETTES EST DE PHOTOCARTOTHÈQUE QUÉBÉCOISE, MINISTÈRE DE L'ÉNERGIE ET DES RESSOURCES.

[illegible]

LA GÉOMÉTRIE PRÉLIMINAIRE EST DES PLANS D'AVANT-PROJET DU MINISTÈRE DES TRANSPORT DU QUÉBEC [illegible]

A	M	J	NATURE DE MODIFICATION	PAR
95	10	13	GÉOMÉTRIE PROPOSÉE	R/B
95	09	19	CONCEPTION	R/B
94	07	08	DATE D'ÉMISSION DU PLAN	

Gouvernement du Québec

Ministère des Transports

ROCHE DELUC — DiboConsult

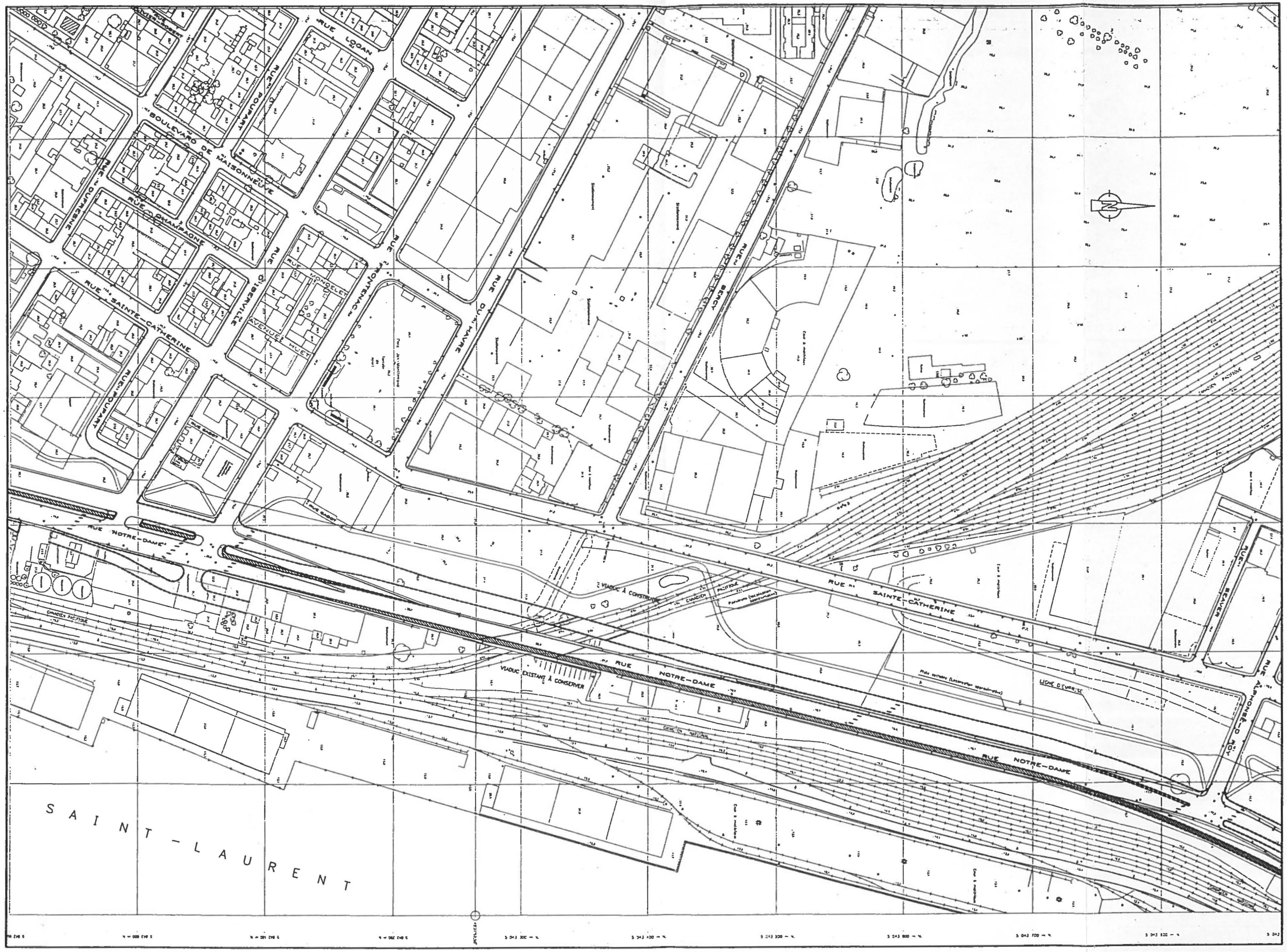
BOULEVARD VILLE-MARIE (A-720)
RUE PAPINEAU À
RUE D'IBREVILLE

ÉCHELLE 0 10 20 30 40 50m

IDENTIFICATION TECHNIQUE DU PROJET : 00-678-001

IDENTIFICATION REGROUPEMENT 5200-95-AA01

1/10



A	M	J	NATURE DE MODIFICATION	PAR
95	10	15	GÉOMÉTRIE PROPOSÉE	R/B
95	08	10	CONCEPTION	R/B
94	07	08	DATE D'ÉMISSION DU PLAN	

