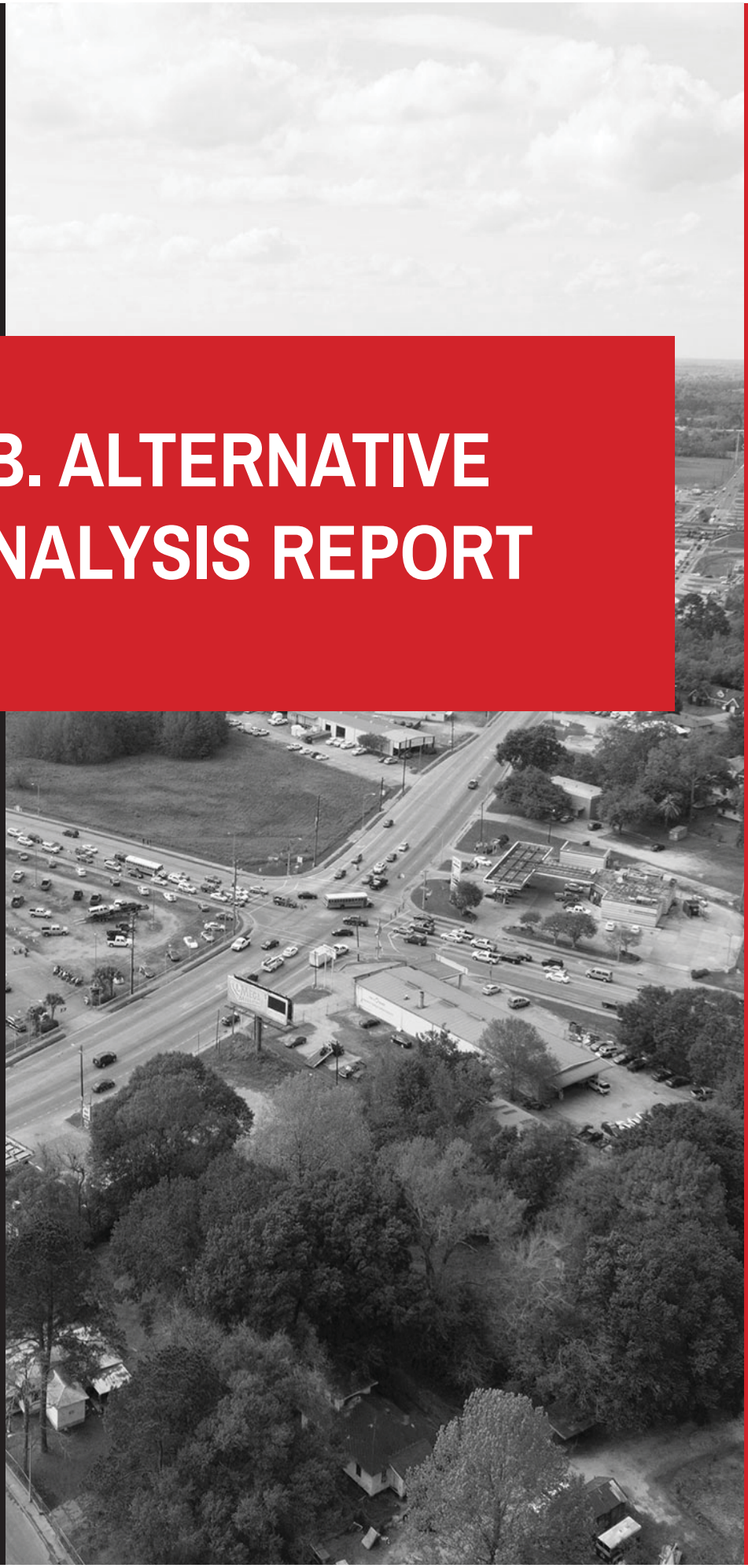
# Appendix S – Corridor Plan Alternatives Analysis

# B. ALTERNATIVE ANALYSIS REPORT



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:

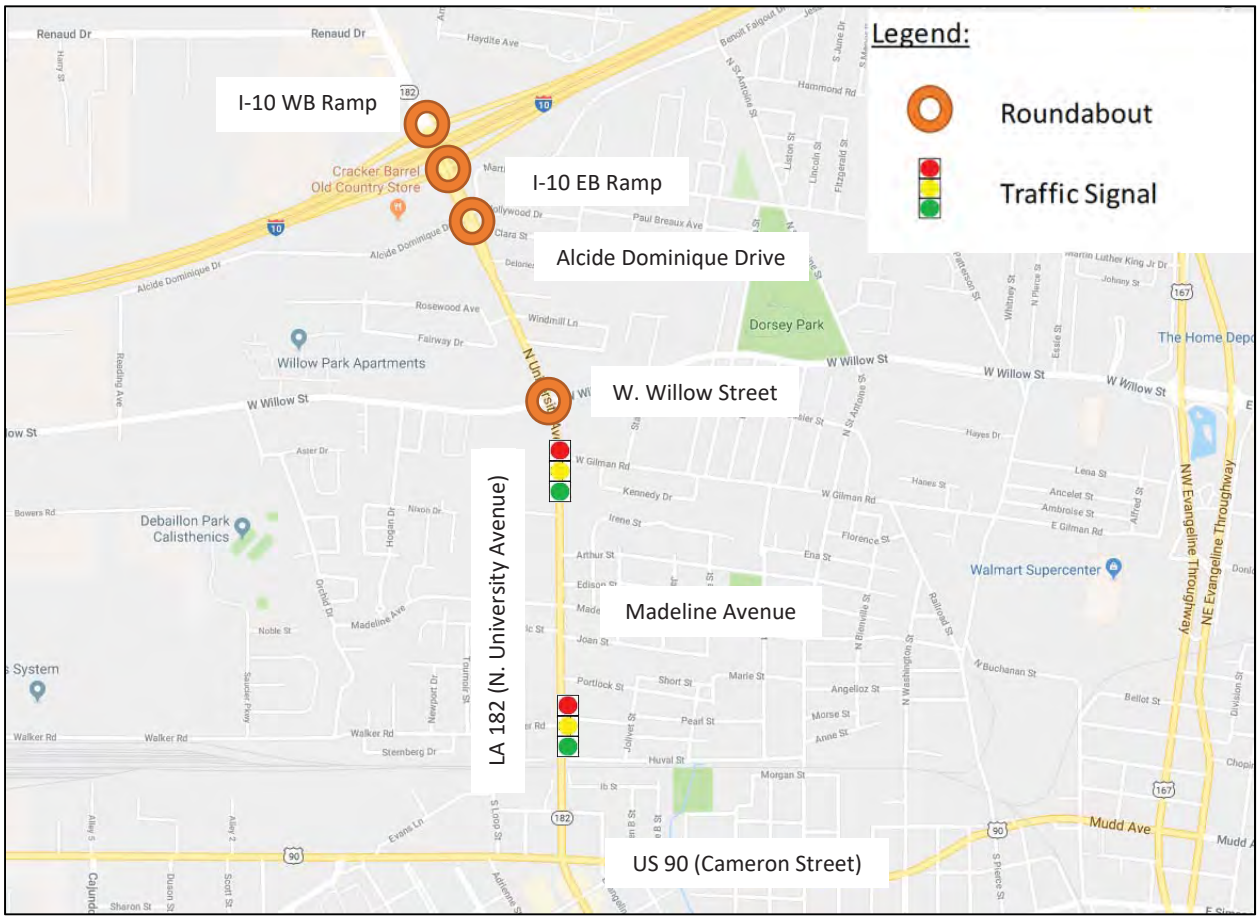
- Alternative 1: Boulevard,
- Alternative 2: Road Diet, and
- Alternative 3: Roundabout.

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

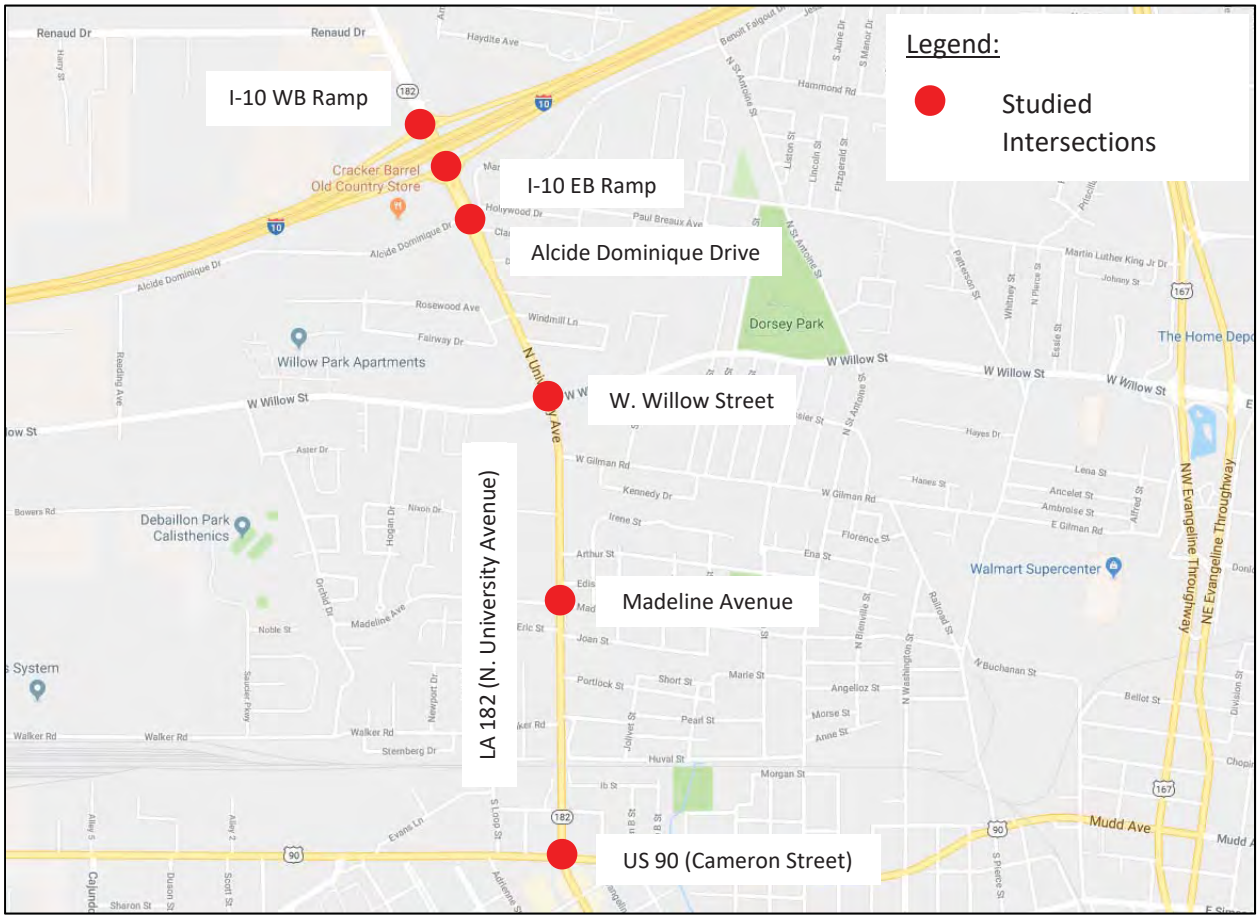


# Introduction

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**.

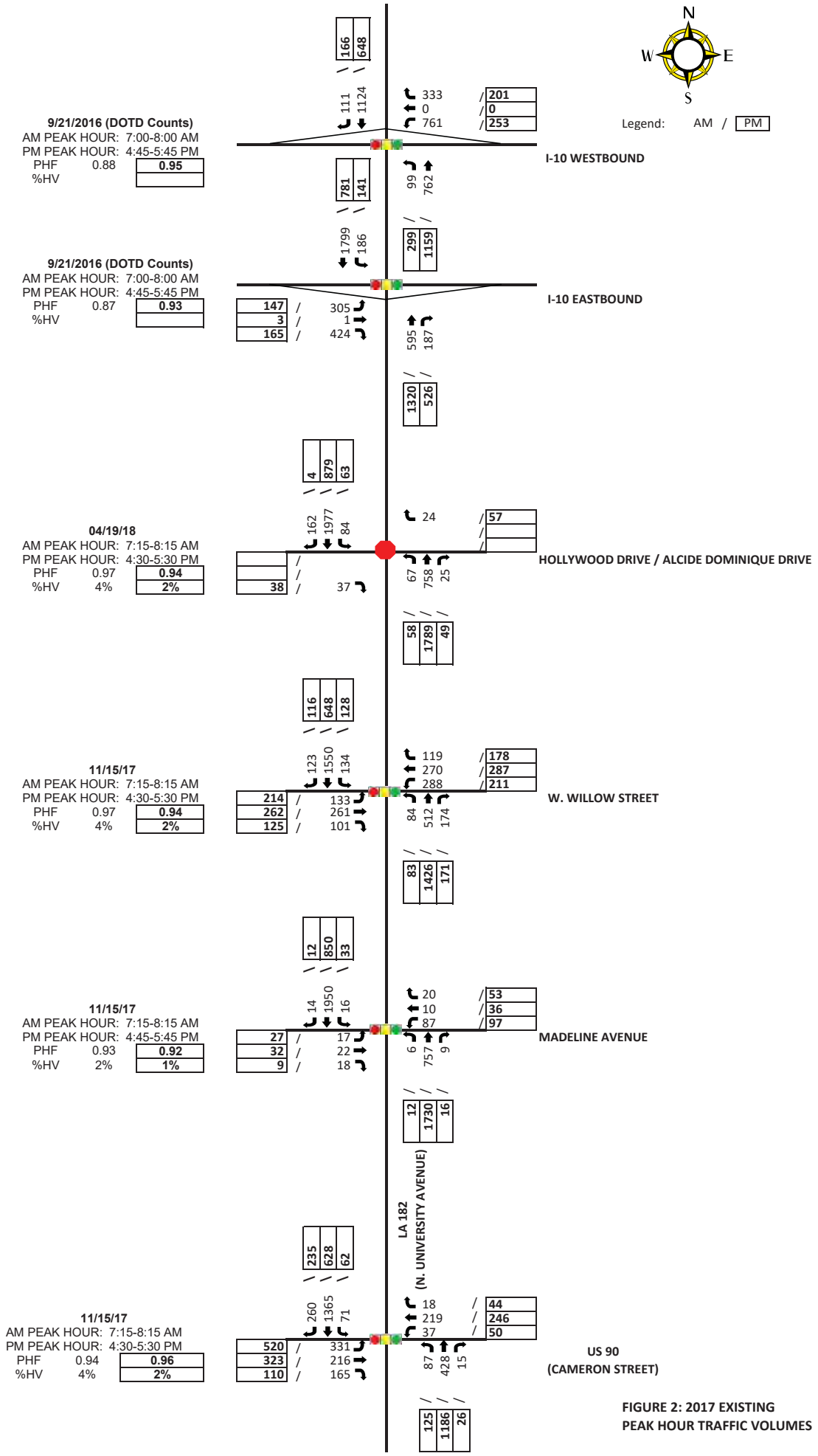
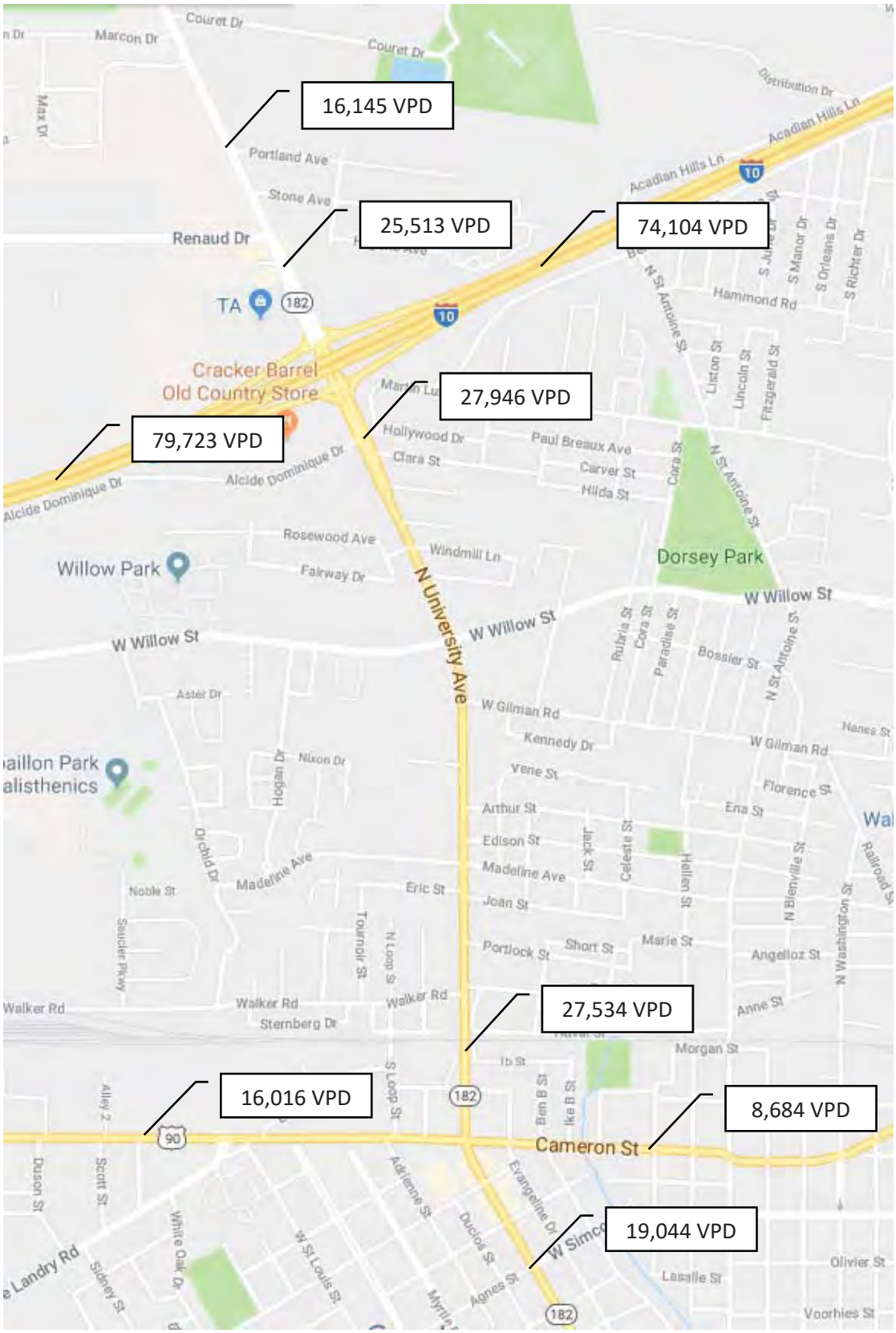



FIGURE 2: 2017 EXISTING PEAK HOUR TRAFFIC VOLUMES

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)

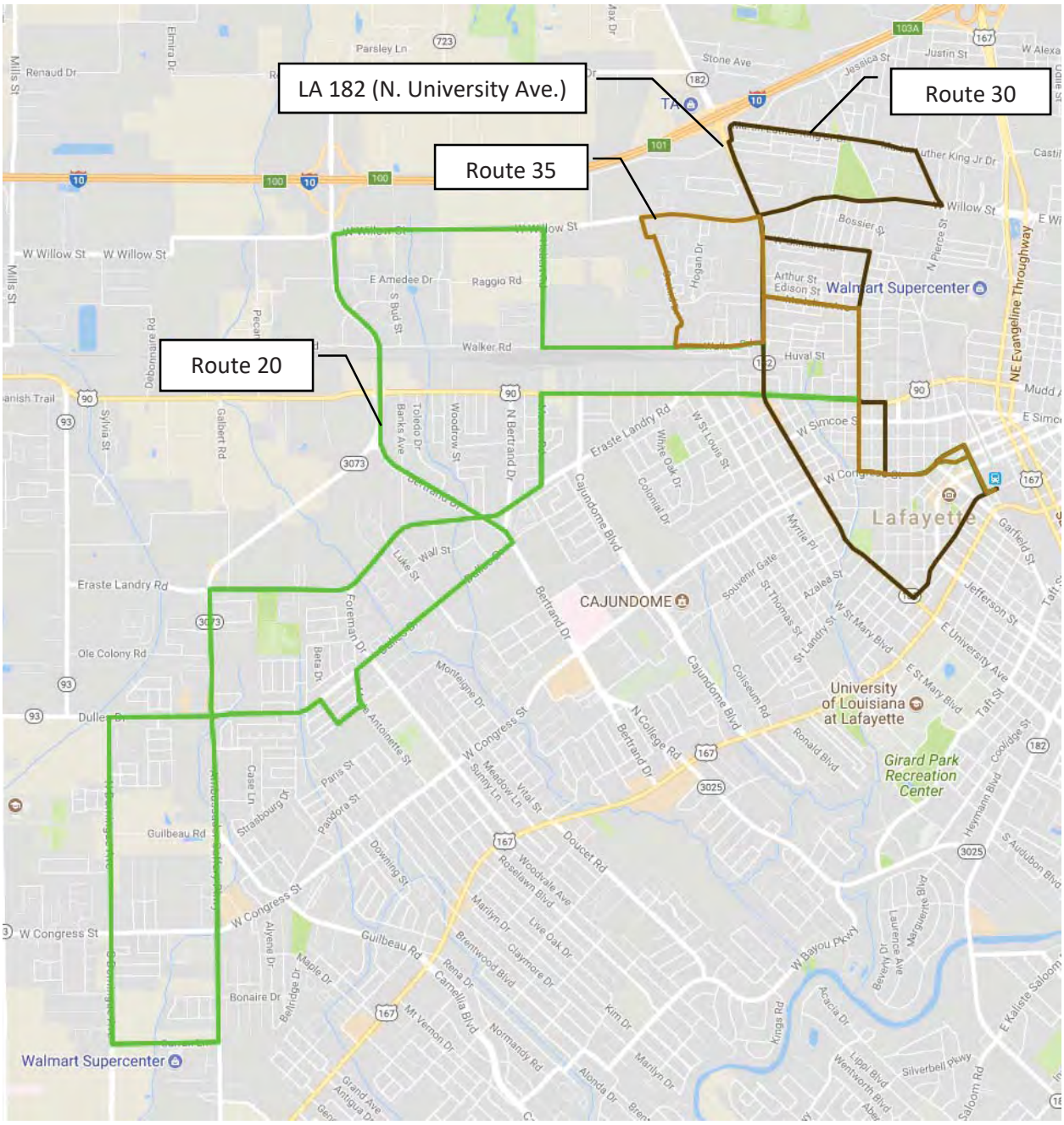
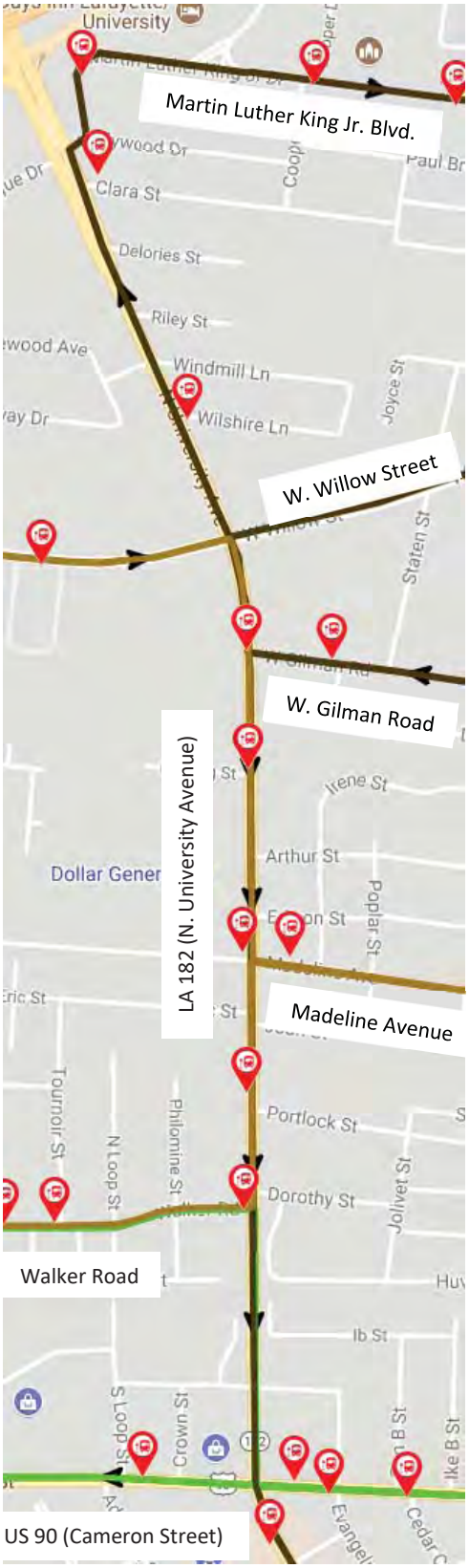


Figure 7: Lafayette Transit System Marked Bus Stops on LA 182 (N. University Avenue)



### 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

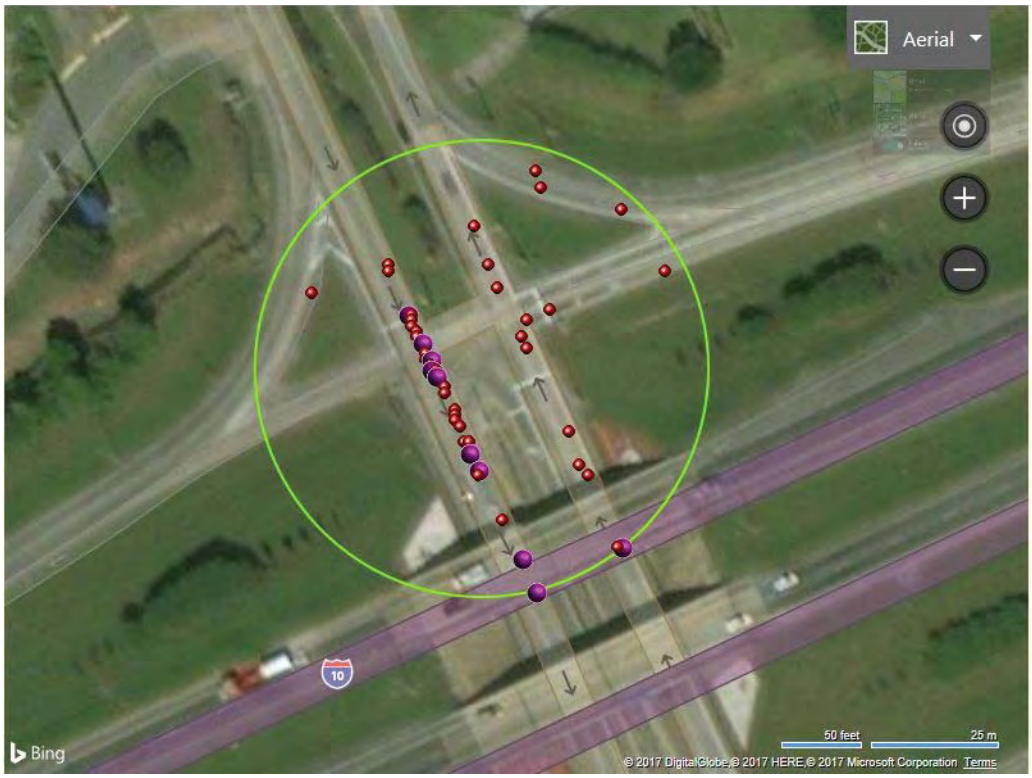
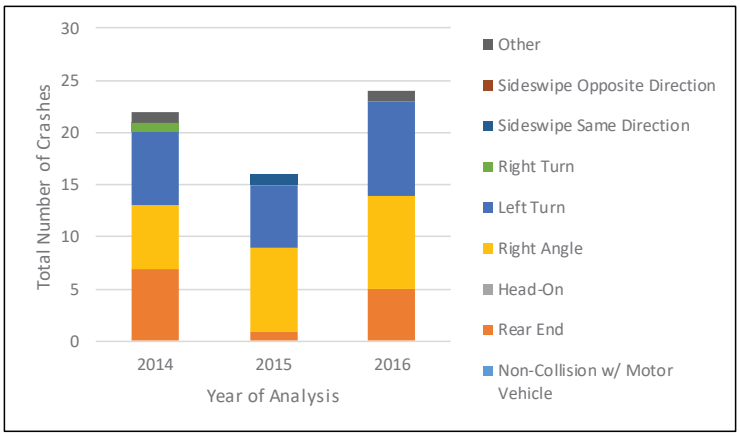



Table 2: Intersection Crash Analysis Summary for I-10 Westbound Off-Ramp Intersection

| 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** |



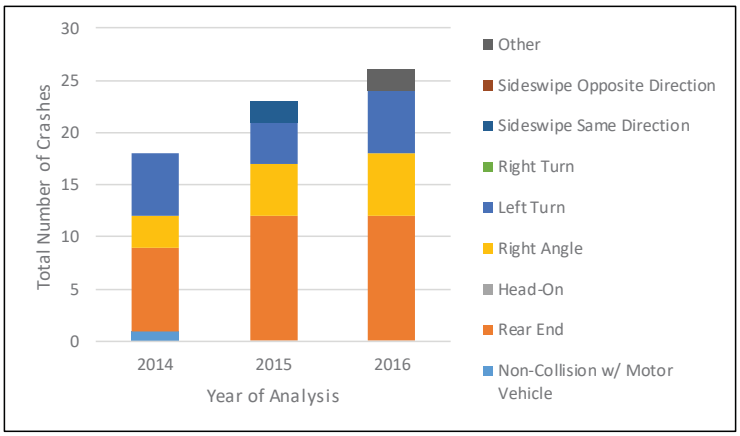

## I-10 Eastbound Off-Ramp

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** |



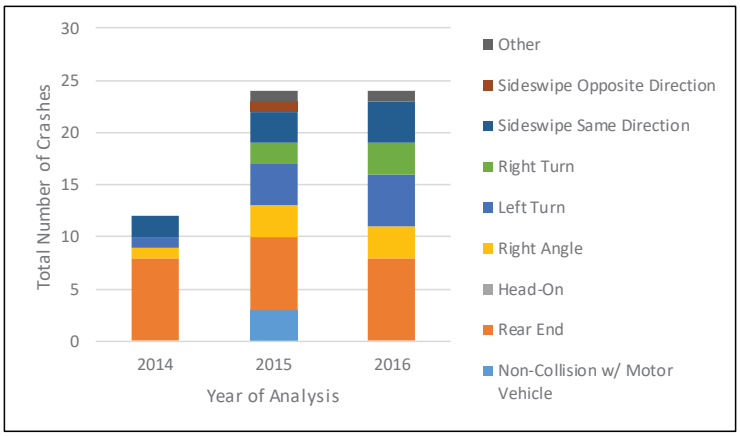

## Alcide Dominique Drive / Hollywood Drive

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** |



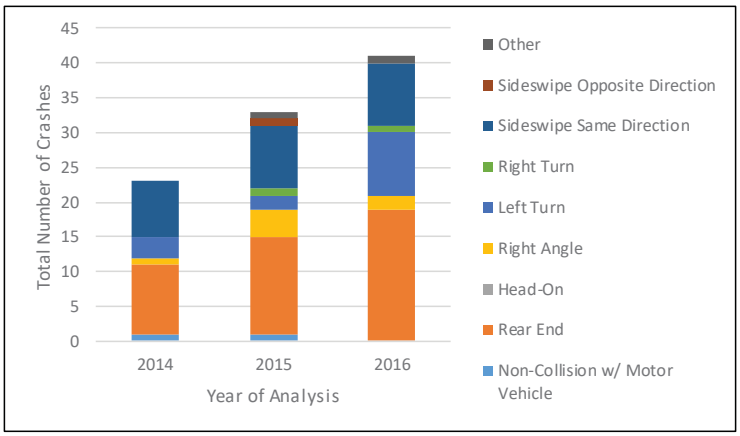

## W. Willow Street

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** |



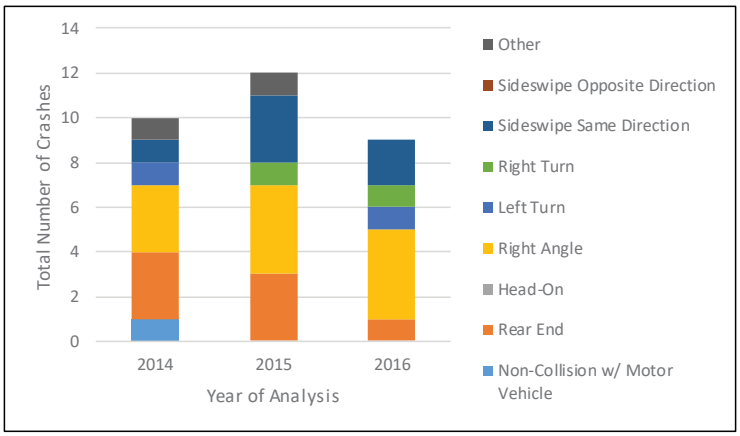

## Madeline Avenue

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

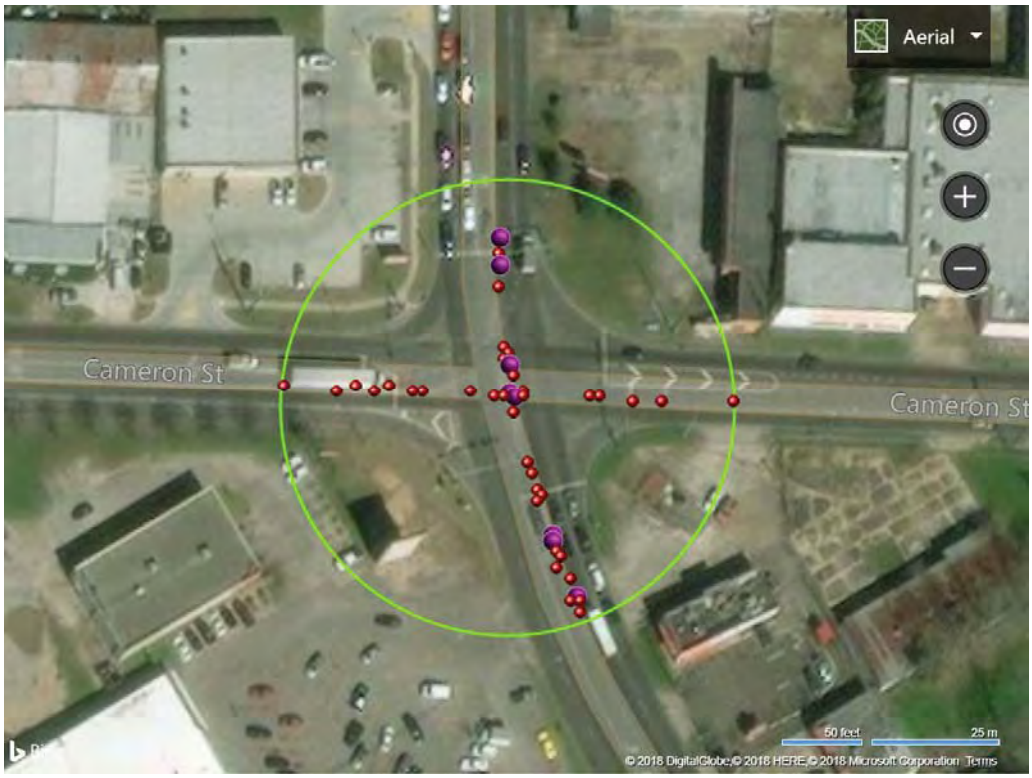
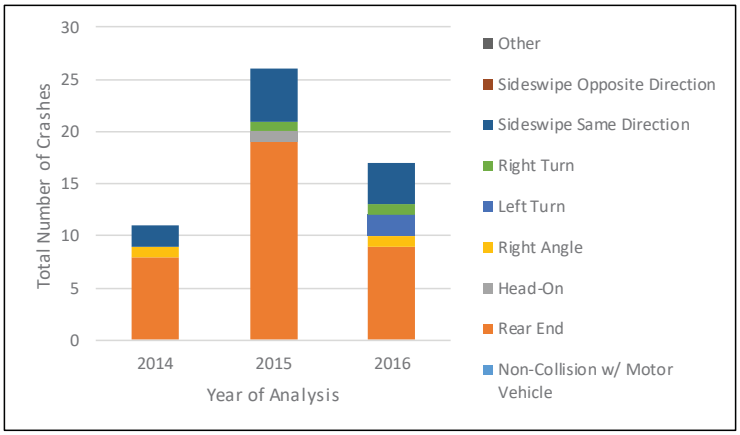



Table 7: Intersection Crash Analysis Summary for US 90 (Cameron Street) Intersection

| 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** |

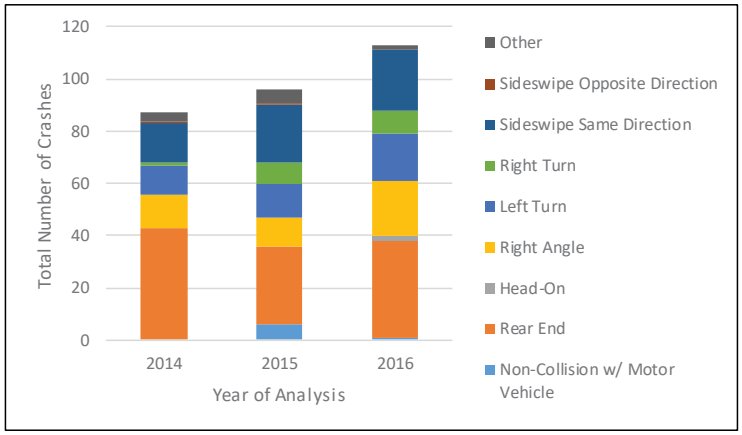



## Segment Observations

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.

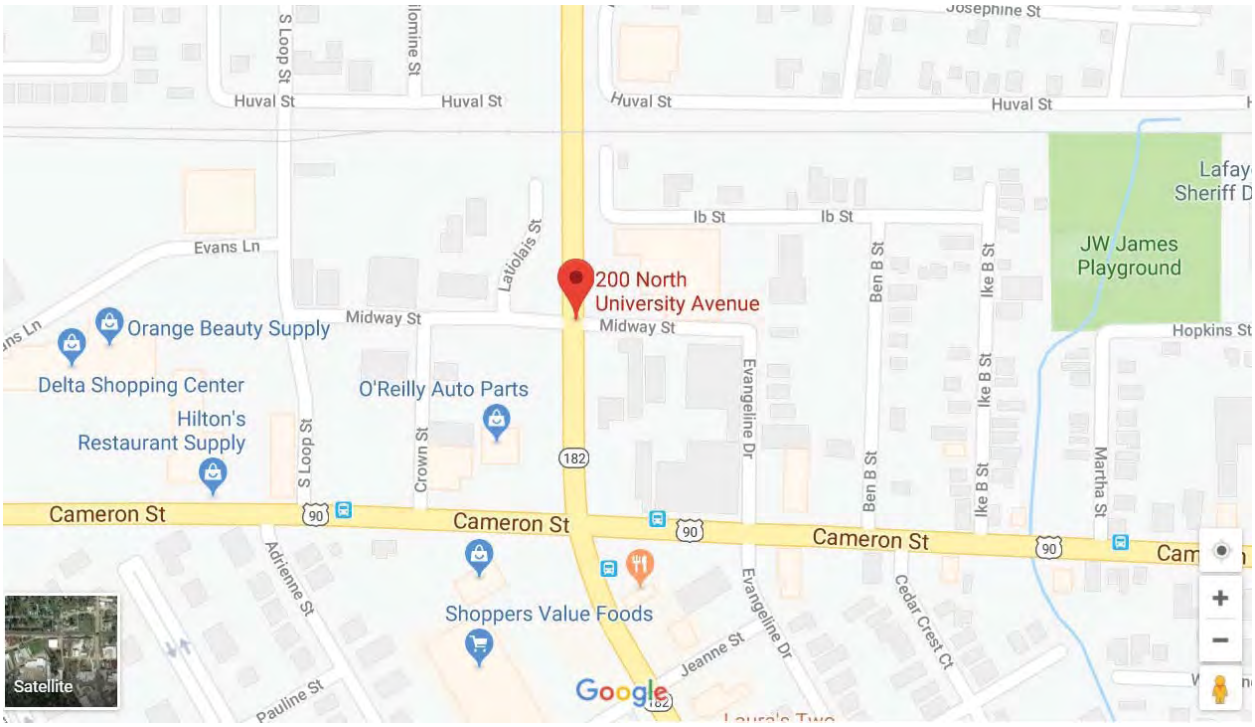
Table 8: Segment Crash Analysis Summary for Studied Limits on LA 182

| 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

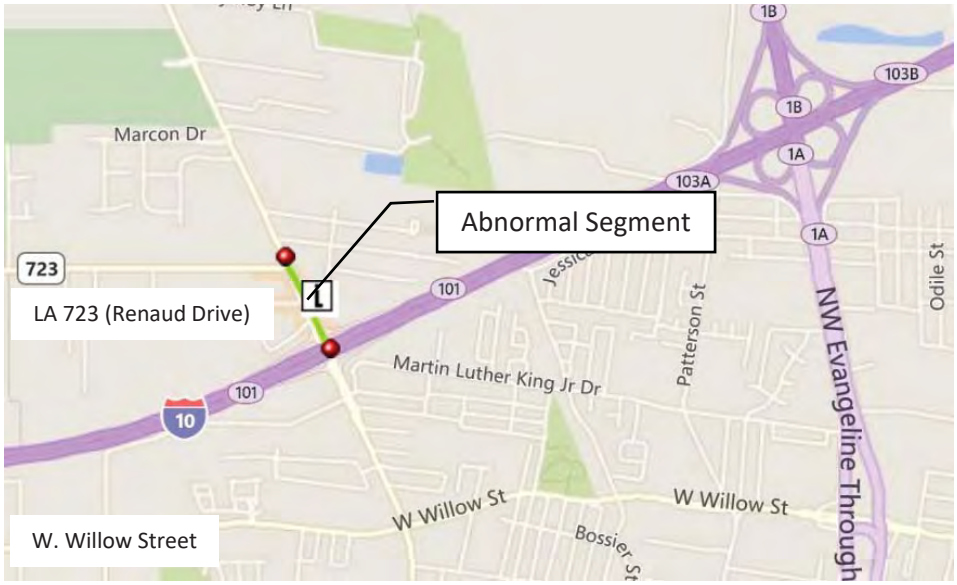
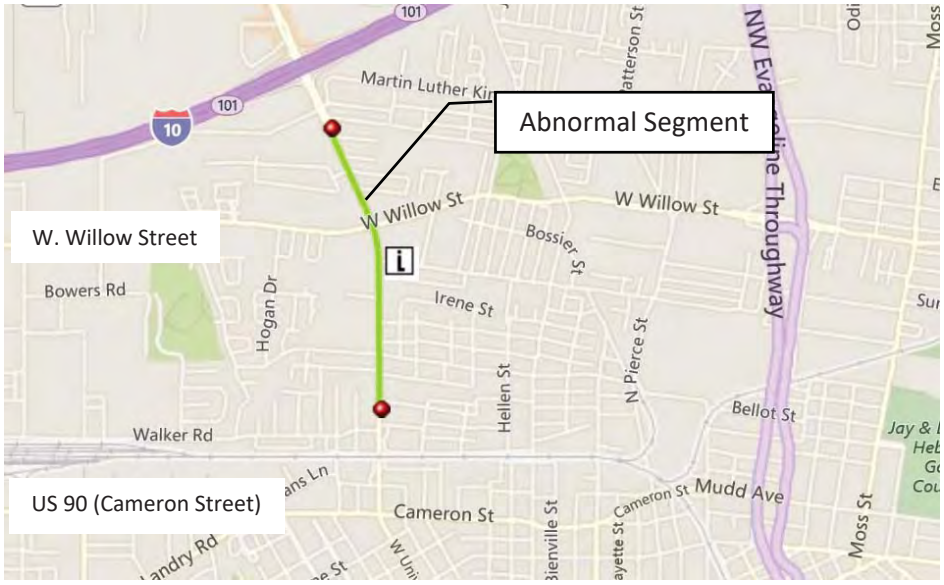



Figure 16: Abnormal Segment on LA 182 South of I-10




## 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 85$^{th}$ 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

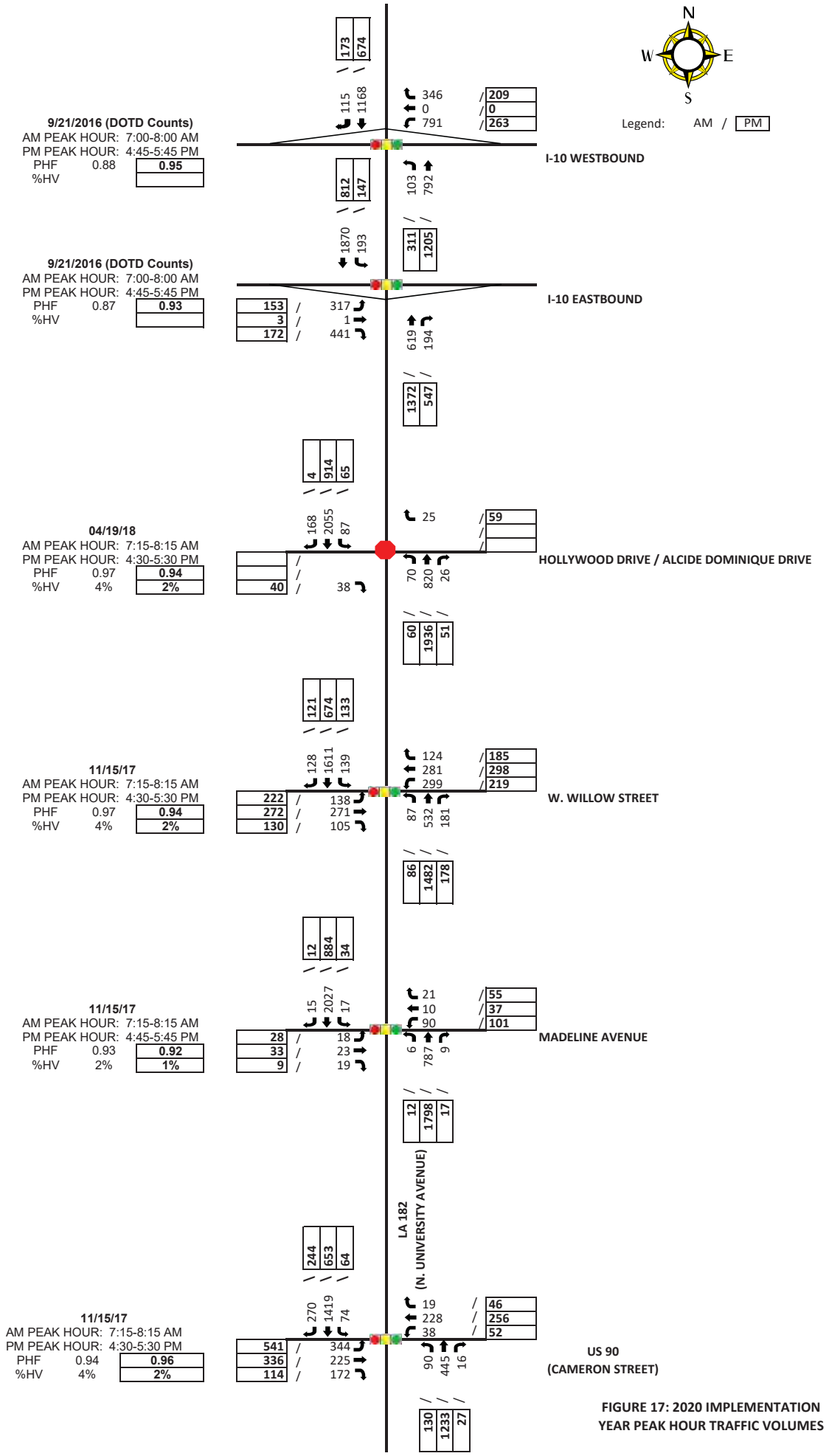



FIGURE 17: 2020 IMPLEMENTATION YEAR PEAK HOUR TRAFFIC VOLUMES

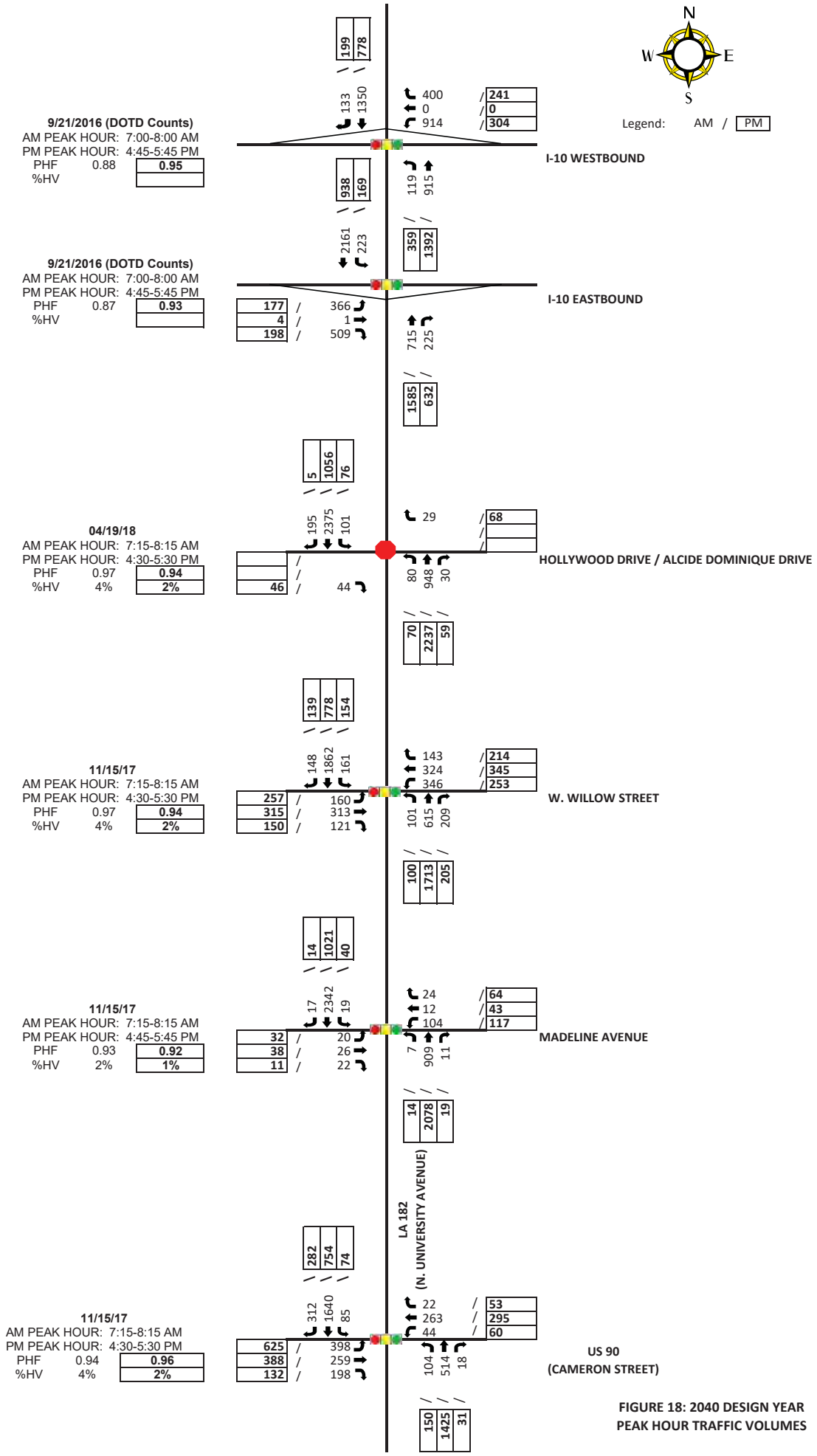



FIGURE 18: 2040 DESIGN YEAR
PEAK HOUR TRAFFIC VOLUMES

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

| 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 | 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

| 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 | 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

| Approach | 2020 | | | | | | | | 2040 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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

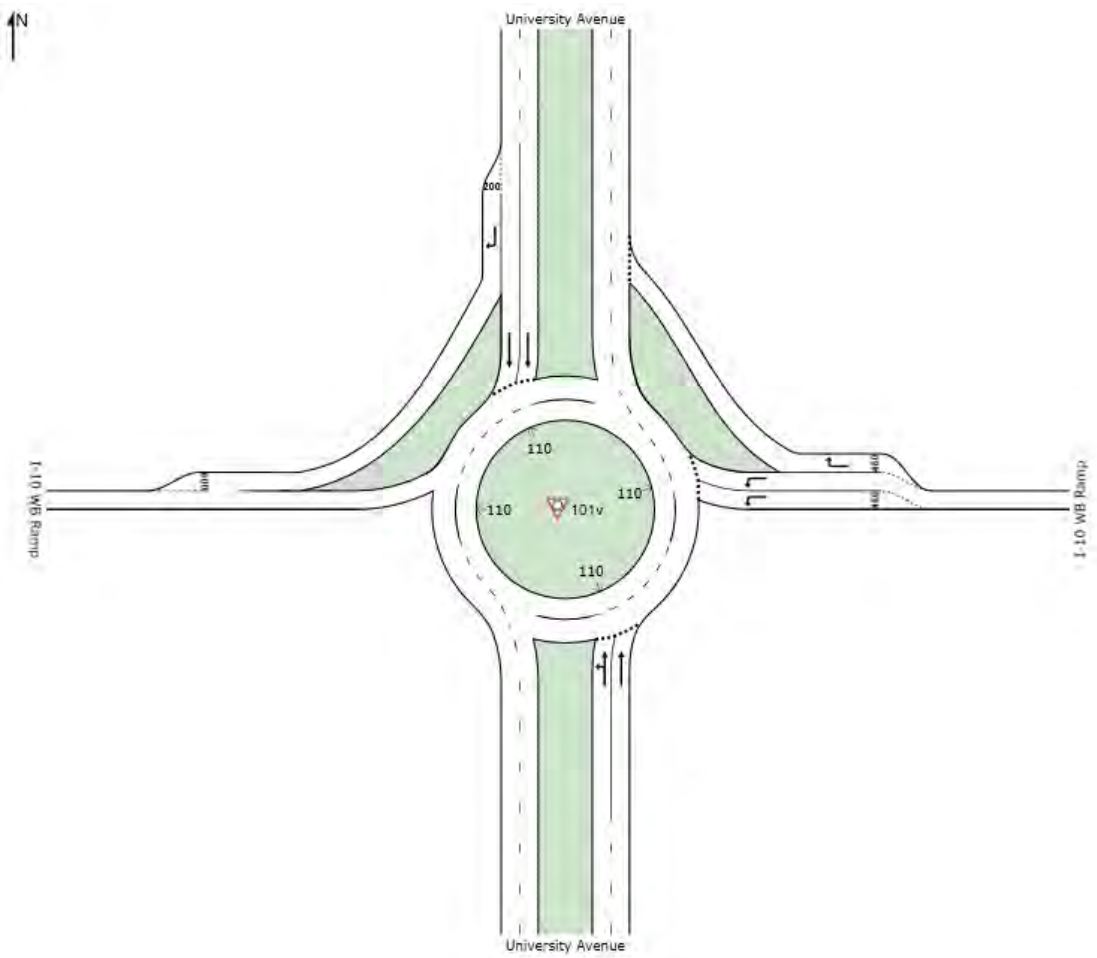
The intersection of LA 182 at the I-10 westbound ramp showed the best operations under Alternative 3 with an overall intersection LOS A in the design year of 2040; however, Alternative 1 operated at a LOS D or better for all approaches in the design year (2040). Alternative 2 operated at a LOS F for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



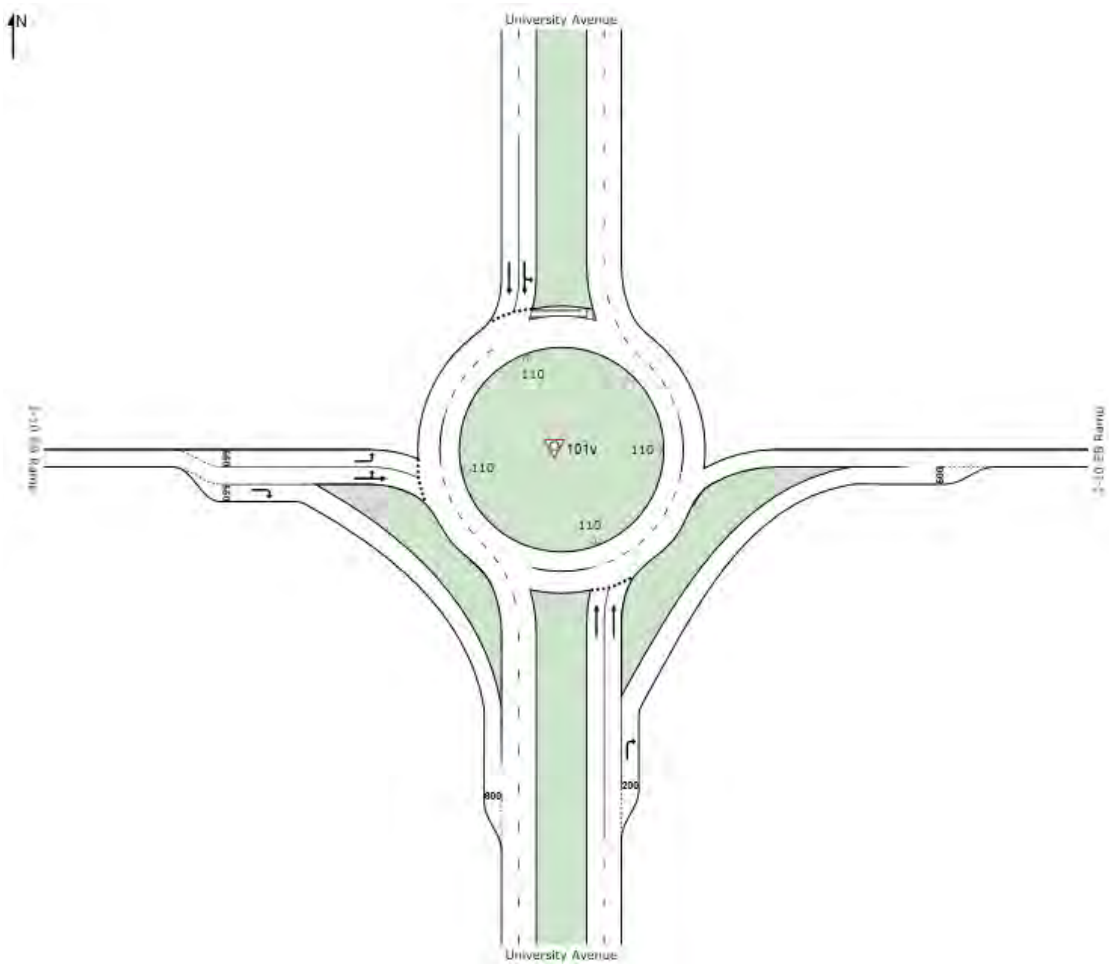

## I-10 Eastbound Ramp

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

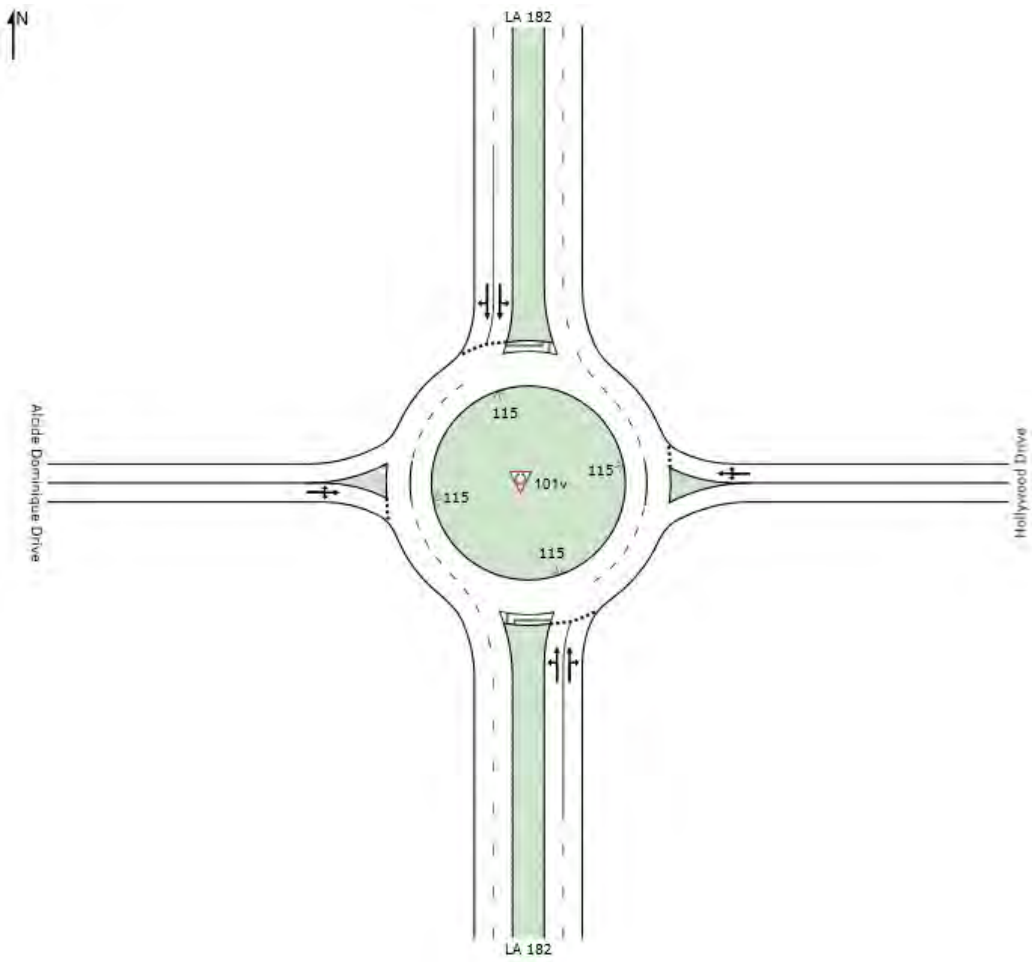
The intersection of LA 182 at Alcide Dominique Drive / Hollywood Drive will operate at an overall intersection LOS C in the design year of 2040 under Alternative 3.

