



Manoeuvring area optimization – Intersection of Chavant/Pasteur in Grenoble

The SMTC of Grenoble was the Contracting Authority. CeRyX Traffic System was a member of the engineering group in charge of the traffic light programming. CeRyX Traffic System conducted studies, organized the works contract (from works supervision through completion) and the commissioning tests.

PROJECT DETAILS AND BACKGROUND



In 2006, the realization of the tram line C created traffic disorders in the Chavant/Pasteur area: 2 tram lines cross in this place (lines A and C) and share a single station, located just between 2 difficult intersections. More than that, the traffic lights and the railway signalling interfered with the each other functioning.

This place became a real circulation problem for the tram operator: the blocked situations conducted to important losing travel times.

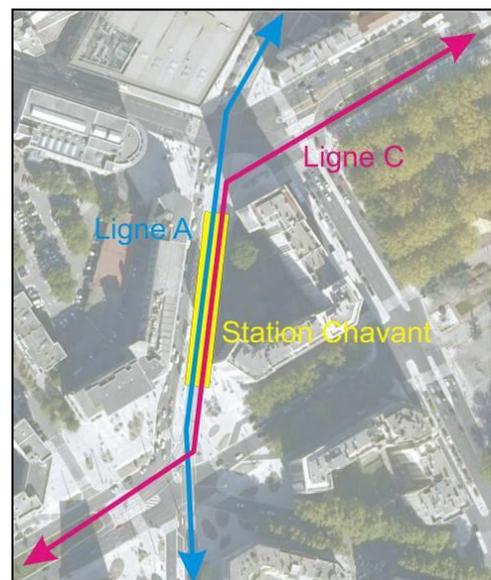
ANALYSIS AND METHODOLOGY

Because of this complex situation, Semitag commanded in 2008 a dynamic simulation of the area to CeRyX Traffic System. The most interesting solution was to simplify the railway signalling.

In 2010, it has been decided to open a main contractor market about the difficult circulation in this area.

The main objectives were :

- Optimizing travel times
- Developing a new crossroads functioning
- Writing a safety documentation
- Launching a works contract
- Supervising works until their completion





SOLUTIONS DELIVERED

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With the agreement of the state technical service and the qualified organism of France delegate, CeRyX Traffic System has imagined and created an innovative functioning: From now, some of the railways signalling missions have to be managed by the traffic light controller (road signage).



The railway signalling no longer manages converged routes, but still manages conflicting ones: the command of the railway needle and its security. This new managing solution permits a smoother global functioning and a bigger reactivity. Signalling communication with the driver is now simplified.

During this mission, CeRyX Traffic System has:

- Estimated the time gain
- Defined the new functioning principles of the traffic signage
- Contributed to write the safety documentation
- Written the document using for the request of tender about works contract
- Defined the commissining tests to do
- Drove the night-time tests about road signage which are necessary to not return to the previous unsuitable functioning
- Contributed to the reception and optimization phases