Gouvernement du Québec

Ministère des Transports

ROCHE DELUC — DiboConsult

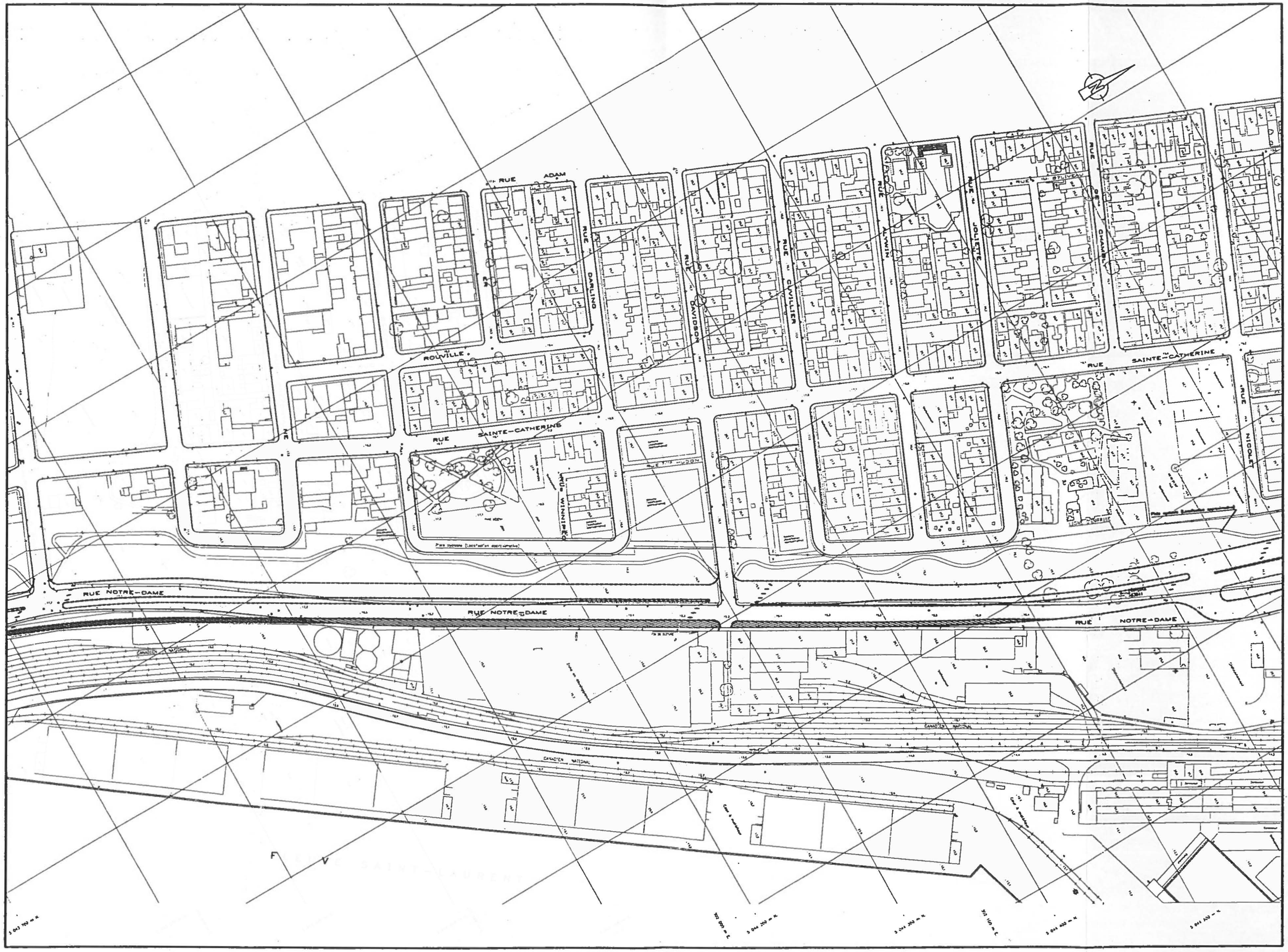
BOULEVARD VILLE-MARIE (A-720)
RUE D'IBERVILLE À
RUE ALPHONSE-D ROY

ÉCHELLE 0 10 20 30 40 50m

IDENTIFICATION TECHNIQUE DU PROJET : 00-678-001

IDENTIFICATION REGROUPEMENT 5200-95-AA01

2 / 10



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00	10	13	GÉOMÉTRIE PROPOSÉE	R/D
00	08	16	CONCEPTION	R/D
[illegible]	07	08	DATE D'ÉMISSION DU PLAN	

Gouvernement du Québec

Ministère des Transports

ROCHE DELUC DiboConsult

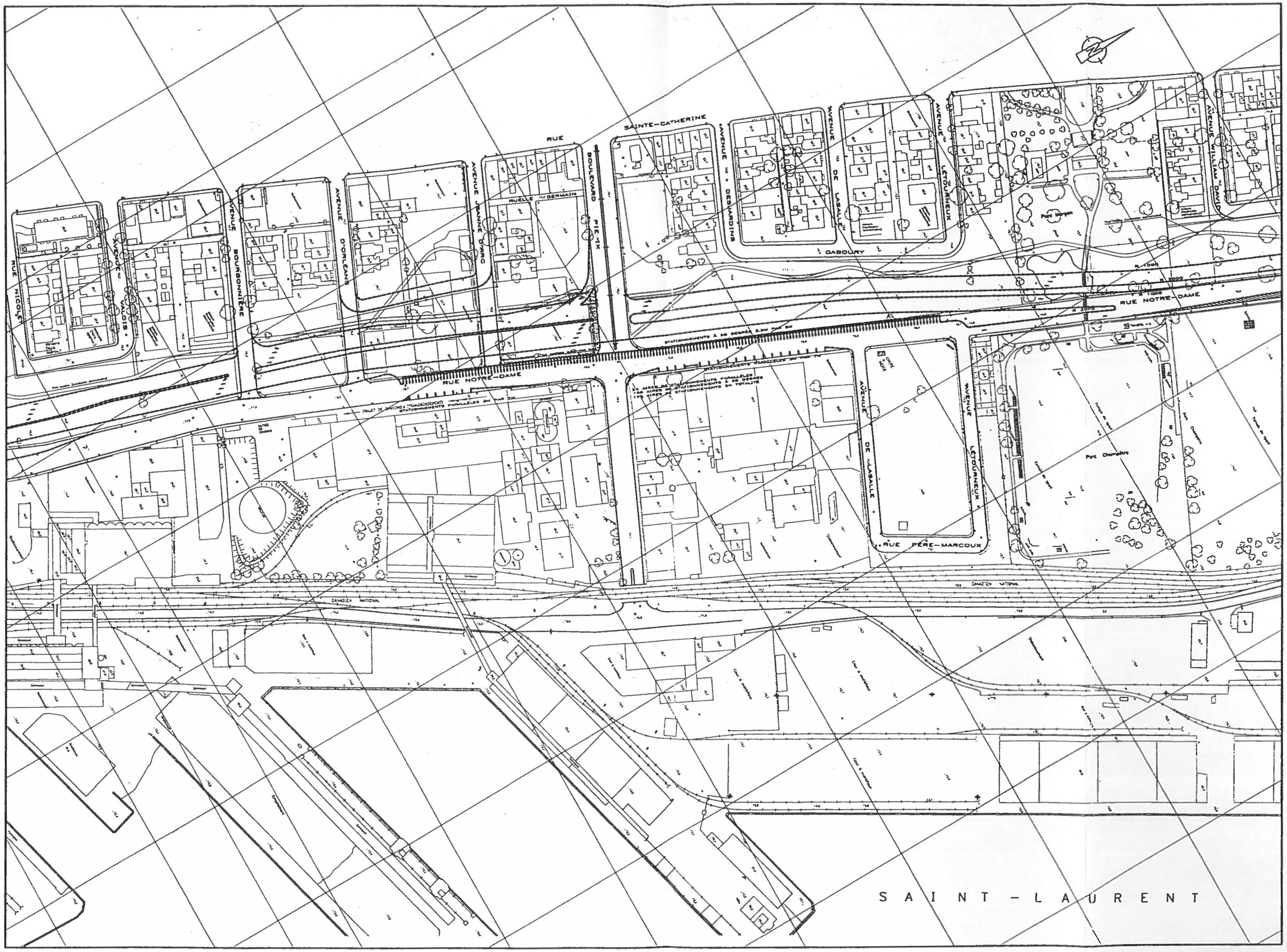
BOULEVARD VILLE-MARIE (A-720)
RUE ALPHONSE-D ROY À
RUE NICOLET

ÉCHELLE
0 10 20 30 40 50m

IDENTIFICATION TECHNIQUE DU PROJET :
00-678-001

IDENTIFICATION REGROUPEMENT
5200-95-AA01

3/10



NOTES:

LA LOCALISATION DE L'EMPRISE RÉFÉRENCE PLANS "[illegible]" FEUILLET 10.30" EN DATE DU 17-08-1985.

LA TOPOGRAPHIE SUR DISQUETTES EST DE PHOTOCARTOTHÈQUE QUÉBÉCOISE, MINISTÈRE DE L'ÉNERGIE ET DES RESSOURCES.

MISE À JOUR PAR TRANSBURO 1993.

LA GÉOMÉTRIE PRÉLIMINAIRE EST DES PLANS D'AVANT-PROJET DU MINISTÈRE DES TRANSPORT DU QUÉBEC No 13-83-12-3000 ET DA7912103.

