ANNEXE G

Données concernant la desserte en transport en commun

Fréquence de service du métro sur la ligne 5 bleue, en semaine

Fréquence de service du métro, ligne 5 bleue
Direction Snowdon, lundi au vendredi

À partir de... (Départs de Saint-Michel)	Il y a un métro à toutes les (intervalles)
05 h 30	10 minutes
06 h 20	9 minutes
06 h 29	8 minutes
07 h 20	7 minutes
07 h 26	5 minutes
07 h 43	4 minutes
07 h 52	3 minutes
08 h 04	4 minutes
08 h 12	5 minutes
08 h 57	7 minutes
11 h 49	6 minutes
13 h 22	7 minutes
16 h 13	6 minutes
16 h 19	5 minutes
17 h 52	6 minutes
17 h 59	7 minutes
19 h 25	8 minutes
21 h 49	7 minutes
22 h 32	8 minutes
22 h 49	10 minutes
23 h 52	11 minutes
00 h 15	Dernier métro

Fréquence de service du métro, ligne 5 bleue
Direction Saint-Michel, lundi au vendredi

À partir de... (Départs de Snowdon)	Il y a un métro à toutes les (intervalles)
05 h 30	10 minutes
06 h 00	9 minutes
06 h 09	8 minutes
06 h 51	7 minutes
06 h 59	6 minutes
07 h 23	5 minutes
07 h 28	4 minutes
07 h 52	5 minutes
08 h 37	7 minutes
11 h 29	6 minutes
13 h 02	7 minutes
15 h 47	6 minutes
15 h 59	5 minutes
17 h 32	7 minutes
19 h 48	8 minutes
21 h 29	7 minutes
22 h 12	8 minutes
22 h 29	10 minutes
00 h 15	Dernier métro

Source : site internet de la STM : http://www.stm.info/metro/m58.htm#inter

Ligne Blainville - Heures de passage du train à la gare Parc.

Horaire

Heures de passage du train à cette gare

Blainville ▸ Montréal			Montréal ▸ Blainville		
Lun.-Ven. sauf les jours fériés	**Samedi**	**Dimanche**	**Lun.-Ven. sauf les jours fériés**	**Samedi**	**Dimanche**
170 *06:29			171 06:45		
172 *07:11			175 08:53		
174 *07:56			183 10:33		
176 *08:25			185 13:00		
178 *08:59			187 14:50		
180 10:17			189 *16:01		
184 12:07			191 *16:36		
186 14:32			193 *17:16		
188 16:24			195 *17:51		
190 17:40			197 *18:46		
194 18:54			199 19:10		

00:00: Embarquement sur le quai no 1
Astérisque (*): Service TRAINBUS 935

Source : AMT, site internet : http://www.amt.qc.ca/tc/train/gares/index.asp?nogare=30

Ligne Deux-Montagnes - Heures de passage du train à la gare Canora

Horaire

Heures de passage du train à cette gare

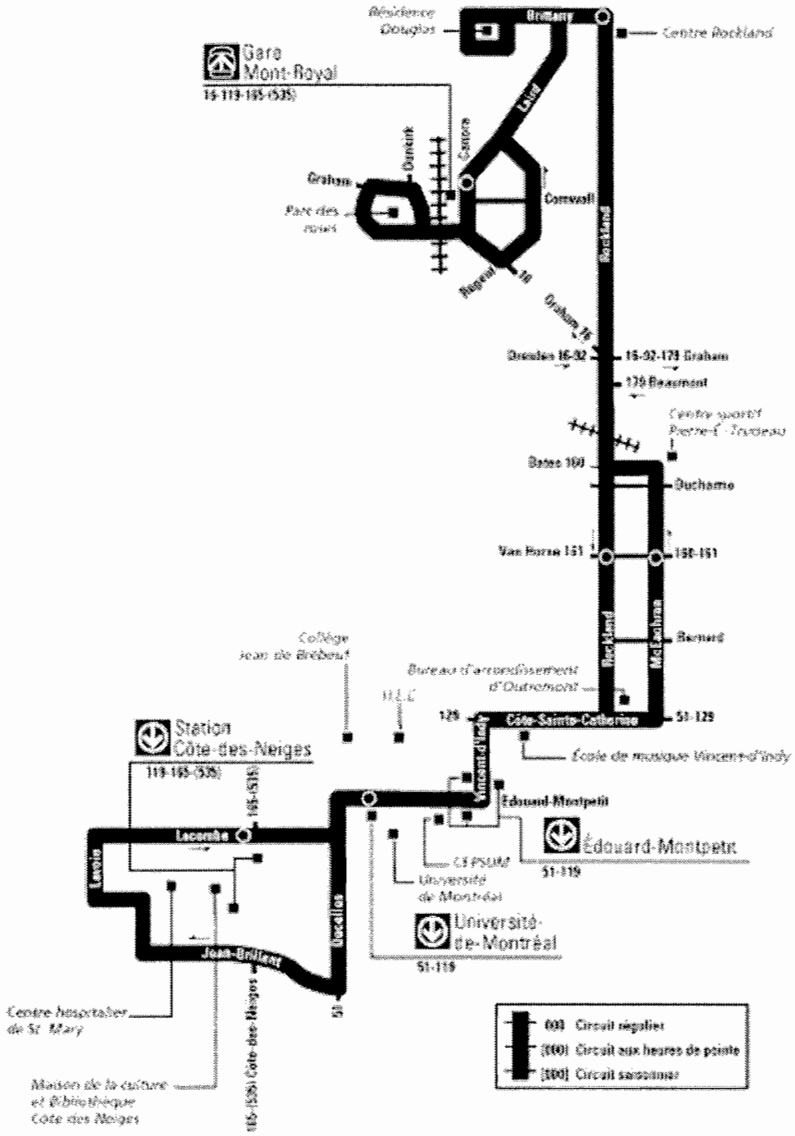
Deux-Montagnes ▸ Montréal			Montréal ▸ Deux-Montagnes		
Lun.-Ven. sauf les jours fériés	**Samedi**	**Dimanche**	**Lun.-Ven. sauf les jours fériés**	**Samedi**	**Dimanche**
920 06:23	970 07:26	990 08:26	921 06:52	971 09:07	991 10:07
922 07:08	972 08:26	992 12:26	925 08:52	973 11:07	993 15:07
924 07:33	974 10:26	994 16:26	927 09:37	975 13:07	995 18:07
926 07:51	976 12:26	996 21:26	929 10:37	977 14:07	997 22:07
928 08:10	978 13:26	998 23:26	931 11:37	979 15:07	999 00:37
912 08:20	980 16:26		933 12:37	981 17:37	
930 08:38	982 18:46		935 13:37	983 19:37	
914 08:55	984 21:26		937 14:37	985 22:57	
902 09:11	986 00:11		939 15:52	987 00:37	
932 09:31			917 16:11		
934 10:29			941 16:37		
936 11:29			943 16:57		
938 12:29			945 17:17		
940 13:29			947 17:32		
942 14:29			949 17:57		
944 15:29			951 18:27		
946 16:11			953 19:07		
948 17:16			955 19:47		
950 17:56			957 20:32		
952 18:36			959 21:32		
954 19:06			961 22:32		
956 20:25			963 23:32		
958 21:24			965 00:37		
960 22:24					
962 23:24					
964 23:51					

00:00: Transport de bicyclettes autorisé

Source : AMT, site internet : http://www.amt.qc.ca/tc/train/gares/index.asp?nogare=2

119 Rockland

NORD



Horaires

AUTOBUS

Direction sud
Semaine
Samedi
le Vendredi saint (le 14 avril 2006)
le lundi de Pâques (le 17 avril 2006)
la Journée nationale des Patriotes (fête de Dollard) (le 23 mai 2006)

Ligne: 119 Rockland
Direction sud
Horaire: Semaine
Arrêt: Rockland / Ducharme
Numéro AUTOBUS: 56162

Semaine	
7h	24min
8h	*01min *32 58
9h	*23min *48
10h	13min *38
11h	*03min 28 *53
12h	*18min 43
13h	*08min *33 58
14h	*23min *48
15h	13min *46
16h	*27min
17h	*08min *48
18h	*28min
19h	*06min *42

*accessible aux fauteuils roulants
Période de validité: 2006.03.27 - 2006.06.18

Ligne: 119 Rockland
Direction sud
Horaire: Samedi
Arrêt: Rockland / Ducharme
Numéro AUTOBUS: 56162

Samedi	
7h	52min
8h	*27min
9h	02min *39
10h	16min *53
11h	30min
12h	*08min 45
13h	*24min

Horaires

AUTOBUS

Direction nord
Semaine
Samedi
le Vendredi saint (le 14 avril 2006)
le lundi de Pâques (le 17 avril 2006)
la Journée nationale des Patriotes (fête de Dollard) (le 23 mai 2006)

Ligne: 119 Rockland
Direction nord
Horaire: Semaine
Arrêt: McEachran / du Manoir
Numéro AUTOBUS: 56159

Semaine	
7h	*20min *50
8h	19min *46
9h	*11min 36
10h	*00min *24 49
11h	*14min *39
12h	04min *29 *54
13h	19min *44
14h	*10min 36
15h	*03min *31 58
16h	*26min
17h	*07min *47
18h	*27min
19h	*05min

*accessible aux fauteuils roulants
Période de validité: 2006.03.27 - 2006.06.18

Ligne: 119 Rockland
Direction nord
Horaire: Samedi
Arrêt: McEachran / du Manoir
Numéro AUTOBUS: 56159

Samedi	
7h	12min *49
8h	25min
9h	*01min 38
10h	*14min 50
11h	*27min
12h	05min *44
13h	23min

Arrêts

AUTOBUS

- Ligne 119 Rockland **nord**
- Ligne 119 Rockland **sud**

Nouvelles boîtes de perception dans les autobus de la STM

Liste des arrêts
Ligne 119 Rockland
Direction **nord**

Pour visionner direction **sud -->**

No	RUE	INTERSECTION / REPÈRE	Code d'arrêt Horaires en ligne	MUNICIPALITÉ
1	Lacombe	Côte-des-Neiges	51157	Côte-des-Neiges/Notre-Dame-de-Grâce
2	Decelles	Édouard-Montpetit	51167	Côte-des-Neiges/Notre-Dame-de-Grâce
3	Édouard-Montpetit	No 3157	53679	Côte-des-Neiges/Notre-Dame-de-Grâce
4	Édouard-Montpetit	McKenna	51214	Côte-des-Neiges/Notre-Dame-de-Grâce
5	Édouard-Montpetit	Louis-Colin	51248	Côte-des-Neiges/Notre-Dame-de-Grâce
6	Édouard-Montpetit	Université de Montréal	53877	Côte-des-Neiges/Notre-Dame-de-Grâce
7	Édouard-Montpetit	Woodbury	51287	Côte-des-Neiges/Notre-Dame-de-Grâce
8	Édouard-Montpetit	Stirling	51319	Côte-des-Neiges/Notre-Dame-de-Grâce
9	Édouard-Montpetit	Vincent-d'Indy	51388	Côte-des-Neiges/Notre-Dame-de-Grâce
10	Vincent-d'Indy	Willowdale	56184	Outremont
11	Vincent-d'Indy	Côte-Sainte-Catherine	56175	Outremont
12	Côte-Sainte-Catherine	Claude-Champagne	56188	Outremont
13	Côte-Sainte-Catherine	Courcelette	56196	Outremont
14	McEachran	Côte-Ste-Catherine	56201	Outremont
15	McEachran	Bernard	56189	Outremont
16	McEachran	Lajoie	56182	Outremont
17	McEachran	Van Horne	56171	Outremont
18	McEachran	Ducharme	56165	Outremont
19	McEachran	du Manoir	56159	Outremont
20	Rockland	No 189	56111	Ville Mont-Royal
21	Rockland	Monmouth	56112	Ville Mont-Royal
22	Rockland	Lockhart	56090	Ville Mont-Royal

23	Rockland	Fernlea	56089	Ville Mont-Royal
24	Rockland	Vivian	56082	Ville Mont-Royal
25	Rockland	Beverley	56080	Ville Mont-Royal
26	Rockland	Melbourne	56063	Ville Mont-Royal
27	Rockland	Revere	56056	Ville Mont-Royal
28	Rockland	Brittany	56049	Ville Mont-Royal
29	Brittany	Ainsley	56048	Ville Mont-Royal
30	Brittany	Sheridan	56042	Ville Mont-Royal
31	Brittany	Résidence Douglas	56137	Ville Mont-Royal
32	Brittany	Sheridan	56043	Ville Mont-Royal
33	Brittany	Laird	56045	Ville Mont-Royal
34	Laird	Ainsley	56052	Ville Mont-Royal
35	Laird	Highfield	56129	Ville Mont-Royal
36	Laird	Melbourne	56059	Ville Mont-Royal
37	Laird	Jasper	56060	Ville Mont-Royal
38	Laird	Canora	Descente seulement	Ville Mont-Royal

« »

Liste des arrêts

Ligne 119 Rockland

Direction **sud**

No	RUE	INTERSECTION / REPÈRE	Code d'arrêt Horaires en ligne	MUNICIPALITÉ
1	Laird	Canora	59676	Ville Mont-Royal
2	Dunkirk	Cornwall	56065	Ville Mont-Royal
3	Laird	Dunkirk	56072	Ville Mont-Royal
4	Regent	Cornwall	56075	Ville Mont-Royal
5	Laird	Melbourne	56058	Ville Mont-Royal
6	Laird	Dumfries	56053	Ville Mont-Royal
7	Laird	Ainsley	56051	Ville Mont-Royal
8	Laird	Brittany	56044	Ville Mont-Royal
9	Brittany	Résidence Douglas	56113	Ville Mont-Royal
10	Brittany	Sheridan	56151	Ville Mont-Royal
11	Brittany	Laird	56150	Ville Mont-Royal
12	Brittany	Rockland	56050	Ville Mont-Royal
13	Rockland	Revere	56057	Ville Mont-Royal
14	Rockland	Melbourne	56064	Ville Mont-Royal
15	Rockland	Beverley	56081	Ville Mont-Royal
16	Rockland	Vivian	56083	Ville Mont-Royal
17	Rockland	Dunrae	56086	Ville Mont-Royal
18	Rockland	Lockhart	56091	Ville Mont-Royal
19	Rockland	Graham	56130	Ville Mont-Royal
20	Rockland	Dunbar	56099	Ville Mont-Royal
21	Rockland	No 1000	56219	Outremont
22	Rockland	Ducharme	56162	Outremont
23	Rockland	Van Horne	56169	Outremont
24	Rockland	Lajoie	56179	Outremont
25	Rockland	Bernard	56183	Outremont
26	Rockland	Côte-Ste-Catherine	56195	Outremont
27	Côte-Sainte-Catherine	Claude-Champagne	56187	Outremont

28	Vincent-d'Indy	Côte-Sainte-Catherine	56178	Outremont
29	Vincent-d'Indy	Édouard-Montpetit	51387	Outremont
30	Édouard-Montpetit	No 2141	50114	Côte-des-Neiges/Notre-Dame-de-Grâce
31	Édouard-Montpetit	Stirling	51318	Côte-des-Neiges/Notre-Dame-de-Grâce
32	Édouard-Montpetit	Woodbury	51286	Côte-des-Neiges/Notre-Dame-de-Grâce
33	Station Université de Montréal	-	53878	Côte-des-Neiges/Notre-Dame-de-Grâce
34	Édouard-Montpetit	Louis-Colin	51247	Côte-des-Neiges/Notre-Dame-de-Grâce
35	Édouard-Montpetit	McKenna	51213	Côte-des-Neiges/Notre-Dame-de-Grâce
36	Édouard-Montpetit	No 3157	51191	Côte-des-Neiges/Notre-Dame-de-Grâce
37	Édouard-Montpetit	Decelles	51168	Côte-des-Neiges/Notre-Dame-de-Grâce
38	Decelles	Jean-Brillant	51230	Côte-des-Neiges/Notre-Dame-de-Grâce
39	Jean-Brillant	Côte-des-Neiges	51188	Côte-des-Neiges/Notre-Dame-de-Grâce
40	Jean-Brillant	Légaré	54327	Côte-des-Neiges/Notre-Dame-de-Grâce
41	Lavoie	Lacombe	54328	Côte-des-Neiges/Notre-Dame-de-Grâce
42	Lacombe	Légaré	54329	Côte-des-Neiges/Notre-Dame-de-Grâce
43	Lacombe	Côte-des-Neiges	Descente seulement	Côte-des-Neiges/Notre-Dame-de-Grâce

« »

n/d : Aucun horaire disponible à cet arrêt pour le moment.

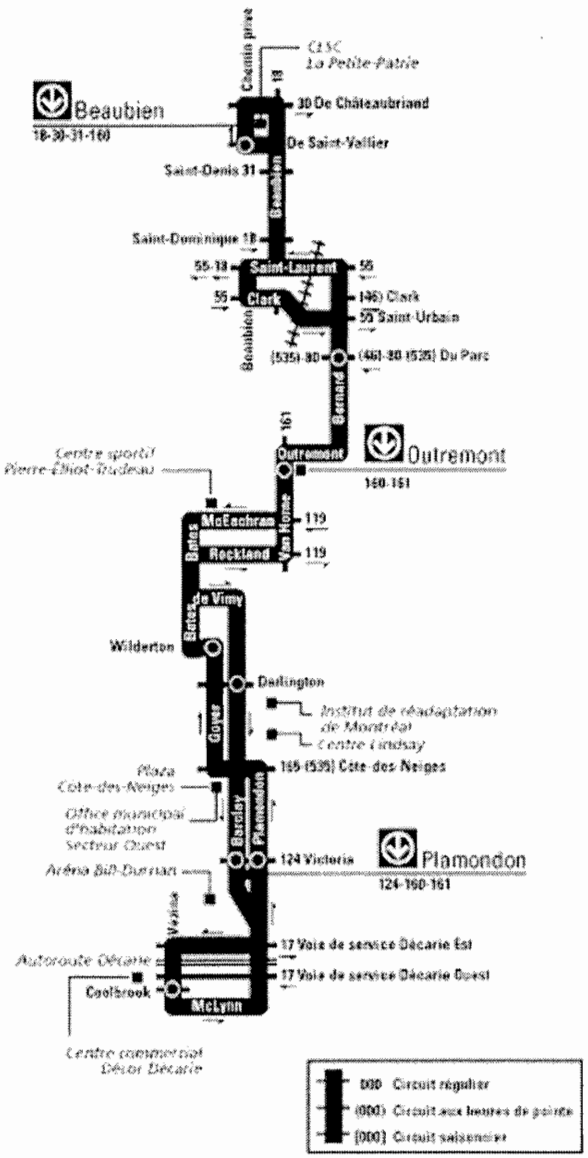
Plan de ligne

AUTOBUS

Liste des arrêts de la ligne 160

160 Barclay

EST



Horaires

AUTOBUS

«

Direction ouest
Semaine
Samedi
Dimanche
le Vendredi saint (le 14 avril 2006)
le lundi de Pâques (le 17 avril 2006)
la Journée nationale des Patriotes (fête de Dollard) (le 23 mai 2006)

Ligne: 160 Barclay
Direction ouest
Horaire: Semaine
Arrêt: Van Horne / Wiseman
Numéro AUTOBUS: 56220

Semaine	
5h	29min *48
6h	*06min *25 43
7h	*01min 14 *26 33 39 46 53
8h	*00min 14 *29 44
9h	*00min *27 *56
10h	*25min *54
11h	*23min *49
12h	*11min *33 *56
13h	*20min *44
14h	*08min *32 *51
15h	09min *28 47
16h	*07min *26 46
17h	*06min 26 *47
18h	16min *46
19h	*15min *45
20h	*16min *47
21h	*17min *52
22h	*28min
23h	*03min *38
0h	*12min *47
1h	*22min

*accessible aux fauteuils roulants
Période de validité: 2006.03.27 - 2006.06.18

« »

Ligne: 160 Barclay
Direction ouest
Horaire: Samedi
Arrêt: Van Horne / Wiseman
Numéro AUTOBUS: 56220

Horaires

AUTOBUS

«

Direction est
Semaine
Samedi
Dimanche
le Vendredi saint (le 14 avril 2006)
le lundi de Pâques (le 17 avril 2006)
la Journée nationale des Patriotes (fête de Dollard) (le 23 mai 2006)

Ligne: 160 Barclay
Direction est
Horaire: Semaine
Arrêt: Van Horne / Wiseman
Numéro AUTOBUS: 56221

Semaine	
6h	14min *32 *52
7h	06min 19 34 45 *55
8h	05min *16 29 *53
9h	*21min *50
10h	*18min *46
11h	*14min *44
12h	*14min *45
13h	*16min *46
14h	*16min *46
15h	*10min *25 37 *50
16h	03min 16 *28 41 *54
17h	*07min *20 40
18h	*00min 19 *38 *58
19h	19min *39
20h	*00min *24 *48
21h	*12min *37
22h	*00min *35
23h	*11min *46
0h	*21min *56
1h	*28min

*accessible aux fauteuils roulants
Période de validité: 2006.03.27 - 2006.06.18

« »

Ligne: 160 Barclay
Direction est
Horaire: Samedi
Arrêt: Van Horne / Wiseman
Numéro AUTOBUS: 56221

Arrêts

AUTOBUS

- Ligne 160 Barclay **est**
- Ligne 160 Barclay **ouest**

Nouvelles boîtes de perception dans les autobus de la STM

Liste des arrêts
Ligne 160 Barclay
Direction **est**

Pour visionner direction **ouest -->**

No	RUE	INTERSECTION / REPÈRE	Code d'arrêt Horaires en ligne	MUNICIPALITÉ
1	Vézina	Coolbrook	54141	Côte-des-Neiges/Notre-Dame-de-Grâce
2	McLynn	Plamondon	50607	Côte-des-Neiges/Notre-Dame-de-Grâce
3	Plamondon	Décarie	50630	Côte-des-Neiges/Notre-Dame-de-Grâce
4	Plamondon	Décarie	50631	Côte-des-Neiges/Notre-Dame-de-Grâce
5	Plamondon	Westbury	50680	Côte-des-Neiges/Notre-Dame-de-Grâce
6	Plamondon	Lemieux	50697	Côte-des-Neiges/Notre-Dame-de-Grâce
7	Plamondon	Victoria	50738	Côte-des-Neiges/Notre-Dame-de-Grâce
8	Plamondon	Lavoie	50791	Côte-des-Neiges/Notre-Dame-de-Grâce
9	Plamondon	Légaré	50836	Côte-des-Neiges/Notre-Dame-de-Grâce
10	Plamondon	Côte-des-Neiges	50883	Côte-des-Neiges/Notre-Dame-de-Grâce
11	Côte-des-Neiges	Barclay	50863	Côte-des-Neiges/Notre-Dame-de-Grâce
12	Goyer	Côte-des-Neiges	50839	Côte-des-Neiges/Notre-Dame-de-Grâce
13	Goyer	Decelles	50886	Côte-des-Neiges/Notre-Dame-de-Grâce
14	Goyer	Hudson	50927	Côte-des-Neiges/Notre-

				Dame-de-Grâce
15	Goyer	Darlington	50969	Côte-des-Neiges/Notre-Dame-de-Grâce
16	Goyer	Wilderton	51023	Côte-des-Neiges/Notre-Dame-de-Grâce
17	Wilderton	Bedford	51002	Côte-des-Neiges/Notre-Dame-de-Grâce
18	Wilderton	Bates	50952	Côte-des-Neiges/Notre-Dame-de-Grâce
19	Bates	No 240	50116	Ville Mont-Royal
20	Bates	de Vimy	56097	Ville Mont-Royal
21	Bates	Pratt	56157	Ville Mont-Royal
22	Bates	Rockland	56158	Outremont
23	Rockland	No 1000	56219	Outremont
24	Rockland	Ducharme	56162	Outremont
25	Rockland	Van Horne	56222	Outremont
26	Van Horne	McEachran	56173	Outremont
27	Van Horne	Wiseman	56221	Outremont
28	Outremont	Lajoie	56193	Outremont
29	Outremont	Bernard	56198	Outremont
30	Bernard	de l'Épée	56203	Outremont
31	Bernard	Durocher	51476	Outremont
32	Bernard	du Parc	51504	Plateau Mont-Royal
33	Bernard	de l'Esplanade	51526	Plateau Mont-Royal
34	Bernard	Saint-Urbain	51556	Plateau Mont-Royal
35	Bernard	Saint-Laurent	51571	Plateau Mont-Royal
36	Saint-Laurent	de Bellechasse	51505	Rosemont
37	Saint-Laurent	Beaubien	51440	Rosemont
38	Beaubien	Alma	51482	Rosemont
39	Beaubien	Saint-Denis	51511	Rosemont
40	de Saint-Vallier	Station Beaubien	Descente seulement	Rosemont

« »

Liste des arrêts
Ligne 160 Barclay
Direction **ouest**

No	RUE	INTERSECTION / REPÈRE	Code d'arrêt Horaires en ligne	MUNICIPALITÉ
1	de Saint-Vallier	Station Beaubien	54014	Rosemont
2	de Châteaubriand	Beaubien	51533	Rosemont
3	Beaubien	Saint-Denis	51509	Rosemont
4	Beaubien	Alma	51481	Rosemont
5	Beaubien	Saint-Laurent	51441	Rosemont
6	Clark	Beaubien	51411	Rosemont
7	Clark	Voie ferrée C.P.	53790	Rosemont

8	Saint-Urbain	Bernard	51555	Plateau Mont-Royal
9	Bernard	de l'Esplanade	51525	Plateau Mont-Royal
10	Bernard	du Parc	51502	Plateau Mont-Royal
11	Bernard	Durocher	51475	Plateau Mont-Royal
12	Bernard	Bloomfield	56202	Outremont
13	Bernard	d'Outremont	56197	Outremont
14	Outremont	Lajoie	56192	Outremont
15	Outremont	Van Horne	56180	Outremont
16	Van Horne	Wiseman	56220	Outremont
17	Van Horne	McEachran	56172	Outremont
18	McEachran	Ducharme	56165	Outremont
19	McEachran	du Manoir	56159	Outremont
20	Bates	Rockland	56218	Outremont
21	Bates	Pratt	56156	Ville Mont-Royal
22	de Vimy	Bates	56098	Ville Mont-Royal
23	Barclay	de Vimy	51103	Côte-des-Neiges/Notre-Dame-de-Grâce
24	Barclay	Wilderton	51054	Côte-des-Neiges/Notre-Dame-de-Grâce
25	Barclay	Darlington	50994	Côte-des-Neiges/Notre-Dame-de-Grâce
26	Barclay	Hudson	50947	Côte-des-Neiges/Notre-Dame-de-Grâce
27	Barclay	Decelles	50916	Côte-des-Neiges/Notre-Dame-de-Grâce
28	Barclay	Côte-des-Neiges	50864	Côte-des-Neiges/Notre-Dame-de-Grâce
29	Barclay	Légaré	50807	Côte-des-Neiges/Notre-Dame-de-Grâce
30	Barclay	Lavoie	50753	Côte-des-Neiges/Notre-Dame-de-Grâce
31	Barclay	Victoria	50721	Côte-des-Neiges/Notre-Dame-de-Grâce
32	Barclay	Lemieux	50683	Côte-des-Neiges/Notre-Dame-de-Grâce
33	Barclay	Westbury	50663	Côte-des-Neiges/Notre-Dame-de-Grâce
34	Plamondon	Décarie	50629	Côte-des-Neiges/Notre-Dame-de-Grâce

35	Vézina	Coolbrook	Descente seulement	Côte-des-Neiges/Notre-Dame-de-Grâce

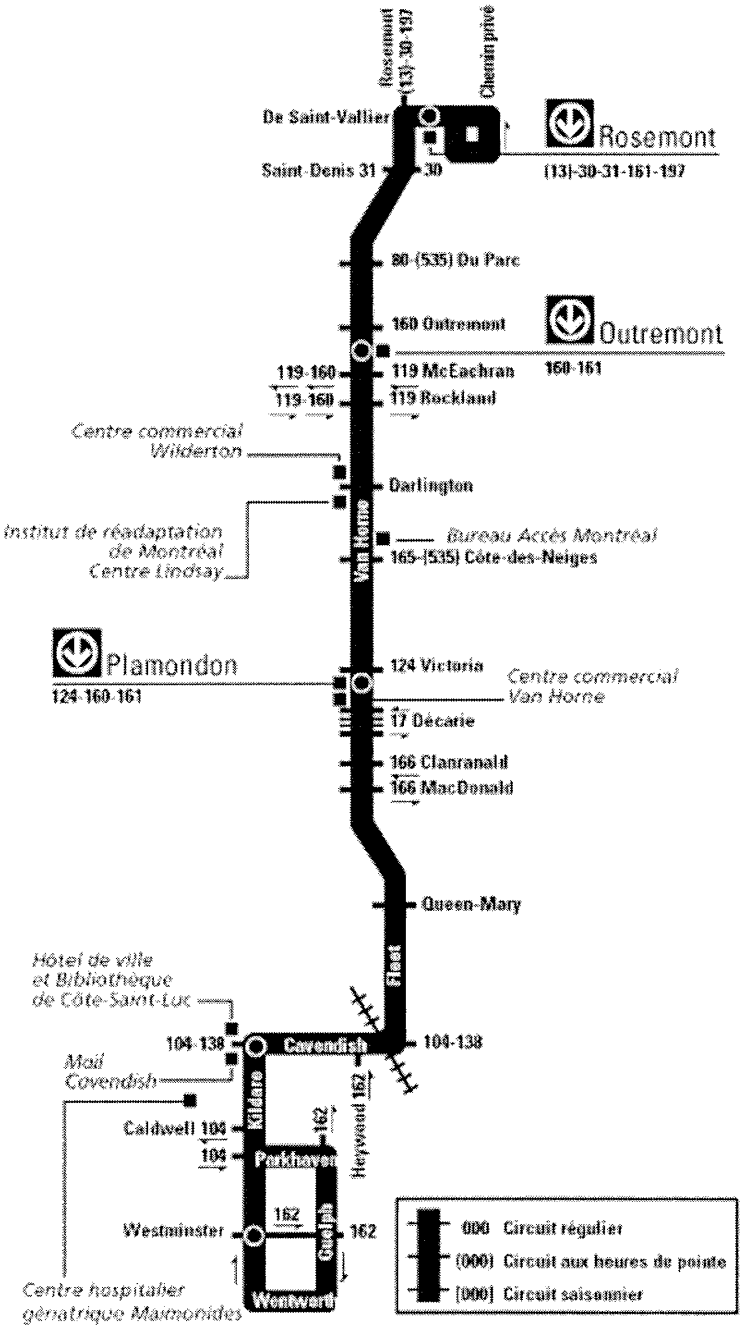
« »

n/d : Aucun horaire disponible à cet arrêt pour le moment.

Accueil - Sommaire - Autobus - Métro - Transport adapté - Trains de banlieue - Tous azimuts - Info - Nouvelles - En bref - Commentaires

161 Van Horne

EST



Horaires

Direction ouest
Semaine
Samedi
Dimanche
le Vendredi saint (le 14 avril 2006)
le lundi de Pâques (le 17 avril 2006)
la Journée nationale des Patriotes (fête de Dollard) (le 23 mai 2006)

Ligne: 161 Van Horne
Direction ouest
Horaire: Semaine
Arrêt: Van Horne / Wiseman
Numéro AUTOBUS: 56220

Semaine	
5h	20min *43
6h	05min *20 37 52
7h	01min *10 20 ...
8h	... 39min 47 *59
9h	*12min 25 39 53
10h	*08min 23 38 *53
11h	08min 22 36 *50
12h	02min *14 26 *38 51
13h	04min 18 *31 44 *56
14h	06min 16 *26 36 46 56
15h	04min 11 ... *23 31 40 *48 56
16h	*04min 12 *20 *28 36 43 51 59
17h	07min *15 23 32 *41 51
18h	*01min *11 *22 32 42 56
19h	*10min *28 *48
20h	*07min 27 47
21h	*08min *29 *50
22h	11min *31 *59
23h	*27min *55
0h	*23min *52
1h	*21min

... Durant cette période, le service est à toutes les 6 minutes ou moins.

*accessible aux fauteuils roulants
Période de validité: 2006.03.27 - 2006.06.18

Ligne: 161 Van Horne
Direction ouest
Horaire: Samedi
Arrêt: Van Horne / Wiseman
Numéro AUTOBUS: 56220

Horaires

AUTOBUS

«

Direction est
Semaine
Samedi
Dimanche
le Vendredi saint (le 14 avril 2006)
le lundi de Pâques (le 17 avril 2006)
la Journée nationale des Patriotes (fête de Dollard) (le 23 mai 2006)

Ligne: 161 Van Horne
Direction est
Horaire: Semaine
Arrêt: Van Horne / Wiseman
Numéro AUTOBUS: 56221

Semaine	
5h	*19min *52
6h	26min *43 *59
7h	13min 23 *33 42 *49 ...
8h	... 25min *32 39 *46 53
9h	02min 14 26 *38 51
10h	04min *17 *30 44 58
11h	12min *26 40 55
12h	*10min 25 39 53
13h	*07min 20 *34 48
14h	*01min 14 28 40 *50
15h	*00min 10 *20 30 40 *50 ...
16h	... 08min 15 23 31 39 *48 56
17h	05min *13 21 *29 37 *46 *55
18h	05min 15 25 34 *44 54
19h	*03min 13 *23 *33 *43 57
20h	15min *38
21h	*02min *25 48
22h	*12min *40
23h	*08min *36
0h	*04min *34
1h	*04min

... Durant cette période, le service est à toutes les 6 minutes ou moins.

*accessible aux fauteuils roulants
Période de validité: 2006.03.27 - 2006.06.18

« »

Ligne: 161 Van Horne
Direction est
Horaire: Samedi
Arrêt: Van Horne / Wiseman
Numéro AUTOBUS: 56221

Arrêts

AUTOBUS

- Ligne 161 Van Horne **est**
- Ligne 161 Van Horne **ouest**

Nouvelles boîtes de perception dans les autobus de la STM

Liste des arrêts
Ligne 161 Van Horne
Direction **est**

Pour visionner direction **ouest -->**

No	RUE	INTERSECTION / REPÈRE	Code d'arrêt Horaires en ligne	MUNICIPALITÉ
1	Kildare	Westminster	56338	Côte-Saint-Luc
2	Kildare	McMurray	56345	Côte-Saint-Luc
3	Kildare	Melling	56348	Côte-Saint-Luc
4	Kildare	Lockwood	56360	Côte-Saint-Luc
5	Kildare	Parkhaven	56366	Côte-Saint-Luc
6	Kildare	Caldwell	56369	Côte-Saint-Luc
7	Kildare	Einstein	56375	Côte-Saint-Luc
8	Kildare	Kellert	56383	Côte-Saint-Luc
9	Kildare	Cavendish	56391	Côte-Saint-Luc
10	Cavendish	Heywood	56400	Côte-Saint-Luc
11	Fleet	Randall	56404	Côte-Saint-Luc
12	Fleet	Pinedale	56408	Côte-Saint-Luc
13	Fleet	Minden	56310	Hampstead
14	Fleet	Queen-Mary	56312	Hampstead
15	Fleet	Netherwood	56329	Hampstead
16	Fleet	Finchley	56315	Hampstead
17	Fleet	MacDonald	50643	Hampstead
18	Van Horne	Clanranald	50660	Côte-des-Neiges/Notre-Dame-de-Grâce
19	Van Horne	Décarie	50703	Côte-des-Neiges/Notre-Dame-de-Grâce
20	Van Horne	Trans-Island	50722	Côte-des-Neiges/Notre-Dame-de-Grâce
21	Van Horne	Westbury	50745	Côte-des-Neiges/Notre-Dame-de-Grâce
22	Van Horne	Lemieux	50778	Côte-des-Neiges/Notre-Dame-de-Grâce
23	Van Horne	Victoria	50819	Côte-des-Neiges/Notre-Dame-de-Grâce
24	Van Horne	Lavoie	50867	Côte-des-Neiges/Notre-Dame-de-Grâce
				Côte-des-

25	Van Horne	Légaré	50902	Neiges/Notre-Dame-de-Grâce
26	Van Horne	Côte-des-Neiges	50943	Côte-des-Neiges/Notre-Dame-de-Grâce
27	Van Horne	Decelles	50974	Côte-des-Neiges/Notre-Dame-de-Grâce
28	Van Horne	Hudson	51022	Côte-des-Neiges/Notre-Dame-de-Grâce
29	Van Horne	Linton	53975	Côte-des-Neiges/Notre-Dame-de-Grâce
30	Van Horne	Darlington	51083	Côte-des-Neiges/Notre-Dame-de-Grâce
31	Van Horne	Wilderton	51124	Côte-des-Neiges/Notre-Dame-de-Grâce
32	Van Horne	Northcrest	51148	Côte-des-Neiges/Notre-Dame-de-Grâce
33	Van Horne	de Vimy	54135	Côte-des-Neiges/Notre-Dame-de-Grâce
34	Van Horne	Pratt	56161	Outremont
35	Van Horne	Hartland	56164	Outremont
36	Van Horne	Rockland	56170	Outremont
37	Van Horne	McEachran	56173	Outremont
38	Van Horne	Wiseman	56221	Outremont
39	Van Horne	Bloomfield	56186	Outremont
40	Van Horne	Querbes	56191	Outremont
41	Van Horne	Hutchison	51390	Plateau Mont-Royal
42	Van Horne	Jeanne-Mance	51423	Plateau Mont-Royal
43	Van Horne	Waverly	51449	Plateau Mont-Royal
44	Rosemont	de Saint-Vallier	Descente seulement	Rosemont

Liste des arrêts
Ligne 161 Van Horne
Direction **ouest**

No	RUE	INTERSECTION / REPÈRE	Code d'arrêt / Horaires en ligne	MUNICIPALITÉ
1	Rosemont	de Saint-Vallier	51648	Rosemont
2	Van Horne	Waverly	51448	Plateau Mont-Royal
3	Van Horne	du Parc	51407	Plateau Mont-Royal
4	Van Horne	Querbes	56190	Outremont
5	Van Horne	Bloomfield	56185	Outremont

6	Van Horne	Wiseman	56220	Outremont
7	Van Horne	McEachran	56172	Outremont
8	Van Horne	Rockland	56168	Outremont
9	Van Horne	Hartland	56163	Outremont
10	Van Horne	Pratt	56160	Outremont
11	Van Horne	de Vimy	54134	Côte-des-Neiges/Notre-Dame-de-Grâce
12	Van Horne	Northcrest	51147	Côte-des-Neiges/Notre-Dame-de-Grâce
13	Van Horne	Wilderton	51123	Côte-des-Neiges/Notre-Dame-de-Grâce
14	Van Horne	Darlington	51082	Côte-des-Neiges/Notre-Dame-de-Grâce
15	Van Horne	Linton	53976	Côte-des-Neiges/Notre-Dame-de-Grâce
16	Van Horne	Hudson	51021	Côte-des-Neiges/Notre-Dame-de-Grâce
17	Van Horne	Decelles	50973	Côte-des-Neiges/Notre-Dame-de-Grâce
18	Van Horne	Côte-des-Neiges	50941	Côte-des-Neiges/Notre-Dame-de-Grâce
19	Van Horne	Légaré	50901	Côte-des-Neiges/Notre-Dame-de-Grâce
20	Van Horne	Lavoie	50866	Côte-des-Neiges/Notre-Dame-de-Grâce
21	Van Horne	Victoria	50820	Côte-des-Neiges/Notre-Dame-de-Grâce
22	Van Horne	Lemieux	50777	Côte-des-Neiges/Notre-Dame-de-Grâce
23	Van Horne	Westbury	50744	Côte-des-Neiges/Notre-Dame-de-Grâce
24	Van Horne	Décarie	50701	Côte-des-Neiges/Notre-Dame-de-Grâce
25	Van Horne	Coolbrook	50684	Côte-des-Neiges/Notre-Dame-de-Grâce
26	Van Horne	Clanranald	50659	Côte-des-Neiges/Notre-Dame-de-Grâce
27	Van Horne	MacDonald	50641	Côte-des-Neiges/Notre-Dame-de-Grâce

28	Fleet	Finchley	56314	Hampstead
29	Fleet	Netherwood	56313	Hampstead
30	Fleet	Queen-Mary	56311	Hampstead
31	Fleet	Netherwood	56330	Hampstead
32	Fleet	Alpine	56407	Côte-Saint-Luc
33	Fleet	Randall	56403	Côte-Saint-Luc
34	Kildare	Cavendish	56393	Côte-Saint-Luc
35	Kildare	Kellert	56382	Côte-Saint-Luc
36	Kildare	Einstein	56374	Côte-Saint-Luc
37	Kildare	Caldwell	56368	Côte-Saint-Luc
38	Kildare	Parkhaven	56364	Côte-Saint-Luc
39	Guelph	Parkhaven	56380	Côte-Saint-Luc
40	Guelph	White Home	56376	Côte-Saint-Luc
41	Guelph	Melling	56371	Côte-Saint-Luc
42	Guelph	McMurray	56362	Côte-Saint-Luc
43	Guelph	Westminster	56353	Côte-Saint-Luc
44	Guelph	Westluke	56343	Côte-Saint-Luc
45	Guelph	Wentworth	56337	Côte-Saint-Luc
46	Kildare	Davies	56334	Côte-Saint-Luc
47	Kildare	Westluke	56335	Côte-Saint-Luc
48	Kildare	Westminster	Descente seulement	Côte-Saint-Luc

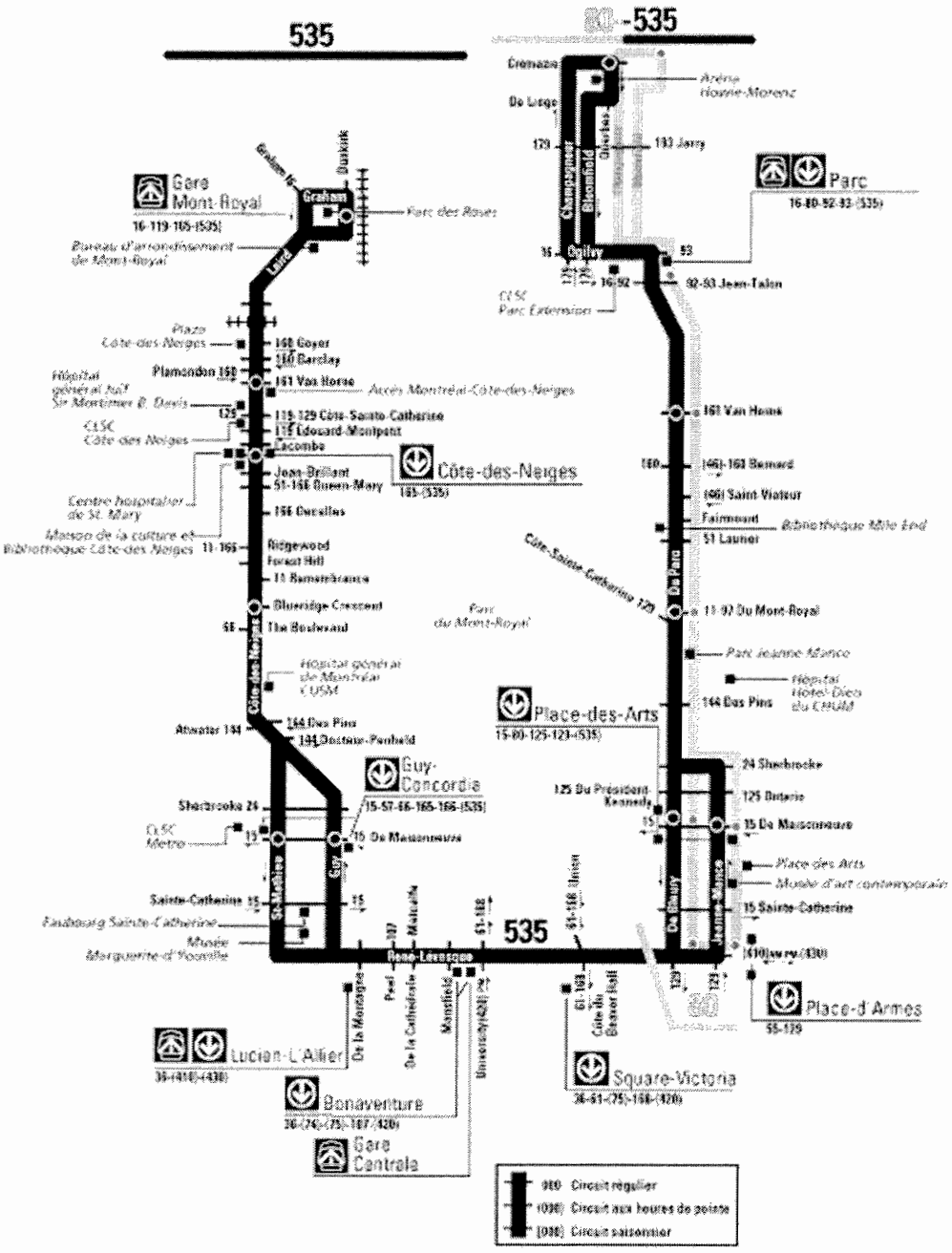
« »

n/d : Aucun horaire disponible à cet arrêt pour le moment.

Accueil - Sommaire - Autobus - Métro - Transport adapté - Trains de banlieue - Tous azimuts - Info - Nouvelles - En bref - Commentaires

80 Du Parc / 535 R-Bus Du Parc / Côte-des-Neiges

NORD



Horaires

Direction sud
Semaine
Samedi
Dimanche
le Vendredi saint (le 14 avril 2006)
le lundi de Pâques (le 17 avril 2006)
la Journée nationale des Patriotes (fête de Dollard) (le 23 mai 2006)

Ligne: 80 Avenue Du Parc
Direction sud
Horaire: Semaine
Arrêt: du Parc / Beaubien
Numéro AUTOBUS: 51348

Semaine	
5h	*25min *43
6h	01min 17 25 33
9h	*21min ...
10h	... *50min 57
11h	03min 10 *17 24 31 ...
12h	... *29min 36 *43 50 57
13h	*04min 11 19 26 *33 40 *46 *53 ...
14h	...
15h	... *11min
18h	*32min *40 48 *56
19h	*04min 13 *23 *33 *42 *51
20h	*01min 11 *24 *40 *56
21h	*12min 28 *44
22h	*00min *16 *32 48
23h	*04min *22 *45
0h	10min *40
1h	*11min

... Durant cette période, le service est à toutes les 6 minutes ou moins.

*accessible aux fauteuils roulants
Période de validité: 2006.03.27 - 2006.06.18

Ligne: 80 Avenue Du Parc
Direction sud
Horaire: Samedi
Arrêt: du Parc / Beaubien
Numéro AUTOBUS: 51348

Samedi	
5h	*27min *59

Horaires

AUTOBUS

Direction nord
Semaine
Samedi
Dimanche
le Vendredi saint (le 14 avril 2006)
le lundi de Pâques (le 17 avril 2006)
la Journée nationale des Patriotes (fête de Dollard) (le 23 mai 2006)

Ligne: 80 Avenue Du Parc
Direction nord
Horaire: Semaine
Arrêt: du Parc / Beaubien
Numéro AUTOBUS: 51349

Semaine	
5h	28min 58
6h	*23min 47
7h	10min
10h	*08min 18 28 38 48 57
11h	*07min 16 25 *35 45 55
12h	*04min 12 20 *28 35 43 50 58
13h	*06min *14 21 *28 35 42 *50 58
14h	07min 15 *22 29 *35 *42 ...
15h	...
16h	... *00min
19h	*17min ...
20h	... 13min *20 27 *34 *41 *48 55
21h	*02min ... *56
22h	*03min 11 19 *27 35 43 *51 *59
23h	06min *13 *21 28 37 *47
0h	*02min *17 *33 52
1h	12min *32

... Durant cette période, le service est à toutes les 6 minutes ou moins.

*accessible aux fauteuils roulants
Période de validité: 2006.03.27 - 2006.06.18

Ligne: 80 Avenue Du Parc
Direction nord
Horaire: Samedi
Arrêt: du Parc / Beaubien
Numéro AUTOBUS: 51349

Samedi	
5h	*30min

Arrêts

AUTOBUS

- Ligne 80 Avenue Du Parc **nord**
- Ligne 80 Avenue Du Parc **sud**

Nouvelles boîtes de perception dans les autobus de la STM

Liste des arrêts

Ligne 80 Avenue Du Parc
Direction **nord**

Pour visionner direction **sud -->**

No	RUE	INTERSECTION / REPÈRE	Code d'arrêt Horaires en ligne	MUNICIPALITÉ
1	Jeanne-Mance	René-Lévesque	52709	Ville-Marie
2	Jeanne-Mance	Sainte-Catherine	52631	Ville-Marie
3	Jeanne-Mance	de Maisonneuve	52552	Ville-Marie
4	Sherbrooke	de Bleury	52442	Plateau Mont-Royal
5	du Parc	Milton	50111	Plateau Mont-Royal
6	du Parc	Prince-Arthur	50112	Plateau Mont-Royal
7	du Parc	Léo-Parizeau	50115	Plateau Mont-Royal
8	du Parc	Face au monument	53702	Plateau Mont-Royal
9	du Parc	du Mont-Royal	51880	Plateau Mont-Royal
10	du Parc	Villeneuve	51798	Plateau Mont-Royal
11	du Parc	Saint-Joseph	51750	Plateau Mont-Royal
12	du Parc	Laurier	51709	Plateau Mont-Royal
13	du Parc	Fairmont	51671	Plateau Mont-Royal
14	du Parc	Saint-Viateur	51576	Plateau Mont-Royal
15	du Parc	Bernard	51501	Plateau Mont-Royal
16	du Parc	Van Horne	51406	Plateau Mont-Royal
17	du Parc	Beaubien	51349	Rosemont
18	du Parc	Saint-Zotique	51285	Rosemont
19	du Parc	Beaumont	51258	Villeray/Saint-Michel/Parc Extension
20	Hutchison	Ogilvy	51093	Villeray/Saint-Michel/Parc Extension
21	Ogilvy	Querbes	51069	Villeray/Saint-Michel/Parc

				Extension
22	Ogilvy	Champagneur	51056	Villeray/Saint-Michel/Parc Extension
23	Champagneur	Saint-Roch	50964	Villeray/Saint-Michel/Parc Extension
24	Champagneur	Ball	50896	Villeray/Saint-Michel/Parc Extension
25	Champagneur	Jarry	50829	Villeray/Saint-Michel/Parc Extension
26	Champagneur	d'Anvers	50739	Villeray/Saint-Michel/Parc Extension
27	Champagneur	de Liège	50676	Villeray/Saint-Michel/Parc Extension
28	Champagneur	Crémazie	50588	Villeray/Saint-Michel/Parc Extension
29	Querbes	Aréna Howie-Morenz	Descente seulement	Villeray/Saint-Michel/Parc Extension

« »

Liste des arrêts

Ligne 80 Avenue Du Parc

Direction **sud**

No	RUE	INTERSECTION / REPÈRE	Code d'arrêt / Horaires en ligne	MUNICIPALITÉ
1	Querbes	Aréna Howie-Morenz	54058	Villeray/Saint-Michel/Parc Extension
2	de Liège	de l'Épée	50682	Villeray/Saint-Michel/Parc Extension
3	Bloomfield	d'Anvers	50748	Villeray/Saint-Michel/Parc Extension
4	Bloomfield	Jarry	50837	Villeray/Saint-Michel/Parc Extension
5	Bloomfield	Ball	50907	Villeray/Saint-Michel/Parc Extension
6	Bloomfield	Saint-Roch	50970	Villeray/Saint-Michel/Parc Extension
7	Bloomfield	Ogilvy	51062	Villeray/Saint-Michel/Parc Extension
8	Ogilvy	Querbes	51070	Villeray/Saint-Michel/Parc Extension
				Villeray/Saint-

9	Ogilvy	Hutchison	51094	Michel/Parc Extension
10	Hutchison	Jean-Talon	51139	Villeray/Saint-Michel/Parc Extension
11	du Parc	Beaumont	51257	Villeray/Saint-Michel/Parc Extension
12	du Parc	No 6590	50552	Rosemont
13	du Parc	Beaubien	51348	Rosemont
14	du Parc	Van Horne	51408	Plateau Mont-Royal
15	du Parc	Bernard	51503	Plateau Mont-Royal
16	du Parc	Saint-Viateur	51578	Plateau Mont-Royal
17	du Parc	Fairmont	51673	Plateau Mont-Royal
18	du Parc	Laurier	51711	Plateau Mont-Royal
19	du Parc	Saint-Joseph	51751	Plateau Mont-Royal
20	du Parc	Villeneuve	51799	Plateau Mont-Royal
21	du Parc	du Mont-Royal	51882	Plateau Mont-Royal
22	du Parc	Face au monument	53703	Ville-Marie
23	du Parc	Léo-Parizeau	52250	Plateau Mont-Royal
24	du Parc	Prince-Arthur	52298	Plateau Mont-Royal
25	du Parc	Milton	52365	Plateau Mont-Royal
26	du Parc	Sherbrooke	52443	Plateau Mont-Royal
27	de Bleury	de Maisonneuve	52534	Ville-Marie
28	de Bleury	Sainte-Catherine	52608	Ville-Marie
29	Jeanne-Mance	René-Lévesque	Descente seulement	Ville-Marie

« »

n/d : Aucun horaire disponible à cet arrêt pour le moment.

Accueil - Sommaire - Autobus - Métro - Transport adapté - Trains de banlieue - Tous azimuts - Info - Nouvelles - En bref - Commentaires

Horaires

AUTOBUS

Direction est
Semaine

Ligne: 535 Voie réservée Du Parc / Côte-des-Neiges
Direction est
Horaire: Semaine
Arrêt: du Parc / Beaubien
Numéro AUTOBUS: 51349

Semaine	
7h	22min *33 43 ...
8h	...
9h	...
10h	... 02min
16h	05min ...
17h	...
18h	...
19h	... 12min
... Durant cette période, le service est à toutes les 6 minutes ou moins.	
*accessible aux fauteuils roulants Période de validité: 2006.03.27 - 2006.06.18	

Accueil - Sommaire - Autobus - Métro - Transport adapté - Trains de banlieue - Tous azimuts - Info - Nouvelles - En bref - Commentaires

Horaires

AUTOBUS

Direction ouest
Semaine

Ligne: 535 Voie réservée Du Parc / Côte-des-Neiges
Direction ouest
Horaire: Semaine
Arrêt: du Parc / Beaubien
Numéro AUTOBUS: 51348

Semaine	
6h	*41min ...
7h	...
8h	...
9h	... *17min
15h	*07min ...
16h	...
17h	... 56min
18h	03min 10 *17 25

... Durant cette période, le service est à toutes les 6 minutes ou moins.

*accessible aux fauteuils roulants
Période de validité: 2006.03.27 - 2006.06.18

Accueil - Sommaire - Autobus - Métro - Transport adapté - Trains de banlieue - Tous azimuts - Info - Nouvelles - En bref - Commentaires

Arrêts

AUTOBUS

- Ligne 535 Voie réservée Du Parc / Côte-des-Neiges **est**
- Ligne 535 Voie réservée Du Parc / Côte-des-Neiges **ouest**

Nouvelles boîtes de perception dans les autobus de la STM

Liste des arrêts

Ligne 535 Voie réservée Du Parc / Côte-des-Neiges

Direction **est**

Pour visionner direction **ouest -->**

No	RUE	INTERSECTION / REPÈRE	Code d'arrêt Horaires en ligne	MUNICIPALITÉ
1	Dunkirk	Cornwall	56065	Ville Mont-Royal
2	Lombard	Graham	56062	Ville Mont-Royal
3	Laird	Sherwood	56067	Ville Mont-Royal
4	Laird	Moncrieff	56070	Ville Mont-Royal
5	Laird	Calédonia	56074	Ville Mont-Royal
6	Laird	Kenilworth	56077	Ville Mont-Royal
7	Laird	Saint-Clare	56071	Ville Mont-Royal
8	Côte-des-Neiges	Bedford	50810	Côte-des-Neiges/Notre-Dame-de-Grâce
9	Côte-des-Neiges	Barclay	50865	Côte-des-Neiges/Notre-Dame-de-Grâce
10	Côte-des-Neiges	Carlton	50904	Côte-des-Neiges/Notre-Dame-de-Grâce
11	Côte-des-Neiges	Van Horne	50942	Côte-des-Neiges/Notre-Dame-de-Grâce
12	Côte-des-Neiges	de La Peltrie	53865	Côte-des-Neiges/Notre-Dame-de-Grâce
13	Côte-des-Neiges	Côte-Sainte-Catherine	51047	Côte-des-Neiges/Notre-Dame-de-Grâce
14	Côte-des-Neiges	Saint-Kevin	51102	Côte-des-Neiges/Notre-Dame-de-Grâce
15	Côte-des-Neiges	Lacombe	51156	Côte-des-Neiges/Notre-Dame-de-Grâce
16	Côte-des-Neiges	Jean-Brillant	51187	Côte-des-Neiges/Notre-Dame-de-Grâce
17	Côte-des-Neiges	Queen-Mary	51253	Côte-des-Neiges/Notre-Dame-de-Grâce
18	Côte-des-Neiges	No 4858	51391	Côte-des-Neiges/Notre-

				Dame-de-Grâce
19	Côte-des-Neiges	Ridgewood	51427	Côte-des-Neiges/Notre-Dame-de-Grâce
20	Côte-des-Neiges	Forest Hill	51487	Côte-des-Neiges/Notre-Dame-de-Grâce
21	Côte-des-Neiges	Remembrance	51546	Westmount
22	Côte-des-Neiges	Blueridge	51627	Ville-Marie
23	Côte-des-Neiges	Gage	51653	Ville-Marie
24	McDougall	The Boulevard	51715	Ville-Marie
25	Côte-des-Neiges	Cedar	51841	Ville-Marie
26	Docteur-Penfield	Atwater	51923	Ville-Marie
27	Côte-des-Neiges	Docteur-Penfield	51985	Ville-Marie
28	Côte-des-Neiges	Summerhill	52045	Ville-Marie
29	Saint-Mathieu	Sherbrooke	52096	Ville-Marie
30	Saint-Mathieu	de Maisonneuve	52147	Ville-Marie
31	Saint-Mathieu	Sainte-Catherine	52196	Ville-Marie
32	Saint-Mathieu	René-Lévesque	52285	Ville-Marie
33	René-Lévesque	Guy	52329	Ville-Marie
34	René-Lévesque	Bishop	52374	Ville-Marie
35	René-Lévesque	Drummond	52437	Ville-Marie
36	René-Lévesque	Peel	52485	Ville-Marie
37	René-Lévesque	Mansfield	52530	Ville-Marie
38	René-Lévesque	Union	53918	Ville-Marie
39	René-Lévesque	Beaver Hall	52627	Ville-Marie
40	Jeanne-Mance	René-Lévesque	52709	Ville-Marie
41	Jeanne-Mance	Sainte-Catherine	52631	Ville-Marie
42	Jeanne-Mance	de Maisonneuve	52552	Ville-Marie
43	Sherbrooke	de Bleury	52442	Plateau Mont-Royal
44	du Parc	Milton	50111	Plateau Mont-Royal
45	du Parc	Prince-Arthur	50112	Plateau Mont-Royal
46	du Parc	Léo-Parizeau	50115	Plateau Mont-Royal
47	du Parc	Face au monument	53702	Plateau Mont-Royal
48	du Parc	du Mont-Royal	51880	Plateau Mont-Royal
49	du Parc	Villeneuve	51798	Plateau Mont-Royal
50	du Parc	Saint-Joseph	51750	Plateau Mont-Royal
51	du Parc	Laurier	51709	Plateau Mont-Royal
52	du Parc	Fairmont	51671	Plateau Mont-Royal
53	du Parc	Saint-Viateur	51576	Plateau Mont-Royal
54	du Parc	Bernard	51501	Plateau Mont-Royal

55	du Parc	Van Horne	51406	Plateau Mont-Royal
56	du Parc	Beaubien	51349	Rosemont
57	du Parc	Saint-Zotique	51285	Rosemont
58	du Parc	Beaumont	51258	Villeray/Saint-Michel/Parc Extension
59	Hutchison	Ogilvy	51093	Villeray/Saint-Michel/Parc Extension
60	Ogilvy	Querbes	51069	Villeray/Saint-Michel/Parc Extension
61	Ogilvy	Champagneur	51056	Villeray/Saint-Michel/Parc Extension
62	Champagneur	Saint-Roch	50964	Villeray/Saint-Michel/Parc Extension
63	Champagneur	Ball	50896	Villeray/Saint-Michel/Parc Extension
64	Champagneur	Jarry	50829	Villeray/Saint-Michel/Parc Extension
65	Champagneur	d'Anvers	50739	Villeray/Saint-Michel/Parc Extension
66	Champagneur	de Liège	50676	Villeray/Saint-Michel/Parc Extension
67	Champagneur	Crémazie	50588	Villeray/Saint-Michel/Parc Extension
68	Querbes	Aréna Howie-Morenz	Descente seulement	Villeray/Saint-Michel/Parc Extension

Liste des arrêts

Ligne 535 Voie réservée Du Parc / Côte-des-Neiges

Direction **ouest**

No	RUE	INTERSECTION / REPÈRE	Code d'arrêt Horaires en ligne	MUNICIPALITÉ
1	Querbes	Aréna Howie-Morenz	54058	Villeray/Saint-Michel/Parc Extension
2	de Liège	de l'Épée	50682	Villeray/Saint-Michel/Parc Extension
3	Bloomfield	d'Anvers	50748	Villeray/Saint-Michel/Parc Extension
4	Bloomfield	Jarry	50837	Villeray/Saint-Michel/Parc Extension

5	Bloomfield	Ball	50907	Villeray/Saint-Michel/Parc Extension
6	Bloomfield	Saint-Roch	50970	Villeray/Saint-Michel/Parc Extension
7	Bloomfield	Ogilvy	51062	Villeray/Saint-Michel/Parc Extension
8	Ogilvy	Querbes	51070	Villeray/Saint-Michel/Parc Extension
9	Ogilvy	Hutchison	51094	Villeray/Saint-Michel/Parc Extension
10	Hutchison	Jean-Talon	51139	Villeray/Saint-Michel/Parc Extension
11	du Parc	Beaumont	51257	Villeray/Saint-Michel/Parc Extension
12	du Parc	No 6590	50552	Rosemont
13	du Parc	Beaubien	51348	Rosemont
14	du Parc	Van Horne	51408	Plateau Mont-Royal
15	du Parc	Bernard	51503	Plateau Mont-Royal
16	du Parc	Saint-Viateur	51578	Plateau Mont-Royal
17	du Parc	Fairmont	51673	Plateau Mont-Royal
18	du Parc	Laurier	51711	Plateau Mont-Royal
19	du Parc	Saint-Joseph	51751	Plateau Mont-Royal
20	du Parc	Villeneuve	51799	Plateau Mont-Royal
21	du Parc	du Mont-Royal	51882	Plateau Mont-Royal
22	du Parc	Face au monument	53703	Ville-Marie
23	du Parc	Léo-Parizeau	52250	Plateau Mont-Royal
24	du Parc	Prince-Arthur	52298	Plateau Mont-Royal
25	du Parc	Milton	52365	Plateau Mont-Royal
26	du Parc	Sherbrooke	52443	Plateau Mont-Royal
27	de Bleury	de Maisonneuve	52534	Ville-Marie
28	de Bleury	Sainte-Catherine	52608	Ville-Marie
29	de Bleury	René-Lévesque	52679	Ville-Marie
30	René-Lévesque	Beaver Hall	52625	Ville-Marie
31	René-Lévesque	University	52587	Ville-Marie
32	René-Lévesque	Mansfield	52529	Ville-Marie
33	René-Lévesque	Peel	52483	Ville-Marie

34	René-Lévesque	Stanley	52463	Ville-Marie
35	René-Lévesque	de la Montagne	52416	Ville-Marie
36	René-Lévesque	Bishop	52373	Ville-Marie
37	René-Lévesque	Guy	52327	Ville-Marie
38	Guy	Sainte-Catherine	52236	Ville-Marie
39	Guy	de Maisonneuve	52201	Ville-Marie
40	Guy	Sherbrooke	52113	Ville-Marie
41	Côte-des-Neiges	Summerhill	52044	Ville-Marie
42	Côte-des-Neiges	Docteur-Penfield	51984	Ville-Marie
43	Côte-des-Neiges	Hôpital Général	53761	Ville-Marie
44	Côte-des-Neiges	Cedar	51840	Ville-Marie
45	Côte-des-Neiges	The Boulevard	51732	Ville-Marie
46	Côte-des-Neiges	Hill Park	51664	Ville-Marie
47	Côte-des-Neiges	Blueridge	51626	Ville-Marie
48	Côte-des-Neiges	Remembrance	51545	Ville-Marie
49	Côte-des-Neiges	Forest Hill	51486	Côte-des-Neiges/Notre-Dame-de-Grâce
50	Côte-des-Neiges	entrée du cimetière	53837	Côte-des-Neiges/Notre-Dame-de-Grâce
51	Côte-des-Neiges	Ridgewood	51426	Côte-des-Neiges/Notre-Dame-de-Grâce
52	Côte-des-Neiges	Decelles	51321	Côte-des-Neiges/Notre-Dame-de-Grâce
53	Côte-des-Neiges	Queen-Mary	51251	Côte-des-Neiges/Notre-Dame-de-Grâce
54	Côte-des-Neiges	Jean-Brillant	51186	Côte-des-Neiges/Notre-Dame-de-Grâce
55	Côte-des-Neiges	Lacombe	51155	Côte-des-Neiges/Notre-Dame-de-Grâce
56	Côte-des-Neiges	Saint-Kevin	51101	Côte-des-Neiges/Notre-Dame-de-Grâce
57	Côte-des-Neiges	Côte-Sainte-Catherine	51045	Côte-des-Neiges/Notre-Dame-de-Grâce
58	Côte-des-Neiges	de La Peltrie	53864	Côte-des-Neiges/Notre-Dame-de-Grâce
59	Côte-des-Neiges	Van Horne	50940	Côte-des-Neiges/Notre-Dame-de-Grâce
60	Côte-des-Neiges	Carlton	50903	Côte-des-Neiges/Notre-Dame-de-Grâce
61	Côte-des-Neiges	Barclay	50863	Côte-des-Neiges/Notre-Dame-de-Grâce
				Côte-des-

62	Côte-des-Neiges	Mackenzie	50789	Neiges/Notre-Dame-de-Grâce
63	Jean-Talon	Côte-des-Neiges	50692	Côte-des-Neiges/Notre-Dame-de-Grâce
64	Laird	Glencoe	56078	Ville Mont-Royal
65	Laird	Geneva	56076	Ville Mont-Royal
66	Laird	Calédonia	56073	Ville Mont-Royal
67	Laird	Moncrieff	56069	Ville Mont-Royal
68	Laird	Alexander	56066	Ville Mont-Royal
69	av cornwall	ch dunkirk / Cornwall	Descente seulement	Ville Mont-Royal

« »

n/d : Aucun horaire disponible à cet arrêt pour le moment.

Accueil - Sommaire - Autobus - Métro - Transport adapté - Trains de banlieue - Tous azimuts - Info - Nouvelles - En bref - Commentaires

ANNEXE H

Prévisions du vice-rectorat – Planification de l'Université de Montréal

BASES POUR ÉVALUER LA FRÉQUENTATION JOURNALIÈRE DU FUTUR CAMPUS OUTREMONT DE L'UNIVERSITÉ DE MONTRÉAL

La taille de la population amenée à fréquenter sur une base journalière le futur campus Outremont de l'Université de Montréal peut être évaluée à partir de relevés et de projections effectués par le vice-rectorat à la planification pour chacun des groupes composant la communauté universitaire. Le cadre à retenir pour déterminer la taille de cette population est celui d'un projet d'aménagement du campus Outremont s'étendant jusqu'en 2017 à travers 4 phases. Les tableaux en annexe indiquent quelles unités académiques sont associées à chacune des phases.

La valeur minimale de la taille de cette population peut être déterminée à partir des effectifs actuels. Ces derniers correspondent à l'année 2003-2004, soit l'année la plus récente pour laquelle l'Université de Montréal dispose de l'ensemble des données statistiques sur les différents groupes constituant sa communauté.

Le vice-rectorat a établi des projections d'effectifs de façon à cerner une valeur maximale pour la taille de cette population. Ces projections retiennent l'hypothèse de hausses d'effectifs durant la réalisation des 4 phases du projet. Il convient d'avoir à l'esprit que la 4^{e} et dernière phase correspond au parachèvement du transfert de l'ensemble de la Faculté de médecine et que cette phase reste hautement hypothétique à l'heure actuelle. Elle a été néanmoins considérée de façon à estimer, au mieux, le volume maximal de population susceptible de fréquenter ce campus.

Les tableaux en annexe rassemblent les données brutes sur les relevés actuels et sur les projections des effectifs des différents groupes constituant la communauté universitaire. Ces données brutes doivent être pondérées sur les bases décrites ci-dessous afin de pouvoir prédire la fréquentation journalière du futur campus Outremont.

1- L'effectif étudiant

L'effectif étudiant est établi sur la base d'étudiants inscrits, il est représentatif de la population étudiante fréquentant régulièrement le campus aux sessions d'automne et d'hiver, soit la période s'étendant de la dernière semaine d'août à la seconde semaine de mai.

Toutefois, les étudiants à plein temps ne sont pas tous simultanément sur le campus, il convient de pondérer leur effectif total à 80%, tandis que dans le cas des étudiants à temps partiel, il est raisonnable de fixer la pondération à 50%.

En conséquence, la fréquentation étudiante correspondra, à terme, à 7862 individus si l'on considère les effectifs actuels et à 9191 personnes si l'on tient compte de la croissance attendue. Si la phase 4 du projet ne se réalisait pas, il conviendrait de réduire respectivement ces nombres de 2202 et 2584.

2- Le corps professoral

De la même manière, l'ensemble du corps professoral ne fréquente pas le campus sur une base quotidienne. En effet, les professeurs effectuent des activités de recherche et de rayonnement en dehors de l'Université. Il est donc nécessaire de pondérer à 75 % l'effectif professoral pour déterminer le nombre de professeurs sur le campus. Ceci donne une fréquentation quotidienne du campus par 429 professeurs sur la base de l'effectif actuel ou par 514 professeurs si l'on considère l'effectif projeté. Dans l'éventualité où seulement les 3 premières phases du projet seraient réalisées, les nombres à retenir sont respectivement 293 et 352 personnes.

3- Les chercheurs

Pour ce groupe, l'effectif n'a pas à être pondéré. De 140 à 168 chercheurs devraient fréquenter quotidiennement le campus Outremont si les 4 phases du projet sont menées à terme. Si la 4^{e} phase ne voyait pas le jour, l'effectif des chercheurs chuterait de façon significative, car cette phase correspond au parachèvement du transfert de la Faculté de médecine, où sont concentrés un grand nombre de chercheurs. Dans ce cas, le groupe des chercheurs ne représenterait plus que 52 à 62 individus.

4- Les chargés de cours et les chargés de clinique

La détermination, pour ce groupe, de la fréquentation quotidienne du campus demeure difficile car l'effectif apparaissant dans les tableaux en annexe représente le nombre total de charges de cours et de charges de cliniques assurées par ces enseignants pendant toute l'année universitaire. Considérant qu'un chargé de cours donne généralement une charge de cours à chacune des sessions d'automne et d'hiver et que, pour la plupart des cas, la charge est assumée à raison d'une journée par semaine, il convient de diviser par 10 la valeur présentée dans les tableaux pour l'effectif des chargés de cours et de clinique. On retiendra donc que de 189 à 206 chargés de cours sont susceptibles de fréquenter, sur une base journalière, le campus Outremont, leur nombre se réduira de 147 à 162 si seulement les 3 premières phases du projet sont réalisées.

5- Le personnel non enseignant

Qu'il s'agisse du personnel non enseignant régulier ou d'autre type de personnel (surnuméraires ou employés sur une base contractuelle en recherche), la valeur à retenir pour déterminer la fréquentation correspond à celle de l'effectif, soit 675 à 727 personnes selon que l'on considère la valeur actuelle ou la valeur projetée (On

négligera le taux d'absentéisme du personnel, d'autant que ce facteur n'a pas été pris en compte pour les autres groupes de la communauté universitaires). Si le projet se limitait aux 3 premières phases, la valeur de la fréquentation ne se situerait plus qu'entre 385 et 411 personnes.

6- La clientèle des cliniques

La phase 2 du projet du campus Outremont amène le regroupement d'unités académiques des secteurs péri et para-médical assurant déjà une formation pratique à même des cliniques *intra-muros* au campus. Ces cliniques amèneront une fréquentation du campus par une population externe à la communauté universitaire. Ainsi, la clinique de médecine dentaire représente actuellement un volume annuel d'activités de 30 000 visites pour 7000 patients tandis que celle d'optométrie fonctionne avec plus de 20 000 visites et plus de 12 000 patients sur une base annuelle. Le développement de cliniques en orthophonie-audiologie et en nutrition, ainsi qu'à une moindre échelle, en réadaptation, laisse présager une hausse du nombre actuel de visites dans les cliniques universitaires. Une projection de 60 000 visites annuelles au terme des 4 phases du projet d'aménagement du campus peut être envisagées. Les cliniques universitaires fonctionnant 46 semaines par an, on peut donc estimer que 260 personnes par jour fréquenteront le campus dans le cadre de visites de consultation.

En conclusion, si les 4 phases du projet de campus Outremont sont menées à terme, la fréquentation quotidienne du campus est susceptible de se chiffrer à plus de 9500 personnes si l'on maintenait les effectifs actuels, elle pourrait même atteindre un peu plus de 11 000 individus en fonction des projections de croissance retenues. Si l'aménagement du campus ne comportait plus que 3 phases, la fréquentation quotidienne du campus Outremont est susceptible de varier entre 6800 et 7850 personnes suivant le cadre choisi pour l'analyse.