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

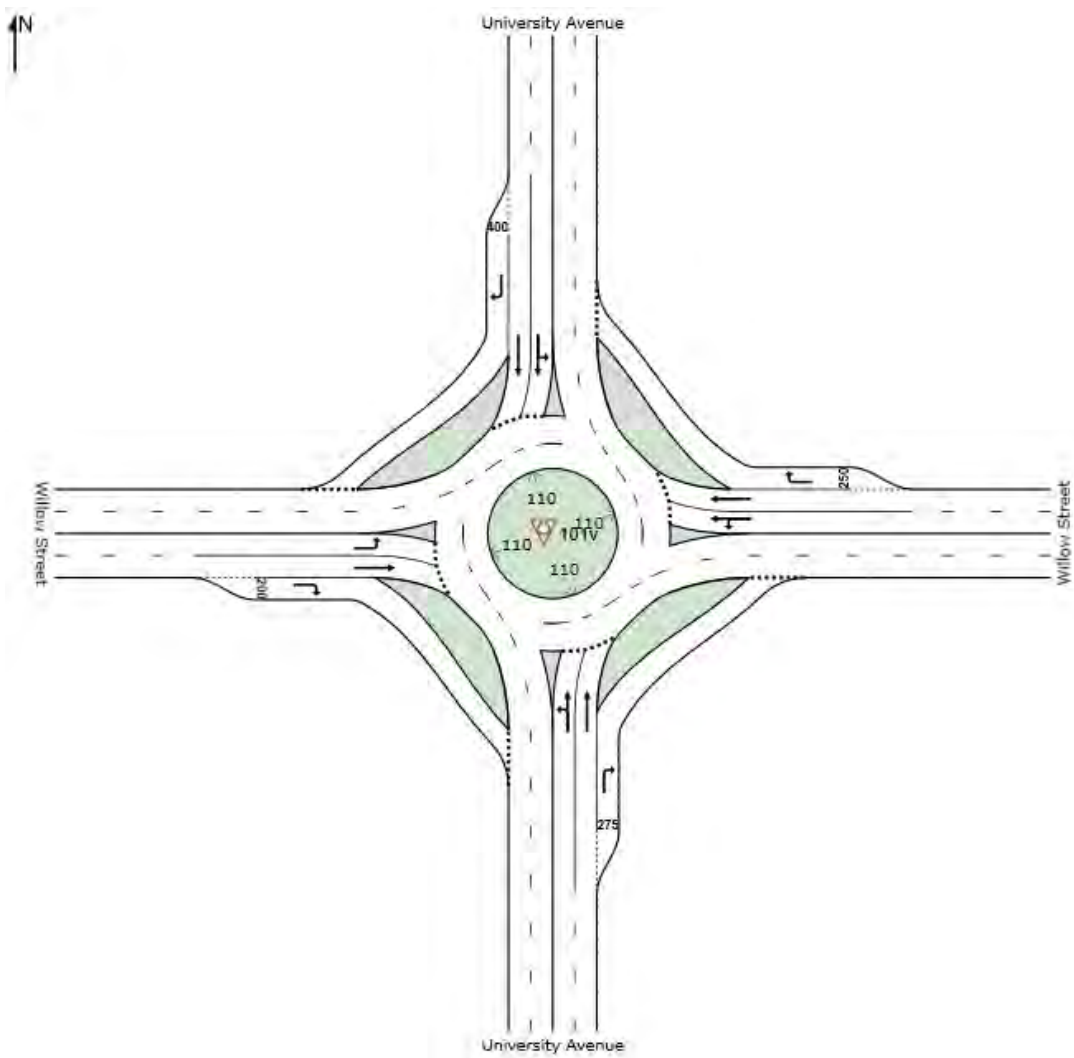
The intersection of LA 182 at W. Willow Street showed the best operations under Alternative 3 with an overall intersection LOS D in the design year of 2040, while the intersection operated at a LOS E under Alternative 1. Alternative 2 operated at a LOS F for both the implementation year (2020) and design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

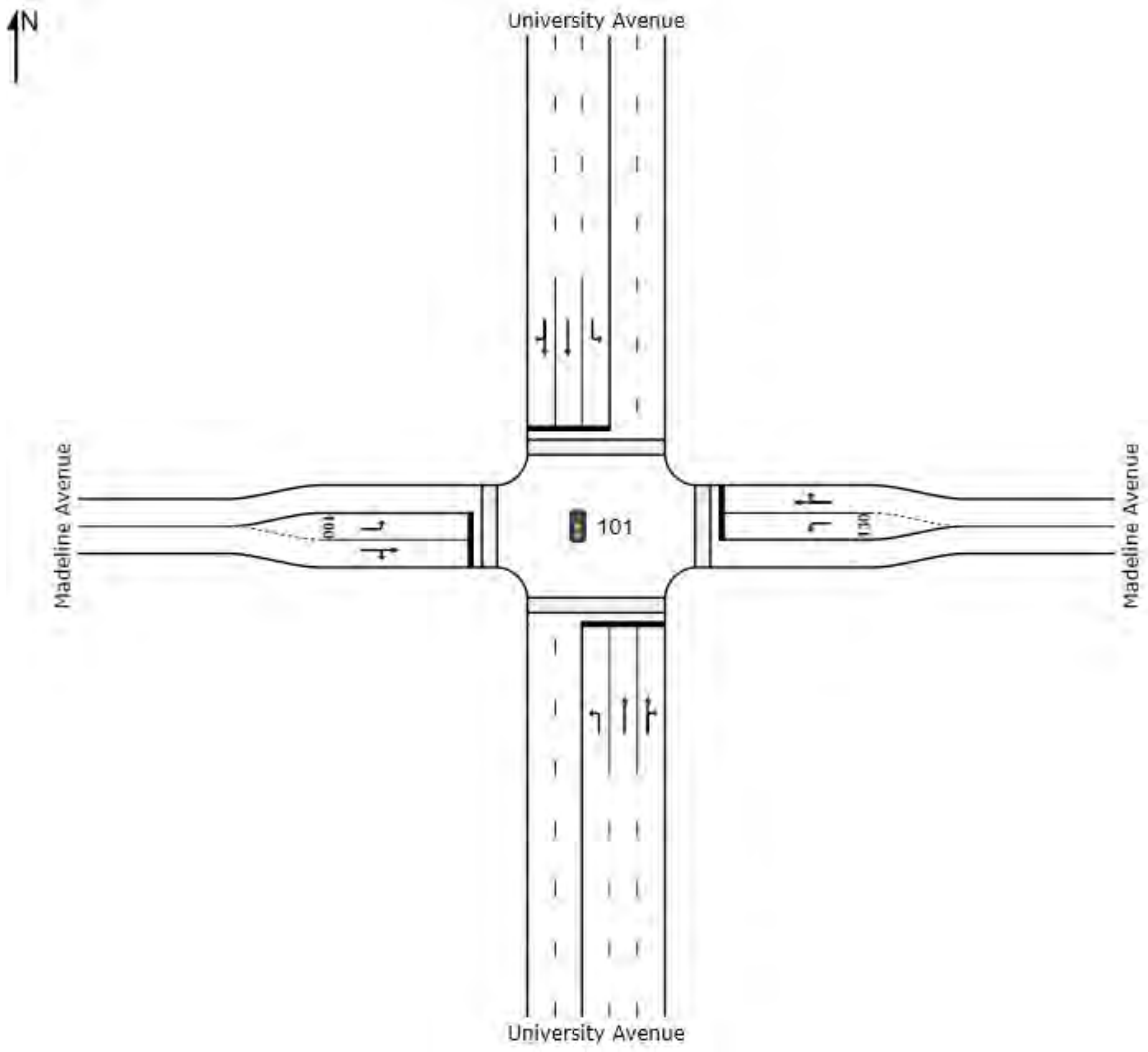
The intersection of LA 182 at Madeline Avenue will operate at a LOS A under Alternative 3 in the design year of 2040; however, the intersection operated acceptably with a LOS D or better in the design year under Alternative 1. Alternative 2 operated at a LOS F for both the implementation year (2020)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

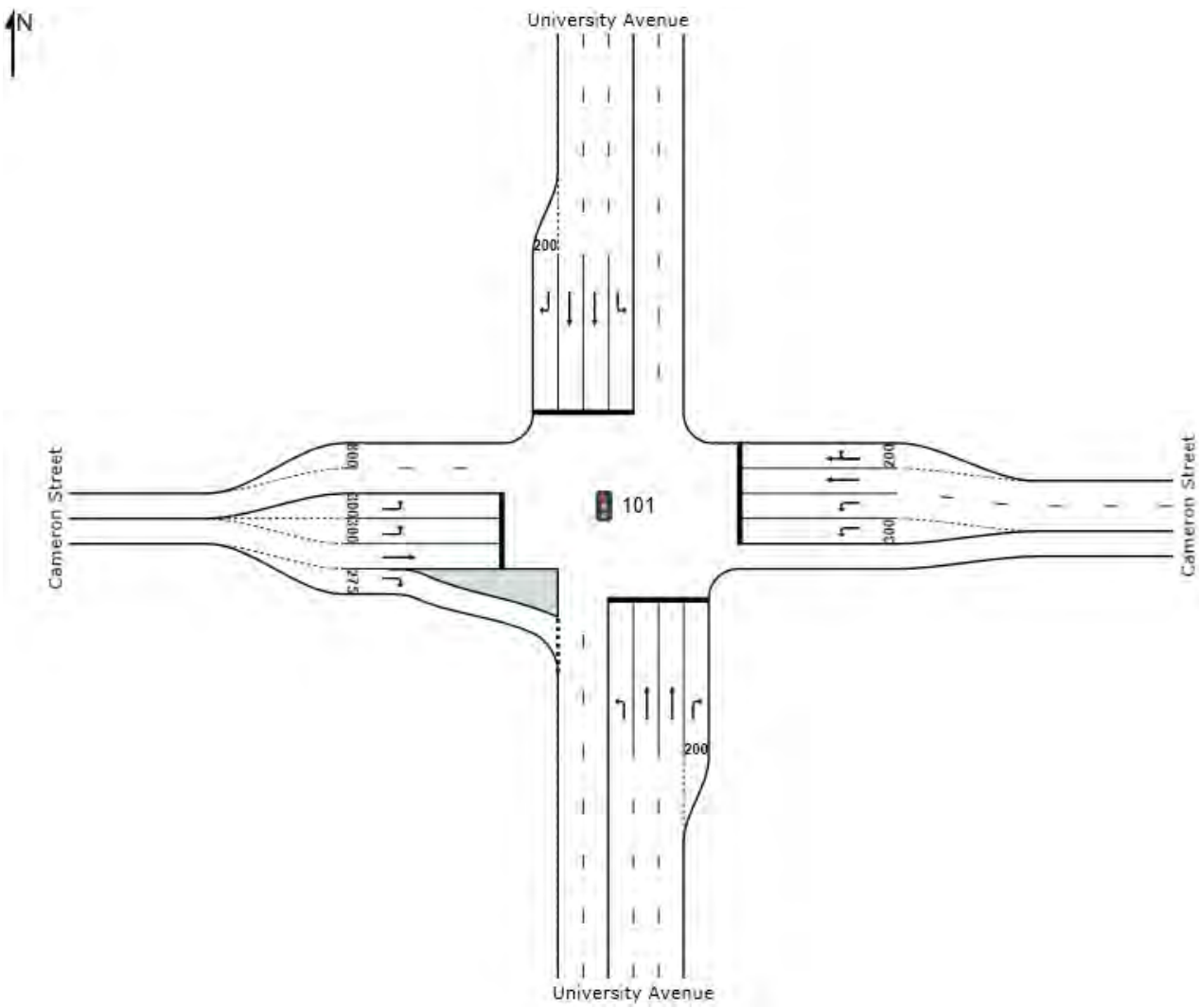



## US 90 (Cameron Street)

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 |

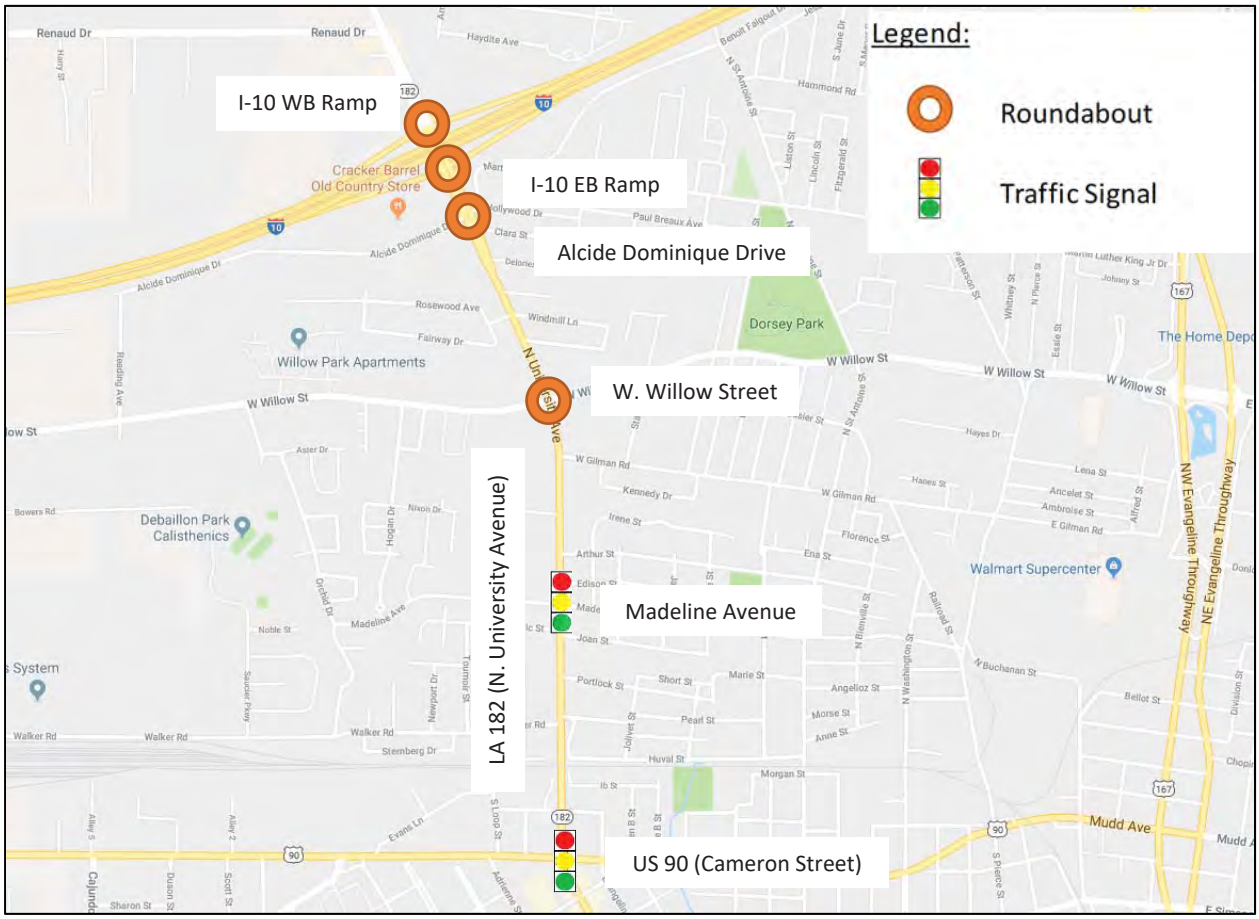
Alternatives 1 and 3 yield the highest reduction of conflict points. One of the principle reasons for this reduction is the recommendation of a median along the corridor. Since most of the studied corridor is classified as an Abnormal Corridor, a median along the study limits is recommended to lower 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 | | | | | | | | | Westbound | | | | | | | | | Southbound | | | | | | | | | Eastbound | | | | | | | | | 15 Min | Peak Hour | HV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LA 182 (N. University Ave.) | | | | | | | | | Madeline Ave. | | | | | | | | | LA 182 (N. University Ave.) | | | | | | | | | Madeline 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 | | | |
| 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 | | | | | | | | | Westbound | | | | | | | | | Southbound | | | | | | | | | Eastbound | | | | | | | | | 15 Min | Peak Hour | HV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LA 182 (N. University Ave.) | | | | | | | | | Madeline Ave. | | | | | | | | | LA 182 (N. University Ave.) | | | | | | | | | Madeline 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 | | | |
| 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 | | | | | | | | | 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 | | | |
| 6:30 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 | | | | | | | | | 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 | | | |
| 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

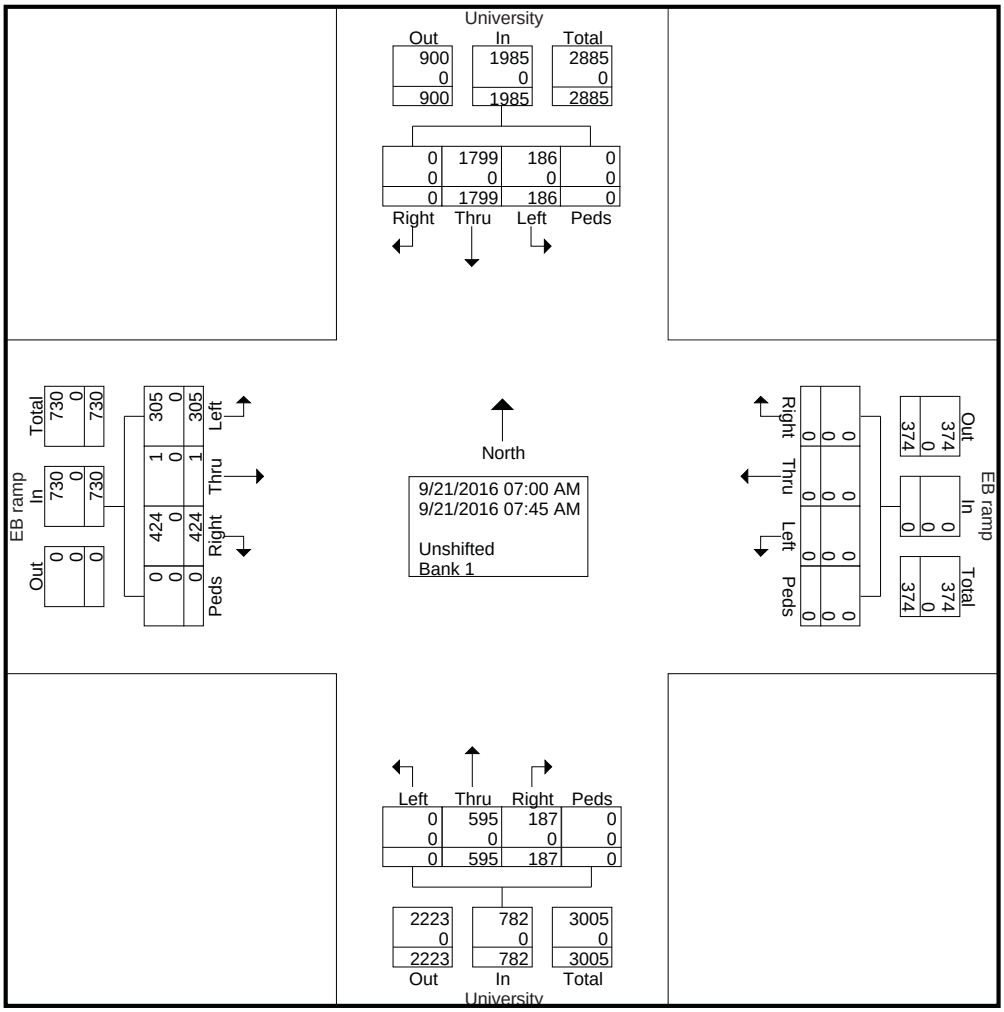
Traffic Operations

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

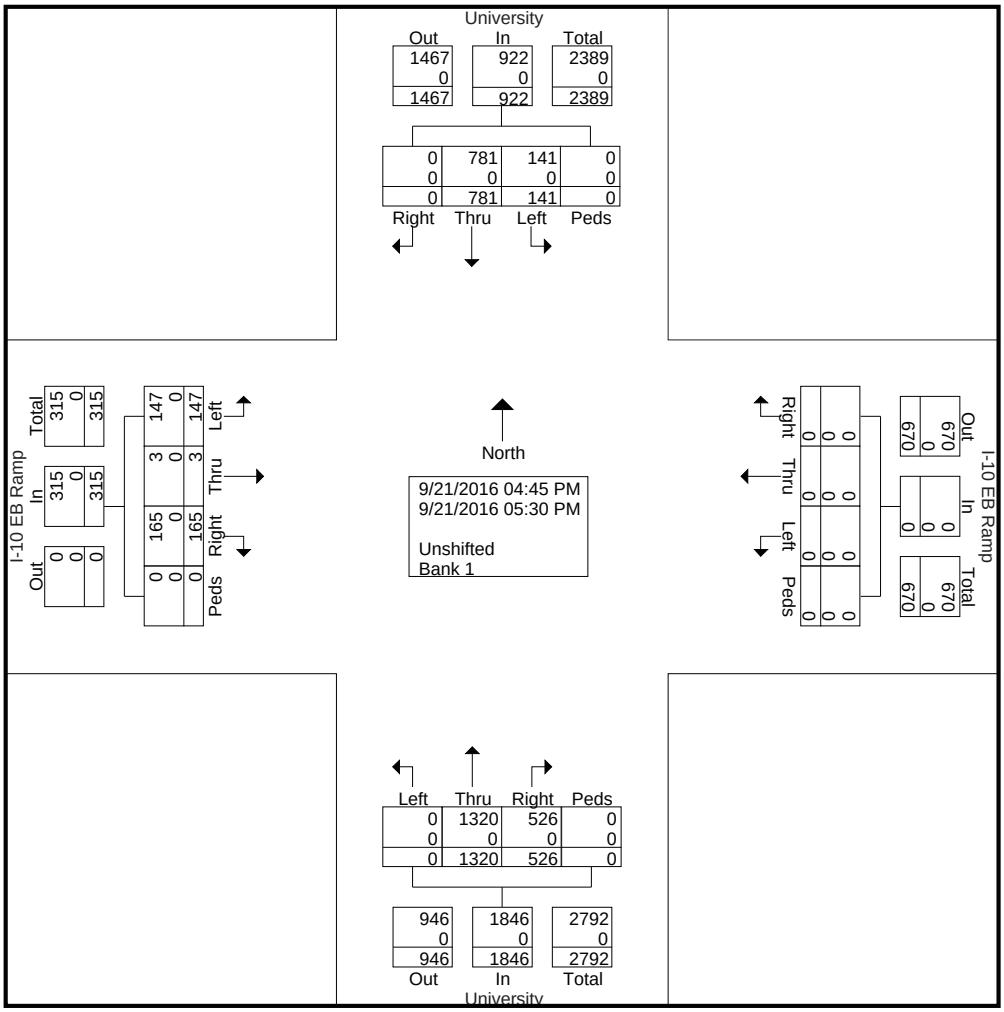
Traffic Operations

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

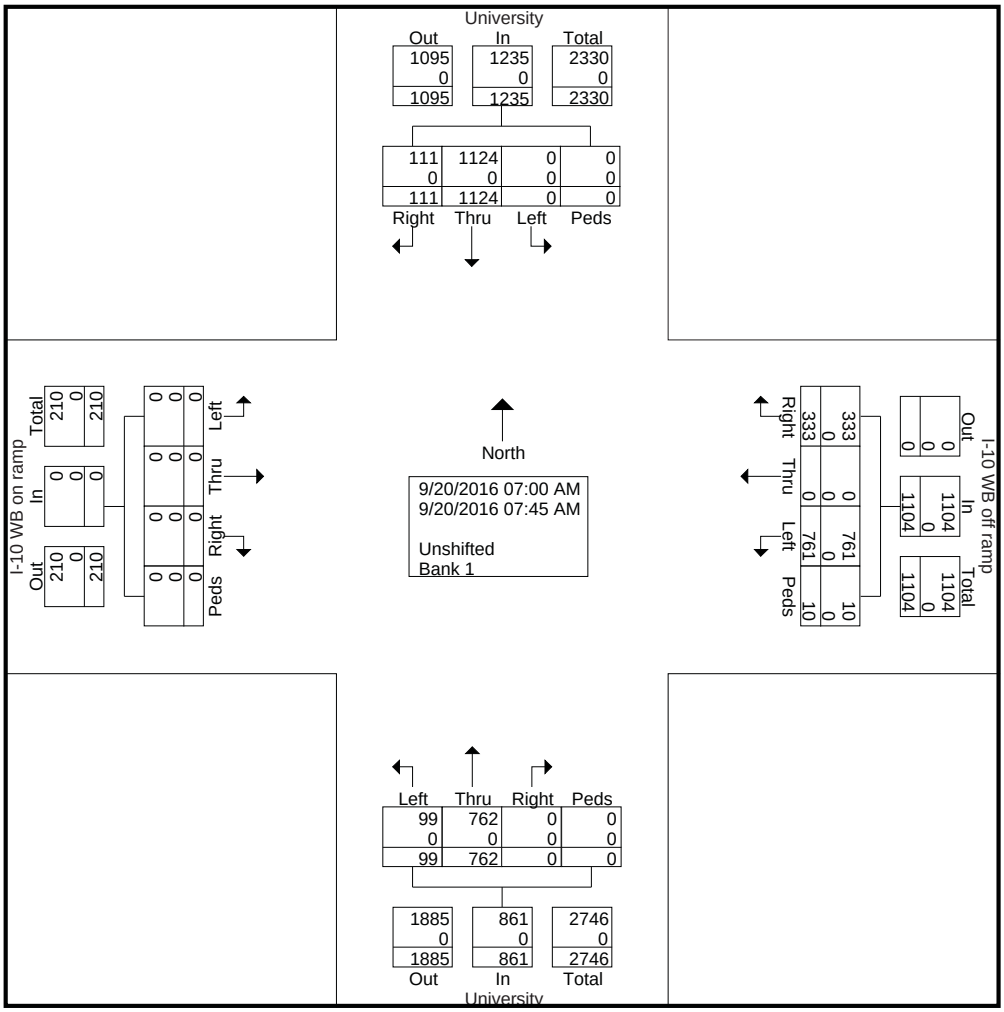
Traffic Operations

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

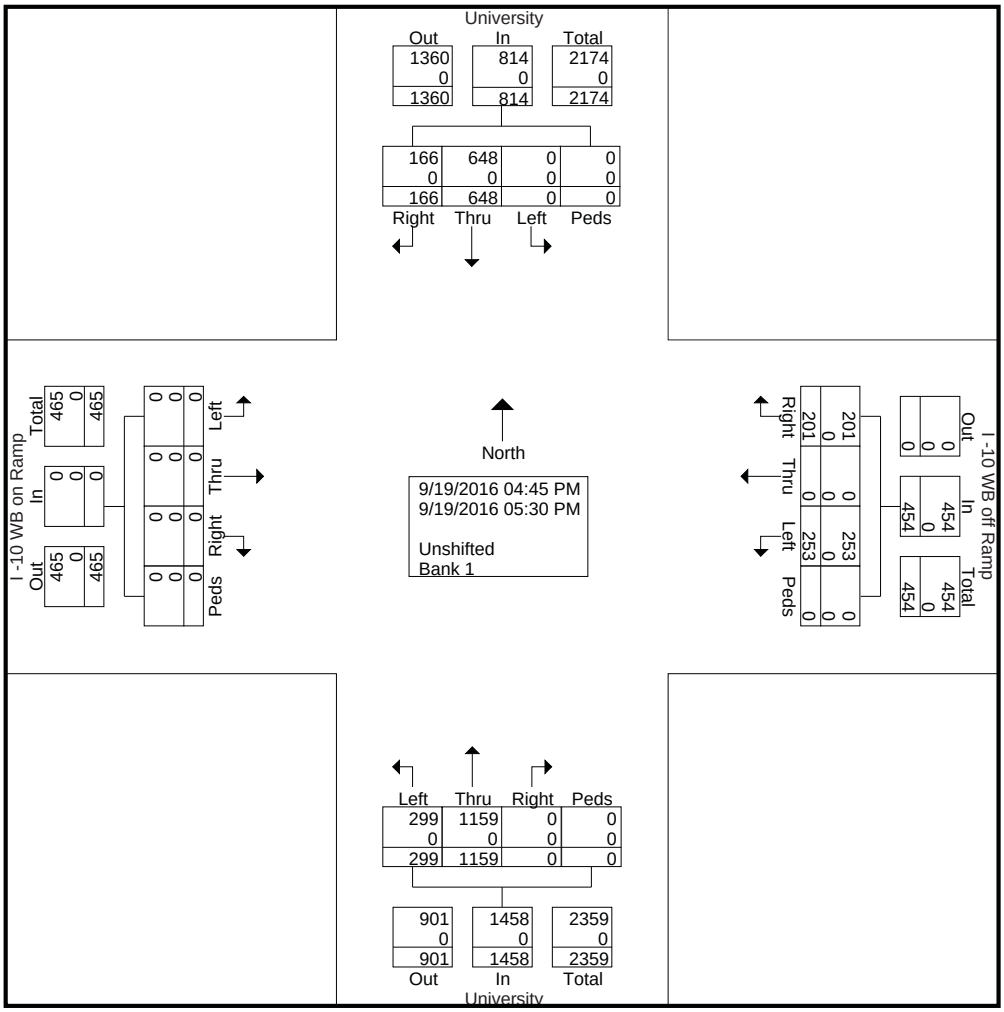
Traffic Operations

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

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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

Direction 1

## Traffic Operations

| 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

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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

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 | 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

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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

Direction 1

## Traffic Operations

| 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

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/06/16 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 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

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 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 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

Direction 1

## Traffic Operations

| 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

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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

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 | 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

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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

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 | 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:

Pededstrian Movements

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

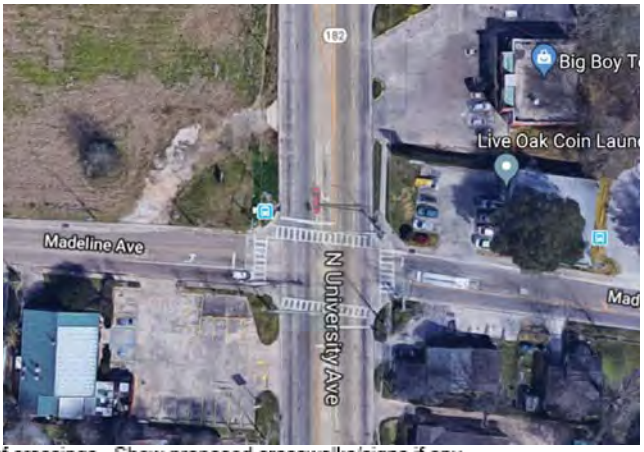
* Note the age and ability of Pedestrians No elderly pedestrians

**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:

Pededstrian 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 | | | | |

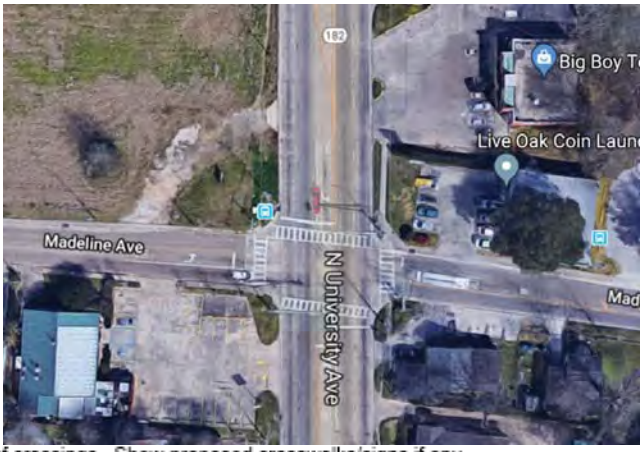
* Note the age and ability of Pedestrians No elderly pedestrians

**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 | | | | |

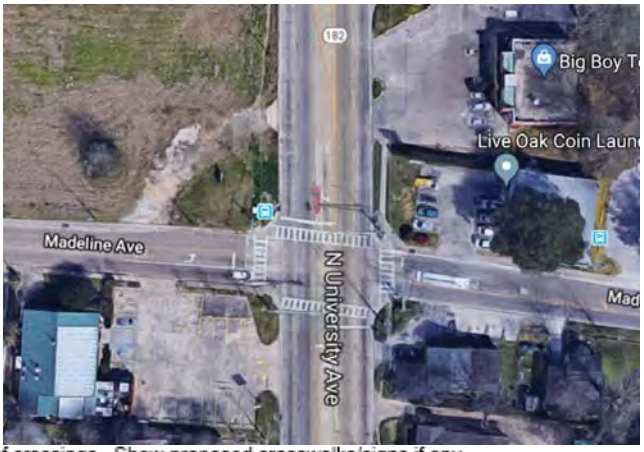
* Note the age and ability of Pedestrians No elderly pedestrians

**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 | | | | |

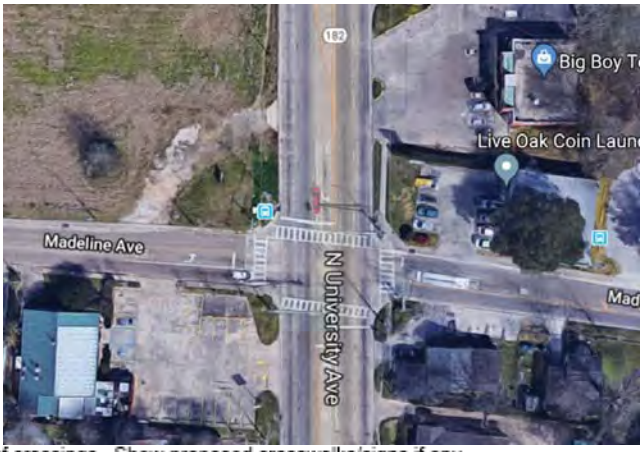
* Note the age and ability of Pedestrians No elderly pedestrians

**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 | |
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| | | | | |
| | | | | |
| 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:

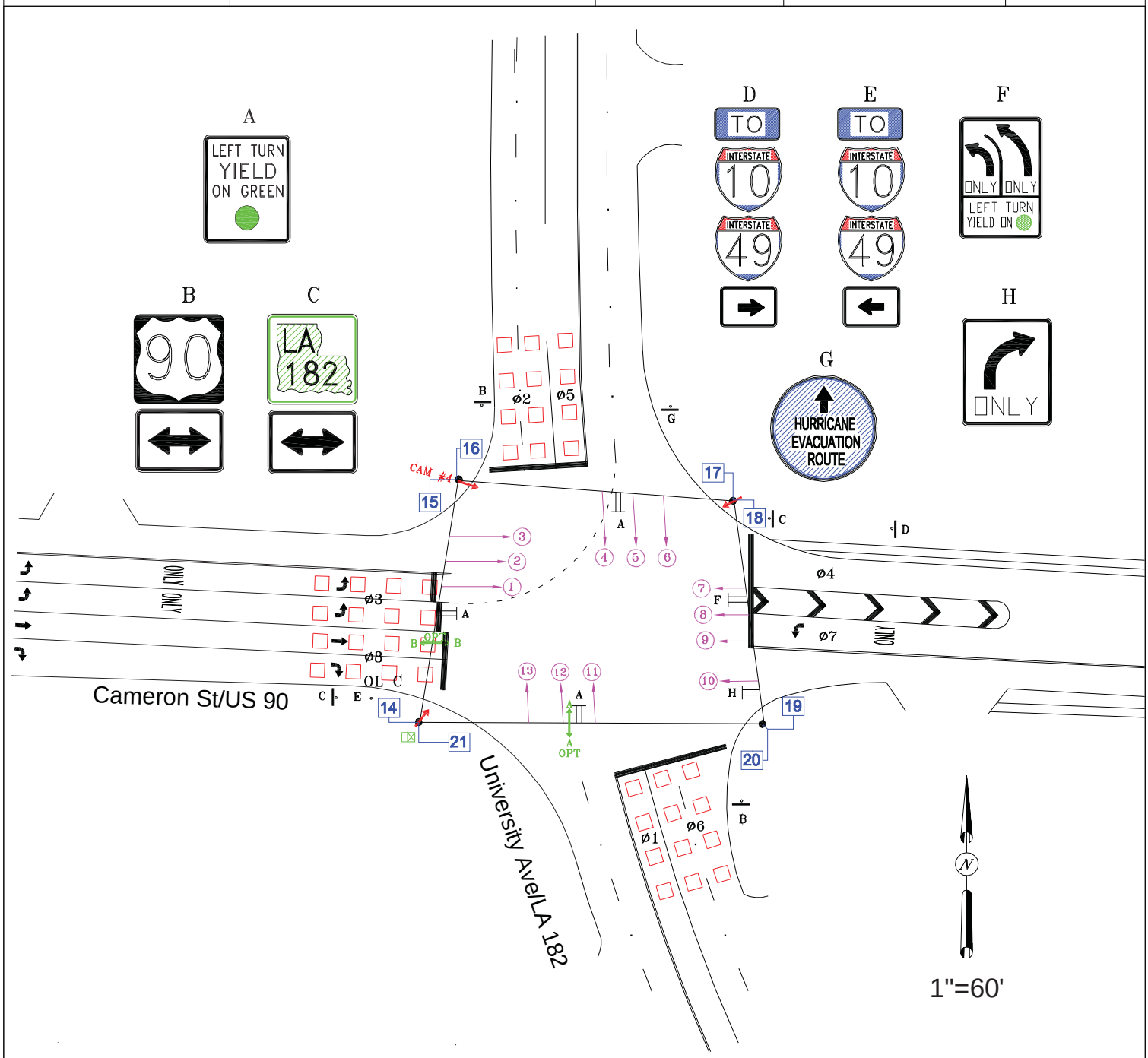
Pededstrian Movements

| 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 | GROUND MOUNT SIGN & NO. | SIGNAL FACE & NO. | Cameron St (east) = 30 MPH |
| SPAN WIRE | OVERHEAD SIGN & NO. | PEDESTRIAN SIGNAL & NO. | Cameron St (west) = 35 MPH |
| CONTROLLER | LOOP DETECTOR & NO. | PED BUTTON & SIGN | University Ave (south) = 35 MPH |
| STOP LINE | | 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<br>Y = YELLOW<br>G = GREEN<br>G = GREEN ARROW<br>Y = YELLOW ARROW<br>DK = DARK<br>8" = 8" DIA. LENS<br>12" = 12" DIA. LENS<br>WA = WALK<br>DW = DON'T WALK<br>FDW = FLASHING DON'T WALK | R<br>Y<br>G | ○<br>○<br>○ ○ | ○<br>○<br>○ ○ | R<br>Y Y<br>G G | R<br>Y Y<br>G G | ○<br>○<br>○ | ○<br>○<br>○ | |

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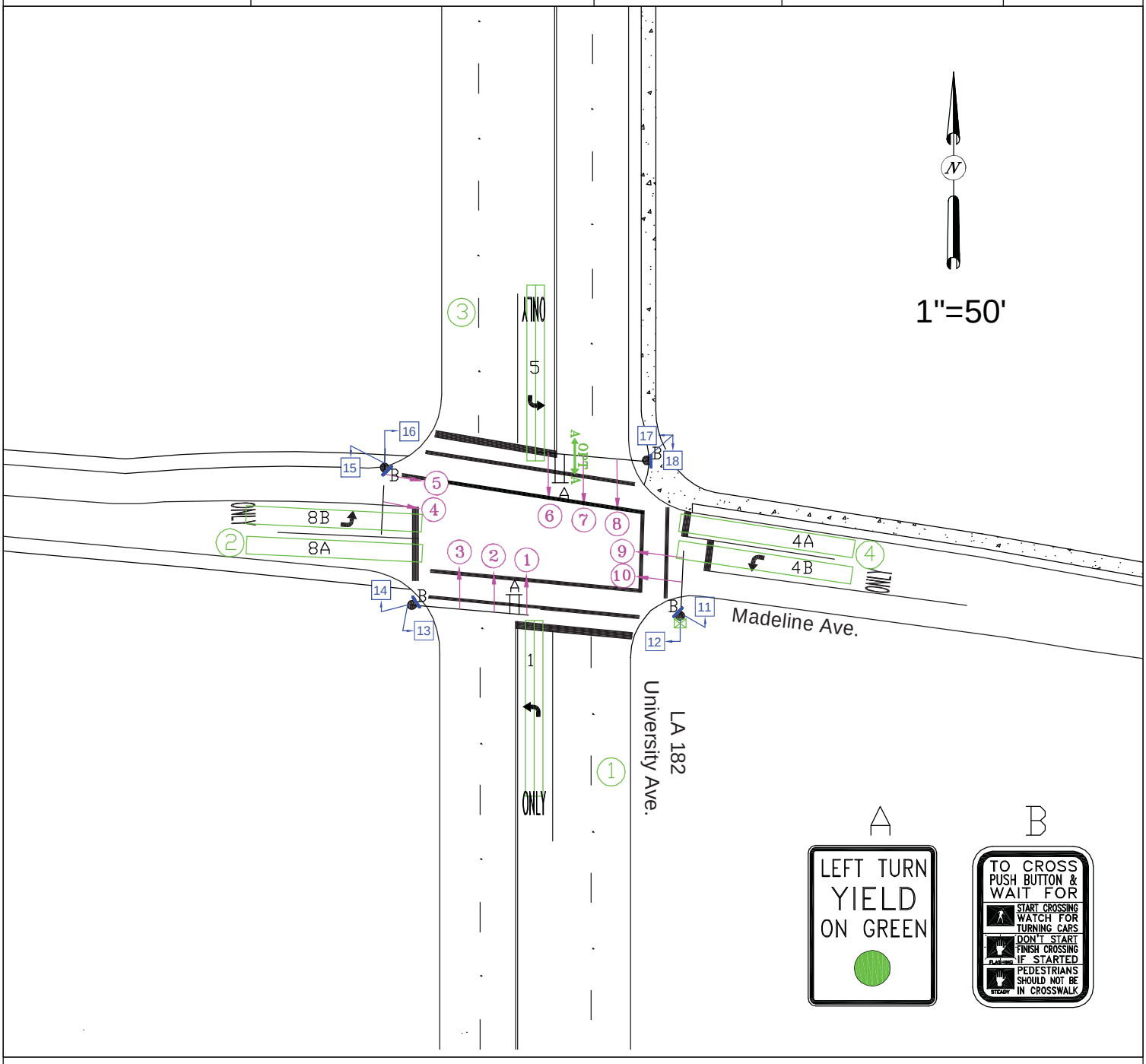
| CONTROL SECTION: 03201 | University Ave (LA 182) @ Madeline St | PARISH: LAFAYETTE | TSI # LCG-70 DOTD-37 | SHEET 3 of 6 |
|---|---|---|---|---|




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

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

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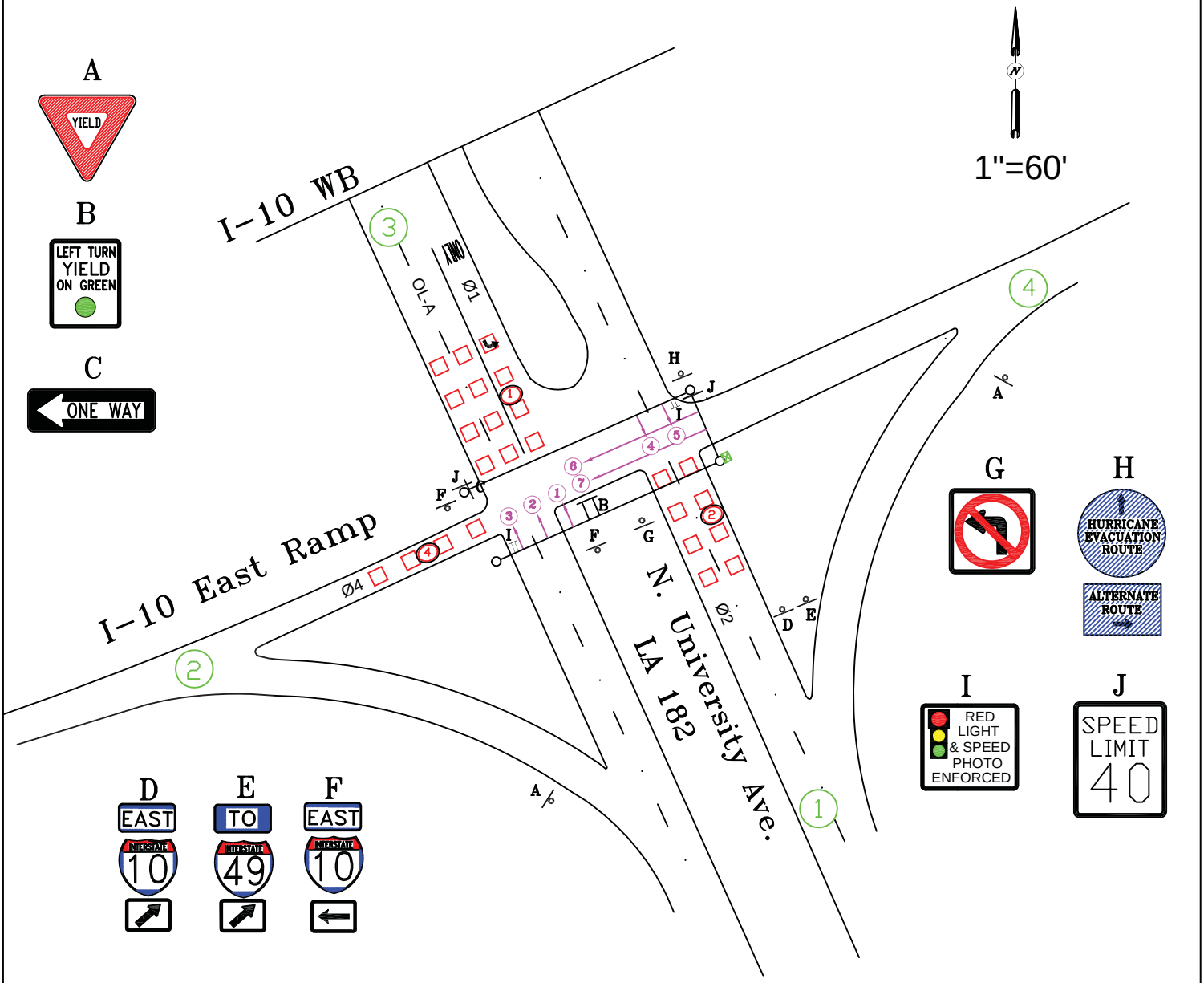
| CONTROL SECTION: 03201 | I-10 East Ramp @ N University Ave (LA 182) | PARISH: LAFAYETTE | TSI # LCG-139 DOTD-148 | SHEET 3 of 6 |
|---|---|---|---|---|

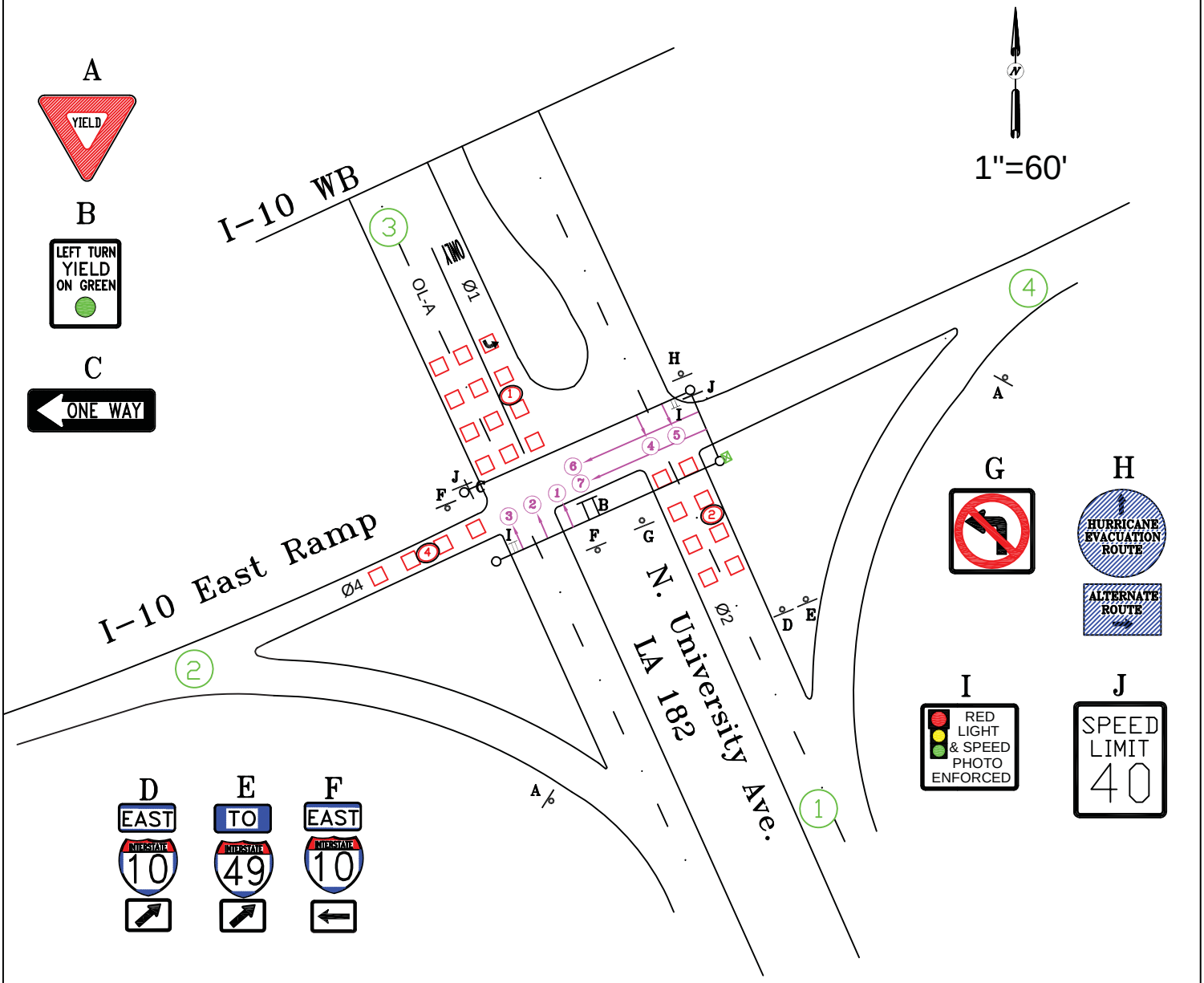



| | | | |
|---|---|---|---|
| WOOD POLE | SPAN WIRE SIGN & NO. | PEDESTAL MOUNT SIGNAL & NO. | EXISTING SPEED LIMITS |
| METAL POLE | | | |
| SPAN WIRE | GROUND MOUNT SIGN & NO. | SIGNAL FACE & NO. | University Ave = 40 MPH |
| CONTROLLER | OVERHEAD SIGN & NO. | PEDESTRIAN SIGNAL & NO. | EB Off Ramp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

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

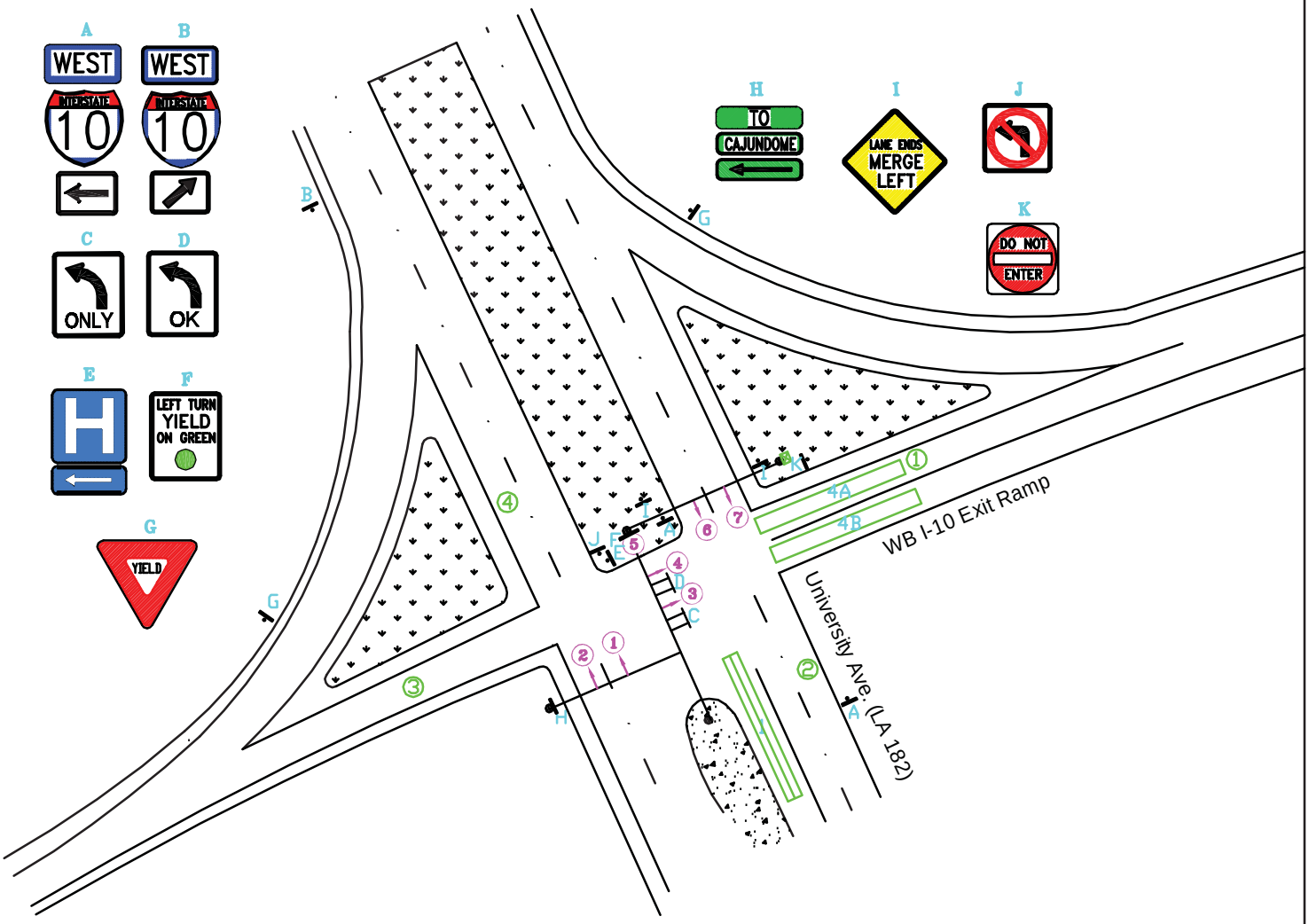



| | | | |
|---|---|---|---|
| WOOD POLE | SPAN WIRE SIGN & NO. | PEDESTAL MOUNT SIGNAL & NO. | EXISTING SPEED LIMITS |
| METAL POLE | | | |
| SPAN WIRE | GROUND MOUNT SIGN & NO. | SIGNAL FACE & NO. | University Ave = 40 MPH |
| CONTROLLER | OVERHEAD SIGN & NO. | PEDESTRIAN SIGNAL & NO. | EB Off Ramp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

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

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

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

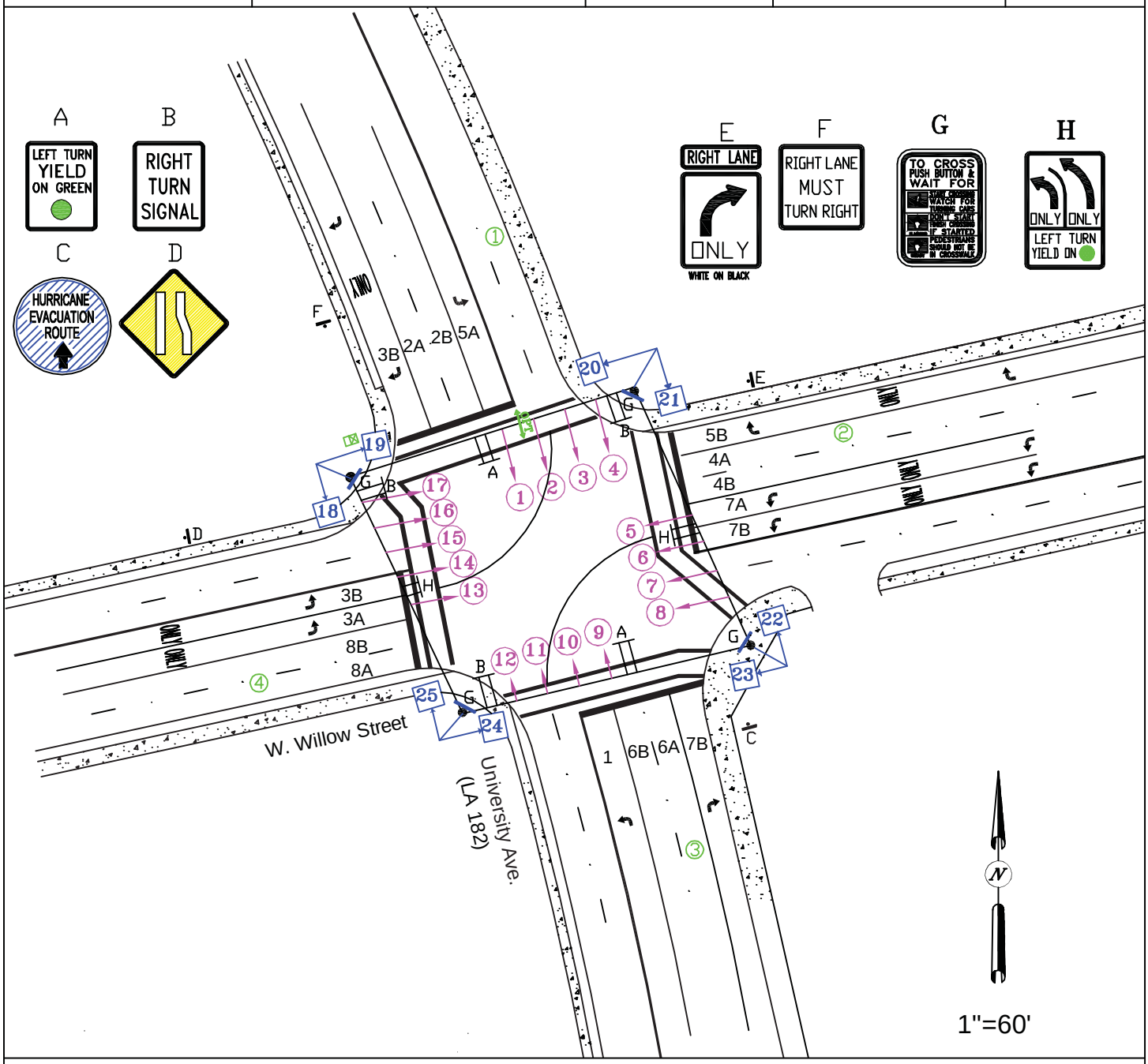



| | | | |
|---|---|---|---|
| ● WOOD POLE | SPAN WIRE SIGN & NO. | PEDESTAL MOUNT SIGNAL & NO. | EXISTING SPEED LIMITS |
| ○ METAL POLE | | | |
| SPAN WIRE | GROUND MOUNT SIGN & NO. | SIGNAL FACE & NO. | N University Ave = 40 MPH |
| CONTROLLER | OVERHEAD SIGN & NO. | PEDESTRIAN SIGNAL & NO. | WB I-10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

| Face # | 1 - 4 | 6,7 | 5 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Total | 4 | 2 | 1 | | | | | | |
| R = RED<br>Y = YELLOW<br>G = GREEN<br>← = GREEN ARROW<br>← = YELLOW ARROW<br>DK = DARK<br>8" = 8" DIA. LENS<br>12" = 12" DIA. LENS<br>WA = WALK<br>DW = DON'T WALK<br>FDW = FLASHING DON'T WALK | R<br>Y<br>G | R Y G | R<br>Y<br>G<br>←Y<br>←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 | | | |
| SPAN WIRE | GROUND MOUNT SIGN & NO. | SIGNAL FACE & NO. | University Ave = 40 MPH |
| CONTROLLER | OVERHEAD SIGN & NO. | PEDESTRIAN SIGNAL & NO. | Willow St (east) = 45 MPH |
| STOP LINE | LOOP DETECTOR & NO. | PED BUTTON & SIGN | Willow St (west) = 50 MPH |
| PED CROSS LINE | | PARALLEL PARKING | |

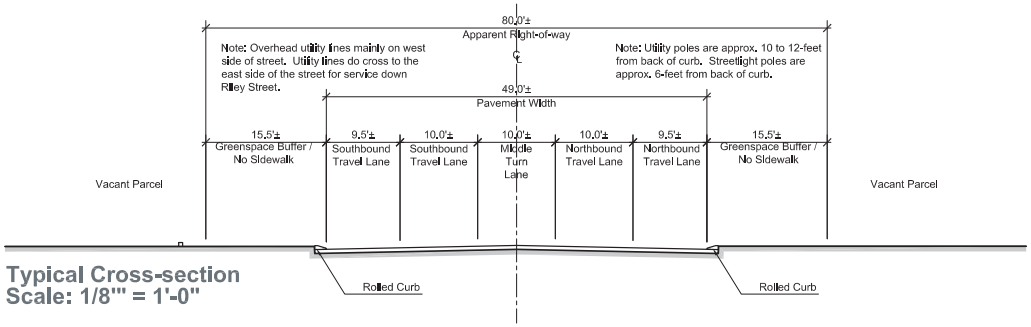
| Face # | 2,3,7,8,10,11,15,16 | | 5,6,13,14 | 1,9 | 4,12,17 | | 18 - 25 |
|---|---|---|---|---|---|---|---|
| Total | 8 | | 4 | 2 | 3 | | 8 |
| R = RED<br>Y = YELLOW<br>G = GREEN<br>= GREEN ARROW<br>= YELLOW ARROW<br>DK = DARK<br>8" = 8" DIA. LENS<br>12" = 12" DIA. LENS<br>WA = WALK<br>DW = DON'T WALK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

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

# Appendix C: Existing Cross-Sections

## ROADWAY CROSS-SECTIONS

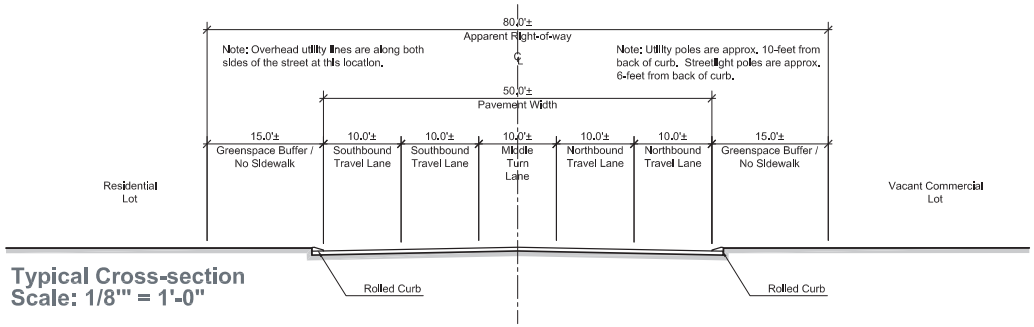
Plan View
Scale: 1" = 50'




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

### Cross-Section Aa

Plan View
Scale: 1" = 50'

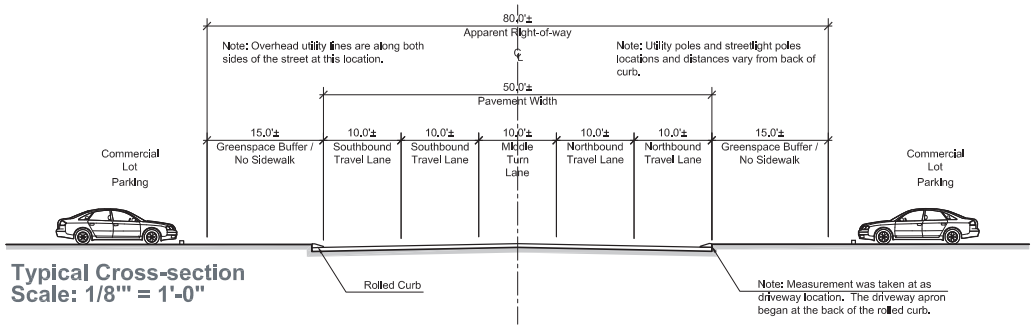



Typical Cross-section
Scale: 1/8'" = 1'-0"

### Cross-Section Bb

## ROADWAY CROSS-SECTIONS

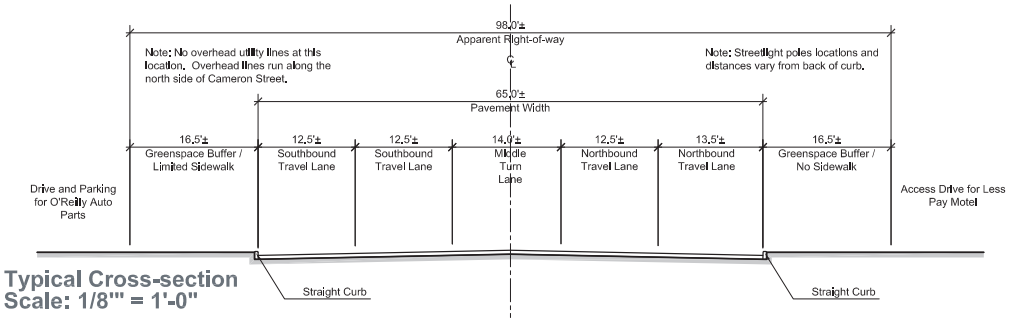
Plan View
Scale: 1" = 50'




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

# 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 |

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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 | 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 | | | | | | | | | | | | | |

**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.

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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 | 150205135630422 | 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 | 150309111509038 | 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 | 150328085700079 | 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 | 150418214458975 | 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 | 150429074310522 | 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 | 150628150846691 | 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 | 150810152902162 | 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 | 150830190726524 | 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 | 150909120927881 | 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 | 150909210936436 | 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 | 150922214223937 | 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 | 151002074613670 | 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 | 151007091528599 | 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 | 151011170834433 | 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 | 151019003842282 | 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 | 151104162020636 | 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 | 151205192504764 | 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 | 151208062425497 | 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 | 151221144138270 | 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 | 151228105924149 | 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 | 160106124302423 | 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 | parish | 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 | 161119084813674 | 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 | 161121173628102 | 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 | 161122221046748 | 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 | parish | 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 | parish | 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 | parish | 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 | 151111142322613 | 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 | 151222180913471 | 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 | 160105045942105 | 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 | 160215043919987 | 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 | parish | 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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report generated by brobicheaux@vecturacs.com on 1/4/2018 11:35:07 AM

# 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

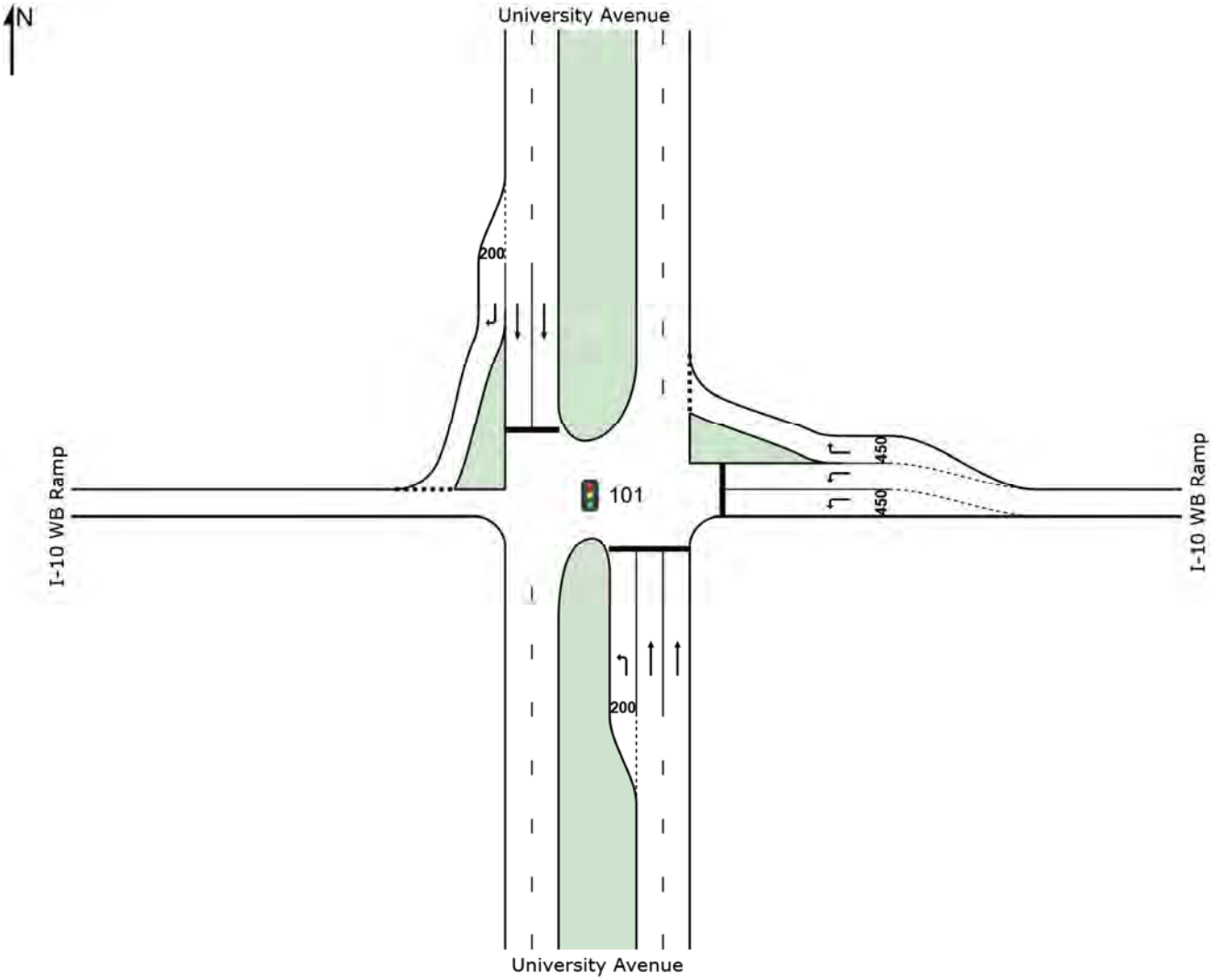
# I-10 Westbound Ramp

# SITE LAYOUT

## Site: 101 [01 2017 AM Existing]

University Avenue

Signals - Pretimed Isolated

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Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Created: Thursday, April 12, 2018 2:30:20 PM
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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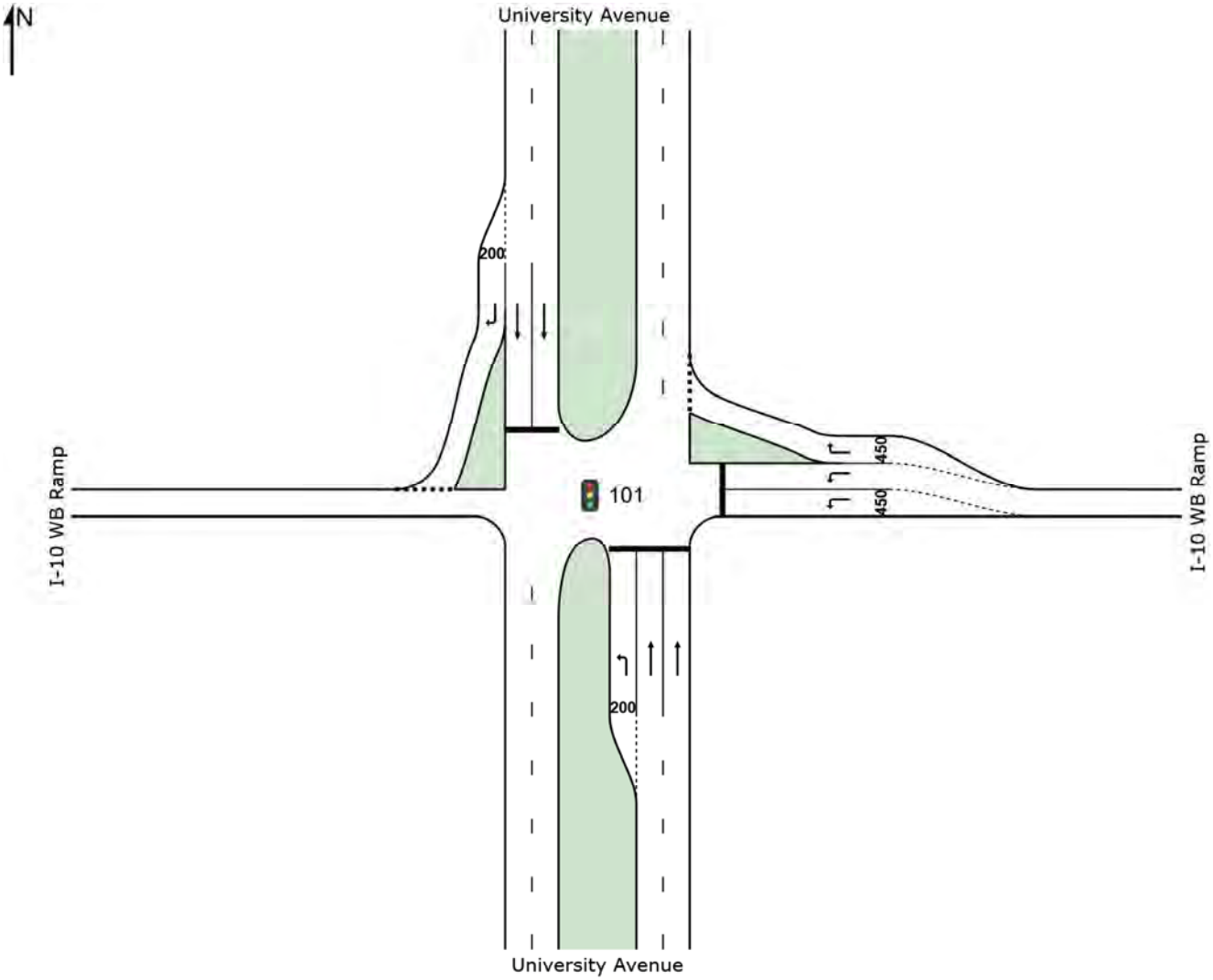
# SITE LAYOUT

## Site: 101 [02 2017 PM Existing]

University Avenue

Signals - Pretimed Isolated

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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 [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 | 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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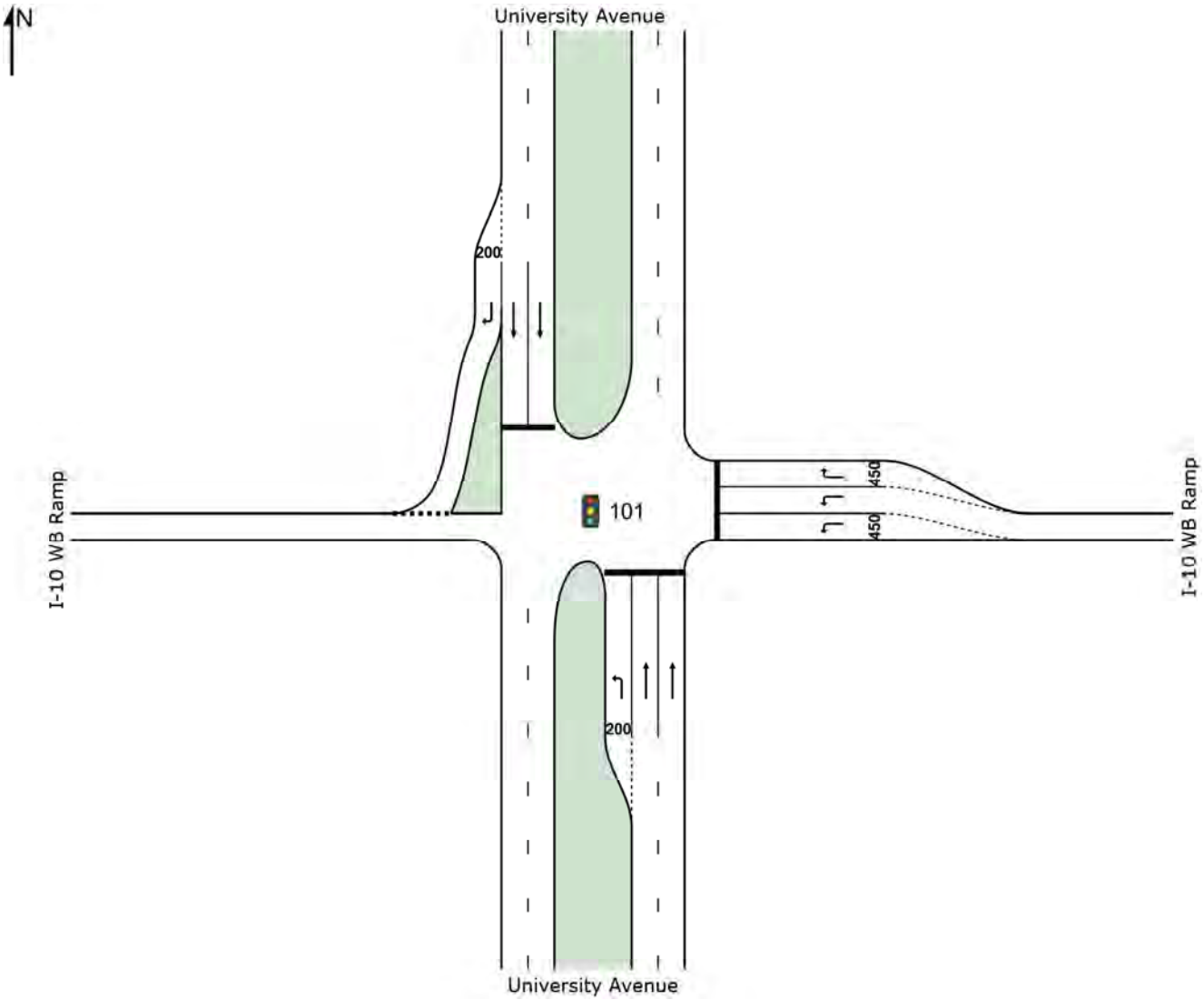
# SITE LAYOUT

## Site: 101 [03 2020 AM No Build]

University Avenue

Signals - Pretimed Isolated

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Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Created: Thursday, April 12, 2018 2:31:12 PM
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 [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 | 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.