A	M	J	NATURE DE MODIFICATION	PAR
95	10	13	GÉOMÉTRIE PROPOSÉE	R/D
95	08	18	CONCEPTION	R/D
94	07	08	DATE D'ÉMISSION DU PLAN	

Gouvernement du Québec

Ministère des Transports

ROCHE DELUC — DiboConsult

BOULEVARD VILLE-MARIE (A-720)
RUE NICOLET À
AV. WILLIAM DAVID

ÉCHELLE 0 10 20 30 40 50m

IDENTIFICATION TECHNIQUE DU PROJET : 00-678-001

IDENTIFICATION REGROUPEMENT 5200-95-AA01

4-A / 10

A	M	J	NATURE DE MODIFICATION	PAR
			GÉOMÉTRIE PROPOSÉE	
			CONCEPTION	
			DATE D'ÉMISSION DU PLAN	

Gouvernement du Québec

Ministère des Transports

ROCHE DELUC — DiboConsult

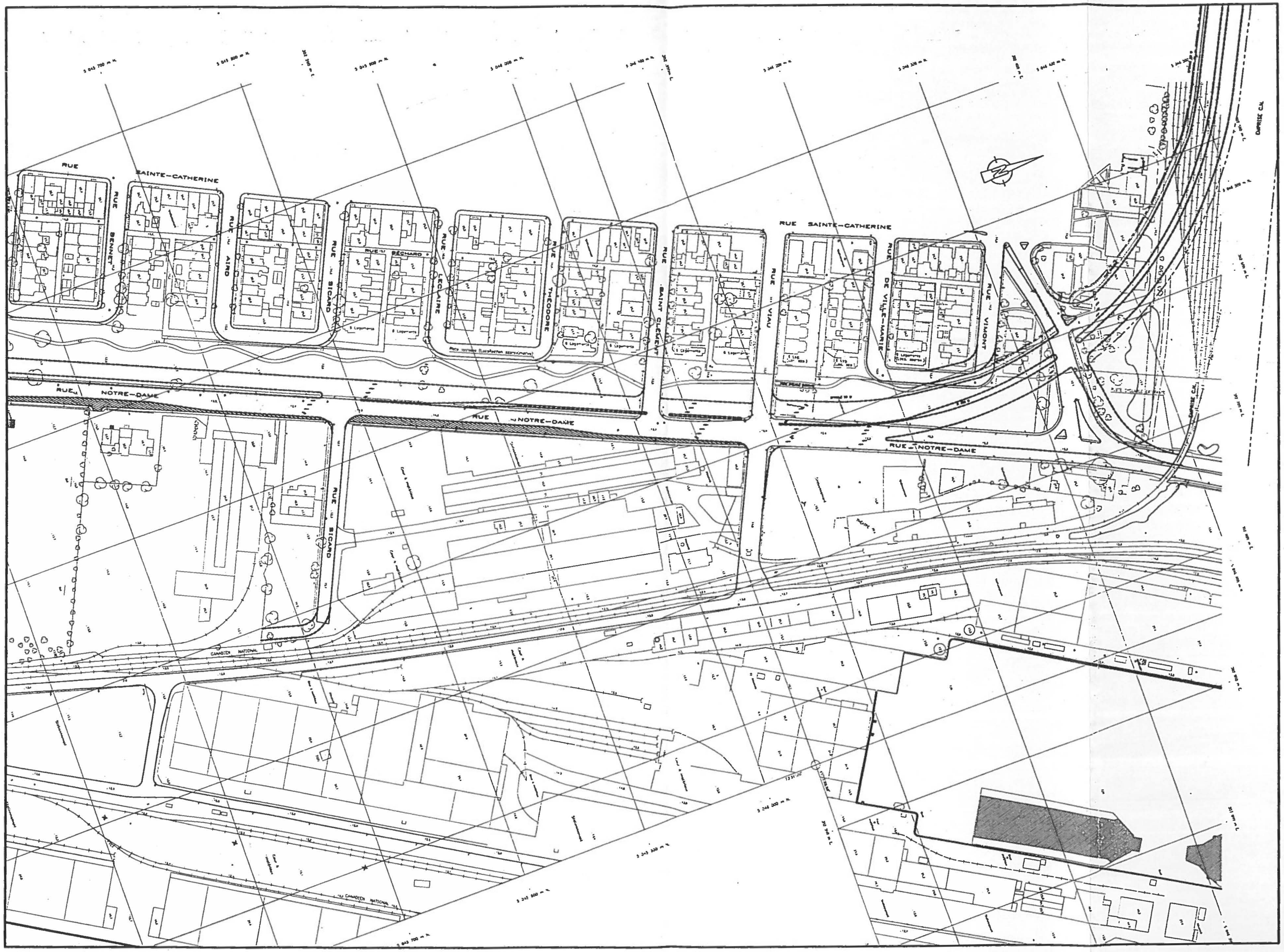
BOULEVARD VILLE-MARIE (A-720)
RUE NICOLET À
AV. WILLIAM DAVID

ÉCHELLE 0 10 20 30 40 50m

IDENTIFICATION TECHNIQUE DU PROJET : 00-678-001

IDENTIFICATION REGROUPEMENT 6200-95-AA01

4-B / 10



A	M	J	NATURE DE MODIFICATION	PAR
			GÉOMÉTRIE PROPOSÉE	R/D
		18	CONCEPTION	R/D
	07		DATE D'ÉMISSION DU PLAN	

Gouvernement du Québec

Ministère des Transports

ROCHE DELUC DiboConsult