ANNEXE I

Références de génération des déplacements

University/College
(550)

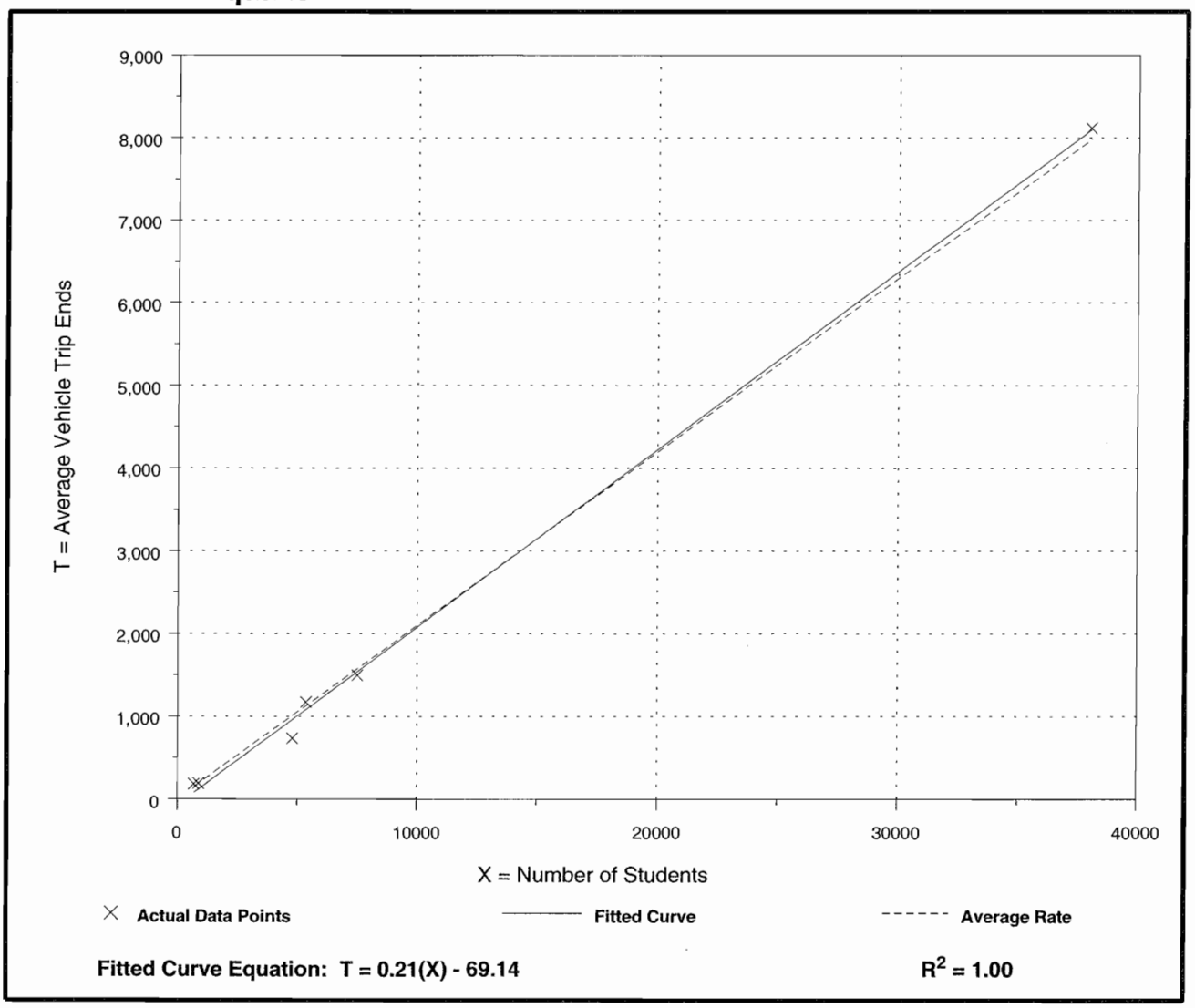
Average Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 6
Average Number of Students: 9,545
Directional Distribution: 80% entering, 20% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.21	0.15 - 0.26	0.46

Data Plot and Equation



Fitted Curve Equation: T = 0.21(X) - 69.14

R^2 = 1.00

University/College
(550)

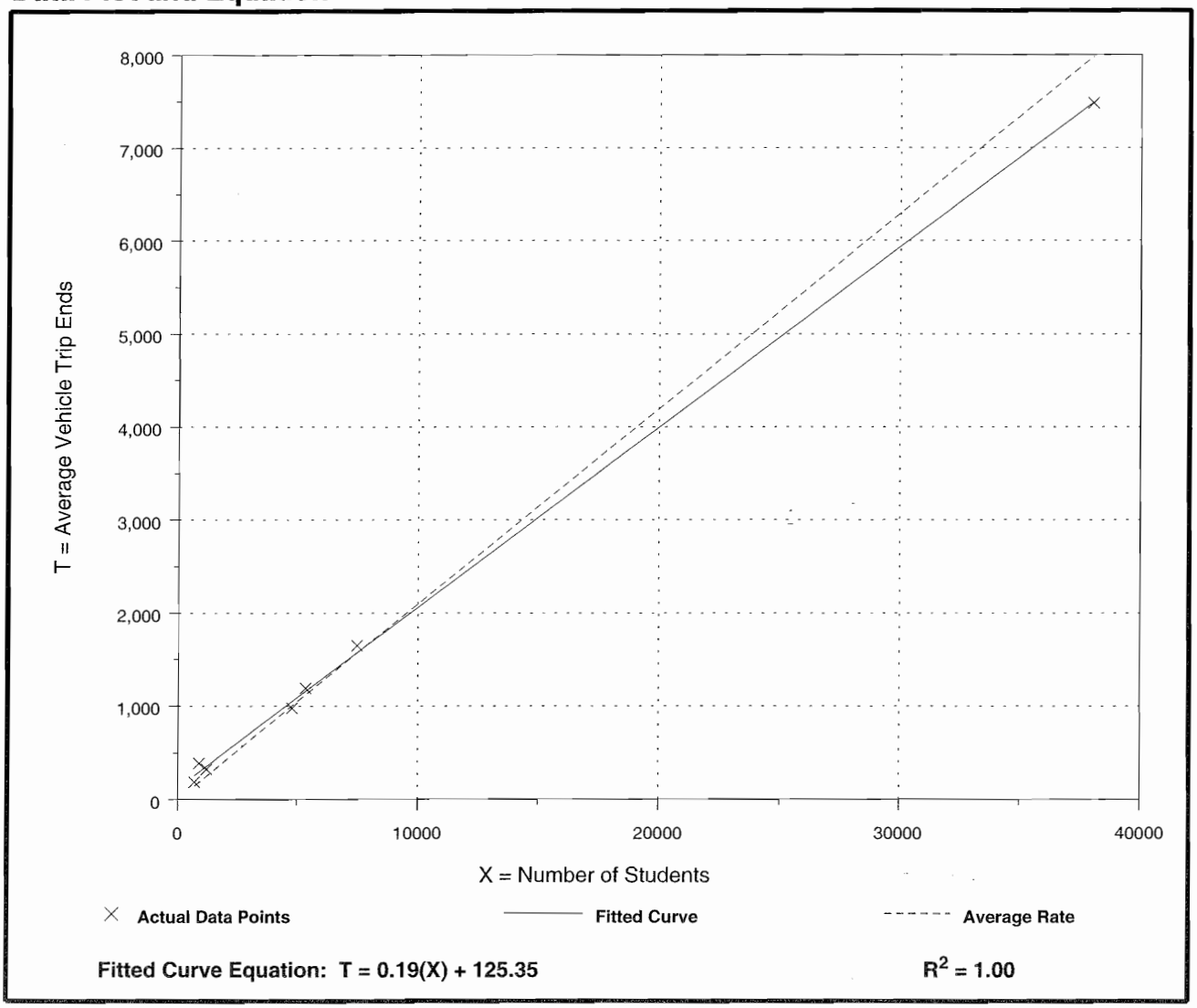
Average Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 7
Average Number of Students: 8,353
Directional Distribution: 30% entering, 70% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.21	0.20 - 0.43	0.46

Data Plot and Equation



Fitted Curve Equation: T = 0.19(X) + 125.35

R^2 = 1.00

Mid-Rise Apartment
(223)

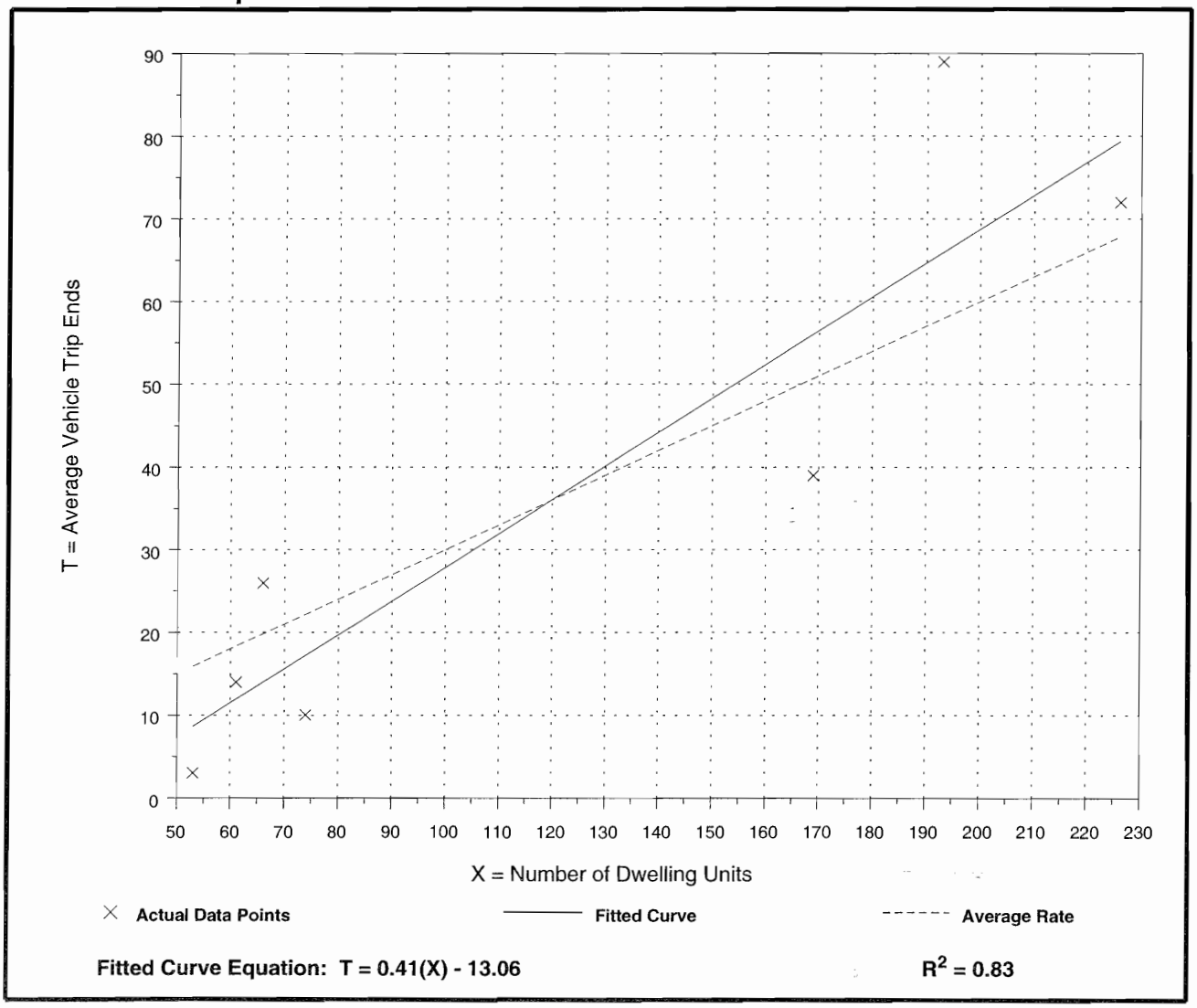
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 7
Avg. Number of Dwelling Units: 120
Directional Distribution: 31% entering, 69% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.30	0.06 - 0.46	0.56

Data Plot and Equation



Fitted Curve Equation: T = 0.41(X) - 13.06

R^2 = 0.83

Mid-Rise Apartment
(223)

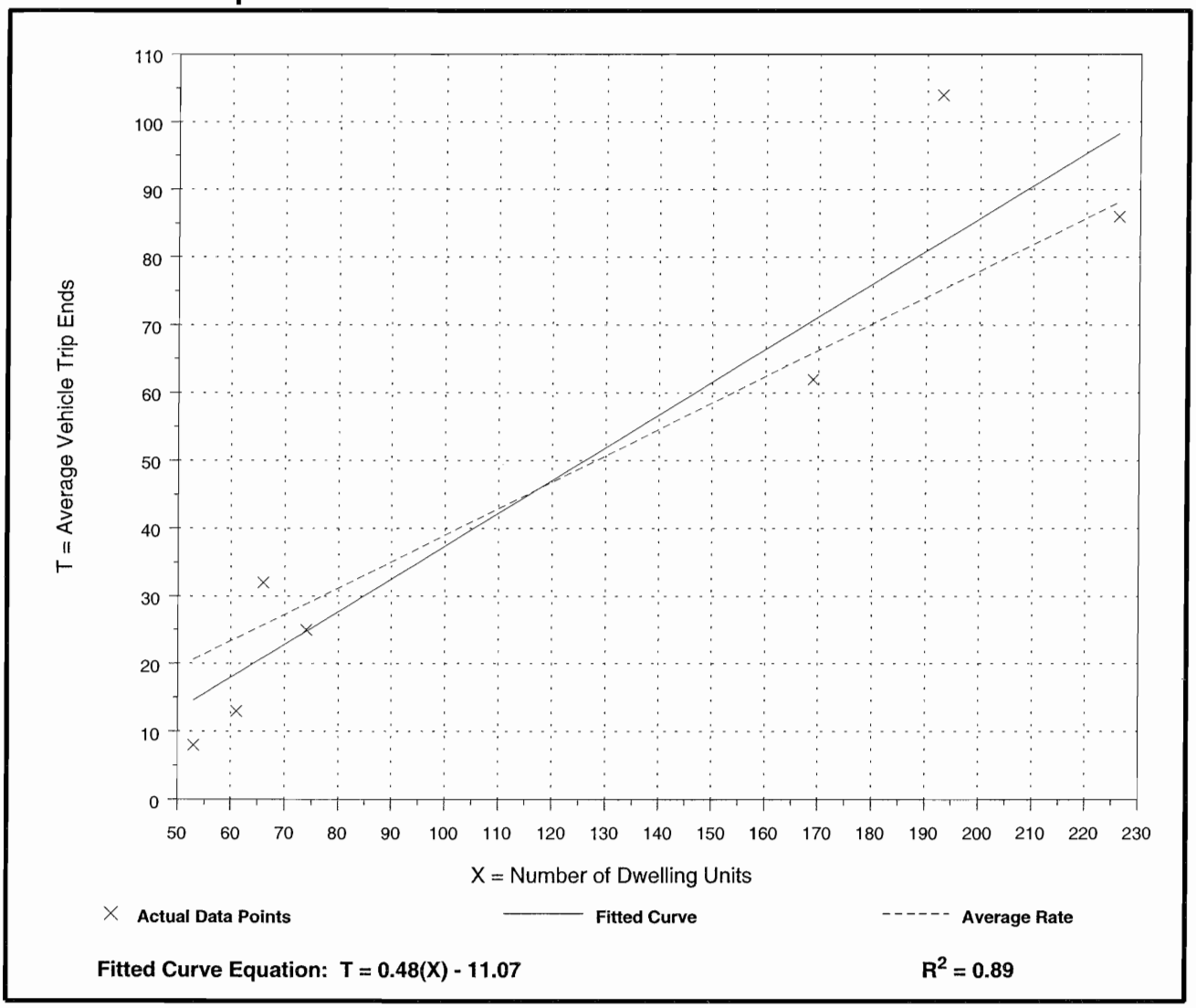
Average Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 7
Avg. Number of Dwelling Units: 120
Directional Distribution: 58% entering, 42% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.15 - 0.54	0.63

Data Plot and Equation



Fitted Curve Equation: T = 0.48(X) - 11.07

R^2 = 0.89

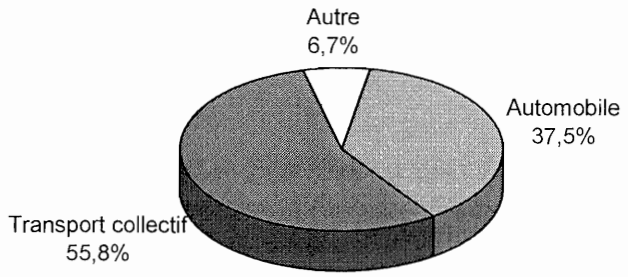
ANNEXE J

Données de l'enquête origine-destination 1998 – Ville de Montréal et données de l'enquête origine-destination 2003

Numéro de dernier mode utilisé	Dernier mode utilisé	Nombre de personnes estimées	%
1	auto conducteur	3355,34	29,6%
2	auto passager	898,49	7,9%
3	autobus STCUM	785,81	6,9%
4	métro	5517,57	48,7%
5	autobus STRSM	0	0%
6	autobus STL	0	0%
7	autobus CIT	0	0%
8	train	0	0%
9	autobus scolaire	0	0%
10	autre bus	17,33	0,2%
11	taxi	16,89	0,1%
12	moto	0	0%
13	vélo	78,51	0,7%
14	à pied	631,35	5,6%
15	transport adapté	16,54	0,1%
16	mode interurbain	0	0%
17	point de jonction	0	0%
18	indéterminé	17,95	0,2%
Total		11335,78	100%

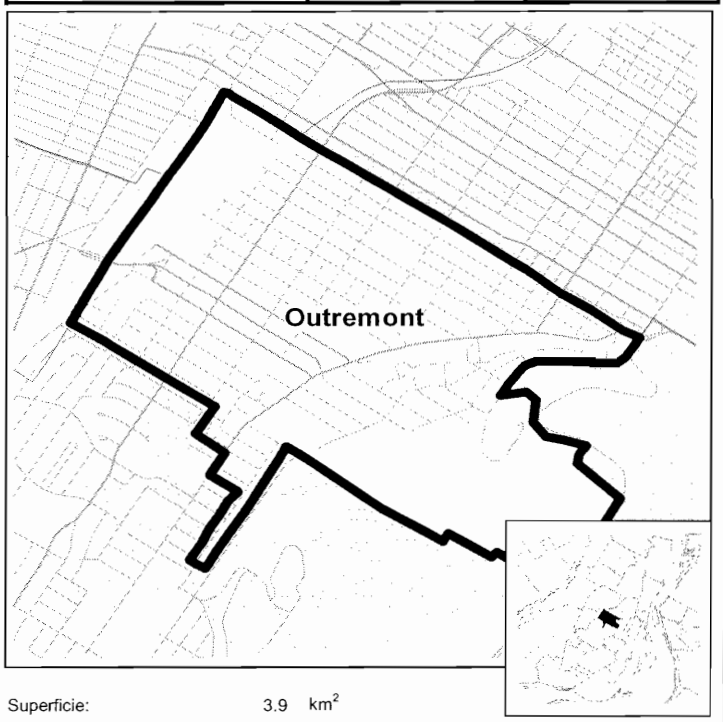
Mode	%
Automobile	37,5%
Transport collectif	55,8%
Autre	6,7%

Déplacements (pointe AM) vers le pavillon principal de l'Université de Montréal - 1998



121 - Montréal : Outremont

Population:	22 890	Hommes	46.4%	Femmes	53.6%
Nombre de logis:	9 580	Âge	%	Nb logis avec:	%
Logis enquêtés:	607	0-19	25.1%	0 auto	28.5%
Autos:	8 988	20-34	19.5%	1 auto	51.8%
Personnes/logis:	2.39	35-49	21.8%	2 autos	17.2%
Autos/logis:	0.94	50-64	17.5%	3 autos	2.3%
Autos/personne:	0.39	65 et +	16.0%	4 autos et +	0.1%



Superficie: 3.9 km^2

DÉPLACEMENTS PRODUITS ET ATTIRÉS PAR LE SECTEUR

Par MOTIF - 24 hres *(tous modes)*	Produits	Attirés
- Travail	18.2%	11.1%
- Études	11.7%	17.0%
- Loisir	9.5%	7.1%
- Magasinage	8.0%	3.5%
- Autres (sauf retour)	11.9%	15.3%
- Retour au domicile	40.7%	46.1%
TOTAL (nb)	**50 981**	**51 071**

Par MODE - 24 hres *(tous motifs sauf retour)*	Produits		Attirés	
- Motorisés (nb)	24 362	80.6%	21 943	79.7%
- Automobile (nb)	17 658	58.4%	16 286	59.1%
- Conducteur	*77.4%*		*70.4%*	
- Passager	*22.6%*		*29.6%*	
- T.C. Public (nb)	5 591	18.5%	4 956	18.0%
- Métro	*50.5%*		*62.3%*	
- STM (bus)	*73.4%*		*68.8%*	
- Train	*0.4%*		*1.8%*	
- STL, RTL, CIT	*1.6%*		*8.3%*	
- Bimodal	*0.3%*		*4.5%*	
- Autres motorisés (nb)	1 140	3.8%	966	3.5%
- Non motorisés (nb)	5 860	19.4%	5 607	20.4%
- Autres (nb)	12	0.0%	0	0.0%
TOTAL (nb)	**30 236**		**27 536**	

Par MODE - PPAM *(tous motifs sauf retour)*	Produits	Attirés
- Motorisés	83.6%	83.5%
- Automobile	*55.4%*	*56.4%*
- T.C. Public	*23.4%*	*24.0%*
- Bimodal	*0.1%*	*1.3%*
- Autres motorisés	*4.9%*	*4.5%*
- Non motorisés	16.4%	16.6%
- Autres	0.1%	0.0%
TOTAL (nb)	**12 669**	**13 660**

Par PÉRIODE *(Motorisés tous motifs)*	Produits	Attirés
- PPAM	27.4%	29.2%
- Jour	27.7%	22.6%
- PPPM	30.9%	29.9%
- Soir	12.6%	16.8%
- Nuit	1.3%	1.5%
TOTAL (nb)	**40 185**	**40 144**

DÉPLACEMENTS DES RÉSIDANTS DU SECTEUR

Nombre de déplacements effectués par les résidants:	53 179
Nombre de déplacements internes:	12 427
Nombre de résidants (5 ans et +) ne se déplaçant pas:	3 100
Déplacements par personne (5 ans et +):	2.48

Par MOTIF *(tous modes - 24 heures)*	Produits	Attirés	Externes
- Travail	25.7%	1.7%	26.4%
- Études	18.1%	8.2%	4.6%
- Loisir	13.3%	3.4%	24.5%
- Magasinage	10.0%	3.2%	19.5%
- Autres (sauf retour)	13.7%	7.1%	24.9%
- Retour au domicile	19.2%	76.5%	-
TOTAL (nb)	**30 826**	**30 762**	**4 018**

ANNEXE K

Achalandage prévu au centre communautaire d'Outremont

L02361D

Évaluation de la fréquentation

Activités sur glace: (hockey, patinage artistique, locations, patin libre)

Semaine:	330 visiteurs/jour	5 jours =	1650 visiteurs
Fin semaine:	800 visiteurs/jour	2 jours =	1600 visiteurs
		Total	3250 visiteurs/semaine

Autres activités dans les locaux du centre communautaire

Semaine :	360 visiteurs/jour	5 jours	1800 visiteurs
Fin de semaine :	100 visiteurs/jour	2 jours	200 visiteurs
		Total :	2000 visiteurs/semaine

Total de la fréquentation prévue : 5250 visiteurs/semaine

Centre communautaire Outremont.jpg

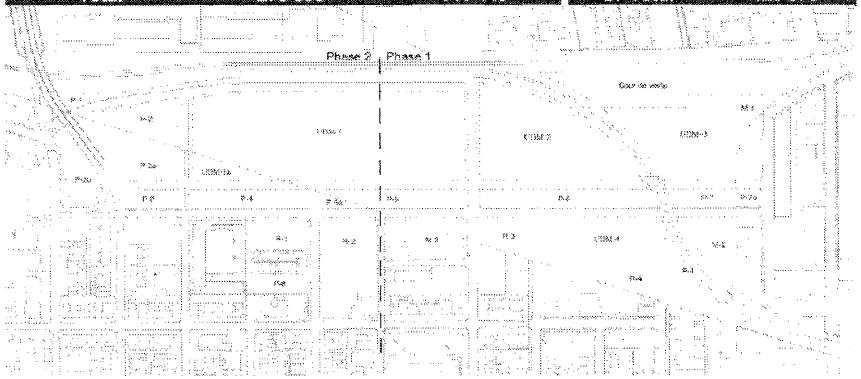
ANNEXE L

Statistiques de superficies du développement du projet

CAMPUS OUTREMONT

2006-05-17 Statistiques de développement

Ilot UDM	Terrain m²		Site CP - UDM		Hors- site CP Ville	Hors- site CP Privé	# étage	% d'implantation	Sup. construite Phase 1	Sup. construite Phase 2	Densité	# Logement
Lot UDM-1	47 502		44 940		2 562		6 &8	51%	58 920	109 850	3,6	429
Lot UDM-2	20 947		20 947				6 &8	48%	73 400		3,5	
Lot UDM-3	17 458		17 458				6 &8	42%	53 290		3,1	429
Lot UDM-4	9 985		9 985				4	36%	18 840		1,9	
Lot-M-1 (mixte)	3 461		1 172			2 289	8	62%	17 200		5,0	146
Lot-M-2 (mixte)	5 870		5 052		818		6	24%	8 460		1,4	50
Lot-M-3 (mixte)	5 290		1 419			3 871	4 et 6	58%	16 390		3,1	136
sous-total	**110 513**	47%	**100 973**	54%	**3 380**	**6 160**			**246 500**	**109 850**	**3,2**	
Résidentiel												
Lot R1 / RPE	3 362				3 362		6	47%		9 570	2,8	200
Lot R2	9 494				9 494		4 et 6	45%		22 020	2,3	200
Lot R3	7 327		3 265		2 203	1 859	4 et 6	52%	19 050		2,6	174
Lot R4	10 604		10 604				4	31%	13 080		1,2	110
sous-total	**30 787**	13%	**13 869**	7%	**15 059**	**1 859**			**32 130**	**31 590**	**2,1**	**1 874**
								Total	**278 630**	**141 440**	**Gr-Total**	**420 070**
Parc												
P-1	8 556		8 556									
P-2	15 873		4 800		11 073							
P-3	1 620				1 620							
P-4	4 192				4 192							
P-5	5 205		4 539		666							
P-6	6 684		6 684									
P-7	3 603		2 666			937						
P-8	2 099				2 099							
Sous-total	**47 831**	20%	**27 245**	15%	**19 650**	**937**						
Rues [1]	**31 811**	14%	30 861	17%		950						
Cour voirie	**13 588**	6%	13 588	7%								
Gr-Total	**234 531**	100%	**186 536**	100%	**38 089**	**9 906**						



Note:

[1] La superficie des emprises de rues hors-site CP n'est pas comptabilisée dans le présent tableau hormis le lot permettant de raccorder la future esplanade et ses rues à l'avenue Durocher.

CAMPUS OUTREMONT - Statistiques par phase de développement

2006-05-17

# LOTS	INSTITUTIONNEL		RÉSIDENCES ÉTUDIANTES				HABITATION			
	Phase 1	Phase 2	Phase 1		Phase 2		Phase 1		Phase 2	
	Sup. construite (m^2)	Sup. construite (m^2)	Sup. construite (m^2)	# lits	Sup. construite (m^2)	# lits	Sup. construite (m^2)	# unités	Sup. construite (m^2)	# unités
UDM-1/RPE [1]	58 920	89 450			20 400	429				
UDM-2/RPE [1]	53 000		20 400	429						
UDM-3	53 290									
UDM-4	18 840									
M-1							17 200	146		
M-2							8 460	50		
M-3							16 390	136		
R1/ RPE					9 570	200				
R2									22 020	200
R3							19 050	174		
R4							13 080	110		
Total	**184 050**	**89 450**	**20 400**	**429**	**29 970**	**629**	**74 180**	**616**	**22 020**	**200**
Total institutionnel		**273 500**	**Total résidence**		**50 370**	**1 058**	**Total habitation**		**96 200**	**816**
								Grand total	**420 070**	**1 874**

[1] La superficie de terrain attribuée aux résidences pour étudiants est de: UDM-1(8 362 m^2) et UDM-2(7 328 m^2)

Génération totale de déplacements du projet

	Pointe du matin		Pointe de l'après-midi	
	entrée	sortie	entrée	sortie
Campus	494	124	185	432
Cliniques	26	26	26	26
Secteur résidentiel	76	169	184	134
Total	**596**	**319**	**395**	**592**

Génération des déplacements Campus+cliniques

	Superf. const. (ultime)	%	Pointe du matin		Pointe de l'après-midi	
			entrée	sortie	entrée	sortie
Lot UdM 1	148370	54,2%	282	81	114	248
Lot UdM 2	53000	19,4%	101	29	41	89
Lot UdM 3	53290	19,5%	101	29	41	89
Lot UdM 4	18840	6,9%	36	10	15	32
Total	**273500**	**100%**	**520**	**150**	**211**	**458**

	Superf. const. (phase 1)	% du projet	Pointe du matin		Pointe de l'après-midi	
			entrée	sortie	entrée	sortie
Lot UdM 1	58950	21,6%	112	32	45	99
Lot UdM 2	53000	19,4%	101	29	41	89
Lot UdM 3	53290	19,5%	101	29	41	89
Lot UdM 4	18840	6,9%	36	10	15	32
Total	**184080**	**67,3%**	**350**	**101**	**142**	**308**

	Superf. const. (phase 2)	% du projet	Pointe du matin		Pointe de l'après-midi	
			entrée	sortie	entrée	sortie
Lot UdM 1	89450	32,7%	170	49	69	150
Lot UdM 2	0	0,0%	0	0	0	0
Lot UdM 3	0	0,0%	0	0	0	0
Lot UdM 4	0	0,0%	0	0	0	0
Total	**89450**	**32,7%**	**170**	**49**	**69**	**150**

Génération des déplacements Secteur résidentiel

	Superf. const. (ultime)	%	Pointe du matin		Pointe de l'après-midi	
			entrée	sortie	entrée	sortie
Lot M-1	17200	17,9%	14	30	33	24
Lot M-2	8460	8,8%	7	15	16	12
Lot M-3	16390	17,0%	13	29	31	23
Lot R-2	22020	22,9%	17	39	42	31
Lot R-3	19050	19,8%	15	33	36	27
Lot R-4	13080	13,6%	10	23	25	18
Total	**96200**	**100%**	**76**	**169**	**184**	**134**

	Superf. const. (phase 1)	%	Pointe du matin		Pointe de l'après-midi	
			entrée	sortie	entrée	sortie
Lot M-1	17200	17,9%	14	30	33	24
Lot M-2	8460	8,8%	7	15	16	12
Lot M-3	16390	17,0%	13	29	31	23
Lot R-2	0	0,0%	0	0	0	0
Lot R-3	19050	19,8%	15	33	36	27
Lot R-4	13080	13,6%	10	23	25	18
Total	**74180**	**77,1%**	**59**	**130**	**142**	**103**

	Superf. const. (phase 2)	%	Pointe du matin		Pointe de l'après-midi	
			entrée	sortie	entrée	sortie
Lot M-1	0	0,0%	0	0	0	0
Lot M-2	0	0,0%	0	0	0	0
Lot M-3	0	0,0%	0	0	0	0
Lot R-2	22020	22,9%	17	39	42	31
Lot R-3	0	0,0%	0	0	0	0
Lot R-4	0	0,0%	0	0	0	0
Total	**22020**	**22,9%**	**17**	**39**	**42**	**31**

Génération des déplacements - Projet connexe (Centre communautaire)

	Pointe du matin		Pointe de l'après-midi	
	entrée	sortie	entrée	sortie
Centre de loisir	28	18	20	49

ANNEXE M

Triangles de visibilité

Schémas des triangles de visibilité à respecter
Hypothèses d'analyse utilisées

1- Situations considérées

Les triangles de visibilité sont déterminés en vérifiant deux situations pour le virage à droite en quittant le viaduc Rockland et pour le virage à gauche de l'avenue McEachran.

Ces situations sont les suivantes:

DVA piéton - Distance de visibilité d'arrêt (DVA) pour qu'un conducteur puisse percevoir et s'arrêter à temps dans l'éventualité où un piéton traverse la baie de virage. Cette distance considère le temps de perception et de réaction du conducteur ainsi que la distance de freinage en fonction de la vitesse du véhicule.

DVA véhicule – Distance de visibilité d'arrêt (DVA) pour qu'un conducteur puisse percevoir et s'arrêter à temps dans l'éventualité où un véhicule était immobilisé dans la baie de virage (par exemple, une file d'attente). Cette distance considère les mêmes paramètres que pour le cas précédent.

L'expression générale de la distance de visibilité d'arrêt se trouve dans les normes du ministère des Transports du Québec[1].

2- Paramètres d'analyse

Les paramètres d'analyse utilisés sont décrits au tableau suivant.

TABLEAU I : PARAMÈTRES D'ANALYSES UTILISÉS

Localisation	Rayon de virage de la baie[a]	Vitesse d'un véhicule en fonction du rayon de virage	DVA[b]
Baie de virage à droite en quittant Rockland	24 m	27 km/h	40 m[c]
Baie de virage à gauche de l'avenue McEachran vers le viaduc	15 m	30 km/h	40 m[d]

Notes :
a – Rayon mesuré sur les plans au centre de la baie
b – Calculé selon la formule p.3 Tome 1, chapitre 7, MTQ
c – L'effet de la courbe a été considéré dans le calcul du DVA
d – L'effet de la courbe et de la pente à l'amont de la baie a été considéré (pente d'environ 6%)

Également, les lignes de visées ont considéré les situations suivantes :

Cas DVA piéton : Le piéton se situe à 1 mètre du bord de la baie de virage et la position du conducteur se situe au centre de la voie de circulation et à 3 mètres en retrait du devant du véhicule

Cas DVA véhicule : Le véhicule immobilisé dans la baie se situe au centre de la baie et la position du conducteur se situe au centre de la voie de circulation et à 3 mètres en retrait du devant du véhicule

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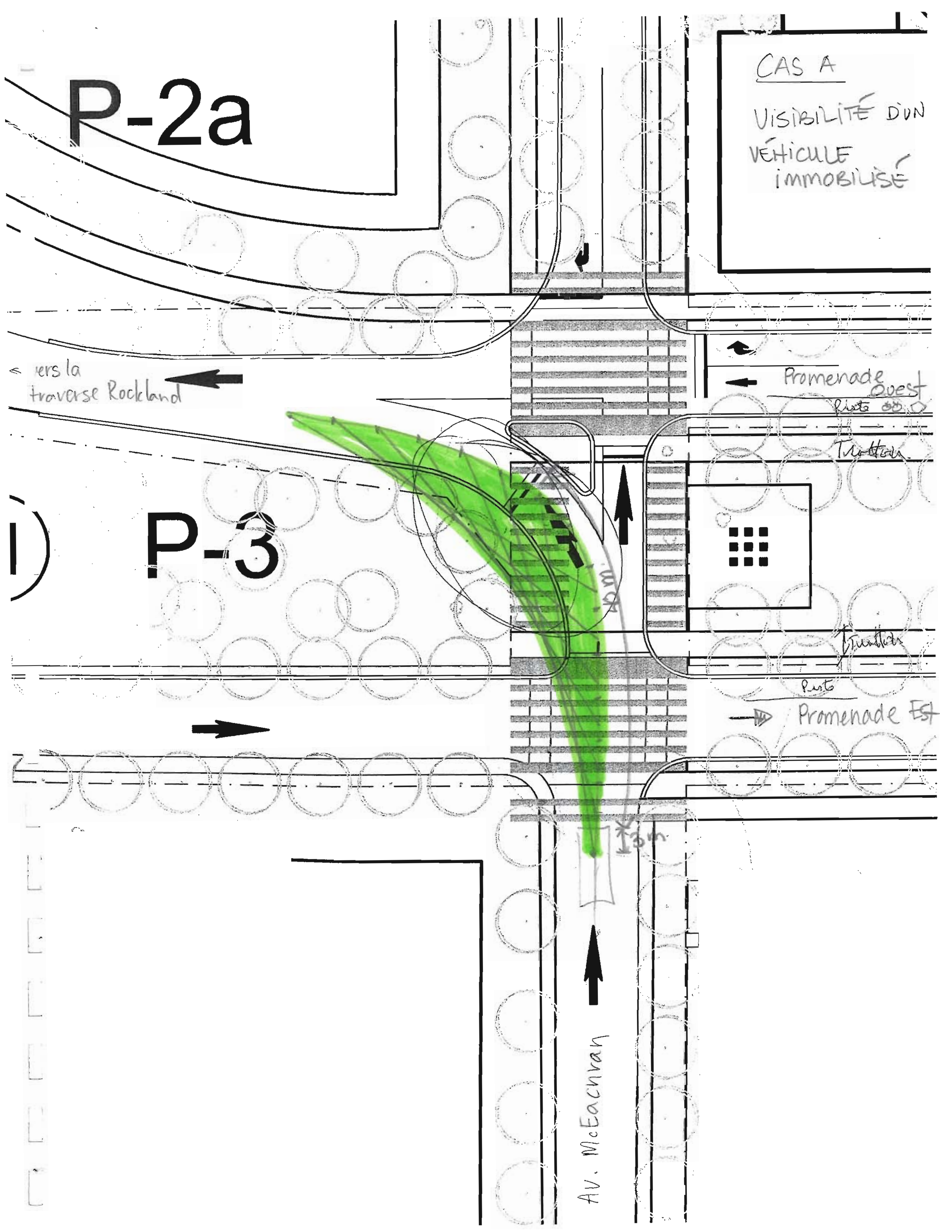
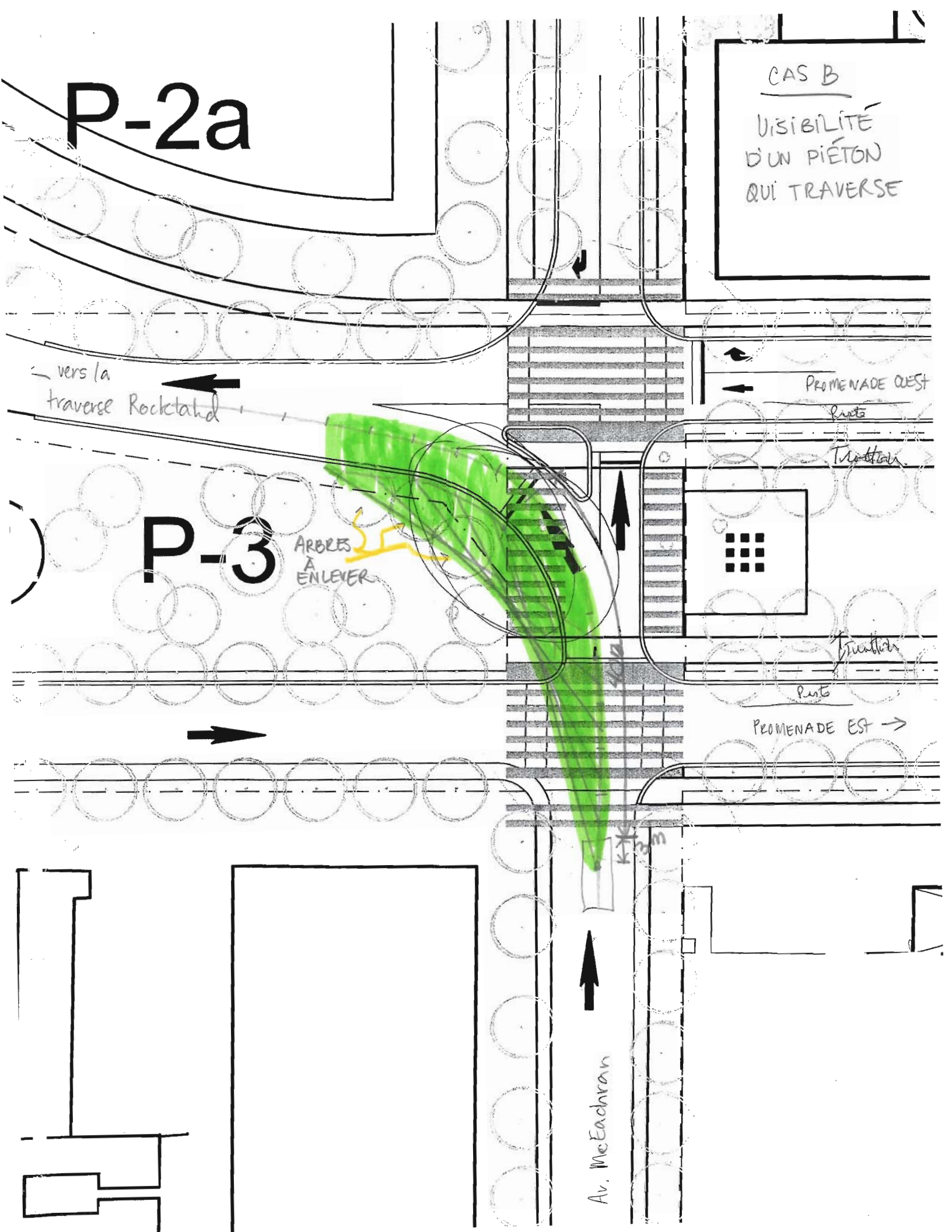
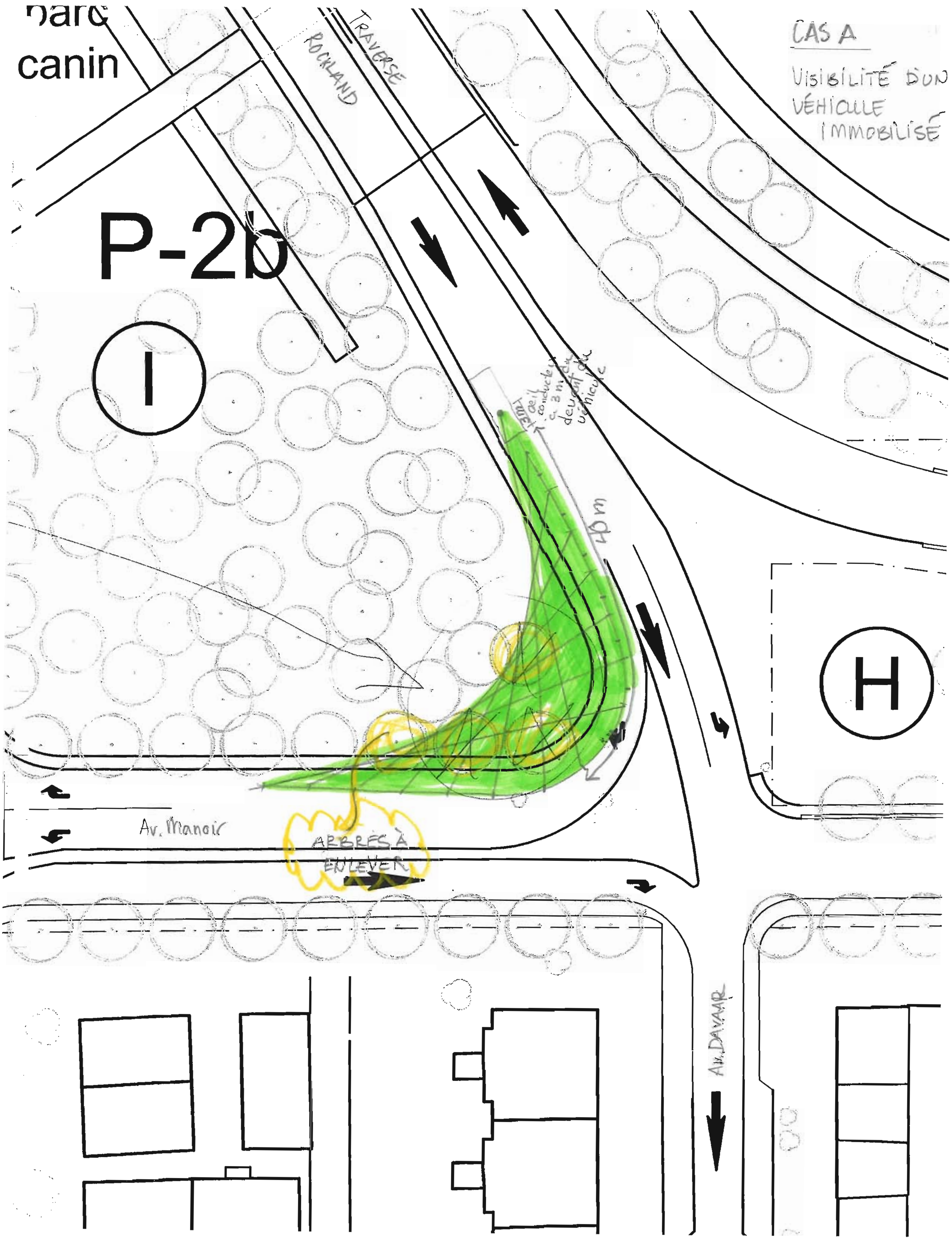
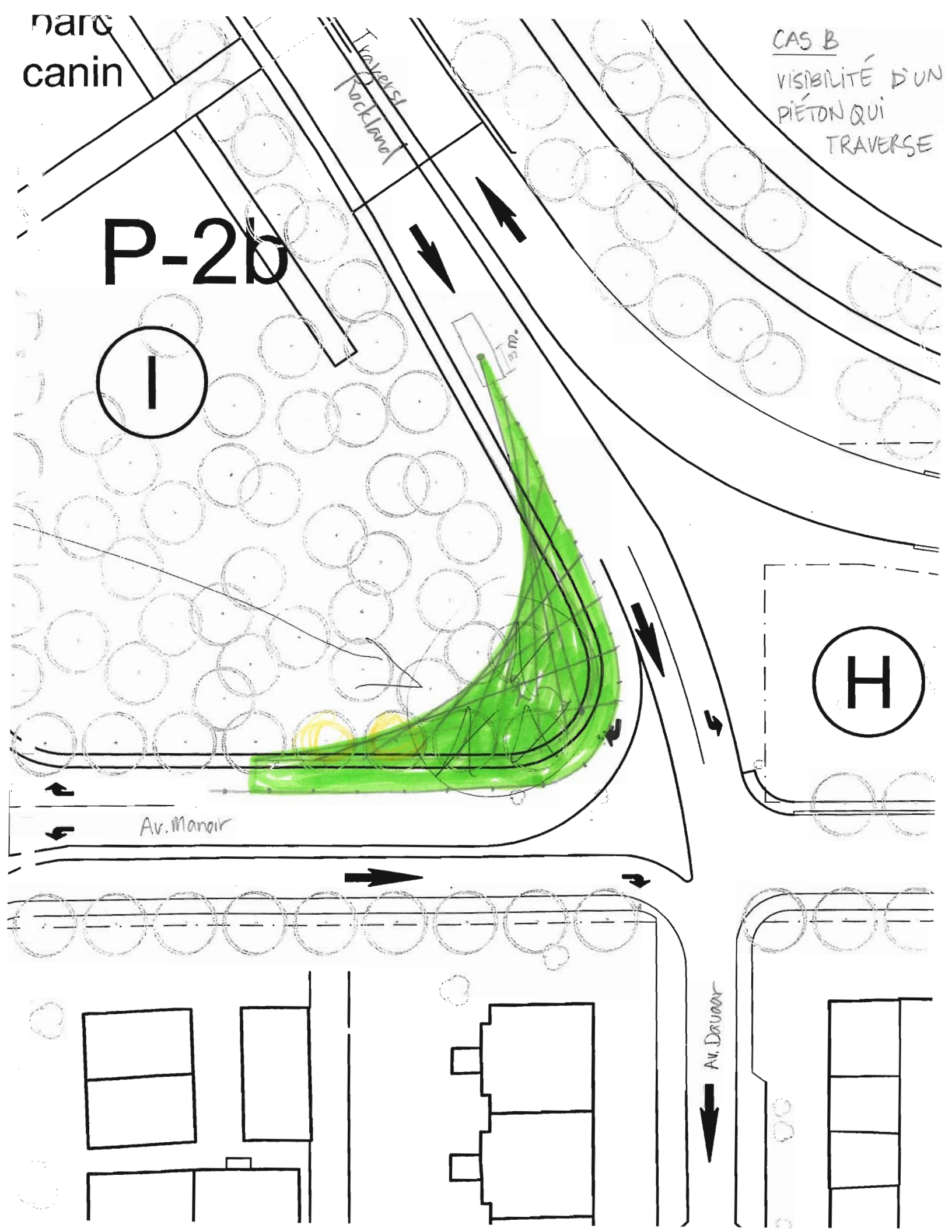
[1] Ministère des Transports du Québec, Ouvrages routiers, Tome 1, chapitre 7 Distances de visibilité, section 7.2, 2003 (voir à la fin de cette annexe).



P-2a
P-3
CAS A
VISIBILITÉ D'UN VÉHICULE IMMOBILISÉ
vers la traverse Rockland
Promenade Ouest
Piste
Trottoir
Trottoir
Piste
Promenade Est
3m
AV. McEachran


P-2a
CAS B
VISIBILITÉ D'UN PIÉTON QUI TRAVERSE
vers la traverse Rocktahd
PROMENADE OUEST
P-3
ARBRES À ENLEVER
PROMENADE EST
Av. McEachran


parc
canin
TRAVERSÉ
ROCKLAND
CAS A
VISIBILITÉ D'UN VÉHICULE IMMOBILISÉ
P-2b
I
oeil conducteur à 3 m du devant du véhicule
40 m
H
Av. Manoir
ARBRES À ENLEVER
Av. DAVAAR


parc
canin
Traverse Rockland
CAS B
VISIBILITÉ D'UN PIÉTON QUI TRAVERSE
P-2b
I
H
Av. Manoir
Av. Dawson

7.1 Distance de visibilité

La distance de visibilité est la distance maximale, mesurée le long de la route en plan et en profil, à partir de laquelle le conducteur d'une automobile peut apercevoir la surface de la route ou un point situé à une hauteur donnée au-dessus de la route, lorsque sa vue n'est pas gênée par la circulation ou par d'autres obstacles latéraux.

7.2 Distance de visibilité d'arrêt

La distance de visibilité d'arrêt est la distance nécessaire au conducteur d'un véhicule roulant à une vitesse donnée pour arrêter son véhicule après avoir aperçu un objet sur la chaussée. Elle comprend la distance parcourue pendant les temps de perception et de réaction et la distance de freinage.

Pour déterminer cette distance de visibilité d'arrêt, nombre de variables entrent en jeu : les dimensions de l'objet, les conditions climatiques, l'état du véhicule, les caractéristiques du profil de la route et le comportement du conducteur.

La norme exige des distances de visibilité qui tiennent compte des conditions défavorables fréquentes, comme l'état mouillé de la chaussée.

La distance de visibilité d'arrêt est basée sur deux phases : la première est le temps de perception physiologique et de réaction et le temps mort mécanique d'entrée en action des freins, évalué à 2,5 secondes, et la deuxième, la distance effective de freinage calculée à l'aide de la formule suivante :

Pente ascendante

$$d = \frac{V^2}{254\,(f + p)}$$

Pente descendante

$$d = \frac{V^2}{254\,(f - p)}$$

où

d : distance de freinage en (m)
V : vitesse de base en (km/h)
f : cœfficient de frottement des pneus qui varie, suivant la vitesse, de 0,36 à 50 km/h à 0,29 à 110 km/h
p : déclivité en pourcentage divisé par cent

L'expression générale de la distance de visibilité d'arrêt est :

$$DVA = \frac{2{,}5V}{3{,}6} + \frac{V^2}{254\,(f \pm p)}$$

La distance de visibilité d'arrêt est la distance mesurée entre la hauteur de l'œil de l'automobiliste (1,05 m) et la hauteur d'un objet situé sur la chaussée.

- Hauteur de l'objet

  La hauteur de 380 mm correspond à la hauteur statistique des feux arrière d'un véhicule personnel (type P).

  Si on s'attend à la présence d'un objet sur la chaussée (pneu, silencieux, arbre, etc.), on doit utiliser un objet de 150 mm de hauteur.

  Si on veut couvrir la présence de trous dans la chaussée ou assurer une lisibilité minimale d'éléments particuliers (courbe, perte de voie, etc.), un objet de 0 mm de hauteur doit être utilisé.

- Quand la ligne de visée déborde de l'accotement, il faut vérifier que la présence d'amoncellements de neige le long de la route ne nuit pas à la visibilité dans les cas où il y a combinaison avec une courbe horizontale ou verticale. Il faudra aussi vérifier la présence d'obstacles incluant les talus.

Les valeurs indiquées dans le tableau 7.2–1 proviennent de la constatation que les automobilistes roulent souvent à une vitesse aussi grande sur une surface de roulement mouillée que sur une surface sèche. L'utilisation de ces valeurs est recommandée, mais il est préférable d'utiliser des valeurs plus élevées lorsque cela est possible.

DISTANCE DE VISIBILITÉ

Sous-ministre adjointe
Direction générale des
infrastructures et des technologies
Anne-Marie Leclerc, ing., M. Ing.

Transports Québec

NORME

Tableau 7.2–1.a
Distance de visibilité d'arrêt aux fins de conception (sans l'effet de la déclivité)

Vitesse de base	Réaction de freinage		Cœfficient de frottement[1] longitudinal	Distance de freinage	Distance minimale de visibilité d'arrêt		Correction en courbe[2]
	temps	distance			calculée	conception	
(km/h)	(s)	(m)		(m)	(m)	(m)	(m)
40	2,5	27,8	0,38	16,6	44,4	45	+5
50	2,5	34,7	0,36	27,3	62,0	65	+5
60	2,5	41,7	0,34	41,6	83,5	85	+5
70	2,5	48,6	0,32	60,2	108,8	110	+5
80	2,5	55,6	0,31	81,2	136,8	140	+10
90	2,5	62,5	0,30	106,2	168,7	170	+10
100	2,5	69,4	0,30	131,1	200,5	200	+10
110 [3]	2,5	76,4	0,29	164,3	240,7	240	+10

1. Cœfficient sur chaussée mouillée
2. L'augmentation suivante est recommandée lorsque les valeurs moyennes de vitesse de base sont associées à des petits rayons n'excèdant pas 110 % du rayon minimal. Dans ces conditions, la distance minimale de visibilité d'arrêt est augmentée de 5 %.

   La formule suivante permet de tenir compte des pentes et des courbes :

$$DVA = 0{,}694V + \frac{V^2}{254\left(\left[f^2 - \left(\frac{V^2}{127R} - e\right)^2\right]^{1/2} + p\right)}$$

   où f = frottement longitudinal $\cong 1{,}0371\ V^{-0{,}2729}$
   R = rayon de courbe (m)
   et $\frac{V^2}{127R} - e \geq 0$

3. Sur autoroute, la visibilité doit être vérifiée à partir de la visibilité d'anticipation à l'arrêt (section 7.5).

Tableau 7.2–1.b
Effet de la déclivité sur la distance d'arrêt

Vitesse de base (km/h)	Correction de la distance d'arrêt (m)							
	Diminution en montée				Augmentation en descente			
	3 %	6 %	9 %	12 %	3 %	6 %	9 %	12 %
40	–	–	–	–	–	–	–	10
50	–	–	5	5	–	5	10	15
60	–	5	5	10	5	10	15	25
70	5	10	10	15	10	15	25	40
80	5	10	15	20	10	20	35	55
90	5	15	20	30	10	30	45	70
100	10	20	30	35	15	30	60	90
110	15	25	35	45	20	45	75	115

Les valeurs de ce tableau doivent être ajoutées ou soustraites des données du tableau 7.2–1.a.

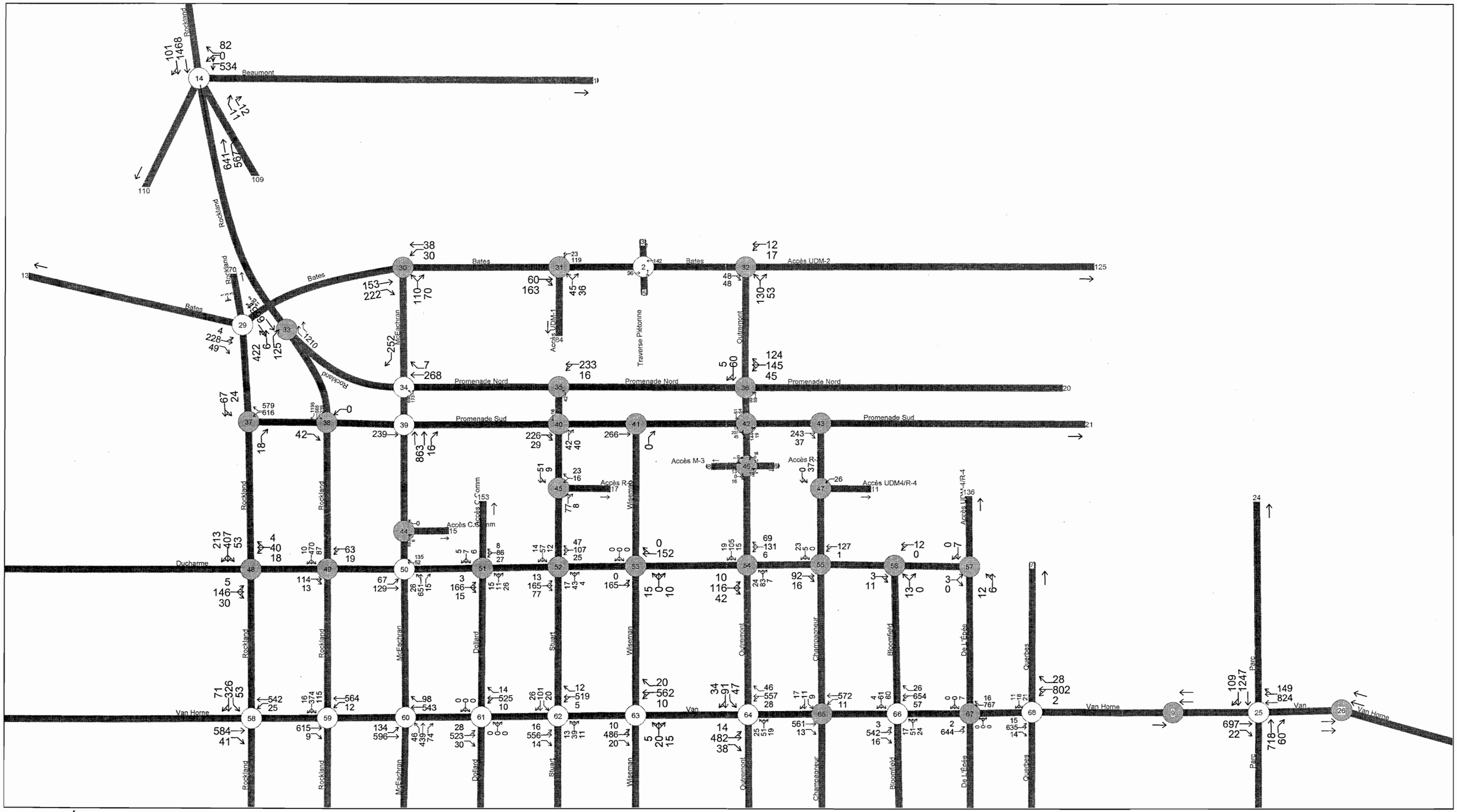
ANNEXE N

Résultats des conditions anticipées de circulation

Heure de pointe du matin

Map - L02361D - ÉIC Campus de l'UdM à Outremont
Node Numbers

2006-10-20



L02361D - ÉIC Campus de l'UdM à Outremont Situation Future

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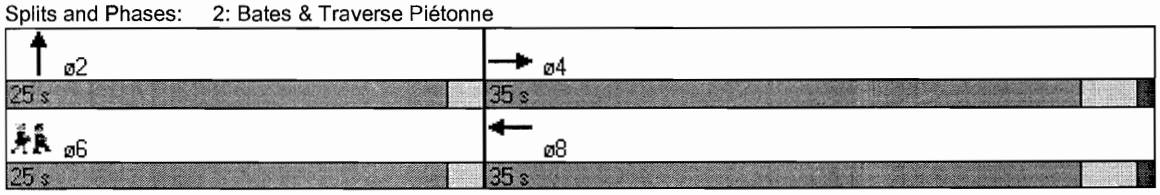
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑				
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1900	0	0	1900	0	0	1900	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1900	0	0	1900	0	0	1900	0	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	0	96	0	0	142	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	104	0	0	154	0	0	0	0	0	0	0
Turn Type												
Protected Phases		4			8			2				
Permitted Phases												
Total Split (s)	0.0	35.0	0.0	0.0	35.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
Act Effct Green (s)		33.0			33.0							
Actuated g/C Ratio		0.55			0.55							
v/c Ratio		0.10			0.15							
Control Delay		6.8			7.1							
Queue Delay		0.0			0.0							
Total Delay		6.8			7.1							
LOS		A			A							
Approach Delay		6,8			7,1							
Approach LOS		A			A							
Queue Length 50th (m)		5.1			7.8							
Queue Length 95th (m)		11.1			15.4							
Internal Link Dist (m)		71.7			91.8			6.0			5.0	
Turn Bay Length (m)												
Base Capacity (vph)		1045			1045							
Starvation Cap Reductn		0			0							
Spillback Cap Reductn		0			0							
Storage Cap Reductn		0			0							
Reduced v/c Ratio		0,10			0,15							

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0,15
Intersection Signal Delay: 7,0 — Intersection LOS: A
Intersection Capacity Utilization 32,5% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Bates & Traverse Piétonne



Lane Group	ø6
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	6
Permitted Phases	
Total Split (s)	25.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

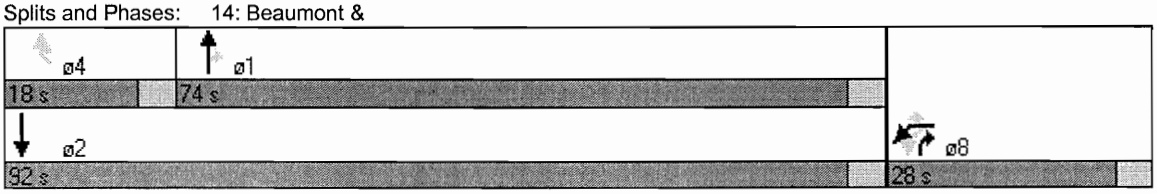
Intersection Summary

Lane Group	WBL2	WBL	WBR	NBT	NBR	SBT	SBR	NWR	NWR2
Lane Configurations									
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1639	1619	1507	1900	1615	3733	0	1543	1543
Flt Permitted	0.950	0.950							
Satd. Flow (perm)	1639	1619	1507	1900	1615	3733	0	1543	1543
Satd. Flow (RTOR)									
Volume (vph)	534	0	82	641	567	1468	101	11	12
Lane Group Flow (vph)	273	272	84	654	579	1608	0	12	13
Turn Type	Perm		Perm		custom			custom	custom
Protected Phases		8		1	8	2			
Permitted Phases	8		8		1			4	4
Total Split (s)	28.0	28.0	28.0	74.0	28.0	92.0	0.0	18.0	18.0
Act Effct Green (s)	24.2	24.2	24.2	93.6	110.4	91.8		47.4	47.4
Actuated g/C Ratio	0.20	0.20	0.20	0.78	0.92	0.76		0.40	0.40
v/c Ratio	0.82	0.83	0.28	0.44	0.39	0.56		0.02	0.02
Control Delay	66.4	67.3	42.4	10.0	2.0	7.0		48.2	47.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	66.4	67.3	42.4	10.0	2.0	7.0		48.2	47.8
LOS	E	E	D	A	A	A		D	D
Approach Delay		63,6		6,2		7,0			
Approach LOS		E		A		A			
Queue Length 50th (m)	67.3	67.2	17.4	84.2	20.1	79.4		2.7	3.0
Queue Length 95th (m)	#109.8	#110.5	32.6	115.8	28.7	94.8		9.1	9.5
Internal Link Dist (m)		426.1		284.3		124.1			
Turn Bay Length (m)	150.0	150.0							
Base Capacity (vph)	355	351	327	1482	1486	2855		640	640
Starvation Cap Reductn	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0,77	0,77	0,26	0,44	0,39	0,56		0,02	0,02

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 22 (18%), Referenced to phase 2:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,83
Intersection Signal Delay: 17,2 — Intersection LOS: B
Intersection Capacity Utilization 65,3% — ICU Level of Service C
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: Beaumont &



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1794	1615	0	3331	0	0	1984	1615	0	3567	0
Flt Permitted												
Satd. Flow (perm)	0	1794	1615	0	3331	0	0	1984	1615	0	3567	0
Satd. Flow (RTOR)												
Volume (vph)	0	697	22	0	824	149	0	718	60	0	1247	109
Lane Group Flow (vph)	0	758	24	0	1058	0	0	780	65	0	1473	0
Turn Type			Perm						Perm			
Protected Phases		2			2			4			4	
Permitted Phases			2						4			
Total Split (s)	0.0	45.0	45.0	0.0	45.0	0.0	0.0	60.0	60.0	0.0	60.0	0.0
Act Effct Green (s)		43.0	43.0		43.0			58.0	58.0		58.0	
Actuated g/C Ratio		0.41	0.41		0.41			0.55	0.55		0.55	
v/c Ratio		1.03	0.04		0.78			0.71	0.07		0.75	
Control Delay		73.3	18.9		31.6			21.9	11.3		20.9	
Queue Delay		0.0	0.0		0.0			0.0	0.0		0.0	
Total Delay		73.3	18.9		31.6			21.9	11.3		20.9	
LOS		E	B		C			C	B		C	
Approach Delay		71,6			31,6			21,1			20,9	
Approach LOS		E			C			C			C	
Queue Length 50th (m)		~175.5	3.0		101.5			117.1	6.2		120.3	
Queue Length 95th (m)		#248.7	8.3		128.3			164.2	12.8		148.7	
Internal Link Dist (m)		73.9			70.4			411.7			221.3	
Turn Bay Length (m)									103.0			
Base Capacity (vph)		735	661		1364			1096	892		1970	
Starvation Cap Reductn		0	0		0			0	0		0	
Spillback Cap Reductn		0	0		0			0	0		0	
Storage Cap Reductn		0	0		0			0	0		0	
Reduced v/c Ratio		1,03	0,04		0,78			0,71	0,07		0,75	

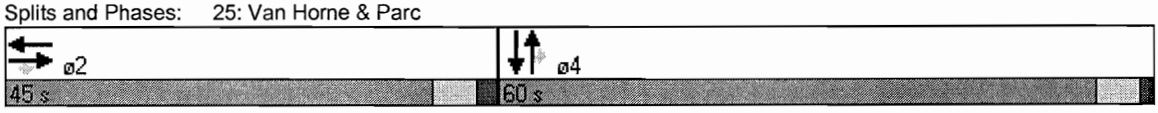
Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 85 (81%), Referenced to phase 4:NBSB, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 1,03
Intersection Signal Delay: 33,2 — Intersection LOS: C
Intersection Capacity Utilization 81,3% — ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 25: Van Horne & Parc



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1762	1468	0	1783	0	0	1713	1615	0	1821	0
Flt Permitted		0.996			0.682			0.420			0.980	
Satd. Flow (perm)	0	1756	1335	0	1220	0	0	755	1563	0	1821	0
Satd. Flow (RTOR)												
Volume (vph)	4	228	49	41	93	2	422	6	125	3	3	1
Lane Group Flow (vph)	0	249	53	0	175	0	0	542	158	0	12	0
Turn Type	Perm		Perm	Perm			Perm		Perm	Split		
Protected Phases		4			8			2		6	6	
Permitted Phases	4		4	8			2		2			
Total Split (s)	20.0	20.0	20.0	20.0	20.0	0.0	40.0	40.0	40.0	20.0	20.0	0.0
Act Effct Green (s)		16.1	16.1		16.1			38.0	38.0		12.0	
Actuated g/C Ratio		0.22	0.22		0.22			0.53	0.53		0.17	
v/c Ratio		0.64	0.18		0.64			1.36	0.19		0.04	
Control Delay		33.4	24.1		37.3			199.4	10.2		26.7	
Queue Delay		0.0	0.0		0.0			0.0	0.0		0.0	
Total Delay		33.4	24.1		37.3			199.4	10.2		26.7	
LOS		C	C		D			F	B		C	
Approach Delay		31,8			37,3			156,7			26,7	
Approach LOS		C			D			F			C	
Queue Length 50th (m)		32.2	6.2		22.7			~107.9	11.6		1.5	
Queue Length 95th (m)		55.2	15.1		35.9			#138.6	18.8		3.8	
Internal Link Dist (m)		230.9			173.5			87.1			40.6	
Turn Bay Length (m)			30.0						20.0			
Base Capacity (vph)		427	325		297			398	825		420	
Starvation Cap Reductn		0	0		0			0	0		0	
Spillback Cap Reductn		0	0		0			0	0		0	
Storage Cap Reductn		0	0		0			0	0		0	
Reduced v/c Ratio		0,58	0,16		0,59			1,36	0,19		0,03	

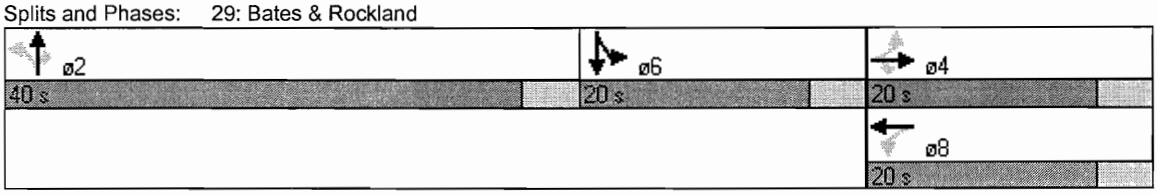
Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 72.1
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1,36
Intersection Signal Delay: 106,1 — Intersection LOS: F
Intersection Capacity Utilization 61,6% — ICU Level of Service B
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 29: Bates & Rockland

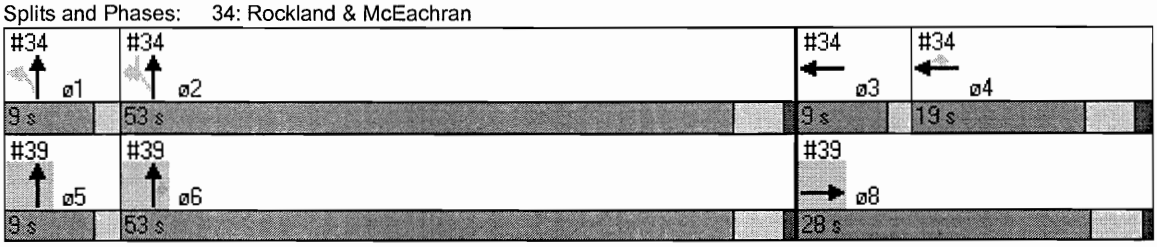


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	0	0	0	1900	1615	1752	1776	0	0	0	1611
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	1900	1615	1752	1776	0	0	0	1611
Satd. Flow (RTOR)												
Volume (vph)	0	0	0	0	268	7	690	173	0	0	0	252
Lane Group Flow (vph)	0	0	0	0	291	8	750	188	0	0	0	274
Turn Type						custom	Perm					custom
Protected Phases					3 4			1 2				
Permitted Phases						4	1 2					2
Total Split (s)	0.0	0.0	0.0	0.0	28.0	19.0	62.0	62.0	0.0	0.0	0.0	53.0
Act Effct Green (s)					26.0	17.0	60.0	60.0				51.0
Actuated g/C Ratio					0.29	0.19	0.67	0.67				0.57
v/c Ratio					0.53	0.03	0.64	0.16				0.30
Control Delay					31.1	30.1	3.8	1.1				11.3
Queue Delay					0.0	0.0	0.0	0.7				0.0
Total Delay					31.1	30.1	3.8	1.8				11.3
LOS					C	C	A	A				B
Approach Delay					31,1			3,4				
Approach LOS					C			A				
Queue Length 50th (m)					44.3	1.2	4.0	1.0				24.2
Queue Length 95th (m)					69.7	5.0	5.8	1.0				39.2
Internal Link Dist (m)		131.1			152.1			19.1			112.9	
Turn Bay Length (m)						15.0						
Base Capacity (vph)					549	305	1168	1184				913
Starvation Cap Reductn					0	0	0	722				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0,53	0,03	0,64	0,41				0,30

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 57 (63%), Referenced to phase 2:NBTL and 6:, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,64
Intersection Signal Delay: 10,3 — Intersection LOS: B
Intersection Capacity Utilization 74,3% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 34: Rockland & McEachran



Lane Group	ø1	ø3	ø5	ø6	ø8
Lane Configurations					
Total Lost Time (s)					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Satd. Flow (RTOR)					
Volume (vph)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	3	5	6	8
Permitted Phases					
Total Split (s)	9.0	9.0	9.0	53.0	28.0
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (m)					
Queue Length 95th (m)					
Internal Link Dist (m)					
Turn Bay Length (m)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

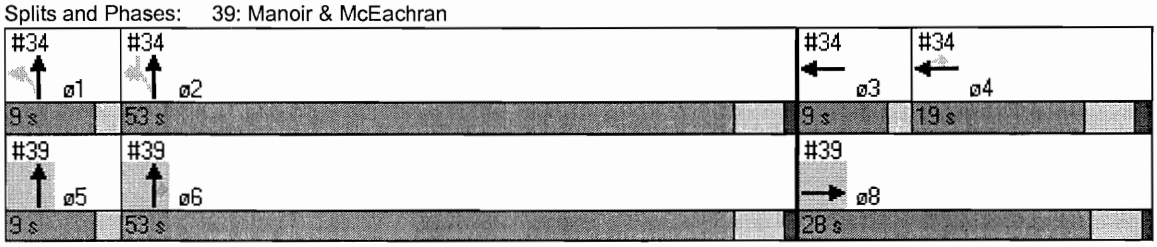
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1900	0	0	0	0	0	3355	1615	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1900	0	0	0	0	0	3355	1445	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	0	239	0	0	0	0	0	863	16	0	0	0
Lane Group Flow (vph)	0	260	0	0	0	0	0	970	17	0	0	0
Turn Type									custom			
Protected Phases		8						5 6				
Permitted Phases									6			
Total Split (s)	0.0	28.0	0.0	0.0	0.0	0.0	0.0	62.0	53.0	0.0	0.0	0.0
Act Effct Green (s)		26.0						60.0	51.0			
Actuated g/C Ratio		0.29						0.67	0.57			
v/c Ratio		0.47						0.43	0.02			
Control Delay		29.8						5.6	6.6			
Queue Delay		0.0						0.0	0.0			
Total Delay		29.8						5.6	6.6			
LOS		C						A	A			
Approach Delay		29,8						5,6				
Approach LOS		C						A				
Queue Length 50th (m)		38.9						21.6	0.8			
Queue Length 95th (m)		62.3						27.3	m1.4			
Internal Link Dist (m)		64.4			151.6			97.7			19.1	
Turn Bay Length (m)									5.0			
Base Capacity (vph)		549						2237	819			
Starvation Cap Reductn		0						0	0			
Spillback Cap Reductn		0						17	0			
Storage Cap Reductn		0						0	0			
Reduced v/c Ratio		0,47						0,44	0,02			

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 57 (63%), Referenced to phase 2:NBTL and 6:, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,64
Intersection Signal Delay: 10,7 Intersection LOS: B
Intersection Capacity Utilization 74,3% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 39: Manoir & McEachran



Lane Group	ø1	ø2	ø3	ø4	ø5
Lane Configurations					
Total Lost Time (s)					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Satd. Flow (RTOR)					
Volume (vph)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	3	4	5
Permitted Phases					
Total Split (s)	9.0	53.0	9.0	19.0	9.0
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (m)					
Queue Length 95th (m)					
Internal Link Dist (m)					
Turn Bay Length (m)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

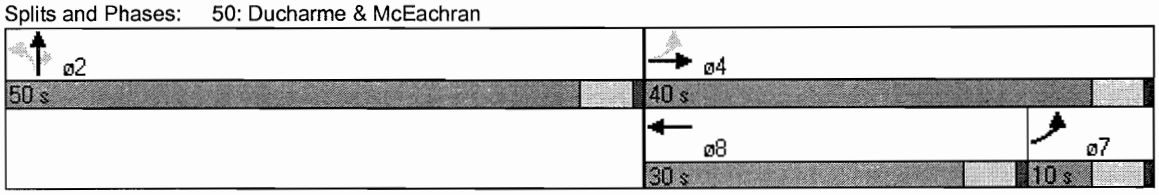
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1708	1763	0	0	1518	0	0	1786	1323	0	0	0
Flt Permitted	0.505							0.998				
Satd. Flow (perm)	894	1763	0	0	1518	0	0	1784	1216	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	67	129	0	0	52	135	26	651	15	0	0	0
Lane Group Flow (vph)	73	140	0	0	204	0	0	736	16	0	0	0
Turn Type	pm+pt						Perm		Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4						2		2			
Total Split (s)	10.0	40.0	0.0	0.0	30.0	0.0	50.0	50.0	50.0	0.0	0.0	0.0
Act Effct Green (s)	38.0	38.0			28.0			48.0	48.0			
Actuated g/C Ratio	0.42	0.42			0.31			0.53	0.53			
v/c Ratio	0.16	0.19			0.43			0.77	0.02			
Control Delay	17.8	17.2			28.2			15.1	5.9			
Queue Delay	0.0	0.0			0.0			2.3	0.0			
Total Delay	17.8	17.2			28.2			17.4	5.9			
LOS	B	B			C			B	A			
Approach Delay		17,4			28,2			17,1				
Approach LOS		B			C			B				
Queue Length 50th (m)	7.8	15.5			29.4			33.9	0.7			
Queue Length 95th (m)	16.3	28.0			50.1			124.9	m1.4			
Internal Link Dist (m)		64.0			64.8			144.6			19.4	
Turn Bay Length (m)	10.0								15.0			
Base Capacity (vph)	450	744			472			951	649			
Starvation Cap Reductn	0	0			0			111	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0,16	0,19			0,43			0,88	0,02			

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 45 (50%), Referenced to phase 2:NBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,77
Intersection Signal Delay: 19,1 Intersection LOS: B
Intersection Capacity Utilization 69,4% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 50: Ducharme & McEachran

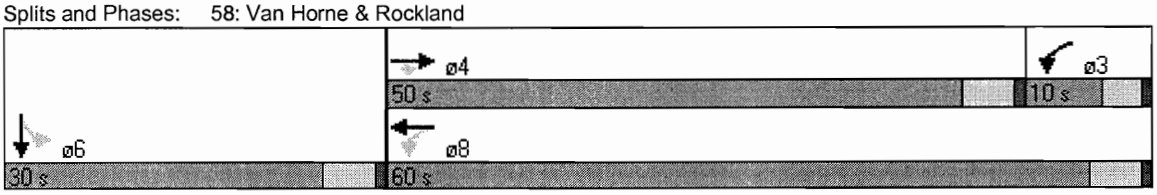


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1763	1507	1694	1746	0	0	0	0	1703	1785	0
Flt Permitted				0.237						0.950		
Satd. Flow (perm)	0	1763	1350	423	1746	0	0	0	0	1684	1785	0
Satd. Flow (RTOR)												
Volume (vph)	0	584	41	25	542	0	0	0	0	53	326	71
Lane Group Flow (vph)	0	649	46	26	565	0	0	0	0	56	423	0
Turn Type			Perm	pm+pt						Perm		
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		
Total Split (s)	0.0	50.0	50.0	10.0	60.0	0.0	0.0	0.0	0.0	30.0	30.0	0.0
Act Effct Green (s)		48.0	48.0	58.0	58.0					28.0	28.0	
Actuated g/C Ratio		0.53	0.53	0.64	0.64					0.31	0.31	
v/c Ratio		0.69	0.06	0.07	0.50					0.11	0.76	
Control Delay		20.3	10.5	0.5	1.7					22.9	38.6	
Queue Delay		0.2	0.0	0.0	0.0					0.0	0.0	
Total Delay		20.5	10.5	0.5	1.7					22.9	38.6	
LOS		C	B	A	A					C	D	
Approach Delay		19,8			1,7						36,7	
Approach LOS		B			A						D	
Queue Length 50th (m)		82.1	3.8	0.1	2.3					7.2	69.1	
Queue Length 95th (m)		123.6	9.1	m0.2	m2.3					16.2	#113.0	
Internal Link Dist (m)		402.4			62.2			130.2			145.8	
Turn Bay Length (m)			15.0	15.0						15.0		
Base Capacity (vph)		940	720	386	1125					524	555	
Starvation Cap Reductn		0	0	0	35					0	0	
Spillback Cap Reductn		25	0	0	0					0	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0,71	0,06	0,07	0,52					0,11	0,76	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 73 (81%), Referenced to phase 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,76
Intersection Signal Delay: 18,3 Intersection LOS: B
Intersection Capacity Utilization 59,1% ICU Level of Service B
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 58: Van Horne & Rockland

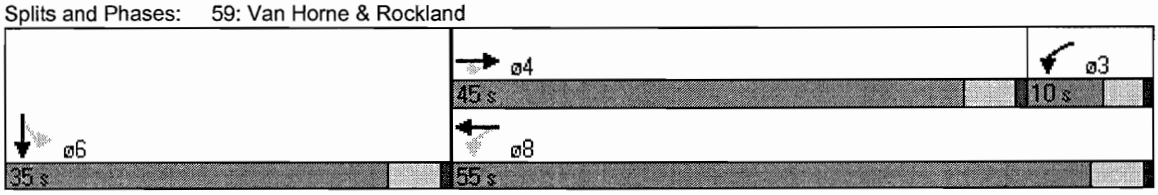


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1749	1507	1404	1766	0	0	0	0	0	1843	0
Flt Permitted				0.202							0.989	
Satd. Flow (perm)	0	1749	812	299	1766	0	0	0	0	0	1778	0
Satd. Flow (RTOR)												
Volume (vph)	0	615	9	12	564	0	0	0	0	115	374	16
Lane Group Flow (vph)	0	634	9	12	581	0	0	0	0	0	521	0
Turn Type			Perm	pm+pt						Perm		
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		
Total Split (s)	0.0	45.0	45.0	10.0	55.0	0.0	0.0	0.0	0.0	35.0	35.0	0.0
Act Effct Green (s)		43.0	43.0	53.0	53.0						33.0	
Actuated g/C Ratio		0.48	0.48	0.59	0.59						0.37	
v/c Ratio		0.76	0.02	0.04	0.56						0.80	
Control Delay		11.5	5.1	2.3	3.6						36.6	
Queue Delay		0.8	0.0	0.0	1.0						0.0	
Total Delay		12.3	5.1	2.3	4.6						36.6	
LOS		B	A	A	A						D	
Approach Delay		12.2			4.6						36.6	
Approach LOS		B			A						D	
Queue Length 50th (m)		19.4	0.3	0.1	9.3						83.5	
Queue Length 95th (m)		24.7	m0.4	m0.3	12.0						#136.2	
Internal Link Dist (m)		62.2			65.5			131.0			145.7	
Turn Bay Length (m)			15.0	15.0								
Base Capacity (vph)		836	388	274	1040						652	
Starvation Cap Reductn		51	0	0	226						0	
Spillback Cap Reductn		0	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.81	0.02	0.04	0.71						0.80	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 77 (86%), Referenced to phase 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 16.8 — Intersection LOS: B
Intersection Capacity Utilization 73.6% — ICU Level of Service D
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 59: Van Horne & Rockland

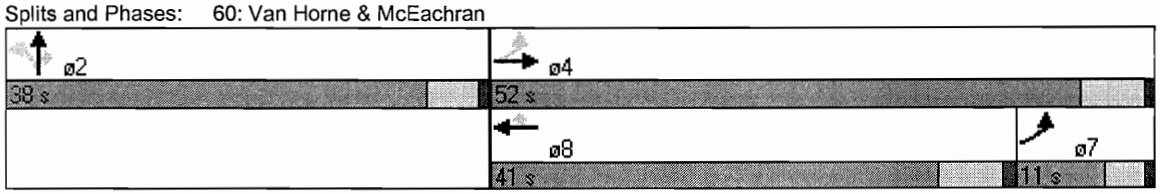


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1652	1749	0	0	1766	1358	1736	1842	1615	0	0	0
Flt Permitted	0.211						0.950					
Satd. Flow (perm)	367	1749	0	0	1766	1161	1534	1842	977	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	134	596	0	0	543	98	46	439	74	0	0	0
Lane Group Flow (vph)	146	648	0	0	572	103	53	510	86	0	0	0
Turn Type	pm+pt					Perm	Perm		Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Total Split (s)	11.0	52.0	0.0	0.0	41.0	41.0	38.0	38.0	38.0	0.0	0.0	0.0
Act Effct Green (s)	50.0	50.0			39.0	39.0	36.0	36.0	36.0			
Actuated g/C Ratio	0.56	0.56			0.43	0.43	0.40	0.40	0.40			
v/c Ratio	0.44	0.67			0.75	0.20	0.09	0.69	0.22			
Control Delay	7.8	6.0			15.7	4.5	17.4	28.4	19.7			
Queue Delay	0.0	0.7			0.9	0.0	0.0	0.6	0.0			
Total Delay	7.8	6.8			16.6	4.5	17.4	29.0	19.7			
LOS	A	A			B	A	B	C	B			
Approach Delay		7,0			14,8			26,8				
Approach LOS		A			B			C				
Queue Length 50th (m)	4.6	22.4			104.7	3.5	5.9	75.2	10.1			
Queue Length 95th (m)	m5.7	m29.1			136.0	6.7	12.8	104.9	20.0			
Internal Link Dist (m)		65.5			61.9			132.0			144.6	
Turn Bay Length (m)	15.0					15.0	15.0		15.0			
Base Capacity (vph)	332	972			765	503	614	737	391			
Starvation Cap Reductn	0	107			53	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	49	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0,44	0,75			0,80	0,20	0,09	0,74	0,22			

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 75 (83%), Referenced to phase 8:WBT, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,75
Intersection Signal Delay: 15,5 Intersection LOS: B
Intersection Capacity Utilization 73,6% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 60: Van Horne & McEachran

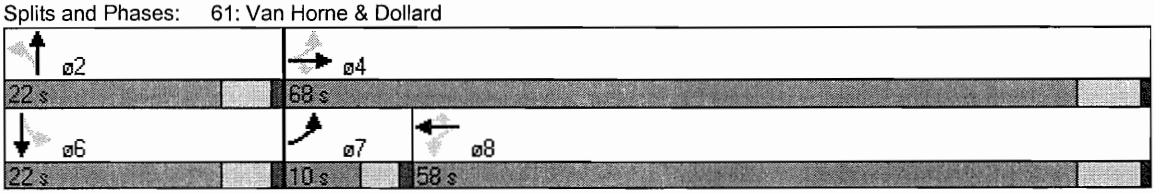


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1831	1489	0	1793	1436	0	1900	0	0	1773	0
Flt Permitted		0.964			0.989							
Satd. Flow (perm)	0	1771	1489	0	1775	1436	0	1900	0	0	1773	0
Satd. Flow (RTOR)												
Volume (vph)	28	523	30	10	525	14	0	0	0	0	0	0
Lane Group Flow (vph)	0	598	33	0	582	15	0	0	0	0	0	0
Turn Type	pm+pt		Perm	Perm		Perm	Perm			Perm		
Protected Phases	7	4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Total Split (s)	10.0	68.0	68.0	58.0	58.0	58.0	22.0	22.0	0.0	22.0	22.0	0.0
Act Effct Green (s)		66.0	66.0		56.0	56.0						
Actuated g/C Ratio		0.73	0.73		0.62	0.62						
v/c Ratio		0.46	0.03		0.53	0.02						
Control Delay		5.2	3.8		10.6	3.2						
Queue Delay		0.8	0.0		0.5	0.0						
Total Delay		6.0	3.8		11.1	3.2						
LOS		A	A		B	A						
Approach Delay		5,9			10,9							
Approach LOS		A			B							
Queue Length 50th (m)		22.7	0.9		78.1	0.5						
Queue Length 95th (m)		50.3	m2.8		110.4	m0.9						
Internal Link Dist (m)		61.9			63.2			234.8			145.2	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		1304	1092		1104	894						
Starvation Cap Reductn		407	0		182	0						
Spillback Cap Reductn		0	0		171	0						
Storage Cap Reductn		0	0		0	0						
Reduced v/c Ratio		0,67	0,03		0,63	0,02						

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 61 (68%), Referenced to phase 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,53
Intersection Signal Delay: 8,3 Intersection LOS: A
Intersection Capacity Utilization 59,1% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 61: Van Horne & Dollard

