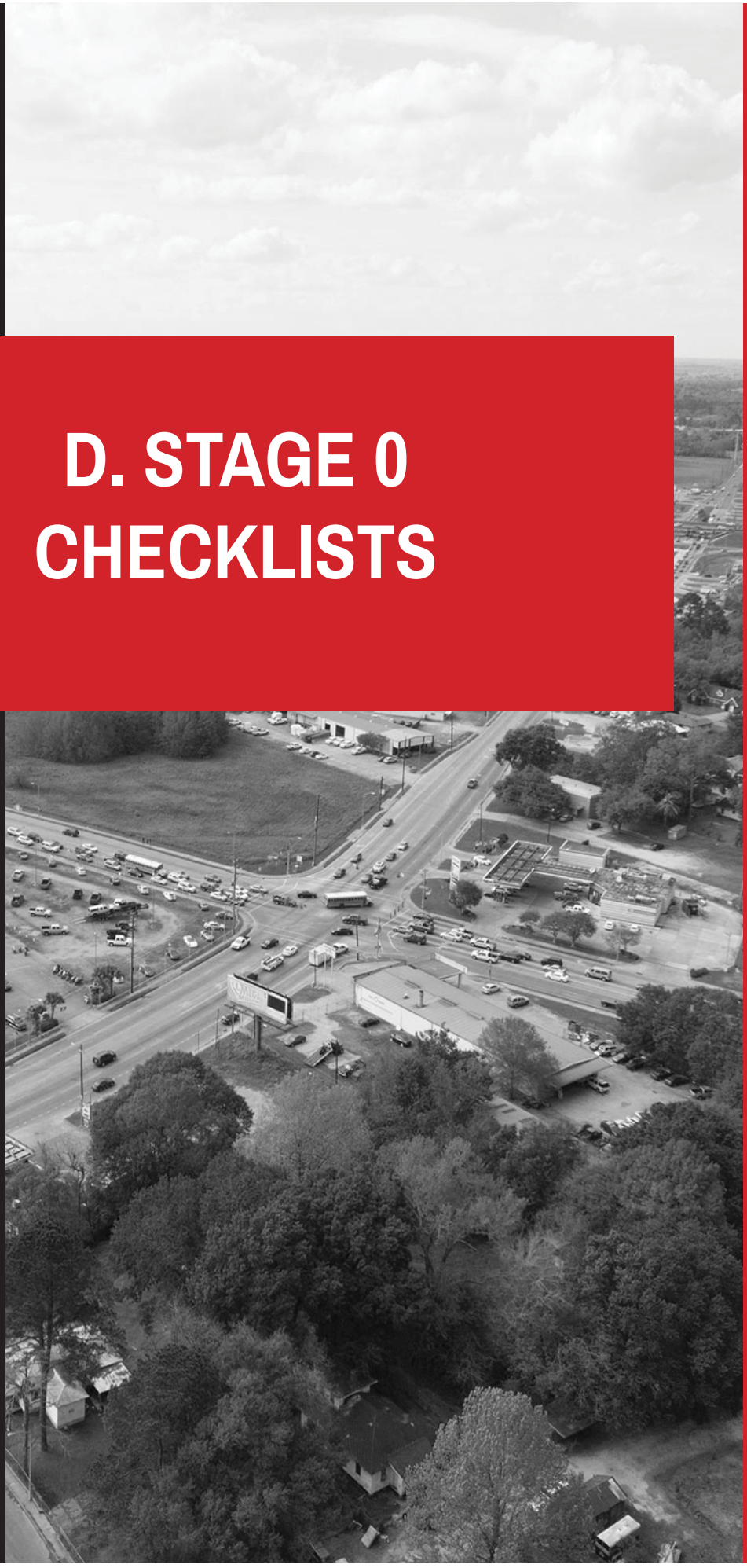
Appendix W – Environmental Analysis and Corresponding Stage 0 Report

D. STAGE 0 CHECKLISTS



STAGE 0
Environmental Checklist

Route: North University Avenue (LA-182) Parish: Lafayette
C.S. 032-01

ADJACENT LAND USE: Adjacent land use is mixed and comprised of commercial and residential areas.

Any property owned by a Native American Tribe?
(Y or N or Unknown) If so, which Tribe? No, according to the U.S. Environmental Protection Agency's (USEPA) Enviromapper website, no tribal-owned lands occur within the project corridor.

Any property enrolled into the Wetland Reserve Program?
(Y or N or Unknown) If so, give the location. No; per response from Josh Soileau with the Lafayette Natural Resource Conservation Service (NRCS), there are no properties within the project corridor enrolled in the Wetland Reserve Program.

Are there any other known wetlands in the area?
(Y or N) If so, give the location. Per the U.S. Fish and Wildlife Service National Wetlands Inventory (NWI) online Mapper (accessed on 5/14/2018), there are no documented wetlands occurring within the project boundary. The NWI online mapper does indicate one unnamed relatively linear drainage feature crossing under N. University Avenue approximately 100 feet to the northwest of the intersection of N. University Avenue and Willow Street. The drainage feature is concrete-lined with vertical and steeply-sloped walls and is designed to direct stormwater to local surface drainages (i.e. the Vermilion River). This drainage feature is directed below ground and to the southwest through a box-culvert beneath the N. University Avenue and Willow Street intersection over a distance of approximately 725 feet.

Based upon visual inspection during the field reconnaissance event on January 5, 2018, a potential wetland was observed near the southwest corner of the intersection of N. University Avenue and Alcide Dominique Drive. Although a formal wetland delineation had not been performed during the site reconnaissance, hydrophytic vegetation and pockets of standing water were observed at the above-referenced location. Further investigation shows that according to the Natural Resource Conservation Service, Soil Survey of Lafayette Parish, Louisiana, this potential wetland area is underlain by Frost silt loam, 0 to 1 percent soil (FoA), which is listed as a hydric soil on the National List of Hydric Soils. This area has the potential for wetlands; however, a formal wetland delineation would need to be performed.

Community Elements: Is the project impacting or adjacent to any (if the answer is yes, list names and locations): *REFER TO THE ENVIRONMENTAL CHECKLIST MAP*

(Y or N) Cemeteries: No; the closest cemetery is located at 515 Cathedral Street, approximately 0.75 mile to the southeast of the project corridor.

(Y or N) Churches: Yes; Bridge Ministry of Acadiana, Inc. (also a school) – 512 Portlock Street; Little Refuge Church of Our Lord – 415 Dorothy Street; Mt. Bethel Baptist Church – 903 Arthur Street

(Y or N) Schools: Yes; Bridge Ministry of Acadiana, Inc. (also a church) – 512 Portlock Street; the next closest school is located at 200 Clara Street, approximately 534 feet to the east of and outside of the project corridor.

(Y or N) Public Facilities (i.e., fire station, library, etc.): No; the closest public service facility is the U.S. Fish and Wildlife Service – Louisiana Ecological Services Complex located at 646 Cajundome Blvd, approximately 0.77 mile to the southwest of the project corridor.

(Y or N) Community water well/supply: No; there are two (2) active wells listed as occurring near the project corridor, but the construction footprint will not affect these wells. Well number 443079 is listed as domestic use and is located south of Willow Street and approximately 353 feet west of the project corridor. Well number 445666 is listed as an active monitoring well and is located to the southwest of the

intersection of Hollywood Drive and Martin Luther King Jr. Drive approximately 141 feet to the east of the project corridor.

Section 4(f) issue: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):

(Y or N) Public recreation areas: No; the closest recreation area is Moore Park located at 250 Couret Drive, approximately 0.25 mile to the east of the project corridor.

(Y or N) Public parks: No; the closest park is J. W. James Playground located on the north side of Hopkins Street between Poydras and Martha Streets, approximately 910 feet to the west of the project corridor.

(Y or N) Wildlife Refuges: No; the closest wildlife refuge is Bayou Teche National Wildlife Refuge located approximately 41.3 miles to the southeast of the project corridor.

(Y or N) Historic Sites: No; according to the Louisiana State Historic Preservation Office, inventory number 28-01786 is located at 901 North University Avenue, which is within the project corridor. However, after further review, it was discovered that this property is actually located at the southeast intersection of University Avenue and Harding Street at 901 *East* University Avenue, which is approximately 1.89 miles to the southeast of the southern-most terminus of the project corridor.

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or N) **Is the project within a historic district or a national landmark district?** (Y or N) If the answer is yes to either question, list names and locations below: No; per the National Register of Historic Places Database, no listings are within the vicinity of the study area.

Do you know of any threatened or endangered species in the area? (Y or N)
If so, list species and location. No; according to the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Conservation (IPaC) website, no wildlife species listed as having a status of Federally Threatened and/or Endangered are noted as occurring within Lafayette Parish. This information was obtained via a formal Section 7 consultation request for Lafayette Parish as well as the project corridor. The response received from Section 7 consultation is attached.

Does the project impact or adjacent to a stream protected by the Louisiana Scenic Rivers Act? (Y or N) If yes, name the stream. No; per the Louisiana Department of Wildlife and Fisheries Scenic Rivers System Map, the project will not impact any stream protected by the Louisiana Scenic Rivers Act.

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or N) If so, where? Yes; one large bald cypress (*Taxodium distichum*) tree and several large live oak (*Quercus virginiana*) trees were observed on the eastern side of N. University Avenue between Riley Street and Windmill Lane at 1320 N. University Avenue, as well as several large live oak trees south of the intersection of N. University Avenue and Wilshire Lane at 1112 N. University Avenue. These trees may be subject to regulation standards set forth in the Engineering Directives and Standards rule EDSM 1.1.1.21 which states that "trees considered aesthetically important, 18 inches or greater in diameter at breast height (4' 6" above the ground surface), having a form that separates it from the surrounding vegetation, or those which are considered historic". The trees observed at the above locations may meet the minimum size, aesthetic, and distinction from surrounding vegetation criteria, however it is not known if these trees qualify as historically significant.

What year was the existing bridge built? Yes; there are two (2) bridges within the project corridor, both of which pass over N. University Avenue. The Interstate 10 (I-10) overpass was completed in October 1968 and is maintained by the Louisiana Department of Transportation and Development. The I-10

overpass is located in the northern portion of the project corridor. North University Avenue also passes under a railroad track owned and operated by Southern Pacific Railroad. A switch-track/staging area and stock-yard is located approximately 0.55 mile to the west of the project corridor. Historically, the crossing had been a level-grade crossing until the mid-1980's. Due to increased vehicular traffic and delays caused by train-car track-switching activity blocking traffic on N. University Avenue, a railroad overpass was constructed in 1985. The railroad overpass is located in the southern portion of the project corridor.

Are any waterways impacted by the project considered navigable? (Y or N) If unknown, state so, list the waterways: Unknown; there is, however, one unnamed relatively linear drainage feature crossing under N. University Avenue approximately 100 feet to the northwest of the intersection of N. University Avenue and Willow Street. The drainage feature is concrete-lined with vertical to steeply-sloped walls and is designed to direct stormwater to local surface drainages (i.e. the Vermilion River). This drainage feature is directed below ground and to the southwest through a box-culvert beneath N. University Avenue and Willow Street over a distance of approximately 725 feet. It may be assumed that this drainage feature would not be considered a "navigable water" even though it has a direct connection to the Vermilion River.

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems? (If the answer is yes, list names and locations.)

(Y or N) Leaking Underground Storage Tanks: Yes; according to the EDR report, dated January 4, 2018, there are five (5) listed Leaking Underground Storage Tanks (LUST) within the vicinity of the project corridor: Northside Exxon – 1603 N. University Ave. (HIST LUST - closed status); Cracker Barrel Stores #37 – 1303 N. University Ave. (HIST LUST – closed status); T & L Foodmart – 1500 N. University Ave (HIST LUST – closed status); Lafayette Travel Center – 1701 N. University Ave. (closed status, service station is currently active); Wickes Lumber – 2108 Cameron Street (closed status).

(Y or N) CERCLIS: No CERCLIS records were found in the EDR report.

(Y or N) ERNS: No; based on the EDR report findings, no ERNS were within the vicinity of the project corridor.

(Y or N) Enforcement and Compliance History: No Enforcement or Compliance History findings were found in the EDR report.

STAGE 0
Environmental Checklist

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or N)

If so, give the name and location: Yes; the following table provides information related to UST's, emergency response section incidents (SPILLS), underground storage tank case history incidents (HIST LUST), and division of remediation services database (REM) within the project corridor. The information provided was gleaned from an Environmental Data Report (EDR) generated by EDR, Inc. The information documented in the EDR report was cross-referenced with the Louisiana department of Environmental Quality's (LDEQ) Electronic Data Management System (EDMS).

Table 1. Summary of data from the EDR report showing database result and status of listed properties related to UST's, SPILLS, and REM activities within the project corridor.

	Property Name	Address	EDR Database	Distance and Direction from Project (mi)	Notes
1	Lard Oil Co.	407 N. University Ave	UST	0 (S)	UST had been filled with sand, DEQ deemed closed as of 10/28/2002, service station no longer exists at location. Tanks closed in place – 4-12k tanks, 2-10k tanks, 1-6k tank; 1-1k tank removed.
2	Exxon Co. USA #50741	1503 N. University Ave	UST	0.001 (NNW)	1-8k tank and 1-6k tank removed as of 6/29/2009
3	Lafayette Courtesy MTRS, Inc.	1111 N. University Ave	UST, ECHO	0.004 (S)	1-1k gallon UST removed, no further action required by DEQ as of 7/20/1994. Site is now an auto dealership.
4	University Citgo	703 N. University Ave	UST	0.004 (S)	1-3k gallon UST removed in 1992, deemed closed by DEQ as of 1/4/1995. Property is now an alarm installation and sales company.
5	James Eric Mouton Property	1008 N. University Ave	UST	0.004 (S)	1-5k gallon UST filled with sand prior to 1980. Closed by DEQ as of 1/31/2002.
6	Greg's Mobil	1607 N. University Ave	UST	0.006 (NNW)	1-2k tank removed. No Violations, tank closure accepted by DEQ on 5/11/1993, no further action required.
7	Northside Exxon 50741	1603 N. University Ave	HIST LUST	0.007 (NNW)	UST taking on water 12/27/1991, tank excavated on 11/16/1993, remediation completed and case closed by DEQ on 6/26/1998. No further action required. Service station and tanks removed on unknown date, prior to 2018.
8	Shop Rite #44	812 N. University Ave	UST	0.007 (S)	No violations, 1-8k tank removed as of 1/20/1998, no further action.

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Environmental Checklist

	Property Name	Address	EDR Database	Distance and Direction from Project (mi)	Notes
9	Circle K #6846	1303 N. University Ave	UST	0.008 (NNW)	1-10k tank removed. UST deemed closed with no further action required as of 1/23/2018. Station is now closed.
10	Cracker Barrel Stores, #37	1303 N. University Ave	SPILLS, HIST LUST	0.008 (NNW)	2/8/2010, approximately 30 gallons of gas spilled onto concrete, cleaned up by fire department, DEQ deemed no further action as of 2/8/2010. Service station is no longer active, and is now closed.
11	O'Reilly Auto Parts Store #521	101 N. University Ave	REM	0.009 (S)	UST removed on 11/20/2013, closure report dated 1/15/2014, no further action required by DEQ.
12	Lafayette Travel Center	1701 N. University Ave	SPILLS, UST, LUST, REM, NPDES, ECHO	0.010 (NNW)	This facility had received multiple significant NPDES violations for effluent discharges from January 1, 2015 through June 30, 2017. No violations were observed from July 1, 2017 through December 31, 2017; however, a pending violation remains open for NPDES effluent discharges from January 1, 2018 through May 18, 2018. The current violation has not yet been resolved.
13	Speedway Food Mart	1100 N. University Ave	SPILLS, AUL, REM	0.011 (SSE)	Phase II investigation (6/26/2006) showed levels above RECAP standards. DEQ deemed case closed as of 3/8/2007. 1-10k tank is active on site.
14	Anthony's Car Detail	908 N. University Ave	UST	0.013 (S)	3 USTs (550, 4k, and 3k gallon) removed as of 10/28/1988, case is deemed closed by DEQ, no further action required. Site is now abandoned.
15	Jagneauxs Tire & Auto Sales	1220 N. University Ave	UST	0.017 (NNW)	1-2k gallon UST removed. 2/16/2000 Out of business.
16	Team Industrial Services	1145 N. University Ave	UST	0.027 (NW)	UST removed, sensitive information, radiation. Details described below.
17	RT #642 Lafayette	1525 N. University Ave	UST	0.027 (NNW)	3 active USTs (15k, 2-12k gallon), no violations/leaks 1/27/2017. Active fueling station.
18	Circle K #6832	1700 N. University Ave	UST	0.028 (NNW)	3 active UST, no violations/leaks, 5/21/2009, 1-15k unleaded tank, 2-15k diesel tanks.
19	Cadex Systems, Inc.	523 N. University Ave	UST	0.029 (S)	2 USTs, 1-8k gasoline, 1-1k diesel, removed and closed on 2/13/2002, service station closed as of 6/10/2004.

STAGE 0
Environmental Checklist

	Property Name	Address	EDR Database	Distance and Direction from Project (mi)	Notes
20	T&L Foodmart	1500 N. University Ave	UST, HIST LUST, REM	0.03 (NNW)	HIST LUST - leaking pipe 6/19/1992, 154 gallons spilled, case closed as of 3/16/2005.
21	Lafayette Days Inn	100 W. Lillian	UST	0.03 (NNW)	2-8k gallon tanks removed, deemed closed by DEQ as of 5/31/1991.
22	Tuffy's Quickstop #2	1737 N. University Ave	UST, REM	0.031 (NNW)	3-12k gallon tanks removed and deemed closed by DEQ as of 11/27/2017, REM listed as no further action as of 1/6/2006.
23	Sha's Quickstop II	1734 N. University Ave	UST	0.031 (NNW)	Diesel handle leak, 10/17/2017, only a few ounces spilled, deemed No further action as of 10/17/2017. One 12k gallon active UST onsite.
24	Jubilee #8627	1734 N. University Ave	SPILLS, AUL, REM	0.031 (NNW)	3/4/2008, free phase product found around diesel tank, remediation activities deemed complete, no further action as of 1/19/2017.
25	Shop Rite, Inc.	1110 N. University Ave	UST, NPDES	0.046 (NE)	UST installed on 6/1/1997, active status and reissued certificate as of 6/8/2017. 1-1k and 1-12k gallon UST. NPDES is for exterior vehicle wash.
26	Orleans Oil Co. Four Corners Station	2020 W. University Ave	UST	0.046 (S)	4-1k gallon tanks removed and deemed no further action as of 7/24/1992.
27	Sam's Used Tires	1620 Cameron Street	UST	0.046 (S)	1-1k gallon UST removed as of 1/1/1980, no further action required.
28	Orleans Oil Co., Bulk Plant Location	1509 Cameron Street	UST	0.063 (S)	Brownfield site, volatile and non-volatile organic compounds. No Further information publicly available. Details described below.
29	Ahmed Abdi Ahmed	2000 W. University Ave	SPILLS, AUL, REM	0.067 (S)	7/12/2005 - TPH-G in soil above RECAP concentration, Remediation activities completed on 7/24/2009, 2-10k gallon tanks removed as of 7/29/2009.
30	WHC Inc	1112 N. University Ave	UST	0.074 (NE)	Site deemed closed and no further action as of 1/1/1980.
31	Hilton's Food Service Supply	1820 Cameron Street	UST	0.145 (S)	1-1k gallon UST removed as of 8/2/2006.
32	Gilbert Garage	1305 Cameron Street	UST	0.157 (SSE)	1-500 gallon UST deemed closed as of 1/22/1996, noted that UST had been previously filled with sand. No further action required.

	Property Name	Address	EDR Database	Distance and Direction from Project (mi)	Notes
33	Wilbert Gray & Sons, Inc.	107 Portland Ave	UST	0.193 (NNW)	1-550 gallon tank removed, deemed closed by DEQ as of 3/25/1996.
34	Circle K #4912	2015 Cameron Street	SPILLS, REM	0.343 (SSW)	6/14/1999 - UST tank contamination from gasoline, REM - DEQ deemed complete and closed as of 4/14/2012, no further action required.
35	Wickes Lumber	2108 Cameron Street	HIST LUST	0.373 (SSW)	9/22/1990 - UST leak, tank excavated and soil disposed of properly, no further action as of 1/29/1998

AUL – Listing of Institutional and/or Engineering Controls
SPILLS – Emergency Response Section Incidents
UST – Underground Storage Tanks
HIST LUST - Underground Storage Tank Case History Incidents
REM – Division of Remediation Services Incidents
NPDES – LPDES Permits Database
ECHO – Enforcement and Compliance History Information

Any chemical plants, refineries or landfills adjacent to the project? (Y or N) **Any large manufacturing facilities adjacent to the project?** (Y or N) **Dry Cleaners?** (Y or N) If yes to any, give names and locations: Yes; D & S Drycleaners, located at 1916 Cameron Street, is located approximately 0.24 mile south-southwest of the project corridor. As of November 24, 2013, no violations have been recorded at this location.

Per the EDR report and other agency websites, no chemical plants, refineries, or landfills are within the vicinity of the project corridor.

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (Y or N) List the type and location of wells being impacted by the project. Yes; per the LDNR SONRIS website, no oil and gas wells or injection wells occur within the project corridor. The closest well is an injection well located adjacent to the Lafayette regional Airport approximately 2.75 miles southeast of the project corridor.

Are there any possible residential or commercial relocations/displacements? (Y or N)
How many?

Do you know of any sensitive community or cultural issues related to the project? (Y or N)
If so, explain. None were noted. However, per USEPA Enviromapper data, N. University Avenue south of I-10 was identified as an Emergency Evacuation Route.

Is the project area population minority or low income? (Y or N) Yes; for minority demographics, based on the EPA's environmental justice mapping tool (EJView), all of the area south of I-10 and west of N. University Avenue falls into the 80-90 percent minority group. Areas north of I-10 and west of N. University Avenue fall into the 50-60 percent minority group, while areas to the east fall into the 70-80 percent minority group. To the east of N. University Avenue, there are three different minority concentrations: from I-10 to West Willow Street, 80-90 percent fall into the minority group, from West Willow Street to Huval Street, 95-100 percent exhibit minority residences, and from Huval Street to Cameron Street, minority residences fall into the 90-95 percent group.

For low-income demographics – based on the EPA's environmental justice mapping tool (EJView), with the exception of a small block of residences east of N. University Avenue between I-10 and West Willow Street which falls into the 80-90 percent low-income group, the remainder of the area south of I-10 falls into the 95-100 percent low-income group. Areas to the north of I-10 fall into the 70-80 percent low-income group.

What type of detour/closures could be used on the job? No detours are anticipated at this time, and standard lane closures will apply as necessary.

Did you notice anything of environmental concern during your site/windshield survey of the area? If so, explain below. No environmental concerns were noted during the January 5, 2018 "windshield" survey.

Kara Moree, CSRS, Inc., Natural Resources Manager
Point of Contact

(225) 831-2163
Phone Number

May 18, 2018
Date

STAGE 0
Environmental Checklist

General Explanation:

To adequately consider projects in Stage 0, some consideration must be given to the human and natural environment which will be impacted by the project. The Environmental Checklist was designed knowing that some environmental issues may surface later in the process. This checklist was designed to obtain basic information, which is readily accessible by reviewing public databases and by visiting the site. It is recognized that some information may be more accessible than other information. Some items on the checklist may be more important than others depending on the type of project. It is recommended that the individual completing the checklist do their best to answer the questions accurately. Feel free to comment or write any explanatory comments at the end of the checklist.

The Databases:

To assist in gathering public information, the previous sheet includes web addresses for some of the databases that need to be consulted to complete the checklist. As of February 2011, these addresses were accurate.

Note that you will not have access to the location of any threatened or endangered (T&E) species. The web address lists only the threatened or endangered species in Louisiana by Parish. It will generally describe their habitat and other information. If you know of any species in the project area, please state so, but you will not be able to confirm it yourself. If you feel this may be an issue, please contact the Environmental Section. We have biologist on staff who can confirm the presence of a species.

Why is this information important?

Land Use? Indicator of biological issues such as T&E species or wetlands.

Tribal Land Ownership? Tells us whether coordination with tribal nations will be required.

WRP properties? Farmland that is converted back into wetlands. The Federal government has a permanent easement which cannot be expropriated by the State. Program is operated through the Natural Resources Conservation Service (formerly the Soil Conservation Service).

Community Elements? DOTD would like to limit adverse impacts to communities. Also, public facilities may be costly to relocate.

Section 4(f) issues? USDOT agencies are required by law to avoid certain properties, unless a prudent or feasible alternative is not available.

Historic Properties? Tells us if we have a Section 106 issue on the project. (Section 106 of the National Historic Preservation Act) See http://www.achp.gov/work106.html for more details.

Scenic Streams? Scenic streams require a permit and may require restricted construction activities.

Significant Trees? Need coordination and can be important to community.

Age of Bridge? Section 106 may apply. Bridges over 50 years old are evaluated to determine if they are eligible for the National Register of Historic Places.

Navigability? If navigable, will require an assessment of present and future navigation needs and US Coast Guard permit.

Hazardous Material? Don't want to purchase property if contaminated. Also, a safety issue for construction workers if right-of-way is contaminated.

Oil and Gas Wells? Expensive if project hits a well.

Relocations? Important to community. Real Estate costs can be substantial depending on location of project. Can result in organized opposition to a project.

Sensitive Issues? Identification of sensitive issues early greatly assists project team in designing public involvement plan.

Minority/Low Income Populations? Executive Order requires Federal Agencies to identify and address disproportionately high and adverse human health and environmental effects on minority or low income populations. (Often referred to as Environmental Justice)

Detours? The detour route may have as many or more impacts. Should be looked at with project. May be unacceptable to the public.

Louisiana Governor's Office of Indian Affairs:
http://www.indianaffairs.com/tribes.htm

Louisiana Wetlands Reserve Program:
http://www.nrcs.usda.gov/programs/wrp/states/la.html

Community Water Well/Supply
http://sonris.com/default.htm

Louisiana Department of Wildlife and Fisheries – Wildlife Refuges
http://www.wlf.louisiana.gov/refuges
http://www.fws.gov/refuges/profiles/ByState.cfm?state=LA
http://www.fws.gov/refuges/refugelocatormaps/Louisiana.html

U.S. Fish & Wildlife Service – National Wetlands Inventory:
http://www.fws.gov/wetlands/

Louisiana State Historic Sites:
http://www.crt.state.la.us/parks/ihistoricsiteslisting.aspx

National Register of Historic Places (Louisiana):
http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome
http://www.nationalregisterofhistoricplaces.com/la/state.html

National Historic Landmarks Program:
http://www.nps.gov/history/nhl/

Threatened and Endangered Species Databases:
http://www.wlf.louisiana.gov/wildlife/louisiana-natural-heritage-program

Louisiana Scenic Rivers:
http://www.wlf.louisiana.gov/wildlife/scenic-rivers
http://media.wlf.state.la.us/experience/scenicrivers/louisiananaturalandscenicriversdescriptions/
http://www.legis.state.la.us/lss/lss.asp?doc=104995

Significant Tree Policy (EDSM I.1.1.21)
http://notes1/ppmemos.nsf
(Live Oak, Red Oak, White Oak, Magnolia or Cypress, aesthetically important, 18" or greater in diameter at breast height and has form that separates it from surrounding or that which may be considered historic.)

CERCLIS (Superfund Sites):
http://www.epa.gov/superfund/sites/cursites/
http://www.epa.gov/enviro/html/cerclis/cerclis_query.html

ERNS - Emergency Response Notification System - Database of oil and hazardous substances spill reports: http://www.epa.gov/region4/r4data/erns/index.htm

Enforcement & Compliance History (ECHO)
http://www.epa-echo.gov/echo/

DEQ – Underground Storage Tank Program Information:
http://www.deq.louisiana.gov/portal/tabid/2674/Default.aspx
Leaking Underground Storage Tanks:
http://www.deq.state.la.us/portal/tabid/79/Default.aspx

SONRIS – Oil and Gas Well Information & Water Well Information
http://sonris.com/default.htm

Environmental Justice (minority & low income)
http://www.fhwa.dot.gov/environment/ej2000.htm

Demographics
http://www.census.gov/

FHWA's Environmental Website
http://www.fhwa.dot.gov/environment/index.htm

Additional Databases Checked

Other Comments:

STAGE 0
Preliminary Scope and Budget Checklist
Urban Systems Program
MPO Area: Lafayette

A. Project Background

Project Name (40 characters max.) University Avenue Corridor Study

District 03 Parish Lafayette

City/Town Lafayette Local Road Name University Avenue

If project is on a state route: Route: LA 182 Control Section: 032-01

Begin Log Mile: 1.123 End Log Mile 10.689

List study team members: CSRS, Inc., CPEX, Vectura, and HR&A

Who is the sponsor of the study? Acadiana Planning Commission (APC).

Has someone on the sponsor's staff attended the LPA Certification class? Yes

Sponsor DUNS#: 075054536

Date Study Completed: Summer 2018

Describe the existing facility:

Functional classification: Principal Arterial (Urban)

Number and width of lanes: Five-lane, ten feet lane section with two travel lanes in each direction and a continuous two-way left-turn lane.

Shoulder width and type: No shoulders Mode: Vehicle

Access control: The existing corridor has no access control. ADT: 27,500 vehicles Posted Speed: 40 MPH

Describe any existing pedestrian facilities (ADA compliance should be considered for all improvements that include pedestrian facilities): The existing facility does not have pedestrian facilities. ADA compliance will be considered for all improvements that include pedestrian facilities.

Describe the adjacent land use: The land use in this corridor consists primarily of retail business and restaurants. Will this project be adding miles to the state highway system (new alignment, new facility)? If yes, has a transfer of ownership been initiated with the appropriate entity? This project will not be adding miles to the state highway system.

Are there recent, current or near future planning studies or projects in the vicinity? Yes

If yes, please describe the relationship of this project to those studies/projects. There are four projects currently in the area: a roundabout design project at Renaud Drive, Aesthetic Improvements to the Railroad Underpass located within the project, a Sanitary Sewer Capacity Analysis, and a flood zone assessment which may change or modify the 100-Year Flood Zone classification.

Provide a brief chronology of these planning study activities: _____

B. Purpose and Need

State the Purpose (reason for proposing the project) and Need (problem or issue)/Corridor Vision and a brief scope of the project. Also, identify any additional goals and objectives for the project.

The purpose of this project is to improve the safety, operations, and capacity of the LA 182 corridor, while considering the stakeholders' concerns early in the concept development phase and continuously throughout the project. This project is needed to maintain reasonable traffic operations for a 20-year design horizon, improve transportation safety/access management, and incorporate complete street design elements. Currently there is no facility to accommodate pedestrians and cyclists.

C. Agency Coordination

Provide a brief synopsis of coordination with federal, tribal, state and local environmental, regulatory and resource agencies.

A kickoff meeting was held with the project team, Lafayette Consolidated Government (LCG) and Acadiana Planning Commission (APC). Progress meetings with stakeholders including Lafayette Utility Service (LUS), University of Louisiana at Lafayette (ULL), and Louisiana Department of Transportation and Development (LADOTD) have been held throughout the project.

What transportation agencies were included in the agency coordination effort?

Lafayette Consolidated Government (LCG) and Acadiana Planning Commission (APC), and Louisiana Department of Transportation and Development (LADOTD).

C. Agency Coordination (Continued)

Describe the level of participation of other agencies and how the coordination effort was implemented.
Input was collected from stakeholders, LCG, APC, and LADOTD at the project initiation meeting as well as at progress meeting. Meetings were held early in the project and prior to concepts being developed to allow for implementation of the stakeholders' concerns when possible into the proposed concepts.

What steps will need to be taken with each agency during NEPA scoping?
NEPA scoping will occur as part of Stage 1 (Environmental and Planning).

D. Public Coordination

Provide a synopsis of the coordination effort with the public and stakeholders; include specific timelines, meeting details, agendas, sign-in sheets, etc. (if applicable).
Below is a table of Meetings and attendees that have occurred to date. Agendas and sign-in sheets can be found in the report.

Date	Attendees
Thursday, December 21, 2017	**LUS (Lafayette Utility Service)**
Monday, January 8, 2018	LCG, APC, CSRS
Friday, January 12, 2018	LCG, APC, CSRS
Thursday, January 18, 2018	**UL**, LCG, APC, CSRS
Monday, January 29, 2018	**Public Meeting**
Friday, February 16, 2018	LCG, APC, CSRS
Thursday, February 22, 2018	CPEX, HR&A, Vectura, CSRS
Monday, February 26, 2018	LCG, APC, CSRS
Monday, March 12, 2018	LCG, APC, CSRS
Monday, March 19, 2018	LCG, APC, CSRS
Thursday, March 22, 2018	LCG, APC, CSRS
Monday, March 26, 2018	LCG, APC, CSRS
Monday, April 2, 2018	LCG, APC, CSRS
Monday, April 9, 2018	LCG, APC, CSRS
Tuesday, April 10, 2018	**Public Meeting**
Monday, April 16, 2018	LCG, APC, CSRS
Monday, April 30, 2018	LCG, APC, CSRS
Monday, May 7, 2018	LCG, APC, CSRS
Monday, May 14, 2018	LCG, APC, CSRS
Monday, May 21, 2018	LCG, APC, CSRS

APC- Acadiana Planning Commission
LCG- Lafayette Consolidated Government
CSRS, Inc

E. Project Scope, Range of Alternatives, Alternative Evaluation and Screening

Provide a project scope and give a description of the project concept for each alternative studied.

What are the major design features of the proposed facility? Attach a vicinity map showing project limits. If applicable also attach an aerial photo with concept layout.

Alternative 1: Boulevard

Alternative 1 consists of conventional geometric improvements at each of the five signalized intersections along the studied corridor, which included adding right- and left-turn lanes and improved signal timings. This concept also included the implementation of a median to replace the continuous two-way left-turn lane. The benefit of a median is to reduce conflict points at all intersections that are not signalized. The median will also provide positive separation between opposing travel lanes, which will reduce the likelihood of a head-on collision like the head-on, fatal collision that occurred in 2016. While not a part of the analysis, other studies have shown that the corridor travel times can improve 40 to 60% when driveways and side-streets are converted from full-access to right-in / right-out. To provide reasonable access to driveways and streets that currently have full-access and will become right-in / right-out driveways, the maximum spacing between full-access signal or U-turn openings is 0.25 miles. Based on existing conditions, U-turns will be needed between the following intersections:

- W. Willow Street,

• Madeline Avenue, and

• US 90 (Cameron Street).

As previously discussed, much of the studied corridor is classified as an "Abnormal" section. Previous safety studies have shown that reducing conflict points correlates to lower crash rates. A crash modification factor (CMF) is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. A CMF represents the long-term expected reduction in crashes. Changing a two-way, continuous left-turn lane to a raised median has a CMF of 0.773, which means that crashes could be reduced by 23%. While Alternative 1 does not reduce the conflict points at the five signalized intersections, it does significantly reduce the conflict points at all driveways and non-signalized public streets. Alternative 1 would reduce the conflict points from 1,228 to 401 – a 67% reduction. From Delores Street to US 90 (Cameron Street) the typical cross-section of LA 182 (N. University Avenue) consists of a five-lane section. Alternative 1 consists of deleting the continuous two-way left-turn lane and replacing it with a median. The median width could be as narrow as six feet or as wide as 10 feet. Medians six feet or wider can be used for pedestrian refuge and planted with ground cover. Medians that are eight feet or wider may be planted with trees. Since Alcide Dominique Drive is only located 512 feet to the south of the I-10 eastbound ramp signalized intersection, placing a signal at Alcide Dominique Drive would violate the spacing requirement of DOTD. Additionally, the side street does not meet Traffic Signal Warrant 1a -- even the peak hours. Therefore, Alternative 1 was not considered for this intersection.

Alternative 2: Road Diet

Alternative 2 consists of reducing the number of travel lanes from five to three, also known as a "Road Diet". A three-lane cross-section would consist of one travel lane in either direction with a continuous two-way left-turn lane. The primary benefits from this alternative is enhanced multi-modal operations. Based on analyzing future volumes utilizing growth rates from the Regional Demand Model, the traffic operations along the corridor would be significantly degraded. There are several signalized intersections on LA 182 that have dual-left turns from the side street. Since LA 182 (N. University Avenue) would only have one travel lane in either direction under the proposed Road Diet, the cross street would be limited to only one left turn lane. Additionally, the north-south capacity would be cut in half due to the reduction of travel lanes from four to two. While the Road Diet cross-section and intersection configuration is very similar to the existing condition, the number of conflict points at the intersections is reduced since the number of lanes are reduced. Based on a review of the corridor conflict points, Alternative 2 would reduce the conflict points from 1,228 to 946 – a 23% reduction. Eliminating two 10-foot travel lanes would allow for reallocation of cross-section to accommodate the following options:

• Extension of the curb line for wider sidewalks,

• Parking and transit lanes in either direction, and

• Bike lanes.

Eliminating two through lanes in the north-south direction would provide space to construct bike and pedestrian connections under the I-10 overpass at the interchange. Currently, the embankment and bridge piers preclude an exclusive bike or pedestrian facility that runs underneath the overpass. As with Alternative 1, a traffic signal at Alcide Dominique Drive would violate the spacing requirement of DOTD and would not meet Traffic Signal Warrant 1a for even the peak hours; therefore, this intersection is recommended to remain as a stop condition and was not analyzed.

Alternative 3: Roundabout

Alternative 3 consists of converting the existing signalized intersections to roundabouts. This alternative also replaces the continuous two-way left-turn with a median. As with Alternative 1, U-turns will be needed to provide reasonable access between the following intersections:

• Alcide Dominique Drive / Hollywood Drive,

• W. Willow Street,

• Madeline Avenue, and

• US 90 (Cameron Street).

Like Alternative 1, the median width could be as narrow as six feet or as wide as 10 feet. Since turn lanes are not needed for roundabouts, a narrower road cross-section is possible along the I-10 underpass, which would create more space for bike and / or pedestrian facilities. Roundabouts are proven to reduce the number of crashes and the severity of crashes. The CMF of converting a traffic signal to a roundabout is 0.814, which means overall crashes were estimated to decrease 19% after the installation of a roundabout. As with Alternative 1, changing a two-way, continuous left-turn lane to a raised median has a CMF of 0.775, which means that crashes could be

reduced by 23%. Alternative 3 reduces the number of conflict points at the five signalized intersections, as well as, the conflict points at all driveways and non-signalized public streets. Alternative 3 would reduce the conflict points from 1,228 to 297 – a 76% reduction. US 90 (Cameron Street) will be a traditional signalized intersection. The corridor will also incorporate raised medians for access control.

Follow this link to view LADOTD Minimum Design Guidelines:
http://www.dotd.louisiana.gov/highways/project_devel/design/road_design/Memoranda/English_Design_Guidelines.pdf

What impact would this project have on freight movements? There would be no negative impacts to freight movement.

Does this project cross or is it near a railroad crossing? Yes

DOTD's "Complete Streets" policy should be taken into consideration. Per the policy, any exception for not accommodating bicyclists, pedestrians and transit users will require the approval of the DOTD chief engineer. For exceptions on Federal-aid highway projects, concurrence from FHWA must also be obtained. In addition, any exception in an urbanized area, concurrence from the MPO must also be obtained. Follow this link to view the policy: http://www.dotd.la.gov/programs_grants/completestreets/documents/cs-la-dotpolicy.pdf

- Describe how the project will implement the policy or include a brief explanation of why implementing the policy would not be feasible. Sidewalks are provided on both sides throughout the corridor. It could be widened to allow for a multi-use path.

How are Context Sensitive Solutions (CSS) being incorporated into the project? For more information on CSS follow this link: http://www.dotd.la.gov/administration/policies/DOTD_CSS_Policy_20060526.pdf.

Context Sensitive Solutions were incorporated into this project by involving the federal, state and local agencies, organizations and individuals early in the phase of the concepts development and often as alternatives were refined.

E. Project Scope, Range of Alternatives, Alternative Evaluation and Screening (Continued)

Was the DOTD's "Access Management" policy taken into consideration? If so, describe how. (See EDSM IV.2.1.4 for more information.) Yes. There will be raised medians.

Were any safety analyses performed? If so describe results and attach documentation. For safety analysis guidance follow this link: http://www.dotd.la.gov/planning/highway_safety/home.aspx?key=3

Yes. The crash analysis has been included as part of the document in the Traffic report in Attachment A.

Are there any abnormal crash locations or overrepresented crashes within the project limits? Two segments were identified as abnormal along the University Avenue corridor. Please refer to Figure 15 and Figure 16 in the Traffic Report (Attachment A) for these locations.

What future traffic analyses are anticipated? No future traffic analyses are anticipated at this time.

Will fiber optics be required? If so, are there existing lines to tie into? Fiber optics will be analyzed in subsequent stages (Stage 1 and Stage 3).

Are there any future ITS/traffic considerations? Yes, these will be analyzed in subsequent stages.

What is the required Transportation Management Plan (TMP) level as defined by EDSM No. VI.1.1.8? Please see Attachment B.

- Is this project considered significant as defined in EDSM No. VI.1.1.4? No
- If yes, describe the mobility and safety analysis and assessment that was conducted as required in the development of a TMP. _____

  _____
- What further data will need to be collected to address the content and scope of the TMP in the design stage/phase of this project? TTC Plans, Work Restrictions, and Basic Public Information release at the District Level.

Was Construction Transportation Management/Property Access taken into consideration? No. This project should not require roadway closures.

Were alternative construction methods considered to mitigate work zone impacts? No. The work zone impacts will be minimal without closures required. The work should not require consideration for alternative construction methods

Describe screening criteria used to compare alternatives and from what agency the criteria were defined.
Lafayette Consolidated Government with guidance from the CSRS, Inc. Team developed the following criteria for alternatives:

- Maintain reasonable traffic operations for a 20-year design horizon,
- Improve transportation safety/ Access Management, and
- Incorporate Complete Street design elements.

Give an explanation for any alternative that was eliminated based on the screening criteria.
Alternative 1 was eliminated due to Alcide Dominique Drive being located 512 feet to the south of the I-10 eastbound ramp signalized intersection, placing a signal at Alcide Dominique Drive would violate the spacing requirement of DOTD. Additionally, the side street does not meet Traffic Signal Warrant 1a -- even the peak hours. Therefore, Alternative 1 was not considered for this intersection. This violates the maintain reasonable traffic operations criteria.

As with Alternative 1, a traffic signal at Alcide Dominique Drive would violate the spacing requirement of DOTD and would not meet Traffic Signal Warrant 1a for even the peak hours; therefore, this intersection is recommended to remain as a stop condition and was not analyzed. This violates the maintain reasonable traffic operations criteria.

Which alternatives should be brought forward into NEPA and why? Alternative 3 Roundabouts should move be brought forward into NEPA as it accomplishes the screening criteria

Did the public, stakeholders and agencies have an opportunity to comment during the alternative screening process? Yes

Describe any unresolved issues with the public, stakeholders and/or agencies.
There are currently no unresolved issued with the public, stakeholders and/or agencies.

F. Planning Assumptions and Analytical Methods

What is the forecast year used in the study? 2040

What method was used for forecasting traffic volumes? LADOTD 2015 counts were used with a 1.3% annual growth rate. The 2018 and 2040 volumes were calculated using the calculated growth rates.

Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long-range transportation plan? Yes

What future year policy and/or data assumptions were used in the transportation planning process as they are related to land use, economic development, transportation costs and network expansion? A 1.3% annual growth rate was applied to the 2015 LADOTD counts. The 2040 traffic volumes were computed with this growth rate as well.

G. Potential Environmental Impacts

See the attached Stage 0 Environmental Checklist

H. Schedule Planner Worksheet

Please attach a completed schedule worksheet

I. Budget/Cost Estimate

Provide a cost estimate for each feasible alternative:

Phase	Total Estimated Cost	Funding Source (STP>200K, STP<200K, CMAQ, DEMO, DOTD Priority Program, Local)	Match Provided By (City, Parish, State, Other)	TIP Fiscal Year
Environmental (document, mitigation, etc.)	$30,000	STP>200k / STGEN (Capital Outlay)/	TBD	TBD
Engineering Design	$4,000,000	STP>200k TAP>200k	TBD	TBD
R/W Acquisition (C of A if applicable)	$4,000,000	STP>200k TAP>200k	TBD	TBD
Utility Relocations	$6,300,000	STP>200k	TBD	TBD
Construction	$25,700,000	STP>200k	TBD	TBD
Construction Engineering & Inspection Services	$500,000	STP>200k	TBD	TBD
TOTAL COST	$42,500,000			

ATTACH ANY ADDITIONAL DOCUMENTATION

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Appendix C

Schedule Planner Worksheet			
Stage	**Range of Time (months)**	**Estimated Time (months)**	
		Min.	Max.
Stage 0 - Planning			
MPO - Urban Systems Program			
Selection Process (MPO)	4 - 12 months		
Develop Stage 0 Check list (LPA)	Up to 3 months		
Approval of Stage 0 Checklist (DOTD)	3 - 6 months		
DOTD project number assigned (DOTD)	1 day - 2 weeks		
Total MPO - Urban Systems			
Other Programs			
Develop Application (LPA)	1-3 months		
Selection Process (DOTD)	2-6 months		
Total Other Programs		**COMPLETED**	
Stage 1 - Environmental			
MPO - Urban Systems Program			
Complete traffic studies, *if needed*	3 - 12 months	3	6
Prepares environmental document (LPA)	2 months - 12 months	11	12
CE Soliciation of Views (LPA)	2 - 3 months	2	2
Process & obtain **federal** approval of the document (DOTD)	2 -3 months	2	3
CE Approved (DOTD)	1 - 2 months	1	2
PCE (DOTD clears)	1 -2 month	1	2
Total MPO - Urban Systems		20	27
Other Programs			
Prepares environmental document (LPA)	1-3 months	2	3
CE Soliciation of Views (LPA)	2-3 months	2	3
Process & obtain federal approval of the document (DOTD)	2-3 months	2	3
CE Approved (DOTD)	1-2 months	1	2
PCE (DOTD clears)	1-2 months	1	2
Total Other Programs		**8**	**13**
Stage 2 - Funding			
Approval by Council (match)	dependent upon LPA	1	2
TIP Amendments	1 - 4 months	3	4

Stage 3 - Preconstruction			
Consultant Selection & Contract			
DOTD Selects (Fed money)			
Submits scope of services and man-hours (LPA)	1 - 2 months	2	2
Reviews scope and man-hours (DOTD)	1 - 2 months	2	2
Prepares & advertises contract (DOTD)	1 month	1	1
Selects the consultant with input from entity (DOTD)	5 months	5	5
Prepares contract (DOTD)	1 - 1 1/2 months	1.5	1.5
Executes contract (LPA)	1 month	1	1
Provides schedule & budget (LPA)	throughout the life of the contract		
Reviews, approves & transmits invoices to DOTD (LPA)	monthly basis		
Processes & pays invoices (DOTD)	1 month	1	1
Monitors the contract time & requests any extensions /suspensions (LPA)	throughout the life of the contract		
Total additional time if DOTD selects consultant		**13.5**	**13.5**
LPA Pays (Selects)			
Preliminary Plans			
MPO - Urban System Projects			
Completes predesign form (LPA)	1 week	0.25	0.25
Schedules & chairs predesign meeting (DOTD)	2 weeks	0.5	0.5
Attends predesign meeting (LPA)	1 day		
30% Submittal	1 month	1	1
30% Review	1 1/2 - 2 months	2	2
60% Submittal (Geometrics, Hydraulic)	1 month	1	1
60% Review (DOTD)	1 1/2 - 2 months	2	2
90% Submittal (required for all submittals)	1 month	1	1
Schedules & chairs PIH (DOTD)	2 - 3 months	3	3
DOTD distributes Field Inspection notes	1 month	1	1
100% Submittal - LPA reviews plans to ensure comments have been incorporated*	1 month	1	1
Total - MPO - Urban Systems Preliminary Plan Development		**12.75**	**12.75**
Other Programs			
90-95% Submittal (LPA)	3 - 6 months	4	6
90-95% Review	2 - 3 months	2	3
Field Inspection	2 - 3 months	2	3
Total - Other Programs Preliminary Plan Development		**8**	**12**
Final Plans			
MPO - Urban System Program			
60% Submittal (Geometrics, Hydraulic)	1 month	1	1
60% Review (DOTD)	1 1/2 - 2 months	1.5	2
Advanced Check Print (95%) Submittal (LPA)	1 month	1	1

Advanced Check Print (95%) Review (DOTD)	2 - 3 months	2	3
100% Submittal -stamped, signed & dated final plans, cost estimate & calculations (LPA)	1 - 3 month	2	3
Total - MPO - Urban Systems Final Plan Development		**7.5**	**10.0**
Other Programs			
90-95% Submittal (ACP) - LPA reviews plans to ensure comments have been incorporated	1 - 3 months	2	3
90-95% Review (ACP) - DOTD verifies all comments have been incorporated	1 - 3 months	2	3
100% Submittal -(LPA submits final documentation with all needed information - stamped, signed & dated final plans, cost estimate & calculations)	1 - 3 months	2	3
Total - Other Programs Final Plan Development		**6**	**9**
Throughout Plan Development required items that can be process coincidentally but must be completed prior to 100% plan submittal			
Entity-State Agreement Processing (DOTD)	1-3 months	2	3
Entity-State Agreement Processing (Entity)	2-5 months	4	5
Obtain all Permits (Environmental & RR) (LPA)	6-12 months	9	12
RR Agreement (Start in Stage 0 - Finish in final plans) (LPA)	6 - 12 months	9	12
Utility Agreements (clearances & certification documentation) (LPA)	6 - 12 months	9	12
Ensures permits & utility clearances are obtained (DOTD)	1 month	1	1
Completes non-standard pay item request (LPA)	2 months	2	2
Processes non-standard pay item requests (DOTD)	2 months	2	2
Right-of-way Maps	6 months	6	6
Right-of-way Purchase	6 - 12 months	9	12
Stage 4 - Letting			
Bid Package Preparation	3 months	3	3
Advertised	1 month	1	1
Bid/Bid Review	1 month	1	1
Award/Execute Contract (Notice of Contract Execution NOCE)	1 month	1	1
Project Set-up Meeting prior to preconstruction conference (DOTD & LPA)	At least 2 weeks before Preconstruction Conference		
Preconstruction Conference	Is scheduled prior to the NTP		
NTP	Max 1 month from NOCE		
Total - Letting		**6**	**6**
Stage 5 Constructon			

Construction of project	3-36 months	24	36
Final Inspection	0.5 months	0.5	0.5
Project Closeout	1 month	1	1
Total		**164.25**	**213.75**

Vicinity Map

University Avenue Corridor Study Area

Appendix A

APRIL 20, 2018

VECTURA

ALTERNATIVE ANALYSIS STUDY

LA 182 (N. UNIVERSITY AVENUE) –

FROM LA 723 (RENAUD DRIVE) TO US 90 (CAMERON STREET)

LAFAYETTE, LA

FOR ACADIANIA PLANNING COMMISSION

IN ASSOCIATION WITH CSRS, INC.

BY VECTURA CONSULTING SERVICES, L.L.C.

PO BOX 14269, BATON ROUGE LA 70898

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Executive Summary

Vectura Consulting Services, LLC (Vectura) was hired as a sub-consultant to CSRS, Inc. to perform an alternative analysis study on LA 182 (N. University Avenue) from LA 723 (Renaud Drive) to US 90 (Cameron Street) in Lafayette, Louisiana. Within the study limits, LA 182 primarily consisted of a five-lane section with two travel lanes in each direction and a continuous two-way left-turn lane. The physical characteristics of LA 182 typically consisted of a curb and gutter drainage with a posted speed limit of 40 miles per hour. The following six intersections were studied along the LA 182 corridor:

- I-10 Westbound Ramp,
- I-10 Eastbound Ramp,
- Alcide Dominique Drive / Hollywood Drive,
- W. Willow Street,
- Madeline Avenue, and
- Cameron Street.

Operationally, the studied corridor operates at a LOS E or better during the AM and PM peak periods. Some queuing was observed in the southbound direction in AM peak period and the northbound direction in the PM peak period. From a safety perspective, most of the corridor is classified as an Abnormal Segment with 585 reported crashes from January 1, 2014 through December 31, 2016. Based on input from the City of Lafayette and the Acadiana Planning Organization, the following were goals of the project:

- Maintain reasonable traffic operations for a 20-year design horizon,
- Improve transportation safety / Access Management, and
- Incorporate Complete Street design elements.

To achieve the project goals, several alternatives were developed. Each of these concepts enhance some or all the project goals. To provide a baseline comparison, a No Build alternative was evaluated in the implementation year of 2020 and design year of 2040. The following alternatives were developed to achieve the project goals:

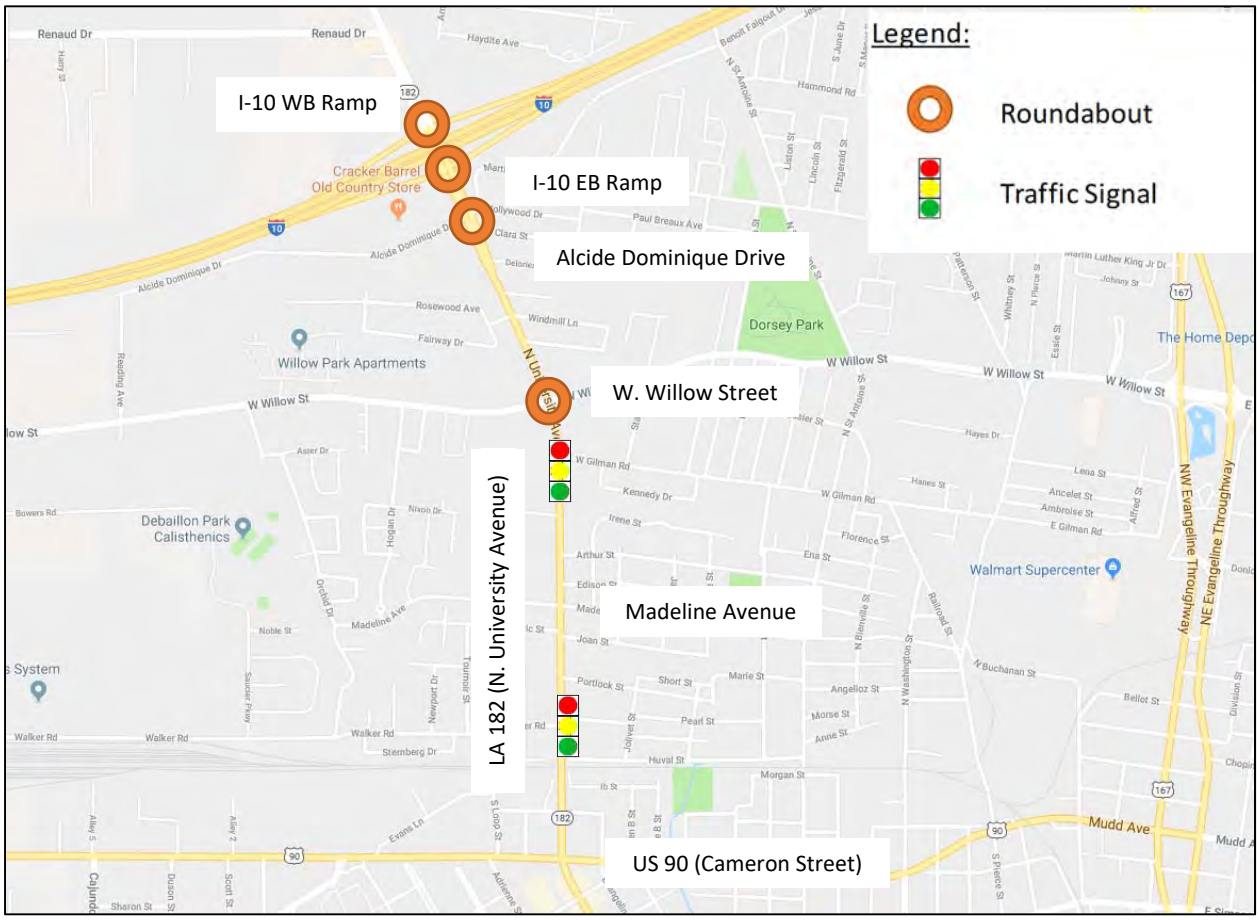
- Alternative 1: Boulevard,
- Alternative 2: Road Diet, and
- Alternative 3: Roundabout.

Considering operational, safety and multi-modal improvements, the following geometric recommendations were made:

- I-10 Westbound Ramp – Roundabout,
- I-10 Eastbound Ramp – Roundabout,
- Alcide Dominique Drive / Hollywood Drive – Roundabout,
- W. Willow Street – Roundabout,
- Madeline Avenue – no geometric improvements recommended,
- Cameron Street – turn lane and traffic signal improvements, and
- Corridor – replace two-way left-turn lane with a raised median.

Replacing the two-way left-turn lane with a median was recommended along the study limits on LA 182. Sidewalks along the extents of the studied corridor with ADA compliant ramps at all signalized or intersections with roundabouts were also recommended.

Figure ES 1: Proposed Traffic Control for Studied Intersections

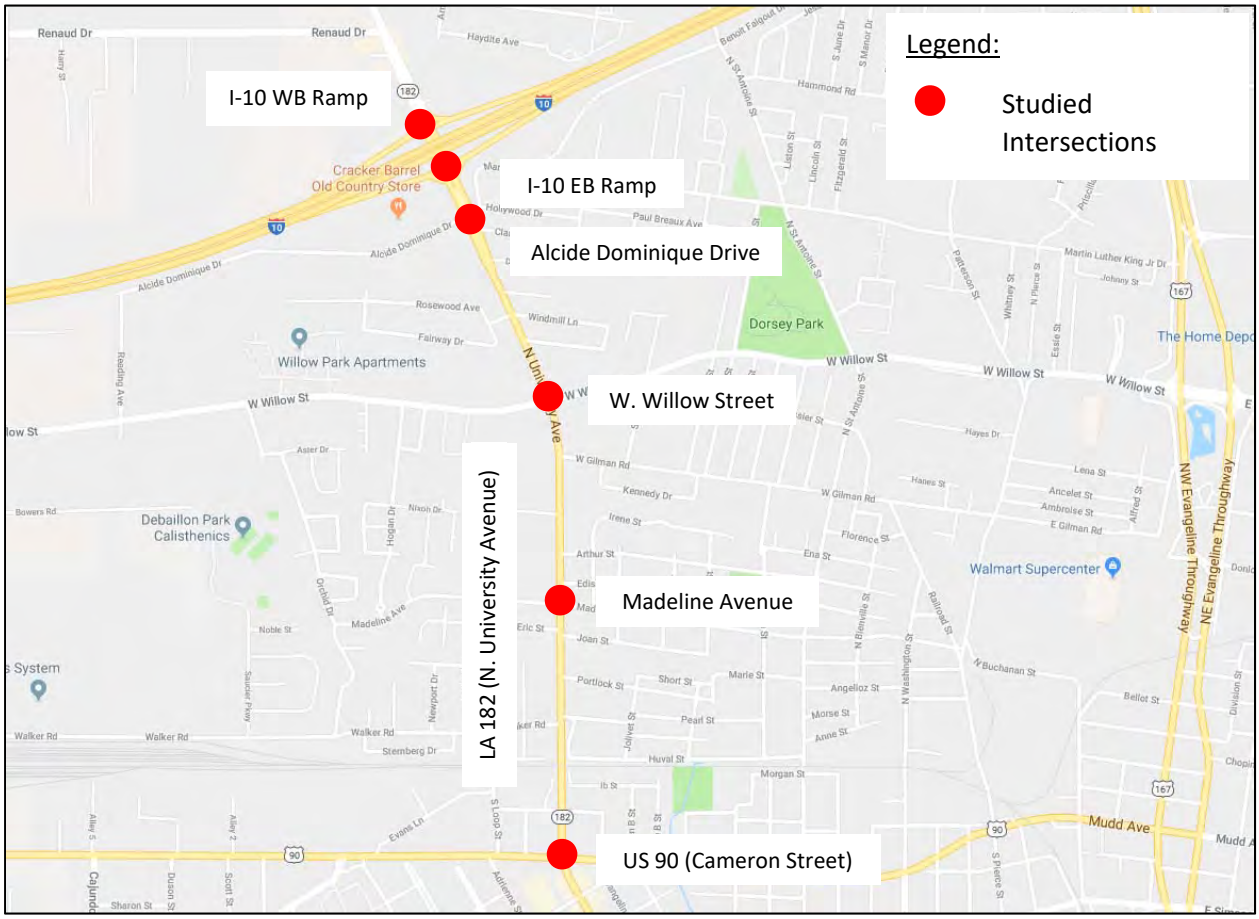


Introduction

Vectura Consulting Services, LLC (Vectura) was hired as a sub-consultant to CSRS, Inc. to perform an alternative analysis study on LA 182 (N. University Avenue) from LA 723 (Renaud Drive) to US 90 (Cameron Street) in Lafayette, Louisiana. At the time of the study, LA 182 was classified by the Department of Transportation and Development (DOTD) as a Principal Arterial (Urban) road. Within the study limits, LA 182 primarily consisted of a five-lane section with two travel lanes in each direction and a continuous two-way left-turn lane. Portions of LA 182 did not have a continuous two-way left-turn lane; however, the two travel lanes in each direction were present. The physical characteristics of LA 182 typically consisted of a curb and gutter drainage with a posted speed limit of 40 miles per hour. The following six intersections, as shown in **Figure 1**, were within the study limits on LA 182:

- I-10 Westbound Ramp,
- I-10 Eastbound Ramp,
- Alcide Dominique Drive / Hollywood Drive,
- W. Willow Street,
- Madeline Avenue, and
- Cameron Street.

Figure 1: Studied Intersections



Methodology

To provide an alternative analysis of the studied corridor, the following work elements were conducted:

- Data Collection
  - weekday peak hour vehicle turning movement volumes (AM and PM)
  - Pedestrian and bicycle volumes
  - Existing transit services
- Existing Conditions
  - Capacity Analysis
    - Developed existing traffic signal timing using PTV Vistro software
    - Analyzed Level of Service (LOS) and average stopped delay using Sidra software
  - Safety Analysis
    - Report the three-year crash history for the studied intersections and roadway segment as defined in DOTD Traffic Engineering Manual (TEM) Section 3B.2.9
    - Conflict point comparison
- Development of Alternatives
  - Existing / No Build Condition
  - Alternative 1: Boulevard
  - Alternative 2: Road Diet
  - Alternative 3: Roundabout
- Comparative Capacity Analysis of Alternatives using Sidra software
- Recommendations

Data Collection

Turning Movement Volumes

Turning movement count data was collected on September 21, 2017 from 6:30 – 9:00 AM and 3:00 – 6:00 PM at the following locations:

- W. Willow Street,
- Madeline Avenue, and
- US 90 (Cameron Street).

DOTD provided turning movement count data for the I-10 westbound and eastbound ramp intersections. The intersection at Alcide Dominique Drive / Hollywood Drive was counted on September 21, 2018. Turning movement counts for all six intersections were shown in **Figure 2**, while the raw traffic data was provided in the **Appendix**. The most recent average daily traffic (ADT) volumes in the studied area that were collected from DOTD were shown in **Figure 3**.

It should be noted that a roundabout is currently proposed at the intersection of LA 182 at LA 723 (Renaud Drive). A Roundabout Justification Report was developed by the Lafayette Consolidated Government on 09/10/14. DOTD recommended approval of the roundabout in an Intradepartmental Correspondence dated 07/14/15. Since this intersection was scheduled for improvement, LA 182 at LA 723 (Renaud Drive) was not analyzed as part of the existing conditions report. All reports and documents relevant to the proposed roundabout at LA 723 (Renaud Drive) were placed in the **Appendix**.

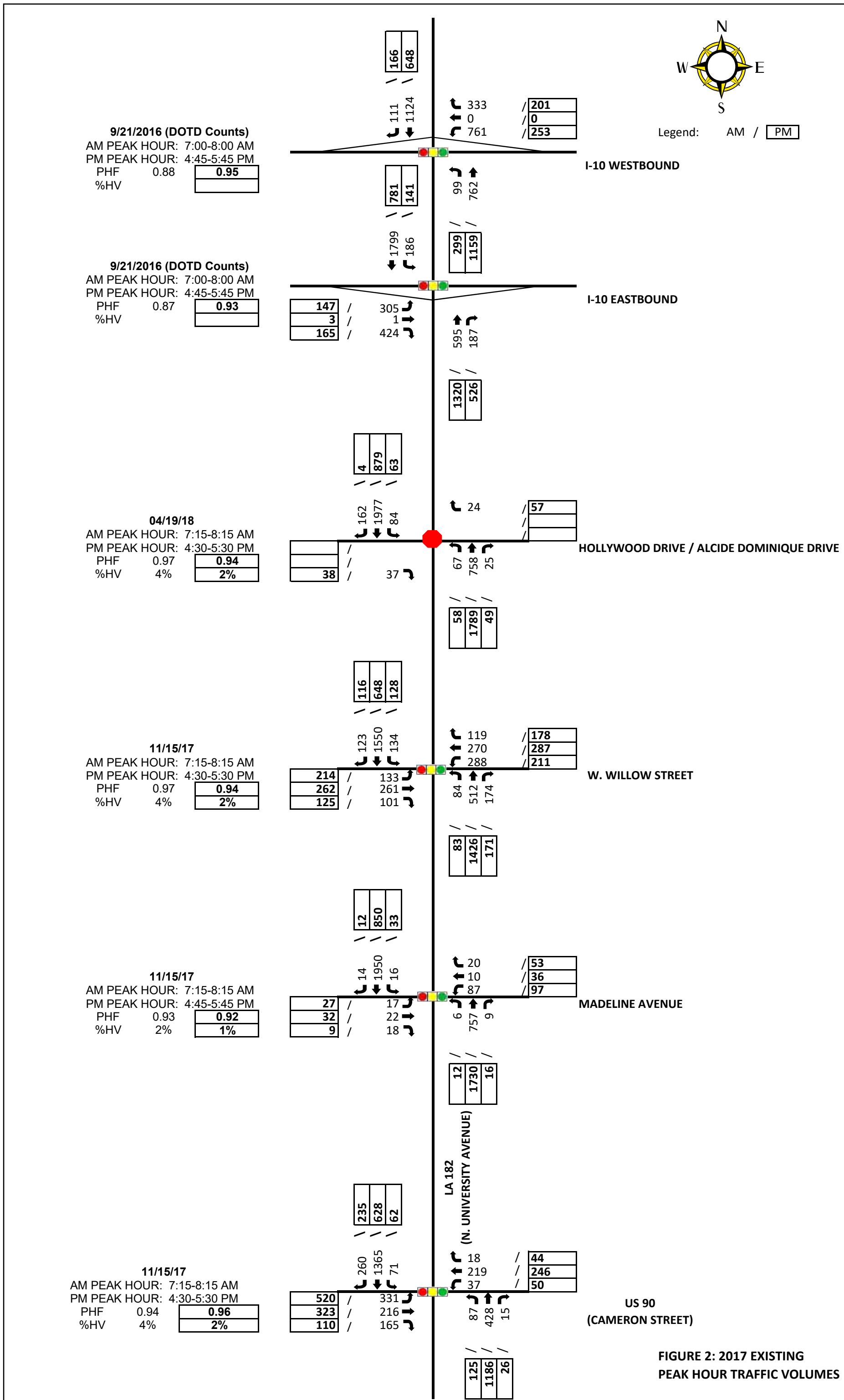
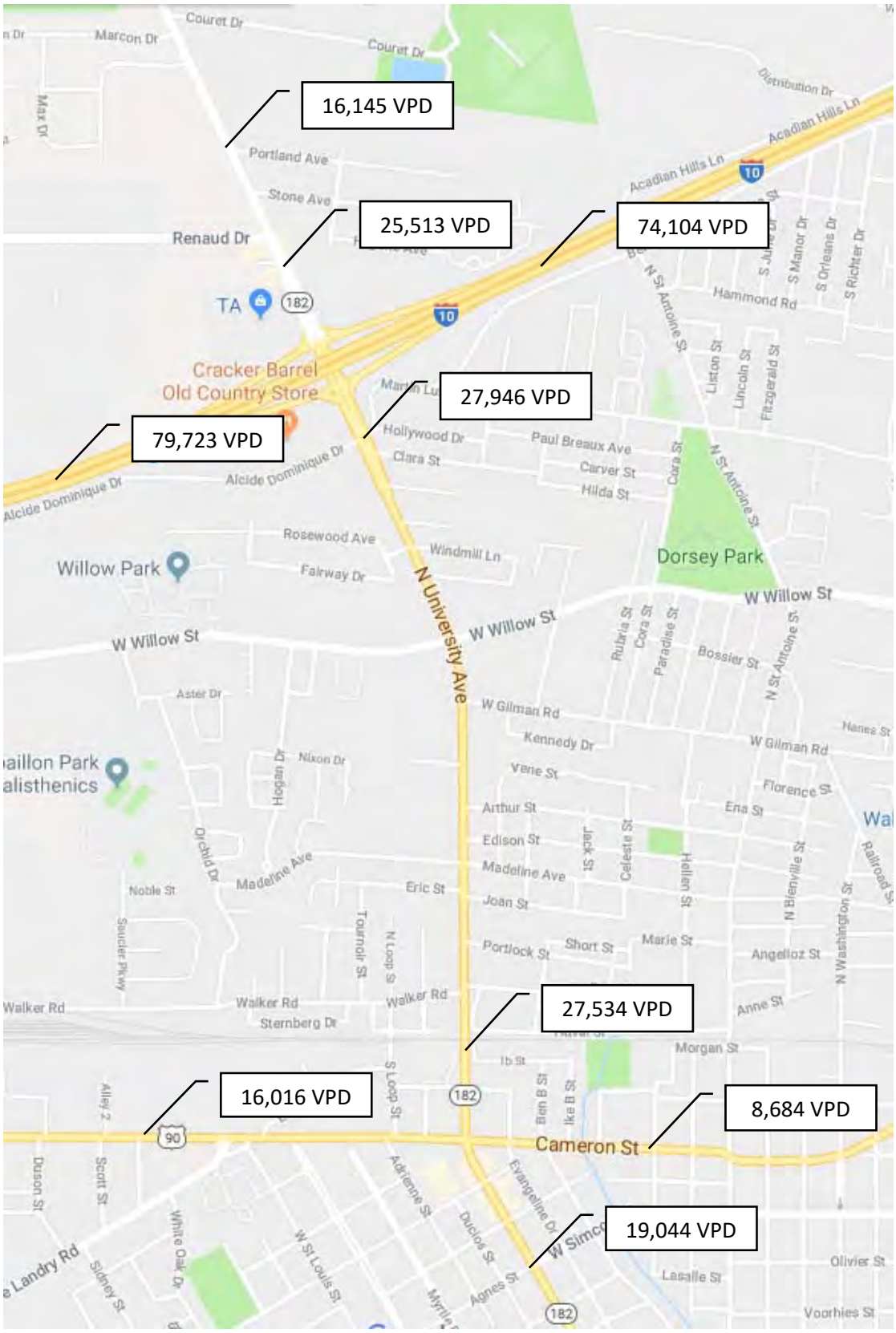


FIGURE 2: 2017 EXISTING PEAK HOUR TRAFFIC VOLUMES

Figure 3: Average Daily Traffic



Pedestrian and Cyclist Volumes

Pedestrian and cyclist counts were performed along the LA 182 corridor on September 21, 2017 from 6:30 – 9:00 AM and 3:00 – 6:00 PM at the following locations:

- W. Willow Street,
- Madeline Avenue, and
- Cameron Street.

As previously mentioned, traffic data for the interstate ramp intersections were provided by DOTD and did not include pedestrian or cyclist count data. It should be noted that no provisions for pedestrian or bicycles were present at the interstate ramp intersections. The results of the pedestrian and cyclist data collection are summarized in **Table 1**.

Table 1: Peak Period Pedestrian and Bicycle Traffic Volumes

	AM Peak Period			PM Peak Period		
Intersection	Peds	Cyclists	Total	Peds	Cyclists	Total
Alcide Dominique Drive	4	0	4	3	0	3
W. Willow Street	7	3	10	3	3	6
Madeline Avenue	17	4	21	34	7	41
Cameron Street	3	0	3	2	2	4

Additional pedestrian count data such as time of day and origin / destination were provided in the **Appendix.**

Pedestrian and Cyclist Field Observations

On September 21, 2017, staff from Vectura visited the LA 182 corridor to observe pedestrian and cyclist operations and infrastructure conditions, which were reported per intersection. General segment observations were also reported. The existing cross-sections were measured by staff from CSRS and are shown in the Appendix.

I-10 Westbound Off-Ramp

The posted speed limit on LA 182 was 40 mph, while the posted speed limit on the off-ramp approach was 50 mph. There were no sidewalks or striped cross-walks at or near the intersection. Pedestrian signal heads were not observed as part of the traffic control system. A raised median on LA 182 was present on both approaches of the intersection; however, the bridge piers for the I-10 overpass were in the median. Therefore, the median could not be used as a pedestrian facility under existing conditions. There was not sufficient space underneath the I-10 overpass to provide a pedestrian facility unless the slope of the embankment was modified. The drainage system at the intersection consisted of open-ditch conveyance. Overhead street lights were observed at and near the intersection.

I-10 Eastbound Off-Ramp

The posted speed limit on LA 182 was 40 mph, while the posted speed limit on the off-ramp approach was 50 mph. There were no sidewalks or striped cross-walks at or near the intersection. Pedestrian signal heads were not observed as part of the traffic control system. A raised median on LA 182 was present on both approaches of the intersection; however, the bridge piers for the I-10 overpass were in the median.

Therefore, the median could not be used as a pedestrian facility under existing conditions. There was not sufficient space underneath the I-10 overpass to provide a pedestrian facility unless the slope of the embankment was modified. The drainage system at the intersection consisted of open-ditch conveyance. Overhead street lights were observed at and near the intersection.

Alcide Dominique Drive / Hollywood Drive

The posted speed limit on LA 182 was 40 mph, while the posted speed limit on Alcide Dominique Drive and Hollywood Drive was 30 mph. There were no striped cross-walks on any approaches of the intersection. However, ramps were observed on the west side of LA 182. The drainage system at the intersection consisted of curb / gutter and sub-surface drainage. No elderly or disabled pedestrians were observed crossing the intersection. The pedestrians that did cross LA 182 used the median as refuge.

W. Willow Street

The posted speed limit on LA 182 was 40 mph, while the posted speed limit on W. Willow Street was 45 mph. There were sidewalks and striped cross-walks on all approaches of the intersection. While ramps servicing the striped cross-walks were observed, the ramps were not American Disabilities Act (ADA) compliant. Additionally, pedestrian signal head and push-buttons were observed as part of the traffic control system. The drainage system at the intersection consisted of curb / gutter and sub-surface drainage. No elderly or disabled pedestrians were observed crossing the intersection. The cyclists observed approaching the intersection did so on the sidewalk. Overhead street lights were observed at and near the intersection.

Madeline Avenue

The posted speed limit on LA 182 was 40 mph, while the posted speed limit on Madeline Avenue was 30 mph. A sidewalk was only observed on the northeasterly quadrant. All other quadrants did not have a functional sidewalk. Despite the lack of sidewalks on all approaches, striped cross-walks were observed on all approaches of the intersection. A ramp was observed in the northeasterly quadrant; however, it was not ADA compliant. Pedestrian signal head and push-buttons were observed as part of the traffic control system. The drainage system at the intersection consisted of curb / gutter and sub-surface drainage. No elderly or disabled pedestrians were observed crossing the intersection. However, several children and parents pushing strollers were observed crossing the intersection. Several school buses stopped near this intersection. Some parents received the children on foot, while some parents arrived by car and waited in private parking lots to receive the children.

Several of the cyclists observed approaching the intersection did so on the sidewalk and grass. Only two cyclists were observed using the travel lanes on LA 182. Overhead street lights were observed at and near the intersection.

US 90 (Cameron Street)

The posted speed limit on LA 182 was 40 mph, while the posted speed limit on US 90 (Cameron Street) was 30 mph on the eastbound approach and 35 mph on the westbound approach. Sidewalks and striped cross-walks on all approaches of the intersection were observed. While there were ramps servicing the striped cross-walks, the ramps were not ADA compliant. Additionally, pedestrian signal head and push-buttons were observed as part of the traffic control system. The drainage system at the intersection consisted of curb / gutter and sub-surface drainage. No elderly or disabled pedestrians were observed

crossing the intersection. The cyclists observed approaching the intersection did so on the sidewalk. Overhead street lights were observed at and near the intersection.

Segment Observations

Based on field observations, the sidewalk along LA 182 did not continuously exist on both sides of the street along the study limits. The sidewalk would either become part of driveways or discontinue all together (see **Figure 4**).

Figure 4: Sidewalk Field Observations

For one portion of the LA 182 corridor near the railroad underpass, pedestrians were restricted from using LA 182 by way of posted signs (**see Figure 5**).

Figure 5: Pedestrian Restricted Signs

Existing Transit Services

The Lafayette Transit System currently has the following three routes that run along portions of LA 182 as shown in **Figure 6**:

- Route 20: Cameron Street (as shown in green),
- Route 30: Martin Luther King – N. University (as shown in dark brown), and
- Route 35: Madeline Avenue (as shown in light brown).

According to the Lafayette Transit System, seven marked bus stops are located on LA 182 as shown in **Figure 7**:

Figure 6: Lafayette Transit System Bus Routes that Service LA 182 (N. University Avenue)

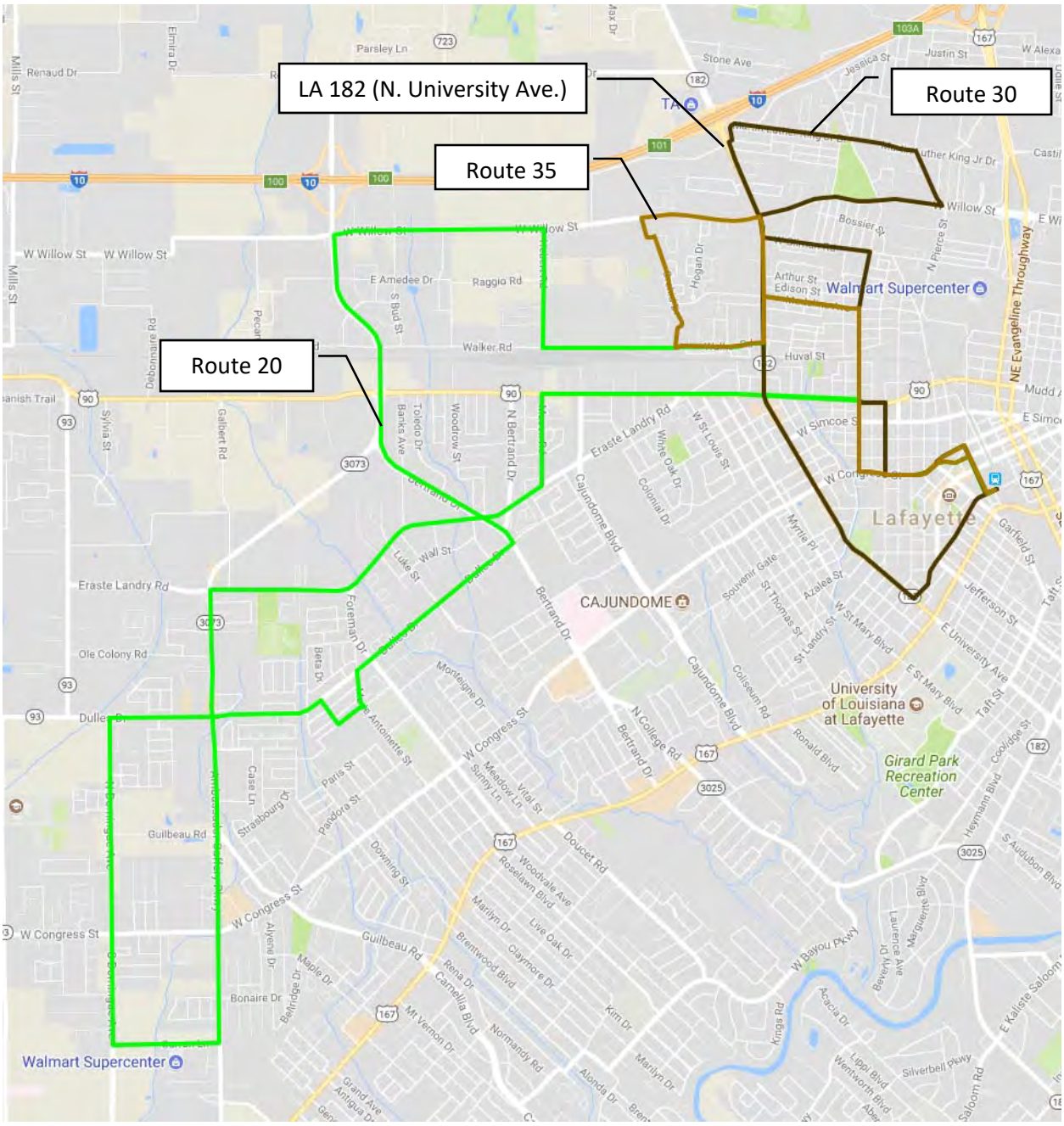
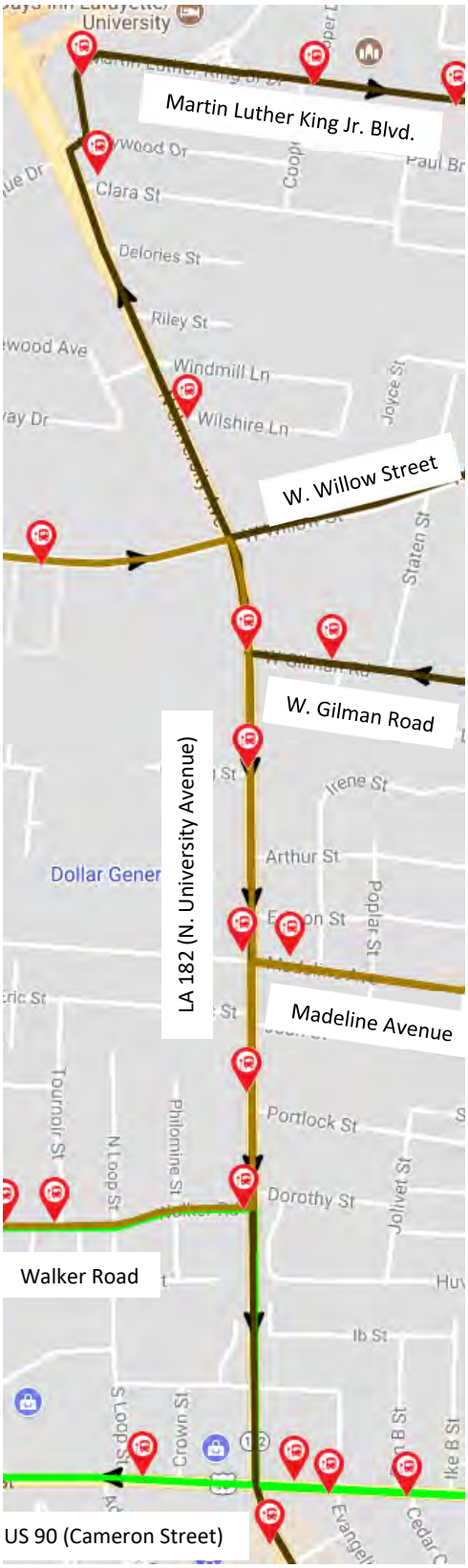


Figure 7: Lafayette Transit System Marked Bus Stops on LA 182 (N. University Avenue)



Route 20: Cameron Street

Route 20 runs on a 1-hour headway and traverses LA 182 from the intersection of Walker Road to US 90 (Cameron Street). At the time of the study, there were no marked stops on LA 182. There were three marked stops that are convenient to the LA 182 corridor. The first stop accessible to LA 182 is located at the intersection with Walker Street. There is no bus shelter or bench at the stop. There is a sidewalk located on either side of Walker on the west approach. The other two stops accessible to LA 182 were located on east approach of US 90 (Cameron Street). No bus shelter or bench was observed on US 90 (Cameron Street) in the field; however, a sidewalk was observed.

Route 30: Martin Luther King – N. University

Route 30 runs on a 30-minute headway and traverses LA 182 from the intersection of Lee Avenue to Martin Luther King Jr. Drive. At the time of the study, there were seven marked bus stops along the studied corridor. No bus shelter or bench at the stops were observed. As previously discussed, the sidewalk infrastructure was not present throughout the studied corridor.

Route 35: Madeline Avenue

Route 35 runs on a 30-minute headway and traverses LA 182 from the intersection of W. Willow Street to Walker Road. At the time of the study, there were three marked bus stops along the studied corridor. No bus shelter or bench at the stops were observed. As previously discussed, the sidewalk infrastructure was not present throughout the studied corridor.

Crash Analysis

The historic crash data summary was obtained from DOTD Crash1 database between January 1, 2014 and December 31, 2016 within 150 feet of the five studied intersections. All other crashes not reported at the five studied intersections were included in the Segment Observations section. The following figures show the crash data plotted based on latitude and longitude, while the following tables show the crash type by year. The crashes that were correctable by roundabouts per the LADOTD EDSM VI.1.1.5 (head on, right angle and left turn) were quantified and highlighted in green.

I-10 Westbound Off-Ramp

A total of 62 crashes were reported at the study intersection in the three-year period and was graphically represented in **Figure 8** and summarized in **Table 2**. Most of the crashes over the three-year study period were right-angle and left-turn collisions at the study intersection. Over the three-year period, a total of 45 reported crashes and an average of 15 crashes per year were identified as correctable by a roundabout.

Figure 8: Crash Data Locations for I-10 Westbound Off-Ramp Intersection

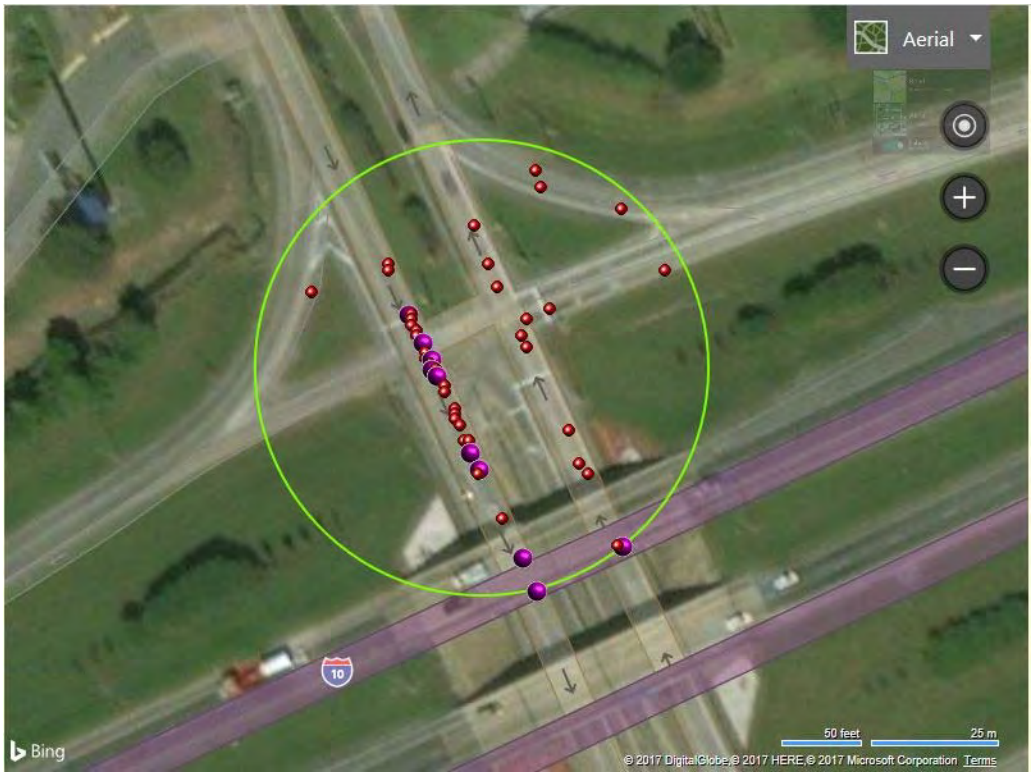
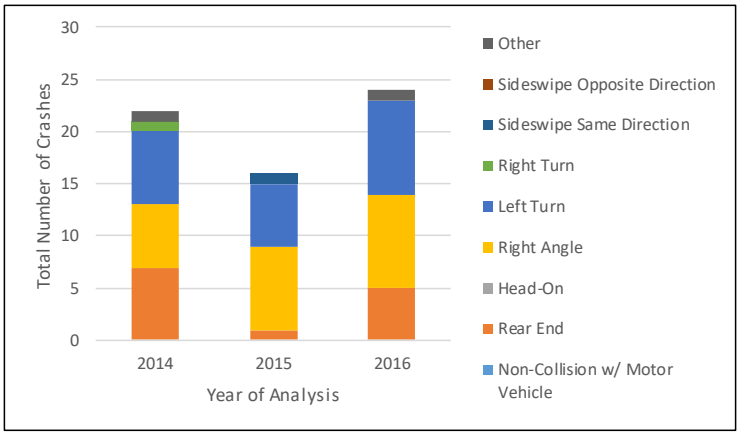


Table 2: Intersection Crash Analysis Summary for I-10 Westbound Off-Ramp Intersection

Crash Types	2014	2015	2016	Total
Non-Collision w/ Moto	0	0	0	0
Rear End	7	1	5	13
Head-On	0	0	0	0
Right Angle	6	8	9	23
Left Turn	7	6	9	22
Right Turn	1	0	0	1
Sideswipe Same Direct	0	1	0	1
Sideswipe Opposite Di	0	0	0	0
Other	1	0	1	2
Total	**22**	**16**	**24**	**62**



I-10 Eastbound Off-Ramp

A total of 67 crashes were reported at the study intersection in the three-year period and was graphically represented in **Figure 9** and summarized in **Table 3**. Most of the crashes over the three-year study period were rear-end collisions at the study intersection. Over the three-year period, a total of 30 reported crashes and an average of 10 crashes per year were identified as correctable by a roundabout.

Figure 9: Crash Data Locations for I-10 Eastbound Off-Ramp Intersection

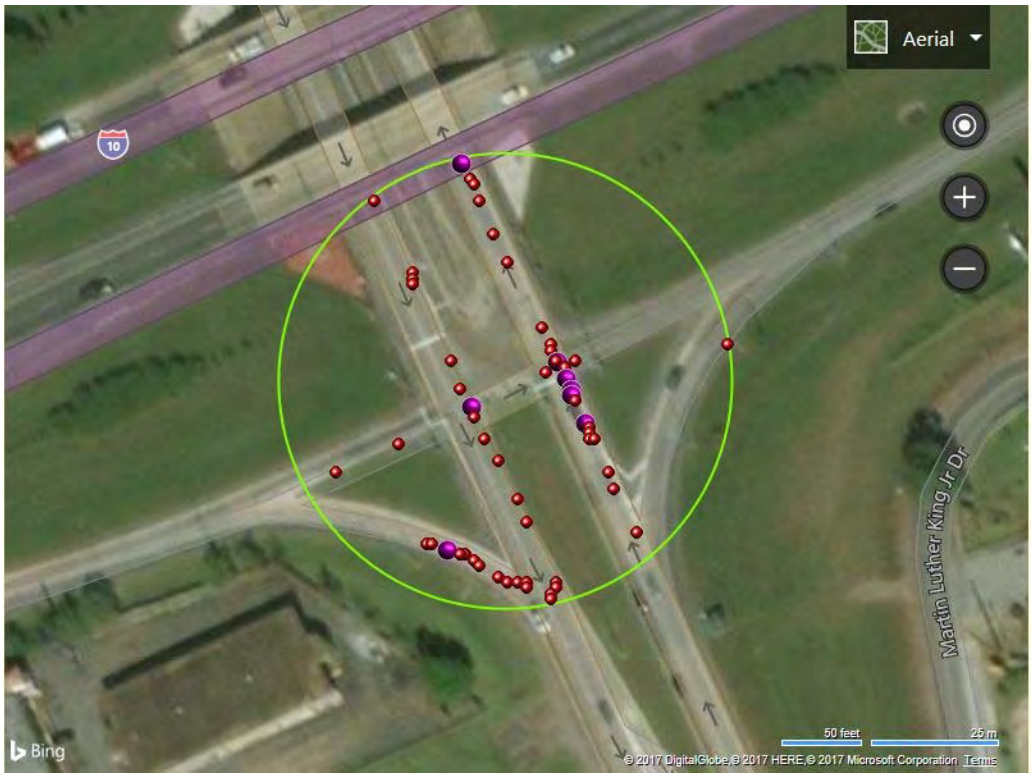
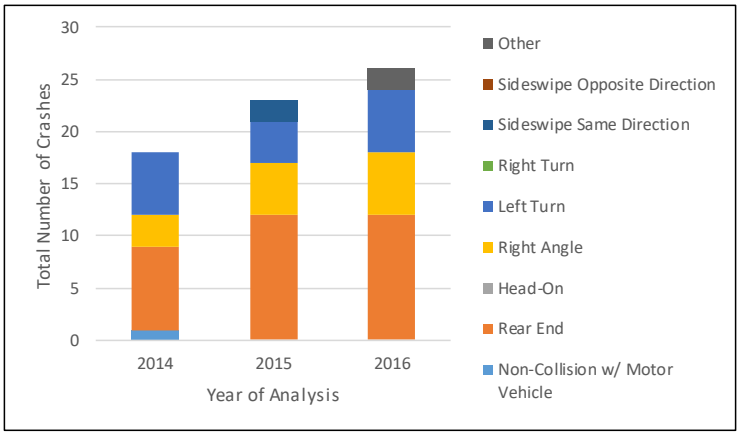


Table 3: Intersection Crash Analysis Summary for I-10 Eastbound Off-Ramp Intersection

Crash Types	2014	2015	2016	Total
Non-Collision w/ Moto	1	0	0	1
Rear End	8	12	12	32
Head-On	0	0	0	0
Right Angle	3	5	6	14
Left Turn	6	4	6	16
Right Turn	0	0	0	0
Sideswipe Same Direct	0	2	0	2
Sideswipe Opposite Di	0	0	0	0
Other	0	0	2	2
Total	**18**	**23**	**26**	**67**



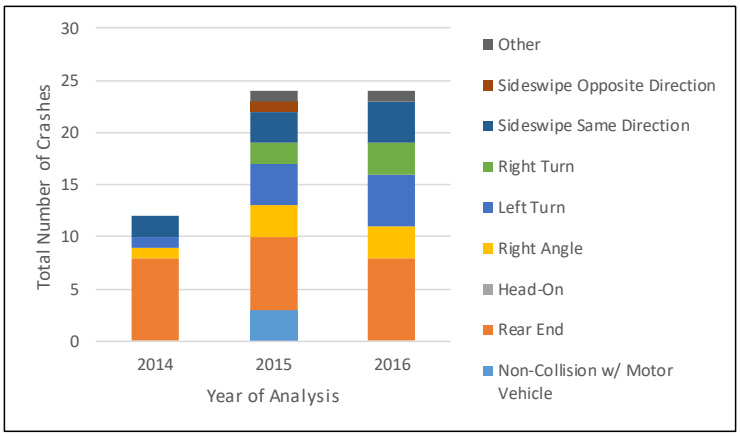
Alcide Dominique Drive / Hollywood Drive

A total of 60 crashes were reported at the study intersection in the three-year period and was graphically represented in **Figure 10** and summarized in **Table 4**. Most of the crashes over the three-year study period were rear-end collisions at the study intersection. Over the three-year period, a total of 17 reported crashes and an average of 5 crashes per year were identified as correctable by a roundabout.

Figure 10: Crash Data Locations for Alcide Dominique Drive / Hollywood Drive Intersection

Table 4: Intersection Crash Analysis Summary for Alcide Dominique Drive / Hollywood Drive Intersection

Crash Types	2014	2015	2016	Total
Non-Collision w/ Moto	0	3	0	3
Rear End	8	7	8	23
Head-On	0	0	0	0
Right Angle	1	3	3	7
Left Turn	1	4	5	10
Right Turn	0	2	3	5
Sideswipe Same Direct	2	3	4	9
Sideswipe Opposite Di	0	1	0	1
Other	0	1	1	2
Total	**12**	**24**	**24**	**60**



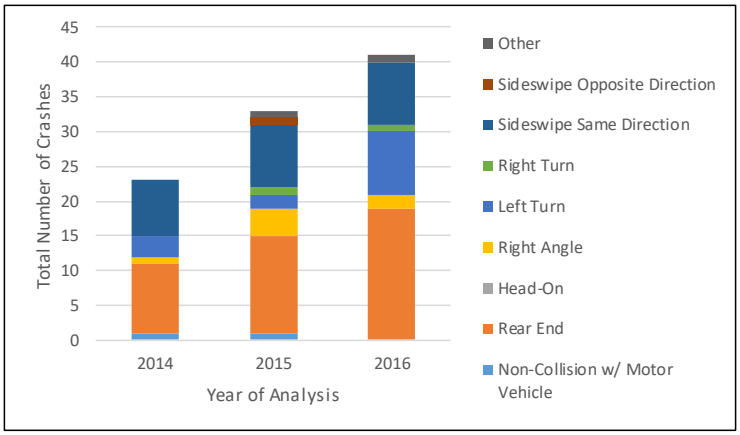
W. Willow Street

A total of 97 crashes were reported at the study intersection in the three-year period and was graphically represented in **Figure 11** and summarized in **Table 5**. Most of the crashes over the three-year study period were rear-end collisions at the study intersection. Over the three-year period, a total of 21 reported crashes and an average of 7 crashes per year were identified as correctable by a roundabout. Based on a search in the local media, a cyclist was struck and killed by a vehicle at approximately 9 p.m. on July 4, 2017. Since the crash data from 2017 has not been finalized by DOTD, the details of the fatality were not available in the Crash1 database at the time of the study.

Figure 11: Crash Data Locations for W. Willow Street Intersection

Table 5: Intersection Crash Analysis Summary for W. Willow Street Intersection

Crash Types	2014	2015	2016	Total
Non-Collision w/ Moto	1	1	0	2
Rear End	10	14	19	43
Head-On	0	0	0	0
Right Angle	1	4	2	7
Left Turn	3	2	9	14
Right Turn	0	1	1	2
Sideswipe Same Direct	8	9	9	26
Sideswipe Opposite Di	0	1	0	1
Other	0	1	1	2
Total	**23**	**33**	**41**	**97**



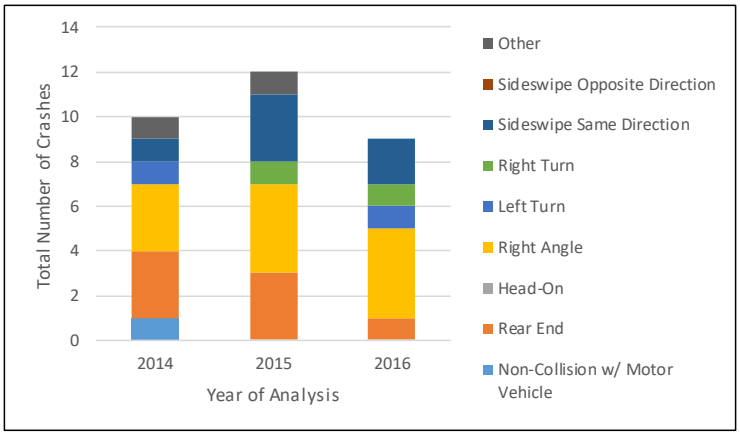
Madeline Avenue

A total of 31 crashes were reported at the study intersection in the three-year period and was graphically represented in **Figure 12** and summarized in **Table 6**. Most of the crashes over the three-year study period were right-angle collisions at the study intersection. Over the three-year period, a total of 13 reported crashes and an average of 4 crashes per year were identified as correctable by a roundabout.

Figure 12: Crash Data Locations for Madeline Avenue Intersection

Table 6: Intersection Crash Analysis Summary for Madeline Avenue Intersection

Crash Types	2014	2015	2016	Total
Non-Collision w/ Moto	1	0	0	1
Rear End	3	3	1	7
Head-On	0	0	0	0
Right Angle	3	4	4	11
Left Turn	1	0	1	2
Right Turn	0	1	1	2
Sideswipe Same Direct	1	3	2	6
Sideswipe Opposite Di	0	0	0	0
Other	1	1	0	2
Total	**10**	**12**	**9**	**31**



US 90 (Cameron Street)

A total of 54 crashes were reported at the study intersection in the three-year period and was graphically represented in **Figure 13** and summarized in **Table 7**. Most of the crashes over the three-year study period were rear-end collisions at the study intersection. Over the three-year period, a total of 5 reported crashes and an average of 1 crash per year was identified as correctable by a roundabout.

Figure 13: Crash Data Locations for US 90 (Cameron Street) Intersection

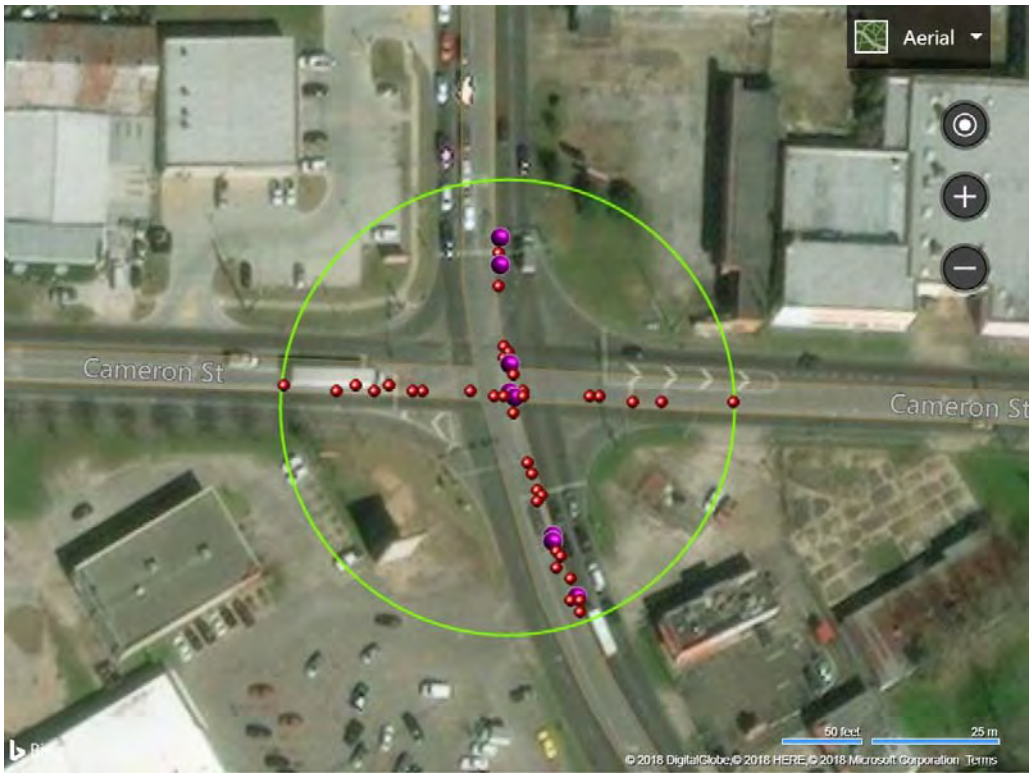
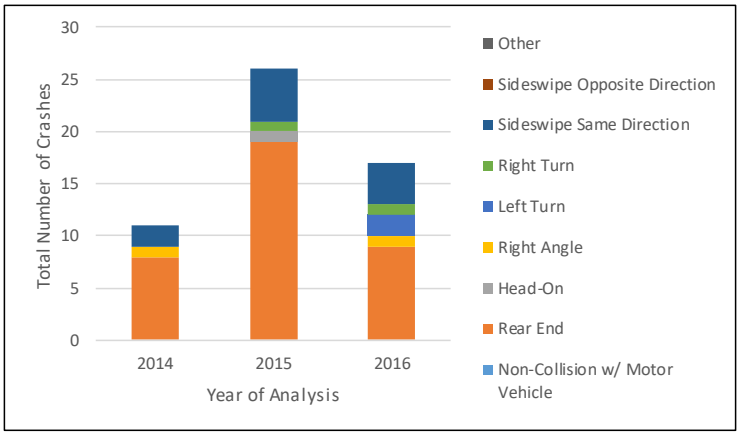


Table 7: Intersection Crash Analysis Summary for US 90 (Cameron Street) Intersection

Crash Types	2014	2015	2016	Total
Non-Collision w/ Moto	0	0	0	0
Rear End	8	19	9	36
Head-On	0	1	0	1
Right Angle	1	0	1	2
Left Turn	0	0	2	2
Right Turn	0	1	1	2
Sideswipe Same Direct	2	5	4	11
Sideswipe Opposite Di	0	0	0	0
Other	0	0	0	0
Total	**11**	**26**	**17**	**54**

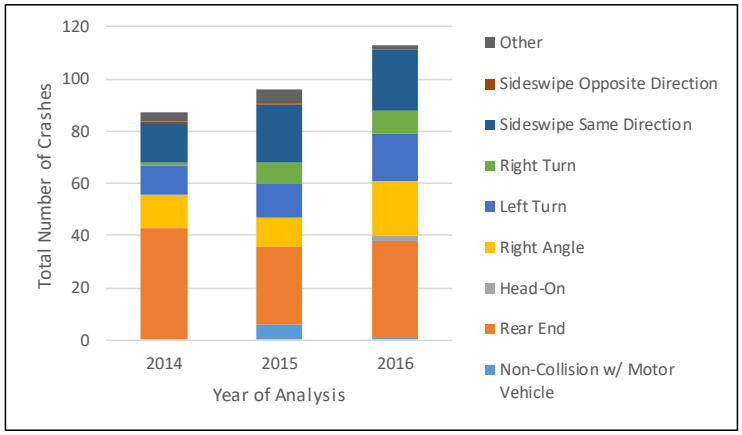


Segment Observations

Over a three-year period, a total of 274 crashes were reported along the limits of study for LA 182 outside of the five studied intersections, which was summarized in **Table 8**. Most of the crashes over the three-year study period were rear-end collisions. Over the three-year period, a total of 111 reported crashes with an average of 37 crashes in one year were identified as correctable by a raised median.

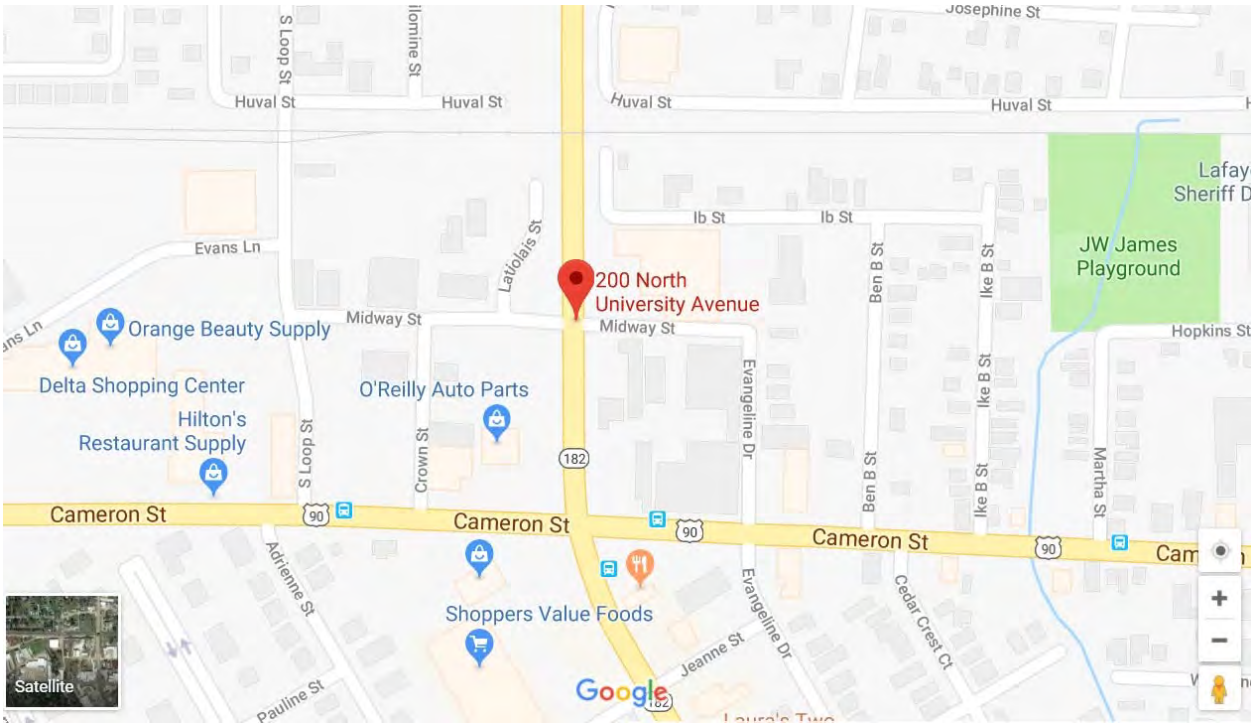
Table 8: Segment Crash Analysis Summary for Studied Limits on LA 182

Crash Types	2014	2015	2016	Total
Non-Collision w/ Moto	0	6	1	7
Rear End	43	30	37	110
Head-On	0	0	2	2
Right Angle	13	11	21	45
Left Turn	11	13	18	42
Right Turn	1	8	9	18
Sideswipe Same Direct	15	22	23	60
Sideswipe Opposite Di	1	1	0	2
Other	3	5	2	10
Total	**87**	**96**	**113**	**296**



It should be noted that one of the head-on collisions reported in 2016 was a fatality. The approximate location of the fatality is shown in **Figure 14**.

Figure 14: Fatality Crash Location on LA 182



According to the Guidelines for *Conducting a Safety Analysis for Transportation Management Plans and Other Work Zone Activities*, an "Abnormal Location" is defined as a location having at least five crashes per mile and twice the statewide average crash rate for its functional classification. Utilizing the DOTD Crash1 database, two segments were identified as "Abnormal" along the LA 182 corridor and are shown in **Figures 15 & 16**.

Figure 15: Abnormal Segment on LA 182 North of I-10

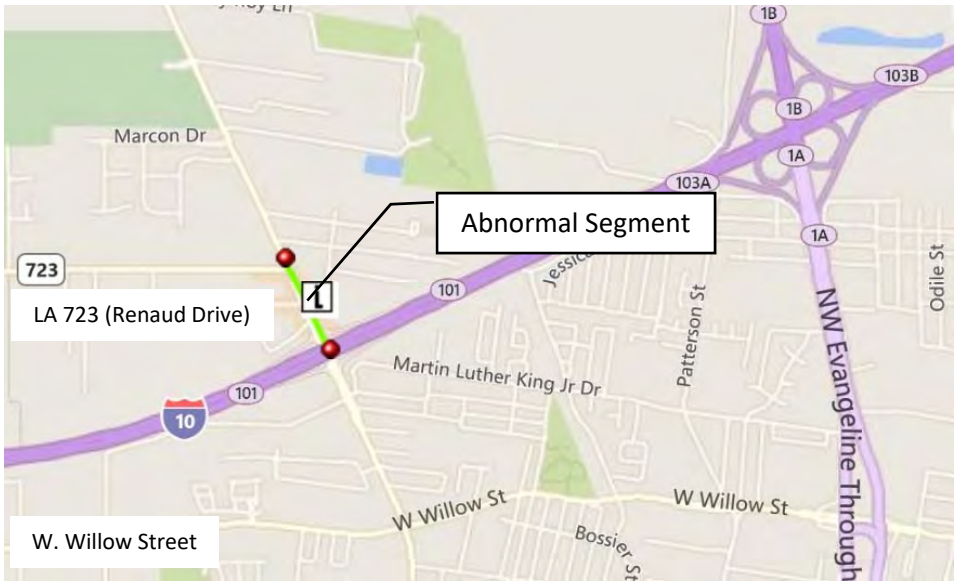
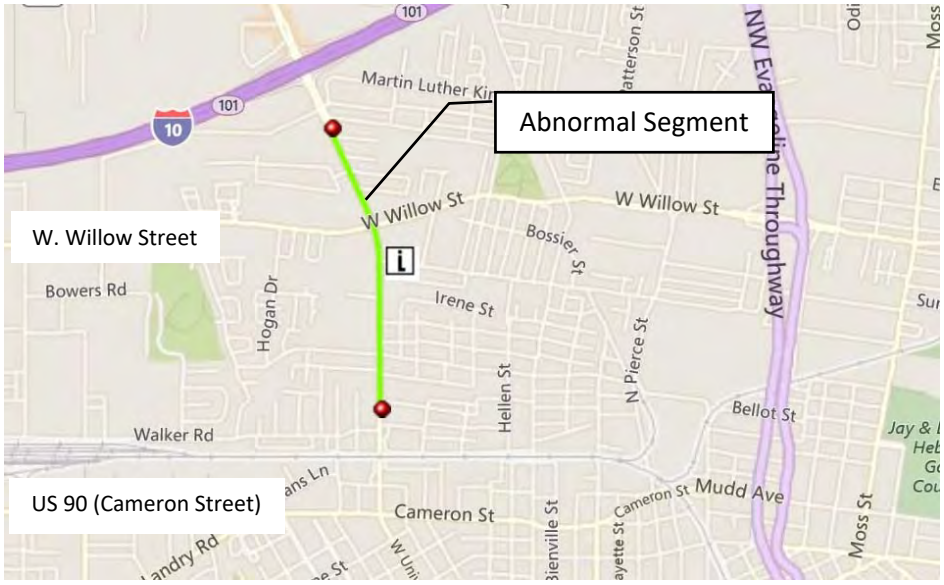


Figure 16: Abnormal Segment on LA 182 South of I-10



Conflict Point Inventory

Statistics provided in the Federal Highway Administration (FHWA) *Signalized Intersection: Information Guide*[1] state that intersections with a higher number of conflict points at intersections correlate to higher crash rates. The following table shows the number of conflict points that exist at different types of intersections.

[1] https://www.fhwa.dot.gov/publications/research/safety/04091/10.cfm

Table 9: Number of Conflict Points per Intersection Type

APPROACHES	MAINLINE THRU LANES	SIDESTREET THRU LANES	CONFLICTS
3 leg - T intersection -right in/right out	4 lanes	1 lane	2
3 leg - T intersection -R CUT	4 lanes	1 lane	6
3 leg - T intersection full access	2 lanes	1 lane	9
3 leg - T intersection full access	4 Lanes	1 lane	11
3 leg - Diamond full access	4 Lanes	1 lane	17
3 leg - Diamond full access	4 Lanes	Double Lefts	22
4 leg full access	2 Lanes	2 lanes	32
4 leg full access	4 Lanes	2 lanes	42
4 leg full access	4 Lanes	2 lanes w/ EB DBL lanes	48
4 leg full access	4 Lanes	4 lanes	54
4 leg full access	4 Lanes	4 lanes w/ EB WB DBL lanes	68

Based on a visual inspection of the studied limits along the LA 182 corridor, 1,228 conflict points existed.

Existing Intersection Operations

Using the turning movement count data and traffic signal inventories (TSIs), a Highway Capacity Manual (HCM) based analysis in the Sidra Intersection software was performed. The existing AM and PM peak period LOS and average stopped delay for the studied intersections were shown in **Table 10**.

Table 10: Existing AM and PM Levels of Service

Intersection	Type of Control	2017 Existing			
		AM		PM	
		LOS	Delay (Sec.)	LOS	Delay (Sec.)
I-10 Westbound Ramp	Signalized	C	31.1	B	10.8
I-10 Eastbound Ramp	Signalized	D	43.9	B	14.1
Alcide Dominique Drive	Two-Way STOP	C	22.9	C	24.3
W. Willow Street	Signalized	D	42.9	D	42.1
Madeline Avenue	Signalized	C	23.6	B	17.1
Cameron Street	Signalized	D	48.8	E	55.7

The traffic analyses indicated that the signalized intersections in the studied corridor currently operated at a LOS E or better during the AM and PM peak periods. Some queuing was observed at the studied intersections in the southbound direction in AM peak period and the northbound direction in the PM peak period. Some movements at the studied intersections operated above capacity.

Speed Study

A spot speed study on LA 182 was performed using radar equipment to determine the speed distribution of the traffic stream at the study intersection. The data collected in the spot speed study was used to determine vehicle speed characteristics (such as average speed, 85th percentile speed, and 10-mph pace)

under current traffic and environmental conditions. The summary of the spot speed study is shown in **Table 11**. The raw data obtained can be found in the **Appendix**.

Table 11: Summary of Speed Study

Location	Direction	Mean	Mode	85th Percentile Speed (mph)	10 Mile Pace (mph)		Posted Speed Limit (mph)
LA 182 (N. University	NB	39	41	43	35	44	40
	SB	40	41	44	36	44	40

The speed study indicated that the 85th percentile speeds observed for the northbound and southbound approaches were 3 and 4 mph above the posted speed limit, respectively.

Development of Alternatives

Based on input from the City of Lafayette and the Acadiana Planning Organization, the following goals were identified as part of the project:

- Maintain reasonable traffic operations for a 20-year design horizon,
- Improve transportation safety / Access Management, and
- Incorporate Complete Street design elements.

To achieve the project goals, several alternatives were developed. Each of these concepts enhance some or all the project goals. To provide a baseline comparison, a No Build alternative was evaluated in the implementation year of 2020 and design year of 2040. The following alternatives were developed to achieve the project goals:

- Alternative 1: Boulevard,
- Alternative 2: Road Diet, and
- Alternative 3: Roundabout.

Alternative 1: Boulevard

Alternative 1 consists of conventional geometric improvements at each of the five signalized intersections along the studied corridor, which included adding right- and left-turn lanes and improved signal timings. This concept also included the implementation of a median to replace the continuous two-way left-turn lane. The benefit of a median is to reduce conflict points at all intersections that are not signalized. The median will also provide positive separation between opposing travel lanes, which will reduce the likelihood of a head-on collision like the head-on, fatal collision that occurred in 2016. While not a part of the analysis, other studies have shown that the corridor travel times can improve 40 to 60%[2] when driveways and side-streets are converted from full-access to right-in / right-out.

To provide reasonable access to driveways and streets that currently have full-access and will become right-in / right-out driveways, the maximum spacing between full-access signal or U-turn openings is 0.25 miles. Based on existing conditions, U-turns will be needed between the following intersections:

- W. Willow Street,

[2] https://safety.fhwa.dot.gov/intersection/other_topics/corridor/cam_tech/sa15005.pdf

- Madeline Avenue, and
- US 90 (Cameron Street).

As previously discussed, much of the studied corridor is classified as an "Abnormal" section. Previous safety studies have shown that reducing conflict points correlates to lower crash rates. A crash modification factor (CMF) is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. A CMF represents the long-term expected reduction in crashes. Changing a two-way, continuous left-turn lane to a raised median has a CMF of 0.77[3], which means that crashes could be reduced by 23%.

While Alternative 1 does not reduce the conflict points at the five signalized intersections, it does significantly reduce the conflict points at all driveways and non-signalized public streets. Alternative 1 would reduce the conflict points from 1,228 to 401 – a 67% reduction.

From Delores Street to US 90 (Cameron Street) the typical cross-section of LA 182 (N. University Avenue) consists of a five-lane section. Alternative 1 consists of deleting the continuous two-way left-turn lane and replacing it with a median. The median width could be as narrow as six feet or as wide as 10 feet. Medians six feet or wider can be used for pedestrian refuge and planted with ground cover. Medians that are eight feet or wider may be planted with trees.

Since Alcide Dominique Drive is only located 512 feet to the south of the I-10 eastbound ramp signalized intersection, placing a signal at Alcide Dominique Drive would violate the spacing requirement of DOTD. Additionally, the side street does not meet Traffic Signal Warrant 1a -- even the peak hours. Therefore, Alternative 1 was not considered for this intersection.

Alternative 2: Road Diet

Alternative 2 consists of reducing the number of travel lanes from five to three, also known as a "Road Diet". A three-lane cross-section would consist of one travel lane in either direction with a continuous two-way left-turn lane. The primary benefits from this alternative is enhanced multi-modal operations.

Based on analyzing future volumes utilizing growth rates from the Regional Demand Model, the traffic operations along the corridor would be significantly degraded. There are several signalized intersections on LA 182 that have dual-left turns from the side street. Since LA 182 (N. University Avenue) would only have one travel lane in either direction under the proposed Road Diet, the cross street would be limited to only one left turn lane. Additionally, the north-south capacity would be cut in half due to the reduction of travel lanes from four to two.

While the Road Diet cross-section and intersection configuration is very similar to the existing condition, the number of conflict points at the intersections is reduced since the number of lanes are reduced. Based on a review of the corridor conflict points, Alternative 2 would reduce the conflict points from 1,228 to 946 – a 23% reduction.

Eliminating two 10-foot travel lanes would allow for reallocation of cross-section to accommodate the following options:

- Extension of the curb line for wider sidewalks,

[3] http://www.cmfclearinghouse.org/detail.cfm?facid=2514

- Parking and transit lanes in either direction, and
- Bike lanes.

Eliminating two through lanes in the north-south direction would provide space to construct bike and pedestrian connections under the I-10 overpass at the interchange. Currently, the embankment and bridge piers preclude an exclusive bike or pedestrian facility that runs underneath the overpass.

As with Alternative 1, a traffic signal at Alcide Dominique Drive would violate the spacing requirement of DOTD and would not meet Traffic Signal Warrant 1a for even the peak hours; therefore, this intersection is recommended to remain as a stop condition and was not analyzed.

Alternative 3: Roundabout

Alternative 3 consists of converting the existing signalized intersections to roundabouts. This alternative also replaces the continuous two-way left-turn with a median. As with Alternative 1, U-turns will be needed to provide reasonable access between the following intersections:

- Alcide Dominique Drive / Hollywood Drive,
- W. Willow Street,
- Madeline Avenue, and
- US 90 (Cameron Street).

Like Alternative 1, the median width could be as narrow as six feet or as wide as 10 feet. Since turn lanes are not needed for roundabouts, a narrower road cross-section is possible along the I-10 underpass, which would create more space for bike and / or pedestrian facilities.

Roundabouts are proven to reduce the number of crashes and the severity of crashes. The CMF of converting a traffic signal to a roundabout is 0.81[4], which means overall crashes were estimated to decrease 19% after the installation of a roundabout. As with Alternative 1, changing a two-way, continuous left-turn lane to a raised median has a CMF of 0.77[5], which means that crashes could be reduced by 23%.

Alternative 3 reduces the number of conflict points at the five signalized intersections, as well as, the conflict points at all driveways and non-signalized public streets. Alternative 3 would reduce the conflict points from 1,228 to 297 – a 76% reduction.

Capacity Analysis by Intersection

To develop future volumes, growth rates were developed based on the regional demand model. The growth rate for the implementation year (2020) was determined to be 1.3% per annum. To develop the design year (2040) growth rate, traffic volumes were grown 0.8% per annum from 2020 to 2040. The growth rate developed from 2020 to 2040 included the conversion of US 190 to I-49. The Implementation Year (2020) and Design Year (2040) are shown in **Figures 17 & 18**.

[4] http://www.cmfclearinghouse.org/detail.cfm?facid=4194
[5] http://www.cmfclearinghouse.org/detail.cfm?facid=2514

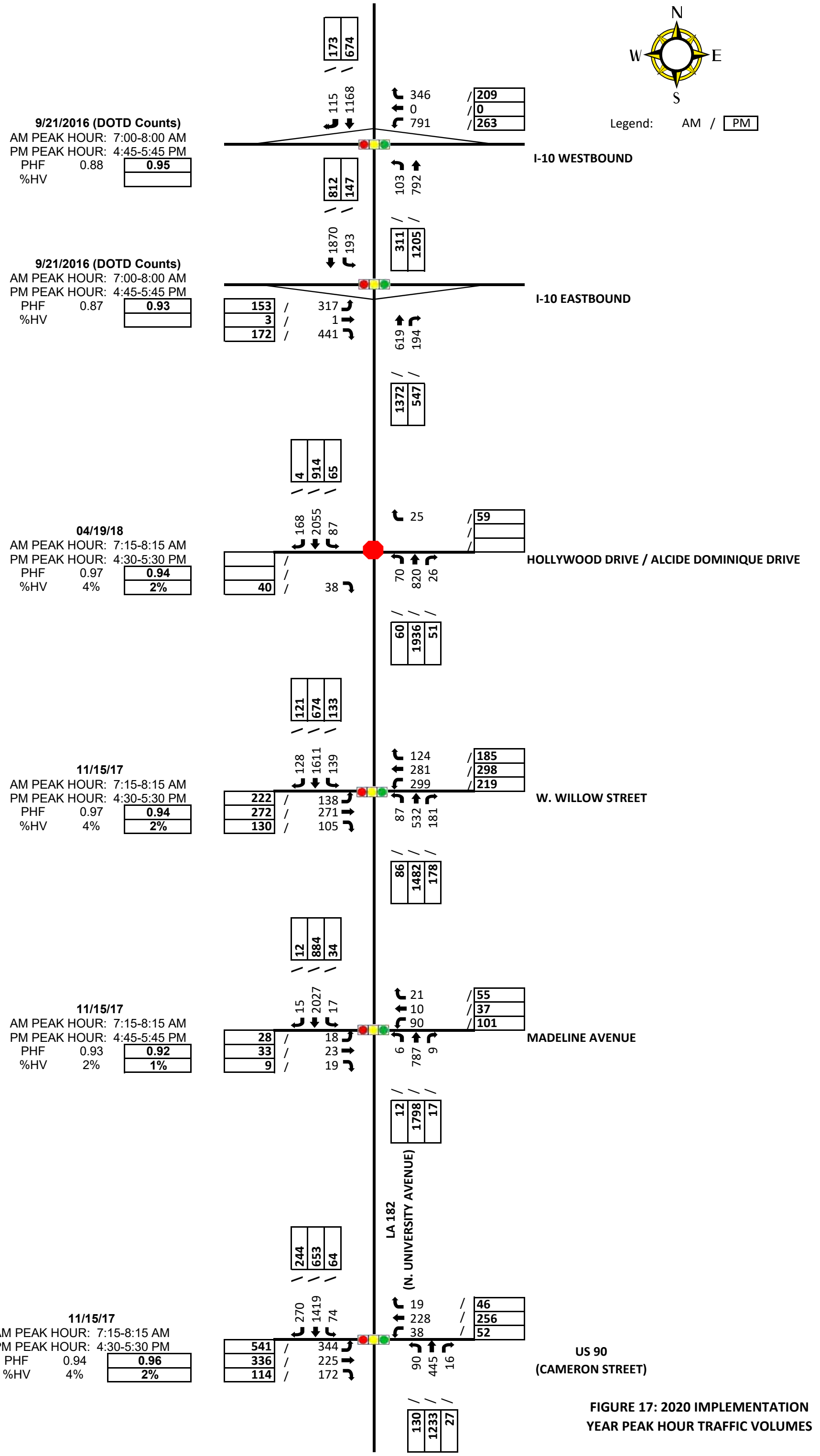


FIGURE 17: 2020 IMPLEMENTATION YEAR PEAK HOUR TRAFFIC VOLUMES

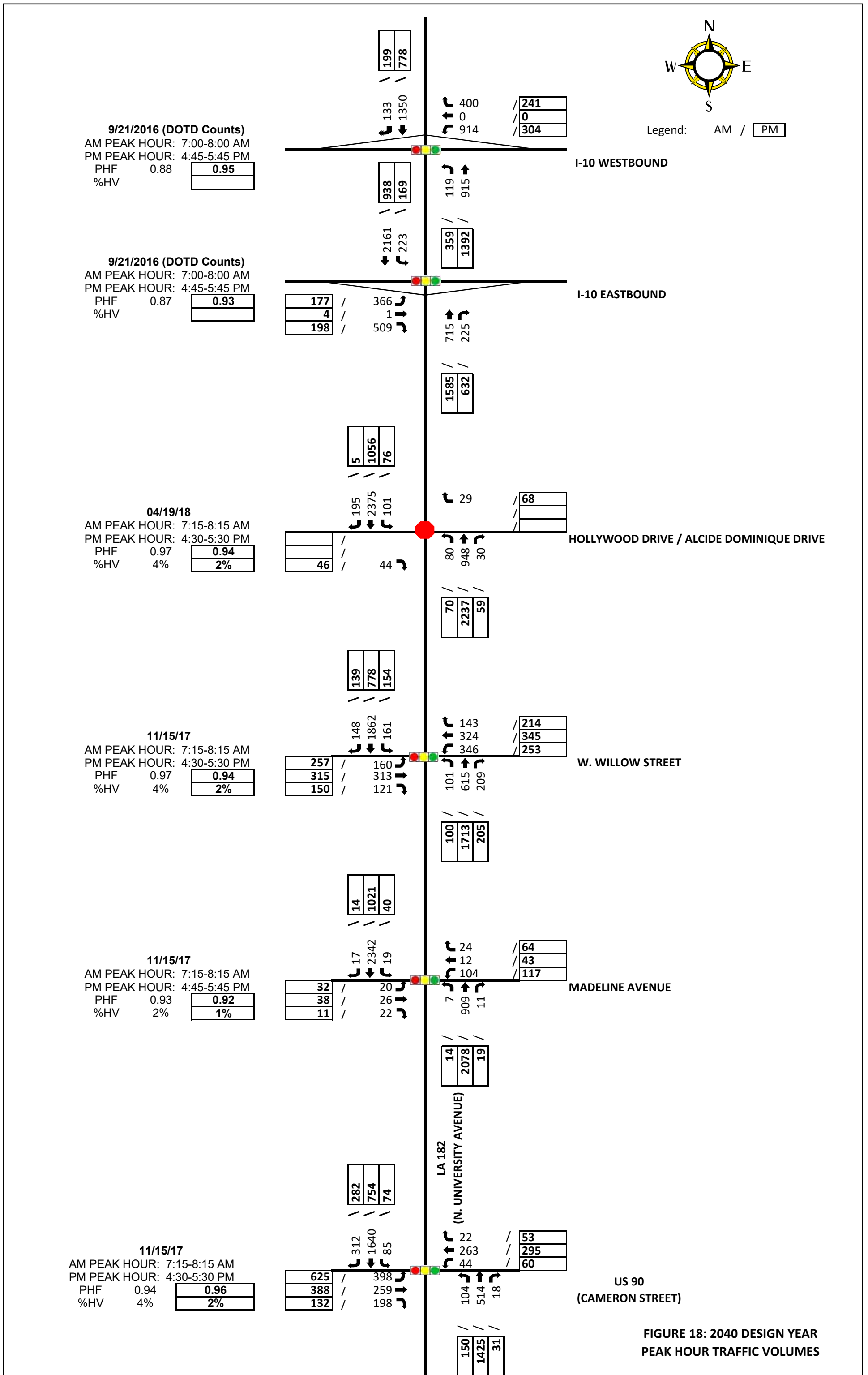


FIGURE 18: 2040 DESIGN YEAR PEAK HOUR TRAFFIC VOLUMES

For the implementation and design year conditions analysis, the Sidra Intersection software was used to perform a Highway Capacity Manual (HCM) based analysis. It should be noted that the improvements currently under construction at the interstate ramp intersections were assumed to be in place for the 2020 and 2040 No Build conditions. Due to the intersection spacing the two interchange ramp intersections should consist of the same traffic control; however, the remaining three signalized intersections could have different types of traffic control. Therefore, the results were reported by intersection.

The measures of effectiveness (MOEs) used to compare the alternatives included the average stopped delay (seconds) and LOS for each intersection of the proposed alternatives using SIDRA intersection analysis software. The results are shown in **Tables 12 - 17** and separated by intersection. Detailed SIDRA results are shown in the **Appendix**.

Table 12: I-10 Westbound Ramp AM and PM Peak Levels of Service

	2020								2040							
Approach	No Build Signal		Alt 1 Boulevard		Alt 2 Road Diet		Alt 3 Roundabout		No Build Signal		Alt 1 Boulevard		Alt 2 Road Diet		Alt 3 Roundabout	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
AM	34.1	C	34.1	C	124.7	F	7.1	A	49.4	D	49.4	D	326.0	F	14.4	B
PM	11.1	B	11.1	B	61.1	E	1.3	A	13.8	B	13.8	B	102.2	F	1.4	A

Table 13: I-10 Eastbound Ramp AM and PM Peak Levels of Service

	2020								2040							
Approach	No Build Signal		Alt 1 Boulevard		Alt 2 Road Diet		Alt 3 Roundabout		No Build Signal		Alt 1 Boulevard		Alt 2 Road Diet		Alt 3 Roundabout	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
AM	49.7	D	47.0	D	205.6	F	1.5	A	84.7	F	84.2	F	292.8	F	3.4	A
PM	15.5	B	11.9	B	371.1	F	1.3	A	28.8	C	23.3	C	94.9	F	1.6	A

Table 14: Alcide Dominique Drive / Hollywood Drive AM and PM Peak Levels of Service

	2020								2040							
Approach	No Build TWSC		Alt 1 Boulevard		Alt 2 Road Diet		Alt 3 Roundabout		No Build TWSC		Alt 1 Boulevard		Alt 2 Road Diet		Alt 3 Roundabout	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
AM	28.0	D	-	-	-	-	1.9	A	53.7	F	-	-	-	-	24.5	C
PM	49.8	E	-	-	-	-	2.5	A	64.9	F	-	-	-	-	21.1	C

Table 15: W. Willow Street AM and PM Peak Levels of Service

Approach	2020								2040							
	No Build Signal		Alt 1 Boulevard		Alt 2 Road Diet		Alt 3 Roundabout		No Build Signal		Alt 1 Boulevard		Alt 2 Road Diet		Alt 3 Roundabout	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
AM	48.1	D	45.2	D	180.9	F	20.6	C	69.0	E	67.0	E	233.6	F	41.5	D
PM	47.2	D	38.3	D	301.6	F	9.3	A	59.7	E	61.4	E	177.5	F	18.5	B

Table 16: Madeline Avenue AM and PM Peak Levels of Service

Approach	2020								2040							
	No Build Signal		Alt 1 Boulevard		Alt 2 Road Diet		Alt 3 Roundabout		No Build Signal		Alt 1 Boulevard		Alt 2 Road Diet		Alt 3 Roundabout	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
AM	27.3	C	27.3	C	375.5	F	8.0	A	51.6	D	51.6	D	304.6	F	2.7	A
PM	18.7	B	18.7	B	191.5	F	2.3	A	31.9	C	31.9	C	274.5	F	2.0	A

Table 17: US 90 (Cameron Street) AM and PM Peak Levels of Service

Approach	2020								2040							
	No Build Signal		Alt 1 Boulevard		Alt 2 Road Diet		Alt 3 Roundabout		No Build Signal		Alt 1 Boulevard		Alt 2 Road Diet		Alt 3 Roundabout	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
AM	56.6	E	47.3	D	184.6	F	5.1	A	100.4	E	55.0	D	238.8	F	7.7	A
PM	57.1	E	33.6	C	305.0	F	14.7	B	82.2	F	54.7	D	249.1	F	27.0	C

Conclusions

As volumes grow over time, the LOS and average stopped delay will continue to degrade on LA 182 with the existing corridor geometrics. Several alternatives were developed to improve operations and safety of the intersections and corridor. ADA compliant ramps should be constructed at all quadrants of each intersection.

I-10 Westbound Ramp

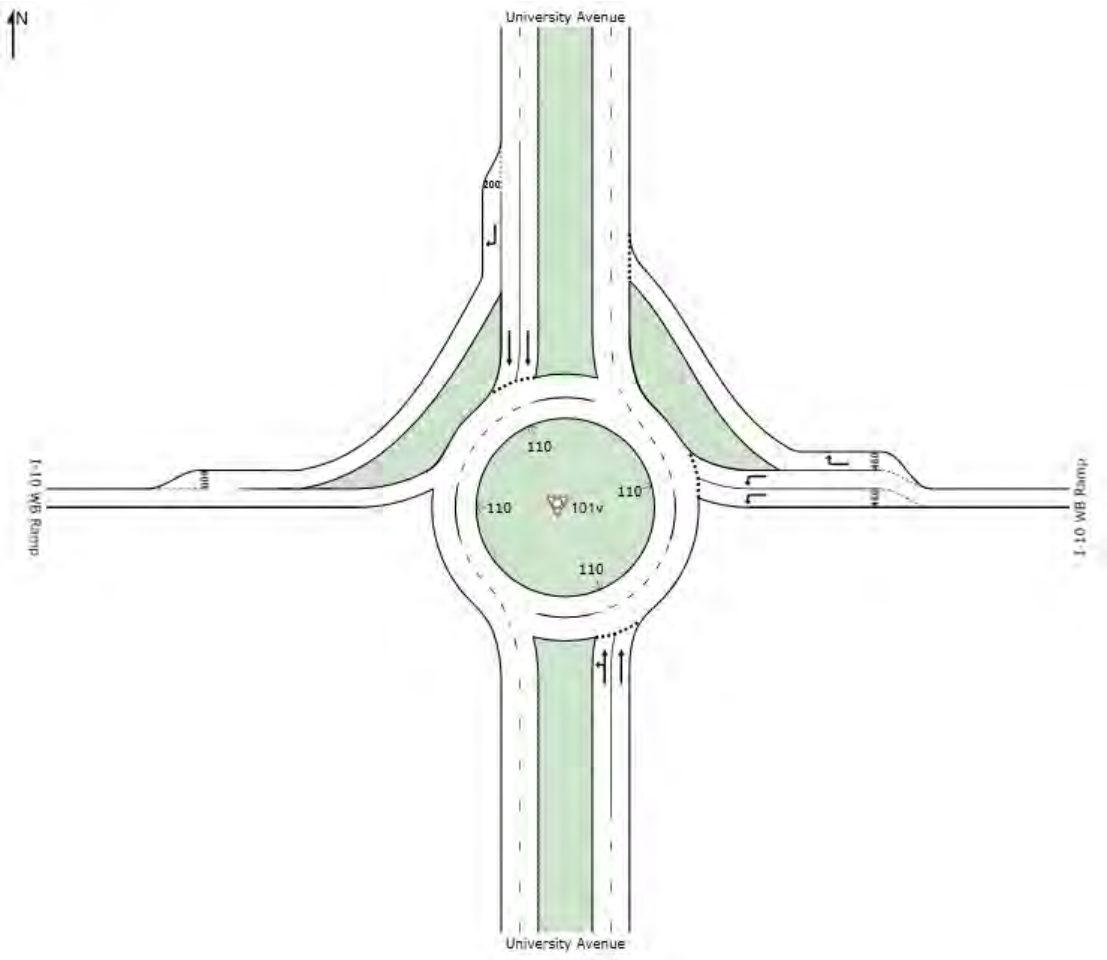
The intersection of LA 182 at the I-10 westbound ramp showed the best operations under Alternative 3 with an overall intersection LOS A in the design year of 2040; however, Alternative 1 operated at a LOS D or better for all approaches in the design year (2040). Alternative 2 operated at a LOS F for both the implementation year (2020) and design year (2040).

EDSM VI.1.1.5 states that roundabouts are appropriate when intersections with five or more reported crashes of types susceptible to correction by a roundabout have occurred within a 12-month period. As shown in the safety analysis, there were an average of 15 correctable crashes per year for the years 2014-2016.

Based on the operational and safety improvements, a roundabout is recommended for this intersection. Consideration should also be given that a roundabout is planned for the intersection of Renaud Drive,

which is located approximately 1,000 feet to the north. Closely spaced intersections with different types of traffic control (i.e. roundabout and signal) can pose operational challenges. Matching the roundabout to the north would provide the best operational conditions. Roundabouts also accommodate U-turn movements which will enhance accessibility to properties along the LA 182 corridor. Since turn lanes are not needed for roundabout intersections, sidewalks underneath the interstate overpass would be possible. The recommended geometry is schematically shown in **Figure 19**.

Figure 19: Schematic of Geometric Recommendation for I-10 Westbound Ramp



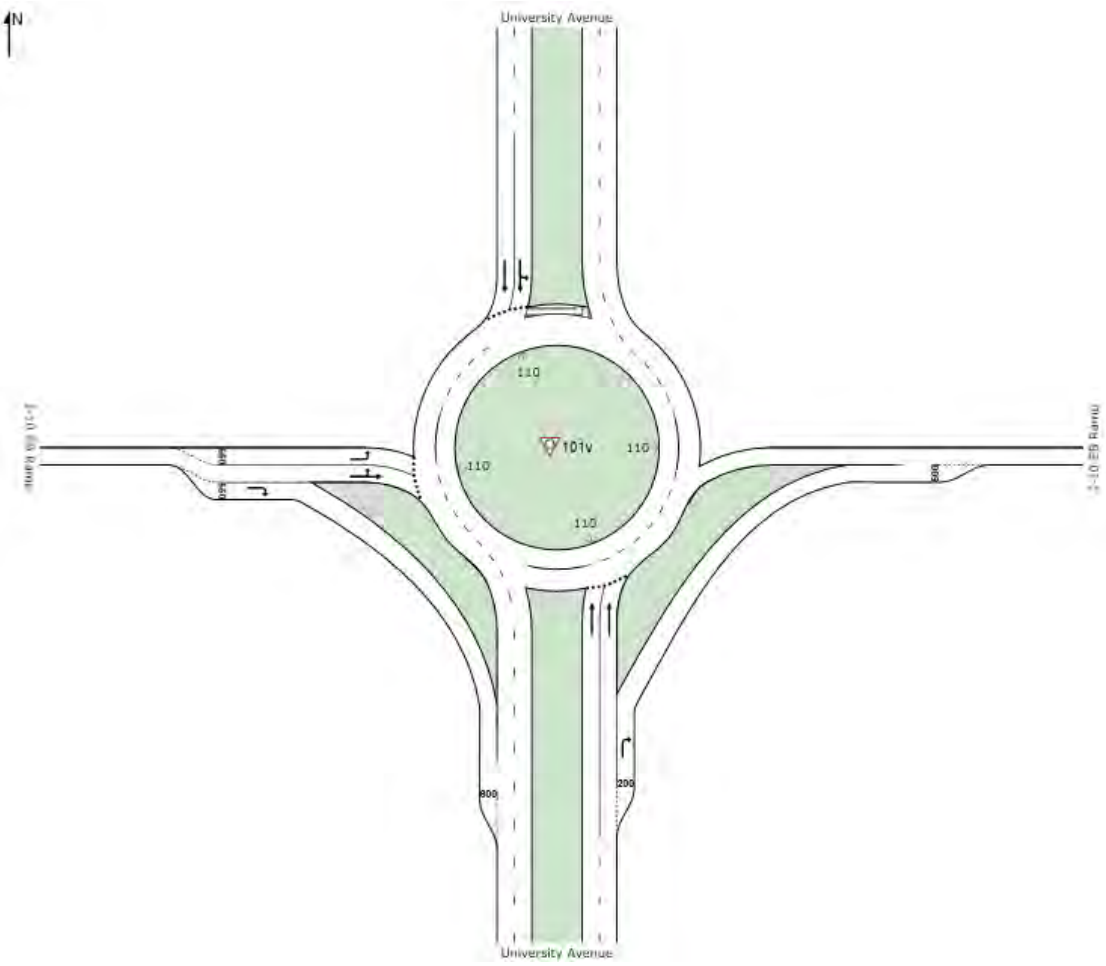
I-10 Eastbound Ramp

The intersection of LA 182 at the I-10 eastbound ramp showed the best LOS under Alternative 3 with an overall intersection LOS A in the design year of 2040. Under Alternative 1 the intersection operated at a LOS F in the design year (2040). Alternative 2 operated at a LOS F for both the implementation year (2020) and design year (2040).

As shown in the safety analysis, there were an average of 10 correctable crashes by a roundabout per year for the years 2014-2016, which meet the minimum threshold for consideration based on safety for a roundabout.

Based on the operational and safety improvements, a roundabout is recommended for this intersection. As described in the I-10 eastbound ramp section, consideration should also be given to match traffic control for closely spaced intersections. Roundabouts also accommodate U-turn movements which will enhance accessibility to properties along the LA 182 corridor. Since turn lanes are not needed for roundabout intersections, sidewalks underneath the interstate overpass would be possible. The recommended geometry is schematically shown in **Figure 20**.

Figure 20: Schematic of Geometric Recommendation for I-10 Eastbound Ramp



Alcide Dominique Drive / Hollywood Drive

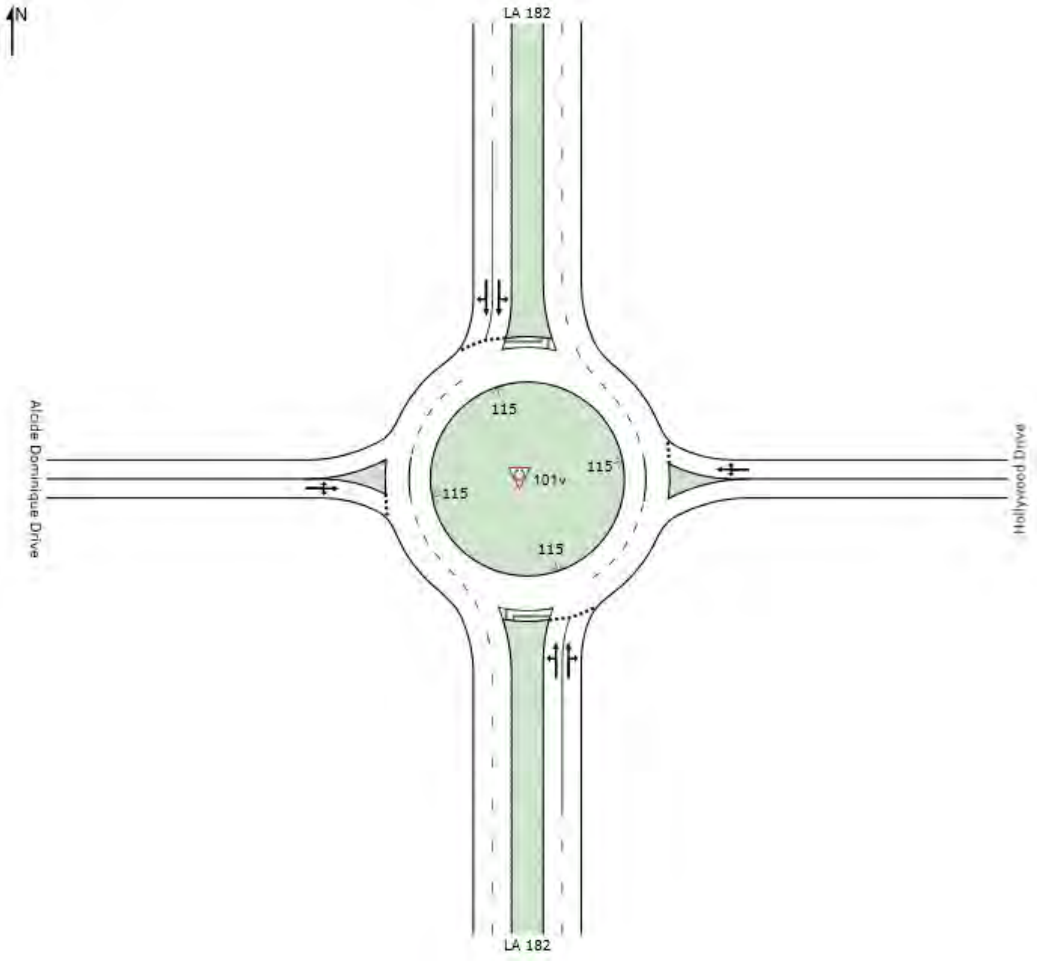
The intersection of LA 182 at Alcide Dominique Drive / Hollywood Drive will operate at an overall intersection LOS C in the design year of 2040 under Alternative 3.

As shown in the safety analysis, there were an average of 5 correctable crashes by a roundabout per year for the years 2014-2016, which meet the minimum threshold for consideration based on safety for a roundabout.

Based on the operational and safety improvements, a roundabout is recommended for this intersection. As described in the I-10 eastbound and westbound ramp sections, consideration should also be given to match traffic control for closely spaced intersections.

Recently, DOTD restricted direct left-turn and through movements from the side streets. The roundabout would reinstate these movements and accommodate U-turn movements which will enhance accessibility to properties along the LA 182 corridor. The recommended geometry is schematically shown in **Figure 21**.

Figure 21: Schematic of Geometric Recommendation for Alcide Dominique Drive / Hollywood Drive



W. Willow Street

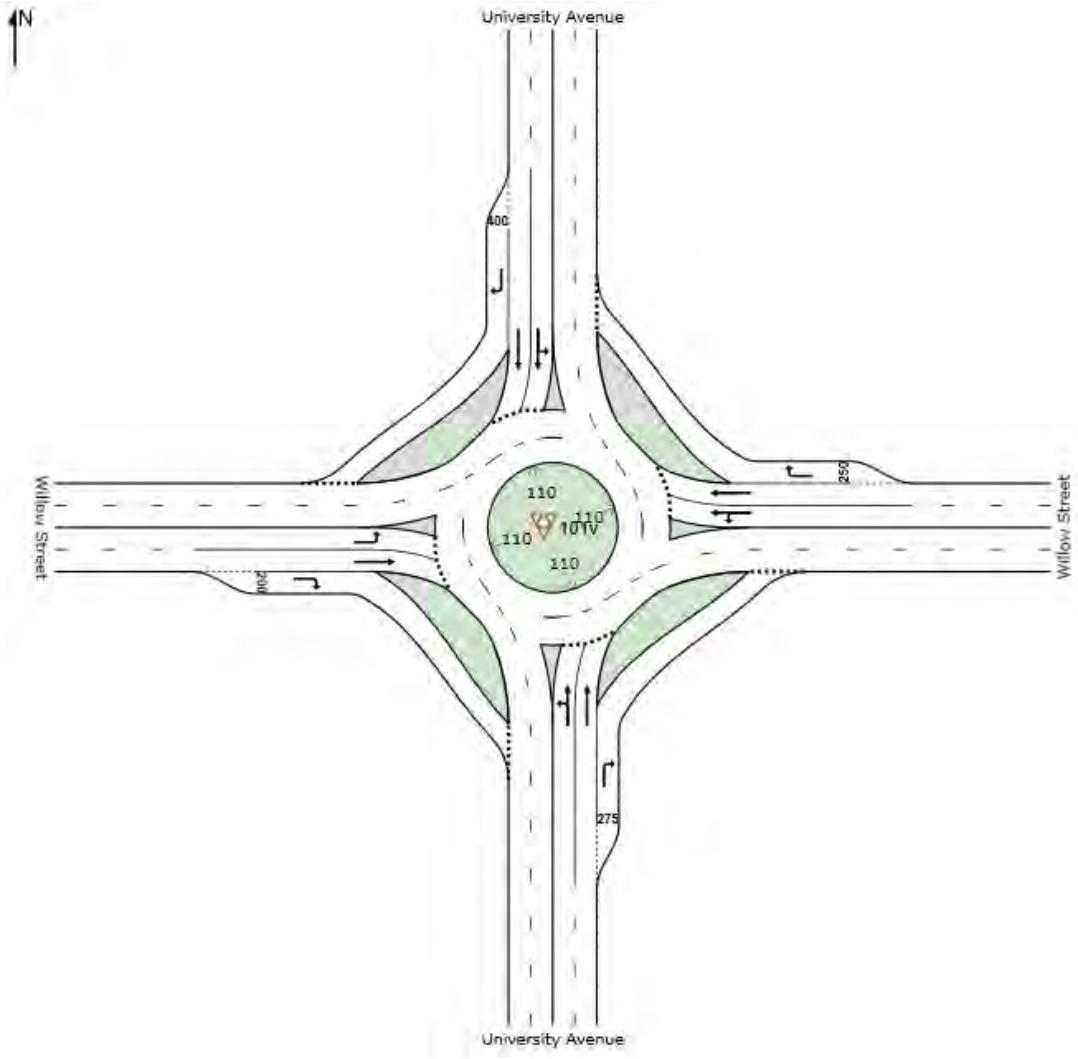
The intersection of LA 182 at W. Willow Street showed the best operations under Alternative 3 with an overall intersection LOS D in the design year of 2040, while the intersection operated at a LOS E under Alternative 1. Alternative 2 operated at a LOS F for both the implementation year (2020) and design year (2040).

As shown in the safety analysis, there were an average of 7 correctable crashes by a roundabout per year for the years 2014-2016, which meet the minimum threshold for consideration based on safety for a roundabout.

Based on the operational and safety improvements, a roundabout is recommended for this intersection. As described in the I-10 eastbound ramp section, consideration should also be given to match traffic

control for closely spaced intersections. Roundabouts also accommodate U-turn movements which will enhance accessibility to properties along the LA 182 corridor. The recommended geometry is schematically shown in **Figure 22**.

Figure 22: Schematic of Geometric Recommendation for W. Willow Street



Madeline Avenue

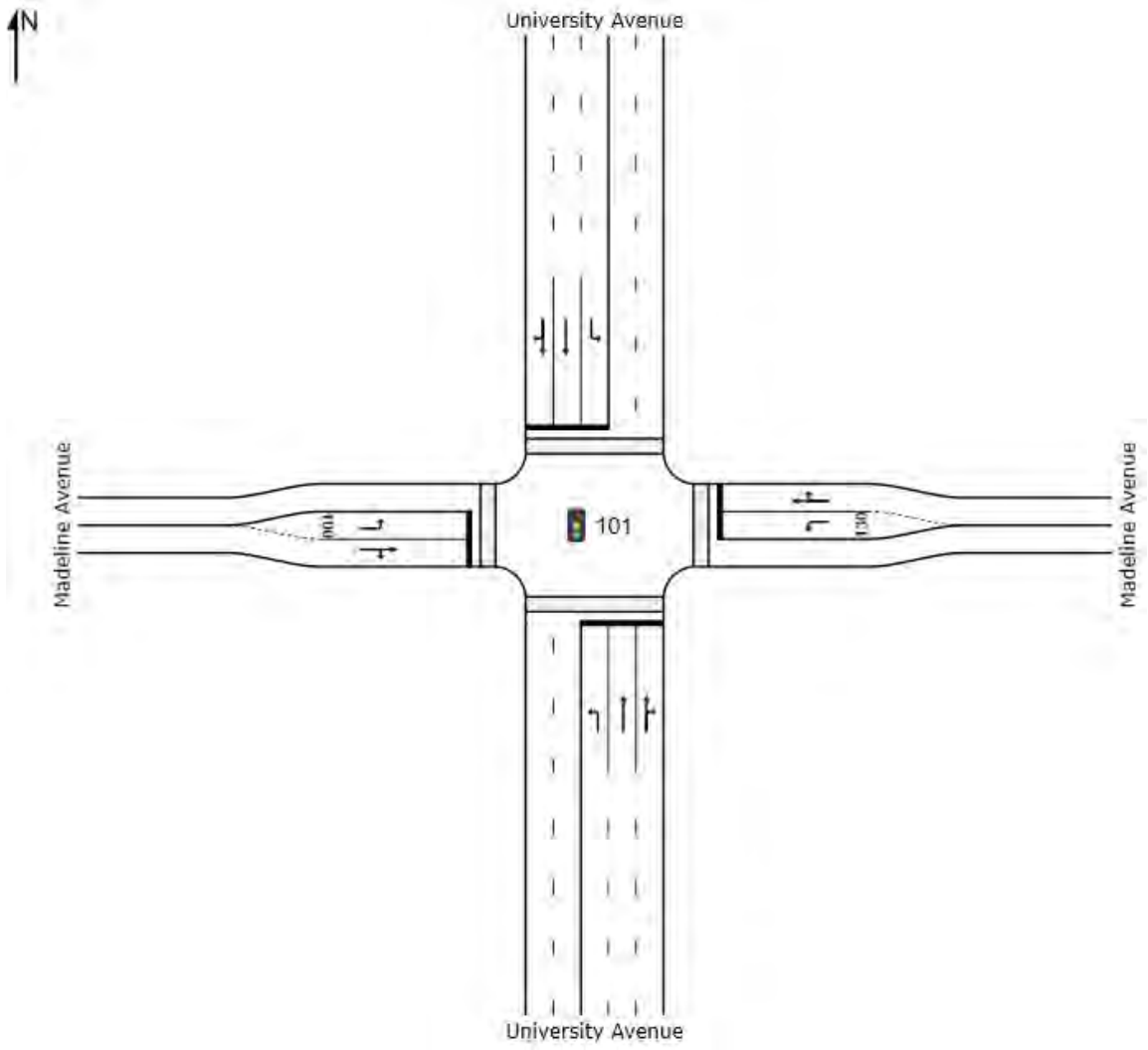
The intersection of LA 182 at Madeline Avenue will operate at a LOS A under Alternative 3 in the design year of 2040; however, the intersection operated acceptably with a LOS D or better in the design year under Alternative 1. Alternative 2 operated at a LOS F for both the implementation year (2020) and design year (2040).

As shown in the safety analysis, there were an average of 4 correctable crashes by a roundabout per year for the years 2014-2016. Only one 12-month period contained 5 crashes, which is the minimum threshold for consideration based on safety for a roundabout.

Since the existing geometry operated acceptably in the design year, no geometric recommendations were made. Another benefit for keeping the existing geometry and traffic control is that no additional ROW is

needed. Any modification to the existing signal should adhere to EDSM VI.3.1.6 (Traffic Signals). The existing geometry is shown in **Figure 23**.

Figure 23: Schematic of Existing Conditions for Madeline Avenue

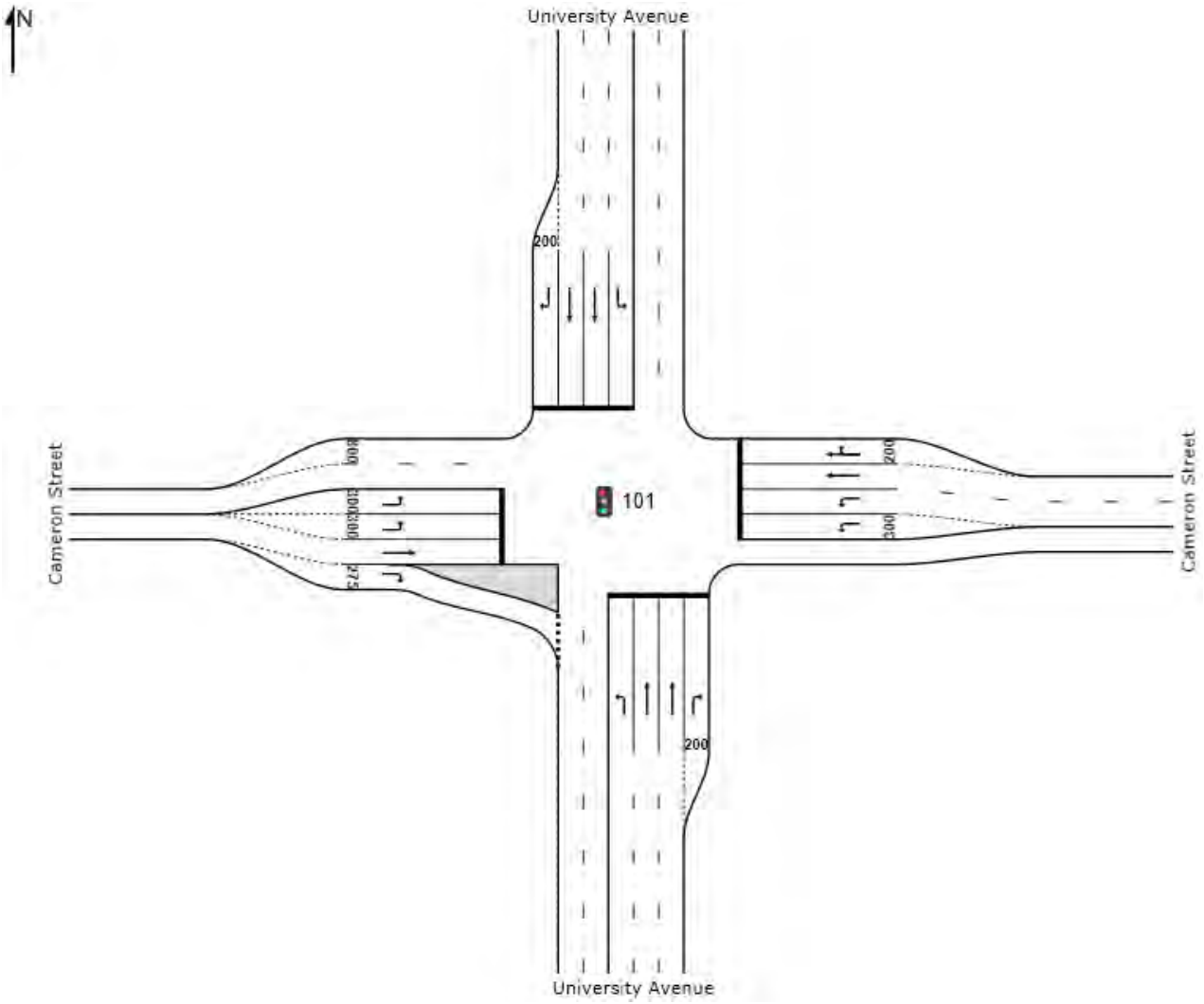


US 90 (Cameron Street)

Based on the HCM analysis, the intersection of LA 182 at US 90 (Cameron Street) will operate at a LOS C or better in the design year of 2040 under Alternative 3, while the intersection operated at a LOS D under Alternative 1. Alternative 2 operated at a LOS F for both the implementation year (2020) and design year (2040).