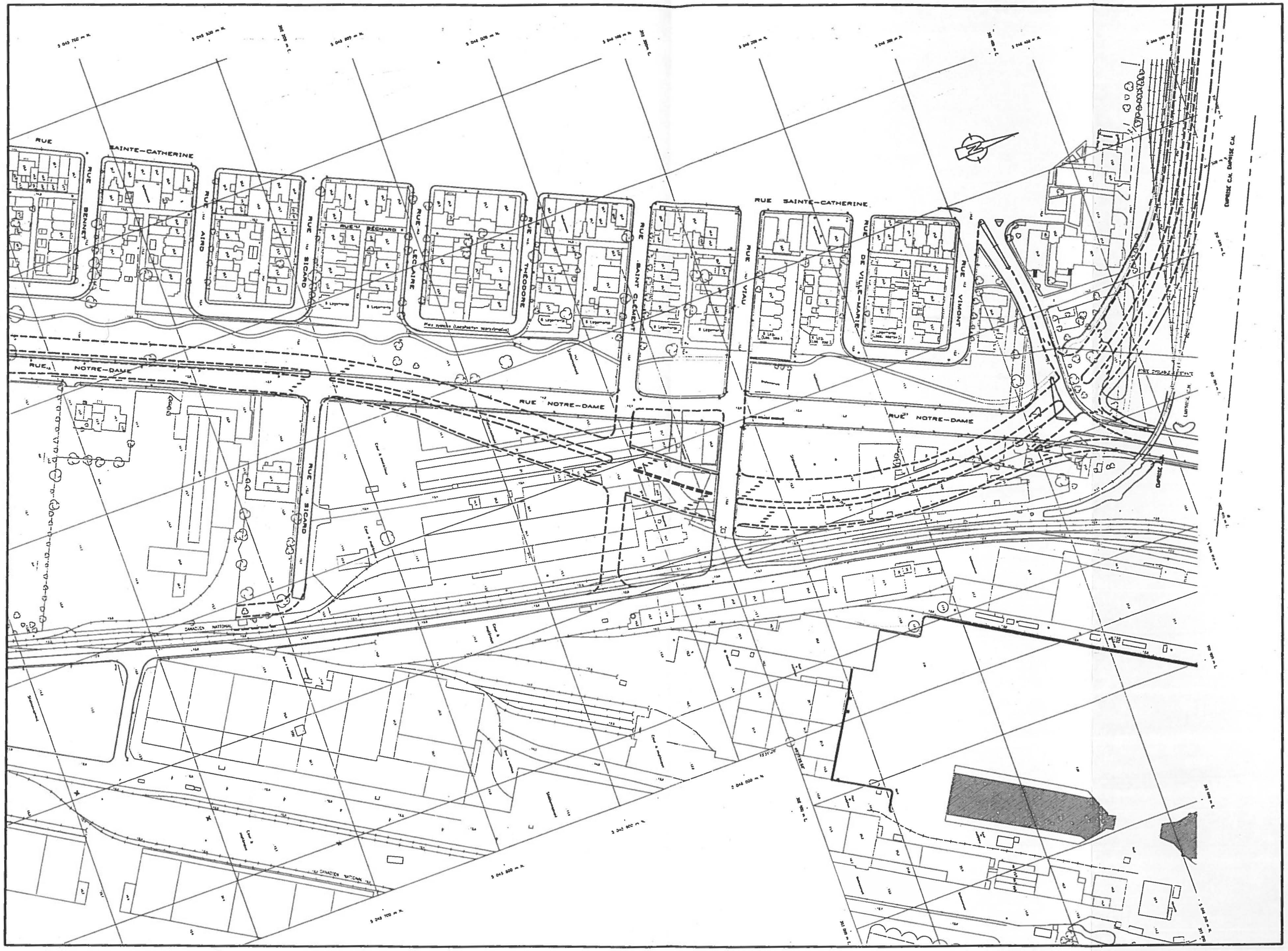
BOULEVARD VILLE-MARIE (A-720)
RUE WILLIAM DAVID À
RUE SAINTE-CATHERINE

ÉCHELLE 0 10 20 30 40 50m

IDENTIFICATION TECHNIQUE DU PROJET : 00-678-001

IDENTIFICATION REGROUPEMENT 5200-95-AA01

5-A / 10



A	M	J	NATURE DE MODIFICATION	PAR
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[illegible]	[illegible]	18	CONCEPTION	R/D
[illegible]	07	[illegible]	DATE D'ÉMISSION DU PLAN	

Gouvernement du Québec

Ministère des Transports

ROCHE DELUC — DiboConsult

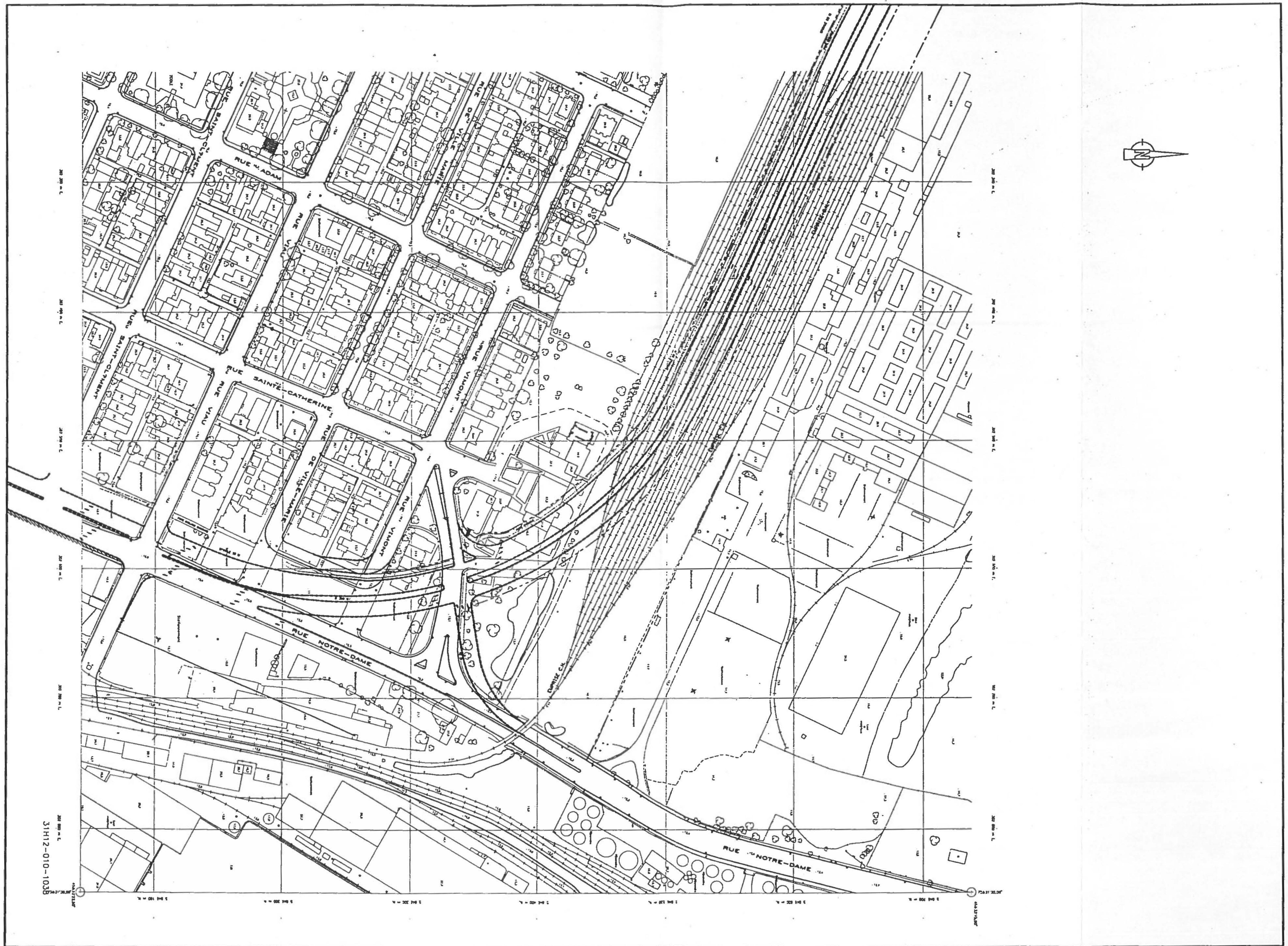
BOULEVARD VILLE-MARIE (A-720)
RUE WILLIAM DAVID À
RUE SAINTE-CATHERINE

ÉCHELLE
HOR. 1:1000 0 10 20 30 40 50m

IDENTIFICATION TECHNIQUE DU PROJET :
00-678-001

IDENTIFICATION REGROUPEMENT
5200-95-AA01

5-B / 10



NOTES

LA LOCALISATION DE L'EMPRISE RÉFÉRENCE: PLANS [illegible] FEUILLET 103E EN DATE DU 17-08-19[illegible]

LA TOPOGRAPHIE SUR [illegible] EST DE PHOTOCARTOTHÈQUE QUÉBÉCOISE, MINISTÈRE DE L'ÉNERGIE ET DES RESSOURCES

MISE À JOUR PAR [illegible]