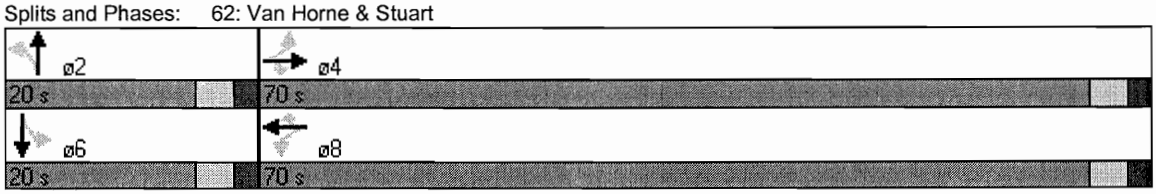


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1750	1396	0	1706	1273	0	1381	0	1589	1478	0
Flt Permitted		0.981			0.996			0.927		0.586		
Satd. Flow (perm)	0	1718	1227	0	1699	895	0	1223	0	772	1478	0
Satd. Flow (RTOR)												
Volume (vph)	16	556	14	5	519	12	13	39	11	20	101	26
Lane Group Flow (vph)	0	698	17	0	569	13	0	108	0	25	157	0
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Total Split (s)	70.0	70.0	70.0	70.0	70.0	70.0	20.0	20.0	0.0	20.0	20.0	0.0
Act Effct Green (s)		68.0	68.0		68.0	68.0		18.0		18.0	18.0	
Actuated g/C Ratio		0.76	0.76		0.76	0.76		0.20		0.20	0.20	
v/c Ratio		0.54	0.02		0.44	0.02		0.44		0.16	0.53	
Control Delay		6.4	3.7		0.7	0.0		38.2		33.0	39.7	
Queue Delay		0.1	0.0		0.9	0.0		0.3		0.1	0.0	
Total Delay		6.5	3.7		1.6	0.0		38.5		33.1	39.7	
LOS		A	A		A	A		D		C	D	
Approach Delay		6,4			1,6			38,5			38,8	
Approach LOS		A			A			D			D	
Queue Length 50th (m)		41.3	0.9		0.1	0.0		17.4		3.8	25.8	
Queue Length 95th (m)		38.0	m1.7		0.1	m0.0		20.4		9.9	40.4	
Internal Link Dist (m)		63.2			64.4			133.3			145.7	
Turn Bay Length (m)			15.0			15.0				15.0		
Base Capacity (vph)		1298	927		1284	676		245		154	296	
Starvation Cap Reductn		42	0		419	0		0		0	0	
Spillback Cap Reductn		0	0		169	0		14		9	0	
Storage Cap Reductn		0	0		0	0		0		0	0	
Reduced v/c Ratio		0,56	0,02		0,66	0,02		0,47		0,17	0,53	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 42 (47%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,54
Intersection Signal Delay: 10,5 Intersection LOS: B
Intersection Capacity Utilization 63,9% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 62: Van Horne & Stuart

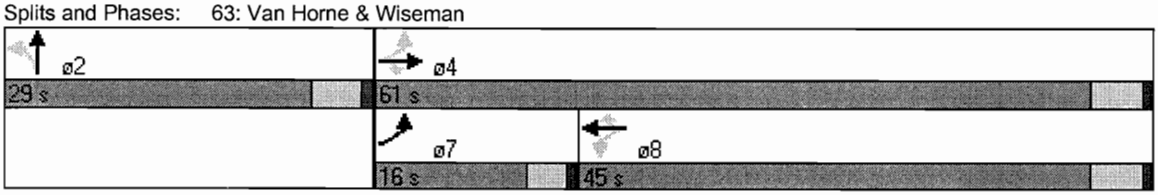


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1772	1507	0	1772	1507	0	1794	0	0	0	0
Flt Permitted		0.994			0.990			0.994				
Satd. Flow (perm)	0	1763	1045	0	1751	1507	0	1681	0	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	10	486	20	10	562	20	5	20	15	0	0	0
Lane Group Flow (vph)	0	539	22	0	622	22	0	43	0	0	0	0
Turn Type	pm+pt		Perm	Perm		Perm	Perm					
Protected Phases	7	4			8			2				
Permitted Phases	4		4	8		8	2					
Total Split (s)	16.0	61.0	61.0	45.0	45.0	45.0	29.0	29.0	0.0	0.0	0.0	0.0
Act Effct Green (s)		59.0	59.0		43.0	43.0		27.0				
Actuated g/C Ratio		0.66	0.66		0.48	0.48		0.30				
v/c Ratio		0.47	0.03		0.74	0.03		0.09				
Control Delay		8.7	4.7		11.8	5.9		23.3				
Queue Delay		0.8	0.0		0.8	0.0		0.0				
Total Delay		9.5	4.7		12.6	5.9		23.3				
LOS		A	A		B	A		C				
Approach Delay		9,3			12,4			23,3				
Approach LOS		A			B			C				
Queue Length 50th (m)		51.4	1.3		19.3	0.7		5.6				
Queue Length 95th (m)		59.5	m2.3		25.3	m1.0		13.5				
Internal Link Dist (m)		64.4			103.4			209.1			145.9	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		1157	685		837	720		504				
Starvation Cap Reductn		332	0		56	0		0				
Spillback Cap Reductn		0	0		0	0		0				
Storage Cap Reductn		0	0		0	0		0				
Reduced v/c Ratio		0,65	0,03		0,80	0,03		0,09				

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 40 (44%), Referenced to phase 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,74
Intersection Signal Delay: 11,4 Intersection LOS: B
Intersection Capacity Utilization 75,3% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 63: Van Horne & Wiseman

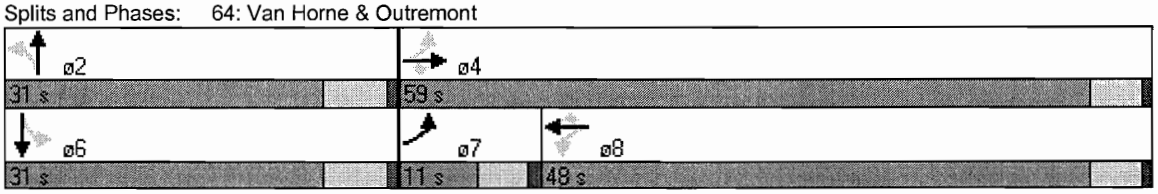


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1710	1284	0	1744	1525	0	1433	0	1719	1611	0
Flt Permitted		0.986			0.964			0.916		0.661		
Satd. Flow (perm)	0	1687	391	0	1661	1168	0	1285	0	707	1611	0
Satd. Flow (RTOR)												
Volume (vph)	14	482	38	28	557	46	25	51	19	47	91	34
Lane Group Flow (vph)	0	539	41	0	635	50	0	103	0	51	136	0
Turn Type	pm+pt		Perm	Perm		Perm	Perm			Perm		
Protected Phases	7	4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Total Split (s)	11.0	59.0	59.0	48.0	48.0	48.0	31.0	31.0	0.0	31.0	31.0	0.0
Act Effct Green (s)		57.0	57.0		46.0	46.0		29.0		29.0	29.0	
Actuated g/C Ratio		0.63	0.63		0.51	0.51		0.32		0.32	0.32	
v/c Ratio		0.50	0.17		0.75	0.08		0.25		0.22	0.26	
Control Delay		5.9	5.9		7.6	3.2		24.5		25.6	24.3	
Queue Delay		0.1	0.0		0.3	0.0		0.0		0.0	0.0	
Total Delay		5.9	5.9		7.9	3.2		24.5		25.6	24.3	
LOS		A	A		A	A		C		C	C	
Approach Delay		5,9			7,6			24,5			24,7	
Approach LOS		A			A			C			C	
Queue Length 50th (m)		16.4	1.3		12.6	0.9		13.7		6.7	18.2	
Queue Length 95th (m)		27.3	m3.4		m14.5	m1.2		26.9		16.5	33.0	
Internal Link Dist (m)		103.4			60.3			142.2			146.1	
Turn Bay Length (m)			15.0			15.0				30.0		
Base Capacity (vph)		1071	248		849	597		414		228	519	
Starvation Cap Reductn		53	0		28	0		0		0	0	
Spillback Cap Reductn		0	0		18	0		0		0	0	
Storage Cap Reductn		0	0		0	0		0		0	0	
Reduced v/c Ratio		0,53	0,17		0,77	0,08		0,25		0,22	0,26	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 31 (34%), Referenced to phase 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,75
Intersection Signal Delay: 10,1 Intersection LOS: B
Intersection Capacity Utilization 76,6% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 64: Van Horne & Outremont

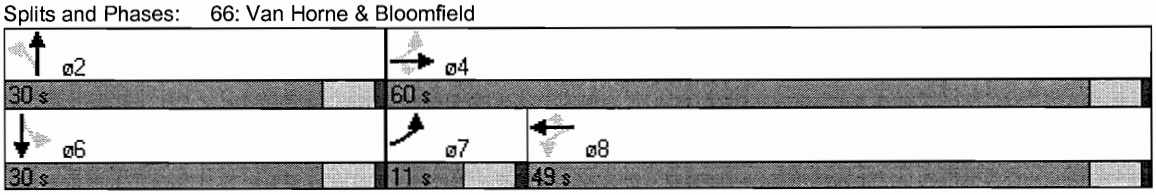


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1837	1471	0	1829	1525	0	1837	0	0	1742	0
Flt Permitted		0.999			0.920			0.948			0.839	
Satd. Flow (perm)	0	1835	1471	0	1690	1459	0	1751	0	0	1497	0
Satd. Flow (RTOR)												
Volume (vph)	3	542	16	57	654	26	17	51	24	60	61	4
Lane Group Flow (vph)	0	592	17	0	773	28	0	99	0	0	135	0
Turn Type	pm+pt		Perm	Perm		Perm	Perm			Perm		
Protected Phases	7	4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Total Split (s)	11.0	60.0	60.0	49.0	49.0	49.0	30.0	30.0	0.0	30.0	30.0	0.0
Act Effct Green (s)		58.0	58.0		47.0	47.0		28.0			28.0	
Actuated g/C Ratio		0.64	0.64		0.52	0.52		0.31			0.31	
v/c Ratio		0.50	0.02		0.88	0.04		0.18			0.29	
Control Delay		8.5	5.1		14.6	8.6		23.8			25.6	
Queue Delay		0.1	0.0		0.8	0.0		0.0			0.0	
Total Delay		8.6	5.1		15.4	8.6		23.8			25.6	
LOS		A	A		B	A		C			C	
Approach Delay		8,5			15,1			23,8			25,6	
Approach LOS		A			B			C			C	
Queue Length 50th (m)		41.7	0.9		31.1	1.1		13.1			18.5	
Queue Length 95th (m)		51.6	m1.9		m40.4	m1.5		25.5			33.8	
Internal Link Dist (m)		61.5			58.7			197.8			144.7	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		1183	948		883	762		545			466	
Starvation Cap Reductn		71	0		19	0		0			0	
Spillback Cap Reductn		0	0		1	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0,53	0,02		0,89	0,04		0,18			0,29	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 19 (21%), Referenced to phase 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,88
Intersection Signal Delay: 14,1 Intersection LOS: B
Intersection Capacity Utilization 97,1% ICU Level of Service F
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 66: Van Horne & Bloomfield

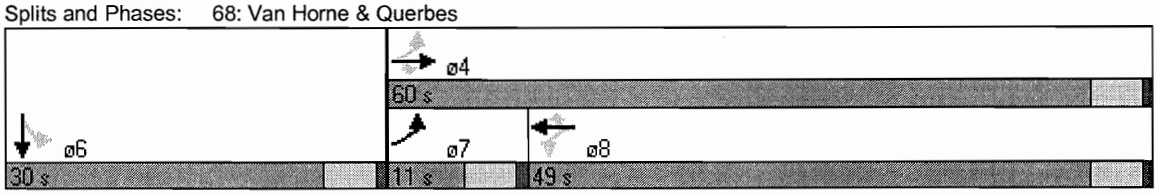


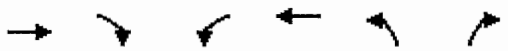
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1774	1509	0	1776	1615	0	0	0	0	1769	0
Flt Permitted		0.815			0.999						0.980	
Satd. Flow (perm)	0	1447	1509	0	1774	1615	0	0	0	0	1769	0
Satd. Flow (RTOR)												
Volume (vph)	15	635	14	2	802	28	0	0	0	21	18	11
Lane Group Flow (vph)	0	706	15	0	874	30	0	0	0	0	55	0
Turn Type	pm+pt		Perm	Perm		Perm				Perm		
Protected Phases	7	4			8						6	
Permitted Phases	4		4	8		8				6		
Total Split (s)	11.0	60.0	60.0	49.0	49.0	49.0	0.0	0.0	0.0	30.0	30.0	0.0
Act Effct Green (s)		58.0	58.0		47.0	47.0					28.0	
Actuated g/C Ratio		0.64	0.64		0.52	0.52					0.31	
v/c Ratio		0.73	0.02		0.94	0.04					0.10	
Control Delay		10.1	4.5		40.7	10.7					22.8	
Queue Delay		0.0	0.0		0.0	0.0					0.0	
Total Delay		10.1	4.5		40.7	10.7					22.8	
LOS		B	A		D	B					C	
Approach Delay		10,0			39,7						22,8	
Approach LOS		B			D						C	
Queue Length 50th (m)		25.8	0.5		141.9	2.5					7.1	
Queue Length 95th (m)		44.0	m1.5		#229.8	6.7					15.9	
Internal Link Dist (m)		46.6			136.0			196.8			144.6	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		965	972		926	843					550	
Starvation Cap Reductn		0	0		0	0					0	
Spillback Cap Reductn		0	0		0	0					0	
Storage Cap Reductn		0	0		0	0					0	
Reduced v/c Ratio		0,73	0,02		0,94	0,04					0,10	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 19 (21%), Referenced to phase 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,94
Intersection Signal Delay: 26,4 Intersection LOS: C
Intersection Capacity Utilization 60,7% ICU Level of Service B
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 68: Van Horne & Querbes





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	153	222	30	38	110	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	166	241	33	41	120	76
Pedestrians					29	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.1	
Percent Blockage					3	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (m)	198			273		
pX, platoon unblocked						
vC, conflicting volume			437		302	195
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			437		302	195
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		82	91
cM capacity (veh/h)			1104		656	829

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	166	241	33	41	196
Volume Left	0	0	33	0	120
Volume Right	0	241	0	0	76
cSH	1700	1700	1104	1700	714
Volume to Capacity	0,10	0,14	0,03	0,02	0,27
Queue Length 95th (m)	0,0	0,0	0,7	0,0	8,9
Control Delay (s)	0,0	0,0	8,4	0,0	11,9
Lane LOS			A		B
Approach Delay (s)	0,0		3,7		11,9
Approach LOS					B

Intersection Summary			
Average Delay	3,9		
Intersection Capacity Utilization	35,0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	60	163	119	23	45	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	177	129	25	49	39
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (m)	375			96		
pX, platoon unblocked					0,99	
vC, conflicting volume			242		438	154
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			242		434	154
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			90		91	96
cM capacity (veh/h)			1336		523	897

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	242	154	88
Volume Left	0	129	49
Volume Right	177	0	39
cSH	1700	1336	642
Volume to Capacity	0,14	0,10	0,14
Queue Length 95th (m)	0,0	2,6	3,8
Control Delay (s)	0,0	6,8	11,5
Lane LOS		A	B
Approach Delay (s)	0,0	6,8	11,5
Approach LOS			B

Intersection Summary			
Average Delay	4,3		
Intersection Capacity Utilization	35,7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	48	48	17	12	130	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	52	52	18	13	141	58

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	104	32	199
Volume Left (vph)	0	18	141
Volume Right (vph)	52	0	58
Hadj (s)	-0,30	0,12	-0,03
Departure Headway (s)	4,1	4,6	4,2
Degree Utilization, x	0,12	0,04	0,23
Capacity (veh/h)	838	737	835
Control Delay (s)	7,6	7,8	8,4
Approach Delay (s)	7,6	7,8	8,4
Approach LOS	A	A	A

Intersection Summary			
Delay	8,1		
HCM Level of Service	A		
Intersection Capacity Utilization	25,3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	0	45	145	124	99	59	0	0	60	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	49	158	135	108	64	0	0	65	5
Pedestrians		104									100	
Lane Width (m)		0.0									3.6	
Walking Speed (m/s)		1.1									1.1	
Percent Blockage		0									9	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	392			0			465	490	0	455	423	429
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	392			0			465	490	0	455	423	429
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			74	85	100	100	86	99
cM capacity (veh/h)	1070			1636			412	425	1091	380	464	573

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	341	172	71
Volume Left	49	108	0
Volume Right	135	0	5
cSH	1636	417	471
Volume to Capacity	0,03	0,41	0,15
Queue Length 95th (m)	0,7	15,8	4,2
Control Delay (s)	1,3	19,6	14,0
Lane LOS	A	C	B
Approach Delay (s)	1,3	19,6	14,0
Approach LOS		C	B

Intersection Summary			
Average Delay	8,2		
Intersection Capacity Utilization	42,0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Volume (vph)	616	579	0	18	24	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.77
Hourly flow rate (vph)	670	629	0	20	26	87

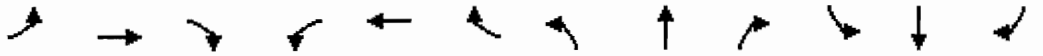
Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	670	629	20	113
Volume Left (vph)	670	0	0	26
Volume Right (vph)	0	629	20	0
Hadj (s)	0,50	-0,70	-0,41	0,20
Departure Headway (s)	5,4	4,2	5,6	6,0
Degree Utilization, x	1,01	0,74	0,03	0,19
Capacity (veh/h)	658	850	630	589
Control Delay (s)	58,7	16,9	8,7	10,4
Approach Delay (s)	38,4		8,7	10,4
Approach LOS	E		A	B

Intersection Summary			
Delay	35,8		
HCM Level of Service	E		
Intersection Capacity Utilization	52,3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	42	0	0	0	0	0	0	239	565	1195
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.91	0.96
Hourly flow rate (vph)	0	0	46	0	0	0	0	0	0	249	621	1245
Pedestrians		7			1			7				
Lane Width (m)		3.5			3.6			0.0				
Walking Speed (m/s)		1.1			1.1			1.1				
Percent Blockage		1			0			0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1126	1127	635	1172	2372	1	1873			1		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1126	1127	635	1172	2372	1	1873			1		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	90	100	100	100	100			85		
cM capacity (veh/h)	160	174	460	132	30	1089	324			1634		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	46	0	249	621	1245
Volume Left	0	0	249	0	0
Volume Right	46	0	0	0	1245
cSH	460	1700	1634	1700	1700
Volume to Capacity	0,10	0,00	0,15	0,37	0,73
Queue Length 95th (m)	2,6	0,0	4,3	0,0	0,0
Control Delay (s)	13,7	0,0	7,6	0,0	0,0
Lane LOS	B	A	A		
Approach Delay (s)	13,7	0,0	0,9		
Approach LOS	B	A			

Intersection Summary				
Average Delay	1,2			
Intersection Capacity Utilization	103,3%	ICU Level of Service	G	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	226	29	0	0	0	0	42	40	0	16	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	246	32	0	0	0	0	46	43	0	17	0
Pedestrians					104			50				
Lane Width (m)					0.0			3.6				
Walking Speed (m/s)					1.1			1.1				
Percent Blockage					0			5				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)		176										
pX, platoon unblocked				0,89			0,89	0,89	0,89	0,89	0,89	
vC, conflicting volume	0			327			320	311	415	432	327	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			247			239	229	346	364	247	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	92	93	100	97	100
cM capacity (veh/h)	1636			1135			578	575	599	448	562	1091

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	277	89	17
Volume Left	0	0	0
Volume Right	32	43	0
cSH	1700	586	562
Volume to Capacity	0,16	0,15	0,03
Queue Length 95th (m)	0,0	4,3	0,8
Control Delay (s)	0,0	12,2	11,6
Lane LOS		B	B
Approach Delay (s)	0,0	12,2	11,6
Approach LOS		B	B

Intersection Summary			
Average Delay	3,4		
Intersection Capacity Utilization	33,9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	16	23	77	8	9	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	25	84	9	10	55
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	163	88			92	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	163	88			92	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	97			99	
cM capacity (veh/h)	827	976			1515	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	42	92	65
Volume Left	17	0	10
Volume Right	25	9	0
cSH	909	1700	1515
Volume to Capacity	0,05	0,05	0,01
Queue Length 95th (m)	1,2	0,0	0,2
Control Delay (s)	9,2	0,0	1,2
Lane LOS	A		A
Approach Delay (s)	9,2	0,0	1,2
Approach LOS	A		

Intersection Summary			
Average Delay	2,3		
Intersection Capacity Utilization	19,8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	13	0	16	17	0	16	6	142	6	9	93	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	0	17	18	0	17	7	154	7	10	101	8
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	312	298	105	312	299	158	109			161		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	312	298	105	312	299	158	109			161		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	98	97	100	98	100			99		
cM capacity (veh/h)	626	610	955	627	610	893	1494			1430		

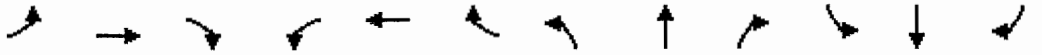
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	32	36	167	118
Volume Left	14	18	7	10
Volume Right	17	17	7	8
cSH	773	733	1494	1430
Volume to Capacity	0,04	0,05	0,00	0,01
Queue Length 95th (m)	1,0	1,2	0,1	0,2
Control Delay (s)	9,9	10,2	0,3	0,7
Lane LOS	A	B	A	A
Approach Delay (s)	9,9	10,2	0,3	0,7
Approach LOS	A	B		

Intersection Summary			
Average Delay	2,3		
Intersection Capacity Utilization	19,3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	26	0	0	0	37	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	0	0	0	40	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	80	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	80	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			98	
cM capacity (veh/h)	904	1091			1636	

Direction, Lane #	WB 1	SB 1
Volume Total	28	40
Volume Left	28	40
Volume Right	0	0
cSH	904	1636
Volume to Capacity	0,03	0,02
Queue Length 95th (m)	0,8	0,6
Control Delay (s)	9,1	7,3
Lane LOS	A	A
Approach Delay (s)	9,1	7,3
Approach LOS	A	

Intersection Summary			
Average Delay	8,0		
Intersection Capacity Utilization	13,3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	5	146	30	18	40	4	0	0	0	53	407	213
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	159	33	20	43	4	0	0	0	58	442	232

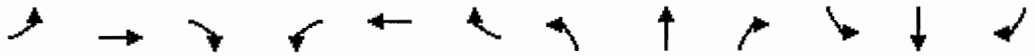
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	197	67	732
Volume Left (vph)	5	20	58
Volume Right (vph)	33	4	232
Hadj (s)	-0,07	0,02	-0,13
Departure Headway (s)	5,8	6,1	4,6
Degree Utilization, x	0,32	0,11	0,93
Capacity (veh/h)	608	566	774
Control Delay (s)	11,4	9,9	38,1
Approach Delay (s)	11,4	9,9	38,1
Approach LOS	B	A	E

Intersection Summary					
Delay	30,9				
HCM Level of Service	D				
Intersection Capacity Utilization	64,7%	ICU Level of Service		C	
Analysis Period (min)	15				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	114	13	19	63	0	0	0	0	87	470	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	124	14	21	68	0	0	0	0	95	511	11

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	138	89	616
Volume Left (vph)	0	21	95
Volume Right (vph)	14	0	11
Hadj (s)	-0,03	0,07	0,05
Departure Headway (s)	5,6	5,8	4,6
Degree Utilization, x	0,21	0,14	0,79
Capacity (veh/h)	596	572	765
Control Delay (s)	10,1	9,7	22,5
Approach Delay (s)	10,1	9,7	22,5
Approach LOS	B	A	C

Intersection Summary					
Delay	19,1				
HCM Level of Service	C				
Intersection Capacity Utilization	61,9%	ICU Level of Service		B	
Analysis Period (min)	15				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	3	166	15	27	86	8	15	11	26	6	7	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	180	16	29	93	9	16	12	28	7	8	5

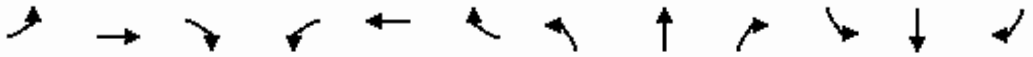
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	200	132	57	20
Volume Left (vph)	3	29	16	7
Volume Right (vph)	16	9	28	5
Hadj (s)	-0,05	0,00	-0,24	-0,10
Departure Headway (s)	4,2	4,3	4,4	4,6
Degree Utilization, x	0,23	0,16	0,07	0,02
Capacity (veh/h)	842	807	755	716
Control Delay (s)	8,4	8,1	7,7	7,7
Approach Delay (s)	8,4	8,1	7,7	7,7
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8,2		
HCM Level of Service	A		
Intersection Capacity Utilization	30,1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	13	165	77	25	107	47	17	43	4	12	57	14
Peak Hour Factor	0.95	0.95	0.95	0.79	0.79	0.79	0.68	0.68	0.68	0.50	0.50	0.50
Hourly flow rate (vph)	14	174	81	32	135	59	25	63	6	24	114	28

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	268	227	94	166
Volume Left (vph)	14	32	25	24
Volume Right (vph)	81	59	6	28
Hadj (s)	-0,12	0,22	0,32	1,14
Departure Headway (s)	5,0	5,4	5,9	6,5
Degree Utilization, x	0,37	0,34	0,15	0,30
Capacity (veh/h)	678	631	540	510
Control Delay (s)	10,9	11,1	10,0	12,3
Approach Delay (s)	10,9	11,1	10,0	12,3
Approach LOS	B	B	A	B

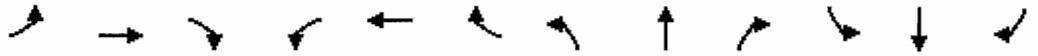
Intersection Summary				
Delay	11,2			
HCM Level of Service	B			
Intersection Capacity Utilization	31,5%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	165	0	0	152	0	15	0	10	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	179	0	0	165	0	16	0	11	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	179	165	27	0
Volume Left (vph)	0	0	16	0
Volume Right (vph)	0	0	11	0
Hadj (s)	0,00	0,00	-0,12	0,00
Departure Headway (s)	4,1	4,1	4,5	4,7
Degree Utilization, x	0,21	0,19	0,03	0,00
Capacity (veh/h)	857	856	736	725
Control Delay (s)	8,2	8,1	7,7	7,7
Approach Delay (s)	8,2	8,1	7,7	0,0
Approach LOS	A	A	A	A

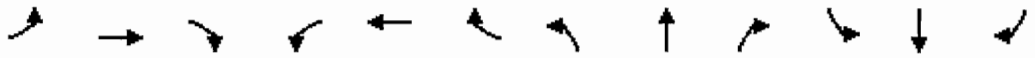
Intersection Summary				
Delay	8,1			
HCM Level of Service	A			
Intersection Capacity Utilization	18,7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	116	42	6	131	69	24	83	7	15	105	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	126	46	7	142	75	26	90	8	16	114	21

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	183	224	124	151
Volume Left (vph)	11	7	26	16
Volume Right (vph)	46	75	8	21
Hadj (s)	-0,05	-0,16	0,28	0,11
Departure Headway (s)	4,9	4,7	5,4	5,2
Degree Utilization, x	0,25	0,29	0,19	0,22
Capacity (veh/h)	682	710	607	632
Control Delay (s)	9,5	9,7	9,7	9,7
Approach Delay (s)	9,5	9,7	9,7	9,7
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9,6			
HCM Level of Service	A			
Intersection Capacity Utilization	32,5%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	92	16	1	127	0	0	0	0	0	5	23
Peak Hour Factor	0.73	0.73	0.73	0.78	0.78	0.78	0.92	0.92	0.92	0.50	0.50	0.50
Hourly flow rate (vph)	0	126	22	1	163	0	0	0	0	0	10	46

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	148	164	56
Volume Left (vph)	0	1	0
Volume Right (vph)	22	0	46
Hadj (s)	0,01	0,09	-0,49
Departure Headway (s)	4,2	4,3	4,1
Degree Utilization, x	0,17	0,19	0,06
Capacity (veh/h)	837	828	814
Control Delay (s)	8,1	8,3	7,4
Approach Delay (s)	8,1	8,3	7,4
Approach LOS	A	A	A

Intersection Summary				
Delay			8,1	
HCM Level of Service			A	
Intersection Capacity Utilization			32,8%	ICU Level of Service A
Analysis Period (min)			15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	3	11	0	12	13	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	12	0	13	14	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	15	13	14
Volume Left (vph)	0	0	14
Volume Right (vph)	12	0	0
Hadj (s)	-0,47	0,00	0,20
Departure Headway (s)	3,5	3,9	4,2
Degree Utilization, x	0,01	0,01	0,02
Capacity (veh/h)	1024	904	848
Control Delay (s)	6,5	7,0	7,2
Approach Delay (s)	6,5	7,0	7,2
Approach LOS	A	A	A

Intersection Summary			
Delay	6,9		
HCM Level of Service	A		
Intersection Capacity Utilization	13,3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	3	0	12	6	7	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	13	7	8	0

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	3	20	8
Volume Left (vph)	3	13	0
Volume Right (vph)	0	0	0
Hadj (s)	0,20	0,13	0,00
Departure Headway (s)	4,2	4,0	3,9
Degree Utilization, x	0,00	0,02	0,01
Capacity (veh/h)	854	885	910
Control Delay (s)	7,2	7,1	7,0
Approach Delay (s)	7,2	7,1	7,0
Approach LOS	A	A	A

Intersection Summary			
Delay		7,1	
HCM Level of Service		A	
Intersection Capacity Utilization	17,6%	ICU Level of Service	A
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	561	13	11	572	0	0	0	0	9	11	17
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.92	0.92	0.92	0.72	0.72	0.72
Hourly flow rate (vph)	0	616	14	12	615	0	0	0	0	12	15	24
Pedestrians		4			2			63			29	
Lane Width (m)		3.1			3.2			0.0			3.2	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		0			0			0			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)		84			85							
pX, platoon unblocked	0,67			0,84			0,75	0,75	0,84	0,75	0,75	0,67
vC, conflicting volume	644			694			1353	1347	681	1286	1361	648
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	466			633			1142	1134	619	1052	1153	472
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.6	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.1	3.3
p0 queue free %	100			99			100	100	100	91	89	94
cM capacity (veh/h)	719			801			112	147	411	146	138	387

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	616	14	12	615	12	39
Volume Left	0	0	12	0	12	0
Volume Right	0	14	0	0	0	24
cSH	1700	1700	801	1700	146	226
Volume to Capacity	0,36	0,01	0,01	0,36	0,09	0,17
Queue Length 95th (m)	0,0	0,0	0,4	0,0	2,2	4,9
Control Delay (s)	0,0	0,0	9,6	0,0	31,9	24,2
Lane LOS			A		D	C
Approach Delay (s)	0,0		0,2		26,1	
Approach LOS					D	

Intersection Summary			
Average Delay	1,1		
Intersection Capacity Utilization	41,4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	644	0	0	767	16	0	0	0	7	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	700	0	0	834	17	0	0	0	8	0	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)		83			71							
pX, platoon unblocked	0,52			0,82			0,61	0,61	0,82	0,61	0,61	0,52
vC, conflicting volume	851			700			1547	1555	700	1547	1547	842
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	712			635			1462	1476	635	1462	1462	695
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	88	100	100
cM capacity (veh/h)	464			787			65	77	396	65	78	230

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	702	851	0	8
Volume Left	2	0	0	8
Volume Right	0	17	0	0
cSH	464	1700	1700	65
Volume to Capacity	0,00	0,50	0,00	0,12
Queue Length 95th (m)	0,1	0,0	0,0	3,0
Control Delay (s)	0,1	0,0	0,0	67,5
Lane LOS	A		A	F
Approach Delay (s)	0,1	0,0	0,0	67,5
Approach LOS			A	F

Intersection Summary			
Average Delay	0,4		
Intersection Capacity Utilization	51,3%	ICU Level of Service	A
Analysis Period (min)	15		

2: Bates & Traverse Piétonne Performance by approach

Approach	EB	WB	All
Delay / Veh (s)	6.6	7.8	7.3
Stop/Veh	0.39	0.41	0.40
Vehicles Entered	103	144	247
Vehicles Exited	102	145	247
Hourly Exit Rate	102	145	247
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

14: Beaumont & Performance by approach

Approach	WB	NB	SB	NW	All
Delay / Veh (s)	54.4	7.0	8.0	53.0	16.1
Stop/Veh	0.94	0.22	0.30	0.95	0.39
Vehicles Entered	604	1243	1549	22	3418
Vehicles Exited	603	1239	1547	22	3411
Hourly Exit Rate	603	1239	1547	22	3411
Denied Entry Before	1	0	0	0	1
Denied Entry After	0	0	0	0	0

25: Van Horne & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	75.8	50.7	39.1	64.8	58.0
Stop/Veh	0.60	0.95	0.76	0.89	0.82
Vehicles Entered	734	977	784	1348	3843
Vehicles Exited	733	968	785	1347	3833
Hourly Exit Rate	733	968	785	1347	3833
Denied Entry Before	3	0	0	0	3
Denied Entry After	7	0	0	8	15

29: Bates & Rockland Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	C 25.2	C 32.5	B 17.0	C 24.4	C 21.6
Stop/Veh	0.78	0.79	0.67	0.89	0.72
Vehicles Entered	278	158	593	9	1038
Vehicles Exited	280	158	596	9	1043
Hourly Exit Rate	280	158	596	9	1043
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

30: Bates & McEachran Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	1.8	4.2	6.0	3.3
Stop/Veh	0.02	0.14	0.94	0.32
Vehicles Entered	388	63	205	656
Vehicles Exited	389	63	206	658
Hourly Exit Rate	389	63	206	658
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

31: Bates & Accès UDM-1 Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	1.0	4.4	4.8	2.7
Stop/Veh	0.01	0.27	1.00	0.25
Vehicles Entered	247	145	78	470
Vehicles Exited	245	145	78	468
Hourly Exit Rate	245	145	78	468
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

32: Bates & Outremont Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	5.8	5.1	5.0	5.3
Stop/Veh	1.00	1.00	1.00	1.00
Vehicles Entered	103	30	184	317
Vehicles Exited	103	30	184	317
Hourly Exit Rate	103	30	184	317
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

33: Rockland & Performance by approach

Approach	WB	SB	All
Delay / Veh (s)	2.5	3.9	3.4
Stop/Veh	0.03	0.02	0.02
Vehicles Entered	1209	1997	3206
Vehicles Exited	1209	1997	3206
Hourly Exit Rate	1209	1997	3206
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

34: Rockland & McEachran Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	28.4	4.2	3.8	8.8
Stop/Veh	0.75	0.06	0.27	0.23
Vehicles Entered	271	889	250	1410
Vehicles Exited	272	890	251	1413
Hourly Exit Rate	272	890	251	1413
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

35: Promenade Nord & Stuart Performance by approach

Approach	WB	NB	All
Delay / Veh (s)	0.8	5.5	1.4
Stop/Veh	0.00	1.00	0.13
Vehicles Entered	250	38	288
Vehicles Exited	249	38	287
Hourly Exit Rate	249	38	287
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

36: Promenade Nord & Outremont Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	1.7	7.7	8.0	4.3
Stop/Veh	0.01	0.99	0.97	0.42
Vehicles Entered	312	159	68	539
Vehicles Exited	312	160	67	539
Hourly Exit Rate	312	160	67	539
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

37: Manoir & Rockland Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	7.3	2.8	7.7	7.2
Stop/Veh	1.02	1.00	0.95	1.01
Vehicles Entered	1187	16	96	1299
Vehicles Exited	1190	16	96	1302
Hourly Exit Rate	1190	16	96	1302
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

38: Manoir & Rockland Performance by approach

Approach	EB	SB	All
Delay / Veh (s)	4.7	5.0	4.9
Stop/Veh	0.93	0.08	0.10
Vehicles Entered	43	1981	2024
Vehicles Exited	43	1980	2023
Hourly Exit Rate	43	1980	2023
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

39: Manoir & McEachran Performance by approach

Approach	EB	NB	All
Delay / Veh (s)	28.0	7.5	11.8
Stop/Veh	0.76	0.25	0.35
Vehicles Entered	234	901	1135
Vehicles Exited	235	900	1135
Hourly Exit Rate	235	900	1135
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

40: Promenade Sud & Stuart Performance by approach

Approach	EB	NB	SB	All
Delay / Veh (s)	2.8	4.8	5.2	3.4
Stop/Veh	0.01	0.79	1.00	0.27
Vehicles Entered	248	100	14	362
Vehicles Exited	248	100	14	362
Hourly Exit Rate	248	100	14	362
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

41: Promenade Sud & Wiseman Performance by approach

Approach	EB	All
Delay / Veh (s)	0.9	0.9
Stop/Veh	0.02	0.02
Vehicles Entered	258	258
Vehicles Exited	258	258
Hourly Exit Rate	258	258
Denied Entry Before	0	0
Denied Entry After	0	0

42: Promenade Sud & Outremont Performance by approach

Approach	EB	NB	SB	All
Delay / Veh (s)	1.6	6.6	6.8	4.2
Stop/Veh	0.03	0.94	1.00	0.51
Vehicles Entered	259	173	103	535
Vehicles Exited	260	174	103	537
Hourly Exit Rate	260	174	103	537
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

43: Promenade Sud & Performance by approach

Approach	EB	All
Delay / Veh (s)	1.0	1.0
Stop/Veh	0.00	0.00
Vehicles Entered	272	272
Vehicles Exited	272	272
Hourly Exit Rate	272	272
Denied Entry Before	0	0
Denied Entry After	0	0

44: Accès C.Comm & McEachran Performance by approach

Approach	NB	All
Delay / Veh (s)	1.1	1.1
Stop/Veh	0.00	0.00
Vehicles Entered	884	884
Vehicles Exited	885	885
Hourly Exit Rate	885	885
Denied Entry Before	0	0
Denied Entry After	0	0

45: Accès R-2 & Stuart Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	3.3	1.4	0.9	1.7
Stop/Veh	1.00	0.00	0.02	0.19
Vehicles Entered	44	137	58	239
Vehicles Exited	44	137	58	239
Hourly Exit Rate	44	137	58	239
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

46: Accès M-3 & Outremont Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	3.3	3.5	2.3	1.3	2.1
Stop/Veh	1.00	1.00	0.00	0.02	0.17
Vehicles Entered	26	30	175	109	340
Vehicles Exited	26	30	175	109	340
Hourly Exit Rate	26	30	175	109	340
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

47: Accès UDM4/R-4 & Performance by approach

Approach	WB	SB	All
Delay / Veh (s)	3.7	1.5	2.4
Stop/Veh	1.00	0.00	0.41
Vehicles Entered	25	36	61
Vehicles Exited	25	36	61
Hourly Exit Rate	25	36	61
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

(5)

48: Ducharme & Rockland Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	8.0	7.1	17.8	15.1
Stop/Veh	1.00	0.81	1.02	1.00
Vehicles Entered	181	69	678	928
Vehicles Exited	182	69	680	931
Hourly Exit Rate	182	69	680	931
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

(5)

49: Ducharme & Rockland Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	6.1	7.1	12.5	10.5
Stop/Veh	0.62	0.90	0.95	0.87
Vehicles Entered	201	83	597	881
Vehicles Exited	201	83	600	884
Hourly Exit Rate	201	83	600	884
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

50: Ducharme & McEachran Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	21.9	28.2	12.6	16.9
Stop/Veh	0.63	0.70	0.37	0.48
Vehicles Entered	206	180	707	1093
Vehicles Exited	207	179	707	1093
Hourly Exit Rate	207	179	707	1093
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

51: Ducharme & Accès C.Comm Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	7.0	6.3	4.2	4.0	6.3
Stop/Veh	0.95	0.88	1.00	1.00	0.93
Vehicles Entered	197	135	50	19	401
Vehicles Exited	197	136	50	19	402
Hourly Exit Rate	197	136	50	19	402
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

52: Ducharme & Stuart Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	7.5	6.6	7.6	3.0	6.4
Stop/Veh	0.98	0.87	0.90	0.61	0.87
Vehicles Entered	254	197	73	124	648
Vehicles Exited	254	198	73	124	649
Hourly Exit Rate	254	198	73	124	649
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

53: Ducharme & Wiseman Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	10.6	9.8	3.3	9.3
Stop/Veh	0.93	0.86	0.48	0.84
Vehicles Entered	177	170	50	397
Vehicles Exited	177	170	50	397
Hourly Exit Rate	177	170	50	397
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

54: Ducharme & Outremont Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	7.7	7.0	6.7	6.9	7.1
Stop/Veh	0.90	0.97	0.87	0.99	0.94
Vehicles Entered	183	207	126	137	653
Vehicles Exited	184	208	126	137	655
Hourly Exit Rate	184	208	126	137	655
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

55: Ducharme & Champagneur Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	6.5	5.2	3.1	5.6
Stop/Veh	0.77	0.99	0.81	0.87
Vehicles Entered	128	125	31	284
Vehicles Exited	129	124	31	284
Hourly Exit Rate	129	124	31	284
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

56: Ducharme & Bloomfield Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	2.7	5.6	1.7	2.5
Stop/Veh	0.14	1.00	0.16	0.21
Vehicles Entered	85	13	83	181
Vehicles Exited	85	13	83	181
Hourly Exit Rate	85	13	83	181
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

57: Ducharme & Accès UDM-4/R-4 Performance by approach

Approach	EB	NB	SB	All
Delay / Veh (s)	5.1	4.5	4.7	4.6
Stop/Veh	1.00	1.00	1.00	1.00
Vehicles Entered	3	20	7	30
Vehicles Exited	3	20	7	30
Hourly Exit Rate	3	20	7	30
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

58: Van Horne & Rockland Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	25.8	1.4	45.0	22.3
Stop/Veh	0.75	0.04	0.98	0.56
Vehicles Entered	618	587	445	1650
Vehicles Exited	622	587	450	1659
Hourly Exit Rate	622	587	450	1659
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

59: Van Horne & Rockland Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	12.5	3.4	48.6	19.8
Stop/Veh	0.26	0.09	1.04	0.43
Vehicles Entered	642	596	499	1737
Vehicles Exited	643	597	500	1740
Hourly Exit Rate	643	597	500	1740
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

60: Van Horne & McEachran Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	14.4	24.4	36.2	24.1
Stop/Veh	0.43	0.47	0.87	0.57
Vehicles Entered	731	647	566	1944
Vehicles Exited	732	647	570	1949
Hourly Exit Rate	732	647	570	1949
Denied Entry Before	0	2	0	2
Denied Entry After	0	1	0	1

61: Van Horne & Dollard Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	8.4	11.1	0.8	9.3
Stop/Veh	0.32	0.47	0.00	0.37
Vehicles Entered	662	596	48	1306
Vehicles Exited	661	598	48	1307
Hourly Exit Rate	661	598	48	1307
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

62: Van Horne & Stuart Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	8.1	3.3	52.6	36.5	11.7
Stop/Veh	0.29	0.06	0.91	0.76	0.28
Vehicles Entered	568	612	69	177	1426
Vehicles Exited	568	612	69	177	1426
Hourly Exit Rate	568	612	69	177	1426
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

63: Van Horne & Wiseman Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	7.8	11.7	21.8	10.3
Stop/Veh	0.36	0.24	0.67	0.31
Vehicles Entered	566	628	45	1239
Vehicles Exited	566	628	45	1239
Hourly Exit Rate	566	628	45	1239
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

64: Van Horne & Outremont Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	12.7	23.0	32.5	30.3	20.8
Stop/Veh	0.38	0.37	0.84	0.72	0.45
Vehicles Entered	521	650	96	176	1443
Vehicles Exited	520	649	95	176	1440
Hourly Exit Rate	520	649	95	176	1440
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	1	0	0	1

65: Van Horne & Champagneur Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	1.6	3.9	15.6	3.2
Stop/Veh	0.01	0.10	1.00	0.08
Vehicles Entered	566	718	34	1318
Vehicles Exited	565	718	34	1317
Hourly Exit Rate	565	718	34	1317
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

66: Van Horne & Bloomfield Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	9.3	23.7	25.5	27.5	18.7
Stop/Veh	0.32	0.52	0.71	0.79	0.48
Vehicles Entered	586	756	94	124	1560
Vehicles Exited	586	755	94	123	1558
Hourly Exit Rate	586	755	94	123	1558
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

67: Van Horne & De L'Épée Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	5.3	6.3	62.6	6.1
Stop/Veh	0.12	0.11	1.00	0.12
Vehicles Entered	630	804	7	1441
Vehicles Exited	631	805	7	1443
Hourly Exit Rate	631	805	7	1443
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

68: Van Horne & Querbes Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	14.1	79.9	22.9	51.7
Stop/Veh	0.34	0.98	0.69	0.71
Vehicles Entered	678	953	48	1679
Vehicles Exited	677	957	48	1682
Hourly Exit Rate	677	957	48	1682
Denied Entry Before	1	3	0	4
Denied Entry After	1	22	0	23

Total Network Performance

Delay / Veh (s)	83.5
Stop/Veh	2.22
Vehicles Entered	9646
Vehicles Exited	9668
Hourly Exit Rate	9668
Denied Entry Before	10
Denied Entry After	40

2: Bates & Traverse Piétonne Performance by movement

Movement	EBT	WBT	All
Delay / Veh (s)	6.6	7.8	7.3
Stop/Veh	0.39	0.41	0.40
Vehicles Entered	103	144	247
Vehicles Exited	102	145	247
Hourly Exit Rate	102	145	247
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

14: Beaumont & Performance by movement

Movement	WBL2	WBR	NBT	NBR	SBT	SBR	NWR	NWR2	All
Delay / Veh (s)	56.5	40.0	10.1	3.3	8.0	7.2	52.7	53.3	16.1
Stop/Veh	0.96	0.79	0.33	0.08	0.30	0.32	0.89	1.00	0.39
Vehicles Entered	526	78	687	556	1443	106	9	13	3418
Vehicles Exited	524	79	684	555	1441	106	9	13	3411
Hourly Exit Rate	524	79	684	555	1441	106	9	13	3411
Denied Entry Before	1	0	0	0	0	0	0	0	1
Denied Entry After	0	0	0	0	0	0	0	0	0

25: Van Horne & Parc Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	75.5	83.2	52.0	44.0	39.8	32.1	64.9	62.2	58.0
Stop/Veh	0.60	0.73	0.96	0.89	0.77	0.67	0.89	0.95	0.82
Vehicles Entered	713	21	825	152	720	64	1247	101	3843
Vehicles Exited	711	22	818	150	722	63	1245	102	3833
Hourly Exit Rate	711	22	818	150	722	63	1245	102	3833
Denied Entry Before	3	0	0	0	0	0	0	0	3
Denied Entry After	7	0	0	0	0	0	7	1	15

29: Bates & Rockland Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	33.1	24.6	27.3	39.9	30.2	31.6	18.9	3.8	16.4	30.9	22.2	23.7
Stop/Veh	1.00	0.76	0.85	1.02	0.71	1.00	0.71	0.15	0.80	1.00	0.80	1.00
Vehicles Entered	4	228	46	41	115	2	409	55	129	2	5	2
Vehicles Exited	4	229	47	41	115	2	412	55	129	2	5	2
Hourly Exit Rate	4	229	47	41	115	2	412	55	129	2	5	2
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

29: Bates & Rockland Performance by movement

Movement	All
Delay / Veh (s)	21.6
Stop/Veh	0.72
Vehicles Entered	1038
Vehicles Exited	1043
Hourly Exit Rate	1043
Denied Entry Before	0
Denied Entry After	0

30: Bates & McEachran Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Delay / Veh (s)	1.5	2.0	4.0	4.4	7.3	1.0	4.9	3.3
Stop/Veh	0.00	0.03	0.32	0.00	1.00	0.00	1.00	0.32
Vehicles Entered	172	216	28	35	112	12	81	656
Vehicles Exited	172	217	28	35	113	12	81	658
Hourly Exit Rate	172	217	28	35	113	12	81	658
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

31: Bates & Accès UDM-1 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Delay / Veh (s)	1.7	0.7	4.6	2.9	6.0	3.4	2.7
Stop/Veh	0.00	0.01	0.31	0.05	1.00	1.00	0.25
Vehicles Entered	68	179	124	21	42	36	470
Vehicles Exited	67	178	124	21	42	36	468
Hourly Exit Rate	67	178	124	21	42	36	468
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

32: Bates & Outremont Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Delay / Veh (s)	7.5	4.0	4.3	6.2	5.5	3.7	5.3
Stop/Veh	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Vehicles Entered	53	50	17	13	131	53	317
Vehicles Exited	53	50	17	13	132	52	317
Hourly Exit Rate	53	50	17	13	132	52	317
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

33: Rockland & Performance by movement

Movement	WBT	WBR	SBT	All
Delay / Veh (s)	0.8	2.5	3.9	3.4
Stop/Veh	0.00	0.03	0.02	0.02
Vehicles Entered	2	1207	1997	3206
Vehicles Exited	2	1207	1997	3206
Hourly Exit Rate	2	1207	1997	3206
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

34: Rockland & McEachran Performance by movement

Movement	WBT	WBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	28.3	32.6	4.9	1.4	0.5	3.9	8.8
Stop/Veh	0.74	1.11	0.07	0.02	0.00	0.27	0.23
Vehicles Entered	262	9	698	191	6	244	1410
Vehicles Exited	263	9	699	191	6	245	1413
Hourly Exit Rate	263	9	699	191	6	245	1413
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

35: Promenade Nord & Stuart Performance by movement

Movement	WBL	WBT	NBL	All
Delay / Veh (s)	0.6	0.8	5.5	1.4
Stop/Veh	0.00	0.00	1.00	0.13
Vehicles Entered	14	236	38	288
Vehicles Exited	14	235	38	287
Hourly Exit Rate	14	235	38	287
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

36: Promenade Nord & Outremont Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	2.7	2.0	1.1	6.8	9.1	8.4	5.0	4.3
Stop/Veh	0.00	0.00	0.03	1.00	0.98	0.97	1.00	0.42
Vehicles Entered	44	141	127	100	59	61	7	539
Vehicles Exited	45	141	126	101	59	60	7	539
Hourly Exit Rate	45	141	126	101	59	60	7	539
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

37: Manoir & Rockland Performance by movement

Movement	WBL	WBT	WBR	NBR	SBL	SBT	All
Delay / Veh (s)	9.1	0.9	5.5	2.8	7.0	7.9	7.2
Stop/Veh	1.06	0.00	1.00	1.00	1.00	0.93	1.01
Vehicles Entered	600	14	573	16	23	73	1299
Vehicles Exited	602	14	574	16	23	73	1302
Hourly Exit Rate	602	14	574	16	23	73	1302
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

38: Manoir & Rockland Performance by movement

Movement	EBT	EBR	SBL	SBT	SBR	All
Delay / Veh (s)	0.8	5.0	2.7	1.8	6.9	4.9
Stop/Veh	0.00	1.00	0.00	0.01	0.13	0.10
Vehicles Entered	3	40	232	577	1172	2024
Vehicles Exited	3	40	231	576	1173	2023
Hourly Exit Rate	3	40	231	576	1173	2023
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

39: Manoir & McEachran Performance by movement

Movement	EBT	NBT	NBR	All
Delay / Veh (s)	28.2	7.5	9.6	11.8
Stop/Veh	0.76	0.24	1.00	0.35
Vehicles Entered	234	885	16	1135
Vehicles Exited	235	884	16	1135
Hourly Exit Rate	235	884	16	1135
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

40: Promenade Sud & Stuart Performance by movement

Movement	EBT	EBR	NBT	NBR	SBT	All
Delay / Veh (s)	2.9	1.9	4.9	4.6	5.2	3.4
Stop/Veh	0.01	0.00	0.64	1.00	1.00	0.27
Vehicles Entered	219	29	59	41	14	362
Vehicles Exited	219	29	59	41	14	362
Hourly Exit Rate	219	29	59	41	14	362
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

41: Promenade Sud & Wiseman Performance by movement

Movement	EBT	All
Delay / Veh (s)	0.9	0.9
Stop/Veh	0.02	0.02
Vehicles Entered	258	258
Vehicles Exited	258	258
Hourly Exit Rate	258	258
Denied Entry Before	0	0
Denied Entry After	0	0

42: Promenade Sud & Outremont Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Delay / Veh (s)	1.4	1.7	0.9	6.8	4.3	6.1	7.5	4.2
Stop/Veh	0.08	0.02	0.06	0.94	1.00	1.00	1.00	0.51
Vehicles Entered	12	200	47	156	17	52	51	535
Vehicles Exited	12	201	47	157	17	52	51	537
Hourly Exit Rate	12	201	47	157	17	52	51	537
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

43: Promenade Sud & Performance by movement

Movement	EBT	EBR	All
Delay / Veh (s)	1.0	0.6	1.0
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	236	36	272
Vehicles Exited	236	36	272
Hourly Exit Rate	236	36	272
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

44: Accès C.Comm & McEachran Performance by movement

Movement	NBT	NBR	All
Delay / Veh (s)	1.1	0.3	1.1
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	876	8	884
Vehicles Exited	877	8	885
Hourly Exit Rate	877	8	885
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

45: Accès R-2 & Stuart Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Delay / Veh (s)	4.0	2.7	1.5	1.1	2.1	0.7	1.7
Stop/Veh	1.00	1.00	0.00	0.00	0.12	0.00	0.19
Vehicles Entered	21	23	127	10	8	50	239
Vehicles Exited	21	23	127	10	8	50	239
Hourly Exit Rate	21	23	127	10	8	50	239
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

46: Accès M-3 & Outremont Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	4.3	2.6	4.3	2.9	3.5	2.3	1.1	2.3	1.2	0.6	2.1
Stop/Veh	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.22	0.00	0.00	0.17
Vehicles Entered	11	15	13	17	7	161	7	9	94	6	340
Vehicles Exited	11	15	13	17	7	161	7	9	94	6	340
Hourly Exit Rate	11	15	13	17	7	161	7	9	94	6	340
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

47: Accès UDM4/R-4 & Performance by movement

Movement	WBL	SBL	All
Delay / Veh (s)	3.7	1.5	2.4
Stop/Veh	1.00	0.00	0.41
Vehicles Entered	25	36	61
Vehicles Exited	25	36	61
Hourly Exit Rate	25	36	61
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

48: Ducharme & Rockland Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Delay / Veh (s)	6.5	8.6	5.6	6.7	7.3	5.7	16.6	18.4	16.8	15.1
Stop/Veh	1.00	1.00	1.00	1.00	0.75	1.00	1.04	1.00	1.05	1.00
Vehicles Entered	4	146	31	12	53	4	53	416	209	928
Vehicles Exited	4	147	31	12	53	4	53	418	209	931
Hourly Exit Rate	4	147	31	12	53	4	53	418	209	931
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

49: Ducharme & Rockland Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	6.0	6.6	6.6	7.2	12.8	12.6	6.4	10.5
Stop/Veh	0.60	1.00	1.00	0.88	1.02	0.94	1.00	0.87
Vehicles Entered	190	11	16	67	92	495	10	881
Vehicles Exited	190	11	16	67	92	498	10	884
Hourly Exit Rate	190	11	16	67	92	498	10	884
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

50: Ducharme & McEachran Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	28.8	18.3	30.5	27.1	14.5	12.6	11.2	16.9
Stop/Veh	0.80	0.54	0.68	0.70	0.39	0.37	0.47	0.48
Vehicles Entered	71	135	47	133	23	667	17	1093
Vehicles Exited	71	136	47	132	23	667	17	1093
Hourly Exit Rate	71	136	47	132	23	667	17	1093
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

51: Ducharme & Accès C.Comm Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	6.3	7.2	4.7	6.2	6.5	4.5	4.8	7.0	3.0	3.9	5.1	2.9
Stop/Veh	1.00	0.94	1.00	1.00	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Vehicles Entered	3	179	15	26	99	10	15	9	26	5	7	7
Vehicles Exited	3	179	15	26	100	10	15	9	26	5	7	7
Hourly Exit Rate	3	179	15	26	100	10	15	9	26	5	7	7
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

51: Ducharme & Accès C.Comm Performance by movement

Movement	All
Delay / Veh (s)	6.3
Stop/Veh	0.93
Vehicles Entered	401
Vehicles Exited	402
Hourly Exit Rate	402
Denied Entry Before	0
Denied Entry After	0

52: Ducharme & Stuart Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	7.7	8.4	5.5	7.3	7.4	4.2	7.0	8.1	4.4	4.2	2.9	3.0
Stop/Veh	1.00	0.98	1.00	1.00	0.81	0.98	1.00	0.88	1.00	1.00	0.55	1.00
Vehicles Entered	12	167	75	20	130	47	17	53	3	6	107	11
Vehicles Exited	12	167	75	20	131	47	17	53	3	6	107	11
Hourly Exit Rate	12	167	75	20	131	47	17	53	3	6	107	11
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

52: Ducharme & Stuart Performance by movement

Movement	All
Delay / Veh (s)	6.4
Stop/Veh	0.87
Vehicles Entered	648
Vehicles Exited	649
Hourly Exit Rate	649
Denied Entry Before	0
Denied Entry After	0

53: Ducharme & Wiseman Performance by movement

Movement	EBT	WBT	NBL	NBT	NBR	All
Delay / Veh (s)	10.6	9.8	7.2	0.9	3.5	9.3
Stop/Veh	0.93	0.86	1.00	0.00	1.00	0.84
Vehicles Entered	177	170	15	26	9	397
Vehicles Exited	177	170	15	26	9	397
Hourly Exit Rate	177	170	15	26	9	397
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

54: Ducharme & Outremont Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	8.9	8.2	5.7	8.0	7.7	5.4	6.4	7.0	4.2	6.0	7.6	3.8
Stop/Veh	1.00	0.86	1.00	1.00	0.97	0.97	1.00	0.84	1.00	1.00	0.99	1.00
Vehicles Entered	13	128	42	6	131	70	20	99	7	11	106	20
Vehicles Exited	13	128	43	6	132	70	20	99	7	11	106	20
Hourly Exit Rate	13	128	43	6	132	70	20	99	7	11	106	20
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

54: Ducharme & Outremont Performance by movement

Movement	All
Delay / Veh (s)	7.1
Stop/Veh	0.94
Vehicles Entered	653
Vehicles Exited	655
Hourly Exit Rate	655
Denied Entry Before	0
Denied Entry After	0

55: Ducharme & Champagneur Performance by movement

Movement	EBT	EBR	WBL	WBT	SBT	SBR	All
Delay / Veh (s)	6.6	4.8	4.3	5.2	2.4	3.4	5.6
Stop/Veh	0.74	1.00	1.00	0.99	0.33	1.00	0.87
Vehicles Entered	114	14	1	124	9	22	284
Vehicles Exited	115	14	1	123	9	22	284
Hourly Exit Rate	115	14	1	123	9	22	284
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

56: Ducharme & Bloomfield Performance by movement

Movement	EBT	EBR	WBT	NBL	NBT	All
Delay / Veh (s)	2.5	4.3	5.6	5.0	1.1	2.5
Stop/Veh	0.04	1.00	1.00	1.00	0.00	0.21
Vehicles Entered	76	9	13	13	70	181
Vehicles Exited	76	9	13	13	70	181
Hourly Exit Rate	76	9	13	13	70	181
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

57: Ducharme & Accès UDM-4/R-4 Performance by movement

Movement	EBL	NBL	NBT	SBT	All
Delay / Veh (s)	5.1	4.0	5.6	4.7	4.6
Stop/Veh	1.00	1.00	1.00	1.00	1.00
Vehicles Entered	3	13	7	7	30
Vehicles Exited	3	13	7	7	30
Hourly Exit Rate	3	13	7	7	30
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

58: Van Horne & Rockland Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	25.7	27.4	7.6	1.1	51.2	44.1	45.0	22.3
Stop/Veh	0.75	0.84	0.56	0.02	1.15	0.95	1.03	0.56
Vehicles Entered	580	38	25	562	46	332	67	1650
Vehicles Exited	584	38	25	562	47	337	66	1659
Hourly Exit Rate	584	38	25	562	47	337	66	1659
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

59: Van Horne & Rockland Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	12.5	12.4	14.1	3.2	53.6	47.3	48.8	19.8
Stop/Veh	0.26	0.27	0.91	0.07	1.14	1.02	1.12	0.43
Vehicles Entered	631	11	11	585	109	374	16	1737
Vehicles Exited	632	11	11	586	110	374	16	1740
Hourly Exit Rate	632	11	11	586	110	374	16	1740
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

60: Van Horne & McEachran Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	22.6	12.6	23.3	30.9	40.3	35.4	38.4	24.1
Stop/Veh	0.92	0.32	0.44	0.67	1.00	0.83	1.07	0.57
Vehicles Entered	132	599	549	98	46	450	70	1944
Vehicles Exited	132	600	549	98	47	452	71	1949
Hourly Exit Rate	132	600	549	98	47	452	71	1949
Denied Entry Before	0	0	2	0	0	0	0	2
Denied Entry After	0	0	1	0	0	0	0	1

61: Van Horne & Dollard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBT	All
Delay / Veh (s)	15.1	8.0	8.9	13.6	11.2	9.1	0.8	9.3
Stop/Veh	0.75	0.29	0.43	0.78	0.46	0.38	0.00	0.37
Vehicles Entered	29	603	30	9	574	13	48	1306
Vehicles Exited	28	603	30	9	576	13	48	1307
Hourly Exit Rate	28	603	30	9	576	13	48	1307
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

62: Van Horne & Stuart Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	16.0	7.8	9.4	4.8	3.3	5.3	54.2	50.9	56.3	51.9	31.6	48.7
Stop/Veh	0.76	0.27	0.38	0.25	0.06	0.21	1.00	0.88	0.92	1.21	0.65	1.00
Vehicles Entered	17	535	16	4	594	14	13	43	13	20	129	28
Vehicles Exited	17	535	16	4	594	14	14	42	13	19	130	28
Hourly Exit Rate	17	535	16	4	594	14	14	42	13	19	130	28
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

62: Van Horne & Stuart Performance by movement

Movement	All
Delay / Veh (s)	11.7
Stop/Veh	0.28
Vehicles Entered	1426
Vehicles Exited	1426
Hourly Exit Rate	1426
Denied Entry Before	0
Denied Entry After	0

63: Van Horne & Wiseman Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	12.5	7.7	8.1	16.5	11.5	14.6	31.3	19.4	22.1	10.3
Stop/Veh	0.86	0.35	0.56	0.70	0.22	0.33	0.80	0.59	0.72	0.31
Vehicles Entered	7	541	18	10	597	21	5	22	18	1239
Vehicles Exited	7	541	18	10	597	21	5	22	18	1239
Hourly Exit Rate	7	541	18	10	597	21	5	22	18	1239
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

64: Van Horne & Outremont Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	18.2	12.2	15.9	35.1	21.6	32.8	34.6	30.4	34.9	38.0	27.9	26.8
Stop/Veh	1.00	0.34	0.64	0.81	0.34	0.42	0.91	0.82	0.83	0.85	0.65	0.72
Vehicles Entered	16	472	33	31	574	45	23	50	23	46	92	38
Vehicles Exited	16	471	33	31	573	45	23	49	23	46	91	39
Hourly Exit Rate	16	471	33	31	573	45	23	49	23	46	91	39
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	1	0	0	0	0	0	0	0

64: Van Horne & Outremont Performance by movement

Movement	All
Delay / Veh (s)	20.8
Stop/Veh	0.45
Vehicles Entered	1443
Vehicles Exited	1440
Hourly Exit Rate	1440
Denied Entry Before	0
Denied Entry After	1

65: Van Horne & Champagneur Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	1.6	1.7	7.7	3.8	22.3	18.7	9.9	3.2
Stop/Veh	0.01	0.07	0.60	0.09	1.00	1.00	1.00	0.08
Vehicles Entered	551	15	10	708	7	12	15	1318
Vehicles Exited	550	15	10	708	7	12	15	1317
Hourly Exit Rate	550	15	10	708	7	12	15	1317
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

66: Van Horne & Bloomfield Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	21.6	9.2	9.0	26.8	23.6	19.6	28.8	25.0	24.1	32.0	23.5	26.4
Stop/Veh	1.00	0.31	0.43	0.85	0.50	0.46	0.82	0.67	0.74	0.85	0.73	0.83
Vehicles Entered	3	569	14	55	675	26	17	54	23	56	62	6
Vehicles Exited	3	569	14	55	674	26	17	54	23	55	62	6
Hourly Exit Rate	3	569	14	55	674	26	17	54	23	55	62	6
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

66: Van Horne & Bloomfield Performance by movement

Movement	All
Delay / Veh (s)	18.7
Stop/Veh	0.48
Vehicles Entered	1560
Vehicles Exited	1558
Hourly Exit Rate	1558
Denied Entry Before	0
Denied Entry After	0

67: Van Horne & De L'Épée Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	All
Delay / Veh (s)	13.3	5.3	6.3	6.4	62.6	6.1
Stop/Veh	0.50	0.12	0.11	0.12	1.00	0.12
Vehicles Entered	2	628	787	17	7	1441
Vehicles Exited	2	629	788	17	7	1443
Hourly Exit Rate	2	629	788	17	7	1443
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

68: Van Horne & Querbes Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Delay / Veh (s)	28.9	13.9	11.9	29.0	81.1	40.0	27.0	20.5	19.1	51.7
Stop/Veh	1.00	0.33	0.47	1.00	0.98	1.12	0.75	0.67	0.60	0.71
Vehicles Entered	12	651	15	2	927	24	20	18	10	1679
Vehicles Exited	12	650	15	2	931	24	20	18	10	1682
Hourly Exit Rate	12	650	15	2	931	24	20	18	10	1682
Denied Entry Before	0	1	0	0	3	0	0	0	0	4
Denied Entry After	0	1	0	0	22	0	0	0	0	23

Total Network Performance

Delay / Veh (s)	83.5
Stop/Veh	2.22
Vehicles Entered	9646
Vehicles Exited	9668
Hourly Exit Rate	9668
Denied Entry Before	10
Denied Entry After	40

Intersection: 2: Bates & Traverse Piétonne

Movement	EB	WB
Directions Served	T	T
Maximum Queue (m)	25.4	26.8
Average Queue (m)	8.5	11.8
95th Queue (m)	20.7	24.0
Link Distance (m)	83.9	96.9
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Beaumont &

Movement	WB	WB	WB	NB	NB	SB	SB	NW	NW
Directions Served	<	<L	R	T	R	T	TR	R	>
Maximum Queue (m)	87.0	80.9	35.4	117.3	43.3	111.5	91.7	15.2	16.0
Average Queue (m)	57.6	49.6	12.8	48.7	10.2	58.2	44.9	2.3	2.1
95th Queue (m)	84.3	75.4	28.5	92.4	28.6	95.8	79.5	9.1	8.7
Link Distance (m)		430.1	430.1	274.2	274.2	138.5	138.5	104.8	104.8
Upstream Blk Time (%)						0			
Queuing Penalty (veh)						0			
Storage Bay Dist (m)	150.0								
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 25: Van Horne & Parc

Movement	EB	EB	B9	WB	WB	B26	B26	NB	NB	SB	SB
Directions Served	T	R	T	T	TR	T	T	T	R	T	TR
Maximum Queue (m)	99.0	47.9	142.9	95.8	96.7	106.7	107.1	260.1	110.7	219.8	218.9
Average Queue (m)	91.4	6.3	57.5	87.1	78.7	34.0	31.1	122.7	13.5	129.9	128.5
95th Queue (m)	112.9	25.6	144.4	107.9	113.2	111.1	111.1	265.6	53.9	238.4	239.0
Link Distance (m)	77.4	77.4	143.0	73.2	73.2	154.3	154.3	423.9		233.2	233.2
Upstream Blk Time (%)	33		2	34	26	1	1	2		10	10
Queuing Penalty (veh)	109		11	0	0	0	0	0		0	0
Storage Bay Dist (m)									103.0		
Storage Blk Time (%)								10	0		
Queuing Penalty (veh)								6	0		

Intersection: 29: Bates & Rockland

Movement	EB	EB	WB	NB	NB	SB
Directions Served	LT	R	LTR	LT	R	LTR
Maximum Queue (m)	61.2	30.0	60.8	89.1	27.9	9.9
Average Queue (m)	30.1	7.1	23.3	49.5	15.8	1.7
95th Queue (m)	54.5	20.8	47.9	85.8	33.5	7.0
Link Distance (m)	241.5		168.9	89.6		49.2
Upstream Blk Time (%)				1		
Queuing Penalty (veh)				4		
Storage Bay Dist (m)		30.0			20.0	
Storage Blk Time (%)	7	0		26	1	
Queuing Penalty (veh)	4	1		34	4	

Intersection: 30: Bates & McEachran

Movement	EB	WB	WB	NB
Directions Served	R	L	T	LR
Maximum Queue (m)	17.8	10.3	3.7	28.4
Average Queue (m)	1.8	2.2	0.1	13.7
95th Queue (m)	9.8	8.5	1.9	23.1
Link Distance (m)		160.6		108.8
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)	130.0		15.0	
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 31: Bates & Accès UDM-1

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (m)	7.1	22.7	21.0
Average Queue (m)	0.4	8.3	9.5
95th Queue (m)	3.5	19.9	16.9
Link Distance (m)	160.6	83.9	74.1
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 32: Bates & Outremont

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (m)	18.0	10.6	15.9
Average Queue (m)	10.1	5.4	9.6
95th Queue (m)	16.0	12.8	12.3
Link Distance (m)	96.9	396.6	120.8
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 33: Rockland &

Movement	SB	SB
Directions Served	T	T
Maximum Queue (m)	28.4	26.2
Average Queue (m)	1.7	3.7
95th Queue (m)	10.0	16.1
Link Distance (m)	274.2	274.2
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 34: Rockland & McEachran

Movement	WB	WB	NB	NB	SB
Directions Served	T	R	L	T	R
Maximum Queue (m)	73.4	22.6	28.8	12.4	38.6
Average Queue (m)	38.7	3.0	13.0	1.6	13.0
95th Queue (m)	64.5	14.0	26.3	7.6	30.7
Link Distance (m)	155.4		28.3	28.3	108.8
Upstream Blk Time (%)			1		
Queuing Penalty (veh)			6		
Storage Bay Dist (m)		15.0			
Storage Blk Time (%)	42	0			
Queuing Penalty (veh)	3	1			

Intersection: 35: Promenade Nord & Stuart

Movement	WB	NB
Directions Served	LT	L
Maximum Queue (m)	3.4	10.6
Average Queue (m)	0.1	6.8
95th Queue (m)	1.8	13.3
Link Distance (m)	196.2	32.5
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 36: Promenade Nord & Outremont

Movement	WB	NB	SB
Directions Served	LTR	LT	TR
Maximum Queue (m)	10.5	23.8	18.1
Average Queue (m)	1.3	11.6	8.6
95th Queue (m)	6.6	18.3	14.8
Link Distance (m)	357.6	31.1	120.8
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 37: Manoir & Rockland

Movement	WB	WB	NB	SB
Directions Served	L	R	R	LT
Maximum Queue (m)	71.1	78.6	14.6	24.2
Average Queue (m)	29.0	25.4	4.2	12.1
95th Queue (m)	53.9	50.4	12.4	20.2
Link Distance (m)	66.2	66.2	149.8	89.6
Upstream Blk Time (%)	1	0		
Queuing Penalty (veh)	4	1		
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 38: Manoir & Rockland

Movement	EB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (m)	14.3	7.3	56.9	98.7
Average Queue (m)	5.3	0.3	2.2	17.5
95th Queue (m)	12.2	5.3	26.5	64.3
Link Distance (m)	66.2		100.2	100.2
Upstream Blk Time (%)			0	1
Queuing Penalty (veh)			1	6
Storage Bay Dist (m)		30.0		
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 39: Manoir & McEachran

Movement	EB	NB	NB	NB
Directions Served	T	T	T	R
Maximum Queue (m)	64.4	60.3	26.8	12.2
Average Queue (m)	36.1	33.3	10.8	4.0
95th Queue (m)	58.9	55.5	22.8	12.1
Link Distance (m)	76.1	104.8	104.8	
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (m)				5.0
Storage Blk Time (%)			13	3
Queuing Penalty (veh)			2	15

Intersection: 40: Promenade Sud & Stuart

Movement	EB	NB	SB
Directions Served	TR	TR	T
Maximum Queue (m)	13.2	19.4	10.4
Average Queue (m)	0.8	9.0	3.2
95th Queue (m)	6.0	15.3	10.4
Link Distance (m)	150.6	58.1	32.5
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 41: Promenade Sud & Wiseman

Movement	EB
Directions Served	T
Maximum Queue (m)	13.0
Average Queue (m)	1.3
95th Queue (m)	7.2
Link Distance (m)	72.0
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 42: Promenade Sud & Outremont

Movement	EB	NB	SB
Directions Served	LTR	TR	LT
Maximum Queue (m)	18.5	20.9	18.2
Average Queue (m)	2.2	11.4	10.0
95th Queue (m)	10.4	17.4	15.4
Link Distance (m)	107.8	31.8	31.1
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 43: Promenade Sud &

Movement	EB
Directions Served	TR
Maximum Queue (m)	5.1
Average Queue (m)	0.2
95th Queue (m)	3.1
Link Distance (m)	68.4
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 44: Accès C.Comm & McEachran

Movement
Directions Served
Maximum Queue (m)
Average Queue (m)
95th Queue (m)
Link Distance (m)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (m)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 45: Accès R-2 & Stuart

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (m)	12.2	3.6
Average Queue (m)	7.3	0.3
95th Queue (m)	13.6	2.9
Link Distance (m)	55.0	58.1
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 46: Accès M-3 & Outremont

Movement	EB	WB	NB	SB
Directions Served	LR	LR	LTR	LTR
Maximum Queue (m)	13.1	15.9	3.6	7.2
Average Queue (m)	5.5	6.1	0.1	0.6
95th Queue (m)	12.9	14.1	1.3	4.2
Link Distance (m)	34.2	25.5	96.8	31.8
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 47: Accès UDM4/R-4 &

Movement	WB
Directions Served	L
Maximum Queue (m)	13.3
Average Queue (m)	5.0
95th Queue (m)	12.9
Link Distance (m)	56.6
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 48: Ducharme & Rockland

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (m)	25.0	13.4	99.9
Average Queue (m)	13.8	7.0	44.0
95th Queue (m)	22.0	12.2	93.9
Link Distance (m)	411.5	67.6	149.8
Upstream Blk Time (%)			0
Queuing Penalty (veh)			3
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 49: Ducharme & Rockland

Movement	EB	WB	SB
Directions Served	TR	LT	LTR
Maximum Queue (m)	18.4	21.3	91.2
Average Queue (m)	10.2	10.3	32.4
95th Queue (m)	15.6	18.1	70.7
Link Distance (m)	67.6	78.2	147.4
Upstream Blk Time (%)			0
Queuing Penalty (veh)			3
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 50: Ducharme & McEachran

Movement	EB	EB	WB	NB	NB
Directions Served	L	T	TR	LT	R
Maximum Queue (m)	17.9	51.4	52.0	128.9	21.3
Average Queue (m)	12.3	20.9	26.9	51.6	2.8
95th Queue (m)	21.4	40.4	48.1	97.3	14.2
Link Distance (m)		78.2	68.5	145.0	
Upstream Blk Time (%)			0	0	
Queuing Penalty (veh)			0	0	
Storage Bay Dist (m)	10.0				15.0
Storage Blk Time (%)	34	30		27	1
Queuing Penalty (veh)	43	20		4	4

Intersection: 51: Ducharme & Accès C.Comm

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	33.4	10.5	14.5	10.5
Average Queue (m)	14.3	8.7	6.9	4.1
95th Queue (m)	23.7	11.4	13.6	11.6
Link Distance (m)	68.5	68.0	150.0	73.4
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 52: Ducharme & Stuart

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	33.3	35.4	25.8	29.5
Average Queue (m)	15.2	16.4	10.9	14.7
95th Queue (m)	25.3	27.1	21.5	26.9
Link Distance (m)	68.0	69.7	150.1	71.8
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 53: Ducharme & Wiseman

Movement	EB	WB	NB
Directions Served	LT	TR	LR
Maximum Queue (m)	22.6	25.0	11.6
Average Queue (m)	10.3	11.8	5.0
95th Queue (m)	18.9	19.7	12.4
Link Distance (m)	69.7	107.3	149.6
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 54: Ducharme & Outremont

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	24.5	27.4	26.3	26.9
Average Queue (m)	12.1	14.3	13.0	13.2
95th Queue (m)	19.3	22.5	21.4	21.9
Link Distance (m)	107.3	63.6	150.5	96.8
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 55: Ducharme & Champagneur

Movement	EB	WB	SB
Directions Served	TR	LT	LTR
Maximum Queue (m)	14.6	22.9	10.6
Average Queue (m)	9.4	12.2	5.0
95th Queue (m)	14.8	20.0	12.7
Link Distance (m)	63.6	69.6	68.6
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 56: Ducharme & Bloomfield

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (m)	9.2	9.2	8.9
Average Queue (m)	2.9	3.1	3.4
95th Queue (m)	9.7	10.1	10.3
Link Distance (m)	69.6	70.8	147.0
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 57: Ducharme & Accès UDM-4/R-4

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (m)	8.8	9.2	9.1
Average Queue (m)	0.7	4.1	1.8
95th Queue (m)	4.6	11.4	7.7
Link Distance (m)	70.8	152.3	75.6
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 58: Van Horne & Rockland

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	R	L	T	L	TR
Maximum Queue (m)	158.9	22.7	12.4	10.0	23.8	133.9
Average Queue (m)	78.9	5.5	3.8	2.7	7.9	75.1
95th Queue (m)	145.0	18.2	11.7	9.2	21.5	125.2
Link Distance (m)	416.3			71.0		151.7
Upstream Blk Time (%)						0
Queuing Penalty (veh)						0
Storage Bay Dist (m)		15.0	15.0		15.0	
Storage Blk Time (%)	38	1	0	0	5	58
Queuing Penalty (veh)	15	5	1	0	20	31

Intersection: 59: Van Horne & Rockland

Movement	EB	EB	WB	WB	SB
Directions Served	T	R	L	T	LTR
Maximum Queue (m)	78.3	12.3	17.6	32.3	147.9
Average Queue (m)	34.9	0.8	3.0	10.3	90.4
95th Queue (m)	74.2	6.2	11.5	24.3	148.7
Link Distance (m)	71.0			77.6	150.3
Upstream Blk Time (%)	3				2
Queuing Penalty (veh)	16				8
Storage Bay Dist (m)		15.0	15.0		
Storage Blk Time (%)	34	0	1	5	
Queuing Penalty (veh)	3	0	5	1	

Intersection: 60: Van Horne & McEachran

Movement	EB	EB	WB	WB	NB	NB	NB
Directions Served	L	T	T	R	L	T	R
Maximum Queue (m)	24.6	90.4	74.1	27.5	23.6	150.7	22.8
Average Queue (m)	17.1	41.3	51.8	10.9	7.3	84.4	10.7
95th Queue (m)	27.8	81.0	86.1	25.6	20.8	145.9	25.0
Link Distance (m)		77.6	63.4			146.2	
Upstream Blk Time (%)		2	7			3	
Queuing Penalty (veh)		17	34			0	
Storage Bay Dist (m)	15.0			15.0	15.0		15.0
Storage Blk Time (%)	15	29	34	5	3	46	6
Queuing Penalty (veh)	89	40	33	28	18	56	27

Intersection: 61: Van Horne & Dollard

Movement	EB	EB	WB	WB
Directions Served	LT	R	LT	R
Maximum Queue (m)	72.5	22.8	77.6	12.7
Average Queue (m)	35.6	4.2	40.3	1.4
95th Queue (m)	65.7	16.8	76.5	9.0
Link Distance (m)	63.4		69.0	
Upstream Blk Time (%)	1		3	
Queuing Penalty (veh)	9		14	
Storage Bay Dist (m)		15.0		15.0
Storage Blk Time (%)	23	0	19	0
Queuing Penalty (veh)	7	0	3	0

Intersection: 62: Van Horne & Stuart

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	LT	R	LT	R	LTR	L	TR
Maximum Queue (m)	62.5	21.1	54.8	16.4	55.2	22.5	49.2
Average Queue (m)	30.6	3.0	10.2	0.9	16.5	6.3	22.4
95th Queue (m)	52.8	13.7	35.6	6.7	41.8	18.0	43.0
Link Distance (m)	69.0		69.9		145.9		150.1
Upstream Blk Time (%)	0		0				
Queuing Penalty (veh)	1		0				
Storage Bay Dist (m)		15.0		15.0		15.0	
Storage Blk Time (%)	19	0	6	0		4	24
Queuing Penalty (veh)	3	0	1	2		6	5

Intersection: 63: Van Horne & Wiseman

Movement	EB	EB	WB	WB	NB
Directions Served	LT	R	LT	R	LTR
Maximum Queue (m)	71.5	19.1	82.5	19.1	18.5
Average Queue (m)	38.1	2.9	29.6	2.5	5.9
95th Queue (m)	66.6	12.7	65.0	11.2	14.7
Link Distance (m)	69.9		108.8		221.9
Upstream Blk Time (%)	1		0		
Queuing Penalty (veh)	4		1		
Storage Bay Dist (m)		15.0		15.0	
Storage Blk Time (%)	16	0	32	0	
Queuing Penalty (veh)	3	2	6	0	

Intersection: 64: Van Horne & Outremont

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	LT	R	LT	R	LTR	L	TR
Maximum Queue (m)	85.1	23.2	71.2	22.8	38.8	27.0	46.5
Average Queue (m)	36.6	5.8	45.1	6.3	16.3	8.8	17.8
95th Queue (m)	69.3	18.3	76.7	20.5	32.2	19.8	36.4
Link Distance (m)	108.8		64.2		155.3		150.5
Upstream Blk Time (%)	0		6				
Queuing Penalty (veh)	1		33				
Storage Bay Dist (m)		15.0		15.0		30.0	
Storage Blk Time (%)	27	2	43	1		0	3
Queuing Penalty (veh)	10	9	20	7		0	1

Intersection: 65: Van Horne & Champagneur

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	R	L	T	L	TR
Maximum Queue (m)	33.2	7.8	8.6	75.6	10.3	17.6
Average Queue (m)	2.2	0.4	1.6	13.8	2.2	6.1
95th Queue (m)	16.5	4.1	7.0	51.8	8.5	14.9
Link Distance (m)	64.2			70.8		152.4
Upstream Blk Time (%)	0			1		
Queuing Penalty (veh)	0			5		
Storage Bay Dist (m)		15.0	15.0		15.0	
Storage Blk Time (%)	0	0		4	0	1
Queuing Penalty (veh)	0	0		1	0	0

