

## Mission as main contractor to realize the south access of the Olympic stadium between Décines-Charpieu and Chassieu

The "Montout" locality has a strategic geographical location, which allows the economic development of the "Grand Lyon" at the east. That is why this locality has been chosen to welcome the new Olympic stadium of Lyon. The « Grand Lyon » initiates a main contractor mission, to realize a part of the public area and road program. CeRyX Traffic System will intervene as a subcontractor.

### PROJECT DETAILS AND BACKGROUND

CeRyX Traffic System assisted the main contractor agent on specific criterias:

- Road sizing
- Crossroads functioning
- Creation of traffic routes from and to the Olympic stadium, which can change depending on the football season



### ANALYSIS AND METHODOLOGY

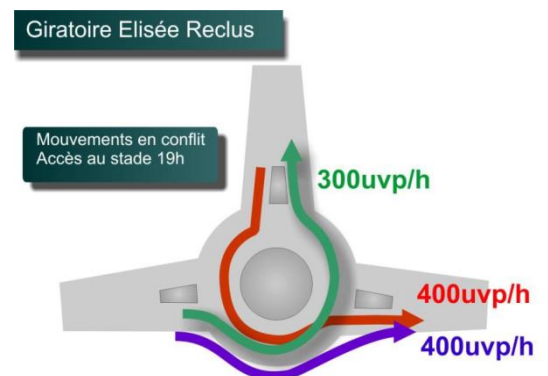
For this study, CeRyX Traffic System intervenes on 3 main contractor phases:

#### Before Project Phase

Production of sizing plans to access to the stadium from the south, based on a diagnostic. These plans are attached in the technical file given at the end of the Before project phase to the contracting authority.

It is also at this time that CeRyX Traffic System analyses the crossroads functioning and the road interchanges, and the actual quantity of traffic on them.

CeRyX Traffic System has also assessed the global moving organization on the study area, and the one on the Décines city center.





## PRO Phase

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Detailed analyse and precise description of the proposed sizing determined in the previous phase.

CeRyX Traffic System had to present :

- Characteristics for the public transport implantation on the dedicated lane
- Specific phasing for crossroads depending on the football season
- Bus lanes functioning to cross the intersection



A dynamic simulation of the most strained intersection has been realized, to verify the shared road functioning, between vehicles and the high frequency of the bus circulation to bring spectators to the Stadium. This dynamic simulation should determine the degree of freedom for the priority system of bus lanes.

## ACT Phase

CeRyX Traffic System has contributed by writing the tender document for the companies.

## DET Phase

CeRyX Traffic System has contributed by following the construction phase for the traffic light signalisation features.

## SOLUTIONS DELIVERED

- Priority system implantation for bus lanes to ensure commercial speeds to transport supporter.
- Limitation of the floating priority system to guarantee crossroads reserve capacity (transition of grouped bus).