LA GÉOMÉTRIE PRÉLIMINAIRE EST DES PLANS D'AVANT-PROJET DU MINISTÈRE DES TRANSPORTS DU QUÉBEC, No [illegible]

A	M	J	NATURE DE MODIFICATION	PAR
03	10	15	GÉOMÉTRIE PROPOSÉE	R/D
03	05	10	CONCEPTION	R/D
04	07	[illegible]	DATE D'ÉMISSION DU PLAN	

Gouvernement du Québec

Ministère des Transports

ROCHE DELUC — DiboConsult

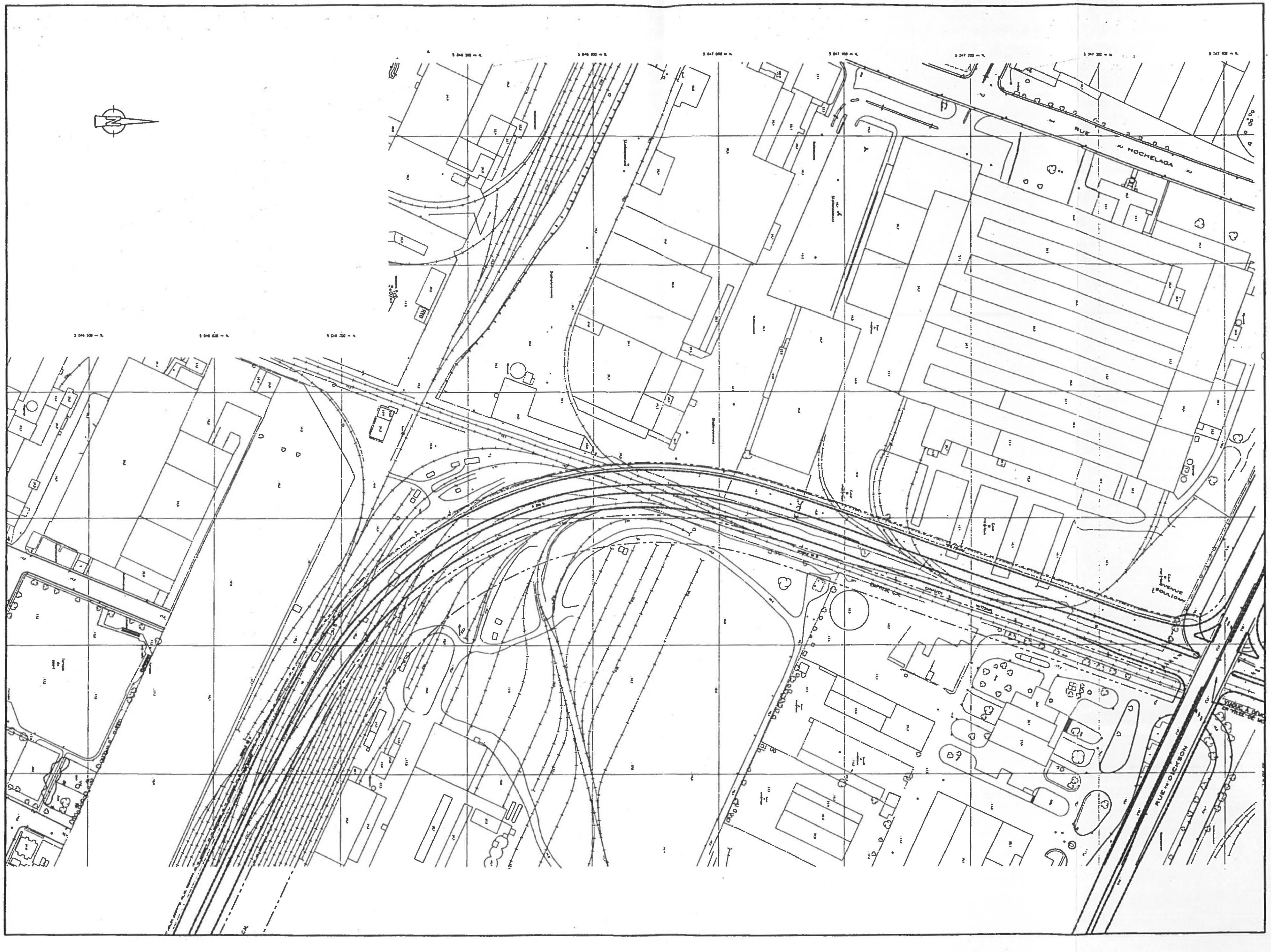
BOULEVARD VILLE-MARIE (A-720)
RUE VIAU À
RUE SAINTE-CATHERINE

ÉCHELLE 0 10 20 30 40 50m

IDENTIFICATION TECHNIQUE DU PROJET : 00-678-001

IDENTIFICATION REGROUPEMENT 5200-95-AA01

6 / 10



A	M	J	NATURE DE MODIFICATION	PAR
05	10	15	GÉOMÉTRIE PROPOSÉE	R/D
03	08	10	CONCEPTION	R/D
04	07	00	DATE D'ÉMISSION DU PLAN	

Gouvernement du Québec

Ministère des Transports

ROCHE DELUC — DiboConsult

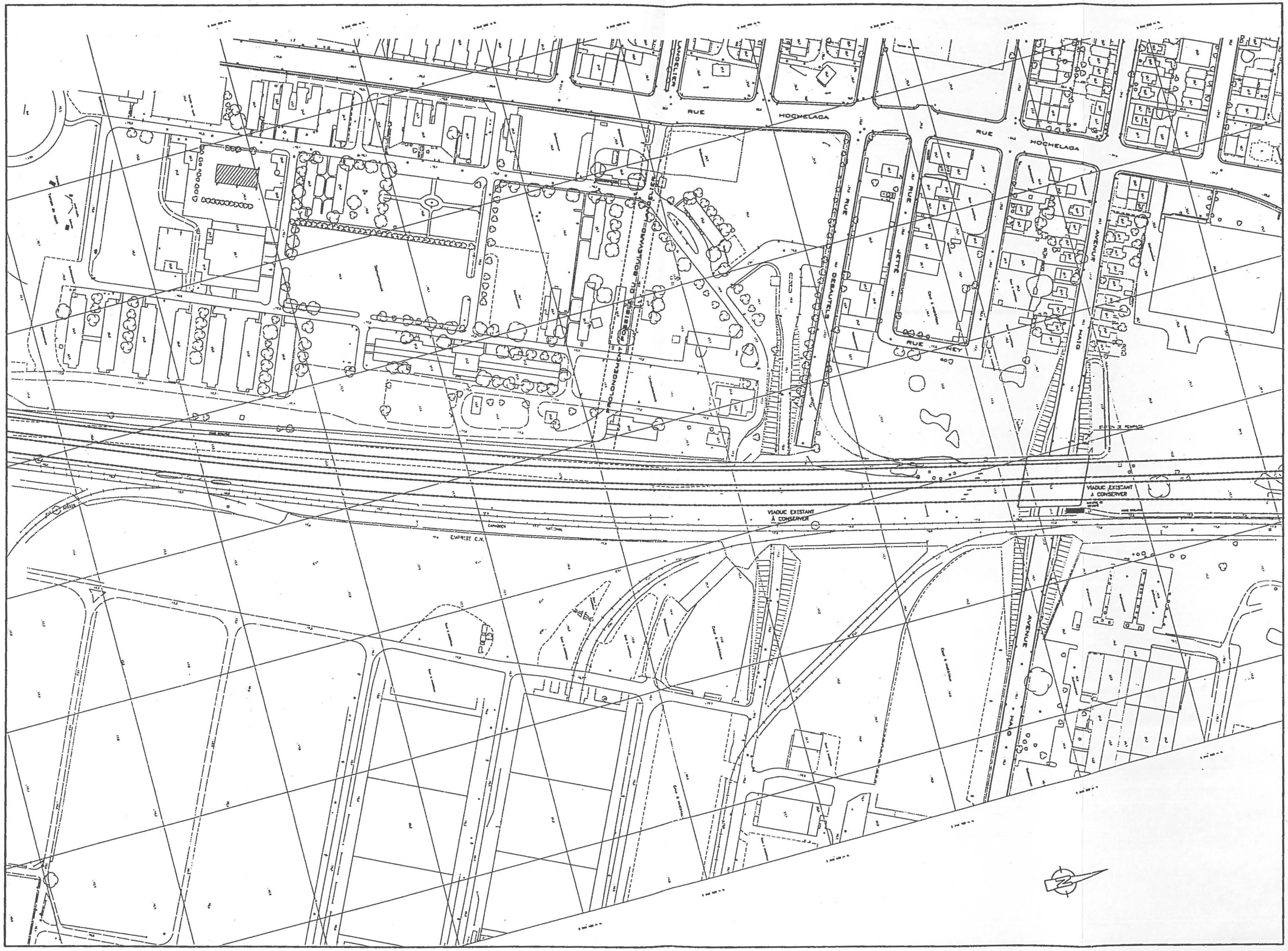
BOULEVARD VILLE-MARIE (A-720)
RUE NOTRE-DAME À
RUE DICKSON