Intersection: 66: Van Horne & Bloomfield

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	R	LTR	LTR
Maximum Queue (m)	74.3	22.5	77.3	22.7	34.6	49.6
Average Queue (m)	36.6	2.1	61.1	3.3	12.8	17.9
95th Queue (m)	66.4	11.6	81.4	15.4	27.0	36.2
Link Distance (m)	70.8		65.2		209.0	147.0
Upstream Blk Time (%)	1		20			
Queuing Penalty (veh)	7		156			
Storage Bay Dist (m)		15.0		15.0		
Storage Blk Time (%)	23	0	51	0		
Queuing Penalty (veh)	4	1	13	1		

Intersection: 67: Van Horne & De L'Épée

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	70.7	60.6	11.6
Average Queue (m)	16.2	20.1	2.3
95th Queue (m)	58.9	58.3	8.7
Link Distance (m)	65.2	53.4	152.3
Upstream Blk Time (%)	2	3	
Queuing Penalty (veh)	14	24	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 68: Van Horne & Querbes

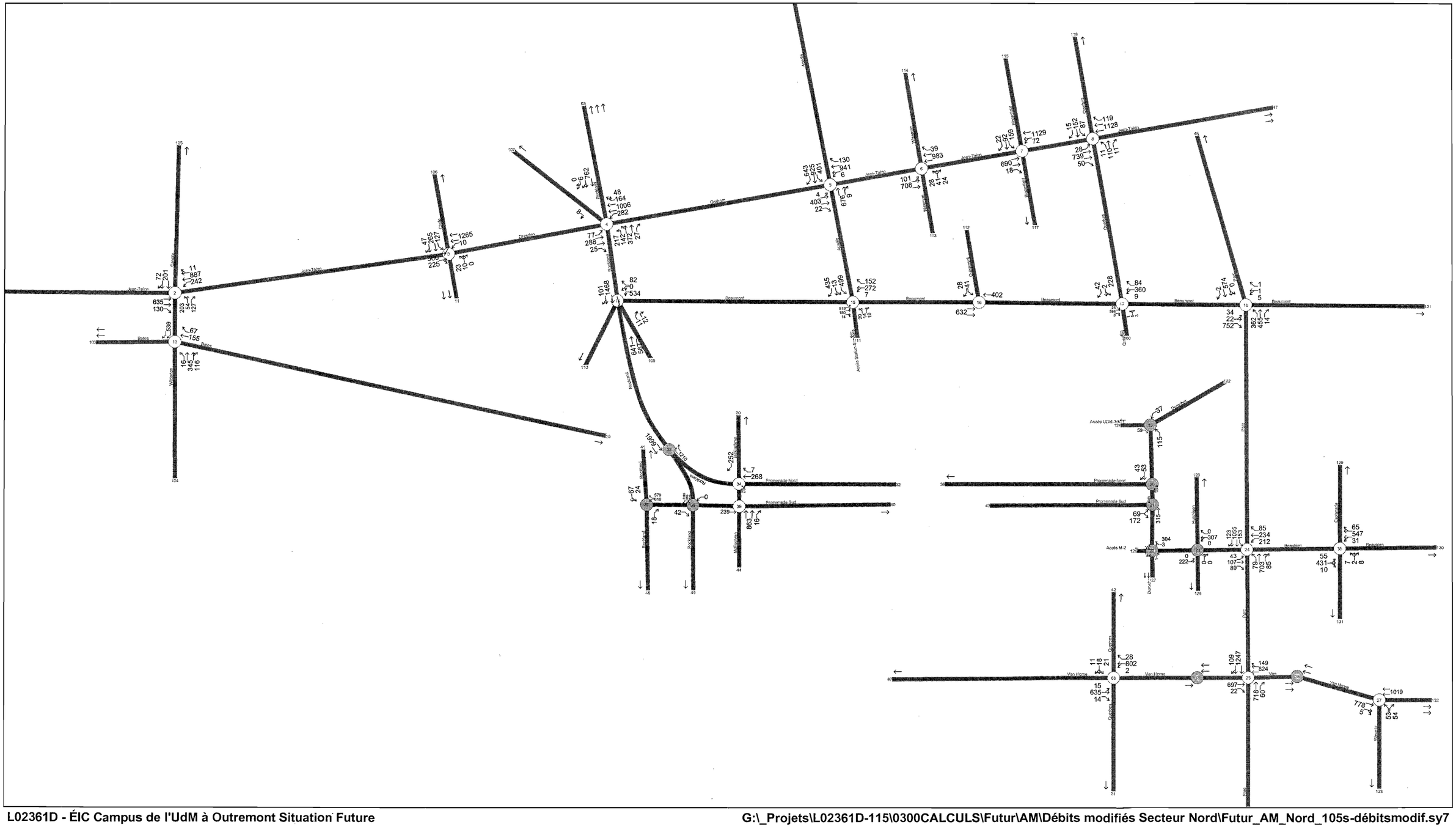
Movement	EB	EB	WB	WB	B9	B9	SB
Directions Served	LT	R	LT	R	T		LTR
Maximum Queue (m)	62.5	20.0	164.5	22.7	104.1	101.5	21.4
Average Queue (m)	44.2	1.7	144.4	3.0	60.2	33.4	6.8
95th Queue (m)	64.4	10.4	196.0	13.2	130.2	104.0	16.8
Link Distance (m)	53.4		143.0		77.4	77.4	155.9
Upstream Blk Time (%)	10		23		11	4	
Queuing Penalty (veh)	68		218		50	20	
Storage Bay Dist (m)		15.0		15.0			
Storage Blk Time (%)	34	0	48	1			
Queuing Penalty (veh)	5	1	13	6			

Nework Summary

Network wide Queuing Penalty: 1493

Map - L02361D - ÉIC Campus de l'UdM à Outremont

2006-10-20



L02361D - ÉIC Campus de l'UdM à Outremont Situation Future

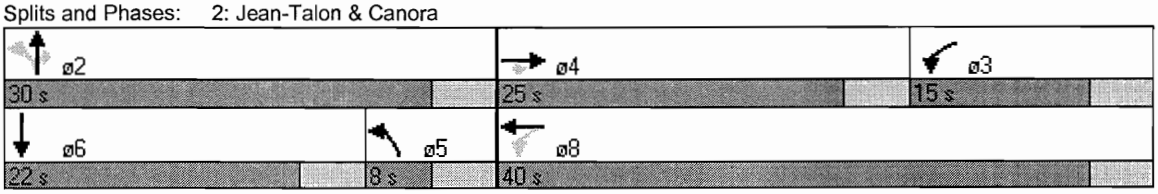
G:_Projets\L02361D-115\0300CALCULS\Futur\AM\Débits modifiés Secteur Nord\Futur_AM_Nord_105s-débitsmodif.sy7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3278	1412	1691	3187	0	0	1699	1411	0	3359	0
Flt Permitted				0.218				0.531				
Satd. Flow (perm)	0	3278	1377	387	3187	0	0	934	1371	0	3359	0
Satd. Flow (RTOR)												
Volume (vph)	0	635	130	242	887	11	203	54	127	0	201	72
Lane Group Flow (vph)	0	722	148	285	1057	0	0	325	161	0	296	0
Turn Type			Perm	pm+pt			pm+pt		Perm			
Protected Phases		4		3	8		5	2			6	
Permitted Phases			4	8			2		2			
Total Split (s)	0.0	25.0	25.0	15.0	40.0	0.0	8.0	30.0	30.0	0.0	22.0	0.0
Act Effct Green (s)		23.0	23.0	38.0	38.0			28.0	28.0		20.0	
Actuated g/C Ratio		0.33	0.33	0.54	0.54			0.40	0.40		0.29	
v/c Ratio		0.67	0.33	0.63	0.61			0.74	0.29		0.31	
Control Delay		23.9	20.2	25.3	12.9			21.7	8.7		20.7	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		23.9	20.2	25.3	12.9			21.7	8.7		20.7	
LOS		C	C	C	B			C	A		C	
Approach Delay		23,3			15,5			17,4			20,7	
Approach LOS		C			B			B			C	
Queue Length 50th (m)		44.3	15.1	19.8	48.1			11.6	5.8		16.7	
Queue Length 95th (m)		60.7	28.8	33.2	60.5			15.2	8.8		26.6	
Internal Link Dist (m)		369.1			504.7			69.8			263.6	
Turn Bay Length (m)			60.0	60.0								
Base Capacity (vph)		1077	452	452	1730			439	548		960	
Starvation Cap Reductn		0	0	0	0			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		0,67	0,33	0,63	0,61			0,74	0,29		0,31	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 45 (64%), Referenced to phase 4:EBT, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,74
Intersection Signal Delay: 18,6 — Intersection LOS: B
Intersection Capacity Utilization 71,7% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 2: Jean-Talon & Canora

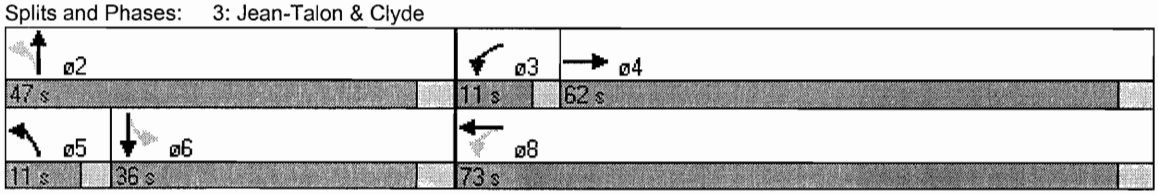


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3378	0	1765	3530	0	0	1835	0	1685	3292	0
Flt Permitted				0.222				0.796		0.734		
Satd. Flow (perm)	0	3378	0	412	3530	0	0	1512	0	1302	3292	0
Satd. Flow (RTOR)												
Volume (vph)	0	566	225	10	1265	0	23	10	0	127	265	47
Lane Group Flow (vph)	0	860	0	11	1375	0	0	36	0	138	339	0
Turn Type				pm+pt			pm+pt			Perm		
Protected Phases		4		3	8		5	2			6	
Permitted Phases				8			2			6		
Total Split (s)	0.0	62.0	0.0	11.0	73.0	0.0	11.0	47.0	0.0	36.0	36.0	0.0
Act Effct Green (s)		60.0		71.0	71.0			45.0		34.0	34.0	
Actuated g/C Ratio		0.50		0.59	0.59			0.38		0.28	0.28	
v/c Ratio		0.51		0.03	0.66			0.06		0.37	0.36	
Control Delay		21.5		7.6	25.8			24.4		38.1	35.7	
Queue Delay		0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay		21.5		7.6	25.8			24.4		38.1	35.7	
LOS		C		A	C			C		D	D	
Approach Delay		21,5			25,6			24,4			36,4	
Approach LOS		C			C			C			D	
Queue Length 50th (m)		72.8		1.1	191.0			5.7		27.4	35.3	
Queue Length 95th (m)		91.3		m1.2	m211.8			13.0		47.1	49.3	
Internal Link Dist (m)		504.7			282.0			67.4			135.5	
Turn Bay Length (m)				30.0								
Base Capacity (vph)		1689		345	2089			591		369	933	
Starvation Cap Reductn		0		0	0			0		0	0	
Spillback Cap Reductn		0		0	0			0		0	0	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0,51		0,03	0,66			0,06		0,37	0,36	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 12 (10%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,66
Intersection Signal Delay: 26,2 Intersection LOS: C
Intersection Capacity Utilization 57,1% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Jean-Talon & Clyde

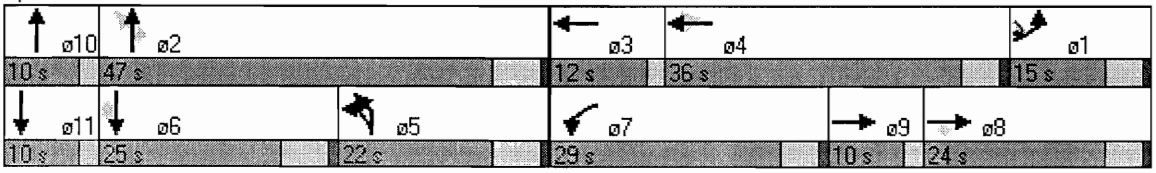


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBT
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1636	3165	1495	1662	3427	1446	0	1662	0	3421	1553	3310
Flt Permitted	0.950			0.950				0.950		0.528		
Satd. Flow (perm)	1636	3165	1495	1662	3427	1446	0	1662	0	1832	1553	3310
Satd. Flow (RTOR)												
Volume (vph)	77	288	25	282	1006	164	48	217	142	372	27	762
Lane Group Flow (vph)	93	347	30	303	1082	228	0	261	0	619	33	778
Turn Type	Prot		custom	Prot		custom		Prot	custom		custom	
Protected Phases	1	9 8		7	4 3			5	5	2 10		6 11
Permitted Phases			8			4			2		2	
Total Split (s)	15.0	34.0	24.0	29.0	48.0	36.0	0.0	22.0	22.0	57.0	47.0	35.0
Act Effct Green (s)	13.0	32.0	22.0	27.0	46.0	34.0		20.0		55.0	45.0	33.0
Actuated g/C Ratio	0.11	0.27	0.18	0.22	0.38	0.28		0.17		0.46	0.38	0.28
v/c Ratio	0.53	0.41	0.11	0.81	0.82	0.56		0.94		0.56	0.06	0.85
Control Delay	79.7	55.7	59.5	62.0	39.8	42.8		83.5		25.2	22.9	51.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.8
Total Delay	79.7	55.7	59.5	62.0	39.8	42.8		83.5		25.2	22.9	52.5
LOS	E	E	E	E	D	D		F		C	C	D
Approach Delay		60,7			44,4					41,8		52,4
Approach LOS		E			D					D		D
Queue Length 50th (m)	24.5	47.1	7.8	71.7	125.8	48.1		61.1		35.7	3.7	100.6
Queue Length 95th (m)	39.5	57.3	m15.2	#117.1	154.5	75.5		#102.2		48.5	m8.5	#130.2
Internal Link Dist (m)		282.0			410.1					124.1		210.8
Turn Bay Length (m)	225.0		5.0			25.0					5.0	
Base Capacity (vph)	177	844	274	374	1314	410		277		1105	582	910
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	24
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0
Reduced v/c Ratio	0,53	0,41	0,11	0,81	0,82	0,56		0,94		0,56	0,06	0,88

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 27 (23%), Referenced to phase 10:NBT and 11:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,94
Intersection Signal Delay: 47,4 Intersection LOS: D
Intersection Capacity Utilization 80,9% ICU Level of Service D
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Dresden & Rockland



Lane Group	SBR	SER2	ø3	ø9	ø10	ø11
Lane Configurations						
Total Lost Time (s)	2.0	2.0				
Satd. Flow (prot)	1470	1644				
Flt Permitted						
Satd. Flow (perm)	1470	1644				
Satd. Flow (RTOR)						
Volume (vph)	6	8				
Lane Group Flow (vph)	6	9				
Turn Type	custom	custom				
Protected Phases		1	3	9	10	11
Permitted Phases	6	6				
Total Split (s)	25.0	15.0	12.0	10.0	10.0	10.0
Act Effct Green (s)	23.0	36.0				
Actuated g/C Ratio	0.19	0.30				
v/c Ratio	0.02	0.02				
Control Delay	39.8	22.5				
Queue Delay	0.0	0.0				
Total Delay	39.8	22.5				
LOS	D	C				
Approach Delay						
Approach LOS						
Queue Length 50th (m)	1.3	1.3				
Queue Length 95th (m)	5.6	4.8				
Internal Link Dist (m)						
Turn Bay Length (m)	5.0					
Base Capacity (vph)	282	493				
Starvation Cap Reductn	0	0				
Spillback Cap Reductn	0	0				
Storage Cap Reductn	0	0				
Reduced v/c Ratio	0,02	0,02				

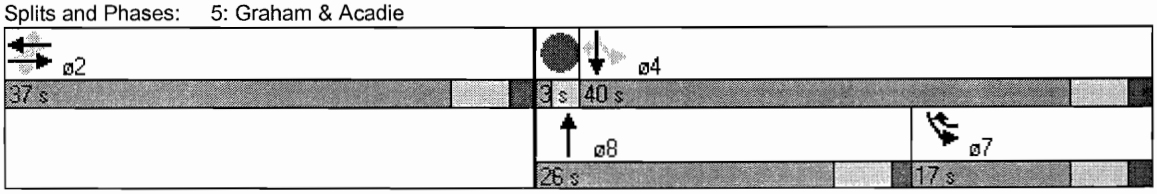
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3256	1536	0	3166	1272	0	3064	0	1750	1842	1670
Flt Permitted		0.947			0.951					0.190		
Satd. Flow (perm)	0	3084	1457	0	3010	1232	0	3064	0	346	1842	1628
Satd. Flow (RTOR)												
Volume (vph)	4	403	22	6	941	130	0	676	9	401	925	643
Lane Group Flow (vph)	0	407	22	0	969	141	0	759	0	418	984	739
Turn Type	Perm		Perm	Perm		pm+ov				pm+pt		Perm
Protected Phases		2			2	7		8		7	4	
Permitted Phases	2		2	2		2				4		4
Total Split (s)	37.0	37.0	37.0	37.0	37.0	17.0	0.0	26.0	0.0	17.0	40.0	40.0
Act Effct Green (s)		35.0	35.0		35.0	50.0		24.0		38.0	38.0	38.0
Actuated g/C Ratio		0.44	0.44		0.44	0.62		0.30		0.48	0.48	0.48
v/c Ratio		0.30	0.03		0.74	0.18		0.83		0.98	1.12	0.96
Control Delay		15.4	13.2		7.2	0.9		35.3		49.4	81.3	29.6
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0
Total Delay		15.4	13.2		7.2	0.9		35.3		49.4	81.3	29.6
LOS		B	B		A	A		D		D	F	C
Approach Delay		15,2			6,4			35,3			57,2	
Approach LOS		B			A			D			E	
Queue Length 50th (m)		21.4	1.9		5.6	0.6		59.0		49.4	~186.2	92.0
Queue Length 95th (m)		31.7	6.1		6.8	m0.8		#88.4		m#75.5	m#239.5	m#159.3
Internal Link Dist (m)		410.1			153.2			204.9			461.4	
Turn Bay Length (m)			30.0			60.0						
Base Capacity (vph)		1349	637		1317	778		919		428	875	773
Starvation Cap Reductn		0	0		0	0		0		0	0	0
Spillback Cap Reductn		0	0		0	0		0		0	0	0
Storage Cap Reductn		0	0		0	0		0		0	0	0
Reduced v/c Ratio		0,30	0,03		0,74	0,18		0,83		0,98	1,12	0,96

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 7 (9%), Referenced to phase 4:SBTL and 8:NBT, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 1,12
Intersection Signal Delay: 36,7 Intersection LOS: D
Intersection Capacity Utilization 110,5% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Graham & Acadie



Lane Group	ø3
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	3.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

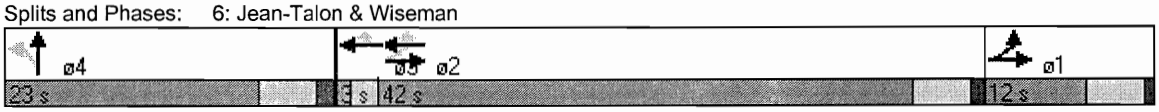
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3467	0	0	3163	1350	0	1748	0	0	0	0
Flt Permitted		0.711						0.986				
Satd. Flow (perm)	0	2478	0	0	3163	1285	0	1722	0	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	101	708	0	0	983	39	28	41	24	0	0	0
Lane Group Flow (vph)	0	809	0	0	1024	65	0	166	0	0	0	0
Turn Type	custom					Perm	Perm					
Protected Phases	1	2 1			2 3			4				
Permitted Phases	2					2 3	4					
Total Split (s)	12.0	54.0	0.0	0.0	45.0	45.0	23.0	23.0	0.0	0.0	0.0	0.0
Act Effct Green (s)		50.0			43.0	43.0		21.0				
Actuated g/C Ratio		0.62			0.54	0.54		0.26				
v/c Ratio		0.48			0.60	0.09		0.37				
Control Delay		3.4			16.3	7.9		26.9				
Queue Delay		0.0			0.0	0.0		0.0				
Total Delay		3.4			16.3	7.9		26.9				
LOS		A			B	A		C				
Approach Delay		3,4			15,8			26,9				
Approach LOS		A			B			C				
Queue Length 50th (m)		9.0			82.7	5.3		21.7				
Queue Length 95th (m)		m10.2			110.1	6.6		23.1				
Internal Link Dist (m)		153.2			170.6			105.7			165.8	
Turn Bay Length (m)						14.9						
Base Capacity (vph)		1672			1700	691		452				
Starvation Cap Reductn		0			0	0		0				
Spillback Cap Reductn		0			0	0		0				
Storage Cap Reductn		0			0	0		0				
Reduced v/c Ratio		0,48			0,60	0,09		0,37				

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 35 (44%), Referenced to phase 2:EBWB, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,60
Intersection Signal Delay: 11,8 Intersection LOS: B
Intersection Capacity Utilization 74,3% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Jean-Talon & Wiseman



Lane Group	ø2	ø3
Lane Configurations		
Total Lost Time (s)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Total Split (s)	42.0	3.0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

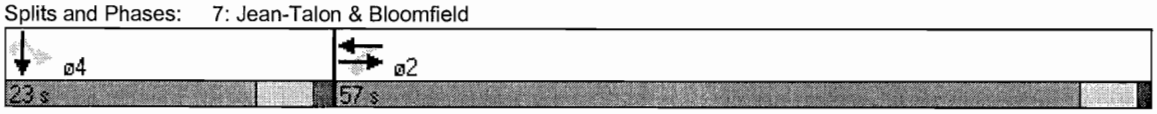
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3247	1277	0	3153	0	0	0	0	1787	1863	1380
Flt Permitted					0.852					0.950		
Satd. Flow (perm)	0	3247	1179	0	2691	0	0	0	0	1657	1863	1273
Satd. Flow (RTOR)												
Volume (vph)	0	690	18	72	1129	0	0	0	0	159	92	22
Lane Group Flow (vph)	0	690	18	0	1286	0	0	0	0	189	106	31
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			2						4	
Permitted Phases			2	2						4		4
Total Split (s)	0.0	57.0	57.0	57.0	57.0	0.0	0.0	0.0	0.0	23.0	23.0	23.0
Act Effct Green (s)		55.0	55.0		55.0					21.0	21.0	21.0
Actuated g/C Ratio		0.69	0.69		0.69					0.26	0.26	0.26
v/c Ratio		0.31	0.02		0.70					0.43	0.22	0.09
Control Delay		5.4	3.1		5.9					28.3	24.5	23.3
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		5.4	3.1		5.9					28.3	24.5	23.3
LOS		A	A		A					C	C	C
Approach Delay		5,4			5,9						26,6	
Approach LOS		A			A						C	
Queue Length 50th (m)		20.6	0.6		14.5					25.1	13.2	3.8
Queue Length 95th (m)		31.8	m1.3		17.3					40.8	25.1	8.2
Internal Link Dist (m)		170.6			113.9			124.0			160.0	
Turn Bay Length (m)			15.6							8.7		32.0
Base Capacity (vph)		2232	811		1850					435	489	334
Starvation Cap Reductn		0	0		0					0	0	0
Spillback Cap Reductn		0	0		0					0	0	0
Storage Cap Reductn		0	0		0					0	0	0
Reduced v/c Ratio		0,31	0,02		0,70					0,43	0,22	0,09

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 69 (86%), Referenced to phase 2:EBWB, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,70
Intersection Signal Delay: 8,6 Intersection LOS: A
Intersection Capacity Utilization 76,7% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Jean-Talon & Bloomfield

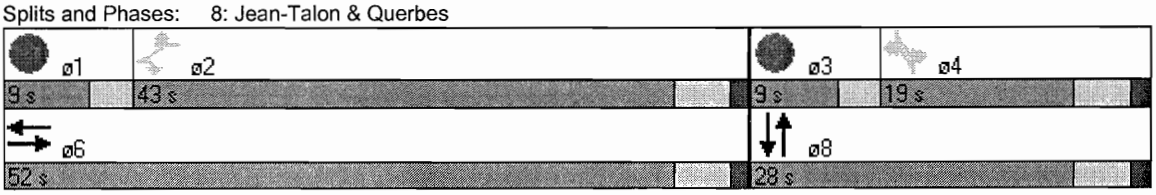


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1597	3278	1418	0	3376	1418	1805	1863	1615	1641	1881	1538
Flt Permitted	0.205						0.648			0.679		
Satd. Flow (perm)	336	3278	1274	0	3376	1286	1149	1863	1419	1088	1881	1354
Satd. Flow (RTOR)												
Volume (vph)	28	739	50	0	1128	119	11	110	11	87	152	15
Lane Group Flow (vph)	28	739	50	0	1200	157	20	122	16	119	173	27
Turn Type	custom		custom			custom	custom		custom	custom		custom
Protected Phases		6			6			8			8	
Permitted Phases	2		2			2	4		4	4		4
Total Split (s)	43.0	52.0	43.0	0.0	52.0	43.0	19.0	28.0	19.0	19.0	28.0	19.0
Act Effct Green (s)	41.0	50.0	41.0		50.0	41.0	17.0	26.0	17.0	17.0	26.0	17.0
Actuated g/C Ratio	0.51	0.62	0.51		0.62	0.51	0.21	0.32	0.21	0.21	0.32	0.21
v/c Ratio	0.16	0.36	0.08		0.57	0.24	0.08	0.20	0.05	0.52	0.28	0.09
Control Delay	6.8	3.2	4.7		10.1	12.1	18.6	14.9	18.3	37.0	21.7	26.5
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.8	3.2	4.7		10.1	12.1	18.6	14.9	18.3	37.0	21.7	26.5
LOS	A	A	A		B	B	B	B	B	D	C	C
Approach Delay		3,4			10,3			15,7			27,8	
Approach LOS		A			B			B			C	
Queue Length 50th (m)	1.2	14.7	2.0		52.2	13.2	1.6	8.1	1.3	16.9	20.3	3.5
Queue Length 95th (m)	m3.2	17.0	4.9		69.2	19.9	2.9	14.7	3.1	26.2	35.1	6.2
Internal Link Dist (m)		113.9			331.0			297.3			178.3	
Turn Bay Length (m)	2.0		17.0			17.0	2.0		2.0	2.0		11.7
Base Capacity (vph)	172	2049	653		2110	659	244	605	302	231	611	288
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0,16	0,36	0,08		0,57	0,24	0,08	0,20	0,05	0,52	0,28	0,09

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBL, Start of Green, Master Intersection
Control Type: Pretimed
Maximum v/c Ratio: 0,57
Intersection Signal Delay: 10,6 Intersection LOS: B
Intersection Capacity Utilization 65,4% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Jean-Talon & Querbes



Lane Group	ø1	ø3
Lane Configurations		
Total Lost Time (s)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	3
Permitted Phases		
Total Split (s)	9.0	9.0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

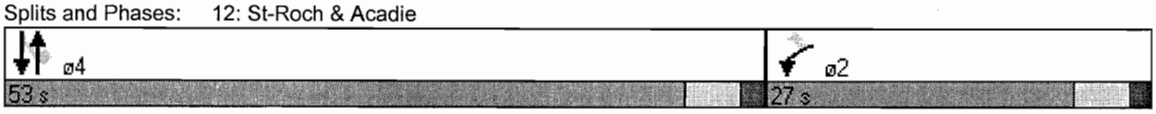
Intersection Summary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1688	1525	3539	1615	0	5068
Flt Permitted	0.950					0.798
Satd. Flow (perm)	1686	1501	3539	1553	0	4052
Satd. Flow (RTOR)						
Volume (vph)	86	48	944	10	82	2004
Lane Group Flow (vph)	137	68	1073	16	0	2210
Turn Type		Perm		Perm	Perm	
Protected Phases	2		4			4
Permitted Phases		2		4	4	
Total Split (s)	27.0	27.0	53.0	53.0	53.0	53.0
Act Effct Green (s)	25.0	25.0	51.0	51.0		51.0
Actuated g/C Ratio	0.31	0.31	0.64	0.64		0.64
v/c Ratio	0.26	0.14	0.48	0.02		0.86
Control Delay	22.3	20.9	14.7	6.5		16.0
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	22.3	20.9	14.7	6.5		16.0
LOS	C	C	B	A		B
Approach Delay	21,8		14,5			16,0
Approach LOS	C		B			B
Queue Length 50th (m)	16.2	7.8	79.2	1.4		91.0
Queue Length 95th (m)	20.3	13.3	96.0	m1.9		117.0
Internal Link Dist (m)	328.2		461.4			527.5
Turn Bay Length (m)		4.0		27.0		
Base Capacity (vph)	528	469	2256	990		2583
Starvation Cap Reductn	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0,26	0,14	0,48	0,02		0,86

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 51 (64%), Referenced to phase 4:NBSB, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,86
Intersection Signal Delay: 15,9 Intersection LOS: B
Intersection Capacity Utilization 94,3% ICU Level of Service F
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: St-Roch & Acadie

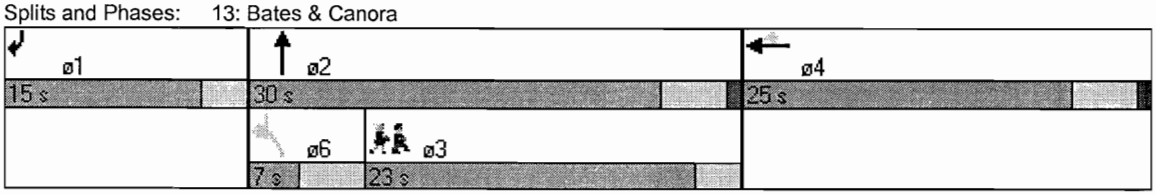


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	0	0	0	1865	1512	1805	3244	0	0	0	2587
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	1865	1490	1767	3244	0	0	0	2510
Satd. Flow (RTOR)												
Volume (vph)	0	0	0	0	155	67	16	345	116	0	0	539
Lane Group Flow (vph)	0	0	0	0	176	76	21	591	0	0	0	556
Turn Type						Perm	custom					custom
Protected Phases					4			2				1
Permitted Phases						4	6					6
Total Split (s)	0.0	0.0	0.0	0.0	25.0	25.0	7.0	30.0	0.0	0.0	0.0	15.0
Act Effct Green (s)					23.0	23.0	18.8	28.0				31.8
Actuated g/C Ratio					0.33	0.33	0.27	0.40				0.45
v/c Ratio					0.29	0.16	0.04	0.46				0.48
Control Delay					19.0	17.8	27.6	16.8				18.0
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay					19.0	17.8	27.6	16.8				18.0
LOS					B	B	C	B				B
Approach Delay					18,6			17,2				
Approach LOS					B			B				
Queue Length 50th (m)					17.7	7.3	1.7	30.4				17.6
Queue Length 95th (m)					31.7	16.1	8.0	36.5				#52.5
Internal Link Dist (m)		132.8			823.6			242.7			69.8	
Turn Bay Length (m)						15.0	50.0					
Base Capacity (vph)					613	490	475	1298				1154
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0,29	0,16	0,04	0,46				0,48

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 1:SBR, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,48
Intersection Signal Delay: 17,8 — Intersection LOS: B
Intersection Capacity Utilization 47,7% — ICU Level of Service A
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Bates & Canora



Lane Group	ø3
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	23.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

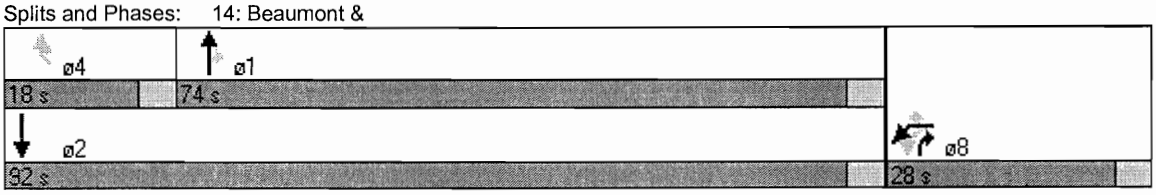
Intersection Summary

Lane Group	WBL2	WBL	WBR	NBT	NBR	SBT	SBR	NWR	NWR2
Lane Configurations									
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1622	1603	1334	1863	1583	3655	0	1215	1235
Flt Permitted	0.950	0.950							
Satd. Flow (perm)	1622	1603	1334	1863	1583	3655	0	1215	1235
Satd. Flow (RTOR)									
Volume (vph)	534	0	82	641	567	1468	101	11	12
Lane Group Flow (vph)	322	321	99	772	683	1891	0	13	14
Turn Type	Perm		Perm		custom			custom	custom
Protected Phases		8		1	8	2			
Permitted Phases	8		8		1			4	4
Total Split (s)	28.0	28.0	28.0	74.0	28.0	92.0	0.0	18.0	18.0
Act Effct Green (s)	25.9	25.9	25.9	93.6	110.4	90.1		45.7	45.7
Actuated g/C Ratio	0.22	0.22	0.22	0.78	0.92	0.75		0.38	0.38
v/c Ratio	0.92	0.93	0.34	0.53	0.47	0.69		0.03	0.03
Control Delay	78.5	80.2	43.8	11.6	2.5	5.9		48.0	48.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	3.7		0.0	0.0
Total Delay	78.5	80.2	43.8	11.6	2.5	9.6		48.0	48.2
LOS	E	F	D	B	A	A		D	D
Approach Delay		74,6		7,3		9,6			
Approach LOS		E		A		A			
Queue Length 50th (m)	82.7	82.6	20.9	111.4	26.8	44.5		3.0	3.2
Queue Length 95th (m)	#122.8	#122.9	34.8	131.5	32.8	52.7		8.7	9.4
Internal Link Dist (m)		426.1		284.3		124.1			
Turn Bay Length (m)	150.0	150.0							
Base Capacity (vph)	351	347	289	1453	1456	2745		487	495
Starvation Cap Reductn	0	0	0	0	0	749		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0,92	0,93	0,34	0,53	0,47	0,95		0,03	0,03

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 22 (18%), Referenced to phase 2:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,93
Intersection Signal Delay: 20,8 Intersection LOS: C
Intersection Capacity Utilization 65,3% ICU Level of Service C
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: Beaumont &

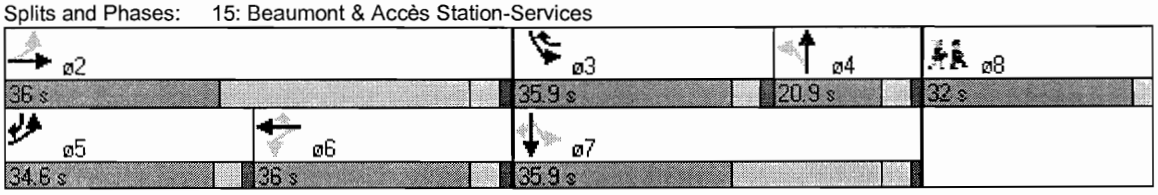


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1521	3089	0	0	1875	1581	0	3418	0	1609	1620	1516
Flt Permitted	0.111	0.572			0.956			0.709		0.573	0.552	
Satd. Flow (perm)	178	1814	0	0	1796	1581	0	2490	0	971	937	1516
Satd. Flow (RTOR)												
Volume (vph)	519	180	14	7	272	152	20	14	10	499	13	435
Lane Group Flow (vph)	317	601	0	0	352	197	0	88	0	281	296	640
Turn Type	pm+pt			Perm		pm+ov	Perm			pm+pt		pm+ov
Protected Phases	5	2			6	3		4		3	7	5
Permitted Phases	2			6		6	4			7		7
Total Split (s)	34.6	36.0	0.0	36.0	36.0	35.9	20.9	20.9	0.0	35.9	35.9	34.6
Act Effct Green (s)	60.3	60.3			30.0	58.1		14.3		37.8	37.8	67.6
Actuated g/C Ratio	0.54	0.54			0.27	0.52		0.13		0.34	0.34	0.60
v/c Ratio	0.74	0.46			0.73	0.24		0.28		0.59	0.63	0.70
Control Delay	44.1	21.5			54.3	22.3		58.6		39.7	40.7	17.3
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	0.5
Total Delay	44.1	21.5			54.3	22.3		58.6		39.7	40.7	17.8
LOS	D	C			D	C		E		D	D	B
Approach Delay		29,3			42,8			58,6			28,4	
Approach LOS		C			D			E			C	
Queue Length 50th (m)	50.2	33.1			68.2	22.5		9.5		51.1	54.3	74.9
Queue Length 95th (m)	#134.2	68.4			#145.9	51.2		15.2		109.7	102.6	64.9
Internal Link Dist (m)		426.1			217.0			49.6			204.9	
Turn Bay Length (m)	175.0					50.0						40.0
Base Capacity (vph)	497	1340			573	887		433		549	547	937
Starvation Cap Reductn	0	0			0	0		0		0	0	68
Spillback Cap Reductn	0	0			0	0		0		0	0	0
Storage Cap Reductn	0	0			0	0		0		0	0	0
Reduced v/c Ratio	0,64	0,45			0,61	0,22		0,20		0,51	0,54	0,74

Intersection Summary

Cycle Length: 159.4
Actuated Cycle Length: 112
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0,74
Intersection Signal Delay: 32,5 — Intersection LOS: C
Intersection Capacity Utilization 59,9% — ICU Level of Service B
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Beaumont & Accès Station-Services



Lane Group	ø8
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Total Split (s)	32.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

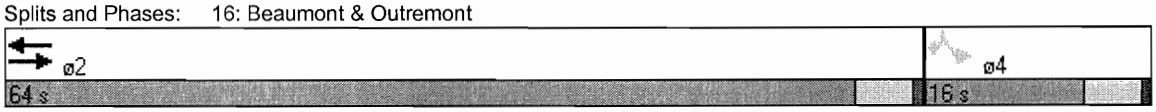
Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3409	1824	0	1730	1518
Flt Permitted					0.950	
Satd. Flow (perm)	0	3409	1824	0	1592	1416
Satd. Flow (RTOR)						
Volume (vph)	0	632	402	0	41	28
Lane Group Flow (vph)	0	702	490	0	62	42
Turn Type						custom
Protected Phases		2	2			
Permitted Phases					4	4
Total Split (s)	0.0	64.0	64.0	0.0	16.0	16.0
Act Effct Green (s)		62.0	62.0		14.0	14.0
Actuated g/C Ratio		0.78	0.78		0.18	0.18
v/c Ratio		0.27	0.35		0.22	0.17
Control Delay		2.8	3.1		30.8	30.1
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		2.8	3.1		30.8	30.1
LOS		A	A		C	C
Approach Delay		2,8	3,1		30,5	
Approach LOS		A	A		C	
Queue Length 50th (m)		12.4	15.0		8.6	5.8
Queue Length 95th (m)		17.1	19.7		13.9	10.6
Internal Link Dist (m)		217.0	250.0		121.6	
Turn Bay Length (m)						
Base Capacity (vph)		2642	1414		279	248
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0,27	0,35		0,22	0,17

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 7 (9%), Referenced to phase 2:EBWB, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,35
Intersection Signal Delay: 5,1 — Intersection LOS: A
Intersection Capacity Utilization 36,1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 16: Beaumont & Outremont

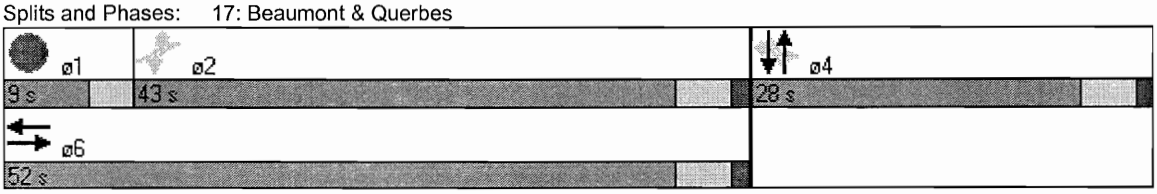


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3203	0	0	1687	1484	0	1438	0	0	1759	1615
Flt Permitted		0.926			0.975			0.965			0.766	
Satd. Flow (perm)	0	2965	0	0	1648	1378	0	1388	0	0	1388	1456
Satd. Flow (RTOR)												
Volume (vph)	25	586	3	9	360	84	1	5	3	228	2	42
Lane Group Flow (vph)	0	688	0	0	423	100	0	28	0	0	251	58
Turn Type	custom			custom		custom	Perm			Perm		Perm
Protected Phases		6			6			4			4	
Permitted Phases	2			2		2	4			4		4
Total Split (s)	43.0	52.0	0.0	43.0	52.0	43.0	28.0	28.0	0.0	28.0	28.0	28.0
Act Effct Green (s)		50.0			50.0	41.0		26.0			26.0	26.0
Actuated g/C Ratio		0.62			0.62	0.51		0.32			0.32	0.32
v/c Ratio		0.37			0.41	0.14		0.06			0.56	0.12
Control Delay		6.5			9.1	11.0		19.2			22.3	13.8
Queue Delay		0.0			0.0	0.0		0.0			0.0	0.0
Total Delay		6.5			9.1	11.0		19.2			22.3	13.8
LOS		A			A	B		B			C	B
Approach Delay		6,5			9,4			19,2			20,7	
Approach LOS		A			A			B			C	
Queue Length 50th (m)		19.4			30.3	7.9		3.1			36.7	3.4
Queue Length 95th (m)		24.9			46.9	14.8		3.9			7.8	7.2
Internal Link Dist (m)		250.0			212.7			42.2			297.3	
Turn Bay Length (m)						2.0						4.7
Base Capacity (vph)		1853			1030	706		451			451	473
Starvation Cap Reductn		0			0	0		0			0	0
Spillback Cap Reductn		0			0	0		0			0	0
Storage Cap Reductn		0			0	0		0			0	0
Reduced v/c Ratio		0,37			0,41	0,14		0,06			0,56	0,12

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 28 (35%), Referenced to phase 2:EBWBL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,56
Intersection Signal Delay: 10,6 — Intersection LOS: B
Intersection Capacity Utilization 60,7% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 17: Beaumont & Querbes



Lane Group	ø1
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	1
Permitted Phases	
Total Split (s)	9.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

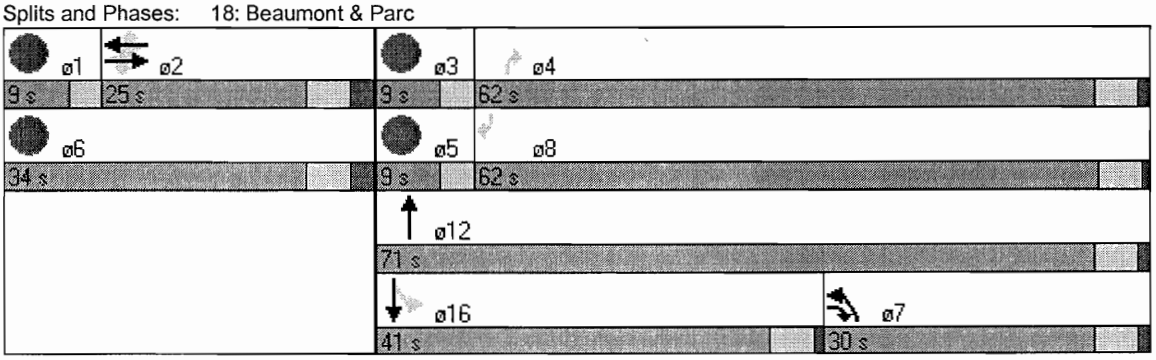
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1782	1372	0	1824	1615	1736	1720	1615	0	3438	1615
Flt Permitted		0.851			0.871		0.950					
Satd. Flow (perm)	0	1433	1353	0	1650	1370	1705	1720	1518	0	3438	1549
Satd. Flow (RTOR)												
Volume (vph)	34	22	752	5	1	1	362	455	14	0	574	2
Lane Group Flow (vph)	0	64	885	0	6	1	377	474	15	0	675	2
Turn Type	Perm		pm+ov	Perm		Perm	Prot		custom	Perm		custom
Protected Phases		2	7		2		7	12			16	
Permitted Phases	2		2	2		2			4	16		8
Total Split (s)	25.0	25.0	30.0	25.0	25.0	25.0	30.0	71.0	62.0	41.0	41.0	62.0
Act Effct Green (s)		16.8	69.6		16.8	16.8	55.3	87.5	85.7		29.8	85.7
Actuated g/C Ratio		0.16	0.66		0.16	0.16	0.53	0.83	0.82		0.28	0.82
v/c Ratio		0.28	0.98		0.02	0.00	0.41	0.33	0.01		0.69	0.00
Control Delay		40.1	43.3		33.7	32.0	13.2	3.4	3.9		37.0	5.5
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		40.1	43.3		33.7	32.0	13.2	3.4	3.9		37.0	5.5
LOS		D	D		C	C	B	A	A		D	A
Approach Delay		43,0			33,4			7,7			36,9	
Approach LOS		D			C			A			D	
Queue Length 50th (m)		12.5	156.5		1.1	0.2	25.1	16.1	0.5		67.6	0.1
Queue Length 95th (m)		22.5	#186.8		4.4	1.6	59.4	29.6	m1.4		74.2	1.1
Internal Link Dist (m)		212.7			326.1			445.9			317.6	
Turn Bay Length (m)						2.0			2.0			30.0
Base Capacity (vph)		323	907		371	309	915	1433	1239		1277	1264
Starvation Cap Reductn		0	0		0	0	0	0	0		0	0
Spillback Cap Reductn		0	0		0	0	0	0	0		0	0
Storage Cap Reductn		0	0		0	0	0	0	0		0	0
Reduced v/c Ratio		0,20	0,98		0,02	0,00	0,41	0,33	0,01		0,53	0,00

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 19 (18%), Referenced to phase 7:NBL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,98
Intersection Signal Delay: 29,1 Intersection LOS: C
Intersection Capacity Utilization 85,2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Beaumont & Parc



Lane Group	ø1	ø3	ø5	ø6
Lane Configurations				
Total Lost Time (s)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Volume (vph)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	1	3	5	6
Permitted Phases				
Total Split (s)	9.0	9.0	9.0	34.0
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (m)				
Queue Length 95th (m)				
Internal Link Dist (m)				
Turn Bay Length (m)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

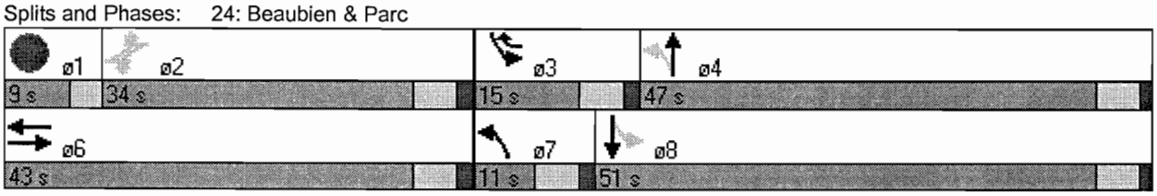
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1513	1689	1568	1671	1965	1566	1671	3215	0	1750	3374	0
Flt Permitted	0.602			0.682			0.089			0.190		
Satd. Flow (perm)	922	1689	1505	1151	1965	1512	156	3215	0	348	3374	0
Satd. Flow (RTOR)												
Volume (vph)	43	107	89	212	234	85	79	703	85	153	1055	123
Lane Group Flow (vph)	47	116	97	230	254	92	86	856	0	166	1281	0
Turn Type	custom		custom	custom		custom	pm+pt			pm+pt		
Protected Phases		6			6	3	7	4		3	8	
Permitted Phases	2		2	2		2	4			8		
Total Split (s)	34.0	43.0	34.0	34.0	43.0	15.0	11.0	47.0	0.0	15.0	51.0	0.0
Act Effct Green (s)	32.0	41.0	32.0	32.0	41.0	44.2	54.8	45.8		60.0	51.2	
Actuated g/C Ratio	0.30	0.39	0.30	0.30	0.39	0.42	0.52	0.44		0.57	0.49	
v/c Ratio	0.17	0.18	0.21	0.66	0.33	0.14	0.41	0.61		0.46	0.78	
Control Delay	28.8	21.9	28.7	40.0	22.8	16.8	22.2	22.4		12.1	19.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.8	21.9	28.7	40.0	22.8	16.8	22.2	22.4		12.1	19.3	
LOS	C	C	C	D	C	B	C	C		B	B	
Approach Delay		25,7			28,7			22,4			18,5	
Approach LOS		C			C			C			B	
Queue Length 50th (m)	7.4	16.1	15.5	43.2	37.9	11.5	8.5	51.3		12.6	87.9	
Queue Length 95th (m)	17.1	28.9	29.1	65.0	46.0	15.7	m14.6	m75.0		m16.8	m112.4	
Internal Link Dist (m)		70.9			154.4			221.3			445.9	
Turn Bay Length (m)			5.0			30.0	16.0			75.0		
Base Capacity (vph)	281	660	459	351	767	643	211	1402		372	1646	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	10	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0,17	0,18	0,21	0,66	0,33	0,14	0,41	0,61		0,45	0,78	

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 82 (78%), Referenced to phase 4:NBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,78
Intersection Signal Delay: 22,0 Intersection LOS: C
Intersection Capacity Utilization 78,6% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: Beaubien & Parc



Lane Group	ø1
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	1
Permitted Phases	
Total Split (s)	9.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1742	1583	0	3224	0	0	1908	1568	0	3407	0
Flt Permitted												
Satd. Flow (perm)	0	1742	1497	0	3224	0	0	1908	1526	0	3407	0
Satd. Flow (RTOR)												
Volume (vph)	0	697	22	0	824	149	0	718	60	0	1247	109
Lane Group Flow (vph)	0	734	29	0	1205	0	0	756	71	0	1598	0
Turn Type			Perm						Perm			
Protected Phases		2			2			4			4	
Permitted Phases			2						4			
Total Split (s)	0.0	45.0	45.0	0.0	45.0	0.0	0.0	60.0	60.0	0.0	60.0	0.0
Act Effct Green (s)		43.0	43.0		43.0			58.0	58.0		58.0	
Actuated g/C Ratio		0.41	0.41		0.41			0.55	0.55		0.55	
v/c Ratio		1.03	0.05		0.91			0.72	0.08		0.85	
Control Delay		73.3	19.1		33.4			22.3	11.4		12.9	
Queue Delay		0.0	0.0		0.0			0.0	0.0		0.0	
Total Delay		73.3	19.1		33.4			22.3	11.4		12.9	
LOS		E	B		C			C	B		B	
Approach Delay		71,2			33,4			21,3			12,9	
Approach LOS		E			C			C			B	
Queue Length 50th (m)		~169.5	3.7		71.1			114.2	6.8		48.8	
Queue Length 95th (m)		#242.2	8.1		71.7			161.4	12.8		54.8	
Internal Link Dist (m)		73.9			70.4			411.7			221.3	
Turn Bay Length (m)									103.0			
Base Capacity (vph)		713	613		1320			1054	843		1882	
Starvation Cap Reductn		0	0		0			0	0		2	
Spillback Cap Reductn		0	0		0			0	0		0	
Storage Cap Reductn		0	0		0			0	0		0	
Reduced v/c Ratio		1,03	0,05		0,91			0,72	0,08		0,85	

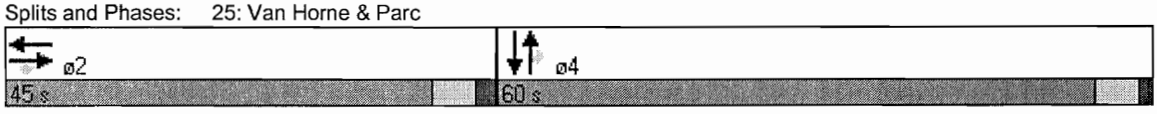
Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 85 (81%), Referenced to phase 4:NBSB, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 1,03
Intersection Signal Delay: 30,2 — Intersection LOS: C
Intersection Capacity Utilization 81,8% — ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 25: Van Horne & Parc

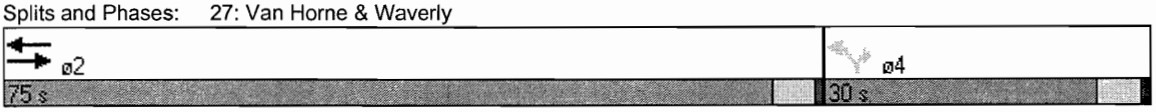


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	3493	0	0	3505	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	3493	0	0	3505	1727	1489
Satd. Flow (RTOR)						
Volume (vph)	778	5	0	1019	53	54
Lane Group Flow (vph)	824	0	0	1171	66	87
Turn Type						custom
Protected Phases	2			2		
Permitted Phases					4	4
Total Split (s)	75.0	0.0	0.0	75.0	30.0	30.0
Act Effct Green (s)	73.0			73.0	28.0	28.0
Actuated g/C Ratio	0.70			0.70	0.27	0.27
v/c Ratio	0.34			0.48	0.14	0.22
Control Delay	0.7			8.1	30.5	31.8
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	0.7			8.1	30.5	31.8
LOS	A			A	C	C
Approach Delay	0,7			8,1	31,2	
Approach LOS	A			A	C	
Queue Length 50th (m)	2.8			53.4	10.8	14.6
Queue Length 95th (m)	m2.8			63.4	19.4	18.8
Internal Link Dist (m)	139.1			82.8	150.4	
Turn Bay Length (m)						
Base Capacity (vph)	2428			2437	461	397
Starvation Cap Reductn	0			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0,34			0,48	0,14	0,22

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 9 (9%), Referenced to phase 4:NBL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,48
Intersection Signal Delay: 6,9 Intersection LOS: A
Intersection Capacity Utilization 46,2% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 27: Van Horne & Waverly

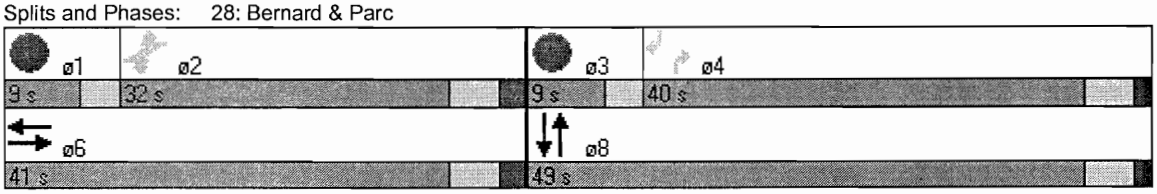


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1770	1642	1492	1787	1722	1463	0	1810	1524	0	3505	1615
Flt Permitted	0.413			0.642								
Satd. Flow (perm)	589	1642	1386	1125	1722	937	0	1810	1383	0	3505	1455
Satd. Flow (RTOR)												
Volume (vph)	118	130	83	122	326	39	0	639	52	0	1290	135
Lane Group Flow (vph)	164	183	92	137	441	45	0	695	60	0	1344	161
Turn Type	custom		custom	custom		custom			custom			custom
Protected Phases		6			6			8			8	
Permitted Phases	2		2	2		2			4			4
Total Split (s)	32.0	41.0	32.0	32.0	41.0	32.0	0.0	49.0	40.0	0.0	49.0	40.0
Act Effct Green (s)	30.0	39.0	30.0	30.0	39.0	30.0		47.0	38.0		47.0	38.0
Actuated g/C Ratio	0.33	0.43	0.33	0.33	0.43	0.33		0.52	0.42		0.52	0.42
v/c Ratio	0.84	0.26	0.20	0.37	0.59	0.14		0.74	0.10		0.73	0.26
Control Delay	63.9	17.5	22.9	26.3	23.5	22.6		22.5	16.4		19.7	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	63.9	17.5	22.9	26.3	23.5	22.6		22.5	16.4		19.7	18.4
LOS	E	B	C	C	C	C		C	B		B	B
Approach Delay		36,0			24,0			22,0			19,6	
Approach LOS		D			C			C			B	
Queue Length 50th (m)	27.3	20.6	11.8	18.7	59.4	5.7		92.9	6.4		94.4	18.5
Queue Length 95th (m)	#44.3	26.8	23.8	34.9	68.2	13.3		138.5	13.5		120.8	30.3
Internal Link Dist (m)		450.3			295.2			166.3			411.7	
Turn Bay Length (m)	2.0		37.0	2.0		30.0			50.0			50.0
Base Capacity (vph)	196	712	462	375	746	312		945	584		1830	614
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0,84	0,26	0,20	0,37	0,59	0,14		0,74	0,10		0,73	0,26

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 41 (46%), Referenced to phase 4:SBR, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,84
Intersection Signal Delay: 23,1 Intersection LOS: C
Intersection Capacity Utilization 72,3% ICU Level of Service C
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 28: Bernard & Parc



Lane Group	ø1	ø3
Lane Configurations		
Total Lost Time (s)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	3
Permitted Phases		
Total Split (s)	9.0	9.0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

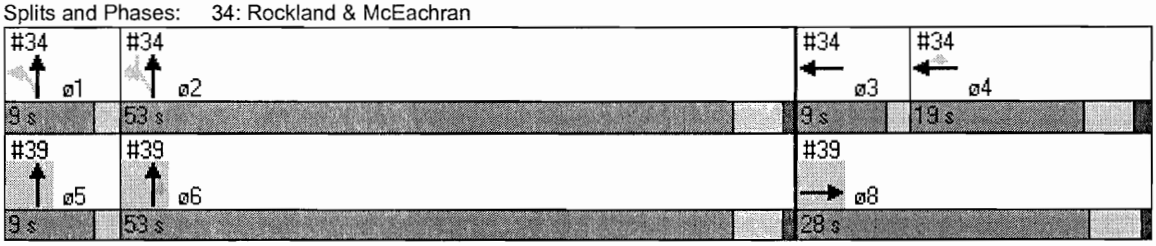
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	0	0	0	1900	1615	1752	1776	0	0	0	1611
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	1900	1615	1752	1776	0	0	0	1611
Satd. Flow (RTOR)												
Volume (vph)	0	0	0	0	268	7	690	173	0	0	0	252
Lane Group Flow (vph)	0	0	0	0	291	8	750	188	0	0	0	274
Turn Type						custom	Perm					custom
Protected Phases					3 4			1 2				
Permitted Phases						4	1 2					2
Total Split (s)	0.0	0.0	0.0	0.0	28.0	19.0	62.0	62.0	0.0	0.0	0.0	53.0
Act Effct Green (s)					26.0	17.0	60.0	60.0				51.0
Actuated g/C Ratio					0.29	0.19	0.67	0.67				0.57
v/c Ratio					0.53	0.03	0.64	0.16				0.30
Control Delay					31.1	30.1	5.6	1.2				11.3
Queue Delay					0.0	0.0	0.0	0.7				0.0
Total Delay					31.1	30.1	5.6	2.0				11.3
LOS					C	C	A	A				B
Approach Delay					31,1			4,8				
Approach LOS					C			A				
Queue Length 50th (m)					44.3	1.2	22.6	1.3				24.2
Queue Length 95th (m)					69.7	5.0	39.4	2.1				39.2
Internal Link Dist (m)		131.1			280.0			19.1			112.9	
Turn Bay Length (m)						15.0						
Base Capacity (vph)					549	305	1168	1184				913
Starvation Cap Reductn					0	0	0	722				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0,53	0,03	0,64	0,41				0,30

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 57 (63%), Referenced to phase 2:NBTL and 6:, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,64
Intersection Signal Delay: 11,2 — Intersection LOS: B
Intersection Capacity Utilization 74,3% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 34: Rockland & McEachran



Lane Group	ø1	ø3	ø5	ø6	ø8
Lane Configurations					
Total Lost Time (s)					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Satd. Flow (RTOR)					
Volume (vph)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	3	5	6	8
Permitted Phases					
Total Split (s)	9.0	9.0	9.0	53.0	28.0
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (m)					
Queue Length 95th (m)					
Internal Link Dist (m)					
Turn Bay Length (m)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

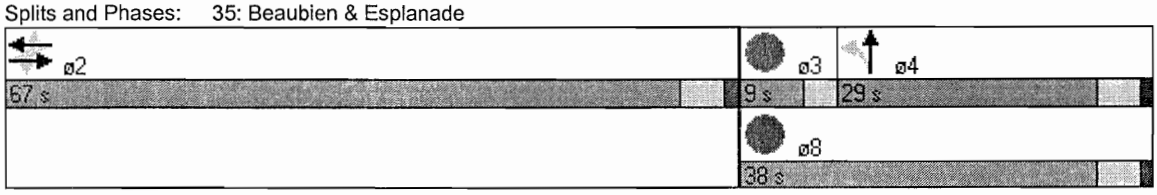
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1696	0	0	3133	0	0	1627	0	0	0	0
Flt Permitted		0.869			0.897			0.978				
Satd. Flow (perm)	0	1475	0	0	2819	0	0	1621	0	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	55	431	10	31	547	65	7	2	8	0	0	0
Lane Group Flow (vph)	0	557	0	0	720	0	0	20	0	0	0	0
Turn Type	Perm			Perm			Perm					
Protected Phases		2			2			4				
Permitted Phases	2			2			4					
Total Split (s)	67.0	67.0	0.0	67.0	67.0	0.0	29.0	29.0	0.0	0.0	0.0	0.0
Act Effct Green (s)		96.7			96.7			11.6				
Actuated g/C Ratio		0.92			0.92			0.11				
v/c Ratio		0.41			0.28			0.11				
Control Delay		3.4			1.8			43.4				
Queue Delay		0.0			0.0			0.0				
Total Delay		3.4			1.8			43.4				
LOS		A			A			D				
Approach Delay		3,4			1,8			43,4				
Approach LOS		A			A			D				
Queue Length 50th (m)		0.0			0.0			3.9				
Queue Length 95th (m)		77.8			29.8			11.3				
Internal Link Dist (m)		154.4			167.7			115.4			141.4	
Turn Bay Length (m)												
Base Capacity (vph)		1359			2597			417				
Starvation Cap Reductn		45			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0,42			0,28			0,05				

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 44 (42%), Referenced to phase 2:EBWB, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,41
Intersection Signal Delay: 3,2 — Intersection LOS: A
Intersection Capacity Utilization 63,2% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 35: Beaubien & Esplanade



Lane Group	ø3	ø8
Lane Configurations		
Total Lost Time (s)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	8
Permitted Phases		
Total Split (s)	9.0	38.0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

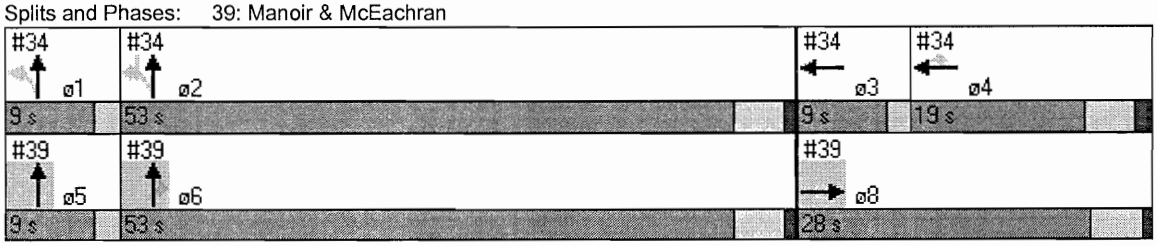
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1900	0	0	0	0	0	3355	1615	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1900	0	0	0	0	0	3355	1445	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	0	239	0	0	0	0	0	863	16	0	0	0
Lane Group Flow (vph)	0	260	0	0	0	0	0	970	17	0	0	0
Turn Type									custom			
Protected Phases		8						5 6				
Permitted Phases									6			
Total Split (s)	0.0	28.0	0.0	0.0	0.0	0.0	0.0	62.0	53.0	0.0	0.0	0.0
Act Effct Green (s)		26.0						60.0	51.0			
Actuated g/C Ratio		0.29						0.67	0.57			
v/c Ratio		0.47						0.43	0.02			
Control Delay		29.8						7.8	8.7			
Queue Delay		0.0						0.0	0.0			
Total Delay		29.8						7.8	8.7			
LOS		C						A	A			
Approach Delay		29,8						7,8				
Approach LOS		C						A				
Queue Length 50th (m)		38.9						38.4	1.3			
Queue Length 95th (m)		62.3						49.2	4.1			
Internal Link Dist (m)		64.4			269.8			97.7			19.1	
Turn Bay Length (m)									5.0			
Base Capacity (vph)		549						2237	819			
Starvation Cap Reductn		0						0	0			
Spillback Cap Reductn		0						110	0			
Storage Cap Reductn		0						0	0			
Reduced v/c Ratio		0,47						0,46	0,02			

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 57 (63%), Referenced to phase 2:NBTL and 6:, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,64
Intersection Signal Delay: 12,4 — Intersection LOS: B
Intersection Capacity Utilization 74,3% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 39: Manoir & McEachran



Lane Group	ø1	ø2	ø3	ø4	ø5
Lane Configurations					
Total Lost Time (s)					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Satd. Flow (RTOR)					
Volume (vph)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	3	4	5
Permitted Phases					
Total Split (s)	9.0	53.0	9.0	19.0	9.0
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (m)					
Queue Length 95th (m)					
Internal Link Dist (m)					
Turn Bay Length (m)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

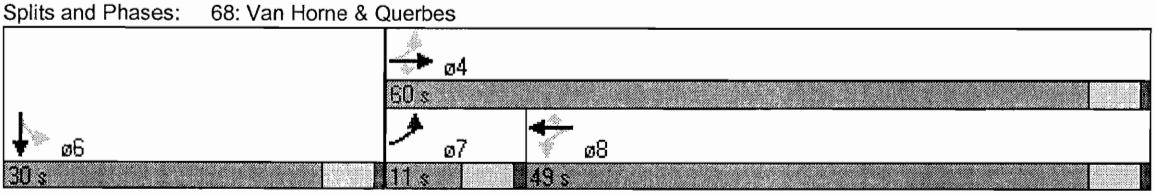
Intersection Summary

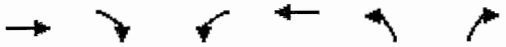
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1774	1509	0	1776	1615	0	0	0	0	1769	0
Flt Permitted		0.815			0.999						0.980	
Satd. Flow (perm)	0	1447	1509	0	1774	1615	0	0	0	0	1769	0
Satd. Flow (RTOR)												
Volume (vph)	15	635	14	2	802	28	0	0	0	21	18	11
Lane Group Flow (vph)	0	706	15	0	874	30	0	0	0	0	55	0
Turn Type	pm+pt		Perm	Perm		Perm				Perm		
Protected Phases	7	4			8						6	
Permitted Phases	4		4	8		8				6		
Total Split (s)	11.0	60.0	60.0	49.0	49.0	49.0	0.0	0.0	0.0	30.0	30.0	0.0
Act Effct Green (s)		58.0	58.0		47.0	47.0					28.0	
Actuated g/C Ratio		0.64	0.64		0.52	0.52					0.31	
v/c Ratio		0.73	0.02		0.94	0.04					0.10	
Control Delay		15.7	5.9		40.7	10.7					22.8	
Queue Delay		0.0	0.0		0.0	0.0					0.0	
Total Delay		15.7	5.9		40.7	10.7					22.8	
LOS		B	A		D	B					C	
Approach Delay		15,5			39,7						22,8	
Approach LOS		B			D						C	
Queue Length 50th (m)		67.9	0.9		141.9	2.5					7.1	
Queue Length 95th (m)		101.9	3.0		#229.8	6.7					15.9	
Internal Link Dist (m)		402.6			136.0			196.8			144.6	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		965	972		926	843					550	
Starvation Cap Reductn		0	0		0	0					0	
Spillback Cap Reductn		0	0		0	0					0	
Storage Cap Reductn		0	0		0	0					0	
Reduced v/c Ratio		0,73	0,02		0,94	0,04					0,10	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 19 (21%), Referenced to phase 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,94
Intersection Signal Delay: 28,8 Intersection LOS: C
Intersection Capacity Utilization 60,7% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 68: Van Horne & Querbes

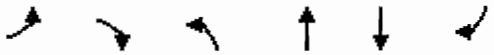




Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	0	59	37	0	115	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	64	40	0	125	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	64	40	125
Volume Left (vph)	0	40	125
Volume Right (vph)	64	0	0
Hadj (s)	-0,60	0,20	0,20
Departure Headway (s)	3,6	4,4	4,3
Degree Utilization, x	0,06	0,05	0,15
Capacity (veh/h)	952	782	808
Control Delay (s)	6,9	7,7	8,1
Approach Delay (s)	6,9	7,7	8,1
Approach LOS	A	A	A

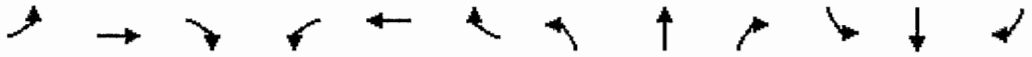
Intersection Summary			
Delay	7,7		
HCM Level of Service	A		
Intersection Capacity Utilization	16,4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	69	172	0	315	53	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	75	187	0	342	58	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	400	58	58			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	400	58	58			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	88	82	100			
cM capacity (veh/h)	610	1014	1560			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	262	342	58
Volume Left	75	0	0
Volume Right	187	0	0
cSH	852	1700	1700
Volume to Capacity	0,31	0,20	0,03
Queue Length 95th (m)	10,5	0,0	0,0
Control Delay (s)	11,1	0,0	0,0
Lane LOS	B		
Approach Delay (s)	11,1	0,0	0,0
Approach LOS	B		

Intersection Summary			
Average Delay	4,4		
Intersection Capacity Utilization	37,7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	11	4	0	0	3	304	0	0	1	217	4	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	4	0	0	3	330	0	0	1	236	4	4

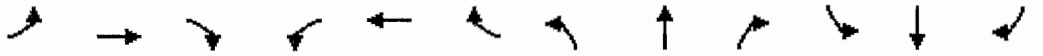
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total (vph)	16	334	1	238	7
Volume Left (vph)	12	0	0	236	0
Volume Right (vph)	0	330	1	0	4
Hadj (s)	0,15	-0,59	-0,60	0,50	-0,47
Departure Headway (s)	5,1	4,0	4,5	5,8	4,8
Degree Utilization, x	0,02	0,38	0,00	0,38	0,01
Capacity (veh/h)	643	844	714	595	709
Control Delay (s)	8,3	9,5	7,6	11,1	6,6
Approach Delay (s)	8,3	9,5	7,6	11,0	
Approach LOS	A	A	A	B	

Intersection Summary				
Delay	10,0			
HCM Level of Service	B			
Intersection Capacity Utilization	44,4%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Volume (vph)	616	579	0	18	24	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.77
Hourly flow rate (vph)	670	629	0	20	26	87

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	670	629	20	113
Volume Left (vph)	670	0	0	26
Volume Right (vph)	0	629	20	0
Hadj (s)	0,50	-0,70	-0,41	0,20
Departure Headway (s)	5,4	4,2	5,6	6,0
Degree Utilization, x	1,01	0,74	0,03	0,19
Capacity (veh/h)	658	850	630	589
Control Delay (s)	58,7	16,9	8,7	10,4
Approach Delay (s)	38,4		8,7	10,4
Approach LOS	E		A	B

Intersection Summary			
Delay	35,8		
HCM Level of Service	E		
Intersection Capacity Utilization	52,3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	42	0	0	0	0	0	0	239	565	1195
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.91	0.96
Hourly flow rate (vph)	0	0	46	0	0	0	0	0	0	249	621	1245
Pedestrians		7			1			7				
Lane Width (m)		3.5			3.6			0.0				
Walking Speed (m/s)		1.1			1.1			1.1				
Percent Blockage		1			0			0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1126	1127	635	1172	2372	1	1873			1		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1126	1127	635	1172	2372	1	1873			1		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	90	100	100	100	100			85		
cM capacity (veh/h)	160	174	460	132	30	1089	324			1634		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	46	0	249	621	1245
Volume Left	0	0	249	0	0
Volume Right	46	0	0	0	1245
cSH	460	1700	1634	1700	1700
Volume to Capacity	0,10	0,00	0,15	0,37	0,73
Queue Length 95th (m)	2,6	0,0	4,3	0,0	0,0
Control Delay (s)	13,7	0,0	7,6	0,0	0,0
Lane LOS	B	A	A		
Approach Delay (s)	13,7	0,0	0,9		
Approach LOS	B	A			

Intersection Summary			
Average Delay	1,2		
Intersection Capacity Utilization	103,3%	ICU Level of Service	G
Analysis Period (min)	15		

2: Jean-Talon & Canora Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	22.7	18.1	17.2	25.9	20.0
Stop/Veh	0.71	0.49	0.50	0.80	0.58
Vehicles Entered	778	1349	410	269	2806
Vehicles Exited	782	1353	411	267	2813
Hourly Exit Rate	782	1353	411	267	2813
Denied Entry Before	0	0	0	0	0
Denied Entry After	1	0	0	0	1

3: Jean-Talon & Clyde Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	24.3	20.0	24.7	34.2	23.8
Stop/Veh	0.52	0.74	0.67	0.72	0.67
Vehicles Entered	836	1302	30	439	2607
Vehicles Exited	841	1303	30	440	2614
Hourly Exit Rate	841	1303	30	440	2614
Denied Entry Before	0	1	0	0	1
Denied Entry After	0	1	0	0	1

4: Dresden & Rockland Performance by approach

Approach	EB	WB	NB	SB	SE	All
Delay / Veh (s)	31.0	45.1	47.6	51.6	40.9	44.2
Stop/Veh	0.52	0.86	0.85	0.94	0.89	0.81
Vehicles Entered	735	1597	730	756	9	3827
Vehicles Exited	735	1599	732	760	9	3835
Hourly Exit Rate	735	1599	732	760	9	3835
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

5: Graham & Acadie Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	21.0	8.1	30.3	148.6	78.5
Stop/Veh	0.70	0.14	0.75	3.25	1.75
Vehicles Entered	441	1099	712	1972	4224
Vehicles Exited	440	1101	711	1939	4191
Hourly Exit Rate	440	1101	711	1939	4191
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

6: Jean-Talon & Wiseman Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	5.4	13.3	28.3	10.9
Stop/Veh	0.21	0.56	0.79	0.43
Vehicles Entered	801	1183	90	2074
Vehicles Exited	802	1180	91	2073
Hourly Exit Rate	802	1180	91	2073
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

7: Jean-Talon & Bloomfield Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	5.2	6.6	61.2	12.9
Stop/Veh	0.28	0.18	1.25	0.35
Vehicles Entered	724	1234	277	2235
Vehicles Exited	725	1234	280	2239
Hourly Exit Rate	725	1234	280	2239
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

8: Jean-Talon & Querbes Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	3.5	12.3	24.7	75.2	16.5
Stop/Veh	0.15	0.45	0.59	1.41	0.46
Vehicles Entered	835	1273	134	255	2497
Vehicles Exited	836	1276	135	256	2503
Hourly Exit Rate	836	1276	135	256	2503
Denied Entry Before	0	1	0	0	1
Denied Entry After	0	0	0	0	0

12: St-Roch & Acadie Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	26.2	16.0	101.7	71.9
Stop/Veh	0.85	0.63	2.15	1.62
Vehicles Entered	128	979	2093	3200
Vehicles Exited	129	978	1975	3082
Hourly Exit Rate	129	978	1975	3082
Denied Entry Before	0	1	0	1
Denied Entry After	0	0	5	5

13: Bates & Canora Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	20.7	16.6	13.4	15.9
Stop/Veh	0.71	0.62	0.47	0.57
Vehicles Entered	223	478	572	1273
Vehicles Exited	225	477	572	1274
Hourly Exit Rate	225	477	572	1274
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

14: Beaumont & Rockland Performance by approach

Approach	WB	NB	SB	NW	All
Delay / Veh (s)	45.1	7.4	10.2	55.3	16.5
Stop/Veh	0.80	0.23	0.25	0.95	0.35
Vehicles Entered	701	1220	1540	19	3480
Vehicles Exited	695	1222	1546	19	3482
Hourly Exit Rate	695	1222	1546	19	3482
Denied Entry Before	0	0	1	0	1
Denied Entry After	0	0	0	0	0

15: Beaumont & Acadie Accès Station-Services Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	23.5	38.5	47.1	31.6	30.6
Stop/Veh	0.71	0.85	0.91	0.86	0.81
Vehicles Entered	719	432	44	916	2111
Vehicles Exited	718	432	45	916	2111
Hourly Exit Rate	718	432	45	916	2111
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

16: Beaumont & Outremont Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	4.2	5.1	34.3	6.4
Stop/Veh	0.20	0.23	0.91	0.25
Vehicles Entered	636	408	69	1113
Vehicles Exited	635	406	68	1109
Hourly Exit Rate	635	406	68	1109
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

17: Beaumont & Querbes Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	8.4	17.9	28.5	29.6	15.8
Stop/Veh	0.29	0.68	0.73	0.86	0.53
Vehicles Entered	659	442	11	271	1383
Vehicles Exited	658	443	11	272	1384
Hourly Exit Rate	658	443	11	272	1384
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

18: Beaumont & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	25.4	29.7	17.9	30.5	23.9
Stop/Veh	0.70	0.88	0.45	0.75	0.62
Vehicles Entered	795	8	836	573	2212
Vehicles Exited	803	8	830	571	2212
Hourly Exit Rate	803	8	830	571	2212
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

19: Accès UDM-3/M-1 & Durocher Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	2.8	4.3	4.3	3.9
Stop/Veh	1.00	1.00	1.00	1.00
Vehicles Entered	52	37	110	199
Vehicles Exited	52	37	110	199
Hourly Exit Rate	52	37	110	199
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

20: Promenade Nord & Durocher Performance by approach

Approach	NB	SB	All
Delay / Veh (s)	1.7	0.7	1.5
Stop/Veh	0.07	0.00	0.06
Vehicles Entered	365	89	454
Vehicles Exited	366	89	455
Hourly Exit Rate	366	89	455
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

21: Promenade Sud & Durocher Performance by approach

Approach	EB	NB	SB	All
Delay / Veh (s)	5.4	1.2	0.3	2.8
Stop/Veh	1.00	0.00	0.00	0.41
Vehicles Entered	242	300	49	591
Vehicles Exited	241	301	49	591
Hourly Exit Rate	241	301	49	591
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

22: Accès M-2 & Durocher Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	3.2	4.1	2.0	4.6	4.3
Stop/Veh	1.00	1.00	1.00	1.00	1.00
Vehicles Entered	12	293	1	226	532
Vehicles Exited	12	294	1	226	533
Hourly Exit Rate	12	294	1	226	533
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

23: Beaubien & Hutchison Performance by approach

Approach	EB	WB	All
Delay / Veh (s)	1.8	1.0	1.3
Stop/Veh	0.01	0.00	0.01
Vehicles Entered	221	415	636
Vehicles Exited	220	415	635
Hourly Exit Rate	220	415	635
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

24: Beaubien & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	35.9	32.7	25.9	24.3	27.2
Stop/Veh	0.91	0.78	0.76	0.65	0.73
Vehicles Entered	242	533	862	1322	2959
Vehicles Exited	242	530	867	1330	2969
Hourly Exit Rate	242	530	867	1330	2969
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

25: Van Horne & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	126.4	51.2	23.7	33.3	53.3
Stop/Veh	0.61	0.81	0.60	0.78	0.72
Vehicles Entered	713	1052	796	1342	3903
Vehicles Exited	714	1056	792	1333	3895
Hourly Exit Rate	714	1056	792	1333	3895
Denied Entry Before	8	0	0	0	8
Denied Entry After	28	0	0	0	28

27: Van Horne & Waverly Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	2.4	19.8	36.7	13.7
Stop/Veh	0.04	0.53	0.82	0.35
Vehicles Entered	754	1012	100	1866
Vehicles Exited	755	1008	102	1865
Hourly Exit Rate	755	1008	102	1865
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

28: Bernard & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	258.9	58.5	21.2	22.1	55.1
Stop/Veh	3.38	1.32	0.64	0.57	1.04
Vehicles Entered	327	482	691	1374	2874
Vehicles Exited	332	484	691	1377	2884
Hourly Exit Rate	332	484	691	1377	2884
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	1	1

33: Rockland & Performance by approach

Approach	WB	SB	All
Delay / Veh (s)	2.6	4.4	3.7
Stop/Veh	0.03	0.02	0.03
Vehicles Entered	1186	2040	3226
Vehicles Exited	1184	2046	3230
Hourly Exit Rate	1184	2046	3230
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

34: Rockland & McEachran Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	29.9	5.0	4.4	9.8
Stop/Veh	0.79	0.08	0.31	0.26
Vehicles Entered	272	858	246	1376
Vehicles Exited	271	859	246	1376
Hourly Exit Rate	271	859	246	1376
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

35: Beaubien & Esplanade Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	4.8	2.1	49.8	4.1
Stop/Veh	0.18	0.10	0.95	0.15
Vehicles Entered	499	612	19	1130
Vehicles Exited	500	615	19	1134
Hourly Exit Rate	500	615	19	1134
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

37: Manoir & Rockland Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	6.5	2.6	6.5	6.5
Stop/Veh	1.02	1.00	1.01	1.02
Vehicles Entered	1172	18	96	1286
Vehicles Exited	1172	18	95	1285
Hourly Exit Rate	1172	18	95	1285
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

38: Manoir & Rockland Performance by approach

Approach	EB	SB	All
Delay / Veh (s)	5.3	4.8	4.8
Stop/Veh	0.93	0.07	0.09
Vehicles Entered	44	1983	2027
Vehicles Exited	45	1981	2026
Hourly Exit Rate	45	1981	2026
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

39: Manoir & McEachran Performance by approach

Approach	EB	NB	All
Delay / Veh (s)	28.6	10.6	14.6
Stop/Veh	0.75	0.42	0.49
Vehicles Entered	243	866	1109
Vehicles Exited	243	867	1110
Hourly Exit Rate	243	867	1110
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

68: Van Horne & Querbes Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	27.7	32.2	23.1	30.1
Stop/Veh	0.77	0.76	0.62	0.76
Vehicles Entered	663	944	47	1654
Vehicles Exited	668	943	47	1658
Hourly Exit Rate	668	943	47	1658
Denied Entry Before	0	0	0	0
Denied Entry After	0	1	0	1