As shown in the safety analysis, a maximum of three crashes were reported in a 12-month period that were correctable by a roundabout. Due to the failure to meet the minimum threshold of five correctable crashes per year for a roundabout, a traffic signal with geometric improvements is recommended for this intersection, which is schematically shown in **Figure 24**.

Figure 24: Schematic of Geometric Recommendation for US 90 (Cameron Street)



Corridor

Based on a visual inspection of the studied limits along the LA 182 corridor, 1,228 conflict points exist. All three proposed alternatives reduced the number of conflict points as shown in **Table 18**.

Table 18: Conflict Point Comparison

	Existing	Alternative 1 Boulevard	Alternative 2 Road Diet	Alternative 3 Roundabout
Number of Conflict Points	1228	401	946	297

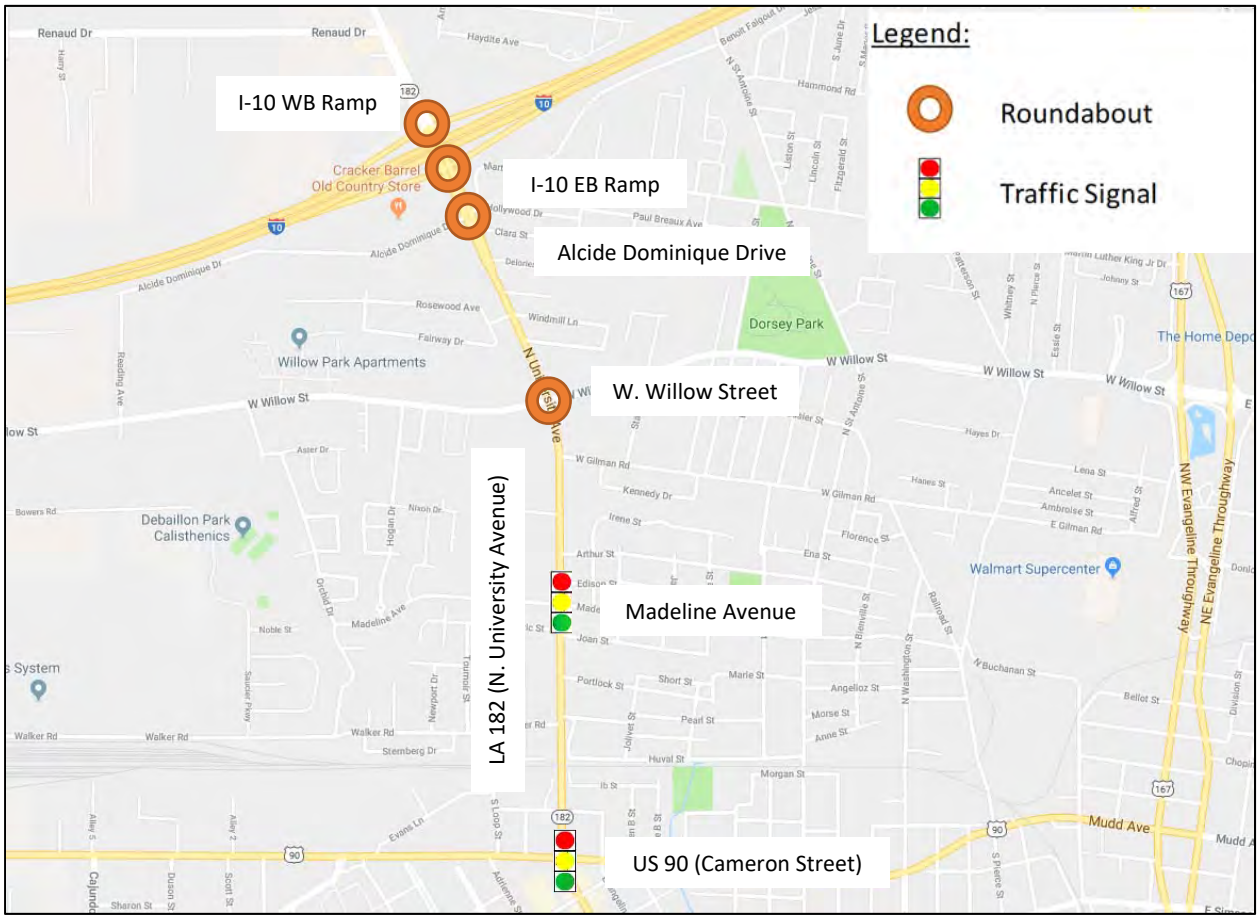
Alternatives 1 and 3 yield the highest reduction of conflict points. One of the principle reasons for this reduction is the recommendation of a median along the corridor. Since most of the studied corridor is classified as an Abnormal Corridor, a median along the study limits is recommended to lower number of crashes.

According to EDSM IV.2.1.4 (Median Openings on Divided Multi-Lane Roadways), median openings shall be placed at ¼ mile distances. If a median is constructed along the studied corridor, median U-turns are needed between the following intersections:

- W. Willow Street,
- Madeline Avenue, and
- US 90 (Cameron Street).

The recommended traffic control for the studied intersections for the LA 182 corridor can be seen in **Figure 25**.

Figure 25: Proposed Traffic Control for Studied Intersections



Appendix A: Existing Traffic Data

DATE COUNTED: 9/19/16-9/20/16 (DOTD COUNTS)

AM PEAK PERIOD

Time	Northbound									Westbound									Southbound									Eastbound									15 Min	Peak Hour	HV
	LA 182 (N. University Ave.)									I-10 Westbound Exit Ramp									LA 182 (N. University Ave.)																			
	Left			Through			Right			Left			Through			Right			Left			Through			Right			Left			Through			Right					
	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem			
7:00 AM	21	0	21	164	0	164		0	0	131	0	131		0	0	50	0	50		0	0	245	0	245	21	0	21		0	0		0	0		0	0	632		
7:15 AM	30	0	30	178	0	178		0	0	182	0	182		0	0	67	0	67		0	0	292	0	292	26	0	26		0	0		0	0		0	0	775		
7:30 AM	25	0	25	193	0	193		0	0	229	0	229		0	0	83	0	83		0	0	317	0	317	28	0	28		0	0		0	0		0	0	875		
7:45 AM	23	0	23	227	0	227		0	0	219	0	219		0	0	133	0	133		0	0	270	0	270	36	0	36		0	0		0	0		0	0	908	3190	
AM Peak Hour	99	0	**99**	762	0	**762**	0	0	**0**	761	0	**761**	0	0	**0**	333	0	**333**	0	0	**0**	1124	0	**1124**	111	0	**111**	0	0	**0**	0	0	**0**	0	0	**0**		0.88	

PM PEAK PERIOD

Time	Northbound									Westbound									Southbound									Eastbound									15 Min	Peak Hour	HV
	LA 182 (N. University Ave.)									I-10 Westbound Exit Ramp									LA 182 (N. University Ave.)																			
	Left			Through			Right			Left			Through			Right			Left			Through			Right			Left			Through			Right					
	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem			
4:45 PM	89	0	89	249	0	249		0	0	60	0	60		0	0	36	0	36		0	0	172	0	172	28	0	28		0	0		0	0		0	0	634		
5:00 PM	79	0	79	277	0	277		0	0	53	0	53		0	0	60	0	60		0	0	161	0	161	49	0	49		0	0		0	0		0	0	679		
5:15 PM	70	0	70	312	0	312		0	0	66	0	66		0	0	48	0	48		0	0	172	0	172	46	0	46		0	0		0	0		0	0	714		
5:30 PM	61	0	61	321	0	321		0	0	74	0	74		0	0	57	0	57		0	0	143	0	143	43	0	43		0	0		0	0		0	0	699	2726	
PM Peak Hour	299	0	**299**	1159	0	**1159**	0	0	**0**	253	0	**253**	0	0	**0**	201	0	**201**	0	0	**0**	648	0	**648**	166	0	**166**	0	0	**0**	0	0	**0**	0	0	**0**		0.95	

DATE COUNTED: 9/21/16 (DOTD COUNTS)

AM PEAK PERIOD

Time	Northbound									Westbound									Southbound									Eastbound									15 Min	Peak Hour	HV
	LA 182 (N. University Ave.)									I-10 Westbound Exit Ramp									LA 182 (N. University Ave.)									I-10 Eastbound Exit Ramp											
	Left			Through			Right			Left			Through			Right			Left			Through			Right			Left			Through			Right					
	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem			
7:00 AM		0	0	123	0	123	37	0	37		0	0		0	0		0	0	26	0	26	350	0	350		0	0	42	0	42	1	0	1	82	0	82	661		
7:15 AM		0	0	145	0	145	38	0	38		0	0		0	0		0	0	46	0	46	465	0	465		0	0	63	0	63	0	0	0	99	0	99	856		
7:30 AM		0	0	201	0	201	45	0	45		0	0		0	0		0	0	52	0	52	462	0	462		0	0	98	0	98	0	0	0	114	0	114	972		
7:45 AM		0	0	126	0	126	67	0	67		0	0		0	0		0	0	62	0	62	522	0	522		0	0	102	0	102	0	0	0	129	0	129	1008	3497	
AM Peak Hour	0	0	**0**	595	0	**595**	187	0	**187**	0	0	**0**	0	0	**0**	0	0	**0**	186	0	**186**	1799	0	**1799**	0	0	**0**	305	0	**305**	1	0	**1**	424	0	**424**		0.87	

PM PEAK PERIOD

Time	Northbound									Westbound									Southbound									Eastbound									15 Min	Peak Hour	HV
	LA 182 (N. University Ave.)									I-10 Westbound Exit Ramp									LA 182 (N. University Ave.)									I-10 Eastbound Exit Ramp											
	Left			Through			Right			Left			Through			Right			Left			Through			Right			Left			Through			Right					
	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem			
4:45 PM		0	0	298	0	298	120	0	120		0	0		0	0		0	0	31	0	31	199	0	199		0	0	35	0	35	1	0	1	30	0	30	714		
5:00 PM		0	0	354	0	354	161	0	161		0	0		0	0		0	0	38	0	38	197	0	197		0	0	26	0	26	1	0	1	52	0	52	829		
5:15 PM		0	0	360	0	360	134	0	134		0	0		0	0		0	0	30	0	30	214	0	214		0	0	43	0	43	0	0	0	52	0	52	833		
5:30 PM		0	0	308	0	308	111	0	111		0	0		0	0		0	0	42	0	42	171	0	171		0	0	43	0	43	1	0	1	31	0	31	707	3083	
PM Peak Hour	0	0	**0**	1320	0	**1320**	526	0	**526**	0	0	**0**	0	0	**0**	0	0	**0**	141	0	**141**	781	0	**781**	0	0	**0**	147	0	**147**	3	0	**3**	165	0	**165**		0.93	

DATE COUNTED: 11/15/17

AM PEAK PERIOD

Time	Northbound									Westbound									Southbound									Eastbound									15 Min	Peak Hour	HV
	LA 182 (N. University Ave.)									W. Willow Street									LA 182 (N. University Ave.)									W. Willow Street											
	Left			Through			Right			Left			Through			Right			Left			Through			Right			Left			Through			Right					
	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem			
6:30 AM	5	0	5	97	0	97	24	0	24	40	0	40	43	0	43	16	0	16	31	0	31	204	0	204	22	0	22	13	0	13	27	0	27	6	0	6	528		24
6:45 AM	12	0	12	133	0	133	28	0	28	60	0	60	42	0	42	18	0	18	25	0	25	275	0	275	32	0	32	28	0	28	37	0	37	10	0	10	700		25
7:00 AM	13	0	13	116	0	116	36	0	36	41	0	41	46	0	46	15	0	15	38	0	38	309	0	309	36	0	36	25	0	25	38	0	38	16	0	16	729		24
7:15 AM	25	0	25	144	0	144	33	0	33	56	0	56	62	0	62	29	0	29	35	0	35	353	15	368	39	0	39	30	0	30	60	10	70	22	0	22	913	2870	39
7:30 AM	22	0	22	120	0	120	42	0	42	70	0	70	58	0	58	37	0	37	38	0	38	411	30	426	33	0	33	31	0	31	53	20	63	26	0	26	966	3308	28
7:45 AM	20	0	20	113	0	113	48	0	48	81	0	81	71	0	71	27	0	27	24	0	24	380	30	380	24	0	24	33	0	33	71	20	71	27	0	27	919	3527	33
8:00 AM	17	0	17	135	0	135	51	0	51	81	0	81	79	0	79	26	0	26	37	0	37	376	30	376	27	0	27	39	0	39	57	20	57	26	0	26	951	3749	50
8:15 AM	26	0	26	104	0	104	43	0	43	80	0	80	64	0	64	26	0	26	26	0	26	265	10	245	26	0	26	36	0	36	63	10	53	23	0	23	752	3588	41
8:30 AM	16	0	16	127	0	127	24	0	24	52	0	52	44	0	44	24	0	24	22	0	22	236	0	226	21	0	21	31	0	31	46	0	36	16	0	16	639	3261	33
8:45 AM	4	0	4	112	0	112	36	0	36	53	0	53	51	0	51	26	0	26	25	0	25	178	0	178	27	0	27	27	0	27	42	0	42	17	0	17	598	2940	27
AM Peak Hour	84	0	**84**	512	0	**512**	174	0	**174**	288	0	**288**	270	0	**270**	119	0	**119**	134	0	**134**	1520	105	**1550**	123	0	**123**	133	0	**133**	241	70	**261**	101	0	**101**		0.97	4.00%

PM PEAK PERIOD

Time	Northbound									Westbound									Southbound									Eastbound									15 Min	Peak Hour	HV
	LA 182 (N. University Ave.)									W. Willow Street									LA 182 (N. University Ave.)									W. Willow Street											
	Left			Through			Right			Left			Through			Right			Left			Through			Right			Left			Through			Right					
	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem			
3:00 PM	9	0	9	240	0	240	51	0	51	51	0	51	59	0	59	42	0	42	31	0	31	155	0	155	19	0	19	26	0	26	71	0	71	11	0	11	765		36
3:15 PM	5	0	5	211	0	211	49	0	49	57	0	57	71	0	71	36	0	36	28	0	28	150	0	150	27	0	27	26	0	26	50	0	50	10	0	10	720		58
3:30 PM	14	0	14	254	10	264	62	0	62	54	0	54	73	0	73	62	0	62	28	0	28	161	0	161	29	0	29	48	0	48	60	10	70	15	0	15	880		39
3:45 PM	20	0	20	254	10	254	57	0	57	76	0	76	85	0	85	25	0	25	30	0	30	166	0	166	26	0	26	55	0	55	69	10	69	21	0	21	884	3249	46
4:00 PM	22	0	22	320	20	330	48	0	48	57	0	57	79	10	89	30	0	30	28	0	28	155	0	155	26	0	26	51	0	51	72	10	72	26	0	26	934	3418	38
4:15 PM	25	0	25	306	20	306	56	0	56	55	0	55	71	10	71	54	0	54	37	0	37	161	0	161	22	0	22	34	0	34	56	10	56	16	0	16	893	3591	30
4:30 PM	23	0	23	341	30	351	39	0	39	57	0	57	82	20	92	55	0	55	31	0	31	148	0	148	27	0	27	49	0	49	58	20	68	19	0	19	959	3670	26
4:45 PM	25	0	25	355	40	365	45	0	45	49	0	49	66	20	66	25	0	25	30	0	30	151	0	151	24	0	24	45	0	45	55	20	55	16	0	16	896	3682	23
5:00 PM	19	0	19	357	50	367	40	0	40	47	0	47	71	20	71	50	0	50	33	0	33	176	0	176	41	0	41	73	0	73	74	30	84	14	0	14	1015	3763	23
5:15 PM	16	0	16	353	40	343	47	0	47	58	0	58	68	10	58	48	0	48	34	0	34	173	0	173	24	0	24	47	0	47	65	20	55	11	0	11	914	3784	14
5:30 PM	12	0	12	331	10	301	45	0	45	43	0	43	57	0	47	50	0	50	22	0	22	179	0	179	27	0	27	33	0	33	51	10	41	13	0	13	813	3638	14
5:45 PM	9	0	9	276	0	266	33	0	33	44	0	44	55	0	55	44	0	44	22	0	22	141	0	141	22	0	22	25	0	25	33	0	23	19	0	19	703	3445	12
PM Peak Hour	83	0	**83**	1406	160	**1426**	171	0	**171**	211	0	**211**	287	70	**287**	178	0	**178**	128	0	**128**	648	0	**648**	116	0	**116**	214	0	**214**	252	90	**262**	60	0	**60**		0.93	2.27%

DATE COUNTED: 11/15/17 (hand counts)

AM PEAK PERIOD

Time	Northbound LA 182 (N. University Ave.)									Westbound Madeline Ave.									Southbound LA 182 (N. University Ave.)									Eastbound Madeline Ave.									15 Min	Peak Hour	HV
	Left			Through			Right			Left			Through			Right			Left			Through			Right			Left			Through			Right					
	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem			
6:30 AM	2	0	2	65	0	65	2	0	2	13	0	13	1	0	1	4	0	4	1	0	1	142	0	142	1	0	1	3	0	3	6	0	6	3	0	3	243		6
6:45 AM	0	0	0	132	0	132	2	0	2	17	0	17	1	0	1	6	0	6	4	0	4	233	0	233	5	0	5	3	0	3	3	0	3	3	0	3	409		10
7:00 AM	2	0	2	155	0	155	2	0	2	16	0	16	1	0	1	3	0	3	2	0	2	313	0	313	4	0	4	5	0	5	6	0	6	4	0	4	513		11
7:15 AM	1	0	1	171	0	171	1	0	1	16	0	16	1	0	1	9	0	9	1	0	1	530	0	530	2	0	2	2	0	2	4	0	4	7	0	7	745	1910	13
7:30 AM	1	0	1	193	0	193	0	0	0	22	0	22	3	0	3	2	0	2	5	0	5	471	0	471	3	0	3	8	0	8	3	0	3	5	0	5	716	2383	10
7:45 AM	2	0	2	158	0	158	5	0	5	23	0	23	3	0	3	7	0	7	3	0	3	462	0	462	4	0	4	3	0	3	7	0	7	5	0	5	682	2656	12
8:00 AM	2	0	2	235	0	235	3	0	3	26	0	26	3	0	3	2	0	2	7	0	7	487	0	487	5	0	5	4	0	4	8	0	8	1	0	1	783	2926	14
8:15 AM	2	0	2	183	0	183	2	0	2	37	0	37	4	0	4	3	0	3	6	0	6	378	0	378	3	0	3	3	0	3	7	0	7	1	0	1	629	2810	17
8:30 AM	1	0	1	156	0	156	3	0	3	18	0	18	6	0	6	8	0	8	9	0	9	333	0	333	5	0	5	1	0	1	3	0	3	2	0	2	545	2639	8
8:45 AM	5	0	5	169	0	169	3	0	3	20	0	20	4	0	4	6	0	6	7	0	7	239	0	239	1	0	1	1	0	1	1	0	1	3	0	3	459	2416	6
AM Peak Hour	6	0	**6**	757	0	**757**	9	0	**9**	87	0	**87**	10	0	**10**	20	0	**20**	16	0	**16**	1950	0	**1950**	14	0	**14**	17	0	**17**	22	0	**22**	18	0	**18**		0.93	1.67%

PM PEAK PERIOD

Time	Northbound LA 182 (N. University Ave.)									Westbound Madeline Ave.									Southbound LA 182 (N. University Ave.)									Eastbound Madeline Ave.									15 Min	Peak Hour	HV
	Left			Through			Right			Left			Through			Right			Left			Through			Right			Left			Through			Right					
	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem			
3:00 PM	4	0	4	242	0	242	2	0	2	13	0	13	6	0	6	12	0	12	11	0	11	134	0	134	10	0	10	7	0	7	4	0	4	3	0	3	448		7
3:15 PM	6	0	6	244	0	244	6	0	6	32	0	32	5	0	5	6	0	6	5	0	5	203	0	203	5	0	5	6	0	6	7	0	7	3	0	3	528		14
3:30 PM	3	0	3	259	0	259	2	0	2	12	0	12	8	0	8	8	0	8	11	0	11	213	0	213	1	0	1	5	0	5	6	0	6	5	0	5	533		13
3:45 PM	3	0	3	346	0	346	3	0	3	21	0	21	9	0	9	7	0	7	5	0	5	268	0	268	1	0	1	5	0	5	5	0	5	4	0	4	677	2186	13
4:00 PM	4	0	4	411	0	411	3	0	3	24	0	24	4	0	4	10	0	10	7	0	7	233	0	233	4	0	4	7	0	7	6	0	6	3	0	3	716	2454	12
4:15 PM	5	0	5	401	0	401	5	0	5	19	0	19	6	0	6	9	0	9	6	0	6	172	0	172	4	0	4	16	0	16	6	0	6	5	0	5	654	2580	11
4:30 PM	3	0	3	405	0	405	1	0	1	12	0	12	11	0	11	15	0	15	10	0	10	219	0	219	9	0	9	3	0	3	9	0	9	7	0	7	704	2751	7
4:45 PM	2	0	2	409	0	409	2	0	2	20	0	20	7	0	7	10	0	10	3	0	3	153	0	153	3	0	3	5	0	5	3	0	3	5	0	5	622	2696	5
5:00 PM	4	0	4	442	0	442	5	0	5	23	0	23	5	0	5	15	0	15	12	0	12	226	0	226	2	0	2	9	0	9	11	0	11	1	0	1	755	2735	8
5:15 PM	0	0	0	453	0	453	1	0	1	27	0	27	12	0	12	14	0	14	10	0	10	248	0	248	3	0	3	8	0	8	8	0	8	2	0	2	786	2867	7
5:30 PM	6	0	6	426	0	426	8	0	8	27	0	27	12	0	12	14	0	14	8	0	8	223	0	223	4	0	4	5	0	5	10	0	10	1	0	1	744	2907	5
5:45 PM	3	0	3	247	0	247	4	0	4	26	0	26	13	0	13	14	0	14	5	0	5	157	0	157	6	0	6	7	0	7	6	0	6	2	0	2	490	2775	4
PM Peak Hour	12	0	**12**	1730	0	**1730**	16	0	**16**	97	0	**97**	36	0	**36**	53	0	**53**	33	0	**33**	850	0	**850**	12	0	**12**	27	0	**27**	32	0	**32**	9	0	**9**		0.92	0.86%

DATE COUNTED: 11/15/17

AM PEAK PERIOD

Time	Northbound LA 182 (W. University Ave.)									Westbound US 90 (Cameron St.)									Southbound LA 182 (N. University Ave.)									Eastbound US 90 (Cameron St.)									15 Min	Peak Hour	HV
	Left			Through			Right			Left			Through			Right			Left			Through			Right			Left			Through			Right					
	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem			
6:30 AM	19	0	19	90	0	90	1	0	1	1	0	1	49	0	49	6	0	6	6	0	6	170	0	170	71	0	71	44	0	44	39	0	39	23	0	23	519		20
6:45 AM	15	0	15	95	0	95	7	0	7	7	0	7	53	0	53	4	0	4	14	0	14	210	0	210	65	0	65	56	0	56	33	0	33	20	0	20	579		21
7:00 AM	21	0	21	102	0	102	4	0	4	6	0	6	41	10	51	3	0	3	31	0	31	266	0	266	64	0	64	61	0	61	39	0	39	26	0	26	674		29
7:15 AM	19	0	19	111	0	111	2	0	2	9	0	9	49	20	59	5	0	5	21	0	21	294	0	294	68	0	68	85	0	85	39	0	39	34	0	34	746	2518	20
7:30 AM	18	0	18	101	0	101	4	0	4	14	0	14	51	30	61	2	0	2	18	0	18	346	25	371	73	0	73	67	0	67	47	0	47	38	0	38	814	2813	30
7:45 AM	29	0	29	87	0	87	4	0	4	8	0	8	56	30	56	5	0	5	17	0	17	328	50	353	69	0	69	102	0	102	65	0	65	59	0	59	854	3088	33
8:00 AM	21	0	21	129	0	129	5	0	5	6	0	6	43	30	43	6	0	6	15	0	15	307	90	347	50	0	50	77	0	77	65	0	65	34	0	34	798	3212	30
8:15 AM	16	0	16	93	0	93	2	0	2	11	0	11	67	20	57	8	0	8	20	0	20	274	90	274	31	0	31	68	0	68	63	0	63	39	0	39	682	3148	37
8:30 AM	23	0	23	97	0	97	7	0	7	10	0	10	54	10	44	7	0	7	14	0	14	266	50	226	56	0	56	66	0	66	37	0	37	32	0	32	619	2953	26
8:45 AM	31	0	31	103	0	103	8	0	8	13	0	13	47	0	37	5	0	5	7	0	7	185	0	135	41	0	41	65	0	65	58	0	58	24	0	24	527	2626	25
AM Peak Hour	87	0	**87**	428	0	**428**	15	0	**15**	37	0	**37**	199	110	**219**	18	0	**18**	71	0	**71**	1275	165	**1365**	260	0	**260**	331	0	**331**	216	0	**216**	165	0	**165**		0.94	3.52%

PM PEAK PERIOD

Time	Northbound LA 182 (W. University Ave.)									Westbound US 90 (Cameron St.)									Southbound LA 182 (N. University Ave.)									Eastbound US 90 (Cameron St.)									15 Min	Peak Hour	HV
	Left			Through			Right			Left			Through			Right			Left			Through			Right			Left			Through			Right					
	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem			
3:00 PM	40	0	40	232	0	232	3	0	3	18	0	18	69	0	69	12	0	12	17	0	17	140	0	140	66	0	66	105	0	105	53	0	53	31	0	31	786		36
3:15 PM	31	0	31	222	10	232	10	0	10	13	0	13	66	0	66	7	0	7	13	0	13	150	0	150	66	0	66	87	0	87	65	0	65	15	0	15	755		30
3:30 PM	24	0	24	194	10	194	11	0	11	10	0	10	54	10	64	7	0	7	20	0	20	163	0	163	52	0	52	123	0	123	87	0	87	22	0	22	777		28
3:45 PM	34	0	34	219	20	229	8	0	8	14	0	14	69	15	74	9	0	9	17	0	17	161	5	166	58	0	58	131	0	131	75	0	75	30	0	30	845	3163	40
4:00 PM	36	0	36	267	20	267	6	0	6	20	0	20	53	20	58	14	0	14	19	0	19	155	5	155	63	0	63	124	0	124	83	0	83	23	0	23	868	3245	33
4:15 PM	32	0	32	286	20	286	5	0	5	9	0	9	57	20	57	8	0	8	11	0	11	151	10	156	57	0	57	114	0	114	60	5	65	32	0	32	832	3322	31
4:30 PM	27	0	27	290	30	300	7	0	7	14	0	14	65	25	70	9	0	9	14	0	14	148	15	153	62	0	62	129	0	129	89	10	94	27	0	27	906	3451	20
4:45 PM	37	0	37	288	30	288	7	0	7	12	0	12	54	30	59	21	0	21	18	0	18	148	15	148	42	0	42	129	0	129	88	10	88	22	0	22	871	3477	12
5:00 PM	27	0	27	319	30	319	6	0	6	12	0	12	69	25	64	5	0	5	15	0	15	174	20	179	58	0	58	131	0	131	77	10	77	34	0	34	927	3536	15
5:15 PM	34	0	34	289	20	279	6	0	6	12	0	12	58	20	53	9	0	9	15	0	15	158	15	153	73	0	73	131	0	131	69	10	69	27	0	27	861	3565	12
5:30 PM	31	0	31	262	5	247	3	0	3	8	0	8	58	10	48	15	0	15	16	0	16	159	5	149	55	0	55	118	0	118	63	5	58	24	0	24	772	3431	11
5:45 PM	26	0	26	203	0	198	11	0	11	7	0	7	50	0	40	11	0	11	16	0	16	115	0	110	46	0	46	101	0	101	49	0	44	22	0	22	632	3192	8
PM Peak Hour	125	0	**125**	1186	110	**1186**	26	0	**26**	50	0	**50**	246	100	**246**	44	0	**44**	62	0	**62**	628	65	**633**	235	0	**235**	520	0	**520**	323	40	**328**	110	0	**110**		0.96	1.65%

DATE COUNTED: 11/15/17

AM PEAK PERIOD

Time	Northbound									Westbound									Southbound									Eastbound									15 Min	Peak Hour	HV
	LA 182 (W. University Ave.)									US 90 (Cameron St.)									LA 182 (N. University Ave.)									US 90 (Cameron St.)											
	Left			Through			Right			Left			Through			Right			Left			Through			Right			Left			Through			Right					
	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem			
6:00 AM		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	0		
6:15 AM		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	0		
6:30 AM		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	0		
6:45 AM		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	0	0	
7:00 AM		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	0	0	
7:15 AM		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	0	0	
7:30 AM		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	0	0	
7:45 AM		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	0	0	
8:00 AM		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	0	0	
8:15 AM		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	0	0	
8:30 AM		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	0	0	
8:45 AM		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	0	0	
AM Peak Hour	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**		######	######

PM PEAK PERIOD

Time	Northbound									Westbound									Southbound									Eastbound									15 Min	Peak Hour	HV
	LA 182 (W. University Ave.)																		LA 182 (N. University Ave.)									US 90 (Cameron St.)											
	Left			Through			Right			Left			Through			Right			Left			Through			Right			Left			Through			Right					
	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem	Dep	Q	Dem			
3:00 PM	40	0	40	232	0	232	3	0	3	18	0	18	69	0	69	12	0	12	17	0	17	140	0	140	66	0	66	105	0	105	53	0	53	31	0	31	786		36
3:15 PM	31	0	31	222	0	222	10	0	10	13	0	13	66	0	66	7	0	7	13	0	13	150	0	150	66	0	66	87	0	87	65	0	65	15	0	15	745		30
3:30 PM	24	0	24	194	0	194	11	0	11	10	0	10	54	0	54	7	0	7	20	0	20	163	0	163	52	0	52	123	0	123	87	0	87	22	0	22	767		28
3:45 PM	34	0	34	219	0	219	8	0	8	14	0	14	69	0	69	9	0	9	17	0	17	161	0	161	58	0	58	131	0	131	75	0	75	30	0	30	825	3123	40
4:00 PM	36	0	36	267	0	267	6	0	6	20	0	20	53	0	53	14	0	14	19	0	19	155	0	155	63	0	63	124	0	124	83	0	83	23	0	23	863	3200	33
4:15 PM	32	0	32	286	0	286	5	0	5	9	0	9	57	0	57	8	0	8	11	0	11	151	0	151	57	0	57	114	0	114	60	0	60	32	0	32	822	3277	31
4:30 PM	27	0	27	290	0	290	7	0	7	14	0	14	65	0	65	9	0	9	14	0	14	148	0	148	62	0	62	129	0	129	89	0	89	27	0	27	881	3391	20
4:45 PM	37	0	37	288	0	288	7	0	7	12	0	12	54	0	54	21	0	21	18	0	18	148	0	148	42	0	42	129	0	129	88	0	88	22	0	22	866	3432	12
5:00 PM	27	0	27	319	0	319	6	0	6	12	0	12	69	0	69	5	0	5	15	0	15	174	0	174	58	0	58	131	0	131	77	0	77	34	0	34	927	3496	15
5:15 PM	34	0	34	289	0	289	6	0	6	12	0	12	58	0	58	9	0	9	15	0	15	158	0	158	73	0	73	131	0	131	69	0	69	27	0	27	881	3555	12
5:30 PM	31	0	31	262	0	262	3	0	3	8	0	8	58	0	58	15	0	15	16	0	16	159	0	159	55	0	55	118	0	118	63	0	63	24	0	24	812	3486	11
5:45 PM	26	0	26	203	0	203	11	0	11	7	0	7	50	0	50	11	0	11	16	0	16	115	0	115	46	0	46	101	0	101	49	0	49	22	0	22	657	3277	8
PM Peak Hour	125	0	**125**	1186	0	**1186**	26	0	**26**	50	0	**50**	246	0	**246**	44	0	**44**	62	0	**62**	628	0	**628**	235	0	**235**	520	0	**520**	323	0	**323**	110	0	**110**		0.96	1.66%

LADOTD

District 03

Traffic Operations

I-10 EB Off Ramp @ University

Start	05-Sep-16		Tue		Wed		Thu		Fri		Sat		Sun		Average Da	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	*	18	13	64	18	**73**	*	*	*	*	*	*	16	52
12:15	*	*	*	59	8	70	15	**67**	*	*	*	*	*	*	12	65
12:30	*	*	*	74	3	69	14	**88**	*	*	*	*	*	*	8	77
12:45	*	*	*	73	5	77	3	**87**	*	*	*	*	*	*	4	79
01:00	*	*	*	71	11	56	5	67	*	*	*	*	*	*	8	65
01:15	*	*	*	64	7	69	13	61	*	*	*	*	*	*	10	65
01:30	*	*	*	61	7	62	12	69	*	*	*	*	*	*	10	64
01:45	*	*	*	78	5	82	5	77	*	*	*	*	*	*	5	79
02:00	*	*	*	59	2	75	4	59	*	*	*	*	*	*	3	64
02:15	*	*	*	77	9	74	10	22	*	*	*	*	*	*	10	58
02:30	*	*	*	91	4	87	5	0	*	*	*	*	*	*	4	59
02:45	*	*	*	85	1	79	7	1	*	*	*	*	*	*	4	55
03:00	*	*	*	65	8	101	10	*	*	*	*	*	*	*	9	83
03:15	*	*	*	69	5	76	3	*	*	*	*	*	*	*	4	72
03:30	*	*	*	78	9	83	13	*	*	*	*	*	*	*	11	80
03:45	*	*	*	101	10	79	13	*	*	*	*	*	*	*	12	90
04:00	*	*	*	77	15	54	10	*	*	*	*	*	*	*	12	66
04:15	*	*	*	83	18	56	27	*	*	*	*	*	*	*	22	70
04:30	*	*	*	87	23	60	21	*	*	*	*	*	*	*	22	74
04:45	*	*	*	92	21	67	15	*	*	*	*	*	*	*	18	80
05:00	*	*	*	70	3	52	8	*	*	*	*	*	*	*	6	61
05:15	*	*	*	86	25	**115**	24	*	*	*	*	*	*	*	24	100
05:30	*	*	*	**112**	29	**155**	23	*	*	*	*	*	*	*	26	**134**
05:45	*	*	*	**145**	42	**105**	35	*	*	*	*	*	*	*	38	**125**
06:00	*	*	*	**183**	35	**71**	46	*	*	*	*	*	*	*	40	**127**
06:15	*	*	*	**131**	48	72	53	*	*	*	*	*	*	*	50	**102**
06:30	*	*	*	89	80	53	91	*	*	*	*	*	*	*	86	71
06:45	*	*	*	34	106	60	89	*	*	*	*	*	*	*	98	47
07:00	*	*	*	33	128	45	**135**	*	*	*	*	*	*	*	**132**	39
07:15	*	*	*	54	**179**	51	**177**	*	*	*	*	*	*	*	**178**	52
07:30	*	*	*	51	**151**	44	**182**	*	*	*	*	*	*	*	**166**	48
07:45	*	*	*	36	**161**	41	**144**	*	*	*	*	*	*	*	**152**	38
08:00	*	*	*	27	**139**	29	75	*	*	*	*	*	*	*	107	28
08:15	*	*	*	26	107	40	50	*	*	*	*	*	*	*	78	33
08:30	*	*	*	37	88	24	71	*	*	*	*	*	*	*	80	30
08:45	*	*	*	17	76	24	107	*	*	*	*	*	*	*	92	20
09:00	*	*	*	22	76	27	87	*	*	*	*	*	*	*	82	24
09:15	*	*	*	35	46	30	49	*	*	*	*	*	*	*	48	32
09:30	*	*	*	22	72	35	80	*	*	*	*	*	*	*	76	28
09:45	*	*	*	39	46	21	48	*	*	*	*	*	*	*	47	30
10:00	*	*	*	16	66	14	64	*	*	*	*	*	*	*	65	15
10:15	*	*	*	22	71	10	58	*	*	*	*	*	*	*	64	16
10:30	*	*	*	9	50	13	63	*	*	*	*	*	*	*	56	11
10:45	*	*	*	11	43	14	69	*	*	*	*	*	*	*	56	12
11:00	*	*	*	14	71	15	55	*	*	*	*	*	*	*	63	14
11:15	*	*	*	22	63	11	65	*	*	*	*	*	*	*	64	16
11:30	*	*	*	14	57	23	66	*	*	*	*	*	*	*	62	18
11:45	*	*	*	16	89	12	66	*	*	*	*	*	*	*	78	14
Total	0	0	0	2835	2331	2646	2303	671	0	0	0	0	0	0	2318	2682
Day Total		0		2835		4977		2974		0		0		0		5000
% Splits	0.0%	0.0%	0.0%	100.0 %	46.8 %	53.2 %	77.4 %	22.6 %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	46.4 %	53.6%
Peak	-	-	-	05:30	07:15	05:15	07:00	12:00	-	-	-	-	-	-	07:00	05:30
Vol.	-	-	-	571	630	446	638	315	-	-	-	-	-	-	628	488
P.H.F.				0.780	0.880	0.719	0.876	0.895							0.882	0.910

ADT ADT 4,974 AADT 4,974

LADOTD

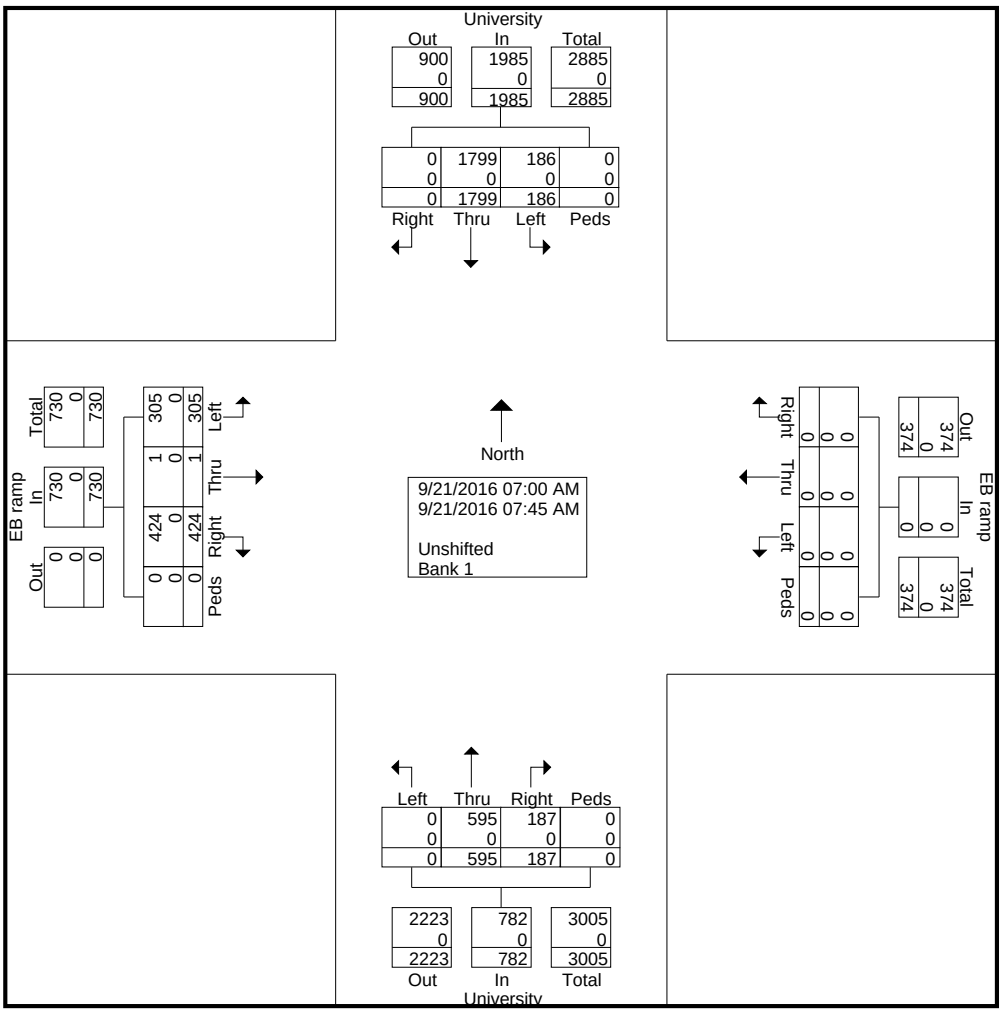
District 03
Traffic Operations

District 03
Traffic and Operations

File Name : i-10 eb ramp @ university am count
Site Code : 00000000
Start Date : 9/21/2016
Page No : 1

Groups Printed- Unshifted - Bank 1

	University From North					EB ramp From East					University From South					EB ramp From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	350	26	0	376	0	0	0	0	0	37	123	0	0	160	82	1	42	0	125	661
07:15 AM	0	465	46	0	511	0	0	0	0	0	38	145	0	0	183	99	0	63	0	162	856
07:30 AM	0	462	52	0	514	0	0	0	0	0	45	201	0	0	246	114	0	98	0	212	972
07:45 AM	0	522	62	0	584	0	0	0	0	0	67	126	0	0	193	129	0	102	0	231	1008
Total	0	1799	186	0	1985	0	0	0	0	0	187	595	0	0	782	424	1	305	0	730	3497
Grand Total	0	1799	186	0	1985	0	0	0	0	0	187	595	0	0	782	424	1	305	0	730	3497
Apprch %	0	90.6	9.4	0		0	0	0	0		23.9	76.1	0	0		58.1	0.1	41.8	0		
Total %	0	51.4	5.3	0	56.8	0	0	0	0	0	5.3	17	0	0	22.4	12.1	0	8.7	0	20.9	
Unshifted	0	1799	186	0	1985	0	0	0	0	0	187	595	0	0	782	424	1	305	0	730	3497
% Unshifted	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



LADOTD

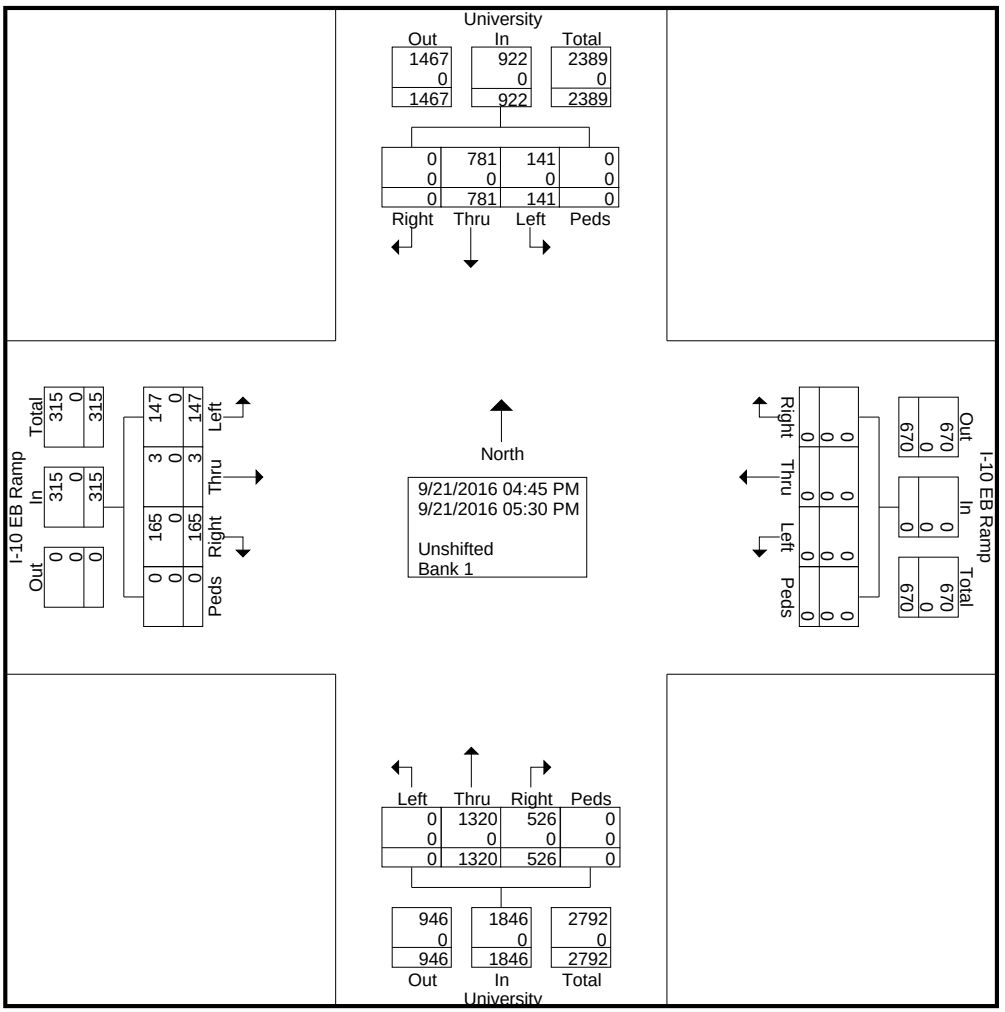
District 03
Traffic Operations

District 03
Traffic and Operations

File Name : I-10 EB ramp @ University pm count
Site Code : 00000000
Start Date : 9/21/2016
Page No : 1

Groups Printed- Unshifted - Bank 1

	University From North					I-10 EB Ramp From East					University From South					I-10 EB Ramp From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:45 PM	0	199	31	0	230	0	0	0	0	0	120	298	0	0	418	30	1	35	0	66	714
Total	0	199	31	0	230	0	0	0	0	0	120	298	0	0	418	30	1	35	0	66	714
05:00 PM	0	197	38	0	235	0	0	0	0	0	161	354	0	0	515	52	1	26	0	79	829
05:15 PM	0	214	30	0	244	0	0	0	0	0	134	360	0	0	494	52	0	43	0	95	833
05:30 PM	0	171	42	0	213	0	0	0	0	0	111	308	0	0	419	31	1	43	0	75	707
Grand Total	0	781	141	0	922	0	0	0	0	0	526	1320	0	0	1846	165	3	147	0	315	3083
Apprch %	0	84.7	15.3	0		0	0	0	0		28.5	71.5	0	0		52.4	1	46.7	0		
Total %	0	25.3	4.6	0	29.9	0	0	0	0	0	17.1	42.8	0	0	59.9	5.4	0.1	4.8	0	10.2	
Unshifted	0	781	141	0	922	0	0	0	0	0	526	1320	0	0	1846	165	3	147	0	315	3083
% Unshifted	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



LADOTD

District 03

Traffic Operations

I-10 WB Off Ramp @ University

Start	05-Sep-16		Tue		Wed		Thu		Fri		Sat		Sun		Average Da	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	*	94	9	84	18	105	*	*	*	*	*	*	14	94
12:15	*	*	*	85	19	100	18	105	*	*	*	*	*	*	18	97
12:30	*	*	*	101	16	105	15	101	*	*	*	*	*	*	16	102
12:45	*	*	*	95	24	92	14	89	*	*	*	*	*	*	19	92
01:00	*	*	*	88	8	93	15	**95**	*	*	*	*	*	*	12	92
01:15	*	*	*	87	9	107	10	**101**	*	*	*	*	*	*	10	98
01:30	*	*	*	87	7	105	6	**94**	*	*	*	*	*	*	6	95
01:45	*	*	*	78	18	101	6	**113**	*	*	*	*	*	*	12	97
02:00	*	*	*	91	8	97	16	*	*	*	*	*	*	*	12	94
02:15	*	*	*	100	8	104	6	*	*	*	*	*	*	*	7	102
02:30	*	*	*	**123**	8	135	15	*	*	*	*	*	*	*	12	**129**
02:45	*	*	*	**149**	8	118	9	*	*	*	*	*	*	*	8	**134**
03:00	*	*	*	**102**	7	101	12	*	*	*	*	*	*	*	10	**102**
03:15	*	*	*	**119**	11	108	10	*	*	*	*	*	*	*	10	**114**
03:30	*	*	*	104	19	120	30	*	*	*	*	*	*	*	24	112
03:45	*	*	*	110	32	117	21	*	*	*	*	*	*	*	26	114
04:00	*	*	*	102	22	89	18	*	*	*	*	*	*	*	20	96
04:15	*	*	*	114	30	112	28	*	*	*	*	*	*	*	29	113
04:30	*	*	*	89	26	101	22	*	*	*	*	*	*	*	24	95
04:45	*	*	*	128	26	104	28	*	*	*	*	*	*	*	27	116
05:00	*	*	*	106	28	**104**	27	*	*	*	*	*	*	*	28	105
05:15	*	*	*	138	47	**107**	31	*	*	*	*	*	*	*	39	122
05:30	*	*	*	98	58	**148**	83	*	*	*	*	*	*	*	70	123
05:45	*	*	*	105	79	**115**	79	*	*	*	*	*	*	*	79	110
06:00	*	*	*	88	49	101	65	*	*	*	*	*	*	*	57	94
06:15	*	*	*	96	100	106	124	*	*	*	*	*	*	*	112	101
06:30	*	*	*	78	150	92	141	*	*	*	*	*	*	*	146	85
06:45	*	*	*	86	163	96	192	*	*	*	*	*	*	*	178	91
07:00	*	*	*	70	**182**	92	**175**	*	*	*	*	*	*	*	**178**	81
07:15	*	*	*	75	**280**	90	**254**	*	*	*	*	*	*	*	**267**	82
07:30	*	*	*	46	**299**	72	**316**	*	*	*	*	*	*	*	**308**	59
07:45	*	*	*	52	**276**	90	**258**	*	*	*	*	*	*	*	**267**	71
08:00	*	*	*	56	154	64	160	*	*	*	*	*	*	*	157	60
08:15	*	*	*	62	124	54	123	*	*	*	*	*	*	*	124	58
08:30	*	*	*	44	135	63	115	*	*	*	*	*	*	*	125	54
08:45	*	*	*	43	101	38	110	*	*	*	*	*	*	*	106	40
09:00	*	*	*	47	98	38	81	*	*	*	*	*	*	*	90	42
09:15	*	*	*	48	131	47	92	*	*	*	*	*	*	*	112	48
09:30	*	*	*	35	101	35	105	*	*	*	*	*	*	*	103	35
09:45	*	*	*	32	91	34	95	*	*	*	*	*	*	*	93	33
10:00	*	*	*	30	77	41	73	*	*	*	*	*	*	*	75	36
10:15	*	*	*	24	102	27	99	*	*	*	*	*	*	*	100	26
10:30	*	*	*	23	82	23	105	*	*	*	*	*	*	*	94	23
10:45	*	*	*	18	98	34	86	*	*	*	*	*	*	*	92	26
11:00	*	*	*	18	70	22	101	*	*	*	*	*	*	*	86	20
11:15	*	*	*	26	73	19	98	*	*	*	*	*	*	*	86	22
11:30	*	*	*	12	92	12	103	*	*	*	*	*	*	*	98	12
11:45	*	*	95	28	106	34	120	*	*	*	*	*	*	*	107	31
Total	0	0	95	3630	3661	3891	3728	803	0	0	0	0	0	0	3693	3778
Day Total		0		3725		7552		4531		0		0		0		7471
% Splits	0.0%	0.0%	2.6%	97.4 %	48.5 %	51.5 %	82.3 %	17.7 %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	49.4 %	50.6%
Peak	-	-	-	02:30	07:00	05:00	07:00	01:00	-	-	-	-	-	-	07:00	02:30
Vol.	-	-	-	493	1037	474	1003	403	-	-	-	-	-	-	1020	479
P.H.F.				0.827	0.867	0.801	0.794	0.892							0.828	0.894

ADT ADT 7,437 AADT 7,437

LADOTD

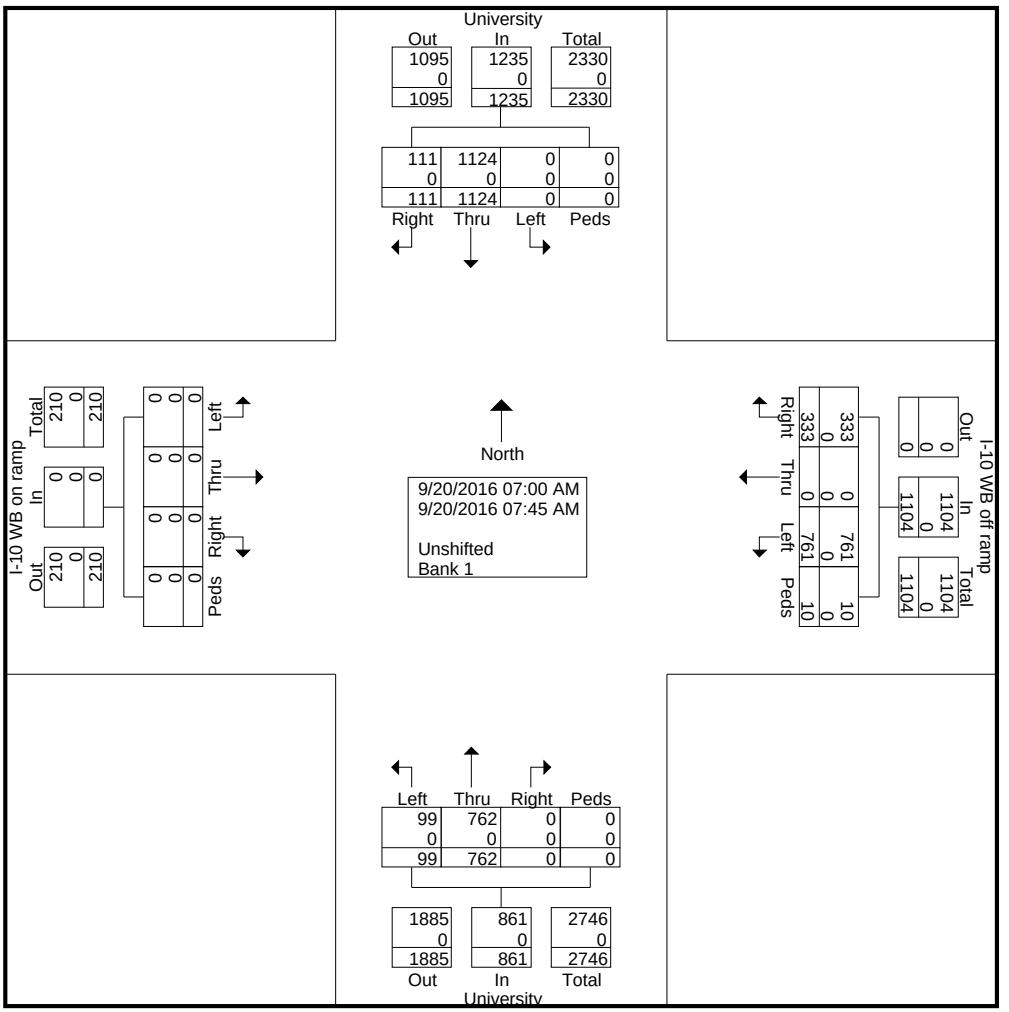
District 03
Traffic Operations

District 03
Traffic and Operations

File Name : I-10 WB ramp @ University am count
Site Code : 00000000
Start Date : 9/20/2016
Page No : 1

Groups Printed- Unshifted - Bank 1

	University From North					I-10 WB off ramp From East					University From South					I-10 WB on ramp From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	21	245	0	0	266	50	0	131	0	181	0	164	21	0	185	0	0	0	0	0	632
07:15 AM	26	292	0	0	318	67	0	182	10	259	0	178	30	0	208	0	0	0	0	0	785
07:30 AM	28	317	0	0	345	83	0	229	0	312	0	193	25	0	218	0	0	0	0	0	875
07:45 AM	36	270	0	0	306	133	0	219	0	352	0	227	23	0	250	0	0	0	0	0	908
Total	111	1124	0	0	1235	333	0	761	10	1104	0	762	99	0	861	0	0	0	0	0	3200
Grand Total	111	1124	0	0	1235	333	0	761	10	1104	0	762	99	0	861	0	0	0	0	0	3200
Apprch %	9	91	0	0		30.2	0	68.9	0.9		0	88.5	11.5	0		0	0	0	0		
Total %	3.5	35.1	0	0	38.6	10.4	0	23.8	0.3	34.5	0	23.8	3.1	0	26.9	0	0	0	0	0	
Unshifted	111	1124	0	0	1235	333	0	761	10	1104	0	762	99	0	861	0	0	0	0	0	3200
% Unshifted	100	100	0	0	100	100	0	100	100	100	0	100	100	0	100	0	0	0	0	0	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



LADOTD

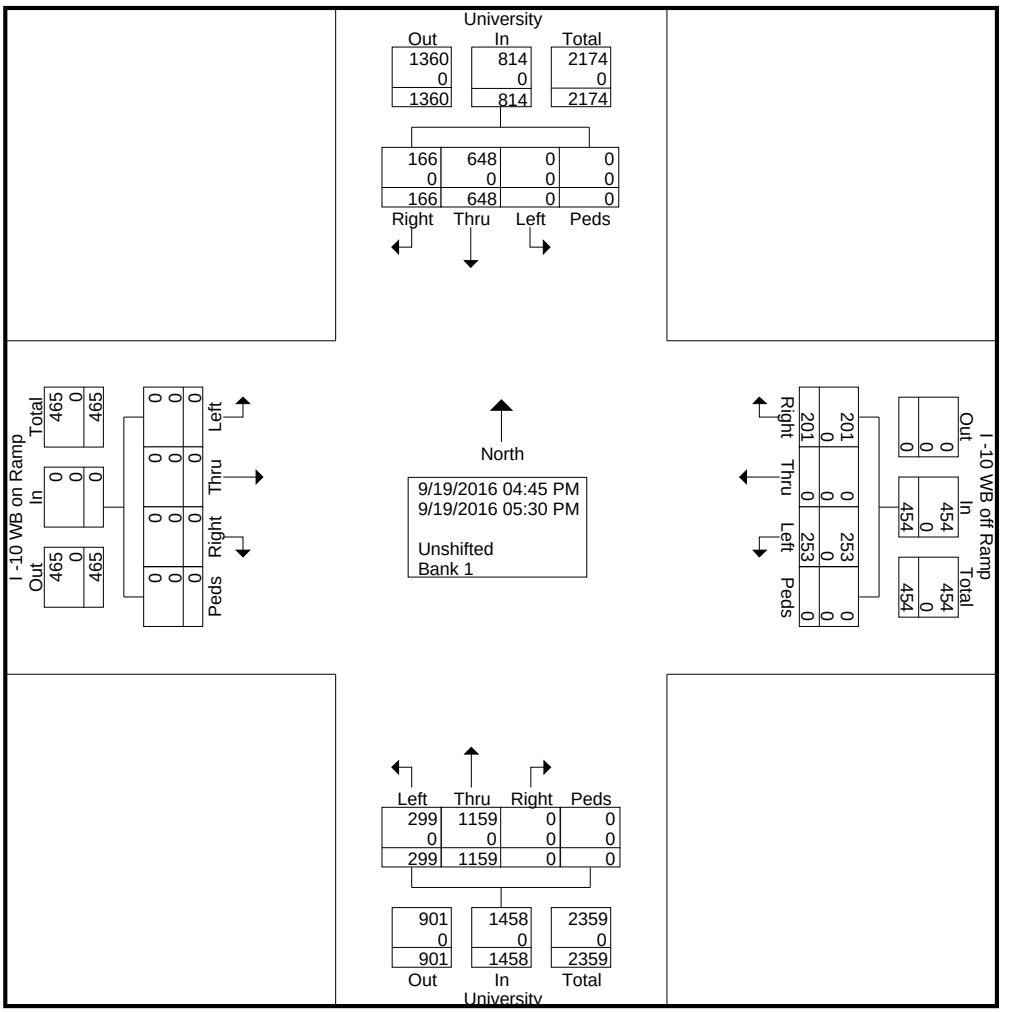
District 03
Traffic Operations

District 03
Traffic and Operations

File Name : I-10 WB ramp @ University pm count
Site Code : 00000000
Start Date : 9/19/2016
Page No : 1

Groups Printed- Unshifted - Bank 1

	University From North					I -10 WB off Ramp From East					University From South					I -10 WB on Ramp From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:45 PM	28	172	0	0	200	36	0	60	0	96	0	249	89	0	338	0	0	0	0	0	634
Total	28	172	0	0	200	36	0	60	0	96	0	249	89	0	338	0	0	0	0	0	634
05:00 PM	49	161	0	0	210	60	0	53	0	113	0	277	79	0	356	0	0	0	0	0	679
05:15 PM	46	172	0	0	218	48	0	66	0	114	0	312	70	0	382	0	0	0	0	0	714
05:30 PM	43	143	0	0	186	57	0	74	0	131	0	321	61	0	382	0	0	0	0	0	699
Grand Total	166	648	0	0	814	201	0	253	0	454	0	1159	299	0	1458	0	0	0	0	0	2726
Apprch %	20.4	79.6	0	0		44.3	0	55.7	0		0	79.5	20.5	0		0	0	0	0		
Total %	6.1	23.8	0	0	29.9	7.4	0	9.3	0	16.7	0	42.5	11	0	53.5	0	0	0	0	0	
Unshifted	166	648	0	0	814	201	0	253	0	454	0	1159	299	0	1458	0	0	0	0	0	2726
% Unshifted	100	100	0	0	100	100	0	100	0	100	0	100	100	0	100	0	0	0	0	0	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



LADOTD

District 03

Traffic Operations

University NB Approach North of I-10

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/06/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	2	33	88	0	48	5	0	7	5	0	0	0	0	12	200
11:15	1	32	60	2	46	6	0	8	0	0	0	0	0	11	166
11:30	6	31	84	2	46	4	0	5	1	0	1	0	0	20	200
11:45	4	19	61	3	60	3	0	7	2	0	0	0	0	12	171
	13	115	293	7	200	18	0	27	8	0	1	0	0	55	737
Total	13	115	293	7	200	18	0	27	8	0	1	0	0	55	737
Percent	1.8%	15.6%	39.8%	0.9%	27.1%	2.4%	0.0%	3.7%	1.1%	0.0%	0.1%	0.0%	0.0%	7.5%	

LADOTD

District 03

University NB Approach North of I-10

Traffic Operations

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	29	70	4	53	1	0	11	0	0	0	0	0	14	183
12:15	2	42	70	4	55	2	0	13	2	1	1	0	0	10	202
12:30	3	47	88	5	53	3	0	8	2	3	0	0	0	18	230
12:45	5	39	68	4	46	2	0	10	3	2	1	0	0	15	195
	11	157	296	17	207	8	0	42	7	6	2	0	0	57	810
13:00	0	30	76	5	53	2	0	7	1	0	0	0	0	6	180
13:15	3	31	66	4	40	1	0	13	3	2	0	0	0	17	180
13:30	1	37	86	4	42	2	0	7	3	1	1	0	0	10	194
13:45	1	37	68	6	37	0	1	7	2	0	1	0	1	13	174
	5	135	296	19	172	5	1	34	9	3	2	0	1	46	728
14:00	3	34	91	8	58	3	0	3	4	1	0	0	0	12	217
14:15	5	33	104	5	47	3	0	9	1	0	0	0	0	21	228
14:30	4	35	153	3	57	4	0	13	0	1	0	1	1	19	291
14:45	6	22	88	5	47	2	1	14	2	1	0	0	0	52	240
	18	124	436	21	209	12	1	39	7	3	0	1	1	104	976
15:00	5	34	119	10	50	1	1	8	2	1	0	0	0	12	243
15:15	5	30	97	5	41	2	0	14	0	2	0	0	0	37	233
15:30	4	42	114	3	44	2	0	11	2	3	0	0	0	20	245
15:45	1	40	106	7	67	3	0	11	2	0	0	0	1	19	257
	15	146	436	25	202	8	1	44	6	6	0	0	1	88	978
16:00	6	39	122	11	49	5	0	8	2	1	0	1	0	24	268
16:15	2	46	126	9	71	3	0	16	1	1	1	0	1	28	305
16:30	4	38	108	3	50	2	0	18	0	2	0	0	0	27	252
16:45	7	32	137	5	65	4	1	17	1	1	2	0	0	18	290
	19	155	493	28	235	14	1	59	4	5	3	1	1	97	1115
17:00	4	39	137	9	46	4	0	21	0	1	0	1	0	17	279
17:15	5	60	143	5	68	2	0	16	1	4	0	0	0	23	327
17:30	2	49	145	2	63	2	0	23	2	0	0	0	0	18	306
17:45	1	42	130	3	69	1	0	23	5	2	1	0	1	18	296
	12	190	555	19	246	9	0	83	8	7	1	1	1	76	1208
18:00	1	29	104	2	54	5	0	24	2	5	1	0	0	24	251
18:15	0	28	98	3	50	1	1	19	2	1	0	0	1	24	228
18:30	1	40	88	2	37	3	2	15	1	1	0	1	0	22	213
18:45	0	21	95	2	34	1	1	6	1	1	0	0	0	17	179
	2	118	385	9	175	10	4	64	6	8	1	1	1	87	871
19:00	3	17	83	2	28	0	1	10	0	1	0	0	1	12	158
19:15	5	26	70	2	35	1	0	9	3	1	0	0	0	7	159
19:30	1	17	60	3	29	1	0	7	3	1	0	0	0	11	133
19:45	5	19	44	2	18	4	1	6	1	1	0	0	0	17	118
	14	79	257	9	110	6	2	32	7	4	0	0	1	47	568
20:00	0	12	64	1	31	0	0	8	0	1	0	0	0	9	126
20:15	1	19	65	1	15	2	2	8	1	2	0	0	0	8	124
20:30	1	23	69	1	13	3	1	5	0	1	0	0	0	13	130
20:45	2	15	48	4	19	0	0	5	1	0	0	0	0	9	103
	4	69	246	7	78	5	3	26	2	4	0	0	0	39	483
21:00	3	17	70	1	22	3	1	4	0	0	0	0	0	7	128
21:15	2	19	46	2	13	2	2	0	2	1	0	0	0	11	100
21:30	1	7	40	3	12	2	1	1	1	0	0	0	0	5	73
21:45	1	13	46	1	12	3	0	0	1	0	0	0	0	5	82
	7	56	202	7	59	10	4	5	4	1	0	0	0	28	383
22:00	0	11	35	2	11	0	0	1	0	0	0	0	0	3	63
22:15	0	12	23	0	13	1	0	1	0	0	0	0	0	3	53
22:30	1	11	24	3	9	0	0	0	0	1	0	0	0	5	54
22:45	1	8	28	0	4	0	0	2	1	0	0	0	0	2	46
	2	42	110	5	37	1	0	4	1	1	0	0	0	13	216
23:00	0	7	33	0	6	2	0	0	1	0	0	0	0	4	53
23:15	1	13	22	3	8	2	1	0	1	0	0	0	0	6	57
23:30	0	4	29	0	10	0	0	0	2	0	0	0	0	4	49
23:45	3	9	25	0	5	2	1	1	2	0	0	0	0	11	59
	4	33	109	3	29	6	2	1	6	0	0	0	0	25	218
Total	113	1304	3821	169	1759	94	19	433	67	48	9	4	7	707	8554
Percent	1.3%	15.2%	44.7%	2.0%	20.6%	1.1%	0.2%	5.1%	0.8%	0.6%	0.1%	0.0%	0.1%	8.3%	

LADOTD

District 03

Traffic Operations

University NB Approach North of I-10

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/07/16	0	7	23	1	5	1	0	0	0	0	0	0	0	3	40
00:15	2	9	20	2	4	2	0	0	1	0	0	0	1	3	44
00:30	0	3	16	1	6	1	0	0	0	0	0	0	0	5	32
00:45	2	3	10	3	7	0	0	1	0	0	0	0	0	11	37
	4	22	69	7	22	4	0	1	1	0	0	0	1	22	153
01:00	0	6	20	0	2	0	0	0	0	0	0	0	0	0	28
01:15	1	1	11	0	2	1	1	0	1	0	0	0	0	1	19
01:30	0	3	13	1	4	0	0	0	0	0	0	0	0	2	23
01:45	0	3	11	0	1	1	0	0	0	0	0	0	1	1	18
	1	13	55	1	9	2	1	0	1	0	0	0	1	4	88
02:00	0	4	5	1	4	0	0	1	1	0	0	0	0	2	18
02:15	1	5	5	0	2	2	0	0	2	0	0	0	0	6	23
02:30	0	5	7	1	2	0	0	1	1	0	0	0	0	3	20
02:45	1	2	4	0	2	1	0	1	1	0	0	0	0	2	14
	2	16	21	2	10	3	0	3	5	0	0	0	0	13	75
03:00	0	0	4	0	2	1	0	0	0	0	1	0	0	0	8
03:15	0	4	11	0	7	0	0	0	1	0	0	0	0	3	26
03:30	0	4	8	1	0	0	0	0	2	0	0	0	0	2	17
03:45	1	8	8	2	10	0	1	0	1	0	0	0	0	4	35
	1	16	31	3	19	1	1	0	4	0	1	0	0	9	86
04:00	0	7	7	1	7	0	0	0	2	1	0	0	0	4	29
04:15	0	4	13	1	15	2	0	1	1	0	0	0	0	2	39
04:30	2	4	24	1	7	0	0	0	1	1	0	0	0	2	42
04:45	0	6	11	2	10	1	0	2	2	0	0	0	0	2	36
	2	21	55	5	39	3	0	3	6	2	0	0	0	10	146
05:00	0	2	19	2	5	0	1	1	1	0	0	0	0	7	38
05:15	0	1	16	1	9	0	0	1	0	0	0	0	0	2	30
05:30	1	9	24	5	16	1	0	1	1	0	0	0	0	2	60
05:45	1	6	24	2	16	0	0	2	1	0	0	0	0	8	60
	2	18	83	10	46	1	1	5	3	0	0	0	0	19	188
06:00	1	11	29	1	14	0	0	4	1	0	0	0	0	6	67
06:15	2	18	31	0	20	2	0	5	1	0	0	0	0	4	83
06:30	1	17	63	2	39	0	0	2	0	1	0	0	0	8	133
06:45	3	22	85	2	42	1	0	4	0	0	1	0	0	10	170
	7	68	208	5	115	3	0	15	2	1	1	0	0	28	453
07:00	1	20	103	7	34	1	1	6	2	0	0	0	1	8	184
07:15	1	30	137	3	45	0	1	5	0	1	0	1	0	14	238
07:30	4	23	77	1	28	2	1	1	0	1	0	0	0	55	193
07:45	8	12	47	0	10	0	0	1	0	0	0	0	0	67	145
	14	85	364	11	117	3	3	13	2	2	0	1	1	144	760
08:00	12	9	57	2	33	2	0	5	1	0	0	0	1	53	175
08:15	0	17	86	7	34	3	1	5	1	1	0	0	0	11	166
08:30	1	19	55	10	45	2	1	4	0	1	0	0	0	15	153
08:45	2	14	82	12	44	2	0	4	1	0	0	0	0	17	178
	15	59	280	31	156	9	2	18	3	2	0	0	1	96	672
09:00	6	25	70	3	44	4	0	6	2	0	0	0	0	15	175
09:15	5	24	67	9	44	3	0	3	0	0	0	0	0	13	168
09:30	4	22	83	10	38	2	0	1	0	0	0	0	0	17	177
09:45	2	20	53	1	47	3	1	4	1	0	0	1	0	18	151
	17	91	273	23	173	12	1	14	3	0	0	1	0	63	671
10:00	3	18	85	4	44	7	0	4	3	0	0	0	0	6	174
10:15	3	17	59	5	49	4	0	7	3	1	0	1	1	11	161
10:30	4	23	47	5	50	4	1	4	2	0	1	0	0	20	161
10:45	4	22	67	1	43	5	0	1	0	0	0	1	0	21	165
	14	80	258	15	186	20	1	16	8	1	1	2	1	58	661
11:00	2	24	86	2	36	2	2	5	0	1	1	0	0	14	175
11:15	2	23	68	1	41	8	0	10	2	0	0	0	1	9	165
11:30	5	24	86	6	45	7	0	9	1	0	0	0	0	16	199
11:45	7	19	94	8	53	4	2	9	2	0	0	0	0	31	229
	16	90	334	17	175	21	4	33	5	1	1	0	1	70	768
Total	95	579	2031	130	1067	82	14	121	43	9	4	4	6	536	4721
Percent	2.0%	12.3%	43.0%	2.8%	22.6%	1.7%	0.3%	2.6%	0.9%	0.2%	0.1%	0.1%	0.1%	11.4%	

LADOTD

District 03

University NB Approach North of I-10

Traffic Operations

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	4	17	85	2	47	7	1	3	3	0	1	0	0	15	185
12:15	3	26	83	7	51	3	0	10	1	1	0	0	1	16	202
12:30	3	19	98	0	58	4	0	3	2	0	0	0	1	20	208
12:45	4	20	84	2	39	2	0	8	5	0	1	0	1	12	178
	14	82	350	11	195	16	1	24	11	1	2	0	3	63	773
13:00	7	17	78	7	72	3	0	6	2	0	0	0	0	17	209
13:15	9	26	78	5	44	4	0	9	1	2	0	0	0	26	204
13:30	1	18	80	6	45	5	0	15	5	1	0	0	1	17	194
13:45	4	23	70	1	43	3	1	8	1	1	0	0	0	23	178
	21	84	306	19	204	15	1	38	9	4	0	0	1	83	785
14:00	8	25	87	6	54	6	1	9	3	0	0	0	0	31	230
14:15	3	19	111	7	39	6	0	10	3	0	0	0	0	22	220
14:30	3	28	150	7	62	5	0	11	1	2	0	1	0	25	295
14:45	7	27	134	4	58	2	0	12	2	0	0	0	3	24	273
	21	99	482	24	213	19	1	42	9	2	0	1	3	102	1018
15:00	3	24	101	9	39	4	0	8	1	2	1	1	0	29	222
15:15	10	19	98	4	43	3	0	11	4	0	0	1	1	31	225
15:30	8	21	136	5	42	7	2	10	0	0	0	0	1	37	269
15:45	4	24	124	9	56	3	0	5	5	0	1	0	0	20	251
	25	88	459	27	180	17	2	34	10	2	2	2	2	117	967
16:00	4	20	121	8	53	3	0	12	1	1	0	0	1	24	248
16:15	3	14	149	3	53	3	0	12	1	0	0	0	0	14	252
16:30	2	32	130	6	59	3	1	5	2	0	1	0	0	27	268
16:45	5	26	166	4	71	5	0	8	2	1	0	0	0	21	309
	14	92	566	21	236	14	1	37	6	2	1	0	1	86	1077
17:00	2	25	159	5	60	1	1	5	2	0	0	0	1	33	294
17:15	0	37	176	5	63	1	1	7	1	0	0	0	0	29	320
17:30	4	32	169	4	43	2	2	11	2	3	0	0	1	34	307
17:45	2	26	177	4	50	2	0	5	1	2	1	0	1	35	306
	8	120	681	18	216	6	4	28	6	5	1	0	3	131	1227
18:00	4	29	106	8	41	0	0	9	1	1	1	0	1	22	223
18:15	6	26	136	6	48	1	1	7	2	1	0	0	1	23	258
18:30	3	22	104	3	41	1	4	2	1	0	0	0	0	21	202
18:45	3	19	131	2	37	2	3	4	2	0	0	1	0	13	217
	16	96	477	19	167	4	8	22	6	2	1	1	2	79	900
19:00	1	17	77	3	39	0	0	6	1	1	0	0	1	19	165
19:15	2	13	116	4	40	3	0	5	0	2	0	0	0	22	207
19:30	2	21	106	3	30	0	0	2	0	0	0	0	0	10	174
19:45	1	16	91	3	31	1	0	2	1	1	0	1	0	17	165
	6	67	390	13	140	4	0	15	2	4	0	1	1	68	711
20:00	3	11	90	0	28	2	0	2	1	1	0	0	0	10	148
20:15	4	14	86	3	16	4	0	2	0	1	1	0	0	11	142
20:30	1	11	81	2	23	0	0	0	1	0	0	0	0	15	134
20:45	6	9	67	4	21	1	0	1	0	0	0	0	0	23	132
	14	45	324	9	88	7	0	5	2	2	1	0	0	59	556
21:00	3	8	71	1	28	1	1	2	0	0	0	0	0	7	122
21:15	3	12	69	1	21	1	1	3	1	0	0	0	0	9	121
21:30	2	9	59	3	17	0	0	1	0	0	0	0	0	6	97
21:45	0	13	63	1	17	1	0	3	0	1	0	0	0	13	112
	8	42	262	6	83	3	2	9	1	1	0	0	0	35	452
22:00	2	11	39	1	9	0	2	0	0	0	1	0	1	11	77
22:15	1	7	35	1	12	0	0	1	1	0	0	0	0	3	61
22:30	0	5	31	3	8	0	0	0	0	0	0	0	0	4	51
22:45	1	6	31	1	8	1	0	1	0	0	0	0	0	5	54
	4	29	136	6	37	1	2	2	1	0	1	0	1	23	243
23:00	0	10	25	2	16	0	0	0	1	0	0	0	0	9	63
23:15	0	3	35	0	8	0	0	1	0	1	0	0	0	2	50
23:30	2	5	28	2	4	2	0	1	2	0	0	0	0	6	52
23:45	0	6	20	2	9	0	0	0	0	1	0	0	1	8	47
	2	24	108	6	37	2	0	2	3	2	0	0	1	25	212
Total	153	868	4541	179	1796	108	22	258	66	27	9	5	18	871	8921
Percent	1.7%	9.7%	50.9%	2.0%	20.1%	1.2%	0.2%	2.9%	0.7%	0.3%	0.1%	0.1%	0.2%	9.8%	

LADOTD

District 03

Traffic Operations

University NB Approach North of I-10

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/08/16	0	6	28	0	6	0	0	1	2	0	0	0	0	5	48
00:15	2	4	22	1	6	0	0	0	1	0	1	0	0	7	44
00:30	2	2	18	2	5	1	0	0	2	0	0	0	0	2	34
00:45	2	2	20	0	4	1	0	0	0	0	0	0	0	4	33
	6	14	88	3	21	2	0	1	5	0	1	0	0	18	159
01:00	1	6	12	0	4	0	0	0	0	0	0	0	0	4	27
01:15	1	2	16	2	3	1	0	0	0	0	0	0	0	1	26
01:30	1	2	19	1	4	1	0	0	0	0	0	0	0	1	29
01:45	2	0	11	1	5	2	0	0	0	0	0	0	0	2	23
	5	10	58	4	16	4	0	0	0	0	0	0	0	8	105
02:00	1	2	12	0	5	1	2	0	0	0	0	0	0	1	24
02:15	1	4	16	0	3	2	1	0	1	0	0	0	0	2	30
02:30	0	3	6	1	2	2	0	0	0	0	0	0	0	5	19
02:45	1	4	8	1	4	1	0	0	0	0	0	0	0	0	19
	3	13	42	2	14	6	3	0	1	0	0	0	0	8	92
03:00	2	1	5	2	0	1	0	0	2	0	0	0	0	4	17
03:15	1	0	10	0	4	0	0	0	0	0	1	0	0	3	19
03:30	0	2	7	1	3	2	0	1	1	0	0	0	0	7	24
03:45	0	3	17	2	4	0	0	1	0	0	1	0	0	1	29
	3	6	39	5	11	3	0	2	3	0	2	0	0	15	89
04:00	0	2	10	0	6	1	0	0	1	0	0	0	0	0	20
04:15	1	2	18	2	12	0	0	0	2	0	0	0	0	2	39
04:30	1	1	19	2	14	2	0	0	0	0	0	0	0	3	42
04:45	0	4	18	0	10	0	0	2	0	0	0	0	0	2	36
	2	9	65	4	42	3	0	2	3	0	0	0	0	7	137
05:00	0	2	15	0	7	1	0	0	2	0	0	0	0	3	30
05:15	4	3	9	1	13	0	1	1	0	0	0	0	0	4	36
05:30	1	0	25	2	15	0	0	0	0	0	0	0	1	4	48
05:45	1	6	35	2	28	1	0	2	1	0	0	0	0	5	81
	6	11	84	5	63	2	1	3	3	0	0	0	1	16	195
06:00	0	13	34	3	17	1	1	0	0	0	1	0	0	9	79
06:15	3	14	47	1	29	2	1	1	0	0	0	0	0	16	114
06:30	1	12	57	6	41	3	2	1	2	1	0	0	0	14	140
06:45	4	24	88	1	48	2	1	0	0	1	0	0	0	9	178
	8	63	226	11	135	8	5	2	2	2	1	0	0	48	511
07:00	3	22	112	7	35	2	0	5	2	0	0	0	0	10	198
07:15	2	19	137	4	45	3	0	7	1	0	1	0	0	8	227
07:30	5	14	69	0	31	0	0	6	2	1	0	0	0	63	191
07:45	5	11	40	3	10	1	0	2	0	0	0	0	0	71	143
	15	66	358	14	121	6	0	20	5	1	1	0	0	152	759
08:00	2	17	62	1	22	1	0	4	0	0	0	1	0	65	175
08:15	3	9	83	8	38	1	1	7	1	1	0	0	1	18	171
08:30	3	12	67	10	43	3	0	4	1	1	0	0	0	17	161
08:45	4	16	73	4	55	1	0	6	2	1	0	0	0	17	179
	12	54	285	23	158	6	1	21	4	3	0	1	1	117	686
09:00	2	9	70	9	52	1	0	7	1	1	0	0	0	10	162
09:15	3	10	56	8	48	3	0	5	1	0	1	0	0	3	138
09:30	6	19	79	8	40	5	0	7	1	0	0	0	0	16	181
09:45	5	8	98	5	50	2	0	5	0	0	0	0	0	7	180
	16	46	303	30	190	11	0	24	3	1	1	0	0	36	661
10:00	4	12	87	6	51	2	1	7	1	0	0	0	0	11	182
10:15	3	14	66	5	55	5	1	7	1	1	0	0	0	9	167
10:30	8	16	81	3	51	2	0	7	0	0	0	0	0	17	185
10:45	3	16	78	5	40	3	0	3	1	1	0	0	0	15	165
	18	58	312	19	197	12	2	24	3	2	0	0	0	52	699
11:00	2	21	86	4	56	3	0	4	1	0	0	1	0	20	198
11:15	2	19	96	4	48	9	2	12	3	0	0	0	0	17	212
11:30	3	16	96	2	44	3	1	6	1	0	1	0	0	17	190
11:45	8	20	76	8	55	6	2	7	1	0	0	0	1	24	208
	15	76	354	18	203	21	5	29	6	0	1	1	1	78	808
Total	109	426	2214	138	1171	84	17	128	38	9	7	2	3	555	4901
Percent	2.2%	8.7%	45.2%	2.8%	23.9%	1.7%	0.3%	2.6%	0.8%	0.2%	0.1%	0.0%	0.1%	11.3%	

LADOTD

District 03

Traffic Operations

University NB Approach North of I-10

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	4	15	93	11	53	3	0	6	3	1	1	0	0	18	208
12:15	4	13	101	3	40	4	1	7	4	0	0	1	0	22	200
12:30	5	20	97	6	42	4	0	9	3	0	0	0	1	24	211
12:45	4	21	72	4	46	3	0	4	0	1	0	0	0	19	174
	17	69	363	24	181	14	1	26	10	2	1	1	1	83	793
13:00	2	4	55	2	19	2	0	2	1	0	0	0	0	97	184
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	150	150
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	73	418	26	200	16	1	28	11	2	1	1	1	330	1127
Percent	1.7%	6.5%	37.1%	2.3%	17.7%	1.4%	0.1%	2.5%	1.0%	0.2%	0.1%	0.1%	0.1%	29.3%	
Grand Total	502	3365	13318	649	6193	402	73	995	233	95	31	16	35	3054	28961
Percent	1.7%	11.6%	46.0%	2.2%	21.4%	1.4%	0.3%	3.4%	0.8%	0.3%	0.1%	0.1%	0.1%	10.5%	

LADOTD

District 03

Traffic Operations

University NB Approach South of I-10

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/06/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	2	67	41	1	29	2	0	3	2	0	0	1	0	24	172
	2	67	41	1	29	2	0	3	2	0	0	1	0	24	172
11:00	0	64	59	1	31	0	0	11	1	1	0	0	0	20	188
11:15	1	74	50	0	34	5	0	8	2	0	1	0	0	17	192
11:30	4	87	69	2	35	0	0	5	0	0	1	0	0	15	218
11:45	0	61	49	0	40	2	0	7	0	0	2	0	0	15	176
	5	286	227	3	140	7	0	31	3	1	4	0	0	67	774
Total	7	353	268	4	169	9	0	34	5	1	4	1	0	91	946
Percent	0.7%	37.3%	28.3%	0.4%	17.9%	1.0%	0.0%	3.6%	0.5%	0.1%	0.4%	0.1%	0.0%	9.6%	

LADOTD

District 03

University NB Approach South of I-10

Traffic Operations

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	68	67	2	32	2	0	12	1	0	0	0	0	13	198
12:15	2	83	66	2	38	2	0	13	2	1	0	0	0	21	230
12:30	1	90	71	2	31	1	0	5	2	0	0	1	0	25	229
12:45	1	82	68	2	43	3	0	8	3	0	0	1	0	12	223
	5	323	272	8	144	8	0	38	8	1	0	2	0	71	880
13:00	2	71	74	5	36	1	0	5	0	0	0	0	0	16	210
13:15	1	80	57	4	33	0	0	10	2	0	0	1	0	10	198
13:30	0	88	60	4	38	0	0	9	0	0	0	0	0	10	209
13:45	1	93	67	1	29	1	0	8	1	0	0	1	0	17	219
	4	332	258	14	136	2	0	32	3	0	0	2	0	53	836
14:00	0	86	66	1	23	1	0	11	1	1	0	0	0	22	212
14:15	1	91	72	1	40	1	0	9	0	2	0	0	0	15	232
14:30	2	73	84	1	33	0	0	13	1	0	0	0	0	26	233
14:45	2	89	79	1	32	3	1	8	1	2	0	0	0	26	244
	5	339	301	4	128	5	1	41	3	5	0	0	0	89	921
15:00	2	96	70	3	34	1	0	16	0	2	0	0	0	21	245
15:15	4	92	70	2	33	4	0	14	2	1	1	0	0	37	260
15:30	4	119	67	5	35	3	2	15	0	2	1	0	0	29	282
15:45	2	110	69	6	45	2	0	8	0	0	0	0	0	35	277
	12	417	276	16	147	10	2	53	2	5	2	0	0	122	1064
16:00	0	117	85	9	33	1	0	7	0	0	0	0	0	34	286
16:15	1	82	62	5	43	2	0	19	1	4	0	0	0	54	273
16:30	0	94	68	5	43	2	0	18	2	1	2	0	0	50	285
16:45	7	95	81	1	31	4	1	15	0	4	1	0	0	42	282
	8	388	296	20	150	9	1	59	3	9	3	0	0	180	1126
17:00	2	91	85	3	32	0	0	21	1	0	0	1	1	42	279
17:15	1	78	76	2	22	2	2	19	1	2	1	0	0	54	260
17:30	2	98	66	4	27	1	1	25	0	0	1	0	1	46	272
17:45	7	89	54	1	32	3	0	11	2	1	0	0	1	42	243
	12	356	281	10	113	6	3	76	4	3	2	1	3	184	1054
18:00	6	56	39	0	18	1	0	5	0	0	0	0	0	55	180
18:15	4	68	64	2	18	0	0	9	1	2	0	0	0	38	206
18:30	2	71	52	0	25	1	0	4	1	0	0	1	0	40	197
18:45	0	89	68	0	23	0	0	5	0	1	0	0	0	11	197
	12	284	223	2	84	2	0	23	2	3	0	1	0	144	780
19:00	0	87	55	1	25	0	0	5	0	1	0	0	0	17	191
19:15	0	81	55	1	27	0	0	6	0	0	0	0	0	9	179
19:30	1	59	69	0	23	0	1	2	0	0	0	0	0	8	163
19:45	2	64	43	1	26	0	0	4	0	0	0	0	0	6	146
	3	291	222	3	101	0	1	17	0	1	0	0	0	40	679
20:00	2	65	66	1	22	0	0	5	0	1	0	0	0	5	167
20:15	0	62	48	0	18	0	0	4	0	0	0	0	0	7	139
20:30	0	77	47	0	18	0	0	4	0	1	0	0	0	8	155
20:45	0	52	45	0	22	1	0	1	0	0	0	0	0	5	126
	2	256	206	1	80	1	0	14	0	2	0	0	0	25	587
21:00	2	64	53	1	21	0	0	2	1	1	0	0	0	7	152
21:15	0	48	34	0	15	0	0	3	0	0	0	0	0	3	103
21:30	0	29	26	0	10	1	0	3	0	0	0	0	0	1	70
21:45	0	40	24	0	15	0	0	2	0	0	0	0	0	3	84
	2	181	137	1	61	1	0	10	1	1	0	0	0	14	409
22:00	0	32	21	1	8	0	0	1	0	0	0	0	0	1	64
22:15	1	34	15	0	9	0	0	2	0	0	0	0	0	0	61
22:30	0	27	20	0	8	0	0	1	0	0	0	0	0	0	56
22:45	0	29	12	0	2	0	0	0	0	0	0	0	0	0	43
	1	122	68	1	27	0	0	4	0	0	0	0	0	1	224
23:00	0	28	23	0	7	0	0	1	0	0	0	0	0	0	59
23:15	0	22	13	0	9	1	0	1	0	0	0	0	0	0	46
23:30	0	25	15	0	5	0	0	0	0	0	0	0	0	0	45
23:45	1	21	10	0	0	0	0	1	1	0	0	0	0	1	35
	1	96	61	0	21	1	0	3	1	0	0	0	0	1	185
Total	67	3385	2601	80	1192	45	8	370	27	30	7	6	3	924	8745
Percent	0.8%	38.7%	29.7%	0.9%	13.6%	0.5%	0.1%	4.2%	0.3%	0.3%	0.1%	0.1%	0.0%	10.6%	

LADOTD

District 03

Traffic Operations

University NB Approach South of I-10

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/07/16	1	18	11	1	3	0	0	1	0	0	0	0	0	0	35
00:15	0	19	16	0	3	0	0	0	0	0	0	0	0	0	38
00:30	1	15	9	0	7	0	0	0	1	0	0	0	0	0	33
00:45	0	10	8	0	5	0	0	0	0	0	0	0	0	0	23
	2	62	44	1	18	0	0	1	1	0	0	0	0	0	129
01:00	0	19	8	0	2	0	0	0	0	0	0	0	0	0	29
01:15	0	9	8	0	1	0	0	0	0	0	0	0	0	0	18
01:30	0	10	5	0	5	0	0	0	1	0	0	0	0	0	21
01:45	0	5	6	0	0	0	0	0	0	0	0	0	0	0	11
	0	43	27	0	8	0	0	0	1	0	0	0	0	0	79
02:00	0	10	8	0	2	0	0	0	2	0	0	0	0	0	22
02:15	0	10	1	0	0	0	0	0	0	0	0	1	0	0	12
02:30	0	10	5	0	3	0	0	0	0	0	0	0	0	0	18
02:45	0	3	5	0	1	0	0	0	0	0	0	0	0	0	9
	0	33	19	0	6	0	0	0	2	0	0	1	0	0	61
03:00	0	4	3	0	3	1	0	0	0	0	0	0	0	0	11
03:15	0	6	9	0	4	0	0	1	0	0	0	0	0	0	20
03:30	0	10	3	1	1	0	0	0	1	0	0	0	0	0	16
03:45	0	8	9	0	5	0	0	0	1	0	0	0	0	0	23
	0	28	24	1	13	1	0	1	2	0	0	0	0	0	70
04:00	0	9	5	0	3	0	0	1	2	0	0	0	0	0	20
04:15	0	7	9	1	8	0	0	0	1	0	0	0	0	0	26
04:30	0	20	14	1	5	0	0	0	0	0	0	0	0	0	40
04:45	0	12	10	0	9	0	0	3	2	0	0	0	0	0	36
	0	48	38	2	25	0	0	4	5	0	0	0	0	0	122
05:00	0	11	14	0	6	1	0	2	1	0	0	0	0	0	35
05:15	0	16	14	2	12	1	0	0	1	0	0	0	0	2	48
05:30	0	15	27	1	16	2	0	2	1	0	0	0	0	0	64
05:45	0	20	19	2	19	0	0	1	1	0	0	0	0	2	64
	0	62	74	5	53	4	0	5	4	0	0	0	0	4	211
06:00	0	28	27	1	13	0	0	5	1	0	0	0	0	3	78
06:15	0	39	34	1	21	0	0	5	1	0	0	0	0	2	103
06:30	2	64	52	5	29	2	0	1	1	1	0	0	0	2	159
06:45	0	65	46	2	34	0	0	1	0	0	1	0	0	11	160
	2	196	159	9	97	2	0	12	3	1	1	0	0	18	500
07:00	3	57	43	5	20	2	0	3	1	0	0	0	0	11	145
07:15	0	67	50	2	18	0	0	5	2	0	0	0	0	21	165
07:30	3	52	58	1	23	1	0	9	1	0	2	0	0	31	181
07:45	2	65	52	3	26	0	0	9	0	1	0	0	0	22	180
	8	241	203	11	87	3	0	26	4	1	2	0	0	85	671
08:00	6	68	39	3	21	1	0	7	1	1	0	0	1	29	177
08:15	0	64	67	6	26	3	2	5	2	1	0	0	0	15	191
08:30	1	61	59	4	27	1	1	4	0	0	0	0	1	12	171
08:45	2	54	57	3	34	3	0	4	1	1	0	0	0	20	179
	9	247	222	16	108	8	3	20	4	3	0	0	2	76	718
09:00	0	66	49	3	34	1	0	4	1	0	1	1	0	10	170
09:15	3	67	51	0	37	1	0	2	1	0	0	0	0	9	171
09:30	3	55	58	1	29	2	1	5	1	0	0	0	0	9	164
09:45	0	51	55	1	39	1	0	5	1	0	0	0	0	7	160
	6	239	213	5	139	5	1	16	4	0	1	1	0	35	665
10:00	2	69	53	1	30	2	0	4	0	1	0	0	1	18	181
10:15	4	50	53	1	35	3	0	10	0	0	0	0	0	9	165
10:30	0	64	49	4	37	3	1	7	1	0	1	0	0	8	175
10:45	1	69	62	1	34	2	0	5	1	0	1	0	0	9	185
	7	252	217	7	136	10	1	26	2	1	2	0	1	44	706
11:00	1	73	69	3	29	2	0	10	1	0	0	0	1	11	200
11:15	1	61	74	2	33	3	0	2	2	0	0	0	0	23	201
11:30	3	72	58	0	39	1	0	9	1	1	0	0	0	15	199
11:45	4	67	73	1	35	2	0	9	3	0	0	0	0	22	216
	9	273	274	6	136	8	0	30	7	1	0	0	1	71	816
Total	43	1724	1514	63	826	41	5	141	39	7	6	2	4	333	4748
Percent	0.9%	36.3%	31.9%	1.3%	17.4%	0.9%	0.1%	3.0%	0.8%	0.1%	0.1%	0.0%	0.1%	7.0%	

LADOTD

District 03

University NB Approach South of I-10

Traffic Operations

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	72	69	2	33	2	1	11	2	0	0	0	0	18	210
12:15	2	76	51	1	36	2	0	8	0	1	0	0	0	22	199
12:30	2	83	61	1	42	1	0	8	2	2	1	0	0	17	220
12:45	3	66	66	2	29	1	0	13	2	0	0	0	0	16	198
	7	297	247	6	140	6	1	40	6	3	1	0	0	73	827
13:00	0	77	50	0	49	2	0	8	3	1	0	1	1	15	207
13:15	3	95	66	6	25	2	0	10	0	1	0	0	0	23	231
13:30	1	74	52	2	34	4	2	15	1	0	0	1	0	17	203
13:45	2	82	56	2	38	4	1	8	1	0	1	0	0	13	208
	6	328	224	10	146	12	3	41	5	2	1	2	1	68	849
14:00	2	95	64	2	38	2	0	13	0	2	0	0	0	8	226
14:15	1	86	74	2	38	3	0	13	1	0	0	0	1	16	235
14:30	4	101	68	0	38	1	0	15	0	1	2	0	1	16	247
14:45	1	105	73	4	27	0	0	12	0	1	0	0	0	25	248
	8	387	279	8	141	6	0	53	1	4	2	0	2	65	956
15:00	4	109	64	1	27	0	0	10	0	3	0	0	1	19	238
15:15	3	100	62	2	23	2	1	11	0	2	0	0	0	34	240
15:30	2	81	52	2	30	2	0	12	0	4	0	0	0	36	221
15:45	1	133	69	3	45	4	1	13	1	1	0	0	0	21	292
	10	423	247	8	125	8	2	46	1	10	0	0	1	110	991
16:00	1	106	69	5	33	2	0	17	0	2	0	2	0	31	268
16:15	0	113	63	5	46	3	1	14	0	0	0	0	0	38	283
16:30	5	115	65	1	42	0	1	18	1	0	2	0	1	47	298
16:45	1	107	80	2	46	2	1	18	0	1	3	1	0	44	306
	7	441	277	13	167	7	3	67	1	3	5	3	1	160	1155
17:00	4	135	69	6	38	2	1	14	1	1	2	0	0	54	327
17:15	7	111	67	2	31	3	2	23	0	2	0	0	1	46	295
17:30	1	110	57	1	25	0	3	16	1	4	1	0	0	45	264
17:45	4	100	56	1	33	3	0	21	0	1	0	0	0	48	267
	16	456	249	10	127	8	6	74	2	8	3	0	1	193	1153
18:00	4	97	60	0	23	0	0	11	1	1	0	0	1	27	225
18:15	1	90	68	1	19	0	0	7	1	0	2	0	0	34	223
18:30	3	94	50	0	32	0	0	6	1	0	0	0	0	18	204
18:45	2	105	46	1	16	2	0	7	0	1	0	0	0	26	206
	10	386	224	2	90	2	0	31	3	2	2	0	1	105	858
19:00	5	73	47	0	25	1	0	3	1	0	1	0	0	14	170
19:15	3	91	49	0	28	0	0	3	0	0	0	0	1	21	196
19:30	2	66	54	2	19	1	1	6	1	1	0	0	0	18	171
19:45	1	83	44	0	25	1	0	3	0	0	0	0	0	22	179
	11	313	194	2	97	3	1	15	2	1	1	0	1	75	716
20:00	3	72	47	1	15	0	0	6	0	0	0	0	0	11	155
20:15	2	77	60	0	18	0	0	4	0	1	0	0	0	14	176
20:30	1	68	39	0	15	0	0	6	0	1	0	0	0	12	142
20:45	1	72	47	0	24	0	0	8	0	0	0	0	0	4	156
	7	289	193	1	72	0	0	24	0	2	0	0	0	41	629
21:00	1	62	35	1	15	0	0	4	0	0	0	0	0	7	125
21:15	0	52	35	0	25	0	0	2	0	0	0	0	0	1	115
21:30	2	55	27	0	11	0	0	0	0	0	0	0	0	2	97
21:45	1	55	31	1	8	0	0	2	0	0	0	0	0	2	100
	4	224	128	2	59	0	0	8	0	0	0	0	0	12	437
22:00	0	49	19	1	4	0	0	1	0	0	0	0	0	0	74
22:15	0	32	23	0	8	0	0	0	0	0	0	0	0	1	64
22:30	1	25	14	1	8	0	0	0	0	0	0	0	0	1	50
22:45	0	28	16	0	2	0	0	0	0	0	0	0	0	0	46
	1	134	72	2	22	0	0	1	0	0	0	0	0	2	234
23:00	0	29	14	0	10	1	0	2	0	0	0	0	0	0	56
23:15	0	26	22	0	5	0	0	1	0	0	0	0	0	0	54
23:30	0	35	18	1	4	2	0	0	0	0	0	0	0	1	61
23:45	0	17	8	0	9	0	0	0	0	0	0	0	0	0	34
	0	107	62	1	28	3	0	3	0	0	0	0	0	1	205
Total	87	3785	2396	65	1214	55	16	403	21	35	15	5	8	905	9010
Percent	1.0%	42.0%	26.6%	0.7%	13.5%	0.6%	0.2%	4.5%	0.2%	0.4%	0.2%	0.1%	0.1%	10.0%	

LADOTD

District 03

Traffic Operations

University NB Approach South of I-10

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/08/16	0	17	13	0	2	0	0	3	0	0	0	0	0	0	35
00:15	0	15	14	0	3	0	0	0	0	0	0	0	0	0	32
00:30	0	10	11	0	3	0	0	0	2	0	0	0	0	0	26
00:45	2	11	10	0	2	2	0	0	0	0	0	0	0	0	27
	2	53	48	0	10	2	0	3	2	0	0	0	0	0	120
01:00	0	13	6	0	3	0	0	0	2	0	0	0	0	0	24
01:15	0	9	8	1	2	0	0	0	0	0	0	0	0	0	20
01:30	0	13	10	0	4	0	0	0	0	0	0	0	0	0	27
01:45	0	9	6	0	2	1	0	0	0	0	0	0	0	0	18
	0	44	30	1	11	1	0	0	2	0	0	0	0	0	89
02:00	0	10	3	0	3	0	0	0	1	0	0	0	0	1	18
02:15	0	12	10	0	1	0	0	2	1	0	1	0	0	0	27
02:30	0	5	3	0	0	0	0	0	2	0	0	0	0	0	10
02:45	0	7	2	0	1	1	0	0	0	0	0	0	0	0	11
	0	34	18	0	5	1	0	2	4	0	1	0	0	1	66
03:00	0	5	3	0	1	1	0	0	0	0	0	0	0	0	10
03:15	0	3	5	0	3	0	0	0	0	0	0	0	0	0	11
03:30	0	9	2	0	2	1	0	0	0	0	0	0	0	0	14
03:45	0	13	6	0	1	0	0	0	3	0	0	0	0	0	23
	0	30	16	0	7	2	0	0	3	0	0	0	0	0	58
04:00	0	8	7	0	2	1	0	1	1	0	0	0	0	0	20
04:15	0	9	14	2	4	0	0	2	2	0	1	0	0	0	34
04:30	0	11	8	0	11	0	0	1	2	0	0	0	0	0	33
04:45	0	13	19	0	8	1	0	1	2	0	0	0	0	2	46
	0	41	48	2	25	2	0	5	7	0	1	0	0	2	133
05:00	1	12	14	0	10	0	0	3	1	0	0	0	0	0	41
05:15	0	19	6	2	10	0	0	3	1	0	0	0	0	1	42
05:30	0	13	17	3	6	0	0	0	0	0	0	0	0	0	39
05:45	0	25	23	0	16	1	0	3	1	0	0	0	0	1	70
	1	69	60	5	42	1	0	9	3	0	0	0	0	2	192
06:00	1	39	22	2	15	2	0	4	0	0	0	0	0	4	89
06:15	1	49	28	0	26	1	0	4	1	0	0	0	0	3	113
06:30	1	53	45	4	22	1	0	4	1	0	0	0	0	3	134
06:45	2	82	37	3	20	0	0	7	1	0	0	0	0	4	156
	5	223	132	9	83	4	0	19	3	0	0	0	0	14	492
07:00	1	72	50	4	25	0	0	8	2	1	0	0	0	12	175
07:15	1	57	40	4	23	3	0	3	2	0	0	0	0	18	151
07:30	2	64	51	4	24	0	0	5	0	0	0	0	0	27	177
07:45	2	52	36	2	15	0	0	2	1	0	0	0	0	43	153
	6	245	177	14	87	3	0	18	5	1	0	0	0	100	656
08:00	3	70	42	4	16	1	0	4	1	1	0	0	0	30	172
08:15	1	70	63	6	30	0	0	5	3	0	0	1	0	19	198
08:30	1	65	53	7	31	2	1	2	0	1	0	0	1	19	183
08:45	0	67	39	2	17	3	0	7	2	1	0	0	0	20	158
	5	272	197	19	94	6	1	18	6	3	0	1	1	88	711
09:00	1	69	52	2	38	4	0	10	2	1	0	0	0	14	193
09:15	1	46	46	4	36	1	0	4	2	1	0	0	0	2	143
09:30	1	56	46	3	36	3	0	8	1	3	0	0	0	5	162
09:45	2	66	60	2	34	2	0	9	1	1	0	1	0	10	188
	5	237	204	11	144	10	0	31	6	6	0	1	0	31	686
10:00	4	60	56	2	33	3	0	7	2	0	0	0	0	9	176
10:15	1	59	50	2	43	1	0	9	1	1	0	0	0	14	181
10:30	0	73	45	1	37	2	0	10	0	0	0	0	0	11	179
10:45	5	80	47	0	24	3	0	6	1	1	0	0	1	10	178
	10	272	198	5	137	9	0	32	4	2	0	0	1	44	714
11:00	2	76	48	1	33	2	0	9	2	1	0	1	0	27	202
11:15	1	61	55	1	40	4	0	7	3	1	0	0	0	15	188
11:30	3	80	51	2	33	2	0	5	2	0	0	0	1	19	198
11:45	0	87	58	2	35	1	0	12	3	1	0	1	0	13	213
	6	304	212	6	141	9	0	33	10	3	0	2	1	74	801
Total	40	1824	1340	72	786	50	1	170	55	15	2	4	3	356	4718
Percent	0.8%	38.7%	28.4%	1.5%	16.7%	1.1%	0.0%	3.6%	1.2%	0.3%	0.0%	0.1%	0.1%	7.5%	

LADOTD

District 03

University NB Approach South of I-10

Traffic Operations

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	86	48	7	41	2	0	6	0	0	1	0	0	16	207
12:15	1	99	61	1	28	3	1	8	0	1	0	1	0	13	217
12:30	0	91	48	0	28	4	1	12	0	2	2	0	0	17	205
12:45	2	89	59	2	31	2	0	10	0	2	0	0	0	13	210
	3	365	216	10	128	11	2	36	0	5	3	1	0	59	839
13:00	1	86	59	3	43	0	0	4	0	1	1	0	0	8	206
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	451	275	13	171	11	2	40	0	6	4	1	0	67	1045
Percent	0.4%	43.2%	26.3%	1.2%	16.4%	1.1%	0.2%	3.8%	0.0%	0.6%	0.4%	0.1%	0.0%	6.4%	
Grand Total	248	11522	8394	297	4358	211	32	1158	147	94	38	19	18	2676	29212
Percent	0.8%	39.4%	28.7%	1.0%	14.9%	0.7%	0.1%	4.0%	0.5%	0.3%	0.1%	0.1%	0.1%	9.2%	

LADOTD

District 03

Traffic Operations

University SB Approach North of I-10

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/06/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

LADOTD

District 03

Traffic Operations

University SB Approach North of I-10

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	4	70	37	2	9	1	0	6	0	0	1	0	0	38	168
12:30	17	94	37	0	18	6	1	3	0	0	1	0	0	44	221
12:45	3	79	44	1	20	5	0	1	1	1	0	0	0	41	196
	24	243	118	3	47	12	1	10	1	1	2	0	0	123	585
13:00	6	52	44	2	23	2	0	4	0	0	0	0	0	70	203
13:15	4	39	27	4	20	1	0	4	1	0	0	0	0	86	186
13:30	1	25	23	3	21	2	0	3	0	0	0	0	0	120	198
13:45	1	11	13	1	16	1	0	0	0	0	0	0	0	132	175
	12	127	107	10	80	6	0	11	1	0	0	0	0	408	762
14:00	4	17	12	2	13	0	0	6	0	0	0	0	0	115	169
14:15	2	8	10	0	9	1	0	1	0	0	0	0	0	141	172
14:30	0	3	7	0	8	0	0	0	0	0	0	0	0	158	176
14:45	0	6	15	2	10	1	0	1	0	0	0	0	0	133	168
	6	34	44	4	40	2	0	8	0	0	0	0	0	547	685
15:00	2	7	5	3	5	0	0	0	0	0	0	0	0	146	168
15:15	1	3	7	1	6	0	0	0	0	0	0	0	0	158	176
15:30	1	7	8	1	9	0	0	0	0	0	0	0	0	159	185
15:45	6	35	37	1	20	1	0	2	0	0	0	0	0	116	218
	10	52	57	6	40	1	0	2	0	0	0	0	0	579	747
16:00	7	48	35	2	16	0	0	0	0	0	0	0	0	130	238
16:15	4	43	38	2	17	1	0	3	0	0	0	0	0	106	214
16:30	4	30	29	4	20	0	0	4	1	0	0	0	0	124	216
16:45	1	23	21	1	15	1	0	1	0	0	0	0	0	128	191
	16	144	123	9	68	2	0	8	1	0	0	0	0	488	859
17:00	3	28	36	1	21	0	0	2	0	0	0	0	0	131	222
17:15	1	40	33	1	20	0	0	2	0	0	0	0	0	98	195
17:30	2	54	26	1	17	1	0	5	0	0	0	0	0	79	185
17:45	6	56	30	2	19	2	0	0	0	0	0	0	0	86	201
	12	178	125	5	77	3	0	9	0	0	0	0	0	394	803
18:00	2	44	36	2	17	1	0	1	0	0	0	0	0	90	193
18:15	3	37	45	1	21	1	0	3	0	0	0	0	0	96	207
18:30	4	63	42	1	16	0	1	4	0	1	0	0	0	80	212
18:45	3	43	37	3	15	1	0	4	0	0	0	0	0	79	185
	12	187	160	7	69	3	1	12	0	1	0	0	0	345	797
19:00	3	66	37	1	17	1	0	4	0	0	0	0	0	54	183
19:15	5	47	30	0	12	2	0	4	0	0	0	0	0	73	173
19:30	13	59	35	1	17	0	1	2	0	0	0	0	0	51	179
19:45	3	60	43	1	12	1	0	3	0	1	0	0	0	52	176
	24	232	145	3	58	4	1	13	0	1	0	0	0	230	711
20:00	2	59	36	0	14	2	0	1	0	0	0	0	0	25	139
20:15	6	53	34	0	9	1	1	1	1	0	0	0	0	36	142
20:30	6	65	41	1	5	0	0	1	1	0	0	0	0	36	156
20:45	8	67	30	2	8	2	0	4	1	1	0	0	0	38	161
	22	244	141	3	36	5	1	7	3	1	0	0	0	135	598
21:00	3	84	40	1	9	1	0	2	0	1	0	0	0	32	173
21:15	6	60	28	0	8	1	0	5	0	0	0	0	0	28	136
21:30	2	29	20	0	10	1	0	3	1	0	0	0	0	12	78
21:45	2	56	18	0	7	0	0	2	1	0	0	0	0	19	105
	13	229	106	1	34	3	0	12	2	1	0	0	0	91	492
22:00	5	48	29	1	5	0	0	2	0	0	0	0	0	17	107
22:15	3	29	15	0	5	0	0	1	1	0	0	0	0	16	70
22:30	5	28	10	0	3	2	0	0	1	0	0	0	0	34	83
22:45	4	18	6	0	4	2	0	1	0	0	0	0	0	16	51
	17	123	60	1	17	4	0	4	2	0	0	0	0	83	311
23:00	2	33	9	1	7	0	0	0	0	0	0	0	0	25	77
23:15	4	21	6	1	4	0	0	0	1	0	0	0	0	15	52
23:30	4	15	10	0	2	1	0	0	1	0	0	0	0	15	48
23:45	1	21	8	1	2	0	0	0	0	0	0	0	0	19	52
	11	90	33	3	15	1	0	0	2	0	0	0	0	74	229
Total	179	1883	1219	55	581	46	4	96	12	5	2	0	0	3497	7579
Percent	2.4%	24.8%	16.1%	0.7%	7.7%	0.6%	0.1%	1.3%	0.2%	0.1%	0.0%	0.0%	0.0%	46.1%	

LADOTD

District 03

University SB Approach North of I-10

Traffic Operations

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/07/16	3	14	4	1	1	0	0	1	1	0	0	0	0	17	42
00:15	1	11	6	0	1	0	0	1	0	0	0	0	0	23	43
00:30	0	20	4	0	1	1	0	0	0	0	0	0	0	17	43
00:45	5	18	10	0	2	0	0	0	1	0	0	0	0	14	50
	9	63	24	1	5	1	0	2	2	0	0	0	0	71	178
01:00	1	14	6	0	0	1	0	0	0	0	0	0	0	11	33
01:15	2	6	9	0	2	1	0	1	0	0	0	0	0	20	41
01:30	2	8	2	1	1	0	0	0	0	0	0	0	0	10	24
01:45	1	7	1	0	0	0	0	0	0	0	0	0	0	14	23
	6	35	18	1	3	2	0	1	0	0	0	0	0	55	121
02:00	3	12	0	1	4	1	0	0	0	0	0	0	0	12	33
02:15	3	7	1	1	3	5	0	0	0	0	0	0	0	9	29
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	14	16
02:45	2	4	6	0	2	0	0	0	0	0	0	0	0	10	24
	8	25	7	2	9	6	0	0	0	0	0	0	0	45	102
03:00	2	6	4	0	1	0	0	0	1	0	0	0	0	4	18
03:15	0	8	1	0	0	1	0	0	1	0	0	0	0	9	20
03:30	1	6	0	0	2	0	0	0	0	0	0	0	0	4	13
03:45	1	10	3	0	0	1	0	0	0	0	0	0	0	12	27
	4	30	8	0	3	2	0	0	2	0	0	0	0	29	78
04:00	1	4	1	0	2	1	0	1	1	0	0	0	0	4	15
04:15	0	7	2	0	0	0	0	1	1	0	0	0	0	4	15
04:30	4	3	3	1	3	1	0	1	0	0	0	0	0	13	29
04:45	0	12	7	0	0	0	0	0	0	0	0	0	0	3	22
	5	26	13	1	5	2	0	3	2	0	0	0	0	24	81
05:00	4	10	6	0	4	1	0	0	0	0	0	0	1	12	38
05:15	11	17	5	1	5	3	0	2	0	0	0	0	0	28	72
05:30	2	9	4	1	2	4	0	0	2	0	0	0	0	19	43
05:45	6	17	5	0	3	1	0	1	1	0	0	0	0	22	56
	23	53	20	2	14	9	0	3	3	0	0	0	1	81	209
06:00	3	10	12	0	12	7	0	2	0	0	0	0	0	18	64
06:15	5	20	13	1	13	3	0	0	1	0	0	0	1	19	76
06:30	5	34	25	2	12	2	0	3	0	0	0	0	0	18	101
06:45	3	45	18	3	15	5	0	1	0	0	2	0	0	31	123
	16	109	68	6	52	17	0	6	1	0	2	0	1	86	364
07:00	16	56	26	4	17	1	0	2	2	0	0	0	0	42	166
07:15	12	65	33	6	16	2	0	3	2	0	0	0	0	44	183
07:30	4	74	36	1	21	0	0	5	0	0	0	0	0	64	205
07:45	6	65	47	2	20	2	0	6	0	1	0	0	0	60	209
	38	260	142	13	74	5	0	16	4	1	0	0	0	210	763
08:00	17	78	28	0	11	3	0	5	0	1	0	0	1	61	205
08:15	14	76	27	1	7	2	1	5	1	0	0	0	1	74	209
08:30	10	84	23	2	6	3	0	5	1	1	1	0	0	54	190
08:45	9	39	12	1	5	2	1	5	1	3	0	2	0	58	138
	50	277	90	4	29	10	2	20	3	5	1	2	2	247	742
09:00	11	48	27	1	12	0	0	6	1	1	0	0	1	63	171
09:15	9	60	36	1	8	3	0	6	0	0	1	1	0	88	213
09:30	8	54	30	1	12	5	0	2	0	0	0	0	0	75	187
09:45	5	41	38	6	19	3	0	3	0	0	1	0	0	82	198
	33	203	131	9	51	11	0	17	1	1	2	1	1	308	769
10:00	3	26	22	6	10	3	0	1	1	0	0	0	0	102	174
10:15	7	29	23	0	15	3	0	2	1	0	0	0	0	117	197
10:30	1	17	18	1	21	0	0	1	0	0	0	0	0	123	182
10:45	5	24	27	2	15	1	0	1	1	0	0	0	0	87	163
	16	96	90	9	61	7	0	5	3	0	0	0	0	429	716
11:00	4	24	25	1	15	1	0	2	0	0	0	0	0	108	180
11:15	6	22	20	5	9	1	0	0	1	0	0	0	0	97	161
11:30	5	38	28	1	19	4	0	1	0	0	0	0	0	101	197
11:45	5	16	21	1	17	0	0	0	0	0	0	0	0	103	163
	20	100	94	8	60	6	0	3	1	0	0	0	0	409	701
Total	228	1277	705	56	366	78	2	76	22	7	5	3	5	1994	4824
Percent	4.7%	26.5%	14.6%	1.2%	7.6%	1.6%	0.0%	1.6%	0.5%	0.1%	0.1%	0.1%	0.1%	41.3%	

LADOTD

District 03

University SB Approach North of I-10

Traffic Operations

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	3	4	8	1	17	1	0	1	0	0	0	0	0	117	152
12:15	2	8	10	2	11	1	0	0	0	0	0	0	0	131	165
12:30	2	19	27	1	17	2	0	2	0	0	0	0	0	108	178
12:45	4	35	26	1	14	3	0	2	0	0	0	0	0	124	209
	11	66	71	5	59	7	0	5	0	0	0	0	0	480	704
13:00	3	35	27	3	19	3	0	1	1	0	0	0	0	116	208
13:15	6	16	30	0	8	1	0	0	0	0	0	0	0	112	173
13:30	4	21	13	1	17	1	0	3	0	0	0	0	0	130	190
13:45	4	11	14	0	15	0	0	2	1	0	0	0	0	117	164
	17	83	84	4	59	5	0	6	2	0	0	0	0	475	735
14:00	2	20	14	1	14	0	0	1	2	0	0	0	0	128	182
14:15	3	20	13	0	16	2	0	2	0	0	0	0	0	125	181
14:30	4	5	11	2	10	0	0	0	0	0	0	0	0	137	169
14:45	3	7	16	0	11	1	0	0	0	0	1	0	0	113	152
	12	52	54	3	51	3	0	3	2	0	1	0	0	503	684
15:00	0	4	9	4	11	0	0	1	0	0	0	0	0	166	195
15:15	1	0	5	2	5	0	0	1	0	0	0	0	0	169	183
15:30	4	10	14	1	21	2	0	3	0	0	0	0	0	157	212
15:45	1	6	7	3	9	1	0	2	0	0	0	0	0	155	184
	6	20	35	10	46	3	0	7	0	0	0	0	0	647	774
16:00	0	1	6	0	8	1	0	0	1	0	0	0	0	189	206
16:15	2	11	13	2	9	0	0	1	0	0	0	0	0	127	165
16:30	2	0	1	1	4	0	0	0	0	0	0	0	0	141	149
16:45	2	3	3	1	5	0	0	0	0	0	0	0	0	162	176
	6	15	23	4	26	1	0	1	1	0	0	0	0	619	696
17:00	2	1	3	1	4	0	0	0	0	0	0	0	0	156	167
17:15	0	0	0	0	1	0	0	0	0	0	0	0	0	152	153
17:30	0	2	0	0	0	0	0	0	0	0	0	0	0	155	157
17:45	0	0	2	1	1	0	0	0	0	0	0	0	0	155	159
	2	3	5	2	6	0	0	0	0	0	0	0	0	618	636
18:00	1	0	4	0	1	0	0	0	0	0	0	0	0	183	189
18:15	0	1	0	0	2	0	0	0	0	0	0	0	0	162	165
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	155	155
18:45	1	0	0	0	1	1	0	0	0	0	0	0	0	161	164
	2	1	4	0	4	1	0	0	0	0	0	0	0	661	673
19:00	1	2	0	0	1	0	0	0	0	0	0	0	0	169	173
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	131	131
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	135	135
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	135	135
	1	2	0	0	1	0	0	0	0	0	0	0	0	570	574
20:00	0	0	1	0	1	0	0	0	0	0	0	0	0	133	135
20:15	0	0	1	0	0	0	0	0	0	0	0	0	0	144	145
20:30	0	0	1	1	0	0	0	0	0	0	0	0	0	152	154
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	153	153
	0	0	3	1	1	0	0	0	0	0	0	0	0	582	587
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	130	130
21:15	0	0	0	0	1	0	0	0	0	0	0	0	0	138	139
21:30	0	0	0	0	2	0	0	0	0	0	0	0	0	100	102
21:45	0	0	0	0	1	0	0	0	0	0	0	0	0	97	98
	0	0	0	0	4	0	0	0	0	0	0	0	0	465	469
22:00	2	1	0	0	0	0	0	0	0	0	0	0	0	101	104
22:15	0	0	0	1	0	0	0	0	0	0	0	0	0	76	77
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	63	63
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	64	64
	2	1	0	1	0	0	0	0	0	0	0	0	0	304	308
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	62	62
23:15	0	0	0	0	1	0	0	0	0	0	0	0	0	56	57
23:30	1	0	0	0	0	0	0	0	0	0	0	0	0	44	45
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	43	43
	1	0	0	0	1	0	0	0	0	0	0	0	0	205	207
Total	60	243	279	30	258	20	0	22	5	0	1	0	0	6129	7047
Percent	0.9%	3.4%	4.0%	0.4%	3.7%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	87.0%	

LADOTD

District 03

University SB Approach North of I-10

Traffic Operations

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/08/16	0	0	0	0	0	0	0	0	0	0	0	0	0	42	42
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	42	42
00:30	1	0	0	0	0	0	0	0	0	0	0	0	0	42	43
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25
	1	0	0	0	0	0	0	0	0	0	0	0	0	151	152
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	32	32
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	32	32
	0	0	0	0	0	0	0	0	0	0	0	0	0	114	114
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25
02:45	1	0	0	0	0	0	0	0	0	0	0	0	0	18	19
	1	0	0	0	0	0	0	0	0	0	0	0	0	90	91
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	27	27
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	27	27
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17
	0	0	0	0	0	0	0	0	0	0	0	0	0	87	87
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22
04:30	0	0	0	0	0	0	0	1	0	0	0	0	0	21	22
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	31	31
	0	0	0	0	0	0	0	1	0	0	0	0	0	89	90
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	47	47
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	42	42
	0	0	0	0	0	0	0	0	0	0	0	0	0	142	142
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	38	38
06:15	1	0	0	0	0	0	0	0	0	0	0	0	0	66	67
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	75	75
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	94	94
	1	0	0	0	0	0	0	0	0	0	0	0	0	273	274
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	92	92
07:15	0	0	0	0	2	0	0	0	0	0	0	0	0	110	112
07:30	1	0	0	2	0	0	0	0	0	0	0	0	0	127	130
07:45	0	0	1	0	0	0	0	0	0	0	0	0	0	124	125
	1	0	1	2	2	0	0	0	0	0	0	0	0	453	459
08:00	0	0	0	1	0	0	0	0	0	0	0	0	0	126	127
08:15	0	1	0	1	0	0	0	0	0	0	0	0	0	112	114
08:30	0	1	3	1	1	0	0	1	0	0	0	0	0	92	99
08:45	3	3	2	0	2	0	0	0	0	0	0	0	0	103	113
	3	5	5	3	3	0	0	1	0	0	0	0	0	433	453
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	86	86
09:15	0	0	0	1	0	0	0	0	0	0	0	0	0	132	133
09:30	1	1	2	3	0	0	0	0	0	0	0	0	0	134	141
09:45	1	2	0	1	0	0	0	0	0	0	0	0	0	127	131
	2	3	2	5	0	0	0	0	0	0	0	0	0	479	491
10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	134	135
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	126	126
10:30	1	0	0	0	0	0	0	0	0	0	0	0	0	120	121
10:45	1	0	0	1	0	0	0	0	0	0	0	0	0	123	125
	3	0	0	1	0	0	0	0	0	0	0	0	0	503	507
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	142	142
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	118	118
11:30	1	0	0	1	0	0	0	0	0	0	0	0	0	125	127
11:45	0	0	0	0	1	0	0	0	0	0	0	0	0	122	123
	1	0	0	1	1	0	0	0	0	0	0	0	0	507	510
Total	13	8	8	12	6	0	0	2	0	0	0	0	0	3321	3370
Percent	0.4%	0.2%	0.2%	0.4%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	98.5%	

LADOTD

District 03

University SB Approach North of I-10

Traffic Operations

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	132	132
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	124	124
12:30	1	0	0	0	0	0	0	0	0	0	0	0	0	152	153
12:45	0	0	0	0	1	0	0	0	0	0	0	0	0	147	148
	1	0	0	0	1	0	0	0	0	0	0	0	0	555	557
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	164	164
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	153	153
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	142	142
13:45	1	0	0	0	0	0	0	0	0	0	0	0	0	122	123
	1	0	0	0	0	0	0	0	0	0	0	0	0	581	582
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	164	164
14:15	1	0	0	0	2	0	0	0	0	0	0	0	0	154	157
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	122	122
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	0	3	0	0	0	0	0	0	0	0	1576	1582
Percent	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	99.6%	
Grand Total	483	3411	2211	153	1214	144	6	196	39	12	8	3	5	16517	24402
Percent	2.0%	14.0%	9.1%	0.6%	5.0%	0.6%	0.0%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	67.7%	

LADOTD

District 03

Traffic Operations

University SB Approach South of I-10

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/06/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	2	129	43	1	32	0	1	6	0	2	2	0	1	12	231
11:45	0	97	48	2	32	2	1	6	0	1	0	0	0	6	195
	2	226	91	3	64	2	2	12	0	3	2	0	1	18	426
Total	2	226	91	3	64	2	2	12	0	3	2	0	1	18	426
Percent	0.5%	53.1%	21.4%	0.7%	15.0%	0.5%	0.5%	2.8%	0.0%	0.7%	0.5%	0.0%	0.2%	4.2%	

LADOTD

District 03

Traffic Operations

University SB Approach South of I-10

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	101	53	0	26	5	0	3	0	1	1	0	0	14	204
12:15	1	98	50	0	30	0	1	11	0	4	0	0	0	4	199
12:30	2	101	57	1	26	3	0	10	0	0	0	0	1	8	209
12:45	1	124	41	0	33	2	0	7	0	2	0	0	0	10	220
	4	424	201	1	115	10	1	31	0	7	1	0	1	36	832
13:00	2	99	50	0	26	1	0	11	1	0	0	0	0	10	200
13:15	3	110	44	0	29	0	0	8	2	0	1	0	0	15	212
13:30	0	133	47	2	28	0	1	5	0	0	1	0	0	4	221
13:45	4	103	41	3	31	1	0	7	0	0	1	0	0	11	202
	9	445	182	5	114	2	1	31	3	0	3	0	0	40	835
14:00	0	94	45	1	25	1	0	7	1	0	0	0	0	8	182
14:15	2	109	54	1	34	0	0	8	2	0	0	0	0	6	216
14:30	0	118	54	3	24	2	0	5	1	0	0	0	0	5	212
14:45	1	105	56	3	20	1	0	9	4	1	0	0	0	17	217
	3	426	209	8	103	4	0	29	8	1	0	0	0	36	827
15:00	1	123	55	3	29	0	0	8	2	0	0	0	0	8	229
15:15	1	134	59	5	31	0	0	5	1	0	0	0	0	11	247
15:30	0	119	49	7	25	1	0	5	2	1	0	1	0	8	218
15:45	4	140	51	12	28	1	0	4	1	0	1	0	0	11	253
	6	516	214	27	113	2	0	22	6	1	1	1	0	38	947
16:00	3	111	55	1	26	0	0	2	0	1	0	0	0	9	208
16:15	2	106	58	1	22	2	0	3	0	0	0	0	0	6	200
16:30	2	95	43	1	21	1	0	8	1	0	0	0	0	16	188
16:45	5	141	56	0	21	1	0	6	1	1	0	0	0	13	245
	12	453	212	3	90	4	0	19	2	2	0	0	0	44	841
17:00	0	116	51	4	23	2	0	2	0	0	0	1	0	7	206
17:15	1	120	41	1	28	1	0	4	1	0	1	0	0	9	207
17:30	3	132	53	2	29	2	0	7	0	0	0	0	0	5	233
17:45	1	131	41	0	23	2	0	12	1	0	0	0	0	12	223
	5	499	186	7	103	7	0	25	2	0	1	1	0	33	869
18:00	2	126	51	1	28	1	0	14	1	2	0	0	0	16	242
18:15	2	126	38	2	20	1	0	5	1	0	1	0	0	12	208
18:30	2	75	48	0	27	3	0	7	1	0	0	0	0	17	180
18:45	1	66	36	2	14	0	0	4	0	0	0	0	0	6	129
	7	393	173	5	89	5	0	30	3	2	1	0	0	51	759
19:00	0	62	26	0	17	2	0	4	0	0	0	0	0	5	116
19:15	0	79	33	0	13	0	0	5	0	0	0	0	0	6	136
19:30	1	78	37	1	14	0	0	1	0	0	0	0	0	4	136
19:45	0	72	28	0	15	1	0	3	0	0	0	1	0	5	125
	1	291	124	1	59	3	0	13	0	0	0	1	0	20	513
20:00	0	73	25	0	13	0	0	2	0	0	0	0	0	3	116
20:15	0	69	22	1	17	0	0	3	0	0	0	0	0	1	113
20:30	2	47	13	1	5	0	0	3	0	0	0	0	0	3	74
20:45	0	52	21	1	6	0	0	0	0	0	0	0	0	3	83
	2	241	81	3	41	0	0	8	0	0	0	0	0	10	386
21:00	0	51	18	0	4	0	0	1	0	0	0	0	0	1	75
21:15	0	48	16	0	8	0	0	0	0	0	1	0	0	1	74
21:30	0	48	13	1	5	2	0	0	0	0	0	0	0	1	70
21:45	0	36	11	0	7	0	0	3	0	0	0	0	0	0	57
	0	183	58	1	24	2	0	4	0	0	1	0	0	3	276
22:00	2	44	12	0	5	1	0	0	0	0	0	0	0	2	66
22:15	0	33	7	1	4	0	0	1	0	0	0	0	0	2	48
22:30	1	28	8	0	1	0	0	0	0	0	0	0	0	0	38
22:45	0	25	9	0	2	0	0	1	0	0	0	0	0	0	37
	3	130	36	1	12	1	0	2	0	0	0	0	0	4	189
23:00	0	22	6	0	3	0	0	1	1	0	0	0	0	0	33
23:15	0	10	13	0	4	0	0	0	0	0	0	0	0	0	27
23:30	0	18	3	0	1	0	0	0	0	0	0	0	0	0	22
23:45	0	15	12	0	0	0	0	0	1	0	0	0	0	0	28
	0	65	34	0	8	0	0	1	2	0	0	0	0	0	110
Total	52	4066	1710	62	871	40	2	215	26	13	8	3	1	315	7384
Percent	0.7%	55.1%	23.2%	0.8%	11.8%	0.5%	0.0%	2.9%	0.4%	0.2%	0.1%	0.0%	0.0%	4.3%	

LADOTD

District 03

Traffic Operations

University SB Approach South of I-10

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/07/16	0	11	4	0	3	0	0	0	0	0	0	0	0	0	18
00:15	0	12	8	0	1	0	0	0	1	0	0	0	0	0	22
00:30	0	17	5	0	3	0	0	2	0	0	0	0	0	0	27
00:45	1	18	3	0	2	0	0	0	0	0	0	0	0	1	25
	1	58	20	0	9	0	0	2	1	0	0	0	0	1	92
01:00	0	13	3	0	2	0	0	0	0	0	0	0	0	0	18
01:15	0	9	2	0	1	3	0	0	0	0	0	0	0	0	15
01:30	0	8	2	0	2	1	0	0	0	0	0	0	0	1	14
01:45	0	8	1	0	0	0	0	0	0	0	0	0	1	1	11
	0	38	8	0	5	4	0	0	0	0	0	0	1	2	58
02:00	0	4	3	0	0	0	0	0	1	0	0	0	0	0	8
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	3	1	0	0	1	0	0	1	0	0	0	0	0	6
02:45	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
	0	13	7	0	1	1	0	0	2	0	0	0	0	0	24
03:00	0	9	1	1	2	0	0	0	0	0	0	0	0	2	15
03:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
03:30	1	8	6	0	1	1	0	0	1	0	1	0	0	0	19
03:45	0	8	9	0	3	0	0	0	0	3	0	0	0	0	23
	1	32	17	1	6	1	0	0	1	3	1	0	0	2	65
04:00	0	12	10	0	3	0	0	0	2	0	1	0	0	0	28
04:15	0	23	8	2	6	1	0	0	1	0	1	0	0	2	44
04:30	0	19	12	0	6	3	0	1	0	0	0	0	0	4	45
04:45	0	23	10	0	10	3	0	2	0	0	0	0	0	3	51
	0	77	40	2	25	7	0	3	3	0	2	0	0	9	168
05:00	0	13	11	0	8	7	0	1	0	0	0	1	0	2	43
05:15	0	35	27	0	16	1	0	3	3	0	1	0	0	1	87
05:30	0	44	33	0	14	4	0	0	0	0	0	0	0	2	97
05:45	0	76	31	2	24	1	0	2	4	0	1	0	0	7	148
	0	168	102	2	62	13	0	6	7	0	2	1	0	12	375
06:00	0	73	33	2	26	1	0	3	0	0	0	0	0	5	143
06:15	0	78	56	4	36	2	0	8	0	2	5	0	0	11	202
06:30	4	145	67	1	46	1	1	5	0	0	0	0	0	22	292
06:45	1	156	62	3	52	1	1	15	1	2	0	0	0	29	323
	5	452	218	10	160	5	2	31	1	4	5	0	0	67	960
07:00	4	183	76	3	46	4	0	14	0	1	0	0	0	19	350
07:15	4	258	84	1	55	4	0	6	0	4	1	0	0	37	454
07:30	2	234	70	1	35	3	1	10	3	0	1	0	1	41	402
07:45	5	227	68	3	47	3	0	9	1	2	0	0	1	38	404
	15	902	298	8	183	14	1	39	4	7	2	0	2	135	1610
08:00	5	177	83	5	45	1	0	9	2	2	0	1	0	30	360
08:15	2	172	63	0	41	1	0	12	3	0	2	0	0	23	319
08:30	0	151	47	4	36	2	1	10	0	1	0	1	1	10	264
08:45	1	127	54	1	24	2	0	11	1	1	0	1	0	14	237
	8	627	247	10	146	6	1	42	6	4	2	3	1	77	1180
09:00	0	89	64	2	34	1	1	6	0	0	1	0	0	12	210
09:15	0	124	43	1	25	2	0	10	0	1	0	2	1	6	215
09:30	4	121	61	0	31	1	2	7	2	1	0	0	0	11	241
09:45	1	100	50	2	26	0	0	4	0	0	0	0	0	8	191
	5	434	218	5	116	4	3	27	2	2	1	2	1	37	857
10:00	2	86	58	3	26	2	1	5	3	0	0	0	0	16	202
10:15	5	84	34	0	20	2	0	10	0	2	0	2	0	14	173
10:30	2	117	36	1	16	4	0	2	2	0	0	0	1	10	191
10:45	0	80	51	2	13	1	0	15	1	1	0	0	0	11	175
	9	367	179	6	75	9	1	32	6	3	0	2	1	51	741
11:00	0	80	45	1	32	3	1	8	2	0	0	0	0	13	185
11:15	1	95	46	0	31	1	0	6	1	0	0	0	0	5	186
11:30	2	99	46	1	26	3	0	8	3	0	0	0	0	13	201
11:45	1	106	45	1	30	2	0	6	4	2	2	0	0	7	206
	4	380	182	3	119	9	1	28	10	2	2	0	0	38	778
Total	48	3548	1536	47	907	73	9	210	43	25	17	8	6	431	6908
Percent	0.7%	51.4%	22.2%	0.7%	13.1%	1.1%	0.1%	3.0%	0.6%	0.4%	0.2%	0.1%	0.1%	6.2%	

LADOTD

District 03

University SB Approach South of I-10

Traffic Operations

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	112	39	3	32	1	0	12	1	1	2	0	0	6	210
12:15	1	100	37	0	29	0	0	7	0	1	0	1	0	8	184
12:30	3	98	61	2	31	0	1	4	1	1	0	0	0	14	216
12:45	2	109	53	2	30	2	0	5	0	1	1	0	0	14	219
	7	419	190	7	122	3	1	28	2	4	3	1	0	42	829
13:00	1	82	40	1	31	0	1	5	1	1	0	0	0	8	171
13:15	1	100	39	0	37	2	0	5	2	1	1	1	0	5	194
13:30	0	96	40	1	33	0	1	8	1	2	0	0	0	13	195
13:45	0	88	38	5	23	0	0	6	0	0	0	0	0	11	171
	2	366	157	7	124	2	2	24	4	4	1	1	0	37	731
14:00	1	116	40	5	35	1	1	7	0	2	0	0	0	6	214
14:15	2	107	38	1	25	0	1	11	1	0	0	0	0	10	196
14:30	1	117	50	2	31	1	0	5	1	0	0	0	0	9	217
14:45	0	117	59	1	33	0	0	9	3	0	0	2	0	14	238
	4	457	187	9	124	2	2	32	5	2	0	2	0	39	865
15:00	0	120	53	0	30	2	0	9	2	0	1	0	0	9	226
15:15	0	123	65	3	29	1	0	3	0	0	0	0	0	11	235
15:30	0	106	60	6	16	2	0	6	0	1	0	0	1	11	209
15:45	2	123	42	5	27	2	1	2	1	1	0	0	0	11	217
	2	472	220	14	102	7	1	20	3	2	1	0	1	42	887
16:00	1	101	36	4	26	0	0	9	0	1	0	2	0	3	183
16:15	1	117	56	0	30	1	0	6	0	0	1	0	0	7	219
16:30	3	110	44	1	33	1	0	3	1	0	0	0	0	5	201
16:45	2	115	38	2	24	0	0	7	2	1	0	0	0	7	198
	7	443	174	7	113	2	0	25	3	2	1	2	0	22	801
17:00	1	107	50	1	22	0	0	5	0	0	0	0	0	10	196
17:15	3	113	46	0	29	1	0	7	1	1	0	0	0	9	210
17:30	1	122	51	2	30	3	0	10	2	1	0	0	0	18	240
17:45	5	135	45	1	31	2	1	4	2	1	1	0	0	14	242
	10	477	192	4	112	6	1	26	5	3	1	0	0	51	888
18:00	1	97	36	0	16	1	0	5	0	0	0	0	0	7	163
18:15	1	101	24	2	18	1	1	1	3	0	0	0	1	8	161
18:30	3	86	29	0	14	1	0	4	0	0	0	0	0	8	145
18:45	0	97	31	0	14	1	0	6	0	0	0	0	0	7	156
	5	381	120	2	62	4	1	16	3	0	0	0	1	30	625
19:00	1	84	21	2	17	2	0	4	0	2	1	0	0	10	144
19:15	0	81	51	0	17	0	0	3	0	0	0	0	0	8	160
19:30	1	72	44	2	18	1	0	7	0	0	0	0	0	8	153
19:45	0	79	41	1	22	1	0	3	0	1	1	0	0	5	154
	2	316	157	5	74	4	0	17	0	3	2	0	0	31	611
20:00	2	69	19	1	20	1	0	5	1	0	0	0	0	4	122
20:15	1	69	29	0	12	0	0	3	0	1	0	0	0	4	119
20:30	0	68	29	0	13	0	0	3	0	0	0	0	0	2	115
20:45	1	50	20	1	12	2	0	0	1	0	0	0	1	0	88
	4	256	97	2	57	3	0	11	2	1	0	0	1	10	444
21:00	1	52	17	0	3	1	0	3	0	0	0	0	0	3	80
21:15	1	50	18	0	8	0	0	3	0	0	0	0	0	3	83
21:30	1	42	15	1	7	0	0	0	0	0	0	0	0	4	70
21:45	1	30	13	0	5	0	0	0	0	0	0	0	0	4	53
	4	174	63	1	23	1	0	6	0	0	0	0	0	14	286
22:00	0	32	12	0	5	0	0	0	0	0	0	0	0	4	53
22:15	0	20	10	0	8	0	0	0	0	0	1	0	0	0	39
22:30	0	26	11	0	3	0	0	0	1	0	0	0	0	1	42
22:45	0	23	11	0	5	0	0	1	0	0	0	0	0	2	42
	0	101	44	0	21	0	0	1	1	0	1	0	0	7	176
23:00	0	20	5	0	7	0	0	1	1	0	0	0	0	0	34
23:15	1	25	6	0	7	0	0	0	1	0	0	0	0	0	40
23:30	0	22	13	0	2	0	0	0	0	0	0	0	0	1	38
23:45	1	14	6	0	4	0	0	0	0	0	0	0	0	0	25
	2	81	30	0	20	0	0	1	2	0	0	0	0	1	137
Total	49	3943	1631	58	954	34	8	207	30	21	10	6	3	326	7280
Percent	0.7%	54.2%	22.4%	0.8%	13.1%	0.5%	0.1%	2.8%	0.4%	0.3%	0.1%	0.1%	0.0%	4.5%	

LADOTD

District 03

Traffic Operations

University SB Approach South of I-10

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/08/16	0	11	5	0	3	0	0	1	0	0	0	0	0	0	20
00:15	0	16	3	0	6	0	0	0	1	0	0	0	0	0	26
00:30	0	15	2	0	3	0	0	1	0	0	0	0	0	0	21
00:45	1	12	3	0	2	1	1	0	0	0	0	0	0	1	21
	1	54	13	0	14	1	1	2	1	0	0	0	0	1	88
01:00	0	10	2	0	2	2	0	0	0	0	0	0	0	0	16
01:15	0	11	4	0	1	1	0	0	1	0	0	0	0	0	18
01:30	1	7	4	0	0	1	0	0	0	0	0	0	0	0	13
01:45	0	11	1	0	1	1	0	0	0	0	0	0	0	0	14
	1	39	11	0	4	5	0	0	1	0	0	0	0	0	61
02:00	0	7	6	0	1	0	0	0	0	0	0	0	0	0	14
02:15	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
02:30	0	9	3	0	1	1	0	0	0	0	0	0	0	1	15
02:45	0	9	1	0	0	0	0	1	0	0	0	0	0	0	11
	0	33	11	0	3	1	0	1	0	0	0	0	0	1	50
03:00	0	7	7	0	1	0	0	1	0	0	0	0	0	0	16
03:15	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
03:30	0	10	5	1	0	0	0	0	2	1	1	0	1	0	21
03:45	0	9	7	1	0	0	0	0	1	1	0	0	0	0	19
	0	32	22	2	2	0	0	1	3	2	1	0	1	0	66
04:00	0	6	7	1	4	0	0	1	2	0	0	0	0	1	22
04:15	0	17	8	1	5	0	0	0	1	0	0	0	0	0	32
04:30	0	25	15	0	8	1	0	1	1	0	0	1	0	1	53
04:45	0	19	15	0	6	1	0	1	3	0	0	0	0	1	46
	0	67	45	2	23	2	0	3	7	0	0	1	0	3	153
05:00	1	23	7	0	6	2	0	3	1	0	0	0	0	0	43
05:15	0	28	24	0	15	2	0	2	1	0	1	0	0	0	73
05:30	1	45	35	1	17	4	0	3	0	0	1	1	0	4	112
05:45	0	67	37	2	29	1	0	5	1	1	0	0	0	7	150
	2	163	103	3	67	9	0	13	3	1	2	1	0	11	378
06:00	1	55	31	0	26	2	0	6	1	0	1	0	0	8	131
06:15	5	105	51	2	39	0	0	4	2	1	2	0	0	7	218
06:30	2	110	71	2	45	1	0	7	3	2	0	0	0	18	261
06:45	2	163	68	3	41	2	0	9	2	2	0	0	0	36	328
	10	433	221	7	151	5	0	26	8	5	3	0	0	69	938
07:00	6	191	63	4	52	1	0	10	3	0	1	0	0	25	356
07:15	3	246	91	0	53	0	1	10	0	3	0	0	0	36	443
07:30	4	253	78	1	52	2	1	18	2	2	0	0	0	26	439
07:45	4	183	76	1	47	2	0	12	2	1	1	0	1	38	368
	17	873	308	6	204	5	2	50	7	6	2	0	1	125	1606
08:00	2	187	76	1	32	2	0	13	1	1	1	0	0	19	335
08:15	1	116	50	4	34	1	0	19	0	1	1	0	1	12	240
08:30	1	122	59	1	25	3	0	7	1	0	1	1	0	12	233
08:45	0	144	59	0	41	3	0	12	2	2	0	0	0	17	280
	4	569	244	6	132	9	0	51	4	4	3	1	1	60	1088
09:00	4	98	40	1	35	5	1	10	1	3	1	0	0	18	217
09:15	2	95	53	4	36	2	0	8	0	0	0	0	0	13	213
09:30	2	105	57	2	35	0	0	5	1	0	0	0	0	13	220
09:45	0	102	38	1	33	5	0	5	2	1	0	0	0	10	197
	8	400	188	8	139	12	1	28	4	4	1	0	0	54	847
10:00	3	89	51	1	29	4	0	13	2	0	0	1	0	8	201
10:15	2	93	59	0	28	2	0	8	1	0	0	0	0	8	201
10:30	1	111	45	1	28	0	1	15	1	2	0	0	0	9	214
10:45	4	93	49	1	34	1	0	6	1	1	0	0	0	4	194
	10	386	204	3	119	7	1	42	5	3	0	1	0	29	810
11:00	1	85	51	1	30	3	0	10	1	0	0	0	0	10	192
11:15	0	82	51	1	27	1	0	0	0	0	0	0	0	5	167
11:30	1	105	51	1	29	4	0	4	4	1	0	1	0	12	213
11:45	1	87	47	2	27	4	0	7	2	1	1	0	0	7	186
	3	359	200	5	113	12	0	21	7	2	1	1	0	34	758
Total	56	3408	1570	42	971	68	5	238	50	27	13	5	3	387	6843
Percent	0.8%	49.8%	22.9%	0.6%	14.2%	1.0%	0.1%	3.5%	0.7%	0.4%	0.2%	0.1%	0.0%	5.7%	

LADOTD

District 03

Traffic Operations

University SB Approach South of I-10

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	3	116	40	1	25	2	0	5	4	1	0	0	0	9	206
12:15	2	83	49	1	44	1	0	7	0	1	0	0	0	6	194
12:30	2	110	51	1	37	3	0	2	1	1	0	0	0	10	218
12:45	2	96	47	0	41	0	0	6	2	0	1	0	0	12	207
	9	405	187	3	147	6	0	20	7	3	1	0	0	37	825
13:00	0	112	49	1	25	1	0	6	2	1	0	0	0	11	208
13:15	2	100	39	0	39	1	0	14	0	0	0	0	0	6	201
13:30	2	104	35	0	25	1	0	7	2	2	0	1	0	7	186
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	721	310	4	236	9	0	47	11	6	1	1	0	61	1420
Percent	0.9%	50.8%	21.8%	0.3%	16.6%	0.6%	0.0%	3.3%	0.8%	0.4%	0.1%	0.1%	0.0%	4.3%	
Grand Total	220	15912	6848	216	4003	226	26	929	160	95	51	23	14	1538	30261
Percent	0.7%	52.6%	22.6%	0.7%	13.2%	0.7%	0.1%	3.1%	0.5%	0.3%	0.2%	0.1%	0.0%	5.1%	

Figure 3B.2.2 Summary of Pedestrian Movements

Summary of Pedestrian Movements

Location ID: US Bus 90 (W. University Ave) at Cameron St.		
District: 03	Parish: Lafayette	Date: 11.15.17
Observer: BSR	City: Lafayette	Weather: clear, sunny
NW NE  SE SW Sketch of crossings. Show proposed crosswalks/signs if any.		Roadway Width (feet): N/S 63' E/W 63' Median Width (feet): N/A >= 4 feet ○ <4 feet ○ Remarks:

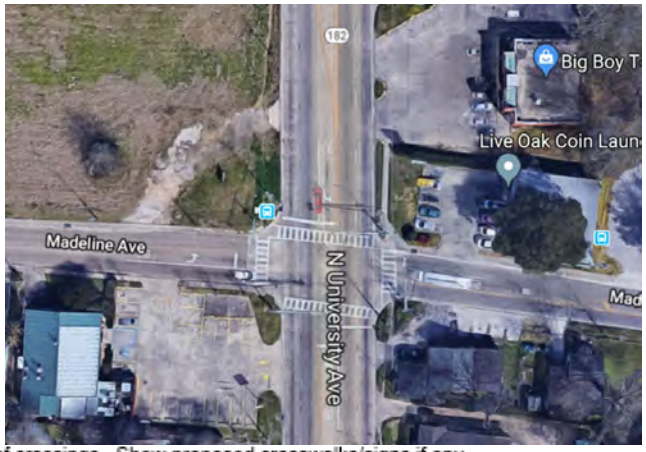
Pedestrian Movements

TIME	NORTH	SOUTH	EAST	WEST
6:37		1P SE>SW		
7:13		1P SW>SE		
7:41		1P SE>SW		
15:12		1P SE>SW		
15:17			1B NE>SE	
15:30		1P SE>SW		
15:34		1B SW>SE		
TOTAL		6	1	

* Note the age and ability of Pedestrians No elderly pedestrians

Figure 3B.2.2 Summary of Pedestrian Movements

Summary of Pedestrian Movements

Location ID: US Bus 90 (N. University Ave) at Madeline Ave.		
District: 03	Parish: Lafayette	Date: 11.15.17
Observer: BSR	City: Lafayette	Weather: clear, sunny
NW  NE SW SE Sketch of crossings. Show proposed crosswalks/signs if any.		Roadway Width (feet): N/S 36' E/W 62' Median Width (feet): N/A >= 4 feet ○ <4 feet ○ Remarks:

Pedestrian Movements

TIME	NORTH	SOUTH	EAST	WEST
6:36 AM			1P SE>NE	
6:40			1B NE>SE	
6:47		1P SW>SE		
6:48			1P SE>NE	
6:52		1P SE>SW		
6:55			1P NE>SE	
7:06				1B NW>SW
7:18			1B NE>SE	
7:20		2P SW>SE		
7:21			1P SE>NE	
7:24			1P SE>NE	
7:46	1P NE>NW			
7:49				1P NW>SW
7:50	1P NW>NE			
7:54		2P SE>SW		
8:15	1P NW>NE			
TOTAL				

* Note the age and ability of Pedestrians No elderly pedestrians

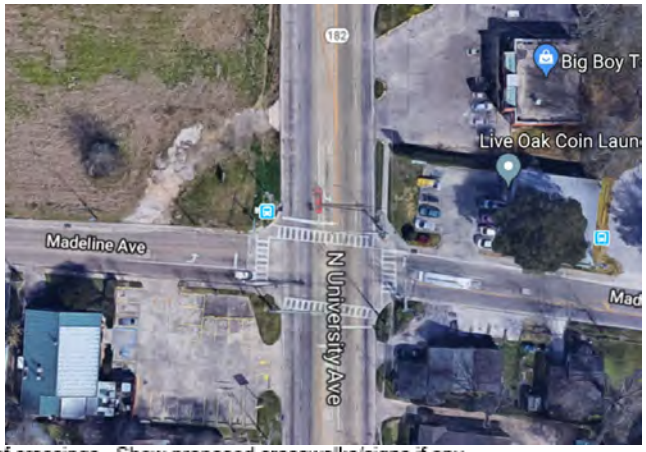
Figure 3B.2.2 Summary of Pedestrian Movements

Summary of Pedestrian Movements

Location ID: US Bus 90 (N. University Ave) at Madeline Ave.

District: 03	Parish: Lafayette	Date: 11.15.17
Observer: BSR	City: Lafayette	Weather: clear, sunny

NW NE



SW SE

Sketch of crossings. Show proposed crosswalks/signs if any.

Roadway Width (feet): N/S 36' E/W 62'

Median Width (feet): N/A >= 4 feet ○ <4 feet ○

Remarks:

Pededstrian Movements

TIME	NORTH	SOUTH	EAST	WEST
8:18		1P SW>SE		
8:33		1P SE>SW		
8:39			1B SE>NE	
3:01 PM		2P SE>SW		
3:02			1P NE>SE	
3:10	1P NE>NW			
3:12	1P NW>NE			
3:18		1P SW>SE		
3:22				1P NW>SW
3:32			1B SE>NE	
3:35			1B SE>NE	
3:44		1P SE>SW		1P NW>SW
3:48		1P SW>SE		
3:49			1P SE>NE	
3:54		2P SE>SW		
TOTAL				

* Note the age and ability of Pedestrians No elderly pedestrians

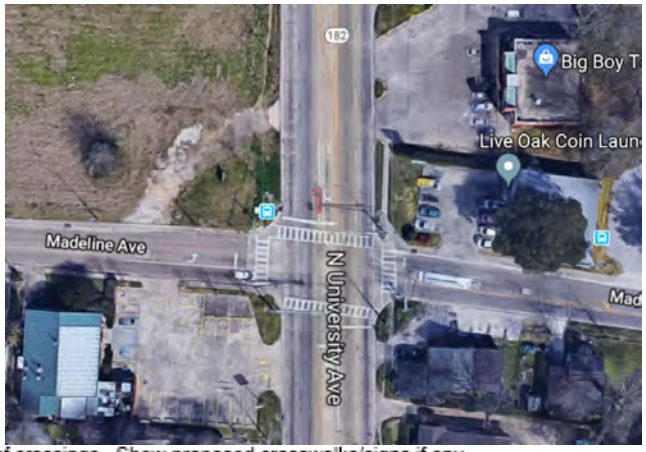
Figure 3B.2.2 Summary of Pedestrian Movements

Summary of Pedestrian Movements

Location ID: US Bus 90 (N. University Ave) at Madeline Ave.

District: 03	Parish: Lafayette	Date: 11.15.17
Observer: BSR	City: Lafayette	Weather: clear, sunny

NW NE



SW SE

Sketch of crossings. Show proposed crosswalks/signs if any.