ÉCHELLE 0 10 20 30 40 50m

IDENTIFICATION TECHNIQUE DU PROJET : 00-678-001

IDENTIFICATION REGROUPEMENT 5200-95-AA01

7/10



A	M	J	NATURE DE MODIFICATION	PAR
05	10	13	GÉOMÉTRIE PROPOSÉE	R/D
05	08	10	CONCEPTION	R/D
04	07	08	DATE D'ÉMISSION DU PLAN	

Gouvernement du Québec

Ministère des Transports

ROCHE DELUC DiboConsult

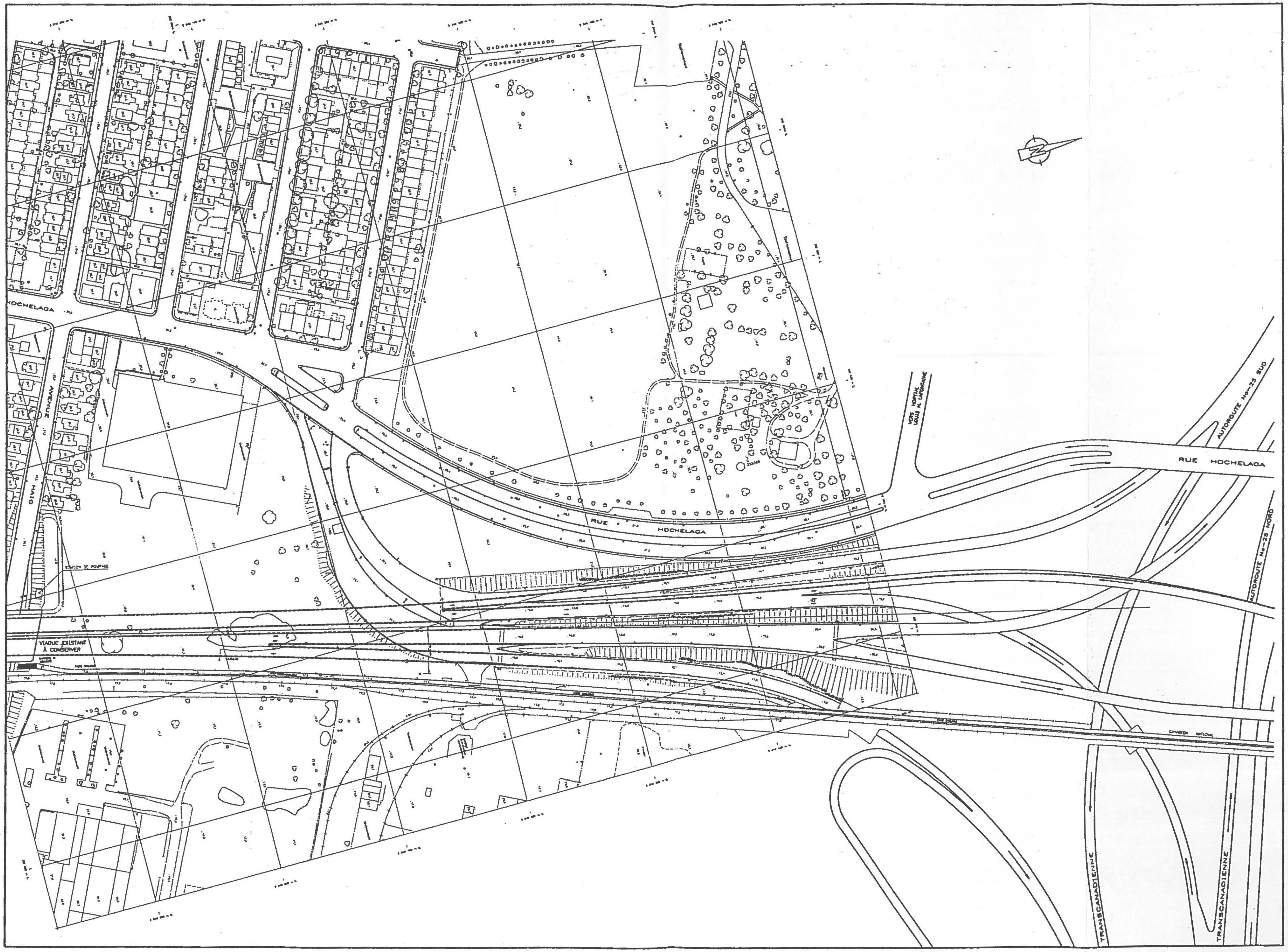
BOULEVARD VILLE-MARIE (A-720)
RUE LANGELIER À
AV. HAIG

ÉCHELLE 0 10 20 30 40 50m

IDENTIFICATION TECHNIQUE DU PROJET : 00-678-001

IDENTIFICATION REGROUPEMENT 5200-95-AA01

9 / 10



NOTES

LA LOCALISATION DE L'EMPRISE RÉFÉRENCE: PLANS "[illegible] FEUILLET 10.36" EN DATE DU 17-[illegible]-[illegible].

LA TOPOGRAPHIE SUR SILHOUETTES EST DE PHOTOCARTOTHÈQUE QUÉBÉCOISE, MINISTÈRE DE L'ÉNERGIE ET DES RESSOURCES.

MISE À JOUR PAR TRANSLAND 1993.

LA GÉOMÉTRIE PRÉLIMINAIRE EST DES PLANS D'AVANT-PROJET DU MINISTÈRE DES TRANSPORT DU QUÉBEC, No [illegible] ET [illegible].