Total Network Performance

Delay / Veh (s)	115.6
Stop/Veh	2.68
Vehicles Entered	15954
Vehicles Exited	15832
Hourly Exit Rate	15832
Denied Entry Before	12
Denied Entry After	37

2: Jean-Talon & Canora Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	22.5	23.3	31.5	15.2	21.1	22.1	14.4	11.5	24.6	29.8	20.0
Stop/Veh	0.71	0.69	0.82	0.42	0.70	0.67	0.38	0.33	0.77	0.90	0.58
Vehicles Entered	649	129	236	1103	10	198	89	123	200	69	2806
Vehicles Exited	653	129	237	1106	10	198	89	124	198	69	2813
Hourly Exit Rate	653	129	237	1106	10	198	89	124	198	69	2813
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	1	0	0	0	0	0	0	0	0	1

3: Jean-Talon & Clyde Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	All
Delay / Veh (s)	23.1	27.3	28.0	19.9	25.4	22.6	40.2	31.7	31.7	23.8
Stop/Veh	0.50	0.59	1.40	0.74	0.68	0.62	0.80	0.69	0.69	0.67
Vehicles Entered	600	236	10	1292	22	8	132	262	45	2607
Vehicles Exited	603	238	10	1293	22	8	133	262	45	2614
Hourly Exit Rate	603	238	10	1293	22	8	133	262	45	2614
Denied Entry Before	0	0	0	1	0	0	0	0	0	1
Denied Entry After	0	0	0	1	0	0	0	0	0	1

4: Dresden & Rockland Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBT
Delay / Veh (s)	78.6	24.9	50.9	55.1	40.9	54.3	54.1	90.9	44.6	25.9	27.8	51.5
Stop/Veh	1.07	0.42	1.31	0.94	0.81	1.05	1.06	1.25	0.90	0.59	1.25	0.94
Vehicles Entered	73	637	25	269	1117	158	53	204	133	368	25	750
Vehicles Exited	72	637	26	271	1117	158	53	206	134	368	24	754
Hourly Exit Rate	72	637	26	271	1117	158	53	206	134	368	24	754
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

4: Dresden & Rockland Performance by movement

Movement	SBR	SER2	All
Delay / Veh (s)	72.4	40.9	44.2
Stop/Veh	1.17	0.89	0.81
Vehicles Entered	6	9	3827
Vehicles Exited	6	9	3835
Hourly Exit Rate	6	9	3835
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

5: Graham & Acadie Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	39.1	20.9	20.8	24.3	8.1	7.6	30.2	34.8	153.6	185.3	87.5	78.5
Stop/Veh	1.67	0.69	0.79	0.60	0.12	0.25	0.75	1.00	3.27	3.86	2.28	1.75
Vehicles Entered	3	414	24	5	958	136	703	9	382	975	615	4224
Vehicles Exited	3	413	24	5	960	136	702	9	378	952	609	4191
Hourly Exit Rate	3	413	24	5	960	136	702	9	378	952	609	4191
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

6: Jean-Talon & Wiseman Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	11.8	4.4	13.3	13.4	31.5	26.4	27.9	10.9
Stop/Veh	0.64	0.15	0.55	0.70	0.85	0.74	0.81	0.43
Vehicles Entered	105	696	1139	44	27	37	26	2074
Vehicles Exited	105	697	1136	44	27	38	26	2073
Hourly Exit Rate	105	697	1136	44	27	38	26	2073
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

7: Jean-Talon & Bloomfield Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	5.2	5.6	12.3	6.2	66.8	53.6	52.9	12.9
Stop/Veh	0.28	0.42	0.51	0.16	1.30	1.16	1.27	0.35
Vehicles Entered	705	19	72	1162	161	94	22	2235
Vehicles Exited	706	19	73	1161	162	96	22	2239
Hourly Exit Rate	706	19	73	1161	162	96	22	2239
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

8: Jean-Talon & Querbes Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	24.3	2.7	4.8	11.7	18.2	33.3	21.9	44.1	87.5	67.8	80.4	16.5
Stop/Veh	0.96	0.11	0.35	0.42	0.68	0.90	0.51	1.08	1.56	1.32	1.53	0.46
Vehicles Entered	27	759	49	1153	120	10	112	12	89	149	17	2497
Vehicles Exited	27	760	49	1156	120	10	113	12	89	150	17	2503
Hourly Exit Rate	27	760	49	1156	120	10	113	12	89	150	17	2503
Denied Entry Before	0	0	0	1	0	0	0	0	0	0	0	1
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

12: St-Roch & Acadie Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Delay / Veh (s)	25.2	27.8	16.0	12.7	94.3	102.1	71.9
Stop/Veh	0.75	1.02	0.63	0.58	2.39	2.14	1.62
Vehicles Entered	80	48	968	11	86	2007	3200
Vehicles Exited	80	49	966	12	82	1893	3082
Hourly Exit Rate	80	49	966	12	82	1893	3082
Denied Entry Before	0	0	1	0	0	0	1
Denied Entry After	0	0	0	0	0	5	5

13: Bates & Canora Performance by movement

Movement	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	20.6	20.7	37.1	15.6	16.4	1.8	14.3	15.9
Stop/Veh	0.68	0.78	0.88	0.59	0.67	0.02	0.50	0.57
Vehicles Entered	156	67	16	345	117	41	531	1273
Vehicles Exited	157	68	17	343	117	41	531	1274
Hourly Exit Rate	157	68	17	343	117	41	531	1274
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

14: Beaumont & Performance by movement

Movement	WBL2	WBT	WBR	NBT	NBR	SBT	SBR	NWR	NWR2	All
Delay / Veh (s)	56.1	1.0	38.1	10.4	3.8	10.2	9.8	55.8	54.8	16.5
Stop/Veh	0.98	0.00	0.80	0.34	0.10	0.25	0.26	1.00	0.90	0.35
Vehicles Entered	514	116	71	657	563	1442	98	9	10	3480
Vehicles Exited	509	116	70	660	562	1447	99	9	10	3482
Hourly Exit Rate	509	116	70	660	562	1447	99	9	10	3482
Denied Entry Before	0	0	0	0	0	1	0	0	0	1
Denied Entry After	0	0	0	0	0	0	0	0	0	0

15: Beaumont & Accès Station-Services Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	25.7	18.0	15.2	55.2	45.9	23.9	51.9	45.0	39.8	41.1	12.9	24.0
Stop/Veh	0.79	0.51	0.53	1.00	0.91	0.76	1.00	0.86	0.80	0.84	0.22	0.98
Vehicles Entered	522	182	15	6	279	147	21	13	10	450	60	406
Vehicles Exited	521	182	15	6	279	147	21	14	10	445	60	411
Hourly Exit Rate	521	182	15	6	279	147	21	14	10	445	60	411
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

15: Beaumont & Accès Station-Services Performance by movement

Movement	All
Delay / Veh (s)	30.6
Stop/Veh	0.81
Vehicles Entered	2111
Vehicles Exited	2111
Hourly Exit Rate	2111
Denied Entry Before	0
Denied Entry After	0

16: Beaumont & Outremont Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Delay / Veh (s)	4.2	5.1	34.6	33.8	6.4
Stop/Veh	0.19	0.23	0.92	0.90	0.25
Vehicles Entered	636	408	39	30	1113
Vehicles Exited	635	406	38	30	1109
Hourly Exit Rate	635	406	38	30	1109
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

17: Beaumont & Querbes Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	18.7	8.1	8.5	24.5	16.6	22.7	21.3	28.5	30.9	29.2	37.4	32.2
Stop/Veh	0.75	0.28	0.33	0.88	0.54	1.26	0.00	0.71	1.00	0.77	1.00	1.32
Vehicles Entered	20	636	3	8	352	82	1	7	3	225	2	44
Vehicles Exited	20	635	3	8	353	82	1	7	3	226	2	44
Hourly Exit Rate	20	635	3	8	353	82	1	7	3	226	2	44
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

17: Beaumont & Querbes Performance by movement

Movement	All
Delay / Veh (s)	15.8
Stop/Veh	0.53
Vehicles Entered	1383
Vehicles Exited	1384
Hourly Exit Rate	1384
Denied Entry Before	0
Denied Entry After	0

18: Beaumont & Parc Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	39.9	15.6	25.5	33.6	20.7	24.3	26.9	11.3	14.3	30.6	16.2	23.9
Stop/Veh	0.91	0.29	0.72	1.00	0.00	1.00	0.63	0.29	1.14	0.75	1.00	0.62
Vehicles Entered	31	51	713	5	1	2	350	472	14	571	2	2212
Vehicles Exited	32	51	720	5	1	2	349	467	14	569	2	2212
Hourly Exit Rate	32	51	720	5	1	2	349	467	14	569	2	2212
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

19: Accès UDM-3/M-1 & Durocher Performance by movement

Movement	EBR	WBL	NBL	All
Delay / Veh (s)	2.8	4.3	4.3	3.9
Stop/Veh	1.00	1.00	1.00	1.00
Vehicles Entered	52	37	110	199
Vehicles Exited	52	37	110	199
Hourly Exit Rate	52	37	110	199
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

20: Promenade Nord & Durocher Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	2.0	1.0	0.8	0.6	1.5
Stop/Veh	0.10	0.01	0.00	0.00	0.06
Vehicles Entered	255	110	49	40	454
Vehicles Exited	256	110	49	40	455
Hourly Exit Rate	256	110	49	40	455
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

21: Promenade Sud & Durocher Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Delay / Veh (s)	8.1	4.4	1.2	0.3	2.8
Stop/Veh	1.00	0.99	0.00	0.00	0.41
Vehicles Entered	66	176	300	49	591
Vehicles Exited	65	176	301	49	591
Hourly Exit Rate	65	176	301	49	591
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

22: Accès M-2 & Durocher Performance by movement

Movement	EBL	EBT	WBT	WBR	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	3.2	3.0	6.6	4.1	2.0	4.7	5.0	2.9	4.3
Stop/Veh	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00
Vehicles Entered	9	3	3	290	1	217	5	4	532
Vehicles Exited	9	3	3	291	1	217	5	4	533
Hourly Exit Rate	9	3	3	291	1	217	5	4	533
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

23: Beaubien & Hutchison Performance by movement

Movement	EBT	WBT	All
Delay / Veh (s)	1.8	1.0	1.3
Stop/Veh	0.01	0.00	0.01
Vehicles Entered	221	415	636
Vehicles Exited	220	415	635
Hourly Exit Rate	220	415	635
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

24: Beaubien & Parc Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	37.4	31.3	41.0	48.0	23.8	21.9	35.3	25.0	25.0	26.7	23.5	27.2
Stop/Veh	0.86	0.74	1.16	1.00	0.62	0.74	1.40	0.69	0.75	0.91	0.60	0.74
Vehicles Entered	42	111	89	201	248	84	76	704	82	163	1041	118
Vehicles Exited	42	112	88	201	245	84	77	706	84	164	1047	119
Hourly Exit Rate	42	112	88	201	245	84	77	706	84	164	1047	119
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

24: Beaubien & Parc Performance by movement

Movement	All
Delay / Veh (s)	27.2
Stop/Veh	0.73
Vehicles Entered	2959
Vehicles Exited	2969
Hourly Exit Rate	2969
Denied Entry Before	0
Denied Entry After	0

25: Van Horne & Parc Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	128.3	72.0	51.2	51.2	24.1	18.2	33.0	36.9	53.3
Stop/Veh	0.61	0.67	0.81	0.86	0.60	0.60	0.77	0.93	0.72
Vehicles Entered	692	21	905	147	736	60	1236	106	3903
Vehicles Exited	693	21	908	148	732	60	1227	106	3895
Hourly Exit Rate	693	21	908	148	732	60	1227	106	3895
Denied Entry Before	8	0	0	0	0	0	0	0	8
Denied Entry After	28	0	0	0	0	0	0	0	28

27: Van Horne & Waverly Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Delay / Veh (s)	2.3	5.0	19.8	35.6	37.6	13.7
Stop/Veh	0.04	0.20	0.53	0.81	0.83	0.35
Vehicles Entered	749	5	1012	47	53	1866
Vehicles Exited	750	5	1008	48	54	1865
Hourly Exit Rate	750	5	1008	48	54	1865
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

28: Bernard & Parc Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	281.3	261.6	223.5	60.3	57.9	58.4	20.9	24.9	21.6	27.0	55.1
Stop/Veh	3.55	3.29	3.26	1.39	1.28	1.41	0.63	0.74	0.56	0.72	1.04
Vehicles Entered	118	127	82	114	329	39	637	54	1251	123	2874
Vehicles Exited	119	128	85	115	331	38	638	53	1253	124	2884
Hourly Exit Rate	119	128	85	115	331	38	638	53	1253	124	2884
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	1	0	1

33: Rockland & Performance by movement

Movement	WBT	WBR	SBT	All
Delay / Veh (s)	1.5	2.6	4.4	3.7
Stop/Veh	0.00	0.03	0.02	0.03
Vehicles Entered	2	1184	2040	3226
Vehicles Exited	2	1182	2046	3230
Hourly Exit Rate	2	1182	2046	3230
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

34: Rockland & McEachran Performance by movement

Movement	WBT	WBR	NBL	NBT	SBR	All
Delay / Veh (s)	29.6	35.3	5.8	1.9	4.4	9.8
Stop/Veh	0.78	1.00	0.09	0.04	0.31	0.26
Vehicles Entered	265	7	674	184	246	1376
Vehicles Exited	264	7	675	184	246	1376
Hourly Exit Rate	264	7	675	184	246	1376
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

35: Beaubien & Esplanade Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	8.3	4.4	4.3	6.8	1.9	1.5	48.3	55.6	49.8	4.1
Stop/Veh	0.63	0.13	0.21	0.52	0.08	0.09	1.00	1.00	0.90	0.15
Vehicles Entered	52	433	14	29	518	65	7	2	10	1130
Vehicles Exited	53	433	14	29	521	65	7	2	10	1134
Hourly Exit Rate	53	433	14	29	521	65	7	2	10	1134
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

37: Manoir & Rockland Performance by movement

Movement	WBL	WBT	WBR	NBR	SBL	SBT	All
Delay / Veh (s)	8.0	1.0	5.1	2.6	5.5	6.8	6.5
Stop/Veh	1.07	0.00	1.00	1.00	1.00	1.01	1.02
Vehicles Entered	598	12	562	18	23	73	1286
Vehicles Exited	598	12	562	18	23	72	1285
Hourly Exit Rate	598	12	562	18	23	72	1285
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

38: Manoir & Rockland Performance by movement

Movement	EBT	EBR	SBL	SBT	SBR	All
Delay / Veh (s)	0.7	5.6	2.8	1.7	6.8	4.8
Stop/Veh	0.00	1.00	0.00	0.00	0.13	0.09
Vehicles Entered	3	41	241	581	1161	2027
Vehicles Exited	3	42	239	582	1160	2026
Hourly Exit Rate	3	42	239	582	1160	2026
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

39: Manoir & McEachran Performance by movement

Movement	EBT	NBT	NBR	All
Delay / Veh (s)	28.6	10.6	13.7	14.6
Stop/Veh	0.75	0.40	1.06	0.49
Vehicles Entered	243	848	18	1109
Vehicles Exited	243	849	18	1110
Hourly Exit Rate	243	849	18	1110
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

68: Van Horne & Querbes Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Delay / Veh (s)	43.7	27.3	31.6	34.1	32.1	33.0	25.4	20.9	22.1	30.1
Stop/Veh	1.57	0.75	0.89	1.50	0.75	1.00	0.63	0.60	0.62	0.76
Vehicles Entered	14	632	17	2	911	31	19	15	13	1654
Vehicles Exited	14	636	18	2	910	31	19	15	13	1658
Hourly Exit Rate	14	636	18	2	910	31	19	15	13	1658
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	1	0	0	0	0	1

Total Network Performance

Delay / Veh (s)	115.6
Stop/Veh	2.68
Vehicles Entered	15954
Vehicles Exited	15832
Hourly Exit Rate	15832
Denied Entry Before	12
Denied Entry After	37

Intersection: 2: Jean-Talon & Canora

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	T	T	R	L	T	TR	LT	R	T	TR
Maximum Queue (m)	387.1	130.0	49.2	69.5	116.5	123.9	65.4	43.0	68.6	22.7
Average Queue (m)	77.0	38.7	19.2	37.8	52.2	54.7	25.6	8.7	29.8	14.4
95th Queue (m)	255.0	93.1	37.8	68.3	102.5	104.9	55.4	26.2	55.2	26.9
Link Distance (m)	381.5	381.5			505.1	505.1	66.0	66.0	274.0	
Upstream Blk Time (%)	0	0					0	0		
Queuing Penalty (veh)	0	0					1	0		
Storage Bay Dist (m)			60.0	60.0						15.0
Storage Blk Time (%)		1	0	2	4				30	10
Queuing Penalty (veh)		1	0	9	9				51	10

Intersection: 3: Jean-Talon & Clyde

Movement	EB	EB	WB	WB	WB	NB	SB	SB	SB
Directions Served	T	TR	L	T	T	LTR	L	T	TR
Maximum Queue (m)	84.0	91.6	18.6	166.0	161.0	16.8	56.5	48.1	49.6
Average Queue (m)	48.6	56.8	2.5	116.3	103.4	5.9	25.3	26.8	25.2
95th Queue (m)	75.3	84.9	11.0	163.6	151.3	14.6	45.4	41.4	42.5
Link Distance (m)	505.1	505.1		273.1	273.1	78.5	146.2	146.2	146.2
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (m)			30.0						
Storage Blk Time (%)				16					
Queuing Penalty (veh)				2					

Intersection: 4: Dresden & Rockland

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R>	<	LT	T	R
Maximum Queue (m)	44.0	55.7	59.5	17.5	130.9	177.3	179.5	37.5	111.8	80.3	65.6	14.7
Average Queue (m)	17.6	30.9	30.6	5.9	61.4	117.0	117.6	25.9	60.5	40.7	32.2	6.2
95th Queue (m)	35.4	50.9	53.7	15.0	106.7	171.7	173.4	43.3	106.7	65.5	57.8	14.9
Link Distance (m)		273.1	273.1		402.6	402.6	402.6		121.4	121.4	121.4	
Upstream Blk Time (%)									1	0		
Queuing Penalty (veh)									2	1		
Storage Bay Dist (m)	225.0			5.0				25.0				5.0
Storage Blk Time (%)			55	5			45	21			39	9
Queuing Penalty (veh)			14	8			95	108			11	16

Intersection: 4: Dresden & Rockland

Movement	SB	SB	SE
Directions Served	T	TR	>
Maximum Queue (m)	123.3	123.1	8.0
Average Queue (m)	76.7	72.4	0.6
95th Queue (m)	112.8	110.5	3.9
Link Distance (m)	202.0	202.0	192.3
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)		67	
Queuing Penalty (veh)		2	

Intersection: 5: Graham & Acadie

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LT	T	R	LT	T	R	T	TR	L	T	R
Maximum Queue (m)	60.1	55.0	38.7	70.7	54.1	38.3	93.6	89.3	483.5	475.1	483.0
Average Queue (m)	30.6	28.3	6.0	16.6	11.5	8.8	49.2	48.6	410.9	430.4	411.2
95th Queue (m)	51.4	49.6	23.4	48.4	38.2	26.8	81.2	79.5	556.4	544.1	593.0
Link Distance (m)	402.6	402.6		158.8	158.8		198.6	198.6	460.1	460.1	460.1
Upstream Blk Time (%)									5	25	12
Queuing Penalty (veh)									32	175	83
Storage Bay Dist (m)			30.0			60.0					
Storage Blk Time (%)		7	0		0						
Queuing Penalty (veh)		2	0		0						

Intersection: 6: Jean-Talon & Wiseman

Movement	EB	EB	WB	WB	WB	NB
Directions Served	LT	T	T	T	R	LTR
Maximum Queue (m)	48.2	36.4	102.1	111.8	23.9	41.8
Average Queue (m)	20.8	13.7	53.0	60.5	6.8	14.6
95th Queue (m)	39.0	30.1	85.6	93.2	22.4	32.8
Link Distance (m)	158.8	158.8	172.1	172.1		117.5
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (m)					14.9	
Storage Blk Time (%)				22	1	
Queuing Penalty (veh)				9	6	

Intersection: 7: Jean-Talon & Bloomfield

Movement	EB	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	T	R	LT	T	L	T	R
Maximum Queue (m)	44.1	41.9	19.9	68.9	64.8	17.5	114.5	37.1
Average Queue (m)	18.1	17.8	1.8	25.6	22.2	15.8	51.1	7.3
95th Queue (m)	35.0	35.8	9.6	50.2	46.2	18.0	104.2	24.1
Link Distance (m)	172.1	172.1		117.4	117.4		171.8	
Upstream Blk Time (%)							0	
Queuing Penalty (veh)							0	
Storage Bay Dist (m)			15.6			8.7		32.0
Storage Blk Time (%)		5	0			66	36	0
Queuing Penalty (veh)		1	0			76	66	0

Intersection: 8: Jean-Talon & Querbes

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	T	R	L	T	R	L	T
Maximum Queue (m)	14.3	37.5	33.4	11.3	346.8	150.1	24.8	9.6	33.6	9.8	15.6	127.0
Average Queue (m)	5.5	10.9	7.9	2.8	84.4	44.9	12.3	2.2	14.2	2.9	10.0	57.8
95th Queue (m)	13.1	28.0	23.4	8.0	257.3	112.5	26.9	8.1	29.1	9.5	15.5	123.3
Link Distance (m)		117.4	117.4		341.0	341.0			295.0			187.0
Upstream Blk Time (%)					1	0						0
Queuing Penalty (veh)					0	0						0
Storage Bay Dist (m)	2.0			17.0			17.0	2.0		2.0	2.0	
Storage Blk Time (%)	12	6	1	0		16	3	6	32	10	52	43
Queuing Penalty (veh)	45	2	0	0		20	16	8	7	12	88	44

Intersection: 8: Jean-Talon & Querbes

Movement	SB
Directions Served	R
Maximum Queue (m)	21.7
Average Queue (m)	4.2
95th Queue (m)	15.1
Link Distance (m)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	11.7
Storage Blk Time (%)	4
Queuing Penalty (veh)	10

Intersection: 12: St-Roch & Acadie

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	LT	T	T
Maximum Queue (m)	40.4	11.8	84.8	87.0	29.5	436.2	458.0	490.6
Average Queue (m)	15.0	8.2	53.6	52.4	2.8	212.6	223.6	206.8
95th Queue (m)	30.8	14.8	80.1	79.5	16.9	461.8	465.5	462.4
Link Distance (m)	336.2		460.1	460.1		542.0	542.0	542.0
Upstream Blk Time (%)						1	1	1
Queuing Penalty (veh)						0	0	0
Storage Bay Dist (m)		4.0			27.0			
Storage Blk Time (%)	32	22		10	0			
Queuing Penalty (veh)	16	20		1	0			

Intersection: 13: Bates & Canora

Movement	WB	WB	NB	NB	NB	SB	SB
Directions Served	T	R	L	T	TR	R	R
Maximum Queue (m)	49.6	27.0	13.4	58.1	49.6	52.2	55.0
Average Queue (m)	22.0	11.0	3.1	25.8	23.3	25.7	27.2
95th Queue (m)	42.3	25.8	9.4	45.8	40.7	45.9	46.1
Link Distance (m)	832.0			254.9	254.9	66.0	66.0
Upstream Blk Time (%)							0
Queuing Penalty (veh)							0
Storage Bay Dist (m)		15.0	50.0				
Storage Blk Time (%)	18	4		0			
Queuing Penalty (veh)	12	6		0			

Intersection: 14: Beaumont &

Movement	WB	WB	WB	NB	NB	SB	SB	NW	NW
Directions Served	<	<L	R	T	R	T	TR	R	>
Maximum Queue (m)	87.0	80.0	37.5	125.2	57.3	89.0	82.8	16.7	20.2
Average Queue (m)	55.0	48.4	11.3	49.6	13.2	47.1	42.3	3.6	3.4
95th Queue (m)	82.2	76.0	27.9	99.4	40.0	95.1	91.2	12.6	12.7
Link Distance (m)		412.2	412.2	274.2	274.2	121.4	121.4	106.1	106.1
Upstream Blk Time (%)						0	0		
Queuing Penalty (veh)						0	0		
Storage Bay Dist (m)	150.0								
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 15: Beaumont & Accès Station-Services

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	LT	TR	LT	R	LT	TR	L	LT	R
Maximum Queue (m)	76.5	79.9	44.4	153.7	57.5	27.6	15.4	169.0	54.6	52.1
Average Queue (m)	33.0	35.2	16.9	58.1	22.1	7.9	4.0	59.4	38.4	37.0
95th Queue (m)	59.7	62.4	36.2	120.1	53.3	20.4	11.9	129.6	60.6	60.0
Link Distance (m)		412.2	412.2	214.2		59.4	59.4	198.6		
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (m)	175.0				50.0				40.0	40.0
Storage Blk Time (%)				14	0			11	8	9
Queuing Penalty (veh)				24	0			84	22	22

Intersection: 16: Beaumont & Outremont

Movement	EB	EB	WB	SB	SB
Directions Served	T	T	T	L	R
Maximum Queue (m)	46.1	40.4	57.8	22.2	23.7
Average Queue (m)	14.2	13.6	19.5	7.3	7.1
95th Queue (m)	34.6	30.5	45.9	17.7	17.5
Link Distance (m)	214.2	214.2	252.4	134.9	134.9
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 17: Beaumont & Querbes

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	LT	TR	LT	R	LTR	LT	R
Maximum Queue (m)	50.1	44.9	104.6	15.2	16.1	93.9	12.6
Average Queue (m)	19.7	18.3	46.7	8.8	2.4	37.2	8.4
95th Queue (m)	38.9	39.5	96.4	14.0	10.4	73.1	15.3
Link Distance (m)	252.4	252.4	202.2		54.2	295.0	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (m)				2.0			4.7
Storage Blk Time (%)			21	16		52	17
Queuing Penalty (veh)			18	58		22	38

Intersection: 18: Beaumont & Parc

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	R	LT	T	R
Maximum Queue (m)	124.3	180.1	10.3	7.6	100.5	98.9	9.4	74.3	72.3	10.4
Average Queue (m)	15.4	82.9	1.2	0.4	47.6	30.6	3.2	45.8	41.4	0.5
95th Queue (m)	72.1	158.4	5.8	3.3	92.4	79.5	9.9	68.6	64.4	5.8
Link Distance (m)	202.2	202.2	334.0		445.4	445.4		327.7	327.7	
Upstream Blk Time (%)	0	0								
Queuing Penalty (veh)	0	1								
Storage Bay Dist (m)				2.0			2.0			30.0
Storage Blk Time (%)			4	1		13	2		16	0
Queuing Penalty (veh)			0	0		2	9		0	0

Intersection: 19: Accès UDM-3/M-1 & Durocher

Movement	EB	WB	NB
Directions Served	R	L	L
Maximum Queue (m)	15.3	10.8	13.3
Average Queue (m)	7.9	6.1	6.6
95th Queue (m)	15.1	13.0	9.9
Link Distance (m)	53.1	163.3	94.7
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Promenade Nord & Durocher

Movement	NB	SB
Directions Served	LT	TR
Maximum Queue (m)	17.0	2.5
Average Queue (m)	5.8	0.1
95th Queue (m)	15.0	1.3
Link Distance (m)	28.1	94.7
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: Promenade Sud & Durocher

Movement	EB
Directions Served	LR
Maximum Queue (m)	45.2
Average Queue (m)	13.2
95th Queue (m)	27.5
Link Distance (m)	301.0
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 22: Accès M-2 & Durocher

Movement	EB	WB	NB	SB	SB
Directions Served	LT	TR	R	LT	TR
Maximum Queue (m)	10.5	28.1	3.8	16.4	8.9
Average Queue (m)	3.1	15.9	0.3	10.1	2.0
95th Queue (m)	10.3	24.1	2.7	14.4	7.9
Link Distance (m)	23.0	69.4	47.6	72.8	72.8
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 23: Beaubien & Hutchison

Movement	EB
Directions Served	LT
Maximum Queue (m)	12.0
Average Queue (m)	0.7
95th Queue (m)	10.2
Link Distance (m)	69.4
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 24: Beaubien & Parc

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (m)	39.8	64.4	17.5	78.5	91.8	38.4	24.1	102.5	94.6	76.6	115.7	117.2
Average Queue (m)	10.8	31.8	12.1	41.1	35.4	17.1	13.6	63.0	52.1	26.6	69.5	77.0
95th Queue (m)	26.2	57.8	17.3	75.3	68.3	37.8	25.9	101.2	86.6	58.0	105.7	113.8
Link Distance (m)	72.3	72.3		155.9	155.9			219.2	219.2		445.4	445.4
Upstream Blk Time (%)		1										
Queuing Penalty (veh)		1										
Storage Bay Dist (m)			5.0			30.0	16.0			75.0		
Storage Blk Time (%)		31	47		11	1	5	31		0	4	
Queuing Penalty (veh)		27	51		10	2	17	24		0	6	

Intersection: 25: Van Horne & Parc

Movement	EB	EB	B9	WB	WB	B26	B26	NB	NB	SB	SB
Directions Served	T	R	T	T	TR	T	T	T	R	T	TR
Maximum Queue (m)	97.6	15.4	151.4	95.6	96.6	149.3	147.2	221.9	91.8	196.9	195.2
Average Queue (m)	92.3	3.9	75.6	82.4	77.7	60.1	59.0	95.2	13.5	105.0	106.7
95th Queue (m)	110.7	12.5	168.7	108.1	115.3	168.7	167.7	187.9	54.2	168.2	168.7
Link Distance (m)	75.8	75.8	143.0	71.9	71.9	146.0	146.0	411.4		219.2	219.2
Upstream Blk Time (%)	41		5	43	36	6	7			1	1
Queuing Penalty (veh)	135		31	232	197	34	37			6	6
Storage Bay Dist (m)									103.0		
Storage Blk Time (%)								7	0		
Queuing Penalty (veh)								4	0		

Intersection: 27: Van Horne & Waverly

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	TR	T	T	L	R
Maximum Queue (m)	19.5	18.1	91.5	89.0	24.5	33.4
Average Queue (m)	6.7	1.9	48.2	46.9	9.6	12.0
95th Queue (m)	17.0	9.9	91.2	90.3	20.8	27.6
Link Distance (m)	146.0		96.4	96.4	162.2	162.2
Upstream Blk Time (%)			6	7		
Queuing Penalty (veh)			0	0		
Storage Bay Dist (m)		30.0				
Storage Blk Time (%)		0				
Queuing Penalty (veh)		0				

Intersection: 28: Bernard & Parc

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	T	R	T	T	R
Maximum Queue (m)	12.4	409.6	48.3	11.7	221.8	37.8	160.2	57.8	158.1	155.6	57.8
Average Queue (m)	9.7	202.1	30.7	8.6	94.6	9.4	80.9	10.5	75.9	71.9	20.0
95th Queue (m)	11.8	410.4	60.0	12.1	201.3	29.4	136.2	33.3	145.3	143.7	49.3
Link Distance (m)		458.3			306.7		177.8		411.4	411.4	
Upstream Blk Time (%)		1			0		0				
Queuing Penalty (veh)		0			0		0				
Storage Bay Dist (m)	2.0		37.0	2.0		30.0		50.0			50.0
Storage Blk Time (%)	71	37	1	37	46	0	16	0		13	0
Queuing Penalty (veh)	151	73	2	136	74	0	8	0		17	0

Intersection: 33: Rockland &

Movement	SB	SB
Directions Served	T	T
Maximum Queue (m)	24.6	34.9
Average Queue (m)	2.3	4.1
95th Queue (m)	13.4	20.1
Link Distance (m)	274.2	274.2
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 34: Rockland & McEachran

Movement	WB	WB	NB	NB	SB
Directions Served	T	R	L	T	R
Maximum Queue (m)	76.3	21.3	27.3	12.5	44.4
Average Queue (m)	40.5	2.3	15.8	2.3	14.0
95th Queue (m)	65.6	11.5	25.8	8.9	35.6
Link Distance (m)	293.5		28.3	28.3	124.4
Upstream Blk Time (%)			1		
Queuing Penalty (veh)			4		
Storage Bay Dist (m)		15.0			
Storage Blk Time (%)	45	0			
Queuing Penalty (veh)	3	0			

Intersection: 35: Beaubien & Esplanade

Movement	EB	WB	WB	NB
Directions Served	LTR	LT	TR	LTR
Maximum Queue (m)	64.0	33.1	27.8	19.1
Average Queue (m)	17.8	8.7	5.9	6.0
95th Queue (m)	44.6	22.9	20.3	16.3
Link Distance (m)	155.9	183.2	183.2	130.9
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 37: Manoir & Rockland

Movement	WB	WB	NB	SB
Directions Served	L	R	R	LT
Maximum Queue (m)	56.0	55.3	14.8	21.9
Average Queue (m)	27.5	22.3	4.5	11.1
95th Queue (m)	47.0	39.5	12.9	18.4
Link Distance (m)	66.1	66.1	158.4	101.0
Upstream Blk Time (%)	0	0		
Queuing Penalty (veh)	1	0		
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 38: Manoir & Rockland

Movement	EB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (m)	13.5	0.8	47.2	91.7
Average Queue (m)	5.9	0.1	2.5	16.9
95th Queue (m)	12.7	0.8	30.7	59.9
Link Distance (m)	66.1		100.2	100.2
Upstream Blk Time (%)			0	0
Queuing Penalty (veh)			1	1
Storage Bay Dist (m)		30.0		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 39: Manoir & McEachran

Movement	EB	NB	NB	NB
Directions Served	T	T	T	R
Maximum Queue (m)	70.2	111.0	38.8	12.1
Average Queue (m)	37.5	55.0	14.4	4.8
95th Queue (m)	64.8	98.6	31.4	12.9
Link Distance (m)	76.1	113.3	113.3	
Upstream Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (m)				5.0
Storage Blk Time (%)			15	4
Queuing Penalty (veh)			2	16

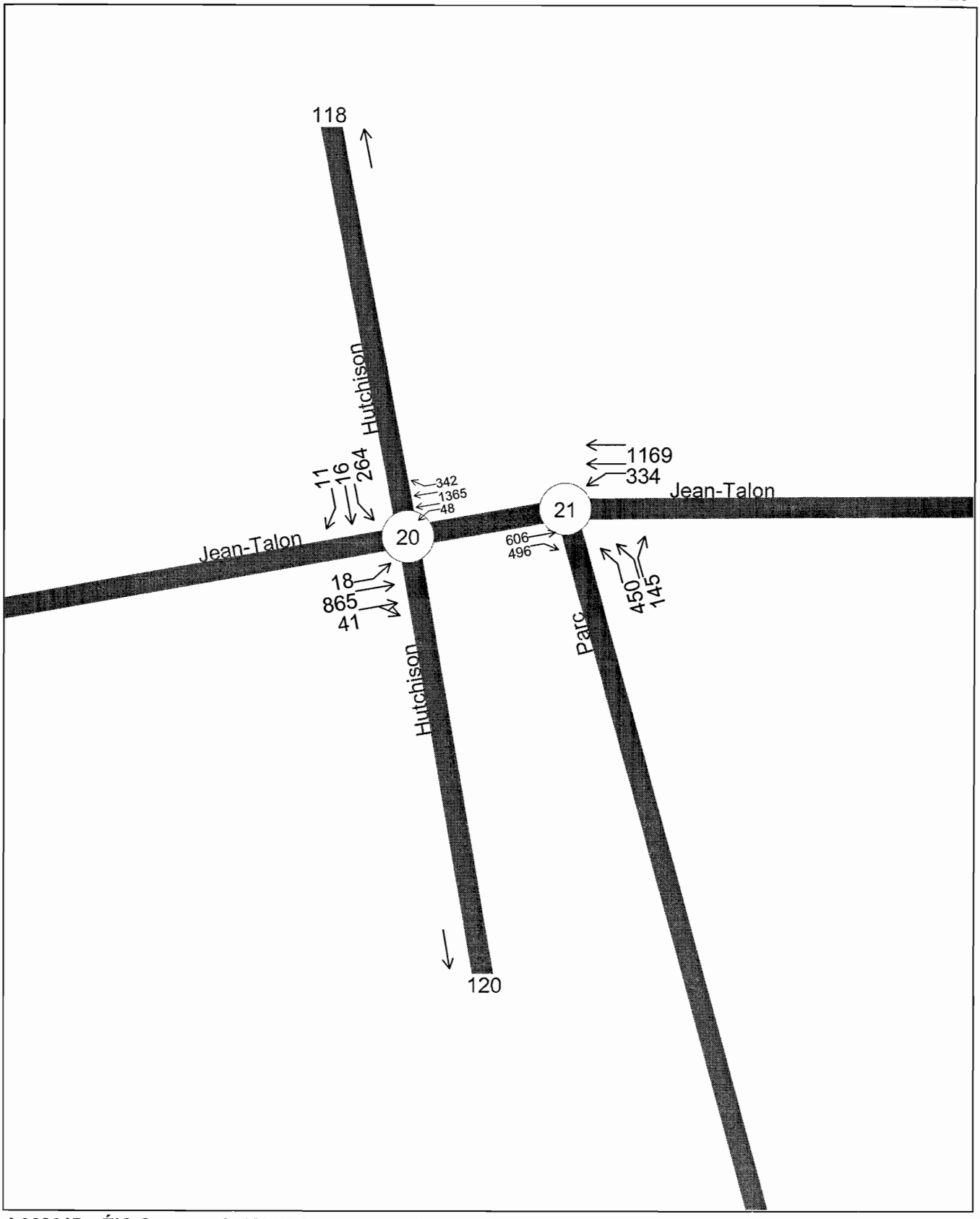
Intersection: 68: Van Horne & Querbes

Movement	EB	EB	WB	WB	B9	B9	SB
Directions Served	LT	R	LT	R	T		LTR
Maximum Queue (m)	242.8	23.5	165.6	21.7	109.5	96.0	21.6
Average Queue (m)	91.1	2.3	130.6	3.0	33.1	10.6	6.3
95th Queue (m)	194.1	11.8	192.0	13.2	99.6	55.6	16.1
Link Distance (m)	418.2		143.0		75.8	75.8	156.0
Upstream Blk Time (%)	0		12		4	0	
Queuing Penalty (veh)	0		113		16	1	
Storage Bay Dist (m)		15.0		15.0			
Storage Blk Time (%)	36	0	42	1			
Queuing Penalty (veh)	5	2	12	5			

Nework Summary

Network wide Queuing Penalty: 2866

Map - L02361D - ÉIC Campus de l'UdM à Outremont
Node Numbers **2006-10-20**



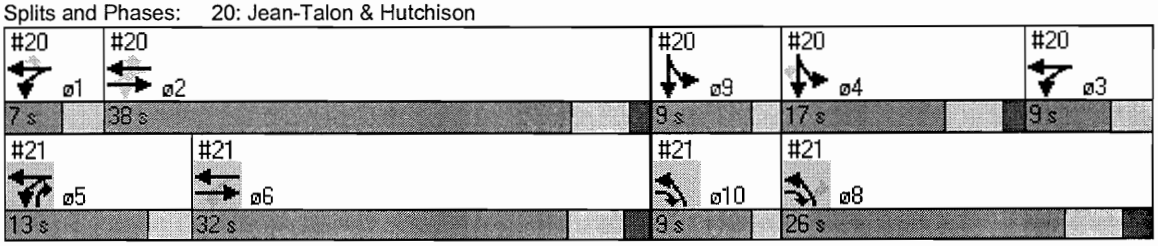
L02361D - ÉIC Campus de l'UdM à Outremont Situation Future
G:_Projets\L02361D-115\0300CALCULS\Futur\AM\Futur_AM_Nord_JT_Parc.sy7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1665	3402	0	1616	3388	1455	0	0	0	1452	1773	1289
Flt Permitted	0.111			0.194						0.950		
Satd. Flow (perm)	194	3402	0	326	3388	998	0	0	0	1261	1773	1094
Satd. Flow (RTOR)												
Volume (vph)	18	865	41	48	1365	342	0	0	0	264	16	11
Lane Group Flow (vph)	18	906	0	54	1422	428	0	0	0	326	32	16
Turn Type	Perm			D.P+P		custom				Split		custom
Protected Phases		2		3 1	2 3 1					4 9	4 9	
Permitted Phases	2			2		2 1						4
Total Split (s)	38.0	38.0	0.0	16.0	54.0	45.0	0.0	0.0	0.0	26.0	26.0	17.0
Act Effct Green (s)	36.0	36.0		50.0	52.0	43.0				24.0	24.0	15.0
Actuated g/C Ratio	0.45	0.45		0.62	0.65	0.54				0.30	0.30	0.19
v/c Ratio	0.21	0.59		0.13	0.65	0.80				0.75	0.06	0.08
Control Delay	20.7	18.5		5.4	7.8	24.6				37.9	20.4	28.1
Queue Delay	0.0	0.2		0.0	1.1	4.4				7.5	0.0	0.0
Total Delay	20.7	18.7		5.4	8.9	29.0				45.5	20.4	28.1
LOS	C	B		A	A	C				D	C	C
Approach Delay		18,7			13,3						42,6	
Approach LOS		B			B						D	
Queue Length 50th (m)	1.7	54.9		2.6	41.6	39.8				46.8	3.6	2.1
Queue Length 95th (m)	7.2	73.6		m4.6	50.0	68.6				66.8	5.4	5.6
Internal Link Dist (m)		246.3			37.0			149.3			139.8	
Turn Bay Length (m)	40.0			25.0		55.0						0.1
Base Capacity (vph)	87	1531		430	2202	536				436	532	205
Starvation Cap Reductn	0	0		0	495	58				0	0	0
Spillback Cap Reductn	0	137		0	0	0				75	0	0
Storage Cap Reductn	0	0		0	0	0				0	0	0
Reduced v/c Ratio	0,21	0,65		0,13	0,83	0,90				0,90	0,06	0,08

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 7 (9%), Referenced to phase 2:EBWB and 6:, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1,06
Intersection Signal Delay: 18,3 — Intersection LOS: B
Intersection Capacity Utilization 63,2% — ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Jean-Talon & Hutchison



Lane Group	ø1	ø3	ø5	ø6	ø8	ø9	ø10
Lane Configurations							
Total Lost Time (s)							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Satd. Flow (RTOR)							
Volume (vph)							
Lane Group Flow (vph)							
Turn Type							
Protected Phases	1	3	5	6	8	9	10
Permitted Phases							
Total Split (s)	7.0	9.0	13.0	32.0	26.0	9.0	9.0
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (m)							
Queue Length 95th (m)							
Internal Link Dist (m)							
Turn Bay Length (m)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø1	ø2	ø3	ø4	ø8	ø9
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0						
Satd. Flow (prot)	1651	1533	1694	3323	3187	1315						
Flt Permitted			0.133		0.950							
Satd. Flow (perm)	1651	1434	235	3323	2650	1086						
Satd. Flow (RTOR)												
Volume (vph)	606	496	334	1169	450	145						
Lane Group Flow (vph)	606	496	341	1205	484	204						
Turn Type		pm+ov	D.P+P			custom						
Protected Phases	6	8 10	5	6 5	8 10	5	1	2	3	4	8	9
Permitted Phases		6	6			8						
Total Split (s)	32.0	35.0	13.0	45.0	35.0	13.0	7.0	38.0	9.0	17.0	26.0	9.0
Act Effct Green (s)	30.0	63.0	41.0	43.0	33.0	35.0						
Actuated g/C Ratio	0.38	0.79	0.51	0.54	0.41	0.44						
v/c Ratio	0.98	0.42	1.06	0.67	0.37	0.40						
Control Delay	48.8	1.1	90.3	15.8	17.3	17.3						
Queue Delay	0.0	0.5	0.0	0.3	3.6	0.0						
Total Delay	48.8	1.6	90.3	16.1	20.9	17.3						
LOS	D	A	F	B	C	B						
Approach Delay	27,5			32,5	19,8							
Approach LOS	C			C	B							
Queue Length 50th (m)	98.9	0.0	~45.5	68.5	26.8	19.9						
Queue Length 95th (m)	#165.7	m0.0	#97.5	91.0	38.7	26.3						
Internal Link Dist (m)	37.0			193.6	342.4							
Turn Bay Length (m)			70.0			190.0						
Base Capacity (vph)	619	1170	321	1786	1315	507						
Starvation Cap Reductn	0	317	0	0	0	0						
Spillback Cap Reductn	0	0	0	163	721	0						
Storage Cap Reductn	0	0	0	0	0	0						
Reduced v/c Ratio	0,98	0,58	1,06	0,74	0,81	0,40						

Intersection Summary

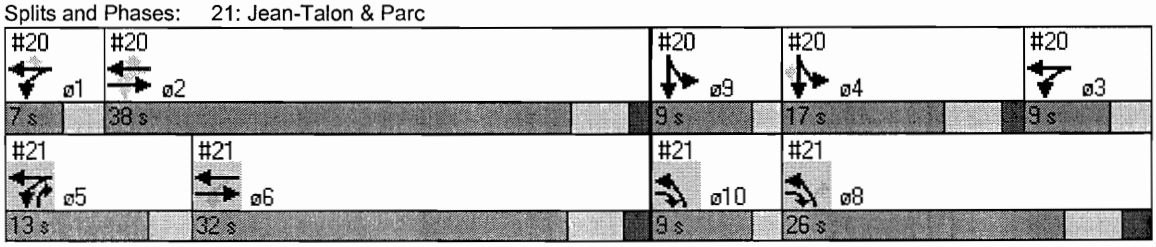
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 7 (9%), Referenced to phase 2:EBWB and 6:, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1,06
Intersection Signal Delay: 28,3 Intersection LOS: C
Intersection Capacity Utilization 83,7% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: Jean-Talon & Parc



Lane Group	ø10
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	10
Permitted Phases	
Total Split (s)	9.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

20: Jean-Talon & Hutchison Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	18.6	8.6	1177.5	103.8
Stop/Veh	0.49	0.28	1.86	0.48
Vehicles Entered	930	1567	215	2712
Vehicles Exited	933	1569	211	2713
Hourly Exit Rate	933	1569	211	2713
Denied Entry Before	0	1	5	6
Denied Entry After	0	0	83	83

21: Jean-Talon & Parc Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	7.6	88.6	1051.1	205.6
Stop/Veh	0.22	0.83	4.91	1.23
Vehicles Entered	1061	1442	482	2985
Vehicles Exited	1064	1437	415	2916
Hourly Exit Rate	1064	1437	415	2916
Denied Entry Before	0	2	0	2
Denied Entry After	0	46	121	167

Total Network Performance

Delay / Veh (s)	279.6
Stop/Veh	1.54
Vehicles Entered	3216
Vehicles Exited	3169
Hourly Exit Rate	3169
Denied Entry Before	8
Denied Entry After	250

20: Jean-Talon & Hutchison Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Delay / Veh (s)	41.5	18.5	13.3	20.5	7.6	10.8	1211.6	946.5	974.3	103.8
Stop/Veh	1.00	0.49	0.42	0.96	0.22	0.44	1.97	1.08	1.09	0.48
Vehicles Entered	16	870	44	45	1216	306	190	14	11	2712
Vehicles Exited	17	873	43	46	1217	306	187	13	11	2713
Hourly Exit Rate	17	873	43	46	1217	306	187	13	11	2713
Denied Entry Before	0	0	0	0	1	0	5	0	0	6
Denied Entry After	0	0	0	0	0	0	77	3	3	83

21: Jean-Talon & Parc Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Delay / Veh (s)	11.1	3.1	181.2	62.2	1184.2	683.0	205.6
Stop/Veh	0.22	0.21	2.10	0.46	5.66	2.82	1.23
Vehicles Entered	601	460	323	1119	356	126	2985
Vehicles Exited	602	462	318	1119	303	112	2916
Hourly Exit Rate	602	462	318	1119	303	112	2916
Denied Entry Before	0	0	0	2	0	0	2
Denied Entry After	0	0	12	34	93	28	167

Total Network Performance

Delay / Veh (s)	279.6
Stop/Veh	1.54
Vehicles Entered	3216
Vehicles Exited	3169
Hourly Exit Rate	3169
Denied Entry Before	8
Denied Entry After	250

Intersection: 20: Jean-Talon & Hutchison

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	R
Maximum Queue (m)	35.2	130.7	110.9	32.8	47.0	64.2	38.2	157.5	98.2	12.4
Average Queue (m)	4.9	71.2	50.3	10.3	43.4	43.9	26.2	151.9	10.7	2.7
95th Queue (m)	19.1	118.4	90.9	27.0	50.1	58.2	46.4	163.7	52.6	9.3
Link Distance (m)		258.2	258.2		40.4	40.4		147.1	147.1	
Upstream Blk Time (%)					14	12	4	85	0	
Queuing Penalty (veh)					112	101	0	0	0	
Storage Bay Dist (m)	40.0			25.0			55.0			0.1
Storage Blk Time (%)		20		0	15	12	4		24	25
Queuing Penalty (veh)		4		1	7	43	26		2	4

Intersection: 21: Jean-Talon & Parc

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	R	L	T	T	L	L	R
Maximum Queue (m)	48.2	53.2	82.6	196.5	189.9	362.1	362.9	263.0
Average Queue (m)	45.2	19.5	68.3	119.3	114.8	306.8	316.6	128.7
95th Queue (m)	49.7	46.6	93.3	223.5	214.4	424.5	436.4	284.6
Link Distance (m)	40.4	40.4		203.2	203.2	352.8	352.8	
Upstream Blk Time (%)	27	1		12	2	18	55	1
Queuing Penalty (veh)	153	8		0	0	0	0	0
Storage Bay Dist (m)			70.0					190.0
Storage Blk Time (%)			43	2			73	0
Queuing Penalty (veh)			251	6			108	0

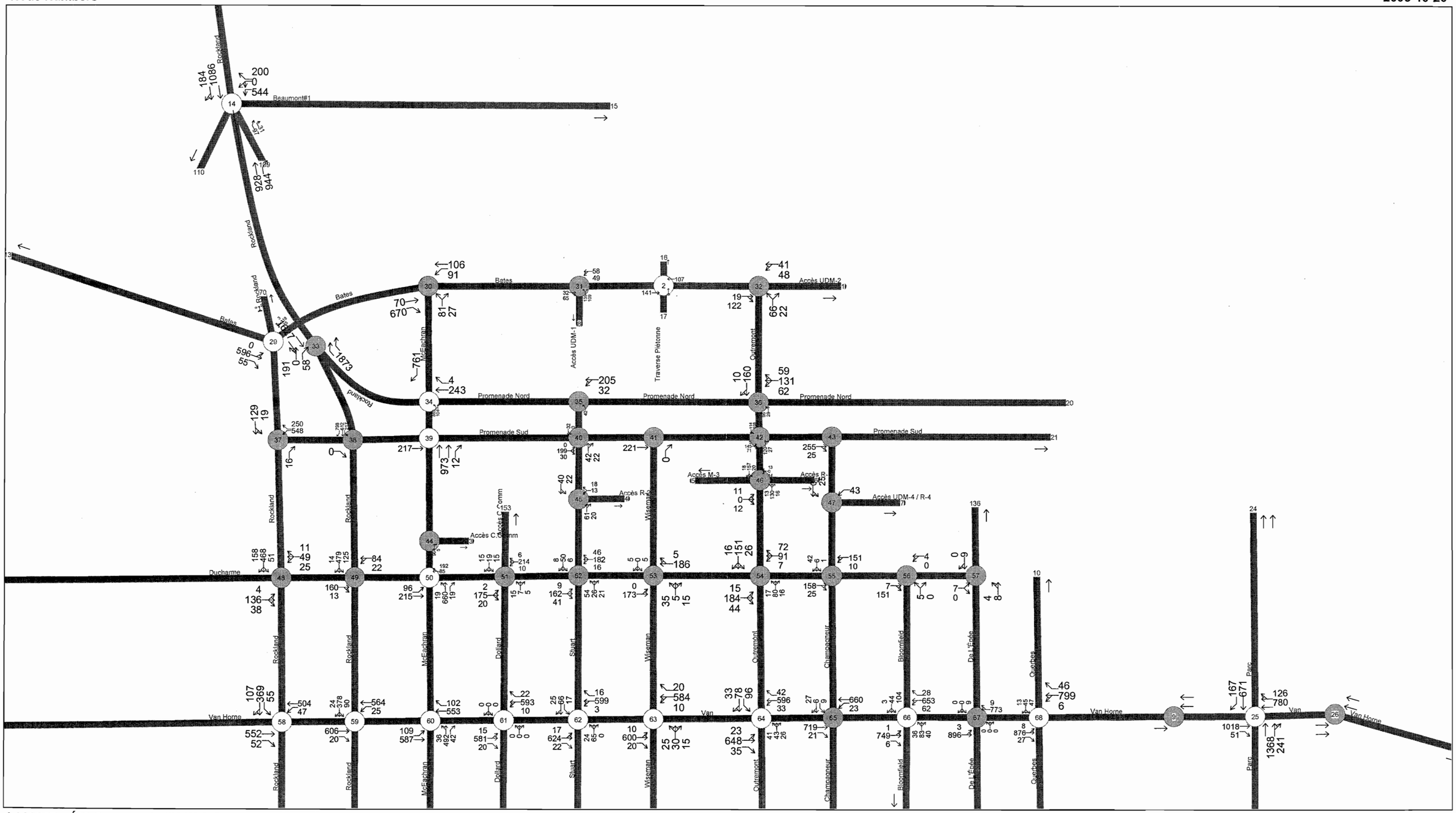
Nework Summary

Network wide Queuing Penalty: 824

Heure de pointe de l’après-midi

Map - L02361D - ÉIC Campus de l'UdM à Outremont
Node Numbers

2006-10-20



L02361D - ÉIC Campus de l'UdM à Outremont Situation Future

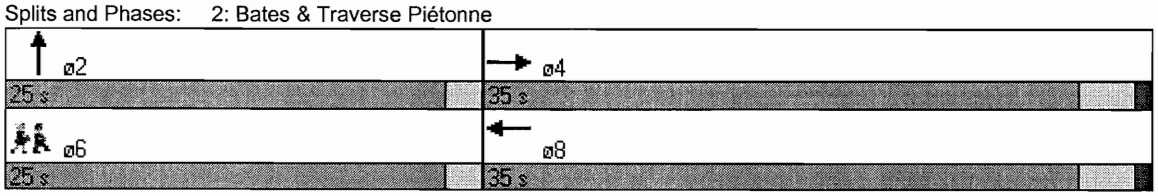
G:_Projets\L02361D-115\0300CALCULS\Futur\PM\Futur_PM_Sud2.sy7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑				
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1900	0	0	1900	0	0	1900	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1900	0	0	1900	0	0	1900	0	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	0	141	0	0	107	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	153	0	0	116	0	0	0	0	0	0	0
Turn Type												
Protected Phases		4			8			2				
Permitted Phases												
Total Split (s)	0.0	35.0	0.0	0.0	35.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
Act Effct Green (s)		120.0			120.0							
Actuated g/C Ratio		1.00			1.00							
v/c Ratio		0.08			0.06							
Control Delay		0.1			0.1							
Queue Delay		0.0			0.0							
Total Delay		0.1			0.1							
LOS		A			A							
Approach Delay		0,1			0,1							
Approach LOS		A			A							
Queue Length 50th (m)		0.0			0.0							
Queue Length 95th (m)		0.0			0.0							
Internal Link Dist (m)		75.1			88.3			12.2			9.4	
Turn Bay Length (m)												
Base Capacity (vph)		1900			1900							
Starvation Cap Reductn		0			0							
Spillback Cap Reductn		0			0							
Storage Cap Reductn		0			0							
Reduced v/c Ratio		0,08			0,06							

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 120
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0,08
Intersection Signal Delay: 0,1 — Intersection LOS: A
Intersection Capacity Utilization 32,5% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Bates & Traverse Piétonne



Lane Group	ø6
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	6
Permitted Phases	
Total Split (s)	25.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

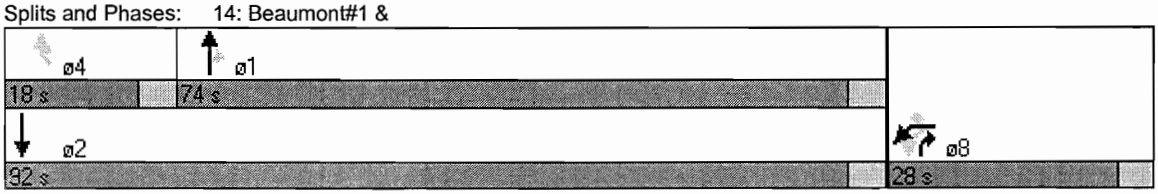
Intersection Summary

Lane Group	WBL2	WBL	WBR	NBT	NBR	SBT	SBR	NWR	NWR2
Lane Configurations									
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1622	1603	1449	1881	1599	3642	0	1513	1403
Flt Permitted	0.950	0.950							
Satd. Flow (perm)	1622	1603	1449	1881	1599	3642	0	1513	1403
Satd. Flow (RTOR)									
Volume (vph)	544	0	200	928	944	1086	184	97	31
Lane Group Flow (vph)	278	277	204	947	963	1308	0	99	32
Turn Type	Perm		Perm		custom			custom	custom
Protected Phases		8		1	8	2			
Permitted Phases	8		8		1			4	4
Total Split (s)	28.0	28.0	28.0	74.0	28.0	92.0	0.0	18.0	18.0
Act Effct Green (s)	24.7	24.7	24.7	73.7	100.4	91.3		15.6	15.6
Actuated g/C Ratio	0.21	0.21	0.21	0.61	0.84	0.76		0.13	0.13
v/c Ratio	0.83	0.84	0.68	0.82	0.72	0.47		0.50	0.17
Control Delay	66.9	67.9	56.3	25.9	7.8	6.2		58.4	49.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	66.9	67.9	56.3	25.9	7.8	6.2		58.4	49.3
LOS	E	E	E	C	A	A		E	D
Approach Delay		64,4		16,8		6,2			
Approach LOS		E		B		A			
Queue Length 50th (m)	69.1	68.9	46.5	173.7	70.1	57.4		23.3	7.2
Queue Length 95th (m)	#113.6	#114.2	74.0	248.7	116.3	69.4		41.7	17.3
Internal Link Dist (m)		426.1		284.3		124.1			
Turn Bay Length (m)	150.0	150.0							
Base Capacity (vph)	351	347	314	1155	1338	2771		208	192
Starvation Cap Reductn	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0,79	0,80	0,65	0,82	0,72	0,47		0,48	0,17

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 22 (18%), Referenced to phase 2:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,84
Intersection Signal Delay: 23,5 Intersection LOS: C
Intersection Capacity Utilization 79,6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: Beaumont#1 &



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1759	1568	0	3249	0	0	3567	0	0	1845	1583
Flt Permitted												
Satd. Flow (perm)	0	1759	1375	0	3249	0	0	3567	0	0	1845	1489
Satd. Flow (RTOR)												
Volume (vph)	0	1018	51	0	780	126	0	1368	241	0	671	167
Lane Group Flow (vph)	0	1072	66	0	1124	0	0	1727	0	0	789	201
Turn Type			Perm									Perm
Protected Phases		2			2			4			4	
Permitted Phases			2									4
Total Split (s)	0.0	45.0	45.0	0.0	45.0	0.0	0.0	60.0	0.0	0.0	60.0	60.0
Act Effct Green (s)		43.0	43.0		43.0			58.0			58.0	58.0
Actuated g/C Ratio		0.41	0.41		0.41			0.55			0.55	0.55
v/c Ratio		1.49	0.12		0.84			0.88			0.77	0.24
Control Delay		254.6	20.0		35.3			26.9			24.9	13.1
Queue Delay		0.0	0.0		0.0			0.0			0.0	0.0
Total Delay		254.6	20.0		35.3			26.9			24.9	13.1
LOS		F	C		D			C			C	B
Approach Delay		241,0			35,3			26,9			22,5	
Approach LOS		F			D			C			C	
Queue Length 50th (m)		~319.7	8.6		112.5			160.6			125.8	21.2
Queue Length 95th (m)		#398.7	15.0		115.5			198.2			160.5	31.6
Internal Link Dist (m)		71.6			70.4			411.7			221.3	
Turn Bay Length (m)												
Base Capacity (vph)		720	563		1331			1970			1019	822
Starvation Cap Reductn		0	0		0			0			0	0
Spillback Cap Reductn		0	0		0			0			0	0
Storage Cap Reductn		0	0		0			0			0	0
Reduced v/c Ratio		1,49	0,12		0,84			0,88			0,77	0,24

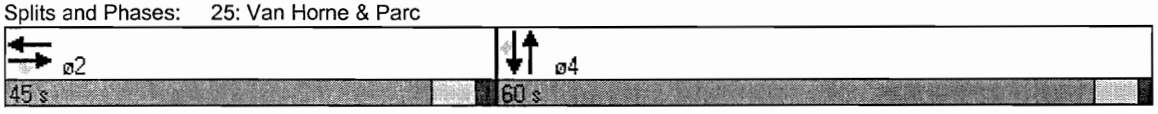
Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 63 (60%), Referenced to phase 4:NBSB, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 1,49
Intersection Signal Delay: 76,8 Intersection LOS: E
Intersection Capacity Utilization 106,0% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 25: Van Horne & Parc

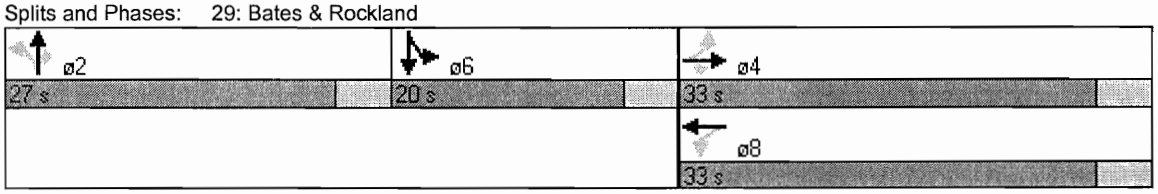


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1816	1538	0	1683	0	0	1691	1615	0	1835	0
Flt Permitted					0.300			0.708			0.966	
Satd. Flow (perm)	0	1816	1398	0	515	0	0	1260	1579	0	1835	0
Satd. Flow (RTOR)												
Volume (vph)	0	596	55	75	118	3	191	0	58	10	4	0
Lane Group Flow (vph)	0	655	60	0	213	0	0	258	78	0	24	0
Turn Type	Perm		Perm	Perm			Perm		Perm	Split		
Protected Phases		4			8			2		6	6	
Permitted Phases	4		4	8			2		2			
Total Split (s)	33.0	33.0	33.0	33.0	33.0	0.0	27.0	27.0	27.0	20.0	20.0	0.0
Act Effct Green (s)		32.2	32.2		32.2			17.8	17.8		8.4	
Actuated g/C Ratio		0.56	0.56		0.56			0.31	0.31		0.13	
v/c Ratio		0.65	0.08		0.74			0.66	0.16		0.10	
Control Delay		17.2	10.3		37.0			27.3	16.1		27.6	
Queue Delay		0.0	0.0		0.0			0.0	0.0		0.0	
Total Delay		17.2	10.3		37.0			27.3	16.1		27.6	
LOS		B	B		D			C	B		C	
Approach Delay		16,6			37,0			24,7			27,6	
Approach LOS		B			D			C			C	
Queue Length 50th (m)		35.7	2.2		12.7			21.0	5.3		2.1	
Queue Length 95th (m)		#141.3	11.6		#70.8			40.6	13.4		6.0	
Internal Link Dist (m)		306.1			173.5			92.6			35.9	
Turn Bay Length (m)			30.0						20.0			
Base Capacity (vph)		1009	777		286			491	616		454	
Starvation Cap Reductn		0	0		0			0	0		0	
Spillback Cap Reductn		0	0		0			0	0		0	
Storage Cap Reductn		0	0		0			0	0		0	
Reduced v/c Ratio		0,65	0,08		0,74			0,53	0,13		0,05	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 57.9
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0,74
Intersection Signal Delay: 22,3 Intersection LOS: C
Intersection Capacity Utilization 66,6% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 29: Bates & Rockland

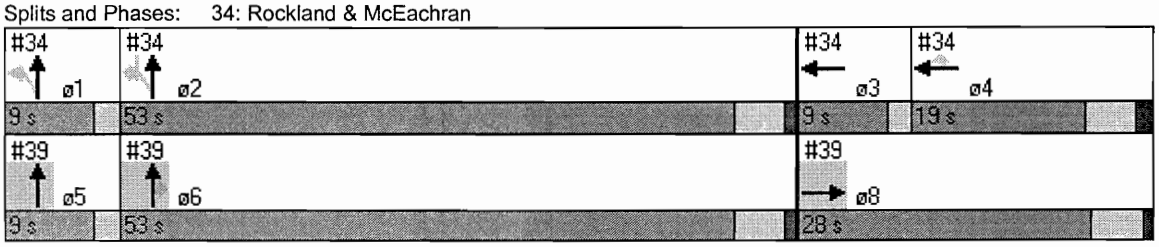


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	0	0	0	1900	1615	1805	1712	0	0	0	1627
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	1900	1615	1805	1712	0	0	0	1627
Satd. Flow (RTOR)												
Volume (vph)	0	0	0	0	243	4	869	104	0	0	0	761
Lane Group Flow (vph)	0	0	0	0	264	4	945	113	0	0	0	827
Turn Type						custom	Perm					custom
Protected Phases					3 4			1 2				
Permitted Phases						4	1 2					2
Total Split (s)	0.0	0.0	0.0	0.0	28.0	19.0	62.0	62.0	0.0	0.0	0.0	53.0
Act Effct Green (s)					26.0	17.0	60.0	60.0				51.0
Actuated g/C Ratio					0.29	0.19	0.67	0.67				0.57
v/c Ratio					0.48	0.01	0.79	0.10				0.90
Control Delay					30.0	30.0	8.7	1.5				32.0
Queue Delay					0.0	0.0	0.0	0.9				0.0
Total Delay					30.0	30.0	8.7	2.5				32.0
LOS					C	C	A	A				C
Approach Delay					30,0			8,0				
Approach LOS					C			A				
Queue Length 50th (m)					39.5	0.6	12.5	1.5				123.6
Queue Length 95th (m)					63.3	3.5	69.6	1.8				#211.1
Internal Link Dist (m)		134.4			151.9			19.3			112.7	
Turn Bay Length (m)						15.0						
Base Capacity (vph)					549	305	1203	1141				922
Starvation Cap Reductn					0	0	0	828				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0,48	0,01	0,79	0,36				0,90

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 57 (63%), Referenced to phase 2:NBTL and 6:, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,90
Intersection Signal Delay: 20,0 Intersection LOS: B
Intersection Capacity Utilization 106,4% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 34: Rockland & McEachran



Lane Group	ø1	ø3	ø5	ø6	ø8
Lane Configurations					
Total Lost Time (s)					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Satd. Flow (RTOR)					
Volume (vph)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	3	5	6	8
Permitted Phases					
Total Split (s)	9.0	9.0	9.0	53.0	28.0
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (m)					
Queue Length 95th (m)					
Internal Link Dist (m)					
Turn Bay Length (m)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

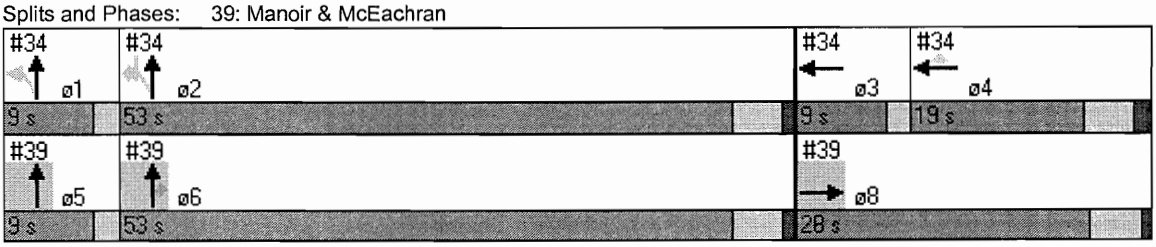
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1900	0	0	0	0	0	3421	1615	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1900	0	0	0	0	0	3421	1445	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	0	217	0	0	0	0	0	973	12	0	0	0
Lane Group Flow (vph)	0	236	0	0	0	0	0	1014	13	0	0	0
Turn Type									custom			
Protected Phases		8						5 6				
Permitted Phases									6			
Total Split (s)	0.0	28.0	0.0	0.0	0.0	0.0	0.0	62.0	53.0	0.0	0.0	0.0
Act Effct Green (s)		26.0						60.0	51.0			
Actuated g/C Ratio		0.29						0.67	0.57			
v/c Ratio		0.43						0.44	0.02			
Control Delay		29.0						4.0	6.0			
Queue Delay		0.0						0.0	0.0			
Total Delay		29.0						4.0	6.0			
LOS		C						A	A			
Approach Delay		29,0						4,0				
Approach LOS		C						A				
Queue Length 50th (m)		34.8						13.2	0.5			
Queue Length 95th (m)		56.5						25.0	m1.0			
Internal Link Dist (m)		65.9			151.6			97.8			19.3	
Turn Bay Length (m)									5.0			
Base Capacity (vph)		549						2281	819			
Starvation Cap Reductn		0						0	0			
Spillback Cap Reductn		0						50	0			
Storage Cap Reductn		0						0	0			
Reduced v/c Ratio		0,43						0,45	0,02			

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 57 (63%), Referenced to phase 2:NBTL and 6:, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,90
Intersection Signal Delay: 8,7 Intersection LOS: A
Intersection Capacity Utilization 106,4% ICU Level of Service G
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 39: Manoir & McEachran



Lane Group	ø1	ø2	ø3	ø4	ø5
Lane Configurations					
Total Lost Time (s)					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Satd. Flow (RTOR)					
Volume (vph)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	3	4	5
Permitted Phases					
Total Split (s)	9.0	53.0	9.0	19.0	9.0
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (m)					
Queue Length 95th (m)					
Internal Link Dist (m)					
Turn Bay Length (m)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

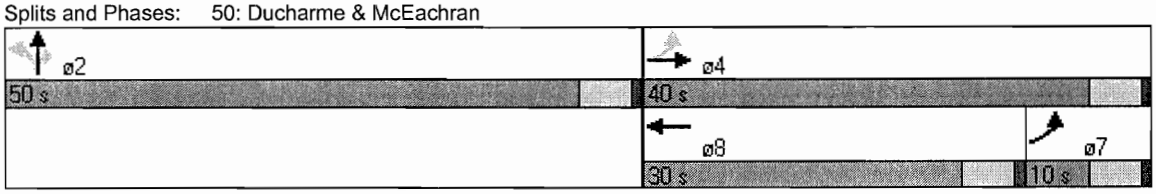
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1597	1816	0	0	1529	0	0	1800	1419	0	0	0
Flt Permitted	0.376							0.999				
Satd. Flow (perm)	612	1816	0	0	1529	0	0	1798	1305	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	96	215	0	0	85	192	19	660	19	0	0	0
Lane Group Flow (vph)	104	234	0	0	301	0	0	738	21	0	0	0
Turn Type	pm+pt						Perm		Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4						2		2			
Total Split (s)	10.0	40.0	0.0	0.0	30.0	0.0	50.0	50.0	50.0	0.0	0.0	0.0
Act Effct Green (s)	38.0	38.0			28.0			48.0	48.0			
Actuated g/C Ratio	0.42	0.42			0.31			0.53	0.53			
v/c Ratio	0.30	0.31			0.63			0.77	0.03			
Control Delay	21.7	18.6			33.7			14.2	6.9			
Queue Delay	0.0	0.0			0.0			0.2	0.0			
Total Delay	21.7	18.6			33.7			14.4	6.9			
LOS	C	B			C			B	A			
Approach Delay		19,6			33,7			14,2				
Approach LOS		B			C			B				
Queue Length 50th (m)	11.4	27.4			46.7			47.3	1.2			
Queue Length 95th (m)	21.9	45.0			75.5			61.5	m2.0			
Internal Link Dist (m)		64.0			64.8			144.6			19.3	
Turn Bay Length (m)	10.0								15.0			
Base Capacity (vph)	346	767			476			959	696			
Starvation Cap Reductn	0	0			0			20	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0,30	0,31			0,63			0,79	0,03			

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 36 (40%), Referenced to phase 2:NBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,77
Intersection Signal Delay: 19,7 — Intersection LOS: B
Intersection Capacity Utilization 75,7% — ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 50: Ducharme & McEachran

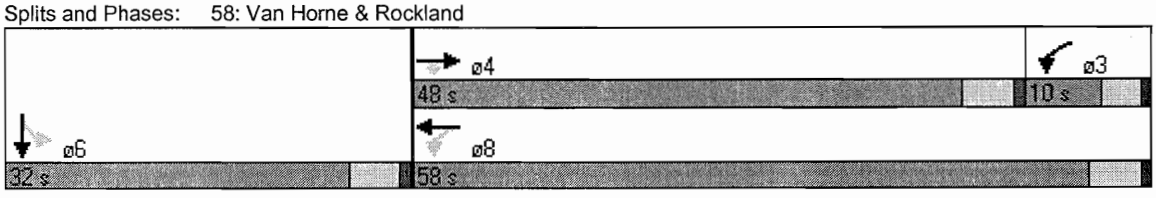


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1763	1507	1745	1746	0	0	0	0	1719	1757	0
Flt Permitted				0.260						0.950		
Satd. Flow (perm)	0	1763	1328	478	1746	0	0	0	0	1667	1757	0
Satd. Flow (RTOR)												
Volume (vph)	0	552	52	47	504	0	0	0	0	55	369	107
Lane Group Flow (vph)	0	594	56	52	554	0	0	0	0	62	535	0
Turn Type			Perm	pm+pt						Perm		
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		
Total Split (s)	0.0	48.0	48.0	10.0	58.0	0.0	0.0	0.0	0.0	32.0	32.0	0.0
Act Effct Green (s)		46.0	46.0	56.0	56.0					30.0	30.0	
Actuated g/C Ratio		0.51	0.51	0.62	0.62					0.33	0.33	
v/c Ratio		0.66	0.08	0.13	0.51					0.11	0.91	
Control Delay		20.6	11.7	1.1	2.0					21.6	51.4	
Queue Delay		0.2	0.0	0.0	0.1					0.0	0.0	
Total Delay		20.9	11.7	1.1	2.1					21.6	51.4	
LOS		C	B	A	A					C	D	
Approach Delay		20,1			2,0						48,3	
Approach LOS		C			A						D	
Queue Length 50th (m)		75.7	5.0	0.4	4.1					7.7	92.3	
Queue Length 95th (m)		113.7	11.3	m0.5	4.1					16.6	#152.3	
Internal Link Dist (m)		427.9			62.2			130.2			145.8	
Turn Bay Length (m)			15.0	15.0						15.0		
Base Capacity (vph)		901	679	410	1086					556	586	
Starvation Cap Reductn		0	0	0	49					0	0	
Spillback Cap Reductn		38	0	0	0					0	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0,69	0,08	0,13	0,53					0,11	0,91	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 73 (81%), Referenced to phase 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,91
Intersection Signal Delay: 23,3 Intersection LOS: C
Intersection Capacity Utilization 69,7% ICU Level of Service C
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 58: Van Horne & Rockland

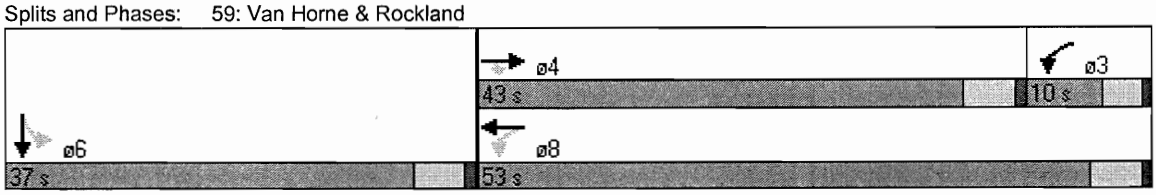


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1766	1436	1685	1783	0	0	0	0	0	1839	0
Flt Permitted				0.194							0.991	
Satd. Flow (perm)	0	1766	738	344	1783	0	0	0	0	0	1778	0
Satd. Flow (RTOR)												
Volume (vph)	0	606	20	25	564	0	0	0	0	90	378	24
Lane Group Flow (vph)	0	618	20	26	576	0	0	0	0	0	502	0
Turn Type			Perm	pm+pt						Perm		
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		
Total Split (s)	0.0	43.0	43.0	10.0	53.0	0.0	0.0	0.0	0.0	37.0	37.0	0.0
Act Effct Green (s)		41.0	41.0	51.0	51.0						35.0	
Actuated g/C Ratio		0.46	0.46	0.57	0.57						0.39	
v/c Ratio		0.77	0.06	0.08	0.57						0.73	
Control Delay		13.4	5.8	1.2	2.3						30.8	
Queue Delay		0.5	0.0	0.0	1.2						0.0	
Total Delay		13.9	5.8	1.2	3.6						30.8	
LOS		B	A	A	A						C	
Approach Delay		13,7			3,5						30,8	
Approach LOS		B			A						C	
Queue Length 50th (m)		20.5	0.6	0.3	6.0						76.3	
Queue Length 95th (m)		26.4	m1.1	m0.3	m6.3						115.0	
Internal Link Dist (m)		62.2			65.5			131.0			145.7	
Turn Bay Length (m)			15.0	15.0								
Base Capacity (vph)		805	336	314	1010						691	
Starvation Cap Reductn		32	0	0	231						0	
Spillback Cap Reductn		0	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0,80	0,06	0,08	0,74						0,73	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 77 (86%), Referenced to phase 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,77
Intersection Signal Delay: 15,1 Intersection LOS: B
Intersection Capacity Utilization 73,0% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 59: Van Horne & Rockland

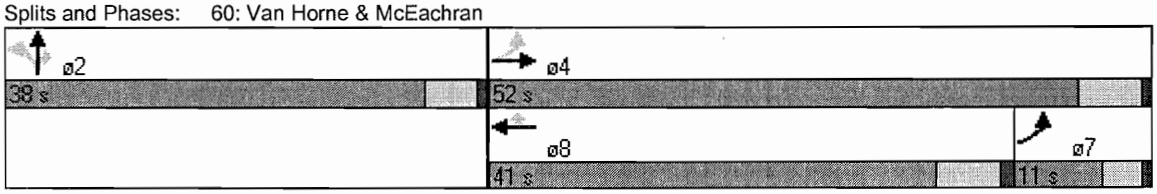


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1668	1749	0	0	1783	1507	0	1856	1583	0	0	0
Flt Permitted	0.150							0.997				
Satd. Flow (perm)	263	1749	0	0	1783	824	0	1823	1121	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	109	587	0	0	553	102	36	492	42	0	0	0
Lane Group Flow (vph)	116	624	0	0	643	119	0	550	44	0	0	0
Turn Type	pm+pt					Perm	Perm		Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Total Split (s)	11.0	52.0	0.0	0.0	41.0	41.0	38.0	38.0	38.0	0.0	0.0	0.0
Act Effct Green (s)	50.0	50.0			39.0	39.0		36.0	36.0			
Actuated g/C Ratio	0.56	0.56			0.43	0.43		0.40	0.40			
v/c Ratio	0.40	0.64			0.83	0.33		0.75	0.10			
Control Delay	7.8	4.7			19.8	6.5		31.2	17.7			
Queue Delay	0.0	0.5			2.4	0.0		0.1	0.0			
Total Delay	7.8	5.2			22.3	6.5		31.3	17.7			
LOS	A	A			C	A		C	B			
Approach Delay		5,6			19,8			30,3				
Approach LOS		A			B			C				
Queue Length 50th (m)	2.9	16.2			117.2	4.8		84.2	4.9			
Queue Length 95th (m)	m3.1	18.4			#116.9	9.0		125.6	12.0			
Internal Link Dist (m)		65.5			61.9			305.0			144.6	
Turn Bay Length (m)	15.0					15.0			15.0			
Base Capacity (vph)	287	972			773	357		729	448			
Starvation Cap Reductn	0	96			55	0		0	0			
Spillback Cap Reductn	0	0			0	0		7	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0,40	0,71			0,90	0,33		0,76	0,10			

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 75 (83%), Referenced to phase 8:WBT, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,83
Intersection Signal Delay: 17,8 Intersection LOS: B
Intersection Capacity Utilization 73,0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 60: Van Horne & McEachran

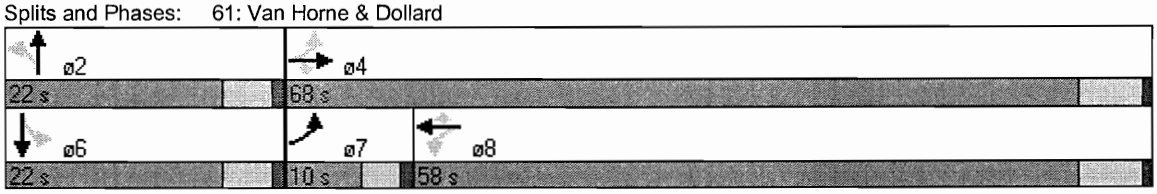


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1835	1489	0	1793	1436	0	1900	0	0	1773	0
Flt Permitted		0.985			0.989							
Satd. Flow (perm)	0	1809	1489	0	1775	1436	0	1900	0	0	1773	0
Satd. Flow (RTOR)												
Volume (vph)	15	581	20	10	593	22	0	0	0	0	0	0
Lane Group Flow (vph)	0	648	22	0	656	24	0	0	0	0	0	0
Turn Type	pm+pt		Perm	Perm		Perm	Perm			Perm		
Protected Phases	7	4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Total Split (s)	10.0	68.0	68.0	58.0	58.0	58.0	22.0	22.0	0.0	22.0	22.0	0.0
Act Effct Green (s)		66.0	66.0		56.0	56.0						
Actuated g/C Ratio		0.73	0.73		0.62	0.62						
v/c Ratio		0.49	0.02		0.59	0.03						
Control Delay		5.2	4.0		11.7	3.4						
Queue Delay		0.7	0.0		0.7	0.0						
Total Delay		5.9	4.0		12.4	3.4						
LOS		A	A		B	A						
Approach Delay		5,9			12,1							
Approach LOS		A			B							
Queue Length 50th (m)		20.5	0.7		89.2	0.8						
Queue Length 95th (m)		51.8	m2.1		151.0	m1.5						
Internal Link Dist (m)		61.9			63.2			234.8			145.2	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		1329	1092		1104	894						
Starvation Cap Reductn		348	0		99	0						
Spillback Cap Reductn		0	0		183	0						
Storage Cap Reductn		0	0		0	0						
Reduced v/c Ratio		0,66	0,02		0,71	0,03						