Roadway Width (feet):
N/S 36' E/W 62'

Median Width (feet): N/A
>= 4 feet ○ <4 feet ○

Remarks:

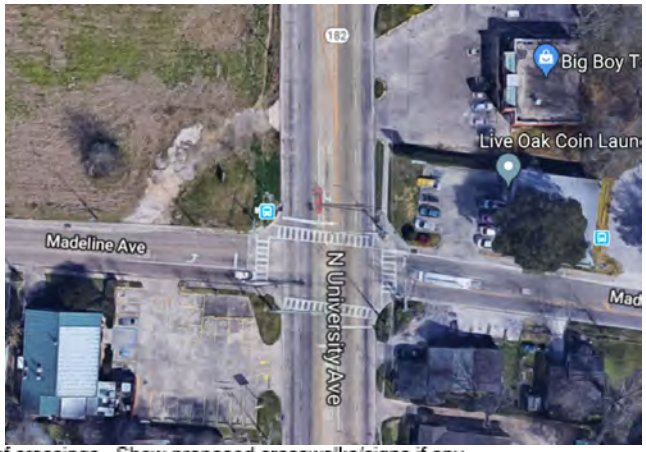
Pededstrian Movements

TIME	NORTH	SOUTH	EAST	WEST
4:06	2P NW>NE			
4:10	1P NE>NW			
4:18			1B SE>NE	
4:28			1B NE>SE	
4:30				1P SW>NW
4:33			1B NE>SE	
4:37	1B NE>NW			
4:38	1P NW>NE			
4:49	2P NW>NE			
4:50		1P SW>SE		
4:56	2P NE>NW			
4:58	1P NW>NE			
5:01		2P SE>SW		
5:02	2P NW>NE			
5:08	1P NE>NW			
5:10	2P NE>NW			
TOTAL				

* Note the age and ability of Pedestrians No elderly pedestrians

Figure 3B.2.2 Summary of Pedestrian Movements

Summary of Pedestrian Movements

Location ID: US Bus 90 (N. University Ave) at Madeline Ave.		
District: 03	Parish: Lafayette	Date: 11.15.17
Observer: BSR	City: Lafayette	Weather: clear, sunny
NW  NE SW SE Sketch of crossings. Show proposed crosswalks/signs if any.		Roadway Width (feet): N/S 36' E/W 62' Median Width (feet): N/A >= 4 feet ○ <4 feet ○ Remarks:

Pededstrian Movements

TIME	NORTH	SOUTH	EAST	WEST
5:11	1P NE>NW			
5:12			1P SE>NE	
5:14		2P SE>SW		
5:20			1B SE>NE	
TOTAL	AM:3 PM:18	AM:8 PM:12	AM:8 PM:9	AM:2 PM:3

* Note the age and ability of Pedestrians No elderly pedestrians

Figure 3B.2.2 Summary of Pedestrian Movements

Summary of Pedestrian Movements

Location ID: US Bus 90 (N. University Ave) at W. Willow St.		
District: 03	Parish: Lafayette	Date: 11.15.17
Observer: BSR	City: Lafayette	Weather: clear, sunny
NW  NE SW SE Sketch of crossings. Show proposed crosswalks/signs if any.		Roadway Width (feet): N/S 72' E/W 72' Median Width (feet): N/A >= 4 feet ○ <4 feet ○ Remarks:

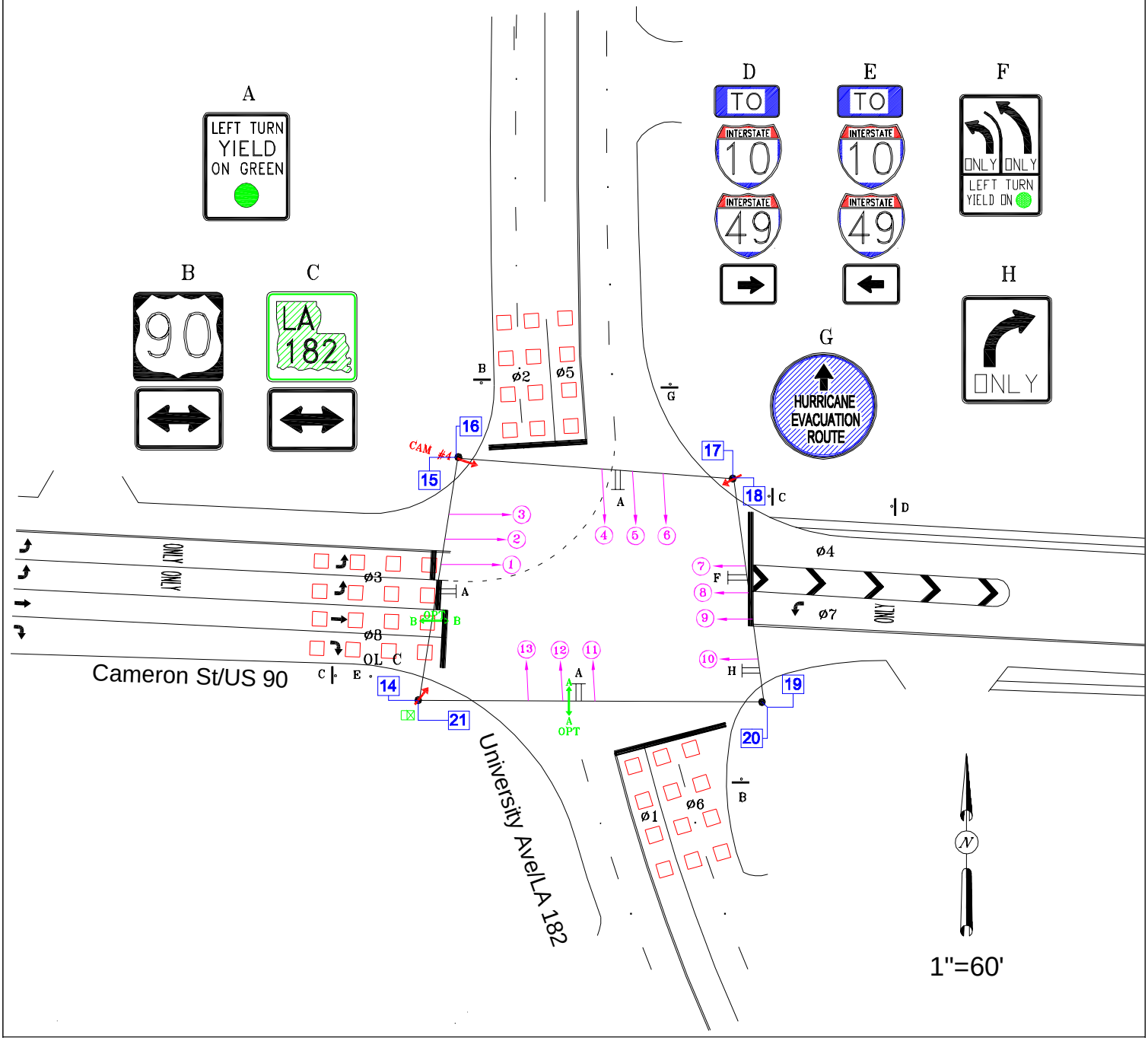
Pededstrian Movements

TIME	NORTH	SOUTH	EAST	WEST
6:35			1P NE>SE	
6:39				1P NW>SW
7:01		1B SW>SE		
7:06			1B SE>NE	
7:11	1P NW>NE			
7:16				1B NW>SW
7:47	1P NW>NE			
7:54			1P NE>SE	
8:41		1P SW>SE		
8:49			1P SE>NE	
15:48	1B NE>NW			
16:12			1P SE>NE	
16:14	2P NW>NE			
16:51				1B NW>SW
17:32				1B NW>SW
TOTAL	5	2	5	4

* Note the age and ability of Pedestrians No elderly pedestrians

Appendix B: Traffic Signal Inventory Forms

CONTROL SECTION: 00311	University Ave (LA 182) @ Cameron St (US 90)	PARISH: LAFAYETTE	TSI # LCG-69 DOTD-36	SHEET 3 of 6



WOOD POLE	SPAN WIRE SIGN & NO.	PEDESTAL MOUNT SIGNAL & NO.	EXISTING SPEED LIMITS
METAL POLE		SIGNAL FACE & NO.	Cameron St (east) = 30 MPH
SPAN WIRE	GROUND MOUNT SIGN & NO.	PEDESTRIAN SIGNAL & NO.	Cameron St (west) = 35 MPH
CONTROLLER	OVERHEAD SIGN & NO.	PED BUTTON & SIGN	University Ave (south) = 35 MPH
STOP LINE	LOOP DETECTOR & NO.	PARALLEL PARKING	University Ave (north) = 40 MPH
PED CROSS LINE			

Face #	2,3,5,6,9,12,13			1,4,7,8,11	10			14-21
Total	7			7	1			
R = RED Y = YELLOW G = GREEN G = GREEN ARROW Y = YELLOW ARROW DK = DARK 8" = 8" DIA. LENS 12" = 12" DIA. LENS WA = WALK DW = DON'T WALK FDW = FLASHING DON'T WALK	R Y G			R Y Y G G	R Y Y G G			

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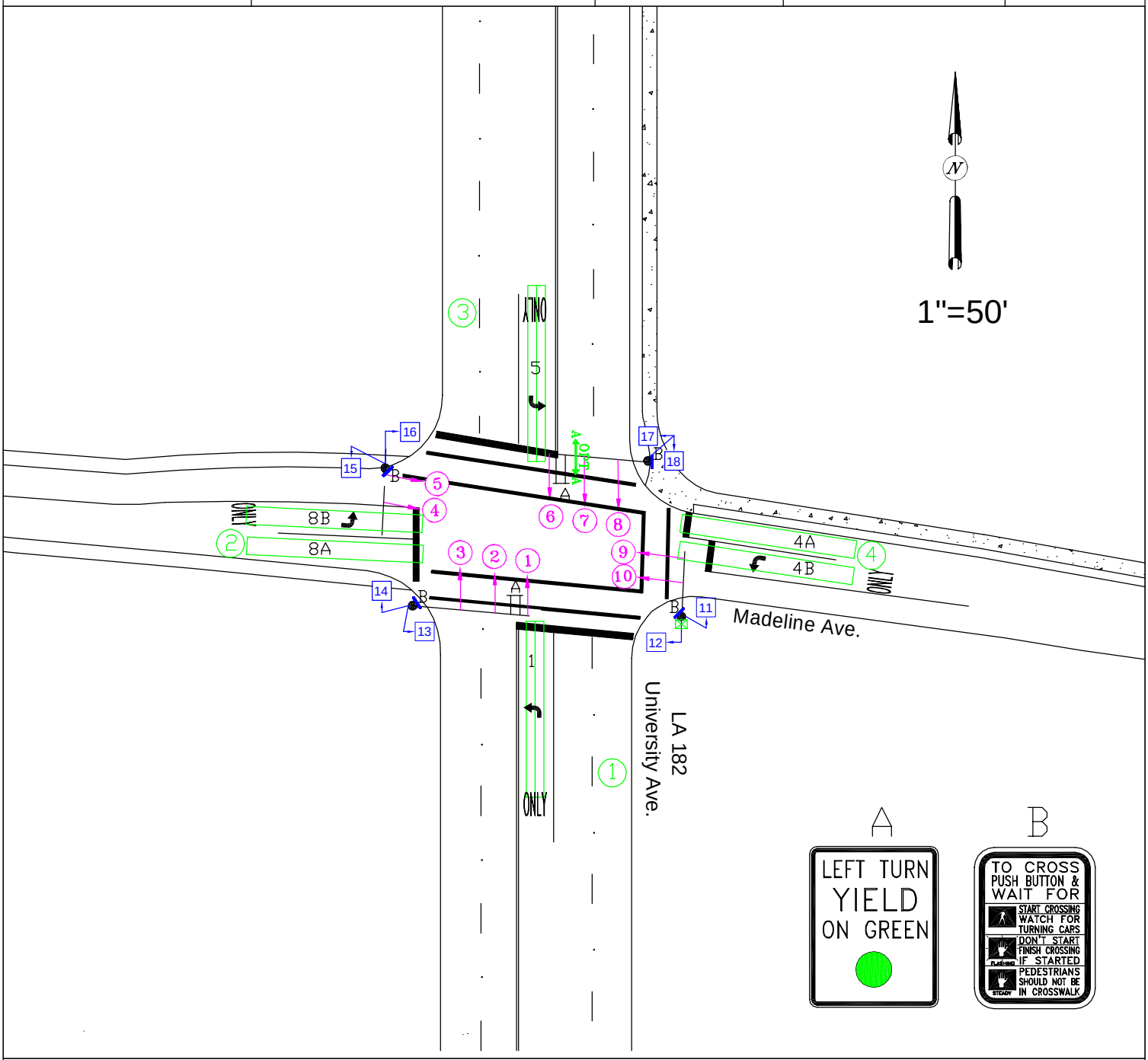
CONTROL SECTION: 03201	University Ave (LA 182) @ Madeline St	PARISH: LAFAYETTE	TSI # LCG-70 DOTD-37	SHEET 3 of 6



A

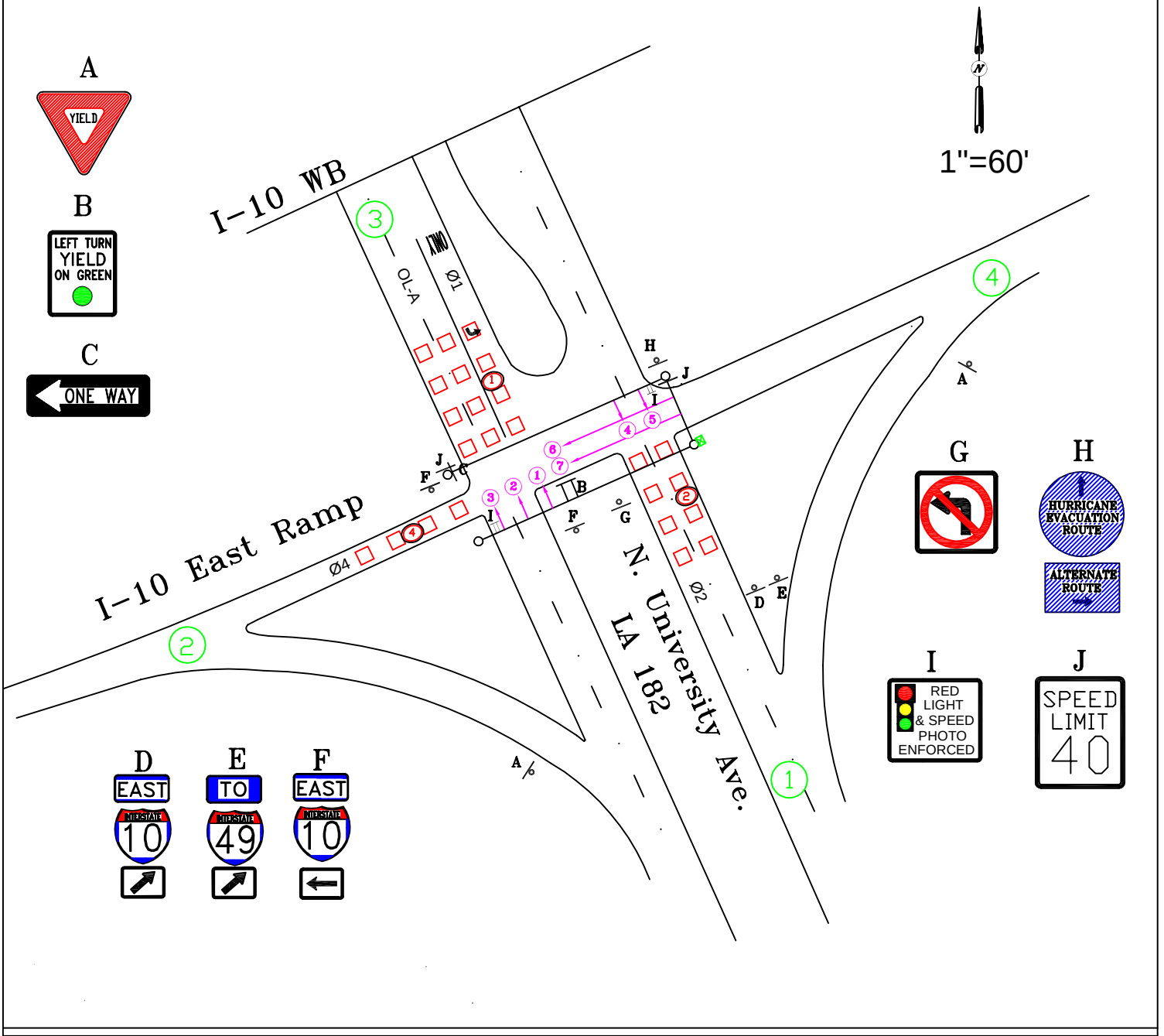
B

●	WOOD POLE		SPAN WIRE SIGN & NO.		PEDESTAL MOUNT SIGNAL & NO.		EXISTING SPEED LIMITS		
○	METAL POLE								
○—○	SPAN WIRE		GROUND MOUNT SIGN & NO.		SIGNAL FACE & NO.		Madeline Ave = 30 MPH		
⊠	CONTROLLER		OVERHEAD SIGN & NO.		PEDESTRIAN SIGNAL & NO.		Universsity Ave = 40 MPH		
▭	STOP LINE		LOOP DETECTOR & NO.		PED BUTTON & SIGN				
═	PED CROSS LINE				PARALLEL PARKING				

Face #	2-5,7-10					1, 6			11-18
Total	8					2			8
R = RED Y = YELLOW G = GREEN ⇐ = GREEN ARROW ↩ = YELLOW ARROW DK = DARK 8" = 8" DIA. LENS 12" = 12" DIA. LENS WA = WALK DW = DON'T WALK FDW = FLASHING DON'T WALK	R Y G					R Y G			

PDF created with pdfFactory Pro trial version www.pdffactory.com

CONTROL SECTION: 03201	I-10 East Ramp @ N University Ave (LA 182)	PARISH: LAFAYETTE	TSI # LCG-139 DOTD-148	SHEET 3 of 6



WOOD POLE	SPAN WIRE SIGN & NO.	PEDESTAL MOUNT SIGNAL & NO.	EXISTING SPEED LIMITS
METAL POLE			
SPAN WIRE	GROUND MOUNT SIGN & NO.	SIGNAL FACE & NO.	University Ave = 40 MPH
CONTROLLER	OVERHEAD SIGN & NO.	PEDESTRIAN SIGNAL & NO.	EB Off Ramp = 50 MPH (Advisory)
STOP LINE		PED BUTTON & SIGN	
PED CROSS LINE	LOOP DETECTOR & NO.	PARALLEL PARKING	

Face #	4,5,6,7	2,3	1					
Total	4	2	1					
R = RED Y = YELLOW G = GREEN ⇐ = GREEN ARROW ⇐ = YELLOW ARROW DK = DARK 8" = 8" DIA. LENS 12" = 12" DIA. LENS WA = WALK DW = DON'T WALK FDW = FLASHING DON'T WALK	R Y G	R Y G	G Y R Y G					

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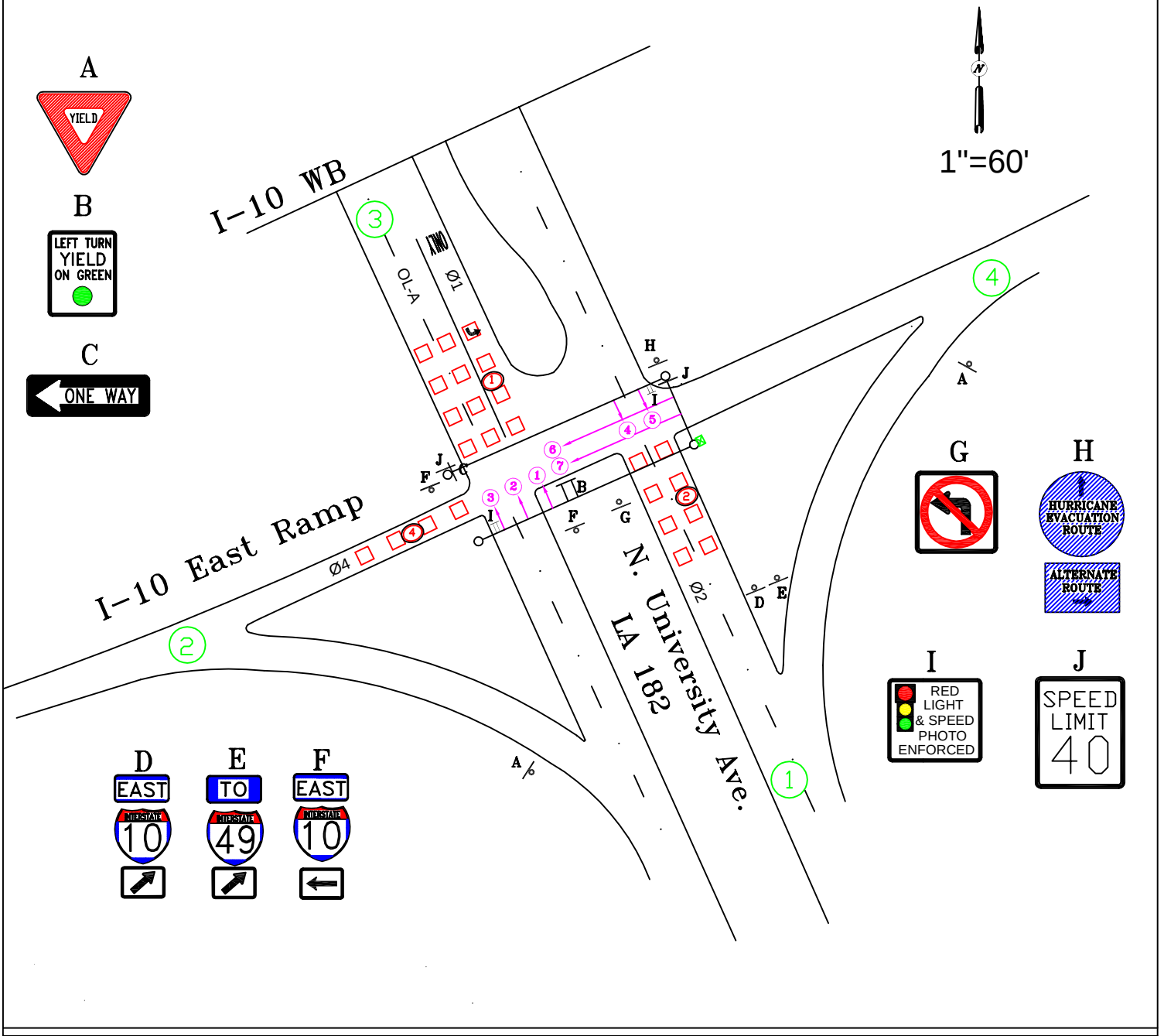
CONTROL SECTION: 03201	I-10 East Ramp @ N University Ave (LA 182)	PARISH: LAFAYETTE	TSI # LCG-139 DOTD-148	SHEET 3 of 6



WOOD POLE	SPAN WIRE SIGN & NO.	PEDESTAL MOUNT SIGNAL & NO.	EXISTING SPEED LIMITS
METAL POLE			
SPAN WIRE	GROUND MOUNT SIGN & NO.	SIGNAL FACE & NO.	University Ave = 40 MPH
CONTROLLER	OVERHEAD SIGN & NO.	PEDESTRIAN SIGNAL & NO.	EB Off Ramp = 50 MPH (Advisory)
STOP LINE		PED BUTTON & SIGN	
PED CROSS LINE	LOOP DETECTOR & NO.	PARALLEL PARKING	

Face #	4,5,6,7	2,3	1					
Total	4	2	1					
R = RED Y = YELLOW G = GREEN ⇐ = GREEN ARROW ⇐ = YELLOW ARROW DK = DARK 8" = 8" DIA. LENS 12" = 12" DIA. LENS WA = WALK DW = DON'T WALK FDW = FLASHING DON'T WALK	R Y G	R Y G	G Y R Y G					

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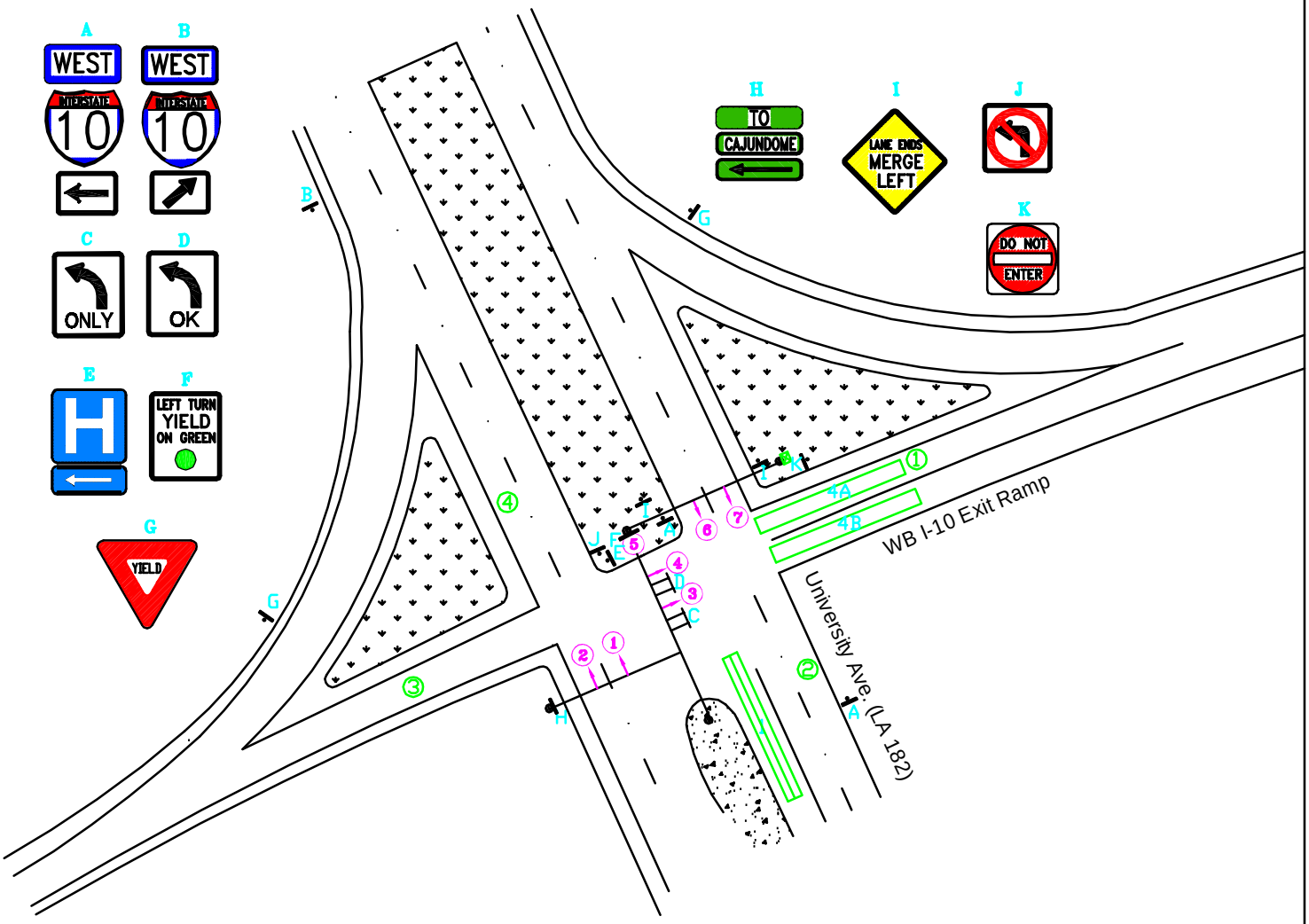
CONTROL SECTION: 03201	WB I-10 Ramp @ N University Ave	PARISH: LAFAYETTE	TSI # LCG-140 DOTD-103	SHEET 3 of 6

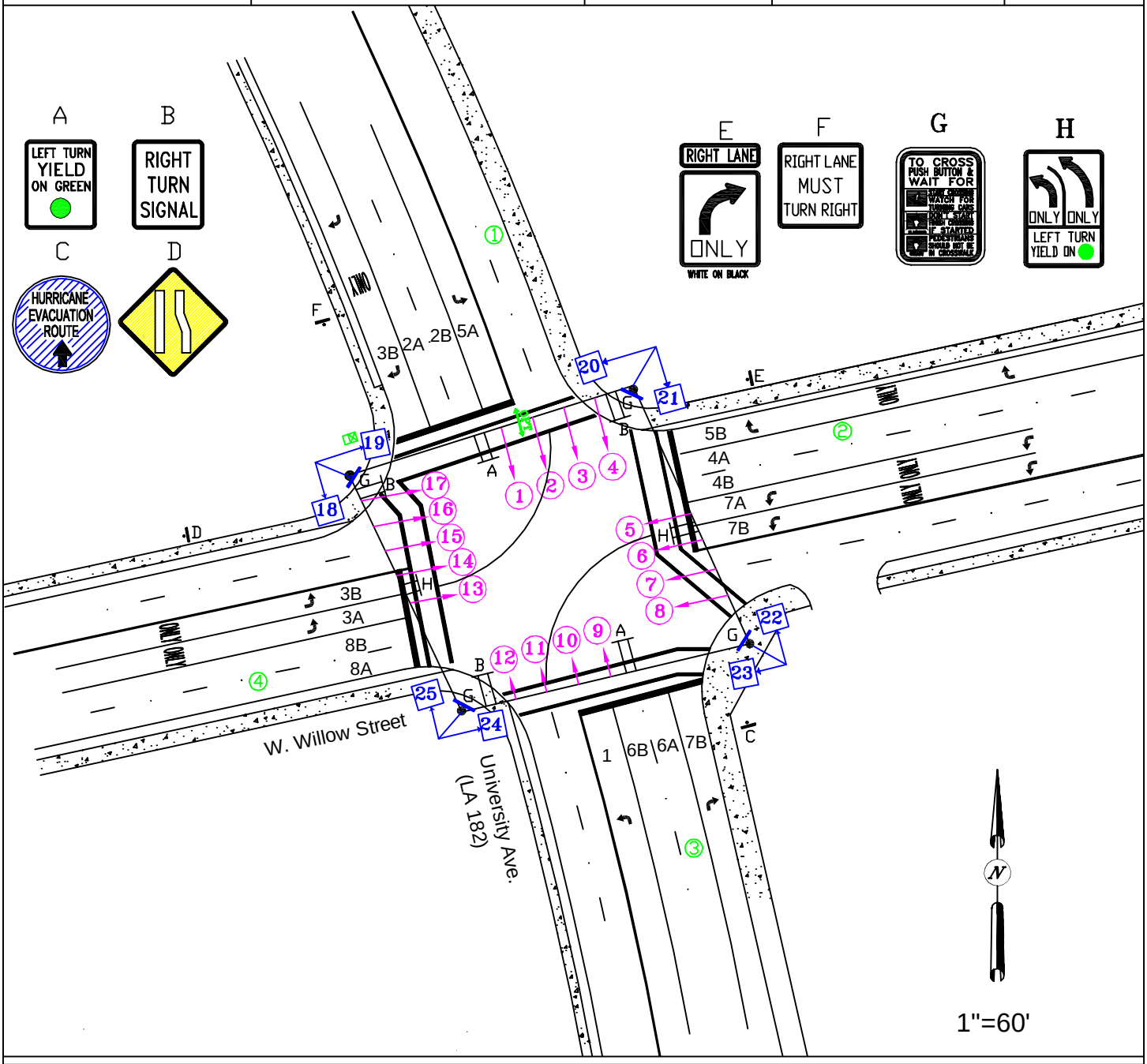


WOOD POLE	SPAN WIRE SIGN & NO.	PEDESTAL MOUNT SIGNAL & NO.	EXISTING SPEED LIMITS
METAL POLE			
SPAN WIRE	GROUND MOUNT SIGN & NO.	SIGNAL FACE & NO.	N University Ave = 40 MPH
CONTROLLER	OVERHEAD SIGN & NO.	PEDESTRIAN SIGNAL & NO.	WB I-10 Off Ramp = 50 MPH (Advisory)
STOP LINE		PED BUTTON & SIGN	
PED CROSS LINE	LOOP DETECTOR & NO.	PARALLEL PARKING	

Face #	1 - 4	6,7	5						
Total	4	2	1						
R = RED Y = YELLOW G = GREEN = GREEN ARROW = YELLOW ARROW DK = DARK 8" = 8" DIA. LENS 12" = 12" DIA. LENS WA = WALK DW = DON'T WALK FDW = FLASHING DON'T WALK	R Y G	R Y G	R Y G Y G						

PDF created with pdfFactory Pro trial version www.pdffactory.com

CONTROL SECTION: 03201	University Ave (LA 182) @ Willow Street	PARISH: LAFAYETTE	TSI # LCG-141 DOTD-138	SHEET 3 of 6



WOOD POLE	SPAN WIRE SIGN & NO.	PEDESTAL MOUNT SIGNAL & NO.	EXISTING SPEED LIMITS
METAL POLE		SIGNAL FACE & NO.	University Ave = 40 MPH
SPAN WIRE	GROUND MOUNT SIGN & NO.	PEDESTRIAN SIGNAL & NO.	Willow St (east) = 45 MPH
CONTROLLER	OVERHEAD SIGN & NO.	PED BUTTON & SIGN	Willow St (west) = 50 MPH
STOP LINE	LOOP DETECTOR & NO.	PARALLEL PARKING	
PED CROSS LINE			

Face #	2,3,7,8,10,11,15,16		5,6,13,14	1,9	4,12,17		18 - 25
Total	8		4	2	3		8
R = RED Y = YELLOW G = GREEN = GREEN ARROW = YELLOW ARROW DK = DARK 8" = 8" DIA. LENS 12" = 12" DIA. LENS WA = WALK DW = DON'T WALK FDW = FLASHING DON'T WALK	R Y G		R Y G	R Y G G	R Y Y G G		

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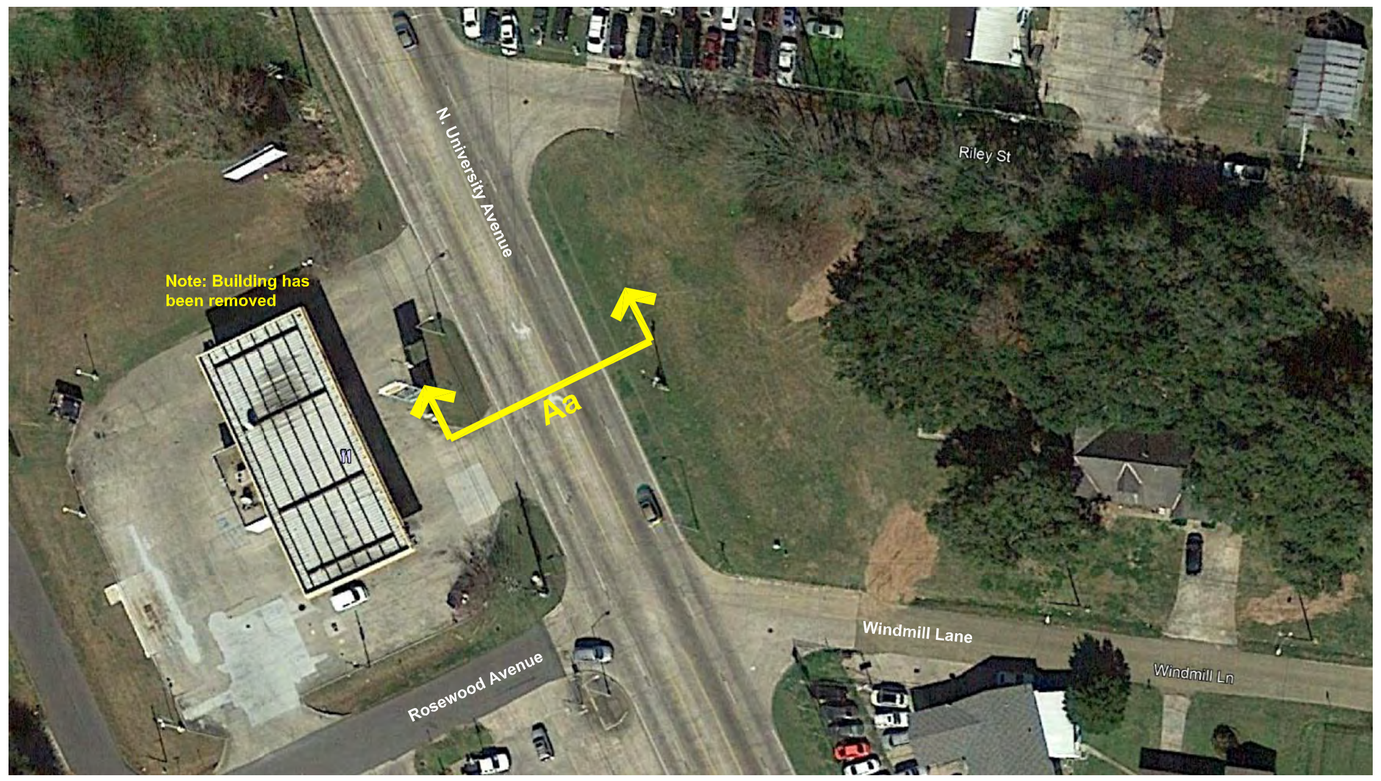
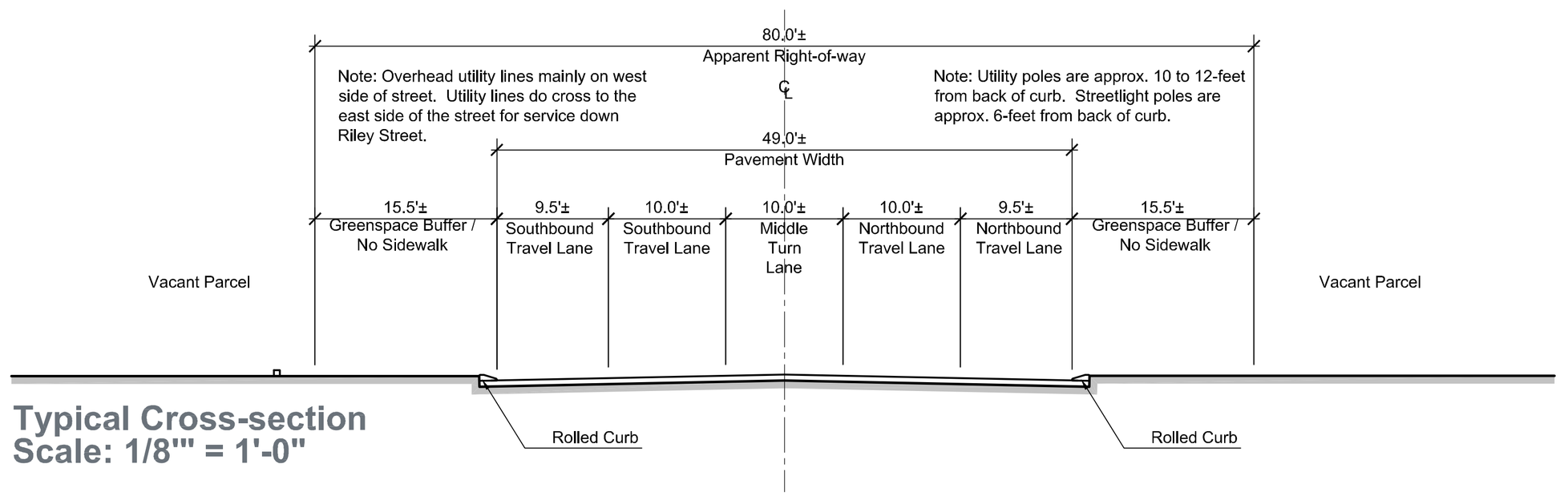
Appendix C: Existing Cross-Sections

ROADWAY CROSS-SECTIONS



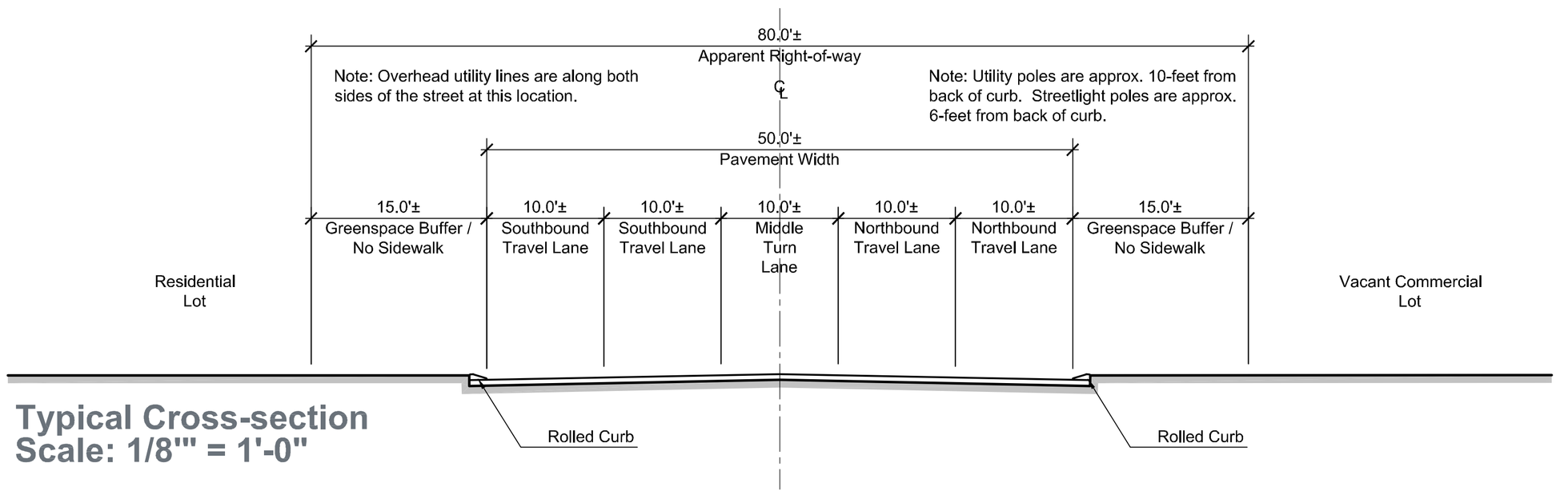
Plan View
Scale: 1" = 50'



Typical Cross-section
Scale: 1/8"' = 1'-0"

Cross-Section Aa

Plan View
Scale: 1" = 50'



Typical Cross-section
Scale: 1/8"' = 1'-0"

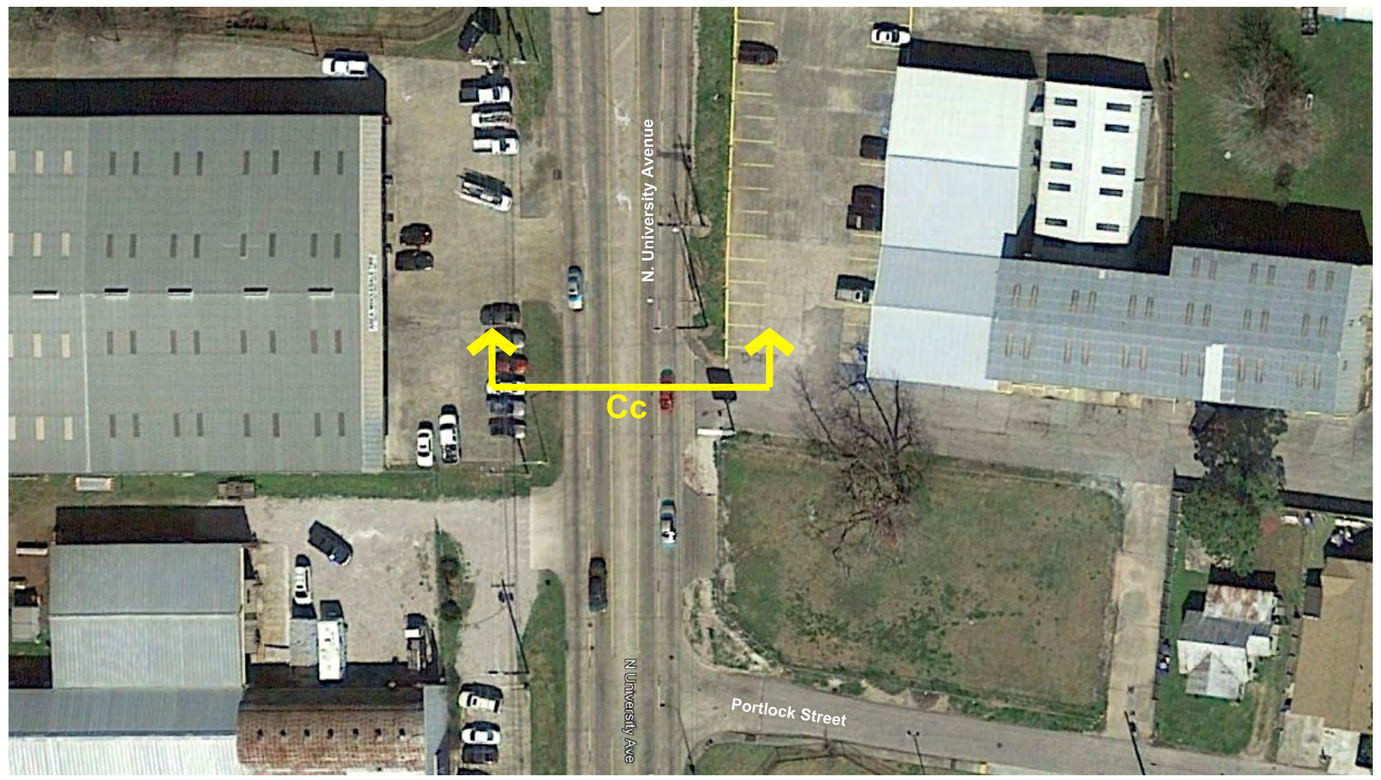
Cross-Section Bb

Prepared For:
Acadiana Planning Commission
Louisiana Planning District 4

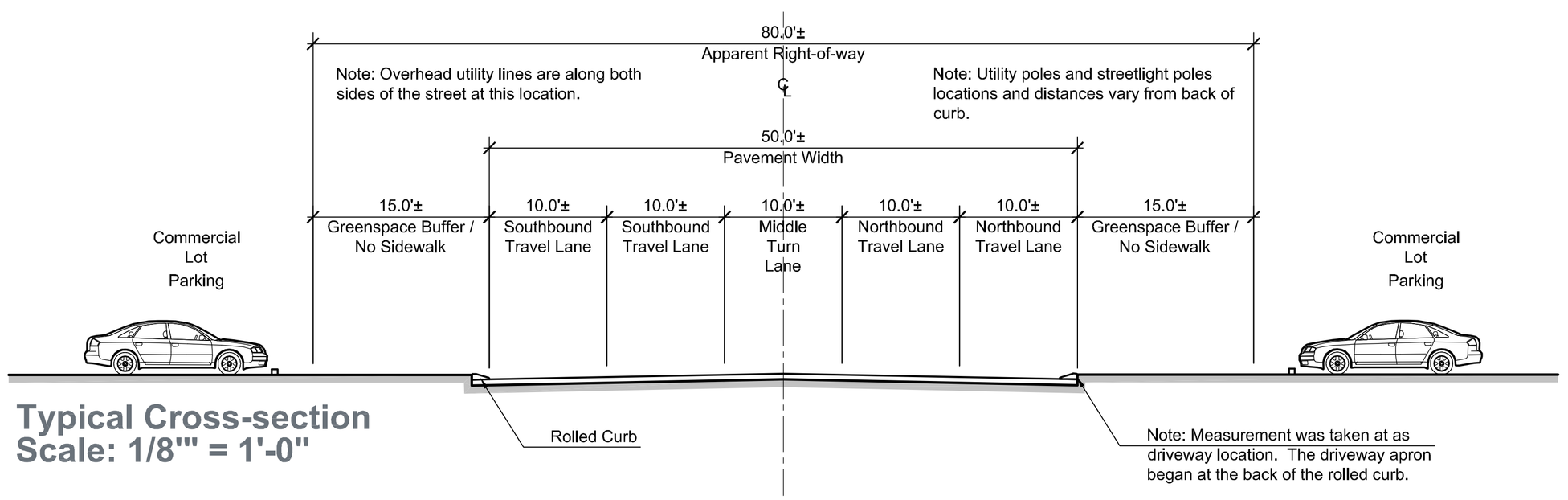
DATA COLLECTION AND ANALYSIS
LA 182 (N. UNIVERSITY AVENUE) CORRIDOR STUDY

STATE PROJECT NO. H.013025 F.A.P. NO.H013025

ROADWAY CROSS-SECTIONS



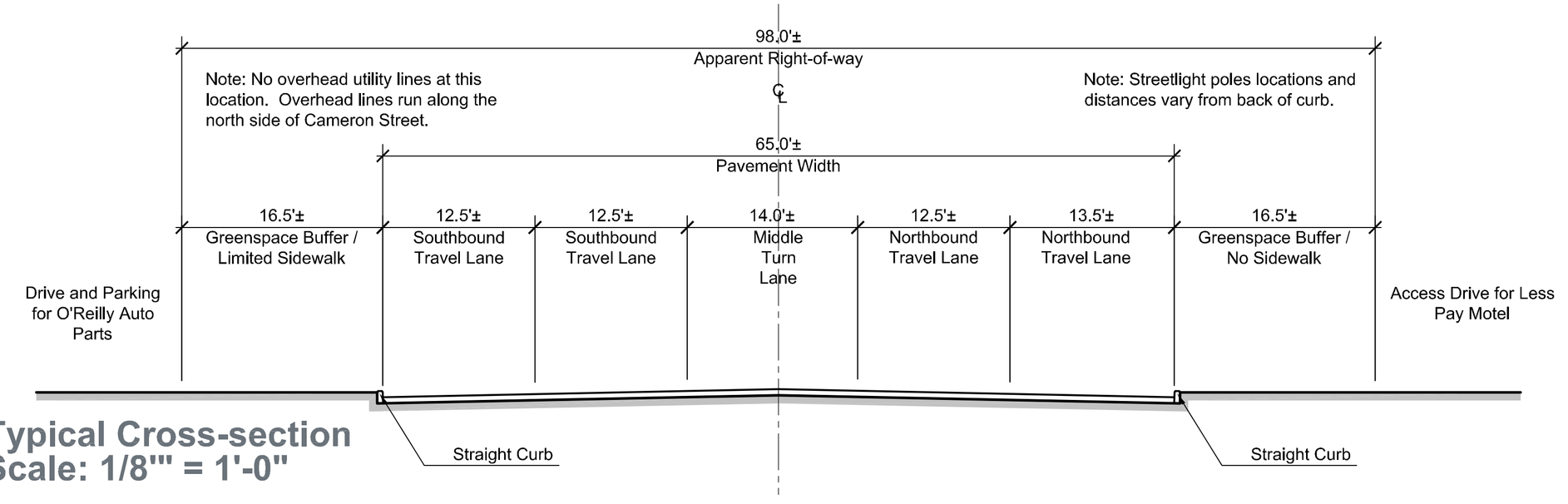
Plan View
Scale: 1" = 50'



Typical Cross-section
Scale: 1/8"' = 1'-0"

Cross-Section Cc

Plan View
Scale: 1" = 50'



Typical Cross-section
Scale: 1/8"' = 1'-0"

Cross-Section Dd

Prepared For:
Acadiana Planning Commission
Louisiana Planning District 4

DATA COLLECTION AND ANALYSIS
LA 182 (N. UNIVERSITY AVENUE) CORRIDOR STUDY

STATE PROJECT NO. H.013025 F.A.P. NO.H013025

Appendix D: Crash Data

LADOTD Crash List

University at I-10 WB Ramp

Within 150 feet of latitude 30.251660, longitude -92.036462
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	1.37	0182	127.52	1	1	0	0	0	0	2014-01-01	MV in Trans	Rt Angle	2 vehicles	wet	140101215300796	28	21	0	B	NW	BI	48
032-01	1.39	0182	127.54	1	1	0	0	0	0	2014-01-18	MV in Trans	Left Turn-f	2 vehicles	dry	140118120917540	28	11	1	B	WS	IB	43
032-01	1.38	0182	127.53	1	0	0	1	0	3	2014-02-16	MV in Trans	Left Turn-f	Commercial	dry	140216104535780	28	10	1	B	SN	BI	35
032-01	1.39	0182	127.54	1	1	0	0	0	0	2014-02-24	MV in Trans	Rt Angle	Commercial	dry	140224134007983	28	13	1	B	NS	BI	70
032-01	1.38	0182	127.53	1	1	0	0	0	0	2014-02-25	MV in Trans	Left Turn-f	2 vehicles	wet	140225215435317	28	21	1	B	NS	IB	28
032-01	1.37	0182	127.52	1	0	0	1	0	3	2014-03-08	Unknown	Rear End	3+ vehicles	dry	140308185208623	28	18	0	B	SSS	ZBA	54
450-05	8.41	I010	102.41	1	1	0	0	0	0	2014-03-08	MV in Trans	Rt Angle	2 vehicles	dry	140308130440604	28	12	1	B	WS	IB	123
032-01	1.36	0182	127.51	1	1	0	0	0	0	2014-03-25	MV in Trans	Right Turn-h	Commercial	dry	140325142612968	28	14	0	B	SW	BX	127
032-01	1.37	0182	127.52	1	1	0	0	0	0	2014-04-09	Unknown	Other	Commercial	dry	140409041532324	28	03	0	B	WW	ZR	68
032-01	1.39	0182	127.54	1	1	0	0	0	0	2014-05-02	MV in Trans	Left Turn-e	2 vehicles	dry	140502005715839	28	00	1	B	WS	IB	43
032-01	1.38	0182	127.53	1	0	0	1	0	1	2014-06-23	MV in Trans	Rt Angle	2 vehicles	dry	140623173631232	28	17	1	B	WS	BB	31
450-05	8.44	I010	102.44	1	0	0	1	0	2	2014-07-08	MV in Trans	Rear End	2 vehicles	dry	140708111042934	28	11	0	B	WW	BA	134
032-01	1.40	0182	127.55	1	1	0	0	0	0	2014-07-11	MV in Trans	Rear End	2 vehicles	dry	140711121908827	28	12	0	B	SS	BA	92
032-01	1.38	0182	127.53	1	0	0	1	0	2	2014-08-04	MV in Trans	Left Turn-e	2 vehicles	dry	140804084239265	28	08	1	B	WS	IB	40
032-01	1.37	0182	127.52	1	1	0	0	0	0	2014-08-25	MV in Trans	Rt Angle	2 vehicles	wet	140825175749989	28	17	1	B	WS	BB	90
450-05	8.43	I010	102.43	1	0	0	1	0	4	2014-08-27	MV in Trans	Rt Angle	3+ vehicles	dry	140827120422674	28	11	1	B	NWW	BII	61
032-01	1.37	0182	127.52	1	1	0	0	0	0	2014-08-30	MV in Trans	Rear End	2 vehicles	wet	140830220714183	28	22	1	B	WS	IB	65
450-05	8.43	I010	102.43	1	0	0	1	0	2	2014-09-09	MV in Trans	Rear End	2 vehicles	wet	140909160623348	28	15	1	B	WW	BB	149
032-01	1.39	0182	127.54	1	1	0	0	0	0	2014-10-19	MV in Trans	Left Turn-f	2 vehicles	dry	141019212139506	28	20	1	B	NS	IB	55
450-05	8.43	I010	102.43	1	0	0	1	0	1	2014-10-31	MV in Trans	Rear End	Commercial	dry	141031070912787	28	06	0	B	WWW	BBB	149
032-01	1.38	0182	127.53	1	0	0	1	0	1	2014-12-15	MV in Trans	Left Turn-f	2 vehicles	wet	141215092738054	28	09	1	B	NS	IB	30
450-05	8.43	I010	102.43	1	0	0	1	0	2	2014-12-16	MV in Trans	Rear End	Commercial	dry	141216181852410	28	18	1	B	WW	BA	149

CONFIDENTIAL INFORMATION - This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409. Contact the Traffic Safety Office at (225)379-1871 before releasing any information.

LADOTD Crash List

University at I-10 WB Ramp

Within 150 feet of latitude 30.251660, longitude -92.036462
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
Total	2014			22	12	0	10	0	21													
032-01	1.37	0182	128.75	1	1	0	0	0	0	2015-01-02	MV in Trans	S Swipe(sd)	2 vehicles	wet	150102192625263	28	19	0	B	SS	ZB	54
032-01	1.39	0182	128.77	1	0	0	1	0	2	2015-01-03	MV in Trans	Left Turn-f	2 vehicles	wet	150103190625477	28	18	1	B	NS	IB	59
032-01	1.39	0182	128.77	1	1	0	0	0	0	2015-03-04	MV in Trans	Rt Angle	2 vehicles	dry	150304123617786	28	12	1	B	NW	BI	44
032-01	1.35	0182	128.73	1	1	0	0	0	0	2015-04-22	MV in Trans	Left Turn-f	2 vehicles	dry	150422073708430	28	08	1	B	WS	IB	148
032-01	1.35	0182	128.73	1	1	0	0	0	0	2015-05-13	MV in Trans	Rear End	2 vehicles	dry	150513170620928	28	16	1	B	SS	BB	148
032-01	1.38	0182	128.76	1	1	0	0	0	0	2015-06-07	MV in Trans	Left Turn-f	2 vehicles	dry	150607193439926	28	19	1	B	WS	IB	34
032-01	1.35	0182	128.73	1	1	0	0	0	0	2015-06-09	MV in Trans	Rt Angle	2 vehicles	wet	150609145709648	28	14	1	B	SN	BI	148
032-01	1.38	0182	128.76	1	0	0	1	0	2	2015-06-16	MV in Trans	Rt Angle	2 vehicles	dry	150616201242635	28	20	1	B	NN	BB	32
032-01	1.39	0182	128.77	1	1	0	0	0	0	2015-09-11	MV in Trans	Rt Angle	Commercial	wet	150911073753175	28	09	0	B	SS	WB	63
032-01	1.38	0182	128.76	1	1	0	0	0	0	2015-09-15	MV in Trans	Rt Angle	2 vehicles	dry	150915152243052	28	15	1	B	NS	IB	32
032-01	1.39	0182	128.77	1	1	0	0	0	0	2015-10-21	MV in Trans	Left Turn-f	2 vehicles	dry	151021161707906	28	16	1	B	SS	IB	62
032-01	1.39	0182	128.77	1	1	0	0	0	0	2015-11-14	MV in Trans	Rt Angle	2 vehicles	dry	151114180120785	28	17	1	B	SN	BI	49
032-01	1.38	0182	128.76	1	0	0	1	0	2	2015-11-30	MV in Trans	Rt Angle	3+ vehicles	wet	151130154653366	28	15	1	B	NWW	BII	33
032-01	1.39	0182	128.77	1	1	0	0	0	0	2015-12-03	MV in Trans	Left Turn-f	2 vehicles	dry	151203153558580	28	15	1	B	NS	IB	58
032-01	1.39	0182	128.77	1	1	0	0	0	0	2015-12-28	MV in Trans	Rt Angle	2 vehicles	dry	151228103923821	28	10	1	B	NW	BI	54
032-01	1.35	0182	128.73	1	0	0	1	0	1	2015-12-30	MV in Trans	Left Turn-f	Commercial	wet	151230034317111	28	03	1	B	SN	BI	148
Total	2015			16	12	0	4	0	7													
032-01	1.39	0182	128.61	1	1	0	0	0	0	2016-01-15	MV in Trans	Rt Angle	2 vehicles	dry	160115202416147	28	20	1	B	NS	IB	40
032-01	1.38	0182	128.60	1	1	0	0	0	0	2016-01-18	MV in Trans	Rt Angle	Commercial	dry	160118044259598	28	16	1	B	SN	BI	38

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LADOTD Crash List

University at I-10 WB Ramp

Within 150 feet of latitude 30.251660, longitude -92.036462
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	1.38	0182	128.61	1	1	0	0	0	0	2016-01-26	MV in Trans	Rt Angle	2 vehicles	wet	160126074802164	28	07	1	B	WS	IB	34
032-01	1.37	0182	128.60	1	0	0	1	0	5	2016-02-05	MV in Trans	Rt Angle	2 vehicles	dry	160205191150646	28	18	1	B	WS	IB	48
032-01	1.37	0182	128.59	1	1	0	0	0	0	2016-02-17	MV in Trans	Left Turn-f	2 vehicles	dry	160217120204030	28	11	1	B	WS	IB	64
032-01	1.40	0182	128.62	1	0	0	1	0	1	2016-03-19	MV in Trans	Left Turn-f	2 vehicles	wet	160319010514119	28	00	1	B	WS	IB	93
032-01	1.39	0182	128.61	1	0	0	1	0	2	2016-04-27	MV in Trans	Left Turn-f	2 vehicles	dry	160427202953306	28	20	0	B	NS	IB	48
450-05	8.44	I010	102.42	1	1	0	0	0	0	2016-05-20	MV in Trans	Rear End	2 vehicles	dry	160520144115699	28	14	0	B	WW	BA	127
032-01	1.38	0182	128.61	1	0	0	1	0	6	2016-06-21	MV in Trans	Left Turn-f	3+ vehicles	dry	160621050030416	28	11	1	B	SNN	IBB	33
032-01	1.38	0182	128.61	1	0	0	1	0	2	2016-06-22	MV in Trans	Left Turn-f	2 vehicles	dry	160622160346136	28	15	1	B	NS	IB	31
450-05	8.45	I010	102.43	1	0	0	1	0	1	2016-07-16	MV in Trans	Rear End	2 vehicles	wet	160716171118136	28	18	0	B	WW	QQ	138
032-01	1.36	0182	128.59	1	0	0	1	0	1	2016-07-20	MV in Trans	Rear End	3+ vehicles	dry	160720213043389	28	21	1	B	NNNN	BBBB	99
450-05	8.43	I010	102.41	1	1	0	0	0	0	2016-08-04	MV in Trans	Rt Angle	2 vehicles	dry	160804114111051	28	11	1	B	WN	IB	43
032-01	1.37	0182	128.59	1	0	0	1	0	1	2016-08-25	MV in Trans	Rt Angle	2 vehicles	dry	160825225431806	28	22	1	B	SW	BI	70
032-01	1.39	0182	128.61	1	0	0	1	0	2	2016-08-30	MV in Trans	Rt Angle	Pedalcycle	dry	160830062701757	28	06	1	B	NN	BI	37
032-01	1.39	0182	128.61	1	0	0	1	0	3	2016-09-01	MV in Trans	Left Turn-f	2 vehicles	dry	160901132922558	28	13	1	B	WS	IB	44
032-01	1.36	0182	128.59	1	1	0	0	0	0	2016-10-09	Bridge-ohead	Other	Structures	dry	161009200229042	28	19	1	B	S	B	101
032-01	1.38	0182	128.61	1	0	0	1	0	2	2016-10-16	MV in Trans	Rt Angle	2 vehicles	dry	161016203516914	28	20	1	B	WS	IB	33
032-01	1.38	0182	128.61	1	1	0	0	0	0	2016-11-07	Unknown	Left Turn-f	2 vehicles	wet	161107204309102	28	08	1	B	NS	ZB	36
032-01	1.36	0182	128.58	1	1	0	0	0	0	2016-11-13	MV in Trans	Left Turn-f	2 vehicles	dry	161113023742344	28	02	1	B	NS	ZZ	128
032-01	1.37	0182	128.60	1	1	0	0	0	0	2016-12-01	MV in Trans	Rear End	Commercial	dry	161204201649299	28	11	0	B	SN	DA	55
032-01	1.40	0182	128.62	1	0	0	1	0	2	2016-12-09	MV in Trans	Rt Angle	2 vehicles	dry	161211224952000	28	15	0	B	NN	B	95
450-05	8.45	I010	102.42	1	1	0	0	0	0	2016-12-26	MV in Trans	Rear End	2 vehicles	dry	161226144049243	28	14	0	B	NN	BA	140
032-01	1.38	0182	128.60	1	1	0	0	0	0	2016-12-27	MV in Trans	Left Turn-f	2 vehicles	dry	161227215412081	28	21	1	B	NN	IB	30

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LADOTD Crash List

University at I-10 WB Ramp

Within 150 feet of latitude 30.251660, longitude -92.036462
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
Total	2016			24	12	0	12	0	28													
Grand	Total			62	36	0	26	0	56													

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LADOTD Crash List

University at I-10 EB Ramp

Within 150 feet of latitude 30.250683, longitude -92.035943
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
450-05	8.43	I010	102.43	1	1	0	0	0	0	2014-01-13	MV in Trans	Rt Angle	2 vehicles	dry	140113174037015	28	16	1	B	EE	BB	26
450-05	8.42	I010	102.42	1	1	0	0	0	0	2014-03-28	MV in Trans	Rear End	2 vehicles	dry	140328153347185	28	15	1	B	EE	JA	144
032-01	1.30	0182	127.45	1	1	0	0	0	0	2014-05-25	MV in Trans	Left Turn-f	2 vehicles	dry	140525025130074	28	02	1	B	SN	IB	42
450-05	8.41	I010	102.41	1	1	0	0	0	0	2014-06-17	MV in Trans	Rear End	2 vehicles	dry	140617080835472	28	08	0	B	EE	BB	135
032-01	1.28	0182	127.43	1	1	0	0	0	0	2014-06-21	MV in Trans	Rear End	2 vehicles	dry	140621225718300	28	22	0	B	NN	BB	131
032-01	1.31	0182	127.46	1	1	0	0	0	0	2014-06-25	MV in Trans	Left Turn-f	2 vehicles	dry	140625073253178	28	08	1	B	SN	IB	35
450-05	8.42	I010	102.42	1	0	0	1	0	1	2014-06-29	MV in Trans	Non Coll	Motorcycle	dry	140629194451728	28	19	0	B	E	B	145
032-01	1.31	0182	127.46	1	1	0	0	0	0	2014-07-02	MV in Trans	Left Turn-f	Commercial	dry	140702114305347	28	11	1	B	EN	IB	36
032-01	1.30	0182	127.45	1	0	0	1	0	5	2014-07-15	MV in Trans	Left Turn-g	2 vehicles	wet	140715142434125	28	14	1	B	SN	IB	42
032-01	1.33	0182	127.48	1	0	0	1	0	1	2014-08-19	MV in Trans	Rear End	2 vehicles	dry	140819190458080	28	18	1	B	NN	BA	136
032-01	1.32	0182	127.47	1	0	0	1	0	2	2014-09-09	MV in Trans	Rear End	3+ vehicles	wet	140909152825456	28	15	0	B	NNN	BAA	98
032-01	1.32	0182	127.47	1	1	0	0	0	0	2014-09-23	Unknown	Rear End	2 vehicles	dry	140923213839510	28	21	1	B	NN	ZA	89
032-01	1.30	0182	127.45	1	1	0	0	0	0	2014-09-24	MV in Trans	Left Turn-e	2 vehicles	dry	140924153824782	28	15	1	B	EN	IB	67
032-01	1.29	0182	127.44	1	0	0	1	0	2	2014-09-26	MV in Trans	Rt Angle	2 vehicles	dry	140926124903682	28	12	1	B	ES	IB	91
032-01	1.33	0182	127.48	1	1	0	0	0	0	2014-10-18	MV in Trans	Left Turn-f	Commercial	dry	141018160056612	28	15	1	B	SN	IB	148
032-01	1.29	0182	127.44	1	0	0	1	0	3	2014-11-07	MV in Trans	Rt Angle	2 vehicles	dry	141107084919760	28	08	1	C	SE	BI	78
032-01	1.30	0182	127.45	1	1	0	0	0	0	2014-11-08	MV in Trans	Rear End	2 vehicles	dry	141108095106652	28	09	0	B	NN	BA	66
032-01	1.33	0182	127.48	1	1	0	0	0	0	2014-11-21	MV in Trans	Rear End	2 vehicles	dry	141122195340365	28	08	1	B	NN	ZB	149
Total	2014			18	12	0	6	0	14													
032-01	1.30	0182	128.68	1	1	0	0	0	0	2015-01-21	MV in Trans	Rt Angle	Commercial	dry	150121131841885	28	13	1	B	SE	BI	54
032-01	1.30	0182	128.68	1	0	0	1	0	2	2015-01-24	MV in Trans	Rt Angle	2 vehicles	dry	150124024624918	28	02	1	B	SN	IB	45

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LADOTD Crash List

University at I-10 EB Ramp

Within 150 feet of latitude 30.250683, longitude -92.035943
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
450-05	8.41	I010	102.39	1	0	0	1	0	1	2015-02-05	MV in Trans	Rear End	2 vehicles	dry	1502051356304 22	28	16	0	B	SS	BP	133
450-05	8.45	I010	102.43	1	0	0	1	0	1	2015-03-09	MV in Trans	Rear End	2 vehicles	dry	1503091115090 38	28	11	1	B	EE	BA	149
032-01	1.33	0182	128.71	1	0	0	1	0	1	2015-03-28	MV in Trans	S Swipe(sd)	Commercial	dry	1503280857000 79	28	09	0	B	NN	HB	130
032-01	1.30	0182	128.68	1	1	0	0	0	0	2015-04-18	MV in Trans	Left Turn-f	Commercial	wet	1504182144589 75	28	21	1	B	EN	IB	58
032-01	1.28	0182	128.66	1	1	0	0	0	0	2015-04-29	MV in Trans	S Swipe(sd)	2 vehicles	dry	1504290743105 22	28	07	0	B	SS	HB	138
032-01	1.31	0182	128.69	1	1	0	0	0	0	2015-06-28	MV in Trans	Left Turn-g	2 vehicles	wet	1506281508466 91	28	15	1	B	WN	IB	41
450-05	8.41	I010	102.39	1	1	0	0	0	0	2015-08-10	MV in Trans	Rear End	2 vehicles	dry	1508101529021 62	28	15	1	B	EE	BA	138
032-01	1.31	0182	128.69	1	1	0	0	0	0	2015-08-11	MV in Trans	Rear End	2 vehicles	dry	20150003623	28	05	0	A	SS	BA	38
032-01	1.29	0182	128.67	1	1	0	0	0	0	2015-08-30	MV in Trans	Rear End	2 vehicles	dry	1508301907265 24	28	18	0	B	NN	BQ	90
032-01	1.30	0182	128.68	1	0	0	1	0	1	2015-09-09	MV in Trans	Rear End	2 vehicles	dry	1509091209278 81	28	09	0	B	NN	BA	63
450-05	8.43	I010	102.41	1	1	0	0	0	0	2015-09-09	MV in Trans	Rt Angle	Commercial	dry	1509092109364 36	28	20	1	B	NE	BI	40
032-01	1.33	0182	128.71	1	1	0	0	0	0	2015-09-22	MV in Trans	Rear End	2 vehicles	dry	1509222142239 37	28	21	0	B	NN	BA	120
450-05	8.41	I010	102.38	1	0	0	1	0	1	2015-10-02	MV in Trans	Rear End	2 vehicles	dry	1510020746136 70	28	07	1	B	EE	BA	118
032-01	1.29	0182	128.67	1	0	0	1	0	1	2015-10-07	MV in Trans	Left Turn-f	Commercial	dry	1510070915285 99	28	09	1	B	SN	IB	100
032-01	1.31	0182	128.69	1	0	0	1	0	2	2015-10-11	MV in Trans	Rt Angle	2 vehicles	dry	1510111708344 33	28	17	1	B	EN	IB	35
032-01	1.30	0182	128.68	1	0	0	1	0	4	2015-10-19	MV in Trans	Rt Angle	2 vehicles	dry	1510190038422 82	28	00	1	B	NS	BB	43
032-01	1.34	0182	128.72	1	1	0	0	0	0	2015-11-04	Unknown	Left Turn-f	2 vehicles	dry	1511041620206 36	28	23	0	B	SN	ZA	148
450-05	8.40	I010	102.38	1	1	0	0	0	0	2015-12-05	MV in Trans	Rear End	2 vehicles	dry	1512051925047 64	28	19	1	B	EE	BA	118
450-05	8.40	I010	102.38	1	1	0	0	0	0	2015-12-08	MV in Trans	Rear End	2 vehicles	dry	1512080624254 97	28	05	0	B	EE	BB	127
032-01	1.33	0182	128.71	1	1	0	0	0	0	2015-12-21	MV in Trans	Rear End	2 vehicles	wet	1512211441382 70	28	14	1	B	SS	BA	96
450-05	8.41	I010	102.38	1	0	0	1	0	1	2015-12-28	MV in Trans	Rear End	2 vehicles	dry	1512281059241 49	28	10	1	B	EE	BA	117
Total	2015			23	13	0	10	0	15													
032-01	1.30	0182	128.53	1	1	0	0	0	0	2016-01-06	MV in Trans	Left Turn-f	2 vehicles	dry	1601061243024 23	28	12	1	B	NS	BI	38

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LADOTD Crash List

University at I-10 EB Ramp

Within 150 feet of latitude 30.250683, longitude -92.035943
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	1.28	0182	128.51	1	1	0	0	0	0	2016-01-12	MV in Trans	Rear End	2 vehicles	dry	160112123938607	28	12	0	B	EE	YA	140
032-01	1.31	0182	128.53	1	1	0	0	0	0	2016-01-20	MV in Trans	Rear End	2 vehicles	wet	160120080434915	28	07	1	B	SS	BA	31
032-01	1.31	0182	128.53	1	1	0	0	0	0	2016-02-24	MV in Trans	Left Turn-g	2 vehicles	dry	160224140545345	28	14	1	B	SS	BI	36
032-01	1.30	0182	128.52	1	0	0	1	0	1	2016-03-13	MV in Trans	Left Turn-f	2 vehicles	wet	160313032437429	28	03	1	B	WN	IB	59
450-05	8.41	I010	102.39	1	1	0	0	0	0	2016-03-19	MV in Trans	Rear End	2 vehicles	dry	160319044626742	28	15	0	B	EE	BA	117
032-01	1.31	0182	128.53	1	1	0	0	0	0	2016-04-07	MV in Trans	Left Turn-e	2 vehicles	dry	160407065956423	28	07	1	B	SN	IB	38
032-01	1.31	0182	128.53	1	0	0	1	0	2	2016-04-09	MV in Trans	Rt Angle	2 vehicles	dry	160409143333316	28	10	1	B	SE	BI	29
450-05	8.41	I010	102.38	1	1	0	0	0	0	2016-04-20	MV in Trans	Other	2 vehicles	wet	160420190203599	28	18	1	B	EE	DA	81
450-05	8.41	I010	102.39	1	1	0	0	0	0	2016-04-20	MV in Trans	Rear End	2 vehicles	dry	160420044304363	28	12	0	B	EE	BA	130
032-01	1.32	0182	128.55	1	1	0	0	0	0	2016-04-21	MV in Trans	Left Turn-f	Commercial	dry	160424104611434	28	13	1	B	EN	IB	80
032-01	1.30	0182	128.53	1	0	0	1	0	1	2016-05-12	MV in Trans	Rear End	Motorcycle	dry	160512134812780	28	13	1	B	NN	BA	43
450-05	8.41	I010	102.39	1	0	0	1	0	1	2016-05-16	MV in Trans	Rear End	Commercial	dry	160516141652181	28	14	0	B	SS	BA	121
032-01	1.31	0182	128.53	1	1	0	0	0	0	2016-05-17	MV in Trans	Left Turn-f	Commercial	dry	160517152221147	28	15	1	B	NN	BI	36
450-05	8.41	I010	102.38	1	1	0	0	0	0	2016-05-17	MV in Trans	Rear End	2 vehicles	dry	160517115615311	28	11	0	B	EE	BA	117
450-05	8.41	I010	102.39	1	1	0	0	0	0	2016-08-05	MV in Trans	Other	Commercial	dry	160805044131465	28	13	0	B	EE	DA	118
032-01	1.31	0182	128.53	1	1	0	0	0	0	2016-08-31	MV in Trans	Rt Angle	2 vehicles	dry	160831204311133	28	20	1	B	EN	BB	37
032-01	1.31	0182	128.53	1	0	0	1	0	8	2016-09-08	MV in Trans	Rt Angle	2 vehicles	dry	160908190833763	28	18	1	B	SE	BY	31
450-05	8.41	I010	102.39	1	0	0	1	0	1	2016-09-24	MV in Trans	Rear End	2 vehicles	dry	160924161607483	28	16	1	B	EE	JA	127
450-05	8.41	I010	102.39	1	0	0	1	0	1	2016-10-21	MV in Trans	Rear End	2 vehicles	dry	161021075235196	28	10	0	B	EE	QA	121
032-01	1.32	0182	128.55	1	1	0	0	0	0	2016-10-23	MV in Trans	Rear End	3+ vehicles	dry	161023124327685	28	12	1	B	SSS	HBA	93
450-05	8.43	I010	102.41	1	0	0	1	0	1	2016-10-26	MV in Trans	Rear End	2 vehicles	dry	161022182415678	28	18	0	B	EE	BQ	49
032-01	1.30	0182	128.52	1	1	0	0	0	0	2016-11-18	MV in Trans	Rear End	3+ vehicles	dry	161118093827828	28	08	0	B	NNN	BBB	61

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LADOTD Crash List

University at I-10 EB Ramp

Within 150 feet of latitude 30.250683, longitude -92.035943
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	1.31	0182	128.53	1	1	0	0	0	0	2016-11-19	MV in Trans	Rt Angle	2 vehicles	dry	16111908481367 4	28	08	1	B	SN	IB	36
032-01	1.30	0182	128.53	1	1	0	0	0	0	2016-11-21	MV in Trans	Rt Angle	2 vehicles	dry	16112117362810 2	28	17	1	B	SE	BI	40
032-01	1.31	0182	128.53	1	0	0	1	0	1	2016-11-22	MV in Trans	Rt Angle	2 vehicles	dry	16112222104674 8	28	21	1	B	SE	BI	29
Total	2016			26	17	0	9	0	17													
Grand	Total			67	42	0	25	0	46													

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LADOTD Crash List

University at Alcide Dominique

Within 150 feet of latitude 30.249340, longitude -92.035324
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	1.21	0182	127.36	1	0	0	1	0	1	2014-01-04	MV in Trans	Rt Angle	2 vehicles	dry	140104084547999	28	08	1	B	WN	BB	66
032-01	1.21	0182	127.36	1	1	0	0	0	0	2014-01-10	MV in Trans	Left Turn-f	2 vehicles	wet	140110074144566	28	07	1	B	WE	UI	66
032-01	1.21	0182	127.36	1	1	0	0	0	0	2014-01-31	MV in Trans	Right Turn-h	Commercial	dry	140131145802946	28	14	0	B	WS	WB	2
032-01	1.21	0182	127.36	1	1	0	0	0	0	2014-02-12	MV in Trans	Rear End	2 vehicles	wet	140213114154322	28	08	1	B	NN	BA	66
032-01	1.23	0182	127.38	1	0	0	1	0	1	2014-02-19	MV in Trans	Left Turn-g	2 vehicles	dry	140219202105059	28	20	1	B	NN	IB	145
032-01	1.18	0182	127.33	1	1	0	0	0	0	2014-02-20	MV in Trans	S Swipe(sd)	2 vehicles	dry	140220071621894	28	07	0	B	EE	JA	144
032-01	1.20	0182	127.35	1	1	0	0	0	0	2014-03-06	MV in Trans	Rt Angle	2 vehicles	dry	140306140147488	28	13	1	B	NN	IB	38
032-01	1.21	0182	127.36	1	0	0	1	0	1	2014-03-12	MV in Trans	S Swipe(od)	2 vehicles	dry	140312154538240	28	15	1	B	SN	II	69
032-01	1.22	0182	127.37	1	0	0	1	0	1	2014-03-22	MV in Trans	Rt Angle	2 vehicles	dry	140322141903656	28	14	1	B	NE	FA	61
032-01	1.20	0182	127.35	1	1	0	0	0	0	2014-05-01	MV in Trans	Rt Angle	2 vehicles	dry	140501114101674	28	11	1	B	WN	BB	63
032-01	1.21	0182	127.36	1	1	0	0	0	0	2014-05-04	MV in Trans	Left Turn-f	2 vehicles	dry	140504093641757	28	09	1	B	SE	IB	8
032-01	1.19	0182	127.34	1	1	0	0	0	0	2014-05-13	MV in Trans	Rt Angle	3+ vehicles	dry	140513174242752	28	17	1	B	WSS	IBB	93
032-01	1.20	0182	127.35	1	1	0	0	0	0	2014-05-14	MV in Trans	Left Turn-f	2 vehicles	wet	140514020423175	28	01	1	B	WS	IB	49
032-01	1.21	0182	127.36	1	0	0	1	0	1	2014-05-19	MV in Trans	S Swipe(od)	Commercial	dry	140519115516808	28	11	0	B	EW	BB	1
032-01	1.21	0182	127.36	1	1	0	0	0	0	2014-06-14	MV in Trans	Left Turn-f	2 vehicles	dry	140614112437449	28	10	1	B	EW	IA	3
032-01	1.21	0182	127.36	1	0	0	1	0	5	2014-06-18	MV in Trans	Rt Angle	2 vehicles	dry	140618192058394	28	19	1	B	WN	BB	73
032-01	1.19	0182	127.34	1	1	0	0	0	0	2014-07-20	MV in Trans	Left Turn-f	2 vehicles	dry	140720091230537	28	08	1	B	SS	IB	104
032-01	1.20	0182	127.35	1	0	0	1	0	2	2014-08-01	MV in Trans	Rt Angle	2 vehicles	wet	140801212248749	28	21	1	B	EN	BB	75
032-01	1.20	0182	127.35	1	1	0	0	0	0	2014-09-06	MV in Trans	Rear End	2 vehicles	wet	140906115654347	28	11	1	B	SS	BA	37
032-01	1.21	0182	127.36	1	1	0	0	0	0	2014-09-10	MV in Trans	Rt Angle	2 vehicles	dry	140910204249464	28	20	1	B	NN	IB	32
032-01	1.21	0182	127.36	1	1	0	0	0	0	2014-09-14	Unknown	S Swipe(sd)	2 vehicles	dry	140914164722544	28	16	0	B	SS	ZB	3
032-01	1.20	0182	127.35	1	1	0	0	0	0	2014-10-09	MV in Trans	S Swipe(sd)	2 vehicles	dry	141009182842980	28	18	0	B	NN	BB	69

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LADOTD Crash List

University at Alcide Dominique

Within 150 feet of latitude 30.249340, longitude -92.035324
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	1.19	0182	127.34	1	1	0	0	0	0	2014-10-12	MV in Trans	Other	2 vehicles	dry	141012154046406	28	15	1	B	EW	II	106
032-01	1.20	0182	127.35	1	1	0	0	0	0	2014-11-23	Unknown	S Swipe(sd)	2 vehicles	dry	141123191330832	28	19	0	B	NN	ZB	71
032-01	1.19	0182	127.34	1	1	0	0	0	0	2014-12-18	MV in Trans	Left Turn-f	2 vehicles	dry	141218212347357	28	21	1	B	EW	IB	68
032-01	1.18	0182	127.33	1	1	0	0	0	0	2014-12-25	MV in Trans	Rt Angle	2 vehicles	dry	141225193716166	28	19	1	B	WN	BB	141
032-01	1.23	0182	127.38	1	1	0	0	0	0	2014-12-27	MV in Trans	Rear End	2 vehicles	wet	141227141556968	28	14	0	B	NN	BB	128
Total	2014			27	20	0	7	0	12													
032-01	1.19	0182	128.57	1	1	0	0	0	0	2015-01-16	MV in Trans	Rt Angle	2 vehicles	dry	150116142637346	28	14	1	B	NS	II	109
032-01	1.20	0182	128.58	1	1	0	0	0	0	2015-01-17	Unknown	S Swipe(sd)	2 vehicles	dry	150117003705244	28	00	0	B	NN	YB	47
032-01	1.21	0182	128.59	1	1	0	0	0	0	2015-02-13	MV in Trans	Rt Angle	2 vehicles	dry	150213182636815	28	18	1	B	WN	IM	62
032-01	1.19	0182	128.57	1	1	0	0	0	0	2015-02-20	MV in Trans	S Swipe(sd)	2 vehicles	dry	150220114854495	28	11	1	B	NN	HB	126
032-01	1.21	0182	128.59	1	0	0	1	0	5	2015-02-23	MV in Trans	Rt Angle	3+ vehicles	dry	150223124058772	28	12	1	B	WSSN	BBBM	4
032-01	1.20	0182	128.58	1	1	0	0	0	0	2015-02-26	MV in Trans	Left Turn-g	2 vehicles	dry	150226055314891	28	05	0	B	NN	HB	71
032-01	1.20	0182	128.58	1	1	0	0	0	0	2015-03-15	MV in Trans	Other	Error	dry	150315040943432	28	04	1	B	N	B	74
032-01	1.22	0182	128.60	1	1	0	0	0	0	2015-04-23	MV in Trans	Rt Angle	Motorcycle	dry	150423043348111	28	06	1	B	EN	BB	80
032-01	1.22	0182	128.60	1	1	0	0	0	0	2015-07-28	MV in Trans	S Swipe(sd)	2 vehicles	dry	150728093137786	28	09	0	B	NN	HB	74
Total	2015			9	8	0	1	0	5													
032-01	1.20	0182	128.42	1	1	0	0	0	0	2016-01-10	MV in Trans	S Swipe(sd)	2 vehicles	dry	160110003433224	28	00	0	B	SS	HB	59
032-01	1.23	0182	128.45	1	0	0	1	0	1	2016-03-15	MV in Trans	Head on	2 vehicles	dry	160315115457387	28	11	0	B	EW	FB	118
032-01	1.19	0182	128.41	1	1	0	0	0	0	2016-04-02	MV in Trans	S Swipe(sd)	2 vehicles	dry	160402132231261	28	13	0	B	NN	ZB	111
032-01	1.21	0182	128.44	1	1	0	0	0	0	2016-05-27	MV in Trans	Rear End	2 vehicles	dry	160527130800326	28	12	1	B	NN	AM	66

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LADOTD Crash List

University at Alcide Dominique

Within 150 feet of latitude 30.249340, longitude -92.035324
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	1.19	0182	128.42	1	1	0	0	0	0	2016-09-02	MV in Trans	Other	2 vehicles	dry	160902162611542	28	15	0	B	SN	KB	94
032-01	1.21	0182	128.43	1	1	0	0	0	0	2016-09-30	MV in Trans	S Swipe(sd)	2 vehicles	dry	160930190521640	28	18	1	B	SS	BB	7
032-01	1.21	0182	128.44	1	1	0	0	0	0	2016-10-22	MV in Trans	Rear End	2 vehicles	dry	161022031353188	28	17	0	B	WE	DI	69
032-01	1.20	0182	128.42	1	0	0	1	0	1	2016-11-28	MV in Trans	Rear End	3+ vehicles	dry	161128090525810	28	08	0	B	SSSS	BAAA	56
Total	2016			8	6	0	2	0	2													
Grand	Total			44	34	0	10	0	19													

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LADOTD Crash List

University at Willow

Within 150 feet of latitude 30.244484, longitude -92.032759
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
		0000		1	1	0	0	0	0	2014-01-11	MV in Trans	S Swipe(sd)	2 vehicles	dry	140111165328829	28	16	1	B	WW	ZA	103
		0000		1	0	0	1	0	3	2014-02-21	MV in Trans	Rear End	3+ vehicles	dry	140221121735467	28	12	1	B	WWW	BBB	4
		0000		1	1	0	0	0	0	2014-02-28	MV in Trans	Rear End	2 vehicles	dry	140228191350484	28	19	0	B	EE	BA	107
032-01	0.86	0182	127.01	1	1	0	0	0	0	2014-03-03	MV in Trans	Rear End	2 vehicles	dry	140303111133635	28	10	0	B	SS	BA	102
032-01	0.82	0182	126.97	1	1	0	0	0	0	2014-03-04	MV in Trans	Rear End	2 vehicles	wet	140304184047862	28	18	1	C	NN	BA	75
032-01	0.85	0182	127.00	1	0	0	1	0	3	2014-03-23	MV in Trans	Rear End	3+ vehicles	dry	140323003318287	28	00	1	B	SSS	BAA	52
032-01	0.83	0182	126.98	1	1	0	0	0	0	2014-04-03	MV in Trans	Left Turn-f	2 vehicles	dry	140403184604767	28	18	1	B	WS	IB	56
032-01	0.84	0182	126.99	1	0	0	1	0	2	2014-04-15	MV in Trans	Rear End	2 vehicles	dry	140415162049652	28	16	0	B	SS	BA	8
		0000		1	1	0	0	0	0	2014-04-25	MV in Trans	Rear End	2 vehicles	dry	140425091047218	28	08	0	B	EE	BA	9
		0000		1	1	0	0	0	0	2014-04-29	Unknown	S Swipe(sd)	3+ vehicles	dry	140429153734100	28	15	1	B	EWW	ZII	4
032-01	0.85	0182	127.00	1	1	0	0	0	0	2014-05-10	Unknown	Rear End	2 vehicles	dry	140510143024350	28	13	1	B	NN	ZA	55
		0000		1	1	0	0	0	0	2014-05-20	MV in Trans	S Swipe(sd)	Commercial	dry	140520155018185	28	15	1	B	EE	IA	4
032-01	0.83	0182	126.98	1	1	0	0	0	0	2014-06-02	MV in Trans	S Swipe(sd)	2 vehicles	wet	140602140739342	28	14	0	B	WW	ZM	49
		0000		1	1	0	0	0	0	2014-06-09	Unknown	S Swipe(sd)	2 vehicles	dry	140609114303588	28	11	0	B	WW	ZB	81
032-01	0.84	0182	126.99	1	1	0	0	0	0	2014-06-14	MV in Trans	S Swipe(sd)	2 vehicles	dry	140614080203861	28	12	0	B	SS	BB	33
032-01	0.83	0182	126.98	1	1	0	0	0	0	2014-06-24	MV in Trans	S Swipe(sd)	2 vehicles	dry	140624102824951	28	10	0	B	NN	HA	46
032-01	0.84	0182	126.99	1	1	0	0	0	0	2014-08-25	Unknown	S Swipe(sd)	2 vehicles	wet	140825171831098	28	17	1	B	SS	ZB	17
032-01	0.82	0182	126.97	1	1	0	0	0	0	2014-09-29	MV in Trans	Left Turn-f	2 vehicles	dry	140929210710673	28	20	1	B	NS	BI	91
032-01	0.85	0182	127.00	1	0	0	1	0	1	2014-10-02	MV in Trans	Left Turn-f	2 vehicles	dry	141002095314234	28	09	1	B	SS	IB	87
		0000		1	0	0	1	0	2	2014-12-15	MV in Trans	Rt Angle	2 vehicles	dry	141215200207565	28	19	1	B	NE	BB	28
		0000		1	1	0	0	0	0	2014-12-26	MV in Trans	Rear End	2 vehicles	dry	141226030333794	28	02	0	B	SS	BA	125
032-01	0.82	0182	126.97	1	1	0	0	0	0	2014-12-27	Ran off Road-R	Non Coll	Miscellaneous	wet	141227085524655	28	08	0	B	S	I	100

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LADOTD Crash List

University at Willow

Within 150 feet of latitude 30.244484, longitude -92.032759
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	0.84	0182	126.99	1	1	0	0	0	0	2014-12-30	MV in Trans	Rear End	2 vehicles	dry	141230143253956	28	14	0	B	SS	BA	23
Total	2014			23	18	0	5	0	11													
		0000		1	1	0	0	0	0	2015-01-04	MV in Trans	Left Turn-e	2 vehicles	dry	150104230152434	28	22	1	B	WN	BI	4
		0000		1	0	0	1	0	1	2015-01-14	MV in Trans	S Swipe(sd)	2 vehicles	dry	150114104716913	28	09	0	B	SW	IA	37
		0000		1	1	0	0	0	0	2015-02-20	MV in Trans	Rear End	2 vehicles	dry	150220184555441	28	18	0	B	EE	BA	106
032-01	0.83	0182	128.21	1	1	0	0	0	0	2015-02-26	MV in Trans	Other	2 vehicles	dry	150226134956732	28	13	0	B	WW	KA	59
		0000		1	1	0	0	0	0	2015-03-15	MV in Trans	Rt Angle	2 vehicles	dry	150315212159909	28	21	1	B	WE	BI	17
		0000		1	1	0	0	0	0	2015-03-16	MV in Trans	Rear End	2 vehicles	dry	150316150001540	28	14	0	B	EE	BA	26
032-01	0.87	0182	128.25	1	0	0	1	0	1	2015-03-21	MV in Trans	Rear End	2 vehicles	wet	150321182642029	28	18	0	B	NN	BA	137
032-01	0.86	0182	128.24	1	1	0	0	0	0	2015-03-31	MV in Trans	S Swipe(sd)	Commercial	dry	150331151813356	28	15	0	B	SS	BB	98
032-01	0.86	0182	128.24	1	1	0	0	0	0	2015-04-10	MV in Trans	Left Turn-f	2 vehicles	wet	150410115826964	28	11	1	B	SN	IB	85
		0000		1	1	0	0	0	0	2015-04-21	MV in Trans	Rt Angle	2 vehicles	dry	150421074040741	28	07	0	B	WE	II	147
032-01	0.86	0182	128.24	1	0	0	1	0	4	2015-05-08	MV in Trans	Rear End	Commercial	dry	150508170717389	28	16	1	B	SSS	QMM	110
032-01	0.84	0182	128.22	1	1	0	0	0	0	2015-05-14	MV in Trans	S Swipe(sd)	2 vehicles	dry	150514134735193	28	13	1	B	EE	II	7
		0000		1	1	0	0	0	0	2015-05-15	MV in Trans	S Swipe(sd)	Commercial	wet	150515150842443	28	14	0	B	EE	AZ	88
		0000		1	1	0	0	0	0	2015-05-17	MV in Trans	S Swipe(sd)	2 vehicles	dry	150517181702197	28	18	0	B	EE	HB	21
032-01	0.85	0182	128.23	1	1	0	0	0	0	2015-05-20	MV in Trans	S Swipe(sd)	2 vehicles	dry	150520092722093	28	09	0	B	SS	HB	71
032-01	0.82	0182	128.20	1	0	0	1	0	1	2015-05-31	MV in Trans	Rear End	2 vehicles	wet	150531185611846	28	18	0	B	NN	QA	77
		0000		1	1	0	0	0	0	2015-07-07	MV in Trans	Rear End	3+ vehicles	dry	150707044702590	28	09	0	B	WWW	QAA	138
032-01	0.83	0182	128.21	1	1	0	0	0	0	2015-07-11	MV in Trans	Non Coll	Error	dry	150711215110825	28	21	0	B	N	G	29
032-01	0.84	0182	128.22	1	1	0	0	0	0	2015-07-13	MV in Trans	S Swipe(od)	2 vehicles	dry	150713135632415	28	13	0	B	SN	BA	12

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LADOTD Crash List

University at Willow

Within 150 feet of latitude 30.244484, longitude -92.032759
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
		0000		1	1	0	0	0	0	2015-07-14	MV in Trans	Rear End	2 vehicles	dry	150714155919887	28	15	0	B	EE	BA	102
032-01	0.82	0182	128.20	1	1	0	0	0	0	2015-07-25	MV in Trans	Rear End	2 vehicles	dry	150725223523720	28	22	0	B	NN	ZB	94
032-01	0.84	0182	128.22	1	1	0	0	0	0	2015-08-21	MV in Trans	Rear End	2 vehicles	dry	150821091043356	28	09	1	B	NN	BA	7
032-01	0.85	0182	128.23	1	1	0	0	0	0	2015-08-25	MV in Trans	Rear End	2 vehicles	dry	150825170608980	28	17	0	B	NN	BA	32
		0000		1	1	0	0	0	0	2015-09-15	MV in Trans	Rear End	2 vehicles	dry	150915182524115	28	18	0	B	EE	PQ	15
032-01	0.83	0182	128.21	1	1	0	0	0	0	2015-09-28	MV in Trans	S Swipe(sd)	2 vehicles	dry	150928114938714	28	14	0	B	NN	II	47
		0000		1	1	0	0	0	0	2015-10-13	MV in Trans	S Swipe(sd)	2 vehicles	dry	151013194244448	28	19	0	B	WW	HP	56
032-01	0.84	0182	128.22	1	0	0	1	0	2	2015-10-13	MV in Trans	Rt Angle	2 vehicles	dry	151013061200157	28	06	1	B	ES	JB	7
032-01	0.85	0182	128.23	1	1	0	0	0	0	2015-10-17	MV in Trans	Rear End	2 vehicles	dry	151017093939110	28	11	0	B	SS	BA	44
		0000		1	1	0	0	0	0	2015-11-02	MV in Trans	Right Turn-h	2 vehicles	dry	151102184329729	28	18	0	B	WE	BB	124
032-01	0.84	0182	128.22	1	1	0	0	0	0	2015-11-09	MV in Trans	Rt Angle	2 vehicles	dry	151109183620042	28	18	0	B	WN	ZB	29
032-01	0.82	0182	128.20	1	1	0	0	0	0	2015-11-26	Unknown	S Swipe(sd)	2 vehicles	dry	151126143632640	28	14	0	B	N	ZB	119
		0000		1	1	0	0	0	0	2015-12-12	MV in Trans	Rear End	2 vehicles	dry	151212093120783	28	09	1	B	WW	BA	4
		0000		1	1	0	0	0	0	2015-12-20	MV in Trans	Rear End	2 vehicles	dry	151223180244832	28	16	0	B	WW	BA	4
Total	2015			33	28	0	5	0	9													
032-01	0.84	0182	128.06	1	1	0	0	0	0	2016-01-01	MV in Trans	Left Turn-f	2 vehicles	wet	160101185044113	28	18	1	B	NS	IB	11
032-01	0.84	0000		1	1	0	0	0	0	2016-01-08	MV in Trans	Rear End	2 vehicles	dry	160108075403788	28	09	0	B	EE	BA	6
032-01	0.84	0182	128.07	1	0	0	1	0	1	2016-01-22	MV in Trans	S Swipe(sd)	Responder	dry	160122151004889	28	14	0	B	SSS	HAB	28
032-01	0.86	0182	128.08	1	1	0	0	0	0	2016-02-03	MV in Trans	S Swipe(sd)	2 vehicles	dry	160203194420983	28	19	0	B	NN	II	101
032-01	0.83	0182	128.06	1	1	0	0	0	0	2016-02-09	Unknown	S Swipe(sd)	2 vehicles	dry	160210003236365	28	19	0	B	SS	ZB	31
032-01	0.84	0182	128.06	1	1	0	0	0	0	2016-02-11	MV in Trans	Left Turn-f	2 vehicles	dry	160211203929663	28	20	1	B	NS	IB	6

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LADOTD Crash List

University at Willow

Within 150 feet of latitude 30.244484, longitude -92.032759
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	0.86	0182	128.09	1	1	0	0	0	0	2016-02-13	MV in Trans	S Swipe(sd)	2 vehicles	dry	160213111800942	28	11	0	B	SS	HB	134
032-01	0.84	0182	128.06	1	0	0	1	0	5	2016-02-19	MV in Trans	Rt Angle	2 vehicles	dry	160219190524178	28	18	1	B	SN	BI	5
032-01	0.84	0000		1	1	0	0	0	0	2016-03-03	Unknown	Right Turn-h	2 vehicles	dry	160303105321156	28	10	1	B	N	ZJ	6
032-01	0.84	0000		1	0	0	1	0	2	2016-03-11	MV in Trans	Left Turn-f	2 vehicles	wet	160311032531051	28	03	1	B	EW	BI	2
032-01	0.84	0182	128.06	1	1	0	0	0	0	2016-03-20	MV in Trans	Left Turn-f	2 vehicles	dry	160320044116063	28	14	1	B	SN	IB	6
		0000		1	1	0	0	0	0	2016-04-08	MV in Trans	Rear End	2 vehicles	dry	160408174843623	28	17	0	B	EE	BA	149
032-01	0.84	0182	128.07	1	1	0	0	0	0	2016-04-11	MV in Trans	Rear End	2 vehicles	dry	160411043905339	28	15	0	B	EE	BA	17
		0000		1	1	0	0	0	0	2016-04-20	MV in Trans	Rt Angle	2 vehicles	dry	160420145456056	28	14	1	B	WN	BB	40
032-01	0.84	0000		1	1	0	0	0	0	2016-04-20	MV in Trans	Rear End	2 vehicles	dry	160420042640903	28	07	1	B	EE	BB	6
032-01	0.82	0182	128.04	1	1	0	0	0	0	2016-04-24	MV in Trans	Rear End	2 vehicles	dry	160424225042205	28	22	0	B	NN	BA	108
		0000		1	1	0	0	0	0	2016-04-26	MV in Trans	S Swipe(sd)	2 vehicles	dry	160426171944417	28	17	0	B	EE	ZA	14
032-01	0.84	0000		1	1	0	0	0	0	2016-04-28	MV in Trans	Rear End	2 vehicles	dry	160428084458496	28	08	1	B	WW	BA	6
		0000		1	1	0	0	0	0	2016-05-11	MV in Trans	Rear End	3+ vehicles	dry	160511161056588	28	15	0	B	EEE	BAA	58
032-01	0.87	0182	128.09	1	1	0	0	0	0	2016-05-13	MV in Trans	S Swipe(sd)	2 vehicles	dry	160513044552596	28	13	0	B	SS	HB	141
		0000		1	1	0	0	0	0	2016-06-14	MV in Trans	Rear End	2 vehicles	dry	160614064519252	28	06	0	B	EE	BA	34
032-01	0.84	0000		1	1	0	0	0	0	2016-06-16	MV in Trans	Rear End	2 vehicles	dry	160616170509479	28	15	0	B	WW	BA	6
		0000		1	0	0	1	0	2	2016-06-17	MV in Trans	Rear End	2 vehicles	dry	160617144605024	28	14	0	B	EE	BA	36
032-01	0.84	0182	128.06	1	1	0	0	0	0	2016-06-20	MV in Trans	Rear End	2 vehicles	dry	160620214604020	28	21	1	B	SS	BA	3
032-01	0.84	0000		1	1	0	0	0	0	2016-06-22	MV in Trans	Left Turn-f	2 vehicles	dry	160622053540288	28	05	1	B	WE	BI	2
		0000		1	1	0	0	0	0	2016-07-01	MV in Trans	Left Turn-e	2 vehicles	dry	160701130341917	28	12	0	B	EE	HB	54
032-01	0.83	0182	128.06	1	1	0	0	0	0	2016-07-07	MV in Trans	Rear End	2 vehicles	dry	160707112505854	28	11	0	B	NN	BA	30
		0000		1	0	0	1	0	1	2016-07-11	MV in Trans	S Swipe(sd)	2 vehicles	dry	160711142446163	28	14	0	B	EE	HB	42

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LADOTD Crash List

University at Willow

Within 150 feet of latitude 30.244484, longitude -92.032759
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	0.84	0182	128.06	1	0	0	1	0	1	2016-08-01	MV in Trans	Rear End	2 vehicles	dry	160801165831890	28	16	1	B	SS	BB	3
032-01	0.81	0182	128.04	1	1	0	0	0	0	2016-08-15	MV in Trans	Rear End	2 vehicles	dry	160815172815726	28	16	0	B	NN	UB	142
		0000		1	0	0	1	0	1	2016-08-16	MV in Trans	Rear End	2 vehicles	dry	160816043651540	28	10	0	B	WW	BA	32
		0000		1	0	0	1	0	1	2016-08-24	MV in Trans	Rear End	2 vehicles	dry	160824042546521	28	08	0	B	WW	BA	148
032-01	0.84	0182	128.07	1	1	0	0	0	0	2016-09-20	MV in Trans	S Swipe(sd)	2 vehicles	dry	160920142638419	28	13	0	B	NN	HI	18
		0000		1	1	0	0	0	0	2016-09-22	MV in Trans	S Swipe(sd)	2 vehicles	wet	160922164637669	28	16	0	B	WW	HA	62
032-01	0.84	0182	128.07	1	1	0	0	0	0	2016-09-22	MV in Trans	Left Turn-f	2 vehicles	dry	160922190840464	28	18	1	B	NS	IB	15
032-01	0.84	0182	128.06	1	0	0	1	0	3	2016-10-02	MV in Trans	Left Turn-f	2 vehicles	dry	161002030552684	28	02	1	B	SN	IB	16
		0000		1	1	0	0	0	0	2016-10-29	MV in Trans	Rear End	2 vehicles	dry	161029182403066	28	18	0	B	EE	BA	28
		0000		1	0	0	1	0	1	2016-11-16	MV in Trans	Rear End	3+ vehicles	dry	161116164404887	28	16	0	B	EEE	BAA	90
032-01	0.84	0182	128.06	1	0	0	1	0	2	2016-12-21	MV in Trans	Left Turn-f	3+ vehicles	dry	161221105530119	28	10	1	B	ESW	IBA	3
032-01	0.83	0182	128.05	1	1	0	0	0	0	2016-12-27	MV in Trans	Rear End	2 vehicles	dry	161227171226030	28	17	1	B	NN	JN	66
032-01	0.84	0000		1	1	0	0	0	0	2016-12-31	MV in Trans	Other	Commercial	wet	161231160552943	28	16	1	B	WW	IB	2
Total	2016			41	30	0	11	0	20													
Grand	Total			97	76	0	21	0	40													

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LADOTD Crash List

University at Madeline

Within 150 feet of latitude 30.239078, longitude -92.032423
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	0.45	0182	126.60	1	1	0	0	0	0	2014-01-27	Other Fixed Object	Other	Other fixed	dry	140127031335899	28	02	1	B	N	G	60
032-01	0.44	0182	126.59	1	1	0	0	0	0	2014-02-22	MV in Trans	S Swipe(sd)	2 vehicles	dry	140222184051396	28	21	0	B	NN	HB	105
032-01	0.49	0182	126.64	1	1	0	0	0	0	2014-02-27	MV in Trans	Rear End	2 vehicles	dry	140227131444719	28	13	0	B	EE	ZA	116
		0000		1	1	0	0	0	0	2014-03-15	MV in Trans	Rt Angle	2 vehicles	wet	140315203506260	28	20	0	B	NW	DA	103
032-01	0.45	0182	126.60	1	1	0	0	0	0	2014-05-06	MV in Trans	Left Turn-f	2 vehicles	dry	140506224409811	28	22	1	B	SN	IB	83
032-01	0.44	0182	126.59	1	0	0	1	0	2	2014-05-16	MV in Trans	Rear End	2 vehicles	dry	140516154553147	28	15	0	B	NN	ZA	105
032-01	0.47	0182	126.62	1	1	0	0	0	0	2014-06-27	Other Pole	Non Coll	Vertical fixed	wet	140627184720619	28	18	0	B	S	G	13
032-01	0.44	0182	126.59	1	1	0	0	0	0	2014-07-29	MV in Trans	Rear End	2 vehicles	dry	140729200534619	28	20	0	B	SS	BN	105
032-01	0.46	0182	126.61	1	1	0	0	0	0	2014-08-06	MV in Trans	Rt Angle	2 vehicles	dry	140806110207328	28	10	0	B	WN	DM	29
032-01	0.46	0182	126.61	1	0	0	1	0	1	2014-09-30	MV in Trans	Rt Angle	Bus	dry	140930144102164	28	14	1	B	NN	BJ	11
Total	2014			10	8	0	2	0	3													
		0000		1	1	0	0	0	0	2015-02-05	MV in Trans	S Swipe(sd)	Commercial	wet	150205081445917	28	08	0	B	WW	AB	12
032-01	0.49	0182	127.87	1	1	0	0	0	0	2015-02-12	MV in Trans	Rear End	3+ vehicles	dry	150212175119223	28	17	0	B	NNN	BQA	112
032-01	0.48	0182	127.86	1	1	0	0	0	0	2015-03-10	MV in Trans	Rt Angle	2 vehicles	dry	150310123129631	28	12	1	B	SW	BB	68
032-01	0.44	0182	127.82	1	0	0	1	0	1	2015-03-27	MV in Trans	Rt Angle	2 vehicles	dry	150327072023759	28	07	0	B	WN	DB	129
032-01	0.44	0182	127.82	1	1	0	0	0	0	2015-04-21	MV in Trans	Rear End	2 vehicles	dry	150421074747479	28	07	0	B	SS	BA	108
032-01	0.47	0182	127.85	1	1	0	0	0	0	2015-05-15	MV in Trans	Right Turn-h	2 vehicles	dry	150515143702987	28	14	0	B	NN	JB	4
032-01	0.49	0182	127.87	1	1	0	0	0	0	2015-05-18	MV in Trans	Rt Angle	2 vehicles	dry	150518234302371	28	23	0	B	NW	BW	147
		0000		1	1	0	0	0	0	2015-07-17	MV in Trans	Other	2 vehicles	dry	150717234936476	28	23	0	B	WW	DA	92
		0000		1	0	0	1	0	2	2015-09-02	MV in Trans	Rt Angle	2 vehicles	dry	150902161246799	28	15	0	B	SW	DA	113
032-01	0.48	0182	127.86	1	1	0	0	0	0	2015-09-17	MV in Trans	Rear End	3+ vehicles	dry	150917161300728	28	16	1	B	NNN	BAA	81

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LADOTD Crash List

University at Madeline

Within 150 feet of latitude 30.239078, longitude -92.032423
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
		0000		1	1	0	0	0	0	2015-09-20	MV in Trans	S Swipe(sd)	3+ vehicles	dry	150920043715571	28	13	0	B	EEW	ZDA	20
032-01	0.48	0182	127.86	1	1	0	0	0	0	2015-12-22	MV in Trans	S Swipe(sd)	Commercial	dry	151222151339944	28	14	0	B	NN	BB	76
Total	2015			12	10	0	2	0	3													
032-01	0.46	0182	127.69	1	1	0	0	0	0	2016-02-19	MV in Trans	Right Turn-h	2 vehicles	dry	160219182215936	28	18	0	B	NN	WB	17
032-01	0.48	0182	127.70	1	0	0	1	0	2	2016-02-22	MV in Trans	Rt Angle	2 vehicles	wet	160222065110579	28	05	1	B	NW	BI	83
032-01	0.46	0182	127.69	1	0	0	1	0	1	2016-03-04	MV in Trans	Left Turn-g	2 vehicles	dry	160304163727730	28	17	1	B	WS	BI	11
032-01	0.46	0182	127.69	1	0	0	1	0	2	2016-03-21	MV in Trans	Rear End	3+ vehicles	dry	160321164519294	28	16	0	B	NNWW	BJAA	14
		0000		1	1	0	0	0	0	2016-04-13	MV in Trans	Rt Angle	2 vehicles	dry	160413170455810	28	16	1	B	NW	DA	108
032-01	0.45	0182	127.68	1	1	0	0	0	0	2016-04-30	MV in Trans	S Swipe(sd)	2 vehicles	dry	160430214739149	28	21	0	B	NN	HB	71
032-01	0.48	0182	127.71	1	1	0	0	0	0	2016-08-16	MV in Trans	Rt Angle	2 vehicles	dry	160816183643233	28	18	0	B	SN	ZB	103
032-01	0.47	0182	127.70	1	1	0	0	0	0	2016-09-28	MV in Trans	Rt Angle	2 vehicles	dry	160928183638746	28	18	1	B	WS	BB	48
032-01	0.47	0182	127.69	1	1	0	0	0	0	2016-11-04	MV in Trans	S Swipe(sd)	Bus	dry	161104170218507	28	16	0	B	SS	BB	23
Total	2016			9	6	0	3	0	5													
Grand	Total			31	24	0	7	0	11													

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LADOTD Crash List

University at Cameron

Within 150 feet of latitude 30.232317, longitude -92.032349
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
003-11	10.68	0090	106.42	1	1	0	0	0	0	2014-04-13	MV in Trans	Rear End	2 vehicles	dry	140413133030711	28	13	0	B	EE	BA	60
004-01	0.03	0090Y	0.03	1	1	0	0	0	0	2014-06-19	MV in Trans	Rear End	2 vehicles	dry	140619165100574	28	16	0	B	EE	BA	132
032-01	0.02	0182	126.17	1	0	0	1	0	3	2014-06-22	MV in Trans	Rear End	2 vehicles	dry	140622030322971	28	02	0	B	SS	BB	113
004-01	0.02	0090Y	0.02	1	1	0	0	0	0	2014-06-25	MV in Trans	S Swipe(sd)	2 vehicles	wet	140625175342192	28	17	0	B	NN	BH	109
004-32	0.01	0090	106.53	1	1	0	0	0	0	2014-07-28	MV in Trans	Rt Angle	2 vehicles	dry	140728060001019	28	05	1	B	SE	BB	59
032-01	0.00	0182	126.15	1	1	0	0	0	0	2014-07-29	MV in Trans	Rear End	2 vehicles	dry	140729191117685	28	18	1	B	SS	BA	11
032-01	0.02	0182	126.17	1	1	0	0	0	0	2014-08-18	MV in Trans	Rear End	2 vehicles	dry	140818152455826	28	15	0	B	NN	BA	94
032-01	0.00	0182	126.15	1	1	0	0	0	0	2014-09-10	MV in Trans	Rear End	2 vehicles	dry	140910104140510	28	10	1	B	NN	QB	11
004-01	0.02	0090Y	0.02	1	1	0	0	0	0	2014-09-28	MV in Trans	S Swipe(sd)	2 vehicles	dry	140928105226024	28	10	0	B	SS	HB	88
003-11	10.67	0090	106.41	1	1	0	0	0	0	2014-10-28	MV in Trans	Rear End	2 vehicles	dry	141028093532178	28	08	0	B	EE	BA	102
003-11	10.68	0090	106.42	1	1	0	0	0	0	2014-12-29	MV in Trans	Rear End	2 vehicles	wet	141229154946679	28	15	1	B	EE	JJ	79
Total	2014			11	10	0	1	0	3													
004-01	0.02	0090Y	0.02	1	1	0	0	0	0	2015-01-09	MV in Trans	S Swipe(sd)	2 vehicles	dry	150109194037588	28	19	0	B	SS	HB	91
004-01	0.00	0090Y	0.00	1	1	0	0	0	0	2015-02-19	MV in Trans	Rear End	2 vehicles	dry	150219180804835	28	17	0	B	NN	BA	4
004-01	0.01	0090Y	0.01	1	1	0	0	0	0	2015-03-23	MV in Trans	S Swipe(sd)	2 vehicles	dry	150323082214583	28	08	0	B	NS	HB	44
003-11	10.69	0090	107.22	1	1	0	0	0	0	2015-03-24	MV in Trans	Rear End	2 vehicles	dry	150324155347425	28	15	0	B	WW	BA	9
032-01	0.00	0182	127.38	1	1	0	0	0	0	2015-04-12	MV in Trans	Rear End	2 vehicles	wet	150412162906280	28	16	0	B	SS	BA	29
004-01	0.02	0090Y	0.02	1	1	0	0	0	0	2015-04-13	MV in Trans	Rear End	2 vehicles	dry	150413132649251	28	15	0	B	NN	WA	102
004-01	0.03	0090Y	0.03	1	1	0	0	0	0	2015-05-05	MV in Trans	Rear End	2 vehicles	dry	150505153954926	28	15	0	B	NN	BA	141
032-01	0.01	0182	127.39	1	1	0	0	0	0	2015-05-15	MV in Trans	Rear End	2 vehicles	dry	150515080813621	28	07	0	B	NN	BA	81
004-32	0.02	0090	107.23	1	1	0	0	0	0	2015-05-25	MV in Trans	Rear End	2 vehicles	dry	150525125503482	28	12	0	B	WW	BA	83

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LADOTD Crash List

University at Cameron

Within 150 feet of latitude 30.232317, longitude -92.032349
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	0.01	0182	127.39	1	0	0	1	0	1	2015-06-17	MV in Trans	Rear End	2 vehicles	dry	150617140746723	28	13	0	B	SS	BA	42
004-01	0.03	0090Y	0.03	1	1	0	0	0	0	2015-07-04	MV in Trans	Rear End	2 vehicles	dry	150704224612678	28	22	1	B	NN	ZA	136
004-32	0.00	0090	107.22	1	1	0	0	0	0	2015-07-15	MV in Trans	Rear End	2 vehicles	dry	150715203122427	28	20	1	B	EE	BA	14
004-01	0.01	0090Y	0.01	1	1	0	0	0	0	2015-07-22	MV in Trans	Rear End	2 vehicles	dry	150722161432826	28	16	0	B	WN	BA	62
003-11	10.69	0090	107.22	1	1	0	0	0	0	2015-07-30	MV in Trans	Rear End	2 vehicles	wet	150730175952562	28	17	0	B	SS	BB	14
004-01	0.03	0090Y	0.03	1	1	0	0	0	0	2015-08-18	MV in Trans	Rear End	2 vehicles	dry	150818171100797	28	17	0	B	SS	BA	131
032-01	0.00	0182	127.38	1	1	0	0	0	0	2015-08-21	MV in Trans	Rear End	2 vehicles	wet	150821141110402	28	14	1	B	NN	BQ	9
004-32	0.02	0090	107.24	1	1	0	0	0	0	2015-09-09	MV in Trans	S Swipe(sd)	2 vehicles	wet	150909143701003	28	14	0	B	WW	ZB	101
004-01	0.02	0090Y	0.02	1	1	0	0	0	0	2015-09-19	MV in Trans	Rear End	2 vehicles	dry	150919154809119	28	15	0	B	NN	BA	91
003-11	10.67	0090	107.20	1	1	0	0	0	0	2015-09-30	MV in Trans	Rear End	2 vehicles	dry	150930210638642	28	20	0	B	EE	BB	115
003-11	10.67	0090	107.20	1	1	0	0	0	0	2015-10-27	MV in Trans	Rear End	2 vehicles	dry	151027095729727	28	13	0	B	EE	DA	90
004-32	0.00	0090	107.22	1	1	0	0	0	0	2015-11-06	MV in Trans	Rear End	2 vehicles	dry	151106131150433	28	12	0	B	WW	BA	12
004-01	0.01	0090Y	0.01	1	1	0	0	0	0	2015-11-11	MV in Trans	S Swipe(sd)	2 vehicles	dry	1511111423226 13	28	14	0	B	NN	HO	65
004-01	0.02	0090Y	0.02	1	1	0	0	0	0	2015-11-11	MV in Trans	Right Turn-h	2 vehicles	dry	151111093650236	28	09	1	B	WW	JB	88
004-32	0.01	0090	107.23	1	1	0	0	0	0	2015-12-01	MV in Trans	Head on	Error	wet	151201191135160	28	18	0	B	W	ZR	53
004-32	0.03	0090	107.25	1	0	0	1	0	1	2015-12-09	MV in Trans	Rear End	2 vehicles	dry	151209083509710	28	08	0	B	WW	AA	147
004-32	0.00	0090	107.22	1	1	0	0	0	0	2015-12-22	MV in Trans	S Swipe(sd)	2 vehicles	wet	1512221809134 71	28	17	1	B	EE	II	9
Total	2015			26	24	0	2	0	2													
032-01	0.02	0182	127.24	1	0	0	1	0	1	2016-01-05	MV in Trans	S Swipe(sd)	2 vehicles	dry	1601050459421 05	28	13	0	B	SN	WB	113
003-11	10.66	0090	107.19	1	1	0	0	0	0	2016-02-15	MV in Trans	S Swipe(sd)	2 vehicles	dry	1602150439199 87	28	09	0	B	EE	HB	149
004-01	0.02	0090Y	0.02	1	1	0	0	0	0	2016-02-23	MV in Trans	Rear End	2 vehicles	dry	160228072334614	28	11	1	B	NN	BQ	98

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LADOTD Crash List

University at Cameron

Within 150 feet of latitude 30.232317, longitude -92.032349
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	0.01	0182	127.23	1	1	0	0	0	0	2016-04-26	MV in Trans	Rear End	Commercial	dry	160426135533731	28	09	0	B	SS	BA	35
003-11	10.68	0090	107.21	1	1	0	0	0	0	2016-07-18	MV in Trans	Rear End	2 vehicles	dry	160718044317940	28	12	1	B	EE	ZI	65
032-01	0.02	0182	127.24	1	1	0	0	0	0	2016-08-24	MV in Trans	S Swipe(sd)	2 vehicles	wet	160824202737704	28	20	1	B	NN	HA	95
032-01	0.00	0182	127.23	1	1	0	0	0	0	2016-08-26	MV in Trans	Rear End	2 vehicles	dry	160826154430505	28	15	0	B	SS	BB	21
003-11	10.69	0090	107.21	1	0	0	1	0	1	2016-09-06	MV in Trans	Rear End	2 vehicles	dry	160906165746669	28	16	0	B	EE	BP	28
032-01	0.00	0182	127.22	1	1	0	0	0	0	2016-09-30	MV in Trans	S Swipe(sd)	2 vehicles	dry	160930185135275	28	20	1	B	SS	HB	9
004-01	0.02	0090Y	0.02	1	0	0	1	0	2	2016-10-11	MV in Trans	Rear End	2 vehicles	dry	161011062924391	28	16	0	B	NN	BQ	120
032-01	0.00	0182	127.23	1	1	0	0	0	0	2016-10-13	MV in Trans	Right Turn-h	2 vehicles	dry	161013083526771	28	08	0	B	SS	JB	30
004-01	0.03	0090Y	0.03	1	0	0	1	0	1	2016-11-05	MV in Trans	Rt Angle	Error	dry	161105230337297	28	22	1	B	E	B	132
004-01	0.01	0090Y	0.01	1	1	0	0	0	0	2016-11-07	MV in Trans	Rear End	2 vehicles	wet	161107120220922	28	15	0	B	NN	BA	56
032-01	0.00	0182	127.23	1	0	0	1	0	2	2016-11-28	MV in Trans	Left Turn-f	2 vehicles	dry	161202045401037	28	08	1	B	SN	IB	13
032-01	0.02	0182	127.24	1	1	0	0	0	0	2016-12-06	MV in Trans	Rear End	2 vehicles	dry	161206044516160	28	14	0	B	SS	BA	102
004-01	0.01	0090Y	0.01	1	1	0	0	0	0	2016-12-17	MV in Trans	Rear End	2 vehicles	dry	161217115441395	28	11	0	B	NN	BA	37
032-01	0.01	0182	127.23	1	0	0	1	0	2	2016-12-31	MV in Trans	Left Turn-f	2 vehicles	dry	161231024324155	28	02	1	B	SN	IB	37
Total	2016			17	11	0	6	0	9													
Grand	Total			54	45	0	9	0	14													

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LADOTD Crash List

University Avenue
I-10 WB Ramp to Reynaud Drive

Within 289 feet of latitude 30.253168, longitude -92.037260
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	1.48	0182	127.63	1	1	0	0	0	0	2014-01-16	MV in Trans	Left Turn-f	Commercial	dry	140116044701323	28	04	0	B	SW	BI	61
032-01	1.49	0182	127.64	1	0	0	1	0	1	2014-01-23	MV in Trans	Left Turn-g	Commercial	dry	140123163834814	28	16	0	B	NN	UB	43
032-01	1.55	0182	127.70	1	0	0	1	0	1	2014-02-13	MV in Trans	Rt Angle	2 vehicles	dry	140213085348496	28	12	0	B	WN	WB	271
032-01	1.55	0182	127.70	1	1	0	0	0	0	2014-05-14	MV in Trans	Other	Error	dry	140514192319738	28	19	0	B	N	B	275
032-01	1.55	0182	127.70	1	0	0	1	0	2	2014-06-13	MV in Trans	Rt Angle	2 vehicles	dry	140613073803567	28	07	0	B	EN	WB	277
032-01	1.49	0182	127.64	1	1	0	0	0	0	2014-06-26	MV in Trans	Left Turn-g	Commercial	dry	140626125954616	28	12	0	B	SS	KW	48
032-01	1.46	0182	127.61	1	1	0	0	0	0	2014-07-10	MV in Trans	Rear End	2 vehicles	dry	140710162756220	28	16	0	B	SS	BA	181
032-01	1.48	0182	127.63	1	1	0	0	0	0	2014-07-23	MV in Trans	S Swipe(sd)	2 vehicles	dry	140723130538930	28	12	1	B	NN	HB	95
032-01	1.47	0182	127.62	1	1	0	0	0	0	2014-09-15	MV in Trans	Rear End	2 vehicles	dry	140915154158223	28	15	0	B	SS	BA	137
032-01	1.48	0182	127.63	1	1	0	0	0	0	2014-09-18	MV in Trans	S Swipe(sd)	2 vehicles	dry	140918135555534	28	13	0	B	SS	HB	82
032-01	1.54	0182	127.69	1	1	0	0	0	0	2014-10-06	Unknown	Rt Angle	2 vehicles	dry	141006080849480	28	07	0	B	N	ZB	230
032-01	1.45	0182	127.60	1	1	0	0	0	0	2014-10-20	Unknown	Rt Angle	2 vehicles	dry	141020195937244	28	19	0	B	ES	ZB	223
032-01	1.45	0182	127.60	1	0	0	1	0	1	2014-10-21	MV in Trans	Rear End	2 vehicles	dry	141021190809930	28	19	0	B	NN	QA	262
032-01	1.45	0182	127.60	1	0	0	1	0	1	2014-11-10	MV in Trans	Right Turn-h	2 vehicles	dry	141110092435792	28	11	1	B	SS	YB	215
032-01	1.50	0182	127.65	1	1	0	0	0	0	2014-11-13	MV in Trans	Rear End	2 vehicles	wet	141113075454345	28	07	0	B	SS	BA	29
032-01	1.55	0182	127.70	1	1	0	0	0	0	2014-12-03	MV in Trans	Other	2 vehicles	dry	141203174323591	28	16	0	B	SS	JB	283
032-01	1.53	0182	127.68	1	0	0	1	0	2	2014-12-16	MV in Trans	Rear End	3+ vehicles	dry	20140046068	28	09	0	A	SSS	BQA	184
Total	2014			17	11	0	6	0	8													
032-01	1.50	0182	128.88	1	1	0	0	0	0	2015-01-07	MV in Trans	S Swipe(sd)	2 vehicles	dry	150107210214273	28	20	0	B	SS	HB	41
032-01	1.53	0182	128.91	1	0	0	1	0	2	2015-01-07	Ditch	Non Coll	Other fixed	dry	150107164745914	28	16	0	B	N	G	152

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LADOTD Crash List

University Avenue
I-10 WB Ramp to Reynaud Drive

Within 289 feet of latitude 30.253168, longitude -92.037260
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	1.45	0182	128.83	1	1	0	0	0	0	2015-01-11	MV in Trans	Left Turn-f	2 vehicles	dry	150111093554233	28	09	1	B	NE	BI	260
032-01	1.55	0182	128.93	1	1	0	0	0	0	2015-03-03	MV in Trans	Left Turn-g	2 vehicles	dry	150303075548951	28	07	0	B	SS	IB	280
032-01	1.50	0182	128.88	1	0	0	1	0	1	2015-03-15	Crossed Med/CL	S Swipe(sd)	3+ vehicles	dry	150315025447559	28	02	0	B	NNN	HHB	26
032-01	1.50	0182	128.88	1	1	0	0	0	0	2015-08-05	MV in Trans	Left Turn-f	2 vehicles	dry	150805000158772	28	23	0	B	NS	IZ	34
032-01	1.51	0182	128.89	1	0	0	1	0	3	2015-09-03	MV in Trans	Left Turn-f	2 vehicles	dry	150903110330456	28	10	0	B	EN	IB	64
032-01	1.53	0182	128.91	1	1	0	0	0	0	2015-09-09	MV in Trans	S Swipe(sd)	2 vehicles	dry	150909082905647	28	08	0	B	NN	HM	188
032-01	1.47	0182	128.85	1	1	0	0	0	0	2015-09-11	MV in Trans	Rear End	2 vehicles	wet	150911120834891	28	12	0	B	SS	BA	117
032-01	1.54	0182	128.92	1	0	0	1	0	1	2015-10-01	MV in Trans	Other	2 vehicles	dry	151001071342560	28	07	1	B	SS	HB	225
032-01	1.53	0182	128.91	1	0	0	1	0	4	2015-10-04	MV in Trans	Left Turn-e	2 vehicles	dry	151004121722818	28	12	0	B	SS	IB	187
032-01	1.46	0182	128.84	1	1	0	0	0	0	2015-10-28	Unknown	Right Turn-h	Commercial	dry	151028185444511	28	18	0	B	N	ZB	188
032-01	1.54	0182	128.92	1	1	0	0	0	0	2015-11-18	MV in Trans	S Swipe(sd)	2 vehicles	dry	151118190639805	28	18	0	B	SS	ZJ	225
032-01	1.50	0182	128.88	1	0	0	1	0	1	2015-11-19	Pedestrian	Non Coll	Pedestrian	dry	151119082530724	28	03	0	B	S	B	41
032-01	1.54	0182	128.92	1	1	0	0	0	0	2015-11-24	MV in Trans	Other	2 vehicles	dry	151124065806558	28	06	1	B	EE	JB	207
032-01	1.55	0182	128.93	1	1	0	0	0	0	2015-12-07	MV in Trans	S Swipe(sd)	Commercial	dry	151207042649947	28	11	0	B	SS	HB	283
032-01	1.50	0182	128.88	1	1	0	0	0	0	2015-12-25	MV in Trans	S Swipe(sd)	2 vehicles	dry	151225172056617	28	17	0	B	NN	ZB	45
032-01	1.54	0182	128.92	1	1	0	0	0	0	2015-12-31	MV in Trans	Other	2 vehicles	dry	151231072313441	28	07	1	B	SS	JB	219
Total	2015			18	12	0	6	0	12													
032-01	1.54	0182	128.77	1	0	0	1	0	1	2016-01-04	MV in Trans	Right Turn-h	2 vehicles	dry	160104074106299	28	07	0	B	SS	NB	257
032-01	1.48	0182	128.70	1	1	0	0	0	0	2016-01-05	MV in Trans	Rt Angle	2 vehicles	dry	160105162138622	28	19	0	B	WE	IJ	96
032-01	1.54	0182	128.77	1	0	0	1	0	1	2016-01-08	MV in Trans	Left Turn-e	2 vehicles	dry	160108182358197	28	18	0	B	ES	IB	245

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LADOTD Crash List

University Avenue
I-10 WB Ramp to Reynaud Drive

Within 289 feet of latitude 30.253168, longitude -92.037260
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	1.52	0182	128.74	1	1	0	0	0	0	2016-01-26	MV in Trans	Rear End	2 vehicles	dry	160126151137249	28	15	0	B	SS	BQ	106
032-01	1.53	0182	128.76	1	1	0	0	0	0	2016-02-04	MV in Trans	S Swipe(sd)	2 vehicles	dry	160204082947024	28	08	1	B	SS	HB	195
032-01	1.49	0182	128.71	1	1	0	0	0	0	2016-03-04	MV in Trans	Left Turn-g	2 vehicles	dry	160304164950511	28	15	0	B	WW	WW	56
032-01	1.50	0182	128.73	1	1	0	0	0	0	2016-03-08	MV in Trans	Rear End	2 vehicles	dry	160308065707430	28	06	0	B	SS	BA	38
032-01	1.53	0182	128.75	1	0	0	1	0	1	2016-03-18	MV in Trans	S Swipe(sd)	3+ vehicles	dry	160318075240362	28	07	1	B	NNNS	BBBR	162
032-01	1.54	0182	128.76	1	0	0	1	0	2	2016-03-25	MV in Trans	Left Turn-g	2 vehicles	dry	160325130606278	28	12	1	B	NS	IB	210
032-01	1.49	0182	128.72	1	1	0	0	0	0	2016-04-13	MV in Trans	Rear End	2 vehicles	wet	160413074438094	28	07	0	B	SS	QA	39
032-01	1.52	0182	128.74	1	1	0	0	0	0	2016-05-10	MV in Trans	S Swipe(sd)	2 vehicles	dry	160510203129998	28	20	0	B	SS	BH	116
032-01	1.53	0182	128.75	1	1	0	0	0	0	2016-05-21	MV in Trans	Right Turn-h	2 vehicles	dry	160521215737742	28	21	1	B	SN	JB	158
032-01	1.54	0182	128.76	1	0	0	1	0	3	2016-05-31	MV in Trans	Left Turn-e	2 vehicles	dry	160531075815252	28	07	1	B	NS	OB	210
032-01	1.54	0182	128.76	1	0	0	1	0	1	2016-06-30	MV in Trans	Rt Angle	2 vehicles	dry	160630172609159	28	17	0	B	NS	BB	225
032-01	1.48	0182	128.70	1	1	0	0	0	0	2016-07-20	MV in Trans	S Swipe(sd)	2 vehicles	dry	160720203035988	28	20	0	B	SS	BB	91
032-01	1.48	0182	128.70	1	1	0	0	0	0	2016-08-24	MV in Trans	S Swipe(sd)	2 vehicles	wet	160824223411557	28	22	0	B	SS	BB	87
032-01	1.48	0182	128.70	1	1	0	0	0	0	2016-08-25	MV in Trans	Left Turn-f	2 vehicles	wet	160825151918445	28	15	1	B	SN	IB	97
032-01	1.52	0182	128.75	1	0	0	1	0	1	2016-08-29	MV in Trans	Rt Angle	2 vehicles	wet	160829100308451	28	14	1	B	NS	IB	147
032-01	1.53	0182	128.76	1	1	0	0	0	0	2016-09-01	MV in Trans	S Swipe(sd)	2 vehicles	dry	160901170529483	28	15	1	B	SS	HB	183
032-01	1.53	0182	128.76	1	1	0	0	0	0	2016-09-24	Unknown	Left Turn-f	2 vehicles	dry	160924042351798	28	19	1	B	N	ZI	194
032-01	1.54	0182	128.76	1	1	0	0	0	0	2016-10-11	MV in Trans	Right Turn-i	2 vehicles	dry	161011132710255	28	12	1	B	WS	JB	210
032-01	1.54	0182	128.76	1	1	0	0	0	0	2016-10-14	MV in Trans	Rt Angle	2 vehicles	dry	161014084407983	28	15	1	B	SS	KB	217
032-01	1.54	0182	128.76	1	1	0	0	0	0	2016-10-17	MV in Trans	S Swipe(sd)	2 vehicles	dry	161017135348095	28	13	0	B	SS	HB	232
032-01	1.55	0182	128.77	1	1	0	0	0	0	2016-10-22	MV in Trans	Other	2 vehicles	dry	161021220846133	28	02	1	B	SN	JB	265

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LADOTD Crash List

University Avenue
I-10 WB Ramp to Reynaud Drive

Within 289 feet of latitude 30.253168, longitude -92.037260
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	1.49	0182	128.71	1	0	0	1	0	2	2016-11-07	MV in Trans	Rear End	2 vehicles	wet	161109065427597	28	15	0	B	SS	BQ	47
032-01	1.54	0182	128.77	1	1	0	0	0	0	2016-11-15	MV in Trans	S Swipe(sd)	2 vehicles	dry	161115164044593	28	16	0	B	SS	HB	235
032-01	1.54	0182	128.76	1	1	0	0	0	0	2016-11-18	MV in Trans	S Swipe(sd)	2 vehicles	dry	161118081432109	28	07	1	B	SS	HB	217
032-01	1.51	0182	128.74	1	0	0	1	0	1	2016-11-23	MV in Trans	Rear End	2 vehicles	wet	161123122806590	28	12	0	B	SS	BB	93
032-01	1.47	0182	128.70	1	1	0	0	0	0	2016-11-30	MV in Trans	Rt Angle	2 vehicles	dry	161130073944411	28	08	0	B	NS	EB	124
032-01	1.48	0182	128.71	1	0	0	1	0	1	2016-12-04	MV in Trans	Rt Angle	Commercial	wet	161204074939178	28	07	0	B	SS	WM	75
032-01	1.53	0182	128.76	1	1	0	0	0	0	2016-12-06	MV in Trans	Rt Angle	2 vehicles	dry	161206130854909	28	12	1	B	ES	BB	198
Total	2016			31	21	0	10	0	14													
Grand	Total			66	44	0	22	0	34													

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LADOTD Crash List

University Avenue
I-10 EB Ramp to I-10 WB Ramp

Within 50 feet of latitude 30.251209, longitude -92.036215
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	1.35	0182	127.50	1	1	0	0	0	0	2014-03-10	MV in Trans	Rear End	2 vehicles	dry	140310071237449	28	07	0	B	SS	BA	37
032-01	1.35	0182	127.50	1	0	0	1	0	2	2014-05-26	MV in Trans	Left Turn-g	2 vehicles	dry	140526151622744	28	15	1	B	NS	IB	47
032-01	1.35	0182	127.50	1	0	0	1	0	2	2014-06-06	MV in Trans	Rt Angle	2 vehicles	dry	140606193352346	28	19	1	B	NW	BI	47
032-01	1.35	0182	127.50	1	1	0	0	0	0	2014-07-25	MV in Trans	Left Turn-e	2 vehicles	dry	140725113558428	28	14	1	B	WS	IB	47
450-05	8.43	I010	102.43	1	0	0	1	0	2	2014-09-09	MV in Trans	Rear End	2 vehicles	wet	140909160623348	28	15	1	B	WW	BB	50
032-01	1.35	0182	127.50	1	1	0	0	0	0	2014-10-22	MV in Trans	Rear End	Commercial	dry	141022092424601	28	08	1	B	NN	II	47
450-05	8.43	I010	102.43	1	0	0	1	0	1	2014-10-31	MV in Trans	Rear End	Commercial	dry	141031070912787	28	06	0	B	WWW	BBB	50
450-05	8.43	I010	102.43	1	0	0	1	0	2	2014-12-16	MV in Trans	Rear End	Commercial	dry	141216181852410	28	18	1	B	WW	BA	50
Total	2014			8	3	0	5	0	9													
450-05	8.43	I010	102.41	1	1	0	0	0	0	2015-04-15	MV in Trans	Rear End	2 vehicles	dry	150415132442144	28	13	1	B	WW	JA	48
032-01	1.35	0182	128.73	1	1	0	0	0	0	2015-04-22	MV in Trans	Left Turn-f	2 vehicles	dry	150422073708430	28	08	1	B	WS	IB	49
450-05	8.43	I010	102.41	1	1	0	0	0	0	2015-05-06	MV in Trans	Rear End	2 vehicles	dry	150506171258605	28	16	1	B	WW	BA	48
032-01	1.35	0182	128.73	1	1	0	0	0	0	2015-05-13	MV in Trans	Rear End	2 vehicles	dry	150513170620928	28	16	1	B	SS	BB	48
032-01	1.35	0182	128.73	1	1	0	0	0	0	2015-06-09	MV in Trans	Rt Angle	2 vehicles	wet	150609145709648	28	14	1	B	SN	BI	48
450-05	8.43	I010	102.41	1	1	0	0	0	0	2015-08-11	MV in Trans	Rear End	2 vehicles	dry	150811152644352	28	16	1	B	WW	BA	48
450-05	8.43	I010	102.41	1	1	0	0	0	0	2015-11-04	MV in Trans	Rear End	2 vehicles	dry	151104074901984	28	07	1	B	SS	BB	48
032-01	1.35	0182	128.73	1	0	0	1	0	1	2015-12-30	MV in Trans	Left Turn-f	Commercial	wet	151230034317111	28	03	1	B	SN	BI	48
Total	2015			8	7	0	1	0	1													
032-01	1.35	0182	128.58	1	1	0	0	0	0	2016-01-22	MV in Trans	S Swipe(sd)	Commercial	dry	160122111506180	28	10	1	B	SS	HB	46

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LADOTD Crash List

University Avenue
I-10 EB Ramp to I-10 WB Ramp

Within 50 feet of latitude 30.251209, longitude -92.036215
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	1.35	0182	128.58	1	0	0	1	0	3	2016-02-28	MV in Trans	Left Turn-f	2 vehicles	dry	160228125154542	28	12	1	B	NS	IB	45
032-01	1.35	0182	128.58	1	1	0	0	0	0	2016-03-29	MV in Trans	Rt Angle	Responder	dry	160329083008932	28	08	1	B	SW	BI	46
032-01	1.35	0182	128.58	1	0	0	1	0	1	2016-05-23	MV in Trans	Rt Angle	2 vehicles	dry	160523094127100	28	09	1	B	SW	BB	46
032-01	1.35	0182	128.58	1	1	0	0	0	0	2016-07-08	MV in Trans	Rear End	3+ vehicles	wet	160708184203590	28	18	0	B	NNNN	ZQAA	39
032-01	1.35	0182	128.57	1	1	0	0	0	0	2016-10-25	MV in Trans	S Swipe(sd)	2 vehicles	dry	161025201024971	28	19	0	B	NN	HB	33
450-05	8.43	I010	102.41	1	1	0	0	0	0	2016-12-31	MV in Trans	Rear End	2 vehicles	wet	161231200248855	28	19	1	B	WW	BA	46
Total	2016			7	5	0	2	0	4													
Grand	Total			23	15	0	8	0	14													

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LADOTD Crash List

Alcide Dominique to I-10 EB Ramps

Within 105 feet of latitude 30.250017, longitude -92.035587
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	1.26	0182	127.41	1	0	0	1	0	1	2014-05-12	MV in Trans	Rear End	2 vehicles	dry	140512132343891	28	12	0	B	NN	BA	48
032-01	1.27	0182	127.42	1	0	0	1	0	1	2014-06-17	MV in Trans	S Swipe(sd)	2 vehicles	dry	140617113409499	28	11	0	B	SS	HB	80
032-01	1.27	0182	127.42	1	1	0	0	0	0	2014-06-21	MV in Trans	Rear End	2 vehicles	dry	140621232836069	28	23	0	B	NN	RB	65
032-01	1.26	0182	127.41	1	1	0	0	0	0	2014-09-13	MV in Trans	Rt Angle	2 vehicles	dry	140913165934329	28	16	0	B	SW	BI	29
Total	2014			4	2	0	2	0	2													
032-01	1.24	0182	128.62	1	1	0	0	0	0	2015-03-27	MV in Trans	S Swipe(sd)	2 vehicles	dry	150327204235919	28	20	0	B	NN	HB	76
032-01	1.27	0182	128.65	1	0	0	1	0	5	2015-04-03	MV in Trans	Rear End	2 vehicles	dry	150403224101437	28	22	1	B	NN	BA	89
032-01	1.27	0182	128.65	1	1	0	0	0	0	2015-07-28	MV in Trans	Rear End	2 vehicles	dry	150728085743194	28	08	0	B	NN	BA	99
032-01	1.24	0182	128.62	1	1	0	0	0	0	2015-09-16	MV in Trans	Rear End	2 vehicles	dry	150916123552857	28	12	0	B	SS	BA	104
032-01	1.27	0182	128.65	1	1	0	0	0	0	2015-09-19	MV in Trans	Left Turn-f	2 vehicles	dry	150919220933897	28	21	1	B	WS	ZB	59
032-01	1.26	0182	128.64	1	1	0	0	0	0	2015-12-15	MV in Trans	Rear End	3+ vehicles	dry	151215155435405	28	15	0	B	NNN	BAA	54
Total	2015			6	5	0	1	0	5													
032-01	1.27	0182	128.50	1	0	0	1	0	2	2016-01-14	MV in Trans	Rear End	2 vehicles	dry	160114044424809	28	07	0	B	SS	BA	89
Total	2016			1	0	0	1	0	2													
Grand	Total			11	7	0	4	0	9													

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LADOTD Crash List

Willow to Alcide Dominique

Within 822 feet of latitude 30.246917, longitude -92.033977
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	0.87	0182	127.02	1	1	0	0	0	0	2014-01-03	MV in Trans	Rt Angle	2 vehicles	dry	140103175003856	28	17	0	B	SN	ZA	787
032-01	0.87	0182	127.02	1	1	0	0	0	0	2014-01-31	MV in Trans	Rear End	2 vehicles	dry	140131142513376	28	14	1	B	NN	BB	793
032-01	0.88	0182	127.03	1	1	0	0	0	0	2014-02-20	MV in Trans	Rear End	2 vehicles	dry	140220111434610	28	10	0	B	SS	BA	763
032-01	0.97	0182	127.12	1	0	0	1	0	1	2014-03-25	MV in Trans	Rear End	2 vehicles	dry	140325100106412	28	09	0	B	SS	BO	285
032-01	1.05	0182	127.20	1	1	0	0	0	0	2014-03-27	MV in Trans	Rear End	2 vehicles	wet	140327173827710	28	17	0	B	SS	BA	131
032-01	1.17	0182	127.32	1	1	0	0	0	0	2014-03-29	Unknown	Left Turn-f	2 vehicles	dry	140329224148256	28	22	1	B	NS	ZB	780
032-01	1.15	0182	127.30	1	1	0	0	0	0	2014-04-05	MV in Trans	S Swipe(sd)	2 vehicles	dry	140405181237666	28	17	0	B	SS	HB	650
032-01	1.15	0182	127.30	1	0	0	1	0	2	2014-04-05	MV in Trans	Rt Angle	2 vehicles	wet	140405175914668	28	17	1	B	WN	BB	693
032-01	0.95	0182	127.10	1	1	0	0	0	0	2014-04-11	MV in Trans	S Swipe(sd)	3+ vehicles	dry	140411195134604	28	19	1	B	NNN	ZBM	356
032-01	1.05	0182	127.20	1	1	0	0	0	0	2014-04-19	MV in Trans	Rear End	2 vehicles	dry	140419092833993	28	09	1	B	SS	BQ	129
032-01	1.01	0182	127.16	1	1	0	0	0	0	2014-04-27	Unknown	Other	3+ vehicles	dry	140427032545371	28	03	1	B	WSW	ZBM	58
032-01	0.96	0182	127.11	1	1	0	0	0	0	2014-07-27	MV in Trans	S Swipe(sd)	2 vehicles	dry	140727211244327	28	20	0	B	SS	ZZ	350
032-01	1.01	0182	127.16	1	1	0	0	0	0	2014-07-28	Unknown	S Swipe(sd)	2 vehicles	dry	140728091218267	28	06	0	B	SS	ZB	38
032-01	0.88	0182	127.03	1	1	0	0	0	0	2014-08-03	Unknown	Rear End	2 vehicles	dry	140803231141919	28	23	0	B	NN	ZB	734
032-01	0.87	0182	127.02	1	1	0	0	0	0	2014-08-28	MV in Trans	Rear End	2 vehicles	dry	140828191809234	28	19	0	B	SS	BA	814
032-01	0.90	0182	127.05	1	1	0	0	0	0	2014-10-03	MV in Trans	Rear End	2 vehicles	dry	141003085730499	28	08	0	B	SS	BB	663
032-01	1.05	0182	127.20	1	1	0	0	0	0	2014-10-12	MV in Trans	S Swipe(sd)	2 vehicles	dry	141012190159909	28	18	0	B	NN	HB	157
032-01	1.02	0182	127.17	1	1	0	0	0	0	2014-10-13	MV in Trans	S Swipe(sd)	2 vehicles	dry	141013104049644	28	10	0	B	SS	HB	11
032-01	0.88	0182	127.03	1	0	0	1	0	5	2014-10-23	MV in Trans	Left Turn-e	2 vehicles	dry	141023144749451	28	14	0	B	SN	WB	773
032-01	1.15	0182	127.30	1	1	0	0	0	0	2014-10-30	MV in Trans	Rear End	2 vehicles	dry	141030190914610	28	19	0	B	SS	BA	656
032-01	0.98	0182	127.13	1	1	0	0	0	0	2014-11-13	MV in Trans	S Swipe(sd)	2 vehicles	dry	141113230637417	28	22	1	B	NN	IB	232
032-01	0.87	0182	127.02	1	0	0	1	0	1	2014-12-26	MV in Trans	Rear End	2 vehicles	wet	141226130526450	28	12	0	B	NN	BJ	797

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LADOTD Crash List

Willow to Alcide Dominique

Within 822 feet of latitude 30.246917, longitude -92.033977
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
Total	2014			22	18	0	4	0	9													
032-01	1.03	0182	128.41	1	1	0	0	0	0	2015-02-11	MV in Trans	Rear End	2 vehicles	dry	150211080344484	28	07	0	B	SS	BA	46
032-01	0.87	0182	128.25	1	0	0	1	0	1	2015-02-24	MV in Trans	S Swipe(sd)	2 vehicles	wet	150224234645491	28	23	1	B	SS	DA	801
032-01	0.97	0182	128.35	1	1	0	0	0	0	2015-04-13	MV in Trans	S Swipe(sd)	Bus	dry	150413125841268	28	12	0	B	NN	AB	285
032-01	1.01	0182	128.39	1	0	0	1	0	3	2015-04-29	MV in Trans	Left Turn-f	Motorcycle	dry	150429185748827	28	19	1	B	NSS	IBB	50
032-01	0.87	0182	128.25	1	1	0	0	0	0	2015-04-30	MV in Trans	Rear End	2 vehicles	dry	150430132535480	28	13	1	B	NN	BA	790
032-01	1.01	0182	128.39	1	1	0	0	0	0	2015-05-25	MV in Trans	Rear End	2 vehicles	wet	150525202851042	28	20	0	B	SS	HB	39
032-01	0.88	0182	128.26	1	1	0	0	0	0	2015-05-30	MV in Trans	Rt Angle	2 vehicles	wet	150530142843881	28	14	0	B	ES	IB	764
032-01	1.03	0182	128.41	1	1	0	0	0	0	2015-06-05	MV in Trans	Right Turn-h	2 vehicles	dry	150605135753346	28	13	0	B	ES	WB	28
032-01	1.17	0182	128.55	1	0	0	1	0	1	2015-07-23	MV in Trans	Right Turn-h	2 vehicles	dry	150724000548615	28	23	0	B	SS	JB	768
032-01	1.00	0182	128.38	1	1	0	0	0	0	2015-08-17	MV in Trans	Rear End	3+ vehicles	dry	150817043520359	28	07	1	B	SSS	BAA	96
032-01	0.97	0182	128.35	1	1	0	0	0	0	2015-09-11	MV in Trans	S Swipe(sd)	2 vehicles	wet	150911113919349	28	11	0	B	NN	AB	259
032-01	0.96	0182	128.34	1	1	0	0	0	0	2015-09-30	MV in Trans	Right Turn-h	2 vehicles	dry	150930193400572	28	19	1	B	NE	BJ	313
032-01	0.92	0182	128.30	1	1	0	0	0	0	2015-10-23	MV in Trans	Rear End	3+ vehicles	dry	151023082326362	28	08	0	B	SSS	BQQ	515
032-01	1.00	0182	128.38	1	0	0	1	0	3	2015-11-18	MV in Trans	Rt Angle	2 vehicles	dry	151118124319202	28	12	1	B	WN	BB	89
032-01	0.91	0182	128.29	1	1	0	0	0	0	2015-11-20	MV in Trans	S Swipe(sd)	2 vehicles	dry	151120090305560	28	09	0	B	SS	BB	593
032-01	0.90	0182	128.28	1	1	0	0	0	0	2015-12-21	MV in Trans	S Swipe(sd)	2 vehicles	wet	151221092418833	28	08	0	B	NN	BB	642
Total	2015			16	12	0	4	0	8													
032-01	1.18	0182	128.40	1	0	0	1	0	1	2016-02-01	MV in Trans	S Swipe(sd)	2 vehicles	dry	160201044128996	28	07	0	B	SS	HB	822
032-01	0.87	0182	128.09	1	0	0	1	0	2	2016-02-06	MV in Trans	Rear End	2 vehicles	dry	160206214310911	28	23	0	B	S	YA	805

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LADOTD Crash List

Willow to Alcide Dominique

Within 822 feet of latitude 30.246917, longitude -92.033977
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	1.12	0182	128.34	1	0	0	1	0	1	2016-02-06	MV in Trans	Head on	2 vehicles	dry	160206205154897	28	20	0	B	S	ZB	523
032-01	1.13	0182	128.35	1	1	0	0	0	0	2016-02-07	MV in Trans	Rear End	2 vehicles	dry	160207084854534	28	08	1	B	SS	BA	565
032-01	0.98	0182	128.21	1	1	0	0	0	0	2016-02-22	MV in Trans	Rear End	2 vehicles	wet	160222063708566	28	06	1	B	SS	BQ	210
032-01	1.02	0182	128.24	1	1	0	0	0	0	2016-02-24	MV in Trans	Rear End	Commercial	dry	160224191449971	28	19	0	B	NN	HB	18
032-01	1.05	0182	128.27	1	1	0	0	0	0	2016-04-01	MV in Trans	S Swipe(sd)	2 vehicles	dry	160401201236016	28	20	0	B	SS	HB	127
032-01	1.01	0182	128.23	1	1	0	0	0	0	2016-04-08	MV in Trans	Rt Angle	2 vehicles	dry	160408130100505	28	12	1	B	EN	BB	73
032-01	1.14	0182	128.36	1	0	0	1	0	1	2016-04-11	MV in Trans	Rear End	2 vehicles	dry	160411150305800	28	14	1	B	SS	BA	619
032-01	1.13	0182	128.35	1	1	0	0	0	0	2016-04-28	MV in Trans	Rear End	2 vehicles	dry	160428161130519	28	16	0	B	NN	BB	553
032-01	1.12	0182	128.34	1	1	0	0	0	0	2016-04-29	MV in Trans	S Swipe(sd)	2 vehicles	dry	160429150208507	28	14	1	B	SS	HB	521
032-01	1.11	0182	128.34	1	0	0	1	0	1	2016-05-05	MV in Trans	Rear End	2 vehicles	dry	160505154955581	28	15	0	B	SS	BA	487
032-01	0.95	0182	128.17	1	0	0	1	0	1	2016-09-01	MV in Trans	Rear End	2 vehicles	dry	160901210506800	28	20	1	B	SS	BA	386
032-01	1.05	0182	128.28	1	0	0	1	0	1	2016-09-27	MV in Trans	Left Turn-e	2 vehicles	dry	160927043556771	28	08	0	B	NS	IB	163
032-01	0.98	0182	128.20	1	1	0	0	0	0	2016-09-30	MV in Trans	Rt Angle	2 vehicles	dry	160930043631871	28	11	0	B	NS	ZA	218
032-01	1.16	0182	128.38	1	1	0	0	0	0	2016-11-18	MV in Trans	Right Turn-h	2 vehicles	dry	161118092156315	28	08	0	B	ES	WB	727
032-01	1.07	0182	128.29	1	0	0	1	0	2	2016-11-23	MV in Trans	Rear End	2 vehicles	dry	161123210908071	28	20	0	B	SS	BA	253
032-01	1.16	0182	128.38	1	1	0	0	0	0	2016-12-16	MV in Trans	Rt Angle	Commercial	dry	161216192127454	28	19	0	B	SS	WB	715
032-01	0.97	0182	128.19	1	1	0	0	0	0	2016-12-21	MV in Trans	Right Turn-h	2 vehicles	dry	161221064549970	28	06	1	B	NN	JB	296
032-01	1.04	0182	128.27	1	1	0	0	0	0	2016-12-29	MV in Trans	S Swipe(sd)	2 vehicles	dry	161229233138577	28	23	0	B	NN	HB	114
Total	2016			20	12	0	8	0	10													
Grand	Total			58	42	0	16	0	27													

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LADOTD Crash List

University Avenue
Madeline Ave. to Willow St.

Within 840 feet of latitude 30.241819, longitude -92.032457
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	0.72	0182	126.87	1	0	0	1	0	1	2014-01-17	MV in Trans	Rear End	2 vehicles	dry	140117150454984	28	14	1	B	NN	HB	356
032-01	0.79	0182	126.94	1	1	0	0	0	0	2014-02-19	MV in Trans	S Swipe(sd)	2 vehicles	dry	140219102255716	28	10	0	B	SS	HB	741
032-01	0.63	0182	126.78	1	1	0	0	0	0	2014-03-06	MV in Trans	S Swipe(sd)	Commercial	dry	140306085512746	28	08	0	B	SS	BB	136
032-01	0.50	0182	126.65	1	0	0	1	0	4	2014-03-23	MV in Trans	Rear End	Commercial	dry	140323190533026	28	18	0	B	SS	HB	820
032-01	0.61	0182	126.76	1	1	0	0	0	0	2014-04-07	MV in Trans	Rear End	2 vehicles	dry	140407192402895	28	19	1	B	NN	BB	204
032-01	0.72	0182	126.87	1	1	0	0	0	0	2014-06-23	MV in Trans	Rear End	2 vehicles	dry	140623141042199	28	13	0	B	NN	AB	368
032-01	0.50	0182	126.65	1	0	0	1	0	3	2014-09-08	MV in Trans	Rear End	2 vehicles	dry	140908125935272	28	12	0	B	NN	BJ	802
032-01	0.68	0182	126.83	1	1	0	0	0	0	2014-09-08	MV in Trans	Rear End	3+ vehicles	dry	140908171142436	28	17	0	B	NNN	BAA	137
032-01	0.78	0182	126.93	1	1	0	0	0	0	2014-10-03	MV in Trans	Rt Angle	2 vehicles	wet	141003085409647	28	08	1	B	SS	JB	659
032-01	0.51	0182	126.66	1	0	0	1	0	2	2014-10-27	MV in Trans	Left Turn-f	2 vehicles	dry	141027193420927	28	18	1	B	EN	IB	771
032-01	0.67	0182	126.82	1	1	0	0	0	0	2014-10-30	MV in Trans	Rear End	2 vehicles	dry	141030175639970	28	17	0	B	NN	BB	109
032-01	0.80	0182	126.95	1	1	0	0	0	0	2014-12-03	MV in Trans	Rear End	Commercial	dry	141203113019681	28	11	0	B	NN	BA	777
Total	2014			12	8	0	4	0	10													
032-01	0.77	0182	128.15	1	1	0	0	0	0	2015-02-11	MV in Trans	S Swipe(sd)	2 vehicles	dry	150211183908796	28	18	0	B	NN	HB	597
032-01	0.51	0182	127.89	1	0	0	1	0	3	2015-03-29	MV in Trans	Rt Angle	2 vehicles	dry	150329000454283	28	23	1	B	SN	IB	778
032-01	0.58	0182	127.96	1	1	0	0	0	0	2015-03-30	Curb	Non Coll	Other fixed	dry	150330180003502	28	19	0	B	N	B	397
032-01	0.59	0182	127.97	1	0	0	1	0	1	2015-04-05	MV in Trans	Rear End	3+ vehicles	wet	150405181331571	28	17	0	B	SSS	HHA	309
032-01	0.81	0182	128.19	1	1	0	0	0	0	2015-04-14	MV in Trans	Rear End	2 vehicles	wet	150414125302756	28	15	0	B	NN	ZA	808
032-01	0.70	0182	128.08	1	0	0	1	0	1	2015-04-19	MV in Trans	Rear End	2 vehicles	dry	150419124027832	28	12	0	B	NN	BA	267
032-01	0.74	0182	128.12	1	0	0	1	0	1	2015-05-23	MV in Trans	Left Turn-f	2 vehicles	dry	150523215139919	28	21	0	B	NS	BI	486

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LADOTD Crash List

University Avenue
Madeline Ave. to Willow St.

Within 840 feet of latitude 30.241819, longitude -92.032457
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	0.70	0182	128.08	1	1	0	0	0	0	2015-06-01	MV in Trans	Rear End	2 vehicles	dry	150601160816152	28	15	0	B	NN	BA	263
032-01	0.51	0182	127.89	1	0	0	1	0	1	2015-06-20	MV in Trans	Left Turn-g	2 vehicles	dry	150620233342627	28	23	1	B	SN	IB	759
032-01	0.53	0182	127.91	1	1	0	0	0	0	2015-07-02	MV in Trans	Rt Angle	2 vehicles	dry	150702044457879	28	11	0	B	NS	WB	670
032-01	0.70	0182	128.08	1	1	0	0	0	0	2015-07-07	Ran off Road-R	Non Coll	2 vehicles	dry	150707103417621	28	11	0	B	NN	ZB	249
032-01	0.78	0182	128.16	1	1	0	0	0	0	2015-07-13	MV in Trans	Rear End	2 vehicles	dry	150713120330043	28	11	0	B	NN	BA	659
032-01	0.74	0182	128.12	1	1	0	0	0	0	2015-07-14	MV in Trans	Rt Angle	2 vehicles	dry	150714170645603	28	16	1	B	WN	IB	444
032-01	0.72	0182	128.10	1	1	0	0	0	0	2015-07-20	MV in Trans	Rear End	2 vehicles	dry	150720175314821	28	17	0	B	SN	IB	378
032-01	0.74	0182	128.12	1	1	0	0	0	0	2015-08-08	MV in Trans	S Swipe(sd)	2 vehicles	dry	150808191051436	28	18	0	B	NN	BB	473
032-01	0.73	0182	128.11	1	0	0	1	0	2	2015-08-11	MV in Trans	Left Turn-f	2 vehicles	wet	150811154610982	28	15	1	B	EN	IB	432
032-01	0.72	0182	128.10	1	1	0	0	0	0	2015-09-22	MV in Trans	Rear End	2 vehicles	dry	150922174130401	28	17	0	B	NN	BB	330
032-01	0.56	0182	127.94	1	1	0	0	0	0	2015-10-06	MV in Trans	S Swipe(od)	2 vehicles	dry	151006041047693	28	19	1	B	NS	BM	485
032-01	0.76	0182	128.14	1	1	0	0	0	0	2015-10-11	MV in Trans	Right Turn-h	2 vehicles	dry	151011193557409	28	19	1	B	NN	BJ	569
032-01	0.75	0182	128.13	1	0	0	1	0	3	2015-10-20	MV in Trans	Left Turn-f	2 vehicles	dry	151020113414654	28	10	1	B	SN	IB	534
032-01	0.50	0182	127.88	1	0	0	1	0	1	2015-10-22	MV in Trans	Non Coll	Pedestrian	dry	151022162756164	28	19	0	B	N	B	826
032-01	0.53	0182	127.91	1	0	0	1	0	1	2015-11-05	MV in Trans	S Swipe(sd)	2 vehicles	dry	151105171207769	28	16	1	B	WW	II	655
032-01	0.79	0182	128.17	1	1	0	0	0	0	2015-11-23	MV in Trans	Right Turn-h	2 vehicles	dry	151123173030036	28	16	1	B	WN	AB	704
032-01	0.50	0182	127.88	1	1	0	0	0	0	2015-11-27	MV in Trans	Other	2 vehicles	dry	151127161539162	28	20	0	B	NN	JJ	823
Total	2015			24	15	0	9	0	14													
032-01	0.52	0182	127.74	1	1	0	0	0	0	2016-01-23	MV in Trans	Rt Angle	2 vehicles	dry	160123212032287	28	21	0	B	S	D	716
032-01	0.75	0182	127.98	1	1	0	0	0	0	2016-01-27	MV in Trans	S Swipe(sd)	Responder	dry	160127115122101	28	11	0	B	SS	BB	522

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LADOTD Crash List

University Avenue
Madeline Ave. to Willow St.

Within 840 feet of latitude 30.241819, longitude -92.032457
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	0.71	0182	127.93	1	1	0	0	0	0	2016-02-05	MV in Trans	Rear End	2 vehicles	dry	160205171733149	28	16	0	B	NN	BQ	280
032-01	0.74	0182	127.96	1	1	0	0	0	0	2016-02-06	MV in Trans	Right Turn-h	Commercial	dry	160206034003834	28	03	1	B	NN	ZJ	453
032-01	0.52	0182	127.75	1	1	0	0	0	0	2016-02-19	MV in Trans	Rear End	2 vehicles	dry	160219175003473	28	17	0	B	NN	BA	681
032-01	0.52	0182	127.75	1	0	0	1	0	2	2016-02-28	MV in Trans	Rt Angle	2 vehicles	dry	160228165153517	28	16	0	B	ES	WB	684
032-01	0.77	0182	127.99	1	1	0	0	0	0	2016-03-07	MV in Trans	Other	2 vehicles	dry	160307193258871	28	18	1	B	EE	HJ	601
032-01	0.75	0182	127.98	1	0	0	1	0	1	2016-03-20	MV in Trans	Left Turn-f	2 vehicles	dry	160320100439980	28	09	1	B	SN	IB	534
032-01	0.67	0182	127.90	1	1	0	0	0	0	2016-03-23	MV in Trans	Rear End	2 vehicles	dry	160323164658235	28	17	0	B	NN	BB	95
032-01	0.75	0182	127.97	1	1	0	0	0	0	2016-03-23	MV in Trans	Left Turn-f	2 vehicles	dry	160323173007292	28	17	1	B	SN	IB	492
032-01	0.56	0182	127.78	1	1	0	0	0	0	2016-04-07	MV in Trans	Rear End	2 vehicles	dry	160407095756981	28	12	1	B	NN	BA	516
032-01	0.52	0182	127.74	1	0	0	1	0	1	2016-04-14	MV in Trans	Rear End	Pedalcycle	wet	160410013442128	28	01	0	B	NN	BB	719
032-01	0.75	0182	127.98	1	0	0	1	0	4	2016-05-04	MV in Trans	Left Turn-f	3+ vehicles	dry	160504090704966	28	08	0	B	SNS	IBB	534
032-01	0.75	0182	127.98	1	0	0	1	0	4	2016-06-01	MV in Trans	Left Turn-f	2 vehicles	wet	160601151435782	28	14	1	B	SN	IB	534
032-01	0.75	0182	127.97	1	1	0	0	0	0	2016-06-10	Unknown	S Swipe(sd)	Commercial	wet	160610055301181	28	12	1	B	SS	ZA	488
032-01	0.75	0182	127.98	1	0	0	1	0	1	2016-06-10	MV in Trans	Rear End	2 vehicles	wet	160610163526111	28	16	0	B	NN	BB	534
032-01	0.52	0182	127.75	1	0	0	1	0	1	2016-08-04	MV in Trans	Left Turn-f	2 vehicles	dry	160804180500655	28	17	0	B	SS	IB	693
032-01	0.64	0182	127.87	1	1	0	0	0	0	2016-08-14	MV in Trans	S Swipe(sd)	2 vehicles	wet	160814070355363	28	06	0	B	SS	BB	62
032-01	0.63	0182	127.85	1	1	0	0	0	0	2016-08-26	MV in Trans	Right Turn-h	2 vehicles	dry	160826183514058	28	18	1	B	SS	BH	129
032-01	0.74	0182	127.96	1	1	0	0	0	0	2016-09-26	MV in Trans	Rt Angle	2 vehicles	dry	160926174001378	28	17	1	B	WS	II	444
032-01	0.76	0182	127.98	1	1	0	0	0	0	2016-10-19	MV in Trans	Right Turn-h	2 vehicles	dry	161019184139582	28	18	0	B	WN	JB	569
032-01	0.63	0182	127.85	1	0	0	1	0	1	2016-10-24	MV in Trans	Rear End	2 vehicles	dry	161024043752795	28	05	1	B	SS	IB	124

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LADOTD Crash List

University Avenue
Madeline Ave. to Willow St.