A	M	J	NATURE DE MODIFICATION	PAR
95	10	13	GÉOMÉTRIE PROPOSÉE	R/D
95	[illegible]	10	CONCEPTION	R/D
94	07	08	DATE D'ÉMISSION DU PLAN	

Gouvernement du Québec

Ministère des Transports

ROCHE DELUC

DiboConsult

BOULEVARD VILLE-MARIE (A-720)
RUE HAIG À
L'AUTOROUTE 25

ÉCHELLE
0 10 20 30 40 50m

IDENTIFICATION TECHNIQUE DU PROJET :
00-678-001

IDENTIFICATION REGROUPEMENT
5200-95-AA01

10 / 10

Annexe G

Directive du Ministère de l'environnement

MINISTERE DE L'ENVIRONNEMENT DU QUEBEC

Directive du Ministre indiquant la nature, la portée et l'étendue de l'étude d'impact sur l'environnement.

Projet de raccordement de l'autoroute
Ville-Marie à l'autoroute 25

DOSSIER No: 3211-05-115

SAINTE-FOY, le 15 juin 1989

INTRODUCTION

La présente directive a pour but d'indiquer au promoteur la nature, la portée et l'étendue de l'étude d'impact sur l'environnement qu'il doit produire pour son projet de raccordement de l'autoroute Ville-Marie à l'autoroute 25.

Le contenu de l'étude d'impact doit se conformer à la section III du Règlement sur l'évaluation et l'examen des impacts sur l'environnement (R.R.Q., 1981, C.Q.-2, r.9). Elle doit être préparée selon une méthode scientifique et doit satisfaire les besoins du réviseur, du public et du décideur. Conçue de façon à être un véritable outil de planification de l'utilisation du territoire, l'initiateur doit au cours de la réalisation de l'étude porter une attention particulière aux règlementations, préoccupations et informations émanant de la communauté urbaine de Montréal et de la ville de Montréal ainsi que des autres organismes du milieu touchés par le projet. On fournira en annexe de l'étude la liste de tous les organismes contactés.

L'étude d'impact doit fournir une image globale et complète de l'action que l'initiateur projette de réaliser, informer le public des caractéristiques du projet, des changements qui surviendront et des conséquences prévisibles sur la qualité de vie. L'étude d'impact doit de plus permettre une analyse environnementale qui favorise une prise de décision éclairée quant à l'autorisation du projet soumis.

1. PRESENTATION DU PROJET:

L'initiateur doit d'abord présenter la localisation et les principaux éléments du projet, sa programmation et le contexte global dans lequel celui-ci se situe. Un historique de l'évolution de ce projet devra aussi être présenté.

1.1 Problématique

L'initiateur doit démontrer l'opportunité du projet par un exposé de la situation portant sur les caractéristiques générales du réseau actuel incluant le tronçon à l'étude et les tronçons contigus, les problèmes identifiés dans le milieu et les raisons qui justifient le projet. A cet égard, l'initiateur doit faire l'analyse de la situation à l'aide de compilations et de projections statistiques sur la circulation, de données relatives aux accidents routiers, à la visibilité, aux pentes, aux courbes, à la composition, l'origine et la destination du trafic ou de tout autre élément pertinent. Danc ce contexte, l'initiateur doit faire un rappel des normes en vigueur au Ministère des Transports relativement aux problèmes à solutionner. En particulier on devra présenter les standards existants par rapport à ce type de projet dans une perspective de sécurité routière.

Suite à cette analyse de la situation, l'initiateur doit faire état de la problématique générale qui en découle tant sur le plan local que régional et indiquer les objectifs qu'il cherche à atteindre pour répondre aux besoins de la clientèle.

1.2 Analyse de solutions

Compte tenu des problèmes identifiés, des objectifs poursuivis et des aspects technico-économiques du projet, l'initiateur doit évaluer les diverses possibilités de construction de la route. Cette analyse sommaire doit s'effectuer en considérant les impacts environnementaux appréhendés et en tenant compte de l'utilisation actuelle et prévisible du territoire et de ses effets d'entrainement sur le réseau actuel et projeté.

Parmi les solutions analysées, le promoteur devra examiner la possibilité de construire une autoroute ou un boulevard de type urbain. De plus, un examen devra être fait des possibilités d'améliorer le transport en commun dans ce secteur. Le promoteur devra de plus analyser une solution comprenant la construction d'un accotement suffisant permettant de répondre adéquatement aux situations d'urgence et aux besoins des opérations policières de contrôle de trafic.

Selon les objectifs qui ont été établis, l'initiateur doit indiquer les grandes caractéristiques techniques du projet en ce qui a trait au nombre de voies, à la largeur de l'emprise et de la plate-forme, aux courbures, aux pentes, aux conditions d'accès ou de desserte et de tout autre élément pertinent.

Suite à cette analyse et sur la base de motifs suffisamment élaborés, une sélection des solutions possibles peut être effectuée entre les diverses options mentionnées précédemment pour les fins de l'analyse d'impact. L'initiateur doit présenter et illustrer l'axe ou les axes de la ou des solutions retenues pour les fins de l'étude.

2. L'ANALYSE D'IMPACT

L'analyse d'impact vise à identifier la localisation optimale du tracé, à déterminer les grandes caractéristiques techniques plus favorables du projet et à en établir l'acceptabilité environnementale. Cette analyse comporte plusieurs étapes, dont une connaissance adéquate du milieu, l'identification et l'évaluation des impacts et la proposition de mesures d'atténuation.

2.1 Identification de la zone d'étude

Compte tenu de la ou des solutions précédemment retenues, l'initiateur doit identifier une zone d'étude et en justifier les limites. Cette zone doit être suffisamment vaste pour cerner tant les effets directs qu'indirects du projet et donner un juste aperçu des composantes environnementales du milieu.

2.2 Inventaire de la zone d'étude

L'initiateur doit présenter la description des composantes des milieux naturels et humains de la zone d'étude. Le choix des composantes et l'extension donnée à leur description doivent correspondre à leur degré d'affectation par le projet ou à leur importance dans la zone d'étude.

L'inventaire de la zone d'étude doit être relativement détaillé et la cartographie faite à grande échelle. La présentation de trois types de données doit être envisagée, soit:

1) les informations actuellement disponibles sur les cartes conventionnelles et dans les agences gouvernementales ou autres;
2) des inventaires de potentiel pour des aspects particuliers lorsque les données ne sont pas disponibles et;
3) des inventaires plus détaillés sur des parties de la zone d'étude touchées directement par le projet lorsque celles-ci présentent des potentiels particulièrement élevés ou lorsque certains impacts sont appréhendés.

Pour les fins du projet de raccordement des autoroutes Ville-Marie et 25, une attention particulière doit être apportée:

- au bruit qu'engendrera la route projetée;
- à l'étude du potentiel archéologique et dans l'éventualité de potentiels forts et moyens à leur inventaire sur le terrain;
- aux orientations du schéma d'aménagement de la communauté urbaine de Montréal et au plan d'urbanisme de la ville de Montréal;
- à la présence des parcs Belle Rive et Morgan;
- aux aspects visuels reliés principalement au tronçon surélevé Ste-Catherine/A-25;
- à la possibilité d'accès existant entre les 2 côtés de la route projetée;
- à la pollution atmosphérique qu'engendrera ce projet;
- la traversée et la proximité des voies ferrées du CPR;
- la qualité des sols à être maniés;
- à l'accès physique aux centres d'information et aux attraits touristiques majeurs de Montréal.