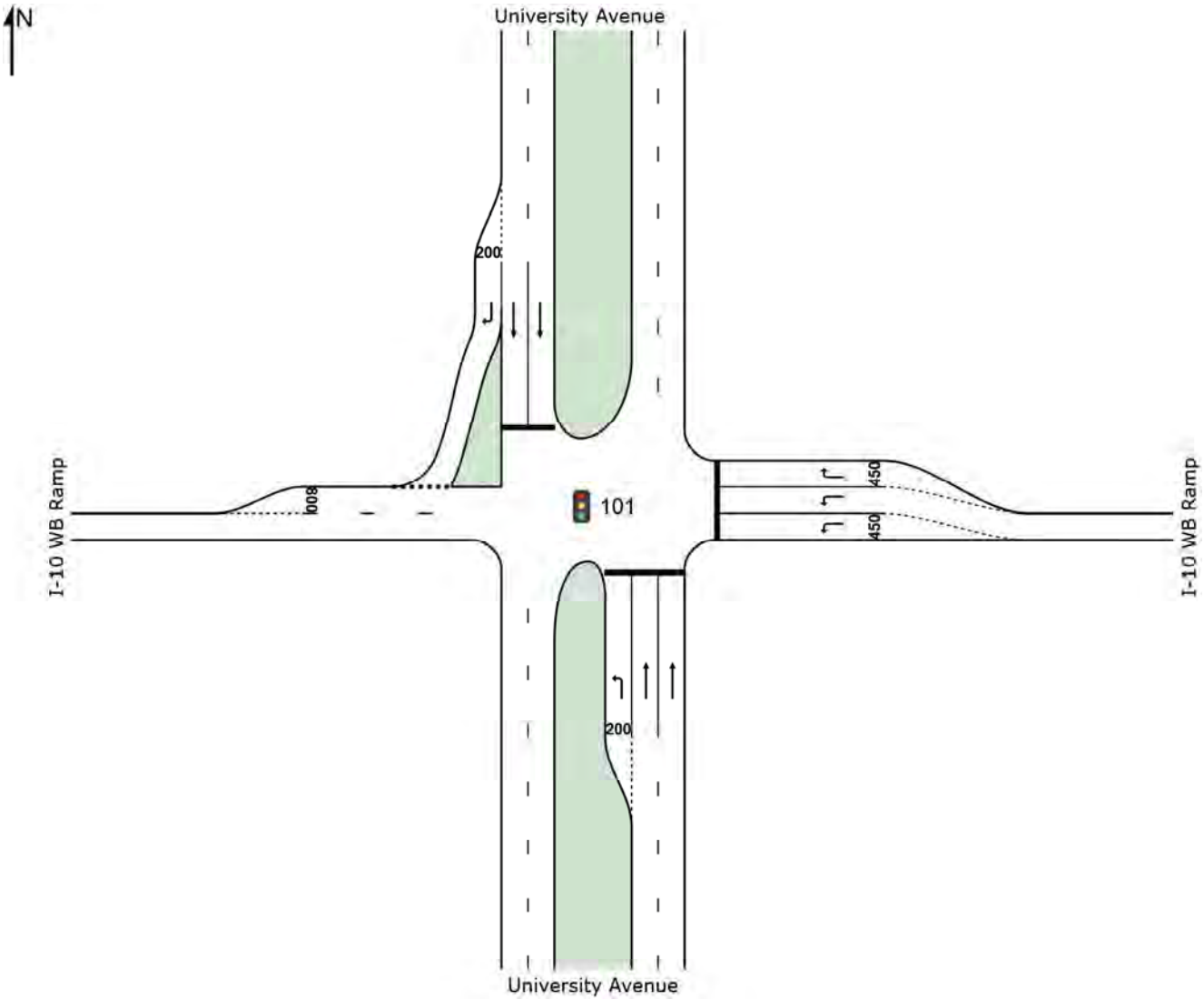
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# SITE LAYOUT

## Site: 101 [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 | 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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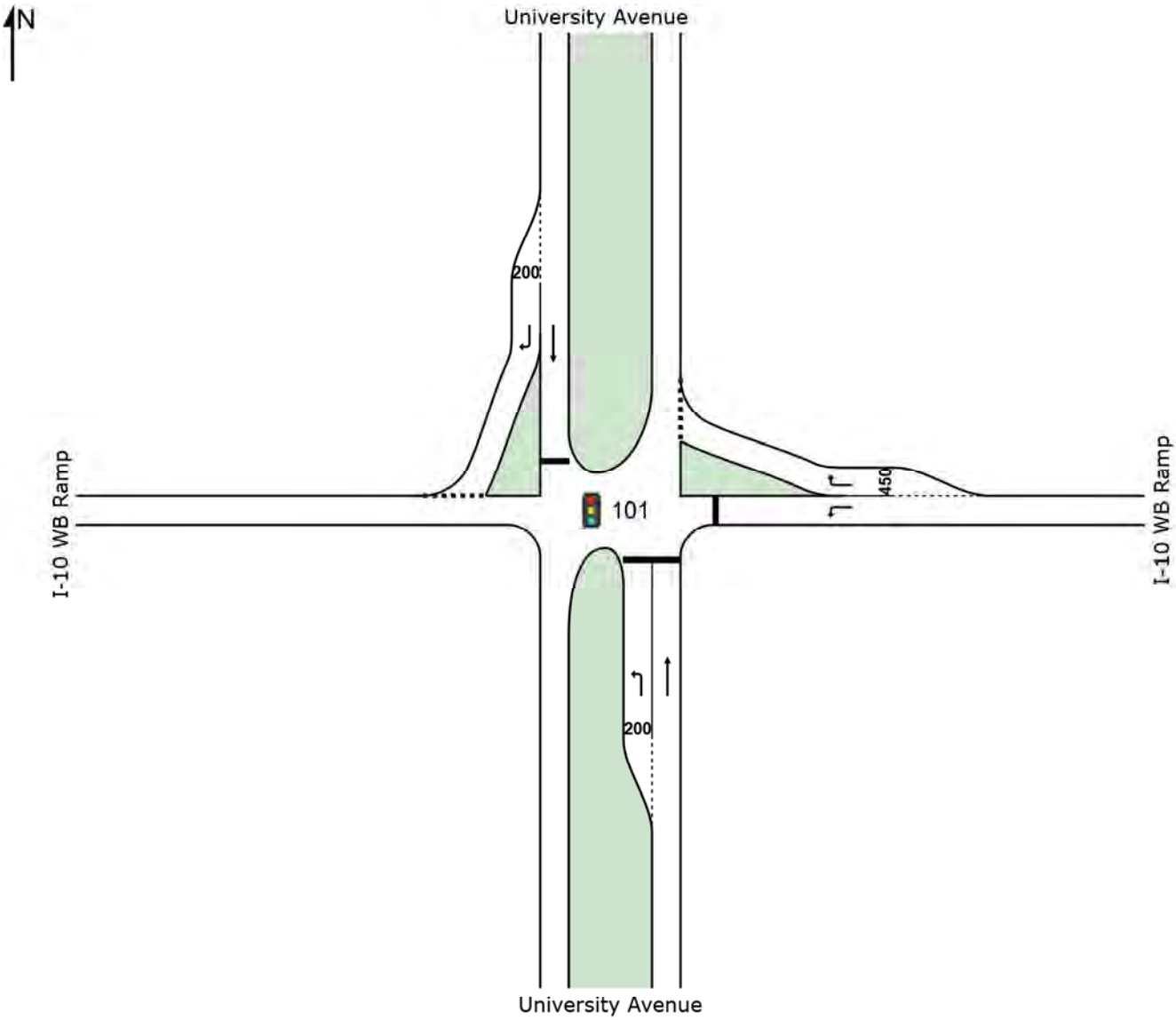
# SITE LAYOUT

## Site: 101 [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 | 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.

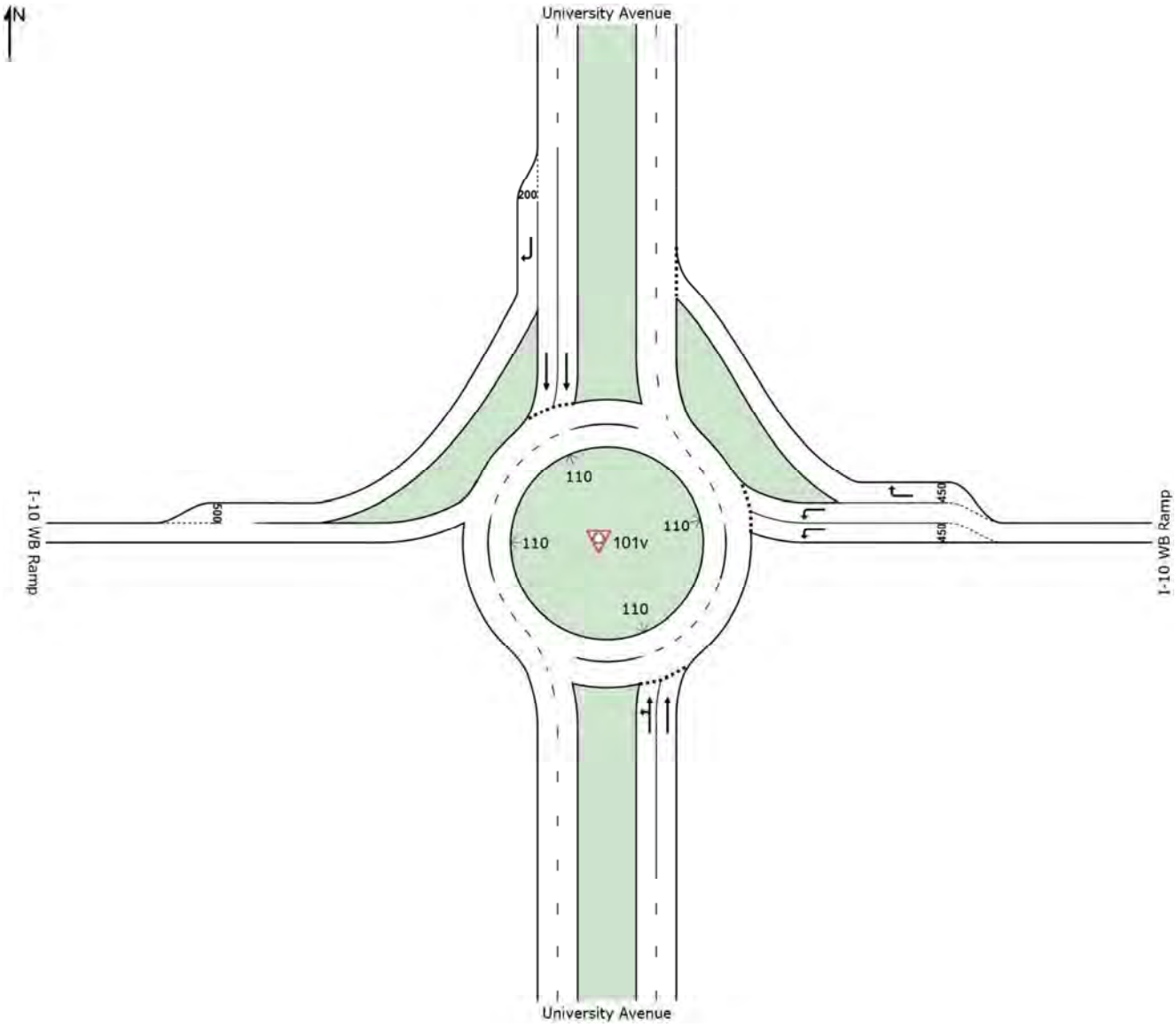
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# 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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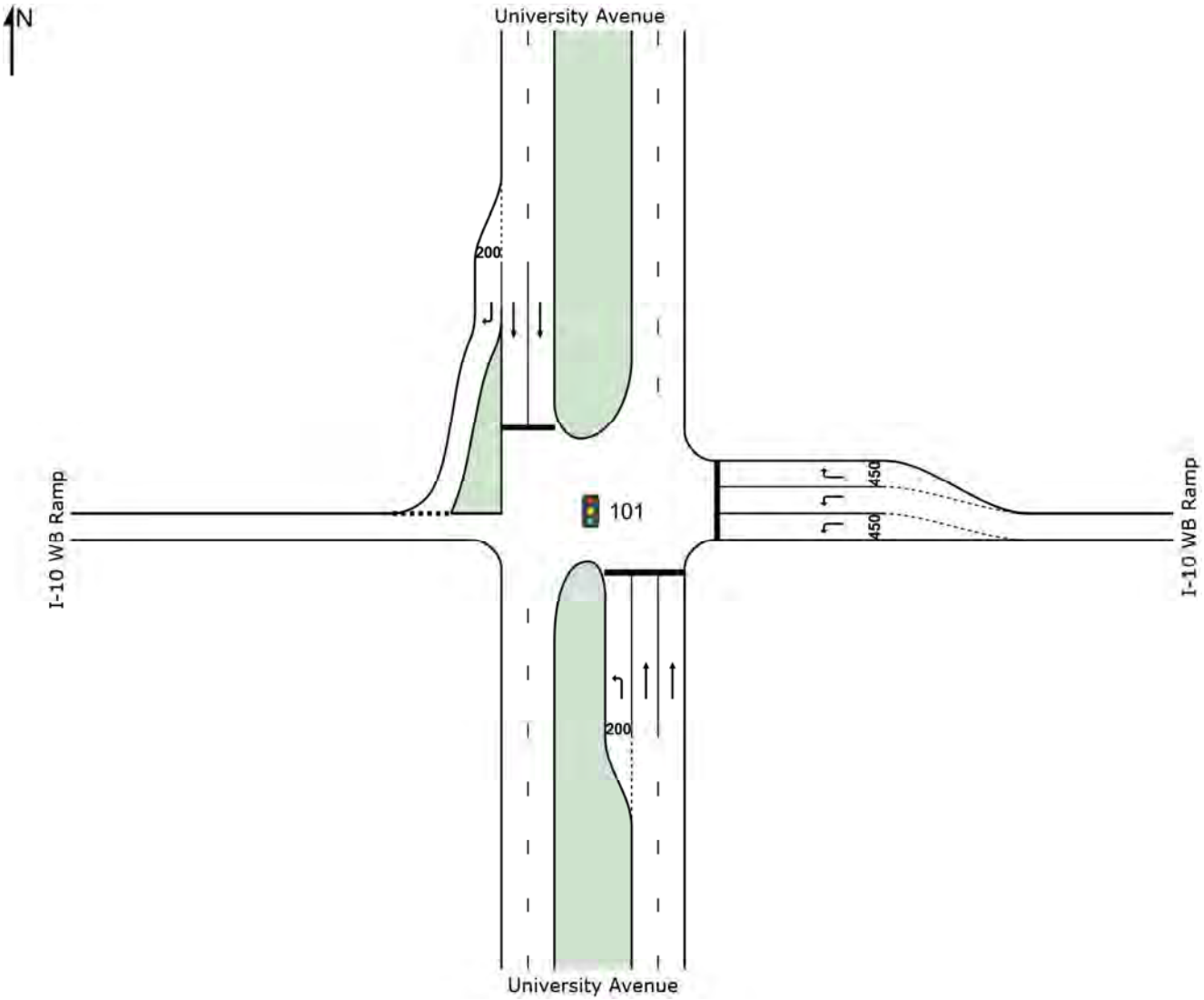
# SITE LAYOUT

## 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 | 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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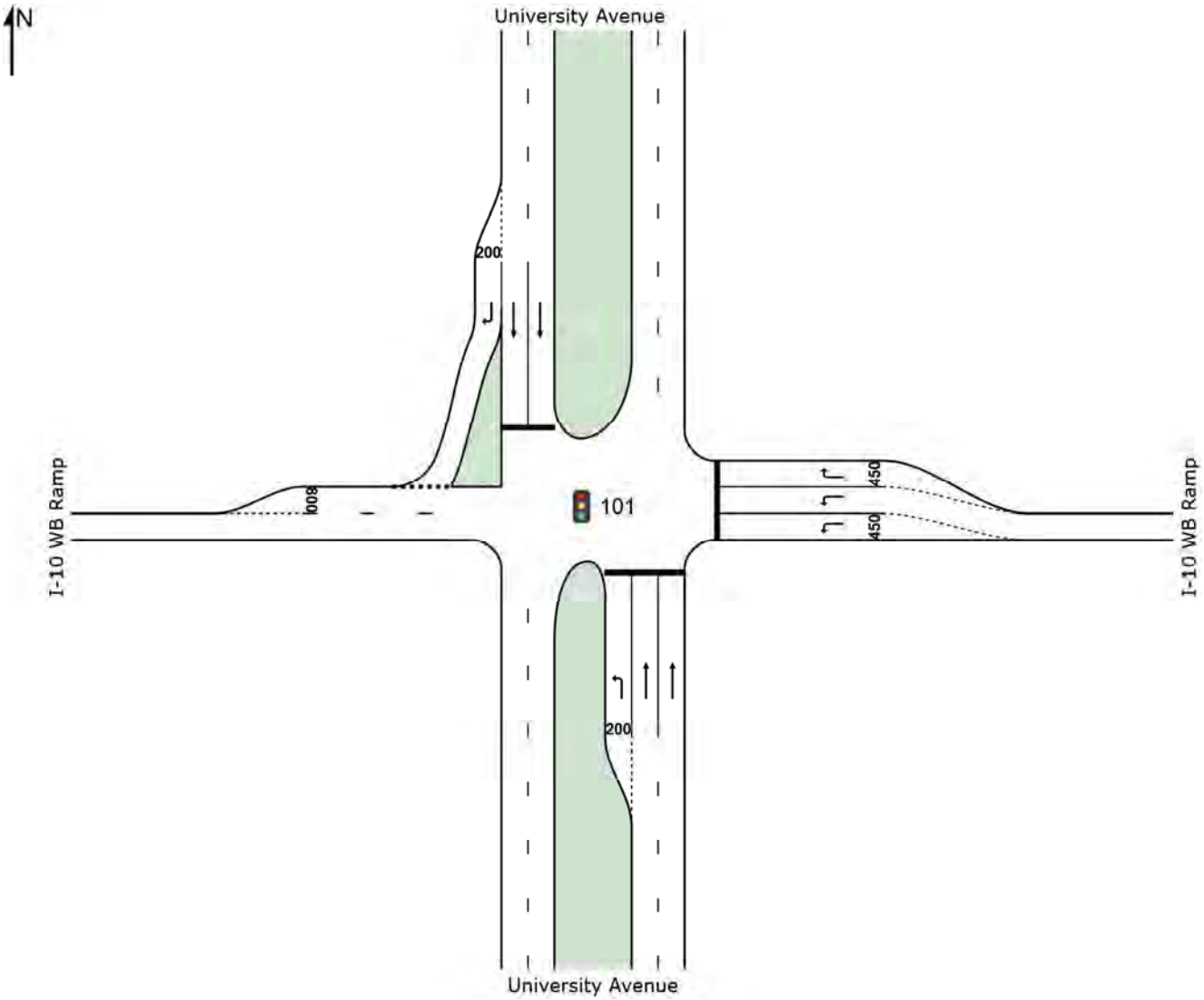
# SITE LAYOUT

## 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 | 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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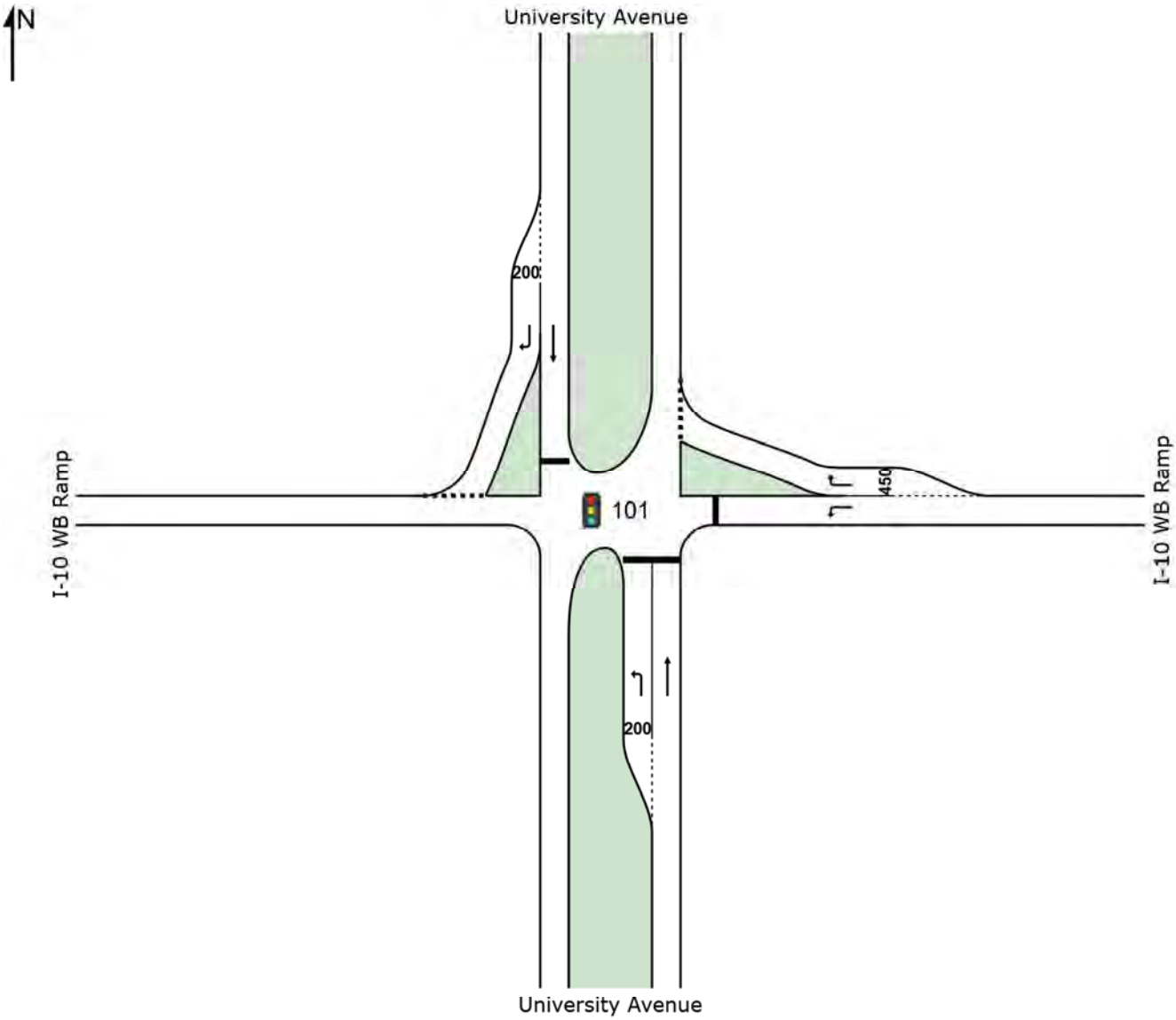
# SITE LAYOUT

## 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 | 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.

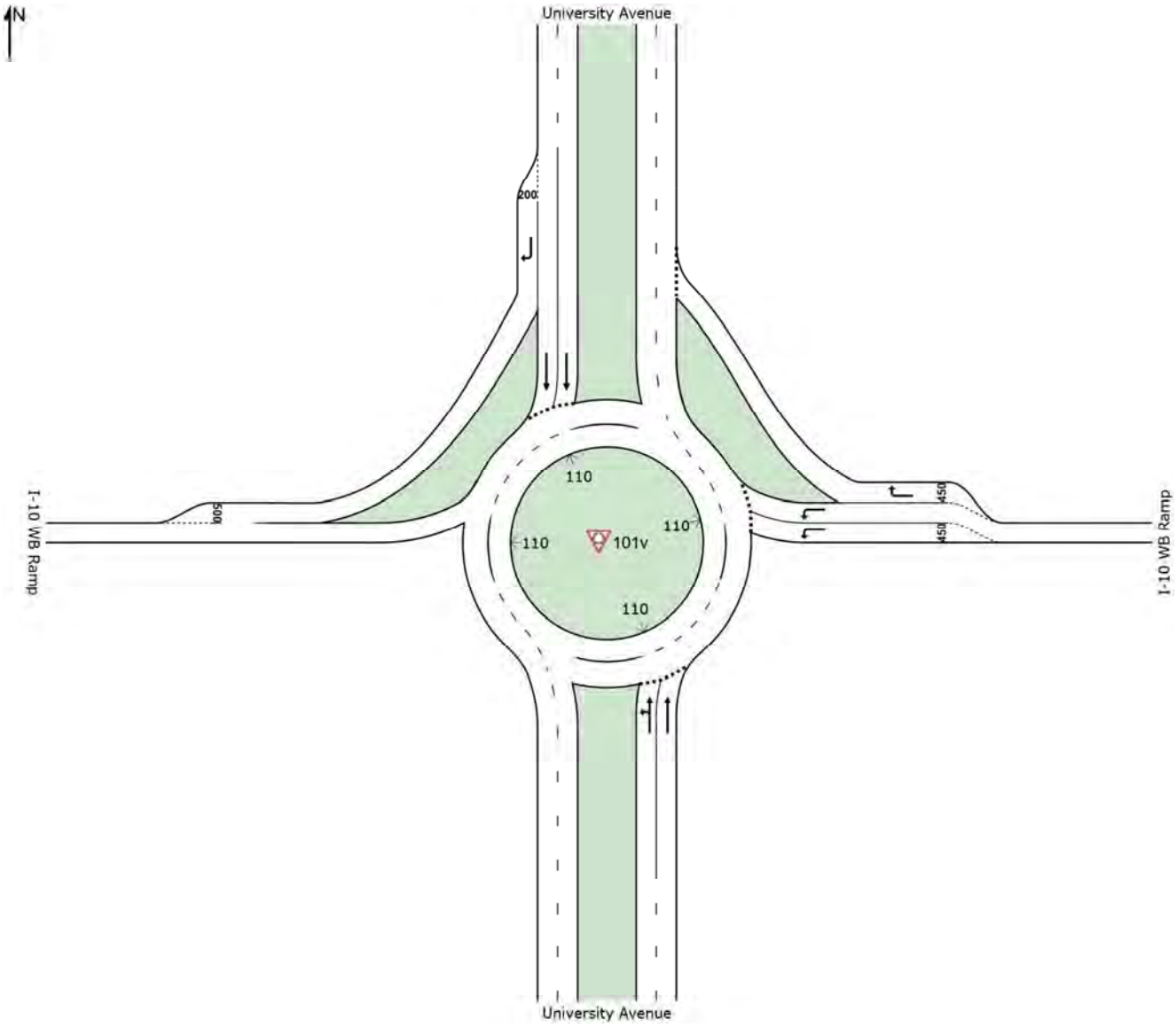
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# 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 |

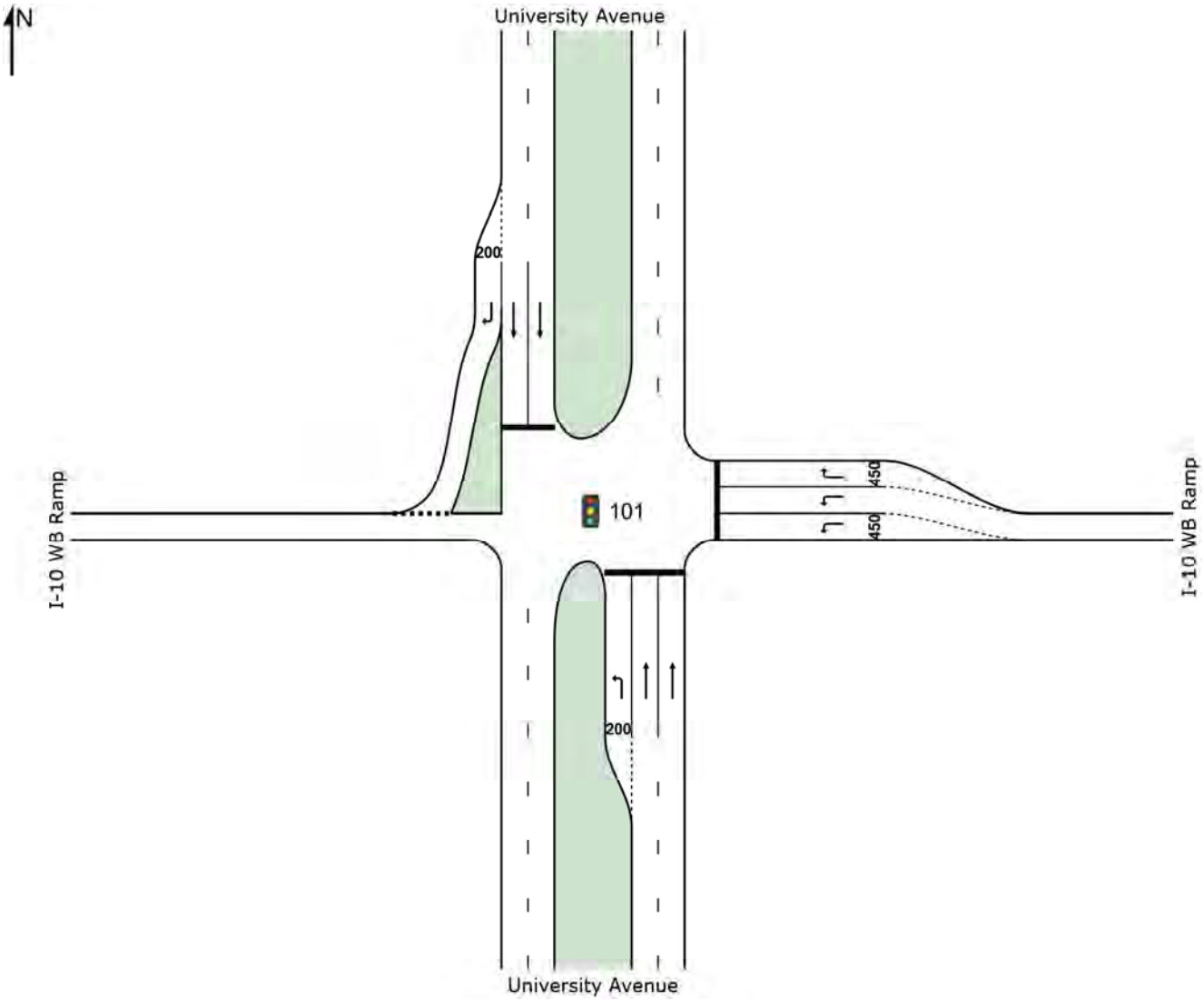
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will 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.

# 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 | 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.

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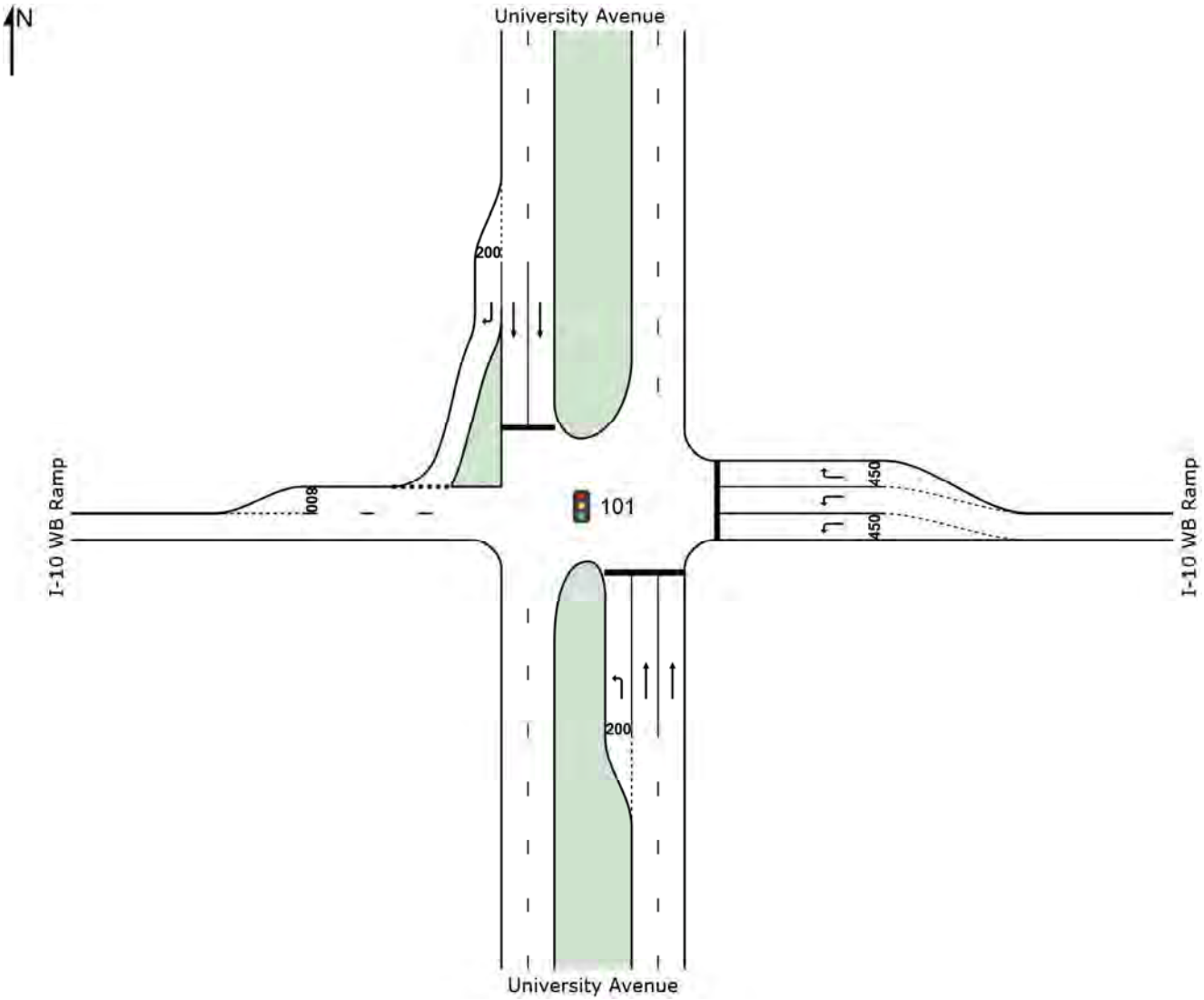
# SITE LAYOUT

## 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 | 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.

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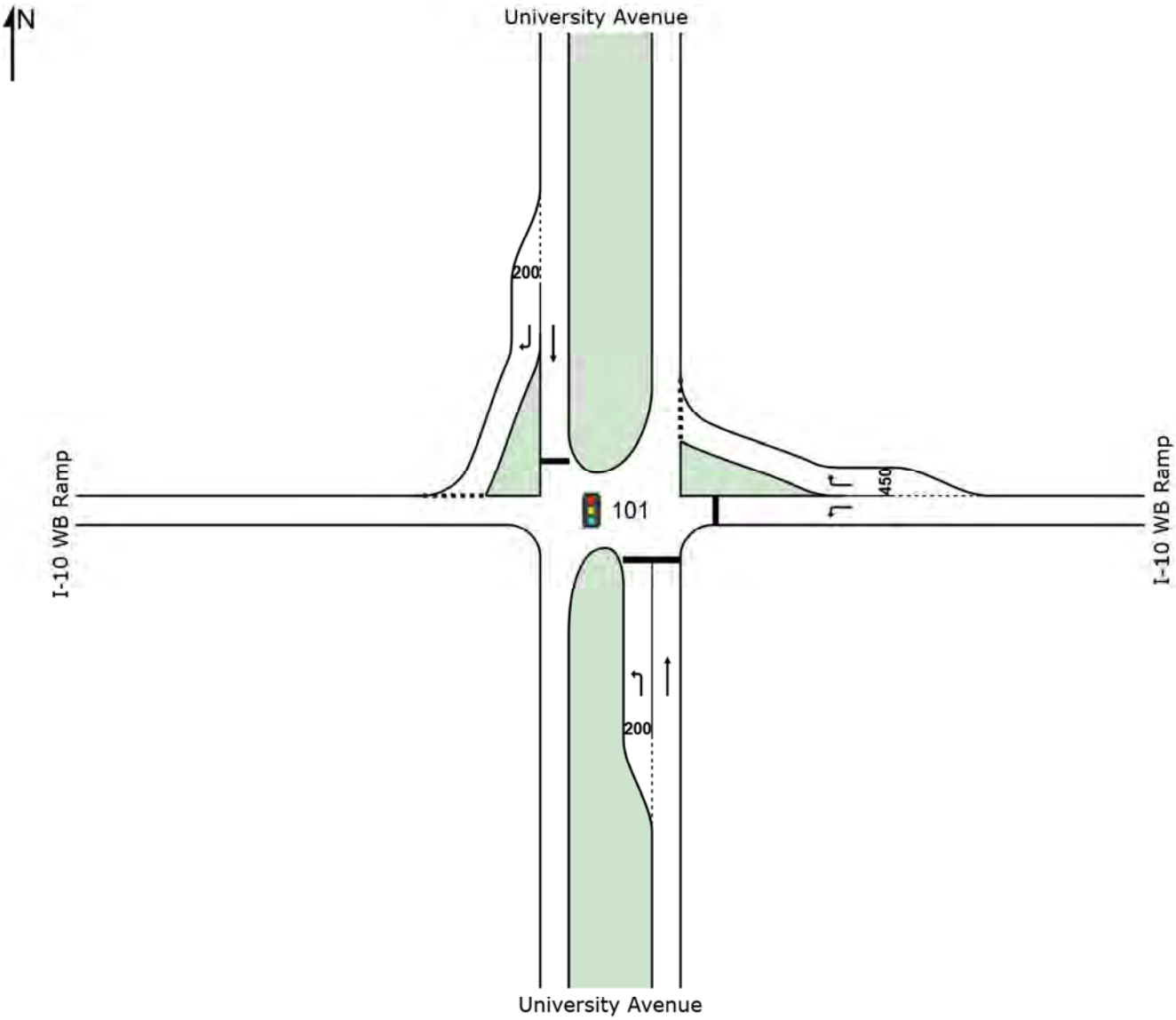
# SITE LAYOUT

## 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 = 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 | 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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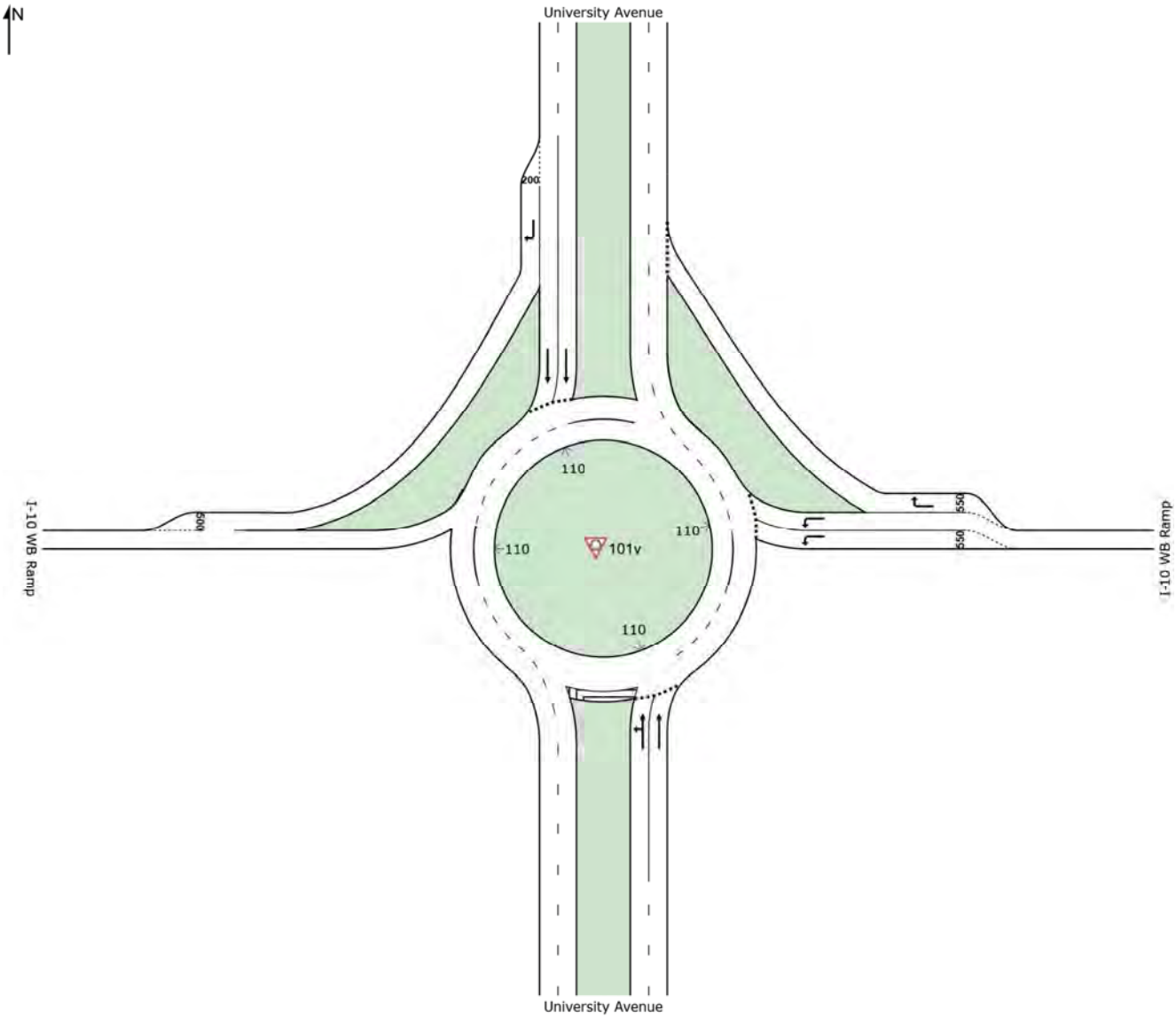
# SITE LAYOUT

## 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.

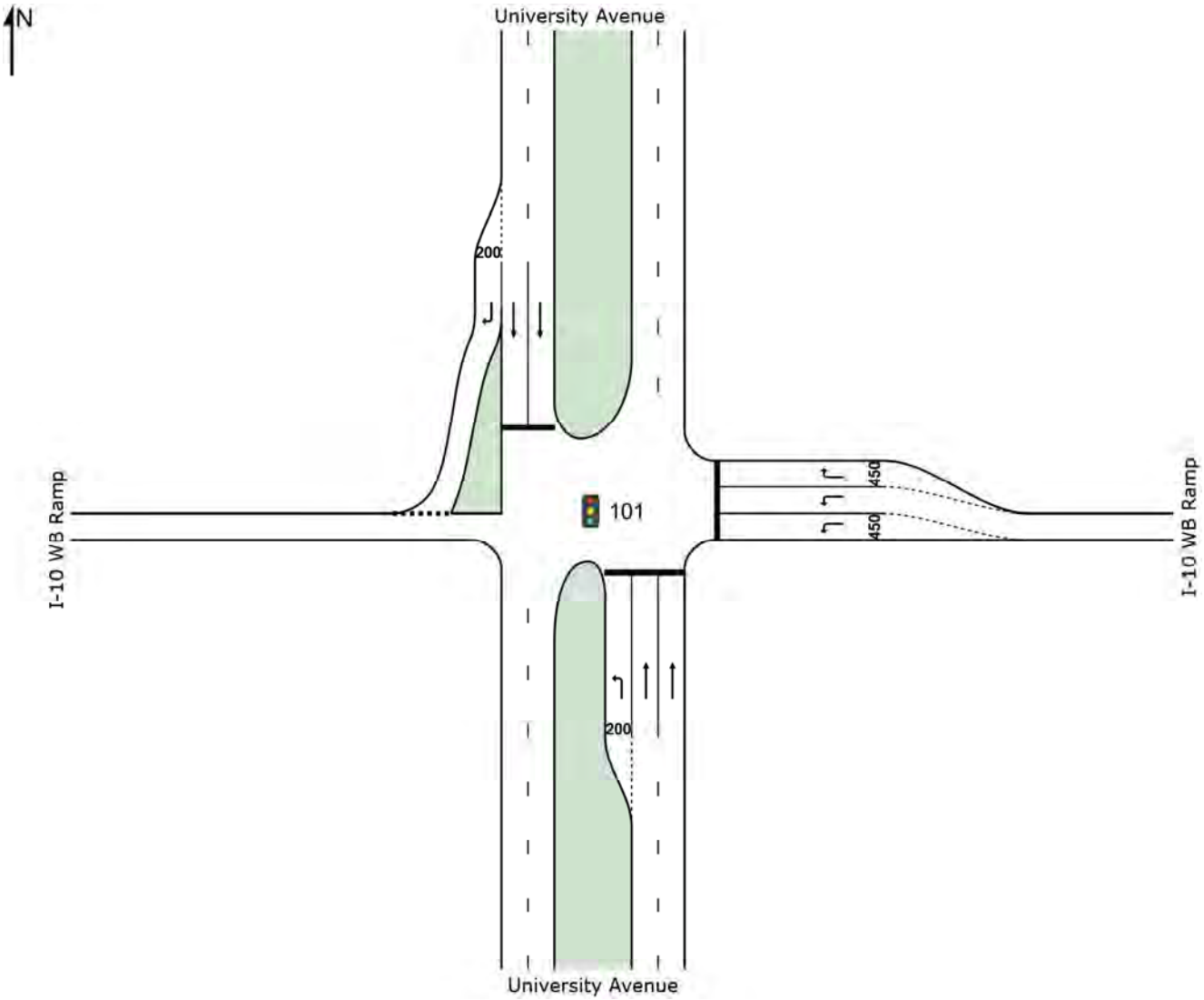
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# 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 | 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.

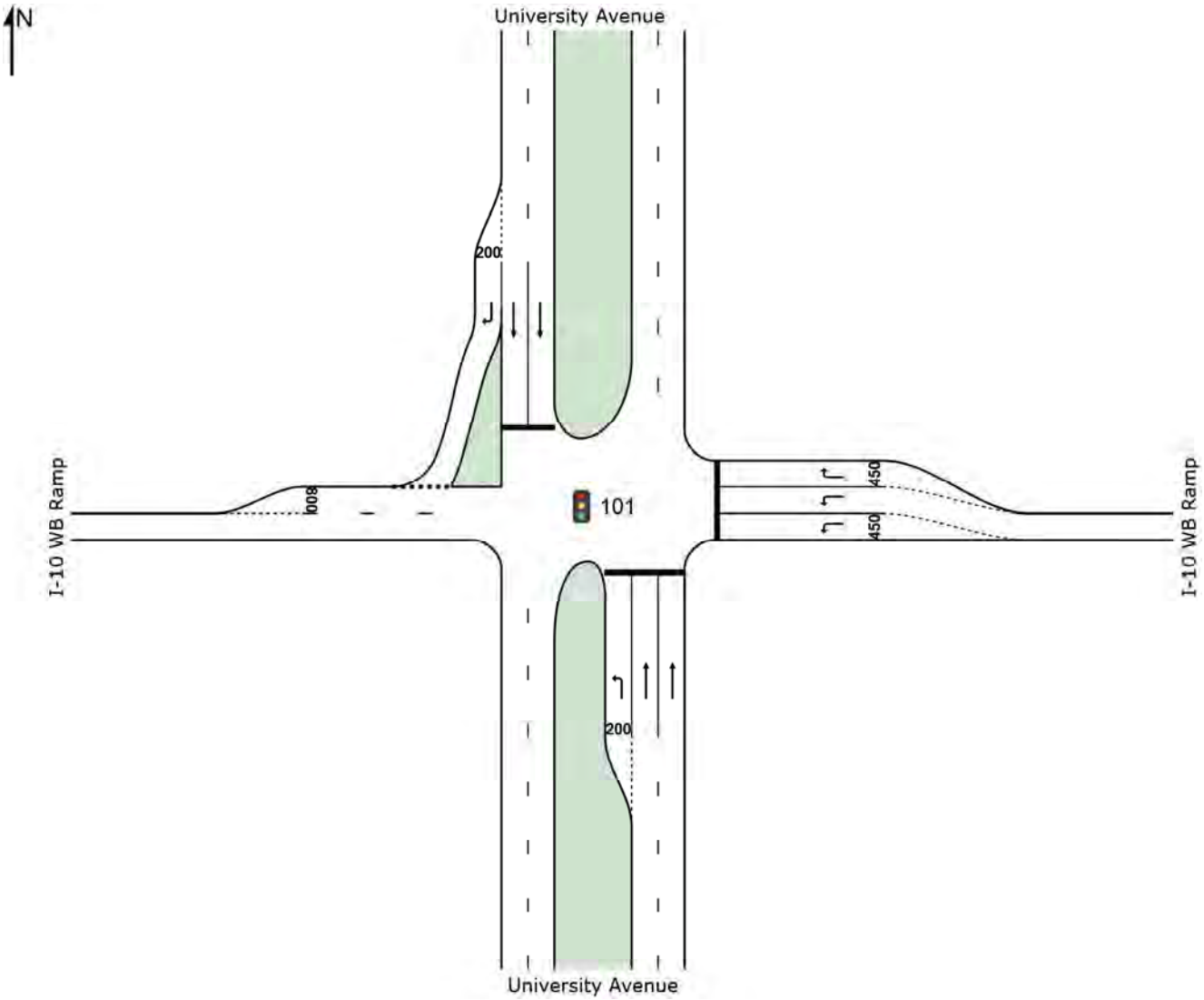
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# 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 | 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.

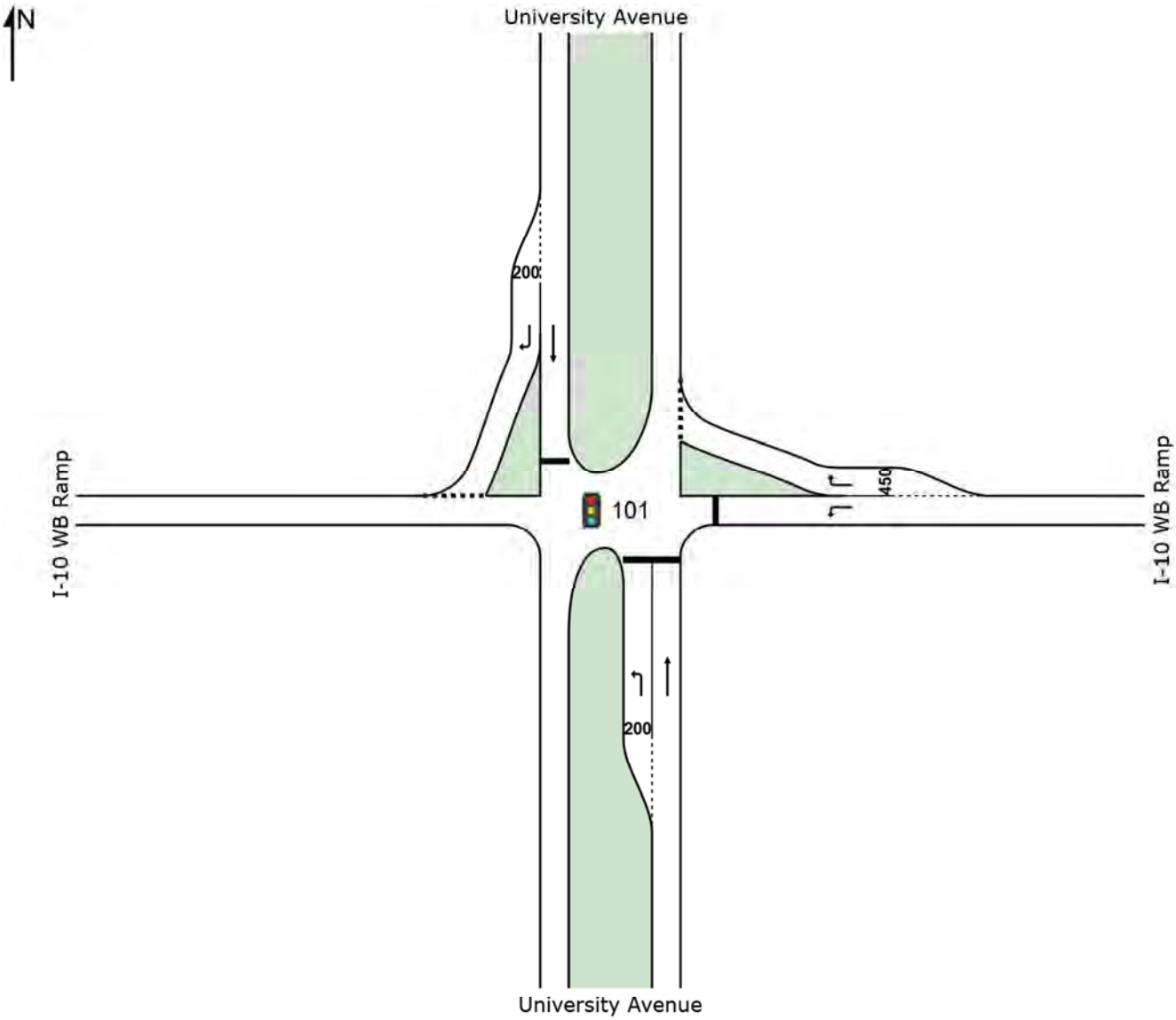
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# 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 | 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.

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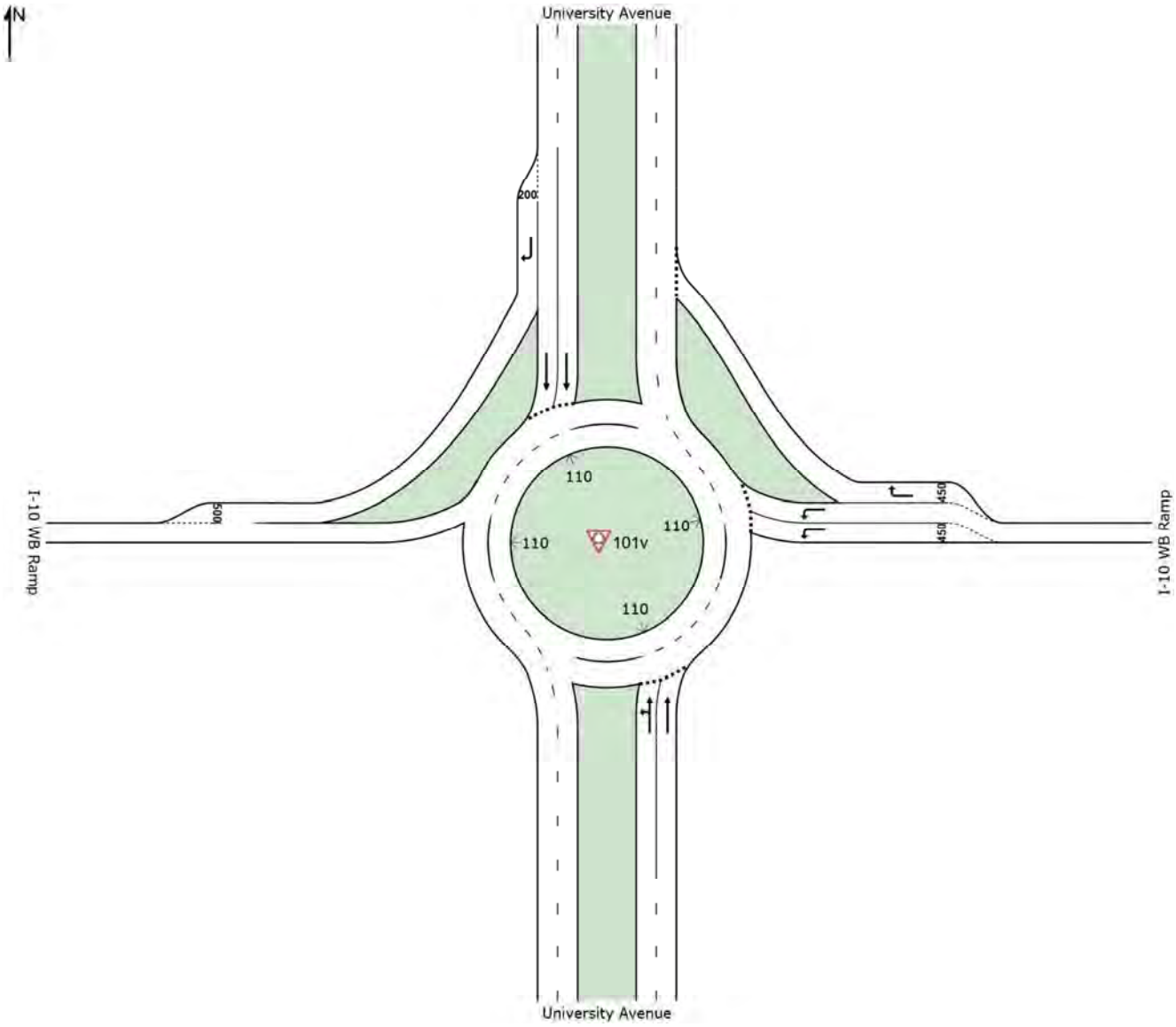
# SITE LAYOUT

## Site: 101v [18 2040 PM 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\01 I10 WB at University.sip7

# 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.

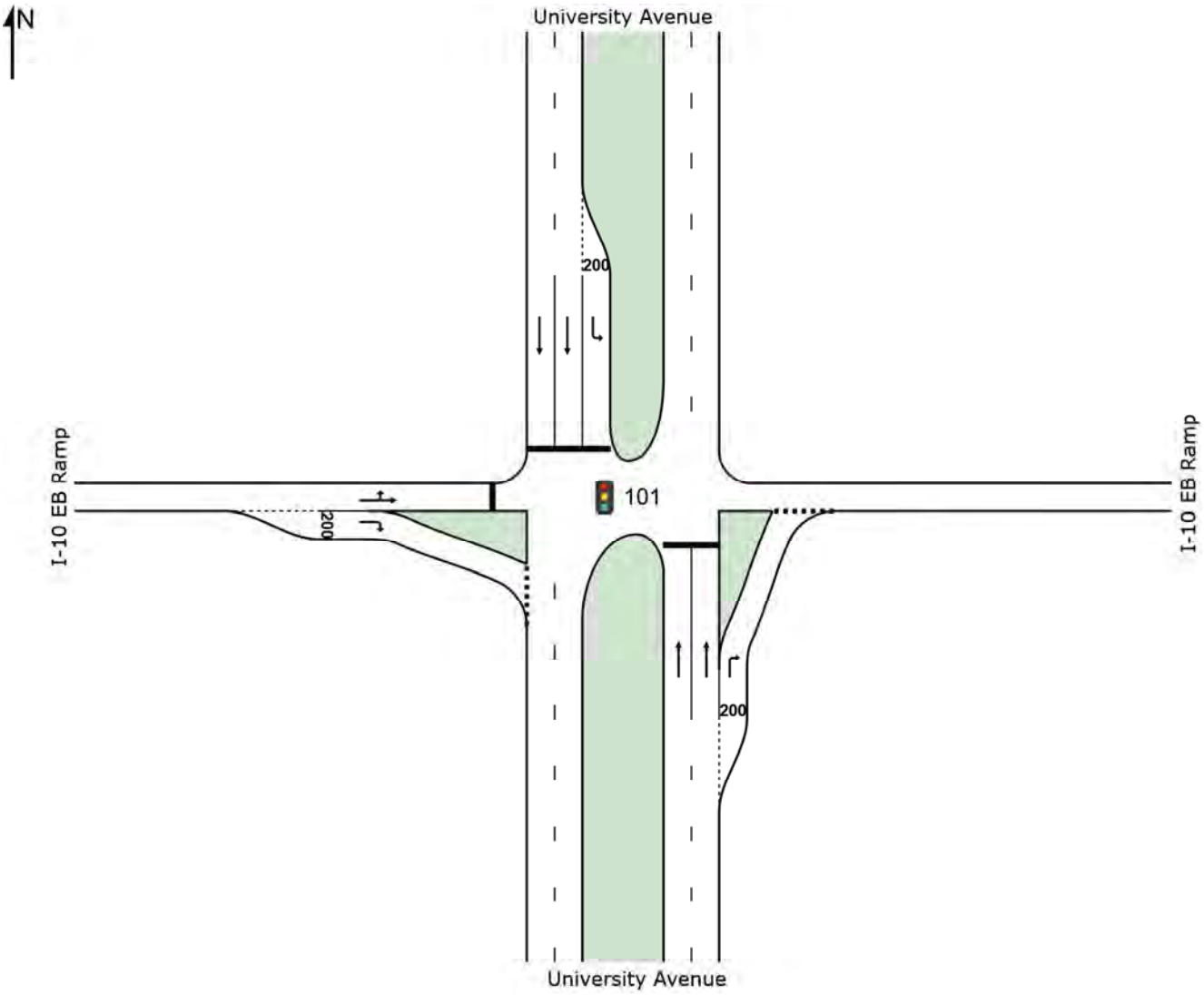
# I-10 Eastbound Ramp

# 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 | 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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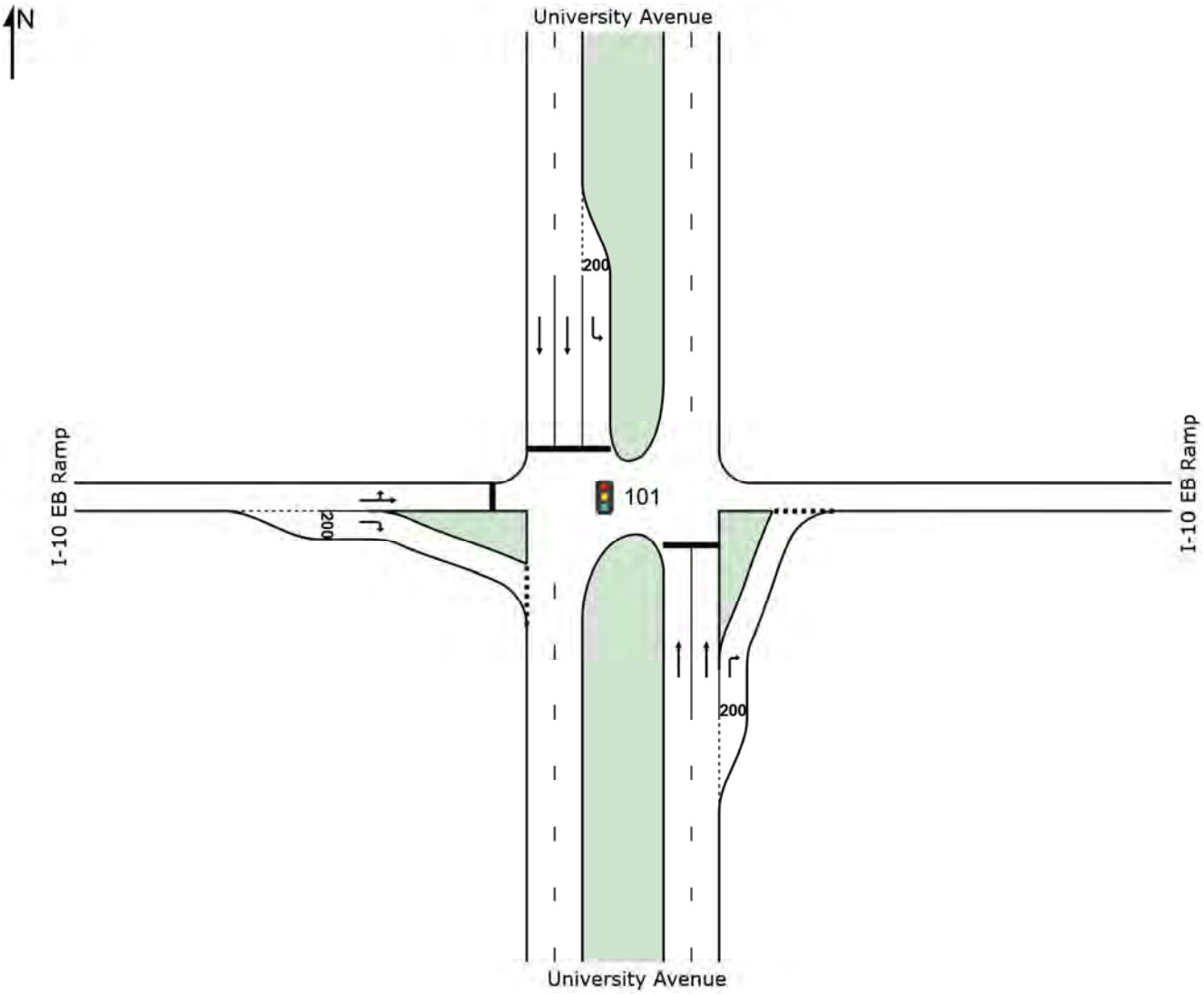
# SITE LAYOUT

## 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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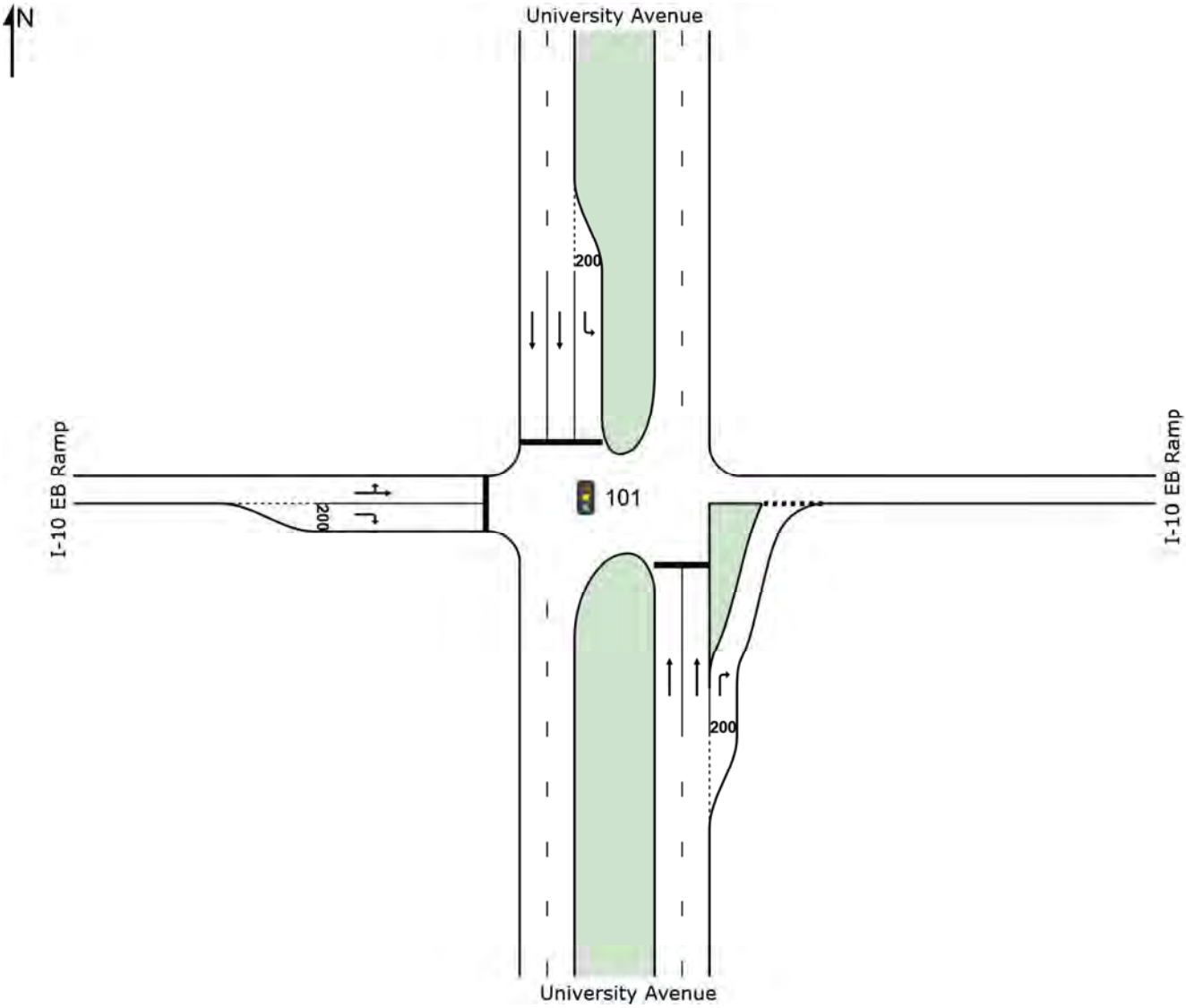
# SITE LAYOUT

## Site: 101 [03 2020 AM No Build]

University Avenue

Signals - Pretimed Isolated



# 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 | | | | | | | | | | | |
| 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.