Within 840 feet of latitude 30.241819, longitude -92.032457
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	0.73	0182	127.95	1	1	0	0	0	0	2016-10-27	MV in Trans	Rear End	2 vehicles	dry	161027154753081	28	15	0	B	NE	JB	395
032-01	0.74	0182	127.97	1	1	0	0	0	0	2016-11-22	Unknown	S Swipe(sd)	2 vehicles	dry	161122181943387	28	18	0	B	NN	ZB	482
Total	2016			24	16	0	8	0	15													
Grand	Total			60	39	0	21	0	39													

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LADOTD Crash List

University Avenue
Cameron St. to Madeline Ave.

Within 1070 feet of latitude 30.235723, longitude -92.032425
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	0.33	0182	126.48	1	1	0	0	0	0	2014-01-10	Unknown	S Swipe(od)	Commercial	wet	140110162925125	28	16	1	B	NS	YB	489
032-01	0.27	0182	126.42	1	0	0	1	0	1	2014-02-12	MV in Trans	Rear End	2 vehicles	wet	140212083154674	28	07	0	B	SS	KA	174
032-01	0.08	0182	126.23	1	0	0	1	0	1	2014-02-21	MV in Trans	Rear End	2 vehicles	dry	140221083153175	28	08	0	B	SS	BQ	827
032-01	0.43	0182	126.58	1	1	0	0	0	0	2014-02-26	Unknown	Left Turn-g	2 vehicles	dry	140226161519054	28	16	0	B	NN	ZB	1037
032-01	0.13	0182	126.28	1	1	0	0	0	0	2014-02-28	MV in Trans	Rear End	2 vehicles	dry	140228125231365	28	12	0	B	SS	BA	541
032-01	0.04	0182	126.19	1	1	0	0	0	0	2014-03-03	MV in Trans	S Swipe(sd)	Commercial	wet	140303075257795	28	07	0	B	SS	ZH	1034
032-01	0.09	0182	126.24	1	1	0	0	0	0	2014-03-07	MV in Trans	Rear End	2 vehicles	dry	140329215437777	28	17	0	B	NN	ZB	733
032-01	0.22	0182	126.37	1	1	0	0	0	0	2014-03-16	Unknown	Rear End	2 vehicles	dry	140316214848780	28	21	0	B	SS	ZB	88
032-01	0.24	0182	126.39	1	1	0	0	0	0	2014-04-08	MV in Trans	Rear End	2 vehicles	dry	140408114941987	28	11	0	B	NN	BA	60
032-01	0.06	0182	126.21	1	0	0	1	0	2	2014-04-17	MV in Trans	Rear End	2 vehicles	dry	140417210103021	28	20	0	B	SS	BB	916
032-01	0.35	0182	126.50	1	1	0	0	0	0	2014-05-08	MV in Trans	S Swipe(sd)	2 vehicles	dry	140508123427764	28	12	0	B	SS	HB	638
032-01	0.04	0182	126.19	1	0	0	1	0	1	2014-05-09	MV in Trans	Rear End	2 vehicles	wet	140509201728035	28	20	1	B	EE	BA	1006
032-01	0.25	0182	126.40	1	1	0	0	0	0	2014-05-09	MV in Trans	Rear End	2 vehicles	wet	140509212101515	28	21	0	B	SS	BP	87
032-01	0.10	0182	126.25	1	1	0	0	0	0	2014-05-12	MV in Trans	Rear End	2 vehicles	dry	140512080948728	28	07	0	B	SS	QA	710
032-01	0.23	0182	126.38	1	0	0	1	0	1	2014-05-18	MV in Trans	Rt Angle	2 vehicles	dry	140518030559332	28	02	1	B	NS	IB	17
032-01	0.06	0182	126.21	1	1	0	0	0	0	2014-06-23	MV in Trans	Rear End	2 vehicles	wet	140623083834314	28	07	1	B	SS	BA	912
032-01	0.09	0182	126.24	1	1	0	0	0	0	2014-08-18	MV in Trans	Rt Angle	2 vehicles	dry	140818171407481	28	17	1	B	WS	BB	783
032-01	0.40	0182	126.55	1	1	0	0	0	0	2014-09-10	MV in Trans	S Swipe(sd)	2 vehicles	dry	140910160533937	28	15	0	B	NN	HB	878
032-01	0.37	0182	126.52	1	1	0	0	0	0	2014-09-12	MV in Trans	Rear End	2 vehicles	wet	140912155017026	28	15	0	B	SS	BA	747
032-01	0.09	0182	126.24	1	0	0	1	0	2	2014-09-19	MV in Trans	Rt Angle	2 vehicles	dry	140919181530087	28	17	1	B	SS	BI	756
032-01	0.25	0182	126.40	1	0	0	1	0	1	2014-09-27	MV in Trans	Left Turn-f	2 vehicles	dry	140927004738238	28	00	1	B	NS	IB	71

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LADOTD Crash List

University Avenue
Cameron St. to Madeline Ave.

Within 1070 feet of latitude 30.235723, longitude -92.032425
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	0.08	0182	126.23	1	1	0	0	0	0	2014-10-14	MV in Trans	Rear End	2 vehicles	dry	141014124757065	28	12	0	B	SS	BA	798
032-01	0.09	0182	126.24	1	0	0	1	0	2	2014-11-05	MV in Trans	Rt Angle	2 vehicles	wet	141105114155777	28	11	1	B	ES	IB	750
032-01	0.42	0182	126.57	1	0	0	1	0	2	2014-11-20	MV in Trans	Left Turn-e	2 vehicles	dry	141120153013841	28	15	1	B	ES	IB	999
032-01	0.28	0182	126.43	1	1	0	0	0	0	2014-12-16	MV in Trans	Rear End	2 vehicles	dry	141216175443835	28	17	0	B	SS	QQ	239
032-01	0.25	0182	126.40	1	1	0	0	0	0	2014-12-23	MV in Trans	Rear End	2 vehicles	wet	141223141515505	28	13	0	B	NN	QA	110
Total	2014			26	17	0	9	0	13													
032-01	0.43	0182	127.81	1	1	0	0	0	0	2015-01-01	MV in Trans	Rt Angle	2 vehicles	wet	150101233115245	28	23	1	B	NN	BB	1027
032-01	0.25	0182	127.63	1	0	0	1	0	2	2015-01-30	MV in Trans	Rt Angle	2 vehicles	dry	150130080052968	28	07	1	B	ES	IB	93
032-01	0.04	0182	127.42	1	1	0	0	0	0	2015-02-12	MV in Trans	Rt Angle	2 vehicles	dry	150212151142842	28	14	1	B	ES	BB	1001
032-01	0.08	0182	127.46	1	1	0	0	0	0	2015-02-14	MV in Trans	Rt Angle	2 vehicles	dry	150214150237860	28	14	1	B	WN	BB	786
032-01	0.25	0182	127.63	1	1	0	0	0	0	2015-03-10	MV in Trans	Rt Angle	2 vehicles	wet	150310073944056	28	07	0	B	SS	HB	106
032-01	0.04	0182	127.42	1	1	0	0	0	0	2015-03-27	MV in Trans	Rear End	2 vehicles	dry	150327064340901	28	06	0	B	SS	BA	1011
032-01	0.09	0182	127.47	1	1	0	0	0	0	2015-03-28	MV in Trans	Rear End	2 vehicles	dry	150328131250749	28	13	1	B	NN	BA	754
032-01	0.25	0182	127.63	1	1	0	0	0	0	2015-03-30	MV in Trans	Right Turn-h	Bus	dry	150330110234571	28	10	1	B	SE	BJ	106
032-01	0.36	0182	127.74	1	0	0	1	0	2	2015-03-31	Unknown	Non Coll	3+ vehicles	dry	150331145104446	28	14	0	B	NN	ZBR	655
032-01	0.37	0182	127.75	1	1	0	0	0	0	2015-04-11	MV in Trans	S Swipe(sd)	2 vehicles	dry	150411163941693	28	16	0	B	NN	HB	701
032-01	0.04	0182	127.42	1	0	0	1	0	2	2015-04-19	MV in Trans	Rear End	2 vehicles	dry	150419043057216	28	12	0	B	SS	BA	1035
032-01	0.09	0182	127.47	1	1	0	0	0	0	2015-04-29	MV in Trans	Rt Angle	2 vehicles	dry	150429011821920	28	01	1	B	N	ZB	777
032-01	0.35	0182	127.73	1	1	0	0	0	0	2015-05-04	MV in Trans	S Swipe(sd)	2 vehicles	dry	150504093543711	28	09	0	B	SS	BB	616
032-01	0.43	0182	127.81	1	1	0	0	0	0	2015-05-13	MV in Trans	S Swipe(sd)	Bus	dry	150513070151638	28	06	0	B	SS	HH	1022

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LADOTD Crash List

University Avenue
Cameron St. to Madeline Ave.

Within 1070 feet of latitude 30.235723, longitude -92.032425
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	0.27	0182	127.65	1	1	0	0	0	0	2015-06-09	MV in Trans	Right Turn-i	2 vehicles	dry	150609002216868	28	23	1	B	ES	ZB	180
032-01	0.05	0182	127.43	1	0	0	1	0	1	2015-06-11	MV in Trans	Rear End	2 vehicles	dry	150611104544467	28	10	0	B	EE	BA	959
032-01	0.42	0182	127.80	1	0	0	1	0	2	2015-07-13	MV in Trans	Rear End	2 vehicles	dry	150713115546340	28	11	0	B	NN	BA	976
032-01	0.26	0182	127.64	1	1	0	0	0	0	2015-08-19	MV in Trans	S Swipe(sd)	2 vehicles	wet	150819071211989	28	07	0	B	SS	HB	158
032-01	0.43	0182	127.81	1	1	0	0	0	0	2015-08-28	MV in Trans	S Swipe(sd)	2 vehicles	dry	150828113318152	28	11	0	B	SS	HB	1041
032-01	0.25	0182	127.63	1	1	0	0	0	0	2015-10-12	MV in Trans	Left Turn-f	2 vehicles	dry	151012183131596	28	19	1	B	NS	IB	63
032-01	0.25	0182	127.63	1	1	0	0	0	0	2015-10-20	MV in Trans	S Swipe(sd)	2 vehicles	dry	151020202224609	28	20	0	B	WW	HB	108
032-01	0.25	0182	127.63	1	1	0	0	0	0	2015-11-12	MV in Trans	Left Turn-g	2 vehicles	dry	151112190405638	28	18	1	B	EN	KB	104
032-01	0.08	0182	127.46	1	0	0	1	0	1	2015-11-18	MV in Trans	Rear End	2 vehicles	dry	151118181151301	28	17	1	B	SS	BA	816
032-01	0.25	0182	127.63	1	1	0	0	0	0	2015-12-02	MV in Trans	Other	2 vehicles	dry	151208061856710	28	11	0	B	ES	IA	92
Total	2015			24	18	0	6	0	10													
032-01	0.06	0182	127.28	1	1	0	0	0	0	2016-01-18	MV in Trans	Rear End	2 vehicles	dry	160118055134033	28	12	0	B	SS	BA	918
032-01	0.11	0182	127.34	1	1	0	0	0	0	2016-01-19	MV in Trans	Rear End	2 vehicles	dry	160119053114754	28	08	0	B	SS	BA	634
032-01	0.14	0182	127.36	1	1	0	0	0	0	2016-01-22	MV in Trans	Rear End	3+ vehicles	dry	160122044126794	28	10	0	B	SSS	BBQ	501
032-01	0.33	0182	127.55	1	1	0	0	0	0	2016-02-07	MV in Trans	S Swipe(sd)	2 vehicles	dry	160207064540405	28	14	0	B	NN	HB	508
032-01	0.40	0182	127.63	1	1	0	0	0	0	2016-02-16	MV in Trans	S Swipe(sd)	2 vehicles	dry	160216094010487	28	09	0	B	NN	HB	903
032-01	0.41	0182	127.64	1	0	0	1	0	1	2016-02-22	MV in Trans	Rt Angle	2 vehicles	wet	160222194607127	28	11	1	B	WN	IB	942
032-01	0.25	0182	127.48	1	0	0	1	0	2	2016-03-15	MV in Trans	Left Turn-e	2 vehicles	dry	160315102257975	28	10	1	B	EN	IB	106
032-01	0.04	0182	127.26	1	1	0	0	0	0	2016-03-24	MV in Trans	S Swipe(sd)	2 vehicles	dry	160324235257514	28	23	0	B	N	ZB	1042
032-01	0.09	0182	127.31	1	0	0	1	0	1	2016-04-04	MV in Trans	Rt Angle	2 vehicles	dry	160404044036731	28	08	1	B	ES	IB	766

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LADOTD Crash List

University Avenue
Cameron St. to Madeline Ave.

Within 1070 feet of latitude 30.235723, longitude -92.032425
2014-01-01 to 2016-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
032-01	0.04	0182	127.26	1	1	0	0	0	0	2016-04-06	MV in Trans	Rear End	2 vehicles	dry	160406070951401	28	08	0	B	SS	BA	1020
032-01	0.15	0182	127.37	1	0	1	0	1	3	2016-04-25	MV in Trans	Head on	2 vehicles	dry	160425062653528	28	22	1	B	SN	FB	465
032-01	0.25	0182	127.47	1	0	0	1	0	2	2016-05-07	MV in Trans	Rt Angle	2 vehicles	dry	160507103139139	28	10	1	B	ES	IB	61
032-01	0.04	0182	127.26	1	0	0	1	0	2	2016-05-31	MV in Trans	Rear End	2 vehicles	dry	160531153352971	28	15	0	B	SS	BA	1031
032-01	0.06	0182	127.29	1	1	0	0	0	0	2016-06-08	MV in Trans	Rt Angle	2 vehicles	dry	160608123121214	28	12	0	B	ES	JB	907
032-01	0.09	0182	127.31	1	1	0	0	0	0	2016-06-24	MV in Trans	S Swipe(sd)	2 vehicles	dry	160624142341628	28	14	1	B	NN	BH	783
032-01	0.09	0182	127.31	1	0	0	1	0	4	2016-07-14	MV in Trans	Rt Angle	2 vehicles	dry	160714170115674	28	16	1	B	NS	IB	764
032-01	0.08	0182	127.31	1	1	0	0	0	0	2016-08-29	Unknown	Right Turn-h	2 vehicles	dry	160829181053347	28	17	0	B	S	ZB	806
032-01	0.24	0182	127.47	1	0	0	1	0	1	2016-08-29	MV in Trans	Rear End	3+ vehicles	dry	160829043537308	28	07	1	B	SSS	BBA	59
032-01	0.25	0182	127.48	1	1	0	0	0	0	2016-08-30	MV in Trans	Rear End	2 vehicles	dry	160830044031475	28	08	0	B	SS	ZA	101
032-01	0.43	0182	127.65	1	1	0	0	0	0	2016-09-01	MV in Trans	Left Turn-g	3+ vehicles	dry	160901005102542	28	00	1	B	WS	IBR	1037
032-01	0.04	0182	127.26	1	0	0	1	0	1	2016-09-07	MV in Trans	Rear End	2 vehicles	dry	160907045105082	28	09	0	B	SS	ZA	1026
032-01	0.25	0182	127.47	1	0	0	1	0	2	2016-09-23	MV in Trans	Left Turn-e	2 vehicles	dry	160923105253043	28	06	1	B	ES	IB	66
032-01	0.19	0182	127.42	1	0	0	1	0	1	2016-10-14	MV in Trans	Rear End	3+ vehicles	dry	161014065213302	28	06	0	B	SSS	BAA	222
032-01	0.16	0182	127.39	1	1	0	0	0	0	2016-11-04	Unknown	Rear End	2 vehicles	wet	161104072822816	28	06	0	B	SS	B	382
032-01	0.37	0182	127.59	1	1	0	0	0	0	2016-11-05	MV in Trans	Left Turn-e	2 vehicles	dry	161105103416307	28	10	0	B	WW	ZB	716
032-01	0.25	0182	127.47	1	0	0	1	0	1	2016-11-20		Left Turn-f	2 vehicles	dry	161120194655171	28	19	1	B	W	ZI	74
032-01	0.32	0182	127.55	1	1	0	0	0	0	2016-12-06	Ran off Road-R	Non Coll	2 vehicles	dry	161207000335963	28	23	1	B	NN	BB	477
032-01	0.33	0182	127.56	1	1	0	0	0	0	2016-12-11	MV in Trans	Rt Angle	2 vehicles	dry	161211033004677	28	03	1	B	WN	IB	520
Total	2016			28	16	1	11	1	21													
Grand	Total			78	51	1	26	1	44													

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Appendix E: Conflict Point Inventory

CONFLICT POINT INVENTORY

Intersection	Quantity
Renaud Drive / Driveway #1	31
Driveway #2 (McDonalds)	2
Abraham Drive / Driveway #3 (Valero)	42
Driveway #4 (Valero)	2
Driveway #5 (Whataburger)	2
Driveway #6 (Burger King / TA)	42
Driveway #7 (Red Roof)	2
Driveway #8 (Cracker Barrel)	2
Driveway #9 (Cracker Barrel)	2
Driveway #10 (TA)	2
I-12 Westbound Ramp Terminal	22
I-12 Eastbound Ramp Terminal	17
Alcide Dominique Dr / Hollywood Dr./MLK Jr Dr 2 RCUTS	12
Driveway #11 (Texaco)	2
Driveway #12 (Texaco)	2
Clara Street R CUT	6
Driveway #13 (Corner Express) RCUT	6
Driveway #14 June Andres Services	2
Delores Street	11
Driveway #15 (Cheep Cars)	11
Driveway #16 (Cheep Cars)	11
Riley Street	11
Driveway #17 (Shell)	11
Driveway #18 (Shell)	11
Fairway Dr / Windmill Ln	42
Driveway #19 (KD Seafood)	11
Driveway #20 (KD Seafood)	11
Driveway #21 (Power Auto Group)	11
Driveway #22 (Copies n More)	11
Wilshire Ln / Driveway #23	42
Driveway #24 (Team Industrial Services)	11
Driveway #25	11
Driveway #26 (Exxon)	11
Driveway #27 (Exxon)	11
W. Willow St	68
Driveway #28 (Fact O Bake)	11
Driveway #29 (Motor City)	11
Driveway #30 (Motor City)	11
Driveway #31 (Speedway)	11
Driveway #32 (Speedway)	11
W. Gilman Rd	11
Driveway #33 (Federal Golf Carts)	11
Driveway #34 (Federal Golf Carts)	11
Driveway #35 (Quality Painting)	11

Intersection	Quantity
Driveway #36 (Quality Painting)	11
Driveway #37	11
Driveway #38	11
Driveway #39 (Resident)	11
Driveway #40 (Resident)	11
Driveway #41 (Resident)	11
Keeling St / Driveway #42	42
Driveway #43 (Anthony's Car Detail)	11
Driveway #44 (Anthony's Car Detail)	11
Driveway #45 (Resident)	11
Driveway #46 (Resident)	11
Arthur Street / Driveway #47 (Assian Gourmet)	11
Driveway #48 (Assian Gourmet/Chico's Seafood)	42
Driveway #49 (Dollar General)	11
Driveway #50	11
Driveway #51 (Resident)	11
Edison Street	11
Driveway #52 (Big Boy Tobacco)	11
Driveway #53 (Big Boy Tobacco)	11
Madeline St	42
Driveway #54 (Country Cuisine)	11
Driveway #55 (Kingdom Alarms)	11
Driveway #56 (Resident)	11
Driveway #57 (Resident)	11
Driveway #58 (Resident)	11
Eric Street	11
Joan Street	11
Driveway #59 (Area Wholesale Tire)	11
Driveway #60 (A-Plus Glass)	11
Driveway #61 (Custon Sheet Metal)	11
Portlock St	11
Driveway #62 (Custon Sheet Metal)	11
Driveway #63 (Custon Sheet Metal)	11
Driveway #64 (Resident)	11
Driveway #65 (Bridge)	11
Driveway #66 (Labbe's Auto)	11
Dorothy St	11
Walker Rd	11
Midway St	42
Driveway #67 (Motel)	11
Driveway #68 (Motel)	11
Driveway #69 (O'Reilly)	2
US 90 (Cameron St)	48
Total	**1228**

BOULEVARD ALTERNATE CONFLICT POINT INVENTORY

NOTE: MEDIANS EVERYWHERE EXCEPT CERTAIN LOCATIONS HIGHLIGHTED IN YELLOW

Intersection	Quantity
Renaud Drive / Driveway #1 ROUNDABOUT ALL ALTS	8
Driveway #2 (McDonalds)	2
Abraham Drive / Driveway #3 (Valero)	2
Driveway #4 (Valero)	2
Driveway #5 (Whataburger)	2
Driveway #6 (Burger King / TA)	2
Driveway #7 (Red Roof)	2
Driveway #8 (Cracker Barrel)	2
Driveway #9 (Cracker Barrel)	2
Driveway #10 (TA)	2
I-12 Westbound Ramp Terminal FULL ACCESS SAME AS EXISTING	22
I-12 Eastbound Ramp Terminal FULL ACCESS SAME AS EXISTING	17
Alcide Dominique Dr / Hollywood Dr./MLK Jr Dr 2 RCUTS TO REMAIN	12
Driveway #11 (Texaco)	2
Driveway #12 (Texaco)	2
Clara Street R CUT REMAIN RCUT SAME AS EXISTING	6
Driveway #13 (Corner Express) RCUT REMAIN RCUT SAME AS EXISTING	6
Driveway #14 June Andres Services	2
Delores Street	2
Driveway #15 (Cheep Cars)	2
Driveway #16 (Cheep Cars)	2
Riley Street	2
Driveway #17 (Shell)	2
Driveway #18 (Shell)	2
Fairway Dr / Windmill Ln	2
Driveway #19 (KD Seafood)	2
Driveway #20 (KD Seafood)	2
Driveway #21 (Power Auto Group)	2
Driveway #22 (Copies n More)	2
Wilshire Ln / Driveway #23	2
Driveway #24 (Team Industrial Services)	2
Driveway #25	2
Driveway #26 (Exxon)	2
Driveway #27 (Exxon)	2
W. Willow St FULL ACCESS SAME AS EXISTING	68
Driveway #28 (Fact O Bake)	2
Driveway #29 (Motor City)	2
Driveway #30 (Motor City)	2
Driveway #31 (Speedway)	2
Driveway #32 (Speedway)	2
W. Gilman Rd	2
Driveway #33 (Federal Golf Carts)	2
Driveway #34 (Federal Golf Carts)	2
Driveway #35 (Quality Painting)	2

Intersection	Quantity
Driveway #36 (Quality Painting)	2
Driveway #37	2
Driveway #38	2
Driveway #39 (Resident)	2
Driveway #40 (Resident)	2
Driveway #41 (Resident)	2
Uturn (Assumed SB U turn + NB U turn)	8
Keeling St / Driveway #42	2
Driveway #43 (Anthony's Car Detail)	2
Driveway #44 (Anthony's Car Detail)	2
Driveway #45 (Resident)	2
Driveway #46 (Resident)	2
Arthur Street / Driveway #47 (Assian Gourmet)	2
Driveway #48 (Assian Gourmet/Chico's Seafood)	2
Driveway #49 (Dollar General)	2
Driveway #50	2
Driveway #51 (Resident)	2
Edison Street	2
Driveway #52 (Big Boy Tobacco)	2
Driveway #53 (Big Boy Tobacco)	2
Madeline St FULL ACCESS SAME AS EXISTING	42
Driveway #54 (Country Cuisine)	2
Driveway #55 (Kingdom Alarms)	2
Driveway #56 (Resident)	2
Driveway #57 (Resident)	2
Driveway #58 (Resident)	2
Eric Street	2
Joan Street	2
Driveway #59 (Area Wholesale Tire)	2
Driveway #60 (A-Plus Glass)	2
Driveway #61 (Custon Sheet Metal)	2
Portlock St	2
Driveway #62 (Custon Sheet Metal)	2
Driveway #63 (Custon Sheet Metal)	2
Uturn (Assumed SB U turn + NB U turn)	8
Driveway #64 (Resident)	2
Driveway #65 (Bridge)	2
Driveway #66 (Labbe's Auto)	2
Dorothy St	2
Walker Rd	2
Midway St	2
Driveway #67 (Motel)	2
Driveway #68 (Motel)	2
Driveway #69 (O'Reilly)	2
US 90 (Cameron St) FULL ACCESS SAME AS EXISTING	48
Total	**401**

REMOVE 1 NB SB LANE - MATCH EXISTING ACCESS

CONFLICT POINT INVENTORY

Intersection	Quantity
Renaud Drive / Driveway #1 ROUNDABOUT ALL ALTS	8
Driveway #2 (McDonalds)	2
Abraham Drive / Driveway #3 (Valero) 2 LANE ROAD	32
Driveway #4 (Valero)	2
Driveway #5 (Whataburger)	2
Driveway #6 (Burger King / TA) 2 LANE ROAD	32
Driveway #7 (Red Roof)	2
Driveway #8 (Cracker Barrel)	2
Driveway #9 (Cracker Barrel)	2
Driveway #10 (TA)	2
I-12 Westbound Ramp Terminal	13
I-12 Eastbound Ramp Terminal	13
Alcide Dominique Dr / Hollywood Dr./MLK Jr Dr 2 RCUTS	10
Driveway #11 (Texaco)	2
Driveway #12 (Texaco)	2
Clara Street R CUT	5
Driveway #13 (Corner Express) RCUT	5
Driveway #14 June Andres Services	2
Delores Street	9
Driveway #15 (Cheep Cars)	9
Driveway #16 (Cheep Cars)	9
Riley Street	9
Driveway #17 (Shell)	9
Driveway #18 (Shell)	9
Fairway Dr / Windmill Ln	32
Driveway #19 (KD Seafood)	9
Driveway #20 (KD Seafood)	9
Driveway #21 (Power Auto Group)	9
Driveway #22 (Copies n More)	9
Wilshire Ln / Driveway #23	32
Driveway #24 (Team Industrial Services)	9
Driveway #25	9
Driveway #26 (Exxon)	9
Driveway #27 (Exxon)	9
W. Willow St	42
Driveway #28 (Fact O Bake)	9
Driveway #29 (Motor City)	9
Driveway #30 (Motor City)	9
Driveway #31 (Speedway)	9
Driveway #32 (Speedway)	9
W. Gilman Rd	9
Driveway #33 (Federal Golf Carts)	9
Driveway #34 (Federal Golf Carts)	9
Driveway #35 (Quality Painting)	9

Intersection	Quantity
Driveway #36 (Quality Painting)	9
Driveway #37	9
Driveway #38	9
Driveway #39 (Resident)	9
Driveway #40 (Resident)	9
Driveway #41 (Resident)	9
Keeling St / Driveway #42	32
Driveway #43 (Anthony's Car Detail)	9
Driveway #44 (Anthony's Car Detail)	9
Driveway #45 (Resident)	9
Driveway #46 (Resident)	9
Arthur Street / Driveway #47 (Assian Gourmet)	9
Driveway #48 (Assian Gourmet/Chico's Seafood)	32
Driveway #49 (Dollar General)	9
Driveway #50	9
Driveway #51 (Resident)	9
Edison Street	9
Driveway #52 (Big Boy Tobacco)	9
Driveway #53 (Big Boy Tobacco)	9
Madeline St	32
Driveway #54 (Country Cuisine)	9
Driveway #55 (Kingdom Alarms)	9
Driveway #56 (Resident)	9
Driveway #57 (Resident)	9
Driveway #58 (Resident)	9
Eric Street	9
Joan Street	9
Driveway #59 (Area Wholesale Tire)	9
Driveway #60 (A-Plus Glass)	9
Driveway #61 (Custon Sheet Metal)	9
Portlock St	9
Driveway #62 (Custon Sheet Metal)	9
Driveway #63 (Custon Sheet Metal)	9
Driveway #64 (Resident)	9
Driveway #65 (Bridge)	9
Driveway #66 (Labbe's Auto)	9
Dorothy St	9
Walker Rd	9
Midway St	32
Driveway #67 (Motel)	9
Driveway #68 (Motel)	9
Driveway #69 (O'Reilly)	2
US 90 (Cameron St)	32
Total	**946**

CONFLICT POINT INVENTORY

NOTE: MEDIANS EVERYWHERE EXCEPT CERTAIN LOCATIONS HIGHLIGHTED IN YELLOW

Intersection	Quantity
Renaud Drive / Driveway #1 ROUNDABOUT ALL ALTS	8
Driveway #2 (McDonalds)	2
Abraham Drive / Driveway #3 (Valero)	2
Driveway #4 (Valero)	2
Driveway #5 (Whataburger)	2
Driveway #6 (Burger King / TA)	2
Driveway #7 (Red Roof)	2
Driveway #8 (Cracker Barrel)	2
Driveway #9 (Cracker Barrel)	2
Driveway #10 (TA)	2
I-12 Westbound Ramp Terminal Multi-Lane Roundabout	14
I-12 Eastbound Ramp Terminal Multi-Lane Roundabout	14
Alcide Dominique Dr / Hollywood Dr./MLK Jr Dr EXISTING 2 RCUTS REMAIN	12
Driveway #11 (Texaco)	2
Driveway #12 (Texaco)	2
Clara Street R CUT REMAIN RCUT	6
Driveway #13 (Corner Express) RCUT REMAIN RCUT	6
Driveway #14 June Andres Services	2
Delores Street	2
Driveway #15 (Cheep Cars)	2
Driveway #16 (Cheep Cars)	2
Riley Street	2
Driveway #17 (Shell)	2
Driveway #18 (Shell)	2
Fairway Dr / Windmill Ln	2
Driveway #19 (KD Seafood)	2
Driveway #20 (KD Seafood)	2
Driveway #21 (Power Auto Group)	2
Driveway #22 (Copies n More)	2
Wilshire Ln / Driveway #23	2
Driveway #24 (Team Industrial Services)	2
Driveway #25	2
Driveway #26 (Exxon)	2
Driveway #27 (Exxon)	2
W. Willow St Multi-Lane Roundabout	24
Driveway #28 (Fact O Bake)	2
Driveway #29 (Motor City)	2
Driveway #30 (Motor City)	2
Driveway #31 (Speedway)	2
Driveway #32 (Speedway)	2
W. Gilman Rd	2
Driveway #33 (Federal Golf Carts)	2
Driveway #34 (Federal Golf Carts)	2
Driveway #35 (Quality Painting)	2

Intersection	Quantity
Driveway #36 (Quality Painting)	2
Driveway #37	2
Driveway #38	2
Driveway #39 (Resident)	2
Driveway #40 (Resident)	2
Driveway #41 (Resident)	2
Uturn (Assumed SB U turn + NB U turn)	8
Keeling St / Driveway #42	2
Driveway #43 (Anthony's Car Detail)	2
Driveway #44 (Anthony's Car Detail)	2
Driveway #45 (Resident)	2
Driveway #46 (Resident)	2
Arthur Street / Driveway #47 (Assian Gourmet)	2
Driveway #48 (Assian Gourmet/Chico's Seafood)	2
Driveway #49 (Dollar General)	2
Driveway #50	2
Driveway #51 (Resident)	2
Edison Street	2
Driveway #52 (Big Boy Tobacco)	2
Driveway #53 (Big Boy Tobacco)	2
Madeline St Multi-Lane Roundabout	18
Driveway #54 (Country Cuisine)	2
Driveway #55 (Kingdom Alarms)	2
Driveway #56 (Resident)	2
Driveway #57 (Resident)	2
Driveway #58 (Resident)	2
Eric Street	2
Joan Street	2
Driveway #59 (Area Wholesale Tire)	2
Driveway #60 (A-Plus Glass)	2
Driveway #61 (Custon Sheet Metal)	2
Portlock St	2
Driveway #62 (Custon Sheet Metal)	2
Driveway #63 (Custon Sheet Metal)	2
Uturn (Assumed SB U turn + NB U turn)	8
Driveway #64 (Resident)	2
Driveway #65 (Bridge)	2
Driveway #66 (Labbe's Auto)	2
Dorothy St	2
Walker Rd	2
Midway St	2
Driveway #67 (Motel)	2
Driveway #68 (Motel)	2
Driveway #69 (O'Reilly)	2
US 90 (Cameron St) Multi-Lane Roundabout	23
Total	**297**

Appendix F: Speed Study

Spot Speed Study

Location:	N. University Avenue		
Report #:		Time of Study:	11:00 AM
Date:	5/17/2017	Weather:	Fair
Direction of Travel:	Northbound	Road Conditions:	Dry
Route:	LA 182	Parish:	Lafayette
Control Section:		Posted Speed Limit	40

Mean (Average):	39	50th Percentile:	39.5
Mode:	41	85th Percentile:	43
Median:	39.5	95th Percentile:	45
Bottom of 10 MPH Pace Speed	35	No. of Observations:	100
Top of 10 MPH Pace Speed:	44	% of Vehicles in Pace Range:	85%

Speed	Freq.	Percent	Cumulative
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	1	1.00%	1.00%
30	0	0.00%	1.00%
31	2	2.00%	3.00%
32	0	0.00%	3.00%
33	0	0.00%	3.00%
34	6	6.00%	9.00%
35	6	6.00%	15.00%
36	4	4.00%	19.00%
37	12	12.00%	31.00%
38	8	8.00%	39.00%
39	11	11.00%	50.00%
40	9	9.00%	59.00%
41	16	16.00%	75.00%
42	5	5.00%	80.00%
43	8	8.00%	88.00%
44	6	6.00%	94.00%

Speed	Freq.	Percent	Cumulative
45	3	3.00%	97.00%
46	0	0.00%	97.00%
47	0	0.00%	97.00%
48	2	2.00%	99.00%
49	1	1.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
60	0	0.00%	100.00%
61	0	0.00%	100.00%
62	0	0.00%	100.00%
63	0	0.00%	100.00%
64	0	0.00%	100.00%
65	0	0.00%	100.00%
66	0	0.00%	100.00%
67	0	0.00%	100.00%
68	0	0.00%	100.00%
69	0	0.00%	100.00%
70	0	0.00%	100.00%
71	0	0.00%	100.00%
72	0	0.00%	100.00%
73	0	0.00%	100.00%
74	0	0.00%	100.00%

Spot Speed Study

Location:	N. University Avenue		
Report #:		Time of Study:	11:00 AM
Date:	5/17/2017	Weather:	Fair
Direction of Travel:	Southbound	Road Conditions:	Dry
Route:	LA 182	Parish:	Lafayette
Control Section:		Posted Speed Limit	40

Mean (Average):	40	50th Percentile:	40
Mode:	41	85th Percentile:	44
Median:	40	95th Percentile:	47
Bottom of 10 MPH Pace Speed	36	No. of Observations:	100
Top of 10 MPH Pace Speed:	45	% of Vehicles in Pace Range:	81%

Speed	Freq.	Percent	Cumulative
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	2	2.00%	2.00%
31	2	2.00%	4.00%
32	0	0.00%	4.00%
33	1	1.00%	5.00%
34	2	2.00%	7.00%
35	3	3.00%	10.00%
36	8	8.00%	18.00%
37	10	10.00%	28.00%
38	8	8.00%	36.00%
39	7	7.00%	43.00%
40	9	9.00%	52.00%
41	13	13.00%	65.00%
42	7	7.00%	72.00%
43	9	9.00%	81.00%
44	5	5.00%	86.00%

Speed	Freq.	Percent	Cumulative
45	5	5.00%	91.00%
46	3	3.00%	94.00%
47	4	4.00%	98.00%
48	2	2.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
60	0	0.00%	100.00%
61	0	0.00%	100.00%
62	0	0.00%	100.00%
63	0	0.00%	100.00%
64	0	0.00%	100.00%
65	0	0.00%	100.00%
66	0	0.00%	100.00%
67	0	0.00%	100.00%
68	0	0.00%	100.00%
69	0	0.00%	100.00%
70	0	0.00%	100.00%
71	0	0.00%	100.00%
72	0	0.00%	100.00%
73	0	0.00%	100.00%
74	0	0.00%	100.00%

Appendix G: Sidra Analysis Outputs

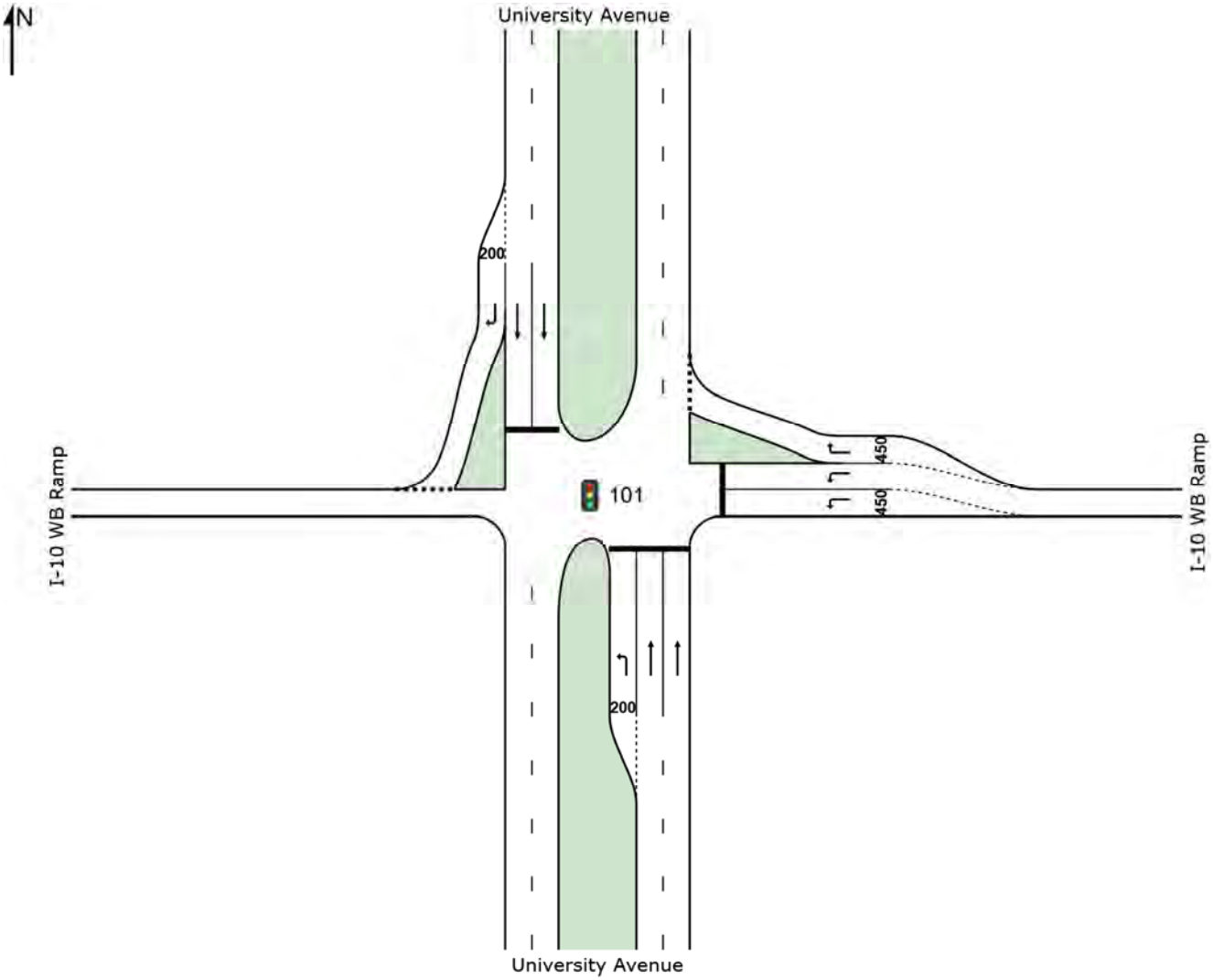
I-10 Westbound Ramp

SITE LAYOUT

Site: 101 [01 2017 AM Existing]

University Avenue

Signals - Pretimed Isolated



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Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\01 I10 WB at University.sip7

MOVEMENT SUMMARY

Site: 101 [01 2017 AM Existing]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	113	4.0	0.388	31.7	LOS C	5.4	140.6	0.89	0.75	23.1
8	T1	866	4.0	0.369	10.2	LOS B	12.5	323.5	0.51	0.45	33.8
Approach		978	4.0	0.388	12.7	LOS B	12.5	323.5	0.55	0.48	32.1
East: I-10 WB Ramp											
1	L2	865	3.0	0.953	74.1	LOS E	32.8	820.9	1.00	1.00	16.1
16	R2	378	3.0	0.459	6.7	LOS A	7.9	202.7	0.40	0.36	31.9
Approach		1243	3.0	0.953	53.6	LOS D	32.8	820.9	0.82	0.81	19.0
North: University Avenue											
4	T1	1277	3.0	0.737	26.2	LOS C	34.7	888.6	0.83	0.75	27.2
14	R2	126	3.0	0.105	2.9	LOS A	1.7	44.2	0.28	0.23	33.7
Approach		1403	3.0	0.737	24.1	LOS C	34.7	888.6	0.78	0.70	27.6
All Vehicles		3625	3.3	0.953	31.1	LOS C	34.7	888.6	0.73	0.68	24.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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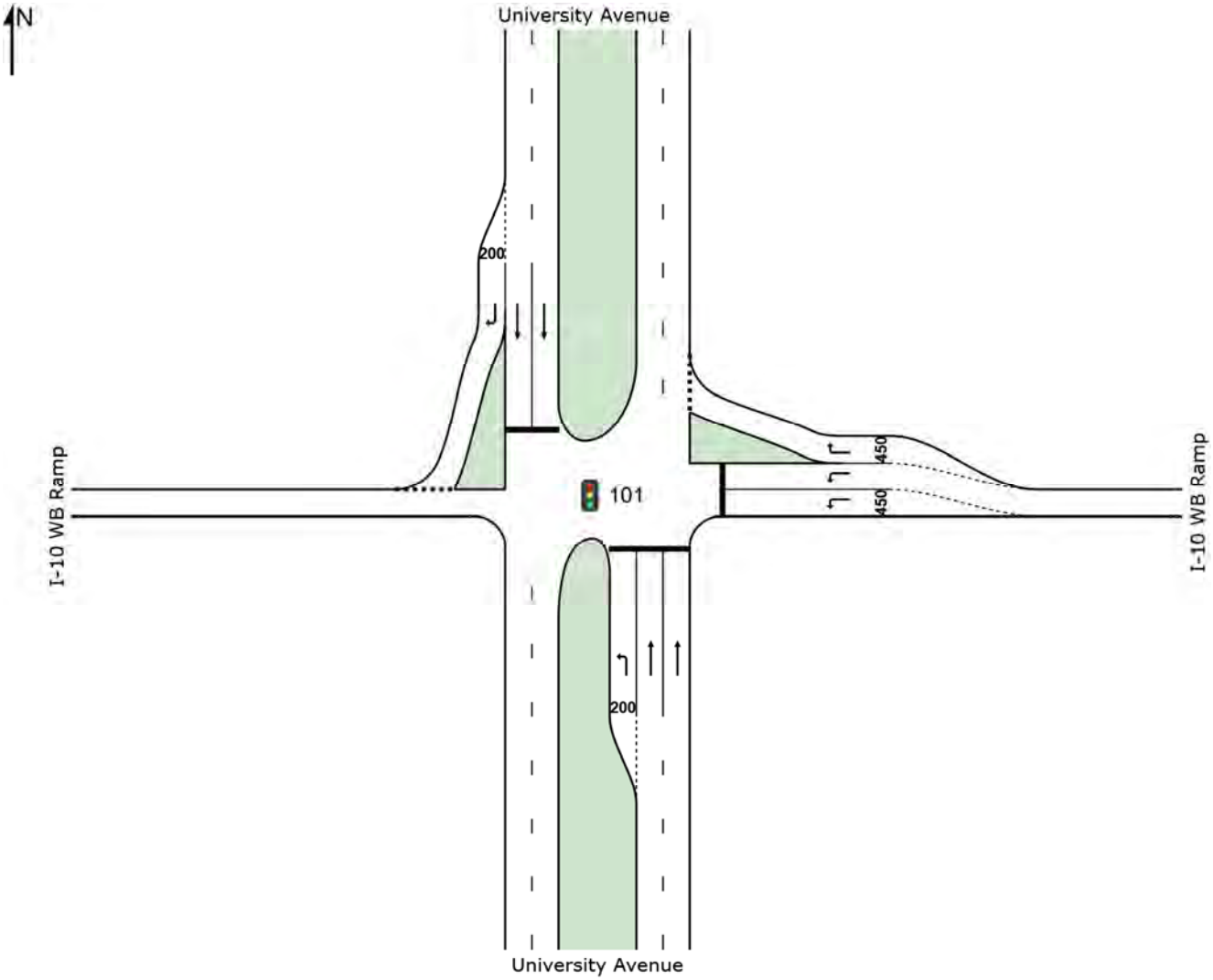
SITE LAYOUT

Site: 101 [02 2017 PM Existing]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [02 2017 PM Existing]

University Avenue

Signals - Pretimed Isolated Cycle Time = 100 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	315	2.0	0.493	9.4	LOS A	9.0	228.1	0.65	0.57	30.2
8	T1	1220	2.0	0.431	4.4	LOS A	11.8	299.3	0.39	0.35	37.0
Approach		1535	2.0	0.493	5.5	LOS A	11.8	299.3	0.44	0.40	35.4
East: I-10 WB Ramp											
1	L2	266	2.0	0.625	46.9	LOS D	6.9	173.5	1.00	0.81	20.1
16	R2	212	2.0	0.351	5.6	LOS A	3.2	81.2	0.35	0.30	32.4
Approach		478	2.0	0.625	28.6	LOS C	6.9	173.5	0.71	0.59	24.2
North: University Avenue											
4	T1	682	2.0	0.327	12.0	LOS B	9.3	236.8	0.58	0.50	32.9
14	R2	175	2.0	0.180	4.9	LOS A	2.8	70.7	0.40	0.33	32.7
Approach		857	2.0	0.327	10.5	LOS B	9.3	236.8	0.54	0.47	32.9
All Vehicles		2869	2.0	0.625	10.8	LOS B	11.8	299.3	0.51	0.45	32.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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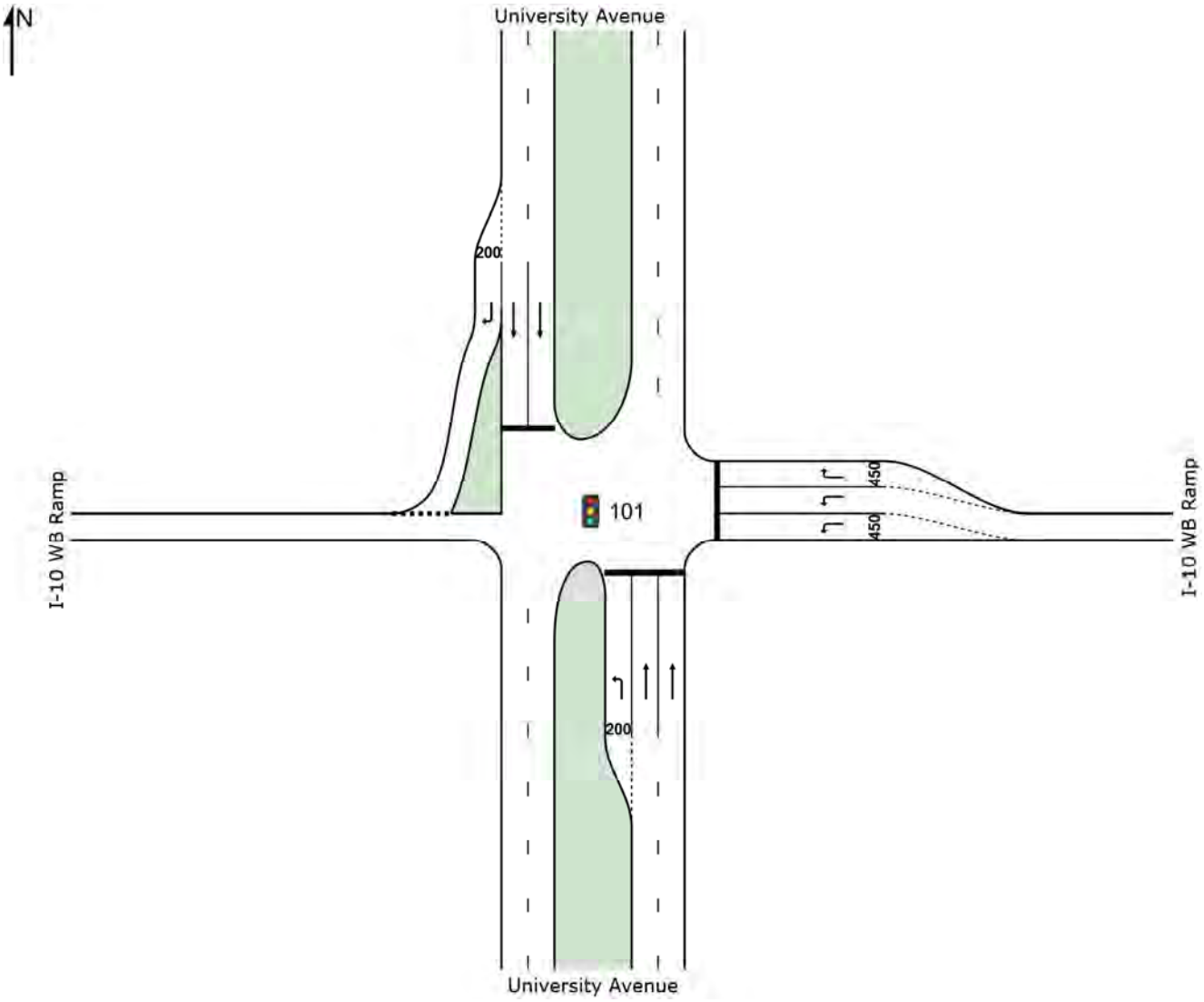
SITE LAYOUT

Site: 101 [03 2020 AM No Build]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [03 2020 AM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	117	4.0	0.419	33.7	LOS C	5.9	151.7	0.92	0.77	22.6
8	T1	900	4.0	0.384	10.4	LOS B	13.2	340.9	0.51	0.46	33.7
Approach		1017	4.0	0.419	13.1	LOS B	13.2	340.9	0.56	0.49	31.9
East: I-10 WB Ramp											
1	L2	899	3.0	0.990	83.9	LOS F[11]	35.9	897.4	1.00	1.03	15.1
16	R2	393	3.0	0.565	6.8	LOS A	14.3	366.7	0.68	0.63	31.5
Approach		1292	3.0	0.990	60.4	LOS E[11]	35.9	897.4	0.90	0.91	17.9
North: University Avenue											
4	T1	1328	3.0	0.769	27.6	LOS C	37.6	962.1	0.85	0.77	26.7
14	R2	131	3.0	0.111	3.1	LOS A	1.9	47.8	0.29	0.24	33.6
Approach		1459	3.0	0.769	25.4	LOS C	37.6	962.1	0.80	0.72	27.2
All Vehicles		3768	3.3	0.990	34.1	LOS C	37.6	962.1	0.77	0.72	23.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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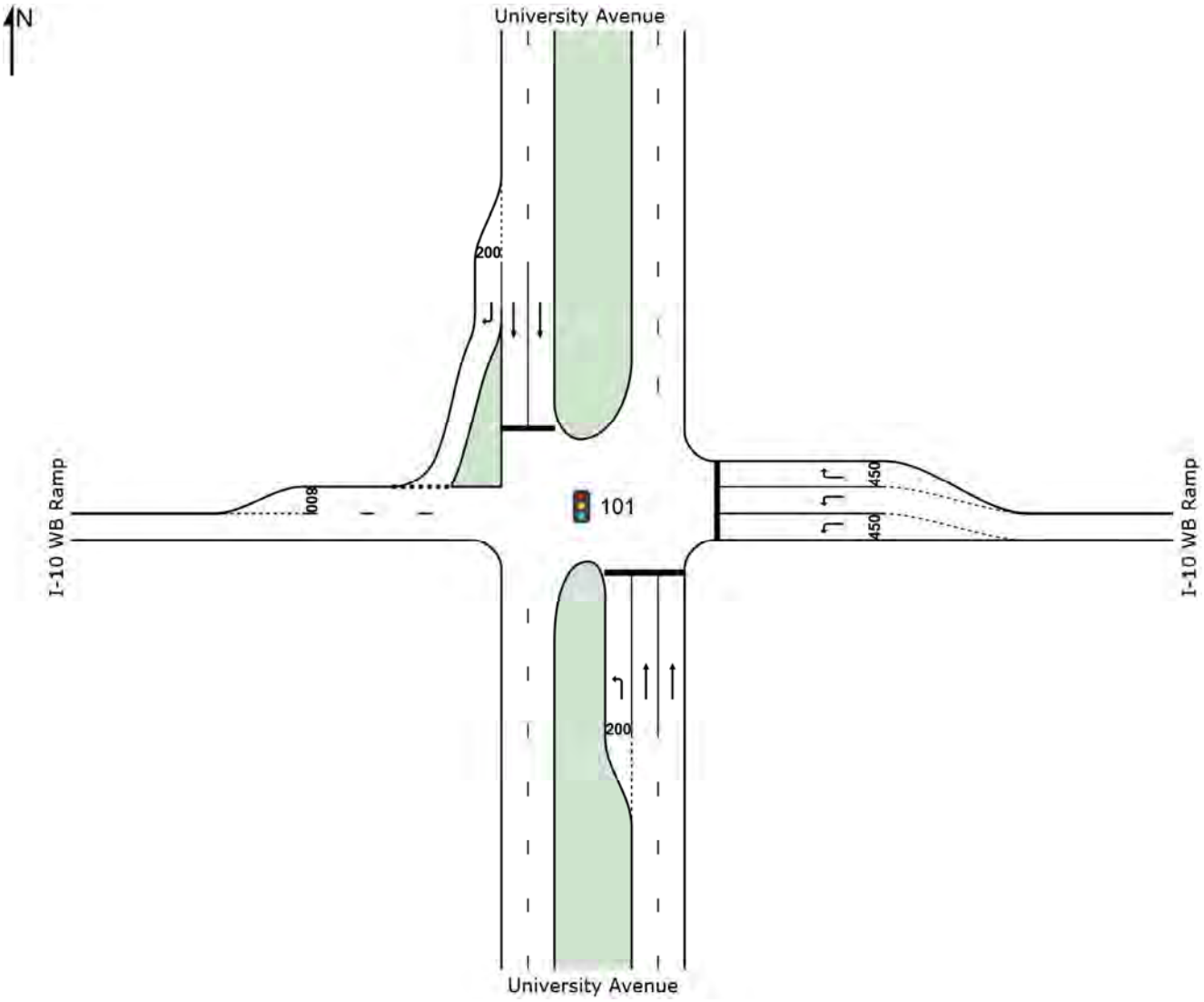
SITE LAYOUT

Site: 101 [04 2020 AM Boulevard]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [04 2020 AM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	117	4.0	0.419	33.7	LOS C	5.9	151.7	0.92	0.77	22.6
8	T1	900	4.0	0.384	10.4	LOS B	13.2	340.9	0.51	0.46	33.7
Approach		1017	4.0	0.419	13.1	LOS B	13.2	340.9	0.56	0.49	31.9
East: I-10 WB Ramp											
1	L2	899	3.0	0.990	83.9	LOS F[11]	35.9	897.4	1.00	1.03	15.1
16	R2	393	3.0	0.565	6.8	LOS A	14.3	366.7	0.68	0.63	31.5
Approach		1292	3.0	0.990	60.4	LOS E[11]	35.9	897.4	0.90	0.91	17.9
North: University Avenue											
4	T1	1328	3.0	0.769	27.6	LOS C	37.6	962.1	0.85	0.77	26.7
14	R2	131	3.0	0.111	3.1	LOS A	1.9	47.8	0.29	0.24	33.6
Approach		1459	3.0	0.769	25.4	LOS C	37.6	962.1	0.80	0.72	27.2
All Vehicles		3768	3.3	0.990	34.1	LOS C	37.6	962.1	0.77	0.72	23.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

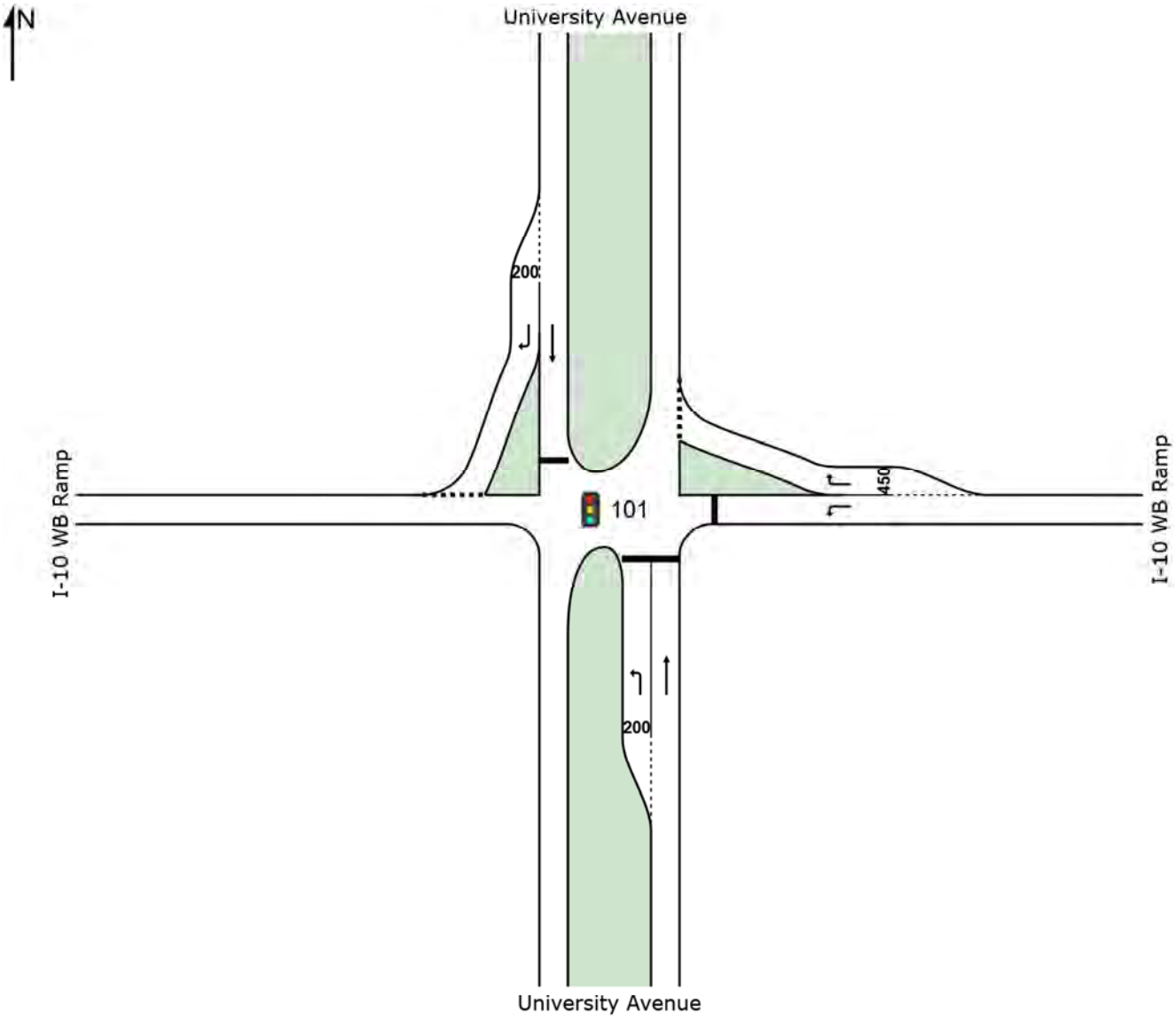
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [05 2020 AM Road Diet]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [05 2020 AM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (Practical Cycle Time)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	117	4.0	1.002	118.8	LOS F[11]	8.0	205.8	1.00	0.92	10.1
8	T1	900	4.0	1.119	104.0	LOS F[11]	93.6	2415.7	1.00	1.33	13.5
Approach		1017	4.0	1.119	105.7	LOS F[11]	93.6	2415.7	1.00	1.28	13.0
East: I-10 WB Ramp											
1	L2	899	3.0	1.520	274.6	LOS F[11]	128.9	3299.3	1.00	1.33	6.2
16	R2	393	3.0	0.534	32.9	LOS C	17.3	442.4	0.76	0.78	23.2
Approach		1292	3.0	1.520	201.0	LOS F[11]	128.9	3299.3	0.93	1.17	8.0
North: University Avenue											
4	T1	1328	3.0	1.527	268.1	LOS F[11]	190.3	4871.2	1.00	1.86	6.6
14	R2	131	3.0	0.094	0.8	LOS A	1.0	24.6	0.13	0.11	34.8
Approach		1459	3.0	1.527	244.1	LOS F[11]	190.3	4871.2	0.92	1.70	7.1
All Vehicles		3768	3.3	1.527	192.0	LOS F[11]	190.3	4871.2	0.94	1.40	8.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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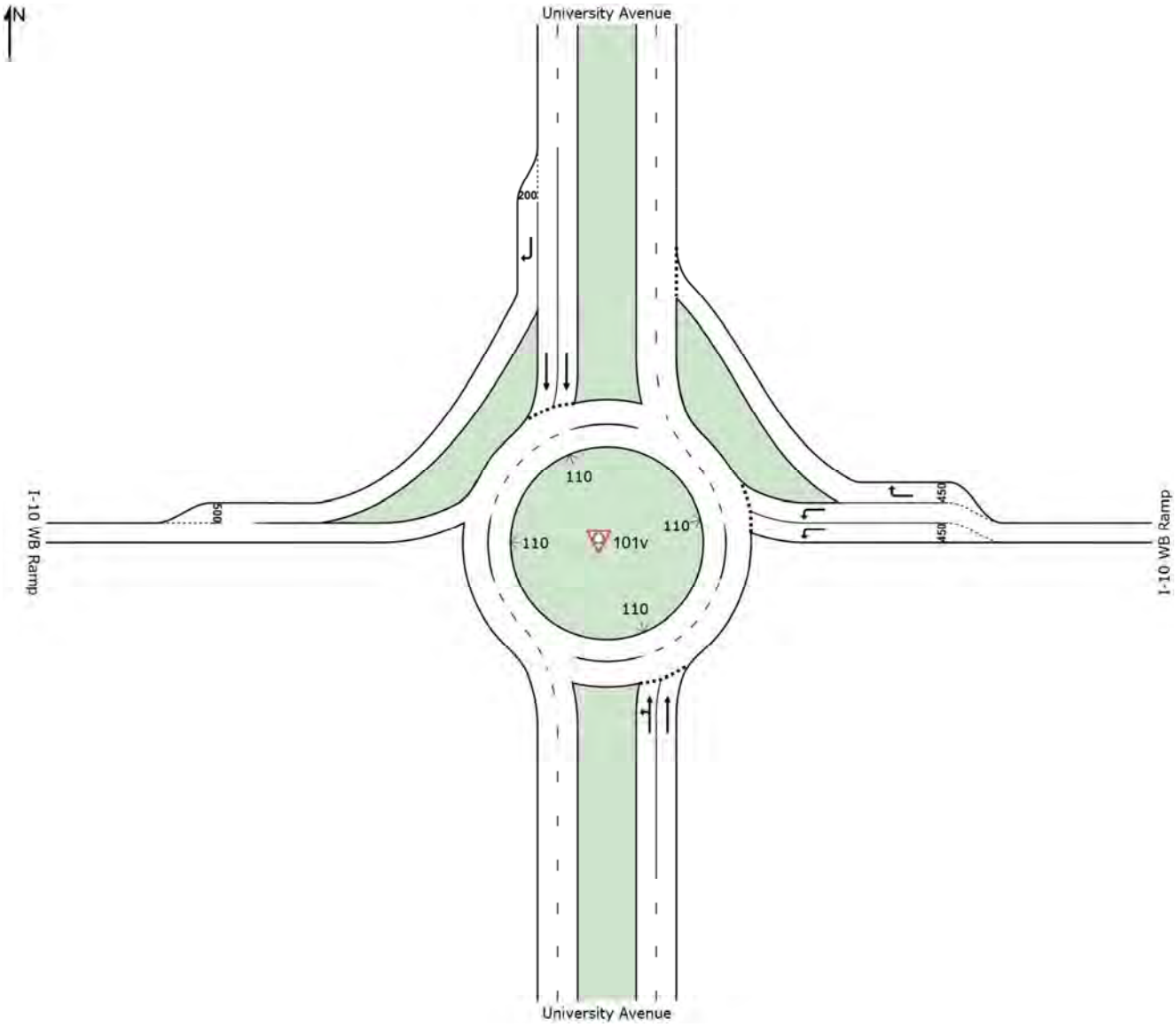
SITE LAYOUT

Site: 101v [06 2020 AM Roundabout]

University Avenue

Roundabout



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MOVEMENT SUMMARY

Site: 101v [06 2020 AM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	117	4.0	0.407	0.0	LOS A	0.0	0.0	0.00	0.00	37.8
8	T1	900	4.0	0.407	0.0	LOS A	0.0	0.0	0.00	0.00	38.1
Approach		1017	4.0	0.407	0.0	LOS A	0.0	0.0	0.00	0.00	38.1
East: I-10 WB Ramp											
1	L2	899	3.0	0.512	4.9	LOS A	3.0	75.5	0.69	0.76	32.9
16	R2	393	3.0	0.386	3.1	LOS A	1.9	48.7	0.63	0.64	35.3
Approach		1292	3.0	0.512	4.4	LOS A	3.0	75.5	0.67	0.72	33.6
North: University Avenue											
4	T1	1328	3.0	0.912	15.9	LOS B	12.7	326.3	0.98	1.35	30.4
14	R2	131	3.0	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	37.3
Approach		1459	3.0	0.912	14.5	LOS B	12.7	326.3	0.89	1.23	30.9
All Vehicles		3768	3.3	0.912	7.1	LOS A	12.7	326.3	0.58	0.72	33.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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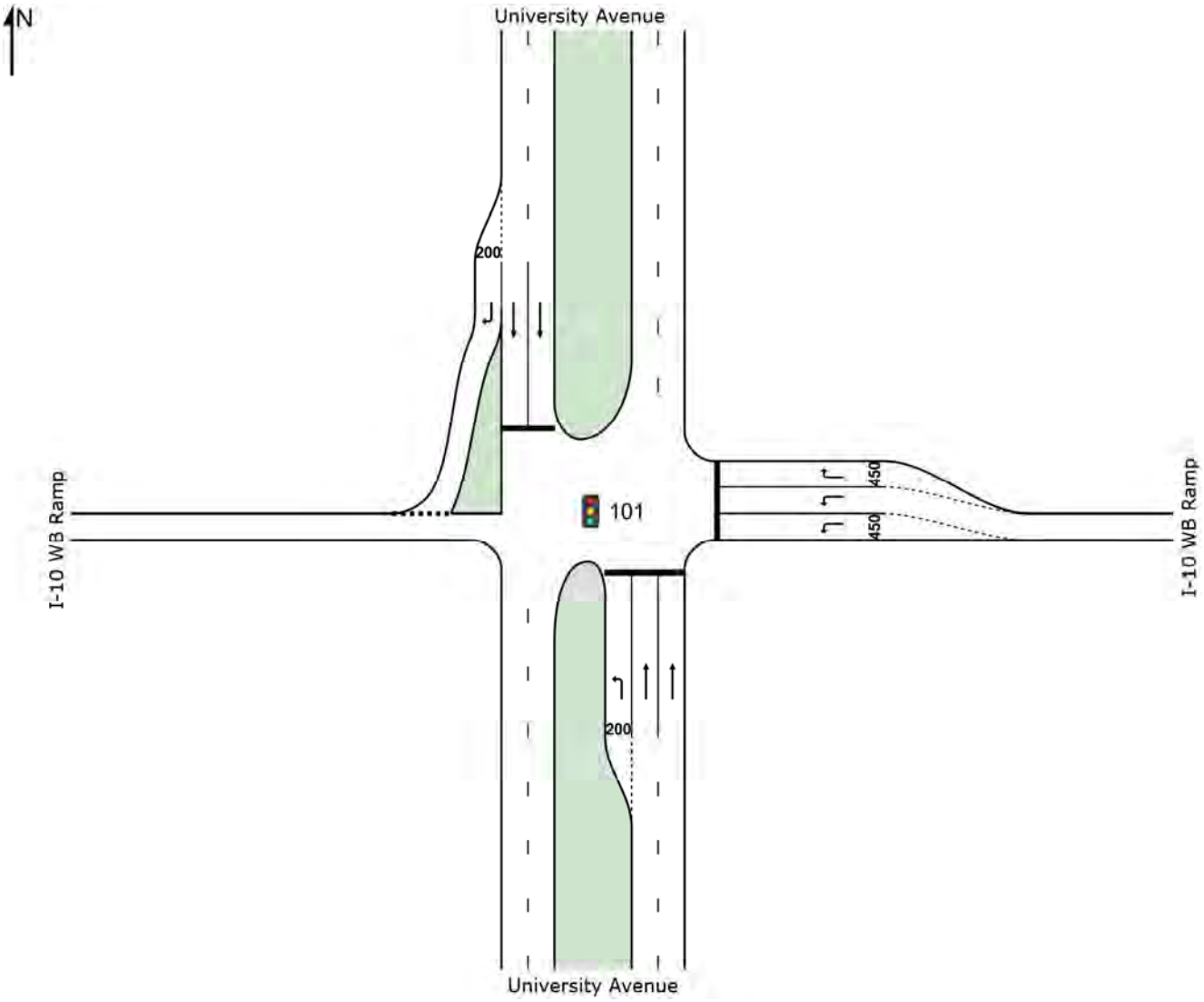
SITE LAYOUT

Site: 101 [07 2020 PM No Build]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [07 2020 PM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 100 seconds (User-Given Phase Times)
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	327	2.0	0.522	10.4	LOS B	9.9	251.8	0.68	0.61	29.8
8	T1	1268	2.0	0.448	4.5	LOS A	12.5	317.7	0.39	0.36	37.0
Approach		1595	2.0	0.522	5.7	LOS A	12.5	317.7	0.45	0.41	35.2
East: I-10 WB Ramp											
1	L2	277	2.0	0.650	48.2	LOS D	7.3	182.5	1.00	0.82	19.9
16	R2	220	2.0	0.472	4.1	LOS A	4.7	119.1	0.47	0.42	32.8
Approach		497	2.0	0.650	28.7	LOS C	7.3	182.5	0.76	0.64	24.1
North: University Avenue											
4	T1	709	2.0	0.340	12.1	LOS B	9.8	248.7	0.58	0.51	32.8
14	R2	182	2.0	0.192	5.7	LOS A	3.1	78.8	0.42	0.36	32.4
Approach		891	2.0	0.340	10.8	LOS B	9.8	248.7	0.55	0.48	32.7
All Vehicles		2983	2.0	0.650	11.1	LOS B	12.5	317.7	0.53	0.47	32.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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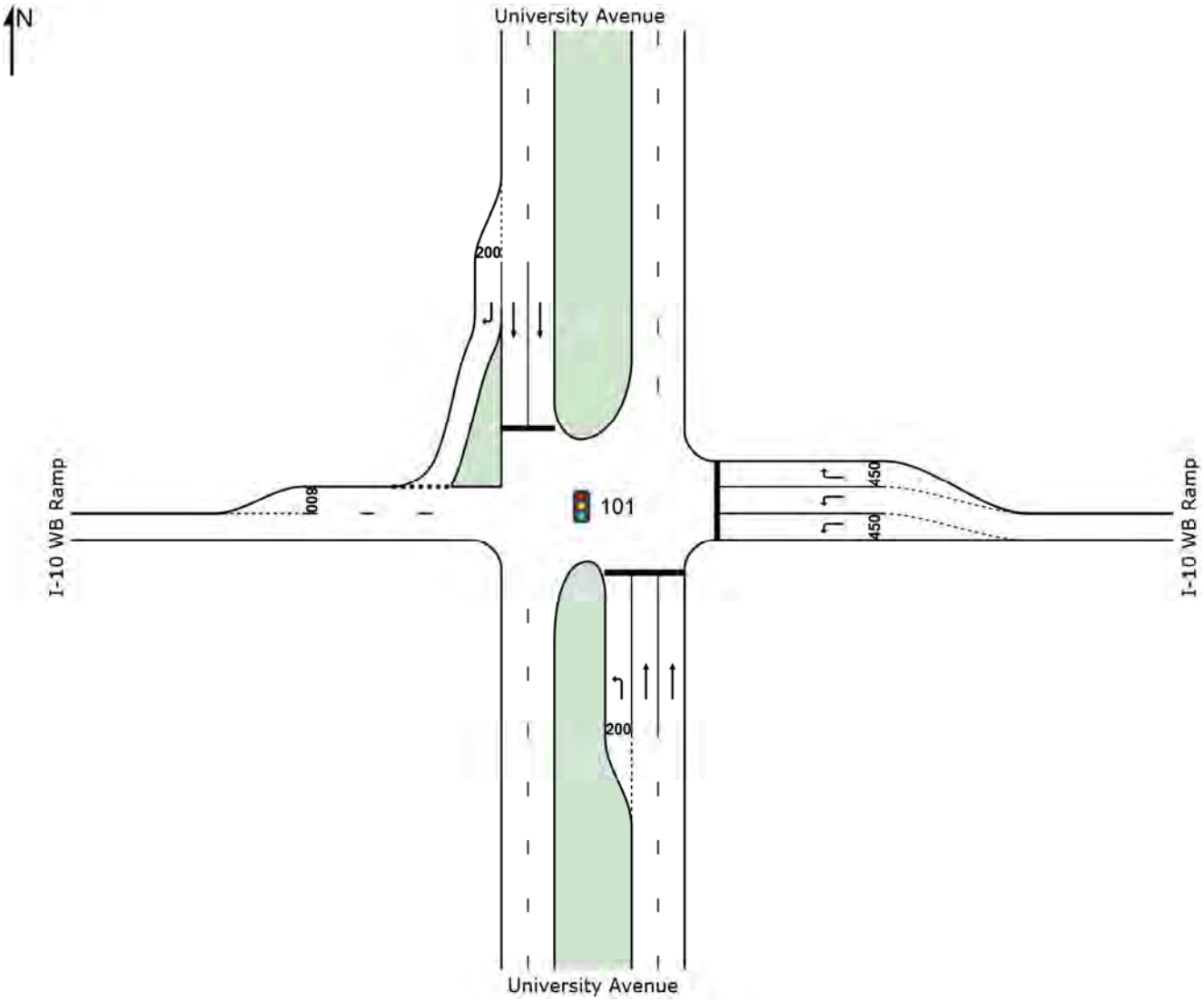
SITE LAYOUT

Site: 101 [08 2020 PM Boulevard]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [08 2020 PM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 100 seconds (User-Given Phase Times)
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	327	2.0	0.522	10.4	LOS B	9.9	251.8	0.68	0.61	29.8
8	T1	1268	2.0	0.448	4.5	LOS A	12.5	317.7	0.39	0.36	37.0
Approach		1595	2.0	0.522	5.7	LOS A	12.5	317.7	0.45	0.41	35.2
East: I-10 WB Ramp											
1	L2	277	2.0	0.650	48.2	LOS D	7.3	182.5	1.00	0.82	19.9
16	R2	220	2.0	0.472	4.1	LOS A	4.7	119.1	0.47	0.42	32.8
Approach		497	2.0	0.650	28.7	LOS C	7.3	182.5	0.76	0.64	24.1
North: University Avenue											
4	T1	709	2.0	0.340	12.1	LOS B	9.8	248.7	0.58	0.51	32.8
14	R2	182	2.0	0.192	5.7	LOS A	3.1	78.8	0.42	0.36	32.4
Approach		891	2.0	0.340	10.8	LOS B	9.8	248.7	0.55	0.48	32.7
All Vehicles		2983	2.0	0.650	11.1	LOS B	12.5	317.7	0.53	0.47	32.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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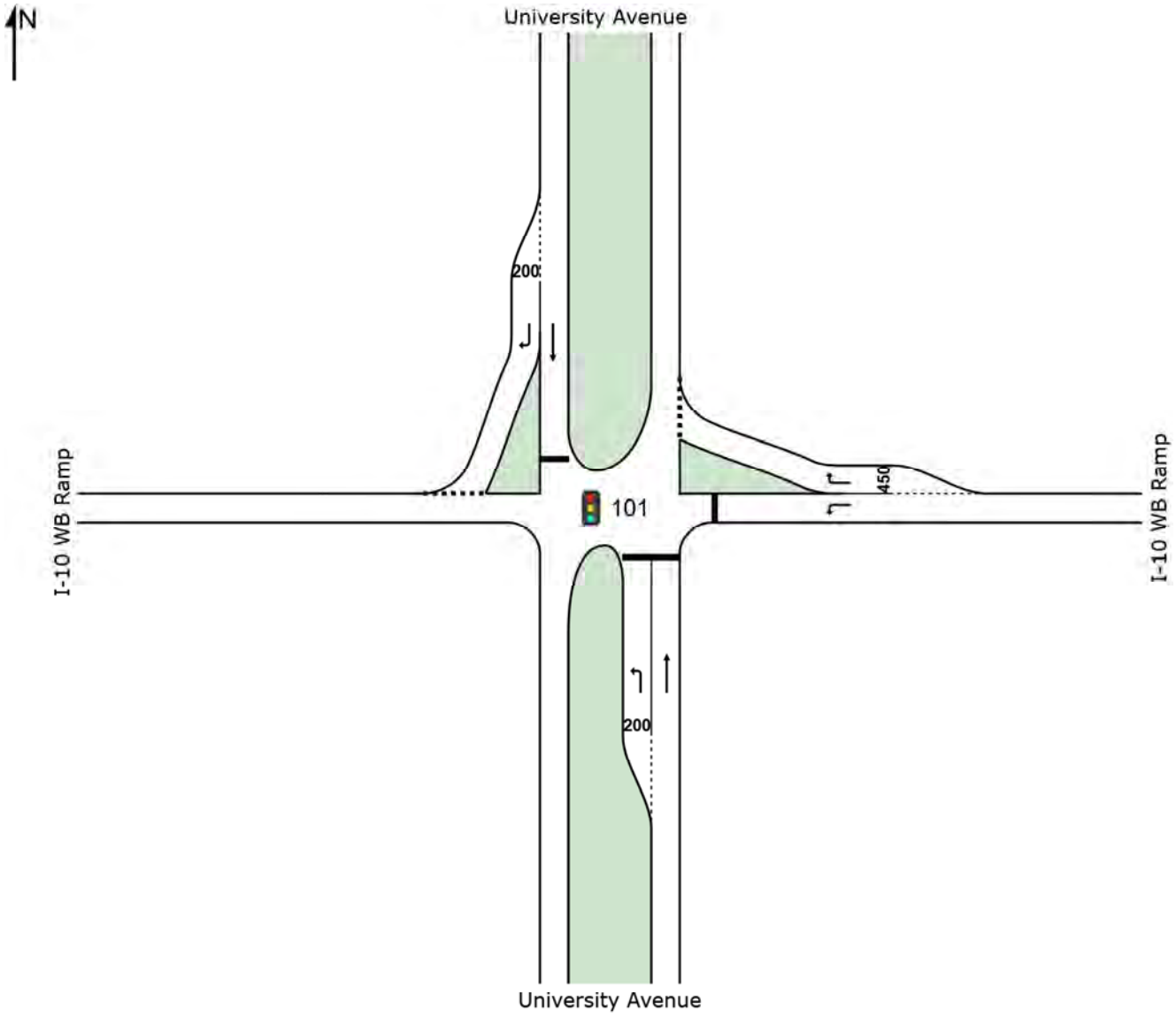
SITE LAYOUT

Site: 101 [09 2020 PM Road Diet]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [09 2020 PM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (Practical Cycle Time)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	327	2.0	0.565	19.3	LOS B	14.2	361.8	0.87	0.77	26.5
8	T1	1268	2.0	1.080	66.6	LOS F[11]	125.3	3181.7	1.00	1.26	17.9
Approach		1595	2.0	1.080	56.9	LOS E[11]	125.3	3181.7	0.97	1.16	19.2
East: I-10 WB Ramp											
1	L2	277	2.0	1.064	133.9	LOS F[11]	28.4	720.5	1.00	1.03	11.0
16	R2	220	2.0	0.756	87.0	LOS F[11]	15.1	382.7	1.00	1.03	14.9
Approach		497	2.0	1.064	113.1	LOS F[11]	28.4	720.5	1.00	1.03	12.4
North: University Avenue											
4	T1	709	2.0	0.941	48.3	LOS D	51.7	1312.7	0.85	0.91	21.3
14	R2	182	2.0	0.178	6.3	LOS A	3.9	99.9	0.39	0.33	32.1
Approach		891	2.0	0.941	39.7	LOS D	51.7	1312.7	0.76	0.80	22.9
All Vehicles		2983	2.0	1.080	61.1	LOS E[11]	125.3	3181.7	0.91	1.03	18.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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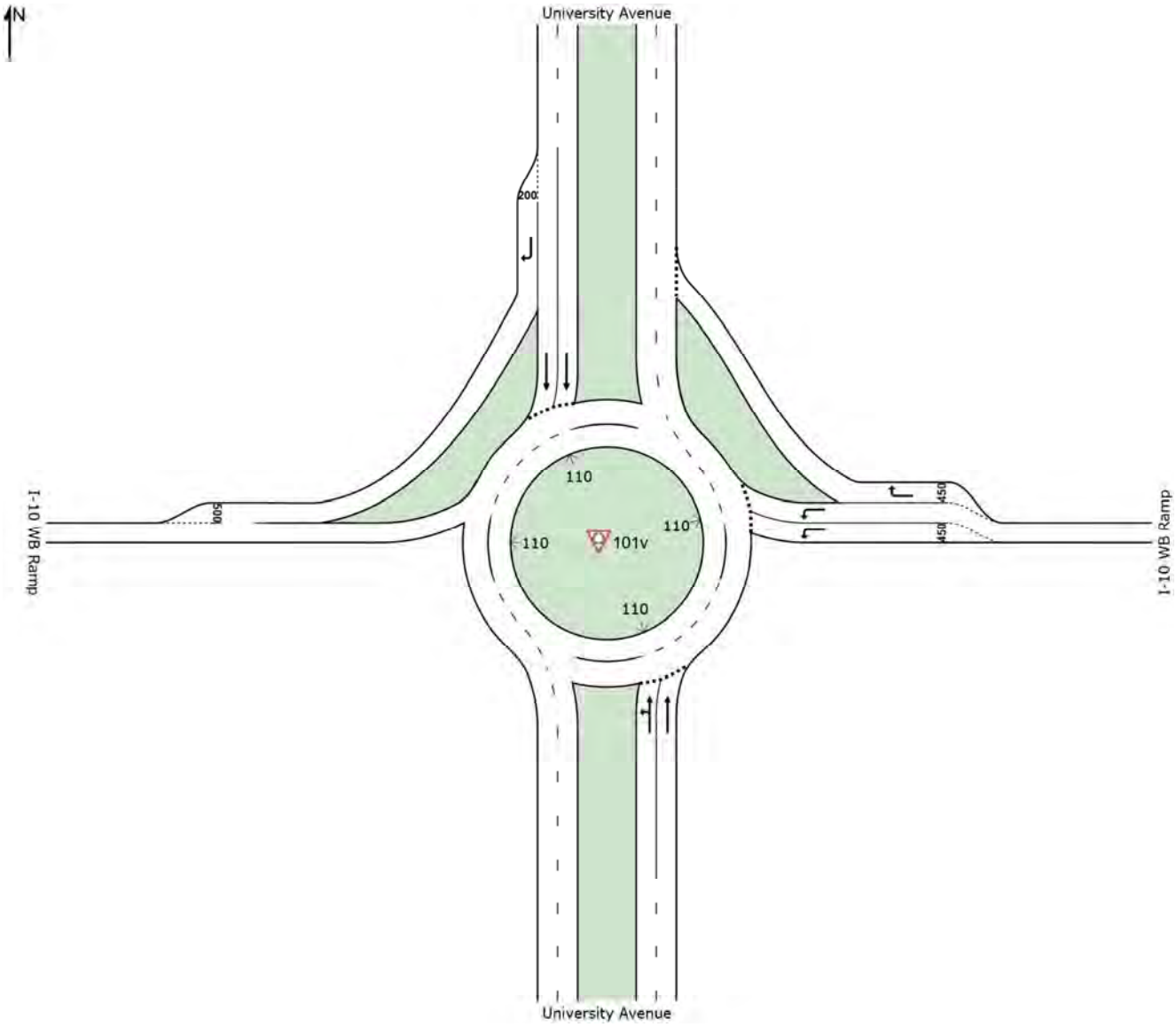
SITE LAYOUT

Site: 101v [10 2020 PM Roundabout]

University Avenue

Roundabout



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MOVEMENT SUMMARY

Site: 101v [10 2020 PM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	327	2.0	0.626	0.0	LOS A	0.0	0.0	0.00	0.00	37.3
8	T1	1268	2.0	0.626	0.0	LOS A	0.0	0.0	0.00	0.00	38.0
Approach		1595	2.0	0.626	0.0	LOS A	0.0	0.0	0.00	0.00	37.8
East: I-10 WB Ramp											
1	L2	277	2.0	0.183	4.6	LOS A	0.8	20.1	0.67	0.67	33.1
16	R2	220	2.0	0.240	3.9	LOS A	1.1	28.6	0.67	0.67	34.9
Approach		497	2.0	0.240	4.3	LOS A	1.1	28.6	0.67	0.67	33.8
North: University Avenue											
4	T1	709	2.0	0.363	2.5	LOS A	2.0	50.1	0.62	0.46	36.0
14	R2	182	2.0	0.115	0.0	LOS A	0.0	0.0	0.00	0.00	37.4
Approach		891	2.0	0.363	2.0	LOS A	2.0	50.1	0.50	0.36	36.3
All Vehicles		2983	2.0	0.626	1.3	LOS A	2.0	50.1	0.26	0.22	36.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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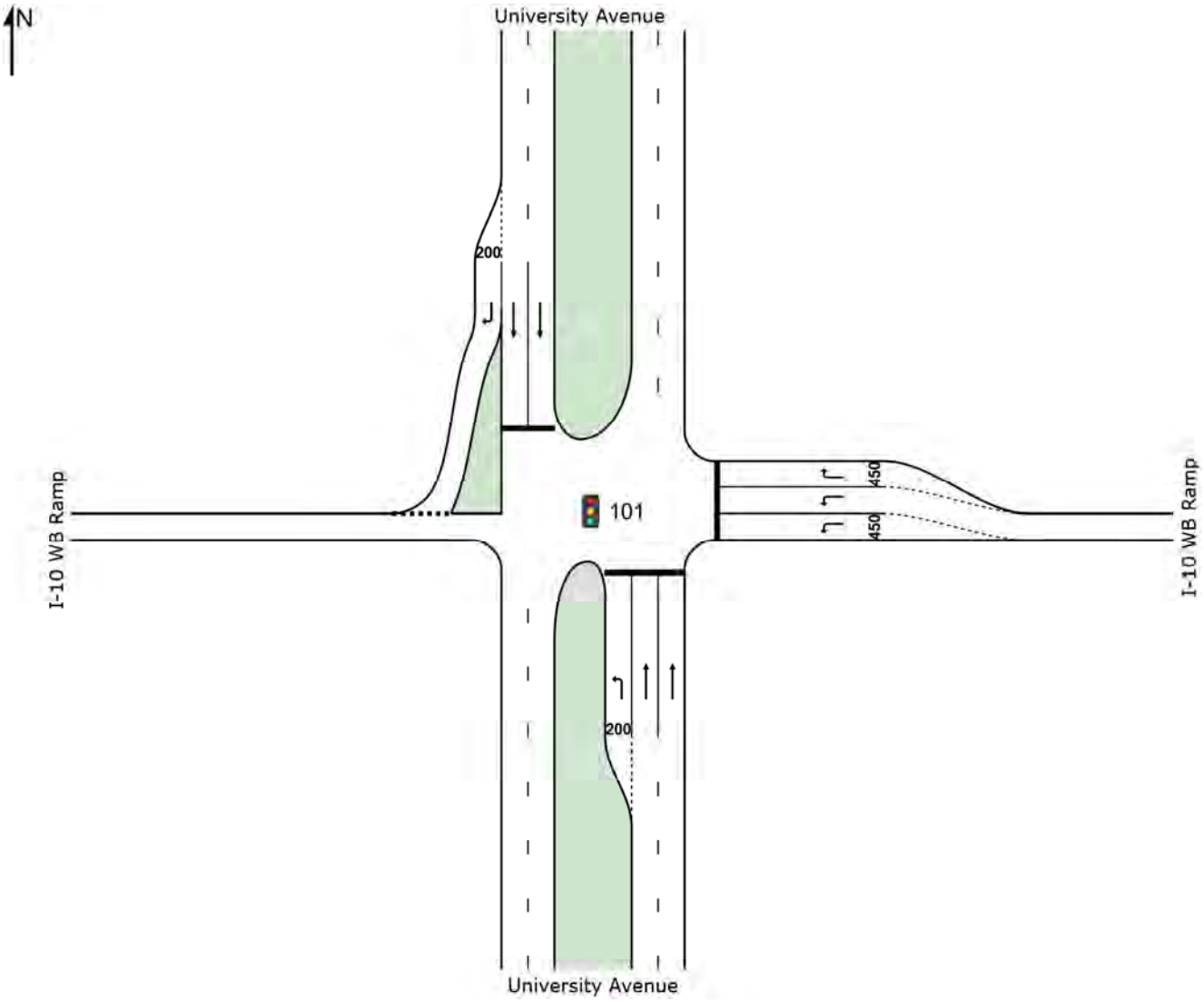
SITE LAYOUT

Site: 101 [11 2040 AM No Build]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [11 2040 AM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	135	4.0	0.560	45.2	LOS D	7.3	189.2	0.98	0.89	20.3
8	T1	1040	4.0	0.520	11.3	LOS B	20.5	530.0	0.55	0.49	33.2
Approach		1175	4.0	0.560	15.2	LOS B	20.5	530.0	0.60	0.54	30.9
East: I-10 WB Ramp											
1	L2	1039	3.0	1.144	127.0	LOS F[11]	49.9	1247.3	1.00	1.18	11.3
16	R2	455	3.0	0.693	16.9	LOS B	20.6	528.1	0.88	0.86	27.5
Approach		1493	3.0	1.144	93.5	LOS F[11]	49.9	1247.3	0.96	1.08	13.8
North: University Avenue											
4	T1	1534	3.0	0.893	37.4	LOS D	51.9	1328.9	0.93	0.95	23.9
14	R2	152	3.0	0.122	2.3	LOS A	1.7	44.2	0.26	0.22	34.0
Approach		1686	3.0	0.893	34.2	LOS C	51.9	1328.9	0.87	0.88	24.5
All Vehicles		4354	3.3	1.144	49.4	LOS D	51.9	1328.9	0.83	0.86	20.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

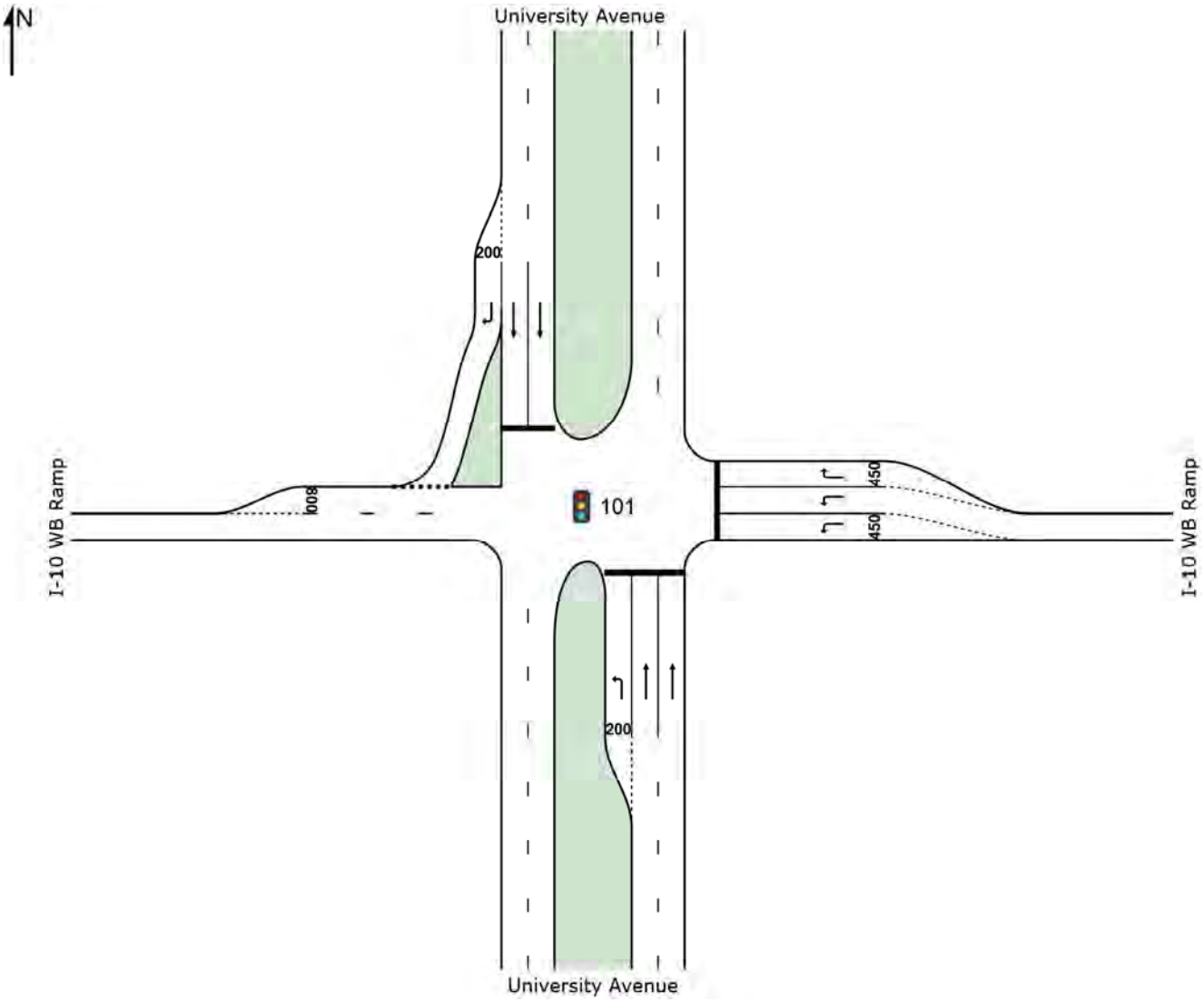
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [12 2040 AM Boulevard]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [12 2040 AM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	135	4.0	0.560	45.2	LOS D	7.3	189.2	0.98	0.89	20.3
8	T1	1040	4.0	0.520	11.3	LOS B	20.5	530.0	0.55	0.49	33.2
Approach		1175	4.0	0.560	15.2	LOS B	20.5	530.0	0.60	0.54	30.9
East: I-10 WB Ramp											
1	L2	1039	3.0	1.144	127.0	LOS F[11]	49.9	1247.3	1.00	1.18	11.3
16	R2	455	3.0	0.693	16.9	LOS B	20.6	528.1	0.88	0.86	27.5
Approach		1493	3.0	1.144	93.5	LOS F[11]	49.9	1247.3	0.96	1.08	13.8
North: University Avenue											
4	T1	1534	3.0	0.893	37.4	LOS D	51.9	1328.9	0.93	0.95	23.9
14	R2	152	3.0	0.122	2.3	LOS A	1.7	44.2	0.26	0.22	34.0
Approach		1686	3.0	0.893	34.2	LOS C	51.9	1328.9	0.87	0.88	24.5
All Vehicles		4354	3.3	1.144	49.4	LOS D	51.9	1328.9	0.83	0.86	20.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

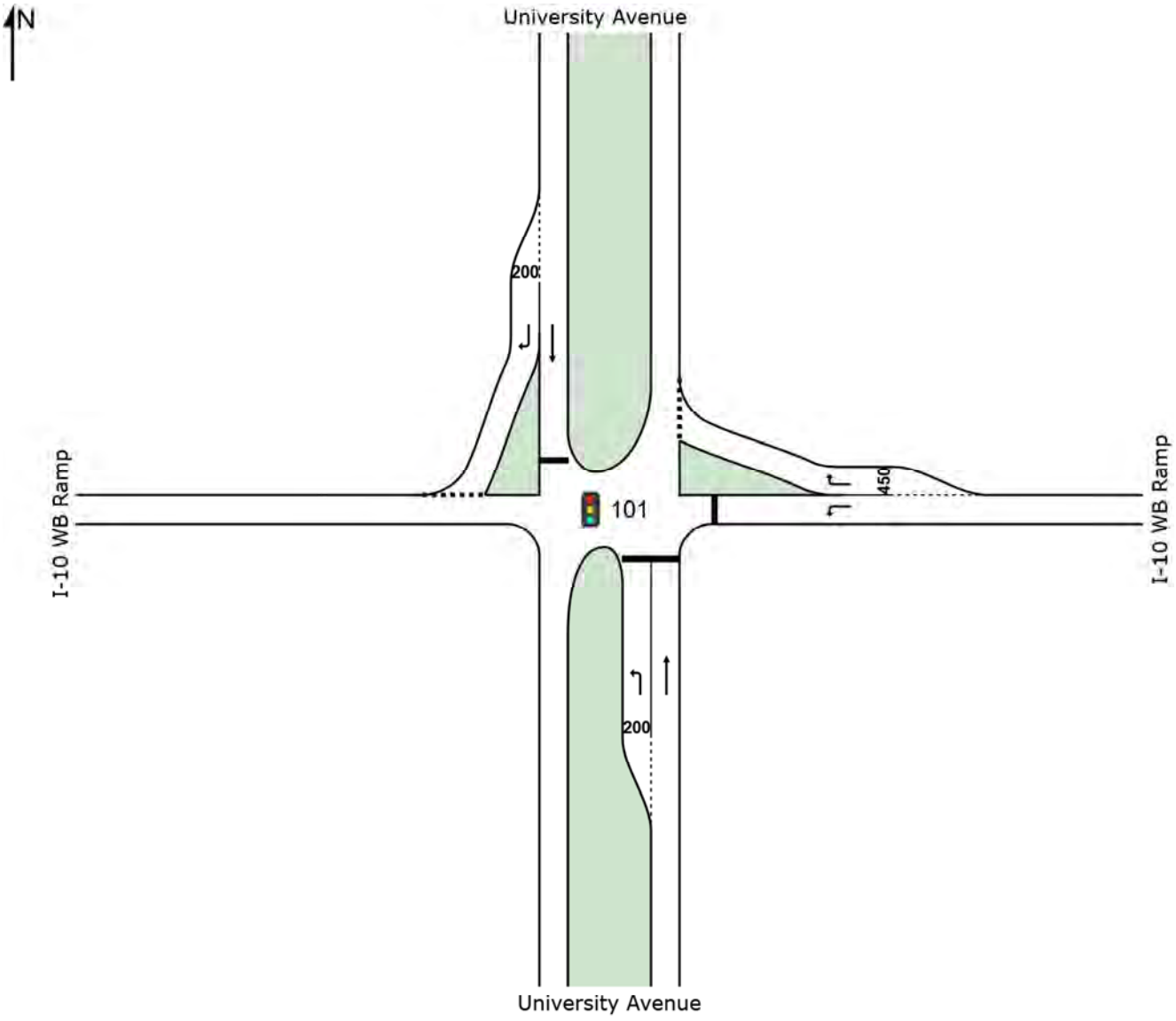
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [13 2040 AM Road Diet]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [13 2040 AM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 90 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	135	4.0	0.695	29.5	LOS C	4.0	102.3	1.00	0.81	23.6
8	T1	1040	4.0	1.417	213.8	LOS F[11]	109.6	2828.7	1.00	2.20	8.0
Approach		1175	4.0	1.417	192.6	LOS F[11]	109.6	2828.7	1.00	2.04	8.6
East: I-10 WB Ramp											
1	L2	1039	3.0	1.971	459.7	LOS F[11]	149.1	3817.4	1.00	1.84	4.1
16	R2	455	3.0	0.586	21.6	LOS C	11.4	292.1	0.76	0.74	26.3
Approach		1493	3.0	1.971	326.3	LOS F[11]	149.1	3817.4	0.93	1.51	5.5
North: University Avenue											
4	T1	1534	3.0	1.983	460.0	LOS F[11]	220.8	5653.7	1.00	2.98	4.2
14	R2	152	3.0	0.113	1.1	LOS A	0.9	24.0	0.20	0.16	34.6
Approach		1686	3.0	1.983	418.8	LOS F[11]	220.8	5653.7	0.93	2.73	4.5
All Vehicles		4354	3.3	1.983	326.0	LOS F[11]	220.8	5653.7	0.95	2.12	5.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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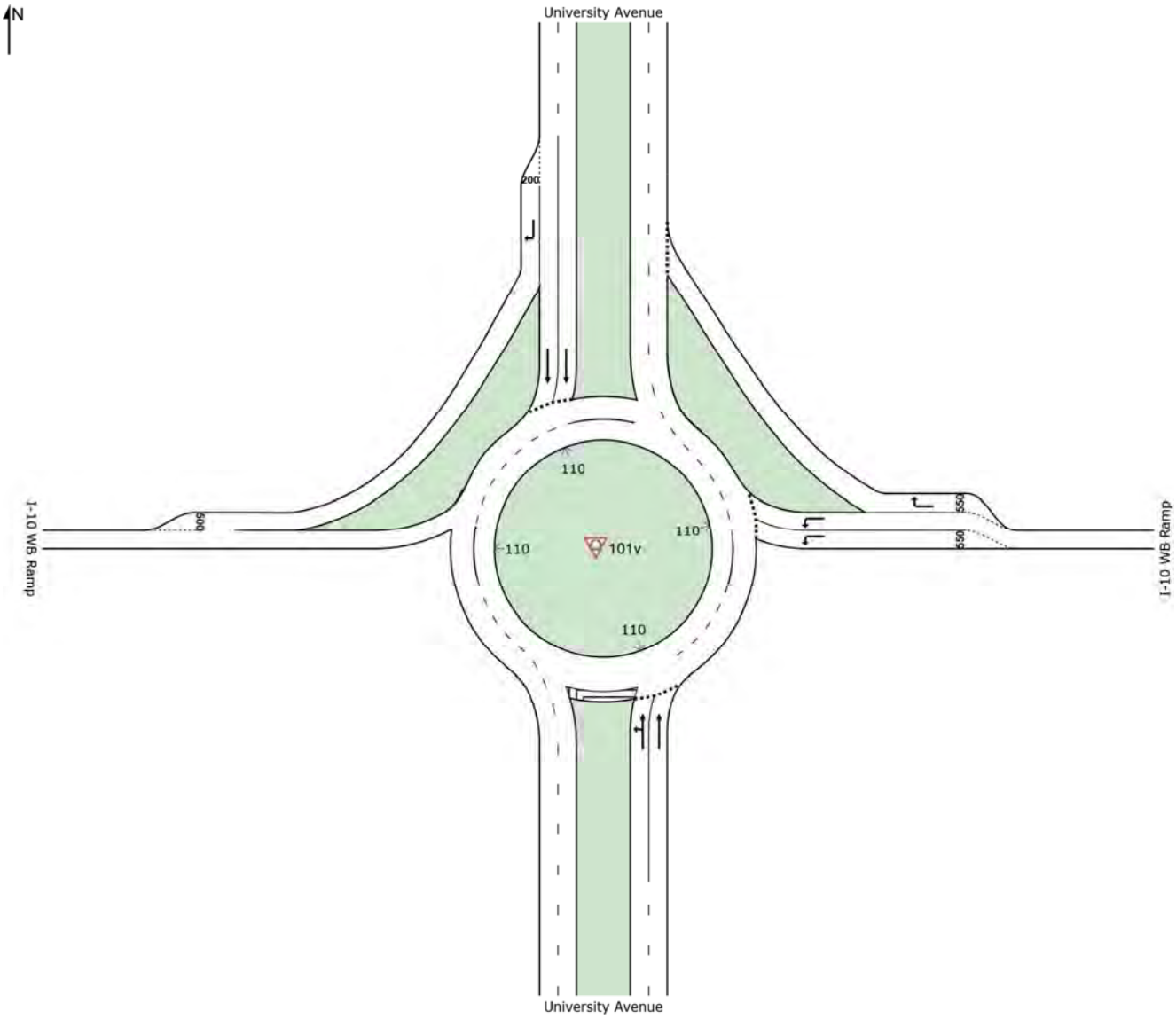
SITE LAYOUT

Site: 101v [14 2040 AM Roundabout]

University Avenue

Roundabout



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MOVEMENT SUMMARY

Site: 101v [14 2040 AM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	135	4.0	0.397	0.0	LOS A	0.0	0.0	0.00	0.00	37.8
8	T1	1040	4.0	0.397	0.0	LOS A	0.0	0.0	0.00	0.00	38.1
Approach		1175	4.0	0.397	0.0	LOS A	0.0	0.0	0.00	0.00	38.1
East: I-10 WB Ramp											
1	L2	1039	3.0	0.542	5.2	LOS A	3.5	90.0	0.72	0.80	32.7
16	R2	455	3.0	0.400	3.2	LOS A	2.1	54.2	0.65	0.67	35.3
Approach		1493	3.0	0.542	4.6	LOS A	3.5	90.0	0.70	0.76	33.4
North: University Avenue											
4	T1	1534	3.0	1.024	36.3	LOS F[11]	27.1	693.8	1.00	1.90	23.9
14	R2	152	3.0	0.097	0.0	LOS A	0.0	0.0	0.00	0.00	37.3
Approach		1686	3.0	1.024	33.0	LOS C	27.1	693.8	0.91	1.73	24.7
All Vehicles		4354	3.3	1.024	14.4	LOS B	27.1	693.8	0.59	0.93	30.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

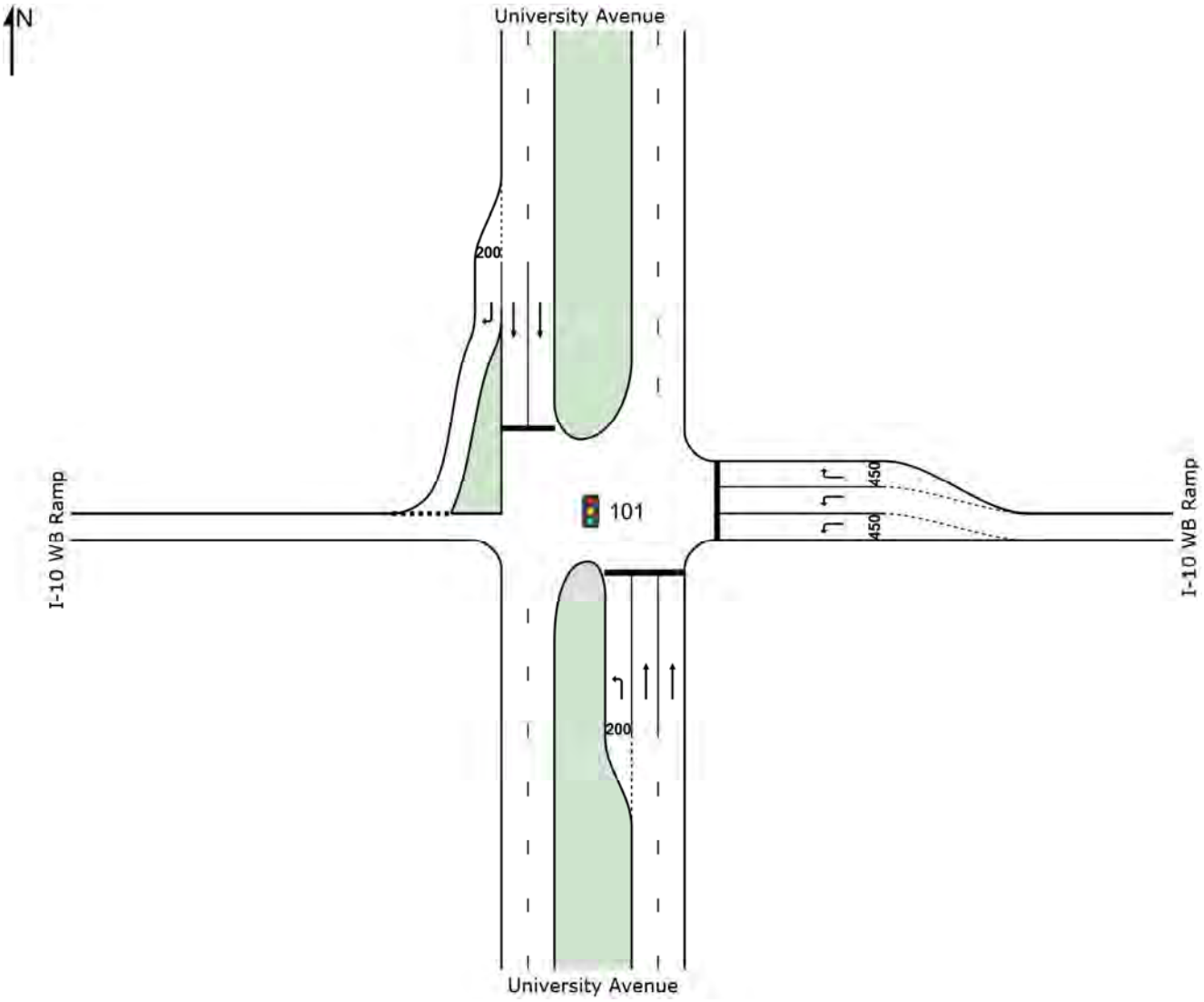
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [15 2040 PM No Build]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [15 2040 PM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 100 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	378	2.0	0.649	15.4	LOS B	14.7	373.1	0.85	0.77	27.9
8	T1	1465	2.0	0.628	6.0	LOS A	22.7	575.9	0.45	0.41	36.1
Approach		1843	2.0	0.649	7.9	LOS A	22.7	575.9	0.53	0.49	34.1
East: I-10 WB Ramp											
1	L2	320	2.0	0.751	55.9	LOS E[11]	8.9	223.6	1.00	0.87	18.6
16	R2	254	2.0	0.603	9.0	LOS A	8.9	225.2	0.76	0.68	30.5
Approach		574	2.0	0.751	35.1	LOS D	8.9	225.2	0.89	0.79	22.5
North: University Avenue											
4	T1	819	2.0	0.393	12.6	LOS B	11.8	299.7	0.60	0.53	32.6
14	R2	210	2.0	0.264	11.6	LOS B	5.1	129.3	0.59	0.49	29.8
Approach		1029	2.0	0.393	12.4	LOS B	11.8	299.7	0.60	0.52	32.0
All Vehicles		3447	2.0	0.751	13.8	LOS B	22.7	575.9	0.61	0.55	30.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

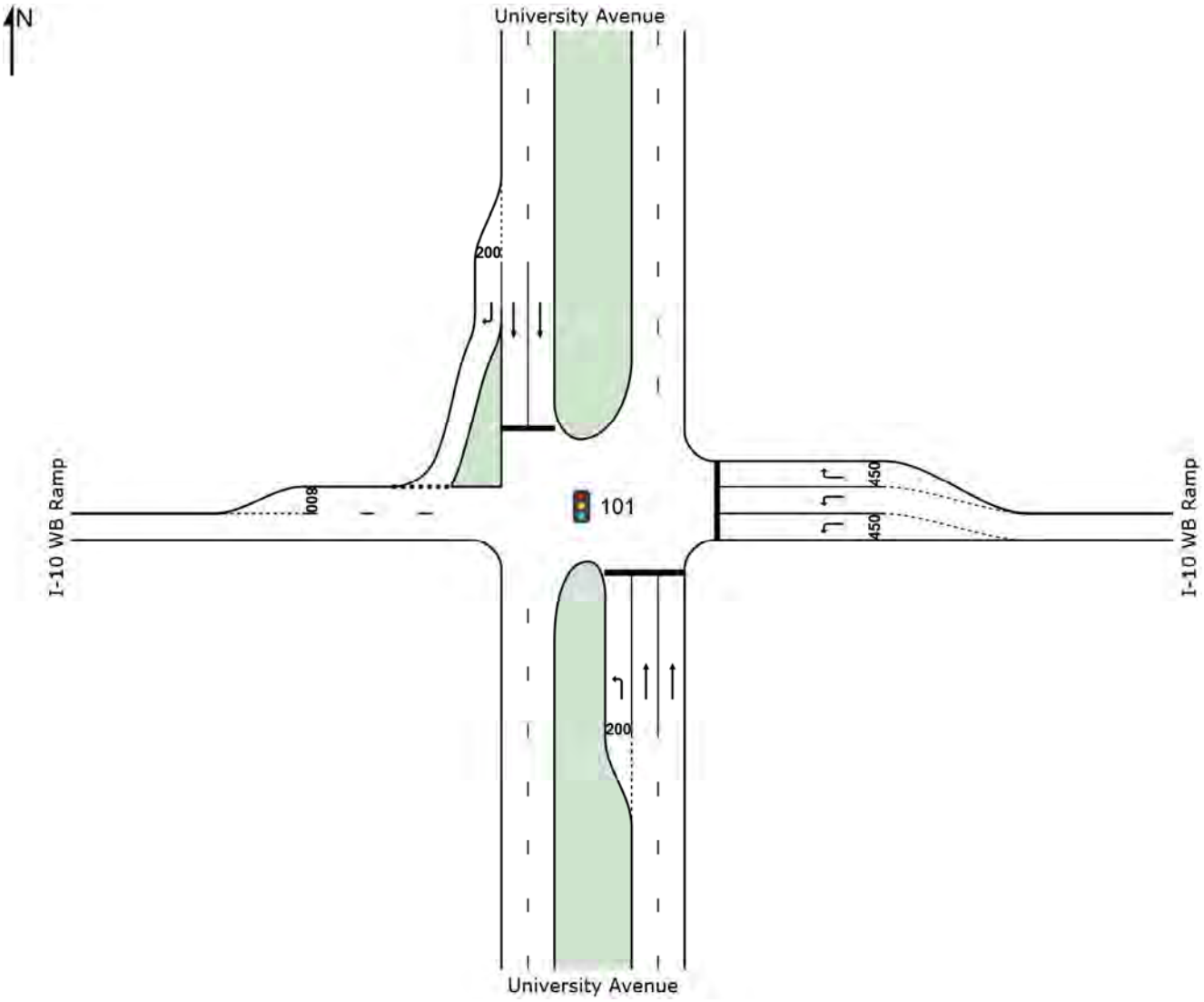
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [16 2040 PM Boulevard]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [16 2040 PM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 100 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	378	2.0	0.649	15.4	LOS B	14.7	373.1	0.85	0.77	27.9
8	T1	1465	2.0	0.628	6.0	LOS A	22.7	575.9	0.45	0.41	36.1
Approach		1843	2.0	0.649	7.9	LOS A	22.7	575.9	0.53	0.49	34.1
East: I-10 WB Ramp											
1	L2	320	2.0	0.751	55.9	LOS E[11]	8.9	223.6	1.00	0.87	18.6
16	R2	254	2.0	0.603	9.0	LOS A	8.9	225.2	0.76	0.68	30.5
Approach		574	2.0	0.751	35.1	LOS D	8.9	225.2	0.89	0.79	22.5
North: University Avenue											
4	T1	819	2.0	0.393	12.6	LOS B	11.8	299.7	0.60	0.53	32.6
14	R2	210	2.0	0.264	11.6	LOS B	5.1	129.3	0.59	0.49	29.8
Approach		1029	2.0	0.393	12.4	LOS B	11.8	299.7	0.60	0.52	32.0
All Vehicles		3447	2.0	0.751	13.8	LOS B	22.7	575.9	0.61	0.55	30.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

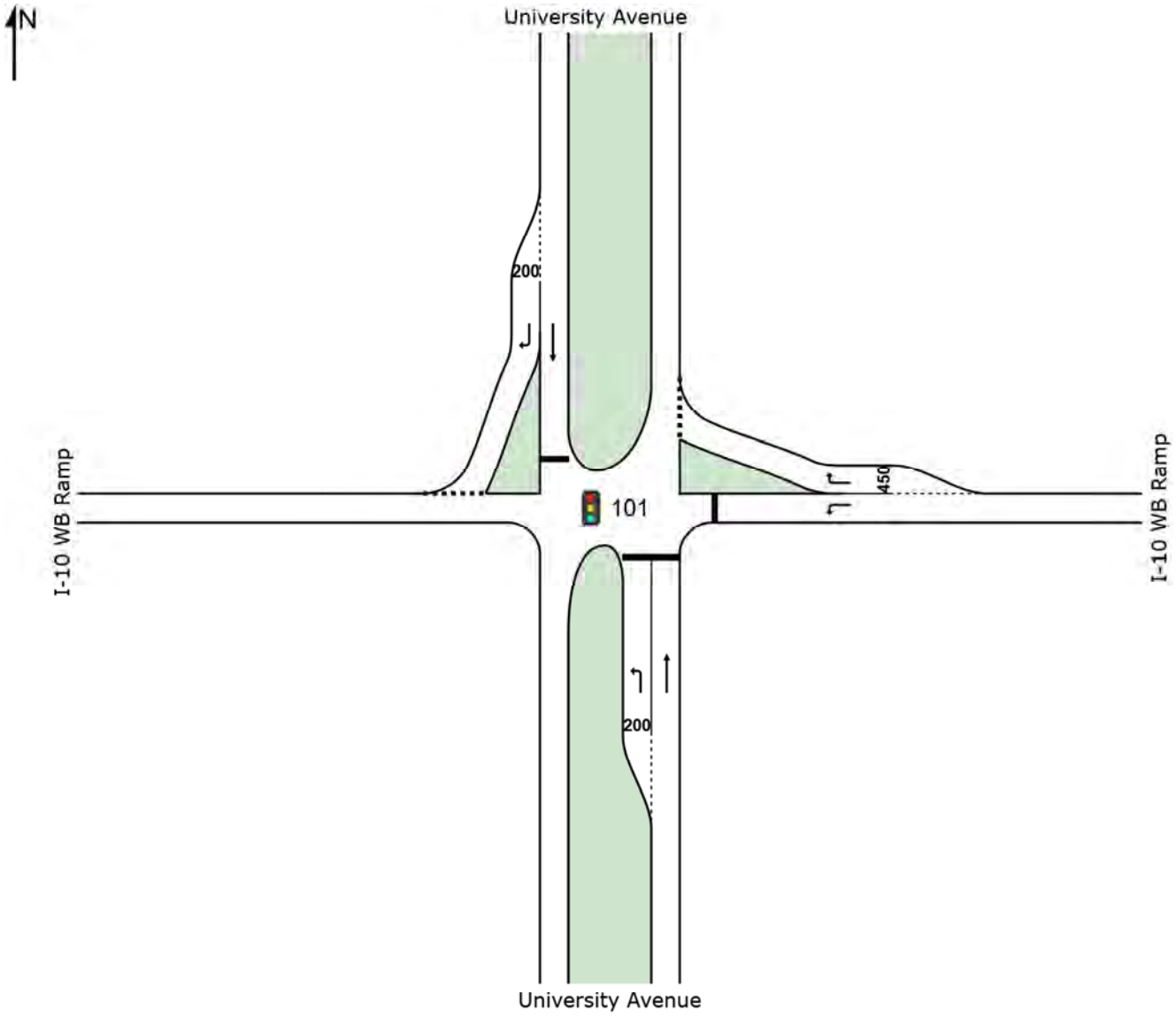
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [17 2040 PM Road Diet]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [17 2040 PM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (Practical Cycle Time)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	378	2.0	0.863	65.8	LOS E[11]	27.6	701.7	1.00	1.03	17.0
8	T1	1465	2.0	1.228	123.9	LOS F[11]	168.2	4273.0	1.00	1.50	12.1
Approach		1843	2.0	1.228	112.0	LOS F[11]	168.2	4273.0	1.00	1.41	12.9
East: I-10 WB Ramp											
1	L2	320	2.0	1.229	184.2	LOS F[11]	38.1	967.2	1.00	1.14	8.5
16	R2	254	2.0	0.874	105.5	LOS F[11]	18.8	477.8	1.00	1.10	13.2
Approach		574	2.0	1.229	149.4	LOS F[11]	38.1	967.2	1.00	1.12	10.1
North: University Avenue											
4	T1	819	2.0	1.018	72.2	LOS F[11]	76.8	1951.1	1.00	1.16	17.2
14	R2	210	2.0	0.176	4.7	LOS A	4.1	103.0	0.32	0.26	32.8
Approach		1029	2.0	1.018	58.4	LOS E[11]	76.8	1951.1	0.86	0.98	19.1
All Vehicles		3447	2.0	1.229	102.2	LOS F[11]	168.2	4273.0	0.96	1.23	13.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

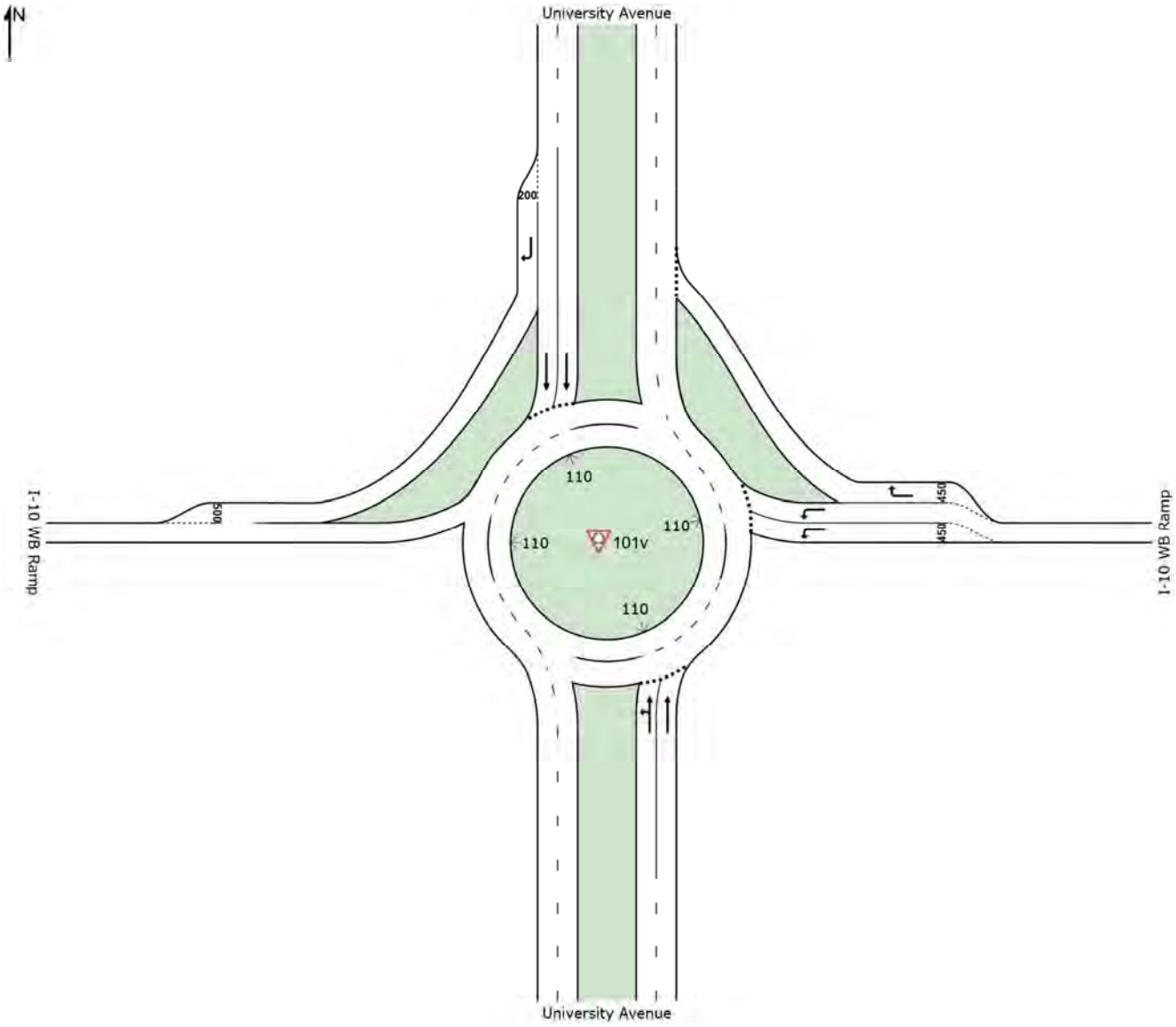
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101v [18 2040 PM Roundabout]

University Avenue

Roundabout



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MOVEMENT SUMMARY

Site: 101v [18 2040 PM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Capacity): Results for 23 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	378	2.0	0.670	0.0	LOS A	0.0	0.0	0.00	0.00	37.2
8	T1	1465	2.0	0.670	0.0	LOS A	0.0	0.0	0.00	0.00	38.0
Approach		1843	2.0	0.670	0.0	LOS A	0.0	0.0	0.00	0.00	37.8
East: I-10 WB Ramp											
1	L2	320	2.0	0.194	4.9	LOS A	1.0	24.1	0.72	0.71	32.9
16	R2	254	2.0	0.252	4.2	LOS A	1.3	33.3	0.72	0.70	34.7
Approach		574	2.0	0.252	4.6	LOS A	1.3	33.3	0.72	0.71	33.7
North: University Avenue											
4	T1	819	2.0	0.401	2.6	LOS A	2.3	59.1	0.66	0.49	35.8
14	R2	210	2.0	0.133	0.0	LOS A	0.0	0.0	0.00	0.00	37.4
Approach		1029	2.0	0.401	2.1	LOS A	2.3	59.1	0.53	0.39	36.1
All Vehicles		3447	2.0	0.670	1.4	LOS A	2.3	59.1	0.28	0.23	36.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

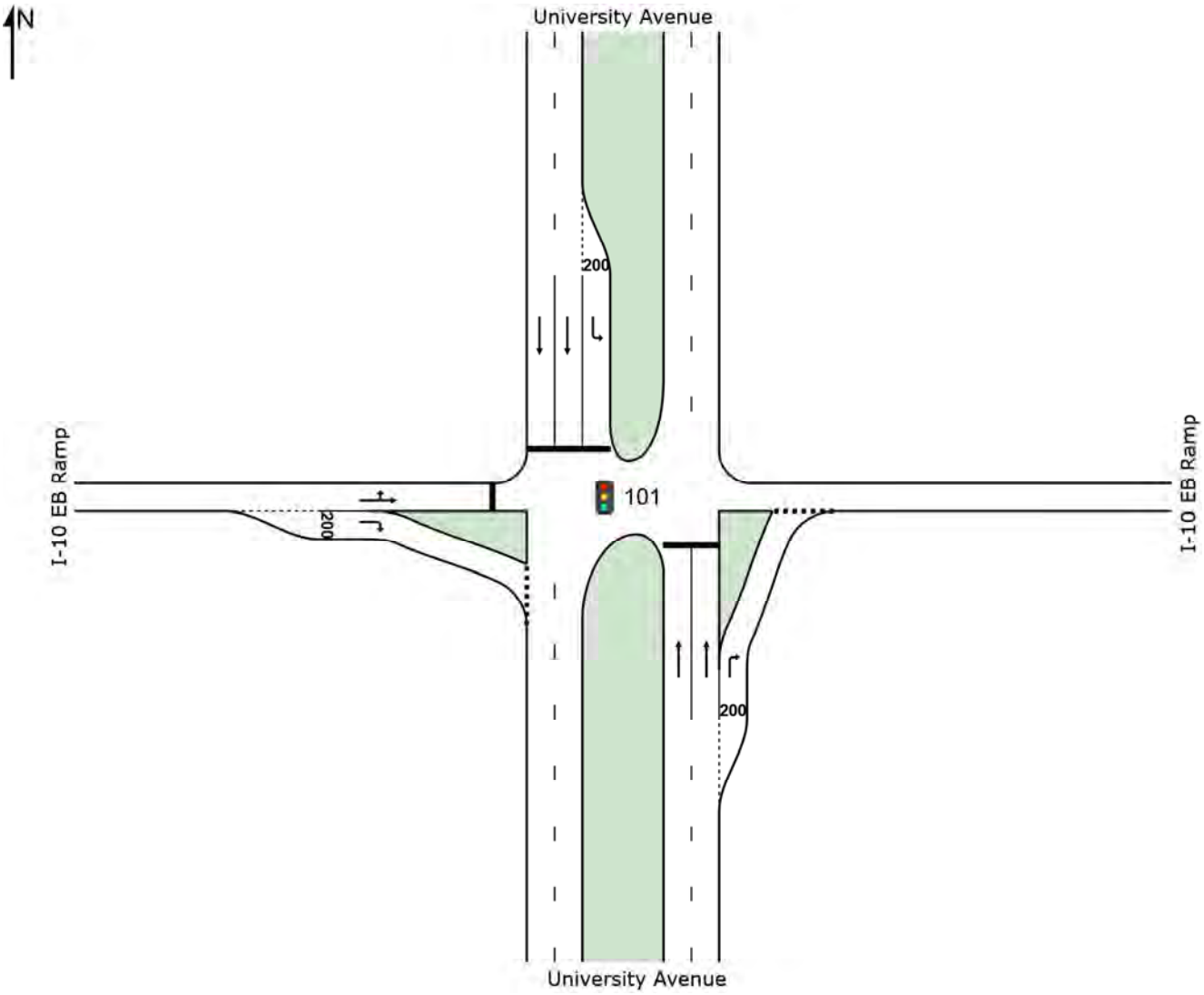
I-10 Eastbound Ramp

SITE LAYOUT

Site: 101 [01 2017 AM Existing]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [01 2017 AM Existing]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
8	T1	684	4.0	0.408	21.9	LOS C	13.8	355.2	0.71	0.62	28.6
18	R2	215	4.0	0.198	2.4	LOS A	2.1	54.0	0.26	0.22	33.9
Approach		899	4.0	0.408	17.2	LOS B	13.8	355.2	0.61	0.53	29.8
North: University Avenue											
7	L2	214	4.0	0.463	12.9	LOS B	6.2	160.0	0.70	0.59	28.8
4	T1	2068	4.0	0.993	46.8	LOS D	83.2	2146.5	0.94	1.11	21.6
Approach		2282	4.0	0.993	43.6	LOS D	83.2	2146.5	0.92	1.06	22.2
West: I-10 EB Ramp											
5	L2	351	4.0	0.880	58.0	LOS E	22.8	587.7	0.96	0.91	18.2
2	T1	1	4.0	0.880	58.0	LOS E	22.8	587.7	0.96	0.91	18.6
12	R2	487	4.0	0.954	84.4	LOS F	31.8	819.6	1.00	1.18	15.1
Approach		839	4.0	0.954	73.3	LOS E	31.8	819.6	0.98	1.07	16.3
All Vehicles		4020	4.0	0.993	43.9	LOS D	83.2	2146.5	0.86	0.94	21.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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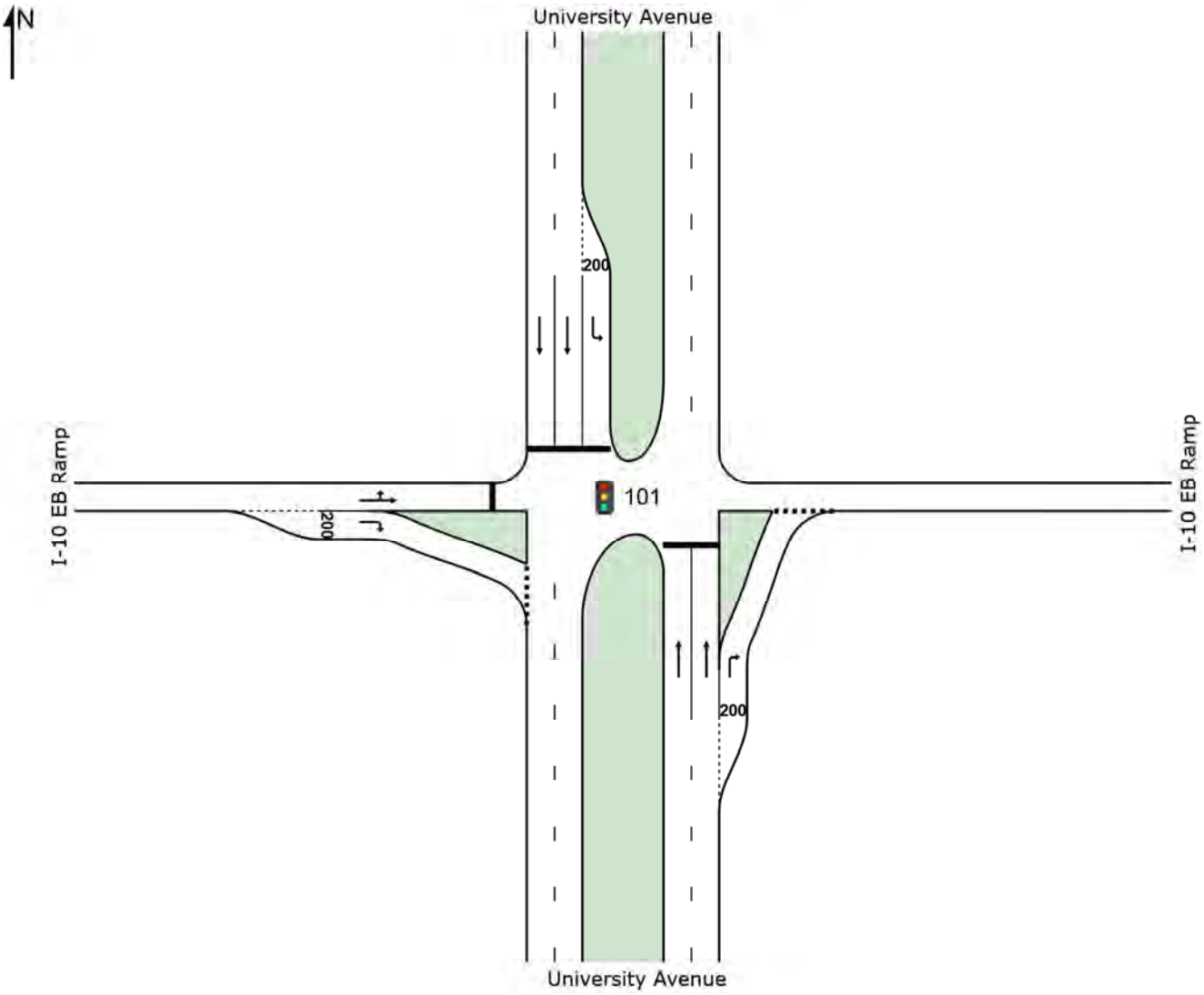
SITE LAYOUT

Site: 101 [02 2017 PM Existing]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [02 2017 PM Existing]

University Avenue

Signals - Pretimed Isolated Cycle Time = 100 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
8	T1	1419	2.0	0.800	20.6	LOS C	37.6	956.3	0.78	0.74	29.1
18	R2	566	2.0	0.482	6.1	LOS A	9.5	240.3	0.45	0.40	32.2
Approach		1985	2.0	0.800	16.5	LOS B	37.6	956.3	0.69	0.64	29.9
North: University Avenue											
7	L2	152	2.0	0.455	15.5	LOS B	4.5	113.7	0.87	0.73	27.9
4	T1	840	2.0	0.305	4.5	LOS A	7.5	190.1	0.36	0.32	37.0
Approach		991	2.0	0.455	6.1	LOS A	7.5	190.1	0.44	0.38	35.2
West: I-10 EB Ramp											
5	L2	158	2.0	0.649	46.0	LOS D	8.2	208.8	1.00	0.82	20.3
2	T1	3	2.0	0.649	46.0	LOS D	8.2	208.8	1.00	0.82	20.7
12	R2	177	2.0	0.229	2.7	LOS A	1.8	46.4	0.25	0.21	33.9
Approach		339	2.0	0.649	23.3	LOS C	8.2	208.8	0.60	0.50	25.7
All Vehicles		3315	2.0	0.800	14.1	LOS B	37.6	956.3	0.60	0.55	30.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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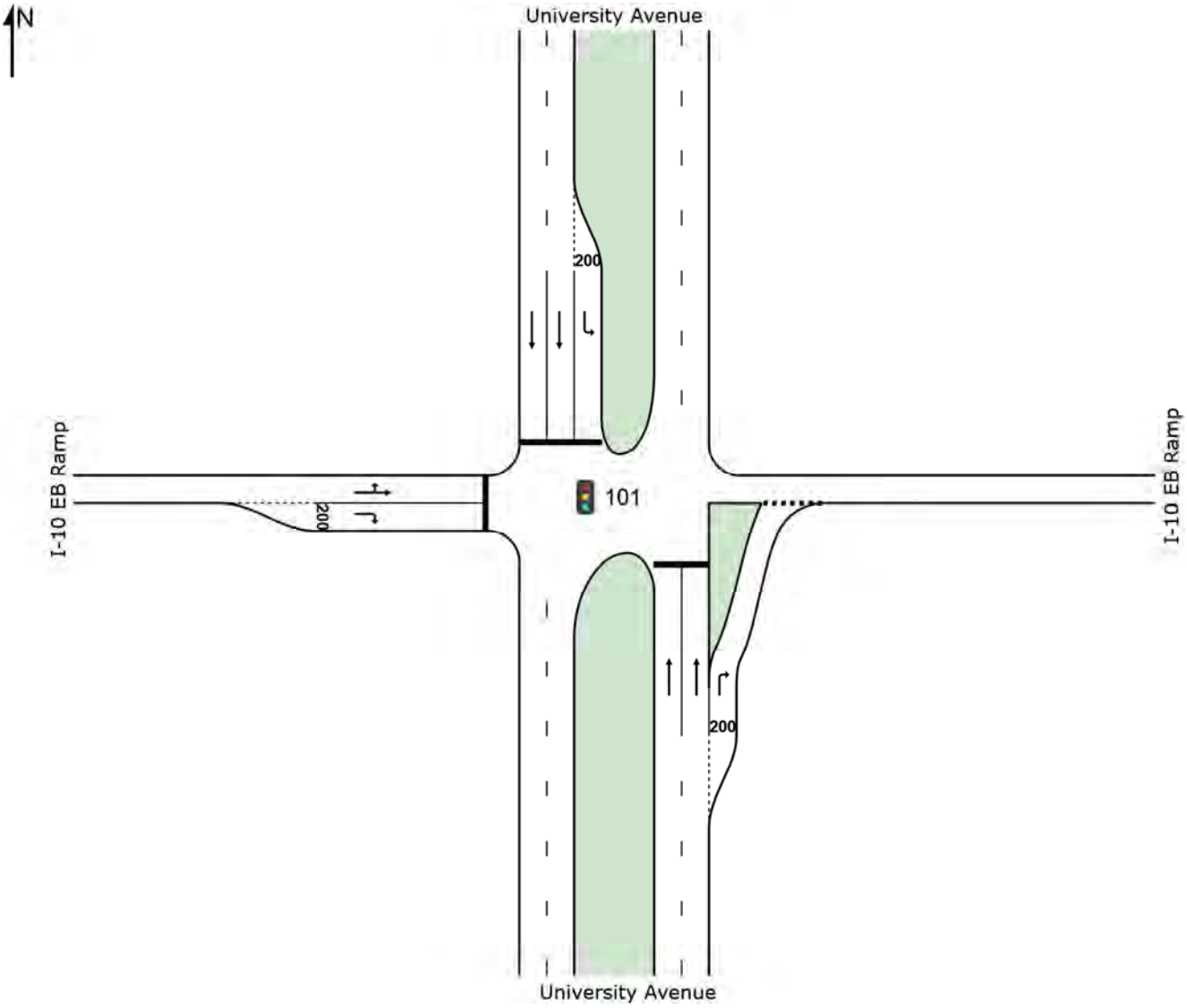
SITE LAYOUT

Site: 101 [03 2020 AM No Build]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [03 2020 AM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
8	T1	711	4.0	0.429	22.1	LOS C	14.7	378.4	0.72	0.63	28.6
18	R2	223	4.0	0.209	2.6	LOS A	2.3	59.7	0.28	0.24	33.8
Approach		934	4.0	0.429	17.4	LOS B	14.7	378.4	0.61	0.53	29.7
North: University Avenue											
7	L2	222	4.0	0.493	13.3	LOS B	6.5	169.0	0.72	0.61	28.6
4	T1	2150	4.0	1.032	58.8	LOS F[11]	91.5	2361.1	1.00	1.24	19.2
Approach		2372	4.0	1.032	54.5	LOS D	91.5	2361.1	0.97	1.18	19.9
West: I-10 EB Ramp											
5	L2	364	4.0	0.912	63.6	LOS E[11]	24.6	634.3	0.97	0.94	17.4
2	T1	1	4.0	0.912	63.6	LOS E[11]	24.6	634.3	0.97	0.94	17.8
12	R2	507	4.0	0.990	76.3	LOS E[11]	35.0	904.1	1.00	1.20	15.8
Approach		872	4.0	0.990	71.0	LOS E[11]	35.0	904.1	0.99	1.09	16.5
All Vehicles		4178	4.0	1.032	49.7	LOS D	91.5	2361.1	0.90	1.02	20.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

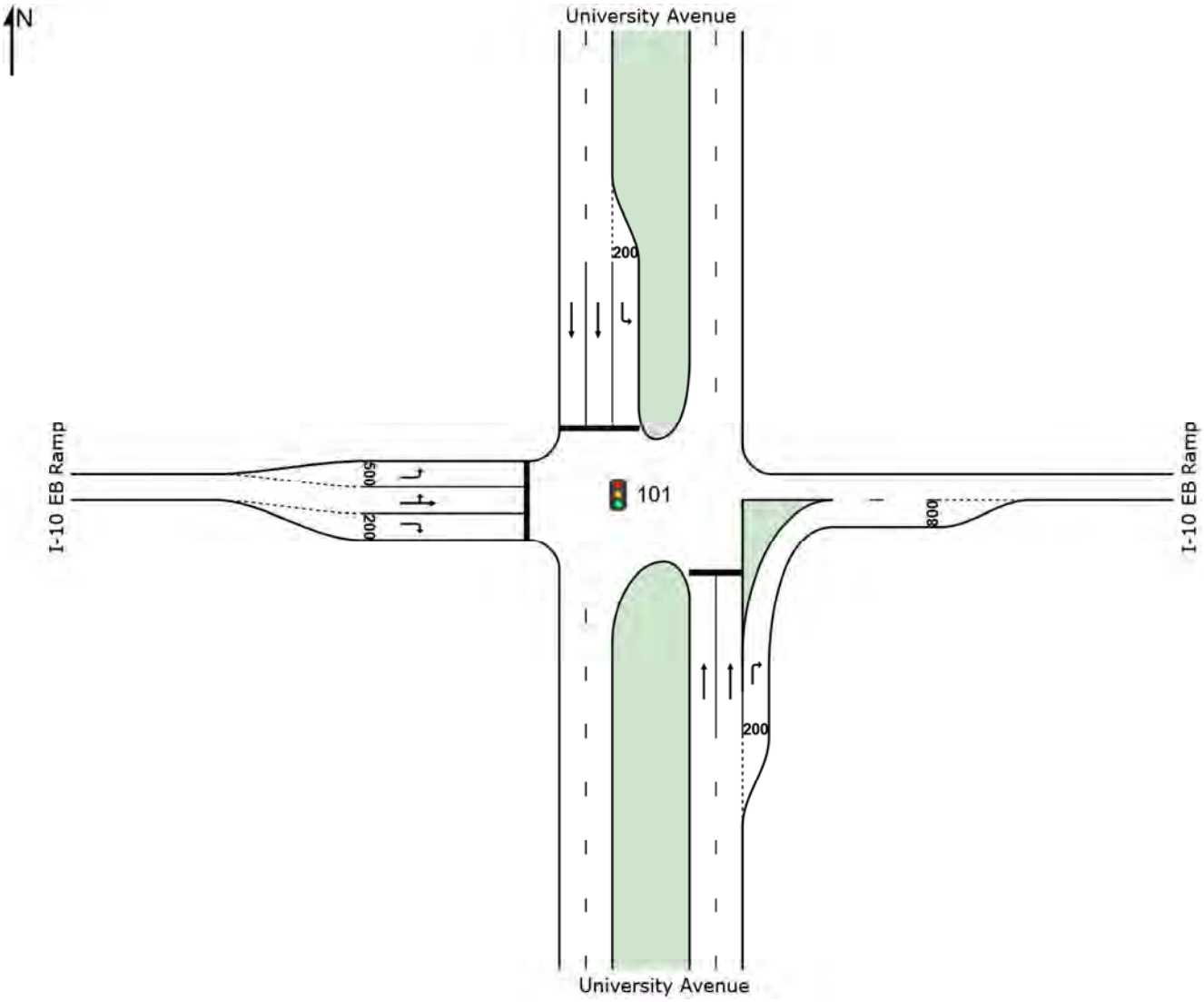
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [04 2020 AM Boulevard]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [04 2020 AM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
8	T1	711	4.0	0.425	22.1	LOS C	14.5	373.3	0.72	0.63	28.6
18	R2	223	4.0	0.144	0.0	LOS A	0.0	0.0	0.00	0.00	35.6
Approach		934	4.0	0.425	16.8	LOS B	14.5	373.3	0.55	0.48	30.0
North: University Avenue											
7	L2	222	4.0	0.495	13.5	LOS B	6.6	169.1	0.73	0.62	28.6
4	T1	2150	4.0	1.032	58.8	LOS F[11]	91.5	2361.1	1.00	1.24	19.3
Approach		2372	4.0	1.032	54.6	LOS D	91.5	2361.1	0.98	1.18	19.9
West: I-10 EB Ramp											
5	L2	364	4.0	0.371	34.8	LOS C	8.8	226.4	0.85	0.71	22.5
2	T1	1	4.0	0.371	34.8	LOS C	8.8	226.4	0.85	0.71	23.1
12	R2	507	4.0	0.990	76.3	LOS E[11]	35.0	904.1	1.00	1.20	15.8
Approach		872	4.0	0.990	58.9	LOS E[11]	35.0	904.1	0.94	0.99	18.1
All Vehicles		4178	4.0	1.032	47.0	LOS D	91.5	2361.1	0.87	0.98	21.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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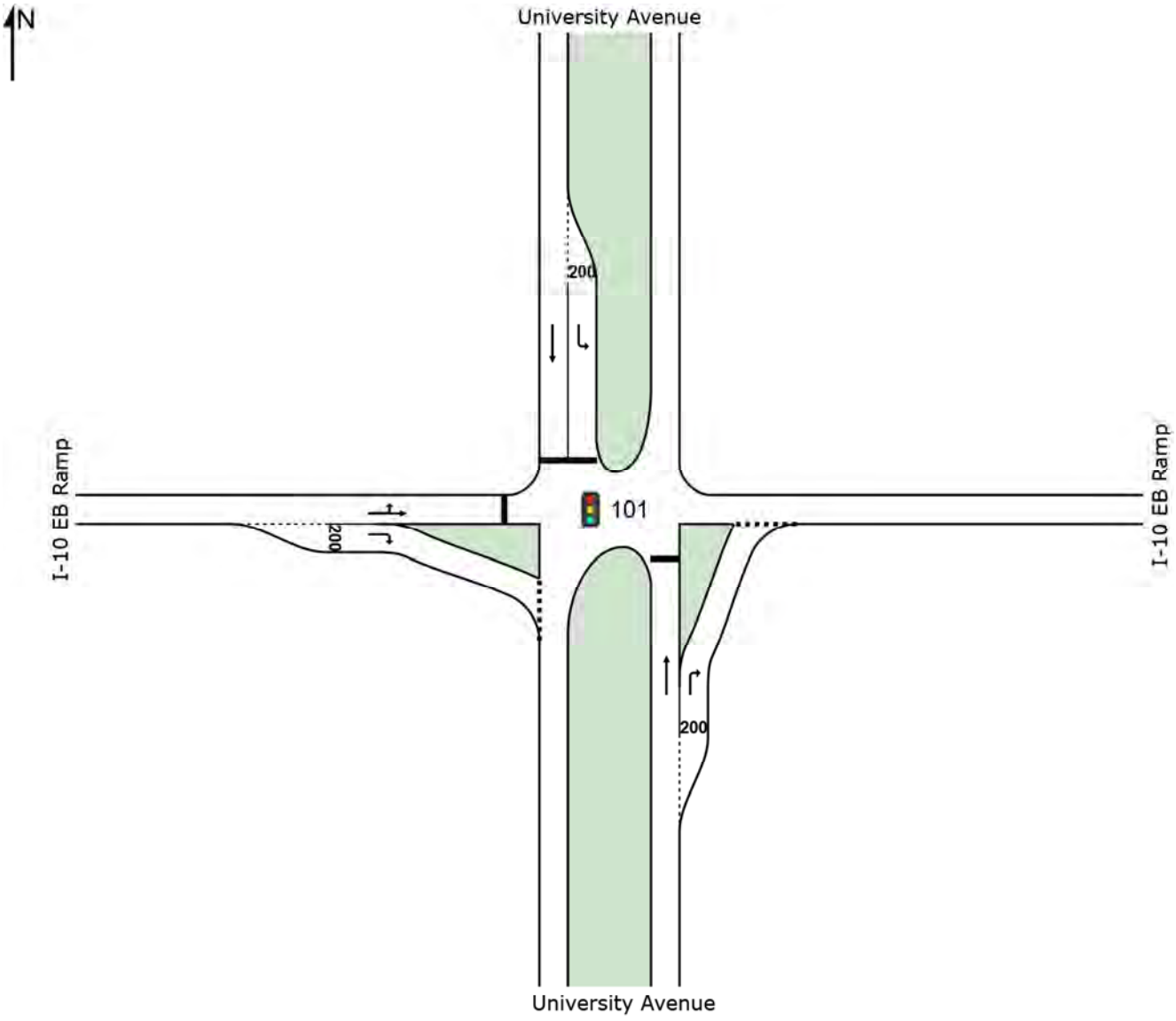
SITE LAYOUT

Site: 101 [05 2020 AM Road Diet]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [05 2020 AM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (Practical Cycle Time)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
8	T1	711	4.0	0.935	45.3	LOS D	50.4	1301.3	0.83	0.89	22.0
18	R2	223	4.0	0.205	3.8	LOS A	3.7	95.2	0.30	0.26	33.2
Approach		934	4.0	0.935	35.3	LOS D	50.4	1301.3	0.70	0.74	23.9
North: University Avenue											
7	L2	222	4.0	0.460	17.8	LOS B	8.3	213.8	0.81	0.69	26.9
4	T1	2150	4.0	1.590	281.3	LOS F[11]	317.3	8186.4	1.00	1.94	6.4
Approach		2372	4.0	1.590	256.6	LOS F[11]	317.3	8186.4	0.98	1.82	6.9
West: I-10 EB Ramp											
5	L2	364	4.0	1.363	230.8	LOS F[11]	48.1	1241.9	1.00	1.22	7.1
2	T1	1	4.0	1.363	230.8	LOS F[11]	48.1	1241.9	1.00	1.22	7.2
12	R2	507	4.0	1.502	262.6	LOS F[11]	64.8	1671.9	1.00	1.24	5.9
Approach		872	4.0	1.502	249.2	LOS F[11]	64.8	1671.9	1.00	1.23	6.4
All Vehicles		4178	4.0	1.590	205.6	LOS F[11]	317.3	8186.4	0.92	1.45	8.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

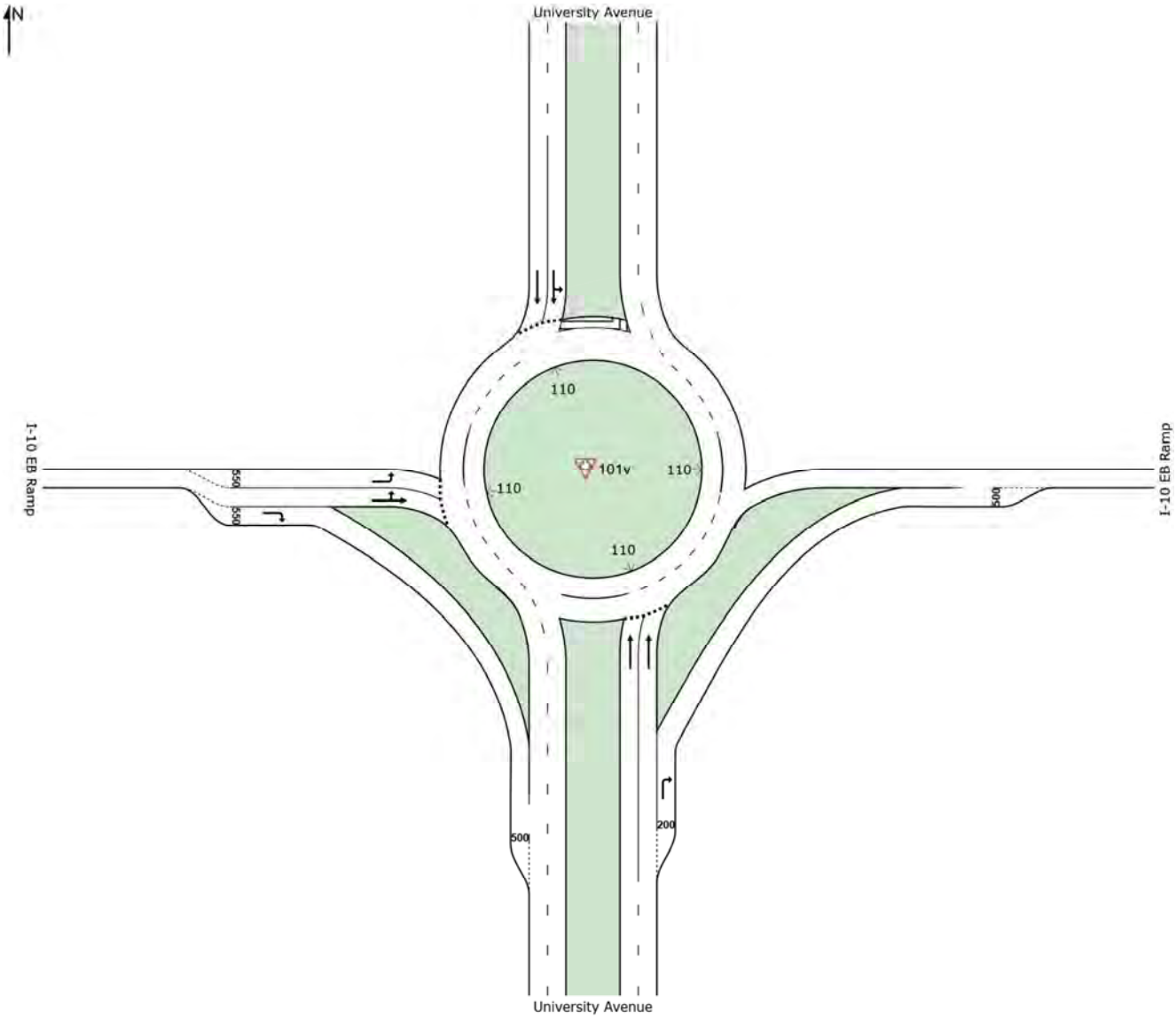
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101v [06 2020 AM Roundabout]

University Avenue

Roundabout



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MOVEMENT SUMMARY

Site: 101v [06 2020 AM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
8	T1	711	4.0	0.384	2.4	LOS A	2.1	55.3	0.65	0.46	35.9
18	R2	223	4.0	0.144	0.0	LOS A	0.0	0.0	0.00	0.00	37.3
Approach		934	4.0	0.384	1.8	LOS A	2.1	55.3	0.50	0.35	36.2
North: University Avenue											
7	L2	222	4.0	0.854	0.0	LOS A	0.0	0.0	0.00	0.00	38.0
4	T1	2150	4.0	0.854	0.0	LOS A	0.0	0.0	0.00	0.00	38.2
Approach		2372	4.0	0.854	0.0	LOS A	0.0	0.0	0.00	0.00	38.2
West: I-10 EB Ramp											
5	L2	364	4.0	0.368	13.0	LOS B	2.2	57.5	0.87	0.93	29.5
2	T1	1	4.0	0.368	11.0	LOS B	2.2	57.5	0.88	0.93	30.2
12	R2	507	4.0	0.327	0.1	LOS A	0.0	0.0	0.00	0.00	37.3
Approach		872	4.0	0.368	5.5	LOS A	2.2	57.5	0.37	0.39	33.5
All Vehicles		4178	4.0	0.854	1.6	LOS A	2.2	57.5	0.19	0.16	36.6