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 61 (68%), Referenced to phase 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,59
Intersection Signal Delay: 9,0 Intersection LOS: A
Intersection Capacity Utilization 61,8% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 61: Van Horne & Dollard

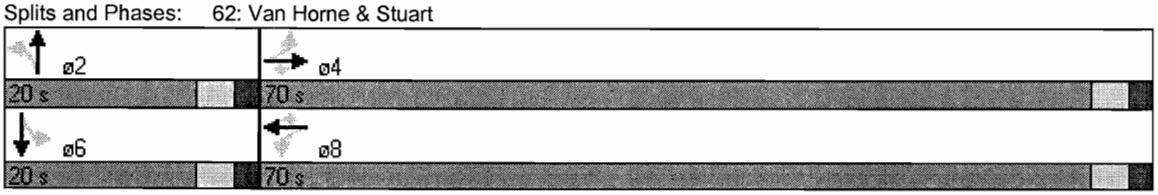


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1766	1507	0	1804	1489	0	1768	0	1685	1443	0
Flt Permitted		0.979			0.998			0.909		0.613		
Satd. Flow (perm)	0	1731	936	0	1800	1141	0	1464	0	762	1443	0
Satd. Flow (RTOR)												
Volume (vph)	17	624	22	3	599	16	24	65	0	17	66	25
Lane Group Flow (vph)	0	720	25	0	684	18	0	100	0	23	124	0
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Total Split (s)	70.0	70.0	70.0	70.0	70.0	70.0	20.0	20.0	0.0	20.0	20.0	0.0
Act Effct Green (s)		68.0	68.0		68.0	68.0		18.0		18.0	18.0	
Actuated g/C Ratio		0.76	0.76		0.76	0.76		0.20		0.20	0.20	
v/c Ratio		0.55	0.04		0.50	0.02		0.34		0.15	0.43	
Control Delay		7.2	4.4		1.1	0.2		34.8		32.7	36.9	
Queue Delay		0.0	0.0		1.0	0.0		0.0		5.4	0.0	
Total Delay		7.2	4.4		2.1	0.2		34.8		38.1	36.9	
LOS		A	A		A	A		C		D	D	
Approach Delay		7,1			2,1			34,8			37,1	
Approach LOS		A			A			C			D	
Queue Length 50th (m)		47.1	1.5		1.9	0.1		15.8		3.5	19.9	
Queue Length 95th (m)		47.5	m2.7		2.4	m0.1		30.5		8.4	29.2	
Internal Link Dist (m)		63.2			64.4			133.3			145.7	
Turn Bay Length (m)			15.0			15.0				15.0		
Base Capacity (vph)		1308	707		1360	862		293		152	289	
Starvation Cap Reductn		12	0		400	0		0		0	0	
Spillback Cap Reductn		5	0		204	0		0		94	0	
Storage Cap Reductn		0	0		0	0		0		0	0	
Reduced v/c Ratio		0,56	0,04		0,71	0,02		0,34		0,40	0,43	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 42 (47%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,55
Intersection Signal Delay: 9,3 — Intersection LOS: A
Intersection Capacity Utilization 64,6% — ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 62: Van Horne & Stuart

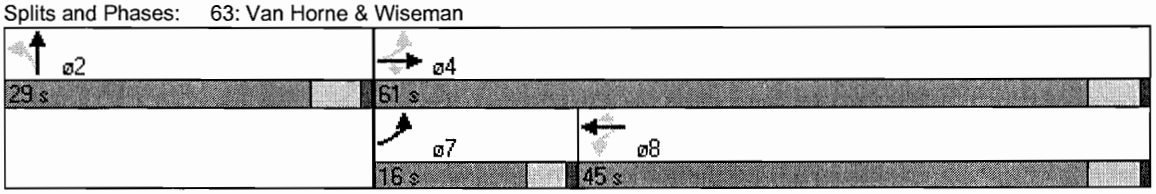


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1772	1507	0	1772	1507	0	1815	0	0	0	0
Flt Permitted		0.995			0.988			0.983				
Satd. Flow (perm)	0	1764	1016	0	1748	1507	0	1461	0	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	10	600	20	10	584	20	25	30	15	0	0	0
Lane Group Flow (vph)	0	663	22	0	646	22	0	76	0	0	0	0
Turn Type	pm+pt		Perm	Perm		Perm	Perm					
Protected Phases	7	4			8			2				
Permitted Phases	4		4	8		8	2					
Total Split (s)	16.0	61.0	61.0	45.0	45.0	45.0	29.0	29.0	0.0	0.0	0.0	0.0
Act Effct Green (s)		59.0	59.0		43.0	43.0		27.0				
Actuated g/C Ratio		0.66	0.66		0.48	0.48		0.30				
v/c Ratio		0.57	0.03		0.77	0.03		0.17				
Control Delay		10.1	4.5		13.4	6.5		24.7				
Queue Delay		0.8	0.0		1.4	0.0		0.0				
Total Delay		10.9	4.5		14.8	6.5		24.7				
LOS		B	A		B	A		C				
Approach Delay		10,7			14,5			24,7				
Approach LOS		B			B			C				
Queue Length 50th (m)		65.4	1.3		21.7	0.7		10.2				
Queue Length 95th (m)		71.4	m2.2		m46.6	m1.1		21.2				
Internal Link Dist (m)		64.4			103.4			209.1			144.9	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		1158	666		835	720		438				
Starvation Cap Reductn		229	0		66	0		0				
Spillback Cap Reductn		0	0		0	0		0				
Storage Cap Reductn		0	0		0	0		0				
Reduced v/c Ratio		0,71	0,03		0,84	0,03		0,17				

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 40 (44%), Referenced to phase 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,77
Intersection Signal Delay: 13,2 Intersection LOS: B
Intersection Capacity Utilization 81,3% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 63: Van Horne & Wiseman

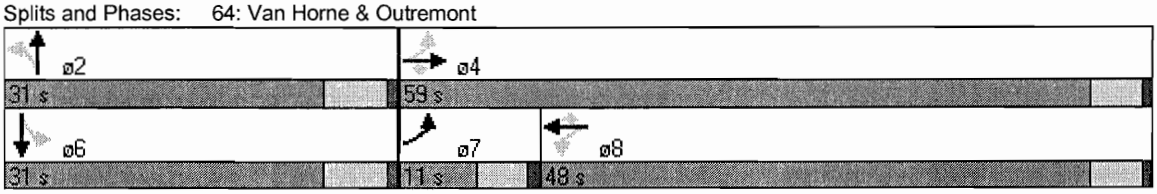


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1740	1306	0	1781	1387	0	1420	0	1752	1513	0
Flt Permitted		0.965			0.944			0.873		0.648		
Satd. Flow (perm)	0	1683	344	0	1686	756	0	1107	0	740	1513	0
Satd. Flow (RTOR)												
Volume (vph)	23	648	35	33	596	42	41	43	26	96	78	33
Lane Group Flow (vph)	0	729	38	0	684	46	0	120	0	104	121	0
Turn Type	pm+pt		Perm	Perm		Perm	Perm			Perm		
Protected Phases	7	4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Total Split (s)	11.0	59.0	59.0	48.0	48.0	48.0	31.0	31.0	0.0	31.0	31.0	0.0
Act Effct Green (s)		57.0	57.0		46.0	46.0		29.0		29.0	29.0	
Actuated g/C Ratio		0.63	0.63		0.51	0.51		0.32		0.32	0.32	
v/c Ratio		0.68	0.17		0.79	0.12		0.34		0.44	0.25	
Control Delay		7.1	5.4		8.2	3.7		26.5		31.2	24.2	
Queue Delay		0.0	0.0		0.7	0.0		0.0		0.0	0.0	
Total Delay		7.1	5.4		8.9	3.7		26.5		31.2	24.2	
LOS		A	A		A	A		C		C	C	
Approach Delay		7,0			8,6			26,5			27,4	
Approach LOS		A			A			C			C	
Queue Length 50th (m)		21.1	1.1		14.3	0.9		16.5		14.8	16.1	
Queue Length 95th (m)		31.0	m2.3		m14.9	m1.1		31.9		31.1	30.1	
Internal Link Dist (m)		103.4			60.3			142.2			143.8	
Turn Bay Length (m)			15.0			15.0				30.0		
Base Capacity (vph)		1072	218		862	386		357		238	488	
Starvation Cap Reductn		0	0		38	0		0		0	0	
Spillback Cap Reductn		0	0		7	0		0		0	0	
Storage Cap Reductn		0	0		0	0		0		0	0	
Reduced v/c Ratio		0,68	0,17		0,83	0,12		0,34		0,44	0,25	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 31 (34%), Referenced to phase 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,79
Intersection Signal Delay: 11,4 — Intersection LOS: B
Intersection Capacity Utilization 79,8% — ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 64: Van Horne & Outremont

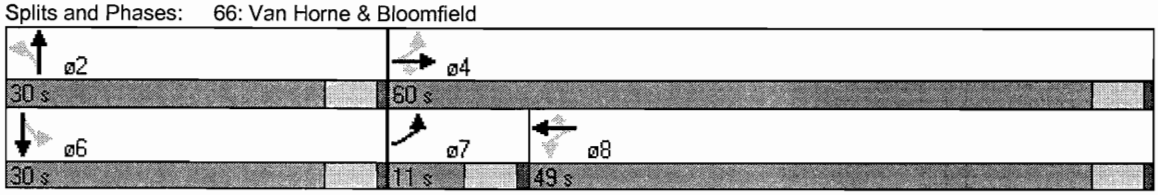


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1766	1471	0	1781	1525	0	1835	0	0	1730	0
Flt Permitted					0.845			0.913			0.695	
Satd. Flow (perm)	0	1766	1471	0	1511	1459	0	1687	0	0	1244	0
Satd. Flow (RTOR)												
Volume (vph)	1	749	6	62	653	28	36	83	40	104	44	3
Lane Group Flow (vph)	0	815	7	0	777	30	0	172	0	0	164	0
Turn Type	pm+pt		Perm	Perm		Perm	Perm			Perm		
Protected Phases	7	4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Total Split (s)	11.0	60.0	60.0	49.0	49.0	49.0	30.0	30.0	0.0	30.0	30.0	0.0
Act Effct Green (s)		58.0	58.0		47.0	47.0		28.0			28.0	
Actuated g/C Ratio		0.64	0.64		0.52	0.52		0.31			0.31	
v/c Ratio		0.72	0.01		0.98	0.04		0.33			0.42	
Control Delay		11.8	5.7		30.5	8.4		26.0			28.8	
Queue Delay		0.3	0.0		4.0	0.0		0.0			0.0	
Total Delay		12.1	5.7		34.5	8.4		26.0			28.8	
LOS		B	A		C	A		C			C	
Approach Delay		12,1			33,5			26,0			28,8	
Approach LOS		B			C			C			C	
Queue Length 50th (m)		61.9	0.4		34.9	1.0		23.8			23.5	
Queue Length 95th (m)		87.1	m0.8		m#171.7	m1.7		41.2			42.3	
Internal Link Dist (m)		62.6			58.3			89.3			143.1	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		1138	948		789	762		525			387	
Starvation Cap Reductn		60	0		0	0		0			0	
Spillback Cap Reductn		33	0		14	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0,76	0,01		1,00	0,04		0,33			0,42	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 19 (21%), Referenced to phase 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,98
Intersection Signal Delay: 23,5 Intersection LOS: C
Intersection Capacity Utilization 108,1% ICU Level of Service G
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 66: Van Horne & Bloomfield

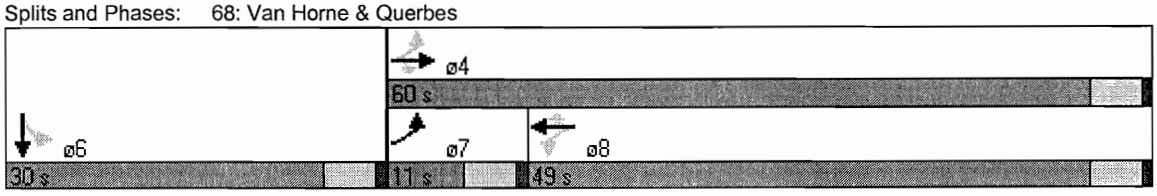


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1845	1615	0	1863	1615	0	0	0	0	1827	0
Flt Permitted		0.927			0.993						0.978	
Satd. Flow (perm)	0	1710	1615	0	1850	1615	0	0	0	0	1827	0
Satd. Flow (RTOR)												
Volume (vph)	8	876	27	6	799	46	0	0	0	47	45	13
Lane Group Flow (vph)	0	961	29	0	875	50	0	0	0	0	114	0
Turn Type	pm+pt		Perm	Perm		Perm				Perm		
Protected Phases	7	4			8						6	
Permitted Phases	4		4	8		8				6		
Total Split (s)	11.0	60.0	60.0	49.0	49.0	49.0	0.0	0.0	0.0	30.0	30.0	0.0
Act Effct Green (s)		58.0	58.0		47.0	47.0					28.0	
Actuated g/C Ratio		0.64	0.64		0.52	0.52					0.31	
v/c Ratio		0.86	0.03		0.91	0.06					0.20	
Control Delay		14.7	4.9		34.5	10.9					24.0	
Queue Delay		0.0	0.0		0.0	0.0					0.0	
Total Delay		14.7	4.9		34.5	10.9					24.0	
LOS		B	A		C	B					C	
Approach Delay		14,4			33,2						24,0	
Approach LOS		B			C						C	
Queue Length 50th (m)		45.9	1.3		136.6	4.3					15.1	
Queue Length 95th (m)		#123.8	m2.3		#222.6	9.9					28.5	
Internal Link Dist (m)		48.7			135.5			197.2			146.8	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		1116	1041		966	843					568	
Starvation Cap Reductn		0	0		0	0					0	
Spillback Cap Reductn		0	0		0	0					0	
Storage Cap Reductn		0	0		0	0					0	
Reduced v/c Ratio		0,86	0,03		0,91	0,06					0,20	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 19 (21%), Referenced to phase 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,91
Intersection Signal Delay: 23,5 Intersection LOS: C
Intersection Capacity Utilization 64,9% ICU Level of Service C
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

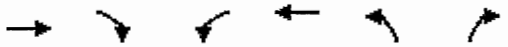
Splits and Phases: 68: Van Horne & Querbes



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	70	670	91	106	81	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	76	728	99	115	88	29
Pedestrians					29	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.1	
Percent Blockage					3	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (m)	198			277		
pX, platoon unblocked						
vC, conflicting volume			833		418	105
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			833		418	105
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.3
p0 queue free %			87		82	97
cM capacity (veh/h)			787		494	930

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	76	728	99	115	117
Volume Left	0	0	99	0	88
Volume Right	0	728	0	0	29
cSH	1700	1700	787	1700	559
Volume to Capacity	0,04	0,43	0,13	0,07	0,21
Queue Length 95th (m)	0,0	0,0	3,4	0,0	6,3
Control Delay (s)	0,0	0,0	10,2	0,0	13,1
Lane LOS			B		B
Approach Delay (s)	0,0		4,7		13,1
Approach LOS					B

Intersection Summary			
Average Delay	2,2		
Intersection Capacity Utilization	55,8%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	32	65	49	58	139	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	71	53	63	151	118
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (m)	375			99		
pX, platoon unblocked						
vC, conflicting volume			105		240	70
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			105		240	70
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		79	88
cM capacity (veh/h)			1498		726	998

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	105	116	270
Volume Left	0	53	151
Volume Right	71	0	118
cSH	1700	1498	825
Volume to Capacity	0,06	0,04	0,33
Queue Length 95th (m)	0,0	0,9	11,4
Control Delay (s)	0,0	3,6	11,5
Lane LOS		A	B
Approach Delay (s)	0,0	3,6	11,5
Approach LOS			B

Intersection Summary			
Average Delay	7,1		
Intersection Capacity Utilization	33,5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	19	122	48	41	66	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	133	52	45	72	24

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	153	97	96
Volume Left (vph)	0	52	72
Volume Right (vph)	133	0	24
Hadj (s)	-0,52	0,11	0,00
Departure Headway (s)	3,7	4,4	4,4
Degree Utilization, x	0,16	0,12	0,12
Capacity (veh/h)	940	798	769
Control Delay (s)	7,4	7,9	8,0
Approach Delay (s)	7,4	7,9	8,0
Approach LOS	A	A	A

Intersection Summary			
Delay		7,7	
HCM Level of Service		A	
Intersection Capacity Utilization		28,3%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	32	205	42	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	35	223	46	0
Pedestrians				111		
Lane Width (m)				3.6		
Walking Speed (m/s)				1.1		
Percent Blockage				10		
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (m)	176					
pX, platoon unblocked						
vC, conflicting volume			0		292	111
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		292	111
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		93	100
cM capacity (veh/h)			1636		688	852

Direction, Lane #	WB 1	NB 1
Volume Total	258	46
Volume Left	35	46
Volume Right	0	0
cSH	1636	688
Volume to Capacity	0,02	0,07
Queue Length 95th (m)	0,5	1,7
Control Delay (s)	1,1	10,6
Lane LOS	A	B
Approach Delay (s)	1,1	10,6
Approach LOS		B

Intersection Summary			
Average Delay	2,6		
Intersection Capacity Utilization	48,9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	0	62	131	59	96	29	0	0	160	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	67	142	64	104	32	0	0	174	11
Pedestrians		111									100	
Lane Width (m)		0.0									3.6	
Walking Speed (m/s)		1.1									1.1	
Percent Blockage		0									9	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)		388										
pX, platoon unblocked												
vC, conflicting volume	307			0			518	441	0	425	409	385
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	307			0			518	441	0	425	409	385
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			65	93	100	100	63	98
cM capacity (veh/h)	1151			1636			298	447	1091	422	466	606

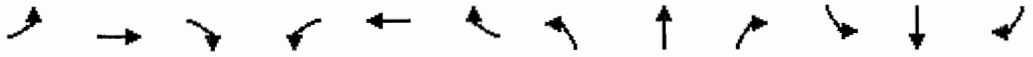
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	274	136	185
Volume Left	67	104	0
Volume Right	64	0	11
cSH	1636	323	473
Volume to Capacity	0,04	0,42	0,39
Queue Length 95th (m)	1,0	16,0	14,7
Control Delay (s)	2,1	24,0	17,4
Lane LOS	A	C	C
Approach Delay (s)	2,1	24,0	17,4
Approach LOS		C	C

Intersection Summary			
Average Delay	11,8		
Intersection Capacity Utilization	45,4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Volume (vph)	548	250	0	16	19	129
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.77
Hourly flow rate (vph)	596	272	0	17	21	168

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	596	272	17	188
Volume Left (vph)	596	0	0	21
Volume Right (vph)	0	272	17	0
Hadj (s)	0,52	-0,67	-0,60	0,17
Departure Headway (s)	5,7	4,5	5,5	5,9
Degree Utilization, x	0,94	0,34	0,03	0,31
Capacity (veh/h)	630	795	633	594
Control Delay (s)	43,9	8,5	8,7	11,6
Approach Delay (s)	32,8		8,7	11,6
Approach LOS	D		A	B

Intersection Summary			
Delay	28,7		
HCM Level of Service	D		
Intersection Capacity Utilization	51,5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	199	30	0	0	0	0	42	22	0	32	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	216	33	0	0	0	0	46	24	0	35	0
Pedestrians					111			50				
Lane Width (m)					0.0			3.6				
Walking Speed (m/s)					1.1			1.1				
Percent Blockage					0			5				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)		176										
pX, platoon unblocked				0,91			0,91	0,91	0,91	0,91	0,91	
vC, conflicting volume	0			299			300	283	394	390	299	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			228			230	210	333	329	228	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	92	96	100	94	100
cM capacity (veh/h)	1636			1172			583	599	619	499	585	1091

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	249	70	35
Volume Left	0	0	0
Volume Right	33	24	0
cSH	1636	606	585
Volume to Capacity	0,00	0,11	0,06
Queue Length 95th (m)	0,0	3,1	1,5
Control Delay (s)	0,0	11,7	11,5
Lane LOS		B	B
Approach Delay (s)	0,0	11,7	11,5
Approach LOS		B	B

Intersection Summary			
Average Delay	3,4		
Intersection Capacity Utilization	43,8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	145	71	0	0	0	0	120	27	108	114	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	158	77	0	0	0	0	130	29	117	124	0
Pedestrians		111						50				
Lane Width (m)		3.6						3.6				
Walking Speed (m/s)		1.1						1.1				
Percent Blockage		10						5				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	0			285			430	257	246	302	296	111
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			285			430	257	246	302	296	111
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	79	96	77	79	100
cM capacity (veh/h)	1636			1230			374	619	761	508	589	852

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	240	160	241
Volume Left	5	0	117
Volume Right	77	29	0
cSH	1636	641	547
Volume to Capacity	0,00	0,25	0,44
Queue Length 95th (m)	0,1	7,8	17,9
Control Delay (s)	0,2	12,5	16,7
Lane LOS	A	B	C
Approach Delay (s)	0,2	12,5	16,7
Approach LOS		B	C

Intersection Summary			
Average Delay	9,5		
Intersection Capacity Utilization	44,8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	255	25	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	277	27	0	0	0	0
Pedestrians				140		
Lane Width (m)				0.0		
Walking Speed (m/s)				1.1		
Percent Blockage				0		
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			304		291	431
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			304		291	431
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1268		704	629

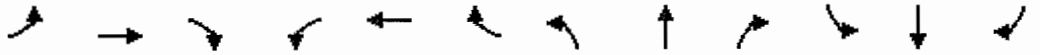
Direction, Lane #	EB 1
Volume Total	304
Volume Left	0
Volume Right	27
cSH	1700
Volume to Capacity	0,18
Queue Length 95th (m)	0,0
Control Delay (s)	0,0
Lane LOS	
Approach Delay (s)	0,0
Approach LOS	

Intersection Summary			
Average Delay	0,0		
Intersection Capacity Utilization	34,8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	13	18	61	20	22	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	20	66	22	24	43
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	168	77			88	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	168	77			88	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	98			98	
cM capacity (veh/h)	813	989			1520	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	34	88	67
Volume Left	14	0	24
Volume Right	20	22	0
cSH	907	1700	1520
Volume to Capacity	0,04	0,05	0,02
Queue Length 95th (m)	0,9	0,0	0,4
Control Delay (s)	9,1	0,0	2,7
Lane LOS	A		A
Approach Delay (s)	9,1	0,0	2,7
Approach LOS	A		

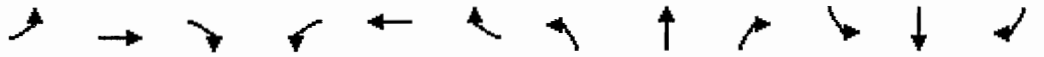
Intersection Summary			
Average Delay	2,6		
Intersection Capacity Utilization	20,0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	11	0	12	14	0	13	13	130	16	20	157	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	0	13	15	0	14	14	141	17	22	171	20
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	416	411	180	415	412	150	190			159		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	416	411	180	415	412	150	190			159		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	98	97	100	98	99			98		
cM capacity (veh/h)	531	520	867	532	520	902	1396			1433		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	25	29	173	212
Volume Left	12	15	14	22
Volume Right	13	14	17	20
cSH	666	663	1396	1433
Volume to Capacity	0,04	0,04	0,01	0,02
Queue Length 95th (m)	0,9	1,1	0,2	0,4
Control Delay (s)	10,6	10,7	0,7	0,9
Lane LOS	B	B	A	A
Approach Delay (s)	10,6	10,7	0,7	0,9
Approach LOS	B	B		

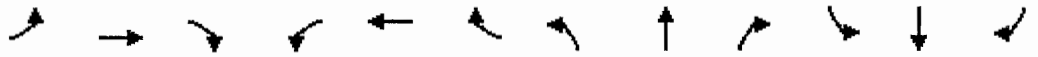
Intersection Summary				
Average Delay	2,0			
Intersection Capacity Utilization	24,6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	4	136	38	25	49	11	0	0	0	51	468	158
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	148	41	27	53	12	0	0	0	55	509	172

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	193	92	736
Volume Left (vph)	4	27	55
Volume Right (vph)	41	12	172
Hadj (s)	-0,12	-0,02	-0,11
Departure Headway (s)	5,8	6,1	4,7
Degree Utilization, x	0,31	0,16	0,95
Capacity (veh/h)	607	571	763
Control Delay (s)	11,5	10,3	43,0
Approach Delay (s)	11,5	10,3	43,0
Approach LOS	B	B	E

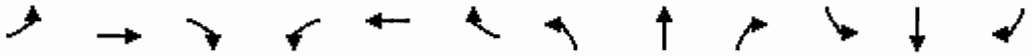
Intersection Summary				
Delay	34,1			
HCM Level of Service	D			
Intersection Capacity Utilization	69,8%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	160	13	22	84	0	0	0	0	125	479	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	174	14	24	91	0	0	0	0	136	521	15

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	188	115	672
Volume Left (vph)	0	24	136
Volume Right (vph)	14	0	15
Hadj (s)	0,00	0,05	0,06
Departure Headway (s)	5,9	6,1	4,9
Degree Utilization, x	0,31	0,20	0,91
Capacity (veh/h)	589	565	721
Control Delay (s)	11,6	10,6	36,9
Approach Delay (s)	11,6	10,6	36,9
Approach LOS	B	B	E

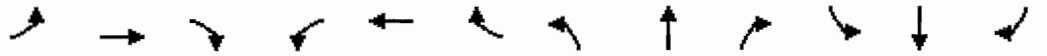
Intersection Summary				
Delay	28,9			
HCM Level of Service	D			
Intersection Capacity Utilization	69,8%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	175	20	10	214	6	15	7	5	15	19	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	190	22	11	233	7	16	8	5	16	21	16

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	214	250	29	53
Volume Left (vph)	2	11	16	16
Volume Right (vph)	22	7	5	16
Hadj (s)	-0,01	0,04	0,00	-0,12
Departure Headway (s)	4,4	4,4	5,0	4,9
Degree Utilization, x	0,26	0,30	0,04	0,07
Capacity (veh/h)	800	793	646	666
Control Delay (s)	8,9	9,3	8,2	8,2
Approach Delay (s)	8,9	9,3	8,2	8,2
Approach LOS	A	A	A	A

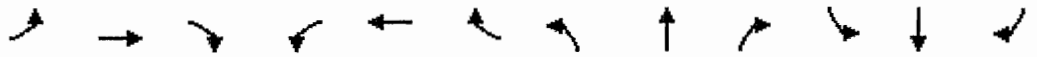
Intersection Summary				
Delay	9,0			
HCM Level of Service	A			
Intersection Capacity Utilization	27,9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	9	162	41	16	182	46	54	26	21	6	50	8
Peak Hour Factor	0.86	0.86	0.86	0.85	0.85	0.85	0.91	0.91	0.91	0.56	0.56	0.56
Hourly flow rate (vph)	10	188	48	19	214	54	59	29	23	11	89	14

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	247	287	111	114
Volume Left (vph)	10	19	59	11
Volume Right (vph)	48	54	23	14
Hadj (s)	-0,08	-0,06	-0,02	-0,06
Departure Headway (s)	4,8	4,8	5,4	5,3
Degree Utilization, x	0,33	0,38	0,17	0,17
Capacity (veh/h)	701	713	590	601
Control Delay (s)	10,2	10,7	9,4	9,4
Approach Delay (s)	10,2	10,7	9,4	9,4
Approach LOS	B	B	A	A

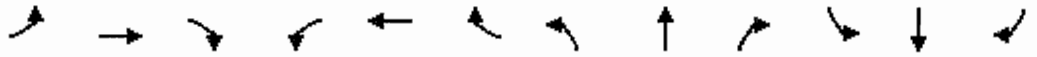
Intersection Summary			
Delay	10,1		
HCM Level of Service	B		
Intersection Capacity Utilization	38,5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	173	0	0	186	5	35	5	15	5	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	188	0	0	202	5	38	5	16	5	0	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	188	208	60	11
Volume Left (vph)	0	0	38	5
Volume Right (vph)	0	5	16	5
Hadj (s)	0,02	0,05	-0,04	-0,20
Departure Headway (s)	4,3	4,3	4,8	4,7
Degree Utilization, x	0,23	0,25	0,08	0,01
Capacity (veh/h)	813	804	696	696
Control Delay (s)	8,6	8,8	8,2	7,7
Approach Delay (s)	8,6	8,8	8,2	7,7
Approach LOS	A	A	A	A

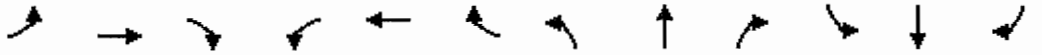
Intersection Summary			
Delay	8,6		
HCM Level of Service	A		
Intersection Capacity Utilization	21,1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	15	184	44	7	91	72	17	80	16	26	151	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	200	48	8	99	78	18	87	17	28	164	17

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	264	185	123	210
Volume Left (vph)	16	8	18	28
Volume Right (vph)	48	78	17	17
Hadj (s)	-0,08	-0,21	-0,04	0,01
Departure Headway (s)	5,0	5,0	5,4	5,3
Degree Utilization, x	0,37	0,26	0,18	0,31
Capacity (veh/h)	671	662	595	628
Control Delay (s)	10,9	9,7	9,6	10,6
Approach Delay (s)	10,9	9,7	9,6	10,6
Approach LOS	B	A	A	B

Intersection Summary				
Delay	10,3			
HCM Level of Service	B			
Intersection Capacity Utilization	38,6%	ICU Level of Service	A	
Analysis Period (min)	15			

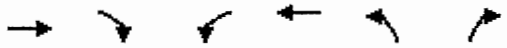


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	158	25	10	151	0	0	0	0	1	6	42
Peak Hour Factor	0.94	0.94	0.94	0.82	0.82	0.82	0.92	0.92	0.92	0.42	0.42	0.42
Hourly flow rate (vph)	0	168	27	12	184	0	0	0	0	2	14	100

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	195	196	117
Volume Left (vph)	0	12	2
Volume Right (vph)	27	0	100
Hadj (s)	-0,08	0,08	-0,51
Departure Headway (s)	4,3	4,5	4,3
Degree Utilization, x	0,23	0,24	0,14
Capacity (veh/h)	809	776	777
Control Delay (s)	8,6	8,9	7,9
Approach Delay (s)	8,6	8,9	7,9
Approach LOS	A	A	A

Intersection Summary			
Delay			8,6
HCM Level of Service			A
Intersection Capacity Utilization			35,9%
Analysis Period (min)			15

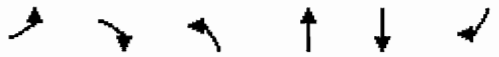
ICU Level of Service A



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	7	151	0	4	5	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	164	0	4	5	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	172	4	5
Volume Left (vph)	0	0	5
Volume Right (vph)	164	0	0
Hadj (s)	-0,57	0,00	0,20
Departure Headway (s)	3,3	4,0	4,4
Degree Utilization, x	0,16	0,00	0,01
Capacity (veh/h)	1067	877	776
Control Delay (s)	7,0	7,1	7,4
Approach Delay (s)	7,0	7,1	7,4
Approach LOS	A	A	A

Intersection Summary			
Delay		7,0	
HCM Level of Service		A	
Intersection Capacity Utilization		19,7%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	7	0	4	8	9	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	0	4	9	10	0

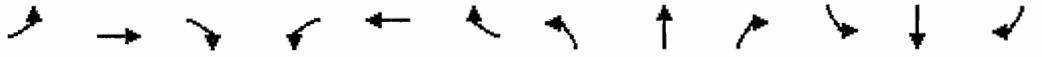
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	8	13	10
Volume Left (vph)	8	4	0
Volume Right (vph)	0	0	0
Hadj (s)	0,20	0,07	0,00
Departure Headway (s)	4,1	4,0	3,9
Degree Utilization, x	0,01	0,01	0,01
Capacity (veh/h)	857	896	909
Control Delay (s)	7,2	7,1	7,0
Approach Delay (s)	7,2	7,1	7,0
Approach LOS	A	A	A

Intersection Summary			
Delay		7,1	
HCM Level of Service		A	
Intersection Capacity Utilization		14,0%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	719	21	23	660	0	0	0	0	9	6	27
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.92	0.92	0.92	0.75	0.75	0.75
Hourly flow rate (vph)	0	741	22	24	688	0	0	0	0	12	8	36
Pedestrians		12			8			68			81	
Lane Width (m)		3.1			3.2			0.0			3.2	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			1			0			7	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)		84			87							
pX, platoon unblocked	0,64			0,73			0,77	0,77	0,73	0,77	0,77	0,64
vC, conflicting volume	768			831			1597	1626	817	1566	1647	780
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	637			767			1239	1276	748	1199	1304	656
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			100	100	100	89	93	87
cM capacity (veh/h)	569			621			89	117	300	108	112	277

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	741	22	24	688	12	44
Volume Left	0	0	24	0	12	0
Volume Right	0	22	0	0	0	36
cSH	1700	1700	621	1700	108	219
Volume to Capacity	0,44	0,01	0,04	0,40	0,11	0,20
Queue Length 95th (m)	0,0	0,0	1,0	0,0	2,9	5,9
Control Delay (s)	0,0	0,0	11,0	0,0	42,3	25,6
Lane LOS			B		E	D
Approach Delay (s)	0,0		0,4		29,2	
Approach LOS					D	

Intersection Summary			
Average Delay	1,2		
Intersection Capacity Utilization	51,1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	3	896	0	0	773	9	0	0	0	9	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	974	0	0	840	10	0	0	0	10	0	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)		82			73							
pX, platoon unblocked	0,55			0,67			0,72	0,72	0,67	0,72	0,72	0,55
vC, conflicting volume	850			974			1826	1830	974	1826	1826	845
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	729			961			1467	1474	961	1467	1467	720
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	87	100	100
cM capacity (veh/h)	489			487			76	91	211	76	92	239

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	977	850	0	10
Volume Left	3	0	0	10
Volume Right	0	10	0	0
cSH	489	1700	1700	76
Volume to Capacity	0,01	0,50	0,00	0,13
Queue Length 95th (m)	0,2	0,0	0,0	3,4
Control Delay (s)	0,2	0,0	0,0	59,0
Lane LOS	A		A	F
Approach Delay (s)	0,2	0,0	0,0	59,0
Approach LOS			A	F

Intersection Summary			
Average Delay	0,4		
Intersection Capacity Utilization	59,5%	ICU Level of Service	B
Analysis Period (min)	15		

2: Bates & Traverse Piétonne Performance by approach

Approach	EB	WB	All
Delay / Veh (s)	6.5	6.7	6.6
Stop/Veh	0.39	0.35	0.37
Vehicles Entered	144	113	257
Vehicles Exited	143	113	256
Hourly Exit Rate	143	113	256
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

14: Beaumont#1 & Performance by approach

Approach	WB	NB	SB	NW	All
Delay / Veh (s)	75.5	17.5	9.1	56.0	26.9
Stop/Veh	1.13	0.46	0.35	0.95	0.56
Vehicles Entered	748	1853	1271	138	4010
Vehicles Exited	739	1855	1269	138	4001
Hourly Exit Rate	739	1855	1269	138	4001
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

25: Van Horne & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	504.3	102.6	147.1	69.9	190.6
Stop/Veh	0.69	1.18	1.81	0.94	1.29
Vehicles Entered	743	726	1590	834	3893
Vehicles Exited	740	713	1556	833	3842
Hourly Exit Rate	740	713	1556	833	3842
Denied Entry Before	22	0	0	1	23
Denied Entry After	172	0	8	5	185

29: Bates & Rockland Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	14.8	29.6	18.4	21.1	18.3
Stop/Veh	0.55	0.85	0.73	0.87	0.65
Vehicles Entered	669	206	263	15	1153
Vehicles Exited	668	206	262	15	1151
Hourly Exit Rate	668	206	262	15	1151
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

30: Bates & McEachran Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	A 7.6	B 10.4	A 7.9	A 8.1
Stop/Veh	0.23	0.39	0.95	0.34
Vehicles Entered	749	197	117	1063
Vehicles Exited	748	199	116	1063
Hourly Exit Rate	748	199	116	1063
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

31: Bates & Accès UDM-1 Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	A 0.5	A 2.2	A 4.1	A 2.9
Stop/Veh	0.00	0.04	0.97	0.53
Vehicles Entered	102	113	245	460
Vehicles Exited	102	113	247	462
Hourly Exit Rate	102	113	247	462
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

32: Bates & Outremont Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	A 4.9	A 5.0	A 4.9	A 4.9
Stop/Veh	1.00	1.00	1.00	1.00
Vehicles Entered	144	90	89	323
Vehicles Exited	144	91	89	324
Hourly Exit Rate	144	91	89	324
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

33: Rockland & Performance by approach

Approach	WB	SB	All
Delay / Veh (s)	4.0	18.7	11.0
Stop/Veh	0.02	0.45	0.23
Vehicles Entered	1824	1669	3493
Vehicles Exited	1823	1649	3472
Hourly Exit Rate	1823	1649	3472
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

34: Rockland & McEachran Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	28.0	5.8	20.6	14.2
Stop/Veh	0.74	0.09	0.68	0.40
Vehicles Entered	224	949	763	1936
Vehicles Exited	223	950	762	1935
Hourly Exit Rate	223	950	762	1935
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

35: Promenade Nord & Stuart Performance by approach

Approach	WB	NB	All
Delay / Veh (s)	1.1	5.8	1.8
Stop/Veh	0.01	0.97	0.14
Vehicles Entered	222	34	256
Vehicles Exited	222	34	256
Hourly Exit Rate	222	34	256
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

36: Promenade Nord & Outremont Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	1.5	7.6	9.0	5.2
Stop/Veh	0.01	0.99	1.00	0.53
Vehicles Entered	252	110	171	533
Vehicles Exited	251	109	172	532
Hourly Exit Rate	251	109	172	532
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

37: Manoir & Rockland Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	17.2	2.8	11.3	16.0
Stop/Veh	0.99	1.00	1.00	0.99
Vehicles Entered	789	15	144	948
Vehicles Exited	785	15	144	944
Hourly Exit Rate	785	15	144	944
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

38: Manoir & Rockland Performance by approach

Approach	EB	SB	All
Delay / Veh (s)	0.7	15.3	15.0
Stop/Veh	0.00	0.35	0.34
Vehicles Entered	33	1634	1667
Vehicles Exited	33	1622	1655
Hourly Exit Rate	33	1622	1655
Denied Entry Before	0	0	0
Denied Entry After	0	4	4

39: Manoir & McEachran Performance by approach

Approach	EB	NB	All
Delay / Veh (s)	27.6	10.6	13.7
Stop/Veh	0.73	0.32	0.39
Vehicles Entered	211	959	1170
Vehicles Exited	209	960	1169
Hourly Exit Rate	209	960	1169
Denied Entry Before	0	0	0
Denied Entry After	0	1	1

40: Promenade Sud & Stuart Performance by approach

Approach	EB	NB	SB	All
Delay / Veh (s)	2.9	4.9	6.0	3.6
Stop/Veh	0.01	0.80	1.00	0.28
Vehicles Entered	217	69	32	318
Vehicles Exited	217	69	32	318
Hourly Exit Rate	217	69	32	318
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

41: Promenade Sud & Wiseman Performance by approach

Approach	EB	NB	All
Delay / Veh (s)	1.0	1.2	1.0
Stop/Veh	0.01	0.00	0.01
Vehicles Entered	209	10	219
Vehicles Exited	209	10	219
Hourly Exit Rate	209	10	219
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

42: Promenade Sud & Outremont Performance by approach

Approach	EB	NB	SB	All
Delay / Veh (s)	1.7	6.4	7.4	5.0
Stop/Veh	0.04	0.96	1.00	0.64
Vehicles Entered	209	141	221	571
Vehicles Exited	209	141	220	570
Hourly Exit Rate	209	141	220	570
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

43: Promenade Sud & Performance by approach

Approach	EB	All
Delay / Veh (s)	1.0	1.0
Stop/Veh	0.00	0.00
Vehicles Entered	277	277
Vehicles Exited	278	278
Hourly Exit Rate	278	278
Denied Entry Before	0	0
Denied Entry After	0	0

44: Accès C.Comm & McEachran Performance by approach

Approach	NB	All
Delay / Veh (s)	1.1	1.1
Stop/Veh	0.00	0.00
Vehicles Entered	933	933
Vehicles Exited	933	933
Hourly Exit Rate	933	933
Denied Entry Before	0	0
Denied Entry After	0	0

45: Accès R-2 & Stuart Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	3.2	1.2	1.9	1.9
Stop/Veh	1.00	0.00	0.03	0.20
Vehicles Entered	31	75	61	167
Vehicles Exited	31	75	61	167
Hourly Exit Rate	31	75	61	167
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

46: Accès M-3 & Outremont Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	4.2	3.8	2.0	1.7	2.1
Stop/Veh	1.00	1.00	0.01	0.03	0.14
Vehicles Entered	22	25	156	188	391
Vehicles Exited	22	25	156	188	391
Hourly Exit Rate	22	25	156	188	391
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

47: Accès UDM-4/R-4 & Performance by approach

Approach	WB	SB	All
Delay / Veh (s)	4.0	0.1	2.6
Stop/Veh	1.00	0.00	0.65
Vehicles Entered	50	27	77
Vehicles Exited	51	27	78
Hourly Exit Rate	51	27	78
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

48: Ducharme & Rockland Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	9.4	8.8	46.6	35.5
Stop/Veh	0.99	0.88	1.33	1.22
Vehicles Entered	180	98	663	941
Vehicles Exited	180	98	658	936
Hourly Exit Rate	180	98	658	936
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	2	2

49: Ducharme & Davaar Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	10.2	11.3	49.1	36.8
Stop/Veh	0.90	0.99	1.29	1.17
Vehicles Entered	191	99	621	911
Vehicles Exited	192	100	612	904
Hourly Exit Rate	192	100	612	904
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	1	1

50: Ducharme & McEachran Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	31.3	32.2	10.7	20.4
Stop/Veh	0.80	0.81	0.31	0.54
Vehicles Entered	310	272	680	1262
Vehicles Exited	311	270	681	1262
Hourly Exit Rate	311	270	681	1262
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

51: Ducharme & Accès C.Comm Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	7.1	7.6	3.7	4.7	6.9
Stop/Veh	0.81	0.95	0.75	1.00	0.88
Vehicles Entered	238	243	28	47	556
Vehicles Exited	238	242	28	47	555
Hourly Exit Rate	238	242	28	47	555
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

52: Ducharme & Stuart Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	8.4	8.1	7.9	5.9	7.9
Stop/Veh	0.99	0.99	1.00	0.94	0.99
Vehicles Entered	207	239	95	66	607
Vehicles Exited	207	240	95	66	608
Hourly Exit Rate	207	240	95	66	608
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

53: Ducharme & Wiseman Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	11.2	11.8	7.0	5.2	10.8
Stop/Veh	0.90	1.00	0.89	1.11	0.95
Vehicles Entered	182	191	53	9	435
Vehicles Exited	182	192	53	9	436
Hourly Exit Rate	182	192	53	9	436
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

54: Ducharme & Outremont Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	8.5	6.2	6.8	6.9	7.2
Stop/Veh	1.00	0.87	0.94	1.00	0.96
Vehicles Entered	231	200	101	185	717
Vehicles Exited	231	199	102	185	717
Hourly Exit Rate	231	199	102	185	717
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

55: Ducharme & Champagneur Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	7.0	5.2	3.3	5.8
Stop/Veh	0.82	0.99	0.81	0.88
Vehicles Entered	210	158	67	435
Vehicles Exited	208	158	67	433
Hourly Exit Rate	208	158	67	433
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

56: Ducharme & Bloomfield Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	4.9	7.0	1.9	3.7
Stop/Veh	0.99	1.00	0.05	0.60
Vehicles Entered	155	2	108	265
Vehicles Exited	154	2	108	264
Hourly Exit Rate	154	2	108	264
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

57: Ducharme & De L'Épée Performance by approach

Approach	EB	NB	SB	All
Delay / Veh (s)	5.6	5.9	4.9	5.5
Stop/Veh	1.00	1.00	1.00	1.00
Vehicles Entered	7	11	8	26
Vehicles Exited	7	11	8	26
Hourly Exit Rate	7	11	8	26
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

58: Van Horne & Rockland Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	238.9	2.3	79.4	109.9
Stop/Veh	3.41	0.08	1.44	1.68
Vehicles Entered	590	534	524	1648
Vehicles Exited	549	533	519	1601
Hourly Exit Rate	549	533	519	1601
Denied Entry Before	0	0	0	0
Denied Entry After	37	0	0	37

59: Van Horne & Davaar Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	35.6	3.7	67.8	34.7
Stop/Veh	0.62	0.09	1.16	0.61
Vehicles Entered	577	550	503	1630
Vehicles Exited	574	549	498	1621
Hourly Exit Rate	574	549	498	1621
Denied Entry Before	0	0	0	0
Denied Entry After	2	0	0	2

60: Van Horne & McEachran Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	33.3	16.3	122.0	55.2
Stop/Veh	0.70	0.41	1.71	0.91
Vehicles Entered	644	595	564	1803
Vehicles Exited	639	595	551	1785
Hourly Exit Rate	639	595	551	1785
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	6	6

61: Van Horne & Dollard Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	35.1	10.1	1.2	21.8
Stop/Veh	0.72	0.44	0.00	0.56
Vehicles Entered	591	584	50	1225
Vehicles Exited	585	585	50	1220
Hourly Exit Rate	585	585	50	1220
Denied Entry Before	0	0	0	0
Denied Entry After	1	0	0	1

62: Van Horne & Stuart Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	193.7	4.5	51.3	54.9	93.3
Stop/Veh	0.89	0.11	0.90	0.99	0.57
Vehicles Entered	561	545	86	105	1297
Vehicles Exited	558	546	87	106	1297
Hourly Exit Rate	558	546	87	106	1297
Denied Entry Before	1	0	0	0	1
Denied Entry After	44	0	0	0	44

63: Van Horne & Wiseman Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	55.0	11.4	36.6	33.1
Stop/Veh	0.94	0.25	0.77	0.60
Vehicles Entered	557	572	74	1203
Vehicles Exited	556	574	72	1202
Hourly Exit Rate	556	574	72	1202
Denied Entry Before	0	0	0	0
Denied Entry After	1	0	0	1

64: Van Horne & Outremont Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	374.7	14.7	57.4	60.2	160.6
Stop/Veh	1.54	0.34	0.97	0.92	0.92
Vehicles Entered	544	581	111	204	1440
Vehicles Exited	544	580	110	202	1436
Hourly Exit Rate	544	580	110	202	1436
Denied Entry Before	3	0	0	0	3
Denied Entry After	86	0	0	0	86

65: Van Horne & Champagneur Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	29.4	5.4	110.1	20.4
Stop/Veh	0.72	0.13	1.06	0.45
Vehicles Entered	625	588	37	1250
Vehicles Exited	617	586	35	1238
Hourly Exit Rate	617	586	35	1238
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

66: Van Horne & Bloomfield Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	112.0	31.8	34.9	74.4	66.9
Stop/Veh	0.97	0.61	0.85	1.10	0.82
Vehicles Entered	587	641	157	144	1529
Vehicles Exited	584	640	157	145	1526
Hourly Exit Rate	584	640	157	145	1526
Denied Entry Before	1	0	0	0	1
Denied Entry After	18	0	0	0	18

67: Van Horne & De L'Épée Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	27.8	12.8	1556.6	26.1
Stop/Veh	0.65	0.28	1.40	0.48
Vehicles Entered	722	668	7	1397
Vehicles Exited	723	672	4	1399
Hourly Exit Rate	723	672	4	1399
Denied Entry Before	1	0	0	1
Denied Entry After	0	0	0	0

68: Van Horne & Querbes Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	37.6	64.4	63.2	52.3
Stop/Veh	0.59	1.36	0.86	0.98
Vehicles Entered	727	795	105	1627
Vehicles Exited	726	795	107	1628
Hourly Exit Rate	726	795	107	1628
Denied Entry Before	1	0	0	1
Denied Entry After	5	0	0	5

Total Network Performance

Delay / Veh (s)	265.6
Stop/Veh	3.61
Vehicles Entered	9706
Vehicles Exited	9454
Hourly Exit Rate	9454
Denied Entry Before	30
Denied Entry After	524

2: Bates & Traverse Piétonne Performance by movement

Movement	EBT	WBT	All
Delay / Veh (s)	6.4	6.7	6.6
Stop/Veh	0.39	0.35	0.37
Vehicles Entered	144	113	257
Vehicles Exited	143	113	256
Hourly Exit Rate	143	113	256
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

14: Beaumont#1 & Performance by movement

Movement	WBL2	WBR	NBT	NBR	SBT	SBR	NWR	NWR2	All
Delay / Veh (s)	86.1	44.9	22.0	12.8	9.4	6.9	57.2	52.3	26.9
Stop/Veh	1.23	0.86	0.57	0.34	0.35	0.31	0.96	0.91	0.56
Vehicles Entered	555	193	939	914	1095	176	103	35	4010
Vehicles Exited	545	194	939	916	1094	175	103	35	4001
Hourly Exit Rate	545	194	939	916	1094	175	103	35	4001
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

25: Van Horne & Parc Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	505.1	472.8	105.2	86.0	146.8	149.5	72.7	59.5	190.6
Stop/Veh	0.69	0.70	1.18	1.15	1.81	1.87	0.97	0.85	1.29
Vehicles Entered	711	32	628	98	1354	236	659	175	3893
Vehicles Exited	707	33	617	96	1326	230	658	175	3842
Hourly Exit Rate	707	33	617	96	1326	230	658	175	3842
Denied Entry Before	21	1	0	0	0	0	1	0	23
Denied Entry After	165	7	0	0	8	0	4	1	185

29: Bates & Rockland Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	All
Delay / Veh (s)	14.6	15.8	36.0	26.4	20.7	20.5	0.9	17.3	21.1	21.2	18.3
Stop/Veh	0.54	0.64	1.09	0.72	0.67	0.79	0.00	0.77	0.89	0.83	0.65
Vehicles Entered	614	55	75	128	3	184	17	62	9	6	1153
Vehicles Exited	613	55	75	128	3	183	17	62	9	6	1151
Hourly Exit Rate	613	55	75	128	3	183	17	62	9	6	1151
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

30: Bates & McEachran Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Delay / Veh (s)	1.7	8.3	16.4	5.4	9.6	0.5	4.6	8.1
Stop/Veh	0.00	0.26	0.72	0.11	1.00	0.00	1.00	0.34
Vehicles Entered	75	674	89	108	84	6	27	1063
Vehicles Exited	75	673	90	109	83	6	27	1063
Hourly Exit Rate	75	673	90	109	83	6	27	1063
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

31: Bates & Accès UDM-1 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Delay / Veh (s)	0.9	0.3	3.1	1.5	4.7	3.3	2.9
Stop/Veh	0.00	0.00	0.10	0.00	0.97	0.96	0.53
Vehicles Entered	33	69	51	62	135	110	460
Vehicles Exited	33	69	51	62	136	111	462
Hourly Exit Rate	33	69	51	62	136	111	462
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

32: Bates & Outremont Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Delay / Veh (s)	7.6	4.4	4.5	5.6	5.3	3.5	4.9
Stop/Veh	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Vehicles Entered	20	124	47	43	69	20	323
Vehicles Exited	20	124	47	44	69	20	324
Hourly Exit Rate	20	124	47	44	69	20	324
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

33: Rockland & Performance by movement

Movement	WBT	WBR	SBT	All
Delay / Veh (s)	6.2	4.0	18.7	11.0
Stop/Veh	0.14	0.02	0.45	0.23
Vehicles Entered	7	1817	1669	3493
Vehicles Exited	7	1816	1649	3472
Hourly Exit Rate	7	1816	1649	3472
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

34: Rockland & McEachran Performance by movement

Movement	WBT	WBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	27.7	34.5	6.3	2.4		20.6	14.2
Stop/Veh	0.73	1.25	0.09	0.04		0.68	0.40
Vehicles Entered	220	4	832	117	0	763	1936
Vehicles Exited	219	4	833	117	0	762	1935
Hourly Exit Rate	219	4	833	117	0	762	1935
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

35: Promenade Nord & Stuart Performance by movement

Movement	WBL	WBT	NBL	All
Delay / Veh (s)	2.7	0.9	5.8	1.8
Stop/Veh	0.10	0.00	0.97	0.14
Vehicles Entered	31	191	34	256
Vehicles Exited	31	191	34	256
Hourly Exit Rate	31	191	34	256
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

36: Promenade Nord & Outremont Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	2.5	1.4	0.7	7.4	8.1	9.2	5.7	5.2
Stop/Veh	0.02	0.00	0.02	1.00	0.97	1.00	1.00	0.53
Vehicles Entered	59	132	61	80	30	160	11	533
Vehicles Exited	59	132	60	79	30	161	11	532
Hourly Exit Rate	59	132	60	79	30	161	11	532
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

37: Manoir & Rockland Performance by movement

Movement	WBL	WBT	WBR	NBR	SBL	SBT	All
Delay / Veh (s)	23.2	0.7	5.1	2.8	8.6	11.7	16.0
Stop/Veh	0.99	0.10	1.02	1.00	1.00	1.00	0.99
Vehicles Entered	529	10	250	15	18	126	948
Vehicles Exited	527	10	248	15	18	126	944
Hourly Exit Rate	527	10	248	15	18	126	944
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

38: Manoir & Rockland Performance by movement

Movement	EBT	SBL	SBT	SBR	All
Delay / Veh (s)	0.7	10.3	16.0	16.0	15.0
Stop/Veh	0.00	0.25	0.39	0.34	0.34
Vehicles Entered	33	207	645	782	1667
Vehicles Exited	33	207	638	777	1655
Hourly Exit Rate	33	207	638	777	1655
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	1	3	4

39: Manoir & McEachran Performance by movement

Movement	EBT	NBT	NBR	All
Delay / Veh (s)	27.6	10.6	10.4	13.7
Stop/Veh	0.73	0.31	1.00	0.39
Vehicles Entered	211	948	11	1170
Vehicles Exited	209	949	11	1169
Hourly Exit Rate	209	949	11	1169
Denied Entry Before	0	0	0	0
Denied Entry After	0	1	0	1

40: Promenade Sud & Stuart Performance by movement

Movement	EBT	EBR	NBT	NBR	SBT	All
Delay / Veh (s)	3.0	1.9	5.0	4.7	6.0	3.6
Stop/Veh	0.02	0.00	0.71	1.00	1.00	0.28
Vehicles Entered	188	29	48	21	32	318
Vehicles Exited	188	29	48	21	32	318
Hourly Exit Rate	188	29	48	21	32	318
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

41: Promenade Sud & Wiseman Performance by movement

Movement	EBT	NBT	All
Delay / Veh (s)	1.0	1.2	1.0
Stop/Veh	0.01	0.00	0.01
Vehicles Entered	209	10	219
Vehicles Exited	209	10	219
Hourly Exit Rate	209	10	219
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

42: Promenade Sud & Outremont Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Delay / Veh (s)	3.3	1.9	1.0	6.9	4.4	6.4	8.4	5.0
Stop/Veh	0.33	0.02	0.08	0.95	1.00	1.00	1.00	0.64
Vehicles Entered	3	140	66	112	29	110	111	571
Vehicles Exited	3	140	66	112	29	109	111	570
Hourly Exit Rate	3	140	66	112	29	109	111	570
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

(5)

43: Promenade Sud & Performance by movement

Movement	EBT	EBR	All
Delay / Veh (s)	1.0	0.7	1.0
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	250	27	277
Vehicles Exited	251	27	278
Hourly Exit Rate	251	27	278
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

44: Accès C.Comm & McEachran Performance by movement

Movement	NBT	NBR	All
Delay / Veh (s)	1.1	0.3	1.1
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	928	5	933
Vehicles Exited	928	5	933
Hourly Exit Rate	928	5	933
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

45: Accès R-2 & Stuart Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Delay / Veh (s)	3.9	2.5	1.3	1.0	2.8	1.4	1.9
Stop/Veh	1.00	1.00	0.00	0.00	0.09	0.00	0.20
Vehicles Entered	15	16	56	19	23	38	167
Vehicles Exited	15	16	56	19	23	38	167
Hourly Exit Rate	15	16	56	19	23	38	167
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

46: Accès M-3 & Outremont Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	5.4	3.1	4.7	3.0	3.4	2.0	1.1	3.0	1.6	1.0	2.1
Stop/Veh	1.00	1.00	1.00	1.00	0.15	0.00	0.00	0.22	0.01	0.00	0.14
Vehicles Entered	11	11	13	12	13	127	16	18	153	17	391
Vehicles Exited	11	11	13	12	13	127	16	18	153	17	391
Hourly Exit Rate	11	11	13	12	13	127	16	18	153	17	391
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

47: Accès UDM-4/R-4 & Performance by movement

Movement	WBL	SBL	All
Delay / Veh (s)	4.1	0.1	2.6
Stop/Veh	1.02	0.00	0.65
Vehicles Entered	50	27	77
Vehicles Exited	51	27	78
Hourly Exit Rate	51	27	78
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

48: Ducharme & Rockland Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Delay / Veh (s)	9.0	9.8	7.9	9.6	8.9	6.5	48.4	47.4	43.7	35.5
Stop/Veh	1.00	0.99	1.00	1.00	0.80	1.00	1.37	1.32	1.35	1.22
Vehicles Entered	2	141	37	27	59	12	46	466	151	941
Vehicles Exited	2	141	37	27	59	12	46	462	150	936
Hourly Exit Rate	2	141	37	27	59	12	46	462	150	936
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	1	1	2

49: Ducharme & Davaar Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	9.9	13.3	14.3	10.6	44.2	50.4	48.2	36.8
Stop/Veh	0.89	1.00	1.00	0.99	1.30	1.28	1.41	1.17
Vehicles Entered	176	15	19	80	125	478	18	911
Vehicles Exited	177	15	19	81	123	472	17	904
Hourly Exit Rate	177	15	19	81	123	472	17	904
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	1	0	1

50: Ducharme & McEachran Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	41.4	26.8	32.3	32.1	16.1	10.5	15.9	20.4
Stop/Veh	0.99	0.72	0.78	0.82	0.47	0.30	0.50	0.54
Vehicles Entered	95	215	87	185	15	646	19	1262
Vehicles Exited	95	216	86	184	15	647	19	1262
Hourly Exit Rate	95	216	86	184	15	647	19	1262
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

51: Ducharme & Accès C.Comm Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	8.2	7.2	5.2	6.4	7.7	5.0	4.7	3.4	2.6	4.6	6.0	3.0
Stop/Veh	1.00	0.79	1.00	1.00	0.94	1.00	1.00	0.46	1.00	1.00	1.00	1.00
Vehicles Entered	2	215	21	10	227	6	10	13	5	14	19	14
Vehicles Exited	2	215	21	10	226	6	10	13	5	14	19	14
Hourly Exit Rate	2	215	21	10	226	6	10	13	5	14	19	14
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

51: Ducharme & Accès C.Comm Performance by movement

Movement	All
Delay / Veh (s)	6.9
Stop/Veh	0.88
Vehicles Entered	556
Vehicles Exited	555
Hourly Exit Rate	555
Denied Entry Before	0
Denied Entry After	0

52: Ducharme & Stuart Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	8.2	9.0	6.3	7.8	8.6	5.9	7.6	9.8	6.4	5.3	6.2	4.1
Stop/Veh	1.00	0.98	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.92	1.00
Vehicles Entered	8	158	41	14	185	40	50	25	20	6	53	7
Vehicles Exited	8	158	41	14	186	40	50	25	20	6	53	7
Hourly Exit Rate	8	158	41	14	186	40	50	25	20	6	53	7
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

52: Ducharme & Stuart Performance by movement

Movement	All
Delay / Veh (s)	7.9
Stop/Veh	0.99
Vehicles Entered	607
Vehicles Exited	608
Hourly Exit Rate	608
Denied Entry Before	0
Denied Entry After	0

53: Ducharme & Wiseman Performance by movement

Movement	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Delay / Veh (s)	11.2	12.0	4.6	8.6	4.1	5.2	5.7	4.6	10.8
Stop/Veh	0.90	1.00	1.00	1.00	0.45	1.00	1.00	1.25	0.95
Vehicles Entered	182	185	6	31	11	11	5	4	435
Vehicles Exited	182	186	6	31	11	11	5	4	436
Hourly Exit Rate	182	186	6	31	11	11	5	4	436
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

54: Ducharme & Outremont Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	8.0	9.1	6.4	5.9	7.0	5.0	6.4	7.4	3.7	6.2	7.4	3.8
Stop/Veh	1.00	1.00	1.02	0.86	0.79	1.00	1.00	0.92	1.00	1.00	1.00	1.00
Vehicles Entered	13	174	44	7	118	75	14	74	13	24	144	17
Vehicles Exited	13	173	45	7	118	74	14	75	13	24	144	17
Hourly Exit Rate	13	173	45	7	118	74	14	75	13	24	144	17
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

54: Ducharme & Outremont Performance by movement

Movement	All
Delay / Veh (s)	7.2
Stop/Veh	0.96
Vehicles Entered	717
Vehicles Exited	717
Hourly Exit Rate	717
Denied Entry Before	0
Denied Entry After	0

55: Ducharme & Champagneur Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	7.2	5.1	6.0	5.2	7.0	2.3	3.6	5.8
Stop/Veh	0.80	1.00	1.00	0.99	1.00	0.32	1.00	0.88
Vehicles Entered	190	20	9	149	1	19	47	435
Vehicles Exited	188	20	9	149	1	19	47	433
Hourly Exit Rate	188	20	9	149	1	19	47	433
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

56: Ducharme & Bloomfield Performance by movement

Movement	EBT	EBR	WBT	NBL	NBT	All
Delay / Veh (s)	6.6	4.8	7.0	5.2	1.7	3.7
Stop/Veh	0.78	1.00	1.00	1.00	0.00	0.60
Vehicles Entered	9	146	2	5	103	265
Vehicles Exited	9	145	2	5	103	264
Hourly Exit Rate	9	145	2	5	103	264
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

57: Ducharme & De L'Épée Performance by movement

Movement	EBL	NBL	NBT	SBT	All
Delay / Veh (s)	5.6	5.1	6.1	4.9	5.5
Stop/Veh	1.00	1.00	1.00	1.00	1.00
Vehicles Entered	7	2	9	8	26
Vehicles Exited	7	2	9	8	26
Hourly Exit Rate	7	2	9	8	26
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

58: Van Horne & Rockland Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	240.1	230.6	8.4	1.8	95.0	77.8	76.7	109.9
Stop/Veh	3.42	3.35	0.56	0.04	1.62	1.40	1.44	1.68
Vehicles Entered	540	50	39	495	58	358	108	1648
Vehicles Exited	502	47	39	494	56	355	108	1601
Hourly Exit Rate	502	47	39	494	56	355	108	1601
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	33	4	0	0	0	0	0	37

59: Van Horne & Davaar Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	35.6	37.6	15.8	3.1	76.9	65.9	67.1	34.7
Stop/Veh	0.62	0.67	0.77	0.06	1.26	1.13	1.36	0.61
Vehicles Entered	559	18	23	527	85	395	23	1630
Vehicles Exited	556	18	22	527	85	391	22	1621
Hourly Exit Rate	556	18	22	527	85	391	22	1621
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	2	0	0	0	0	0	0	2

60: Van Horne & McEachran Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	32.0	33.5	16.1	17.2	123.9	117.3	168.7	55.2
Stop/Veh	1.07	0.63	0.37	0.61	1.76	1.67	2.11	0.91
Vehicles Entered	97	547	497	98	34	485	45	1803
Vehicles Exited	96	543	497	98	34	475	42	1785
Hourly Exit Rate	96	543	497	98	34	475	42	1785
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	1	4	1	6

61: Van Horne & Dollard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBT	All
Delay / Veh (s)	43.6	35.2	25.9	14.7	10.1	9.0	1.2	21.8
Stop/Veh	1.08	0.71	0.83	0.88	0.44	0.44	0.00	0.56
Vehicles Entered	13	560	18	8	560	16	50	1225
Vehicles Exited	13	554	18	8	561	16	50	1220
Hourly Exit Rate	13	554	18	8	561	16	50	1220
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	1	0	0	0	0	0	1

62: Van Horne & Stuart Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Delay / Veh (s)	181.8	197.5	92.7	19.0	4.5	3.5	55.6	49.6	88.5	46.2	56.2	93.3
Stop/Veh	1.31	0.87	0.89	1.00	0.11	0.08	1.00	0.86	1.20	0.92	1.03	0.57
Vehicles Entered	17	526	18	1	531	13	24	62	14	63	28	1297
Vehicles Exited	16	524	18	1	532	13	24	63	15	62	29	1297
Hourly Exit Rate	16	524	18	1	532	13	24	63	15	62	29	1297
Denied Entry Before	0	1	0	0	0	0	0	0	0	0	0	1
Denied Entry After	1	42	1	0	0	0	0	0	0	0	0	44

63: Van Horne & Wiseman Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	85.6	55.0	35.9	25.7	11.1	14.9	44.7	26.0	44.4	33.1
Stop/Veh	1.43	0.93	1.00	0.67	0.24	0.39	0.88	0.66	0.82	0.60
Vehicles Entered	7	534	16	9	545	18	27	29	18	1203
Vehicles Exited	7	533	16	9	547	18	26	29	17	1202
Hourly Exit Rate	7	533	16	9	547	18	26	29	17	1202
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	1	0	0	0	0	0	0	0	1

64: Van Horne & Outremont Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	240.3	358.3	818.1	22.3	14.3	14.9	55.4	47.5	71.2	92.7	34.0	36.5
Stop/Veh	1.94	1.52	1.79	0.79	0.31	0.46	1.00	0.87	1.03	1.11	0.74	0.87
Vehicles Entered	18	502	24	24	519	38	42	39	30	91	83	30
Vehicles Exited	18	502	24	24	519	37	42	38	30	90	82	30
Hourly Exit Rate	18	502	24	24	519	37	42	38	30	90	82	30
Denied Entry Before	0	3	0	0	0	0	0	0	0	0	0	0
Denied Entry After	2	75	9	0	0	0	0	0	0	0	0	0

64: Van Horne & Outremont Performance by movement

Movement	All
Delay / Veh (s)	160.6
Stop/Veh	0.92
Vehicles Entered	1440
Vehicles Exited	1436
Hourly Exit Rate	1436
Denied Entry Before	3
Denied Entry After	86

65: Van Horne & Champagneur Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	29.8	18.9	13.4	5.1	440.5	23.0	31.9	20.4
Stop/Veh	0.72	0.59	0.58	0.12	1.14	1.00	1.04	0.45
Vehicles Entered	608	17	20	568	8	5	24	1250
Vehicles Exited	600	17	19	567	7	5	23	1238
Hourly Exit Rate	600	17	19	567	7	5	23	1238
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

66: Van Horne & Bloomfield Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)		110.5	228.7	38.8	31.5	25.5	35.7	33.2	37.7	79.9	63.8	45.0
Stop/Veh		0.97	1.00	1.06	0.57	0.62	0.90	0.80	0.89	1.14	1.00	1.00
Vehicles Entered	0	580	7	48	566	27	39	81	37	100	40	4
Vehicles Exited	0	577	7	47	567	26	39	81	37	100	41	4
Hourly Exit Rate	0	577	7	47	567	26	39	81	37	100	41	4
Denied Entry Before	0	1	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	17	1	0	0	0	0	0	0	0	0	0

66: Van Horne & Bloomfield Performance by movement

Movement	All
Delay / Veh (s)	66.9
Stop/Veh	0.82
Vehicles Entered	1529
Vehicles Exited	1526
Hourly Exit Rate	1526
Denied Entry Before	1
Denied Entry After	18

67: Van Horne & De L'Épée Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	All
Delay / Veh (s)	53.4	27.7	12.8	10.7	1297.2	26.1
Stop/Veh	1.50	0.65	0.28	0.22	1.17	0.48
Vehicles Entered	2	720	659	9	7	1397
Vehicles Exited	2	721	663	9	4	1399
Hourly Exit Rate	2	721	663	9	4	1399
Denied Entry Before	0	1	0	0	0	1
Denied Entry After	0	0	0	0	0	0

68: Van Horne & Querbes Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Delay / Veh (s)	34.4	36.1	91.6	80.4	64.1	66.4	76.9	49.6	64.7	52.3
Stop/Veh	1.12	0.58	0.65	1.80	1.35	1.59	0.89	0.81	0.93	0.98
Vehicles Entered	8	699	20	5	751	39	44	47	14	1627
Vehicles Exited	8	698	20	5	751	39	45	48	14	1628
Hourly Exit Rate	8	698	20	5	751	39	45	48	14	1628
Denied Entry Before	0	1	0	0	0	0	0	0	0	1
Denied Entry After	0	4	1	0	0	0	0	0	0	5

Total Network Performance

Delay / Veh (s)	265.6
Stop/Veh	3.61
Vehicles Entered	9706
Vehicles Exited	9454
Hourly Exit Rate	9454
Denied Entry Before	30
Denied Entry After	524

Intersection: 2: Bates & Traverse Piétonne

Movement	EB	WB
Directions Served	T	T
Maximum Queue (m)	28.5	20.8
Average Queue (m)	11.5	8.4
95th Queue (m)	23.2	19.7
Link Distance (m)	87.4	93.7
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Beaumont#1 &

Movement	WB	WB	WB	NB	NB	SB	SB	NW	NW
Directions Served	<	<L	R	T	R	T	TR	R	>
Maximum Queue (m)	133.8	149.7	81.6	225.0	225.7	114.1	98.5	50.4	25.1
Average Queue (m)	81.1	69.3	38.5	115.3	82.2	50.9	35.2	24.5	5.7
95th Queue (m)	131.5	146.5	66.6	195.5	182.1	90.3	72.6	44.1	17.0
Link Distance (m)		430.8	430.8	271.4	271.4	138.5	138.5	50.2	50.2
Upstream Blk Time (%)					0	0	0	1	
Queuing Penalty (veh)					0	0	0	0	
Storage Bay Dist (m)	150.0								
Storage Blk Time (%)	3	3							
Queuing Penalty (veh)	8	7							

Intersection: 25: Van Horne & Parc

Movement	EB	EB	B9	WB	WB	B26	B26	NB	NB	SB	SB
Directions Served	T	R	T	T	TR	T	T	T	TR	T	R
Maximum Queue (m)	97.7	21.0	151.8	96.7	96.7	163.5	163.5	430.9	431.4	236.8	208.0
Average Queue (m)	96.1	5.3	145.2	93.4	91.8	139.2	138.8	300.9	300.1	148.9	50.7
95th Queue (m)	98.1	15.3	167.5	105.8	114.3	218.9	220.8	520.3	520.7	260.5	146.3
Link Distance (m)	74.9	74.9	142.6	73.0	73.0	154.3	154.3	423.9	423.9	233.2	233.2
Upstream Blk Time (%)	59		29	77	65	60	63	21	22	11	2
Queuing Penalty (veh)	271		267	0	0	0	0	0	0	0	0
Storage Bay Dist (m)											
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 29: Bates & Rockland

Movement	EB	EB	WB	NB	NB	SB
Directions Served	LT	R	LTR	LT	R	LTR
Maximum Queue (m)	123.2	38.7	73.1	63.5	27.7	15.6
Average Queue (m)	47.1	5.8	28.8	22.3	9.0	3.8
95th Queue (m)	99.9	24.5	57.8	43.7	24.8	12.4
Link Distance (m)	314.1		169.7	95.1		45.3
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (m)		30.0			20.0	
Storage Blk Time (%)	12	0		12	1	
Queuing Penalty (veh)	6	0		8	2	

Intersection: 30: Bates & McEachran

Movement	EB	WB	WB	NB
Directions Served	R	L	T	LR
Maximum Queue (m)	104.0	39.8	22.8	24.7
Average Queue (m)	28.7	12.6	3.8	11.1
95th Queue (m)	73.3	27.9	17.3	20.3
Link Distance (m)		160.6		108.6
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)	130.0		15.0	
Storage Blk Time (%)		9	0	
Queuing Penalty (veh)		10	0	

Intersection: 31: Bates & Accès UDM-1

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (m)	12.8	30.7
Average Queue (m)	1.6	16.4
95th Queue (m)	7.7	26.6
Link Distance (m)	87.4	35.8
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 32: Bates & Outremont

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (m)	22.0	15.0	9.4
Average Queue (m)	11.7	9.1	8.6
95th Queue (m)	18.6	12.9	11.4
Link Distance (m)	93.7	92.3	120.6
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 33: Rockland &

Movement	SB	SB
Directions Served	T	T
Maximum Queue (m)	198.5	200.0
Average Queue (m)	59.1	52.9
95th Queue (m)	218.4	207.7
Link Distance (m)	271.4	271.4
Upstream Blk Time (%)	4	1
Queuing Penalty (veh)	34	12
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 34: Rockland & McEachran

Movement	WB	WB	NB	NB	SB
Directions Served	T	R	L	T	R
Maximum Queue (m)	63.0	16.8	31.0	10.0	115.3
Average Queue (m)	32.5	1.5	17.3	1.7	88.3
95th Queue (m)	55.2	8.5	28.0	7.3	133.0
Link Distance (m)	155.2		33.0	33.0	108.6
Upstream Blk Time (%)			1		9
Queuing Penalty (veh)			3		66
Storage Bay Dist (m)		15.0			
Storage Blk Time (%)	36	0			
Queuing Penalty (veh)	1	0			

Intersection: 35: Promenade Nord & Stuart

Movement	WB	NB
Directions Served	LT	L
Maximum Queue (m)	9.0	11.6
Average Queue (m)	0.8	6.5
95th Queue (m)	5.0	13.3
Link Distance (m)	196.2	32.5
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 36: Promenade Nord & Outremont

Movement	WB	NB	SB
Directions Served	LTR	LT	TR
Maximum Queue (m)	9.1	23.3	29.3
Average Queue (m)	0.6	10.5	12.9
95th Queue (m)	4.0	17.2	21.5
Link Distance (m)	357.6	31.1	120.6
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 37: Manoir & Rockland

Movement	WB	WB	NB	SB
Directions Served	L	R	R	LT
Maximum Queue (m)	74.9	68.7	9.0	35.6
Average Queue (m)	41.0	30.3	3.0	15.3
95th Queue (m)	77.5	78.6	9.6	28.3
Link Distance (m)	65.8	65.8	144.7	95.1
Upstream Blk Time (%)	12	6		
Queuing Penalty (veh)	48	25		
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 38: Manoir & Rockland

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (m)	30.2	98.5	96.2
Average Queue (m)	6.4	44.4	30.1
95th Queue (m)	29.8	137.4	108.0
Link Distance (m)		102.7	102.7
Upstream Blk Time (%)		13	9
Queuing Penalty (veh)		107	75
Storage Bay Dist (m)	30.0		
Storage Blk Time (%)		14	
Queuing Penalty (veh)		30	

Intersection: 39: Manoir & McEachran

Movement	EB	NB	NB	NB
Directions Served	T	T	T	R
Maximum Queue (m)	60.8	110.3	31.8	10.9
Average Queue (m)	31.5	51.3	8.6	2.9
95th Queue (m)	55.7	96.2	23.1	10.3
Link Distance (m)	77.8	108.5	108.5	
Upstream Blk Time (%)	0	0		
Queuing Penalty (veh)	0	2		
Storage Bay Dist (m)				5.0
Storage Blk Time (%)			9	3
Queuing Penalty (veh)			1	13

Intersection: 40: Promenade Sud & Stuart

Movement	EB	NB	SB
Directions Served	LTR	TR	LT
Maximum Queue (m)	14.9	16.5	14.1
Average Queue (m)	1.0	8.3	6.2
95th Queue (m)	7.8	14.3	13.7
Link Distance (m)	150.5	57.4	32.5
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 41: Promenade Sud & Wiseman

Movement	EB
Directions Served	T
Maximum Queue (m)	11.1
Average Queue (m)	0.7
95th Queue (m)	5.5
Link Distance (m)	72.0
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 42: Promenade Sud & Outremont

Movement	EB	NB	SB
Directions Served	LTR	TR	LT
Maximum Queue (m)	20.6	23.0	28.7
Average Queue (m)	2.2	11.2	13.7
95th Queue (m)	10.9	17.6	22.9
Link Distance (m)	107.8	34.2	31.1
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 43: Promenade Sud &

Movement	EB
Directions Served	TR
Maximum Queue (m)	5.2
Average Queue (m)	0.2
95th Queue (m)	2.0
Link Distance (m)	68.4
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 44: Accès C.Comm & McEachran

Movement	NB
Directions Served	TR
Maximum Queue (m)	16.1
Average Queue (m)	0.9
95th Queue (m)	8.7
Link Distance (m)	25.3
Upstream Blk Time (%)	0
Queuing Penalty (veh)	1
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 45: Accès R-2 & Stuart

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (m)	12.2	9.7
Average Queue (m)	6.5	0.7
95th Queue (m)	13.7	4.9
Link Distance (m)	47.2	57.4
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 46: Accès M-3 & Outremont

Movement	EB	WB	NB	SB
Directions Served	LR	LR	LTR	LTR
Maximum Queue (m)	11.5	10.2	7.2	16.6
Average Queue (m)	4.3	5.0	0.4	1.5
95th Queue (m)	11.8	12.2	3.3	8.3
Link Distance (m)	70.4	57.8	96.6	34.2
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 47: Accès UDM-4/R-4 &

Movement	WB
Directions Served	L
Maximum Queue (m)	13.4
Average Queue (m)	7.7
95th Queue (m)	13.5
Link Distance (m)	77.5
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 48: Ducharme & Rockland

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (m)	26.3	19.3	152.1
Average Queue (m)	14.5	8.8	88.7
95th Queue (m)	23.0	14.4	172.9
Link Distance (m)	442.4	66.6	144.7
Upstream Blk Time (%)			9
Queuing Penalty (veh)			61
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 49: Ducharme & Davaar

Movement	EB	WB	SB
Directions Served	TR	LT	LTR
Maximum Queue (m)	34.6	28.1	150.8
Average Queue (m)	13.0	13.2	85.7
95th Queue (m)	23.4	23.0	166.5
Link Distance (m)	66.6	78.4	144.7
Upstream Blk Time (%)			14
Queuing Penalty (veh)			89
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 50: Ducharme & McEachran

Movement	EB	EB	WB	NB	NB
Directions Served	L	T	TR	LT	R
Maximum Queue (m)	23.0	77.5	67.9	88.2	24.8
Average Queue (m)	15.7	39.3	40.5	41.6	3.4
95th Queue (m)	23.9	70.4	63.5	74.8	14.4
Link Distance (m)		78.4	68.6	144.8	
Upstream Blk Time (%)		1	1		
Queuing Penalty (veh)		2	2		
Storage Bay Dist (m)	10.0				15.0
Storage Blk Time (%)	43	41		27	1
Queuing Penalty (veh)	94	39		5	10

Intersection: 51: Ducharme & Accès C.Comm

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	34.9	21.0	9.0	14.4
Average Queue (m)	15.6	10.9	4.0	7.9
95th Queue (m)	26.9	16.3	11.0	13.9
Link Distance (m)	68.6	68.0	150.0	73.4
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 52: Ducharme & Stuart

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	27.1	25.3	26.4	17.8
Average Queue (m)	13.3	12.8	11.2	7.9
95th Queue (m)	21.7	20.1	20.8	15.4
Link Distance (m)	68.0	69.7	150.1	72.4
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 53: Ducharme & Wiseman

Movement	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LR
Maximum Queue (m)	30.0	38.1	16.0	10.4
Average Queue (m)	12.5	16.8	7.6	2.4
95th Queue (m)	24.1	28.9	15.0	9.1
Link Distance (m)	69.7	107.4	148.6	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 54: Ducharme & Outremont

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	28.1	22.4	19.8	26.1
Average Queue (m)	13.8	11.5	10.1	12.3
95th Queue (m)	22.6	18.1	16.0	20.2
Link Distance (m)	107.4	63.5	148.1	96.6
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 55: Ducharme & Champagneur

Movement	EB	WB	SB
Directions Served	TR	LT	LTR
Maximum Queue (m)	19.8	29.4	15.8
Average Queue (m)	9.9	14.4	7.3
95th Queue (m)	14.8	23.3	15.1
Link Distance (m)	63.5	73.8	68.5
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 56: Ducharme & Bloomfield

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (m)	9.5	9.1	74.6
Average Queue (m)	9.2	0.7	6.1
95th Queue (m)	9.5	4.7	53.5
Link Distance (m)	73.8	66.5	145.4
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 57: Ducharme & De L'Épée

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (m)	9.1	9.2	9.1
Average Queue (m)	1.9	2.7	2.0
95th Queue (m)	7.9	9.5	8.2
Link Distance (m)	66.5	152.2	75.7
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 58: Van Horne & Rockland

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	R	L	T	L	TR
Maximum Queue (m)	449.2	22.8	17.5	21.2	22.7	155.0
Average Queue (m)	275.3	10.0	5.1	5.4	10.2	121.7
95th Queue (m)	557.8	26.3	14.5	16.5	24.6	181.0
Link Distance (m)	441.7			71.0		151.8
Upstream Blk Time (%)	28					6
Queuing Penalty (veh)	0					35
Storage Bay Dist (m)		15.0	15.0		15.0	
Storage Blk Time (%)	61	2	1	3	12	64
Queuing Penalty (veh)	32	11	4	1	60	35