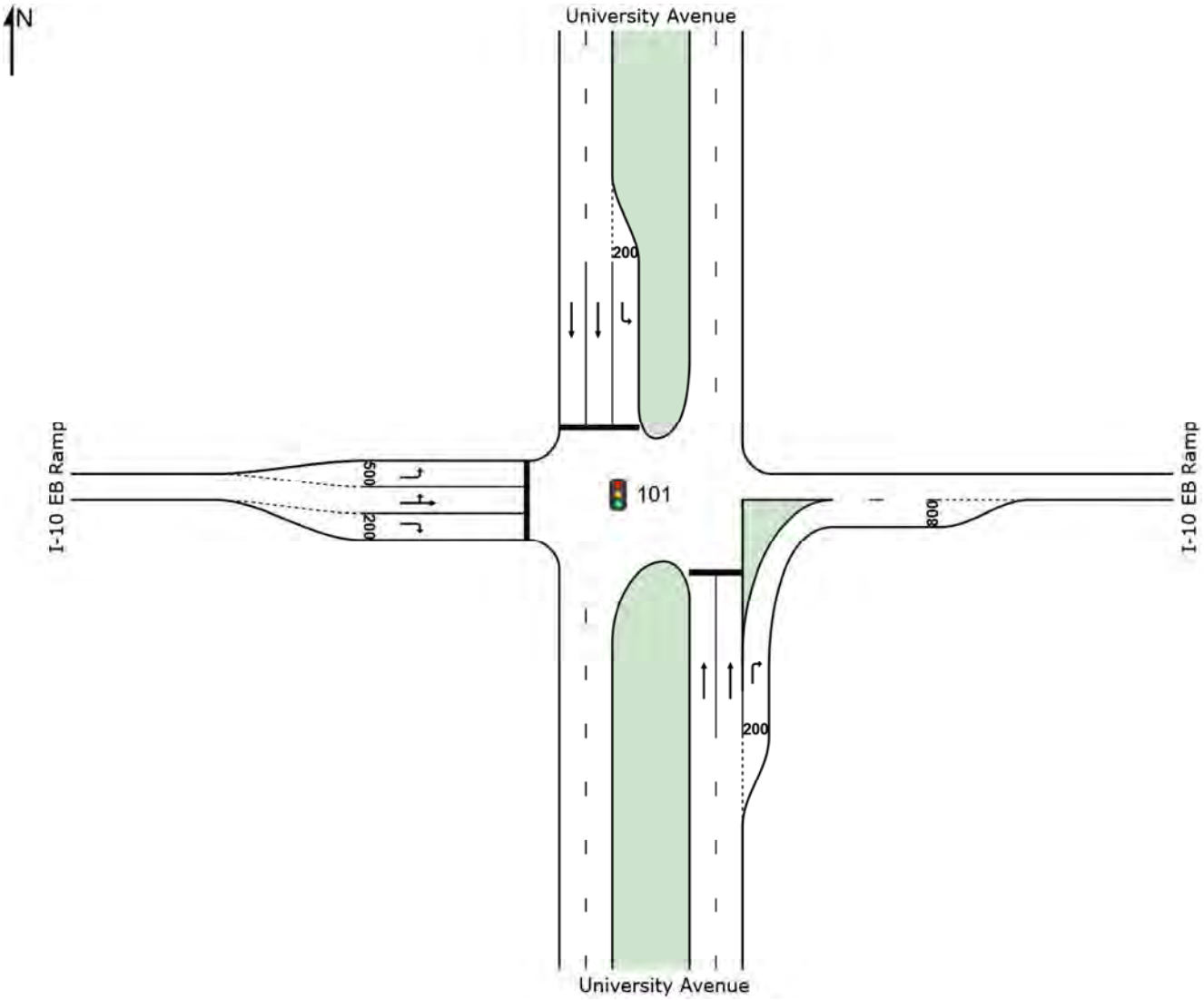
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# 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 | 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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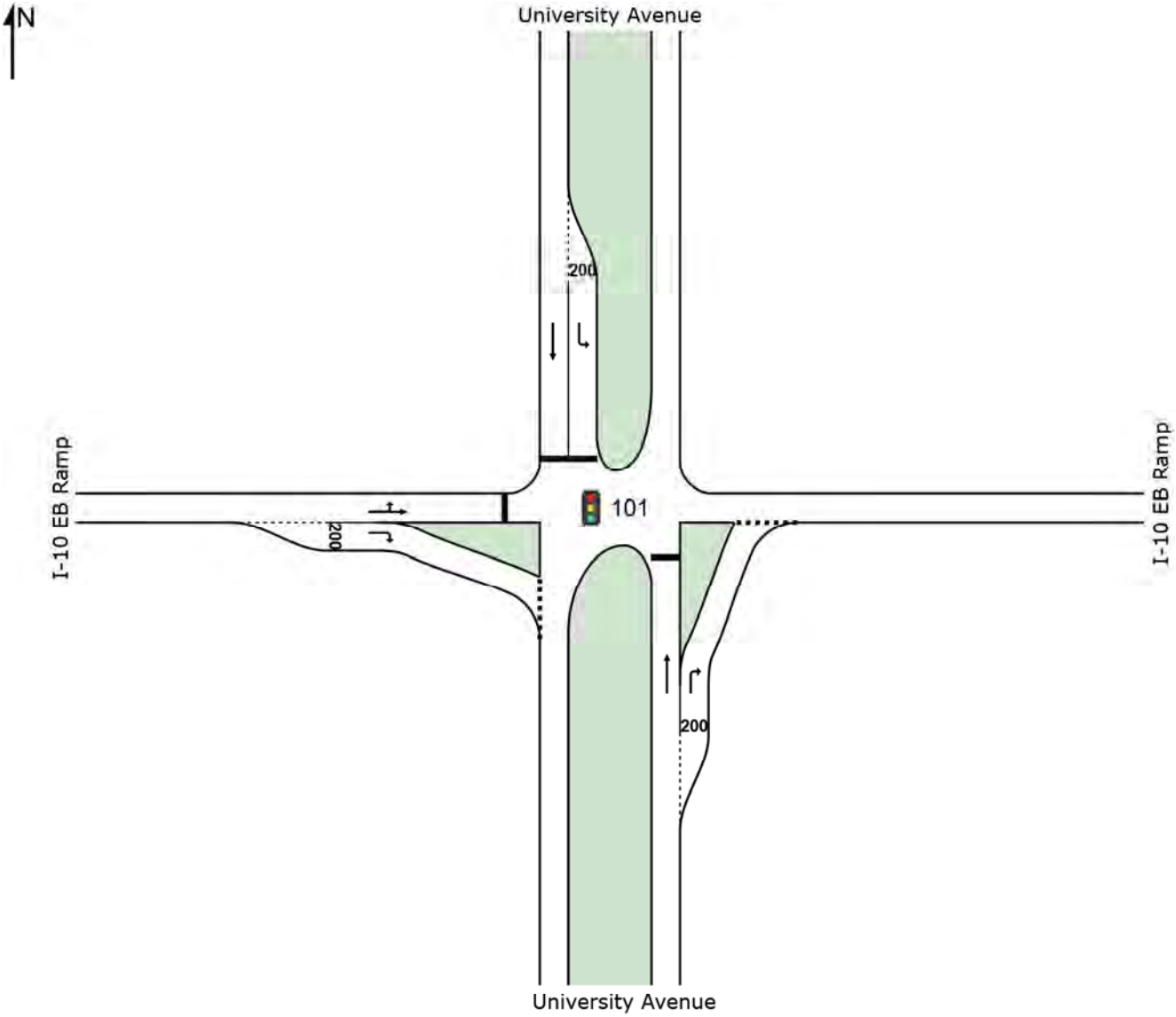
# SITE LAYOUT

## 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 | 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.

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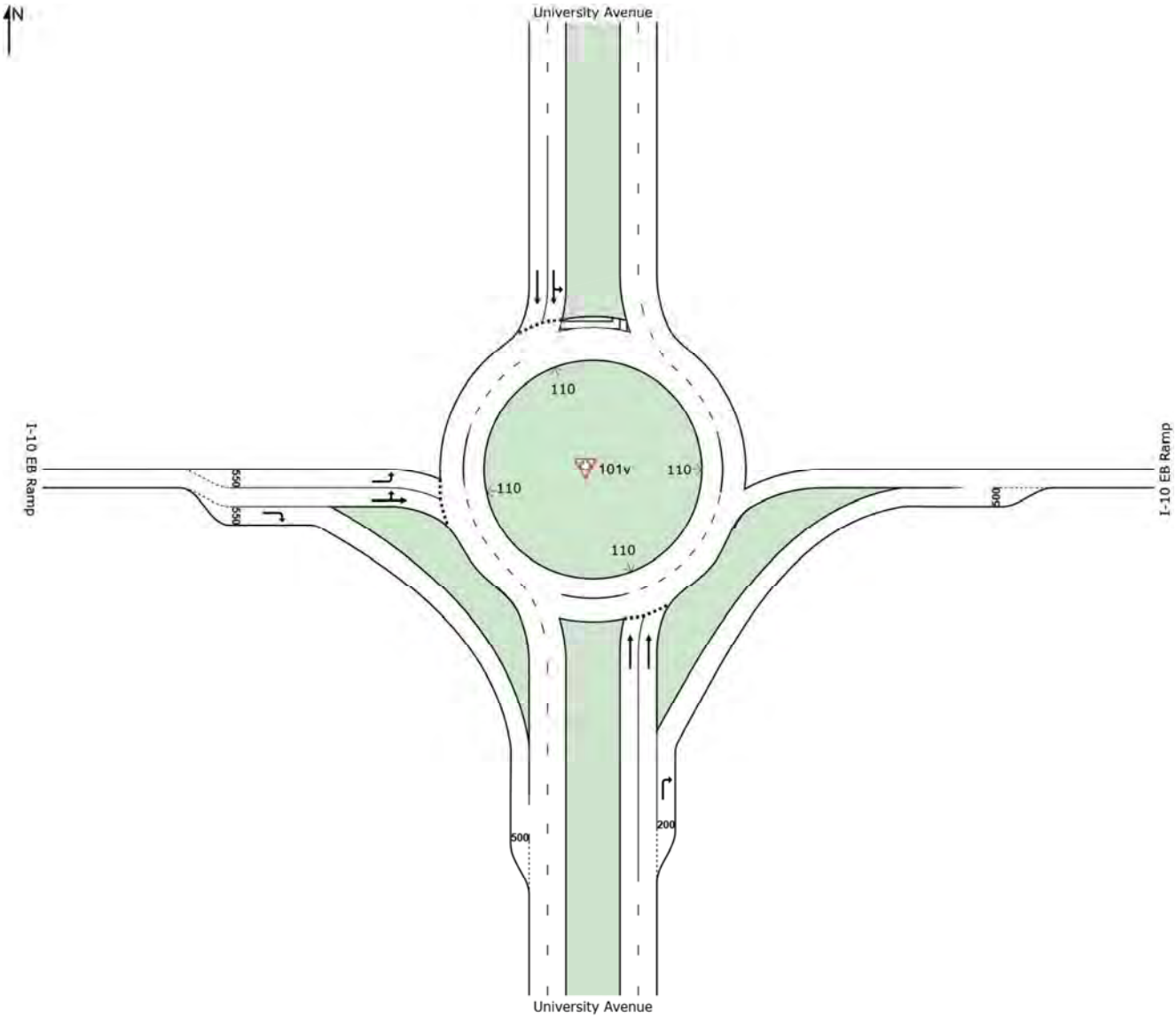
# SITE LAYOUT

## 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 2:34:03 PM
Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\02 I10 EB 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 | | | | | | | | | | | |
| 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 |

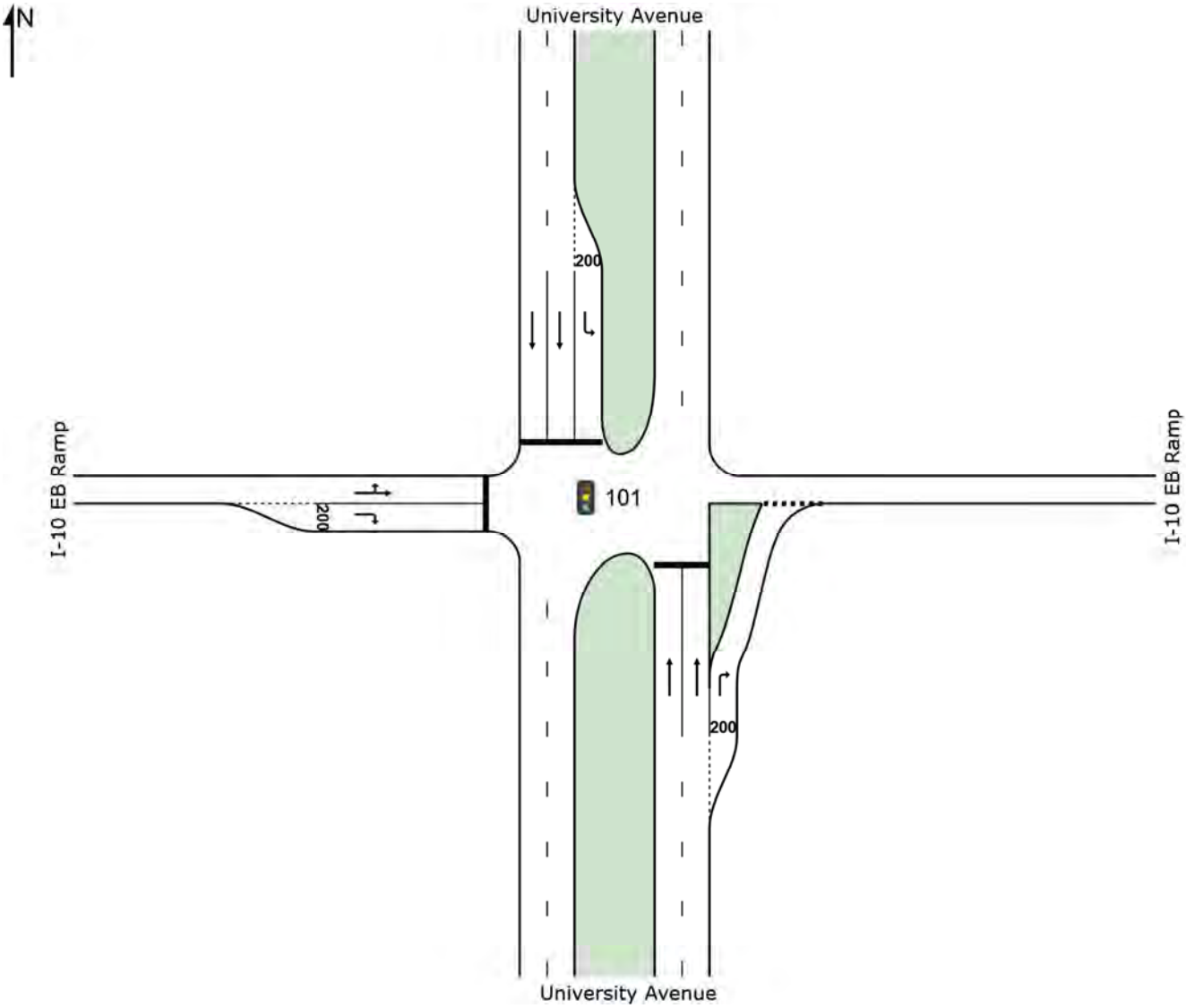
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will 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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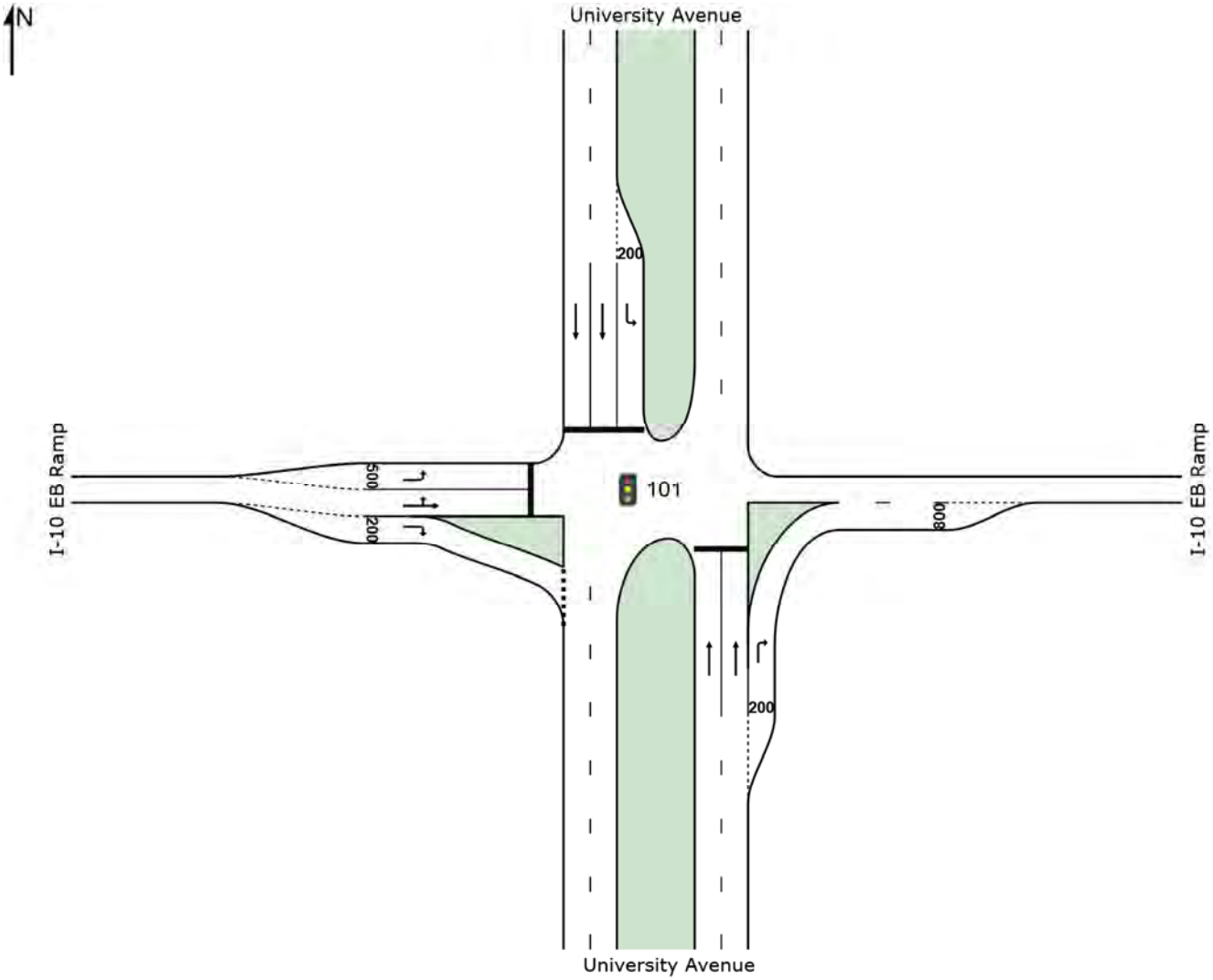
# SITE LAYOUT

## 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 | 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.

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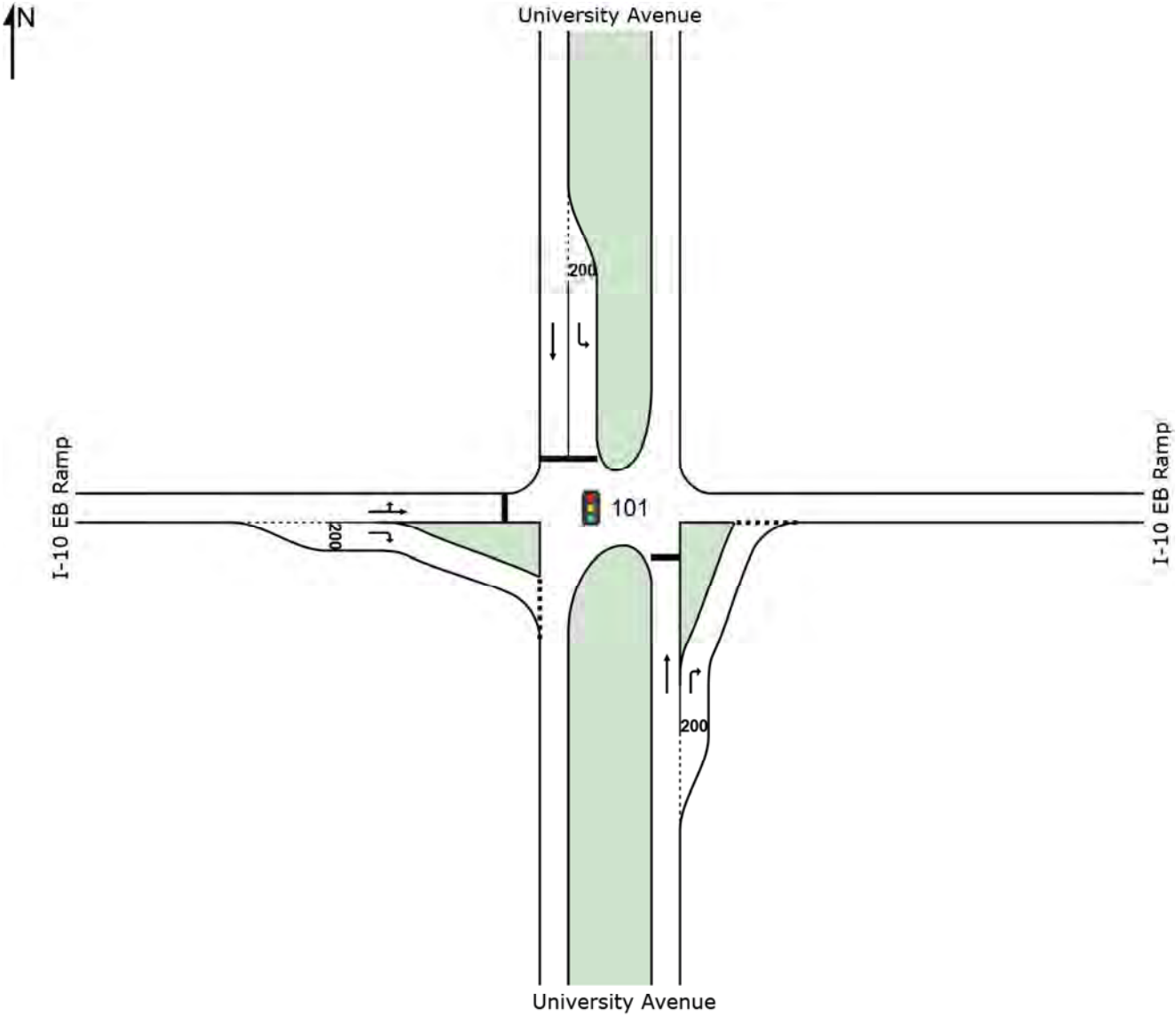
# SITE LAYOUT

## 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 | 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.

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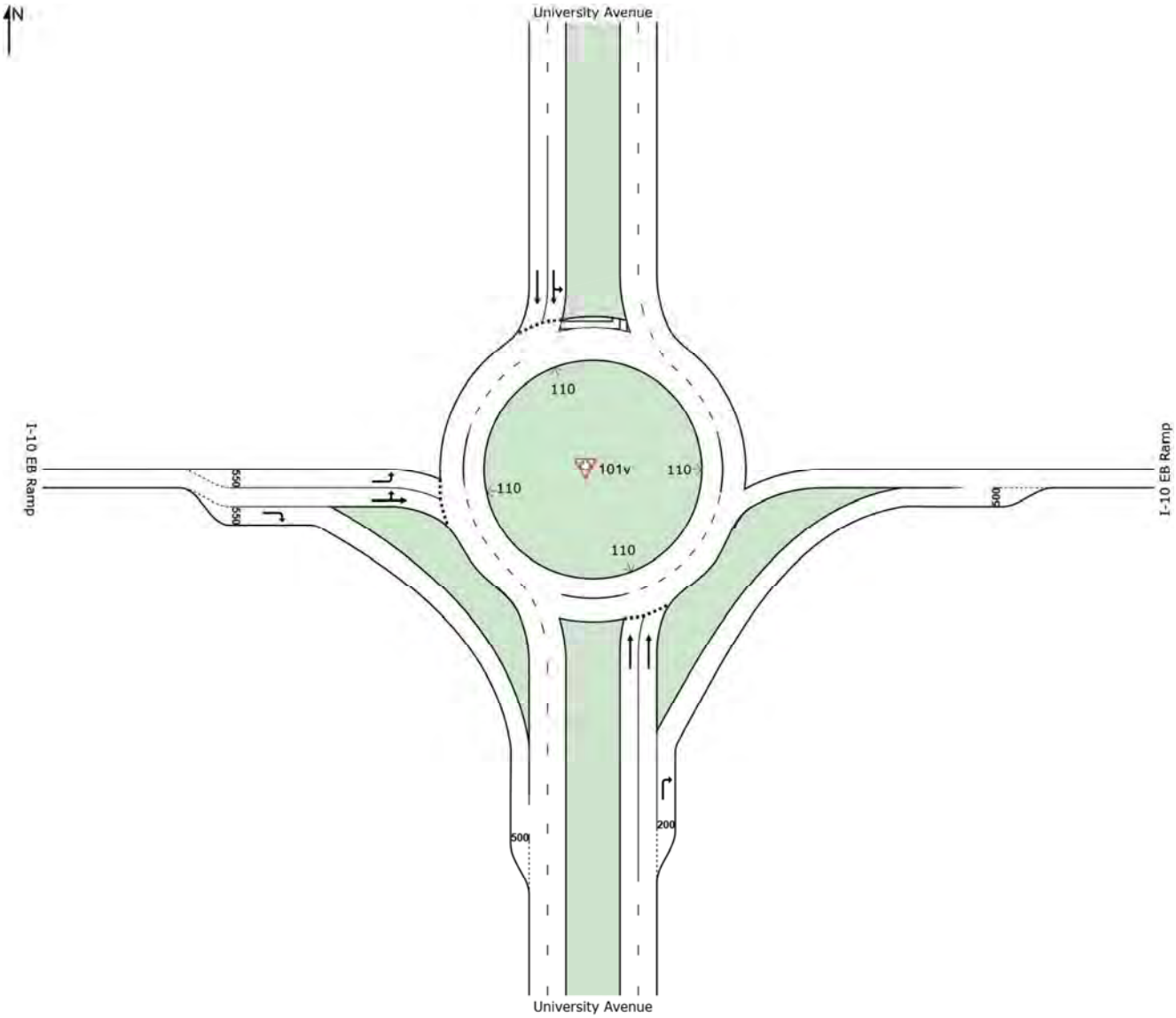
# SITE LAYOUT

## 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 | | | | | | | | | | | |
| 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 |

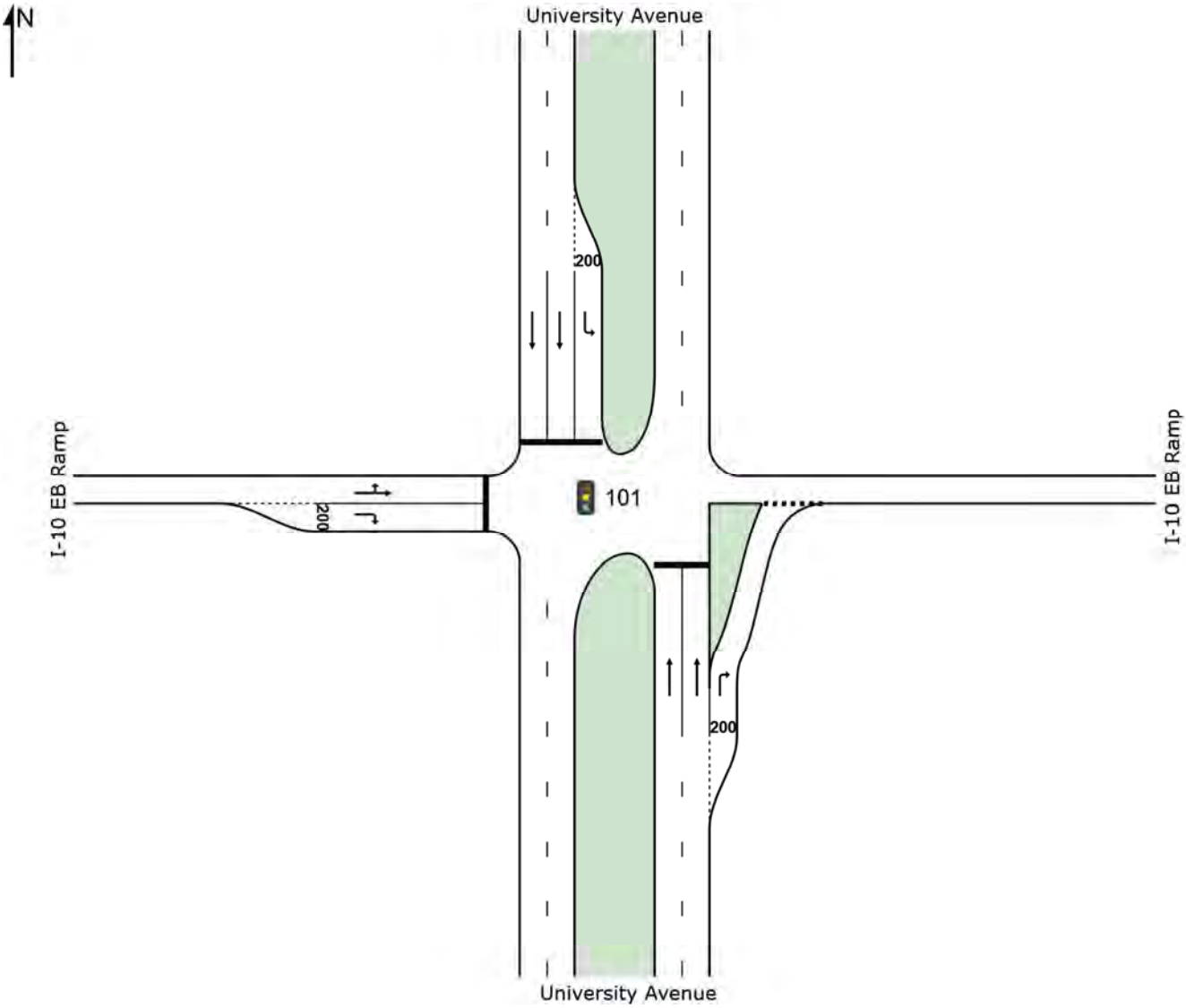
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will 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



# 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 | 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.

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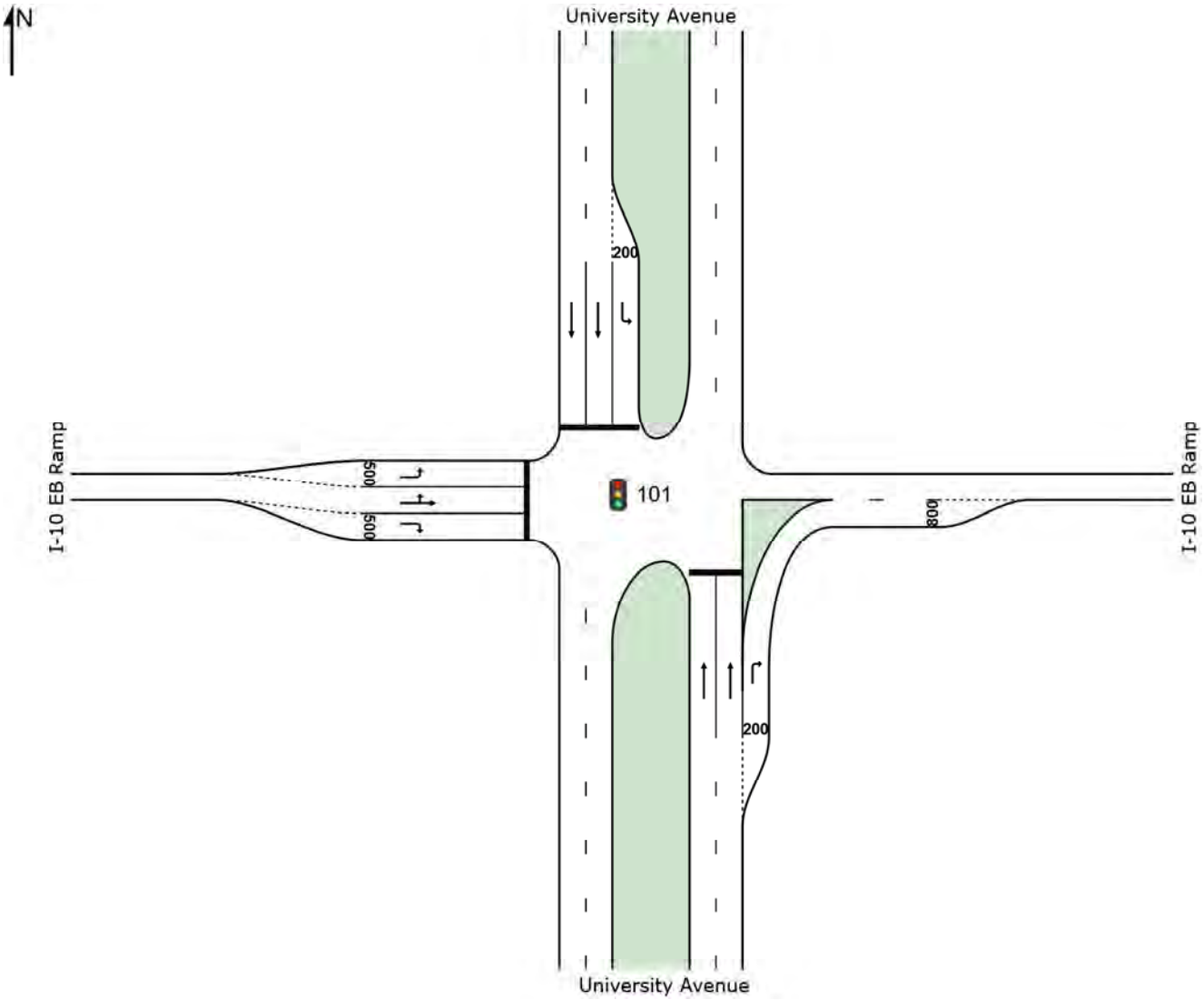
# SITE LAYOUT

## 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 | 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.

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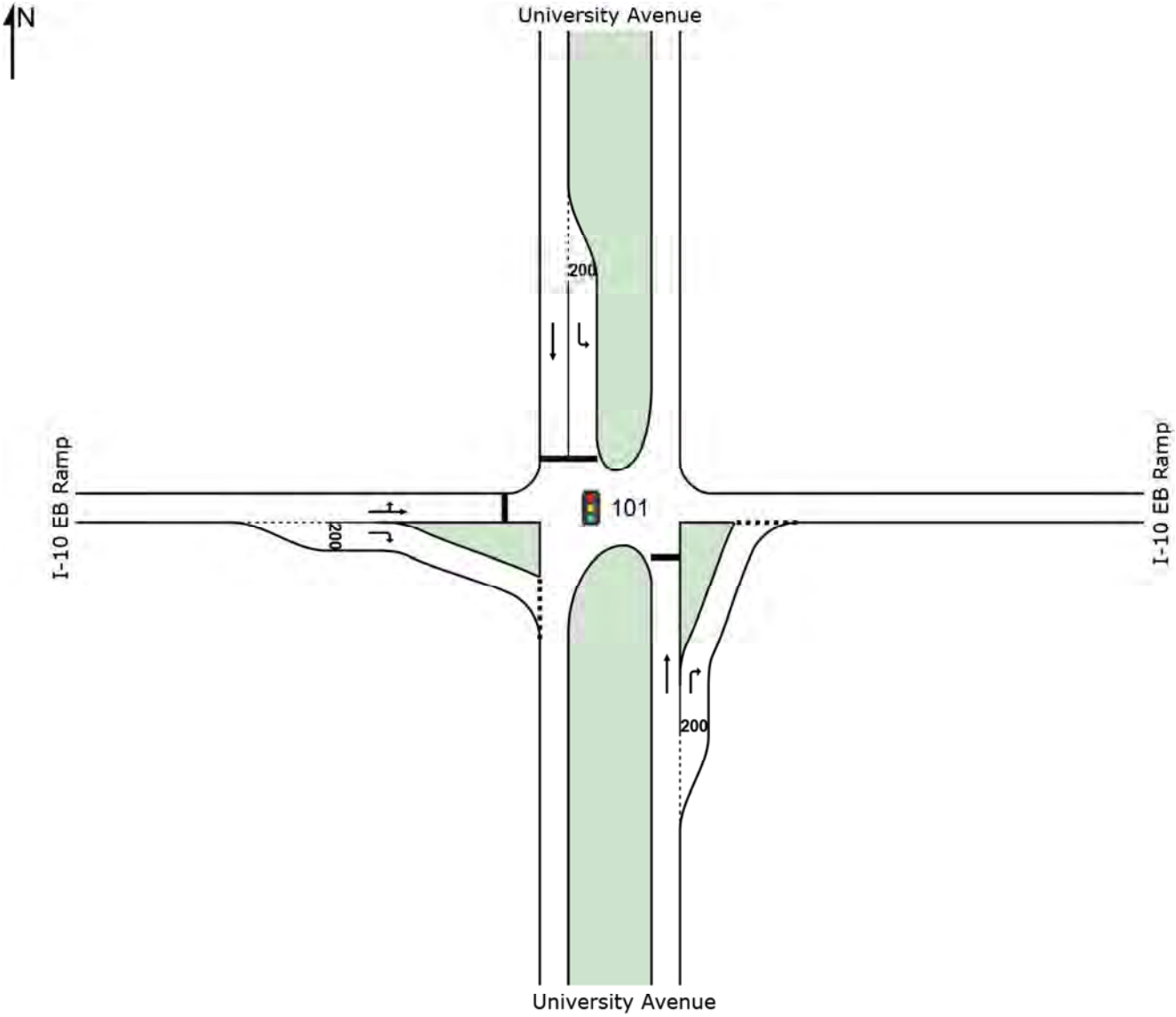
# SITE LAYOUT

## Site: 101 [13 2040 AM Road Diet]

University Avenue

Signals - Pretimed Isolated

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Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Created: Thursday, April 12, 2018 2:34:43 PM
Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\02 I10 EB 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 | 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.

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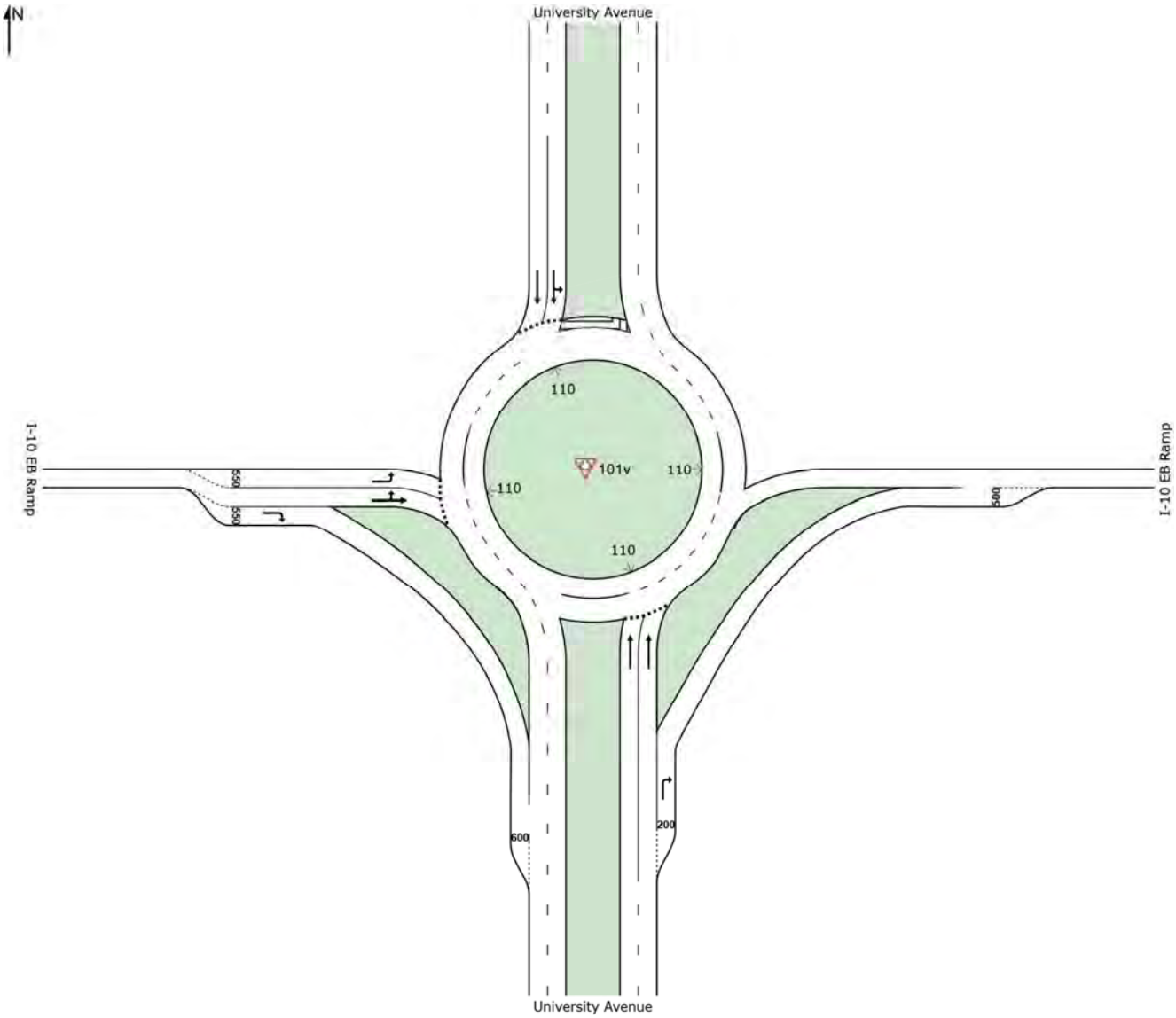
# SITE LAYOUT

## 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 | | | | | | | | | | | |
| 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.

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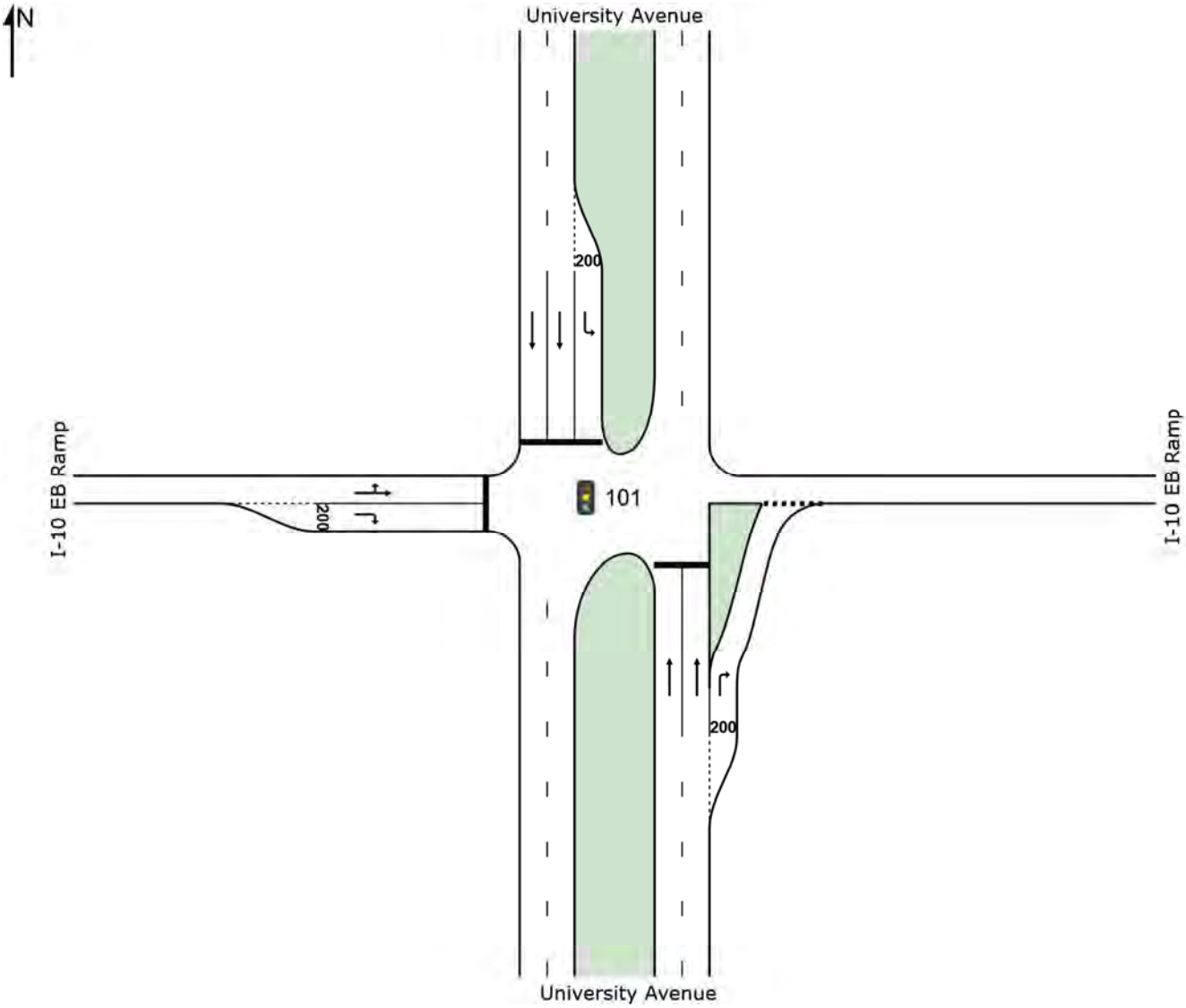
# SITE LAYOUT

## 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 | 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.

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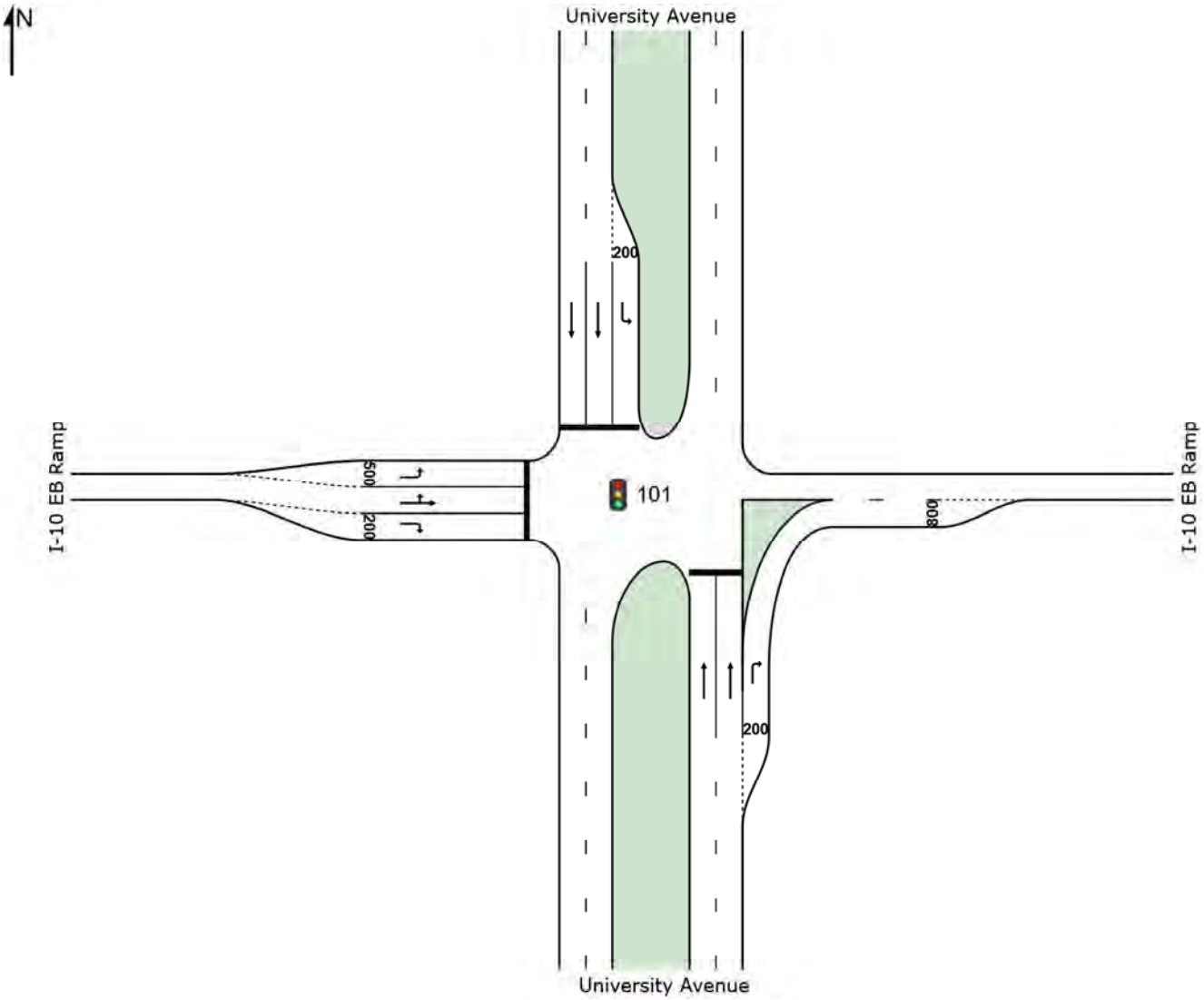
# SITE LAYOUT

## 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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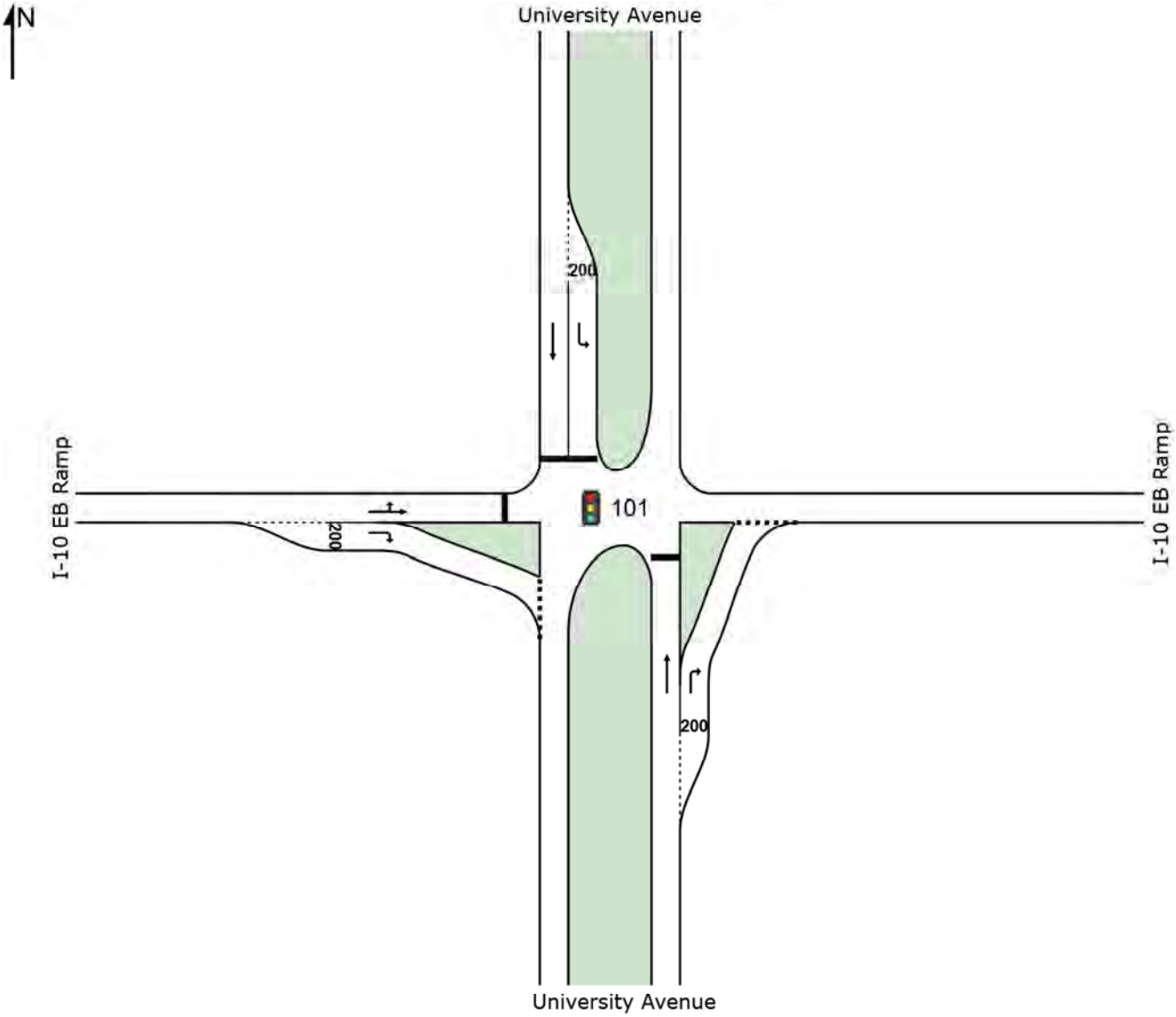
# SITE LAYOUT

## 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 | 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.

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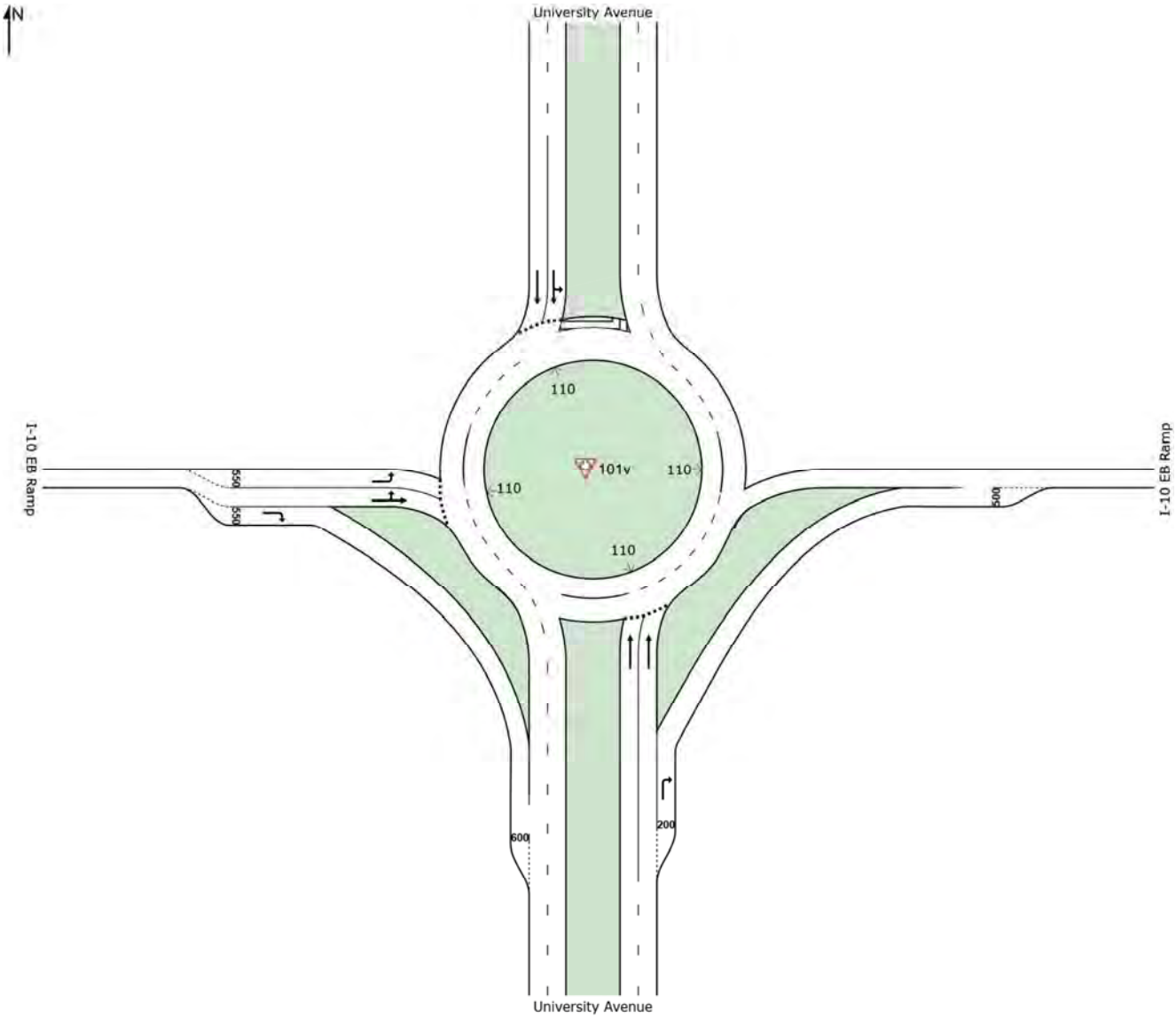
# SITE LAYOUT

## 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 (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 |

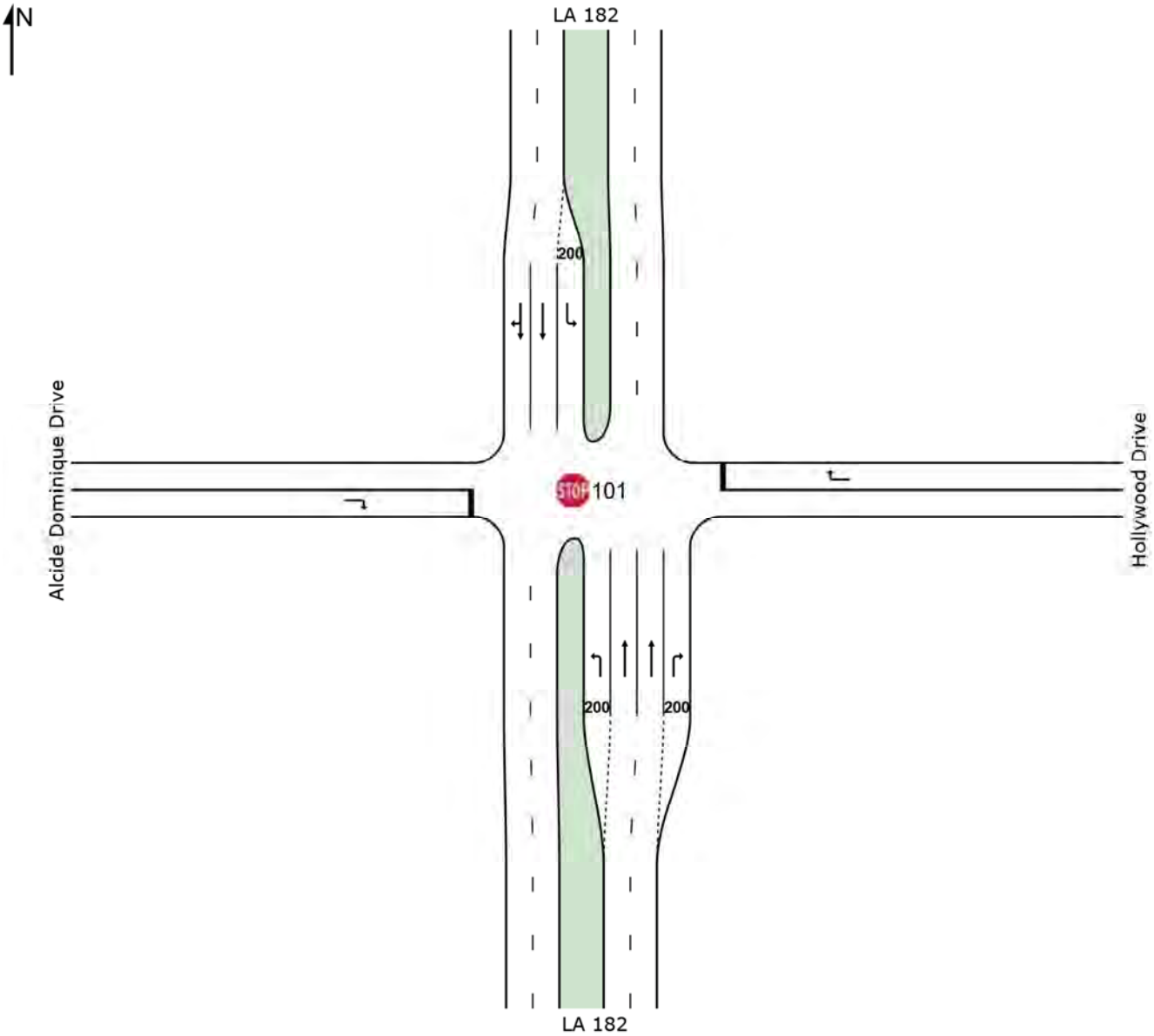
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will 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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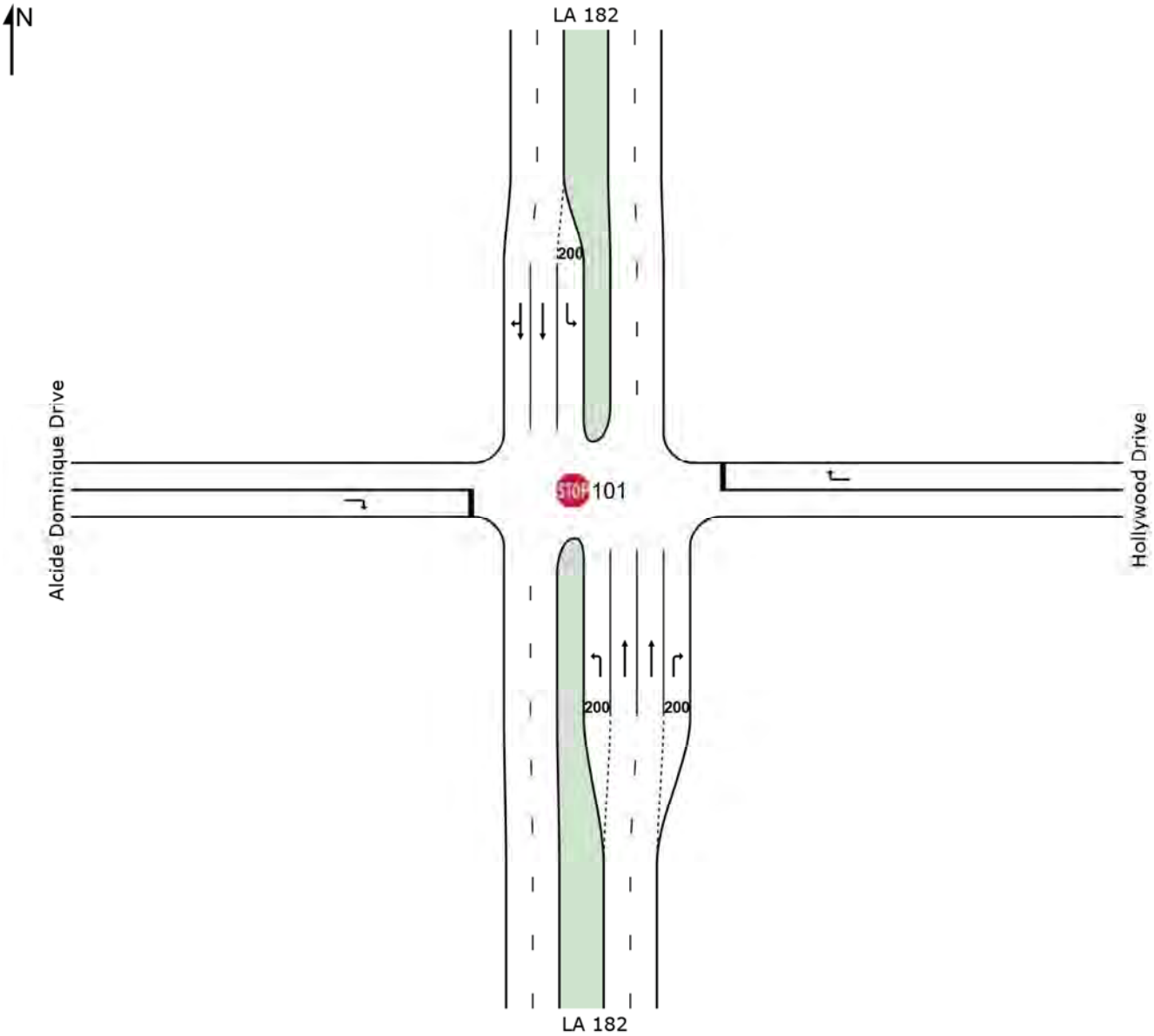
# SITE LAYOUT

## 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.

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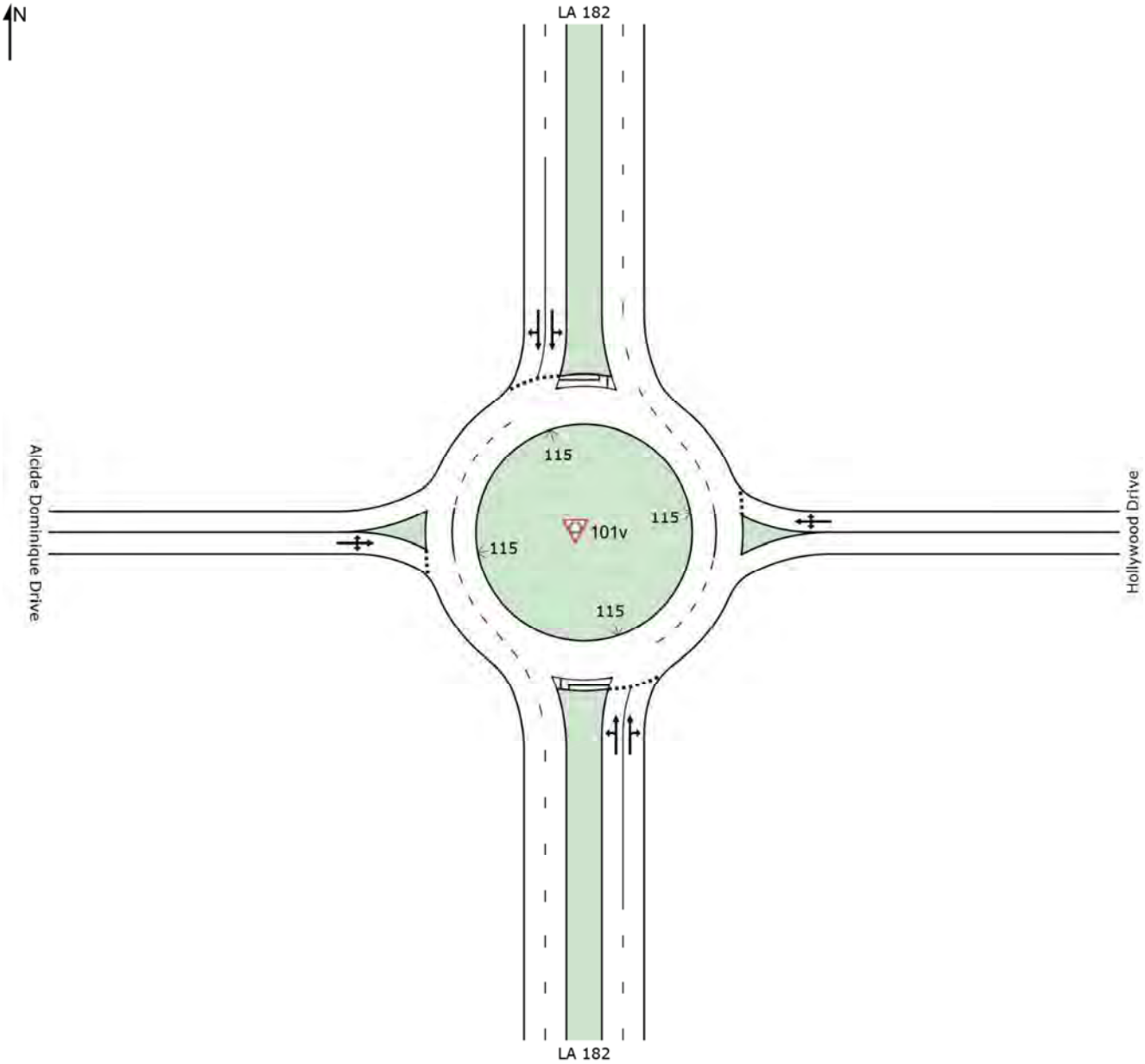
# SITE LAYOUT

## Site: 101v [2020 AM Alt 3]

LA 182 at Alcide Dominique
Roundabout

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# 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**

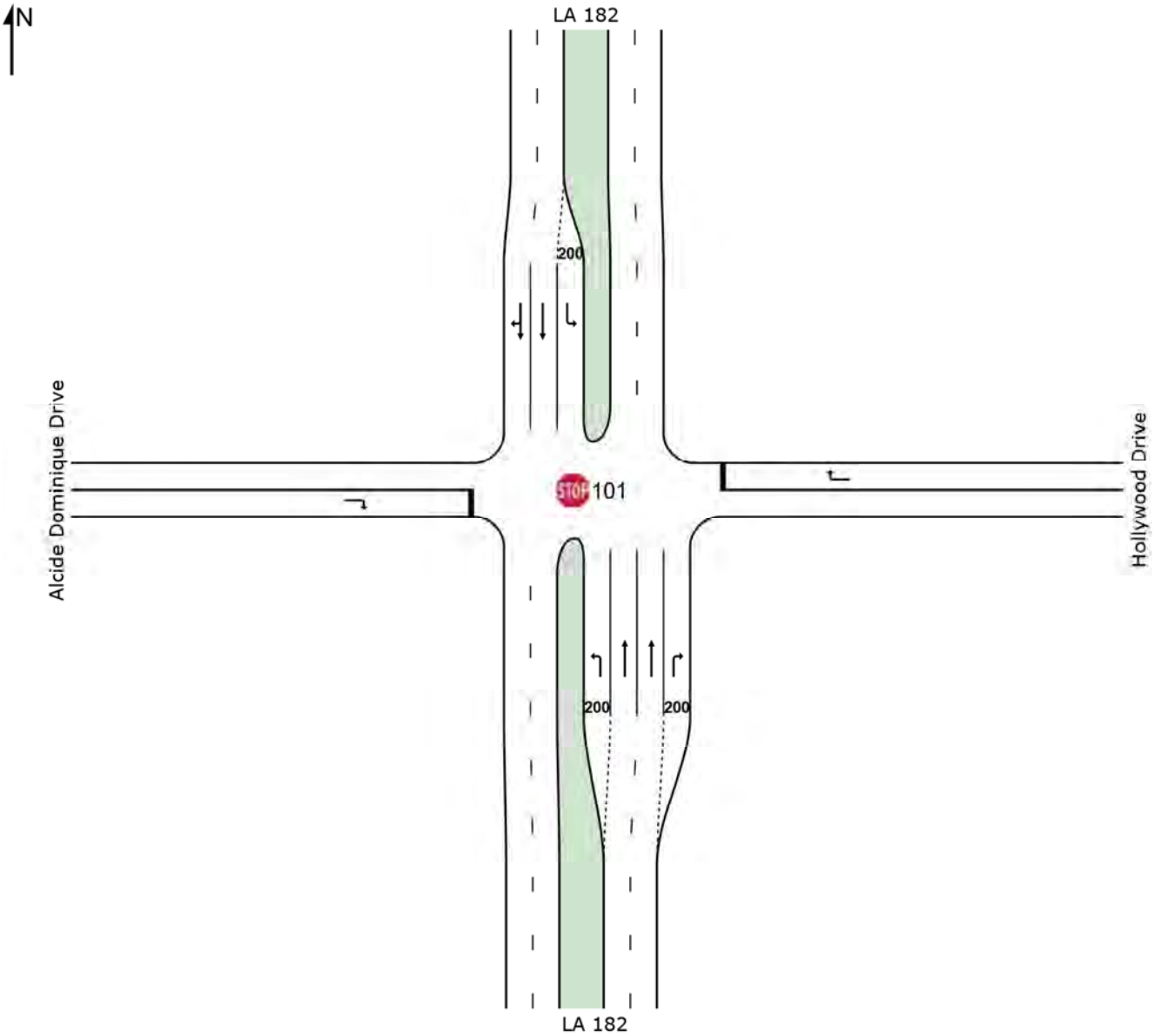
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|
| South: LA 182 | | | | | | | | | | | |
| 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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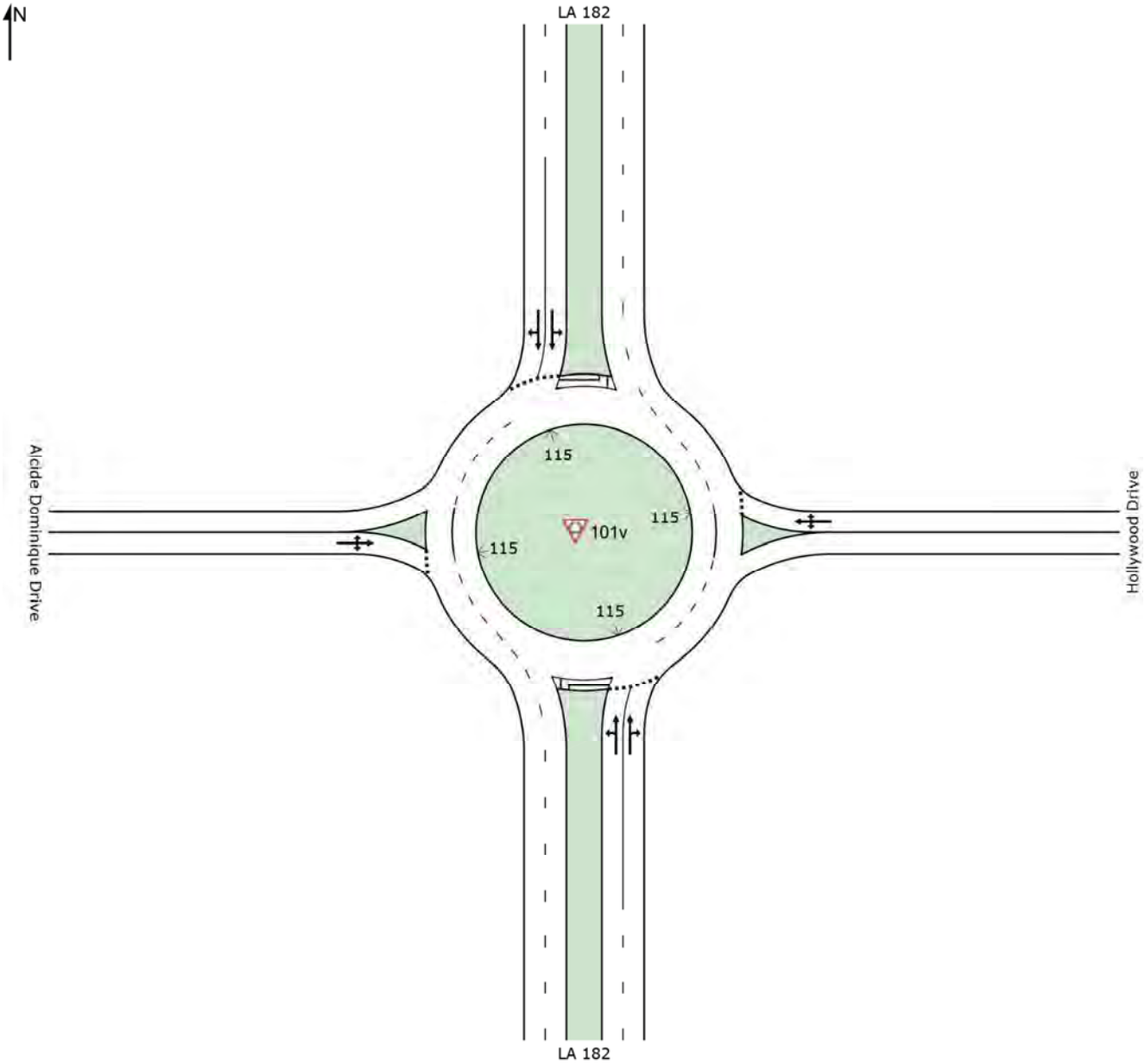
# SITE LAYOUT