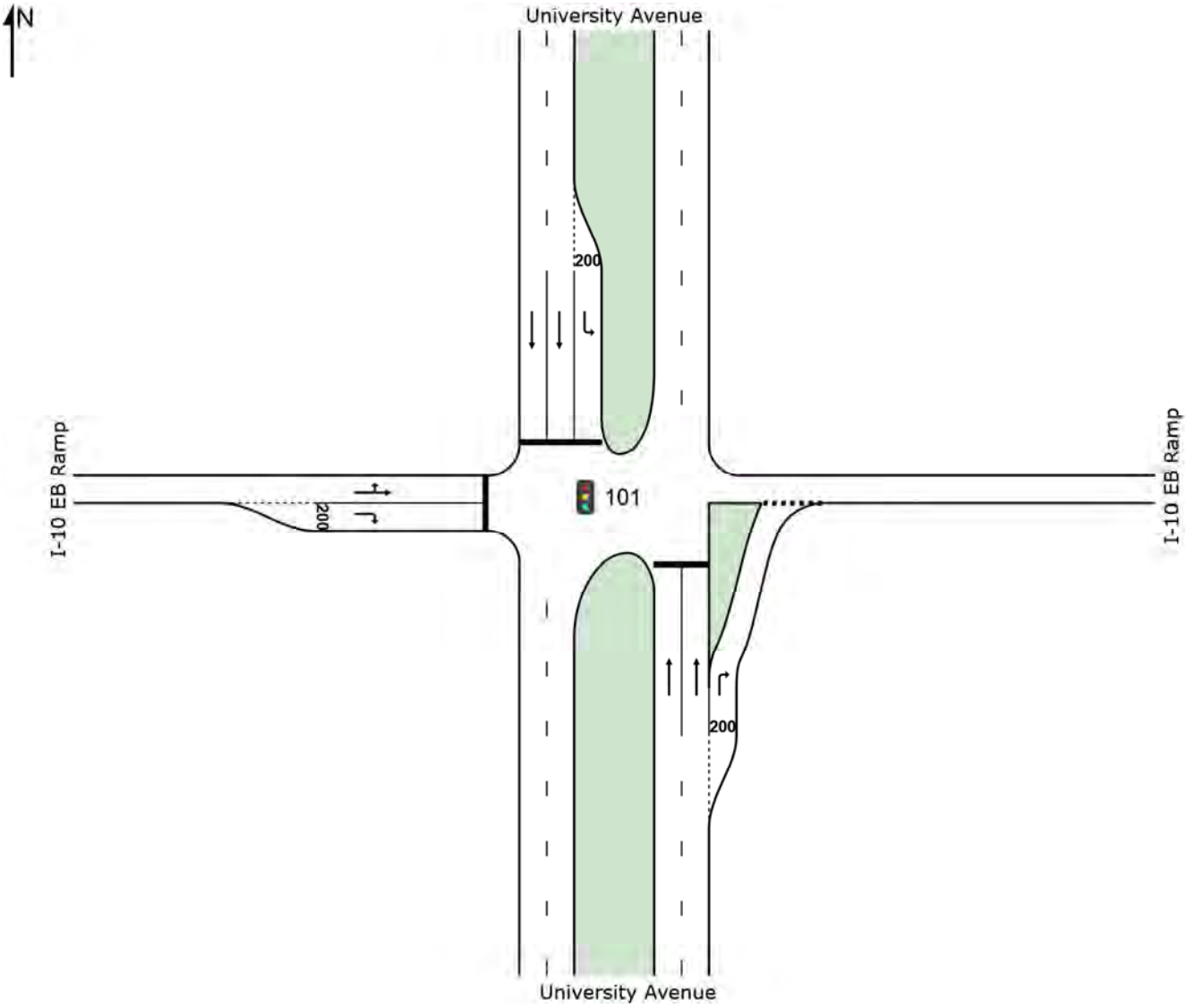
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [07 2020 PM No Build]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [07 2020 PM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 100 seconds (User-Given Phase Times)
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
8	T1	1475	2.0	0.844	23.5	LOS C	42.6	1082.0	0.81	0.80	28.1
18	R2	588	2.0	0.502	6.4	LOS A	10.1	255.6	0.46	0.41	32.1
Approach		2063	2.0	0.844	18.6	LOS B	42.6	1082.0	0.71	0.69	29.1
North: University Avenue											
7	L2	158	2.0	0.498	17.8	LOS B	5.1	128.6	0.92	0.77	27.1
4	T1	873	2.0	0.317	4.5	LOS A	7.9	200.1	0.37	0.32	37.0
Approach		1031	2.0	0.498	6.5	LOS A	7.9	200.1	0.45	0.39	35.0
West: I-10 EB Ramp											
5	L2	164	2.0	0.674	47.3	LOS D	8.7	220.0	1.00	0.84	20.0
2	T1	3	2.0	0.674	47.3	LOS D	8.7	220.0	1.00	0.84	20.4
12	R2	184	2.0	0.303	1.7	LOS A	2.2	56.1	0.28	0.24	34.0
Approach		352	2.0	0.674	23.4	LOS C	8.7	220.0	0.62	0.52	25.5
All Vehicles		3446	2.0	0.844	15.5	LOS B	42.6	1082.0	0.62	0.58	30.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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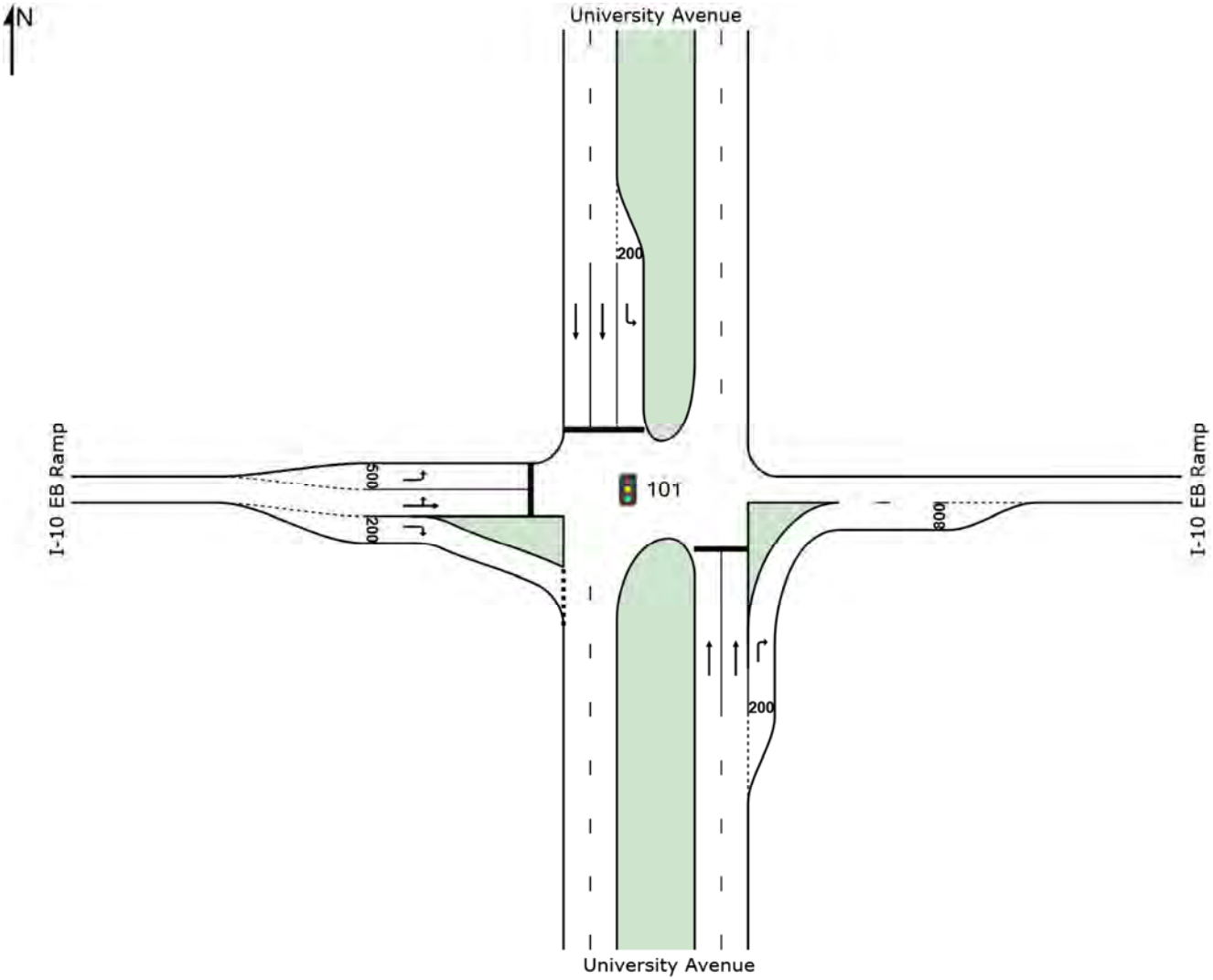
SITE LAYOUT

Site: 101 [08 2020 PM Boulevard]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [08 2020 PM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (User-Given Cycle Time)
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
8	T1	1475	2.0	0.718	14.8	LOS B	45.9	1164.9	0.59	0.55	31.5
18	R2	588	2.0	0.372	0.1	LOS A	0.0	0.0	0.00	0.00	35.7
Approach		2063	2.0	0.718	10.6	LOS B	45.9	1164.9	0.42	0.39	32.6
North: University Avenue											
7	L2	158	2.0	0.411	15.9	LOS B	6.6	168.9	0.74	0.64	27.8
4	T1	873	2.0	0.275	2.2	LOS A	7.1	179.6	0.21	0.19	38.5
Approach		1031	2.0	0.411	4.3	LOS A	7.1	179.6	0.29	0.26	36.3
West: I-10 EB Ramp											
5	L2	164	2.0	0.708	85.3	LOS F[11]	6.8	173.4	1.00	0.82	14.9
2	T1	3	2.0	0.708	85.2	LOS F[11]	6.8	173.4	1.00	0.82	15.2
12	R2	184	2.0	0.256	2.5	LOS A	2.0	52.1	0.16	0.14	34.0
Approach		352	2.0	0.708	41.9	LOS D	6.8	173.4	0.56	0.46	21.2
All Vehicles		3446	2.0	0.718	11.9	LOS B	45.9	1164.9	0.40	0.36	31.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

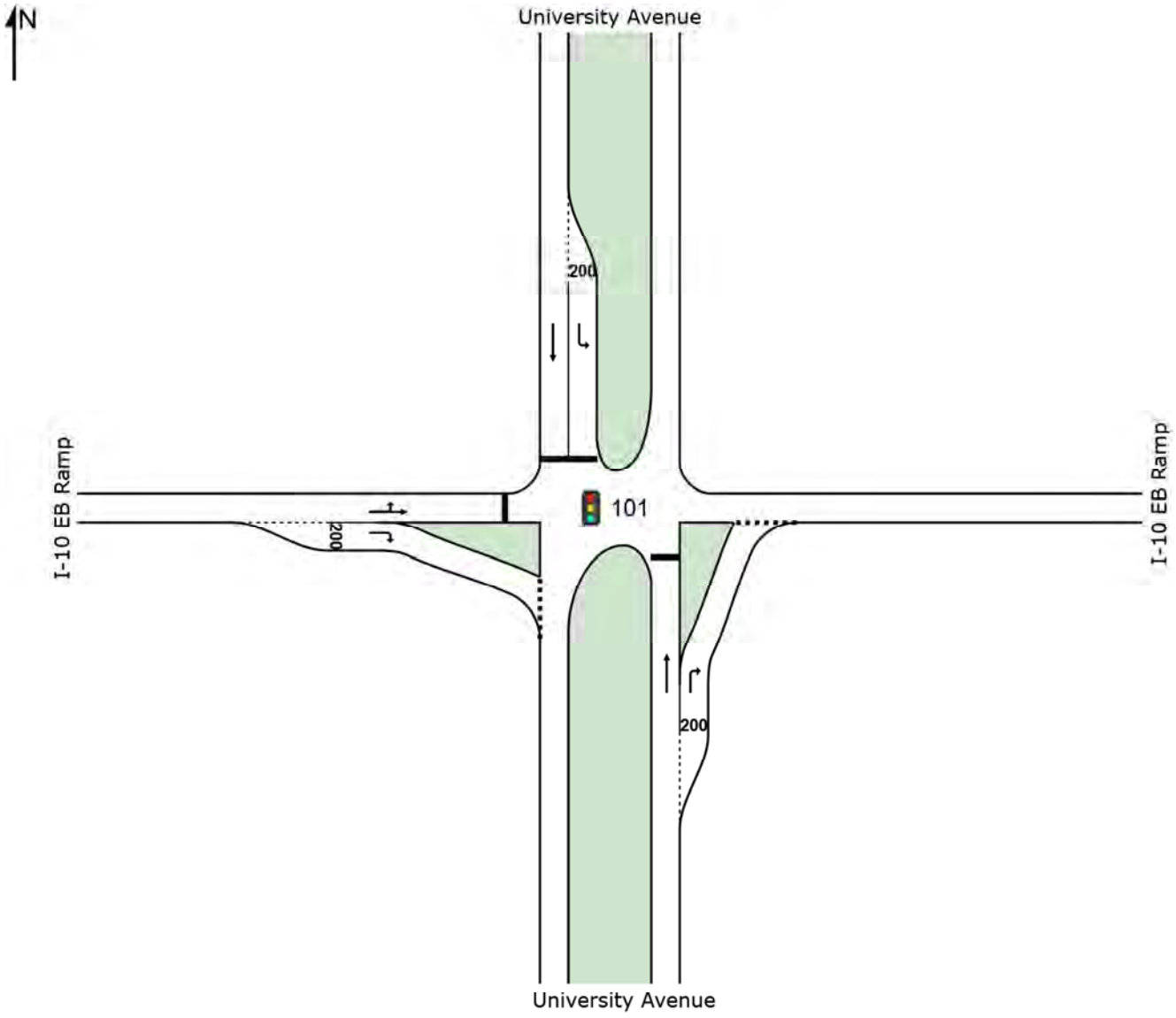
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [09 2020 PM Road Diet]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [09 2020 PM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (Practical Cycle Time)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
8	T1	1475	2.0	1.305	159.6	LOS F[11]	181.5	4610.2	1.00	1.61	10.0
18	R2	588	2.0	0.424	3.4	LOS A	8.6	219.2	0.26	0.23	33.5
Approach		2063	2.0	1.305	115.1	LOS F[11]	181.5	4610.2	0.79	1.22	12.6
North: University Avenue											
7	L2	158	2.0	0.951	115.5	LOS F[11]	12.4	314.6	1.00	1.05	12.3
4	T1	873	2.0	0.654	5.0	LOS A	24.4	620.4	0.34	0.32	36.7
Approach		1031	2.0	0.951	21.9	LOS C	24.4	620.4	0.44	0.43	28.1
West: I-10 EB Ramp											
5	L2	164	2.0	1.089	161.4	LOS F[11]	18.0	456.2	1.00	1.04	9.6
2	T1	3	2.0	1.089	161.4	LOS F[11]	18.0	456.2	1.00	1.04	9.7
12	R2	184	2.0	0.276	5.6	LOS A	3.8	97.4	0.31	0.27	32.4
Approach		352	2.0	1.089	79.8	LOS E[11]	18.0	456.2	0.64	0.64	15.2
All Vehicles		3446	2.0	1.305	83.6	LOS F[11]	181.5	4610.2	0.67	0.92	15.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

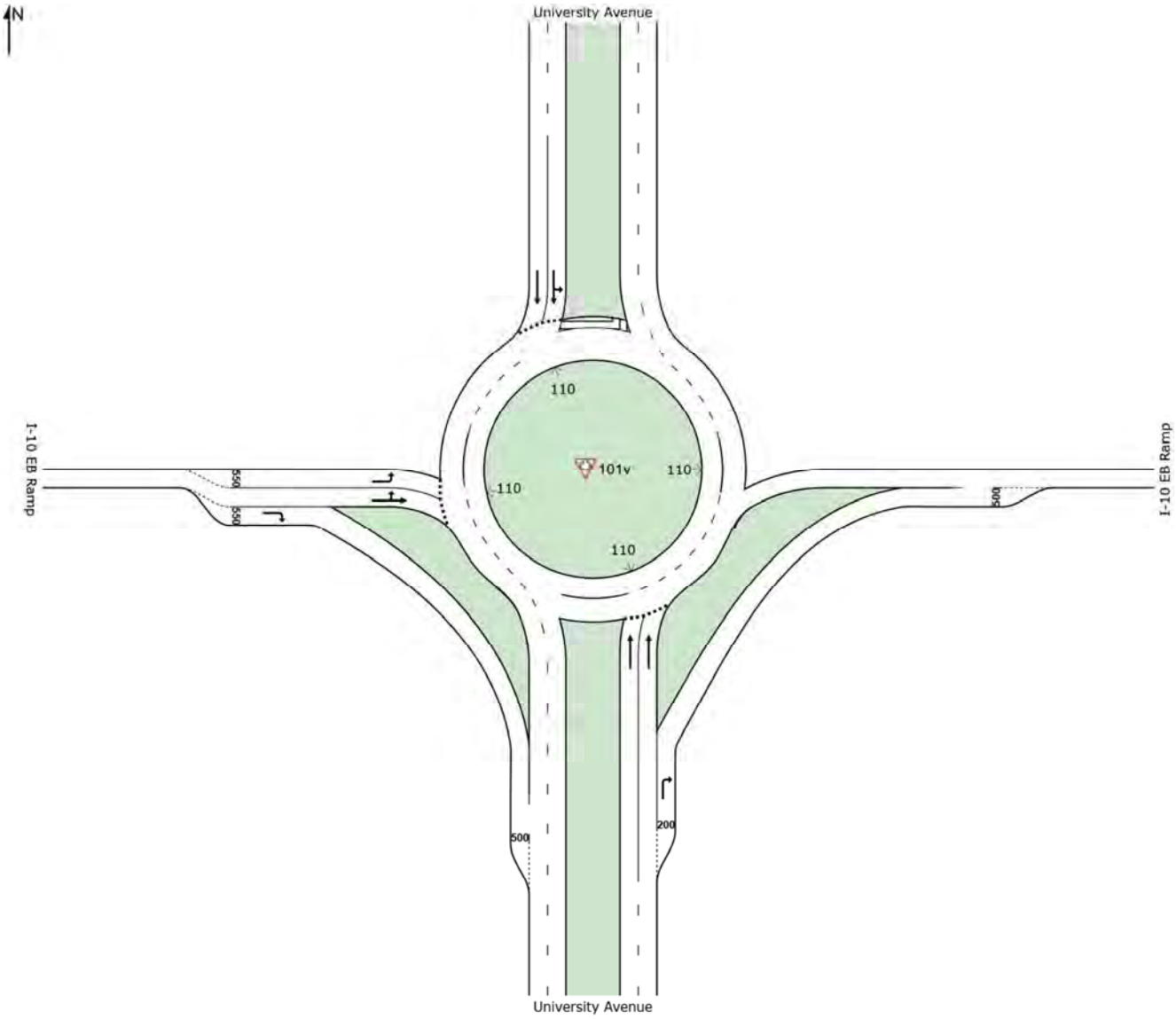
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101v [10 2020 PM Roundabout]

University Avenue

Roundabout



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MOVEMENT SUMMARY

Site: 101v [10 2020 PM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
8	T1	1475	2.0	0.639	2.7	LOS A	5.4	137.6	0.66	0.53	35.9
18	R2	588	2.0	0.372	0.1	LOS A	0.0	0.0	0.00	0.00	37.3
Approach		2063	2.0	0.639	2.0	LOS A	5.4	137.6	0.47	0.38	36.3
North: University Avenue											
7	L2	158	2.0	0.364	0.0	LOS A	0.0	0.0	0.00	0.00	37.6
4	T1	873	2.0	0.364	0.0	LOS A	0.0	0.0	0.00	0.00	38.1
Approach		1031	2.0	0.364	0.0	LOS A	0.0	0.0	0.00	0.00	38.0
West: I-10 EB Ramp											
5	L2	164	2.0	0.093	2.8	LOS A	0.4	9.3	0.56	0.51	33.9
2	T1	3	2.0	0.093	2.4	LOS A	0.4	9.3	0.55	0.49	33.9
12	R2	184	2.0	0.117	0.0	LOS A	0.0	0.0	0.00	0.00	37.4
Approach		352	2.0	0.117	1.3	LOS A	0.4	9.3	0.27	0.24	35.6
All Vehicles		3446	2.0	0.639	1.3	LOS A	5.4	137.6	0.31	0.25	36.7

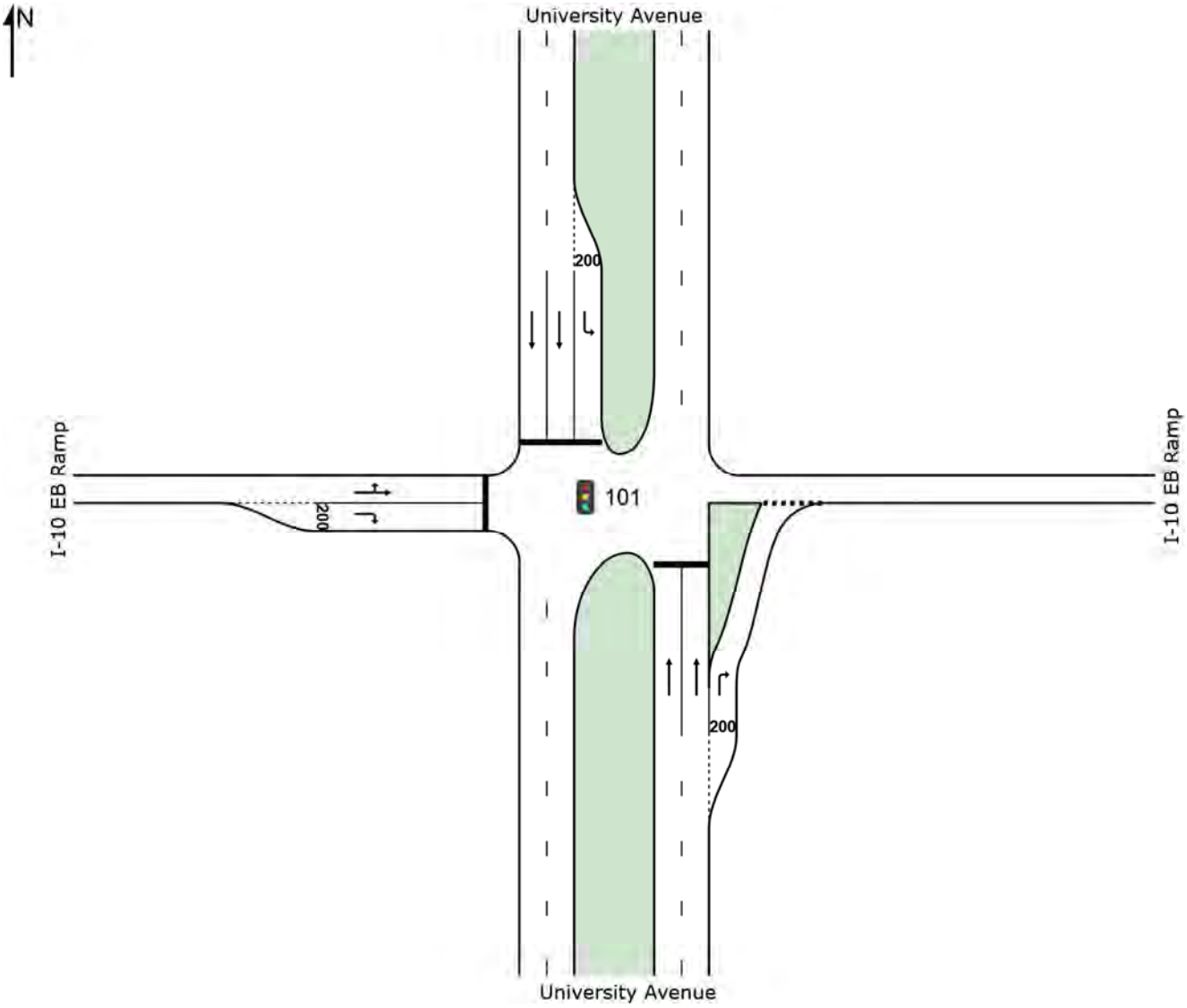
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [11 2040 AM No Build]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [11 2040 AM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
8	T1	821	4.0	0.525	23.3	LOS C	19.2	496.4	0.75	0.66	28.1
18	R2	258	4.0	0.257	3.9	LOS A	3.5	90.0	0.35	0.30	33.2
Approach		1080	4.0	0.525	18.6	LOS B	19.2	496.4	0.65	0.57	29.2
North: University Avenue											
7	L2	257	4.0	0.632	17.5	LOS B	8.2	212.6	0.83	0.71	27.2
4	T1	2484	4.0	1.193	115.7	LOS F[11]	129.5	3340.5	1.00	1.57	12.6
Approach		2741	4.0	1.193	106.5	LOS F[11]	129.5	3340.5	0.98	1.48	13.3
West: I-10 EB Ramp											
5	L2	421	4.0	1.054	100.7	LOS F[11]	35.6	918.7	1.00	1.09	13.3
2	T1	1	4.0	1.054	100.7	LOS F[11]	35.6	918.7	1.00	1.09	13.5
12	R2	585	4.0	1.143	92.8	LOS F[11]	43.8	1129.3	1.00	1.10	11.6
Approach		1008	4.0	1.143	96.1	LOS F[11]	43.8	1129.3	1.00	1.10	12.3
All Vehicles		4828	4.0	1.193	84.7	LOS F[11]	129.5	3340.5	0.91	1.20	14.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

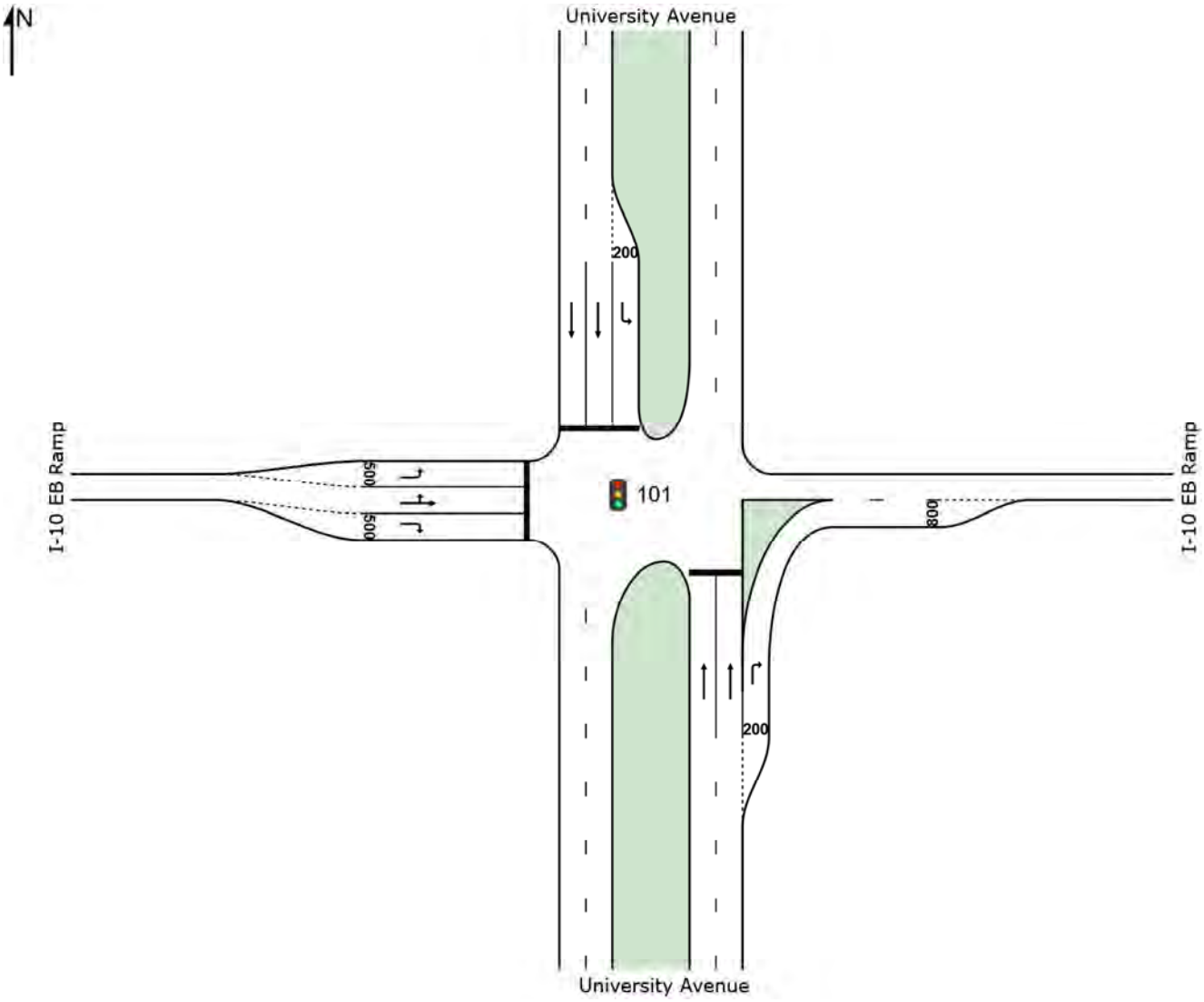
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [12 2040 AM Boulevard]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [12 2040 AM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 180 seconds (User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
8	T1	821	4.0	0.692	47.2	LOS D	38.4	991.1	0.86	0.76	21.6
18	R2	258	4.0	0.167	0.0	LOS A	0.0	0.0	0.00	0.00	35.6
Approach		1080	4.0	0.692	35.9	LOS D	38.4	991.1	0.65	0.58	23.9
North: University Avenue											
7	L2	257	4.0	0.518	23.7	LOS C	10.9	281.9	0.87	0.75	25.2
4	T1	2484	4.0	1.171	115.4	LOS F[11]	167.3	4316.0	1.00	1.34	12.6
Approach		2741	4.0	1.171	106.8	LOS F[11]	167.3	4316.0	0.99	1.28	13.2
West: I-10 EB Ramp											
5	L2	421	4.0	0.405	50.6	LOS D	15.0	387.4	0.85	0.72	19.4
2	T1	1	4.0	0.405	50.6	LOS D	15.0	387.4	0.85	0.72	19.8
12	R2	585	4.0	1.140	91.8	LOS F[11]	55.9	1443.5	1.00	1.02	10.5
Approach		1008	4.0	1.140	74.5	LOS E[11]	55.9	1443.5	0.94	0.89	13.0
All Vehicles		4828	4.0	1.171	84.2	LOS F[11]	167.3	4316.0	0.90	1.04	14.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

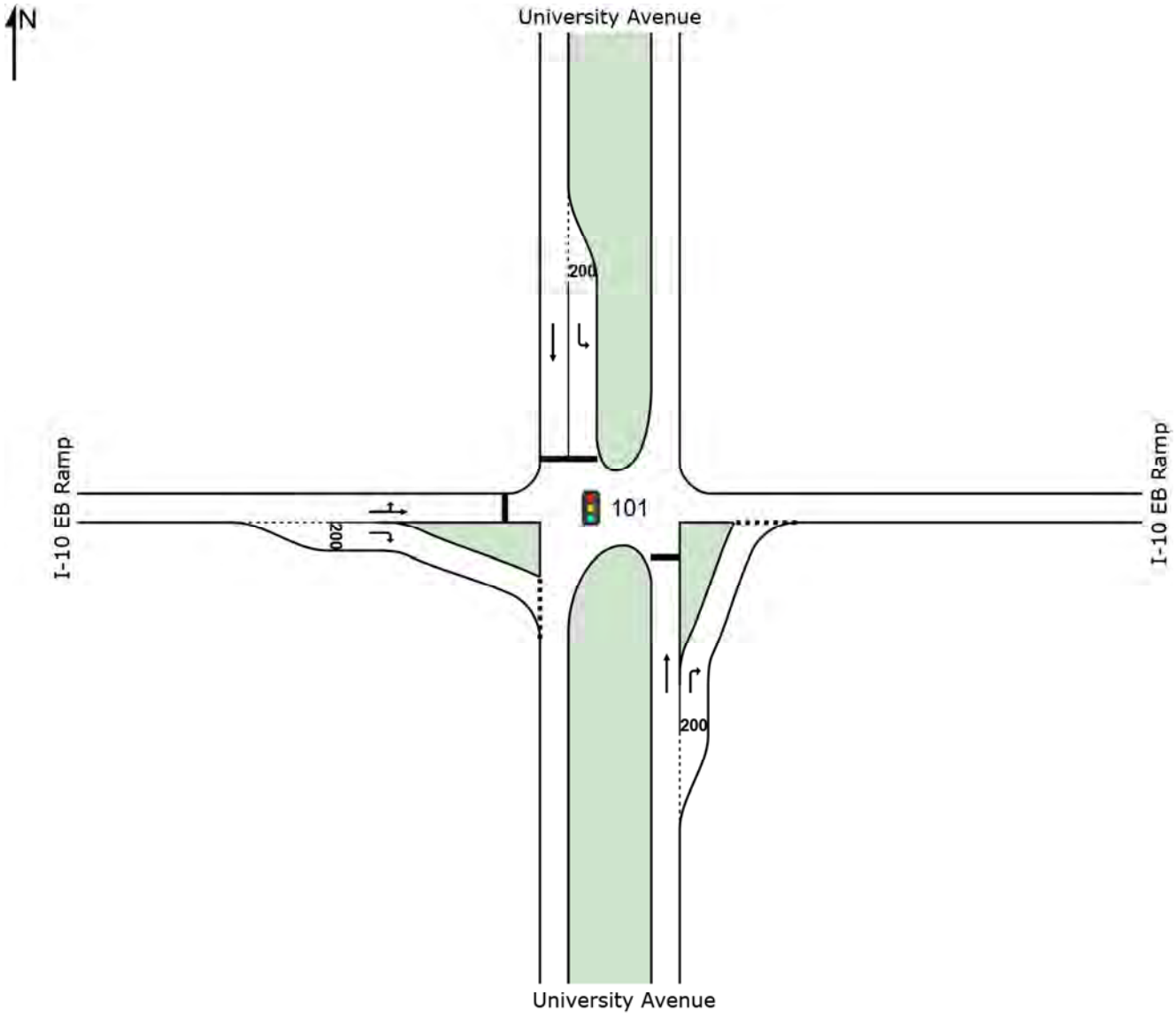
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [13 2040 AM Road Diet]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [13 2040 AM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
8	T1	821	4.0	1.107	99.5	LOS F[11]	84.7	2184.8	1.00	1.32	13.9
18	R2	258	4.0	0.214	3.1	LOS A	4.0	103.9	0.26	0.23	33.6
Approach		1080	4.0	1.107	76.4	LOS E[11]	84.7	2184.8	0.82	1.06	16.2
North: University Avenue											
7	L2	257	4.0	0.670	50.8	LOS D	15.3	394.4	0.97	0.92	19.2
4	T1	2484	4.0	1.821	382.7	LOS F[11]	404.4	10433.9	1.00	2.13	4.9
Approach		2741	4.0	1.821	351.6	LOS F[11]	404.4	10433.9	1.00	2.01	5.3
West: I-10 EB Ramp											
5	L2	421	4.0	1.621	334.5	LOS F[11]	64.3	1657.7	1.00	1.34	5.2
2	T1	1	4.0	1.621	334.5	LOS F[11]	64.3	1657.7	1.00	1.34	5.3
12	R2	585	4.0	1.790	386.2	LOS F[11]	86.7	2235.7	1.00	1.34	4.4
Approach		1008	4.0	1.790	364.5	LOS F[11]	86.7	2235.7	1.00	1.34	4.7
All Vehicles		4828	4.0	1.821	292.8	LOS F[11]	404.4	10433.9	0.96	1.66	6.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

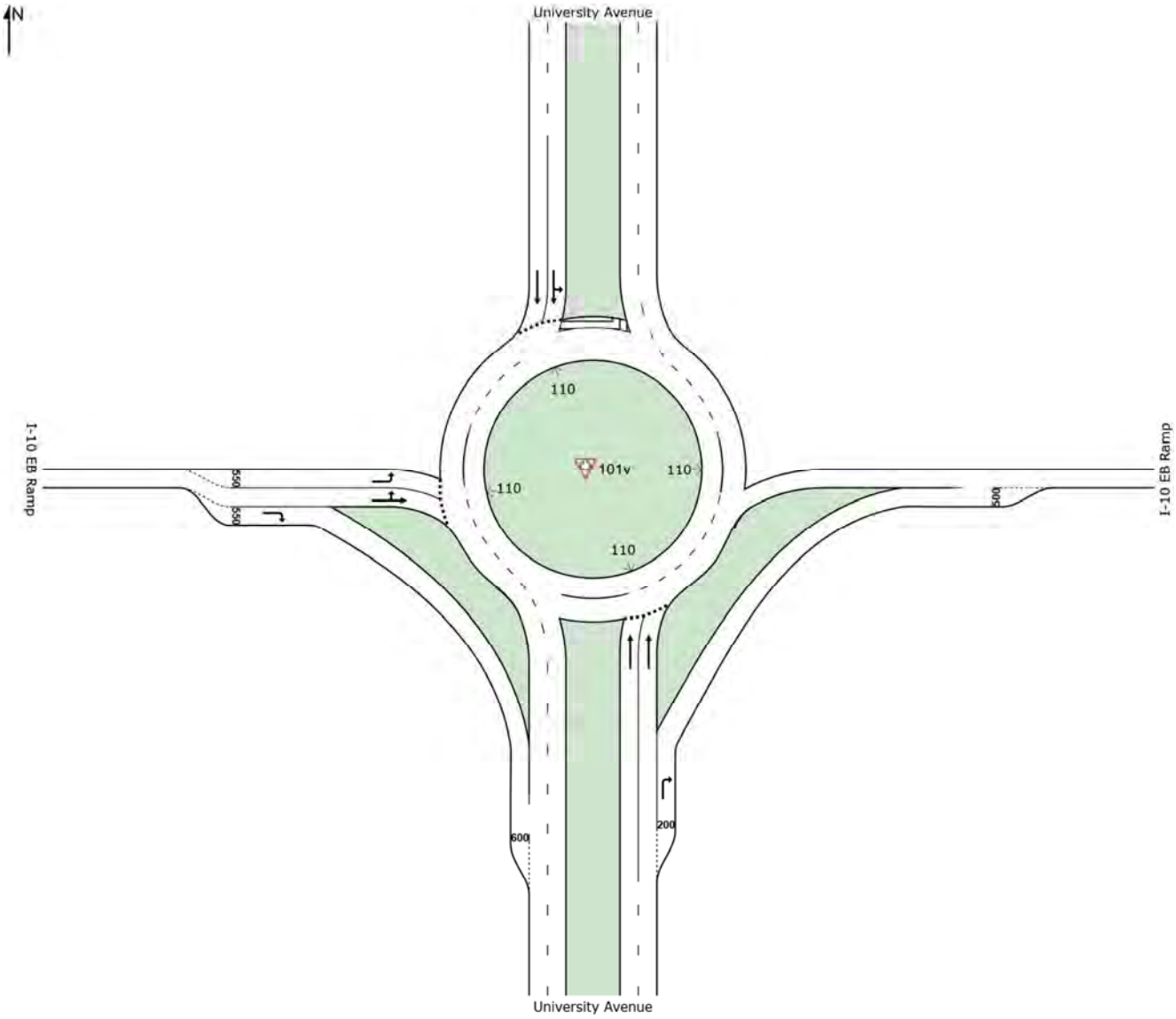
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101v [14 2040 AM Roundabout]

University Avenue

Roundabout



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MOVEMENT SUMMARY

Site: 101v [14 2040 AM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
8	T1	821	4.0	0.430	2.6	LOS A	2.7	68.6	0.70	0.52	35.7
18	R2	258	4.0	0.167	0.0	LOS A	0.0	0.0	0.00	0.00	37.3
Approach		1080	4.0	0.430	2.0	LOS A	2.7	68.6	0.54	0.39	36.0
North: University Avenue											
7	L2	257	4.0	0.927	0.0	LOS A	0.0	0.0	0.00	0.00	38.0
4	T1	2484	4.0	0.927	0.0	LOS A	0.0	0.0	0.00	0.00	38.2
Approach		2741	4.0	0.927	0.0	LOS A	0.0	0.0	0.00	0.00	38.2
West: I-10 EB Ramp											
5	L2	421	4.0	0.565	33.6	LOS C	5.2	134.8	0.98	1.22	23.5
2	T1	1	4.0	0.565	30.9	LOS C	5.2	134.8	1.00	1.27	24.1
12	R2	585	4.0	0.378	0.1	LOS A	0.0	0.0	0.00	0.00	37.3
Approach		1008	4.0	0.565	14.1	LOS B	5.2	134.8	0.41	0.51	29.7
All Vehicles		4828	4.0	0.927	3.4	LOS A	5.2	134.8	0.21	0.19	35.6

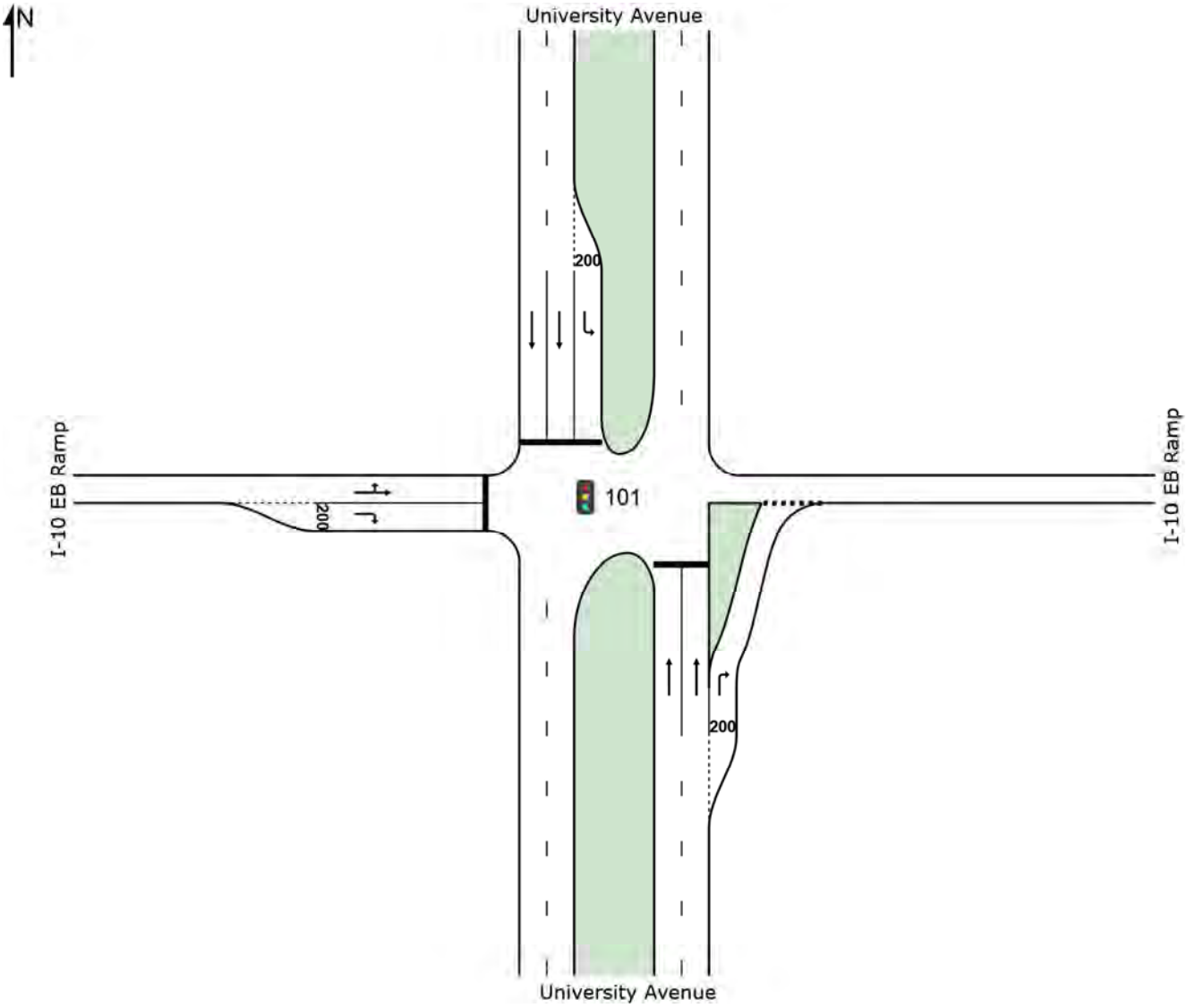
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [15 2040 PM No Build]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [15 2040 PM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 100 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
8	T1	1705	2.0	1.000	52.2	LOS F[11]	69.5	1765.0	1.00	1.23	20.6
18	R2	679	2.0	0.513	4.5	LOS A	8.6	219.0	0.36	0.32	33.0
Approach		2384	2.0	1.000	38.6	LOS D	69.5	1765.0	0.82	0.97	23.0
North: University Avenue											
7	L2	182	2.0	0.683	37.0	LOS D	6.8	172.1	0.99	0.88	21.9
4	T1	1009	2.0	0.366	4.8	LOS A	9.6	243.6	0.38	0.34	36.8
Approach		1191	2.0	0.683	9.7	LOS A	9.6	243.6	0.48	0.43	33.4
West: I-10 EB Ramp											
5	L2	190	2.0	0.779	55.6	LOS E[11]	10.7	272.0	1.00	0.89	18.6
2	T1	4	2.0	0.779	55.6	LOS E[11]	10.7	272.0	1.00	0.89	19.0
12	R2	213	2.0	0.380	2.4	LOS A	3.3	82.7	0.34	0.30	33.6
Approach		407	2.0	0.779	27.7	LOS C	10.7	272.0	0.66	0.58	24.3
All Vehicles		3982	2.0	1.000	28.8	LOS C	69.5	1765.0	0.70	0.77	25.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

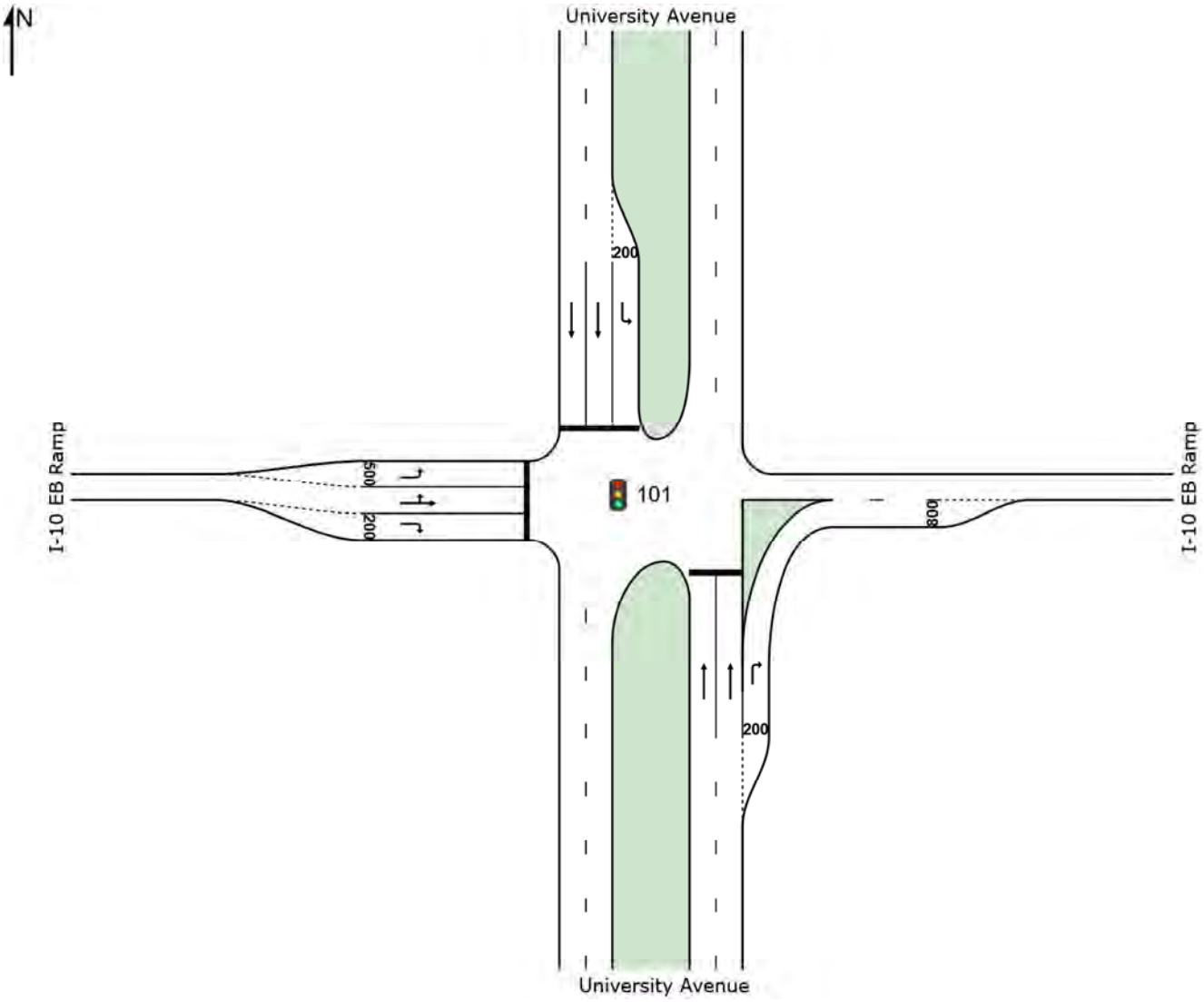
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [16 2040 PM Boulevard]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [16 2040 PM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 90 seconds (User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
8	T1	1705	2.0	0.985	42.8	LOS D	61.4	1560.4	0.89	1.12	22.6
18	R2	679	2.0	0.430	0.1	LOS A	0.0	0.0	0.00	0.00	35.7
Approach		2384	2.0	0.985	30.6	LOS C	61.4	1560.4	0.63	0.80	25.2
North: University Avenue											
7	L2	182	2.0	0.771	41.6	LOS D	6.7	170.9	1.00	0.91	21.0
4	T1	1009	2.0	0.369	4.5	LOS A	8.9	225.3	0.39	0.35	37.0
Approach		1191	2.0	0.771	10.2	LOS B	8.9	225.3	0.49	0.44	33.1
West: I-10 EB Ramp											
5	L2	190	2.0	0.409	36.6	LOS D	4.1	103.9	0.96	0.75	22.2
2	T1	4	2.0	0.409	36.6	LOS D	4.1	103.9	0.96	0.75	22.7
12	R2	213	2.0	0.383	2.4	LOS A	3.0	76.3	0.36	0.31	33.6
Approach		407	2.0	0.409	18.7	LOS B	4.1	103.9	0.64	0.52	27.0
All Vehicles		3982	2.0	0.985	23.3	LOS C	61.4	1560.4	0.59	0.66	27.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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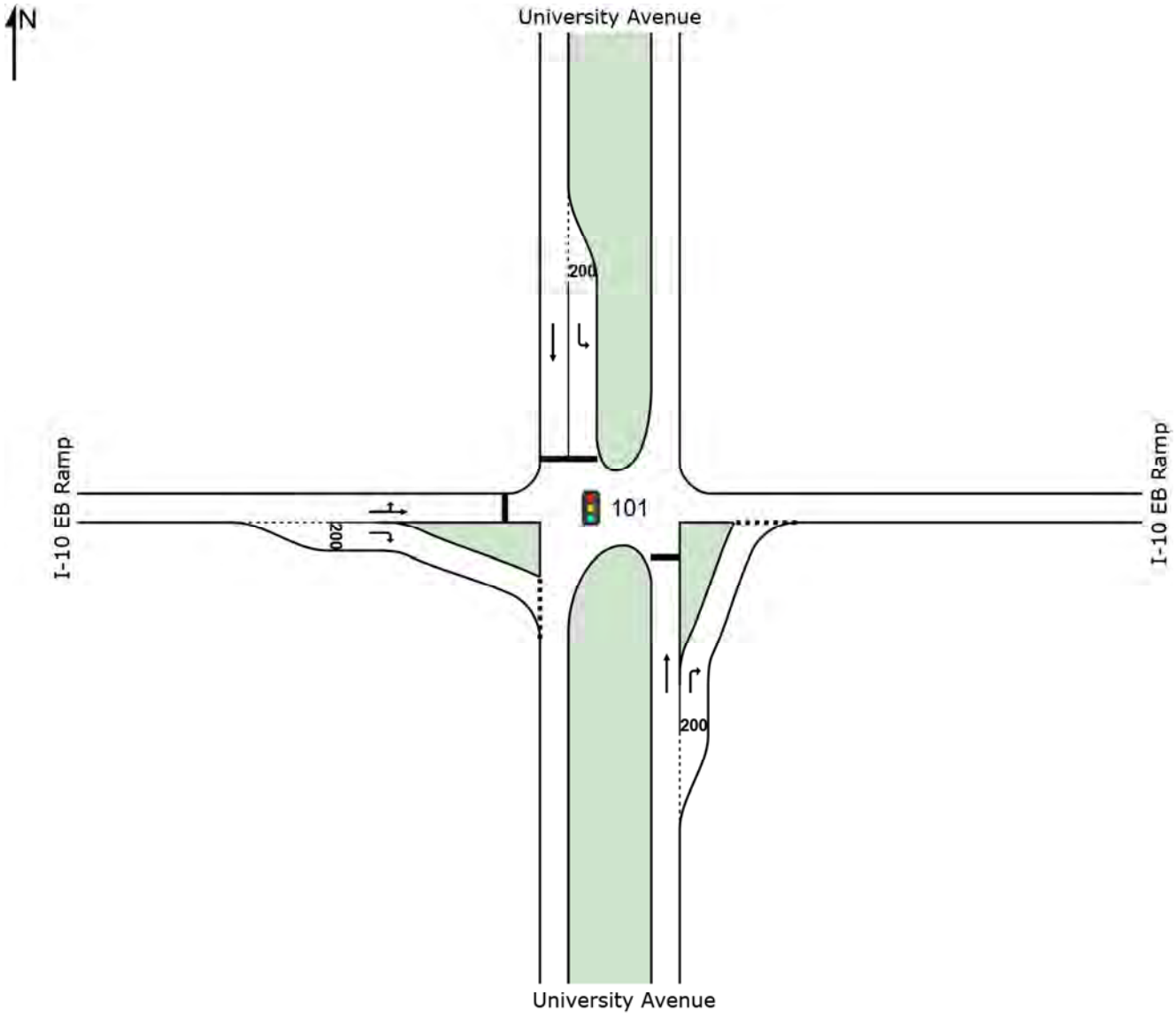
SITE LAYOUT

Site: 101 [17 2040 PM Road Diet]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [17 2040 PM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (Practical Cycle Time)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
8	T1	1705	2.0	1.360	183.1	LOS F[11]	218.6	5552.1	1.00	1.68	9.0
18	R2	679	2.0	0.498	4.6	LOS A	12.1	307.1	0.31	0.28	32.9
Approach		2384	2.0	1.360	132.3	LOS F[11]	218.6	5552.1	0.80	1.28	11.4
North: University Avenue											
7	L2	182	2.0	1.025	98.1	LOS F[11]	15.2	387.1	1.00	0.93	10.7
4	T1	1009	2.0	0.762	7.5	LOS A	35.0	889.3	0.41	0.39	35.2
Approach		1191	2.0	1.025	21.3	LOS C	35.0	889.3	0.50	0.47	26.1
West: I-10 EB Ramp											
5	L2	190	2.0	1.169	180.8	LOS F[11]	22.2	563.9	1.00	1.09	8.7
2	T1	4	2.0	1.169	180.8	LOS F[11]	22.2	563.9	1.00	1.09	8.8
12	R2	213	2.0	0.363	9.8	LOS A	6.0	153.1	0.42	0.37	30.6
Approach		407	2.0	1.169	91.2	LOS F[11]	22.2	563.9	0.70	0.71	13.9
All Vehicles		3982	2.0	1.360	94.9	LOS F[11]	218.6	5552.1	0.70	0.98	14.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

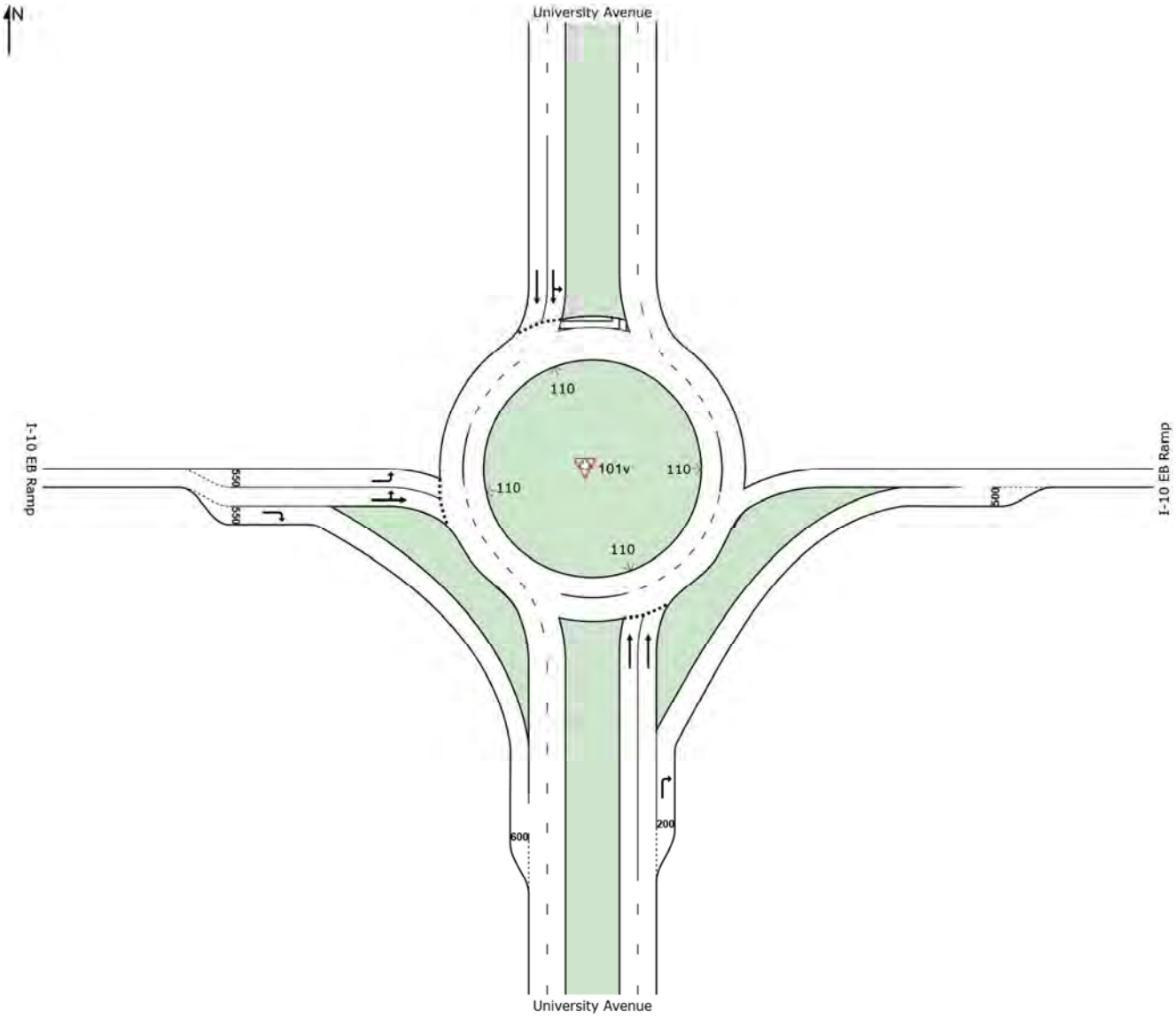
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101v [18 2040 PM Roundabout]

University Avenue

Roundabout



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MOVEMENT SUMMARY

Site: 101v [18 2040 PM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Capacity): Results for 23 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
8	T1	1705	2.0	0.699	3.4	LOS A	6.8	172.4	0.71	0.63	35.7
18	R2	679	2.0	0.430	0.1	LOS A	0.0	0.0	0.00	0.00	37.3
Approach		2384	2.0	0.699	2.4	LOS A	6.8	172.4	0.51	0.45	36.1
North: University Avenue											
7	L2	182	2.0	0.395	0.0	LOS A	0.0	0.0	0.00	0.00	37.6
4	T1	1009	2.0	0.395	0.0	LOS A	0.0	0.0	0.00	0.00	38.1
Approach		1191	2.0	0.395	0.0	LOS A	0.0	0.0	0.00	0.00	38.0
West: I-10 EB Ramp											
5	L2	190	2.0	0.099	2.8	LOS A	0.4	10.5	0.58	0.53	33.8
2	T1	4	2.0	0.099	2.3	LOS A	0.4	10.5	0.57	0.50	33.8
12	R2	213	2.0	0.135	0.0	LOS A	0.0	0.0	0.00	0.00	37.4
Approach		407	2.0	0.135	1.3	LOS A	0.4	10.5	0.28	0.25	35.5
All Vehicles		3982	2.0	0.699	1.6	LOS A	6.8	172.4	0.33	0.30	36.6

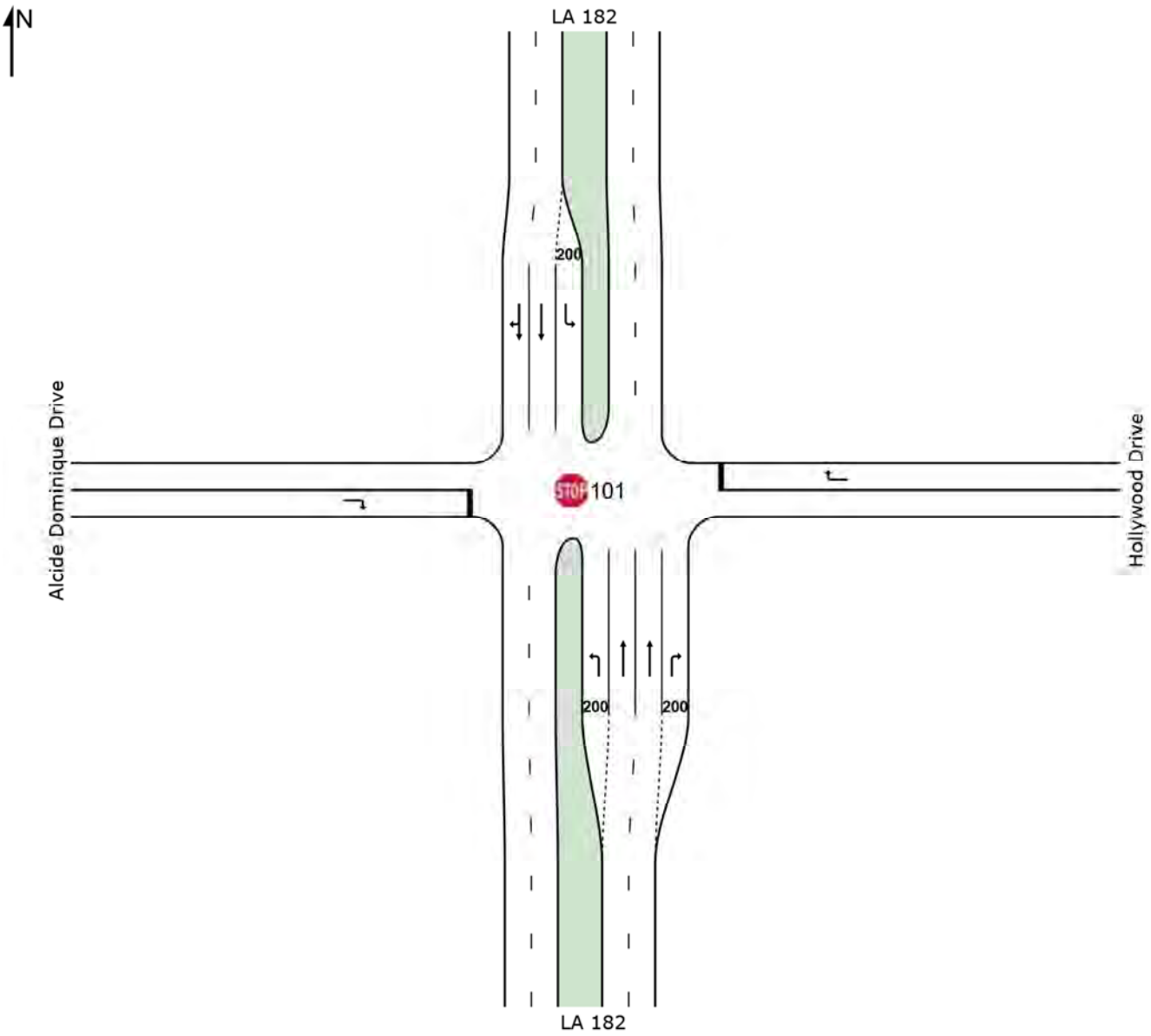
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Alcide Dominique Drive / Hollywood Drive

SITE LAYOUT

Site: 101 [2017 AM Existing]

LA 182 at Alcide Dominique
Stop (Two-Way)



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MOVEMENT SUMMARY

Site: 101 [2017 AM Existing]

LA 182 at Alcide Dominique
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: LA 182											
3	L2	69	4.0	0.307	24.5	LOS C	1.1	28.1	0.90	0.94	25.1
8	T1	781	4.0	0.214	0.0	LOS A	0.0	0.0	0.00	0.00	40.0
18	R2	26	4.0	0.017	0.0	LOS A	0.0	0.0	0.00	0.00	34.8
Approach		876	4.0	0.307	1.9	NA	1.1	28.1	0.07	0.07	38.0
East: Hollywood Drive											
16	R2	25	4.0	0.042	11.4	LOS B	0.2	4.7	0.55	0.41	29.1
Approach		25	4.0	0.042	11.4	LOS B	0.2	4.7	0.55	0.41	29.1
North: LA 182											
7	L2	87	4.0	0.168	9.3	LOS A	0.6	15.1	0.61	0.61	30.3
4	T1	2038	4.0	0.612	0.0	LOS A	0.0	0.0	0.00	0.00	39.5
14	R2	167	4.0	0.612	0.0	LOS A	0.0	0.0	0.00	0.00	37.6
Approach		2292	4.0	0.612	0.5	NA	0.6	15.1	0.02	0.02	38.9
West: Alcide Dominique Drive											
12	R2	38	4.0	0.146	21.1	LOS C	0.6	14.4	0.78	0.78	25.9
Approach		38	4.0	0.146	21.1	LOS C	0.6	14.4	0.78	0.78	25.9
All Vehicles		3231	4.0	0.612	1.1	NA	1.1	28.1	0.05	0.05	38.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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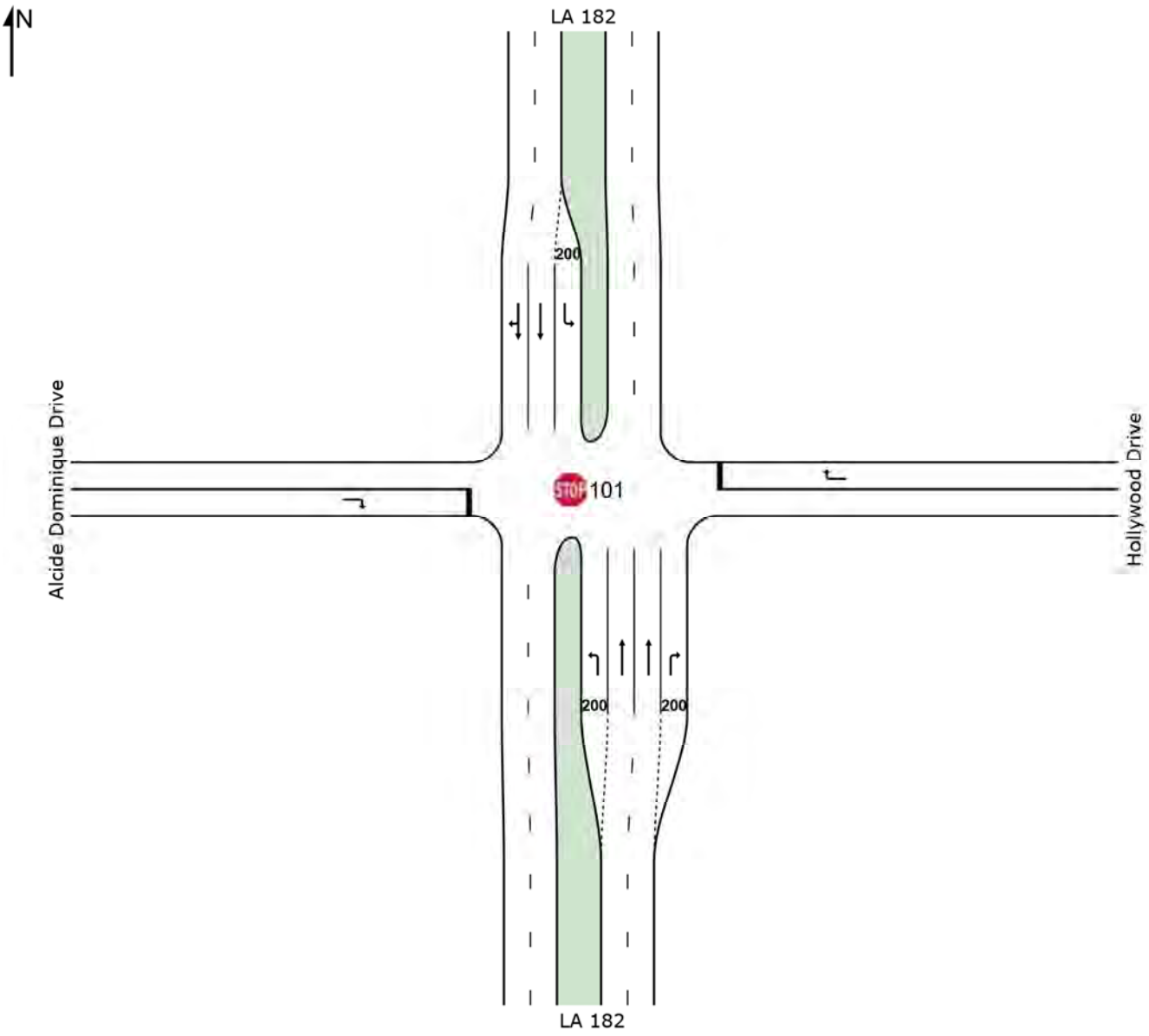
SITE LAYOUT

Site: 101 [2017 PM Existing]

LA 182 at Alcide Dominique
Stop (Two-Way)



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MOVEMENT SUMMARY

Site: 101 [2017 PM Existing]

LA 182 at Alcide Dominique
Stop (Two-Way)

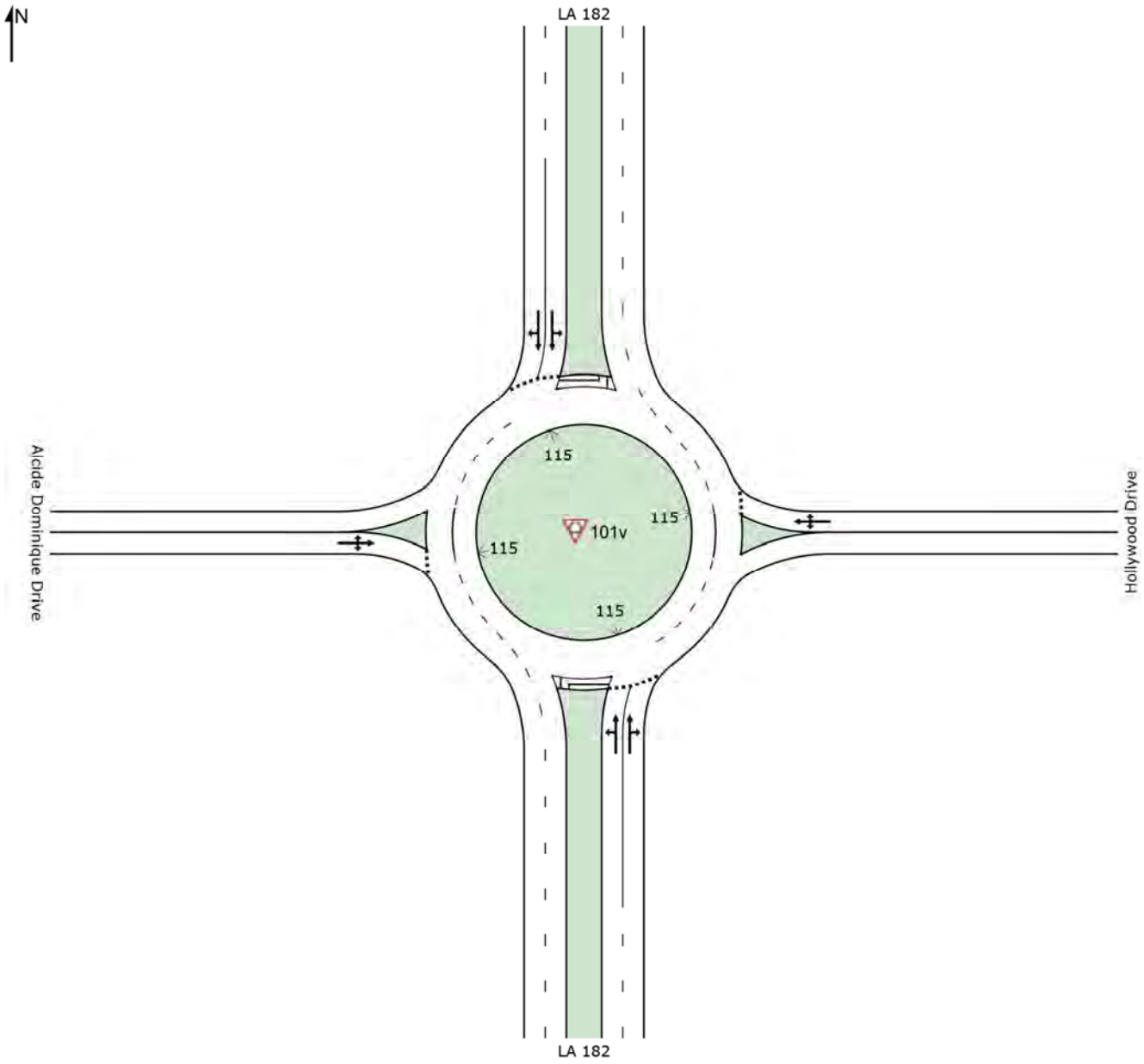
Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: LA 182											
3	L2	62	2.0	0.085	5.9	LOS A	0.3	8.2	0.59	0.56	31.8
8	T1	1903	2.0	0.511	0.0	LOS A	0.0	0.0	0.00	0.00	39.9
18	R2	52	2.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.00	34.8
Approach		2017	2.0	0.511	0.3	NA	0.3	8.2	0.02	0.02	39.4
East: Hollywood Drive											
16	R2	61	2.0	0.237	23.4	LOS C	1.0	24.9	0.81	0.83	25.3
Approach		61	2.0	0.237	23.4	LOS C	1.0	24.9	0.81	0.83	25.3
North: LA 182											
7	L2	67	2.0	0.432	42.0	LOS E	1.5	38.5	0.92	0.99	21.0
4	T1	935	2.0	0.252	0.0	LOS A	0.0	0.0	0.00	0.00	39.9
14	R2	4	2.0	0.252	0.0	LOS A	0.0	0.0	0.00	0.00	38.4
Approach		1006	2.0	0.432	2.8	NA	1.5	38.5	0.06	0.07	37.7
West: Alcide Dominique Drive											
12	R2	40	2.0	0.075	12.2	LOS B	0.3	8.3	0.59	0.50	28.8
Approach		40	2.0	0.075	12.2	LOS B	0.3	8.3	0.59	0.50	28.8
All Vehicles		3124	2.0	0.511	1.6	NA	1.5	38.5	0.05	0.05	38.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101v [2020 AM Alt 3]

LA 182 at Alcide Dominique
Roundabout



MOVEMENT SUMMARY

Site: 101v [2020 AM Alt 3]

LA 182 at Alcide Dominique
Roundabout
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles

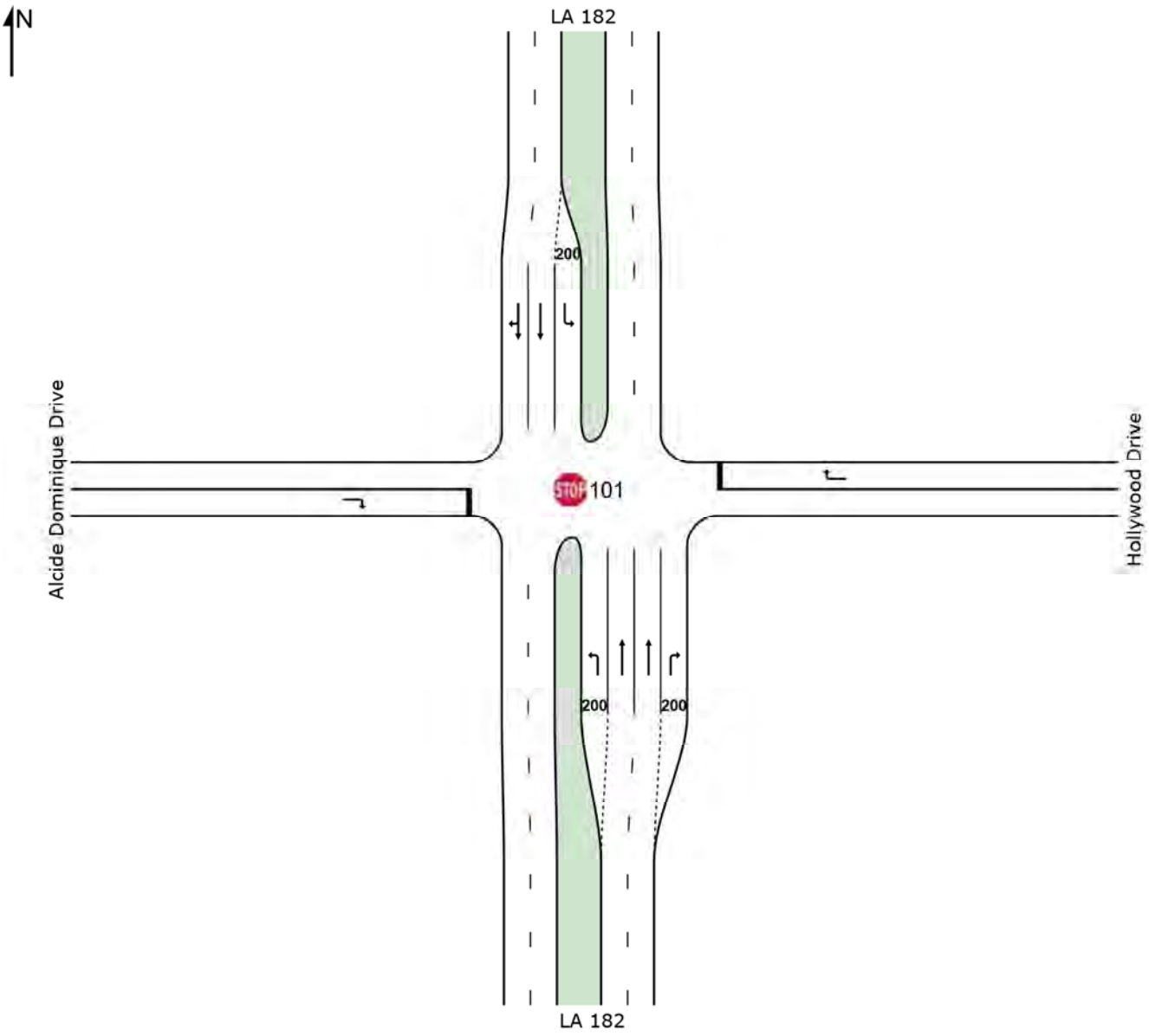
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: LA 182											
3	L2	72	4.0	0.358	0.7	LOS A	2.9	75.6	0.41	0.21	36.7
8	T1	812	4.0	0.358	0.7	LOS A	3.0	76.6	0.40	0.21	36.8
18	R2	27	4.0	0.358	0.7	LOS A	3.0	76.6	0.40	0.20	35.6
Approach		911	4.0	0.358	0.7	LOS A	3.0	76.6	0.40	0.21	36.8
East: Hollywood Drive											
1	L2	1	4.0	0.050	3.9	LOS A	0.2	4.9	0.61	0.56	36.3
6	T1	1	4.0	0.050	3.9	LOS A	0.2	4.9	0.61	0.56	36.0
16	R2	26	4.0	0.050	3.9	LOS A	0.2	4.9	0.61	0.56	34.9
Approach		28	4.0	0.050	3.9	LOS A	0.2	4.9	0.61	0.56	35.0
North: LA 182											
7	L2	90	4.0	0.899	2.2	LOS A	22.0	567.6	0.99	0.51	34.9
4	T1	2119	4.0	0.899	2.1	LOS A	22.6	583.3	0.97	0.49	34.9
14	R2	174	4.0	0.899	2.0	LOS A	22.6	583.3	0.95	0.48	33.8
Approach		2382	4.0	0.899	2.1	LOS A	22.6	583.3	0.97	0.49	34.8
West: Alcide Dominique Drive											
5	L2	8	4.0	0.247	15.6	LOS B	1.1	29.6	0.92	0.92	30.2
2	T1	1	4.0	0.247	15.6	LOS B	1.1	29.6	0.92	0.92	30.0
12	R2	31	4.0	0.247	15.6	LOS B	1.1	29.6	0.92	0.92	29.2
Approach		40	4.0	0.247	15.6	LOS B	1.1	29.6	0.92	0.92	29.4
All Vehicles		3361	4.0	0.899	1.9	LOS A	22.6	583.3	0.81	0.42	35.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [2020 AM No Build]

LA 182 at Alcide Dominique
Stop (Two-Way)



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MOVEMENT SUMMARY

Site: 101 [2020 AM No Build]

LA 182 at Alcide Dominique
Stop (Two-Way)
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: LA 182											
3	L2	72	4.0	0.346	28.0	LOS D	1.2	31.9	0.91	0.96	24.1
8	T1	812	4.0	0.222	0.0	LOS A	0.0	0.0	0.00	0.00	40.0
18	R2	27	4.0	0.017	0.0	LOS A	0.0	0.0	0.00	0.00	34.8
Approach		911	4.0	0.346	2.2	NA	1.2	31.9	0.07	0.08	37.8
East: Hollywood Drive											
16	R2	26	4.0	0.045	11.5	LOS B	0.2	5.0	0.56	0.43	29.0
Approach		26	4.0	0.045	11.5	LOS B	0.2	5.0	0.56	0.43	29.0
North: LA 182											
7	L2	90	4.0	0.181	9.7	LOS A	0.6	16.2	0.62	0.62	30.1
4	T1	2119	4.0	0.636	0.0	LOS A	0.0	0.0	0.00	0.00	39.5
14	R2	174	4.0	0.636	0.0	LOS A	0.0	0.0	0.00	0.00	37.6
Approach		2382	4.0	0.636	0.5	NA	0.6	16.2	0.02	0.02	38.9
West: Alcide Dominique Drive											
12	R2	40	4.0	0.161	22.4	LOS C	0.6	15.7	0.80	0.80	25.6
Approach		40	4.0	0.161	22.4	LOS C	0.6	15.7	0.80	0.80	25.6
All Vehicles		3359	4.0	0.636	1.2	NA	1.2	31.9	0.05	0.05	38.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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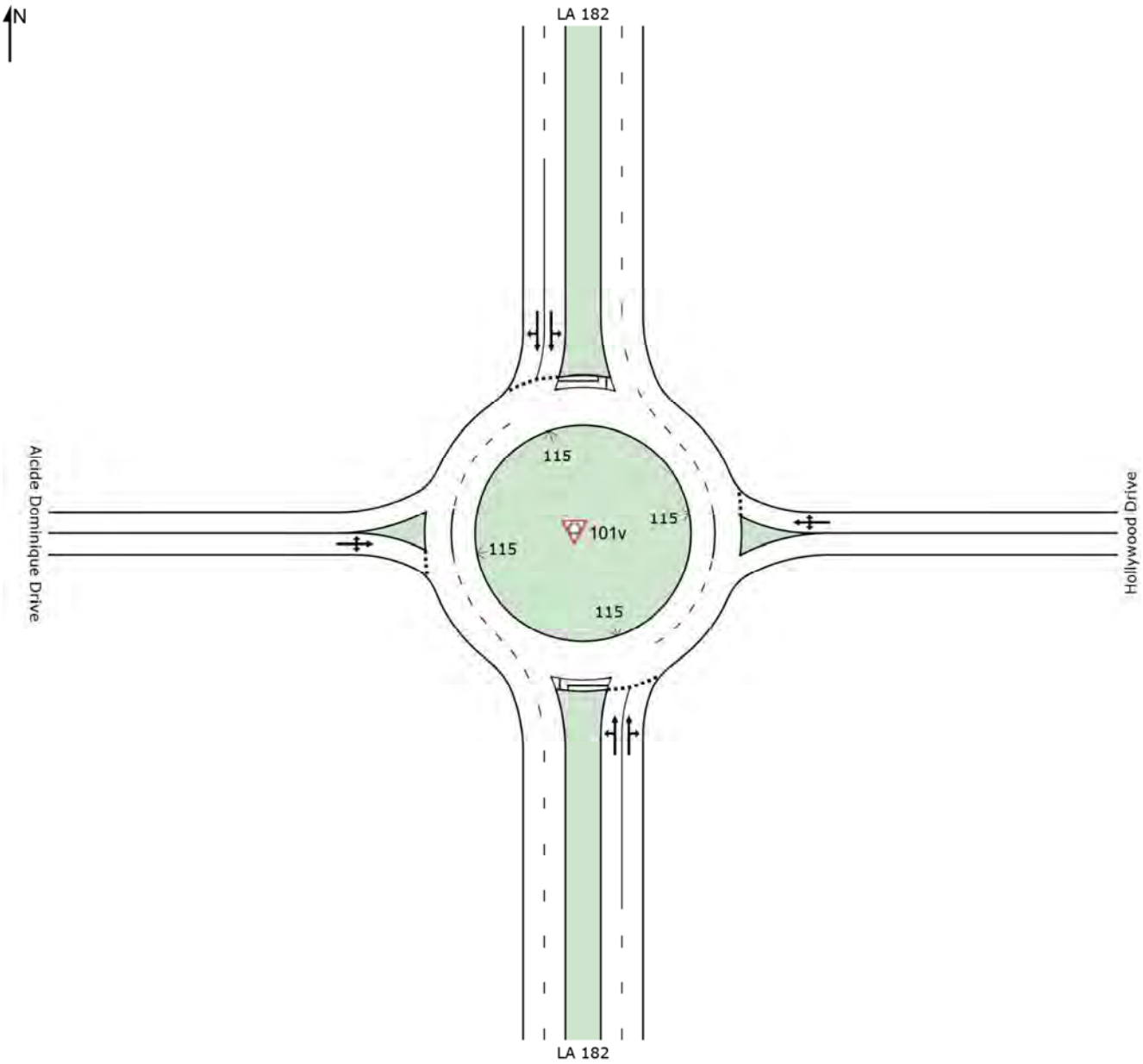
SITE LAYOUT

Site: 101v [2020 PM Alt 3]

LA 182 at Alcide Dominique
Roundabout



MOVEMENT SUMMARY

Site: 101v [2020 PM Alt 3]

LA 182 at Alcide Dominique
Roundabout
Design Life Analysis (Capacity): Results for 3 years

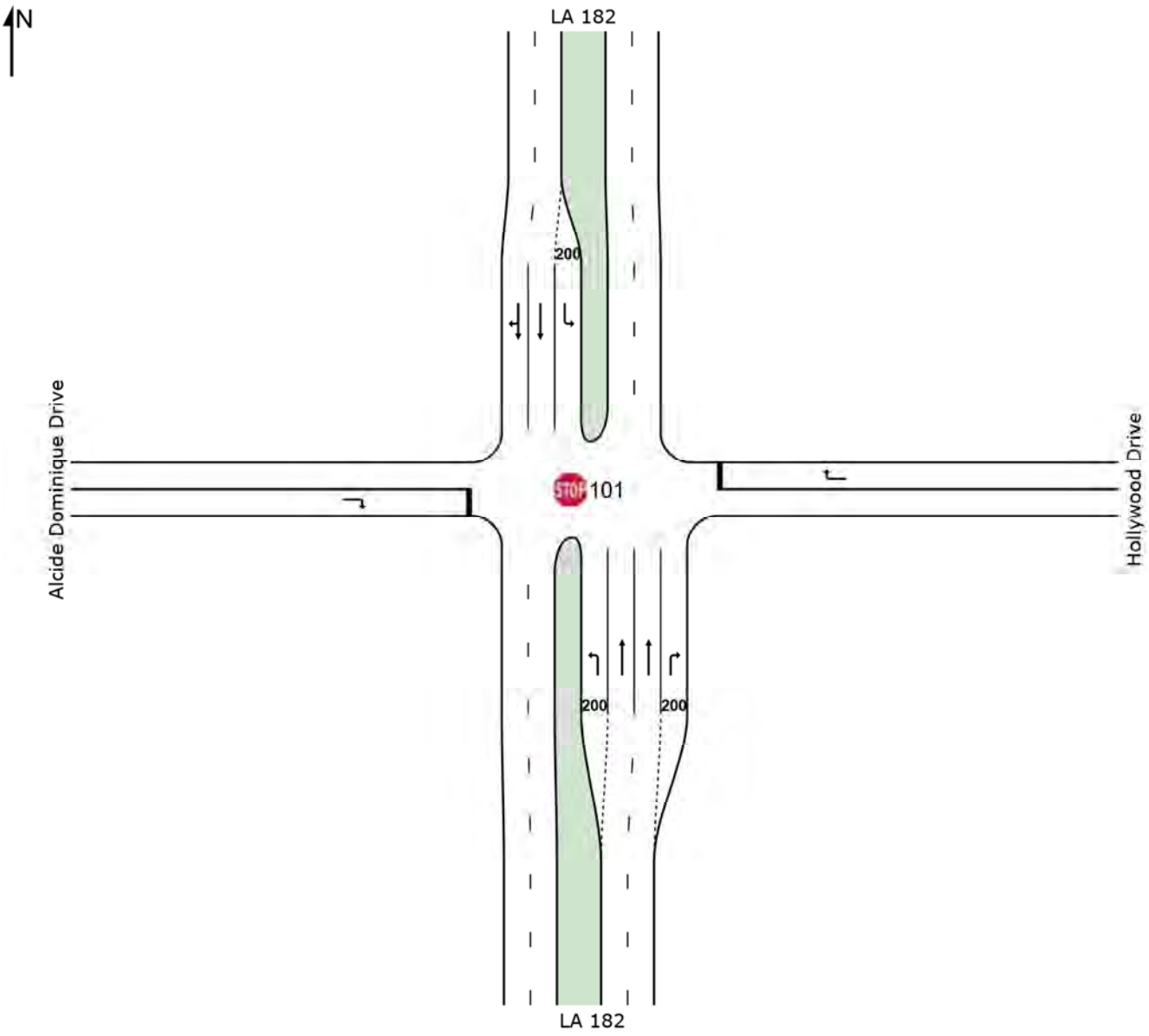
Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: LA 182											
3	L2	64	2.0	0.822	1.8	LOS A	14.6	371.8	0.87	0.49	35.3
8	T1	1978	2.0	0.822	1.8	LOS A	14.8	375.8	0.86	0.47	35.3
18	R2	54	2.0	0.822	1.7	LOS A	14.8	375.8	0.85	0.46	34.1
Approach		2097	2.0	0.822	1.8	LOS A	14.8	375.8	0.86	0.47	35.2
East: Hollywood Drive											
1	L2	18	2.0	0.295	11.7	LOS B	1.4	34.5	0.89	0.91	31.6
6	T1	1	2.0	0.295	11.7	LOS B	1.4	34.5	0.89	0.91	31.4
16	R2	44	2.0	0.295	11.7	LOS B	1.4	34.5	0.89	0.91	30.6
Approach		63	2.0	0.295	11.7	LOS B	1.4	34.5	0.89	0.91	30.9
North: LA 182											
7	L2	93	2.0	0.937	2.7	LOS A	27.6	701.2	1.00	0.53	34.9
4	T1	2186	2.0	0.937	2.6	LOS A	28.6	727.2	1.00	0.53	34.8
14	R2	179	2.0	0.937	2.5	LOS A	28.6	727.2	1.00	0.52	33.7
Approach		2458	2.0	0.937	2.6	LOS A	28.6	727.2	1.00	0.53	34.7
West: Alcide Dominique Drive											
5	L2	8	2.0	0.284	18.3	LOS B	1.3	34.2	0.93	0.94	29.2
2	T1	1	2.0	0.284	18.3	LOS B	1.3	34.2	0.93	0.94	29.0
12	R2	33	2.0	0.284	18.3	LOS B	1.3	34.2	0.93	0.94	28.3
Approach		42	2.0	0.284	18.3	LOS B	1.3	34.2	0.93	0.94	28.4
All Vehicles		4661	2.0	0.937	2.5	LOS A	28.6	727.2	0.94	0.51	34.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [2020 PM No Build]

LA 182 at Alcide Dominique
Stop (Two-Way)



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Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\03 Alcide Dominque.sip7

MOVEMENT SUMMARY

Site: 101 [2020 PM No Build]

LA 182 at Alcide Dominique
Stop (Two-Way)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: LA 182											
3	L2	64	2.0	0.092	6.1	LOS A	0.3	8.8	0.60	0.58	31.7
8	T1	1978	2.0	0.531	0.0	LOS A	0.0	0.0	0.00	0.00	39.9
18	R2	54	2.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.00	34.8
Approach		2097	2.0	0.531	0.3	NA	0.3	8.8	0.02	0.02	39.4
East: Hollywood Drive											
16	R2	63	2.0	0.261	25.1	LOS D	1.1	27.9	0.82	0.86	24.8
Approach		63	2.0	0.261	25.1	LOS D	1.1	27.9	0.82	0.86	24.8
North: LA 182											
7	L2	70	2.0	0.489	49.8	LOS E[11]	1.7	44.2	0.93	1.02	19.5
4	T1	972	2.0	0.262	0.0	LOS A	0.0	0.0	0.00	0.00	39.9
14	R2	4	2.0	0.262	0.0	LOS A	0.0	0.0	0.00	0.00	38.4
Approach		1046	2.0	0.489	3.3	NA	1.7	44.2	0.06	0.07	37.3
West: Alcide Dominique Drive											
12	R2	42	2.0	0.080	12.5	LOS B	0.3	8.8	0.60	0.51	28.7
Approach		42	2.0	0.080	12.5	LOS B	0.3	8.8	0.60	0.51	28.7
All Vehicles		3248	2.0	0.531	1.8	NA	1.7	44.2	0.06	0.06	38.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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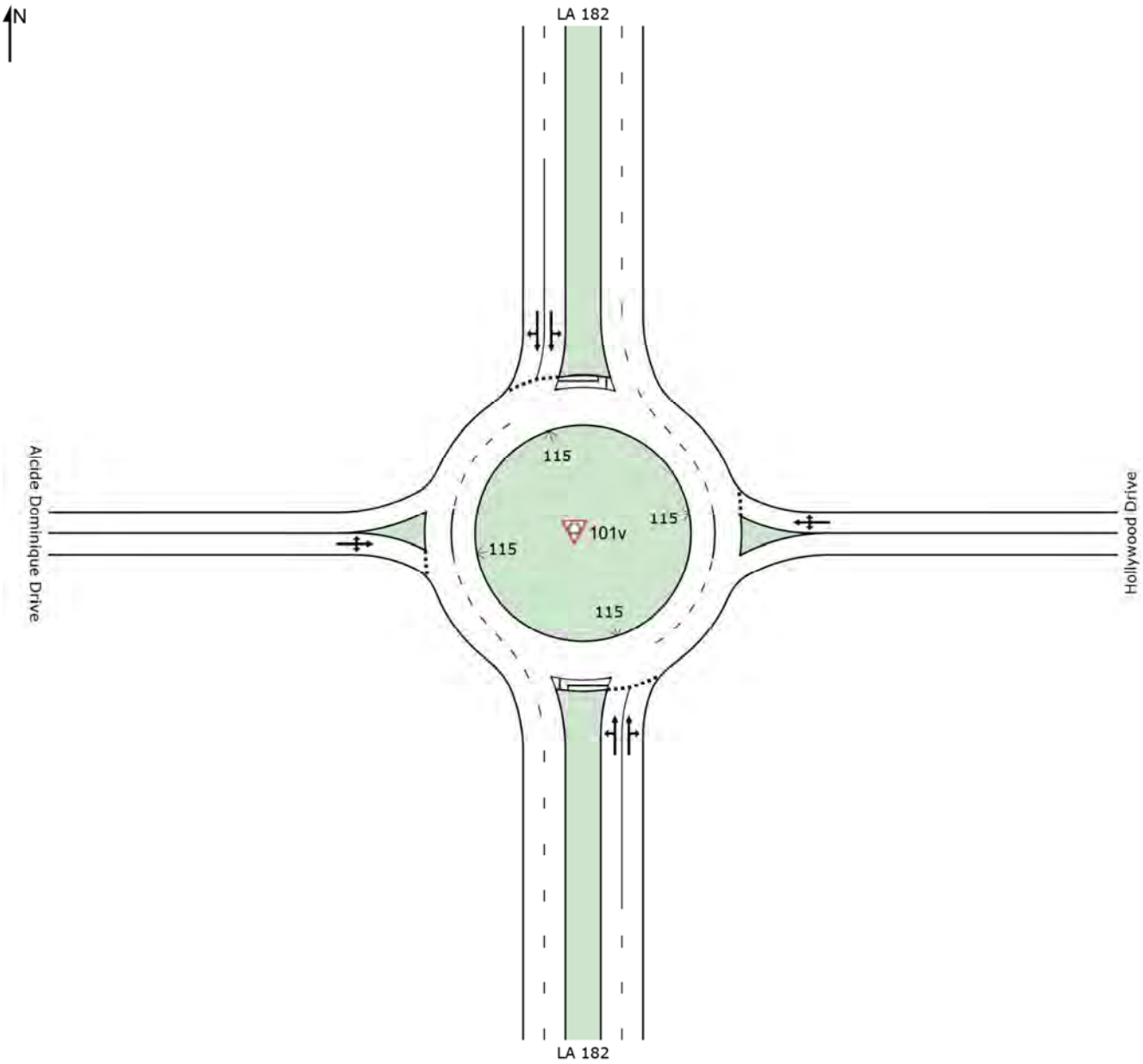
SITE LAYOUT

Site: 101v [2040 AM Alt 3]

LA 182 at Alcide Dominique
Roundabout



MOVEMENT SUMMARY

Site: 101v [2040 AM Alt 3]

LA 182 at Alcide Dominique
Roundabout
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: LA 182											
3	L2	83	4.0	0.418	0.9	LOS A	3.6	93.9	0.45	0.24	36.5
8	T1	939	4.0	0.418	0.8	LOS A	3.7	95.3	0.45	0.24	36.6
18	R2	31	4.0	0.418	0.8	LOS A	3.7	95.3	0.45	0.23	35.5
Approach		1053	4.0	0.418	0.8	LOS A	3.7	95.3	0.45	0.24	36.6
East: Hollywood Drive											
1	L2	7	0.0	0.058	4.4	LOS A	0.2	5.8	0.65	0.61	35.4
6	T1	1	4.0	0.058	4.5	LOS A	0.2	5.8	0.65	0.61	35.0
16	R2	21	4.0	0.058	4.5	LOS A	0.2	5.8	0.65	0.61	33.9
Approach		30	3.0	0.058	4.4	LOS A	0.2	5.8	0.65	0.61	34.3
North: LA 182											
7	L2	104	4.0	1.059	34.1	LOS F[11]	73.4	1894.6	1.00	0.98	24.4
4	T1	2448	4.0	1.059	33.8	LOS F[11]	77.2	1992.2	1.00	0.97	24.5
14	R2	201	4.0	1.059	33.5	LOS F[11]	77.2	1992.2	1.00	0.97	24.0
Approach		2753	4.0	1.059	33.8	LOS C	77.2	1992.2	1.00	0.97	24.4
West: Alcide Dominique Drive											
5	L2	9	4.0	0.353	23.9	LOS C	1.7	44.0	0.94	0.97	27.1
2	T1	1	4.0	0.353	23.9	LOS C	1.7	44.0	0.94	0.97	27.0
12	R2	36	4.0	0.353	23.9	LOS C	1.7	44.0	0.94	0.97	26.4
Approach		46	4.0	0.353	23.9	LOS C	1.7	44.0	0.94	0.97	26.5
All Vehicles		3881	4.0	1.059	24.5	LOS C	77.2	1992.2	0.85	0.77	27.0

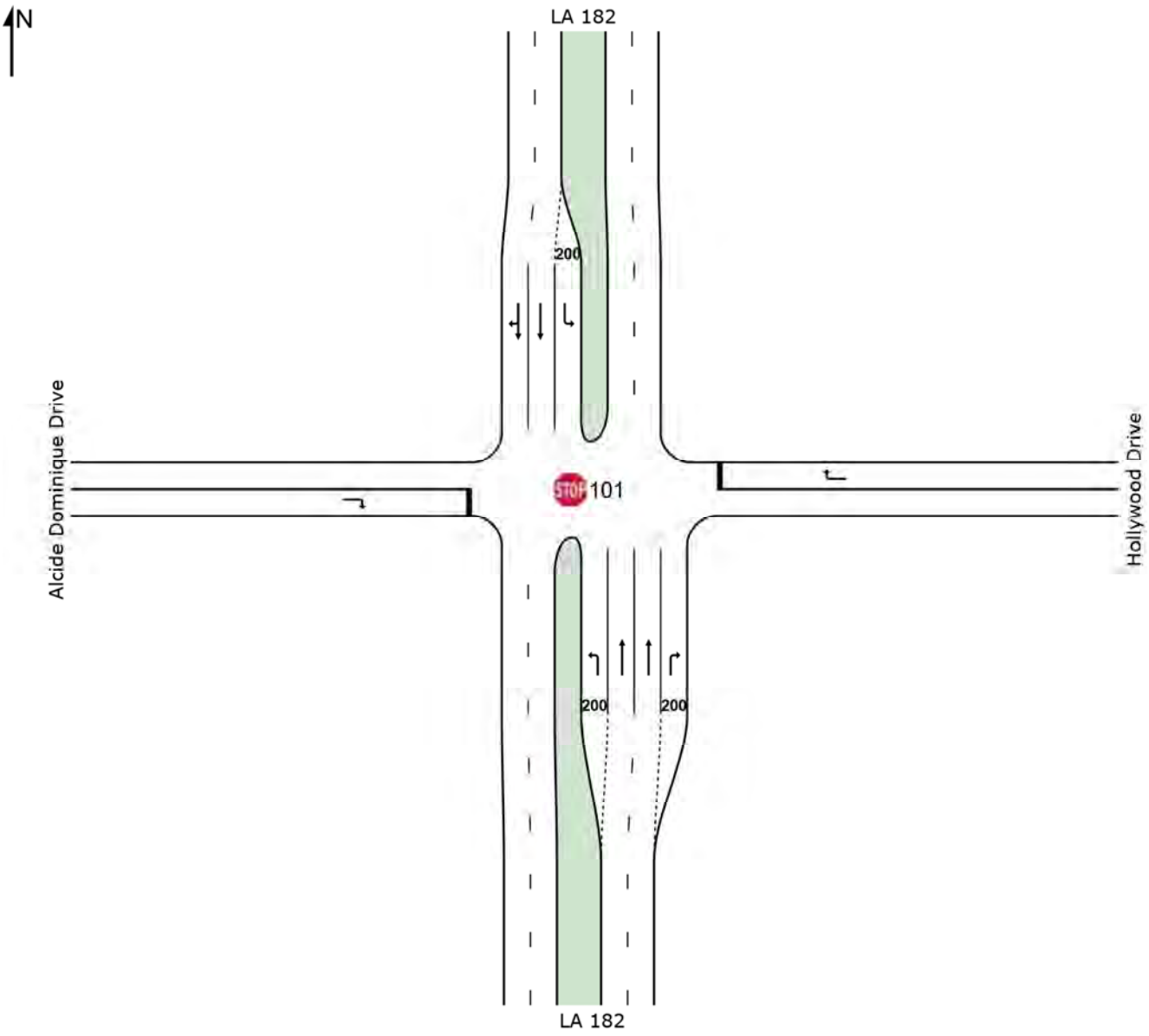
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [2040 AM No Build]

LA 182 at Alcide Dominique
Stop (Two-Way)



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Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\03 Alcide Dominque.sip7

MOVEMENT SUMMARY

Site: 101 [2040 AM No Build]

LA 182 at Alcide Dominique
Stop (Two-Way)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: LA 182											
3	L2	83	4.0	0.557	53.7	LOS F[11]	2.1	54.1	0.96	1.05	18.8
8	T1	939	4.0	0.257	0.0	LOS A	0.0	0.0	0.00	0.00	40.0
18	R2	31	4.0	0.020	0.0	LOS A	0.0	0.0	0.00	0.00	34.8
Approach		1053	4.0	0.557	4.3	NA	2.1	54.1	0.08	0.08	36.6
East: Hollywood Drive											
16	R2	30	4.0	0.057	12.3	LOS B	0.2	6.2	0.59	0.49	28.8
Approach		30	4.0	0.057	12.3	LOS B	0.2	6.2	0.59	0.49	28.8
North: LA 182											
7	L2	104	4.0	0.240	12.1	LOS B	0.9	23.4	0.69	0.72	29.2
4	T1	2448	4.0	0.735	0.0	LOS A	0.0	0.0	0.00	0.00	39.4
14	R2	201	4.0	0.735	0.0	LOS A	0.0	0.0	0.00	0.00	37.5
Approach		2753	4.0	0.735	0.7	NA	0.9	23.4	0.03	0.03	38.7
West: Alcide Dominique Drive											
12	R2	46	4.0	0.234	29.0	LOS D	0.9	23.5	0.85	0.87	23.8
Approach		46	4.0	0.234	29.0	LOS D	0.9	23.5	0.85	0.87	23.8
All Vehicles		3881	4.0	0.735	1.9	NA	2.1	54.1	0.05	0.06	37.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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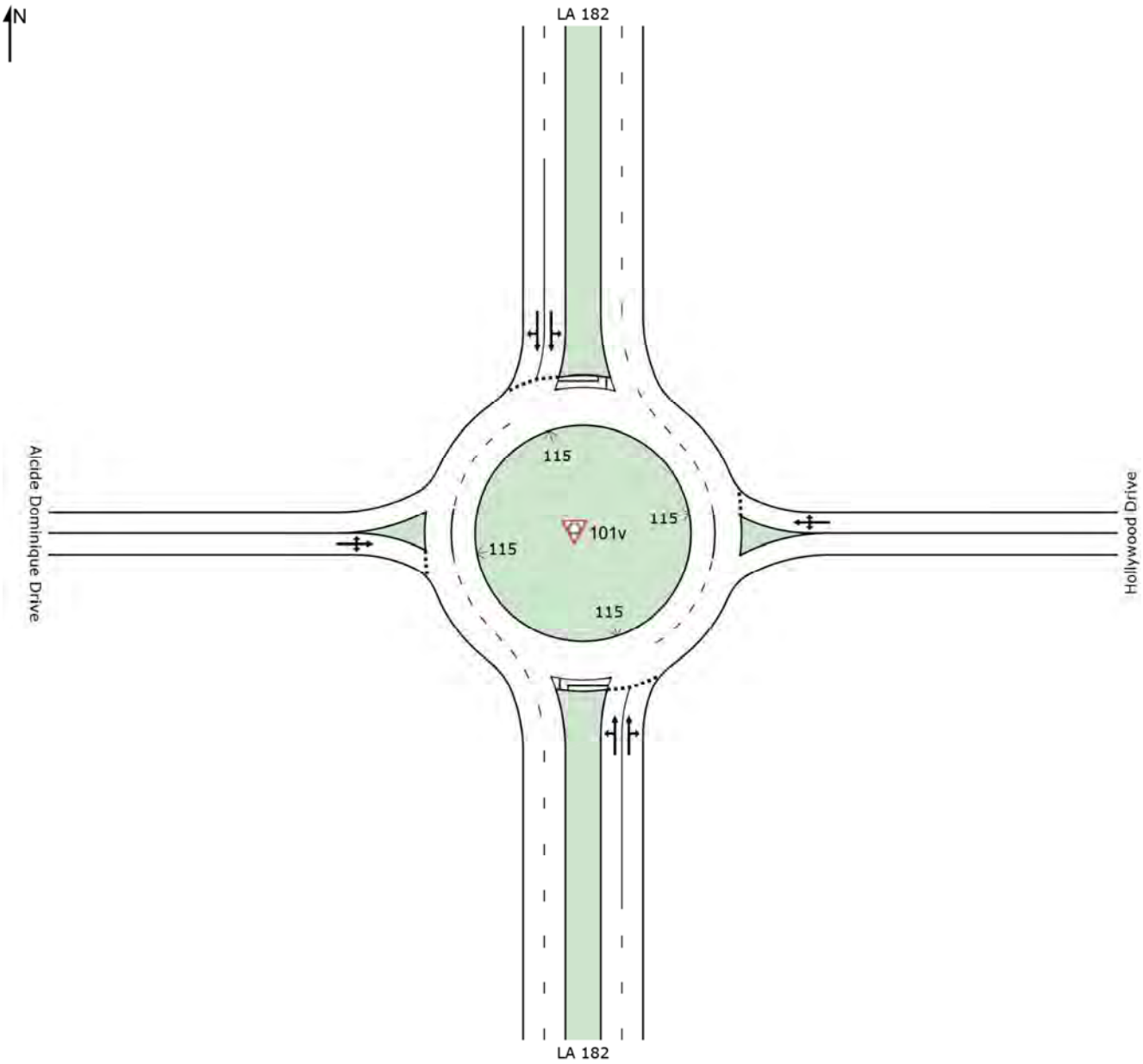
SITE LAYOUT

Site: 101v [2040 PM Alt 3]

LA 182 at Alcide Dominique
Roundabout



MOVEMENT SUMMARY

Site: 101v [2040 PM Alt 3]

LA 182 at Alcide Dominique
Roundabout
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: LA 182											
3	L2	83	2.0	1.050	31.5	LOS F[11]	67.2	1706.4	1.00	1.02	25.2
8	T1	2562	2.0	1.050	30.8	LOS F[11]	69.1	1754.1	1.00	1.00	25.4
18	R2	70	2.0	1.050	30.0	LOS F[11]	69.1	1754.1	1.00	0.99	24.9
Approach		2715	2.0	1.050	30.8	LOS C	69.1	1754.1	1.00	1.00	25.3
East: Hollywood Drive											
1	L2	27	2.0	0.669	41.3	LOS D	3.6	91.6	0.97	1.08	22.4
6	T1	2	2.0	0.669	41.3	LOS D	3.6	91.6	0.97	1.08	22.3
16	R2	57	2.0	0.669	41.3	LOS D	3.6	91.6	0.97	1.08	21.8
Approach		86	2.0	0.669	41.3	LOS D	3.6	91.6	0.97	1.08	22.0
North: LA 182											
7	L2	90	2.0	0.531	1.0	LOS A	5.2	131.7	0.50	0.28	36.5
4	T1	1259	2.0	0.531	1.0	LOS A	5.2	133.2	0.50	0.27	36.5
14	R2	6	2.0	0.531	0.9	LOS A	5.2	133.2	0.49	0.26	35.3
Approach		1355	2.0	0.531	1.0	LOS A	5.2	133.2	0.50	0.27	36.5
West: Alcide Dominique Drive											
5	L2	12	2.0	0.135	6.0	LOS A	0.5	14.0	0.72	0.72	34.6
2	T1	2	2.0	0.135	6.0	LOS A	0.5	14.0	0.72	0.72	34.4
12	R2	43	2.0	0.135	6.0	LOS A	0.5	14.0	0.72	0.72	33.3
Approach		56	2.0	0.135	6.0	LOS A	0.5	14.0	0.72	0.72	33.6
All Vehicles		4211	2.0	1.050	21.1	LOS C	69.1	1754.1	0.83	0.76	28.1

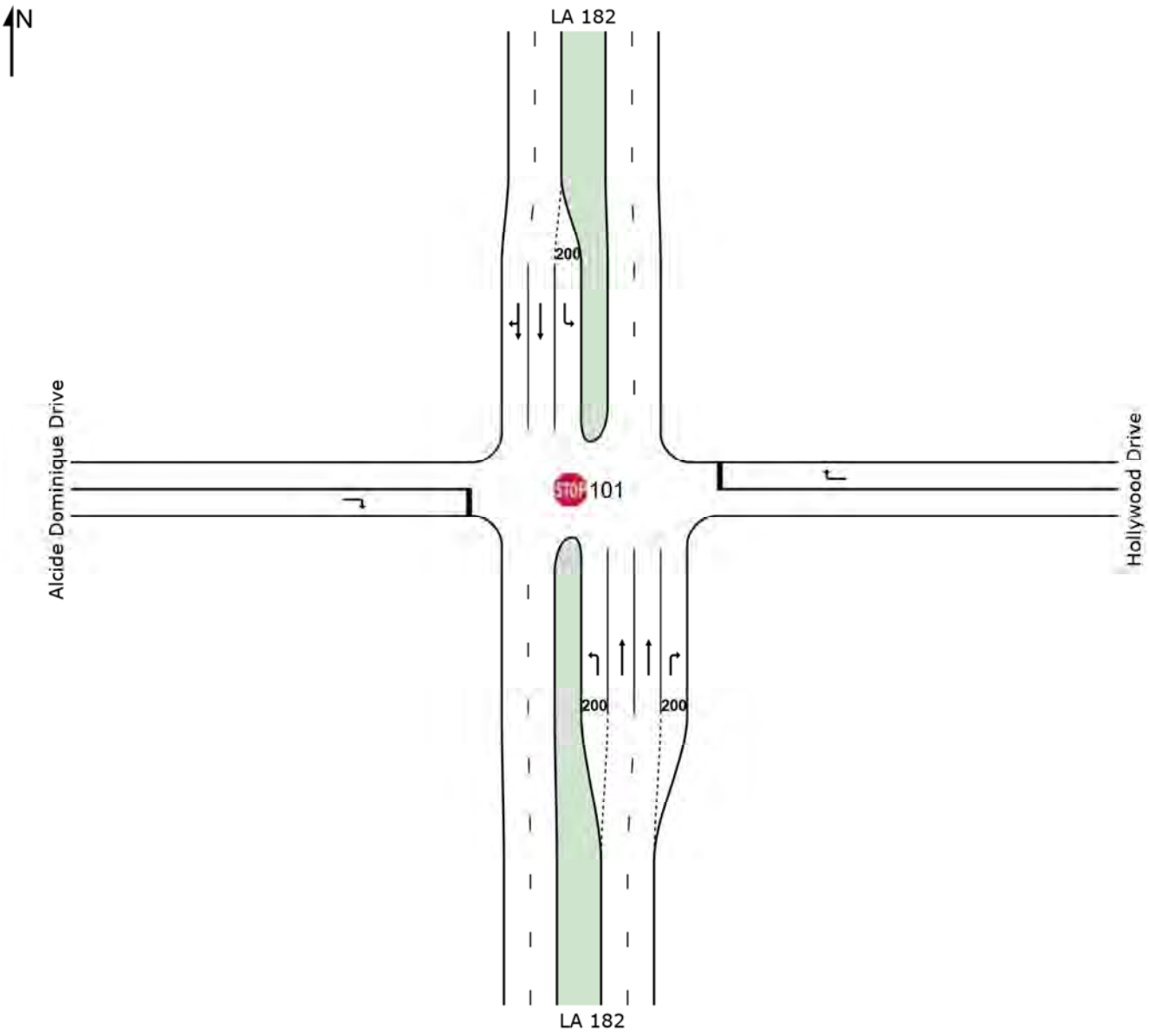
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [2040 PM No Build]

LA 182 at Alcide Dominique
Stop (Two-Way)



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MOVEMENT SUMMARY

Site: 101 [2040 PM No Build]

LA 182 at Alcide Dominique
Stop (Two-Way)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: LA 182											
3	L2	86	4.0	0.622	64.9	LOS F[11]	2.4	62.0	0.96	1.08	17.2
8	T1	969	4.0	0.265	0.0	LOS A	0.0	0.0	0.00	0.00	40.0
18	R2	32	4.0	0.021	0.0	LOS A	0.0	0.0	0.00	0.00	34.8
Approach		1086	4.0	0.622	5.1	NA	2.4	62.0	0.08	0.09	36.0
East: Hollywood Drive											
16	R2	31	4.0	0.060	12.5	LOS B	0.3	6.6	0.60	0.50	28.7
Approach		31	4.0	0.060	12.5	LOS B	0.3	6.6	0.60	0.50	28.7
North: LA 182											
7	L2	107	4.0	0.256	12.8	LOS B	1.0	25.4	0.71	0.74	28.9
4	T1	2526	4.0	0.758	0.0	LOS A	0.0	0.0	0.00	0.00	39.3
14	R2	207	4.0	0.758	0.0	LOS A	0.0	0.0	0.00	0.00	37.4
Approach		2841	4.0	0.758	0.7	NA	1.0	25.4	0.03	0.03	38.7
West: Alcide Dominique Drive											
12	R2	47	4.0	0.256	31.0	LOS D	1.0	25.8	0.86	0.89	23.3
Approach		47	4.0	0.256	31.0	LOS D	1.0	25.8	0.86	0.89	23.3
All Vehicles		4005	4.0	0.758	2.2	NA	2.4	62.0	0.05	0.06	37.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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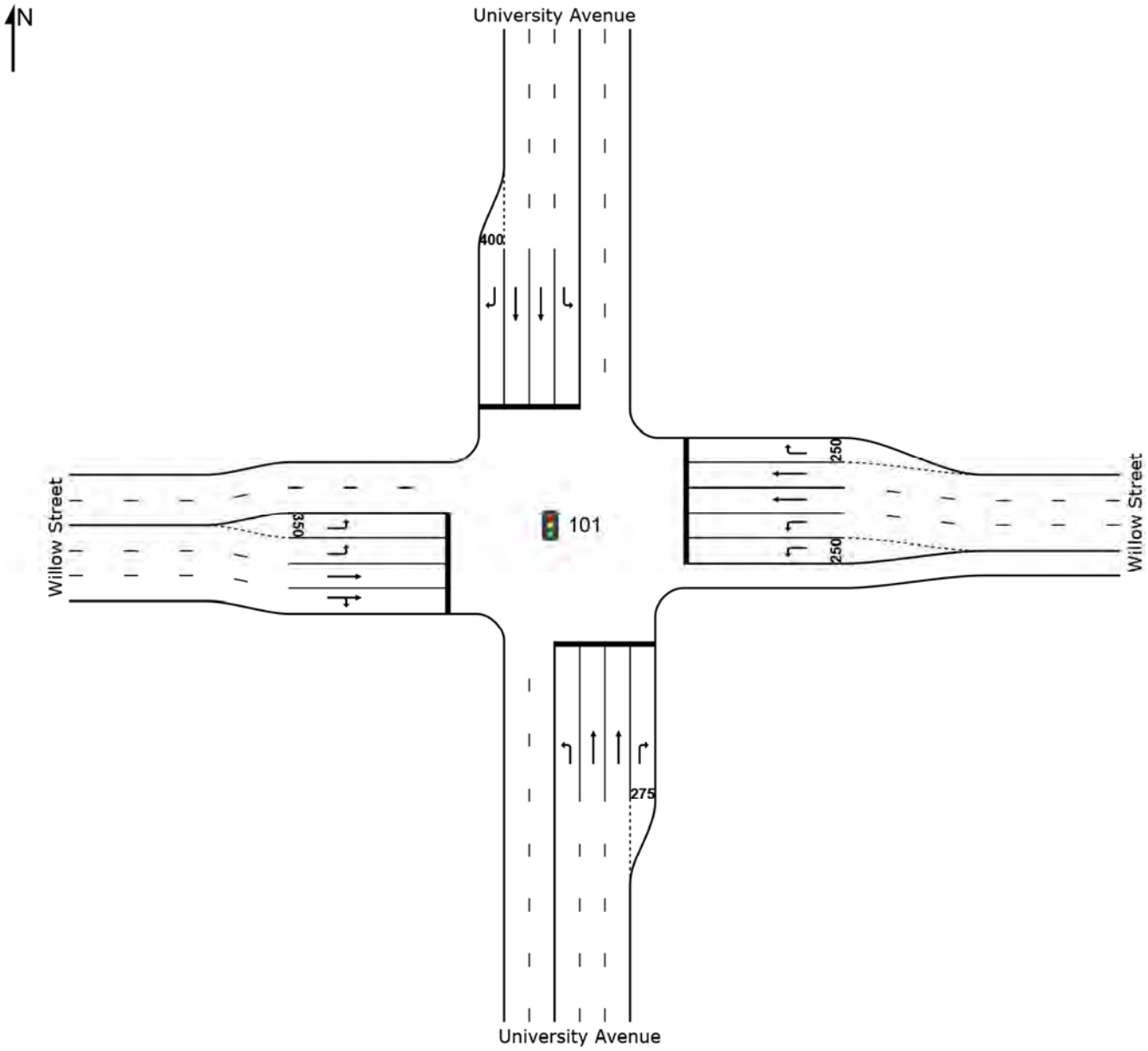
W. Willow Street

SITE LAYOUT

Site: 101 [01 2017 AM Existing]

University Avenue

Signals - Pretimed Isolated



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Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\03 Willow at University.sip7

MOVEMENT SUMMARY

Site: 101 [01 2017 AM Existing]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	87	4.0	0.444	42.2	LOS D	4.7	121.4	0.98	0.79	21.1
8	T1	528	4.0	0.284	17.1	LOS B	9.1	234.9	0.61	0.53	30.6
18	R2	179	4.0	0.163	3.7	LOS A	3.0	77.0	0.33	0.28	32.8
Approach		794	4.0	0.444	16.8	LOS B	9.1	234.9	0.59	0.50	29.6
East: Willow Street											
1	L2	297	4.0	0.931	105.0	LOS F	11.4	294.3	1.00	0.99	13.2
6	T1	278	4.0	0.653	57.0	LOS E	8.6	221.2	1.00	0.82	19.8
16	R2	123	4.0	0.126	2.1	LOS A	1.6	40.3	0.25	0.21	33.7
Approach		698	4.0	0.931	67.8	LOS E	11.4	294.3	0.87	0.79	17.4
North: University Avenue											
7	L2	138	4.0	0.376	17.4	LOS B	4.7	120.9	0.72	0.58	27.8
4	T1	1598	4.0	0.887	36.3	LOS D	51.3	1322.7	0.95	0.95	24.3
14	R2	127	4.0	0.106	1.1	LOS A	1.2	30.9	0.19	0.16	34.1
Approach		1863	4.0	0.887	32.5	LOS C	51.3	1322.7	0.88	0.87	25.0
West: Willow Street											
5	L2	137	4.0	0.364	50.5	LOS D	3.9	99.6	0.97	0.75	19.6
2	T1	269	4.0	1.095	131.9	LOS F	24.1	620.7	1.00	1.22	11.6
12	R2	104	4.0	0.219	19.6	LOS B	3.8	99.2	0.71	0.58	26.6
Approach		510	4.0	1.095	87.1	LOS F	24.1	620.7	0.93	0.96	15.0
All Vehicles		3865	4.0	1.095	42.9	LOS D	51.3	1322.7	0.82	0.79	22.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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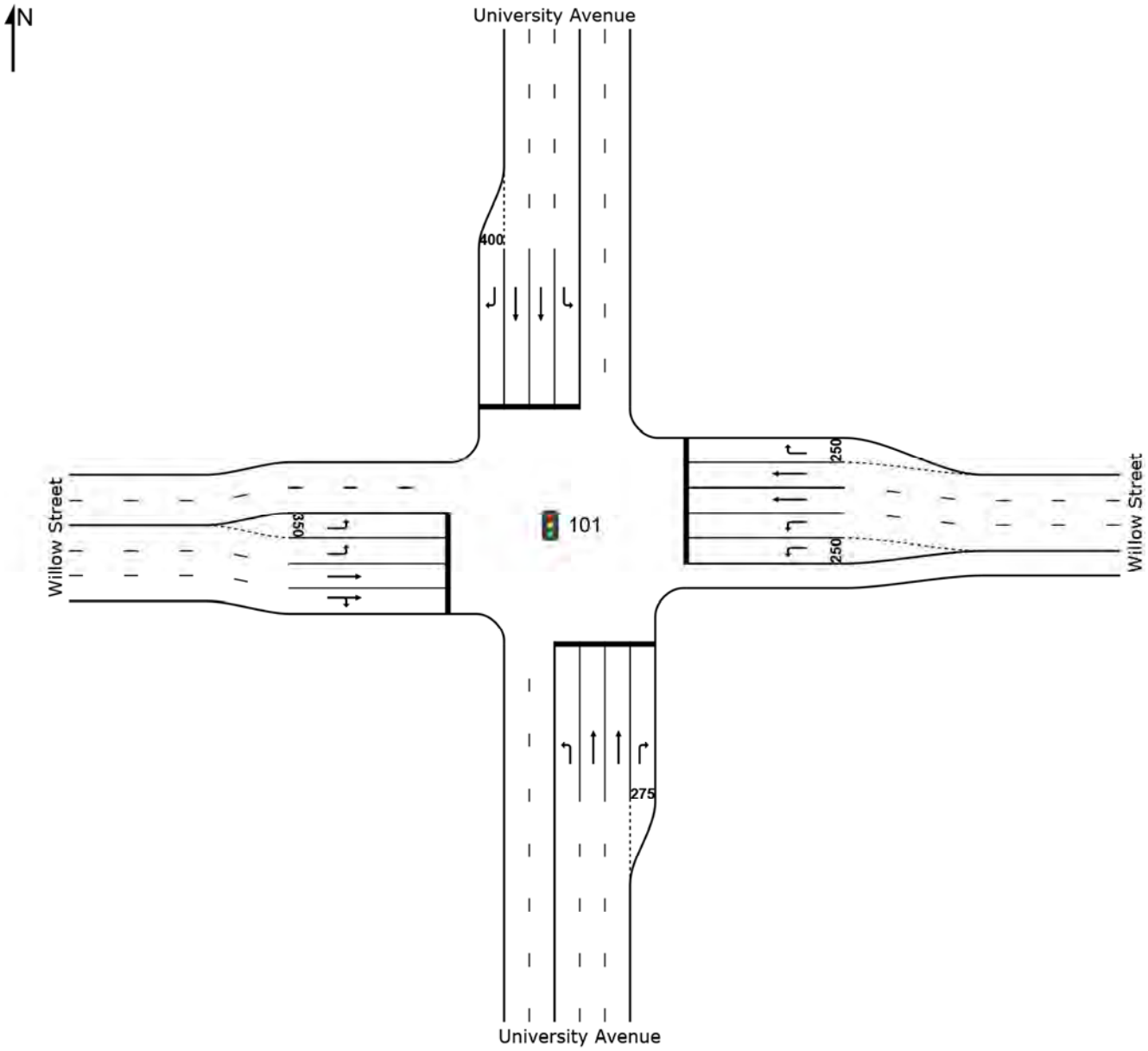
SITE LAYOUT

Site: 101 [02 2017 PM Existing]

University Avenue

Signals - Pretimed Isolated



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Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Created: Thursday, April 12, 2018 2:36:10 PM
Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\03 Willow at University.sip7

MOVEMENT SUMMARY

Site: 101 [02 2017 PM Existing]

University Avenue

Signals - Pretimed Isolated Cycle Time = 100 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	88	2.0	0.226	17.9	LOS B	2.8	71.4	0.73	0.59	27.5
8	T1	1517	2.0	0.984	54.8	LOS D	51.7	1313.7	0.99	1.20	20.2
18	R2	182	2.0	0.169	3.3	LOS A	2.6	66.2	0.35	0.29	33.1
Approach		1787	2.0	0.984	47.7	LOS D	51.7	1313.7	0.91	1.07	21.3
East: Willow Street											
1	L2	224	2.0	0.575	45.8	LOS D	5.7	143.7	1.00	0.79	20.4
6	T1	305	2.0	0.630	45.9	LOS D	7.7	196.8	1.00	0.82	22.0
16	R2	189	2.0	0.332	17.4	LOS B	6.1	153.8	0.74	0.62	27.3
Approach		719	2.0	0.630	38.4	LOS D	7.7	196.8	0.93	0.76	22.6
North: University Avenue											
7	L2	136	2.0	0.478	18.2	LOS B	4.5	114.0	0.72	0.58	27.5
4	T1	689	2.0	0.421	19.5	LOS B	12.0	304.5	0.73	0.64	29.7
14	R2	123	2.0	0.105	1.2	LOS A	1.1	27.1	0.22	0.18	34.2
Approach		949	2.0	0.478	16.9	LOS B	12.0	304.5	0.67	0.57	29.8
West: Willow Street											
5	L2	228	2.0	0.583	46.1	LOS D	5.8	146.3	1.00	0.79	20.4
2	T1	279	2.0	1.075	112.5	LOS F	20.2	513.1	0.98	1.19	13.0
12	R2	133	2.0	0.215	11.6	LOS B	3.3	84.2	0.75	0.62	29.8
Approach		639	2.0	1.075	67.9	LOS E	20.2	513.1	0.94	0.93	17.3
All Vehicles		4095	2.0	1.075	42.1	LOS D	51.7	1313.7	0.86	0.88	22.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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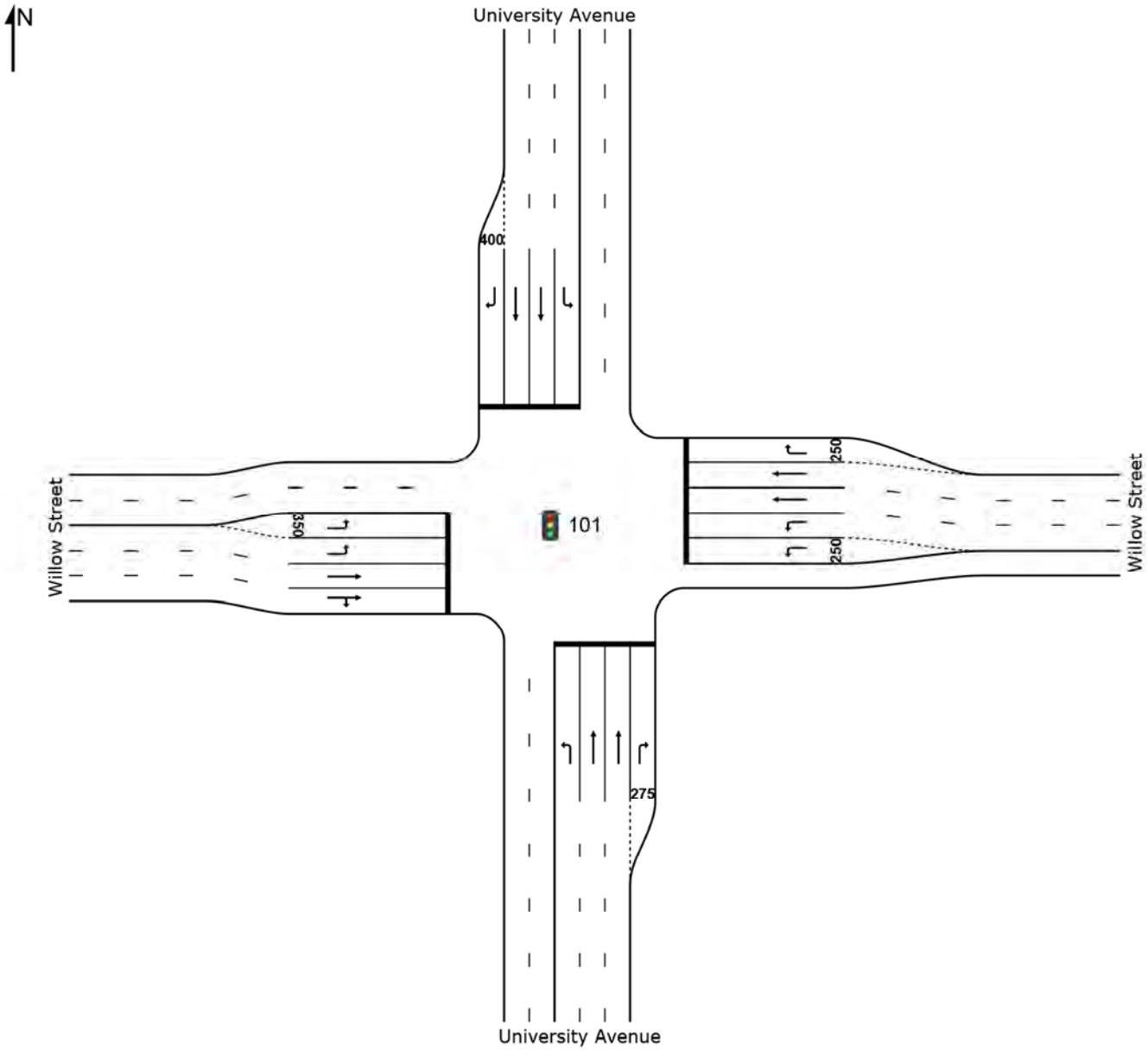
SITE LAYOUT

Site: 101 [03 2020 AM No Build]

University Avenue

Signals - Pretimed Isolated



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Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\03 Willow at University.sip7

MOVEMENT SUMMARY

Site: 101 [03 2020 AM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	90	4.0	0.484	45.6	LOS D	5.0	128.1	0.99	0.82	20.5
8	T1	549	4.0	0.295	17.2	LOS B	9.5	246.0	0.62	0.53	30.6
18	R2	186	4.0	0.187	4.0	LOS A	3.2	82.8	0.37	0.31	32.7
Approach		825	4.0	0.484	17.3	LOS B	9.5	246.0	0.60	0.51	29.4
East: Willow Street											
1	L2	309	4.0	0.968	115.6	LOS F[11]	12.3	318.0	1.00	1.02	12.5
6	T1	289	4.0	0.679	58.6	LOS E[11]	9.0	232.9	1.00	0.84	19.5
16	R2	128	4.0	0.131	2.1	LOS A	1.6	42.1	0.26	0.21	33.6
Approach		726	4.0	0.968	72.9	LOS E[11]	12.3	318.0	0.87	0.80	16.7
North: University Avenue											
7	L2	144	4.0	0.399	17.6	LOS B	4.9	126.8	0.73	0.59	27.7
4	T1	1661	4.0	0.929	42.2	LOS D	57.6	1486.4	0.97	1.03	22.8
14	R2	132	4.0	0.117	2.2	LOS A	1.4	35.9	0.30	0.25	33.6
Approach		1936	4.0	0.929	37.7	LOS D	57.6	1486.4	0.91	0.95	23.6
West: Willow Street											
5	L2	143	4.0	0.378	50.7	LOS D	4.0	103.9	0.97	0.75	19.6
2	T1	280	4.0	1.146	147.7	LOS F[11]	26.6	687.1	1.00	1.29	10.6
12	R2	108	4.0	0.229	22.3	LOS C	4.2	107.7	0.72	0.59	25.8
Approach		530	4.0	1.146	96.1	LOS F[11]	26.6	687.1	0.93	1.00	14.0
All Vehicles		4018	4.0	1.146	47.6	LOS D	57.6	1486.4	0.84	0.84	21.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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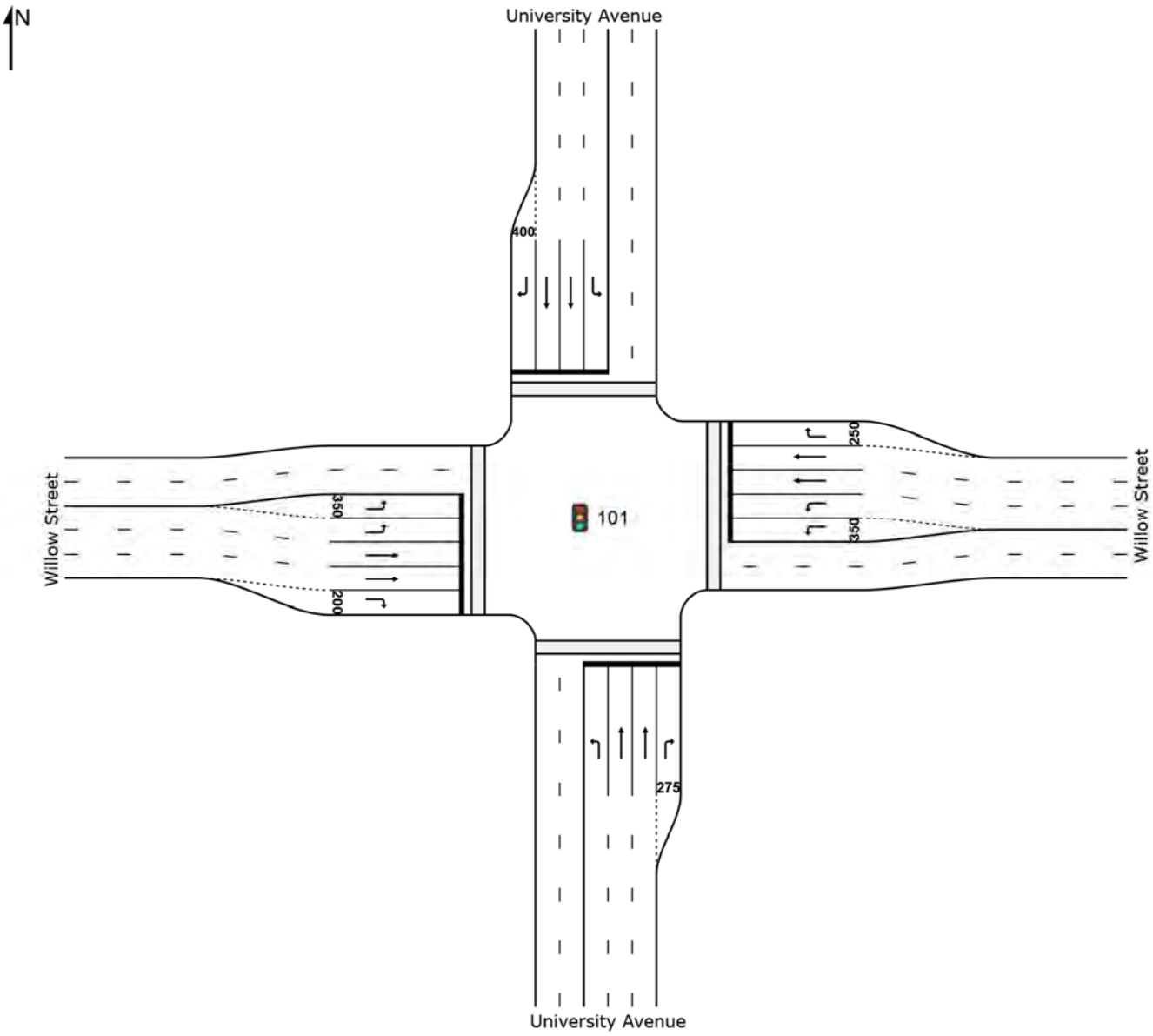
SITE LAYOUT

Site: 101 [04 2020 AM Boulevard]

University Avenue

Signals - Pretimed Isolated



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Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\03 Willow at University.sip7

MOVEMENT SUMMARY

Site: 101 [04 2020 AM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	90	4.0	0.827	72.5	LOS E[11]	5.0	130.0	1.00	0.85	16.5
8	T1	549	4.0	0.304	22.8	LOS C	12.2	314.7	0.64	0.55	28.5
18	R2	186	4.0	0.177	2.3	LOS A	2.7	69.7	0.27	0.23	33.6
Approach		825	4.0	0.827	23.6	LOS C	12.2	314.7	0.59	0.51	27.2
East: Willow Street											
1	L2	309	4.0	0.554	60.1	LOS E[11]	11.0	282.8	0.97	0.79	18.1
6	T1	289	4.0	0.475	57.4	LOS E[11]	9.9	256.0	0.95	0.78	19.7
16	R2	128	4.0	0.125	2.2	LOS A	1.9	48.5	0.23	0.19	33.6
Approach		726	4.0	0.554	48.8	LOS D	11.0	282.8	0.83	0.68	20.4
North: University Avenue											
7	L2	144	4.0	0.404	19.3	LOS B	5.5	141.4	0.67	0.57	27.1
4	T1	1661	4.0	0.967	58.4	LOS E[11]	75.7	1952.2	0.98	1.07	19.6
14	R2	132	4.0	0.109	1.8	LOS A	1.7	44.3	0.23	0.19	33.8
Approach		1936	4.0	0.967	51.6	LOS D	75.7	1952.2	0.91	0.97	20.6
West: Willow Street											
5	L2	143	4.0	0.256	55.5	LOS E[11]	4.6	119.1	0.92	0.72	18.8
2	T1	280	4.0	0.459	57.2	LOS E[11]	9.5	246.1	0.95	0.77	19.8
12	R2	108	4.0	0.207	27.7	LOS C	5.1	132.6	0.72	0.59	24.2
Approach		530	4.0	0.459	50.7	LOS D	9.5	246.1	0.89	0.72	20.2
All Vehicles		4018	4.0	0.967	45.2	LOS D	75.7	1952.2	0.83	0.79	21.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	58	66.4	LOS F[12]	0.2	0.7	0.94	0.94
8P	East Full Crossing	58	31.4	LOS D	0.2	0.5	0.65	0.65
6P	North Full Crossing	58	66.4	LOS F[12]	0.2	0.7	0.94	0.94
4P	West Full Crossing	58	31.4	LOS D	0.2	0.5	0.65	0.65

All Pedestrians	231	48.9	LOS E[12]	0.80	0.80

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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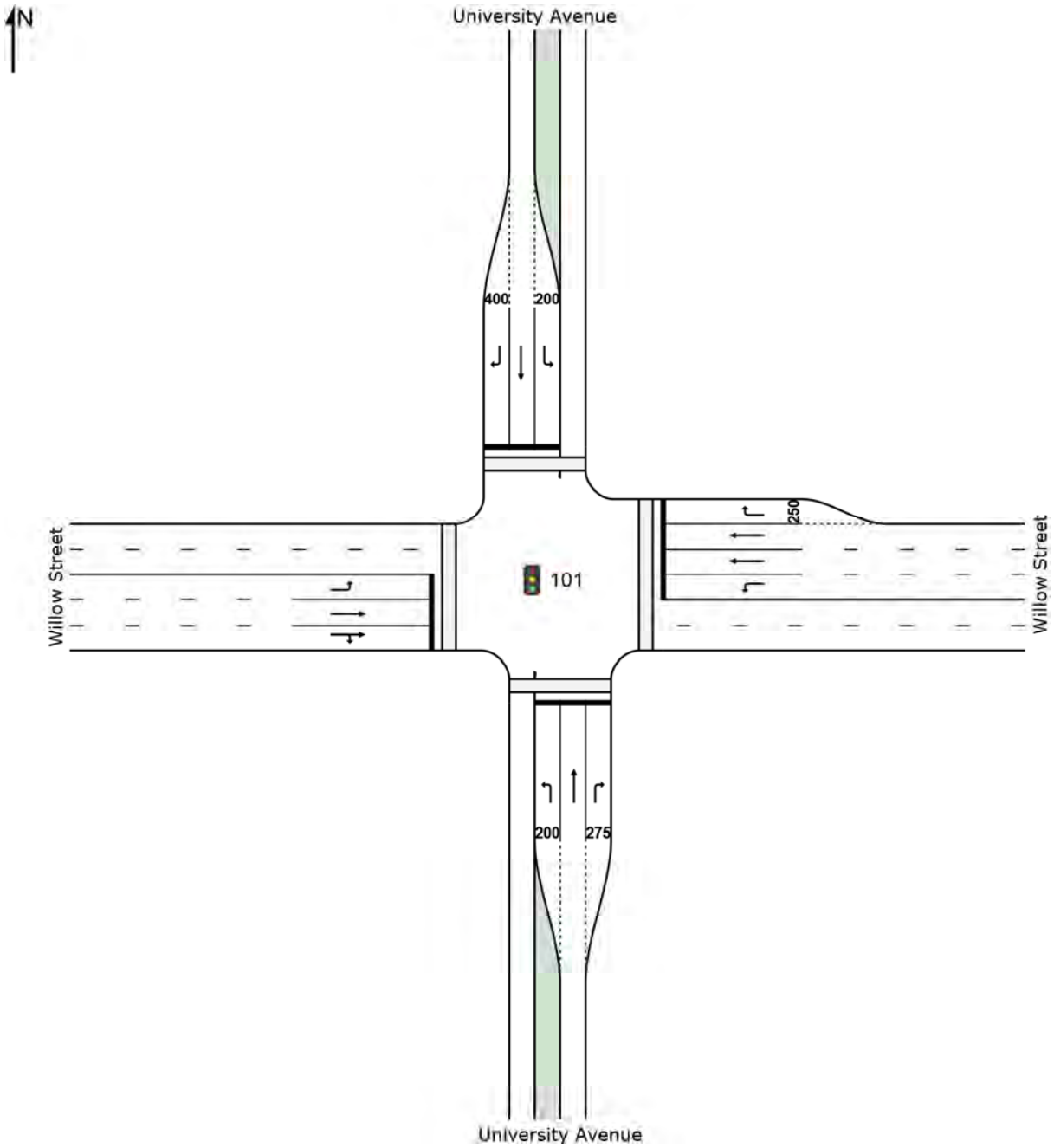
SITE LAYOUT

Site: 101 [05 2020 AM Road Diet]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [05 2020 AM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (Practical Cycle Time)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	90	4.0	0.644	49.1	LOS D	4.8	123.0	1.00	0.79	19.7
8	T1	549	4.0	0.610	21.8	LOS C	27.1	700.2	0.68	0.61	28.8
18	R2	186	4.0	0.174	3.2	LOS A	3.0	77.6	0.32	0.26	33.1
Approach		825	4.0	0.644	20.6	LOS C	27.1	700.2	0.63	0.55	28.2
East: Willow Street											
1	L2	309	4.0	1.340	214.1	LOS F[11]	36.8	948.2	1.00	1.22	7.2
6	T1	289	4.0	0.660	69.6	LOS E[11]	11.0	284.3	1.00	0.82	17.8
16	R2	128	4.0	0.146	7.4	LOS A	3.3	84.1	0.39	0.33	31.1
Approach		726	4.0	1.340	120.1	LOS F[11]	36.8	948.2	0.89	0.91	11.5
North: University Avenue											
7	L2	144	4.0	0.389	15.1	LOS B	4.5	116.6	0.70	0.57	28.4
4	T1	1661	4.0	1.726	350.0	LOS F[11]	261.4	6743.0	1.00	2.04	5.3
14	R2	132	4.0	0.105	1.7	LOS A	1.7	43.7	0.22	0.18	33.8
Approach		1936	4.0	1.726	301.5	LOS F[11]	261.4	6743.0	0.92	1.80	6.0
West: Willow Street											
5	L2	143	4.0	0.548	47.0	LOS D	8.9	230.7	0.97	0.78	20.1
2	T1	280	4.0	0.827	83.9	LOS F[11]	15.5	399.0	1.00	0.97	15.8
12	R2	108	4.0	0.827	79.8	LOS E[11]	15.5	399.0	1.00	1.07	15.8
Approach		530	4.0	0.827	73.2	LOS E[11]	15.5	399.0	0.99	0.94	16.8
All Vehicles		4018	4.0	1.726	180.9	LOS F[11]	261.4	6743.0	0.87	1.27	9.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	58	66.4	LOS F[12]	0.2	0.7	0.94	0.94
8P	East Full Crossing	58	23.6	LOS C	0.1	0.4	0.56	0.56
6P	North Full Crossing	58	66.4	LOS F[12]	0.2	0.7	0.94	0.94
4P	West Full Crossing	58	21.4	LOS C	0.1	0.4	0.53	0.53

All Pedestrians	231	44.5	LOS E[12]	0.75	0.75

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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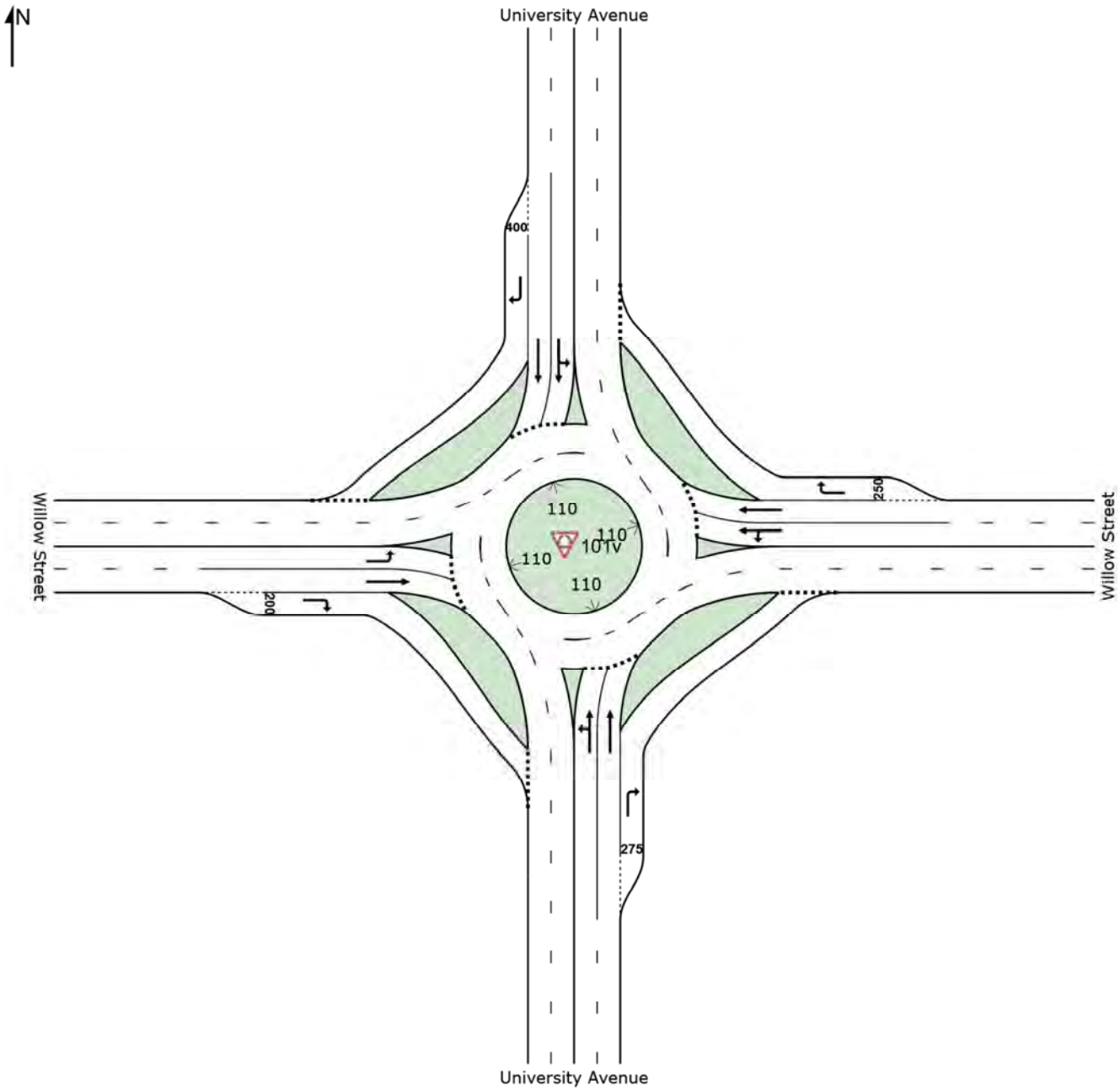
SITE LAYOUT

Site: 101v [06 2020 AM Roundabout]

University Avenue

Roundabout



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Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\03 Willow at University.sip7

MOVEMENT SUMMARY

Site: 101v [06 2020 AM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	90	4.0	0.347	2.4	LOS A	1.8	46.9	0.65	0.51	35.4
8	T1	549	4.0	0.347	2.1	LOS A	1.9	49.0	0.64	0.44	35.7
18	R2	186	4.0	0.172	1.4	LOS A	0.9	22.8	0.52	0.39	35.6
Approach		825	4.0	0.347	2.0	LOS A	1.9	49.0	0.61	0.44	35.6
East: Willow Street											
1	L2	309	4.0	0.359	2.5	LOS A	1.9	49.0	0.68	0.62	33.8
6	T1	289	4.0	0.359	3.3	LOS A	1.9	49.0	0.69	0.58	35.5
16	R2	128	4.0	0.131	1.9	LOS A	0.6	15.4	0.57	0.47	35.5
Approach		726	4.0	0.359	2.7	LOS A	1.9	49.0	0.67	0.58	34.7
North: University Avenue											
7	L2	144	4.0	1.042	41.1	LOS F[11]	30.4	784.0	1.00	1.98	22.6
4	T1	1661	4.0	1.042	39.2	LOS F[11]	34.5	889.1	1.00	2.01	23.1
14	R2	132	4.0	0.116	1.2	LOS A	0.6	14.2	0.46	0.33	35.8
Approach		1936	4.0	1.042	36.7	LOS D	34.5	889.1	0.96	1.89	23.6
West: Willow Street											
5	L2	143	4.0	0.548	16.5	LOS B	3.2	82.7	0.93	1.01	28.3
2	T1	280	4.0	0.706	17.9	LOS B	5.7	146.0	1.00	1.16	29.6
12	R2	108	4.0	0.239	6.1	LOS A	1.4	35.2	0.90	0.90	33.7
Approach		530	4.0	0.706	15.1	LOS B	5.7	146.0	0.96	1.07	29.9
All Vehicles		4018	4.0	1.042	20.6	LOS C	34.5	889.1	0.84	1.25	27.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

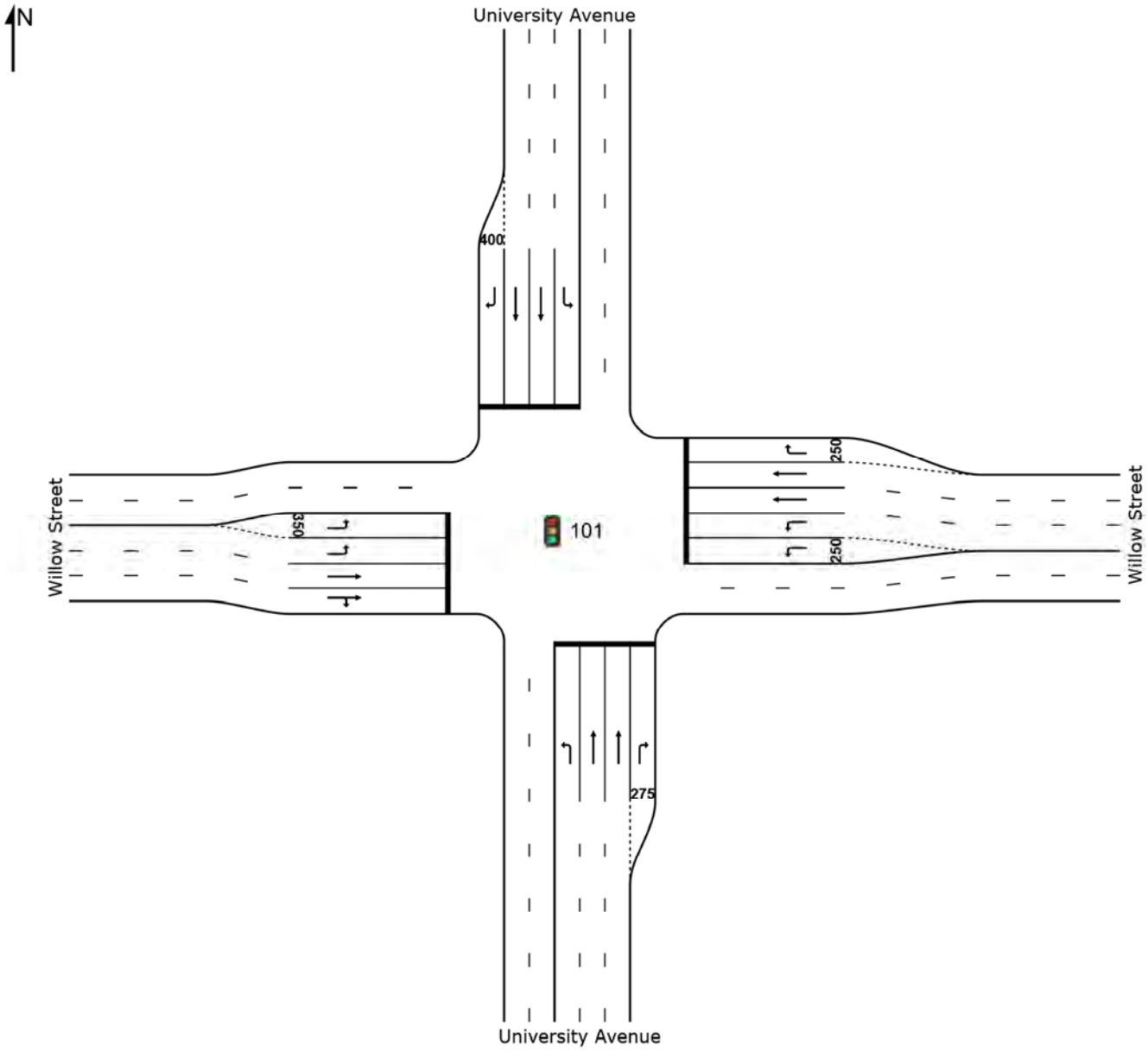
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [07 2020 PM No Build]

University Avenue

Signals - Pretimed Isolated



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Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\03 Willow at University.sip7

MOVEMENT SUMMARY

Site: 101 [07 2020 PM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 100 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	92	2.0	0.238	18.1	LOS B	2.9	74.8	0.73	0.60	27.4
8	T1	1577	2.0	1.028	67.1	LOS F[11]	58.0	1473.6	1.00	1.30	18.1
18	R2	189	2.0	0.189	3.1	LOS A	2.6	65.0	0.37	0.31	33.2
Approach		1858	2.0	1.028	58.1	LOS E[11]	58.0	1473.6	0.92	1.17	19.3
East: Willow Street											
1	L2	233	2.0	0.598	46.7	LOS D	5.9	150.8	1.00	0.80	20.3
6	T1	317	2.0	0.655	47.1	LOS D	8.2	207.1	1.00	0.83	21.7
16	R2	197	2.0	0.377	19.1	LOS B	6.7	169.6	0.78	0.65	26.8
Approach		748	2.0	0.655	39.6	LOS D	8.2	207.1	0.94	0.77	22.3
North: University Avenue											
7	L2	142	2.0	0.521	19.1	LOS B	4.8	120.8	0.79	0.63	27.2
4	T1	717	2.0	0.437	19.7	LOS B	12.6	320.0	0.74	0.64	29.6
14	R2	128	2.0	0.121	2.0	LOS A	1.2	30.2	0.31	0.26	33.8
Approach		986	2.0	0.521	17.3	LOS B	12.6	320.0	0.69	0.59	29.7
West: Willow Street											
5	L2	237	2.0	0.606	47.1	LOS D	6.0	153.5	1.00	0.81	20.2
2	T1	290	2.0	0.829	57.2	LOS E[11]	11.6	294.6	1.00	0.95	19.6
12	R2	138	2.0	0.829	44.8	LOS D	10.4	264.9	1.00	0.95	20.9
Approach		665	2.0	0.829	51.1	LOS D	11.6	294.6	1.00	0.90	20.1
All Vehicles		4256	2.0	1.028	44.3	LOS D	58.0	1473.6	0.88	0.92	21.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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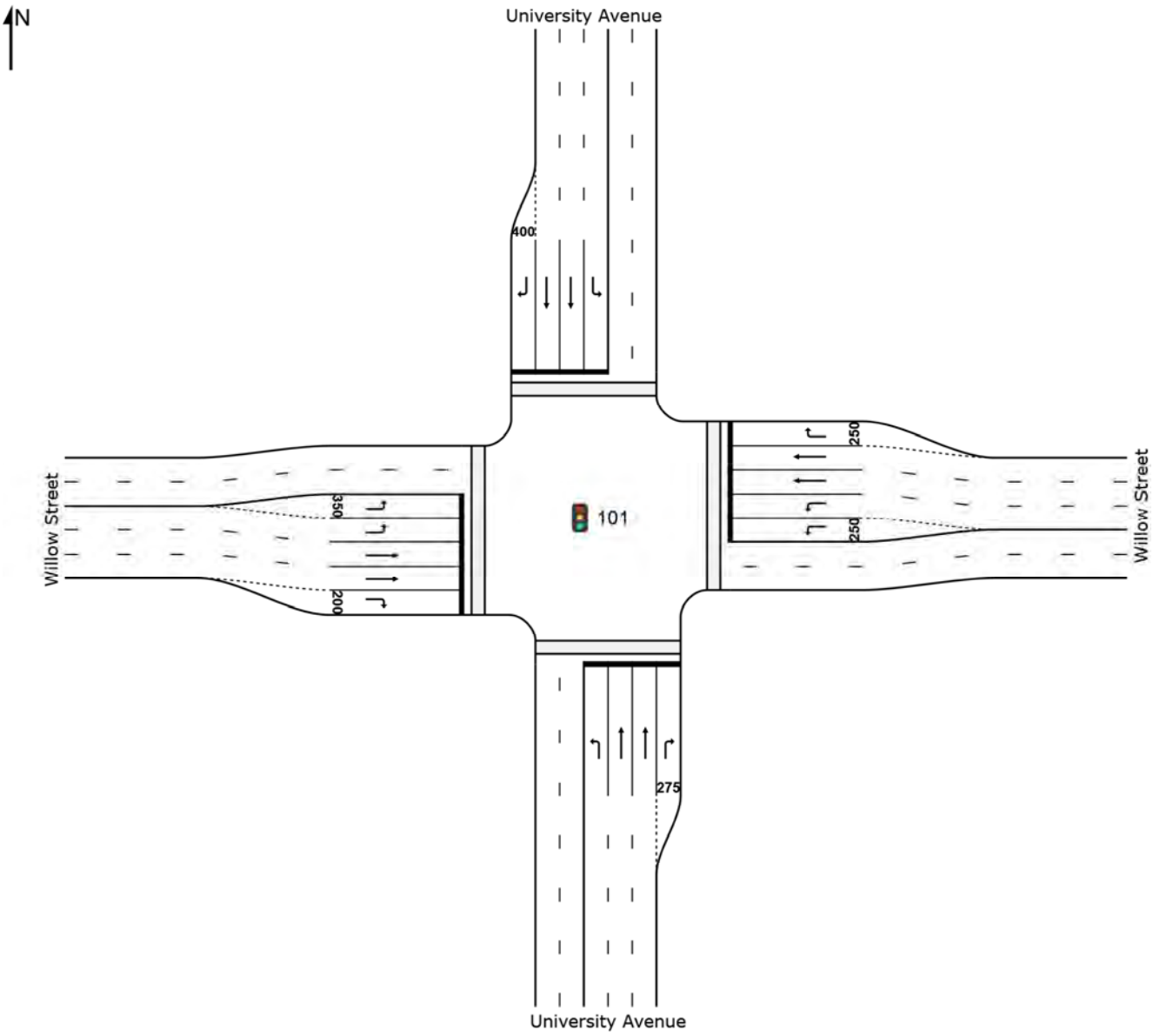
SITE LAYOUT

Site: 101 [08 2020 PM Boulevard]

University Avenue

Signals - Pretimed Isolated



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Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\03 Willow at University.sip7