Intersection: 59: Van Horne & Davaar

Movement	EB	EB	WB	WB	SB
Directions Served	T	R	L	T	LTR
Maximum Queue (m)	80.1	23.7	18.2	23.0	155.9
Average Queue (m)	65.3	3.1	4.6	8.0	110.6
95th Queue (m)	96.3	14.1	14.2	19.2	173.5
Link Distance (m)	71.0			79.7	150.3
Upstream Blk Time (%)	17				11
Queuing Penalty (veh)	105				54
Storage Bay Dist (m)		15.0	15.0		
Storage Blk Time (%)	60	0	1	3	
Queuing Penalty (veh)	12	2	8	1	

Intersection: 60: Van Horne & McEachran

Movement	EB	EB	WB	WB	NB	NB
Directions Served	L	T	T	R	LT	R
Maximum Queue (m)	22.7	91.0	72.4	22.8	261.3	24.8
Average Queue (m)	14.7	68.8	40.8	9.7	173.5	11.3
95th Queue (m)	27.5	109.0	81.5	22.9	350.3	26.3
Link Distance (m)		79.7	65.1		319.3	
Upstream Blk Time (%)		18	4		14	
Queuing Penalty (veh)		128	22		0	
Storage Bay Dist (m)	15.0			15.0		15.0
Storage Blk Time (%)	8	55	22	2	54	23
Queuing Penalty (veh)	47	60	23	11	23	124

Intersection: 61: Van Horne & Dollard

Movement	EB	EB	WB	WB
Directions Served	LT	R	LT	R
Maximum Queue (m)	81.0	22.8	77.6	19.2
Average Queue (m)	63.6	3.4	39.8	1.8
95th Queue (m)	84.9	15.8	78.8	10.9
Link Distance (m)	65.1		69.0	
Upstream Blk Time (%)	33		3	
Queuing Penalty (veh)	209		18	
Storage Bay Dist (m)		15.0		15.0
Storage Blk Time (%)	56	0	16	0
Queuing Penalty (veh)	11	0	3	0

Intersection: 62: Van Horne & Stuart

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	LT	R	LT	R	LTR	L	TR
Maximum Queue (m)	74.8	22.8	73.6	10.1	40.3	22.5	44.4
Average Queue (m)	70.1	3.2	12.9	0.5	17.0	5.3	17.6
95th Queue (m)	84.6	15.5	45.4	4.8	33.8	16.3	35.9
Link Distance (m)	69.0		69.9		145.9		150.1
Upstream Blk Time (%)	45		1				
Queuing Penalty (veh)	265		3				
Storage Bay Dist (m)		15.0		15.0		15.0	
Storage Blk Time (%)	64	0	7	0		5	17
Queuing Penalty (veh)	14	0	1	0		5	3

Intersection: 63: Van Horne & Wiseman

Movement	EB	EB	WB	WB	NB
Directions Served	LT	R	LT	R	LTR
Maximum Queue (m)	87.6	22.6	100.1	19.9	33.5
Average Queue (m)	73.1	3.8	29.6	2.3	12.7
95th Queue (m)	84.3	16.4	71.0	11.2	27.7
Link Distance (m)	69.9		108.8		221.9
Upstream Blk Time (%)	51		0		
Queuing Penalty (veh)	329		2		
Storage Bay Dist (m)		15.0		15.0	
Storage Blk Time (%)	65	0	26	0	
Queuing Penalty (veh)	13	0	5	0	

Intersection: 64: Van Horne & Outremont

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	LT	R	LT	R	LTR	L	TR
Maximum Queue (m)	114.6	22.9	72.3	18.0	73.7	41.0	91.7
Average Queue (m)	110.1	6.7	36.6	4.0	25.4	23.8	24.4
95th Queue (m)	121.5	21.7	73.7	14.3	57.4	43.0	64.5
Link Distance (m)	108.8		64.2		155.3		148.1
Upstream Blk Time (%)	33		7				
Queuing Penalty (veh)	203		46				
Storage Bay Dist (m)		15.0		15.0		30.0	
Storage Blk Time (%)	69	1	34	1		19	2
Queuing Penalty (veh)	24	8	14	7		22	2

Intersection: 65: Van Horne & Champagneur

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	R	L	T	L	TR
Maximum Queue (m)	75.5	22.8	19.0	77.7	16.9	25.2
Average Queue (m)	67.0	2.7	2.6	15.1	6.5	7.6
95th Queue (m)	80.9	14.3	10.3	56.0	17.8	22.8
Link Distance (m)	64.2			71.6		149.5
Upstream Blk Time (%)	33			2		
Queuing Penalty (veh)	252			13		
Storage Bay Dist (m)		15.0	15.0		15.0	
Storage Blk Time (%)	53	0	0	6	22	1
Queuing Penalty (veh)	11	0	3	1	7	0

Intersection: 66: Van Horne & Bloomfield

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	R	LTR	LTR
Maximum Queue (m)	80.1	20.0	74.1	18.3	55.5	75.5
Average Queue (m)	76.4	1.7	62.4	3.2	25.1	34.8
95th Queue (m)	80.8	10.6	81.4	15.1	47.6	66.0
Link Distance (m)	71.6		64.5		100.5	145.4
Upstream Blk Time (%)	54		30			
Queuing Penalty (veh)	397		232			
Storage Bay Dist (m)		15.0		15.0		
Storage Blk Time (%)	65	0	58	0		
Queuing Penalty (veh)	4	0	16	2		

Intersection: 67: Van Horne & De L'Épée

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	75.5	66.2	35.7
Average Queue (m)	68.6	38.2	14.2
95th Queue (m)	73.5	82.0	34.7
Link Distance (m)	64.5	55.7	152.2
Upstream Blk Time (%)	34	12	
Queuing Penalty (veh)	304	99	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 68: Van Horne & Querbes

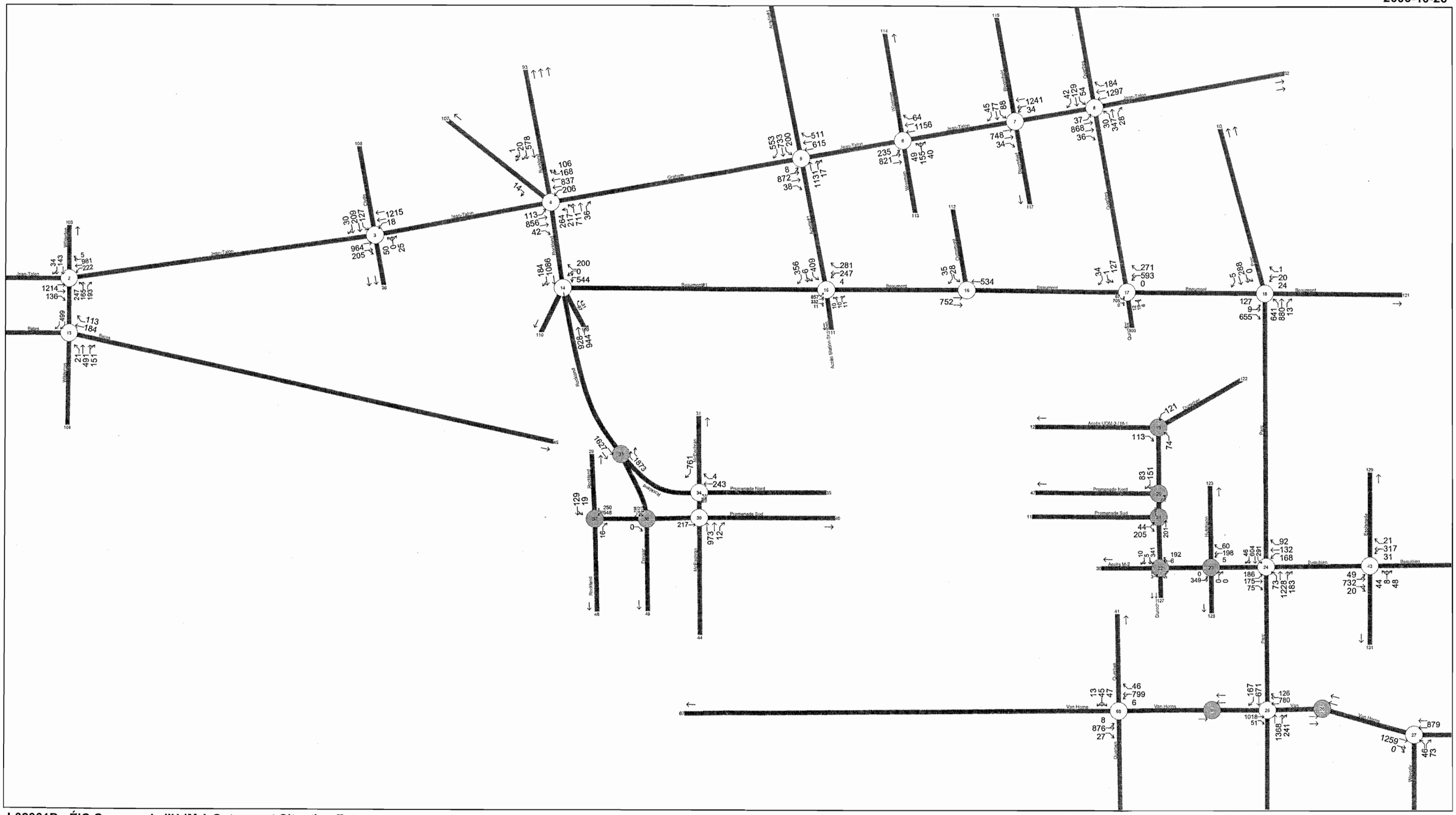
Movement	EB	EB	WB	WB	B9	B9	SB
Directions Served	LT	R	LT	R	T		LTR
Maximum Queue (m)	62.3	22.5	165.5	22.8	104.2	102.7	67.8
Average Queue (m)	60.5	2.7	160.5	5.3	78.0	63.1	22.5
95th Queue (m)	62.6	13.8	179.6	18.8	123.9	125.0	50.0
Link Distance (m)	55.7		142.6		74.9	74.9	158.3
Upstream Blk Time (%)	51		47		27	12	
Queuing Penalty (veh)	463		442		127	58	
Storage Bay Dist (m)		15.0		15.0			
Storage Blk Time (%)	56	0	58	1			
Queuing Penalty (veh)	15	0	27	5			

Nework Summary

Network wide Queuing Penalty: 5786

Map - L02361D - ÉIC Campus de l'UdM à Outremont
Node Numbers

2006-10-20



L02361D - ÉIC Campus de l'UdM à Outremont Situation Future

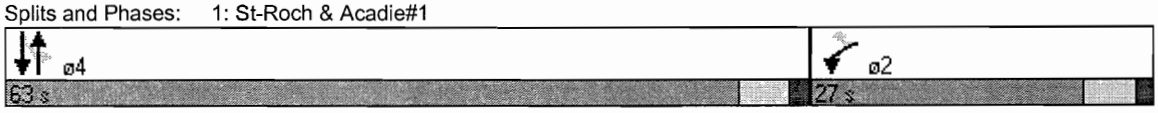
G:_Projets\L02361D-115\0300CALCULS\Futur\PM\Futur_PM_Nord_105s.sy7

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1688	1525	5074	0	0	5073
Flt Permitted	0.950					0.670
Satd. Flow (perm)	1686	1492	5074	0	0	3409
Satd. Flow (RTOR)						
Volume (vph)	78	50	1856	19	106	1716
Lane Group Flow (vph)	110	62	1900	0	0	1996
Turn Type		Perm			Perm	
Protected Phases	2		4			4
Permitted Phases		2			4	
Total Split (s)	27.0	27.0	63.0	0.0	63.0	63.0
Act Effct Green (s)	25.0	25.0	61.0			61.0
Actuated g/C Ratio	0.28	0.28	0.68			0.68
v/c Ratio	0.23	0.15	0.55			1.34dl
Control Delay	26.8	25.8	8.9			16.5
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	26.8	25.8	8.9			16.5
LOS	C	C	A			B
Approach Delay	26,4		8,9			16,5
Approach LOS	C		A			B
Queue Length 50th (m)	15.5	8.5	83.4			90.2
Queue Length 95th (m)	22.4	16.3	m98.5			118.5
Internal Link Dist (m)	328.2		461.4			80.0
Turn Bay Length (m)		4.0				
Base Capacity (vph)	469	414	3439			2311
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0,23	0,15	0,55			0,86

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 33 (37%), Referenced to phase 4:NBSB, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,86
Intersection Signal Delay: 13,4 Intersection LOS: B
Intersection Capacity Utilization 99,4% ICU Level of Service F
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 1: St-Roch & Acadie#1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3343	1510	1708	3221	0	0	1702	1454	0	3420	0
Flt Permitted				0.160				0.671				
Satd. Flow (perm)	0	3343	1451	288	3221	0	0	1168	1427	0	3420	0
Satd. Flow (RTOR)												
Volume (vph)	0	1214	136	222	981	5	247	165	193	0	143	34
Lane Group Flow (vph)	0	1334	149	252	1121	0	0	447	210	0	206	0
Turn Type			Perm	pm+pt			pm+pt		Perm			
Protected Phases		4		3	8		5	2			6	
Permitted Phases			4	8			2		2			
Total Split (s)	0.0	25.0	25.0	15.0	40.0	0.0	8.0	30.0	30.0	0.0	22.0	0.0
Act Effct Green (s)		23.0	23.0	38.0	38.0			28.0	28.0		20.0	
Actuated g/C Ratio		0.33	0.33	0.54	0.54			0.40	0.40		0.29	
v/c Ratio		1.21	0.31	0.60	0.64			0.87	0.37		0.21	
Control Delay		130.2	19.9	26.1	13.4			40.9	17.0		19.7	
Queue Delay		0.0	0.0	0.0	0.0			11.6	0.0		0.0	
Total Delay		130.2	19.9	26.1	13.4			52.5	17.0		19.7	
LOS		F	B	C	B			D	B		B	
Approach Delay		119,1			15,7			41,1			19,7	
Approach LOS		F			B			D			B	
Queue Length 50th (m)		~121.2	15.1	17.1	52.2			66.3	25.2		11.3	
Queue Length 95th (m)		#160.6	29.4	35.9	69.3			#114.0	43.9		18.3	
Internal Link Dist (m)		332.5			504.7			69.8			72.0	
Turn Bay Length (m)			60.0	60.0								
Base Capacity (vph)		1098	477	420	1749			513	571		977	
Starvation Cap Reductn		0	0	0	0			55	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		1,21	0,31	0,60	0,64			0,98	0,37		0,21	

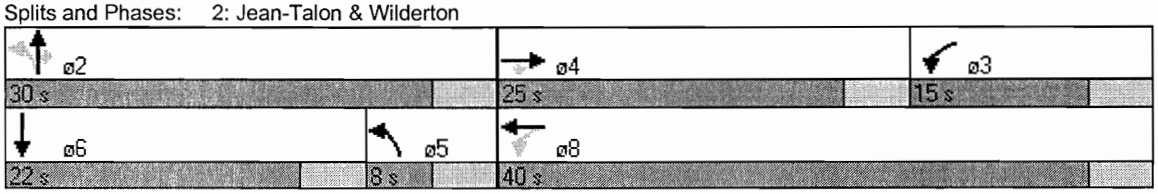
Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 5 (7%), Referenced to phase 4:EBT, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 1,21
Intersection Signal Delay: 61,7 Intersection LOS: E
Intersection Capacity Utilization 94,9% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Jean-Talon & Wilderton

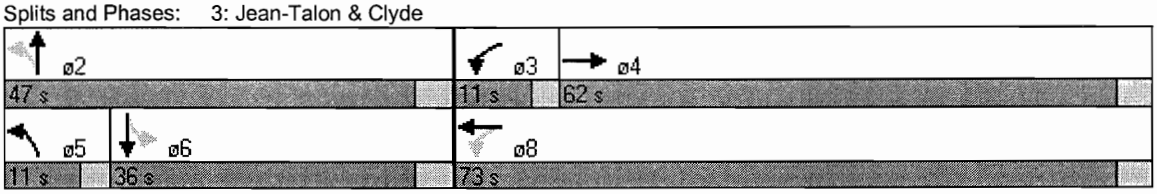


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3438	0	1765	3530	0	0	1756	0	1685	3305	0
Flt Permitted				0.093				0.746		0.704		
Satd. Flow (perm)	0	3438	0	173	3530	0	0	1354	0	1248	3305	0
Satd. Flow (RTOR)												
Volume (vph)	0	964	205	18	1215	0	50	0	25	127	209	30
Lane Group Flow (vph)	0	1271	0	20	1321	0	0	81	0	138	260	0
Turn Type				pm+pt			pm+pt			Perm		
Protected Phases		4		3	8		5	2			6	
Permitted Phases				8			2			6		
Total Split (s)	0.0	62.0	0.0	11.0	73.0	0.0	11.0	47.0	0.0	36.0	36.0	0.0
Act Effct Green (s)		60.0		71.0	71.0			45.0		34.0	34.0	
Actuated g/C Ratio		0.50		0.59	0.59			0.38		0.28	0.28	
v/c Ratio		0.74		0.09	0.63			0.15		0.39	0.28	
Control Delay		27.1		12.4	29.7			25.5		38.7	34.4	
Queue Delay		0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay		27.1		12.4	29.7			25.5		38.7	34.4	
LOS		C		B	C			C		D	C	
Approach Delay		27,1			29,4			25,5			35,9	
Approach LOS		C			C			C			D	
Queue Length 50th (m)		127.3		2.8	173.7			13.0		27.6	26.4	
Queue Length 95th (m)		155.2		m4.7	196.7			24.4		47.5	38.4	
Internal Link Dist (m)		504.7			282.0			67.4			135.5	
Turn Bay Length (m)				30.0								
Base Capacity (vph)		1719		222	2089			538		354	936	
Starvation Cap Reductn		0		0	0			0		0	0	
Spillback Cap Reductn		0		0	0			0		0	0	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0,74		0,09	0,63			0,15		0,39	0,28	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 12 (10%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,74
Intersection Signal Delay: 29,2 Intersection LOS: C
Intersection Capacity Utilization 54,9% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Jean-Talon & Clyde

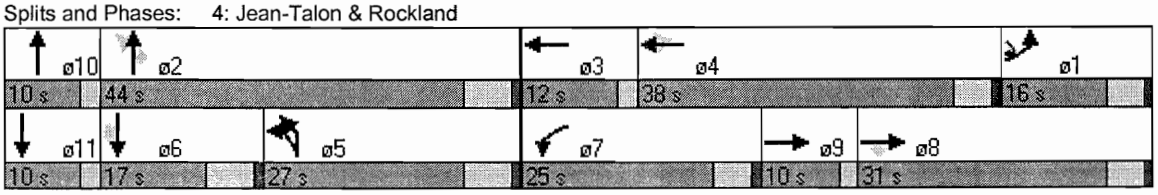


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBT
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1668	3382	1583	1711	3461	1569	0	1678	0	3461	1357	3310
Flt Permitted	0.950			0.950				0.950		0.532		
Satd. Flow (perm)	1668	3382	1583	1711	3461	1569	0	1678	0	1864	1357	3310
Satd. Flow (RTOR)												
Volume (vph)	113	856	42	206	837	168	106	264	217	711	36	578
Lane Group Flow (vph)	113	856	42	206	837	274	0	264	0	928	36	578
Turn Type	Prot		custom	Prot		custom		Prot	custom		custom	
Protected Phases	1	9 8		7	4 3			5	5	2 10		6 11
Permitted Phases			8			4			2		2	
Total Split (s)	16.0	41.0	31.0	25.0	50.0	38.0	0.0	27.0	27.0	54.0	44.0	27.0
Act Effct Green (s)	14.0	39.0	29.0	23.0	48.0	36.0		25.0		52.0	42.0	25.0
Actuated g/C Ratio	0.12	0.32	0.24	0.19	0.40	0.30		0.21		0.43	0.35	0.21
v/c Ratio	0.58	0.78	0.11	0.63	0.60	0.58		0.75		0.81	0.08	0.84
Control Delay	78.3	59.7	52.2	54.1	30.8	41.5		53.3		37.1	29.2	57.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	78.3	59.7	52.2	54.1	30.8	41.5		53.3		37.1	29.2	57.6
LOS	E	E	D	D	C	D		D		D	C	E
Approach Delay		61,5			36,7					40,4		57,3
Approach LOS		E			D					D		E
Queue Length 50th (m)	30.0	118.6	10.4	47.4	85.2	57.6		56.4		81.8	5.3	76.0
Queue Length 95th (m)	m41.7	140.6	m15.0	74.1	106.7	87.2		m79.9		106.6	m8.1	#105.2
Internal Link Dist (m)		282.0			410.1					124.1		210.8
Turn Bay Length (m)	225.0					25.0					5.0	
Base Capacity (vph)	195	1099	383	328	1384	471		350		1140	475	690
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0
Reduced v/c Ratio	0,58	0,78	0,11	0,63	0,60	0,58		0,75		0,81	0,08	0,84

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 27 (23%), Referenced to phase 10:NBT and 11:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,84
Intersection Signal Delay: 46,7 Intersection LOS: D
Intersection Capacity Utilization 90,6% ICU Level of Service E
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Jean-Talon & Rockland



Lane Group	SBR	SBR2	SER2	ø3	ø9	ø10	ø11
Lane Configurations							
Total Lost Time (s)	2.0	2.0	2.0				
Satd. Flow (prot)	1470	0	1536				
Flt Permitted							
Satd. Flow (perm)	1470	0	1536				
Satd. Flow (RTOR)							
Volume (vph)	20	1	14				
Lane Group Flow (vph)	21	0	14				
Turn Type	custom		custom				
Protected Phases			1	3	9	10	11
Permitted Phases	6		6				
Total Split (s)	17.0	0.0	16.0	12.0	10.0	10.0	10.0
Act Effct Green (s)	15.0		29.0				
Actuated g/C Ratio	0.12		0.24				
v/c Ratio	0.11		0.04				
Control Delay	48.4		27.3				
Queue Delay	0.0		0.0				
Total Delay	48.4		27.3				
LOS	D		C				
Approach Delay							
Approach LOS							
Queue Length 50th (m)	5.1		2.3				
Queue Length 95th (m)	14.0		7.2				
Internal Link Dist (m)							
Turn Bay Length (m)							
Base Capacity (vph)	184		371				
Starvation Cap Reductn	0		0				
Spillback Cap Reductn	0		0				
Storage Cap Reductn	0		0				
Reduced v/c Ratio	0,11		0,04				

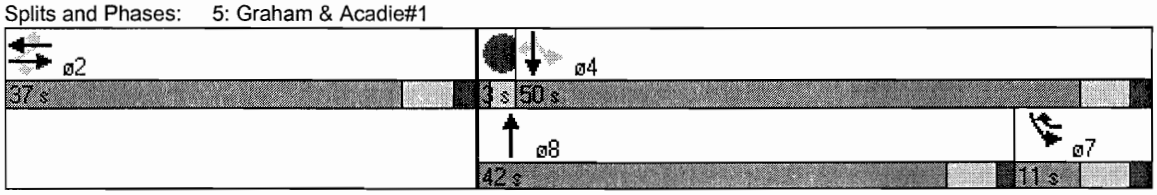
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3351	1566	0	3257	1400	0	3160	0	1733	1860	1670
Flt Permitted		0.947								0.103		
Satd. Flow (perm)	0	3174	1450	0	3257	1356	0	3160	0	187	1860	1621
Satd. Flow (RTOR)												
Volume (vph)	8	872	38	0	615	511	0	1131	17	200	733	553
Lane Group Flow (vph)	0	947	47	0	715	594	0	1275	0	235	833	588
Turn Type	Perm		Perm			pm+ov				pm+pt		Perm
Protected Phases		2			2	7		8		7	4	
Permitted Phases	2		2			2				4		4
Total Split (s)	37.0	37.0	37.0	0.0	37.0	11.0	0.0	42.0	0.0	11.0	50.0	50.0
Act Effct Green (s)		35.0	35.0		35.0	44.0		40.0		48.0	48.0	48.0
Actuated g/C Ratio		0.39	0.39		0.39	0.49		0.44		0.53	0.53	0.53
v/c Ratio		0.77	0.08		0.56	0.89		0.91		0.93	0.84	0.68
Control Delay		29.0	18.0		8.1	21.1		34.4		55.4	18.0	12.2
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0
Total Delay		29.0	18.0		8.1	21.1		34.4		55.4	18.0	12.2
LOS		C	B		A	C		C		E	B	B
Approach Delay		28,5			14,0			34,4			21,2	
Approach LOS		C			B			C			C	
Queue Length 50th (m)		77.3	5.3		33.5	74.1		110.1		28.4	133.6	74.6
Queue Length 95th (m)		102.0	11.2		36.5	#155.9		#156.7		m#42.0	m171.6	m81.7
Internal Link Dist (m)		410.1			153.2			204.9			461.4	
Turn Bay Length (m)			30.0			60.0						
Base Capacity (vph)		1234	564		1267	667		1404		254	992	865
Starvation Cap Reductn		0	0		0	0		0		0	0	0
Spillback Cap Reductn		0	0		0	0		0		0	0	0
Storage Cap Reductn		0	0		0	0		0		0	0	0
Reduced v/c Ratio		0,77	0,08		0,56	0,89		0,91		0,93	0,84	0,68

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 82 (91%), Referenced to phase 4:SBTL and 8:NBT, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,93
Intersection Signal Delay: 24,0 — Intersection LOS: C
Intersection Capacity Utilization 100,7% — ICU Level of Service G
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Graham & Acadie#1



Lane Group	ø3
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	3.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

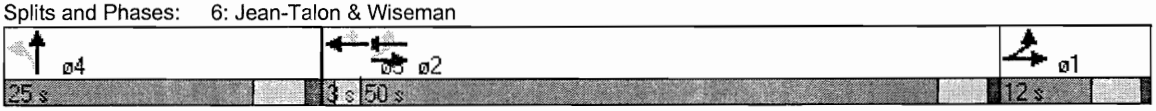
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3535	0	0	3225	1418	0	1758	0	0	0	0
Flt Permitted		0.514						0.991				
Satd. Flow (perm)	0	1823	0	0	3225	1042	0	1665	0	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	235	821	0	0	1156	64	49	155	40	0	0	0
Lane Group Flow (vph)	0	1162	0	0	1217	68	0	308	0	0	0	0
Turn Type	custom					Perm	Perm					
Protected Phases	1	2 1			2 3			4				
Permitted Phases	2					2 3	4					
Total Split (s)	12.0	62.0	0.0	0.0	53.0	53.0	25.0	25.0	0.0	0.0	0.0	0.0
Act Effct Green (s)		58.0			51.0	51.0		23.0				
Actuated g/C Ratio		0.64			0.57	0.57		0.26				
v/c Ratio		0.85			0.67	0.12		0.72				
Control Delay		17.3			9.4	4.5		41.9				
Queue Delay		0.0			0.0	0.0		0.0				
Total Delay		17.3			9.4	4.5		41.9				
LOS		B			A	A		D				
Approach Delay		17,3			9,1			41,9				
Approach LOS		B			A			D				
Queue Length 50th (m)		35.6			58.3	2.5		51.2				
Queue Length 95th (m)		m52.0			71.3	m3.8		61.9				
Internal Link Dist (m)		153.2			170.6			105.7			165.8	
Turn Bay Length (m)						14.9						
Base Capacity (vph)		1365			1828	590		426				
Starvation Cap Reductn		0			0	0		0				
Spillback Cap Reductn		0			0	0		0				
Storage Cap Reductn		0			0	0		0				
Reduced v/c Ratio		0,85			0,67	0,12		0,72				

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 21 (23%), Referenced to phase 2:EBWB, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,85
Intersection Signal Delay: 16,2 Intersection LOS: B
Intersection Capacity Utilization 92,8% ICU Level of Service F
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Jean-Talon & Wiseman



Lane Group	ø2	ø3
Lane Configurations		
Total Lost Time (s)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Total Split (s)	50.0	3.0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

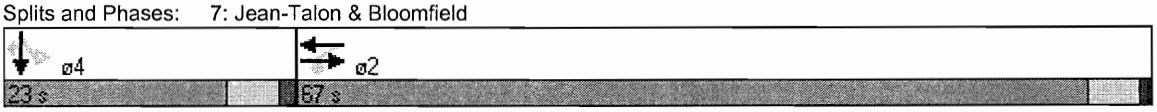
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3409	1418	0	3221	0	0	0	0	1787	1881	1524
Flt Permitted					0.912					0.950		
Satd. Flow (perm)	0	3409	1203	0	2937	0	0	0	0	1448	1881	1210
Satd. Flow (RTOR)												
Volume (vph)	0	748	34	34	1241	0	0	0	0	88	77	45
Lane Group Flow (vph)	0	870	44	0	1431	0	0	0	0	119	87	63
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			2						4	
Permitted Phases			2	2						4		4
Total Split (s)	0.0	67.0	67.0	67.0	67.0	0.0	0.0	0.0	0.0	23.0	23.0	23.0
Act Effct Green (s)		65.0	65.0		65.0					21.0	21.0	21.0
Actuated g/C Ratio		0.72	0.72		0.72					0.23	0.23	0.23
v/c Ratio		0.35	0.05		0.67					0.35	0.20	0.22
Control Delay		6.0	4.8		4.9					32.4	29.2	30.5
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		6.0	4.8		4.9					32.4	29.2	30.5
LOS		A	A		A					C	C	C
Approach Delay		5,9			4,9						30,9	
Approach LOS		A			A						C	
Queue Length 50th (m)		29.8	2.0		25.4					18.2	12.8	9.3
Queue Length 95th (m)		46.3	m3.0		25.1					27.3	25.1	15.9
Internal Link Dist (m)		170.6			113.9			124.0			160.0	
Turn Bay Length (m)			15.6							8.7		32.0
Base Capacity (vph)		2462	869		2121					338	439	282
Starvation Cap Reductn		0	0		0					0	0	0
Spillback Cap Reductn		12	0		0					0	0	0
Storage Cap Reductn		0	0		0					0	0	0
Reduced v/c Ratio		0,36	0,05		0,67					0,35	0,20	0,22

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 69 (77%), Referenced to phase 2:EBWB, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,67
Intersection Signal Delay: 8,0 Intersection LOS: A
Intersection Capacity Utilization 79,8% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Jean-Talon & Bloomfield

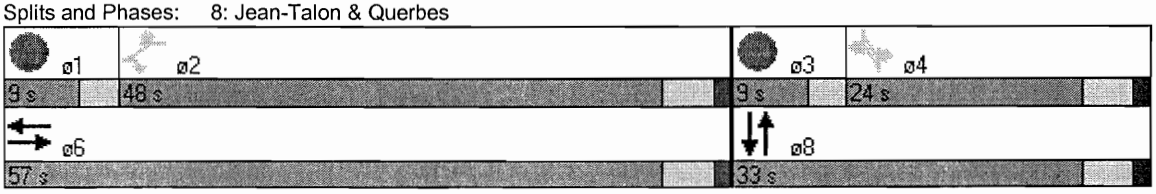


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1805	3376	1418	0	3409	1390	1805	1881	1615	1752	1881	1553
Flt Permitted	0.114						0.663			0.381		
Satd. Flow (perm)	207	3376	1141	0	3409	1261	950	1881	1487	679	1881	1076
Satd. Flow (RTOR)												
Volume (vph)	37	868	36	0	1297	184	30	347	28	54	129	42
Lane Group Flow (vph)	40	964	44	0	1491	227	33	403	30	77	147	58
Turn Type	custom		custom			custom	custom		custom	custom		custom
Protected Phases		6			6			8			8	
Permitted Phases	2		2			2	4		4	4		4
Total Split (s)	48.0	57.0	48.0	0.0	57.0	48.0	24.0	33.0	24.0	24.0	33.0	24.0
Act Effct Green (s)	46.0	55.0	46.0		55.0	46.0	22.0	31.0	22.0	22.0	31.0	22.0
Actuated g/C Ratio	0.51	0.61	0.51		0.61	0.51	0.24	0.34	0.24	0.24	0.34	0.24
v/c Ratio	0.38	0.47	0.08		0.72	0.35	0.14	0.62	0.08	0.46	0.23	0.22
Control Delay	25.1	7.9	8.3		14.6	15.1	23.2	24.8	21.7	39.7	22.2	29.9
Queue Delay	0.0	0.1	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	8.0	8.3		14.6	15.1	23.2	24.8	21.7	39.7	22.2	29.9
LOS	C	A	A		B	B	C	C	C	D	C	C
Approach Delay		8,7			14,6			24,5			28,5	
Approach LOS		A			B			C			C	
Queue Length 50th (m)	4.8	21.5	3.1		90.0	23.4	5.0	64.8	4.5	12.0	18.8	8.5
Queue Length 95th (m)	14.3	24.3	6.5		108.1	34.9	m12.7	91.4	m11.3	19.7	32.4	15.2
Internal Link Dist (m)		113.9			313.0			297.3			178.3	
Turn Bay Length (m)	2.0		17.0			17.0	2.0		2.0	2.0		11.7
Base Capacity (vph)	106	2063	583		2083	645	232	648	363	166	648	263
Starvation Cap Reductn	0	309	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0,38	0,55	0,08		0,72	0,35	0,14	0,62	0,08	0,46	0,23	0,22

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,72
Intersection Signal Delay: 15,3 Intersection LOS: B
Intersection Capacity Utilization 75,2% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Jean-Talon & Querbes



Lane Group	ø1	ø3
Lane Configurations		
Total Lost Time (s)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	3
Permitted Phases		
Total Split (s)	9.0	9.0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

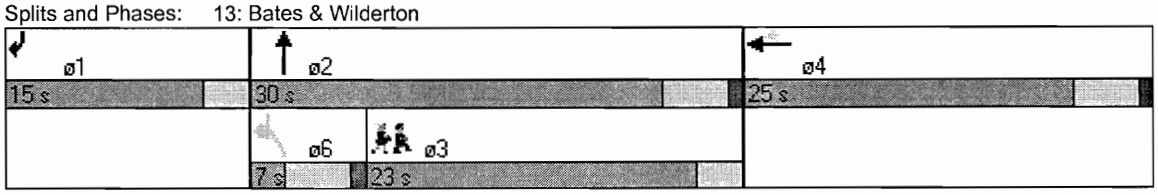
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	0	0	0	1883	1555	1583	3308	0	0	0	2689
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	1883	1528	1523	3308	0	0	0	2589
Satd. Flow (RTOR)												
Volume (vph)	0	0	0	0	184	113	21	491	151	0	0	499
Lane Group Flow (vph)	0	0	0	0	222	136	23	706	0	0	0	601
Turn Type						Perm	custom					custom
Protected Phases					4			2				1
Permitted Phases						4	6					6
Total Split (s)	0.0	0.0	0.0	0.0	25.0	25.0	7.0	30.0	0.0	0.0	0.0	15.0
Act Effct Green (s)					23.0	23.0	5.0	28.0				18.0
Actuated g/C Ratio					0.33	0.33	0.07	0.40				0.26
v/c Ratio					0.36	0.27	0.21	0.53				0.88
Control Delay					20.0	19.2	35.5	17.9				40.1
Queue Delay					0.0	0.2	0.0	0.1				0.0
Total Delay					20.0	19.4	35.5	18.0				40.1
LOS					B	B	D	B				D
Approach Delay					19,7			18,5				
Approach LOS					B			B				
Queue Length 50th (m)					22.9	13.6	3.1	37.7				39.0
Queue Length 95th (m)					36.5	24.4	9.9	53.4				#56.7
Internal Link Dist (m)		326.3			831.0			138.7			69.8	
Turn Bay Length (m)						15.0	50.0					
Base Capacity (vph)					619	502	109	1323				684
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	84	0	93				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0,36	0,33	0,21	0,57				0,88

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 1:SBR, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,88
Intersection Signal Delay: 26,5 Intersection LOS: C
Intersection Capacity Utilization 46,7% ICU Level of Service A
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Bates & Wilderton



Lane Group	ø3
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	23.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

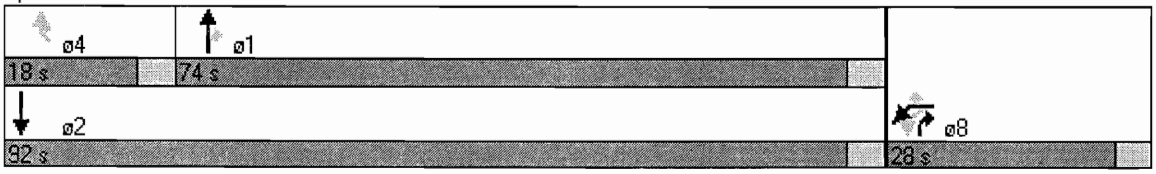
Intersection Summary

Lane Group	WBL2	WBL	WBR	NBT	NBR	SBT	SBR	NWR	NWR2
Lane Configurations									
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1622	1603	1449	1881	1599	3642	0	1513	1403
Flt Permitted	0.950	0.950							
Satd. Flow (perm)	1622	1603	1449	1881	1599	3642	0	1513	1403
Satd. Flow (RTOR)									
Volume (vph)	544	0	200	928	944	1086	184	97	31
Lane Group Flow (vph)	278	277	204	947	963	1308	0	99	32
Turn Type	Perm		Perm		custom			custom	custom
Protected Phases		8		1	8	2			
Permitted Phases	8		8		1			4	4
Total Split (s)	28.0	28.0	28.0	74.0	28.0	92.0	0.0	18.0	18.0
Act Effct Green (s)	24.7	24.7	24.7	73.7	100.4	91.3		15.6	15.6
Actuated g/C Ratio	0.21	0.21	0.21	0.61	0.84	0.76		0.13	0.13
v/c Ratio	0.83	0.84	0.68	0.82	0.72	0.47		0.50	0.17
Control Delay	66.9	67.9	56.3	25.9	7.8	3.0		58.4	49.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.7		0.0	0.0
Total Delay	66.9	67.9	56.3	25.9	7.8	3.7		58.4	49.3
LOS	E	E	E	C	A	A		E	D
Approach Delay		64,4		16,8		3,7			
Approach LOS		E		B		A			
Queue Length 50th (m)	69.1	68.9	46.5	173.7	70.1	23.0		23.3	7.2
Queue Length 95th (m)	#113.6	#114.2	74.0	248.7	116.3	27.7		41.7	17.3
Internal Link Dist (m)		426.1		284.3		124.1			
Turn Bay Length (m)	150.0	150.0							
Base Capacity (vph)	351	347	314	1155	1338	2771		208	192
Starvation Cap Reductn	0	0	0	0	0	1015		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0,79	0,80	0,65	0,82	0,72	0,74		0,48	0,17

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 22 (18%), Referenced to phase 2:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,84
Intersection Signal Delay: 22,7 Intersection LOS: C
Intersection Capacity Utilization 79,6% ICU Level of Service D
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: Beaumont#1 &

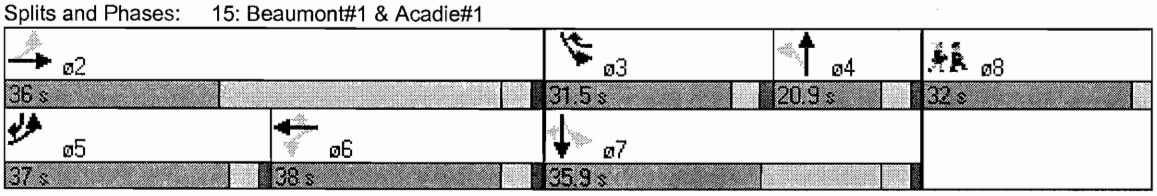


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1521	3091	0	0	1877	1597	0	3300	0	1594	1602	1516
Flt Permitted	0.160	0.551			0.987			0.847		0.664	0.639	
Satd. Flow (perm)	253	1738	0	0	1854	1532	0	2823	0	1097	1058	1489
Satd. Flow (RTOR)												
Volume (vph)	857	332	11	4	247	281	10	10	11	409	6	356
Lane Group Flow (vph)	504	925	0	0	325	319	0	34	0	223	229	387
Turn Type	pm+pt			Perm		pm+ov	Perm			pm+pt		pm+ov
Protected Phases	5	2			6	3		4		3	7	5
Permitted Phases	2			6		6	4			7		7
Total Split (s)	37.0	36.0	0.0	38.0	38.0	31.5	20.9	20.9	0.0	31.5	35.9	37.0
Act Effct Green (s)	67.3	67.3			26.5	50.4		11.3		30.9	30.9	69.5
Actuated g/C Ratio	0.60	0.60			0.24	0.45		0.10		0.28	0.28	0.62
v/c Ratio	0.86	0.61			0.74	0.45		0.12		0.55	0.56	0.41
Control Delay	44.8	20.6			54.5	25.6		59.1		42.5	43.0	10.4
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	44.8	20.6			54.5	25.6		59.1		42.5	43.0	10.4
LOS	D	C			D	C		E		D	D	B
Approach Delay		29,2			40,2			59,1			27,9	
Approach LOS		C			D			E			C	
Queue Length 50th (m)	80.0	47.9			58.4	40.3		3.3		36.8	38.0	27.4
Queue Length 95th (m)	#253.2	126.3			111.2	97.0		11.6		92.0	83.1	54.8
Internal Link Dist (m)		426.1			217.0			49.6			204.9	
Turn Bay Length (m)	175.0					50.0						40.0
Base Capacity (vph)	588	1503			576	763		451		469	516	933
Starvation Cap Reductn	0	0			0	0		0		0	0	0
Spillback Cap Reductn	0	0			0	0		0		0	0	0
Storage Cap Reductn	0	0			0	0		0		0	0	0
Reduced v/c Ratio	0,86	0,62			0,56	0,42		0,08		0,48	0,44	0,41

Intersection Summary

Cycle Length: 159.4
Actuated Cycle Length: 112
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0,86
Intersection Signal Delay: 31,5 — Intersection LOS: C
Intersection Capacity Utilization 65,2% — ICU Level of Service C
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Beaumont#1 & Acadie#1



Lane Group	ø8
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Total Split (s)	32.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

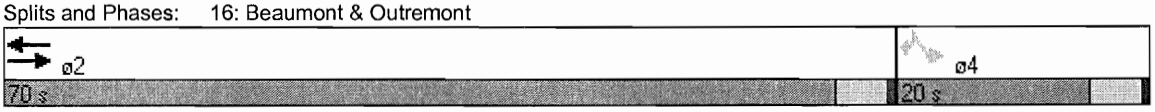
Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3409	1842	0	1713	1579
Flt Permitted					0.950	
Satd. Flow (perm)	0	3409	1842	0	1587	1470
Satd. Flow (RTOR)						
Volume (vph)	0	752	534	0	28	35
Lane Group Flow (vph)	0	940	668	0	30	140
Turn Type						custom
Protected Phases		2	2			
Permitted Phases					4	4
Total Split (s)	0.0	70.0	70.0	0.0	20.0	20.0
Act Effct Green (s)		68.0	68.0		18.0	18.0
Actuated g/C Ratio		0.76	0.76		0.20	0.20
v/c Ratio		0.36	0.48		0.09	0.48
Control Delay		4.2	4.2		30.4	38.1
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		4.2	4.2		30.4	38.1
LOS		A	A		C	D
Approach Delay		4,2	4,2		36,7	
Approach LOS		A	A		D	
Queue Length 50th (m)		24.3	27.4		4.5	22.7
Queue Length 95th (m)		26.7	32.4		12.1	10.1
Internal Link Dist (m)		217.0	250.0		121.6	
Turn Bay Length (m)						
Base Capacity (vph)		2576	1392		317	294
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0,36	0,48		0,09	0,48

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 75 (83%), Referenced to phase 2:EBWB, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,48
Intersection Signal Delay: 7,3 — Intersection LOS: A
Intersection Capacity Utilization 43,0% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 16: Beaumont & Outremont

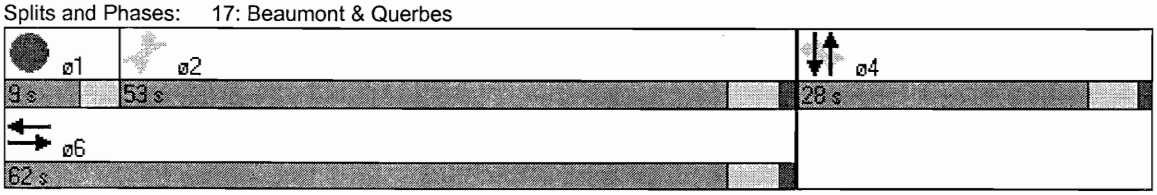


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3180	0	0	1709	1513	0	1774	0	0	1752	1568
Flt Permitted		0.773						0.910			0.745	
Satd. Flow (perm)	0	2452	0	0	1709	1323	0	1628	0	0	1351	1486
Satd. Flow (RTOR)												
Volume (vph)	67	705	0	0	593	271	12	19	6	127	1	34
Lane Group Flow (vph)	0	842	0	0	659	298	0	43	0	0	175	47
Turn Type	custom			custom		custom	Perm			Perm		Perm
Protected Phases		6			6			4			4	
Permitted Phases	2			2		2	4			4		4
Total Split (s)	53.0	62.0	0.0	53.0	62.0	53.0	28.0	28.0	0.0	28.0	28.0	28.0
Act Effct Green (s)		60.0			60.0	51.0		26.0			26.0	26.0
Actuated g/C Ratio		0.67			0.67	0.57		0.29			0.29	0.29
v/c Ratio		0.51			0.58	0.40		0.09			0.45	0.11
Control Delay		7.5			10.7	12.9		24.2			27.9	22.5
Queue Delay		0.0			0.0	0.0		0.0			0.0	0.0
Total Delay		7.5			10.7	12.9		24.2			27.9	22.5
LOS		A			B	B		C			C	C
Approach Delay		7,5			11,4			24,2			26,7	
Approach LOS		A			B			C			C	
Queue Length 50th (m)		25.1			57.4	28.3		5.7			16.5	4.4
Queue Length 95th (m)		30.7			86.9	46.7		13.7			37.3	10.5
Internal Link Dist (m)		250.0			212.7			42.2			297.3	
Turn Bay Length (m)						15.0						4.7
Base Capacity (vph)		1635			1139	750		470			390	429
Starvation Cap Reductn		0			0	0		0			0	0
Spillback Cap Reductn		0			0	0		0			0	0
Storage Cap Reductn		0			0	0		0			0	0
Reduced v/c Ratio		0,51			0,58	0,40		0,09			0,45	0,11

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 88 (98%), Referenced to phase 2:EBWBL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,58
Intersection Signal Delay: 11,7 — Intersection LOS: B
Intersection Capacity Utilization 76,4% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 17: Beaumont & Querbes



Lane Group	ø1
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	1
Permitted Phases	
Total Split (s)	9.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

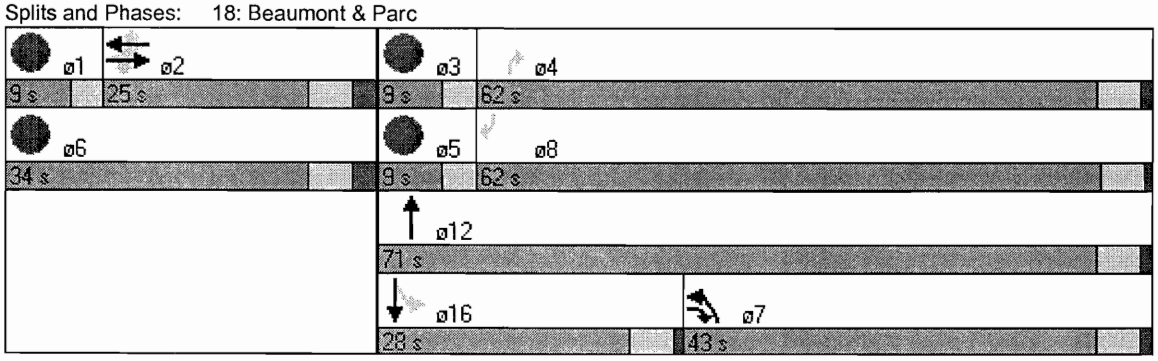
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1722	1372	0	1739	1615	1787	1804	1615	0	3406	1615
Flt Permitted		0.701			0.824		0.950					
Satd. Flow (perm)	0	1163	1349	0	1464	1450	1723	1804	1491	0	3406	1520
Satd. Flow (RTOR)												
Volume (vph)	127	9	655	24	20	1	641	880	13	0	288	5
Lane Group Flow (vph)	0	161	771	0	48	1	668	917	14	0	339	5
Turn Type	Perm		pm+ov	Perm		Perm	Prot		custom	Perm		custom
Protected Phases		2	7		2		7	12			16	
Permitted Phases	2		2	2		2			4	16		8
Total Split (s)	25.0	25.0	43.0	25.0	25.0	25.0	43.0	71.0	62.0	28.0	28.0	62.0
Act Effct Green (s)		22.0	79.8		22.0	22.0	57.9	79.0	77.2		19.2	77.2
Actuated g/C Ratio		0.21	0.76		0.21	0.21	0.55	0.75	0.74		0.18	0.74
v/c Ratio		0.66	0.74		0.16	0.00	0.68	0.68	0.01		0.55	0.00
Control Delay		51.3	12.2		33.8	31.0	13.1	6.1	4.0		42.0	5.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		51.3	12.2		33.8	31.0	13.1	6.1	4.0		42.0	5.8
LOS		D	B		C	C	B	A	A		D	A
Approach Delay		19,0			33,8			9,0			41,4	
Approach LOS		B			C			A			D	
Queue Length 50th (m)		31.6	67.4		8.4	0.2	31.4	39.1	0.6		35.1	0.3
Queue Length 95th (m)		52.8	116.7		18.1	1.6	m101.2	m38.8	m0.7		44.6	1.8
Internal Link Dist (m)		212.7			219.1			445.9			273.6	
Turn Bay Length (m)						2.0			2.0			30.0
Base Capacity (vph)		262	1038		330	327	985	1358	1097		843	1118
Starvation Cap Reductn		0	0		0	0	0	0	0		0	0
Spillback Cap Reductn		0	0		0	0	0	0	0		0	0
Storage Cap Reductn		0	0		0	0	0	0	0		0	0
Reduced v/c Ratio		0,61	0,74		0,15	0,00	0,68	0,68	0,01		0,40	0,00

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 22 (21%), Referenced to phase 7:NBL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,74
Intersection Signal Delay: 16,4 Intersection LOS: B
Intersection Capacity Utilization 82,7% ICU Level of Service E
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Beaumont & Parc



Lane Group	ø1	ø3	ø5	ø6
Lane Configurations				
Total Lost Time (s)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Volume (vph)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	1	3	5	6
Permitted Phases				
Total Split (s)	9.0	9.0	9.0	34.0
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (m)				
Queue Length 95th (m)				
Internal Link Dist (m)				
Turn Bay Length (m)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

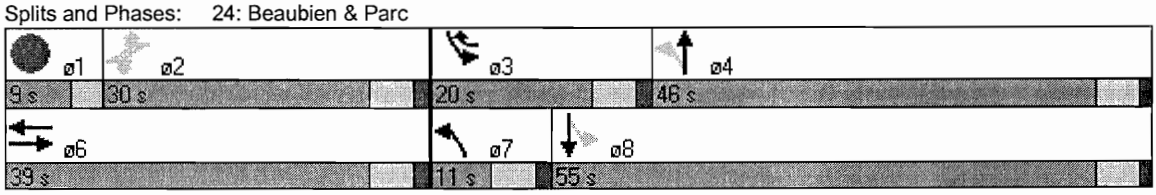
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1750	1821	1615	1719	1890	1551	1457	3234	0	1716	3444	0
Flt Permitted	0.666			0.638			0.348			0.087		
Satd. Flow (perm)	1140	1821	1480	1059	1890	1478	526	3234	0	157	3444	0
Satd. Flow (RTOR)												
Volume (vph)	186	175	75	168	132	92	73	1228	183	291	604	46
Lane Group Flow (vph)	202	190	82	183	143	100	79	1465	0	323	729	0
Turn Type	custom		custom	custom		custom	pm+pt			pm+pt		
Protected Phases		6			6	3	7	4		3	8	
Permitted Phases	2		2	2		2	4			8		
Total Split (s)	30.0	39.0	30.0	30.0	39.0	20.0	11.0	46.0	0.0	20.0	55.0	0.0
Act Effct Green (s)	28.0	37.0	28.0	28.0	37.0	46.0	53.0	44.0		64.0	55.2	
Actuated g/C Ratio	0.27	0.35	0.27	0.27	0.35	0.44	0.50	0.42		0.61	0.53	
v/c Ratio	0.66	0.30	0.21	0.65	0.21	0.15	0.23	1.08		0.89	0.40	
Control Delay	46.5	26.2	31.7	43.4	23.6	14.7	8.4	62.9		48.2	21.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	46.5	26.2	31.7	43.4	23.6	14.7	8.4	62.9		48.2	21.0	
LOS	D	C	C	D	C	B	A	E		D	C	
Approach Delay		35,8			30,0			60,1			29,4	
Approach LOS		D			C			E			C	
Queue Length 50th (m)	38.7	29.2	13.7	35.0	19.1	11.1	3.6	~180.5		53.5	63.1	
Queue Length 95th (m)	#66.1	47.8	26.7	49.4	32.7	15.6	m6.0	#226.4		m#100.1	66.4	
Internal Link Dist (m)		70.9			154.4			221.3			445.9	
Turn Bay Length (m)			5.0			30.0	16.0			75.0		
Base Capacity (vph)	304	642	395	282	666	660	345	1355		363	1810	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0,66	0,30	0,21	0,65	0,21	0,15	0,23	1,08		0,89	0,40	

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 79 (75%), Referenced to phase 4:NBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1,08
Intersection Signal Delay: 43,9 Intersection LOS: D
Intersection Capacity Utilization 96,6% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: Beaubien & Parc



Lane Group	ø1
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	1
Permitted Phases	
Total Split (s)	9.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

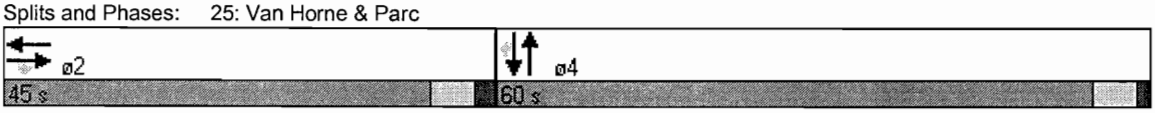
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1759	1568	0	3249	0	0	3567	0	0	1845	1583
Flt Permitted												
Satd. Flow (perm)	0	1759	1375	0	3249	0	0	3567	0	0	1845	1489
Satd. Flow (RTOR)												
Volume (vph)	0	1018	51	0	780	126	0	1368	241	0	671	167
Lane Group Flow (vph)	0	1072	66	0	1124	0	0	1727	0	0	789	201
Turn Type			Perm									Perm
Protected Phases		2			2			4			4	
Permitted Phases			2									4
Total Split (s)	0.0	45.0	45.0	0.0	45.0	0.0	0.0	60.0	0.0	0.0	60.0	60.0
Act Effct Green (s)		43.0	43.0		43.0			58.0			58.0	58.0
Actuated g/C Ratio		0.41	0.41		0.41			0.55			0.55	0.55
v/c Ratio		1.49	0.12		0.84			0.88			0.77	0.24
Control Delay		254.6	20.0		42.6			26.9			18.1	8.5
Queue Delay		0.0	0.0		0.0			0.0			0.0	0.0
Total Delay		254.6	20.0		42.6			26.9			18.1	8.5
LOS		F	C		D			C			B	A
Approach Delay		241,0			42,6			26,9			16,1	
Approach LOS		F			D			C			B	
Queue Length 50th (m)		~319.7	8.6		104.2			160.6			69.3	15.5
Queue Length 95th (m)		#398.7	15.0		109.7			198.2			88.7	21.8
Internal Link Dist (m)		71.6			70.4			411.7			221.3	
Turn Bay Length (m)												
Base Capacity (vph)		720	563		1331			1970			1019	822
Starvation Cap Reductn		0	0		0			0			0	0
Spillback Cap Reductn		0	0		0			0			0	0
Storage Cap Reductn		0	0		0			0			0	0
Reduced v/c Ratio		1,49	0,12		0,84			0,88			0,77	0,24

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 63 (60%), Referenced to phase 4:NBSB, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 1,49
Intersection Signal Delay: 77,2 Intersection LOS: E
Intersection Capacity Utilization 106,0% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 25: Van Horne & Parc

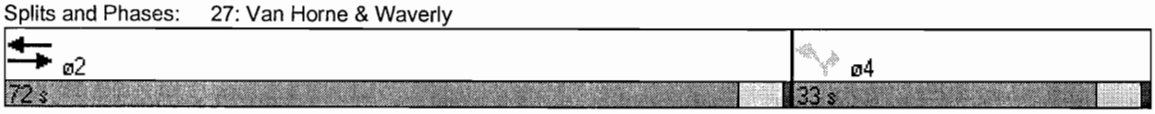


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	3539	0	0	3505	1805	1509
Flt Permitted					0.950	
Satd. Flow (perm)	3539	0	0	3505	1739	1423
Satd. Flow (RTOR)						
Volume (vph)	1259	0	0	879	46	73
Lane Group Flow (vph)	1325	0	0	1010	58	118
Turn Type						custom
Protected Phases	2			2		
Permitted Phases					4	4
Total Split (s)	72.0	0.0	0.0	72.0	33.0	33.0
Act Effct Green (s)	70.0			70.0	31.0	31.0
Actuated g/C Ratio	0.67			0.67	0.30	0.30
v/c Ratio	0.56			0.43	0.11	0.28
Control Delay	3.0			8.9	27.8	30.7
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	3.0			8.9	27.8	30.7
LOS	A			A	C	C
Approach Delay	3,0			8,9	29,8	
Approach LOS	A			A	C	
Queue Length 50th (m)	18.5			48.1	9.1	19.4
Queue Length 95th (m)	m14.8			57.6	16.9	23.1
Internal Link Dist (m)	139.1			82.8	150.4	
Turn Bay Length (m)						
Base Capacity (vph)	2359			2337	513	420
Starvation Cap Reductn	0			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0,56			0,43	0,11	0,28

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 1 (1%), Referenced to phase 4:NBL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,56
Intersection Signal Delay: 7,2 — Intersection LOS: A
Intersection Capacity Utilization 52,8% — ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 27: Van Horne & Waverly

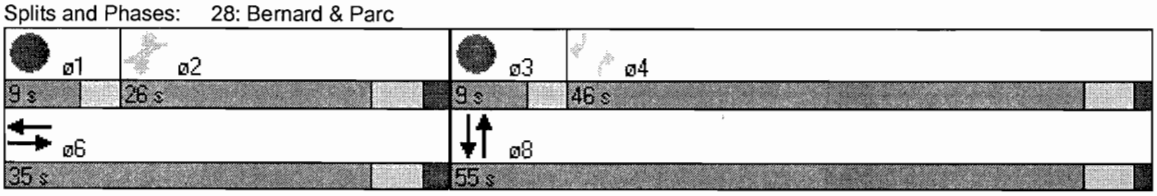


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1805	1773	1507	1770	1739	1463	0	3539	1599	0	1881	1615
Flt Permitted	0.457			0.469								
Satd. Flow (perm)	733	1773	735	621	1739	1096	0	3539	1306	0	1881	895
Satd. Flow (RTOR)												
Volume (vph)	72	257	65	50	274	38	0	1600	141	0	689	205
Lane Group Flow (vph)	100	362	72	56	370	44	0	1739	164	0	718	244
Turn Type	custom		custom	custom		custom			custom			custom
Protected Phases		6			6			8			8	
Permitted Phases	2		2	2		2			4			4
Total Split (s)	26.0	35.0	26.0	26.0	35.0	26.0	0.0	55.0	46.0	0.0	55.0	46.0
Act Effct Green (s)	24.0	33.0	24.0	24.0	33.0	24.0		53.0	44.0		53.0	44.0
Actuated g/C Ratio	0.27	0.37	0.27	0.27	0.37	0.27		0.59	0.49		0.59	0.49
v/c Ratio	0.51	0.56	0.37	0.34	0.58	0.15		0.83	0.26		0.65	0.56
Control Delay	38.9	26.7	33.4	33.6	27.4	27.0		19.6	14.8		15.8	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	38.9	26.7	33.4	33.6	27.4	27.0		19.6	14.8		15.8	22.3
LOS	D	C	C	C	C	C		B	B		B	C
Approach Delay		29,9			28,1			19,2			17,4	
Approach LOS		C			C			B			B	
Queue Length 50th (m)	15.5	51.6	10.7	8.2	53.3	6.1		123.9	16.7		80.0	29.9
Queue Length 95th (m)	24.5	58.2	23.9	19.6	63.2	14.2		158.8	28.2		118.3	49.2
Internal Link Dist (m)		361.3			221.1			362.2			411.7	
Turn Bay Length (m)	2.0		37.0	2.0		30.0			50.0			50.0
Base Capacity (vph)	195	650	196	166	638	292		2084	638		1108	438
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0,51	0,56	0,37	0,34	0,58	0,15		0,83	0,26		0,65	0,56

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 41 (46%), Referenced to phase 4:SBR, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,83
Intersection Signal Delay: 21,3 — Intersection LOS: C
Intersection Capacity Utilization 80,7% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 28: Bernard & Parc



Lane Group	ø1	ø3
Lane Configurations		
Total Lost Time (s)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	3
Permitted Phases		
Total Split (s)	9.0	9.0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

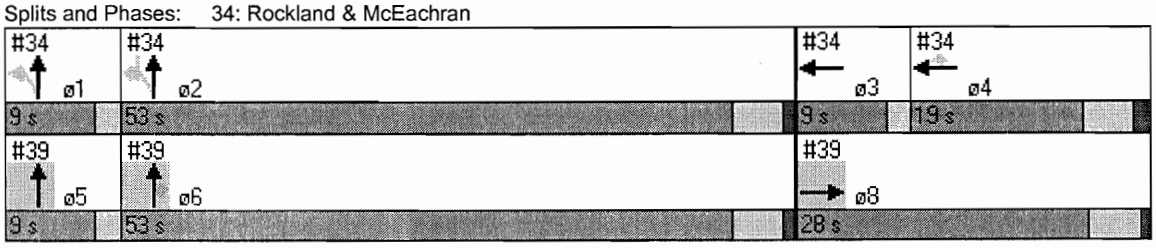
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	0	0	0	1900	1615	1805	1712	0	0	0	1627
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	1900	1615	1805	1712	0	0	0	1627
Satd. Flow (RTOR)												
Volume (vph)	0	0	0	0	243	4	869	104	0	0	0	761
Lane Group Flow (vph)	0	0	0	0	264	4	945	113	0	0	0	827
Turn Type						custom	Perm					custom
Protected Phases					3 4			1 2				
Permitted Phases						4	1 2					2
Total Split (s)	0.0	0.0	0.0	0.0	28.0	19.0	62.0	62.0	0.0	0.0	0.0	53.0
Act Effct Green (s)					26.0	17.0	60.0	60.0				51.0
Actuated g/C Ratio					0.29	0.19	0.67	0.67				0.57
v/c Ratio					0.48	0.01	0.79	0.10				0.90
Control Delay					30.0	30.0	9.7	1.3				32.0
Queue Delay					0.0	0.0	0.0	0.9				0.0
Total Delay					30.0	30.0	9.7	2.2				32.0
LOS					C	C	A	A				C
Approach Delay					30,0			8,9				
Approach LOS					C			A				
Queue Length 50th (m)					39.5	0.6	49.8	1.0				123.6
Queue Length 95th (m)					63.3	3.5	85.0	1.8				#211.1
Internal Link Dist (m)		134.4			198.0			19.3			112.7	
Turn Bay Length (m)						15.0						
Base Capacity (vph)					549	305	1203	1141				922
Starvation Cap Reductn					0	0	0	828				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0,48	0,01	0,79	0,36				0,90

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 57 (63%), Referenced to phase 2:NBTL and 6:, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,90
Intersection Signal Delay: 20,4 — Intersection LOS: C
Intersection Capacity Utilization 106,4% — ICU Level of Service G
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 34: Rockland & McEachran



Lane Group	ø1	ø3	ø5	ø6	ø8
Lane Configurations					
Total Lost Time (s)					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Satd. Flow (RTOR)					
Volume (vph)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	3	5	6	8
Permitted Phases					
Total Split (s)	9.0	9.0	9.0	53.0	28.0
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (m)					
Queue Length 95th (m)					
Internal Link Dist (m)					
Turn Bay Length (m)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

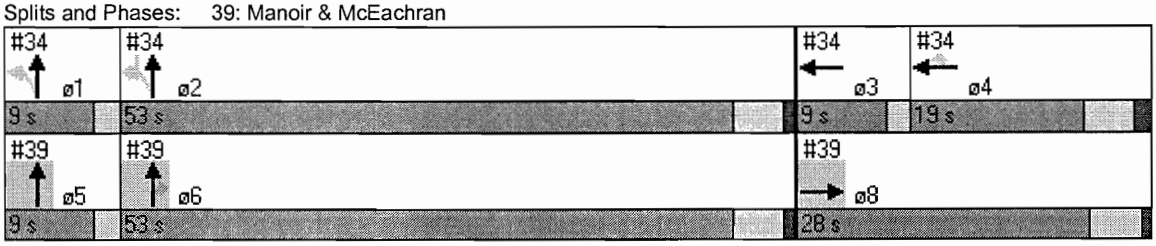
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑						↑↑	↱			
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1900	0	0	0	0	0	3421	1615	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1900	0	0	0	0	0	3421	1445	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	0	217	0	0	0	0	0	973	12	0	0	0
Lane Group Flow (vph)	0	236	0	0	0	0	0	1014	13	0	0	0
Turn Type									custom			
Protected Phases		8						5 6				
Permitted Phases									6			
Total Split (s)	0.0	28.0	0.0	0.0	0.0	0.0	0.0	62.0	53.0	0.0	0.0	0.0
Act Effct Green (s)		26.0						60.0	51.0			
Actuated g/C Ratio		0.29						0.67	0.57			
v/c Ratio		0.43						0.44	0.02			
Control Delay		29.0						7.9	8.7			
Queue Delay		0.0						0.0	0.0			
Total Delay		29.0						7.9	8.7			
LOS		C						A	A			
Approach Delay		29,0						7,9				
Approach LOS		C						A				
Queue Length 50th (m)		34.8						40.5	1.0			
Queue Length 95th (m)		56.5						52.6	3.5			
Internal Link Dist (m)		65.9			212.8			181.2			19.3	
Turn Bay Length (m)									5.0			
Base Capacity (vph)		549						2281	819			
Starvation Cap Reductn		0						0	0			
Spillback Cap Reductn		0						146	0			
Storage Cap Reductn		0						0	0			
Reduced v/c Ratio		0,43						0,47	0,02			

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 57 (63%), Referenced to phase 2:NBTL and 6:, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,90
Intersection Signal Delay: 11,8 — Intersection LOS: B
Intersection Capacity Utilization 106,4% — ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 39: Manoir & McEachran



Lane Group	ø1	ø2	ø3	ø4	ø5
Lane Configurations					
Total Lost Time (s)					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Satd. Flow (RTOR)					
Volume (vph)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	3	4	5
Permitted Phases					
Total Split (s)	9.0	53.0	9.0	19.0	9.0
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (m)					
Queue Length 95th (m)					
Internal Link Dist (m)					
Turn Bay Length (m)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

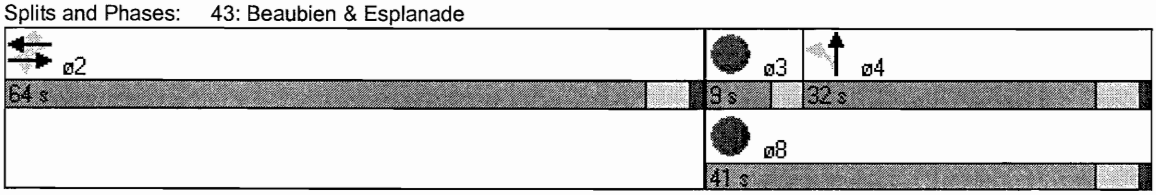
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	3440	0	0	1774	1404	0	1731	0	0	0	0
Flt Permitted		0.905			0.859			0.976				
Satd. Flow (perm)	0	3111	0	0	1532	1135	0	1726	0	0	0	0
Satd. Flow (RTOR)												
Volume (vph)	49	732	20	31	317	21	44	8	48	0	0	0
Lane Group Flow (vph)	0	900	0	0	393	23	0	120	0	0	0	0
Turn Type	Perm			Perm		Perm	Perm					
Protected Phases		2			2			4				
Permitted Phases	2			2		2	4					
Total Split (s)	64.0	64.0	0.0	64.0	64.0	64.0	32.0	32.0	0.0	0.0	0.0	0.0
Act Effct Green (s)		83.7			83.7	83.7		15.5				
Actuated g/C Ratio		0.80			0.80	0.80		0.15				
v/c Ratio		0.36			0.32	0.03		0.47				
Control Delay		3.8			4.6	3.7		46.4				
Queue Delay		0.0			0.0	0.0		0.0				
Total Delay		3.8			4.6	3.7		46.4				
LOS		A			A	A		D				
Approach Delay		3,8			4,5			46,4				
Approach LOS		A			A			D				
Queue Length 50th (m)		17.5			15.8	0.7		24.0				
Queue Length 95th (m)		m43.5			48.4	4.0		40.3				
Internal Link Dist (m)		154.4			167.7			115.4			141.4	
Turn Bay Length (m)												
Base Capacity (vph)		2479			1221	905		493				
Starvation Cap Reductn		0			0	0		0				
Spillback Cap Reductn		0			0	0		0				
Storage Cap Reductn		0			0	0		0				
Reduced v/c Ratio		0,36			0,32	0,03		0,24				

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 43 (41%), Referenced to phase 2:EBWB, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0,47
Intersection Signal Delay: 7,6 Intersection LOS: A
Intersection Capacity Utilization 63,6% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 43: Beaubien & Esplanade



Lane Group	ø3	ø8
Lane Configurations		
Total Lost Time (s)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	8
Permitted Phases		
Total Split (s)	9.0	41.0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

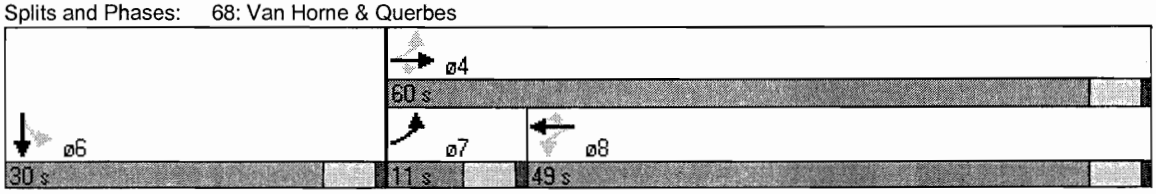
Intersection Summary

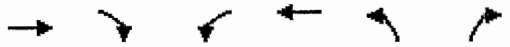
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	0	1845	1615	0	1863	1615	0	0	0	0	1827	0
Flt Permitted		0.927			0.993						0.978	
Satd. Flow (perm)	0	1710	1615	0	1850	1615	0	0	0	0	1827	0
Satd. Flow (RTOR)												
Volume (vph)	8	876	27	6	799	46	0	0	0	47	45	13
Lane Group Flow (vph)	0	961	29	0	875	50	0	0	0	0	114	0
Turn Type	pm+pt		Perm	Perm		Perm				Perm		
Protected Phases	7	4			8						6	
Permitted Phases	4		4	8		8				6		
Total Split (s)	11.0	60.0	60.0	49.0	49.0	49.0	0.0	0.0	0.0	30.0	30.0	0.0
Act Effct Green (s)		58.0	58.0		47.0	47.0					28.0	
Actuated g/C Ratio		0.64	0.64		0.52	0.52					0.31	
v/c Ratio		0.86	0.03		0.91	0.06					0.20	
Control Delay		22.7	5.9		34.5	10.9					24.0	
Queue Delay		0.0	0.0		0.0	0.0					0.0	
Total Delay		22.7	5.9		34.5	10.9					24.0	
LOS		C	A		C	B					C	
Approach Delay		22,2			33,2						24,0	
Approach LOS		C			C						C	
Queue Length 50th (m)		116.1	1.7		136.6	4.3					15.1	
Queue Length 95th (m)		#197.2	4.7		#222.6	9.9					28.5	
Internal Link Dist (m)		722.3			135.5			197.2			146.8	
Turn Bay Length (m)			15.0			15.0						
Base Capacity (vph)		1116	1041		966	843					568	
Starvation Cap Reductn		0	0		0	0					0	
Spillback Cap Reductn		0	0		0	0					0	
Storage Cap Reductn		0	0		0	0					0	
Reduced v/c Ratio		0,86	0,03		0,91	0,06					0,20	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 19 (21%), Referenced to phase 8:WBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0,91
Intersection Signal Delay: 27,3 — Intersection LOS: C
Intersection Capacity Utilization 64,9% — ICU Level of Service C
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 68: Van Horne & Querbes





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	0	113	121	0	74	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	123	132	0	80	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	123	132	80
Volume Left (vph)	0	132	80
Volume Right (vph)	123	0	0
Hadj (s)	-0,60	0,20	0,20
Departure Headway (s)	3,6	4,4	4,6
Degree Utilization, x	0,12	0,16	0,10
Capacity (veh/h)	958	796	733
Control Delay (s)	7,1	8,2	8,2
Approach Delay (s)	7,1	8,2	8,2
Approach LOS	A	A	A

Intersection Summary			
Delay		7,8	
HCM Level of Service		A	
Intersection Capacity Utilization		20,4%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	44	205	0	201	151	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	48	223	0	218	164	0
Pedestrians	29					
Lane Width (m)	3.6					
Walking Speed (m/s)	1.1					
Percent Blockage	3					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	412	193	193			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	412	193	193			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	73	100			
cM capacity (veh/h)	585	831	1356			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	271	218	164
Volume Left	48	0	0
Volume Right	223	0	0
cSH	773	1700	1700
Volume to Capacity	0,35	0,13	0,10
Queue Length 95th (m)	12,6	0,0	0,0
Control Delay (s)	12,1	0,0	0,0
Lane LOS	B		
Approach Delay (s)	12,1	0,0	0,0
Approach LOS	B		

Intersection Summary			
Average Delay	5,0		
Intersection Capacity Utilization	32,3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	9	3	0	0	6	192	0	0	5	341	5	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	3	0	0	7	209	0	0	5	371	5	11

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total (vph)	13	215	5	373	14
Volume Left (vph)	10	0	0	371	0
Volume Right (vph)	0	209	5	0	11
Hadj (s)	0,15	-0,58	-0,60	0,56	-0,56
Departure Headway (s)	5,5	4,4	4,5	5,6	4,5
Degree Utilization, x	0,02	0,27	0,01	0,58	0,02
Capacity (veh/h)	598	752	738	624	775
Control Delay (s)	8,6	9,0	7,5	15,0	6,4
Approach Delay (s)	8,6	9,0	7,5	14,7	
Approach LOS	A	A	A	B	

Intersection Summary				
Delay	12,5			
HCM Level of Service	B			
Intersection Capacity Utilization	47,4%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Volume (vph)	548	250	0	16	19	129
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.77
Hourly flow rate (vph)	596	272	0	17	21	168

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	596	272	17	188
Volume Left (vph)	596	0	0	21
Volume Right (vph)	0	272	17	0
Hadj (s)	0,52	-0,67	-0,60	0,17
Departure Headway (s)	5,7	4,5	5,5	5,9
Degree Utilization, x	0,94	0,34	0,03	0,31
Capacity (veh/h)	630	795	633	594
Control Delay (s)	43,9	8,5	8,7	11,6
Approach Delay (s)	32,8		8,7	11,6
Approach LOS	D		A	B

Intersection Summary			
Delay	28,7		
HCM Level of Service	D		
Intersection Capacity Utilization	51,5%	ICU Level of Service	A
Analysis Period (min)	15		

1: St-Roch & Acadie#1 Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	29.8	12.3	18.7	16.0
St Del/Veh (s)	27.9	4.6	15.1	10.4
Vehicles Entered	132	1839	1812	3783
Vehicles Exited	132	1842	1810	3784
Hourly Exit Rate	132	1842	1810	3784
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

2: Jean-Talon & ~~Wilderton~~ Canora Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	(F) 293.5	(C) 21.1	(C) 27.5	(C) 21.9	(F) 123.9
St Del/Veh (s)	269.4	12.2	23.3	19.1	110.5
Vehicles Entered	1267	1317	611	172	3367
Vehicles Exited	1233	1316	618	173	3340
Hourly Exit Rate	1233	1316	618	173	3340
Denied Entry Before	0	0	0	0	0
Denied Entry After	83	0	0	0	83

3: Jean-Talon & Clyde Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	24.2	24.0	28.5	34.1	25.4
St Del/Veh (s)	15.5	15.7	27.1	31.1	17.7
Vehicles Entered	1313	1260	72	357	3002
Vehicles Exited	1319	1256	73	356	3004
Hourly Exit Rate	1319	1256	73	356	3004
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	1	0	0	1

4: Jean-Talon & Rockland Performance by approach

Approach	EB	WB	NB	SB	SE	All
Delay / Veh (s)	(D) 52.4	(D) 40.5	(D) 42.9	(E) 59.4	(D) 40.3	(D) 46.9
St Del/Veh (s)	45.2	33.3	36.7	53.2	40.8	40.2
Vehicles Entered	1083	1328	1226	600	12	4249
Vehicles Exited	1080	1333	1227	596	12	4248
Hourly Exit Rate	1080	1333	1227	596	12	4248
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

5: Graham & Acadie#1 Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	41.4	16.0	28.9	23.6	26.1
St Del/Veh (s)	32.1	9.6	20.3	14.6	17.7
Vehicles Entered	884	1243	1132	1778	5037
Vehicles Exited	888	1239	1137	1784	5048
Hourly Exit Rate	888	1239	1137	1784	5048
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

6: Jean-Talon & Wiseman Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	28.5	12.4	330.7	46.9
St Del/Veh (s)	23.6	6.0	323.8	41.0
Vehicles Entered	1061	1303	230	2594
Vehicles Exited	1064	1303	225	2592
Hourly Exit Rate	1064	1303	225	2592
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	15	15

7: Jean-Talon & Bloomfield Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	7.8	7.1	56.2	11.5
St Del/Veh (s)	5.1	3.8	52.3	8.4
Vehicles Entered	840	1418	210	2468
Vehicles Exited	839	1418	211	2468
Hourly Exit Rate	839	1418	211	2468
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

8: Jean-Talon & Querbes Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	11.6	20.3	29.7	64.1	22.1
St Del/Veh (s)	8.7	14.2	23.5	59.2	17.1
Vehicles Entered	917	1517	383	230	3047
Vehicles Exited	920	1516	384	227	3047
Hourly Exit Rate	920	1516	384	227	3047
Denied Entry Before	0	1	0	0	1
Denied Entry After	0	2	0	0	2

13: Bates & Wilderton Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	38.1	23.2	25.8	27.2
St Del/Veh (s)	32.6	19.1	23.5	23.5
Vehicles Entered	303	654	492	1449
Vehicles Exited	310	651	487	1448
Hourly Exit Rate	310	651	487	1448
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

14: Beaumont#1 & Rockland Performance by approach

Approach	WB	NB	SB	NW	All
Delay / Veh (s)	58.7	21.5	7.6	55.6	24.9
St Del/Veh (s)	53.0	12.0	4.6	55.0	18.4
Vehicles Entered	713	1912	1254	135	4014
Vehicles Exited	714	1900	1255	135	4004
Hourly Exit Rate	714	1900	1255	135	4004
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

15: Beaumont#1 & Acadie#1 Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	62.2	66.3	63.5	53.9	60.5
St Del/Veh (s)	54.3	58.8	62.2	42.4	51.7
Vehicles Entered	1194	539	34	784	2551
Vehicles Exited	1190	539	34	786	2549
Hourly Exit Rate	1190	539	34	786	2549
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

16: Beaumont & Outremont Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	5.7	9.2	40.0	8.7
St Del/Veh (s)	2.8	6.2	38.2	5.8
Vehicles Entered	793	592	65	1450
Vehicles Exited	790	591	65	1446
Hourly Exit Rate	790	591	65	1446
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

17: Beaumont & Querbes Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	15.7	21.7	28.2	51.2	21.8
St Del/Veh (s)	11.6	15.8	26.7	46.9	17.0
Vehicles Entered	840	797	41	169	1847
Vehicles Exited	838	794	41	169	1842
Hourly Exit Rate	838	794	41	169	1842
Denied Entry Before	0	2	0	0	2
Denied Entry After	0	0	0	0	0

18: Beaumont & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	18.2	35.3	20.4	34.5	21.5
St Del/Veh (s)	12.6	32.7	12.1	30.2	14.6
Vehicles Entered	847	45	1370	275	2537
Vehicles Exited	849	45	1363	272	2529
Hourly Exit Rate	849	45	1363	272	2529
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

19: Accès UDM-3 / M-1 & Durocher Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	3.0	4.5	4.4	3.9
St Del/Veh (s)	2.5	2.4	2.3	2.4
Vehicles Entered	113	121	78	312
Vehicles Exited	113	122	78	313
Hourly Exit Rate	113	122	78	313
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

20: Promenade Nord & Durocher Performance by approach

Approach	NB	SB	All
Delay / Veh (s)	2.3	1.1	1.7
St Del/Veh (s)	0.9	0.4	0.6
Vehicles Entered	255	236	491
Vehicles Exited	255	236	491
Hourly Exit Rate	255	236	491
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

21: Promenade Sud & Durocher Performance by approach

Approach	EB	NB	SB	All
Delay / Veh (s)	5.0	1.1	0.5	2.6
St Del/Veh (s)	3.7	0.4	0.0	1.7
Vehicles Entered	249	213	143	605
Vehicles Exited	250	212	143	605
Hourly Exit Rate	250	212	143	605
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