## 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**

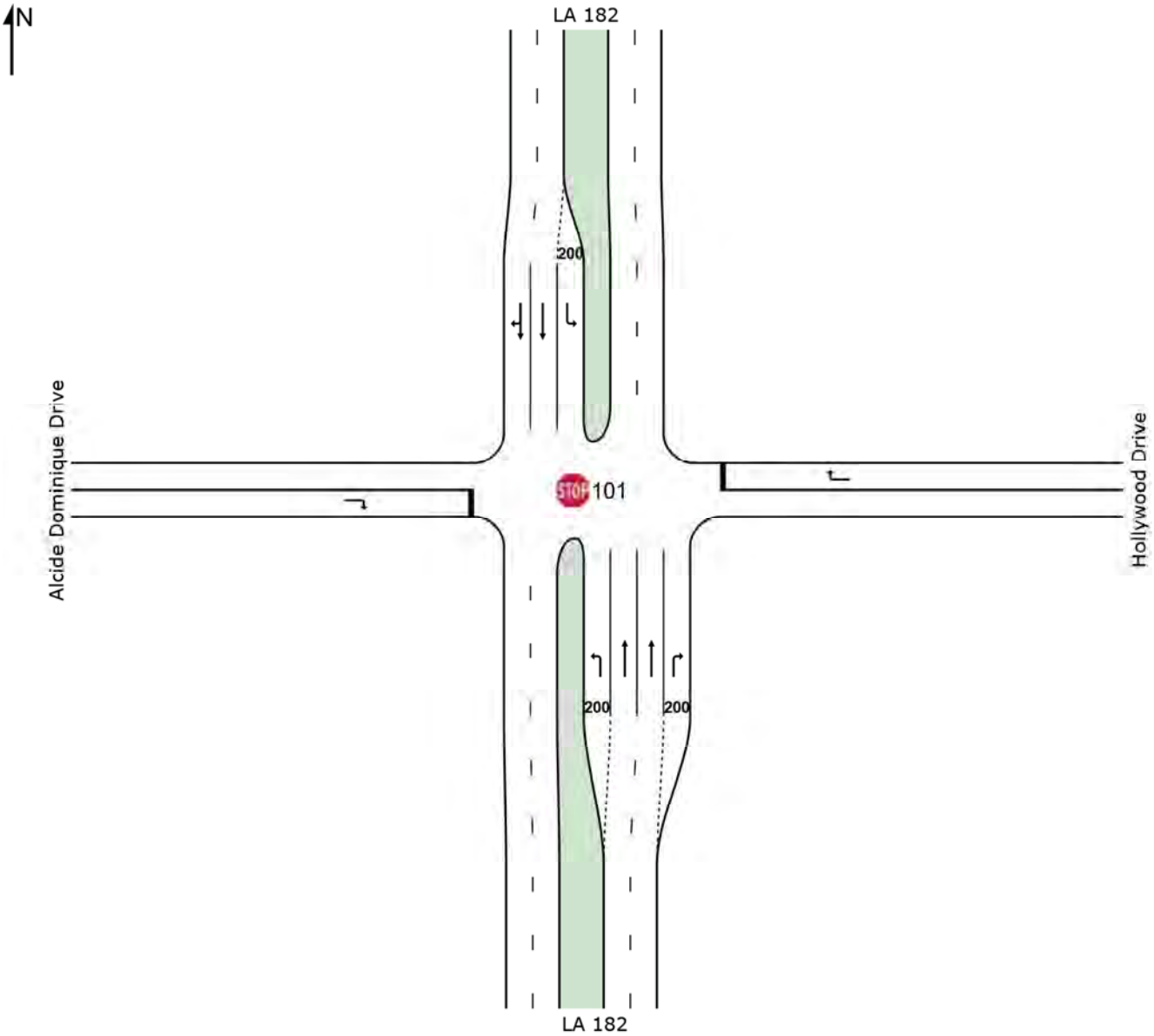
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|
| South: LA 182 | | | | | | | | | | | |
| 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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# 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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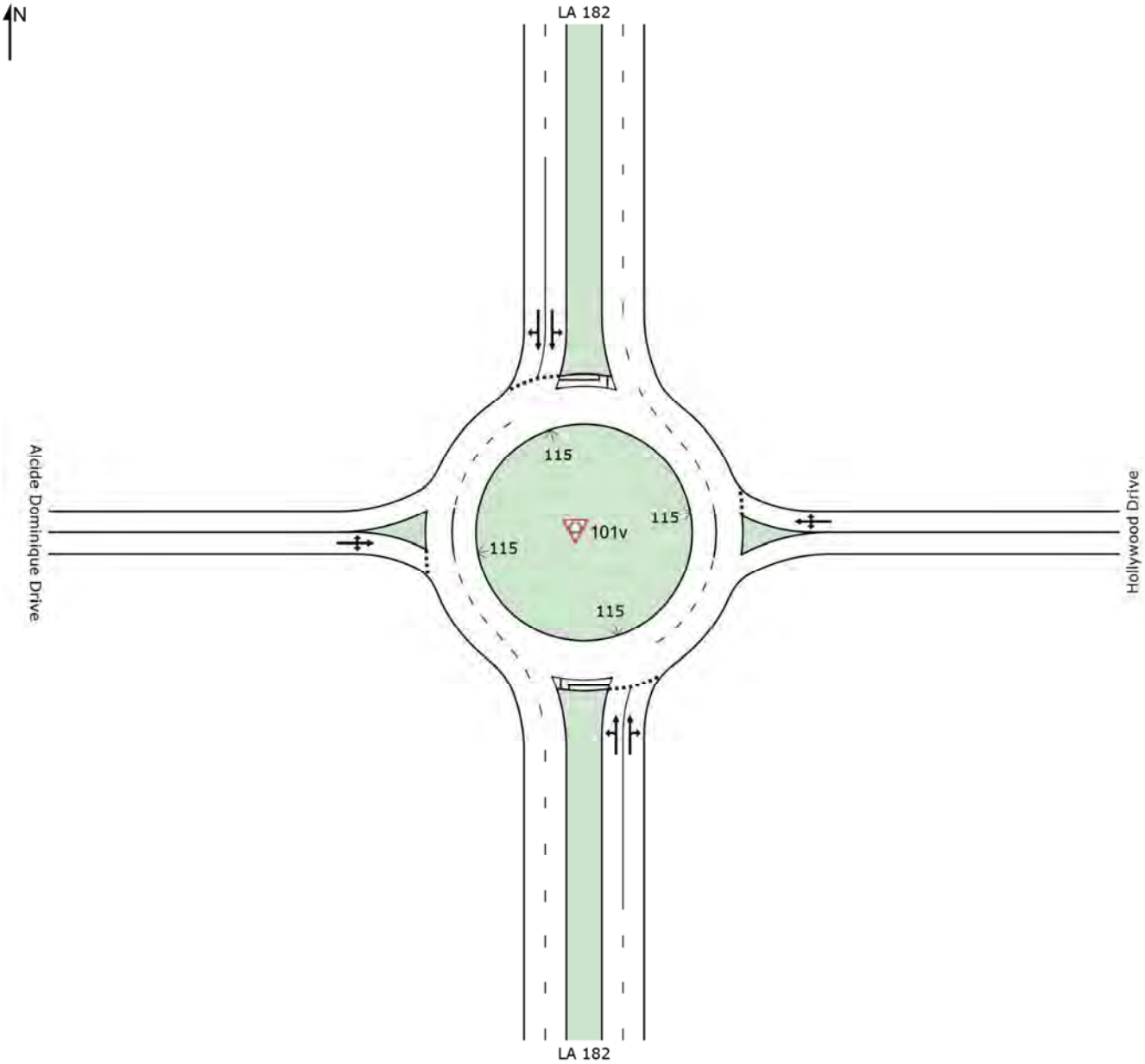
# SITE LAYOUT

## Site: 101v [2040 AM Alt 3]

LA 182 at Alcide Dominique
Roundabout

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# 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 |

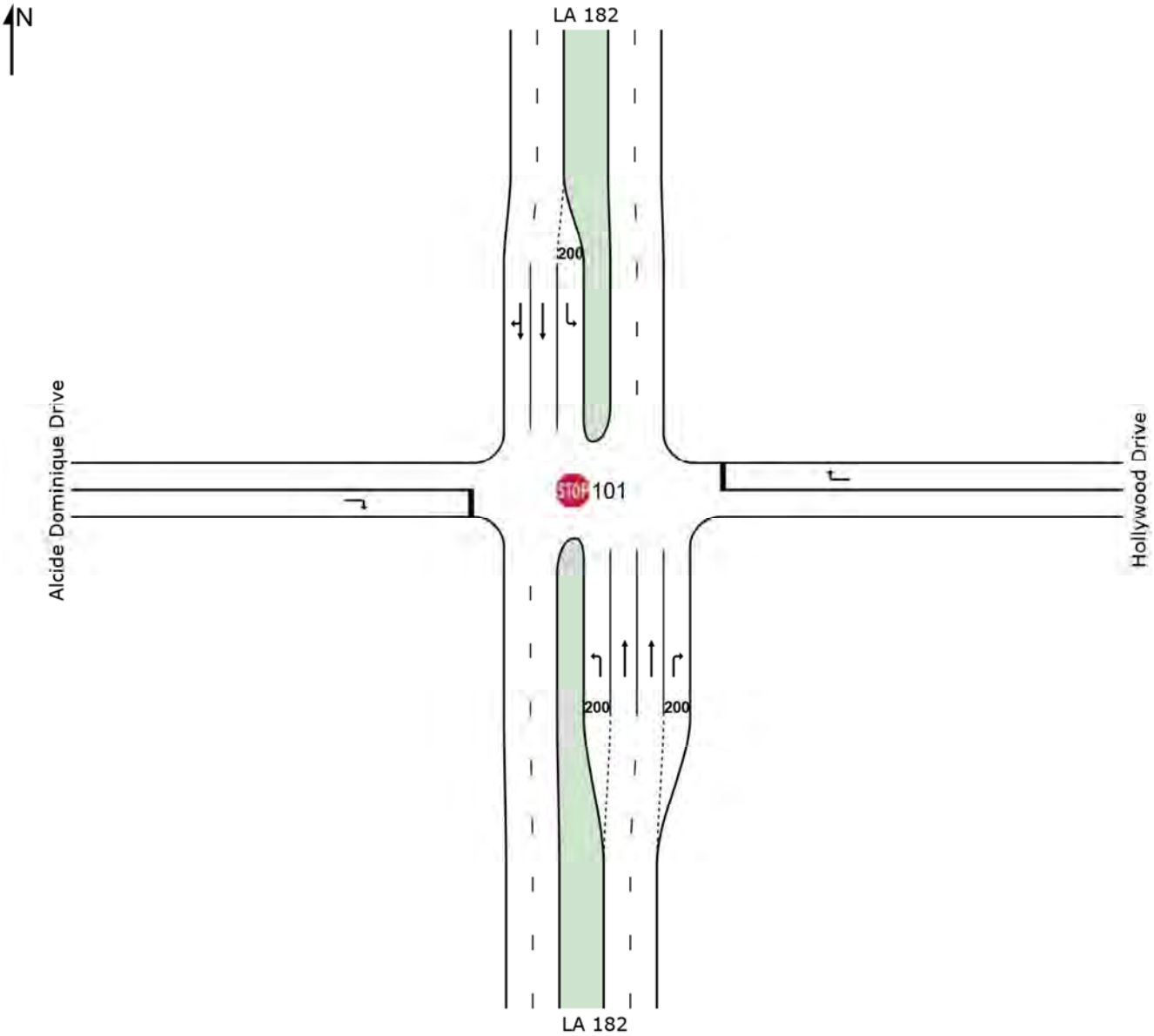
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will 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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# 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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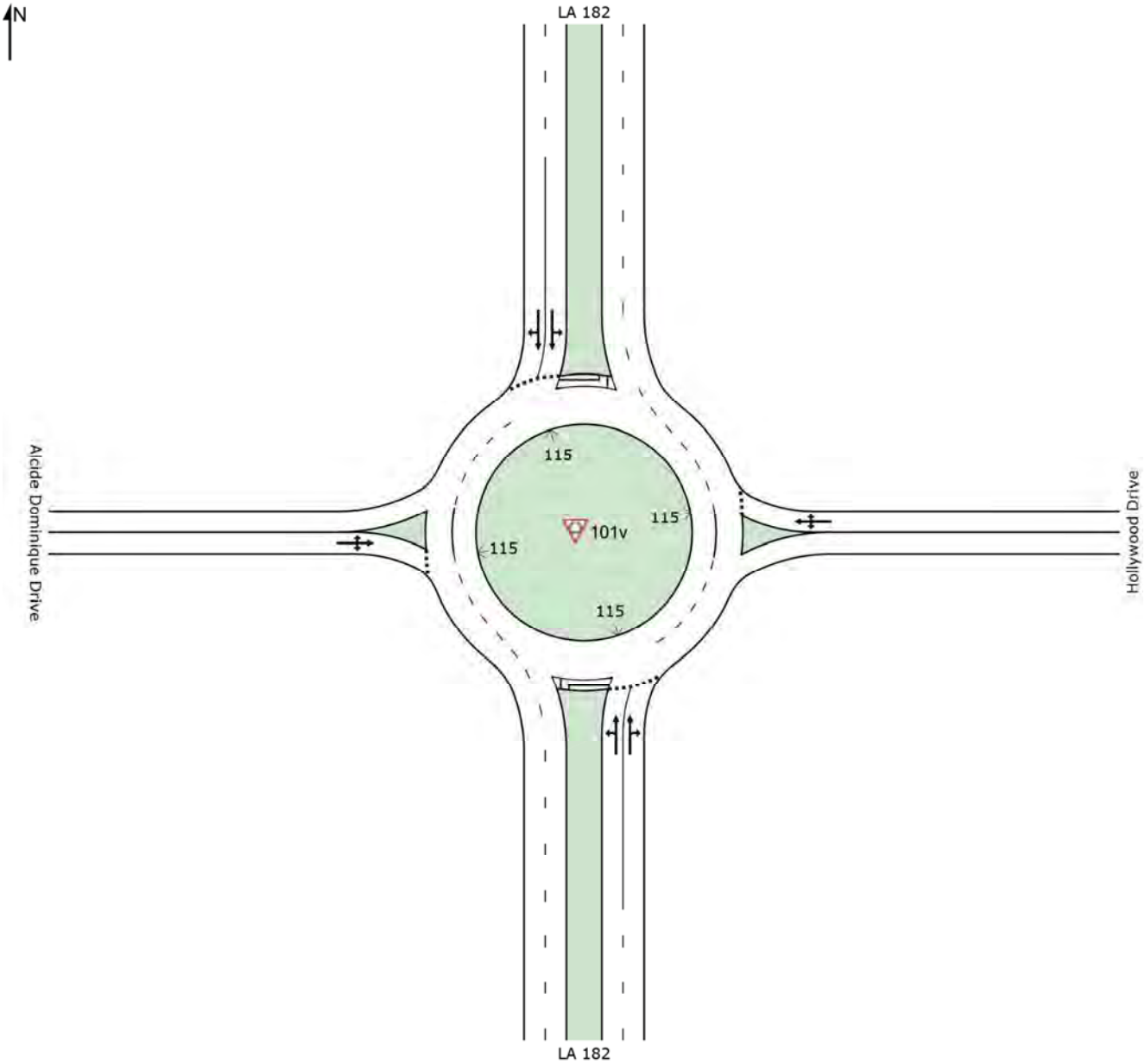
# SITE LAYOUT

## Site: 101v [2040 PM Alt 3]

LA 182 at Alcide Dominique
Roundabout

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# 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 |

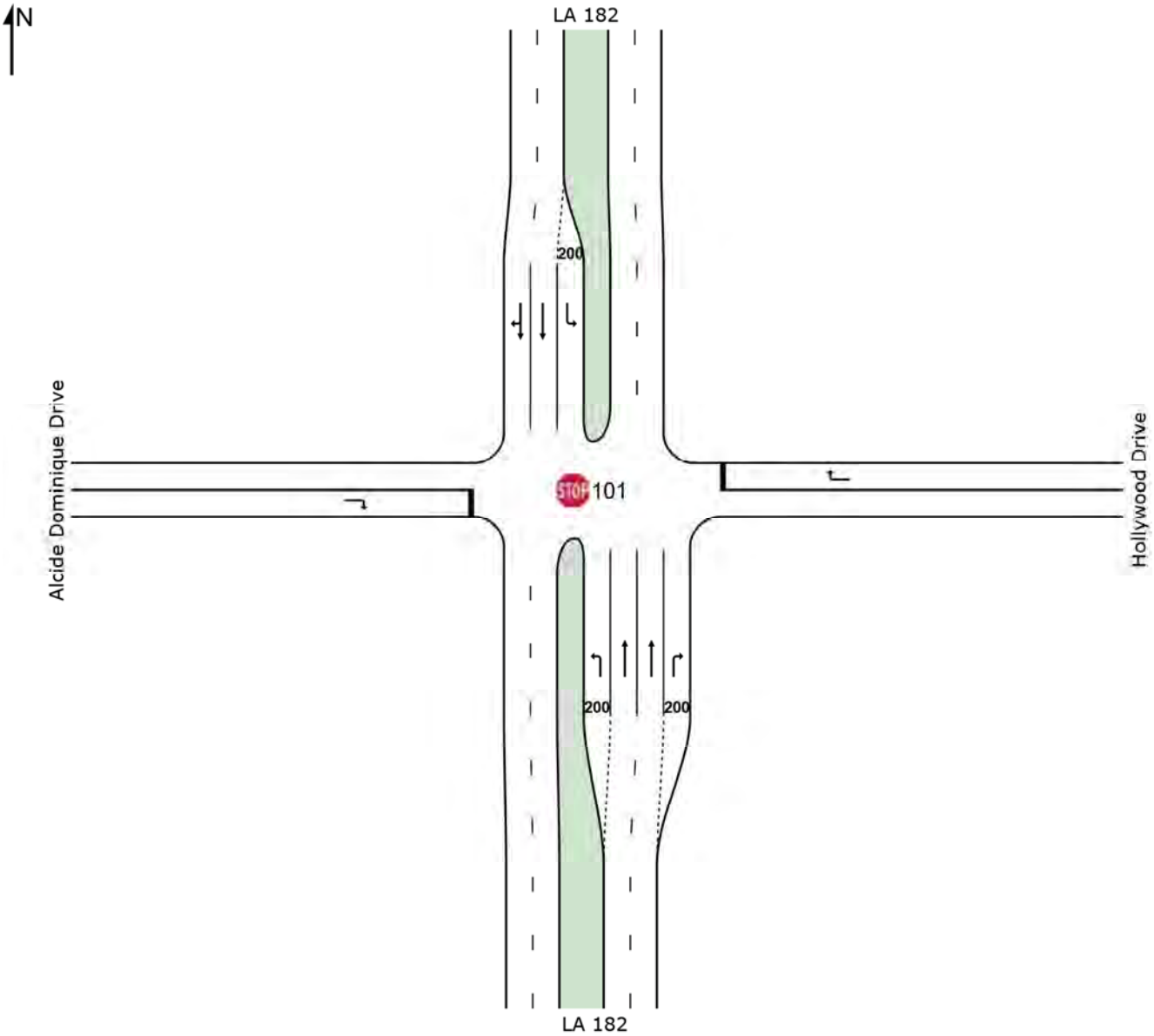
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will 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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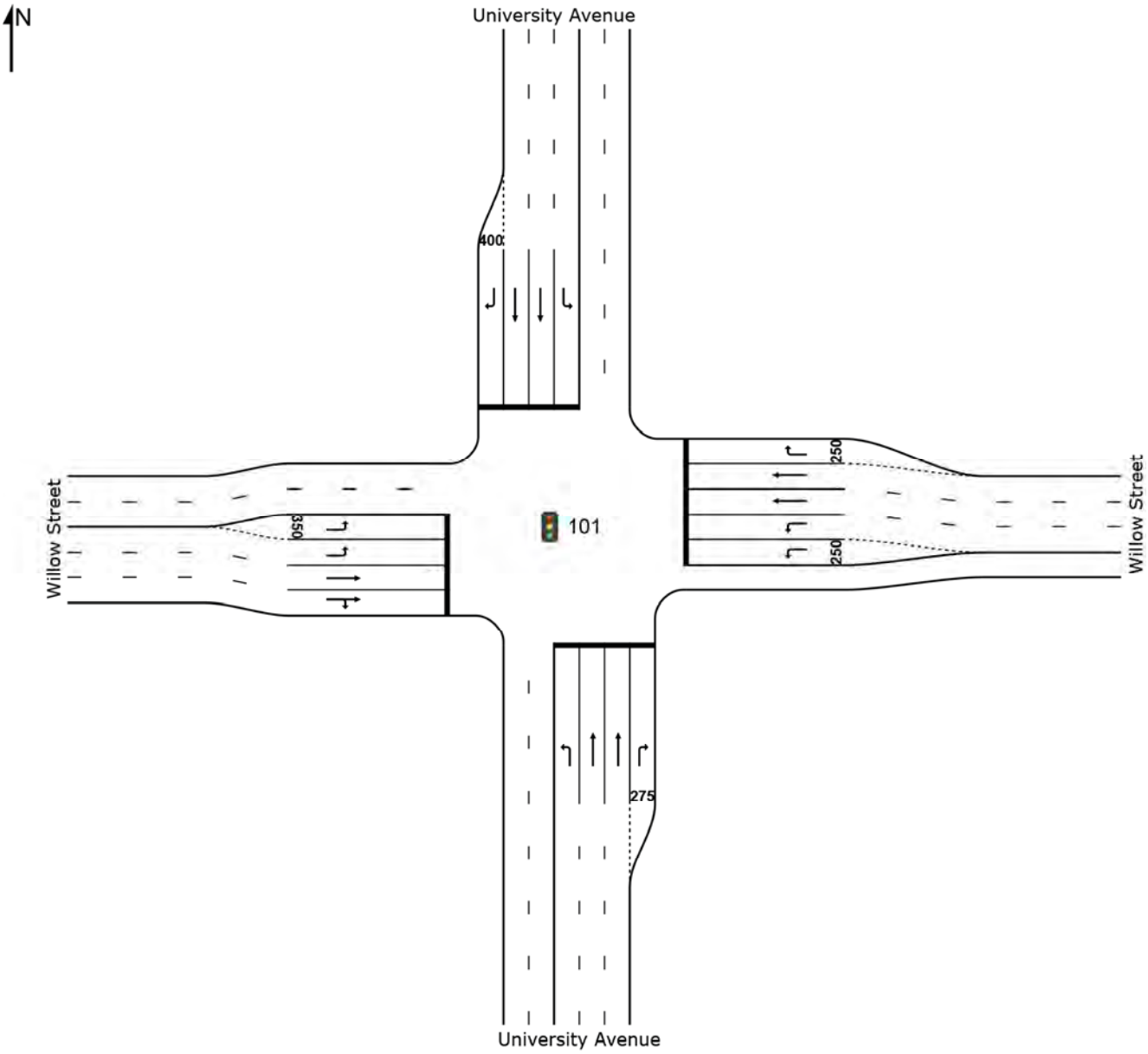
W. Willow Street

# SITE LAYOUT

## Site: 101 [01 2017 AM Existing]

University Avenue

Signals - Pretimed Isolated

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# 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 | 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 |

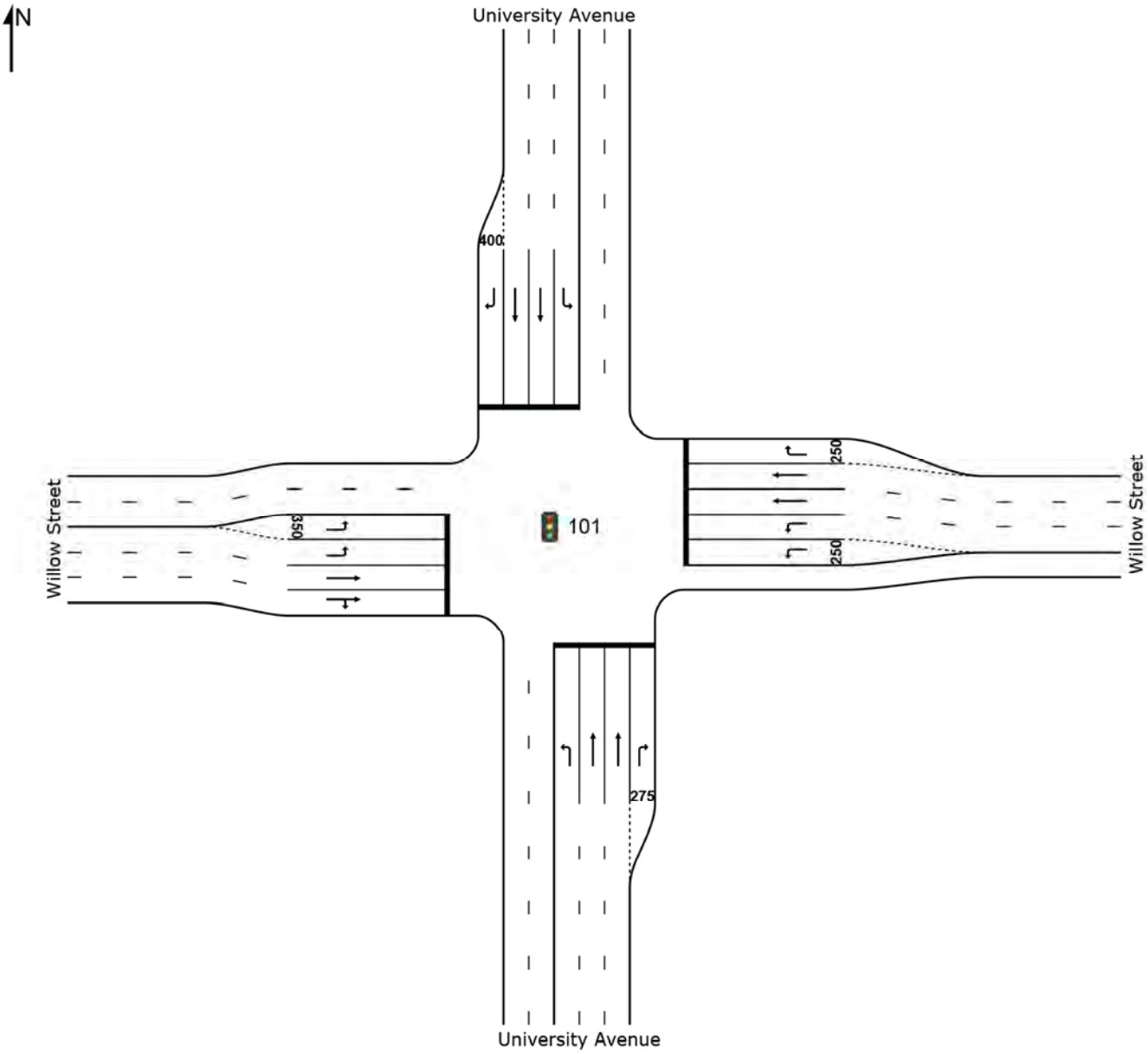
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (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.

# 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 | | | | | | | | | | | |
| 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 |

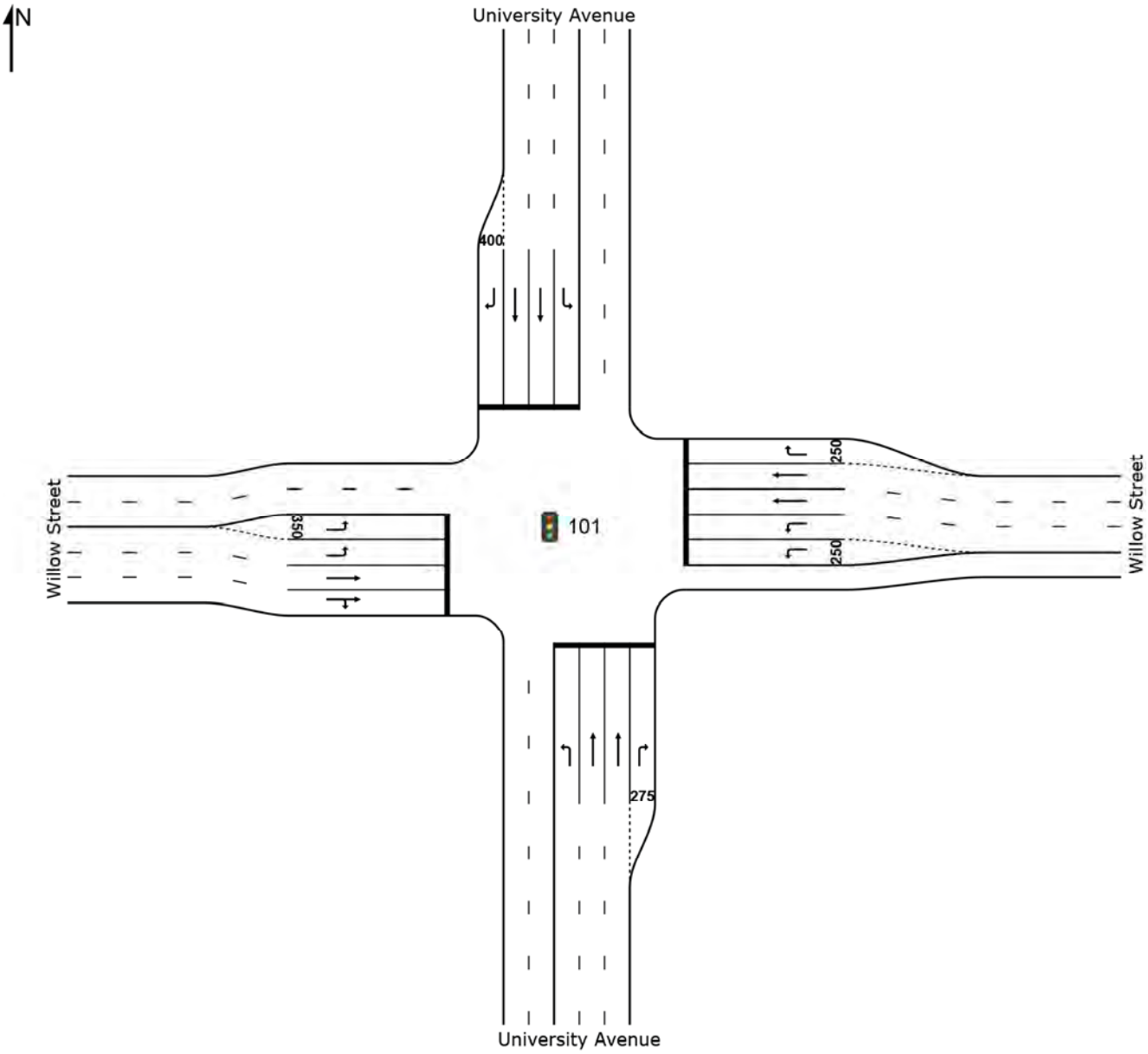
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (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.

# 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 | 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.

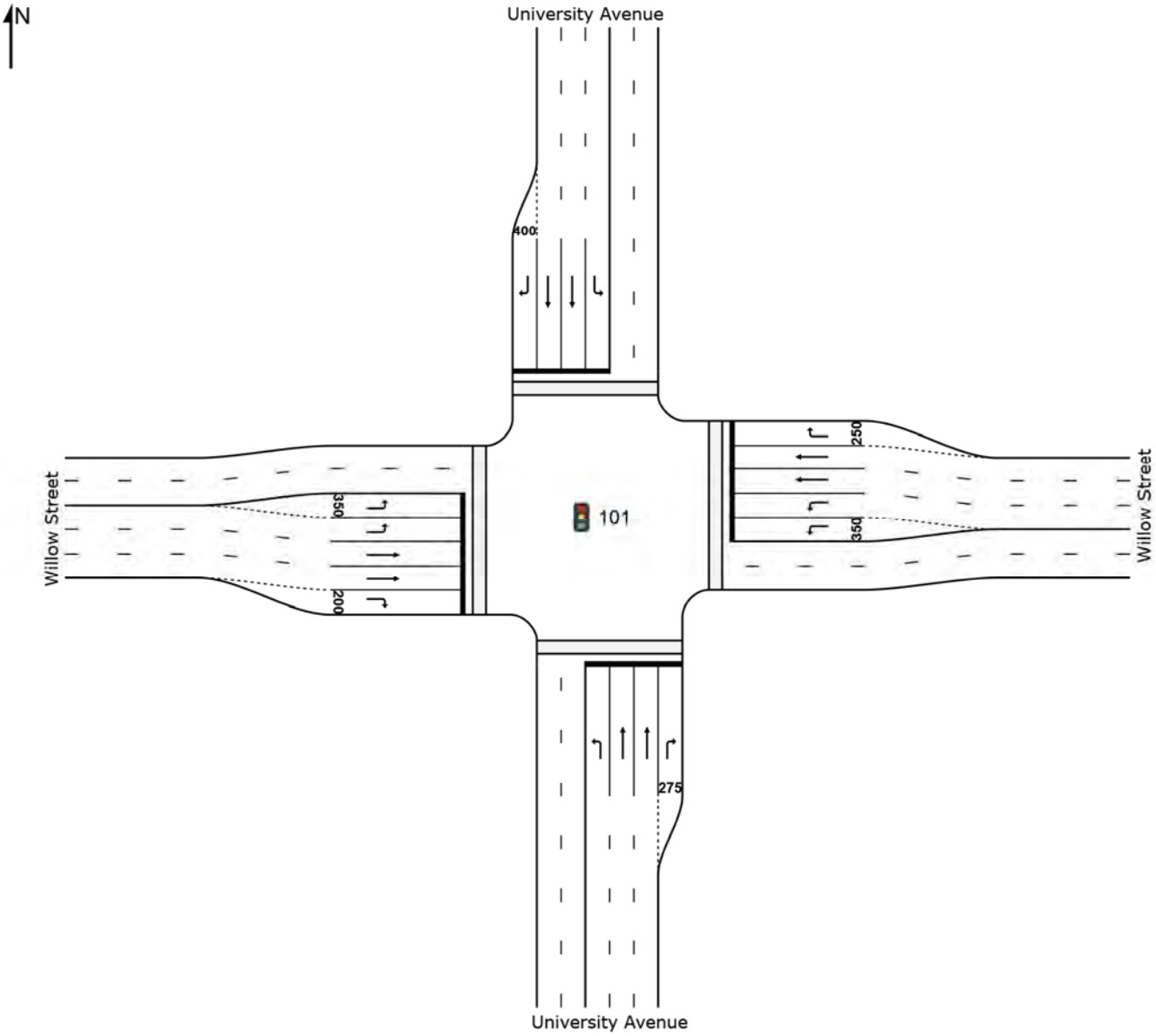
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# 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 = 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 | 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 | 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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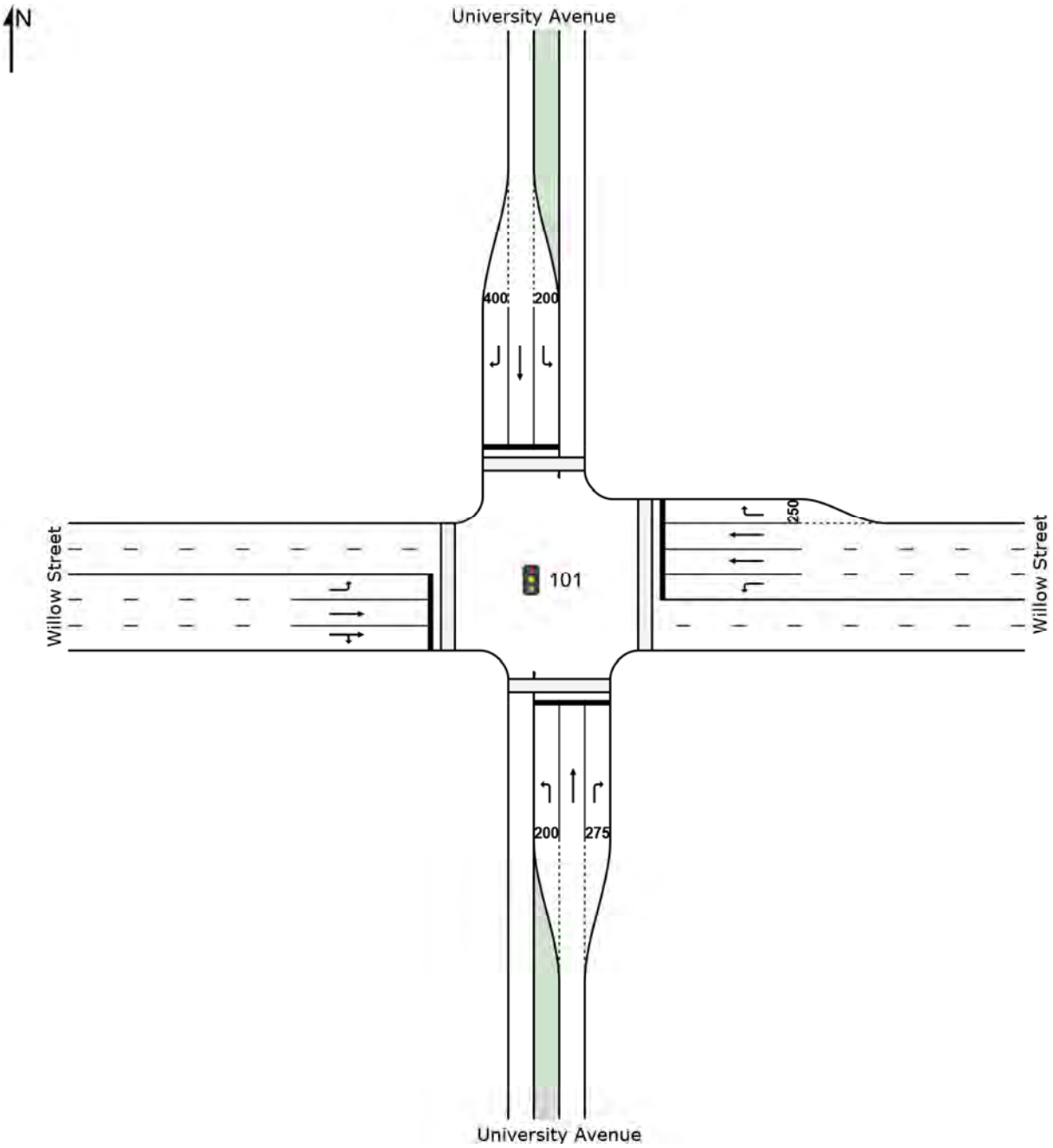
# SITE LAYOUT

## 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 | 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 | 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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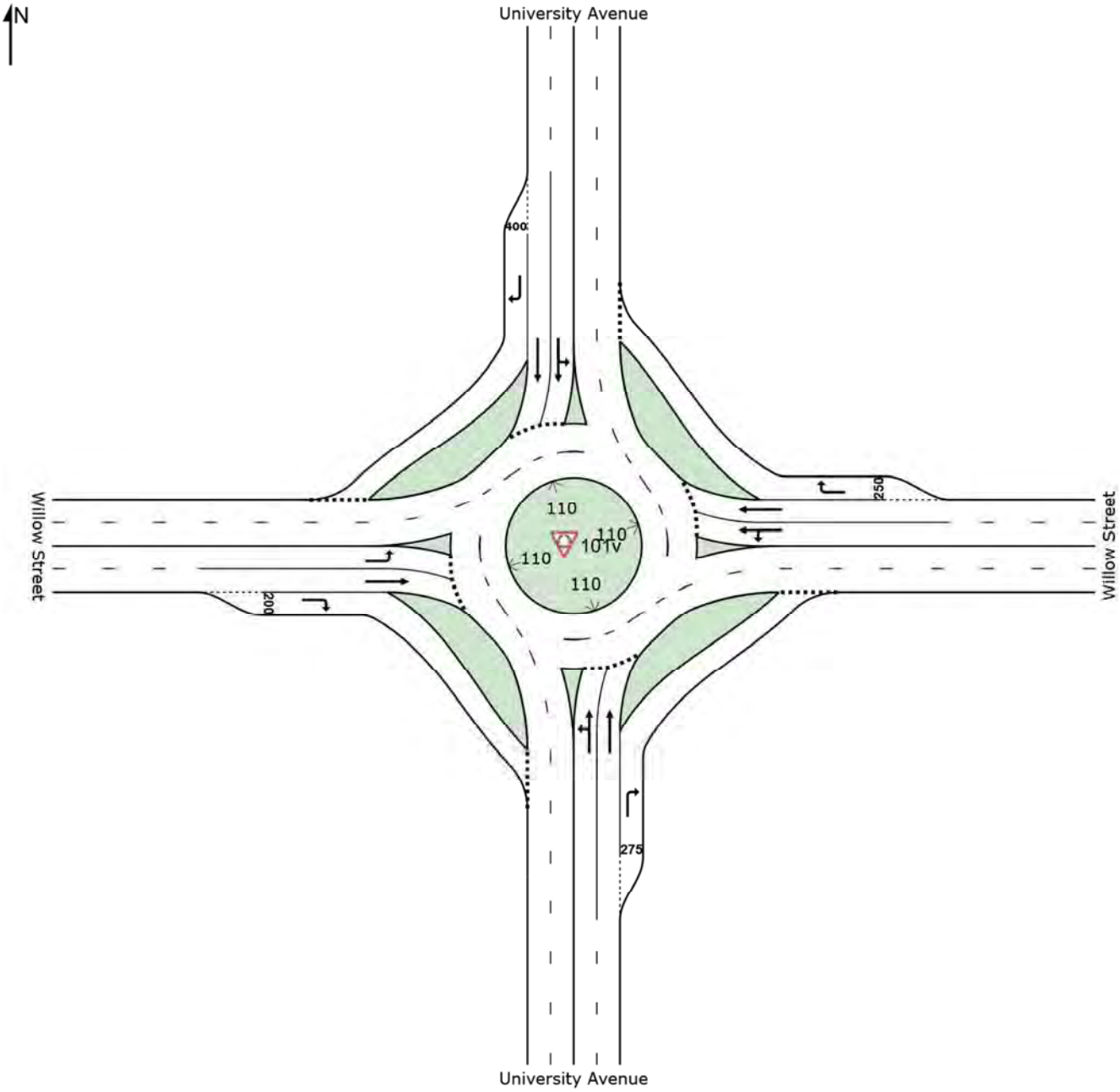
# SITE LAYOUT

## Site: 101v [06 2020 AM Roundabout]

University Avenue

Roundabout

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# 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 | 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.

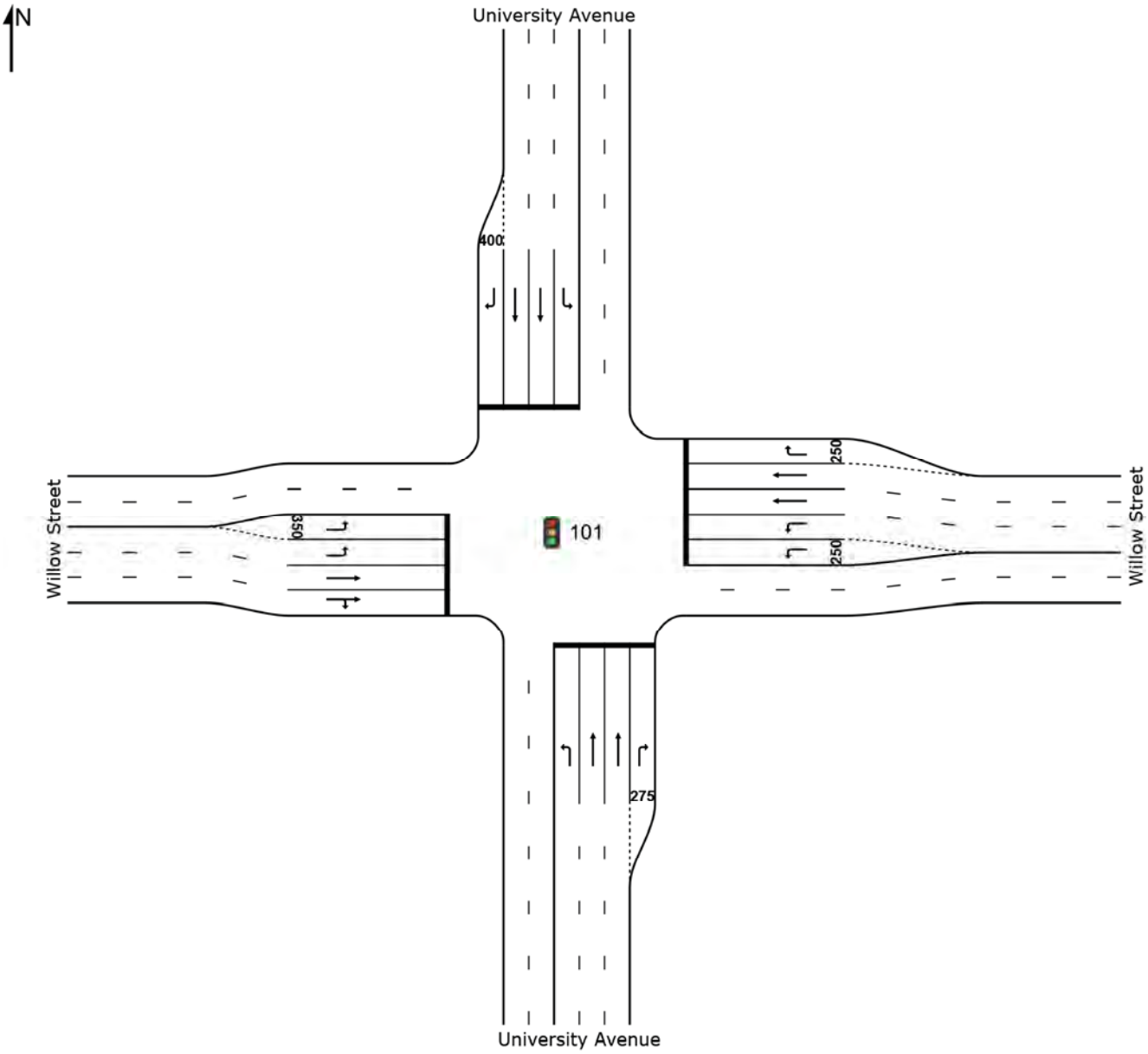
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# SITE LAYOUT

## Site: 101 [07 2020 PM No Build]

University Avenue

Signals - Pretimed Isolated

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# 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 | 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.

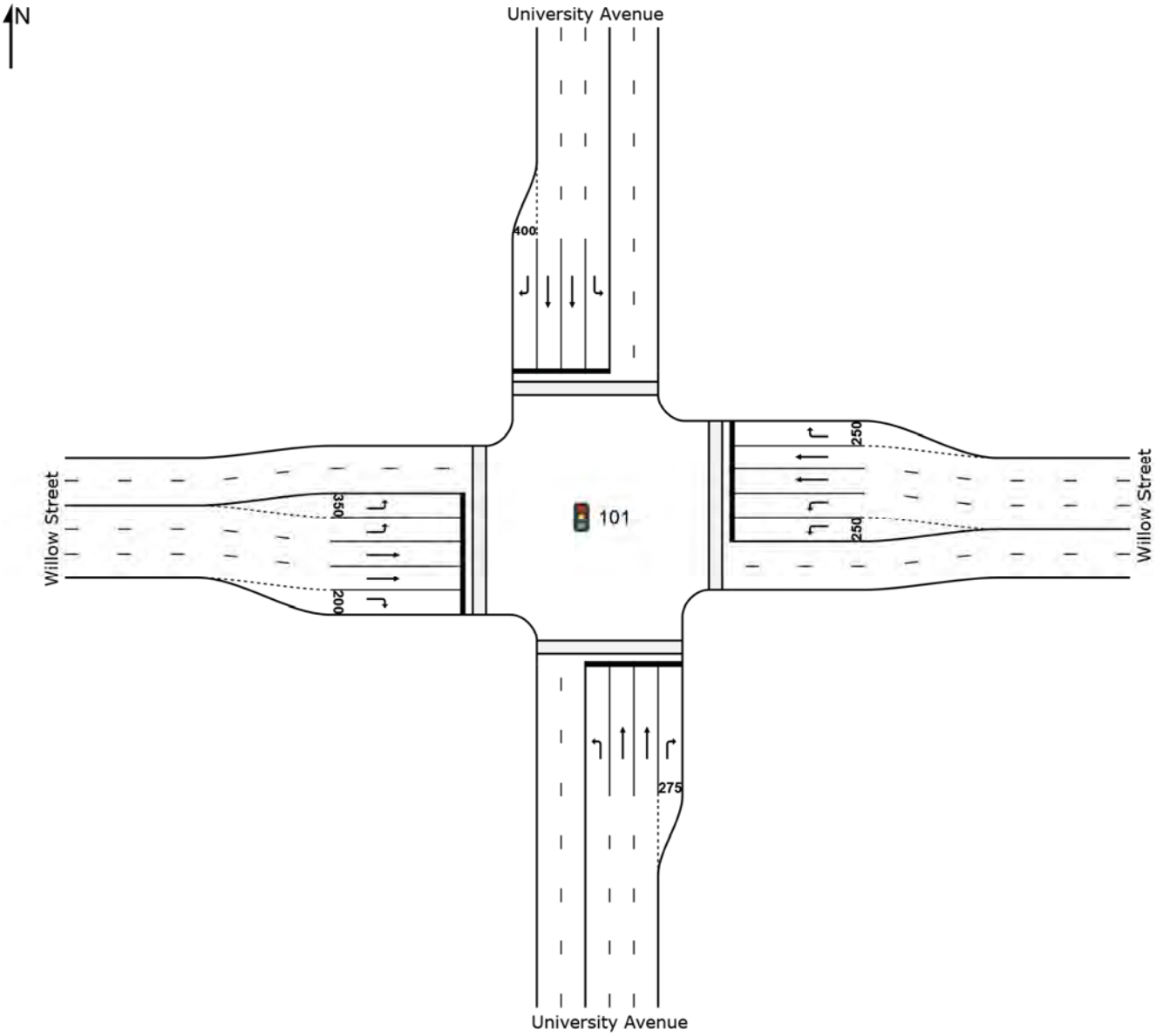
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# 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 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 | 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 | 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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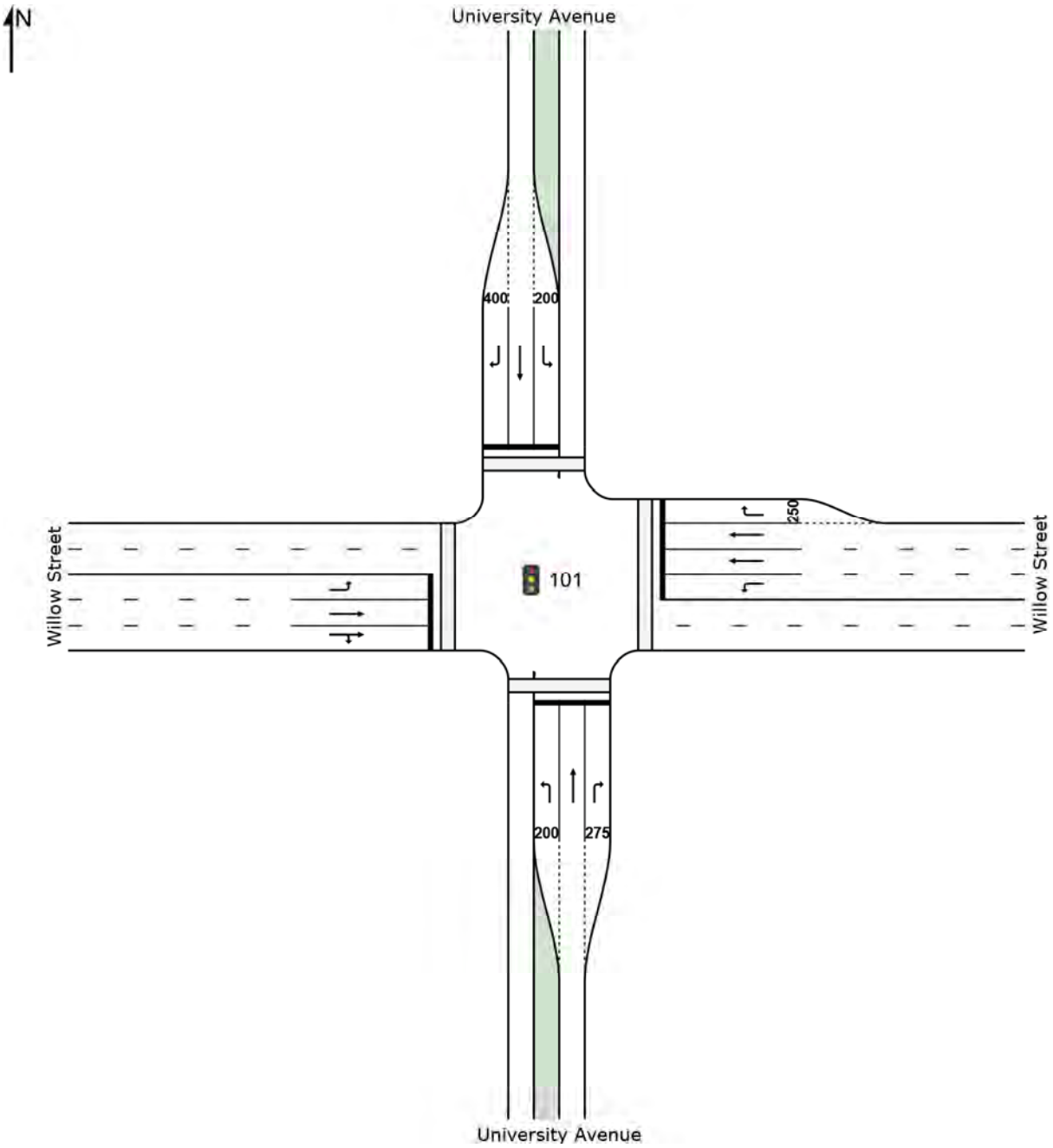
# SITE LAYOUT

## Site: 101 [09 2020 PM Road Diet]

University Avenue

Signals - Pretimed Isolated

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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 | 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 | 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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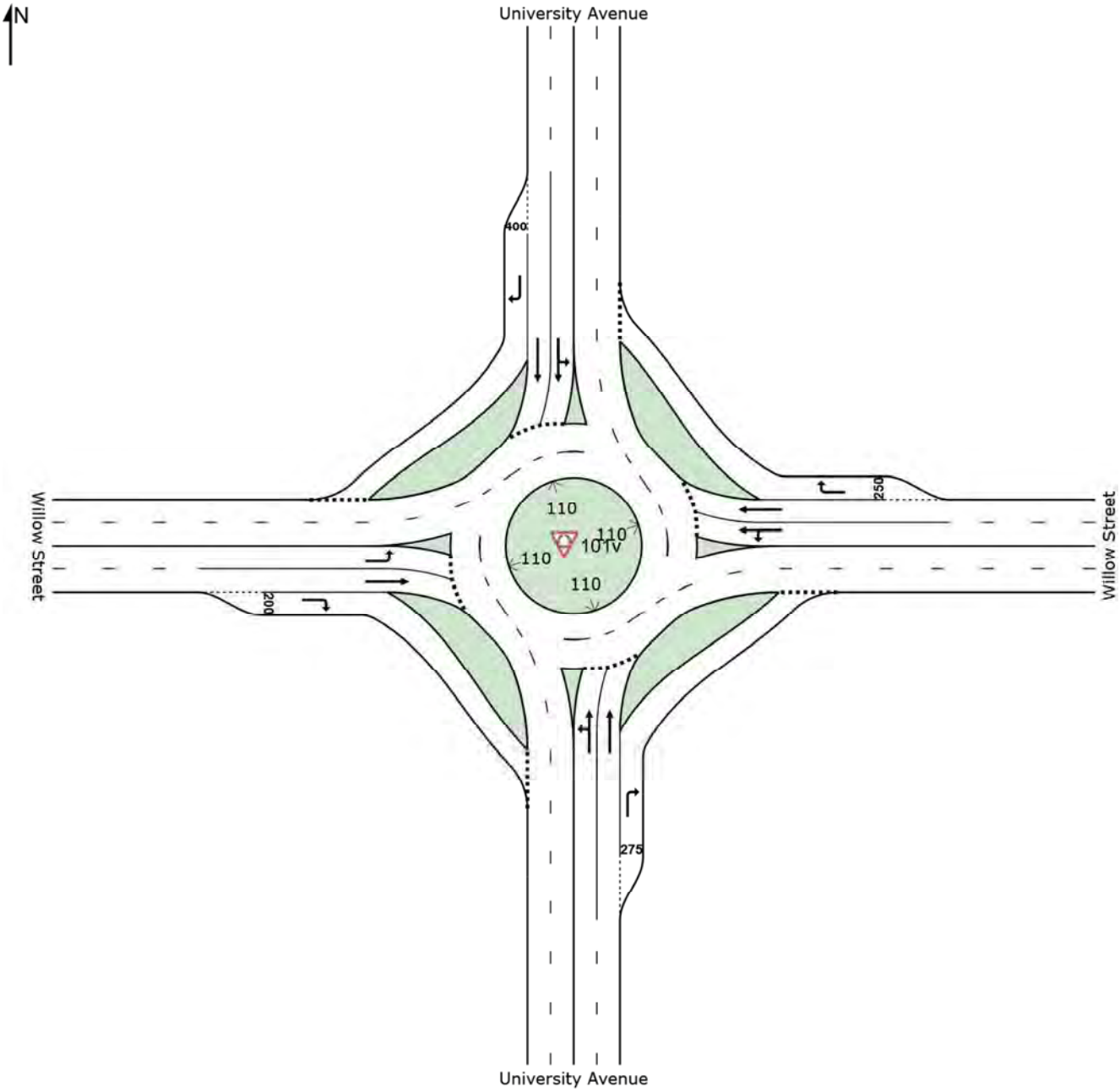
# SITE LAYOUT

## 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 |

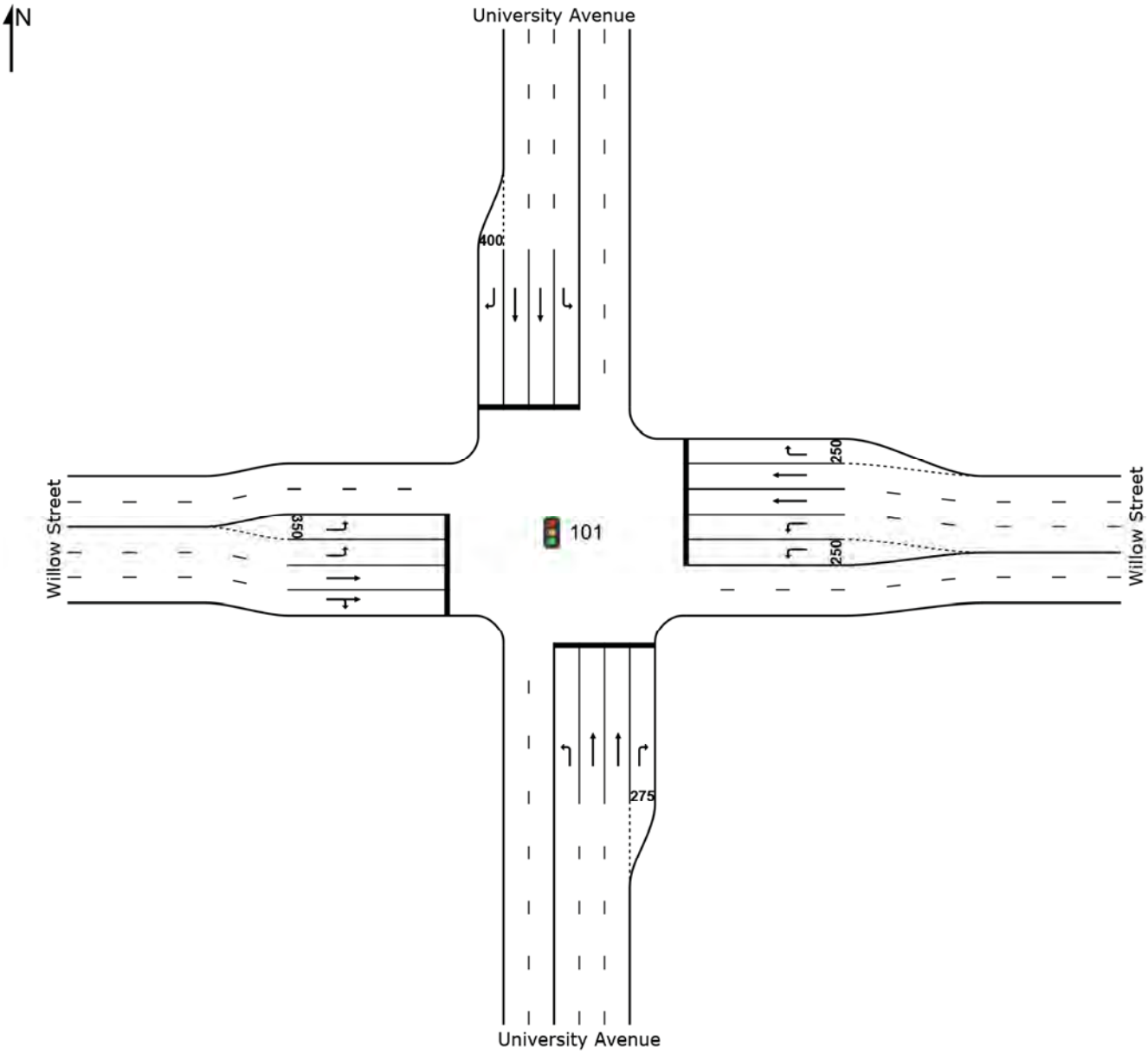
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will 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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# 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 | 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.

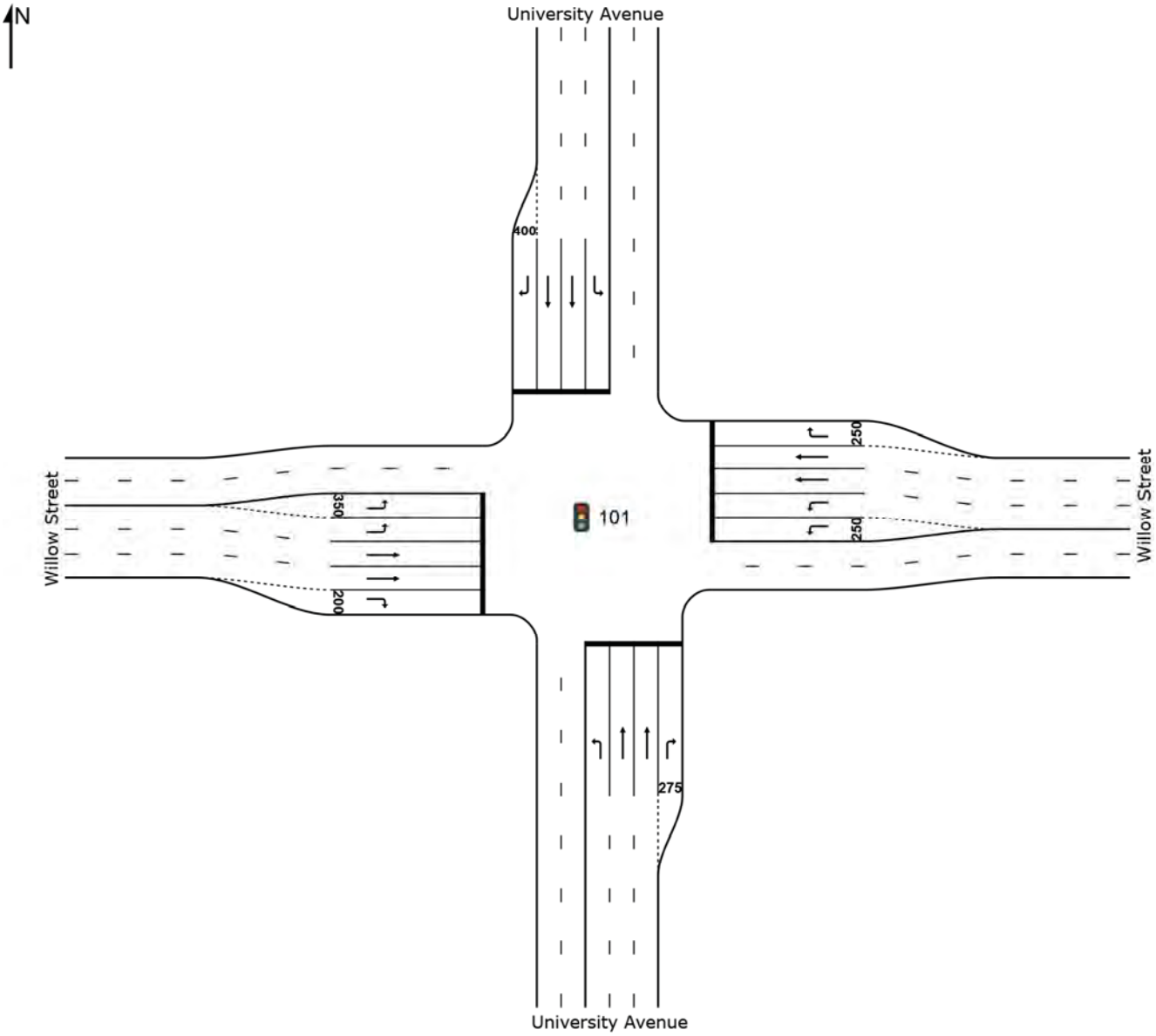
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# SITE LAYOUT

## Site: 101 [12 2040 AM Boulevard]

University Avenue

Signals - Pretimed Isolated

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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 [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 | 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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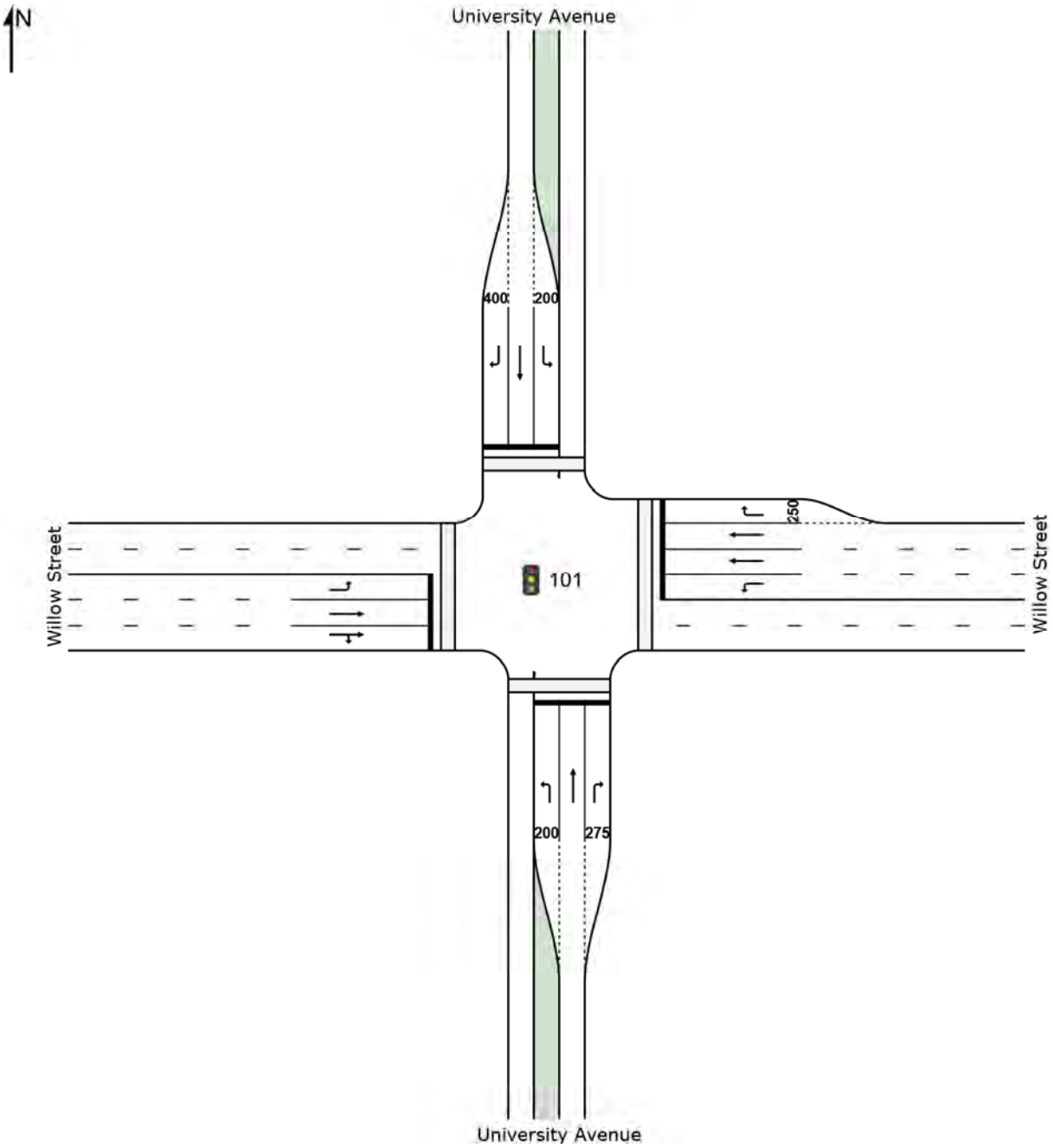
# SITE LAYOUT

## 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 | 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 | 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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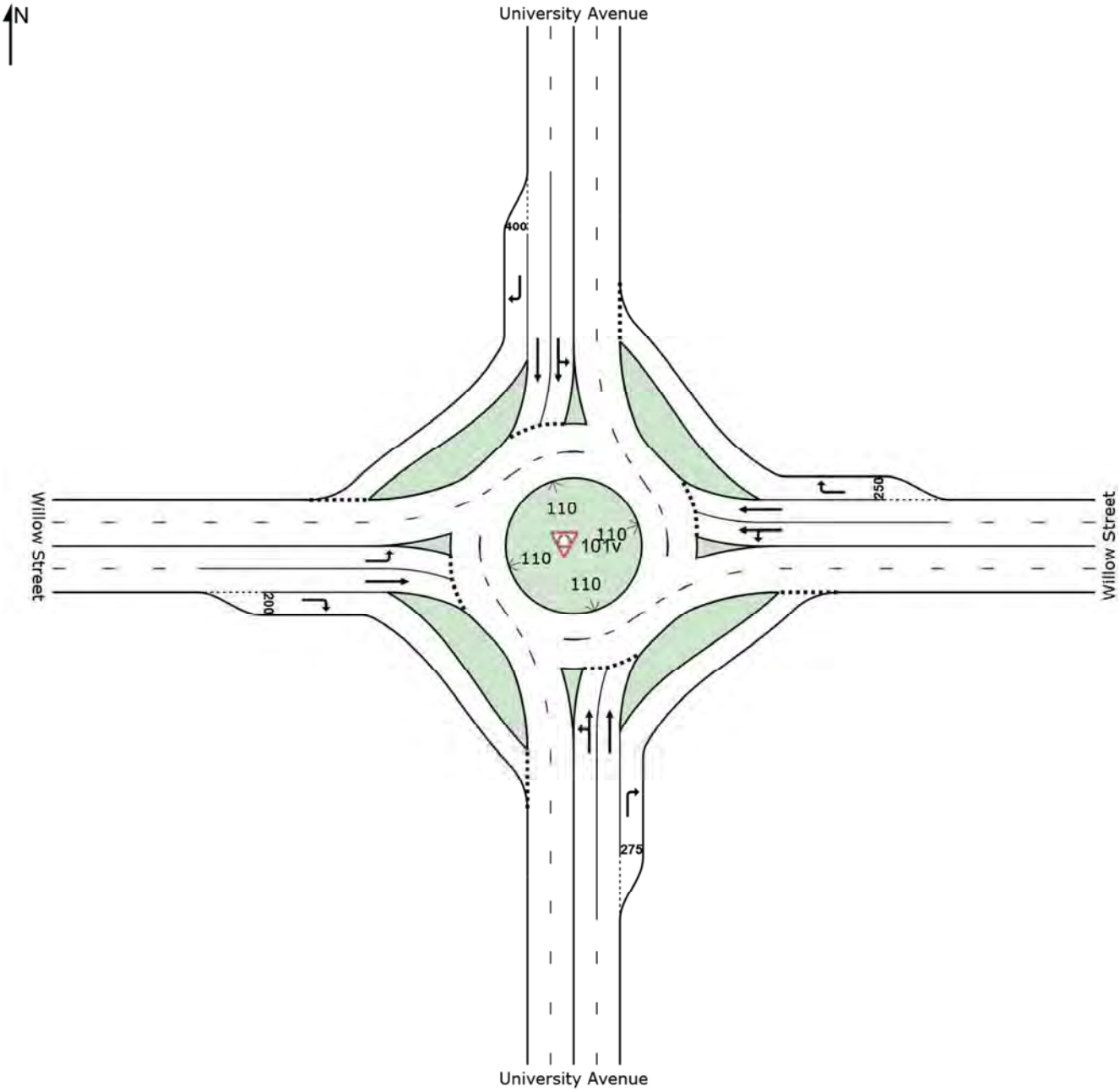
# SITE LAYOUT

## 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.

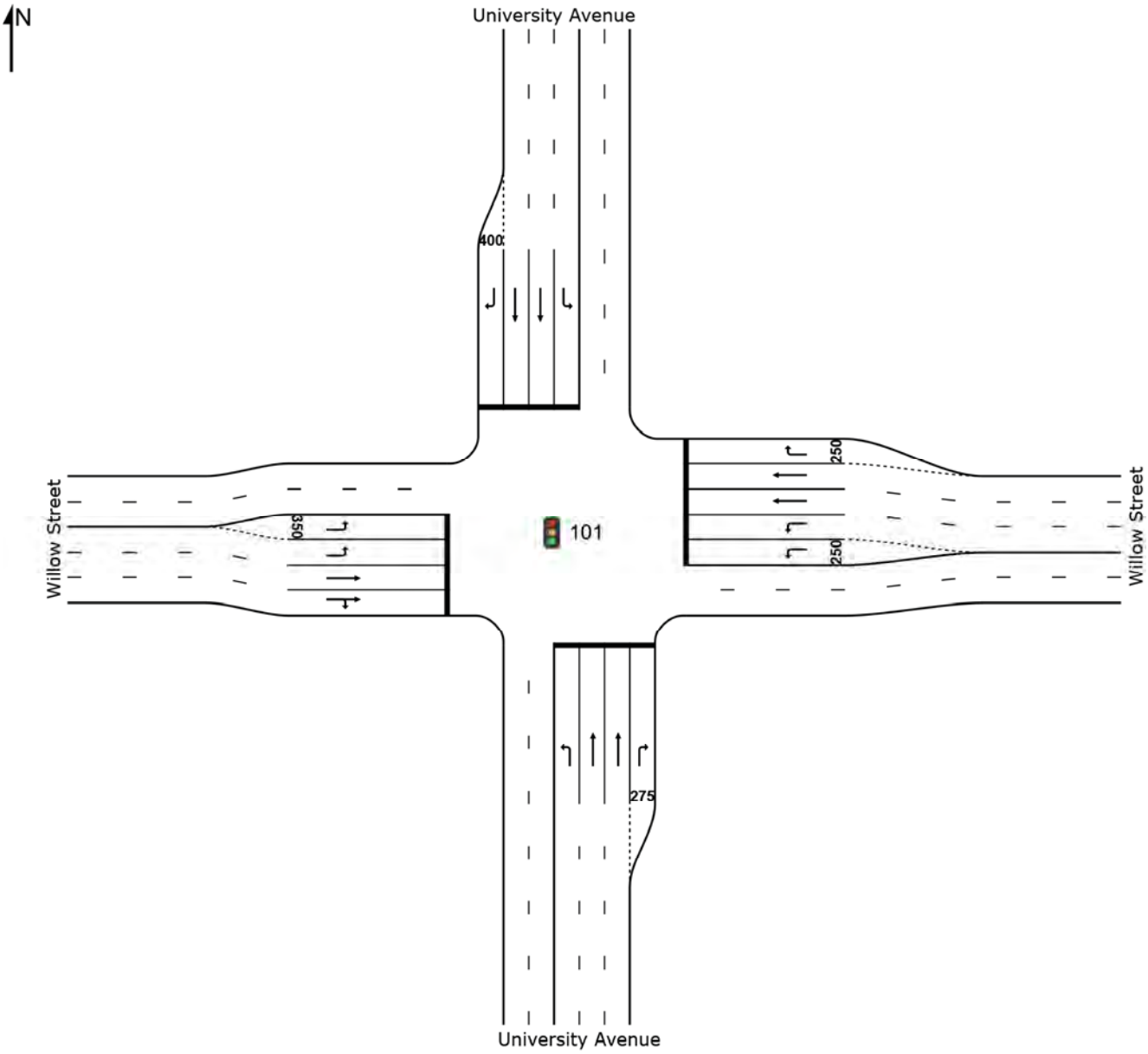
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# 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 | 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.

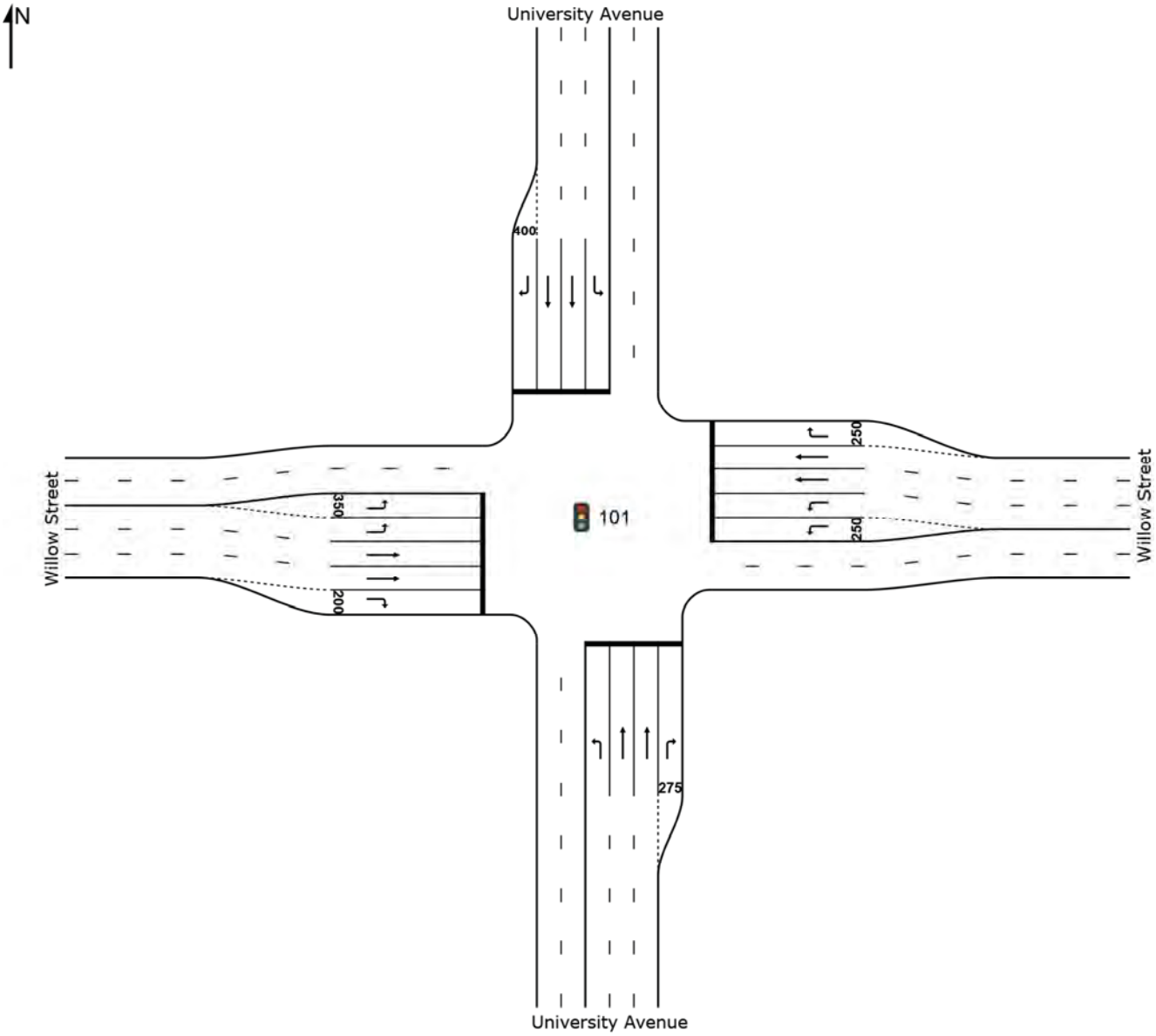
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# 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 | 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.

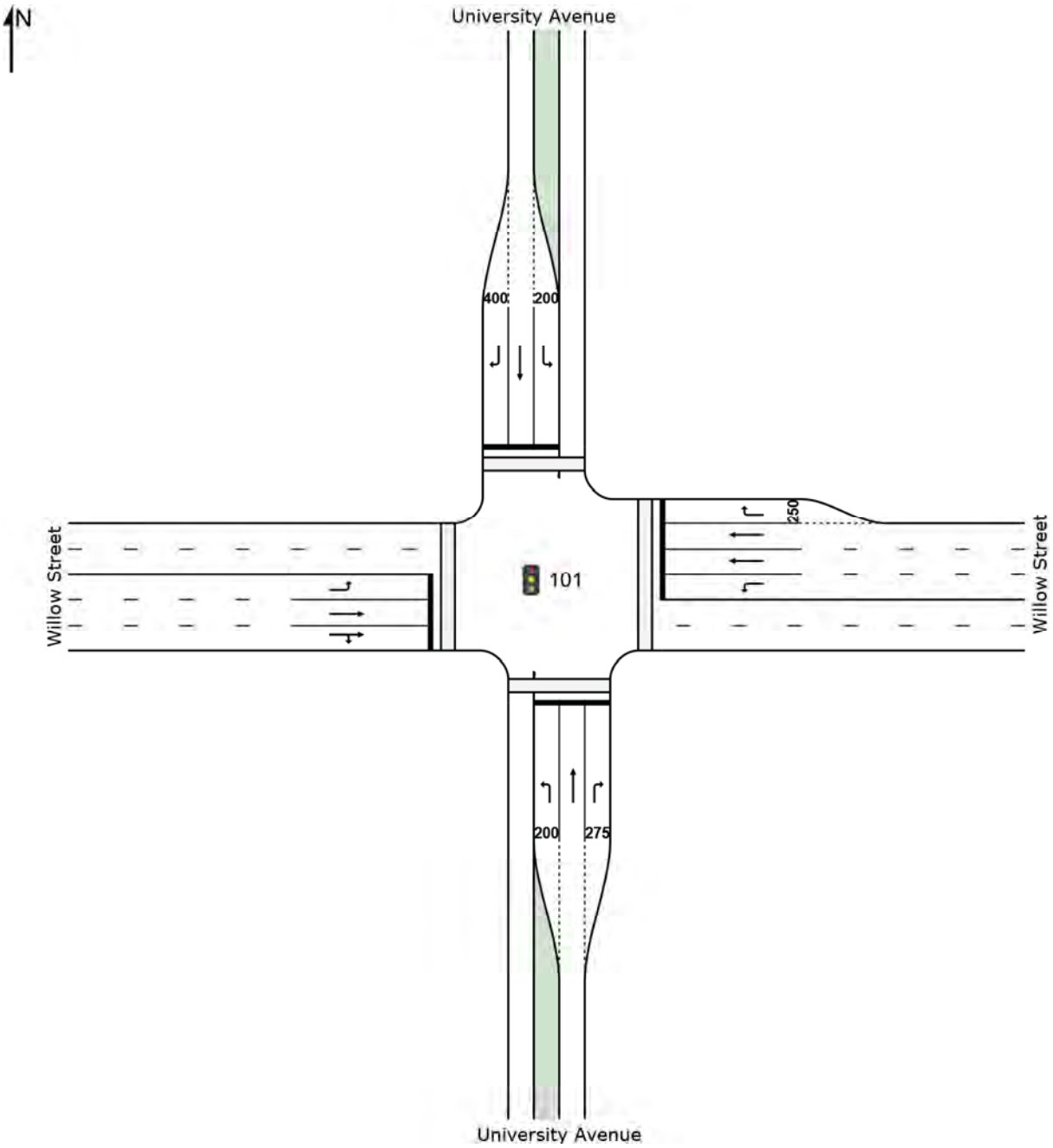
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# SITE LAYOUT

## Site: 101 [17 2040 PM Road Diet]

University Avenue

Signals - Pretimed Isolated

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Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Created: Thursday, April 12, 2018 2:38:13 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 [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 | 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 | 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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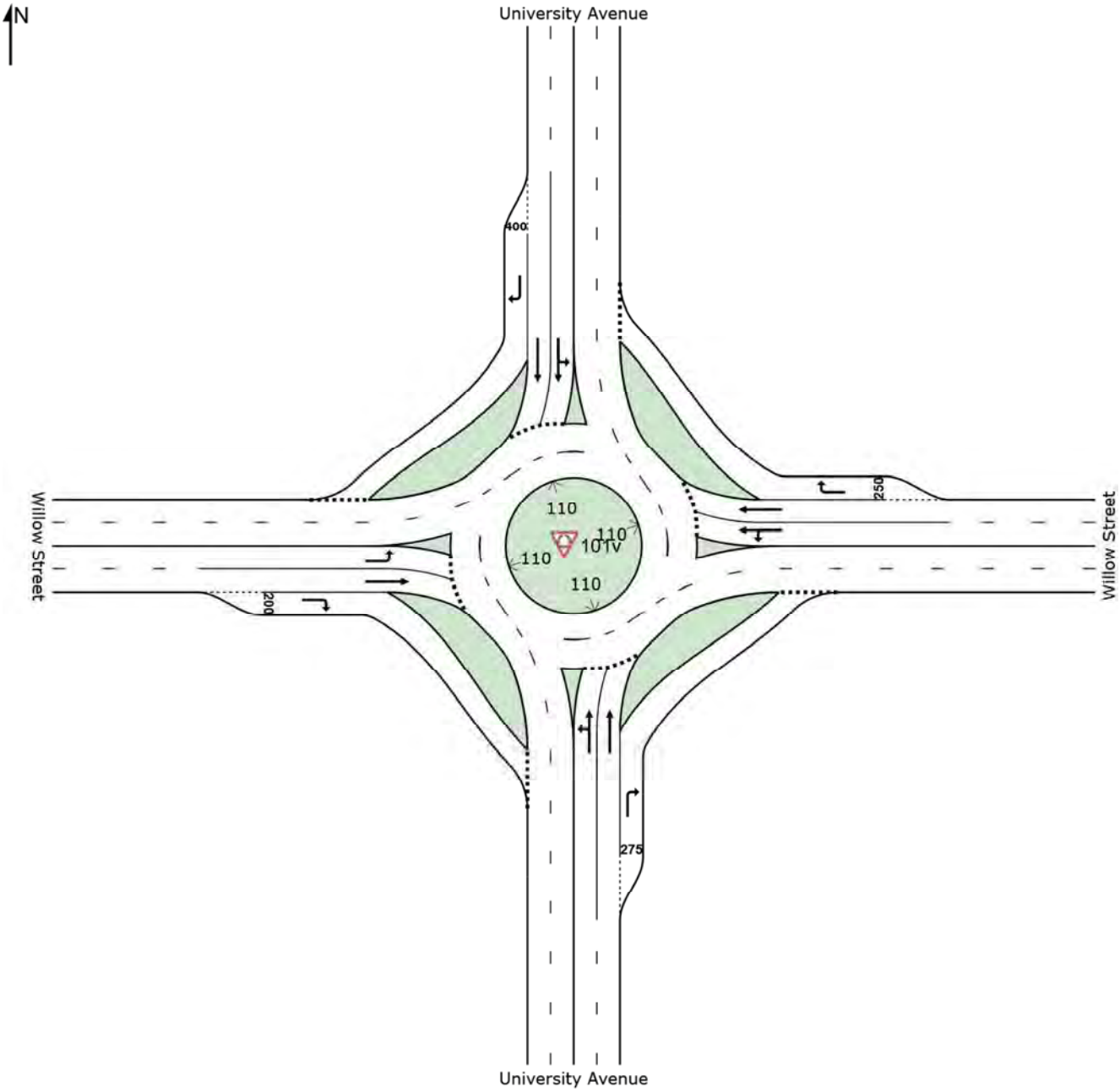
Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Processed: Wednesday, April 11, 2018 1:28:36 PM
Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\03 Willow at University.sip7

# SITE LAYOUT

## Site: 101v [18 2040 PM 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 [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.

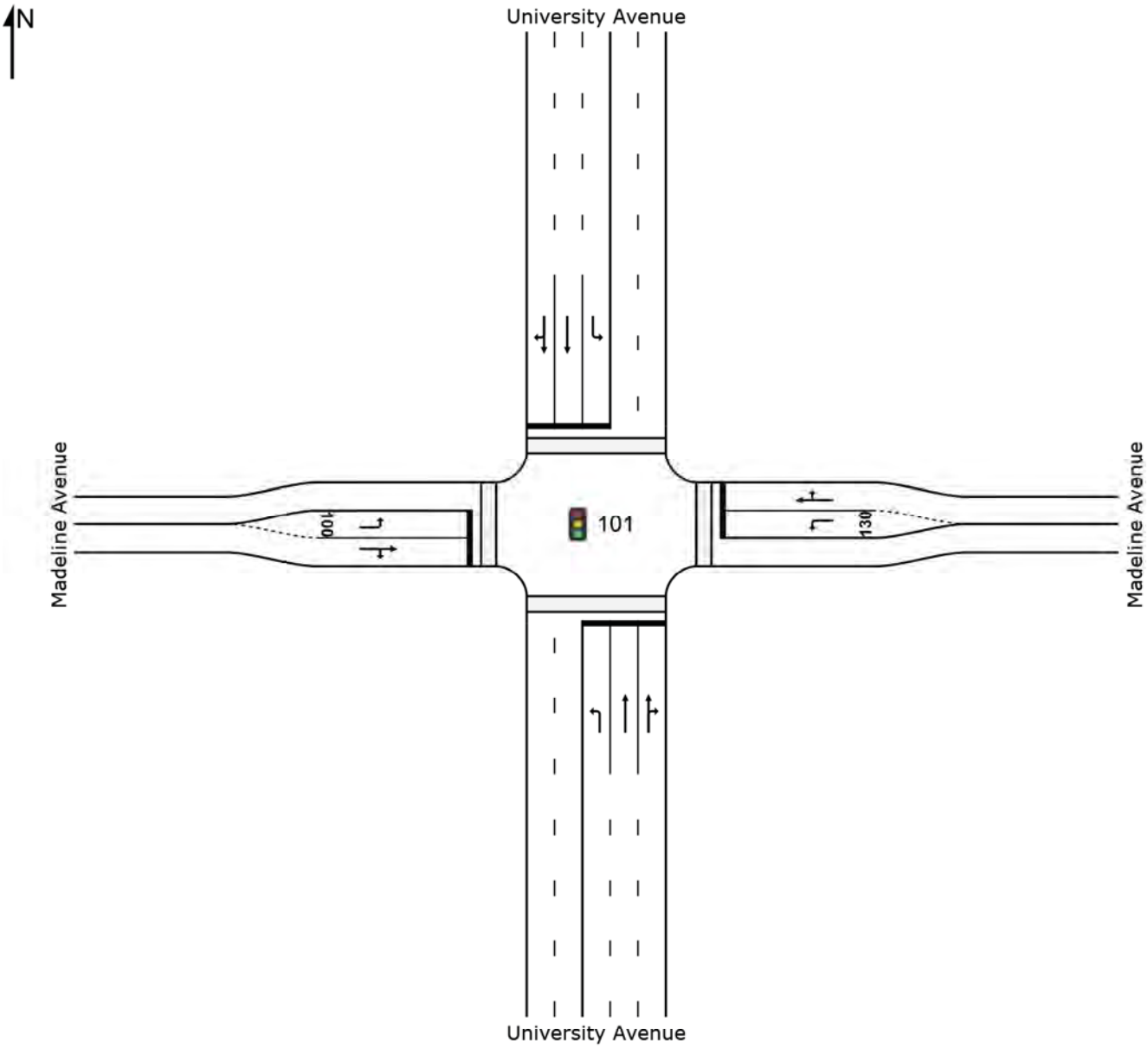
Madeline Avenue

# 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 | 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**

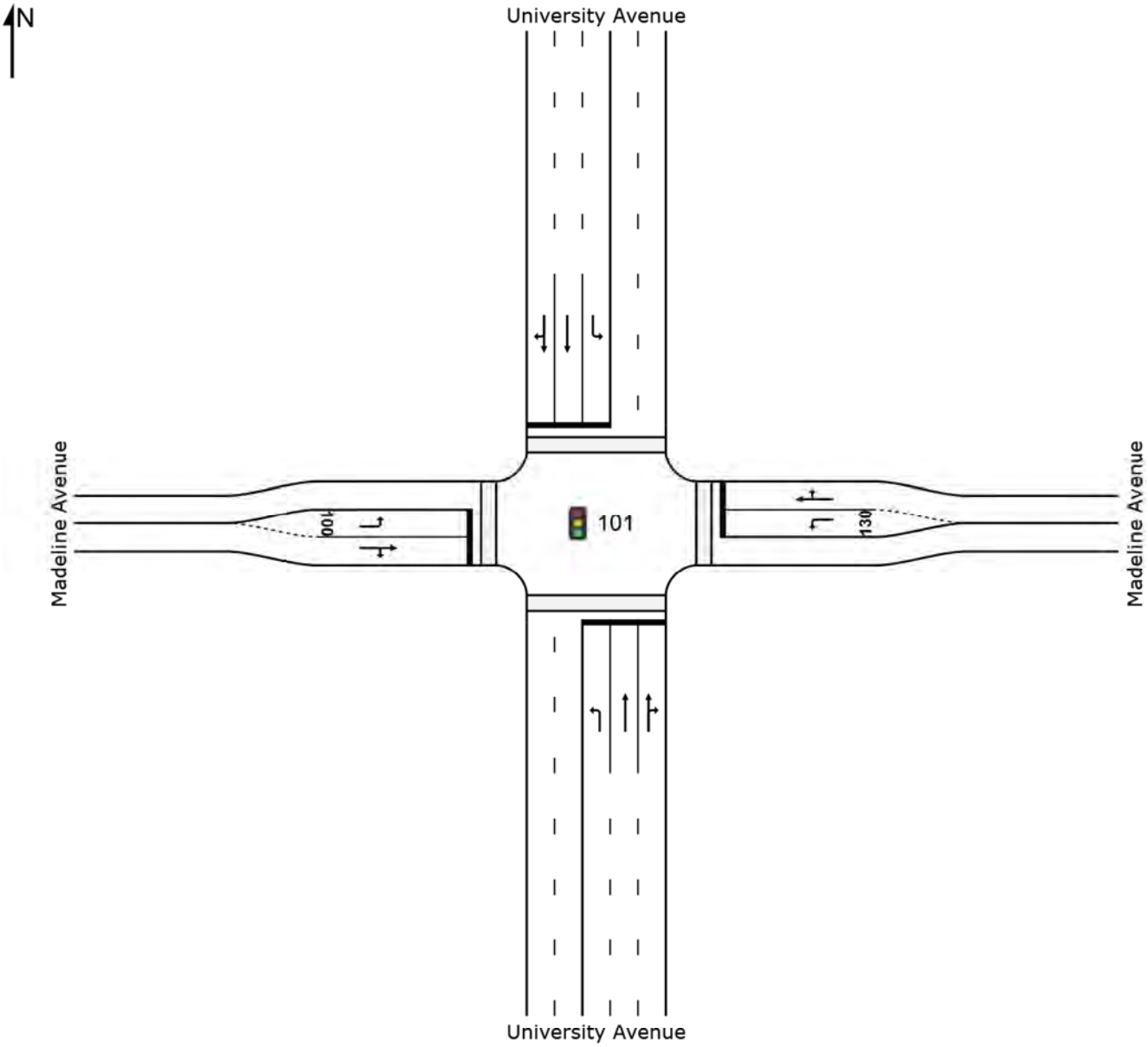
| Mov ID | Description | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Distance ft | Prop. Queued | Effective Stop Rate per ped |
|---|---|---|---|---|---|---|---|---|
| 2P | South Full Crossing | 54 | 51.5 | LOS E | 0.2 | 0.5 | 0.93 | 0.93 |
| 8P | 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 | 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**

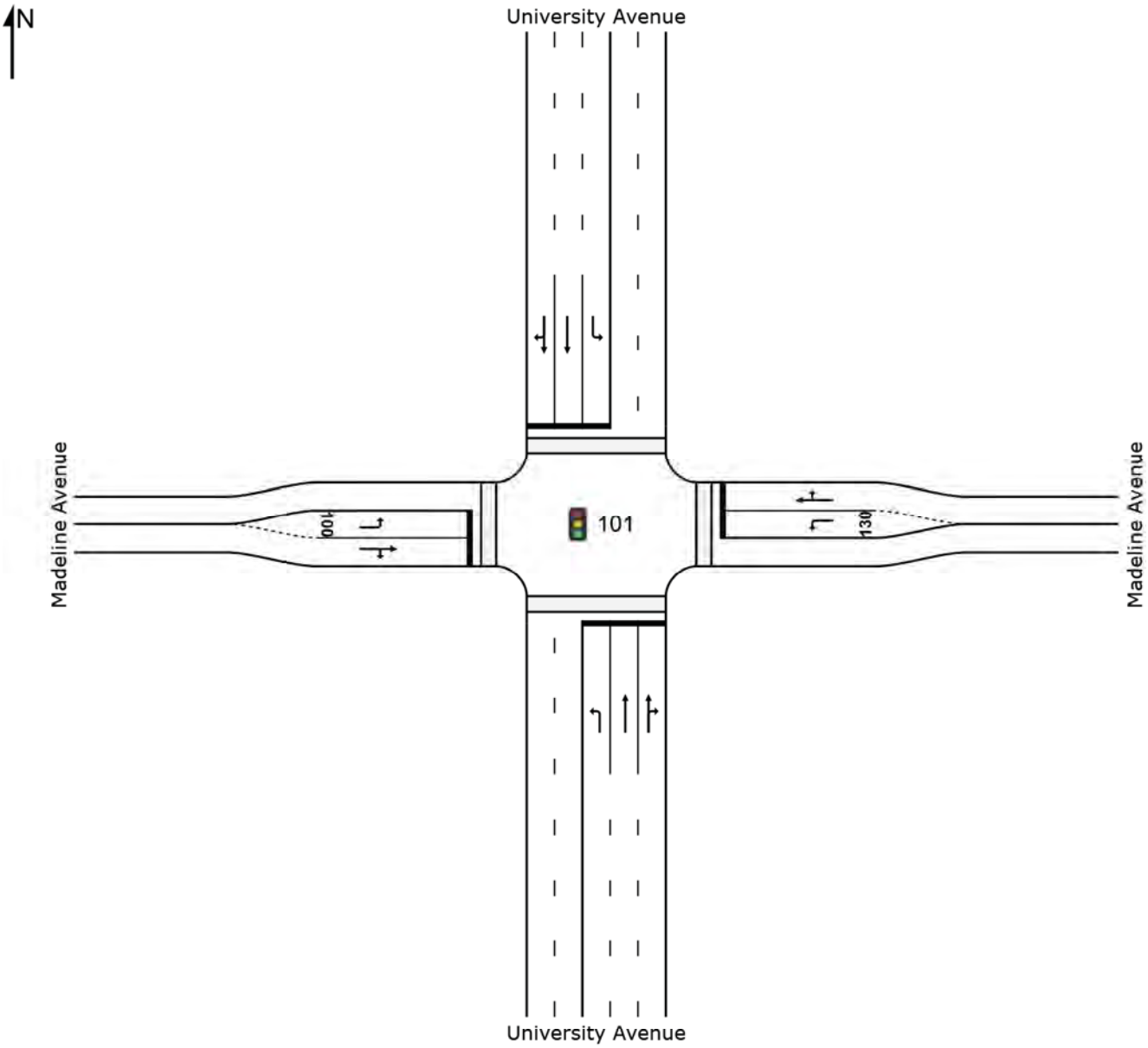
| Mov ID | Description | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Distance ft | Prop. Queued | Effective Stop Rate per ped |
|---|---|---|---|---|---|---|---|---|
| 2P | South Full Crossing | 54 | 41.5 | LOS E | 0.1 | 0.4 | 0.91 | 0.91 |
| 8P | 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 | 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**

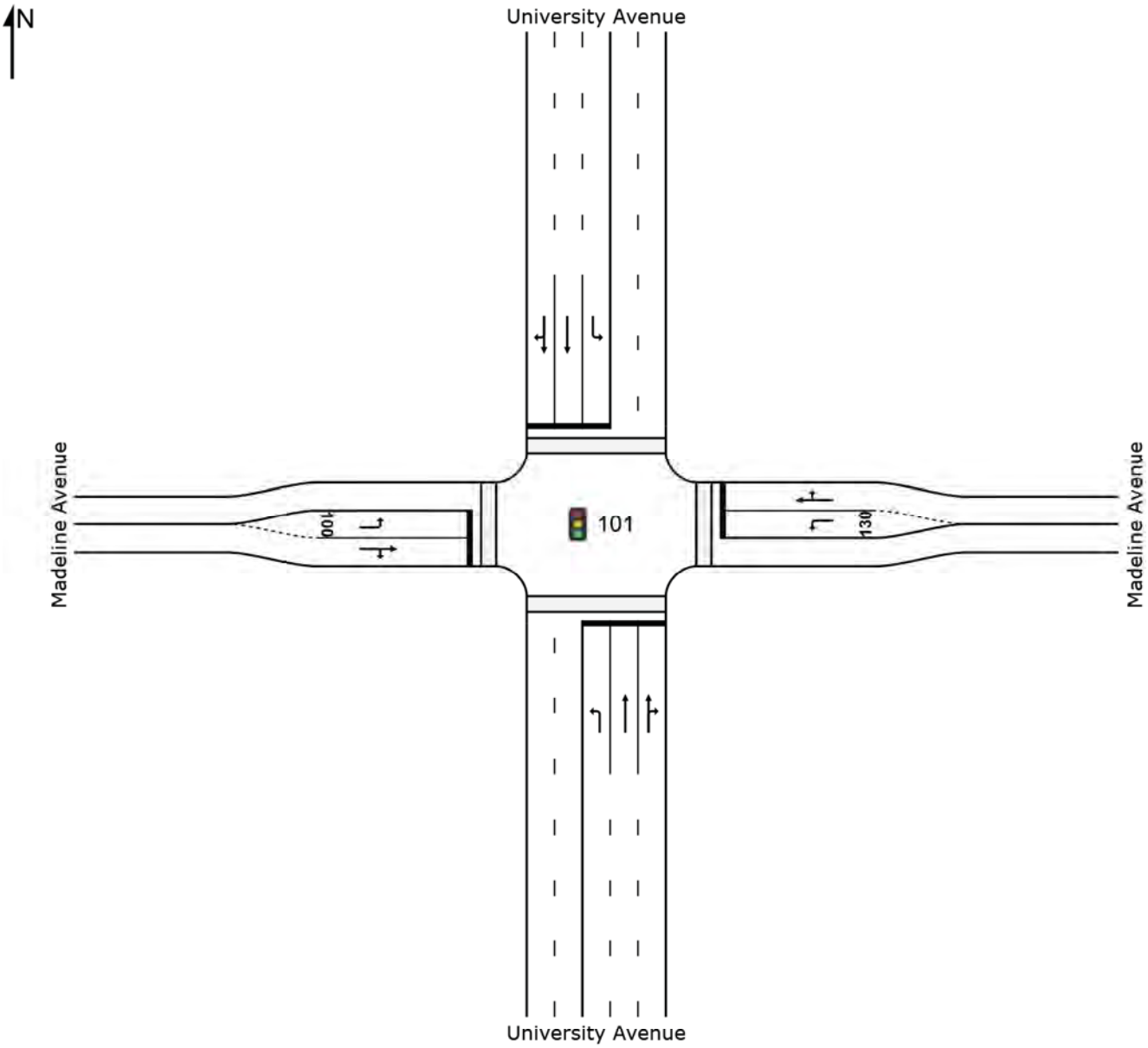
| Mov ID | Description | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Distance ft | Prop. Queued | Effective Stop Rate per ped |
|---|---|---|---|---|---|---|---|---|
| 2P | South Full Crossing | 58 | 51.5 | LOS E[12] | 0.2 | 0.6 | 0.93 | 0.93 |
| 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 | 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**

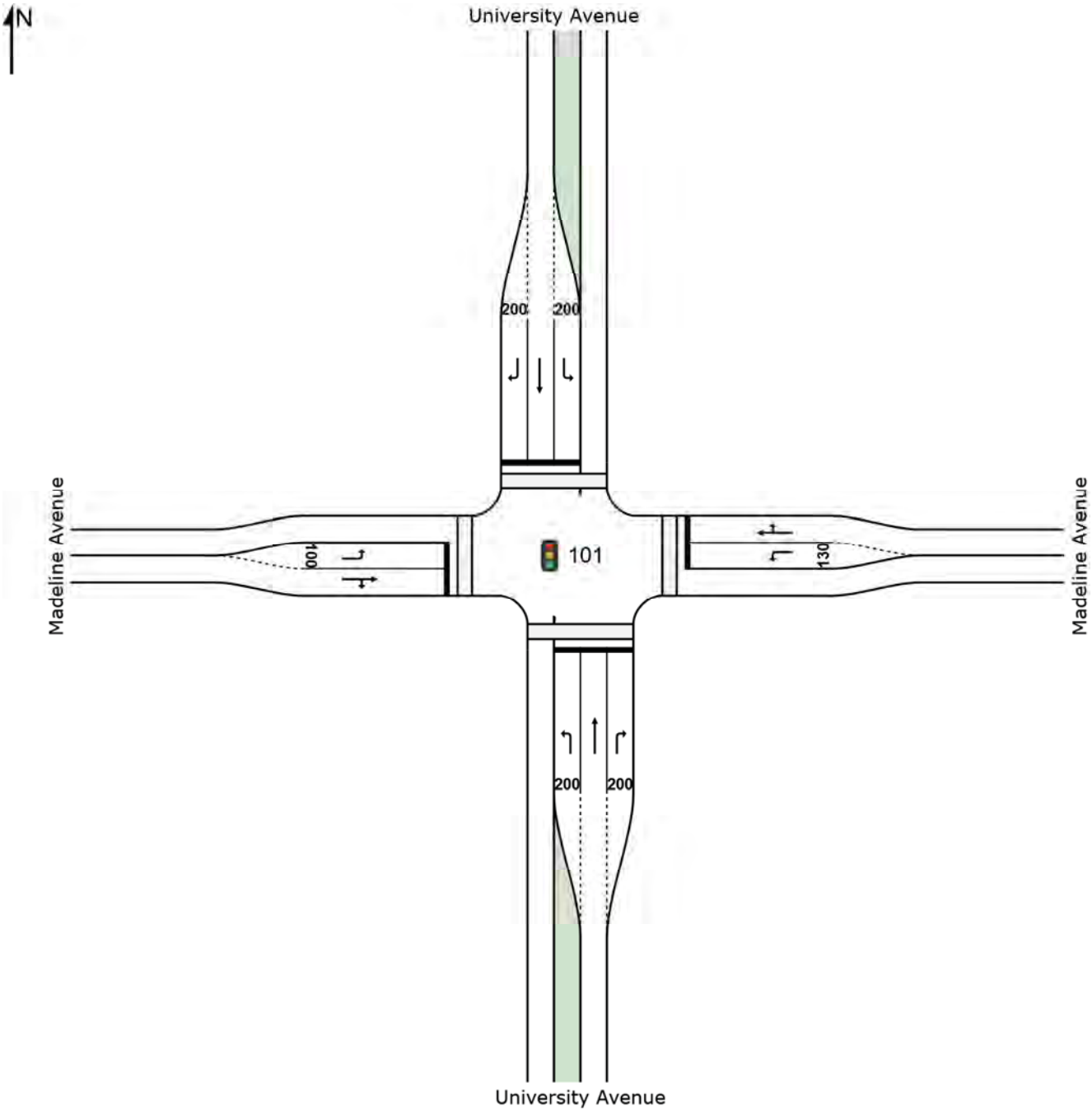
| Mov ID | Description | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Distance ft | Prop. Queued | Effective Stop Rate per ped |
|---|---|---|---|---|---|---|---|---|
| 2P | South Full Crossing | 58 | 51.5 | LOS E[12] | 0.2 | 0.6 | 0.93 | 0.93 |
| 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 | 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 | 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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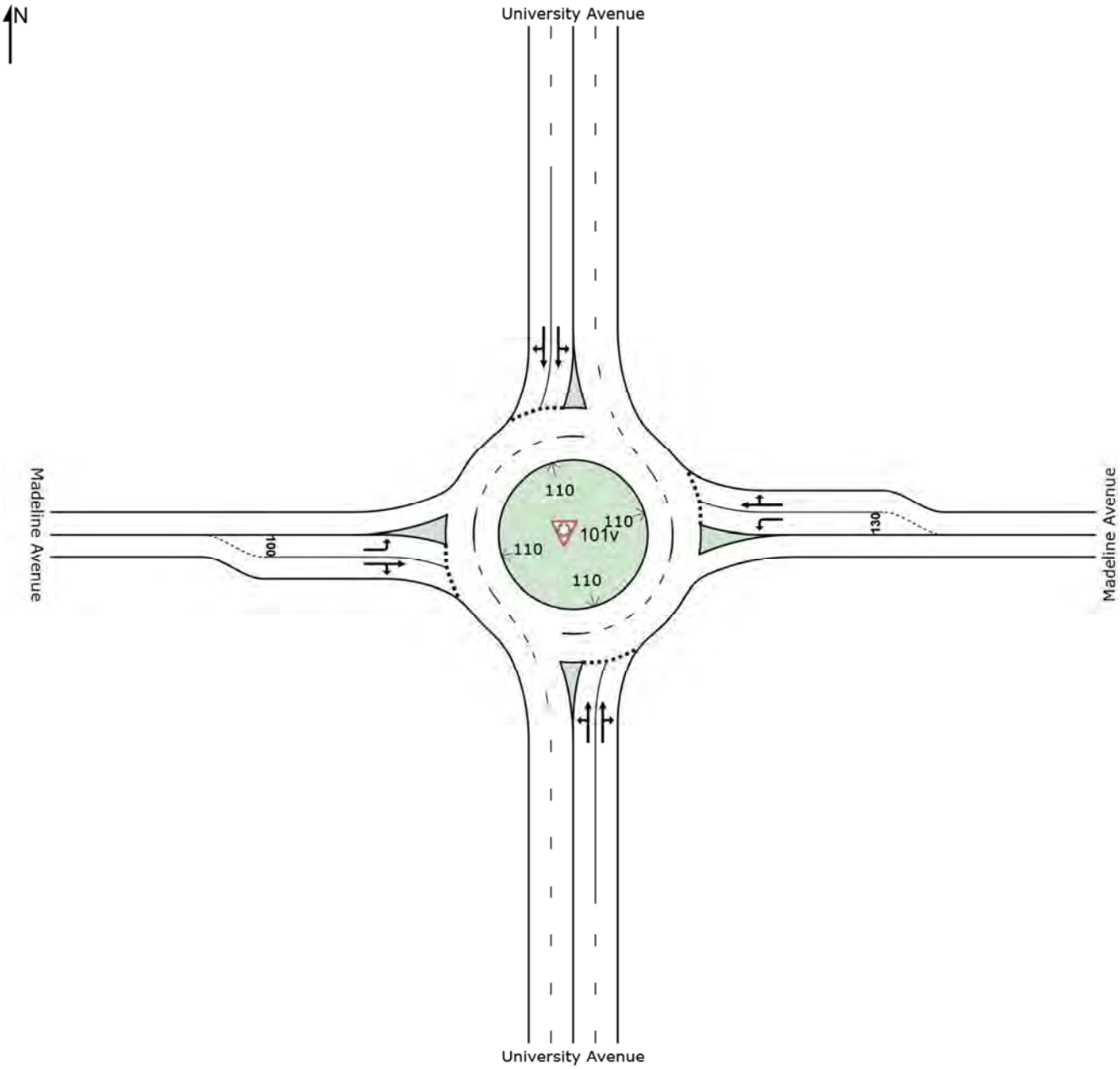
Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Processed: Friday, April 6, 2018 11:15:29 AM
Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\04 Madeline at University.sip7

# SITE LAYOUT

## Site: 101v [06 2020 AM Roundabout]

University Avenue

Roundabout



# 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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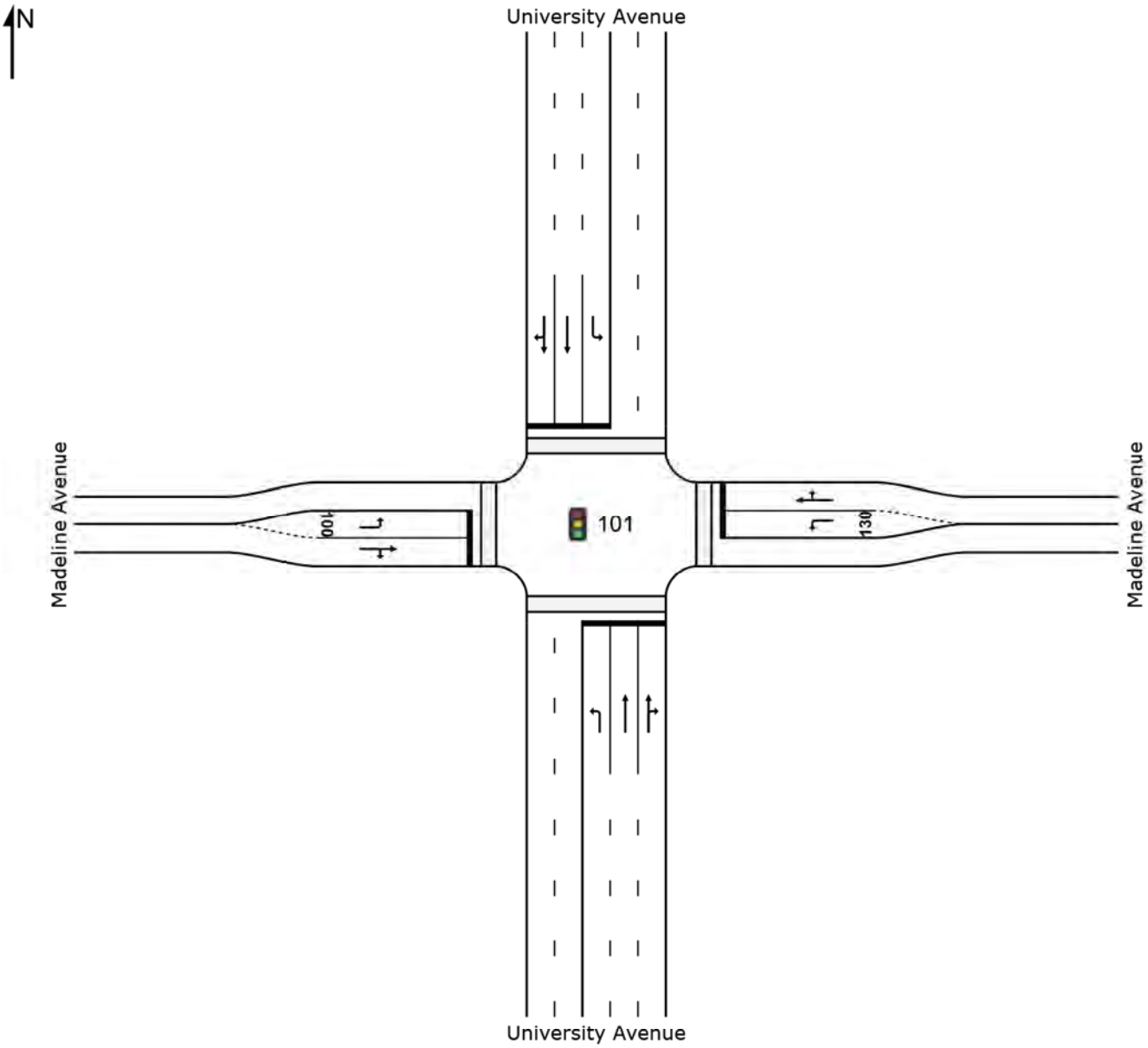
# SITE LAYOUT

## Site: 101 [07 2020 PM No Build]

University Avenue

Signals - Pretimed Isolated

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Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Created: Thursday, April 12, 2018 2:40:02 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 [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 | | | | | | | | | | | |
| 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 | 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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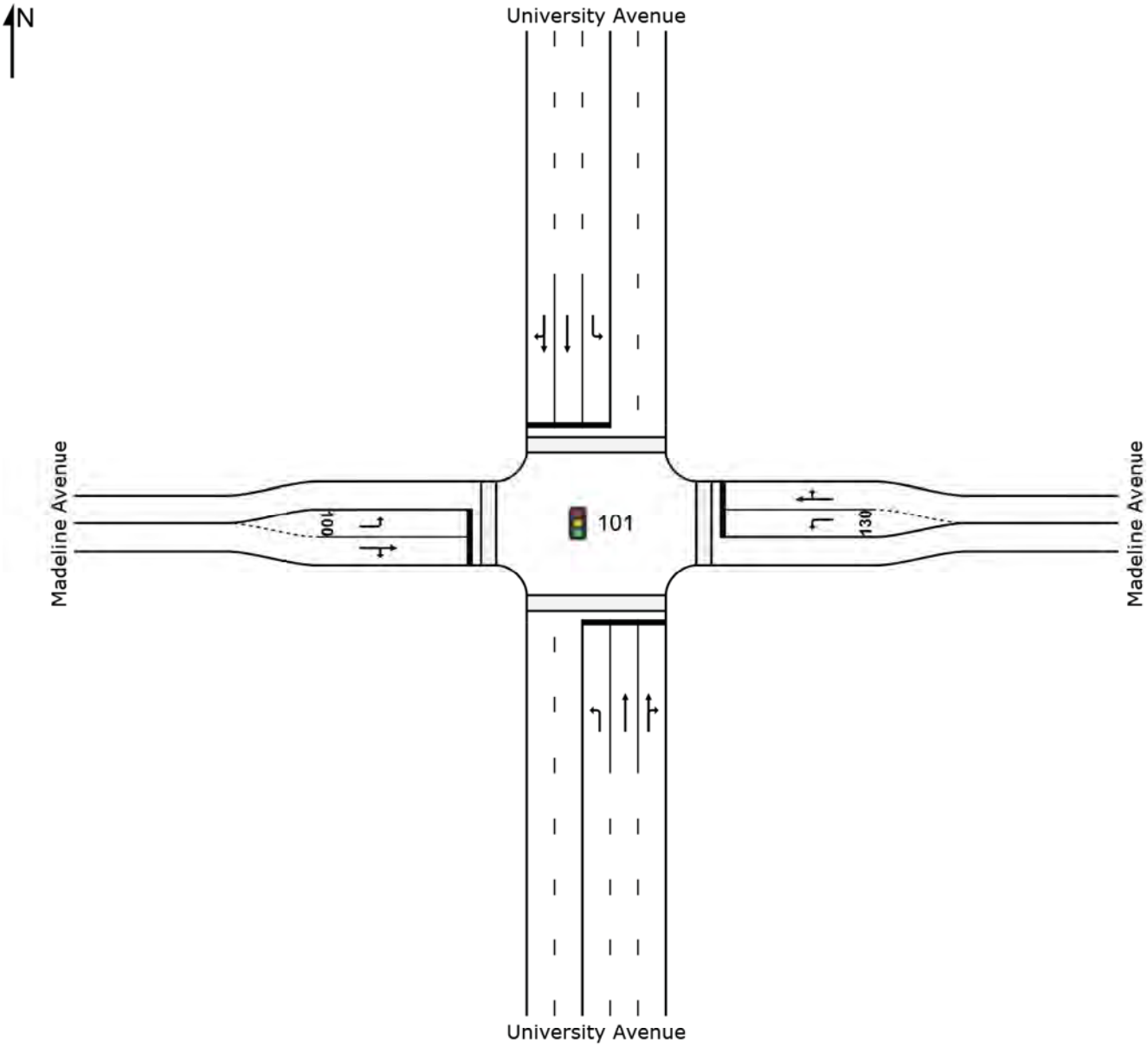
# SITE LAYOUT

## Site: 101 [08 2020 PM Boulevard]

University Avenue

Signals - Pretimed Isolated

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Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Created: Thursday, April 12, 2018 2:39:19 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 [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 | 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 | 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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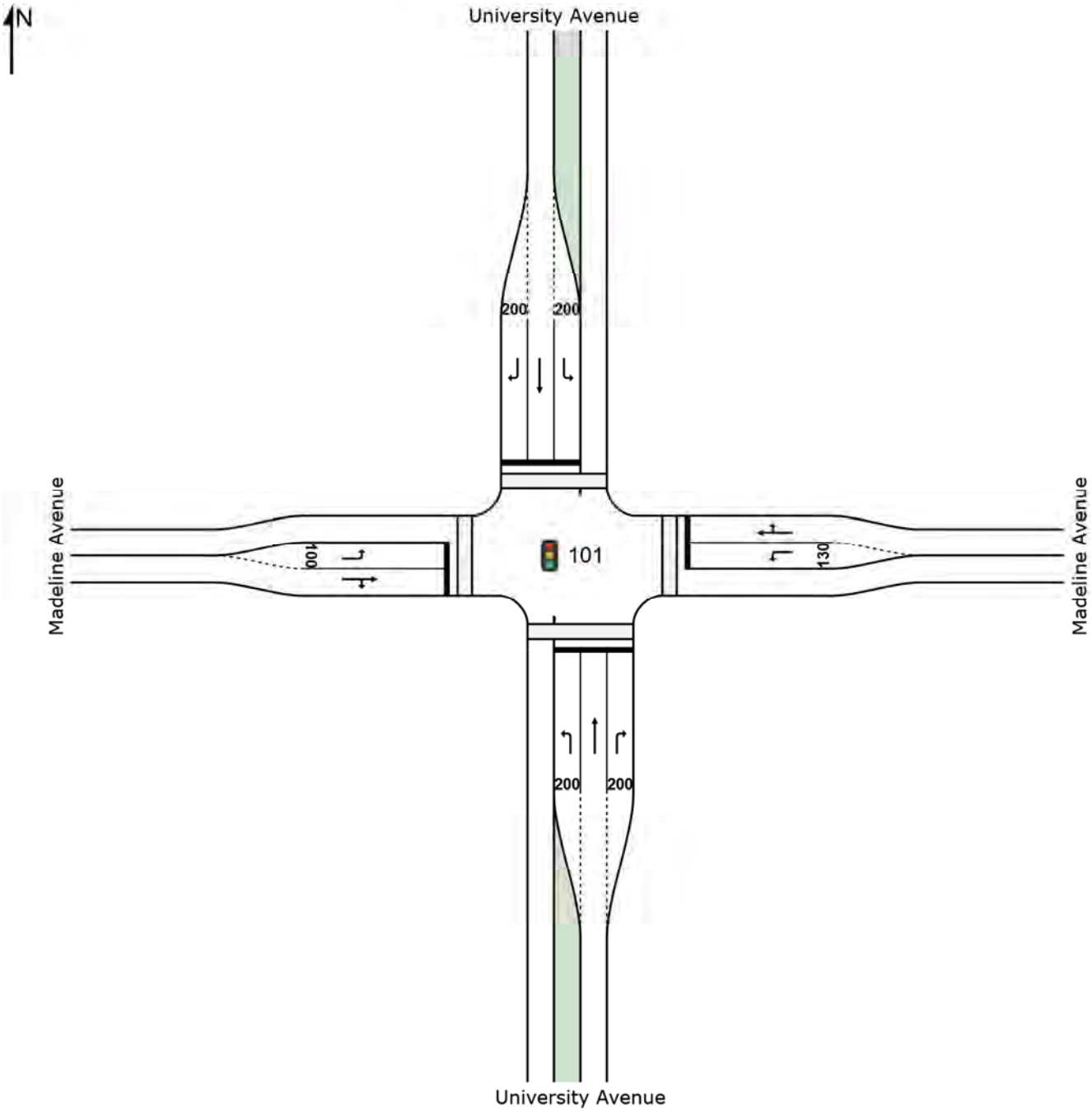
# SITE LAYOUT

## 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 | 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 | 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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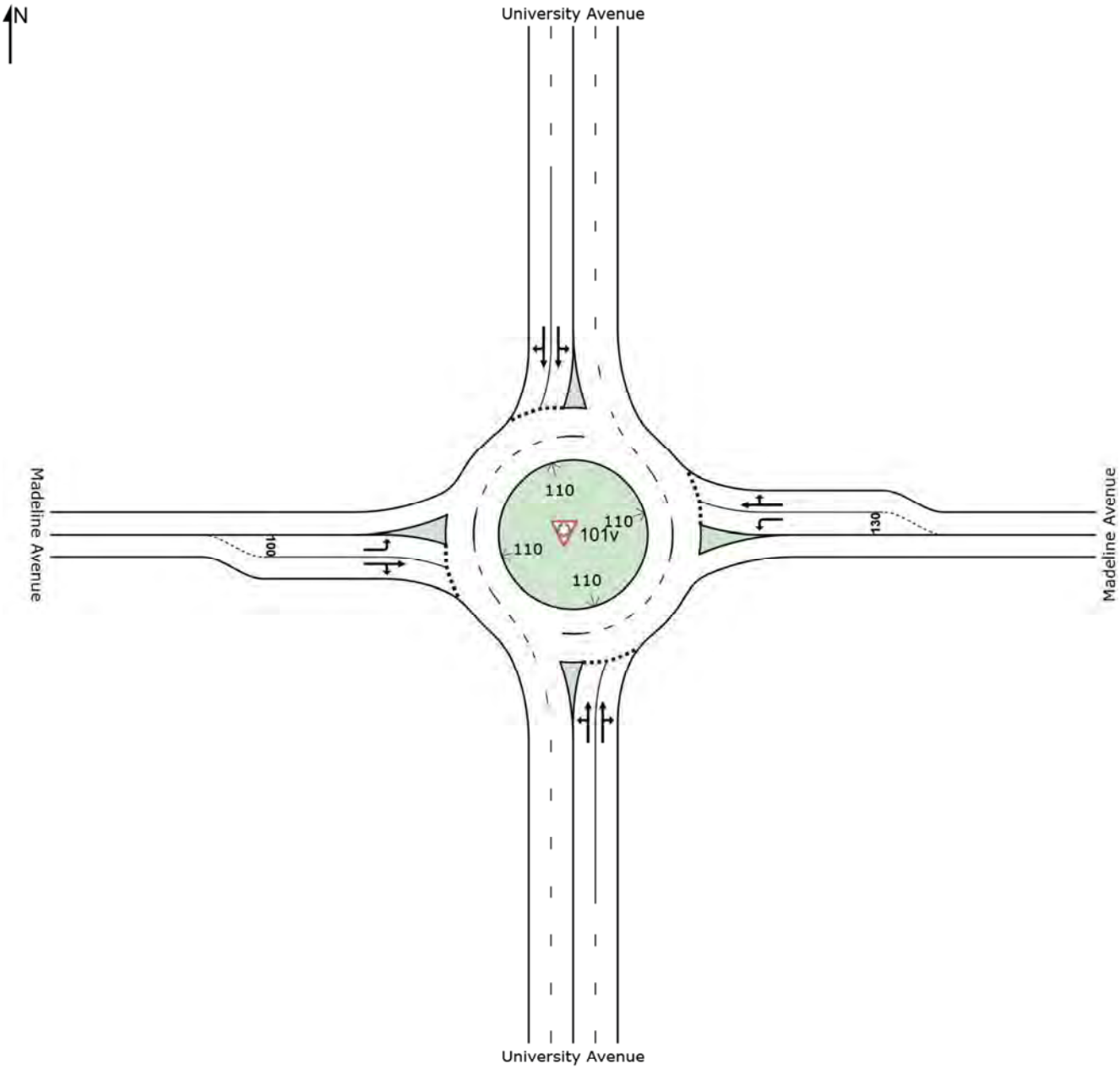
Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Processed: Friday, April 6, 2018 11:15:33 AM
Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\04 Madeline at University.sip7

# 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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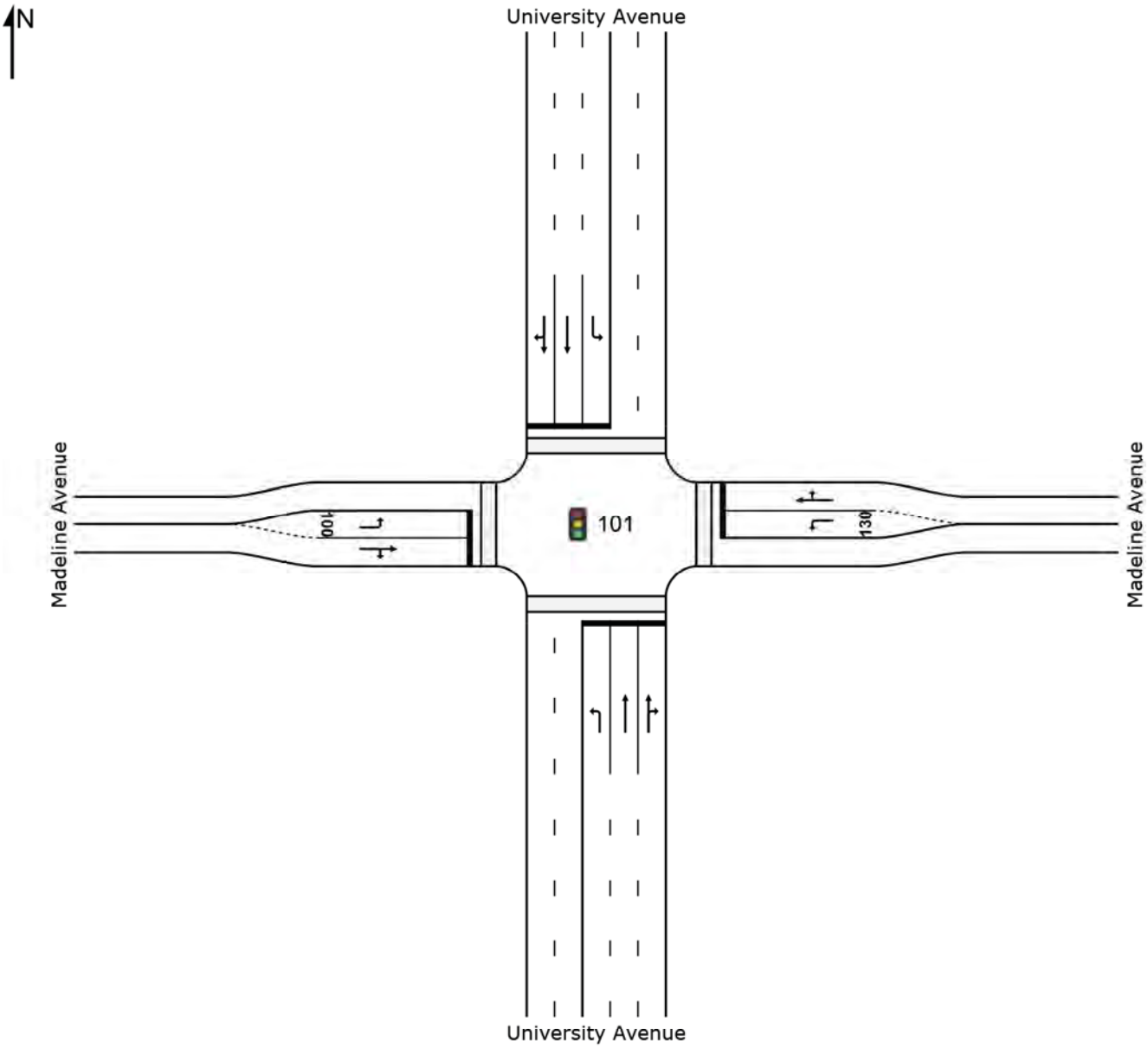
# SITE LAYOUT

## Site: 101 [11 2040 AM No Build]

University Avenue

Signals - Pretimed Isolated

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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 | 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 | 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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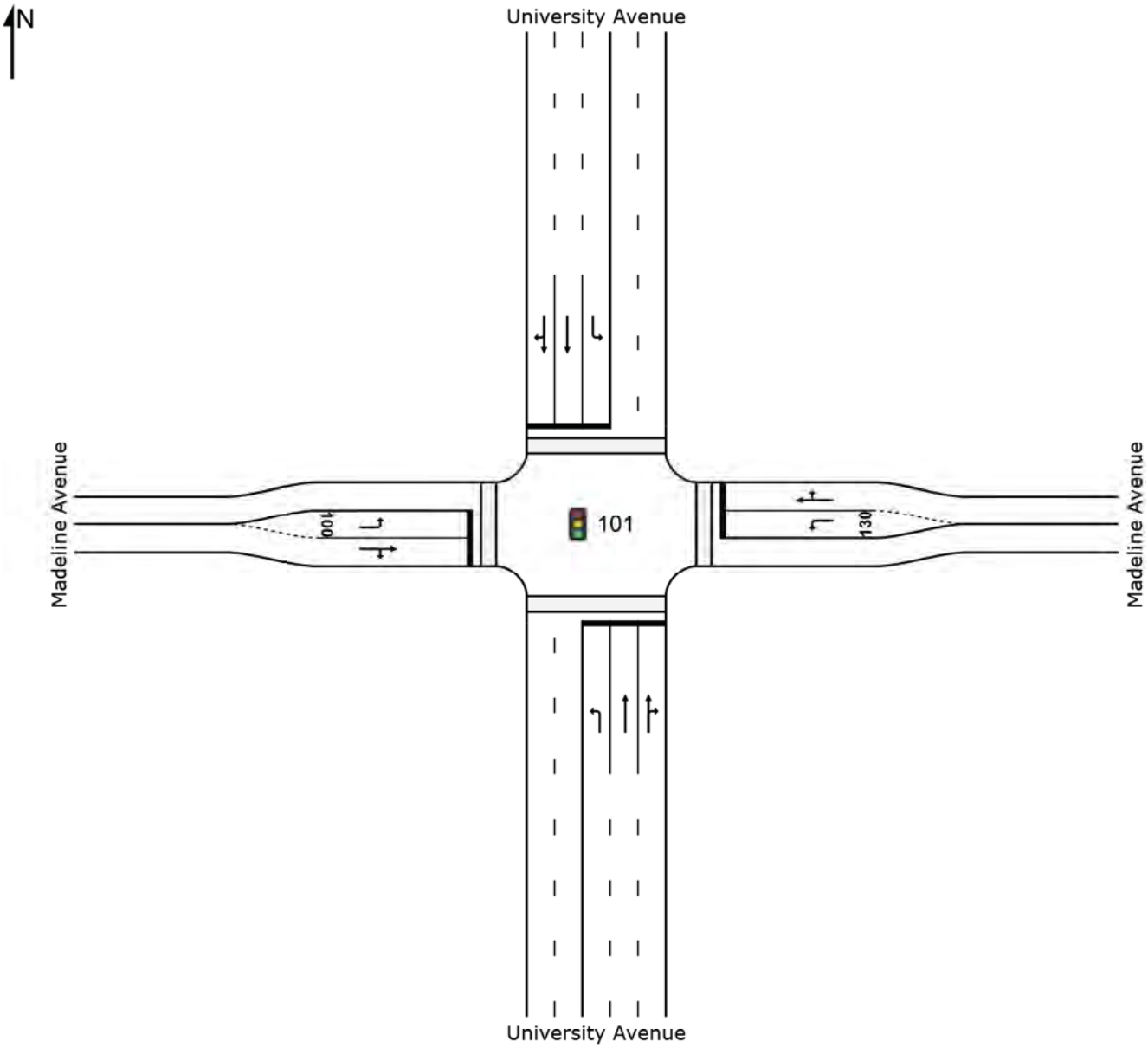
# SITE LAYOUT

## Site: 101 [12 2040 AM Boulevard]

University Avenue

Signals - Pretimed Isolated

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Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Created: Thursday, April 12, 2018 2:39:26 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 [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 | 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 | 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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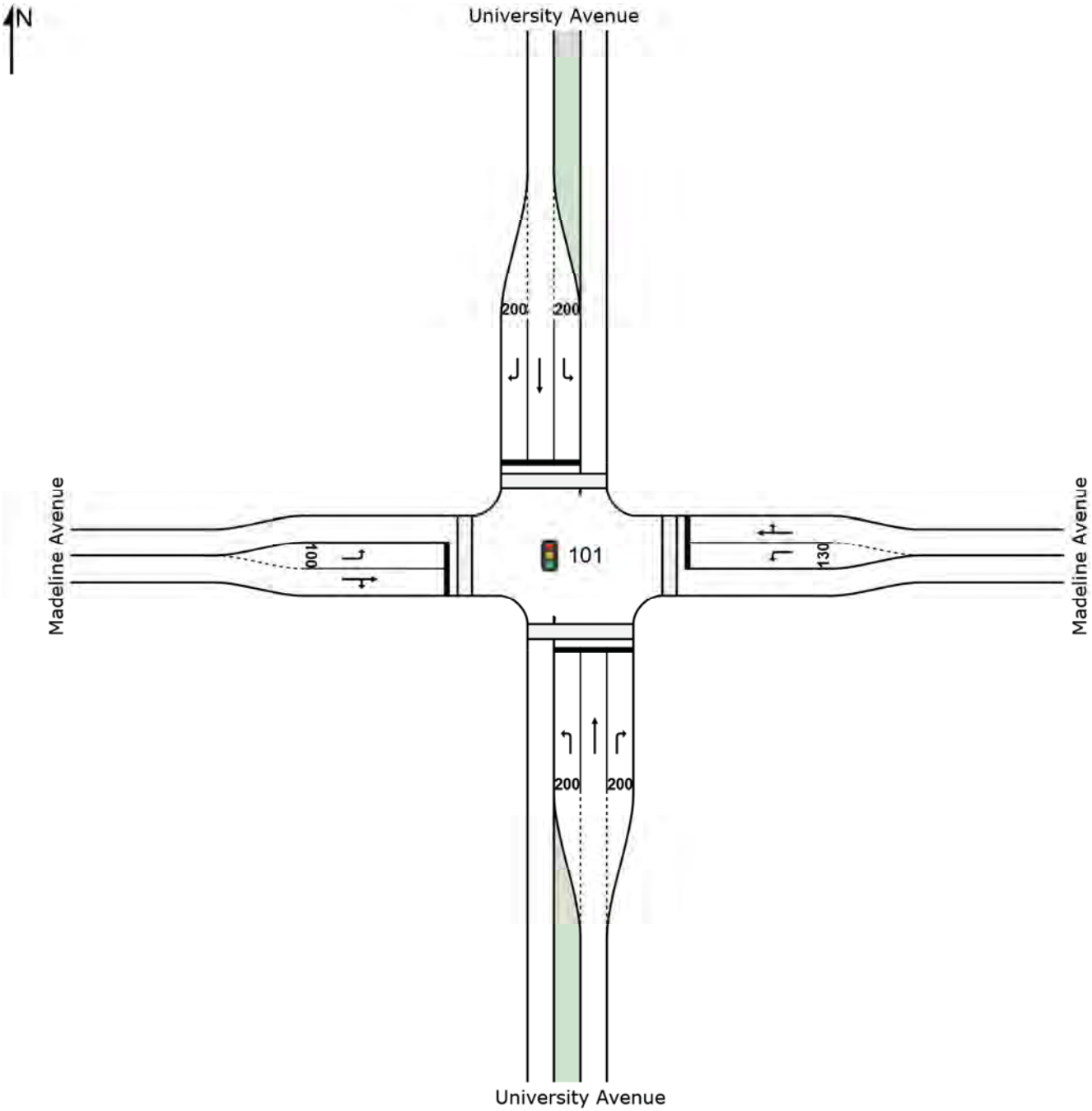
Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\04 Madeline at University.sip7

# 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 | 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 | 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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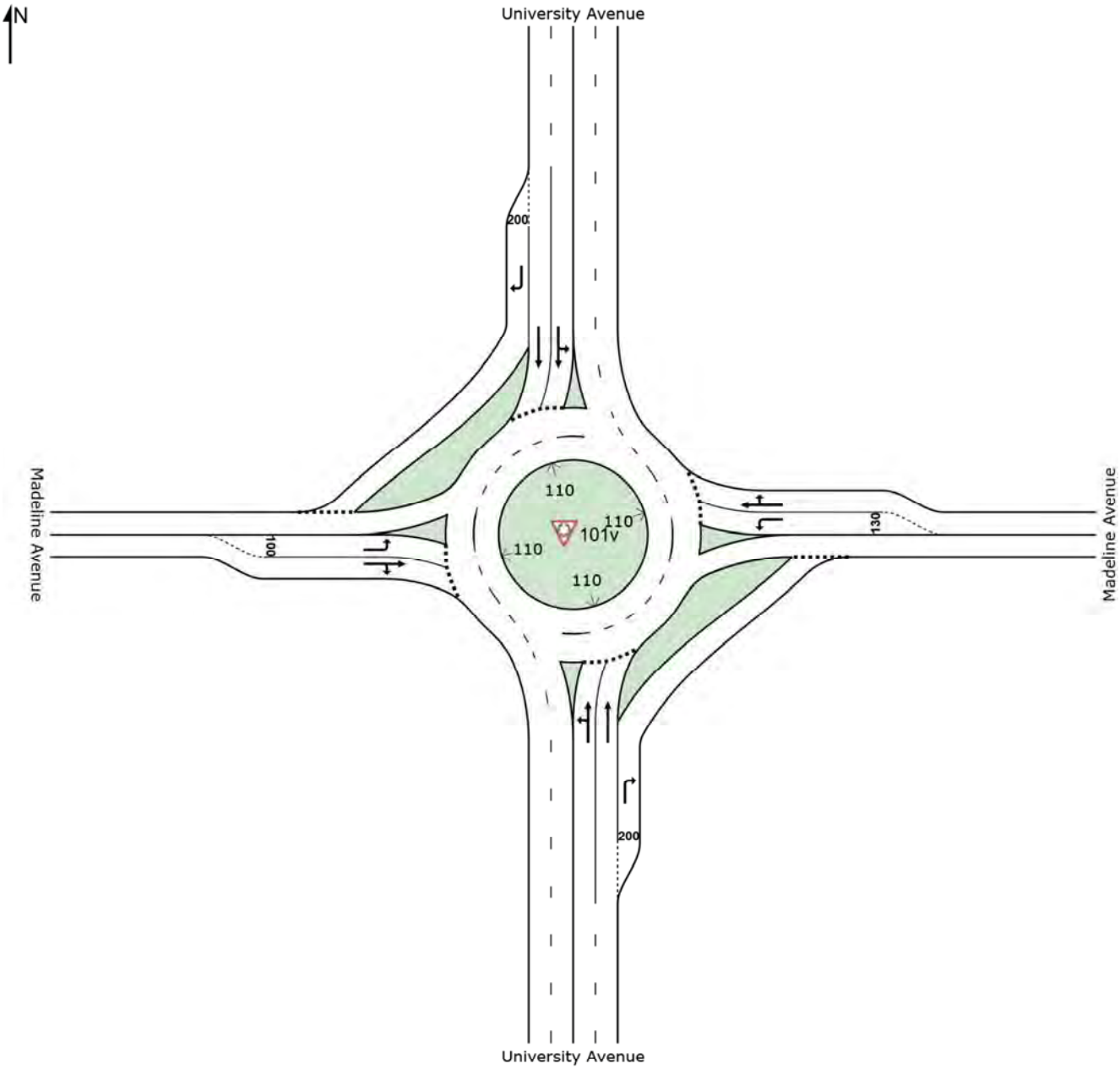
Project: C:\Users\llambert\Dropbox\Projects\0050 AMPO Universtiy Corridor\2018-02-13 Alternative Analysis\Electronic Files\Sidra - 0.8 growth\04 Madeline at University.sip7

# 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 | 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.

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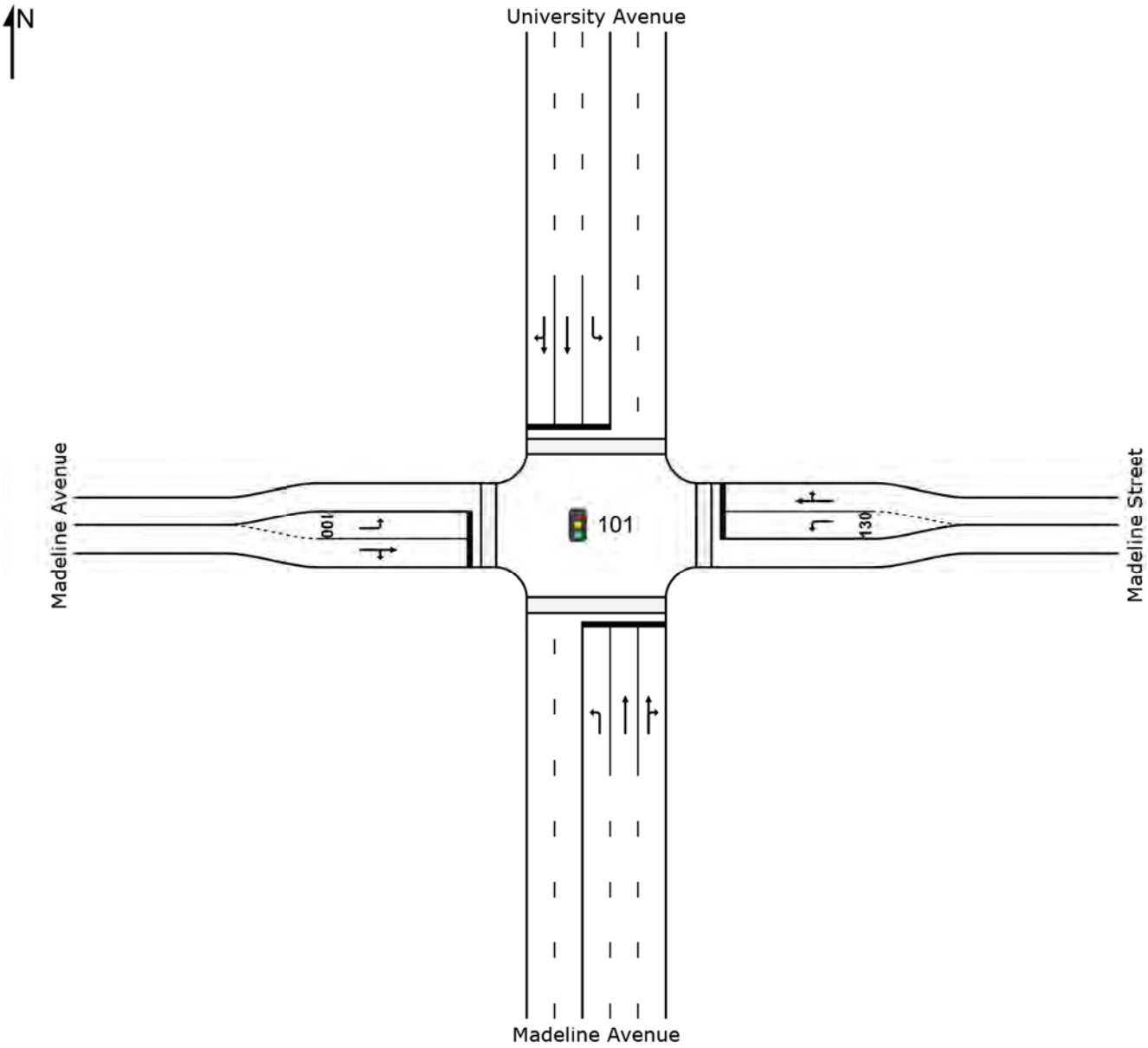
# SITE LAYOUT

## 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 | 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**

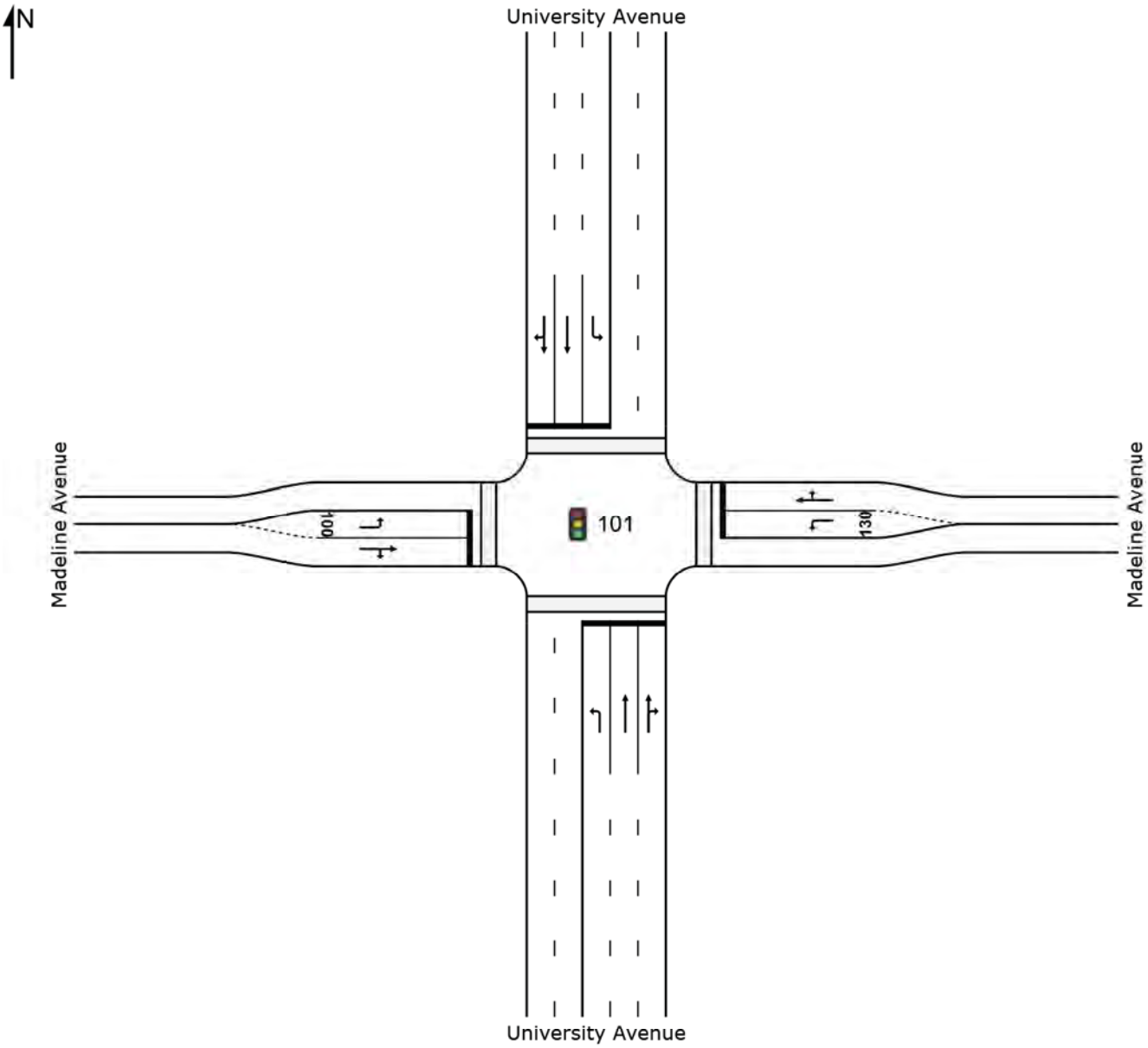
| Mov ID | Description | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Distance ft | Prop. Queued | Effective Stop Rate per ped |
|---|---|---|---|---|---|---|---|---|
| 2P | South Full Crossing | 86 | 41.6 | LOS E[12] | 0.2 | 0.7 | 0.91 | 0.91 |
| 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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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 | 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**

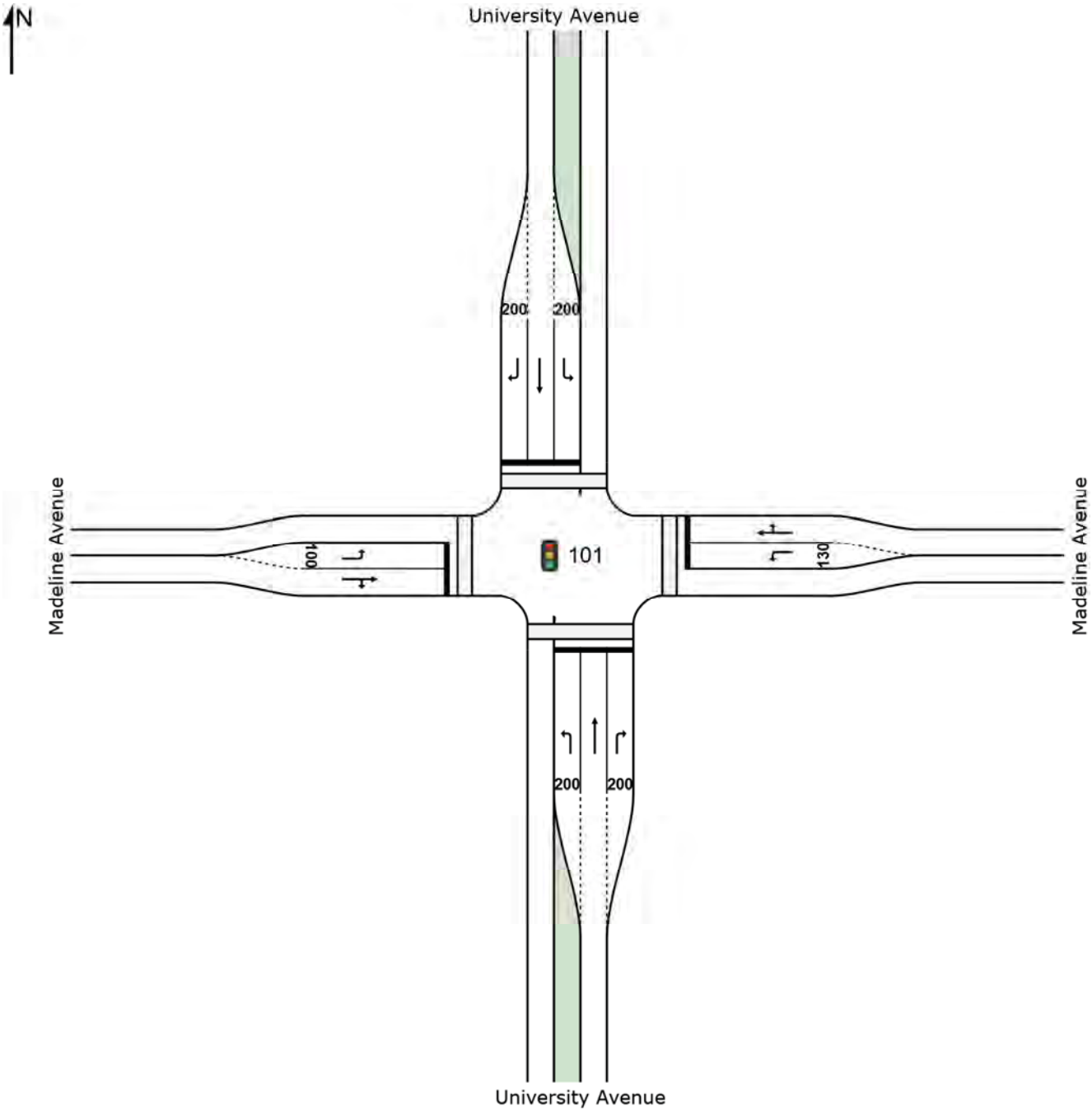
| Mov ID | Description | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Distance ft | Prop. Queued | Effective Stop Rate per ped |
|---|---|---|---|---|---|---|---|---|
| 2P | South Full Crossing | 86 | 41.6 | LOS E[12] | 0.2 | 0.7 | 0.91 | 0.91 |
| 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 | 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 | 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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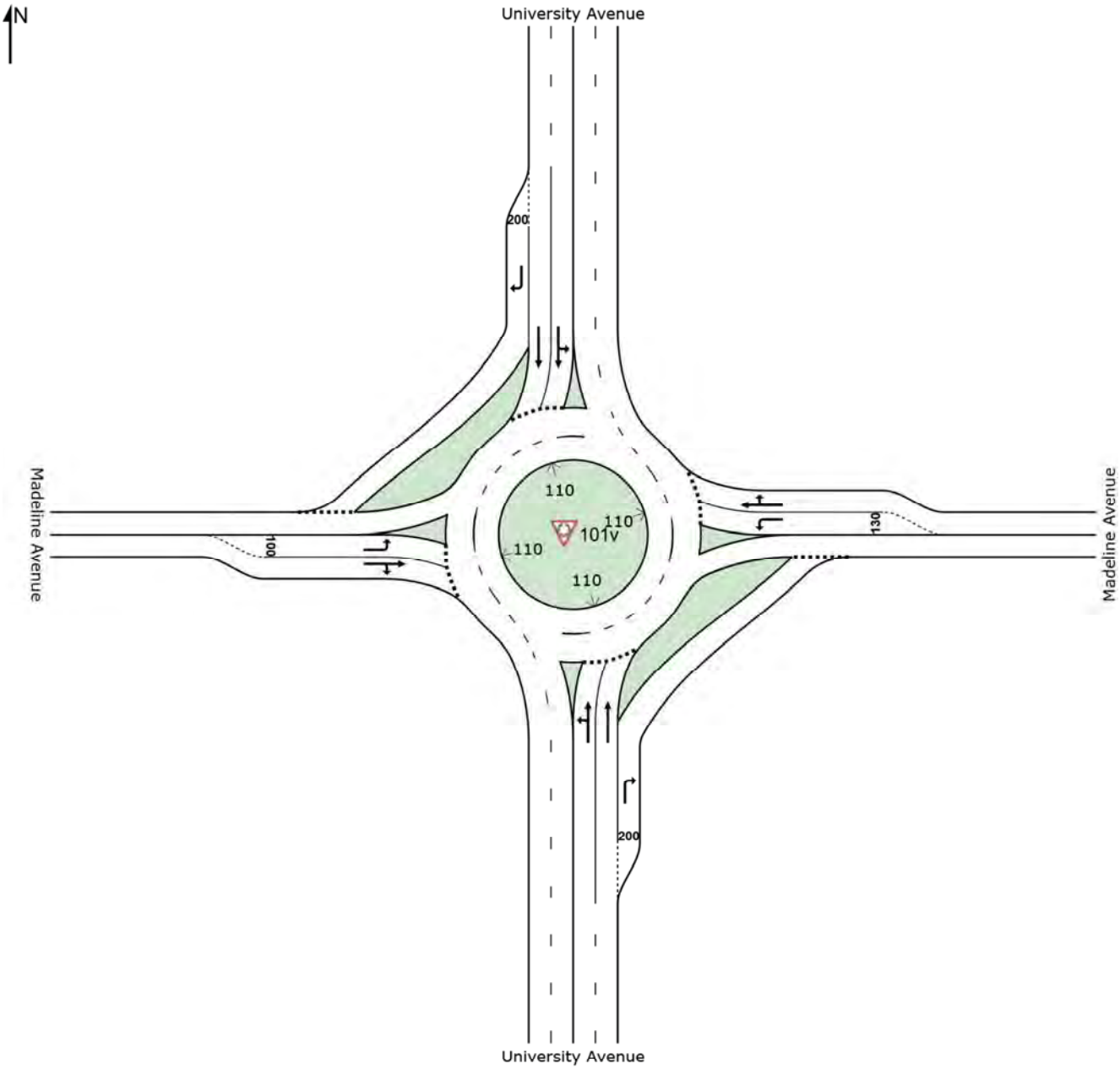
# SITE LAYOUT

## 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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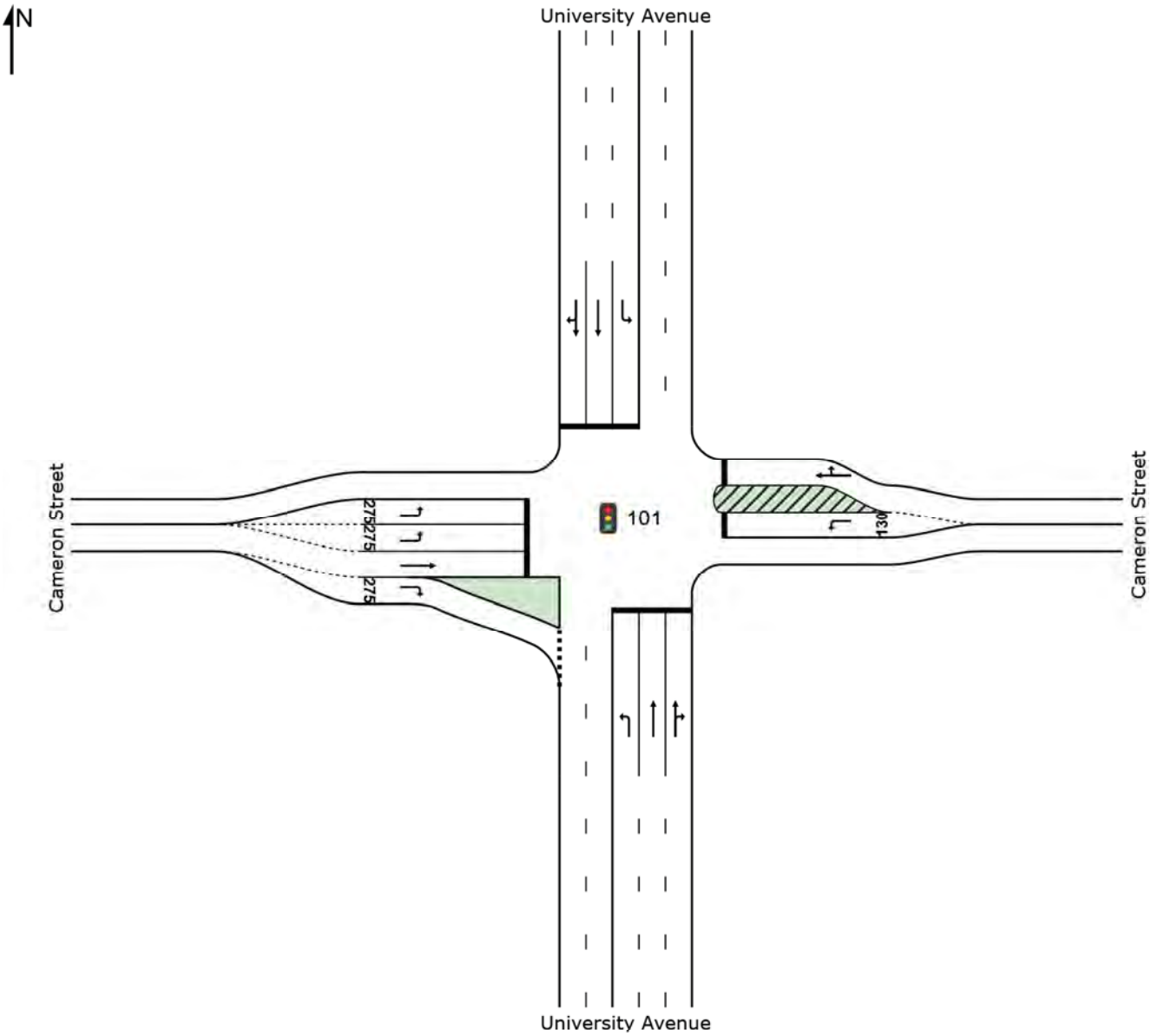
US 90 (Cameron Street)

# SITE LAYOUT

## Site: 101 [01 2017 AM Existing]

University Avenue

Signals - Pretimed Isolated

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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 | 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 |

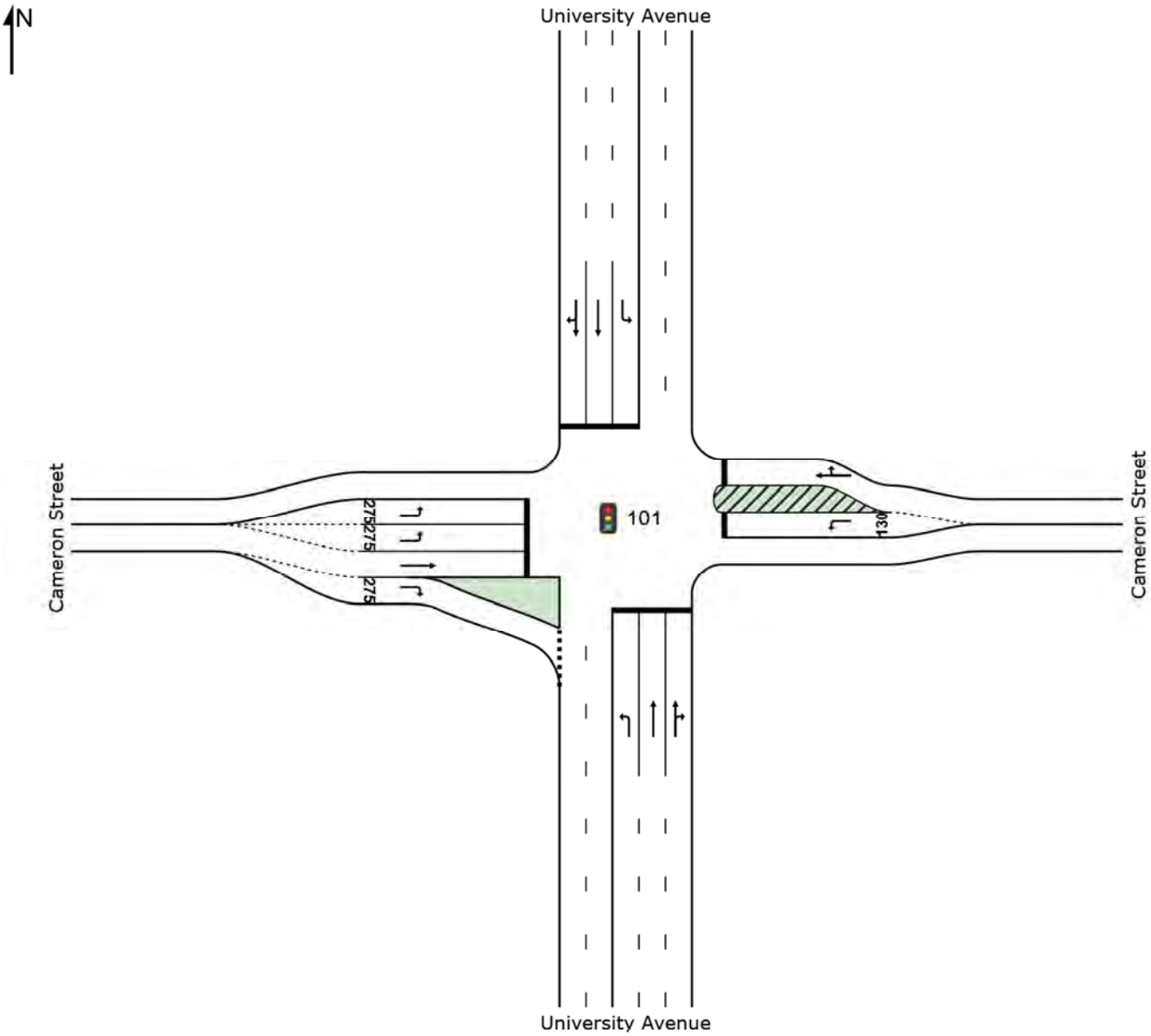
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (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.

# 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 | | | | | | | | | | | |
| 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 |

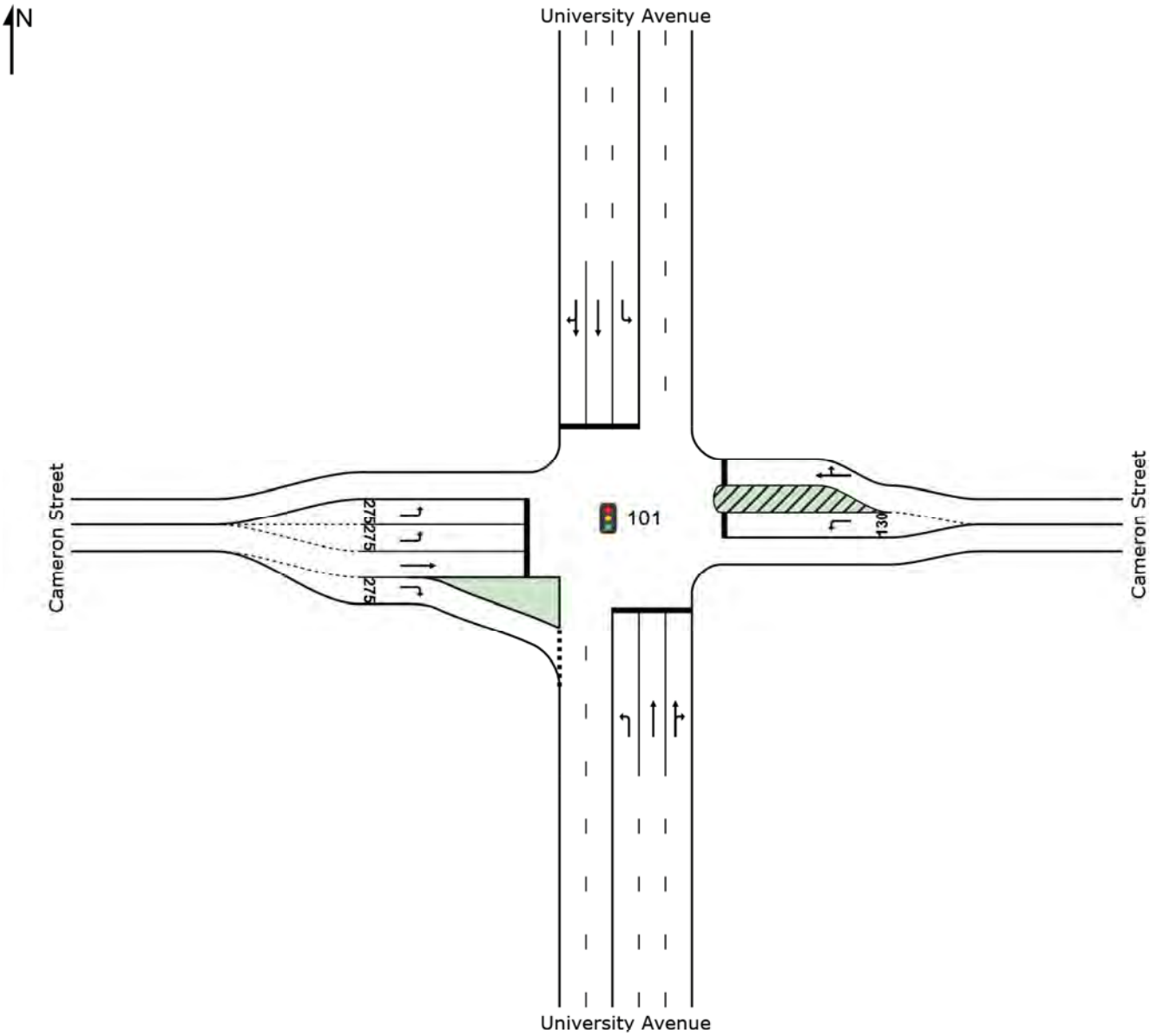
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (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.

# 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 | 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.

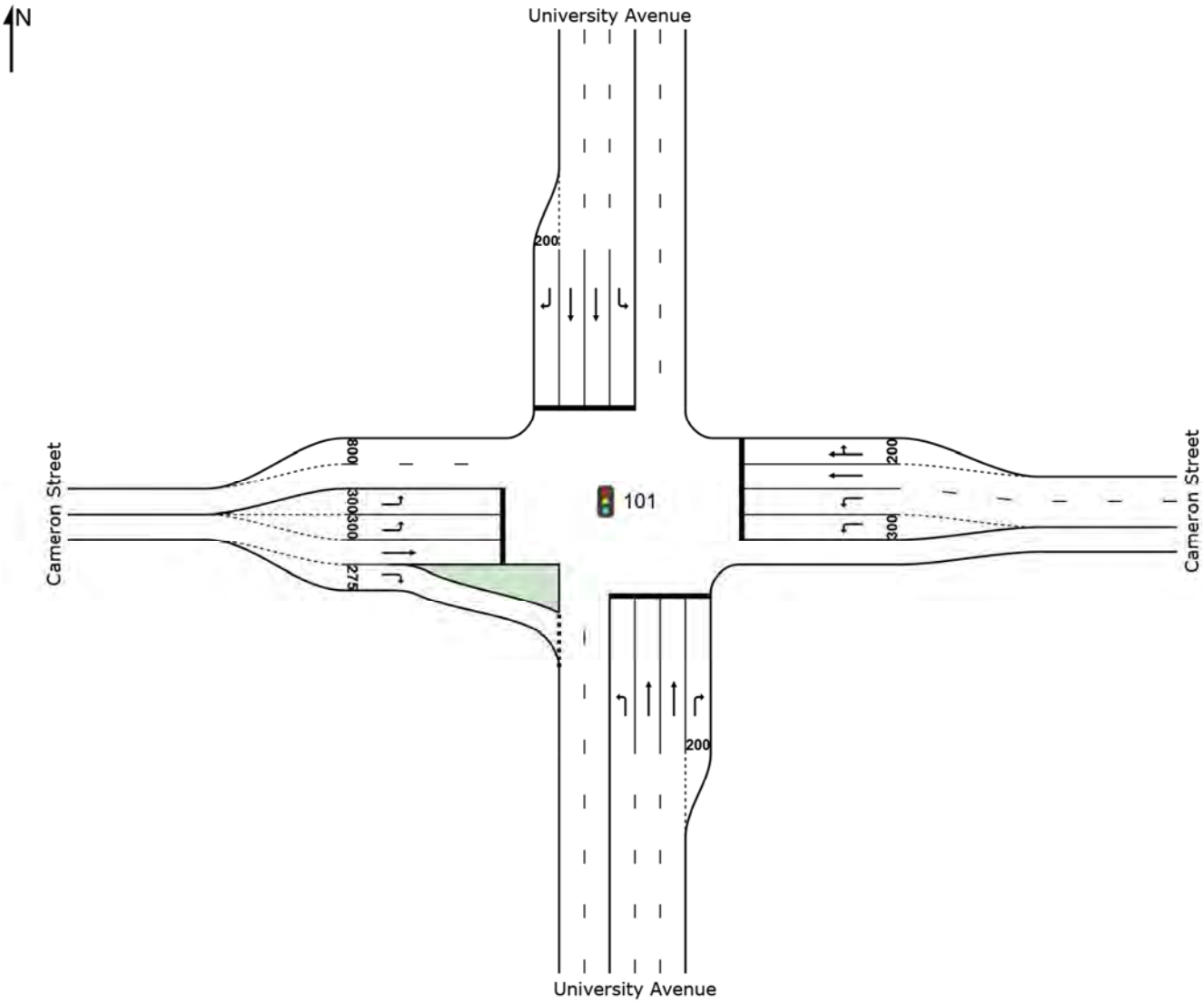
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# SITE LAYOUT

## Site: 101 [04 2020 AM Boulevard]

University Avenue

Signals - Pretimed Isolated

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# 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 | 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.

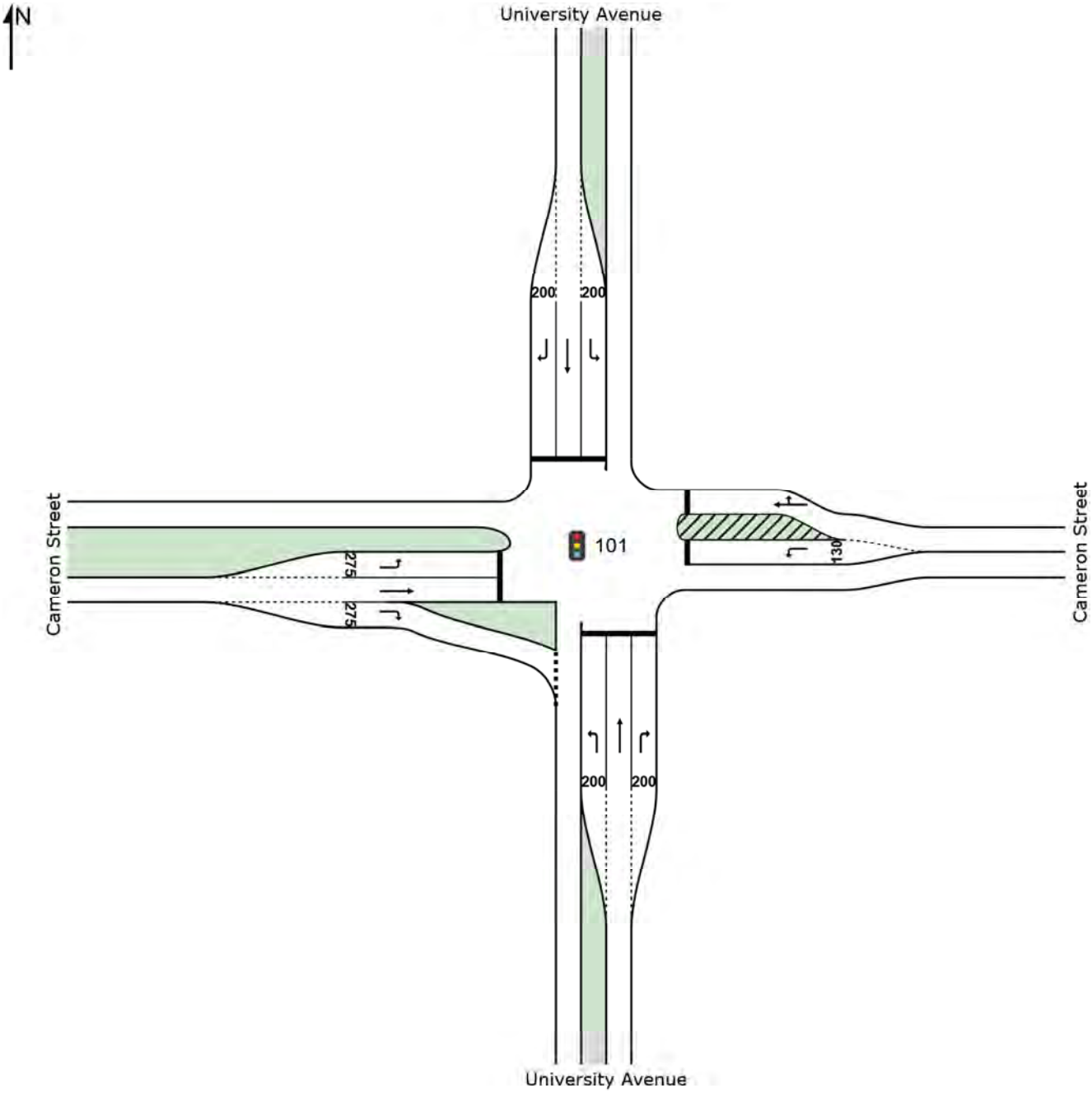
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# 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 | 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.

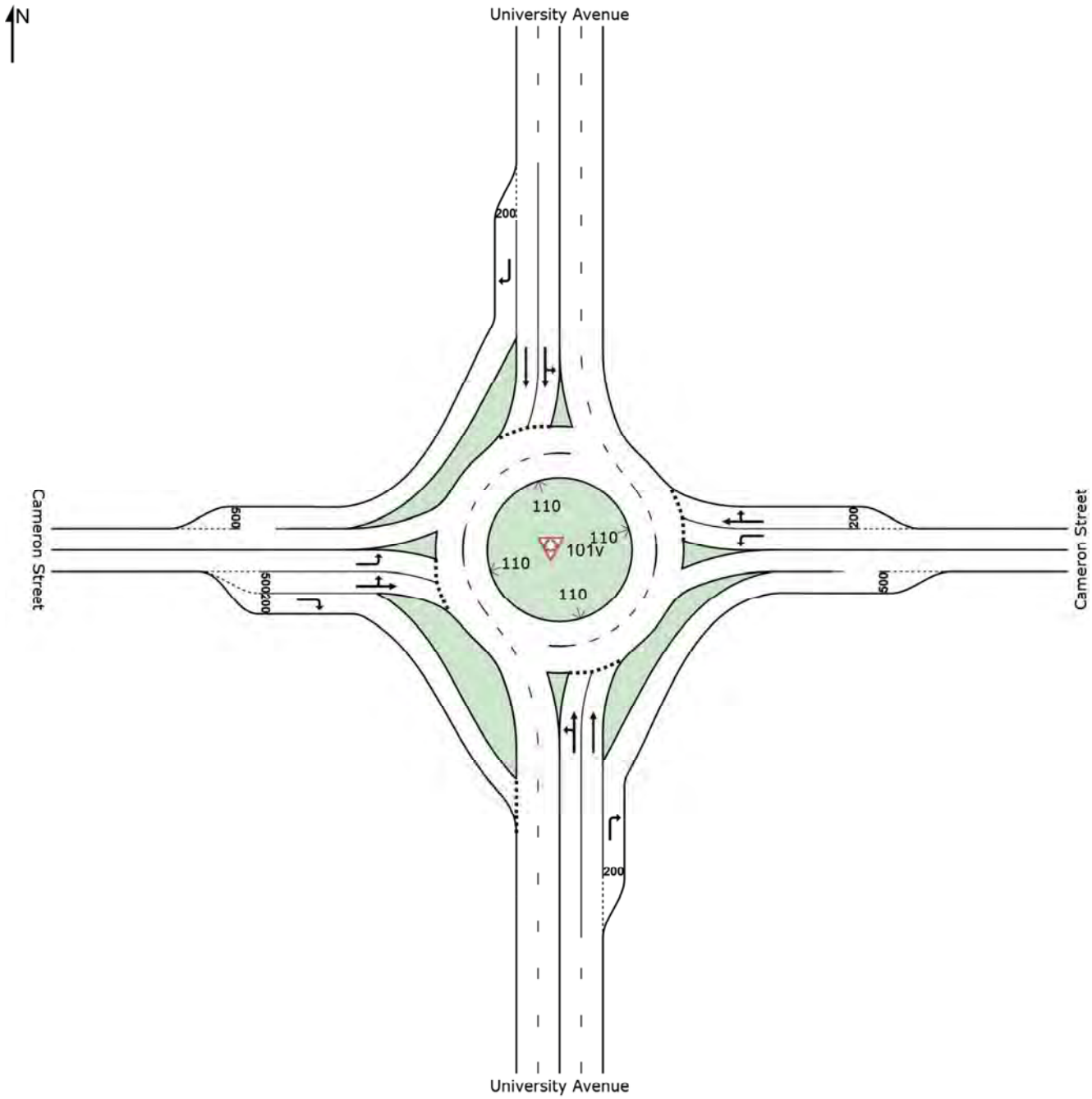
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# 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 |

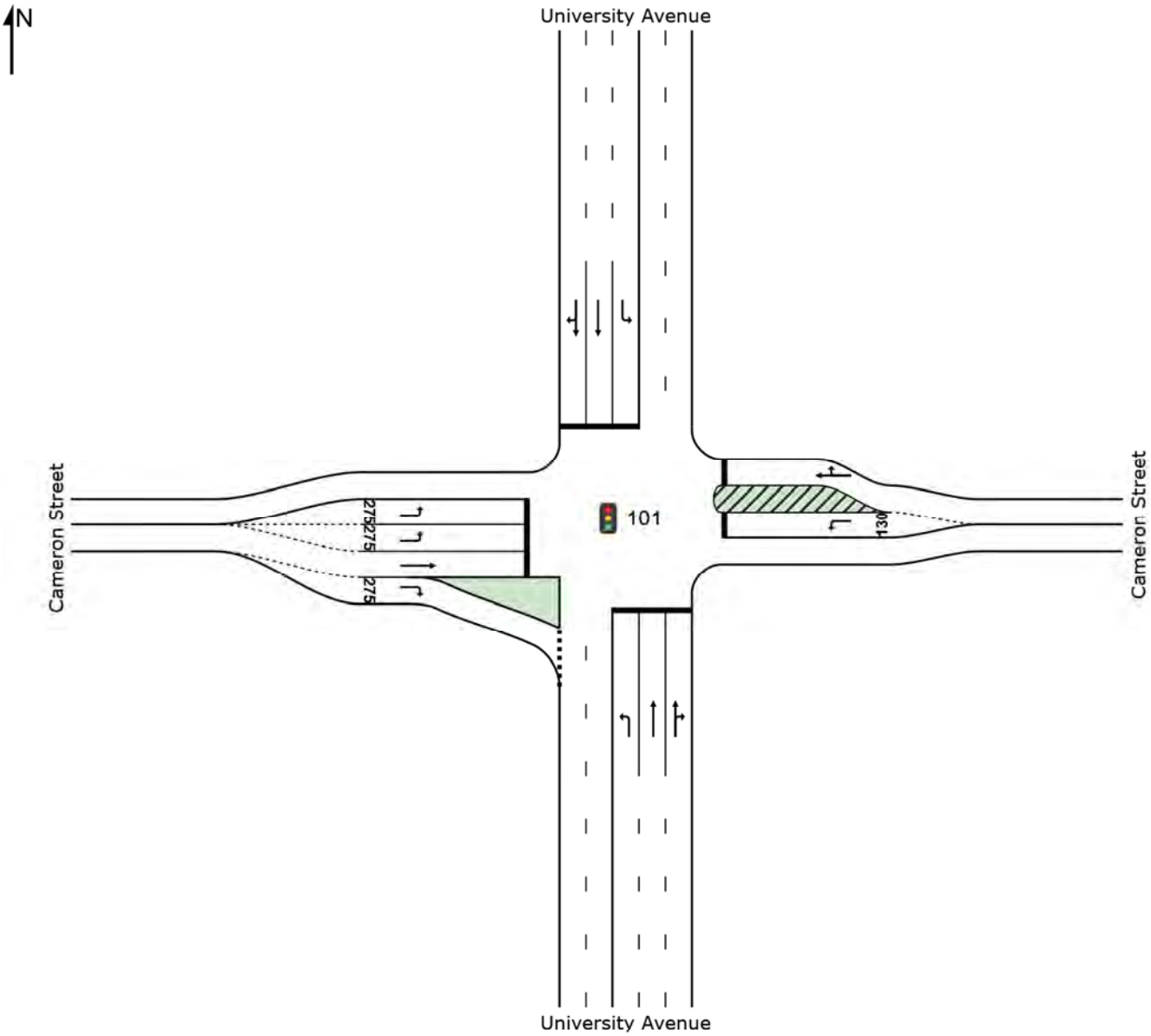
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will 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

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Organisation: VECTURA CONSULTING SERVICES, L.L.C. | Created: Thursday, April 12, 2018 2:42:35 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 [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 | 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.

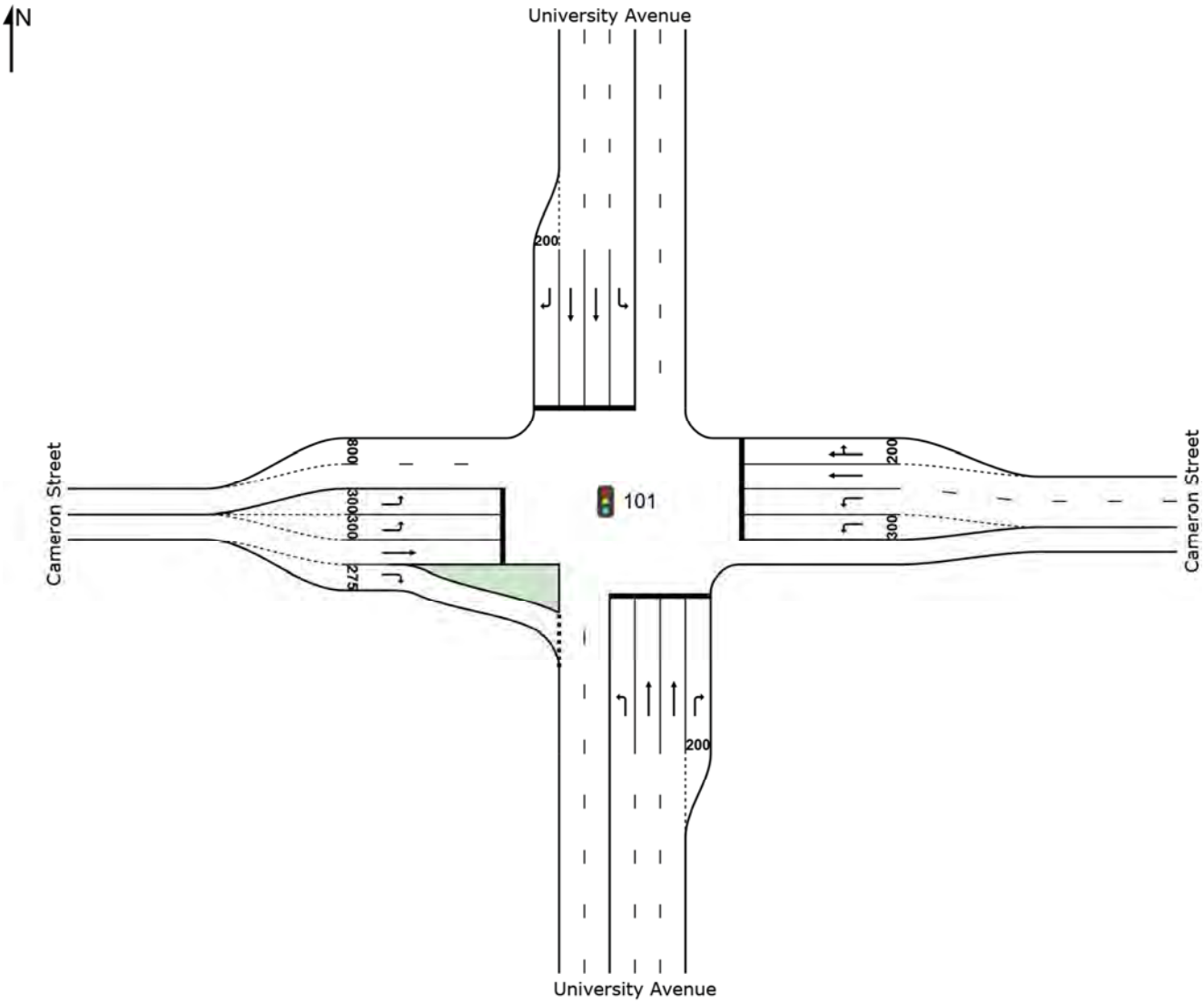
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# 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 | 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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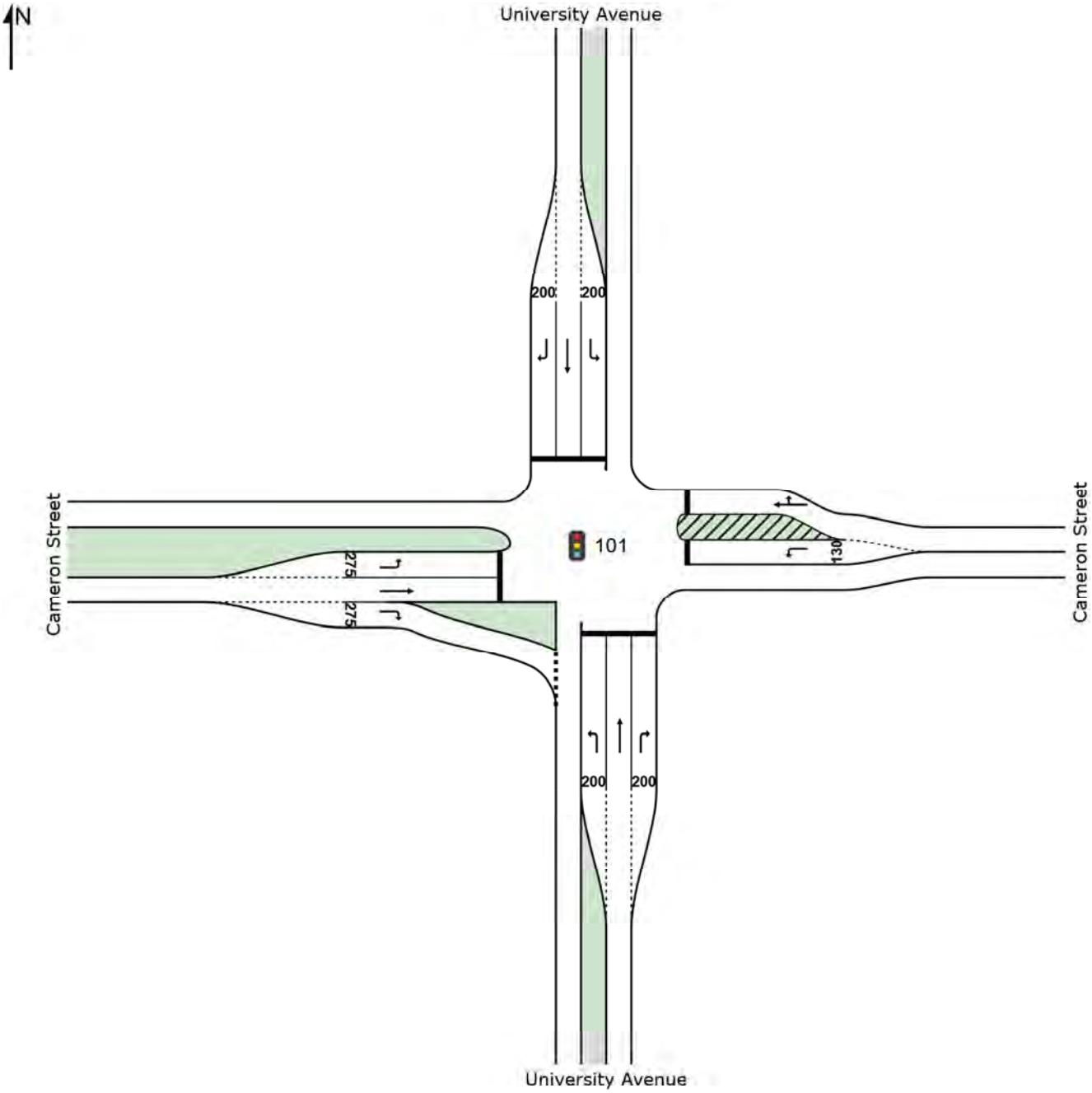
# SITE LAYOUT

## Site: 101 [09 2020 PM Road Diet]

University Avenue

Signals - Pretimed Isolated



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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 | 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.

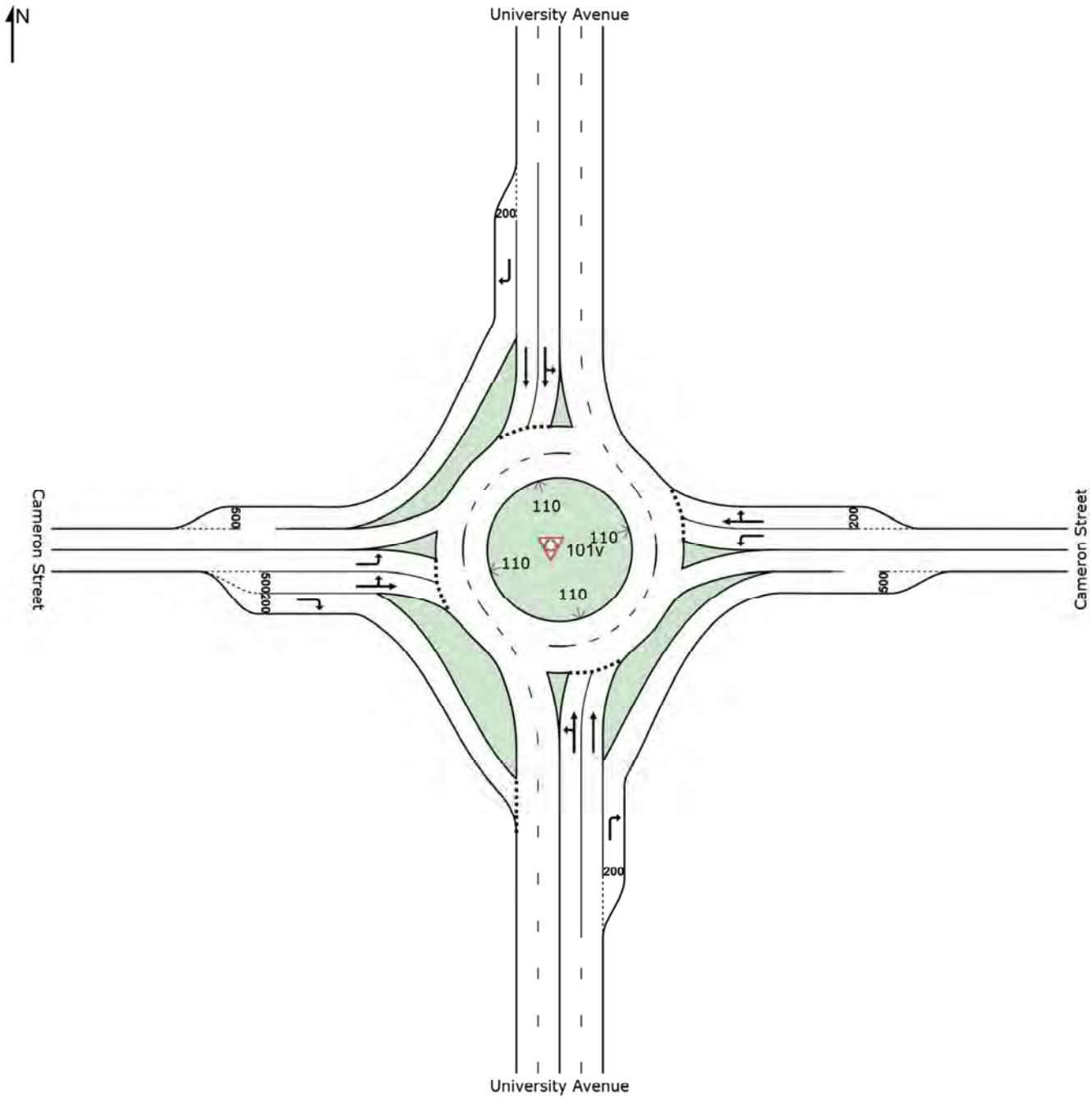
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# SITE LAYOUT

## Site: 101v [10 2020 PM Roundabout]

University Avenue

Roundabout



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# 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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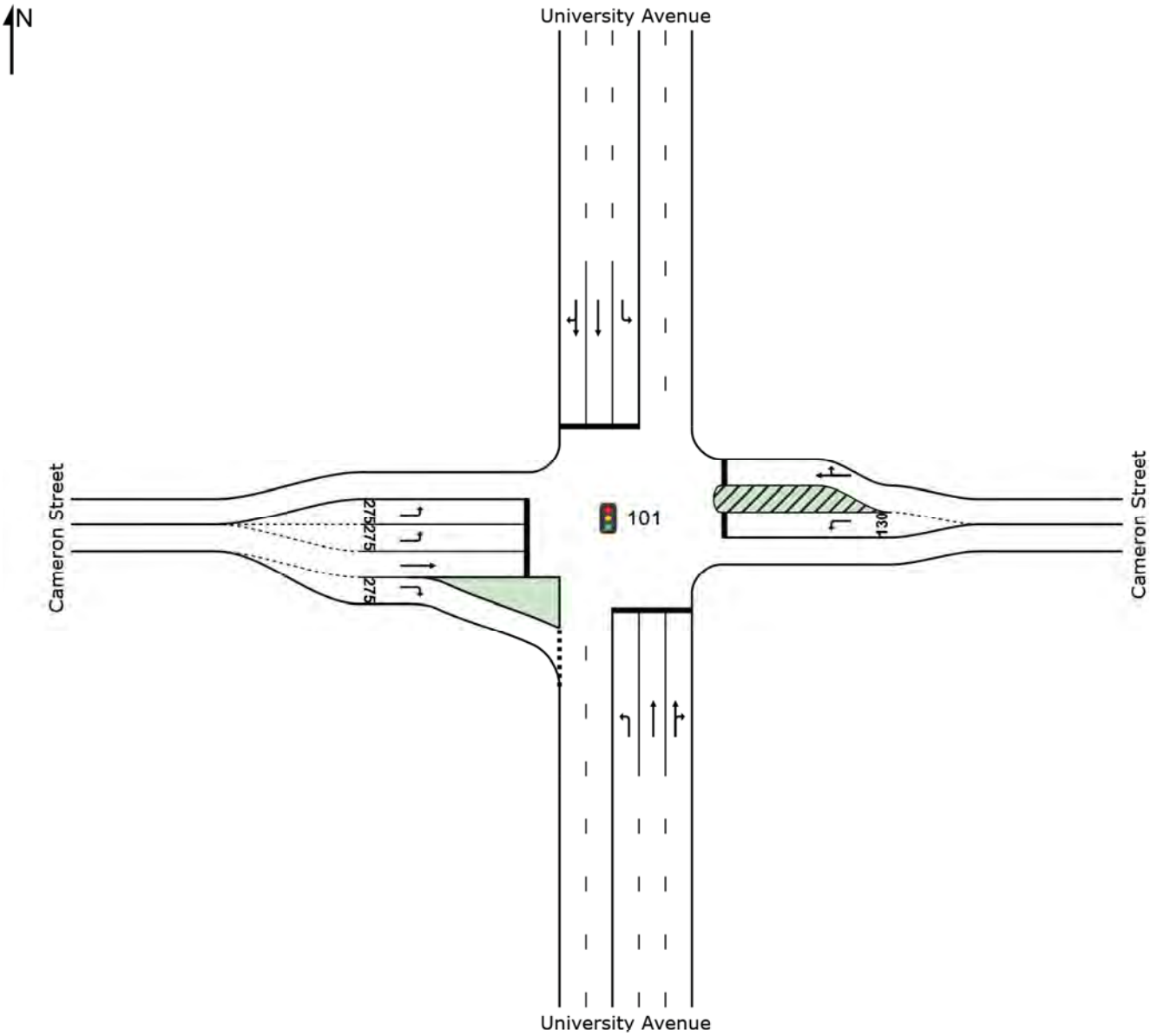
# SITE LAYOUT

## 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 | 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.

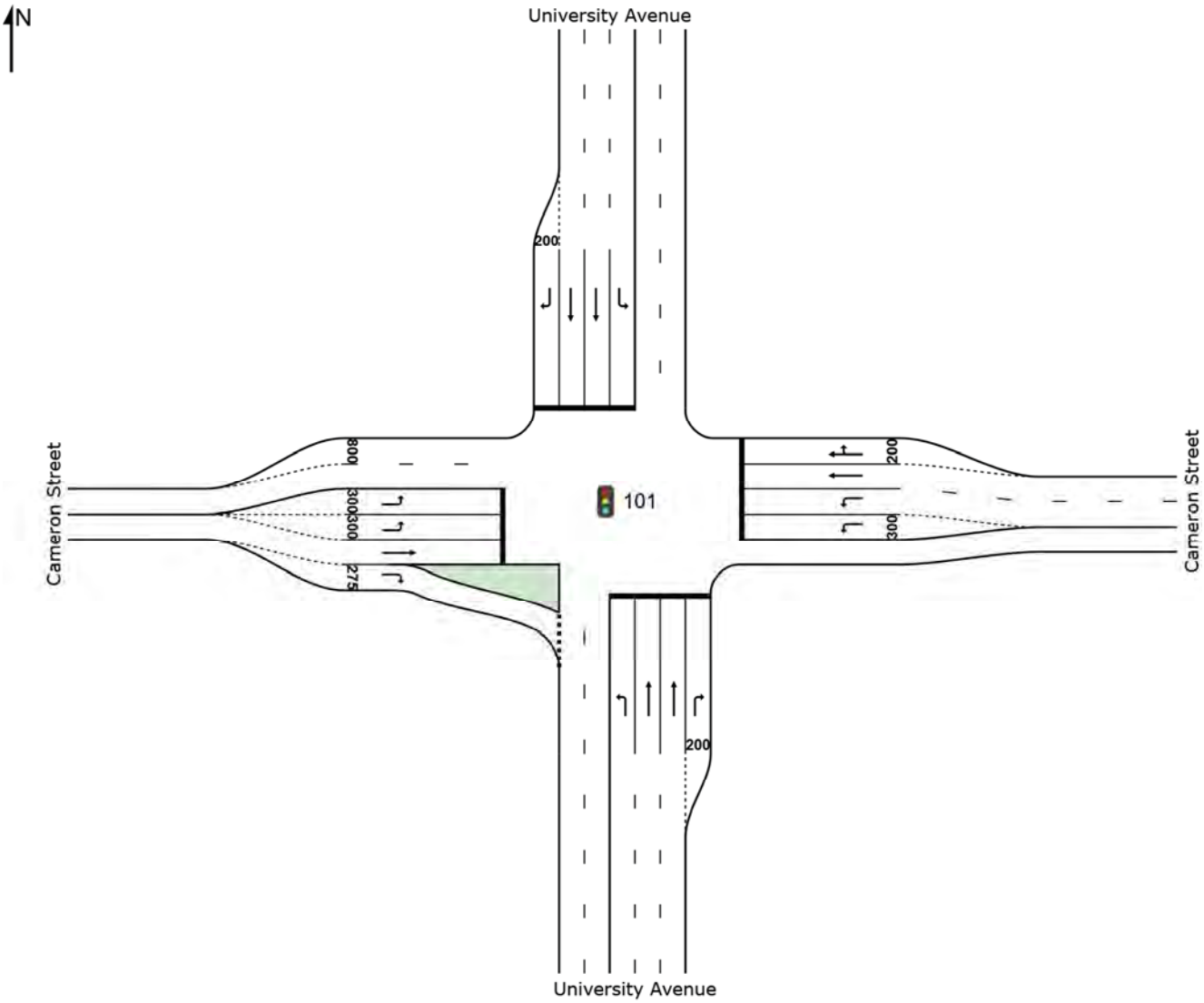
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# 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.

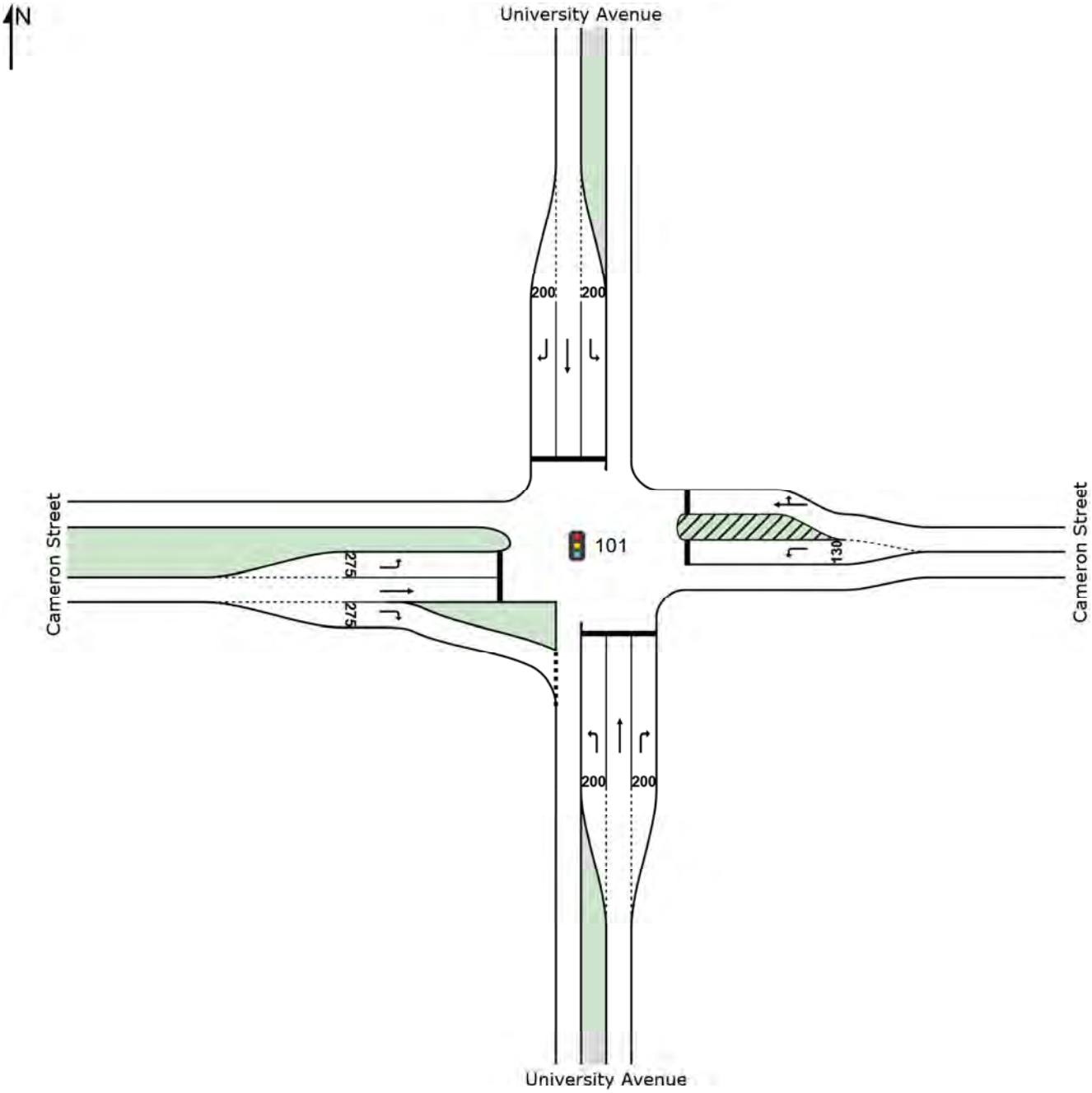
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# 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 | 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.

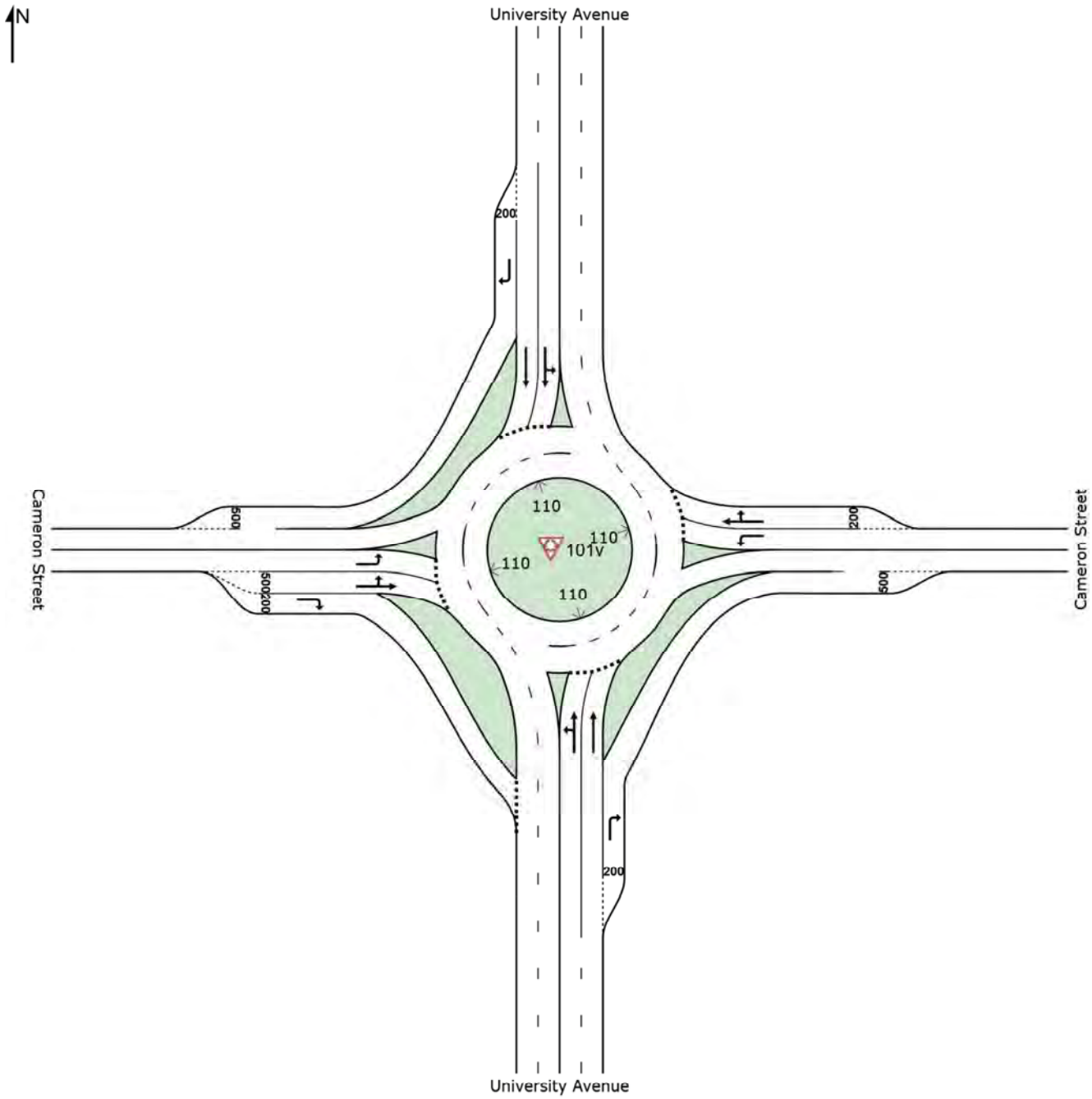
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# 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 |

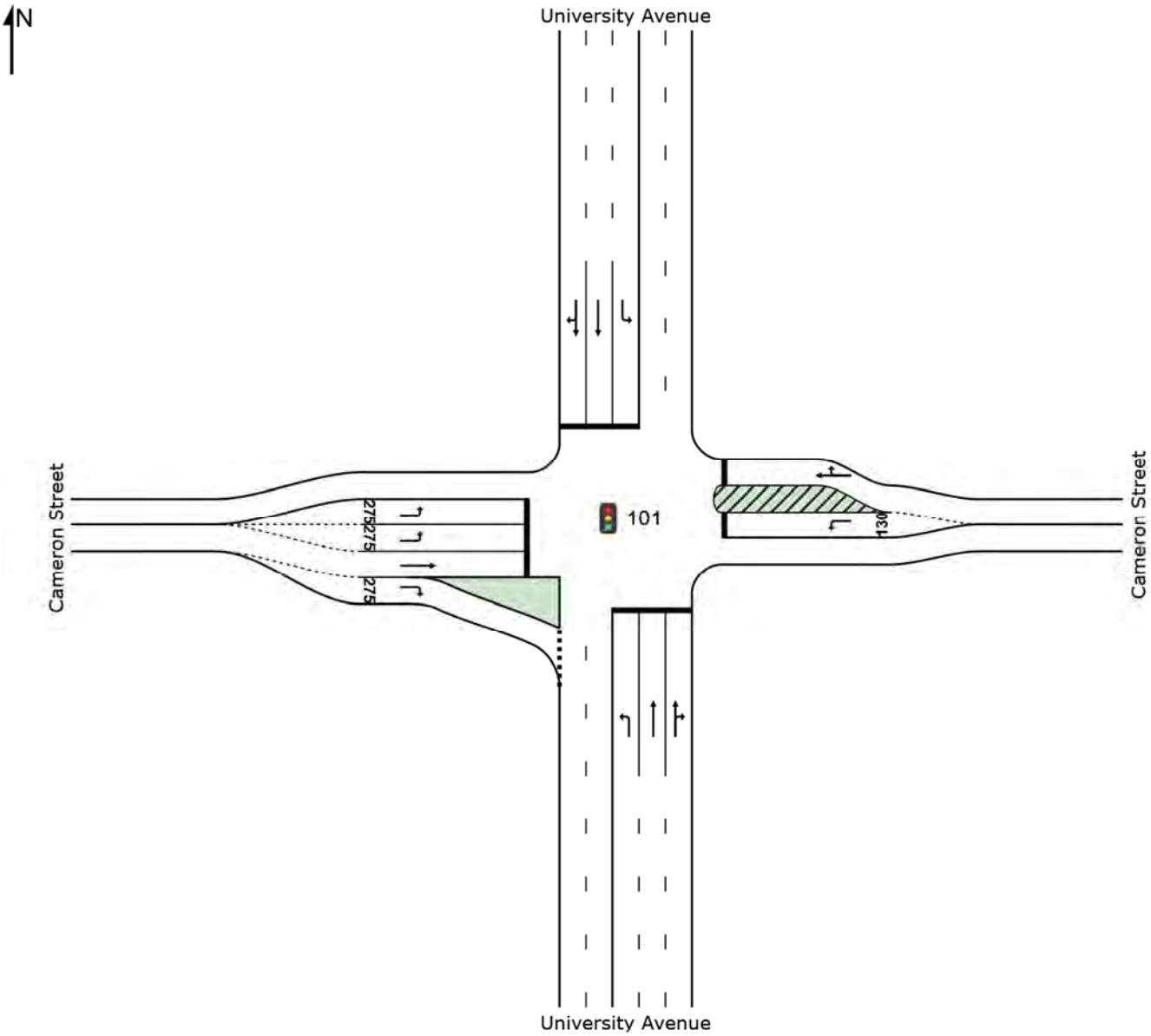
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will 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

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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\05 Cameron at University.sip7

# 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 | 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.

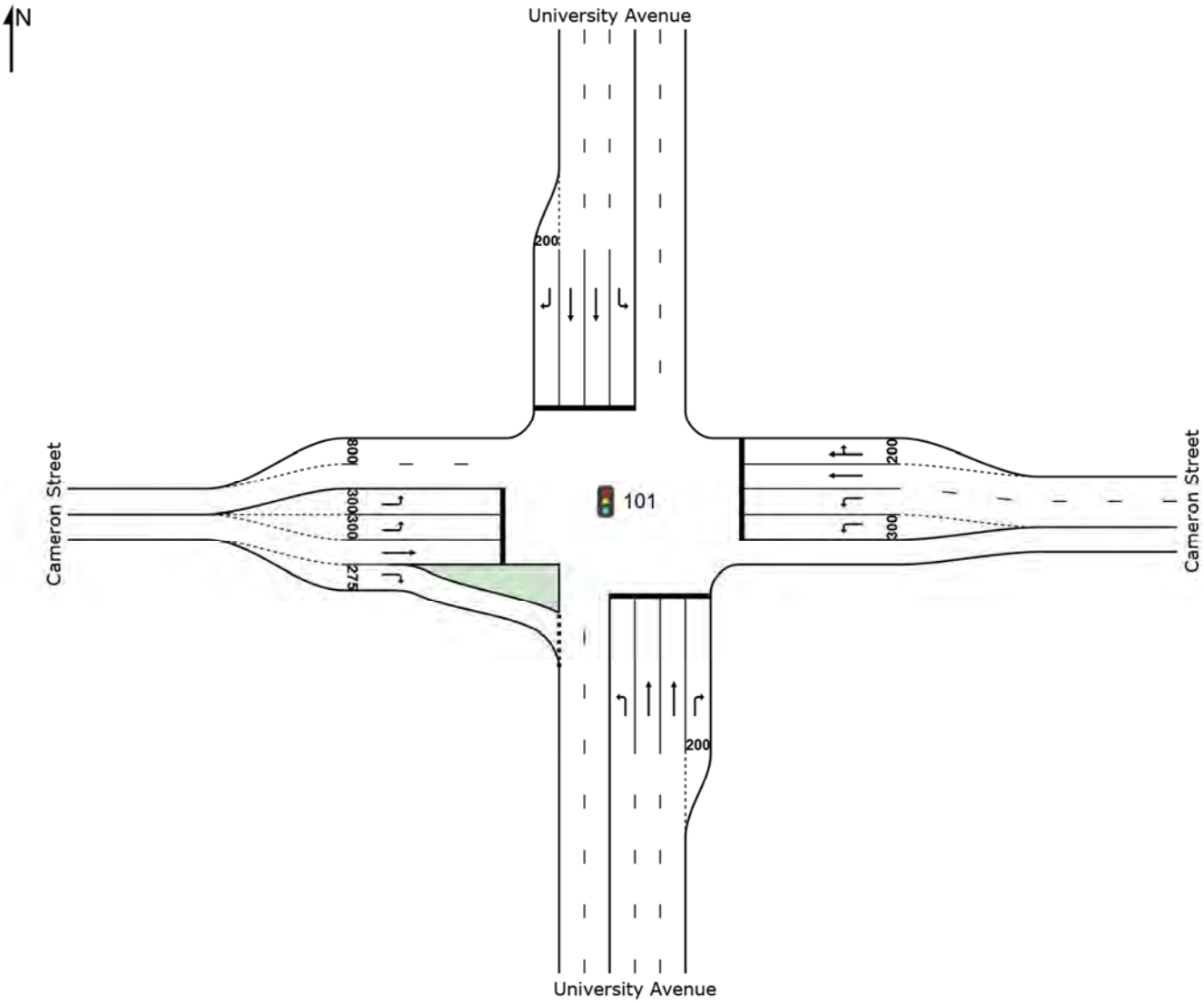
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# SITE LAYOUT

## Site: 101 [16 2040 PM Boulevard]

University Avenue

Signals - Pretimed Isolated

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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 | 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.

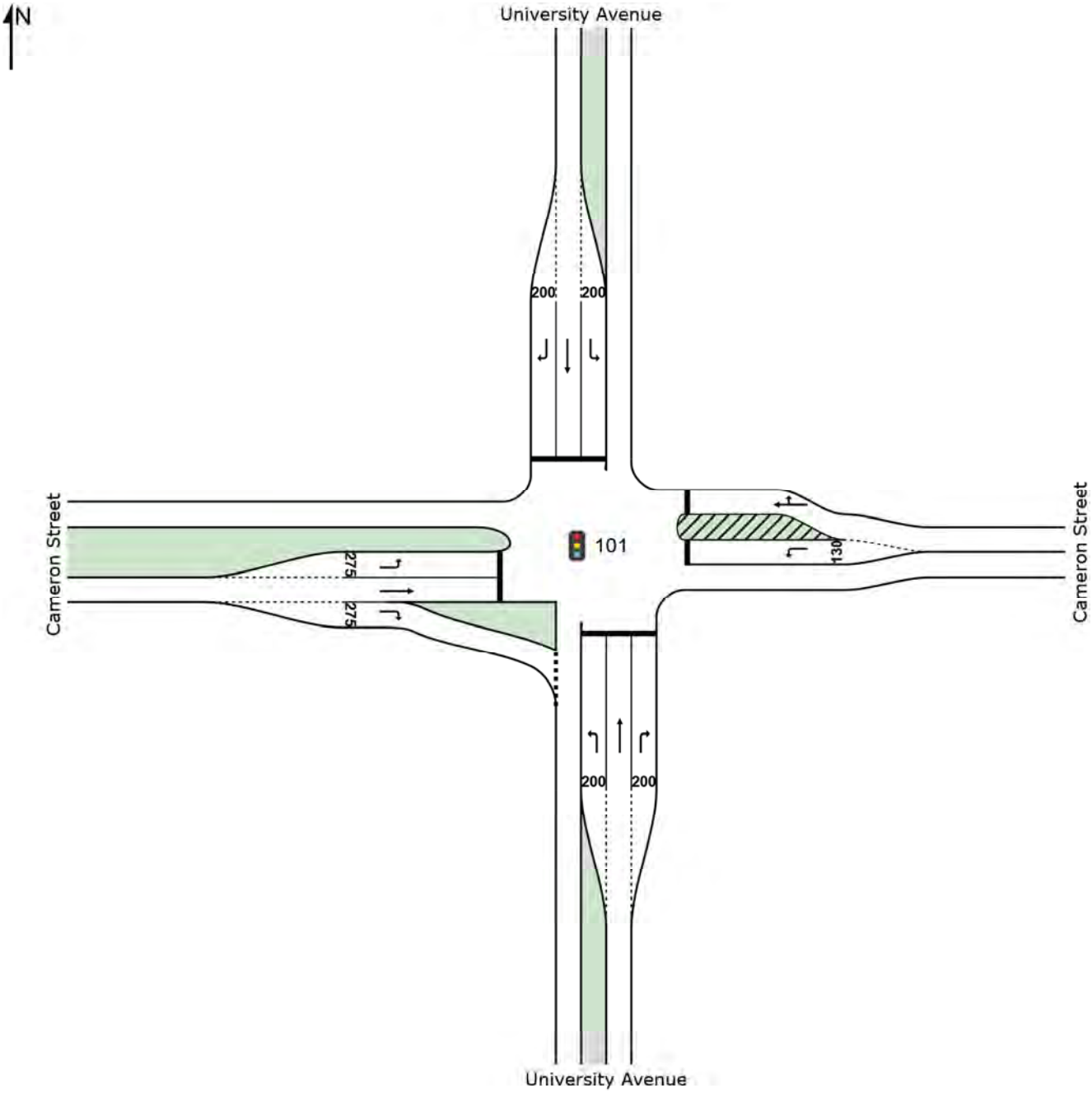
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# 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 | 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.

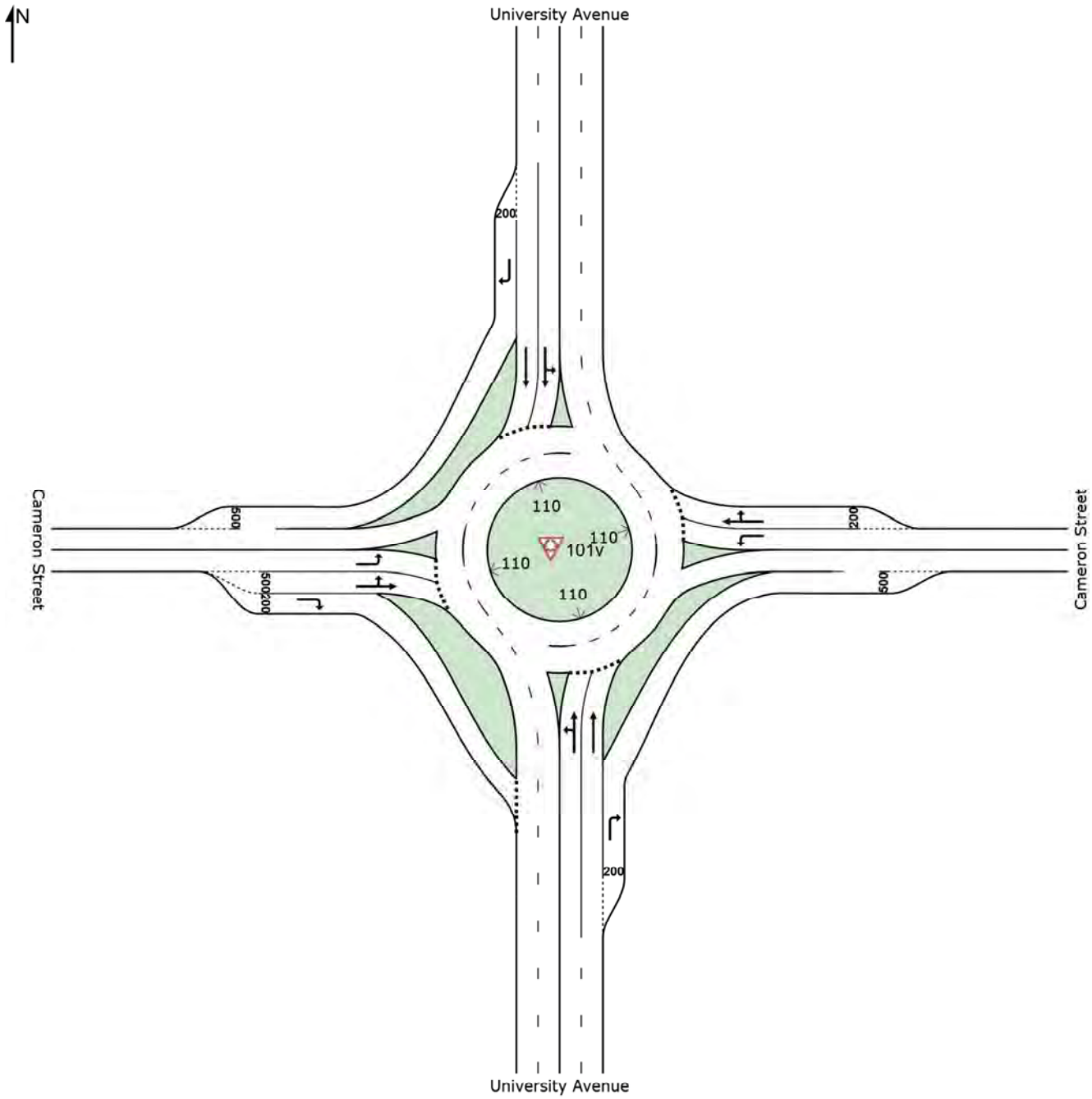
11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

# 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.**

STATE OF LOUISIANA
Christopher David Cole
Reg No. 38962
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

9/10/14

**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)

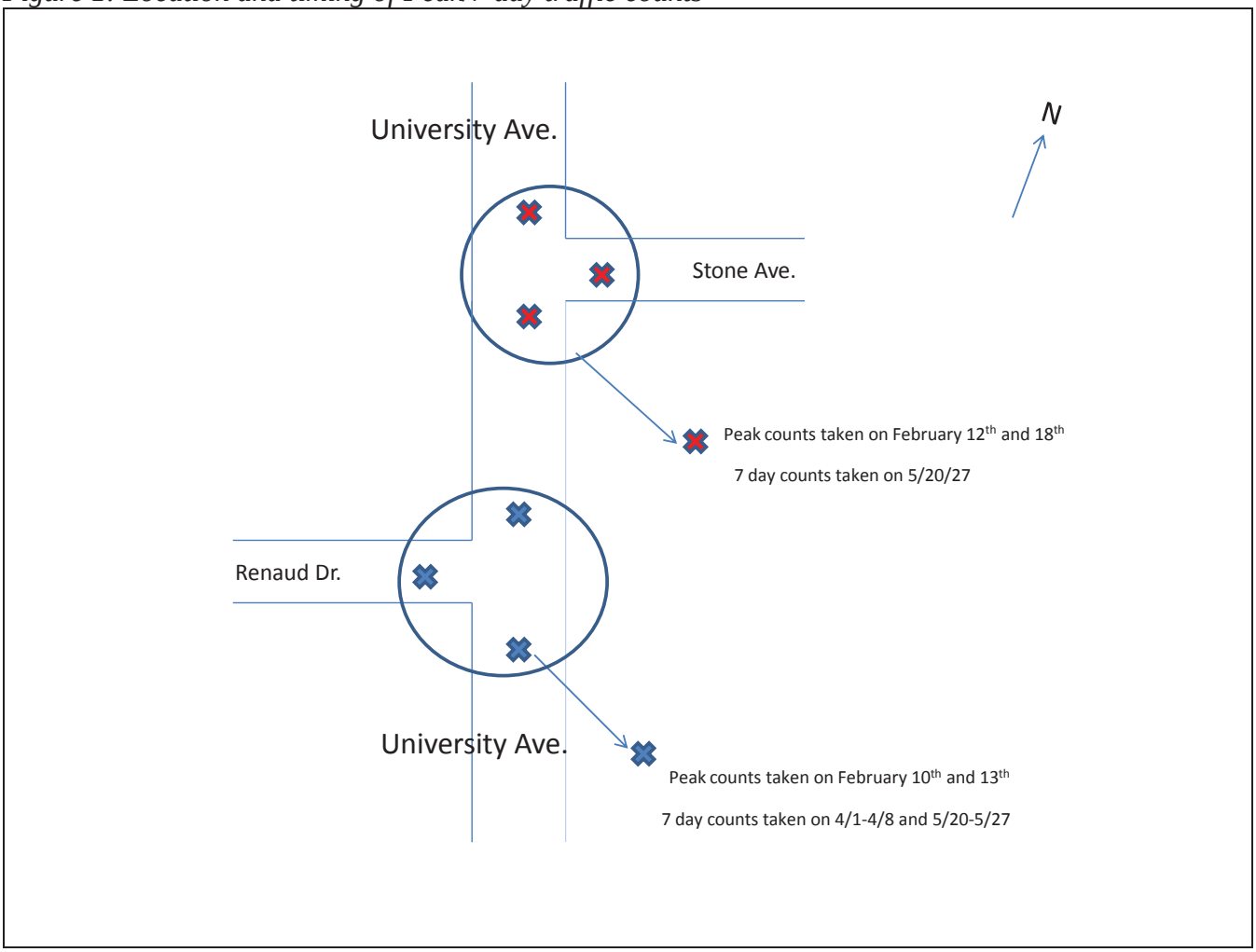
The proposed plans include additional access management measures along the LA 182 (University Avenue) Corridor surrounding this intersection as well as change of access to the existing portion of Renaud Dr. These measures were not captured through this analysis.

**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)

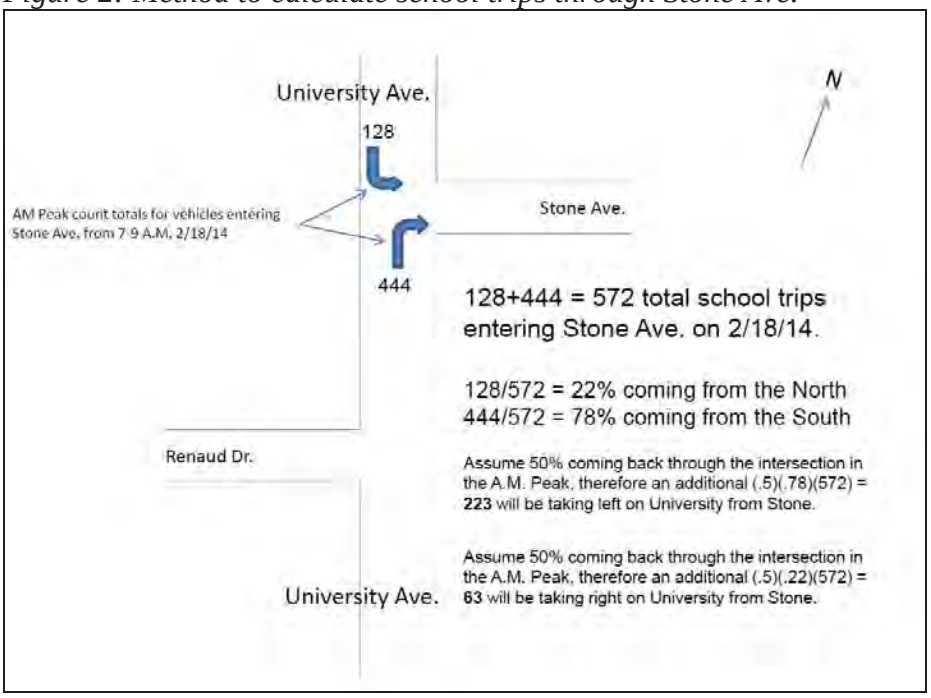
Four separate speed studies were performed on each approach. The posted speed limit on LA 182 (University Avenue) is 40 mph on the Southside of the proposed intersection and 45 on the Northside of the proposed intersection. Two speed studies were performed for LA 182 (University Avenue) on 5/7/14 with the same results, which were 51 mph for an 85$^{th}$ percentile speed. Renaud Dr. currently has a posted speed limit of 55mph. The speed study completed on 5/6/14 indicated an 85$^{th}$ 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 85$^{th}$ 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).

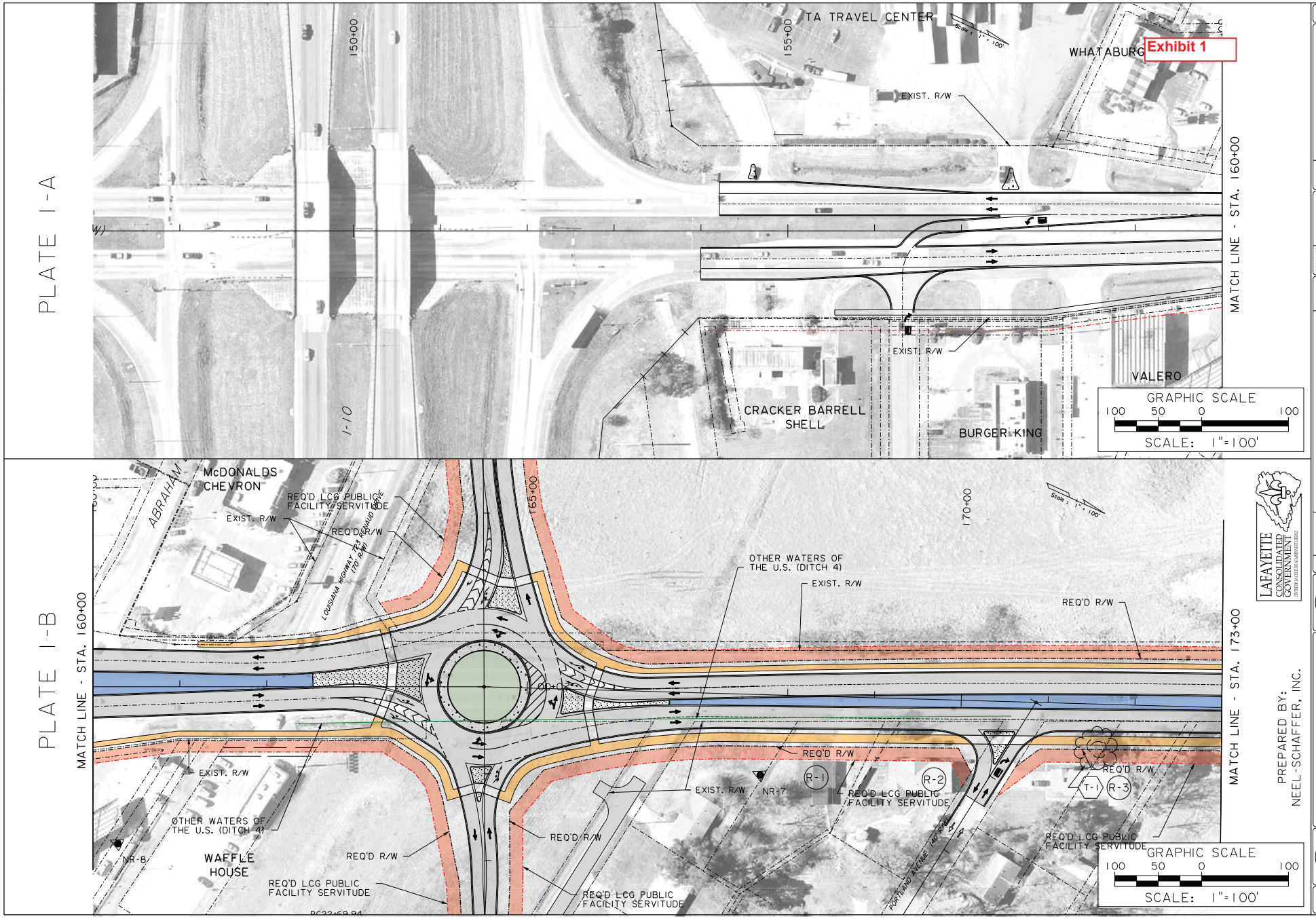
The proposed roundabout will also realign two major intersections with LA 182 (University Avenue), which in turn will reduce the conflict points. In general, the reduction of conflict points will result in the reduction of crashes.

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.

EA SUBMITTAL

9/7/2012 8:35:04 AM

Exhibit 1




LAFAYETTE CONSOLIDATED GOVERNMENT

PREPARED BY: NEEL-SCHAFFER, INC.

ALTERNATE 1 PROJECT LAYOUT

LA 182 WIDENING IMPROVEMENTS

| SHEET NUMBER | PARISH | FEDERAL PROJECT | STATE PROJECT |
|---|---|---|---|
| | LAFAYETTE | H.009335 | H.009335 |

DESIGNED / CHECKED / DETAILED / CHECKED / DATE / SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

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 | |

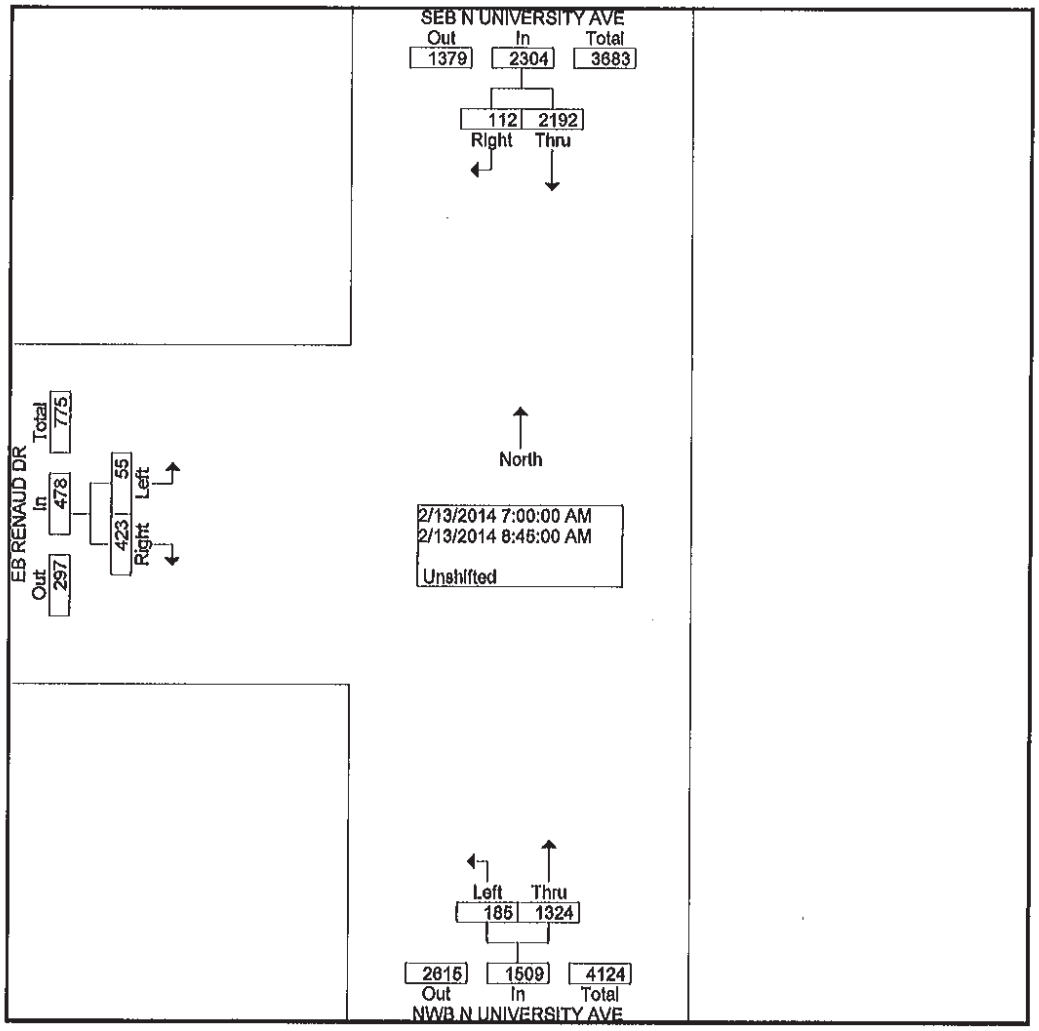


Exhibit 2

# 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 | |

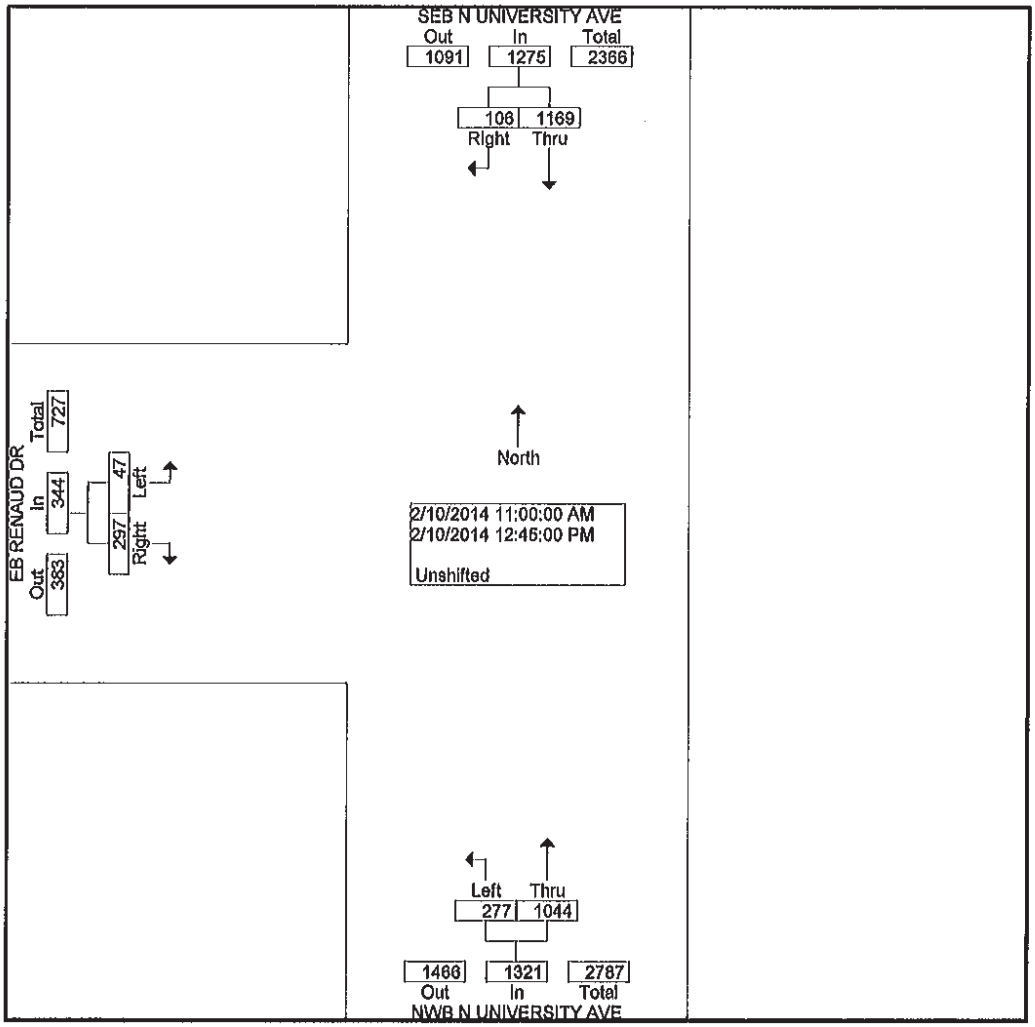


Exhibit 2

# 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 | |

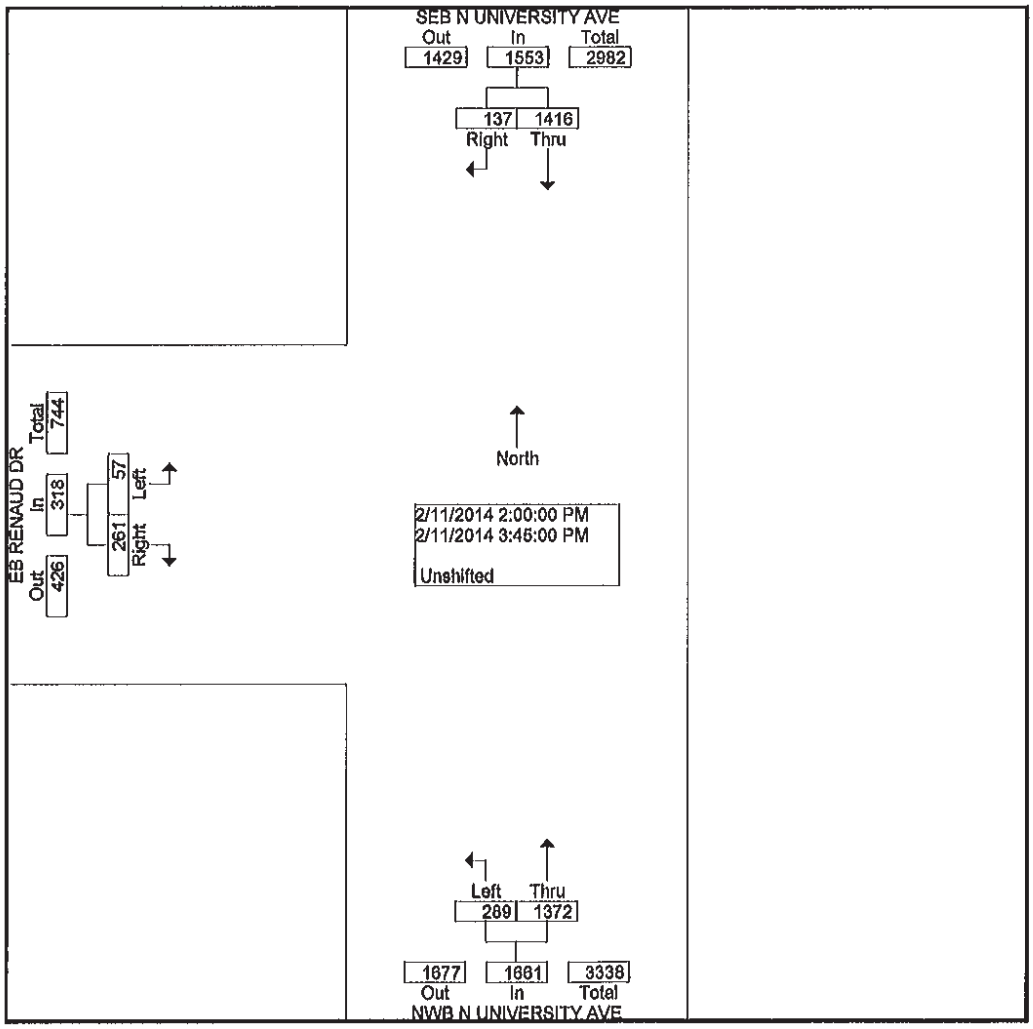


Exhibit 2

# 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 | |

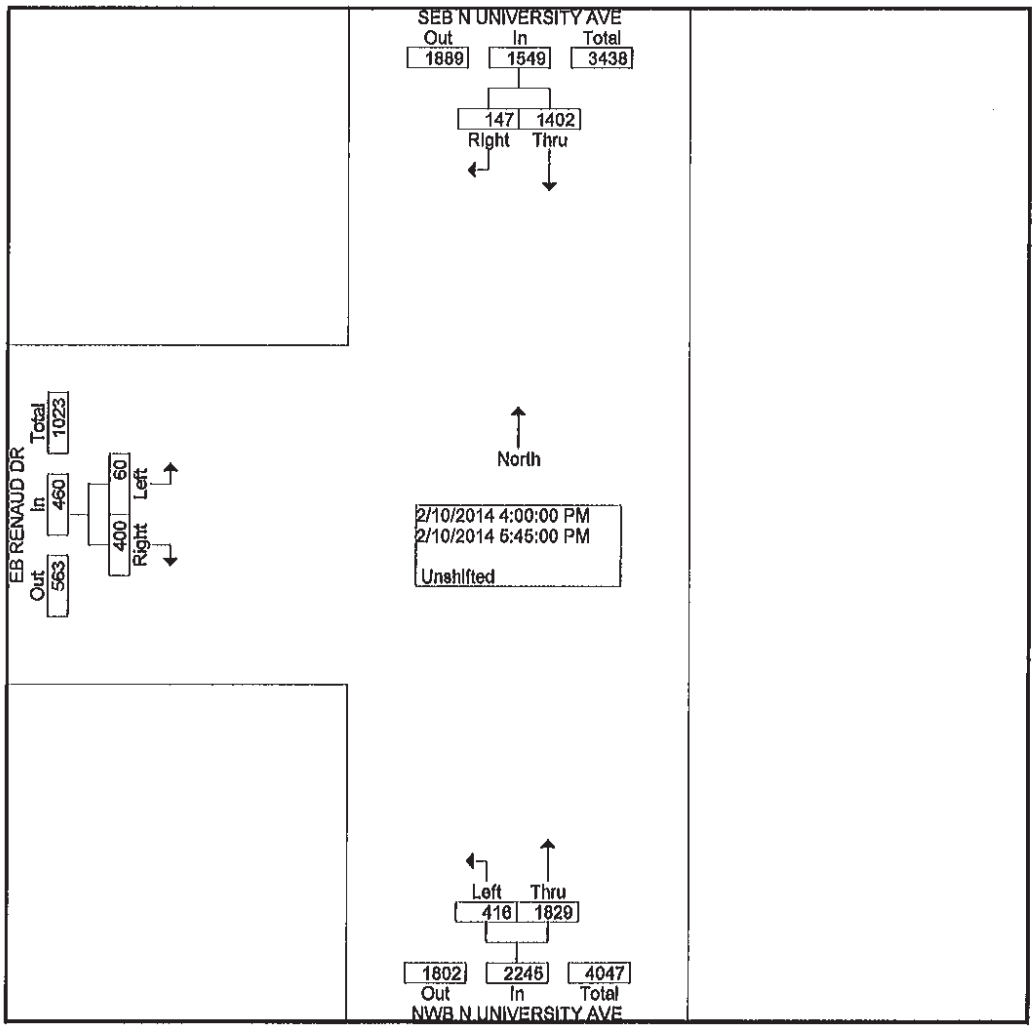


Exhibit 3

# 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 | |

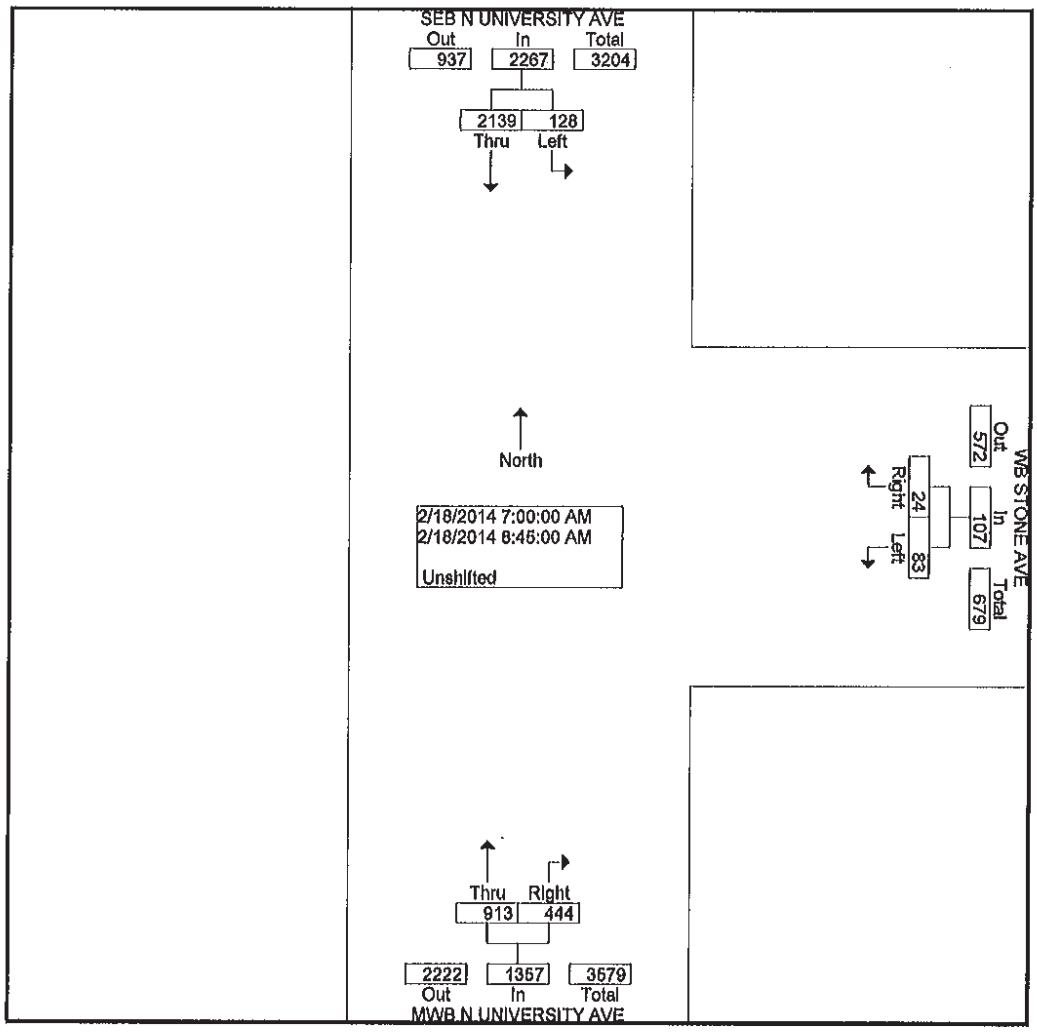


Exhibit 3

# 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 | |

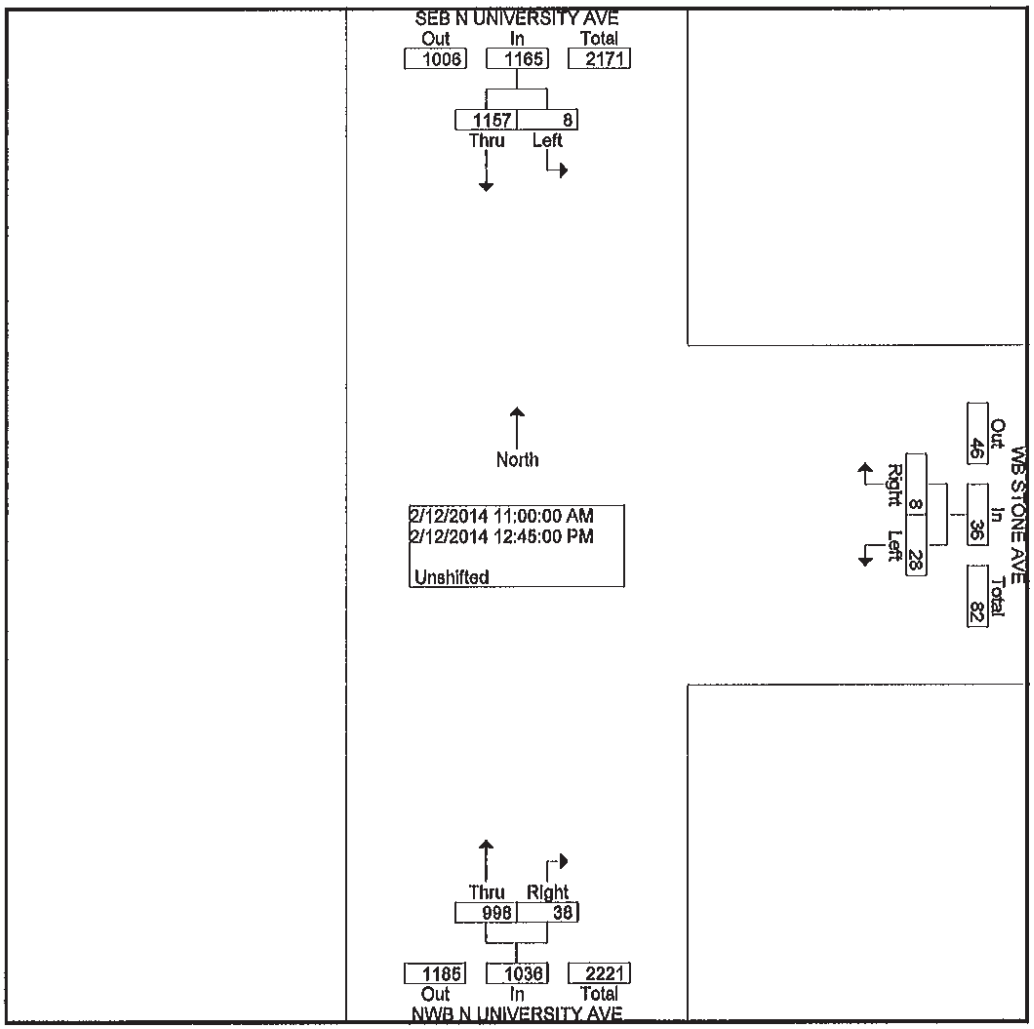


Exhibit 3

# 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 | |

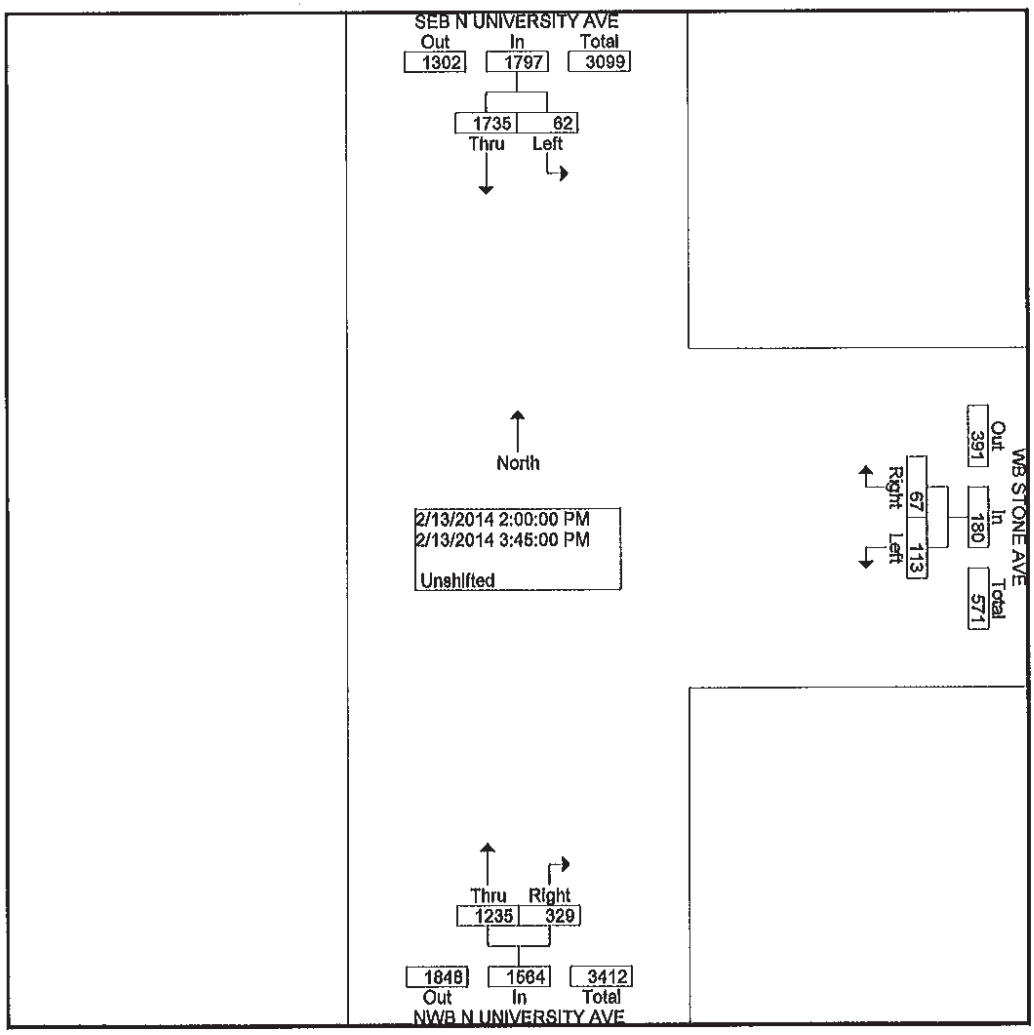


Exhibit 3

# 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 | |

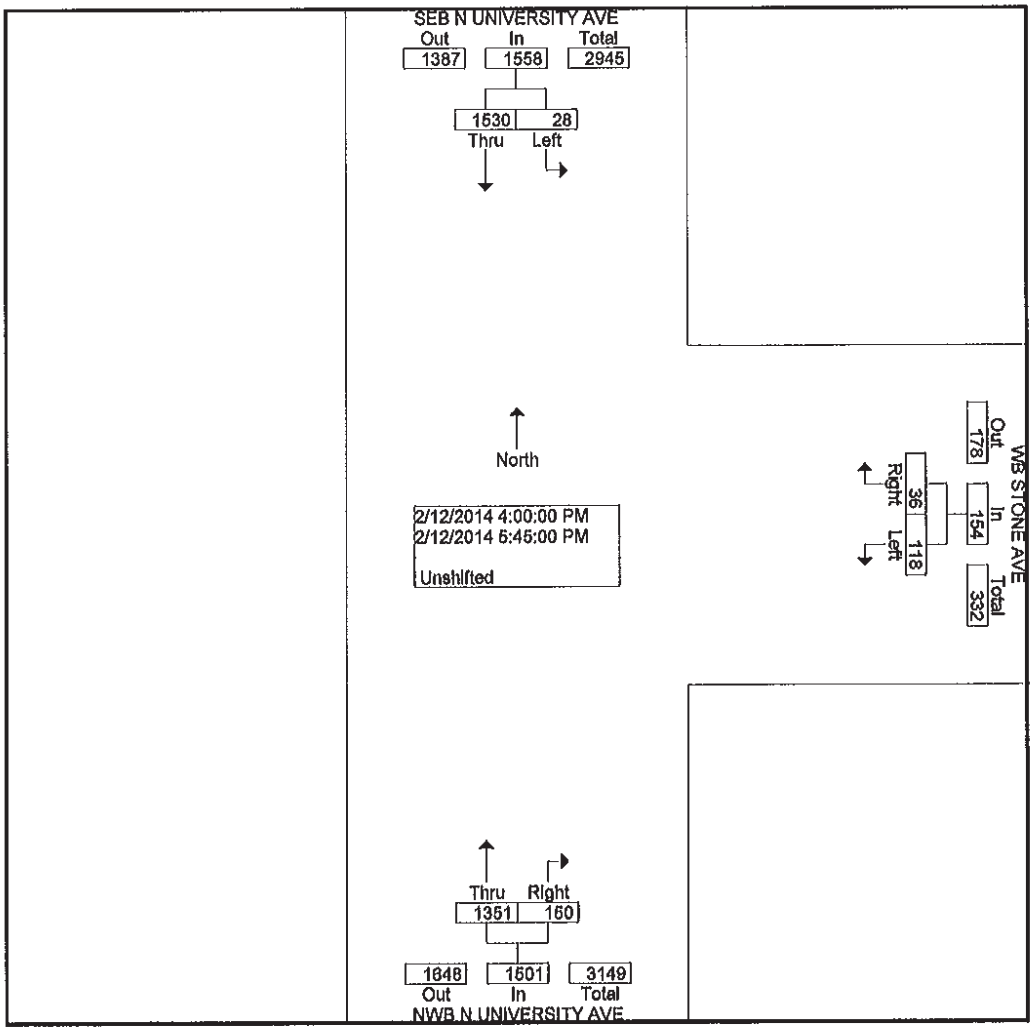


Exhibit 4



# 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<br>5 | 16:00<br>551 | 17:00<br>194 | 13:00<br>12 | 15:00<br>46 | 14:00<br>6 | 12:00<br>1 | 15:00<br>17 | 12:00<br>4 | 15:00<br>4 | 12:00<br>1 | 17:00<br>1 | 12:00<br>1 | 15:00<br>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

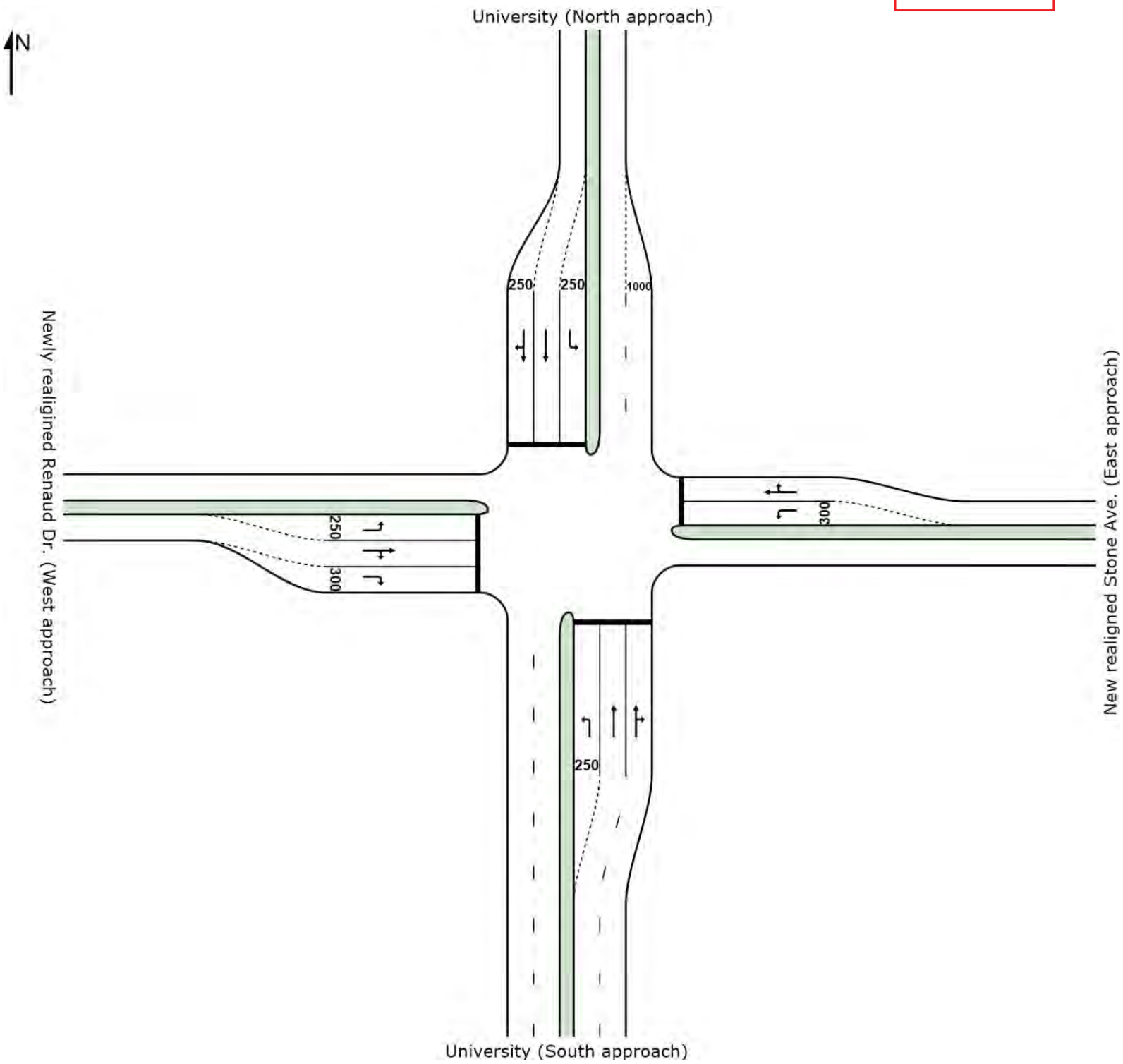
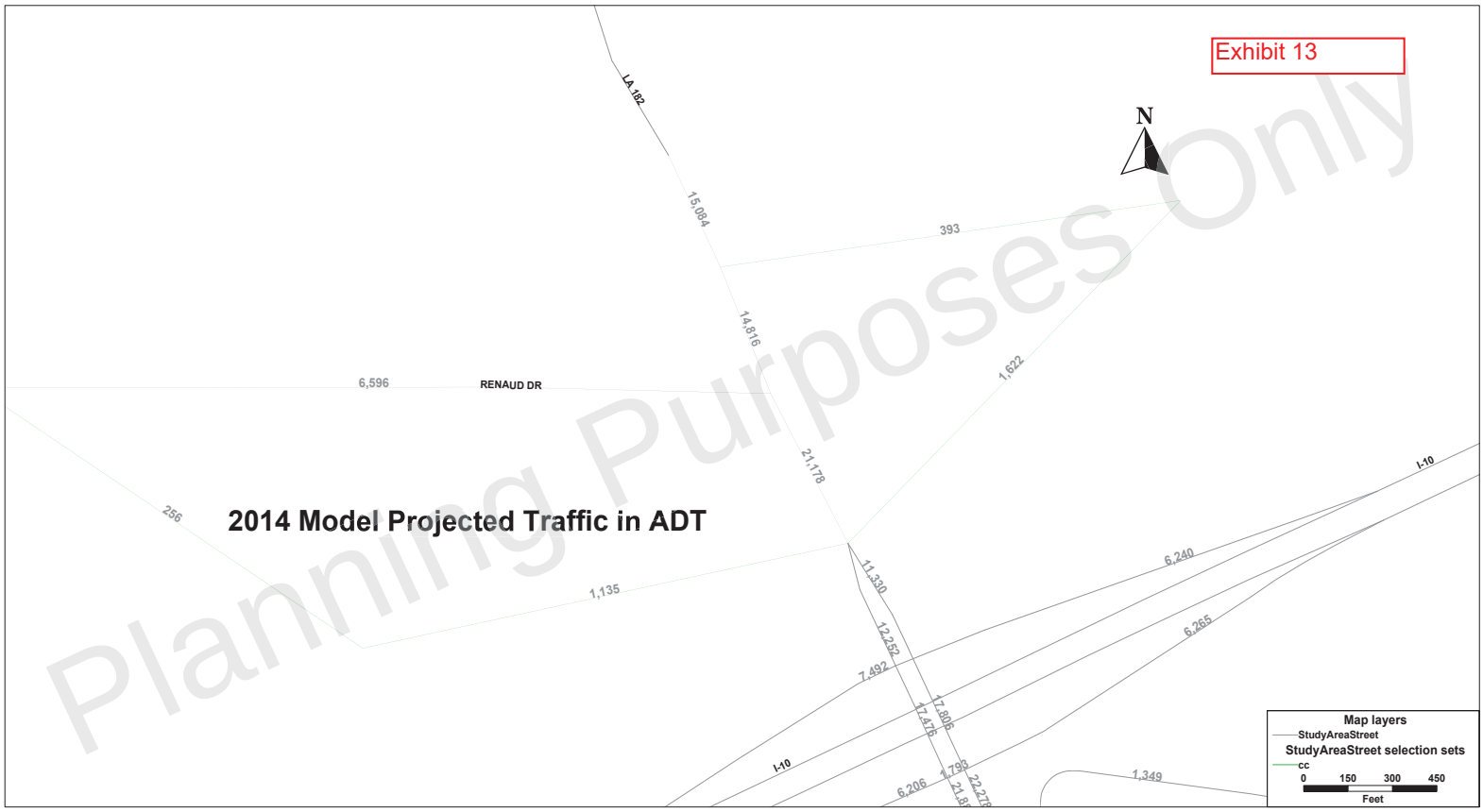
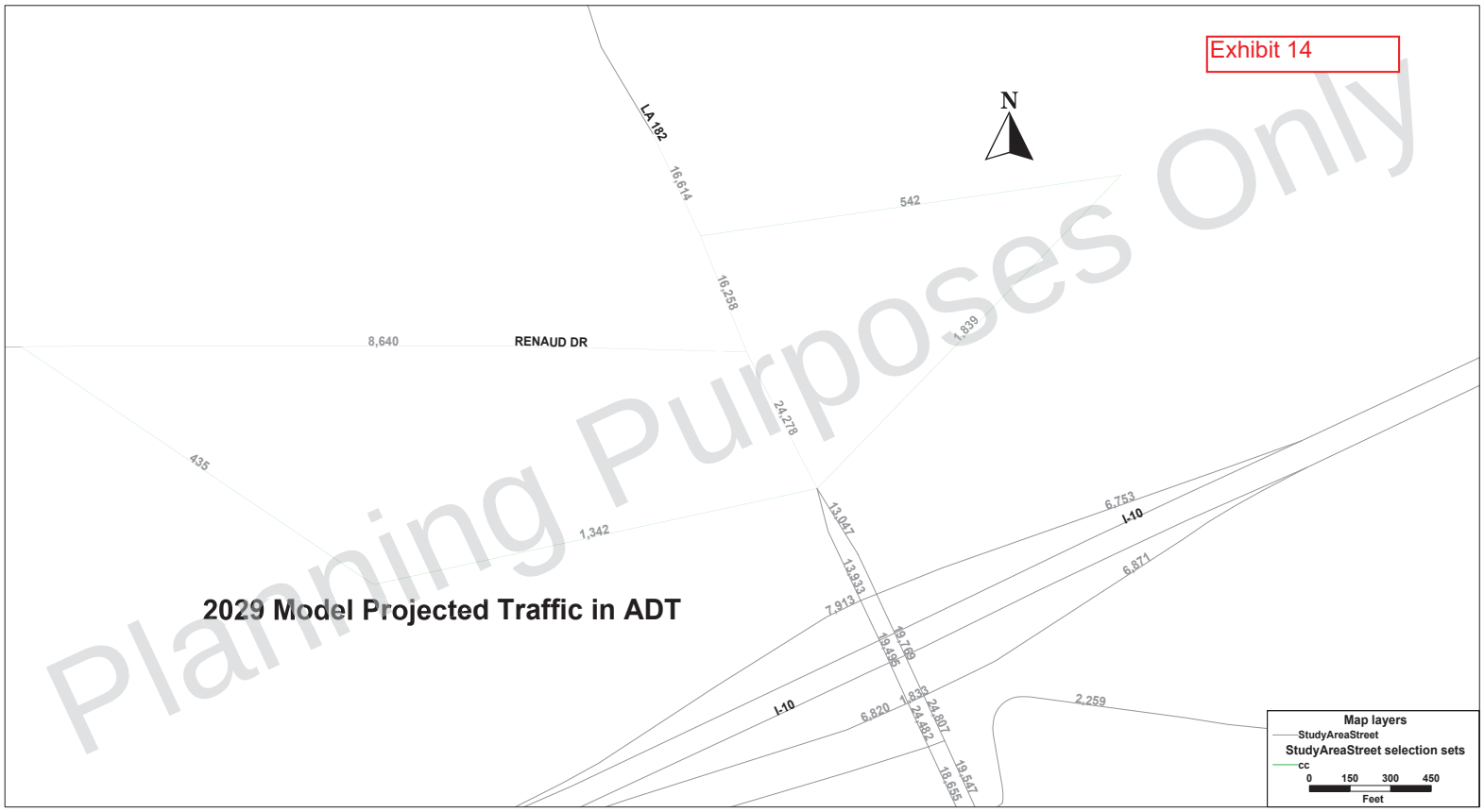

N
University (North approach)
250
250
1000
Newly realigned Renaud Dr. (West approach)
250
300
300
New realigned Stone Ave. (East approach)
250
University (South approach)

Exhibit 13




2014 Model Projected Traffic in ADT

Planning Purposes Only




Planning Purposes Only

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% g

Stone approach

$\left(\frac{542 + 1839}{393 + 1622}\right)^{\frac{1}{15}} - 1 =$ 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

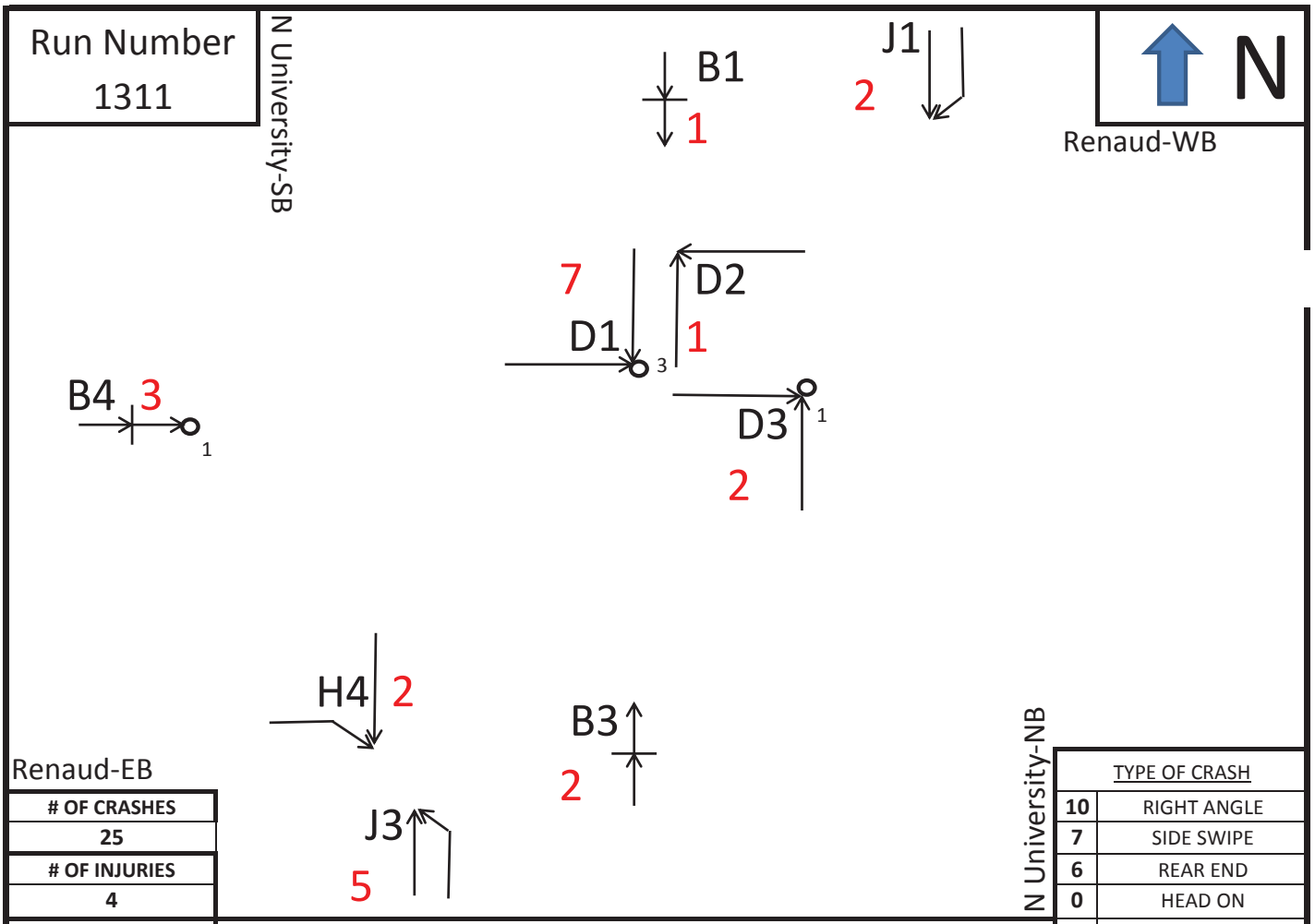
**Movement Performance - Vehicles**

| 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 | 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

Run Number
1311



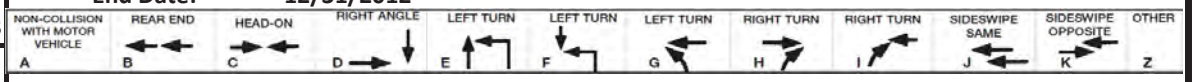

| # OF CRASHES |
|---|
| 25 |
| # OF INJURIES |
| 4 |
| # OF FATALITY |
| 0 |

| | | | |
|---|---|---|---|
| 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<br>Start Date: 01/01/2011<br>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 | | |

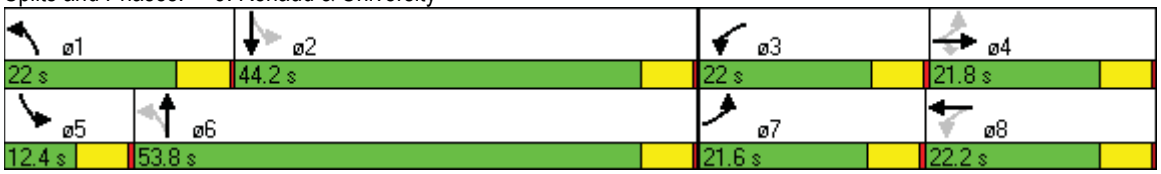
c Critical Lane Group

| 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