MOVEMENT SUMMARY

Site: 101 [08 2020 PM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	92	2.0	0.219	12.9	LOS B	2.8	71.6	0.59	0.47	29.5
8	T1	1577	2.0	0.881	40.2	LOS D	64.0	1624.8	0.91	0.88	23.3
18	R2	189	2.0	0.177	4.0	LOS A	2.8	72.0	0.37	0.31	32.8
Approach		1858	2.0	0.881	35.2	LOS D	64.0	1624.8	0.84	0.80	24.3
East: Willow Street											
1	L2	233	2.0	0.658	72.9	LOS E[11]	9.0	229.0	1.00	0.81	16.4
6	T1	317	2.0	0.556	60.7	LOS E[11]	11.3	287.2	0.98	0.80	19.2
16	R2	197	2.0	0.291	22.3	LOS C	8.7	220.5	0.67	0.56	25.8
Approach		748	2.0	0.658	54.4	LOS D	11.3	287.2	0.90	0.74	19.5
North: University Avenue											
7	L2	142	2.0	0.699	42.3	LOS D	7.2	181.9	1.00	0.87	21.3
4	T1	717	2.0	0.370	21.6	LOS C	16.0	406.2	0.64	0.56	28.9
14	R2	128	2.0	0.112	1.8	LOS A	1.7	42.5	0.22	0.18	33.9
Approach		986	2.0	0.699	22.0	LOS C	16.0	406.2	0.64	0.55	28.0
West: Willow Street											
5	L2	237	2.0	0.667	73.6	LOS E[11]	9.2	233.2	1.00	0.82	16.3
2	T1	290	2.0	0.507	59.4	LOS E[11]	10.1	257.6	0.97	0.78	19.4
12	R2	138	2.0	0.190	4.3	LOS A	3.0	75.8	0.33	0.28	32.6
Approach		665	2.0	0.667	53.0	LOS D	10.1	257.6	0.85	0.69	19.7
All Vehicles		4256	2.0	0.881	38.3	LOS D	64.0	1624.8	0.80	0.72	23.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	58	66.4	LOS F[12]	0.2	0.7	0.94	0.94
8P	East Full Crossing	58	28.9	LOS C	0.2	0.5	0.62	0.62
6P	North Full Crossing	58	66.4	LOS F[12]	0.2	0.7	0.94	0.94
4P	West Full Crossing	58	28.9	LOS C	0.2	0.5	0.62	0.62

All Pedestrians	231	47.7	LOS E[12]	0.78	0.78

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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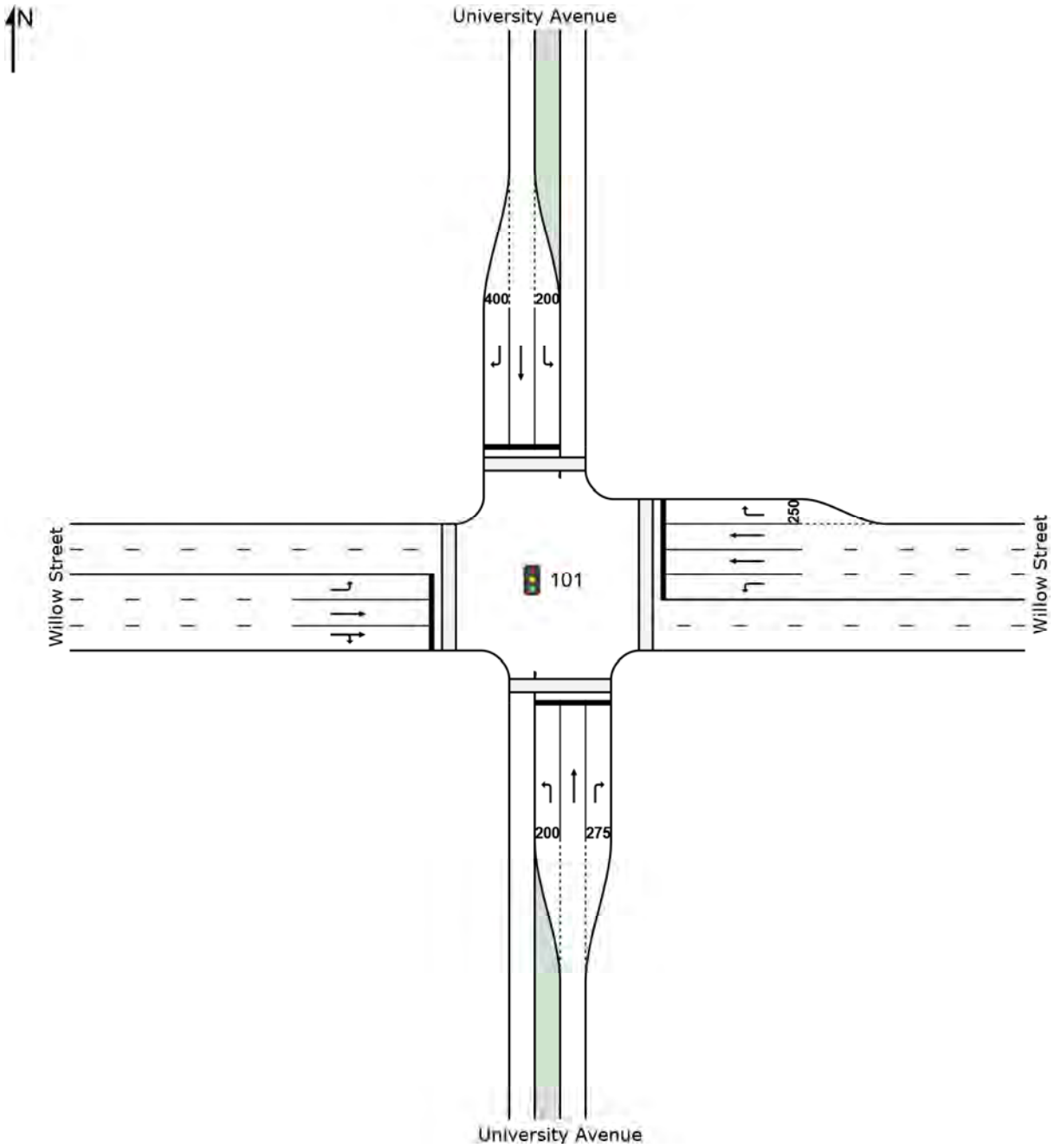
SITE LAYOUT

Site: 101 [09 2020 PM Road Diet]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [09 2020 PM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (Practical Cycle Time)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	92	2.0	0.288	16.2	LOS B	2.6	66.8	0.71	0.57	27.9
8	T1	1577	2.0	1.598	293.0	LOS F[11]	234.3	5951.4	1.00	1.93	6.2
18	R2	189	2.0	0.154	3.0	LOS A	3.2	80.2	0.28	0.23	33.3
Approach		1858	2.0	1.598	249.8	LOS F[11]	234.3	5951.4	0.91	1.69	7.1
East: Willow Street											
1	L2	233	2.0	1.159	152.4	LOS F[11]	23.8	604.7	1.00	1.10	9.1
6	T1	317	2.0	0.710	72.9	LOS E[11]	12.4	314.1	1.00	0.85	17.3
16	R2	197	2.0	0.484	45.7	LOS D	11.5	291.2	0.89	0.84	20.3
Approach		748	2.0	1.159	90.6	LOS F[11]	23.8	604.7	0.97	0.92	13.9
North: University Avenue											
7	L2	142	2.0	1.195	172.1	LOS F[11]	13.2	335.9	1.00	1.02	8.0
4	T1	717	2.0	0.756	23.5	LOS C	39.1	994.2	0.72	0.66	28.2
14	R2	128	2.0	0.110	2.0	LOS A	1.6	41.9	0.25	0.20	33.8
Approach		986	2.0	1.195	42.1	LOS D	39.1	994.2	0.70	0.65	21.0
West: Willow Street											
5	L2	237	2.0	1.065	117.9	LOS F[11]	21.8	554.9	1.00	1.05	10.7
2	T1	290	2.0	0.869	87.6	LOS F[11]	17.5	444.9	1.00	0.98	15.4
12	R2	138	2.0	0.869	76.8	LOS E[11]	17.5	444.9	1.00	1.04	16.1
Approach		665	2.0	1.065	96.1	LOS F[11]	21.8	554.9	1.00	1.02	13.4
All Vehicles		4256	2.0	1.598	149.7	LOS F[11]	234.3	5951.4	0.89	1.21	10.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	58	66.4	LOS F[12]	0.2	0.7	0.94	0.94
8P	East Full Crossing	58	20.9	LOS C	0.1	0.4	0.53	0.53
6P	North Full Crossing	58	66.4	LOS F[12]	0.2	0.7	0.94	0.94
4P	West Full Crossing	58	18.8	LOS B	0.1	0.4	0.50	0.50

All Pedestrians	231	43.1	LOS E[12]	0.73	0.73

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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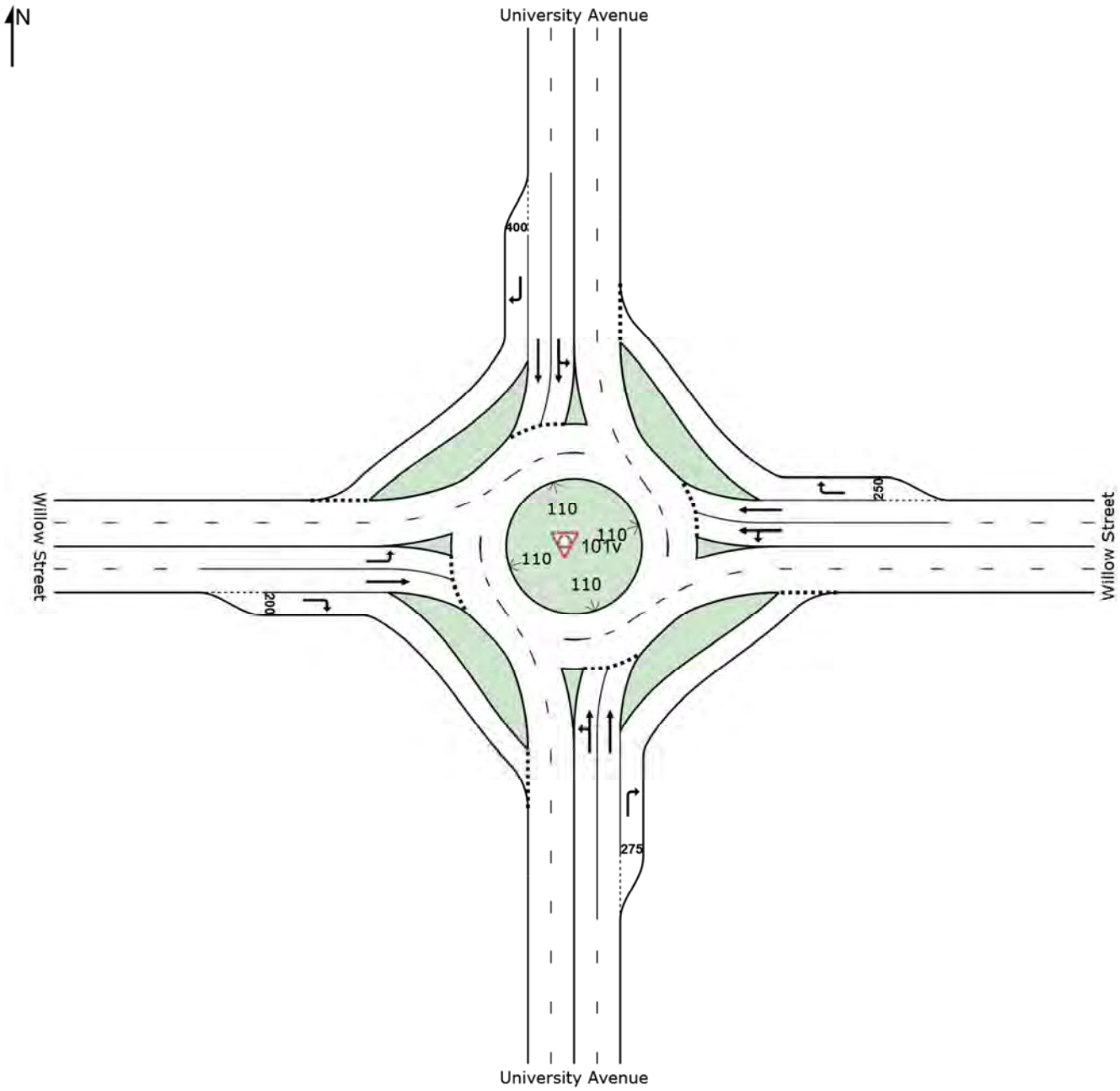
SITE LAYOUT

Site: 101v [10 2020 PM Roundabout]

University Avenue

Roundabout



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MOVEMENT SUMMARY

Site: 101v [10 2020 PM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	92	2.0	0.920	15.1	LOS B	14.7	372.5	1.00	1.37	30.6
8	T1	1577	2.0	0.920	13.6	LOS B	15.7	397.6	1.00	1.35	31.3
18	R2	189	2.0	0.168	1.3	LOS A	0.8	21.1	0.50	0.38	35.7
Approach		1858	2.0	0.920	12.4	LOS B	15.7	397.6	0.95	1.26	31.6
East: Willow Street											
1	L2	233	2.0	0.796	23.9	LOS C	5.7	145.6	0.96	1.15	26.0
6	T1	317	2.0	0.708	14.3	LOS B	5.6	142.7	0.99	1.13	31.1
16	R2	197	2.0	0.409	6.9	LOS A	2.5	64.7	0.92	0.95	33.3
Approach		748	2.0	0.796	15.4	LOS B	5.7	145.6	0.96	1.09	29.7
North: University Avenue											
7	L2	142	2.0	0.483	3.4	LOS A	3.0	77.0	0.74	0.67	34.9
4	T1	717	2.0	0.483	2.9	LOS A	3.2	80.2	0.73	0.58	35.3
14	R2	128	2.0	0.116	1.2	LOS A	0.6	15.4	0.51	0.37	35.7
Approach		986	2.0	0.483	2.8	LOS A	3.2	80.2	0.70	0.57	35.3
West: Willow Street											
5	L2	237	2.0	0.385	4.8	LOS A	2.1	52.5	0.77	0.80	33.0
2	T1	290	2.0	0.362	3.3	LOS A	2.0	51.6	0.77	0.60	35.5
12	R2	138	2.0	0.158	2.3	LOS A	0.8	19.2	0.65	0.56	35.3
Approach		665	2.0	0.385	3.6	LOS A	2.1	52.5	0.75	0.66	34.5
All Vehicles		4256	2.0	0.920	9.3	LOS A	15.7	397.6	0.86	0.97	32.5

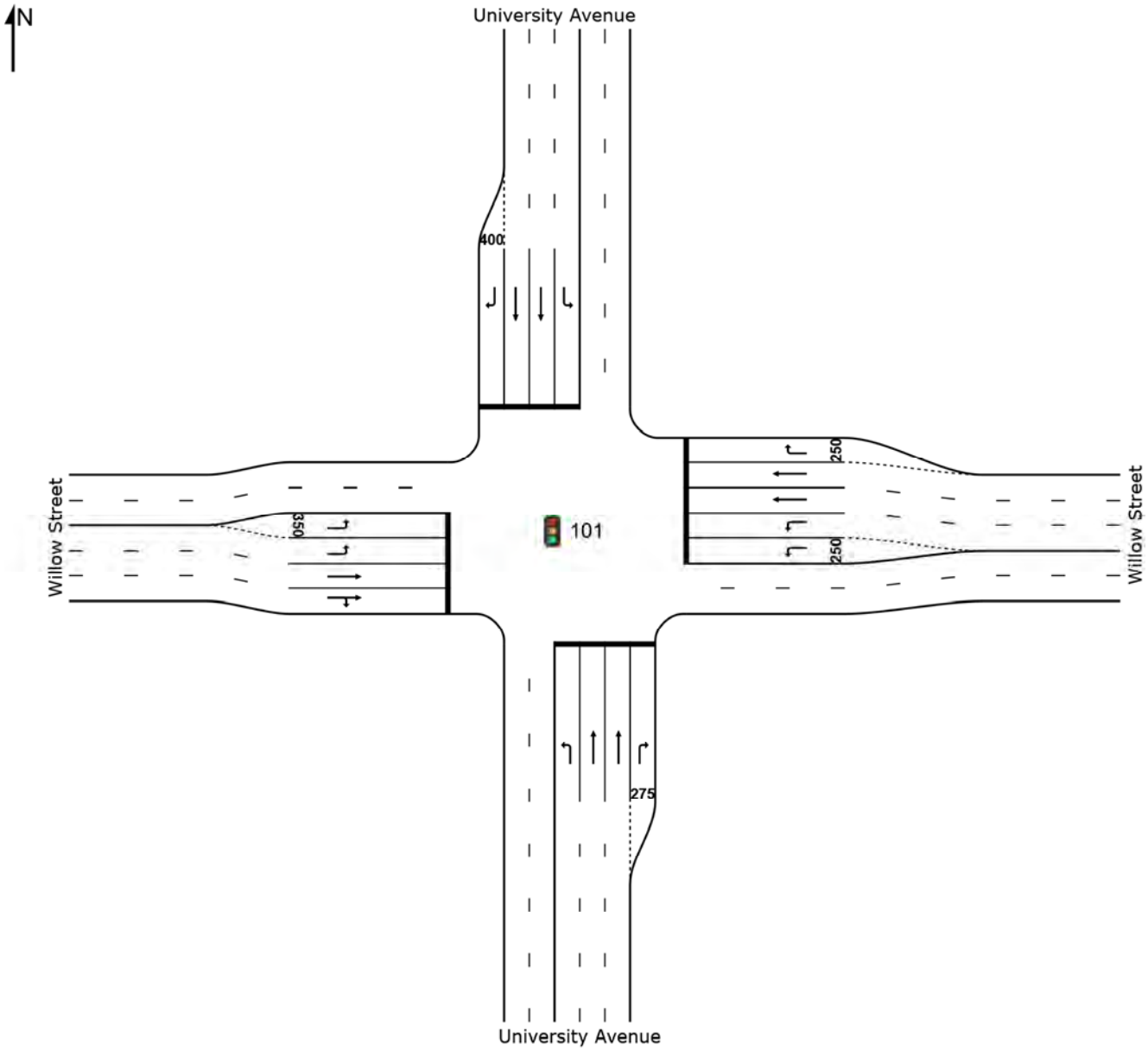
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [11 2040 AM No Build]

University Avenue

Signals - Pretimed Isolated



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Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\03 Willow at University.sip7

MOVEMENT SUMMARY

Site: 101 [11 2040 AM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	104	4.0	0.595	53.5	LOS D	5.9	152.9	1.00	0.85	19.1
8	T1	634	4.0	0.341	17.7	LOS B	11.4	293.4	0.64	0.55	30.4
18	R2	215	4.0	0.218	4.0	LOS A	3.6	93.9	0.39	0.33	32.7
Approach		953	4.0	0.595	18.5	LOS B	11.4	293.4	0.62	0.53	29.0
East: Willow Street											
1	L2	357	4.0	1.118	155.2	LOS F[11]	16.8	432.9	1.00	1.17	10.0
6	T1	334	4.0	0.784	68.2	LOS E[11]	11.1	286.5	1.00	0.90	18.0
16	R2	147	4.0	0.156	2.7	LOS A	2.2	55.7	0.29	0.24	33.3
Approach		838	4.0	1.118	93.7	LOS F[11]	16.8	432.9	0.88	0.90	14.3
North: University Avenue											
7	L2	166	4.0	0.503	18.7	LOS B	5.9	153.1	0.78	0.63	27.3
4	T1	1919	4.0	1.075	79.8	LOS F[11]	83.6	2155.8	1.00	1.33	16.3
14	R2	152	4.0	0.129	2.0	LOS A	1.9	48.0	0.27	0.22	33.7
Approach		2238	4.0	1.075	70.0	LOS E[11]	83.6	2155.8	0.93	1.21	17.4
West: Willow Street											
5	L2	165	4.0	0.437	51.3	LOS D	4.7	122.0	0.98	0.76	19.5
2	T1	323	4.0	0.895	80.4	LOS F[11]	15.7	405.9	1.00	1.03	16.3
12	R2	125	4.0	0.895	76.3	LOS E[11]	14.6	376.8	1.00	1.11	16.2
Approach		613	4.0	0.895	71.7	LOS E[11]	15.7	405.9	0.99	0.97	17.0
All Vehicles		4642	4.0	1.118	63.9	LOS E[11]	83.6	2155.8	0.87	0.98	18.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

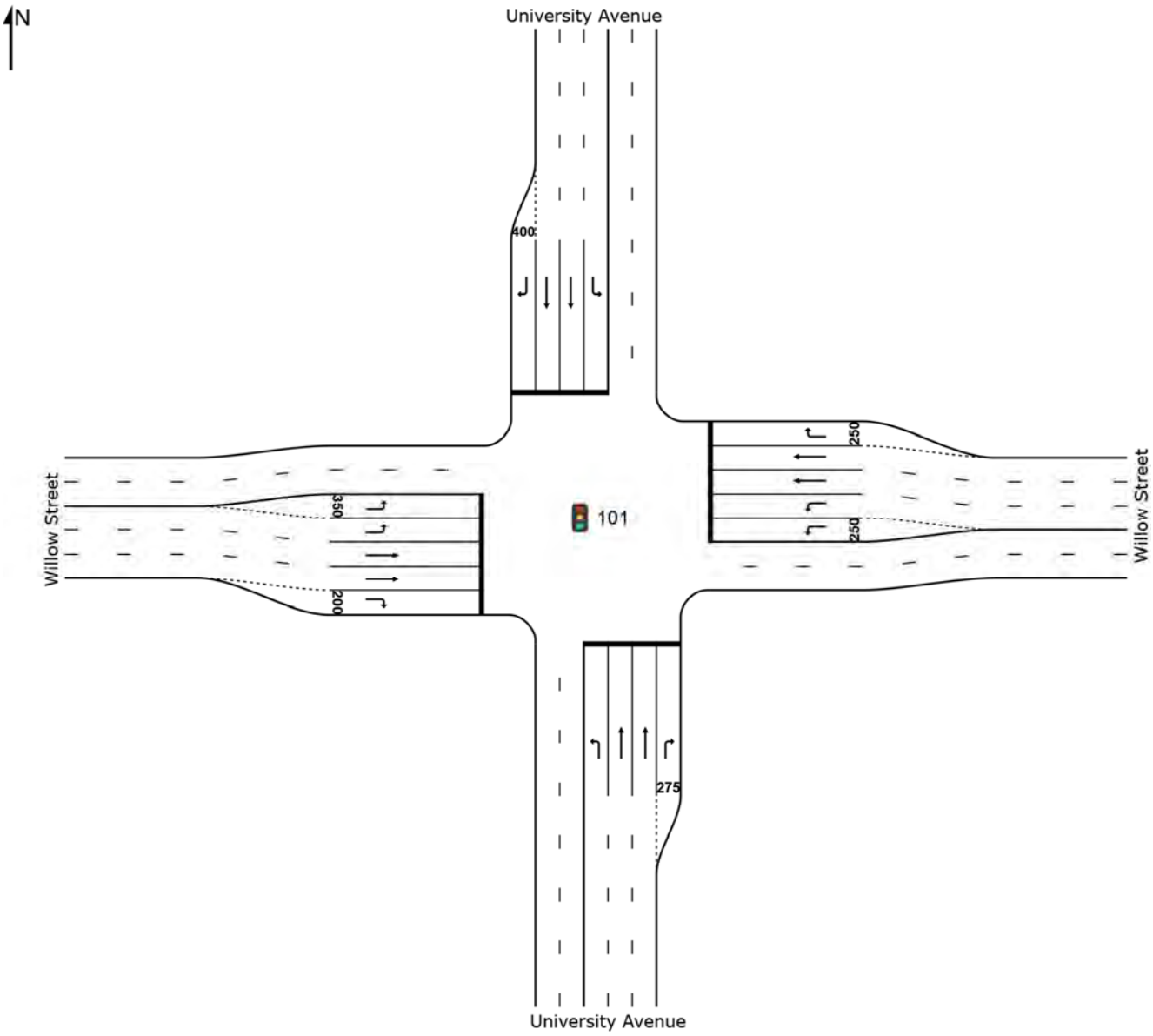
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [12 2040 AM Boulevard]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [12 2040 AM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	104	4.0	0.595	53.5	LOS D	5.9	152.9	1.00	0.85	19.2
8	T1	634	4.0	0.341	17.7	LOS B	11.4	293.4	0.64	0.55	30.4
18	R2	215	4.0	0.215	3.1	LOS A	3.2	82.7	0.35	0.30	33.2
Approach		953	4.0	0.595	18.3	LOS B	11.4	293.4	0.61	0.53	29.1
East: Willow Street											
1	L2	357	4.0	1.118	155.2	LOS F[11]	16.8	432.9	1.00	1.17	10.0
6	T1	334	4.0	0.784	68.2	LOS E[11]	11.1	286.5	1.00	0.90	18.0
16	R2	147	4.0	0.156	2.7	LOS A	2.2	55.7	0.29	0.24	33.3
Approach		838	4.0	1.118	93.7	LOS F[11]	16.8	432.9	0.88	0.90	14.3
North: University Avenue											
7	L2	166	4.0	0.503	18.7	LOS B	5.9	153.1	0.78	0.63	27.3
4	T1	1919	4.0	1.075	79.8	LOS F[11]	83.6	2155.8	1.00	1.33	16.3
14	R2	152	4.0	0.129	2.0	LOS A	1.9	48.0	0.27	0.22	33.7
Approach		2238	4.0	1.075	70.0	LOS E[11]	83.6	2155.8	0.93	1.21	17.4
West: Willow Street											
5	L2	165	4.0	0.437	51.3	LOS D	4.7	122.0	0.98	0.76	19.5
2	T1	323	4.0	0.663	55.5	LOS E[11]	9.9	255.1	1.00	0.83	20.1
12	R2	125	4.0	0.272	28.0	LOS C	5.3	137.0	0.80	0.65	24.1
Approach		613	4.0	0.663	48.8	LOS D	9.9	255.1	0.95	0.78	20.6
All Vehicles		4642	4.0	1.118	60.8	LOS E[11]	83.6	2155.8	0.86	0.95	18.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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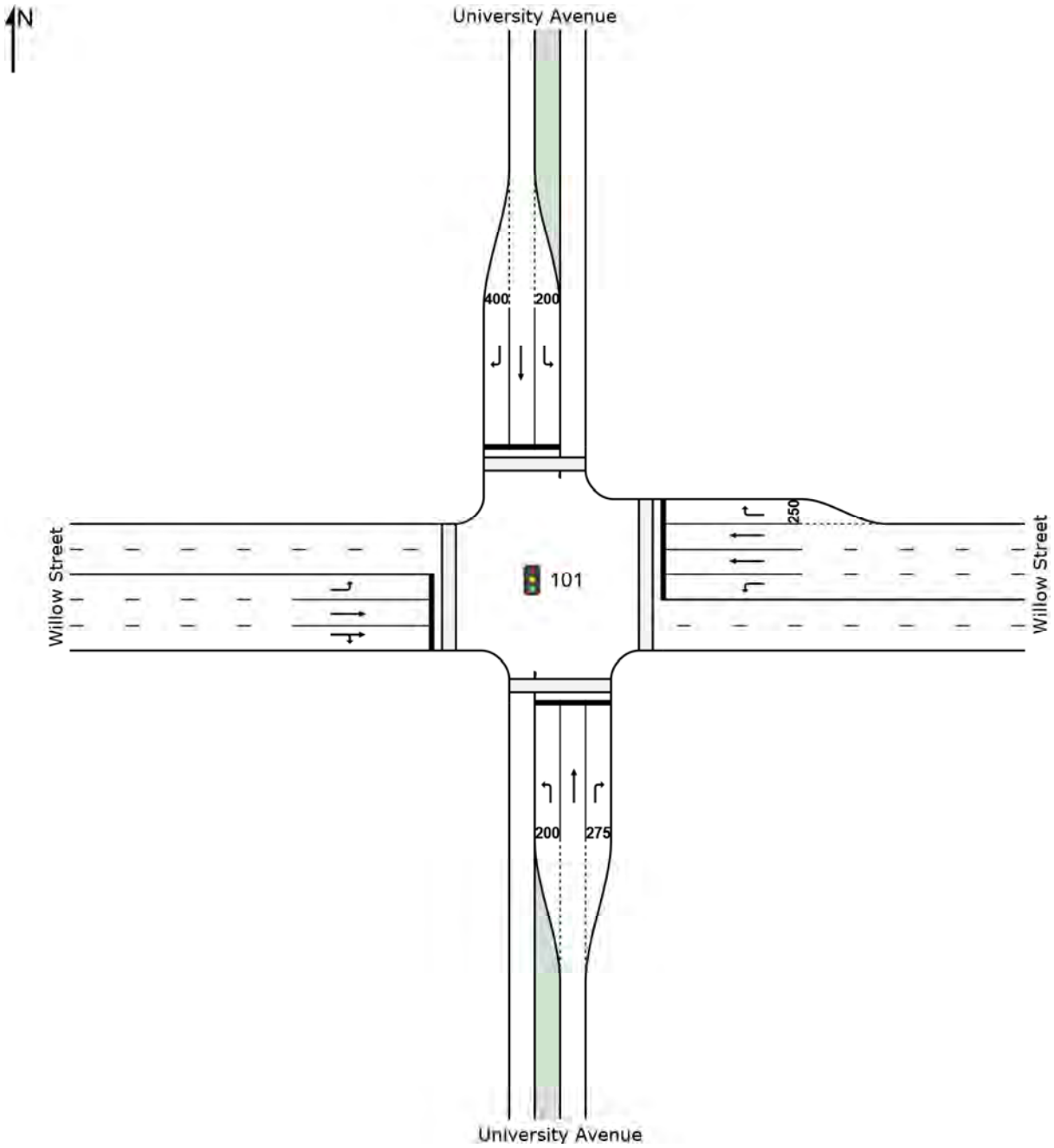
SITE LAYOUT

Site: 101 [13 2040 AM Road Diet]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [13 2040 AM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	104	4.0	0.687	53.0	LOS D	5.4	138.6	1.00	0.82	19.0
8	T1	634	4.0	0.800	31.4	LOS C	38.6	996.8	0.78	0.71	25.6
18	R2	215	4.0	0.211	4.6	LOS A	3.9	101.9	0.39	0.33	32.4
Approach		953	4.0	0.800	27.7	LOS C	38.6	996.8	0.72	0.64	25.9
East: Willow Street											
1	L2	357	4.0	1.394	232.0	LOS F[11]	43.8	1128.8	1.00	1.26	6.8
6	T1	334	4.0	0.686	69.3	LOS E[11]	12.8	329.6	1.00	0.84	17.8
16	R2	147	4.0	0.184	11.3	LOS B	4.6	119.3	0.48	0.40	29.5
Approach		838	4.0	1.394	128.3	LOS F[11]	43.8	1128.8	0.91	0.94	11.0
North: University Avenue											
7	L2	166	4.0	0.551	21.4	LOS C	6.0	154.9	0.83	0.69	26.3
4	T1	1919	4.0	1.995	469.2	LOS F[11]	330.8	8535.6	1.00	2.22	4.1
14	R2	152	4.0	0.125	2.3	LOS A	2.2	57.7	0.25	0.20	33.6
Approach		2238	4.0	1.995	404.2	LOS F[11]	330.8	8535.6	0.94	1.97	4.7
West: Willow Street											
5	L2	165	4.0	0.582	45.3	LOS D	10.2	262.9	0.97	0.79	20.5
2	T1	323	4.0	0.868	87.8	LOS F[11]	18.5	476.1	1.00	1.01	15.4
12	R2	125	4.0	0.868	83.7	LOS F[11]	18.5	476.1	1.00	1.10	15.3
Approach		613	4.0	0.868	75.5	LOS E[11]	18.5	476.1	0.99	0.97	16.5
All Vehicles		4642	4.0	1.995	233.6	LOS F[11]	330.8	8535.6	0.89	1.38	7.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	86	66.5	LOS F[12]	0.4	1.1	0.94	0.94
8P	East Full Crossing	86	26.5	LOS C	0.2	0.7	0.60	0.60
6P	North Full Crossing	86	66.5	LOS F[12]	0.4	1.1	0.94	0.94
4P	West Full Crossing	86	24.2	LOS C	0.2	0.6	0.57	0.57

All Pedestrians	343	45.9	LOS E[12]	0.76	0.76

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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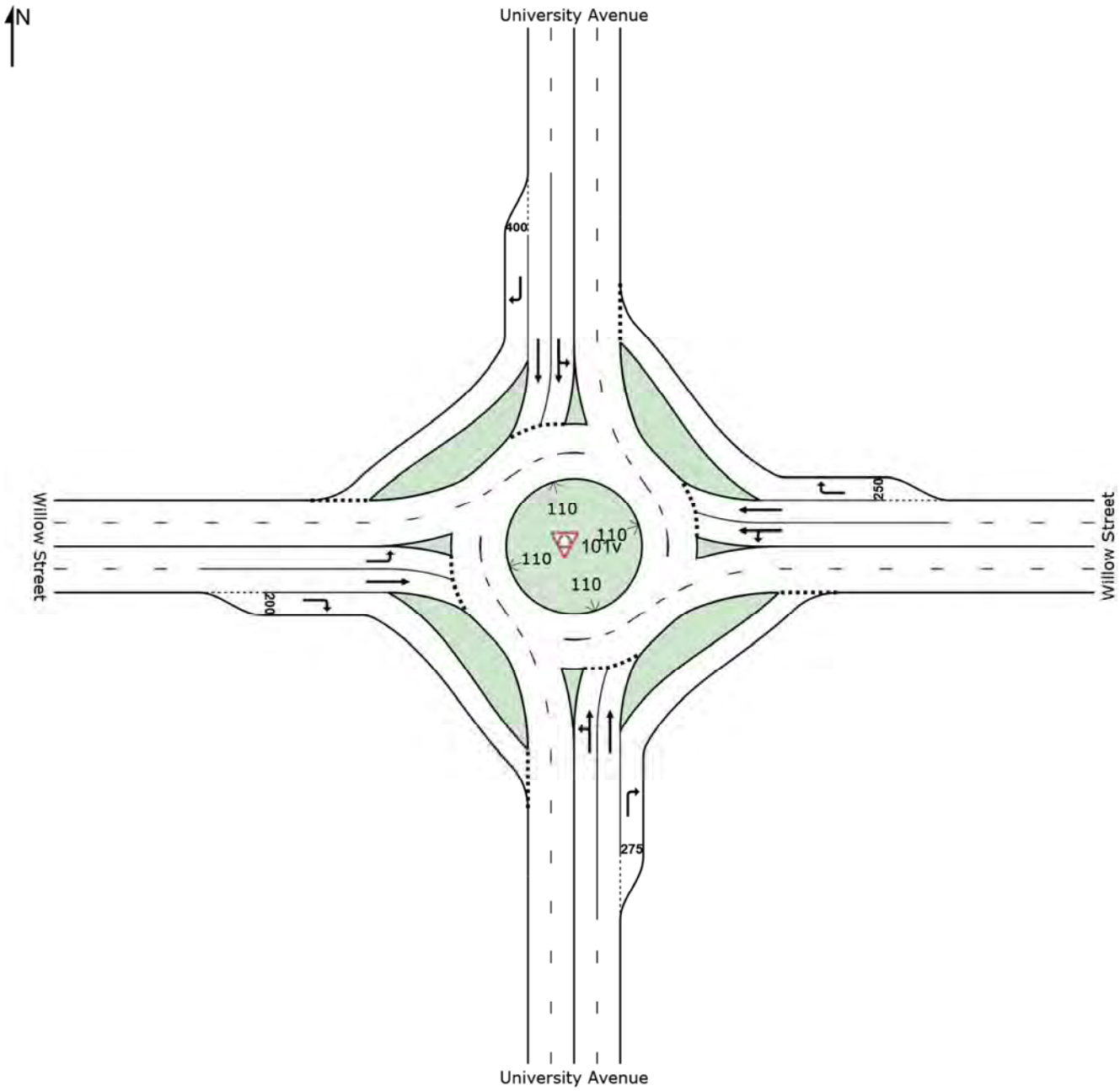
SITE LAYOUT

Site: 101v [14 2040 AM Roundabout]

University Avenue

Roundabout



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MOVEMENT SUMMARY

Site: 101v [14 2040 AM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	104	4.0	0.381	2.5	LOS A	2.1	53.7	0.68	0.54	35.2
8	T1	634	4.0	0.381	2.0	LOS A	2.2	57.3	0.67	0.46	35.6
18	R2	215	4.0	0.183	1.3	LOS A	1.0	25.7	0.55	0.39	35.6
Approach		953	4.0	0.381	1.9	LOS A	2.2	57.3	0.64	0.45	35.5
East: Willow Street											
1	L2	357	4.0	0.398	2.5	LOS A	2.3	59.7	0.72	0.66	33.8
6	T1	334	4.0	0.398	3.6	LOS A	2.3	59.7	0.73	0.65	35.3
16	R2	147	4.0	0.140	1.8	LOS A	0.7	17.5	0.60	0.48	35.4
Approach		838	4.0	0.398	2.8	LOS A	2.3	59.7	0.71	0.62	34.6
North: University Avenue											
7	L2	166	4.0	1.166	87.9	LOS F[11]	55.3	1427.9	1.00	2.91	15.4
4	T1	1919	4.0	1.166	85.9	LOS F[11]	69.9	1803.9	1.00	3.11	15.7
14	R2	152	4.0	0.124	1.1	LOS A	0.6	15.6	0.48	0.35	35.7
Approach		2238	4.0	1.166	80.2	LOS F[11]	69.9	1803.9	0.96	2.91	16.3
West: Willow Street											
5	L2	165	4.0	0.552	15.8	LOS B	3.5	89.9	0.95	1.04	28.5
2	T1	323	4.0	0.690	16.8	LOS B	6.1	158.1	1.00	1.17	30.0
12	R2	125	4.0	0.236	5.8	LOS A	1.5	38.7	0.94	0.94	33.8
Approach		613	4.0	0.690	14.3	LOS B	6.1	158.1	0.97	1.09	30.3
All Vehicles		4642	4.0	1.166	41.5	LOS D	69.9	1803.9	0.85	1.75	22.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

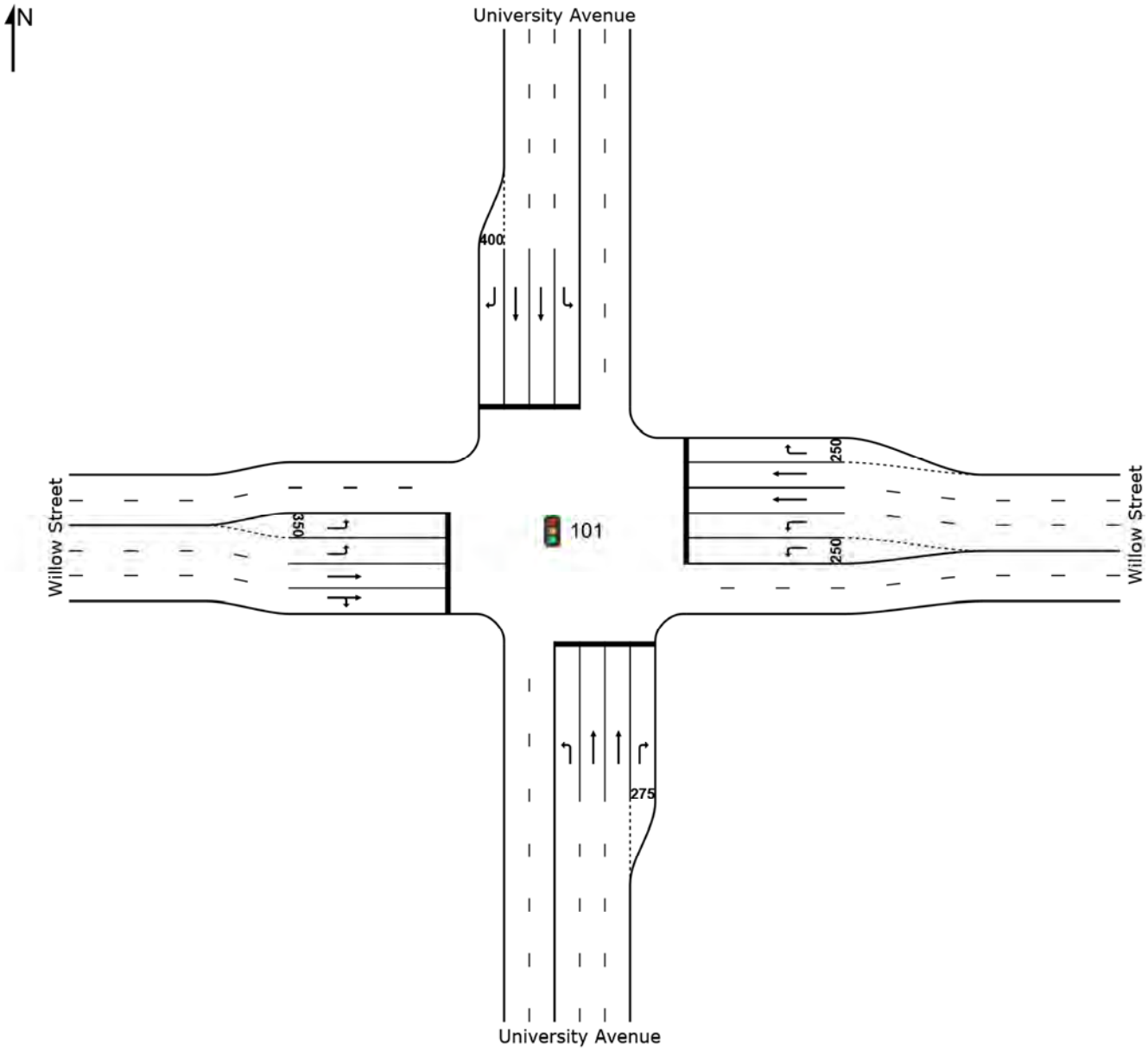
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [15 2040 PM No Build]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [15 2040 PM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 100 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	106	2.0	0.300	20.1	LOS C	3.7	92.8	0.78	0.64	26.8
8	T1	1822	2.0	1.184	119.5	LOS F[11]	83.5	2121.5	1.00	1.66	12.5
18	R2	219	2.0	0.230	4.5	LOS A	3.4	86.0	0.46	0.39	32.6
Approach		2147	2.0	1.184	102.9	LOS F[11]	83.5	2121.5	0.93	1.48	13.7
East: Willow Street											
1	L2	270	2.0	0.691	52.1	LOS D	7.2	182.3	1.00	0.84	19.4
6	T1	367	2.0	0.757	54.3	LOS D	10.0	254.3	1.00	0.89	20.3
16	R2	227	2.0	0.439	20.3	LOS C	8.1	205.7	0.81	0.68	26.4
Approach		864	2.0	0.757	44.7	LOS D	10.0	254.3	0.95	0.82	21.3
North: University Avenue											
7	L2	164	2.0	0.653	24.2	LOS C	5.9	150.0	0.87	0.73	25.7
4	T1	828	2.0	0.505	20.5	LOS C	15.3	387.6	0.77	0.67	29.3
14	R2	148	2.0	0.145	2.6	LOS A	1.5	37.6	0.35	0.29	33.5
Approach		1140	2.0	0.653	18.7	LOS B	15.3	387.6	0.73	0.63	29.2
West: Willow Street											
5	L2	273	2.0	0.701	52.9	LOS D	7.3	186.0	1.00	0.85	19.2
2	T1	335	2.0	0.958	84.2	LOS F[11]	15.4	392.0	1.00	1.08	15.8
12	R2	160	2.0	0.958	73.0	LOS E[11]	14.8	375.8	1.00	1.09	16.6
Approach		768	2.0	0.958	70.7	LOS E[11]	15.4	392.0	1.00	1.00	17.1
All Vehicles		4918	2.0	1.184	68.1	LOS E[11]	83.5	2121.5	0.90	1.09	17.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

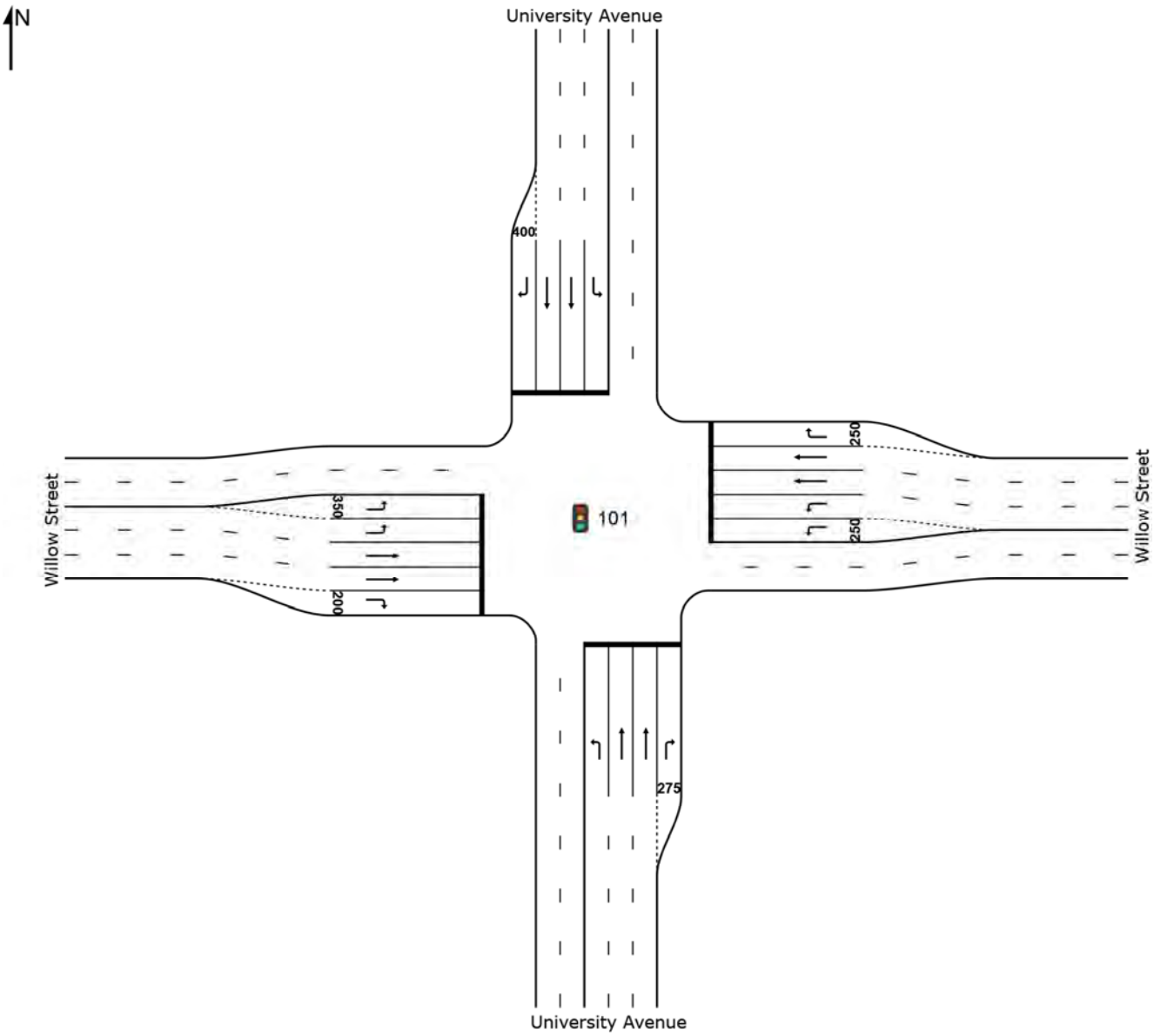
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [16 2040 PM Boulevard]

University Avenue

Signals - Pretimed Isolated



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MOVEMENT SUMMARY

Site: 101 [16 2040 PM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 180 seconds (User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	106	2.0	0.231	10.6	LOS B	3.2	80.8	0.52	0.42	30.4
8	T1	1822	2.0	0.930	46.7	LOS D	93.6	2376.6	0.92	0.91	21.8
18	R2	219	2.0	0.199	5.2	LOS A	4.7	118.6	0.38	0.32	32.2
Approach		2147	2.0	0.930	40.7	LOS D	93.6	2376.6	0.84	0.83	22.9
East: Willow Street											
1	L2	270	2.0	0.912	130.2	LOS F[11]	14.4	366.8	1.00	0.93	11.5
6	T1	367	2.0	0.933	125.0	LOS F[11]	19.7	499.5	1.00	0.99	12.4
16	R2	227	2.0	0.406	39.0	LOS D	14.6	370.6	0.80	0.67	21.6
Approach		864	2.0	0.933	104.0	LOS F[11]	19.7	499.5	0.95	0.89	13.6
North: University Avenue											
7	L2	164	2.0	0.708	65.1	LOS E[11]	10.7	270.7	1.00	0.94	17.5
4	T1	828	2.0	0.385	20.8	LOS C	20.3	515.7	0.58	0.52	29.2
14	R2	148	2.0	0.132	2.5	LOS A	2.5	62.7	0.24	0.20	33.5
Approach		1140	2.0	0.708	24.8	LOS C	20.3	515.7	0.60	0.54	27.0
West: Willow Street											
5	L2	273	2.0	0.925	133.7	LOS F[11]	14.8	375.6	1.00	0.94	11.3
2	T1	335	2.0	0.851	106.9	LOS F[11]	16.9	429.9	1.00	0.92	13.7
12	R2	160	2.0	0.251	7.0	LOS A	5.0	127.7	0.39	0.34	31.4
Approach		768	2.0	0.925	95.7	LOS F[11]	16.9	429.9	0.87	0.81	14.3
All Vehicles		4918	2.0	0.933	56.7	LOS E[11]	93.6	2376.6	0.81	0.77	19.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

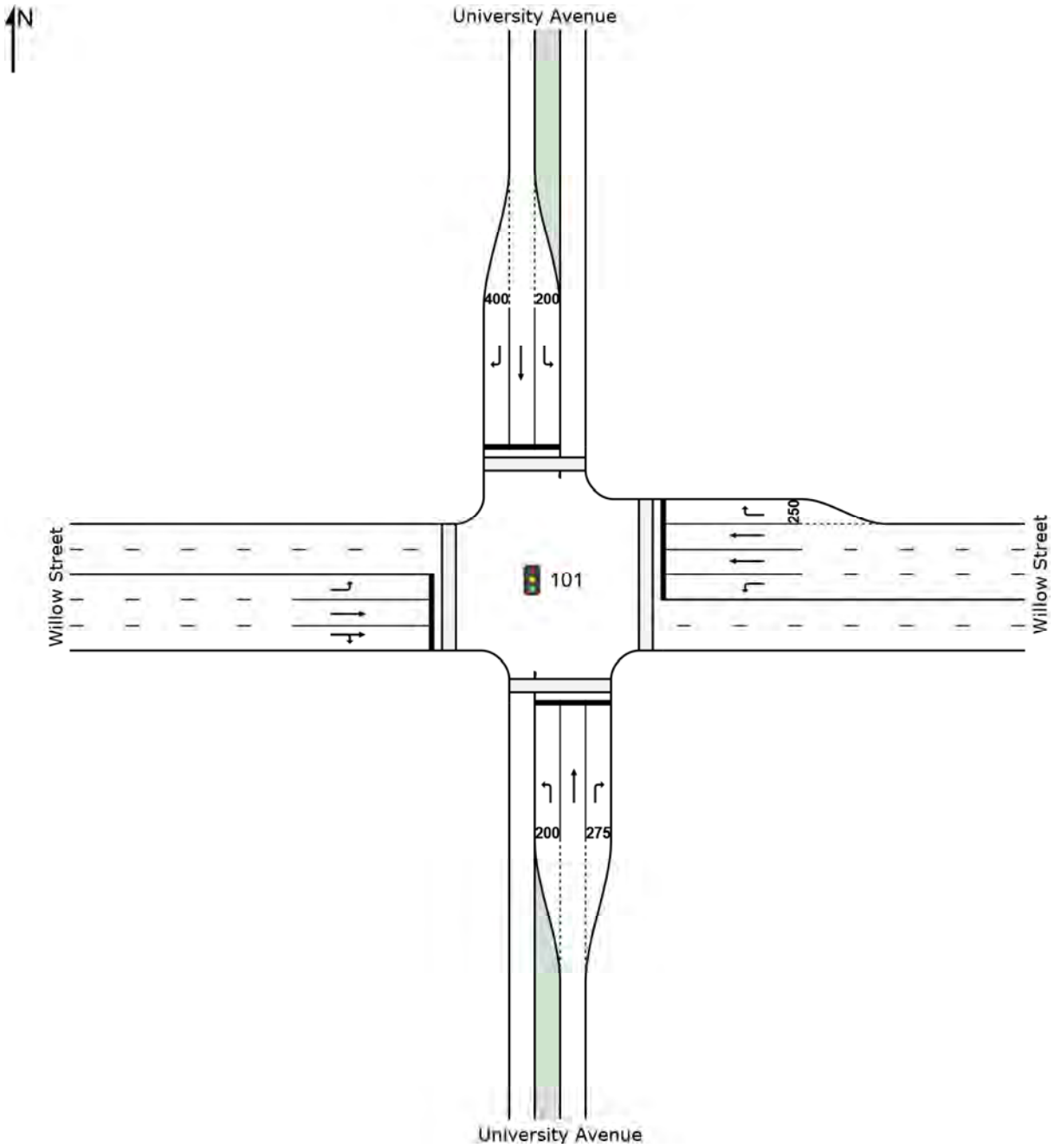
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [17 2040 PM Road Diet]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [17 2040 PM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	106	2.0	0.403	20.4	LOS C	3.8	95.6	0.81	0.65	26.5
8	T1	1822	2.0	1.633	307.2	LOS F[11]	275.0	6986.1	1.00	1.97	6.0
18	R2	219	2.0	0.181	3.7	LOS A	4.0	102.6	0.30	0.25	32.9
Approach		2147	2.0	1.633	262.2	LOS F[11]	275.0	6986.1	0.92	1.73	6.8
East: Willow Street											
1	L2	270	2.0	1.629	335.9	LOS F[11]	38.2	970.2	1.00	1.35	5.0
6	T1	367	2.0	0.738	73.0	LOS E[11]	14.4	365.4	1.00	0.86	17.3
16	R2	227	2.0	0.531	45.7	LOS D	13.2	334.1	0.90	0.88	20.3
Approach		864	2.0	1.629	147.9	LOS F[11]	38.2	970.2	0.97	1.02	10.1
North: University Avenue											
7	L2	164	2.0	1.380	239.1	LOS F[11]	18.1	460.4	1.00	1.11	6.4
4	T1	828	2.0	0.864	29.7	LOS C	52.0	1321.6	0.78	0.74	26.1
14	R2	148	2.0	0.131	2.8	LOS A	2.2	54.9	0.30	0.25	33.4
Approach		1140	2.0	1.380	56.3	LOS E[11]	52.0	1321.6	0.75	0.73	18.5
West: Willow Street											
5	L2	273	2.0	1.472	266.4	LOS F[11]	35.5	902.5	1.00	1.30	6.0
2	T1	335	2.0	0.914	94.5	LOS F[11]	21.2	537.3	1.00	1.03	14.7
12	R2	160	2.0	0.914	85.1	LOS F[11]	21.2	537.3	1.00	1.10	15.2
Approach		768	2.0	1.472	153.7	LOS F[11]	35.5	902.5	1.00	1.14	9.8
All Vehicles		4918	2.0	1.633	177.5	LOS F[11]	275.0	6986.1	0.90	1.28	9.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	86	66.5	LOS F[12]	0.4	1.1	0.94	0.94
8P	East Full Crossing	86	20.4	LOS C	0.2	0.6	0.52	0.52
6P	North Full Crossing	86	66.5	LOS F[12]	0.4	1.1	0.94	0.94
4P	West Full Crossing	86	18.3	LOS B	0.2	0.6	0.50	0.50

All Pedestrians	343	42.9	LOS E[12]	0.73	0.73

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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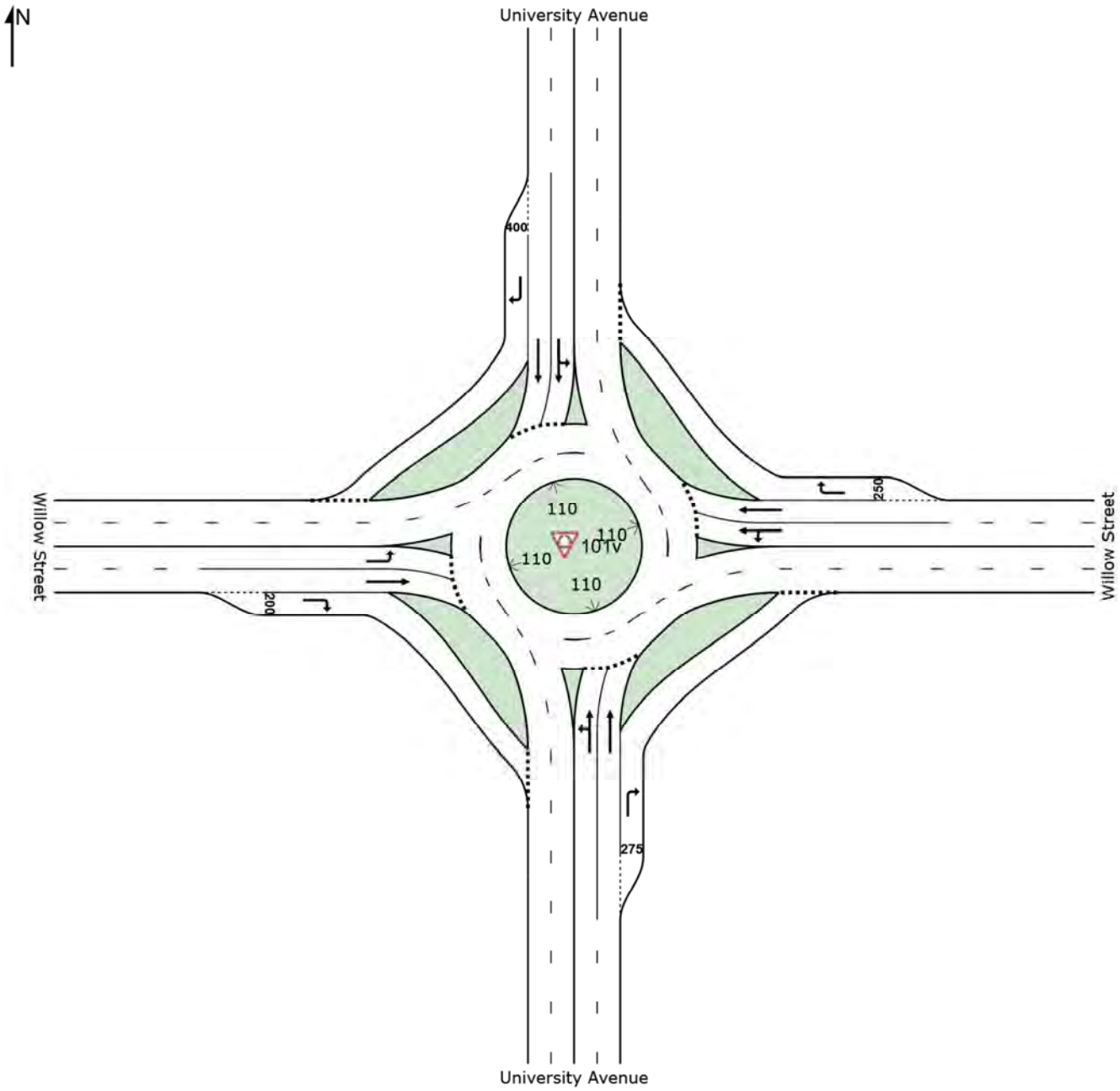
SITE LAYOUT

Site: 101v [18 2040 PM Roundabout]

University Avenue

Roundabout



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Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Created: Thursday, April 12, 2018 2:37:36 PM
Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\03 Willow at University.sip7

MOVEMENT SUMMARY

Site: 101v [18 2040 PM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	106	2.0	1.026	35.0	LOS F[11]	27.4	696.9	1.00	1.87	24.2
8	T1	1822	2.0	1.026	32.3	LOS F[11]	32.2	817.5	1.00	1.91	24.9
18	R2	219	2.0	0.179	1.3	LOS A	0.9	23.9	0.53	0.39	35.7
Approach		2147	2.0	1.026	29.3	LOS C	32.2	817.5	0.95	1.75	25.6
East: Willow Street											
1	L2	270	2.0	0.955	48.6	LOS D	10.0	253.2	0.99	1.42	20.4
6	T1	367	2.0	0.750	18.0	LOS B	7.0	178.6	1.00	1.20	29.6
16	R2	227	2.0	0.446	8.3	LOS A	3.2	81.7	0.99	1.03	32.6
Approach		864	2.0	0.955	25.0	LOS C	10.0	253.2	0.99	1.22	26.4
North: University Avenue											
7	L2	164	2.0	0.537	3.9	LOS A	3.6	92.2	0.78	0.75	34.7
4	T1	828	2.0	0.537	3.1	LOS A	3.9	99.1	0.78	0.63	35.1
14	R2	148	2.0	0.124	1.2	LOS A	0.7	17.5	0.54	0.38	35.6
Approach		1140	2.0	0.537	3.0	LOS A	3.9	99.1	0.75	0.62	35.1
West: Willow Street											
5	L2	273	2.0	0.463	5.8	LOS A	2.7	69.5	0.83	0.88	32.5
2	T1	335	2.0	0.392	3.3	LOS A	2.4	61.9	0.82	0.63	35.3
12	R2	160	2.0	0.170	2.2	LOS A	0.9	22.6	0.70	0.57	35.2
Approach		768	2.0	0.463	4.0	LOS A	2.7	69.5	0.80	0.70	34.2
All Vehicles		4918	2.0	1.026	18.5	LOS B	32.2	817.5	0.89	1.23	28.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

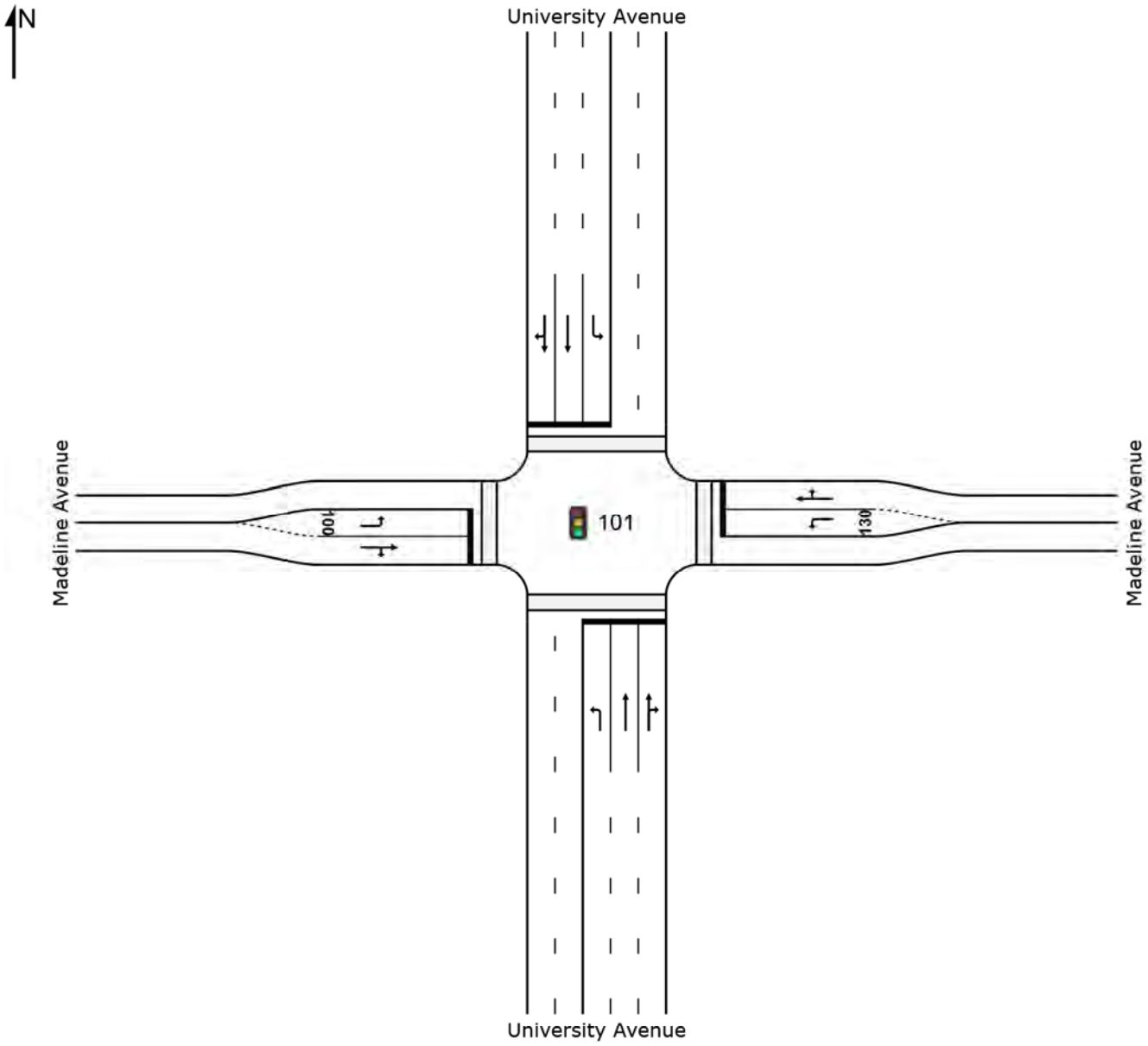
Madeline Avenue

SITE LAYOUT

Site: 101 [01 2017 AM Existing]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [01 2017 AM Existing]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	6	2.0	0.038	33.6	LOS C	0.3	7.4	0.83	0.58	22.8
8	T1	814	2.0	0.350	10.5	LOS B	11.9	303.1	0.51	0.45	33.6
18	R2	10	2.0	0.350	10.4	LOS B	11.8	300.9	0.51	0.45	32.5
Approach		830	2.0	0.350	10.6	LOS B	11.9	303.1	0.51	0.45	33.5
East: Madeline Avenue											
1	L2	94	2.0	0.347	44.0	LOS D	4.9	125.6	0.92	0.73	20.7
6	T1	11	2.0	0.092	22.8	LOS C	1.2	29.7	0.78	0.58	27.0
16	R2	22	2.0	0.092	22.8	LOS C	1.2	29.7	0.78	0.58	26.3
Approach		126	2.0	0.347	38.6	LOS D	4.9	125.6	0.89	0.69	21.9
North: University Avenue											
7	L2	17	2.0	0.042	9.6	LOS A	0.4	10.2	0.54	0.39	30.4
4	T1	2097	2.0	0.896	27.7	LOS C	62.9	1596.5	0.92	0.92	26.6
14	R2	15	2.0	0.896	27.7	LOS C	62.7	1592.4	0.92	0.92	25.9
Approach		2129	2.0	0.896	27.6	LOS C	62.9	1596.5	0.92	0.92	26.7
West: Madeline Avenue											
5	L2	18	2.0	0.071	42.3	LOS D	0.9	23.0	0.87	0.63	21.0
2	T1	24	2.0	0.132	21.8	LOS C	1.5	37.2	0.87	0.66	27.8
12	R2	19	2.0	0.132	21.8	LOS C	1.5	37.2	0.87	0.66	27.0
Approach		61	2.0	0.132	27.9	LOS C	1.5	37.2	0.87	0.65	25.1
All Vehicles		3146	2.0	0.896	23.6	LOS C	62.9	1596.5	0.81	0.78	27.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians

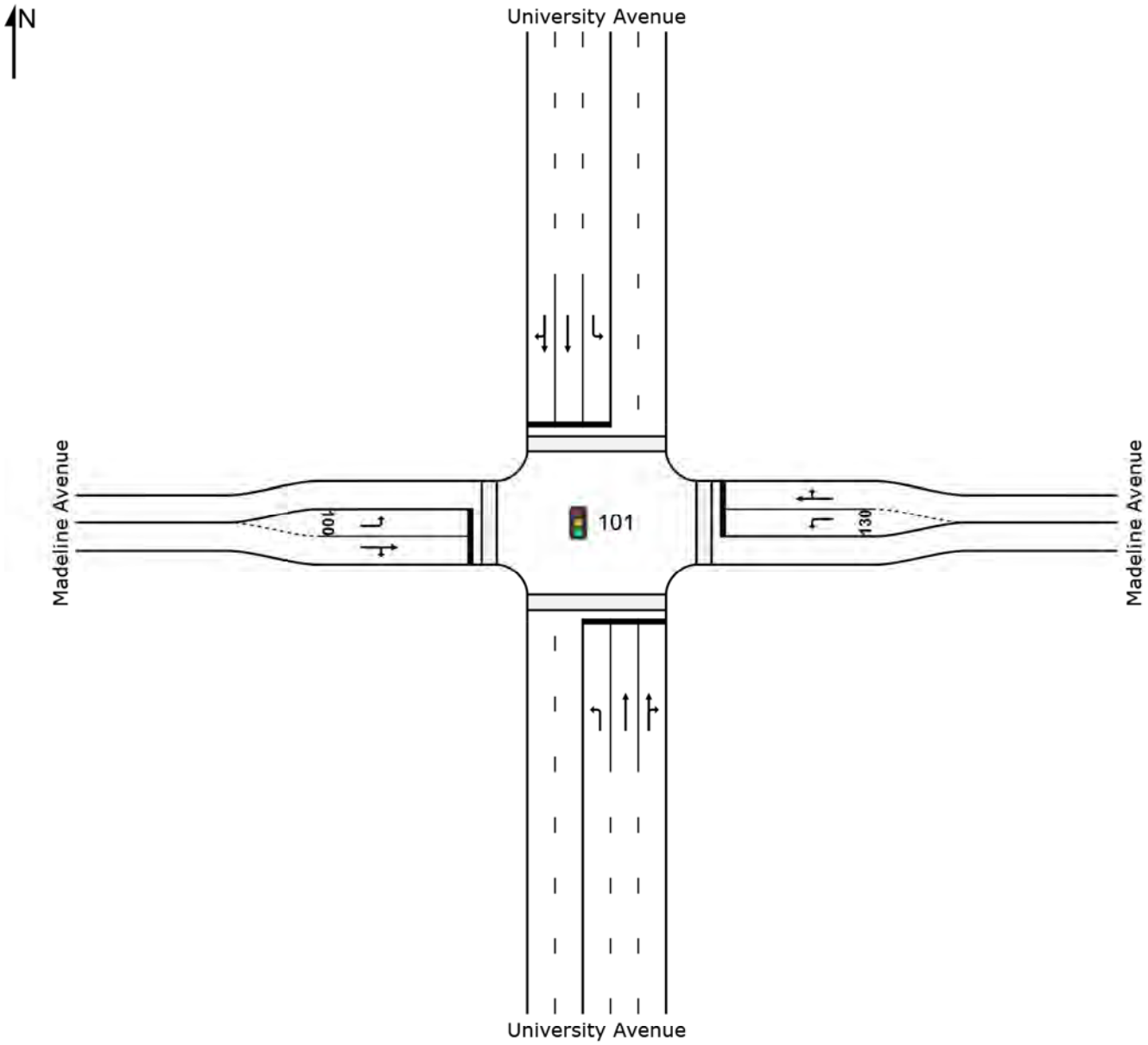
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	54	51.5	LOS E	0.2	0.5	0.93	0.93
8P	East Full Crossing	54	16.6	LOS B	0.1	0.3	0.53	0.53
6P	North Full Crossing	54	51.5	LOS E	0.2	0.5	0.93	0.93
4P	West Full Crossing	54	16.6	LOS B	0.1	0.3	0.53	0.53
All Pedestrians		217	34.0	LOS D			0.73	0.73

SITE LAYOUT

Site: 101 [02 2017 PM Existing]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [02 2017 PM Existing]

University Avenue

Signals - Pretimed Isolated Cycle Time = 100 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	13	1.0	0.029	7.6	LOS A	0.3	6.6	0.46	0.34	31.2
8	T1	1880	1.0	0.815	19.0	LOS B	41.3	1042.0	0.83	0.78	29.8
18	R2	17	1.0	0.815	19.0	LOS B	41.2	1038.2	0.83	0.78	28.9
Approach		1911	1.0	0.815	18.9	LOS B	41.3	1042.0	0.83	0.78	29.8
East: Madeline Avenue											
1	L2	105	1.0	0.442	39.6	LOS D	4.9	124.0	0.96	0.76	21.6
6	T1	39	1.0	0.299	16.9	LOS B	2.6	64.3	0.90	0.72	29.2
16	R2	58	1.0	0.299	16.9	LOS B	2.6	64.3	0.90	0.72	28.4
Approach		202	1.0	0.442	28.8	LOS C	4.9	124.0	0.93	0.74	24.5
North: University Avenue											
7	L2	36	1.0	0.179	17.8	LOS B	0.9	22.5	0.88	0.66	27.3
4	T1	924	1.0	0.402	9.7	LOS A	12.3	309.1	0.54	0.48	34.0
14	R2	13	1.0	0.402	9.7	LOS A	12.2	306.4	0.54	0.49	32.9
Approach		973	1.0	0.402	10.0	LOS B	12.3	309.1	0.56	0.49	33.7
West: Madeline Avenue											
5	L2	29	1.0	0.130	37.9	LOS D	1.3	32.0	0.91	0.67	21.9
2	T1	35	1.0	0.149	23.9	LOS C	1.5	38.2	0.89	0.67	27.5
12	R2	10	1.0	0.149	23.9	LOS C	1.5	38.2	0.89	0.67	26.8
Approach		74	1.0	0.149	29.4	LOS C	1.5	38.2	0.90	0.67	24.9
All Vehicles		3160	1.0	0.815	17.1	LOS B	41.3	1042.0	0.75	0.69	30.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians

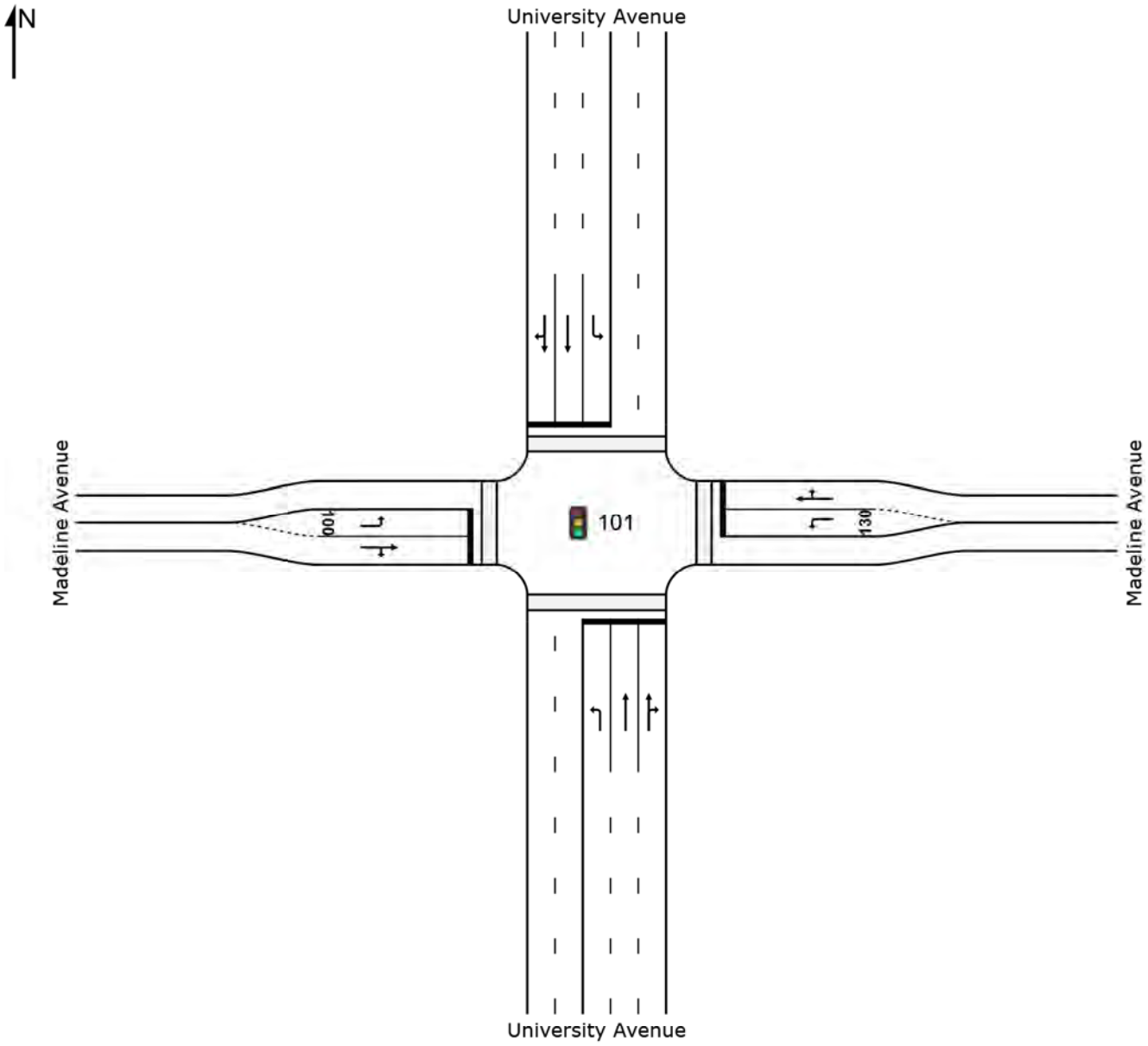
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	54	41.5	LOS E	0.1	0.4	0.91	0.91
8P	East Full Crossing	54	16.3	LOS B	0.1	0.3	0.57	0.57
6P	North Full Crossing	54	41.5	LOS E	0.1	0.4	0.91	0.91
4P	West Full Crossing	54	16.3	LOS B	0.1	0.3	0.57	0.57
All Pedestrians		217	28.9	LOS C			0.74	0.74

SITE LAYOUT

Site: 101 [03 2020 AM No Build]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [03 2020 AM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	7	2.0	0.041	38.2	LOS D	0.3	8.1	0.88	0.61	21.8
8	T1	846	2.0	0.379	12.0	LOS B	13.3	338.3	0.54	0.48	32.8
18	R2	10	2.0	0.379	13.4	LOS B	13.3	338.3	0.57	0.51	31.1
Approach		863	2.0	0.379	12.2	LOS B	13.3	338.3	0.55	0.49	32.7
East: Madeline Avenue											
1	L2	97	2.0	0.361	44.2	LOS D	5.2	131.2	0.92	0.74	20.6
6	T1	11	2.0	0.096	20.4	LOS C	1.1	28.5	0.79	0.59	27.8
16	R2	22	2.0	0.096	20.4	LOS C	1.1	28.5	0.79	0.59	27.1
Approach		131	2.0	0.361	38.1	LOS D	5.2	131.2	0.89	0.70	22.0
North: University Avenue											
7	L2	18	2.0	0.049	10.9	LOS B	0.4	10.6	0.60	0.43	29.8
4	T1	2180	2.0	0.932	32.6	LOS C	70.6	1793.0	0.98	1.02	25.2
14	R2	16	2.0	0.932	32.6	LOS C	70.4	1787.5	0.98	1.02	24.5
Approach		2213	2.0	0.932	32.5	LOS C	70.6	1793.0	0.97	1.02	25.2
West: Madeline Avenue											
5	L2	19	2.0	0.074	42.3	LOS D	0.9	23.9	0.87	0.63	21.0
2	T1	25	2.0	0.137	25.4	LOS C	1.6	41.3	0.87	0.67	26.6
12	R2	20	2.0	0.137	25.4	LOS C	1.6	41.3	0.87	0.67	25.9
Approach		64	2.0	0.137	30.4	LOS C	1.6	41.3	0.87	0.66	24.4
All Vehicles		3271	2.0	0.932	27.3	LOS C	70.6	1793.0	0.86	0.86	26.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians

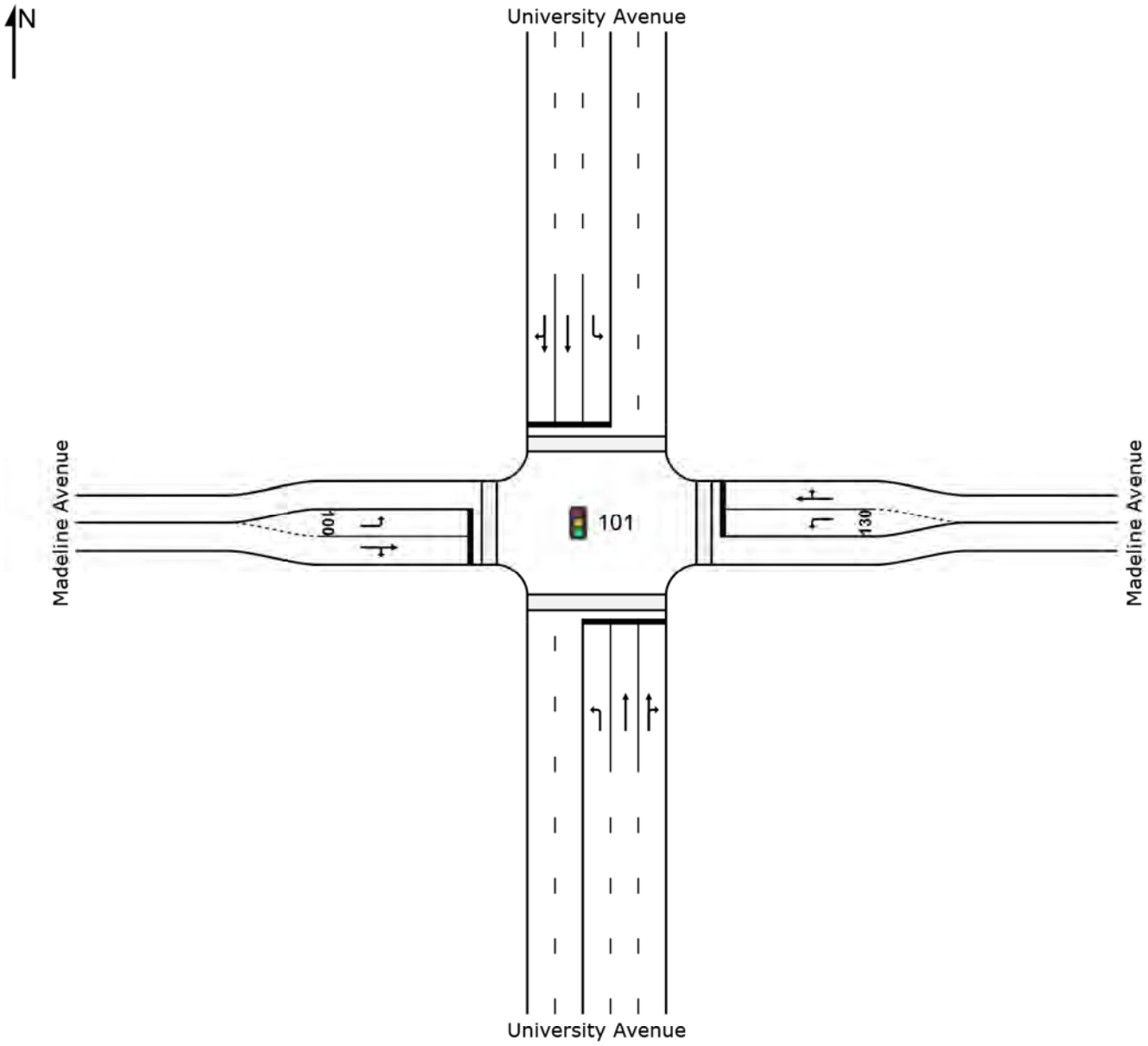
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	58	51.5	LOS E[12]	0.2	0.6	0.93	0.93
8P	East Full Crossing	58	16.6	LOS B	0.1	0.3	0.53	0.53
6P	North Full Crossing	58	51.5	LOS E[12]	0.2	0.6	0.93	0.93
4P	West Full Crossing	58	16.6	LOS B	0.1	0.3	0.53	0.53
All Pedestrians		231	34.0	LOS D			0.73	0.73

SITE LAYOUT

Site: 101 [04 2020 AM Boulevard]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [04 2020 AM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	7	2.0	0.041	38.2	LOS D	0.3	8.1	0.88	0.61	21.8
8	T1	846	2.0	0.379	12.0	LOS B	13.3	338.3	0.54	0.48	32.8
18	R2	10	2.0	0.379	13.4	LOS B	13.3	338.3	0.57	0.51	31.1
Approach		863	2.0	0.379	12.2	LOS B	13.3	338.3	0.55	0.49	32.7
East: Madeline Avenue											
1	L2	97	2.0	0.361	44.2	LOS D	5.2	131.2	0.92	0.74	20.6
6	T1	11	2.0	0.096	20.4	LOS C	1.1	28.5	0.79	0.59	27.8
16	R2	22	2.0	0.096	20.4	LOS C	1.1	28.5	0.79	0.59	27.1
Approach		131	2.0	0.361	38.1	LOS D	5.2	131.2	0.89	0.70	22.0
North: University Avenue											
7	L2	18	2.0	0.049	10.9	LOS B	0.4	10.6	0.60	0.43	29.8
4	T1	2180	2.0	0.932	32.6	LOS C	70.6	1793.0	0.98	1.02	25.2
14	R2	16	2.0	0.932	32.6	LOS C	70.4	1787.5	0.98	1.02	24.5
Approach		2213	2.0	0.932	32.5	LOS C	70.6	1793.0	0.97	1.02	25.2
West: Madeline Avenue											
5	L2	19	2.0	0.074	42.3	LOS D	0.9	23.9	0.87	0.63	21.0
2	T1	25	2.0	0.137	25.4	LOS C	1.6	41.3	0.87	0.67	26.6
12	R2	20	2.0	0.137	25.4	LOS C	1.6	41.3	0.87	0.67	25.9
Approach		64	2.0	0.137	30.4	LOS C	1.6	41.3	0.87	0.66	24.4
All Vehicles		3271	2.0	0.932	27.3	LOS C	70.6	1793.0	0.86	0.86	26.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians

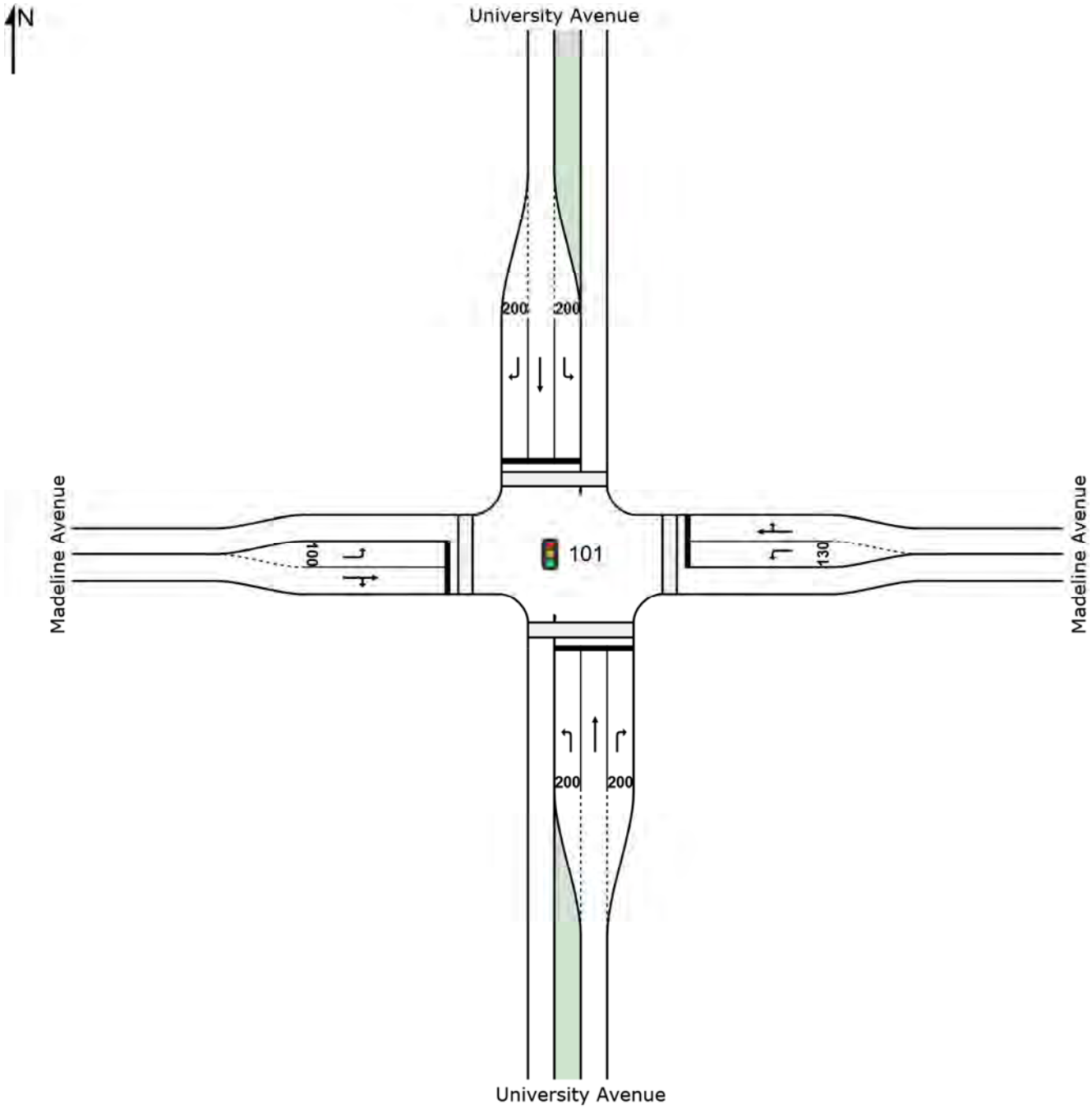
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	58	51.5	LOS E[12]	0.2	0.6	0.93	0.93
8P	East Full Crossing	58	16.6	LOS B	0.1	0.3	0.53	0.53
6P	North Full Crossing	58	51.5	LOS E[12]	0.2	0.6	0.93	0.93
4P	West Full Crossing	58	16.6	LOS B	0.1	0.3	0.53	0.53
All Pedestrians		231	34.0	LOS D			0.73	0.73

SITE LAYOUT

Site: 101 [05 2020 AM Road Diet]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [05 2020 AM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (Practical Cycle Time)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	7	2.0	0.057	39.4	LOS D	0.3	8.6	0.97	0.62	21.5
8	T1	846	2.0	0.716	19.8	LOS B	44.8	1138.6	0.72	0.67	29.5
18	R2	10	2.0	0.007	0.3	LOS A	0.1	1.4	0.09	0.06	34.7
Approach		863	2.0	0.716	19.7	LOS B	44.8	1138.6	0.71	0.66	29.4
East: Madeline Avenue											
1	L2	97	2.0	0.399	52.6	LOS D	6.2	157.5	0.94	0.77	19.1
6	T1	11	2.0	0.116	25.2	LOS C	1.1	28.2	0.86	0.64	26.2
16	R2	22	2.0	0.116	25.2	LOS C	1.1	28.2	0.86	0.64	25.6
Approach		131	2.0	0.399	45.5	LOS D	6.2	157.5	0.92	0.73	20.5
North: University Avenue											
7	L2	18	2.0	0.056	14.5	LOS B	0.5	12.4	0.65	0.47	28.3
4	T1	2180	2.0	1.828	390.8	LOS F[11]	356.1	9044.8	1.00	2.12	4.8
14	R2	16	2.0	0.011	0.2	LOS A	0.1	2.1	0.08	0.06	34.7
Approach		2213	2.0	1.828	385.0	LOS F[11]	356.1	9044.8	0.99	2.10	4.9
West: Madeline Avenue											
5	L2	19	2.0	0.076	48.8	LOS D	1.1	28.6	0.88	0.62	19.8
2	T1	25	2.0	0.183	52.5	LOS D	2.7	67.4	0.91	0.76	20.1
12	R2	20	2.0	0.183	52.5	LOS D	2.7	67.4	0.91	0.76	19.7
Approach		64	2.0	0.183	51.4	LOS D	2.7	67.4	0.90	0.72	19.9
All Vehicles		3271	2.0	1.828	268.6	LOS F[11]	356.1	9044.8	0.91	1.64	6.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	58	66.4	LOS F[12]	0.2	0.7	0.94	0.94
8P	East Full Crossing	58	12.4	LOS B	0.1	0.3	0.41	0.41
6P	North Full Crossing	58	66.4	LOS F[12]	0.2	0.7	0.94	0.94
4P	West Full Crossing	58	12.4	LOS B	0.1	0.3	0.41	0.41

All Pedestrians	231	39.4	LOS D	0.67	0.67

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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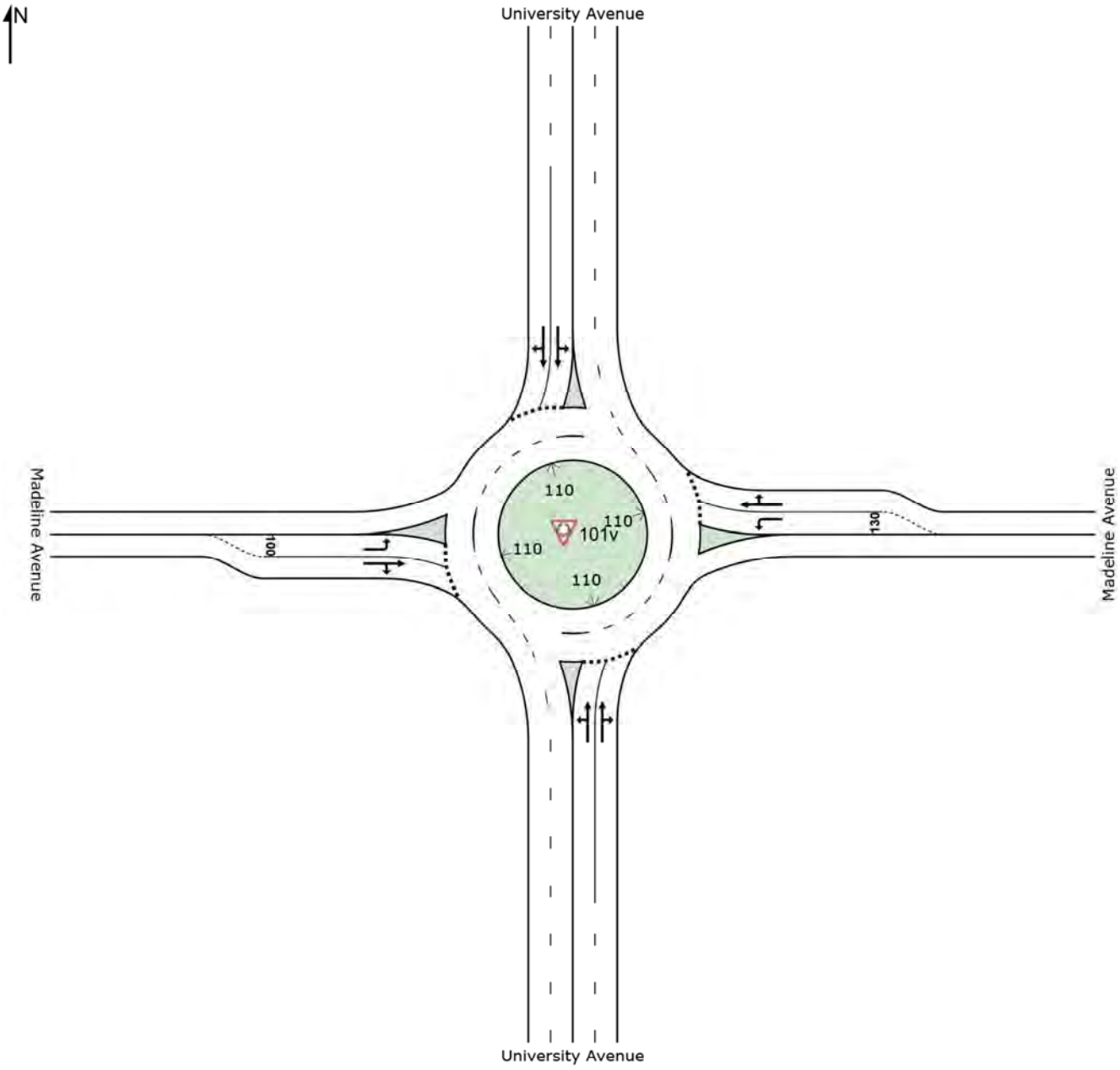
SITE LAYOUT

Site: 101v [06 2020 AM Roundabout]

University Avenue

Roundabout



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Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Created: Thursday, April 12, 2018 2:39:55 PM
Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\04 Madeline at University.sip7

MOVEMENT SUMMARY

Site: 101v [06 2020 AM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	7	2.0	0.362	0.4	LOS A	2.4	61.6	0.27	0.13	37.6
8	T1	846	2.0	0.362	0.4	LOS A	2.4	61.6	0.27	0.13	37.4
18	R2	10	2.0	0.362	0.4	LOS A	2.4	61.6	0.27	0.13	36.1
Approach		863	2.0	0.362	0.4	LOS A	2.4	61.6	0.27	0.13	37.4
East: Madeline Avenue											
1	L2	97	2.0	0.131	3.1	LOS A	0.5	13.6	0.60	0.57	33.7
6	T1	11	2.0	0.072	5.3	LOS A	0.3	6.8	0.62	0.61	35.3
16	R2	22	2.0	0.072	5.3	LOS A	0.3	6.8	0.62	0.61	34.1
Approach		131	2.0	0.131	3.7	LOS A	0.5	13.6	0.60	0.58	33.9
North: University Avenue											
7	L2	18	2.0	0.975	11.0	LOS B	35.3	896.0	1.00	0.78	32.7
4	T1	2180	2.0	0.975	11.0	LOS B	35.3	896.0	1.00	0.78	32.5
14	R2	16	2.0	0.975	11.0	LOS B	35.3	896.0	1.00	0.78	31.5
Approach		2213	2.0	0.975	11.0	LOS B	35.3	896.0	1.00	0.78	32.5
West: Madeline Avenue											
5	L2	19	2.0	0.137	17.8	LOS B	0.6	15.7	0.92	0.92	27.9
2	T1	25	2.0	0.211	13.2	LOS B	1.1	28.0	0.92	0.92	31.4
12	R2	20	2.0	0.211	13.2	LOS B	1.1	28.0	0.92	0.92	30.5
Approach		64	2.0	0.211	14.6	LOS B	1.1	28.0	0.92	0.92	30.0
All Vehicles		3271	2.0	0.975	8.0	LOS A	35.3	896.0	0.79	0.60	33.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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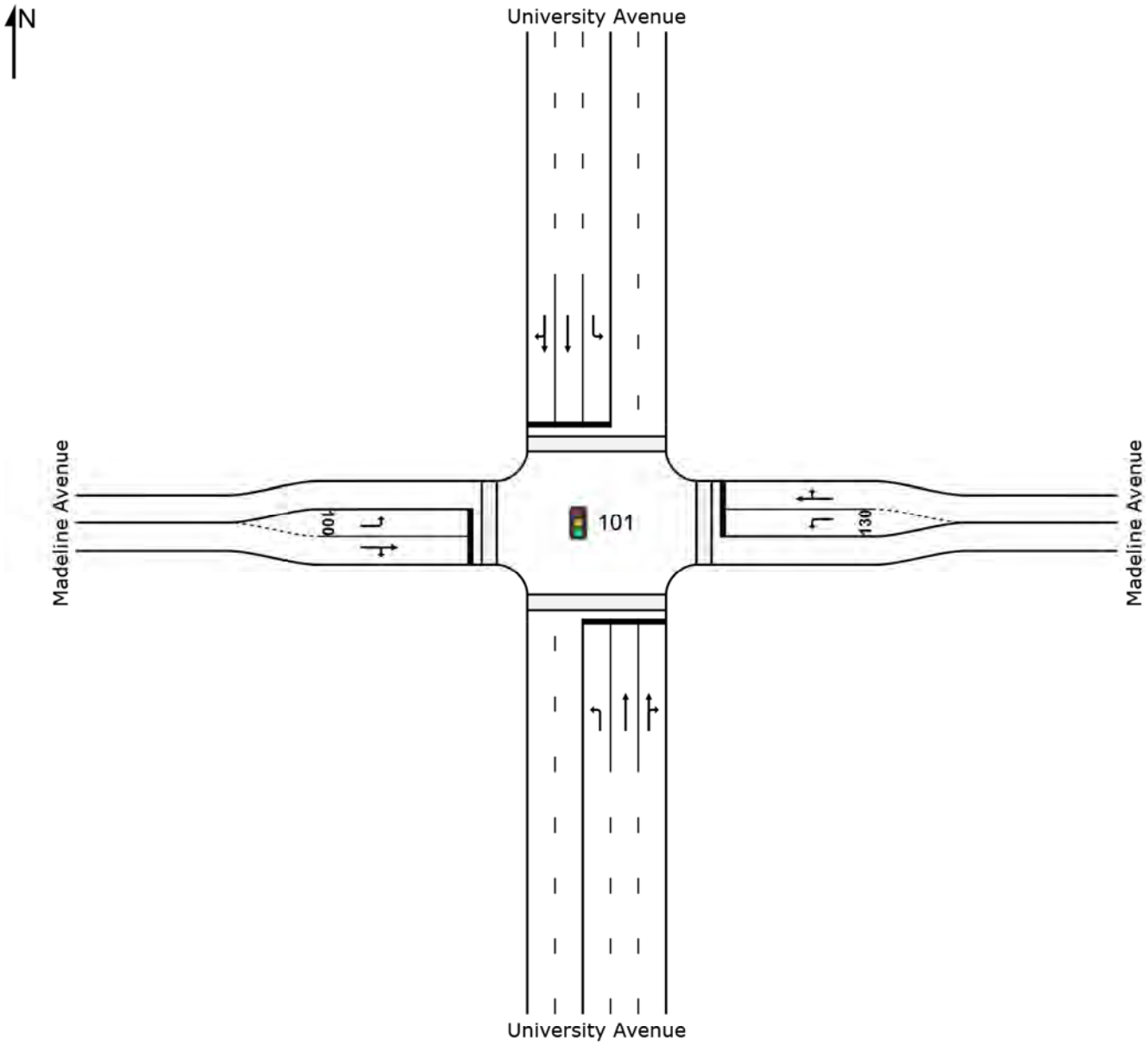
SITE LAYOUT

Site: 101 [07 2020 PM No Build]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [07 2020 PM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 100 seconds (User-Given Phase Times)
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	14	1.0	0.033	10.1	LOS B	0.3	7.9	0.53	0.39	30.2
8	T1	1955	1.0	0.847	21.1	LOS C	45.6	1149.9	0.87	0.84	29.0
18	R2	18	1.0	0.847	21.1	LOS C	45.4	1144.9	0.87	0.85	28.1
Approach		1986	1.0	0.847	21.0	LOS C	45.6	1149.9	0.87	0.84	29.0
East: Madeline Avenue											
1	L2	110	1.0	0.459	39.8	LOS D	5.1	129.7	0.96	0.76	21.5
6	T1	41	1.0	0.311	18.7	LOS B	2.9	72.3	0.90	0.73	28.6
16	R2	60	1.0	0.311	18.7	LOS B	2.9	72.3	0.90	0.73	27.8
Approach		210	1.0	0.459	29.7	LOS C	5.1	129.7	0.93	0.75	24.2
North: University Avenue											
7	L2	37	1.0	0.194	19.7	LOS B	1.0	25.0	0.92	0.68	26.7
4	T1	960	1.0	0.433	10.9	LOS B	13.6	342.1	0.58	0.52	33.4
14	R2	14	1.0	0.433	11.9	LOS B	13.5	339.3	0.60	0.54	31.8
Approach		1011	1.0	0.433	11.3	LOS B	13.6	342.1	0.59	0.52	33.0
West: Madeline Avenue											
5	L2	31	1.0	0.136	37.9	LOS D	1.3	33.3	0.91	0.67	21.9
2	T1	36	1.0	0.155	22.4	LOS C	1.5	37.7	0.89	0.67	28.1
12	R2	10	1.0	0.155	22.4	LOS C	1.5	37.7	0.89	0.67	27.3
Approach		77	1.0	0.155	28.6	LOS C	1.5	37.7	0.90	0.67	25.2
All Vehicles		3285	1.0	0.847	18.7	LOS B	45.6	1149.9	0.79	0.73	29.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	58	41.5	LOS E[12]	0.2	0.5	0.91	0.91
8P	East Full Crossing	58	16.3	LOS B	0.1	0.3	0.57	0.57
6P	North Full Crossing	58	41.5	LOS E[12]	0.2	0.5	0.91	0.91
4P	West Full Crossing	58	16.3	LOS B	0.1	0.3	0.57	0.57
All Pedestrians		231	28.9	LOS C			0.74	0.74

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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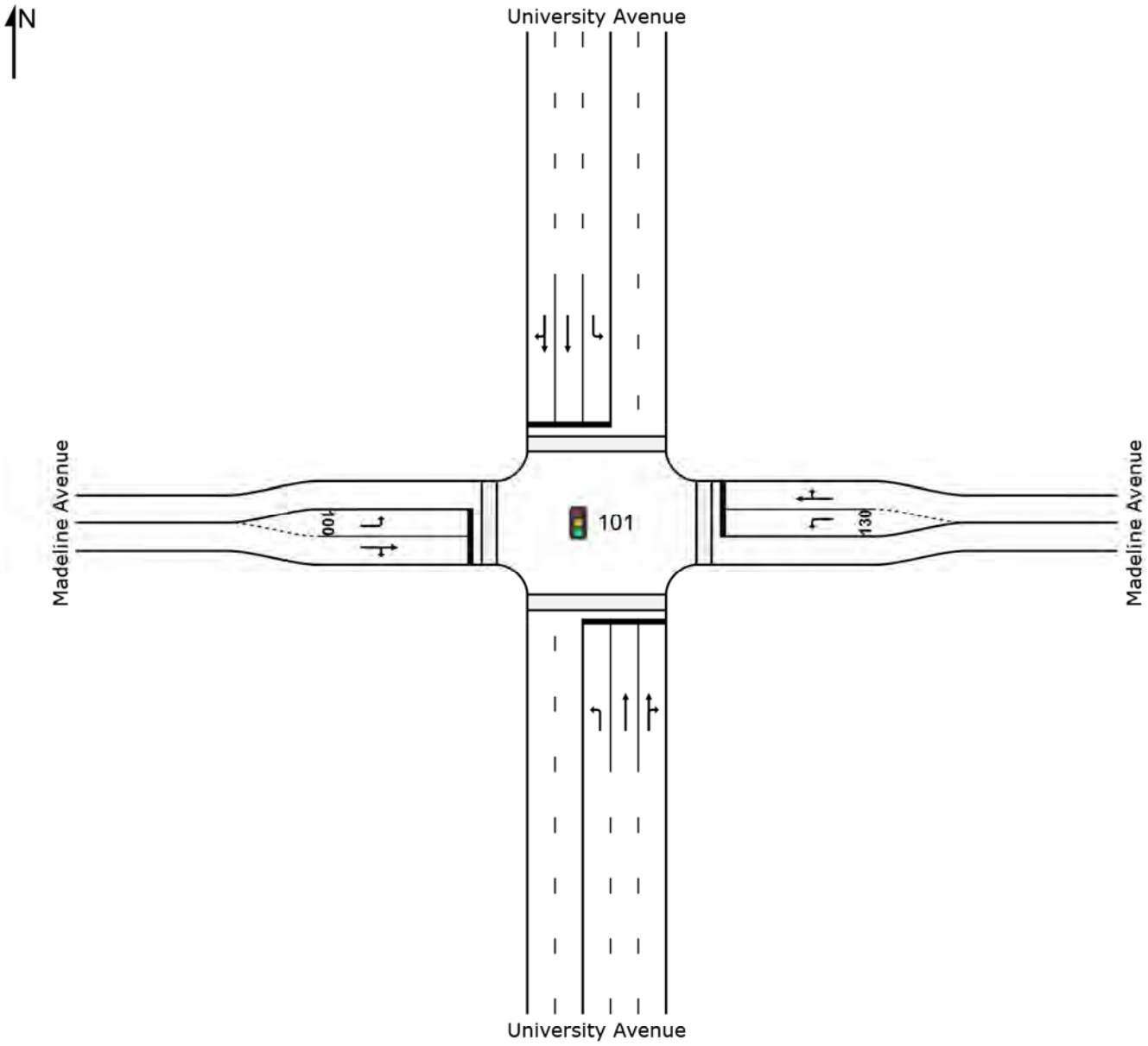
SITE LAYOUT

Site: 101 [08 2020 PM Boulevard]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [08 2020 PM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 100 seconds (User-Given Phase Times)
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	14	1.0	0.033	10.1	LOS B	0.3	7.9	0.53	0.39	30.2
8	T1	1955	1.0	0.847	21.1	LOS C	45.6	1149.9	0.87	0.84	29.0
18	R2	18	1.0	0.847	21.1	LOS C	45.4	1144.9	0.87	0.85	28.1
Approach		1986	1.0	0.847	21.0	LOS C	45.6	1149.9	0.87	0.84	29.0
East: Madeline Avenue											
1	L2	110	1.0	0.459	39.8	LOS D	5.1	129.7	0.96	0.76	21.5
6	T1	41	1.0	0.311	18.7	LOS B	2.9	72.3	0.90	0.73	28.6
16	R2	60	1.0	0.311	18.7	LOS B	2.9	72.3	0.90	0.73	27.8
Approach		210	1.0	0.459	29.7	LOS C	5.1	129.7	0.93	0.75	24.2
North: University Avenue											
7	L2	37	1.0	0.194	19.7	LOS B	1.0	25.0	0.92	0.68	26.7
4	T1	960	1.0	0.433	10.9	LOS B	13.6	342.1	0.58	0.52	33.4
14	R2	14	1.0	0.433	11.9	LOS B	13.5	339.3	0.60	0.54	31.8
Approach		1011	1.0	0.433	11.3	LOS B	13.6	342.1	0.59	0.52	33.0
West: Madeline Avenue											
5	L2	31	1.0	0.136	37.9	LOS D	1.3	33.3	0.91	0.67	21.9
2	T1	36	1.0	0.155	22.4	LOS C	1.5	37.7	0.89	0.67	28.1
12	R2	10	1.0	0.155	22.4	LOS C	1.5	37.7	0.89	0.67	27.3
Approach		77	1.0	0.155	28.6	LOS C	1.5	37.7	0.90	0.67	25.2
All Vehicles		3285	1.0	0.847	18.7	LOS B	45.6	1149.9	0.79	0.73	29.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	58	41.5	LOS E[12]	0.2	0.5	0.91	0.91
8P	East Full Crossing	58	16.3	LOS B	0.1	0.3	0.57	0.57
6P	North Full Crossing	58	41.5	LOS E[12]	0.2	0.5	0.91	0.91
4P	West Full Crossing	58	16.3	LOS B	0.1	0.3	0.57	0.57
All Pedestrians		231	28.9	LOS C			0.74	0.74

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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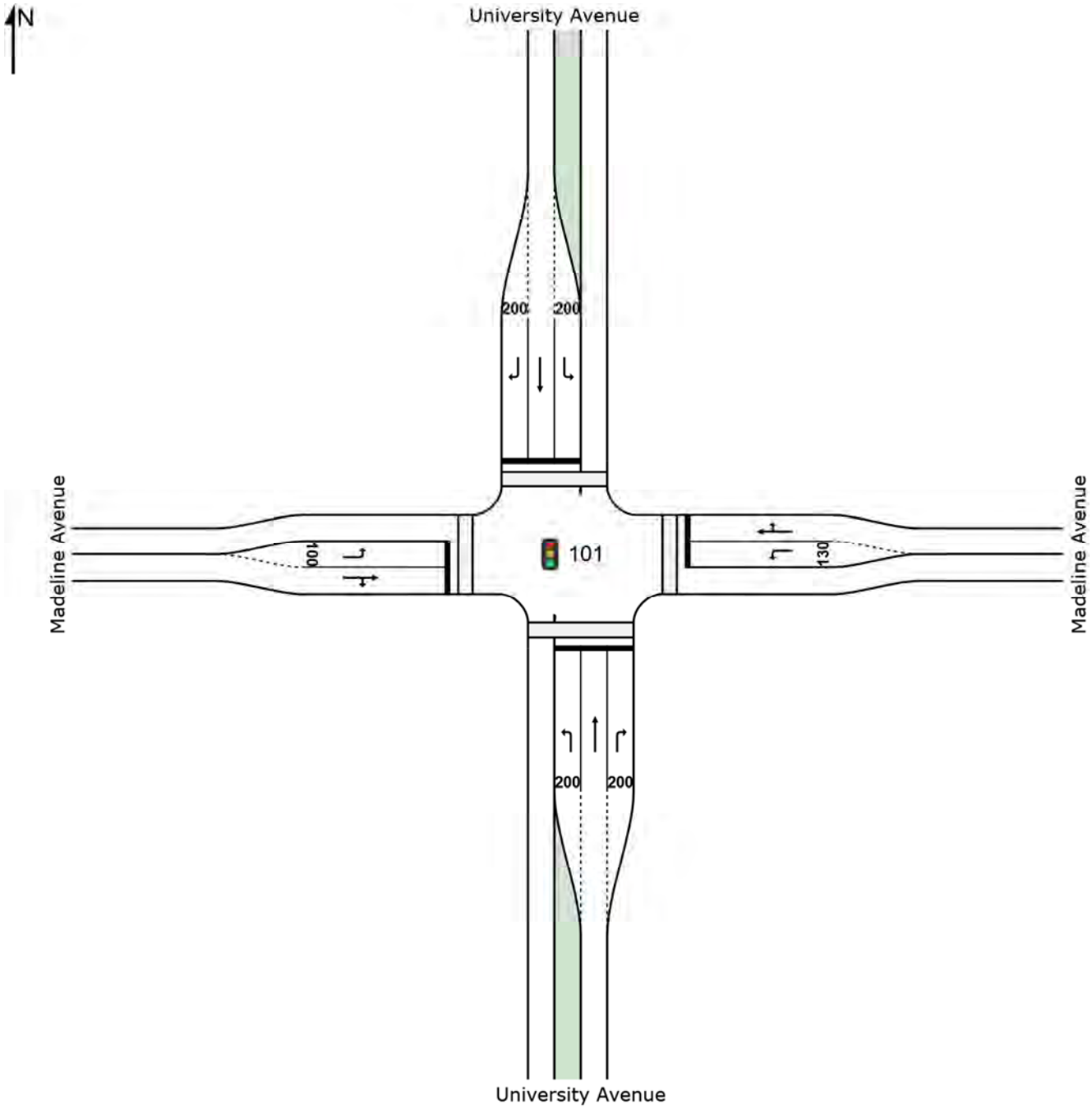
SITE LAYOUT

Site: 101 [09 2020 PM Road Diet]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [09 2020 PM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (Practical Cycle Time)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	14	1.0	0.052	19.0	LOS B	0.4	11.2	0.73	0.52	26.8
8	T1	1955	1.0	1.624	301.1	LOS F[11]	293.6	7398.8	1.00	1.96	6.0
18	R2	18	1.0	0.013	0.4	LOS A	0.1	3.0	0.11	0.08	34.6
Approach		1986	1.0	1.624	296.4	LOS F[11]	293.6	7398.8	0.99	1.93	6.1
East: Madeline Avenue											
1	L2	110	1.0	0.462	54.0	LOS D	7.1	178.2	0.95	0.81	18.9
6	T1	41	1.0	0.376	52.5	LOS D	5.9	149.0	0.93	0.86	19.9
16	R2	60	1.0	0.376	52.5	LOS D	5.9	149.0	0.93	0.86	19.5
Approach		210	1.0	0.462	53.3	LOS D	7.1	178.2	0.94	0.83	19.3
North: University Avenue											
7	L2	37	1.0	0.312	40.8	LOS D	2.0	49.8	0.99	0.70	21.2
4	T1	960	1.0	0.825	24.7	LOS C	59.1	1488.6	0.80	0.75	27.7
14	R2	14	1.0	0.010	0.4	LOS A	0.1	2.1	0.10	0.08	34.7
Approach		1011	1.0	0.825	25.0	LOS C	59.1	1488.6	0.80	0.74	27.4
West: Madeline Avenue											
5	L2	31	1.0	0.145	49.5	LOS D	1.8	46.4	0.92	0.66	19.7
2	T1	36	1.0	0.201	51.2	LOS D	2.6	65.3	0.93	0.75	20.6
12	R2	10	1.0	0.201	51.2	LOS D	2.6	65.3	0.93	0.75	20.2
Approach		77	1.0	0.201	50.5	LOS D	2.6	65.3	0.93	0.72	20.2
All Vehicles		3285	1.0	1.624	191.5	LOS F[11]	293.6	7398.8	0.93	1.47	8.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	58	66.4	LOS F[12]	0.2	0.7	0.94	0.94
8P	East Full Crossing	58	12.4	LOS B	0.1	0.3	0.41	0.41
6P	North Full Crossing	58	66.4	LOS F[12]	0.2	0.7	0.94	0.94
4P	West Full Crossing	58	12.4	LOS B	0.1	0.3	0.41	0.41

All Pedestrians	231	39.4	LOS D	0.67	0.67

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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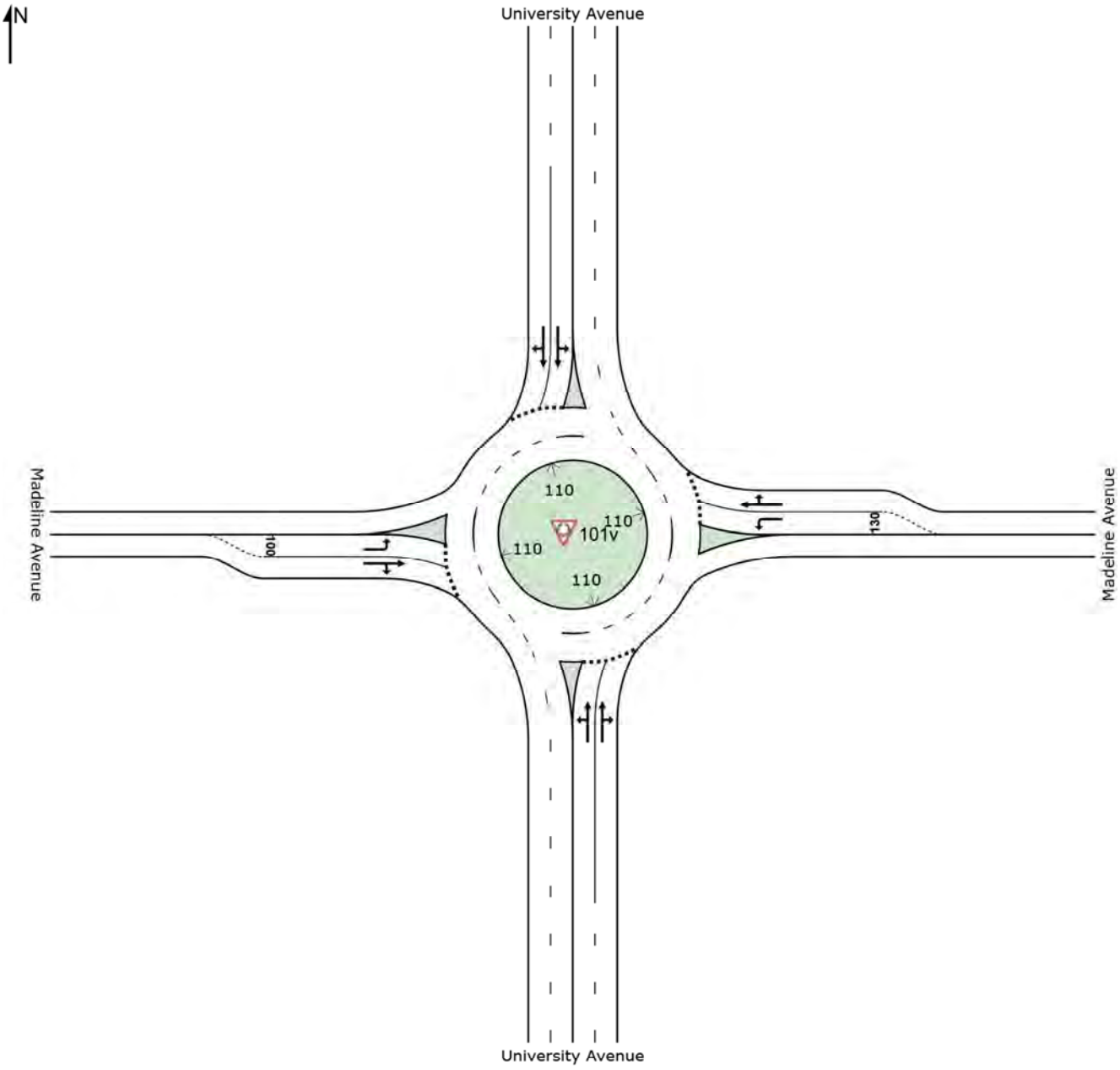
SITE LAYOUT

Site: 101v [10 2020 PM Roundabout]

University Avenue

Roundabout



MOVEMENT SUMMARY

Site: 101v [10 2020 PM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	14	1.0	0.852	1.9	LOS A	13.3	335.8	0.83	0.48	35.5
8	T1	1955	1.0	0.852	1.9	LOS A	13.3	335.8	0.83	0.48	35.3
18	R2	18	1.0	0.852	1.9	LOS A	13.3	335.8	0.83	0.48	34.1
Approach		1986	1.0	0.852	1.9	LOS A	13.3	335.8	0.83	0.48	35.2
East: Madeline Avenue											
1	L2	110	1.0	0.346	9.2	LOS A	1.8	46.1	0.89	0.91	31.1
6	T1	41	1.0	0.410	12.6	LOS B	2.0	51.6	0.90	0.94	31.7
16	R2	60	1.0	0.410	12.6	LOS B	2.0	51.6	0.90	0.94	30.7
Approach		210	1.0	0.410	10.8	LOS B	2.0	51.6	0.89	0.93	31.1
North: University Avenue											
7	L2	37	1.0	0.464	1.1	LOS A	3.3	83.6	0.49	0.29	36.6
4	T1	960	1.0	0.464	1.1	LOS A	3.3	83.6	0.49	0.29	36.5
14	R2	14	1.0	0.464	1.1	LOS A	3.3	83.6	0.49	0.29	35.3
Approach		1011	1.0	0.464	1.1	LOS A	3.3	83.6	0.49	0.29	36.4
West: Madeline Avenue											
5	L2	31	1.0	0.059	4.5	LOS A	0.2	6.0	0.67	0.63	33.1
2	T1	36	1.0	0.073	3.7	LOS A	0.3	7.9	0.66	0.59	35.9
12	R2	10	1.0	0.073	3.7	LOS A	0.3	7.9	0.66	0.59	34.7
Approach		77	1.0	0.073	4.0	LOS A	0.3	7.9	0.66	0.61	34.6
All Vehicles		3285	1.0	0.852	2.3	LOS A	13.3	335.8	0.73	0.45	35.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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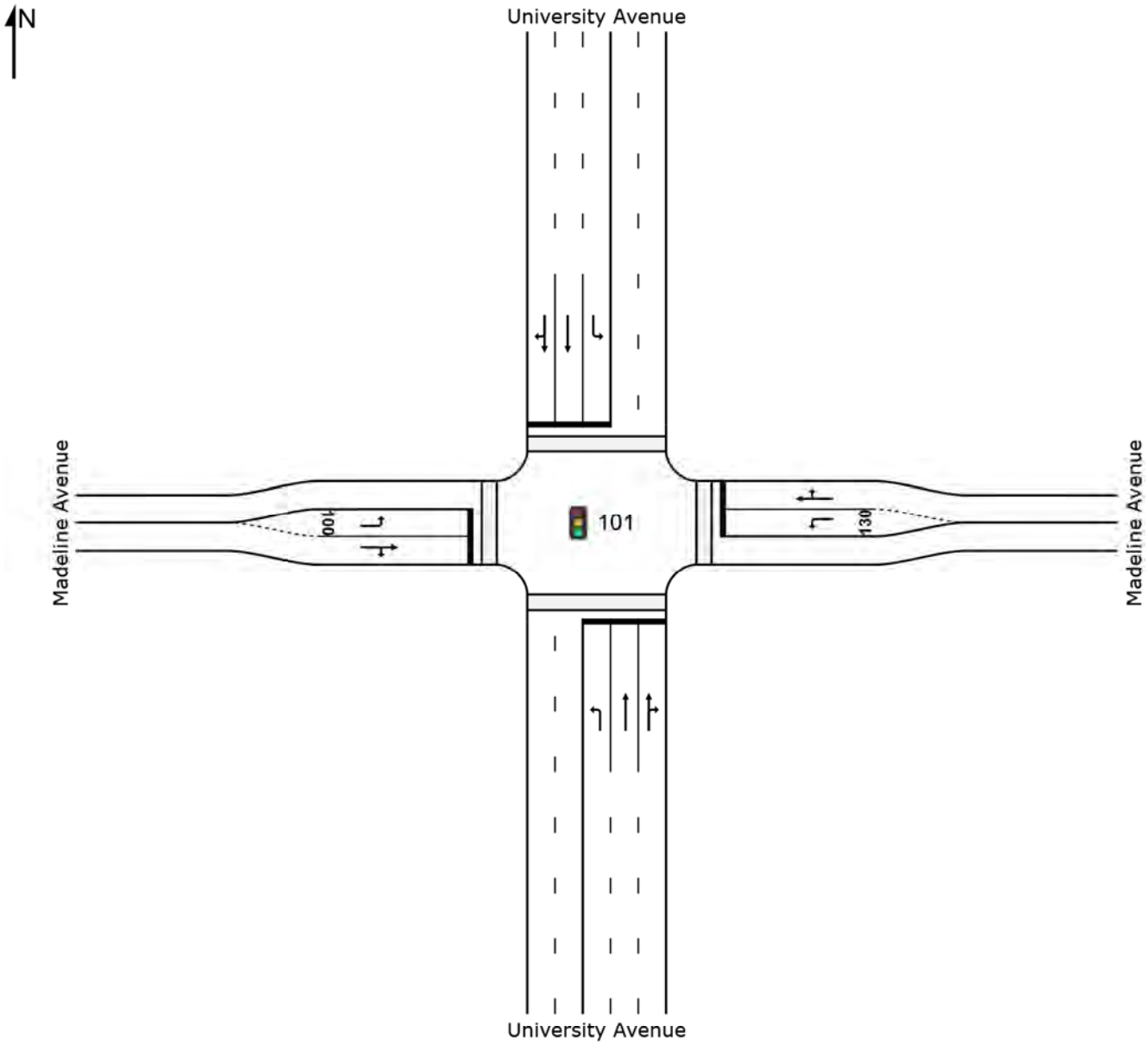
SITE LAYOUT

Site: 101 [11 2040 AM No Build]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [11 2040 AM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	8	2.0	0.052	47.2	LOS D	0.4	10.3	0.96	0.61	20.0
8	T1	978	2.0	0.446	13.2	LOS B	16.6	422.7	0.58	0.52	32.3
18	R2	12	2.0	0.446	15.2	LOS B	16.4	417.1	0.62	0.56	30.4
Approach		997	2.0	0.446	13.5	LOS B	16.6	422.7	0.59	0.52	32.1
East: Madeline Avenue											
1	L2	112	2.0	0.443	45.9	LOS D	6.2	156.9	0.95	0.76	20.3
6	T1	13	2.0	0.111	18.7	LOS B	1.2	30.4	0.79	0.60	28.4
16	R2	26	2.0	0.111	18.7	LOS B	1.2	30.4	0.79	0.60	27.6
Approach		151	2.0	0.443	38.9	LOS D	6.2	156.9	0.91	0.72	21.8
North: University Avenue											
7	L2	21	2.0	0.066	12.4	LOS B	0.5	12.4	0.66	0.48	29.3
4	T1	2519	2.0	1.076	68.2	LOS F[11]	105.6	2682.4	1.00	1.32	17.5
14	R2	18	2.0	1.076	66.6	LOS F[11]	101.3	2574.0	1.00	1.31	17.2
Approach		2557	2.0	1.076	67.7	LOS E[11]	105.6	2682.4	1.00	1.31	17.6
West: Madeline Avenue											
5	L2	22	2.0	0.086	42.4	LOS D	1.1	27.7	0.88	0.64	21.0
2	T1	28	2.0	0.159	33.5	LOS C	2.2	54.9	0.87	0.71	24.2
12	R2	23	2.0	0.159	33.5	LOS C	2.2	54.9	0.87	0.71	23.6
Approach		74	2.0	0.159	36.2	LOS D	2.2	54.9	0.87	0.69	23.0
All Vehicles		3779	2.0	1.076	51.6	LOS D	105.6	2682.4	0.88	1.07	20.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	86	51.5	LOS E[12]	0.3	0.8	0.93	0.93
8P	East Full Crossing	86	16.6	LOS B	0.2	0.5	0.53	0.53
6P	North Full Crossing	86	51.5	LOS E[12]	0.3	0.8	0.93	0.93
4P	West Full Crossing	86	16.6	LOS B	0.2	0.5	0.53	0.53

All Pedestrians	343	34.1	LOS D	0.73	0.73

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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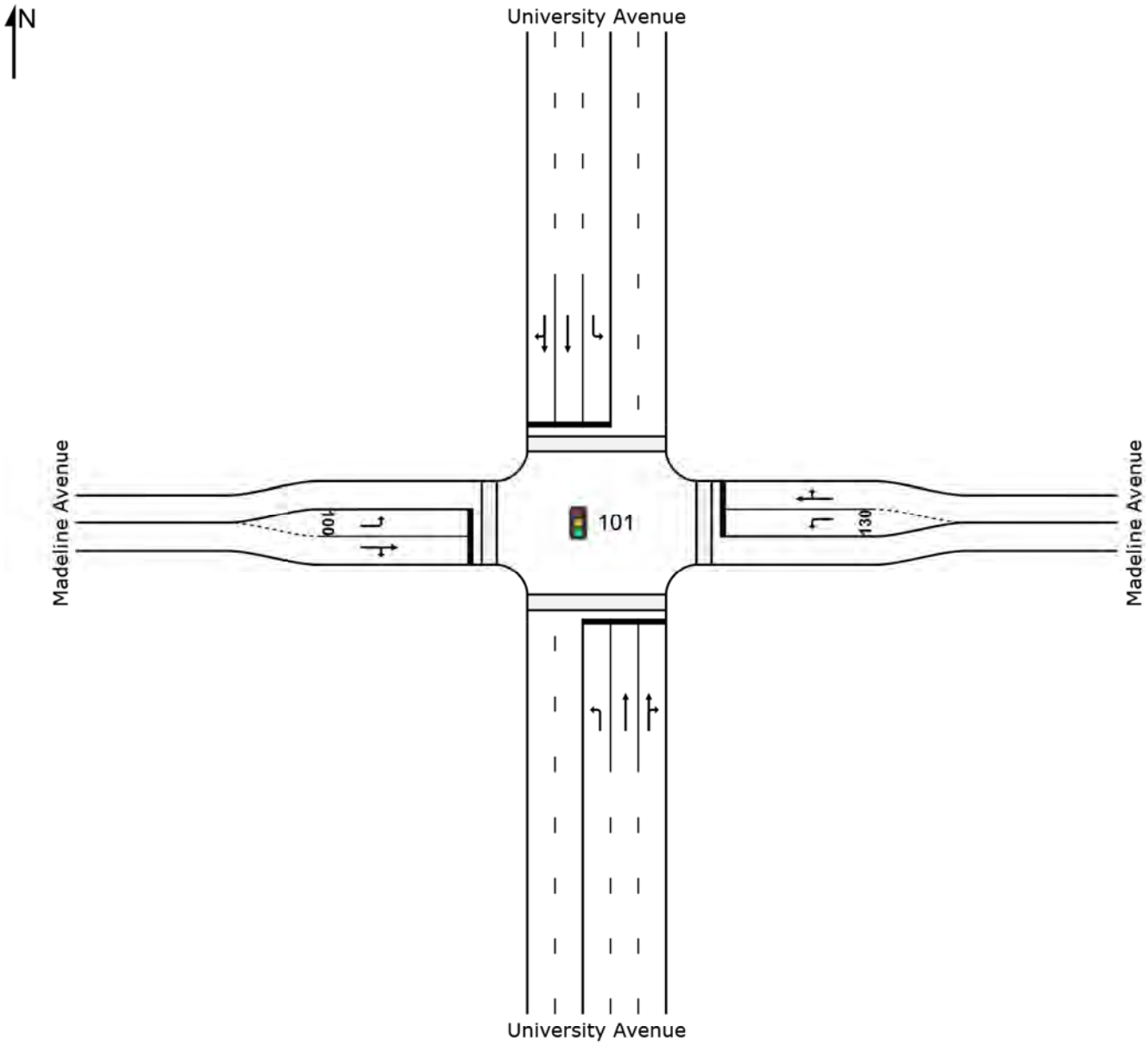
SITE LAYOUT

Site: 101 [12 2040 AM Boulevard]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [12 2040 AM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	8	2.0	0.052	47.2	LOS D	0.4	10.3	0.96	0.61	20.0
8	T1	978	2.0	0.446	13.2	LOS B	16.6	422.7	0.58	0.52	32.3
18	R2	12	2.0	0.446	15.2	LOS B	16.4	417.1	0.62	0.56	30.4
Approach		997	2.0	0.446	13.5	LOS B	16.6	422.7	0.59	0.52	32.1
East: Madeline Avenue											
1	L2	112	2.0	0.443	45.9	LOS D	6.2	156.9	0.95	0.76	20.3
6	T1	13	2.0	0.111	18.7	LOS B	1.2	30.4	0.79	0.60	28.4
16	R2	26	2.0	0.111	18.7	LOS B	1.2	30.4	0.79	0.60	27.6
Approach		151	2.0	0.443	38.9	LOS D	6.2	156.9	0.91	0.72	21.8
North: University Avenue											
7	L2	21	2.0	0.066	12.4	LOS B	0.5	12.4	0.66	0.48	29.3
4	T1	2519	2.0	1.076	68.2	LOS F[11]	105.6	2682.4	1.00	1.32	17.5
14	R2	18	2.0	1.076	66.6	LOS F[11]	101.3	2574.0	1.00	1.31	17.2
Approach		2557	2.0	1.076	67.7	LOS E[11]	105.6	2682.4	1.00	1.31	17.6
West: Madeline Avenue											
5	L2	22	2.0	0.086	42.4	LOS D	1.1	27.7	0.88	0.64	21.0
2	T1	28	2.0	0.159	33.5	LOS C	2.2	54.9	0.87	0.71	24.2
12	R2	23	2.0	0.159	33.5	LOS C	2.2	54.9	0.87	0.71	23.6
Approach		74	2.0	0.159	36.2	LOS D	2.2	54.9	0.87	0.69	23.0
All Vehicles		3779	2.0	1.076	51.6	LOS D	105.6	2682.4	0.88	1.07	20.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	86	51.5	LOS E[12]	0.3	0.8	0.93	0.93
8P	East Full Crossing	86	16.6	LOS B	0.2	0.5	0.53	0.53
6P	North Full Crossing	86	51.5	LOS E[12]	0.3	0.8	0.93	0.93
4P	West Full Crossing	86	16.6	LOS B	0.2	0.5	0.53	0.53

All Pedestrians	343	34.1	LOS D	0.73	0.73

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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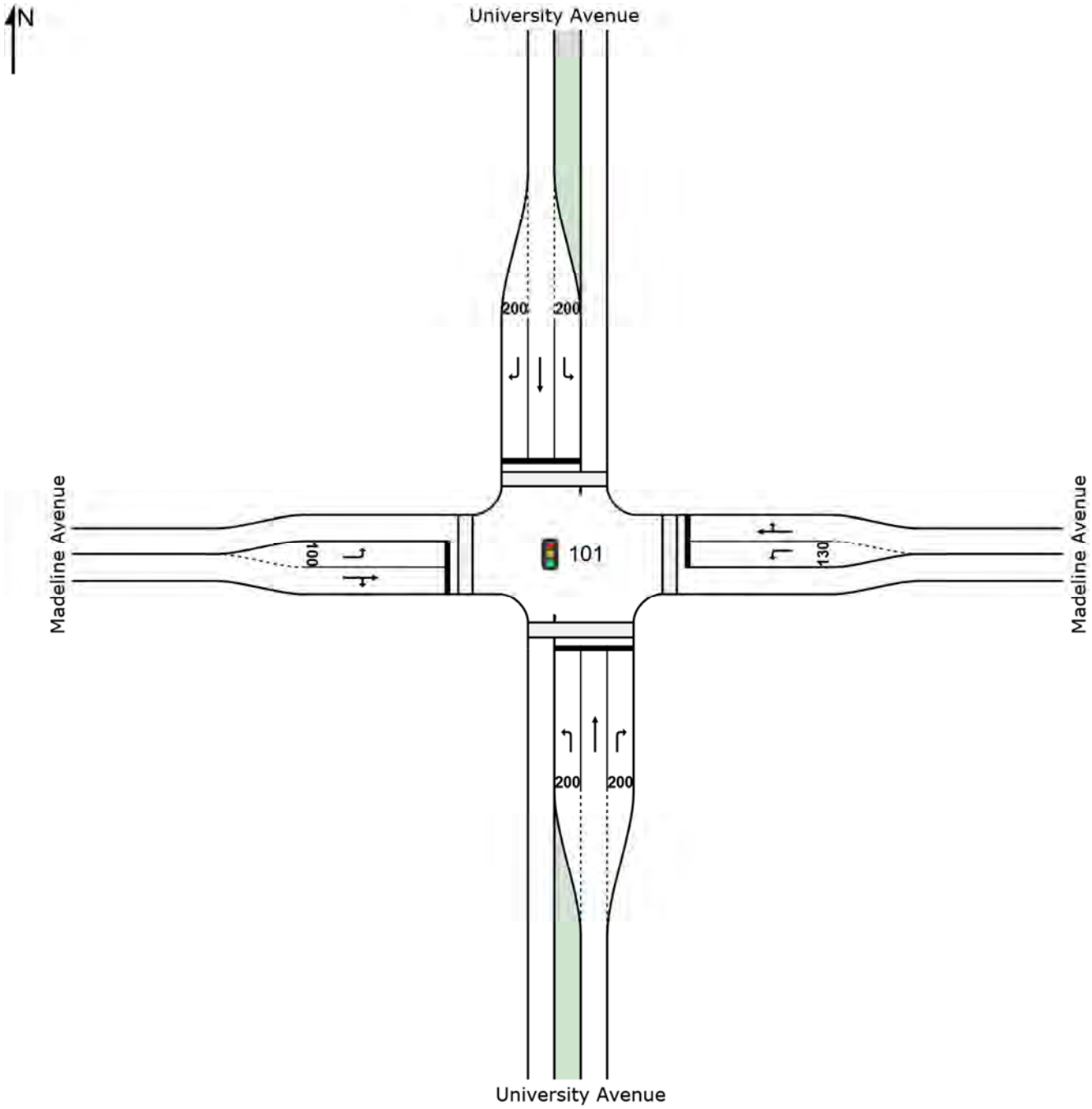
SITE LAYOUT

Site: 101 [13 2040 AM Road Diet]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [13 2040 AM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 180 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	8	2.0	0.078	51.7	LOS D	0.5	12.8	0.98	0.63	19.2
8	T1	978	2.0	0.764	20.4	LOS C	61.3	1557.6	0.70	0.66	29.2
18	R2	12	2.0	0.008	0.4	LOS A	0.1	1.9	0.09	0.07	34.6
Approach		997	2.0	0.764	20.4	LOS C	61.3	1557.6	0.70	0.65	29.2
East: Madeline Avenue											
1	L2	112	2.0	0.565	72.5	LOS E[11]	9.1	230.7	0.99	0.90	16.3
6	T1	13	2.0	0.154	32.4	LOS C	1.6	39.9	0.89	0.67	24.2
16	R2	26	2.0	0.154	32.4	LOS C	1.6	39.9	0.89	0.67	23.6
Approach		151	2.0	0.565	62.2	LOS E[11]	9.1	230.7	0.96	0.84	17.8
North: University Avenue											
7	L2	21	2.0	0.073	17.8	LOS B	0.7	18.7	0.65	0.48	27.2
4	T1	2519	2.0	1.947	443.1	LOS F[11]	462.6	11750.9	1.00	2.01	4.3
14	R2	18	2.0	0.012	0.2	LOS A	0.1	2.5	0.07	0.05	34.7
Approach		2557	2.0	1.947	436.5	LOS F[11]	462.6	11750.9	0.99	1.99	4.4
West: Madeline Avenue											
5	L2	22	2.0	0.104	62.7	LOS E[11]	1.6	41.1	0.91	0.64	17.6
2	T1	28	2.0	0.242	68.4	LOS E[11]	3.8	96.9	0.94	0.81	17.5
12	R2	23	2.0	0.242	68.4	LOS E[11]	3.8	96.9	0.94	0.81	17.2
Approach		74	2.0	0.242	66.7	LOS E[11]	3.8	96.9	0.93	0.76	17.5
All Vehicles		3779	2.0	1.947	304.6	LOS F[11]	462.6	11750.9	0.91	1.57	6.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	86	81.5	LOS F[12]	0.4	1.3	0.95	0.95
8P	East Full Crossing	86	10.7	LOS B	0.2	0.5	0.35	0.35
6P	North Full Crossing	86	81.5	LOS F[12]	0.4	1.3	0.95	0.95
4P	West Full Crossing	86	10.7	LOS B	0.2	0.5	0.35	0.35

All Pedestrians	343	46.1	LOS E[12]	0.65	0.65

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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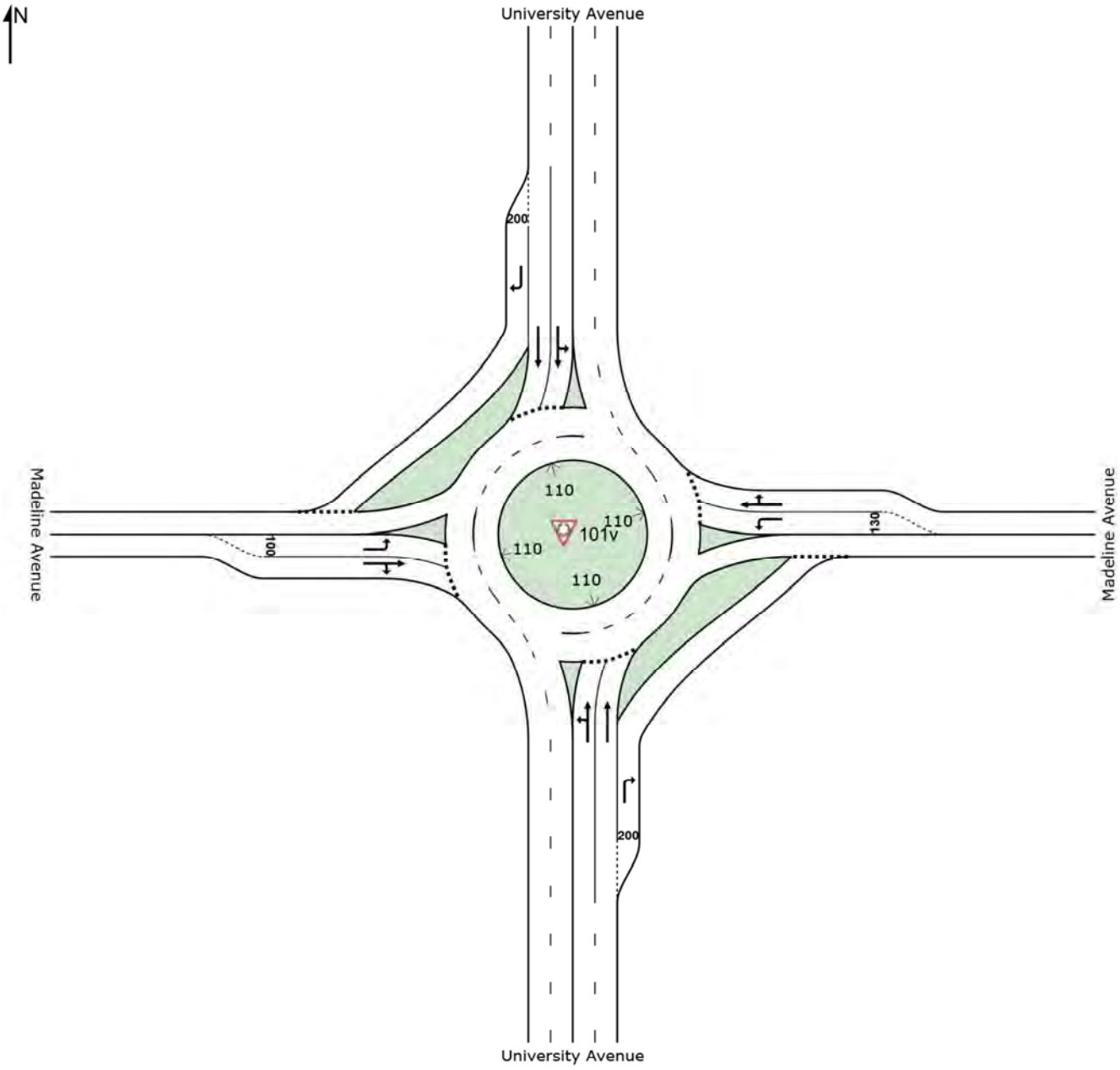
SITE LAYOUT

Site: 101v [14 2040 AM Roundabout]

University Avenue

Roundabout



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Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Created: Thursday, April 12, 2018 2:40:44 PM
Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\04 Madeline at University.sip7

MOVEMENT SUMMARY

Site: 101v [14 2040 AM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	8	2.0	0.337	0.3	LOS A	2.2	57.0	0.27	0.12	37.6
8	T1	978	2.0	0.337	0.3	LOS A	2.3	58.3	0.27	0.12	37.4
18	R2	12	2.0	0.007	0.1	LOS A	0.0	0.9	0.15	0.04	36.7
Approach		997	2.0	0.337	0.3	LOS A	2.3	58.3	0.26	0.12	37.4
East: Madeline Avenue											
1	L2	112	2.0	0.138	2.9	LOS A	0.6	14.8	0.61	0.59	33.7
6	T1	13	2.0	0.073	4.7	LOS A	0.3	7.0	0.63	0.61	35.7
16	R2	26	2.0	0.073	4.7	LOS A	0.3	7.0	0.63	0.61	34.5
Approach		151	2.0	0.138	3.4	LOS A	0.6	14.8	0.62	0.59	34.0
North: University Avenue											
7	L2	21	2.0	0.910	4.0	LOS A	20.2	511.9	1.00	0.67	34.8
4	T1	2519	2.0	0.910	3.2	LOS A	20.2	511.9	0.96	0.62	34.8
14	R2	18	2.0	0.011	0.1	LOS A	0.1	1.3	0.09	0.02	36.9
Approach		2557	2.0	0.910	3.1	LOS A	20.2	511.9	0.95	0.61	34.8
West: Madeline Avenue											
5	L2	22	2.0	0.159	20.2	LOS C	0.8	20.1	0.94	0.94	27.1
2	T1	28	2.0	0.244	15.4	LOS B	1.4	36.7	0.98	0.98	30.5
12	R2	23	2.0	0.244	15.4	LOS B	1.4	36.7	0.98	0.98	29.6
Approach		74	2.0	0.244	16.8	LOS B	1.4	36.7	0.96	0.96	29.1
All Vehicles		3779	2.0	0.910	2.7	LOS A	20.2	511.9	0.76	0.49	35.3

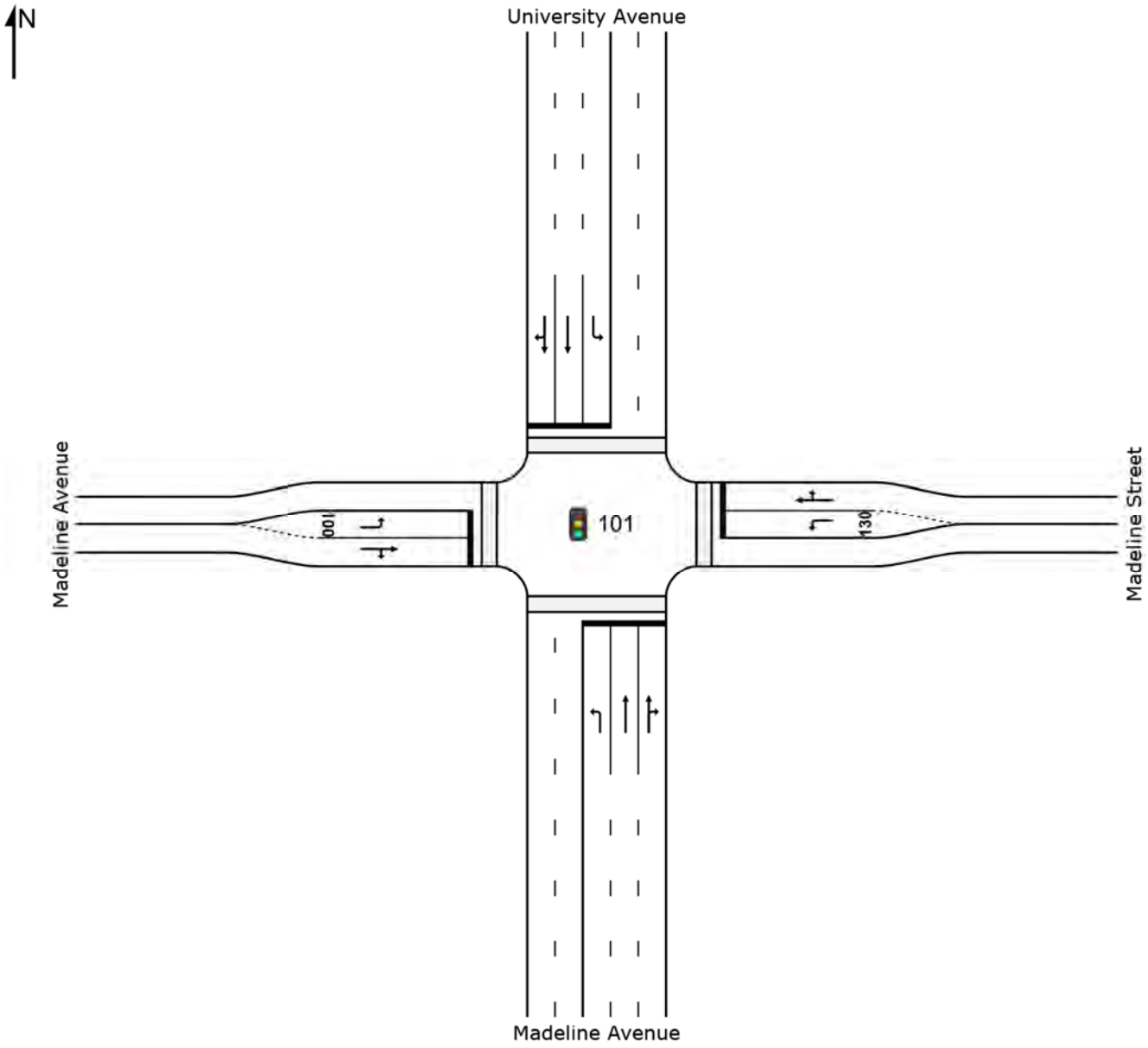
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [15 2040 PM No Build]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [15 2040 PM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 100 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Madeline Avenue											
3	L2	16	1.0	0.045	13.5	LOS B	0.4	10.5	0.61	0.45	28.8
8	T1	2259	1.0	0.986	41.6	LOS D	72.3	1822.7	1.00	1.19	22.8
18	R2	21	1.0	0.986	41.8	LOS D	71.0	1790.0	1.00	1.19	22.3
Approach		2295	1.0	0.986	41.5	LOS D	72.3	1822.7	1.00	1.18	22.8
East: Madeline Street											
1	L2	127	1.0	0.543	41.4	LOS D	6.1	154.8	0.97	0.78	21.2
6	T1	47	1.0	0.361	28.2	LOS C	4.0	101.7	0.91	0.78	25.5
16	R2	69	1.0	0.361	28.2	LOS C	4.0	101.7	0.91	0.78	24.8
Approach		243	1.0	0.543	35.1	LOS D	6.1	154.8	0.94	0.78	22.9
North: University Avenue											
7	L2	43	1.0	0.170	7.8	LOS A	0.9	23.1	0.48	0.36	31.1
4	T1	1110	1.0	0.517	12.8	LOS B	17.6	444.0	0.64	0.58	32.5
14	R2	16	1.0	0.517	14.9	LOS B	17.2	432.8	0.69	0.61	30.5
Approach		1168	1.0	0.517	12.6	LOS B	17.6	444.0	0.64	0.57	32.4
West: Madeline Avenue											
5	L2	35	1.0	0.167	38.1	LOS D	1.5	38.9	0.92	0.68	21.9
2	T1	42	1.0	0.179	25.9	LOS C	1.8	45.7	0.90	0.70	26.9
12	R2	12	1.0	0.179	25.9	LOS C	1.8	45.7	0.90	0.70	26.2
Approach		89	1.0	0.179	30.8	LOS C	1.8	45.7	0.90	0.69	24.6
All Vehicles		3795	1.0	0.986	31.9	LOS C	72.3	1822.7	0.88	0.95	25.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians

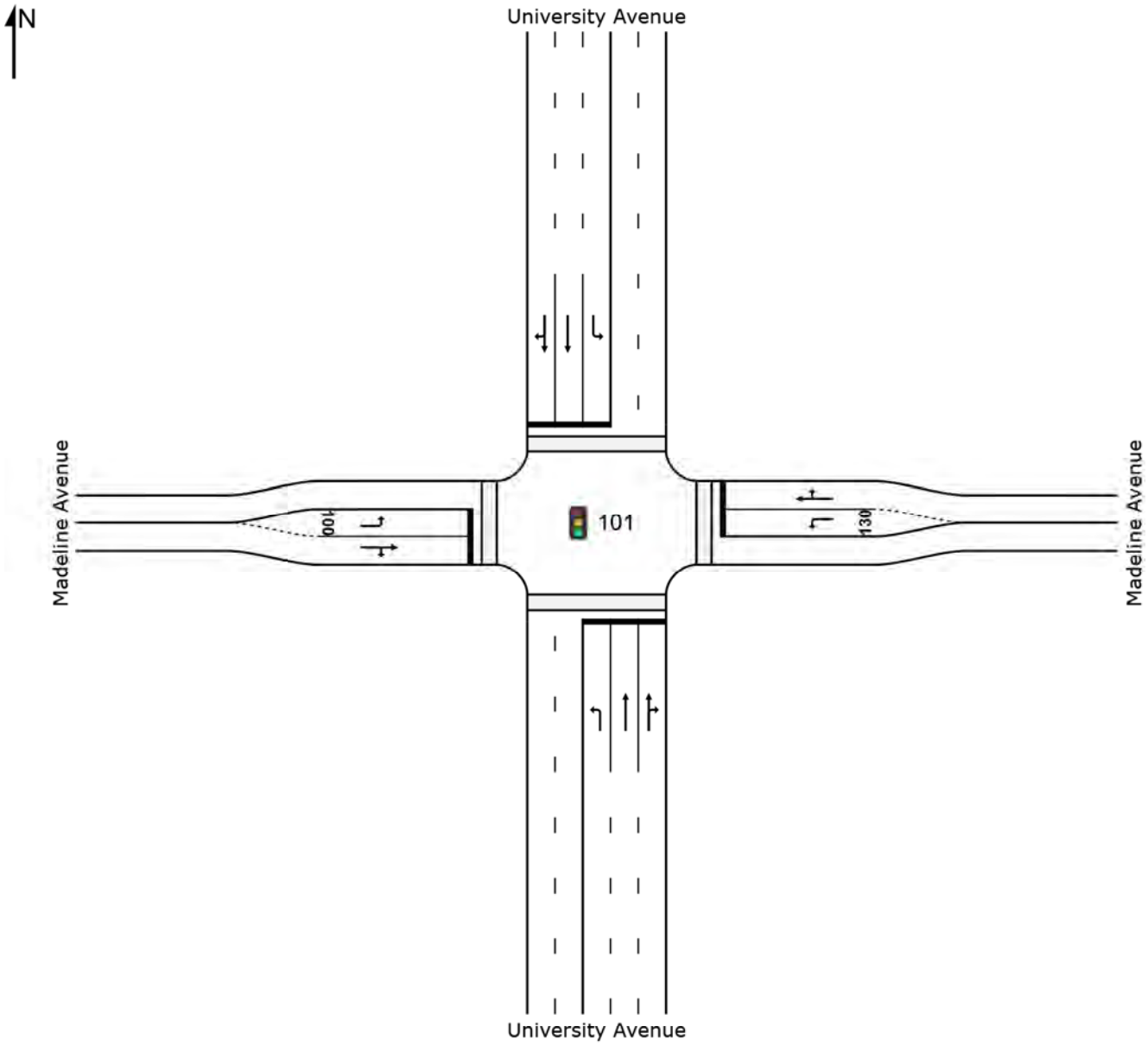
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	86	41.6	LOS E[12]	0.2	0.7	0.91	0.91
8P	East Full Crossing	86	16.3	LOS B	0.1	0.4	0.57	0.57
6P	North Full Crossing	86	41.6	LOS E[12]	0.2	0.7	0.91	0.91
4P	West Full Crossing	86	16.3	LOS B	0.1	0.4	0.57	0.57
All Pedestrians		343	28.9	LOS C			0.74	0.74

SITE LAYOUT

Site: 101 [16 2040 PM Boulevard]

University Avenue

Signals - Pretimed Isolated



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Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Created: Thursday, April 12, 2018 2:39:33 PM
Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\04 Madeline at University.sip7

MOVEMENT SUMMARY

Site: 101 [16 2040 PM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 100 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	16	1.0	0.045	13.5	LOS B	0.4	10.5	0.61	0.45	28.8
8	T1	2259	1.0	0.986	41.6	LOS D	72.3	1822.7	1.00	1.19	22.8
18	R2	21	1.0	0.986	41.8	LOS D	71.0	1790.0	1.00	1.19	22.3
Approach		2295	1.0	0.986	41.5	LOS D	72.3	1822.7	1.00	1.18	22.8
East: Madeline Avenue											
1	L2	127	1.0	0.543	41.4	LOS D	6.1	154.8	0.97	0.78	21.2
6	T1	47	1.0	0.361	28.2	LOS C	4.0	101.7	0.91	0.78	25.5
16	R2	69	1.0	0.361	28.2	LOS C	4.0	101.7	0.91	0.78	24.8
Approach		243	1.0	0.543	35.1	LOS D	6.1	154.8	0.94	0.78	22.9
North: University Avenue											
7	L2	43	1.0	0.170	7.8	LOS A	0.9	23.1	0.48	0.36	31.1
4	T1	1110	1.0	0.517	12.8	LOS B	17.6	444.0	0.64	0.58	32.5
14	R2	16	1.0	0.517	14.9	LOS B	17.2	432.8	0.69	0.61	30.5
Approach		1168	1.0	0.517	12.6	LOS B	17.6	444.0	0.64	0.57	32.4
West: Madeline Avenue											
5	L2	35	1.0	0.167	38.1	LOS D	1.5	38.9	0.92	0.68	21.9
2	T1	42	1.0	0.179	25.9	LOS C	1.8	45.7	0.90	0.70	26.9
12	R2	12	1.0	0.179	25.9	LOS C	1.8	45.7	0.90	0.70	26.2
Approach		89	1.0	0.179	30.8	LOS C	1.8	45.7	0.90	0.69	24.6
All Vehicles		3795	1.0	0.986	31.9	LOS C	72.3	1822.7	0.88	0.95	25.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians

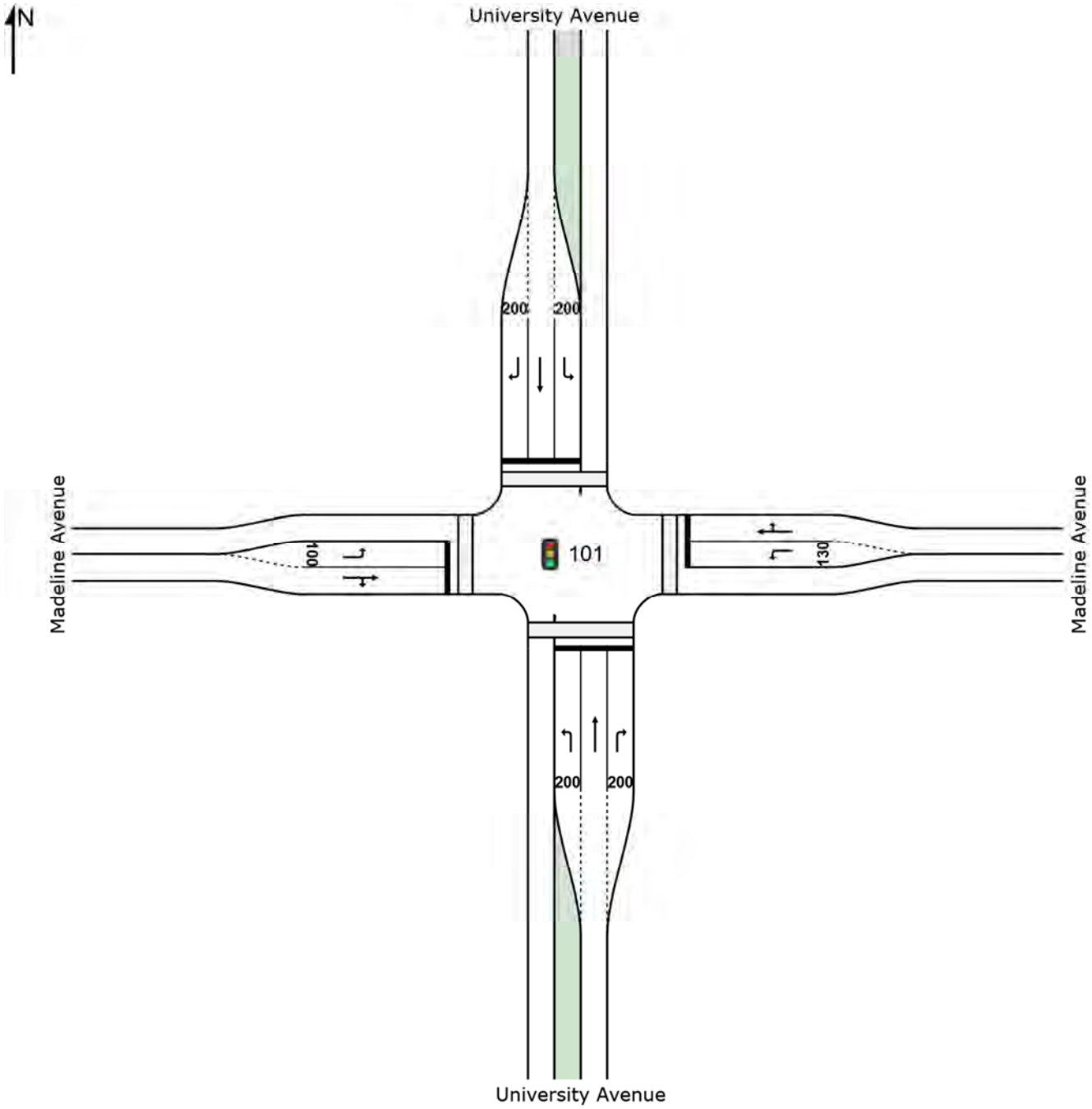
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	86	41.6	LOS E[12]	0.2	0.7	0.91	0.91
8P	East Full Crossing	86	16.3	LOS B	0.1	0.4	0.57	0.57
6P	North Full Crossing	86	41.6	LOS E[12]	0.2	0.7	0.91	0.91
4P	West Full Crossing	86	16.3	LOS B	0.1	0.4	0.57	0.57
All Pedestrians		343	28.9	LOS C			0.74	0.74

SITE LAYOUT

Site: 101 [17 2040 PM Road Diet]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [17 2040 PM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	16	1.0	0.100	31.8	LOS C	0.7	17.7	0.91	0.65	23.2
8	T1	2259	1.0	1.916	430.0	LOS F[11]	379.9	9574.6	1.00	2.18	4.4
18	R2	21	1.0	0.015	0.4	LOS A	0.1	3.5	0.11	0.08	34.6
Approach		2295	1.0	1.916	423.3	LOS F[11]	379.9	9574.6	0.99	2.15	4.5
East: Madeline Avenue											
1	L2	127	1.0	0.507	54.1	LOS D	8.1	204.5	0.96	0.85	18.9
6	T1	47	1.0	0.400	51.8	LOS D	6.7	169.8	0.93	0.87	20.0
16	R2	69	1.0	0.400	51.8	LOS D	6.7	169.8	0.93	0.87	19.6
Approach		243	1.0	0.507	53.0	LOS D	8.1	204.5	0.94	0.86	19.3
North: University Avenue											
7	L2	43	1.0	0.361	40.4	LOS D	2.3	57.2	0.99	0.71	21.3
4	T1	1110	1.0	0.973	45.9	LOS D	91.5	2305.8	1.00	1.07	21.9
14	R2	16	1.0	0.011	0.4	LOS A	0.1	2.4	0.10	0.08	34.7
Approach		1168	1.0	0.973	45.1	LOS D	91.5	2305.8	0.98	1.04	22.0
West: Madeline Avenue											
5	L2	35	1.0	0.164	48.1	LOS D	2.1	52.9	0.92	0.67	19.9
2	T1	42	1.0	0.210	53.9	LOS D	3.0	76.2	0.92	0.78	20.1
12	R2	12	1.0	0.210	53.9	LOS D	3.0	76.2	0.92	0.78	19.7
Approach		89	1.0	0.210	51.6	LOS D	3.0	76.2	0.92	0.73	20.0
All Vehicles		3795	1.0	1.916	274.5	LOS F[11]	379.9	9574.6	0.98	1.69	6.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	South Full Crossing	86	66.5	LOS F[12]	0.4	1.1	0.94	0.94
8P	East Full Crossing	86	13.3	LOS B	0.2	0.5	0.42	0.42
6P	North Full Crossing	86	66.5	LOS F[12]	0.4	1.1	0.94	0.94
4P	West Full Crossing	86	13.3	LOS B	0.2	0.5	0.42	0.42

All Pedestrians	343	39.9	LOS D	0.68	0.68

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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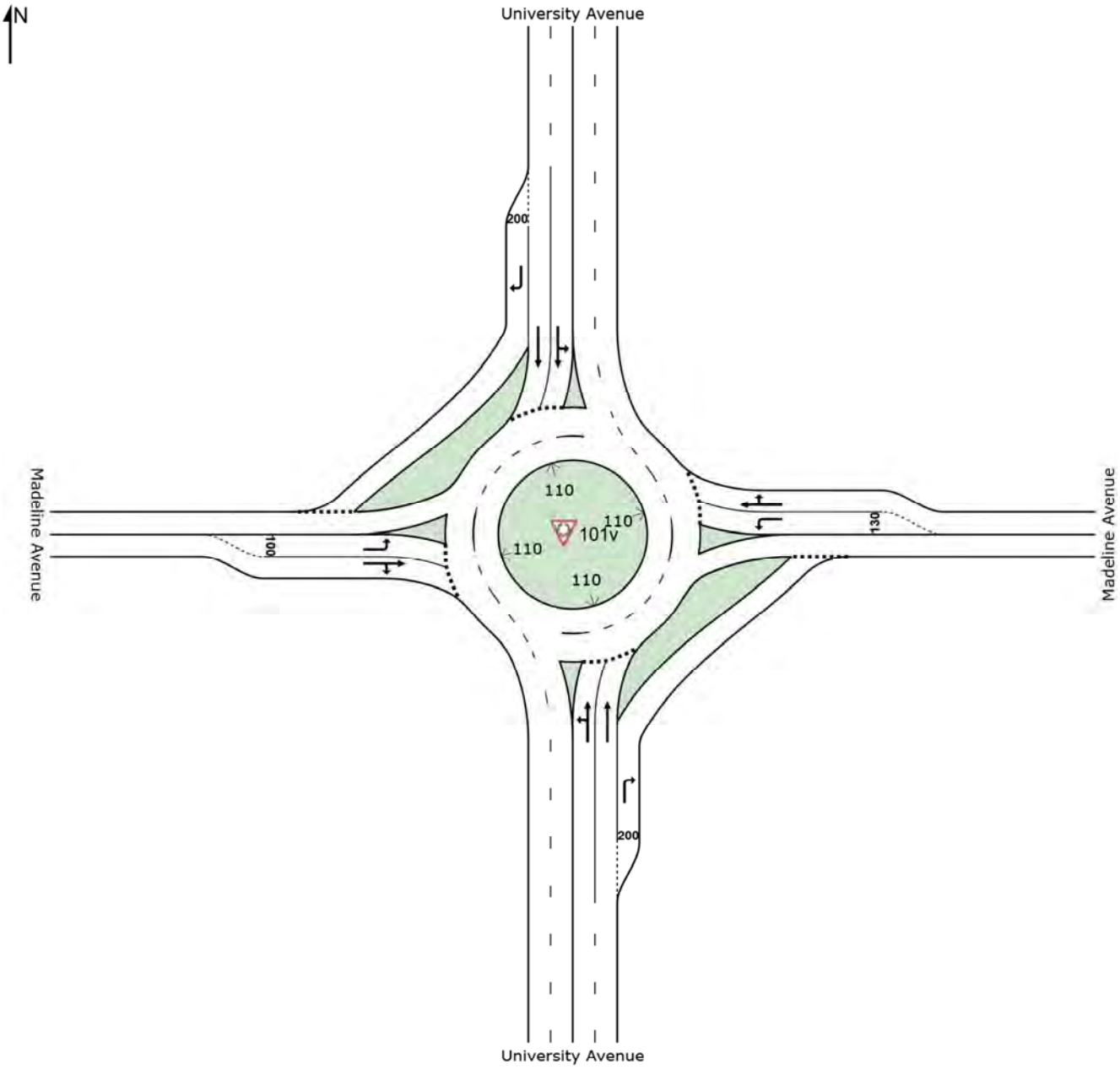
SITE LAYOUT

Site: 101v [18 2040 PM Roundabout]

University Avenue

Roundabout



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MOVEMENT SUMMARY

Site: 101v [18 2040 PM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	16	1.0	0.793	1.4	LOS A	10.1	254.7	0.67	0.37	36.0
8	T1	2259	1.0	0.793	1.2	LOS A	10.4	262.7	0.64	0.35	35.9
18	R2	21	1.0	0.013	0.2	LOS A	0.1	1.5	0.19	0.06	36.6
Approach		2295	1.0	0.793	1.2	LOS A	10.4	262.7	0.64	0.34	36.0
East: Madeline Avenue											
1	L2	127	1.0	0.347	10.9	LOS B	2.0	51.0	0.92	0.95	30.4
6	T1	47	1.0	0.488	19.9	LOS B	2.6	66.7	0.92	1.01	28.7
16	R2	69	1.0	0.488	19.9	LOS B	2.6	66.7	0.92	1.01	28.0
Approach		243	1.0	0.488	15.2	LOS B	2.6	66.7	0.92	0.98	29.4
North: University Avenue											
7	L2	43	1.0	0.430	0.9	LOS A	3.0	75.9	0.48	0.27	36.6
4	T1	1110	1.0	0.430	0.8	LOS A	3.1	78.6	0.47	0.25	36.5
14	R2	16	1.0	0.010	0.2	LOS A	0.1	1.3	0.18	0.05	36.6
Approach		1168	1.0	0.430	0.8	LOS A	3.1	78.6	0.47	0.25	36.5
West: Madeline Avenue											
5	L2	35	1.0	0.066	4.5	LOS A	0.3	6.8	0.68	0.66	33.1
2	T1	42	1.0	0.076	3.3	LOS A	0.3	8.5	0.68	0.58	35.9
12	R2	12	1.0	0.076	3.3	LOS A	0.3	8.5	0.68	0.58	34.7
Approach		89	1.0	0.076	3.8	LOS A	0.3	8.5	0.68	0.61	34.6
All Vehicles		3795	1.0	0.793	2.0	LOS A	10.4	262.7	0.60	0.36	35.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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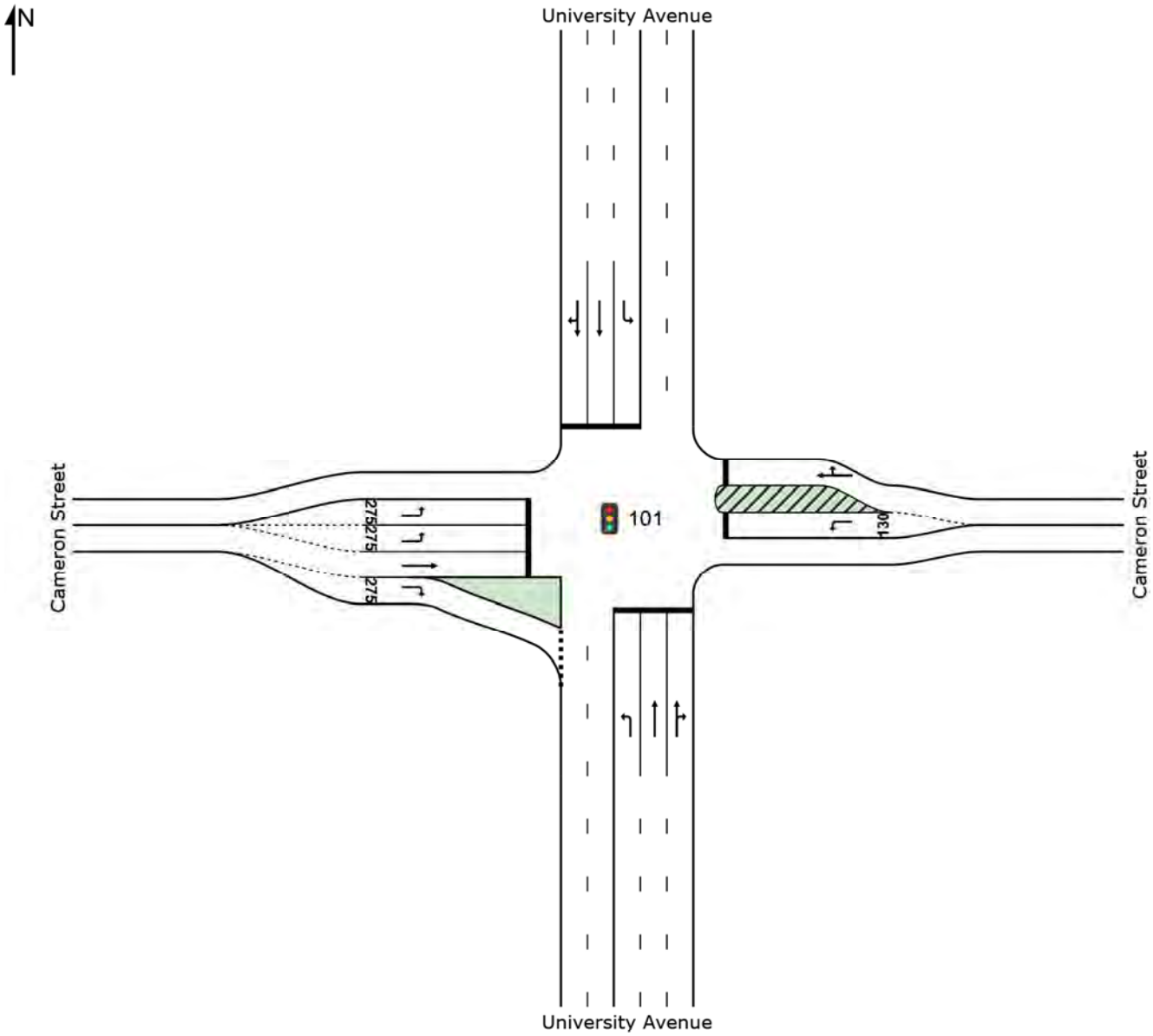
US 90 (Cameron Street)

SITE LAYOUT

Site: 101 [01 2017 AM Existing]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [01 2017 AM Existing]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	93	4.0	0.373	16.2	LOS B	3.1	80.4	0.61	0.48	28.0
8	T1	455	4.0	0.255	16.6	LOS B	8.0	206.7	0.60	0.52	30.8
18	R2	16	4.0	0.255	16.3	LOS B	7.8	201.3	0.60	0.52	29.8
Approach		564	4.0	0.373	16.5	LOS B	8.0	206.7	0.60	0.51	30.2
East: Cameron Street											
1	L2	39	4.0	0.452	58.1	LOS E	2.4	62.2	1.00	0.73	18.3
6	T1	233	4.0	1.094	121.8	LOS F	19.7	508.2	1.00	1.15	11.5
16	R2	19	4.0	1.094	121.8	LOS F	19.7	508.2	1.00	1.15	11.3
Approach		291	4.0	1.094	113.2	LOS F	19.7	508.2	1.00	1.09	12.1
North: University Avenue											
7	L2	76	4.0	0.157	16.0	LOS B	2.4	63.2	0.62	0.50	27.8
4	T1	1452	4.0	0.950	46.3	LOS D	61.1	1577.4	1.00	1.09	21.7
14	R2	277	4.0	0.950	45.9	LOS D	57.9	1495.0	1.00	1.10	21.0
Approach		1804	4.0	0.950	44.9	LOS D	61.1	1577.4	0.98	1.07	21.8
West: Cameron Street											
5	L2	352	4.0	0.867	82.1	LOS F	12.5	323.2	1.00	0.93	15.2
2	T1	230	4.0	0.629	47.0	LOS D	13.2	341.4	0.97	0.81	21.7
12	R2	176	4.0	0.273	21.1	LOS C	6.3	163.6	0.69	0.57	26.4
Approach		757	4.0	0.867	57.3	LOS E	13.2	341.4	0.92	0.81	18.8
All Vehicles		3417	4.0	1.094	48.8	LOS D	61.1	1577.4	0.91	0.92	20.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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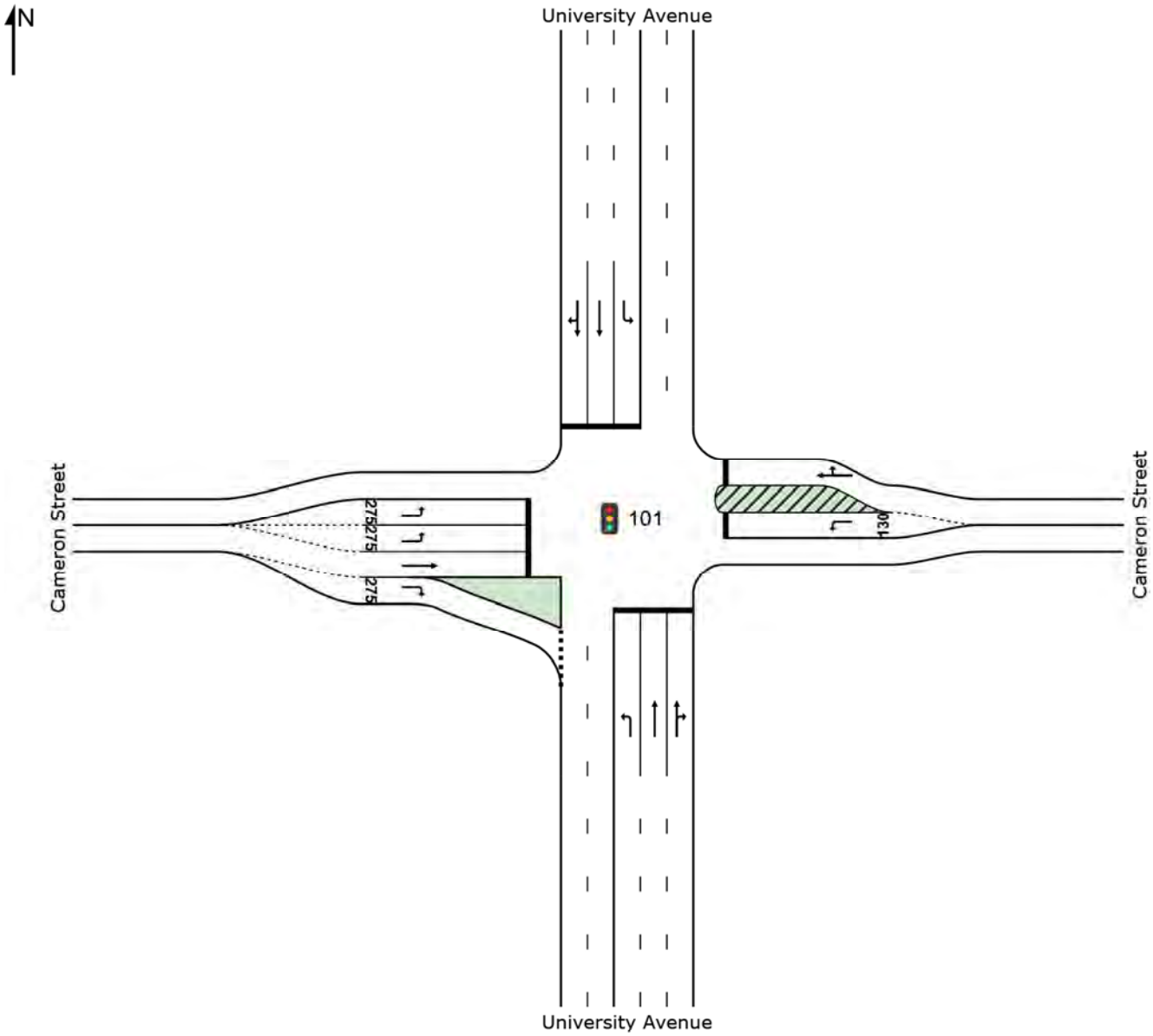
SITE LAYOUT

Site: 101 [02 2017 PM Existing]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [02 2017 PM Existing]

University Avenue

Signals - Pretimed Isolated Cycle Time = 100 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	130	2.0	0.455	31.4	LOS C	5.6	142.2	0.94	0.77	23.6
8	T1	1235	2.0	0.971	59.9	LOS E	40.3	1023.5	1.00	1.18	19.3
18	R2	27	2.0	0.971	59.9	LOS E	40.0	1016.5	1.00	1.19	18.9
Approach		1393	2.0	0.971	57.2	LOS E	40.3	1023.5	0.99	1.14	19.6
East: Cameron Street											
1	L2	52	2.0	0.419	46.2	LOS D	2.6	65.8	1.00	0.74	20.3
6	T1	256	2.0	0.818	50.7	LOS D	16.4	415.7	1.00	1.00	20.8
16	R2	46	2.0	0.818	50.7	LOS D	16.4	415.7	1.00	1.00	20.3
Approach		354	2.0	0.818	50.0	LOS D	16.4	415.7	1.00	0.96	20.6
North: University Avenue											
7	L2	65	2.0	0.240	23.8	LOS C	2.3	58.1	0.79	0.60	25.4
4	T1	654	2.0	0.738	32.3	LOS C	21.8	554.7	0.94	0.85	25.0
14	R2	245	2.0	0.738	28.2	LOS C	19.2	488.0	0.93	0.86	24.9
Approach		964	2.0	0.738	30.7	LOS C	21.8	554.7	0.93	0.84	25.0
West: Cameron Street											
5	L2	542	2.0	1.090	122.8	LOS F	21.4	544.3	1.00	1.17	11.7
2	T1	336	2.0	0.669	35.7	LOS D	15.9	404.7	0.95	0.81	24.4
12	R2	115	2.0	0.118	5.3	LOS A	1.9	48.2	0.40	0.33	32.6
Approach		993	2.0	1.090	79.7	LOS E	21.4	544.3	0.91	0.95	15.6
All Vehicles		3703	2.0	1.090	55.7	LOS E	40.3	1023.5	0.96	0.99	19.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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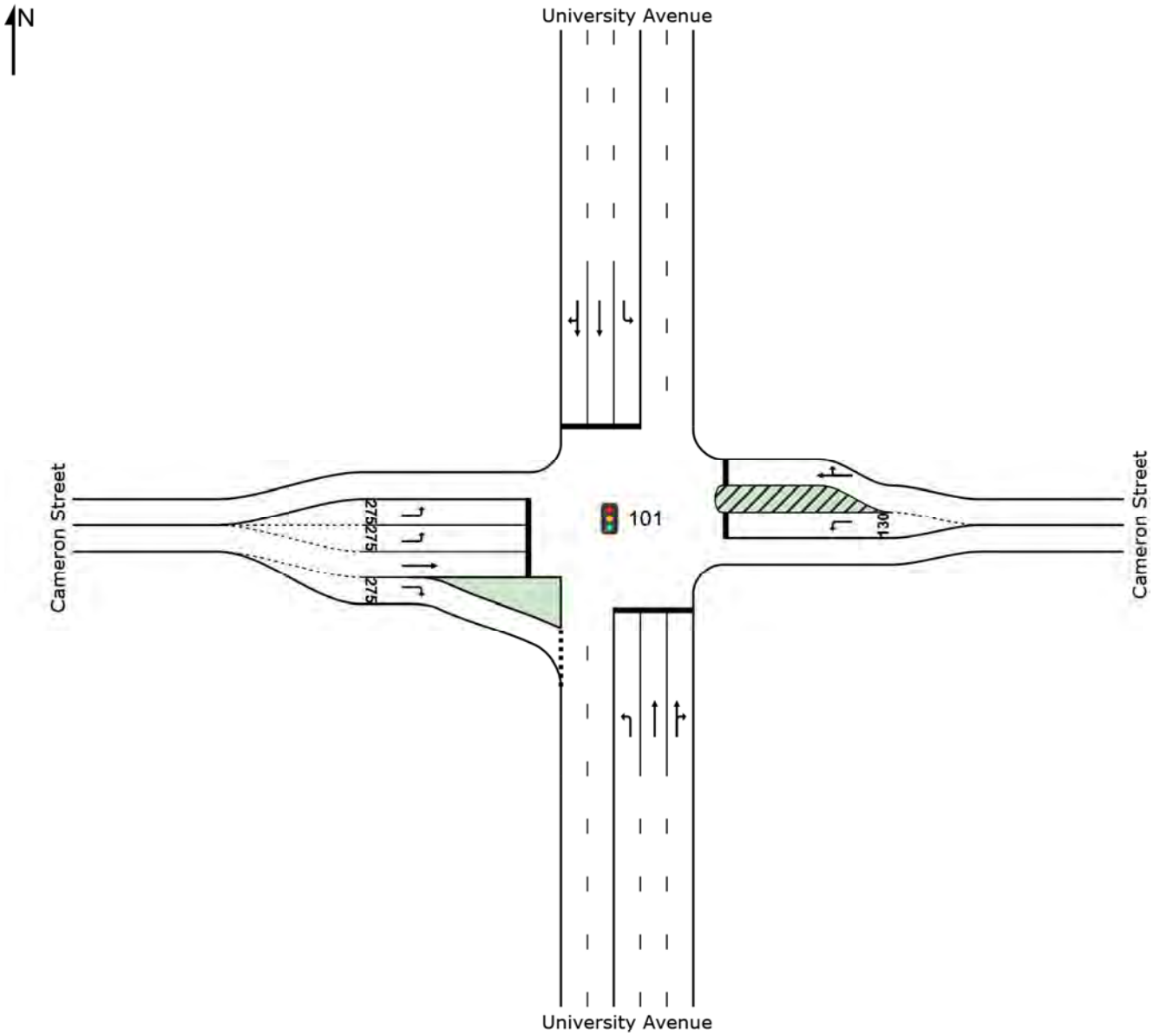
SITE LAYOUT

Site: 101 [03 2020 AM No Build]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [03 2020 AM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	96	4.0	0.397	16.3	LOS B	3.3	84.4	0.62	0.48	28.0
8	T1	473	4.0	0.267	16.7	LOS B	8.5	218.6	0.61	0.52	30.7
18	R2	17	4.0	0.267	16.5	LOS B	8.1	209.3	0.61	0.53	29.7
Approach		586	4.0	0.397	16.6	LOS B	8.5	218.6	0.61	0.52	30.2
East: Cameron Street											
1	L2	41	4.0	0.470	58.4	LOS E[11]	2.5	65.0	1.00	0.73	18.2
6	T1	242	4.0	1.138	134.6	LOS F[11]	21.5	555.2	1.00	1.19	10.7
16	R2	20	4.0	1.138	134.6	LOS F[11]	21.5	555.2	1.00	1.19	10.5
Approach		303	4.0	1.138	124.3	LOS F[11]	21.5	555.2	1.00	1.13	11.3
North: University Avenue											
7	L2	79	4.0	0.165	16.1	LOS B	2.6	66.1	0.62	0.50	27.8
4	T1	1510	4.0	1.018	58.9	LOS F[11]	73.7	1900.4	1.00	1.18	18.5
14	R2	288	4.0	1.018	51.9	LOS F[11]	56.6	1460.0	1.00	1.13	17.9
Approach		1876	4.0	1.018	56.0	LOS E[11]	73.7	1900.4	0.98	1.15	18.7
West: Cameron Street											
5	L2	366	4.0	0.902	89.3	LOS F[11]	13.5	347.0	1.00	0.96	14.5
2	T1	239	4.0	0.654	48.0	LOS D	13.9	359.5	0.98	0.82	21.5
12	R2	182	4.0	0.296	24.5	LOS C	7.0	179.8	0.73	0.59	25.4
Approach		787	4.0	0.902	61.7	LOS E[11]	13.9	359.5	0.93	0.83	18.1
All Vehicles		3552	4.0	1.138	56.6	LOS E[11]	73.7	1900.4	0.91	0.97	18.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

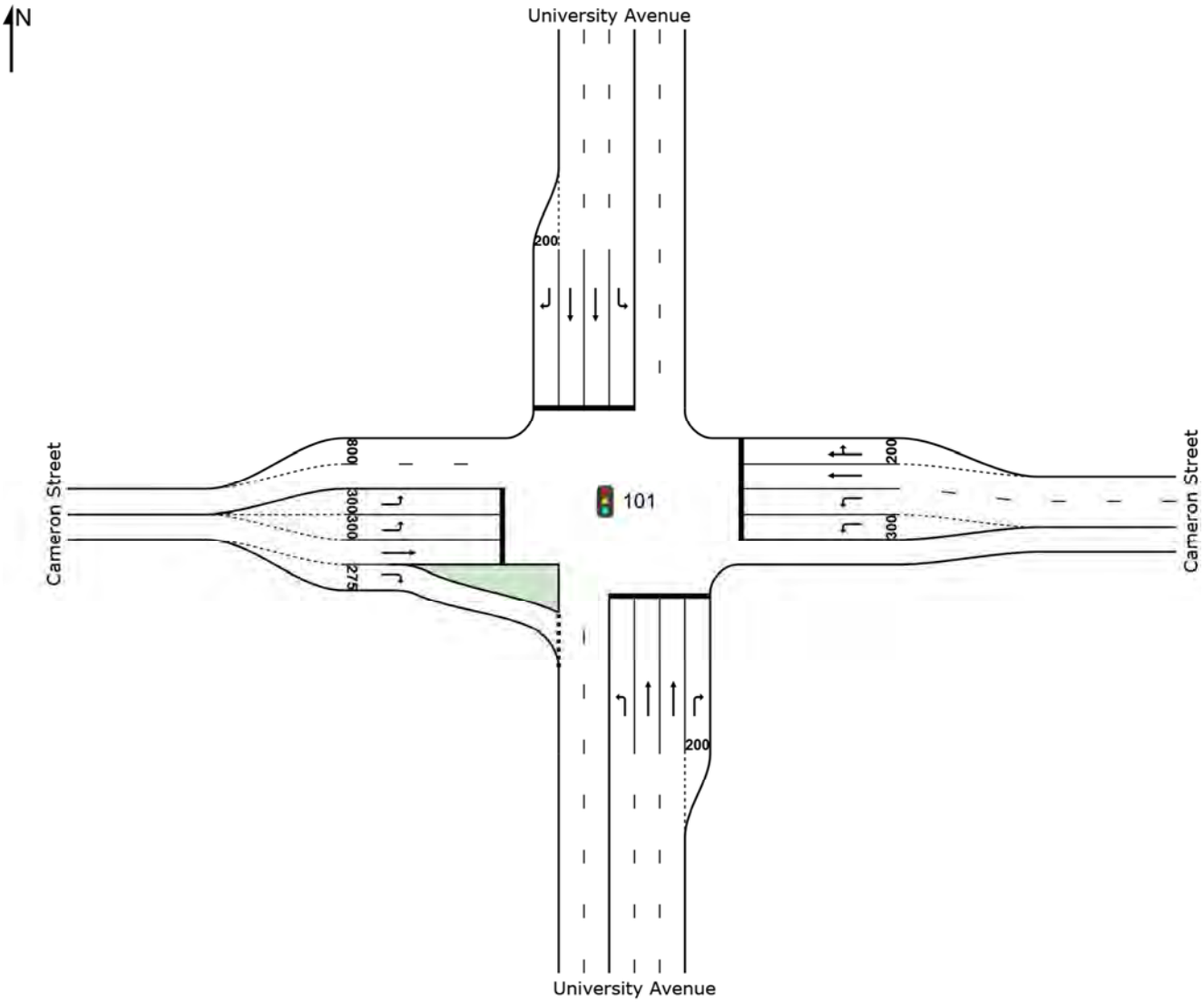
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [04 2020 AM Boulevard]

University Avenue

Signals - Pretimed Isolated



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Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Created: Thursday, April 12, 2018 2:41:53 PM
Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\05 Cameron at University.sip7

MOVEMENT SUMMARY

Site: 101 [04 2020 AM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	96	4.0	0.889	87.9	LOS F[11]	5.8	148.6	1.00	0.88	14.8
8	T1	473	4.0	0.263	22.2	LOS C	10.2	264.3	0.62	0.53	28.6
18	R2	17	4.0	0.016	2.5	LOS A	0.2	6.3	0.23	0.17	33.5
Approach		586	4.0	0.889	32.5	LOS C	10.2	264.3	0.67	0.58	24.9
East: Cameron Street											
1	L2	41	4.0	0.136	63.6	LOS E[11]	1.4	36.0	0.96	0.68	17.5
6	T1	242	4.0	0.433	55.3	LOS E[11]	8.9	230.1	0.95	0.77	20.0
16	R2	20	4.0	0.433	53.5	LOS D	8.5	219.3	0.94	0.78	19.8
Approach		303	4.0	0.433	56.3	LOS E[11]	8.9	230.1	0.95	0.76	19.6
North: University Avenue											
7	L2	79	4.0	0.180	16.3	LOS B	2.8	71.9	0.60	0.47	28.0
4	T1	1510	4.0	0.970	58.8	LOS E[11]	76.3	1968.2	0.93	1.03	19.5
14	R2	288	4.0	0.240	2.2	LOS A	4.2	108.8	0.27	0.24	33.6
Approach		1876	4.0	0.970	48.3	LOS D	76.3	1968.2	0.82	0.88	21.1
West: Cameron Street											
5	L2	366	4.0	0.686	66.7	LOS E[11]	13.8	357.0	1.00	0.84	17.2
2	T1	239	4.0	0.560	52.1	LOS D	16.1	415.7	0.94	0.79	20.7
12	R2	182	4.0	0.268	24.6	LOS C	8.0	206.5	0.67	0.55	25.4
Approach		787	4.0	0.686	52.5	LOS D	16.1	415.7	0.90	0.76	19.7
All Vehicles		3552	4.0	0.970	47.3	LOS D	76.3	1968.2	0.82	0.80	21.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

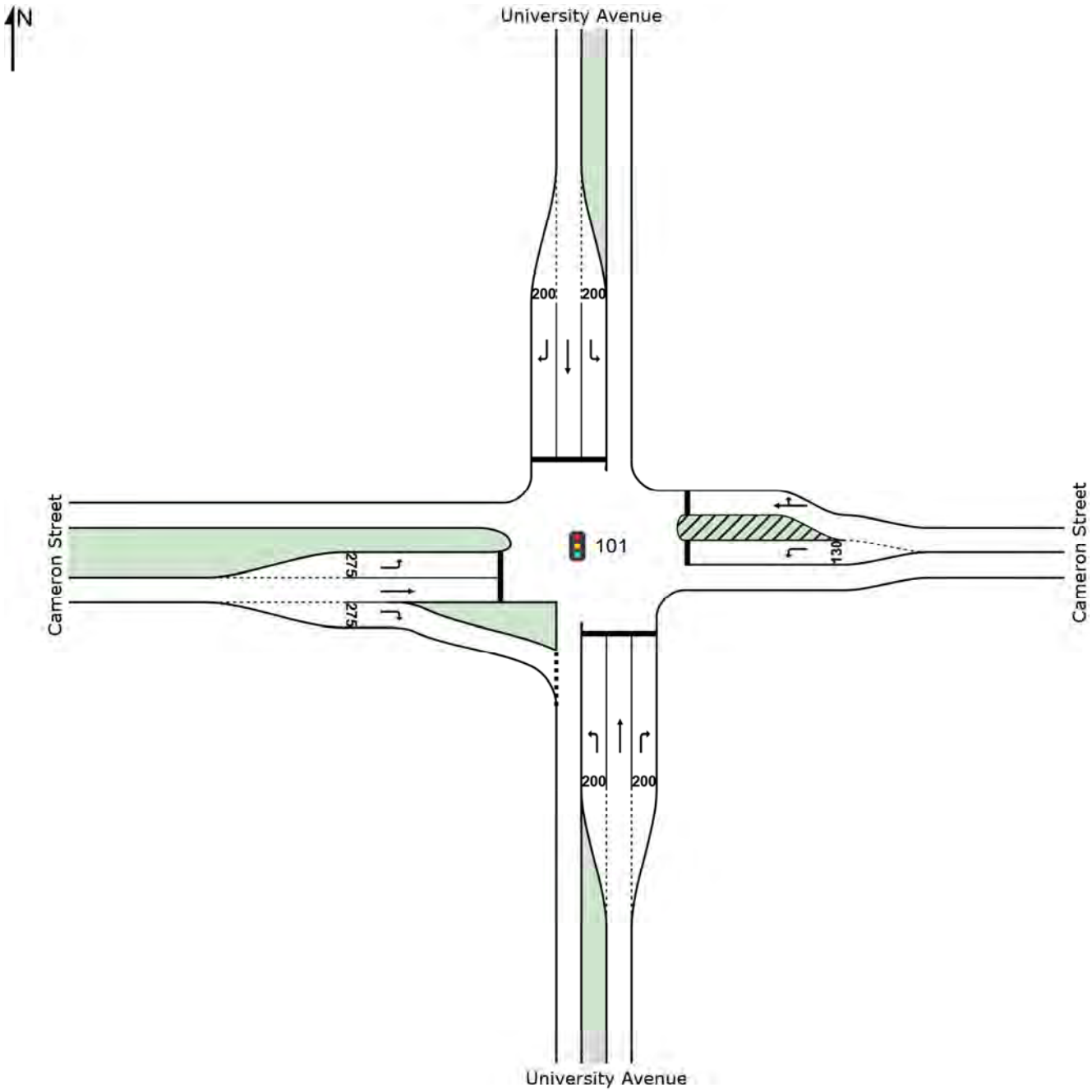
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [05 2020 AM Road Diet]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [05 2020 AM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	96	4.0	0.825	78.0	LOS E[11]	5.8	149.4	1.00	0.86	15.7
8	T1	473	4.0	0.547	20.8	LOS C	22.2	573.0	0.65	0.58	29.1
18	R2	17	4.0	0.015	2.5	LOS A	0.2	6.2	0.24	0.17	33.5
Approach		586	4.0	0.825	29.7	LOS C	22.2	573.0	0.70	0.61	25.6
East: Cameron Street											
1	L2	41	4.0	0.210	41.3	LOS D	2.3	58.2	0.92	0.68	21.2
6	T1	242	4.0	1.424	244.5	LOS F[11]	28.8	742.2	1.00	1.23	6.5
16	R2	20	4.0	1.424	244.5	LOS F[11]	28.8	742.2	1.00	1.23	6.5
Approach		303	4.0	1.424	217.0	LOS F[11]	28.8	742.2	0.99	1.15	7.2
North: University Avenue											
7	L2	79	4.0	0.182	13.8	LOS B	2.4	61.3	0.62	0.49	28.5
4	T1	1510	4.0	1.712	345.0	LOS F[11]	236.4	6098.4	1.00	2.02	5.4
14	R2	288	4.0	0.238	3.0	LOS A	5.0	130.2	0.29	0.25	33.2
Approach		1876	4.0	1.712	278.7	LOS F[11]	236.4	6098.4	0.88	1.69	6.4
West: Cameron Street											
5	L2	366	4.0	0.947	82.5	LOS F[11]	29.5	760.2	1.00	1.05	15.2
2	T1	239	4.0	0.633	57.4	LOS E[11]	17.0	438.1	0.97	0.82	19.7
12	R2	182	4.0	0.315	33.3	LOS C	9.1	235.1	0.75	0.61	23.1
Approach		787	4.0	0.947	63.5	LOS E[11]	29.5	760.2	0.93	0.87	17.9
All Vehicles		3552	4.0	1.712	184.6	LOS F[11]	236.4	6098.4	0.87	1.29	8.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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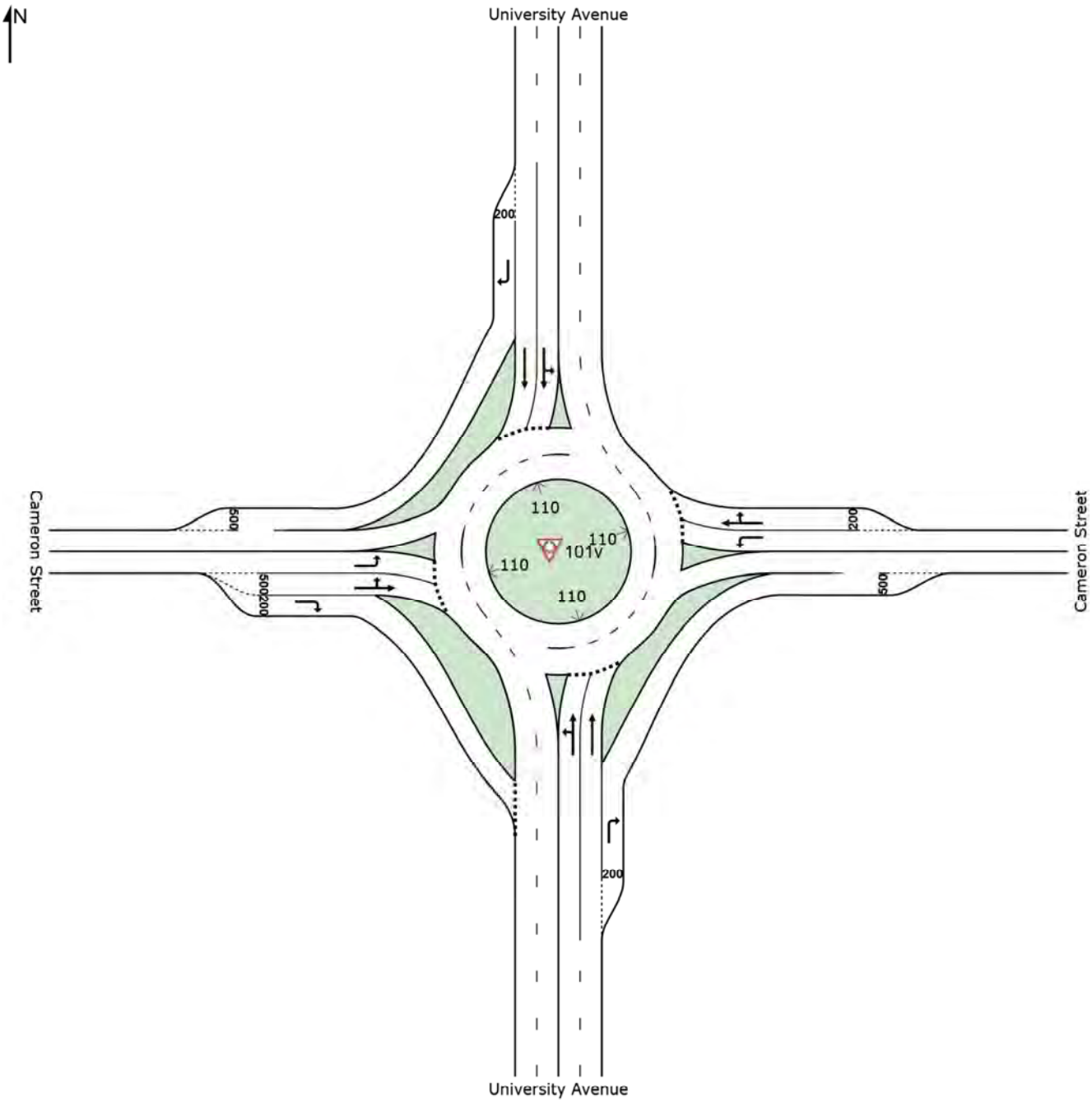
SITE LAYOUT

Site: 101v [06 2020 AM Roundabout]

University Avenue

Roundabout



Cameron at University.sip7

MOVEMENT SUMMARY

Site: 101v [06 2020 AM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	96	4.0	0.341	2.8	LOS A	1.8	45.9	0.69	0.58	35.0
8	T1	473	4.0	0.341	2.4	LOS A	1.9	48.6	0.69	0.50	35.4
18	R2	17	4.0	0.011	0.0	LOS A	0.0	0.0	0.00	0.00	37.3
Approach		586	4.0	0.341	2.4	LOS A	1.9	48.6	0.67	0.50	35.4
East: Cameron Street											
1	L2	41	4.0	0.123	7.9	LOS A	0.5	11.8	0.68	0.68	31.5
6	T1	242	4.0	0.396	4.7	LOS A	2.0	52.1	0.72	0.73	35.6
16	R2	20	4.0	0.396	4.7	LOS A	2.0	52.1	0.72	0.73	34.4
Approach		303	4.0	0.396	5.1	LOS A	2.0	52.1	0.71	0.72	34.9
North: University Avenue											
7	L2	79	4.0	0.748	5.2	LOS A	8.1	210.1	0.82	0.83	35.1
4	T1	1510	4.0	0.748	4.7	LOS A	8.3	213.6	0.81	0.80	35.1
14	R2	288	4.0	0.186	0.0	LOS A	0.0	0.0	0.00	0.00	37.3
Approach		1876	4.0	0.748	4.0	LOS A	8.3	213.6	0.69	0.68	35.4
West: Cameron Street											
5	L2	366	4.0	0.670	12.1	LOS B	5.1	130.8	0.93	1.04	30.3
2	T1	239	4.0	0.670	9.8	LOS A	5.1	130.8	0.95	1.07	32.2
12	R2	182	4.0	0.332	4.9	LOS A	1.9	50.0	0.87	0.88	34.3
Approach		787	4.0	0.670	9.7	LOS A	5.1	130.8	0.92	1.01	31.7
All Vehicles		3552	4.0	0.748	5.1	LOS A	8.3	213.6	0.74	0.73	34.5

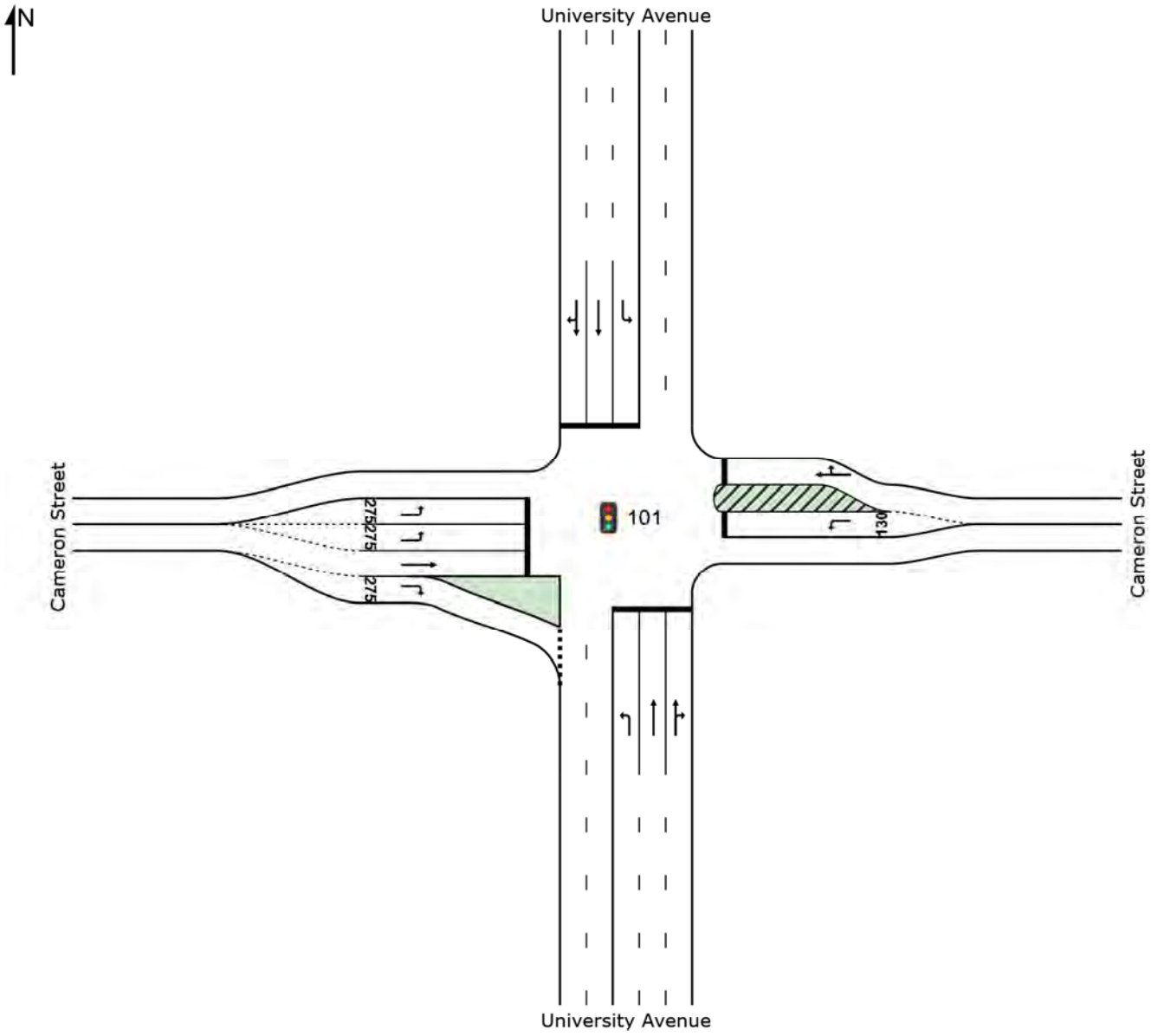
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [07 2020 PM No Build]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [07 2020 PM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 100 seconds (User-Given Phase Times)
Design Life Analysis (Capacity): Results for 0 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	130	2.0	0.488	33.8	LOS C	5.8	146.2	0.96	0.78	23.0
8	T1	1235	2.0	0.973	60.6	LOS E[11]	40.6	1030.5	1.00	1.19	19.2
18	R2	27	2.0	0.973	60.6	LOS E[11]	40.1	1018.4	1.00	1.19	18.8
Approach		1393	2.0	0.973	58.1	LOS E[11]	40.6	1030.5	1.00	1.15	19.5
East: Cameron Street											
1	L2	52	2.0	0.419	46.2	LOS D	2.6	65.8	1.00	0.74	20.3
6	T1	256	2.0	0.818	50.7	LOS D	16.4	415.7	1.00	1.00	20.8
16	R2	46	2.0	0.818	50.7	LOS D	16.4	415.7	1.00	1.00	20.3
Approach		354	2.0	0.818	50.0	LOS D	16.4	415.7	1.00	0.96	20.6
North: University Avenue											
7	L2	65	2.0	0.240	23.8	LOS C	2.3	58.1	0.79	0.60	25.4
4	T1	654	2.0	0.793	36.3	LOS D	24.7	627.6	0.97	0.91	24.0
14	R2	245	2.0	0.793	33.6	LOS C	18.8	478.1	0.98	0.93	23.4
Approach		964	2.0	0.793	34.8	LOS C	24.7	627.6	0.96	0.90	23.9
West: Cameron Street											
5	L2	542	2.0	1.090	122.8	LOS F[11]	21.4	544.3	1.00	1.17	11.7
2	T1	336	2.0	0.669	35.7	LOS D	15.9	404.7	0.95	0.81	24.4
12	R2	115	2.0	0.126	7.4	LOS A	2.2	56.9	0.47	0.38	31.6
Approach		993	2.0	1.090	79.9	LOS E[11]	21.4	544.3	0.92	0.96	15.6
All Vehicles		3703	2.0	1.090	57.1	LOS E[11]	40.6	1030.5	0.97	1.01	19.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

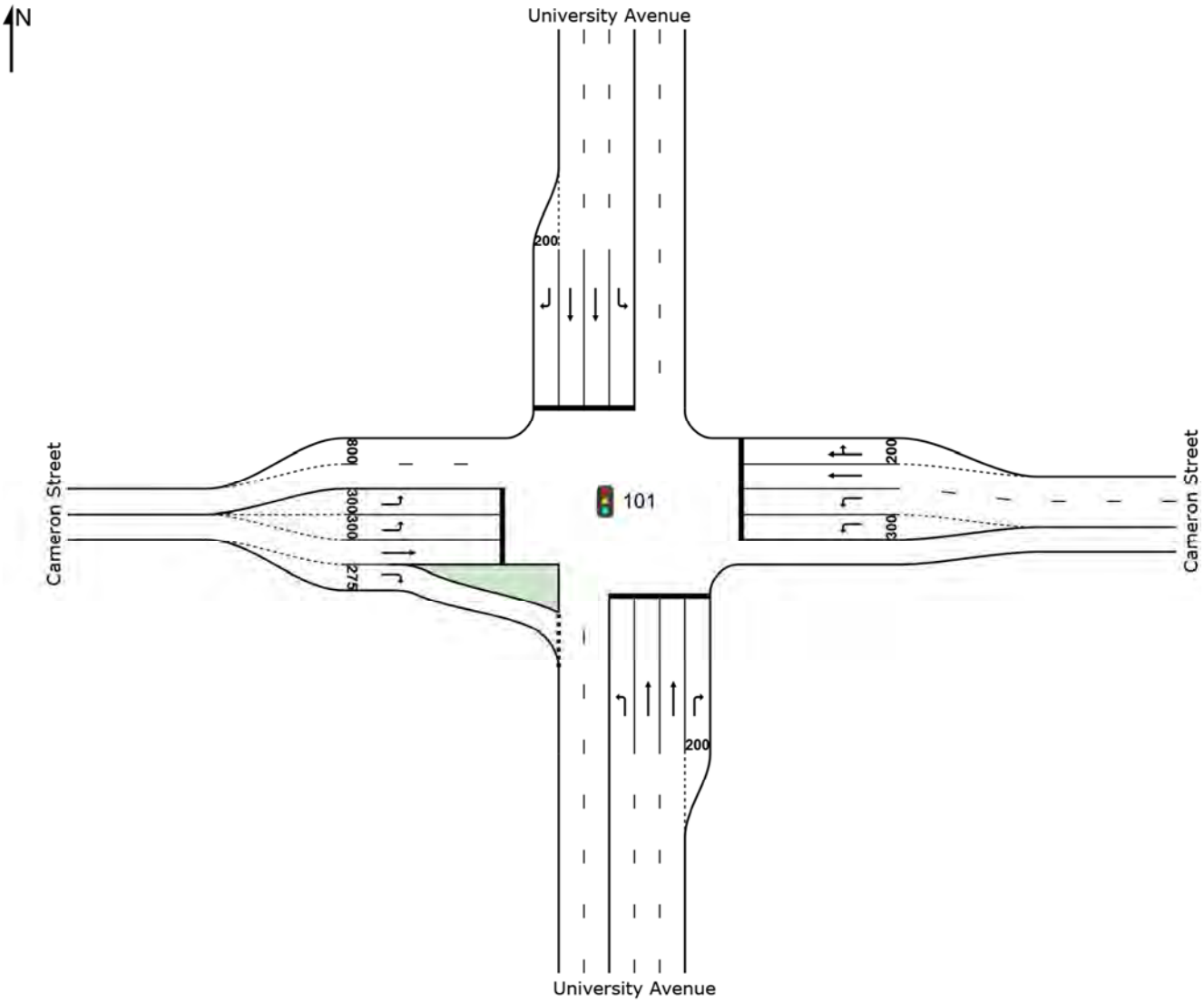
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [08 2020 PM Boulevard]

University Avenue

Signals - Pretimed Isolated



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Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Created: Thursday, April 12, 2018 2:42:07 PM
Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\05 Cameron at University.sip7

MOVEMENT SUMMARY

Site: 101 [08 2020 PM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (User-Given Phase Times)
Design Life Analysis (Capacity): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	135	2.0	0.499	26.3	LOS C	5.9	149.2	0.80	0.68	24.9
8	T1	1284	2.0	0.797	41.3	LOS D	45.7	1161.5	0.92	0.84	23.0
18	R2	28	2.0	0.028	3.9	LOS A	0.5	12.6	0.31	0.23	32.8
Approach		1448	2.0	0.797	39.2	LOS D	45.7	1161.5	0.90	0.81	23.3
East: Cameron Street											
1	L2	54	2.0	0.096	29.2	LOS C	1.2	30.8	0.82	0.60	24.1
6	T1	266	2.0	0.318	42.9	LOS D	9.3	237.4	0.84	0.72	22.5
16	R2	48	2.0	0.318	40.9	LOS D	8.4	214.2	0.84	0.76	22.2
Approach		368	2.0	0.318	40.6	LOS D	9.3	237.4	0.84	0.71	22.6
North: University Avenue											
7	L2	67	2.0	0.433	29.6	LOS C	2.9	73.1	0.92	0.71	24.0
4	T1	680	2.0	0.443	29.1	LOS C	19.0	482.5	0.73	0.64	26.3
14	R2	254	2.0	0.236	2.5	LOS A	3.3	84.8	0.31	0.26	33.5
Approach		1002	2.0	0.443	22.4	LOS C	19.0	482.5	0.64	0.55	27.6
West: Cameron Street											
5	L2	563	2.0	0.659	35.6	LOS D	15.9	403.4	0.89	0.76	22.6
2	T1	350	2.0	0.603	42.6	LOS D	22.1	562.4	0.88	0.76	22.7
12	R2	119	2.0	0.117	3.3	LOS A	2.0	50.9	0.26	0.22	33.5
Approach		1032	2.0	0.659	34.3	LOS C	22.1	562.4	0.81	0.70	23.5
All Vehicles		3849	2.0	0.797	33.6	LOS C	45.7	1161.5	0.80	0.70	24.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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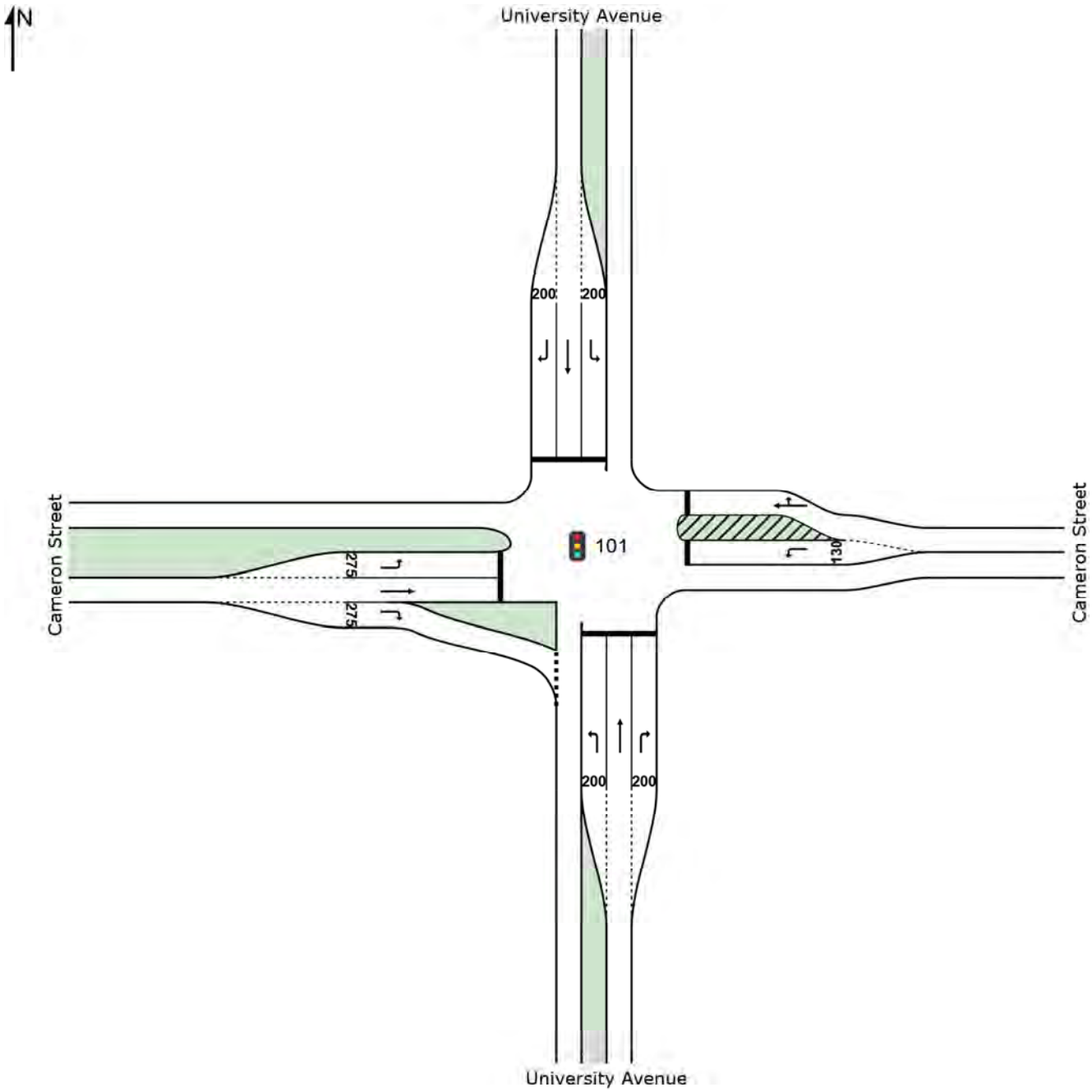
SITE LAYOUT

Site: 101 [09 2020 PM Road Diet]

University Avenue

Signals - Pretimed Isolated



Cameron at University.sip7

MOVEMENT SUMMARY

Site: 101 [09 2020 PM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (Practical Cycle Time)
Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	135	2.0	0.602	29.3	LOS C	5.6	143.2	0.92	0.75	23.9
8	T1	1284	2.0	1.713	349.3	LOS F[11]	201.4	5115.1	1.00	2.02	5.3
18	R2	28	2.0	0.028	8.3	LOS A	0.7	18.1	0.39	0.29	30.8
Approach		1448	2.0	1.713	312.8	LOS F[11]	201.4	5115.1	0.98	1.86	5.8
East: Cameron Street											
1	L2	54	2.0	0.457	41.2	LOS D	2.9	74.7	1.00	0.73	21.2
6	T1	266	2.0	1.654	320.5	LOS F[11]	44.8	1137.6	1.00	1.08	5.1
16	R2	48	2.0	1.654	320.5	LOS F[11]	44.8	1137.6	1.00	1.08	5.0
Approach		368	2.0	1.654	279.5	LOS F[11]	44.8	1137.6	1.00	1.03	5.7
North: University Avenue											
7	L2	67	2.0	0.515	37.0	LOS D	3.0	76.3	1.00	0.74	22.0
4	T1	680	2.0	0.995	65.1	LOS E[11]	54.4	1381.2	0.89	1.03	18.4
14	R2	254	2.0	0.213	3.1	LOS A	4.5	114.7	0.30	0.25	33.2
Approach		1002	2.0	0.995	47.5	LOS D	54.4	1381.2	0.74	0.82	21.0
West: Cameron Street											
5	L2	563	2.0	1.195	137.6	LOS F[11]	58.7	1491.3	1.00	1.17	10.0
2	T1	350	2.0	1.035	111.0	LOS F[11]	34.5	876.4	1.00	1.17	13.2
12	R2	119	2.0	0.137	11.3	LOS B	3.6	90.9	0.46	0.38	30.0
Approach		1032	2.0	1.195	114.0	LOS F[11]	58.7	1491.3	0.94	1.08	11.9
All Vehicles		3849	2.0	1.713	187.3	LOS F[11]	201.4	5115.1	0.91	1.30	8.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

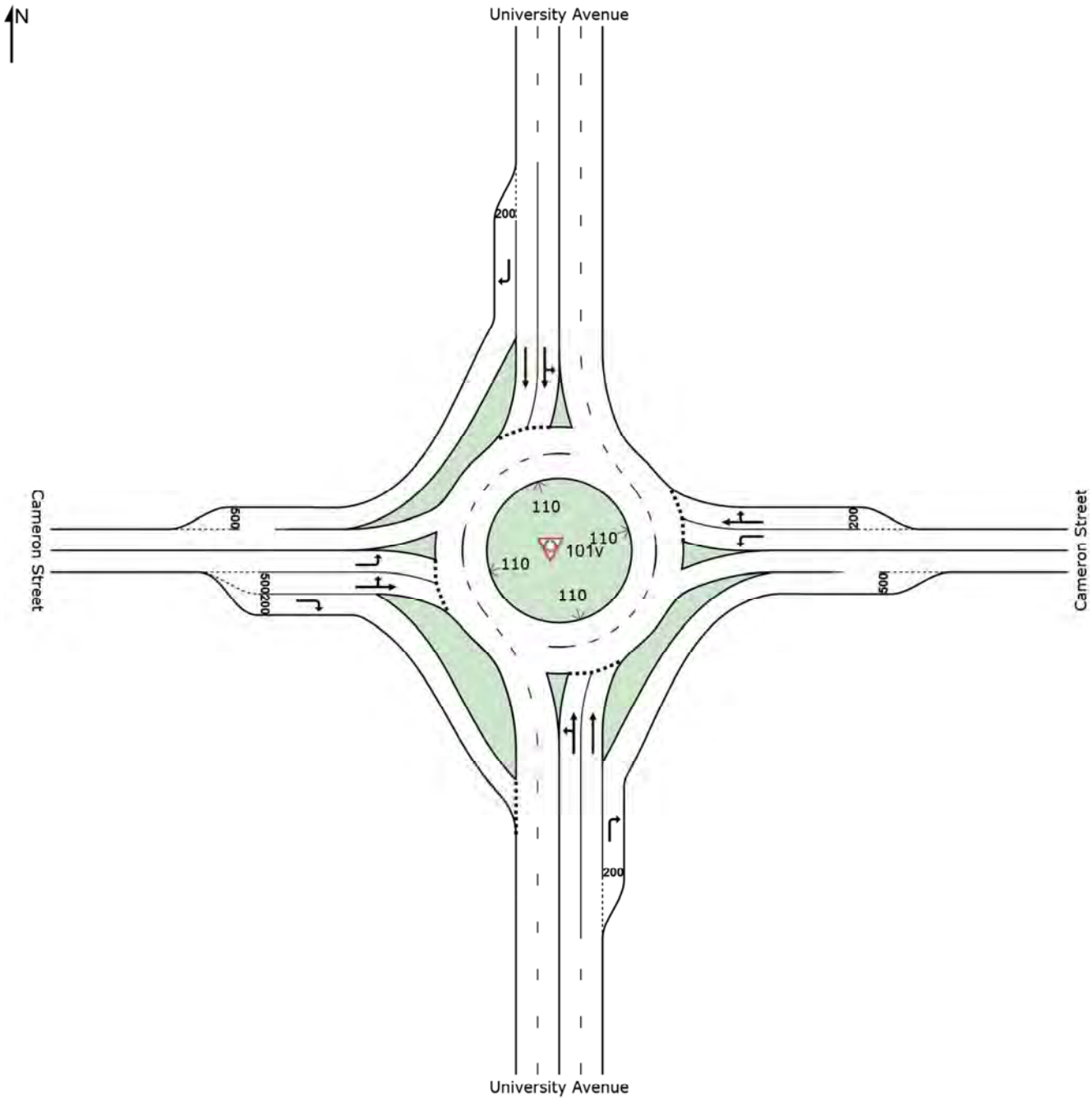
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101v [10 2020 PM Roundabout]

University Avenue

Roundabout



Cameron at University.sip7

MOVEMENT SUMMARY

Site: 101v [10 2020 PM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Capacity): Results for 4 years

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	137	2.0	0.981	27.6	LOS C	17.0	431.7	1.00	1.60	26.1
8	T1	1301	2.0	0.981	25.0	LOS C	19.5	494.3	1.00	1.61	27.0
18	R2	29	2.0	0.018	0.0	LOS A	0.0	0.0	0.00	0.00	37.4
Approach		1467	2.0	0.981	24.7	LOS C	19.5	494.3	0.98	1.58	27.1
East: Cameron Street											
1	L2	55	2.0	0.306	15.8	LOS B	1.3	33.1	0.90	0.92	28.5
6	T1	270	2.0	0.967	46.9	LOS D	11.3	287.0	0.99	1.50	21.5
16	R2	48	2.0	0.967	46.9	LOS D	11.3	287.0	0.99	1.50	21.1
Approach		373	2.0	0.967	42.4	LOS D	11.3	287.0	0.98	1.42	22.3
North: University Avenue											
7	L2	68	2.0	0.371	2.1	LOS A	2.1	52.3	0.61	0.44	35.8
4	T1	689	2.0	0.371	1.8	LOS A	2.1	54.3	0.60	0.40	35.9
14	R2	258	2.0	0.163	0.0	LOS A	0.0	0.0	0.00	0.00	37.4
Approach		1015	2.0	0.371	1.4	LOS A	2.1	54.3	0.45	0.30	36.3
West: Cameron Street											
5	L2	570	2.0	0.543	4.4	LOS A	3.7	92.8	0.76	0.79	33.5
2	T1	354	2.0	0.543	3.6	LOS A	3.7	92.8	0.75	0.71	34.8
12	R2	121	2.0	0.124	1.9	LOS A	0.6	14.8	0.59	0.49	35.5
Approach		1045	2.0	0.543	3.9	LOS A	3.7	92.8	0.74	0.73	34.1
All Vehicles		3899	2.0	0.981	14.7	LOS B	19.5	494.3	0.78	1.00	30.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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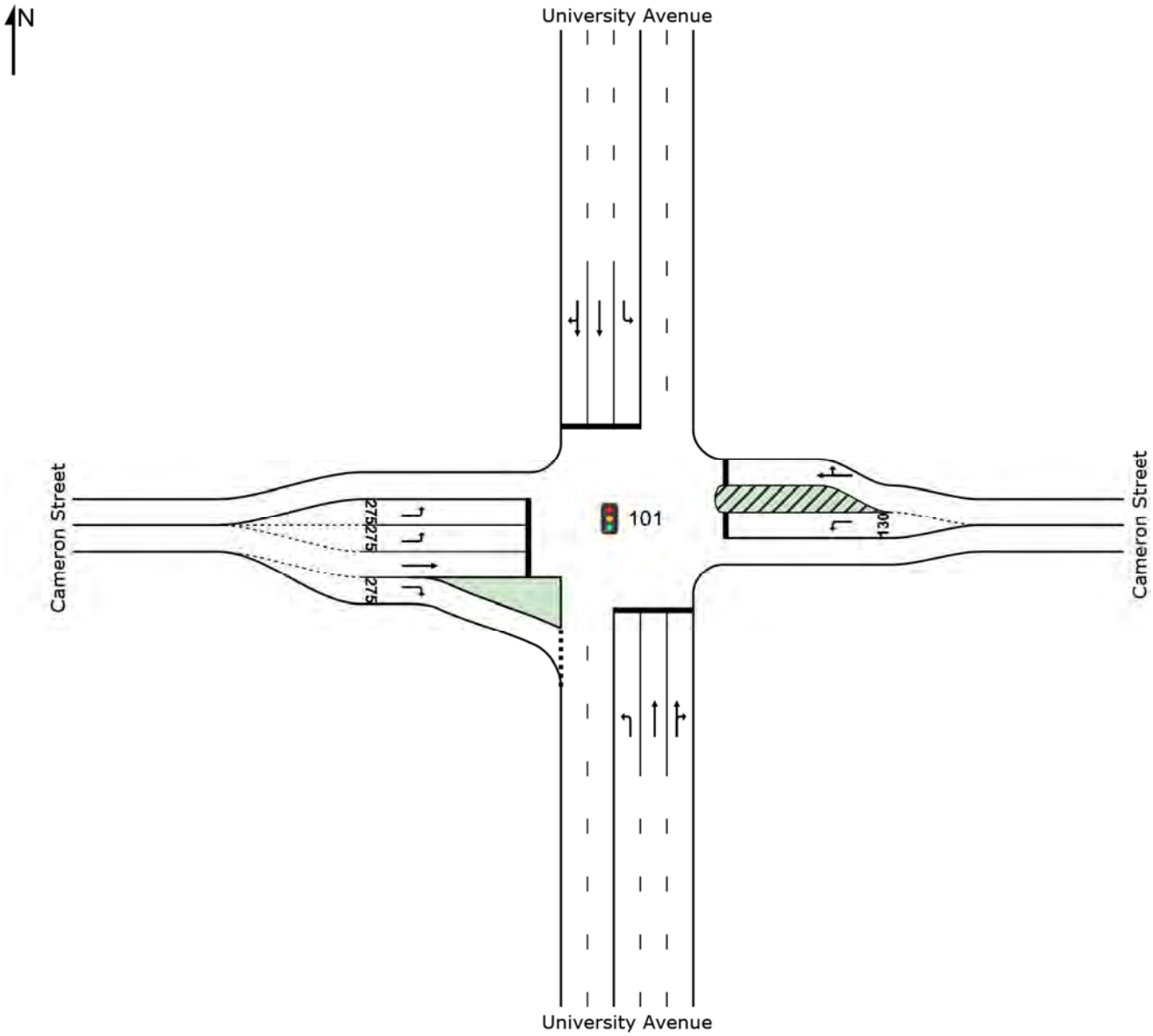
SITE LAYOUT

Site: 101 [11 2040 AM No Build]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [11 2040 AM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 120 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	111	4.0	0.503	17.1	LOS B	4.0	101.9	0.63	0.50	27.8
8	T1	547	4.0	0.310	17.2	LOS B	10.1	260.4	0.62	0.54	30.5
18	R2	19	4.0	0.310	17.0	LOS B	9.6	248.8	0.62	0.55	29.5
Approach		677	4.0	0.503	17.2	LOS B	10.1	260.4	0.62	0.54	30.0
East: Cameron Street											
1	L2	47	4.0	0.543	61.3	LOS E[11]	3.0	76.8	1.00	0.75	17.8
6	T1	280	4.0	1.315	196.9	LOS F[11]	30.0	773.9	1.00	1.34	8.1
16	R2	23	4.0	1.315	196.9	LOS F[11]	30.0	773.9	1.00	1.34	8.0
Approach		350	4.0	1.315	178.6	LOS F[11]	30.0	773.9	1.00	1.26	8.7
North: University Avenue											
7	L2	91	4.0	0.201	16.5	LOS B	3.0	78.3	0.63	0.52	27.7
4	T1	1744	4.0	1.184	115.0	LOS F[11]	105.3	2716.5	1.00	1.48	12.4
14	R2	332	4.0	1.184	108.8	LOS F[11]	81.9	2112.9	1.00	1.36	12.1
Approach		2167	4.0	1.184	109.9	LOS F[11]	105.3	2716.5	0.98	1.42	12.6
West: Cameron Street											
5	L2	423	4.0	1.215	182.4	LOS F[11]	21.9	565.7	1.00	1.22	8.7
2	T1	276	4.0	0.824	62.1	LOS E[11]	18.2	470.1	1.00	0.94	18.9
12	R2	211	4.0	0.345	25.9	LOS C	8.3	213.4	0.74	0.60	25.0
Approach		910	4.0	1.215	109.6	LOS F[11]	21.9	565.7	0.94	0.99	12.7
All Vehicles		4104	4.0	1.315	100.4	LOS F[11]	105.3	2716.5	0.92	1.17	13.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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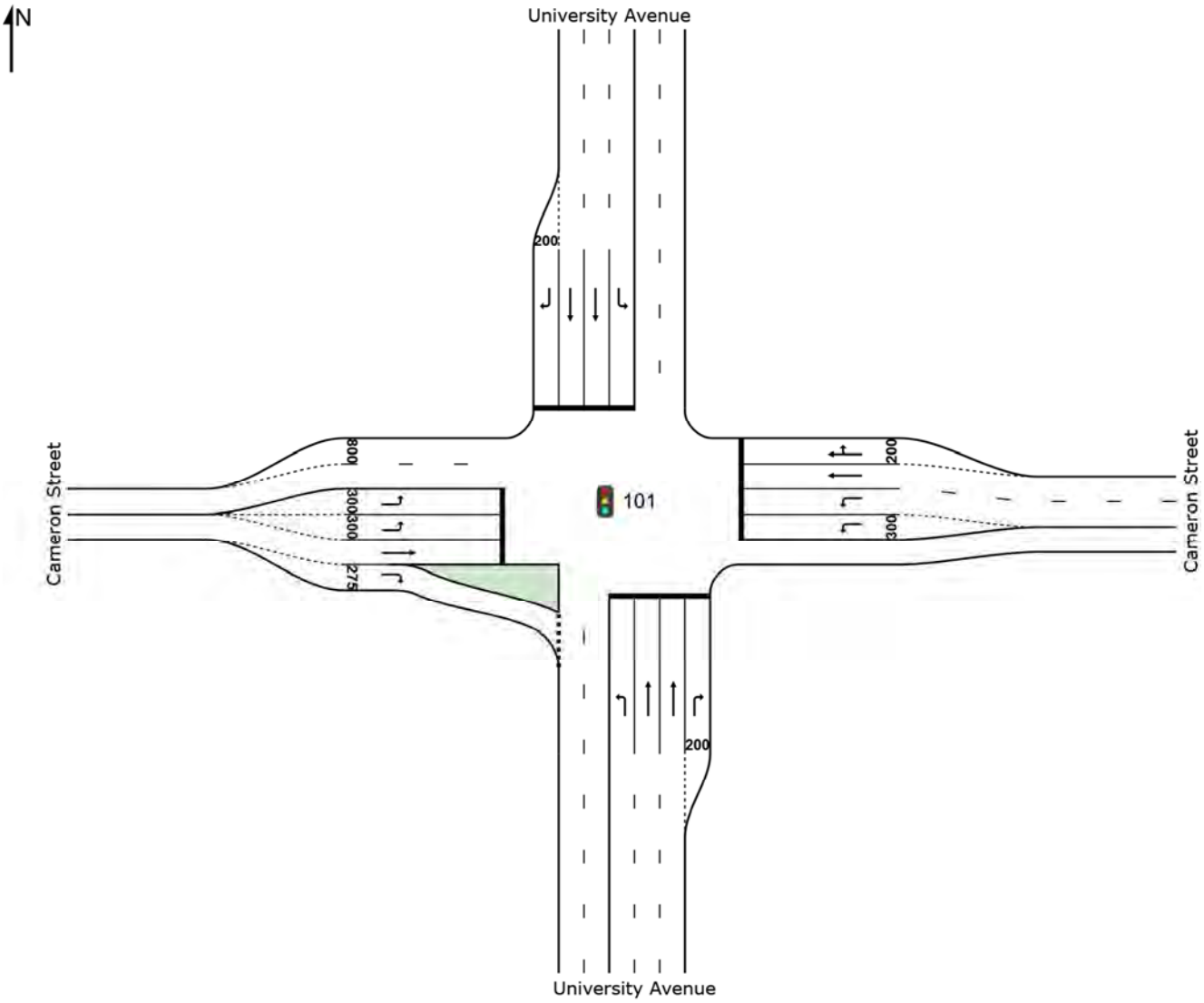
SITE LAYOUT

Site: 101 [12 2040 AM Boulevard]

University Avenue

Signals - Pretimed Isolated



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Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Created: Thursday, April 12, 2018 2:42:14 PM
Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\05 Cameron at University.sip7

MOVEMENT SUMMARY

Site: 101 [12 2040 AM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 180 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	111	4.0	1.072	146.4	LOS F[11]	10.1	261.4	1.00	0.99	8.8
8	T1	547	4.0	0.257	18.5	LOS B	12.0	310.1	0.52	0.46	30.1
18	R2	19	4.0	0.019	3.3	LOS A	0.4	9.0	0.24	0.18	33.1
Approach		677	4.0	1.072	39.0	LOS D	12.0	310.1	0.59	0.54	21.6
East: Cameron Street											
1	L2	47	4.0	0.489	91.8	LOS F[11]	2.2	57.5	1.00	0.71	14.4
6	T1	280	4.0	0.714	85.4	LOS F[11]	14.1	364.9	1.00	0.85	15.8
16	R2	23	4.0	0.714	83.8	LOS F[11]	13.7	353.7	1.00	0.86	15.6
Approach		350	4.0	0.714	86.2	LOS F[11]	14.1	364.9	1.00	0.83	15.6
North: University Avenue											
7	L2	91	4.0	0.190	13.2	LOS B	3.2	82.5	0.51	0.40	29.2
4	T1	1744	4.0	0.961	52.3	LOS D	101.1	2607.5	0.90	0.94	20.7
14	R2	332	4.0	0.273	2.5	LOS A	5.4	139.0	0.28	0.25	33.5
Approach		2167	4.0	0.961	43.0	LOS D	101.1	2607.5	0.79	0.81	22.2
West: Cameron Street											
5	L2	423	4.0	0.875	103.6	LOS F[11]	21.4	553.2	1.00	0.92	13.4
2	T1	276	4.0	0.879	85.5	LOS F[11]	26.0	670.5	0.96	0.94	15.8
12	R2	211	4.0	0.363	40.1	LOS D	12.8	330.8	0.77	0.68	21.6
Approach		910	4.0	0.879	83.4	LOS F[11]	26.0	670.5	0.93	0.87	15.5
All Vehicles		4104	4.0	1.072	55.0	LOS D	101.1	2607.5	0.81	0.78	19.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

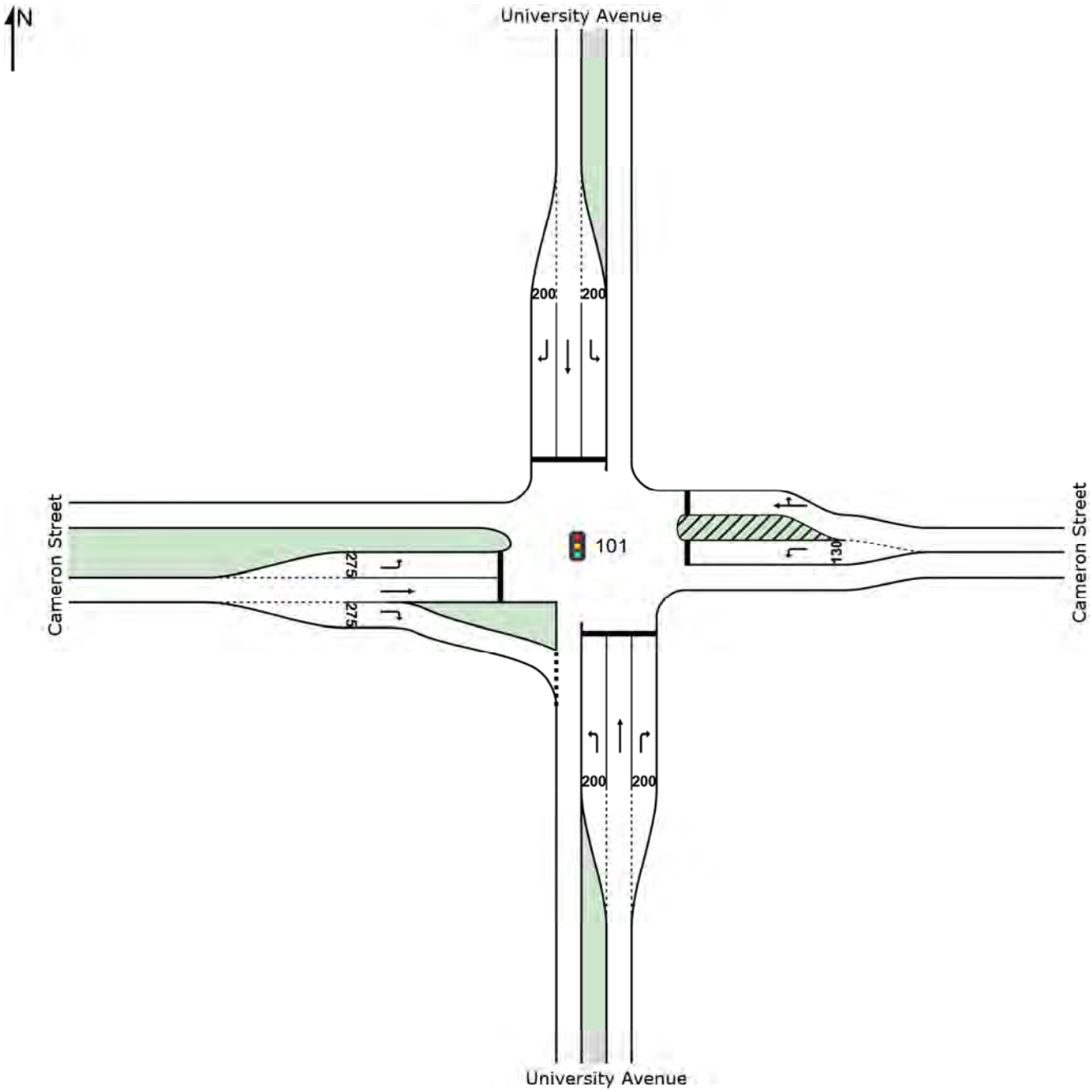
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [13 2040 AM Road Diet]

University Avenue

Signals - Pretimed Isolated



Cameron at University.sip7

MOVEMENT SUMMARY

Site: 101 [13 2040 AM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	111	4.0	0.597	44.3	LOS D	5.2	133.2	1.00	0.80	20.6
8	T1	547	4.0	0.705	30.2	LOS C	31.7	818.6	0.78	0.70	25.9
18	R2	19	4.0	0.019	3.2	LOS A	0.3	7.9	0.27	0.20	33.1
Approach		677	4.0	0.705	31.8	LOS C	31.7	818.6	0.80	0.70	25.0
East: Cameron Street											
1	L2	47	4.0	0.244	39.9	LOS D	2.6	66.1	0.93	0.69	21.5
6	T1	280	4.0	1.562	293.6	LOS F[11]	35.2	908.6	1.00	1.23	5.6
16	R2	23	4.0	1.562	293.6	LOS F[11]	35.2	908.6	1.00	1.23	5.5
Approach		350	4.0	1.562	259.3	LOS F[11]	35.2	908.6	0.99	1.16	6.2
North: University Avenue											
7	L2	91	4.0	0.235	17.4	LOS B	2.9	75.7	0.72	0.58	27.3
4	T1	1744	4.0	1.976	462.4	LOS F[11]	299.1	7717.6	1.00	2.21	4.1
14	R2	332	4.0	0.285	3.6	LOS A	6.6	170.5	0.33	0.29	32.9
Approach		2167	4.0	1.976	373.4	LOS F[11]	299.1	7717.6	0.89	1.84	5.0
West: Cameron Street											
5	L2	423	4.0	1.035	87.5	LOS F[11]	37.0	954.8	1.00	1.04	12.9
2	T1	276	4.0	0.667	56.6	LOS E[11]	19.7	508.9	0.97	0.82	19.8
12	R2	211	4.0	0.319	27.8	LOS C	9.7	250.6	0.69	0.57	24.5
Approach		910	4.0	1.035	64.3	LOS E[11]	37.0	954.8	0.92	0.87	16.4
All Vehicles		4104	4.0	1.976	238.8	LOS F[11]	299.1	7717.6	0.89	1.38	7.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

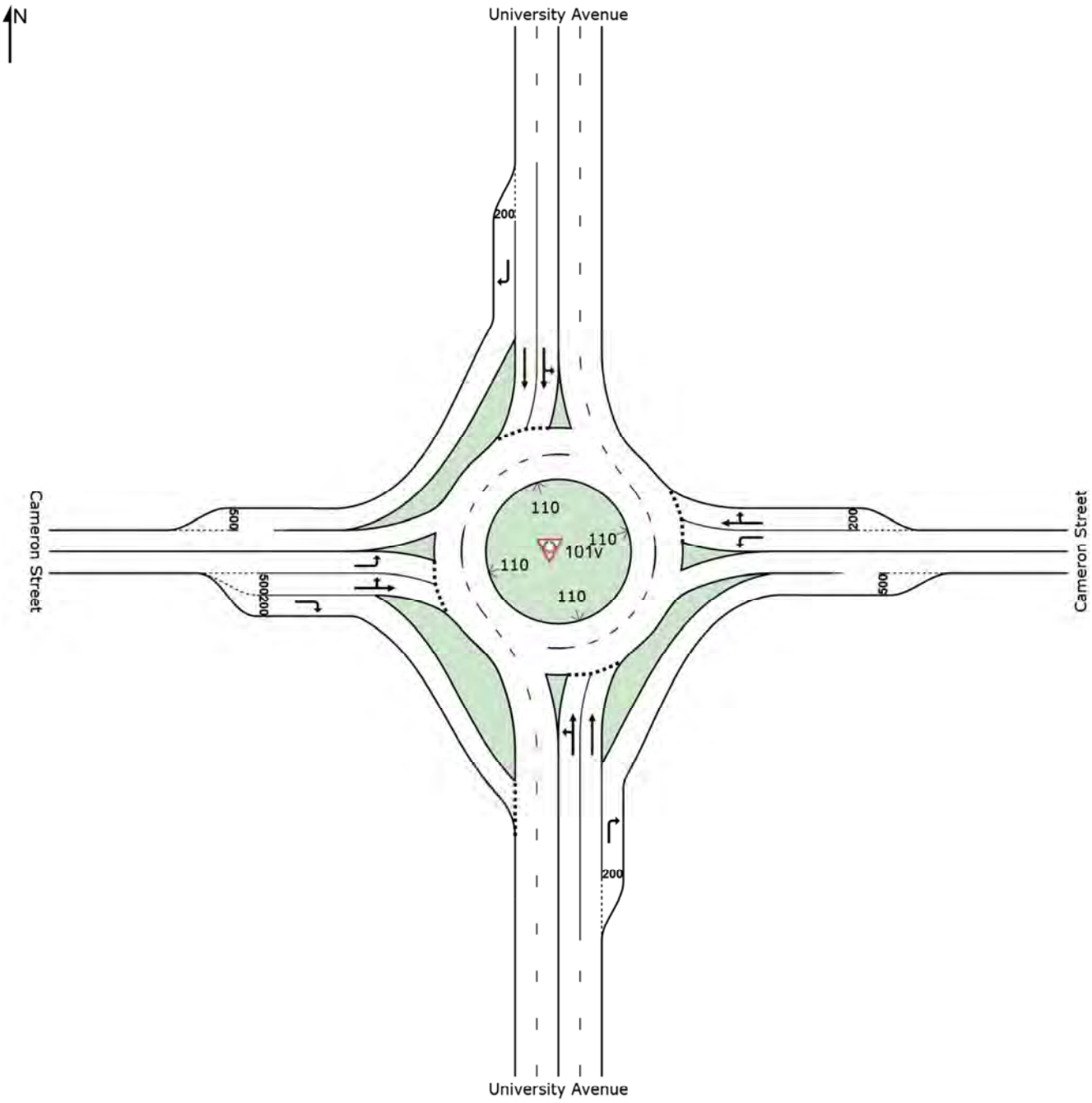
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101v [14 2040 AM Roundabout]

University Avenue

Roundabout



Cameron at University.sip7

MOVEMENT SUMMARY

Site: 101v [14 2040 AM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	111	4.0	0.385	3.2	LOS A	2.2	56.1	0.75	0.65	34.8
8	T1	547	4.0	0.385	2.5	LOS A	2.3	60.2	0.74	0.53	35.2
18	R2	19	4.0	0.012	0.0	LOS A	0.0	0.0	0.00	0.00	37.3
Approach		677	4.0	0.385	2.5	LOS A	2.3	60.2	0.72	0.53	35.2
East: Cameron Street											
1	L2	47	4.0	0.118	6.3	LOS A	0.5	11.7	0.68	0.68	32.2
6	T1	280	4.0	0.422	4.5	LOS A	2.3	58.8	0.75	0.73	35.5
16	R2	23	4.0	0.422	4.5	LOS A	2.3	58.8	0.75	0.73	34.3
Approach		350	4.0	0.422	4.7	LOS A	2.3	58.8	0.74	0.72	34.9
North: University Avenue											
7	L2	91	4.0	0.821	7.1	LOS A	10.7	275.9	0.91	1.00	34.3
4	T1	1744	4.0	0.821	6.1	LOS A	11.0	284.1	0.89	0.94	34.6
14	R2	332	4.0	0.215	0.0	LOS A	0.0	0.0	0.00	0.00	37.3
Approach		2167	4.0	0.821	5.2	LOS A	11.0	284.1	0.75	0.80	35.0
West: Cameron Street											
5	L2	423	4.0	0.822	23.4	LOS C	8.6	222.7	0.98	1.23	26.5
2	T1	276	4.0	0.822	19.8	LOS B	8.6	222.7	1.00	1.26	28.2
12	R2	211	4.0	0.395	6.8	LOS A	2.7	70.6	0.96	0.99	33.3
Approach		910	4.0	0.822	18.5	LOS B	8.6	222.7	0.98	1.18	28.3
All Vehicles		4104	4.0	0.822	7.7	LOS A	11.0	284.1	0.80	0.83	33.3

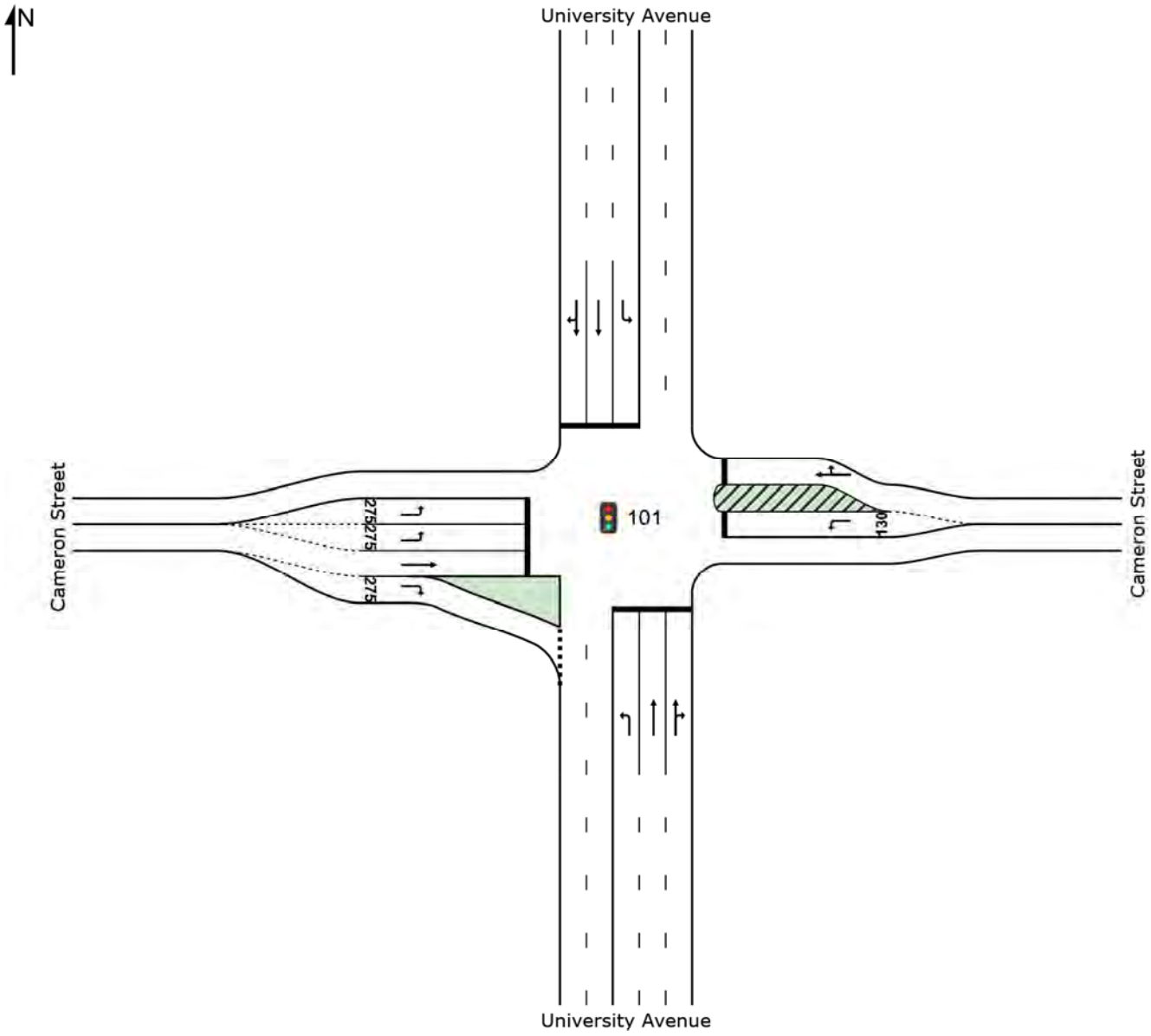
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [15 2040 PM No Build]

University Avenue

Signals - Pretimed Isolated



MOVEMENT SUMMARY

Site: 101 [15 2040 PM No Build]

University Avenue

Signals - Pretimed Isolated Cycle Time = 180 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	156	2.0	0.924	85.8	LOS F[11]	11.3	286.4	1.00	0.95	15.0
8	T1	1484	2.0	1.007	74.1	LOS F[11]	82.3	2089.3	1.00	1.08	15.6
18	R2	33	2.0	1.007	59.9	LOS F[11]	62.9	1597.8	1.00	1.06	15.3
Approach		1673	2.0	1.007	74.9	LOS E[11]	82.3	2089.3	1.00	1.07	15.5
East: Cameron Street											
1	L2	63	2.0	0.793	125.2	LOS F[11]	6.4	163.6	1.00	0.84	11.8
6	T1	308	2.0	0.885	86.6	LOS F[11]	35.5	901.3	1.00	1.04	15.6
16	R2	55	2.0	0.885	86.6	LOS F[11]	35.5	901.3	1.00	1.04	15.3
Approach		425	2.0	0.885	92.3	LOS F[11]	35.5	901.3	1.00	1.01	14.8
North: University Avenue											
7	L2	78	2.0	0.605	48.4	LOS D	4.4	111.4	1.00	0.75	19.8
4	T1	786	2.0	0.783	51.8	LOS D	49.4	1255.1	0.94	0.87	20.6
14	R2	294	2.0	0.783	51.9	LOS D	39.1	992.5	0.95	0.92	19.6
Approach		1157	2.0	0.783	51.6	LOS D	49.4	1255.1	0.95	0.87	20.3
West: Cameron Street											
5	L2	651	2.0	1.189	177.1	LOS F[11]	42.7	1085.0	1.00	1.11	8.8
2	T1	404	2.0	0.859	60.6	LOS E[11]	33.8	858.4	0.87	0.84	19.2
12	R2	138	2.0	0.153	13.0	LOS B	4.9	125.1	0.46	0.38	29.3
Approach		1192	2.0	1.189	118.6	LOS F[11]	42.7	1085.0	0.89	0.93	12.0
All Vehicles		4448	2.0	1.189	82.2	LOS F[11]	82.3	2089.3	0.96	0.98	15.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

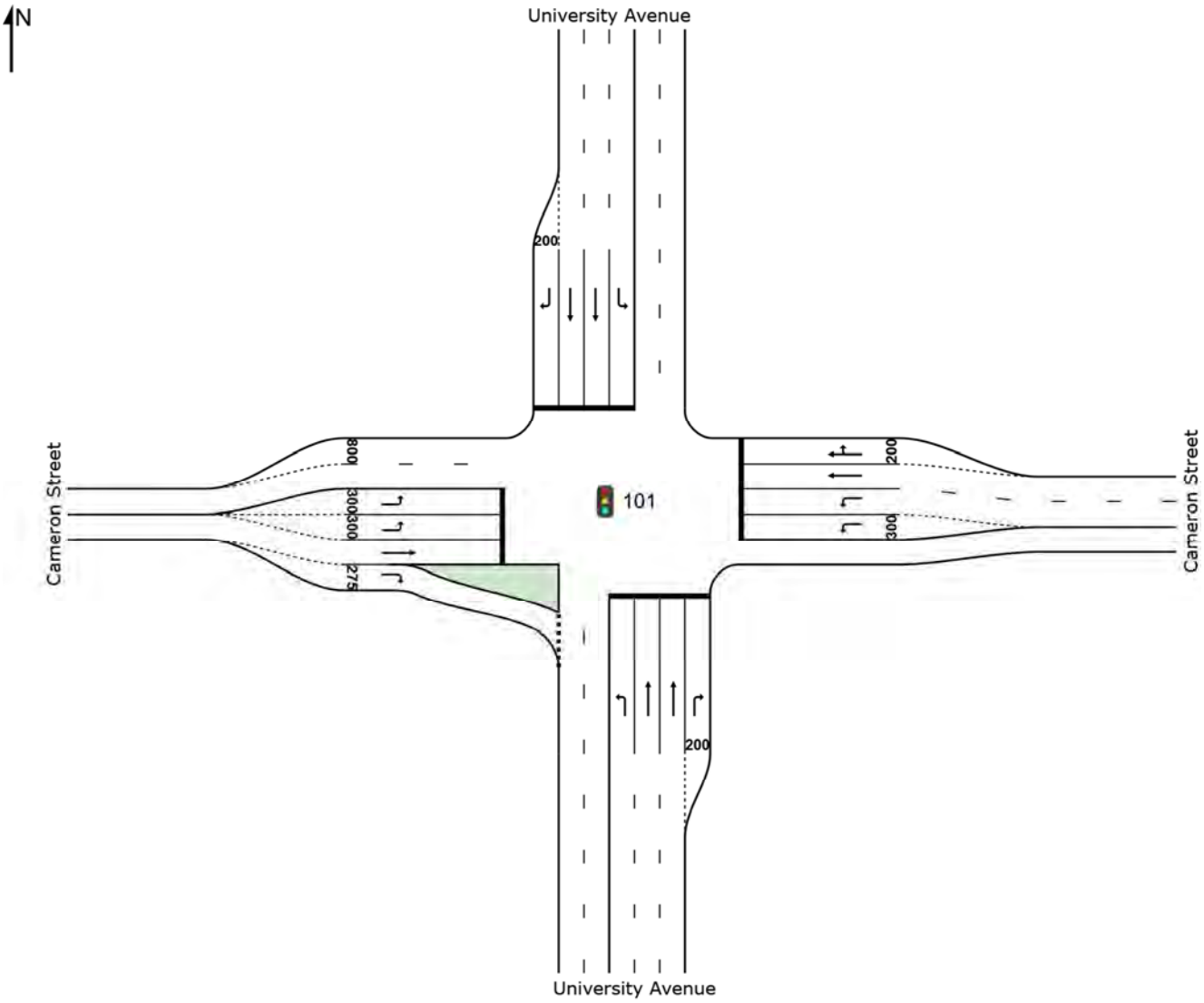
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [16 2040 PM Boulevard]

University Avenue

Signals - Pretimed Isolated



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Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Created: Thursday, April 12, 2018 2:43:53 PM
Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\05 Cameron at University.sip7

MOVEMENT SUMMARY

Site: 101 [16 2040 PM Boulevard]

University Avenue

Signals - Pretimed Isolated Cycle Time = 180 seconds (User-Given Phase Times)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	156	2.0	0.718	50.2	LOS D	9.2	234.8	0.91	0.86	19.7
8	T1	1484	2.0	0.891	56.1	LOS E[11]	69.6	1769.1	0.98	0.94	20.0
18	R2	33	2.0	0.033	4.5	LOS A	0.7	17.0	0.31	0.24	32.5
Approach		1673	2.0	0.891	54.5	LOS D	69.6	1769.1	0.96	0.92	20.1
East: Cameron Street											
1	L2	63	2.0	0.529	92.5	LOS F[11]	2.9	74.9	1.00	0.73	14.3
6	T1	308	2.0	0.707	81.1	LOS F[11]	16.7	424.6	1.00	0.87	16.2
16	R2	55	2.0	0.707	79.8	LOS E[11]	15.8	401.9	1.00	0.92	16.0
Approach		425	2.0	0.707	82.6	LOS F[11]	16.7	424.6	1.00	0.86	15.9
North: University Avenue											
7	L2	78	2.0	0.694	54.5	LOS D	4.5	115.0	1.00	0.82	19.0
4	T1	786	2.0	0.540	34.8	LOS C	30.0	763.2	0.75	0.66	24.7
14	R2	294	2.0	0.282	4.9	LOS A	6.4	161.3	0.39	0.34	32.4
Approach		1157	2.0	0.694	28.5	LOS C	30.0	763.2	0.67	0.59	25.7
West: Cameron Street											
5	L2	651	2.0	0.937	93.4	LOS F[11]	33.2	844.0	0.97	0.94	14.3
2	T1	404	2.0	0.801	55.6	LOS E[11]	32.8	832.3	0.88	0.79	20.1
12	R2	138	2.0	0.143	6.2	LOS A	3.5	88.3	0.32	0.27	32.2
Approach		1192	2.0	0.937	70.5	LOS E[11]	33.2	844.0	0.87	0.81	17.0
All Vehicles		4448	2.0	0.937	54.7	LOS D	69.6	1769.1	0.86	0.80	19.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

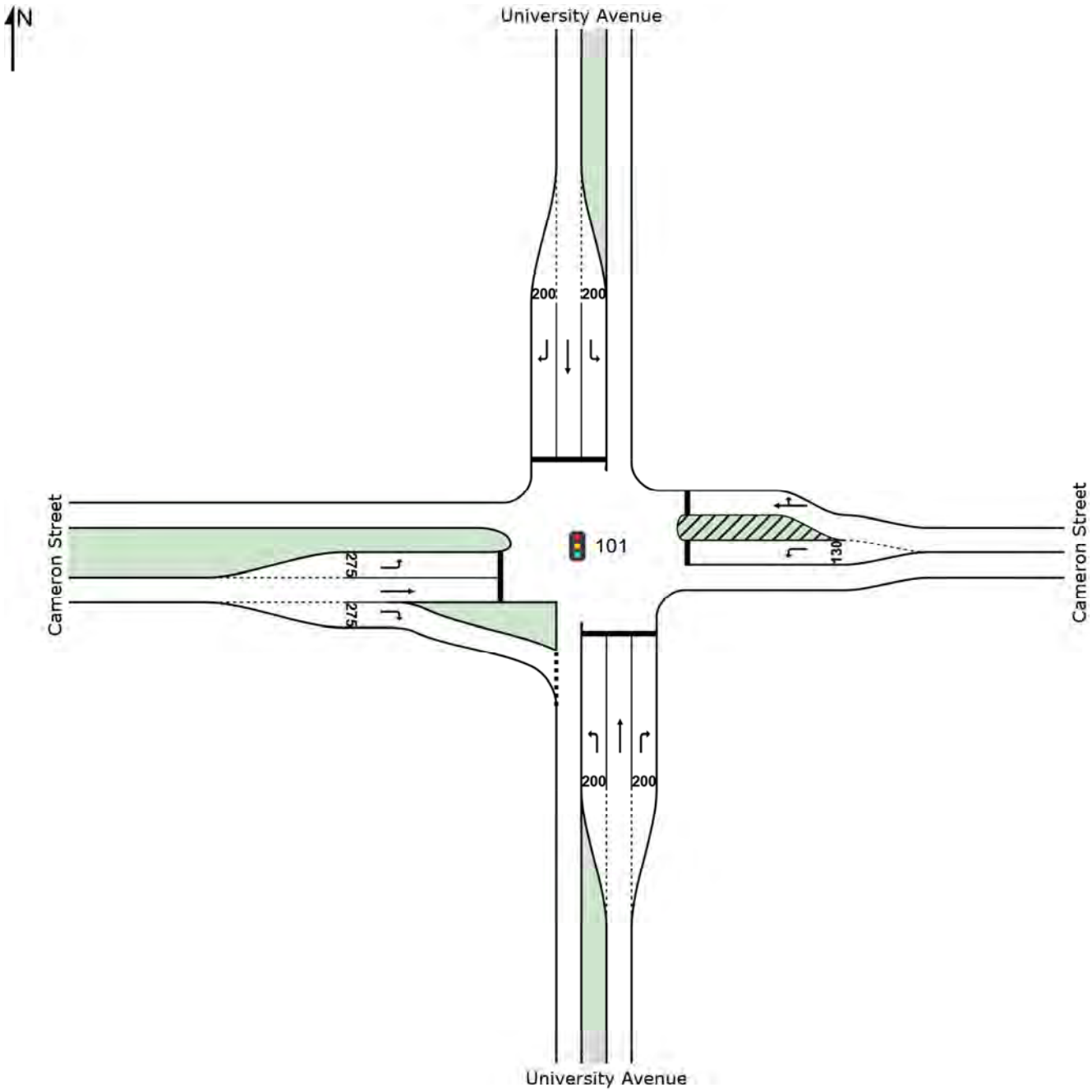
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101 [17 2040 PM Road Diet]

University Avenue

Signals - Pretimed Isolated



Cameron at University.sip7

MOVEMENT SUMMARY

Site: 101 [17 2040 PM Road Diet]

University Avenue

Signals - Pretimed Isolated Cycle Time = 150 seconds (User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	156	2.0	1.320	218.1	LOS F[11]	15.2	385.1	1.00	1.10	6.8
8	T1	1484	2.0	1.932	445.8	LOS F[11]	251.4	6385.8	1.00	2.17	4.3
18	R2	33	2.0	0.034	10.8	LOS B	0.9	23.7	0.44	0.32	29.8
Approach		1673	2.0	1.932	416.1	LOS F[11]	251.4	6385.8	0.99	2.03	4.5
East: Cameron Street											
1	L2	63	2.0	0.528	40.9	LOS D	3.3	84.1	1.00	0.74	21.3
6	T1	308	2.0	1.695	335.9	LOS F[11]	52.3	1328.9	1.00	1.11	4.9
16	R2	55	2.0	1.695	335.9	LOS F[11]	52.3	1328.9	1.00	1.11	4.9
Approach		425	2.0	1.695	292.6	LOS F[11]	52.3	1328.9	1.00	1.06	5.5
North: University Avenue											
7	L2	78	2.0	0.655	46.0	LOS D	3.6	92.0	1.00	0.77	20.2
4	T1	786	2.0	1.228	149.7	LOS F[11]	91.4	2321.6	1.00	1.50	10.4
14	R2	294	2.0	0.250	3.3	LOS A	5.5	139.1	0.31	0.27	33.2
Approach		1157	2.0	1.228	105.6	LOS F[11]	91.4	2321.6	0.82	1.14	13.1
West: Cameron Street											
5	L2	651	2.0	1.276	166.1	LOS F[11]	72.5	1841.2	1.00	1.23	8.9
2	T1	404	2.0	1.132	133.9	LOS F[11]	43.7	1109.7	1.00	1.31	11.4
12	R2	138	2.0	0.179	21.7	LOS C	5.6	141.0	0.61	0.49	26.3
Approach		1192	2.0	1.276	138.5	LOS F[11]	72.5	1841.2	0.96	1.17	10.4
All Vehicles		4448	2.0	1.932	249.1	LOS F[11]	251.4	6385.8	0.94	1.48	6.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

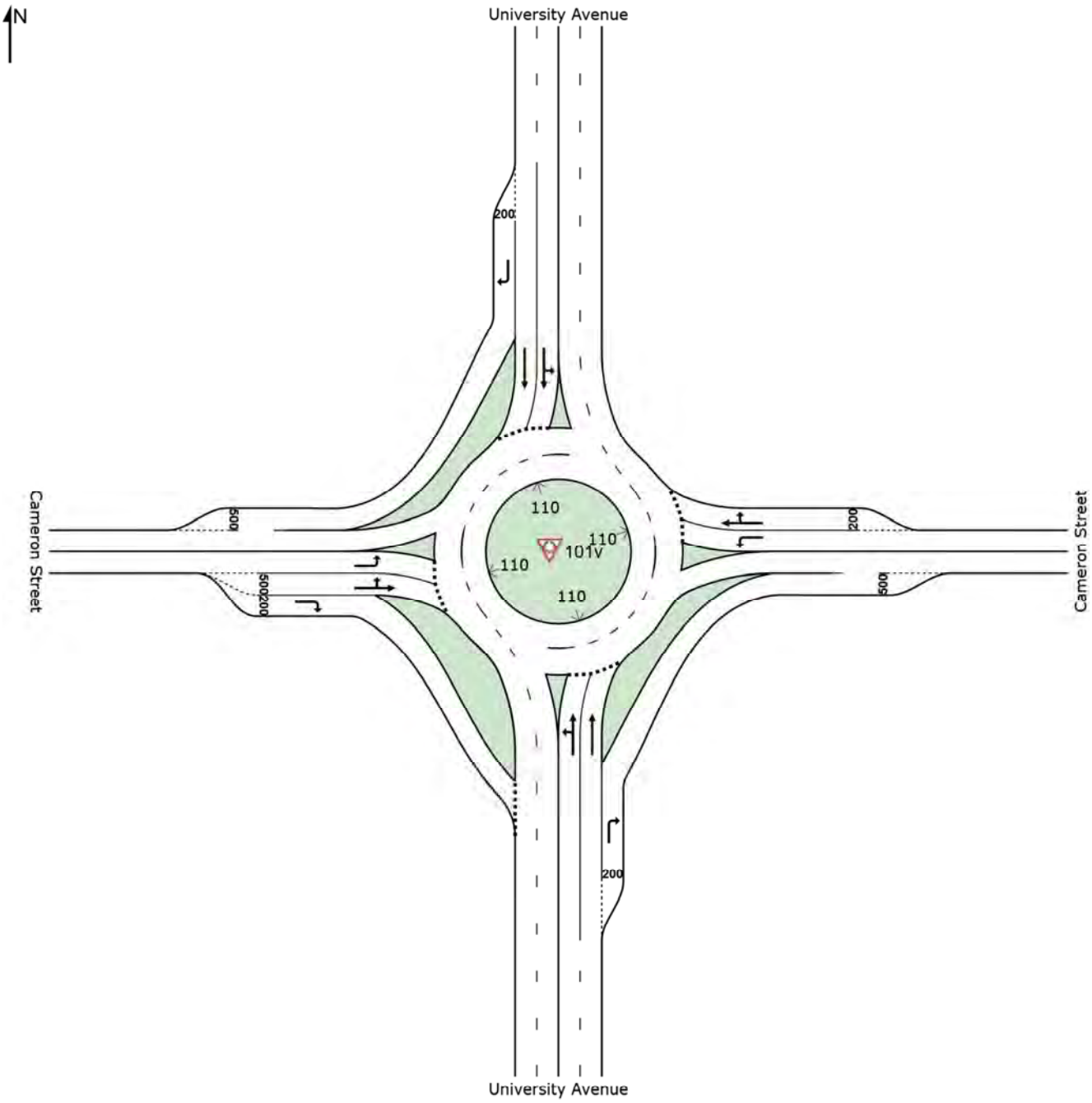
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

Site: 101v [18 2040 PM Roundabout]

University Avenue

Roundabout



Cameron at University.sip7

MOVEMENT SUMMARY

Site: 101v [18 2040 PM Roundabout]

University Avenue

Roundabout
Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University Avenue											
3	L2	156	2.0	1.097	63.0	LOS F[11]	32.8	834.3	1.00	2.27	18.6
8	T1	1484	2.0	1.097	60.0	LOS F[11]	43.0	1091.8	1.00	2.43	19.1
18	R2	33	2.0	0.021	0.0	LOS A	0.0	0.0	0.00	0.00	37.4
Approach		1673	2.0	1.097	59.1	LOS E[11]	43.0	1091.8	0.98	2.37	19.2
East: Cameron Street											
1	L2	63	2.0	0.245	10.6	LOS B	1.1	28.7	0.88	0.88	30.5
6	T1	308	2.0	0.932	38.9	LOS D	10.8	275.5	0.99	1.47	23.3
16	R2	55	2.0	0.932	38.9	LOS D	10.8	275.5	0.99	1.47	22.8
Approach		425	2.0	0.932	34.7	LOS C	10.8	275.5	0.98	1.38	24.1
North: University Avenue											
7	L2	78	2.0	0.399	2.1	LOS A	2.3	58.0	0.64	0.46	35.7
4	T1	786	2.0	0.399	1.8	LOS A	2.4	61.6	0.63	0.41	35.8
14	R2	294	2.0	0.186	0.0	LOS A	0.0	0.0	0.00	0.00	37.4
Approach		1157	2.0	0.399	1.4	LOS A	2.4	61.6	0.47	0.31	36.2
West: Cameron Street											
5	L2	651	2.0	0.592	4.9	LOS A	4.4	112.8	0.81	0.85	33.3
2	T1	404	2.0	0.592	3.8	LOS A	4.4	112.8	0.80	0.76	34.6
12	R2	138	2.0	0.130	1.8	LOS A	0.7	16.6	0.62	0.49	35.4
Approach		1192	2.0	0.592	4.1	LOS A	4.4	112.8	0.78	0.78	34.0
All Vehicles		4448	2.0	1.097	27.0	LOS C	43.0	1091.8	0.79	1.31	25.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

Appendix H: LA 723 (Renaud Drive) Roundabout Resources

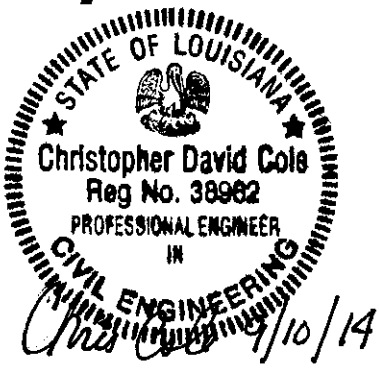
Lafayette Consolidated Government in coordination with the Lafayette MPO

University (La. 182) at Renaud (La. 723)/Stone Roundabout Justification Report

Submitted to:

Louisiana Department of Transportation and Development

Prepared by: Chris Cole, P.E.



Lafayette Consolidated Government

Rosa Parks Transportation Center

101 Jefferson St., Suite 201

Lafayette, LA 70501

Roundabout Justification Report for University Avenue (La. 182) at Renaud Drive (La. 723)/Stone Avenue

In accordance with EDSM VI.1.1.5, Roundabout Study and Approval, the following Report is submitted for approval for a roundabout at the intersection of LA 182 (University Avenue) and LA 723 (Renaud Drive)/Stone Avenue.

Background/Introduction:

Lafayette Consolidated Government (LCG) funded a Stage 0 study and an Environmental Assessment for the widening of LA 182 (University Avenue) from I-10 to Pont des Mouton Road. The project received a Finding of No Significant Impact (FONSI) in August of 2013. The proposed project includes the widening of LA 182 (University Avenue) to a four-lane boulevard section with a 6 foot sidewalk on the west side of the roadway and an 8-10 foot sidewalk on the east side of the roadway. The project also includes the construction of roundabouts at several intersections within the project limits.

LCG is in the process of addressing operational concerns at the intersection of LA 182 (University Avenue) and Stone Avenue. Stone Avenue provides access to Lafayette Christian Academy, a K-12 school to the east of LA 182 (University Avenue). Currently Stone Avenue intersects LA 182 (University Avenue) approximately 450 feet to the north of its intersection with LA 723 (Renaud Drive).

One of the alternatives being considered is the construction of a portion of LA 182 (University Avenue) from I-10 to north of LA 723 (Renaud Drive)/Stone Avenue as addressed in the LA 182 widening Stage 0 and Environmental Assessment. The proposed project includes the realignment of LA 723 (Renaud Drive) and Stone Avenue and construction of a roundabout at the proposed intersection as well as the widening of LA 182 from I-10 to north of Stone Avenue.

Existing Conditions:

LA 182 (University Avenue) is a four-lane divided roadway at the intersection with I-10 that transitions to a three-lane roadway (one lane in each direction and a center turn lane) south of the intersection with LA 723 (Renaud Drive). North of LA 723 (Renaud Drive), LA 182 (University Avenue) continues as a three-lane roadway through the project area. LA 182 (University Avenue) through the project area has open ditch drainage.

Currently, LA 723 (Renaud Drive) tees into LA 182 (University Avenue) from the west approximately 1000 feet north of the interchange with I-10. Stone Avenue tees into LA 182 (University Avenue) from the east approximately 450 feet north of the intersection with LA 723 (Renaud Drive).

LA 723 (Renaud Drive) west of the intersection with LA 182 (University Avenue) is a two lane rural roadway with open ditch drainage that widens to provide two approach lanes at the intersection, one left-turn lane and one right-turn lane that transitions to a dedicated southbound lane on LA 182 (University Avenue). The south approach of LA 182 (University Avenue) consists of two lanes, one through lane and one left turn lane. The north approach of LA 182 (University Avenue) provides one lane for both through and right-turn movements. The intersection operates under stop control for LA 723 (Renaud Drive) and also includes a flasher for the intersection.

The northwest quadrant of the intersection of LA 182 (University Avenue) and LA 723 (Renaud Drive) is currently undeveloped. The southwest quadrant of the intersection contains a combination convenience store/gas station/fast-food restaurant with driveways located along LA 723 (Renaud Drive) approximately 250 feet west of the intersection with LA 182 (University Avenue) and along LA 182 (University Avenue) approximately 110 feet south of the intersection. Development along the east side of LA 182 (University Avenue) at the intersection consists of a Waffle House restaurant and associated driveway directly east of the intersection with LA 723 (Renaud Drive) and a truck stop/service station and associated driveway approximately 150 feet south of the intersection.

Stone Avenue is a two-lane rural roadway with open ditch drainage that tees into LA 182 (University Avenue) from the east. Stone Avenue provides one approach lane at the intersection with LA 182 (University Avenue). The north approach of LA 182 (University Avenue) to the intersection with Stone Avenue provides two approach lanes, one through lane and one left turn lane. The south approach of LA 182 (University Avenue) to the intersection with Stone Avenue provides one approach lane for through and right turn movements. The intersection operates under stop control for Stone Avenue.

The northeast quadrant of the intersection consists of residential development with one residential driveway located along Stone Avenue approximately 120 feet east of the intersection and one residential driveway located along LA 182 (University Avenue) approximately 180 feet north of the intersection. The southeast quadrant of the intersection and the area to the west of the intersection is currently undeveloped.

Overhead utility lines are located along the east and west side of LA 182 (University Avenue) through the project area and along the south side of LA 723 (Renaud Drive) and the north side of Stone Avenue.

Proposed Intersection Configuration:

The proposed roadway alignment is to realign the existing T-type intersections of LA 182 (University Avenue)/Renaud Drive and LA 182 (University Avenue)/Stone Avenue into one intersection. LA 182 (University Avenue) will not be realigned, but will be widened to a 4- lane divided roadway south of the intersections, while Renaud Drive/Stone Avenue will be realigned to meet at LA 182 (University Avenue) forming one 4 way intersection. See Exhibit 1 (approved Environmental configuration)

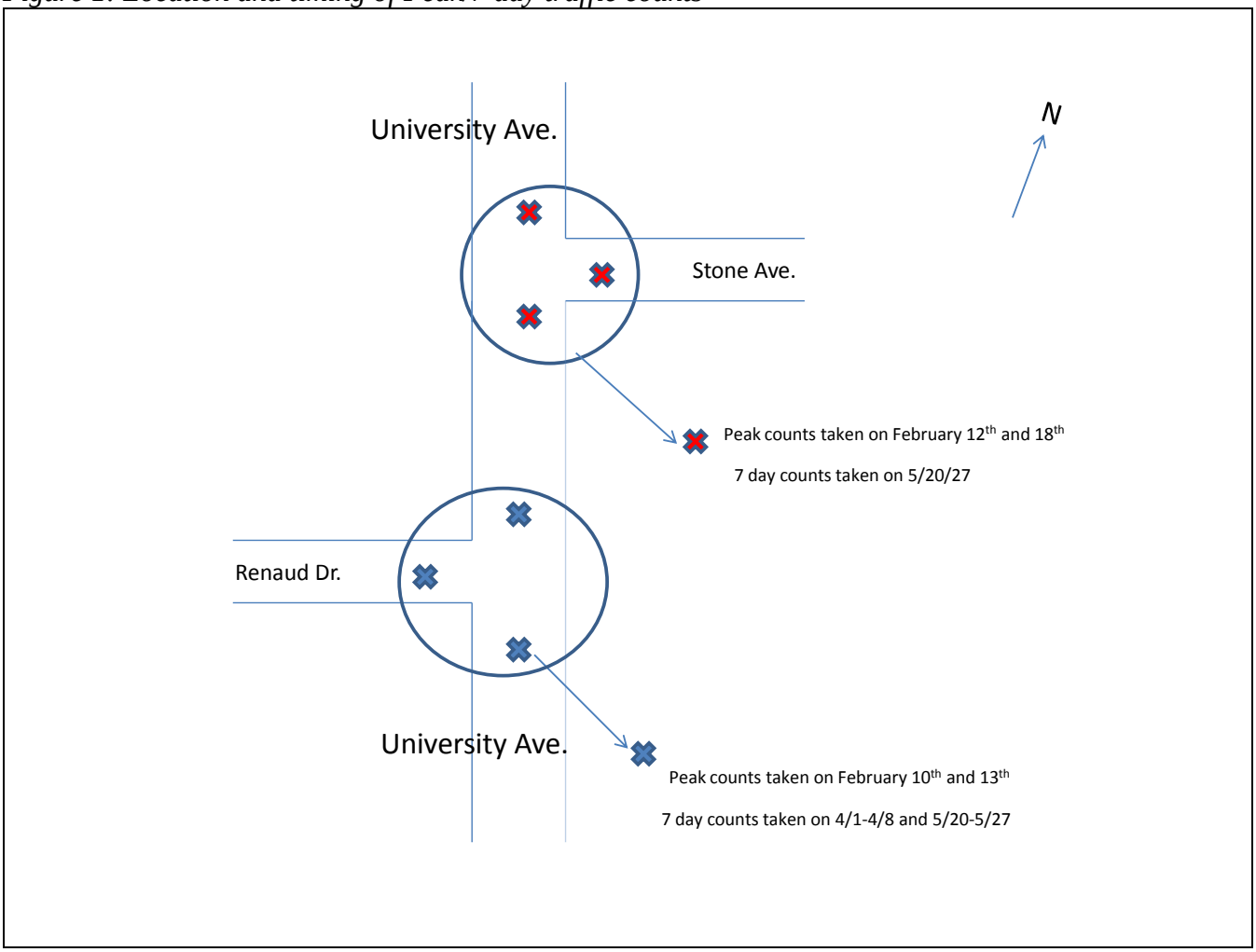
The proposed plans include additional access management measures along the LA 182 (University Avenue) Corridor surrounding this intersection as well as change of access to the existing portion of Renaud Dr. These measures were not captured through this analysis.

Traffic Information:

The Louisiana Department of Transportation and Development (LADOTD) has one traffic count station in close proximity to this intersection, station 280858. It was accessed using LADOTD's website. http://wwwapps.dotd.la.gov/engineering/tatv/blanket.aspx . This particular count was on Renaud Dr., approximately 100 yards west of its intersection with LA 182 (University Avenue). The most recent count data for this location indicates an ADT of 7,794 vehicles per day (vpd) in 2006.

LCG collected seven-day class and approach counts (4/1-4/8, 5/20-5/27) and performed peak hour turning movement counts (2/10-2/18). See Exhibits 2 and 3 for peak hour counts and Exhibits 4-7 for 7 day classification counts. The seven day approach count average for Renaud Dr. was 3,338 vehicles per day (vpd) and for Stone Avenue was 865 vpd. For LA 182 (University Avenue) the seven day approaches count volumes are provided for both the intersections of Renaud Dr./ LA 182 (University Avenue) and Stone Ave./ LA 182 (University Avenue) since approach counts for LA 182 (University Avenue) were taken at each of these intersections. At Renaud Dr., the LA 182 (University Avenue) Southbound and Northbound approach volumes were 9,287 vpd and 10,345 vpd respectively. At Stone Ave., the LA 182 (University Avenue) Northbound approach tubes failed. Because of the proximity of the two intersections, data collected for the LA 182 (University Avenue) at Renaud Drive intersection was used. For this report the classification counts at Stone Avenue were assumed to be the same as the classification counts at Renaud/ LA 182 (University Avenue) since there are no driveways accessing LA 182 (University Avenue) between Stone Avenue and Renaud Drive. The Southbound approach count for LA 182 (University Avenue) the intersection with Stone Avenue was 8,519 vpd. See Figure 1 below for clarification on count data collection.

Figure 1: Location and timing of Peak/7 day traffic counts



Classification count data indicates that heavy truck traffic was not greater than 0.5% for any of the approaches.

Determination of the peak hour for the intersections was straightforward for the A.M. peak. It was 7:00-8:00 A.M. for both of the current intersections. The P.M. peak hour was ultimately determined to be 4:30-5:30, but the hour around when school let out also had a high peak (2:45-3:45) . The school peak approach volumes were within 5% of the work trip based P.M. peak (4:30-5:30)

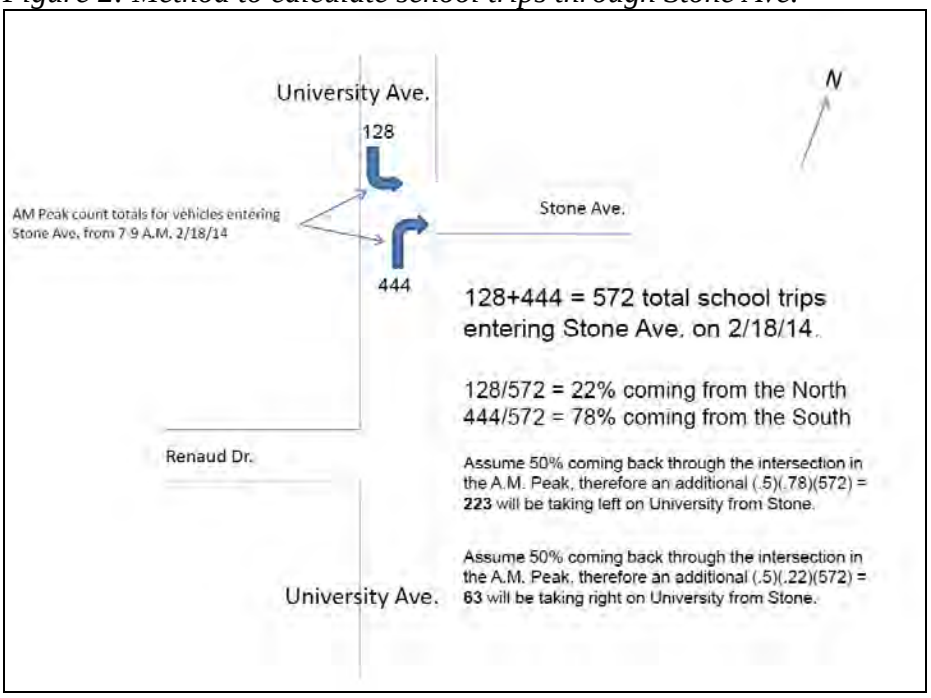
Four separate speed studies were performed on each approach. The posted speed limit on LA 182 (University Avenue) is 40 mph on the Southside of the proposed intersection and 45 on the Northside of the proposed intersection. Two speed studies were performed for LA 182 (University Avenue) on 5/7/14 with the same results, which were 51 mph for an 85th percentile speed. Renaud Dr. currently has a posted speed limit of 55mph. The speed study completed on 5/6/14 indicated an 85th percentile speed of 55 mph. The speed limit on Stone Avenue is currently posted as 25 mph as it is a neighborhood/school road. The 85th percentile speed for this road was 17 mph, but is should be noted that only 5 observations were recorded over a one hour time period. Outside of school peak hours in the morning and at afternoon dismissal, Stone Avenue is a low volume/low speed road, therefore another speed study will not be performed. See Exhibits 8-11 for detailed results.

Sidra Peak Hour Analysis and Delay Benefit Results:

Design peak volumes were examined closely for this report. Because of the school (Lafayette Christian Academy) off of Stone Avenue and the realignment of Stone Avenue and Renaud Drive the assumptions were made. Because of these assumptions, the traffic volumes used for the Sidra runs are likely higher than what will be in the future or what is on the road today. This was done purposely as to provide factor of safety for the intersection (not to under design).

Lafayette Christian Academy is currently located on Stone Ave. Because buses do not service this school (private school), all trips come in/leave by vehicles through Stone Ave./Portland Dr. The drop off trips directly coincide with the A.M. Peak (7:00-8:00), while the pickup trips (2:45-3:45) do not directly coincide with the P.M. Peak (4:30-5:30). If the intersection of Stone Ave./ LA 182 (University Avenue) was a roundabout instead of a stop condition it could be assumed assume that the majority, if not all, of the school trips would go back through this intersection since the capacity would be increased. For the school trips it was directed by LCG's Transportation Engineer to sum up all the trips entering Stone Ave. during the AM Peak Cycle (7:00-9:00). Once summed, it was assumed that 50% of those trips would be exiting Stone Ave. during the A.M. Peak and then the other 50% during the P.M. Peak. See Figure 2 below for the method.

Figure 2: Method to calculate school trips through Stone Ave.



It was determined that the AM peak would control the design due to the higher amount of vehicles using the intersection during this time frame (3,606 vehicles (A.M.) versus 2,830 (P.M.)) Using the peak hour turning movements for the A.M .and P.M. peaks derived from Exhibits 2 and 3 sixteen SIDRA analyses were performed. The SIDRA reports outline for LADOTD required output summaries for the A.M. and P.M. peaks at the present day and with 2% uniform growth for a 5 and then a 15 year design life. For the LA 182 (University Avenue) approaches 2% heavy trucks were used, while the minor approaches used 1% heavy trucks. Four runs were processed for the current intersection configurations, and four separate scenarios were analyzed for a signalized intersection. The signal timing splits were optimized using Trafficware Synchro 8 and were entered into SIDRA for further evaluation. For the signalized and 2 way stop controlled (existing traffic control) runs it was directed by LA DOTD to optimize the proposed geometry at the new realigned intersection as well. See Exhibit 12 for geometry of the proposed signalized intersection. Lastly, eight runs were made for a roundabout; four A.M. runs were performed for present day, 5 yr, 15yr and E.F. of 1.2. The same was done for the P.M. scenario.

The preliminary roundabout input parameters for Sidra were an island diameter of 115', 18' for a single circulating lane, and 36' for two circulating lanes. The geometry mirrored the Environmental Assessment for the LA 182 (University Avenue) Widening (See Exhibit 1). The east and west quadrants of the roundabout accommodate 2 circulating lanes while the north and south quadrants has one circulating lane. The approach lanes remained the same as exists today for Stone Ave. and Renaud Dr. Stone Ave. has one approach/departure lane. Renaud Dr. has 2 approach lanes with exclusive right turn lane and one departure lane. For LA 182 (University

Avenue) it was assumed that both directions would have 2 approach and departure lanes. It was directed by LA DOTD to use the above configuration for the roundabout.

Of all three alternatives both the present day, 5 year and the 15 year design life volumes yielded results favoring the roundabout. However, the 15 year A.M. peak design did not pass for the roundabout configuration (>1.0 degree of intersection saturation).

For the A.M. peak the roundabout passed for 11 years assuming a 2% compound growth rate, but not 12.

To see whether this 2% growth rate was an accurate measure of future projected conditions the Lafayette Metropolitan Planning Organization (MPO) travel demand model was run for today (2014) and for 15 yrs (2029). See Exhibits 13 and 14. Average Daily Traffic (ADT) volumes for the north and south approaches of LA 182 (University Avenue) and Renaud Dr. were gathered from these model runs. Stone Ave. is not included in the Lafayette MPO travel demand model, however in the travel demand model there are two centroid connectors that feed into LA 182 (University Avenue) near the location of Stone Avenue. The centroid connectors were assumed to be Stone Ave. for this study, therefore those ADT's were used. The yearly traffic volume growth percentages for the four approaches were calculated using the growth formula and calculations from Exhibit 15. Using the model projected ADT's the LA 182 (University Avenue) approaches had less than 1% growth per year. Renaud was at approximately 2% per year, while Stone showed a growth of ≈ 1% per year.

These growth rates were then inputed into Sidra and the corresponding output showed that at year 15 the intersection would be operating at 84.9% intersection capacity (See Exhibit 16). Even though these rates seemed reasonable, LA DOTD directed to go with the assumed 2% compound growth numbers (Delay and V/C ratio) for year 15. Those are the values that netted the results shown in Table 1 below.

Table 1. COMPARISON OF ALTERNATIVES

AM Peak results - University (La. 182) @ Stone/Renaud (La. 723)							
		Present Day			15 yr. Design Life		
		No Build	Roundabout	Signal	No Build	Roundabout	Signal
Delay (s)	University SB	5.0	**15.2**	217.6	83.1	**67.7**	428.4
	University NB	8.9	**8.1**	52.5	143.8	**13.5**	178
	Renaud EB	152.6	**18.2**	21.2	740.2	**97.7**	22.2
	Stone WB	16660.0	**17.8**	82.8	22182	**122.9**	205.7
	Intersection	1668.7	**12.9**	123.3	2350	**54.2**	274.9
V/C Ratio	University SB	0.71	**0.72**	1.36	3.09	**1.06**	1.86
	University NB	0.88	**0.52**	0.90	4.51	**0.73**	1.30
	Renaud EB	2.17	**0.55**	0.34	2.36	**1.07**	0.43
	Stone WB	46.17	**0.60**	0.97	62.13	**1.15**	1.38
	Deg. Saturation Intersection	46.167	**0.721**	1.357	62.134	**1.152**	1.864

PM Peak results - University (La. 182) @ Stone/Renaud (La. 723)							
		Present Day			15 yr. Design Life		
		No Build	Roundabout	Signal	No Build	Roundabout	Signal
Delay (s)	University SB	0.2	**9.3**	47.4	0.4	**22.2**	179.5
	University NB	6.1	**6.0**	47.5	73	**8.1**	98.2
	Renaud EB	281.1	**8.5**	5.7	360.9	**16.7**	21.1
	Stone WB	18008.2	**16.7**	72.6	24019	**66.5**	207.8
	Intersection	2342.8	**8.7**	47.2	3153	**21.1**	133.5
V/C Ratio	University SB	0.25	**0.46**	0.03	0.34	**0.77**	1.24
	University NB	0.69	**0.41**	0.79	1.75	**0.56**	1.08
	Renaud EB	4.17	**0.29**	0.13	5.61	**0.54**	0.19
	Stone WB	48.33	**0.59**	0.92	65.05	**0.99**	1.38
	Deg. Saturation Intersection	48.333	**0.588**	0.915	65.05	**0.988**	1.383

Crash History:

From a time period of January 1st, 2011 to December 31st, 2013, there were twenty-five crashes associated with both intersections. There were ten (10) Right Angle crashes, six (6) Rear End crashes, seven (7) Sideswipe-Same Side crashes, and two Right Turn crashes. Of the twenty-five crashes, the ten Right Angle crashes are correctable by constructing a roundabout at the intersection.

TYPE OF CRASH	2011	2012	2013	Total
RIGHT ANGLE	2	4	4	10
SIDE SWIPE	4	3		7
REAR END	3		3	6
HEAD ON				
LEFT TURN				
RIGHT TURN	1		1	2
OFF-ROAD				

There were also two Right Angle crashes in 2011-2013 at the intersection of Stone Avenue and LA 182 (University Avenue), which would also be correctable by the realignment and construction of the roundabout. In addition, there is a McDonald's in the southwest quadrant of the Renaud Dr./ LA 182 (University Avenue) intersection with a driveway on LA 182 (University Avenue) that was the location of five (5) Right Angle crashes in the 2011-2013 period. Future right angle crashes could be eliminated at this driveway due to the splitter island possibly being long enough to prevent lefts in. See Exhibit 17 for crash diagram and associated crash reports.

Conclusion:

Results of the analysis show a roundabout to be more efficient than a traffic signal and the no build scenario by reducing delay per vehicle both in the present and at design year (15).

The proposed roundabout will also realign two major intersections with LA 182 (University Avenue), which in turn will reduce the conflict points. In general, the reduction of conflict points will result in the reduction of crashes.

Based on the background and analysis contained herein it is recommended LADOTD approve roundabout construction at this location with a theoretical 15 year design life in accordance with EDSM V1.1.1.5.

9/7/2012 8:35:04 AM

EA SUBMITTAL

PLATE I-A

150+00

155+00

TA TRAVEL CENTER

Scale : 1" = 100'

WHATABURG

Exhibit 1

EXIST. R/W

I-10

EXIST. R/W

CRACKER BARREL
SHELL

BURGER KING

VALERO

MATCH LINE - STA. 160+00

GRAPHIC SCALE
100 50 0 100
SCALE: 1"=100'

PLATE I-B

MATCH LINE - STA. 160+00

McDONALDS
CHEVRON

ABRAHAM

REQ'D LCG PUBLIC
FACILITY/SERVITUDE

EXIST. R/W

REQ'D R/W

LOUISIANA HIGHWAY 213 (RONALD REAGAN AVE)
(70' R/W)

165+00

170+00

Scale : 1" = 100'

OTHER WATERS OF
THE U.S. (DITCH 4)

EXIST. R/W

REQ'D R/W

00+00

EXIST. R/W

OTHER WATERS OF
THE U.S. (DITCH 4)

NR-8

WAFFLE
HOUSE

REQ'D R/W

REQ'D LCG PUBLIC
FACILITY SERVITUDE

REQ'D LCG PUBLIC
FACILITY SERVITUDE

EXIST. R/W

NR-7

R-1

R-2

REQ'D LCG PUBLIC
FACILITY SERVITUDE

REQ'D R/W

T-1

R-3

REQ'D R/W

REQ'D LCG PUBLIC
FACILITY SERVITUDE

PORTLAND AVENUE (40' R/W)

MATCH LINE - STA. 173+00

GRAPHIC SCALE
100 50 0 100
SCALE: 1"=100'

LAFAYETTE
CONSULTATED
GOVERNMENT
CENTER FOR LA CULTURE ACADIENNE ET CREOLE

PREPARED BY:
NEEL-SCHAFFER, INC.