2.3 Élaboration des solutions à l'étude

L'initiateur doit identifier à l'intérieur de la zone d'étude, les résistances techniques et les valeurs environnementales qu'il est important de considérer pour le projet. Ces résistances et valeurs doivent être hiérarchisées et la pondération utilisée doit être clairement expliquée. Cet exercice doit permettre de localiser la ou les solutions retenues selon le moindre impact possible sur les composantes de l'environnement.

Suite à cet exercice, l'initiateur doit indiquer et illustrer les grandes caractéristiques techniques du ou des tracés à l'étude.

2.4 Identification et évaluation des impacts

Compte tenu des caractéristiques du milieu et des travaux prévus, l'initiateur doit procéder à l'identification des impacts. Cet exercice, le plus factuel possible, consiste à déterminer la nature et l'envergure des impacts engendrés par le ou les tracé(s) étudié(s). Les critères utilisés à cette étape sont, entre autres, l'intensité (aspect quantitatif), l'étendue (portée spatiale) et la durée (aspect temporel).

L'évaluation des impacts a pour objectif d'en déterminer l'importance. Il s'agit pour l'initiateur de porter un jugement de valeur sur les impacts identifiés pour le ou les tracés à l'étude et ce, à l'aide de valeurs attribuées lors de l'inventaire et de critères, tels que la fragilité, la rareté, l'irréversibilité et la perception des gens du milieu.

Cette évaluation doit tenir compte des dispositions pertinentes des règlements municipaux et supramunicipaux. Dans cette étude d'impact, l'on devra faire l'identification et l'évaluation des principaux impacts suivants:

- pendant la phase construction; le bruit, les poussières, les vibrations et la découverte de sites archéologiques
- pendant la phase opération; le bruit généré par la circulation, les gazs polluants, la coupure physique qu'engendrera le projet et l'accès aux parcs. De plus l'impact de la circulation de transit sur certaines rues dans le voisinage du projet et, notamment, le changement de vocation de certaines artères.

2.5 Identification des mesures d'atténuation

Afin d'éliminer, de corriger et d'atténuer les impacts négatifs du projet sur l'environnement, l'initiateur doit présenter les actions qu'il s'engage à réaliser comme mesures d'atténuation et identifier les impacts qui font l'objet de telles mesures. Dans le cas de l'étude de plusieurs tracés, l'identification des mesures d'atténuation pour chacune des solutions peut se limiter à celles qui sont importantes et/ou discriminantes pour l'analyse comparative.

2.6 Analyse comparative des tracés retenus pour les fins de l'étude et choix d'un tracé préférentiel.

L'initiateur doit procéder, s'il y a lieu, à une analyse comparative des tracés étudiés. Celle-ci doit s'appuyer sur l'évaluation des impacts environnementaux, sur les mesures d'atténuation proposées et sur des critères technico-économiques. La méthodologie utilisée pour choisir le tracé préférentiel doit être clairement expliquée.

3. DESCRIPTION DU TRACE PREFERENTIEL ET DE SES MODALITES DE REALISATION.

L'initiateur doit décrire le tracé préférentiel et ses modalités de réalisation et préciser les éléments environnementaux qui devront être inclus aux plans et devis.

3.1 Description du tracé préférentiel

L'initiateur doit décrire le projet de façon détaillée en reprenant les éléments énoncés lors de l'élaboration des tracés à l'étude et en complétant les éléments particuliers de sa réalisation.

Un calendrier des travaux doit également être fourni en indiquant les diverses phases de réalisation.

3.2 Identification finale des mesures d'atténuation pour le tracé préférentiel

L'initiateur doit identifier les mesures d'atténuation pour l'ensemble du tracé préférentiel et compléter celles qui avaient été énoncées préalablement à l'analyse comparative des tracés. S'il y a lieu, des mesures destinées à compenser les impacts résiduels doivent être proposées. Cette présentation devrait être accompagnée d'une description succincte des impacts justifiant ces mesures. En outre, celles-ci doivent être des propositions claires et précises.

Toutes ces mesures devront être ultérieurement inscrites aux plans et devis de construction.

3.3 Mesures de surveillance et de suivi

L'initiateur doit expliquer les mécanismes de surveillance qu'il entend mettre de l'avant pour s'assurer que les mesures d'atténuation incluses aux plans et devis de construction soient respectées.

En outre, advenant l'identification d'impacts particulièrement importants ou comportant des aspects de risque et d'incertitude, l'initiateur doit envisager un suivi. Ce suivi a pour objectif d'une part, de préciser la nature et l'envergure de ces impacts et, d'autre part, de vérifier l'efficacité des mesures d'atténuation préconisées et, le cas échéant, de les remplacer par d'autres plus appropriées.

4. PRESENTATION DE L'ETUDE D'IMPACT

La directive, telle que rédigée, expose les éléments devant constituer l'étude d'impact. La présentation de ces éléments suit une séquence linéaire; toutefois, l'initiateur est libre d'en modifier l'ordre de présentation dans l'étude d'impact. Il peut aussi arriver que les résultats de l'étude d'un aspect puissent avoir une influence sur un ou plusieurs autres et, en ce sens, la réalisation de l'étude peut impliquer un processus itératif. En conséquence, l'initiateur doit donc s'assurer que tous les renseignements pertinents sur les relations entre les éléments traités sont clairement présentés dans l'étude d'impact et qu'il sont intégrés à l'étape de l'évaluation finale afin de tenir compte des découvertes et des changements survenus en cours de route.

L'étude d'impact doit être présentée d'une façon claire et concise, puis doit se concentrer sur les éléments pertinents pour la bonne compréhension du projet. Ce qui peut être schématisé ou cartographié doit l'être, et ce, à des échelles adéquates. Les méthodes utilisées doivent être présentées et explicitées. Au niveau des inventaires, on doit retrouver les éléments permettant d'apprécier la qualité de ces derniers (localisation des stations, dates d'inventaire, techniques utilisées, limitations). Toutes les sources de renseignements doivent être données en référence. Le nom, la profession et la fonction des personnes responsables de la réalisation de l'étude doivent être indiqués.

Considérant que l'étude d'impact doit être mise à la disposition du public pour information, l'initiateur doit fournir un résumé vulgarisé des éléments essentiels et des conclusions de ladite étude ainsi que tout autre document qu'il juge nécessaire pour compléter le dossier. Ce résumé, publié séparément, doit inclure un plan général du projet et un schéma illustrant les impacts, les mesures d'atténuation et les impacts résiduels.

Lors du dépôt officiel de l'étude d'impact au ministre, l'initiateur doit fournir trente (30) copies du dossier complet. Il est suggéré, qu'au cours de la préparation de l'étude, celui-ci demeure en contact régulier avec le ministère de d'Environnement.

Pour fins de clarté dans l'identification des différents documents qui sont soumis et pour faciliter leur codification dans les banques informatisées, la page titre de l'étude doit contenir les informations suivantes: le nom du projet avec le lieu de réalisation, le titre du dossier incluant les termes "Etude d'impact sur l'environnement déposée au ministre de l'Environnement du Québec", le sous-titre du document (ex.: résumé, rapport principal, annexe I sur...), la mention "Version provisoire" ou "Version finale", le nom du promoteur, le nom du consultant s'il y a lieu, et la date.