22: Accès M-2 & Durocher Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	4.9	4.6	3.2	6.0	5.4
St Del/Veh (s)	2.9	3.3	3.1	3.5	3.5
Vehicles Entered	12	210	6	365	593
Vehicles Exited	12	209	6	365	592
Hourly Exit Rate	12	209	6	365	592
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

23: Beaubien & Hutchison Performance by approach

Approach	EB	WB	All
Delay / Veh (s)	3.1	1.2	2.3
St Del/Veh (s)	2.0	0.4	1.3
Vehicles Entered	360	285	645
Vehicles Exited	360	284	644
Hourly Exit Rate	360	284	644
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

24: Beaubien & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	66.6	50.3	99.1	43.7	71.1
St Del/Veh (s)	63.1	46.3	80.0	35.9	59.6
Vehicles Entered	437	395	1287	950	3069
Vehicles Exited	433	394	1296	949	3072
Hourly Exit Rate	433	394	1296	949	3072
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	2	0	2

25: Van Horne & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	551.9	71.3	178.9	22.8	189.5
St Del/Veh (s)	546.9	63.0	148.8	16.6	174.1
Vehicles Entered	742	942	1513	843	4040
Vehicles Exited	738	939	1471	853	4001
Hourly Exit Rate	738	939	1471	853	4001
Denied Entry Before	29	0	0	0	29
Denied Entry After	177	0	5	0	182

27: Van Horne & Waverly Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	4.2	11.3	38.9	9.6
St Del/Veh (s)	2.2	8.9	37.4	7.4
Vehicles Entered	911	879	116	1906
Vehicles Exited	915	880	117	1912
Hourly Exit Rate	915	880	117	1912
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

28: Bernard & Parc Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	325.5	92.5	248.5	26.4	177.8
St Del/Veh (s)	305.8	84.0	229.0	19.0	162.9
Vehicles Entered	386	357	1592	891	3226
Vehicles Exited	353	356	1533	884	3126
Hourly Exit Rate	353	356	1533	884	3126
Denied Entry Before	0	0	2	0	2
Denied Entry After	3	0	134	1	138

33: Rockland & Performance by approach

Approach	WB	SB	All
Delay / Veh (s)	4.3	2.6	3.5
St Del/Veh (s)	1.5	0.2	0.9
Vehicles Entered	1890	1623	3513
Vehicles Exited	1887	1624	3511
Hourly Exit Rate	1887	1624	3511
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

34: Rockland & McEachran Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	28.7	8.6	28.3	18.7
St Del/Veh (s)	24.3	6.2	22.3	14.6
Vehicles Entered	249	990	770	2009
Vehicles Exited	249	990	772	2011
Hourly Exit Rate	249	990	772	2011
Denied Entry Before	0	0	1	1
Denied Entry After	0	0	2	2

37: Manoir & Rockland Performance by approach

Approach	WB	NB	SB	All
Delay / Veh (s)	6.8	2.7	7.2	6.8
St Del/Veh (s)	4.8	2.5	3.6	4.6
Vehicles Entered	795	12	153	960
Vehicles Exited	796	12	155	963
Hourly Exit Rate	796	12	155	963
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

38: Manoir & Rockland Performance by approach

Approach	EB	SB	All
Delay / Veh (s)	0.7	2.6	2.5
St Del/Veh (s)	0.5	0.2	0.2
Vehicles Entered	29	1619	1648
Vehicles Exited	29	1616	1645
Hourly Exit Rate	29	1616	1645
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

39: Manoir & McEachran Performance by approach

Approach	EB	NB	All
Delay / Veh (s)	26.8	15.7	17.8
St Del/Veh (s)	23.3	9.5	12.0
Vehicles Entered	223	988	1211
Vehicles Exited	224	990	1214
Hourly Exit Rate	224	990	1214
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

43: Beaubien & Esplanade Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	4.8	5.8	46.6	8.7
St Del/Veh (s)	2.8	3.7	44.1	6.6
Vehicles Entered	783	371	109	1263
Vehicles Exited	782	371	108	1261
Hourly Exit Rate	782	371	108	1261
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

68: Van Horne & Querbes Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	696.1	34.8	70.4	309.8
St Del/Veh (s)	646.9	27.3	66.9	285.3
Vehicles Entered	757	948	106	1811
Vehicles Exited	725	950	106	1781
Hourly Exit Rate	725	950	106	1781
Denied Entry Before	0	0	0	0
Denied Entry After	173	0	0	173

Total Network Performance

Delay / Veh (s)	211.6
St Del/Veh (s)	180.9
Vehicles Entered	18202
Vehicles Exited	18028
Hourly Exit Rate	18028
Denied Entry Before	35
Denied Entry After	598

1: St-Roch & Acadie#1 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Delay / Veh (s)	27.9	32.5	12.3	11.6	63.3	15.9	16.0
St Del/Veh (s)	25.2	31.6	4.6	6.0	59.6	12.2	10.4
Vehicles Entered	77	55	1822	17	109	1703	3783
Vehicles Exited	77	55	1825	17	109	1701	3784
Hourly Exit Rate	77	55	1825	17	109	1701	3784
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

2: Jean-Talon & Wilderton Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	294.0	288.8	43.1	16.7	19.3	35.2	31.7	14.3	21.1	26.4	123.9
St Del/Veh (s)	269.5	267.9	32.7	8.1	11.0	30.7	25.6	11.8	18.0	25.2	110.5
Vehicles Entered	1145	122	219	1094	4	248	169	194	141	31	3367
Vehicles Exited	1114	119	218	1094	4	249	171	198	143	30	3340
Hourly Exit Rate	1114	119	218	1094	4	249	171	198	143	30	3340
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	73	10	0	0	0	0	0	0	0	0	83

3: Jean-Talon & Clyde Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	23.3	29.4	39.0	23.8	28.7	28.1	35.4	33.0	35.1	25.4
St Del/Veh (s)	14.8	19.7	30.0	15.6	26.9	27.5	32.6	29.5	34.1	17.7
Vehicles Entered	1124	189	15	1245	48	24	119	204	34	3002
Vehicles Exited	1129	190	14	1242	49	24	119	203	34	3004
Hourly Exit Rate	1129	190	14	1242	49	24	119	203	34	3004
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	1	0	0	0	0	0	1

4: Jean-Talon & Rockland Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBT
Delay / Veh (s)	77.2	49.9	47.9	50.9	35.7	46.1	50.1	61.6	54.0	33.1	33.7	59.8
St Del/Veh (s)	72.9	42.1	46.7	45.8	27.8	39.1	43.5	56.2	47.9	26.5	29.6	53.3
Vehicles Entered	103	940	40	209	835	182	102	260	221	707	38	577
Vehicles Exited	101	939	40	207	841	182	103	263	217	709	38	572
Hourly Exit Rate	101	939	40	207	841	182	103	263	217	709	38	572
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

4: Jean-Talon & Rockland Performance by movement

Movement	SBR	SBR2	SER2	All
Delay / Veh (s)	49.9	60.5	40.3	46.9
St Del/Veh (s)	48.8	60.4	40.8	40.2
Vehicles Entered	21	2	12	4249
Vehicles Exited	22	2	12	4248
Hourly Exit Rate	22	2	12	4248
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

5: Graham & Acadie#1 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	85.7	41.3	37.1	8.7	26.2	28.8	35.8	55.3	21.6	15.6	26.1
St Del/Veh (s)	76.1	31.9	29.4	3.6	17.9	20.2	30.1	47.6	11.8	7.5	17.7
Vehicles Entered	7	840	37	723	520	1114	18	201	1032	545	5037
Vehicles Exited	7	844	37	722	517	1120	17	200	1034	550	5048
Hourly Exit Rate	7	844	37	722	517	1120	17	200	1034	550	5048
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

6: Jean-Talon & Wiseman Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	66.5	18.5	12.2	16.1	347.1	323.5	348.5	46.9
St Del/Veh (s)	59.6	14.1	5.8	9.2	340.9	315.8	343.9	41.0
Vehicles Entered	221	840	1246	57	48	147	35	2594
Vehicles Exited	221	843	1246	57	47	144	34	2592
Hourly Exit Rate	221	843	1246	57	47	144	34	2592
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	3	9	3	15

7: Jean-Talon & Bloomfield Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	7.6	10.7	13.4	7.0	62.4	47.1	60.8	11.5
St Del/Veh (s)	5.0	8.0	9.7	3.7	58.7	42.1	58.7	8.4
Vehicles Entered	804	36	31	1387	86	82	42	2468
Vehicles Exited	803	36	31	1387	86	82	43	2468
Hourly Exit Rate	803	36	31	1387	86	82	43	2468
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

8: Jean-Talon & Querbes Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	72.4	9.1	11.6	17.9	36.1	40.4	27.7	43.3	79.7	57.5	62.9	22.1
St Del/Veh (s)	70.6	6.1	9.1	11.6	31.6	34.8	21.3	39.4	75.7	51.4	60.1	17.1
Vehicles Entered	35	847	35	1321	196	28	328	27	56	126	48	3047
Vehicles Exited	35	850	35	1319	197	28	329	27	56	124	47	3047
Hourly Exit Rate	35	850	35	1319	197	28	329	27	56	124	47	3047
Denied Entry Before	0	0	0	1	0	0	0	0	0	0	0	1
Denied Entry After	0	0	0	1	1	0	0	0	0	0	0	2

13: Bates & Wilderton Performance by movement

Movement	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	32.7	46.4	47.4	23.5	19.1	1.8	26.2	27.2
St Del/Veh (s)	26.4	42.3	44.3	18.7	17.0	0.4	23.9	23.5
Vehicles Entered	182	121	20	483	151	8	484	1449
Vehicles Exited	186	124	20	481	150	8	479	1448
Hourly Exit Rate	186	124	20	481	150	8	479	1448
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

14: Beaumont#1 & Rockland Performance by movement

Movement	WBL2	WBR	NBT	NBR	SBT	SBR	NWR	NWR2	All
Delay / Veh (s)	63.4	46.0	27.6	15.1	7.7	7.3	58.1	46.9	24.9
St Del/Veh (s)	56.7	42.9	18.2	5.6	4.6	5.0	57.3	47.0	18.4
Vehicles Entered	523	190	978	934	1067	187	105	30	4014
Vehicles Exited	525	189	964	936	1068	187	105	30	4004
Hourly Exit Rate	525	189	964	936	1068	187	105	30	4004
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

15: Beaumont#1 & Acadie#1 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	74.7	31.8	29.3	103.7	79.9	50.3	58.4	69.9	62.4	71.2	27.6	35.3
St Del/Veh (s)	65.7	26.4	26.4	97.4	71.8	43.6	57.2	67.4	62.0	59.7	19.0	23.7
Vehicles Entered	850	333	11	4	281	254	11	11	12	412	28	344
Vehicles Exited	843	336	11	4	282	253	11	11	12	415	28	343
Hourly Exit Rate	843	336	11	4	282	253	11	11	12	415	28	343
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

15: Beaumont#1 & Acadie#1 Performance by movement

Movement	All
Delay / Veh (s)	60.5
St Del/Veh (s)	51.7
Vehicles Entered	2551
Vehicles Exited	2549
Hourly Exit Rate	2549
Denied Entry Before	0
Denied Entry After	0

16: Beaumont & Outremont Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Delay / Veh (s)	5.7	9.2	34.1	44.5	8.7
St Del/Veh (s)	2.8	6.2	32.1	42.8	5.8
Vehicles Entered	793	592	28	37	1450
Vehicles Exited	790	591	28	37	1446
Hourly Exit Rate	790	591	28	37	1446
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

17: Beaumont & Querbes Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	47.0	13.1	20.0	25.3	28.6	28.7	25.0	54.5	4.7	55.8	21.8
St Del/Veh (s)	42.5	9.0	13.7	20.4	27.4	26.9	24.7	49.6	3.3	52.6	17.0
Vehicles Entered	65	775	547	250	13	22	6	123	12	34	1847
Vehicles Exited	64	774	545	249	13	22	6	123	12	34	1842
Hourly Exit Rate	64	774	545	249	13	22	6	123	12	34	1842
Denied Entry Before	0	0	1	1	0	0	0	0	0	0	2
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

18: Beaumont & Parc Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	50.8	9.7	12.7	37.7	31.7	43.5	26.9	15.7	18.2	34.7	20.7	21.5
St Del/Veh (s)	46.2	7.0	6.7	35.5	28.4	43.8	19.1	7.1	11.3	30.4	19.7	14.6
Vehicles Entered	126	63	658	25	19	1	573	785	12	271	4	2537
Vehicles Exited	127	64	658	25	19	1	571	780	12	268	4	2529
Hourly Exit Rate	127	64	658	25	19	1	571	780	12	268	4	2529
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

19: Accès UDM-3 / M-1 & Durocher Performance by movement

Movement	EBR	WBL	NBL	All
Delay / Veh (s)	3.0	4.5	4.4	3.9
St Del/Veh (s)	2.5	2.4	2.3	2.4
Vehicles Entered	113	121	78	312
Vehicles Exited	113	122	78	313
Hourly Exit Rate	113	122	78	313
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

20: Promenade Nord & Durocher Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	2.8	1.2	1.2	0.8	1.7
St Del/Veh (s)	1.1	0.3	0.3	0.4	0.6
Vehicles Entered	177	78	144	92	491
Vehicles Exited	177	78	144	92	491
Hourly Exit Rate	177	78	144	92	491
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

21: Promenade Sud & Durocher Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Delay / Veh (s)	8.1	4.4	1.1	0.5	2.6
St Del/Veh (s)	5.3	3.4	0.4	0.0	1.7
Vehicles Entered	41	208	213	143	605
Vehicles Exited	42	208	212	143	605
Hourly Exit Rate	42	208	212	143	605
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

22: Accès M-2 & Durocher Performance by movement

Movement	EBL	EBT	WBT	WBR	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	4.7	5.3	7.6	4.5	3.2	6.3	1.7	3.6	5.4
St Del/Veh (s)	3.0	2.5	3.3	3.3	3.1	3.7	0.7	3.2	3.5
Vehicles Entered	9	3	6	204	6	337	19	9	593
Vehicles Exited	9	3	6	203	6	337	19	9	592
Hourly Exit Rate	9	3	6	203	6	337	19	9	592
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

23: Beaubien & Hutchison Performance by movement

Movement	EBT	WBL	WBT	WBR	All
Delay / Veh (s)	3.1	3.8	1.3	0.9	2.3
St Del/Veh (s)	2.0	1.4	0.4	0.3	1.3
Vehicles Entered	360	4	229	52	645
Vehicles Exited	360	4	228	52	644
Hourly Exit Rate	360	4	228	52	644
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

24: Beaubien & Parc Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	80.6	55.1	58.8	77.7	33.6	23.4	122.9	97.8	97.7	91.7	22.5	15.3
St Del/Veh (s)	77.3	50.6	57.1	73.2	29.3	21.2	105.1	78.4	80.0	81.5	15.4	13.1
Vehicles Entered	186	170	81	170	136	89	67	1058	162	297	604	49
Vehicles Exited	184	169	80	169	136	89	67	1065	164	293	607	49
Hourly Exit Rate	184	169	80	169	136	89	67	1065	164	293	607	49
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	1	1	0	0	0	0

24: Beaubien & Parc Performance by movement

Movement	All
Delay / Veh (s)	71.1
St Del/Veh (s)	59.6
Vehicles Entered	3069
Vehicles Exited	3072
Hourly Exit Rate	3072
Denied Entry Before	0
Denied Entry After	2

25: Van Horne & Parc Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	555.5	500.7	72.2	64.4	178.9	179.6	24.2	16.5	189.5
St Del/Veh (s)	550.3	500.0	63.5	58.9	148.8	149.4	17.2	14.1	174.1
Vehicles Entered	703	39	823	119	1299	214	681	162	4040
Vehicles Exited	699	39	820	119	1263	208	691	162	4001
Hourly Exit Rate	699	39	820	119	1263	208	691	162	4001
Denied Entry Before	28	1	0	0	0	0	0	0	29
Denied Entry After	170	7	0	0	5	0	0	0	182

27: Van Horne & Waverly Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Delay / Veh (s)	4.2	11.3	45.3	35.8	9.6
St Del/Veh (s)	2.2	8.9	43.1	34.6	7.4
Vehicles Entered	911	879	42	74	1906
Vehicles Exited	915	880	42	75	1912
Hourly Exit Rate	915	880	42	75	1912
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

28: Bernard & Parc Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR	All
Delay / Veh (s)	347.5	316.5	330.1	109.2	86.6	112.0	248.4	249.6	22.3	40.9	177.8
St Del/Veh (s)	329.1	295.9	312.6	102.6	77.5	105.9	228.7	232.3	14.6	34.3	162.9
Vehicles Entered	75	247	64	46	273	38	1456	136	694	197	3226
Vehicles Exited	67	228	58	44	274	38	1401	132	688	196	3126
Hourly Exit Rate	67	228	58	44	274	38	1401	132	688	196	3126
Denied Entry Before	0	0	0	0	0	0	2	0	0	0	2
Denied Entry After	0	2	1	0	0	0	125	9	1	0	138

33: Rockland & Performance by movement

Movement	WBT	WBR	SBT	All
Delay / Veh (s)	5.7	4.2	2.6	3.5
St Del/Veh (s)	4.6	1.5	0.2	0.9
Vehicles Entered	9	1881	1623	3513
Vehicles Exited	9	1878	1624	3511
Hourly Exit Rate	9	1878	1624	3511
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

34: Rockland & McEachran Performance by movement

Movement	WBT	WBR	NBL	NBT	SBR	All
Delay / Veh (s)	28.7	29.7	9.5	2.7	28.3	18.7
St Del/Veh (s)	24.3	28.3	6.7	2.0	22.3	14.6
Vehicles Entered	245	4	868	122	770	2009
Vehicles Exited	245	4	867	123	772	2011
Hourly Exit Rate	245	4	867	123	772	2011
Denied Entry Before	0	0	0	0	1	1
Denied Entry After	0	0	0	0	2	2

37: Manoir & Rockland Performance by movement

Movement	WBL	WBT	WBR	NBR	SBL	SBT	All
Delay / Veh (s)	8.6	0.4	3.5	2.7	5.7	7.4	6.8
St Del/Veh (s)	6.1	0.0	2.5	2.5	3.4	3.7	4.6
Vehicles Entered	523	12	260	12	17	136	960
Vehicles Exited	524	12	260	12	17	138	963
Hourly Exit Rate	524	12	260	12	17	138	963
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

38: Manoir & Rockland Performance by movement

Movement	EBT	SBL	SBT	SBR	All
Delay / Veh (s)	0.7	2.4	1.4	3.6	2.5
St Del/Veh (s)	0.5	0.0	0.1	0.3	0.2
Vehicles Entered	29	221	613	785	1648
Vehicles Exited	29	221	612	783	1645
Hourly Exit Rate	29	221	612	783	1645
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

39: Manoir & McEachran Performance by movement

Movement	EBT	NBT	NBR	All
Delay / Veh (s)	26.8	15.8	15.6	17.8
St Del/Veh (s)	23.3	9.4	15.2	12.0
Vehicles Entered	223	976	12	1211
Vehicles Exited	224	978	12	1214
Hourly Exit Rate	224	978	12	1214
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

43: Beaubien & Esplanade Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Delay / Veh (s)	9.3	4.6	3.8	10.1	5.5	2.8	46.5	43.6	46.3	8.7
St Del/Veh (s)	6.4	2.6	2.9	7.4	3.4	2.7	43.4	39.2	44.8	6.6
Vehicles Entered	44	719	20	34	317	20	46	10	53	1263
Vehicles Exited	43	719	20	34	317	20	46	10	52	1261
Hourly Exit Rate	43	719	20	34	317	20	46	10	52	1261
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

68: Van Horne & Querbes Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Delay / Veh (s)	659.5	697.1	645.4	57.7	34.7	37.5	86.6	59.9	55.9	309.8
St Del/Veh (s)	614.7	647.8	598.8	48.7	27.1	31.0	83.6	55.4	54.2	285.3
Vehicles Entered	7	728	22	3	900	45	44	47	15	1811
Vehicles Exited	7	696	22	3	903	44	44	47	15	1781
Hourly Exit Rate	7	696	22	3	903	44	44	47	15	1781
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	1	167	5	0	0	0	0	0	0	173

Total Network Performance

Delay / Veh (s)	211.6
St Del/Veh (s)	180.9
Vehicles Entered	18202
Vehicles Exited	18028
Hourly Exit Rate	18028
Denied Entry Before	35
Denied Entry After	598

Intersection: 1: St-Roch & Acadie#1

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	TR	LT	T	T
Maximum Queue (m)	48.1	11.9	84.0	71.2	66.0	99.1	99.4	99.1
Average Queue (m)	19.1	9.3	44.1	41.4	42.8	67.2	73.5	49.6
95th Queue (m)	36.3	15.4	70.7	61.8	61.7	102.6	105.8	90.9
Link Distance (m)	336.5		460.1	460.1	460.1	94.5	94.5	94.5
Upstream Blk Time (%)						4	2	0
Queuing Penalty (veh)						0	0	0
Storage Bay Dist (m)		4.0						
Storage Blk Time (%)	32	29						
Queuing Penalty (veh)	16	23						

Intersection: 2: Jean-Talon & Wilderton

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	T	T	R	L	T	TR	LT	R	T	TR
Maximum Queue (m)	353.8	353.6	67.9	67.8	137.1	137.2	75.8	76.1	53.4	22.6
Average Queue (m)	299.5	288.8	39.8	42.5	59.2	61.4	60.2	28.6	20.8	7.2
95th Queue (m)	453.5	454.1	79.6	72.1	114.8	115.5	82.5	58.4	41.1	19.9
Link Distance (m)	344.7	344.7			505.4	505.4	65.9	65.9	82.4	
Upstream Blk Time (%)	35	36					13	0		
Queuing Penalty (veh)	0	0					39	0		
Storage Bay Dist (m)			60.0	60.0						15.0
Storage Blk Time (%)		56	0	3	5				19	2
Queuing Penalty (veh)		77	1	13	11				20	1

Intersection: 3: Jean-Talon & Clyde

Movement	EB	EB	WB	WB	WB	NB	SB	SB	SB
Directions Served	T	TR	L	T	T	LR	L	T	TR
Maximum Queue (m)	110.7	117.8	20.5	157.2	150.5	33.3	46.2	41.4	40.8
Average Queue (m)	73.1	78.2	4.0	115.9	106.8	13.5	21.8	21.7	20.5
95th Queue (m)	97.7	102.0	14.9	153.8	146.6	28.4	41.0	35.0	35.1
Link Distance (m)	505.4	505.4		273.2	273.2	74.8	146.2	146.2	146.2
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (m)			30.0						
Storage Blk Time (%)				21					
Queuing Penalty (veh)				4					

Intersection: 4: Jean-Talon & Rockland

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R>	<	LT	T	R
Maximum Queue (m)	51.9	122.2	120.8	24.4	85.6	140.8	141.9	32.9	115.9	124.0	126.3	17.0
Average Queue (m)	24.5	86.8	86.4	5.2	45.1	87.6	92.0	29.7	67.0	79.8	71.8	8.4
95th Queue (m)	42.1	114.7	113.6	16.3	72.5	126.8	133.6	40.5	114.3	116.8	112.9	18.0
Link Distance (m)		273.2	273.2	273.2	402.6	402.6	402.6		121.4	121.4	121.4	
Upstream Blk Time (%)									1	0	0	
Queuing Penalty (veh)									5	2	1	
Storage Bay Dist (m)	225.0							25.0				5.0
Storage Blk Time (%)							30	30			53	10
Queuing Penalty (veh)							83	126			19	37

Intersection: 4: Jean-Talon & Rockland

Movement	SB	SB	SB	SE
Directions Served	T	TR	R>	>
Maximum Queue (m)	98.8	91.0	16.8	8.9
Average Queue (m)	62.6	57.1	4.5	1.1
95th Queue (m)	90.3	86.6	13.2	5.4
Link Distance (m)	202.0	202.0	202.0	192.3
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Graham & Acadie#1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LT	T	R	T	T	R	T	TR	L	T	R
Maximum Queue (m)	157.0	150.4	36.2	89.1	162.4	67.8	144.4	151.3	204.0	237.6	167.2
Average Queue (m)	91.2	83.4	7.2	20.4	32.6	43.6	85.3	86.4	48.0	100.3	64.6
95th Queue (m)	145.6	141.1	26.1	52.2	102.5	74.2	137.1	139.2	109.4	215.4	124.7
Link Distance (m)	402.6	402.6		155.0	155.0		198.6	198.6	460.1	460.1	460.1
Upstream Blk Time (%)				0	1						
Queuing Penalty (veh)				0	5						
Storage Bay Dist (m)			30.0			60.0					
Storage Blk Time (%)		30	0			6					
Queuing Penalty (veh)		11	0			19					

Intersection: 6: Jean-Talon & Wiseman

Movement	EB	EB	WB	WB	WB	NB
Directions Served	LT	T	T	T	R	LTR
Maximum Queue (m)	149.2	150.4	134.0	147.6	22.4	123.3
Average Queue (m)	74.2	63.2	38.8	64.2	7.5	109.7
95th Queue (m)	130.8	120.9	90.8	124.0	21.9	150.8
Link Distance (m)	155.0	155.0	172.1	172.1		117.5
Upstream Blk Time (%)	1	0	0	0		63
Queuing Penalty (veh)	3	2	0	1		0
Storage Bay Dist (m)					14.9	
Storage Blk Time (%)				25	1	
Queuing Penalty (veh)				16	4	

Intersection: 7: Jean-Talon & Bloomfield

Movement	EB	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	T	R	LT	T	L	T	R
Maximum Queue (m)	51.9	62.6	22.8	77.9	79.7	17.6	77.6	40.9
Average Queue (m)	23.3	27.5	4.2	24.3	28.3	14.1	29.9	13.7
95th Queue (m)	43.1	50.6	15.3	50.8	56.4	20.5	64.2	32.5
Link Distance (m)	172.1	172.1		117.4	117.4		171.8	
Upstream Blk Time (%)				0	0			
Queuing Penalty (veh)				0	0			
Storage Bay Dist (m)			15.6			8.7		32.0
Storage Blk Time (%)		13	0			56	42	2
Queuing Penalty (veh)		4	1			69	57	3

Intersection: 8: Jean-Talon & Querbes

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	T	R	L	T	R	L	T
Maximum Queue (m)	9.8	80.6	77.1	16.6	327.7	242.7	27.2	9.6	111.7	9.9	14.0	126.8
Average Queue (m)	6.6	27.9	26.3	3.2	149.2	79.1	20.4	4.8	52.5	5.5	8.0	40.6
95th Queue (m)	12.7	59.4	57.8	10.6	356.8	161.6	31.3	11.5	94.0	12.5	13.4	98.9
Link Distance (m)		117.4	117.4		323.1	323.1			294.9			186.9
Upstream Blk Time (%)					1	0						
Queuing Penalty (veh)					0	0						
Storage Bay Dist (m)	2.0			17.0			17.0	2.0		2.0	2.0	
Storage Blk Time (%)	39	23	10	0		24	21	14	42	13	44	37
Queuing Penalty (veh)	167	8	3	0		45	140	50	24	51	76	36

Intersection: 8: Jean-Talon & Querbes

Movement	SB
Directions Served	R
Maximum Queue (m)	21.9
Average Queue (m)	10.6
95th Queue (m)	23.4
Link Distance (m)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	11.7
Storage Blk Time (%)	10
Queuing Penalty (veh)	19

Intersection: 13: Bates & Wilderton

Movement	WB	WB	NB	NB	NB	SB	SB
Directions Served	T	R	L	T	TR	R	R
Maximum Queue (m)	103.3	27.4	26.3	98.2	68.0	55.4	52.5
Average Queue (m)	38.1	18.2	4.9	42.6	32.6	35.9	34.6
95th Queue (m)	85.6	29.6	16.4	76.6	56.8	50.4	48.0
Link Distance (m)	839.5			151.1	151.1	65.9	65.9
Upstream Blk Time (%)						0	
Queuing Penalty (veh)						0	
Storage Bay Dist (m)		15.0	50.0				
Storage Blk Time (%)	24	23		5			
Queuing Penalty (veh)	28	43		1			

Intersection: 14: Beaumont#1 &

Movement	WB	WB	WB	NB	NB	SB	SB	NW	NW
Directions Served	<	<L	R	T	R	T	TR	R	>
Maximum Queue (m)	104.7	88.7	72.4	259.8	256.8	64.8	57.0	51.4	23.1
Average Queue (m)	66.1	49.9	35.1	135.2	105.7	37.3	27.1	25.7	5.7
95th Queue (m)	98.4	78.8	62.5	243.4	234.1	64.2	53.5	47.1	15.6
Link Distance (m)		413.1	413.1	271.4	271.4	121.4	121.4	51.8	51.8
Upstream Blk Time (%)				1	0			2	
Queuing Penalty (veh)				5	2			0	
Storage Bay Dist (m)	150.0								
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 15: Beaumont#1 & Acadie#1

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	LT	TR	LT	R	LT	TR	L	LT	R
Maximum Queue (m)	181.3	220.4	152.0	222.9	57.9	15.8	15.9	208.7	55.6	51.4
Average Queue (m)	108.6	114.9	51.0	101.1	42.1	5.4	4.5	103.9	45.8	39.7
95th Queue (m)	178.2	198.2	105.1	208.4	69.4	13.2	13.6	205.9	61.5	59.2
Link Distance (m)		413.1	413.1	214.2		59.4	59.4	198.6		
Upstream Blk Time (%)				4				3		
Queuing Penalty (veh)				24				23		
Storage Bay Dist (m)	175.0				50.0				40.0	40.0
Storage Blk Time (%)	2	2		28	4			30	21	10
Queuing Penalty (veh)	11	9		79	10			169	44	20

Intersection: 16: Beaumont & Outremont

Movement	EB	EB	WB	SB	SB
Directions Served	T	T	T	L	R
Maximum Queue (m)	55.7	52.6	122.3	17.3	41.7
Average Queue (m)	19.5	19.7	33.1	5.5	7.3
95th Queue (m)	47.8	46.0	100.8	14.5	29.2
Link Distance (m)	214.2	214.2	252.4	134.9	134.9
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 17: Beaumont & Querbes

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	LT	TR	LT	R	LTR	LT	R
Maximum Queue (m)	78.0	81.0	163.3	25.7	24.3	75.5	16.0
Average Queue (m)	38.1	32.5	71.0	19.8	8.3	31.6	8.0
95th Queue (m)	67.3	65.4	143.9	28.1	20.1	61.0	16.7
Link Distance (m)	252.4	252.4	202.5		54.2	294.9	
Upstream Blk Time (%)			0				
Queuing Penalty (veh)			0				
Storage Bay Dist (m)				15.0			4.7
Storage Blk Time (%)			20	15		59	21
Queuing Penalty (veh)			55	89		20	26

Intersection: 18: Beaumont & Parc

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	R	LT	T	R
Maximum Queue (m)	65.7	125.9	27.1	6.5	141.0	156.9	9.1	55.6	41.7	8.5
Average Queue (m)	28.1	46.5	8.5	0.3	77.7	68.5	2.9	30.3	16.8	0.8
95th Queue (m)	56.0	98.0	20.7	2.9	128.7	146.0	9.6	48.3	33.5	4.6
Link Distance (m)	202.5	202.5	227.6		445.4	445.4		284.0	284.0	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (m)				2.0			2.0			30.0
Storage Blk Time (%)			27	1		21	2		1	
Queuing Penalty (veh)			0	0		3	17		0	

Intersection: 19: Accès UDM-3 / M-1 & Durocher

Movement	EB	WB	NB
Directions Served	R	L	L
Maximum Queue (m)	15.2	12.8	11.6
Average Queue (m)	8.7	6.4	5.8
95th Queue (m)	12.4	9.6	9.6
Link Distance (m)	205.4	151.6	94.2
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Promenade Nord & Durocher

Movement	NB	SB
Directions Served	LT	TR
Maximum Queue (m)	22.2	5.8
Average Queue (m)	9.0	0.4
95th Queue (m)	18.0	3.1
Link Distance (m)	29.2	94.2
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: Promenade Sud & Durocher

Movement	EB
Directions Served	LR
Maximum Queue (m)	31.9
Average Queue (m)	12.6
95th Queue (m)	23.3
Link Distance (m)	207.5
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 22: Accès M-2 & Durocher

Movement	EB	WB	NB	SB	SB
Directions Served	LT	TR	R	LT	TR
Maximum Queue (m)	9.0	30.0	9.5	41.2	10.4
Average Queue (m)	2.8	14.0	1.6	17.7	2.9
95th Queue (m)	9.6	23.5	7.4	30.7	9.7
Link Distance (m)	93.0	69.5	47.6	72.1	72.1
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 23: Beaubien & Hutchison

Movement	EB	WB	WB
Directions Served	LT	LT	R
Maximum Queue (m)	41.0	7.1	1.8
Average Queue (m)	4.7	0.5	0.1
95th Queue (m)	27.4	3.9	1.3
Link Distance (m)	69.5	72.3	72.3
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	1		
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 24: Beaubien & Parc

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (m)	75.0	71.0	12.9	88.8	67.8	39.4	27.2	235.8	241.4	88.4	219.5	188.1
Average Queue (m)	43.8	43.7	11.3	43.2	26.3	15.5	12.3	212.6	211.5	67.7	93.8	47.7
95th Queue (m)	70.7	71.9	16.2	78.1	56.1	33.4	25.7	256.2	261.1	97.4	202.5	143.2
Link Distance (m)	72.3	72.3		155.9	155.9			219.3	219.3		445.4	445.4
Upstream Blk Time (%)	4	2						8	6			
Queuing Penalty (veh)	8	3						61	47			
Storage Bay Dist (m)			5.0			30.0	16.0			75.0		
Storage Blk Time (%)		54	44		7	2	8	58		23	1	
Queuing Penalty (veh)		41	76		6	2	49	43		69	2	

Intersection: 25: Van Horne & Parc

Movement	EB	EB	B9	WB	WB	B26	B26	NB	NB	SB	SB
Directions Served	T	R	T	T	TR	T	T	T	TR	T	R
Maximum Queue (m)	94.9	19.9	151.9	96.2	97.6	136.6	134.1	431.3	434.3	218.2	88.6
Average Queue (m)	94.1	5.9	146.0	89.8	87.6	54.3	53.2	394.8	396.1	94.1	22.3
95th Queue (m)	96.6	15.0	169.6	103.5	110.0	143.5	144.3	497.7	498.2	183.4	56.7
Link Distance (m)	73.4	73.4	142.6	71.5	71.5	146.0	146.0	411.5	411.5	219.3	219.3
Upstream Blk Time (%)	59		31	57	47	4	5	20	22	1	0
Queuing Penalty (veh)	272		287	267	221	19	23	177	189	4	0
Storage Bay Dist (m)											
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 27: Van Horne & Waverly

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	TR	T	T	L	R
Maximum Queue (m)	37.5	36.6	85.9	89.4	29.6	41.1
Average Queue (m)	17.6	12.3	39.6	39.1	9.3	16.3
95th Queue (m)	30.3	29.3	71.5	72.8	24.0	34.2
Link Distance (m)	146.0		96.4	96.4	162.2	162.2
Upstream Blk Time (%)			0	1		
Queuing Penalty (veh)			0	0		
Storage Bay Dist (m)		30.0				
Storage Blk Time (%)	1	0				
Queuing Penalty (veh)	4	1				

Intersection: 28: Bernard & Parc

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	T	T	R	T	R
Maximum Queue (m)	9.8	370.0	44.9	11.3	210.6	38.9	381.7	381.9	57.8	187.5	57.8
Average Queue (m)	9.0	248.1	20.8	7.0	95.1	12.9	326.1	290.3	29.3	77.9	31.8
95th Queue (m)	11.4	465.0	50.6	13.0	190.9	35.1	506.2	500.6	66.9	169.3	62.1
Link Distance (m)		373.1			229.2		373.6	373.6		411.5	
Upstream Blk Time (%)		20			1		30	30			
Queuing Penalty (veh)		0			0		0	0			
Storage Bay Dist (m)	2.0		37.0	2.0		30.0			50.0		50.0
Storage Blk Time (%)	63	48	1	41	56	3		46	1	12	2
Queuing Penalty (veh)	206	66	3	122	49	8		65	6	24	12

Intersection: 33: Rockland &

Movement	WB	WB	SB
Directions Served	R	R	T
Maximum Queue (m)	10.2	11.2	2.6
Average Queue (m)	0.6	0.4	0.1
95th Queue (m)	8.2	5.4	1.9
Link Distance (m)	147.0	147.0	271.4
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 34: Rockland & McEachran

Movement	WB	WB	NB	NB	SB
Directions Served	T	R	L	T	R
Maximum Queue (m)	71.2	14.1	36.1	12.3	130.0
Average Queue (m)	37.3	1.2	21.9	1.2	92.6
95th Queue (m)	62.6	7.8	33.7	6.7	145.6
Link Distance (m)	211.6		33.0	33.0	124.2
Upstream Blk Time (%)			2		9
Queuing Penalty (veh)			11		0
Storage Bay Dist (m)		15.0			
Storage Blk Time (%)	41	0			
Queuing Penalty (veh)	2	1			

Intersection: 37: Manoir & Rockland

Movement	WB	WB	NB	SB
Directions Served	L	R	R	LT
Maximum Queue (m)	61.8	32.9	9.0	26.2
Average Queue (m)	28.2	14.0	2.8	13.5
95th Queue (m)	49.3	28.9	9.3	21.6
Link Distance (m)	65.8	65.8	153.1	106.5
Upstream Blk Time (%)	0	0		
Queuing Penalty (veh)	1	0		
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 38: Manoir & Rockland

Movement	SB	SB
Directions Served	T	R
Maximum Queue (m)	1.0	30.2
Average Queue (m)	0.0	3.0
95th Queue (m)	0.7	17.0
Link Distance (m)	102.7	102.7
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 39: Manoir & McEachran

Movement	EB	NB	NB	NB
Directions Served	T	T	T	R
Maximum Queue (m)	63.9	186.0	28.8	12.3
Average Queue (m)	33.1	83.1	9.6	3.2
95th Queue (m)	55.0	150.7	22.9	11.1
Link Distance (m)	77.8	196.6	196.6	
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (m)				5.0
Storage Blk Time (%)			9	3
Queuing Penalty (veh)			1	14

Intersection: 43: Beaubien & Esplanade

Movement	EB	EB	WB	WB	NB
Directions Served	LT	TR	LT	R	LTR
Maximum Queue (m)	45.6	44.2	48.2	12.2	51.1
Average Queue (m)	19.2	17.0	20.3	1.4	24.0
95th Queue (m)	37.8	35.9	41.1	7.0	42.6
Link Distance (m)	155.9	155.9	183.2	183.2	127.4
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 68: Van Horne & Querbes

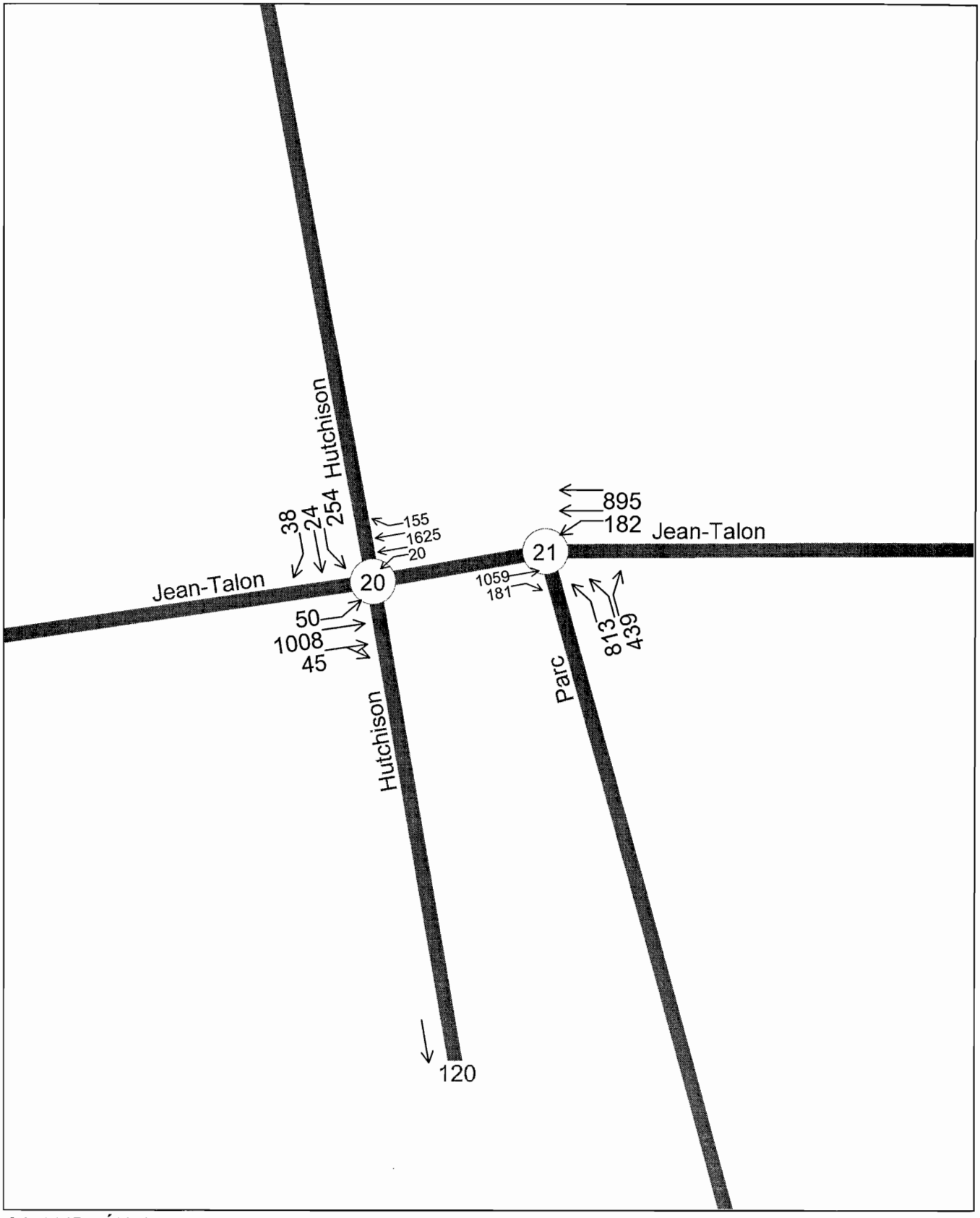
Movement	EB	EB	WB	WB	B9	B9	SB
Directions Served	LT	R	LT	R	T		LTR
Maximum Queue (m)	747.3	19.9	165.2	22.6	104.8	96.6	68.0
Average Queue (m)	701.2	1.6	142.9	5.2	50.3	21.8	25.1
95th Queue (m)	878.5	10.4	201.6	18.1	113.7	80.0	56.1
Link Distance (m)	737.8		142.6		73.4	73.4	158.3
Upstream Blk Time (%)	49		20		7	2	
Queuing Penalty (veh)	0		185		33	11	
Storage Bay Dist (m)		15.0		15.0			
Storage Blk Time (%)	58	0	45	1			
Queuing Penalty (veh)	16	2	21	8			

Nework Summary

Network wide Queuing Penalty: 4709

Map - L02361D - ÉIC Campus de l'UdM à Outremont

2006-10-20



L02361D - ÉIC Campus de l'UdM à Outremont Situation Future

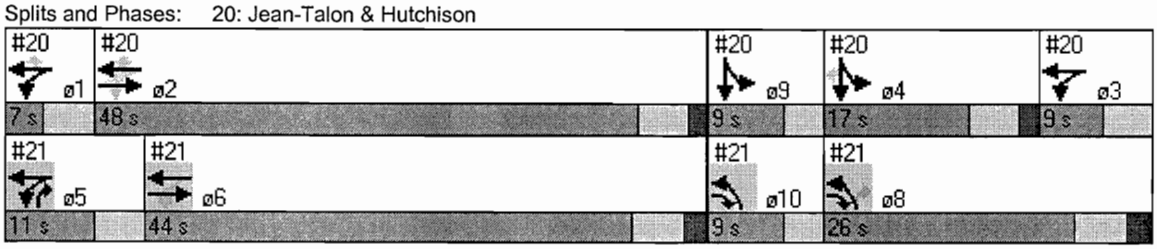
G:_Projets\L02361D-115\0300CALCULS\Futur\PM\Futur_PM_Nord_JT_Parc.sy7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Satd. Flow (prot)	1665	3481	0	1662	3455	1357	0	0	0	1604	1773	1418
Flt Permitted	0.087			0.139						0.950		
Satd. Flow (perm)	152	3481	0	243	3455	648	0	0	0	1604	1773	1213
Satd. Flow (RTOR)												
Volume (vph)	50	1008	45	20	1625	155	0	0	0	254	24	38
Lane Group Flow (vph)	54	1145	0	22	1711	172	0	0	0	302	26	42
Turn Type	Perm			D.P+P		custom				Split		custom
Protected Phases		2		3 1	2 3 1					4 9	4 9	
Permitted Phases	2			2		2 1						4
Total Split (s)	48.0	48.0	0.0	16.0	64.0	55.0	0.0	0.0	0.0	26.0	26.0	17.0
Act Effct Green (s)	46.0	46.0		60.0	62.0	53.0				24.0	24.0	15.0
Actuated g/C Ratio	0.51	0.51		0.67	0.69	0.59				0.27	0.27	0.17
v/c Ratio	0.69	0.64		0.06	0.72	0.45				0.71	0.05	0.21
Control Delay	65.3	18.1		5.1	14.4	17.4				40.2	25.1	35.4
Queue Delay	0.0	0.5		0.0	0.7	2.0				86.2	0.0	0.0
Total Delay	65.3	18.6		5.1	15.1	19.4				126.4	25.1	35.4
LOS	E	B		A	B	B				F	C	D
Approach Delay		20,7			15,4						108,9	
Approach LOS		C			B						F	
Queue Length 50th (m)	7.1	75.8		1.5	144.1	18.6				49.6	3.5	6.7
Queue Length 95th (m)	#29.9	97.7		m2.2	170.4	m40.3				72.5	9.9	16.3
Internal Link Dist (m)		273.3			37.0			149.3			441.5	
Turn Bay Length (m)	40.0			25.0		55.0						2.0
Base Capacity (vph)	78	1779		383	2380	382				428	473	202
Starvation Cap Reductn	0	0		0	326	105				0	0	0
Spillback Cap Reductn	0	252		0	0	0				170	0	0
Storage Cap Reductn	0	0		0	0	0				0	0	0
Reduced v/c Ratio	0,69	0,75		0,06	0,83	0,62				1,17	0,05	0,21

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 89 (99%), Referenced to phase 2:EBWB and 6:, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1,31
Intersection Signal Delay: 27,2 Intersection LOS: C
Intersection Capacity Utilization 68,3% ICU Level of Service C
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Jean-Talon & Hutchison



Lane Group	ø1	ø3	ø5	ø6	ø8	ø9	ø10
Lane Configurations							
Total Lost Time (s)							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Satd. Flow (RTOR)							
Volume (vph)							
Lane Group Flow (vph)							
Turn Type							
Protected Phases	1	3	5	6	8	9	10
Permitted Phases							
Total Split (s)	7.0	9.0	11.0	44.0	26.0	9.0	9.0
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (m)							
Queue Length 95th (m)							
Internal Link Dist (m)							
Turn Bay Length (m)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							

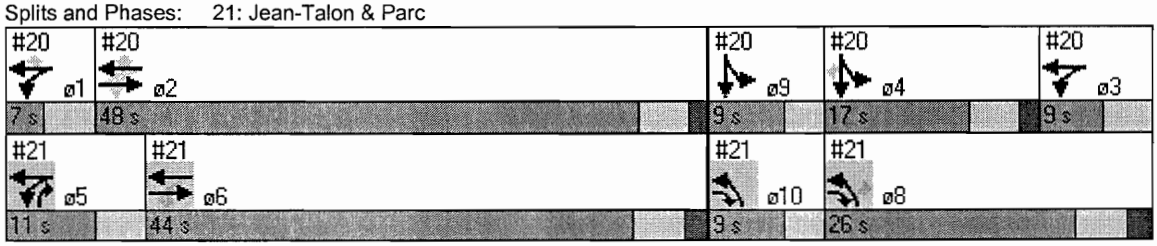
Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø1	ø2	ø3	ø4	ø8	ø9
Lane Configurations												
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0						
Satd. Flow (prot)	1798	1518	1631	3388	3249	1495						
Flt Permitted			0.095		0.950							
Satd. Flow (perm)	1798	1029	160	3388	1917	1430						
Satd. Flow (RTOR)												
Volume (vph)	1059	181	182	895	813	439						
Lane Group Flow (vph)	1103	197	228	984	847	556						
Turn Type		pm+ov	D.P+P			custom						
Protected Phases	6	8 10	5	6 5	8 10	5	1	2	3	4	8	9
Permitted Phases		6	6			8						
Total Split (s)	44.0	35.0	11.0	55.0	35.0	11.0	7.0	48.0	9.0	17.0	26.0	9.0
Act Effct Green (s)	42.0	75.0	51.0	53.0	33.0	33.0						
Actuated g/C Ratio	0.47	0.83	0.57	0.59	0.37	0.37						
v/c Ratio	1.31	0.19	0.96	0.49	0.71	1.05						
Control Delay	169.1	0.3	72.0	11.8	28.5	80.9						
Queue Delay	0.0	0.5	0.0	0.0	478.8	0.0						
Total Delay	169.1	0.8	72.0	11.8	507.3	80.9						
LOS	F	A	E	B	F	F						
Approach Delay	143,6			23,1	338,3							
Approach LOS	F			C	F							
Queue Length 50th (m)	~265.8	0.0	26.8	50.3	66.9	~103.5						
Queue Length 95th (m)	#344.8	m0.0	#58.0	65.5	88.7	#111.3						
Internal Link Dist (m)	37.0			548.3	903.1							
Turn Bay Length (m)			70.0			190.0						
Base Capacity (vph)	839	1037	238	1995	1191	531						
Starvation Cap Reductn	0	506	0	0	0	0						
Spillback Cap Reductn	0	0	0	77	780	0						
Storage Cap Reductn	0	0	0	0	0	0						
Reduced v/c Ratio	1,31	0,37	0,96	0,51	2,06	1,05						

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 89 (99%), Referenced to phase 2:EBWB and 6:, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1,31
Intersection Signal Delay: 176,1 Intersection LOS: F
Intersection Capacity Utilization 99,2% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: Jean-Talon & Parc



Lane Group	ø10
Lane Configurations	
Total Lost Time (s)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	10
Permitted Phases	
Total Split (s)	9.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

20: Jean-Talon & Hutchison Performance by approach

Approach	EB	WB	SB	All
Delay / Veh (s)	25.2	7.8	2213.3	172.8
Stop/Veh	0.60	0.26	5.76	0.80
Vehicles Entered	1092	1251	202	2545
Vehicles Exited	1091	1250	158	2499
Hourly Exit Rate	1091	1250	158	2499
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	105	105

21: Jean-Talon & Parc Performance by approach

Approach	EB	WB	NB	All
Delay / Veh (s)	7.5	30.4	5356.7	882.7
Stop/Veh	0.17	0.55	13.28	2.45
Vehicles Entered	1131	1081	458	2670
Vehicles Exited	1130	1079	397	2606
Hourly Exit Rate	1130	1079	397	2606
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	791	791

Total Network Performance

Delay / Veh (s)	964.0
Stop/Veh	2.94
Vehicles Entered	2933
Vehicles Exited	2822
Hourly Exit Rate	2822
Denied Entry Before	0
Denied Entry After	896

20: Jean-Talon & Hutchison Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Delay / Veh (s)	37.0	25.2	11.6	24.8	7.5	9.3	2442.7	1188.1	1356.6	172.8
Stop/Veh	1.26	0.58	0.38	0.93	0.23	0.49	6.46	2.69	3.13	0.80
Vehicles Entered	48	1002	42	14	1134	103	165	13	24	2545
Vehicles Exited	47	1002	42	14	1133	103	124	13	21	2499
Hourly Exit Rate	47	1002	42	14	1133	103	124	13	21	2499
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	81	9	15	105

21: Jean-Talon & Parc Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Delay / Veh (s)	8.3	2.8	123.6	12.1	5503.4	5049.0	882.7
Stop/Veh	0.15	0.30	1.66	0.33	14.40	11.12	2.45
Vehicles Entered	969	162	179	902	299	159	2670
Vehicles Exited	969	161	178	901	256	141	2606
Hourly Exit Rate	969	161	178	901	256	141	2606
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	516	275	791

Total Network Performance

Delay / Veh (s)	964.0
Stop/Veh	2.94
Vehicles Entered	2933
Vehicles Exited	2822
Hourly Exit Rate	2822
Denied Entry Before	0
Denied Entry After	896

Intersection: 20: Jean-Talon & Hutchison

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	R
Maximum Queue (m)	40.9	269.7	217.5	33.2	50.8	48.1	37.9	457.8	456.0	9.9
Average Queue (m)	8.7	151.9	58.7	4.6	39.5	36.0	14.4	405.0	371.5	5.3
95th Queue (m)	27.1	232.2	175.2	19.3	58.9	56.4	35.0	535.2	578.6	12.2
Link Distance (m)		284.9	284.9		40.2	40.2		448.8	448.8	
Upstream Blk Time (%)		0	0	0	14	12	0	62	37	
Queuing Penalty (veh)		0	0	0	118	98	0	0	0	
Storage Bay Dist (m)	40.0			25.0			55.0			2.0
Storage Blk Time (%)		28		0	15	12	0		25	46
Queuing Penalty (veh)		14		0	3	18	1		9	11

Intersection: 21: Jean-Talon & Parc

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	R	L	T	T	L	L	R
Maximum Queue (m)	49.4	34.2	79.9	139.0	137.5	921.0	921.7	201.7
Average Queue (m)	44.8	12.2	47.9	62.4	59.3	909.4	911.7	126.1
95th Queue (m)	55.5	29.2	87.3	155.7	146.4	968.7	965.0	254.5
Link Distance (m)	40.2	40.2		558.0	558.0	913.6	913.6	
Upstream Blk Time (%)	27	0				73	84	
Queuing Penalty (veh)	169	0				0	0	
Storage Bay Dist (m)			70.0					190.0
Storage Blk Time (%)			22	0			87	0
Queuing Penalty (veh)			101	1			381	1

Nework Summary

Network wide Queuing Penalty: 925

ANNEXE O

Extraits des normes (MTQ et TAC)

Ces aménagements diffèrent selon le milieu où ils sont localisés (urbain ou rural). Les dessins normalisés 005 à 012 montrent différentes possibilités d'aménagement.

Certains points sont à souligner :

- Un rayon de 25 m est autorisé pour l'une des entrées d'un commerce qui donne des services à une clientèle de véhicules lourds. Un seul rayon de 25 m est autorisé, et seulement là où le débit, la vitesse de circulation et la sécurité le justifient.
- Ce rayon de 25 m, comme tout autre rayon faisant partie de la géométrie d'une entrée, doit préférablement être tourné devant la propriété concernée et ne pas empiéter sur la façade de la propriété voisine. Cette limite des propriétés se situe perpendiculairement à la route au point de rencontre de la limite des propriétés et de l'emprise.

10.5.3.2 Entrée commerciale : commerce à grande surface

Ce type d'entrée est emprunté le plus souvent par des véhicules de promenade et dessert les grandes aires de stationnement : ciné-parcs, centres commerciaux, grands établissements institutionnels (hôpitaux, écoles, etc.) et grands terrains de camping.

Les dessins normalisés 013 et 014 montrent deux aménagements possibles en faisant varier le nombre de voies d'entrée ou de sortie.

10.5.4 Entrée industrielle

Cette entrée dessert tous genres d'industries engendrant une circulation de véhicules lourds (carrières, industries lourdes, entreprises de transport, entrepôts, etc.).

Le dessin normalisé 015 montre ce type d'aménagement.

10.6 Restriction à la localisation des accès

Il est nécessaire, avant de répondre à une demande d'accès au réseau routier, de tenir compte de certains critères relatifs à la sécurité afin de délimiter les zones d'exclusion pour restreindre la localisation des accès. Les accès doivent être interdits aux endroits présentant des dangers dans une zone où ils affecteraient fortement les conditions existantes de circulation de la route ou dans une zone de conflits de circulation.

Les critères qui sont ici retenus ne sont pas les mêmes pour toutes les catégories d'entrées étant donné les fortes différences d'achalandage des entrées. Aussi, deux grandes catégories d'entrées ont été déterminées, soit :

Catégorie 1 – Entrée résidentielle et entrée principale d'entreprise agricole, forestière ou d'élevage;

Catégorie 2 – Entrée commerciale et entrée industrielle.

Les entrées auxiliaires d'entreprises agricoles, forestières ou d'élevage ne sont pas touchées par les limites fixées par la présente norme si leur utilisation est très occasionnelle et pour ne pas imposer une contrainte supplémentaire à l'exploitation des terres. Il demeure cependant nécessaire de tenir compte des critères de sécurité énumérés plus loin afin de limiter les situations dangereuses.

10.6.1 Localisation du non-accès

Toutes les règles relatives aux servitudes de non-accès doivent être respectées. Aucune entrée (incluant les entrées auxiliaires d'une entreprise agricole, forestière ou d'élevage) ne sera autorisée dans les zones touchées par ces servitudes et décrites au chapitre 11 « Servitudes de non-accès » du présent tome.

Table 3.2.9.1 Typical Driveway Dimensions

Dimension (m)	Land Use		
	Residential	Commercial	Industrial
width (W)			
• one-way	3.0[a] – 4.3	4.5[a] – 7.5	5.0[a] – 9.0
• two-way	3.0.[a] – 7.3	7.2[a] – 12.0[b]	9.0[a] – 15.0[b]
right-turn radius (R)	3.0 – 4.5	4.5 – 12.0	9.0 – 15.0

Notes: a. Minimum widths are normally used with radii at or near the upper end of the specified range.
b. Increased widths may be considered for capacity purposes; where up to 3 exit lanes and 2 entry lanes are employed, 17.0 m is the max. width, exclusive of any median.
c. Applicable to driveways only, not road intersections.

corner clearance. A minimum dimension (C) of 5.0 m is suggested to separate the conflict zones and to provide for a greater manoeuvring area for turning trucks. For an industrial area, this then results in a minimum corner clearance of about 25.0 m (11.0 m for the minimum corner curb radius, the 5.0 m dimension (C), and a 9.0 m minimum driveway curb radius).

A high volume driveway on the near side of an intersection may warrant a left-turn storage area on the roadway to accommodate left turning traffic into the driveway. If this is the case, the driveway is located in consideration of the total distance needed for the back-to-back left-turn bays created on the roadway. The combined left- turn storage and taper requirements significantly increases the corner clearance requirements.

3.2.9.8 Spacing of Adjacent Driveways

In addition to the corner clearance considerations described in Subsection 3.2.9.7, driveways are normally located in consideration of their physical relationships to existing or possible future driveways. The following three criteria need to be considered:

- minimum spacing between driveways
- minimum offset to property line
- maximum number of driveways based on property frontage

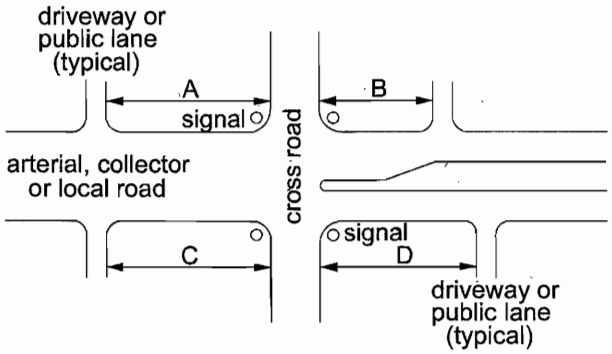
The application of these design criteria assists in meeting the following objectives:

- to clearly identify to the user which property each driveway serves
- to ensure that sufficient space is available between driveways for the positioning of traffic signs, lighting poles and other surface utility fixtures, and road hardware
- to separate the conflict areas for each driveway
- to provide appropriate space between driveways for on-street parallel parking, where permitted and in consideration of sight line requirements
- to increase the length of potentially collision free pedestrian areas by minimizing the number and width of driveways

Roadway retrofit projects often provide the opportunity to improve existing driveway spacing.

The minimum spacing between driveways is measured between the end and start of the curb returns on the adjacent driveways, shown as dimension (E) on Figure 3.2.9.3. A 1.0 m minimum spacing is recommended between adjacent low volume driveways for residential properties, along local and collector roadways, while a 3.0 m minimum is the suggested dimension for both commercial and industrial

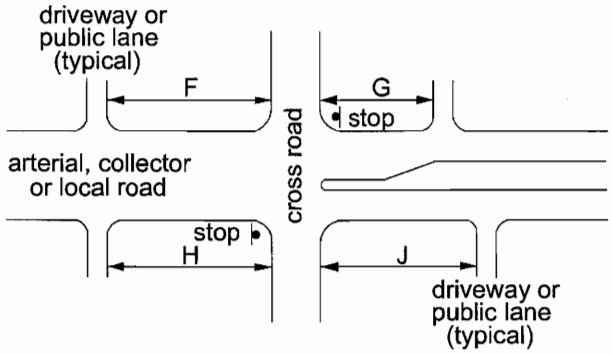
Figure 3.2.8.2 Suggested Minimum Corner Clearances to Accesses or Public Lanes at Major Intersections



item	min. clearance, m		
	arterial	collector[b]	local[b]
A	70[c]	55	15
B	#[a]	25	15
C	70	55	15
D	70[c]	55	15

Notes: a. Distance (#) positions driveway or public lane in advance of the left turn storage length (min.) plus bay taper (des.).
b. Lesser values reflect lower volumes and reduces level of service on collectors and locals.
c. Reduced distances feasible if auxiliary lane implemented, see Section 3.2.5
d. Values based on operating speed of 50km/h, higher values desirable for higher speeds or may be warranted by traffic conditions.

signals at the cross road



item	min. clearance, m		
	arterial	collector[b]	local[b]
F	35	20	15
G	#[a]	25	15
H	25	25	15
J	35	20	15

Notes: a. Distance (#) positions driveway or public lane in advance of the left turn storage length (min.) plus bay taper (des.).
b. Lesser values reflect lower volumes and reduces level of service on collectors and locals.

stop control at the cross road

Table 3.2.9.3 Suggested Minimum Clear Throat Lengths for Major Driveways[7]

Land Issue	Development Size	Minimum Clear Throat Length (m) Collector	Arterial
Light industrial	<10 000 m^2	8	15
	10 000 – 45 000 m^2	15	30
	>45 000 m^2	15	60
Discount store	~~<~~3 000 m^2	8	15
	>3000 m^2	8	25
Shopping centre	<25 000 m^2	8	15
	25 000 – 45 000 m^2	15	25
	45 001 – 70 000 m^2	25	60
	>70 000 m^2	40	75
Supermarket	<2 000 m^2	15	25
	>2 000 m^2	25	40
Apartments	<100 units	8	15
	100 – 200 units	15	25
	>200 units	25	40
Quality restaurant	<1 500 m^2	8	15
	>1 500 m^2	8	25
Drive-in restaurant	<200 m^2	8	25
	>200 m^2	15	30
General office	<5 000 m^2	8	15
	5 000 – 10 000 m^2	8	25
	10 001 – 20 000 m^2	15	30
	20 001 – 45 000 m^2	30	45
	>45 000 m^2	40	75
Motel	<150 rooms	8	25
	>150 rooms	8	30

Notes: 1. Refer to Figure 3.2.5.2 for method of measurement.
2. For major developments, it is desirable to determine throat lengths and queue on the basis of a site-specific traffic study.

- roadway, driveway, roadside and property drainage
- cyclist accommodation

Desirable maximum grade changes, between the roadway cross-slope and the driveway grade, vary in accordance with the road classification. For the higher classification road, it is desirable to minimize the grade change at the roadway edge, thereby encouraging high speed turns into the driveway and reducing the deceleration and interference with the through traffic on the major road. This is particularly important for high volume driveways. Figure 3.2.9.5 provides guidelines for limiting the grade change at the road edge. For high volume driveways on arterial roads, a maximum grade change of 3% is acceptable.

For low volume driveways on local roads, a maximum of 8% is acceptable.

Driveways are constructed at an incline from the roadway in order to prevent surface drainage along the roadway from discharging down a driveway and onto private property. Where this is impractical, curb drainage across the driveway can be effectively controlled by using a slightly deeper gutter and adjacent catch basins. It is also common practice to limit the amount of property drainage that drains onto the roadway via the driveway by providing separate on-site drainage systems.

Assuming a normal roadway cross-slope of 2.0% and the desirable maximum grade changes defined above, the resulting maximum driveway grades within the boulevard and

10.7.2 Nombre d'accès par lot

Il faut réduire au minimum le nombre d'accès. Les besoins en désserte de la propriété riveraine ne doivent pas affecter sérieusement la fonction et les conditions d'utilisation de la route.

Cette limitation des points d'accès est en relation avec la largeur de la façade du lot. La restriction du nombre d'accès réduit le nombre d'aires conflictuelles et améliore les conditions des manœuvres de virage.

Enfin, précisons que deux ou plusieurs propriétaires riverains peuvent, par entente écrite, construire une entrée mitoyenne desservant leur propriété respective. Cette entrée mitoyenne doit respecter les normes contenues dans le présent chapitre. Un permis d'accès doit être délivré à tous les propriétaires desservis par l'entrée mitoyenne. Ce permis doit souligner qu'il y a eu accord préalable de toutes les parties et que la desserte de leur propriété se fait par cette entrée.

10.7.3 Accès en marche avant

Afin d'assurer l'accès à la route en marche avant sur les routes à vitesse élevée et à fort débit de circulation, le Ministère peut autoriser la construction de différents types d'aménagements tels que l'entrée en U (voir figure 10.7–1) ou suggérer un aménagement en T (voir figure 10.7–2).

ANNEXE P

Justification du feu de circulation pour piétons sur l'avenue Bates

avérées efficaces. Les améliorations qui devraient être tentées avant l'installation de feux de circulation incluent des modifications de la signalisation, de l'éclairage, de la visibilité, de la configuration du carrefour, etc;

c) le critère 1 est satisfait à 80 %[2].

Critère 5 : Retard minimal durant une heure

Ce critère doit être vérifié lorsque aucun des critères de 1 à 4 n'est satisfait et lorsque la raison de l'étude de justification est le retard trop long subi par les usagers de la route secondaire.

Ce critère est satisfait lorsque, durant la même heure (60 minutes consécutives), les trois conditions suivantes sont réunies :

a) le retard[3], subi par les véhicules à une des approches de la route secondaire est :
   - 4 véh.-h pour une approche à une voie (ce qui représente un retard cumulatif, pendant une heure, de 4 véh. x 3600 s = 14 400 véh.-s);

     ou
   - 5 véh.-h pour une approche à deux voies ou plus (ce qui représente un retard cumulatif, pendant une heure, de 5 véh. x 3600 s = 18 000 véh.-s);

   (un véh.-h est l'équivalent d'une file d'attente d'un véhicule pendant 60 minutes consécutives);

b) le débit de la route secondaire, à la même approche que celle de la condition précédente, est :
   - ≥ 100 véh./h pour une approche à une voie;

     ou
   - ≥ 150 véh./h pour une approche à deux voies ou plus;

c) le débit total entrant au carrefour par toutes les approches est :
   - ≥ 650 véh./h pour un carrefour à trois approches;

     ou
   - ≥ 800 véh./h pour un carrefour à quatre approches ou plus.

Critère 6 : Débit minimal de piétons

Ce critère doit être vérifié lorsque la raison de l'étude de justification est la difficulté pour les piétons de traverser la route principale.

Ce critère est satisfait lorsque les conditions a) et b) suivantes sont réunies :

Condition a)

Le débit total de piétons (enfants, écoliers, adultes) des deux passages de la route principale dans une même journée est :

- ≥ 80 piétons/h durant 3 heures quelconques. De plus, le point défini par le débit total de véhicules des deux approches de la route principale et par le temps T nécessaire au piéton pour traverser cette route doit être situé au-dessus de la courbe du graphique présenté à l'abaque 8.5–13, et ce, pour chacune des 3 heures du comptage;

  ou
- ≥ 90 piétons/h durant 2 heures quelconques. De plus, le point défini par le débit total de véhicules des deux approches de la route principale et par le temps T nécessaire au piéton pour traverser cette route doit être situé au-dessus de la

2. Cette vérification est faite en multipliant les débits de circulation recensés par le facteur 1,25, tout en se servant directement des courbes des abaques 8.5–1 à 8.5–12.
3. Durée (heures ou secondes) totale durant laquelle l'ensemble des véhicules voulant traverser le carrefour est retardé dans une heure. Il s'agit donc de la somme des retards subis par chaque véhicule voulant traverser un carrefour pendant une heure donnée.

courbe du graphique présenté à l'abaque 8.5–13, et ce, pour chacune des 2 heures du comptage;

ou

– ≥ 110 piétons/h durant 1 heure quelconque. De plus, le point défini par le débit total de véhicules des deux approches de la route principale et par le temps T nécessaire au piéton pour traverser cette route doit être situé au-dessus de la courbe du graphique présenté à l'abaque 8.5–13, et ce, pour l'heure du comptage;

Condition b)

Le carrefour (ou le passage) est situé à une distance égale ou supérieure à 100 m d'une signalisation qui règle la circulation en amont ou en aval.

Lorsque des feux de circulation sont justifiés selon le critère 6, des feux pour piétons doivent aussi être installés.

Dans le cas d'un passage entre deux intersections, les normes à respecter pour l'installation des feux de circulation sont décrites à la section 8.5.3.8.

Un exemple de vérification du critère 6 est présenté à la page suivante.

Critère 7 : Débit minimal d'écoliers

Ce critère doit être vérifié lorsque la raison de l'étude de justification est la difficulté pour les écoliers de traverser la route principale.

Les débits d'écoliers et de véhicules doivent être relevés pendant les trois périodes d'entrée et de sortie des classes (matin, midi et soir) sur une durée minimale de 15 minutes, puis convertis en débits horaires[4]. Ils sont ensuite comparés, un à un ou regroupés, aux deux conditions de débit énumérées au critère 6.

Lorsque des feux de circulation sont justifiés selon le critère 7, des feux pour piétons doivent aussi être installés.

Dans le cas d'un passage entre deux intersections, les normes à respecter pour l'installation des feux de circulation sont décrites à la section 8.5.3.8.

EXEMPLE

Vérification du critère 6

Supposons les données ci-dessous, à un carrefour où le temps T requis par les piétons pour traverser la rue est de 20 secondes, tel qu'il est calculé avec la formule de l'abaque 8.5–13. Le carrefour muni de feux de circulation le plus rapproché est situé à 150 m et le carrefour muni de panneaux « Arrêt » le plus rapproché est situé à 400 m.

Heure du comptage	Débit de piétons	Débit de véhicules
	Total des deux passages (piétons/h)	Total des deux approches (véhicules/h)
(1) 8 h - 9 h	60	1200
(2) 9 h - 10 h	130	200
(3) 11 h - 12 h	90	600
(4) 12 h - 13 h	75	400
(5) 16 h - 17 h	95	800
(6) 17 h - 18 h	82	200

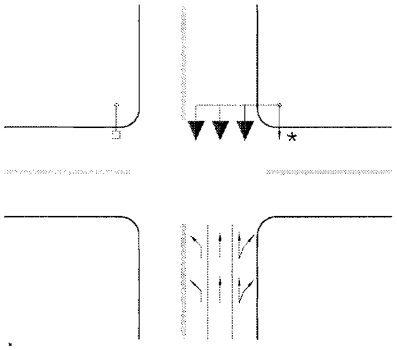
Vérification de la condition a) :

1re vérification :

1. *Y a-t-il un minimum de 80 piétons/h durant **au moins 3 heures**?*

   Oui : 9 h - 10 h, 11 h - 12 h, 16 h - 17 h et 17 h - 18 h.

4. Par exemple, si la période pendant laquelle les écoliers traversent est de 30 minutes, les volumes de véhicules et d'écoliers devront être recensés durant ces 30 minutes, puis multipliés par 2.



Notes :

– ce type d'installation nécessite :
  1- une tête de feux de circulation par voie;
  2- l'utilisation de flèches vertes pour les mouvements permis;
  3- le marquage de flèches sur chacune des voies;
  4- l'installation de panneaux « Direction des voies » (P-100).

Légende :

- Tête de feux pour le contrôle des voies
- Tête de feux pour piétons
- Tête de feux de circulation sur fût
- Tête de feux de circulation sur potence
- * Tête de feux s'adressant aux piétons placés sur un fût (feu de circulation ou feu pour piéton)

Figure 8.5–10
Feux de circulation utilisés pour le contrôle des voies

Le contrôle des voies exige une tête de feux de circulation par voie. L'emploi de flèches vertes est obligatoire sur toutes les têtes de feux de l'approche. La voie de virage à gauche exclusif exige l'utilisation de la flèche rouge. Le tout doit être accompagné des panneaux appropriés « Direction des voies » (P-100), décrit dans le chapitre 2 « Prescription », et de marques adéquates sur la chaussée.

8.5.3.8 Feux de circulation installés à un passage pour piétons entre deux intersections

Lorsque des feux de circulation sont justifiés selon l'un des critères 6 ou 7, décrits à la section 8.5.1.4, ils peuvent être installés entre deux intersections. En plus d'être conforme au dessin normalisé 015, le système doit respecter les exigences suivantes :

1- le passage doit être situé à plus de 100 m d'une signalisation qui règle la circulation;
2- le stationnement en bordure du chemin public doit être interdit sur une distance de 5 m de part et d'autre du passage;
3- au moins une des deux têtes de feux, dans chaque direction, doit être installée sur potence;
4- un panneau de signalisation « Passage » (P-270-A) doit être installé sur potence dans chaque direction;
5- le système doit être muni de détecteurs de piétons;
6- une ligne d'arrêt doit être tracée à au moins 1 m de part et d'autre du passage.

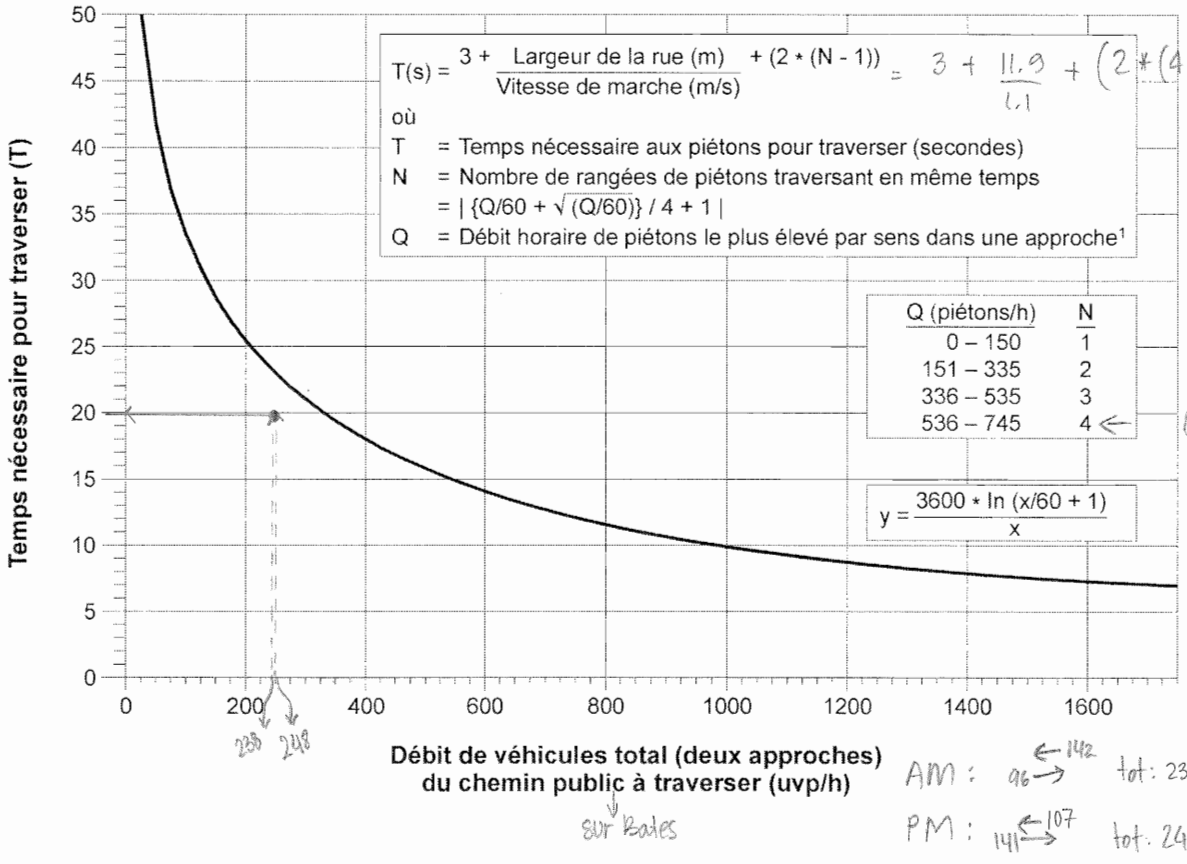
8.5.4 Fonctionnement des feux de circulation

Les feux de circulation peuvent fonctionner selon trois modes, tout dépendant des caractéristiques de la circulation et du type d'équipement utilisé.

Largeur de l'avenue Bates en face de l'UdM : 11.90m

Abaque 8.5–13

Justification des feux de circulation
Critères 6 et 7 : piétons et écoliers



$$T(s) = \frac{3 + \text{Largeur de la rue (m)}}{\text{Vitesse de marche (m/s)}} + (2 * (N - 1)) = 3 + \frac{11.9}{1.1} + (2 * (4-1)) \quad T(s) \approx 20 \text{ sec}$$

où

T = Temps nécessaire aux piétons pour traverser (secondes)

N = Nombre de rangées de piétons traversant en même temps
= | {Q/60 + √(Q/60)} / 4 + 1 |

Q = Débit horaire de piétons le plus élevé par sens dans une approche[1]

Q (piétons/h)	N
0 – 150	1
151 – 335	2
336 – 535	3
536 – 745	4 ←

Q ≈ 650 piétons/h

$$y = \frac{3600 * \ln (x/60 + 1)}{x}$$

AM : 96 → 142 ← tot : 238 véh/h

PM : 141 → 107 ← tot : 248 véh/h

Cet abaque a été établi en fonction d'un temps d'attente moyen de 60 secondes pour les piétons et du temps T nécessaire pour traverser la chaussée, qui est fonction de la largeur de la chaussée et de la vitesse de marche requise par les piétons à un endroit. Tous les points situés au-dessus de la courbe signifient que les piétons attendent plus de 60 secondes pour traverser. Cette courbe a toutefois été calculée en considérant un taux d'arrivée des véhicules aléatoire. Ainsi, si le taux réel d'arrivée des véhicules n'est pas aléatoire (par exemple, s'il est conditionné par des feux de circulation en amont), cet abaque ne peut être utilisé. Il faut alors déterminer par des relevés sur le terrain si le temps d'attente moyen est supérieur à 60 secondes durant les mêmes heures que celles où les comptages de véhicules furent effectués, afin de respecter ce critère. Le temps nécessaire pour traverser le chemin public se calcule selon la formule présentée sur cet abaque.

Note :

1. Le débit de piétons utilisé dans le calcul de T est différent du débit total de piétons calculé à la condition « a du critère 6 ». Il n'est en fait qu'une partie du débit total.

ANNEXE Q

Extrait du Parking Generation

Land Use: 550
University/College

Land Use Description

This land use includes 4-year universities or colleges that may or may not offer graduate programs. Two-year junior, community, or technical colleges are described in junior/community college (Land Use 540).

Database Description

The database consisted of a mix of suburban and urban sites. Parking demand rates at the suburban sites differed from those at urban sites and therefore the data were analyzed separately.

- Average parking supply ratio: 0.33 spaces per total number of students, faculty and staff (school population) at the suburban sites and 0.22 spaces per school population at the urban sites.
- Average parking supply ratio for building square footage: 1.2 spaces per 1,000 sq. ft. GFA (three study sites).

The measured peak demand at four of the eight suburban sites was within 10 percent of the total parking supply, suggesting that the supply could potentially be constraining demand in sectors of the campuses.

The presence of paid parking was noted for only one study site. The peak parking demand at this site was similar to the average peak parking demand.

For the six suburban study sites, parking demand data counts were submitted for at least five consecutive hours. The following table presents the time-of-day distribution of parking demand for the sites.

Based on Vehicles per School Population (Suburban Sites)	*Weekday Data*	
Hour Beginning	Percent of Peak Period	Number of Data Points*
12:00–4:00 a.m.	–	0
5:00 a.m.	–	0
6:00 a.m.	–	0
7:00 a.m.	–	0
8:00 a.m.	79	3
9:00 a.m.	88	5
10:00 a.m.	98	6
11:00 a.m.	100	6
12:00 p.m.	93	6
1:00 p.m.	88	5
2:00 p.m.	81	5
3:00 p.m.	74	3
4:00 p.m.	33	1
5:00 p.m.	23	1
6:00 p.m.	–	0
7:00 p.m.	–	0
8:00 p.m.	–	0
9:00 p.m.	–	0
10:00 p.m.	–	0
11:00 p.m.	–	0

*Subset of database

Land Use: 550
University/College

Average Peak Period Parking Demand vs: School Population
On a: Weekday
Location: Urban

Statistic	Peak Period Demand
Peak Period	10:00–11:00 a.m.
Number of Study Sites	3
Average Size of Study Sites	school population of 13,600
Average Peak Period Parking Demand	0.17 vehicles per school population
Standard Deviation	0.03
Coefficient of Variation	15%
Range	0.14–0.19 vehicles per school population
85th Percentile	0.19 vehicles per school population
33rd Percentile	0.17 vehicles per school population