SHEET NUMBER		
PARISH	FEDERAL PROJECT	STATE PROJECT
LAFAYETTE	H.009335	H.009335
DESIGNED	DETAILED	DATE
CHECKED	CHECKED	SHEET

NO.	DATE	REVISION DESCRIPTION	BY

ALTERNATE I
PROJECT LAYOUT

LA 182 WIDENING IMPROVEMENTS

Exhibit 2

N UNIVERSITY AVE@RENAUD DR
PEAK TURNING MOVEMENT COUNT
FEBRUARY 13, 2014
7:00 AM TO 9:00 AM

File Name : untitled01
Site Code : 00000000
Start Date : 2/13/2014
Page No : 1

Groups Printed- Unshifted

	SEB N UNIVERSITY AVE Southeastbound				NWB N UNIVERSITY AVE Northwestbound				EB RENAUD DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	14	398	0	412	0	215	28	243	74	0	5	79	734
07:15 AM	11	273	0	284	0	230	40	270	65	0	6	71	625
07:30 AM	19	290	0	309	0	227	26	253	68	0	2	70	632
07:45 AM	19	396	0	415	0	219	19	238	64	0	6	70	723
Total	63	1357	0	1420	0	891	113	1004	271	0	19	290	2714
08:00 AM	7	274	0	281	0	133	14	147	40	0	13	53	481
08:15 AM	13	211	0	224	0	121	19	140	39	0	8	47	411
08:30 AM	15	168	0	183	0	93	19	112	37	0	9	46	341
08:45 AM	14	182	0	196	0	86	20	106	36	0	6	42	344
Total	49	835	0	884	0	433	72	505	152	0	36	188	1577
Grand Total	112	2192	0	2304	0	1324	185	1509	423	0	55	478	4291
Apprch %	4.9	95.1	0.0		0.0	87.7	12.3		88.5	0.0	11.5		
Total %	2.6	51.1	0.0	53.7	0.0	30.9	4.3	35.2	9.9	0.0	1.3	11.1	

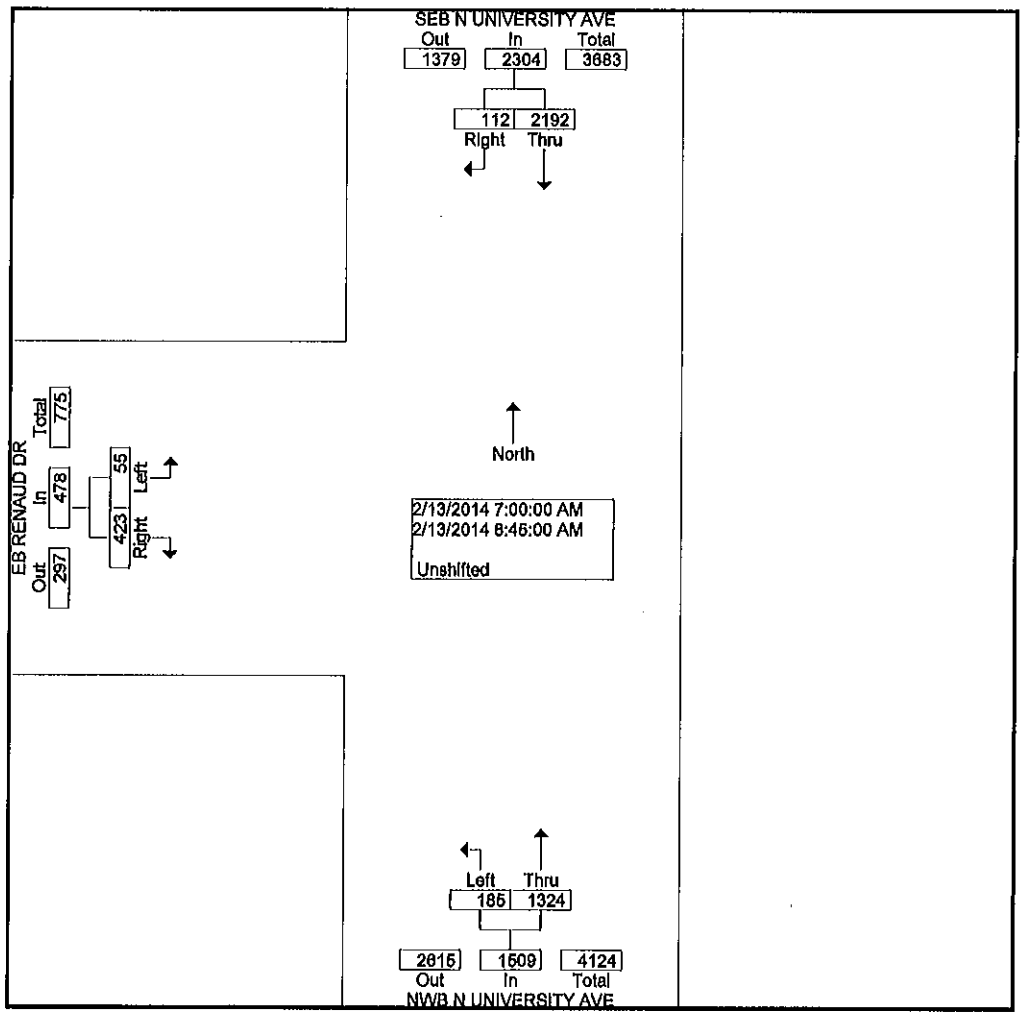


Exhibit 2

N UNIVERSITY AVE@RENAUD DR
PEAK TURNING MOVEMENT COUNT
FEBRUARY 10, 2014
11:00 AM TO 1:00 PM

File Name : untitled01
Site Code : 00000000
Start Date : 2/10/2014
Page No : 1

Groups Printed- Unshifted

	SEB N UNIVERSITY AVE Southeastbound				NWB N UNIVERSITY AVE Northwestbound				EB RENAUD DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	10	127	0	137	0	105	24	129	34	0	7	41	307
11:15 AM	8	122	0	130	0	134	26	160	33	0	2	35	325
11:30 AM	18	126	0	144	0	108	35	143	25	0	3	28	315
11:45 AM	14	157	0	171	0	125	42	167	43	0	8	51	389
Total	50	532	0	582	0	472	127	599	135	0	20	155	1336
12:00 PM	14	188	0	202	0	118	37	155	55	0	9	64	421
12:15 PM	10	159	0	169	0	151	39	190	36	0	8	44	403
12:30 PM	14	152	0	166	0	158	33	191	29	0	3	32	389
12:45 PM	18	138	0	156	0	145	41	186	42	0	7	49	391
Total	56	637	0	693	0	572	150	722	162	0	27	189	1604
Grand Total	106	1169	0	1275	0	1044	277	1321	297	0	47	344	2940
Apprch %	8.3	91.7	0.0		0.0	79.0	21.0		86.3	0.0	13.7		
Total %	3.6	39.8	0.0	43.4	0.0	35.5	9.4	44.9	10.1	0.0	1.6	11.7	

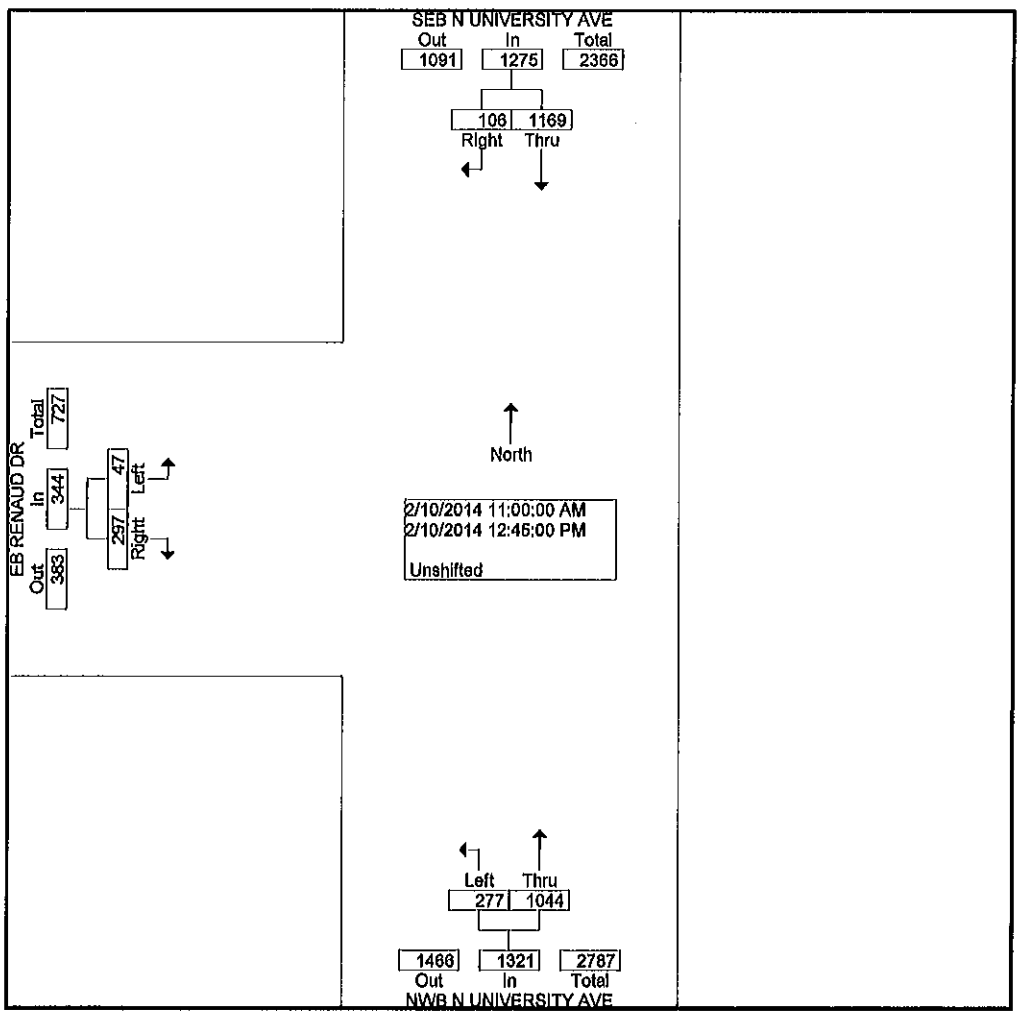


Exhibit 2

N UNIVERSITY AVE@RENAUD DR
OFF PEAK TURNING MOVEMENT COUNT
FEBRUARY 11, 2014
2:00 PM TO 4:00PM

File Name : untitled01
Site Code : 00000000
Start Date : 2/11/2014
Page No : 1

Groups Printed- Unshifted

	SEB N UNIVERSITY AVE Southeastbound				NWB N UNIVERSITY AVE Northwestbound				EB RENAUD DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
02:00 PM	13	143	0	156	0	148	42	190	22	0	7	29	375
02:15 PM	15	134	0	149	0	145	38	183	30	0	9	39	371
02:30 PM	15	141	0	156	0	203	39	242	38	0	7	45	443
02:45 PM	14	206	0	220	0	222	35	257	30	0	3	33	510
Total	57	624	0	681	0	718	154	872	120	0	26	146	1699
03:00 PM	19	216	0	235	0	179	39	218	27	0	2	29	482
03:15 PM	29	218	0	247	0	165	26	191	35	0	5	40	478
03:30 PM	11	193	0	204	0	145	29	174	40	0	4	44	422
03:45 PM	21	165	0	186	1	165	41	207	39	0	20	59	452
Total	80	792	0	872	1	654	135	790	141	0	31	172	1834
Grand Total	137	1416	0	1553	1	1372	289	1662	261	0	57	318	3533
Apprch %	8.8	91.2	0.0		0.1	82.6	17.4		82.1	0.0	17.9		
Total %	3.9	40.1	0.0	44.0	0.0	38.8	8.2	47.0	7.4	0.0	1.6	9.0	

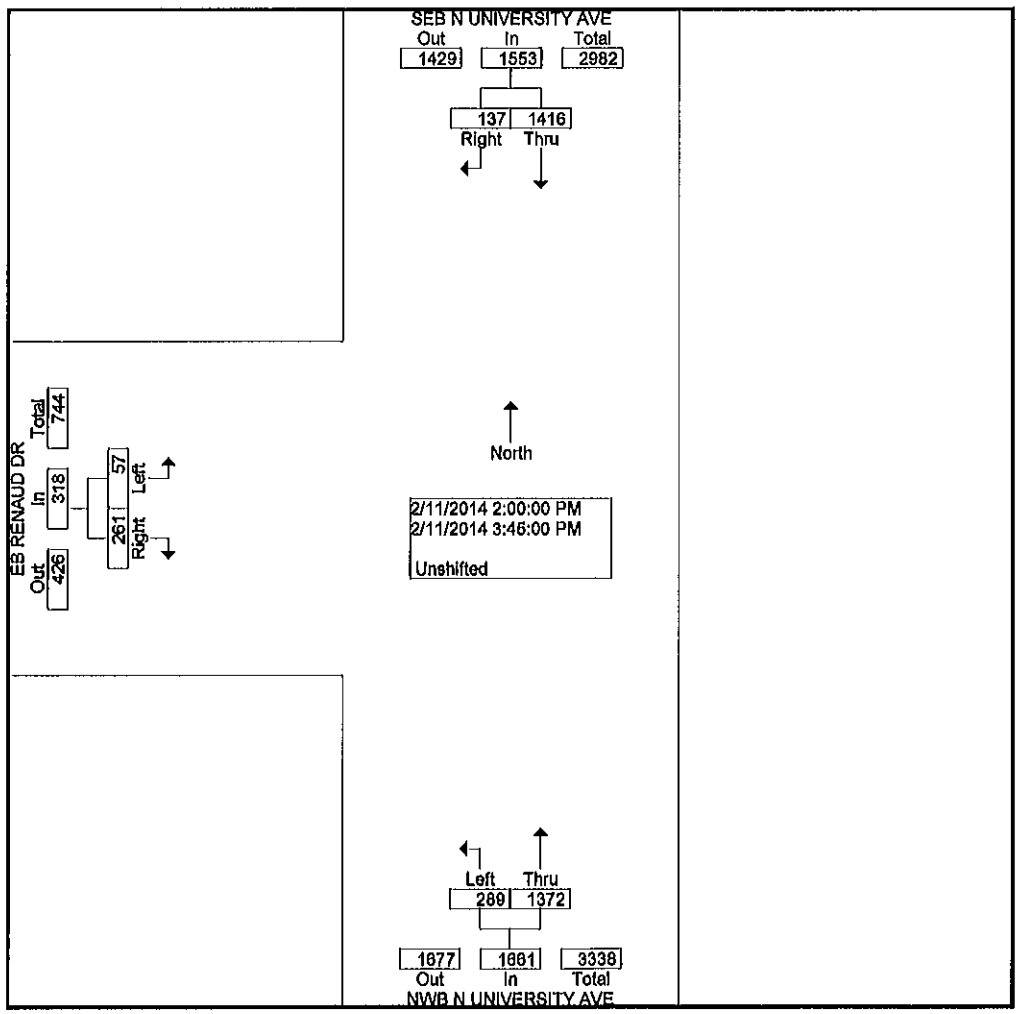


Exhibit 2

N UNIVERSITY AVE@RENAUD DR
PEAK TURNING MOVEMENT COUNT
FEBRUARY 10, 2014
4:00 PM TO 6:00 PM

File Name : untitled01
Site Code : 00000000
Start Date : 2/10/2014
Page No : 1

Groups Printed- Unshifted

	SEB N UNIVERSITY AVE Southeastbound				NWB N UNIVERSITY AVE Northwestbound				EB RENAUD DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	19	175	0	194	0	199	50	249	54	0	5	59	502
04:15 PM	21	143	0	164	0	216	33	249	53	0	7	60	473
04:30 PM	32	212	0	244	0	213	65	278	43	0	5	48	570
04:45 PM	21	195	0	216	0	260	60	320	59	0	4	63	599
Total	93	725	0	818	0	888	208	1096	209	0	21	230	2144
05:00 PM	18	202	0	220	0	232	53	285	83	0	14	97	602
05:15 PM	19	200	0	219	0	241	49	290	26	0	5	31	540
05:30 PM	5	146	0	151	0	227	54	281	33	0	6	39	471
05:45 PM	12	129	0	141	0	241	52	293	49	0	14	63	497
Total	54	677	0	731	0	941	208	1149	191	0	39	230	2110
Grand Total	147	1402	0	1549	0	1829	416	2245	400	0	60	460	4254
Apprch %	9.5	90.5	0.0		0.0	81.5	18.5		87.0	0.0	13.0		
Total %	3.5	33.0	0.0	36.4	0.0	43.0	9.8	52.8	9.4	0.0	1.4	10.8	

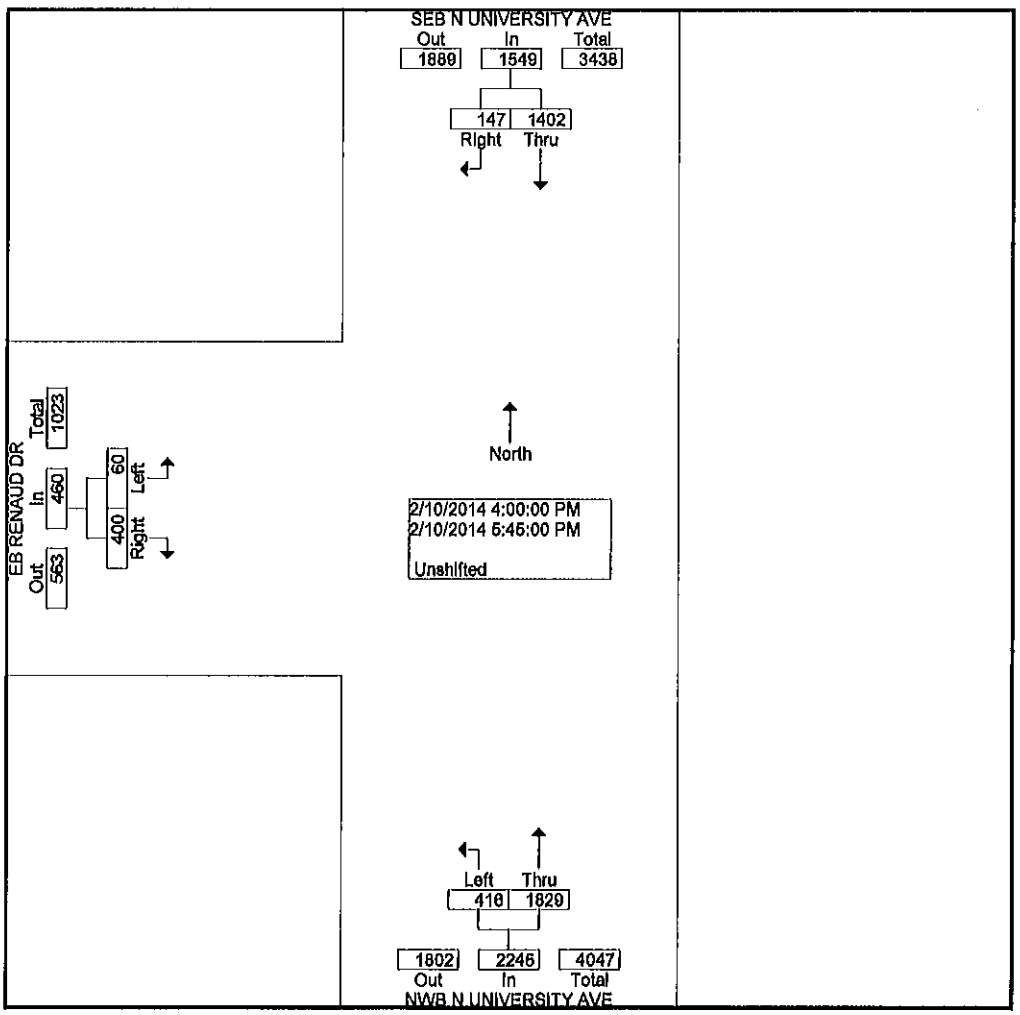


Exhibit 3

N UNIVERSITY AVE@STONE AVE
PEAK TURNING MOVEMENT COUNT
FEBRUARY 18, 2014
7:00 AM TO 9:00 AM

File Name : untitled01
Site Code : 00000000
Start Date : 2/18/2014
Page No : 1

Groups Printed- Unshifted

	SEB N UNIVERSITY AVE Southeastbound				WB STONE AVE Westbound				MWB N UNIVERSITY AVE Northwestbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	335	11	346	1	0	13	14	60	146	0	206	566
07:15 AM	0	328	27	355	4	0	14	18	116	117	0	233	606
07:30 AM	0	277	46	323	3	0	5	8	126	99	0	225	556
07:45 AM	0	276	31	307	6	0	25	31	115	101	0	216	554
Total	0	1216	115	1331	14	0	57	71	417	463	0	880	2282
08:00 AM	0	291	9	300	5	0	12	17	13	157	0	170	487
08:15 AM	0	242	3	245	4	0	7	11	4	112	0	116	372
08:30 AM	0	202	0	202	1	0	2	3	6	87	0	93	298
08:45 AM	0	188	1	189	0	0	5	5	4	94	0	98	292
Total	0	923	13	936	10	0	26	36	27	450	0	477	1449
Grand Total	0	2139	128	2267	24	0	83	107	444	913	0	1357	3731
Apprch %	0.0	94.4	5.6		22.4	0.0	77.6		32.7	67.3	0.0		
Total %	0.0	57.3	3.4	60.8	0.6	0.0	2.2	2.9	11.9	24.5	0.0	36.4	

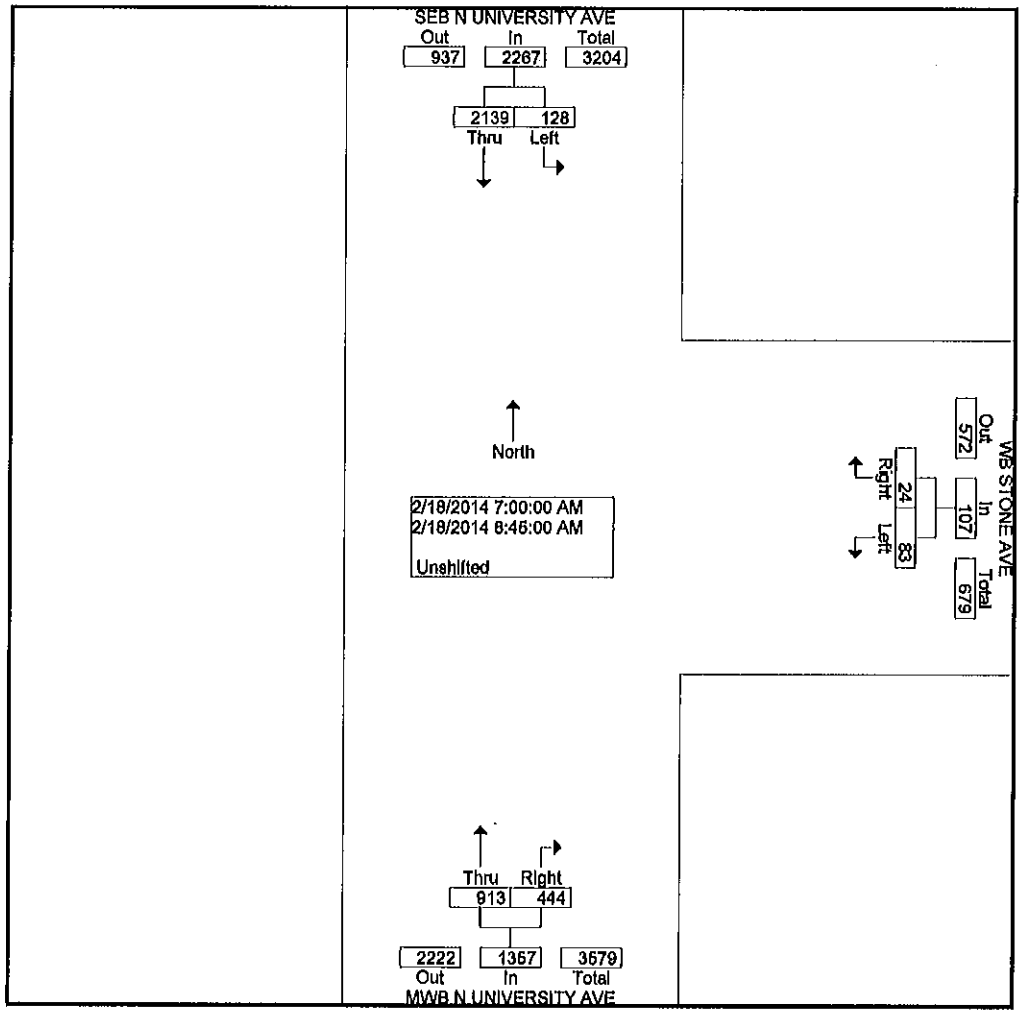


Exhibit 3

N UNIVERSITY AVE@STONE AVE
PEAK TURNING MOVEMENT COUNT
FEBRUARY 12, 2014
11:00 AM TO 1:00 PM

File Name : untitled01
Site Code : 00000000
Start Date : 2/12/2014
Page No : 1

Groups Printed- Unshifted

	SEB N UNIVERSITY AVE Southeastbound				WB STONE AVE Westbound				NWB N UNIVERSITY AVE Northwestbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	0	131	1	132	1	0	3	4	6	98	0	104	240
11:15 AM	0	155	1	156	1	0	6	7	3	95	0	98	261
11:30 AM	0	147	1	148	0	0	3	3	3	107	0	110	261
11:45 AM	0	187	0	187	0	0	1	1	5	124	0	129	317
Total	0	620	3	623	2	0	13	15	17	424	0	441	1079
12:00 PM	0	146	2	148	2	0	5	7	3	133	0	136	291
12:15 PM	0	131	0	131	0	0	2	2	7	152	0	159	292
12:30 PM	0	134	1	135	3	0	3	6	7	144	0	151	292
12:45 PM	0	126	2	128	1	0	5	6	4	145	0	149	283
Total	0	537	5	542	6	0	15	21	21	574	0	595	1158
Grand Total	0	1157	8	1165	8	0	28	36	38	998	0	1036	2237
Apprch %	0.0	99.3	0.7		22.2	0.0	77.8		3.7	96.3	0.0		
Total %	0.0	51.7	0.4	52.1	0.4	0.0	1.3	1.6	1.7	44.6	0.0	46.3	

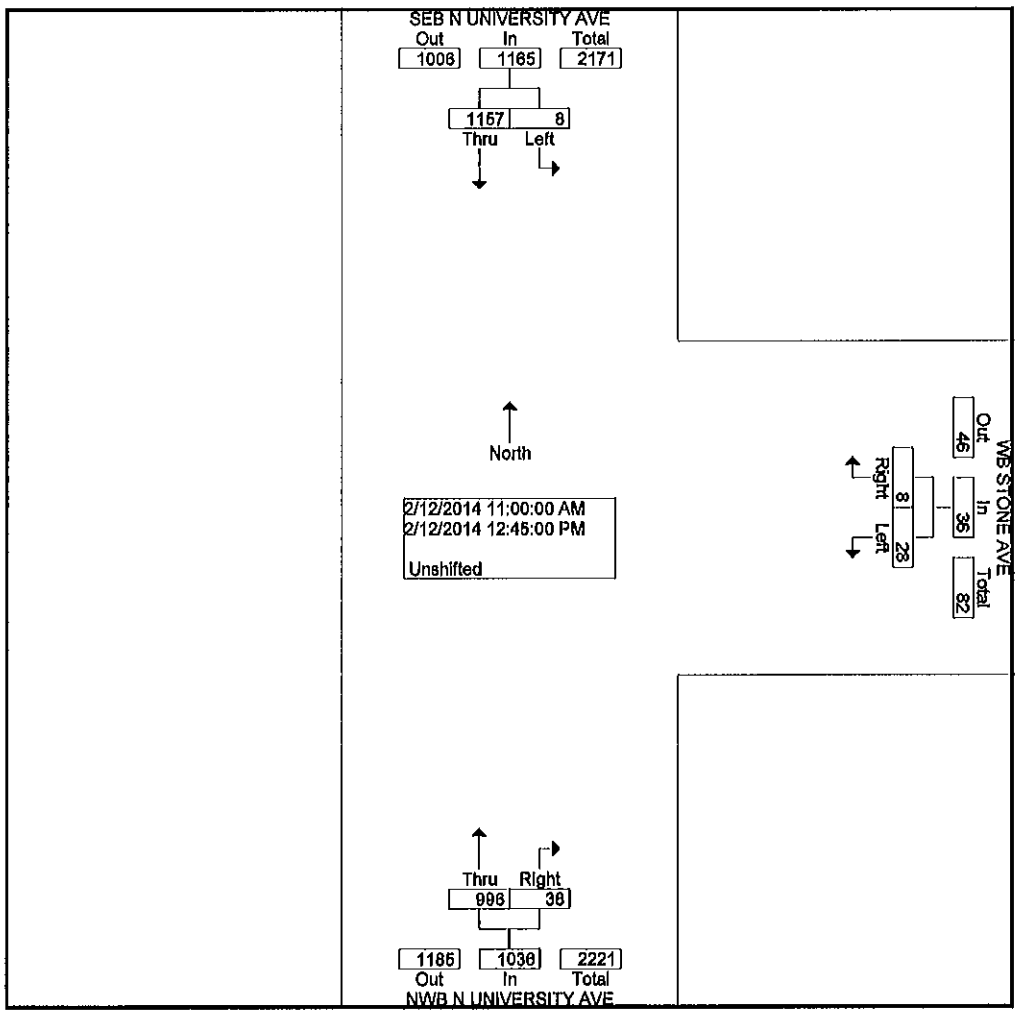


Exhibit 3

N UNIVERSITY AVE@STONE AVE
OFF PEAK TURNING MOVEMENT COUNT
FEBRUARY 13, 2014
2:00 PM TO 4:00 PM

File Name : untitled01
Site Code : 00000000
Start Date : 2/13/2014
Page No : 1

Groups Printed- Unshifted

	SEB N UNIVERSITY AVE Southeastbound				WB STONE AVE Westbound				NWB N UNIVERSITY AVE Northwestbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
02:00 PM	0	198	5	203	2	0	1	3	22	156	0	178	384
02:15 PM	0	146	7	153	2	0	10	12	37	142	0	179	344
02:30 PM	0	175	27	202	1	0	4	5	91	114	0	205	412
02:45 PM	0	199	10	209	25	0	9	34	91	158	0	249	492
Total	0	718	49	767	30	0	24	54	241	570	0	811	1632
03:00 PM	0	290	5	295	21	0	38	59	32	162	0	194	548
03:15 PM	0	312	4	316	6	0	12	18	14	183	0	197	531
03:30 PM	0	200	3	203	5	0	16	21	18	172	0	190	414
03:45 PM	0	215	1	216	5	0	23	28	24	148	0	172	416
Total	0	1017	13	1030	37	0	89	126	88	665	0	753	1909
Grand Total	0	1735	62	1797	67	0	113	180	329	1235	0	1564	3541
Apprch %	0.0	96.5	3.5		37.2	0.0	62.8		21.0	79.0	0.0		
Total %	0.0	49.0	1.8	50.7	1.9	0.0	3.2	5.1	9.3	34.9	0.0	44.2	

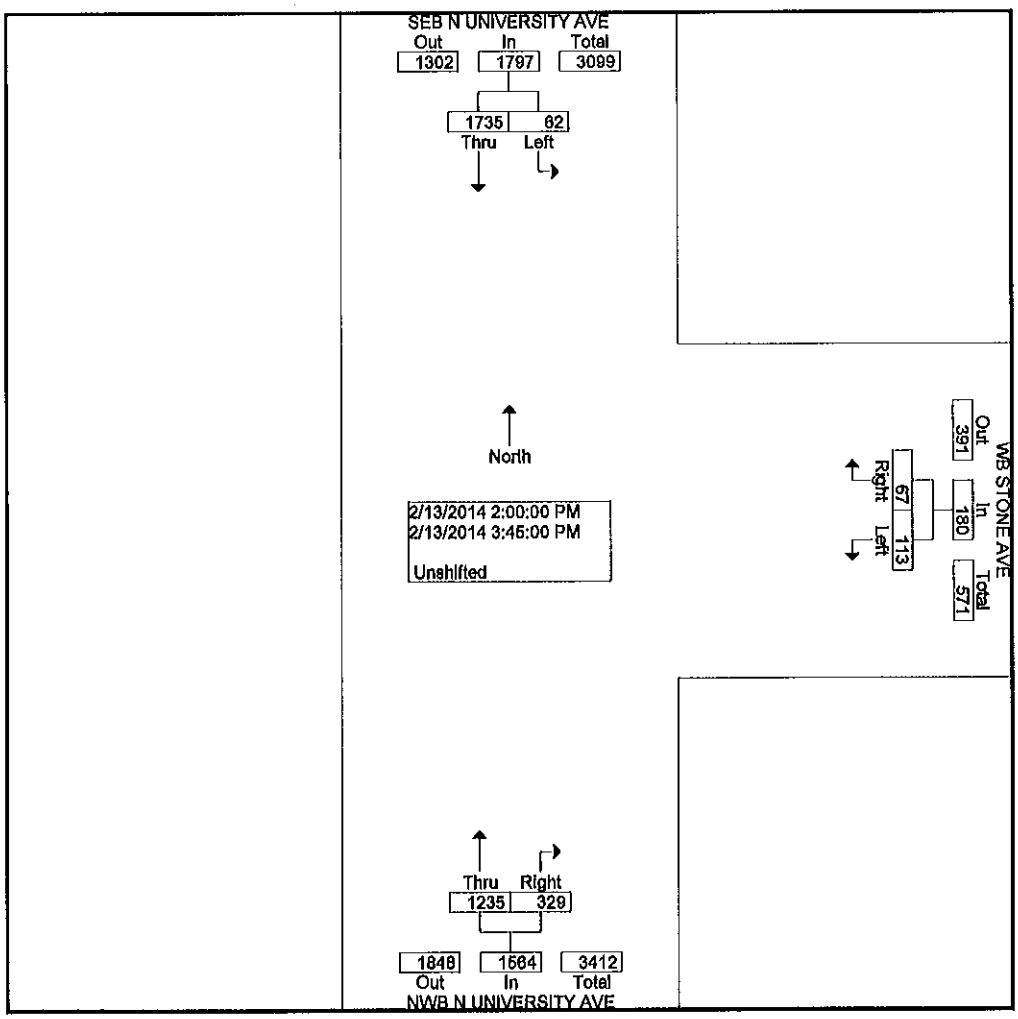


Exhibit 3

N UNIVERSITY AVE@STONE AVE
PEAK TURNING MOVEMENT COUNT
FEBRUARY 12, 2014
4:00 PM TO 6:00 PM

File Name : untitled01
Site Code : 00000000
Start Date : 2/12/2014
Page No : 1

Groups Printed- Unshifted

	SEB N UNIVERSITY AVE Southeastbound				WB STONE AVE Westbound				NWB N UNIVERSITY AVE Northwestbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	137	8	145	6	0	11	17	17	143	0	160	322
04:15 PM	0	200	6	206	9	0	20	29	13	174	0	187	422
04:30 PM	0	215	2	217	3	0	19	22	21	187	0	208	447
04:45 PM	0	232	1	233	5	0	17	22	17	184	0	201	456
Total	0	784	17	801	23	0	67	90	68	688	0	756	1647
05:00 PM	0	165	3	168	3	0	11	14	26	150	0	176	358
05:15 PM	0	251	5	256	5	0	15	20	26	172	0	198	474
05:30 PM	0	187	2	189	3	0	14	17	17	174	0	191	397
05:45 PM	0	143	1	144	2	0	11	13	13	167	0	180	337
Total	0	746	11	757	13	0	51	64	82	663	0	745	1566
Grand Total	0	1530	28	1558	36	0	118	154	150	1351	0	1501	3213
Apprch %	0.0	98.2	1.8		23.4	0.0	76.6		10.0	90.0	0.0		
Total %	0.0	47.6	0.9	48.5	1.1	0.0	3.7	4.8	4.7	42.0	0.0	46.7	

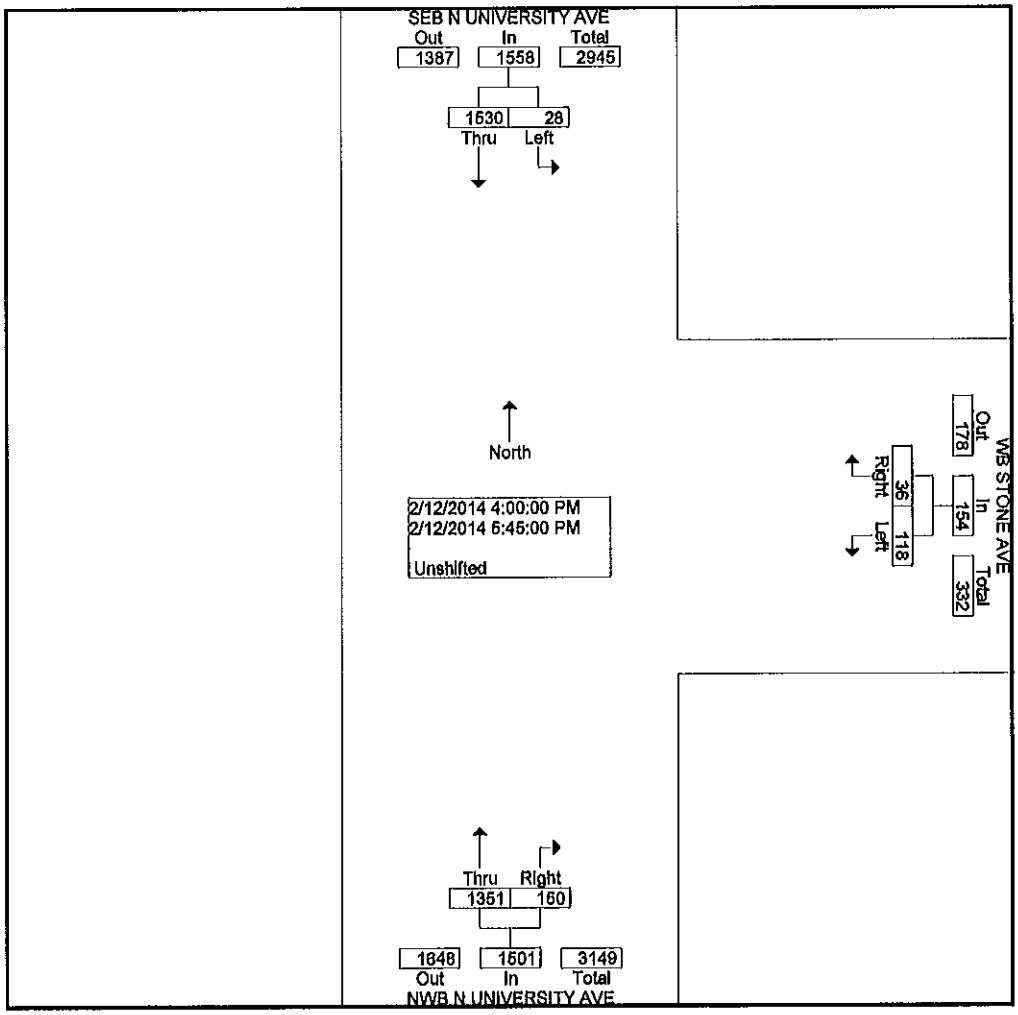


Exhibit 4

N UNIVERSITY -NB APPROACH TO RENAUD
LOCATED APPROX 65 FEET NORTH OF RENAUD
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING MAY 20, 2014 AT 11 AM AND ENDING MAY 27, 2014 AT 12 PM

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/20/14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	2	263	168	3	54	3	0	13	2	0	1	0	0	46	555
12 PM	3	302	200	11	62	5	0	18	5	0	0	1	0	61	668
13:00	7	302	187	8	60	5	0	18	6	0	0	1	1	44	639
14:00	11	380	222	8	69	10	0	18	3	1	0	0	0	81	803
15:00	5	322	171	8	62	8	0	28	4	4	1	1	0	128	742
16:00	5	433	225	12	48	4	0	47	1	4	1	0	0	98	878
17:00	5	480	219	3	52	3	0	26	5	5	0	2	0	109	909
18:00	6	383	169	2	32	2	0	10	1	0	0	0	0	65	670
19:00	4	300	133	1	14	2	0	8	0	0	0	0	0	37	499
20:00	4	249	93	0	19	2	0	4	0	0	0	0	0	35	406
21:00	3	176	73	1	15	2	0	3	0	0	0	0	0	22	295
22:00	5	134	52	0	7	3	0	0	1	0	0	0	0	11	213
23:00	1	95	30	0	9	0	0	0	0	0	0	0	0	5	140
Total	61	3819	1942	57	503	49	0	193	28	14	3	5	1	742	7417
Percent	0.8%	51.5%	26.2%	0.8%	6.8%	0.7%	0.0%	2.6%	0.4%	0.2%	0.0%	0.1%	0.0%	10.0%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00		11:00	11:00		11:00			11:00	
Vol.	2	263	168	3	54	3		13	2		1			46	
PM Peak	14:00	17:00	16:00	16:00	14:00	14:00		16:00	13:00	17:00	15:00	17:00	13:00	15:00	
Vol.	11	480	225	12	69	10		47	6	5	1	2	1	128	

Exhibit 4

N UNIVERSITY -NB APPROACH TO RENAUD
LOCATED APPROX 65 FEET NORTH OF RENAUD
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING MAY 20, 2014 AT 11 AM AND ENDING MAY 27, 2014 AT 12 PM

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/21/14	2	55	18	1	0	1	0	0	0	0	0	0	0	8	85
01:00	1	38	8	0	5	0	0	1	0	0	0	0	0	3	56
02:00	0	25	12	2	4	0	0	0	0	0	0	0	0	2	45
03:00	1	24	10	0	4	2	0	0	0	0	0	0	0	3	44
04:00	0	54	34	1	7	0	0	1	3	0	0	0	0	3	103
05:00	5	74	48	1	13	3	0	2	1	0	0	0	0	8	155
06:00	4	199	137	4	38	3	0	2	0	1	0	0	0	33	421
07:00	6	353	199	3	42	3	0	36	1	11	1	1	0	113	769
08:00	8	233	150	16	45	6	0	26	6	4	1	0	0	72	567
09:00	8	251	149	6	58	2	0	8	4	0	0	0	0	35	521
10:00	12	238	158	3	47	10	0	17	5	0	0	0	0	41	531
11:00	9	313	163	7	64	10	0	9	5	0	0	0	0	55	635
12 PM	7	306	223	9	63	6	0	11	4	0	1	0	0	69	699
13:00	1	289	181	10	62	9	1	7	7	1	0	0	0	58	626
14:00	5	361	223	11	61	9	1	23	5	2	0	0	0	63	764
15:00	7	355	208	4	65	3	0	31	3	3	2	0	0	109	790
16:00	7	468	237	8	60	3	0	28	3	0	0	1	0	94	909
17:00	7	512	249	8	50	3	0	23	0	6	0	0	0	101	959
18:00	5	389	176	1	28	1	0	13	0	0	0	1	0	68	682
19:00	3	318	139	0	19	1	0	11	0	2	0	0	0	34	527
20:00	5	263	107	1	19	1	0	6	0	0	0	0	0	35	437
21:00	3	225	79	1	19	2	0	3	0	0	0	0	0	18	350
22:00	8	138	52	0	8	1	0	1	0	0	0	0	0	18	226
23:00	2	95	29	0	9	0	0	0	0	0	0	0	0	8	143
Total	116	5576	2989	97	790	79	2	259	47	30	5	3	0	1051	11044
Percent	1.1%	50.5%	27.1%	0.9%	7.2%	0.7%	0.0%	2.3%	0.4%	0.3%	0.0%	0.0%	0.0%	9.5%	
AM Peak	10:00	07:00	07:00	08:00	11:00	10:00		07:00	08:00	07:00	07:00	07:00		07:00	
Vol.	12	353	199	16	64	10		36	6	11	1	1		113	
PM Peak	22:00	17:00	17:00	14:00	15:00	13:00	13:00	15:00	13:00	17:00	15:00	16:00		15:00	
Vol.	8	512	249	11	65	9	1	31	7	6	2	1		109	

Exhibit 4

N UNIVERSITY -NB APPROACH TO RENAUD
LOCATED APPROX 65 FEET NORTH OF RENAUD
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING MAY 20, 2014 AT 11 AM AND ENDING MAY 27, 2014 AT 12 PM

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/22/14	0	72	23	0	3	0	0	1	2	0	0	0	0	12	113
01:00	0	41	10	0	5	1	0	1	0	0	0	0	0	5	63
02:00	1	27	8	0	1	0	0	0	0	0	1	0	0	4	42
03:00	0	44	17	0	1	2	0	0	0	0	0	0	0	2	66
04:00	6	54	38	0	7	1	0	1	0	0	0	0	0	6	113
05:00	3	87	52	2	19	3	0	0	0	0	0	0	0	8	174
06:00	3	211	130	2	39	2	0	8	3	0	0	0	0	44	442
07:00	8	277	187	9	51	1	0	50	2	8	3	0	1	122	719
08:00	9	217	148	11	42	3	0	28	3	3	2	1	0	84	551
09:00	10	272	188	2	51	3	0	16	8	0	0	0	0	37	587
10:00	14	270	161	3	42	4	0	11	3	3	0	0	0	50	561
11:00	8	304	168	8	62	6	0	16	2	0	1	0	0	59	634
12 PM	12	307	203	4	78	9	1	13	3	0	0	0	0	63	693
13:00	5	301	184	10	68	8	1	17	3	0	0	0	0	73	670
14:00	4	408	213	9	62	5	0	24	2	1	1	0	0	102	831
15:00	6	307	170	8	38	4	0	16	1	3	0	1	0	139	693
16:00	7	488	226	12	51	3	0	23	2	3	1	1	1	98	916
17:00	6	489	251	7	61	3	0	30	2	3	1	0	0	90	943
18:00	7	342	152	4	28	3	0	12	2	0	0	0	0	67	617
19:00	10	315	116	0	20	1	0	6	2	0	0	0	0	47	517
20:00	3	256	122	2	26	1	0	6	0	0	0	0	0	31	447
21:00	5	248	85	1	18	2	0	5	0	1	0	0	0	35	400
22:00	2	178	64	2	15	2	0	3	1	0	0	0	0	20	287
23:00	3	118	36	0	10	1	0	0	0	0	0	0	0	13	181
Total	132	5633	2952	96	798	68	2	287	41	25	10	3	2	1211	11260
Percent	1.2%	50.0%	26.2%	0.9%	7.1%	0.6%	0.0%	2.5%	0.4%	0.2%	0.1%	0.0%	0.0%	10.8%	
AM Peak	10:00	11:00	09:00	08:00	11:00	11:00		07:00	09:00	07:00	07:00	08:00	07:00	07:00	
Vol.	14	304	188	11	62	6		50	8	8	3	1	1	122	
PM Peak	12:00	17:00	17:00	16:00	12:00	12:00	12:00	17:00	12:00	15:00	14:00	15:00	16:00	15:00	
Vol.	12	489	251	12	78	9	1	30	3	3	1	1	1	139	

Exhibit 4

N UNIVERSITY -NB APPROACH TO RENAUD
LOCATED APPROX 65 FEET NORTH OF RENAUD
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING MAY 20, 2014 AT 11 AM AND ENDING MAY 27, 2014 AT 12 PM

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/23/14	5	63	22	0	5	0	0	1	0	0	0	0	0	8	104
01:00	3	36	15	0	6	0	0	0	0	0	0	0	0	5	65
02:00	1	38	8	0	4	1	0	0	0	0	0	0	0	11	63
03:00	6	39	15	0	6	1	0	0	1	0	0	0	0	11	79
04:00	0	46	33	0	9	0	0	2	0	0	0	0	0	8	98
05:00	1	78	43	0	11	0	0	1	1	0	0	0	0	7	142
06:00	5	183	124	2	43	0	0	10	1	0	0	0	1	46	415
07:00	3	327	190	9	63	3	0	34	2	1	1	0	0	98	731
08:00	11	222	144	19	46	7	0	10	4	4	0	0	1	71	539
09:00	7	242	142	5	51	3	0	14	7	0	0	0	0	44	515
10:00	16	268	140	5	50	6	0	21	4	1	1	1	0	62	575
11:00	13	372	217	8	69	6	0	27	2	2	0	0	0	75	791
12 PM	13	319	215	9	67	8	0	22	3	3	1	0	0	119	779
13:00	13	413	229	3	77	5	0	18	3	0	0	1	1	77	840
14:00	12	444	227	5	76	7	2	16	0	0	0	1	0	88	878
15:00	9	478	266	11	68	6	0	30	8	4	0	0	0	104	984
16:00	6	513	224	11	62	5	0	35	4	3	0	0	0	113	976
17:00	1	438	216	6	48	2	0	33	0	3	0	0	0	76	823
18:00	8	414	199	2	27	0	0	19	1	5	0	0	0	53	728
19:00	8	318	104	3	19	1	0	4	0	0	0	0	0	40	497
20:00	2	289	113	1	21	0	0	9	0	0	0	0	0	39	474
21:00	6	264	98	0	20	0	0	4	0	0	0	0	0	33	425
22:00	6	225	97	1	10	0	0	2	0	0	0	0	0	29	370
23:00	7	209	75	1	16	1	0	0	0	0	0	0	0	31	340
Total	162	6238	3156	101	874	62	2	312	41	26	3	3	3	1248	12231
Percent	1.3%	51.0%	25.8%	0.8%	7.1%	0.5%	0.0%	2.6%	0.3%	0.2%	0.0%	0.0%	0.0%	10.2%	
AM Peak	10:00	11:00	11:00	08:00	11:00	08:00		07:00	09:00	08:00	07:00	10:00	06:00	07:00	
Vol.	16	372	217	19	69	7		34	7	4	1	1	1	98	
PM Peak	12:00	16:00	15:00	15:00	13:00	12:00	14:00	16:00	15:00	18:00	12:00	13:00	13:00	12:00	
Vol.	13	513	266	11	77	8	2	35	8	5	1	1	1	119	

Exhibit 4

N UNIVERSITY -NB APPROACH TO RENAUD
LOCATED APPROX 65 FEET NORTH OF RENAUD
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING MAY 20, 2014 AT 11 AM AND ENDING MAY 27, 2014 AT 12 PM

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/24/14	3	123	42	0	15	1	0	0	1	0	0	0	0	31	216
01:00	7	91	35	0	11	3	0	0	1	0	0	0	0	20	168
02:00	5	97	24	0	9	1	0	0	0	0	0	0	0	36	172
03:00	1	43	14	0	7	1	0	1	0	0	0	0	0	15	82
04:00	2	29	16	0	3	0	0	0	0	0	0	0	0	8	58
05:00	2	46	21	0	9	3	0	0	0	0	0	0	0	13	94
06:00	3	107	52	0	13	2	0	3	0	0	0	0	0	26	206
07:00	6	164	82	0	19	2	0	4	1	0	0	0	0	31	309
08:00	2	160	94	0	21	6	0	7	1	0	0	0	0	37	328
09:00	11	198	127	2	28	3	0	3	2	0	0	0	0	40	414
10:00	2	352	159	1	31	7	0	9	1	0	0	0	0	61	623
11:00	10	353	191	2	28	1	0	13	1	1	0	0	0	49	649
12 PM	5	339	177	3	30	1	0	15	1	3	0	0	0	66	640
13:00	6	348	156	0	22	0	0	3	0	3	0	0	0	41	579
14:00	8	326	169	1	39	0	0	5	0	1	0	0	0	37	586
15:00	3	309	150	1	29	2	0	4	0	0	0	0	0	26	524
16:00	5	351	154	0	22	0	0	5	1	0	0	0	0	21	559
17:00	7	333	135	1	20	0	0	5	0	0	0	0	0	31	532
18:00	5	326	117	1	25	2	0	12	0	2	0	0	0	42	532
19:00	5	341	110	0	22	0	0	4	0	0	0	0	0	33	515
20:00	4	282	127	2	22	1	0	0	1	0	0	0	0	29	468
21:00	7	271	100	0	16	2	0	5	0	0	0	0	0	35	436
22:00	4	224	95	0	13	0	0	1	1	0	0	0	0	12	350
23:00	6	177	76	0	9	0	0	3	0	0	0	0	0	27	298
Total	119	5390	2423	14	463	38	0	102	12	10	0	0	0	767	9338
Percent	1.3%	57.7%	25.9%	0.1%	5.0%	0.4%	0.0%	1.1%	0.1%	0.1%	0.0%	0.0%	0.0%	8.2%	
AM Peak	09:00	11:00	11:00	09:00	10:00	10:00		11:00	09:00	11:00				10:00	
Vol.	11	353	191	2	31	7		13	2	1				61	
PM Peak	14:00	16:00	12:00	12:00	14:00	15:00		12:00	12:00	12:00				12:00	
Vol.	8	351	177	3	39	2		15	1	3				66	

Exhibit 4

N UNIVERSITY -NB APPROACH TO RENAUD
LOCATED APPROX 65 FEET NORTH OF RENAUD
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING MAY 20, 2014 AT 11 AM AND ENDING MAY 27, 2014 AT 12 PM

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/25/14	6	122	51	0	8	1	0	0	0	0	0	0	0	19	207
01:00	4	85	21	0	5	0	0	1	0	0	0	0	0	25	141
02:00	24	116	34	1	4	1	0	0	0	0	0	0	0	96	276
03:00	6	79	21	0	7	0	0	0	0	0	0	0	0	64	177
04:00	1	53	19	0	8	0	0	0	0	0	0	0	0	9	90
05:00	0	46	18	0	4	0	0	0	0	0	0	0	0	8	76
06:00	0	61	32	1	4	0	0	1	1	0	0	0	0	16	116
07:00	3	94	56	0	10	0	0	1	2	0	0	0	0	13	179
08:00	6	172	83	0	18	0	0	1	0	0	0	0	0	22	302
09:00	8	207	112	0	19	2	0	3	0	0	0	0	0	46	397
10:00	12	259	123	2	27	1	0	5	1	0	0	0	0	37	467
11:00	11	313	139	0	25	2	0	5	1	0	0	0	0	45	541
12 PM	8	315	143	0	18	0	0	5	0	0	0	0	0	55	544
13:00	10	311	130	0	19	1	0	3	0	0	0	0	0	29	503
14:00	5	313	126	1	20	1	0	3	0	0	0	0	0	22	491
15:00	8	296	117	1	24	2	0	7	0	0	0	0	0	20	475
16:00	4	299	117	1	19	1	0	3	0	0	0	0	0	22	466
17:00	4	277	102	0	13	2	0	4	0	0	0	0	0	22	424
18:00	8	292	110	1	14	0	0	2	0	0	0	0	0	26	453
19:00	1	265	105	1	13	0	0	2	1	0	0	0	0	25	413
20:00	4	226	93	0	15	0	0	3	1	0	0	0	0	19	361
21:00	7	208	76	0	11	2	0	4	1	0	0	0	0	19	328
22:00	6	145	54	1	15	3	0	0	0	0	0	0	0	21	245
23:00	5	133	42	0	6	1	0	3	0	0	0	0	0	26	216
Total	151	4687	1924	10	326	20	0	56	8	0	0	0	0	706	7888
Percent	1.9%	59.4%	24.4%	0.1%	4.1%	0.3%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	9.0%	
AM Peak	02:00	11:00	11:00	10:00	10:00	09:00		10:00	07:00					02:00	
Vol.	24	313	139	2	27	2		5	2					96	
PM Peak	13:00	12:00	12:00	14:00	15:00	22:00		15:00	19:00					12:00	
Vol.	10	315	143	1	24	3		7	1					55	

Exhibit 4

N UNIVERSITY -NB APPROACH TO RENAUD
LOCATED APPROX 65 FEET NORTH OF RENAUD
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING MAY 20, 2014 AT 11 AM AND ENDING MAY 27, 2014 AT 12 PM

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/26/14	7	106	28	1	8	0	0	1	1	0	0	0	0	42	194
01:00	7	51	22	0	4	0	0	1	0	0	0	0	0	27	112
02:00	0	37	13	0	7	2	0	0	1	0	0	0	0	17	77
03:00	0	50	20	1	6	0	0	0	0	0	0	0	0	4	81
04:00	0	38	23	0	2	2	0	1	1	0	0	0	0	12	79
05:00	2	56	29	0	13	0	0	1	0	0	0	0	0	1	102
06:00	6	125	63	0	19	0	0	3	1	0	0	0	0	13	230
07:00	3	326	178	1	30	2	0	6	0	0	0	0	0	33	579
08:00	7	169	88	2	23	2	0	5	1	0	0	0	0	26	323
09:00	5	159	94	0	13	5	0	4	0	0	0	0	0	24	304
10:00	9	219	113	2	20	2	0	4	3	1	0	0	0	38	411
11:00	11	346	139	5	33	6	0	8	1	0	0	0	0	34	583
12 PM	14	306	111	4	33	5	0	4	1	0	1	0	0	50	529
13:00	7	306	116	2	23	3	0	8	1	0	0	0	0	29	495
14:00	5	403	153	1	27	0	0	5	0	1	1	0	0	45	641
15:00	8	324	148	5	39	3	0	5	1	0	1	0	0	53	587
16:00	4	316	137	1	26	1	0	1	0	0	0	0	0	36	522
17:00	5	313	127	0	12	1	0	3	0	0	0	0	0	30	491
18:00	5	286	113	0	21	0	0	6	1	0	0	0	0	20	452
19:00	2	242	95	1	15	1	0	1	1	0	0	0	0	20	378
20:00	7	229	72	1	17	1	0	1	0	0	0	0	0	20	348
21:00	5	192	68	0	10	0	0	1	0	0	0	0	0	23	299
22:00	3	162	57	1	16	0	0	1	1	0	0	0	0	20	261
23:00	3	154	49	0	6	1	0	0	0	0	0	0	0	27	240
Total	125	4915	2056	28	423	37	0	70	15	2	3	0	0	644	8318
Percent	1.5%	59.1%	24.7%	0.3%	5.1%	0.4%	0.0%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	7.7%	
AM Peak	11:00	11:00	07:00	11:00	11:00	11:00		11:00	10:00	10:00				00:00	
Vol.	11	346	178	5	33	6		8	3	1				42	
PM Peak	12:00	14:00	14:00	15:00	15:00	12:00		13:00	12:00	14:00	12:00			15:00	
Vol.	14	403	153	5	39	5		8	1	1	1			53	

Exhibit 4

N UNIVERSITY -NB APPROACH TO RENAUD
LOCATED APPROX 65 FEET NORTH OF RENAUD
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING MAY 20, 2014 AT 11 AM AND ENDING MAY 27, 2014 AT 12 PM

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/27/14	1	92	18	0	4	0	0	0	1	0	0	0	0	13	129
01:00	0	28	11	0	4	0	0	0	0	0	0	0	0	8	51
02:00	1	29	10	0	4	2	0	0	1	0	0	0	0	5	52
03:00	1	38	9	0	3	3	0	0	0	0	0	0	0	6	60
04:00	1	52	40	0	7	1	0	1	1	0	0	0	0	6	109
05:00	2	66	44	0	22	0	0	0	0	0	0	0	0	13	147
06:00	3	230	126	5	36	3	0	5	3	0	0	0	0	31	442
07:00	7	408	198	11	50	6	0	19	1	3	0	0	2	106	811
08:00	4	291	162	13	39	4	0	11	6	0	0	0	1	72	603
09:00	4	273	181	6	48	7	0	7	0	0	0	0	0	61	587
10:00	9	283	163	6	45	3	0	17	3	0	0	0	0	43	572
11:00	8	318	188	5	46	4	0	10	5	0	1	0	0	54	639
12 PM	5	357	182	5	62	5	0	16	3	3	1	0	0	82	721
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	46	2465	1332	51	370	38	0	86	24	6	2	0	3	500	4923
Percent	0.9%	50.1%	27.1%	1.0%	7.5%	0.8%	0.0%	1.7%	0.5%	0.1%	0.0%	0.0%	0.1%	10.2%	
AM Peak	10:00	07:00	07:00	08:00	07:00	09:00		07:00	08:00	07:00	11:00		07:00	07:00	
Vol.	9	408	198	13	50	7		19	6	3	1		2	106	
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00		12:00	12:00	12:00	12:00			12:00	
Vol.	5	357	182	5	62	5		16	3	3	1			82	
Grand Total	912	38723	18774	454	4547	391	6	1365	216	113	26	14	9	6869	72419
Percent	1.3%	53.5%	25.9%	0.6%	6.3%	0.5%	0.0%	1.9%	0.3%	0.2%	0.0%	0.0%	0.0%	9.5%	

Exhibit 5

N UNIVERSITY -SB APPROACH TO RENAUD
LOCATED APPROX 115 FEET NORTH OF RENAUD
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING MAY 20, 2014 AT 12 PM AND ENDING MAY 27, 2014 AT 1 PM

Site Code: 65
Station ID:

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/20/14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	5	378	174	2	29	2	1	12	4	1	1	0	1	7	617
13:00	4	268	127	12	41	5	0	7	1	1	0	0	0	3	469
14:00	4	434	142	7	30	6	0	5	4	0	0	0	0	9	641
15:00	4	516	171	10	46	4	1	17	3	4	1	0	0	13	790
16:00	4	551	176	4	37	5	0	10	4	0	0	0	0	8	799
17:00	3	531	194	2	24	5	0	7	3	0	0	1	0	7	777
18:00	1	421	135	0	16	0	0	6	1	0	0	0	0	4	584
19:00	3	330	81	0	15	0	0	1	3	0	0	0	0	2	435
20:00	4	239	64	1	5	0	0	1	0	0	0	0	0	1	315
21:00	2	202	56	0	3	0	0	3	0	0	0	0	0	2	268
22:00	0	115	33	0	1	0	0	0	0	0	0	0	0	0	149
23:00	2	84	13	0	2	0	0	2	1	0	0	0	0	1	105
Total	36	4069	1366	38	249	27	2	71	24	6	2	1	1	57	5949
Percent	0.6%	68.4%	23.0%	0.6%	4.2%	0.5%	0.0%	1.2%	0.4%	0.1%	0.0%	0.0%	0.0%	1.0%	
AM Peak Vol.															
PM Peak Vol.	12:00 5	16:00 551	17:00 194	13:00 12	15:00 46	14:00 6	12:00 1	15:00 17	12:00 4	15:00 4	12:00 1	17:00 1	12:00 1	15:00 13	

Exhibit 5

N UNIVERSITY -SB APPROACH TO RENAUD
LOCATED APPROX 115 FEET NORTH OF RENAUD
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING MAY 20, 2014 AT 12 PM AND ENDING MAY 27, 2014 AT 1 PM

Site Code: 65
Station ID:

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/21/14	1	34	5	0	2	0	0	0	0	1	0	0	0	0	43
01:00	0	23	6	0	0	0	0	1	2	0	0	0	0	0	32
02:00	0	20	5	0	0	0	0	0	1	0	0	0	0	0	26
03:00	1	37	13	2	3	0	0	0	0	0	0	0	0	1	57
04:00	0	63	25	3	2	0	0	1	1	0	0	0	0	1	96
05:00	4	126	59	2	22	1	0	1	4	0	0	0	0	1	220
06:00	4	321	159	13	33	3	0	4	1	0	0	0	0	5	543
07:00	3	708	196	3	38	2	1	7	2	0	0	1	0	18	979
08:00	4	493	174	10	41	5	0	12	4	0	0	0	0	6	749
09:00	3	330	159	2	36	4	0	4	6	1	1	0	0	3	549
10:00	2	341	147	4	38	10	0	7	4	0	0	0	0	3	556
11:00	3	362	160	3	36	5	0	18	4	0	0	0	0	9	600
12 PM	5	393	157	2	27	6	0	9	7	0	0	0	0	8	614
13:00	1	347	138	11	30	6	0	10	10	0	0	0	0	4	557
14:00	4	403	162	9	25	9	0	8	8	0	0	0	2	3	633
15:00	6	561	191	9	31	7	0	9	4	0	1	0	0	13	832
16:00	3	500	178	2	26	2	0	4	1	0	0	1	0	8	725
17:00	2	475	165	2	25	1	0	8	1	0	0	0	0	5	684
18:00	7	418	135	0	19	0	0	4	0	0	0	0	0	5	588
19:00	3	340	98	1	14	1	0	0	0	0	0	0	0	3	460
20:00	0	273	78	0	4	0	0	2	0	0	0	0	0	1	358
21:00	0	198	49	0	5	0	0	0	0	0	0	0	0	0	252
22:00	0	104	34	0	4	0	0	1	1	0	0	0	0	1	145
23:00	1	86	18	0	2	0	0	0	0	0	0	0	0	0	107
Total	57	6956	2511	78	463	62	1	110	61	2	2	2	2	98	10405
Percent	0.5%	66.9%	24.1%	0.7%	4.4%	0.6%	0.0%	1.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.9%	
AM Peak	05:00	07:00	07:00	06:00	08:00	10:00	07:00	11:00	09:00	00:00	09:00	07:00		07:00	
Vol.	4	708	196	13	41	10	1	18	6	1	1	1		18	
PM Peak	18:00	15:00	15:00	13:00	15:00	14:00		13:00	13:00		15:00	16:00	14:00	15:00	
Vol.	7	561	191	11	31	9		10	10		1	1	2	13	

Exhibit 5

N UNIVERSITY -SB APPROACH TO RENAUD
LOCATED APPROX 115 FEET NORTH OF RENAUD
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING MAY 20, 2014 AT 12 PM AND ENDING MAY 27, 2014 AT 1 PM

Site Code: 65
Station ID:

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/22/14	0	43	6	0	1	0	0	0	0	0	0	0	0	0	50
01:00	0	26	4	0	1	0	0	0	0	0	0	0	0	0	31
02:00	1	20	6	0	1	0	0	1	1	0	0	0	0	0	30
03:00	1	31	13	1	4	0	0	0	0	0	0	0	0	3	53
04:00	1	60	26	4	4	0	0	0	1	0	0	0	0	0	96
05:00	3	131	60	3	22	3	0	3	1	0	0	0	0	1	227
06:00	2	368	164	15	28	3	0	4	2	1	0	0	0	4	591
07:00	6	666	240	4	36	0	0	5	4	1	0	0	0	9	971
08:00	3	513	165	7	37	2	0	14	1	1	0	0	0	11	754
09:00	1	342	132	4	34	3	0	9	2	0	0	1	0	0	528
10:00	6	381	195	3	22	4	0	6	5	0	0	1	1	11	635
11:00	8	389	166	4	36	5	0	8	4	0	0	0	0	5	625
12 PM	3	385	167	4	24	6	0	12	5	0	0	0	0	4	610
13:00	5	345	127	11	34	3	0	5	2	0	0	0	0	6	538
14:00	3	384	182	8	34	3	0	11	6	0	0	1	0	7	639
15:00	5	527	173	13	40	5	0	15	2	0	0	1	0	39	820
16:00	5	489	176	4	25	3	0	5	2	0	0	0	0	12	721
17:00	3	473	182	1	17	1	0	5	4	0	1	0	0	3	690
18:00	0	341	97	2	10	3	0	3	0	0	0	0	0	3	459
19:00	6	351	125	1	15	0	0	2	0	0	0	0	0	2	502
20:00	3	263	94	0	15	2	0	0	0	0	0	0	0	5	382
21:00	0	185	49	0	6	0	0	1	2	0	0	0	0	0	243
22:00	0	140	27	0	3	0	0	0	1	0	0	0	0	2	173
23:00	0	83	19	0	1	0	0	1	0	0	0	0	0	0	104
Total	65	6936	2595	89	450	46	0	110	45	3	1	4	1	127	10472
Percent	0.6%	66.2%	24.8%	0.8%	4.3%	0.4%	0.0%	1.1%	0.4%	0.0%	0.0%	0.0%	0.0%	1.2%	
AM Peak	11:00	07:00	07:00	06:00	08:00	11:00		08:00	10:00	06:00		09:00	10:00	08:00	
Vol.	8	666	240	15	37	5		14	5	1		1	1	11	
PM Peak	19:00	15:00	14:00	15:00	15:00	12:00		15:00	14:00		17:00	14:00		15:00	
Vol.	6	527	182	13	40	6		15	6		1	1		39	

Exhibit 5

N UNIVERSITY -SB APPROACH TO RENAUD
LOCATED APPROX 115 FEET NORTH OF RENAUD
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING MAY 20, 2014 AT 12 PM AND ENDING MAY 27, 2014 AT 1 PM

Site Code: 65
Station ID:

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/23/14	0	40	7	0	1	0	0	0	1	0	0	0	0	0	49
01:00	0	27	6	0	0	0	0	1	1	0	0	0	0	0	35
02:00	0	35	9	0	0	0	0	0	2	0	0	0	0	0	46
03:00	0	29	16	0	2	1	0	0	0	0	0	0	0	0	48
04:00	1	58	28	3	7	1	0	1	0	0	0	0	0	2	101
05:00	1	128	68	5	25	3	0	1	1	0	0	0	0	3	235
06:00	3	323	150	13	22	2	0	7	1	1	0	0	0	5	527
07:00	6	644	189	6	36	0	0	5	5	0	0	0	0	6	897
08:00	3	498	192	12	39	6	0	13	4	1	0	0	0	10	778
09:00	8	338	138	4	39	7	0	8	7	0	0	0	0	6	555
10:00	5	394	169	3	33	4	0	13	8	0	0	0	0	0	629
11:00	8	409	136	2	25	5	0	10	4	1	0	0	0	6	606
12 PM	4	540	199	3	35	7	0	11	5	1	0	0	0	20	825
13:00	1	375	163	6	31	6	0	7	3	1	0	0	0	7	600
14:00	3	431	176	9	24	6	0	11	3	0	0	0	0	4	667
15:00	4	457	156	12	30	1	0	5	2	0	0	0	0	21	688
16:00	6	454	173	3	21	4	0	6	0	0	0	0	0	13	680
17:00	5	453	155	1	17	2	0	11	1	0	0	0	0	4	649
18:00	0	351	109	2	14	2	0	3	2	0	0	0	0	3	486
19:00	3	309	86	0	12	1	0	4	0	0	0	0	0	1	416
20:00	0	385	108	0	22	0	0	2	0	0	0	0	0	1	518
21:00	2	252	49	0	4	0	0	1	0	0	0	0	0	0	308
22:00	4	172	49	0	5	0	0	0	0	0	0	0	0	0	230
23:00	0	147	32	0	7	0	0	2	0	0	0	0	0	0	188
Total	67	7249	2563	84	451	58	0	122	50	5	0	0	0	112	10761
Percent	0.6%	67.4%	23.8%	0.8%	4.2%	0.5%	0.0%	1.1%	0.5%	0.0%	0.0%	0.0%	0.0%	1.0%	
AM Peak	09:00	07:00	08:00	06:00	08:00	09:00		08:00	10:00	06:00				08:00	
Vol.	8	644	192	13	39	7		13	8	1				10	
PM Peak	16:00	12:00	12:00	15:00	12:00	12:00		12:00	12:00	12:00				15:00	
Vol.	6	540	199	12	35	7		11	5	1				21	

Exhibit 5

N UNIVERSITY -SB APPROACH TO RENAUD
LOCATED APPROX 115 FEET NORTH OF RENAUD
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING MAY 20, 2014 AT 12 PM AND ENDING MAY 27, 2014 AT 1 PM

Site Code: 65
Station ID:

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/24/14	3	113	17	0	2	0	0	0	2	0	0	0	0	2	139
01:00	2	96	25	0	1	0	0	0	3	0	0	0	0	1	128
02:00	0	51	11	0	0	1	0	0	0	0	0	0	0	0	63
03:00	0	44	11	0	4	0	0	0	0	0	0	0	0	0	59
04:00	0	34	13	0	2	0	0	0	0	0	0	0	0	0	49
05:00	1	66	23	1	5	1	0	0	0	0	0	0	0	1	98
06:00	1	160	90	1	9	1	0	4	1	0	0	0	0	1	268
07:00	3	302	111	3	10	1	0	4	3	0	1	0	0	5	443
08:00	4	308	106	1	18	4	0	4	0	0	0	0	0	4	449
09:00	6	310	99	0	11	2	0	7	1	0	0	0	0	2	438
10:00	3	316	110	0	15	3	0	5	1	0	0	0	0	4	457
11:00	1	397	121	0	16	1	0	4	1	0	0	0	0	7	548
12 PM	6	407	120	0	15	0	0	3	2	0	0	0	0	4	557
13:00	2	390	143	0	9	0	0	3	1	0	0	0	0	4	552
14:00	6	335	110	0	11	1	0	3	0	0	0	0	0	1	467
15:00	4	336	111	0	15	0	0	2	0	0	0	0	0	3	471
16:00	2	356	107	1	15	1	0	1	2	0	0	0	0	3	488
17:00	3	389	117	0	13	0	0	3	0	0	0	0	0	1	526
18:00	4	387	109	0	6	1	0	1	0	0	0	0	0	2	510
19:00	3	326	115	0	12	0	0	2	0	0	0	0	0	2	460
20:00	5	302	92	0	11	0	0	1	0	0	0	0	0	1	412
21:00	1	320	86	0	9	1	0	1	0	0	0	0	0	1	419
22:00	1	196	56	0	4	0	0	0	0	0	0	0	0	1	258
23:00	3	148	40	0	4	0	0	0	0	0	0	0	0	1	196
Total	64	6089	1943	7	217	18	0	48	17	0	1	0	0	51	8455
Percent	0.8%	72.0%	23.0%	0.1%	2.6%	0.2%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.6%	
AM Peak	09:00	11:00	11:00	07:00	08:00	08:00		09:00	01:00		07:00			11:00	
Vol.	6	397	121	3	18	4		7	3		1			7	
PM Peak	12:00	12:00	13:00	16:00	12:00	14:00		12:00	12:00					12:00	
Vol.	6	407	143	1	15	1		3	2					4	

Exhibit 5

N UNIVERSITY -SB APPROACH TO RENAUD
LOCATED APPROX 115 FEET NORTH OF RENAUD
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING MAY 20, 2014 AT 12 PM AND ENDING MAY 27, 2014 AT 1 PM

Site Code: 65
Station ID:

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/25/14	0	107	34	0	5	0	0	0	0	0	0	0	0	0	146
01:00	1	66	15	0	5	0	0	0	0	0	0	0	0	0	87
02:00	0	47	13	0	2	0	0	0	0	0	0	0	0	1	63
03:00	1	53	14	0	3	0	0	0	0	0	0	0	0	1	72
04:00	0	25	10	0	0	0	0	2	0	0	0	0	0	0	37
05:00	0	53	20	0	1	0	0	1	0	0	0	0	0	0	75
06:00	1	88	33	1	3	0	0	1	1	0	0	0	0	0	128
07:00	0	106	57	0	3	0	0	1	0	0	0	0	0	2	169
08:00	0	174	66	0	6	1	0	2	1	0	0	0	0	1	251
09:00	2	223	69	0	12	0	0	1	2	0	0	0	0	1	310
10:00	3	381	122	0	12	1	0	4	1	0	0	0	0	6	530
11:00	5	288	108	0	11	1	0	3	1	0	0	0	0	2	419
12 PM	3	399	111	0	13	0	0	1	0	0	0	0	0	2	529
13:00	4	352	98	0	10	0	0	0	0	0	0	0	0	3	467
14:00	2	386	105	0	9	0	0	0	0	0	0	0	0	1	503
15:00	5	305	107	0	11	0	0	2	0	0	0	0	0	1	431
16:00	5	320	88	0	10	0	0	0	0	0	0	0	0	2	425
17:00	3	332	90	0	11	0	0	0	1	0	0	0	0	4	441
18:00	4	314	87	0	10	1	0	0	0	0	0	0	0	4	420
19:00	2	277	66	0	4	1	0	1	0	0	0	0	0	1	352
20:00	1	210	71	0	6	0	0	0	0	1	0	0	0	0	289
21:00	3	191	45	0	10	0	0	1	1	0	0	0	0	3	254
22:00	2	112	36	0	5	1	0	0	0	0	0	0	0	2	158
23:00	0	94	17	0	3	0	0	0	0	0	0	0	0	0	114
Total	47	4903	1482	1	165	6	0	20	8	1	0	0	0	37	6670
Percent	0.7%	73.5%	22.2%	0.0%	2.5%	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.6%	
AM Peak	11:00	10:00	10:00	06:00	09:00	08:00		10:00	09:00					10:00	
Vol.	5	381	122	1	12	1		4	2					6	
PM Peak	15:00	12:00	12:00		12:00	18:00		15:00	17:00	20:00				17:00	
Vol.	5	399	111		13	1		2	1	1				4	

Exhibit 5

N UNIVERSITY -SB APPROACH TO RENAUD
LOCATED APPROX 115 FEET NORTH OF RENAUD
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING MAY 20, 2014 AT 12 PM AND ENDING MAY 27, 2014 AT 1 PM

Site Code: 65
Station ID:

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/26/14	0	57	17	0	3	0	0	0	0	0	0	0	0	1	78
01:00	0	32	11	0	4	0	0	0	0	0	0	0	0	0	47
02:00	0	35	13	0	0	0	0	0	0	0	0	0	0	1	49
03:00	0	38	10	0	3	1	0	0	0	0	0	0	0	1	53
04:00	0	25	15	1	3	1	0	3	0	0	0	0	0	0	48
05:00	0	83	35	0	8	0	0	2	0	0	0	0	0	0	128
06:00	0	160	67	0	13	2	0	6	1	0	1	0	0	1	251
07:00	3	287	100	4	14	0	0	3	2	0	0	0	0	6	419
08:00	7	279	89	1	26	1	0	4	2	0	1	0	0	6	416
09:00	4	237	84	0	14	0	1	2	1	0	0	0	0	4	347
10:00	2	270	109	1	18	6	0	1	1	0	0	1	0	2	411
11:00	2	263	95	1	15	1	0	4	1	0	0	0	0	2	384
12 PM	3	377	149	1	14	0	0	4	3	0	0	0	0	6	557
13:00	0	369	110	2	14	2	0	1	0	0	0	0	0	5	503
14:00	3	306	105	1	15	2	0	2	1	0	0	0	0	4	439
15:00	4	422	127	1	23	0	0	6	0	1	0	0	0	23	607
16:00	3	334	97	0	15	0	0	5	2	0	0	0	0	2	458
17:00	5	322	103	0	13	0	0	1	1	0	0	0	0	4	449
18:00	2	272	87	0	8	0	0	2	1	0	0	0	0	1	373
19:00	1	251	66	0	3	0	0	1	1	0	0	0	0	0	323
20:00	3	210	56	0	5	0	0	1	1	0	0	0	0	0	276
21:00	0	156	29	0	6	1	0	4	1	0	0	0	0	0	197
22:00	3	125	18	0	0	0	0	0	0	0	0	0	0	1	147
23:00	2	84	26	0	1	0	0	0	1	0	0	0	0	1	115
Total	47	4994	1618	13	238	17	1	52	20	1	2	1	0	71	7075
Percent	0.7%	70.6%	22.9%	0.2%	3.4%	0.2%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	1.0%	
AM Peak	08:00	07:00	10:00	07:00	08:00	10:00	09:00	06:00	07:00		06:00	10:00		07:00	
Vol.	7	287	109	4	26	6	1	6	2		1	1		6	
PM Peak	17:00	15:00	12:00	13:00	15:00	13:00		15:00	12:00	15:00				15:00	
Vol.	5	422	149	2	23	2		6	3	1				23	

Exhibit 5

N UNIVERSITY -SB APPROACH TO RENAUD
LOCATED APPROX 115 FEET NORTH OF RENAUD
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING MAY 20, 2014 AT 12 PM AND ENDING MAY 27, 2014 AT 1 PM

Site Code: 65
Station ID:

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/27/14	0	58	10	0	1	0	0	0	0	0	0	0	0	0	69
01:00	0	26	1	0	1	1	0	1	0	0	0	0	0	0	30
02:00	0	27	7	0	1	1	0	0	2	0	0	0	0	1	39
03:00	1	17	12	0	6	0	0	0	1	0	0	0	0	0	37
04:00	1	56	28	1	6	0	0	3	0	0	0	0	0	0	95
05:00	1	122	69	6	32	1	0	1	2	1	0	0	0	1	236
06:00	1	321	149	13	43	0	0	7	0	0	0	0	0	6	540
07:00	3	650	223	6	44	2	1	14	2	0	0	0	1	20	966
08:00	3	463	181	9	54	5	0	12	5	0	0	0	0	11	743
09:00	6	330	168	6	35	6	1	11	7	0	0	0	0	8	578
10:00	2	333	139	6	31	6	0	1	8	0	0	0	1	2	529
11:00	1	421	162	2	32	5	0	12	3	0	0	0	0	4	642
12 PM	5	495	167	1	36	2	0	10	4	0	0	0	0	3	723
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	24	3319	1316	50	322	29	2	72	34	1	0	0	2	56	5227
Percent	0.5%	63.5%	25.2%	1.0%	6.2%	0.6%	0.0%	1.4%	0.7%	0.0%	0.0%	0.0%	0.0%	1.1%	
AM Peak	09:00	07:00	07:00	06:00	08:00	09:00	07:00	07:00	10:00	05:00			07:00	07:00	
Vol.	6	650	223	13	54	6	1	14	8	1			1	20	
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00		12:00	12:00					12:00	
Vol.	5	495	167	1	36	2		10	4					3	
Grand Total	407	44515	15394	360	2555	263	6	605	259	19	8	8	6	609	65014
Percent	0.6%	68.5%	23.7%	0.6%	3.9%	0.4%	0.0%	0.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.9%	

Exhibit 6

STONE -WB APPROACH TO N UNIVERSITY AVE
LOCATED APPROX 65 FEET EAST OF N UNIVERSITY AVE
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING APRIL 1, 2014 AT 11 AM AND ENDING APRIL 8, 2014 AT 12 PM

Site Code: 47
Station ID:

Latitude: 0' 0.0000 South

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/01/14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	15	16
12 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	20	25
13:00	0	2	1	0	0	0	0	0	0	0	0	0	0	48	51
14:00	0	1	0	0	1	0	0	0	0	0	0	0	0	105	107
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	139	139
16:00	0	3	3	0	1	0	0	0	0	0	0	0	0	87	94
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	42	43
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	35	37
19:00	0	3	3	0	0	0	0	0	0	0	0	0	0	33	39
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	28	29
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	21	8	0	2	0	0	0	0	0	0	0	0	563	594
Percent	0.0%	3.5%	1.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	94.8%	
AM Peak		11:00												11:00	
Vol.		1												15	
PM Peak		12:00	16:00		14:00									15:00	
Vol.		4	3		1									139	

Exhibit 6

STONE -WB APPROACH TO N UNIVERSITY AVE
LOCATED APPROX 65 FEET EAST OF N UNIVERSITY AVE
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING APRIL 1, 2014 AT 11 AM AND ENDING APRIL 8, 2014 AT 12 PM

Site Code: 47
Station ID:

Latitude: 0' 0.0000 South

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/02/14	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25
06:00	0	5	5	0	0	0	0	0	0	0	0	0	0	95	105
07:00	0	1	1	0	0	0	0	0	0	0	0	0	0	55	57
08:00	0	2	0	0	1	0	0	0	0	0	0	0	0	18	21
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21
10:00	0	1	1	0	0	0	0	0	0	0	0	0	0	23	25
11:00	0	0	2	0	0	0	0	0	0	0	0	0	0	21	23
12 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	23	28
13:00	0	3	1	0	0	0	0	0	0	0	0	0	0	43	47
14:00	0	2	1	1	0	0	0	0	0	0	0	0	0	132	136
15:00	0	0	0	1	0	0	0	0	0	0	0	0	0	95	96
16:00	0	0	0	0	1	0	0	0	0	0	0	0	0	68	69
17:00	0	2	0	0	1	0	0	0	0	0	0	0	0	33	36
18:00	0	0	1	0	0	0	0	0	0	0	0	0	0	123	124
19:00	0	0	3	0	0	0	0	0	0	0	0	0	0	61	64
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	5	6
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	5	7
Total	0	23	19	2	4	0	0	0	0	0	0	0	0	871	919
Percent	0.0%	2.5%	2.1%	0.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	94.8%	
AM Peak		06:00	06:00		01:00									06:00	
Vol.		5	5		1									95	
PM Peak		12:00	19:00	14:00	16:00									14:00	
Vol.		3	3	1	1									132	

Exhibit 6

STONE -WB APPROACH TO N UNIVERSITY AVE
LOCATED APPROX 65 FEET EAST OF N UNIVERSITY AVE
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING APRIL 1, 2014 AT 11 AM AND ENDING APRIL 8, 2014 AT 12 PM

Site Code: 47
Station ID:

Latitude: 0' 0.0000 South

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/03/14	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	3	4
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	25	27
06:00	0	2	5	1	1	0	0	0	0	0	0	0	0	87	96
07:00	0	0	0	0	1	0	0	0	0	0	0	0	0	77	78
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	21	22
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	23	24
10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	27	28
11:00	0	1	1	0	1	0	0	0	0	0	0	0	0	38	41
12 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	27	28
13:00	0	5	1	0	0	0	0	0	0	0	0	0	0	66	72
14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	113	114
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	138	138
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	70	70
17:00	2	2	0	0	2	0	0	0	0	0	0	0	0	23	29
18:00	0	3	1	0	0	0	0	0	0	0	0	0	0	29	33
19:00	1	1	2	0	1	0	0	0	0	0	0	0	0	23	28
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	7	9
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	6	8
Total	4	20	15	1	7	1	0	0	0	0	0	0	0	813	861
Percent	0.5%	2.3%	1.7%	0.1%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	94.4%	
AM Peak	10:00	06:00	06:00	06:00	06:00	04:00								06:00	
Vol.	1	2	5	1	1	1								87	
PM Peak	17:00	13:00	19:00		17:00									15:00	
Vol.	2	5	2		2									138	

Exhibit 6

STONE -WB APPROACH TO N UNIVERSITY AVE
LOCATED APPROX 65 FEET EAST OF N UNIVERSITY AVE
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING APRIL 1, 2014 AT 11 AM AND ENDING APRIL 8, 2014 AT 12 PM

Site Code: 47
Station ID:

Latitude: 0' 0.0000 South

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/04/14	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
01:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25
06:00	3	4	1	0	0	0	0	0	0	0	0	0	0	83	91
07:00	0	0	0	0	1	0	0	0	0	0	0	0	0	62	63
08:00	0	3	0	0	1	0	0	0	0	0	0	0	0	19	23
09:00	0	0	1	0	0	0	0	0	0	0	0	0	0	20	21
10:00	2	2	2	0	0	0	0	0	0	0	0	0	0	30	36
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	129	129
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	59	59
13:00	1	2	0	0	0	0	0	0	0	0	0	0	0	56	59
14:00	0	2	1	1	0	0	0	0	0	0	0	0	0	39	43
15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	59	60
16:00	1	0	0	0	2	0	0	0	0	0	0	0	0	45	48
17:00	1	1	0	0	2	0	0	0	0	0	0	0	0	39	43
18:00	0	0	1	0	1	0	0	0	0	0	0	0	0	43	45
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	25	27
20:00	0	1	0	0	2	0	0	0	0	0	0	0	0	30	33
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	24	24
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	9	10
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	11	12
Total	9	21	7	1	10	0	0	0	0	0	0	0	0	818	866
Percent	1.0%	2.4%	0.8%	0.1%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	94.5%	
AM Peak	06:00	06:00	10:00		01:00									11:00	
Vol.	3	4	2		1									129	
PM Peak	13:00	13:00	14:00	14:00	16:00									12:00	
Vol.	1	2	1	1	2									59	

Exhibit 6

STONE -WB APPROACH TO N UNIVERSITY AVE
LOCATED APPROX 65 FEET EAST OF N UNIVERSITY AVE
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING APRIL 1, 2014 AT 11 AM AND ENDING APRIL 8, 2014 AT 12 PM

Site Code: 47
Station ID:

Latitude: 0' 0.0000 South

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/05/14	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	4	6
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	5	6
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	4	6
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	16	19
06:00	0	3	4	0	0	0	0	0	0	0	0	0	0	50	57
07:00	0	1	0	0	1	0	0	0	0	0	0	0	0	48	50
08:00	1	1	0	0	0	0	0	0	0	0	0	0	0	39	41
09:00	0	1	2	0	1	0	0	0	0	0	0	0	0	45	49
10:00	0	2	1	0	0	0	0	0	0	0	0	0	0	49	52
11:00	0	0	0	0	1	0	0	0	0	0	0	0	0	45	46
12 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	143	144
13:00	0	1	2	0	0	0	0	0	0	0	0	0	0	67	70
14:00	1	1	0	0	0	0	0	0	0	0	0	0	0	41	43
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	50	51
16:00	0	0	0	0	1	0	0	0	0	0	0	0	0	51	52
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	54	54
18:00	0	2	0	0	2	0	0	0	0	0	0	0	0	72	76
19:00	0	2	3	0	0	0	0	0	0	0	0	0	0	48	53
20:00	0	0	0	0	1	0	0	0	0	0	0	0	0	20	21
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	5	6
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	10	11
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	3	22	14	0	8	0	0	0	0	0	0	0	0	871	918
Percent	0.3%	2.4%	1.5%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	94.9%	
AM Peak	08:00	06:00	06:00		03:00									06:00	
Vol.	1	3	4		1									50	
PM Peak	12:00	18:00	19:00		18:00									12:00	
Vol.	1	2	3		2									143	

Exhibit 6

STONE -WB APPROACH TO N UNIVERSITY AVE
LOCATED APPROX 65 FEET EAST OF N UNIVERSITY AVE
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING APRIL 1, 2014 AT 11 AM AND ENDING APRIL 8, 2014 AT 12 PM

Site Code: 47
Station ID:

Latitude: 0' 0.0000 South

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/06/14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	3	5
02:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4	8
03:00	1	0	1	0	1	0	0	0	0	0	0	0	0	2	5
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	4	5
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	10	11
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	19	21
08:00	0	0	4	0	1	0	0	0	0	0	0	0	0	21	26
09:00	1	2	0	0	1	0	0	0	0	0	0	0	0	127	131
10:00	0	2	3	0	0	0	0	0	0	0	0	0	0	40	45
11:00	0	1	1	0	0	0	0	0	0	0	0	0	0	150	152
12 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	37	38
13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	30	32
14:00	0	3	1	0	0	0	0	0	0	0	0	0	0	28	32
15:00	0	0	2	0	1	0	0	0	0	0	0	0	0	34	37
16:00	0	4	1	0	1	0	0	0	0	0	0	0	0	36	42
17:00	0	2	3	0	0	0	0	0	0	0	0	0	0	29	34
18:00	0	3	2	0	0	0	0	0	0	0	0	0	0	118	123
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	47	49
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	18	19
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	4	5
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	2	31	21	0	6	0	0	0	0	0	0	0	0	770	830
Percent	0.2%	3.7%	2.5%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	92.8%	
AM Peak	03:00	01:00	08:00		02:00									11:00	
Vol.	1	2	4		1									150	
PM Peak		16:00	17:00		15:00									18:00	
Vol.		4	3		1									118	

Exhibit 6

STONE -WB APPROACH TO N UNIVERSITY AVE
LOCATED APPROX 65 FEET EAST OF N UNIVERSITY AVE
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING APRIL 1, 2014 AT 11 AM AND ENDING APRIL 8, 2014 AT 12 PM

Site Code: 47
Station ID:

Latitude: 0' 0.0000 South

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/07/14	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	8	9
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	24	25
06:00	0	1	2	0	1	0	0	0	0	0	0	0	0	80	84
07:00	0	1	2	0	0	0	0	0	0	0	0	0	0	56	59
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	16	17
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16
10:00	0	1	1	0	1	0	0	0	0	0	0	0	0	23	26
11:00	0	2	0	0	1	0	0	0	0	0	0	0	0	27	30
12 PM	0	3	1	0	2	0	0	0	0	0	0	0	0	21	27
13:00	0	1	2	0	0	0	0	0	0	0	0	0	0	30	33
14:00	0	1	0	1	0	0	0	0	0	0	0	0	0	111	113
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	117	118
16:00	0	3	0	0	0	0	0	0	0	0	0	0	0	89	92
17:00	0	3	1	0	0	0	0	0	0	0	0	0	0	23	27
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	28	29
19:00	0	2	1	0	0	0	0	0	0	0	0	0	0	11	14
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	20	21
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	4	5
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	4
Total	0	26	13	1	5	0	0	0	0	0	0	0	0	719	764
Percent	0.0%	3.4%	1.7%	0.1%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	94.1%	
AM Peak		11:00	06:00		06:00									06:00	
Vol.		2	2		1									80	
PM Peak		12:00	13:00	14:00	12:00									15:00	
Vol.		3	2	1	2									117	

Exhibit 6

STONE -WB APPROACH TO N UNIVERSITY AVE
LOCATED APPROX 65 FEET EAST OF N UNIVERSITY AVE
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING APRIL 1, 2014 AT 11 AM AND ENDING APRIL 8, 2014 AT 12 PM

Site Code: 47
Station ID:

Latitude: 0' 0.0000 South

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/08/14	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	5	6
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	31	31
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	73	74
07:00	0	0	0	0	1	0	0	0	0	0	0	0	0	66	67
08:00	0	0	2	0	0	0	0	0	0	0	0	0	0	19	21
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	22	23
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	24	25
12 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	30	33
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	5	6	0	1	0	0	0	0	0	0	0	0	295	307
Percent	0.0%	1.6%	2.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	96.1%	
AM Peak		02:00	08:00		07:00									06:00	
Vol.		1	2		1									73	
PM Peak		12:00	12:00											12:00	
Vol.		1	2											30	
Grand Total	18	169	103	5	43	1	0	0	0	0	0	0	0	5720	6059
Percent	0.3%	2.8%	1.7%	0.1%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	94.4%	

Exhibit 7

RENAUD -EB APPROACH TO N UNIVERSITY AVE
LOCATED APPROX 145 FEET WEST OF N UNIVERSITY AVE
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING APRIL 1, 2014 AT 11 AM AND ENDING APRIL 8, 2014 AT 12 PM

Site Code: 65
Station ID:

Latitude: 0' 0.0000 South

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/01/14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	7	2	10	8	120	1	0	0	1	0	0	0	0	67	216
12 PM	12	2	13	6	145	1	0	0	0	0	0	0	1	53	233
13:00	7	1	15	5	104	2	0	0	0	1	0	0	0	43	178
14:00	14	0	15	4	118	1	0	0	0	0	0	0	0	47	199
15:00	16	1	8	9	124	1	0	0	1	0	0	0	0	56	216
16:00	5	2	11	9	135	5	0	0	0	0	0	0	0	45	212
17:00	7	1	15	5	133	0	0	1	0	0	0	0	0	47	209
18:00	0	1	15	3	113	0	0	0	0	0	0	0	0	32	164
19:00	3	0	11	3	78	1	0	1	0	0	0	0	0	37	134
20:00	4	1	10	3	69	0	0	0	0	0	0	0	0	19	106
21:00	0	0	9	1	60	0	0	0	0	0	0	0	0	12	82
22:00	0	0	7	1	48	1	0	0	0	0	0	0	0	16	73
23:00	0	0	4	2	32	0	0	0	0	0	0	0	0	15	53
Total	75	11	143	59	1279	13	0	2	2	1	0	0	1	489	2075
Percent	3.6%	0.5%	6.9%	2.8%	61.6%	0.6%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	23.6%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00			11:00					11:00	
Vol.	7	2	10	8	120	1			1					67	
PM Peak	15:00	12:00	13:00	15:00	12:00	16:00		17:00	15:00	13:00			12:00	15:00	
Vol.	16	2	15	9	145	5		1	1	1			1	56	

Exhibit 7

RENAUD -EB APPROACH TO N UNIVERSITY AVE
LOCATED APPROX 145 FEET WEST OF N UNIVERSITY AVE
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING APRIL 1, 2014 AT 11 AM AND ENDING APRIL 8, 2014 AT 12 PM

Site Code: 65
Station ID:

Latitude: 0' 0.0000 South

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/02/14	0	0	1	2	11	0	0	0	0	0	0	0	0	4	18
01:00	3	0	0	2	9	1	0	0	0	0	0	0	0	4	19
02:00	0	0	0	1	11	0	0	0	0	0	0	0	0	7	19
03:00	0	0	2	3	16	0	0	0	0	0	0	0	0	7	28
04:00	0	0	2	8	10	0	0	0	0	0	0	0	0	13	33
05:00	3	0	2	12	69	1	0	0	0	0	0	0	0	37	124
06:00	0	2	4	11	107	0	0	0	0	0	0	0	0	34	158
07:00	6	0	12	11	170	3	0	1	0	0	0	0	1	83	287
08:00	7	0	13	23	132	1	0	2	0	0	0	0	1	68	247
09:00	6	2	14	8	102	2	0	0	0	0	0	0	0	51	185
10:00	4	0	9	5	101	0	0	0	1	0	0	0	0	51	171
11:00	7	0	7	4	124	1	0	0	0	0	0	0	0	31	174
12 PM	3	0	15	5	135	0	0	0	1	0	0	0	0	44	203
13:00	5	1	12	4	117	1	0	1	0	0	0	0	0	39	180
14:00	10	0	17	3	101	1	0	0	1	0	0	0	0	49	182
15:00	3	3	26	16	125	2	0	2	0	0	0	0	0	65	242
16:00	1	1	19	6	138	2	1	1	1	0	0	0	0	56	226
17:00	6	0	16	3	142	1	0	1	0	0	0	0	0	45	214
18:00	5	0	10	1	116	1	0	1	0	0	0	0	0	30	164
19:00	3	1	13	1	93	0	0	0	1	0	0	0	0	24	136
20:00	3	0	16	3	96	1	0	0	0	0	0	0	0	27	146
21:00	0	2	11	2	61	0	0	0	0	0	0	0	0	8	84
22:00	0	0	5	2	44	0	0	0	0	0	0	0	0	10	61
23:00	0	0	2	1	21	0	0	0	0	0	0	0	0	8	32
Total	75	12	228	137	2051	18	1	9	5	0	0	0	2	795	3333
Percent	2.3%	0.4%	6.8%	4.1%	61.5%	0.5%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.1%	23.9%	
AM Peak	08:00	06:00	09:00	08:00	07:00	07:00		08:00	10:00				07:00	07:00	
Vol.	7	2	14	23	170	3		2	1				1	83	
PM Peak	14:00	15:00	15:00	15:00	17:00	15:00	16:00	15:00	12:00					15:00	
Vol.	10	3	26	16	142	2	1	2	1					65	

Exhibit 7

RENAUD -EB APPROACH TO N UNIVERSITY AVE
LOCATED APPROX 145 FEET WEST OF N UNIVERSITY AVE
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING APRIL 1, 2014 AT 11 AM AND ENDING APRIL 8, 2014 AT 12 PM

Site Code: 65
Station ID:

Latitude: 0' 0.0000 South

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/04/14	1	0	0	2	25	0	0	0	0	0	0	0	0	7	35
01:00	0	0	1	1	18	0	0	0	0	0	0	0	0	1	21
02:00	3	1	1	7	16	1	0	0	0	0	0	0	0	14	43
03:00	1	0	4	2	14	0	0	1	0	0	0	0	0	5	27
04:00	0	0	3	6	27	0	0	0	0	0	0	0	0	16	52
05:00	3	0	3	11	69	2	0	1	0	0	0	0	0	21	110
06:00	1	0	7	8	123	0	0	0	0	0	0	0	0	15	154
07:00	5	2	32	7	193	0	0	0	0	0	0	0	0	76	315
08:00	8	0	17	7	123	0	0	1	0	0	0	0	0	100	256
09:00	4	1	17	5	105	2	0	3	0	0	0	0	0	44	181
10:00	7	0	17	4	85	1	0	0	0	0	0	0	0	77	191
11:00	8	3	8	5	96	4	0	0	0	0	0	0	0	119	243
12 PM	10	0	12	4	78	2	0	1	0	0	0	0	0	126	233
13:00	4	0	9	5	92	0	0	0	0	0	0	0	0	91	201
14:00	6	0	8	2	89	0	0	0	0	0	0	0	0	99	204
15:00	2	0	10	5	113	0	0	0	0	0	0	0	0	127	257
16:00	6	1	7	2	122	0	0	1	0	0	0	0	0	122	261
17:00	5	0	5	1	111	1	0	0	0	0	0	0	0	128	251
18:00	6	1	8	1	55	1	0	0	0	0	0	0	0	93	165
19:00	5	1	6	2	54	1	0	0	0	0	0	0	0	130	199
20:00	8	0	6	0	49	2	0	0	0	0	0	0	0	106	171
21:00	6	2	8	1	43	2	0	0	0	0	0	0	0	94	156
22:00	0	0	3	1	34	1	0	0	0	0	0	0	0	57	96
23:00	0	1	2	2	28	0	0	0	0	0	0	0	0	49	82
Total	99	13	194	91	1762	20	0	8	0	0	0	0	0	1717	3904
Percent	2.5%	0.3%	5.0%	2.3%	45.1%	0.5%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	44.0%	
AM Peak	08:00	11:00	07:00	05:00	07:00	11:00		09:00						11:00	
Vol.	8	3	32	11	193	4		3						119	
PM Peak	12:00	21:00	12:00	13:00	16:00	12:00		12:00						19:00	
Vol.	10	2	12	5	122	2		1						130	

Exhibit 7

RENAUD -EB APPROACH TO N UNIVERSITY AVE
LOCATED APPROX 145 FEET WEST OF N UNIVERSITY AVE
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING APRIL 1, 2014 AT 11 AM AND ENDING APRIL 8, 2014 AT 12 PM

Site Code: 65
Station ID:

Latitude: 0' 0.0000 South

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/05/14	1	0	2	0	19	0	0	0	0	0	0	0	0	30	52
01:00	0	0	4	0	13	1	0	0	0	0	0	0	0	19	37
02:00	0	0	0	0	14	0	0	0	0	0	0	0	0	31	45
03:00	0	0	2	3	10	0	0	0	0	0	0	0	0	14	29
04:00	0	0	0	1	5	1	0	0	0	0	0	0	0	18	25
05:00	1	0	2	3	10	1	1	0	0	0	0	0	0	38	56
06:00	4	0	1	1	26	1	0	0	0	0	0	0	0	48	81
07:00	1	0	6	2	34	0	0	0	0	0	0	0	0	60	103
08:00	4	1	11	1	55	2	0	0	0	0	0	0	0	113	187
09:00	2	0	10	3	62	2	0	1	0	0	0	0	0	154	234
10:00	7	1	16	1	51	1	0	0	1	0	0	0	0	112	190
11:00	3	1	17	0	72	1	0	1	1	0	0	0	0	126	222
12 PM	7	1	12	0	69	4	0	0	0	0	0	0	0	105	198
13:00	2	2	14	0	61	1	0	0	0	0	0	0	0	116	196
14:00	8	2	9	1	59	2	0	0	0	0	0	0	0	87	168
15:00	0	0	5	1	58	1	0	0	0	0	0	0	0	86	151
16:00	6	0	6	0	46	0	1	0	0	0	0	0	0	96	155
17:00	10	0	9	3	46	3	0	0	0	0	0	0	0	134	205
18:00	1	1	10	0	49	2	0	0	0	0	0	0	0	97	160
19:00	4	0	6	0	41	3	0	0	0	0	0	0	0	99	153
20:00	4	0	5	0	43	1	0	0	0	0	0	0	0	64	117
21:00	4	0	1	0	35	2	0	0	0	0	0	0	0	56	98
22:00	1	0	3	1	23	0	0	0	0	0	0	0	0	62	90
23:00	4	0	1	0	10	0	0	0	0	0	0	0	0	53	68
Total	74	9	152	21	911	29	2	2	2	0	0	0	0	1818	3020
Percent	2.5%	0.3%	5.0%	0.7%	30.2%	1.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	60.2%	
AM Peak	10:00	08:00	11:00	03:00	11:00	08:00	05:00	09:00	10:00					09:00	
Vol.	7	1	17	3	72	2	1	1	1					154	
PM Peak	17:00	13:00	13:00	17:00	12:00	12:00	16:00							17:00	
Vol.	10	2	14	3	69	4	1							134	

Exhibit 7

RENAUD -EB APPROACH TO N UNIVERSITY AVE
LOCATED APPROX 145 FEET WEST OF N UNIVERSITY AVE
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING APRIL 1, 2014 AT 11 AM AND ENDING APRIL 8, 2014 AT 12 PM

Site Code: 65
Station ID:

Latitude: 0' 0.0000 South

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/06/14	2	0	4	1	16	0	0	0	0	0	0	0	0	31	54
01:00	3	0	0	0	12	0	0	0	0	0	0	0	0	14	29
02:00	2	0	3	0	13	1	0	0	0	0	0	0	0	20	39
03:00	1	0	1	1	11	0	0	0	0	0	0	0	0	21	35
04:00	0	0	1	1	7	0	0	0	0	0	0	0	0	13	22
05:00	3	0	0	0	12	0	0	0	0	0	0	0	0	18	33
06:00	0	0	0	0	14	4	0	0	0	0	0	0	0	23	41
07:00	2	0	1	2	26	3	0	0	0	0	0	0	0	28	62
08:00	1	0	2	0	49	6	0	0	0	0	0	0	0	39	97
09:00	0	0	1	0	49	4	0	0	0	0	0	0	0	75	129
10:00	2	0	5	3	48	3	0	0	0	0	0	0	0	76	137
11:00	3	0	8	2	53	3	0	0	0	0	0	0	0	95	164
12 PM	2	0	6	1	56	5	0	0	0	0	0	0	0	97	167
13:00	3	0	9	2	75	6	0	0	0	0	0	0	0	81	176
14:00	5	0	8	1	74	5	0	0	0	0	0	0	0	101	194
15:00	3	0	6	0	72	2	0	0	0	0	0	0	0	88	171
16:00	2	0	6	0	59	2	0	0	0	0	0	0	0	85	154
17:00	5	0	5	3	53	3	0	0	0	0	0	0	0	71	140
18:00	0	0	5	0	55	4	0	0	0	0	0	0	0	65	129
19:00	0	0	1	1	34	3	0	0	0	0	0	0	0	49	88
20:00	1	0	6	0	51	0	0	1	0	0	0	0	0	53	112
21:00	1	0	2	0	38	0	0	0	0	0	0	0	0	36	77
22:00	3	0	2	0	21	0	0	0	0	0	0	0	0	28	54
23:00	0	0	1	0	9	1	0	0	0	0	0	0	0	22	33
Total	44	0	83	18	907	55	0	1	0	0	0	0	0	1229	2337
Percent	1.9%	0.0%	3.6%	0.8%	38.8%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	52.6%	
AM Peak	01:00		11:00	10:00	11:00	08:00								11:00	
Vol.	3		8	3	53	6								95	
PM Peak	14:00		13:00	17:00	13:00	13:00		20:00						14:00	
Vol.	5		9	3	75	6		1						101	

Exhibit 7

RENAUD -EB APPROACH TO N UNIVERSITY AVE
LOCATED APPROX 145 FEET WEST OF N UNIVERSITY AVE
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING APRIL 1, 2014 AT 11 AM AND ENDING APRIL 8, 2014 AT 12 PM

Site Code: 65
Station ID:

Latitude: 0' 0.0000 South

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/07/14	0	0	0	0	6	0	0	0	0	0	0	0	0	6	12
01:00	0	0	1	0	4	0	0	0	0	0	0	0	0	9	14
02:00	0	0	1	4	3	0	0	0	0	0	0	0	0	17	25
03:00	0	0	1	2	5	0	0	0	0	0	0	0	0	11	19
04:00	4	0	2	12	10	0	0	0	0	0	0	0	0	45	73
05:00	8	0	1	3	33	5	0	0	0	0	0	0	0	73	123
06:00	2	0	0	7	59	5	0	0	0	0	0	0	0	112	185
07:00	21	0	4	8	97	5	0	0	0	0	0	0	0	216	351
08:00	10	0	2	2	81	2	0	0	0	0	0	0	0	130	227
09:00	13	0	5	1	53	0	0	1	0	0	0	0	0	121	194
10:00	10	2	5	6	38	1	0	0	0	0	0	0	0	74	136
11:00	14	3	22	1	72	1	0	1	0	0	0	0	0	142	256
12 PM	14	2	27	4	150	2	0	1	0	0	0	0	0	91	291
13:00	2	1	22	6	137	5	0	3	0	0	0	0	0	32	208
14:00	11	1	22	7	110	1	0	2	0	0	0	0	0	65	219
15:00	16	2	35	8	102	2	0	0	0	0	0	0	0	131	296
16:00	4	6	23	10	153	1	0	2	0	0	0	0	0	67	266
17:00	1	1	9	7	165	0	0	0	0	0	0	0	0	8	191
18:00	2	0	12	4	133	2	0	1	0	0	0	0	0	7	161
19:00	0	2	13	1	106	0	0	0	0	0	0	0	0	5	127
20:00	1	2	7	1	86	0	0	0	0	0	0	0	0	4	101
21:00	2	1	14	1	53	0	0	0	0	0	0	0	0	2	73
22:00	0	0	6	3	37	0	0	0	0	0	0	0	0	3	49
23:00	3	0	1	2	38	0	0	0	0	0	0	0	0	2	46
Total	138	23	235	100	1731	32	0	11	0	0	0	0	0	1373	3643
Percent	3.8%	0.6%	6.5%	2.7%	47.5%	0.9%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	37.7%	
AM Peak	07:00	11:00	11:00	04:00	07:00	05:00		09:00						07:00	
Vol.	21	3	22	12	97	5		1						216	
PM Peak	15:00	16:00	15:00	16:00	17:00	13:00		13:00						15:00	
Vol.	16	6	35	10	165	5		3						131	

Exhibit 7

RENAUD -EB APPROACH TO N UNIVERSITY AVE
LOCATED APPROX 145 FEET WEST OF N UNIVERSITY AVE
7 DAY CLASSIFICATION-VOLUME COUNTS
BEGINNING APRIL 1, 2014 AT 11 AM AND ENDING APRIL 8, 2014 AT 12 PM

Site Code: 65
Station ID:

Latitude: 0' 0.0000 South

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/08/14	0	0	2	0	16	0	0	0	0	0	0	0	0	1	19
01:00	0	0	0	0	13	0	0	0	0	0	0	0	0	0	13
02:00	1	0	1	8	2	0	0	0	0	0	0	0	0	2	14
03:00	0	0	0	1	17	0	0	0	0	0	0	0	0	1	19
04:00	0	0	2	7	27	0	0	0	0	0	0	0	0	7	43
05:00	1	0	6	14	71	1	0	0	0	0	0	0	0	5	98
06:00	0	0	15	15	124	1	0	1	0	0	0	0	0	7	163
07:00	1	1	36	14	202	1	0	0	0	0	0	0	0	19	274
08:00	6	0	25	15	146	0	0	0	0	0	0	0	0	27	219
09:00	1	0	17	6	130	2	0	0	0	0	0	0	0	18	174
10:00	3	0	24	10	114	1	0	0	0	0	0	0	0	14	166
11:00	1	0	17	7	128	0	0	0	0	0	0	0	0	23	176
12 PM	3	0	19	12	146	0	0	0	0	0	0	0	0	16	196
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	17	1	164	109	1136	6	0	1	0	0	0	0	0	140	1574
Percent	1.1%	0.1%	10.4%	6.9%	72.2%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	8.9%	
AM Peak	08:00	07:00	07:00	06:00	07:00	09:00		06:00						08:00	
Vol.	6	1	36	15	202	2		1						27	
PM Peak	12:00		12:00	12:00	12:00									12:00	
Vol.	3		19	12	146									16	
Grand Total	593	80	1516	658	11983	200	5	37	10	1	0	0	4	8280	23367
Percent	2.5%	0.3%	6.5%	2.8%	51.3%	0.9%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	35.4%	

Exhibit 8

Street Name:	**On University SB appr to Stone**		
Posted Speed Limit:	**45 MPH**	**Surface:**	**Asphalt - Dry**
Date:	**5/6/14**	**Conducted by:**	**Peaches**
Time of Day:	**10:05 AM - 11:00 AM**		

Speed (mph)	Passenger Cars	Trucks	Cumulative Total	Cumulative Percent
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				
32				
33				
34				
35				
36				
37				
38	1		1.0	1.0
39				
40	1		2.0	2.0
41	6		8.0	7.8
42	4		12.0	11.8
43	4		16.0	15.7
44	9		25.0	24.5
45	8		33.0	32.4
46	10		43.0	42.2
47	16		59.0	57.8
48	9		68.0	66.7
49	7		75.0	73.5
50	5		80.0	78.4
51	5		85.0	83.3
52	6		91.0	89.2
53	2		93.0	91.2
54	2		95.0	93.1
55	2		97.0	95.1
56	1		98.0	96.1
57	1		99.0	97.1
58	3		102.0	100.0
59				
60				
61				
62				
63				
64				
65				
66				
67				
68				
69				
70				
71				
72				
73				
74				
75				
			102	Total Observations

10 mph Pace	**43~ 52**		
85% Speed	**51**	Mode	**47**
50% Speed	**46**	Avg. Speed	**47**

Exhibit 9

Street Name: On University NB appr to Renaud

Posted Speed Limit: 40 MPH **Surface:** Asphalt - Dry

Date: 5/7/14 **Conducted by:** Peaches

Time of Day: 9:15 AM -10:00 AM

Speed (mph)	Passenger Cars	Trucks	Cumulative Total	Cumulative Percent
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31	2		2.0	1.5
32	7		9.0	6.7
33	6		15.0	11.1
34	7		22.0	16.3
35	7		29.0	21.5
36	8		37.0	27.4
37	13		50.0	37.0
38	6		56.0	41.5
39	8		64.0	47.4
40	9		73.0	54.1
41	9		82.0	60.7
42	8		90.0	66.7
43	6		96.0	71.1
44	2		98.0	72.6
45	3		101.0	74.8
46	2		103.0	76.3
47	2		105.0	77.8
48	2		107.0	79.3
49	2		109.0	80.7
50				
51	1		110.0	81.5
52	25		135.0	100.0
53				
54				
55				
56				
57				
58				
59				
60				
61				
62				
63				
64				
65				
66				
67				
68				
69				
70				
71				
72				
73				
74				
75				
			135	Total Observations

10 mph Pace	**34~ 43**		
85% Speed	**51**	Mode	**52**
50% Speed	**39**	Avg. Speed	**41**

Exhibit 10

Street Name: On Stone WB appr to University

Posted Speed Limit: 25 MPH **Surface:** Asphalt - Dry

Date: 5/7/14 **Conducted by:** Peaches

Time of Day: 10:05 AM - 11:00 AM

Speed (mph)	Passenger Cars	Trucks	Cumulative Total	Cumulative Percent
10				
11				
12				
13				
14				
15	1		1.0	20.0
16	2		3.0	60.0
17	1		4.0	80.0
18				
19	1		5.0	100.0
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				
40				
41				
42				
43				
44				
45				
46				
47				
48				
49				
50				
51				
52				
53				
54				
55				
56				
57				
58				
59				
60				
61				
62				
63				
64				
65				
66				
67				
68				
69				
70				
71				
72				
73				
74				
75				
			5	Total Observations

10 mph Pace	**15~ 24**		
85% Speed	**17**	Mode	**16**
50% Speed	**15**	Avg. Speed	**17**

Exhibit 11

Street Name: On Renaud EB appr to University

Posted Speed Limit: 55 MPH **Surface:** Asphalt - Dry

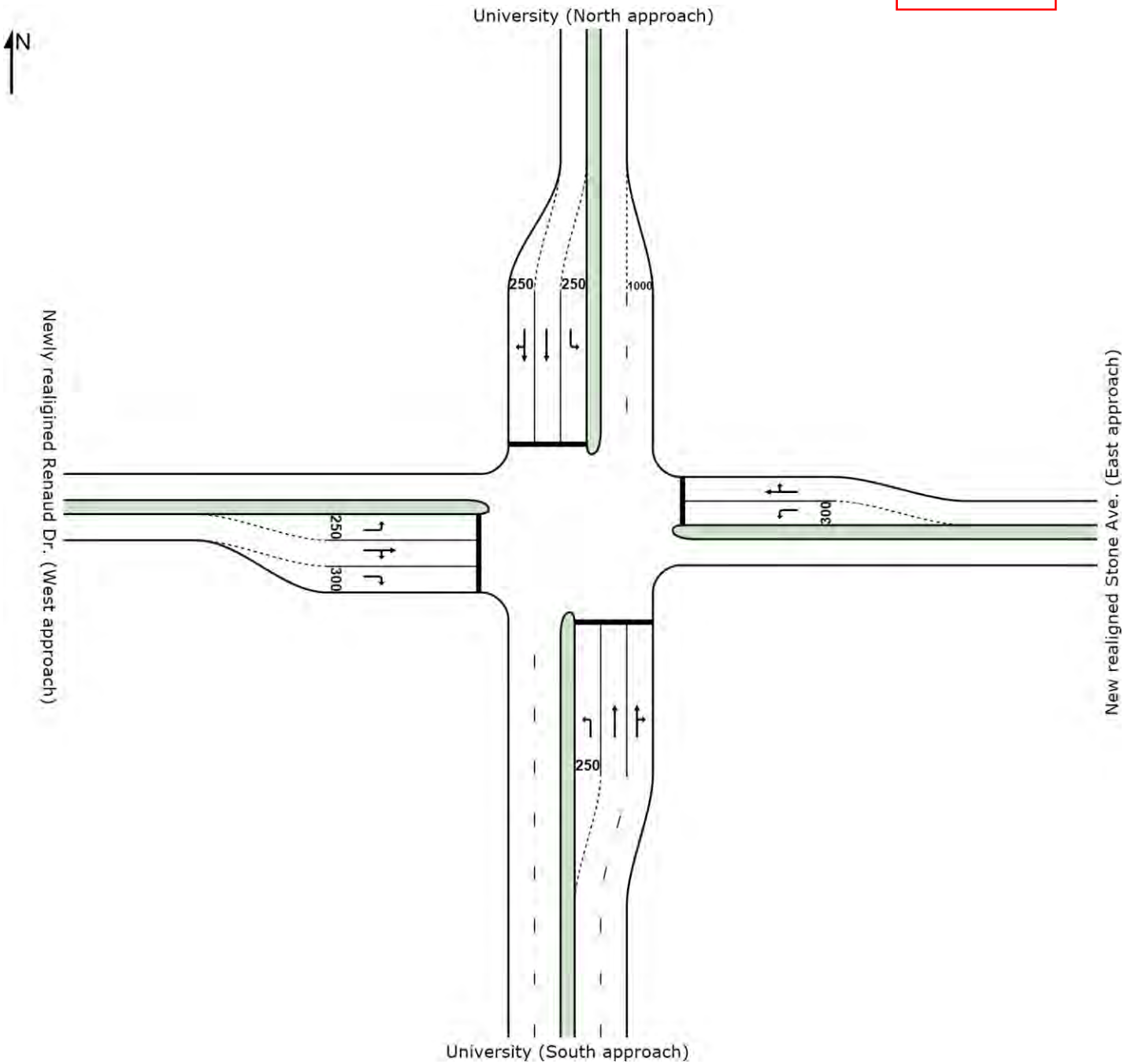
Date: 5/6/14 **Conducted by:** Peaches

Time of Day: 9:00 AM - 10:00 AM

Speed (mph)	Passenger Cars	Trucks	Cumulative Total	Cumulative Percent
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				
32				
33				
34	1		1.0	1.0
35				
36	1		2.0	1.9
37	1		3.0	2.9
38				
39	1		4.0	3.9
40	3		7.0	6.8
41	1		8.0	7.8
42	4		12.0	11.7
43	2		14.0	13.6
44	4		18.0	17.5
45	10		28.0	27.2
46	7		35.0	34.0
47	5		40.0	38.8
48	4		44.0	42.7
49	9		53.0	51.5
50	8		61.0	59.2
51	10		71.0	68.9
52	5		76.0	73.8
53	4		80.0	77.7
54	6		86.0	83.5
55	1		87.0	84.5
56	7		94.0	91.3
57	3		97.0	94.2
58	3		100.0	97.1
59				
60	1		101.0	98.1
61				
62	2		103.0	100.0
63				
64				
65				
66				
67				
68				
69				
70				
71				
72				
73				
74				
75				
			103	Total Observations

10 mph Pace	**45~ 54**		
85% Speed	**55**	Mode	**45**
50% Speed	**48**	Avg. Speed	**49**

Exhibit 12


N
University (North approach)
250
250
1000
Newly realigned Renaud Dr. (West approach)
250
300
300
New realigned Stone Ave. (East approach)
250
University (South approach)

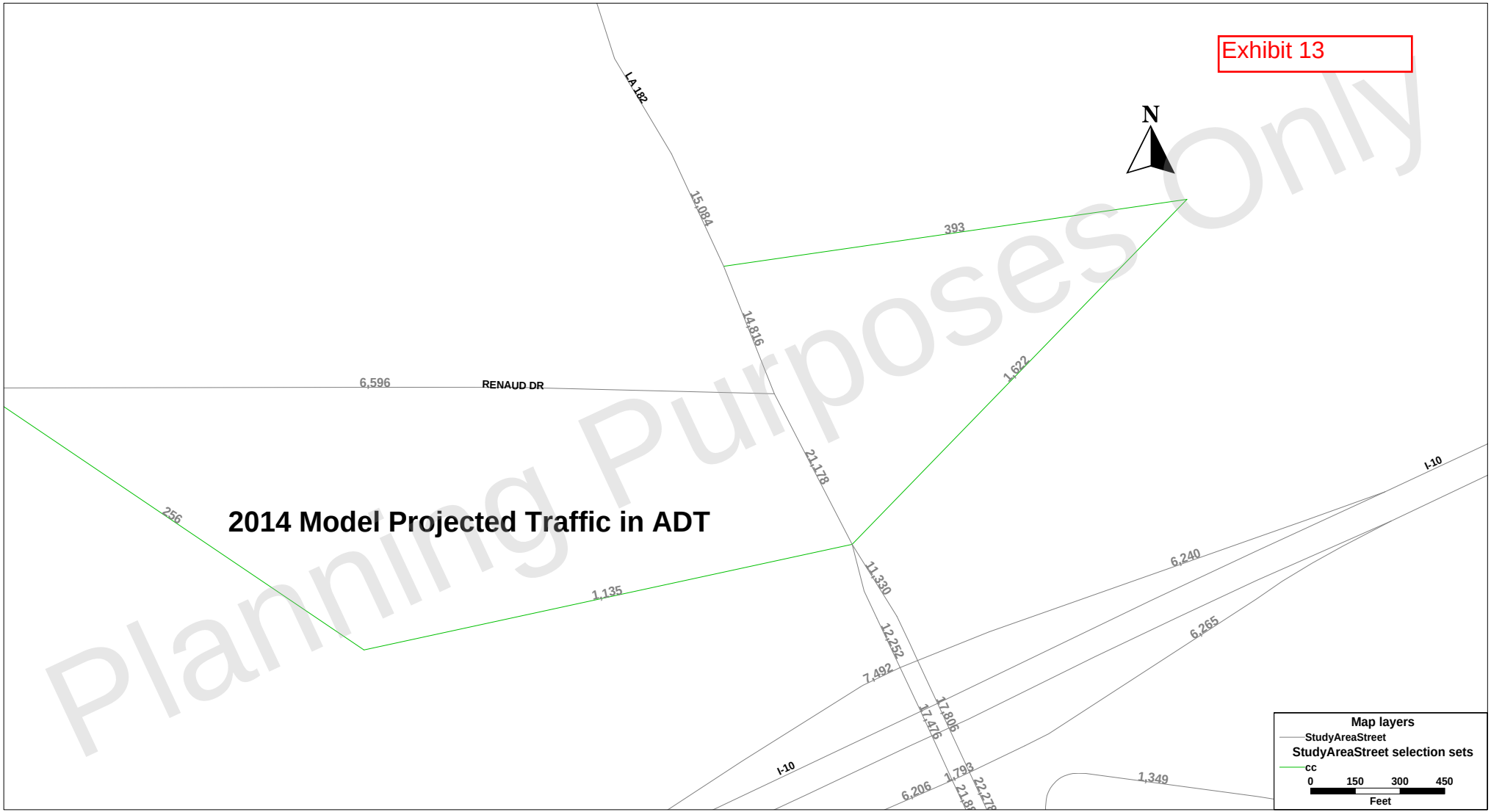


Exhibit 13
N
LA 182
15,084
393
14,816
1,622
6,596
RENAUD DR
21,178
256
2014 Model Projected Traffic in ADT
1,135
11,390
I-10
6,240
6,265
12,252
7,492
17,806
17,476
I-10
1,793
6,206
1,349
Map layers
StudyAreaStreet
StudyAreaStreet selection sets
cc
0 150 300 450
Feet
Planning Purposes Only

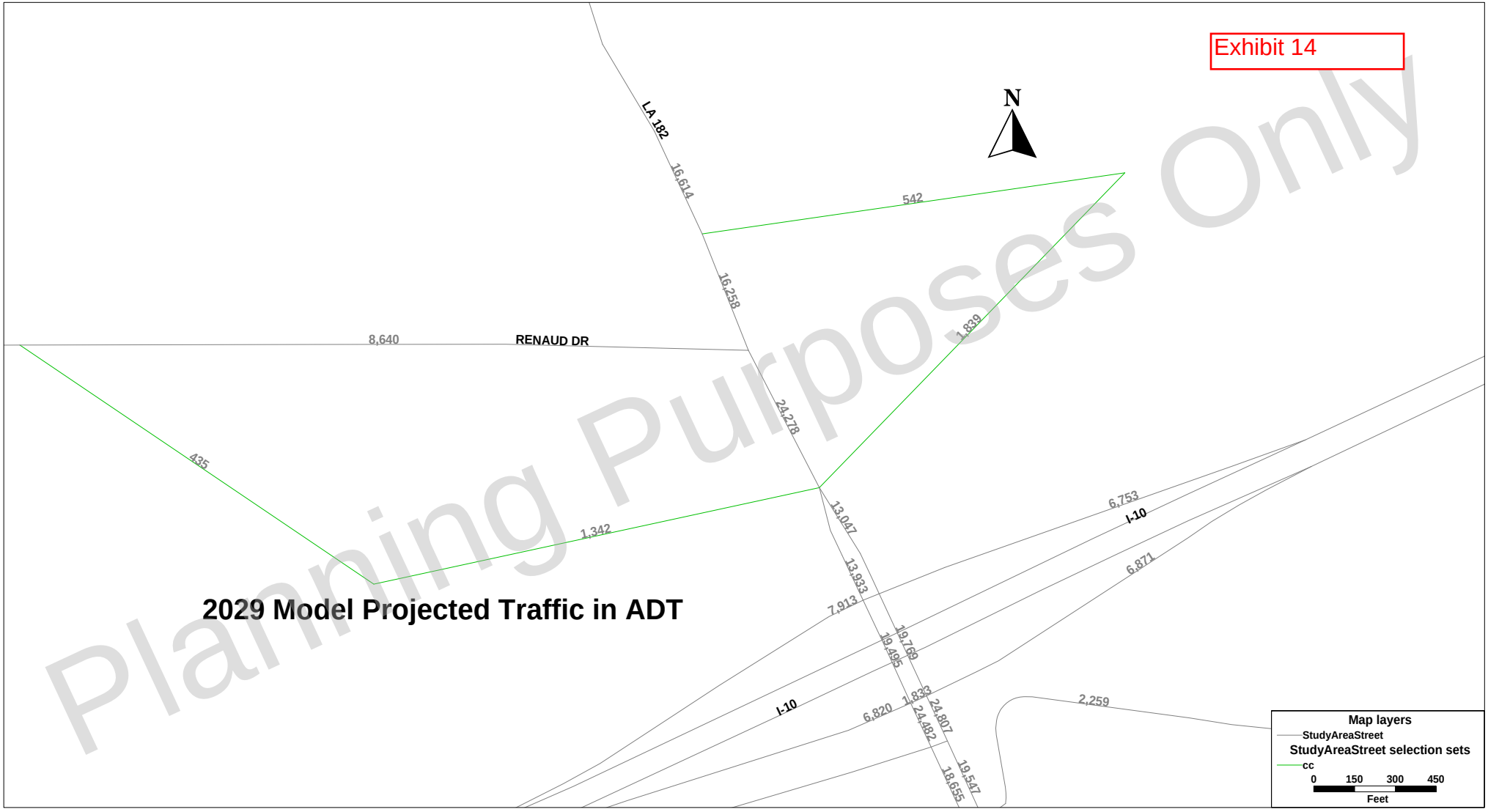


Exhibit 14
N
LA 182
16,614
542
16,258
1,839
8,640
RENAUD DR
24,278
435
1,342
13,047
6,753
I-10
6,871
13,933
7,913
19,769
19,495
I-10
6,820
1,833
24,807
24,482
2,259
19,547
18,655
2029 Model Projected Traffic in ADT
Planning Purposes Only
Map layers
StudyAreaStreet
StudyAreaStreet selection sets
cc
0 150 300 450
Feet

Exhibit 15

Model Projections 2014 and 2029

Renaud approach growth %. $\frac{8,640}{2} = 4,320/10 = 432$

$V_f = V_i(1+i)^n$

$\Rightarrow \left(\frac{V_f}{V_i}\right)^{\frac{1}{n}} - 1 = i$

$\Rightarrow \left(\frac{8,640}{6,596}\right)^{\frac{1}{15}} - 1 =$

$\Rightarrow$ 1.8%

University South approach %.

$\left(\frac{24,278}{21,178}\right)^{\frac{1}{15}} - 1 = i$

$\Rightarrow$ .9%

University North approach %.

$\left(\frac{16,258}{14,816}\right)^{\frac{1}{15}} - 1 = i$

$\Rightarrow$ .6% 9

Stone approach

$\left(\frac{542+1039}{393+1622}\right)^{\frac{1}{15}} - 1$ = 1.1%

Exhibit 16

MOVEMENT SUMMARY

Site: University_Renaud_AM_Roundabout_15yr_Model_Growths

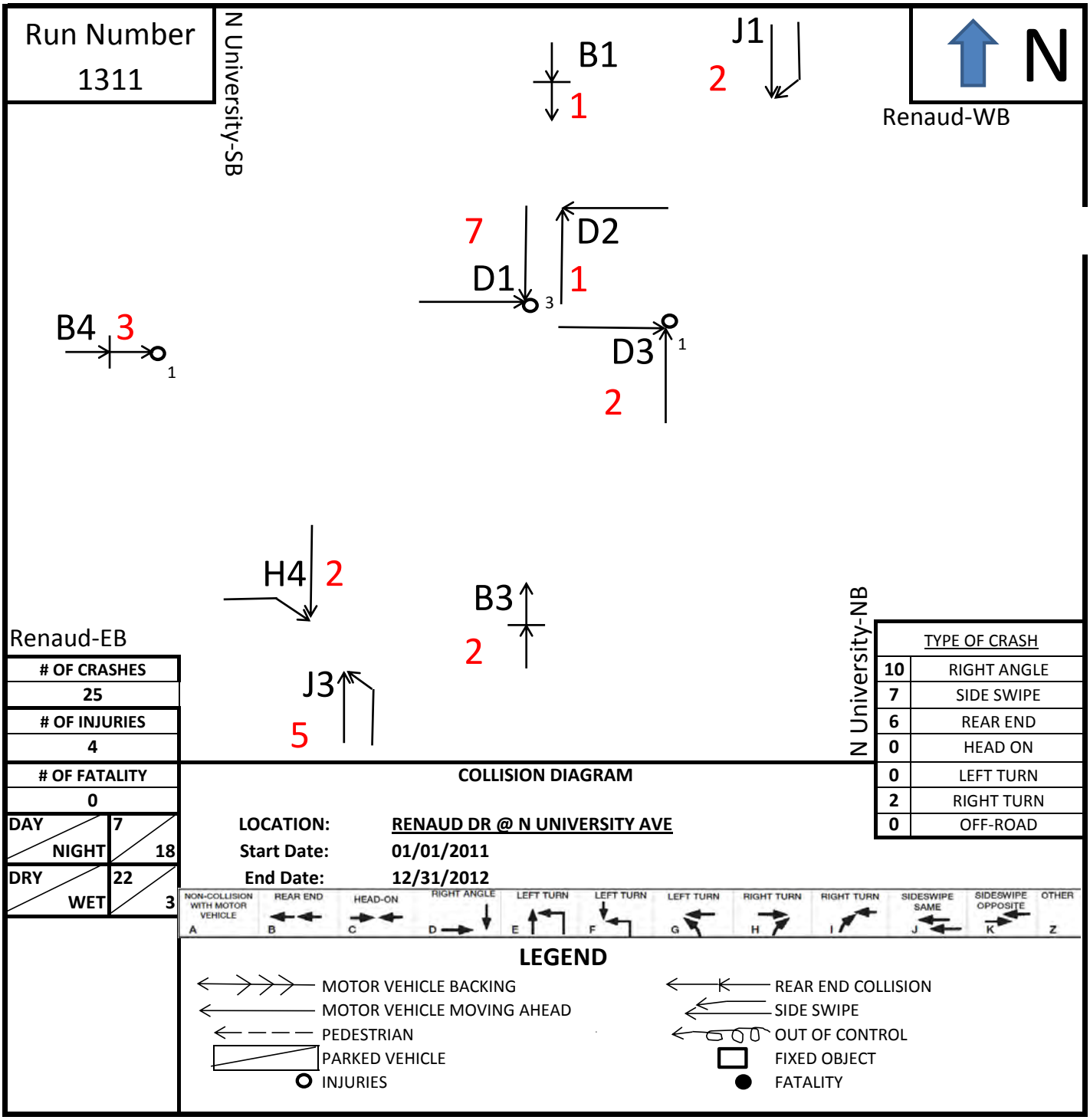
Renaud @ University
Enter subtitle
Roundabout
Design Life Analysis (Final Year): Results for 15 years

Movement Performance - Vehicles

Mov ID	ODMov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: University (South approach)											
3	L2	129	2.0	0.609	10.4	LOS B	6.2	158.3	0.62	0.77	27.5
8	T1	1019	2.0	0.609	10.0	LOS A	6.4	163.5	0.60	0.74	27.6
18	R2	477	2.0	0.609	9.4	LOS A	6.4	163.5	0.59	0.69	27.6
Approach		1625	2.0	0.609	9.8	LOS A	6.4	163.5	0.60	0.36	27.6
East: New realigned Stone Ave. (East approach)											
1	L2	326	1.0	0.808	34.0	LOS C	7.5	189.7	0.94	2.57	15.6
6	T1	4	1.0	0.808	34.0	LOS C	7.5	189.7	0.94	2.57	15.6
16	R2	91	1.0	0.808	34.0	LOS C	7.5	189.7	0.94	2.57	15.6
Approach		421	1.0	0.808	34.0	LOS C	7.5	189.7	0.94	1.29	15.6
North: University (North approach)											
7	L2	126	2.0	0.797	21.1	LOS C	12.3	313.0	1.00	2.15	22.4
4	T1	1484	2.0	0.797	19.2	LOS B	13.1	332.4	0.99	2.04	23.5
14	R2	69	2.0	0.797	17.8	LOS B	13.1	332.4	0.98	1.96	24.3
Approach		1679	2.0	0.797	19.3	LOS B	13.1	332.4	0.99	1.02	23.4
West: Newly realigned Renaud Dr. (West approach)											
5	L2	17	1.0	0.089	14.6	LOS B	0.4	10.5	0.84	1.68	27.6
2	T1	8	1.0	0.089	14.6	LOS B	0.4	10.5	0.84	1.68	27.6
12	R2	354	1.0	0.849	45.6	LOS D	8.1	204.4	1.00	2.44	17.0
Approach		379	1.0	0.849	43.6	LOS D	8.1	204.4	0.99	1.19	17.6
All Vehicles		4104	1.8	0.849	19.3	LOS B	13.1	332.4	0.83	0.80	22.8

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Exhibit 17



OF CRASHES
25
OF INJURIES
4
OF FATALITY
0

DAY / NIGHT	7 / 18
DRY / WET	22 / 3

TYPE OF CRASH	
10	RIGHT ANGLE
7	SIDE SWIPE
6	REAR END
0	HEAD ON
0	LEFT TURN
2	RIGHT TURN
0	OFF-ROAD

COLLISION DIAGRAM

LOCATION: **RENAUD DR @ N UNIVERSITY AVE**
Start Date: 01/01/2011
End Date: 12/31/2012

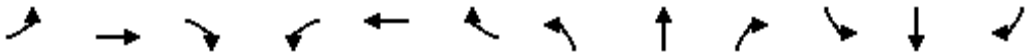
LEGEND

- MOTOR VEHICLE BACKING
- MOTOR VEHICLE MOVING AHEAD
- PEDESTRIAN
- PARKED VEHICLE
- INJURIES
- REAR END COLLISION
- SIDE SWIPE
- OUT OF CONTROL
- FIXED OBJECT
- FATALITY

Exhibit 17

Run Number 1311	LOCATION: RENAUD DR @ N UNIVERSITY AVE Start Date: 01/01/2011 End Date: 12/31/2012	Page 2

	Crash Number	Date	Time	Severity	Report Number	Investigation Agency
B1	130411075921019	04/11/2013	7:51:00 AM	PDO	13-114619	LAFAYETTE CITY POLICE
B3	130806155148211	08/06/2013	3:47:00 PM	PDO	13-251171	LAFAYETTE CITY POLICE
	110908173532591	09/08/2011	5:27:00 PM	PDO	STATEMENTS	LAFAYETTE CITY POLICE
B4	110927064724920	09/27/2011	7:39:00 AM	INJURY	11-313092	LAFAYETTE CITY POLICE
	131024190154516	10/24/2013	6:59:00 PM	PDO	13-345192	LAFAYETTE CITY POLICE
	110819105034724	08/19/2011	10:40:00 AM	PDO	11-268861	LAFAYETTE CITY POLICE
D1	120726085838443	07/26/2012	8:47:00 AM	PDO	STATEMENTS	LAFAYETTE CITY POLICE
	120406201639490	04/06/2012	8:10:00 PM	PDO	12-108035	LAFAYETTE CITY POLICE
	120323112701462	03/23/2012	11:17:00 AM	PDO	12-91399	LAFAYETTE CITY POLICE
	120103160519254	01/03/2012	3:57:00 PM	PDO	12-2614	LAFAYETTE CITY POLICE
	111113120101140	11/13/2011	11:28:00 AM	INJURY	11-365281	LAFAYETTE CITY POLICE
	110609210607750	06/09/2011	8:46:00 PM	INJURY	11-186461	LAFAYETTE CITY POLICE
	130628162033262	06/28/2013	4:15:00 PM	INJURY	13-206264	LAFAYETTE CITY POLICE
D2	130403074125200	04/03/2013	7:29:00 AM	PDO	13-105360	LAFAYETTE CITY POLICE
D3	130509213420590	05/09/2013	9:14:00 PM	PDO	13-148370	LAFAYETTE CITY POLICE
	130215124652587	02/15/2013	12:28:00 PM	PDO	13-51391	LAFAYETTE CITY POLICE
H4	130728165358079	07/28/2013	11:26:00 AM	PDO	13-240183	LAFAYETTE CITY POLICE
	110515203441885	05/15/2011	8:24:00 PM	PDO	11-156576	LAFAYETTE CITY POLICE
J1	120413063427281	04/13/2012	7:39:00 AM	PDO	12-115627	LAFAYETTE CITY POLICE
	111202095909034	12/02/2011	9:40:00 AM	PDO	11-385159	LAFAYETTE CITY POLICE
J3	120426182850059	04/26/2012	5:40:00 PM	PDO	12-131351	LAFAYETTE CITY POLICE
	120219230226112	02/19/2012	10:47:00 PM	PDO	12-54546	LAFAYETTE CITY POLICE
	110903003605151	09/03/2011	12:34:00 AM	PDO	STATEMENTS	LAFAYETTE CITY POLICE
	110829132012514	08/29/2011	1:14:00 PM	PDO	11-280391	LAFAYETTE CITY POLICE
	110328071725265	03/28/2011	8:10:00 AM	PDO	11-100204	LAFAYETTE CITY POLICE

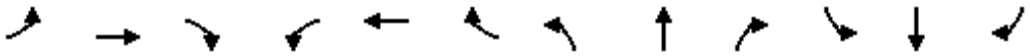


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	6	271	277	3	77	113	891	417	115	1357	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		0	300		300	300		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.855			0.952			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1593	0	1770	3369	0	1770	3514	0
Flt Permitted	0.623			0.753			0.061			0.057		
Satd. Flow (perm)	1160	1863	1583	1403	1593	0	114	3369	0	106	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			190		84			74			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		722			713			722			693	
Travel Time (s)		16.4			16.2			16.4			15.8	
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
Adj. Flow (vph)	14	7	295	301	3	84	123	968	453	125	1475	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	7	295	301	87	0	123	1421	0	125	1543	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt		custom	pm+pt			pm+pt			pm+pt		
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		3	4			6			2		
Minimum Split (s)	21.5	21.5	21.5	21.5	21.5		9.5	21.5		21.5	21.5	
Total Split (s)	26.2	22.7	26.2	25.1	21.6	0.0	16.1	70.6	0.0	21.6	76.1	0.0
Total Split (%)	18.7%	16.2%	18.7%	17.9%	15.4%	0.0%	11.5%	50.4%	0.0%	15.4%	54.4%	0.0%
Maximum Green (s)	20.7	17.2	20.7	19.6	16.1		10.6	65.1		16.1	70.6	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)	37.9	17.2	20.7	35.7	16.1		75.7	65.1		86.7	70.6	
Actuated g/C Ratio	0.27	0.12	0.15	0.26	0.12		0.54	0.46		0.62	0.50	
v/c Ratio	0.03	0.03	0.74	0.74	0.34		0.66	0.88		0.49	0.87	
Control Delay	34.8	54.7	32.7	54.2	15.9		45.0	40.1		29.9	37.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	34.8	54.7	32.7	54.2	15.9		45.0	40.1		29.9	37.2	
LOS	C	D	C	D	B		D	D		C	D	
Approach Delay		33.3			45.6			40.5			36.6	
Approach LOS		C			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 120			
Control Type: Pretimed			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 38.8		Intersection LOS: D	
Intersection Capacity Utilization 85.4%		ICU Level of Service E	
Analysis Period (min) 15			

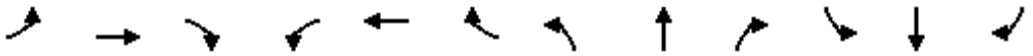
Splits and Phases: 3: Renaud & University



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	6	271	277	3	77	113	891	417	115	1357	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.86		1.00	0.95		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1593		1770	3370		1770	3516	
Flt Permitted	0.62	1.00	1.00	0.75	1.00		0.06	1.00		0.06	1.00	
Satd. Flow (perm)	1161	1863	1583	1403	1593		114	3370		106	3516	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	7	295	301	3	84	123	968	453	125	1475	68
RTOR Reduction (vph)	0	0	162	0	74	0	0	40	0	0	2	0
Lane Group Flow (vph)	14	7	133	301	13	0	123	1381	0	125	1541	0
Turn Type	pm+pt		custom	pm+pt			pm+pt			pm+pt		
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		3	4			6			2		
Actuated Green, G (s)	37.9	17.2	20.7	35.7	16.1		75.7	65.1		86.7	70.6	
Effective Green, g (s)	37.9	17.2	20.7	35.7	16.1		75.7	65.1		86.7	70.6	
Actuated g/C Ratio	0.27	0.12	0.15	0.26	0.12		0.54	0.46		0.62	0.50	
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	
Lane Grp Cap (vph)	404	229	234	409	183		187	1567		257	1773	
v/s Ratio Prot	0.01	0.00		c0.10	0.01		c0.05	0.41		0.06	c0.44	
v/s Ratio Perm	0.00		0.08	c0.08			0.30			0.25		
v/c Ratio	0.03	0.03	0.57	0.74	0.07		0.66	0.88		0.49	0.87	
Uniform Delay, d1	37.5	54.1	55.5	46.8	55.3		29.1	34.0		29.6	30.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.2	9.7	11.2	0.7		16.7	7.5		6.5	6.1	
Delay (s)	37.7	54.3	65.2	58.0	56.0		45.8	41.5		36.0	36.7	
Level of Service	D	D	E	E	E		D	D		D	D	
Approach Delay (s)		63.7			57.6			41.8			36.7	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM Average Control Delay	42.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	85.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

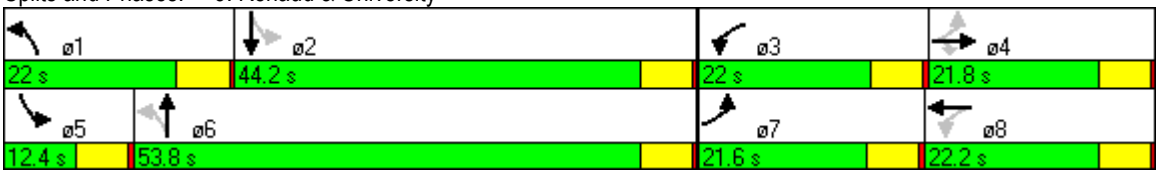


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	3	211	290	12	62	227	946	90	90	863	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		0	300		300	300		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.874			0.987			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1628	0	1770	3493	0	1770	3490	0
Flt Permitted	0.705			0.738			0.090			0.154		
Satd. Flow (perm)	1313	1863	1583	1375	1628	0	168	3493	0	287	3490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			229		67			12			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		722			713			722			693	
Travel Time (s)		16.4			16.2			16.4			15.8	
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
Adj. Flow (vph)	27	3	229	315	13	67	247	1028	98	98	938	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	3	229	315	80	0	247	1126	0	98	1036	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8			6			2		
Minimum Split (s)	21.5	21.5	21.5	21.5	21.5		9.5	21.5		9.5	21.5	
Total Split (s)	21.6	21.8	21.8	22.0	22.2	0.0	22.0	53.8	0.0	12.4	44.2	0.0
Total Split (%)	19.6%	19.8%	19.8%	20.0%	20.2%	0.0%	20.0%	48.9%	0.0%	11.3%	40.2%	0.0%
Maximum Green (s)	16.1	16.3	16.3	16.5	16.7		16.5	48.3		6.9	38.7	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	32.4	16.3	16.3	33.2	16.7		60.7	48.3		45.6	38.7	
Actuated g/C Ratio	0.29	0.15	0.15	0.30	0.15		0.55	0.44		0.41	0.35	
v/c Ratio	0.06	0.01	0.53	0.66	0.26		0.74	0.73		0.46	0.84	
Control Delay	24.4	40.3	10.5	37.0	15.7		38.8	28.7		20.9	39.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.4	40.3	10.5	37.0	15.7		38.8	28.7		20.9	39.8	
LOS	C	D	B	D	B		D	C		C	D	
Approach Delay		12.3			32.7			30.5			38.2	
Approach LOS		B			C			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 32.0		Intersection LOS: C	
Intersection Capacity Utilization 75.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Renaud & University



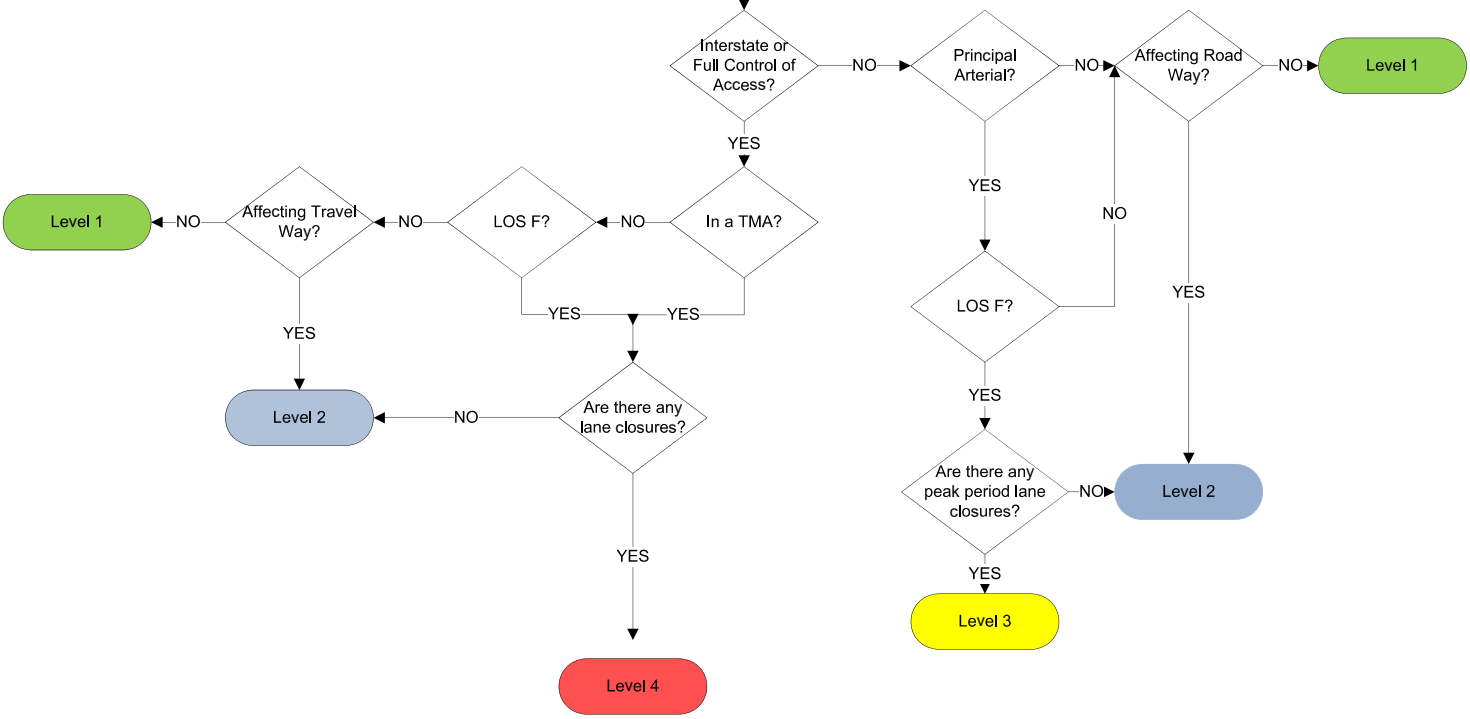
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	3	211	290	12	62	227	946	90	90	863	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.87		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1629		1770	3493		1770	3489	
Flt Permitted	0.70	1.00	1.00	0.74	1.00		0.09	1.00		0.15	1.00	
Satd. Flow (perm)	1313	1863	1583	1374	1629		169	3493		286	3489	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	3	229	315	13	67	247	1028	98	98	938	98
RTOR Reduction (vph)	0	0	195	0	57	0	0	7	0	0	7	0
Lane Group Flow (vph)	27	3	34	315	23	0	247	1119	0	98	1029	0
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8			6			2		
Actuated Green, G (s)	32.4	16.3	16.3	33.2	16.7		60.7	48.3		45.6	38.7	
Effective Green, g (s)	32.4	16.3	16.3	33.2	16.7		60.7	48.3		45.6	38.7	
Actuated g/C Ratio	0.29	0.15	0.15	0.30	0.15		0.55	0.44		0.41	0.35	
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	
Lane Grp Cap (vph)	454	276	235	474	247		333	1534		212	1227	
v/s Ratio Prot	0.01	0.00		c0.10	0.01		c0.11	c0.32		0.03	c0.29	
v/s Ratio Perm	0.01		0.02	c0.10			0.30			0.16		
v/c Ratio	0.06	0.01	0.14	0.66	0.09		0.74	0.73		0.46	0.84	
Uniform Delay, d1	27.8	40.0	40.8	32.6	40.1		27.4	25.5		21.3	32.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.1	1.3	7.2	0.8		13.9	3.1		7.1	7.0	
Delay (s)	28.0	40.0	42.1	39.8	40.9		41.2	28.5		28.4	39.7	
Level of Service	C	D	D	D	D		D	C		C	D	
Approach Delay (s)		40.6			40.0			30.8			38.7	
Approach LOS		D			D			C			D	

Intersection Summary					
HCM Average Control Delay	35.6	HCM Level of Service		D	
HCM Volume to Capacity ratio	0.76				
Actuated Cycle Length (s)	110.0	Sum of lost time (s)		22.0	
Intersection Capacity Utilization	75.8%	ICU Level of Service		D	
Analysis Period (min)	15				

c Critical Lane Group

Appendix B

What Level of TMP Does My Project Require?



TMA: Baton Rouge Urbanized Area, New Orleans Urbanized Area and Shreveport Urbanized Area all within the respective MPO areas

LOS (Level of Service) is determined from the DOTD Needs Database

Draft Transportation Management Plan

The Louisiana Department of Transportation and Development (LADOTD) defines a transportation management plan as one that lays out a set of coordinated transportation management strategies and describes how they will be used to mitigate the work zone impacts of a road project. Transportation management strategies for a work zone include temporary traffic control measures and devices, public information and outreach, and operational strategies such as travel demand management, signal retiming and traffic incident management. The scope, content and level of detail of a TMP may vary based on the work zone impacts of the project.

A TMP is required for all projects and its requirements are defined in the Engineering Directives and Standards (EDSM) No. VI.1.1.8. Four levels of TMP are defined in the LADOTD publication "What Level of TMP Does my Project Require" and each are categorize based on the type of road, level of service, and lane closures. Based on this literature provided by LADOTD, the TMP level required for this project is Level 2 (See attached TMP Flowchart).

A. Analysis

a. Background

University Avenue (Louisiana Highway 182) Corridor is an existing linear roadway and commercial corridor located west of Interstate 49 connecting rural communities north of Interstate 10 to the heart of the City of Lafayette. The study area for this project begins north of Interstate 10 at Renaud Drive extending south approximately 1.8 miles to the intersection of Agnes Street. Beyond the study area, University Avenue continues into the center of Lafayette providing access to downtown, the University of Louisiana at Lafayette, and the Lafayette Regional Airport.

b. Lane Closure Analysis

To minimize impacts to the public during construction, University Avenue Corridor will not be shut down at any point during construction. Traffic will be maintained. Therefore no detour routes will be needed. It is anticipated that temporary pavement will be used to minimize impacts to business and residents along the corridor if required.

B. Documentation

a. TTC Details

Temporary Traffic Control Details (TTCs) will be included in the Stage 3 submittal for this project.

b. Mitigation

LADOTD *Draft Guidelines for Performing a Safety Analysis* from September 2011 defines "Abnormal Locations" as locations where the average accident rate is at least five crashes per mile and twice the statewide average crash rate for its functional classification.

i. Evacuation Strategy

Potential hazards or natural disasters, particularly hurricanes, can affect communities at any time. Interstates as well as federal and state highways are considered routes of evacuations. According to the Governor's Office of Homeland Security and emergency preparedness (GOHSEP), I-10 is classified as an evacuation route. Therefore planned evacuation strategies have been prepared in the event that emergencies occur during construction. University Avenue will not be completely shut down at any point during construction providing access to I-10 always. Temporary pavement will be utilized if required to ensure no closures.

ii. Work Restrictions

Since University Avenue Corridor will not be closed at any point during construction, it is suggested that the existing roadway be utilized for traffic while the new sections are constructed where possible.

iii. Basic Public Information at the District Level

LADOTD will issue press releases at milestone events for the project as required. Public notifications will be issued for lane closures if required.

Appendix C

STAGE 0
Environmental Checklist

Route: North University Avenue (LA-182) Parish: Lafayette
C.S. 032-01

ADJACENT LAND USE: Adjacent land use is mixed and comprised of commercial and residential areas.

Any property owned by a Native American Tribe?
(Y or N or Unknown) If so, which Tribe? No, according to the U.S. Environmental Protection Agency's (USEPA) Enviromapper website, no tribal-owned lands occur within the project corridor.

Any property enrolled into the Wetland Reserve Program?
(Y or N or Unknown) If so, give the location. No; per response from Josh Soileau with the Lafayette Natural Resource Conservation Service (NRCS), there are no properties within the project corridor enrolled in the Wetland Reserve Program.

Are there any other known wetlands in the area?
(Y or N) If so, give the location. Per the U.S. Fish and Wildlife Service National Wetlands Inventory (NWI) online Mapper (accessed on 5/14/2018), there are no documented wetlands occurring within the project boundary. The NWI online mapper does indicate one unnamed relatively linear drainage feature crossing under N. University Avenue approximately 100 feet to the northwest of the intersection of N. University Avenue and Willow Street. The drainage feature is concrete-lined with vertical and steeply-sloped walls and is designed to direct stormwater to local surface drainages (i.e. the Vermilion River). This drainage feature is directed below ground and to the southwest through a box-culvert beneath the N. University Avenue and Willow Street intersection over a distance of approximately 725 feet.

Based upon visual inspection during the field reconnaissance event on January 5, 2018, a potential wetland was observed near the southwest corner of the intersection of N. University Avenue and Alcide Dominique Drive. Although a formal wetland delineation had not been performed during the site reconnaissance, hydrophytic vegetation and pockets of standing water were observed at the above-referenced location. Further investigation shows that according to the Natural Resource Conservation Service, Soil Survey of Lafayette Parish, Louisiana, this potential wetland area is underlain by Frost silt loam, 0 to 1 percent soil (FoA), which is listed as a hydric soil on the National List of Hydric Soils. This area has the potential for wetlands; however, a formal wetland delineation would need to be performed.

Community Elements: Is the project impacting or adjacent to any (if the answer is yes, list names and locations): *REFER TO THE ENVIRONMENTAL CHECKLIST MAP*

(Y or N) Cemeteries: No; the closest cemetery is located at 515 Cathedral Street, approximately 0.75 mile to the southeast of the project corridor.

(Y or N) Churches: Yes; Bridge Ministry of Acadiana, Inc. (also a school) – 512 Portlock Street; Little Refuge Church of Our Lord – 415 Dorothy Street; Mt. Bethel Baptist Church – 903 Arthur Street

(Y or N) Schools: Yes; Bridge Ministry of Acadiana, Inc. (also a church) – 512 Portlock Street; the next closest school is located at 200 Clara Street, approximately 534 feet to the east of and outside of the project corridor.

(Y or N) Public Facilities (i.e., fire station, library, etc.): No; the closest public service facility is the U.S. Fish and Wildlife Service – Louisiana Ecological Services Complex located at 646 Cajundome Blvd, approximately 0.77 mile to the southwest of the project corridor.

(Y or N) Community water well/supply: No; there are two (2) active wells listed as occurring near the project corridor, but the construction footprint will not affect these wells. Well number 443079 is listed as domestic use and is located south of Willow Street and approximately 353 feet west of the project corridor. Well number 445666 is listed as an active monitoring well and is located to the southwest of the

intersection of Hollywood Drive and Martin Luther King Jr. Drive approximately 141 feet to the east of the project corridor.

Section 4(f) issue: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):

(Y or N) Public recreation areas: No; the closest recreation area is Moore Park located at 250 Couret Drive, approximately 0.25 mile to the east of the project corridor.

(Y or N) Public parks: No; the closest park is J. W. James Playground located on the north side of Hopkins Street between Poydras and Martha Streets, approximately 910 feet to the west of the project corridor.

(Y or N) Wildlife Refuges: No; the closest wildlife refuge is Bayou Teche National Wildlife Refuge located approximately 41.3 miles to the southeast of the project corridor.

(Y or N) Historic Sites: No; according to the Louisiana State Historic Preservation Office, inventory number 28-01786 is located at 901 North University Avenue, which is within the project corridor. However, after further review, it was discovered that this property is actually located at the southeast intersection of University Avenue and Harding Street at 901 *East* University Avenue, which is approximately 1.89 miles to the southeast of the southern-most terminus of the project corridor.

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or N) **Is the project within a historic district or a national landmark district?** (Y or N) If the answer is yes to either question, list names and locations below: No; per the National Register of Historic Places Database, no listings are within the vicinity of the study area.

Do you know of any threatened or endangered species in the area? (Y or N)
If so, list species and location. No; according to the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Conservation (IPaC) website, no wildlife species listed as having a status of Federally Threatened and/or Endangered are noted as occurring within Lafayette Parish. This information was obtained via a formal Section 7 consultation request for Lafayette Parish as well as the project corridor. The response received from Section 7 consultation is attached.

Does the project impact or adjacent to a stream protected by the Louisiana Scenic Rivers Act? (Y or N) If yes, name the stream. No; per the Louisiana Department of Wildlife and Fisheries Scenic Rivers System Map, the project will not impact any stream protected by the Louisiana Scenic Rivers Act.

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or N) If so, where? Yes; one large bald cypress (*Taxodium distichum*) tree and several large live oak (*Quercus virginiana*) trees were observed on the eastern side of N. University Avenue between Riley Street and Windmill Lane at 1320 N. University Avenue, as well as several large live oak trees south of the intersection of N. University Avenue and Wilshire Lane at 1112 N. University Avenue. These trees may be subject to regulation standards set forth in the Engineering Directives and Standards rule EDSM 1.1.1.21 which states that "trees considered aesthetically important, 18 inches or greater in diameter at breast height (4' 6" above the ground surface), having a form that separates it from the surrounding vegetation, or those which are considered historic". The trees observed at the above locations may meet the minimum size, aesthetic, and distinction from surrounding vegetation criteria, however it is not known if these trees qualify as historically significant.

What year was the existing bridge built? Yes; there are two (2) bridges within the project corridor, both of which pass over N. University Avenue. The Interstate 10 (I-10) overpass was completed in October 1968 and is maintained by the Louisiana Department of Transportation and Development. The I-10

overpass is located in the northern portion of the project corridor. North University Avenue also passes under a railroad track owned and operated by Southern Pacific Railroad. A switch-track/staging area and stock-yard is located approximately 0.55 mile to the west of the project corridor. Historically, the crossing had been a level-grade crossing until the mid-1980's. Due to increased vehicular traffic and delays caused by train-car track-switching activity blocking traffic on N. University Avenue, a railroad overpass was constructed in 1985. The railroad overpass is located in the southern portion of the project corridor.

Are any waterways impacted by the project considered navigable? (Y or N) If unknown, state so, list the waterways: Unknown; there is, however, one unnamed relatively linear drainage feature crossing under N. University Avenue approximately 100 feet to the northwest of the intersection of N. University Avenue and Willow Street. The drainage feature is concrete-lined with vertical to steeply-sloped walls and is designed to direct stormwater to local surface drainages (i.e. the Vermilion River). This drainage feature is directed below ground and to the southwest through a box-culvert beneath N. University Avenue and Willow Street over a distance of approximately 725 feet. It may be assumed that this drainage feature would not be considered a "navigable water" even though it has a direct connection to the Vermilion River.

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems? (If the answer is yes, list names and locations.)

(Y or N) Leaking Underground Storage Tanks: Yes; according to the EDR report, dated January 4, 2018, there are five (5) listed Leaking Underground Storage Tanks (LUST) within the vicinity of the project corridor: Northside Exxon – 1603 N. University Ave. (HIST LUST - closed status); Cracker Barrel Stores #37 – 1303 N. University Ave. (HIST LUST – closed status); T & L Foodmart – 1500 N. University Ave (HIST LUST – closed status); Lafayette Travel Center – 1701 N. University Ave. (closed status, service station is currently active); Wickes Lumber – 2108 Cameron Street (closed status).

(Y or N) CERCLIS: No CERCLIS records were found in the EDR report.

(Y or N) ERNS: No; based on the EDR report findings, no ERNS were within the vicinity of the project corridor.

(Y or N) Enforcement and Compliance History: No Enforcement or Compliance History findings were found in the EDR report.

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Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or N)

If so, give the name and location: Yes; the following table provides information related to UST's, emergency response section incidents (SPILLS), underground storage tank case history incidents (HIST LUST), and division of remediation services database (REM) within the project corridor. The information provided was gleaned from an Environmental Data Report (EDR) generated by EDR, Inc. The information documented in the EDR report was cross-referenced with the Louisiana department of Environmental Quality's (LDEQ) Electronic Data Management System (EDMS).

Table 1. Summary of data from the EDR report showing database result and status of listed properties related to UST's, SPILLS, and REM activities within the project corridor.

	Property Name	Address	EDR Database	Distance and Direction from Project (mi)	Notes
1	Lard Oil Co.	407 N. University Ave	UST	0 (S)	UST had been filled with sand, DEQ deemed closed as of 10/28/2002, service station no longer exists at location. Tanks closed in place – 4-12k tanks, 2-10k tanks, 1-6k tank; 1-1k tank removed.
2	Exxon Co. USA #50741	1503 N. University Ave	UST	0.001 (NNW)	1-8k tank and 1-6k tank removed as of 6/29/2009
3	Lafayette Courtesy MTRS, Inc.	1111 N. University Ave	UST, ECHO	0.004 (S)	1-1k gallon UST removed, no further action required by DEQ as of 7/20/1994. Site is now an auto dealership.
4	University Citgo	703 N. University Ave	UST	0.004 (S)	1-3k gallon UST removed in 1992, deemed closed by DEQ as of 1/4/1995. Property is now an alarm installation and sales company.
5	James Eric Mouton Property	1008 N. University Ave	UST	0.004 (S)	1-5k gallon UST filled with sand prior to 1980. Closed by DEQ as of 1/31/2002.
6	Greg's Mobil	1607 N. University Ave	UST	0.006 (NNW)	1-2k tank removed. No Violations, tank closure accepted by DEQ on 5/11/1993, no further action required.
7	Northside Exxon 50741	1603 N. University Ave	HIST LUST	0.007 (NNW)	UST taking on water 12/27/1991, tank excavated on 11/16/1993, remediation completed and case closed by DEQ on 6/26/1998. No further action required. Service station and tanks removed on unknown date, prior to 2018.
8	Shop Rite #44	812 N. University Ave	UST	0.007 (S)	No violations, 1-8k tank removed as of 1/20/1998, no further action.

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	Property Name	Address	EDR Database	Distance and Direction from Project (mi)	Notes
9	Circle K #6846	1303 N. University Ave	UST	0.008 (NNW)	1-10k tank removed. UST deemed closed with no further action required as of 1/23/2018. Station is now closed.
10	Cracker Barrel Stores, #37	1303 N. University Ave	SPILLS, HIST LUST	0.008 (NNW)	2/8/2010, approximately 30 gallons of gas spilled onto concrete, cleaned up by fire department, DEQ deemed no further action as of 2/8/2010. Service station is no longer active, and is now closed.
11	O'Reilly Auto Parts Store #521	101 N. University Ave	REM	0.009 (S)	UST removed on 11/20/2013, closure report dated 1/15/2014, no further action required by DEQ.
12	Lafayette Travel Center	1701 N. University Ave	SPILLS, UST, LUST, REM, NPDES, ECHO	0.010 (NNW)	This facility had received multiple significant NPDES violations for effluent discharges from January 1, 2015 through June 30, 2017. No violations were observed from July 1, 2017 through December 31, 2017; however, a pending violation remains open for NPDES effluent discharges from January 1, 2018 through May 18, 2018. The current violation has not yet been resolved.
13	Speedway Food Mart	1100 N. University Ave	SPILLS, AUL, REM	0.011 (SSE)	Phase II investigation (6/26/2006) showed levels above RECAP standards. DEQ deemed case closed as of 3/8/2007. 1-10k tank is active on site.
14	Anthony's Car Detail	908 N. University Ave	UST	0.013 (S)	3 USTs (550, 4k, and 3k gallon) removed as of 10/28/1988, case is deemed closed by DEQ, no further action required. Site is now abandoned.
15	Jagneauxs Tire & Auto Sales	1220 N. University Ave	UST	0.017 (NNW)	1-2k gallon UST removed. 2/16/2000 Out of business.
16	Team Industrial Services	1145 N. University Ave	UST	0.027 (NW)	UST removed, sensitive information, radiation. Details described below.
17	RT #642 Lafayette	1525 N. University Ave	UST	0.027 (NNW)	3 active USTs (15k, 2-12k gallon), no violations/leaks 1/27/2017. Active fueling station.
18	Circle K #6832	1700 N. University Ave	UST	0.028 (NNW)	3 active UST, no violations/leaks, 5/21/2009, 1-15k unleaded tank, 2-15k diesel tanks.
19	Cadex Systems, Inc.	523 N. University Ave	UST	0.029 (S)	2 USTs, 1-8k gasoline, 1-1k diesel, removed and closed on 2/13/2002, service station closed as of 6/10/2004.

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Environmental Checklist

	Property Name	Address	EDR Database	Distance and Direction from Project (mi)	Notes
20	T&L Foodmart	1500 N. University Ave	UST, HIST LUST, REM	0.03 (NNW)	HIST LUST - leaking pipe 6/19/1992, 154 gallons spilled, case closed as of 3/16/2005.
21	Lafayette Days Inn	100 W. Lillian	UST	0.03 (NNW)	2-8k gallon tanks removed, deemed closed by DEQ as of 5/31/1991.
22	Tuffy's Quickstop #2	1737 N. University Ave	UST, REM	0.031 (NNW)	3-12k gallon tanks removed and deemed closed by DEQ as of 11/27/2017, REM listed as no further action as of 1/6/2006.
23	Sha's Quickstop II	1734 N. University Ave	UST	0.031 (NNW)	Diesel handle leak, 10/17/2017, only a few ounces spilled, deemed No further action as of 10/17/2017. One 12k gallon active UST onsite.
24	Jubilee #8627	1734 N. University Ave	SPILLS, AUL, REM	0.031 (NNW)	3/4/2008, free phase product found around diesel tank, remediation activities deemed complete, no further action as of 1/19/2017.
25	Shop Rite, Inc.	1110 N. University Ave	UST, NPDES	0.046 (NE)	UST installed on 6/1/1997, active status and reissued certificate as of 6/8/2017. 1-1k and 1-12k gallon UST. NPDES is for exterior vehicle wash.
26	Orleans Oil Co. Four Corners Station	2020 W. University Ave	UST	0.046 (S)	4-1k gallon tanks removed and deemed no further action as of 7/24/1992.
27	Sam's Used Tires	1620 Cameron Street	UST	0.046 (S)	1-1k gallon UST removed as of 1/1/1980, no further action required.
28	Orleans Oil Co., Bulk Plant Location	1509 Cameron Street	UST	0.063 (S)	Brownfield site, volatile and non-volatile organic compounds. No Further information publicly available. Details described below.
29	Ahmed Abdi Ahmed	2000 W. University Ave	SPILLS, AUL, REM	0.067 (S)	7/12/2005 - TPH-G in soil above RECAP concentration, Remediation activities completed on 7/24/2009, 2-10k gallon tanks removed as of 7/29/2009.
30	WHC Inc	1112 N. University Ave	UST	0.074 (NE)	Site deemed closed and no further action as of 1/1/1980.
31	Hilton's Food Service Supply	1820 Cameron Street	UST	0.145 (S)	1-1k gallon UST removed as of 8/2/2006.
32	Gilbert Garage	1305 Cameron Street	UST	0.157 (SSE)	1-500 gallon UST deemed closed as of 1/22/1996, noted that UST had been previously filled with sand. No further action required.

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Environmental Checklist

	Property Name	Address	EDR Database	Distance and Direction from Project (mi)	Notes
33	Wilbert Gray & Sons, Inc.	107 Portland Ave	UST	0.193 (NNW)	1-550 gallon tank removed, deemed closed by DEQ as of 3/25/1996.
34	Circle K #4912	2015 Cameron Street	SPILLS, REM	0.343 (SSW)	6/14/1999 - UST tank contamination from gasoline, REM - DEQ deemed complete and closed as of 4/14/2012, no further action required.
35	Wickes Lumber	2108 Cameron Street	HIST LUST	0.373 (SSW)	9/22/1990 - UST leak, tank excavated and soil disposed of properly, no further action as of 1/29/1998

AUL – Listing of Institutional and/or Engineering Controls
SPILLS – Emergency Response Section Incidents
UST – Underground Storage Tanks
HIST LUST - Underground Storage Tank Case History Incidents
REM – Division of Remediation Services Incidents
NPDES – LPDES Permits Database
ECHO – Enforcement and Compliance History Information

Any chemical plants, refineries or landfills adjacent to the project? (Y or N) **Any large manufacturing facilities adjacent to the project?** (Y or N) **Dry Cleaners?** (Y or N) If yes to any, give names and locations: Yes; D & S Drycleaners, located at 1916 Cameron Street, is located approximately 0.24 mile south-southwest of the project corridor. As of November 24, 2013, no violations have been recorded at this location.

Per the EDR report and other agency websites, no chemical plants, refineries, or landfills are within the vicinity of the project corridor.

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (Y or N) List the type and location of wells being impacted by the project. Yes; per the LDNR SONRIS website, no oil and gas wells or injection wells occur within the project corridor. The closest well is an injection well located adjacent to the Lafayette regional Airport approximately 2.75 miles southeast of the project corridor.

Are there any possible residential or commercial relocations/displacements? (Y or N)
How many?

Do you know of any sensitive community or cultural issues related to the project? (Y or N)
If so, explain. None were noted. However, per USEPA Enviromapper data, N. University Avenue south of I-10 was identified as an Emergency Evacuation Route.

Is the project area population minority or low income? (Y or N) Yes; for minority demographics, based on the EPA's environmental justice mapping tool (EJView), all of the area south of I-10 and west of N. University Avenue falls into the 80-90 percent minority group. Areas north of I-10 and west of N. University Avenue fall into the 50-60 percent minority group, while areas to the east fall into the 70-80 percent minority group. To the east of N. University Avenue, there are three different minority concentrations: from I-10 to West Willow Street, 80-90 percent fall into the minority group, from West Willow Street to Huval Street, 95-100 percent exhibit minority residences, and from Huval Street to Cameron Street, minority residences fall into the 90-95 percent group.

For low-income demographics – based on the EPA's environmental justice mapping tool (EJView), with the exception of a small block of residences east of N. University Avenue between I-10 and West Willow Street which falls into the 80-90 percent low-income group, the remainder of the area south of I-10 falls into the 95-100 percent low-income group. Areas to the north of I-10 fall into the 70-80 percent low-income group.

What type of detour/closures could be used on the job? No detours are anticipated at this time, and standard lane closures will apply as necessary.

Did you notice anything of environmental concern during your site/windshield survey of the area? If so, explain below. No environmental concerns were noted during the January 5, 2018 "windshield" survey.

Kara Moree, CSRS, Inc., Natural Resources Manager
Point of Contact

(225) 831-2163
Phone Number

May 18, 2018
Date

STAGE 0
Environmental Checklist

General Explanation:

To adequately consider projects in Stage 0, some consideration must be given to the human and natural environment which will be impacted by the project. The Environmental Checklist was designed knowing that some environmental issues may surface later in the process. This checklist was designed to obtain basic information, which is readily accessible by reviewing public databases and by visiting the site. It is recognized that some information may be more accessible than other information. Some items on the checklist may be more important than others depending on the type of project. It is recommended that the individual completing the checklist do their best to answer the questions accurately. Feel free to comment or write any explanatory comments at the end of the checklist.

The Databases:

To assist in gathering public information, the previous sheet includes web addresses for some of the databases that need to be consulted to complete the checklist. As of February 2011, these addresses were accurate.

Note that you will not have access to the location of any threatened or endangered (T&E) species. The web address lists only the threatened or endangered species in Louisiana by Parish. It will generally describe their habitat and other information. If you know of any species in the project area, please state so, but you will not be able to confirm it yourself. If you feel this may be an issue, please contact the Environmental Section. We have biologist on staff who can confirm the presence of a species.

Why is this information important?

Land Use? Indicator of biological issues such as T&E species or wetlands.

Tribal Land Ownership? Tells us whether coordination with tribal nations will be required.

WRP properties? Farmland that is converted back into wetlands. The Federal government has a permanent easement which cannot be expropriated by the State. Program is operated through the Natural Resources Conservation Service (formerly the Soil Conservation Service).

Community Elements? DOTD would like to limit adverse impacts to communities. Also, public facilities may be costly to relocate.

Section 4(f) issues? USDOT agencies are required by law to avoid certain properties, unless a prudent or feasible alternative is not available.

Historic Properties? Tells us if we have a Section 106 issue on the project. (Section 106 of the National Historic Preservation Act) See http://www.achp.gov/work106.html for more details.

Scenic Streams? Scenic streams require a permit and may require restricted construction activities.

Significant Trees? Need coordination and can be important to community.

Age of Bridge? Section 106 may apply. Bridges over 50 years old are evaluated to determine if they are eligible for the National Register of Historic Places.

Navigability? If navigable, will require an assessment of present and future navigation needs and US Coast Guard permit.

Hazardous Material? Don't want to purchase property if contaminated. Also, a safety issue for construction workers if right-of-way is contaminated.

Oil and Gas Wells? Expensive if project hits a well.

Relocations? Important to community. Real Estate costs can be substantial depending on location of project. Can result in organized opposition to a project.

Sensitive Issues? Identification of sensitive issues early greatly assists project team in designing public involvement plan.

Minority/Low Income Populations? Executive Order requires Federal Agencies to identify and address disproportionately high and adverse human health and environmental effects on minority or low income populations. (Often referred to as Environmental Justice)

Detours? The detour route may have as many or more impacts. Should be looked at with project. May be unacceptable to the public.

Louisiana Governor's Office of Indian Affairs:
http://www.indianaffairs.com/tribes.htm

Louisiana Wetlands Reserve Program:
http://www.nrcs.usda.gov/programs/wrp/states/la.html

Community Water Well/Supply
http://sonris.com/default.htm

Louisiana Department of Wildlife and Fisheries – Wildlife Refuges
http://www.wlf.louisiana.gov/refuges
http://www.fws.gov/refuges/profiles/ByState.cfm?state=LA
http://www.fws.gov/refuges/refugelocatormaps/Louisiana.html

U.S. Fish & Wildlife Service – National Wetlands Inventory:
http://www.fws.gov/wetlands/

Louisiana State Historic Sites:
http://www.crt.state.la.us/parks/ihistoricsiteslisting.aspx

National Register of Historic Places (Louisiana):
http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome
http://www.nationalregisterofhistoricplaces.com/la/state.html

National Historic Landmarks Program:
http://www.nps.gov/history/nhl/

Threatened and Endangered Species Databases:
http://www.wlf.louisiana.gov/wildlife/louisiana-natural-heritage-program

Louisiana Scenic Rivers:
http://www.wlf.louisiana.gov/wildlife/scenic-rivers
http://media.wlf.state.la.us/experience/scenicrivers/louisiananaturalandscenicriversdescriptions/
http://www.legis.state.la.us/lss/lss.asp?doc=104995

Significant Tree Policy (EDSM I.1.1.21)
http://notes1/ppmemos.nsf
(Live Oak, Red Oak, White Oak, Magnolia or Cypress, aesthetically important, 18" or greater in diameter at breast height and has form that separates it from surrounding or that which may be considered historic.)

CERCLIS (Superfund Sites):
http://www.epa.gov/superfund/sites/cursites/
http://www.epa.gov/enviro/html/cerclis/cerclis_query.html

ERNS - Emergency Response Notification System - Database of oil and hazardous substances spill reports: http://www.epa.gov/region4/r4data/erns/index.htm

Enforcement & Compliance History (ECHO)
http://www.epa-echo.gov/echo/

DEQ – Underground Storage Tank Program Information:
http://www.deq.louisiana.gov/portal/tabid/2674/Default.aspx
Leaking Underground Storage Tanks:
http://www.deq.state.la.us/portal/tabid/79/Default.aspx

SONRIS – Oil and Gas Well Information & Water Well Information
http://sonris.com/default.htm

Environmental Justice (minority & low income)
http://www.fhwa.dot.gov/environment/ej2000.htm

Demographics
http://www.census.gov/

FHWA's Environmental Website
http://www.fhwa.dot.gov/environment/index.htm

Additional Databases Checked

Other Comments: