

In Association with:



# LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

RPC Project ELacombe

State Project No. H.012855

October 30, 2018

# LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

RPC Project Elacombe  
State Project No. H.012855

Prepared for:

New Orleans Regional Planning Commission  
10 Veterans Boulevard  
New Orleans, Louisiana 70124

Prepared by:

Arcadis U.S., Inc.  
10352 Plaza Americana Drive  
Baton Rouge  
Louisiana 70816  
Tel 225 292 1004  
Fax 225 218 9677

Our Ref.:

LA003390.0001.00005

Date:

October 30, 2018

*The contents of this report reflect the views of the author(s) who is (are) responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Regional Planning Commission, the State or the Federal Highway Administration. This report does not constitute a standard, specification, or regulation.*

*This document is intended only for the use of the individual or entity for which it was prepared and may contain information that is privileged, confidential and exempt from disclosure under applicable law. Any dissemination, distribution or copying of this document is strictly prohibited.*



## CONTENTS

Acronyms and Abbreviations.....	g
Acronyms and Abbreviations (Continued).....	h
Executive Summary.....	i
1 Introduction.....	1
2 Demographic and Economic Profile.....	3
2.1 Socio-Economic Profile.....	3
2.1.1 Census Tracts.....	3
2.1.2 Population.....	3
2.1.3 Age.....	4
2.1.4 Race.....	5
2.1.5 Housing.....	6
2.1.6 Per Capita Income.....	7
2.1.7 Median Household Income.....	7
2.1.8 Commuting Trips.....	8
2.2 Zoning and Land Use.....	9
2.2.1 Zoning.....	9
2.2.2 Current Land Use.....	10
2.2.3 Future Land Use and Developments.....	11
3 Conceptual Development of Land Use and Transportation Options.....	13
3.1 Early Process.....	13
3.2 Stirling Study and Plan.....	19
3.3 Plan Refinement.....	21
3.4 Final Revisions.....	26
4 Traffic Data Collection and Design Year Traffic Analysis.....	33
4.1 Traffic Data Collection.....	33
4.2 TAZ Socioeconomic Modifications.....	34
4.2.1 Population, Housing, and Average Income.....	35
4.2.2 School Enrollment.....	36
4.2.3 Employment.....	36

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

4.2.4 Model Attributes..... 37

4.3 Traffic Analysis ..... 41

4.3.1 Traffic Impact of Development ..... 41

4.3.2 Impact of New Interchange ..... 41

5 Infrastructure – Existing and Proposed ..... 47

5.1 Existing Infrastructure ..... 47

5.1.1 Transportation Network – Roadway ..... 47

5.1.2 Transportation Network – Rail ..... 48

5.1.3 Power and Telecommunications ..... 49

5.1.4 Water, Sewer, and Gas Service ..... 50

5.2 Proposed Infrastructure (Including Opinion of Probable Cost) ..... 51

5.2.1 Public Infrastructure..... 51

5.2.1.1 New Roadways ..... 51

5.2.1.2 I-12 Interchange ..... 52

5.2.1.3 Drainage ..... 53

5.2.1.4 Detention/Retention ..... 54

5.2.1.5 Water ..... 54

5.2.1.5.1 Water Demand..... 54

5.2.1.5.2 Water Wells and Storage ..... 54

5.2.1.5.3 Water Distribution ..... 55

5.2.1.6 Sewer ..... 56

5.2.2 Private Infrastructure ..... 57

5.2.2.1 Power ..... 57

5.2.2.2 Gas ..... 57

5.2.2.3 Telecommunication ..... 57

5.2.2.4 Rail Access ..... 58

5.2.2.4.1 Existing Branch Line/Spur ..... 58

5.2.2.4.2 Proposed Branch Line Extension ..... 58

5.2.2.4.3 Rail Construction Cost Estimate ..... 60

5.3 Public Infrastructure Estimates ..... 60

6 Alternatives Evaluation and Next Steps ..... 80

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

6.1 Criteria..... 80

6.2 Evaluation and Scoring ..... 81

6.2.1 Criteria 1 – Project Purpose and Need..... 81

6.2.2 Criteria 2 – Economic Benefits to the Parish..... 81

6.2.3 Criteria 3 – Amount of Developable Versus Non-Developable Acreage..... 82

6.2.4 Criteria 4 – Consistency with Parish Master Plan ..... 82

6.2.5 Criteria 5 – Traffic Impacts to Local/Major Streets ..... 84

6.2.5.1 Trips Generated by New Development..... 85

6.2.5.2 Percentage Change in Vehicle Miles Traveled..... 85

6.2.6 Criteria 6 – Access Alternatives ..... 85

6.2.7 Criteria 7 – On-Site Traffic Circulation..... 85

6.2.8 Criteria 8 – Alternative Modes (Bike/Pedestrian) ..... 85

6.2.9 Criteria 9 – Potential Mitigation Measures (Wetlands and Water Retention, etc.)..... 86

6.2.10 Criteria 10 – Infrastructure Costs ..... 86

6.2.11 Criteria 11 – Innovative Financing of Infrastructure ..... 86

6.2.12 Criteria 12 – Potential Timeline for Development..... 87

6.3 Evaluation Matrix..... 87

6.4 Next Steps..... 88

6.4.1 Recommended Steps..... 88

6.4.2 Interchange Justification..... 89

6.4.2.1 Policy Point #1 ..... 89

6.4.2.2 Policy Point #2 ..... 89

6.4.2.3 Policy Point #3 ..... 89

6.4.2.4 Policy Point #4 ..... 90

6.4.2.5 Policy Point #5 ..... 90

6.4.2.6 Policy Point #6 ..... 90

6.4.2.7 Policy Point #7 ..... 91

6.4.2.8 Policy Point #8 ..... 91

## TABLES

Table 1: Population.....	4
Table 2: Race Composition and Comparisons.....	6
Table 3: Housing Numbers.....	6
Table 4: Per Capita Income Changes .....	7
Table 5: Median Household Income Changes .....	7
Table 6: Means of Transportation to Work Comparison .....	8
Table 7: Option 1 Development Assumptions .....	27
Table 8: Option 2 Development Assumptions .....	28
Table 9: Option 3 Development Assumptions .....	29
Table 10: Housing Unit and Population Estimates by Scenario.....	35
Table 11: Employment Estimate Rates and Sources.....	36
Table 12: Socioeconomic Data by TAZ.....	37
Table 13: Four-Lane Divided Roadway Unit Cost Estimate Using LADOTD Recent Weighted Averages	60
Table 14: Two-Lane Roadway Unit Cost Estimate Using LADOTD Recent Weighted Averages .....	63
Table 15: Interchange Ramp Unit Cost Estimate Using LADOTD Recent Weighted Averages.....	65
Table 16: Full Interchange Cost Estimate Using LADOTD Recent Weighted Averages .....	67
Table 17: Road and Bayou Crossings Cost Estimate Using LADOTD Recent Weighted Averages .....	69
Table 18: Public Infrastructure Opinion of Probable Cost – Total – Option 1 .....	71
Table 19: Public Infrastructure Opinion of Probable Cost – Total – Option 2 .....	74
Table 20: Public Infrastructure Opinion of Probable Cost – Total – Option 3 .....	77
Table 21: Summary of Public Infrastructure Cost.....	80
Table 22: Public Infrastructure Cost .....	86
Table 23: Alternatives Evaluation Matrix .....	87

## FIGURES

Figure 1: Project Location Map .....	2
Figure 2: Census Tracts in Study Area .....	3
Figure 3: Age Distribution, Study Area .....	5
Figure 4: Current Zoning, Study Area .....	10
Figure 5: Aerial View of Land Use in Study Area .....	11
Figure 6: Tamanend Concept Phase I Site Plan .....	12
Figure 7: Early Scenario Option 1 .....	14
Figure 8: Early Scenario Option 2 .....	15
Figure 9: Early Scenario Option 3 .....	16
Figure 10: Early Scenario Option 4 .....	17
Figure 11: Early Scenario Option 4 - Full .....	18
Figure 12: Development Plan from Stirling Properties Report .....	20
Figure 13: Option 1, December 2017 .....	22
Figure 14: Option 2, December 2017 .....	23
Figure 15: Option 3, December 2017 .....	24
Figure 16: Acreage Difference between the Three Scenarios, December 2017 .....	25
Figure 17: I-12 Mixed Use Difference, December 2017 .....	26
Figure 18: Final Option 1, July 2018 .....	30
Figure 19: Final Option 2, July 2018 .....	31
Figure 20: Final Option 3, July 2018 .....	32
Figure 21: Existing ADT Numbers .....	34
Figure 22: RPC Travel Demand Model TAZ Data - 2042 Population .....	38
Figure 23: RPC Travel Demand Model TAZ Data - 2042 Non-Retail Employment .....	39
Figure 24: RPC Travel Demand Model TAZ Data - 2042 Retail Employment .....	40
Figure 25: Expected Trips by Development Option .....	41
Figure 26: Screenshot of Travel Demand Model and Area of Impact .....	42
Figure 27: Daily Traffic Comparison for New Interchange (Build vs. No-Build) .....	43
Figure 28: VMT Analysis (Network and I-12) .....	44
Figure 29: Peak Period Delay Analysis .....	45

## FIGURES (CONTINUED)

Figure 30: V/C Ratio Analysis .....	46
Figure 31: Transportation Network - Roadway.....	48
Figure 32: Former GMO Rail Line .....	49
Figure 33: “Wire” Utilities .....	50
Figure 34: “Pipe” Utilities .....	51
Figure 35: Proposed Diamond Interchange .....	53
Figure 36: Water Tower at Tamanend Development .....	55
Figure 37: Rail Access to Salmen-Fritchie Site (as provided by Norfolk Southern Railroad) .....	59
Figure 38: New Directions 2025 Southeast Quadrant Future Land Use Map.....	83
Figure 39: Current St. Tammany Zoning Map in the Study Area .....	84

## APPENDICES

Appendix A	Meeting Records
Appendix B	Development Yield Sheets
Appendix C	Traffic Data Collection Memo
Appendix D	Traffic Data Collection Report

## ACRONYMS AND ABBREVIATIONS

A-4	Single Family (zoning classification)
ADT	Average Daily Traffic
AML	Advanced Manufacturing and Logistics (zoning classification)
Atmos	Atmos Energy Corporation
CFR	Code of Federal Regulations (of the United States)
CLECO	Central Louisiana Electric Company
CNIC	Canadian National/Illinois Central
DSL	Digital Subscriber Line
FAR	Floor Area Ratio
FHWA	Federal Highway Administration
GMO	Gulf Mobile and Ohio Railroad
I-12	Interstate Highway 12
I-2	Industrial (zoning classification)
Infra/OS	Infrastructure/Operating Systems
ITE	Institute of Transportation Engineers
LA 434	Louisiana State Highway 434
LADOTD	Louisiana Department of Transportation & Development
MGD	Million gallons per day
NS	Norfolk-Southern Railroad
PBC-1	Planned Business Campus 1 (zoning classification)
PF-1	Public Facilities 1 (zoning classification)
PMC	Project Management Committee
PUD	Planned Unit Development
ROW	Right-of-way
RPC	Regional Planning Commission
TAZ	Traffic Area Zone
TMC	Turning Movement Counts
TND	Traditional Neighborhood Development
US 190	U.S. Highway 190

## ACRONYMS AND ABBREVIATIONS (CONTINUED)

v/c	Vehicle-to-capacity (ratio)
VMT	Vehicle Miles Traveled



## EXECUTIVE SUMMARY

The Regional Planning Commission (RPC) has prepared a land use and transportation study for the greater Lacombe area in St. Tammany Parish, Louisiana. The project area limits are U.S. Highway 190 to the south, Louisiana State Highway 434 (LA 434) to the west, LA 36 to the north, and Airport Road/Northshore Boulevard to the east. The study area focuses, however, on the largest single holding within the study area, the 7,200-acre Salmen-Fritchie Site. The project is being carried out in coordination with St. Tammany Parish and the City of Slidell.

Meetings with a Project Management Committee (PMC) and stakeholders were held throughout the study process.

The project team first completed a summary socio-economic profile of the study area, which included a description of recent changes in existing land use as well as new or proposed residential and commercial developments taking place in and adjacent to the study area.

Next, a conceptual development process of land use and transportation options in the study area was undertaken. Collaborating with the PMC and stakeholders, after several iterations, three land use options were developed. The various land use and transportation options considered opportunities and constraints for future site development, including roadway access, railroad and airport facilities, type and location of utilities, zoning classifications, powerline rights-of-way, potential brownfields and wetland areas, and other development constraints. They were then further refined following reviews and comments by the PMC and stakeholders.

Concurrently, a traffic analysis for all three options under future conditions (design year of 2044) was undertaken. A baseline Year 2044 Existing + Committed roadway network was first established and used as the “no-build” network for comparative analysis. Input data to modify study area Traffic Area Zone attribute data for the year 2044 reflecting conditions under each option were then prepared and new model runs reflecting each option were completed. Impacts to the existing transportation infrastructure, both inside and outside the study area for each option, were reviewed and assessed including each of the options with and without a new Interstate 12 (I-12) interchange between the LA 434 interchange and the Airport Road interchange.

The traffic analysis found that under all three options the developed site will generate a significant number of trips. This preliminary analysis based on the RPC model indicates that the fully developed site will generate between 33,000 and 46,000 daily trips depending on the option. The analysis also showed that a new I-12 interchange (between the LA 434 interchange and the Northshore Boulevard/Airport Road interchange) would greatly ameliorate any traffic impacts from all of the new daily trips, in terms of vehicle miles traveled, vehicle to capacity ratio, and delay.

After first researching the existing project area infrastructure, including the transportation network and water, sewer, drainage, electrical and communication facilities in or adjacent to the study area, a list and description of both transportation improvements and infrastructure capital improvements for each option were developed. Three cost estimates (one for each option) were prepared for a new roadway system (including a new I-12 interchange), a new water supply system, a new sewer system, and a drainage system.

**Those costs for each option are as follows:**

- Option 1 - \$255,801,064
- Option 2 - \$244,374,438
- Option 3 - \$308,797,189

Each of the three alternatives were compared to each other and to the No-Build Alternative on the basis of 12 evaluation criteria confirmed by the Parish, RPC, and PMC. The criteria were designed to compare the relative benefits, impacts, and costs associated with each option.

Finally, “Next Steps” were developed – a list of supporting policies, transportation and infrastructure improvement measures on short-term and long-term infrastructure priorities, and policy measures necessary to advance the preferred land use and transportation plan. This includes a preliminary assessment of justification for a new interchange based on the Federal Highway Administration’s eight policy points on “Access to the Interstate System.”

## 1 INTRODUCTION

The Regional Planning Commission (RPC) has prepared a land use and transportation study for the greater Lacombe area in St. Tammany Parish, Louisiana. The project area limits are U.S. Highway 190 (US 190) to the south, Louisiana State Highway 434 (LA 434) to the west, LA 36 to the north, and Airport Road/Northshore Boulevard to the east. The study area focuses, however, on the largest single holding within the study area, the 7,200-acre Salmen-Fritchie Site. The project is being carried out in coordination with St. Tammany Parish and the City of Slidell. Figure 1 shows a map of the study area.

The study involves planning for alternative land use, which has been and will continue to be coordinated with the Parish's on-going Transportation Master Plan Update. The Arcadis team has been contracted to perform this study. Subcontractors include N-Y Associates, CallisonRTKL, CD&C, and ITS Regional LLC.

As part of the planning process, a Project Management Committee (PMC) was established to guide the technical work effort and to review the work products of the project. The PMC consisted of the RPC, St. Tammany Parish, City of Slidell, Louisiana Department of Transportation and Development (LADOTD) Planning and Traffic Divisions, LADOTD District 62, and LADOTD Planning staff.

Other stakeholders in the area (including local elected officials and representatives and agents of the Salmen-Fritchie site) were also identified and engaged to discuss the project's purpose and need and project-related development opportunities and concerns.

The following meetings were held throughout the study process:

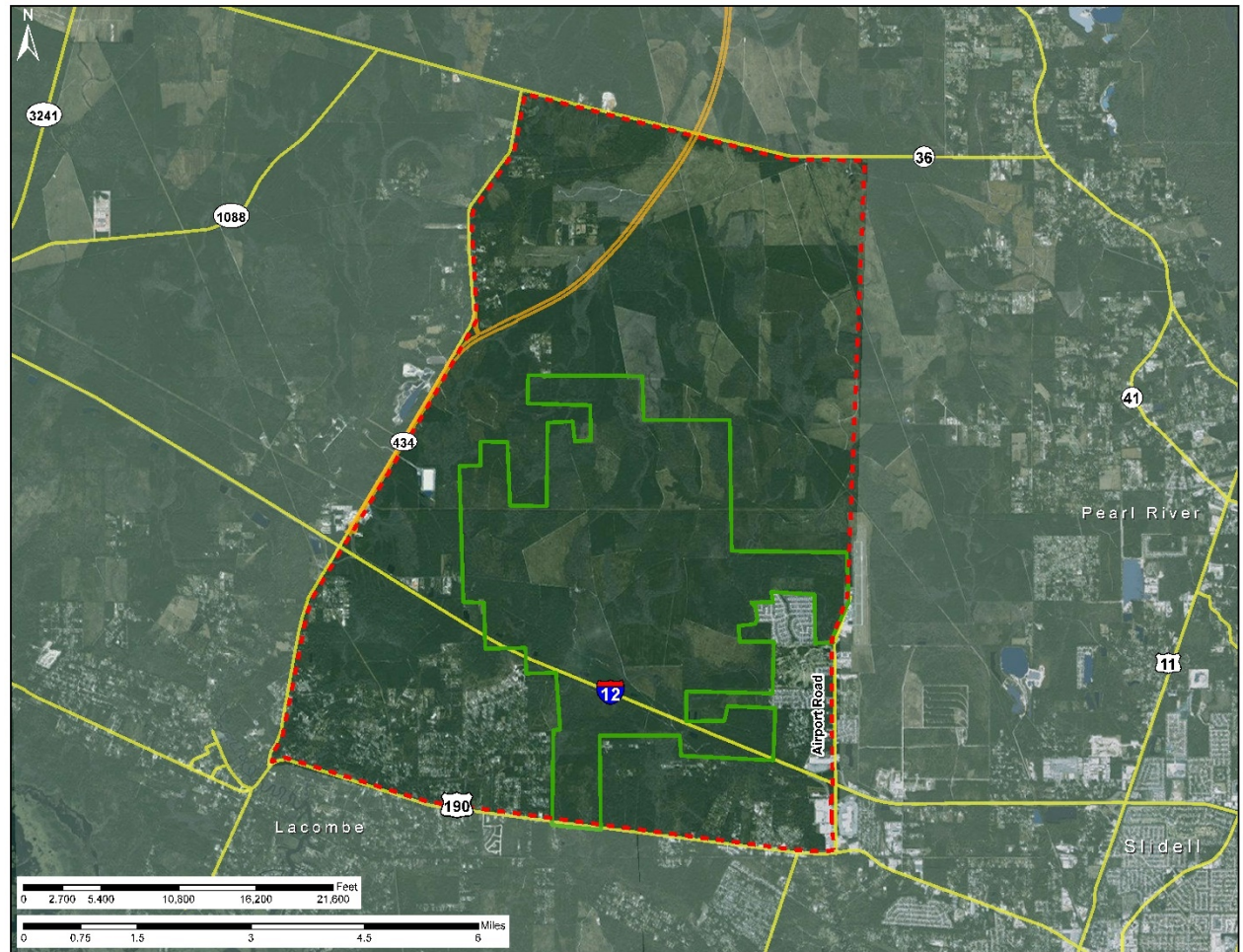
- Project Kick-off Meeting: September 7, 2017
- PMC Meeting #1: October 17, 2017
- Stakeholder Meeting #1: November 2, 2017
- PMC Meeting #2: December 19, 2017
- Stakeholder Meeting #2: January 31, 2018
- PMC Meeting #3: June 7, 2018
- Stakeholder Meeting #3: June 14, 2018
- PMC Meeting #4: July 18, 2018

All meeting records are provided in Appendix A.

The following six sections are provided in this report:

- Introduction
- Demographic and Economic Profile
- Conceptual Development of Land Use and Transportation Scenarios
- Traffic Data Collection and Design Year Traffic Analysis
- Infrastructure – Existing and Proposed
- Alternatives Evaluation and Next Steps

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA



**Project Location**

Land Use and Transportation:  
 Scenario Planning Study  
 East Lacombe Area  
 St. Tammany Parish  
 State Project No. H.012855  
 RPC Project No. ELacombe




-  Study Area
-  Salmen-Fritchie Holdings
-  Major Road
-  Future LA 3241



Figure 1: Project Location Map

## 2 DEMOGRAPHIC AND ECONOMIC PROFILE

Section 2 includes a summary socio-economic profile of the study area. A description of population and economic changes and emerging residential and commercial growth centers is presented, including recent changes in existing land use as well as new or proposed residential and commercial developments taking place in and adjacent to the study area.

Information collected and used was from readily available U.S. Department of Census and economic data, as well as readily available land use and zoning data from St. Tammany Parish.

### 2.1 Socio-Economic Profile

#### 2.1.1 Census Tracts

As shown on Figure 2, the project area lies within two census tracts, 407.01 and 412.04.

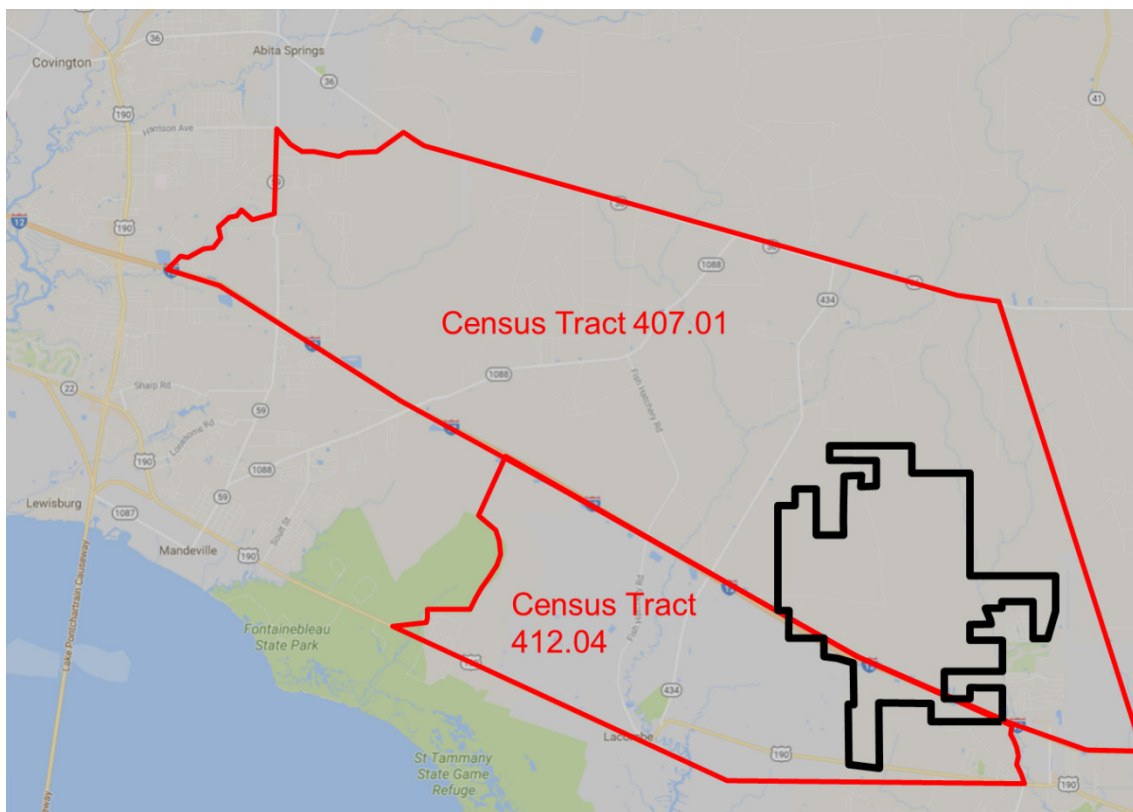


Figure 2: Census Tracts in Study Area (Salmen-Fritchie property outlined in black)

#### 2.1.2 Population

Table 1 provides population numbers and percent changes from 2000 to 2010 for the United States, the state of Louisiana, and the project area.



**Table 1: Population**

Geographic Unit	2000	2010	Change 2000 to 2010	Percent Change
United States	281,421,906	306,745,538	27,323,632	8.9
Louisiana	4,468,976	4,533,372	64,396	1.4
Census Tract 407.01	5,740	9,209	3,469	60.4
Census Tract 412.04	7,073	7,661	588	8.3
Study Area (Both Census Tracts)	12,813	16,870	4,057	31.7

As shown in Table 1, the state of Louisiana has seen a relatively low percentage of population growth from year 2000 to 2010 (1.4 percent) considering the overall national population growth of 8.9 percent.

However, Census Tract 407.01 has experienced a tremendous population increase from 2000 to 2010 (60.4 percent), which is much higher than the state population increase rate and the national population increase rate. Census Tract 412.04 has experienced a noticeable population increase rate from 2000 to 2010 (8.3 percent), which is still higher than the state population increase rate and is comparable to the national population increase rate.

### 2.1.3 Age

As shown on Figure 3, the population in the study area is relatively evenly distributed among all ages, with twin peaks around 50 and 15 years of age. The study area has very few residents age 65 and over.

The age distribution indicates an increase in work force population (age 16 to 65) in the near future. The increase trend is likely to be intensified by people moving from another area to the study area.

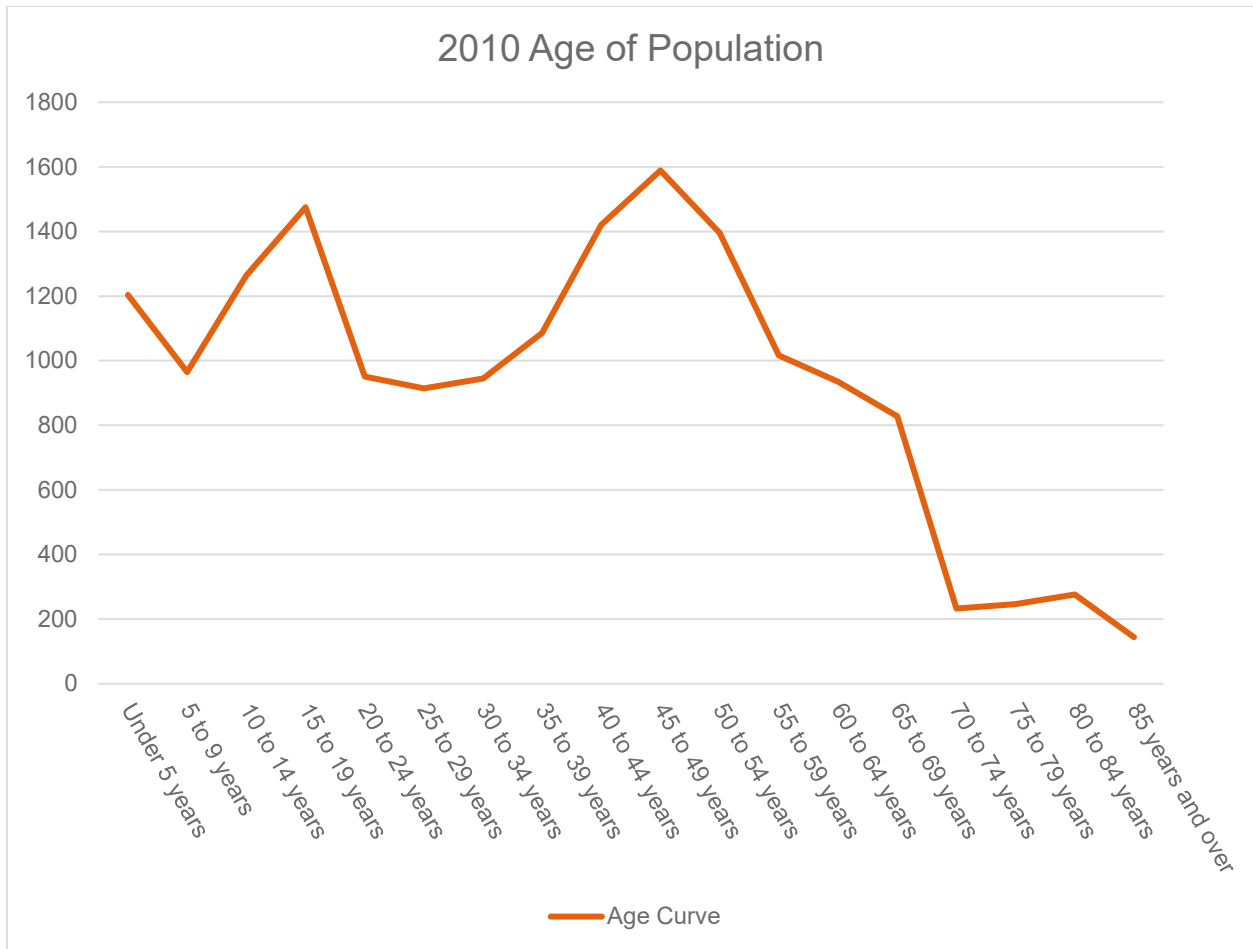


Figure 3: Age Distribution, Study Area

### 2.1.4 Race

As shown in Table 2, current census data show 95.6 percent of the study area population is composed of White and Black or African American populations, 79.7 percent of which are White and 15.5 percent of which are Black or African American.

These numbers are in the range between those of the state of Louisiana and the United States as a whole. A slight shift in the racial balance of the study area is noted over the 10-year period between the years 2000 and 2010. There has been an approximately 4 percent increase in the White population and approximately 5 percent decrease in the Black or African American population.

**Table 2: Race Composition and Comparisons**

Geographic Unit	Census Year	White	Black or African American	Asian	Native (American Indian, Alaska Native, Hawaiian native, Pacific Islander)	Other
United States	Census 2000	75.1%	12.3%	3.6%	1.1%	5.5%
	Census 2010	72.4%	12.6%	4.8%	1.1%	6.2%
Louisiana	Census 2000	63.9%	32.5%	1.2%	0.6%	0.7%
	Census 2010	62.6%	32.0%	1.5%	0.7%	1.5%
Study Area (Both Census Tracts)	Census 2000	75.3%	20.3%	0.7%	0.1%	2.1%
	Census 2010	79.7%	15.5%	0.7%	1.1%	1.2%

### 2.1.5 Housing

As illustrated in Table 3, the number of housing units in the study area comprising the two census tracts increased by approximately 38 percent between 2000 and 2010.

According to housing data, there is a mixture of owner-occupied (79.4 percent) and renter-occupied housing (13.3 percent) in the study area, with a very strong occupancy rate of approximately 93 percent in 2010.

The percentages of owner-occupied housing and renter-occupied housing have remained relatively constant between the two census years, with 79.5 percent owner-occupied and 13 percent renter-occupied. The vacancy rate decreased slightly from 8.1 percent in 2000 to 7.1 percent in 2010.

**Table 3: Housing Numbers**

Categories	2000		2010	
	Number of Housing Units	Percentage	Number of Housing Units	Percentage
Occupied:	4,603	91.9	6,347	92.9
Owners	3,975	79.4	5,435	79.5
Renters	628	12.5	912	13.3
Vacant	404	8.1	488	7.1
<b>Total Building Units</b>	<b>5,007</b>		<b>6,835</b>	



### 2.1.6 Per Capita Income

Table 4 summarizes the per capita income for the two study area census tracts in 2000 and 2010. The per capita income for Census Tract 407.01 in 2010 is recorded as \$28,061, a 30.8 percent increase over that of Census 2000. The per capita income for Census Tract 412.04 in 2010 is recorded as \$21,999, a 19.6 percent increase over that of Census 2000.

The per Capita income in Census Tract 407.01 is higher than the average per capita income at the national and state levels, while the income in Census Tract 412.04 is less than the average per capita income at the national and state levels.

**Table 4: Per Capita Income Changes**

Geographic Unit	2000	2010	Percent Change
United States	\$21,587	\$26,942	19.9
Louisiana	\$16,912	\$23,094	26.8
Census Tract 407.01	\$21,452	\$28,061	30.8
Census Tract 412.04	\$18,397	\$21,999	19.6

### 2.1.7 Median Household Income

As shown in Table 5, median household income in Census Tract 407.01 is reported as \$73,207 in the 2010 Census, a 43.3 percent increase over the median household income reported in the 2000 Census (\$51,097).

Median household income in Census Tract 412.04 is reported as \$43,500 in the 2010 Census, an 8.8 percent increase over the median household income reported in the 2000 Census (\$40,000).

The increase in Census Tract 407.01 is much higher than the increase percentage in household income nationwide (19.1 percent) and state wide (25.0 percent), while the increase for Census Tract 412.04 is considerably less than the increase percentage for the nation and the state. Notably, the median household income for Census Tract 412.04 in 2010 is nearly the same as that of the State of Louisiana median household income, which is \$43,445.

**Table 5: Median Household Income Changes**

Geographic Unit	2000	2010	Percent Change
United States	\$41,994	\$51,914	19.1
Louisiana	\$32,566	\$43,445	25.0
Census Tract 407.01	\$51,097	\$73,207	43.3
Census Tract 412.04	\$40,000	\$43,500	8.8

## 2.1.8 Commuting Trips

As shown in Table 6, the average commute time between 2000 and 2010 in the study area remains essentially unchanged, with 69 minutes in 2000 and 63 minutes in 2010. While the average commute times for the state and the nation are about the same (approximately 25 to 26 minutes), the commute time in the study area is much longer.

The majority of workers 16 years of age and over in the study area drove alone (more than 80 percent, higher than the national and state percentages) as their daily commute to and from work. Approximately 11 percent of the workforce carpooled in the study area in the year 2010, a slight decrease from the year 2000. This percentage is roughly the same as both the national and the state percentages.

**Table 6: Means of Transportation to Work Comparison**

Geographic Unit	Year 2000	Percent of Total	Year 2010	Percent of Total
<b>United States</b>				
Car, truck, or van – drove alone	97,102,050	75.7%	106,226,816	76.00%
Car, truck, or van – carpooled	15,634,051	12.2%	14,220,431	10.20%
Public transportation	6,067,703	4.7%	6,957,758	5.00%
Walked	3,758,982	2.9%	3,964,154	2.80%
Other means	1,532,219	1.2%	2,453,492	1.80%
Worked at home	4,184,223	3.3%	5,910,423	4.20%
<b>Total – Workers 16 years and over</b>	<b>128,279,228</b>	<b>100%</b>	<b>139,733,074</b>	<b>100%</b>
Mean travel time to work (minutes)	25.5	--	25.3	--
<b>Louisiana</b>				
Car, truck, or van – drove alone	1,430,142	78.1%	1,593,435	81.60%
Car, truck, or van – carpooled	249,640	13.6%	212,749	10.90%
Public transportation	43,277	2.4%	25,319	1.30%
Walked	40,184	2.2%	38,222	2.00%
Other means	28,485	1.6%	37,927	1.90%
Worked at home	39,329	2.1%	45,448	2.30%
<b>Total – Workers 16 years and over</b>	<b>1,831,057</b>	<b>100%</b>	<b>1,953,100</b>	<b>100%</b>
Mean travel time to work (minutes)	25.7	--	25	--
<b>Study Area (Both Census Tracts)</b>				
Car, truck, or van – drove alone	4,802	81.63%	6,501	83.89%
Car, truck, or van – carpooled	862	14.65%	840	10.84%
Public transportation	0	0.0%	15	0.19%

Geographic Unit	Year 2000	Percent of Total	Year 2010	Percent of Total
Walked	18	.31%	71	0.92%
Other means	27	.46%	123	1.59%
Worked at home	174	2.96%	199	2.57%
<b>Total – Workers 16 years and over</b>	<b>5,883</b>	<b>100%</b>	<b>7,749</b>	<b>100%</b>
Mean travel time to work (minutes)	69	--	63	--

## 2.2 Zoning and Land Use

### 2.2.1 Zoning

A current zoning map of the area is presented as Figure 4. The majority of the study area is zoned for lighter uses (yellow), including Suburban and Single-Family Residential. Areas immediately adjacent to LA 434 and Interstate 12 (I-12) are zoned for heavier uses (red), including highway commercial and industrial areas. The northeastern portion of the study area is zoned as a large Planned Unit Development (PUD) site, comprising the Tamanend development.

The conglomeration of zoning in the center of the Salmen-Fritchie property is comprised of a multitude of various zoning classifications ranging from residential to commercial, including Traditional Neighborhood Development (TND, brown), multi-family (orange), education (blue), public facilities (light blue), and medical zoned-areas (dark pink). This unusual zoning for a property that is currently vacant timber land is a legacy of an earlier planned development for the site that did not come to fruition.

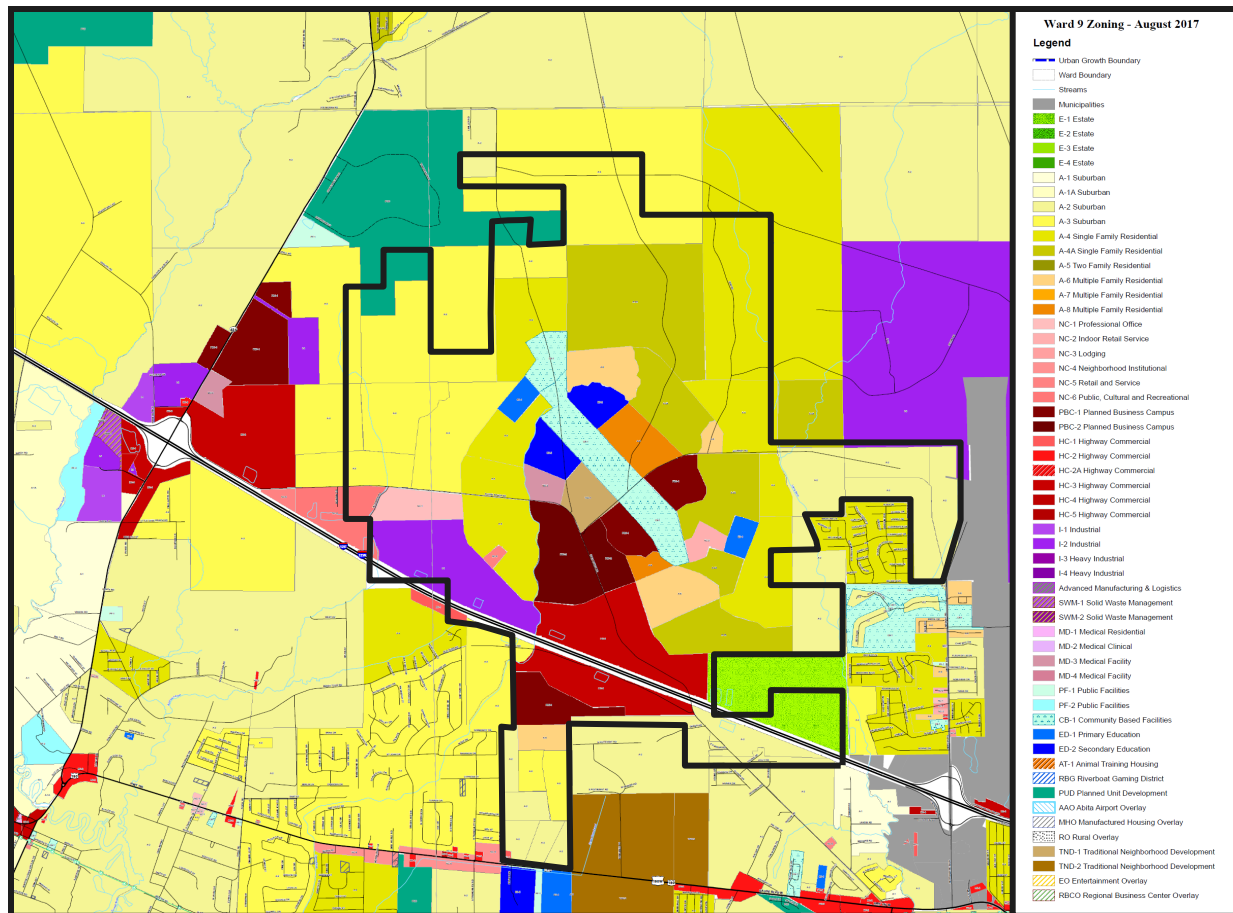


Figure 4: Current Zoning, Study Area (Salmen-Fritchie property outlined in BLACK)

## 2.2.2 Current Land Use

The current land use can be illustrated by aerial imagery. Figure 5 provides such a view covering the same general area as the zoning map shown on Figure 4 above.

As shown on Figure 5, most of the area is undeveloped, vacant, and wooded. There are a number of residential subdivisions just southwest of the Slidell Airport, as well as between I-12 and US 190. There is a commercial retail center along Northshore Boulevard between I-12 and US 190, as well as other scattered commercial and public facilities along the highways in the area. The beginnings of the new development of Tamanend can clearly be seen in the northwest portion of the figure.

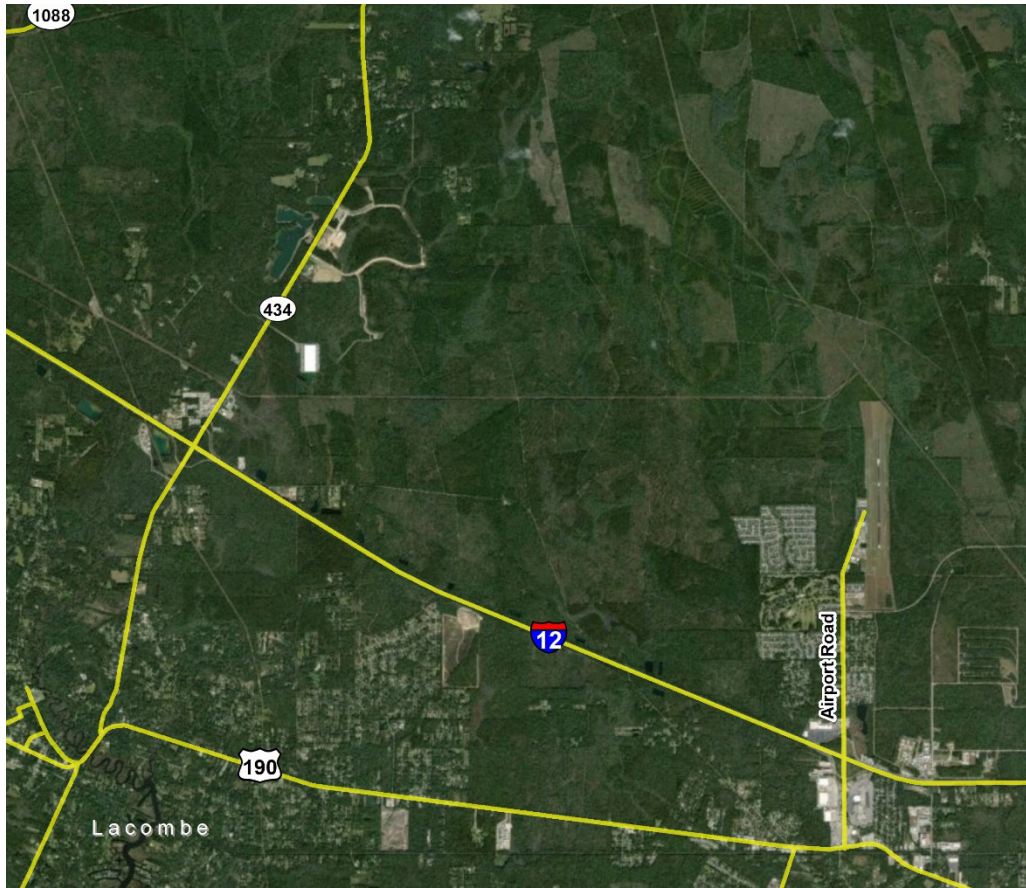


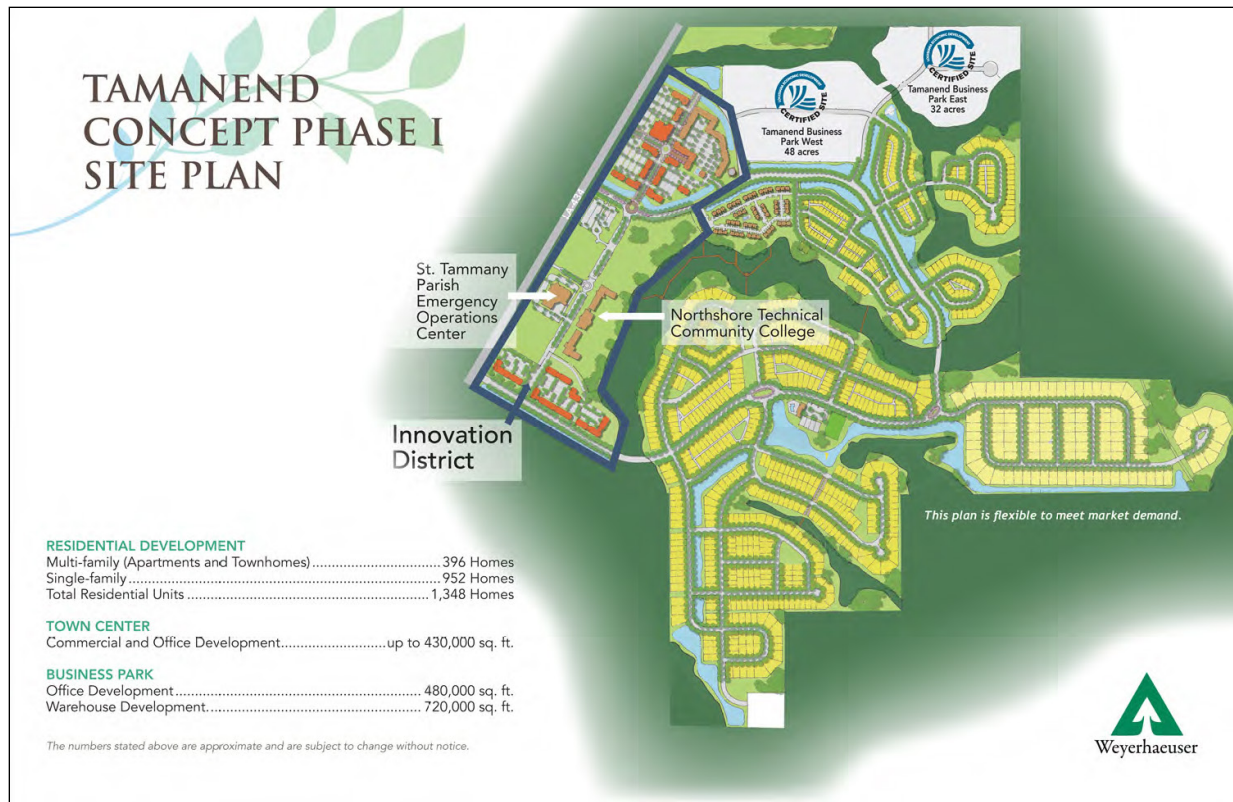
Figure 5: Aerial View of Land Use in Study Area

### 2.2.3 Future Land Use and Developments

In the immediate study area, several planned projects and developments that will lead to changes in future land use have been identified.

The first of these is the new Tamanend development, which is located along LA 434 just to the northwest of the Salmen-Fritchie site. Developed by Weyerhaeuser, Tamanend is planned to have a residential component of 1,348 homes, a Town Center, and a business park focused toward office and warehouse development. Figure 6 shows the Phase I plan for Tamanend.





**Figure 6: Tamanend Concept Phase I Site Plan**

Another major project that may impact the area is the development of the LA 3241 project. The project calls for the construction of a new four-lane highway connecting I-12 to Bush, Louisiana, in St. Tammany Parish. The new roadway is approximately 19.8 miles in length and begins at LA 434, north of the existing LA 434 interchange with I-12, and traverses in a northeasterly direction until encountering an abandoned rail corridor. It then follows the rail corridor terminating at the LA 21/LA 41 intersection near Bush, Louisiana.

LA 3241 is anticipated to serve as a key new corridor linking Washington Parish with I-12, and may spur development along its length, particularly in areas closer to I-12.

Segment 1 of LA 3241 is in the project vicinity (between I-12 and LA 36) and includes upgrades and improvements to LA 434. The design of Segment 1 is in the preliminary phase. Preliminary plans need updating to include roundabouts required for access management, with final design anticipated to begin in early 2019, the final right-of-way (ROW) map to be completed by summer 2019, ROW, appraisal and acquisition to start late 2019, and project letting scheduled for 2020/2021<sup>1</sup>.

As part of the ongoing PMC and stakeholder coordination process of the East Lacombe Land Use and Transportation Plan, it was found that there are preliminary plans for the expansion of the Slidell Municipal Airport, which would allow the airport to accommodate larger corporate clients. Such plans are in the early stages of development, but include concepts and discussions such as an extension of the

<sup>1</sup>These dates are estimated and subject to change based on funding availability and priority.

north-south runway to the north and land acquisition on the west side. Any runway extension must undergo an Environmental Assessment prior to design and construction.

Also as part of the ongoing PMC and stakeholder coordination process, it was learned that the owners of the Salmen-Fritchie site are working toward the development of the site, and commissioned Stirling Properties to prepare a report evaluating the short- and long-term options for future disposition and development of the site. The report recommends several infrastructure improvements and proposed rezoning to aid in the development of the site.

### **3 CONCEPTUAL DEVELOPMENT OF LAND USE AND TRANSPORTATION OPTIONS**

Section 3 provides a description of the conceptual development process of land use and transportation options in the study area. Collaborating with the PMC and stakeholders, after several iterations, three land use options were developed. The various land use and transportation options considered opportunities and constraints for future site development, including roadway access, railroad and airport facilities, type and location of utilities, zoning classifications, powerline rights-of-way, potential brownfields and wetland areas, and other development constraints. They were then further refined following reviews and comments by the PMC and stakeholders.

#### **3.1 Early Process**

The process of developing options began with a standard planning exercise of examining the site, evaluating the surrounding transportation network, and developing a set of assumptions (such as reserving areas around the site's bayous and waterways for conservation) and then brainstorming "bubble" diagrams for different development options with simple pencil sketches. This initial exercise was undertaken in the fall of 2017, and resulted in four early options for the site, each with a sketch map and unit data (usually acreage) which were presented in the first PMC meeting in October 2017 (Figures 7 through 10). The development yield sheets for each revision are provided in Appendix B.

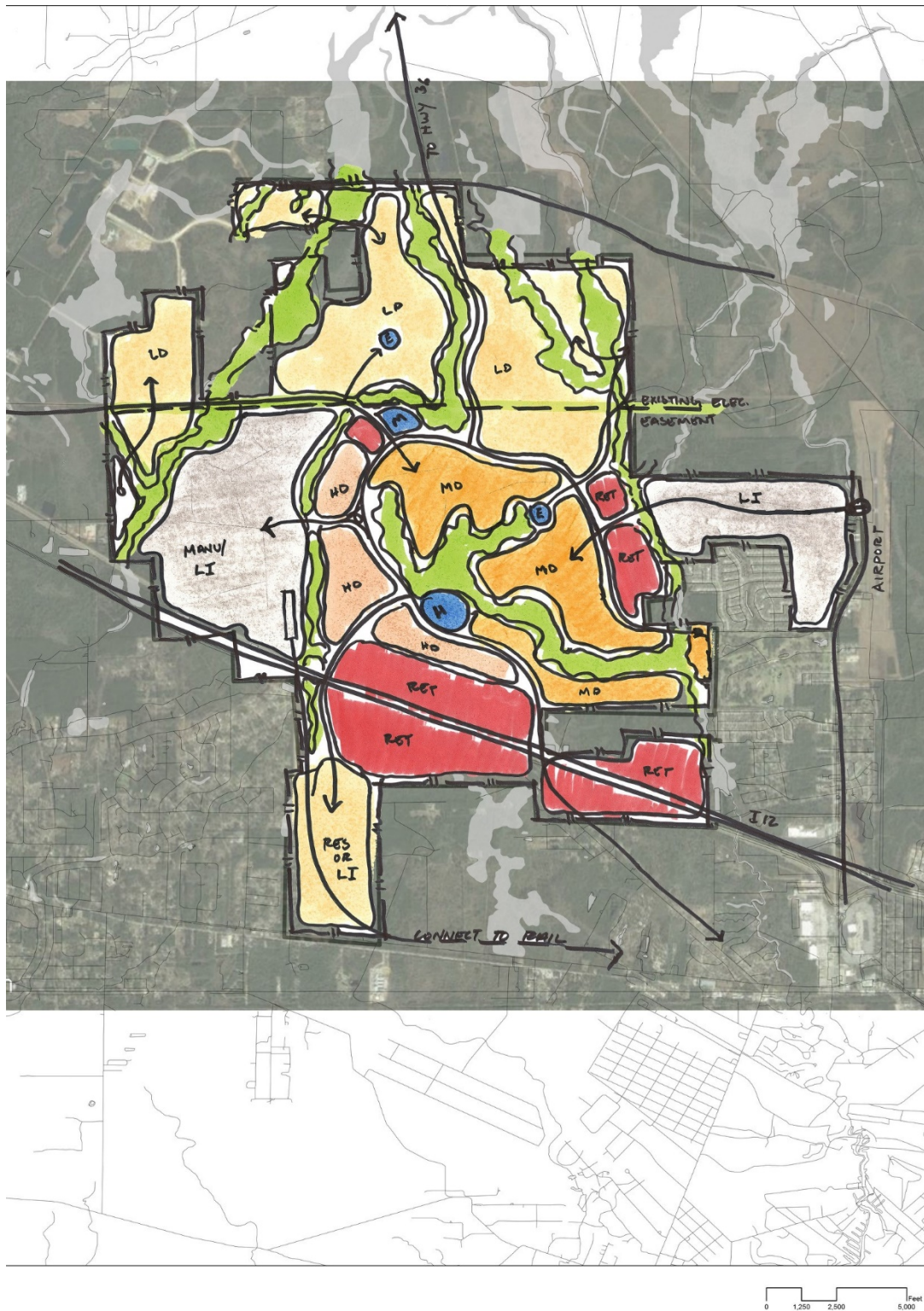


Figure 7: Early Scenario Option 1



LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA



Figure 8: Early Scenario Option 2





Figure 9: Early Scenario Option 3



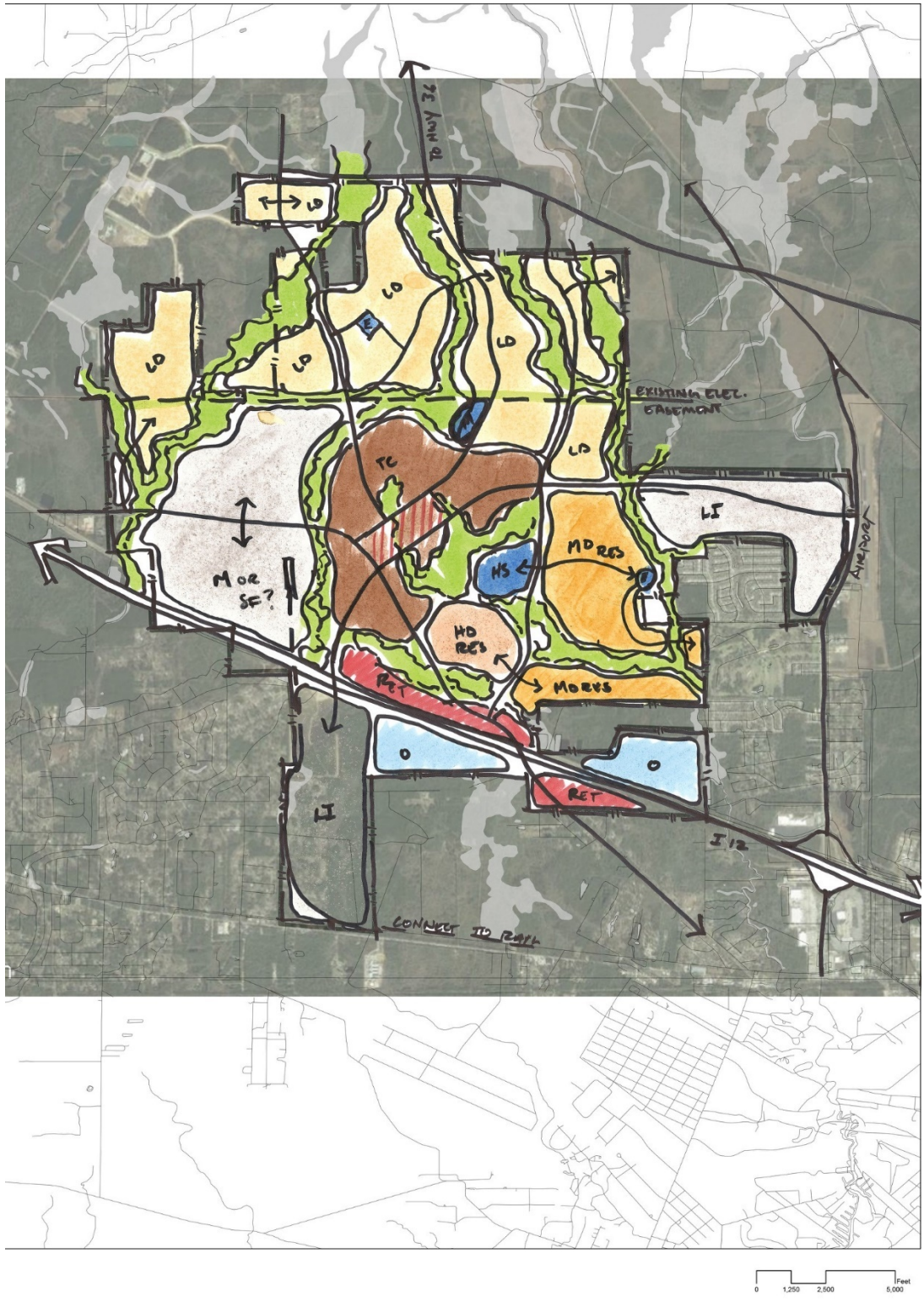


Figure 10: Early Scenario Option 4

# LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

An option for the entire project area (not just the Salmen-Fritchie site) was also sketched out and presented.

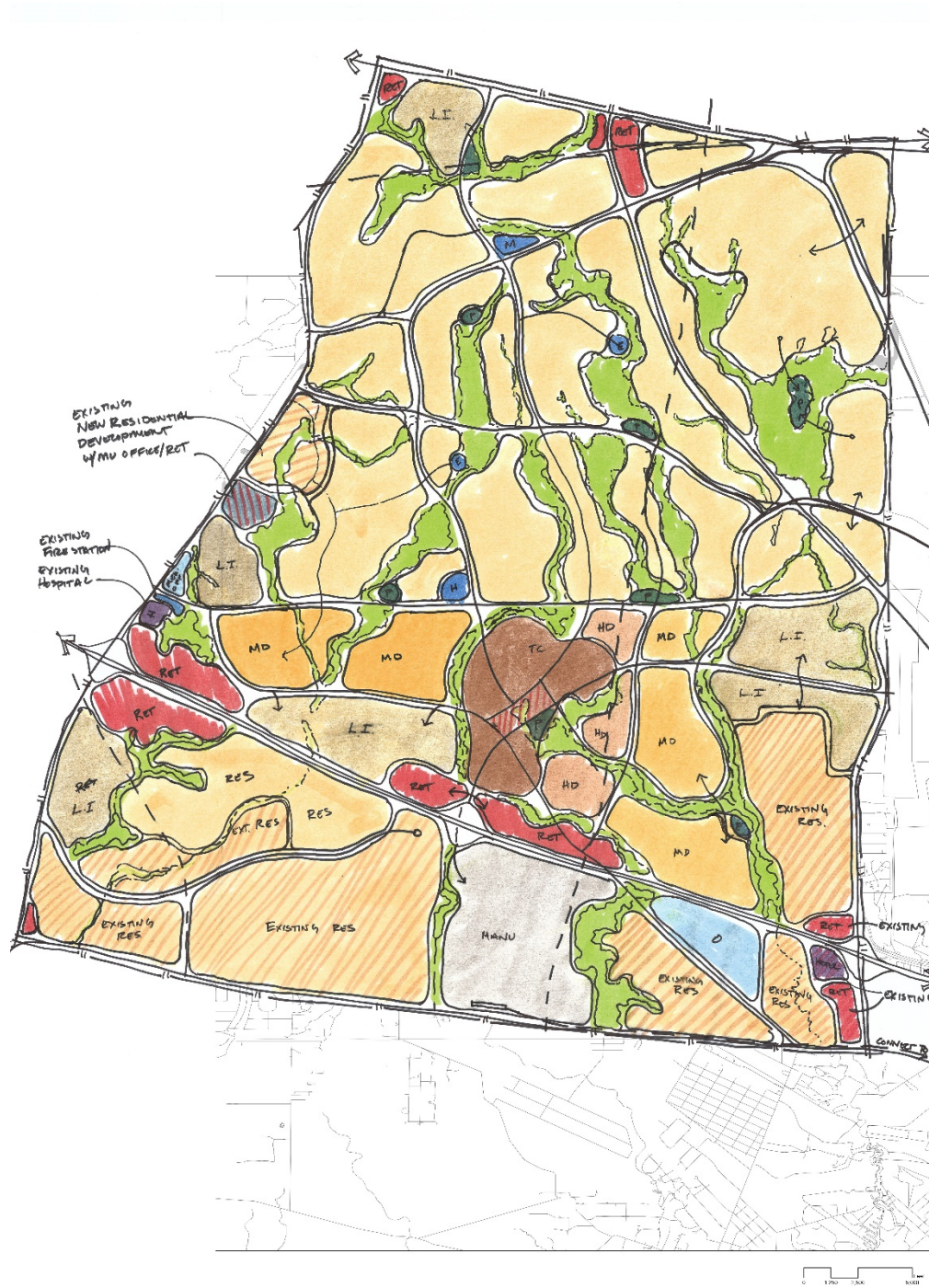


Figure 11: Early Scenario Option 4 - Full



## 3.2 Stirling Study and Plan

Before the early concepts had a chance to be further developed, the first stakeholder meeting was held shortly after the first PMC meeting in November 2017. Present at the stakeholder meeting were representatives of the Salmen-Fritchie holdings and their agents, Stirling Properties. Stirling had recently completed a study for the property holders which evaluated the 7,200-acre site (represented by approximately 99 percent Salmen land and a small portion of Fritchie land). The owners are looking to develop the site, and the Stirling study was their first step in that process. During that meeting, Steve Rapier, who represents the Salmen family, agreed to allow the project team to use the Stirling study information for this study.

The key point resulting from this meeting and from the Stirling report (copies of which were subsequently delivered to the project team) was that the site owner already had a general land use plan/map option in place for long-term site development based upon their research of the physical attributes of the area as well as existing infrastructure. Their land use map/plan for the site is presented on Figure 12.

Some key points from the study and plan:

- There are several large areas which are mostly wetland that would be proposed as Public Facilities (PF-1) for zoning purposes and left undeveloped. The other zones that appear to be appropriate for development would fall under the Planned Business Campus (PBC-1), Industrial (I-2), Single Family Residential (A-4), and Advanced Manufacturing and Logistics District (AML) classifications of the Parish. The preliminary rezoning plan area delineations were based upon development constraints (e.g., wetlands, elevations below 5 feet above mean sea level).
- The largest zoning area proposed is AML, which is located in the highest and most contiguously developable area of the Salmen property. It includes some permissible wetlands, is approximately 2,100 acres in size, and would be zoned to accommodate an original equipment manufacturer and feeder industry companies, as well as warehouse/distribution operations.
- Rail access to the AML area of the site was originally considered via the abandoned Canadian National/Illinois Central (CNIC) line south of I-12. However, the abandoned CNIC ROW has been redeveloped as the Tammany Trace recreational trail. The Stirling Report, as an alternative, suggested extending Norfolk-Southern's (NS's) northwestward spur in Slidell along an abandoned rail ROW, then angling it farther west on a new ROW to meet an existing east-west running Central Louisiana Electric Company (CLECO) ROW. It would run in that ROW (alongside an existing CLECO transmission line) into the Salmen-Fritchie site.
- A new interstate interchange is envisioned for the development, approximately midway between the existing LA 434 and Airport Road/Northshore Boulevard interchanges. The interchange would also link southward to US 190.
- Water tower and sewage treatment facilities are envisioned to support the site.
- CLECO has provided Stirling Properties several letters of support for the development and is amenable to joint development of a roadway along CLECO's 140-foot transmission line ROW, extending east from LA 434 to service a proposed "St. Tammany Parish Business Park" on site (where the 50-acre site is being proposed for certification).
- Existing St. Tammany Parish zoning would be revised based on Stirling's assessment of highest and best use of land. A new zoning plan request is under development and will be proposed to St. Tammany Parish for approval.

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

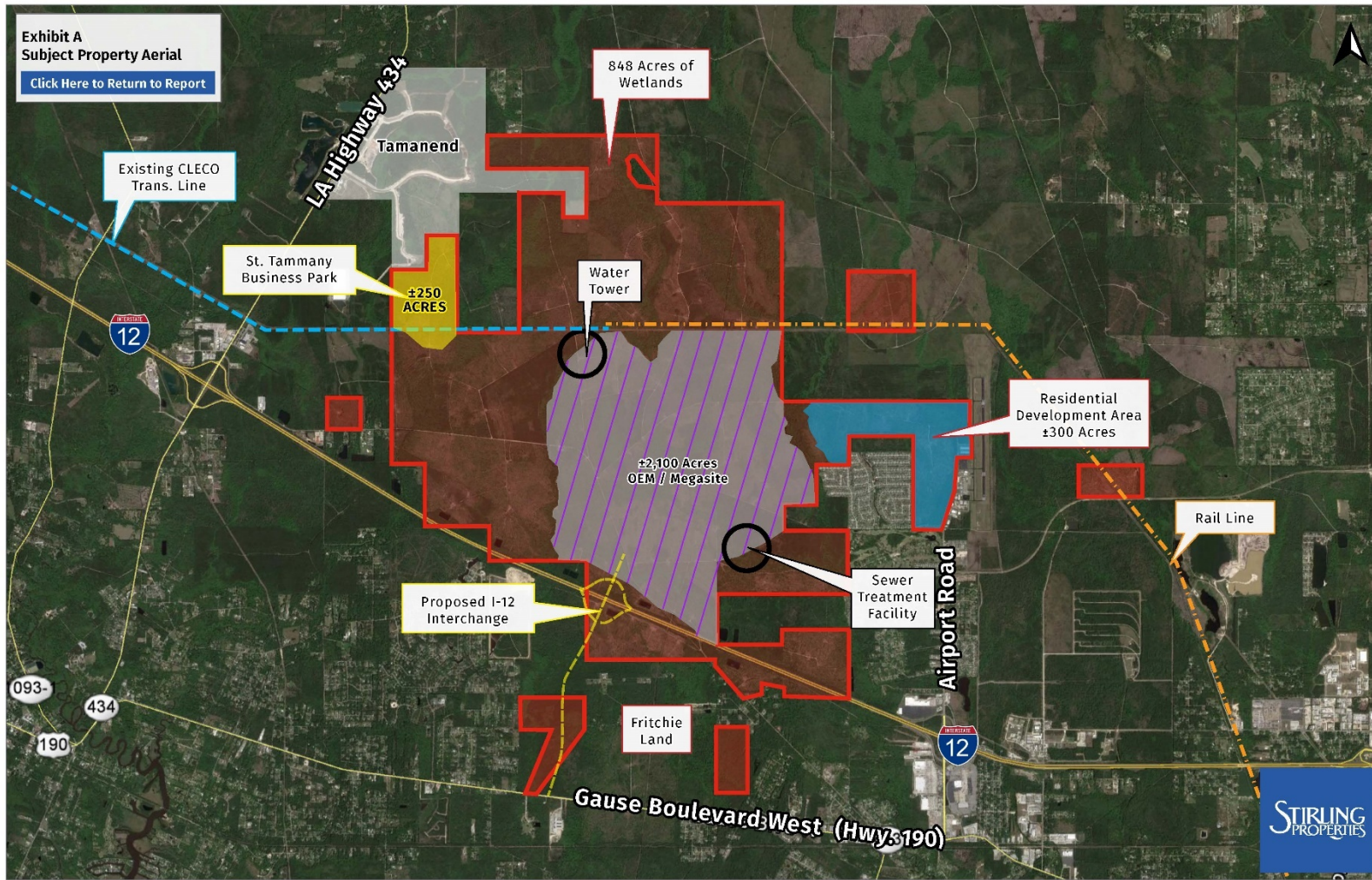


Figure 12: Development Plan from Stirling Properties Report

Note: The land uses shown are for study purposes only.

Following the meeting, the project team, RPC, and St. Tammany Parish agreed that the basic layout shown in the Stirling study would provide the underlying boundary for development of the three options. Based upon the Stirling map, the team would develop definitions for the low-, moderate-, and high-density/growth options for discussion and approval by the RPC and St. Tammany Parish representatives and subsequent stakeholder coordination. After the low-, moderate-, and high-density/growth options were completed and approved, the team adjusted population, employment, and other data to reflect the development options and provide these data and other assumptions to the RPC.

### 3.3 Plan Refinement

The team then began work on developing the three options both in terms of land use and in terms of the transportation network. Under all three options, a set of assumptions was used to guide each:

- A rail spur from the abandoned Gulf Mobile and Ohio (GMO) rail right-of way (north and west of airport) that would run parallel to the existing utility easement;
- An LA 434 roadway connection parallel to the same utility easement;
- A connection between the Manufacturing/Distribution parcel and Airport Road through a residential area; and
- Major street layout should minimize connections through wetlands areas

Maps of the three options developed under the above assumptions are presented as Figures 13, 14, and 15. The initial concepts were approved by RPC and St. Tammany Parish in November 2017. Two small briefing meetings were conducted with Council Representatives of the study area in late November 2017. These options were then presented to the PMC in December 2017 and to the stakeholders in January 2018.

The major difference between the options is the area of manufacturing in the industrially zoned “mega-site” area with Option 1 dedicating the smallest amount of land to manufacturing (the rest to distribution), Option 2 dedicating approximately half the amount of land to manufacturing, and Option 3 dedicating the entire central industrial land use area to manufacturing.

There are also differences in the mixed-use area near and along I-12. The assumption is “low, medium and high” density for each option. The difference in density is reflected by the amount of land dedicated to single-family housing. Option 1 would have the largest percentage of land in the Mixed Use I-12 area as single-family housing, Option 2 increases land used for office, retail and multi-family, and in Option 3 the amount of land used for office increased even more.



LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

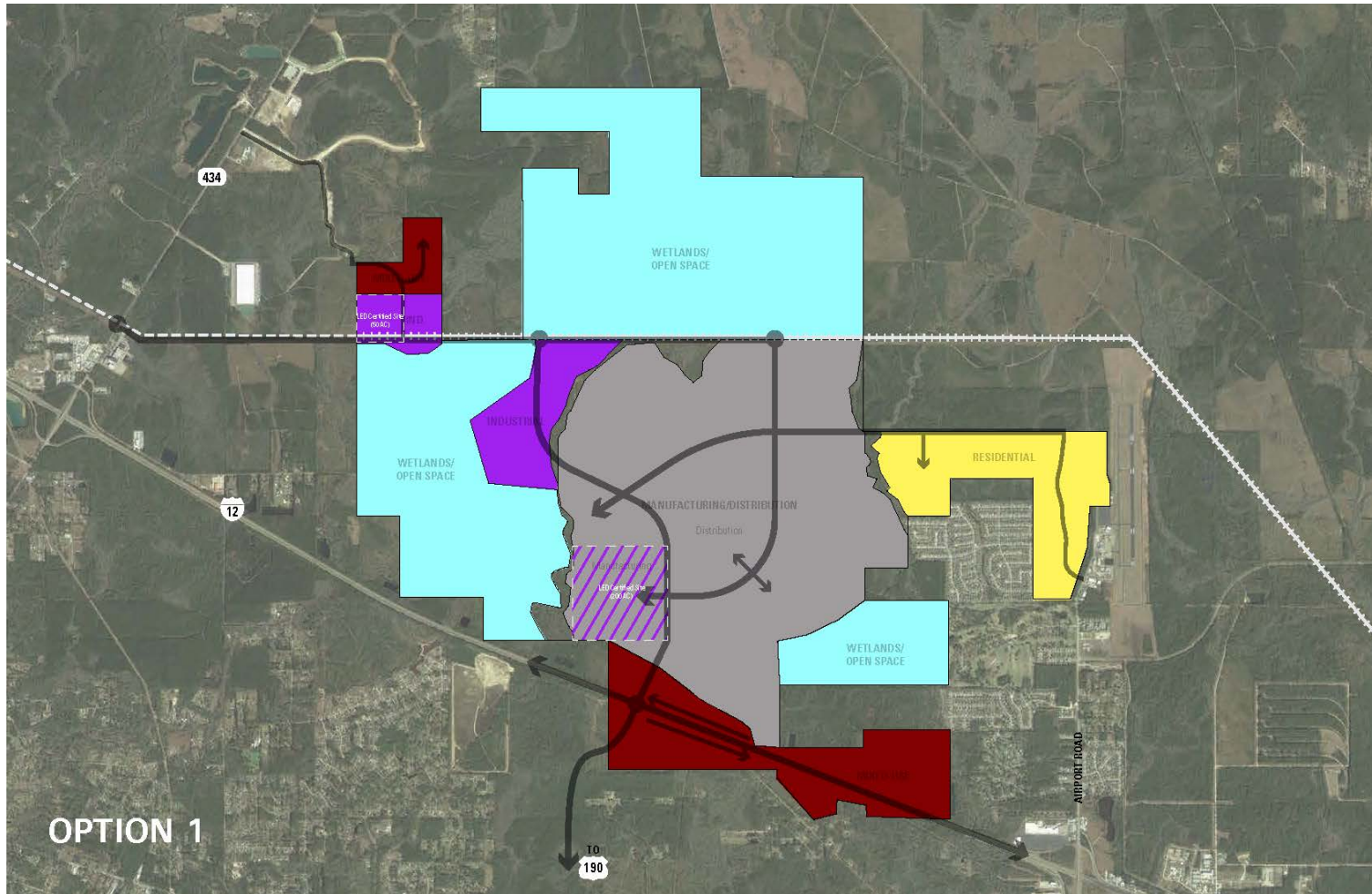


Figure 13: Option 1, December 2017

**Note: The land uses shown are for study purposes only.**



LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

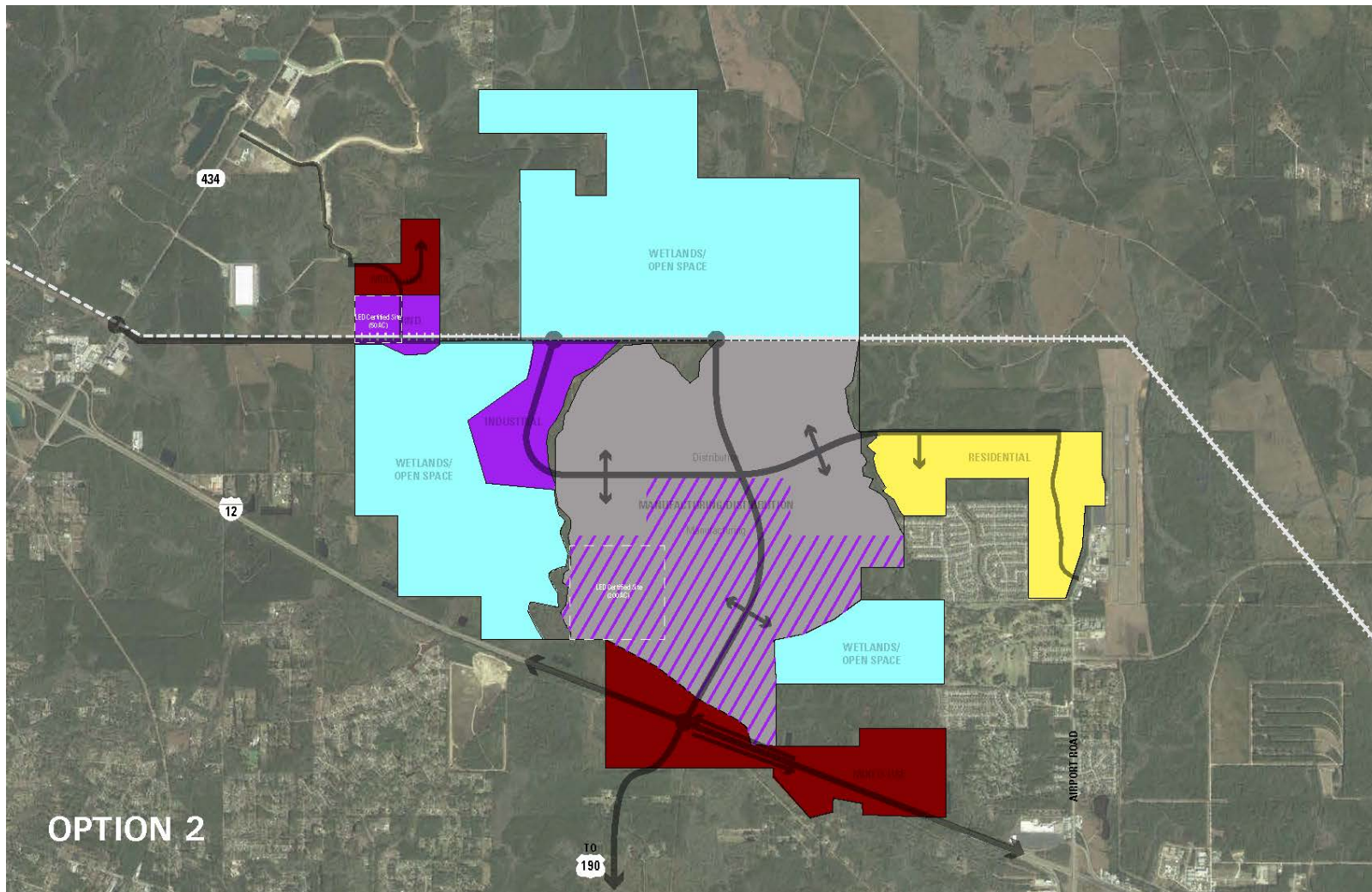


Figure 14: Option 2, December 2017

**Note: The land uses shown are for study purposes only.**

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

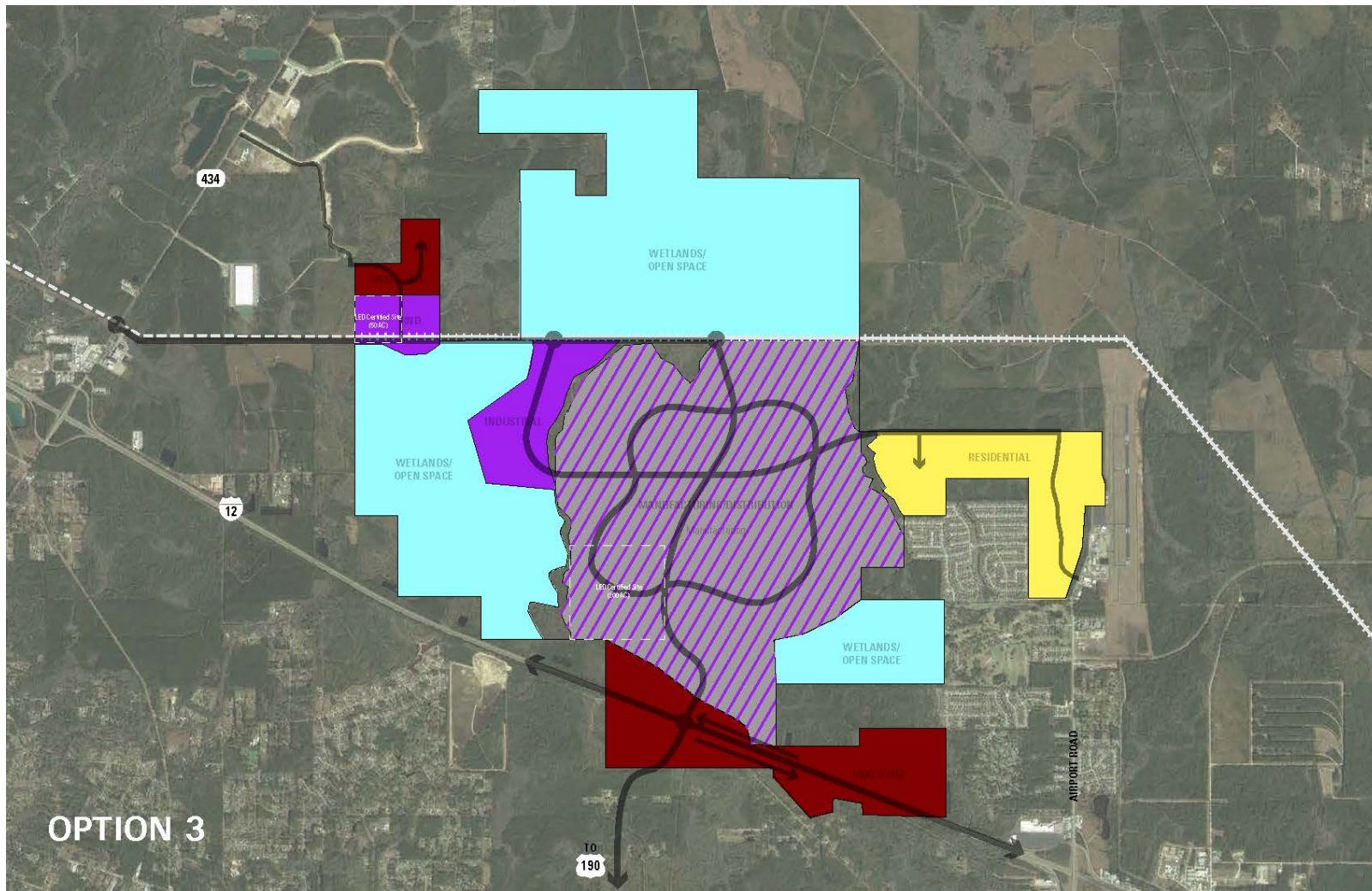


Figure 15: Option 3, December 2017

Note: The land uses shown are for study purposes only.

Figure 16 presents a graphic representation of the acreage breakdown of the three options overall.

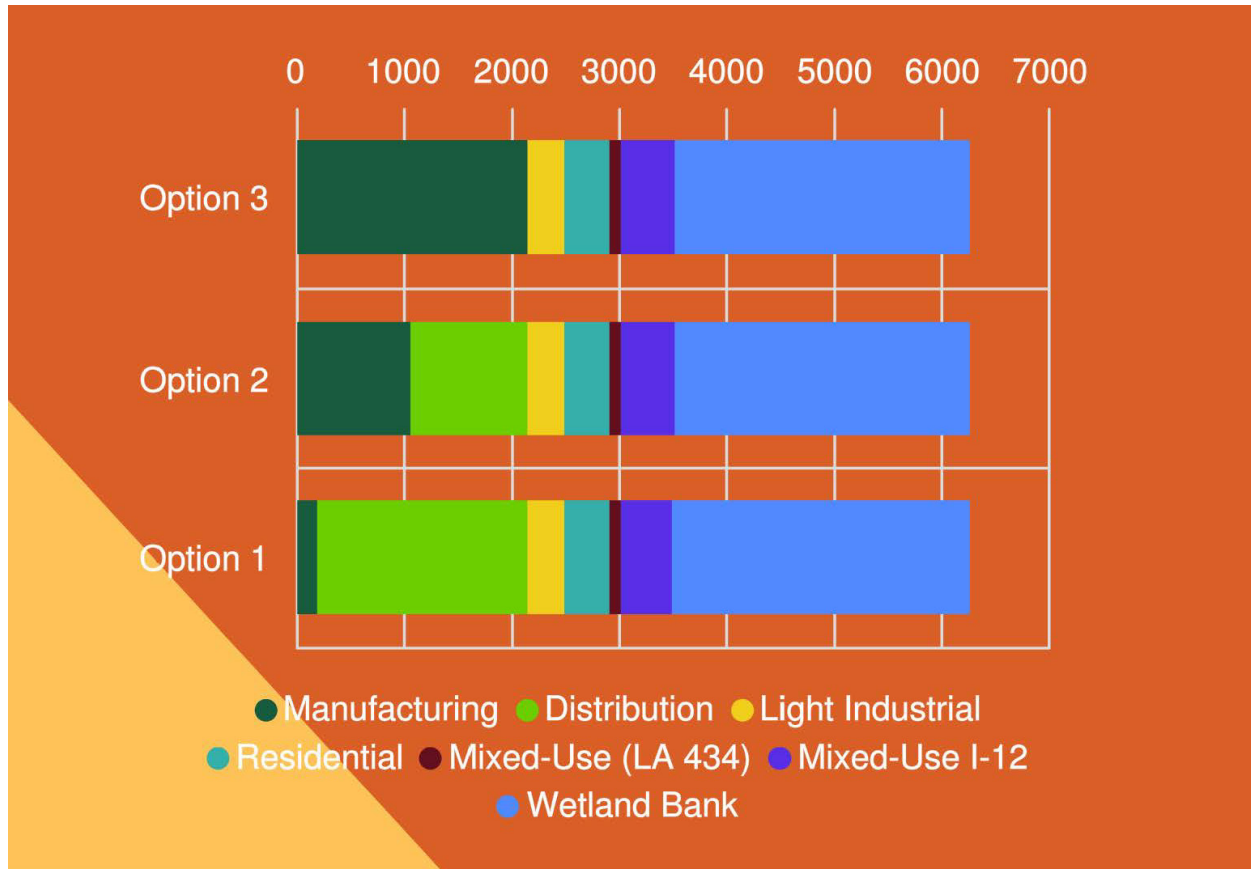


Figure 16: Acreage Difference between the Three Scenarios, December 2017

Figure 17 presents a graphic representation of the acreage breakdown in each option's I-12 Mixed Use District.



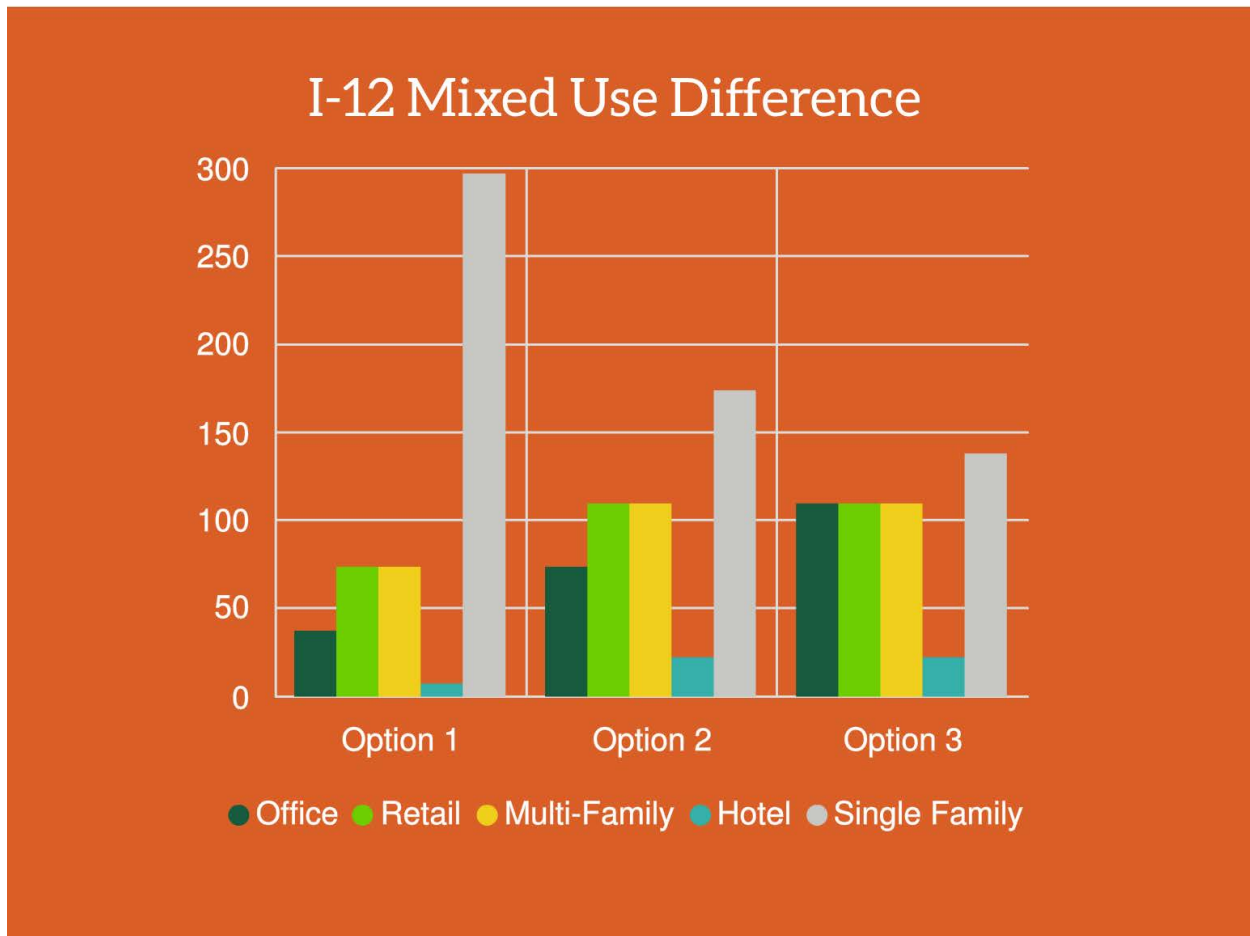


Figure 17: I-12 Mixed Use Difference, December 2017

### 3.4 Final Revisions

Comments received in the December and January meetings as well as meetings held in June 2018 with the PMC and stakeholders led to several minor revisions to the options:

- Based upon comments received from the stakeholders, the roadway connection between the Salmen-Fritchie site and the Tamanend development is now shown as indeterminate, with a dashed line. Such a connection may or may not take place.
- Based upon comments received from the stakeholders, the roadway connection between the new roadway along the CLECO transmission ROW and Airport Road (through the residential area) is now shown as indeterminate, with a dashed line. Such a connection may or may not take place.
- Based upon comments received from the PMC, particularly the City of Slidell, the rail connection has been shifted north in the vicinity of the Slidell Municipal Airport in order to account for a planned future runway extension.

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

Also, final development assumptions to be used in traffic analysis, infrastructure needs, and cost estimates and alternative evaluation were completed. These figures include (for each type of land use) total acreage, acreage dedicated to infrastructure/operating systems (Infra/OS), developable acreage, floor area ratio (FAR), density, and square footage and units where applicable.

The development assumptions are shown in Tables 7 through 9 and on Figures 18 through 20, which present the final option maps.

Following the PMC Meeting held on July 18, 2018, a representative from the City of Slidell submitted a comment that recommended the “residential area adjacent to airfield be zoned commercial or light industrial to preclude conflict with airport operations.” The intent of this study is to develop land use scenarios for the traffic demand model to generate future traffic. However, these scenarios should not be considered as the official zoning map.

Table 7: Option 1 Development Assumptions

Land Use Category	AC	Development Assumptions					
		Infra/OS	Developable Area	FAR	Density	SF	Housing Units
<b>MANUFACTURING/DISTRIBUTION</b>							
Manufacturing	203.07	20.31	182.77	0.1	-	796,128	
Distribution	1,951.33	682.97	1268.37	0.2	-	11,050,000	
<b>MIXED-USE (LA 434)</b>							
Office	98.85	34.60	64.25	0.25	-	699,703	
Light Industrial						233,234.30	
Tech						233,234.30	
<b>INDUSTRIAL</b>							
Light Industrial	335.17	117.31	217.86	0.2		1,898,000	
<b>RESIDENTIAL</b>							
Residential	436.18	152.66	283.52	-	4		1,134
<b>MIXED-USE (I-12)</b>							
Office	485.96	218.68	267.28				
Office	36.36	16.36	20	0.3		261,360	
Retail	72.73	32.73	40	0.25		435,600	
Multi Family	72.73	32.73	40	-	24		960
Hotel	7.27	3.27	4	0.35		60,984	
Single Family	296.87	133.59	163.28		4		653
<b>WETLANDS/OPEN SPACE</b>							
Wetland Bank	2,754.82						

AC           Acres.  
 FAR        Floor Area Ratio.  
 Infra/OS   Infrastructure/Operating Systems.  
 SF         Square feet.

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

Table 8: Option 2 Development Assumptions

Land Use Category	AC	Development Assumptions					
		Infra/OS	Developable Area	FAR	Density	SF	Housing Units
<b>MANUFACTURING/DISTRIBUTION</b>							
Manufacturing	1,078.97	107.90	971.07	0.1		4,230,000	
Distribution	1,078.97	377.64	701.33	0.2		6,110,000	
<b>MIXED-USE (LA 434)</b>	98.85	34.60	64.25	0.25	-	699,703	
Office						233,234.30	
Light Industrial						233,234.30	
Tech						233,234.30	
<b>INDUSTRIAL</b>	335.17	117.31	217.86	0.2		1,898,000	
Light Industrial							
<b>RESIDENTIAL</b>							
Residential	436.18	152.66	283.52	-	4		1,134
<b>MIXED-USE (I-12)</b>	485.96	218.68	267.28				
Office	72.73	32.73	40	0.3		522,720	
Retail	109.09	49.09	60	0.25		653,400	
Multi Family	109.09	49.09	60	-	24		1,440
Hotel	21.82	9.82	12	0.35		182,952	
Single Family	173.23	77.95	95.28		4		381
<b>WETLANDS/OPEN SPACE</b>							
Wetland Bank	2,754.82						

AC Acres.  
 FAR Floor Area Ratio.  
 Infra/OS Infrastructure/Operating Systems.  
 SF Square feet.

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

Table 9: Option 3 Development Assumptions

Land Use Category	AC	Development Assumptions					
		Infra/OS	Developable Area	FAR	Density	SF	Housing Units
<b>MANUFACTURING/DISTRIBUTION</b>							
Manufacturing	2157.94	215.79	1942.15	0.1		8,460,000	
Distribution	-	-	-	-		-	
<b>MIXED-USE (LA 434)</b>	98.85	34.60	64.25	0.25	-	699,703	
Office						233,234.30	
Light Industrial						233,234.30	
Tech						233,234.30	
<b>INDUSTRIAL</b>	335.17	117.31	217.86	0.2		1,898,000	
Light Industrial							
<b>RESIDENTIAL</b>							
Residential	436.18	152.66	283.52	-	4		1,134
<b>MIXED-USE (I-12)</b>	485.96	218.68	267.28				
Office	109.09	49.09	60	0.3		784,080	
Retail	109.09	49.09	60	0.25		653,400	
Multi Family	109.09	49.09	60	-	24		1,440
Hotel	21.82	9.82	12	0.35		182,952	
Single Family	136.87	61.59	75.28		4		301
<b>WETLANDS/OPEN SPACE</b>							
Wetland Bank	2,754.82						

AC Acres.  
 FAR Floor Area Ratio.  
 Infra/OS Infrastructure/Operating Systems.  
 SF Square feet.

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

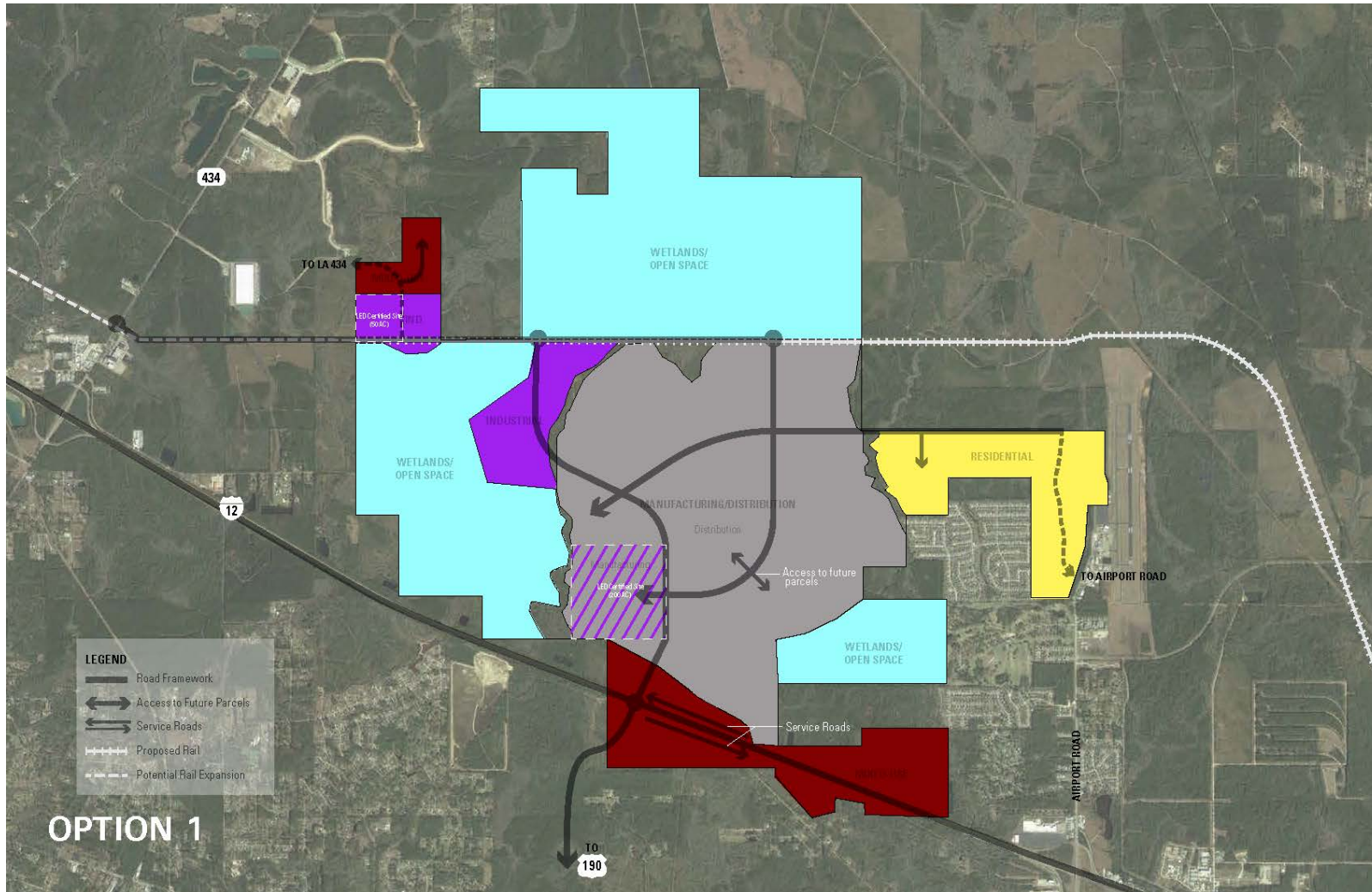


Figure 18: Final Option 1, July 2018

Note: The land uses shown are for study purposes only.



LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

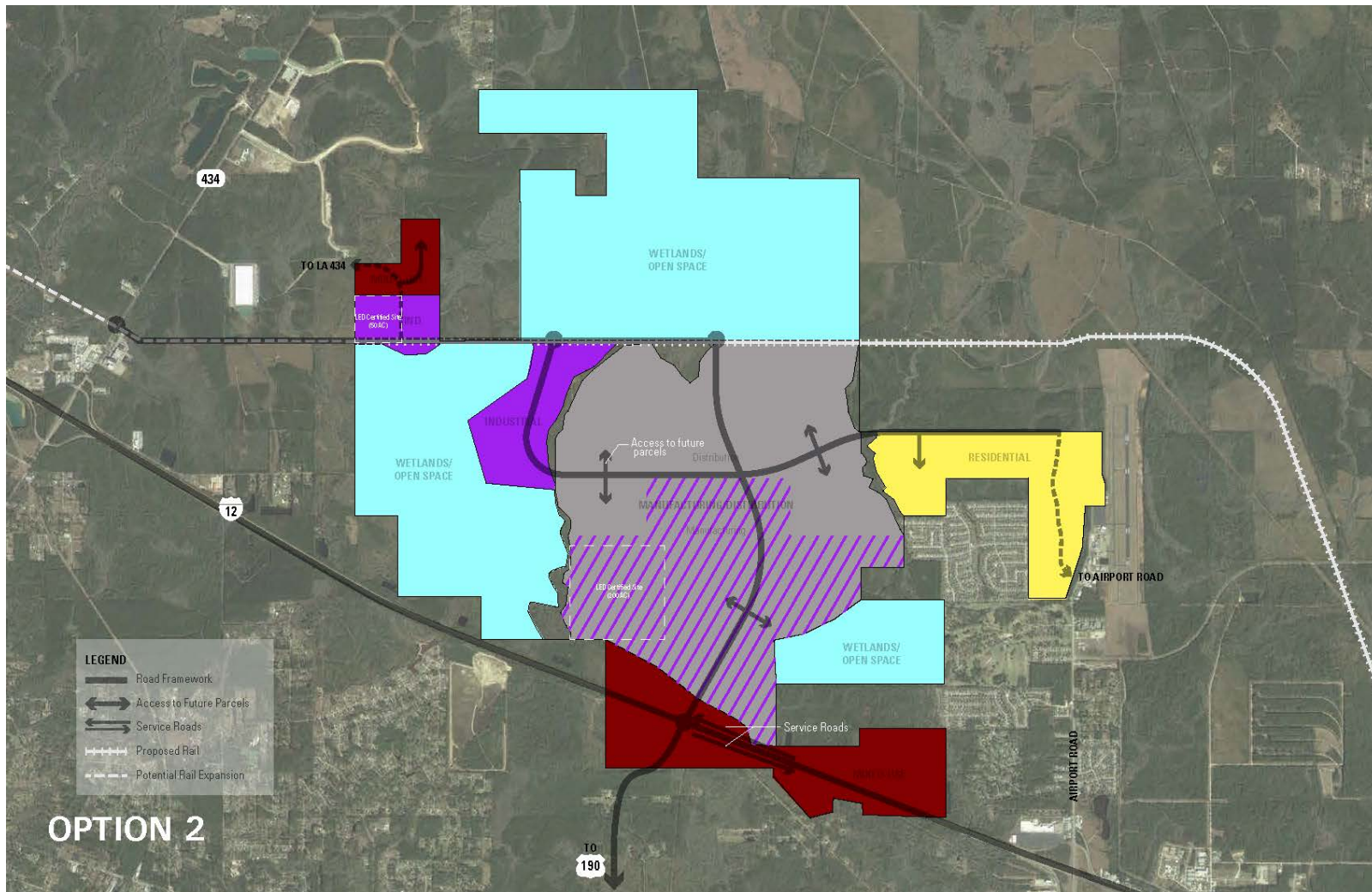


Figure 19: Final Option 2, July 2018

Note: The land uses shown are for study purposes only.

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

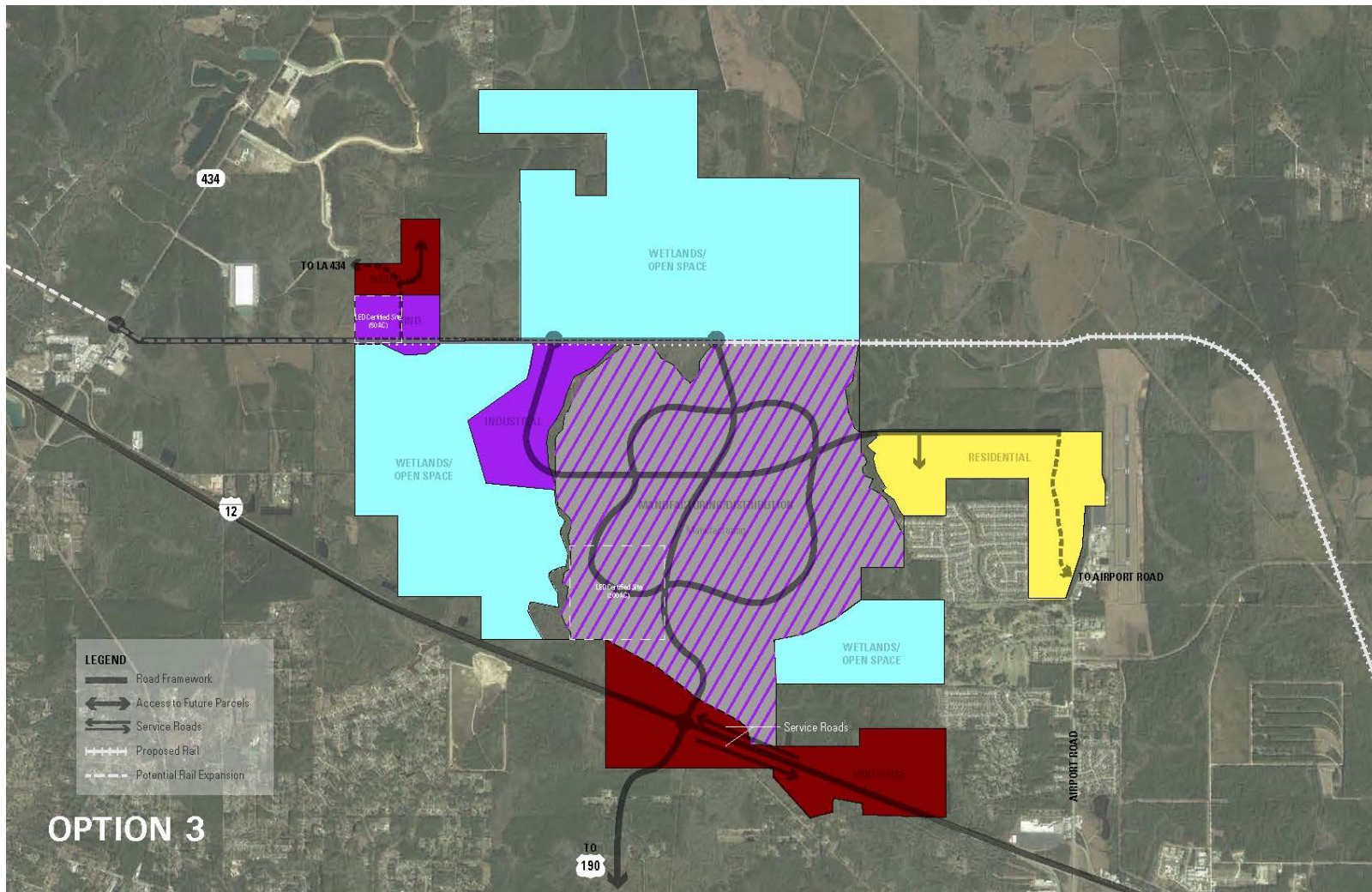


Figure 20: Final Option 3, July 2018

**Note: The land uses shown are for study purposes only.**



## 4 TRAFFIC DATA COLLECTION AND DESIGN YEAR TRAFFIC ANALYSIS

In this section, the establishment of baseline traffic volumes for the study area is discussed. The traffic data collection locations were established by the RPC in consultation with the PMC and based on the region's federal aid system and pertinent city/parish roadways. Available traffic data from RPC and LADOTD were collected for this purpose, but new data were acquired for selected locations. These included twenty-four hour machine traffic counts and intersection peak period turning movement counts. The transportation study network populated with existing and newly collected traffic data thereby establishing an existing conditions benchmark for use in the analysis is presented.

In addition, the traffic analysis for all three options under future conditions (design year of 2044) is explored. A baseline Year 2044 Existing + Committed roadway network was first established and used as the "no-build" network for comparative analysis. Input data to modify study area traffic area zone (TAZ) attribute data for the year 2044 reflecting conditions under each option were then prepared and new model runs reflecting each option were completed. Impacts to the existing transportation infrastructure, both inside and outside the study area for each option, were reviewed and assessed including each of the options with and without a new I-12 interchange between the LA 434 interchange and the Airport Road interchange.

### 4.1 Traffic Data Collection

The goal of collecting existing traffic data is to provide a means of correcting flows generated from the travel demand model. These are high-level traffic flows and the difference between model and existing counts should be considered before making future estimates with the model.

The major intersections and routes of the study area were determined to be LA 36, LA 434, US 190, Northshore Boulevard/Airport Road, and Dr. T.J. Smith Sr. Memorial Expressway (a major east-west connector from Airport Road to US 11, which has recently been completed). After review and approval by the PMC, these routes were added to the traffic data collection plan (Appendix C).

Average daily traffic (ADT) and turning movement counts (TMC) were collected. The specific locations and raw data resulting from the traffic data collection effort are presented in full detail in Appendix D. Figure 21 shows a summary of ADT information in the study area.

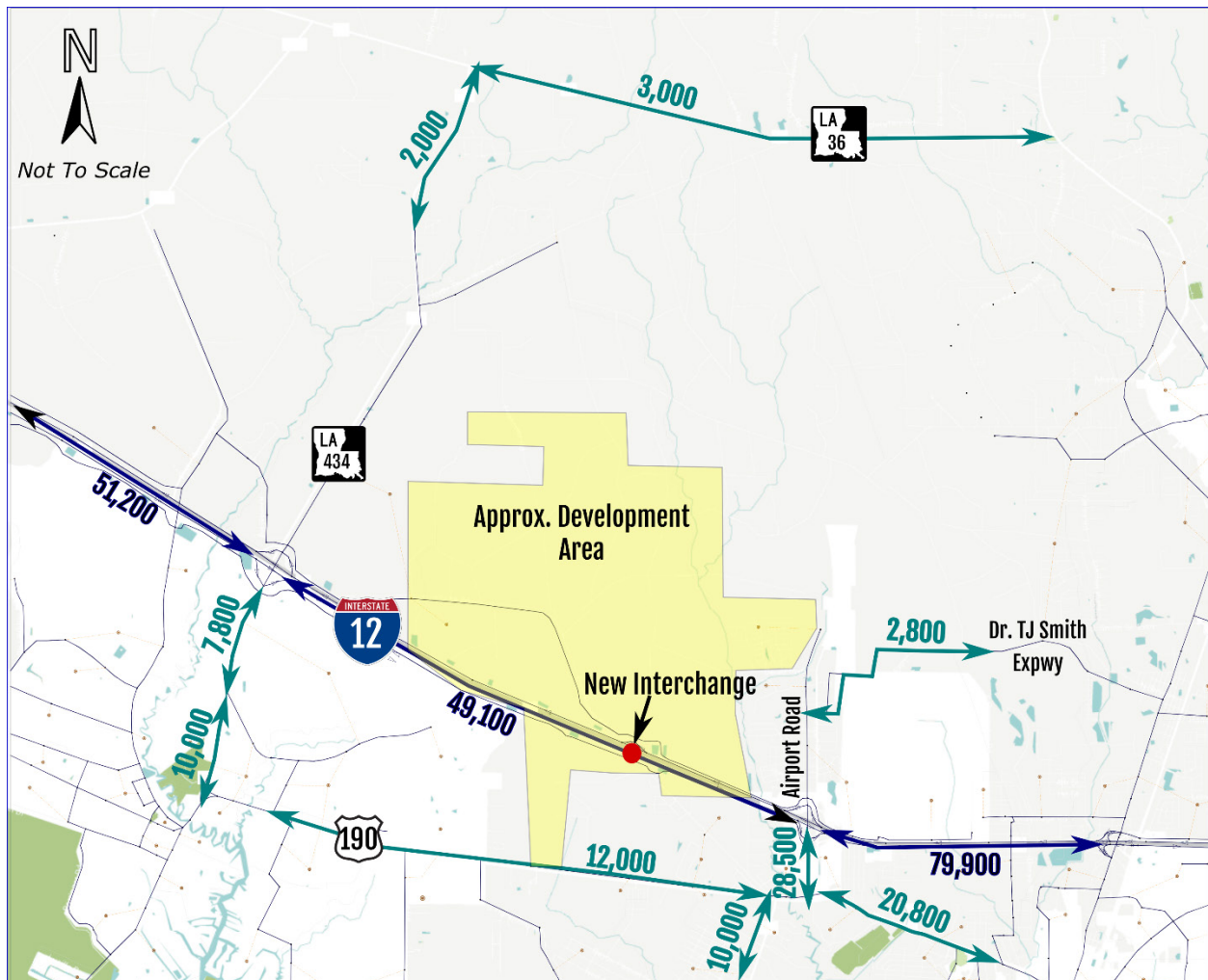


Figure 21: Existing ADT Numbers

Some general observation from existing traffic:

- Average ADT along LA 36 is approximately 3,000.
- On LA 434, ADT is higher near I-12 and the Lacombe area with an ADT of approximately 7,800.
- Average ADT on US 190 west of Airport Road is 12,000.

## 4.2 TAZ Socioeconomic Modifications

This section will document the assumptions used to develop socioeconomic data used to project travel patterns resulting from the development at the mega-site. The RPC travel demand model requires the following socioeconomic inputs to estimate trip production and attraction at the TAZ level:

- Population
- Housing Units
- Average Income

- Primary/Secondary School Enrollment
- University Enrollment (total)
- University Enrollment (residents)
- Retail Employment
- Non-Retail Employment

These attributes needed to be developed for the three land use development options previously described. The generated values were then input as new data into TAZs in the study area. For clarity, the three development options can be summarized as:

- Option 1 – large-scale distribution operation
- Option 2 – mixture of manufacturing and distribution
- Option 3 – large manufacturing site

#### 4.2.1 Population, Housing, and Average Income

Housing-unit data for the mega-site were evaluated for each of the options. While housing developments were projected to be limited within the mega-site, there are an average of 2,800 units projected to be developed. This is a large number in comparison to the surrounding area.

The number of occupied housing units was derived by taking a census average of occupied housing units in the study area. A review of census data revealed that 93 percent of total available housing units were occupied in the study area. Therefore, this percentage was applied for each option to project the amount of housing units that would be occupied.

Population was derived by reviewing household occupancy data in surrounding TAZs as well as averages. The review concluded that average household occupancy is between 2.6 and 2.7 persons per household. A rate of 2.6 persons per occupied household was used to project population. Table 10 shows population and housing estimates for the mega-site in total for each option.

**Table 10: Housing Unit and Population Estimates by Scenario**

Description	Option 1	Option 2	Option 3
	Distribution Site	Mixed Distribution and Manufacturing	Manufacturing Site
Population Estimate	6,646	7,148	6,955
Total Housing Units	2,748	2,956	2,876
Housing Units Occupied	2,556	2,749	2,675

Average income was also evaluated. However, estimates for future average incomes are already available in SELATRAM inputs. It is proposed to make no modifications to future-average-income estimates for the modified TAZs. This is suggested because the specific type of development for the

mega-site is undetermined; therefore, it is assumed that similar average incomes for this area will remain into the future.

#### 4.2.2 School Enrollment

The land-use options do not include provisions for a major primary/secondary school or university because the type of development is unknown at this point. Therefore, school enrollment is assumed to be zero.

#### 4.2.3 Employment

Projected employment for the mega-site was calculated by reviewing trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual. The ITE manual contains estimates for daily trips for typical land uses. However, it is understood that this does not necessarily hold a 1:1 ratio with the number of employees. For example, it is likely that 5 to 10 percent of employees may be carpooling. Furthermore, there are deliveries and other miscellaneous trips generated throughout the day. Therefore, the raw daily trip rate given in the ITE manual was reduced to estimate the number of employees. ITE provides the means to estimate trips by floor area and by the number of employees for some land uses. In this case, a ratio of the two rates was taken to estimate the number of potential employees to floor area. However, in cases where ITE only provides a rate for the floor area, the number of weekday trips was reduced by 35 percent to provide a rough estimation of the employee ratio. This number represents the estimates of 10 percent carpool trips, 15 percent delivery trips, and 10 percent internal capture.

Land-use-model data were obtained from the Triangle Research region (Raleigh, Durham, Chapel Hill) of North Carolina and these data were used as a basis for comparison. In the case of the office, retail, and service land uses, the estimate provided by North Carolina was considered a more realistic assessment and was used instead of rates from the ITE manual. The employee rates per land uses and their sources are listed in Table 11.

Table 11: Employment Estimate Rates and Sources

Land Use	NAICS Code	Rate	Source
Industrial	31	0.98	ITE
Manufacturing	33	2.48	ITE
Retail*	44	2.61	NC
Warehouse/Distribution Center	48	1.09	ITE
Technology/Science Office	54	0.64	ITE
General Office	55	2.97	NC
Service (Restaurant, Hotel, etc.)*	72	2.61	NC

\*Retail and Service contribute toward Retail employees; all others considered Non-Retail.  
 NAICS North American Industry Classification System.

#### 4.2.4 Model Attributes

Model shapefiles were reviewed to determine which TAZs would need socioeconomic data altered to represent growth due to the mega-site. The model links and nodes were also reviewed to determine if any links, centroids, or centroid connectors would need to be modified to accommodate the mega-site.

Figures 22 through 24 show the projected population, retail employment, and non-retail employment for the TAZs surrounding the mega-site. Based on the review of data already coded into the model, it was determined that TAZs 62260, 62520, and 62540 would be best suited to incorporate increased amounts of population and employment numbers due to development at the mega-site. The socioeconomic information was split based on the square mileage of each TAZ. The split was determined to be 63 percent, 30 percent, and 7 percent for TAZs 62260, 62520, and 62540, respectively. Table 12 shows the projected socioeconomic data for each modified TAZ.

**Table 12: Socioeconomic Data by TAZ**

Attribute	Option 1			Option 2			Option 3		
	62260	62520	62540	62260	62520	62540	62260	62520	62540
Population	4,213	1,961	472	4,531	2,109	508	4,409	2,052	494
Total Housing Units	1,742	811	195	1,874	872	210	1,823	849	204
Occupied Housing Units	1,620	754	181	1,743	811	195	1,696	789	190
Average Income	\$100,995	\$60,011	\$60,011	\$100,995	\$60,011	\$60,011	\$100,995	\$60,011	\$60,011
Primary/Secondary School Enrollment	0	0	0	0	0	0	0	0	0
University Enrollment	0	0	0	0	0	0	0	0	0
University Residents	0	0	0	0	0	0	0	0	0
Retail Employment	821	382	92	1,383	644	155	1,383	644	155
Non-Retail Employment	11,244	5,234	1,259	13,722	6,387	1,537	16,643	7,746	1,864

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

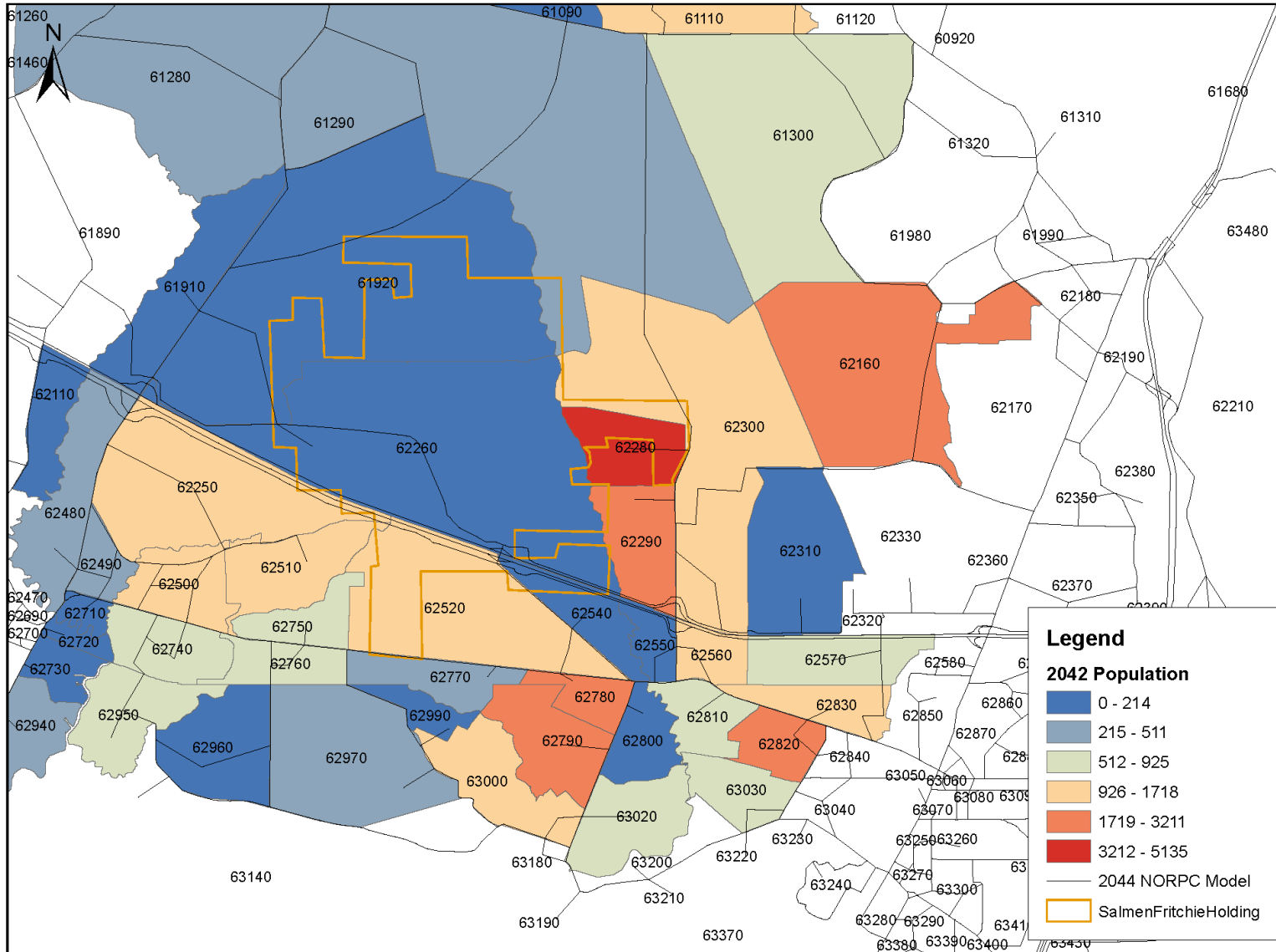


Figure 22: RPC Travel Demand Model TAZ Data - 2042 Population



LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

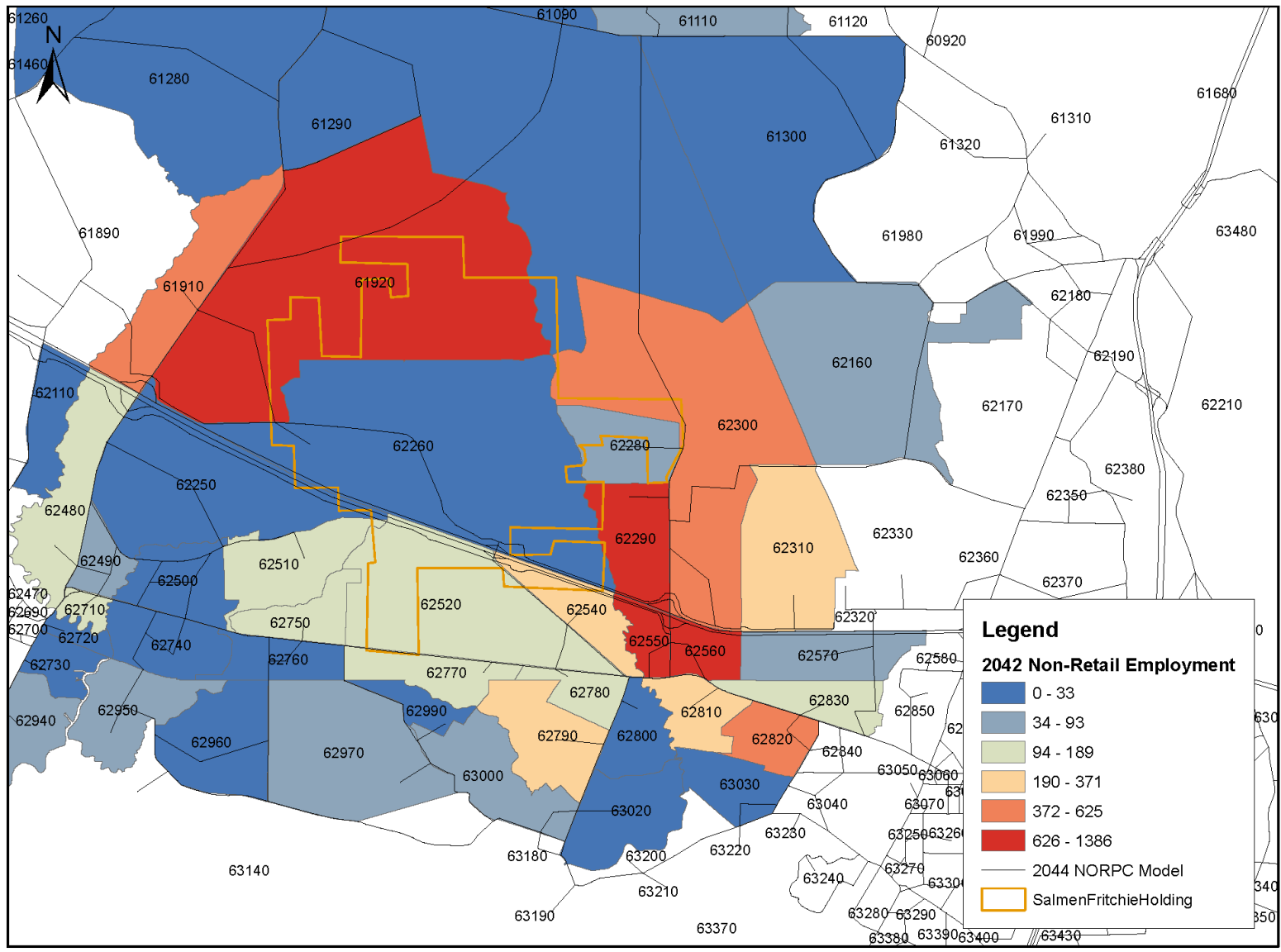


Figure 23: RPC Travel Demand Model TAZ Data - 2042 Non-Retail Employment

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

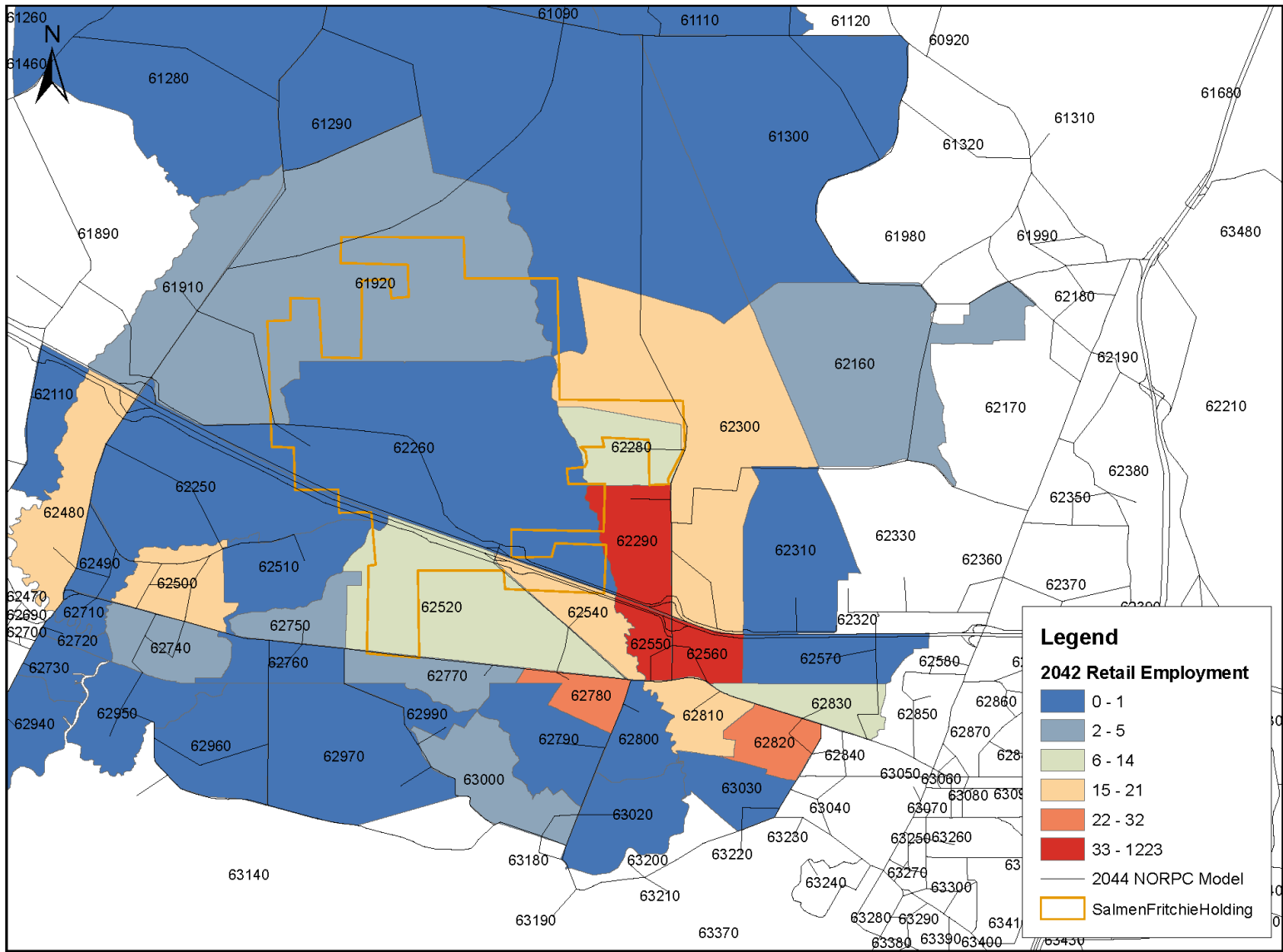


Figure 24: RPC Travel Demand Model TAZ Data - 2042 Retail Employment

### 4.3 Traffic Analysis

This section reviews the results gathered from the RPC's travel demand model following TAZ socioeconomic data modification. The expected changes to employment and population due to development at the mega-site were submitted and run by the RPC using their travel demand model. Results were generated for three possible land use development options and two transportation network options with and without a new interchange on I-12.

#### 4.3.1 Traffic Impact of Development

As shown on Figure 25, the proposed mega-site will generate a significant number of trips. This preliminary analysis based on the RPC model indicates that the site will generate approximately 33,000 to 46,000 daily trips. Again, because manufacturing operations require more employees, the trips for Option 3 are greater than Option 1.

Because the number of additional trips is significant, a new interchange with direct access to I-12 has been suggested to improve mobility and access.

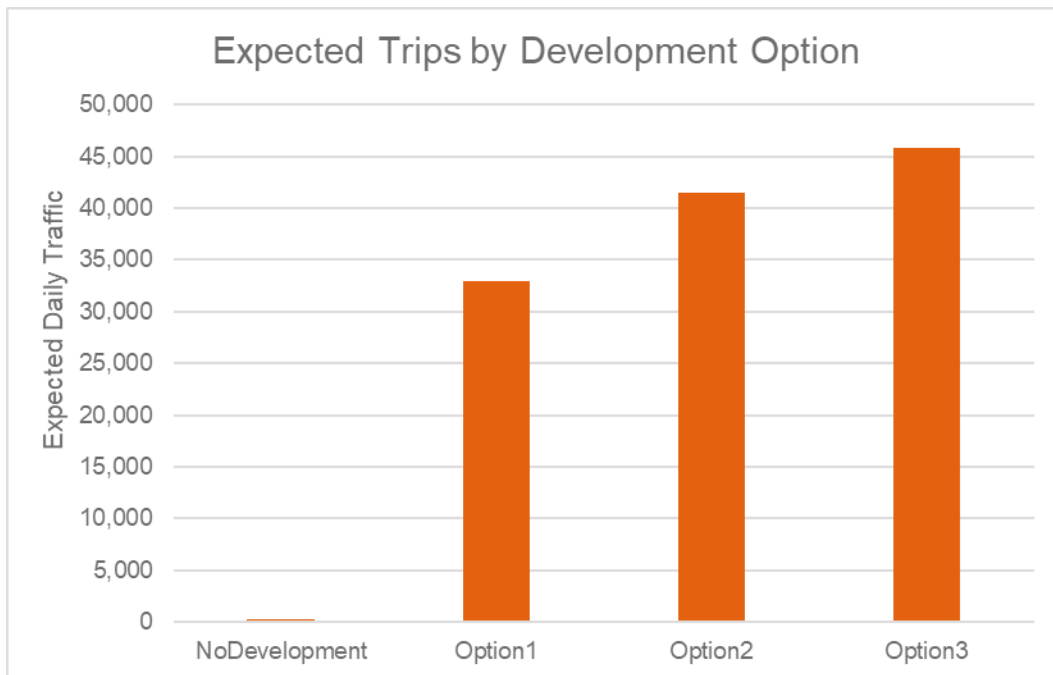


Figure 25: Expected Trips by Development Option

#### 4.3.2 Impact of New Interchange

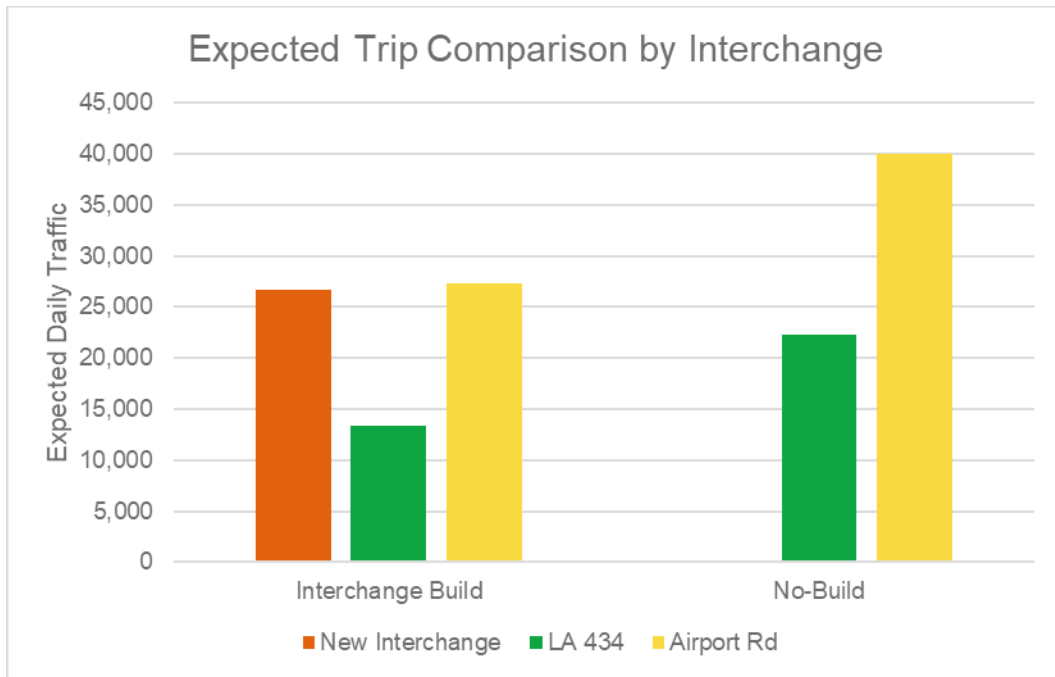
The RPC ran options including the development of the mega-site assuming both with a new interchange and without a new interchange (using only existing interchanges). Traffic flow and delay information from the travel demand model were compiled from the geographic information system files provided by the

RPC. Figure 26 shows the scale of the area used for analysis purposes. This encompasses the expected area the development would impact.

Figure 27 shows a comparison of the proposed interchange versus the interchanges on either side of the study area. Assuming daily trip levels under development Option 3, the volumes shown were determined by summing the on-/off-ramp volumes for each of the interchanges to determine overall traffic levels for each interchange. Figure 27 shows that a new interchange would carry about as much traffic as the Airport Road interchange if a full-scale development is built. Also, if no interchange is built, the Airport Road interchange would carry more of the increased travel demand seeking access to the mega-site. It was noted that the new interchange also draws additional traffic to US 190 to the south because of the additional connector road that was included in the model.



Figure 26: Screenshot of Travel Demand Model and Area of Impact



**Figure 27: Daily Traffic Comparison for New Interchange (Build vs. No-Build)**

Change in vehicle miles traveled (VMT) was analyzed first comparing options where an interchange and no interchange were present in the network. Figure 28 shows the results of the analysis. In summary, if an interchange is provided at the site, the VMT is only expected to decrease slightly overall across the network by less than 1 percent. However, VMT on I-12 is expected to dramatically increase due to the large increase in traffic that would have direct access to the interstate. VMT on I-12 could grow by as much as 15 percent in the vicinity of the mega-site.

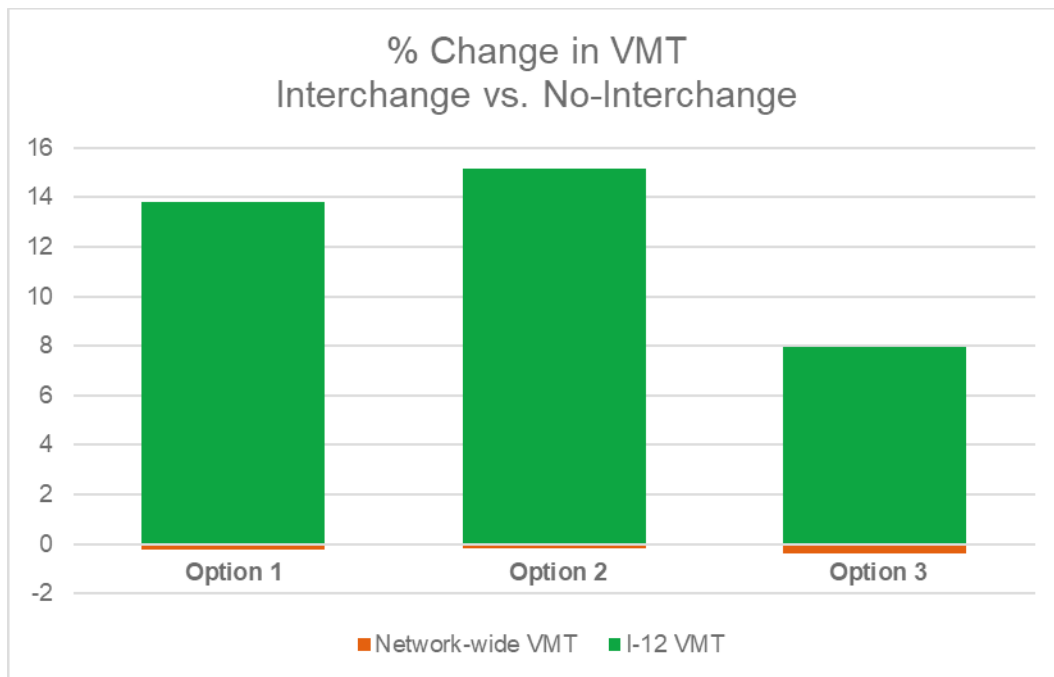


Figure 28: VMT Analysis (Network and I-12)

The VMT growth was also assessed from delay and capacity aspect to determine any additional effects of the additional travel demand on the network. Figure 29 shows the results of delay analysis on the network. The results were computed by estimating total delay on the network for all development options for networks that both included and did not include the new interchange. The results indicate that delay is decreased most significantly for Option 1. In this development option, the addition of an interchange would reduce network delay by 25 percent in the a.m. peak period and 14 percent in the p.m. peak period. However, the delay reduction was not as significant for development Option 3. The a.m. peak period saw increased level of delay in options with the interchange. However, further investigation found that a majority of this delay was tied to bottlenecks occurring along US 11. Furthermore, the indicated amount of delay increase is small compared to the possible benefits resulting from the interchange using other indicators.

Volume-to-capacity (v/c) ratios were assessed on critical links surrounding the study area. Figure 30 shows the change in v/c ratios when comparing options with no interchange to options with an interchange for both a.m. and p.m. peak periods. The critical link analysis indicated that the addition of an interchange would potentially relieve congestion (decrease v/c ratios) by as much as 25 percent of capacity on the existing interchange routes (LA 434 and Airport Road) during the more congested p.m. peak period. The significant amount of traffic expected with development Option 3 resulted in increased congestion for the US 190 route during both peak periods. The implied result is that if a manufacturing site is ultimately built at the mega-site, more extensive network improvements would need to be implemented to sustain the additional traffic. It should be noted that the modeled network included future widening of I-12 to three lanes each direction and widening of US 190 to two lanes in each direction.

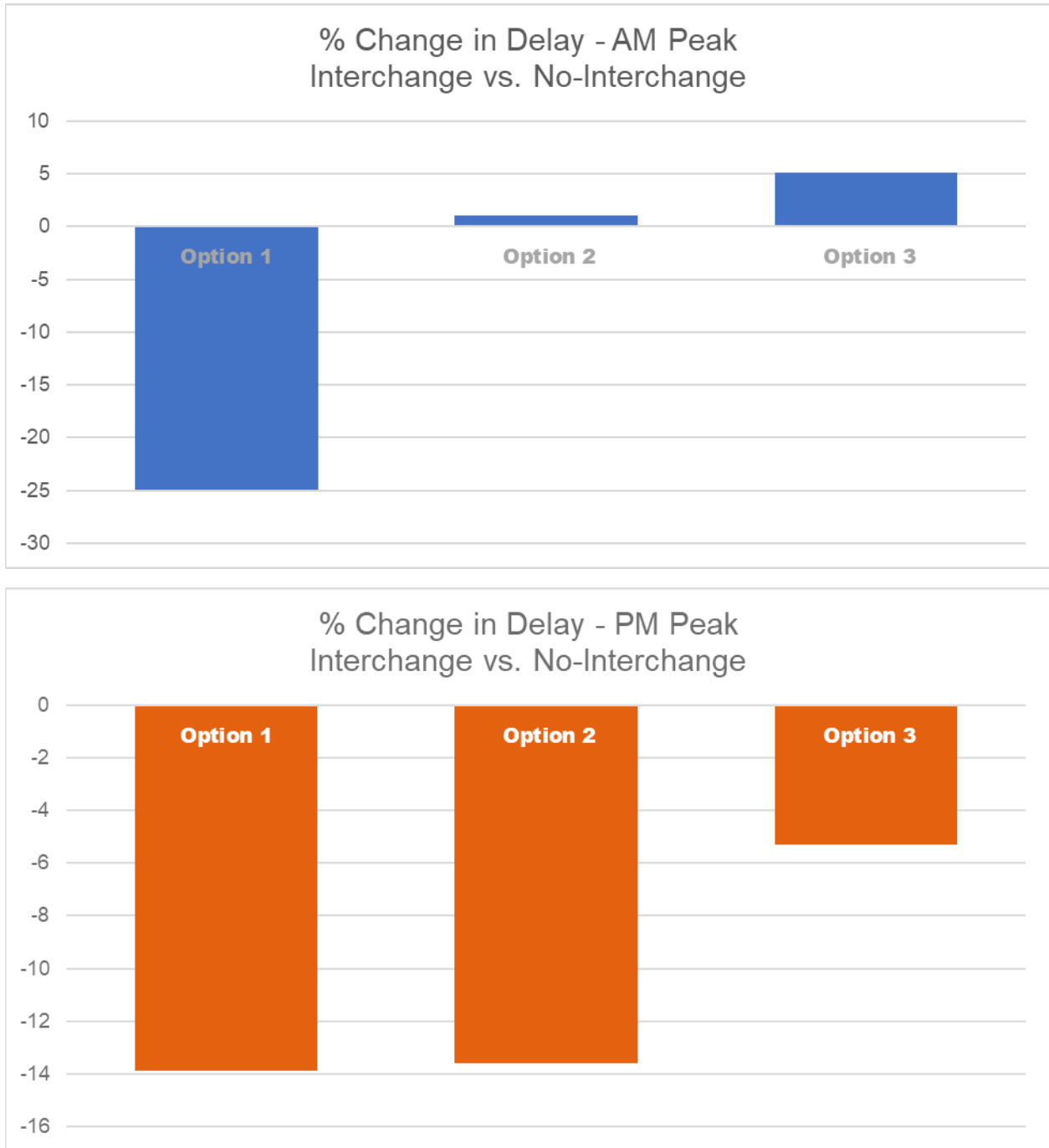


Figure 29: Peak Period Delay Analysis



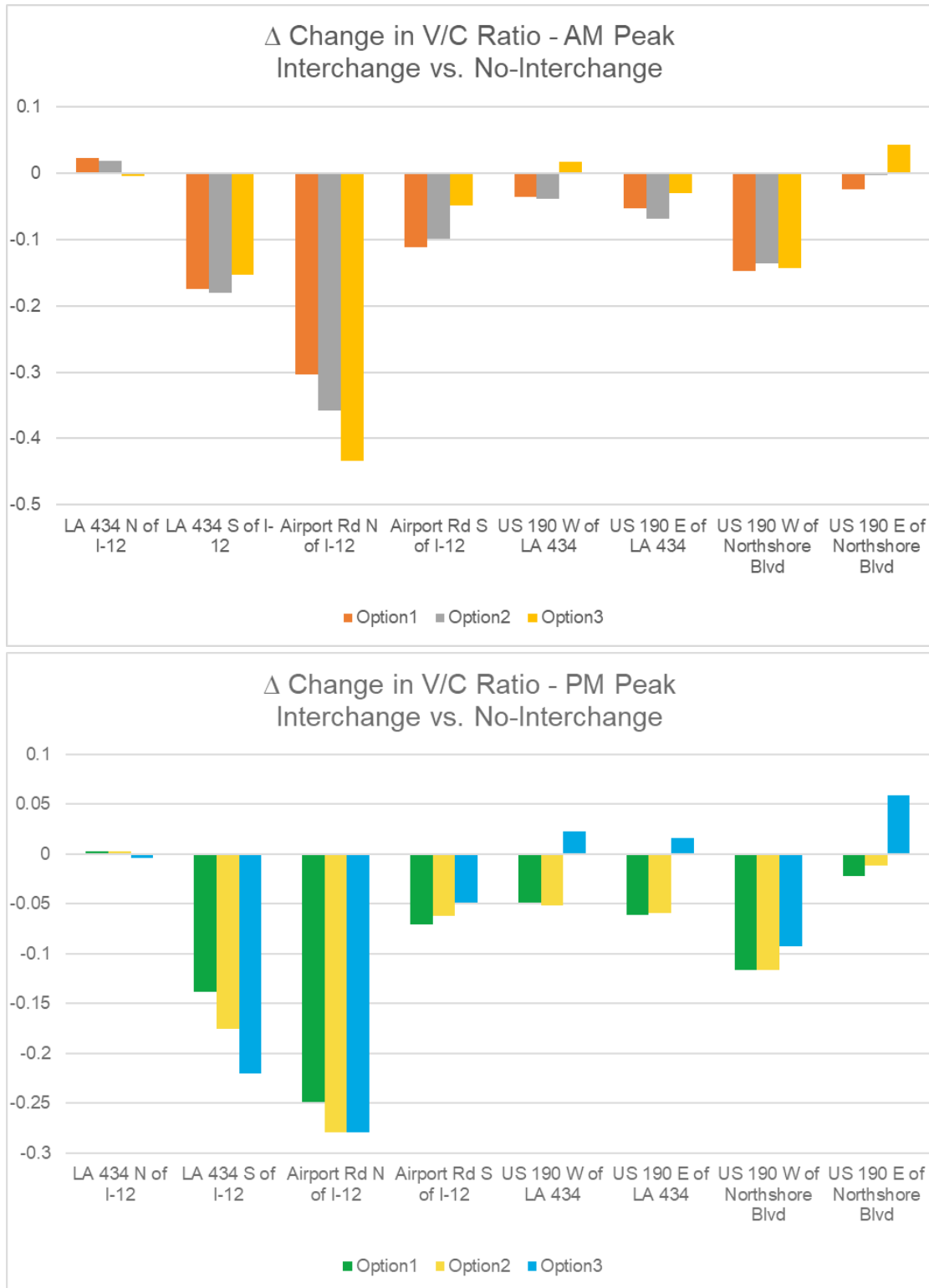


Figure 30: V/C Ratio Analysis

The proposed interchange with I-12 between LA 434 and Airport Road has the potential to reduce traffic congestion and enhance safety within the study area. To date, only a high-level analysis of the interchange has been studied using the RPC travel demand model. More detailed analysis of interchange alternatives is still required once more information is known about the type of facility that may developed at the mega-site.

## 5 INFRASTRUCTURE – EXISTING AND PROPOSED

Section 5 identifies and discusses the existing project area infrastructure, including the transportation network and water, sewer, drainage, electrical, and communication facilities in or adjacent to the study area. The utility data collected are from existing studies (a CSRS study completed in early 2017) and review of aerial and street view photography, site reconnaissance, research, and information provided by St. Tammany Parish. These data were used to help define and support the low-, medium-, and high-density land use development options.

The section continues with a list and description of both transportation improvements and infrastructure capital improvements for each alternative. Where possible, each alternative also includes a conceptual opinion of probable cost (Appendix E).

### 5.1 Existing Infrastructure

#### 5.1.1 Transportation Network – Roadway

Figure 31 provides a map of the study area major roadway transportation network. The primary transportation feature in the study area is I-12, which runs east-west through the project area and the Salmen-Fritchie site. I-12 lies entirely within the state of Louisiana and primarily serves as a shortcut for east-west traffic along I-10 that is not headed to New Orleans or points along the south shore of Lake Pontchartrain. It also, however, serves as the main east-west corridor for regional traffic along the north shore of Lake Pontchartrain. In the vicinity of the study area, I-12 is a four-lane divided and limited access facility.

The site is bounded on the south by US 190, which is a federal non-interstate highway. Prior to the construction of I-12, US 190 served the same function as the interstate, an east-west bypass for traffic not headed to the north shore of Lake Pontchartrain. Currently, it primarily serves regional and local traffic functions as an east-west corridor. In the vicinity of the study area, US 190 is a two-lane facility.

The site is bounded on the west by LA 434 and on the north by LA 36. These two state highways are both two-lane facilities. LA 434 intersects I-12 with an interchange.

On the east side of the project area is Airport Road (north of I-12) and Northshore Boulevard (south of I-12). The two roads connect to I-12 with an interchange. As its name suggests, Airport Road (for the most part a two-lane facility) links to Slidell Municipal Airport and provides access to several subdivisions west of the Airport. Northshore Boulevard is a four-lane facility which links to US 190, and is completely lined with commercial/retail development (including the North Shore Square Mall).

There are also subdivisions east of the site and southwest of the site which contain local residential streets.

There are very few paved roads crossing the nearly undeveloped site. One exception is Dixie Ranch Road, which branches to the northwest off US 190. Originally, Dixie Ranch Road crossed I-12 with an overpass and continued westward to intersect LA 434 just north of the I-12 interchange. The overpass has been deemed unsafe, however, and Dixie Ranch Road is closed to traffic from just south of the overpass to the intersection with Richards Road on the north side of the interstate.

Several logging roads and private access roads (mostly unpaved/gravel) cross the privately held Salmen-Fritchie site.

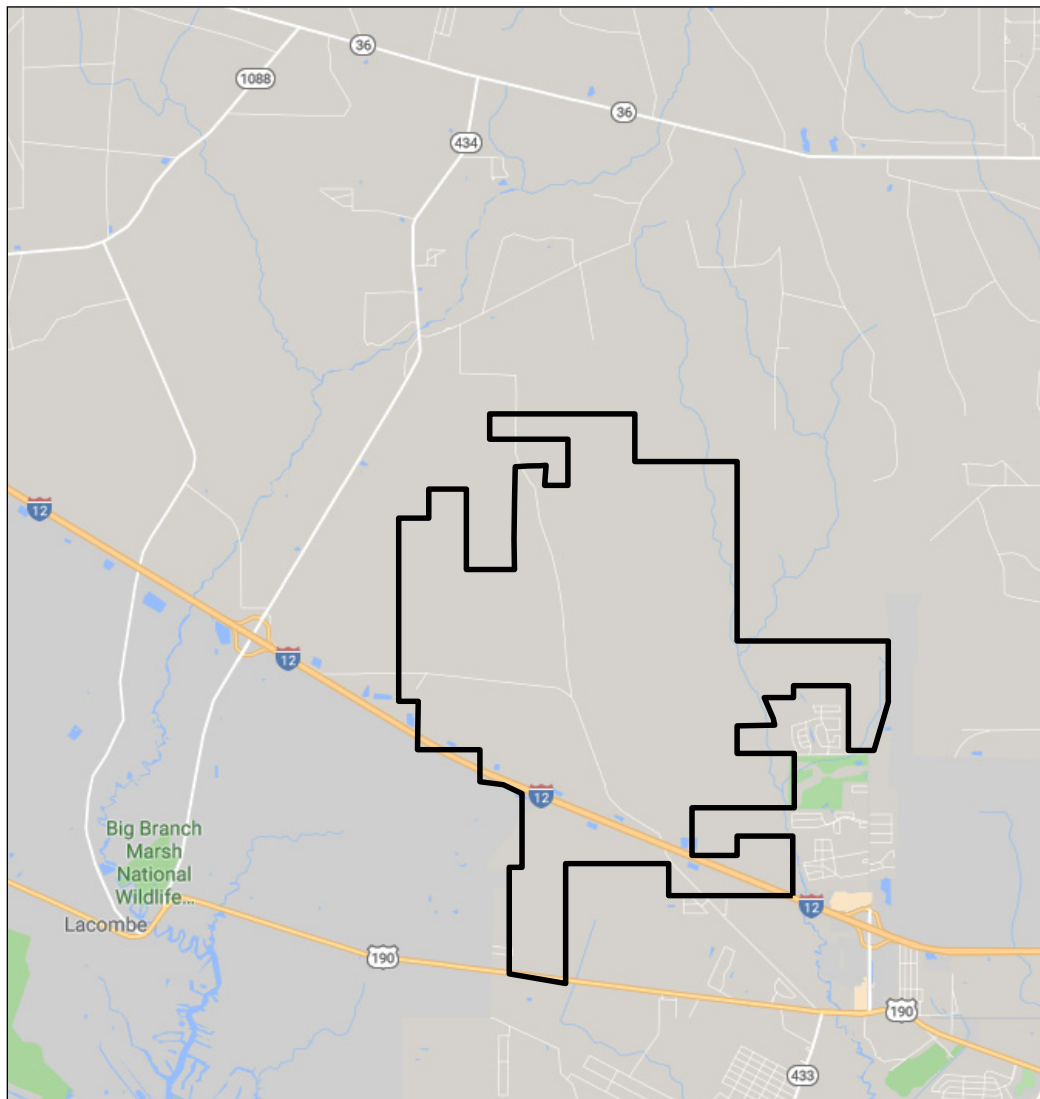


Figure 31: Transportation Network - Roadway (Salmen-Fritchie Site outlined in BLACK)

### 5.1.2 Transportation Network – Rail

No rail service currently exists at the study area or Salmen-Fritchie site. The closest rail service is a spur line branching off the NS line in Slidell approximately 5 miles from the Salmen-Fritchie site. The spur is

the remnant of the abandoned GMO Railroad, which ran in a northwest-southeast direction several miles east of the site.

Figure 32 shows the location of the old GMO ROW on an old 1971 U.S. Geological Survey quadrangle map (1971 was the last year of the railroad's operation).

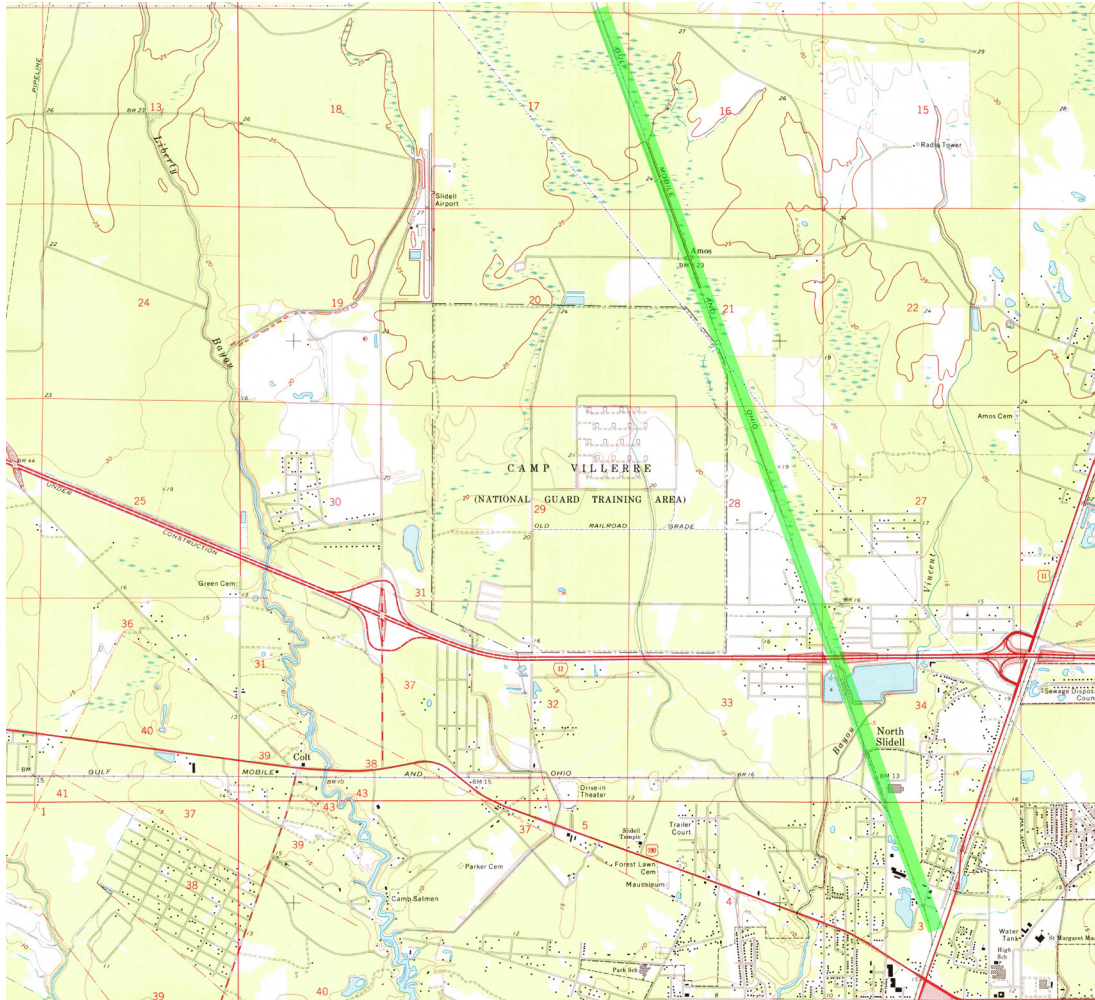


Figure 32: Former GMO Rail Line (highlighted in green)

### 5.1.3 Power and Telecommunications

As shown on Figure 33, the study area is bisected by two power lines: a 230-kilovolt CLECO Transmission Line; and a local CLECO electric distribution line along Dixie Ranch Road/CC14 Road. A Washington/St. Tammany electric line runs just to the southwest of the study area.

An AT&T Telecommunications line connects to the western border of the site along CC 14 Road/N. Dixie Ranch Road.

Full residential electrical and telecommunication service is present in the subdivisions east of the site (off Airport Road) and southwest of the site (off US 190).



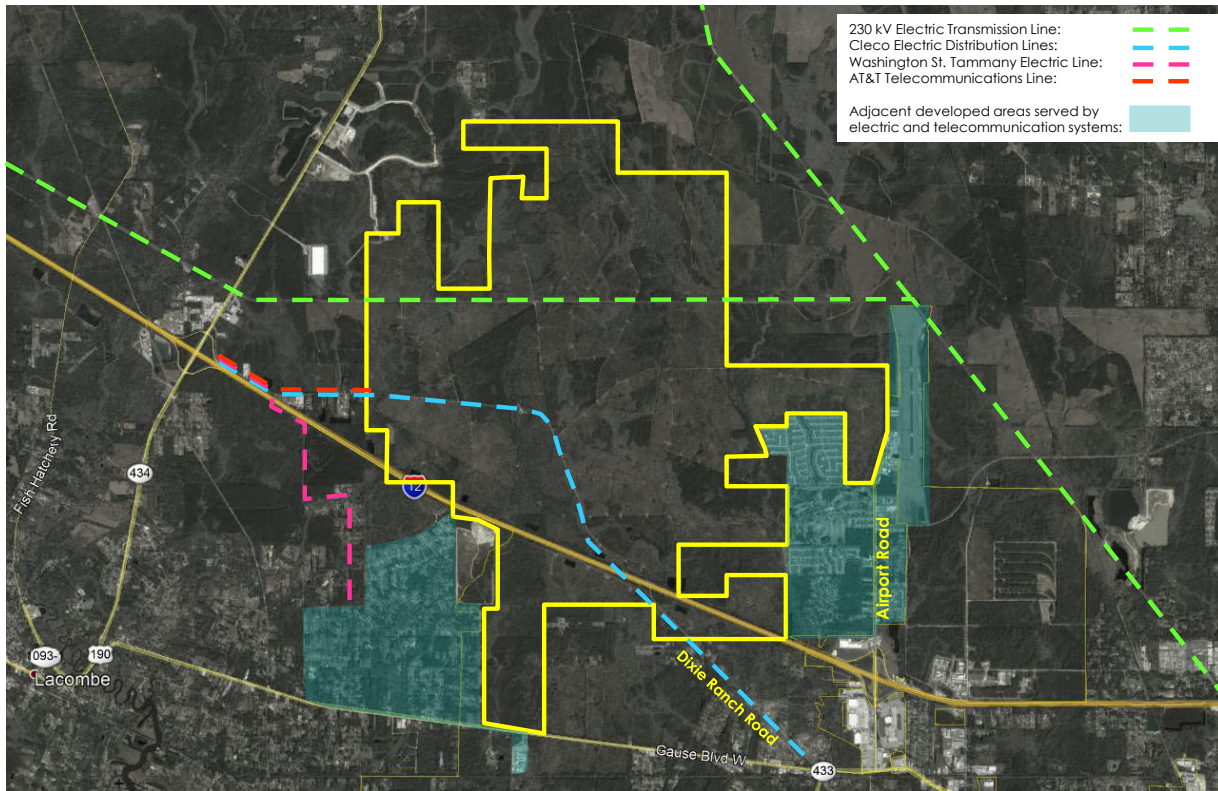
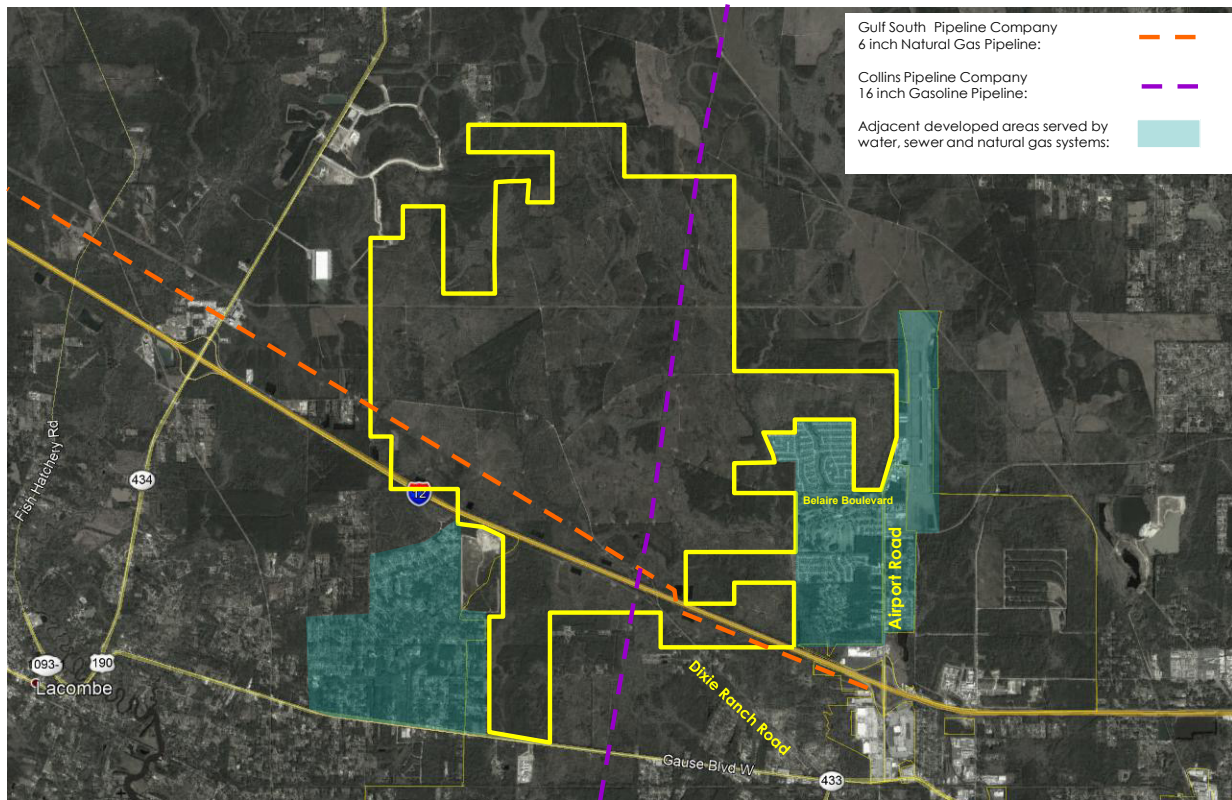


Figure 33: “Wire” Utilities (Salmen-Fritchie Site outlined in YELLOW)

#### 5.1.4 Water, Sewer, and Gas Service

As shown on Figure 34, the study area is bisected by two pipelines: a Gulf South Pipeline Company 6-inch natural gas pipeline generally running east-west in the vicinity of I-12; and a Collins Pipeline company 16-inch gasoline pipeline generally running north-south through the property.



**Figure 34: “Pipe” Utilities (Salmen-Fritchie Site outlined in YELLOW)**

Atmos Energy Corporation (Atmos) has a 4-inch natural gas main line along Airport Road from I-12 to Belair Boulevard. There are 2-inch natural gas service lines that run along Belair Boulevard and Meadows Boulevard from their intersections with Airport Road to their westerly terminating points. Atmos also has a 4-inch natural gas main line along LA 434 from I-12 proceeding north to Krental Road.

The site is not currently served by any water or sewer service lines. Full residential water, sewer and natural gas service is present in the subdivisions east of the site (off of Airport Road) and southwest of the site (off of US 190).

## 5.2 Proposed Infrastructure (Including Opinion of Probable Cost)

### 5.2.1 Public Infrastructure

Tables 13 through 20 at the end of the section present the Opinion of Probable Cost for all Public Infrastructure. Following is a description of the public infrastructure improvements and the assumptions used in calculating the opinion of probable cost.

#### 5.2.1.1 New Roadways

The main roadways shown on Options 1, 2, and 3 for the development were estimated to be four-lane curb and gutter divided roadways with an 18-foot median to accommodate left turn lanes. The access

road through the residential area was estimated to be a two-lane roadway until it crosses Bayou Liberty. The curb and gutter roadway includes subsurface drainage.

The ROW for the four-lane divided roadway with median should be approximately 100 feet wide. The ROW for the two-lane roadway should be approximately 60 feet wide. The area outside the remaining ROW will provide for a sidewalk and utilities.

The proposed primary roadways will cross Big Branch Bayou, Cypress Bayou, and Bayou Liberty for Options 1, 2, and 3. The primary roadway will require large-diameter pipes or box culverts for Big Branch Bayou and Cypress Bayou. A bridge crossing will be required at Bayou Liberty. Downstream of this development, multiple box culverts will be needed for I-12 where it crosses Big Branch Bayou and Cypress Bayou, and a 160-foot-long three-span bridge will cross Liberty Bayou.

The existing roadway will require a single culvert for the CLECO ROW at Big Branch Bayou. A multiple barrel box culvert will be required at I-12. Multiple large-diameter pipes or multiple box culverts will be required at the proposed crossing of Big Branch Bayou.

The primary roadway will cross Cypress Bayou at two locations: along the CLECO ROW; and from the “manufacturing/distribution” area to the “industrial” area. Multiple large-diameter pipes or box culverts could be used for these crossings, the same as the box culvert used at the downstream crossing of I-12.

The primary roadway crosses Bayou Liberty, which separates the manufacturing/distribution area from the residential area. This proposed crossing is estimated based on a three-span 135-foot-long precast girder bridge. This is similar to the downstream I-12 crossing of Bayou Liberty.

The roadway crossings of new interior drainage were estimated to be from 54-inch to 102-inch reinforced concrete pipe and included in the drainage costs.

The four-lane main roadway intersections were estimated as multilane roundabouts, without the need for traffic signals and future signal maintenance.

#### 5.2.1.2 I-12 Interchange

For cost estimation purposes, a traditional diamond interchange configuration was assumed for the proposed I-12 interchange. This type of interchange is perhaps the simplest design and least expensive to construct. As I-12 is a very active interstate, the diamond interchange was assumed to have a new four-lane divided roadway structure crossing over I-12 rather than an interstate highway overpass constructed over the new roadway.

The project team prepared a schematic line drawing overlaid on actual aerial photography in the general location for an interchange as shown on other figures presented in the study. The area of the new interchange would be just west of the abandoned Dixie Ranch Road overpass. The schematic is drawn to scale based on the engineering calculations and dimensions developed by the project team, and ramp alignments were adjusted to avoid such things as existing borrow pits.

Figure 35 below shows a schematic aerial view of the proposed diamond interchange with a four-lane roadway overpass at the project site.



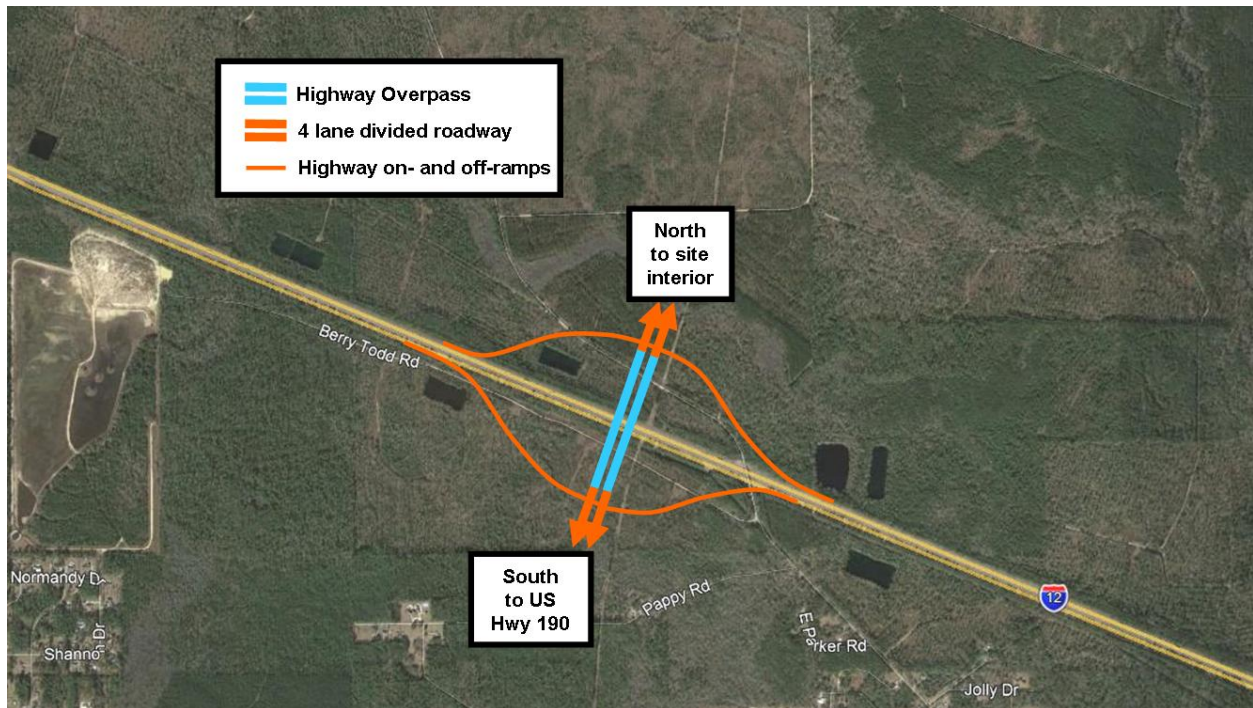


Figure 35: Proposed Diamond Interchange

The estimate includes on and off ramps in each direction to create a full directional interchange. The new roadway was assumed to continue south from the interchange to the limits of the mixed-use development as shown in the layouts provided for Options 1, 2, and 3.

### 5.2.1.3 Drainage

The development is drained by Big Branch Bayou, Cypress Bayou, and Liberty Bayou.

Big Branch Bayou and Cypress Bayou currently flow under I-12 through box culverts. A 160-foot-long three-span bridge crosses over Bayou Liberty.

The new primary roadway crossings of these three bayous were all estimated to be box culverts so as to reduce maintenance costs in the future compared to a bridge alternative with the exception of the Bayou Liberty crossing.

The major drainage for each option was considered to be new canals flowing to each bayou with large-diameter pipe crossings at the planned major roadways. From observations of the existing bayou cross sections, it appears that more of the site drainage flows to Bayou Liberty. Of the I-12 crossings, Bayou Liberty is the largest with a bridge and no box culverts.

A drainage layout was conceptually designed and estimated to drain both east to Bayou Liberty and west to Cypress Bayou for the main developed area. The industrial area would drain east to Cypress Bayou. The mixed use near LA 434 would drain west to Big Branch Bayou.

The residential area would drain west to Bayou Liberty.

The drainage cost estimate includes large-diameter crossings of the proposed drainage canals by the main roadways. Subsurface drainage along the main roadways was included in the roadway cost.

#### 5.2.1.4 Detention/Retention

St. Tammany Parish requires that land development reduce the post development run-off with the use of retention ponds. Considering the overall site with existing drainage features and current development, the site has the following distinct areas that will require their own retention pond:

- The LA 434 mixed-use area that drains to Big Branch Bayou comprised of approximately 99 acres;
- The industrial area situated on the west side of Cypress Bayou and draining to Cypress Bayou comprised of approximately 335 acres;
- The residential area situated on the east side of Liberty Bayou and draining to Liberty Bayou comprised of approximately 436 acres;
- The portion of the I-12 mixed-use area south of I-12 comprised of approximately 240 acres; and
- The major portion of the proposed development consisting of manufacturing-distribution and the portion of the I-12 mixed-use area north of I-12 comprised of approximately 2,399 acres. This area drains to Cypress Bayou and Liberty Bayou. Multiple retention ponds should be provided for this area. Four retention ponds could be provided for the main manufacturing-distribution area with two on the west side that would also serve the west side of the I-12 mixed-use area north of I-12 and two on the east side. An additional retention pond would be needed for the I-12 mixed use area on the east side north of I-12 due to the configuration. This area comprises approximately 125 acres.

The I-12 mixed-use area on the northwest side of I-12 includes an existing borrow pond that can be incorporated into the required retention pond. The I-12 mixed-use area on the southwest side of I-12 also includes an existing borrow pond that can be incorporated into the required retention pond.

The I-12 mixed-use area on the northeast side of I-12 includes two existing borrow ponds that can be incorporated into the required retention ponds. The I-12 mixed-use area on the southeast side of I-12 does not include an existing borrow pond, but the boundary surrounds three side of an existing borrow pit. This borrow pit will probably not be able to be incorporated into the required retention pond.

#### 5.2.1.5 Water

##### 5.2.1.5.1 *Water Demand*

Water demand for the breakdown provided for development Options 1, 2, and 3 included the acreage, square footage, and individual development type: industrial, warehouse, manufacturing, hotel, office, and residential.

The daily water demand for this overall development would be approximately 6 million gallons per day (MGD) for Option 1, 7 MGD for Option 2, and 8 MGD for Option 3.

##### 5.2.1.5.2 *Water Wells and Storage*

The water supply system is based on the peak day. The peak hourly flow will be provided by the elevated water storage tank. For purposes of this report, it is assumed that the water demand would be provided



by water wells. An elevated water storage tank is recommended over a ground storage tank system. An elevated water tank offers many more operational advantages and also provides a visible method of advertising the developing property. A good example of such a system exists at the new Tamanend development (Figure 36).



**Figure 36: Water Tower at Tamanend Development**

Water storage tanks provide operational storage, equalizing storage, fire suppression storage, and emergency storage. The well pumps will turn on and off based on the water level in the operational storage.

When the stored water level falls to “pumps on,” the pumps would begin pumping, filling the tank and at the same time pumping into the distribution system. When the stored water level reaches “pumps off,” the pumps would stop.

A minimum of two wells is required for each tank to provide backup water supply. The actual number of wells depends on the available flow rate and depth from each well.

#### **5.2.1.5.3 Water Distribution**

The water main along the primary roadway was estimated to be a 12-inch-diameter line to support fire protection for commercial facilities. Based on the projected water demand, the water main at the tank would need to be approximately 30 inches in diameter. The water main distribution system will decrease in size moving away from the water storage tank to serve other areas such as the mixed-use development near LA 434 and the industrial area west of Cypress Bayou.

The water mains along the primary four-lane roadways are estimated to include fire hydrants with gate valves every 500 feet.

Only water mains along the main road were considered in the cost estimate. Waterlines to serve the individual developments were considered to be a cost of the individual site development.

The estimated water main to serve the LA 434 mixed-use area is estimated to be 12 inches in diameter for fire protection and 6 inches in diameter for peak flow demand.

The estimated water main to serve the industrial area on the west side of Cypress Bayou is 12 inches in diameter for fire protection and for peak flow demand.

The estimated water main to service the residential area east of Bayou Liberty is 8 inches in diameter for peak flow demand and 12 inches in diameter for fire flow. The fire flow for a residential fire is based on a minimum of two fire hydrants at 500 gallons per minute for 2 hours (two hydrants with four hoses).

The water main crossings of Bayou Liberty and Cypress Bayou will require an aerial crossing or will need to be supported by the proposed box culverts or bridge. With the planned areas of development in Options 1, 2, and 3 and providing water to these planned areas of development, a water main crossing of Big Branch Bayou is not planned.

Cypress Bayou will require a 12-inch water main crossing at two locations (each of the main roadway crossings). Bayou Liberty will require an 8-inch water main crossing at one location, supported by the proposed bridge.

The construction cost estimate assumes that water main crossings of Bayou Liberty and Cross Bayou would be supported on the box culverts or bridge.

It is estimated that a 12-inch water main will be required to service the mixed-use area south of I-12 for fire protection for all options. This water main would cross under I-12 as a jack and bore or be an aerial crossing attached to the interchange structure.

#### 5.2.1.6 Sewer

A gravity sewer system to be located along the main roadways is proposed. Individual site developments would connect to manholes in this gravity system. Due to the large development size, sewer force mains and lift stations will be required to convey the sewerage to a new treatment plant. The use of sewerage force mains will limit the required depth of sewer lines.

In addition, sewer force mains will be required for:

- Crossing Cypress Bayou from the LA 434 mixed-use area and the industrial area;
- Crossing Bayou Liberty from the residential area; and
- Crossing I-12 from the south side of the I-12 mixed-use area.

A single new sewerage treatment plant is estimated with the size dependent on the water demand by option. This would treat sewage from the residential, commercial, and industrial areas.

## 5.2.2 Private Infrastructure

### 5.2.2.1 Power

The site has a CLECO 230-kilovolt transmission line on it which would provide enough power for any type of project to be located at this site.

The only cost associated with delivering electricity to a potential client is constructing a substation and installing the necessary equipment to provide power to a prospect at their desired voltage. The costs of these substations vary tremendously depending on how much power is required, what redundancy is required, special or odd voltages, etc. The usual cost estimates run \$8 million to \$12 million. However; the utility provider will often pay some or possibly the entire cost depending on the usage that a potential customer might have based on the contract term.

Estimating the above options is somewhat difficult without any actual load data.

The anticipated cost for constructing underground versus overhead also varies tremendously based on the voltage required. The difference in cost varies from 4 to 15 times more for underground versus overhead, depending on environmental conditions such as terrain and soil type; the higher the required voltage, the higher the cost factor.

### 5.2.2.2 Gas

Atmos indicated all infrastructure costs would be the responsibility of the developer. The developer could get reimbursed for a portion of the gas lines required for the residential portion of the development after occupation of the homes. Atmos indicated that some of the infrastructure costs for the industrial/manufacturing portion of the development could be minimized depending upon the required level of service and contract terms.

Construction cost will vary depending upon the industrial/manufacturing requirements. Current area natural gas main construction cost estimates are as follows:

- 4-inch Gas Main: \$54.00 per linear foot
- 6-inch Gas Main: \$82.00 per linear foot
- 8-inch Gas Main: \$117.00 per linear foot

The above cost includes steel Schedule 40 tar-coated pipe, excavation, granular bedding, granular fill, and non-compacted excavated fill. The price excludes fittings, valves, meters, etc., connections to existing main lines, and any roadway bores.

### 5.2.2.3 Telecommunication

AT&T provides DSL (digital subscriber line) service with speeds up to 75 megabits per second download with no cost to the developer to provide service.

Charter/Spectrum provide cable service with speeds up to 100 megabits per second download with no cost to the developer to provide service.

There does not appear to be any fiber optic access to the internet in this area.

## 5.2.2.4 Rail Access

### 5.2.2.4.1 Existing Branch Line/Spur

The entire existing NS branch line/spur needed to provide rail access to this site is out of service, with a major portion of the existing branch line requiring rehabilitation in order to provide service. The current end of the spur is located approximately 5 miles southeast of the industrial site's northeast corner. Approximately 7,230 feet of track will require rehabilitation, from where the spur branches off at US 190 to just south of I-12. This includes a mainline turnout, two grade crossings, and three rail bridges. The entire length of existing branch track will need to be inspected to verify condition. All existing rail bridges will require inspection to determine condition.

### 5.2.2.4.2 Proposed Branch Line Extension

Approximately 37,300 feet of newly constructed track would be required to reach the site, 5,000 feet of which is run-around track because exact rail routes within the site are not determined at this time. The proposed branch line extension would have two #10 lead track turnouts, two proposed grade crossings, and seven proposed drainage structures.

Newly constructed track would first be built as a straight-line extension of the NS spur on the old Gulf, Mobile, and Ohio Railroad alignment. This would include approximately 18,000 feet of new track running in the same north-northwest alignment as the existing branch line/spur. This new track would run from just south of I-12 to approximately 5,000 feet north of the Dr. T.J. Smith, Sr. Expressway, and lie approximately 1 mile east of the Slidell Airport.

From that point, the line would need to curve westward on completely new ROWs that need to be acquired and/or established to connect to the existing CLECO ROW that runs along the majority of the Salmen-Fritchie site's northern border. From there, new track would be constructed alongside the existing CLECO Transmission Line and into the industrial site from the eastern side of the property. The new track would run 320 feet north of the Slidell Airport's northern property line.

Approximately 70 acres of proposed ROW will be required to bring rail service to this site. The average ROW is 100 feet in width according to industry standard. There are also several existing transmission line and gas line crossings identified on the plan that may need to be upgraded in order to meet NS's crossing requirements.

Figure 37, provided by NS, shows how rail access to the site would likely be accomplished.



LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

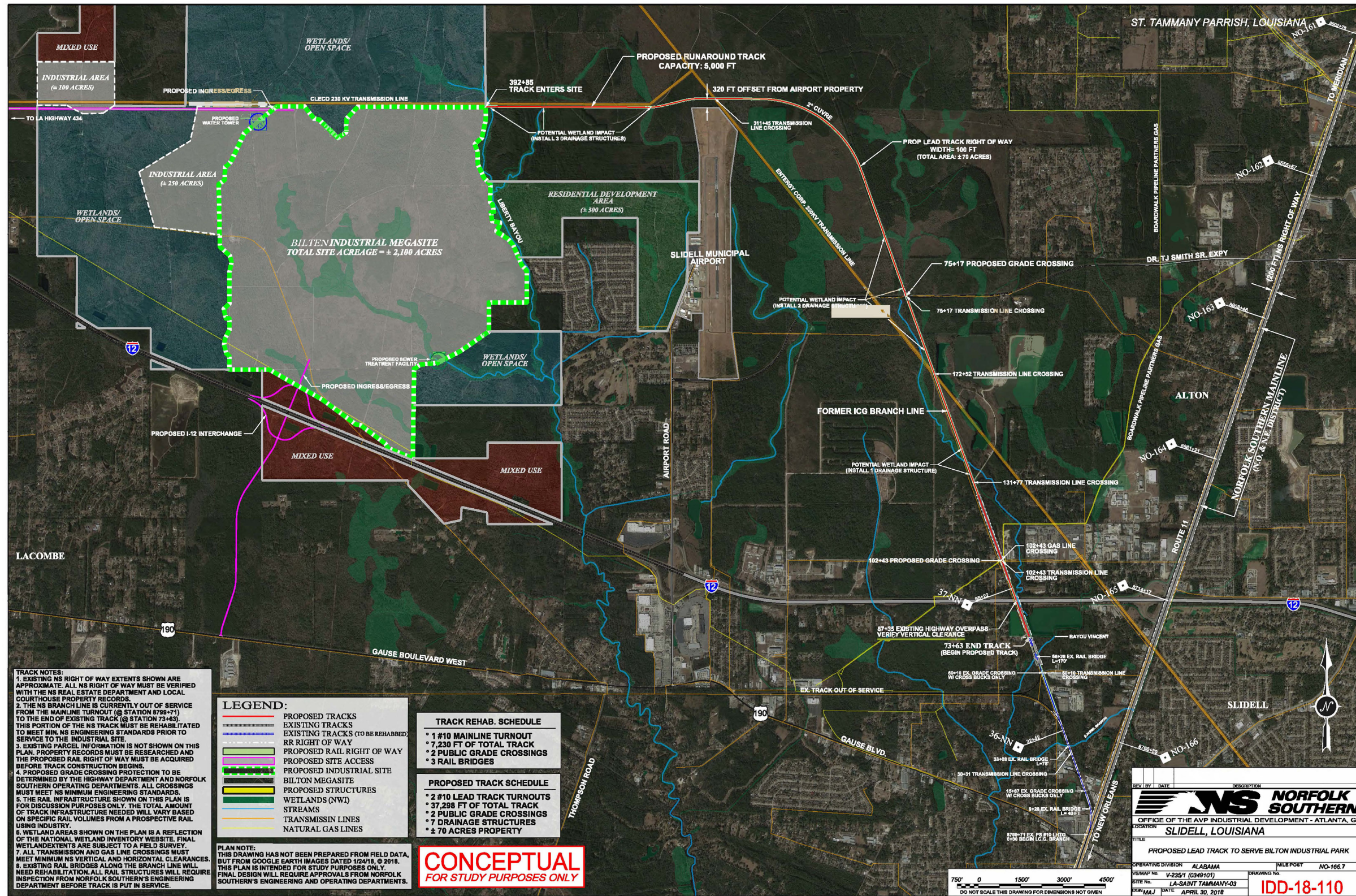


Figure 37: Rail Access to Salmen-Fritchie Site (as provided by Norfolk Southern Railroad)



5.2.2.4.3 Rail Construction Cost Estimate

Norfolk Southern did not provide a cost estimate because there are too many unknowns that are needed to estimate cost. The cost depends on the existing track and bridge condition, property costs, wetland impact, and types of drainage structures (either box culverts or trestles). NS chose the alignment shown based on the lowest-cost, most-effective route to get rail to the site by essentially utilizing the old rail bed as frequently as possible.

NS suggested that a railroad consultant should be brought on board to determine construction costs, based on current industry practices, if rail access is a definite requirement for this site.

5.3 Public Infrastructure Estimates

Opinion of Probable Cost Estimates (Tables 13 through 20) are provided below. Table 21 provides a summary of estimated public infrastructure costs.

Table 13: Four-Lane Divided Roadway Unit Cost Estimate Using LADOTD Recent Weighted Averages

Item No.	Item	Unit	Quantity	Price	Amount
<b>Typical New Four-Lane Divided Roadway with 18' Median, Mountable Curbs, and Subsurface Drainage (300' Segment) (No Detours)</b>					
<b>LADOTD Weighted Averages – 2<sup>nd</sup> Quarter 2018 (2016 Specs)</b>					
201-01-00100	Clearing and Grubbing	LUMP			
203-01-00100	General Excavation (Net Section)	CY	889	\$12.00	\$10,666
203-03-00100	Embankment (Non-Plastic) (Net Section)	CY	144	\$35.00	\$5,056
302-01-00700	Class II Base Course (Stone) (Net Section)	CY			
302-02-08020	Class II Base Course (8" Thick) (Crushed Stone) (Net Section)	SY	2,000.0	\$25.00	\$50,000
302-02-06100	Class II Base Course (12" Thick) (Stone) (Net Section)	SY			
402-01-00100	Traffic Maintenance Aggregate (Vehicular Measurement)	SY			
502-01-00100	Asphalt Concrete	TON			
601-01-00100	Portland Cement Concrete Pavement (8" Thick)	SY	1,866.7	\$87.00	\$162,400
701-03-01000	Storm Drain Pipe (15" RCP/PP)	LF			
701-03-01020	Storm Drain Pipe (18" RCP/PP)	LF			
701-03-01030	Storm Drain Pipe (21" RCP/PP)	LF			
701-03-01040	Storm Drain Pipe (24" RCP/PP)	LF	750	\$90.77	\$68,079

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

Item No.	Item	Unit	Quantity	Price	Amount
702-02-00200	Manholes (R-CB-11)	EACH			
702-03-00100	Catch Basins (CB-01)	EACH	2	\$3,130.00	\$6,260
702-03-00800	Catch Basins (CB-07)	EACH	5	\$4,500.00	\$22,500
702-03-00800	Catch Basins (CB-09)	EACH			
705-06-00300	Chain Link Fence (6' Height)	LF			
706-01-00200	Concrete Walk (5" Thick)	SY			
706-02-00200	Concrete Drive (6" Thick)	SY			
707-01-00100	Concrete Curb (Barrier)	LF			\$0
707-01-00100	Concrete Curb (Mountable)	LF	1,200	\$17.00	\$20,400
707-03-00100	Combination Concrete Curb & Gutter	LF			
713-01-00100	Temporary Signs and Barricades	LUMP			
731-02-00100	Reflectorized Raised Pavement Markers	EACH			
732-02-02000	Plastic Pavement Striping (Solid) (Thermoplastic 90 mil) (4" Width)	MILE			
732-03-02000	Plastic Pavement Striping (Broken) (Thermoplastic 90 mil) (4" Width)	MILE			
740-01-00100	Construction Layout	LUMP	1		
<b>Subtotal</b>					<b>\$345,361</b>
	40% for Miscellaneous Costs such as: Clearing and Grubbing, Construction Layout, Left Turn Lanes, Crossovers, Seeding, Fertilizing, Striping, Pavement Markers, Silt Fencing/Erosion Control, etc.	LUMP	LUMP	\$138,144	\$138,144
<b>Subtotal</b>					<b>\$483,505</b>
<b>Unit Cost Without Mobilization &amp; Contingency</b>				<b>\$1,611.68</b>	
727-01-00100	Mobilization (5%)	LUMP	LUMP	\$24,175	\$24,175
<b>Subtotal</b>					<b>\$507,681</b>
	25% Contingency			\$126,920	\$126,920
	300' of Four-Lane Divided Roadway				\$634,601
	LF Cost of Four-Lane Divided Roadway				\$2,115
<b>Unit Cost With Mobilization &amp; Contingency</b>				<b>USE (\$/LF)</b>	<b>\$2,120</b>

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

Item No.	Item	Unit	Quantity	Price	Amount
	Mile Cost of Four-Lane Divided Roadway				\$11,168,975

**Notes:**

1. This opinion of probable construction cost represents a professional opinion based on currently available information.
2. Actual construction cost may vary significantly from this figure depending upon the timing of the construction, changed conditions, availability of materials and other factors beyond the control of the consultant or owner.
3. This figure is not a guaranteed maximum cost.

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

Table 14: Two-Lane Roadway Unit Cost Estimate Using LADOTD Recent Weighted Averages

Item No.	Item	Unit	Quantity	Price	Amount
<b>Typical New Two-Lane Roadway with Mountable Curbs and Subsurface Drainage (300' Segment) (No Detours)</b>					
<b>LADOTD Weighted Averages – 2<sup>nd</sup> Quarter 2018 (2016 Specs)</b>					
201-01-00100	Clearing and Grubbing	LUMP			
203-01-00100	General Excavation (Net Section)	CY	444	\$12.00	\$5,333
203-03-00100	Embankment (Non-Plastic) (Net Section)	CY	67	\$35.00	\$2,333
302-01-00700	Class II Base Course (Stone) (Net Section)	CY			
302-02-08020	Class II Base Course (8" Thick) (Crushed Stone) (Net Section)	SY	1,000.0	\$25.00	\$25,000
302-02-06100	Class II Base Course (12" Thick) (Stone) (Net Section)	SY			
402-01-00100	Traffic Maintenance Aggregate (Vehicular Measurement)	SY			
502-01-00100	Asphalt Concrete	TON			
601-01-00100	Portland Cement Concrete Pavement (8" Thick)	SY	933.3	\$87.00	\$81,200
701-03-01000	Storm Drain Pipe (15" RCP/PP)	LF			
701-03-01020	Storm Drain Pipe (18" RCP/PP)	LF	600	\$75.47	\$45,283
701-03-01030	Storm Drain Pipe (21" RCP/PP)	LF			
701-03-01040	Storm Drain Pipe (24" RCP/PP)	LF			
702-02-00200	Manholes (R-CB-11)	EACH			
702-03-00100	Catch Basins (CB-01)	EACH	2	\$3,130.00	\$6,260
702-03-00800	Catch Basins (CB-09)	EACH			
705-06-00300	Chain Link Fence (6' Height)	LF			
706-01-00200	Concrete Walk (5" Thick)	SY			
706-02-00200	Concrete Drive (6" Thick)	SY			
707-01-00100	Concrete Curb (Barrier)	LF			
707-01-00100	Concrete Curb (Mountable)	LF	1,200	\$17.00	\$20,400
707-03-00100	Combination Concrete Curb & Gutter	LF			

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

Item No.	Item	Unit	Quantity	Price	Amount
713-01-00100	Temporary Signs and Barricades	LUMP			
731-02-00100	Reflectorized Raised Pavement Markers	EACH			
732-02-02000	Plastic Pavement Striping(Solid) (Thermoplastic 90 mil) (4" Width)	MILE			
732-03-02000	Plastic Pavement Striping(Broken) (Thermoplastic 90 mil) (4" Width)	MILE			
740-01-00100	Construction Layout	LUMP	1		
<b>Subtotal</b>					<b>\$185,809</b>
	40% for Miscellaneous Costs such as: Clearing and Grubbing, Construction Layout, Left Turn Lanes, Crossovers, Seeding, Fertilizing, Striping, Pavement Markers, Silt Fencing/Erosion Control, etc.	LUMP	LUMP	\$74,324	\$74,324
<b>Subtotal</b>					<b>\$260,133</b>
<b>Unit Cost Without Mobilization &amp; Contingency</b>				<b>\$867.11</b>	
727-01-00100	Mobilization (5%)	LUMP	LUMP	\$13,007	\$13,007
<b>Subtotal</b>					<b>\$273,139</b>
	25% Contingency			\$68,285	\$68,285
	300' of Two-Lane Roadway				\$341,424
	LF Cost of Two-Lane Roadway				\$1,138
<b>Unit Cost With Mobilization &amp; Contingency</b>				<b>USE (\$/LF)</b>	<b>\$1,075</b>
	Mile Cost of Two-Lane Roadway				\$6,009,063

**Notes:**

1. This opinion of probable construction cost represents a professional opinion based on currently available information.
2. Actual construction cost may vary significantly from this figure depending upon the timing of the construction, changed conditions, availability of materials and other factors beyond the control of the consultant or owner.
3. This figure is not a guaranteed maximum cost.



**Table 15: Interchange Ramp Unit Cost Estimate Using LADOTD Recent Weighted Averages**

Item No.	Item	Unit	Quantity	Price	Amount
<b>Typical New Ramp 15' Lane, 6' Outside Shoulder and 4' Inside Shoulder (25' Pavement Width) (300' Segment) (No Detours or Drainage)</b>					
<b>LADOTD Weighted Averages – 2<sup>nd</sup> Quarter 2018 (2016 Specs)</b>					
201-01-00100	Clearing and Grubbing	LUMP			
203-01-00100	General Excavation (Net Section)	CY	400	\$12.00	\$4,800
203-03-00100	Embankment (Non-Plastic) (Net Section)	CY	67	\$35.00	\$2,333
302-01-00700	Class II Base Course (Stone) (Net Section)	CY			
302-02-08020	Class II Base Course (8" Thick) (Crushed Stone) (Net Section)	SY	900.0	\$25.00	\$22,500
302-02-06100	Class II Base Course (12" Thick) (Stone) (Net Section)	SY			
402-01-00100	Traffic Maintenance Aggregate (Vehicular Measurement)	SY			
502-01-00100	Asphalt Concrete	TON			
601-01-00100	Portland Cement Concrete Pavement (8" Thick)	SY	833.3	\$87.00	\$72,500
701-03-01000	Storm Drain Pipe (15" RCP/PP)	LF			
701-03-01020	Storm Drain Pipe (18" RCP/PP)	LF			
701-03-01030	Storm Drain Pipe (21" RCP/PP)	LF			
701-03-01040	Storm Drain Pipe (24" RCP/PP)	LF			
702-02-00200	Manholes (R-CB-11)	EACH			
702-03-00100	Catch Basins (CB-01)	EACH			
702-03-00800	Catch Basins (CB-09)	EACH			
705-06-00300	Chain Link Fence (6' Height)	LF			
706-01-00200	Concrete Walk (5" Thick)	SY			
706-02-00200	Concrete Drive (6" Thick)	SY			
707-01-00100	Concrete Curb (Barrier)	LF			
707-01-00100	Concrete Curb (Mountable)	LF			
707-03-00100	Combination Concrete Curb & Gutter	LF			

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

Item No.	Item	Unit	Quantity	Price	Amount
713-01-00100	Temporary Signs and Barricades	LUMP			
731-02-00100	Reflectorized Raised Pavement Markers	EACH			
732-02-02000	Plastic Pavement Striping (Solid) (Thermoplastic 90 mil) (4" Width)	MILE			
732-03-02000	Plastic Pavement Striping (Broken) (Thermoplastic 90 mil) (4" Width)	MILE			
740-01-00100	Construction Layout	LUMP	1		
<b>Subtotal</b>					<b>\$102,133</b>
	40% for Miscellaneous Costs such as: Clearing and Grubbing, Construction Layout, Minor Drainage, Seeding, Fertilizing, Striping, Pavement Markers, Silt Fencing/Erosion Control, etc.	LUMP	LUMP	\$40,853	\$40,853
<b>Subtotal</b>					<b>\$142,986</b>
<b>Unit Cost Without Mobilization &amp; Contingency</b>				<b>\$476.62</b>	
727-01-00100	Mobilization (5%)	LUMP	LUMP	\$7,149	\$7,149
<b>Subtotal</b>					<b>\$150,136</b>
	25% Contingency			\$37,534	\$37,534
	300' of Interstate Ramp				\$187,669
	LF Cost of Interstate Ramp				\$626
<b>Unit Cost With Mobilization &amp; Contingency</b>				<b>USE (\$/LF)</b>	<b>\$650</b>

**Notes:**

1. This opinion of probable construction cost represents a professional opinion based on currently available information.
2. Actual construction cost may vary significantly from this figure depending upon the timing of the construction, changed conditions, availability of materials and other factors beyond the control of the consultant or owner.
3. This figure is not a guaranteed maximum cost.

**Table 16: Full Interchange Cost Estimate Using LADOTD Recent Weighted Averages**

Item No.	Item	Unit	Quantity	Price	Amount
<b>Interchange Structure over I-12 with Twin Two-Lane Structures:</b>					
<b>Includes I-12 Bridge Structure, Four Ramps, Embankment, Four-Lane Roadway Between Ramp Termini, Traffic Signals at Ramp Termini</b>					
<b>LADOTD Weighted Averages – 2<sup>nd</sup> Quarter 2018 (2016 Specs)</b>					
	Prestressed Girder Bridge (Type IV) on Pile Bents (LADOTD Bridge Manual Parametric Cost Estimate, Table D.2-1) (2-125' spans) (34.5' deck width: 2-12' lanes, 4' inside shoulder & 4' outside shoulder, 1.25' barriers)	SF	20,700	\$100.00	\$2,070,000
	Prestressed Girders on Column Bents (Additional cost) (LADOTD Bridge Manual Parametric Cost Estimate, Table D.2-1)	SF	20,700	\$10.00	\$207,000
704-01-02000	Guard Rail (Single Thrie Beam) (3'-1 1/2" Spa.)	LF	200.0	\$55.00	\$11,000
704-01-02020	Guard Rail Single Thrie Beam) (6'-3" Spa.)	LF	200.0	\$81.00	\$16,200
704-05-00100	Guard Rail End Treatment (Flared)	EACH	4.0	\$2,330.00	\$9,320
813-01-00100	Approach Slabs	SF	4,480	\$50.50	\$226,240
	Entrance and Exit Ramps (Concrete) (1800 LF exit & 2200 LF entrance)	LF	8,000	\$650.00	\$5,200,000
	Four-Lane Roadway	LF	1,700	\$1,615.00	2,745,500
	Embankment				
	Traffic Signals @ I-12 Interchange	EACH	2	\$150,000.00	\$300,000
<b>Subtotal</b>					\$10,785,260
	40% for Miscellaneous Costs such as: Construction Signing and Traffic Control along I-12, Layout, Interstate Permanent Signing, etc.	LUMP	LUMP	\$4,314,104	\$4,314,104
<b>Subtotal</b>					\$15,099,364
<i>round to:</i>					\$15,100,000
	Demolition of Existing Dixie Rand Rd. Overpass	LUMP	1	\$346,500	\$346,500

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

Item No.	Item	Unit	Quantity	Price	Amount
<b>Interchange Subtotal</b>					\$15,466,500
727-01-00100	Mobilization (10% for Bridge Work)	LUMP	LUMP	\$1,544,650	\$1,544,650
<b>Subtotal</b>					<b>\$16,991,150</b>
				25% Contingency	\$4,247,788
<b>Interchange</b>					<b>\$21,238,938</b>

**Notes:**

1. This opinion of probable construction cost represents a professional opinion based on currently available information.
2. Actual construction cost may vary significantly from this figure depending upon the timing of the construction, changed conditions, availability of materials and other factors beyond the control of the consultant or owner.
3. This figure is not a guaranteed maximum cost.

**Table 17: Road and Bayou Crossings Cost Estimate Using LADOTD Recent Weighted Averages**

Item No.	Item	Unit	Quantity	Price	Amount
<b>Liberty Bayou Crossing of Main Roadway: Two-Lane Structure with 4' Shoulders</b>					
<b>LADOTD Weighted Averages – 2<sup>nd</sup> Quarter 2018 (2016 Specs)</b>					
	Prestressed Girder Bridge (Type III) on Pile Bents (LADOTD Bridge Manual Parametric Cost Estimate, Table D.2-1) (3-35' spans) (34.5' deck width: 2-12' lanes, 4' inside shoulder & 4' outside shoulder, 1.25' barriers)	SF	4,658	\$100.00	\$465,750
704-01-02000	Guard Rail (Single Thrie Beam) (3'-1 1/2" Spa.)	LF	200.0	\$55.00	\$11,000
704-01-02020	Guard Rail Single Thrie Beam) (6'-3" Spa.)	LF	200.0	\$81.00	\$16,200
704-05-00100	Guard Rail End Treatment (Flared)	EACH	4.0	\$2,330.00	\$9,320
813-01-00100	Approach Slabs	SF	2,240	\$50.50	\$113,120
<b>Subtotal</b>					<b>\$615,390</b>
	20% for Miscellaneous Costs such as: Construction Signing and Traffic Control, Layout, etc.	LUMP	LUMP	\$184,617	\$194,617
<b>Subtotal</b>					<b>\$800,007</b>
727-01-00100	Mobilization (10% for Bridge Work)	LUMP	LUMP	\$80,001	\$80,001
<b>Subtotal</b>					<b>\$880,008</b>
				25% Contingency	\$220,002
<b>Liberty Bayou Bridge</b>					<b>\$1,100,010</b>
<b>Big Branch Bayou Crossing of Main Roadway: Four-Lane Pavement with 1' Shoulders and 18' Median (28' Back of Curb to Back of Curb Each Way) (Use 100' Right-of-Way Width for Culvert Length)</b>					
<b>LADOTD Weighted Averages – 2<sup>nd</sup> Quarter 2018 (2016 Specs)</b>					
Big Branch Bayou Crossing (One)					
701-01-02220	Cross Drain Pipe (60" RCP)	LF	200	\$396.00	\$79,200
<b>Subtotal</b>					<b>\$79,200</b>
	20% for Miscellaneous Costs such as: Construction Signing and Traffic Control, Layout, etc.	LUMP	LUMP	\$23,760	\$23,760
<b>Subtotal</b>					<b>\$102,960</b>



LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

Item No.	Item	Unit	Quantity	Price	Amount		
727-01-00100	Mobilization (10% for Bridge Work)	LUMP	LUMP	\$10,296	\$10,296		
<b>Subtotal</b>					<b>\$113,256</b>		
				25% Contingency	\$28,314		
<b>CROSSING TOTAL</b>					<b>\$141,570</b>		
<b>Cypress Bayou Crossing of Main Roadway: Four-Lane Pavement with 1' Shoulders and 18' Median (28' Back of Curb to Back of Curb Each Way) (Use 100' Right-of-Way Width for Culvert Length)</b>							
<b>LADOTD Weighted Averages – 2<sup>nd</sup> Quarter 2018 (2016 Specs)</b>							
Cypress Bayou Crossings (Two)							
701-02-01180	Cross Drain Pipe Arch (96" RCPA)	LF	400	\$825.00	\$330,000		
<b>Subtotal</b>					<b>\$330,000</b>		
		20% for Miscellaneous Costs such as: Construction Signing and Traffic Control, Layout, etc.		LUMP	LUMP	\$99,000	\$99,000
<b>Subtotal</b>					<b>\$429,000</b>		
727-01-00100	Mobilization (10% for Bridge Work)	LUMP	LUMP	\$42,900	\$42,900		
<b>Subtotal</b>					<b>\$471,900</b>		
				25% Contingency	\$117,975	\$117,975	
<b>CROSSING TOTAL</b>					<b>\$589,875</b>		

**Notes:**

1. This opinion of probable construction cost represents a professional opinion based on currently available information.
2. Actual construction cost may vary significantly from this figure depending upon the timing of the construction, changed conditions, availability of materials and other factors beyond the control of the consultant or owner.
3. This figure is not a guaranteed maximum cost.

**Table 18: Public Infrastructure Opinion of Probable Cost – Total – Option 1**

Item/Description	Unit	Quantity	Unit Cost	Cost
<b>Interchange:</b>				
New full directional interchange with at-grade on and off ramps, traffic signals, embankment, four-lane roadway between ramp termini, and a four-lane structure over I-12	LUMP	1	\$15,100,100	\$15,100,000
Demolition of Existing Dixie Ranch Rd. Overpass	LUMP	1	\$346,500	\$346,500
<b>Interchange Subtotal</b>				<b>\$15,446,500</b>
Mobilization (10%)				\$1,544,650
Subtotal				\$16,991,150
Contingency (25%)				\$4,247,788
<b>Interchange Total</b>				<b>\$21,238,938</b>
<b>Roadway:</b>				
Four-lane divided roadway with 18' median for left-turn lanes, 12' lanes, mountable curbs, and subsurface drainage				
From LA 434 along CLECO ROW	LF	20,200	\$1,300	\$26,260,000
From CLECO ROW to I-12 interchange	LF	12,450	\$1,300	\$16,185,000
From CLECO ROW thru development to LEED certified site	LF	10,100	\$1,300	\$13,130,000
From access to I-12 thru development to two-lane residential access road	LF	6,900	\$1,300	\$8,970,000
From CLECO ROW thru LA 434 mixed-use development	LF	3,300	\$1,300	\$4,290,000
South of I-12 interchange to development limits	LF	650	\$1,300	\$845,000
South of I-12: development limits to US 190	LF	7,000	\$1,300	\$9,100,000
Two-lane roadway with 12' lanes, mountable curbs, and subsurface drainage (28' back of curb to back of curb; no parking)	LF	10,500	\$800	\$8,400,000
Traffic signal @ LA 434 intersection	LUMP	1	\$150,000	\$150,000

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

Item/Description	Unit	Quantity	Unit Cost	Cost
Interior roadway two-lane roundabout at four-lane divided roadway intersections	LUMP	5	\$1,750,000	\$8,750,000
Liberty Bayou bridge crossing	LUMP	1	\$850,000	\$850,000
Cypress Bayou culvert crossings	LUMP	1	\$475,000	\$475,000
Big Branch Bayou culvert crossing	LUMP	1	\$115,000	\$115,000
<b>Roadway Subtotal</b>				<b>\$97,520,000</b>
Mobilization (5%)				\$4,876,000
Subtotal				\$102,396,000
Contingency (25%)				\$25,599,000
<b>Roadway Total</b>				<b>\$127,995,000</b>
<b>Drainage:</b>	LUMP	1	\$10,415,000	\$10,415,000
<b>Drainage Subtotal</b>				<b>\$10,415,000</b>
Mobilization (5%)				\$520,750
Subtotal				\$10,935,750
Contingency (25%)				\$2,733,938
<b>Drainage Total</b>				<b>\$13,669,688</b>
<b>Water:</b>				
Water well	EACH	4	\$ 600,000	\$2,400,000
Water storage tank	EACH	1	\$ 2,000,000	\$2,000,000
30" water main for distribution along four-lane roadway (PVC C-900) (10% of main roadway length)	LF	7,110	\$300	\$2,133,000
30" gate valves (@ 1000')	EACH	7	\$15,000	\$105,000
20" water main for distribution along four-lane roadway (PVC C-900) (40% of main roadway length)	LF	28,440	\$225	\$6,399,000
20" gate valves (@ 1000')	EACH	29	\$9,000	\$261,000
12" water main for distribution along four-lane roadway (PVC C-900) (50% of main roadway length)	LF	35,550	\$150	\$5,332,500
12" gate valves (@ 1000')	EACH	36	\$3,000	\$108,000

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

Item/Description	Unit	Quantity	Unit Cost	Cost
12" water main for distribution along four-lane roadway (PVC C-900)	LF	44,700	\$150	\$6,705,000
12" gate valves (@ 1000')	EACH	45	\$3,000	\$135,000
8" water main for distribution (Interior) (PVC C-900)	LF	0	\$100	-
8" gate valves (Interior)	EACH	0	\$2,000	-
Fire hydrants & gate valves (@ 500' along four-lane roadway)	EA	89	\$5,000	\$447,000
Fire hydrants & gate valves (one per 5 acres of interior development)	EA	100	\$5,000	\$500,000
<b>Water Subtotal</b>				<b>\$26,525,500</b>
Mobilization (5%)				\$1,326,275
<b>Subtotal</b>				<b>\$ 27,851,775</b>
Contingency (25%)				\$6,962,944
<b>Water Total</b>				<b>\$34,814,719</b>
<b>Sewer:</b>				
Gravity sewer with manholes along main roadway	LF	71,100	\$65	\$4,621,500
Sewer force main and lift stations	LF	35,000	\$100	\$3,500,000
Sewer treatment plant	GAL	6,022,000	\$ 6	\$36,132,000
<b>Sewer Subtotal</b>				<b>\$44,253,500</b>
Mobilization (5%)				\$2,218,200
<b>Subtotal</b>				<b>\$ \$46,466,175</b>
Contingency (25%)				\$11,616,544
<b>Sewer Total</b>				<b>\$58,082,719</b>
<b>TOTAL, ALL PUBLIC INFRASTRUCTURE</b>				<b>\$255,801,064</b>

**Notes:**

1. This opinion of probable construction cost represents a professional opinion based on currently available information.
2. Actual construction cost may vary significantly from this figure depending upon the timing of the construction, changed conditions, availability of materials and other factors beyond the control of the consultant or owner.
3. This figure is not a guaranteed maximum cost.

**Table 19: Public Infrastructure Opinion of Probable Cost – Total – Option 2**

Item/Description	Unit	Quantity	Unit Cost	Cost
<b>Interchange:</b>				
New full directional interchange with at-grade on and off ramps, traffic signals, embankment, four lane roadway between ramp termini and a four lane structure over I-12	LUMP	1	\$15,100,100	\$15,100,000
Demolition of Existing Dixie Ranch Rd. Overpass	LUMP	1	\$346,500	\$346,500
<b>Interchange Subtotal</b>				<b>\$15,446,500</b>
Mobilization (10%)				\$1,544,650
Subtotal				\$16,991,150
Contingency (25%)				\$4,247,788
<b>Interchange Total</b>				<b>\$21,238,938</b>
<b>Roadway:</b>				
Four-lane divided roadway with 18' median for left-turn lanes, 12' lanes, mountable curbs, and subsurface drainage				
From LA 434 along CLECO ROW	LF	18,500	\$1,300	\$24,050,000
From CLECO ROW to I-12 interchange	LF	12,050	\$1,300	\$15,665,000
From CLECO to two-lane residential access road	LF	14,500	\$1,300	\$18,850,000
From CLECO ROW thru LA 434 mixed-use development	LF	3,300	\$1,300	\$4,290,000
South of I-12 interchange to development limits	LF	650	\$1,300	\$845,00
South of I-12: development limits to US 190	LF	7,000	\$1,300	\$9,100,000
New two-lane roadway with 12' lanes and mountable curbs (28' back of curb to back of curb; no parking)	LF	10,500	\$800	\$8,400,000
Traffic signal @ LA 434 intersection	LUMP	1	\$150,000	\$150,000
Interior roadway two-lane roundabout at four-lane divided roadway intersections	LUMP	3	\$1,750,000	\$5,250,000
Liberty Bayou bridge crossing	LUMP	1	\$850,000	\$850,000
Cypress Bayou culvert crossings	LUMP	1	\$475,000	\$475,000



LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

Item/Description	Unit	Quantity	Unit Cost	Cost
Big Branch Bayou culvert crossing	LUMP	1	\$115,000	\$115,000
<b>Roadway Subtotal</b>				<b>\$88,040,000</b>
Mobilization (5%)				\$4,402,000
Subtotal				\$92,442,000
Contingency (25%)				\$23,110,500
<b>Roadway Total</b>				<b>\$115,552,500</b>
<b>Drainage:</b>	LUMP	1	\$7,220,000	\$7,220,000
<b>Drainage Subtotal</b>				<b>\$7,220,000</b>
Mobilization (5%)				\$361,000
Subtotal				\$7,581,000
Contingency (25%)				\$1,895,250
<b>Drainage Total</b>				<b>\$9,476,250</b>
<b>Water:</b>				
Water well	EACH	4	\$ 600,000	\$2,400,000
Water storage tank	EACH	1	\$ 2,000,000	\$2,000,000
30" water main for distribution along four-lane roadway (PVC C-900) (10% of main roadway length)	LF	6,650	\$300	\$1,995,000
30" gate valves (@ 1000')	EACH	7	\$15,000	\$105,000
20" water main for distribution along four-lane roadway (PVC C-900) (40% of main roadway length)	LF	26,600	\$225	\$5,985,000
20" gate valves (@ 1000')	EACH	29	\$9,000	\$261,000
12" water main for distribution along four-lane roadway (PVC C-900) (50% of main roadway length)	LF	33,250	\$150	\$4,987,500
12" gate valves (@ 1000')	EACH	36	\$3,000	\$108,000
12" water main for distribution along four-lane roadway (PVC C-900)	LF	40,100	\$150	\$6,015,000
12" gate valves (@ 1000')	EACH	52	\$3,000	\$156,000
8" water main for distribution (Interior) (PVC C-900)	LF	0	\$100	-
8" gate valves (Interior)	EACH	0	\$2,000	-

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

Item/Description	Unit	Quantity	Unit Cost	Cost
Fire hydrants & gate valves (@ 500' along four-lane roadway)	EA	80	\$5,000	\$401,000
Fire hydrants & gate valves (one per 5 acres of interior development)	EA	100	\$5,000	\$500,000
<b>Water Subtotal</b>				<b>\$24,913,500</b>
Mobilization (5%)				\$1,245,675
<b>Subtotal</b>				<b>\$26,159,175</b>
Contingency (25%)				\$6,539,794
<b>Water Total</b>				<b>\$32,698,969</b>
<b>Sewer:</b>				
Gravity sewer with manholes along main roadway	LF	66,500	\$65	\$4,322,500
Sewer force main and lift stations	LF	35,000	\$100	\$3,500,000
Sewer treatment plant	GAL	7,002,000	\$6	\$42,012,000
<b>Sewer Subtotal</b>				<b>\$49,834,500</b>
Mobilization (5%)				\$2,491,725
<b>Subtotal</b>				<b>\$52,326,225</b>
Contingency (25%)				\$13,081,556
<b>Sewer Total</b>				<b>\$65,407,781</b>
<b>TOTAL, ALL PUBLIC INFRASTRUCTURE</b>				<b>\$244,374,438</b>

**Notes:**

1. This opinion of probable construction cost represents a professional opinion based on currently available information.
2. Actual construction cost may vary significantly from this figure depending upon the timing of the construction, changed conditions, availability of materials and other factors beyond the control of the consultant or owner.
3. This figure is not a guaranteed maximum cost.

**Table 20: Public Infrastructure Opinion of Probable Cost – Total – Option 3**

Item/Description	Unit	Quantity	Unit Cost	Cost
<b>Interchange:</b>				
New full directional interchange with at-grade on and off ramps, traffic signals, embankment, four lane roadway between ramp termini and a four lane structure over I-12	LUMP	1	\$15,100,100	\$15,100,000
Demolition of Existing Dixie Ranch Rd. Overpass	LUMP	1	\$346,500	\$346,500
<b>Interchange Subtotal</b>				<b>\$15,446,500</b>
Mobilization (10%)				\$1,544,650
Subtotal				\$16,991,150
Contingency (25%)				\$4,247,788
<b>Interchange Total</b>				<b>\$21,238,938</b>
<b>Roadway:</b>				
Four-Lane divided roadway with 18' median for left-turn lanes, 12' lanes, mountable curbs and subsurface drainage				
From LA 434 along CLECO ROW	LF	18,500	\$1,300	\$24,050,000
From CLECO ROW to I-12 interchange	LF	12,050	\$1,300	\$15,665,000
From CLECO ROW thru development to two-lane residential access road	LF	14,500	\$1,300	\$18,850,000
Interior loop	LF	13,600	\$1,300	\$17,680,000
From access to I-12 thru development to two-lane residential access road	LF	10,500	\$1,300	\$13,650,000
From CLECO ROW thru LA 434 mixed-use development	LF	3,300	\$1,300	\$4,290,000
South of I-12 interchange to development limits	LF	650	\$1,300	\$845,000
South of I-12: development limits to US 190	LF	7,000	\$1,300	\$9,100,000
New two-lane roadway with 12' lanes and mountable curbs (28' back of curb to back of curb; no parking)	LF	10,500	\$800	\$8,400,000
Traffic signal @ LA 434 intersection	LUMP	1	\$150,000	\$150,000

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

Item/Description	Unit	Quantity	Unit Cost	Cost
Interior roadway two-lane roundabout at four-lane divided roadway intersections	LUMP	7	\$1,750,000	\$12,250,000
Liberty Bayou bridge crossing	LUMP	1	\$850,000	\$850,000
Cypress Bayou culvert crossings	LUMP	1	\$475,000	\$475,000
Big Branch Bayou culvert crossings	LUMP	1	\$115,000	\$115,000
<b>Roadway Subtotal</b>				<b>\$126,370,000</b>
Mobilization (5%)				\$6,381,500
Subtotal				\$132,688,500
Contingency (25%)				\$33,172,125
<b>Roadway Total</b>				<b>\$165,860,625</b>
<b>Drainage:</b>	LUMP	1	\$12,230,000	\$12,230,000
<b>Drainage Subtotal</b>				<b>\$12,230,000</b>
Mobilization (5%)				\$611,500
Subtotal				\$12,841,500
Contingency (25%)				\$3,210,375
<b>Drainage Total</b>				<b>\$16,051,875</b>
<b>Water:</b>				
Water Well	EACH	4	\$600,000	\$2,400,000
Water Storage Tank	EACH	1	\$2,000,000	\$2,000,000
30" water main for distribution along four-lane roadway (PVC C-900) (10% of main roadway length)	LF	9,060	\$300	\$2,718,000
30" gate valves (@ 1000')	EACH	7	\$15,000	\$105,000
20" water main for distribution along four-lane roadway (PVC C-900) (40% of main roadway length)	LF	36,240	\$225	\$8,154,000
20" gate valves (@ 1000')	EACH	29	\$9,000	\$261,000
12" water main for distribution along four-lane roadway (PVC C-900) (50% of main roadway length)	LF	45,300	\$150	\$6,795,000
12" gate valves (@ 1000')	EACH	36	\$3,000	\$108,000
8" water main for distribution (Interior) (PVC C-900)	LF	0	\$100	-
8" gate valves (Interior)	EACH	0	\$2,000	-

LAND USE AND TRANSPORTATION: SCENARIO PLANNING STUDY, EAST LACOMBE AREA

Item/Description	Unit	Quantity	Unit Cost	Cost
Fire hydrants & gate valves (@ 500' along four-lane roadway)	EA	181	\$5,000	\$906,000
Fire hydrants & gate valves (one per 5 acres of interior development)	EA	100	\$5,000	\$500,000
<b>Water Subtotal</b>				<b>\$23,947,000</b>
Mobilization (5%)				\$1,197,350
Subtotal				\$25,144,350
Contingency (25%)				\$6,286,088
<b>Water Total</b>				<b>\$31,430,438</b>
<b>Sewer:</b>				
Gravity sewer with manholes along main roadway	LF	90,600	\$65	\$5,889,000
Sewer force main and lift stations	LF	40,000	\$100	\$4,000,000
Sewer treatment plant	Gal	7,776,000	\$6	\$46,656,000
<b>Sewer Subtotal</b>				<b>\$56,545,000</b>
Mobilization (5%)				\$2,827,250
Subtotal				\$59,372,250
Contingency (25%)				\$14,843,063
<b>Sewer Total</b>				<b>\$74,215,313</b>
<b>TOTAL, ALL PUBLIC INFRASTRUCTURE</b>				<b>\$308,797,189</b>
<ol style="list-style-type: none"> <li>1. This opinion of probable construction cost represents a professional opinion based on currently available information.</li> <li>2. Actual construction cost may vary significantly from this figure depending upon the timing of the construction, changed conditions, availability of materials and other factors beyond the control of the consultant or owner.</li> <li>3. This figure is not a guaranteed maximum cost.</li> </ol>				



Table 21: Summary of Public Infrastructure Cost

Category	No-Build	Option 1	Option 2	Option 3
Interchange	\$0	\$21,238,938	\$21,238,938	\$21,238,938
Roadways	\$0	\$127,995,000	\$115,552,500	\$165,860,625
Drainage	\$0	\$13,669,688	\$9,476,250	\$16,051,875
Water	\$0	\$34,814,719	\$32,698,969	\$31,430,438
Sewer	\$0	\$58,082,719	\$65,407,781	\$74,215,313
<b>Total</b>	<b>\$0</b>	<b>\$255,801,064</b>	<b>\$244,374,438</b>	<b>\$308,797,189</b>

## 6 ALTERNATIVES EVALUATION AND NEXT STEPS

In Section 6, each of the three alternatives are compared to each other and to the No-Build Alternative using criteria confirmed by the Parish, RPC, and PMC. The criteria were designed to compare the relative benefits, impacts, and costs associated with each development option. Each of the criteria, and how each option scores under each criteria, are described. Criteria that can be directly and numerically compared receive an actual number score (e.g., amount of developable vs. non-developable acreage, infrastructure costs). Criteria with qualitative evaluation receive a negative score (-), null score (0), or positive score (+) (occasionally with a number following). An evaluation matrix for easy comparison of all three alternatives and the No-Build Alternative is presented in Section 6.3.

The section concludes with a summary identifying the preferred land use and transportation alternative, based on the results of the comparative evaluation, for further consideration by the Parish, along with supporting policies and transportation and infrastructure improvement measures on short-term and long-term infrastructure priorities and policy measures necessary to advance the preferred land use and transportation plan.

### 6.1 Criteria

The following criteria were confirmed by the PMC to compare the three options and the No-Build Alternative. The criteria include:

1. Project purpose and need;
2. Economic (tax) benefits to the parish;
3. Amount of developable versus non-developed acreage;
4. Consistency with Parish Master Plan(s);
5. Traffic impacts on local and major streets;
6. Access alternatives;
7. On-site traffic circulation and parking;
8. Alternative modes (bike/pedestrian);

9. Potential mitigation measures (wetlands and water retention, etc.);
10. Infrastructure costs;
11. Innovative financing of infrastructure; and
12. Potential timeline for development.

## 6.2 Evaluation and Scoring

### 6.2.1 Criteria 1 – Project Purpose and Need

All three alternatives meet the project purpose and need, which is the preparation of a land use and transportation study for the greater Lacombe area in St. Tammany Parish, with option planning for alternative land use coordinated with the Parish's on-going Transportation Master Plan Update.

As such, there is no differentiating scores among the three build alternatives. All three alternatives receive a positive score, while the No-Build Alternative receives a null score.

### 6.2.2 Criteria 2 – Economic Benefits to the Parish

Currently, the site is vacant/undeveloped and returns only a minimum of property tax revenue to the Parish and no sales tax revenue to the Parish. According to the St. Tammany Parish Assessor office, the current property tax received from the property is **\$25,457**.

All three alternatives would develop large amounts of the site acreage into active use, in separate categories: industrial, single-family residential, multi-family residential, office, retail, and hotel. Tax assessment research and coordination with the Parish Assessor's office helped to determine a basic Parish tax paid (by unit or acre) for each type of development, based upon similar existing developments:

- \$2,151/unit – residential
- \$7,875/acre – industrial
- \$11,529/acre – multi-family residential
- \$15,739/acre – office
- \$11,301/acre – retail
- \$33,377/acre – hotel

Allowing for land devoted to public uses and rights-of-ways (already completed in the option development process), developable acreages or number of units have already been projected for all three alternatives. When multiplied by the average property tax paid rate per unit/acre for each use, a future Estimated Parish Property Tax Benefit can be estimated for each type of use under each alternative. These are then totaled for each alternative, for a future estimated tax benefit for the entire site under each alternative, which is presented below:

- |  |              |
|--|--------------|
| • Existing Parish Property Tax Benefit, No-Build:  | \$25,847     |
| • Estimated Parish Property Tax Benefit, Option 1: | \$18,721,282 |
| • Estimated Parish Property Tax Benefit, Option 2: | \$20,649,877 |
| • Estimated Parish Property Tax Benefit, Option 3: | \$22,916,771 |

### **6.2.3 Criteria 3 – Amount of Developable Versus Non-Developable Acreage**

Although the alternatives only differ in the amount of land devoted to manufacturing in the center manufacturing/distribution area, there is a slight difference between developable versus non-developable area among the three alternatives, due to the nature of percentage of area being needed to devote to infrastructure and other services.

The amounts of developable acres for each alternative are as follows:

- Option 1 – 2,284 acres
- Option 2 – 2,505 acres
- Option 3 – 2,775 acres

The No-Build Alternative, by its definition, has 0 developable acres.

### **6.2.4 Criteria 4 – Consistency with Parish Master Plan**

The current Master Plan for St. Tammany Parish is the New Directions 2025 plan. The plan includes Future Land Use maps, which were developed with the consensus of the citizens and adopted by the Parish. The southeast quadrant map (Figure 38) shows that the majority of the site (north of I-12) is designated as “agriculture”. There are some small sections designated for residential, while the area south of the interstate is designated as planned district-single family residential-conservation design.

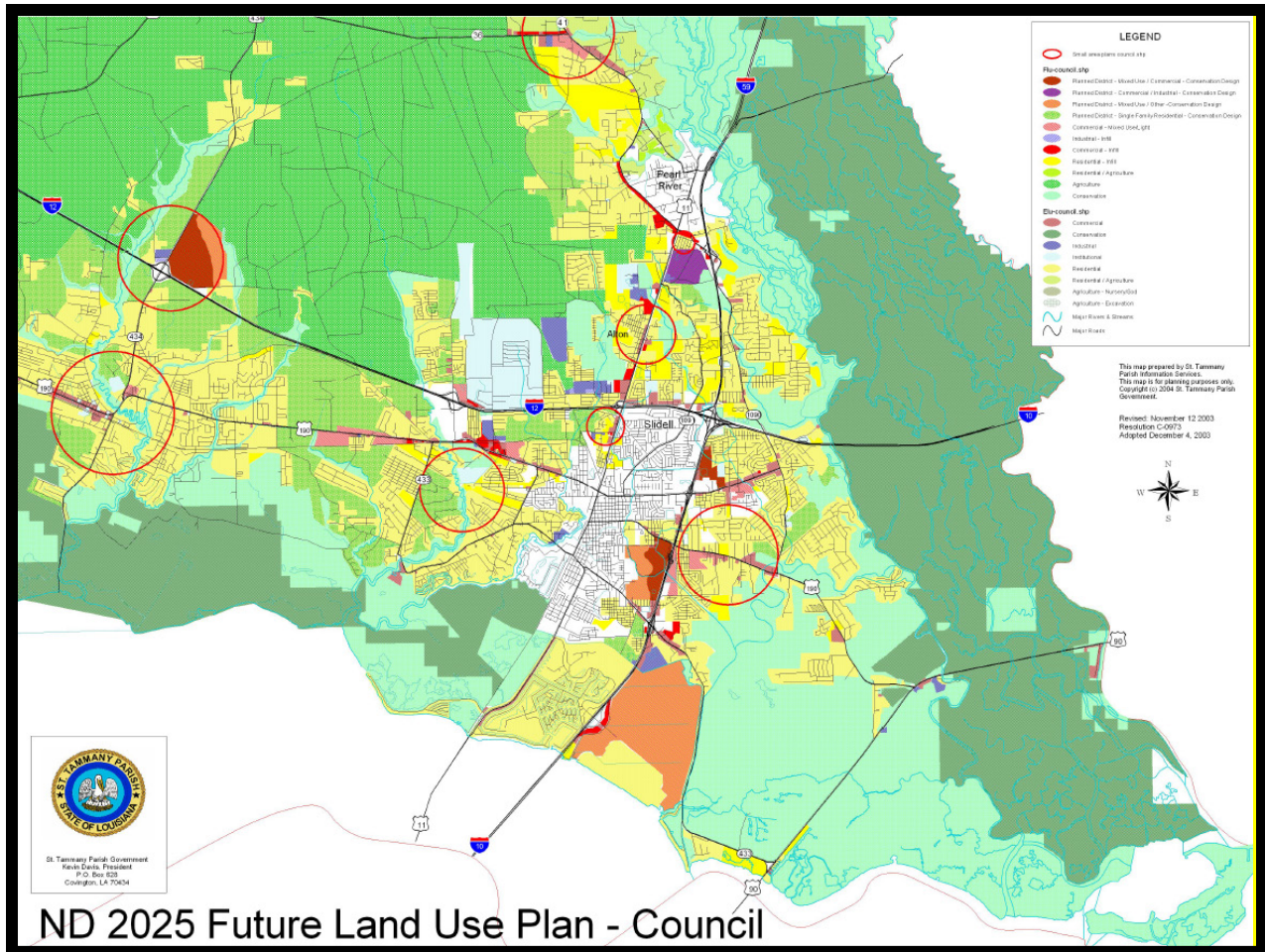


Figure 38: New Directions 2025 Southeast Quadrant Future Land Use Map

However, the New Directions 2025 plan is advisory in nature, a form of guidance. The current zoning map for the parish is what legally determines which type of development may occur (Figure 39). The current zoning of the site is representative of an earlier development plan for the site, with a “city center” area containing a multitude of zoning districts.

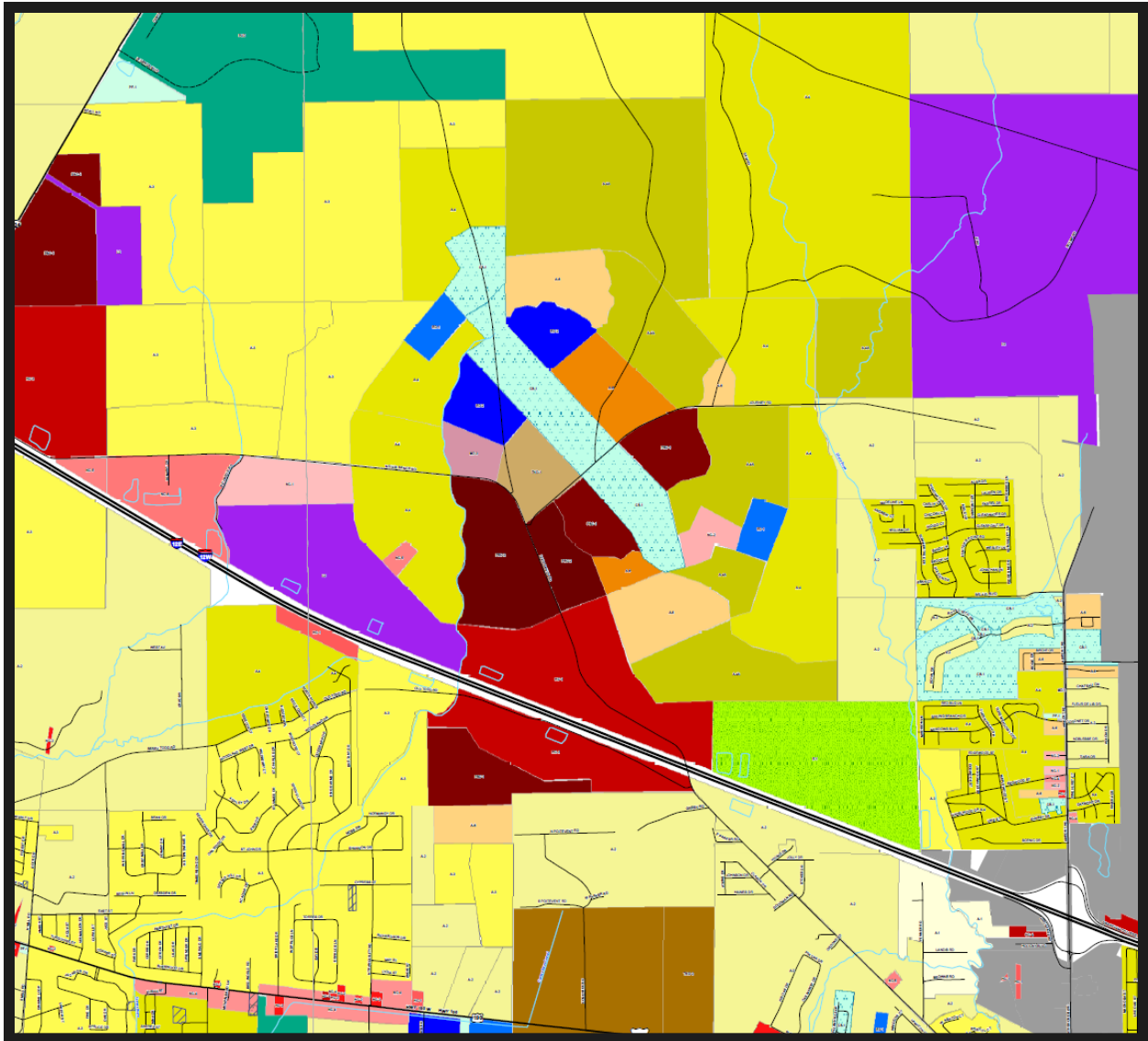


Figure 39: Current St. Tammany Zoning Map in the Study Area

As such, the No-Build Alternative would be construed as currently consistent with the Parish Master Plan and receives a positive (+) score, while all three alternatives would be construed as inconsistent with the Parish Master Plan, but somewhat consistent with the zoning map, and receive a null (0) score.

### 6.2.5 Criteria 5 – Traffic Impacts to Local/Major Streets

Each of the three alternatives are expected to impact local traffic differently, but all will have noticeable impacts over the No-Build Alternative. Two key metrics from the traffic analysis performed for the study show the relative impacts to the current traffic network: trips generated by new development and percentage change in VMT.



### 6.2.5.1 Trips Generated by New Development

As discussed in Section 4 and shown on Figure 25, development of the site will generate a significant number of trips. This preliminary analysis based on the RPC model indicates that the site will generate between 33,000 to 46,000 daily trips depending on the alternative.

### 6.2.5.2 Percentage Change in Vehicle Miles Traveled

Change in VMT was analyzed comparing alternatives and including a new interchange being present in the network. The results are previously discussed in Section 4 and presented on Figure 28.

In summary, if an interchange is provided at the site, the VMT is only expected to decrease slightly overall across the network by less than 1 percent. However, VMT on I-12 is expected to dramatically increase due to the large increase in traffic that would have direct access to the interstate. VMT on I-12 could grow by as much as 15 percent in the vicinity of the mega-site.

## 6.2.6 Criteria 6 – Access Alternatives

Because the number of additional trips is significant, a new interchange with direct access to I-12 has been suggested to improve mobility and access.

The new interchange is shown and included on all three alternatives, along with different interior roadway networks for each alternative. The interior networks and the new interchange will provide improved access in the region, including new linkages between US 190 and LA 434.

Because the three alternatives would provide comparable access alternatives, they all receive a positive (+) score while the No-Build Alternative, which would provide no new access alternatives, would receive a null (0) score.

## 6.2.7 Criteria 7 – On-Site Traffic Circulation

The three alternatives each feature a different interior roadway pattern within the center manufacturing/distribution site (Figure 18 through Figure 20).

While all provide ample circulation, Option 3, with its interior “loop” roadway, would appear to offer the best circulation, while Option 1 with its basic “cross” layout, would offer the least. Option 2 falls between the two.

As such, they all receive a positive (+) score, but Option 1 receives a +1 for being better than Option 2, and Option 3 receives a +2 for being better than Option 1. The No-Build Alternative, which would provide no on-site traffic circulation, would receive a null (0) score.

## 6.2.8 Criteria 8 – Alternative Modes (Bike/Pedestrian)

Each of the three alternatives present the opportunity, with new roadways being constructed, of a new primary roadway network being conducive to both bicycle and pedestrian travel.

In addition to these facilities serving workday commuters (e.g., workers traveling to the manufacturing or distribution businesses in the center of the mega-site) the bike and pedestrian facilities may also serve as

linkages between areas outside the mega-site—between the Tamanend development and US 190, for example, or between the residential areas east of Airport Road and the LA 434 area.

As such, the three alternatives would receive a positive (+) score while the No-Build Alternative would receive a null (0) score.

### 6.2.9 Criteria 9 – Potential Mitigation Measures (Wetlands and Water Retention, etc.)

Because the alternatives were developed along the lines of physical constraints with low-lying and wetland areas being avoided, there has already been some degree of wetlands avoidance and mitigation.

Water retention or detention, according to input from St. Tammany Parish, will need to be done on a site-wide basis. The overall site has several distinct areas/basins which will require their own retention pond. Some may be able to use existing borrow ponds, but several new ponds will need to be excavated/constructed.

However, because all three alternatives share the same footprint, there would be little to no difference among them in terms of potential mitigation measures. As such, all three would receive null (0) scores. The No-Build Alternative would require no mitigation measures and would receive a positive (+) score.

### 6.2.10 Criteria 10 – Infrastructure Costs

As part of the Opinion of Probable Costs task (presented earlier), costs were estimated for both public infrastructure and utilities (roadway, drainage, water and sewer), as well as private infrastructure and utilities (rail extension, electricity, gas, and telecommunications).

While the public utility systems costs are easily projected via unit pricing and will likely be borne by the site developer, private utilities are more difficult to gauge and opportunities exist for shared cost of infrastructure with private entities.

As such, only the public infrastructure costs are used for comparison (Table 22).

Table 22: Public Infrastructure Cost

Alternative	Cost
No-Build	\$0
Option 1	\$255,801,064
Option 2	\$244,374,438
Option 3	\$308,797,189

### 6.2.11 Criteria 11 – Innovative Financing of Infrastructure

Although all three alternatives have rather formidable infrastructure costs, all three alternatives present opportunities for innovative financing of infrastructure. This could include such things as public/private partnership of a new interchange, owner/developer financing of all interior roadways and infrastructure, and utility company assistance in private utility service.

Because the opportunities among the three alternatives are equal, they would all receive a positive (+) score, while the No-Build Alternative, which has no such opportunities, receives a null (0) score.

### 6.2.12 Criteria 12 – Potential Timeline for Development

The three alternatives all have essentially the same footprint for development, with the only difference being the amount of land in the industrial area being devoted to either warehouse/distribution or manufacturing.

As such, there will likely be little difference between potential timelines for development.

The three build alternatives would thus all receive a null (0) score, while the No-Build Alternative, which has no potential timeline for development, receives a negative (-) score.

## 6.3 Evaluation Matrix

An evaluation matrix, showing all scores for all alternatives, is presented in Table 23.

Table 23: Alternatives Evaluation Matrix

Criteria		No-Build	Option 1	Option 2	Option 3
Project Purpose & Need		0	+	+	+
Economic Benefits to the Parish		\$25,847	\$18.7 Million	\$20.6 Million	\$22.9 Million
Amount of Developable Acreage		0 acres	2,284 acres	2,505 acres	2,775 acres
Consistency with Parish Master Plan(s)		+	0	0	0
Traffic Impacts on Local and Major Streets	Amount of Trips Generated	0	±33,000	±41,000	±46,000
	% Change in VMT	0	±14%	±15%	±8%
Access Alternatives		0	+	+	+
On-Site Traffic Circulation		0	1	+	2
Potential Mitigation Measures (wetlands and water retention, etc.)		+	+	+	+
Infrastructure Costs		\$0	\$0	\$0	\$0

Criteria	No-Build	Option 1	Option 2	Option 3
Innovative Financing of Infrastructure	\$0	\$255,801,064	\$244,374,438	\$308,797,189
Potential Timeline for Development	-	+	+	+

- Negative score.
- + Positive score.
- 0 Null score.

## 6.4 Next Steps

### 6.4.1 Recommended Steps

The following list outlines supporting policies and transportation/infrastructure improvement measures, short- and long-term infrastructure priorities, and policy measures for further consideration by the Parish, which may assist in the advancement of the preferred land use and transportation plan.

- Work with the property owners to re-zone the site pursuant to the Stirling Properties report to enable development along the lines of the proposed option.
- Coordinate with property owners and CLECO in the development of a new road (along with corresponding utilities) branching off LA 434 on the existing CLECO Transmission Line.
- Continue to work with LADOTD, Federal Highway Administration (FHWA), and RPC to pursue a new Interchange along I-12 that would address traffic impacts resulting from the property's future development. (See the next section regarding the status of the interchange justification.)
- Explore, in the short term prior to development of a new interchange, the possibility of upgrading the existing "service road" off the northeast corner of the LA 434 interchange (CC 14 Road; formerly North Dixie Ranch Road).
- Work with the current owners of the old GMO rail ROW, NS, CLECO, and the Slidell Municipal Airport to keep options open for development of a future rail spur from the existing NS short spur in Slidell.
- Consider engaging, as development plans begin in earnest, an engineering firm to provide a comprehensive drainage plan of the entire property. This plan will help point out any significant impacts and/or challenges related to future development. The Parish would need to be involved in such an effort to ensure all rules and regulations are followed, particularly in regard to detention/retention facilities.
- Consider engaging, as development plans begin in earnest, an engineering firm to provide a comprehensive water and sewerage plan of the entire property. This plan will help point out any significant impacts and/or challenges related to future development. The Parish would need to be involved in such an effort to ensure all rules and regulations are followed, particularly in regard to water pressure and demand as well as discharge of treated effluent.

## 6.4.2 Interchange Justification

The project team has prepared a preliminary assessment of justification for a new interchange based on FHWA's eight policy points on "Access to the Interstate System." The assessment states the status of study for each of the policy points and reviews where further study will be necessary to justify the interchange.

### 6.4.2.1 Policy Point #1

*The need being addressed by the request cannot be adequately satisfied by existing interchanges to the Interstate, and/or local roads and streets in the corridor can neither provide the desired access, nor can they be reasonably improved (such as access control along surface streets, improving traffic control, modifying ramp terminals and intersections, adding turn bays or lengthening storage) to satisfactorily accommodate the design-year traffic demands (23 CFR 625.2(a)).*

- Current analysis is planning level only; however, it indicates that a new interchange would service a similar amount of traffic as compared to neighboring interchanges if the mega-site is developed. Furthermore, by implementing a new interchange, v/c ratios could be reduced by as much as 40 percent and peak period delay reduced by up to 14 percent. The significant reductions in v/c ratios appear to indicate that the interchange provides relief to existing surface streets which would become overwhelmed by the anticipated new traffic flows resulting from development of the mega-site.

### 6.4.2.2 Policy Point #2

*The need being addressed by the request cannot be adequately satisfied by reasonable transportation system management (such as ramp metering, mass transit, and HOV facilities), geometric design, and alternative improvements to the Interstate without the proposed change(s) in access (23 CFR 625.2(a)).*

- The anticipated traffic growth in this undeveloped area is significant. Currently, St. Tammany Parish does not have a robust transit system to service the number of trips expected to be generated, so it is not a suitable option. Given the land-use scenarios developed as part of this study, the likeliest problem from a traffic perspective is the lack of roadway capacity currently available to accommodate forecasted traffic growth. This generally precludes the notion of Transportation System Management and advanced Intelligent Transportation System improvements in solving overall congestion issues. However, these strategies may be looked at in more detail with further study.

### 6.4.2.3 Policy Point #3

*An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis shall, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, shall be included in this analysis to the extent necessary to fully evaluate the safety and operational*



*impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access must include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request must also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).*

- In general, a new interchange should improve operations and safety because the heavy vehicles accessing the site would use the new interchange instead of using the local network and adjacent interchanges. A detailed operational and safety analysis will be performed with future study.
- Additionally, there is significant distance between current interstate interchanges such that ample space is available to create merge lanes, acceleration/deceleration lanes, or even auxiliary lanes if required

#### 6.4.2.4 Policy Point #4

*The proposed access connects to a public road only and will provide for all traffic movements. Less than 'full interchanges' may be considered on a case-by-case basis for applications requiring special access for managed lanes (e.g., transit, HOVs, HOT lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a) (2), and 655.603(d)).*

- As currently proposed, the new interchange would connect to a public road and provide full access.

#### 6.4.2.5 Policy Point #5

*The proposal considers and is consistent with local and regional land use and transportation plans. Prior to receiving final approval, all requests for new or revised access must be included in an adopted Metropolitan Transportation Plan, in the adopted Statewide or Metropolitan Transportation Improvement Program (STIP or TIP), and the Congestion Management Process within transportation management areas, as appropriate, and as specified in 23 CFR part 450, and the transportation conformity requirements of 40 CFR parts 51 and 93.*

- The proposed interchange is included in the current Metropolitan Transportation Plan for St. Tammany Parish as a Tier III improvement. This type of improvement has been identified as necessary in the long term but has no identified funding source.

#### 6.4.2.6 Policy Point #6

*In corridors where the potential exists for future multiple interchange additions, a comprehensive corridor or network study must accompany all requests for new or revised access with recommendations that address all of the proposed and desired access changes within the context of a longer-range system or network plan (23 U.S.C. 109(d), 23 CFR 625.2(a), 655.603(d), and 771.111).*

- There are currently no other proposed interchange additions within the limits of the study area.

#### 6.4.2.7 Policy Point #7

*When a new or revised access point is due to a new, expanded, or substantial change in current or planned future development or land use, requests must demonstrate appropriate coordination has occurred between the development and any proposed transportation system improvements (23 CFR 625.2(a) and 655.603(d)). The request must describe the commitments agreed upon to assure adequate collection and dispersion of the traffic resulting from the development with the adjoining local street network and Interstate access point (23 CFR 625.2(a) and 655.603(d)).*

- The final documentation of the East Lacombe Land Use Study will show that coordination and due diligence has occurred between the RPC, Parish, State, and local land-owners.
- The East Lacombe Land Use Study has provided general ideas showing connectivity into adjoining street networks and opinions have been expressed among local stakeholders. However, connectivity and access to the mega-site will be converted into more firm agreements once final plans are created for site development.

#### 6.4.2.8 Policy Point #8

*The proposal can be expected to be included as an alternative in the required environmental evaluation, review and processing. The proposal should include supporting information and current status of the environmental processing (23 CFR 771.111).*

- The National Environmental Policy Act process has not been initiated for this project. It is anticipated that said process and documentation would occur concurrently with any proposed access modification to the interstate highway.

# APPENDIX A

## Meeting Records



Subject:

Kick-off Meeting  
Land Use and Transportation: Scenario  
Planning Study, East Lacombe Area  
St. Tammany Parish  
State Project No. H.012855  
RPC Project No. ELacombe  
F.A.P. No. H.012855

Arcadis U.S., Inc.  
3850 N. Causeway Boulevard  
Suite 990  
Metairie, Louisiana 70002  
Tel 504 832 4174  
Fax 504 832 2145  
www.arcadis.com

Department:

Transportation

Arcadis Project No.:

LA003390.0001

Meeting Location:

Building B., 3<sup>rd</sup> Fl. Staff Conf. Room  
St. Tammany Parish Government Office  
21490 Koop Drive, Mandeville, LA 70471

Participants:

See Sign-In Sheet

Copies :

Participants

Meeting Date:

September 7, 2017

10:00 – 11:30 a.m.

Minutes by:

Carrie Schmidt

Issue Date:

September 14, 2017

Revised: September 21, 2017

---

The meeting began at approximately 10:00 a.m. with a brief safety moment. Scott Hoffeld (Arcadis) then reviewed the planned agenda and meeting objectives, followed by commencement of a slide presentation (attached) with informal attendee introductions. The following are key points of the meeting summarized by agenda item.

## WORK PLAN

### Organization Chart, Roles, and Project Background

- Mr. Hoffeld outlined the project team personnel and their individual roles within the project. Jeff Roesel (NORPC) discussed the reasonings behind the project timeline, key components, and the overall project goals. Mr. Roesel stated that the New Orleans Regional Planning Commission (NORPC) was tasked by

St. Tammany Parish to study the Salmen-Fritchie land holdings. A long-term timber lease for the site is approaching expiration, and the RPC was tasked with developing multiple land use scenarios in order to determine impacts to transportation and infrastructure. A study was completed by CSRS in March 2017 to further study the development potential of the land. Traffic modelling indicates a significant traffic volume will be diverted over time as this area of St. Tammany Parish develops. The major priority moving forward is determining how to move traffic in and out of the area efficiently.

- Mr. Hoffeld stated that one of the next steps may be to work toward gaining an interstate access request. Mr. Roesel replied that an interstate access request is a realistic focus for a future point in the project. At the present, there are no documents or collected data to support a successful interstate access request.
- Mr. Roesel stated that the NORPC will defer to St. Tammany Parish in determining if the March 2017 CSRS study plans are acceptable for consideration moving forward. The plans have no basis in existing zoning, so the project team will need to review before making the decision to include or exclude the CSRS study plans, whose study goals were to assess the development potential and rough order-of-magnitude costs for an original equipment manufacturer (OEM).

### Work Flow and Schedule

- Mr. Hoffeld reviewed the planned project work flow. A site visit will be in the initial project phase. The next phase will include scenario development and traffic analysis. The third step will concern alternative development followed by a draft and final project report.
- The kick-off meeting marks the beginning of the project schedule. Mr. Hoffeld reviewed the milestones timeline, which include four Project Management Committee (PMC) meetings over an 10-11-month period. The PMC meetings will reflect the status of project data collection, analysis, and final reporting. The consultant team will review if and how activities may be expedited.

### PMC and Stakeholder Involvement

- Mr. Roesel confirmed that the PMC should comprise the attendees and invitees of the kick-off meeting:
  - NORPC: Jeff Roesel, Jason Sappington
  - St. Tammany Parish: Sidney Fontenot, Gina Campo, Erin Stair, Donna O-Dell, Shannon Davis, Truman "Trip" Sharp
  - City of Slidell: Tara Ingram-Hunter
  - LADOTD: Cristine Gowland, Jennifer Branton, Johnathan Perry, Christian Boutte, Ryan Hoyt
  - Arcadis: Scott Hoffeld, Yuwen Hou, Thomas Montz, Toby Picard
  - Calliston – RTKL: Eric Dohrer
  - N-Y Associates: Bruce Richards, James Simmons
  - ITS Regional: Carmelo Gutierrez, Dante Posadas
  - CD&C: Karla Weston, Ian B. Trahan,



- The Stakeholder Committee will be established and used in whole or part, as needed. Erin Stair (St. Tammany Parish) suggested a councilperson(s) be added, depending on the current and potential districts. It was suggested that the parish school board, local rail companies, emergency services, etc., also be invited to stakeholder meetings based on various land use scenarios developed by the project. However, Mr. Roesel replied that it may be too soon to determine such specific stakeholders. Mr. Hoffeld stated that the team will need a point-of-contact for Stirling Properties. Ms. Stair replied that St. Tammany Parish will provide a recommended contact with Stirling Properties along with other key stakeholders and any protocols about stakeholder contact. After reviewing the possible stakeholder objectives, it was decided that neighboring property holders will also need to be involved in some capacity. Ms. Stair suggested coordination with a consultant that previously researched the area for St. Tammany Parish. The preliminary list of stakeholder entities includes the following:

- NORPC
- St. Tammany Parish
- LADOTD
- City of Slidell
- Stirling Properties
- Louisiana Economic Development (LED)
- J.V. Burkes
- St. Tammany Parish Economic Development Foundation
- Fritchie Representative
- Salmen Company
- St. Tammany Parish School Board
- St. Tammany Parish Council Representative(s)

### Deliverables

- Mr. Hoffeld reviewed the deliverables and the level of detail that would be appropriate. (See attached presentation for details on several key deliverables). Erich Dohrer (Callison – RTKL) explained a presented example of a bubble diagram, which is representative of how the initial scenarios will be developed following delineation of their structure and assumptions. The layout, land use type, transportation, etc., will all be presented in tandem. A range of developmental options can be provided relatively quickly. The next step will be to convert the diagram into CAD to conduct the infrastructure cost analysis and scenario comparison.
- The cost estimate will include utilities to the degree that can be ascertained. The 2017 CSRS study for LED will be used as a basis for confirming/refining utilities unit-costs. Regarding water management, the area has significant tension and retention that will need to be addressed. The current water crossing does not have a large capacity and the water table is approximate four feet below ground surface.

- Mr. Roesel requested that the final report include a clear executive summary to be used to brief elected officials and others on the results of the study.

## DATA NEEDS AND NEAR-TERM APPROVALS

- The consultant team will develop a “wish list” of data for consideration by St. Tammany Parish and NORPC. The following were discussed and agreed upon data needs:
  - Planned Improvements / Plans
  - Existing Traffic Data
  - St. Tammany Parish Property Tax Assessment Data
  - St. Tammany Parish Sale Tax Data
  - Income Tax Rates
  - Average Income Data
  - Utility Data: Tables, CAD
  - Most Recent Base and Future Network Data
  - GIS Data:
    - Land Use/ Zoning
    - TAZs
    - Demographics
    - Utility Location Layers
    - Aerial Imagery
- Mr. Hoffeld inquired as to the preferred protocol when communicating and coordinating with outside agencies, companies, etc. A letter or email of introduction to the consultant study team was suggested for use by St. Tammany Parish with stakeholders. A read-ahead packet of project information combined with a call or request for Email response will be considered as a prudent usage of time and budget if meetings are deemed unnecessary with some stakeholders. All coordination with parish, state, and federal agencies may proceed at this time.

## STP MAJOR STREET PLAN UPDATE COORDINATION

- A draft of the report is ready for distribution, and Ms. Stair will share with the study team.

## CONTRACTING, PROGRESS REPORTING, INVOICING & COMMUNICATIONS

- Monthly invoicing is planned, but there may be some months where invoices are not submitted. A simple progress report will be provided and was presented and will also include anticipated activities for next reporting period. Mr. Roesel requested that the reports include a progress narrative in addition to charts and tables because this is how he must report on progress to his management.
- Next Steps Mr. Hoffeld highlighted the next steps:
  1. Finalize stakeholders committee and coordination protocols
  2. Prepare data requests
  3. Begin data collection
  4. Develop structure/assumptions for scenarios
  5. Prepare for PMC Meeting No. 1.

## ACTION ITEMS

1. Arcadis to distribute kick-off meeting record to participants.
2. Arcadis to provide St. Tammany Parish and NORPC a list of data needed in preparation for October PMC Meeting No. 1.
3. Mr. Hoffeld to provide Ms. Stair sample content for an email of introduction to stakeholders along with stakeholders slide from presentation – ahead of kick-off meeting record distribution.
4. Ms. Stair to coordinate with St. Tammany Parish management to determine final points of contact for stakeholders and to determine protocols to be used in coordination, and reply to Mr. Hoffeld.

# ELacombe Kick-off Meeting

Land Use and Transportation:  
 Scenario Planning Study  
 East Lacombe Area  
 RPC Project ELacombe  
 State Project No. H.012855

St. Tammany Parish Administrative Complex  
 Staff Conference Room  
 21490 Koop Drive, Mandeville, LA  
 Thursday, September 7, 2017  
 10:00 am – 11:30 am

*Please Add/Correct Your Contact Information on Sign-In*

INITIAL	NAME/ROLE	ORGANIZATION	PHONE NUMBER	EMAIL
<i>JR</i>	Jeff Roesel – Responsible Charge/PM	NORPC	504-483-8528	jroesel@norpc.org
	Jason Sappington – Deputy PM	NORPC	504-483-8507	jsappington@norpc.org
	Sydney Fontenot – Director of Development	St. Tammany Parish	985-898-2529	sidf@stpgov.org
	Gina Campo - CEO	St. Tammany Parish	985-898-2445	gcampo@stpgov.org
<i>ES</i>	Erin Stair – Asst. Dir. of Development	St. Tammany Parish	985-788-3044	estair@stpgov.org
	Donna O'Dell – Parish Engineer	St. Tammany Parish	985-898-2552	dsodell@stpgov.org
	Shannon Davis – Director of Engineer	St. Tammany Parish	985-875-2450	shannondavis@stpgov.org
	Tara Ingram-Hunter – Director of Planning	St. Tammany Parish	985-646-4323	tingram-hunter@cityofslidell.org
	Cristine Gowland – District 62 Traffic	LADOTD	985-375-0105	cristine.gowland@la.gov
<i>JB</i>	Jennifer Branton – District 62 Design	LADOTD	985-375-0165	jennifer.branton@la.gov
<i>SR</i>	Scott Hoffeld	ARCADIS	225-292-1004	scott.hoffeld@arcadis.com
Phone	Yuwen Hou	ARCADIS	515-708-8048	yuwen.hou@arcadis.com
	Thomas Montz	ARCADIS	225-292-1004	thomas.montz@arcadis.com
Phone	Erich Dohrer	CTRKL	214-908-7218	Erich.Dohrer@crtkl.com
<i>BR</i>	Bruce Richards	N-Y Associates	504-909-2750	brichards@n-yassociates.com
<i>CG</i>	Carmelo Gutierrez	ITS Regional	504-236-8911	cgutierrez@itsregional.com
	Karla Weston	CD&C	(225) 718-5166	kweston@cdcbr.com





# ELACOMBE KICK OFF MEETING

Land Use and Transportation: Scenario Planning Study  
East Lacombe Area, St. Tammany Parish  
RPC Task ELacombe, State Project H. 012855

September 7, 2017

## Agenda

1. **Introductions**
2. **Safety Moment**
3. **Work Plan**
  - Org Chart, Roles and Responsibilities
  - Work Flow and Outcome Confirmation
  - Schedule, Milestones, and Critical Path
  - PMC and Stakeholder Involvement
  - Deliverables Descriptions
4. **Data Needs and Near-Term approvals**
5. **STP Major Street Plan Update Coordination**
6. **Contracting, Progress Reporting, Invoicing & Communications**
7. **Next Steps**
  - Next Coordination Point
  - Action Items



## Safety Moment

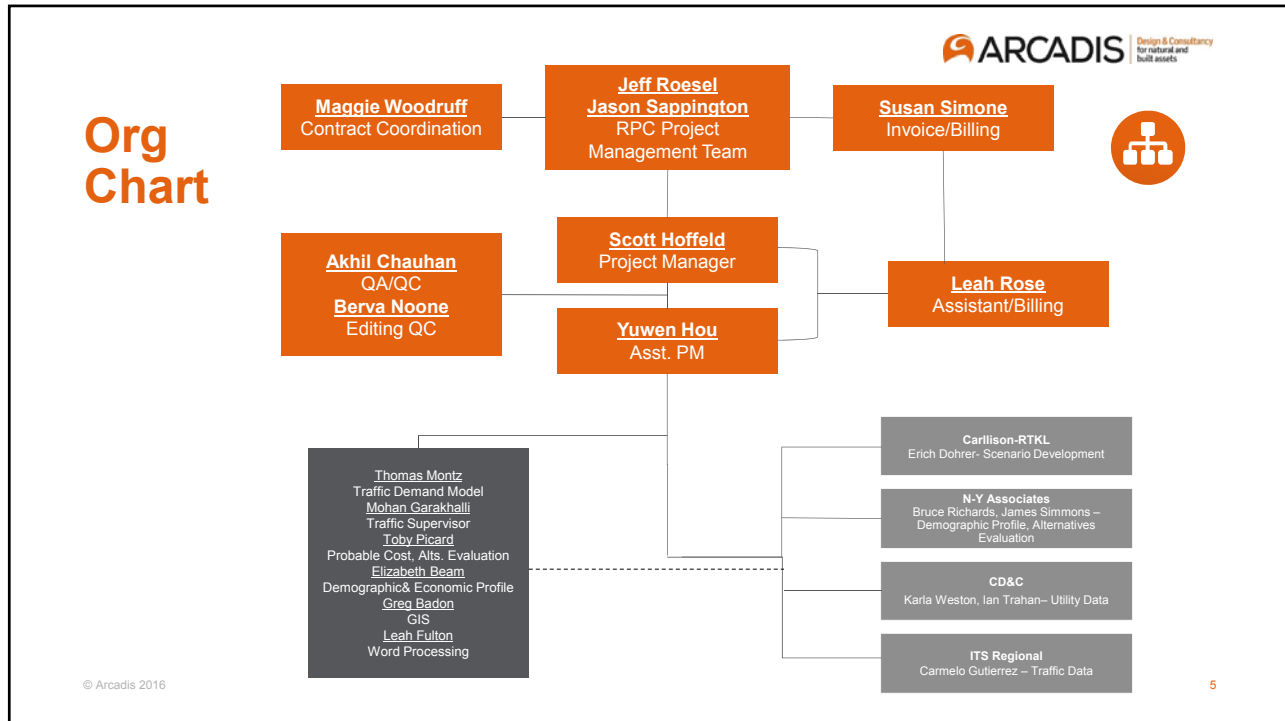


### Top 5 Reasons for Selecting Appropriate Hand Protection



Our hands are worth protecting. They play a critical function in so many tasks every day. Selecting the right glove for the task is important. Choose the right protection for the task (see link below for common glove types or go to the Airgas webpage). Remember to consider cut, abrasion, puncture, and chemical resistance as well as impact or vibration protection, electricity, length/area of protection, grip. **Healthy Hands = Happy Life**

## Work Plan – Org Chart



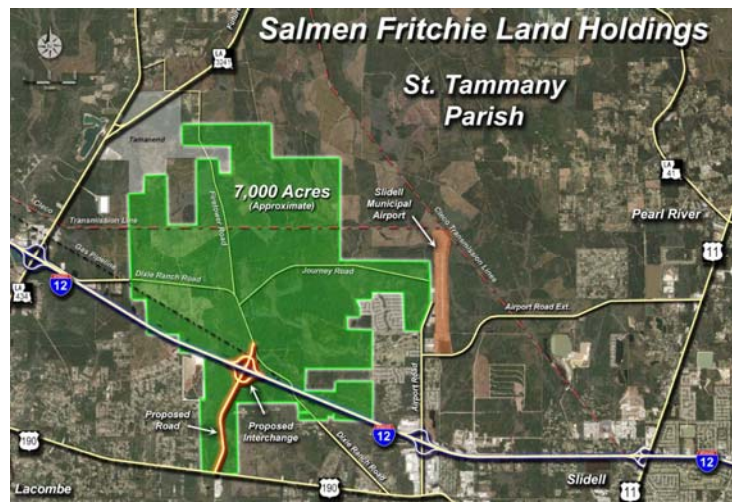
**ARCADIS** Design & Consultancy for natural and built assets

## Confirmation of Goals, Outcome and Next Project Steps

## Confirmation of Goals, Outcome and Next Project Steps – the “Big Picture”

- What are the initial **project** (not this **study**) goals?
- Why is this study being conducted, and why now?
- What key things do you want to learn from this study?
- What next steps do you believe – now – must be taken to achieve **project** goals?
- What materials do you need when contract is complete?
- How is the team expecting the Consultant to use the March 2017 CSRS Study for LED?

## Salmen Fritchie Land Holdings



## Salmen Fritchie Land Holdings

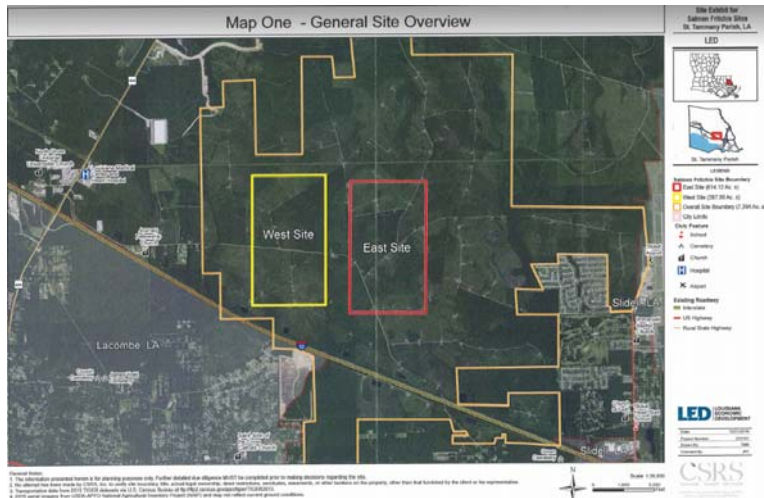


Source: CSRS, 2017.

## CSRS' LED Salmen Fritchie Sites (March 2017)

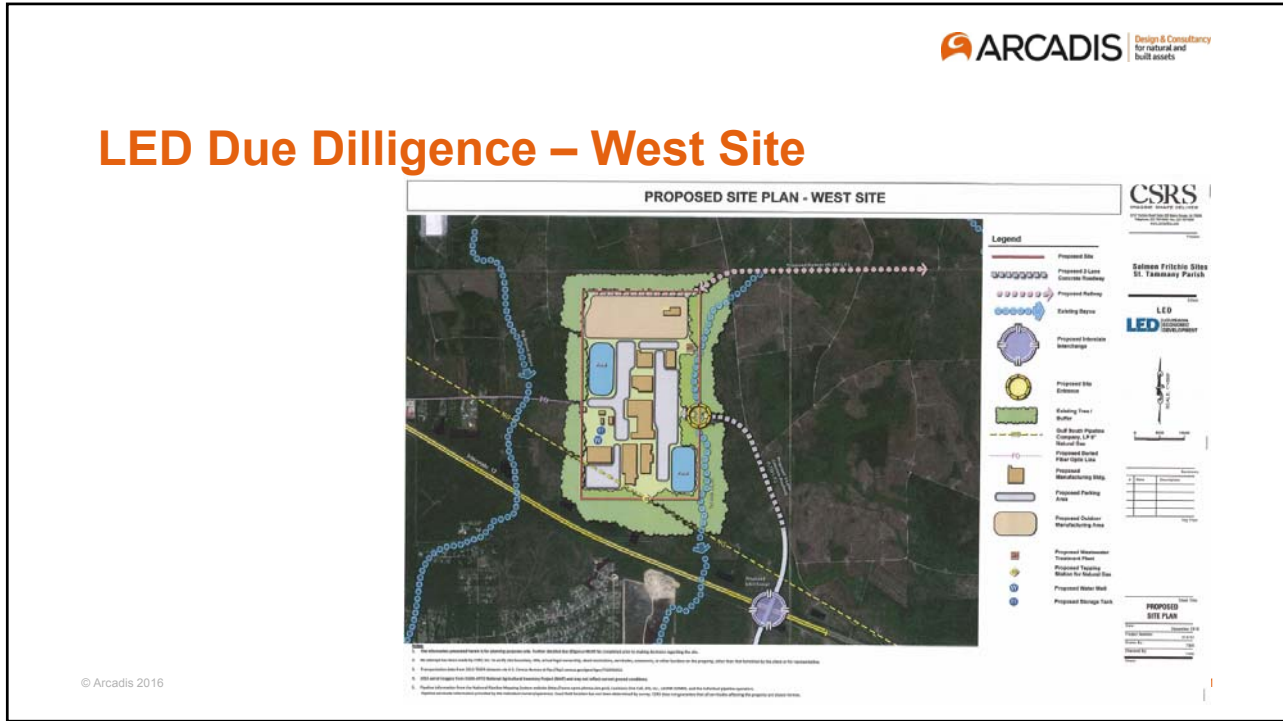
Determine development potential

Rough Order of Magnitude of Costs





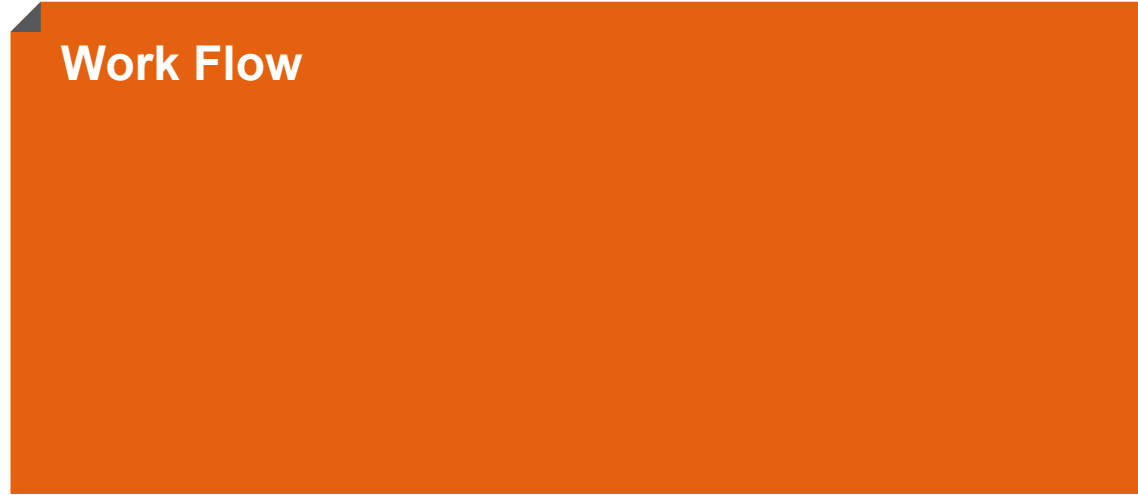
## LED Due Dilligence – West Site



## LED Due Dilligence – East Site



## Work Flow



## Work Flow and Outcome Expectation



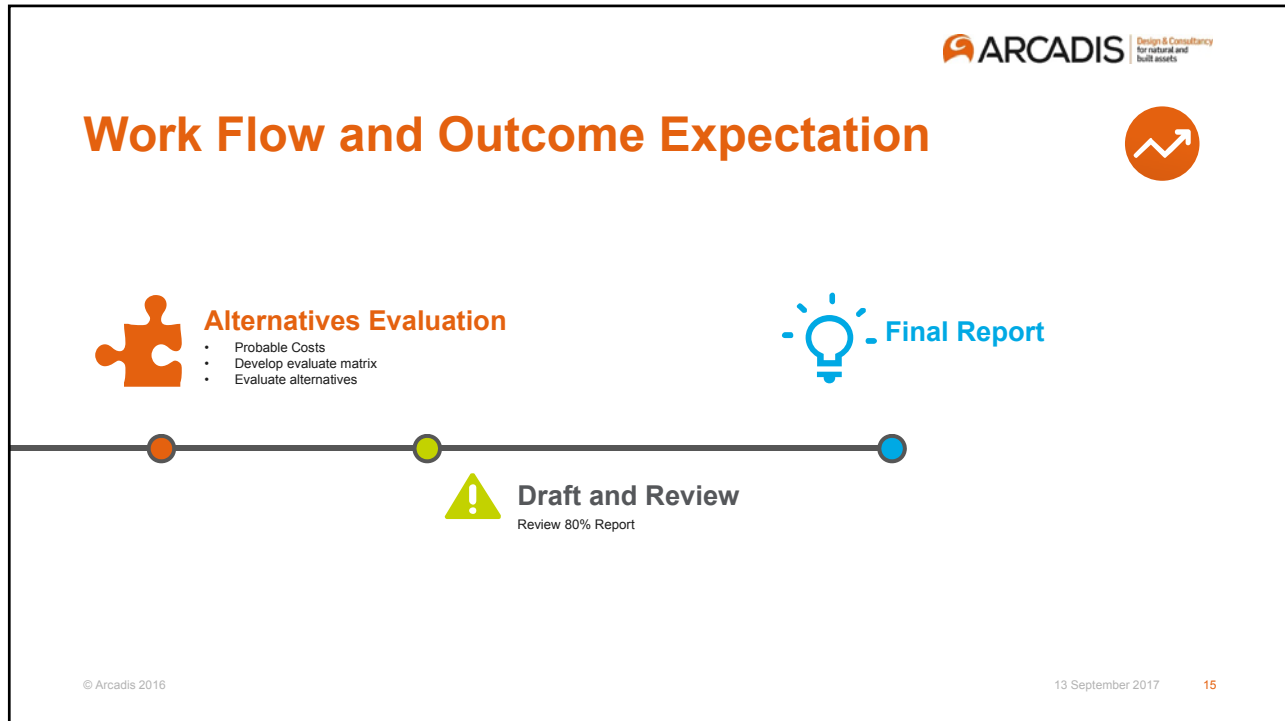
### The Beginning:

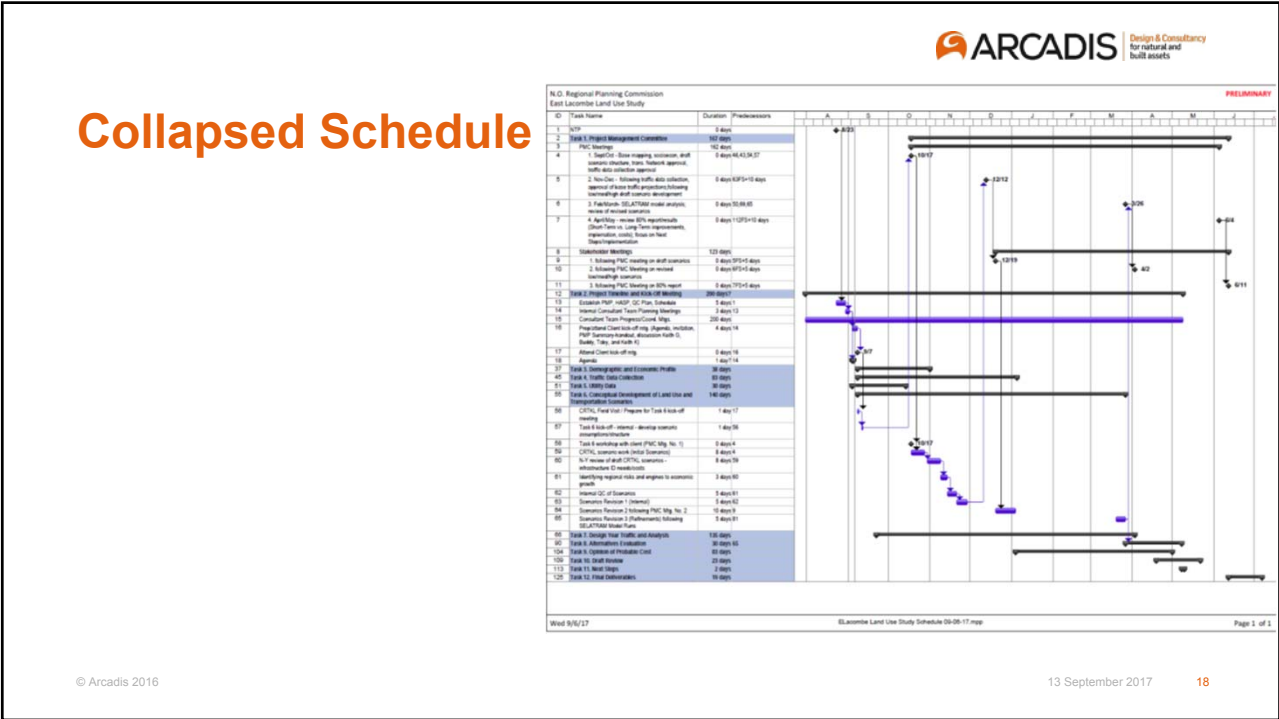
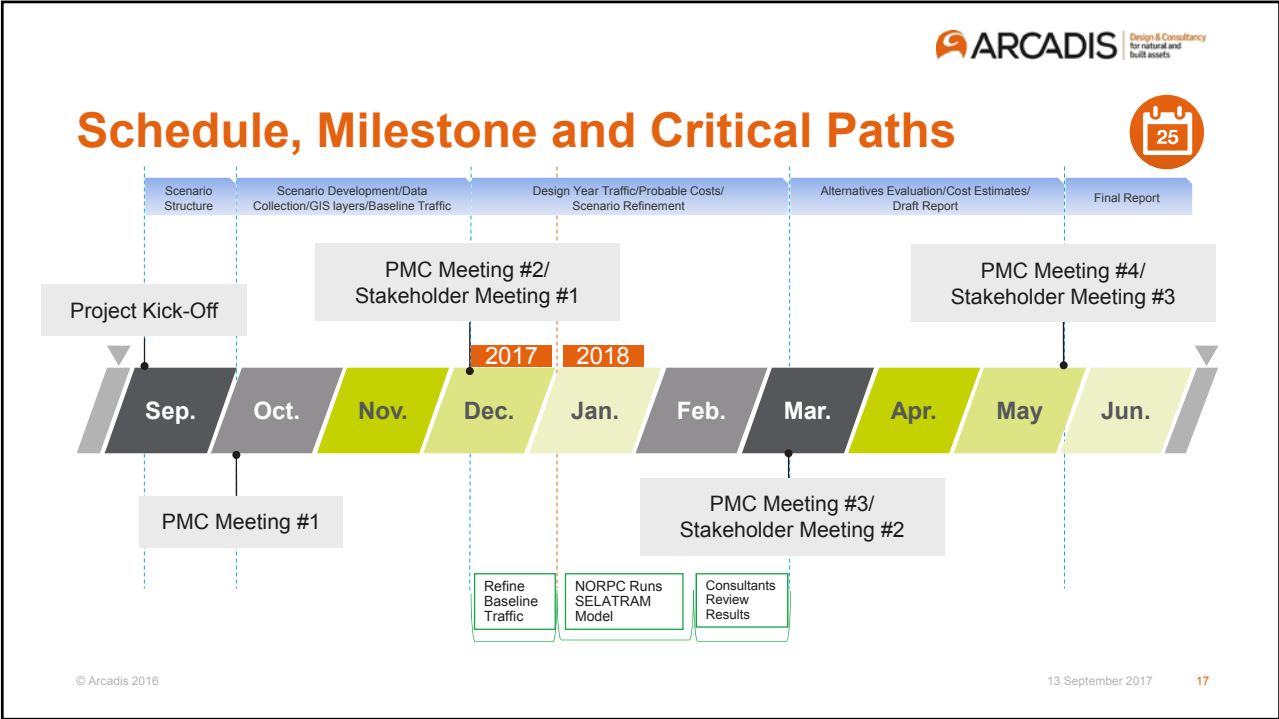
- NTP, project initiation, and secondary data collection
- Site visit and develop assumptions of scenarios and begin data collection
- Scenario structures



### Scenario Development & Traffic Analysis:

- Draft and review scenarios with PMC and Stakeholders
- Complete new TAZ data, baseline traffic
- NORPC runs SELATRAM
- Revise scenarios following SELATRAM runs

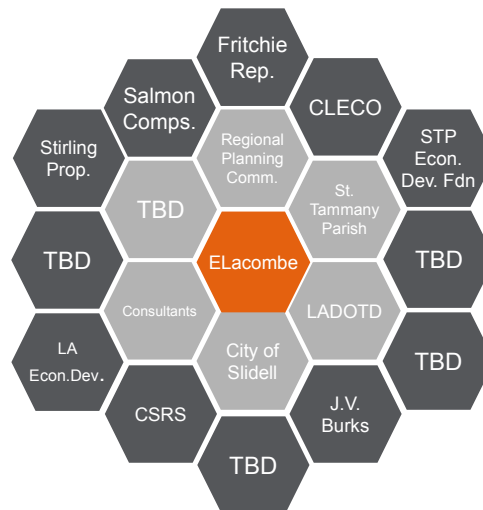




## PMC and Stakeholder Meeting Purpose

- PMC Meeting #1**
  - Following Scenario structure, base mapping, socio-econ, traffic data collection approval
- PMC Meeting #2/ Stakeholder Meeting #1**
  - Following traffic data collection, approval of base traffic projections, following low/med/high draft scenario development
- PMC Meeting #3/ Stakeholder Meeting #2**
  - Following SELATRAM model analysis; review of revised scenarios
- PMC Meeting #4/ Stakeholder Meeting #3**
  - Following Review 80% report/results, focus on next steps and implementation

## Stakeholder Member Considerations





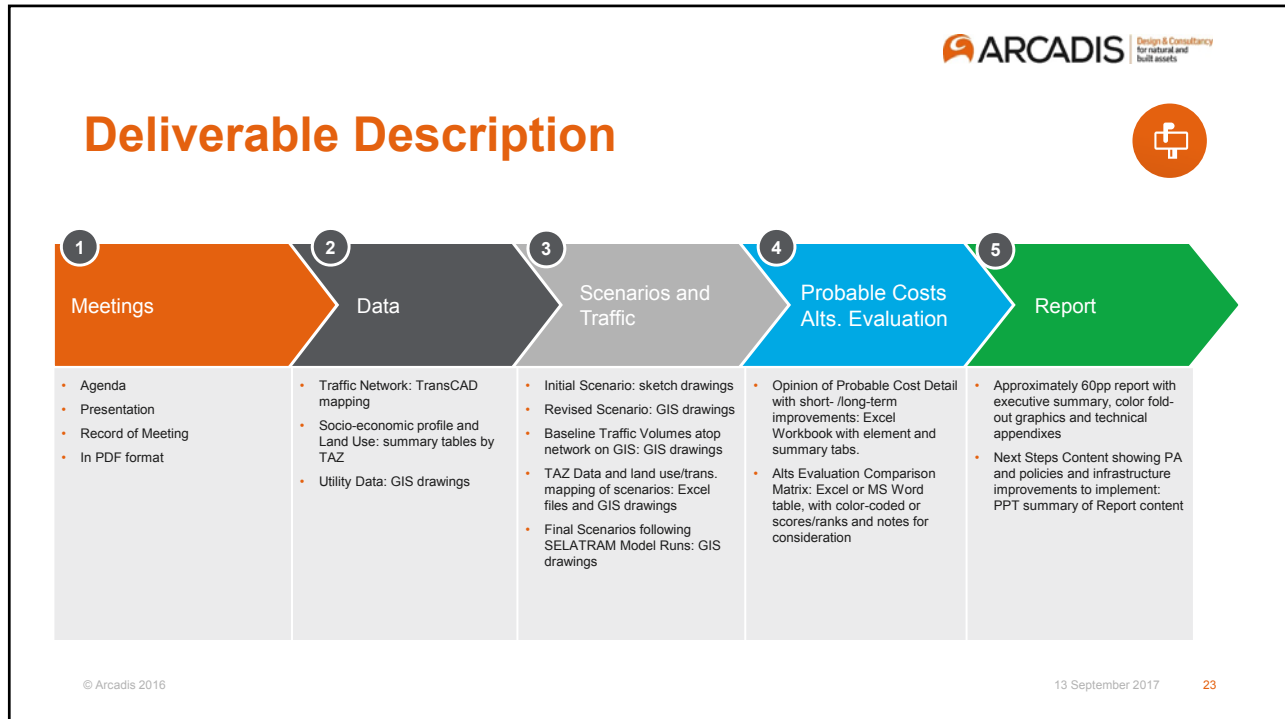
## Confirmation of Stakeholder Involvement Objectives

- Vision for property?
- What is study good outcome?
- What is project good outcome?
- Latest interests in property, development, and the study?
- Implementation threats/challenges?
- Joint development or other opportunities?
- Site and region strengths and weaknesses?
- Other / Different questions?

© Arcadis 2016

13 September 2017 21

## Deliverable Descriptions



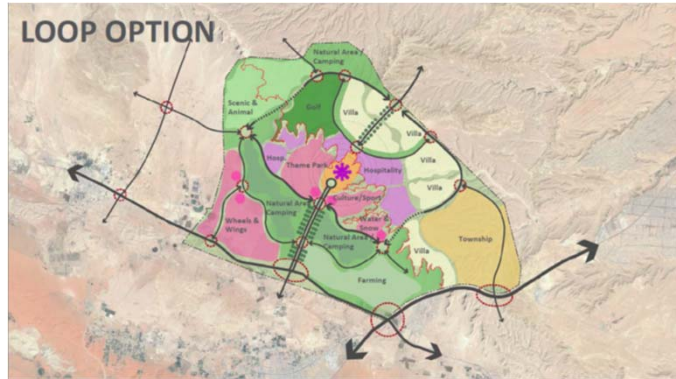
# Scenario

---

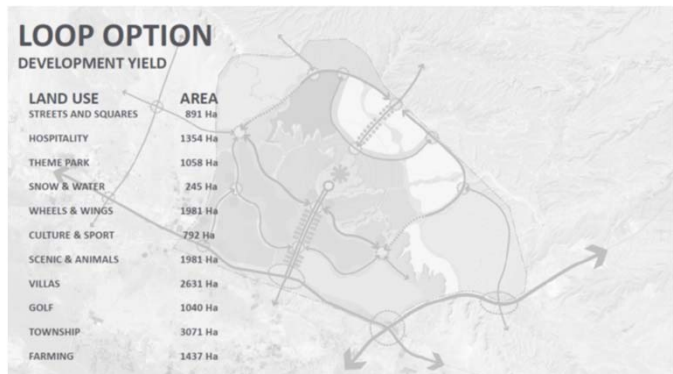
September 13, 2017

24

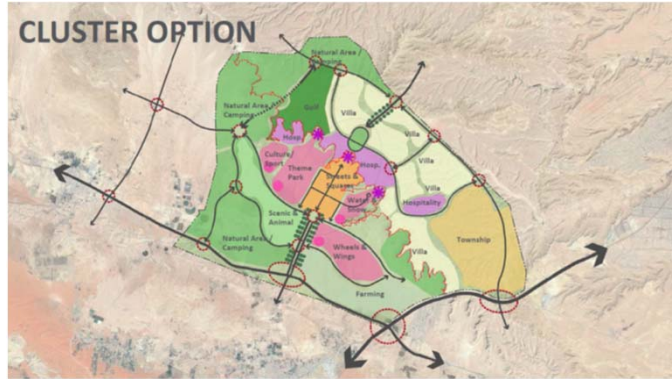
## Example of Iteration No. 1: “Bubble Diagrams”



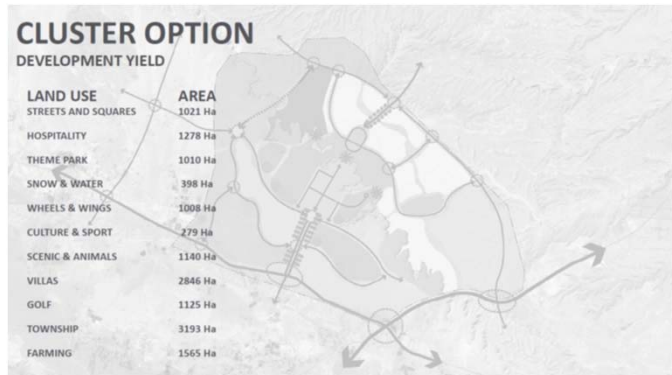
## Example of Iteration No. 1: “Bubble Diagrams”



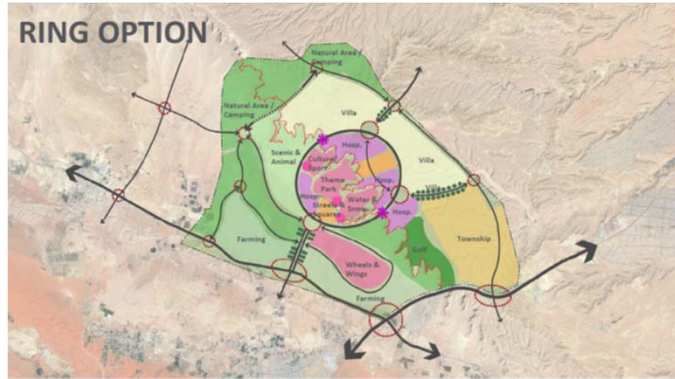
## Example of Iteration No. 1: “Bubble Diagrams”



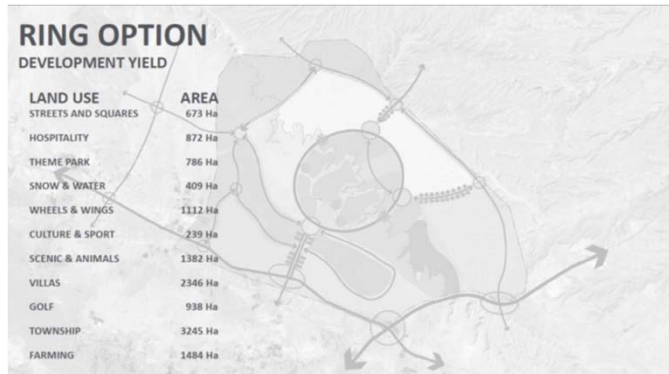
## Example of Iteration No. 1: “Bubble Diagrams”



## Example of Iteration No. 1: “Bubble Diagrams”



## Example of Iteration No. 1: “Bubble Diagrams”





# Cost Estimates

September 13, 2017

*Drainage and Roadway Improvements Cost Estimates*

Table 6, below, provides a cost estimate of the proposed drainage and roadway improvements.

**Table 6 - Drainage and Roadway Improvements - Conceptual Cost Estimate**

DRAINAGE	Quantity	Unit	Unit Cost	Cost
Storm Drainage Catch Basins	139	Each	\$1,500	\$208,500
Storm Drainage 15" Conduit	7,830	Lin. Ft.	\$77	\$602,910
Storm Drainage 18" Conduit	12,260	Lin. Ft.	\$80	\$980,800
Storm Drainage 24" Conduit	2,040	Lin. Ft.	\$93	\$189,720
<b>Drainage Subtotal:</b>				<b>\$1,981,930</b>
Mobilization 5%				\$99,097
Contingency 25%				\$495,483
<b>Drainage Total</b>				<b>\$2,576,509</b>
ROADWAY	Quantity	Unit	Unit Cost	Cost
Local Street Paving and Widening	22,140	Lin. Ft.	\$100	\$2,214,000
Powell Drive Reconstruction	2,235	Lin. Ft.	\$200	\$447,000
New Road Construction (includes R-O-W Acquisition)	2,300	Lin. Ft.	\$258	\$593,400
<b>Roadway Subtotal:</b>				<b>\$3,254,400</b>
Mobilization 5%				\$162,720
Contingency 25%				\$813,600
<b>Roadway Total</b>				<b>\$4,230,720</b>
<b>Grand Total, Roadway and Drainage:</b>				<b>\$6,807,229</b>

Figure 23, on the second page following, provides a map of the truck route options, as well as local streets proposed for upgrade in roadway width and drainage within the project area.

Example from North Slidell Revitalization Master Plan

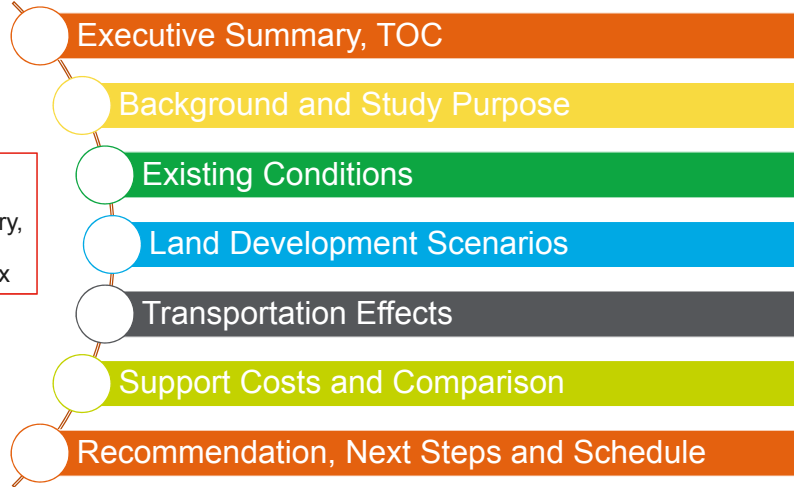
# Final Report

September 13, 2017

Example from North Slidell Revitalization Master Plan

## Final Report

Approximately 60 pp report with executive summary, graphics and technical appendix



## Agenda



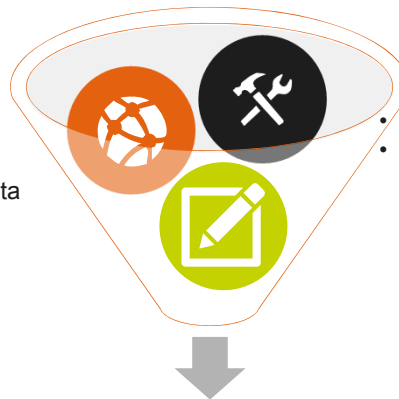
1. **Introductions**
2. **Safety Moment**
3. **Work Plan**
  - Org Chart, Roles and Responsibilities
  - Work Flow and Outcome Confirmation
  - Schedule, Milestones, and Critical Path
  - PMC and Stakeholder Involvement
  - Deliverables Descriptions
4. **Data Needs and Near-Term approvals**
5. **STP Major Street Plan Update Coordination**
6. **Contracting, Progress Reporting, Invoicing & Communications**
7. **Next Steps**
  - Next Coordination Point
  - Action Items

## Data Needs and Near-Term Approvals

### Data Needs

#### Existing Condition

- Planned Improvements / Plans
- Existing Traffic Data
- STP Property Tax Assessment Data
- STP Sales Tax Data
- Income Tax Rates
- Average Income Data
- Utility Data - Tables, CAD, etc.
- GIS:
  - Land Use/Zoning
  - Demographics
  - Utility Location Layers
  - Aerial Imagery



#### Travel Demand Model

- Most Recent Base and Future Network
- TAZs

#### Other Relevant Data/Studies

Scenario Development  
Traffic Analysis  
Alternatives Evaluation

## Near Term Approval



- Approval to communicate with private entities
  - e.g. utility companies
- Approval direct communication with agencies
  - e.g. LADOTD

## STP Major Street Plan Update Coordination

# Contracting, Progress Reporting, Invoicing & Communications

## Progress Report

- Frequency
- Recipients
- Content Detail

Land Use and Transportation  
Scenario Planning Study  
East Lacombe Area  
RRC Project Economic  
State Project No. H-012855

Progress Report # XX  
Period: Aug 23, 2017 to Sep 30, 2017  
Notice to Proceed: August 23, 2017

**SUMMARY OF WORK PROGRESS**

Task	% of Total	% Complete	Total
Task 1: Project Management Committee	14%	50%	7.0%
Task 2: Project Timeline and Kick-off Mtg	10%	100%	10.0%
Task 3: Demographic and Economic Profile	5%		0.0%
Task 4: Traffic Data Collection	7%		0.0%
Task 5: Utility Data	3%		0.0%
Task 6: Conceptual Development of Land Use and Trans Scenarios	25%		0.0%
Task 7: Design Year Traffic and Analysis	11%		0.0%
Task 8: AIs Evaluation	8%		0.0%
Task 9: Opinion of Probable Costs	7%		0.0%
Task 10: Draft Review	7%		0.0%
Task 11: Next Steps	2%		0.0%
Task 12: Final Deliverables	2%		0.0%
<b>Total</b>	<b>100%</b>	<b>N/A</b>	<b>0.0%</b>

Resulting Fee Earned

**ANTICIPATED ACTIVITIES NEXT PERIOD**

TASK	DESCRIPTION
Task 1: Project Management Committee	
Task 2: Project Timeline and Kick-off Mtg	
Task 3: Demographic and Economic Profile	
Task 4: Traffic Data Collection	
Task 5: Utility Data	
Task 6: Conceptual Development of Land Use and Trans Scenarios	
Task 7: Design Year Traffic and Analysis	
Task 8: AIs Evaluation	
Task 9: Opinion of Probable Costs	
Task 10: Draft Review	
Task 11: Next Steps	
Task 12: Final Deliverables	

Progress Report

1 of 2

Land Use and Transportation  
Scenario Planning Study  
East Lacombe Area  
RRC Project Economic  
State Project No. H-012855

Progress Report # XX  
Period: Aug 23, 2017 to Sep 30, 2017  
Notice to Proceed: August 23, 2017

**ISSUES TO BE RESOLVED**

None

**Schedule/Key Milestones**

Schedule/Key Milestones	Completion
Work Plan, CIP Plan, Schedule, HARP	8/5/2017
Kick Off Meeting Presentation	9/7/2017
Kick Off Meeting Record	9/11/2017
Traffic Network	12/1/2017
FMAC Meeting#1 Presentation	10/30/2017
FMAC Meeting#1 Record	10/16/2017
Socioeconomic Profile Report	10/26/2017
Utility Data GIS Layer	10/26/2017
Sketch Drawings for Internal Review	11/1/2017
FMAC Meeting#2	12/4/2017
FMAC Meeting#2 Record	12/11/2017
Revised Sketch Drawings after FMAC Meeting #2	12/22/2017
Stakeholder Meeting #1 Presentation	12/18/2017
Stakeholder Meeting #1 Record	12/22/2017
Baseline Traffic Volumes	1/12/2018
TAD Data and land use/trans, mapping of scenarios	3/16/2018
Revised Scenario/ FMAC Meeting #3	3/23/2018
FMAC Meeting #3 Record	3/23/2018
Stakeholder Meeting #2 Presentation	3/30/2018
Stakeholder Meeting #2 Record	3/30/2018
Final Scenario	3/30/2018
Opinion of Probable Costs	4/27/2018
AIs Evaluation Comparison Matrix	4/20/2018
80% Draft Report	5/11/2018
FMAC Meeting#4 Presentation	5/25/2018
FMAC Meeting#4 Record	6/7/2018
Stakeholder Meeting #3 Presentation	6/7/2018
Stakeholder Meeting #3 Record	6/6/2018
Final Report	6/30/2018

Progress Report

2 of 2



# Invoicing

ATTACHMENT #  
**Consultant/Sub-Consultant Invoice Certification**

DATE: \_\_\_\_\_ State Project # H.012855 Fed Project #: H012855  
 FIRM NAME: \_\_\_\_\_ Arcadis U.S., Inc.

PROJECT DESCRIPTION: Land Use & Transportation: Scenario Planning Study, East Lacombe Area RPC Task #: Elacombe

RPC NUMBER: \_\_\_\_\_ INVOICE PERIOD: \_\_\_\_\_  
(Invoice 14, 15, 16, 17) (See range)

The following invoices have been submitted to the Regional Planning Commission for payment. A copy of each invoice submitted by Prime Consultant and Prime-approved Sub-consultants must be attached. If no charges are submitted by any Sub-Consultant to the Prime Consultant, please add "NONE", otherwise complete all grids for a submitted Sub-Consultant to the Prime Consultant in the billing period. Please attach invoice only. Backup documentation will be requested if necessary.

PROJECT	Project Budget	Invoice Period	% Contract Complete to Date	Amount Due This Period	Amount Previously Invoiced	Amount Billed to Date
<b>PROJECT BILLING STATUS</b>	\$175,000.00					
SEPARATE CONTRACTOR/CONSULTANT AMOUNTS:						
PRIME Arcadis U.S., Inc.	\$78,642.00					
Sub-Consultant A CallisonRTKL, Inc.	\$38,267.00					
Sub-Consultant B N Y Associates, Inc.	\$51,840.00					
Sub-Consultant C Civil Design & Construction, Inc.	\$14,367.00					
Sub-Consultant D RTS Regional, LLC	\$11,884.00					
			<b>TOTALS:</b>			
<b>PROJECT TOTAL UNBILLED:</b>	<b>\$175,000.00</b>					

Signature of Certifying Officer: \_\_\_\_\_ Date: \_\_\_\_\_  
Scott Hoffeld, Associate Vice President

**REGIONAL PLANNING COMMISSION USE ONLY**

The above listed amounts and completion percentages have been reviewed for technical and financial accuracy. I, the undersigned, do hereby certify that the above invoice(s) accurately reflect the backup documentation submitted with the invoice.

TECHNICAL REVIEW: \_\_\_\_\_ FINANCIAL REVIEW: \_\_\_\_\_  
 Jeffrey Roessel Susan Simon

RECOMMENDED FOR PAYMENT: \_\_\_\_\_  
 Walter Brooks



# Communication Plan



Communication Type	Description	Frequency	Format	Participants/Distribution	Deliverable	Owner
Project Management Committee Meetings	Present key milestones/deliverables, discuss scenarios, PMC provide comments	See project schedule, four meetings throughout the project timeline	In person/On site with Skype option	RPC, Consultant Team, and other agencies/officials as established	Records	Project Manager
Stakeholder Meetings	Present key milestones/deliverables, discuss scenarios, review after PMC comments	See project schedule, four meetings throughout the project timeline	In person/On site with Skype option	RPC, Consultant Team, and other agencies/officials as established	Records	Project Manager

Until notified otherwise, all project-related coordination with RPC and other agencies should flow through (approved and submitted by) the Arcadis project management team (Scott Hoffeld).

**Email Subject Line** "ELacombe (H.012855): [TOPIC]"

## Next Steps and Action Items



## Questions/Discussion



## Action Items

Notes:

Subject:

Project Management Committee Meeting #1  
Land Use and Transportation: Scenario  
Planning Study, East Lacombe Area  
St. Tammany Parish  
State Project No. H.012855  
RPC Project No. ELacombe  
F.A.P. No. H.012855

Arcadis U.S., Inc.  
3850 N. Causeway Boulevard  
Suite 990  
Metairie, Louisiana 70002  
Tel 504 832 4174  
Fax 504 832 2145  
www.arcadis.com

Department:

Transportation

Arcadis Project No.:

LA003390.0001.00001

Meeting Location:

Building B., 3rd Fl., Staff Conf. Room  
St. Tammany Parish Government Office  
21490 Koop Drive, Mandeville, LA 70471

Participants:

See sign-in sheet  
(attached)

Meeting Date:

October 17, 2017

Copies :

Participants

Minutes by:

Carrie Schmidt

Issue Date:

October 25, 2017

---

The meeting began at approximately 10:00 a.m. with a brief safety moment lead by Yuwen Hou (Arcadis U.S., Inc. [Arcadis]). Scott Hoffeld (Arcadis) then reviewed the planned agenda and meeting objectives, followed by commencement of a slide presentation (attached) with informal attendee introductions. The following are key points of the meeting summarized by agenda item.

## DATA COLLECTION STATUS

### Review of Working Data and Mapping

- The project team has obtained aerial imagery from the New Orleans Regional Planning Commission (NORPC) and has confirmed that it has the most recent traffic analysis zone (TAZ) data. A "land use and parcel" data request was sent to St. Tammany Parish (STP) on September 13, 2017, and the data were received on October 13, 2017. Wetland geospatial data are also being studied in order to provide a clearer picture of the study area wetlands. The CSRS report included an aerial wetland analysis involving only the two sub-sites.

- Mr. Hoffeld asked if the parish had already conducted similar wetland constraints analysis, which would help the project team identify constraints when developing land-use scenarios. Erin Stair (STP) suggested contacting the GIS department. It was noted that National Wetland Inventory mapping would likely be used where other more accurate, readily available, compiled constraint information is unavailable.

### Demographic, Economic, and Utility Data

- Bruce Richards (N-Y Associates) reviewed the demographic and economic data collection efforts. U.S. Census and economic data are readily available. A request has been made to STP for tax-related data. Two census tracts intersect with the study area. The 2010 population data indicate the area is home to mostly families with very few elderly residents. Most residents are homeowners and have an average income higher than the national average. The average working commute time for the study area is little more than 1 hour. Current zoning reflects previous development planned for the study area but will most likely not match ongoing and future planning. The CSRS report provided utility data. Requests for further utility data from STP and various utility companies have been made. Mr. Richards presented graphics of both the wire and pipe utilities. Ms. Stair suggested speaking with Jay Watson from STP. Donna O'Dell (STP) then suggested the team obtain the sewer/unsewered Geographic Information Systems (GIS) layer file. Most new developments have package treatment plants and potable well systems. The project team also did aerial and streetview photo review and some on-ground reconnaissance for utility data.

### Traffic Data Collection

- Thomas Montz (Arcadis) reviewed ongoing traffic data collection. He explained that the goal of collecting existing traffic data is to provide a means of correcting flows generated from the travel demand model. These are high-level traffic flows, and the difference between model and existing counts will need to be applied to future estimates made with the model.
- Mr. Montz presented the major intersections and routes of the study area. He suggested that Louisiana Highway 36 (LA 36), LA 434, U.S. Route 190 (US 190), and Northshore Boulevard/Airport Road would be the main routes for traffic data collection. It was pointed out that the Dr. T.J. Smith Sr. Memorial Expressway, a major east-west connector from Airport Road to US 11, has recently been completed and will need to be added to the traffic data collection plan.
- Cristine Gowland (LADOTD) noted that 48-hr counts on the Interstate 12 (I-12) mainline should be collected as well because the existing data for this route is becoming outdated. However, there was discussion about potential logistics and issues with mainline interstate counts. This will be discussed further to determine practicality.
- While there were no other specific additions or changes suggested to the data collection plan, Jeff Roesel (NORPC) requested maps to review prior to approving the data collection plan. Mr. Hoffeld agreed to send him the slides from the presentation ahead of the meeting record to expedite his review.



### Scenario Assumptions

- Erich Dohrer (CallistonRTKL) presented the draft scenario figures. The scenario assumptions were applied to the Salmen-Fritchie tract but will ultimately be expanded to the larger study area. These scenario assumptions were planned with the most current parish zoning and real estate market trends. The focus of the assumptions presented ranged from residential to manufacturing, the latter heavily relying on access to infrastructure.
- Mr. Hoffeld stated that rail access to the existing Norfolk Southern line has an abandoned western spur and should be considered north of I-12 and adjacent to US 11.
- Mr. Dohrer explained the process of how the tabular data were populated. He emphasized that the study area is very large; even the smaller Salmen-Fritchie property within it is large enough to provide room for decades of growth. Based on this, the scenario assumptions each included a village component with varying amounts and locations of industrial and commercial development.
- There was some discussion regarding the size of the property and the expected scenarios for the study. It was agreed by all that while the study area bounds the entire area within which the study team must consider connectivity to the transportation network and communities, the three development scenarios (low, moderate, and high density) would be constrained by the Salmen-Fritchie property boundary and not address the larger study area.
- The fourth figure showed a preliminary layout for the entire study area. Mr. Dohrer stated that it is important moving forward that the project team communicate ideas and plans for the larger study area.
- Mr. Hoffeld stated that the team is to develop three scenarios, and he would like to get better direction on what the team can expect from each scenario. The three scenarios are to reflect low, medium, and high densities, which could produce significant differences in generated traffic volume and travel patterns. Mr. Dohrer stated that he would like a continuing conversation regarding whether tiering the densities is the right approach or if a more mixed approach should be utilized. Mr. Dohrer suggested using current market trends as a base for scenarios. Using the existing zoning was discussed as an option for one of the scenarios as was assuming either a corporate campus or an original equipment manufacturer (OEM) campus. Mr. Hoffeld also noted that the team has learned that Stirling Properties has completed a best- and highest-use evaluation of all Salmen property holdings and these data should be integrated into the three scenarios.

### NEXT STEPS

- Mr. Hoffeld outlined the next steps, which begin with reviewing and incorporating the Stirling Property assessment. Because of this opportunity to obtain very useful information, Mr. Hoffeld proposed to the Property Management Committee (PMC) to meet with Stirling Properties for Steering Committee Meeting #1 prior to PMC Meeting #2 in order to have a better understanding of the primary development goals and objectives for the Salmen-Fritchie holding area. The PMC agreed and suggested setting up a meeting with one representative from NORPC, one representative from the parish, and Arcadis team members to meet with Stirling Property representatives.

- Mr. Hoffeld then reviewed the path forward, which generally was the following:
  - Meet with Stirling Properties to understand property owners' vision/goals for the property;
  - Reassess scenario definitions for low, moderate, and high density;
  - Meet with Steering Committee councilmembers for comments on scenario definitions;
  - Finalize scenarios, identify infrastructure needs, and revise TAZ data;
  - Conduct NORPC travel demand modeling of scenarios based on future transportation needs; and
  - Refine transportation facility needs and related costs.

### OPEN DISCUSSION

- Ms. Stair offered to send the team several reports that she deemed helpful to the study, including an Urban Land Institute Report, South Central Study, Thoroughfare Plan, Master Street Plan, and the Tamanend Development information.

### ACTION ITEMS

1. Arcadis to schedule Steering Committee Meeting #1 with Stirling Properties, one STP representative, and one NORPC representative.
2. Arcadis to provide Mr. Roesel the traffic data collection plan graphics from the meeting for his approval.
3. Arcadis to determine if STP GIS has compiled a wetland/water constraints layer for study area use.
4. Arcadis to complete and distribute a record of this meeting.
5. The consulting team to coordinate with Ms. Gowland to determine if and how I-12 mainline count data should be collected.
6. Ms. Stair to send the team the Urban Land Institute Report, South Central Study, Thoroughfare Plan, Master Street Plan, and the Tamanend Development information.
7. Mr. Roesel to approve a data collection plan or call the consulting team to discuss changes.

# ELacombe PMC Meeting

Land Use and Transportation:  
Scenario Planning Study  
East Lacombe Area  
RPC Project ELacombe  
State Project No. H.012855

St. Tammany Parish Administrative Complex  
Staff Conference Room  
21490 Koop Drive, Mandeville, LA  
Tuesday, October 17, 2017  
10:00 am – 11:30 am

*Please Add/Correct Your Contact Information on Sign-In*

INITIAL	NAME/ROLE	ORGANIZATION	PHONE NUMBER	EMAIL
<i>JWR</i>	Jeff Roesel – Responsible Charge/PM	NORPC	504-483-8528	jroesel@norpc.org
<i>JS</i>	Jason Sappington – Deputy PM	NORPC	504-483-8507	jsappington@norpc.org
	Sydney Fontenot – Director of Development	St. Tammany Parish	985-898-2529	sidf@stpgov.org
	Gina Campo - CEO <i>CAO</i>	St. Tammany Parish	985-898-2445	gcampo@stpgov.org
<i>ES</i>	Erin Stair – Asst. Dir. of Development	St. Tammany Parish	985-788-3044	estair@stpgov.org
<i>TS</i>	Truman "Trip" Sharp – Public Works	St. Tammany Parish	985-898-2552	tdsharpp@stpgov.org
<i>DO</i>	Donna O'Dell – Parish Engineer	St. Tammany Parish	985-898-2552	dsodell@stpgov.org
	Shannon Davis – Director of Engineer	St. Tammany Parish	985-875-2450	shannondavis@stpgov.org
	Tara Ingram-Hunter – Director of Planning	City of Slidell	985-646-4323	tingram-hunter@cityofslidell.org
<i>CG</i>	Cristine Gowland – District 62 Traffic	LADOTD	985-375-0105	cristine.gowland@la.gov
<i>by phone</i>	Jennifer Branton – District 62 Design	LADOTD	985-375-0165	jennifer.branton@la.gov
	Johnathan Perry – District 62 Traffic	LADOTD		jonathan.perry@la.gov
<i>SH</i>	Scott Hoffeld	ARCADIS	225-292-1004	scott.hoffeld@arcadis.com
<i>T.H.</i>	Yuwen Hou	ARCADIS	515-708-8048	yuwen.hou@arcadis.com
<i>TM</i>	Thomas Montz	ARCADIS	225-292-1004	thomas.montz@arcadis.com
<i>by phone</i>	Carrie Schmidt	ARCADIS	502-741-3309	caroline.schmidt@arcadis.com
<i>by phone</i>	Erich Dohrer	CTRKL	214-908-7218	Erich.Dohrer@crtkl.com







# MOST THIRDS AMERICANS MAKE ARE LESS THAN 3 MILES

SOURCE: National Highway Traffic Safety Administration

## BALANCE

Cycling produces the balance between exertion and relaxation which is important for the body's inner equilibrium.

## HEART

All the risk factors that lead to a heart attack are reduced and regular cycling reduces the likelihood of a heart attack by 50%.

## WAISTLINE

Cycling is ideal for targeting problem areas. It enables people who can not move easily to exercise. It increases fitness and stimulates the body's fat metabolism.

## MUSCLES

A week of inactivity reduces the strength of the muscular system by up to 50% and can harm them long-term. During cycling, most of the body's muscles are activated.

SOURCE: Cycling and Health: What's the Evidence? Cycling England, 2007

## MENTAL HEALTH

Cycling has a relaxing effect due to uniform movement which stabilizes physical and emotional functions. It reduces anxiety, depression and other psychological problems.

## COORDINATION

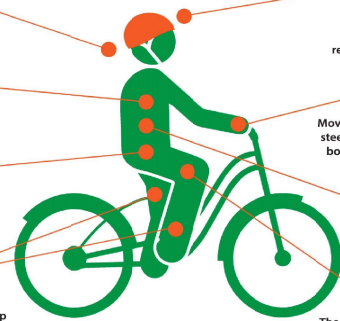
Moving both feet around in circles while steering with both your hands and your body's own weight is good practice for your coordination efforts.

## BACK PAIN

Cycling posture is optimum, and the cyclic movement of the legs stimulates muscles in the lowerback.

## JOINTS

The circular movement of cycling assists the transport of energy and other metabolics to the cartilages, reducing the likelihood of arthritis.



**TRAFFIC CONGESTION WASTES NEARLY 3.9 BILLION GALLONS OF GAS PER YEAR IN THE UNITED STATES.**

Nearly one pound is prevented for

## Agenda

- Safety Moment
- Introduction
- Review Working Data/Mapping
- Traffic Data Collection
- Scenario Structure/Assumptions
- Update on Stakeholder Coordination
- Next Steps
- Action Items



## Summary of Data Collection



### Land Use/Parcel

- Requested Sep 13
- Agreement and Shapefile sent Sep 29
- Shapefile received Oct 13

### Other Offices

- Property Tax
- Sales Tax
- Utility Data
- Plans

- Requested Sep 13

## Demographic Data and Utility Data



- ▶ Information collected to date is from available US Department of Census and economic data, as well as readily available land use & zoning data from St. Tammany Parish.
- ▶ Request is in to St. Tammany Parish for available tax assessment and sales tax data.

## Population

County/Parish	2000	2010	Change 2000 to 2010	% Change
United States	281,421,906	308,745,538	27,323,632	8.85
Louisiana	4,468,976	4,533,372	64,396	1.42
Census Tract 407.01	5,740	9,209	3,469	60.44
Census Tract 412.04	7,073	7,661	588	8.31
Study Area (both census tracts)	12,813	16,870	4,057	31.66

- ▶ The State of Louisiana has shown a relatively low percentage of population growth considering the overall national population growth of 8.85 percent from the year 2000 to 2010. The total population of Louisiana in 2010 was 4,533,372 representing an increase of 1.42 percent over 2000.
- ▶ Census Tract 407.01 has experienced a tremendous population increase from 2000 to 2010 – 60.44%, which is much higher than the state population increase and the national population increase.
- ▶ Census Tract 412.04 has experienced a noticeable population increase from 2000 to 2010 – 8.31%, which is much higher than the state population increase and is comparable to the national population increase.

## Race

Location	Categories/ Years	Whites	Black or African American	Asian	Native (American Indian, Alaska Native, Hawaiian native, Pacific Islander)	Other
United States	Census 2000	75.10%	12.30%	3.0%	1.10%	5.50%
	Census 2010	72.40%	12.60%	4.8%	1.10%	6.20%
Louisiana	Census 2000	63.90%	32.50%	1.20%	0.60%	0.70%
	Census 2010	61.60%	32.00%	1.5%	0.70%	1.50%
Study Area (both Census Tracts)	Census 2000	75.32%	20.31%	0.66%	0.07%	2.07%
	Census 2010	75.65%	15.45%	0.69%	1.11%	1.16%

- ▶ Current census data show 95.63% of the study population is composed of *White* and *Black or African American* population. It breaks down into 79.65% being *White* and 15.45% being *Black or African American*.
- ▶ These numbers are in the range between those of the State of Louisiana and the United States as a whole.
- ▶ A slight shift in racial balance of the study area is noted over the ten year period between 2000-2010. There has been an approximately 4% increase in the *White* population and about 5% decrease in *Black or African American* population.

## Per Capita Income

Location	2000	2010	Percent Change
United States	\$21,587	\$26,942	19.9
Louisiana	\$16,912	\$23,094	26.8
Census Tract 407.01	\$21,452	\$28,061	30.80
Census Tract 412.04	\$18,397	\$21,999	19.57

- ▶ Per capita income in 2010 for Census Tract 407.01 is recorded as \$28,061, a 30.80% increase over that of Census 2000.
- ▶ Per capita income in 2010 for Census Tract 412.04 is recorded as \$21,999, a 19.57% increase over that of Census 2000.
- ▶ The table indicates that the 407.01 tract income is higher than the national and state level per capita income, while the 412.04 tract income is less than the national and state level per capita income.

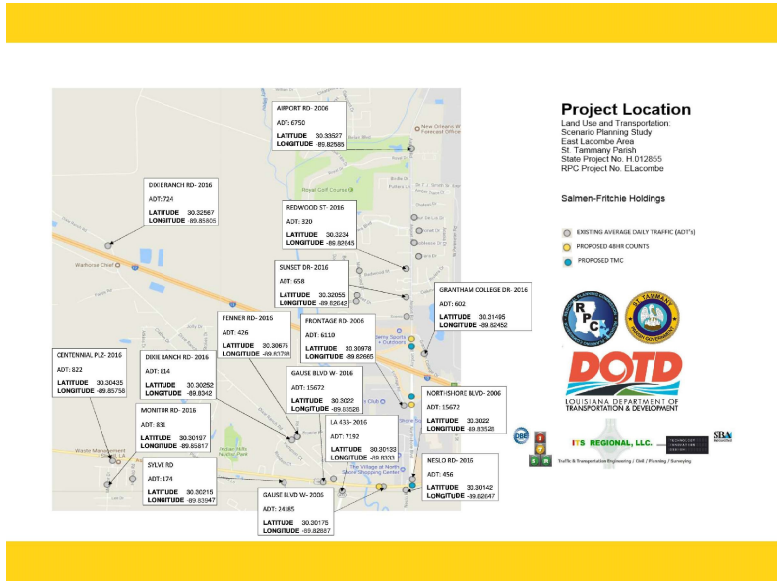
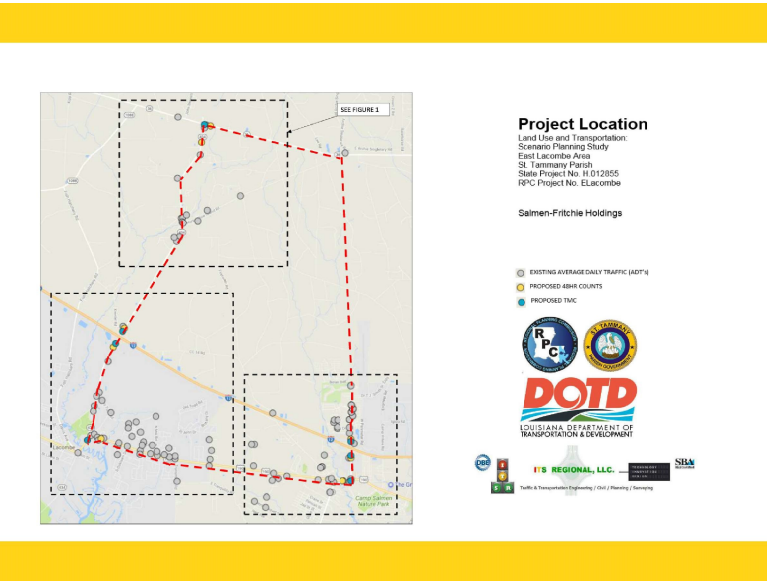
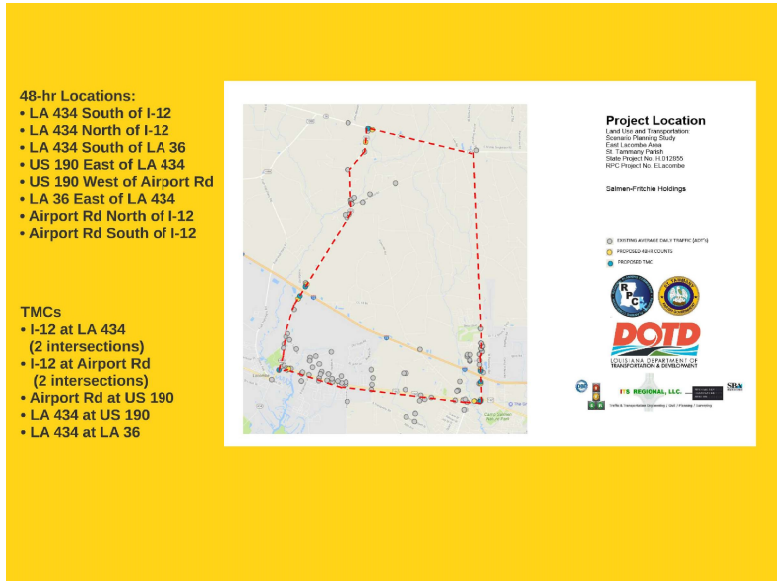
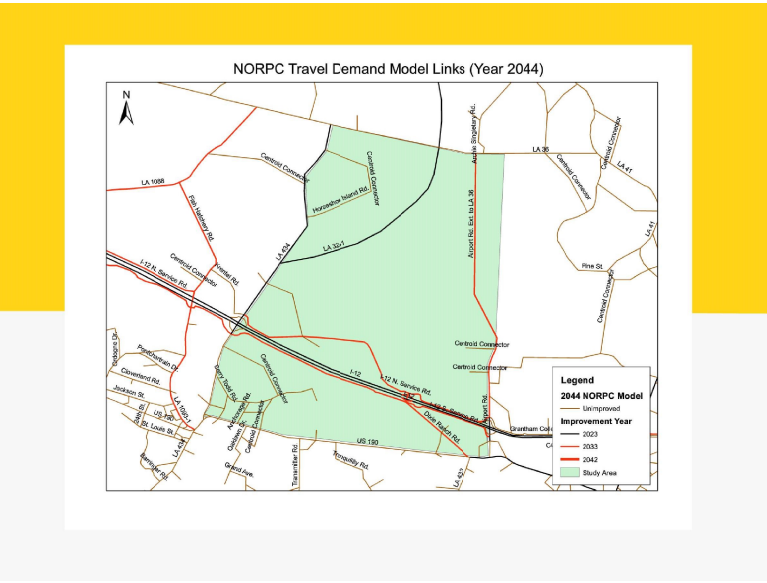
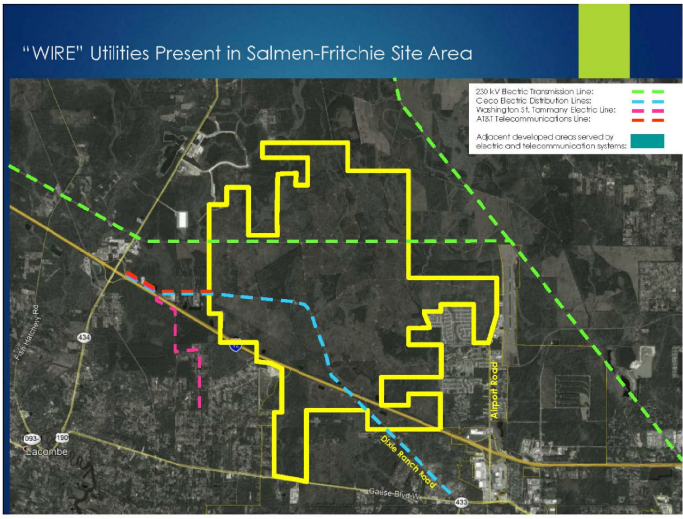
## Commuting

	Year 2000		Year 2010	
United States				
Workers 16 years and over	128,279,228	100%	139,733,074	100%
Car, truck, or van -- drove alone	97,102,030	75.7%	106,226,816	76.00%
Car, truck, or van -- carpooled	15,634,051	12.2%	14,220,431	10.20%
Public transportation	6,067,703	4.7%	6,957,735	5.00%
Walked	3,756,982	2.9%	3,964,154	2.85%
Other means	1,262,219	1.0%	2,463,922	1.80%
Worked at home	4,184,223	3.3%	5,910,423	4.20%
Mean travel time to work (minutes)	25.5	(0)	25.3	(0)
Louisiana				
Workers 16 years and over	1,831,057	100%	1,953,100	100%
Car, truck, or van -- drove alone	1,430,142	78.1%	1,593,435	81.60%
Car, truck, or van -- carpooled	249,640	13.6%	212,749	10.90%
Public transportation	43,277	2.4%	25,319	1.30%
Walked	40,194	2.2%	36,222	1.80%
Other means	26,485	1.4%	37,927	1.90%
Worked at home	39,329	2.1%	45,448	2.30%
Mean travel time to work (minutes)	25.7	(0)	25	(0)
Study Area (both Census Tracts)				
Workers 16 years and over	5,893	100%	7,249	100%
Car, truck, or van -- drove alone	4,802	81.63%	6,501	89.89%
Car, truck, or van -- carpooled	862	14.63%	840	11.60%
Public transportation	0	0.0%	15	0.19%
Walked	16	0.31%	71	0.98%
Other means	27	0.46%	123	1.69%
Worked at home	174	2.96%	199	2.75%
Mean travel time to work (minutes)	29	(0)	25	(0)

- ▶ Between 2000-2010 commute time in the study area remains essentially unchanged.
- ▶ While the average commute times for the state and the nation are about the same (about 25 minutes) the commute time in the project area is much longer - a little over an hour.
- ▶ About 11% of the workforce carpooled in the study area in the year 2010 - that is about the same as both the national and state percentage.

## Utility Data





# Scenario Assumptions

Option 1

Land Use	Area (ac)	Infrastructure Dedication	Development Area	FAR	Density units/ac	Yield	Unit Count
Retail	40	24.00	36.00	0.25	-	392,040	-
Office	80	32.00	48.00	0.3	-	627,264	-
Multi-Family	150	60.00	90.00	0.2	36	261,360	3240
Civic	50	20.00	30.00	0.2	-	274,428	-
Hotel	35	14.00	21.00	0.3	-	274,428	804
High Density SF	200	66.00	134.00	-	5	-	804
Town Center Sub-Total	575	216	359.00	-	-	-	-

Option 2

Land Use	Area (ac)	Infrastructure Dedication	Development Area	FAR	Density units/ac	Yield	Unit Count
Retail	40	24.00	36.00	0.25	-	392,040	-
Office	80	32.00	48.00	0.3	-	627,264	-
Multi-Family	150	60.00	90.00	0.2	36	261,360	3240
Civic	50	20.00	30.00	0.2	-	274,428	-
Hotel	35	14.00	21.00	0.3	-	274,428	804
High Density SF	200	66.00	134.00	-	5	-	804
Town Center Sub-Total	575	216	359.00	-	-	-	-

Option 3

Land Use	Area (ac)	Infrastructure Dedication	Development Area	FAR	Density units/ac	Yield	Unit Count
Retail	40	24.00	36.00	0.25	-	392,040	-
Office	80	32.00	48.00	0.3	-	627,264	-
Multi-Family	150	60.00	90.00	0.2	36	261,360	3240
Civic	50	20.00	30.00	0.2	-	274,428	-
Hotel	35	14.00	21.00	0.3	-	274,428	804
High Density SF	200	66.00	134.00	-	5	-	804
Town Center Sub-Total	575	216	359.00	-	-	-	-

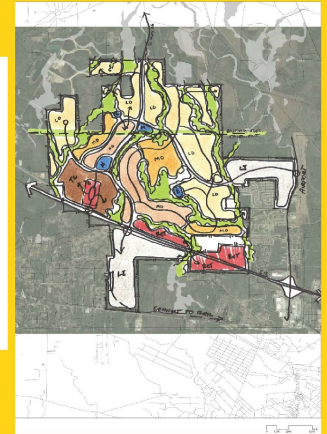
Option 4 - Full

Land Use	Area (ac)	Infrastructure Dedication	Development Area	FAR	Density units/ac	Yield	Unit Count
Retail	120	48.00	72.00	0.25	-	784,080	-
Office	200	80.00	120.00	0.3	-	1,568,160	-
Multi-Family	350	140.00	210.00	0.2	36	2,613,600	32,400
Civic	25	10.00	15.00	0.2	-	130,680	-
Hotel	25	10.00	15.00	0.3	-	196,020	-
Commercial Sub-Total	620	248	372.00	-	-	4,888,540	-
Retail	40	24.00	36.00	0.25	-	392,040	-
Office	80	32.00	48.00	0.3	-	627,264	-
Multi-Family	150	60.00	90.00	0.2	36	261,360	3,240
Civic	50	20.00	30.00	0.2	-	274,428	-
Hotel	35	14.00	21.00	0.3	-	274,428	804
High Density SF	200	66.00	134.00	-	5	-	804
Town Center Sub-Total	575	216	359.00	-	-	-	-
School	315	23.00	92.00	0.2	-	801,504	-
Manufacturing/L/Tech	170	85.00	85.00	0.3	-	11,565,180	-
Low Density SF	1602	528.66	1073.34	-	2	2147	-
Medium Density SF	576	190.08	385.92	-	4	1544	-
High Density SF	139	52.47	106.93	-	5	639	-

# Option 2

Option 2

Land Use	Area (ac)	Infrastructure Dedication	Development Area	FAR	Density units/ac	Yield	Unit Count
Retail	40	24.00	36.00	0.25	-	392,040	-
Office	80	32.00	48.00	0.3	-	627,264	-
Multi-Family	150	60.00	90.00	0.2	36	261,360	3240
Civic	50	20.00	30.00	0.2	-	274,428	-
Hotel	35	14.00	21.00	0.3	-	274,428	804
Commercial Sub-Total	230	88	132.00	-	-	1,960,200	-
Retail	40	24.00	36.00	0.25	-	392,040	-
Office	80	32.00	48.00	0.3	-	627,264	-
Multi-Family	80	32.00	48.00	0.2	36	261,360	3240
Civic	40	16.00	24.00	0.2	-	274,428	-
Hotel	35	14.00	21.00	0.3	-	274,428	804
High Density SF	200	66.00	134.00	-	5	-	804
Town Center Sub-Total	420	164.25	285.25	-	-	-	-
School	300	20.00	80.00	0.2	-	696,960	-
Manufacturing/L/Tech	115	57.50	57.50	0.3	-	7,353,750	-
Low Density SF	1830	603.90	1226.10	-	2	2452	-
Medium Density SF	774	248.82	497.64	-	4	1908	-
High Density SF	548	180.84	361.68	-	6	2708	-



# Option 4

Option 4

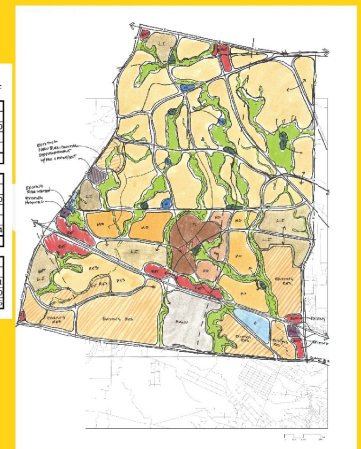
Land Use	Area (ac)	Infrastructure Dedication	Development Area	FAR	Density units/ac	Yield	Unit Count
Retail	120	48.00	72.00	0.25	-	784,080	-
Office	200	80.00	120.00	0.3	-	1,568,160	-
Multi-Family	350	140.00	210.00	0.2	36	2,613,600	32,400
Civic	25	10.00	15.00	0.2	-	130,680	-
Hotel	25	10.00	15.00	0.3	-	196,020	-
Commercial Sub-Total	620	248	372.00	-	-	4,888,540	-
Retail	40	24.00	36.00	0.25	-	392,040	-
Office	80	32.00	48.00	0.3	-	627,264	-
Multi-Family	150	60.00	90.00	0.2	36	261,360	3,240
Civic	50	20.00	30.00	0.2	-	274,428	-
Hotel	35	14.00	21.00	0.3	-	274,428	804
High Density SF	200	66.00	134.00	-	5	-	804
Town Center Sub-Total	575	216	359.00	-	-	-	-
School	315	23.00	92.00	0.2	-	801,504	-
Manufacturing/L/Tech	170	85.00	85.00	0.3	-	11,565,180	-
Low Density SF	1602	528.66	1073.34	-	2	2147	-
Medium Density SF	576	190.08	385.92	-	4	1544	-
High Density SF	139	52.47	106.93	-	5	639	-



# Option 4 - Full

Option 4 - Full Option

Land Use	Area (ac)	Infrastructure Dedication	Development Area	FAR	Density units/ac	Yield	Unit Count
Retail	200	80.00	120.00	0.25	-	1,306,800	-
Office	180	72.00	108.00	0.3	-	1,413,444	-
Multi-Family	350	140.00	210.00	0.2	36	2,613,600	32,400
Civic	120	48.00	72.00	0.2	-	627,264	-
Hotel	75	30.00	45.00	0.3	-	568,260	-
Commercial Sub-Total	925	370	555.00	-	-	6,529,168	-
Retail	40	24.00	36.00	0.25	-	392,040	-
Office	80	32.00	48.00	0.3	-	627,264	-
Multi-Family	150	60.00	90.00	0.2	36	261,360	3,240
Civic	50	20.00	30.00	0.2	-	274,428	-
Hotel	35	14.00	21.00	0.3	-	274,428	804
High Density SF	200	66.00	134.00	-	5	-	804
Town Center Sub-Total	575	216	359.00	-	-	-	-
School	293	58.60	234.40	0.2	-	2,042,283	-
Manufacturing/L/Tech	8016	1508.60	1508.60	0.3	-	18,706,844	-
Low Density SF	9650	3184.50	6405.50	-	2	12931	-
Medium Density SF	1821	607.00	1214.00	-	4	4885	-
High Density SF	397	131.01	262.02	-	6	1398	-



## PMC

- RPC
- St. Tammany Parish
- City of Slidell
- LADOTD

## Potential Stakeholder

- Parish School Board
- Chamber of Commerce
- State representatives
- Weyerhaeuser Co.
- NTCC-Lacombe Campus
- Folgars
- Slidell Airport

• S  
• P  
• R  
• S  
• S  
• T  
• O  
• L  
• D

## Objectives

- Provide Project Management Committee the status of data collection so far
- Identify data gaps
- Approve traffic data collection plan
- Understand the path forward for scenario development
- Receive comments and discuss next steps



### **Project Management Committee Meeting**

Project Elacombe (H1012855)  
October 17, 2017  
St. Tammany Parish Government Complex

Subject:

Stirling Properties Study Meeting  
Steering Committee Meeting No. 1  
Land Use and Transportation: Scenario  
Planning Study, East Lacombe Area  
St. Tammany Parish  
State Project No. H.012855  
RPC Project No. ELacombe  
F.A.P. No. H.012855

Arcadis U.S., Inc.  
3850 N. Causeway Boulevard  
Suite 990  
Metairie, Louisiana 70002  
Tel 504 832 4174  
Fax 504 832 2145  
www.arcadis.com

Department:

Transportation

Arcadis Project No.:

LA003390.0001

Meeting Location:

109 Northpark Boulevard, Ste. 300  
Covington, LA 70433-5093

Participants:

See sign-in sheet  
(attached)

Meeting Date/Time:

November 2, 2017  
1:00 p.m. – 2:00 p.m.

Copies:

Participants

Minutes by:

Scott Hoffeld

Issue Date:

November 9, 2017

---

The meeting began at approximately 1:00 p.m. with introductions. Erich Dohrer (CallisonRTKL) attended via video-skype, and Erin Stair (St. Tammany Parish) and Townsend Underhill (Stirling Properties) arrived a few minutes late, after introductions and a safety moment had been completed. The following are key points of the meeting summarized by agenda item.

## RPC'S CONSULTING TEAM SCOPE AND KEY STUDY OBJECTIVES

- Scott Hoffeld (Arcadis) began the discussion by explaining that the New Orleans Regional Planning Commission (RPC) had contracted with the Arcadis team to complete the East Lacombe Land Use and Transportation Study. Arcadis is the prime consultant, and CallisonRTKL (an Arcadis Company), N-Y Associates, CDC, and ITS Regional are Arcadis' subconsultants.
- Services include collection of data on existing conditions, including socioeconomic data, utility data, traffic data; development of low-, moderate-, and high-density/growth development scenarios; and the



assessment of the infrastructure needs and costs, along with the resulting traffic demand on the area transportation network.

## MEETING PURPOSE

- Mr. Hoffeld explained that the team was in the process of collecting available data and had already begun development of a high-level development scenario when the team learned of the Stirling Properties study. Based on this discovery, the team rearranged the schedule to accommodate an early stakeholder meeting with Stirling Properties to discuss the study, which Mr. Hoffeld coordinated with Mac Bauer (Stirling Properties) and Mr. Underhill.

## STIRLING PROPERTIES' SALMEN COMPANY LAND CONSULTING ANALYSIS

- Mr. Bauer presented the highlights of the Stirling Properties study using a touch-screen monitor. Study findings remain sensitive; therefore, no graphics of the materials are displayed in the record of the meeting.
- Mr. Bauer is the point of contact for all information related to the Stirling Properties study.
- Steve Rapier (Capital One) represents the Salmen (Salmen Company, LLC) family and agreed to allow the Arcadis team to use the Stirling Properties study information for study and reporting purposes.
- The Stirling Properties study evaluated the roughly 7,200-acre site that consists of approximately 99 percent Salmen land and a small portion of Fritchie land.
- Existing St. Tammany Parish zoning should be revised based on Stirling's assessment of highest and best use of land. A new zoning plan is under development and will be proposed to St. Tammany Parish for approval.
- Stirling Properties is proposing a 50-acre site and a 250-acre site for site-certification by Louisiana Economic Development in order to get some sites certified and ready to market without an extraordinary investment. These are much smaller than the proposed 500- to 600-acre CSRS sites that were based upon an original equipment manufacturer (OEM) development the size of the Kia plant in Georgia.
- Rail access to the site was originally considered via the abandoned CNIC, but service from Norfolk Southern's westward spur makes more sense. However, there have been no discussions with any rail carrier. An alignment adjacent to an existing Cleco transmission line appears promising.
- Stirling Properties' report includes a record of all meetings, including several productive meetings that they have had with Cleco.
- Cleco has provided Stirling Properties with several letters of support for the development and is amenable to joint development of a roadway along Cleco's 140-foot transmission line right of way, extending east from LA 434 to service the proposed St. Tammany Parish business park (where the 50-acre site is being proposed for certification).



- There are several large areas that are mostly wetland (parts of existing bayous fall within 100-year floodplain maps), which would be proposed as PF-2 for zoning. The other zones that appear to be appropriate include PBC-1, I-2, A-4, and AML. The preliminary rezoning plan area delineations were based upon development constraints (e.g., wetlands, elevations below 5 feet above mean sea level). All agreed that the Arcadis team should use the available secondary data on constraints for the Arcadis study when determining developable acreage, etc.
- The largest zoning area proposed is AML, which is located in the highest and most contiguously developable area of the Salmen property. It includes some permissible wetlands, is approximately 2,100 acres in size, and would be zoned to accommodate an OEM and feeder industry companies, as well as warehouse/distribution operations.
- It was decided that the Arcadis team would focus on the various options in developing the AML area.

## NEXT STEPS

- Mr. Hoffeld and his team underscored how useful the Stirling Properties study is for providing an underlying boundary for the Arcadis team development scenarios. Following the meeting, the Arcadis team will develop definitions for the low-, moderate-, and high-density/growth scenarios for discussion and approval by the RPC and St. Tammany Parish representatives and subsequent stakeholder coordination. The Arcadis team will then share the development scenarios with Stirling Properties to determine if development density and activity locations appear reasonable.
- After the low-, moderate-, and high-density/growth scenarios are completed, the Arcadis team will adjust population, employment, and other data to reflect the development scenarios and provide these data and other assumptions to the RPC.
- The RPC will use the population and employment data by scenario to estimate travel demand on the transportation network, with results provided to the Arcadis team.
- The Arcadis team will then assess infrastructure needs and costs by scenario based on the projected travel demand, refine the scenarios, and compare the scenarios.
- Collected data, scenario details and their comparison, and an implementation plan will then be documented for RPC and St. Tammany Parish's discussion and refinement.

## ACTION ITEMS

1. Arcadis team to develop definitions for the low-, moderate-, and high-density/growth scenarios for discussion with the RPC and St. Tammany Parish.
2. Mr. Bauer to send Mr. Hoffeld the latest, revised Salmen Property Study.
3. Mr. Underhill or other Stirling representative will inform Mr. Hoffeld when Stirling's rezoning plan is submitted to St. Tammany Parish.
4. Bruce Richards (N-Y Associates) to contact Mr. Bauer about existing GIS digital and other data that may help in the Arcadis team study.

# Elacombe Stirling Properties Study Meeting

Land Use and Transportation:  
 Scenario Planning Study  
 East Lacombe Area  
 RPC Project ELacombe  
 State Project No. H.012855

Stirling Properties  
 109 Northpark Boulevard, Suite 300  
 Covington, LA  
 Thursday, November 2 17, 2017  
 1:00 pm – 2:30 pm

Please Add/Correct Your Contact Information on Sign-In

TIAL	NAME/ROLE	ORGANIZATION	PHONE NUMBER	EMAIL
WR	Jeff Roesel – Responsible Charge/PM	NORPC	504-483-8528	jroesel@norpc.org
ER	Erin Stair – Assistant Director of Development	St. Tammany Parish	985-898-2529	estair@stpgov.org
SR	Steve Rapiere	Capital One	504 533 2722	steve.rapiere@capitalone.com
L	Morgan Lera	Stirling Properties	504-620-8144	MLERA@STIRLINGPROP.COM
	<del>Marty Mayer</del>	<del>Stirling Properties</del>		
	<del>Townsend Underhill</del>	<del>Stirling Properties</del>		
BC	B. Cook <del>BILBOULEY</del> Cook	Stirling Properties	225-505-6009	BCOOK@STIRLINGPROP.COM
SH	Scott Hoffeld	Arcadis	225-572-7111	scott.hoffeld@arcadis.com
BR	Bruce Richards	N-Y Associates	504-909-2750	brichards@n-yassociates.com
	Mac Baner	Stirling Properties	504-717-6100	mabaner@stirlingprop.com
	<del>Erin Bayou</del>			
U	Townsend Underhill	Stirling Prop.	985-246-3785	tunderhill@stirlingprop.com
ED	ERICH DOHRER	CAUSON RTKL	214 908 7218	edohrer@rtkl.com

# AGENDA

## ELACOMBE STIRLING PROPERTIES STUDY MEETING

**Thursday, Nov 2, 2017**    1:00 pm – 2:30 pm    Stirling Properties  
109 Northpark Boulevard, Suite 300  
Covington, LA

Land Use and Transportation:  
Scenario Planning Study  
East Lacombe Area  
RPC Project ELacombe  
State Project No. H.012855

Arcadis U.S., Inc.  
3850 N Causeway Boulevard  
Suite 990  
Metairie  
Louisiana 70002  
Tel 504 832 4174  
Fax 504 832 2145

Time	Item
	Introduction
	Safety Moment
	RPC's Consulting Team Scope and Key Study Objectives
	Meeting Purpose
	Stirling Properties' Salmen Co. Land Consulting Analysis
	Next Steps

Subject:

Project Management Committee Meeting #2  
Land Use and Transportation: Scenario  
Planning Study, East Lacombe Area  
St. Tammany Parish  
State Project No. H.012855  
RPC Project No. ELacombe  
F.A.P. No. H.012855

Arcadis U.S., Inc.  
3850 N. Causeway Boulevard  
Suite 990  
Metairie, Louisiana 70002  
Tel 504 832 4174  
Fax 504 832 2145  
www.arcadis.com

Department:

Transportation

Arcadis Project No.:

LA003390.0001.00001

Meeting Location:

Building B., 3rd Fl., Staff Conf. Room  
St. Tammany Parish Government Office  
21490 Koop Drive, Mandeville, LA 70471

Participants:

See sign-in sheet  
(attached)

Meeting Date:

December 19, 2017

Copies :

Participants

Minutes by:

Yuwen Hou

Issue Date:

December 27, 2017

---

The meeting began at approximately 10:00 a.m. with introductions of participants. Yuwen Hou (Arcadis U.S., Inc. [Arcadis]) led a brief safety moment, reviewed meeting objectives and the agenda, and commenced a slide presentation (attached). The following are key points of the meeting summarized by agenda item.

## LAND USE SCENARIOS

- Ms. Hou briefed the Project Management Committee (PMC) about stakeholder meetings and results since the last PMC meeting (October 17, 2017). Representatives from the PMC and the consultant team met with representatives from Stirling Property on November 2, 2017, to review scenario assumptions. The consultant team then revised the scenarios. Mr. Scott Hoffeld (former Arcadis Project Manager) met with Councilman Steve Stenphencik on November 20, 2017, and he preferred Options 2 and 3 for the purpose of looking at future travel demand to justify a new interchange.

- Erich Dohrer (CallisonRTKL) presented to the PMC assumptions to develop revised scenarios and a rough traffic network:
  - Assumes rail spur from abandoned right of way (ROW; north and west of airport) runs parallel to the existing utility easement.
  - Assumes LA 434 connection is parallel to the same utility easement.
  - Assumes there is a connection between the Manufacturing/Distribution parcel and Airport Road through a residential area.
  - Assumes street layout minimizes connections through wetlands areas.
  - Assumes the major difference between the options is how to handle the street layout in the Manufacturing/Distribution Site.
- Following the assumption review, Mr. Dohrer went over three scenarios in detail and emphasized their differences. The major difference is the area of manufacturing in the industrial “mega-site” area with Option 1 dedicating a smaller amount of land to manufacturing, Option 2 dedicating about half the amount of land to manufacturing and the rest to distribution, and Option 3 dedicating the entire central industrial land use to manufacturing.
- Mr. Dohrer also pointed out differences in the mixed-use area near I-12 (Mixed-Use [I-12]). The assumption is low, medium, and high density for each scenario. The difference in density is reflected by the amount of land dedicated to single-family housing. Option 1 would have the largest percentage of land in the Mixed Use (I-12) area as single-family housing; Option 2 increases land used for office, retail, and multi-family; and in Option 3, the amount of land used for office increased even more.
- Mr. Dohrer summarized the land use scenario presentation by raising two questions to the PMC:
  - Does the rail spur need to continue to the west of the site?
  - Does the connection between Manufacturing/Distribution and Residential sites create too much traffic conflict within the residential area?

Bruce Richards (N-Y Associates) asked if the site should be connected to the residential area.

- Eric Lundin (City of Slidell) mentioned capacity issues on Airport Road. Mr. Lundin commented that connection is needed but also suggested a by-pass should be considered. The PMC suggested the connection from the industrial site can go around the airport instead. Truman “Trip” Sharp (St. Tammany Parish) asked if the City of Slidell is looking at expanding the capacity of the airport and Mr. Lundin confirmed the possibility and mentioned the expansion is cargo oriented. Mr. Lundin mentioned the possible impact to the railway from the airport expansion.
- The PMC raised a question about connection to the Tammanend development to the west of the Study Area. Mr. Richards mentioned that this could be an opportunity for residents and Mr. Dohrer added that it is dependent upon how the roads are designed.



- Christine Gowland (LADOTD) suggested coordination with the current ongoing study (I-12 to Bush project) and locations along LA 3241 where roundabouts were identified.
- Jeff Roesel (New Orleans Regional Planning Commission [NORPC]) asked Erin Stair (St. Tammany Parish) if the site planning is consistent with the Parish Plan, and if the scenarios are acceptable to the Parish. Ms. Stair confirmed that the study is intended to provide three levels of land use scenarios for the sake of a transportation study.

### Traffic Data Collection

- Thomas Montz (Arcadis) presented locations where Average Daily Traffic (ADT) and Turning Movement Counts (TMCs) were collected. The ITS Regional Representative mentioned that data are currently being collected for Location 8 (US 190) on the ADT data collection map. Data for the other locations were collected during the week of November 27, 2017.
- Mr. Montz mentioned that I-12 ADT data were not collected. The team discussed the protocol for collecting traffic data on interstates. The most recent traffic data for this portion of I-12 available were obtained from the GeoCounts website. The data were collected in 2015 from a temporary Weigh-in-Motion (WIM) station. Ms. Gowland suggested also considering I-12 count data from the 2012 speed study. Mr. Montz stated that he would compare the 2015 data to the speed study data to determine a realistic ADT for I-12.
- Mr. Montz then presented some general observation from the existing traffic data:
  - ADT is approximately 3,000 along LA 36.
  - On LA 434, ADT is higher near I-12 and the Lacombe area with an ADT of approximately 8,500.
  - ADT on US 190 is 11,000 to the west of Airport Road.

### Cost Estimates Structure

- Mr. Richards presented the PMC proposed cost estimate structure developed by the consultant team. The infrastructure estimate will include water system, sewer, roads/drainage (including new I-12 interchange), rail extension, and private utilities (gas, telecommunications, and electric). The assumptions and approach are based on current data, previous plans (CSRS and Stirling reports), and site reconnaissance.
- The PMC approved the cost estimates approach.

### Comparison Matrix Selection

- Mr. Richards presented the following twelve comparison criteria: purpose and need, economic/tax benefits, amount of developable vs. undevelopable acreage, consistency with the Parish Master Plan, traffic impacts, alternative access, on-site traffic circulation/parking, alternative modes, potential mitigations, infrastructure costs, innovative financing, and project timeline. A list of anticipated

differences, suggestions to include/exclude from comparison, and reasoning was also presented. For those criteria that were suggested to be included, Mr. Richards presented the proposed measures.

- Mr. Roesel commented that even if the anticipated difference was low for some criteria, they still should be included for documentation.

### Next Steps

- Ms. Hou outlined the next steps, beginning with incorporating comments from PMC. She suggested inviting Stirling Properties and Tammanend as key stakeholders to be invited as Stakeholder Meeting #2 attendees. Ms. Stair offered to connect the study team with appropriate contacts. The PMC agreed to keep a similar meeting format as Stakeholder Meeting #1.
- Ms. Hou then reviewed the path forward, which is anticipated to be as follows:
  - Review scenarios and comparison matrix;
  - Schedule meeting with Stirling Properties and Tammanend representatives;
  - Update TAZ attribute table;
  - RPC to run SELATRAM with updated TAZ info;
  - Revise scenarios based on model run results; and
  - Initiate cost estimates and scenario comparisons.

### OPEN DISCUSSION

- Mr. Lundin offered to send the Airport Plan to the team to be considered for the study.

### ACTION ITEMS

1. Ms. Stair to provide key contact information and Arcadis to schedule Steering Committee Meeting #2 with Stirling Properties, Tammanend representative, one St. Tammany Parish representative, and one NORPC representative.
2. Arcadis to complete and distribute a record of this meeting.
3. Mr. Lundin to provide Airport Plan.
4. PMC to review revised scenarios, cost estimate structure, and comparison matrix in the form of a record of meeting (ROM) attachment and provide comments, if any, to the consultant team within 2 weeks upon receiving ROM.
5. Mr. Dohrer to address comments, if any, received during and after the PMC meeting for scenarios.
6. Mr. Richards to address comments, if any, received during and after the PMC meeting for cost estimate structure and comparison matrix criteria.

# ELacombe PMC Meeting

Land Use and Transportation:  
 Scenario Planning Study  
 East Lacombe Area  
 RPC Project ELacombe  
 State Project No. H.012855

St. Tammany Parish Administrative Complex  
 Staff Conference Room  
 21490 Koop Drive, Mandeville, LA  
 Tuesday, October 17, 2017  
 10:00 am – 11:30 am

*Please Add/Correct Your Contact Information on Sign-In*

INITIAL	NAME/ROLE	ORGANIZATION	PHONE NUMBER	EMAIL
<i>JR</i>	Jeff Roesel – Responsible Charge/PM	NORPC	504-483-8528	jroesel@norpc.org
<i>JS</i>	Jason Sappington – Deputy PM	NORPC	504-483-8507	jsappington@norpc.org
	Sydney Fontenot – Director of Development	St. Tammany Parish	985-898-2529	sidf@stpgov.org
	Gina Campo - CAO	St. Tammany Parish	985-898-2445	gcampo@stpgov.org
<i>ES</i>	Erin Stair – Asst. Dir. of Development	St. Tammany Parish	985-788-3044	estair@stpgov.org
<i>TS</i>	Truman "Trip" Sharp – Public Works	St. Tammany Parish	985-898-2552	tdsharp@stpgov.org
	Donna O'Dell – Parish Engineer	St. Tammany Parish	985-898-2552	dsodell@stpgov.org
	Shannon Davis – Director of Engineer	St. Tammany Parish	985-875-2450	shannondavis@stpgov.org
	Tara Ingram-Hunter – Director of Planning	City of Slidell	985-646-4323	tingram-hunter@cityofslidell.org
<i>EL</i>	Eric Lundin - Planner	City of Slidell	985-646-4320	elundin@cityofslidell.org
<i>CG</i>	Cristine Gowland – District 62 Traffic	LADOTD	985-375-0105	cristine.gowland@la.gov
	Jennifer Branton – District 62 Design	LADOTD	985-375-0165	jennifer.branton@la.gov
	Johnathan Perry – District 62 Traffic	LADOTD		jonathan.perry@la.gov
<i>Y.H</i>	Yuwen Hou	ARCADIS	515-708-8048	yuwen.hou@arcadis.com
<i>TM</i>	Thomas Montz	ARCADIS	225-292-1004	thomas.montz@arcadis.com
<i>Via Conf</i>	Erich Dohrer	CTRKL	214-908-7218	Erich.Dohrer@crtkl.com
<i>BR</i>	Bruce Richards	N-Y Associates	504-909-2750	brichards@n-yassociates.com



# AGENDA

## ELACOMBE PROJECT MANAGEMENT COMMITTEE MEETING

**Tuesday, Dec 19, 2017** 10:00 am – 11:30 am St. Tammany Parish Administrative Complex Staff Conference Room  
21490 Koop Drive, Mandeville, LA

Land Use and Transportation:  
Scenario Planning Study  
East Lacombe Area  
RPC Project ELacombe  
State Project No. H.012855

Arcadis U.S., Inc.  
3850 N Causeway Boulevard  
Suite 990  
Metairie  
Louisiana 70002  
Tel 504 832 4174  
Fax 504 832 2145

Time	Item
10:00 – 10:10	Introduction
10:10 – 10:15	Safety Moment
10:15 – 10:30	Land Use Scenarios
10:30 – 10:45	Traffic Data Collection
10:45 – 11:15	Cost Estimates Structure
11:15 – 11:20	Comparison Matrix Criteria Selection
11:20 – 11:25	Next Steps
11:25 – 11:30	Action Items





## Project Management Committee Meeting

Project ELacombe (H.012855)  
December 19, 2017  
St. Tammany Parish Government Complex

## Health and Safety Moment

- Plan ahead
- Designate driver
- Call taxi, Uber or Lyft
- Call \*LSP to report drunk drivers



# Objectives

- Review/Approve revised scenarios and compare major differences in:
  - Development
  - Traffic network
  - Access to US 190/Railway
- Review existing ADT's
- Review/Approve proposed cost estimate structure
- Review/Approve comparison matrix criteria



# Agenda

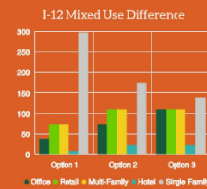
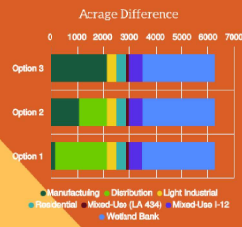
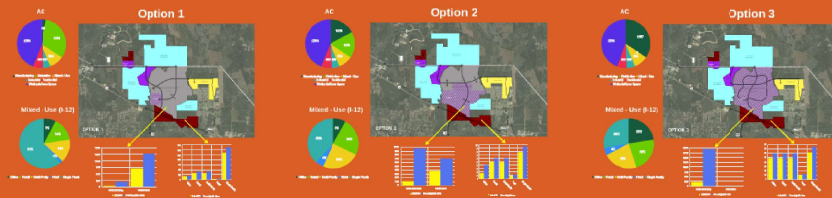
- Safety Moment
- Introduction
- Land Use Scenarios
- Traffic Data Collection
- Cost Estimates Structure
- Comparison Matrix Criteria Selection
- Next Steps
- Action Items



# Scenarios

## Assumptions

- Assumes rail spur from abandoned ROW (north and west of airport) that runs parallel to existing utility easement
- Assumes 434 connection parallel to same utility easement
- Assumes connection between Manufacturing/Distribution parcel and Airport Road through residential area
- Street layout minimizes connections through wetlands areas
- Major differences between options are how to handle the street layout in the Manufacturing/Distribution Site



## Questions

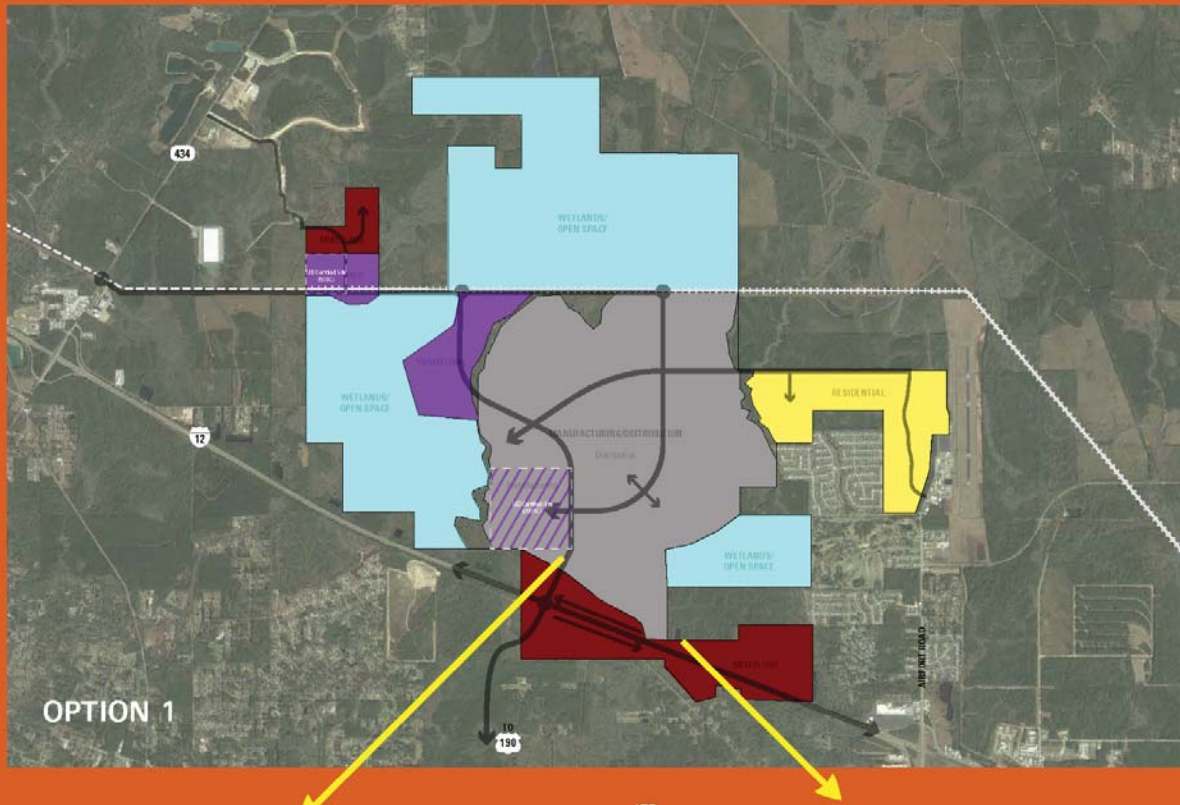
Does the rail spur need to continue to the west of the site?

Does the connection between Manufacturing/Distribution and Residential sites create too much traffic conflict within the residential area?

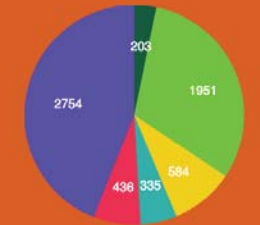
# Assumptions

- Assumes rail spur from abandoned ROW (north and west of airport) that runs parallel to existing utility easement
- Assumes 434 connection parallel to same utility easement
- Assumes connection between Manufacturing/Distribution parcel and Airport Road through residential area
- Street layout minimizes connections through wetlands areas
- Major differences between options are how to handle the street layout in the Manufacturing/Distribution Site

# Option 1

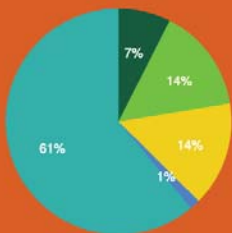


## AC



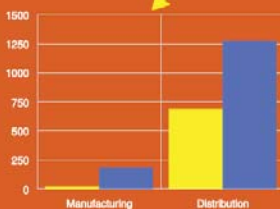
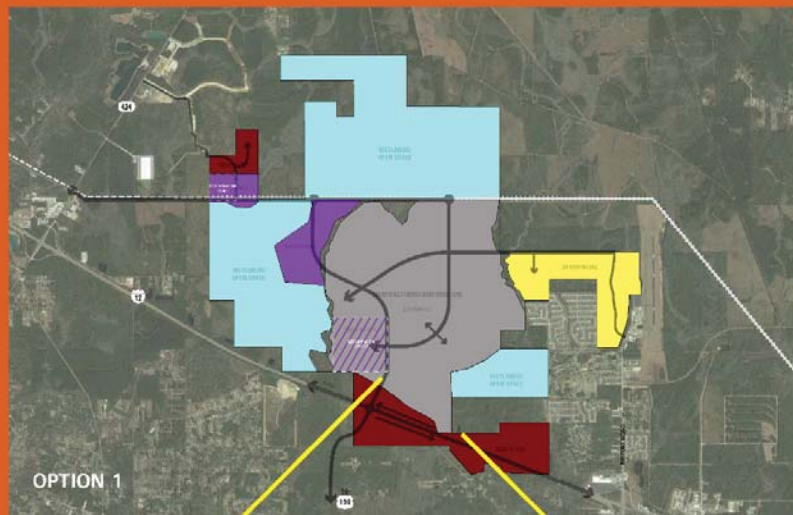
- Manufacturing
- Distribution
- Mixed - Use
- Industrial
- Residential
- Wetlands/Open Space

## Mixed - Use (I-12)

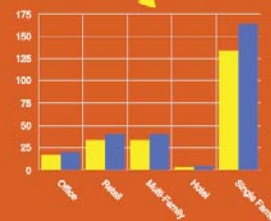


- Office
- Retail
- Multi-Family
- Hotel
- Single Family

## Option 1



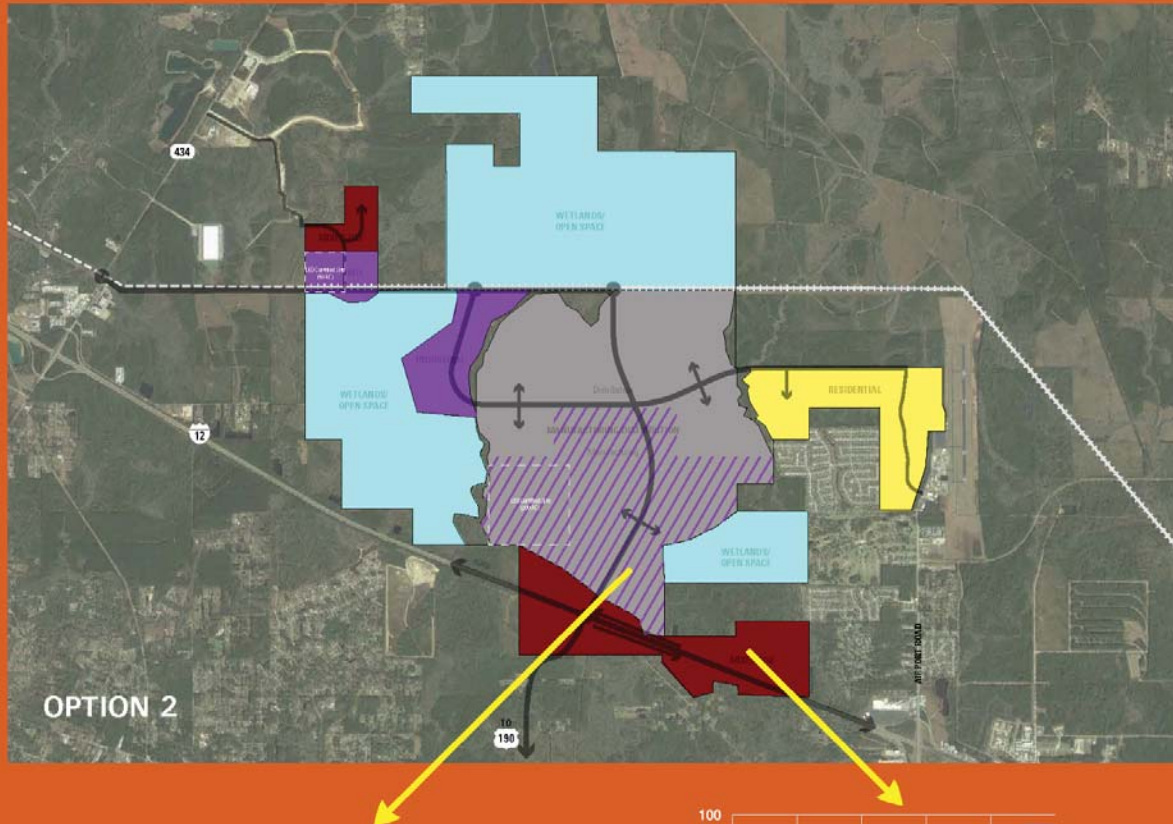
- Intra/OS
- Developable Area



- Intra/OS
- Developable Area



# Option 2

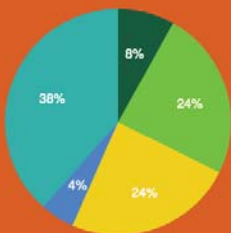


## AC



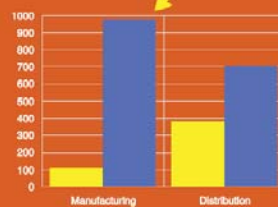
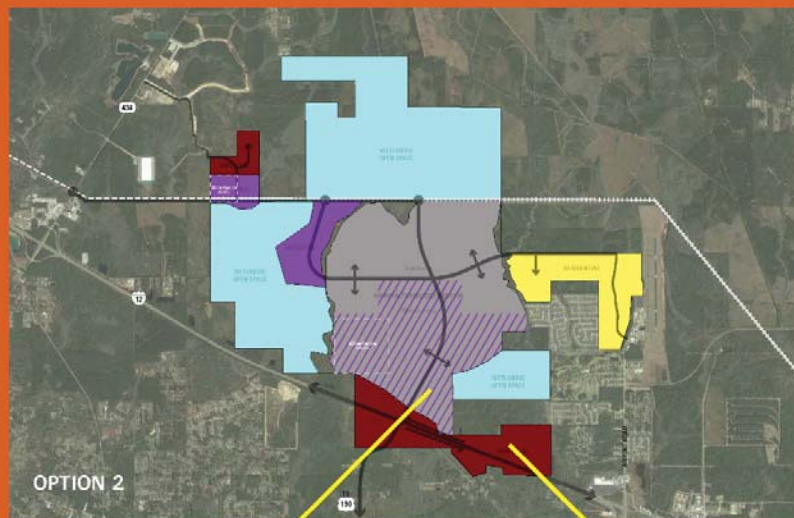
- Manufacturing
- Distribution
- Mixed - Use
- Industrial
- Residential
- Wetlands/Open Space

## Mixed - Use (I-12)

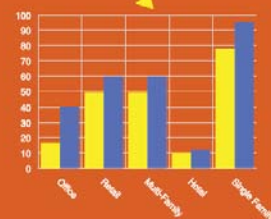


- Office
- Retail
- Multi-Family
- Hotel
- Single Family

## Option 2



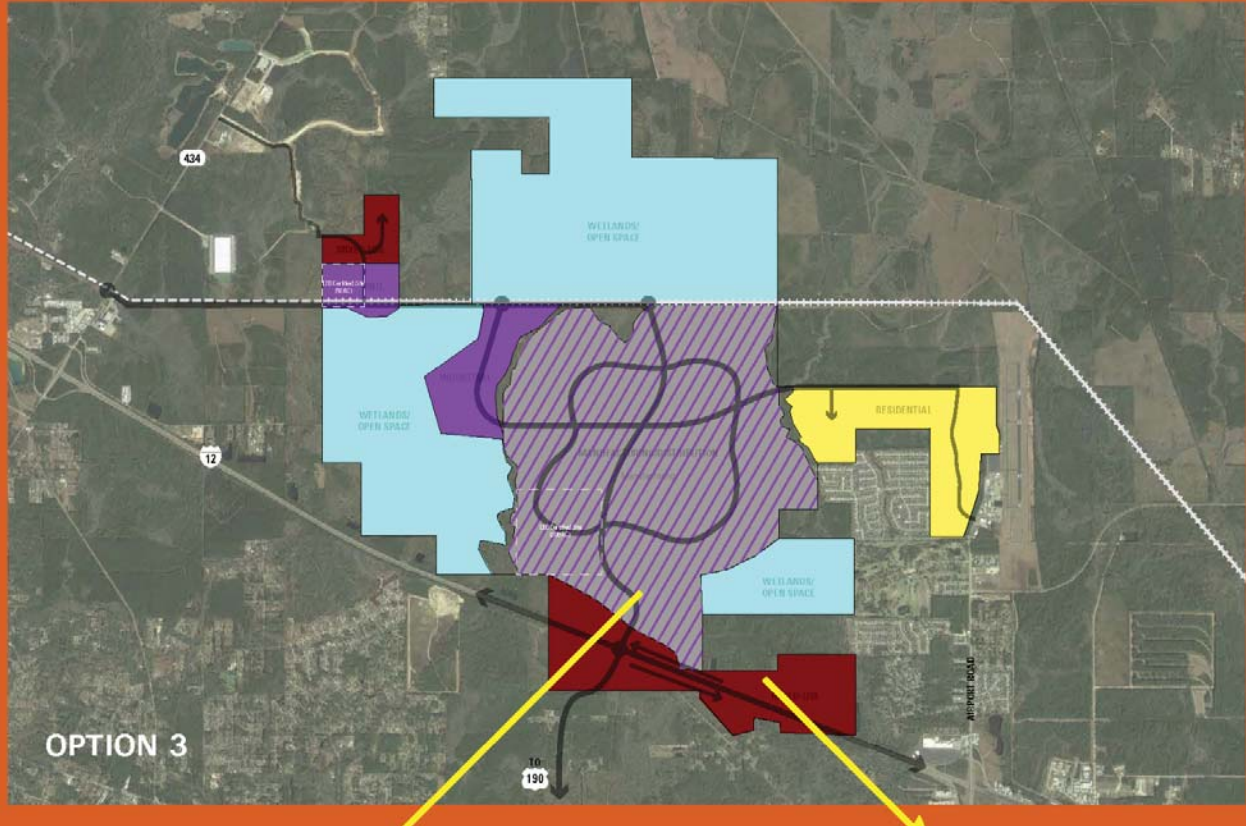
- Intra/OS
- Developable Area



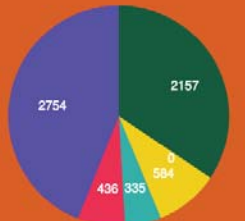
- Intra/OS
- Developable Area



# Option 3

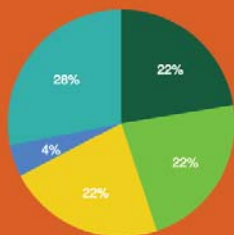


## AC



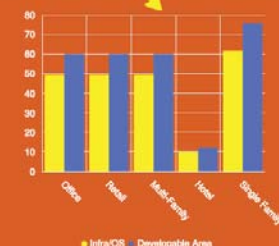
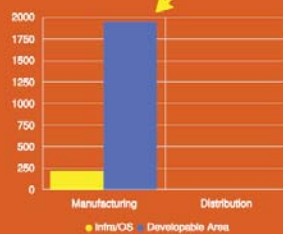
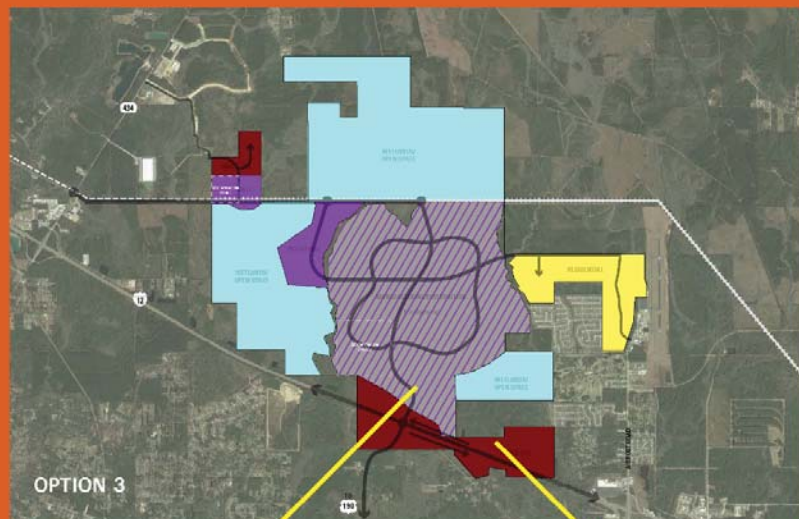
- Manufacturing
- Distribution
- Mixed - Use
- Industrial
- Residential
- Wetlands/Open Space

## Mixed - Use (I-12)



- Office
- Retail
- Multi-Family
- Hotel
- Single Family

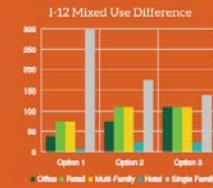
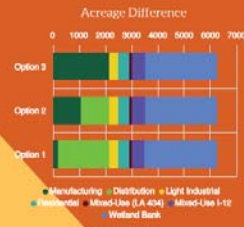
## Option 3



# Scenarios

## Assumptions

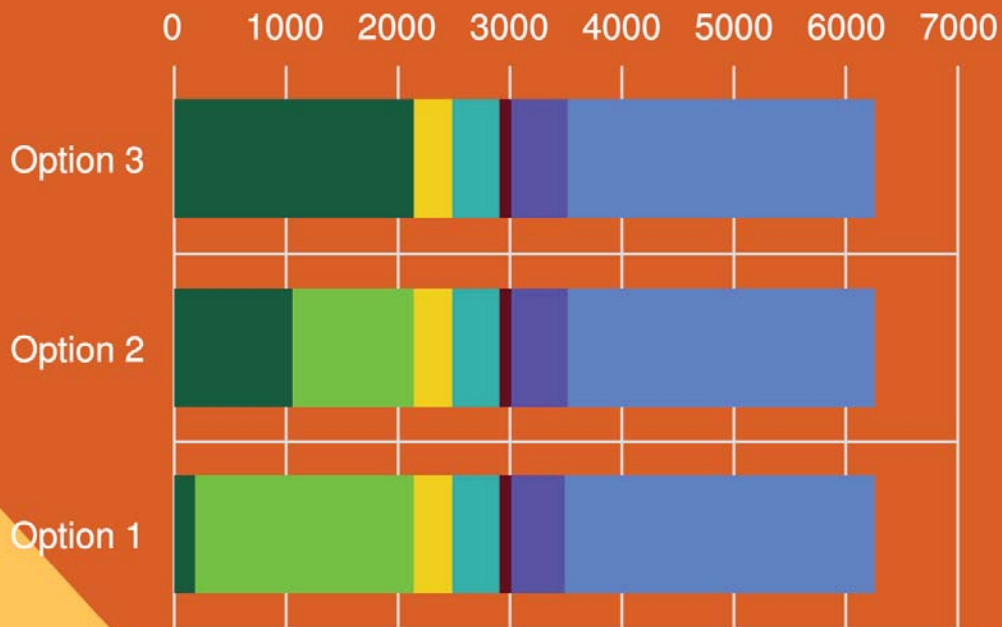
- Assumes rail spur from abandoned ROW (width and area of airport) that runs parallel to existing utility easement
- Assumes ADA connection parallel to same utility easement
- Assumes connection between Manufacturing/Distribution parcel and Airport Road through residential area
- Assumes typical maximum connections through wetlands areas
- Assumes observations between options are made to handle the street layout in the Manufacturing/Distribution site



## Questions

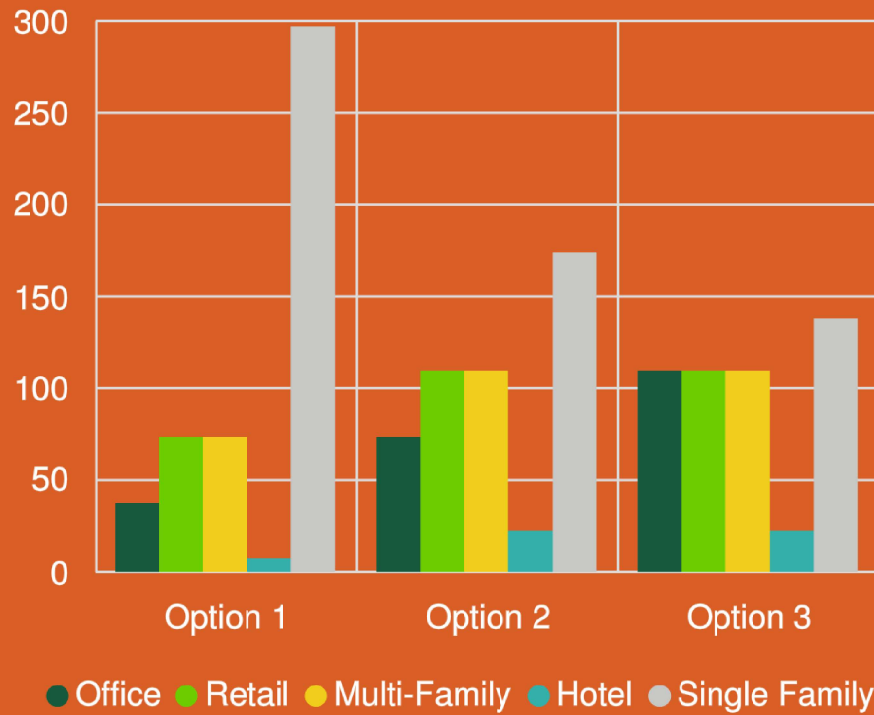
- Does the rail spur need to continue to the west of the site?
- Does the connection between Manufacturing/Distribution and Residential sites create too much traffic conflicts within the residential area?

## Acreage Difference



- Manufacturing ● Distribution ● Light Industrial
- Residential ● Mixed-Use (LA 434) ● Mixed-Use I-12
- Wetland Bank

## I-12 Mixed Use Difference



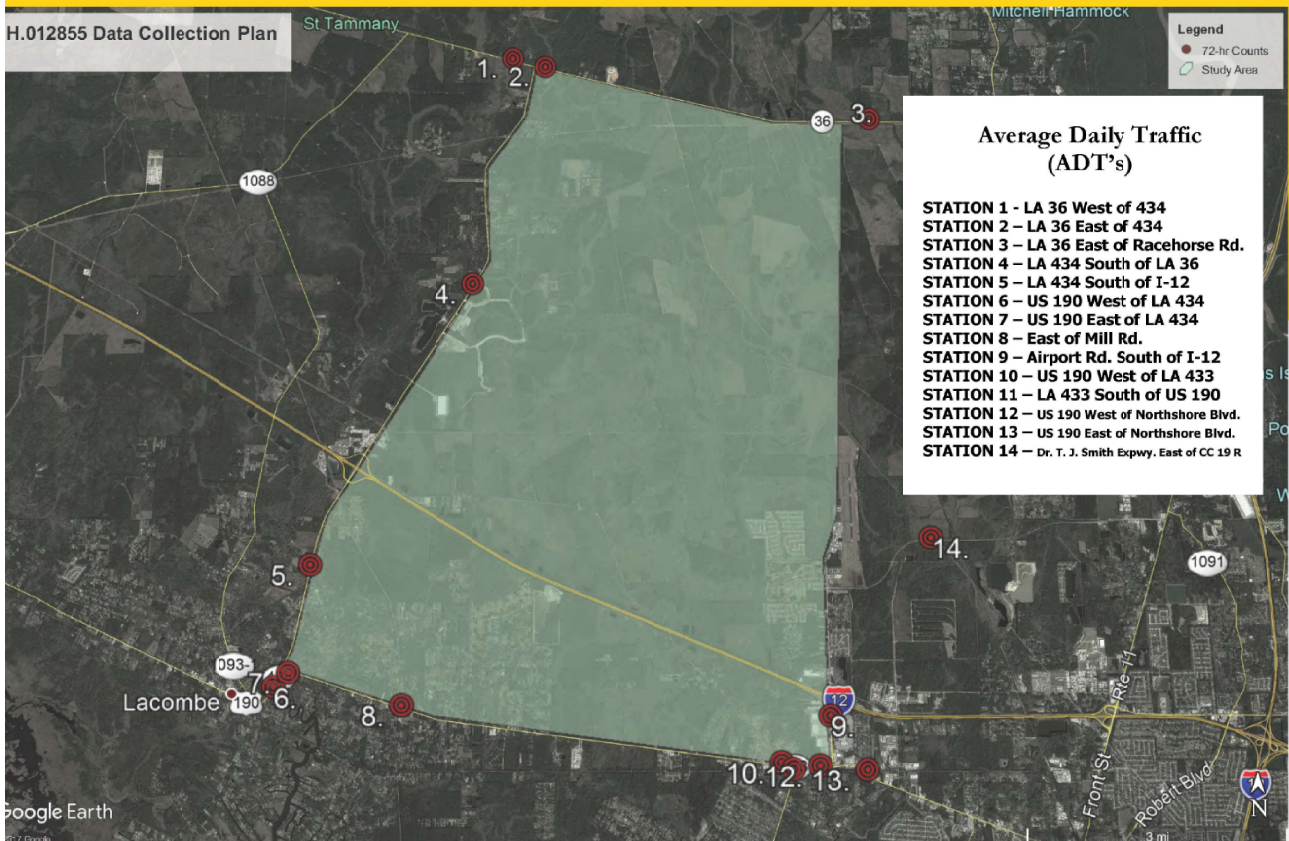
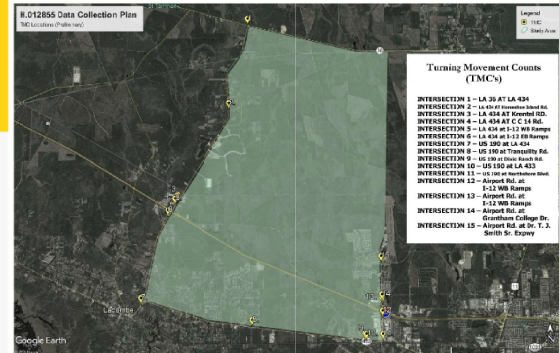
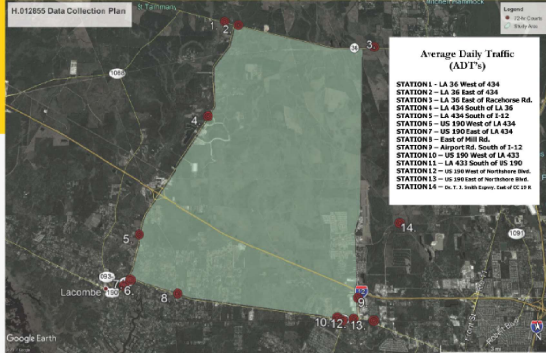
## Questions

Does the rail spur need to continue to the west of the site?

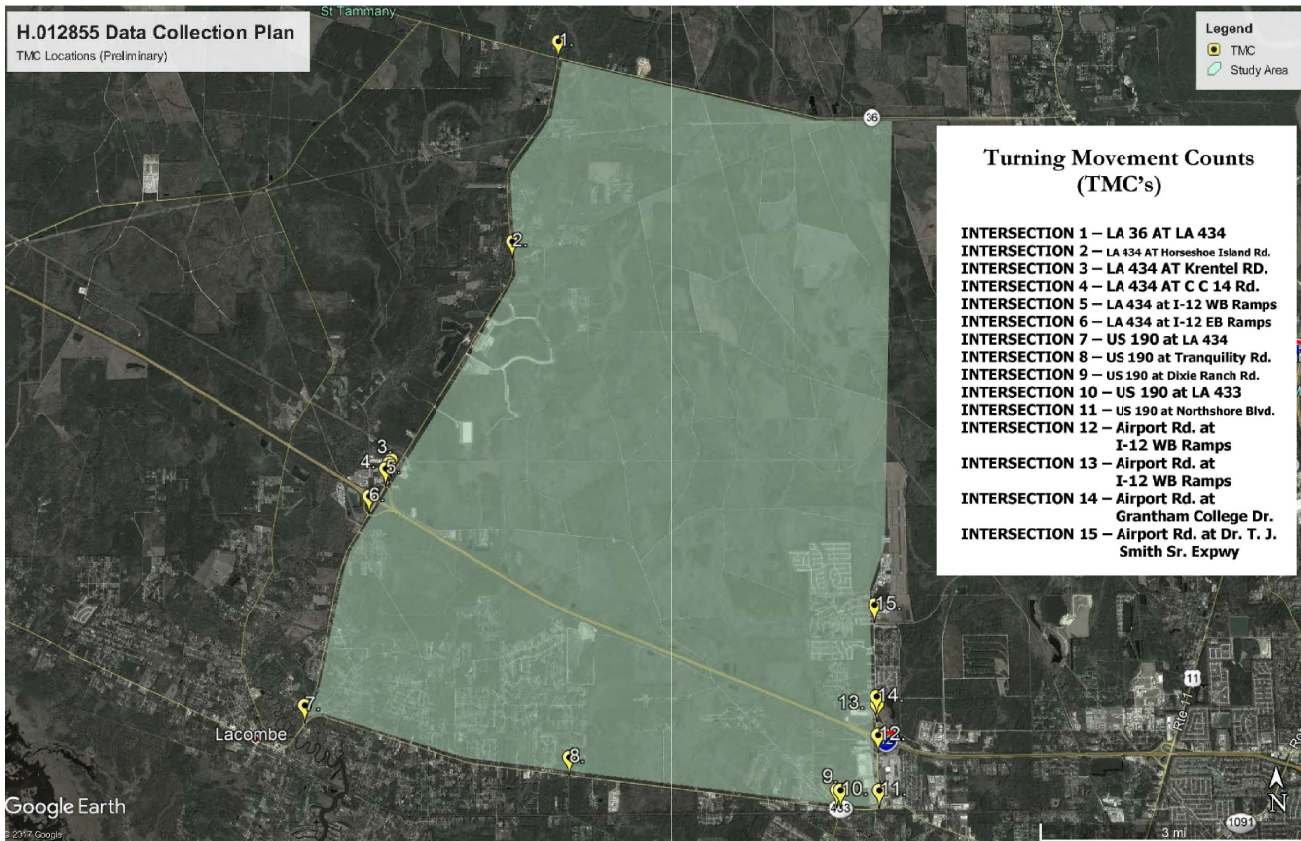
Does the connection between Manufacturing/Distribution and Residential sites create too much traffic conflict within the residential area?



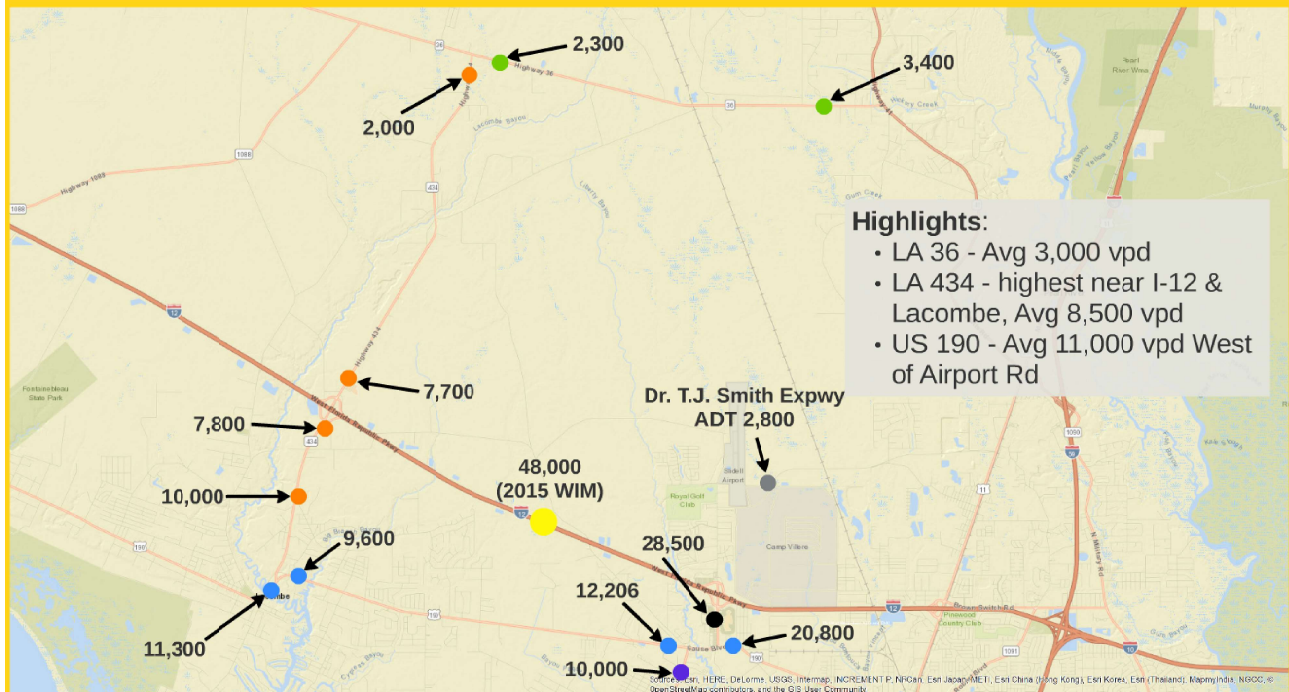
# Traffic Data Collection



**H.012855 Data Collection Plan**  
TMC Locations (Preliminary)



# Existing ADT's





## Proposed Cost Estimates Structure

## Comparison Matrix Criteria Selection

### Next Steps

Update TAZ and  
SELATRAM Model Run

PMC Meeting #3

Stakeholder Meeting #2

Cost Estimates &  
Scenario Comparison



# Infrastructure Cost Estimate Approach

- ▶ The infrastructure estimate will include water system, sewer, roads/drainage (including new I-12 interchange), rail extension, and private utilities (gas, telecommunications, and electric).
- ▶ Assumptions and approach based on current data, previous plans (CSRS and Stirling reports) and site reconnaissance.

# WATER

- ▶ Most residential areas in vicinity have water systems of their own as opposed to tie in to a Parish or municipal system, with water coming from wells and kept in water storage tanks and/or towers. This includes the following examples:



*Water facility at Brier Lake subdivision, south of I-12 just west of Salmen Fritchie property.*

# WATER

- ▶ Most residential areas in vicinity have water systems of their own as opposed to tie in to a Parish or municipal system, with water coming from wells and kept in water storage tanks and/or towers. This includes the following examples:



*Water facility at Brier Lake subdivision, south of I-12 just west of Salmen Fritchie property.*



# WATER



*Water facility at Mayfield Elementary, south side of US 190 just across from Salmen Fritchie property.*



*Water facility at The Meadows subdivision, just off Airport road south of planned residential area.*

# WATER

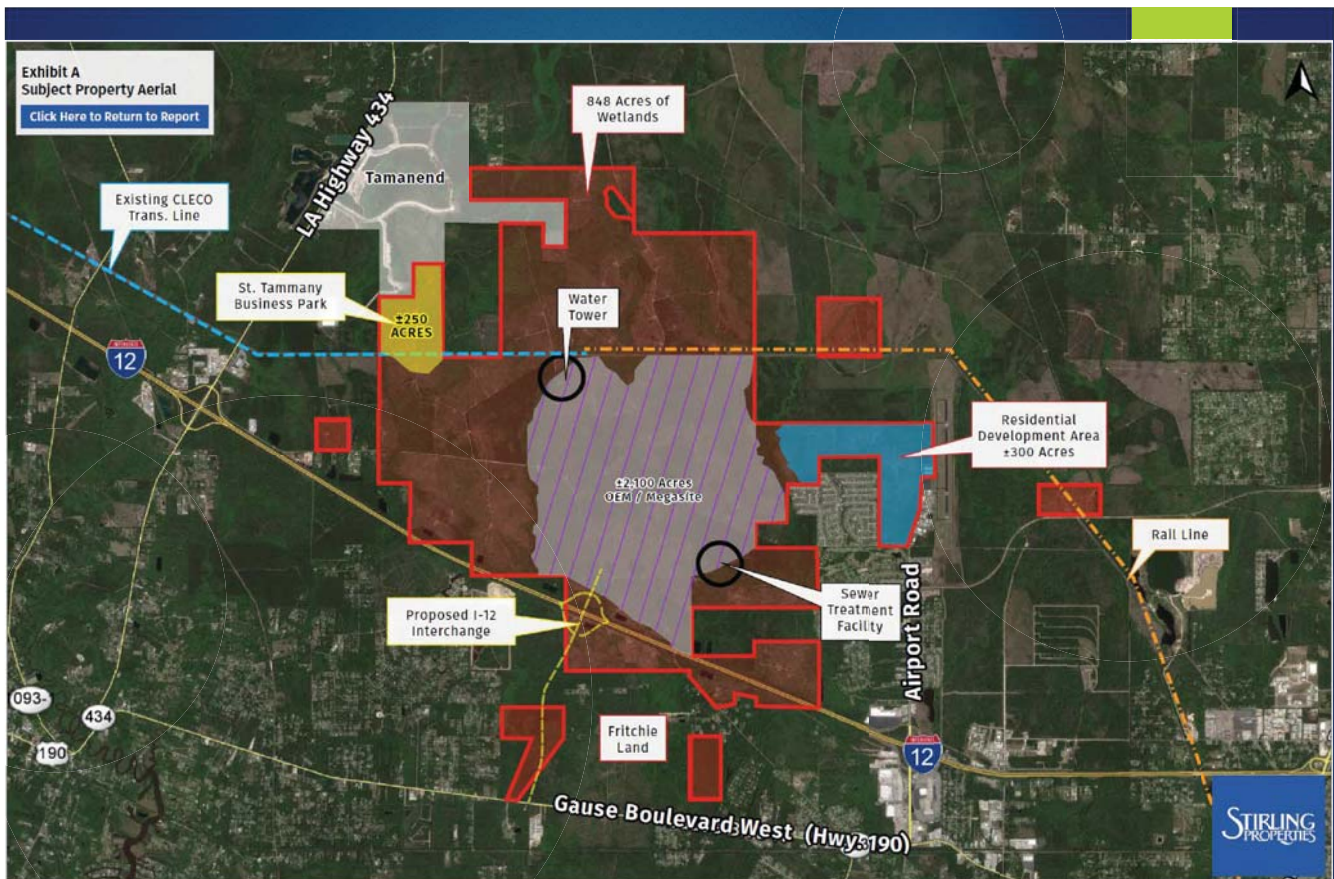


*New Water tower at Tamenend development*



# WATER

- ▶ The Stirling Properties Study also foresaw development of water tower within the site; they located it just south of the existing CLECO transmission line at the north side of the 2,100 acre Megasite (our manufacturing/distribution area).
- ▶ It is assumed that this will be the way a water system will be developed for the site. We will determine (based upon projected water demand by use for each area), the size, type and number of pumps and water towers which may be needed (there may be a need for more than 1 tower system, particularly on Option 3). We will then prepare a cost estimate for the main supply for each scenario.
- ▶ We will also develop a base water distribution network and use unit costs (cost per linear foot/size of pipe, etc) for each type of land use and estimate that for each scenario.





# SEWER

- ▶ Many residential areas in vicinity have sewer systems of their own as opposed to tie in to a Parish or municipal system. One example:



*Sewer treatment facility at Brier Lake subdivision, south of I-12 just west of Salmen Fritchle property. This is adjacent to their well and tank water facility.*

# SEWER

- ▶ The Stirling Properties Study, similar to the water situation, also foresaw development of a sewer treatment facility within the site; they located it on the southeast edge of the Megasite (our manufacturing/distribution area) This may have been done for reasons of treated water outfall to one of the waterways draining the site.
- ▶ It is assumed that this will be the way a sanitary system will be developed for the site. We will determine (based upon projected demand by use for each area), the size and type of sewer treatment facility that may be needed. We will then prepare cost estimates for a treatment facility for each scenario.
- ▶ We will also develop a base collection network and use unit costs (cost per linear foot/size of pipe) for each type of land use and estimate that for each scenario.

# ROADS & DRAINAGE

- ▶ The Stirling properties report illustrated a new interchange at I-12. We will provide an estimated cost for that interchange based on previous interchange estimates.
- ▶ The Report also illustrated a connecting road from the interchange down to US 190. At the meeting with Salmen Fritchie representatives with Whitney Bank and Stirling Properties on November 2nd, it was noted that a main access road was envisioned from LA 434 along the CLECO transmission line right-of-way. Cost to construct these two access roads, along with an interior network of circulator roads in the mega-site, St. Tammany Business Park, industrial use and mixed use areas, will also be estimated based on unit costs.

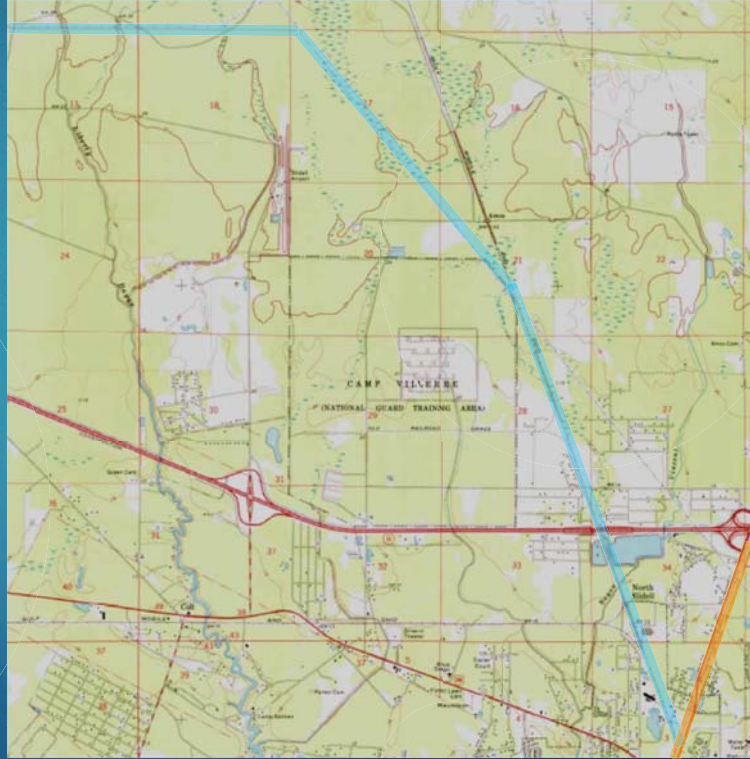
# ROADS & DRAINAGE

- ▶ Need to determine if internal streets for the residential are also to be included, or if they will be responsibility of a turnkey residential developer.
- ▶ All roads will include drainage systems not only for the road runoff but for collection from adjacent developments. Again, these will use unit costs (cost per linear foot/size of pipe) for each type of land use and estimate that for each scenario.
- ▶ The Stirling report illustrated four separate "flood control" areas, two on site, two off-site. these will be explored and the need for stormwater detention areas for the site will be explored. Detention areas may be only for roadways and other infrastructure, with on-site detention remaining for each developer (manufacturing, residential, etc.) or it may be designed for the site's full build-out development *in toto*.



# RAIL EXTENSION

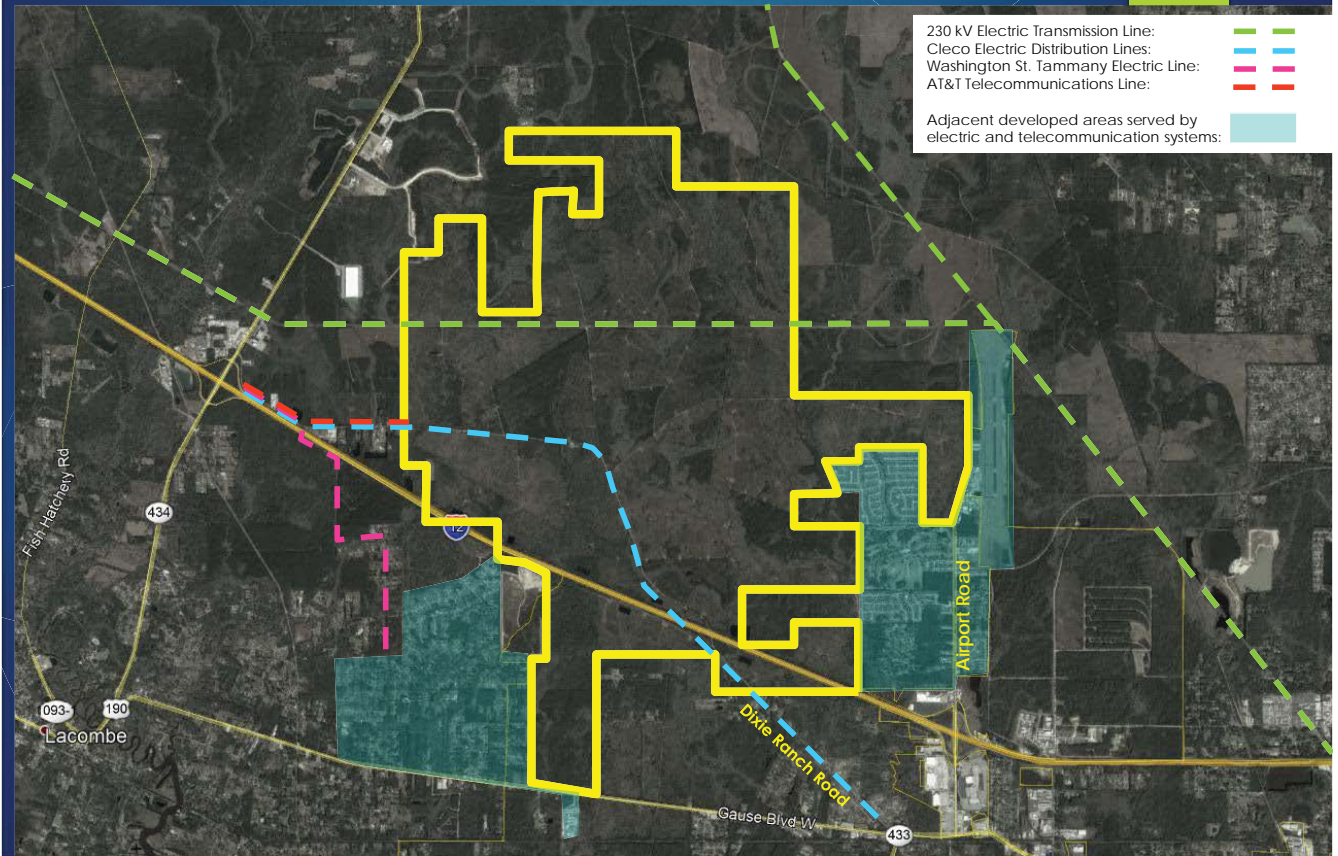
- ▶ The Stirling report indicates a rail extension from the southeast serving the mega-site on its north end.
- ▶ The rail extension would link to the active Norfolk Southern line in Slidell partially via the abandoned Gulf, Mobile and Ohio Railroad.
- ▶ Not all of the proposed connection is via that old railroad right-of-way, and right of way outside of that old corridor would need to be purchased.



# PRIVATE UTILITIES

- ▶ **Electric:** The site benefits from having a 230kV transmission line across the site along the northern edge of the Megasite, which can be tapped into for industrial/manufacturing power. Also, standard distribution lines are present along the old Dixie Ranch Road and Airport Road. Will work with power company to estimate any private developer cost needed to bring appropriate power to the area.
- ▶ **Telecommunications** - Phone service lines are apparent along old Dixie Ranch Road and Airport Road. Cable appears present along Airport Road and into existing residential subdivisions off of Airport Road. Will work with telecommunications companies to estimate any private developer cost needed to bring appropriate power to the area.
- ▶ **Gas** - There is a Gulf South natural gas pipeline running across the southern portion of the site, though this may not be able to be accessed for distribution and use. Apparent gas service to Airport road subdivisions and Brier Lake area. Will work with gas companies to estimate any private developer cost needed to bring appropriate power to the area.

# PRIVATE UTILITIES



# Comparison Matrix:



## Comparison Matrix Criteria Selection

Comparison Criteria:	Anticipated Difference Among Scenarios	Include/Exclude from Comparison?	Reasoning:
Purpose and Need Metrics	Low	Exclude	all scenarios address minimum
Economic / Tax Benefits	Moderate	Include	shows benefit differences
Amount of developable vs. undevelopable acreage	Low	Exclude	governed by zoning/regs
Consistency with Parish Master Plan	Low	Exclude	all consistent with zoning
Traffic impacts to local/major streets	Moderate	Include	indicate future traffic demand
Access alternatives	High	Include	justification for IMR
On-site traffic circulation/parking	High	Include	cost implication
Alternative modes of transportation	High	Include	indicate bikability and walkability and design standard
Potential mitigation (wetlands/water retention)	Low	Exclude	scenarios were developed along physical constraints
Infrastructure Costs	High	Include	financial constraints
Innovative financing	Moderate	Include	financial constraints
Project implementation / timeline	Moderate	Include	indicate timeline limits

## Comparison Matrix Criteria Measures

Comparison Criteria:	Measure:
Economic / Tax Benefits	Increased property tax due to assessment increases with higher use; increased sales taxes at mixed-use developed areas; possibly state tax increases. Possibility of looking at jobs created as stand alone number or tax impact.
Traffic impacts to local /major streets	Level of Service (LOS) changes
Access Benefits of Alternatives	New I-12 interchange combined with new interconnected road linkages across the site should help present and future drivers and travelers in the area; can either use an estimated time travel savings for each scenario option or relative scale rating (e.g.: good, fair, poor).
On-site traffic circulation/parking	relative scale rating (e.g.: good, fair, poor).
Alternative modes of transportation	relative scale rating (e.g.: good, fair, poor).
Infrastructure Costs	Straight dollar amount estimates for ALL infrastructure costs as envisioned by each scenario: roads/drainage (including new I-12 interchange and water detention as necessary), water (supply and distribution), sewer (lines and treatment), rail line extension, and private utilities (electric, gas, and telecommunications)
Innovative financing	relative scale rating (e.g.: good, fair, poor).
Project implementation / timeline	relative scale rating (e.g.: good, fair, poor).



# Objectives

- Review/Approve revised scenarios and compare major differences in:
  - Development
  - Traffic network
  - Access to US 190/Railway
- Review existing ADT's
- Review/Approve proposed cost estimate structure
- Review/Approve comparison matrix criteria



# Action Items



Subject:

Stakeholder Meeting No. 2  
Land Use and Transportation: Scenario  
Planning Study, East Lacombe Area  
St. Tammany Parish  
State Project No. H.012855  
RPC Project No. ELacombe  
F.A.P. No. H.012855

Arcadis U.S., Inc.  
3850 N. Causeway Boulevard  
Suite 990  
Metairie, Louisiana 70002  
Tel 504 832 4174  
Fax 504 832 2145  
www.arcadis.com

Department:

Transportation

Arcadis Project No.:

LA003390.0001.00001

Meeting Location:

Building B, Suite 1B  
St. Tammany Parish Government Office  
21490 Koop Drive,  
Mandeville, LA 70471

Participants:

See sign-in sheet  
(attached)

Copies:

Participants

Meeting Date/Time:

January 31, 2018  
1:30 p.m. – 2:30 p.m.

Issue Date:

February 8, 2018

Minutes by:

Yuwen Hou

---

The meeting began at approximately 1:30 p.m. with introductions and a safety moment. Erich Dohrer (CallisonRTKL) participated in the meeting via Skype video. Yuwen Hou (Arcadis U.S., Inc. [Arcadis]) reviewed the planned agenda (attached) and meeting objectives, followed by commencement of a slide presentation (also attached). The following are key points of the meeting summarized by agenda item.

## STUDY BACKGROUND/RECAP

- Ms. Hou began the discussion by explaining that the New Orleans Regional Planning Commission (RPC) had contracted with the Arcadis team to complete the East Lacombe Land Use and Transportation Study. Arcadis is the prime consultant, and CallisonRTKL, N-Y Associates, CDC, and ITS Regional are Arcadis' subconsultants. Services include the collection of data on existing conditions and the development of low-, moderate-, and high-density growth assessments to determine infrastructure needs and costs and the resulting traffic demand on the area transportation network scenarios.

- The project kickoff meeting was held in September 2017. The consultant team initiated data collection and preliminary scenario development and presented initial findings during the first Project Management Committee (PMC) meeting held in mid-October. Stakeholder Meeting No. 1 was held in early November to discuss the Stirling Properties study and how to incorporate the study results. The traffic data collection plan was approved, and traffic data were collected in late November. The PMC met again in mid-December to review revised land-use scenarios and the traffic network. The PMC discussed roadway connections to nearby residential development and a connection to the Slidell Airport, which led to the purpose and focus to hold Stakeholder Meeting No. 2.

## LAND-USE SCENARIOS AND TRANSPORTATION NETWORK

- Mr. Dohrer presented the land-use scenarios and traffic network previously presented at PMC Meeting No. 2. Mr. Dohrer went over three scenarios in detail and emphasized their differences. The major difference is the area of manufacturing in the industrial “mega-site” area, with Option 1 dedicating a smaller amount of land to manufacturing, Option 2 dedicating about half the amount of land to manufacturing and the rest to distribution, and Option 3 dedicating the entire central industrial land use to manufacturing.
- Mr. Dohrer also pointed out differences in the mixed-use area near I-12 (Mixed-Use [I-12]). The assumption is low, medium, and high densities for each scenario. The difference in density is reflected in the amount of land dedicated to single-family housing. Option 1 would have the largest percentage of land in the Mixed Use (I-12) area as single-family housing; Option 2 increases the land used for office, retail, and multi-family buildings; and in Option 3, the amount of land used for offices increases even more.
- Tim Jackson (Weyerhaeuser NR Company) asked if the acreage shown in the presentation for Mixed-Use (I-12) is the total land mass. Mr. Dohrer confirmed it is the developable area and stressed that the scenarios were developed to be realistic about the amount of development that the market can sustain. The amount of acreage also does not include roads and parking.
- Mike Saucier (Gulf States Real Estate) asked what the basis was for determining usable acres. Mr. Dohrer explained that it was primarily based on the amount of existing development in the area.

## INPUT FROM KEY STAKEHOLDERS

- Bradley Cook (Stirling Properties) suggested making use of the T.J. Smith Expressway to connect to US 11/I-59. The team discussed traffic/safety issues south of I-12 and north of US 190. Mr. Cook mentioned that members of the public were already concerned about the impact of new traffic on Airport Road. He also suggested limiting access to Airport Road for the residential component only and NOT connecting to the remainder of the site due to the high traffic volumes currently at the Airport Road interchange. Mr. Cook additionally suggested the team refer to the City of Slidell Airport Plan. Ms. Hou confirmed that members of the PMC had already forwarded the latest study to the consultant team.
- Mr. Jackson requested removing the connection to the Tamanend residential area due to concerns regarding inducing truck traffic to the residential neighborhood.

- The group supported the railway spur extension/connection. There was some discussion about it paralleling the east-west power line, but that power line may need to be moved due to airport expansion. The rail clearance needed is much lower than the height of the power lines and towers. Mr. Cook suggested removing rail from any imagery that may be utilized in future meetings until rail has been acquired and can be shown as an actual piece of the infrastructure.

## NEXT STEPS

- Mr. Cook inquired regarding the time frame of the study and whether the final study will become publicly available. Ms. Hou briefly mentioned the next steps, which include revising land-use scenarios and the traffic network, developing a travel demand model input table, and running the model. Led by Bruce Richard (N-Y Associates), the subconsultant team will develop cost-estimate and scenario comparisons. The PMC is anticipated to regroup to review an 80 percent draft report, followed by another stakeholder meeting. Jeff Roesel (RPC) confirmed that the final report is intended to document the study results. Public meetings will not be necessary. The final report will be submitted to RPC and St. Tammany Parish and should be available upon request.

## ACTION ITEMS

1. Mr. Dohrer to address comments on the traffic network.
2. Ms. Hou to provide a copy of the presentation in the form of a Record of Meeting to the attendees.





<b>ELACOMBE STAKEHOLDER MEETING</b>		
<b>Wednesday,</b> <b>JAN 31, 2018</b>	1:30 pm – 2:30 pm	Building B, 1st Floor, Suite 1B, St. Tammany Parish Government Office, 21490 Koop Drive, Mandeville, LA 70471
Land Use and Transportation: Scenario Planning Study East Lacombe Area RPC Project ELacombe State Project No. H.012855		

Arcadis U.S., Inc.  
3850 N Causeway Boulevard  
Suite 990  
Metairie  
Louisiana 70002  
Tel 504 832 4174  
Fax 504 832 2145

Item
Introduction
Safety Moment
Study Background/Recap
Land Use Scenario and Transportation Network
Input from key stakeholders
Next Steps



## Stakeholder Meeting

Project ELacombe (H.012855)  
January 31, 2018  
St. Tammany Parish Government Complex

## Health and Safety Moment

### ***5 Safety Tips for Outdoor Activities***

1. STAY HYDRATED!
2. Know Your Limits
3. Bring a First Aid Kit
4. Check Equipment Before Heading Out
5. Use Protective Gear



# Objectives

- Project Progress Recap
- Review land use scenarios and compare major differences in:
  - Development
  - Traffic network
  - Access to US 190/Railway



# Agenda

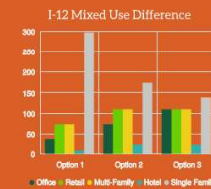
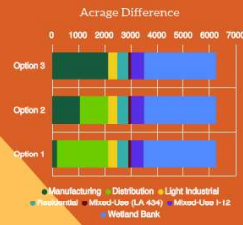
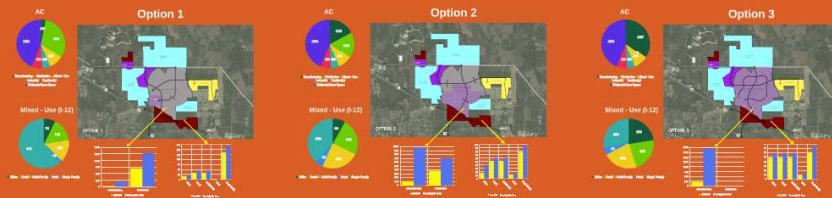
- Introduction
- Safety Moment
- Study Background/Recap
- Land Use Scenarios and Transportation Network
- Next Steps



# Scenarios

## Assumptions

- Assumes rail spur from abandoned ROW (north and west of airport) that runs parallel to existing utility easement
- Assumes 434 connection parallel to same utility easement
- Assumes connection between Manufacturing/Distribution parcel and Airport Road through residential area
- Street layout minimizes connections through wetlands areas
- Major differences between options are how to handle the street layout in the Manufacturing/Distribution site



## Questions

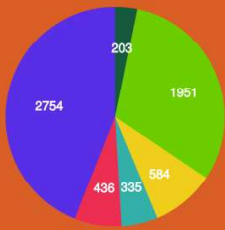
- Does the rail spur need to continue to the west of the site?
- Does the connection between Manufacturing/Distribution and Residential sites create too much traffic conflict within the residential area?

# Assumptions

- Assumes rail spur from abandoned ROW (north and west of airport) that runs parallel to existing utility easement
- Assumes 434 connection parallel to same utility easement
- Assumes connection between Manufacturing/Distribution parcel and Airport Road through residential area
- Street layout minimizes connections through wetlands areas
- Major differences between options are how to handle the street layout in the Manufacturing/Distribution Site

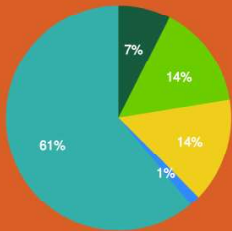
# Option 1

AC

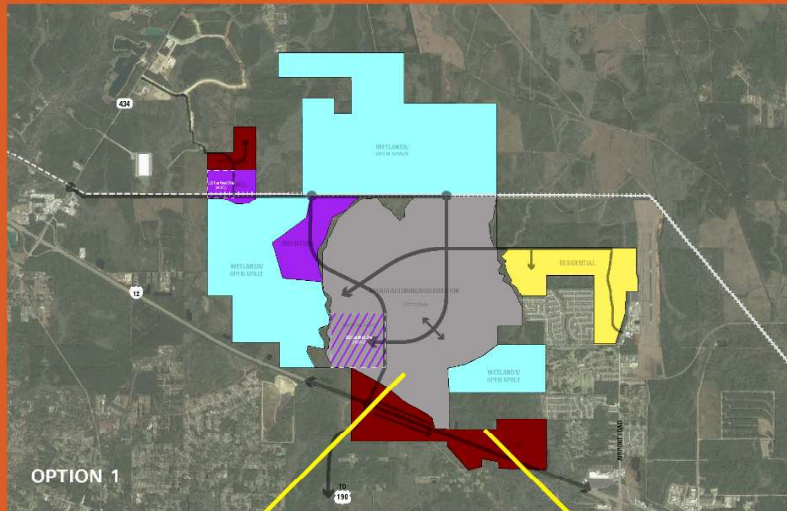


● Manufacturing ● Distribution ● Mixed-Use  
● Industrial ● Residential  
● Wetlands/Open Space

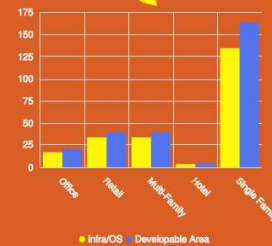
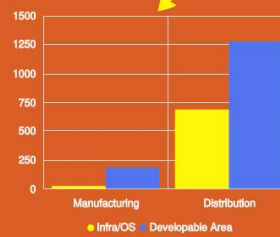
Mixed - Use (I-12)



● Office ● Retail ● Multi-Family ● Hotel ● Single Family

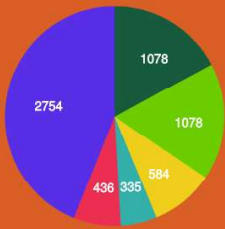


OPTION 1



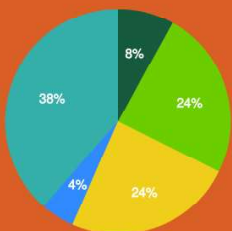
# Option 2

AC

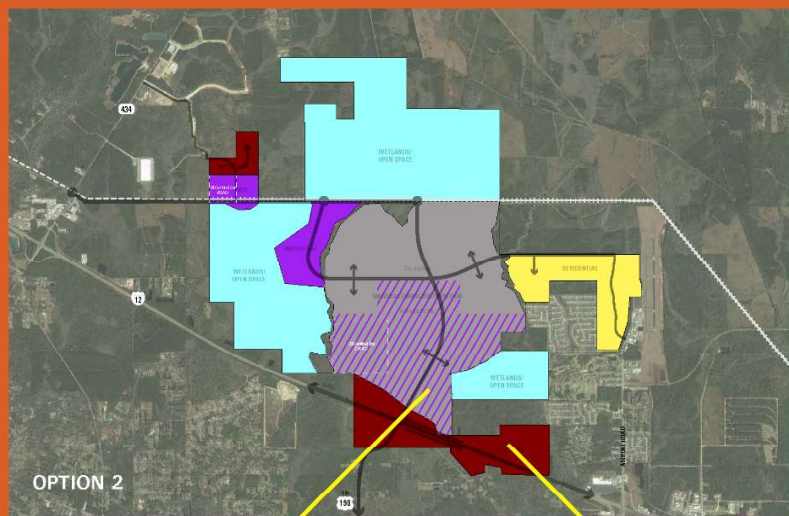


● Manufacturing ● Distribution ● Mixed-Use  
● Industrial ● Residential  
● Wetlands/Open Space

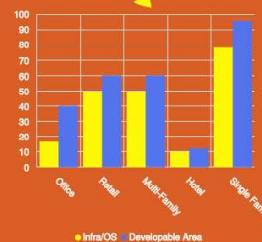
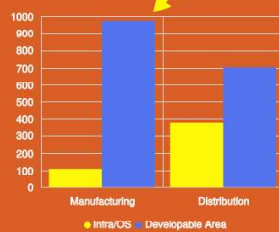
Mixed - Use (I-12)



● Office ● Retail ● Multi-Family ● Hotel ● Single Family

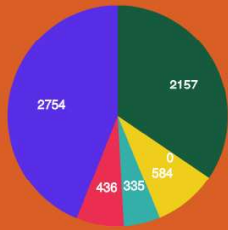


OPTION 2



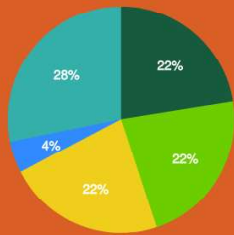


## AC



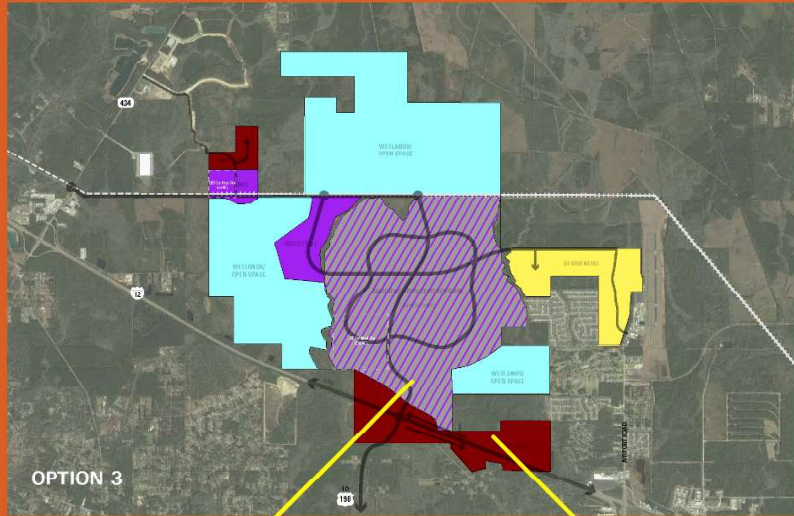
- Manufacturing
- Distribution
- Mixed-Use
- Industrial
- Residential
- Wetlands/Open Space

## Mixed - Use (I-12)

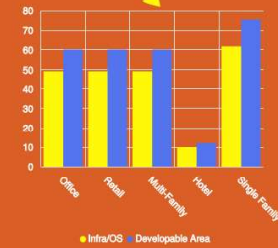


- Office
- Retail
- Multi-Family
- Hotel
- Single Family

## Option 3



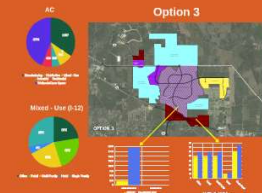
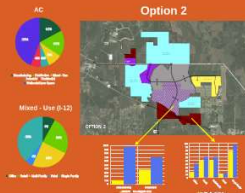
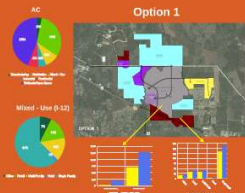
OPTION 3



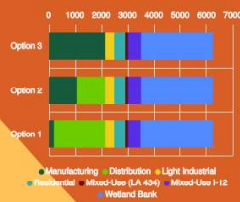
## Scenarios

### Assumptions

- Assumes rail spur from abandoned ROW (north and west of airport) that runs parallel to existing utility easement.
- Assumes 434 connection parallel to same utility easement.
- Assumes connection between Manufacturing/Distribution parcel and Airport Road through residential area.
- Street layout minimizes connections through wetlands areas.
- Main differences between options are how to handle the street layout in the Manufacturing/Distribution site.



### Acreage Difference



### I-12 Mixed Use Difference

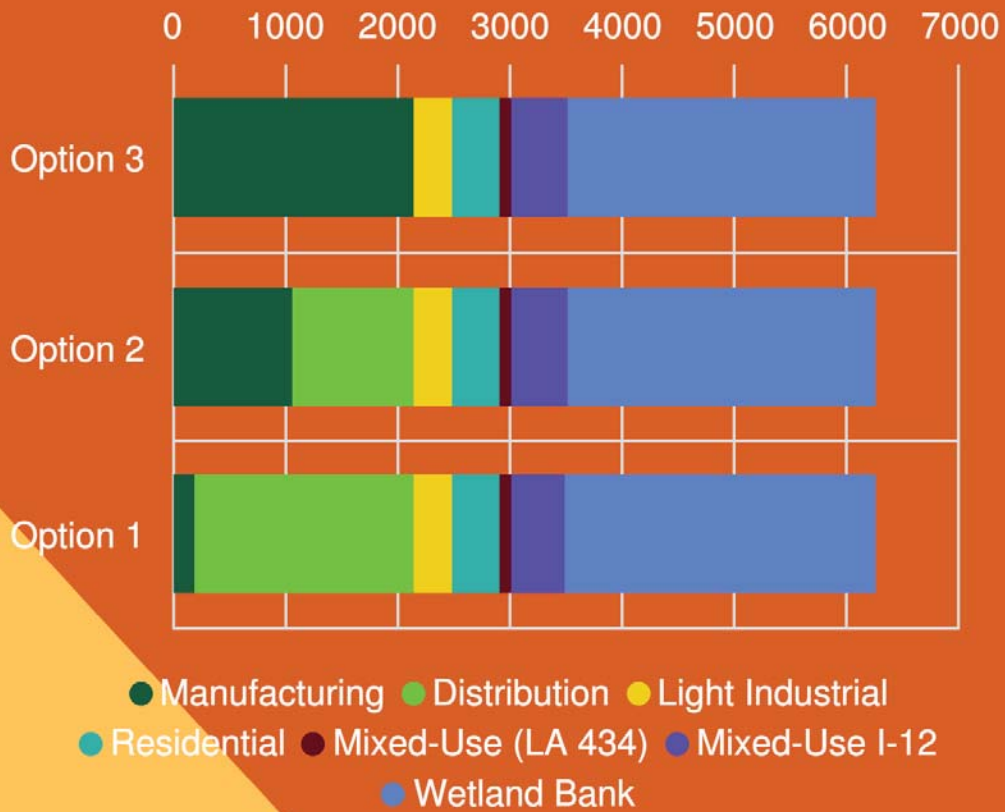


### Questions

Does the rail spur need to continue to the west of the site?

Does the connection between Manufacturing/Distribution and Residential sites create too much traffic conflict within the residential area?

## Acreage Difference



## I-12 Mixed Use Difference

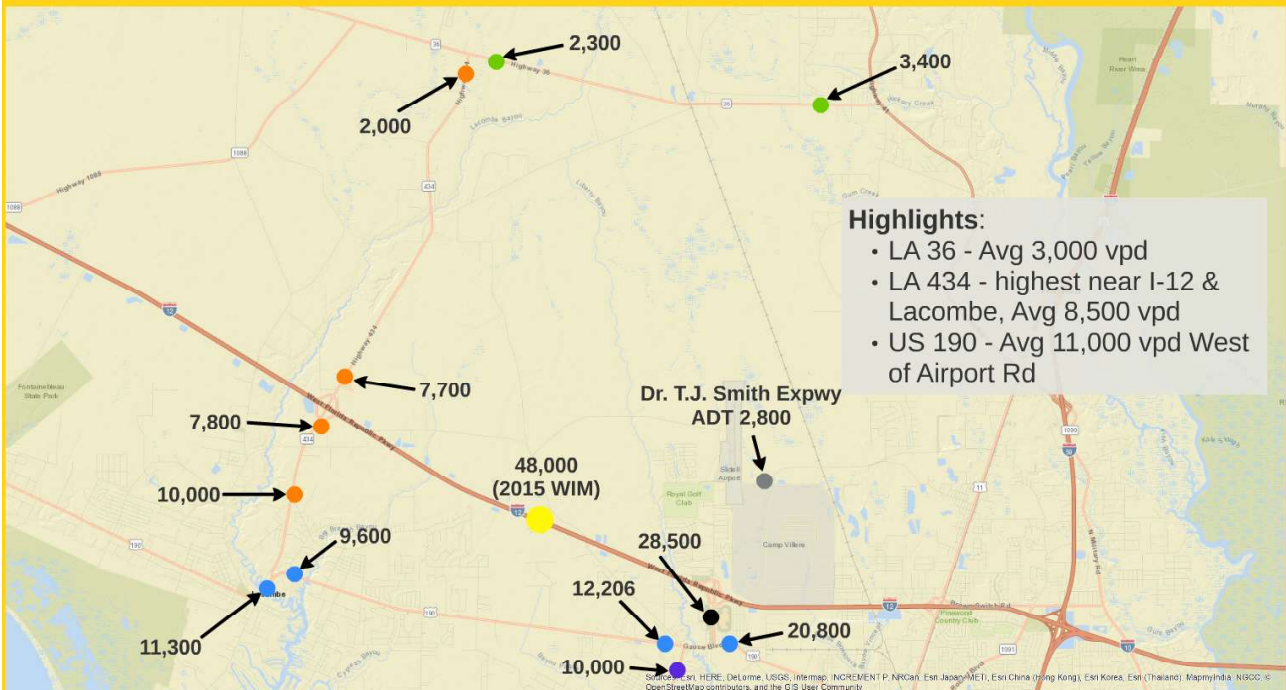


# Questions

Does the rail spur need to continue to the west of the site?

Does the connection between Manufacturing/Distribution and Residential sites create too much traffic conflict within the residential area?

## Existing ADT's



## Proposed Cost Estimates Structure

## Comparison Matrix Criteria Selection

### Next Steps



# Objectives

- Project Progress Recap
- Review land use scenarios and compare major differences in:
  - Development
  - Traffic network
  - Access to US 190/Railway



# Open Discussion







## **Stakeholder Meeting**

Project ELacombe (H.012855)  
January 31, 2018  
St. Tammany Parish Government Complex

Subject:

Project Management Committee Meeting No. 3  
Land Use and Transportation: Scenario  
Planning Study, East Lacombe Area  
St. Tammany Parish  
State Project No. H.012855  
RPC Project No. ELacombe  
F.A.P. No. H.012855

Arcadis U.S., Inc.  
3850 N. Causeway Boulevard  
Suite 990  
Metairie, Louisiana 70002  
Tel 504 832 4174  
Fax 504 832 2145  
www.arcadis.com

Department:

Transportation

Arcadis Project No.:

LA003390.0001.00001

Meeting Location:

Building B, Suite 1B  
St. Tammany Parish Government Office  
21490 Koop Drive  
Mandeville, LA 70471

Participants:

See sign-in sheet  
(attached)

Copies:

Participants

Meeting Date/Time:

June 7, 2018  
10:00 a.m. – 11:30 a.m.

Minutes by:

Yuwen Hou

Issue Date:

June 13, 2018

---

The meeting began at approximately 10:00 a.m. with introductions and a safety moment. Ian Trahan (CD&C) and Jennifer Branton (Louisiana Department of Transportation [LADOTD], District 62) participated in the meeting via Skype video. Yuwen Hou (Arcadis U.S., Inc. [Arcadis]) reviewed the planned agenda (attached), followed by commencement of a slide presentation (also attached). The following are key points of the meeting summarized by agenda item.

## RECAP

- Ms. Hou began the discussion by briefing the Project Management Committee (PMC) on the three proposed land-use scenarios in the Salmen-Fritchie Holdings area. The major difference among the scenarios is the area of manufacturing in the industrial “megasite” area. Option 1 dedicated a smaller amount of land to manufacturing; Option 2 dedicated approximately half the amount of land to manufacturing and the rest to distribution; and Option 3 dedicated the entire central industrial land use to

manufacturing. Accordingly, the density of mixed-use area near I-12 increases as more industrial land use is dedicated to manufacturing.

## TRAFFIC RESULTS

- Thomas Montz (Arcadis) led a review of traffic results based on the socioeconomic modifications to the New Orleans Regional Planning Commission (NORPC) travel demand model. Mr. Montz presented the population and employment numbers currently contained in the model. He explained that increases in these numbers would create new trips in the model. He also pointed out the traffic analysis zones (TAZs) that were modified to represent the development and showed the modified numbers for all three scenarios (see attached slides). The total population and employment increases due to the development were tabulated and submitted to NORPC. NORPC ran the model and provided Arcadis with result files, which were then processed by Arcadis to interpret the results.
- Mr. Montz presented the projected increase in trips from the 2044 travel demand model result files, noting that the projected increase is significant. The total daily trips for the development range from 33,000 to 45,800 daily trips. This is far more than the approximate 250 daily trips present in this same TAZ in the adopted model. Mr. Montz then presented the map showing proposed network changes to the 2044 model. He noted that the widening of I-12, the widening of US 190, and the proposed interchange are all contained in the adopted version of the 2044 model; however, further changes near the development site were necessary to represent new linkages to LA 434, Airport Road, and US 190.
- Mr. Montz next presented networks in the travel demand model that represented build and no-build conditions (with and without the proposed interchange). He stated that the proposed interchange would carry about as much traffic as the Airport Road interchange; without the proposed interchange, there would be more impact to Airport Road. He also pointed out that additional traffic would be drawn to the proposed interchange due to the new connection to US 190.
- Mr. Montz explained that with the proposed interchange, overall vehicle miles traveled (VMT) would be reduced by less than 1 percent, indicating that the additional trips added to the network would not necessarily create longer or shorter trips due to the interchange. However, VMT on I-12 would increase by 8 to 15 percent because the interchange would provide access to this interstate. Similarly, adding the new interchange would reduce peak period delay by 14 percent in Options 1 and Option 2 and by 5 percent in Option 3 compared to no interchange.
- Mr. Montz also reviewed volume/capacity (V/C) ratios on critical links in the study area for the p.m. peak period. He explained that, overall, the new interchange would help reduce capacity issues caused by increased development trips. However, it was noted that US 190 v/c ratios would increase under Option 3 due to the additional traffic volume attracted by the new interchange.
- Lastly, Mr. Montz presented a map showing p.m. peak-period V/C ratios for the network surrounding the study area for Option 3. He noted a few links that differed between build and no-build scenarios. He stated that links representing US 190 were worse for build conditions and links representing new connections to Airport Road were worse for no-build conditions. He stated that similar maps would be available for Options 1 and 2 in the final report.

- Cristine Gowland (LADOTD-District 62) asked if the a.m. peak period was also studied. Mr. Montz explained that p.m. peak is typically the worst-case scenario, so p.m. results were analyzed first. However, a.m. peak-period analysis could be added to the final report.

## PUBLIC/PRIVATE INFRASTRUCTURE

- Bruce Richards (N-Y Associates) led the public and private infrastructure cost analysis of the presentation. A detailed explanation of assumptions and methodology is provided in the presentation slides (attached). Mr. Richards noted that N-Y Associates is tasked to study public infrastructure costs, and CD&C is tasked to study private infrastructure costs.
- With all public infrastructure costs combined, including roadways, drainage, water, and sewer, the overall approximate costs are as follows: \$250 million for Option 1; \$239 million for Option 2; and \$303 million for Option 3. Mr. Richards pointed out that the cost of Option 2 is lower because of fewer roadway costs.
- Detailed private utility costs, including energy, gas, and internet access, are provided in the slides. Rail access, including existing access and the proposed branch line, was presented to the PMC.

## ALTERNATIVE EVALUATION

- Mr. Richards continued the presentation displaying alternative evaluation results to the PMC. The three options were evaluated using the following 12 criteria:
  - Project purpose and need
  - Economic benefits to the parish
  - Amount of developable versus non-developed acreage
  - Consistency with parish master plan(s)
  - Traffic impacts on local and major streets
  - Access alternatives
  - On-site traffic circulation and parking
  - Alternative modes (bike/ped)
  - Potential mitigation measures (wetlands and water retention, etc.)
  - Infrastructure costs
  - Innovative financing of infrastructure
  - Potential timeline for development

A detailed comparison and the alternatives evaluation matrix were included in the presentation slides.

- Ms. Gowland asked if any weight was assigned to the criteria, especially for internal traffic circulation, which is important for the overall traffic network. Sidney Fontenot (St. Tammany Parish [STP]) also noted the current ranking does not indicate the degree of difference between the scenarios. Mr. Richards

replied that, at this stage of the study, it is difficult to quantify as the build-out road network is also depending on the developers. Ms. Gowland commented that she would like to see some emphasis on the importance of internal traffic circulation.

## NEXT STEPS

- Ms. Hou stated that there is a stakeholder meeting scheduled on June 14, 2018, at 10:00 a.m. Representatives of the PMC and the consultant team will meet with the stakeholders to present what was approved during this PMC meeting.
- Erin Bivona (STP) asked who would be attending the meeting. Ms. Hou replied that currently, representatives from Stirling Properties would attend the meeting. Ms. Bivona and Mr. Fontenot suggested inviting Councilman Steve Stefancik. Jason Sappington (NORPC) agreed and offered to follow up with Councilman Stefancik.
- After the stakeholder meeting, the consultant team will work on the draft report to present at the next PMC meeting. Ms. Hou asked for the committee's schedule in mid-July. The next PMC meeting was then tentatively scheduled for the morning of July 18, 2018.

## OPEN DISCUSSION

- Eric Lundin (City of Slidell) reminded everyone that the City is envisioning expanding the regional airport near the site, possibly adding an east-west runway. He suggested the team continue to take into consideration the connection between the airport and the megasite, which should bypass the neighborhoods.
- Mr. Fontenot emphasized that drainage detention for the megasite should be handled by the megasite developer for the entire site and should not be left to individual developers to handle as parts and pieces of the megasite are developed.
- Truman "Trip" Sharp (STP) asked if any of the bayous presented are listed as "scenic" with additional requirements needed. The team confirmed Liberty Bayou is listed.
- Mr. Fontenot asked the consultant team to clarify the difference between the parish and the "economic development" district to the stakeholders. He also pointed out to the attendees that to his knowledge, St. Tammany Parish has not provided tax incentives for development.
- Ms. Gowland asked about the reasonableness of widening US 190. It is not currently included in the long-range plan, but she suggested looking at this possibility early due to the increase in future trips.

## ACTION ITEMS

1. Schedule PMC Meeting No. 4.
2. Invite Councilman Stefancik to the next stakeholder meeting.



# ELacombe PMC Meeting

St. Tammany Parish Administrative Complex  
 Staff Conference Room  
 21490 Koop Drive, Mandeville, LA  
 Thursday, June 7, 2018  
 10:00 am – 11:30 am

Land Use and Transportation:  
 Scenario Planning Study  
 East Lacombe Area  
 RPC Project ELacombe  
 State Project No. H.012855

*Please Add/Correct Your Contact Information on Sign-In*

INITIAL	NAME/ROLE	ORGANIZATION	PHONE NUMBER	EMAIL
	Jeff Roesel – Responsible Charge/PM	NORPC	504-483-8528	jroesel@norpc.org
<i>JBS</i>	Jason Sappington – Deputy PM	NORPC	504-483-8507	jsappington@norpc.org
<i>SFS</i>	Sydney Fontenot – Director of Development	St. Tammany Parish	985-898-2529	sidf@stpgov.org
	Gina Campo - CAO	St. Tammany Parish	985-898-2445	gcampo@stpgov.org
<i>Estair</i>	Erin Stair – Asst. Dir. of Development	St. Tammany Parish	985-788-3044	estair@stpgov.org
<i>TD</i>	Truman "Trip" Sharp – Public Works	St. Tammany Parish	985-898-2552	tdsharp@stpgov.org
	Donna O'Dell – Parish Engineer	St. Tammany Parish	985-898-2552	dsodell@stpgov.org
	Shannon Davis – Director of Engineer	St. Tammany Parish	985-875-2450	shannondavis@stpgov.org
<i>EL</i>	Eric Lundin – Director of Planning	City of Slidell	985-646-4320	elundin@cityofslidell.org
<i>RH</i>	Ryan Herring	City of Slidell	<i>985-646-4328</i>	eherring@cityofslidell.org
<i>CG</i>	Cristine Gowland – District 62 Traffic	LADOTD	985-375-0105	cristine.gowland@la.gov
<i>by phone</i>	Jennifer Branton – District 62 Design	LADOTD	985-375-0165	jennifer.branton@la.gov
	Johnathan Perry – District 62 Traffic	LADOTD		jonathan.perry@la.gov
<i>TDP</i>	Toby Picard	ARCADIS	225-292-1004	Toby.picard@arcadis.com
<i>Y.H.</i>	Yuwen Hou	ARCADIS	515-708-8048	yuwen.hou@arcadis.com
<i>TM</i>	Thomas Montz	ARCADIS	225-292-1004	thomas.montz@arcadis.com
	Erich Dohrer	CTRKL	214-908-7218	Erich.Dohrer@crtkl.com
<i>✓</i>	Bruce Richards	N-Y Associates	504-909-2750	brichards@n-yassociates.com
<i>by phone</i>	Ian Trahan	CD&C	225-765-1802	itrahan@cdcbr.com
<i>RH</i>	<del>RYAN HERRING</del>	<del>CITY OF SL</del>		

# AGENDA

## ELACOMBE PROJECT MANAGEMENT COMMITTEE MEETING

**Thursday, Jun7, 2018** 10:00 am – 11:30 am St. Tammany Parish Administrative Complex Staff Conference Room  
21490 Koop Drive, Mandeville, LA

Land Use and Transportation:  
Scenario Planning Study  
East Lacombe Area  
RPC Project ELacombe  
State Project No. H.012855

Arcadis U.S., Inc.  
3850 N Causeway Boulevard  
Suite 990  
Metairie  
Louisiana 70002  
Tel 504 832 4174  
Fax 504 832 2145

Item
Introduction
Safety Moment
Recap
Traffic Results
Public/Private Infrastructure
Alternative Evaluation
Next Steps
Action Items

# ELACOMBE PMC MEETING #3

Land Use and Transportation: Scenario Planning Study  
East Lacombe Area, St. Tammany Parish  
RPC Task ELacombe, State Project H. 012855

June 7, 2018

## Agenda

1. **Introductions**
2. **Safety Moment**
3. **Recap**
4. **Traffic Results**
5. **Public/Private Infrastructure**
6. **Alternative Evaluation**
7. **Next Steps**
8. **Open Discussion**



## Safety Moment – Sun Safety



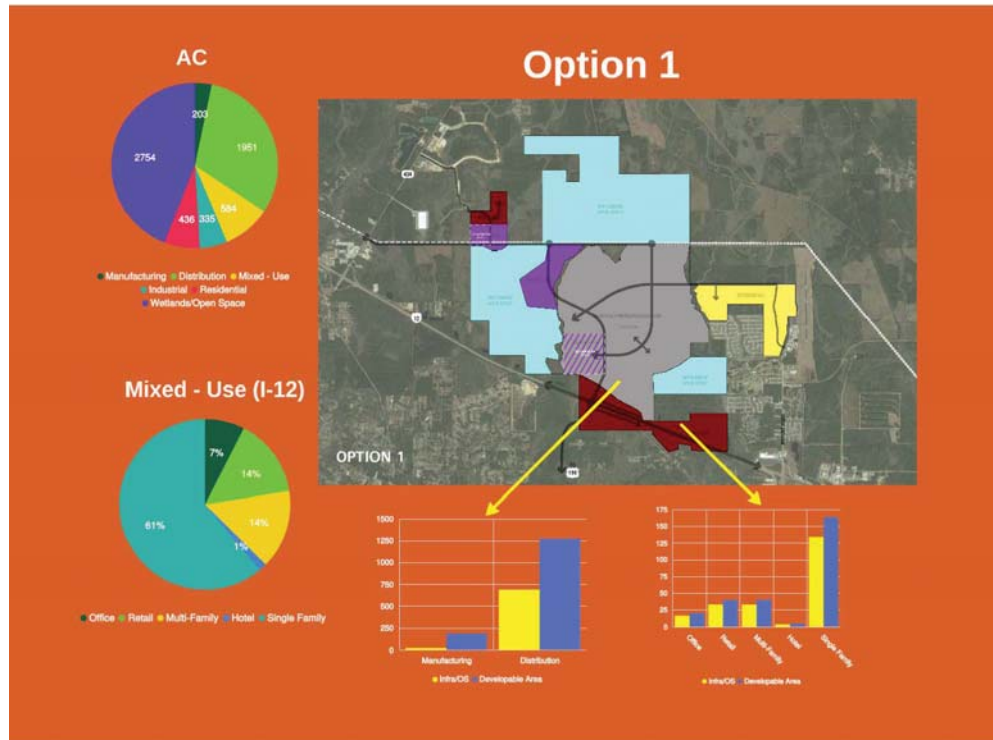
- The sun's ultraviolet (UV) rays can damage your skin in as little as 15 minutes.
- The following recommendations will help you protect yourself and your family:
  - Shade
  - Sunscreen even in cloudy weather
  - Wear protective clothing, hats, sunglasses



## Recap

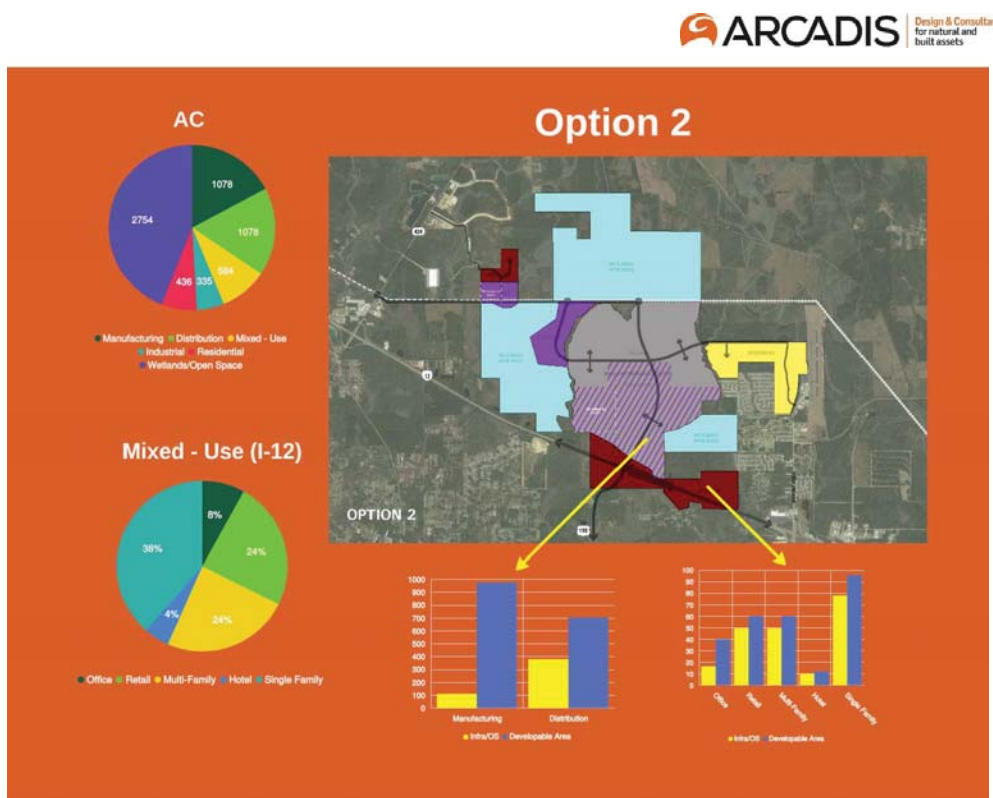
# Scenarios

## Option 1



# Scenarios

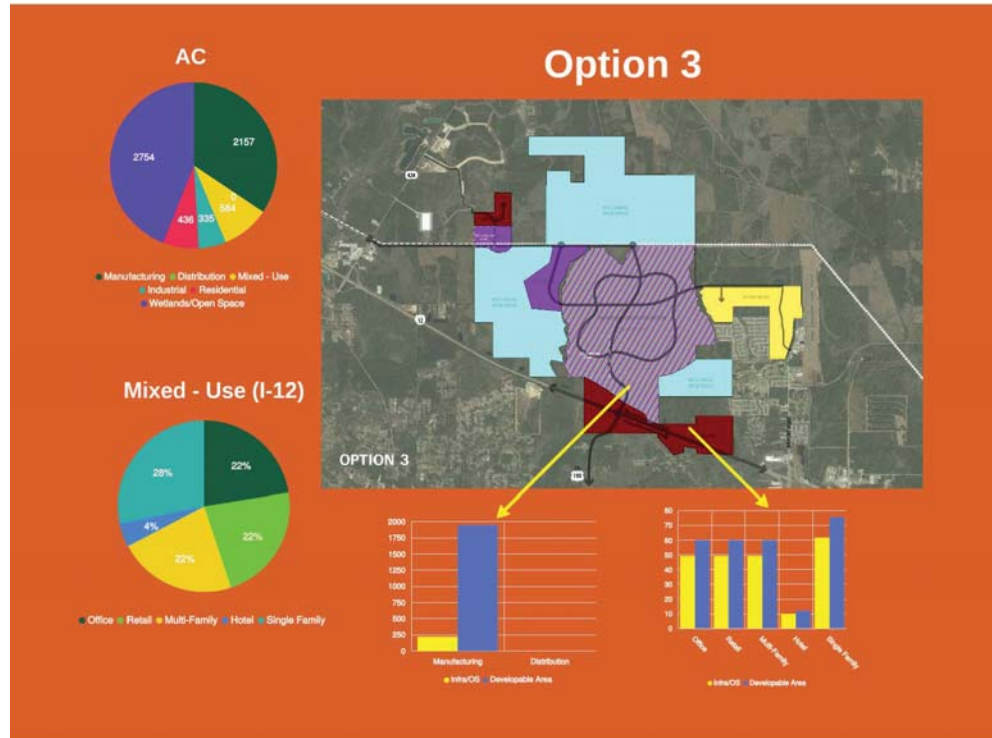
## Option 2





# Scenarios

## Option 3



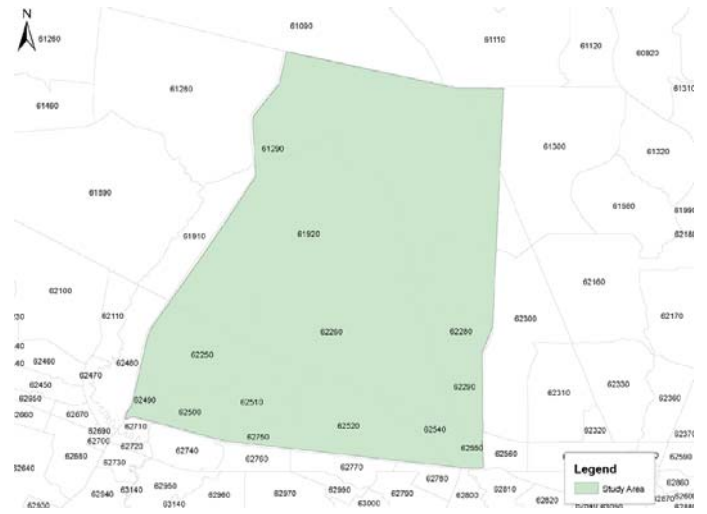
© Arcadis 2017

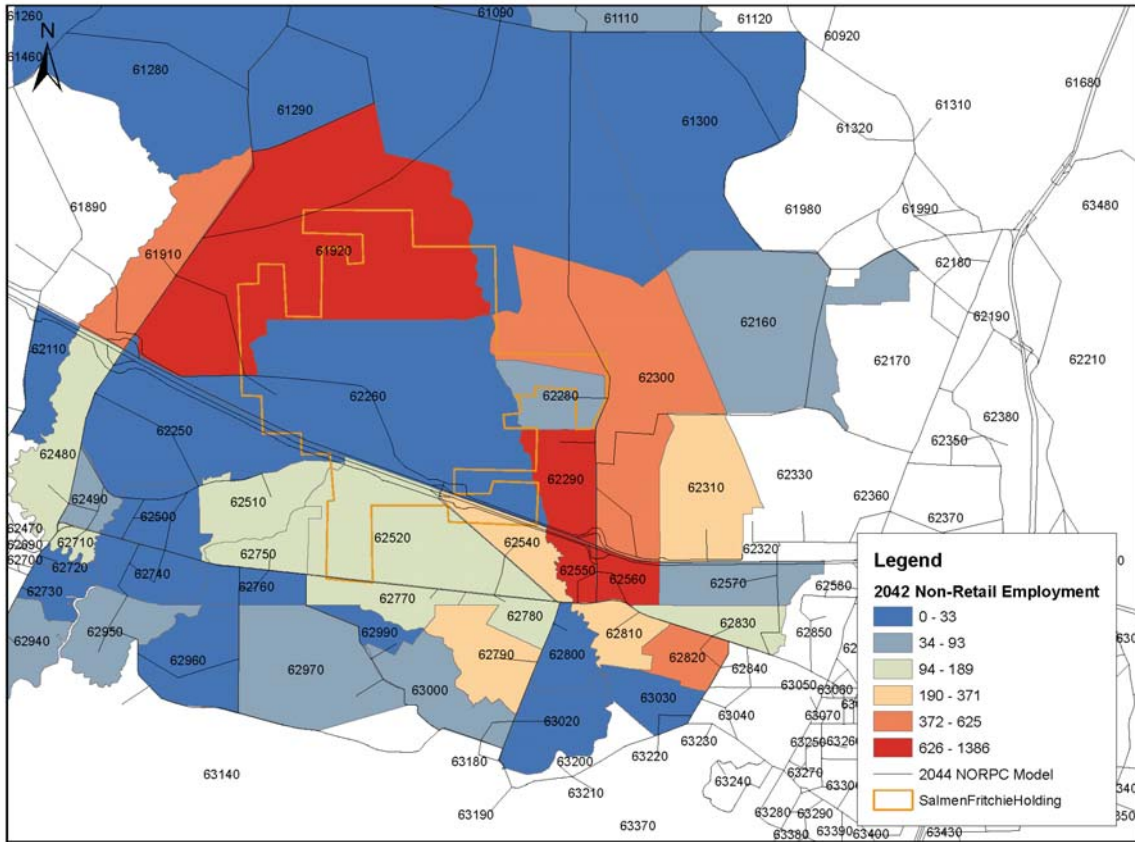
7

# Traffic Results

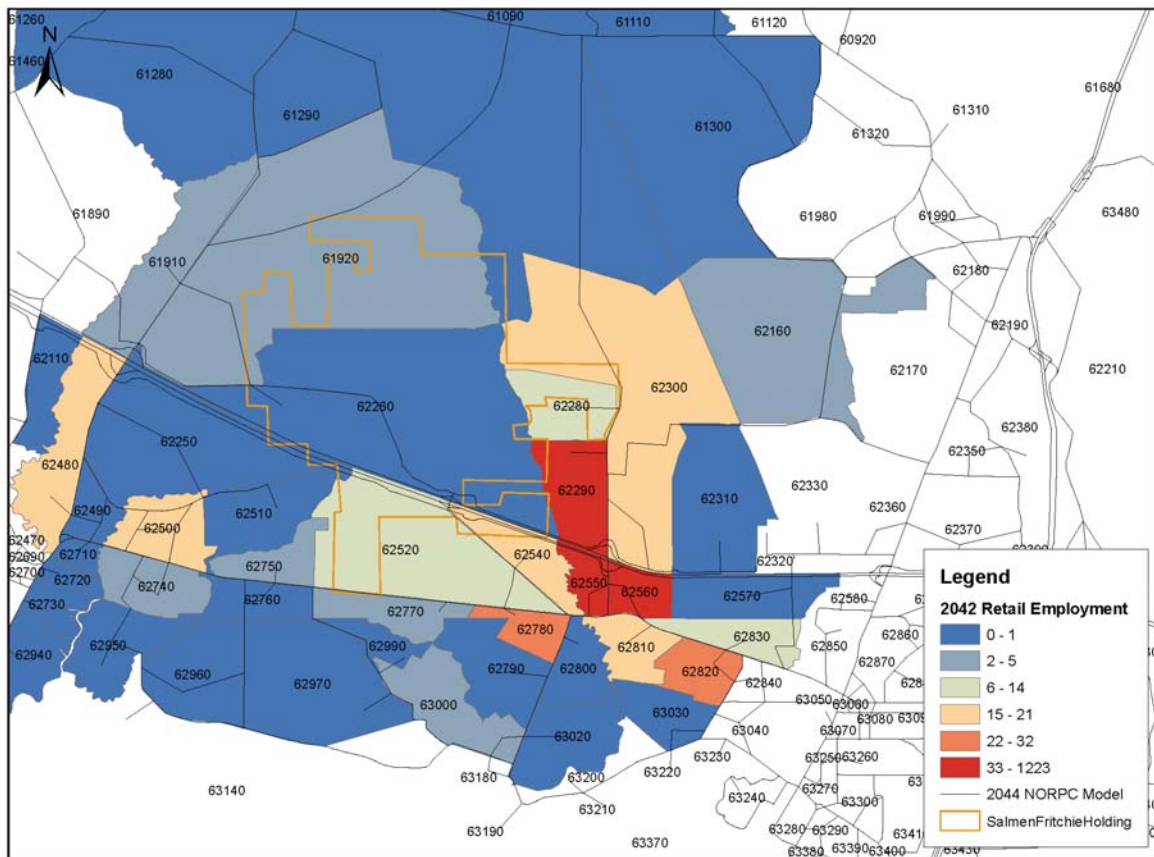
# Socioeconomic Modifications

- Proposed increases to population and employment numbers in study area
- Model run with modified factors by NORPC





© Arca

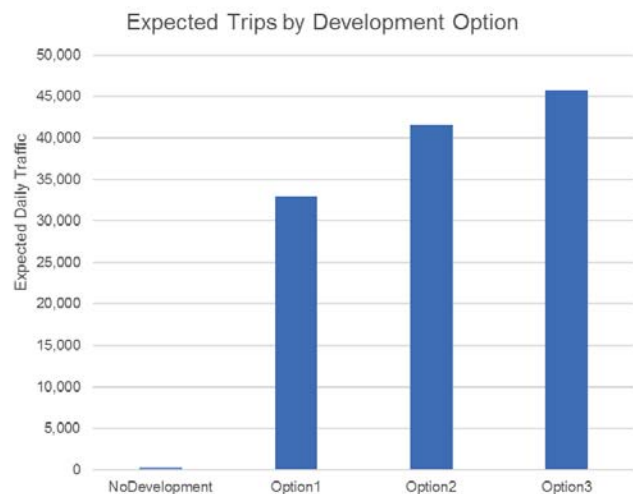


# Socioeconomic Modifications

	Option 1			Option 2			Option 3		
	62260	62520	62540	62260	62520	62540	62260	62520	62540
Population	4213	1961	472	4531	2109	508	4409	2052	494
Total Housing Units	1742	811	195	1874	872	210	1823	849	204
Occupied Housing Units	1620	754	181	1743	811	195	1696	789	190
Average Income	100995	60011	60011	100995	60011	60011	100995	60011	60011
Primary/Secondary School Enrollement	0	0	0	0	0	0	0	0	0
University Enrollment	0	0	0	0	0	0	0	0	0
University Residents	0	0	0	0	0	0	0	0	0
Retail Employment	821	382	92	1383	644	155	1383	644	155
Non-Retail Employment	11244	5234	1259	13722	6387	1537	16643	7746	1864

## Trip Growth Results

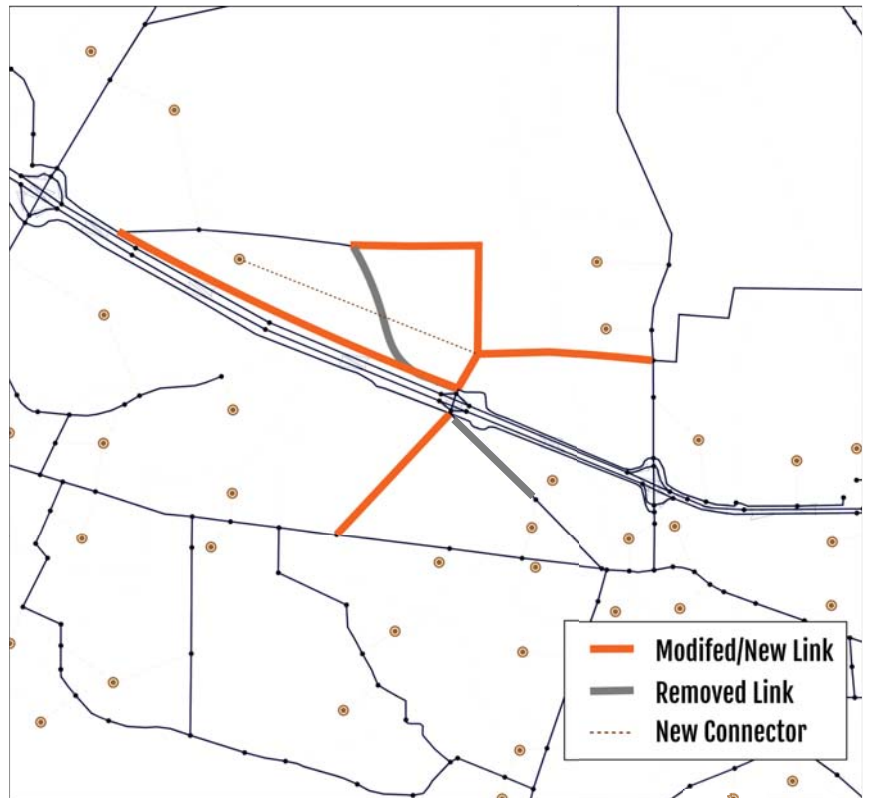
- Projected increase in trips significant
- Option 1 – Large-scale distribution operation – 33,000 daily trips
- Option 2 – Mix of distribution and manufacturing – 41,500 daily trips
- Option 3 – Large-scale manufacturing site – 45,800 daily trips
  - More labor required for manufacturing versus distribution facility





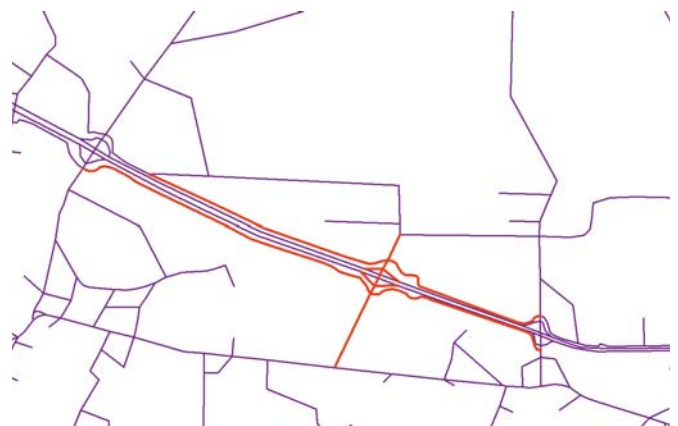
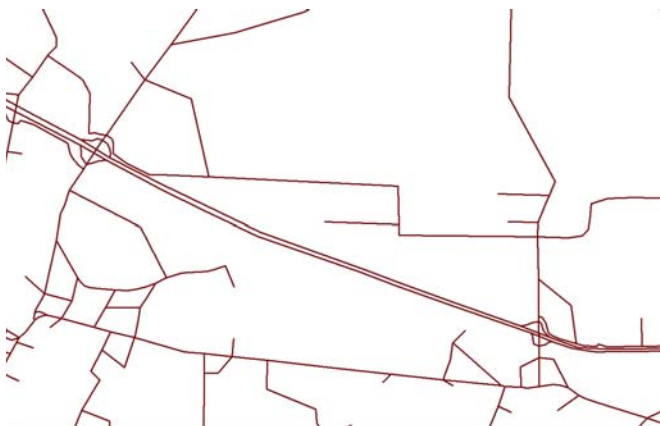
# Network

- Proposed changes to 2044 model to replicate development at site



© Arcadis 2017

# No-Build and Build Networks



Note: Both networks include:

- Widening of I-12 to 3 lanes each direction
- Widening of US 190 to 2 lanes each direction

- orange links are new "build" links

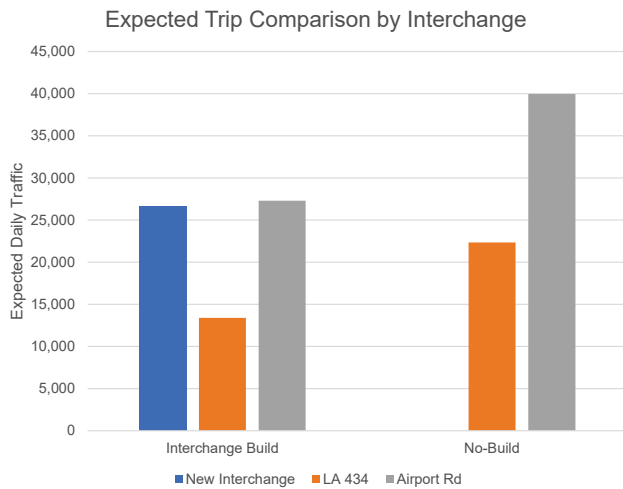
© Arcadis 2017

11 June 2018

16



# Interchange Build vs. No-Build



- New interchange would carry about as much traffic as Airport Road interchange
- Without new interchange, more impact to Airport Road
- Additional traffic drawn to new interchange due to new connection to US 190

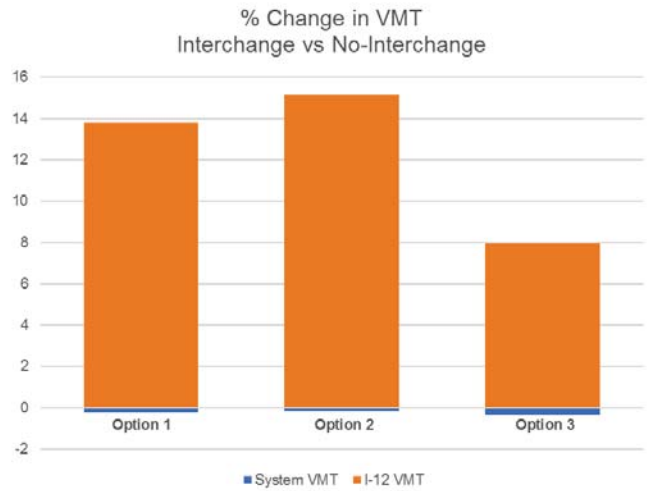
# System Results

- Links with results provided for St. Tammany Parish.
- Area highlighted in green used to assess system VMT and delay percentage change.



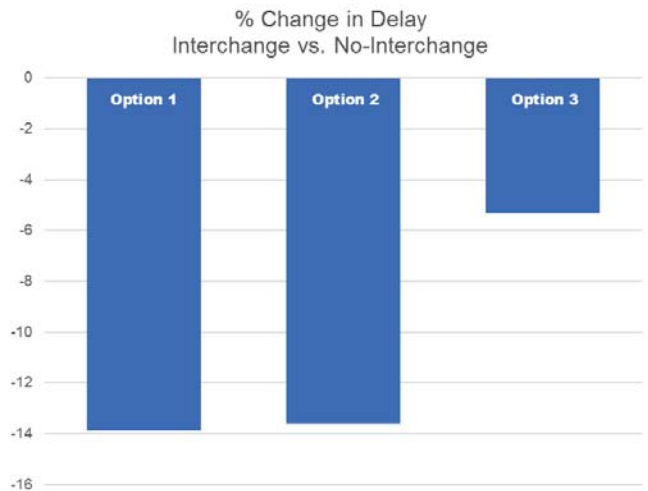
# VMT

- Overall VMT reduces by less than 1% (practically stays the same)
- Effect due to population surrounding the site drawn in as employees → relatively stable trips
- VMT increases on I-12 by 8-15% with interchange



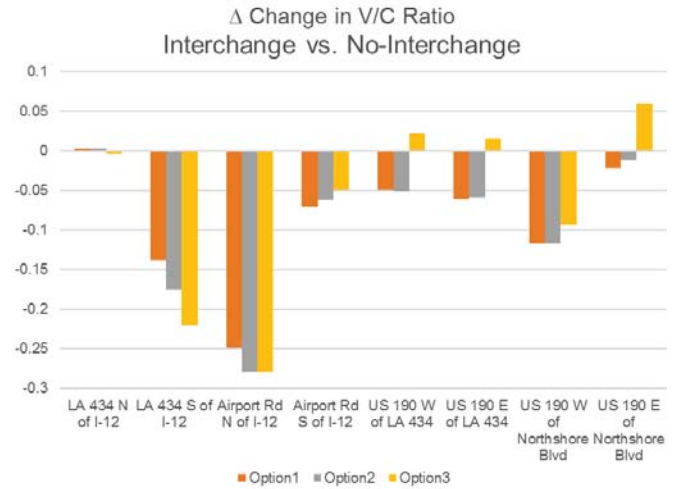
# Delay Improvement

- With interchange, Options 1 & 2 reduce delay about 14% compared to no interchange
- Option 3, about 5%. Delay reduction is less since there is more traffic generated and more traffic impact

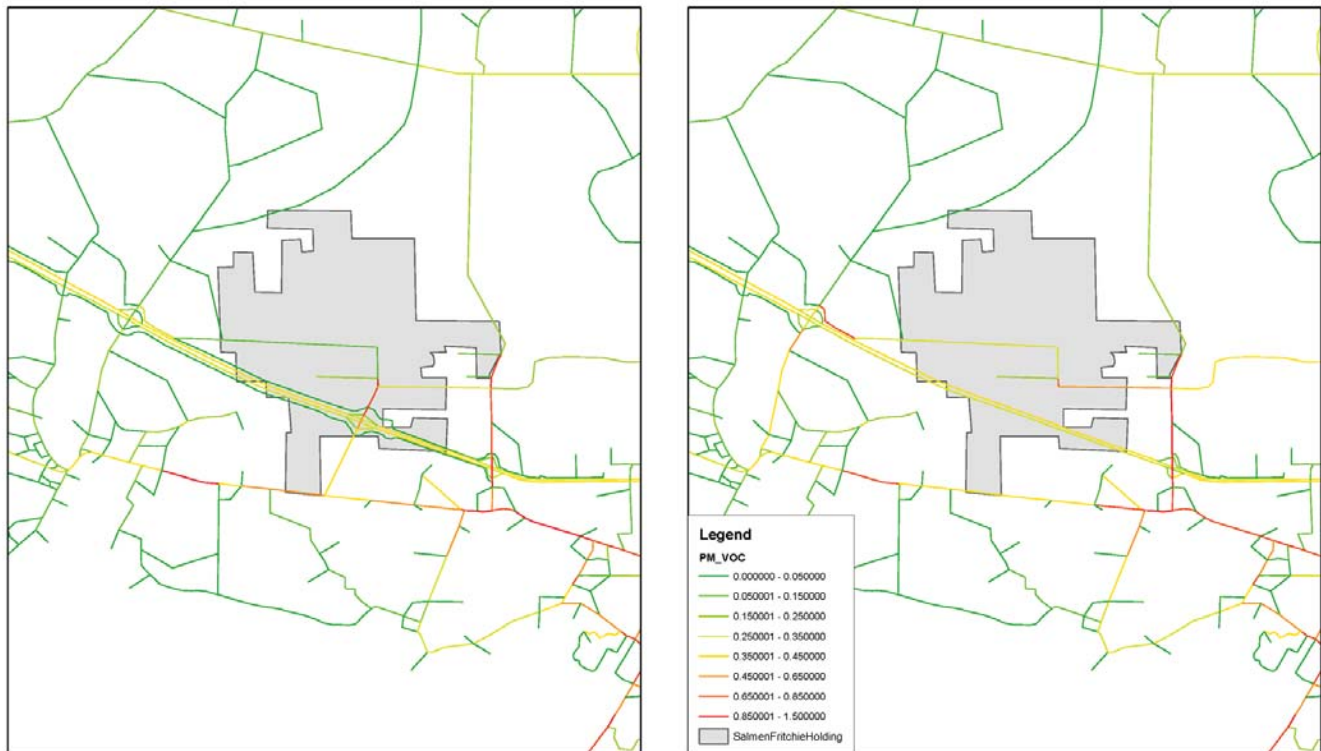


# Change in V/C Ratio (PM Peak)

- Addition of interchange helps to reduce capacity issues caused by increased development trips
- Airport Road and LA 434 particularly reduced v/c ratios
- Option 3: additional trips may require additional improvement for US 190 beyond interchange



East Lacombe Land Use Study  
Option 3 Comparison: Interchange vs. No Interchange



# Public Infrastructure

## Public Infrastructure

### ▪ Roadways:

- The main roadways assumed to be four-lane curb and gutter divided roadways with an 18 foot median to accommodate left turn lanes. The access road through the residential area was estimated to be a 2 lane roadway. The curb and gutter roadway includes subsurface drainage.
- The right-of-way width for the four lane divided roadway with median should be about 100' wide. The right-of-way for the two lane roadway should be about 60' wide. The width outside of the roadway will provide for a sidewalk and utilities.
- The proposed main roadways includes bridges across Liberty Bayou and large diameter pipes or box culverts crossing Big Branch Bayou and Cypress Bayou.
- The four-lane main roadway intersections were estimated as multilane roundabouts, without the need for traffic signals and future signal maintenance.
- The proposed I-12 interchange was estimated as a four lane divided roadway structure crossing over I-12. The estimate includes on and off ramps in each direction to create a full directional interchange.

# Public Infrastructure

---

- Drainage:
  - The development is drained by Big Branch Bayou, Cypress Bayou and Liberty Bayou.
  - The major drainage for each option was considered to be new canals flowing to each bayou with large diameter pipe crossings at the planned major roadways. From observations, of the existing bayou cross sections, it appears that more of the site drainage flows to Liberty Bayou.
  - A drainage layout was conceptually designed and estimated to drain both east to Liberty Bayou and west to Cypress Bayou for the main developed area. The industrial area would drain east to Cypress Bayou. The mixed use near LA 434 would drain west to Big Branch Bayou.
  - The residential area would drain west to Liberty Bayou.
  - The drainage cost estimate includes large diameter crossings of the proposed drainage canals by the main roadways. Subsurface drainage along the main roadways was included in the roadway cost.

© Arcadis 2017

# Public Infrastructure

---

- Water:
  - Water Demand
    - Water demand for the breakdown provided for development Options 1, 2 and 3 which included the acreage, square footage and type of development for each individual development type: industrial, warehouse, manufacturing, hotel, office and residential.
    - The daily water demand for this overall development would be approximately 6,000,000 gallons per day (MGD) for Option 1, 7 MGD for Option 2 and 8 MGD for Option 3.
  - Water Wells and Storage
    - For purposes of this report, it is assumed that the water demand would be provided by water wells. An elevated water storage tank is recommended over a ground storage tank system. An elevated water tank offers many more operational advantages and also provides a visible method of advertising the developing property.
    - Water storage tanks provide operational storage, equalizing storage, fire suppression storage and emergency storage. The well pumps will turn on and off based on the water level in the operational storage.
    - A minimum of two wells is required for each tank to provide backup water supply. The actual number of wells depends on the available flow rate and depth from each well.

© Arcadis 2017



# Public Infrastructure

---

## ▪ Water:

### ▪ Water Distribution

- The water main along the main roadway was estimated to be a 12 inch water main to support fire protection for commercial facilities. Based on the projected water demand, the water main at the tank would need to be about 30". The water main distribution system will decrease in size moving away from the water storage tank as distributing to serve other areas such as the mixed use development near LA 434 and the industrial area west of Cypress Bayou.
- Only water mains along the main road were considered in the cost estimate. Waterlines to serve the individual developments were considered to be a cost of the individual site development.
- The water main crossings of Liberty Bayou and Cypress Bayou will require an aerial crossing or be supported by the proposed box culverts or bridge. With the planned areas of development in Options 1, 2 and 3 and providing water to these planned areas of development, a water main crossing of Big Branch Bayou is not planned.
- The construction cost estimate assumes that water mains crossings of Liberty Bayou and Cross Bayou would be supported on the box culverts or bridge.

# Public Infrastructure

---

## ▪ Sewer:

- The sewerage system would consist of a gravity sewer system along the main roadways. Individual site developments would connect to manholes in this gravity system. Due to the large development size, sewer force mains and lift stations will be required to convey the sewerage to the treatment plant. The use of sewerage force mains will limit the required depth or sewer lines.
- In addition, sewer force mains will be required for:
  - Crossing Cypress Bayou from the LA 434 mixed-use area and the industrial area
  - Crossing Liberty Bayou from the residential area, and
  - Crossing I-12 from the south side of the I-12 mixed-use area.
- A single sewerage treatment plant is estimated with the size dependent on the water demand by option. This is sewage from the residential, commercial and industrial areas.

## Public Infrastructure

---

### OPTION 1:

Roadways:	\$142,773,750
Drainage:	\$13,669,688
Water:	\$35,249,813
Sewer:	\$58,227,750
<b>TOTAL:</b>	<b>\$249,921,001</b>

© Arcadis 2017

## Public Infrastructure

---

### OPTION 2:

Roadways:	\$130,331,250
Drainage:	\$9,476,250
Water:	\$33,134,063
Sewer:	\$65,552,813
<b>TOTAL:</b>	<b>\$238,494,376</b>

© Arcadis 2017

## OPTION 3:

Roadways:	\$180,639,375
Drainage:	\$16,051,875
Water:	\$31,887,844
Sewer:	\$74,360,344
<b>TOTAL:</b>	<b>\$302,939,438</b>

© Arcadis 2017

## Private Utilities

# Private Utilities



## ▪ Energy Services:

- CLECO has a 230 KV transmission line located along the northern boundary of the site which has enough capacity to provide the required energy for any type of industrial and/or manufacturing facility that would be attracted to this site.
- The only cost associated with delivering electricity to a potential client is constructing a substation and installing the necessary equipment to provide power to a prospect at their desired voltages, etc. Usual cost for the aforementioned substations generally range between \$8 and \$12 million. However; CLECO will pay a portion of the cost and maybe the total cost depending on the usage that a potential customer might require and the contract term.
- Cost estimates for various scenarios of development are difficult without any actual required load data.
- The anticipated cost for constructing underground versus overhead within the residential portion varies by a factor of 4 to 15 times that of overhead; the higher the required voltage, the higher the cost factor. The developer would be required to pick up the additional cost if underground construction is selected.

© Arcadis 2017

# Private Utilities



## ▪ Natural Gas:

- ATMOS Energy Existing Infrastructure:
  - ATMOS has a 4" natural gas main line along Airport Road from I-12 to Belair Boulevard.
  - There are 2" natural gas service lines that run along Belair Boulevard and Meadows Boulevard from their intersections with Airport road to their westerly terminating points.
  - ATMOS Entergy also has a 4" natural gas main line along Highway 434 from I-12 proceeding north to Krental Road.

© Arcadis 2017

# Private Utilities



## ▪ Natural Gas:

### ▪ ATMOS Energy Infrastructure Cost:

- ATMOS indicated all infrastructure costs would be the responsibility of the developer. The developer could get reimbursed for a portion of the gas lines required for the residential portion of the development after occupation of the homes. ATMOS indicated that some of the infrastructure costs for the industrial/manufacturing portion of the development could be minimized depending upon the required level of service and contract terms.
- Construction Cost will vary depending upon the industrial/manufacturing requirements. Current area natural gas main construction cost estimates are as follows:
  - 4" Gas Main: \$ 54.00 per linear foot
  - 6" Gas Main: \$ 82.00 per linear foot
  - 8" Gas Main: \$ 117.00 per linear foot
- Above cost includes steel schedule 40 tar coated pipe, excavation, granular bedding, granular fill, and non-compacted excavated fill. Price excludes fittings, valves, meters, etc., connections to existing main lines and any roadway bores.

© Arcadis 2017

# Private Utilities



## ▪ Internet Access:

- AT&T provides DSL internet service in this area with download speeds up to 75 Mbps and upload speeds up to 8 Mbps; no direct cost to the developer to provide service.
- Charter/Spectrum provide cable services with internet download speeds up to 100 Mbps and upload speeds up to 8 Mbps, no direct cost to the developer to provide service.
- There does not appear to be any fiber optic internet service providers in this area.

© Arcadis 2017



# Rail Access



- Norfolk Southern Corporation:

- Existing Branch Line

- The entire existing branch line needed to provide rail access to this site is out of service with a major portion of the existing branch line requiring rehabilitation in order to provide service.
    - Approximately 7,230 feet of track will require rehabilitation. This includes a mainline turnout, two (2) grade crossing, and three (3) rail bridges.
    - The entire length of existing branch track will need to be inspected to verify condition.
    - All existing rail bridges will required inspection to determine condition.

© Arcadis 2017

# Rail Access



- Norfolk Southern Corporation:

- Proposed Branch Line

- Approximately 37,300 feet of newly constructed track will be required to reach the site; 5,000 feet of which is run-around track since exact rail routes within the site are not determined at this time.
    - The proposed branch line will have two (2) #10 lead track turnouts, two (2) proposed grade crossings, and seven (7) proposed drainage structures.
    - Approximately seventy (70) acres of proposed right of way will be required to bring rail service to this site. The average right of way is one-hundred (100) feet in width.
    - There are also several existing transmission line and gas line crossings identified on the plan that may need to be upgraded in order to meet Norfolk Southern's crossing requirements.

© Arcadis 2017

# Rail Access

---



- Norfolk Southern Corporation:
  - Construction Cost Estimate
    - Norfolk Southern did not provide a cost estimate since there are too many unknowns that are needed to estimate cost. The cost depends on the existing track and bridge condition, property costs, wetland impact, types of drainage structures (either box culverts or trestles).
    - Norfolk Southern chose the alignment shown based on the lowest cost, most effective route to get rail to the site by essentially utilizing the old rail bed as frequently as possible.
    - Norfolk Southern suggested that a rail road consultant should be brought on board to determine construction costs, based on current industry practices, if rail access is a definite requirement for this site.

© Arcadis 2017

# Rail Access

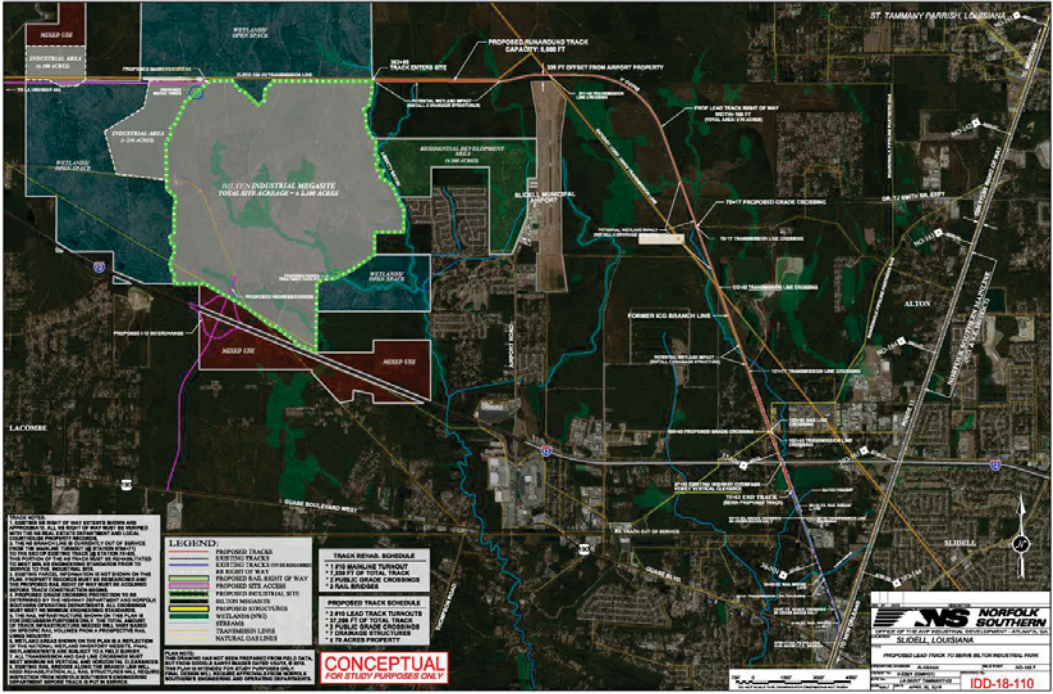
---



- Norfolk Southern Corporation:
  - Proposed Alignment
    - [NS Exhibit.pdf](#)

© Arcadis 2017

# Rail Access



© Arcadis 2017



# Alternative Evaluation

# Alternative Evaluation

---

During the latter part of 2017, evaluation criteria were proposed by the consultant team and confirmed by the Parish, RPC and Project Management Committee. The criteria were designed to compare the relative benefits, impacts, and costs associated with each development scenario. The criteria include:

1. Project Purpose and Need,
2. Economic benefits to the parish,
3. Amount of developable versus non-developed acreage,
4. Consistency with Parish Master Plan(s),
5. Traffic Impacts on Local and Major Streets,
6. Access Alternatives,
7. On-Site Traffic Circulation and Parking,
8. Alternative Modes (bike/ped),
9. Potential Mitigation Measures (wetlands and water retention, etc.)
10. Infrastructure Costs,
11. Innovative Financing of Infrastructure
12. Potential Timeline for Development.

© Arcadis 2017

# Alternative Evaluation

---

- Each of these are criteria, and how each scenario scores under each criteria, are described on the following slides. Criteria that can be directly and numerically compared receive an actual number score (*ex.: amount of developable vs. non-developable acreage, infrastructure costs*) while those categories with qualitative evaluation receive a negative score (-), null score (0) or positive score (+) (*sometimes with a number following*).
- An Evaluation Matrix for easy comparison of all three build scenarios and the no-build scenario is presented following the text slides.

© Arcadis 2017

# Alternative Evaluation

---

## 1. Project Purpose and Need

- All three alternative development scenarios meet the project purpose and need, which is the preparation of a land use and transportation study for the greater Lacombe area in St. Tammany Parish, with scenario planning for alternative land use coordinated with the Parish's on-going Transportation Master Plan Update.
- As such, there is no differentiating scores among the three build alternative scenarios, which all receive a positive score, while the no build alternative receives a null score.

© Arcadis 2017

# Alternative Evaluation

---

## 2. Economic Benefits to the Parish

- Currently, the site is vacant/undeveloped and returns only a minimum of property tax revenue to the Parish and no sales tax revenue to the Parish. According to the St. Tammany Parish Assessor office, the current property tax received from the site is of the property is **\$25,457**.
- All three scenarios would develop large amounts of the site acreage to active use, in separate categories: industrial, single family residential, multi-family residential, office, retail, and hotel. Tax assessment research and coordination with the Parish Assessor's office helped to determine a basic Parish tax paid (by unit or acre) for each type of development, based upon similar existing developments:
  - **\$2,151 / unit – residential**
  - **\$7,875 / acre – industrial**
  - **\$11,529 / acre – multi-family residential**
  - **\$15,739 / acre – office**
  - **\$11,301 / acre – retail**
  - **\$33,377 / acre - hotel**

© Arcadis 2017



# Alternative Evaluation

---

## 2. Economic Benefits to the Parish

- Allowing for land devoted to public uses and rights-of-ways (*already completed in the scenario development process*), developable acreages or number of units have already been projected for all three scenarios. When multiplied by the average property tax paid rate per unit/acre for each use, a future Estimated Parish Property Tax Benefit can be estimated for each type of use under each scenario. These are then totalled for each scenario, for a future estimated tax benefit for the entire site under each scenario, which is presented below:

• Existing Parish Property Tax Benefit, No Build Scenario:	\$25,847
• Estimated Parish Property Tax Benefit, Option 1 Scenario:	\$18,721,282
• Estimated Parish Property Tax Benefit, Option 2 Scenario:	\$20,649,877
• Estimated Parish Property Tax Benefit, Option 3 Scenario:	\$22,916,771

- It should be noted that many larger industrial properties in the Parish, however, currently have an incentive property tax abatement and pay no property tax for a proscribed period of time.

© Arcadis 2017

# Alternative Evaluation

---

## 3. Amount of Developable versus Non-Developed Acreage

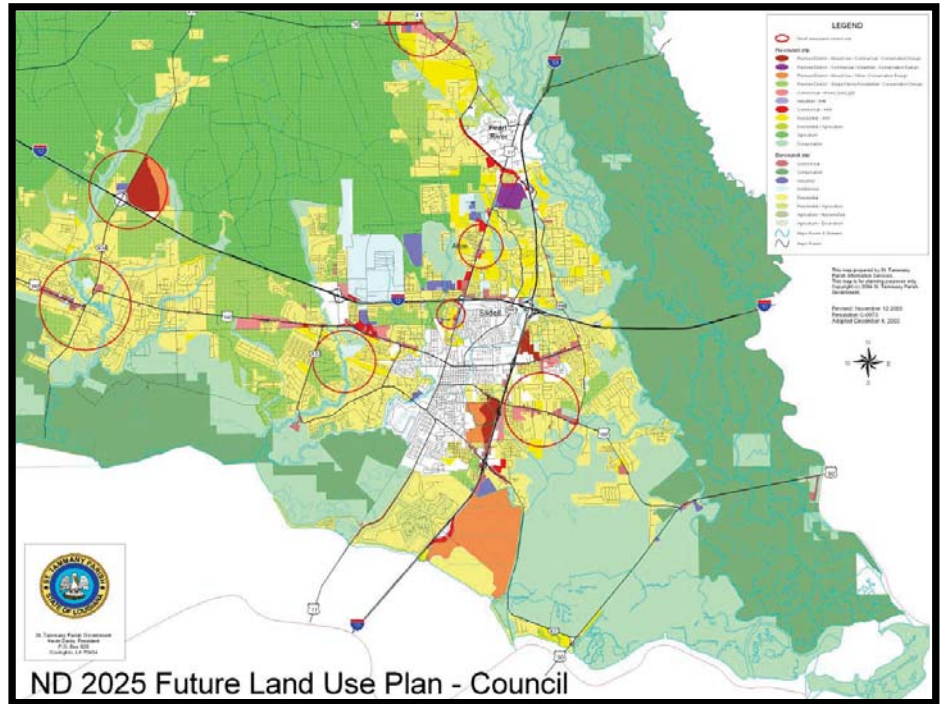
- Although the scenarios only differ in the amount of land devoted to manufacturing in the center manufacturing/distribution area, there is a slight difference between developable versus non-developable area among the three scenarios, due to the nature of percentage of area being needed to devote to infrastructure and other services.
- The amounts of developable acres for each build scenario are as follows:
  - Option 1 - 2,284 acres
  - Option 2 - 2,505 acres
  - Option 3 - 2,775 acres
- The No Build Scenario, by its definition has 0 developable acres.

© Arcadis 2017

# Alternative Evaluation

## 4. Consistency with Parish Master Plan

The current Master Plan for St. Tammany Parish is the *New Directions 2025* plan. The plan includes Future Land Use maps, which were developed with the consensus of the citizens and adopted by the Parish. The Southeast quadrant map shows that the majority of the site (north of I-12) is designated as “agriculture”. There are some small sections designated for residential, while the area south of the interstate is designated as planned district-single family residential-conservation design.



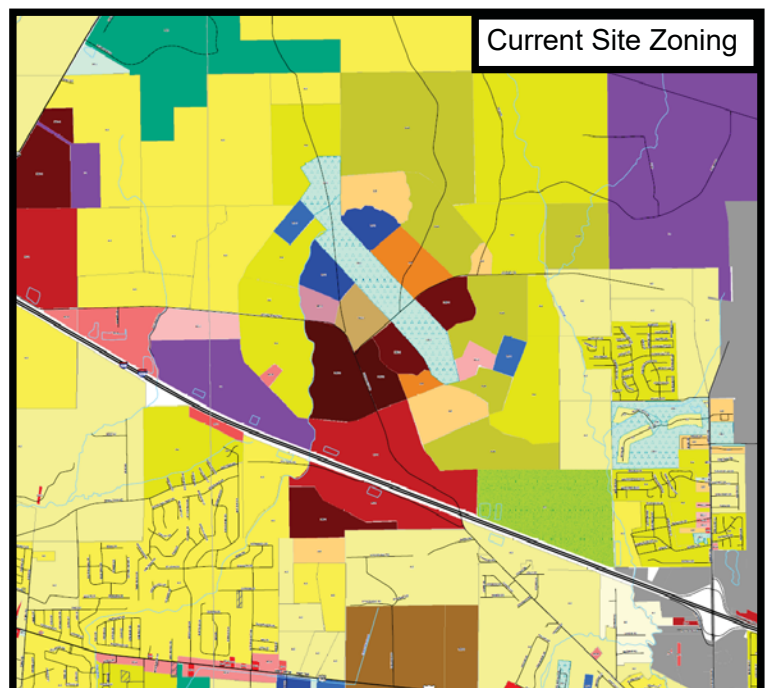
© Arcadis 2017

# Alternative Evaluation

## 4. Consistency with Parish Master Plan

However, the *New Directions 2025* plan is advisory in nature, a form of guidance. The current zoning map for the parish is what legally determines what type of development may occur. The current zoning of the site is representative of an earlier development plan for the site, with a “city center” area containing a multitude of zoning districts.

As such, the no build alternative would be construed as currently consistent with the Parish Master Plan and receives a positive (+) score, while all three alternatives would be construed as inconsistent with the Parish Master Plan, but somewhat consistent with the zoning map, and receive a null (0) score.



© Arcadis 2017

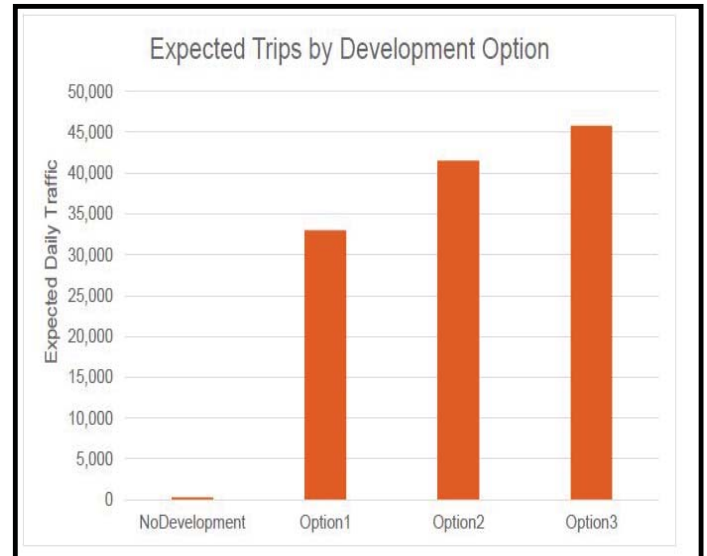
# Alternative Evaluation

## 5. Traffic Impacts to Local / Major Streets

Each of the three scenarios are expected to impact local traffic differently, but all will have noticeable impacts over the No-Build Scenario. Two key metrics from the traffic analysis performed for the study show the relative impacts to the current traffic network: *trips generated by new development* and *percentage change in Vehicle Miles traveled (VMT)*.

### Trips Generated by New Development

As shown in the figure to the right, development of the site will generate a significant number of trips. This preliminary analysis based on NORPC model indicates that the site will generate between 33,000 to 46,000 daily trips depending on the scenario.



© Arcadis 2017

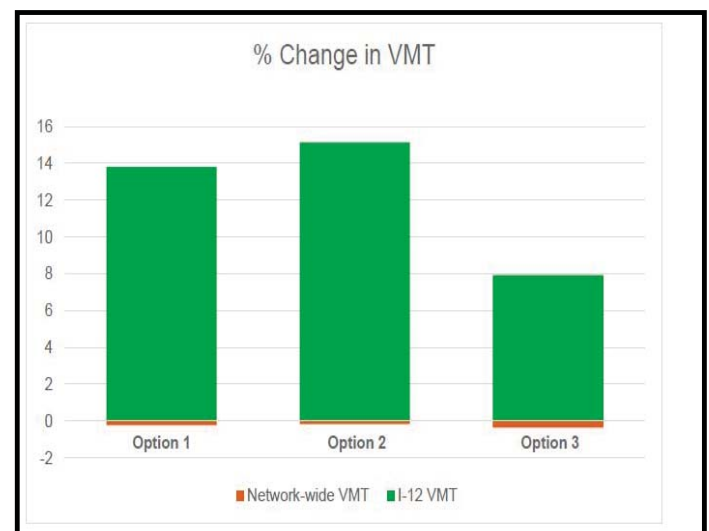
# Alternative Evaluation

## 5. Traffic Impacts to Local / Major Streets

### Percentage Change in Vehicle Miles Traveled

Change in Vehicle Miles Traveled (VMT) was analyzed comparing scenarios and including a new interchange being present in the network. The figure at the right shows the results of the analysis.

In summary, if an interchange is provided at the site, the VMT is only expected to decrease slightly overall across the network by less than a percent. However, VMT on I-12 is expected to dramatically increase due to the large increase in traffic that would have direct access to the interstate. VMT growth on I-12 could grow by as much as 15 percent in the vicinity of the mega-site.



© Arcadis 2017

# Alternative Evaluation

## 6. Access Alternatives

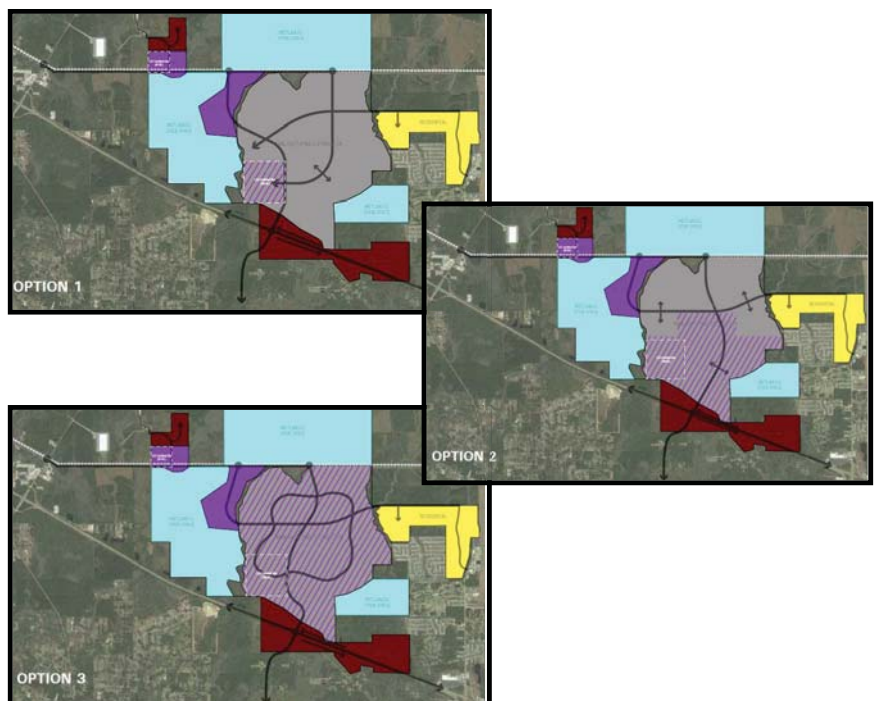
- Since the number of additional trips is significant, a new interchange with direct access to I-12 has been suggested to improve mobility and access.
- The new interchange is shown and included on all 3 scenarios, along with different interior roadway networks for each scenario. The interior networks and the new interchange will provide improved access in the region, including new linkages between US 190 and LA 434.
- As the 3 build scenarios would provide comparable access alternatives, they all receive a positive (+) score while the no build scenario, which would provide no new access alternatives, would receive a null (0) score.

© Arcadis 2017

# Alternative Evaluation

## 7. On-Site Traffic Circulation

- The 3 build scenarios each feature a different interior roadway pattern within the center manufacturing/distribution site.
- While all provide ample circulation, Option 3, with its interior "loop" roadway, would appear to offer the most options and best circulation, while Option 1 with its basic "cross" layout, would offer the least. Option 2 falls between the two.
- As such, they all receive a positive (+) score, but Option 1 receives a +1 for being better than Option 2, and Option 3 receives a +2 for being better than option 1. The no build scenario, which would provide no on-site traffic circulation, would receive a null (0) score.



© Arcadis 2017

# Alternative Evaluation

---

## 8. Alternative Modes (Bike/Ped)

- Each of the three alternative development scenarios present the opportunity, with new roadways being constructed, of a new primary roadway network being conducive to both bicycle and pedestrian travel.
- In addition to these facilities serving workday commuters (e.g., workers traveling to the manufacturing or distribution businesses in the center of the mega-site) the bike and pedestrian facilities may also serve as linkages between areas outside of the mega-site—between the Tamanend development and US 190, for example, or between the residential areas east of Airport Road and the LA 434 area.
- As such, the 3 build scenarios would receive a positive (+) score while the no build scenario would receive a null (0) score.

© Arcadis 2017

# Alternative Evaluation

---

## 9. Potential Mitigation Measures (wetlands and water retention, etc.)

- As the scenarios were developed along the lines of physical constraints, with low-lying and wetland areas being avoided, there has already been some degree of wetlands avoidance and mitigation.
- Water retention or detention will likely be done on an individual development basis, outside of the purview of this analysis of the overall mega-site. Suffice to say, there will be some mitigation measures associated with all three build alternatives.
- However, as all three scenarios share the same footprint, there would be little to no difference among them in terms of potential mitigation measures. As such all three would receive null (0) scores. The no build alternative would require no mitigation measures and would receive a positive (+) score.

© Arcadis 2017



## 10. Infrastructure Costs

- As part of the *Opinion of Probable Costs* task (presented earlier), costs were estimated for both public infrastructure & utilities (roadway, drainage, water and sewer), as well as private infrastructure & utilities (rail extension, electricity, gas & telecommunications).
- While the public utility systems are easily projected via unit costs and will likely be borne by the site developer, private utilities are more difficult to gauge and opportunities exist for shared cost of infrastructure with private entities.
- As such, only the public infrastructure costs are used for comparison. They are as follows:

No-Build Alternative:	\$0
Option 1:	\$249,921,001
Option 2:	\$238,494,376
Option 3:	\$302,939,438

© Arcadis 2017

## 11. Innovative Financing of Infrastructure

- Although all three alternatives have rather formidable infrastructure costs, all three alternatives present opportunities for innovative financing of infrastructure. This could include such things as public/private partnership of a new interchange, owner/developer financing of all interior roadways and infrastructure, and utility company assistance in private utility service.
- As the opportunities among the three alternative scenarios are equal, they would all receive a positive (+) score, while the no build alternative which has no such opportunities, receives a null (0) score.

© Arcadis 2017

# Alternative Evaluation

## 12. Potential Timeline for Development

- The three scenarios all have essentially the same footprint for development, with the only difference being the amount of land in the industrial area being devoted to either warehouse/distribution or manufacturing.
- As such, there will likely be little difference between potential timelines for development.
- The three build alternatives would thus all receive a null (0) score, while the no-build alternative, which has no potential timeline for development, receives a negative (-) score.

© Arcadis 2017

# Alternative Evaluation

### ALTERNATIVES EVALUATION MATRIX East Lacombe Mega-Site

	Project Purpose & Need	Economic Benefits to the Parish	Amount of developable acreage	Consistency with Parish Master Plan(s)	Traffic Impacts on Local and Major Streets		Access Alternatives	On-Site Traffic Circulation	Alternative Modes (bike/ped)	Potential Mitigation Measures (wetlands and water retention, etc.)	Infrastructure Costs	Innovative Financing of Infrastructure	Potential Timeline for Development
					Trips Generated by New Development	% Change in VMT							
No-Build Alternative	0	\$25,847	0 acres	+	0	0	0	0	0	+	\$0	0	-
Option 1	+	\$18.7 Million	2,284 acres	0	33,000 +/-	14% +/-	+	+1	+	0	\$249,921,001	+	0
Option 2	+	\$20.6 Million	2,505 acres	0	41,000 +/-	15% +/-	+	+	+	0	\$238,494,376	+	0
Option 3	+	\$22.9 Million	2,775 acres	0	46,000 +/-	8% +/-	+	+2	+	0	\$302,939,438	+	0

© Arcadis 2017

## Next Steps and Action Items

## Next Steps



## Questions/Discussion



Subject:

Stakeholder Meeting No. 3  
Land Use and Transportation: Scenario  
Planning Study, East Lacombe Area  
St. Tammany Parish  
State Project No. H.012855  
RPC Project No. ELacombe  
F.A.P. No. H.012855

Arcadis U.S., Inc.  
3850 N. Causeway Boulevard  
Suite 990  
Metairie, Louisiana 70002  
Tel 504 832 4174  
Fax 504 832 2145  
www.arcadis.com

Department:

Transportation

Arcadis Project No.:

LA003390.0001.00001

Meeting Location:

Building B, Suite 1B  
St. Tammany Parish Government Office  
21490 Koop Drive  
Mandeville, LA 70471

Participants:

See sign-in sheet  
(attached)

Copies:

Participants

Meeting Date/Time:

June 14, 2018  
10:00 a.m. – 11:30 a.m.

Minutes by:

Yuwen Hou

Issue Date:

June 21, 2018

---

The meeting began at approximately 10:00 a.m. with introductions and a safety moment. Yuwen Hou (Arcadis U.S., Inc. [Arcadis]) reviewed the planned agenda (attached), followed by commencement of a slide presentation (also attached). This presentation was approved by the Project Management Committee (PMC) during the meeting on June 7, 2018. Thomas Montz (Arcadis) led a review of the traffic results. Bruce Richards (N-Y Associates) led the public and private infrastructure cost analysis and alternative evaluation. More detailed information can be found on the slide presentation attached. The following are key points discussed during the meeting.

## OPEN DISCUSSION

- Bradley Cook (Stirling Properties) asked for clarifications regarding the connection of Airport Road to the site. It was noted that there was a different connection shown on the land-use drawings versus the link network in the travel demand model. Mr. Richards and Jeff Roesel (New Orleans Regional Planning Commission [NORPC]) explained that the road network shown in the travel demand model is schematic



in nature to aid in this planning exercise. The model is not sensitive to small changes in link placement because it is predicting regional travel patterns. The actual connection is yet to be decided. A similar point was raised by Councilman Steve Stefancik regarding the location of the proposed interchange. It was noted that the location in the travel demand model appears to be Dixie Ranch Road, but this overpass would not be used in reality because it has sustained damage.

- Erin Bivona (St. Tammany Parish) questioned the feasibility of the proposed I-12 service road system because it shows low volume in the future forecast. Mr. Montz explained that the service road system was included in the model because it was included in the long-range plan. Jason Sappington (NORPC) explained that even though the service roads in the model do not carry much traffic, they provide local connections for potential growth along the interstate and are therefore included in the model. Mr. Roesel further explained that NORPC is looking to update the long-range plan by the end of 2018, and the service roads may be dismissed.
- Councilman Stefancik reminded the team about the environmental impacts and potential drainage issues on Bayou Liberty. Bayou Liberty is also listed as a “Scenic River.” Bruce explained that this does not preclude building a bridge over the Bayou, but it does require more mitigation and permitting.
- Mr. Roesel asked Mr. Richards to clarify the interchange cost vs. the non-interchange cost; Mr. Richards explained excluding right-of-way (ROW) costs, the estimate is around \$10 million. Mr. Roesel requested ROW costs be added to the total.
- Councilman Stefancik and Ms. Bivona raised the question about drainage costs. Councilman Stefancik advised the team that there are currently flooding and overflowing issues with Bayou Liberty. Ms. Bivona mentioned that the regional detention pond cost is over \$20 million, which could be a significant cost to the project. Mr. Richards explained that the assumption was made that individual developments would have to bear the costs.
- Councilman Stefancik stated that underground utilities are required by the Parish. He also mentioned that the Cleco transmission line north of the airport is supposed to be moved 1 mile north.
- Upon reviewing the Norfolk Southern (NS) Exhibit (Slide 41), Councilman Stefancik raised the following questions/comments:
  - The Slidell Airport runway will be extended 3,000 feet to the north; and
  - The T.J. Smith Expressway linking Airport Road to US 11 is not shown on the map. The team pointed out that it is shown but is highlighted as other roads. Mr. Roesel explained that the map was created by NS, and they may not have had the latest road network shapefile. The team previously had noted errors on the map and had reached out to NS for an update; no response has been received to date.
- Ms. Hou explained that the team will prepare a draft report, summarizing everything the team has studied so far, and they will present the draft report to the PMC in mid-July. There will not be a stakeholder meeting; however, the stakeholder meeting attendees will receive a copy of the final report once it is completed in August.

## RECORD OF MEETING

- Mr. Cook mentioned that during the last stakeholder meeting, he had suggested the team look into the possibility of connecting Airport Road to the industrial site by bypassing the residential area. Mr. Richards and Mr. Montz explained that the road network currently shown is conceptual by nature; the purpose is to show connections so that the team can conduct the traffic analysis. However, this point could be included as a note in the final report.
- Steve Rapier (Capital One) mentioned to the team that as part of this project, it was always their intent that implementing the project could be an avenue to also solve some of the existing connectivity problems in the area. They would like the study results to reflect potential solutions to the existing problems.
- Councilman Stefancik requested a copy of the presentation and to be notified further in advance for future meetings.



# AGENDA

## ELACOMBE PROJECT MANAGEMENT COMMITTEE MEETING

**Thursday, Jun 14, 2018** 10:00 am – 11:30 am St. Tammany Parish Administrative Complex Planning Conference Room  
21490 Koop Drive, Mandeville, LA

Land Use and Transportation:  
Scenario Planning Study  
East Lacombe Area  
RPC Project ELacombe  
State Project No. H.012855

Arcadis U.S., Inc.  
3850 N Causeway Boulevard  
Suite 990  
Metairie  
Louisiana 70002  
Tel 504 832 4174  
Fax 504 832 2145

Item
Introduction
Safety Moment
Recap
Traffic Results
Public/Private Infrastructure
Alternative Evaluation
Next Steps
Action Items

## ELACOMBE STAKEHOLDER MEETING #3

Land Use and Transportation: Scenario Planning Study  
East Lacombe Area, St. Tammany Parish  
RPC Task ELacombe, State Project H. 012855

June 14, 2018

## Agenda

1. **Introductions**
2. **Safety Moment**
3. **Recap**
4. **Traffic Results**
5. **Public/Private Infrastructure**
6. **Alternative Evaluation**
7. **Next Steps**
8. **Open Discussion**





## Safety Moment – Walking



- Walking benefits our general well being. If you walk at least a few times a week for about 30 minutes or longer, you can greatly improve your cardiorespiratory fitness and function.
- Becoming a regular walker leads to:
  - Stronger bones.
  - Better range of motion and flexibility.
  - Improved capability to control body weight
  - Improved mental health
  - Faster recovery from illness



© Arcadis 2017

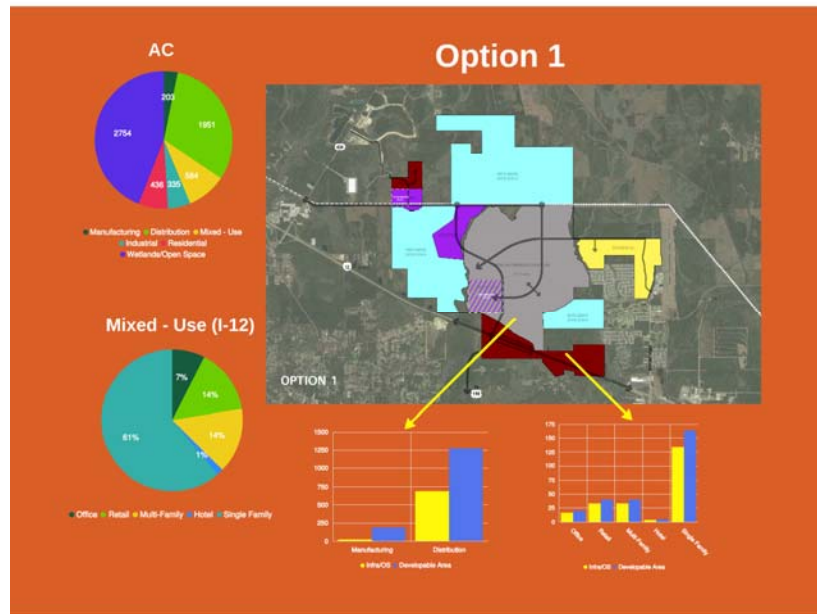
3

## Recap

20 June 2014

# Scenarios

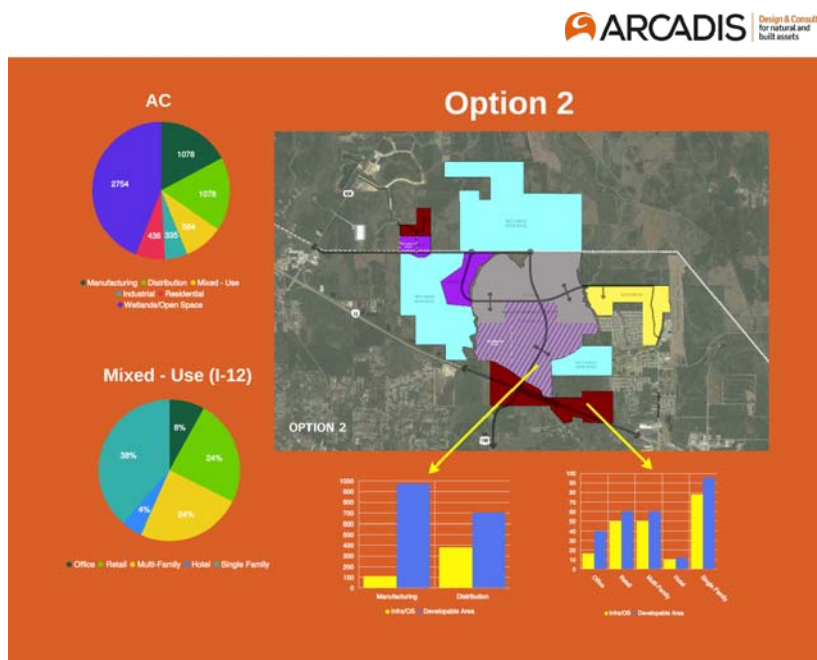
## Option 1



© Arcadis 2017

# Scenarios

## Option 2

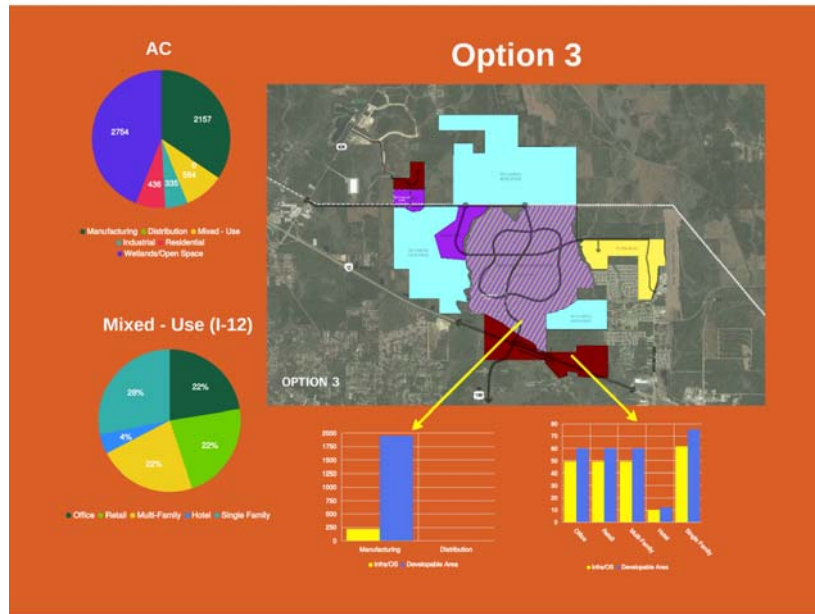


© Arcadis 2017

6

# Scenarios

## Option 3



© Arcadis 2017

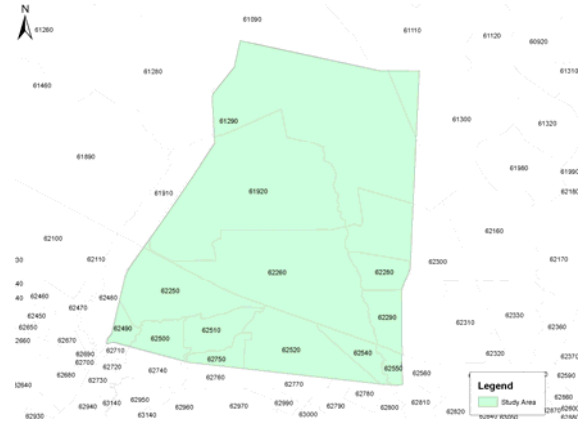
7

# Traffic Results

20 June 2018

## Socioeconomic Modifications

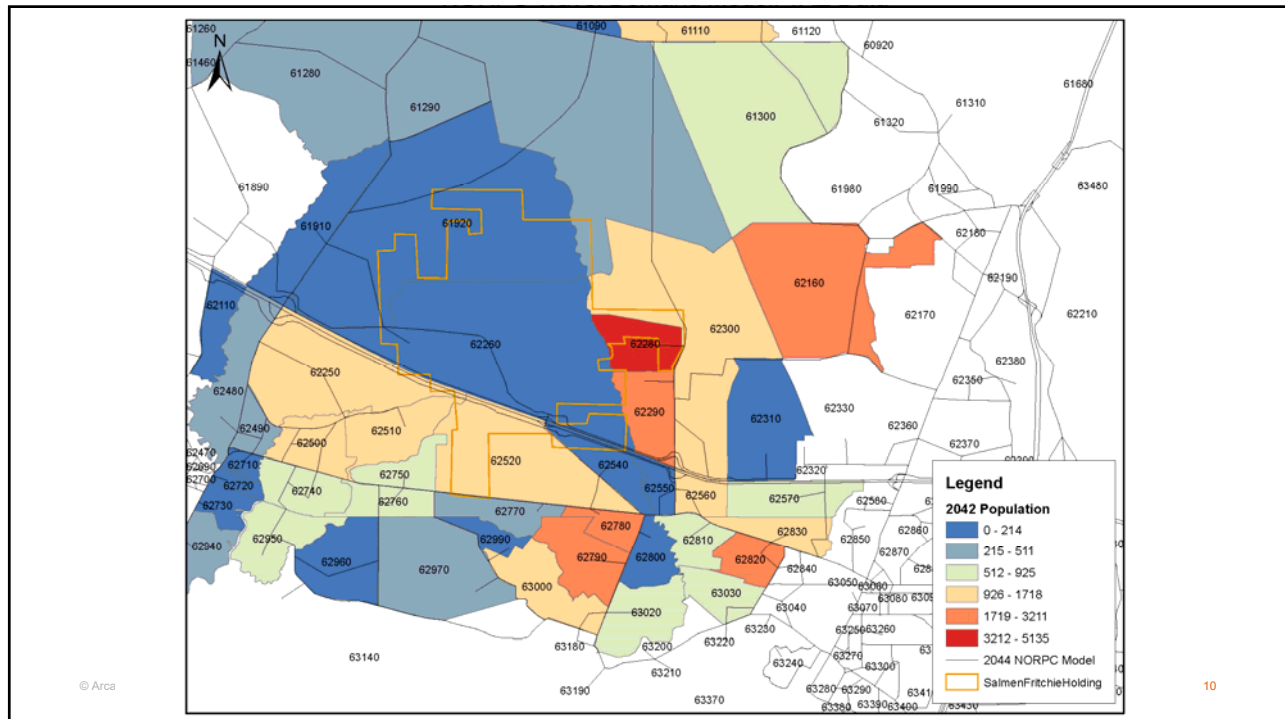
- Proposed increases to population and employment numbers in study area
- Model run with modified factors by NORPC



© Arcadis 2017

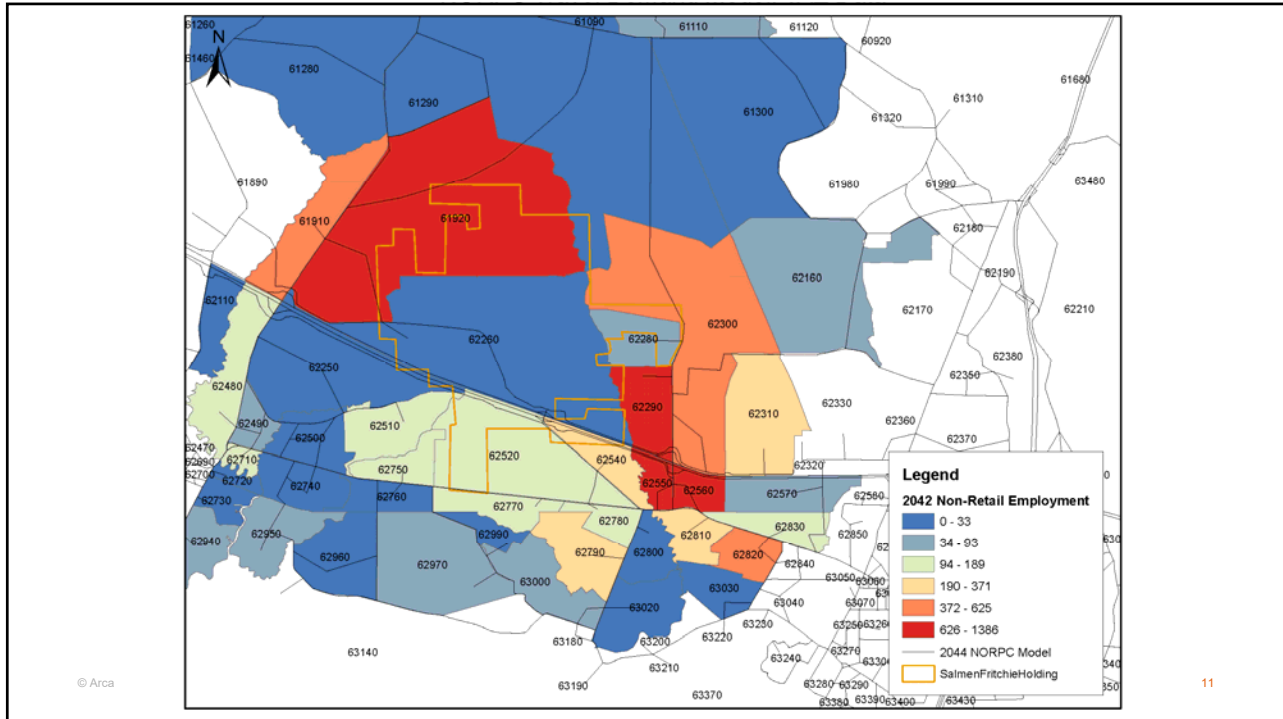
20 June 2018

9

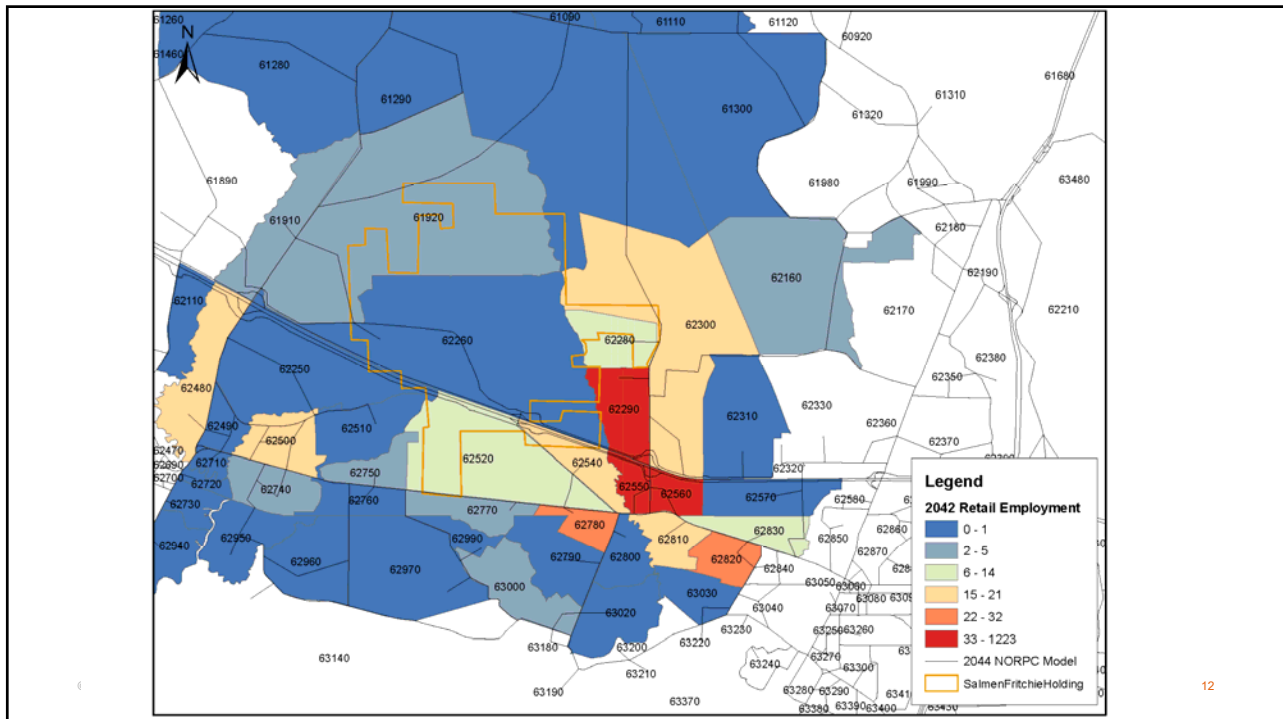


© Arca

10



11



12

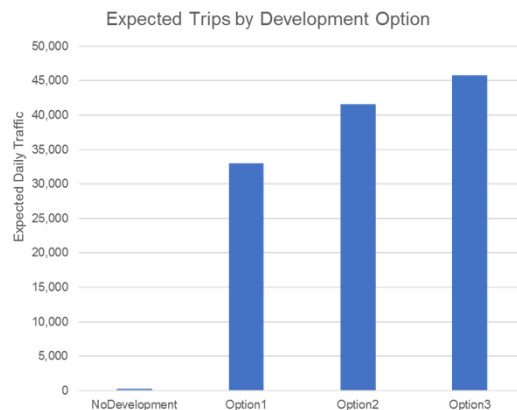


## Socioeconomic Modifications

	Option 1			Option 2			Option 3		
	62260	62520	62540	62260	62520	62540	62260	62520	62540
Population	4213	1961	472	4531	2109	508	4409	2052	494
Total Housing Units	1742	811	195	1874	872	210	1823	849	204
Occupied Housing Units	1620	754	181	1743	811	195	1696	789	190
Average Income	100995	60011	60011	100995	60011	60011	100995	60011	60011
Primary/Secondary School Enrollment	0	0	0	0	0	0	0	0	0
University Enrollment	0	0	0	0	0	0	0	0	0
University Residents	0	0	0	0	0	0	0	0	0
Retail Employment	821	382	92	1383	644	155	1383	644	155
Non-Retail Employment	11244	5234	1259	13722	6387	1537	16643	7746	1864

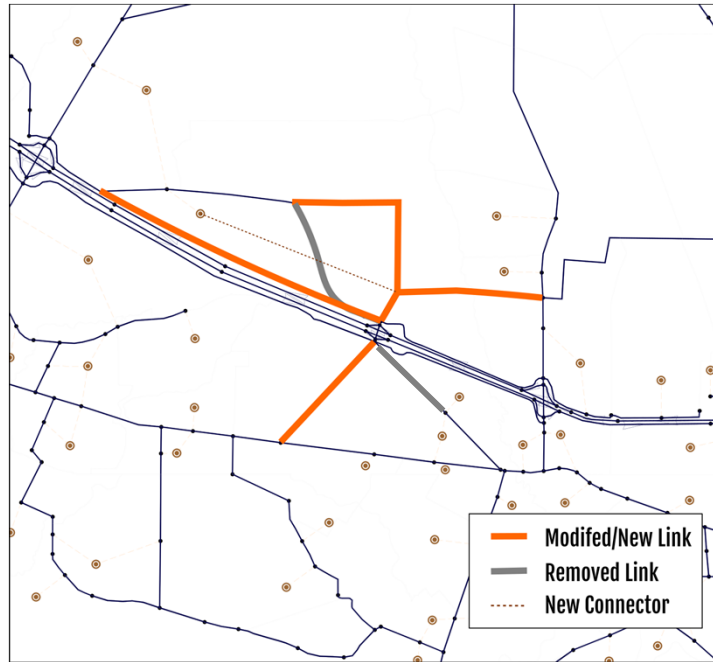
## Trip Growth Results

- Projected increase in trips significant
- Option 1 – Large-scale distribution operation – 33,000 daily trips
- Option 2 – Mix of distribution and manufacturing – 41,500 daily trips
- Option 3 – Large-scale manufacturing site – 45,800 daily trips
- More labor required for manufacturing versus distribution facility



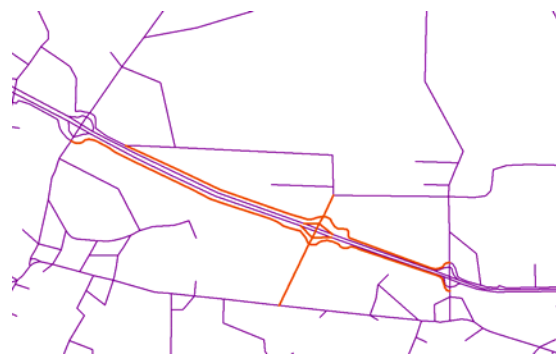
## Network

- Proposed changes to 2044 model to replicate development at site



© Arcadis 2017

## No-Build and Build Networks



Note: Both networks include:

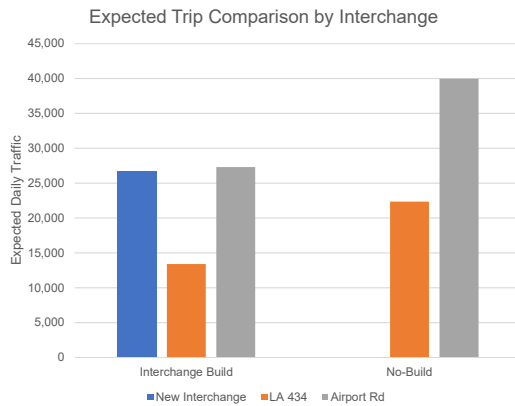
- Widening of I-12 to 3 lanes each direction
- Widening of US 190 to 2 lanes each direction

- orange links are new "build" links

© Arcadis 2017

20 June 2018 16

## Interchange Build vs. No-Build



- New interchange would carry about as much traffic as Airport Road interchange
- Without new interchange, more impact to Airport Road
- Additional traffic drawn to new interchange due to new connection to US 190

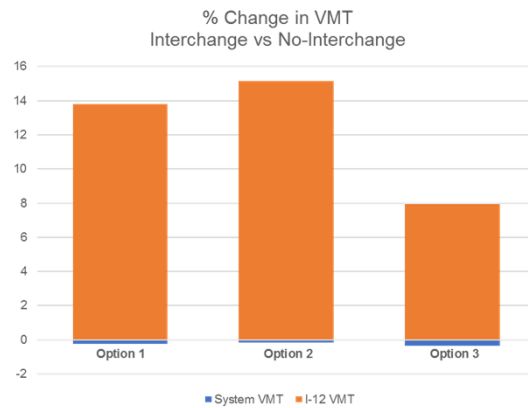
## System Results

- Links with results provided for St. Tammany Parish.
- Area highlighted in green used to assess system VMT and delay percentage change.



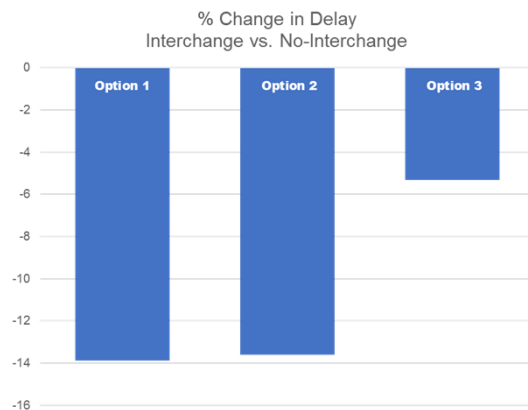
## VMT

- Overall VMT reduces by less than 1% (practically stays the same)
- Effect due to population surrounding the site drawn in as employees → relatively stable trips
- VMT increases on I-12 by 8-15% with interchange



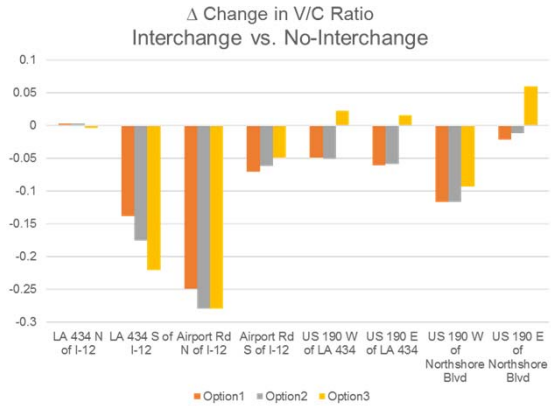
## Delay Improvement

- With interchange, Options 1 & 2 reduce delay about 14% compared to no interchange
- Option 3, about 5%. Delay reduction is less since there is more traffic generated and more traffic impact



## Change in V/C Ratio (PM Peak)

- Addition of interchange helps to reduce capacity issues caused by increased development trips
- Airport Road and LA 434 particularly reduced v/c ratios
- Option 3: additional trips may require additional improvement for US 190 beyond interchange



© Arcadis 2017

20 June 2018 21

East Lacombe Land Use Study  
Option 3 Comparison: Interchange vs. No Interchange



22



## Public Infrastructure

## Public Infrastructure

- Roadways:
  - The main roadways assumed to be four-lane curb and gutter divided roadways with an 18 foot median to accommodate left turn lanes. The access road through the residential area was estimated to be a 2 lane roadway. The curb and gutter roadway includes subsurface drainage.
  - The right-of-way width for the four lane divided roadway with median should be about 100' wide. The right-of-way for the two lane roadway should be about 60' wide. The width outside of the roadway will provide for a sidewalk and utilities.
  - The proposed main roadways includes bridges across Liberty Bayou and large diameter pipes or box culverts crossing Big Branch Bayou and Cypress Bayou.
  - The four-lane main roadway intersections were estimated as multilane roundabouts, without the need for traffic signals and future signal maintenance.
  - The proposed I-12 interchange was estimated as a four lane divided roadway structure crossing over I-12. The estimate includes on and off ramps in each direction to create a full directional interchange.

## Public Infrastructure



- Drainage:
  - The development is drained by Big Branch Bayou, Cypress Bayou and Liberty Bayou.
  - The major drainage for each option was considered to be new canals flowing to each bayou with large diameter pipe crossings at the planned major roadways. From observations, of the existing bayou cross sections, it appears that more of the site drainage flows to Liberty Bayou.
  - A drainage layout was conceptually designed and estimated to drain both east to Liberty Bayou and west to Cypress Bayou for the main developed area. The industrial area would drain east to Cypress Bayou. The mixed use near LA 434 would drain west to Big Branch Bayou.
  - The residential area would drain west to Liberty Bayou.
  - The drainage cost estimate includes large diameter crossings of the proposed drainage canals by the main roadways. Subsurface drainage along the main roadways was included in the roadway cost.

© Arcadis 2017

## Public Infrastructure



- Water:
  - Water Demand
    - Water demand for the breakdown provided for development Options 1, 2 and 3 which included the acreage, square footage and type of development for each individual development type: industrial, warehouse, manufacturing, hotel, office and residential.
    - The daily water demand for this overall development would be approximately 6,000,000 gallons per day (MGD) for Option 1, 7 MGD for Option 2 and 8 MGD for Option 3.
  - Water Wells and Storage
    - For purposes of this report, it is assumed that the water demand would be provided by water wells. An elevated water storage tank is recommended over a ground storage tank system. An elevated water tank offers many more operational advantages and also provides a visible method of advertising the developing property.
    - Water storage tanks provide operational storage, equalizing storage, fire suppression storage and emergency storage. The well pumps will turn on and off based on the water level in the operational storage.
    - A minimum of two wells is required for each tank to provide backup water supply. The actual number of wells depends on the available flow rate and depth from each well.

© Arcadis 2017

## Public Infrastructure



### ▪ Water:

#### ▪ Water Distribution

- The water main along the main roadway was estimated to be a 12 inch water main to support fire protection for commercial facilities. Based on the projected water demand, the water main at the tank would need to be about 30". The water main distribution system will decrease in size moving away from the water storage tank as distributing to serve other areas such as the mixed use development near LA 434 and the industrial area west of Cypress Bayou.
- Only water mains along the main road were considered in the cost estimate. Waterlines to serve the individual developments were considered to be a cost of the individual site development.
- The water main crossings of Liberty Bayou and Cypress Bayou will require an aerial crossing or be supported by the proposed box culverts or bridge. With the planned areas of development in Options 1, 2 and 3 and providing water to these planned areas of development, a water main crossing of Big Branch Bayou is not planned.
- The construction cost estimate assumes that water mains crossings of Liberty Bayou and Cross Bayou would be supported on the box culverts or bridge.

© Arcadis 2017

## Public Infrastructure



### ▪ Sewer:

- The sewerage system would consist of a gravity sewer system along the main roadways. Individual site developments would connect to manholes in this gravity system. Due to the large development size, sewer force mains and lift stations will be required to convey the sewerage to the treatment plant. The use of sewerage force mains will limit the required depth or sewer lines.
- In addition, sewer force mains will be required for:
  - Crossing Cypress Bayou from the LA 434 mixed-use area and the industrial area
  - Crossing Liberty Bayou from the residential area, and
  - Crossing I-12 from the south side of the I-12 mixed-use area.
- A single sewerage treatment plant is estimated with the size dependent on the water demand by option. This is sewage from the residential, commercial and industrial areas.

© Arcadis 2017

## Public Infrastructure

---



### OPTION 1:

Roadways:	\$142,773,750
Drainage:	\$13,669,688
Water:	\$35,249,813
<u>Sewer:</u>	<u>\$58,227,750</u>
<b>TOTAL:</b>	<b>\$249,921,001</b>

© Arcadis 2017

## Public Infrastructure

---



### OPTION 2:

Roadways:	\$130,331,250
Drainage:	\$9,476,250
Water:	\$33,134,063
<u>Sewer:</u>	<u>\$65,552,813</u>
<b>TOTAL:</b>	<b>\$238,494,376</b>

© Arcadis 2017

## Public Infrastructure

---

**NY ASSOCIATES, INC.**  
ENGINEERS • ARCHITECTS • PLANNERS  
PROGRAM & PROJECT MANAGERS

### OPTION 3:

Roadways:	\$180,639,375
Drainage:	\$16,051,875
Water:	\$31,887,844
<u>Sewer:</u>	<u>\$74,360,344</u>
<b>TOTAL:</b>	<b>\$302,939,438</b>

© Arcadis 2017

## Private Utilities

20 June 2032



## Private Utilities



### ▪ Energy Services:

- CLECO has a 230 KV transmission line located along the northern boundary of the site which has enough capacity to provide the required energy for any type of industrial and/or manufacturing facility that would be attracted to this site.
- The only cost associated with delivering electricity to a potential client is constructing a substation and installing the necessary equipment to provide power to a prospect at their desired voltages, etc. Usual cost for the aforementioned substations generally range between \$8 and \$12 million. However; CLECO will pay a portion of the cost and maybe the total cost depending on the usage that a potential customer might require and the contract term.
- Cost estimates for various scenarios of development are difficult without any actual required load data.
- The anticipated cost for constructing underground versus overhead within the residential portion varies by a factor of 4 to 15 times that of overhead; the higher the required voltage, the higher the cost factor. The developer would be required to pick up the additional cost if underground construction is selected.

© Arcadis 2017

## Private Utilities



### ▪ Natural Gas:

- ATMOS Energy Existing Infrastructure:
  - ATMOS has a 4" natural gas main line along Airport Road from I-12 to Belair Boulevard.
  - There are 2" natural gas service lines that run along Belair Boulevard and Meadows Boulevard from their intersections with Airport road to their westerly terminating points.
  - ATMOS Entergy also has a 4" natural gas main line along Highway 434 from I-12 proceeding north to Krental Road.

© Arcadis 2017

## Private Utilities



### ▪ Natural Gas:

#### ▪ ATMOS Energy Infrastructure Cost:

- ATMOS indicated all infrastructure costs would be the responsibility of the developer. The developer could get reimbursed for a portion of the gas lines required for the residential portion of the development after occupation of the homes. ATMOS indicated that some of the infrastructure costs for the industrial/manufacturing portion of the development could be minimized depending upon the required level of service and contract terms.
- Construction Cost will vary depending upon the industrial/manufacturing requirements. Current area natural gas main construction cost estimates are as follows:
  - 4" Gas Main: \$ 54.00 per linear foot
  - 6" Gas Main: \$ 82.00 per linear foot
  - 8" Gas Main: \$ 117.00 per linear foot
- Above cost includes steel schedule 40 tar coated pipe, excavation, granular bedding, granular fill, and non-compacted excavated fill. Price excludes fittings, valves, meters, etc., connections to existing main lines and any roadway bores.

© Arcadis 2017

## Private Utilities



### ▪ Internet Access:

- AT&T provides DSL internet service in this area with download speeds up to 75 Mbps and upload speeds up to 8 Mbps; no direct cost to the developer to provide service.
- Charter/Spectrum provide cable services with internet download speeds up to 100 Mbps and upload speeds up to 8 Mbps, no direct cost to the developer to provide service.
- There does not appear to be any fiber optic internet service providers in this area.

© Arcadis 2017

## Rail Access



- Norfolk Southern Corporation:
  - Existing Branch Line
    - The entire existing branch line needed to provide rail access to this site is out of service with a major portion of the existing branch line requiring rehabilitation in order to provide service.
    - Approximately 7,230 feet of track will require rehabilitation. This includes a mainline turnout, two (2) grade crossing, and three (3) rail bridges.
    - The entire length of existing branch track will need to be inspected to verify condition.
    - All existing rail bridges will required inspection to determine condition.

© Arcadis 2017

## Rail Access



- Norfolk Southern Corporation:
  - Proposed Branch Line
    - Approximately 37,300 feet of newly constructed track will be required to reach the site; 5,000 feet of which is run-around track since exact rail routes within the site are not determined at this time.
    - The proposed branch line will have two (2) #10 lead track turnouts, two (2) proposed grade crossings, and seven (7) proposed drainage structures.
    - Approximately seventy (70) acres of proposed right of way will be required to bring rail service to this site. The average right of way is one-hundred (100) feet in width.
    - There are also several existing transmission line and gas line crossings identified on the plan that may need to be upgraded in order to meet Norfolk Southern's crossing requirements.

© Arcadis 2017

## Rail Access

---



- Norfolk Southern Corporation:
  - Construction Cost Estimate
    - Norfolk Southern did not provide a cost estimate since there are too many unknowns that are needed to estimate cost. The cost depends on the existing track and bridge condition, property costs, wetland impact, types of drainage structures (either box culverts or trestles).
    - Norfolk Southern chose the alignment shown based on the lowest cost, most effective route to get rail to the site by essentially utilizing the old rail bed as frequently as possible.
    - Norfolk Southern suggested that a rail road consultant should be brought on board to determine construction costs, based on current industry practices, if rail access is a definite requirement for this site.

© Arcadis 2017

## Rail Access

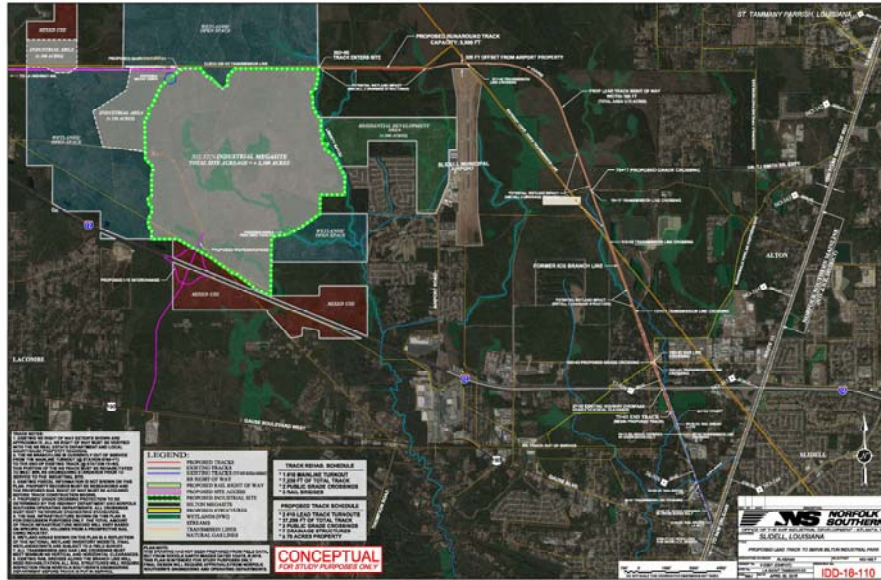
---



- Norfolk Southern Corporation:
  - Proposed Alignment
    - [NS Exhibit.pdf](#)

© Arcadis 2017

# Rail Access



© Arcadis 2017

# Alternative Evaluation

20 June 2018



## Alternative Evaluation



During the latter part of 2017, evaluation criteria were proposed by the consultant team and confirmed by the Parish, RPC and Project Management Committee. The criteria were designed to compare the relative benefits, impacts, and costs associated with each development scenario. The criteria include:

1. Project Purpose and Need,
2. Economic benefits to the parish,
3. Amount of developable versus non-developed acreage,
4. Consistency with Parish Master Plan(s),
5. Traffic Impacts on Local and Major Streets,
6. Access Alternatives,
7. On-Site Traffic Circulation and Parking,
8. Alternative Modes (bike/ped),
9. Potential Mitigation Measures (wetlands and water retention, etc.)
10. Infrastructure Costs,
11. Innovative Financing of Infrastructure
12. Potential Timeline for Development.

© Arcadis 2017

## Alternative Evaluation



- Each of these are criteria, and how each scenario scores under each criteria, are described on the following slides. Criteria that can be directly and numerically compared receive an actual number score (*ex.: amount of developable vs. non-developable acreage, infrastructure costs*) while those categories with qualitative evaluation receive a negative score (-), null score (0) or positive score (+) (*sometimes with a number following*).
- An Evaluation Matrix for easy comparison of all three build scenarios and the no-build scenario is presented following the text slides.

© Arcadis 2017

## Alternative Evaluation



### 1. Project Purpose and Need

- All three alternative development scenarios meet the project purpose and need, which is the preparation of a land use and transportation study for the greater Lacombe area in St. Tammany Parish, with scenario planning for alternative land use coordinated with the Parish's on-going Transportation Master Plan Update.
- As such, there is no differentiating scores among the three build alternative scenarios, which all receive a positive score, while the no build alternative receives a null score.

© Arcadis 2017

## Alternative Evaluation



### 2. Economic Benefits to the Parish

- Currently, the site is vacant/undeveloped and returns only a minimum of property tax revenue to the Parish and no sales tax revenue to the Parish. According to the St. Tammany Parish Assessor office, the current property tax received from the site is of the property is **\$25,457**.
- All three scenarios would develop large amounts of the site acreage to active use, in separate categories: industrial, single family residential, multi-family residential, office, retail, and hotel. Tax assessment research and coordination with the Parish Assessor's office helped to determine a basic Parish tax paid (by unit or acre) for each type of development, based upon similar existing developments:
  - **\$2,151 / unit – residential**
  - **\$7,875 / acre – industrial**
  - **\$11,529 / acre – multi-family residential**
  - **\$15,739 / acre – office**
  - **\$11,301 / acre – retail**
  - **\$33,377 / acre - hotel**

© Arcadis 2017

## Alternative Evaluation



### 2. Economic Benefits to the Parish

- Allowing for land devoted to public uses and rights-of-ways (*already completed in the scenario development process*), developable acreages or number of units have already been projected for all three scenarios. When multiplied by the average property tax paid rate per unit/acre for each use, a future Estimated Parish Property Tax Benefit can be estimated for each type of use under each scenario. These are then totaled for each scenario, for a future estimated tax benefit for the entire site under each scenario, which is presented below:

- Existing Parish Property Tax Benefit, No Build Scenario: \$25,847
- Estimated Parish Property Tax Benefit, Option 1 Scenario: \$18,721,282
- Estimated Parish Property Tax Benefit, Option 2 Scenario: \$20,649,877
- Estimated Parish Property Tax Benefit, Option 3 Scenario: \$22,916,771

© Arcadis 2017

## Alternative Evaluation



### 3. Amount of Developable versus Non-Developed Acreage

- Although the scenarios only differ in the amount of land devoted to manufacturing in the center manufacturing/distribution area, there is a slight difference between developable versus non-developable area among the three scenarios, due to the nature of percentage of area being needed to devote to infrastructure and other services.
- The amounts of developable acres for each build scenario are as follows:
  - Option 1 - 2,284 acres
  - Option 2 - 2,505 acres
  - Option 3 - 2,775 acres
- The No Build Scenario, by its definition has 0 developable acres.

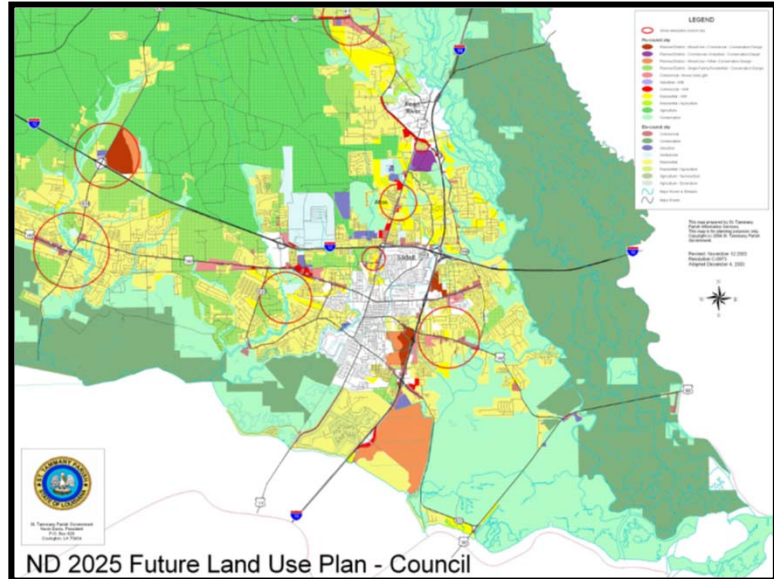
© Arcadis 2017

## Alternative Evaluation

**NY ASSOCIATES, INC.**  
ENGINEERS • ARCHITECTS • PLANNERS  
PROGRAM & PROJECT MANAGERS

### 4. Consistency with Parish Master Plan

The current Master Plan for St. Tammany Parish is the *New Directions 2025* plan. The plan includes Future Land Use maps, which were developed with the consensus of the citizens and adopted by the Parish. The Southeast quadrant map shows that the majority of the site (north of I-12) is designated as "agriculture". There are some small sections designated for residential, while the area south of the interstate is designated as planned district-single family residential-conservation design.



© Arcadis 2017

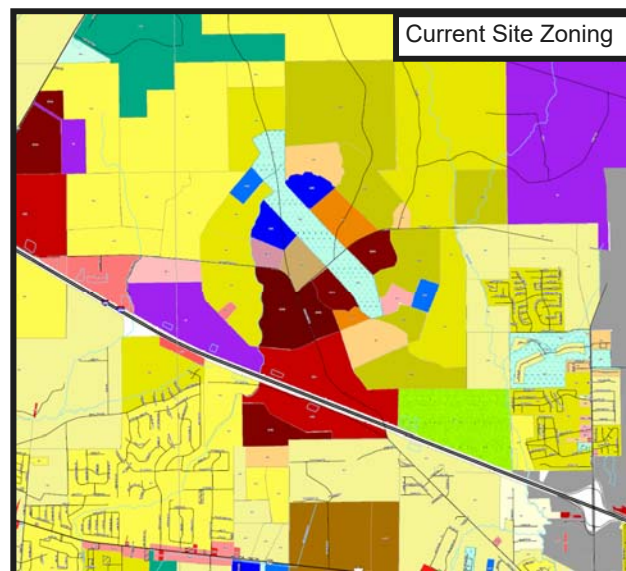
## Alternative Evaluation

**NY ASSOCIATES, INC.**  
ENGINEERS • ARCHITECTS • PLANNERS  
PROGRAM & PROJECT MANAGERS

### 4. Consistency with Parish Master Plan

However, the *New Directions 2025* plan is advisory in nature, a form of guidance. The current zoning map for the parish is what legally determines what type of development may occur. The current zoning of the site is representative of an earlier development plan for the site, with a "city center" area containing a multitude of zoning districts.

As such, the no build alternative would be construed as currently consistent with the Parish Master Plan and receives a positive (+) score, while all three alternatives would be construed as inconsistent with the Parish Master Plan, but somewhat consistent with the zoning map, and receive a null (0) score.



© Arcadis 2017

## Alternative Evaluation

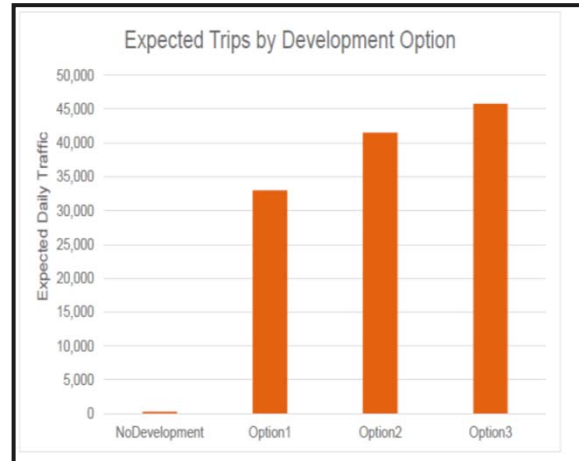


### 5. Traffic Impacts to Local / Major Streets

Each of the three scenarios are expected to impact local traffic differently, but all will have noticeable impacts over the No-Build Scenario. Two key metrics from the traffic analysis performed for the study show the relative impacts to the current traffic network: *trips generated by new development* and *percentage change in Vehicle Miles traveled (VMT)*.

#### Trips Generated by New Development

As shown in the figure to the right, development of the site will generate a significant number of trips. This preliminary analysis based on NORPC model indicates that the site will generate between 33,000 to 46,000 daily trips depending on the scenario.



© Arcadis 2017

## Alternative Evaluation

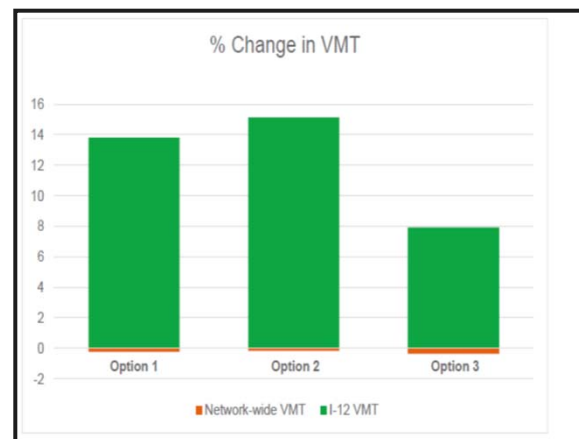


### 5. Traffic Impacts to Local / Major Streets

#### Percentage Change in Vehicle Miles Traveled

Change in Vehicle Miles Traveled (VMT) was analyzed comparing scenarios and including a new interchange being present in the network. The figure at the right shows the results of the analysis.

In summary, if an interchange is provided at the site, the VMT is only expected to decrease slightly overall across the network by less than a percent. However, VMT on I-12 is expected to dramatically increase due to the large increase in traffic that would have direct access to the interstate. VMT growth on I-12 could grow by as much as 15 percent in the vicinity of the mega-site.



© Arcadis 2017



## Alternative Evaluation

**NY ASSOCIATES, INC.**  
ENGINEERS • ARCHITECTS • PLANNERS  
PROGRAM & PROJECT MANAGERS

### 6. Access Alternatives

- Since the number of additional trips is significant, a new interchange with direct access to I-12 has been suggested to improve mobility and access.
- The new interchange is shown and included on all 3 scenarios, along with different interior roadway networks for each scenario. The interior networks and the new interchange will provide improved access in the region, including new linkages between US 190 and LA 434.
- As the 3 build scenarios would provide comparable access alternatives, they all receive a positive (+) score while the no build scenario, which would provide no new access alternatives, would receive a null (0) score.

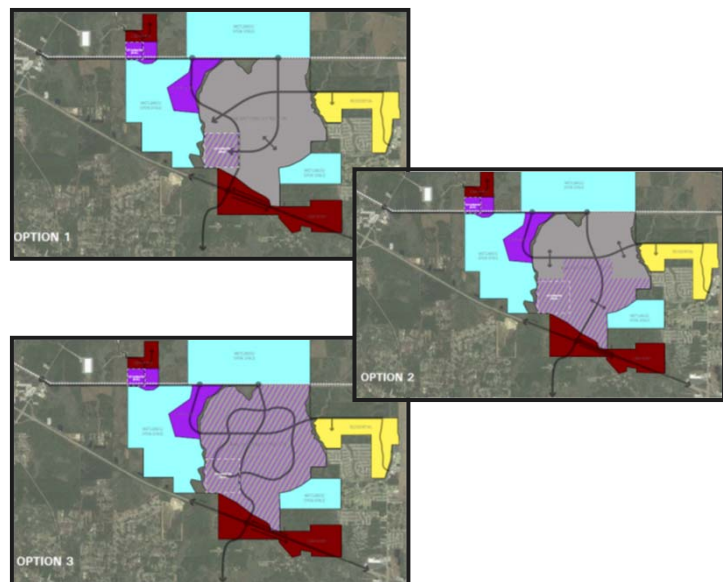
© Arcadis 2017

## Alternative Evaluation

**NY ASSOCIATES, INC.**  
ENGINEERS • ARCHITECTS • PLANNERS  
PROGRAM & PROJECT MANAGERS

### 7. On-Site Traffic Circulation

- The 3 build scenarios each feature a different interior roadway pattern within the center manufacturing/distribution site.
- While all provide ample circulation, Option 3, with its interior “loop” roadway, would appear to offer the most options and best circulation, while Option 1 with its basic “cross” layout, would offer the least. Option 2 falls between the two.
- As such, they all receive a positive (+) score, but Option 1 receives a +1 for being better than Option 2, and Option 3 receives a +2 for being better than option 1. The no build scenario, which would provide no on-site traffic circulation, would receive a null (0) score.



© Arcadis 2017

## Alternative Evaluation



### 8. Alternative Modes (Bike/Ped)

- Each of the three alternative development scenarios present the opportunity, with new roadways being constructed, of a new primary roadway network being conducive to both bicycle and pedestrian travel.
- In addition to these facilities serving workday commuters (e.g., workers traveling to the manufacturing or distribution businesses in the center of the mega-site) the bike and pedestrian facilities may also serve as linkages between areas outside of the mega-site—between the Tamanend development and US 190, for example, or between the residential areas east of Airport Road and the LA 434 area.
- As such, the 3 build scenarios would receive a positive (+) score while the no build scenario would receive a null (0) score.

© Arcadis 2017

## Alternative Evaluation



### 9. Potential Mitigation Measures (wetlands and water retention, etc.)

- As the scenarios were developed along the lines of physical constraints, with low-lying and wetland areas being avoided, there has already been some degree of wetlands avoidance and mitigation.
- Water retention or detention, as per input from St. Tammany Parish, will need to be done on a site-wide basis. The overall site has several distinct areas/basins which will require their own retention. Some may be able to use existing borrow ponds, but several new ponds will need to be excavated/constructed.
- However, as all three scenarios share the same footprint, there would be little to no difference among them in terms of potential mitigation measures. As such all three would receive null (0) scores. The no build alternative would require no mitigation measures and would receive a positive (+) score.

© Arcadis 2017

## Alternative Evaluation



### 10. Infrastructure Costs

- As part of the *Opinion of Probable Costs* task (presented earlier), costs were estimated for both public infrastructure & utilities (roadway, drainage, water and sewer), as well as private infrastructure & utilities (rail extension, electricity, gas & telecommunications).
- While the public utility systems are easily projected via unit costs and will likely be borne by the site developer, private utilities are more difficult to gauge and opportunities exist for shared cost of infrastructure with private entities.
- As such, only the public infrastructure costs are used for comparison. They are as follows:

No-Build Alternative:	\$0
Option 1:	\$249,921,001
Option 2:	\$238,494,376
Option 3:	\$302,939,438

© Arcadis 2017

## Alternative Evaluation



### 11. Innovative Financing of Infrastructure

- Although all three alternatives have rather formidable infrastructure costs, all three alternatives present opportunities for innovative financing of infrastructure. This could include such things as public/private partnership of a new interchange, owner/developer financing of all interior roadways and infrastructure, and utility company assistance in private utility service.
- As the opportunities among the three alternative scenarios are equal, they would all receive a positive (+) score, while the no build alternative which has no such opportunities, receives a null (0) score.

© Arcadis 2017

## Alternative Evaluation



### 12. Potential Timeline for Development

- The three scenarios all have essentially the same footprint for development, with the only difference being the amount of land in the industrial area being devoted to either warehouse/distribution or manufacturing.
- As such, there will likely be little difference between potential timelines for development.
- The three build alternatives would thus all receive a null (0) score, while the no-build alternative, which has no potential timeline for development, receives a negative (-) score.

© Arcadis 2017

## Alternative Evaluation



### ALTERNATIVES EVALUATION MATRIX East Lacombe Mega-Site

	Project Purpose & Need	Economic Benefits to the Parish	Amount of developable acreage	Consistency with Parish Master Plan(s)	Traffic Impacts on Local and Major Streets		Access Alternatives	On-Site Traffic Circulation	Alternative Modes (bike/ped)	Potential Mitigation Measures (wetlands and water retention, etc.)	Infrastructure Costs	Innovative Financing of Infrastructure	Potential Timeline for Development
					Trips Generated by New Development	% Change in VMT							
No-Build Alternative	0	\$25,847	0 acres	+	0	0	0	0	0	+	\$0	0	-
Option 1	+	\$18.7 Million	2,284 acres	0	33,000 +/-	14% +/-	+	+1	+	0	\$249,921,001	+	0
Option 2	+	\$20.6 Million	2,505 acres	0	41,000 +/-	15% +/-	+	+	+	0	\$238,494,376	+	0
Option 3	+	\$22.9 Million	2,775 acres	0	46,000 +/-	8% +/-	+	+2	+	0	\$302,939,438	+	0

© Arcadis 2017

## Next Steps and Action Items

## Next Steps





## Questions/Discussion



Subject:

Project Management Committee Meeting No. 4  
Land Use and Transportation: Scenario  
Planning Study, East Lacombe Area  
St. Tammany Parish  
State Project No. H.012855  
RPC Project No. ELacombe  
F.A.P. No. H.012855

Arcadis U.S., Inc.  
3850 N. Causeway Boulevard  
Suite 990  
Metairie, Louisiana 70002  
Tel 504 832 4174  
Fax 504 832 2145  
www.arcadis.com

Department:

Transportation

Arcadis Project No.:

LA003390.0001.00001

Meeting Location:

Building B, Suite 1B  
St. Tammany Parish Government Office  
21490 Koop Drive  
Mandeville, LA 70471

Participants:

See sign-in sheet  
(attached)

Copies:

Participants

Meeting Date/Time:

July 18, 2018  
10:00 a.m. – 11:30 a.m.

Minutes by:

Yuwen Hou

Issue Date:

July 25, 2018

---

The meeting began at approximately 10:00 a.m. with introductions and a safety moment. Ian Trahan (CD&C), Cristine Gowland (Louisiana Department of Transportation [LADOTD] District 62), Jennifer Branton (LADOTD District 62), and Brandon DeJean (LADOTD Headquarter) participated in the meeting via Skype video. Yuwen Hou (Arcadis U.S., Inc. [Arcadis]) continued the meeting by explaining the purpose for the meeting, which was to present a guided review of the draft report. The meeting agenda and the slide presentation are attached. The following are key points of the meeting summarized by report section.

## SECTION 1 – INTRODUCTION

- Ms. Hou began by explaining the structure of the report and how each section has been laid out to ensure tasks listed in the scope of work have been covered.

## SECTION 2 – DEMOGRAPHIC AND ECONOMIC PROFILE

- The attached slide presentation covering the approach and major findings in this section was displayed. A summary socioeconomic profile of the study area and recent changes in existing land use as well as new or proposed residential and commercial developments occurring in and adjacent to the study area were included in this section.
- Information collected and used for this section was from readily available U.S. Department of Census and economic data, as well as readily available land-use and zoning data from St. Tammany Parish.

## SECTION 3 – CONCEPTUAL DEVELOPMENT OF LAND USE AND TRANSPORTATION OPTIONS

- Section 3 of the report documented the scenario development process and scenario refinement based on Project Management Committee (PMC) and stakeholder input.
- Ms. Hou pointed out that CallisonRTKL made some revisions in the drawings since the PMC meeting and stakeholder meeting in June. A new dashed line replaced the solid line in previous versions of the drawings. This dashed line in the residential area on the eastern side of the study area only indicates a connection to Airport Road and not the actual layout of the road. This same change was also made to the northwest corner of the study area.
- Richard Artigue (Slidell Airport) restated the plan for the Slidell Airport Expansion. The Slidell Airport is currently working with the Public Works Commission to look into possibilities to move the power line at the north end of the airport property. The north-south runway of the airport is expected to expand an additional 1,000 feet north of the current runway end.
- Mr. Artigue also commented on the residential area next to the airport as shown in all three scenarios. Mr. Artigue stated that the Slidell Airport is not in favor of that residential land use right next to the airport. Eric Lundin (City of Slidell) asked why the land-use concept for this area changed from the initial “bubble diagram” drawings to the current final layout. The project team explained that the change occurred based on a study done by Stirling Property. Mr. Lundin asked if Stirling Property is the owner of the site. Erin Bivona (St. Tammany Parish) explained that Stirling Property is the agent for the site owner.
- There were discussions about railroad access to the site. Mr. Trahan pointed out that providing railroad access to the site would be an expensive endeavor, mostly from right-of-way (ROW) costs. He also explained that the abandoned ROW does not meet the current standard, which will also require extra costs. Mr. Trahan later added that Norfolk Southern may cover some costs of expansion if they determine it would ultimately be profitable.
- Jason Sappington (New Orleans Regional Planning Commission [NORPC]) explained that the land-use layout shown on the scenario figures is not the zoning map. The scenarios have been developed to gather assumptions for future traffic. Even if the land use in the residential area changes, the traffic results may not change much because the majority of the trips are generated from the industrial site in the center.

## **SECTION 4 – TRAFFIC DATA COLLECTION AND DESIGN-YEAR TRAFFIC ANALYSIS**

- Thomas Montz (Arcadis) discussed the scope of traffic data collection and how transportation analysis was performed for this project. He stated that the report contains detailed information on data collection activity and provides existing average daily traffic information meant to inform analysis for this project as well as other projects that may be going on in the study area.
- Mr. Montz pointed out that the report also contains analysis information for the a.m. peak period. This is new information that was not presented at the previous PMC meeting. The a.m. peak period shows similar trends in volume-to-capacity ratio reduction as the p.m. peak period under scenarios in which an interchange for the site is present.

## **SECTION 5 – EXISTING AND PROPOSED INFRASTRUCTURE**

- Ms. Hou explained that Section 5 provides an overview of existing infrastructure and a discussion on proposed infrastructure. A summary table for cost estimates for the public infrastructure is available as Table 13 of the report. Detailed cost tables are available in Appendix E of the report.
- Mr. Sappington asked the PMC to look at the cost estimates during their review as the current estimate for interchange cost seems low. The detention/retention costs may also need to be further reviewed.

## **SECTION 6 – ALTERNATIVES EVALUATION AND NEXT STEPS**

- Ms. Hou explained in Section 6 that all three options are compared to one another and to the No-Build option based on 12 criteria approved by the PMC. An evaluation matrix is available in this section of the report.
- The next steps include recommendations for future actions. A preliminary assessment of justification for a new interchange based on the Federal Highway Administration's eight policy points on "Access to the Interstate System" is provided, and necessary further studies for an interchange are identified as well. Mr. Montz pointed out that this study is not an interchange justification and that additional traffic study would be necessary once more information is known about how the site will be developed.

## **REVIEW PROCESS**

- Ms. Hou explained the review process of the draft report. The PMC meeting has provided an overview of the draft report, the approach, and major findings. The PMC will have the opportunity to further review the document and provide feedback in the next 2 weeks. The review period is from July 18, 2018, to August 3, 2018. The project team will address and/or respond to comments received by August 3, 2018. The final report will then be submitted to NORPC as required by the scope of work.

## OPEN DISCUSSION

- Toby Picard (Arcadis) asked for clarification from Mr. Artigue as to whether the airport property line would expand or the current runway would expand within the property line. Mr. Artigue clarified that the Slidell Airport is looking into expanding the runway 1,000 feet to the north within the property line. The power lines need to be moved first before the expansion happens. The Slidell Airport is working with the Public Works Commission on this task.
- Mr. Picard pointed out that the conceptual railroad access shown on Figure 36 of the report is 320 feet off the current property line of the airport. Mr. Artigue stated that he will consult with his engineer to determine if the railroad as currently shown in the planning study (320 feet north of the airport property line) will pose any conflict to the proposed 1,000-foot northward expansion of the airport runway.

## ACTION ITEMS

1. PMC to review draft report and provide comments by August 3, 2018.
2. Arcadis to address comments by August 17, 2018.
3. Arcadis to submit final report to NORPC.



# ELacombe PMC Meeting

Land Use and Transportation:  
 Scenario Planning Study  
 East Lacombe Area  
 RPC Project ELacombe  
 State Project No. H.012855

St. Tammany Parish Administrative Complex  
 Staff Conference Room  
 21490 Koop Drive, Mandeville, LA  
 Wednesday, July 18, 2018  
 10:00 am – 11:30 am

*Please Add/Correct Your Contact Information on Sign-In*

INITIAL	NAME/ROLE	ORGANIZATION	PHONE NUMBER	EMAIL
	Jeff Roesel – Responsible Charge/PM	NORPC	504-483-8528	jroesel@norpc.org
<i>JS</i>	Jason Sappington – Deputy PM	NORPC	504-483-8507	jsappington@norpc.org
	Sydney Fontenot – Director of Development	St. Tammany Parish	985-898-2529	sidf@stpgov.org
	Gina Campo - CAO	St. Tammany Parish	985-898-2445	gcampo@stpgov.org
<i>EB</i>	Erin Bivona – Asst. Dir. of Development	St. Tammany Parish	985-788-3044	estair@stpgov.org
	Truman "Trip" Sharp – Public Works	St. Tammany Parish	985-898-2552	tdsharpp@stpgov.org
	Donna O'Dell – Parish Engineer	St. Tammany Parish	985-898-2552	dsodell@stpgov.org
	Shannon Davis – Director of Engineer	St. Tammany Parish	985-875-2450	shannondavis@stpgov.org
<i>EL</i>	Eric Lundin – Director of Planning	City of Slidell	985-646-4320	elundin@cityofslidell.org
	Ryan Herring	City of Slidell	985-646-4328	eherring@cityofslidell.org
<i>by phone</i>	Cristine Gowland – District 62 Traffic	LADOTD	985-375-0105	cristine.gowland@la.gov
<i>by phone</i>	Jennifer Branton – District 62 Design	LADOTD	985-375-0165	jennifer.branton@la.gov
	Johnathan Perry – District 62 Traffic	LADOTD		jonathan.perry@la.gov
<i>TDP</i>	Toby Picard	ARCADIS	225-292-1004	Toby.picard@arcadis.com
<i>Y.H.</i>	Yuwen Hou	ARCADIS	515-708-8048	yuwen.hou@arcadis.com
<i>TM</i>	Thomas Montz	ARCADIS	225-292-1004	thomas.montz@arcadis.com
	Erich Dohrer	CTRKL	214-908-7218	Erich.Dohrer@crtkl.com
	Bruce Richards	N-Y Associates	504-909-2750	brichards@n-yassociates.com
<i>by phone</i>	Ian Trahan	CD&C	225-765-1802	itrahan@cdcbr.com
<i>JES</i>	<i>JAMES E. SIMMONS</i>	<i>N-Y ASSOCIATES</i>	<i>504-885-0500</i>	<i>jsimmons@n-yassociates.com</i>
<i>RPA</i>	<i>RICHARD ARTIGUE</i>	<i>SLIDELL CITY</i>	<i>985 768-1293</i>	<i>RARTIGUE@ATT.NET</i>

*by phone Brandon Dejean*

*LADOTD.*

<b>ELACOMBE PROJECT MANAGEMENT COMMITTEE MEETING</b>		
<b>Wednesday, Jul 18, 2018</b>	10:00 am – 11:30 am	St. Tammany Parish Administrative Complex Staff Conference Room 21490 Koop Drive, Mandeville, LA
Land Use and Transportation: Scenario Planning Study East Lacombe Area RPC Project ELacombe State Project No. H.012855		

Arcadis U.S., Inc.  
3850 N Causeway Boulevard  
Suite 990  
Metairie  
Louisiana 70002  
Tel 504 832 4174  
Fax 504 832 2145

Item
Introductions
Health and Safety Moment
Draft Report by Section
<ul style="list-style-type: none"> <li>• Introduction</li> </ul>
<ul style="list-style-type: none"> <li>• Socio-Economic Profile</li> </ul>
<ul style="list-style-type: none"> <li>• Conceptual Development of Land Use and Transportation</li> </ul>
<ul style="list-style-type: none"> <li>• Traffic Data Collection and Design Year Traffic Analysis</li> </ul>
<ul style="list-style-type: none"> <li>• Infrastructure – Existing and Proposed</li> </ul>
<ul style="list-style-type: none"> <li>• Alternative Evaluation and Next Steps</li> </ul>
Review Timeframe
Open discussion

## ELACOMBE PMC MEETING #4

Land Use and Transportation: Scenario Planning Study  
East Lacombe Area, St. Tammany Parish  
RPC Task ELacombe, State Project H. 012855

July 18, 2018

## Agenda

1. Introductions
2. Health and Safety Moment
3. Draft Report by Section
  - Introduction
  - Socio-Economic Profile
  - Conceptual Development of Land Use and Transportation Scenarios
  - Traffic Data Collection and Design Year Traffic Analysis
  - Infrastructure – Existing and Proposed
  - Alternative Evaluation and Next Steps
4. Review Timeframe
5. Open Discussion



## Health and Safety Moment - When Thunder Roars, Go Indoors!



### **Safety precautions outdoors**

- Find a safe, enclosed shelter.
- 30-30 rule - After you see lightning, start counting to 30. If you hear thunder before you reach 30, go indoors. Suspend activities for at least 30 minutes after the last clap of thunder.
- If no shelter is available, crouch low, with as little of your body touching the ground as possible.
- Stay away from concrete floors or walls

### **Safety precautions indoors**

- Avoid water during a thunderstorm.
- Avoid electronic equipment of all types
- Avoid corded phones. However, cordless or cellular phones are safe to use during a storm.
- Avoid concrete floors and walls.

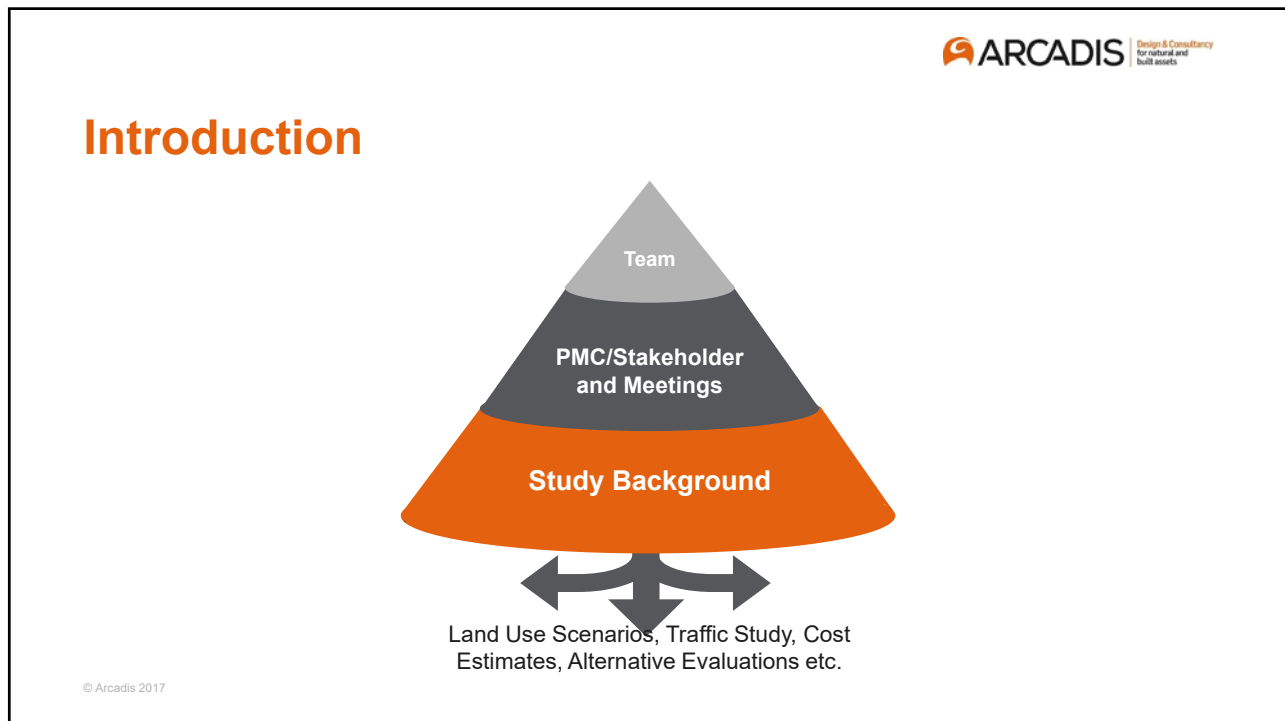
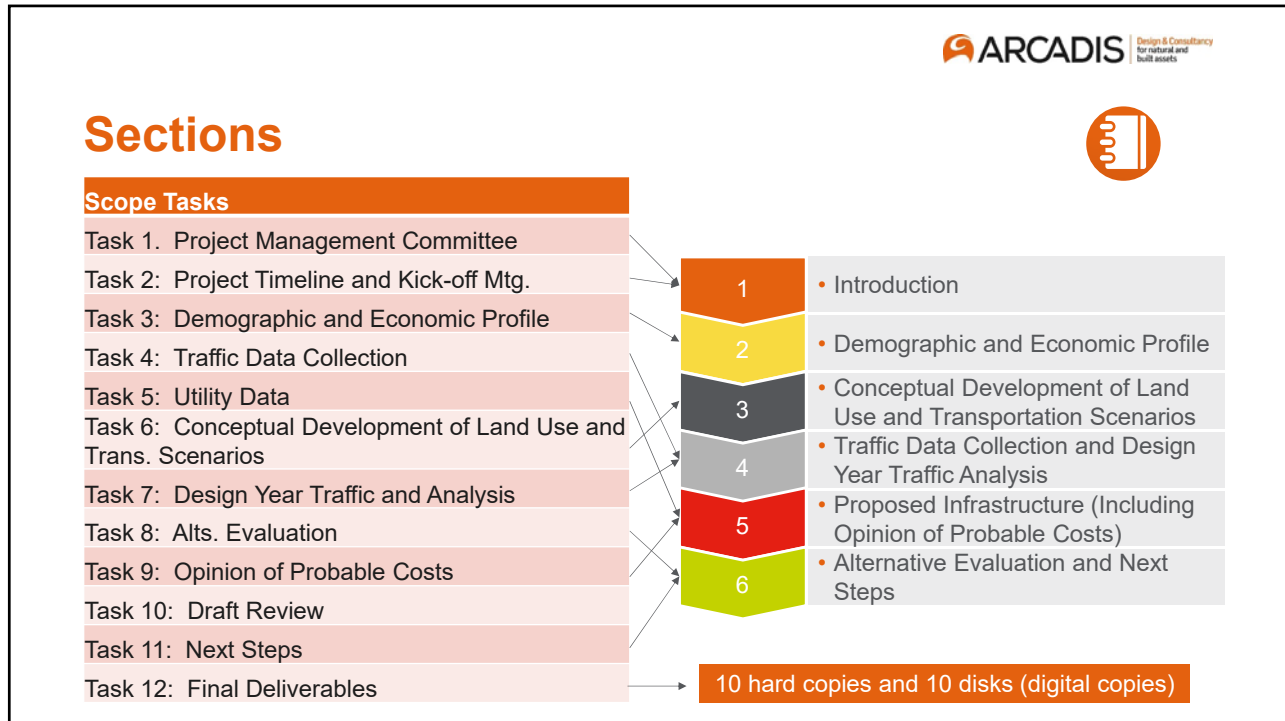


© Arcadis 2017

**Draft Report**

23 July 2014







## Demographic Profile

23 July 2017

## Chapter 2 – Socio-Economic Profile

### APPROACH:

- The team completed a summary socio-economic profile of the study area.
- Also examined were recent changes in existing land use as well as new or proposed residential and commercial developments taking place in and adjacent to the study area.
- Information collected and used was from readily available US Department of Census and economic data, as well as readily available land use & zoning data from St. Tammany Parish.

© Arcadis 2017

## Chapter 2 – Socio-Economic Profile

### SOCIO-ECONOMIC FINDINGS:

- **Population** - study area has experienced an increase that is higher than the state population increase rate and the national population increase rate.
- **Age** - the population in the study area is relatively evenly distributed among all ages, with twin peaks around 50 and 15 years of age. The study area has very few residents age 65 and over.
- **Housing** - Housing units in the study area has increased by approximately 38% between 2000 and 2010. Owner-occupied housing is 79.4% and renter-occupied housing is 13.3%, with a very strong occupancy rate of approximately 93%.
- **Per Capita Income** - Per Capita income in Census Tract 407.01 is higher than average per capita income at the national and state level, while the 412.04 tract income is less than the average per capita income at the national and state level.
- **Median Income** - Median household income for 407.01 is much higher than in Louisiana and the US, while 412.04 is nearly the same as that of Louisiana and lower than the US as a whole.
- **Commuting** - The average commute time is about 63 minutes, much longer than the state and nation. Most commuters in the study area drove alone (over 80 percent, higher than the national and state percentage). Carpooling percentage (11%) is roughly the same share as both the national and the state percentage.

© Arcadis 2017

## Chapter 2 – Socio-Economic Profile

### LAND USE FINDINGS:

- Current zoning in the heart of the site reflects an old development plan which did not come to fruition.
- Current land use in the study area is mostly vacant/timber land, with some development along major roadways along the edge of the study area (US 190, Airport Road/Northshore Blvd.)
- In terms of future development:
  - The Tamanend Development northwest of the site is underway, with a planned town center, business park and residential component.
  - Segment 1 of LA 3241 in the project vicinity (between I-12 and LA 36) includes upgrades and improvements to LA 434. The design of Segment 1 is in preliminary phase.
  - There are preliminary plans for the expansion of Slidell Municipal Airport which would allow the airport to accommodate larger corporate clients. Such plans are in the early stages of development, but include concepts and discussions such as an extension of the north-south runway to the north and land acquisition on the west side.
  - The owners of the Salmen-Fritchie site are working towards the development of the site, and commissioned Stirling Properties to prepare a report evaluating the short and long-term options for future disposition and development of the site. The report recommends several infrastructure improvements and proposed rezoning to aid in the development of the site.

© Arcadis 2017

# Scenario Development

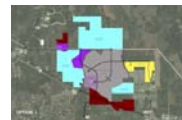


## Scenario Development Process



### Initial Draft

“Bubble Diagrams”  
examining the site, the surrounding  
transportation network, and developing a  
set of assumptions



### Refinements

Revise assumptions  
and revised scenarios,  
low-, medium, high-  
density



### Stirling Report:

The icons can be copied and  
pasted from the icon section  
of the slide deck.

# Scenario Development Process



## PMC and Stakeholder Input

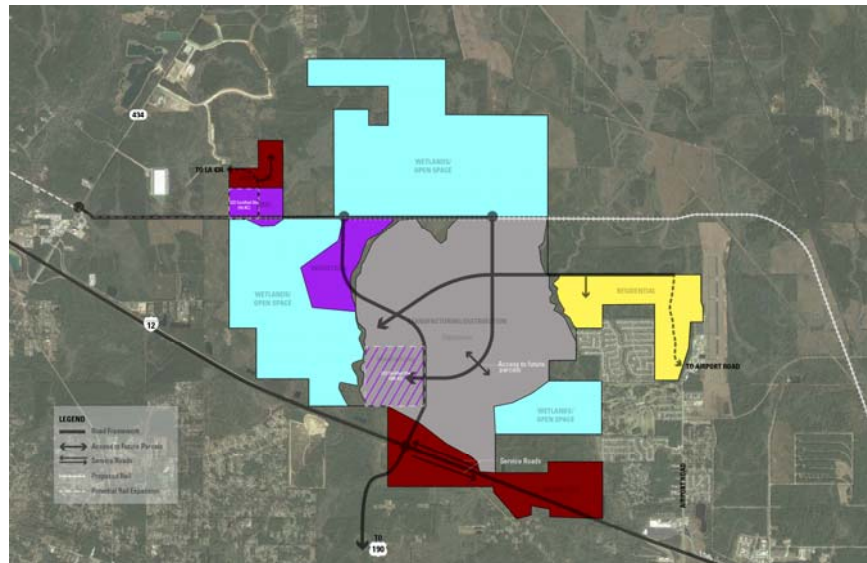
November 2017  
December 2017  
January 2018



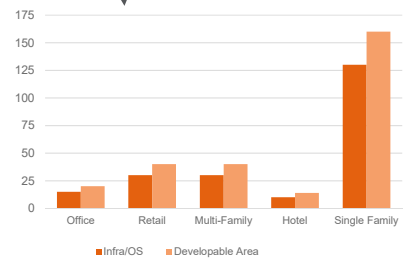
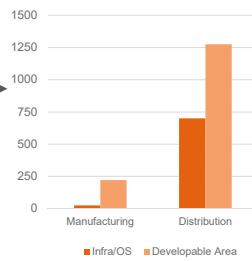
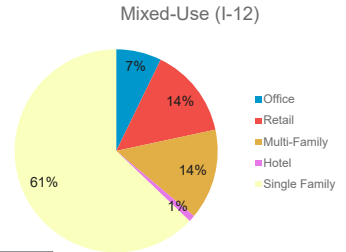
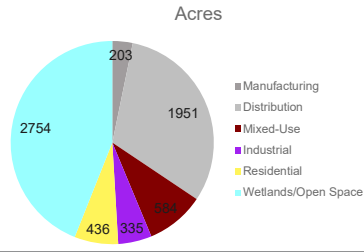
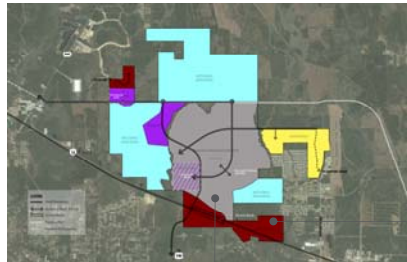
## Final Scenarios



# Option 1



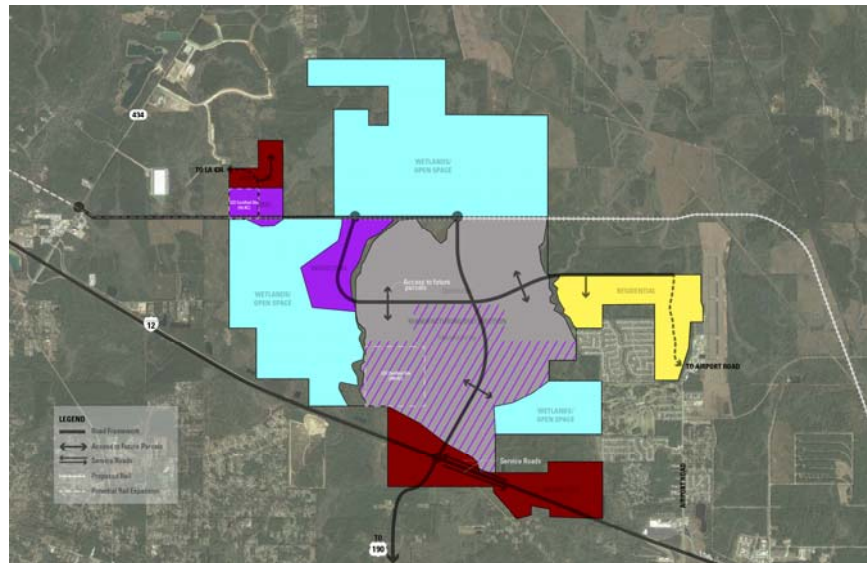
## Option 1



© Arcadis 2017

23 July 2018 15

## Option 2

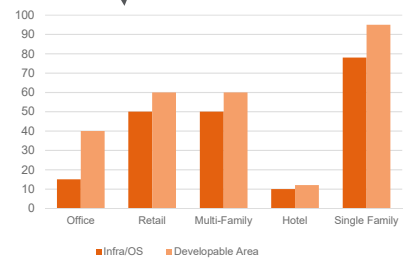
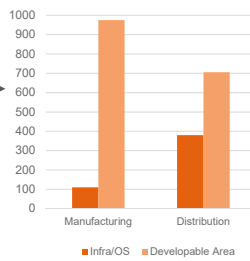
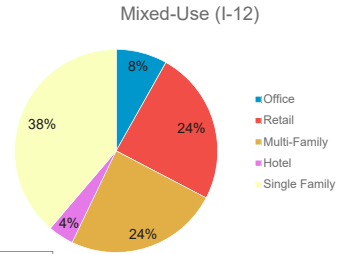
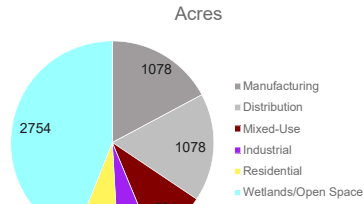
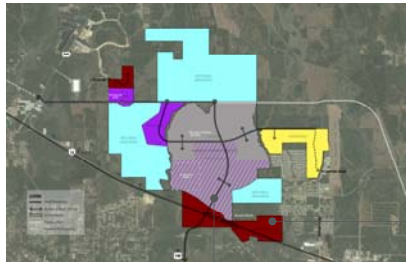


© Arcadis 2017

23 July 2018 16



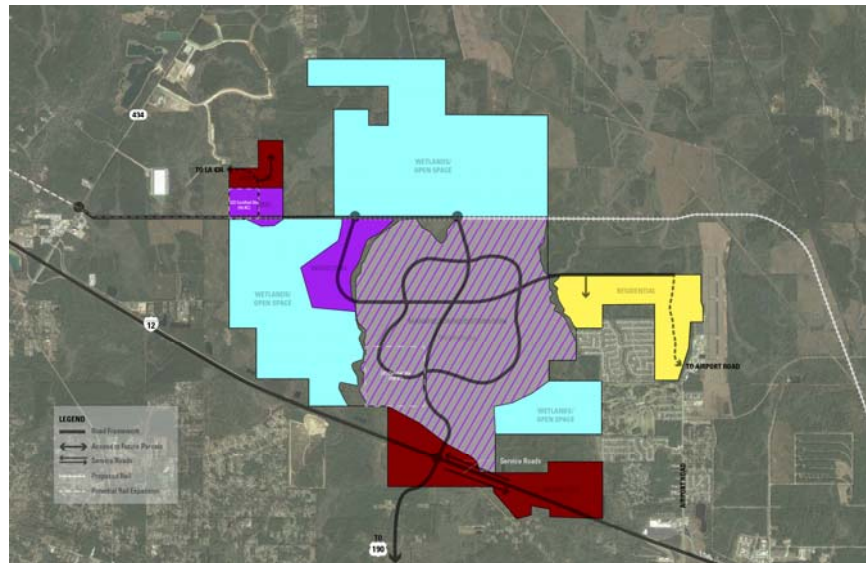
## Option 2



© Arcadis 2017

23 July 2018 17

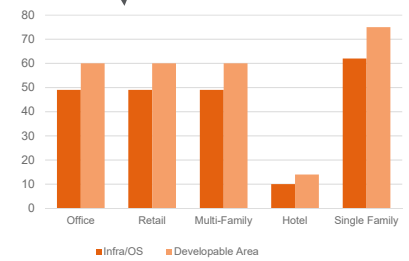
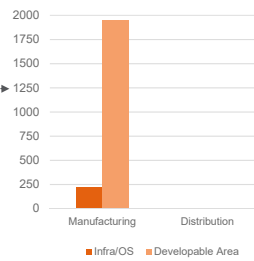
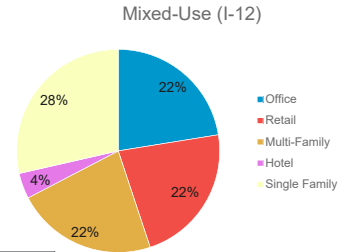
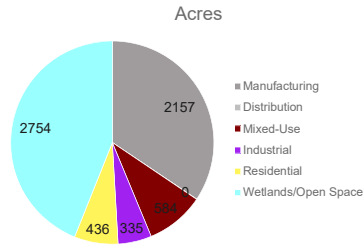
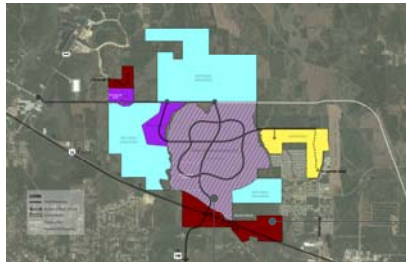
## Option 3



© Arcadis 2017

23 July 2018 18

## Option 3

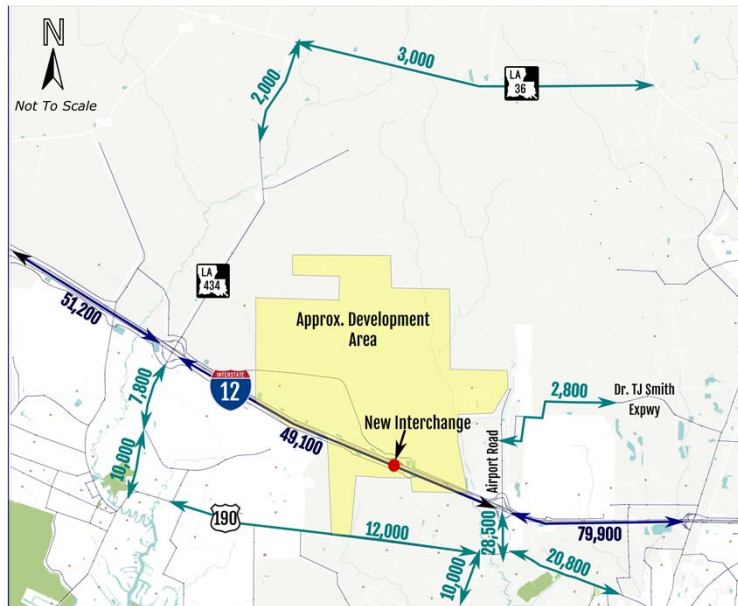


© Arcadis 2017

23 July 2018 19

## Traffic Data Collection and Design Year Traffic Analysis

## Data Collection Results: ADT

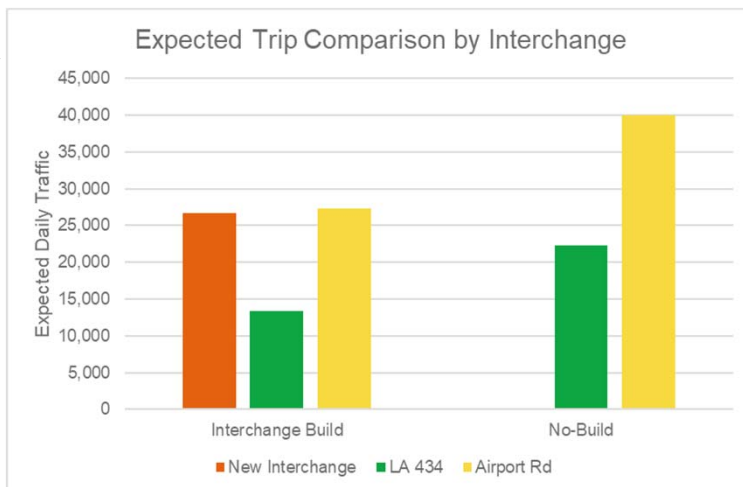


© Arcadis 2016

23 July 2018 21

## Expected Trips & Interchange Demand

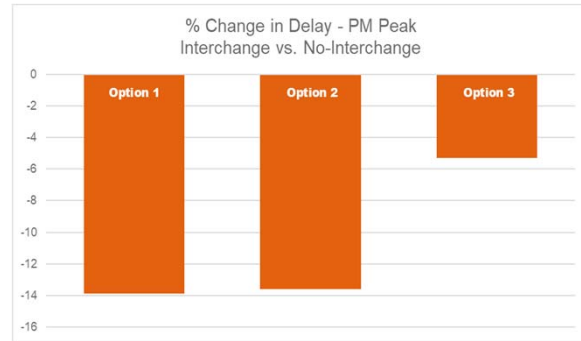
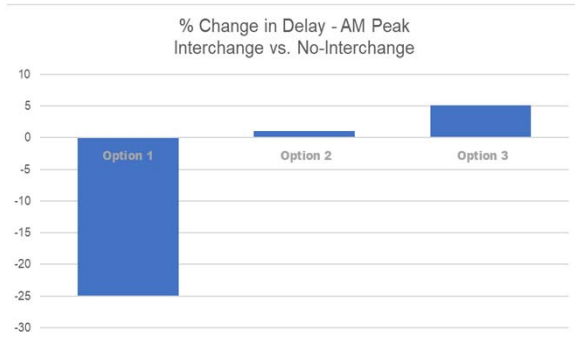
- With no new interchange, additional trips most likely to use Airport Road interchange.
- Proposed interchange would carry about the same amount of traffic as Airport Road interchange



© Arcadis 2016

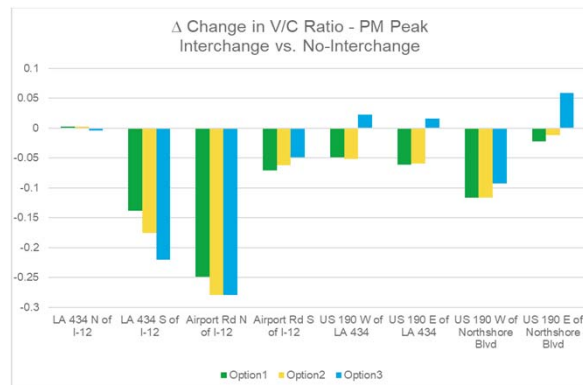
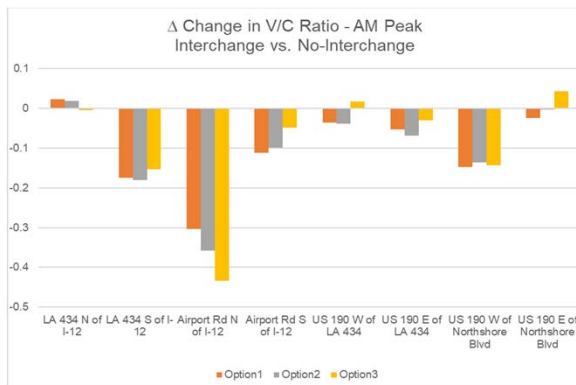
23 July 2018 22

## AM/PM Peak Delay Comparison



\*Model predicts some additional AM peak delay along US 11 with build scenario, options 2 and 3

## AM/PM Peak V/C Ratios



\*AM v/c ratios similar to PM

## Infrastructure (Including Opinion of Probable Costs)

## Chapter 5 – Infrastructure – Existing and Proposed

### APPROACH:

- The team identified the existing project area infrastructure, including the transportation network and water, sewer, drainage, electrical and communication facilities in or adjacent to the study area.
- The team then completed a list and description of both transportation improvements and infrastructure capital improvements for each alternative development scenario. Where possible, each scenario also includes a conceptual opinion of probable cost.



## Chapter 5 – Infrastructure – Existing and Proposed (Including Opinion of Probable Cost)

### EXISTING:

- **Traditional “Public” Infrastructure** – very little of this exists within the project area, including water and sewer service, an interior roadway system, and drainage improvements. Many surrounding area developments (including the new Tamanend development) rely on their own water and sewer systems rather than a Parish or Municipal system
- **Traditional “Private” Infrastructure** – the site does have access to electrical power, gas, and telecommunications. A possibility also exists for extension of a railroad spur to service the site.

© Arcadis 2016

## Chapter 5 – Infrastructure – Existing and Proposed (Including Opinion of Probable Cost)

### PROPOSED - OPINION OF PROBABLE COST

- Based upon the three scenario options, the team developed and fully described proposed new infrastructure system for the site. Three cost estimates (one for each scenario) were prepared for a new roadway system (including a new I-12 interchange), a new water supply system, a new sewer system, and a drainage system. The costs for each option are as follows:
  - OPTION 1 - \$249,921,001
  - OPTION 2 - \$238,494,376
  - OPTION 3 - \$301,939,438
- Costs for private utilities will vary and may be assisted by or paid for by providers; thus, there are no cost estimates for these items.

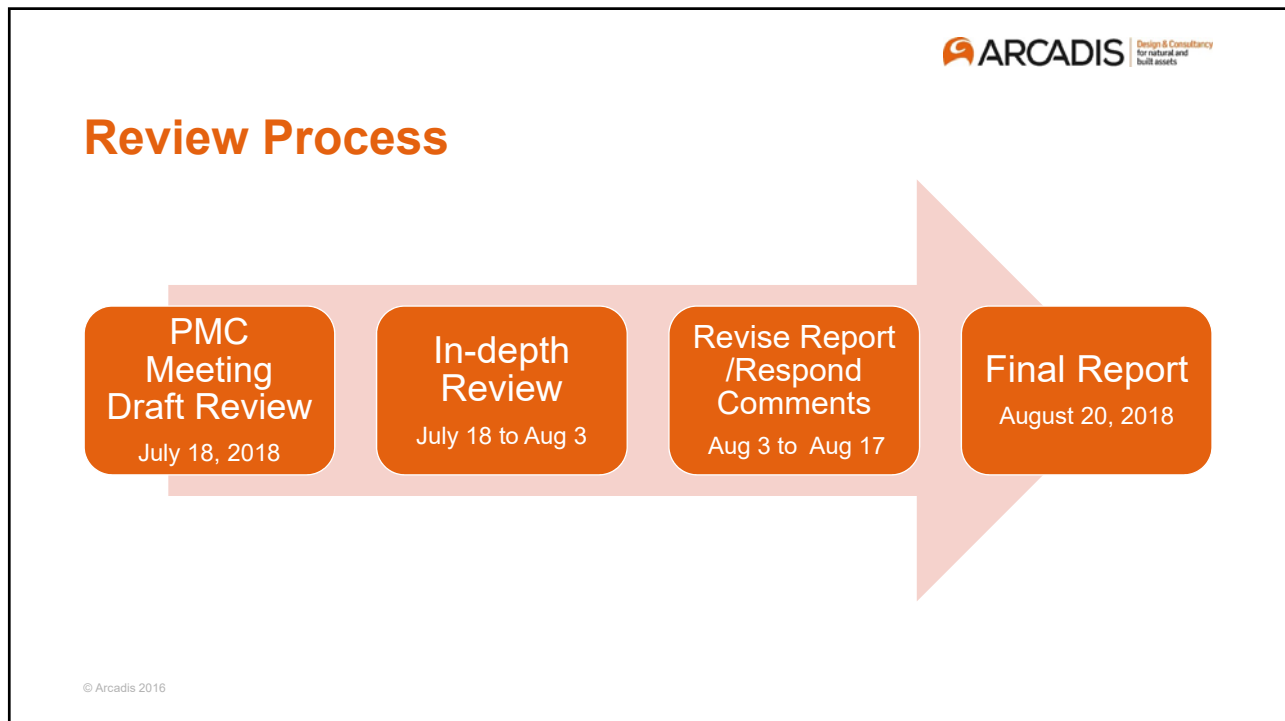
© Arcadis 2016

## Alternative Evaluation and Next Steps

### **ARCADIS** | Design & Consultancy for natural and built assets

## Chapter 6 – Alternatives Evaluation and Next Steps

- Each of the three alternatives were compared to each other and to the No Build Alternative on the basis of 12 evaluation criteria confirmed by the Parish, RPC and PMC. The criteria were designed to compare the relative benefits, impacts, and costs associated with each development scenario.
- “Next Steps” were also developed– a list of supporting policies, transportation and infrastructure improvement measures on short-term and long-term infrastructure priorities, and policy measures necessary to advance the preferred land use and transportation plan. This includes a preliminary assessment of justification for a new interchange based on the Federal Highway Administration’s eight policy points on “Access to the Interstate System”.



# Comment Response Table

East Lacombe Draft Report – Comment Response Table

Agency:

Name:

Date:

Section	Item	Comment
2 Socio Economic Profile	Figure 1	
	Arcadis Response:	
	Arcadis Response:	
	Arcadis Response:	
	Arcadis Response:	
	Arcadis Response:	
	Arcadis Response:	
	Arcadis Response:	
	Arcadis Response:	
	Arcadis Response:	
	Arcadis Response:	
	Arcadis Response:	
	Arcadis Response:	
	Arcadis Response:	
	Arcadis Response:	
	Arcadis Response:	
	Arcadis Response:	

# Open Discussion



# APPENDIX B

## Development Yield Sheets





East Lacombe Development Yield Study  
13-Oct-17

Option 1

Land Use	Area (ac)	Infrastructure Dedication	Development Area	FAR	Density units/ac	Yield	Unit Count
Retail	120	48.00	72.00	0.25	-	784,080	-
Office	120	48.00	72.00	0.3	-	940,896	-
Multi-Family	200	80.00	120.00	-	24	-	2880
Civic	65	26.00	39.00	0.2	-	339,768	-
Hotel	25	10.00	15.00	0.3	-	196,020	-
Commercial Sub-total	530	212	318.00	-	-		
School	80	16.00	64.00	0.2		557,568	
Manufacturing/L.I./Tech	1600	800.00	800.00	0.3	-	10,454,400	
Low Density SF	1822	601.34	1220.90	-	2		2442
Medium Density SF	801	264.30	536.62	-	4		2146
High Density SF	337	111.30	225.98	-	6		1356

Option 2

Land Use	Area (ac)	Infrastructure Dedication	Development Area	FAR	Density units/ac	Yield	Unit Count
Retail	60	24.00	36.00	0.25	-	392,040	-
Office	35	14.00	21.00	0.3	-	274,428	-
Multi-Family	100	40.00	60.00	-	24	-	1440
Civic	0	0.00	0.00	0.2	-	-	-
Hotel	25	10.00	15.00	0.3	-	196,020	-
Commercial Sub-total	220	88	132.00	-	-		
Retail	40	16.00	24.00	0.25	-	261,360	-
Office	60	24.00	36.00	0.3	-	470,448	-
Multi-Family	80	32.00	48.00	-	36	-	1728
Civic	40	16.00	24.00	0.2	-	209,088	-
Hotel	15	6.00	9.00	0.3	-	117,612	-
High Density SF	215	70.95	144.05	-	6		864
Town Center Sub-total	450	164.95	285.05	-	-		
School	100	20.00	80.00	0.2		696,960	
Manufacturing/L.I./Tech	1125	562.50	562.50	0.3	-	7,350,750	
Low Density SF	1830	603.90	1226.10	-	2		2452
Medium Density SF	754	248.82	505.18	-	4		2021
High Density SF	548	180.84	367.16	-	6		2203

Option 3

Land Use	Area (ac)	Infrastructure Dedication	Development Area	FAR	Density units/ac	Yield	Unit Count
Retail	200	80.00	120.00	0.25	-	1,306,800	-
Office	105	42.00	63.00	0.3	-	823,284	-
Multi-Family	150	60.00	90.00	-	24	-	2160
Civic	25	10.00	15.00	0.2	-	130,680	-

Hotel	50	20.00	30.00	0.3	-	392,040	-
Commercial Sub-total	530	212	318.00	-	-		

Retail	20	8.00	12.00	0.25	-	130,680	-
Office	20	8.00	12.00	0.3	-	156,816	-
Multi-Family	60	24.00	36.00	-	36	-	1296
Civic	25	10.00	15.00	0.2	-	130,680	-
Hotel	15	6.00	9.00	0.3	-	117,612	-
High Density SF	80	26.40	53.60	-	6		322
Town Center Sub-total	220	82.4	137.60	-	-		

School	82	16.40	65.60	0.2		571,507	
Manufacturing/L.I./Tech	1585	792.50	792.50	0.3	-	10,356,390	
Low Density SF	1436	473.88	962.12	-	2		1924
Medium Density SF	1020	336.60	683.40	-	4		2734
High Density SF	422	139.26	282.74	-	6		1696

Option 4

Land Use	Area (ac)	Infrastructure Dedication	Development Area	FAR	Density units/ac	Yield	Unit Count
Retail	120	48.00	72.00	0.25	-	784,080	-
Office	200	80.00	120.00	0.3	-	1,568,160	-
Multi-Family	80	32.00	48.00	-	24	-	1152
Civic	25	10.00	15.00	0.2	-	130,680	-
Hotel	25	10.00	15.00	0.3	-	196,020	-
Commercial Sub-total	450	180	270.00	-	-		

Retail	60	24.00	36.00	0.25	-	392,040	-
Office	80	32.00	48.00	0.3	-	627,264	-
Multi-Family	150	60.00	90.00	-	36	-	3240
Civic	50	20.00	30.00	0.2	-	261,360	-
Hotel	35	14.00	21.00	0.3	-	274,428	-
High Density SF	200	66.00	134.00	-	6		804
Town Center Sub-total	575	216	359.00	-	-		

School	115	23.00	92.00	0.2		801,504	
Manufacturing/L.I./Tech	1770	885.00	885.00	0.3	-	11,565,180	
Low Density SF	1602	528.66	1073.34	-	2		2147
Medium Density SF	576	190.08	385.92	-	4		1544
High Density SF	159	52.47	106.53	-	6		639

Option 4 - Full Option

Land Use	Area (ac)	Infrastructure Dedication	Development Area	FAR	Density units/ac	Yield	Unit Count
Retail	200	80.00	120.00	0.25	-	1,306,800	-
Office	180	72.00	108.00	0.3	-	1,411,344	-
Multi-Family	350	140.00	210.00	-	24	-	5040
Civic	120	48.00	72.00	0.2	-	627,264	-
Hotel	75	30.00	45.00	0.3	-	588,060	-

Commercial Sub-total	925	370	555.00	-	-		
----------------------	-----	-----	--------	---	---	--	--

Retail	60	24.00	36.00	0.25	-	392,040	-
Office	80	32.00	48.00	0.3	-	627,264	-
Multi-Family	150	60.00	90.00	-	36	-	3240
Civic	50	20.00	30.00	0.2	-	261,360	-
Hotel	35	14.00	21.00	0.3	-	274,428	-
High Density SF	200	66.00	134.00	-	6		804
Town Center Sub-total	575	216	359.00	-	-		

School	293	58.60	234.40	0.2		2,042,093	
Manufacturing/L.I./Tech	3016	1508.00	1508.00	0.3	-	19,706,544	
Low Density SF	9650	3184.50	6465.50	-	2		12931
Medium Density SF	1821	600.93	1220.07	-	4		4880
High Density SF	397	131.01	265.99	-	6		1596

# APPENDIX C

## Traffic Data Collection Memo



## EAST LACOMBE LAND USE AND TRANSPORTATION STUDY DATA COLLECTION PLAN

The purpose of this data collection is to establish baseline traffic volumes for the subject project’s study area. The study area limits are US 190 to the south, LA 434 to the west, LA 36 to the north, and Airport Road/Northshore Boulevard to the east. This data will be used to establish a benchmark of existing traffic levels and patterns which will be compared to data available in the regional travel demand model (TDM). Where possible, the locations selected directly correlate to major links present in the TDM.

Arcadis and ITS Regional were able to obtain data within the study area from LADOTD for previous studies. These available data mostly consisted of ADT information. However, more detailed data will be required for the analysis. The data locations contained in this plan are required to: 1) establish screenline counts for the study area, 2) record current traffic flows at critical intersections, and 3) establish baseline traffic flows along the perimeter of the study area. Screenline counts will be used to compare major traffic flows into and out of the study area to the same flows present in the TDM. Differences in flows will be used to adjust flows generated by the TDM for future scenarios.

Data collection locations along with the type of data that will be collected are shown in Table 1. Additionally, a map (KMZ file) of the data locations has been provided which can be viewed using Google Earth. The counts shall be collected according to standard engineering practice on a Tuesday, Wednesday, or Thursday, when schools are in session (not during summer vacation, or during holidays). The 72-hour machine traffic counts shall include FHWA Vehicle Classifications 1-14 to determine truck percentages. The peak period for turning movement traffic counts within the study area will be determined based on a peak hour analysis of the machine counts. For reference, the peak periods to utilized by the TDM time of day files represent 6 AM – 9 AM and 4 PM -- 7 PM for the AM and PM peaks, respectively.

**Table 1: Location and Types of Traffic Data Collection**

No.	Count Location	72-Hour Counts	TMCs	Screenline Counts
1	LA 36 / Hickory Hwy btw Pedro Bennett Rd and John Bennett Rd	✓		✓
2	LA 36 / Hickory Hwy btw Lee Rd and Lacombe Bayou	✓		
3	LA 36 / Hickory Hwy btw Racehorse Rd and Camp Villere hunting Club Entrance	✓		✓
4	LA 434 btw Vortisch Rd and Hwy 434 Park and Ride entrance	✓		
5	LA 434 btw Vinson Rd and Funck Rd	✓		
6	US 190 btw LA 434 and Lake Rd	✓		✓
7	US 190 btw Dogwood Dr and Anchorage Rd/Carrol St	✓		
8	US 190 btw Mill Rd and Vermillon Dr	✓		
9	US 190 btw Honeybee Rd and Centennial Plaza	✓		
10	US 190 btw Sylve Rd and Dixie Ranch Rd	✓		

No.	Count Location	72-Hour Counts	TMCs	Screenline Counts
11	LA 433 btw Happy Daze Ln and Siverd Ln	✓		✓
12	US 190 btw LA 433 and Northshore Blvd	✓		
13	US 190 btw Cherry St and Williams Rd	✓		✓
14	Dr T.J. Smith Sr. Expy btw Old Receiving Station Rd and CC 19 Rd	✓		✓
15	I-12 btw LA 434 and Dixie Ranch Rd	✓		
16	LA 36 @ LA 434		✓	
17	LA 434 @ Horseshoe Island Rd		✓	
18	LA 434 @ Krentel Rd		✓	
19	LA 434 @ CC 14 Rd		✓	
20	LA 434 @ I-12 WB Ramps		✓	
21	LA 434 @ I-12 EB Ramps		✓	
22	US 190 @ LA 434 (Roundabout)		✓	
23	US 190 @ Tranquility Rd		✓	
24	US 190 @ Dixie Ranch Rd		✓	
25	US 190 @ LA 433		✓	
26	US 190 @ Northshore Blvd/Airport Rd		✓	
27	Northshore Blvd/Airport Rd @ I-12 WB Ramps		✓	
28	Northshore Blvd/Airport Rd @ I-12 EB Ramps		✓	
29	Northshore Blvd/Airport Rd @ Grantham College Dr		✓	
30	Northshore Blvd/Airport Rd @ Dr T.J. Smith Sr. Expy		✓	



# APPENDIX D

## Traffic Data Collection Report



# Land Use and Transportation: Scenario Planning Study East Lacombe Area TRAFFIC DATA SUBMITTAL

St. Tammany Parish, Louisiana

RPC Task: ELacombe  
State Project No.: H.012855

December 2017

Prepared for:



The Regional Planning Commission



Louisiana Department of Transportation and Development  
&



Prepared by:



4744 Kawanee Avenue Metairie, Louisiana – 504.888.9399.

**3-Day/24-Hour  
Volume Machine Counts Data  
And  
(AM & PM)  
Turning Movement Counts**

# Average Daily Traffic (ADT's)

**STATION 1 - LA 36 West of 434**

**STATION 2 – LA 36 East of 434**

**STATION 3 – LA 36 East of Racehorse Rd.**

**STATION 4 – LA 434 South of LA 36**

**STATION 5 – LA 434 South of I-12**

**STATION 6 – US 190 West of LA 434**

**STATION 7 – US 190 East of LA 434**

**STATION 8 – East of Mill Rd.**

**STATION 9 – Airport Rd. South of I-12**

**STATION 10 – US 190 West of LA 433**

**STATION 11 – LA 433 South of US 190**

**STATION 12 – US 190 West of Northshore Blvd.**

**STATION 13 – US 190 East of Northshore Blvd.**

**STATION 14 – Dr. T. J. Smith Expwy. East of CC 19 R**

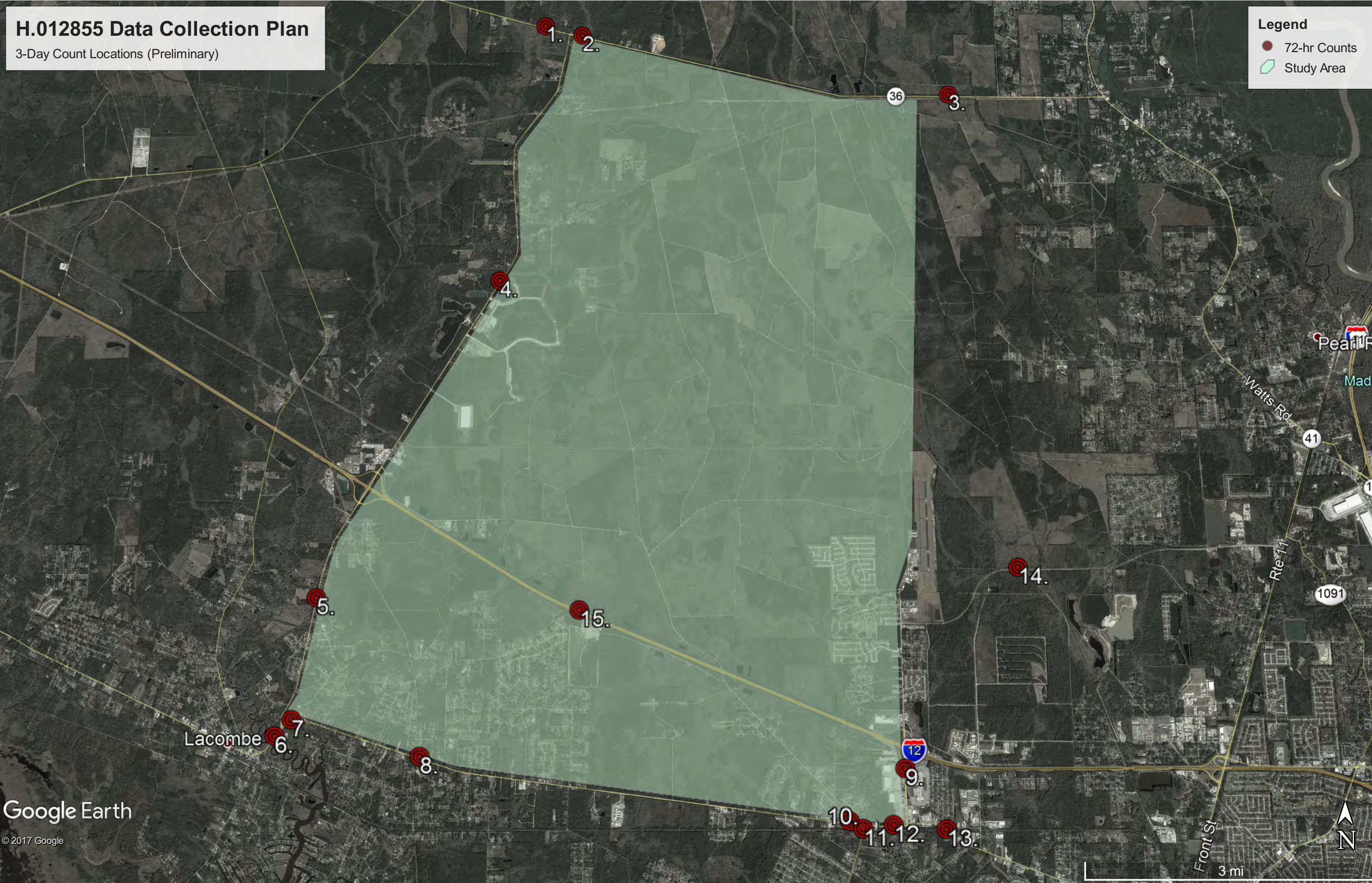


# H.012855 Data Collection Plan

3-Day Count Locations (Preliminary)

## Legend

- 72-hr Counts
- ▭ Study Area



Google Earth

© 2017 Google



# Turning Movement Counts (TMC's)

**INTERSECTION 1 – LA 36 AT LA 434**

**INTERSECTION 2 – LA 434 AT Horseshoe Island Rd.**

**INTERSECTION 3 – LA 434 AT Krentel RD.**

**INTERSECTION 4 – LA 434 AT C C 14 Rd.**

**INTERSECTION 5 – LA 434 at I-12 WB Ramps**

**INTERSECTION 6 – LA 434 at I-12 EB Ramps**

**INTERSECTION 7 – US 190 at LA 434**

**INTERSECTION 8 – US 190 at Tranquility Rd.**

**INTERSECTION 9 – US 190 at Dixie Ranch Rd.**

**INTERSECTION 10 – US 190 at LA 433**

**INTERSECTION 11 – US 190 at Northshore Blvd.**

**INTERSECTION 12 – Airport Rd. at  
I-12 WB Ramps**

**INTERSECTION 13 – Airport Rd. at  
I-12 WB Ramps**

**INTERSECTION 14 – Airport Rd. at  
Grantham College Dr.**



**INTERSECTION 15 – Airport Rd. at Dr. T. J.  
Smith Sr. Expwy**

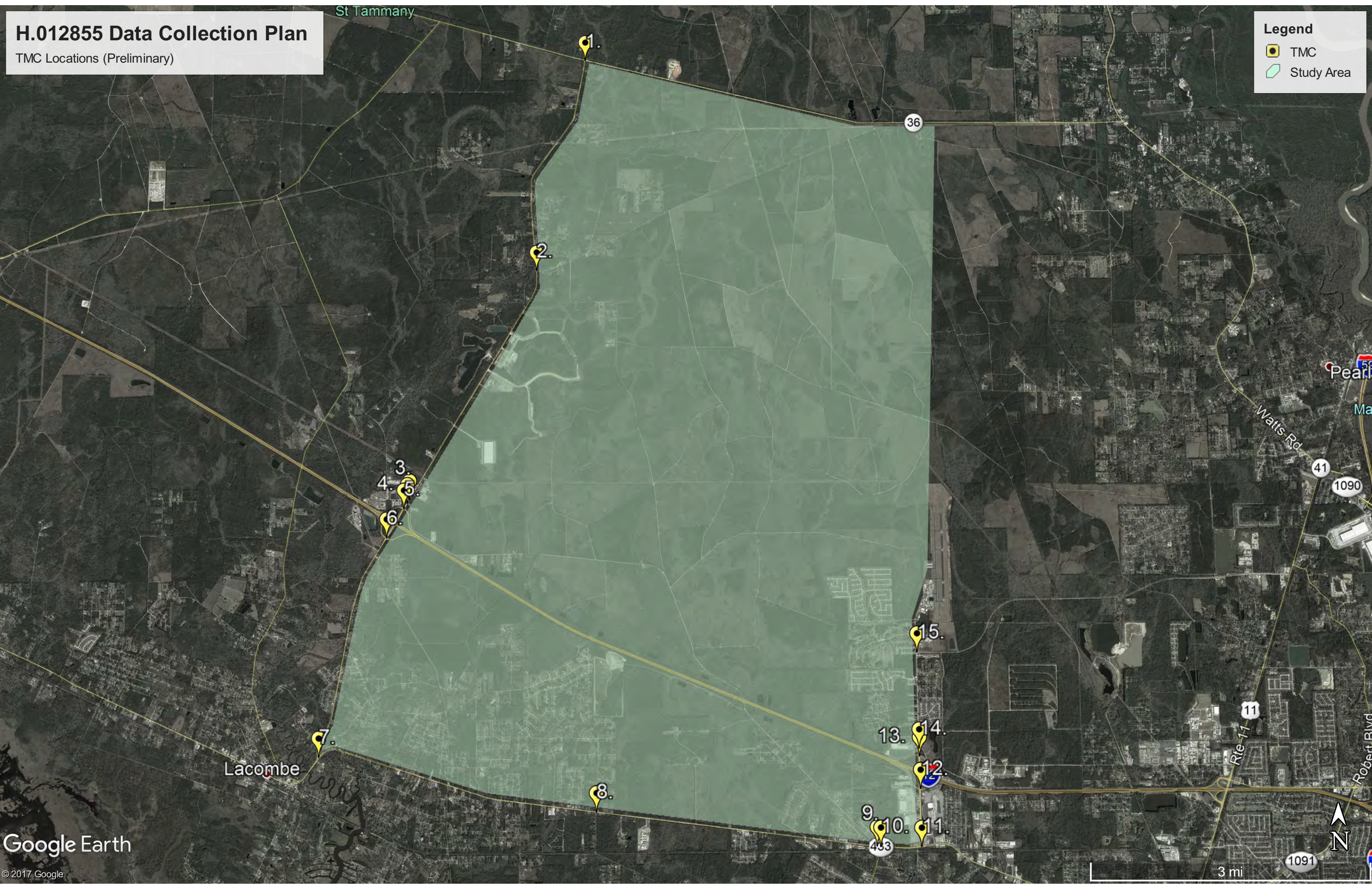


# H.012855 Data Collection Plan

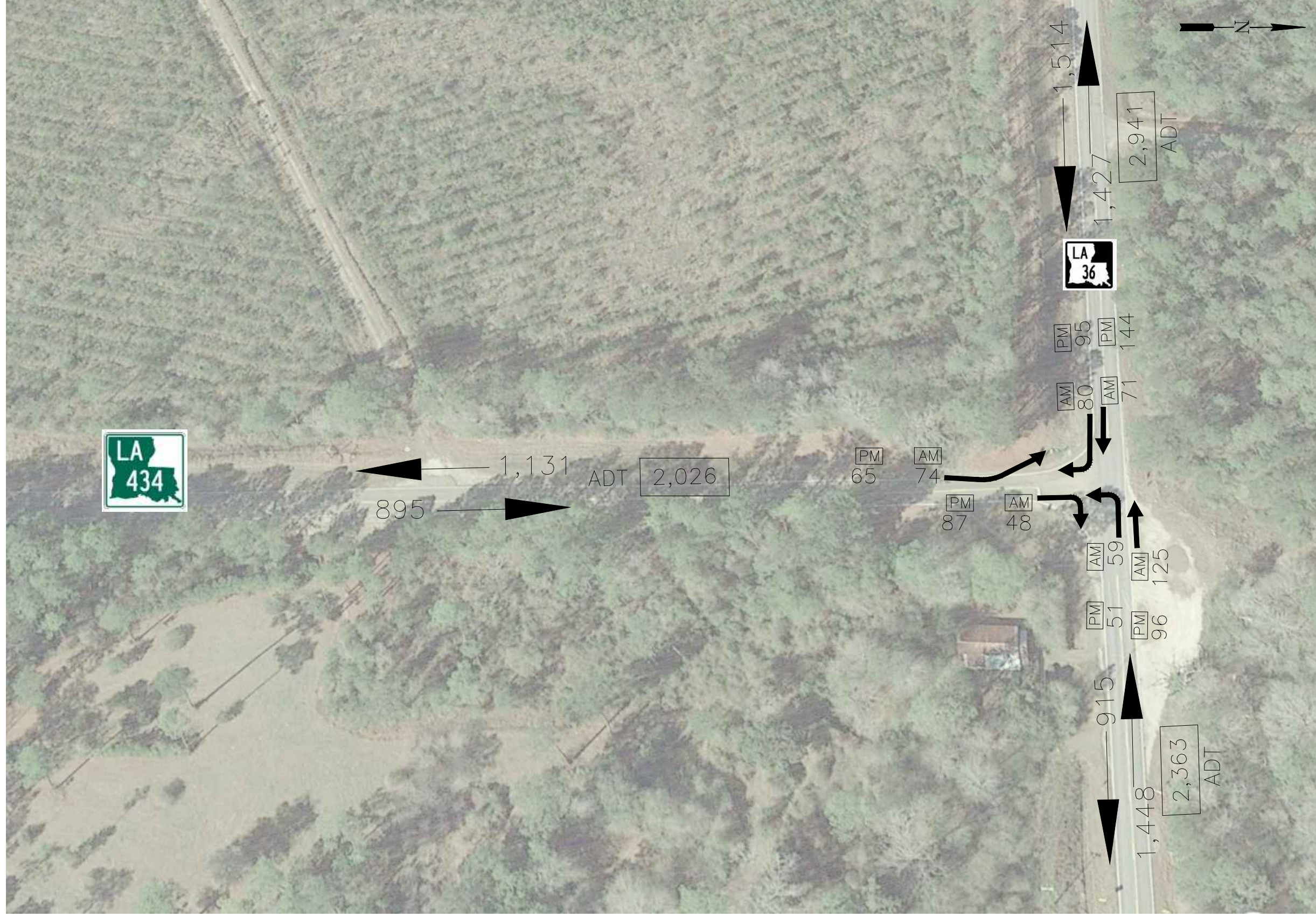
TMC Locations (Preliminary)

## Legend

-  TMC
-  Study Area







72-HR COUNTS SITE 1, 2 & 4 AND TMC SITE 1



LAND USE AND TRANSPORTATION: SCENARIO  
 PLANNING STUDY, EAST LACOMBE AREA  
 ST. TAMMANY PARISH  
 STATE PROJECT NO. H.012855  
 RPC PROJECT NO. ELACOMBE  
 F.A.P. NO. H012855



SHEET 1  
 LA 434 &  
 LA 36  
 ADT'S AND  
 TMC



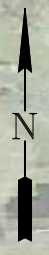


RACEHORSE RD.



1,475 ←  
→ 1,909

ADT 3,384



### 72-HR COUNTS SITE 3

LAND USE AND TRANSPORTATION: SCENARIO  
PLANNING STUDY, EAST LACOMBE AREA  
ST. TAMMANY PARISH  
STATE PROJECT NO. H.012855  
RPC PROJECT NO. ELACOMBE  
F.A.P. NO. H012855



SHEET 2  
LA 434 &  
RACEHORSE RD.  
ADT







**TMC SITE 2**

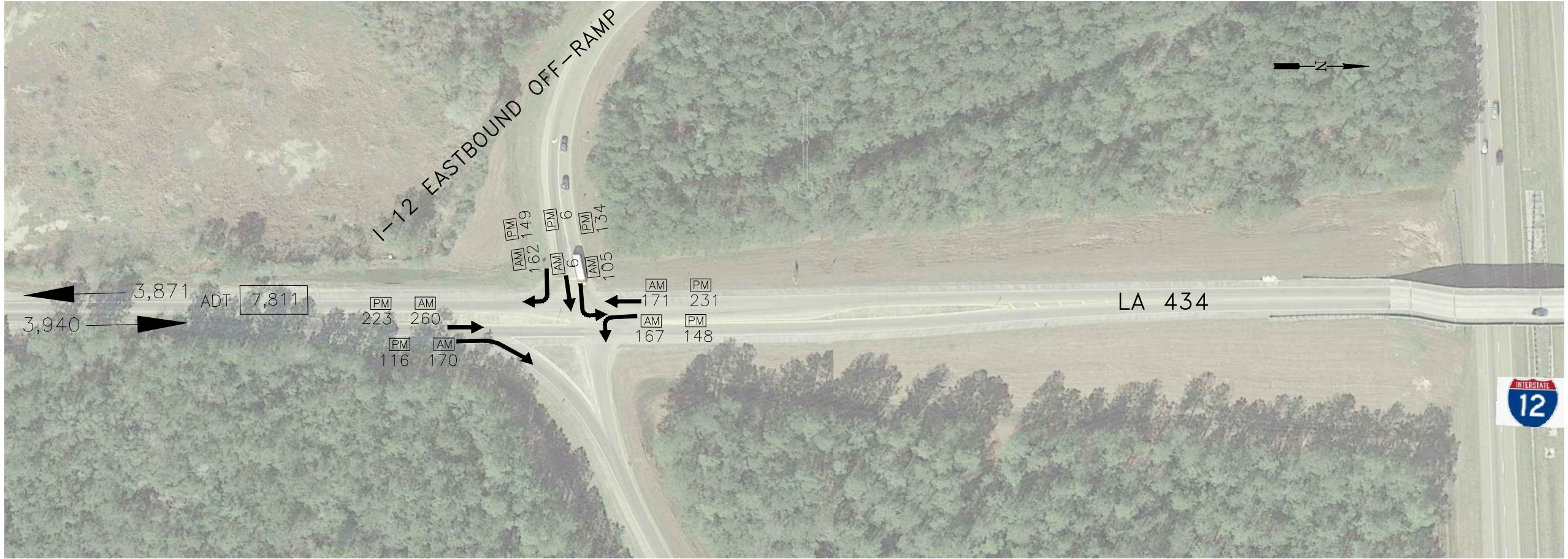
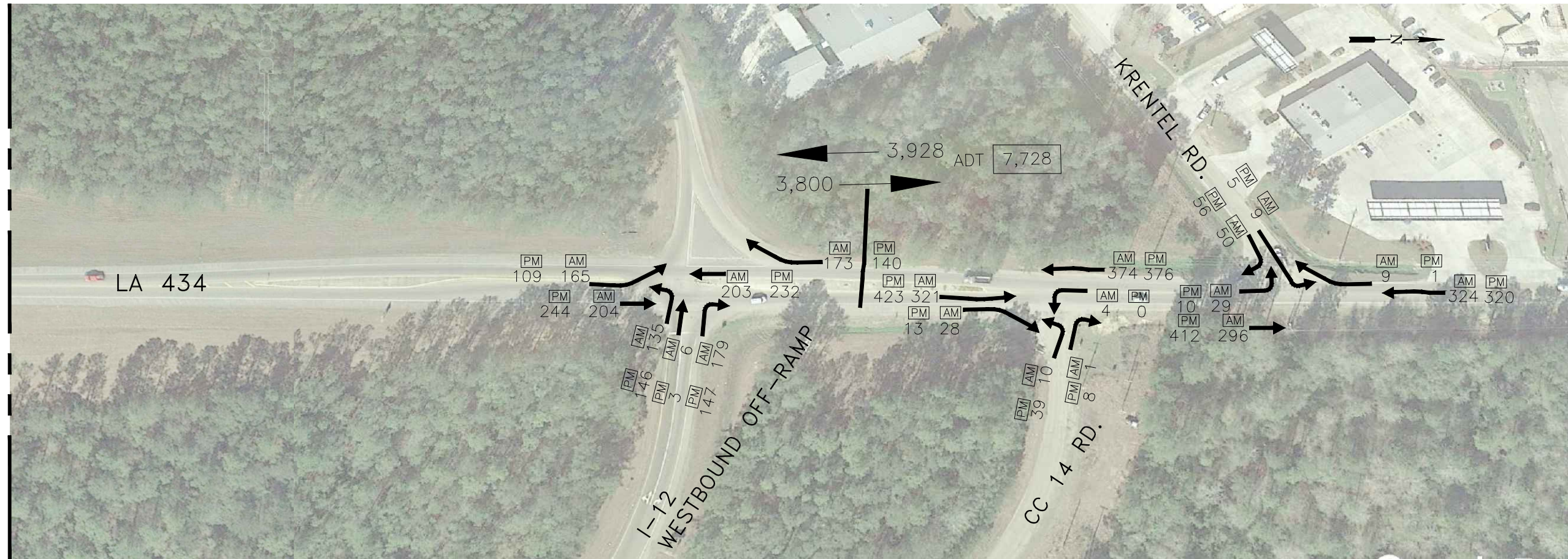
LAND USE AND TRANSPORTATION: SCENARIO  
 PLANNING STUDY, EAST LACOMBE AREA  
 ST. TAMMANY PARISH  
 STATE PROJECT NO. H.012855  
 RPC PROJECT NO. ELACOMBE  
 F.A.P. NO. H012855



**SHEET 3**  
**LA 434 &**  
**HORSESHOE**  
**ISLAND RD.**  
**TMC**



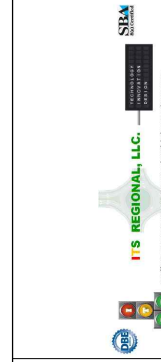
MATCHLINE A



MATCHLINE A

### TMC SITES 3, 4, 5 & 6

LAND USE AND TRANSPORTATION: SCENARIO  
 PLANNING STUDY, EAST LACOMBE AREA  
 ST. TAMMANY PARISH  
 STATE PROJECT NO. H.012855  
 RPC PROJECT NO. ELACOMBE  
 F.A.P. NO. H012855



SHEET 4  
 LA 434 &  
 I-12  
 ADT'S AND  
 TMC





**72-HR COUNTS SITE 5**

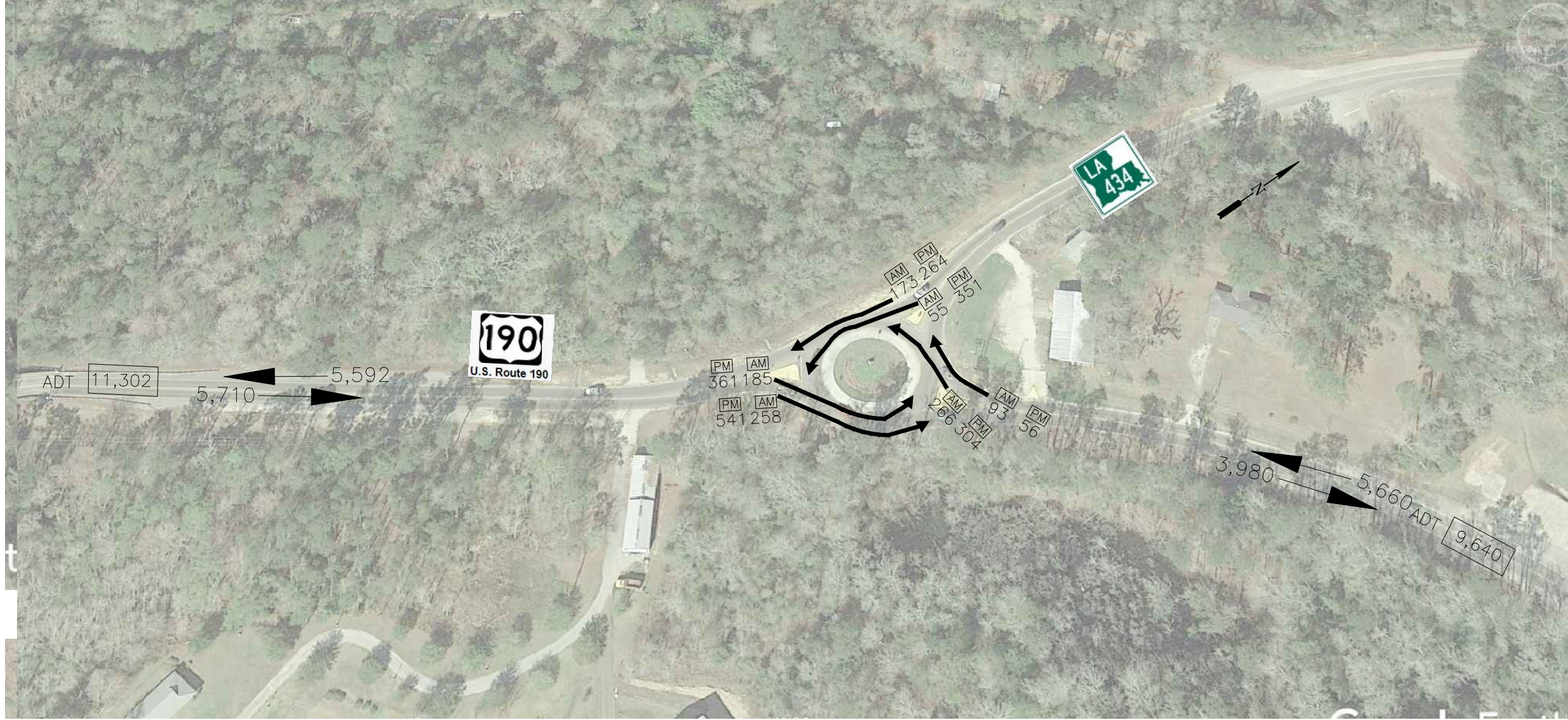


LAND USE AND TRANSPORTATION: SCENARIO  
 PLANNING STUDY, EAST LACOMBE AREA  
 ST. TAMMANY PARISH  
 STATE PROJECT NO. H.012855  
 RPC PROJECT NO. ELACOMBE  
 F.A.P. NO. H012855



**SHEET 3**  
**LA 434 AT**  
**VINSON RD.**  
**ADT'S**





**72-HR COUNTS SITE 6 & 7 AND TMC SITE 7**



LAND USE AND TRANSPORTATION: SCENARIO  
 PLANNING STUDY, EAST LACOMBE AREA  
 ST. TAMMANY PARISH  
 STATE PROJECT NO. H.012855  
 RPC PROJECT NO. ELACOMBE  
 F.A.P. NO. H012855



**SHEET 6**  
**LA 434 & 190**  
**ADT'S AND**  
**TMC**





72-HR COUNTS SITE 8



LAND USE AND TRANSPORTATION: SCENARIO  
 PLANNING STUDY, EAST LACOMBE AREA  
 ST. TAMMANY PARISH  
 STATE PROJECT NO. H.012855  
 RPC PROJECT NO. ELACOMBE  
 F.A.P. NO. H012855



SHEET 6a  
 US 190  
 MILL RD AND  
 VERMILLION DR.  
 ADT





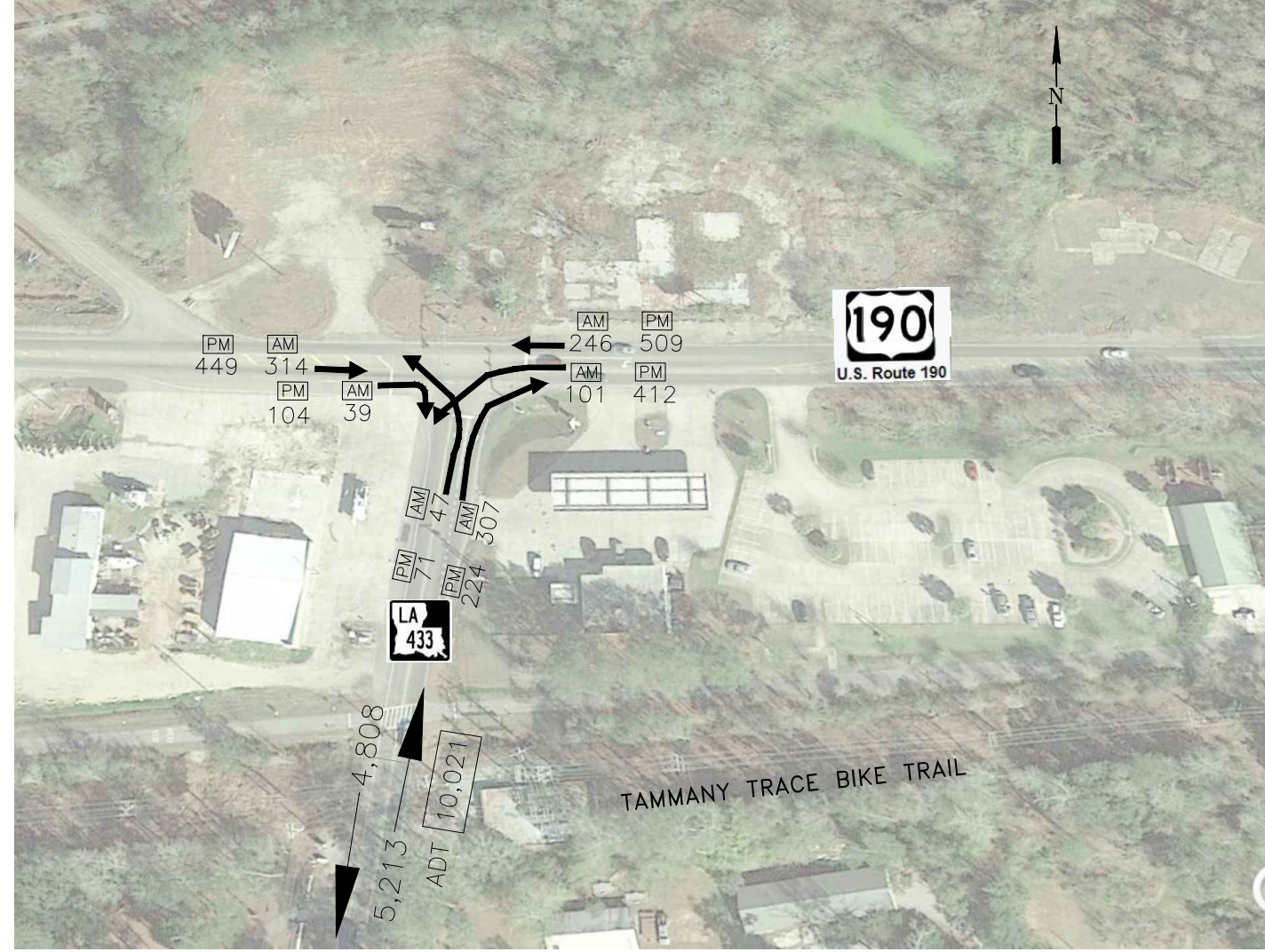
**TMC SITE 8**

LAND USE AND TRANSPORTATION: SCENARIO  
 PLANNING STUDY, EAST LACOMBE AREA  
 ST. TAMMANY PARISH  
 STATE PROJECT NO. H.012855  
 RPC PROJECT NO. ELACOMBE  
 F.A.P. NO. H012855



**SHEET 7  
 US 190 AT  
 TRANQUI.  
 TMC**





**72-HR COUNTS SITE 10 & 11 AND TMC SITE 9 & 10**

LAND USE AND TRANSPORTATION: SCENARIO  
 PLANNING STUDY, EAST LACOMBE AREA  
 ST. TAMMANY PARISH  
 STATE PROJECT NO. H.012855  
 RPC PROJECT NO. ELACOMBE  
 F.A.P. NO. H012855



**SHEET 8**  
**US 190 AT**  
**LA 433**  
**ADT'S AND**  
**TMC**





**72-HR COUNTS SITE 12 & 13 AND TMC SITE 11**

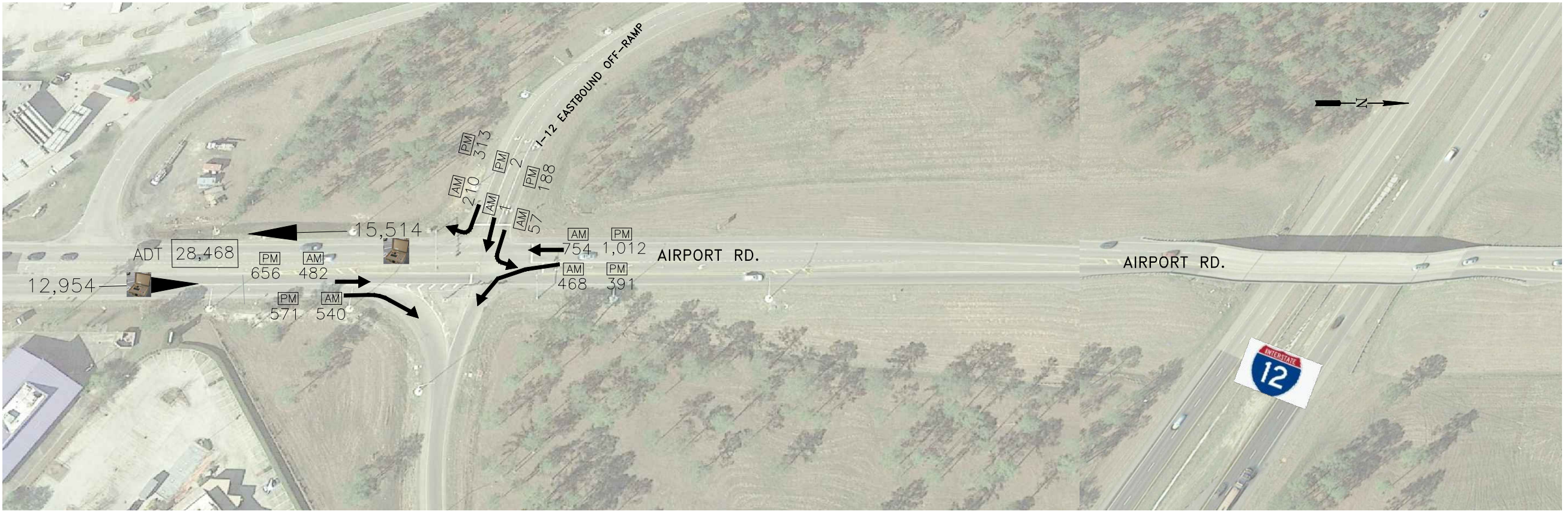
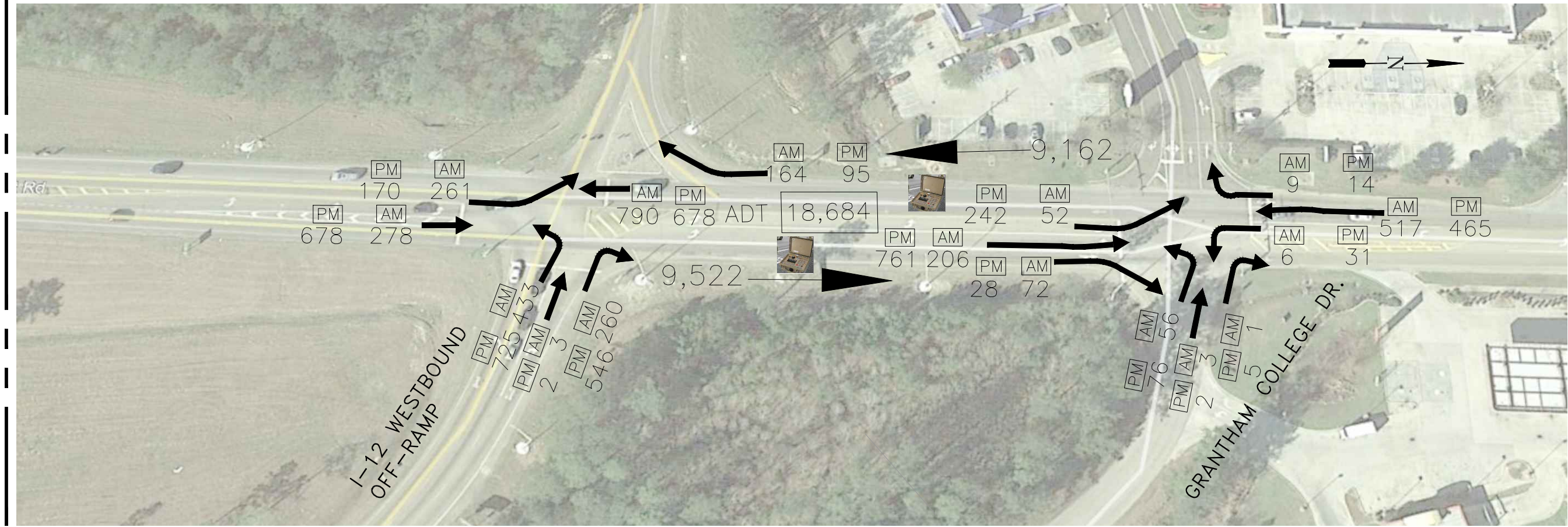


LAND USE AND TRANSPORTATION: SCENARIO  
 PLANNING STUDY, EAST LACOMBE AREA  
 ST. TAMMANY PARISH  
 STATE PROJECT NO. H.012855  
 RPC PROJECT NO. ELACOMBE  
 F.A.P. NO. H012855





MATCHLINE A



MATCHLINE A

### 72-HR COUNTS SITE 9 AND TMC SITE 12, 13 & 14

LAND USE AND TRANSPORTATION: SCENARIO  
 PLANNING STUDY, EAST LACOMBE AREA  
 ST. TAMMANY PARISH  
 STATE PROJECT NO. H.012855  
 RPC PROJECT NO. ELACOMBE  
 F.A.P. NO. H012855



SHEET 10  
 AIRPORT RD.  
 AT I-12  
 ADT'S AND  
 TMC





MATCHLINE A



### 72-HR COUNTS SITE 14 AND TMC SITE 15

LAND USE AND TRANSPORTATION: SCENARIO  
 PLANNING STUDY, EAST LACOMBE AREA  
 ST. TAMMANY PARISH  
 STATE PROJECT NO. H.012855  
 RPC PROJECT NO. ELACOMBE  
 F.A.P. NO. H012855



SHEET 11  
 AIRPORT RD.  
 AT DR. SMITH  
 ADT'S AND  
 TMC



**Average Daily Traffic (ADT's)**

**Average Daily Traffic (ADT's)**  
**STATION 1**  
**LA 36 West of 434**





Daily Volume (Volume factor 0.5)

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined			
12:00 AM	3	5	0	0	3	5				
12:15 AM	2		0		2					
12:30 AM	0		0		0					
12:45 AM	0		0		0					
1:00 AM	0	5	0	2	0	7				
1:15 AM	0		0		0					
1:30 AM	2		1		3					
1:45 AM	3		1		4					
2:00 AM	0	1	0	3	0	4				
2:15 AM	1		1		2					
2:30 AM	0		1		1					
2:45 AM	0		1		1					
3:00 AM	1	1	0	0	1	1				
3:15 AM	0		0		0					
3:30 AM	0		0		0					
3:45 AM	0		0		0					
4:00 AM	0	8	0	0	0	8				
4:15 AM	4		0		4					
4:30 AM	0		0		0					
4:45 AM	4		0		4					
5:00 AM	1	15	0	5	1	20				
5:15 AM	5		2		7					
5:30 AM	6		0		6					
5:45 AM	3		3		6					
6:00 AM	6	52	3	17	9	69				
6:15 AM	10		7		17					
6:30 AM	18		4		22					
6:45 AM	18		3		21					
7:00 AM	20	134	10	58	30	192				
7:15 AM	27		10		37					
7:30 AM	47		24		71					
7:45 AM	40		14		54					
8:00 AM	37	181	18	122	55	303				
8:15 AM	42		26		68					
8:30 AM	54		32		86					
8:45 AM	48		46		94					
9:00 AM	45	144	26	99	71	243				
9:15 AM	47		26		73					
9:30 AM	32		30		62					
9:45 AM	20		17		37					
10:00 AM	18	80	28	72	46	152				
10:15 AM	22		14		36					
10:30 AM	18		14		32					
10:45 AM	22		16		38					
11:00 AM	18	74	6	26	24	100				
11:15 AM	20		4		24					
11:30 AM	18		6		24					
11:45 AM	18		10		28					
12:00 PM	28	71	12	57	40	128				
12:15 PM	10		10		20					
12:30 PM	17		13		30					
12:45 PM	16		22		38					
1:00 PM	10	65	18	82	28	147				
1:15 PM	16		12		28					
1:30 PM	17		32		49					
1:45 PM	22		20		42					
2:00 PM	22	84	10	56	32	140				
2:15 PM	26		12		38					
2:30 PM	15		8		23					
2:45 PM	21		26		47					
3:00 PM	9	72	18	88	27	160				
3:15 PM	22		23		45					
3:30 PM	19		27		46					
3:45 PM	22		20		42					
4:00 PM	21	99	30	123	51	222				
4:15 PM	22		32		54					
4:30 PM	22		32		54					
4:45 PM	34		29		63					
5:00 PM	28	139	52	189	80	328				
5:15 PM	46		46		92					
5:30 PM	32		34		66					
5:45 PM	33		57		90					
6:00 PM	22	97	74	213	96	310				
6:15 PM	25		55		80					
6:30 PM	24		54		78					
6:45 PM	26		30		56					
7:00 PM	19	54	24	72	43	126				
7:15 PM	16		22		38					
7:30 PM	14		16		30					
7:45 PM	5		10		15					
8:00 PM	5	25	7	41	12	66				
8:15 PM	7		15		22					
8:30 PM	6		7		13					
8:45 PM	7		12		19					
9:00 PM	2	20	4	25	6	45				
9:15 PM	6		9		15					
9:30 PM	9		9		18					
9:45 PM	3		3		6					
10:00 PM	4	16	6	15	10	31				
10:15 PM	2		4		6					
10:30 PM	6		1		7					
10:45 PM	4		4		8					
11:00 PM	1	9	1	6	2	15				
11:15 PM	3		2		5					
11:30 PM	3		2		5					
11:45 PM	2		1		3					
								<b>Volume Totals</b>		
								<b>WB</b>	<b>EB</b>	<b>Combined</b>
								12:00 AM - 12:00 PM		
								700	404	1104
								(63.4%)	(36.6%)	
								12:00 PM - 12:00 AM		
								751	967	1718
								(43.7%)	(56.3%)	
								24 Hours		
								1451	1371	2822
								(51.4%)	(48.6%)	
								<b>Peak Hours</b>		
								<b>12:00 AM - 12:00 PM</b>		
								<b>WB</b>	<b>EB</b>	<b>Combined</b>
								Started		
								8:30 AM	8:15 AM	8:30 AM
								Volume		
								194	130	324
								Factor		
								0.90	0.71	0.86
								<b>12:00 PM - 12:00 AM</b>		
								<b>WB</b>	<b>EB</b>	<b>Combined</b>
								Started		
								4:45 PM	5:45 PM	5:15 PM
								Volume		
								140	240	344
								Factor		
								0.76	0.81	0.90

Daily Volume (Volume factor 0.5)

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined									
12:00 AM	0	1	1	7	1	8	12:00 PM	25	69	15	59	40	128			
12:15 AM	0		3		3		12:15 PM	16		14		30		<b>Volume Totals</b>		
12:30 AM	0		1		1		12:30 PM	20		10		30		<b>WB</b>	<b>EB</b>	<b>Combined</b>
12:45 AM	1		2		3		12:45 PM	8		20		28		12:00 AM - 12:00 PM		
1:00 AM	0	3	2	5	2	8	1:00 PM	20	72	18	88	38	160	702	443	1145
1:15 AM	1		1		2		1:15 PM	12		28		40		(61.3%)	(38.7%)	
1:30 AM	1		0		1		1:30 PM	18		22		40		12:00 PM - 12:00 AM		
1:45 AM	1		2		3		1:45 PM	22		20		42		743	1021	1764
2:00 AM	1	1	0	0	1	1	2:00 PM	19	65	16	78	35	143	(42.1%)	(57.9%)	
2:15 AM	0		0		0		2:15 PM	18		32		50		24 Hours		
2:30 AM	0		0		0		2:30 PM	12		14		26		1445	1464	2909
2:45 AM	0		0		0		2:45 PM	16		16		32		(49.7%)	(50.3%)	
3:00 AM	1	1	0	1	1	2	3:00 PM	22	79	15	101	37	180			
3:15 AM	0		1		1		3:15 PM	18		27		45		<b>Peak Hours</b>		
3:30 AM	0		0		0		3:30 PM	17		24		41		<b>12:00 AM - 12:00 PM</b>		
3:45 AM	0		0		0		3:45 PM	22		35		57		<b>WB</b>	<b>EB</b>	<b>Combined</b>
4:00 AM	2	8	1	2	3	10	4:00 PM	24	106	31	105	55	211	Started		
4:15 AM	2		1		3		4:15 PM	18		20		38		8:15 AM	8:30 AM	8:15 AM
4:30 AM	0		0		0		4:30 PM	28		24		52		Volume		
4:45 AM	4		0		4		4:45 PM	36		30		66		200	124	319
5:00 AM	0	13	1	3	1	16	5:00 PM	34	129	34	182	68	311	Factor		
5:15 AM	2		0		2		5:15 PM	32		44		76		0.78	0.78	0.83
5:30 AM	3		0		3		5:30 PM	34		44		78		<b>12:00 PM - 12:00 AM</b>		
5:45 AM	8		2		10		5:45 PM	29		60		89		<b>WB</b>	<b>EB</b>	<b>Combined</b>
6:00 AM	5	47	2	13	7	60	6:00 PM	40	112	72	222	112	334	Started		
6:15 AM	10		5		15		6:15 PM	23		58		81		4:45 PM	5:45 PM	5:30 PM
6:30 AM	12		4		16		6:30 PM	27		48		75		Volume		
6:45 AM	20		2		22		6:45 PM	22		44		66		200	124	319
7:00 AM	18	127	9	53	27	180	7:00 PM	16	58	26	81	42	139	Factor		
7:15 AM	28		12		40		7:15 PM	15		20		35		0.78	0.78	0.83
7:30 AM	42		11		53		7:30 PM	19		19		38		<b>12:00 PM - 12:00 AM</b>		
7:45 AM	39		21		60		7:45 PM	8		16		24		<b>WB</b>	<b>EB</b>	<b>Combined</b>
8:00 AM	40	192	32	123	72	315	8:00 PM	6	18	16	41	22	59	Started		
8:15 AM	47		19		66		8:15 PM	3		6		9		4:45 PM	5:45 PM	5:30 PM
8:30 AM	41		40		81		8:30 PM	3		10		13		Volume		
8:45 AM	64		32		96		8:45 PM	6		9		15		4:45 PM	5:45 PM	5:30 PM
9:00 AM	48	144	28	102	76	246	9:00 PM	2	12	8	30	10	42	Factor		
9:15 AM	34		24		58		9:15 PM	1		6		7		136	238	360
9:30 AM	34		30		64		9:30 PM	4		8		12		0.94	0.83	0.80
9:45 AM	28		20		48		9:45 PM	5		8		13				
10:00 AM	25	106	24	80	49	186	10:00 PM	5	11	3	24	8	35			
10:15 AM	20		13		33		10:15 PM	2		8		10				
10:30 AM	32		21		53		10:30 PM	2		5		7				
10:45 AM	29		22		51		10:45 PM	2		8		10				
11:00 AM	16	59	11	54	27	113	11:00 PM	2	12	5	10	7	22			
11:15 AM	12		16		28		11:15 PM	5		1		6				
11:30 AM	13		18		31		11:30 PM	2		2		4				
11:45 AM	18		9		27		11:45 PM	3		2		5				

Daily Volume (Volume factor 0.5)

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined							
12:00 AM	1	3	1	5	2	8	12:00 PM	14	59	12	49	26	108	<p><b>Volume Totals</b></p> <p><b>WB</b>                  <b>EB</b>                  <b>Combined</b></p> <p>12:00 AM - 12:00 PM 714                          461                          1175 (60.8%)                  (39.2%)</p> <p>12:00 PM - 12:00 AM 759                          1103                          1862 (40.8%)                  (59.2%)</p> <p>24 Hours 1473                          1564                          3037 (48.5%)                  (51.5%)</p> <p><b>Peak Hours</b></p> <p><b>12:00 AM - 12:00 PM</b></p> <p><b>WB</b>                  <b>EB</b>                  <b>Combined</b></p> <p>Started 8:15 AM                  8:30 AM                  8:00 AM</p> <p>Volume 200                          127                          321</p> <p>Factor 0.83                          0.81                          0.81</p> <p><b>12:00 PM - 12:00 AM</b></p> <p><b>WB</b>                  <b>EB</b>                  <b>Combined</b></p> <p>Started 5:15 PM                  5:45 PM                  5:45 PM</p> <p>Volume 135                          258                          390</p> <p>Factor 0.89                          0.88                          0.95</p>
12:15 AM	1		1		2		12:15 PM	16		16		32		
12:30 AM	0		2		2		12:30 PM	13		10		23		
12:45 AM	1		1		2		12:45 PM	16		11		27		
1:00 AM	0	3	1	1	1	4	1:00 PM	21	103	20	77	41	180	
1:15 AM	3		0		3		1:15 PM	22		9		31		
1:30 AM	0		0		0		1:30 PM	30		16		46		
1:45 AM	0		0		0		1:45 PM	30		32		62		
2:00 AM	1	2	1	2	2	4	2:00 PM	12	61	16	71	28	132	
2:15 AM	0		0		0		2:15 PM	21		12		33		
2:30 AM	1		0		1		2:30 PM	16		25		41		
2:45 AM	0		1		1		2:45 PM	12		18		30		
3:00 AM	2	3	0	1	2	4	3:00 PM	12	87	22	86	34	173	
3:15 AM	0		0		0		3:15 PM	25		20		45		
3:30 AM	0		1		1		3:30 PM	20		20		40		
3:45 AM	1		0		1		3:45 PM	30		24		54		
4:00 AM	1	3	0	0	1	3	4:00 PM	20	96	36	135	56	231	
4:15 AM	0		0		0		4:15 PM	32		30		62		
4:30 AM	1		0		1		4:30 PM	22		29		51		
4:45 AM	1		0		1		4:45 PM	22		40		62		
5:00 AM	4	25	1	7	5	32	5:00 PM	22	122	48	188	70	310	
5:15 AM	6		0		6		5:15 PM	32		54		86		
5:30 AM	5		0		5		5:30 PM	30		32		62		
5:45 AM	10		6		16		5:45 PM	38		54		92		
6:00 AM	10	53	5	19	15	72	6:00 PM	35	114	60	252	95	366	
6:15 AM	10		6		16		6:15 PM	29		71		100		
6:30 AM	14		4		18		6:30 PM	30		73		103		
6:45 AM	19		4		23		6:45 PM	20		48		68		
7:00 AM	18	141	12	58	30	199	7:00 PM	17	53	52	142	69	195	
7:15 AM	30		8		38		7:15 PM	17		38		55		
7:30 AM	54		16		70		7:30 PM	8		32		40		
7:45 AM	39		22		61		7:45 PM	11		20		31		
8:00 AM	46	196	30	125	76	321	8:00 PM	8	21	14	44	22	65	
8:15 AM	38		18		56		8:15 PM	2		16		18		
8:30 AM	60		39		99		8:30 PM	5		8		13		
8:45 AM	52		38		90		8:45 PM	6		6		12		
9:00 AM	50	135	24	93	74	228	9:00 PM	7	18	6	34	13	52	
9:15 AM	25		26		51		9:15 PM	6		2		8		
9:30 AM	28		25		53		9:30 PM	4		14		18		
9:45 AM	32		18		50		9:45 PM	1		12		13		
10:00 AM	16	84	20	72	36	156	10:00 PM	6	18	8	17	14	35	
10:15 AM	34		20		54		10:15 PM	5		1		6		
10:30 AM	16		14		30		10:30 PM	2		4		6		
10:45 AM	18		18		36		10:45 PM	5		4		9		
11:00 AM	12	66	16	78	28	144	11:00 PM	2	7	3	8	5	15	
11:15 AM	23		26		49		11:15 PM	2		2		4		
11:30 AM	9		16		25		11:30 PM	2		1		3		
11:45 AM	22		20		42		11:45 PM	1		2		3		

Daily Volume (Volume factor 0.5)

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined							
12:00 AM	1	3	0	2	1	5	12:00 PM	20	84	14	64	34	148	<b>Volume Totals</b> <b>WB</b> <b>EB</b> <b>Combined</b> 12:00 AM - 12:00 PM 626                      433                      1059 (59.1%)                      (40.9%) 12:00 PM - 12:00 AM 737                      1082                      1819 (40.5%)                      (59.5%) 24 Hours 1363                      1515                      2878 (47.4%)                      (52.6%)  <b>Peak Hours</b>  <b>12:00 AM - 12:00 PM</b> <b>WB</b> <b>EB</b> <b>Combined</b> Started 8:00 AM                      8:30 AM                      8:15 AM Volume 191                      137                      315 Factor 0.85                      0.74                      0.77  <b>12:00 PM - 12:00 AM</b> <b>WB</b> <b>EB</b> <b>Combined</b> Started 4:00 PM                      5:45 PM                      5:45 PM Volume 105                      218                      313 Factor 0.77                      0.83                      0.94
12:15 AM	2	0	0	2	2	4	12:15 PM	23	14	14	37	42		
12:30 AM	0	2	2	0	2	4	12:30 PM	20	22	22	42	35		
12:45 AM	0	0	0	0	0	0	12:45 PM	21	14	14	35	46	166	
1:00 AM	0	3	1	1	1	4	1:00 PM	22	78	24	88	44	161	
1:15 AM	1	0	0	1	1	2	1:15 PM	16	18	18	34	40	188	
1:30 AM	0	0	0	0	0	0	1:30 PM	21	20	20	41	47	279	
1:45 AM	2	0	2	0	2	4	1:45 PM	19	26	26	45	60	292	
2:00 AM	0	2	0	4	0	6	2:00 PM	22	78	22	83	64	291	
2:15 AM	1	0	0	1	1	2	2:15 PM	26	16	16	42	70	128	
2:30 AM	0	2	2	2	2	4	2:30 PM	14	26	26	40	80	71	
2:45 AM	1	2	2	3	3	6	2:45 PM	16	19	19	35	88	53	
3:00 AM	0	2	0	0	0	2	3:00 PM	23	79	24	109	93	26	
3:15 AM	0	0	0	0	0	0	3:15 PM	22	30	30	52	102	26	
3:30 AM	0	0	0	0	0	0	3:30 PM	18	28	28	46	115	26	
3:45 AM	2	0	0	2	2	4	3:45 PM	16	27	27	43	128	26	
4:00 AM	0	3	0	0	0	3	4:00 PM	24	105	56	174	140	26	
4:15 AM	1	0	0	1	1	2	4:15 PM	26	34	34	60	155	26	
4:30 AM	1	0	0	1	1	2	4:30 PM	34	1	38	72	167	26	
4:45 AM	1	0	0	1	1	2	4:45 PM	21	46	46	67	180	26	
5:00 AM	2	10	0	8	2	18	5:00 PM	22	99	42	193	202	26	
5:15 AM	1	2	2	3	3	6	5:15 PM	24	58	58	82	214	26	
5:30 AM	6	2	2	8	8	16	5:30 PM	24	39	39	63	227	26	
5:45 AM	1	4	4	5	5	10	5:45 PM	29	54	54	83	240	26	
6:00 AM	5	49	4	19	9	68	6:00 PM	14	89	66	202	266	26	
6:15 AM	8	3	3	11	11	22	6:15 PM	28	52	52	80	276	26	
6:30 AM	16	6	6	22	22	44	6:30 PM	24	46	46	70	306	26	
6:45 AM	20	6	6	26	26	52	6:45 PM	23	38	38	61	336	26	
7:00 AM	11	112	9	59	20	171	7:00 PM	16	52	17	76	333	26	
7:15 AM	27	6	6	33	33	66	7:15 PM	13	28	28	41	374	26	
7:30 AM	32	20	20	52	52	104	7:30 PM	19	16	16	35	409	26	
7:45 AM	42	24	24	66	66	132	7:45 PM	4	15	15	19	428	26	
8:00 AM	40	191	14	123	54	314	8:00 PM	12	34	14	37	465	26	
8:15 AM	48	25	25	73	73	146	8:15 PM	14	8	8	22	487	26	
8:30 AM	47	38	38	85	85	170	8:30 PM	5	10	10	15	502	26	
8:45 AM	56	46	46	102	102	204	8:45 PM	3	5	5	8	510	26	
9:00 AM	30	110	25	85	55	195	9:00 PM	4	26	3	27	517	26	
9:15 AM	28	28	28	56	56	112	9:15 PM	9	11	11	20	526	26	
9:30 AM	28	18	18	46	46	92	9:30 PM	9	8	8	17	535	26	
9:45 AM	24	14	14	38	38	76	9:45 PM	4	5	5	9	544	26	
10:00 AM	19	73	18	72	37	145	10:00 PM	2	10	5	16	550	26	
10:15 AM	14	15	15	29	29	58	10:15 PM	3	3	3	6	553	26	
10:30 AM	23	18	18	41	41	82	10:30 PM	4	2	2	6	557	26	
10:45 AM	17	21	21	38	38	76	10:45 PM	1	6	6	7	564	26	
11:00 AM	11	68	16	60	27	128	11:00 PM	0	3	2	13	565	26	
11:15 AM	18	13	13	31	31	62	11:15 PM	1	3	3	4	566	26	
11:30 AM	25	15	15	40	40	80	11:30 PM	0	6	6	6	567	26	
11:45 AM	14	16	16	30	30	60	11:45 PM	2	2	2	4	569	26	

Daily Volume (Volume factor 0.5)

Interval Start	WB	EB	Combined
12:00 AM	1	4	3
12:15 AM	2		2
12:30 AM	1		2
12:45 AM	0		1
1:00 AM	0	4	3
1:15 AM	1		2
1:30 AM	1		0
1:45 AM	2		1
2:00 AM	0	3	0
2:15 AM	1		1
2:30 AM	2		0
2:45 AM	0		0
3:00 AM	0	1	0
3:15 AM	0		0
3:30 AM	1		0
3:45 AM	0		1
4:00 AM	2	5	0
4:15 AM	1		0
4:30 AM	1		1
4:45 AM	1		1
5:00 AM	1	13	2
5:15 AM	4		0
5:30 AM	4		2
5:45 AM	4		6
6:00 AM	6	40	8
6:15 AM	5		8
6:30 AM	11		8
6:45 AM	18		3
7:00 AM	13	128	8
7:15 AM	29		7
7:30 AM	42		20
7:45 AM	44		30
8:00 AM	22	155	18
8:15 AM	35		17
8:30 AM	46		20
8:45 AM	52		28
9:00 AM	42	132	28
9:15 AM	35		22
9:30 AM	30		22
9:45 AM	25		20

Interval Start	WB	EB	Combined
----------------	----	----	----------

Volume Totals		
WB	EB	Combined
12:00 AM - 12:00 PM		
485	295	780
(62.2%)	(37.8%)	
12:00 PM - 12:00 AM		
0	0	0
24 Hours		
485	295	780
(62.2%)	(37.8%)	

Peak Hours		
<u>12:00 AM - 12:00 PM</u>		
WB	EB	Combined
Started		
8:15 AM	8:45 AM	8:30 AM
Volume		
175	100	273
Factor		
0.84	0.89	0.85

<u>12:00 PM - 12:00 AM</u>		
WB	EB	Combined
Started		
-	-	-
Volume		
-	-	-
Factor		
-	-	-



**Average Daily Traffic (ADT's)**  
**STATION 2**  
**LA 36 East of 434**

Daily Volume (Volume factor 0.5)

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined				
12:00 AM	-	-	-	12:00 PM	14	69	16	80	30	149	<p><b>Volume Totals</b></p> <p><b>WB</b>                      <b>EB</b>                      <b>Combined</b></p> <p>12:00 AM - 12:00 PM 271                      187                      458 (59.2%)                      (40.8%)</p> <p>12:00 PM - 12:00 AM 378                      567                      945 (40.0%)                      (60.0%)</p> <p>24 Hours 649                      754                      1403 (46.3%)                      (53.7%)</p> <p><b>Peak Hours</b></p> <p><b>12:00 AM - 12:00 PM</b></p> <p><b>WB</b>                      <b>EB</b>                      <b>Combined</b></p> <p>Started 10:30 AM                      9:30 AM                      10:30 AM</p> <p>Volume 70                      57                      110</p> <p>Factor 0.73                      0.89                      0.83</p> <p><b>12:00 PM - 12:00 AM</b></p> <p><b>WB</b>                      <b>EB</b>                      <b>Combined</b></p> <p>Started 12:45 PM                      2:15 PM                      2:15 PM</p> <p>Volume 91                      141                      216</p> <p>Factor 0.76                      0.84                      0.84</p>
12:15 AM	-	-	-	12:15 PM	30		16		46		
12:30 AM	-	-	-	12:30 PM	7		18		25		
12:45 AM	-	-	-	12:45 PM	18		30		48		
1:00 AM	-	-	-	1:00 PM	26	87	16	92	42	179	
1:15 AM	-	-	-	1:15 PM	17		26		43		
1:30 AM	-	-	-	1:30 PM	30		28		58		
1:45 AM	-	-	-	1:45 PM	14		22		36		
2:00 AM	-	-	-	2:00 PM	16	68	22	122	38	190	
2:15 AM	-	-	-	2:15 PM	20		42		62		
2:30 AM	-	-	-	2:30 PM	18		24		42		
2:45 AM	-	-	-	2:45 PM	14		34		48		
3:00 AM	-	-	-	3:00 PM	23	65	41	120	64	185	
3:15 AM	-	-	-	3:15 PM	14		34		48		
3:30 AM	-	-	-	3:30 PM	13		27		40		
3:45 AM	-	-	-	3:45 PM	15		18		33		
4:00 AM	-	-	-	4:00 PM	9	29	24	60	33	89	
4:15 AM	-	-	-	4:15 PM	6		12		18		
4:30 AM	-	-	-	4:30 PM	10		14		24		
4:45 AM	-	-	-	4:45 PM	4		10		14		
5:00 AM	-	-	-	5:00 PM	6	21	7	35	13	56	
5:15 AM	-	-	-	5:15 PM	7		8		15		
5:30 AM	-	-	-	5:30 PM	3		12		15		
5:45 AM	-	-	-	5:45 PM	5		8		13		
6:00 AM	-	-	-	6:00 PM	5	16	6	23	11	39	
6:15 AM	-	-	-	6:15 PM	5		7		12		
6:30 AM	-	-	-	6:30 PM	4		5		9		
6:45 AM	-	-	-	6:45 PM	2		5		7		
7:00 AM	-	42	-	7:00 PM	4	12	2	12	6	24	
7:15 AM	-	-	-	7:15 PM	3		5		8		
7:30 AM	22	-	13	7:30 PM	2		1		3		
7:45 AM	20	-	8	7:45 PM	3		4		7		
8:00 AM	14	56	8	8:00 PM	0	5	0	10	0	15	
8:15 AM	11	-	8	8:15 PM	4		6		10		
8:30 AM	13	-	7	8:30 PM	1		2		3		
8:45 AM	18	-	4	8:45 PM	0		2		2		
9:00 AM	11	56	9	9:00 PM	0	2	0	6	0	8	
9:15 AM	18	-	6	9:15 PM	0		4		4		
9:30 AM	21	-	12	9:30 PM	0		2		2		
9:45 AM	6	-	16	9:45 PM	2		0		2		
10:00 AM	12	62	16	10:00 PM	0	3	4	6	4	9	
10:15 AM	9	-	13	10:15 PM	1		1		2		
10:30 AM	24	-	9	10:30 PM	2		0		2		
10:45 AM	17	-	8	10:45 PM	0		1		1		
11:00 AM	14	55	8	11:00 PM	0	1	0	1	0	2	
11:15 AM	15	-	15	11:15 PM	0		1		1		
11:30 AM	13	-	16	11:30 PM	1		0		1		
11:45 AM	13	-	11	11:45 PM	0		0		0		

Daily Volume (Volume factor 0.5)

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined			
12:00 AM	0	1	0	1	0	2				
12:15 AM	1		1		2					
12:30 AM	0		0		0					
12:45 AM	0		0		0					
1:00 AM	1	6	0	1	1	7				
1:15 AM	2		0		2					
1:30 AM	1		1		2					
1:45 AM	2		0		2					
2:00 AM	3	23	0	6	3	29				
2:15 AM	6		2		8					
2:30 AM	10		2		12					
2:45 AM	4		2		6					
3:00 AM	9	64	0	6	9	70				
3:15 AM	11		2		13					
3:30 AM	20		2		22					
3:45 AM	24		2		26					
4:00 AM	22	133	6	37	28	170				
4:15 AM	30		6		36					
4:30 AM	43		14		57					
4:45 AM	38		11		49					
5:00 AM	29	193	15	51	44	244				
5:15 AM	44		14		58					
5:30 AM	66		10		76					
5:45 AM	54		12		66					
6:00 AM	42	125	4	32	46	157				
6:15 AM	34		8		42					
6:30 AM	24		12		36					
6:45 AM	25		8		33					
7:00 AM	20	88	9	43	29	131				
7:15 AM	22		10		32					
7:30 AM	28		12		40					
7:45 AM	18		12		30					
8:00 AM	19	84	10	40	29	124				
8:15 AM	29		14		43					
8:30 AM	20		6		26					
8:45 AM	16		10		26					
9:00 AM	22	77	12	33	34	110				
9:15 AM	13		4		17					
9:30 AM	24		5		29					
9:45 AM	18		12		30					
10:00 AM	14	67	12	33	26	100				
10:15 AM	16		8		24					
10:30 AM	17		7		24					
10:45 AM	20		6		26					
11:00 AM	9	83	25	66	34	149				
11:15 AM	28		13		41					
11:30 AM	16		16		32					
11:45 AM	30		12		42					
12:00 PM	19	71	12	70	31	141				
12:15 PM	24		23		47					
12:30 PM	8		17		25					
12:45 PM	20		18		38					
1:00 PM	21	93	28	120	49	213				
1:15 PM	28		32		60					
1:30 PM	22		24		46					
1:45 PM	22		36		58					
2:00 PM	24	75	28	146	52	221				
2:15 PM	19		34		53					
2:30 PM	20		44		64					
2:45 PM	12		40		52					
3:00 PM	12	79	36	139	48	218				
3:15 PM	18		40		58					
3:30 PM	22		34		56					
3:45 PM	27		29		56					
4:00 PM	20	66	20	73	40	139				
4:15 PM	16		23		39					
4:30 PM	14		16		30					
4:45 PM	16		14		30					
5:00 PM	10	34	11	47	21	81				
5:15 PM	11		14		25					
5:30 PM	9		8		17					
5:45 PM	4		14		18					
6:00 PM	5	21	8	24	13	45				
6:15 PM	5		5		10					
6:30 PM	8		7		15					
6:45 PM	3		4		7					
7:00 PM	4	8	13	48	17	56				
7:15 PM	0		23		23					
7:30 PM	4		6		10					
7:45 PM	0		6		6					
8:00 PM	1	4	6	15	7	19				
8:15 PM	2		2		4					
8:30 PM	0		6		6					
8:45 PM	1		1		2					
9:00 PM	1	5	4	11	5	16				
9:15 PM	2		4		6					
9:30 PM	0		1		1					
9:45 PM	2		2		4					
10:00 PM	3	5	3	6	6	11				
10:15 PM	1		1		2					
10:30 PM	0		1		1					
10:45 PM	1		1		2					
11:00 PM	1	3	0	4	1	7				
11:15 PM	0		0		0					
11:30 PM	2		2		4					
11:45 PM	0		2		2					

Volume Totals		
WB	EB	Combined
12:00 AM - 12:00 PM	944	349
(73.0%)	(27.0%)	1293
12:00 PM - 12:00 AM	464	703
(39.8%)	(60.2%)	1167
24 Hours	1408	1052
(57.2%)	(42.8%)	2460

Peak Hours		
12:00 AM - 12:00 PM		
WB	EB	Combined
Started		
5:15 AM	11:00 AM	5:15 AM
Volume	206	66
Factor	0.78	0.66
		0.81

12:00 PM - 12:00 AM		
WB	EB	Combined
Started		
1:15 PM	2:30 PM	1:45 PM
Volume	96	160
Factor	0.86	0.91
		0.89

Daily Volume (Volume factor 0.5)

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined							
12:00 AM	1	5	1	4	2	9	12:00 PM	16	80	10	51	26	131	<p><b>Volume Totals</b></p> <p><b>WB</b>                      <b>EB</b>                      <b>Combined</b></p> <p>12:00 AM - 12:00 PM 897                      304                      1201 (74.7%)                      (25.3%)</p> <p>12:00 PM - 12:00 AM 465                      602                      1067 (43.6%)                      (56.4%)</p> <p>24 Hours 1362                      906                      2268 (60.1%)                      (39.9%)</p> <p><b>Peak Hours</b></p> <p><b>12:00 AM - 12:00 PM</b></p> <p><b>WB</b>                      <b>EB</b>                      <b>Combined</b></p> <p>Started 5:00 AM                      10:15 AM                      5:00 AM</p> <p>Volume 203                      56                      234</p> <p>Factor 0.91                      0.93                      0.91</p> <p><b>12:00 PM - 12:00 AM</b></p> <p><b>WB</b>                      <b>EB</b>                      <b>Combined</b></p> <p>Started 12:30 PM                      3:00 PM                      1:45 PM</p> <p>Volume 107                      135                      227</p> <p>Factor 0.84                      0.87                      0.83</p>
12:15 AM	1		2		3		12:15 PM	12		11		23		
12:30 AM	2		0		2		12:30 PM	20		18		38		
12:45 AM	1		1		2		12:45 PM	32		12		44		
1:00 AM	1	6	0	2	1	8	1:00 PM	28	103	22	101	50	204	
1:15 AM	3		1		4		1:15 PM	27		15		42		
1:30 AM	0		0		0		1:30 PM	14		30		44		
1:45 AM	2		1		3		1:45 PM	34		34		68		
2:00 AM	3	22	0	2	3	24	2:00 PM	22	93	28	126	50	219	
2:15 AM	9		0		9		2:15 PM	26		33		59		
2:30 AM	5		2		7		2:30 PM	16		34		50		
2:45 AM	5		0		5		2:45 PM	29		31		60		
3:00 AM	8	50	0	5	8	55	3:00 PM	14	62	30	135	44	197	
3:15 AM	8		1		9		3:15 PM	23		36		59		
3:30 AM	22		0		22		3:30 PM	14		30		44		
3:45 AM	12		4		16		3:45 PM	11		39		50		
4:00 AM	16	129	2	36	18	165	4:00 PM	4	34	22	81	26	115	
4:15 AM	31		7		38		4:15 PM	12		26		38		
4:30 AM	42		11		53		4:30 PM	6		15		21		
4:45 AM	40		16		56		4:45 PM	12		18		30		
5:00 AM	45	203	8	31	53	234	5:00 PM	2	41	8	28	10	69	
5:15 AM	50		9		59		5:15 PM	18		10		28		
5:30 AM	56		8		64		5:30 PM	13		6		19		
5:45 AM	52		6		58		5:45 PM	8		4		12		
6:00 AM	31	120	10	28	41	148	6:00 PM	0	13	6	28	6	41	
6:15 AM	38		3		41		6:15 PM	9		8		17		
6:30 AM	31		4		35		6:30 PM	1		10		11		
6:45 AM	20		11		31		6:45 PM	3		4		7		
7:00 AM	18	78	6	32	24	110	7:00 PM	6	14	4	19	10	33	
7:15 AM	18		8		26		7:15 PM	4		4		8		
7:30 AM	26		10		36		7:30 PM	2		8		10		
7:45 AM	16		8		24		7:45 PM	2		3		5		
8:00 AM	8	56	5	37	13	93	8:00 PM	4	12	2	11	6	23	
8:15 AM	11		6		17		8:15 PM	4		4		8		
8:30 AM	20		17		37		8:30 PM	1		2		3		
8:45 AM	17		9		26		8:45 PM	3		3		6		
9:00 AM	16	74	14	36	30	110	9:00 PM	2	9	2	8	4	17	
9:15 AM	16		8		24		9:15 PM	1		4		5		
9:30 AM	28		4		32		9:30 PM	4		2		6		
9:45 AM	14		10		24		9:45 PM	2		0		2		
10:00 AM	16	73	10	51	26	124	10:00 PM	1	2	3	8	4	10	
10:15 AM	20		12		32		10:15 PM	0		3		3		
10:30 AM	18		15		33		10:30 PM	1		0		1		
10:45 AM	19		14		33		10:45 PM	0		2		2		
11:00 AM	20	81	15	40	35	121	11:00 PM	0	2	2	6	2	8	
11:15 AM	23		6		29		11:15 PM	0		1		1		
11:30 AM	22		7		29		11:30 PM	1		2		3		
11:45 AM	16		12		28		11:45 PM	1		1		2		

Daily Volume (Volume factor 0.5)

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined							
12:00 AM	0	1	0	2	0	3	12:00 PM	18	79	8	51	26	130	<p><b>Volume Totals</b></p> <p><b>WB</b>                      <b>EB</b>                      <b>Combined</b></p> <p>12:00 AM - 12:00 PM 987                      248                      1235 (79.9%)                      (20.1%)</p> <p>12:00 PM - 12:00 AM 588                      541                      1129 (52.1%)                      (47.9%)</p> <p>24 Hours 1575                      789                      2364 (66.6%)                      (33.4%)</p> <p><b>Peak Hours</b></p> <p><b>12:00 AM - 12:00 PM</b></p> <p><b>WB</b>                      <b>EB</b>                      <b>Combined</b></p> <p>Started 4:45 AM                      4:45 AM                      4:45 AM</p> <p>Volume 217                      49                      266</p> <p>Factor 0.79                      0.61                      0.92</p> <p><b>12:00 PM - 12:00 AM</b></p> <p><b>WB</b>                      <b>EB</b>                      <b>Combined</b></p> <p>Started 1:00 PM                      2:30 PM                      2:30 PM</p> <p>Volume 127                      134                      240</p> <p>Factor 0.76                      0.80                      0.88</p>
12:15 AM	0	1	1	1	1	2	12:15 PM	22	7	7	29	29		
12:30 AM	1	1	1	2	2	2	12:30 PM	11	14	25	25			
12:45 AM	0	0	0	0	0	0	12:45 PM	28	22	50	50			
1:00 AM	0	4	0	0	0	4	1:00 PM	42	127	21	58	63	185	
1:15 AM	1	0	0	1	1	1	1:15 PM	23	16	39	39			
1:30 AM	1	0	0	1	1	1	1:30 PM	21	11	32	32			
1:45 AM	2	0	0	2	2	2	1:45 PM	41	10	51	51			
2:00 AM	2	18	1	2	3	20	2:00 PM	22	104	28	114	50	218	
2:15 AM	8	0	0	8	8	8	2:15 PM	26	26	52	52			
2:30 AM	8	0	0	8	8	8	2:30 PM	26	22	48	48			
2:45 AM	0	1	1	1	1	1	2:45 PM	30	38	68	68			
3:00 AM	9	57	0	4	9	61	3:00 PM	24	90	32	112	56	202	
3:15 AM	12	2	2	14	14	14	3:15 PM	26	42	68	68			
3:30 AM	18	0	0	18	18	18	3:30 PM	16	18	34	34			
3:45 AM	18	2	2	20	20	20	3:45 PM	24	20	44	44			
4:00 AM	24	150	2	24	26	174	4:00 PM	22	74	20	75	42	149	
4:15 AM	32	2	2	34	34	34	4:15 PM	14	23	37	37			
4:30 AM	40	10	10	50	50	50	4:30 PM	19	22	41	41			
4:45 AM	54	10	10	64	64	64	4:45 PM	19	10	29	29			
5:00 AM	38	213	20	41	58	254	5:00 PM	4	27	14	43	18	70	
5:15 AM	69	3	3	72	72	72	5:15 PM	12	10	22	22			
5:30 AM	56	16	16	72	72	72	5:30 PM	7	10	17	17			
5:45 AM	50	2	2	52	52	52	5:45 PM	4	9	13	13			
6:00 AM	32	136	12	30	44	166	6:00 PM	10	27	7	28	17	55	
6:15 AM	32	8	8	40	40	40	6:15 PM	6	13	19	19			
6:30 AM	52	0	0	52	52	52	6:30 PM	5	4	9	9			
6:45 AM	20	10	10	30	30	30	6:45 PM	6	4	10	10			
7:00 AM	16	88	10	34	26	122	7:00 PM	1	21	8	20	9	41	
7:15 AM	26	0	0	26	26	26	7:15 PM	4	6	10	10			
7:30 AM	12	18	18	30	30	30	7:30 PM	8	0	8	8			
7:45 AM	34	6	6	40	40	40	7:45 PM	8	6	14	14			
8:00 AM	18	66	6	36	24	102	8:00 PM	8	16	10	22	18	38	
8:15 AM	22	10	10	32	32	32	8:15 PM	3	8	11	11			
8:30 AM	12	8	8	20	20	20	8:30 PM	4	2	6	6			
8:45 AM	14	12	12	26	26	26	8:45 PM	1	2	3	3			
9:00 AM	26	87	7	23	33	110	9:00 PM	1	3	2	6	3	9	
9:15 AM	12	8	8	20	20	20	9:15 PM	0	2	2	2			
9:30 AM	16	4	4	20	20	20	9:30 PM	1	2	3	3			
9:45 AM	33	4	4	37	37	37	9:45 PM	1	0	1	1			
10:00 AM	20	68	8	29	28	97	10:00 PM	4	18	2	9	6	27	
10:15 AM	10	10	10	20	20	20	10:15 PM	12	2	14	14			
10:30 AM	14	10	10	24	24	24	10:30 PM	2	3	5	5			
10:45 AM	24	1	1	25	25	25	10:45 PM	0	2	2	2			
11:00 AM	28	99	6	23	34	122	11:00 PM	0	2	0	3	0	5	
11:15 AM	18	5	5	23	23	23	11:15 PM	1	1	2	2			
11:30 AM	24	6	6	30	30	30	11:30 PM	0	0	0	0			
11:45 AM	29	6	6	35	35	35	11:45 PM	1	2	3	3			



Daily Volume (Volume factor 0.5)

Interval Start	WB	EB	Combined
12:00 AM	1	5	0
12:15 AM	0	1	1
12:30 AM	4	4	8
12:45 AM	0	0	0
1:00 AM	3	6	2
1:15 AM	0	0	0
1:30 AM	2	2	4
1:45 AM	1	1	2
2:00 AM	2	23	0
2:15 AM	11	0	11
2:30 AM	6	2	8
2:45 AM	4	0	4
3:00 AM	4	52	0
3:15 AM	12	1	13
3:30 AM	20	3	23
3:45 AM	16	2	18
4:00 AM	14	139	2
4:15 AM	24	3	27
4:30 AM	49	2	51
4:45 AM	52	0	52
5:00 AM	50	261	0
5:15 AM	63	0	63
5:30 AM	76	7	83
5:45 AM	72	0	72
6:00 AM	53	53	0

Interval Start	WB	EB	Combined
----------------	----	----	----------

Volume Totals		
WB	EB	Combined
12:00 AM - 12:00 PM		
539	32	571
(94.4%)	(5.6%)	
12:00 PM - 12:00 AM		
0	0	0
24 Hours		
539	32	571
(94.4%)	(5.6%)	

Peak Hours		
<u>12:00 AM - 12:00 PM</u>		
WB	EB	Combined
Started		
5:15 AM	3:30 AM	5:15 AM
Volume		
264	10	271
Factor		
0.87	0.83	0.82

<u>12:00 PM - 12:00 AM</u>		
WB	EB	Combined
Started		
-	-	-
Volume		
-	-	-
Factor		
-	-	-

***Average Daily Traffic (ADT's)***

**STATION 3**

**LA 36 East of Racehorse Rd.**

Daily Volume (Volume factor 0.5)

Interval Start	EB LA 36	WB LA 36	Combined	Interval Start	EB LA 36	WB LA 36	Combined							
12:00 AM	-	-	-	12:00 PM	20	56	22	85	42	141	<b>Volume Totals</b>			
12:15 AM	-	-	-	12:15 PM	7		14		21			<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>
12:30 AM	-	-	-	12:30 PM	10		21		31					
12:45 AM	-	-	-	12:45 PM	19		28		47					
1:00 AM	-	-	-	1:00 PM	16	62	22	130	38	192	12:00 AM - 12:00 PM			
1:15 AM	-	-	-	1:15 PM	18		32		50		70	155	225	
1:30 AM	-	-	-	1:30 PM	15		38		53		(31.1%)	(68.9%)		
1:45 AM	-	-	-	1:45 PM	13		38		51		12:00 PM - 12:00 AM			
2:00 AM	-	-	-	2:00 PM	8	66	34	132	42	198	587	865	1452	
2:15 AM	-	-	-	2:15 PM	24		34		58		(40.4%)	(59.6%)		
2:30 AM	-	-	-	2:30 PM	17		34		51		24 Hours			
2:45 AM	-	-	-	2:45 PM	17		30		47		657	1020	1677	
3:00 AM	-	-	-	3:00 PM	22	77	27	111	49	188	(39.2%)	(60.8%)		
3:15 AM	-	-	-	3:15 PM	11		24		35					
3:30 AM	-	-	-	3:30 PM	18		22		40					
3:45 AM	-	-	-	3:45 PM	26		38		64					
4:00 AM	-	-	-	4:00 PM	18	70	30	106	48	176	<b>Peak Hours</b>			
4:15 AM	-	-	-	4:15 PM	12		22		34					
4:30 AM	-	-	-	4:30 PM	20		28		48		<b>12:00 AM - 12:00 PM</b>			
4:45 AM	-	-	-	4:45 PM	20		26		46					
5:00 AM	-	-	-	5:00 PM	18	71	22	90	40	161	<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>	
5:15 AM	-	-	-	5:15 PM	22		28		50		Started			
5:30 AM	-	-	-	5:30 PM	14		22		36		9:45 AM	10:00 AM	10:00 AM	
5:45 AM	-	-	-	5:45 PM	17		18		35		Volume			
6:00 AM	-	-	-	6:00 PM	14	63	26	79	40	142	33	67	100	
6:15 AM	-	-	-	6:15 PM	15		15		30		Factor			
6:30 AM	-	-	-	6:30 PM	22		24		46		0.55	0.84	0.71	
6:45 AM	-	-	-	6:45 PM	12		14		26					
7:00 AM	-	-	-	7:00 PM	16	44	16	52	32	96	<b>12:00 PM - 12:00 AM</b>			
7:15 AM	-	-	-	7:15 PM	9		14		23					
7:30 AM	-	-	-	7:30 PM	7		10		17		<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>	
7:45 AM	-	-	-	7:45 PM	12		12		24		Started			
8:00 AM	-	-	-	8:00 PM	8	33	16	39	24	72	2:15 PM	1:30 PM	2:15 PM	
8:15 AM	-	-	-	8:15 PM	11		8		19		Volume			
8:30 AM	-	-	-	8:30 PM	8		9		17					
8:45 AM	-	-	-	8:45 PM	6		6		12					
9:00 AM	-	8	24	9:00 PM	5	21	4	18	9	39				
9:15 AM	-	-	-	9:15 PM	3		6		9					
9:30 AM	2	12	14	9:30 PM	7		4		11					
9:45 AM	6	12	18	9:45 PM	6		4		10					
10:00 AM	4	33	14	67	18	100	10:00 PM	3	15	4	13	7	28	
10:15 AM	8		19	27	10:15 PM	3		2		5				
10:30 AM	15		20	35	10:30 PM	6		5		11				
10:45 AM	6		14	20	10:45 PM	3		2		5				
11:00 AM	4	29	14	64	18	93	11:00 PM	1	9	2	10	3	19	
11:15 AM	6		14	20	11:15 PM	2		3		5				
11:30 AM	8		22	30	11:30 PM	5		2		7				
11:45 AM	11		14	25	11:45 PM	1		3		4				
											80	144	205	
											Factor			
											0.83	0.95	0.88	

Daily Volume (Volume factor 0.5)

Interval Start	EB LA 36	WB LA 36	Combined	Interval Start	EB LA 36	WB LA 36	Combined									
12:00 AM	0	2	2	3	2	5	12:00 PM	10	58	15	71	25	129	<b>Volume Totals</b>		
12:15 AM	1		1		2		12:15 PM	14		18		32		<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>
12:30 AM	1		0		1		12:30 PM	14		25		39		12:00 AM - 12:00 PM		
12:45 AM	0		0		0		12:45 PM	20		13		33		362	868	1230
1:00 AM	0	5	0	8	0	13	1:00 PM	18	88	16	105	34	193	(29.4%)	(70.6%)	
1:15 AM	1		2		3		1:15 PM	23		22		45		12:00 PM - 12:00 AM		
1:30 AM	3		6		9		1:30 PM	31		40		71		983	1056	2039
1:45 AM	1		0		1		1:45 PM	16		27		43		(48.2%)	(51.8%)	
2:00 AM	0	2	1	2	1	4	2:00 PM	20	77	31	111	51	188	24 Hours		
2:15 AM	1		1		2		2:15 PM	14		22		36		1345	1924	3269
2:30 AM	1		0		1		2:30 PM	18		30		48		(41.1%)	(58.9%)	
2:45 AM	0		0		0		2:45 PM	25		28		53		<b>Peak Hours</b>		
3:00 AM	0	0	0	1	0	1	3:00 PM	22	119	24	130	46	249	<b>12:00 AM - 12:00 PM</b>		
3:15 AM	0		0		0		3:15 PM	36		40		76		<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>
3:30 AM	0		1		1		3:30 PM	38		34		72		Started		
3:45 AM	0		0		0		3:45 PM	23		32		55		8:45 AM	8:15 AM	8:15 AM
4:00 AM	0	3	4	13	4	16	4:00 PM	28	134	34	144	62	278	Volume		
4:15 AM	2		0		2		4:15 PM	34		38		72		78	225	294
4:30 AM	0		5		5		4:30 PM	34		30		64		Factor		
4:45 AM	1		4		5		4:45 PM	38		42		80		0.89	0.88	0.90
5:00 AM	1	9	6	26	7	35	5:00 PM	42	180	51	186	93	366	<b>12:00 PM - 12:00 AM</b>		
5:15 AM	4		6		10		5:15 PM	44		46		90		<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>
5:30 AM	1		4		5		5:30 PM	38		36		74		Started		
5:45 AM	3		10		13		5:45 PM	56		53		109		8:45 AM	8:15 AM	8:15 AM
6:00 AM	4	16	14	70	18	86	6:00 PM	48	171	48	151	96	322	Volume		
6:15 AM	4		20		24		6:15 PM	50		35		85		78	225	294
6:30 AM	4		22		26		6:30 PM	42		40		82		Factor		
6:45 AM	4		14		18		6:45 PM	31		28		59		0.89	0.88	0.90
7:00 AM	6	55	34	175	40	230	7:00 PM	15	58	18	57	33	115	<b>12:00 PM - 12:00 AM</b>		
7:15 AM	17		50		67		7:15 PM	16		17		33		<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>
7:30 AM	22		55		77		7:30 PM	14		16		30		Started		
7:45 AM	10		36		46		7:45 PM	13		6		19		5:45 PM	5:00 PM	5:45 PM
8:00 AM	17	71	49	221	66	292	8:00 PM	10	45	12	46	22	91	Volume		
8:15 AM	16		61		77		8:15 PM	17		14		31		7	22	22
8:30 AM	18		64		82		8:30 PM	10		14		24		8	8	8
8:45 AM	20		47		67		8:45 PM	8		6		14		8	16	16
9:00 AM	15	72	53	139	68	211	9:00 PM	6	27	1	26	7	53	<b>12:00 PM - 12:00 AM</b>		
9:15 AM	22		42		64		9:15 PM	10		12		22		<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>
9:30 AM	21		24		45		9:30 PM	3		5		8		Started		
9:45 AM	14		20		34		9:45 PM	8		8		16		5:45 PM	5:00 PM	5:45 PM
10:00 AM	12	53	30	100	42	153	10:00 PM	3	18	4	16	7	34	Volume		
10:15 AM	11		24		35		10:15 PM	7		6		13		196	186	372
10:30 AM	12		26		38		10:30 PM	5		5		10		Factor		
10:45 AM	18		20		38		10:45 PM	3		1		4		0.88	0.88	0.85
11:00 AM	17	74	30	110	47	184	11:00 PM	1	8	4	13	5	21			
11:15 AM	12		22		34		11:15 PM	3		4		7				
11:30 AM	24		28		52		11:30 PM	3		3		6				
11:45 AM	21		30		51		11:45 PM	1		2		3				

Daily Volume (Volume factor 0.5)

Interval Start	EB LA 36	WB LA 36	Combined	Interval Start	EB LA 36	WB LA 36	Combined			
12:00 AM	1	9	0	8	1	7	17			
12:15 AM	3		3		6		6			
12:30 AM	3		4		7		7			
12:45 AM	2		1		3		3			
1:00 AM	1	4	1	5	2	2	9			
1:15 AM	0		2		2		2			
1:30 AM	2		2		4		4			
1:45 AM	1		0		1		1			
2:00 AM	0	0	0	2	0	2	2			
2:15 AM	0		0		0		0			
2:30 AM	0		0		0		0			
2:45 AM	0		2		2		2			
3:00 AM	0	2	0	2	0	0	4			
3:15 AM	1		0		1		1			
3:30 AM	0		1		1		1			
3:45 AM	1		1		2		2			
4:00 AM	0	2	3	8	3	3	10			
4:15 AM	1		0		1		1			
4:30 AM	1		3		4		4			
4:45 AM	0		2		2		2			
5:00 AM	0	7	6	27	6	34	34			
5:15 AM	2		3		5		5			
5:30 AM	1		6		7		7			
5:45 AM	4		12		16		16			
6:00 AM	4	19	10	62	14	81	81			
6:15 AM	3		10		13		13			
6:30 AM	6		24		30		30			
6:45 AM	6		18		24		24			
7:00 AM	10	59	24	174	34	233	233			
7:15 AM	14		50		64		64			
7:30 AM	20		48		68		68			
7:45 AM	15		52		67		67			
8:00 AM	14	78	49	214	63	292	292			
8:15 AM	12		54		66		66			
8:30 AM	32		66		98		98			
8:45 AM	20		45		65		65			
9:00 AM	25	71	43	136	68	207	207			
9:15 AM	23		36		59		59			
9:30 AM	16		40		56		56			
9:45 AM	7		17		24		24			
10:00 AM	22	73	25	109	47	182	182			
10:15 AM	19		36		55		55			
10:30 AM	18		28		46		46			
10:45 AM	14		20		34		34			
11:00 AM	24	80	26	106	50	186	186			
11:15 AM	20		30		50		50			
11:30 AM	21		24		45		45			
11:45 AM	15		26		41		41			
12:00 PM	14	72	18	89	32	161	161			
12:15 PM	14		23		37		37			
12:30 PM	14		18		32		32			
12:45 PM	30		30		60		60			
1:00 PM	24	85	26	119	50	204	204			
1:15 PM	20		30		50		50			
1:30 PM	23		30		53		53			
1:45 PM	18		33		51		51			
2:00 PM	30	85	30	102	60	187	187			
2:15 PM	23		24		47		47			
2:30 PM	18		27		45		45			
2:45 PM	14		21		35		35			
3:00 PM	21	121	25	119	46	240	240			
3:15 PM	32		34		66		66			
3:30 PM	36		30		66		66			
3:45 PM	32		30		62		62			
4:00 PM	20	121	34	142	54	263	263			
4:15 PM	33		30		63		63			
4:30 PM	26		32		58		58			
4:45 PM	42		46		88		88			
5:00 PM	42	176	38	166	80	342	342			
5:15 PM	38		38		76		76			
5:30 PM	38		40		78		78			
5:45 PM	58		50		108		108			
6:00 PM	42	172	35	149	77	321	321			
6:15 PM	58		46		104		104			
6:30 PM	41		40		81		81			
6:45 PM	31		28		59		59			
7:00 PM	24	83	28	80	52	163	163			
7:15 PM	26		19		45		45			
7:30 PM	14		13		27		27			
7:45 PM	19		20		39		39			
8:00 PM	9	41	12	39	21	80	80			
8:15 PM	9		7		16		16			
8:30 PM	11		8		19		19			
8:45 PM	12		12		24		24			
9:00 PM	10	39	7	33	17	72	72			
9:15 PM	13		12		25		25			
9:30 PM	4		4		8		8			
9:45 PM	12		10		22		22			
10:00 PM	6	31	8	26	14	57	57			
10:15 PM	9		8		17		17			
10:30 PM	10		6		16		16			
10:45 PM	6		4		10		10			
11:00 PM	2	6	7	17	9	23	23			
11:15 PM	1		1		2		2			
11:30 PM	3		7		10		10			
11:45 PM	0		2		2		2			
								<b>Volume Totals</b>		
								<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>
								12:00 AM - 12:00 PM		
								404	853	1257
								(32.1%)	(67.9%)	
								12:00 PM - 12:00 AM		
								1032	1081	2113
								(48.8%)	(51.2%)	
								24 Hours		
								1436	1934	3370
								(42.6%)	(57.4%)	
								<b>Peak Hours</b>		
								<b>12:00 AM - 12:00 PM</b>		
								<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>
								Started		
								8:30 AM	7:45 AM	8:15 AM
								Volume		
								100	221	297
								Factor		
								0.78	0.84	0.76
								<b>12:00 PM - 12:00 AM</b>		
								<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>
								Started		
								5:45 PM	5:30 PM	5:45 PM
								Volume		
								199	171	370
								Factor		
								0.86	0.86	0.86



Daily Volume (Volume factor 0.5)

Interval Start	EB LA 36		WB LA 36		Combined		Interval Start	EB LA 36		WB LA 36		Combined				
12:00 AM	1	8	1	3	2	11	12:00 PM	17	51	22	81	39	132	<b>Volume Totals</b>		
12:15 AM	2		1		3		12:15 PM	12		23		35		<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>
12:30 AM	4		1		5		12:30 PM	8		13		21		12:00 AM - 12:00 PM		
12:45 AM	1		0		1		12:45 PM	14		23		37		390	868	1258
1:00 AM	2	6	3	4	5	10	1:00 PM	18	85	30	109	48	194	(31.0%)	(69.0%)	
1:15 AM	1		1		2		1:15 PM	24		30		54		12:00 PM - 12:00 AM		
1:30 AM	1		0		1		1:30 PM	22		26		48		1158	1107	2265
1:45 AM	2		0		2		1:45 PM	21		23		44		(51.1%)	(48.9%)	
2:00 AM	1	3	3	3	4	6	2:00 PM	11	64	24	90	35	154	24 Hours		
2:15 AM	1		0		1		2:15 PM	18		24		42		1548	1975	3523
2:30 AM	0		0		0		2:30 PM	23		24		47		(43.9%)	(56.1%)	
2:45 AM	1		0		1		2:45 PM	12		18		30		<b>Peak Hours</b>		
3:00 AM	0	3	0	3	0	6	3:00 PM	23	112	35	122	58	234	<b>12:00 AM - 12:00 PM</b>		
3:15 AM	3		0		3		3:15 PM	24		24		48		<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>
3:30 AM	0		1		1		3:30 PM	30		27		57		Started		
3:45 AM	0		2		2		3:45 PM	35		36		71		8:15 AM	7:45 AM	8:00 AM
4:00 AM	1	2	0	8	1	10	4:00 PM	34	154	35	146	69	300	Volume		
4:15 AM	0		1		1		4:15 PM	40		36		76		81	238	305
4:30 AM	1		1		2		4:30 PM	34		35		69		Factor		
4:45 AM	0		6		6		4:45 PM	46		40		86		0.84	0.85	0.85
5:00 AM	4	8	6	32	10	40	5:00 PM	41	182	40	161	81	343	<b>12:00 PM - 12:00 AM</b>		
5:15 AM	2		8		10		5:15 PM	36		39		75		<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>
5:30 AM	2		10		12		5:30 PM	47		34		81		Started		
5:45 AM	0		8		8		5:45 PM	58		48		106		8:15 AM	7:45 AM	8:00 AM
6:00 AM	6	23	12	71	18	94	6:00 PM	46	273	38	202	84	475	Volume		
6:15 AM	7		16		23		6:15 PM	83		62		145		81	238	305
6:30 AM	4		24		28		6:30 PM	76		57		133		Factor		
6:45 AM	6		19		25		6:45 PM	68		45		113		0.84	0.85	0.85
7:00 AM	10	53	28	187	38	240	7:00 PM	53	126	40	90	93	216	<b>12:00 PM - 12:00 AM</b>		
7:15 AM	14		55		69		7:15 PM	34		26		60		<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>
7:30 AM	18		52		70		7:30 PM	28		14		42		Started		
7:45 AM	11		52		63		7:45 PM	11		10		21		6:15 PM	5:45 PM	6:15 PM
8:00 AM	14	71	54	234	68	305	8:00 PM	16	45	10	41	26	86	Volume		
8:15 AM	15		62		77		8:15 PM	16		10		26		280	205	484
8:30 AM	20		70		90		8:30 PM	6		9		15		0.84	0.83	0.83
8:45 AM	22		48		70		8:45 PM	7		12		19		<b>12:00 PM - 12:00 AM</b>		
9:00 AM	24	70	42	135	66	205	9:00 PM	6	43	4	35	10	78	<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>
9:15 AM	10		28		38		9:15 PM	11		10		21		Started		
9:30 AM	20		42		62		9:30 PM	14		12		26		6:15 PM	5:45 PM	6:15 PM
9:45 AM	16		23		39		9:45 PM	12		9		21		Volume		
10:00 AM	12	69	26	97	38	166	10:00 PM	5	12	8	15	13	27	280	205	484
10:15 AM	19		24		43		10:15 PM	1		3		4		0.84	0.83	0.83
10:30 AM	22		24		46		10:30 PM	3		0		3		<b>12:00 PM - 12:00 AM</b>		
10:45 AM	16		23		39		10:45 PM	3		4		7		<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>
11:00 AM	23	74	32	91	55	165	11:00 PM	2	11	4	15	6	26	Started		
11:15 AM	14		17		31		11:15 PM	3		3		6		6:15 PM	5:45 PM	6:15 PM
11:30 AM	25		26		51		11:30 PM	1		4		5		Volume		
11:45 AM	12		16		28		11:45 PM	5		4		9		280	205	484
														0.84	0.83	0.83

Daily Volume (Volume factor 0.5)

Interval Start	EB LA 36	WB LA 36	Combined	Interval Start	EB LA 36	WB LA 36	Combined										
12:00 AM	3	7	3	6	6	13	12:00 PM	14	76	22	104	36	180	<b>Volume Totals</b>			
12:15 AM	1		1		2		12:15 PM	16		25		41		<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>	
12:30 AM	2		1		3		12:30 PM	21		25		46		12:00 AM - 12:00 PM			
12:45 AM	1		1		2		12:45 PM	25		32		57		352	761	1113	
1:00 AM	0	1	0	3	0	4	1:00 PM	21	84	24	106	45	190	(31.6%)	(68.4%)		
1:15 AM	0		1		1		1:15 PM	16		24		40		12:00 PM - 12:00 AM			
1:30 AM	0		2		2		1:30 PM	28		32		60		1090	1057	2147	
1:45 AM	1		0		1		1:45 PM	19		26		45		(50.8%)	(49.2%)		
2:00 AM	2	6	2	3	4	9	2:00 PM	24	98	30	103	54	201	24 Hours			
2:15 AM	3		0		3		2:15 PM	32		25		57		1442	1818	3260	
2:30 AM	1		1		2		2:30 PM	16		22		38		(44.2%)	(55.8%)		
2:45 AM	0		0		0		2:45 PM	26		26		52		<b>Peak Hours</b>			
3:00 AM	0	1	0	2	0	3	3:00 PM	29	172	36	146	65	318	<b>12:00 AM - 12:00 PM</b>			
3:15 AM	0		1		1		3:15 PM	49		38		87		<b>EB LA 36</b>	<b>WB LA 36</b>	<b>Combined</b>	
3:30 AM	1		1		2		3:30 PM	42		33		75		Started			
3:45 AM	0		0		0		3:45 PM	52		39		91		8:15 AM	7:45 AM	7:45 AM	
4:00 AM	0	1	1	5	1	6	4:00 PM	40	149	35	148	75	297	Volume	73	208	271
4:15 AM	0		0		0		4:15 PM	36		37		73		Factor	0.91	0.84	0.83
4:30 AM	1		2		3		4:30 PM	28		36		64					
4:45 AM	0		2		2		4:45 PM	45		40		85					
5:00 AM	1	15	4	32	5	47	5:00 PM	38	185	28	129	66	314				
5:15 AM	3		12		15		5:15 PM	51		36		87					
5:30 AM	2		2		4		5:30 PM	46		34		80					
5:45 AM	9		14		23		5:45 PM	50		31		81					
6:00 AM	1	22	18	64	19	86	6:00 PM	51	148	40	130	91	278				
6:15 AM	7		10		17		6:15 PM	30		30		60					
6:30 AM	8		20		28		6:30 PM	39		36		75					
6:45 AM	6		16		22		6:45 PM	28		24		52					
7:00 AM	3	47	27	154	30	201	7:00 PM	18	79	16	76	34	155				
7:15 AM	14		36		50		7:15 PM	33		28		61					
7:30 AM	20		46		66		7:30 PM	14		12		26					
7:45 AM	10		45		55		7:45 PM	14		20		34					
8:00 AM	14	69	47	197	61	266	8:00 PM	11	41	14	45	25	86				
8:15 AM	19		54		73		8:15 PM	16		15		31					
8:30 AM	20		62		82		8:30 PM	8		9		17					
8:45 AM	16		34		50		8:45 PM	6		7		13					
9:00 AM	18	64	38	140	56	204	9:00 PM	5	22	10	32	15	54				
9:15 AM	18		38		56		9:15 PM	8		10		18					
9:30 AM	12		36		48		9:30 PM	4		6		10					
9:45 AM	16		28		44		9:45 PM	5		6		11					
10:00 AM	12	59	16	76	28	135	10:00 PM	4	21	5	23	9	44				
10:15 AM	21		22		43		10:15 PM	8		6		14					
10:30 AM	10		21		31		10:30 PM	3		8		11					
10:45 AM	16		17		33		10:45 PM	6		4		10					
11:00 AM	11	60	17	79	28	139	11:00 PM	6	15	6	15	12	30				
11:15 AM	12		26		38		11:15 PM	2		2		4					
11:30 AM	21		18		39		11:30 PM	4		7		11					
11:45 AM	16		18		34		11:45 PM	3		0		3					
														198	148	339	
														Factor	0.97	0.93	0.93

Daily Volume (Volume factor 0.5)

Interval Start	EB LA 36	WB LA 36	Combined
12:00 AM	2	11	2
12:15 AM	6		4
12:30 AM	2		2
12:45 AM	1		0
1:00 AM	2	6	4
1:15 AM	0		1
1:30 AM	1		0
1:45 AM	3		2
2:00 AM	1	5	1
2:15 AM	1		2
2:30 AM	3		1
2:45 AM	0		0
3:00 AM	1	2	1
3:15 AM	0		1
3:30 AM	0		1
3:45 AM	1		1
4:00 AM	0	5	0
4:15 AM	1		2
4:30 AM	2		3
4:45 AM	2		2
5:00 AM	4	21	5
5:15 AM	3		6
5:30 AM	2		4
5:45 AM	12		10
6:00 AM	2	18	7
6:15 AM	8		14
6:30 AM	4		20
6:45 AM	4		18
7:00 AM	5	46	32
7:15 AM	8		40
7:30 AM	17		46
7:45 AM	16		36
8:00 AM	12	60	38
8:15 AM	13		58
8:30 AM	15		52
8:45 AM	20		44
9:00 AM	12	42	42
9:15 AM	19		34
9:30 AM	11		35

Interval Start	EB LA 36	WB LA 36	Combined
----------------	----------	----------	----------

**Volume Totals**

	EB LA 36	WB LA 36	Combined
12:00 AM - 12:00 PM	216	571	787
	(27.4%)	(72.6%)	
12:00 PM - 12:00 AM	0	0	0
24 Hours	216	571	787
	(27.4%)	(72.6%)	

**Peak Hours**

**12:00 AM - 12:00 PM**

	EB LA 36	WB LA 36	Combined
Started			
8:30 AM		8:15 AM	8:15 AM
Volume	66	196	256
Factor	0.83	0.84	0.90

**12:00 PM - 12:00 AM**

	EB LA 36	WB LA 36	Combined
Started	-	-	-
Volume	-	-	-
Factor	-	-	-

**Average Daily Traffic (ADT's)**  
**STATION 4**  
**LA 434 South of LA 36**

Daily Volume (Volume factor 0.5)

Interval Start	SB	NB	Combined	Interval Start	SB	NB	Combined						
12:00 AM	-	-	-	12:00 PM	9	54	15	41	24	95			
12:15 AM	-	-	-	12:15 PM	14		4		18				
12:30 AM	-	-	-	12:30 PM	20		6		26				
12:45 AM	-	-	-	12:45 PM	11		16		27				
1:00 AM	-	-	-	1:00 PM	18	66	8	40	26	106			
1:15 AM	-	-	-	1:15 PM	12		11		23				
1:30 AM	-	-	-	1:30 PM	24		11		35				
1:45 AM	-	-	-	1:45 PM	12		10		22				
2:00 AM	-	-	-	2:00 PM	11	48	14	52	25	100			
2:15 AM	-	-	-	2:15 PM	15		6		21				
2:30 AM	-	-	-	2:30 PM	8		22		30				
2:45 AM	-	-	-	2:45 PM	14		10		24				
3:00 AM	-	-	-	3:00 PM	13	61	14	81	27	142			
3:15 AM	-	-	-	3:15 PM	24		19		43				
3:30 AM	-	-	-	3:30 PM	6		22		28				
3:45 AM	-	-	-	3:45 PM	18		26		44				
4:00 AM	-	-	-	4:00 PM	20	82	9	84	29	166			
4:15 AM	-	-	-	4:15 PM	12		33		45				
4:30 AM	-	-	-	4:30 PM	30		19		49				
4:45 AM	-	-	-	4:45 PM	20		23		43				
5:00 AM	-	-	-	5:00 PM	15	89	21	109	36	198			
5:15 AM	-	-	-	5:15 PM	24		40		64				
5:30 AM	-	-	-	5:30 PM	20		20		40				
5:45 AM	-	-	-	5:45 PM	30		28		58				
6:00 AM	-	-	-	6:00 PM	30	92	24	102	54	194			
6:15 AM	-	-	-	6:15 PM	20		32		52				
6:30 AM	-	-	-	6:30 PM	20		24		44				
6:45 AM	-	-	-	6:45 PM	22		22		44				
7:00 AM	-	-	-	7:00 PM	18	41	12	42	30	83			
7:15 AM	-	-	-	7:15 PM	8		8		16				
7:30 AM	-	-	-	7:30 PM	6		18		24				
7:45 AM	-	-	-	7:45 PM	9		4		13				
8:00 AM	-	-	-	8:00 PM	4	28	7	21	11	49			
8:15 AM	-	-	-	8:15 PM	8		4		12				
8:30 AM	-	-	-	8:30 PM	4		6		10				
8:45 AM	-	-	-	8:45 PM	12		4		16				
9:00 AM	-	-	-	9:00 PM	8	20	8	23	16	43			
9:15 AM	-	-	-	9:15 PM	8		6		14				
9:30 AM	-	-	-	9:30 PM	4		6		10				
9:45 AM	-	-	-	9:45 PM	0		3		3				
10:00 AM	-	40	20	10:00 PM	1	6	4	12	5	18			
10:15 AM	-	-	-	10:15 PM	1		4		5				
10:30 AM	24		10	10:30 PM	1		1		2				
10:45 AM	16		10	10:45 PM	3		3		6				
11:00 AM	10	62	8	11:00 PM	0	3	1	8	1	11			
11:15 AM	18		8	11:15 PM	2		4		6				
11:30 AM	14		12	11:30 PM	1		0		1				
11:45 AM	20		10	11:45 PM	0		3		3				

Volume Totals		
SB	NB	Combined
12:00 AM - 12:00 PM		
102	58	160
(63.8%)	(36.3%)	
12:00 PM - 12:00 AM		
590	615	1205
(49.0%)	(51.0%)	
24 Hours		
692	673	1365
(50.7%)	(49.3%)	
Peak Hours		
12:00 AM - 12:00 PM		
SB	NB	Combined
Started		
10:30 AM	10:45 AM	10:30 AM
Volume		
68	38	104
Factor		
0.71	0.79	0.76
12:00 PM - 12:00 AM		
SB	NB	Combined
Started		
5:15 PM	5:15 PM	5:15 PM
Volume		
104	112	216
Factor		
0.87	0.70	0.84



Daily Volume (Volume factor 0.5)

Interval Start	SB	NB	Combined	Interval Start	SB	NB	Combined			
12:00 AM	0	0	0	5	0	5				
12:15 AM	0	3	3							
12:30 AM	0	2	2							
12:45 AM	0	0	0							
1:00 AM	0	2	3	6	3	8				
1:15 AM	0	1	1							
1:30 AM	2	2	4							
1:45 AM	0	0	0							
2:00 AM	0	1	0	1	0	2				
2:15 AM	0	0	0							
2:30 AM	1	1	2							
2:45 AM	0	0	0							
3:00 AM	0	0	0	0	0	0				
3:15 AM	0	0	0							
3:30 AM	0	0	0							
3:45 AM	0	0	0							
4:00 AM	2	4	2	2	4	6				
4:15 AM	0	0	0							
4:30 AM	1	0	1							
4:45 AM	1	0	1							
5:00 AM	2	17	3	9	5	26				
5:15 AM	4	2	6							
5:30 AM	7	2	9							
5:45 AM	4	2	6							
6:00 AM	4	26	2	16	6	42				
6:15 AM	8	2	10							
6:30 AM	4	5	9							
6:45 AM	10	7	17							
7:00 AM	10	64	4	42	14	106				
7:15 AM	12	12	24							
7:30 AM	24	14	38							
7:45 AM	18	12	30							
8:00 AM	34	134	24	72	58	206				
8:15 AM	34	17	51							
8:30 AM	32	12	44							
8:45 AM	34	19	53							
9:00 AM	33	97	12	49	45	146				
9:15 AM	26	12	38							
9:30 AM	22	20	42							
9:45 AM	16	5	21							
10:00 AM	20	70	13	31	33	101				
10:15 AM	22	6	28							
10:30 AM	18	7	25							
10:45 AM	10	5	15							
11:00 AM	16	61	13	38	29	99				
11:15 AM	23	3	26							
11:30 AM	8	10	18							
11:45 AM	14	12	26							
12:00 PM	18	66	18	40	36	106				
12:15 PM	11	5	16							
12:30 PM	18	11	29							
12:45 PM	19	6	25							
1:00 PM	8	45	14	42	22	87				
1:15 PM	14	8	22							
1:30 PM	16	15	31							
1:45 PM	7	5	12							
2:00 PM	10	60	15	59	25	119				
2:15 PM	22	7	29							
2:30 PM	10	13	23							
2:45 PM	18	24	42							
3:00 PM	22	67	13	71	35	138				
3:15 PM	14	18	32							
3:30 PM	11	23	34							
3:45 PM	20	17	37							
4:00 PM	23	87	16	96	39	183				
4:15 PM	22	26	48							
4:30 PM	18	24	42							
4:45 PM	24	30	54							
5:00 PM	32	106	26	127	58	233				
5:15 PM	20	40	60							
5:30 PM	21	37	58							
5:45 PM	33	24	57							
6:00 PM	22	92	34	107	56	199				
6:15 PM	29	32	61							
6:30 PM	26	22	48							
6:45 PM	15	19	34							
7:00 PM	14	57	19	73	33	130				
7:15 PM	14	20	34							
7:30 PM	16	17	33							
7:45 PM	13	17	30							
8:00 PM	8	32	19	39	27	71				
8:15 PM	8	11	19							
8:30 PM	9	2	11							
8:45 PM	7	7	14							
9:00 PM	6	16	4	20	10	36				
9:15 PM	3	5	8							
9:30 PM	4	5	9							
9:45 PM	3	6	9							
10:00 PM	6	13	8	19	14	32				
10:15 PM	4	2	6							
10:30 PM	3	4	7							
10:45 PM	0	5	5							
11:00 PM	3	6	4	12	7	18				
11:15 PM	2	2	4							
11:30 PM	1	2	3							
11:45 PM	0	4	4							

Volume Totals		
SB	NB	Combined
12:00 AM - 12:00 PM		
476	271	747
(63.7%)	(36.3%)	
12:00 PM - 12:00 AM		
647	705	1352
(47.9%)	(52.1%)	
24 Hours		
1123	976	2099
(53.5%)	(46.5%)	
Peak Hours		
12:00 AM - 12:00 PM		
SB	NB	Combined
Started		
8:00 AM	8:00 AM	8:00 AM
Volume		
134	72	206
Factor		
0.99	0.75	0.89
12:00 PM - 12:00 AM		
SB	NB	Combined
Started		
5:45 PM	5:15 PM	5:00 PM
Volume		
110	135	233
Factor		
0.83	0.84	0.97

Daily Volume (Volume factor 0.5)

Interval Start	SB	NB	Combined	Interval Start	SB	NB	Combined			
12:00 AM	1	4	10	12:00 PM	10	44	26			
12:15 AM	2	4	6	12:15 PM	12	4	16			
12:30 AM	0	2	2	12:30 PM	18	10	28			
12:45 AM	1	3	4	12:45 PM	4	12	16			
1:00 AM	1	1	6	1:00 PM	12	67	24			
1:15 AM	0	2	2	1:15 PM	14	18	32			
1:30 AM	0	0	0	1:30 PM	19	13	32			
1:45 AM	0	1	1	1:45 PM	22	9	31			
2:00 AM	1	4	1	2:00 PM	20	65	34			
2:15 AM	0	1	1	2:15 PM	18	12	30			
2:30 AM	3	0	3	2:30 PM	18	10	28			
2:45 AM	0	0	0	2:45 PM	9	13	22			
3:00 AM	0	2	1	3:00 PM	14	63	25			
3:15 AM	0	0	0	3:15 PM	14	10	24			
3:30 AM	2	0	2	3:30 PM	14	18	32			
3:45 AM	0	1	1	3:45 PM	21	14	35			
4:00 AM	1	3	2	4:00 PM	14	82	26			
4:15 AM	2	2	4	4:15 PM	24	19	43			
4:30 AM	0	0	0	4:30 PM	18	26	44			
4:45 AM	0	0	0	4:45 PM	26	20	46			
5:00 AM	2	15	5	5:00 PM	22	110	22			
5:15 AM	6	1	7	5:15 PM	18	0	18			
5:30 AM	3	2	5	5:30 PM	28	6	34			
5:45 AM	4	2	6	5:45 PM	42	10	52			
6:00 AM	5	28	2	6:00 PM	28	116	39			
6:15 AM	4	3	7	6:15 PM	36	26	62			
6:30 AM	10	4	14	6:30 PM	34	19	53			
6:45 AM	9	6	15	6:45 PM	18	14	32			
7:00 AM	10	58	6	7:00 PM	14	48	24			
7:15 AM	14	6	20	7:15 PM	20	12	32			
7:30 AM	20	17	37	7:30 PM	6	16	22			
7:45 AM	14	14	28	7:45 PM	8	7	15			
8:00 AM	25	142	14	8:00 PM	6	34	12			
8:15 AM	40	8	48	8:15 PM	12	4	16			
8:30 AM	38	10	48	8:30 PM	8	5	13			
8:45 AM	39	12	51	8:45 PM	8	6	14			
9:00 AM	20	82	12	9:00 PM	2	11	4			
9:15 AM	22	4	26	9:15 PM	2	4	6			
9:30 AM	18	10	28	9:30 PM	4	6	10			
9:45 AM	22	7	29	9:45 PM	3	5	8			
10:00 AM	14	63	12	10:00 PM	0	9	7			
10:15 AM	22	10	32	10:15 PM	4	7	11			
10:30 AM	14	10	24	10:30 PM	2	3	5			
10:45 AM	13	18	31	10:45 PM	3	2	5			
11:00 AM	14	49	8	11:00 PM	4	10	5			
11:15 AM	10	17	27	11:15 PM	2	2	4			
11:30 AM	14	9	23	11:30 PM	2	2	4			
11:45 AM	11	14	25	11:45 PM	2	2	4			

Volume Totals		
SB	NB	Combined
12:00 AM - 12:00 PM	451	258
(63.6%)	(36.4%)	709
12:00 PM - 12:00 AM	659	468
(58.5%)	(41.5%)	1127
24 Hours	1110	726
(60.5%)	(39.5%)	1836

Peak Hours		
12:00 AM - 12:00 PM		
SB	NB	Combined
Started	8:00 AM	7:30 AM
Volume	142	53
Factor	0.89	0.78
		0.91

12:00 PM - 12:00 AM		
SB	NB	Combined
Started	5:45 PM	4:00 PM
Volume	140	77
Factor	0.83	0.74
		0.83

Daily Volume (Volume factor 0.5)

Interval Start	SB	NB	Combined	Interval Start	SB	NB	Combined			
12:00 AM	6	8	2	13	8	21				
12:15 AM	0		5	5						
12:30 AM	2		4	6						
12:45 AM	0		2	2						
1:00 AM	2	2	2	6	4	8				
1:15 AM	0		2	2						
1:30 AM	0		0	0						
1:45 AM	0		2	2						
2:00 AM	0	2	2	5	2	7				
2:15 AM	0		1	1						
2:30 AM	0		0	0						
2:45 AM	2		2	4						
3:00 AM	0	1	0	2	0	3				
3:15 AM	0		0	0						
3:30 AM	1		0	1						
3:45 AM	0		2	2						
4:00 AM	0	2	1	2	1	4				
4:15 AM	1		0	1						
4:30 AM	0		0	0						
4:45 AM	1		1	2						
5:00 AM	3	12	0	2	3	14				
5:15 AM	6		1	7						
5:30 AM	2		0	2						
5:45 AM	1		1	2						
6:00 AM	3	23	4	14	7	37				
6:15 AM	6		2	8						
6:30 AM	8		2	10						
6:45 AM	6		6	12						
7:00 AM	12	59	3	32	15	91				
7:15 AM	11		5	16						
7:30 AM	18		12	30						
7:45 AM	18		12	30						
8:00 AM	38	131	12	43	50	174				
8:15 AM	31		12	43						
8:30 AM	33		9	42						
8:45 AM	29		10	39						
9:00 AM	26	96	17	45	43	141				
9:15 AM	20		8	28						
9:30 AM	30		6	36						
9:45 AM	20		14	34						
10:00 AM	18	66	8	54	26	120				
10:15 AM	18		14	32						
10:30 AM	10		20	30						
10:45 AM	20		12	32						
11:00 AM	9	61	5	37	14	98				
11:15 AM	22		12	34						
11:30 AM	16		8	24						
11:45 AM	14		12	26						
12:00 PM	20	70	16	59	36	129				
12:15 PM	13		19	32						
12:30 PM	21		14	35						
12:45 PM	16		10	26						
1:00 PM	14	50	16	50	30	100				
1:15 PM	9		14	23						
1:30 PM	11		14	25						
1:45 PM	16		6	22						
2:00 PM	23	71	20	64	43	135				
2:15 PM	16		20	36						
2:30 PM	16		12	28						
2:45 PM	16		12	28						
3:00 PM	10	70	14	82	24	152				
3:15 PM	18		26	44						
3:30 PM	14		18	32						
3:45 PM	28		24	52						
4:00 PM	28	94	27	83	55	177				
4:15 PM	24		18	42						
4:30 PM	20		16	36						
4:45 PM	22		22	44						
5:00 PM	20	107	33	119	53	226				
5:15 PM	23		36	59						
5:30 PM	28		26	54						
5:45 PM	36		24	60						
6:00 PM	26	94	29	103	55	197				
6:15 PM	31		26	57						
6:30 PM	26		22	48						
6:45 PM	11		26	37						
7:00 PM	16	65	18	61	34	126				
7:15 PM	17		18	35						
7:30 PM	18		16	34						
7:45 PM	14		9	23						
8:00 PM	11	26	13	38	24	64				
8:15 PM	5		9	14						
8:30 PM	8		10	18						
8:45 PM	2		6	8						
9:00 PM	6	20	12	31	18	51				
9:15 PM	4		8	12						
9:30 PM	8		7	15						
9:45 PM	2		4	6						
10:00 PM	6	18	10	23	16	41				
10:15 PM	4		6	10						
10:30 PM	4		4	8						
10:45 PM	4		3	7						
11:00 PM	6	12	8	16	14	28				
11:15 PM	1		6	7						
11:30 PM	3		2	5						
11:45 PM	2		0	2						

Volume Totals			
SB	NB	Combined	
12:00 AM - 12:00 PM	463	255	718
	(64.5%)	(35.5%)	
12:00 PM - 12:00 AM	697	729	1426
	(48.9%)	(51.1%)	
24 Hours	1160	984	2144
	(54.1%)	(45.9%)	

Peak Hours			
12:00 AM - 12:00 PM			
SB	NB	Combined	
Started			
8:00 AM	9:45 AM	8:00 AM	
Volume	131	56	174
Factor	0.86	0.70	0.87

12:00 PM - 12:00 AM			
SB	NB	Combined	
Started			
5:30 PM	5:00 PM	5:15 PM	
Volume	121	119	228
Factor	0.84	0.83	0.95

Daily Volume (Volume factor 0.5)

Interval Start	SB	NB	Combined
12:00 AM	0	2	0
12:15 AM	0	1	4
12:30 AM	1	3	0
12:45 AM	1	0	1
1:00 AM	4	11	0
1:15 AM	6	4	7
1:30 AM	1	2	4
1:45 AM	0	1	10
2:00 AM	0	1	3
2:15 AM	0	0	1
2:30 AM	0	1	1
2:45 AM	1	2	3
3:00 AM	0	1	0
3:15 AM	0	1	11
3:30 AM	1	6	0
3:45 AM	0	4	1
4:00 AM	1	3	1
4:15 AM	1	0	4
4:30 AM	0	2	2
4:45 AM	1	1	2
5:00 AM	4	18	1
5:15 AM	8	3	8
5:30 AM	1	2	5
5:45 AM	5	2	7
6:00 AM	4	19	1
6:15 AM	6	6	14
6:30 AM	5	6	5
6:45 AM	4	1	5
7:00 AM	11	58	5
7:15 AM	6	8	33
7:30 AM	13	12	16
7:45 AM	28	8	14
8:00 AM	22	109	8
8:15 AM	21	10	41
8:30 AM	28	9	30
8:45 AM	38	14	37
9:00 AM	37	37	52
		10	10
			47
			47

Interval Start	SB	NB	Combined
----------------	----	----	----------

Volume Totals		
SB	NB	Combined
12:00 AM - 12:00 PM		
259	136	395
(65.6%)	(34.4%)	
12:00 PM - 12:00 AM		
0	0	0
24 Hours		
259	136	395
(65.6%)	(34.4%)	

Peak Hours		
<u>12:00 AM - 12:00 PM</u>		
SB	NB	Combined
Started		
8:15 AM	8:15 AM	8:15 AM
Volume		
124	43	167
Factor		
0.82	0.77	0.80

<u>12:00 PM - 12:00 AM</u>		
SB	NB	Combined
Started		
-	-	-
Volume		
-	-	-
Factor		
-	-	-

***Average Daily Traffic (ADT's)***

**STATION 5**

**LA 434 South of I-12**



# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

NB SB LA 434 South of I-12  
Site Code:  
Station ID:  
NB SB LA 434 South of I-12

Latitude: 0' 0.0000 Undefined

Start Time	09-Oct-17		SB		NB		Combined		10-Oct-		SB		NB		Combined	
	Mon		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		*	54		*	53	*	107		9	57	9	43	18	100	
12:15		*	53		*	48	*	101		11	48	6	47	17	95	
12:30		*	46		*	36	*	82		5	53	2	51	7	104	
12:45		*	54		*	49	*	103		5	50	2	55	7	105	
01:00		*	62		*	43	*	105		2	61	3	41	5	102	
01:15		*	42		*	39	*	81		2	45	3	61	5	106	
01:30		*	39		*	43	*	82		4	53	9	56	13	109	
01:45		*	49		*	45	*	94		3	51	2	45	5	96	
02:00		*	52		*	49	*	101		5	59	3	47	8	106	
02:15		*	61		*	46	*	107		2	68	2	48	4	116	
02:30		*	46		*	40	*	86		8	61	1	58	9	119	
02:45		*	56		*	48	*	104		2	68	4	46	6	114	
03:00		*	77		*	61	*	138		3	66	5	81	8	147	
03:15		*	81		*	63	*	144		2	82	1	56	3	138	
03:30		*	80		*	64	*	144		3	87	2	58	5	145	
03:45		*	66		*	60	*	126		2	85	5	63	7	148	
04:00		*	72		*	68	*	140		4	106	5	57	9	163	
04:15		*	82		*	61	*	143		5	96	5	58	10	154	
04:30		*	78		*	51	*	129		6	89	9	80	15	169	
04:45		*	87		*	48	*	135		9	73	22	74	31	147	
05:00		*	114		*	62	*	176		11	88	22	68	33	156	
05:15		*	91		*	58	*	149		16	97	23	64	39	161	
05:30		*	103		*	59	*	162		8	108	28	69	36	177	
05:45		*	83		*	53	*	136		4	116	37	54	41	170	
06:00		*	65		*	60	*	125		12	93	46	39	58	132	
06:15		*	73		*	43	*	116		20	68	55	48	75	116	
06:30		*	81		*	34	*	115		30	56	73	47	103	103	
06:45		*	63		*	33	*	96		42	64	88	33	130	97	
07:00		*	58		*	26	*	84		34	53	107	35	141	88	
07:15		*	46		*	28	*	74		56	60	115	35	171	95	
07:30		*	40		*	27	*	67		52	58	117	35	169	93	
07:45		*	32		*	15	*	47		56	40	116	30	172	70	
08:00		*	37		*	19	*	56		44	36	116	28	160	64	
08:15		*	24		*	15	*	39		48	37	96	18	144	55	
08:30		*	25		*	20	*	45		46	23	92	12	138	35	
08:45		*	22		*	16	*	38		47	19	65	17	112	36	
09:00		*	32		*	10	*	42		35	26	82	11	117	37	
09:15		*	19		*	18	*	37		37	25	55	17	92	42	
09:30		*	21		*	17	*	38		33	23	54	20	87	43	
09:45		*	19		*	9	*	28		40	21	57	16	97	37	
10:00		39	14		42	11	81	25		56	15	59	13	115	28	
10:15		37	14		66	4	103	18		43	15	53	17	96	32	
10:30		25	15		35	12	60	27		62	21	55	8	117	29	
10:45		55	10		39	7	94	17		45	17	53	5	98	22	
11:00		61	9		43	4	104	13		52	11	56	3	108	14	
11:15		35	8		59	11	94	19		56	13	44	7	100	20	
11:30		36	13		44	8	80	21		49	12	39	9	88	21	
11:45		54	3		39	3	93	6		31	12	42	10	73	22	
Total		342	2371		367	1697	709	4068		1157	2585	1945	1893	3102	4478	
Day Total		2713			2064		4777			3742		3838		7580		
% Total		7.2%	49.6%		7.7%	35.5%				15.3%	34.1%	25.7%	25.0%			
Peak	-	10:45	04:45		10:45	03:15	10:45	05:00	-	10:30	05:15	07:15	04:30	07:15	05:00	
Vol.	-	187	395		185	255	372	623	-	215	414	464	286	672	664	
P.H.F.		0.766	0.866		0.784	0.938	0.894	0.885		0.867	0.892	0.991	0.894	0.977	0.938	

# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

NB SB LA 434 South of I-12  
Site Code:  
Station ID:  
NB SB LA 434 South of I-12

Latitude: 0' 0.0000 Undefined

Start Time	11-Oct-17		SB		NB		Combined		12-Oct-		SB		NB		Combined	
	Wed		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			4	50	7	50	11	100			7	64	2	34	9	98
12:15			13	54	8	37	21	91			10	53	7	49	17	102
12:30			9	49	7	48	16	97			12	44	11	45	23	89
12:45			2	48	5	63	7	111			4	40	4	50	8	90
01:00			3	45	1	56	4	101			3	52	4	50	7	102
01:15			5	56	2	56	7	112			1	59	1	59	2	118
01:30			6	55	1	58	7	113			4	52	4	53	8	105
01:45			5	51	3	54	8	105			3	47	3	59	6	106
02:00			3	76	2	53	5	129			3	51	1	56	4	107
02:15			2	57	3	41	5	98			7	83	2	28	9	111
02:30			2	59	2	38	4	97			3	56	1	66	4	122
02:45			1	64	3	59	4	123			3	59	6	61	9	120
03:00			4	63	5	57	9	120			3	69	1	69	4	138
03:15			2	87	2	63	4	150			3	102	3	50	6	152
03:30			4	78	6	52	10	130			1	109	6	59	7	168
03:45			3	83	4	65	7	148			2	82	7	48	9	130
04:00			3	81	5	68	8	149			5	75	3	85	8	160
04:15			5	94	5	70	10	164			5	100	3	56	8	156
04:30			3	98	14	77	17	175			6	88	17	80	23	168
04:45			13	100	16	78	29	178			10	91	17	59	27	150
05:00			16	98	20	80	36	178			16	103	17	100	33	203
05:15			10	93	25	77	35	170			9	80	22	81	31	161
05:30			9	115	26	75	35	190			6	106	15	65	21	171
05:45			5	87	55	56	60	143			6	91	52	60	58	151
06:00			15	94	49	58	64	152			10	101	54	56	64	157
06:15			15	67	51	52	66	119			16	73	49	52	65	125
06:30			35	75	60	48	95	123			29	73	74	53	103	126
06:45			34	105	103	33	137	138			42	62	88	47	130	109
07:00			39	81	106	37	145	118			36	57	96	36	132	93
07:15			53	48	113	46	166	94			45	55	100	45	145	100
07:30			67	55	118	29	185	84			62	53	107	31	169	84
07:45			57	48	128	46	185	94			63	38	117	25	180	63
08:00			71	36	106	23	177	59			60	43	112	21	172	64
08:15			54	25	97	27	151	52			69	33	91	17	160	50
08:30			72	39	81	12	153	51			51	31	70	20	121	51
08:45			42	23	66	21	108	44			36	29	64	23	100	52
09:00			53	24	66	22	119	46			56	32	77	20	133	52
09:15			44	32	58	29	102	61			46	32	59	18	105	50
09:30			46	39	57	21	103	60			53	32	65	19	118	51
09:45			64	23	63	13	127	36			55	28	68	18	123	46
10:00			60	23	54	14	114	37			39	29	55	11	94	40
10:15			48	25	53	15	101	40			43	21	68	13	111	34
10:30			35	18	44	11	79	29			33	23	49	10	82	33
10:45			52	13	56	8	108	21			55	22	53	9	108	31
11:00			39	15	64	9	103	24			45	13	65	5	110	18
11:15			63	15	54	5	117	20			50	6	52	5	102	11
11:30			34	14	69	8	103	22			57	16	59	8	116	24
11:45			64	8	58	12	122	20			50	7	54	12	104	19
Total			1288	2686	2001	2030	3289	4716			1233	2665	1955	1996	3188	4661
Day Total			3974		4031		8005				3898		3951		7849	
% Total			16.1%	33.6%	25.0%	25.4%					15.7%	34.0%	24.9%	25.4%		
Peak	-		07:45	04:45	07:00	04:30	07:15	04:45	-		07:30	04:15	07:15	04:30	07:30	05:00
Vol.	-		254	406	465	312	713	716	-		254	382	436	320	681	686
P.H.F.			0.882	0.883	0.908	0.975	0.964	0.942			0.920	0.876	0.932	0.800	0.946	0.845



**Average Daily Traffic (ADT's)**  
**STATION 6**  
**US 190 West of LA 434**

Daily Volume (Volume factor 0.5)

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined				
12:00 AM	-	-	-	12:00 PM	72	288	58	261	130	549	<p><b>Volume Totals</b></p> <p><b>WB EB Combined</b></p> <p>12:00 AM - 12:00 PM 248 257 505 (49.1%) (50.9%)</p> <p>12:00 PM - 12:00 AM 4144 3246 7390 (56.1%) (43.9%)</p> <p>24 Hours 4392 3503 7895 (55.6%) (44.4%)</p> <p><b>Peak Hours</b></p> <p><b>12:00 AM - 12:00 PM</b></p> <p><b>WB EB Combined</b></p> <p>Started 11:00 AM 11:00 AM 11:00 AM</p> <p>Volume 248 257 505</p> <p>Factor 0.89 0.80 0.84</p> <p><b>12:00 PM - 12:00 AM</b></p> <p><b>WB EB Combined</b></p> <p>Started 2:15 PM 1:30 PM 2:15 PM</p> <p>Volume</p> <p>Factor 638 373 1005 0.92 0.89 0.93</p>
12:15 AM	-	-	-	12:15 PM	70		78		148		
12:30 AM	-	-	-	12:30 PM	80		74		154		
12:45 AM	-	-	-	12:45 PM	66		51		117		
1:00 AM	-	-	-	1:00 PM	77	342	65	341	142	683	
1:15 AM	-	-	-	1:15 PM	75		86		161		
1:30 AM	-	-	-	1:30 PM	86		104		190		
1:45 AM	-	-	-	1:45 PM	104		86		190		
2:00 AM	-	-	-	2:00 PM	118	617	78	355	196	972	
2:15 AM	-	-	-	2:15 PM	151		105		256		
2:30 AM	-	-	-	2:30 PM	174		76		250		
2:45 AM	-	-	-	2:45 PM	174		96		270		
3:00 AM	-	-	-	3:00 PM	139	511	90	328	229	839	
3:15 AM	-	-	-	3:15 PM	132		76		208		
3:30 AM	-	-	-	3:30 PM	115		84		199		
3:45 AM	-	-	-	3:45 PM	125		78		203		
4:00 AM	-	-	-	4:00 PM	146	525	94	343	240	868	
4:15 AM	-	-	-	4:15 PM	128		83		211		
4:30 AM	-	-	-	4:30 PM	113		86		199		
4:45 AM	-	-	-	4:45 PM	138		80		218		
5:00 AM	-	-	-	5:00 PM	168	578	72	318	240	896	
5:15 AM	-	-	-	5:15 PM	146		78		224		
5:30 AM	-	-	-	5:30 PM	152		84		236		
5:45 AM	-	-	-	5:45 PM	112		84		196		
6:00 AM	-	-	-	6:00 PM	95	342	70	300	165	642	
6:15 AM	-	-	-	6:15 PM	82		69		151		
6:30 AM	-	-	-	6:30 PM	88		82		170		
6:45 AM	-	-	-	6:45 PM	77		79		156		
7:00 AM	-	-	-	7:00 PM	85	267	94	311	179	578	
7:15 AM	-	-	-	7:15 PM	59		72		131		
7:30 AM	-	-	-	7:30 PM	64		97		161		
7:45 AM	-	-	-	7:45 PM	59		48		107		
8:00 AM	-	-	-	8:00 PM	68	238	70	239	138	477	
8:15 AM	-	-	-	8:15 PM	48		66		114		
8:30 AM	-	-	-	8:30 PM	58		43		101		
8:45 AM	-	-	-	8:45 PM	64		60		124		
9:00 AM	-	-	-	9:00 PM	61	203	59	228	120	431	
9:15 AM	-	-	-	9:15 PM	48		66		114		
9:30 AM	-	-	-	9:30 PM	56		53		109		
9:45 AM	-	-	-	9:45 PM	38		50		88		
10:00 AM	-	-	-	10:00 PM	40	141	37	119	77	260	
10:15 AM	-	-	-	10:15 PM	42		27		69		
10:30 AM	-	-	-	10:30 PM	27		35		62		
10:45 AM	-	-	-	10:45 PM	32		20		52		
11:00 AM	60	248	47	11:00 PM	32	92	28	103	60	195	
11:15 AM	56		66	11:15 PM	24		27		51		
11:30 AM	70		80	11:30 PM	17		21		38		
11:45 AM	62		64	11:45 PM	19		27		46		



Daily Volume (Volume factor 0.5)

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined										
12:00 AM	20	65	14	50	34	115	12:00 PM	58	291	63	291	121	582				
12:15 AM	18		8		26		12:15 PM	73		70		143					
12:30 AM	11		14		25		12:30 PM	74		80		154					
12:45 AM	16		14		30		12:45 PM	86		78		164					
1:00 AM	13	40	16	44	29	84	1:00 PM	76	314	73	334	149	648	12:00 AM - 12:00 PM			
1:15 AM	8		10		18		1:15 PM	82		80		162		1586	1396	2982	
1:30 AM	8		8		16		1:30 PM	74		88		162		(53.2%)	(46.8%)		
1:45 AM	11		10		21		1:45 PM	82		93		175		12:00 PM - 12:00 AM			
2:00 AM	7	21	8	19	15	40	2:00 PM	82	367	86	379	168	746	3720	3963	7683	
2:15 AM	5		8		13		2:15 PM	93		89		182		(48.4%)	(51.6%)		
2:30 AM	5		2		7		2:30 PM	100		102		202		24 Hours			
2:45 AM	4		1		5		2:45 PM	92		102		194		5306	5359	10665	
3:00 AM	7	15	2	13	9	28	3:00 PM	98	379	82	315	180	694	(49.8%)	(50.2%)		
3:15 AM	3		4		7		3:15 PM	91		77		168					
3:30 AM	4		4		8		3:30 PM	90		86		176					
3:45 AM	1		3		4		3:45 PM	100		70		170					
4:00 AM	3	13	2	11	5	24	4:00 PM	86	358	98	392	184	750				
4:15 AM	6		3		9		4:15 PM	90		102		192					
4:30 AM	2		2		4		4:30 PM	92		98		190					
4:45 AM	2		4		6		4:45 PM	90		94		184					
5:00 AM	3	11	3	12	6	23	5:00 PM	111	416	104	473	215	889				
5:15 AM	2		2		4		5:15 PM	80		109		189					
5:30 AM	1		3		4		5:30 PM	124		124		248		Started			
5:45 AM	5		4		9		5:45 PM	101		136		237		9:45 AM	9:15 AM	9:30 AM	
6:00 AM	1	21	4	37	5	58	6:00 PM	124	451	124	494	248	945	Volume	421	369	775
6:15 AM	4		9		13		6:15 PM	117		120		237					
6:30 AM	5		10		15		6:30 PM	108		124		232		Factor	0.93	0.96	0.93
6:45 AM	11		14		25		6:45 PM	102		126		228					
7:00 AM	16	89	17	102	33	191	7:00 PM	122	441	118	525	240	966				
7:15 AM	22		20		42		7:15 PM	93		158		251					
7:30 AM	21		32		53		7:30 PM	114		130		244					
7:45 AM	30		33		63		7:45 PM	112		119		231					
8:00 AM	25	263	33	189	58	452	8:00 PM	87	299	92	315	179	614				
8:15 AM	48		38		86		8:15 PM	74		74		148					
8:30 AM	98		54		152		8:30 PM	66		82		148		Started			
8:45 AM	92		64		156		8:45 PM	72		67		139		5:30 PM	6:45 PM	5:30 PM	
9:00 AM	90	376	68	341	158	717	9:00 PM	39	170	38	196	77	366	Volume			
9:15 AM	93		87		180		9:15 PM	60		57		117					
9:30 AM	87		94		181		9:30 PM	40		52		92					
9:45 AM	106		92		198		9:45 PM	31		49		80					
10:00 AM	113	405	96	319	209	724	10:00 PM	48	154	44	165	92	319				
10:15 AM	103		84		187		10:15 PM	34		46		80					
10:30 AM	99		80		179		10:30 PM	44		40		84					
10:45 AM	90		59		149		10:45 PM	28		35		63					
11:00 AM	63	267	67	259	130	526	11:00 PM	23	80	21	84	44	164				
11:15 AM	76		54		130		11:15 PM	17		26		43					
11:30 AM	66		70		136		11:30 PM	23		23		46					
11:45 AM	62		68		130		11:45 PM	17		14		31					
														Factor	466	532	970
														0.94	0.84	0.98	

Daily Volume (Volume factor 0.5)

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined										
12:00 AM	20	60	21	65	41	125	12:00 PM	78	307	88	292	166	599				
12:15 AM	14		17		31		12:15 PM	80		74		154					
12:30 AM	12		17		29		12:30 PM	77		66		143					
12:45 AM	14		10		24		12:45 PM	72		64		136					
1:00 AM	15	46	10	35	25	81	1:00 PM	60	308	86	313	146	621	12:00 AM - 12:00 PM			
1:15 AM	14		9		23		1:15 PM	84		73		157		1755	1444	3199	
1:30 AM	11		9		20		1:30 PM	84		75		159		(54.9%)	(45.1%)		
1:45 AM	6		7		13		1:45 PM	80		79		159		12:00 PM - 12:00 AM			
2:00 AM	6	22	7	25	13	47	2:00 PM	80	334	81	360	161	694	3827	4166	7993	
2:15 AM	6		7		13		2:15 PM	92		93		185		(47.9%)	(52.1%)		
2:30 AM	4		8		12		2:30 PM	94		98		192		24 Hours			
2:45 AM	6		3		9		2:45 PM	68		88		156		5582	5610	11192	
3:00 AM	2	8	3	8	5	16	3:00 PM	74	342	82	347	156	689	(49.9%)	(50.1%)		
3:15 AM	1		2		3		3:15 PM	91		86		177					
3:30 AM	4		0		4		3:30 PM	82		89		171					
3:45 AM	1		3		4		3:45 PM	95		90		185					
4:00 AM	3	10	2	11	5	21	4:00 PM	87	385	90	399	177	784				
4:15 AM	3		2		5		4:15 PM	88		84		172					
4:30 AM	2		4		6		4:30 PM	100		110		210					
4:45 AM	2		3		5		4:45 PM	110		115		225					
5:00 AM	1	16	7	18	8	34	5:00 PM	102	427	112	493	214	920				
5:15 AM	6		5		11		5:15 PM	98		112		210					
5:30 AM	6		3		9		5:30 PM	116		131		247		Started			
5:45 AM	3		3		6		5:45 PM	111		138		249		9:45 AM	9:30 AM	9:30 AM	
6:00 AM	4	22	3	30	7	52	6:00 PM	106	478	135	492	241	970	Volume	476	355	821
6:15 AM	2		6		8		6:15 PM	124		119		243		Factor	0.94	0.88	0.90
6:30 AM	6		14		20		6:30 PM	134		104		238					
6:45 AM	10		7		17		6:45 PM	114		134		248					
7:00 AM	13	71	16	84	29	155	7:00 PM	130	466	130	541	260	1007				
7:15 AM	14		14		28		7:15 PM	116		131		247					
7:30 AM	20		34		54		7:30 PM	134		154		288					
7:45 AM	24		20		44		7:45 PM	86		126		212					
8:00 AM	34	279	33	207	67	486	8:00 PM	122	338	98	350	220	688				
8:15 AM	54		54		108		8:15 PM	83		102		185					
8:30 AM	96		50		146		8:30 PM	83		76		159		Started			
8:45 AM	95		70		165		8:45 PM	50		74		124		6:15 PM	6:45 PM	6:45 PM	
9:00 AM	98	407	66	335	164	742	9:00 PM	64	207	84	270	148	477	Volume			
9:15 AM	82		93		175		9:15 PM	58		73		131					
9:30 AM	105		94		199		9:30 PM	49		56		105					
9:45 AM	122		82		204		9:45 PM	36		57		93					
10:00 AM	113	446	78	335	191	781	10:00 PM	46	134	66	181	112	315				
10:15 AM	126		101		227		10:15 PM	32		44		76					
10:30 AM	115		81		196		10:30 PM	28		42		70					
10:45 AM	92		75		167		10:45 PM	28		29		57					
11:00 AM	94	368	56	291	150	659	11:00 PM	38	101	47	128	85	229				
11:15 AM	90		68		158		11:15 PM	25		30		55					
11:30 AM	98		81		179		11:30 PM	23		23		46					
11:45 AM	86		86		172		11:45 PM	15		28		43					
														Factor	502	549	1043
														0.94	0.89	0.91	

Daily Volume (Volume factor 0.5)

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined									
12:00 AM	22	73	24	74	46	147	12:00 PM	76	308	74	292	150	600	<b>Volume Totals</b>		
12:15 AM	18		15		33		12:15 PM	62		74		136		<b>WB</b>	<b>EB</b>	<b>Combined</b>
12:30 AM	10		20		30		12:30 PM	84		68		152		12:00 AM - 12:00 PM		
12:45 AM	23		15		38		12:45 PM	86		76		162		1716	1509	3225
1:00 AM	15	44	18	46	33	90	1:00 PM	80	342	72	293	152	635	(53.2%)	(46.8%)	
1:15 AM	10		8		18		1:15 PM	92		72		164		12:00 PM - 12:00 AM		
1:30 AM	9		10		19		1:30 PM	84		83		167		3886	4301	8187
1:45 AM	10		10		20		1:45 PM	86		66		152		(47.5%)	(52.5%)	
2:00 AM	7	17	9	17	16	34	2:00 PM	80	342	76	332	156	674	24 Hours		
2:15 AM	3		6		9		2:15 PM	74		88		162		5602	5810	11412
2:30 AM	4		1		5		2:30 PM	94		78		172		(49.1%)	(50.9%)	
2:45 AM	3		1		4		2:45 PM	94		90		184				
3:00 AM	3	15	5	10	8	25	3:00 PM	67	340	88	349	155	689	<b>Peak Hours</b>		
3:15 AM	4		2		6		3:15 PM	86		76		162		<b>12:00 AM - 12:00 PM</b>		
3:30 AM	7		2		9		3:30 PM	92		86		178		<b>WB</b>	<b>EB</b>	<b>Combined</b>
3:45 AM	1		1		2		3:45 PM	95		99		194		Started		
4:00 AM	3	9	1	8	4	17	4:00 PM	66	370	108	425	174	795	9:30 AM	9:30 AM	9:30 AM
4:15 AM	1		2		3		4:15 PM	98		85		183		Volume		
4:30 AM	3		3		6		4:30 PM	106		126		232		462	363	825
4:45 AM	2		2		4		4:45 PM	100		106		206		Factor		
5:00 AM	3	23	4	20	7	43	5:00 PM	114	466	120	485	234	951	0.85	0.91	0.90
5:15 AM	1		8		9		5:15 PM	130		98		228		<b>12:00 PM - 12:00 AM</b>		
5:30 AM	14		2		16		5:30 PM	116		132		248		<b>WB</b>	<b>EB</b>	<b>Combined</b>
5:45 AM	5		6		11		5:45 PM	106		135		241		Started		
6:00 AM	8	34	2	37	10	71	6:00 PM	117	450	143	524	260	974	7:00 PM	7:15 PM	7:15 PM
6:15 AM	5		11		16		6:15 PM	118		118		236		Volume		
6:30 AM	5		15		20		6:30 PM	98		122		220		462	363	825
6:45 AM	16		9		25		6:45 PM	117		141		258		Factor		
7:00 AM	9	82	18	86	27	168	7:00 PM	114	476	124	572	238	1048	0.85	0.91	0.90
7:15 AM	26		19		45		7:15 PM	127		136		263				
7:30 AM	18		32		50		7:30 PM	111		136		247		<b>12:00 PM - 12:00 AM</b>		
7:45 AM	29		17		46		7:45 PM	124		176		300		<b>WB</b>	<b>EB</b>	<b>Combined</b>
8:00 AM	30	292	36	210	66	502	8:00 PM	110	335	182	466	292	801	Started		
8:15 AM	72		52		124		8:15 PM	66		107		173		7:00 PM	7:15 PM	7:15 PM
8:30 AM	84		60		144		8:30 PM	79		92		171		Volume		
8:45 AM	106		62		168		8:45 PM	80		85		165		7:00 PM	7:15 PM	7:15 PM
9:00 AM	83	411	79	324	162	735	9:00 PM	58	193	74	254	132	447	Volume		
9:15 AM	90		78		168		9:15 PM	54		70		124				
9:30 AM	136		94		230		9:30 PM	43		52		95				
9:45 AM	102		73		175		9:45 PM	38		58		96				
10:00 AM	117	418	100	346	217	764	10:00 PM	49	147	54	163	103	310			
10:15 AM	107		96		203		10:15 PM	41		41		82				
10:30 AM	100		82		182		10:30 PM	32		32		64				
10:45 AM	94		68		162		10:45 PM	25		36		61				
11:00 AM	64	298	80	331	144	629	11:00 PM	34	117	35	146	69	263			
11:15 AM	81		90		171		11:15 PM	28		46		74				
11:30 AM	64		77		141		11:30 PM	24		34		58				
11:45 AM	89		84		173		11:45 PM	31		31		62				
														Factor		
														476	630	1102
														0.94	0.87	0.92

Daily Volume (Volume factor 0.5)

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined							
12:00 AM	23	68	29	85	52	153	12:00 PM	72	299	70	306	142	605	<p><b>Volume Totals</b></p> <p><b>WB</b>                      <b>EB</b>                      <b>Combined</b></p> <p>12:00 AM - 12:00 PM 1752                      1554                      3306 (53.0%)                      (47.0%)</p> <p>12:00 PM - 12:00 AM 672                      7299                      7971 (8.4%)                      (91.6%)</p> <p>24 Hours 2424                      8853                      11277 (21.5%)                      (78.5%)</p> <p><b>Peak Hours</b></p> <p><b>12:00 AM - 12:00 PM</b></p> <p><b>WB</b>                      <b>EB</b>                      <b>Combined</b></p> <p>Started 9:45 AM                      10:15 AM                      9:45 AM</p> <p>Volume 455                      370                      823</p> <p>Factor 0.95                      0.95                      0.97</p> <p><b>12:00 PM - 12:00 AM</b></p> <p><b>WB</b>                      <b>EB</b>                      <b>Combined</b></p> <p>Started 12:15 PM                      7:00 PM                      7:00 PM</p> <p>Volume</p> <p>Factor 313                      1001                      1006 0.91                      0.92                      0.92</p>
12:15 AM	15		25		40		12:15 PM	71		72		143		
12:30 AM	17		13		30		12:30 PM	79		76		155		
12:45 AM	13		18		31		12:45 PM	77		88		165		
1:00 AM	11	51	21	48	32	99	1:00 PM	86	277	72	326	158	603	
1:15 AM	16		13		29		1:15 PM	68		72		140		
1:30 AM	15		8		23		1:30 PM	68		90		158		
1:45 AM	9		6		15		1:45 PM	55		92		147		
2:00 AM	7	19	10	26	17	45	2:00 PM	6	16	150	691	156	707	
2:15 AM	9		9		18		2:15 PM	8		182		190		
2:30 AM	1		5		6		2:30 PM	2		189		191		
2:45 AM	2		2		4		2:45 PM	0		170		170		
3:00 AM	2	13	3	11	5	24	3:00 PM	0	9	164	666	164	675	
3:15 AM	5		2		7		3:15 PM	0		164		164		
3:30 AM	4		4		8		3:30 PM	1		178		179		
3:45 AM	2		2		4		3:45 PM	8		160		168		
4:00 AM	4	10	0	8	4	18	4:00 PM	2	30	172	786	174	816	
4:15 AM	2		3		5		4:15 PM	10		206		216		
4:30 AM	3		2		5		4:30 PM	2		204		206		
4:45 AM	1		3		4		4:45 PM	16		204		220		
5:00 AM	5	21	5	19	10	40	5:00 PM	12	15	205	931	217	946	
5:15 AM	4		2		6		5:15 PM	0		250		250		
5:30 AM	9		6		15		5:30 PM	1		238		239		
5:45 AM	3		6		9		5:45 PM	2		238		240		
6:00 AM	4	23	2	43	6	66	6:00 PM	3	9	215	916	218	925	
6:15 AM	2		12		14		6:15 PM	1		242		243		
6:30 AM	7		14		21		6:30 PM	4		238		242		
6:45 AM	10		15		25		6:45 PM	1		221		222		
7:00 AM	10	79	16	89	26	168	7:00 PM	1	5	272	1001	273	1006	
7:15 AM	18		18		36		7:15 PM	2		249		251		
7:30 AM	21		27		48		7:30 PM	0		242		242		
7:45 AM	30		28		58		7:45 PM	2		238		240		
8:00 AM	37	312	30	199	67	511	8:00 PM	4	10	186	661	190	671	
8:15 AM	64		52		116		8:15 PM	2		166		168		
8:30 AM	101		55		156		8:30 PM	4		161		165		
8:45 AM	110		62		172		8:45 PM	0		148		148		
9:00 AM	97	405	84	348	181	753	9:00 PM	0	0	116	458	116	458	
9:15 AM	101		84		185		9:15 PM	0		124		124		
9:30 AM	99		93		192		9:30 PM	0		112		112		
9:45 AM	108		87		195		9:45 PM	0		106		106		
10:00 AM	120	430	90	367	210	797	10:00 PM	0	0	94	323	94	323	
10:15 AM	118		94		212		10:15 PM	0		68		68		
10:30 AM	109		97		206		10:30 PM	0		82		82		
10:45 AM	83		86		169		10:45 PM	0		79		79		
11:00 AM	88	321	93	311	181	632	11:00 PM	2	2	66	234	68	236	
11:15 AM	73		78		151		11:15 PM	0		55		55		
11:30 AM	70		66		136		11:30 PM	0		63		63		
11:45 AM	90		74		164		11:45 PM	0		50		50		

Daily Volume (Volume factor 0.5)

Interval Start	WB	EB	Combined
12:00 AM	0	47	47
12:15 AM	0	37	37
12:30 AM	0	42	42
12:45 AM	0	34	34
1:00 AM	0	32	32
1:15 AM	0	28	28
1:30 AM	0	25	25
1:45 AM	0	18	18
2:00 AM	0	15	15
2:15 AM	0	18	18
2:30 AM	0	15	15
2:45 AM	0	14	14
3:00 AM	0	16	16
3:15 AM	0	11	11
3:30 AM	0	9	9
3:45 AM	0	6	6
4:00 AM	2	4	6
4:15 AM	0	10	10
4:30 AM	0	7	7
4:45 AM	0	7	7
5:00 AM	0	5	5
5:15 AM	0	4	4
5:30 AM	0	9	9
5:45 AM	0	6	6
6:00 AM	1	6	7
6:15 AM	0	10	10
6:30 AM	1	16	17
6:45 AM	0	10	10
7:00 AM	2	34	36
7:15 AM	0	35	35
7:30 AM	0	45	45
7:45 AM	0	46	46
8:00 AM	5	64	69
8:15 AM	8	103	111
8:30 AM	4	137	141
8:45 AM	0	138	138
9:00 AM	3	164	167
9:15 AM	11	174	185
9:30 AM	4	174	178
9:45 AM	10	190	200
10:00 AM	12	182	194
10:15 AM	6	214	220
10:30 AM	14	170	184
10:45 AM	37	136	173

Interval Start	WB	EB	Combined
----------------	----	----	----------

Volume Totals			
WB	EB	Combined	
12:00 AM - 12:00 PM	120	2467	2587
	(4.6%)	(95.4%)	
12:00 PM - 12:00 AM	0	0	0
24 Hours	120	2467	2587
	(4.6%)	(95.4%)	

Peak Hours			
12:00 AM - 12:00 PM			
WB	EB	Combined	
Started	10:00 AM	9:30 AM	9:45 AM
Volume	69	760	798
Factor	0.47	0.89	0.91

12:00 PM - 12:00 AM			
WB	EB	Combined	
Started	-	-	-
Volume	-	-	-
Factor	-	-	-



**Average Daily Traffic (ADT's)**  
**STATION 7**  
**US 190 East of LA 434**

Daily Volume (Volume factor 0.5)

Interval Start	EB	WB	Combined	Interval Start	EB	WB	Combined			
12:00 AM	-	-	-	12:00 PM	54	192	91	370	145	562
12:15 AM	-	-	-	12:15 PM	52		85		137	
12:30 AM	-	-	-	12:30 PM	42		98		140	
12:45 AM	-	-	-	12:45 PM	44		96		140	
1:00 AM	-	-	-	1:00 PM	40	172	97	361	137	533
1:15 AM	-	-	-	1:15 PM	42		84		126	
1:30 AM	-	-	-	1:30 PM	46		98		144	
1:45 AM	-	-	-	1:45 PM	44		82		126	
2:00 AM	-	-	-	2:00 PM	58	219	80	334	138	553
2:15 AM	-	-	-	2:15 PM	46		99		145	
2:30 AM	-	-	-	2:30 PM	51		76		127	
2:45 AM	-	-	-	2:45 PM	64		79		143	
3:00 AM	-	-	-	3:00 PM	66	262	84	368	150	630
3:15 AM	-	-	-	3:15 PM	52		98		150	
3:30 AM	-	-	-	3:30 PM	70		86		156	
3:45 AM	-	-	-	3:45 PM	74		100		174	
4:00 AM	-	-	-	4:00 PM	75	316	96	412	171	728
4:15 AM	-	-	-	4:15 PM	78		91		169	
4:30 AM	-	-	-	4:30 PM	72		109		181	
4:45 AM	-	-	-	4:45 PM	91		116		207	
5:00 AM	-	-	-	5:00 PM	94	337	106	379	200	716
5:15 AM	-	-	-	5:15 PM	90		108		198	
5:30 AM	-	-	-	5:30 PM	85		84		169	
5:45 AM	-	-	-	5:45 PM	68		81		149	
6:00 AM	-	-	-	6:00 PM	79	266	92	341	171	607
6:15 AM	-	-	-	6:15 PM	70		96		166	
6:30 AM	-	-	-	6:30 PM	59		97		156	
6:45 AM	-	-	-	6:45 PM	58		56		114	
7:00 AM	-	-	-	7:00 PM	34	142	60	182	94	324
7:15 AM	-	-	-	7:15 PM	42		42		84	
7:30 AM	-	-	-	7:30 PM	44		42		86	
7:45 AM	-	-	-	7:45 PM	22		38		60	
8:00 AM	-	-	-	8:00 PM	44	127	40	138	84	265
8:15 AM	-	-	-	8:15 PM	28		40		68	
8:30 AM	-	-	-	8:30 PM	25		32		57	
8:45 AM	-	-	-	8:45 PM	30		26		56	
9:00 AM	-	59	70	9:00 PM	18	64	19	96	37	160
9:15 AM	-	-	-	9:15 PM	17		20		37	
9:30 AM	-	-	-	9:30 PM	13		37		50	
9:45 AM	59	70	129	9:45 PM	16		20		36	
10:00 AM	38	177	72	10:00 PM	6	38	20	55	26	93
10:15 AM	50	79	129	10:15 PM	15		14		29	
10:30 AM	42	70	112	10:30 PM	8		12		20	
10:45 AM	47	58	105	10:45 PM	9		9		18	
11:00 AM	46	183	76	11:00 PM	5	24	7	41	12	65
11:15 AM	40	88	128	11:15 PM	10		16		26	
11:30 AM	49	100	149	11:30 PM	4		12		16	
11:45 AM	48	94	142	11:45 PM	5		6		11	

Volume Totals			
EB	WB	Combined	
12:00 AM - 12:00 PM	419	707	1126
	(37.2%)	(62.8%)	
12:00 PM - 12:00 AM	2159	3077	5236
	(41.2%)	(58.8%)	
24 Hours	2578	3784	6362
	(40.5%)	(59.5%)	

Peak Hours			
12:00 AM - 12:00 PM			
EB	WB	Combined	
Started	9:45 AM	11:00 AM	11:00 AM
Volume	189	358	541
Factor	0.80	0.90	0.91

12:00 PM - 12:00 AM			
EB	WB	Combined	
Started	4:45 PM	4:30 PM	4:30 PM
Volume	360	439	786
Factor	0.96	0.95	0.95

Daily Volume (Volume factor 0.5)

Interval Start	EB	WB	Combined	Interval Start	EB	WB	Combined									
12:00 AM	4	16	8	22	12	38	12:00 PM	64	249	92	350	156	599	<b>Volume Totals</b>		
12:15 AM	4		8		12		12:15 PM	68		92		160		<b>EB</b>	<b>WB</b>	<b>Combined</b>
12:30 AM	4		6		10		12:30 PM	50		86		136		12:00 AM - 12:00 PM		
12:45 AM	4		0		4		12:45 PM	67		80		147		1260	2188	3448
1:00 AM	2	5	0	10	2	15	1:00 PM	63	244	84	335	147	579	(36.5%)	(63.5%)	
1:15 AM	0		2		2		1:15 PM	76		76		152		12:00 PM - 12:00 AM		
1:30 AM	1		6		7		1:30 PM	54		94		148		2402	3668	6070
1:45 AM	2		2		4		1:45 PM	51		81		132		(39.6%)	(60.4%)	
2:00 AM	3	11	1	5	4	16	2:00 PM	62	233	98	450	160	683	24 Hours		
2:15 AM	6		3		9		2:15 PM	50		108		158		3662	5856	9518
2:30 AM	1		1		2		2:30 PM	58		121		179		(38.5%)	(61.5%)	
2:45 AM	1		0		1		2:45 PM	63		123		186		<b>Peak Hours</b>		
3:00 AM	1	8	2	13	3	21	3:00 PM	66	300	100	463	166	763	<b>12:00 AM - 12:00 PM</b>		
3:15 AM	5		3		8		3:15 PM	69		120		189		<b>EB</b>	<b>WB</b>	<b>Combined</b>
3:30 AM	2		7		9		3:30 PM	70		138		208		Started		
3:45 AM	0		1		1		3:45 PM	95		105		200		10:45 AM	7:30 AM	7:30 AM
4:00 AM	2	19	3	43	5	62	4:00 PM	78	319	116	503	194	822	Volume		
4:15 AM	8		14		22		4:15 PM	82		118		200		264	474	692
4:30 AM	5		12		17		4:30 PM	79		131		210		Factor		
4:45 AM	4		14		18		4:45 PM	80		138		218		0.94	0.90	0.91
5:00 AM	6	46	10	95	16	141	5:00 PM	82	327	120	531	202	858	<b>12:00 PM - 12:00 AM</b>		
5:15 AM	14		24		38		5:15 PM	80		144		224		<b>EB</b>	<b>WB</b>	<b>Combined</b>
5:30 AM	10		24		34		5:30 PM	95		135		230		Started		
5:45 AM	16		37		53		5:45 PM	70		132		202		4:45 PM	4:45 PM	4:45 PM
6:00 AM	13	73	47	298	60	371	6:00 PM	74	247	96	406	170	653	Volume		
6:15 AM	14		58		72		6:15 PM	59		114		173		337	537	874
6:30 AM	24		95		119		6:30 PM	54		119		173		Factor		
6:45 AM	22		98		120		6:45 PM	60		77		137		0.89	0.93	0.95
7:00 AM	34	180	102	446	136	626	7:00 PM	51	176	68	263	119	439	<b>12:00 AM - 12:00 PM</b>		
7:15 AM	47		94		141		7:15 PM	40		76		116		<b>EB</b>	<b>WB</b>	<b>Combined</b>
7:30 AM	52		132		184		7:30 PM	47		64		111		Started		
7:45 AM	47		118		165		7:45 PM	38		55		93		4:45 PM	4:45 PM	4:45 PM
8:00 AM	48	211	104	373	152	584	8:00 PM	37	141	34	132	71	273	Volume		
8:15 AM	71		120		191		8:15 PM	40		28		68		337	537	874
8:30 AM	50		78		128		8:30 PM	34		38		72		Factor		
8:45 AM	42		71		113		8:45 PM	30		32		62		0.89	0.93	0.95
9:00 AM	50	218	72	290	122	508	9:00 PM	38	90	32	108	70	198	<b>12:00 AM - 12:00 PM</b>		
9:15 AM	55		62		117		9:15 PM	24		26		50		<b>EB</b>	<b>WB</b>	<b>Combined</b>
9:30 AM	51		74		125		9:30 PM	18		28		46		Started		
9:45 AM	62		82		144		9:45 PM	10		22		32		4:45 PM	4:45 PM	4:45 PM
10:00 AM	42	217	71	282	113	499	10:00 PM	22	51	26	77	48	128	Volume		
10:15 AM	55		84		139		10:15 PM	10		24		34		337	537	874
10:30 AM	56		69		125		10:30 PM	14		16		30		Factor		
10:45 AM	64		58		122		10:45 PM	5		11		16		0.89	0.93	0.95
11:00 AM	62	256	64	311	126	567	11:00 PM	8	25	10	50	18	75	<b>12:00 AM - 12:00 PM</b>		
11:15 AM	70		74		144		11:15 PM	4		16		20		<b>EB</b>	<b>WB</b>	<b>Combined</b>
11:30 AM	68		101		169		11:30 PM	6		10		16		Started		
11:45 AM	56		72		128		11:45 PM	7		14		21		4:45 PM	4:45 PM	4:45 PM

Daily Volume (Volume factor 0.5)

Interval Start	EB	WB	Combined	Interval Start	EB	WB	Combined									
12:00 AM	4	11	3	15	7	26	12:00 PM	65	218	103	363	168	581	<b>Volume Totals</b>		
12:15 AM	4		6		10		12:15 PM	54		98		152		<b>EB</b>	<b>WB</b>	<b>Combined</b>
12:30 AM	2		4		6		12:30 PM	48		84		132		12:00 AM - 12:00 PM		
12:45 AM	1		2		3		12:45 PM	51		78		129		1090	2390	3480
1:00 AM	6	15	2	14	8	29	1:00 PM	56	216	78	372	134	588	(31.3%)	(68.7%)	
1:15 AM	3		3		6		1:15 PM	62		96		158		12:00 PM - 12:00 AM		
1:30 AM	2		7		9		1:30 PM	60		106		166		2863	3308	6171
1:45 AM	4		2		6		1:45 PM	38		92		130		(46.4%)	(53.6%)	
2:00 AM	2	2	1	5	3	7	2:00 PM	62	267	90	386	152	653	24 Hours		
2:15 AM	0		1		1		2:15 PM	67		100		167		3953	5698	9651
2:30 AM	0		1		1		2:30 PM	62		104		166		(41.0%)	(59.0%)	
2:45 AM	0		2		2		2:45 PM	76		92		168				
3:00 AM	1	8	3	17	4	25	3:00 PM	75	287	84	418	159	705	<b>Peak Hours</b>		
3:15 AM	4		7		11		3:15 PM	60		117		177		<b>12:00 AM - 12:00 PM</b>		
3:30 AM	2		5		7		3:30 PM	68		121		189		<b>EB</b>	<b>WB</b>	<b>Combined</b>
3:45 AM	1		2		3		3:45 PM	84		96		180		Started		
4:00 AM	1	20	7	47	8	67	4:00 PM	102	414	83	390	185	804	11:00 AM	7:15 AM	7:15 AM
4:15 AM	6		10		16		4:15 PM	108		105		213		Volume		
4:30 AM	6		14		20		4:30 PM	112		110		222		212	512	686
4:45 AM	7		16		23		4:45 PM	92		92		184		Factor		
5:00 AM	10	40	20	102	30	142	5:00 PM	98	444	94	435	192	879	0.80	0.95	0.92
5:15 AM	10		22		32		5:15 PM	117		119		236		<b>12:00 PM - 12:00 AM</b>		
5:30 AM	6		28		34		5:30 PM	94		128		222		<b>EB</b>	<b>WB</b>	<b>Combined</b>
5:45 AM	14		32		46		5:45 PM	135		94		229		Started		
6:00 AM	16	84	45	300	61	384	6:00 PM	84	366	112	357	196	723	5:00 PM	5:15 PM	5:15 PM
6:15 AM	18		65		83		6:15 PM	102		88		190		Volume		
6:30 AM	23		88		111		6:30 PM	98		71		169		444	453	883
6:45 AM	27		102		129		6:45 PM	82		86		168		Factor		
7:00 AM	36	170	102	490	138	660	7:00 PM	78	260	68	243	146	503	0.82	0.88	0.94
7:15 AM	42		128		170		7:15 PM	52		60		112				
7:30 AM	40		125		165		7:30 PM	79		64		143		<b>12:00 PM - 12:00 AM</b>		
7:45 AM	52		135		187		7:45 PM	51		51		102		<b>EB</b>	<b>WB</b>	<b>Combined</b>
8:00 AM	40	195	124	413	164	608	8:00 PM	45	151	38	150	83	301	Started		
8:15 AM	69		101		170		8:15 PM	44		44		88		5:00 PM	5:15 PM	5:15 PM
8:30 AM	50		92		142		8:30 PM	30		34		64		Volume		
8:45 AM	36		96		132		8:45 PM	32		34		66		444	453	883
9:00 AM	44	174	62	292	106	466	9:00 PM	40	131	32	83	72	214	Factor		
9:15 AM	34		72		106		9:15 PM	39		17		56		0.82	0.88	0.94
9:30 AM	52		75		127		9:30 PM	26		16		42				
9:45 AM	44		83		127		9:45 PM	26		18		44				
10:00 AM	40	159	66	307	106	466	10:00 PM	24	72	27	76	51	148			
10:15 AM	41		84		125		10:15 PM	20		15		35				
10:30 AM	48		85		133		10:30 PM	12		20		32				
10:45 AM	30		72		102		10:45 PM	16		14		30				
11:00 AM	46	212	98	388	144	600	11:00 PM	14	37	10	35	24	72			
11:15 AM	46		88		134		11:15 PM	10		14		24				
11:30 AM	66		98		164		11:30 PM	7		5		12				
11:45 AM	54		104		158		11:45 PM	6		6		12				

Daily Volume (Volume factor 0.5)

Interval Start	EB	WB	Combined	Interval Start	EB	WB	Combined									
12:00 AM	6	15	4	18	10	33	12:00 PM	49	230	86	317	135	547			
12:15 AM	6		4		10		12:15 PM	78		86		164				
12:30 AM	1		6		7		12:30 PM	49		77		126				
12:45 AM	2		4		6		12:45 PM	54		68		122				
1:00 AM	5	8	0	4	5	12	1:00 PM	62	244	71	333	133	577	12:00 AM - 12:00 PM		
1:15 AM	1		0		1		1:15 PM	66		78		144		1399	2150	3549
1:30 AM	1		3		4		1:30 PM	62		94		156		(39.4%)	(60.6%)	
1:45 AM	1		1		2		1:45 PM	54		90		144		12:00 PM - 12:00 AM		
2:00 AM	3	5	3	6	6	11	2:00 PM	68	295	90	364	158	659	2926	3277	6203
2:15 AM	0		0		0		2:15 PM	89		76		165		(47.2%)	(52.8%)	
2:30 AM	1		1		2		2:30 PM	78		110		188		24 Hours		
2:45 AM	1		2		3		2:45 PM	60		88		148		4325	5427	9752
3:00 AM	1	8	2	16	3	24	3:00 PM	80	336	86	381	166	717	(44.3%)	(55.7%)	
3:15 AM	2		4		6		3:15 PM	92		96		188				
3:30 AM	2		5		7		3:30 PM	74		117		191				
3:45 AM	3		5		8		3:45 PM	90		82		172				
4:00 AM	2	24	0	28	2	52	4:00 PM	110	414	106	418	216	832			
4:15 AM	2		4		6		4:15 PM	112		88		200				
4:30 AM	8		10		18		4:30 PM	96		105		201				
4:45 AM	12		14		26		4:45 PM	96		119		215				
5:00 AM	6	35	9	90	15	125	5:00 PM	108	494	100	384	208	878			
5:15 AM	8		22		30		5:15 PM	129		102		231				
5:30 AM	9		17		26		5:30 PM	132		100		232		Started		
5:45 AM	12		42		54		5:45 PM	125		82		207		7:30 AM	7:00 AM	7:30 AM
6:00 AM	21	110	42	270	63	380	6:00 PM	113	366	72	297	185	663	Volume		
6:15 AM	22		62		84		6:15 PM	96		86		182		271	436	706
6:30 AM	41		82		123		6:30 PM	89		80		169		Factor		
6:45 AM	26		84		110		6:45 PM	68		59		127		0.94	0.89	0.94
7:00 AM	42	230	106	436	148	666	7:00 PM	64	233	70	244	134	477			
7:15 AM	53		91		144		7:15 PM	82		66		148				
7:30 AM	72		116		188		7:30 PM	48		52		100				
7:45 AM	63		123		186		7:45 PM	39		56		95				
8:00 AM	68	245	100	365	168	610	8:00 PM	50	128	41	205	91	333			
8:15 AM	68		96		164		8:15 PM	30		62		92				
8:30 AM	63		87		150		8:30 PM	28		46		74		Started		
8:45 AM	46		82		128		8:45 PM	20		56		76		5:15 PM	4:30 PM	4:45 PM
9:00 AM	58	213	88	303	146	516	9:00 PM	24	100	39	164	63	264	Volume		
9:15 AM	57		71		128		9:15 PM	30		50		80		499	426	886
9:30 AM	52		74		126		9:30 PM	25		38		63		Factor		
9:45 AM	46		70		116		9:45 PM	21		37		58		0.95	0.89	0.95
10:00 AM	48	240	70	294	118	534	10:00 PM	24	60	32	108	56	168			
10:15 AM	60		82		142		10:15 PM	14		28		42				
10:30 AM	71		74		145		10:30 PM	12		27		39				
10:45 AM	61		68		129		10:45 PM	10		21		31				
11:00 AM	72	266	80	320	152	586	11:00 PM	10	26	15	62	25	88			
11:15 AM	64		80		144		11:15 PM	6		18		24				
11:30 AM	56		80		136		11:30 PM	6		19		25				
11:45 AM	74		80		154		11:45 PM	4		10		14				



Daily Volume (Volume factor 0.5)

Interval Start	EB	WB	Combined
12:00 AM	4	10	12
12:15 AM	2		8
12:30 AM	2	14	16
12:45 AM	2	10	12
1:00 AM	2	6	4
1:15 AM	2		2
1:30 AM	1	1	2
1:45 AM	1		2
2:00 AM	0	1	4
2:15 AM	1	5	6
2:30 AM	0	7	7
2:45 AM	0	4	4
3:00 AM	2	8	4
3:15 AM	2	8	10
3:30 AM	3	8	11
3:45 AM	1	5	6
4:00 AM	2	10	4
4:15 AM	2		12
4:30 AM	2	11	13
4:45 AM	4	11	15
5:00 AM	5	29	15
5:15 AM	8	24	32
5:30 AM	4	28	32
5:45 AM	12	30	42
6:00 AM	10	65	44
6:15 AM	12	58	70
6:30 AM	19	96	115
6:45 AM	24	76	100
7:00 AM	25	131	102
7:15 AM	28	113	127
7:30 AM	38	126	141
7:45 AM	40	160	164
8:00 AM	33	73	123
8:15 AM	40	105	228
			156
			145

Interval Start	EB	WB	Combined
----------------	----	----	----------

Volume Totals		
EB	WB	Combined
12:00 AM - 12:00 PM		
333	1236	1569
(21.2%)	(78.8%)	
12:00 PM - 12:00 AM		
0	0	0
24 Hours		
333	1236	1569
(21.2%)	(78.8%)	

Peak Hours		
<u>12:00 AM - 12:00 PM</u>		
EB	WB	Combined
Started		
7:30 AM	7:15 AM	7:30 AM
Volume		
151	522	665
Factor		
0.94	0.82	0.83

<u>12:00 PM - 12:00 AM</u>		
EB	WB	Combined
Started		
-	-	-
Volume		
-	-	-
Factor		
-	-	-

**Average Daily Traffic (ADT's)**  
**STATION 8**  
**East of Mill Rd.**

# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

Between Mill Rd and Vermillion Dr  
Site Code: EB WB US 190  
Station ID:  
Between Mill Rd and Vermillion Dr

Latitude: 0' 0.0000 Undefined

Start Time	17-Dec-17		EB		WB		Combined		18-Dec		EB		WB		Combined	
	Sun		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Mon		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		*	73		*	87	*	160		8	85	11	97	19	182	
12:15		*	86		*	84	*	170		13	78	11	135	24	213	
12:30		*	88		*	81	*	169		7	66	12	120	19	186	
12:45		*	60		*	83	*	143		7	92	8	114	15	206	
01:00		*	84		*	84	*	168		7	81	11	86	18	167	
01:15		*	70		*	81	*	151		7	82	8	106	15	188	
01:30		*	62		*	76	*	138		9	95	14	132	23	227	
01:45		*	57		*	87	*	144		6	125	8	115	14	240	
02:00		*	72		*	55	*	127		5	106	13	129	18	235	
02:15		*	63		*	76	*	139		8	101	6	153	14	254	
02:30		*	72		*	58	*	130		12	102	20	161	32	263	
02:45		*	57		*	56	*	113		14	105	10	146	24	251	
03:00		*	58		*	68	*	126		16	94	14	121	30	215	
03:15		*	54		*	58	*	112		14	110	21	143	35	253	
03:30		*	54		*	59	*	113		18	100	18	122	36	222	
03:45		*	63		*	56	*	119		44	81	13	127	57	208	
04:00		*	56		*	52	*	108		44	81	29	126	73	207	
04:15		*	60		*	66	*	126		43	87	43	107	86	194	
04:30		*	71		*	81	*	152		57	73	55	91	112	164	
04:45		*	74		*	66	*	140		63	95	55	119	118	214	
05:00		*	64		*	65	*	129		76	75	60	95	136	170	
05:15		*	51		*	50	*	101		87	53	90	62	177	115	
05:30		*	62		*	57	*	119		91	78	79	61	170	139	
05:45		*	68		*	54	*	122		118	49	126	55	244	104	
06:00		*	74		*	65	*	139		119	47	130	66	249	113	
06:15		*	60		*	66	*	126		112	61	87	56	199	117	
06:30		*	75		*	58	*	133		141	57	100	57	241	114	
06:45		*	49		*	56	*	105		123	62	92	52	215	114	
07:00		*	69		*	65	*	134		114	51	87	47	201	98	
07:15		*	51		*	62	*	113		84	48	102	43	186	91	
07:30		*	55		*	55	*	110		76	37	76	48	152	85	
07:45		*	44		*	52	*	96		74	48	71	55	145	103	
08:00		*	50		*	64	*	114		63	41	84	35	147	76	
08:15		*	40		*	47	*	87		85	52	94	45	179	97	
08:30		78	33		72	33	150	66		86	34	93	50	179	84	
08:45		78	39		65	31	143	70		73	36	69	31	142	67	
09:00		62	28		66	35	128	63		80	37	79	32	159	69	
09:15		70	29		61	44	131	73		75	24	85	25	160	49	
09:30		73	30		63	35	136	65		78	22	78	39	156	61	
09:45		75	32		65	28	140	60		87	22	99	23	186	45	
10:00		88	16		77	29	165	45		97	20	74	20	171	40	
10:15		80	24		76	18	156	42		69	17	115	20	184	37	
10:30		80	20		95	38	175	58		80	19	93	28	173	47	
10:45		71	19		82	23	153	42		83	13	92	28	175	41	
11:00		84	15		79	21	163	36		89	19	82	24	171	43	
11:15		74	16		81	24	155	40		84	14	88	15	172	29	
11:30		66	20		96	11	162	31		91	15	119	21	210	36	
11:45		80	8		94	10	174	18		85	19	83	17	168	36	
Total		1059	2475		1072	2610	2131	5085		2922	2909	2907	3600	5829	6509	
Day Total		3534			3682		7216			5831		6507		12338		
% Total		14.7%	34.3%		14.9%	36.2%				23.7%	23.6%	23.6%	29.2%			
Peak	-	09:45	00:15		11:00	12:00	11:00	00:15	-	06:00	01:45	05:45	02:00	05:45	02:00	
Vol.	-	323	318		350	335	654	650	-	495	434	443	589	933	1003	
P.H.F.		0.918	0.903		0.911	0.963	0.934	0.956		0.878	0.868	0.852	0.915	0.937	0.953	

# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

Between Mill Rd and Vermillon Dr  
Site Code: EB WB US 190  
Station ID:  
Between Mill Rd and Vermillon Dr

Latitude: 0' 0.0000 Undefined

Start Time	19-Dec-17		EB		WB		Combined		20-Dec		EB		WB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			9	76	9	114	18	190			12	88	14	87	26	175
12:15			7	110	15	121	22	231			8	73	6	82	14	155
12:30			10	75	8	128	18	203			6	94	15	104	21	198
12:45			3	85	13	99	16	184			9	80	12	106	21	186
01:00			8	82	8	95	16	177			6	83	7	112	13	195
01:15			3	71	7	96	10	167			5	<b>99</b>	9	107	14	206
01:30			6	87	8	128	14	215			4	<b>119</b>	10	119	14	<b>238</b>
01:45			7	<b>124</b>	5	117	12	241			8	<b>105</b>	5	149	13	<b>254</b>
02:00			7	<b>123</b>	12	128	19	251			3	<b>101</b>	10	135	13	<b>236</b>
02:15			9	<b>108</b>	14	138	23	246			6	95	8	126	14	<b>221</b>
02:30			10	<b>91</b>	11	112	21	203			3	103	6	111	9	214
02:45			7	116	13	<b>147</b>	20	<b>263</b>			16	101	16	<b>135</b>	32	236
03:00			13	118	13	<b>138</b>	26	<b>256</b>			15	99	14	<b>152</b>	29	251
03:15			15	92	19	<b>142</b>	34	<b>234</b>			13	95	16	<b>131</b>	29	226
03:30			24	104	16	<b>128</b>	40	<b>232</b>			21	99	17	<b>115</b>	38	214
03:45			37	89	37	142	74	231			33	99	18	110	51	209
04:00			37	101	40	111	77	212			37	93	21	112	58	205
04:15			38	87	36	86	74	173			43	105	53	92	96	197
04:30			53	110	19	97	72	207			49	101	51	92	100	193
04:45			64	97	66	113	130	210			54	100	53	110	107	210
05:00			79	76	68	99	147	175			60	80	70	100	130	180
05:15			93	68	83	72	176	140			76	70	73	73	149	143
05:30			<b>110</b>	75	92	63	<b>202</b>	138			98	53	<b>93</b>	74	191	127
05:45			<b>126</b>	66	<b>110</b>	71	<b>236</b>	137			107	78	<b>115</b>	60	222	138
06:00			<b>156</b>	78	<b>116</b>	64	<b>272</b>	142			<b>128</b>	56	<b>130</b>	57	<b>258</b>	113
06:15			<b>114</b>	54	<b>105</b>	55	<b>219</b>	109			<b>132</b>	70	<b>104</b>	71	<b>236</b>	141
06:30			98	64	<b>95</b>	50	193	114			<b>112</b>	73	92	76	<b>204</b>	149
06:45			90	54	77	59	167	113			<b>125</b>	52	107	54	<b>232</b>	106
07:00			81	56	102	54	183	110			123	64	96	63	219	127
07:15			67	47	62	58	129	105			96	73	102	52	198	125
07:30			75	50	57	42	132	92			82	42	67	50	149	92
07:45			78	42	68	59	146	101			82	40	85	45	167	85
08:00			81	40	85	38	166	78			70	46	75	42	145	88
08:15			76	40	87	33	163	73			80	29	63	43	143	72
08:30			83	41	75	39	158	80			76	27	74	46	150	73
08:45			76	33	76	41	152	74			50	29	79	58	129	87
09:00			89	42	65	47	154	89			82	45	77	60	159	105
09:15			99	34	63	34	162	68			70	42	85	45	155	87
09:30			73	17	81	31	154	48			73	19	67	47	140	66
09:45			78	22	100	60	178	82			74	20	71	24	145	44
10:00			95	25	84	37	179	62			85	22	98	31	183	53
10:15			77	23	104	26	181	49			92	20	76	38	168	58
10:30			76	13	92	19	168	32			90	12	95	23	185	35
10:45			70	7	81	13	151	20			95	9	79	26	174	35
11:00			103	10	104	15	207	25			85	23	93	15	178	38
11:15			88	14	94	21	182	35			71	14	90	16	161	30
11:30			73	14	81	17	154	31			98	10	109	17	207	27
11:45			82	12	129	19	211	31			72	11	102	13	174	24
Total			2853	3063	2805	3616	5658	6679			2835	3061	2828	3606	5663	6667
Day Total			5916		6421		12337				5896		6434		12330	
% Total			23.1%	24.8%	22.7%	29.3%					23.0%	24.8%	22.9%	29.2%		
Peak	-		05:30	01:45	05:45	02:45	05:30	02:45	-		06:00	01:15	05:30	02:45	06:00	01:30
Vol.	-		506	446	426	555	929	985	-		497	424	442	533	930	949
P.H.F.			0.811	0.899	0.918	0.944	0.854	0.936			0.941	0.891	0.850	0.877	0.901	0.934





**Average Daily Traffic (ADT's)**  
**STATION 9**  
**Airport Rd. South of I-12**

Daily Volume, per Channel (Volume factor 0.5)

NB Airprt Rd S of I-12

Interval Start		Interval Start	
12:00 AM	-	12:00 PM	187
12:15 AM	-	12:15 PM	173
12:30 AM	-	12:30 PM	187
12:45 AM	-	12:45 PM	225
1:00 AM	-	1:00 PM	176
1:15 AM	-	1:15 PM	210
1:30 AM	-	1:30 PM	226
1:45 AM	-	1:45 PM	204
2:00 AM	-	2:00 PM	204
2:15 AM	-	2:15 PM	240
2:30 AM	-	2:30 PM	240
2:45 AM	-	2:45 PM	242
3:00 AM	-	3:00 PM	222
3:15 AM	-	3:15 PM	242
3:30 AM	-	3:30 PM	251
3:45 AM	-	3:45 PM	199
4:00 AM	-	4:00 PM	223
4:15 AM	-	4:15 PM	239
4:30 AM	-	4:30 PM	262
4:45 AM	-	4:45 PM	243
5:00 AM	-	5:00 PM	198
5:15 AM	-	5:15 PM	284
5:30 AM	-	5:30 PM	245
5:45 AM	-	5:45 PM	250
6:00 AM	-	6:00 PM	222
6:15 AM	-	6:15 PM	205
6:30 AM	-	6:30 PM	221
6:45 AM	-	6:45 PM	146
7:00 AM	-	7:00 PM	178
7:15 AM	-	7:15 PM	174
7:30 AM	-	7:30 PM	150
7:45 AM	-	7:45 PM	142
8:00 AM	-	8:00 PM	102
8:15 AM	-	8:15 PM	116
8:30 AM	-	8:30 PM	78
8:45 AM	-	8:45 PM	110
9:00 AM	-	9:00 PM	72
9:15 AM	-	9:15 PM	88
9:30 AM	-	9:30 PM	71
9:45 AM	-	9:45 PM	62
10:00 AM	-	10:00 PM	65
10:15 AM	148	10:15 PM	51
10:30 AM	174	10:30 PM	30
10:45 AM	158	10:45 PM	40
11:00 AM	173	11:00 PM	30
11:15 AM	178	11:15 PM	32
11:30 AM	167	11:30 PM	21
11:45 AM	150	11:45 PM	20

**24 Hour Total** 8946

**12:00 AM - 12:00 PM**  
 12 Hour Count 1148  
 Peak Hour 10:30 AM  
 Peak Volume 683  
 Factor 0.96

**12:00 PM - 12:00 AM**  
 12 Hour Count 7798  
 Peak Hour 5:15 PM  
 Peak Volume 1001  
 Factor 0.88

Daily Volume, per Channel (Volume factor 0.5)

NB Airprt Rd S of I-12

Interval Start			Interval Start		
12:00 AM	20	62	12:00 PM	158	740
12:15 AM	15		12:15 PM	181	
12:30 AM	16		12:30 PM	197	
12:45 AM	11		12:45 PM	204	
1:00 AM	11	36	1:00 PM	186	822
1:15 AM	10		1:15 PM	230	
1:30 AM	7		1:30 PM	198	
1:45 AM	8		1:45 PM	208	
2:00 AM	9	35	2:00 PM	201	880
2:15 AM	7		2:15 PM	222	
2:30 AM	10		2:30 PM	210	
2:45 AM	9		2:45 PM	247	
3:00 AM	10	43	3:00 PM	238	921
3:15 AM	10		3:15 PM	238	
3:30 AM	13		3:30 PM	223	
3:45 AM	10		3:45 PM	222	
4:00 AM	17	121	4:00 PM	218	978
4:15 AM	32		4:15 PM	259	
4:30 AM	22		4:30 PM	254	
4:45 AM	50		4:45 PM	247	
5:00 AM	50	305	5:00 PM	262	992
5:15 AM	73		5:15 PM	257	
5:30 AM	92		5:30 PM	234	
5:45 AM	90		5:45 PM	239	
6:00 AM	107	553	6:00 PM	234	801
6:15 AM	118		6:15 PM	190	
6:30 AM	151		6:30 PM	188	
6:45 AM	177		6:45 PM	189	
7:00 AM	185	885	7:00 PM	188	629
7:15 AM	220		7:15 PM	160	
7:30 AM	216		7:30 PM	156	
7:45 AM	264		7:45 PM	125	
8:00 AM	222	879	8:00 PM	114	426
8:15 AM	230		8:15 PM	118	
8:30 AM	217		8:30 PM	88	
8:45 AM	210		8:45 PM	106	
9:00 AM	168	556	9:00 PM	110	333
9:15 AM	112		9:15 PM	87	
9:30 AM	130		9:30 PM	80	
9:45 AM	146		9:45 PM	56	
10:00 AM	145	597	10:00 PM	66	202
10:15 AM	138		10:15 PM	70	
10:30 AM	160		10:30 PM	40	
10:45 AM	154		10:45 PM	26	
11:00 AM	156	666	11:00 PM	30	115
11:15 AM	164		11:15 PM	36	
11:30 AM	164		11:30 PM	24	
11:45 AM	182		11:45 PM	25	

**24 Hour Total** 12577

**12:00 AM - 12:00 PM**  
 12 Hour Count 4738  
 Peak Hour 7:45 AM  
 Peak Volume 933  
 Factor 0.88

**12:00 PM - 12:00 AM**  
 12 Hour Count 7839  
 Peak Hour 4:15 PM  
 Peak Volume 1022  
 Factor 0.98

Daily Volume, per Channel (Volume factor 0.5)

NB Airprt Rd S of I-12

Interval Start			Interval Start		
12:00 AM	20	72	12:00 PM	188	764
12:15 AM	20		12:15 PM	192	
12:30 AM	19		12:30 PM	180	
12:45 AM	13		12:45 PM	204	
1:00 AM	12	41	1:00 PM	210	788
1:15 AM	5		1:15 PM	200	
1:30 AM	12		1:30 PM	192	
1:45 AM	12		1:45 PM	186	
2:00 AM	6	35	2:00 PM	214	928
2:15 AM	9		2:15 PM	242	
2:30 AM	8		2:30 PM	218	
2:45 AM	12		2:45 PM	254	
3:00 AM	8	44	3:00 PM	248	930
3:15 AM	11		3:15 PM	250	
3:30 AM	11		3:30 PM	196	
3:45 AM	14		3:45 PM	236	
4:00 AM	26	108	4:00 PM	238	980
4:15 AM	18		4:15 PM	236	
4:30 AM	24		4:30 PM	251	
4:45 AM	40		4:45 PM	255	
5:00 AM	52	309	5:00 PM	268	991
5:15 AM	67		5:15 PM	270	
5:30 AM	88		5:30 PM	229	
5:45 AM	102		5:45 PM	224	
6:00 AM	111	573	6:00 PM	272	933
6:15 AM	123		6:15 PM	240	
6:30 AM	149		6:30 PM	204	
6:45 AM	190		6:45 PM	217	
7:00 AM	192	888	7:00 PM	204	700
7:15 AM	226		7:15 PM	186	
7:30 AM	220		7:30 PM	179	
7:45 AM	250		7:45 PM	131	
8:00 AM	200	871	8:00 PM	154	466
8:15 AM	234		8:15 PM	110	
8:30 AM	248		8:30 PM	104	
8:45 AM	189		8:45 PM	98	
9:00 AM	143	620	9:00 PM	103	368
9:15 AM	158		9:15 PM	110	
9:30 AM	163		9:30 PM	83	
9:45 AM	156		9:45 PM	72	
10:00 AM	140	593	10:00 PM	62	192
10:15 AM	140		10:15 PM	58	
10:30 AM	152		10:30 PM	42	
10:45 AM	161		10:45 PM	30	
11:00 AM	172	695	11:00 PM	33	120
11:15 AM	174		11:15 PM	32	
11:30 AM	172		11:30 PM	33	
11:45 AM	177		11:45 PM	22	

**24 Hour Total** 13009

**12:00 AM - 12:00 PM**  
 12 Hour Count 4849  
 Peak Hour 7:45 AM  
 Peak Volume 932  
 Factor 0.93

**12:00 PM - 12:00 AM**  
 12 Hour Count 8160  
 Peak Hour 4:30 PM  
 Peak Volume 1044  
 Factor 0.97

Daily Volume, per Channel (Volume factor 0.5)

NB Airprt Rd S of I-12

Interval Start			Interval Start		
12:00 AM	20	78	12:00 PM	155	767
12:15 AM	28		12:15 PM	192	
12:30 AM	14		12:30 PM	190	
12:45 AM	16		12:45 PM	230	
1:00 AM	14	39	1:00 PM	196	844
1:15 AM	11		1:15 PM	222	
1:30 AM	8		1:30 PM	208	
1:45 AM	6		1:45 PM	218	
2:00 AM	10	31	2:00 PM	210	886
2:15 AM	9		2:15 PM	215	
2:30 AM	7		2:30 PM	246	
2:45 AM	5		2:45 PM	215	
3:00 AM	5	39	3:00 PM	222	938
3:15 AM	10		3:15 PM	264	
3:30 AM	8		3:30 PM	248	
3:45 AM	16		3:45 PM	204	
4:00 AM	21	115	4:00 PM	214	1044
4:15 AM	33		4:15 PM	268	
4:30 AM	23		4:30 PM	272	
4:45 AM	38		4:45 PM	290	
5:00 AM	56	301	5:00 PM	234	990
5:15 AM	71		5:15 PM	246	
5:30 AM	66		5:30 PM	269	
5:45 AM	108		5:45 PM	241	
6:00 AM	99	561	6:00 PM	244	909
6:15 AM	120		6:15 PM	228	
6:30 AM	156		6:30 PM	221	
6:45 AM	186		6:45 PM	216	
7:00 AM	206	826	7:00 PM	215	741
7:15 AM	191		7:15 PM	204	
7:30 AM	190		7:30 PM	172	
7:45 AM	239		7:45 PM	150	
8:00 AM	228	857	8:00 PM	143	547
8:15 AM	212		8:15 PM	146	
8:30 AM	207		8:30 PM	146	
8:45 AM	210		8:45 PM	112	
9:00 AM	192	639	9:00 PM	102	391
9:15 AM	148		9:15 PM	114	
9:30 AM	146		9:30 PM	108	
9:45 AM	153		9:45 PM	67	
10:00 AM	154	643	10:00 PM	81	271
10:15 AM	150		10:15 PM	68	
10:30 AM	164		10:30 PM	70	
10:45 AM	175		10:45 PM	52	
11:00 AM	165	676	11:00 PM	39	144
11:15 AM	160		11:15 PM	36	
11:30 AM	167		11:30 PM	41	
11:45 AM	184		11:45 PM	28	

**24 Hour Total** 13277

**12:00 AM - 12:00 PM**  
 12 Hour Count 4805  
 Peak Hour 7:45 AM  
 Peak Volume 886  
 Factor 0.93

**12:00 PM - 12:00 AM**  
 12 Hour Count 8472  
 Peak Hour 4:15 PM  
 Peak Volume 1064  
 Factor 0.92



Daily Volume, per Channel (Volume factor 0.5)

Interval Start		Interval Start	
12:00 AM	17	68	
12:15 AM	28		
12:30 AM	10		
12:45 AM	13		
1:00 AM	16	46	
1:15 AM	10		
1:30 AM	9		
1:45 AM	11		
2:00 AM	8	32	
2:15 AM	12		
2:30 AM	4		
2:45 AM	8		
3:00 AM	8	48	
3:15 AM	7		
3:30 AM	15		
3:45 AM	18		
4:00 AM	20	106	
4:15 AM	21		
4:30 AM	32		
4:45 AM	33		
5:00 AM	56	276	
5:15 AM	67		
5:30 AM	68		
5:45 AM	85		
6:00 AM	105	557	
6:15 AM	130		
6:30 AM	146		
6:45 AM	176		
7:00 AM	180	863	
7:15 AM	220		
7:30 AM	202		
7:45 AM	261		
8:00 AM	226	848	
8:15 AM	212		
8:30 AM	222		
8:45 AM	188		

**24 Hour Total** 2844

**12:00 AM - 12:00 PM**

12 Hour Count 2844  
Peak Hour 7:45 AM  
Peak Volume 921  
Factor 0.88

**12:00 PM - 12:00 AM**

12 Hour Count 0  
Peak Hour -  
Peak Volume -  
Factor -

Daily Volume, per Channel (Volume factor 0.5)

SB Airport Rd S of I-12

Interval Start			Interval Start		
12:00 AM	-	-	12:00 PM	212	879
12:15 AM	-	-	12:15 PM	223	
12:30 AM	-	-	12:30 PM	214	
12:45 AM	-	-	12:45 PM	230	
1:00 AM	-	-	1:00 PM	184	881
1:15 AM	-	-	1:15 PM	255	
1:30 AM	-	-	1:30 PM	240	
1:45 AM	-	-	1:45 PM	202	
2:00 AM	-	-	2:00 PM	256	953
2:15 AM	-	-	2:15 PM	220	
2:30 AM	-	-	2:30 PM	226	
2:45 AM	-	-	2:45 PM	251	
3:00 AM	-	-	3:00 PM	215	1073
3:15 AM	-	-	3:15 PM	296	
3:30 AM	-	-	3:30 PM	254	
3:45 AM	-	-	3:45 PM	308	
4:00 AM	-	-	4:00 PM	316	1162
4:15 AM	-	-	4:15 PM	262	
4:30 AM	-	-	4:30 PM	272	
4:45 AM	-	-	4:45 PM	312	
5:00 AM	-	-	5:00 PM	309	1280
5:15 AM	-	-	5:15 PM	309	
5:30 AM	-	-	5:30 PM	290	
5:45 AM	-	-	5:45 PM	372	
6:00 AM	-	-	6:00 PM	328	1220
6:15 AM	-	-	6:15 PM	330	
6:30 AM	-	-	6:30 PM	290	
6:45 AM	-	-	6:45 PM	272	
7:00 AM	-	-	7:00 PM	295	997
7:15 AM	-	-	7:15 PM	248	
7:30 AM	-	-	7:30 PM	244	
7:45 AM	-	-	7:45 PM	210	
8:00 AM	-	-	8:00 PM	162	687
8:15 AM	-	-	8:15 PM	196	
8:30 AM	-	-	8:30 PM	168	
8:45 AM	-	-	8:45 PM	161	
9:00 AM	-	-	9:00 PM	119	419
9:15 AM	-	-	9:15 PM	112	
9:30 AM	-	-	9:30 PM	114	
9:45 AM	-	-	9:45 PM	74	
10:00 AM	-	-	10:00 PM	90	302
10:15 AM	-	-	10:15 PM	86	
10:30 AM	-	-	10:30 PM	66	
10:45 AM	-	-	10:45 PM	60	
11:00 AM	-	578	11:00 PM	52	153
11:15 AM	208		11:15 PM	45	
11:30 AM	188		11:30 PM	32	
11:45 AM	182		11:45 PM	24	

**24 Hour Total** 10584

**12:00 AM - 12:00 PM**  
 12 Hour Count 578  
 Peak Hour -  
 Peak Volume -  
 Factor -

**12:00 PM - 12:00 AM**  
 12 Hour Count 10006  
 Peak Hour 5:30 PM  
 Peak Volume 1320  
 Factor 0.89

Daily Volume, per Channel (Volume factor 0.5)

SB Airport Rd S of I-12

Interval Start			Interval Start		
12:00 AM	37	105	12:00 PM	198	856
12:15 AM	24		12:15 PM	212	
12:30 AM	24		12:30 PM	214	
12:45 AM	20		12:45 PM	232	
1:00 AM	14	79	1:00 PM	218	868
1:15 AM	15		1:15 PM	228	
1:30 AM	32		1:30 PM	196	
1:45 AM	18		1:45 PM	226	
2:00 AM	15	48	2:00 PM	182	845
2:15 AM	18		2:15 PM	234	
2:30 AM	5		2:30 PM	201	
2:45 AM	10		2:45 PM	228	
3:00 AM	14	47	3:00 PM	218	900
3:15 AM	7		3:15 PM	208	
3:30 AM	14		3:30 PM	238	
3:45 AM	12		3:45 PM	236	
4:00 AM	2	52	4:00 PM	284	1178
4:15 AM	22		4:15 PM	280	
4:30 AM	18		4:30 PM	280	
4:45 AM	10		4:45 PM	334	
5:00 AM	16	89	5:00 PM	306	1443
5:15 AM	9		5:15 PM	353	
5:30 AM	30		5:30 PM	374	
5:45 AM	34		5:45 PM	410	
6:00 AM	36	165	6:00 PM	360	1452
6:15 AM	38		6:15 PM	388	
6:30 AM	33		6:30 PM	357	
6:45 AM	58		6:45 PM	347	
7:00 AM	90	442	7:00 PM	284	1095
7:15 AM	92		7:15 PM	302	
7:30 AM	102		7:30 PM	260	
7:45 AM	158		7:45 PM	249	
8:00 AM	186	871	8:00 PM	232	800
8:15 AM	192		8:15 PM	194	
8:30 AM	231		8:30 PM	200	
8:45 AM	262		8:45 PM	174	
9:00 AM	286	978	9:00 PM	138	520
9:15 AM	296		9:15 PM	150	
9:30 AM	204		9:30 PM	124	
9:45 AM	192		9:45 PM	108	
10:00 AM	178	720	10:00 PM	112	381
10:15 AM	174		10:15 PM	93	
10:30 AM	178		10:30 PM	92	
10:45 AM	190		10:45 PM	84	
11:00 AM	158	693	11:00 PM	73	248
11:15 AM	172		11:15 PM	70	
11:30 AM	178		11:30 PM	65	
11:45 AM	185		11:45 PM	40	

**24 Hour Total** 14875

**12:00 AM - 12:00 PM**  
 12 Hour Count 4289  
 Peak Hour 8:30 AM  
 Peak Volume 1075  
 Factor 0.91

**12:00 PM - 12:00 AM**  
 12 Hour Count 10586  
 Peak Hour 5:30 PM  
 Peak Volume 1532  
 Factor 0.93

Daily Volume, per Channel (Volume factor 0.5)

SB Airport Rd S of I-12

Interval Start			Interval Start		
12:00 AM	33	156	12:00 PM	235	860
12:15 AM	28		12:15 PM	212	
12:30 AM	47		12:30 PM	201	
12:45 AM	48		12:45 PM	212	
1:00 AM	34	96	1:00 PM	210	859
1:15 AM	20		1:15 PM	224	
1:30 AM	20		1:30 PM	219	
1:45 AM	22		1:45 PM	206	
2:00 AM	13	60	2:00 PM	259	918
2:15 AM	20		2:15 PM	228	
2:30 AM	11		2:30 PM	210	
2:45 AM	16		2:45 PM	221	
3:00 AM	24	60	3:00 PM	232	978
3:15 AM	13		3:15 PM	254	
3:30 AM	11		3:30 PM	262	
3:45 AM	12		3:45 PM	230	
4:00 AM	12	55	4:00 PM	281	1135
4:15 AM	15		4:15 PM	240	
4:30 AM	12		4:30 PM	306	
4:45 AM	16		4:45 PM	308	
5:00 AM	13	102	5:00 PM	315	1334
5:15 AM	12		5:15 PM	328	
5:30 AM	40		5:30 PM	325	
5:45 AM	37		5:45 PM	366	
6:00 AM	37	215	6:00 PM	370	1407
6:15 AM	58		6:15 PM	372	
6:30 AM	52		6:30 PM	339	
6:45 AM	68		6:45 PM	326	
7:00 AM	107	470	7:00 PM	320	1200
7:15 AM	66		7:15 PM	300	
7:30 AM	106		7:30 PM	286	
7:45 AM	191		7:45 PM	294	
8:00 AM	150	914	8:00 PM	246	897
8:15 AM	194		8:15 PM	269	
8:30 AM	246		8:30 PM	190	
8:45 AM	324		8:45 PM	192	
9:00 AM	334	1101	9:00 PM	170	568
9:15 AM	325		9:15 PM	140	
9:30 AM	242		9:30 PM	136	
9:45 AM	200		9:45 PM	122	
10:00 AM	166	712	10:00 PM	121	396
10:15 AM	182		10:15 PM	118	
10:30 AM	184		10:30 PM	91	
10:45 AM	180		10:45 PM	66	
11:00 AM	176	717	11:00 PM	92	271
11:15 AM	180		11:15 PM	80	
11:30 AM	183		11:30 PM	47	
11:45 AM	178		11:45 PM	52	

**24 Hour Total** 15481

**12:00 AM - 12:00 PM**  
 12 Hour Count 4658  
 Peak Hour 8:30 AM  
 Peak Volume 1229  
 Factor 0.92

**12:00 PM - 12:00 AM**  
 12 Hour Count 10823  
 Peak Hour 5:45 PM  
 Peak Volume 1447  
 Factor 0.97

Daily Volume, per Channel (Volume factor 0.5)

SB Airport Rd S of I-12

Interval Start			Interval Start		
12:00 AM	29	113	12:00 PM	214	894
12:15 AM	38		12:15 PM	232	
12:30 AM	22		12:30 PM	238	
12:45 AM	24		12:45 PM	210	
1:00 AM	32	104	1:00 PM	230	929
1:15 AM	30		1:15 PM	236	
1:30 AM	21		1:30 PM	222	
1:45 AM	21		1:45 PM	241	
2:00 AM	7	64	2:00 PM	217	873
2:15 AM	19		2:15 PM	222	
2:30 AM	10		2:30 PM	218	
2:45 AM	28		2:45 PM	216	
3:00 AM	10	40	3:00 PM	246	1018
3:15 AM	12		3:15 PM	260	
3:30 AM	12		3:30 PM	254	
3:45 AM	6		3:45 PM	258	
4:00 AM	10	83	4:00 PM	238	1119
4:15 AM	5		4:15 PM	271	
4:30 AM	34		4:30 PM	298	
4:45 AM	34		4:45 PM	312	
5:00 AM	14	122	5:00 PM	322	1390
5:15 AM	22		5:15 PM	388	
5:30 AM	34		5:30 PM	345	
5:45 AM	52		5:45 PM	335	
6:00 AM	38	185	6:00 PM	330	1402
6:15 AM	28		6:15 PM	363	
6:30 AM	42		6:30 PM	358	
6:45 AM	77		6:45 PM	351	
7:00 AM	96	517	7:00 PM	294	1174
7:15 AM	114		7:15 PM	315	
7:30 AM	115		7:30 PM	282	
7:45 AM	192		7:45 PM	283	
8:00 AM	180	962	8:00 PM	276	925
8:15 AM	206		8:15 PM	254	
8:30 AM	246		8:30 PM	215	
8:45 AM	330		8:45 PM	180	
9:00 AM	340	1229	9:00 PM	182	594
9:15 AM	326		9:15 PM	178	
9:30 AM	298		9:30 PM	124	
9:45 AM	265		9:45 PM	110	
10:00 AM	202	810	10:00 PM	117	466
10:15 AM	198		10:15 PM	131	
10:30 AM	186		10:30 PM	118	
10:45 AM	224		10:45 PM	100	
11:00 AM	184	846	11:00 PM	93	329
11:15 AM	210		11:15 PM	94	
11:30 AM	220		11:30 PM	92	
11:45 AM	232		11:45 PM	50	

**24 Hour Total** 16188

**12:00 AM - 12:00 PM**  
 12 Hour Count 5075  
 Peak Hour 8:45 AM  
 Peak Volume 1294  
 Factor 0.95

**12:00 PM - 12:00 AM**  
 12 Hour Count 11113  
 Peak Hour 6:00 PM  
 Peak Volume 1402  
 Factor 0.97



Daily Volume, per Channel (Volume factor 0.5)

Interval Start		Interval Start	
12:00 AM	64	172	
12:15 AM	36		
12:30 AM	38		
12:45 AM	34		
1:00 AM	46	127	
1:15 AM	31		
1:30 AM	26		
1:45 AM	24		
2:00 AM	16	68	
2:15 AM	23		
2:30 AM	12		
2:45 AM	17		
3:00 AM	6	50	
3:15 AM	20		
3:30 AM	10		
3:45 AM	14		
4:00 AM	28	81	
4:15 AM	10		
4:30 AM	22		
4:45 AM	21		
5:00 AM	28	129	
5:15 AM	28		
5:30 AM	28		
5:45 AM	45		
6:00 AM	52	232	
6:15 AM	43		
6:30 AM	60		
6:45 AM	77		
7:00 AM	120	585	
7:15 AM	122		
7:30 AM	144		
7:45 AM	199		
8:00 AM	216	1028	
8:15 AM	226		
8:30 AM	274		
8:45 AM	312		
9:00 AM	282	866	
9:15 AM	334		
9:30 AM	250		

**24 Hour Total** 3338

**12:00 AM - 12:00 PM**  
 12 Hour Count 3338  
 Peak Hour 8:30 AM  
 Peak Volume 1202  
 Factor 0.90

**12:00 PM - 12:00 AM**  
 12 Hour Count 0  
 Peak Hour -  
 Peak Volume -  
 Factor -

**Average Daily Traffic (ADT's)**  
**STATION 10**  
**US 190 West of LA 433**

# Daily Vehicle Volume Report

Study Date: Sunday, 11/26/2017

Unit ID: 321000086

Location: EB US 190 West of LA 433

	Eastbound Volume
00:00 - 00:14	0
00:15 - 00:29	0
00:30 - 00:44	0
00:45 - 00:59	0
01:00 - 01:14	0
01:15 - 01:29	0
01:30 - 01:44	0
01:45 - 01:59	0
02:00 - 02:14	0
02:15 - 02:29	0
02:30 - 02:44	0
02:45 - 02:59	0
03:00 - 03:14	0
03:15 - 03:29	0
03:30 - 03:44	0
03:45 - 03:59	0
04:00 - 04:14	0
04:15 - 04:29	0
04:30 - 04:44	0
04:45 - 04:59	0
05:00 - 05:14	0
05:15 - 05:29	0
05:30 - 05:44	0
05:45 - 05:59	0
06:00 - 06:14	0
06:15 - 06:29	0
06:30 - 06:44	0
06:45 - 06:59	0
07:00 - 07:14	0
07:15 - 07:29	0
07:30 - 07:44	0
07:45 - 07:59	0
08:00 - 08:14	0
08:15 - 08:29	0
08:30 - 08:44	0
08:45 - 08:59	15
09:00 - 09:14	59
09:15 - 09:29	78
09:30 - 09:44	108
09:45 - 09:59	86
10:00 - 10:14	75
10:15 - 10:29	87
10:30 - 10:44	96
10:45 - 10:59	89
11:00 - 11:14	105
11:15 - 11:29	78
11:30 - 11:44	143
11:45 - 11:59	97
12:00 - 12:14	94
12:15 - 12:29	126
12:30 - 12:44	91
12:45 - 12:59	88

## Daily Vehicle Volume Report

Study Date: Sunday, 11/26/2017

Unit ID: 321000086

Location: EB US 190 West of LA 433

	Eastbound Volume
13:00 - 13:14	105
13:15 - 13:29	87
13:30 - 13:44	104
13:45 - 13:59	91
14:00 - 14:14	91
14:15 - 14:29	84
14:30 - 14:44	85
14:45 - 14:59	94
15:00 - 15:14	97
15:15 - 15:29	76
15:30 - 15:44	102
15:45 - 15:59	88
16:00 - 16:14	74
16:15 - 16:29	56
16:30 - 16:44	68
16:45 - 16:59	95
17:00 - 17:14	80
17:15 - 17:29	77
17:30 - 17:44	74
17:45 - 17:59	65
18:00 - 18:14	50
18:15 - 18:29	55
18:30 - 18:44	55
18:45 - 18:59	76
19:00 - 19:14	51
19:15 - 19:29	50
19:30 - 19:44	31
19:45 - 19:59	42
20:00 - 20:14	36
20:15 - 20:29	23
20:30 - 20:44	19
20:45 - 20:59	30
21:00 - 21:14	14
21:15 - 21:29	31
21:30 - 21:44	16
21:45 - 21:59	13
22:00 - 22:14	10
22:15 - 22:29	9
22:30 - 22:44	7
22:45 - 22:59	12
23:00 - 23:14	12
23:15 - 23:29	12
23:30 - 23:44	11
23:45 - 23:59	6
<b>Totals</b>	<b>3879</b>
<b>AM Peak Time</b>	<b>10:55 - 11:54</b>
<b>AM Peak Volume</b>	<b>436</b>
<b>PM Peak Time</b>	<b>12:16 - 13:15</b>
<b>PM Peak Volume</b>	<b>412</b>

## Daily Vehicle Volume Report

Study Date: Sunday, 11/26/2017  
Unit ID: 321000086  
Location: EB US 190 West of LA 433



## Daily Vehicle Volume Report

Study Date: Monday, 11/27/2017

Unit ID: 321000086

Location: EB US 190 West of LA 433

	Eastbound Volume
00:00 - 00:14	8
00:15 - 00:29	4
00:30 - 00:44	2
00:45 - 00:59	1
01:00 - 01:14	3
01:15 - 01:29	2
01:30 - 01:44	1
01:45 - 01:59	2
02:00 - 02:14	3
02:15 - 02:29	1
02:30 - 02:44	3
02:45 - 02:59	2
03:00 - 03:14	4
03:15 - 03:29	4
03:30 - 03:44	7
03:45 - 03:59	4
04:00 - 04:14	3
04:15 - 04:29	14
04:30 - 04:44	21
04:45 - 04:59	32
05:00 - 05:14	29
05:15 - 05:29	42
05:30 - 05:44	61
05:45 - 05:59	88
06:00 - 06:14	50
06:15 - 06:29	62
06:30 - 06:44	89
06:45 - 06:59	91
07:00 - 07:14	108
07:15 - 07:29	92
07:30 - 07:44	126
07:45 - 07:59	154
08:00 - 08:14	131
08:15 - 08:29	128
08:30 - 08:44	149
08:45 - 08:59	146
09:00 - 09:14	78
09:15 - 09:29	85
09:30 - 09:44	102
09:45 - 09:59	83
10:00 - 10:14	89
10:15 - 10:29	78
10:30 - 10:44	88
10:45 - 10:59	83
11:00 - 11:14	80
11:15 - 11:29	99
11:30 - 11:44	94
11:45 - 11:59	90
12:00 - 12:14	77
12:15 - 12:29	111
12:30 - 12:44	86
12:45 - 12:59	88

## Daily Vehicle Volume Report

Study Date: Monday, 11/27/2017

Unit ID: 321000086

Location: EB US 190 West of LA 433

	Eastbound Volume
13:00 - 13:14	110
13:15 - 13:29	82
13:30 - 13:44	101
13:45 - 13:59	94
14:00 - 14:14	112
14:15 - 14:29	105
14:30 - 14:44	97
14:45 - 14:59	85
15:00 - 15:14	93
15:15 - 15:29	101
15:30 - 15:44	97
15:45 - 15:59	86
16:00 - 16:14	183
16:15 - 16:29	134
16:30 - 16:44	111
16:45 - 16:59	122
17:00 - 17:14	110
17:15 - 17:29	156
17:30 - 17:44	136
17:45 - 17:59	108
18:00 - 18:14	102
18:15 - 18:29	83
18:30 - 18:44	76
18:45 - 18:59	63
19:00 - 19:14	53
19:15 - 19:29	52
19:30 - 19:44	41
19:45 - 19:59	39
20:00 - 20:14	37
20:15 - 20:29	27
20:30 - 20:44	31
20:45 - 20:59	25
21:00 - 21:14	19
21:15 - 21:29	18
21:30 - 21:44	19
21:45 - 21:59	15
22:00 - 22:14	13
22:15 - 22:29	14
22:30 - 22:44	15
22:45 - 22:59	11
23:00 - 23:14	8
23:15 - 23:29	5
23:30 - 23:44	8
23:45 - 23:59	3
<b>Totals</b>	<b>6078</b>
<b>AM Peak Time</b>	<b>07:45 - 08:44</b>
<b>AM Peak Volume</b>	<b>562</b>
<b>PM Peak Time</b>	<b>15:58 - 16:57</b>
<b>PM Peak Volume</b>	<b>555</b>

## Daily Vehicle Volume Report

Study Date: Monday, 11/27/2017  
Unit ID: 321000086  
Location: EB US 190 West of LA 433

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/28/2017

Unit ID: 321000086

Location: EB US 190 West of LA 433

	Eastbound Volume
00:00 - 00:14	4
00:15 - 00:29	4
00:30 - 00:44	4
00:45 - 00:59	3
01:00 - 01:14	4
01:15 - 01:29	1
01:30 - 01:44	4
01:45 - 01:59	4
02:00 - 02:14	0
02:15 - 02:29	1
02:30 - 02:44	4
02:45 - 02:59	2
03:00 - 03:14	3
03:15 - 03:29	5
03:30 - 03:44	8
03:45 - 03:59	5
04:00 - 04:14	5
04:15 - 04:29	22
04:30 - 04:44	24
04:45 - 04:59	36
05:00 - 05:14	31
05:15 - 05:29	36
05:30 - 05:44	57
05:45 - 05:59	59
06:00 - 06:14	62
06:15 - 06:29	72
06:30 - 06:44	86
06:45 - 06:59	109
07:00 - 07:14	106
07:15 - 07:29	102
07:30 - 07:44	129
07:45 - 07:59	150
08:00 - 08:14	133
08:15 - 08:29	124
08:30 - 08:44	144
08:45 - 08:59	163
09:00 - 09:14	97
09:15 - 09:29	71
09:30 - 09:44	109
09:45 - 09:59	82
10:00 - 10:14	85
10:15 - 10:29	71
10:30 - 10:44	92
10:45 - 10:59	84
11:00 - 11:14	83
11:15 - 11:29	88
11:30 - 11:44	76
11:45 - 11:59	89
12:00 - 12:14	90
12:15 - 12:29	103
12:30 - 12:44	104
12:45 - 12:59	97

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/28/2017

Unit ID: 321000086

Location: EB US 190 West of LA 433

	Eastbound Volume
13:00 - 13:14	94
13:15 - 13:29	83
13:30 - 13:44	98
13:45 - 13:59	87
14:00 - 14:14	90
14:15 - 14:29	102
14:30 - 14:44	104
14:45 - 14:59	103
15:00 - 15:14	98
15:15 - 15:29	121
15:30 - 15:44	95
15:45 - 15:59	97
16:00 - 16:14	200
16:15 - 16:29	150
16:30 - 16:44	149
16:45 - 16:59	112
17:00 - 17:14	125
17:15 - 17:29	105
17:30 - 17:44	133
17:45 - 17:59	108
18:00 - 18:14	79
18:15 - 18:29	90
18:30 - 18:44	80
18:45 - 18:59	62
19:00 - 19:14	52
19:15 - 19:29	44
19:30 - 19:44	59
19:45 - 19:59	38
20:00 - 20:14	43
20:15 - 20:29	37
20:30 - 20:44	30
20:45 - 20:59	23
21:00 - 21:14	34
21:15 - 21:29	27
21:30 - 21:44	18
21:45 - 21:59	18
22:00 - 22:14	13
22:15 - 22:29	15
22:30 - 22:44	13
22:45 - 22:59	20
23:00 - 23:14	11
23:15 - 23:29	9
23:30 - 23:44	7
23:45 - 23:59	5
<b>Totals</b>	<b>6208</b>
<b>AM Peak Time</b>	<b>08:05 - 09:04</b>
<b>AM Peak Volume</b>	<b>572</b>
<b>PM Peak Time</b>	<b>15:56 - 16:55</b>
<b>PM Peak Volume</b>	<b>621</b>



## Daily Vehicle Volume Report

Study Date: Tuesday, 11/28/2017

Unit ID: 321000086

Location: EB US 190 West of LA 433

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/29/2017  
Unit ID: 321000086  
Location: EB US 190 West of LA 433

	Eastbound Volume
00:00 - 00:14	5
00:15 - 00:29	8
00:30 - 00:44	3
00:45 - 00:59	5
01:00 - 01:14	6
01:15 - 01:29	4
01:30 - 01:44	0
01:45 - 01:59	3
02:00 - 02:14	2
02:15 - 02:29	4
02:30 - 02:44	3
02:45 - 02:59	3
03:00 - 03:14	6
03:15 - 03:29	6
03:30 - 03:44	10
03:45 - 03:59	4
04:00 - 04:14	9
04:15 - 04:29	21
04:30 - 04:44	25
04:45 - 04:59	31
05:00 - 05:14	34
05:15 - 05:29	39
05:30 - 05:44	61
05:45 - 05:59	71
06:00 - 06:14	64
06:15 - 06:29	55
06:30 - 06:44	88
06:45 - 06:59	111
07:00 - 07:14	107
07:15 - 07:29	103
07:30 - 07:44	142
07:45 - 07:59	140
08:00 - 08:14	121
08:15 - 08:29	125
08:30 - 08:44	163
08:45 - 08:59	143
09:00 - 09:14	98
09:15 - 09:29	102
09:30 - 09:44	96
09:45 - 09:59	80
10:00 - 10:14	89
10:15 - 10:29	79
10:30 - 10:44	84
10:45 - 10:59	94
11:00 - 11:14	85
11:15 - 11:29	74
11:30 - 11:44	104
11:45 - 11:59	75
12:00 - 12:14	93
12:15 - 12:29	84
12:30 - 12:44	77
12:45 - 12:59	100

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/29/2017  
 Unit ID: 321000086  
 Location: EB US 190 West of LA 433

	Eastbound Volume
13:00 - 13:14	90
13:15 - 13:29	100
13:30 - 13:44	113
13:45 - 13:59	97
14:00 - 14:14	110
14:15 - 14:29	87
14:30 - 14:44	101
14:45 - 14:59	98
15:00 - 15:14	100
15:15 - 15:29	94
15:30 - 15:44	89
15:45 - 15:59	121
16:00 - 16:14	191
16:15 - 16:29	133
16:30 - 16:44	108
16:45 - 16:59	135
17:00 - 17:14	159
17:15 - 17:29	234
17:30 - 17:44	198
17:45 - 17:59	172
18:00 - 18:14	231
18:15 - 18:29	191
18:30 - 18:44	95
18:45 - 18:59	80
19:00 - 19:14	66
19:15 - 19:29	56
19:30 - 19:44	32
19:45 - 19:59	49
20:00 - 20:14	38
20:15 - 20:29	38
20:30 - 20:44	30
20:45 - 20:59	27
21:00 - 21:14	32
21:15 - 21:29	30
21:30 - 21:44	17
21:45 - 21:59	21
22:00 - 22:14	15
22:15 - 22:29	15
22:30 - 22:44	17
22:45 - 22:59	16
23:00 - 23:14	15
23:15 - 23:29	7
23:30 - 23:44	7
23:45 - 23:59	3
<b>Totals</b>	<b>6797</b>
<b>AM Peak Time</b>	<b>07:56 - 08:55</b>
<b>AM Peak Volume</b>	<b>559</b>
<b>PM Peak Time</b>	<b>17:17 - 18:16</b>
<b>PM Peak Volume</b>	<b>841</b>

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/29/2017  
Unit ID: 321000086  
Location: EB US 190 West of LA 433

## Daily Vehicle Volume Report

Study Date: Thursday, 11/30/2017

Unit ID: 321000086

Location: EB US 190 West of LA 433

	Eastbound Volume
00:00 - 00:14	7
00:15 - 00:29	7
00:30 - 00:44	5
00:45 - 00:59	3
01:00 - 01:14	1
01:15 - 01:29	0
01:30 - 01:44	1
01:45 - 01:59	2
02:00 - 02:14	2
02:15 - 02:29	1
02:30 - 02:44	2
02:45 - 02:59	2
03:00 - 03:14	4
03:15 - 03:29	3
03:30 - 03:44	7
03:45 - 03:59	2
04:00 - 04:14	8
04:15 - 04:29	18
04:30 - 04:44	26
04:45 - 04:59	27
05:00 - 05:14	37
05:15 - 05:29	39
05:30 - 05:44	53
05:45 - 05:59	78
06:00 - 06:14	54
06:15 - 06:29	76
06:30 - 06:44	92
06:45 - 06:59	102
07:00 - 07:14	103
07:15 - 07:29	87
07:30 - 07:44	128
07:45 - 07:59	136
08:00 - 08:14	133
08:15 - 08:29	131
08:30 - 08:44	163
08:45 - 08:59	161
09:00 - 09:14	106
09:15 - 09:29	106
09:30 - 09:44	98
09:45 - 09:59	101
10:00 - 10:14	88
10:15 - 10:29	73
10:30 - 10:44	96
10:45 - 10:59	81
11:00 - 11:14	96
11:15 - 11:29	80
11:30 - 11:44	83
11:45 - 11:59	91
12:00 - 12:14	64
12:15 - 12:29	103
12:30 - 12:44	91
12:45 - 12:59	88



## Daily Vehicle Volume Report

Study Date: Thursday, 11/30/2017

Unit ID: 321000086

Location: EB US 190 West of LA 433

	Eastbound Volume
13:00 - 13:14	84
13:15 - 13:29	101
13:30 - 13:44	74
13:45 - 13:59	100
14:00 - 14:14	141
14:15 - 14:29	196
14:30 - 14:44	168
14:45 - 14:59	196
15:00 - 15:14	191
15:15 - 15:29	215
15:30 - 15:44	161
15:45 - 15:59	96
16:00 - 16:14	174
16:15 - 16:29	139
16:30 - 16:44	126
16:45 - 16:59	102
17:00 - 17:14	127
17:15 - 17:29	126
17:30 - 17:44	116
17:45 - 17:59	122
18:00 - 18:14	92
18:15 - 18:29	72
18:30 - 18:44	86
18:45 - 18:59	65
19:00 - 19:14	57
19:15 - 19:29	63
19:30 - 19:44	46
19:45 - 19:59	41
20:00 - 20:14	49
20:15 - 20:29	37
20:30 - 20:44	29
20:45 - 20:59	24
21:00 - 21:14	40
21:15 - 21:29	18
21:30 - 21:44	17
21:45 - 21:59	12
22:00 - 22:14	14
22:15 - 22:29	17
22:30 - 22:44	23
22:45 - 22:59	16
23:00 - 23:14	11
23:15 - 23:29	9
23:30 - 23:44	8
23:45 - 23:59	13
<b>Totals</b>	<b>6760</b>
<b>AM Peak Time</b>	<b>08:01 - 09:00</b>
<b>AM Peak Volume</b>	<b>594</b>
<b>PM Peak Time</b>	<b>14:38 - 15:37</b>
<b>PM Peak Volume</b>	<b>785</b>

## Daily Vehicle Volume Report

Study Date: Thursday, 11/30/2017  
Unit ID: 321000086  
Location: EB US 190 West of LA 433

## Daily Vehicle Volume Report

Study Date: Friday, 12/01/2017

Unit ID: 321000086

Location: EB US 190 West of LA 433

	Eastbound Volume
00:00 - 00:14	6
00:15 - 00:29	12
00:30 - 00:44	8
00:45 - 00:59	7
01:00 - 01:14	3
01:15 - 01:29	2
01:30 - 01:44	3
01:45 - 01:59	7
02:00 - 02:14	2
02:15 - 02:29	4
02:30 - 02:44	2
02:45 - 02:59	6
03:00 - 03:14	5
03:15 - 03:29	5
03:30 - 03:44	11
03:45 - 03:59	3
04:00 - 04:14	3
04:15 - 04:29	17
04:30 - 04:44	18
04:45 - 04:59	25
05:00 - 05:14	35
05:15 - 05:29	43
05:30 - 05:44	51
05:45 - 05:59	60
06:00 - 06:14	58
06:15 - 06:29	66
06:30 - 06:44	105
06:45 - 06:59	92
07:00 - 07:14	111
07:15 - 07:29	102
07:30 - 07:44	135
07:45 - 07:59	118
08:00 - 08:14	136
08:15 - 08:29	129
08:30 - 08:44	163
08:45 - 08:59	158
09:00 - 09:14	93
09:15 - 09:29	52
09:30 - 09:44	0
09:45 - 09:59	0
10:00 - 10:14	0
10:15 - 10:29	0
10:30 - 10:44	0
10:45 - 10:59	0
11:00 - 11:14	0
11:15 - 11:29	0
11:30 - 11:44	0
11:45 - 11:59	0
12:00 - 12:14	0
12:15 - 12:29	0
12:30 - 12:44	0
12:45 - 12:59	0

## Daily Vehicle Volume Report

Study Date: Friday, 12/01/2017

Unit ID: 321000086

Location: EB US 190 West of LA 433

	Eastbound Volume
13:00 - 13:14	0
13:15 - 13:29	0
13:30 - 13:44	0
13:45 - 13:59	0
14:00 - 14:14	0
14:15 - 14:29	0
14:30 - 14:44	0
14:45 - 14:59	0
15:00 - 15:14	0
15:15 - 15:29	0
15:30 - 15:44	0
15:45 - 15:59	0
16:00 - 16:14	0
16:15 - 16:29	0
16:30 - 16:44	0
16:45 - 16:59	0
17:00 - 17:14	0
17:15 - 17:29	0
17:30 - 17:44	0
17:45 - 17:59	0
18:00 - 18:14	0
18:15 - 18:29	0
18:30 - 18:44	0
18:45 - 18:59	0
19:00 - 19:14	0
19:15 - 19:29	0
19:30 - 19:44	0
19:45 - 19:59	0
20:00 - 20:14	0
20:15 - 20:29	0
20:30 - 20:44	0
20:45 - 20:59	0
21:00 - 21:14	0
21:15 - 21:29	0
21:30 - 21:44	0
21:45 - 21:59	0
22:00 - 22:14	0
22:15 - 22:29	0
22:30 - 22:44	0
22:45 - 22:59	0
23:00 - 23:14	0
23:15 - 23:29	0
23:30 - 23:44	0
23:45 - 23:59	0
<b>Totals</b>	<b>1856</b>
<b>AM Peak Time</b>	<b>08:03 - 09:02</b>
<b>AM Peak Volume</b>	<b>590</b>
<b>PM Peak Time</b>	<b>N/A</b>
<b>PM Peak Volume</b>	<b>0</b>

## Daily Vehicle Volume Report

Study Date: Friday, 12/01/2017

Unit ID: 321000086

Location: EB US 190 West of LA 433



## Daily Vehicle Volume Report

Study Date: Sunday, 11/26/2017

Unit ID:

Location: WB US 190 West of LA 433

	Westbound Volume
00:00 - 00:14	0
00:15 - 00:29	0
00:30 - 00:44	0
00:45 - 00:59	0
01:00 - 01:14	0
01:15 - 01:29	0
01:30 - 01:44	0
01:45 - 01:59	0
02:00 - 02:14	0
02:15 - 02:29	0
02:30 - 02:44	0
02:45 - 02:59	0
03:00 - 03:14	0
03:15 - 03:29	0
03:30 - 03:44	0
03:45 - 03:59	0
04:00 - 04:14	0
04:15 - 04:29	0
04:30 - 04:44	0
04:45 - 04:59	0
05:00 - 05:14	0
05:15 - 05:29	0
05:30 - 05:44	0
05:45 - 05:59	0
06:00 - 06:14	0
06:15 - 06:29	0
06:30 - 06:44	0
06:45 - 06:59	0
07:00 - 07:14	0
07:15 - 07:29	0
07:30 - 07:44	0
07:45 - 07:59	0
08:00 - 08:14	0
08:15 - 08:29	0
08:30 - 08:44	0
08:45 - 08:59	0
09:00 - 09:14	42
09:15 - 09:29	56
09:30 - 09:44	51
09:45 - 09:59	54
10:00 - 10:14	65
10:15 - 10:29	67
10:30 - 10:44	73
10:45 - 10:59	66
11:00 - 11:14	58
11:15 - 11:29	71
11:30 - 11:44	99
11:45 - 11:59	97
12:00 - 12:14	83
12:15 - 12:29	98
12:30 - 12:44	115
12:45 - 12:59	101

## Daily Vehicle Volume Report

Study Date: Sunday, 11/26/2017

Unit ID:

Location: WB US 190 West of LA 433

	Westbound Volume
13:00 - 13:14	116
13:15 - 13:29	107
13:30 - 13:44	125
13:45 - 13:59	102
14:00 - 14:14	129
14:15 - 14:29	142
14:30 - 14:44	105
14:45 - 14:59	121
15:00 - 15:14	125
15:15 - 15:29	130
15:30 - 15:44	105
15:45 - 15:59	112
16:00 - 16:14	88
16:15 - 16:29	87
16:30 - 16:44	99
16:45 - 16:59	74
17:00 - 17:14	93
17:15 - 17:29	66
17:30 - 17:44	84
17:45 - 17:59	69
18:00 - 18:14	77
18:15 - 18:29	72
18:30 - 18:44	58
18:45 - 18:59	88
19:00 - 19:14	74
19:15 - 19:29	57
19:30 - 19:44	71
19:45 - 19:59	48
20:00 - 20:14	42
20:15 - 20:29	37
20:30 - 20:44	37
20:45 - 20:59	33
21:00 - 21:14	24
21:15 - 21:29	31
21:30 - 21:44	20
21:45 - 21:59	29
22:00 - 22:14	34
22:15 - 22:29	28
22:30 - 22:44	15
22:45 - 22:59	18
23:00 - 23:14	16
23:15 - 23:29	8
23:30 - 23:44	15
23:45 - 23:59	16
<b>Totals</b>	<b>4223</b>
<b>AM Peak Time</b>	<b>10:59 - 11:58</b>
<b>AM Peak Volume</b>	<b>326</b>
<b>PM Peak Time</b>	<b>14:08 - 15:07</b>
<b>PM Peak Volume</b>	<b>512</b>

## Daily Vehicle Volume Report

Study Date: Sunday, 11/26/2017

Unit ID:

Location: WB US 190 West of LA 433

# Daily Vehicle Volume Report

Study Date: Monday, 11/27/2017

Unit ID:

Location: WB US 190 West of LA 433

	Westbound Volume
00:00 - 00:14	6
00:15 - 00:29	8
00:30 - 00:44	9
00:45 - 00:59	7
01:00 - 01:14	4
01:15 - 01:29	2
01:30 - 01:44	3
01:45 - 01:59	1
02:00 - 02:14	3
02:15 - 02:29	4
02:30 - 02:44	2
02:45 - 02:59	3
03:00 - 03:14	3
03:15 - 03:29	4
03:30 - 03:44	2
03:45 - 03:59	2
04:00 - 04:14	2
04:15 - 04:29	5
04:30 - 04:44	4
04:45 - 04:59	11
05:00 - 05:14	8
05:15 - 05:29	19
05:30 - 05:44	16
05:45 - 05:59	11
06:00 - 06:14	17
06:15 - 06:29	34
06:30 - 06:44	42
06:45 - 06:59	57
07:00 - 07:14	52
07:15 - 07:29	63
07:30 - 07:44	69
07:45 - 07:59	67
08:00 - 08:14	88
08:15 - 08:29	88
08:30 - 08:44	135
08:45 - 08:59	142
09:00 - 09:14	64
09:15 - 09:29	66
09:30 - 09:44	53
09:45 - 09:59	70
10:00 - 10:14	64
10:15 - 10:29	81
10:30 - 10:44	71
10:45 - 10:59	74
11:00 - 11:14	79
11:15 - 11:29	72
11:30 - 11:44	78
11:45 - 11:59	80
12:00 - 12:14	86
12:15 - 12:29	97
12:30 - 12:44	114
12:45 - 12:59	89

## Daily Vehicle Volume Report

Study Date: Monday, 11/27/2017

Unit ID:

Location: WB US 190 West of LA 433

	Westbound Volume
13:00 - 13:14	90
13:15 - 13:29	104
13:30 - 13:44	102
13:45 - 13:59	102
14:00 - 14:14	79
14:15 - 14:29	94
14:30 - 14:44	107
14:45 - 14:59	116
15:00 - 15:14	150
15:15 - 15:29	124
15:30 - 15:44	157
15:45 - 15:59	141
16:00 - 16:14	141
16:15 - 16:29	156
16:30 - 16:44	119
16:45 - 16:59	163
17:00 - 17:14	141
17:15 - 17:29	163
17:30 - 17:44	152
17:45 - 17:59	149
18:00 - 18:14	121
18:15 - 18:29	100
18:30 - 18:44	120
18:45 - 18:59	99
19:00 - 19:14	78
19:15 - 19:29	76
19:30 - 19:44	60
19:45 - 19:59	68
20:00 - 20:14	61
20:15 - 20:29	48
20:30 - 20:44	56
20:45 - 20:59	43
21:00 - 21:14	39
21:15 - 21:29	45
21:30 - 21:44	33
21:45 - 21:59	24
22:00 - 22:14	36
22:15 - 22:29	24
22:30 - 22:44	22
22:45 - 22:59	19
23:00 - 23:14	24
23:15 - 23:29	15
23:30 - 23:44	15
23:45 - 23:59	10
<b>Totals</b>	<b>6017</b>
<b>AM Peak Time</b>	<b>08:06 - 09:05</b>
<b>AM Peak Volume</b>	<b>459</b>
<b>PM Peak Time</b>	<b>16:44 - 17:43</b>
<b>PM Peak Volume</b>	<b>625</b>



## Daily Vehicle Volume Report

Study Date: Monday, 11/27/2017

Unit ID:

Location: WB US 190 West of LA 433

# Daily Vehicle Volume Report

Study Date: Tuesday, 11/28/2017

Unit ID:

Location: WB US 190 West of LA 433

	Westbound Volume
00:00 - 00:14	4
00:15 - 00:29	11
00:30 - 00:44	7
00:45 - 00:59	9
01:00 - 01:14	8
01:15 - 01:29	1
01:30 - 01:44	3
01:45 - 01:59	4
02:00 - 02:14	4
02:15 - 02:29	1
02:30 - 02:44	1
02:45 - 02:59	5
03:00 - 03:14	2
03:15 - 03:29	2
03:30 - 03:44	2
03:45 - 03:59	2
04:00 - 04:14	4
04:15 - 04:29	3
04:30 - 04:44	6
04:45 - 04:59	7
05:00 - 05:14	16
05:15 - 05:29	13
05:30 - 05:44	21
05:45 - 05:59	9
06:00 - 06:14	18
06:15 - 06:29	27
06:30 - 06:44	57
06:45 - 06:59	64
07:00 - 07:14	74
07:15 - 07:29	56
07:30 - 07:44	83
07:45 - 07:59	87
08:00 - 08:14	98
08:15 - 08:29	2342
08:30 - 08:44	0
08:45 - 08:59	0
09:00 - 09:14	0
09:15 - 09:29	0
09:30 - 09:44	0
09:45 - 09:59	0
10:00 - 10:14	0
10:15 - 10:29	0
10:30 - 10:44	0
10:45 - 10:59	0
11:00 - 11:14	0
11:15 - 11:29	0
11:30 - 11:44	0
11:45 - 11:59	0
12:00 - 12:14	0
12:15 - 12:29	0
12:30 - 12:44	0
12:45 - 12:59	0

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/28/2017

Unit ID:

Location: WB US 190 West of LA 433

	Westbound Volume
13:00 - 13:14	0
13:15 - 13:29	0
13:30 - 13:44	0
13:45 - 13:59	0
14:00 - 14:14	0
14:15 - 14:29	0
14:30 - 14:44	0
14:45 - 14:59	0
15:00 - 15:14	0
15:15 - 15:29	0
15:30 - 15:44	0
15:45 - 15:59	0
16:00 - 16:14	0
16:15 - 16:29	0
16:30 - 16:44	0
16:45 - 16:59	0
17:00 - 17:14	0
17:15 - 17:29	0
17:30 - 17:44	0
17:45 - 17:59	0
18:00 - 18:14	0
18:15 - 18:29	0
18:30 - 18:44	0
18:45 - 18:59	0
19:00 - 19:14	0
19:15 - 19:29	0
19:30 - 19:44	0
19:45 - 19:59	0
20:00 - 20:14	0
20:15 - 20:29	0
20:30 - 20:44	0
20:45 - 20:59	0
21:00 - 21:14	0
21:15 - 21:29	0
21:30 - 21:44	0
21:45 - 21:59	0
22:00 - 22:14	0
22:15 - 22:29	0
22:30 - 22:44	0
22:45 - 22:59	0
23:00 - 23:14	0
23:15 - 23:29	0
23:30 - 23:44	0
23:45 - 23:59	0
<b>Totals</b>	<b>3051</b>
<b>AM Peak Time</b>	<b>07:25 - 08:24</b>
<b>AM Peak Volume</b>	<b>2632</b>
<b>PM Peak Time</b>	<b>N/A</b>
<b>PM Peak Volume</b>	<b>0</b>

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/28/2017

Unit ID:

Location: WB US 190 West of LA 433

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/29/2017

Unit ID:

Location: WB US 190 West of LA 433

	Westbound Volume
00:00 - 00:14	0
00:15 - 00:29	0
00:30 - 00:44	0
00:45 - 00:59	0
01:00 - 01:14	0
01:15 - 01:29	0
01:30 - 01:44	0
01:45 - 01:59	0
02:00 - 02:14	0
02:15 - 02:29	0
02:30 - 02:44	0
02:45 - 02:59	0
03:00 - 03:14	0
03:15 - 03:29	0
03:30 - 03:44	2
03:45 - 03:59	7
04:00 - 04:14	2
04:15 - 04:29	3
04:30 - 04:44	5
04:45 - 04:59	7
05:00 - 05:14	11
05:15 - 05:29	14
05:30 - 05:44	15
05:45 - 05:59	21
06:00 - 06:14	22
06:15 - 06:29	25
06:30 - 06:44	47
06:45 - 06:59	84
07:00 - 07:14	58
07:15 - 07:29	53
07:30 - 07:44	90
07:45 - 07:59	79
08:00 - 08:14	75
08:15 - 08:29	101
08:30 - 08:44	138
08:45 - 08:59	118
09:00 - 09:14	73
09:15 - 09:29	72
09:30 - 09:44	64
09:45 - 09:59	74
10:00 - 10:14	77
10:15 - 10:29	60
10:30 - 10:44	85
10:45 - 10:59	77
11:00 - 11:14	85
11:15 - 11:29	85
11:30 - 11:44	94
11:45 - 11:59	75
12:00 - 12:14	97
12:15 - 12:29	85
12:30 - 12:44	103
12:45 - 12:59	91



## Daily Vehicle Volume Report

Study Date: Wednesday, 11/29/2017

Unit ID:

Location: WB US 190 West of LA 433

	Westbound Volume
13:00 - 13:14	86
13:15 - 13:29	104
13:30 - 13:44	99
13:45 - 13:59	91
14:00 - 14:14	80
14:15 - 14:29	97
14:30 - 14:44	112
14:45 - 14:59	117
15:00 - 15:14	132
15:15 - 15:29	131
15:30 - 15:44	145
15:45 - 15:59	149
16:00 - 16:14	153
16:15 - 16:29	150
16:30 - 16:44	136
16:45 - 16:59	175
17:00 - 17:14	152
17:15 - 17:29	153
17:30 - 17:44	125
17:45 - 17:59	165
18:00 - 18:14	107
18:15 - 18:29	102
18:30 - 18:44	77
18:45 - 18:59	111
19:00 - 19:14	83
19:15 - 19:29	71
19:30 - 19:44	65
19:45 - 19:59	72
20:00 - 20:14	62
20:15 - 20:29	72
20:30 - 20:44	69
20:45 - 20:59	50
21:00 - 21:14	59
21:15 - 21:29	54
21:30 - 21:44	38
21:45 - 21:59	35
22:00 - 22:14	26
22:15 - 22:29	31
22:30 - 22:44	18
22:45 - 22:59	25
23:00 - 23:14	21
23:15 - 23:29	18
23:30 - 23:44	18
23:45 - 23:59	11
<b>Totals</b>	<b>6121</b>
<b>AM Peak Time</b>	<b>08:08 - 09:07</b>
<b>AM Peak Volume</b>	<b>444</b>
<b>PM Peak Time</b>	<b>16:03 - 17:02</b>
<b>PM Peak Volume</b>	<b>623</b>

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/29/2017  
Unit ID:  
Location: WB US 190 West of LA 433

# Daily Vehicle Volume Report

Study Date: Thursday, 11/30/2017

Unit ID:

Location: WB US 190 West of LA 433

	Westbound Volume
00:00 - 00:14	12
00:15 - 00:29	10
00:30 - 00:44	4
00:45 - 00:59	6
01:00 - 01:14	2
01:15 - 01:29	6
01:30 - 01:44	6
01:45 - 01:59	2
02:00 - 02:14	2
02:15 - 02:29	4
02:30 - 02:44	3
02:45 - 02:59	9
03:00 - 03:14	1
03:15 - 03:29	3
03:30 - 03:44	3
03:45 - 03:59	4
04:00 - 04:14	5
04:15 - 04:29	4
04:30 - 04:44	6
04:45 - 04:59	17
05:00 - 05:14	11
05:15 - 05:29	7
05:30 - 05:44	10
05:45 - 05:59	17
06:00 - 06:14	23
06:15 - 06:29	30
06:30 - 06:44	54
06:45 - 06:59	41
07:00 - 07:14	66
07:15 - 07:29	62
07:30 - 07:44	81
07:45 - 07:59	84
08:00 - 08:14	78
08:15 - 08:29	108
08:30 - 08:44	135
08:45 - 08:59	113
09:00 - 09:14	80
09:15 - 09:29	81
09:30 - 09:44	62
09:45 - 09:59	60
10:00 - 10:14	51
10:15 - 10:29	66
10:30 - 10:44	87
10:45 - 10:59	84
11:00 - 11:14	106
11:15 - 11:29	68
11:30 - 11:44	77
11:45 - 11:59	86
12:00 - 12:14	85
12:15 - 12:29	94
12:30 - 12:44	91
12:45 - 12:59	95

## Daily Vehicle Volume Report

Study Date: Thursday, 11/30/2017

Unit ID:

Location: WB US 190 West of LA 433

	Westbound Volume
13:00 - 13:14	102
13:15 - 13:29	85
13:30 - 13:44	103
13:45 - 13:59	110
14:00 - 14:14	101
14:15 - 14:29	98
14:30 - 14:44	107
14:45 - 14:59	108
15:00 - 15:14	100
15:15 - 15:29	113
15:30 - 15:44	131
15:45 - 15:59	123
16:00 - 16:14	147
16:15 - 16:29	136
16:30 - 16:44	166
16:45 - 16:59	128
17:00 - 17:14	137
17:15 - 17:29	157
17:30 - 17:44	145
17:45 - 17:59	121
18:00 - 18:14	110
18:15 - 18:29	117
18:30 - 18:44	108
18:45 - 18:59	95
19:00 - 19:14	80
19:15 - 19:29	80
19:30 - 19:44	80
19:45 - 19:59	69
20:00 - 20:14	69
20:15 - 20:29	69
20:30 - 20:44	66
20:45 - 20:59	57
21:00 - 21:14	60
21:15 - 21:29	43
21:30 - 21:44	50
21:45 - 21:59	36
22:00 - 22:14	51
22:15 - 22:29	30
22:30 - 22:44	19
22:45 - 22:59	30
23:00 - 23:14	22
23:15 - 23:29	20
23:30 - 23:44	18
23:45 - 23:59	16
<b>Totals</b>	<b>6115</b>
<b>AM Peak Time</b>	<b>07:58 - 08:57</b>
<b>AM Peak Volume</b>	<b>448</b>
<b>PM Peak Time</b>	<b>15:51 - 16:50</b>
<b>PM Peak Volume</b>	<b>594</b>

## Daily Vehicle Volume Report

Study Date: Thursday, 11/30/2017

Unit ID:

Location: WB US 190 West of LA 433

## Daily Vehicle Volume Report

Study Date: Friday, 12/01/2017

Unit ID:

Location: WB US 190 West of LA 433

	Westbound Volume
00:00 - 00:14	18
00:15 - 00:29	9
00:30 - 00:44	14
00:45 - 00:59	11
01:00 - 01:14	9
01:15 - 01:29	8
01:30 - 01:44	7
01:45 - 01:59	3
02:00 - 02:14	4
02:15 - 02:29	2
02:30 - 02:44	7
02:45 - 02:59	5
03:00 - 03:14	2
03:15 - 03:29	6
03:30 - 03:44	3
03:45 - 03:59	5
04:00 - 04:14	5
04:15 - 04:29	4
04:30 - 04:44	5
04:45 - 04:59	5
05:00 - 05:14	14
05:15 - 05:29	16
05:30 - 05:44	18
05:45 - 05:59	14
06:00 - 06:14	26
06:15 - 06:29	24
06:30 - 06:44	42
06:45 - 06:59	53
07:00 - 07:14	56
07:15 - 07:29	76
07:30 - 07:44	69
07:45 - 07:59	67
08:00 - 08:14	85
08:15 - 08:29	101
08:30 - 08:44	122
08:45 - 08:59	144
09:00 - 09:14	83
09:15 - 09:29	74
09:30 - 09:44	1
09:45 - 09:59	0
10:00 - 10:14	0
10:15 - 10:29	0
10:30 - 10:44	0
10:45 - 10:59	0
11:00 - 11:14	0
11:15 - 11:29	0
11:30 - 11:44	0
11:45 - 11:59	0
12:00 - 12:14	0
12:15 - 12:29	0
12:30 - 12:44	0
12:45 - 12:59	0



## Daily Vehicle Volume Report

Study Date: Friday, 12/01/2017

Unit ID:

Location: WB US 190 West of LA 433

	Westbound Volume
13:00 - 13:14	0
13:15 - 13:29	0
13:30 - 13:44	0
13:45 - 13:59	0
14:00 - 14:14	0
14:15 - 14:29	0
14:30 - 14:44	0
14:45 - 14:59	0
15:00 - 15:14	0
15:15 - 15:29	0
15:30 - 15:44	0
15:45 - 15:59	0
16:00 - 16:14	0
16:15 - 16:29	0
16:30 - 16:44	0
16:45 - 16:59	0
17:00 - 17:14	0
17:15 - 17:29	0
17:30 - 17:44	0
17:45 - 17:59	0
18:00 - 18:14	0
18:15 - 18:29	0
18:30 - 18:44	0
18:45 - 18:59	0
19:00 - 19:14	0
19:15 - 19:29	0
19:30 - 19:44	0
19:45 - 19:59	0
20:00 - 20:14	0
20:15 - 20:29	0
20:30 - 20:44	0
20:45 - 20:59	0
21:00 - 21:14	0
21:15 - 21:29	0
21:30 - 21:44	0
21:45 - 21:59	0
22:00 - 22:14	0
22:15 - 22:29	0
22:30 - 22:44	0
22:45 - 22:59	0
23:00 - 23:14	0
23:15 - 23:29	0
23:30 - 23:44	0
23:45 - 23:59	0
<b>Totals</b>	<b>1217</b>
<b>AM Peak Time</b>	<b>08:08 - 09:07</b>
<b>AM Peak Volume</b>	<b>459</b>
<b>PM Peak Time</b>	<b>N/A</b>
<b>PM Peak Volume</b>	<b>0</b>

## Daily Vehicle Volume Report

Study Date: Friday, 12/01/2017

Unit ID:

Location: WB US 190 West of LA 433

**Average Daily Traffic (ADT's)**  
**STATION 11**  
**LA 433 South of US 190**



Daily Volume (Volume factor 0.5)

Interval Start	NB LA 433		SB LA 433		Combined		Interval Start	NB LA 433		SB LA 433		Combined					
12:00 AM	8	31	14	53	22	84	12:00 PM	71	285	52	255	123	540	<b>Volume Totals</b>			
12:15 AM	7		12		19		12:15 PM	72		56		128		<b>NB LA 433</b>	<b>SB LA 433</b>	<b>Combined</b>	
12:30 AM	9		12		21		12:30 PM	74		72		146		12:00 AM - 12:00 PM			
12:45 AM	7		15		22		12:45 PM	68		75		143		2080	1115	3195	
1:00 AM	10	19	17	38	27	57	1:00 PM	62	286	64	262	126	548	(65.1%)	(34.9%)		
1:15 AM	3		11		14		1:15 PM	72		65		137		12:00 PM - 12:00 AM			
1:30 AM	2		7		9		1:30 PM	72		69		141		3014	3767	6781	
1:45 AM	4		3		7		1:45 PM	80		64		144		(44.4%)	(55.6%)		
2:00 AM	3	13	3	20	6	33	2:00 PM	74	295	63	289	137	584	24 Hours			
2:15 AM	2		8		10		2:15 PM	64		67		131		5094	4882	9976	
2:30 AM	2		4		6		2:30 PM	74		94		168		(51.1%)	(48.9%)		
2:45 AM	6		5		11		2:45 PM	83		65		148		<b>Peak Hours</b>			
3:00 AM	2	15	7	22	9	37	3:00 PM	87	348	86	332	173	680	<b>12:00 AM - 12:00 PM</b>			
3:15 AM	6		5		11		3:15 PM	88		74		162		<b>NB LA 433</b>	<b>SB LA 433</b>	<b>Combined</b>	
3:30 AM	2		5		7		3:30 PM	88		85		173		Started			
3:45 AM	5		5		10		3:45 PM	85		87		172		9:00 AM	8:45 AM	9:00 AM	
4:00 AM	7	23	2	10	9	33	4:00 PM	108	403	106	401	214	804	Volume	607	324	930
4:15 AM	4		2		6		4:15 PM	102		112		214		Factor	0.84	0.80	0.88
4:30 AM	6		1		7		4:30 PM	103		94		197					
4:45 AM	6		5		11		4:45 PM	90		89		179		<b>12:00 PM - 12:00 AM</b>			
5:00 AM	6	44	0	12	6	56	5:00 PM	86	336	111	506	197	842	<b>NB LA 433</b>	<b>SB LA 433</b>	<b>Combined</b>	
5:15 AM	8		2		10		5:15 PM	66		119		185		Started			
5:30 AM	12		4		16		5:30 PM	75		148		223		9:00 AM	8:45 AM	9:00 AM	
5:45 AM	18		6		24		5:45 PM	109		128		237		Volume	607	324	930
6:00 AM	28	129	9	31	37	160	6:00 PM	72	347	140	540	212	887	Factor	0.84	0.80	0.88
6:15 AM	27		4		31		6:15 PM	96		126		222					
6:30 AM	30		6		36		6:30 PM	104		139		243		<b>12:00 PM - 12:00 AM</b>			
6:45 AM	44		12		56		6:45 PM	75		135		210		<b>NB LA 433</b>	<b>SB LA 433</b>	<b>Combined</b>	
7:00 AM	42	250	12	65	54	315	7:00 PM	72	269	134	446	206	715	Started			
7:15 AM	48		12		60		7:15 PM	72		90		162		4:00 PM	5:30 PM	5:45 PM	
7:30 AM	64		23		87		7:30 PM	70		114		184		Volume			
7:45 AM	96		18		114		7:45 PM	55		108		163		Factor	0.93	0.92	0.94
8:00 AM	109	423	29	145	138	568	8:00 PM	48	172	108	332	156	504				
8:15 AM	93		31		124		8:15 PM	50		88		138					
8:30 AM	106		30		136		8:30 PM	47		74		121					
8:45 AM	115		55		170		8:45 PM	27		62		89					
9:00 AM	137	607	101	323	238	930	9:00 PM	50	122	38	181	88	303				
9:15 AM	154		84		238		9:15 PM	26		50		76					
9:30 AM	181		84		265		9:30 PM	18		49		67					
9:45 AM	135		54		189		9:45 PM	28		44		72					
10:00 AM	76	279	56	208	132	487	10:00 PM	34	88	36	140	70	228				
10:15 AM	56		57		113		10:15 PM	21		26		47					
10:30 AM	74		48		122		10:30 PM	18		39		57					
10:45 AM	73		47		120		10:45 PM	15		39		54					
11:00 AM	62	247	49	188	111	435	11:00 PM	24	63	27	83	51	146				
11:15 AM	58		43		101		11:15 PM	14		19		33					
11:30 AM	58		44		102		11:30 PM	13		24		37					
11:45 AM	69		52		121		11:45 PM	12		13		25					







Daily Volume (Volume factor 0.5)

Interval Start	NB LA 433	SB LA 433	Combined	Interval Start	NB LA 433	SB LA 433	Combined									
12:00 AM	14	35	18	56	32	91	12:00 PM	64	264	44	196	108	460	<b>Volume Totals</b>		
12:15 AM	12		15		27		12:15 PM	54		52		106		<b>NB LA 433</b>	<b>SB LA 433</b>	<b>Combined</b>
12:30 AM	5		14		19		12:30 PM	74		44		118		12:00 AM - 12:00 PM		
12:45 AM	4		9		13		12:45 PM	72		56		128		2134	1121	3255
1:00 AM	6	20	11	38	17	58	1:00 PM	58	241	66	131	124	372	(65.6%)	(34.4%)	
1:15 AM	7		8		15		1:15 PM	58		60		118		12:00 PM - 12:00 AM		
1:30 AM	1		9		10		1:30 PM	54		4		58		2999	3144	6143
1:45 AM	6		10		16		1:45 PM	71		1		72		(48.8%)	(51.2%)	
2:00 AM	4	12	8	20	12	32	2:00 PM	56	245	4	146	60	391	24 Hours		
2:15 AM	6		6		12		2:15 PM	52		39		91		5133	4265	9398
2:30 AM	1		3		4		2:30 PM	68		56		124		(54.6%)	(45.4%)	
2:45 AM	1		3		4		2:45 PM	69		47		116				
3:00 AM	1	6	0	9	1	15	3:00 PM	72	300	54	289	126	589	<b>Peak Hours</b>		
3:15 AM	2		5		7		3:15 PM	76		58		134		<b>12:00 AM - 12:00 PM</b>		
3:30 AM	1		1		2		3:30 PM	64		80		144		<b>NB LA 433</b>	<b>SB LA 433</b>	<b>Combined</b>
3:45 AM	2		3		5		3:45 PM	88		97		185		Started		
4:00 AM	5	20	5	11	10	31	4:00 PM	99	380	99	403	198	783	8:45 AM	9:00 AM	9:00 AM
4:15 AM	2		2		4		4:15 PM	111		108		219		Volume		
4:30 AM	9		1		10		4:30 PM	88		106		194		586	302	887
4:45 AM	4		3		7		4:45 PM	82		90		172		Factor		
5:00 AM	8	47	3	20	11	67	5:00 PM	76	388	69	383	145	771	0.85	0.87	0.86
5:15 AM	11		6		17		5:15 PM	102		98		200		<b>12:00 PM - 12:00 AM</b>		
5:30 AM	12		4		16		5:30 PM	102		102		204		<b>NB LA 433</b>	<b>SB LA 433</b>	<b>Combined</b>
5:45 AM	16		7		23		5:45 PM	108		114		222		Started		
6:00 AM	26	130	16	34	42	164	6:00 PM	87	354	102	421	189	775	5:15 PM	5:45 PM	5:15 PM
6:15 AM	23		2		25		6:15 PM	75		93		168		Volume		
6:30 AM	36		7		43		6:30 PM	102		126		228		586	302	887
6:45 AM	45		9		54		6:45 PM	90		100		190		Factor		
7:00 AM	52	261	5	59	57	320	7:00 PM	87	294	108	395	195	689	0.85	0.87	0.86
7:15 AM	50		12		62		7:15 PM	68		96		164		<b>12:00 PM - 12:00 AM</b>		
7:30 AM	73		16		89		7:30 PM	62		103		165		<b>NB LA 433</b>	<b>SB LA 433</b>	<b>Combined</b>
7:45 AM	86		26		112		7:45 PM	77		88		165		Started		
8:00 AM	107	442	28	159	135	601	8:00 PM	68	208	94	301	162	509	5:15 PM	5:45 PM	5:15 PM
8:15 AM	100		31		131		8:15 PM	46		73		119		Volume		
8:30 AM	122		48		170		8:30 PM	47		66		113		399	435	815
8:45 AM	113		52		165		8:45 PM	47		68		115		Factor		
9:00 AM	152	585	73	302	225	887	9:00 PM	37	157	47	197	84	354	0.92	0.86	0.92
9:15 AM	148		87		235		9:15 PM	41		42		83				
9:30 AM	173		84		257		9:30 PM	39		46		85				
9:45 AM	112		58		170		9:45 PM	40		62		102				
10:00 AM	96	314	57	209	153	523	10:00 PM	23	86	52	155	75	241			
10:15 AM	91		54		145		10:15 PM	13		41		54				
10:30 AM	60		52		112		10:30 PM	29		29		58				
10:45 AM	67		46		113		10:45 PM	21		33		54				
11:00 AM	64	262	51	204	115	466	11:00 PM	31	82	38	127	69	209			
11:15 AM	52		54		106		11:15 PM	21		33		54				
11:30 AM	76		41		117		11:30 PM	14		24		38				
11:45 AM	70		58		128		11:45 PM	16		32		48				

Daily Volume (Volume factor 0.5)

Interval Start	NB LA 433	SB LA 433	Combined
12:00 AM	16	34	25
12:15 AM	7		15
12:30 AM	8	12	20
12:45 AM	3	16	19
1:00 AM	7	31	14
1:15 AM	13	10	23
1:30 AM	6	14	20
1:45 AM	5	11	16
2:00 AM	7	14	7
2:15 AM	3	8	11
2:30 AM	3	7	10
2:45 AM	1	6	7
3:00 AM	3	6	2
3:15 AM	0	6	6
3:30 AM	2	3	5
3:45 AM	1	0	1
4:00 AM	4	19	4
4:15 AM	5	3	8
4:30 AM	6	2	8
4:45 AM	4	2	6
5:00 AM	6	44	3
5:15 AM	12	2	14
5:30 AM	10	3	13
5:45 AM	16	9	25
6:00 AM	21	104	12
6:15 AM	23	3	26
6:30 AM	26	7	33
6:45 AM	34	7	41
7:00 AM	54	268	7
7:15 AM	52	12	64
7:30 AM	66	20	86
7:45 AM	96	21	117
8:00 AM	103	435	34
8:15 AM	106	20	126
8:30 AM	98	49	147
8:45 AM	128	66	194
9:00 AM	158	592	66
9:15 AM	156	60	216
9:30 AM	162	76	238
9:45 AM	116	52	168
10:00 AM	116	281	44
10:15 AM	76	39	115
10:30 AM	89	45	134

Interval Start	NB LA 433	SB LA 433	Combined
----------------	-----------	-----------	----------

Volume Totals		
NB LA 433	SB LA 433	Combined
12:00 AM - 12:00 PM	1828	824
	(68.9%)	(31.1%)
12:00 PM - 12:00 AM	0	0
24 Hours	1828	824
	(68.9%)	(31.1%)

Peak Hours		
12:00 AM - 12:00 PM		
NB LA 433	SB LA 433	Combined
Started	8:45 AM	8:45 AM
Volume	604	268
Factor	0.93	0.88

12:00 PM - 12:00 AM		
NB LA 433	SB LA 433	Combined
Started	-	-
Volume	-	-
Factor	-	-

**Average Daily Traffic (ADT's)**  
**STATION 12**  
**US 190 West of Northshore Blvd.**

Daily Volume (Volume factor 0.5)

Interval Start	EB	WB	Combined	Interval Start	EB	WB	Combined						
12:00 AM	-	-	-	12:00 PM	158	600	150	585	308	1185			
12:15 AM	-	-	-	12:15 PM	132		138		270				
12:30 AM	-	-	-	12:30 PM	155		154		309				
12:45 AM	-	-	-	12:45 PM	155		143		298				
1:00 AM	-	-	-	1:00 PM	144	613	170	625	314	1238	<b>Volume Totals</b>		
1:15 AM	-	-	-	1:15 PM	155		160		315		<b>EB</b>	<b>WB</b>	<b>Combined</b>
1:30 AM	-	-	-	1:30 PM	166		137		303		12:00 AM - 12:00 PM		
1:45 AM	-	-	-	1:45 PM	148		158		306		1162	1028	2190
2:00 AM	-	-	-	2:00 PM	157	719	176	768	333	1487	(53.1%)	(46.9%)	
2:15 AM	-	-	-	2:15 PM	182		174		356		12:00 PM - 12:00 AM		
2:30 AM	-	-	-	2:30 PM	202		220		422		5479	6816	12295
2:45 AM	-	-	-	2:45 PM	178		198		376		(44.6%)	(55.4%)	
3:00 AM	-	-	-	3:00 PM	187	637	194	820	381	1457	24 Hours		
3:15 AM	-	-	-	3:15 PM	164		194		358		6641	7844	14485
3:30 AM	-	-	-	3:30 PM	148		216		364		(45.8%)	(54.2%)	
3:45 AM	-	-	-	3:45 PM	138		216		354				
4:00 AM	-	-	-	4:00 PM	168	740	249	913	417	1653	<b>Peak Hours</b>		
4:15 AM	-	-	-	4:15 PM	197		236		433		<b>12:00 AM - 12:00 PM</b>		
4:30 AM	-	-	-	4:30 PM	193		206		399		<b>EB</b>	<b>WB</b>	<b>Combined</b>
4:45 AM	-	-	-	4:45 PM	182		222		404		Started		
5:00 AM	-	-	-	5:00 PM	180	705	234	891	414	1596	11:00 AM	11:00 AM	11:00 AM
5:15 AM	-	-	-	5:15 PM	175		242		417		Volume		
5:30 AM	-	-	-	5:30 PM	194		212		406		633	559	1192
5:45 AM	-	-	-	5:45 PM	156		203		359		Factor		
6:00 AM	-	-	-	6:00 PM	174	578	201	737	375	1315	0.95	0.88	0.93
6:15 AM	-	-	-	6:15 PM	142		163		305				
6:30 AM	-	-	-	6:30 PM	128		197		325		<b>12:00 PM - 12:00 AM</b>		
6:45 AM	-	-	-	6:45 PM	134		176		310		<b>EB</b>	<b>WB</b>	<b>Combined</b>
7:00 AM	-	-	-	7:00 PM	120	360	141	535	261	895	Started		
7:15 AM	-	-	-	7:15 PM	90		136		226		4:15 PM	3:30 PM	4:00 PM
7:30 AM	-	-	-	7:30 PM	88		118		206		Volume		
7:45 AM	-	-	-	7:45 PM	62		140		202		752	917	1653
8:00 AM	-	-	-	8:00 PM	66	206	106	384	172	590	Factor		
8:15 AM	-	-	-	8:15 PM	42		101		143		0.95	0.92	0.95
8:30 AM	-	-	-	8:30 PM	47		103		150				
8:45 AM	-	-	-	8:45 PM	51		74		125				
9:00 AM	-	-	-	9:00 PM	45	159	71	262	116	421			
9:15 AM	-	-	-	9:15 PM	41		66		107				
9:30 AM	-	-	-	9:30 PM	34		62		96				
9:45 AM	-	-	-	9:45 PM	39		63		102				
10:00 AM	122	529	122	469	244	998	10:00 PM	25	91	56	190	81	281
10:15 AM	144		122		266		10:15 PM	20		51		71	
10:30 AM	125		98		223		10:30 PM	25		43		68	
10:45 AM	138		127		265		10:45 PM	21		40		61	
11:00 AM	156	633	126	559	282	1192	11:00 PM	19	71	28	106	47	177
11:15 AM	156		122		278		11:15 PM	16		30		46	
11:30 AM	167		152		319		11:30 PM	20		30		50	
11:45 AM	154		159		313		11:45 PM	16		18		34	

Daily Volume (Volume factor 0.5)

Interval Start	EB	WB	Combined	Interval Start	EB	WB	Combined									
12:00 AM	6	36	14	58	20	94	12:00 PM	134	583	164	609	298	1192			
12:15 AM	5		14		19		12:15 PM	170		144		314				
12:30 AM	15		18		33		12:30 PM	127		156		283				
12:45 AM	10		12		22		12:45 PM	152		145		297				
1:00 AM	3	15	15	42	18	57	1:00 PM	148	603	136	578	284	1181			
1:15 AM	3		15		18		1:15 PM	156		154		310				
1:30 AM	3		6		9		1:30 PM	161		146		307				
1:45 AM	6		6		12		1:45 PM	138		142		280				
2:00 AM	6	25	4	20	10	45	2:00 PM	130	643	167	737	297	1380			
2:15 AM	6		1		7		2:15 PM	167		171		338				
2:30 AM	6		6		12		2:30 PM	163		197		360				
2:45 AM	7		9		16		2:45 PM	183		202		385				
3:00 AM	8	42	3	16	11	58	3:00 PM	180	664	206	855	386	1519			
3:15 AM	7		6		13		3:15 PM	160		209		369				
3:30 AM	11		2		13		3:30 PM	166		214		380				
3:45 AM	16		5		21		3:45 PM	158		226		384				
4:00 AM	15	135	7	57	22	192	4:00 PM	204	783	238	966	442	1749			
4:15 AM	28		12		40		4:15 PM	198		241		439				
4:30 AM	46		20		66		4:30 PM	208		227		435				
4:45 AM	46		18		64		4:45 PM	173		260		433				
5:00 AM	70	371	20	77	90	448	5:00 PM	166	694	256	958	422	1652			
5:15 AM	91		20		111		5:15 PM	175		246		421				
5:30 AM	92		15		107		5:30 PM	185		232		417				
5:45 AM	118		22		140		5:45 PM	168		224		392				
6:00 AM	112	651	49	207	161	858	6:00 PM	160	534	218	804	378	1338			
6:15 AM	135		40		175		6:15 PM	130		224		354				
6:30 AM	182		62		244		6:30 PM	125		198		323				
6:45 AM	222		56		278		6:45 PM	119		164		283				
7:00 AM	196	886	96	507	292	1393	7:00 PM	103	389	160	565	263	954			
7:15 AM	196		117		313		7:15 PM	118		144		262				
7:30 AM	246		120		366		7:30 PM	73		145		218				
7:45 AM	248		174		422		7:45 PM	95		116		211				
8:00 AM	258	958	172	586	430	1544	8:00 PM	78	266	100	426	178	692			
8:15 AM	252		193		445		8:15 PM	66		116		182				
8:30 AM	250		128		378		8:30 PM	67		108		175				
8:45 AM	198		93		291		8:45 PM	55		102		157				
9:00 AM	143	593	83	408	226	1001	9:00 PM	42	169	72	269	114	438			
9:15 AM	151		110		261		9:15 PM	45		75		120				
9:30 AM	145		101		246		9:30 PM	40		67		107				
9:45 AM	154		114		268		9:45 PM	42		55		97				
10:00 AM	130	568	100	421	230	989	10:00 PM	33	98	53	202	86	300			
10:15 AM	150		100		250		10:15 PM	30		69		99				
10:30 AM	158		115		273		10:30 PM	24		44		68				
10:45 AM	130		106		236		10:45 PM	11		36		47				
11:00 AM	164	657	132	572	296	1229	11:00 PM	12	58	27	110	39	168			
11:15 AM	159		154		313		11:15 PM	16		28		44				
11:30 AM	164		128		292		11:30 PM	16		29		45				
11:45 AM	170		158		328		11:45 PM	14		26		40				

Volume Totals		
EB	WB	Combined
12:00 AM - 12:00 PM		
4937	2971	7908
(62.4%)	(37.6%)	
12:00 PM - 12:00 AM		
5484	7079	12563
(43.7%)	(56.3%)	
24 Hours		
10421	10050	20471
(50.9%)	(49.1%)	
Peak Hours		
12:00 AM - 12:00 PM		
EB	WB	Combined
Started		
7:45 AM	7:45 AM	7:45 AM
Volume		
1008	667	1675
Factor		
0.98	0.86	0.94
12:00 PM - 12:00 AM		
EB	WB	Combined
Started		
4:00 PM	4:45 PM	4:00 PM
Volume		
783	994	1749
Factor		
0.94	0.96	0.99



Daily Volume (Volume factor 0.5)

Interval Start	EB	WB	Combined	Interval Start	EB	WB	Combined									
12:00 AM	9	41	21	61	30	102	12:00 PM	162	590	123	536	285	1126			
12:15 AM	12		15		27		12:15 PM	156		146		302				
12:30 AM	9		14		23		12:30 PM	142		138		280				
12:45 AM	11		11		22		12:45 PM	130		129		259				
1:00 AM	6	25	12	40	18	65	1:00 PM	118	573	158	633	276	1206			
1:15 AM	6		10		16		1:15 PM	134		141		275				
1:30 AM	2		12		14		1:30 PM	177		160		337				
1:45 AM	11		6		17		1:45 PM	144		174		318				
2:00 AM	7	31	10	45	17	76	2:00 PM	162	733	178	763	340	1496			
2:15 AM	8		15		23		2:15 PM	185		183		368				
2:30 AM	7		12		19		2:30 PM	192		206		398				
2:45 AM	9		8		17		2:45 PM	194		196		390				
3:00 AM	4	43	6	19	10	62	3:00 PM	178	636	220	852	398	1488			
3:15 AM	5		1		6		3:15 PM	140		174		314				
3:30 AM	14		5		19		3:30 PM	170		234		404				
3:45 AM	20		7		27		3:45 PM	148		224		372				
4:00 AM	18	144	13	70	31	214	4:00 PM	193	770	255	979	448	1749			
4:15 AM	28		10		38		4:15 PM	200		220		420				
4:30 AM	40		24		64		4:30 PM	183		246		429				
4:45 AM	58		23		81		4:45 PM	194		258		452				
5:00 AM	82	370	16	77	98	447	5:00 PM	198	776	256	952	454	1728			
5:15 AM	91		22		113		5:15 PM	180		258		438				
5:30 AM	99		15		114		5:30 PM	202		230		432				
5:45 AM	98		24		122		5:45 PM	196		208		404				
6:00 AM	120	644	44	214	164	858	6:00 PM	188	611	208	759	396	1370			
6:15 AM	131		45		176		6:15 PM	148		166		314				
6:30 AM	186		61		247		6:30 PM	149		190		339				
6:45 AM	207		64		271		6:45 PM	126		195		321				
7:00 AM	184	854	80	481	264	1335	7:00 PM	114	390	142	586	256	976			
7:15 AM	208		100		308		7:15 PM	100		178		278				
7:30 AM	244		134		378		7:30 PM	90		148		238				
7:45 AM	218		167		385		7:45 PM	86		118		204				
8:00 AM	258	979	177	610	435	1589	8:00 PM	90	274	138	518	228	792			
8:15 AM	290		174		464		8:15 PM	72		141		213				
8:30 AM	227		147		374		8:30 PM	67		113		180				
8:45 AM	204		112		316		8:45 PM	45		126		171				
9:00 AM	150	627	93	393	243	1020	9:00 PM	61	215	97	334	158	549			
9:15 AM	160		106		266		9:15 PM	60		100		160				
9:30 AM	178		102		280		9:30 PM	60		70		130				
9:45 AM	139		92		231		9:45 PM	34		67		101				
10:00 AM	140	572	124	472	264	1044	10:00 PM	26	94	60	202	86	296			
10:15 AM	130		108		238		10:15 PM	26		58		84				
10:30 AM	172		120		292		10:30 PM	18		48		66				
10:45 AM	130		120		250		10:45 PM	24		36		60				
11:00 AM	117	559	128	549	245	1108	11:00 PM	24	65	26	101	50	166			
11:15 AM	147		150		297		11:15 PM	15		32		47				
11:30 AM	143		135		278		11:30 PM	16		24		40				
11:45 AM	152		136		288		11:45 PM	10		19		29				

Volume Totals		
EB	WB	Combined
12:00 AM - 12:00 PM		
4889	3031	7920
(61.7%)	(38.3%)	
12:00 PM - 12:00 AM		
5727	7215	12942
(44.3%)	(55.7%)	
24 Hours		
10616	10246	20862
(50.9%)	(49.1%)	
Peak Hours		
12:00 AM - 12:00 PM		
EB	WB	Combined
Started		
7:30 AM	7:45 AM	7:30 AM
Volume		
1010	665	1662
Factor		
0.87	0.94	0.90
12:00 PM - 12:00 AM		
EB	WB	Combined
Started		
5:00 PM	4:30 PM	4:45 PM
Volume		
776	1018	1776
Factor		
0.96	0.99	0.98

Daily Volume (Volume factor 0.5)

Interval Start	EB	WB	Combined	Interval Start	EB	WB	Combined									
12:00 AM	14	35	21	76	35	111	12:00 PM	141	549	154	600	295	1149			
12:15 AM	9		24		33		12:15 PM	120		152		272				
12:30 AM	6		15		21		12:30 PM	152		143		295				
12:45 AM	6		16		22		12:45 PM	136		151		287				
1:00 AM	6	26	10	37	16	63	1:00 PM	166	656	151	661	317	1317			
1:15 AM	4		7		11		1:15 PM	156		179		335		<b>Volume Totals</b>		
1:30 AM	8		13		21		1:30 PM	160		164		324		<b>EB</b>	<b>WB</b>	<b>Combined</b>
1:45 AM	8		7		15		1:45 PM	174		167		341		12:00 AM - 12:00 PM		
2:00 AM	4	21	10	33	14	54	2:00 PM	141	703	176	761	317	1464	4869	3019	7888
2:15 AM	5		7		12		2:15 PM	185		191		376		(61.7%)	(38.3%)	
2:30 AM	5		12		17		2:30 PM	214		162		376		12:00 PM - 12:00 AM		
2:45 AM	7		4		11		2:45 PM	163		232		395		5912	7151	13063
3:00 AM	3	31	6	29	9	60	3:00 PM	174	662	186	848	360	1510	(45.3%)	(54.7%)	
3:15 AM	6		5		11		3:15 PM	166		212		378		24 Hours		
3:30 AM	11		8		19		3:30 PM	150		218		368		10781	10170	20951
3:45 AM	11		10		21		3:45 PM	172		232		404		(51.5%)	(48.5%)	
4:00 AM	28	146	7	68	35	214	4:00 PM	204	797	257	997	461	1794			
4:15 AM	21		12		33		4:15 PM	205		242		447		<b>Peak Hours</b>		
4:30 AM	37		27		64		4:30 PM	208		263		471		<b>12:00 AM - 12:00 PM</b>		
4:45 AM	60		22		82		4:45 PM	180		235		415		<b>EB</b>	<b>WB</b>	<b>Combined</b>
5:00 AM	56	333	12	73	68	406	5:00 PM	214	779	200	840	414	1619	Started		
5:15 AM	64		13		77		5:15 PM	166		226		392		7:30 AM	7:45 AM	7:45 AM
5:30 AM	113		15		128		5:30 PM	203		210		413		Volume		
5:45 AM	100		33		133		5:45 PM	196		204		400		1032	701	1703
6:00 AM	106	626	50	218	156	844	6:00 PM	186	644	189	732	375	1376	Factor		
6:15 AM	124		48		172		6:15 PM	176		183		359		0.94	0.89	0.94
6:30 AM	200		60		260		6:30 PM	160		174		334				
6:45 AM	196		60		256		6:45 PM	122		186		308				
7:00 AM	198	878	72	475	270	1353	7:00 PM	125	408	152	574	277	982			
7:15 AM	166		122		288		7:15 PM	119		158		277				
7:30 AM	274		118		392		7:30 PM	89		150		239				
7:45 AM	240		163		403		7:45 PM	75		114		189				
8:00 AM	262	1016	162	676	424	1692	8:00 PM	78	274	122	426	200	700			
8:15 AM	256		196		452		8:15 PM	76		104		180		<b>12:00 PM - 12:00 AM</b>		
8:30 AM	244		180		424		8:30 PM	74		108		182		<b>EB</b>	<b>WB</b>	<b>Combined</b>
8:45 AM	254		138		392		8:45 PM	46		92		138		Started		
9:00 AM	144	578	84	374	228	952	9:00 PM	60	208	105	345	165	553	4:15 PM	4:00 PM	4:00 PM
9:15 AM	154		94		248		9:15 PM	64		79		143		Volume		
9:30 AM	150		96		246		9:30 PM	38		90		128		807	997	1794
9:45 AM	130		100		230		9:45 PM	46		71		117		Factor		
10:00 AM	128	564	98	441	226	1005	10:00 PM	42	147	64	210	106	357	0.94	0.95	0.95
10:15 AM	150		109		259		10:15 PM	39		60		99				
10:30 AM	134		104		238		10:30 PM	34		50		84				
10:45 AM	152		130		282		10:45 PM	32		36		68				
11:00 AM	152	615	102	519	254	1134	11:00 PM	27	85	43	157	70	242			
11:15 AM	168		137		305		11:15 PM	16		42		58				
11:30 AM	142		134		276		11:30 PM	24		38		62				
11:45 AM	153		146		299		11:45 PM	18		34		52				

Daily Volume (Volume factor 0.5)

Interval Start	EB	WB	Combined
12:00 AM	10	38	24
12:15 AM	10		24
12:30 AM	10		21
12:45 AM	8		13
1:00 AM	15	34	17
1:15 AM	6		15
1:30 AM	8		10
1:45 AM	5		10
2:00 AM	8	33	5
2:15 AM	7		10
2:30 AM	7		12
2:45 AM	11		13
3:00 AM	7	46	6
3:15 AM	4		2
3:30 AM	17		6
3:45 AM	18		5
4:00 AM	9	129	12
4:15 AM	24		10
4:30 AM	38		15
4:45 AM	58		14
5:00 AM	48	315	14
5:15 AM	59		20
5:30 AM	106		12
5:45 AM	102		25
6:00 AM	108	536	42
6:15 AM	108		52
6:30 AM	159		62
6:45 AM	161		62
7:00 AM	195	855	77
7:15 AM	175		90
7:30 AM	248		116
7:45 AM	237		145
8:00 AM	230	514	160
8:15 AM	240		124
8:30 AM	44		20

Interval Start	EB	WB	Combined
----------------	----	----	----------

Volume Totals		
EB	WB	Combined
12:00 AM - 12:00 PM		
2500	1265	3765
(66.4%)	(33.6%)	
12:00 PM - 12:00 AM		
0	0	0
24 Hours		
2500	1265	3765
(66.4%)	(33.6%)	

Peak Hours		
<u>12:00 AM - 12:00 PM</u>		
EB	WB	Combined
Started		
7:30 AM	7:30 AM	7:30 AM
Volume		
955	545	1500
Factor		
0.96	0.85	0.96

<u>12:00 PM - 12:00 AM</u>		
EB	WB	Combined
Started		
-	-	-
Volume		
-	-	-
Factor		
-	-	-

**Average Daily Traffic (ADT's)**  
**STATION 13**  
**US 190 East of Northshore Blvd.**

# Daily Vehicle Volume Report

Study Date: Sunday, 11/26/2017

Unit ID:

Location: EB US 190 East of Airport Rd

	Eastbound Volume
00:00 - 00:14	0
00:15 - 00:29	0
00:30 - 00:44	0
00:45 - 00:59	0
01:00 - 01:14	0
01:15 - 01:29	0
01:30 - 01:44	0
01:45 - 01:59	0
02:00 - 02:14	0
02:15 - 02:29	0
02:30 - 02:44	0
02:45 - 02:59	0
03:00 - 03:14	0
03:15 - 03:29	0
03:30 - 03:44	0
03:45 - 03:59	0
04:00 - 04:14	0
04:15 - 04:29	0
04:30 - 04:44	0
04:45 - 04:59	0
05:00 - 05:14	0
05:15 - 05:29	0
05:30 - 05:44	0
05:45 - 05:59	0
06:00 - 06:14	0
06:15 - 06:29	0
06:30 - 06:44	0
06:45 - 06:59	0
07:00 - 07:14	0
07:15 - 07:29	0
07:30 - 07:44	0
07:45 - 07:59	0
08:00 - 08:14	0
08:15 - 08:29	0
08:30 - 08:44	0
08:45 - 08:59	1
09:00 - 09:14	30
09:15 - 09:29	75
09:30 - 09:44	94
09:45 - 09:59	111
10:00 - 10:14	113
10:15 - 10:29	108
10:30 - 10:44	115
10:45 - 10:59	118
11:00 - 11:14	144
11:15 - 11:29	144
11:30 - 11:44	172
11:45 - 11:59	162
12:00 - 12:14	162
12:15 - 12:29	180
12:30 - 12:44	194
12:45 - 12:59	184

## Daily Vehicle Volume Report

Study Date: Sunday, 11/26/2017

Unit ID:

Location: EB US 190 East of Airport Rd

	Eastbound Volume
13:00 - 13:14	176
13:15 - 13:29	184
13:30 - 13:44	194
13:45 - 13:59	178
14:00 - 14:14	170
14:15 - 14:29	161
14:30 - 14:44	186
14:45 - 14:59	156
15:00 - 15:14	190
15:15 - 15:29	165
15:30 - 15:44	165
15:45 - 15:59	137
16:00 - 16:14	145
16:15 - 16:29	137
16:30 - 16:44	154
16:45 - 16:59	135
17:00 - 17:14	154
17:15 - 17:29	139
17:30 - 17:44	131
17:45 - 17:59	135
18:00 - 18:14	111
18:15 - 18:29	102
18:30 - 18:44	102
18:45 - 18:59	143
19:00 - 19:14	116
19:15 - 19:29	94
19:30 - 19:44	92
19:45 - 19:59	70
20:00 - 20:14	78
20:15 - 20:29	63
20:30 - 20:44	58
20:45 - 20:59	52
21:00 - 21:14	68
21:15 - 21:29	55
21:30 - 21:44	45
21:45 - 21:59	34
22:00 - 22:14	40
22:15 - 22:29	34
22:30 - 22:44	20
22:45 - 22:59	25
23:00 - 23:14	20
23:15 - 23:29	19
23:30 - 23:44	23
23:45 - 23:59	13
<b>Totals</b>	<b>6776</b>
<b>AM Peak Time</b>	<b>11:00 - 11:59</b>
<b>AM Peak Volume</b>	<b>622</b>
<b>PM Peak Time</b>	<b>12:28 - 13:27</b>
<b>PM Peak Volume</b>	<b>746</b>



## Daily Vehicle Volume Report

Study Date: Sunday, 11/26/2017

Unit ID:

Location: EB US 190 East of Airport Rd

## Daily Vehicle Volume Report

Study Date: Monday, 11/27/2017

Unit ID:

Location: EB US 190 East of Airport Rd

	Eastbound Volume
00:00 - 00:14	14
00:15 - 00:29	11
00:30 - 00:44	8
00:45 - 00:59	5
01:00 - 01:14	4
01:15 - 01:29	8
01:30 - 01:44	3
01:45 - 01:59	7
02:00 - 02:14	6
02:15 - 02:29	0
02:30 - 02:44	4
02:45 - 02:59	6
03:00 - 03:14	2
03:15 - 03:29	7
03:30 - 03:44	4
03:45 - 03:59	4
04:00 - 04:14	9
04:15 - 04:29	14
04:30 - 04:44	12
04:45 - 04:59	22
05:00 - 05:14	22
05:15 - 05:29	29
05:30 - 05:44	47
05:45 - 05:59	51
06:00 - 06:14	65
06:15 - 06:29	46
06:30 - 06:44	85
06:45 - 06:59	100
07:00 - 07:14	113
07:15 - 07:29	132
07:30 - 07:44	163
07:45 - 07:59	173
08:00 - 08:14	157
08:15 - 08:29	159
08:30 - 08:44	168
08:45 - 08:59	147
09:00 - 09:14	114
09:15 - 09:29	129
09:30 - 09:44	129
09:45 - 09:59	136
10:00 - 10:14	131
10:15 - 10:29	146
10:30 - 10:44	140
10:45 - 10:59	138
11:00 - 11:14	143
11:15 - 11:29	176
11:30 - 11:44	166
11:45 - 11:59	168
12:00 - 12:14	156
12:15 - 12:29	183
12:30 - 12:44	191
12:45 - 12:59	166

## Daily Vehicle Volume Report

Study Date: Monday, 11/27/2017

Unit ID:

Location: EB US 190 East of Airport Rd

	Eastbound Volume
13:00 - 13:14	211
13:15 - 13:29	174
13:30 - 13:44	176
13:45 - 13:59	189
14:00 - 14:14	194
14:15 - 14:29	216
14:30 - 14:44	183
14:45 - 14:59	192
15:00 - 15:14	174
15:15 - 15:29	175
15:30 - 15:44	181
15:45 - 15:59	172
16:00 - 16:14	175
16:15 - 16:29	203
16:30 - 16:44	176
16:45 - 16:59	189
17:00 - 17:14	188
17:15 - 17:29	180
17:30 - 17:44	193
17:45 - 17:59	192
18:00 - 18:14	159
18:15 - 18:29	144
18:30 - 18:44	101
18:45 - 18:59	135
19:00 - 19:14	120
19:15 - 19:29	97
19:30 - 19:44	108
19:45 - 19:59	79
20:00 - 20:14	76
20:15 - 20:29	63
20:30 - 20:44	68
20:45 - 20:59	64
21:00 - 21:14	47
21:15 - 21:29	47
21:30 - 21:44	59
21:45 - 21:59	33
22:00 - 22:14	53
22:15 - 22:29	42
22:30 - 22:44	24
22:45 - 22:59	21
23:00 - 23:14	31
23:15 - 23:29	15
23:30 - 23:44	16
23:45 - 23:59	14
<b>Totals</b>	<b>9568</b>
<b>AM Peak Time</b>	<b>07:34 - 08:33</b>
<b>AM Peak Volume</b>	<b>672</b>
<b>PM Peak Time</b>	<b>13:47 - 14:46</b>
<b>PM Peak Volume</b>	<b>790</b>

## Daily Vehicle Volume Report

Study Date: Monday, 11/27/2017

Unit ID:

Location: EB US 190 East of Airport Rd

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/28/2017

Unit ID:

Location: EB US 190 East of Airport Rd

	Eastbound Volume
00:00 - 00:14	14
00:15 - 00:29	13
00:30 - 00:44	11
00:45 - 00:59	10
01:00 - 01:14	12
01:15 - 01:29	7
01:30 - 01:44	5
01:45 - 01:59	7
02:00 - 02:14	4
02:15 - 02:29	4
02:30 - 02:44	4
02:45 - 02:59	3
03:00 - 03:14	2
03:15 - 03:29	3
03:30 - 03:44	3
03:45 - 03:59	4
04:00 - 04:14	6
04:15 - 04:29	18
04:30 - 04:44	12
04:45 - 04:59	25
05:00 - 05:14	32
05:15 - 05:29	22
05:30 - 05:44	61
05:45 - 05:59	58
06:00 - 06:14	69
06:15 - 06:29	58
06:30 - 06:44	79
06:45 - 06:59	98
07:00 - 07:14	118
07:15 - 07:29	126
07:30 - 07:44	167
07:45 - 07:59	173
08:00 - 08:14	157
08:15 - 08:29	162
08:30 - 08:44	169
08:45 - 08:59	164
09:00 - 09:14	120
09:15 - 09:29	139
09:30 - 09:44	138
09:45 - 09:59	112
10:00 - 10:14	150
10:15 - 10:29	113
10:30 - 10:44	159
10:45 - 10:59	141
11:00 - 11:14	146
11:15 - 11:29	147
11:30 - 11:44	143
11:45 - 11:59	159
12:00 - 12:14	170
12:15 - 12:29	195
12:30 - 12:44	190
12:45 - 12:59	181

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/28/2017

Unit ID:

Location: EB US 190 East of Airport Rd

	Eastbound Volume
13:00 - 13:14	176
13:15 - 13:29	164
13:30 - 13:44	186
13:45 - 13:59	180
14:00 - 14:14	164
14:15 - 14:29	176
14:30 - 14:44	175
14:45 - 14:59	208
15:00 - 15:14	182
15:15 - 15:29	193
15:30 - 15:44	179
15:45 - 15:59	173
16:00 - 16:14	181
16:15 - 16:29	202
16:30 - 16:44	210
16:45 - 16:59	191
17:00 - 17:14	199
17:15 - 17:29	190
17:30 - 17:44	194
17:45 - 17:59	224
18:00 - 18:14	197
18:15 - 18:29	175
18:30 - 18:44	173
18:45 - 18:59	134
19:00 - 19:14	134
19:15 - 19:29	118
19:30 - 19:44	121
19:45 - 19:59	93
20:00 - 20:14	77
20:15 - 20:29	75
20:30 - 20:44	77
20:45 - 20:59	58
21:00 - 21:14	76
21:15 - 21:29	70
21:30 - 21:44	45
21:45 - 21:59	43
22:00 - 22:14	44
22:15 - 22:29	34
22:30 - 22:44	40
22:45 - 22:59	27
23:00 - 23:14	24
23:15 - 23:29	24
23:30 - 23:44	21
23:45 - 23:59	14
<b>Totals</b>	<b>9924</b>
<b>AM Peak Time</b>	<b>07:39 - 08:38</b>
<b>AM Peak Volume</b>	<b>677</b>
<b>PM Peak Time</b>	<b>17:07 - 18:06</b>
<b>PM Peak Volume</b>	<b>824</b>



## Daily Vehicle Volume Report

Study Date: Tuesday, 11/28/2017

Unit ID:

Location: EB US 190 East of Airport Rd

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/29/2017

Unit ID:

Location: EB US 190 East of Airport Rd

	Eastbound Volume
00:00 - 00:14	15
00:15 - 00:29	19
00:30 - 00:44	2
00:45 - 00:59	6
01:00 - 01:14	16
01:15 - 01:29	5
01:30 - 01:44	8
01:45 - 01:59	7
02:00 - 02:14	4
02:15 - 02:29	6
02:30 - 02:44	12
02:45 - 02:59	4
03:00 - 03:14	4
03:15 - 03:29	6
03:30 - 03:44	2
03:45 - 03:59	4
04:00 - 04:14	4
04:15 - 04:29	12
04:30 - 04:44	24
04:45 - 04:59	29
05:00 - 05:14	28
05:15 - 05:29	39
05:30 - 05:44	51
05:45 - 05:59	58
06:00 - 06:14	62
06:15 - 06:29	66
06:30 - 06:44	144
06:45 - 06:59	155
07:00 - 07:14	127
07:15 - 07:29	123
07:30 - 07:44	172
07:45 - 07:59	179
08:00 - 08:14	162
08:15 - 08:29	159
08:30 - 08:44	173
08:45 - 08:59	159
09:00 - 09:14	114
09:15 - 09:29	123
09:30 - 09:44	126
09:45 - 09:59	155
10:00 - 10:14	134
10:15 - 10:29	133
10:30 - 10:44	146
10:45 - 10:59	139
11:00 - 11:14	156
11:15 - 11:29	152
11:30 - 11:44	140
11:45 - 11:59	174
12:00 - 12:14	178
12:15 - 12:29	163
12:30 - 12:44	169
12:45 - 12:59	157

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/29/2017

Unit ID:

Location: EB US 190 East of Airport Rd

	Eastbound Volume
13:00 - 13:14	143
13:15 - 13:29	178
13:30 - 13:44	204
13:45 - 13:59	172
14:00 - 14:14	177
14:15 - 14:29	190
14:30 - 14:44	188
14:45 - 14:59	162
15:00 - 15:14	209
15:15 - 15:29	179
15:30 - 15:44	174
15:45 - 15:59	167
16:00 - 16:14	180
16:15 - 16:29	184
16:30 - 16:44	182
16:45 - 16:59	169
17:00 - 17:14	178
17:15 - 17:29	193
17:30 - 17:44	181
17:45 - 17:59	206
18:00 - 18:14	219
18:15 - 18:29	184
18:30 - 18:44	176
18:45 - 18:59	132
19:00 - 19:14	117
19:15 - 19:29	118
19:30 - 19:44	109
19:45 - 19:59	92
20:00 - 20:14	81
20:15 - 20:29	74
20:30 - 20:44	60
20:45 - 20:59	58
21:00 - 21:14	64
21:15 - 21:29	65
21:30 - 21:44	47
21:45 - 21:59	49
22:00 - 22:14	41
22:15 - 22:29	51
22:30 - 22:44	30
22:45 - 22:59	29
23:00 - 23:14	27
23:15 - 23:29	16
23:30 - 23:44	14
23:45 - 23:59	14
<b>Totals</b>	<b>9888</b>
<b>AM Peak Time</b>	<b>07:37 - 08:36</b>
<b>AM Peak Volume</b>	<b>693</b>
<b>PM Peak Time</b>	<b>17:13 - 18:12</b>
<b>PM Peak Volume</b>	<b>811</b>

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/29/2017  
Unit ID:  
Location: EB US 190 East of Airport Rd

# Daily Vehicle Volume Report

Study Date: Thursday, 11/30/2017

Unit ID:

Location: EB US 190 East of Airport Rd

	Eastbound Volume
00:00 - 00:14	16
00:15 - 00:29	15
00:30 - 00:44	10
00:45 - 00:59	9
01:00 - 01:14	10
01:15 - 01:29	8
01:30 - 01:44	6
01:45 - 01:59	7
02:00 - 02:14	4
02:15 - 02:29	13
02:30 - 02:44	5
02:45 - 02:59	3
03:00 - 03:14	1
03:15 - 03:29	4
03:30 - 03:44	8
03:45 - 03:59	7
04:00 - 04:14	11
04:15 - 04:29	14
04:30 - 04:44	22
04:45 - 04:59	20
05:00 - 05:14	26
05:15 - 05:29	41
05:30 - 05:44	51
05:45 - 05:59	60
06:00 - 06:14	66
06:15 - 06:29	56
06:30 - 06:44	92
06:45 - 06:59	94
07:00 - 07:14	115
07:15 - 07:29	123
07:30 - 07:44	149
07:45 - 07:59	174
08:00 - 08:14	152
08:15 - 08:29	190
08:30 - 08:44	189
08:45 - 08:59	164
09:00 - 09:14	134
09:15 - 09:29	121
09:30 - 09:44	144
09:45 - 09:59	141
10:00 - 10:14	153
10:15 - 10:29	117
10:30 - 10:44	139
10:45 - 10:59	177
11:00 - 11:14	156
11:15 - 11:29	165
11:30 - 11:44	156
11:45 - 11:59	172
12:00 - 12:14	188
12:15 - 12:29	177
12:30 - 12:44	178
12:45 - 12:59	177

## Daily Vehicle Volume Report

Study Date: Thursday, 11/30/2017

Unit ID:

Location: EB US 190 East of Airport Rd

	Eastbound Volume
13:00 - 13:14	163
13:15 - 13:29	191
13:30 - 13:44	173
13:45 - 13:59	167
14:00 - 14:14	190
14:15 - 14:29	182
14:30 - 14:44	212
14:45 - 14:59	186
15:00 - 15:14	197
15:15 - 15:29	206
15:30 - 15:44	216
15:45 - 15:59	191
16:00 - 16:14	205
16:15 - 16:29	222
16:30 - 16:44	185
16:45 - 16:59	190
17:00 - 17:14	170
17:15 - 17:29	195
17:30 - 17:44	202
17:45 - 17:59	195
18:00 - 18:14	182
18:15 - 18:29	168
18:30 - 18:44	171
18:45 - 18:59	173
19:00 - 19:14	139
19:15 - 19:29	144
19:30 - 19:44	112
19:45 - 19:59	102
20:00 - 20:14	95
20:15 - 20:29	75
20:30 - 20:44	72
20:45 - 20:59	61
21:00 - 21:14	87
21:15 - 21:29	75
21:30 - 21:44	49
21:45 - 21:59	47
22:00 - 22:14	47
22:15 - 22:29	54
22:30 - 22:44	34
22:45 - 22:59	33
23:00 - 23:14	38
23:15 - 23:29	22
23:30 - 23:44	19
23:45 - 23:59	19
<b>Totals</b>	<b>10286</b>
<b>AM Peak Time</b>	<b>07:56 - 08:55</b>
<b>AM Peak Volume</b>	<b>709</b>
<b>PM Peak Time</b>	<b>15:26 - 16:25</b>
<b>PM Peak Volume</b>	<b>839</b>



## Daily Vehicle Volume Report

Study Date: Thursday, 11/30/2017

Unit ID:

Location: EB US 190 East of Airport Rd

## Daily Vehicle Volume Report

Study Date: Friday, 12/01/2017

Unit ID:

Location: EB US 190 East of Airport Rd

	Eastbound Volume
00:00 - 00:14	22
00:15 - 00:29	12
00:30 - 00:44	11
00:45 - 00:59	18
01:00 - 01:14	20
01:15 - 01:29	12
01:30 - 01:44	9
01:45 - 01:59	9
02:00 - 02:14	3
02:15 - 02:29	5
02:30 - 02:44	7
02:45 - 02:59	4
03:00 - 03:14	5
03:15 - 03:29	10
03:30 - 03:44	7
03:45 - 03:59	4
04:00 - 04:14	7
04:15 - 04:29	9
04:30 - 04:44	18
04:45 - 04:59	23
05:00 - 05:14	31
05:15 - 05:29	30
05:30 - 05:44	65
05:45 - 05:59	64
06:00 - 06:14	54
06:15 - 06:29	62
06:30 - 06:44	84
06:45 - 06:59	112
07:00 - 07:14	132
07:15 - 07:29	117
07:30 - 07:44	174
07:45 - 07:59	158
08:00 - 08:14	179
08:15 - 08:29	213
08:30 - 08:44	203
08:45 - 08:59	182
09:00 - 09:14	140
09:15 - 09:29	164
09:30 - 09:44	19
09:45 - 09:59	0
10:00 - 10:14	0
10:15 - 10:29	0
10:30 - 10:44	0
10:45 - 10:59	0
11:00 - 11:14	0
11:15 - 11:29	0
11:30 - 11:44	0
11:45 - 11:59	0
12:00 - 12:14	0
12:15 - 12:29	0
12:30 - 12:44	0
12:45 - 12:59	0

## Daily Vehicle Volume Report

Study Date: Friday, 12/01/2017

Unit ID:

Location: EB US 190 East of Airport Rd

	Eastbound Volume
13:00 - 13:14	0
13:15 - 13:29	0
13:30 - 13:44	0
13:45 - 13:59	0
14:00 - 14:14	0
14:15 - 14:29	0
14:30 - 14:44	0
14:45 - 14:59	0
15:00 - 15:14	0
15:15 - 15:29	0
15:30 - 15:44	0
15:45 - 15:59	0
16:00 - 16:14	0
16:15 - 16:29	0
16:30 - 16:44	0
16:45 - 16:59	0
17:00 - 17:14	0
17:15 - 17:29	0
17:30 - 17:44	0
17:45 - 17:59	0
18:00 - 18:14	0
18:15 - 18:29	0
18:30 - 18:44	0
18:45 - 18:59	0
19:00 - 19:14	0
19:15 - 19:29	0
19:30 - 19:44	0
19:45 - 19:59	0
20:00 - 20:14	0
20:15 - 20:29	0
20:30 - 20:44	0
20:45 - 20:59	0
21:00 - 21:14	0
21:15 - 21:29	0
21:30 - 21:44	0
21:45 - 21:59	0
22:00 - 22:14	0
22:15 - 22:29	0
22:30 - 22:44	0
22:45 - 22:59	0
23:00 - 23:14	0
23:15 - 23:29	0
23:30 - 23:44	0
23:45 - 23:59	0
<b>Totals</b>	<b>2398</b>
<b>AM Peak Time</b>	<b>08:01 - 09:00</b>
<b>AM Peak Volume</b>	<b>779</b>
<b>PM Peak Time</b>	<b>N/A</b>
<b>PM Peak Volume</b>	<b>0</b>

## Daily Vehicle Volume Report

Study Date: Friday, 12/01/2017

Unit ID:

Location: EB US 190 East of Airport Rd

# Daily Vehicle Volume Report

Study Date: Sunday, 11/26/2017

Unit ID:

Location: WB US 190 East of Airport Rd

	Westbound Volume
00:00 - 00:14	0
00:15 - 00:29	0
00:30 - 00:44	0
00:45 - 00:59	0
01:00 - 01:14	0
01:15 - 01:29	0
01:30 - 01:44	0
01:45 - 01:59	0
02:00 - 02:14	0
02:15 - 02:29	0
02:30 - 02:44	0
02:45 - 02:59	0
03:00 - 03:14	0
03:15 - 03:29	0
03:30 - 03:44	0
03:45 - 03:59	0
04:00 - 04:14	0
04:15 - 04:29	0
04:30 - 04:44	0
04:45 - 04:59	0
05:00 - 05:14	0
05:15 - 05:29	0
05:30 - 05:44	0
05:45 - 05:59	0
06:00 - 06:14	0
06:15 - 06:29	0
06:30 - 06:44	0
06:45 - 06:59	0
07:00 - 07:14	0
07:15 - 07:29	0
07:30 - 07:44	0
07:45 - 07:59	0
08:00 - 08:14	0
08:15 - 08:29	0
08:30 - 08:44	0
08:45 - 08:59	1
09:00 - 09:14	9
09:15 - 09:29	90
09:30 - 09:44	89
09:45 - 09:59	109
10:00 - 10:14	116
10:15 - 10:29	128
10:30 - 10:44	129
10:45 - 10:59	146
11:00 - 11:14	147
11:15 - 11:29	171
11:30 - 11:44	165
11:45 - 11:59	174
12:00 - 12:14	204
12:15 - 12:29	181
12:30 - 12:44	204
12:45 - 12:59	218

## Daily Vehicle Volume Report

Study Date: Sunday, 11/26/2017

Unit ID:

Location: WB US 190 East of Airport Rd

	Westbound Volume
13:00 - 13:14	201
13:15 - 13:29	198
13:30 - 13:44	169
13:45 - 13:59	190
14:00 - 14:14	196
14:15 - 14:29	160
14:30 - 14:44	179
14:45 - 14:59	176
15:00 - 15:14	203
15:15 - 15:29	157
15:30 - 15:44	163
15:45 - 15:59	151
16:00 - 16:14	127
16:15 - 16:29	138
16:30 - 16:44	128
16:45 - 16:59	127
17:00 - 17:14	135
17:15 - 17:29	119
17:30 - 17:44	143
17:45 - 17:59	102
18:00 - 18:14	102
18:15 - 18:29	107
18:30 - 18:44	116
18:45 - 18:59	134
19:00 - 19:14	100
19:15 - 19:29	90
19:30 - 19:44	77
19:45 - 19:59	75
20:00 - 20:14	68
20:15 - 20:29	70
20:30 - 20:44	66
20:45 - 20:59	53
21:00 - 21:14	46
21:15 - 21:29	43
21:30 - 21:44	66
21:45 - 21:59	49
22:00 - 22:14	43
22:15 - 22:29	23
22:30 - 22:44	17
22:45 - 22:59	31
23:00 - 23:14	20
23:15 - 23:29	19
23:30 - 23:44	17
23:45 - 23:59	22
<b>Totals</b>	<b>6897</b>
<b>AM Peak Time</b>	<b>10:59 - 11:58</b>
<b>AM Peak Volume</b>	<b>670</b>
<b>PM Peak Time</b>	<b>12:28 - 13:27</b>
<b>PM Peak Volume</b>	<b>824</b>



## Daily Vehicle Volume Report

Study Date: Sunday, 11/26/2017

Unit ID:

Location: WB US 190 East of Airport Rd

# Daily Vehicle Volume Report

Study Date: Monday, 11/27/2017

Unit ID:

Location: WB US 190 East of Airport Rd

	Westbound Volume
00:00 - 00:14	14
00:15 - 00:29	13
00:30 - 00:44	12
00:45 - 00:59	5
01:00 - 01:14	13
01:15 - 01:29	10
01:30 - 01:44	8
01:45 - 01:59	7
02:00 - 02:14	7
02:15 - 02:29	4
02:30 - 02:44	3
02:45 - 02:59	4
03:00 - 03:14	4
03:15 - 03:29	6
03:30 - 03:44	11
03:45 - 03:59	14
04:00 - 04:14	7
04:15 - 04:29	17
04:30 - 04:44	21
04:45 - 04:59	20
05:00 - 05:14	24
05:15 - 05:29	27
05:30 - 05:44	43
05:45 - 05:59	63
06:00 - 06:14	52
06:15 - 06:29	68
06:30 - 06:44	84
06:45 - 06:59	88
07:00 - 07:14	102
07:15 - 07:29	102
07:30 - 07:44	122
07:45 - 07:59	163
08:00 - 08:14	138
08:15 - 08:29	126
08:30 - 08:44	158
08:45 - 08:59	128
09:00 - 09:14	113
09:15 - 09:29	147
09:30 - 09:44	117
09:45 - 09:59	146
10:00 - 10:14	123
10:15 - 10:29	182
10:30 - 10:44	163
10:45 - 10:59	161
11:00 - 11:14	167
11:15 - 11:29	156
11:30 - 11:44	167
11:45 - 11:59	190
12:00 - 12:14	218
12:15 - 12:29	197
12:30 - 12:44	205
12:45 - 12:59	182

## Daily Vehicle Volume Report

Study Date: Monday, 11/27/2017

Unit ID:

Location: WB US 190 East of Airport Rd

	Westbound Volume
13:00 - 13:14	194
13:15 - 13:29	185
13:30 - 13:44	192
13:45 - 13:59	205
14:00 - 14:14	171
14:15 - 14:29	206
14:30 - 14:44	193
14:45 - 14:59	202
15:00 - 15:14	215
15:15 - 15:29	207
15:30 - 15:44	174
15:45 - 15:59	217
16:00 - 16:14	192
16:15 - 16:29	183
16:30 - 16:44	234
16:45 - 16:59	230
17:00 - 17:14	261
17:15 - 17:29	217
17:30 - 17:44	203
17:45 - 17:59	152
18:00 - 18:14	153
18:15 - 18:29	182
18:30 - 18:44	159
18:45 - 18:59	146
19:00 - 19:14	115
19:15 - 19:29	127
19:30 - 19:44	89
19:45 - 19:59	89
20:00 - 20:14	91
20:15 - 20:29	75
20:30 - 20:44	63
20:45 - 20:59	57
21:00 - 21:14	52
21:15 - 21:29	62
21:30 - 21:44	48
21:45 - 21:59	64
22:00 - 22:14	35
22:15 - 22:29	25
22:30 - 22:44	24
22:45 - 22:59	35
23:00 - 23:14	40
23:15 - 23:29	17
23:30 - 23:44	25
23:45 - 23:59	14
<b>Totals</b>	<b>10142</b>
<b>AM Peak Time</b>	<b>10:59 - 11:58</b>
<b>AM Peak Volume</b>	<b>681</b>
<b>PM Peak Time</b>	<b>16:29 - 17:28</b>
<b>PM Peak Volume</b>	<b>944</b>

## Daily Vehicle Volume Report

Study Date: Monday, 11/27/2017

Unit ID:

Location: WB US 190 East of Airport Rd

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/28/2017

Unit ID:

Location: WB US 190 East of Airport Rd

	Westbound Volume
00:00 - 00:14	22
00:15 - 00:29	8
00:30 - 00:44	16
00:45 - 00:59	11
01:00 - 01:14	10
01:15 - 01:29	7
01:30 - 01:44	7
01:45 - 01:59	5
02:00 - 02:14	1
02:15 - 02:29	5
02:30 - 02:44	10
02:45 - 02:59	3
03:00 - 03:14	6
03:15 - 03:29	4
03:30 - 03:44	8
03:45 - 03:59	8
04:00 - 04:14	11
04:15 - 04:29	13
04:30 - 04:44	19
04:45 - 04:59	20
05:00 - 05:14	23
05:15 - 05:29	26
05:30 - 05:44	39
05:45 - 05:59	47
06:00 - 06:14	59
06:15 - 06:29	85
06:30 - 06:44	99
06:45 - 06:59	101
07:00 - 07:14	93
07:15 - 07:29	108
07:30 - 07:44	139
07:45 - 07:59	153
08:00 - 08:14	165
08:15 - 08:29	165
08:30 - 08:44	163
08:45 - 08:59	109
09:00 - 09:14	123
09:15 - 09:29	131
09:30 - 09:44	128
09:45 - 09:59	134
10:00 - 10:14	140
10:15 - 10:29	148
10:30 - 10:44	141
10:45 - 10:59	159
11:00 - 11:14	155
11:15 - 11:29	184
11:30 - 11:44	175
11:45 - 11:59	196
12:00 - 12:14	202
12:15 - 12:29	163
12:30 - 12:44	173
12:45 - 12:59	170

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/28/2017

Unit ID:

Location: WB US 190 East of Airport Rd

	Westbound Volume
13:00 - 13:14	188
13:15 - 13:29	194
13:30 - 13:44	184
13:45 - 13:59	190
14:00 - 14:14	191
14:15 - 14:29	155
14:30 - 14:44	182
14:45 - 14:59	192
15:00 - 15:14	199
15:15 - 15:29	216
15:30 - 15:44	204
15:45 - 15:59	210
16:00 - 16:14	236
16:15 - 16:29	240
16:30 - 16:44	225
16:45 - 16:59	220
17:00 - 17:14	219
17:15 - 17:29	235
17:30 - 17:44	191
17:45 - 17:59	176
18:00 - 18:14	210
18:15 - 18:29	224
18:30 - 18:44	170
18:45 - 18:59	193
19:00 - 19:14	173
19:15 - 19:29	150
19:30 - 19:44	146
19:45 - 19:59	73
20:00 - 20:14	91
20:15 - 20:29	85
20:30 - 20:44	73
20:45 - 20:59	65
21:00 - 21:14	54
21:15 - 21:29	78
21:30 - 21:44	65
21:45 - 21:59	65
22:00 - 22:14	47
22:15 - 22:29	42
22:30 - 22:44	36
22:45 - 22:59	28
23:00 - 23:14	41
23:15 - 23:29	22
23:30 - 23:44	16
23:45 - 23:59	14
<b>Totals</b>	<b>10498</b>
<b>AM Peak Time</b>	<b>10:59 - 11:58</b>
<b>AM Peak Volume</b>	<b>715</b>
<b>PM Peak Time</b>	<b>15:59 - 16:58</b>
<b>PM Peak Volume</b>	<b>923</b>



## Daily Vehicle Volume Report

Study Date: Tuesday, 11/28/2017

Unit ID:

Location: WB US 190 East of Airport Rd

# Daily Vehicle Volume Report

Study Date: Wednesday, 11/29/2017

Unit ID:

Location: WB US 190 East of Airport Rd

	Westbound Volume
00:00 - 00:14	12
00:15 - 00:29	14
00:30 - 00:44	9
00:45 - 00:59	17
01:00 - 01:14	9
01:15 - 01:29	12
01:30 - 01:44	12
01:45 - 01:59	7
02:00 - 02:14	8
02:15 - 02:29	8
02:30 - 02:44	10
02:45 - 02:59	12
03:00 - 03:14	5
03:15 - 03:29	7
03:30 - 03:44	15
03:45 - 03:59	9
04:00 - 04:14	8
04:15 - 04:29	16
04:30 - 04:44	24
04:45 - 04:59	24
05:00 - 05:14	25
05:15 - 05:29	34
05:30 - 05:44	47
05:45 - 05:59	56
06:00 - 06:14	63
06:15 - 06:29	62
06:30 - 06:44	82
06:45 - 06:59	89
07:00 - 07:14	103
07:15 - 07:29	115
07:30 - 07:44	122
07:45 - 07:59	141
08:00 - 08:14	143
08:15 - 08:29	127
08:30 - 08:44	155
08:45 - 08:59	122
09:00 - 09:14	132
09:15 - 09:29	134
09:30 - 09:44	124
09:45 - 09:59	148
10:00 - 10:14	143
10:15 - 10:29	147
10:30 - 10:44	158
10:45 - 10:59	158
11:00 - 11:14	199
11:15 - 11:29	179
11:30 - 11:44	183
11:45 - 11:59	190
12:00 - 12:14	222
12:15 - 12:29	187
12:30 - 12:44	204
12:45 - 12:59	161

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/29/2017

Unit ID:

Location: WB US 190 East of Airport Rd

	Westbound Volume
13:00 - 13:14	182
13:15 - 13:29	214
13:30 - 13:44	180
13:45 - 13:59	163
14:00 - 14:14	164
14:15 - 14:29	182
14:30 - 14:44	174
14:45 - 14:59	199
15:00 - 15:14	178
15:15 - 15:29	173
15:30 - 15:44	213
15:45 - 15:59	188
16:00 - 16:14	237
16:15 - 16:29	207
16:30 - 16:44	190
16:45 - 16:59	203
17:00 - 17:14	253
17:15 - 17:29	192
17:30 - 17:44	207
17:45 - 17:59	160
18:00 - 18:14	173
18:15 - 18:29	136
18:30 - 18:44	151
18:45 - 18:59	128
19:00 - 19:14	148
19:15 - 19:29	111
19:30 - 19:44	102
19:45 - 19:59	99
20:00 - 20:14	99
20:15 - 20:29	78
20:30 - 20:44	88
20:45 - 20:59	81
21:00 - 21:14	55
21:15 - 21:29	51
21:30 - 21:44	55
21:45 - 21:59	62
22:00 - 22:14	48
22:15 - 22:29	34
22:30 - 22:44	34
22:45 - 22:59	43
23:00 - 23:14	31
23:15 - 23:29	25
23:30 - 23:44	22
23:45 - 23:59	13
<b>Totals</b>	<b>10119</b>
<b>AM Peak Time</b>	<b>10:59 - 11:58</b>
<b>AM Peak Volume</b>	<b>755</b>
<b>PM Peak Time</b>	<b>16:20 - 17:19</b>
<b>PM Peak Volume</b>	<b>868</b>

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/29/2017  
Unit ID:  
Location: WB US 190 East of Airport Rd

## Daily Vehicle Volume Report

Study Date: Thursday, 11/30/2017

Unit ID:

Location: WB US 190 East of Airport Rd

	Westbound Volume
00:00 - 00:14	13
00:15 - 00:29	12
00:30 - 00:44	19
00:45 - 00:59	13
01:00 - 01:14	11
01:15 - 01:29	5
01:30 - 01:44	7
01:45 - 01:59	3
02:00 - 02:14	10
02:15 - 02:29	10
02:30 - 02:44	14
02:45 - 02:59	7
03:00 - 03:14	6
03:15 - 03:29	5
03:30 - 03:44	9
03:45 - 03:59	15
04:00 - 04:14	17
04:15 - 04:29	11
04:30 - 04:44	20
04:45 - 04:59	25
05:00 - 05:14	25
05:15 - 05:29	22
05:30 - 05:44	45
05:45 - 05:59	57
06:00 - 06:14	55
06:15 - 06:29	79
06:30 - 06:44	103
06:45 - 06:59	100
07:00 - 07:14	92
07:15 - 07:29	112
07:30 - 07:44	134
07:45 - 07:59	152
08:00 - 08:14	147
08:15 - 08:29	141
08:30 - 08:44	136
08:45 - 08:59	134
09:00 - 09:14	127
09:15 - 09:29	129
09:30 - 09:44	152
09:45 - 09:59	132
10:00 - 10:14	145
10:15 - 10:29	160
10:30 - 10:44	148
10:45 - 10:59	214
11:00 - 11:14	181
11:15 - 11:29	177
11:30 - 11:44	183
11:45 - 11:59	208
12:00 - 12:14	191
12:15 - 12:29	177
12:30 - 12:44	193
12:45 - 12:59	199

## Daily Vehicle Volume Report

Study Date: Thursday, 11/30/2017

Unit ID:

Location: WB US 190 East of Airport Rd

	Westbound Volume
13:00 - 13:14	174
13:15 - 13:29	170
13:30 - 13:44	190
13:45 - 13:59	164
14:00 - 14:14	177
14:15 - 14:29	194
14:30 - 14:44	187
14:45 - 14:59	204
15:00 - 15:14	195
15:15 - 15:29	206
15:30 - 15:44	191
15:45 - 15:59	199
16:00 - 16:14	228
16:15 - 16:29	240
16:30 - 16:44	219
16:45 - 16:59	236
17:00 - 17:14	271
17:15 - 17:29	220
17:30 - 17:44	207
17:45 - 17:59	175
18:00 - 18:14	143
18:15 - 18:29	208
18:30 - 18:44	167
18:45 - 18:59	125
19:00 - 19:14	130
19:15 - 19:29	133
19:30 - 19:44	116
19:45 - 19:59	117
20:00 - 20:14	108
20:15 - 20:29	113
20:30 - 20:44	94
20:45 - 20:59	80
21:00 - 21:14	61
21:15 - 21:29	63
21:30 - 21:44	58
21:45 - 21:59	90
22:00 - 22:14	82
22:15 - 22:29	40
22:30 - 22:44	37
22:45 - 22:59	32
23:00 - 23:14	41
23:15 - 23:29	24
23:30 - 23:44	24
23:45 - 23:59	28
<b>Totals</b>	<b>10643</b>
<b>AM Peak Time</b>	<b>10:47 - 11:46</b>
<b>AM Peak Volume</b>	<b>763</b>
<b>PM Peak Time</b>	<b>16:15 - 17:14</b>
<b>PM Peak Volume</b>	<b>966</b>



## Daily Vehicle Volume Report

Study Date: Thursday, 11/30/2017

Unit ID:

Location: WB US 190 East of Airport Rd

## Daily Vehicle Volume Report

Study Date: Friday, 12/01/2017

Unit ID:

Location: WB US 190 East of Airport Rd

	Westbound Volume
00:00 - 00:14	24
00:15 - 00:29	19
00:30 - 00:44	14
00:45 - 00:59	18
01:00 - 01:14	15
01:15 - 01:29	13
01:30 - 01:44	14
01:45 - 01:59	9
02:00 - 02:14	12
02:15 - 02:29	4
02:30 - 02:44	9
02:45 - 02:59	4
03:00 - 03:14	9
03:15 - 03:29	11
03:30 - 03:44	14
03:45 - 03:59	10
04:00 - 04:14	9
04:15 - 04:29	12
04:30 - 04:44	14
04:45 - 04:59	32
05:00 - 05:14	28
05:15 - 05:29	35
05:30 - 05:44	40
05:45 - 05:59	53
06:00 - 06:14	65
06:15 - 06:29	77
06:30 - 06:44	80
06:45 - 06:59	101
07:00 - 07:14	97
07:15 - 07:29	122
07:30 - 07:44	124
07:45 - 07:59	179
08:00 - 08:14	151
08:15 - 08:29	158
08:30 - 08:44	164
08:45 - 08:59	150
09:00 - 09:14	146
09:15 - 09:29	166
09:30 - 09:44	24
09:45 - 09:59	0
10:00 - 10:14	0
10:15 - 10:29	0
10:30 - 10:44	0
10:45 - 10:59	0
11:00 - 11:14	0
11:15 - 11:29	0
11:30 - 11:44	0
11:45 - 11:59	0
12:00 - 12:14	0
12:15 - 12:29	0
12:30 - 12:44	0
12:45 - 12:59	0

## Daily Vehicle Volume Report

Study Date: Friday, 12/01/2017

Unit ID:

Location: WB US 190 East of Airport Rd

	Westbound Volume
13:00 - 13:14	0
13:15 - 13:29	0
13:30 - 13:44	0
13:45 - 13:59	0
14:00 - 14:14	0
14:15 - 14:29	0
14:30 - 14:44	0
14:45 - 14:59	0
15:00 - 15:14	0
15:15 - 15:29	0
15:30 - 15:44	0
15:45 - 15:59	0
16:00 - 16:14	0
16:15 - 16:29	0
16:30 - 16:44	0
16:45 - 16:59	0
17:00 - 17:14	0
17:15 - 17:29	0
17:30 - 17:44	0
17:45 - 17:59	0
18:00 - 18:14	0
18:15 - 18:29	0
18:30 - 18:44	0
18:45 - 18:59	0
19:00 - 19:14	0
19:15 - 19:29	0
19:30 - 19:44	0
19:45 - 19:59	0
20:00 - 20:14	0
20:15 - 20:29	0
20:30 - 20:44	0
20:45 - 20:59	0
21:00 - 21:14	0
21:15 - 21:29	0
21:30 - 21:44	0
21:45 - 21:59	0
22:00 - 22:14	0
22:15 - 22:29	0
22:30 - 22:44	0
22:45 - 22:59	0
23:00 - 23:14	0
23:15 - 23:29	0
23:30 - 23:44	0
23:45 - 23:59	0
<b>Totals</b>	<b>2226</b>
<b>AM Peak Time</b>	<b>07:48 - 08:47</b>
<b>AM Peak Volume</b>	<b>654</b>
<b>PM Peak Time</b>	<b>N/A</b>
<b>PM Peak Volume</b>	<b>0</b>

## Daily Vehicle Volume Report

Study Date: Friday, 12/01/2017

Unit ID:

Location: WB US 190 East of Airport Rd

**Average Daily Traffic (ADT's)**  
**STATION 14**  
**Dr. T. J. Smith Expwy. East of CC 19 R**

# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

EB WB Dr TJ Smith Sr. Expy  
Site Code:  
Station ID:  
EB WB Dr TJ Smith Sr. Expy

Latitude: 0' 0.0000 Undefined

Start Time	26-Nov-17		EB		WB		Combined		27-Nov		EB		WB		Combined	
	Sun		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Mon		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		*	21	*	28	*	49	3	20	3	21	6	41			
12:15		*	25	*	32	*	57	1	9	2	20	3	29			
12:30		*	23	*	31	*	54	4	16	1	12	5	28			
12:45		*	18	*	35	*	53	6	18	3	14	9	32			
01:00		*	24	*	42	*	66	4	21	4	14	8	35			
01:15		*	20	*	33	*	53	1	19	2	22	3	41			
01:30		*	31	*	33	*	64	0	14	0	21	0	35			
01:45		*	26	*	36	*	62	3	24	1	24	4	48			
02:00		*	33	*	35	*	68	1	19	2	22	3	41			
02:15		*	37	*	32	*	69	2	30	1	19	3	49			
02:30		*	27	*	21	*	48	2	33	0	21	2	54			
02:45		*	30	*	22	*	52	1	17	1	12	2	29			
03:00		*	25	*	27	*	52	0	22	0	20	0	42			
03:15		*	37	*	33	*	70	0	31	1	29	1	60			
03:30		*	27	*	25	*	52	0	35	1	20	1	55			
03:45		*	32	*	21	*	53	1	21	3	25	4	46			
04:00		*	28	*	19	*	47	0	31	0	19	0	50			
04:15		*	33	*	34	*	67	0	39	0	17	0	56			
04:30		*	31	*	28	*	59	1	33	0	16	1	49			
04:45		*	37	*	21	*	58	1	41	2	25	3	66			
05:00		*	28	*	18	*	46	2	26	2	17	4	43			
05:15		*	23	*	19	*	42	2	27	1	26	3	53			
05:30		*	32	*	22	*	54	2	37	1	28	3	65			
05:45		*	28	*	17	*	45	1	39	5	27	6	66			
06:00		*	23	*	14	*	37	0	38	7	30	7	68			
06:15		*	23	*	22	*	45	3	32	1	32	4	64			
06:30		*	25	*	28	*	53	2	41	3	31	5	72			
06:45		*	19	*	19	*	38	10	32	7	25	17	57			
07:00		*	19	*	22	*	41	9	39	16	21	25	60			
07:15		*	20	*	15	*	35	12	21	9	18	21	39			
07:30		*	20	*	9	*	29	6	24	7	26	13	50			
07:45		*	18	*	17	*	35	10	25	23	16	33	41			
08:00		*	24	*	5	*	29	21	20	30	12	51	32			
08:15		*	14	*	10	*	24	17	15	23	10	40	25			
08:30		*	24	*	11	*	35	22	15	16	8	38	23			
08:45		*	10	*	9	*	19	21	16	25	12	46	28			
09:00		*	9	*	14	*	23	25	11	35	6	60	17			
09:15		*	11	*	6	*	17	29	11	29	6	58	17			
09:30		*	12	*	8	*	20	23	5	23	10	46	15			
09:45		*	11	*	7	*	18	18	8	16	11	34	19			
10:00		*	9	*	6	*	15	18	12	12	10	30	22			
10:15		*	9	*	11	*	20	11	11	26	9	37	20			
10:30		*	6	*	6	*	12	10	15	21	4	31	19			
10:45		*	8	*	7	*	15	13	5	21	3	34	8			
11:00		12	7	21	4	33	11	13	6	17	6	30	12			
11:15		19	4	18	1	37	5	14	6	16	2	30	8			
11:30		17	8	23	6	40	14	18	8	15	4	33	12			
11:45		17	6	16	2	33	8	18	3	21	6	39	9			
Total		65	1015	78	923	143	1938	381	1041	455	809	836	1850			
Day Total		1080		1001		2081		1422		1264		2686				
% Total		3.1%	48.8%	3.7%	44.4%			14.2%	38.8%	16.9%	30.1%					
Peak	-	11:00	04:00	11:00	01:00	11:00	01:30	-	08:45	05:45	08:45	05:45	05:45			
Vol.	-	65	129	78	144	143	263	-	98	150	112	120	210	270		
P.H.F.		0.855	0.872	0.848	0.857	0.894	0.953		0.845	0.915	0.800	0.938	0.875	0.938		



# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

EB WB Dr TJ Smith Sr. Expy  
Site Code:  
Station ID:  
EB WB Dr TJ Smith Sr. Expy

Latitude: 0' 0.0000 Undefined

Start Time	28-Nov-17		EB		WB		Combined		29-Nov		EB		WB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			4	14	7	26	11	40			2	20	2	22	4	42
12:15			7	18	4	20	11	38			3	21	3	13	6	34
12:30			0	19	3	17	3	36			7	18	3	21	10	39
12:45			4	20	1	24	5	44			3	20	4	19	7	39
01:00			2	21	4	16	6	37			5	20	0	23	5	43
01:15			1	10	0	28	1	38			6	23	2	19	8	42
01:30			1	19	2	21	3	40			1	27	3	21	4	48
01:45			2	31	2	19	4	50			4	24	2	19	6	43
02:00			2	22	0	17	2	39			2	15	0	17	2	32
02:15			1	28	0	18	1	46			0	20	2	23	2	43
02:30			2	23	2	21	4	44			1	22	0	23	1	45
02:45			0	26	0	25	0	51			3	29	1	22	4	51
03:00			1	25	1	21	2	46			1	28	0	26	1	54
03:15			4	38	3	16	7	54			0	24	1	19	1	43
03:30			2	17	1	27	3	44			0	31	0	19	0	50
03:45			0	23	1	16	1	39			1	32	2	14	3	46
04:00			0	28	1	22	1	50			1	21	0	21	1	42
04:15			0	42	0	19	0	61			1	41	0	19	1	60
04:30			1	33	1	13	2	46			2	29	0	26	2	55
04:45			1	38	1	20	2	58			1	34	2	29	3	63
05:00			3	<b>35</b>	1	20	4	55			1	29	1	<b>32</b>	2	<b>61</b>
05:15			1	<b>36</b>	1	<b>31</b>	2	<b>67</b>			3	34	2	<b>28</b>	5	<b>62</b>
05:30			0	<b>36</b>	0	<b>38</b>	0	<b>74</b>			4	33	1	<b>23</b>	5	<b>56</b>
05:45			1	<b>42</b>	4	<b>29</b>	5	<b>71</b>			0	<b>41</b>	5	<b>34</b>	5	<b>75</b>
06:00			1	32	5	<b>25</b>	6	<b>57</b>			3	<b>36</b>	7	19	10	55
06:15			3	31	2	31	5	62			4	<b>40</b>	3	26	7	66
06:30			4	40	3	32	7	72			3	<b>34</b>	3	23	6	57
06:45			7	28	8	20	15	48			9	35	8	27	17	62
07:00			8	36	11	24	19	60			10	29	12	20	22	49
07:15			11	29	7	18	18	47			7	28	10	18	17	46
07:30			6	25	10	23	16	48			7	23	10	15	17	38
07:45			9	30	21	25	30	55			12	22	32	19	44	41
08:00			19	19	27	16	46	35			10	28	31	17	41	45
08:15			<b>25</b>	16	17	12	42	28			20	11	18	15	38	26
08:30			<b>16</b>	16	23	10	39	26			16	21	15	11	31	32
08:45			<b>16</b>	15	17	12	33	27			<b>20</b>	18	<b>20</b>	14	<b>40</b>	32
09:00			<b>26</b>	22	20	12	46	34			<b>24</b>	14	<b>34</b>	9	<b>58</b>	23
09:15			19	11	<b>19</b>	13	<b>38</b>	24			<b>16</b>	16	<b>27</b>	11	<b>43</b>	27
09:30			13	21	<b>29</b>	6	<b>42</b>	27			<b>22</b>	11	<b>34</b>	10	<b>56</b>	21
09:45			15	15	<b>21</b>	10	<b>36</b>	25			17	13	18	9	35	22
10:00			19	8	<b>30</b>	6	<b>49</b>	14			17	6	23	6	40	12
10:15			13	14	11	9	24	23			18	10	18	7	36	17
10:30			18	13	20	2	38	15			18	13	25	7	43	20
10:45			10	11	21	4	31	15			21	8	24	8	45	16
11:00			15	13	20	6	35	19			12	12	20	11	32	23
11:15			12	5	23	6	35	11			13	8	21	3	34	11
11:30			15	7	25	5	40	12			14	6	11	2	25	8
11:45			13	4	21	4	34	8			15	4	23	5	38	9
Total			353	1105	451	855	804	1960			380	1082	483	844	863	1926
Day Total			1458		1306		2764				1462		1327		2789	
% Total			12.8%	40.0%	16.3%	30.9%					13.6%	38.8%	17.3%	30.3%		
Peak	-		08:15	05:00	09:15	05:15	09:15	05:15	-		08:45	05:45	08:45	05:00	08:45	05:00
Vol.	-		83	149	99	123	165	269	-		82	151	115	117	197	254
P.H.F.			0.798	0.887	0.825	0.809	0.842	0.909			0.854	0.921	0.846	0.860	0.849	0.847







# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

EB WB Dr TJ Smith Sr. Expy  
Site Code:  
Station ID:  
EB WB Dr TJ Smith Sr. Expy

Latitude: 0' 0.0000 Undefined

EB

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
11/27/17	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
01:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	6	2	1	0	0	0	0	0	0	0	0	0	0	9
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
07:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
07:15	0	2	8	0	0	0	0	0	0	0	0	0	0	0	10
07:30	0	3	11	0	1	0	0	0	0	0	0	0	0	0	15
07:45	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
08:00	0	5	6	0	0	1	0	0	0	0	0	0	0	0	12
08:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
08:30	0	5	4	0	1	0	0	0	0	0	0	0	0	0	10
08:45	0	20	15	0	1	1	0	0	0	0	0	0	0	0	37
09:00	0	16	4	0	1	0	0	0	0	0	0	0	0	0	21
09:15	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
09:30	0	19	3	0	0	0	0	0	0	0	0	0	0	0	22
09:45	0	11	10	0	0	0	0	0	0	0	0	0	0	0	21
10:00	0	62	19	0	1	0	0	0	0	0	0	0	0	0	82
10:15	1	19	6	0	0	1	0	0	0	0	0	0	0	0	27
10:30	0	21	5	0	3	0	0	0	0	0	0	0	0	0	29
10:45	0	16	2	0	3	1	0	1	0	0	0	0	0	0	23
11:00	0	6	8	0	2	1	0	1	0	0	0	0	0	0	18
11:15	1	62	21	0	8	3	0	2	0	0	0	0	0	0	97
11:30	0	10	5	3	0	0	0	0	0	0	0	0	0	0	18
11:45	0	6	4	0	0	0	0	1	0	0	0	0	0	0	11
Total	2	7	2	0	1	0	0	3	1	0	0	0	0	0	10
Percent	0.8%	62.2%	26.9%	1.3%	5.2%	1.6%	0.0%	1.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	64
	3	240	104	5	20	6	0	7	1	0	0	0	0	0	386

# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

EB WB Dr TJ Smith Sr. Expy  
Site Code:  
Station ID:  
EB WB Dr TJ Smith Sr. Expy

Latitude: 0' 0.0000 Undefined

EB

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	12	6	0	2	0	0	0	0	0	0	0	0	0	20
12:15	0	3	4	0	2	0	0	0	0	0	0	0	0	0	9
12:30	0	7	7	1	1	0	0	0	0	0	0	0	0	0	16
12:45	1	11	4	0	2	0	0	0	0	0	0	0	0	0	18
	1	33	21	1	7	0	0	0	0	0	0	0	0	0	63
13:00	0	16	4	0	1	0	0	0	0	0	0	0	0	0	21
13:15	0	11	6	1	1	0	0	0	0	0	0	0	0	0	19
13:30	0	9	3	0	0	2	0	0	0	0	0	0	0	0	14
13:45	0	14	9	0	0	1	0	1	0	0	0	0	0	0	25
	0	50	22	1	2	3	0	1	0	0	0	0	0	0	79
14:00	0	12	6	0	1	0	0	0	0	0	0	0	0	0	19
14:15	0	18	9	0	2	1	0	0	0	0	0	0	0	0	30
14:30	1	24	7	0	2	0	0	0	0	0	0	0	0	0	34
14:45	0	12	4	0	1	0	0	0	0	0	0	0	0	0	17
	1	66	26	0	6	1	0	0	0	0	0	0	0	0	100
15:00	0	14	8	0	0	0	0	0	0	0	0	0	0	0	22
15:15	0	20	8	0	3	0	0	1	0	0	0	0	0	0	32
15:30	0	24	8	0	2	1	0	0	0	0	0	0	0	0	35
15:45	0	15	3	0	1	2	0	0	0	0	0	0	0	0	21
	0	73	27	0	6	3	0	1	0	0	0	0	0	0	110
16:00	0	19	10	0	1	1	0	1	1	0	0	0	0	0	33
16:15	0	26	8	1	3	0	0	1	0	0	0	0	0	0	39
16:30	0	20	12	0	1	0	0	0	0	0	0	0	0	0	33
16:45	0	27	13	0	2	0	0	0	0	0	0	0	0	0	42
	0	92	43	1	7	1	0	2	1	0	0	0	0	0	147
17:00	1	12	13	0	0	0	0	0	0	0	0	0	0	0	26
17:15	0	15	9	1	1	1	0	1	0	0	0	0	0	0	28
17:30	0	24	11	1	2	0	0	0	0	0	0	0	0	0	38
17:45	0	29	5	1	3	1	0	0	0	0	0	0	0	0	39
	1	80	38	3	6	2	0	1	0	0	0	0	0	0	131
18:00	0	28	8	0	2	0	0	0	0	0	0	0	0	0	38
18:15	0	24	7	0	1	0	0	0	0	0	0	0	0	0	32
18:30	0	32	7	0	2	0	0	0	0	0	0	0	0	0	41
18:45	0	23	8	0	1	0	0	1	0	0	0	0	0	0	33
	0	107	30	0	6	0	0	1	0	0	0	0	0	0	144
19:00	0	26	13	0	0	0	0	0	0	0	0	0	0	0	39
19:15	0	17	5	0	0	0	0	0	0	0	0	0	0	0	22
19:30	0	17	7	0	0	0	0	0	0	0	0	0	0	0	24
19:45	0	15	4	0	4	0	0	2	0	0	0	0	0	0	25
	0	75	29	0	4	0	0	2	0	0	0	0	0	0	110
20:00	0	17	4	0	0	0	0	0	0	0	0	0	0	0	21
20:15	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
20:30	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
20:45	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
	0	53	14	0	0	0	0	0	0	0	0	0	0	0	67
21:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
21:15	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
21:30	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
21:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
	0	25	9	0	1	0	0	0	0	0	0	0	0	0	35
22:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
22:15	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
22:30	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
22:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	0	38	5	0	0	0	0	0	0	0	0	0	0	0	43
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
23:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
23:30	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	14	9	0	0	0	0	0	0	0	0	0	0	0	23
Total	3	706	273	6	45	10	0	8	1	0	0	0	0	0	1052
Percent	0.3%	67.1%	26.0%	0.6%	4.3%	1.0%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	



# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

EB WB Dr TJ Smith Sr. Expy  
Site Code:  
Station ID:  
EB WB Dr TJ Smith Sr. Expy

Latitude: 0' 0.0000 Undefined

EB

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
11/28/17	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
06:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
07:15	0	8	6	0	1	0	0	0	0	0	0	0	0	0	15
07:30	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
07:45	0	6	4	0	0	1	0	0	0	0	0	0	0	0	11
08:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
08:15	0	5	2	1	1	0	0	0	0	0	0	0	0	0	9
08:30	0	21	10	1	1	1	0	0	0	0	0	0	0	0	34
08:45	0	14	3	0	3	0	0	0	0	0	0	0	0	0	20
09:00	0	19	5	0	1	0	0	0	1	0	0	0	0	0	26
09:15	0	11	4	0	0	0	0	1	0	0	0	0	0	0	16
09:30	0	10	6	0	0	0	0	0	0	0	0	0	0	0	16
09:45	0	10	6	0	0	0	0	0	0	0	0	0	0	0	16
10:00	0	54	18	0	4	0	0	1	1	0	0	0	0	0	78
10:15	0	19	6	0	0	0	0	1	0	0	0	0	0	0	26
10:30	0	14	4	0	0	1	0	0	0	0	0	0	0	0	19
10:45	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
11:00	0	10	3	1	0	0	0	1	0	0	0	0	0	0	15
11:15	0	53	16	1	0	1	0	2	0	0	0	0	0	0	73
11:30	0	11	4	1	3	0	0	0	0	0	0	0	0	0	19
11:45	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
Total	0	33	14	0	7	0	0	1	0	0	0	0	0	0	55
Percent	0.0%	69.0%	22.3%	1.1%	5.1%	0.8%	0.0%	1.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	355

# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

EB WB Dr TJ Smith Sr. Expy  
Site Code:  
Station ID:  
EB WB Dr TJ Smith Sr. Expy

Latitude: 0' 0.0000 Undefined

EB

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	11	3	0	1	0	0	0	0	0	0	0	0	0	15
12:15	0	8	7	0	3	0	0	0	0	0	0	0	0	0	18
12:30	2	11	5	0	0	1	0	0	0	0	0	0	0	0	19
12:45	0	12	4	0	4	0	0	0	0	0	0	0	0	0	20
	2	42	19	0	8	1	0	0	0	0	0	0	0	0	72
13:00	0	16	5	0	0	0	0	0	0	0	0	0	0	0	21
13:15	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
13:30	0	13	6	0	0	0	0	0	0	0	0	0	0	0	19
13:45	0	24	6	1	0	0	0	0	0	0	0	0	0	0	31
	0	60	20	1	0	0	0	0	0	0	0	0	0	0	81
14:00	0	14	6	0	3	0	0	0	0	0	0	0	0	0	23
14:15	0	15	10	0	2	0	0	1	0	0	0	0	0	0	28
14:30	1	16	5	0	2	0	0	0	0	0	0	0	0	0	24
14:45	2	19	5	0	2	0	0	0	0	0	0	0	0	0	28
	3	64	26	0	9	0	0	1	0	0	0	0	0	0	103
15:00	0	18	5	1	3	0	0	0	0	0	0	0	0	0	27
15:15	0	28	8	0	2	0	0	0	0	0	0	0	0	0	38
15:30	0	12	4	0	1	0	0	0	0	0	0	0	0	0	17
15:45	0	15	7	0	0	0	0	1	0	0	0	0	0	0	23
	0	73	24	1	6	0	0	1	0	0	0	0	0	0	105
16:00	0	19	7	0	2	0	0	1	0	0	0	0	0	0	29
16:15	0	25	10	1	5	1	0	0	0	0	0	0	0	0	42
16:30	0	25	6	0	2	0	0	0	0	0	0	0	0	0	33
16:45	0	25	13	0	0	0	0	0	0	0	0	0	0	0	38
	0	94	36	1	9	1	0	1	0	0	0	0	0	0	142
17:00	2	18	10	0	1	1	0	3	0	0	0	0	0	0	35
17:15	0	21	13	0	2	0	0	0	1	0	0	0	0	0	37
17:30	0	27	6	1	2	0	0	0	0	0	0	0	0	0	36
17:45	0	26	12	2	3	0	0	0	0	0	0	0	0	0	43
	2	92	41	3	8	1	0	3	1	0	0	0	0	0	151
18:00	0	20	10	0	1	1	0	0	0	0	0	0	0	0	32
18:15	0	23	5	0	2	0	0	2	0	0	0	0	0	0	32
18:30	0	22	16	0	0	1	0	1	0	0	0	0	0	0	40
18:45	0	22	7	0	0	0	0	0	0	0	0	0	0	0	29
	0	87	38	0	3	2	0	3	0	0	0	0	0	0	133
19:00	0	30	6	0	0	0	0	2	0	0	0	0	0	0	38
19:15	0	22	7	0	1	0	0	0	0	0	0	0	0	0	30
19:30	0	17	8	0	0	0	0	0	0	0	0	0	0	0	25
19:45	0	20	9	0	1	0	0	1	0	0	0	0	0	0	31
	0	89	30	0	2	0	0	3	0	0	0	0	0	0	124
20:00	0	13	4	0	1	0	0	1	0	0	0	0	0	0	19
20:15	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
20:30	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
20:45	0	10	4	0	1	0	0	0	0	0	0	0	0	0	15
	0	49	14	0	2	0	0	1	0	0	0	0	0	0	66
21:00	0	15	5	0	1	0	0	1	0	0	0	0	0	0	22
21:15	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
21:30	0	17	4	0	0	0	0	0	0	0	0	0	0	0	21
21:45	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
	0	55	12	0	1	0	0	1	0	0	0	0	0	0	69
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
22:15	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
22:30	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
22:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
	0	38	7	0	1	0	0	0	0	0	0	0	0	0	46
23:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	0	23	6	0	0	0	0	0	0	0	0	0	0	0	29
Total	7	766	273	6	49	5	0	14	1	0	0	0	0	0	1121
Percent	0.6%	68.3%	24.4%	0.5%	4.4%	0.4%	0.0%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

EB WB Dr TJ Smith Sr. Expy  
Site Code:  
Station ID:  
EB WB Dr TJ Smith Sr. Expy

Latitude: 0' 0.0000 Undefined

EB

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
11/29/17	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	10	5	0	0	0	0	0	0	0	0	0	0	0	15
01:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
05:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
06:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
06:45	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
07:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
07:15	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
07:30	0	11	7	0	1	0	0	0	0	0	0	0	0	0	19
07:45	0	5	5	0	0	0	0	0	0	0	0	0	0	0	10
08:00	0	5	2	0	0	1	0	0	0	0	0	0	0	0	8
08:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
08:30	0	7	3	0	2	0	0	0	0	0	0	0	0	0	12
08:45	0	22	12	0	2	1	0	0	0	0	0	0	0	0	37
09:00	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
09:15	0	15	5	0	0	0	0	0	0	0	0	0	0	0	20
09:30	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
09:45	0	14	7	0	0	0	0	0	0	0	0	0	0	0	21
10:00	0	48	18	0	2	0	0	0	0	0	0	0	0	0	68
10:15	0	16	6	0	1	0	0	1	0	0	0	0	0	0	24
10:30	0	11	3	0	2	0	0	0	0	0	0	0	0	0	16
10:45	0	14	7	0	1	0	0	0	0	0	0	0	0	0	22
11:00	0	11	5	0	1	0	0	0	0	0	0	0	0	0	17
11:15	0	52	21	0	5	0	0	1	0	0	0	0	0	0	79
11:30	0	7	4	3	2	0	0	1	0	0	0	0	0	0	17
11:45	0	13	4	0	1	0	0	0	0	0	0	0	0	0	18
Total	1	30	19	0	3	0	0	0	1	0	0	0	0	0	54
Percent	0.3%	64.0%	27.4%	1.0%	5.7%	0.8%	0.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	383

# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

EB WB Dr TJ Smith Sr. Expy  
Site Code:  
Station ID:  
EB WB Dr TJ Smith Sr. Expy

Latitude: 0' 0.0000 Undefined

EB

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	15	2	0	3	1	0	0	0	0	0	0	0	0	21
12:15	0	11	7	0	2	0	0	1	0	0	0	0	0	0	21
12:30	0	13	4	0	1	0	0	0	0	0	0	0	0	0	18
12:45	0	9	10	0	1	0	0	0	0	0	0	0	0	0	20
	0	48	23	0	7	1	0	1	0	0	0	0	0	0	80
13:00	0	10	5	1	1	0	0	3	0	0	0	0	0	0	20
13:15	1	13	5	0	3	0	0	1	0	0	0	0	0	0	23
13:30	0	16	9	0	1	0	0	2	1	0	0	0	0	0	29
13:45	8	14	6	1	1	0	0	0	0	0	0	0	0	0	30
	9	53	25	2	6	0	0	6	1	0	0	0	0	0	102
14:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
14:15	0	12	6	0	1	1	0	0	0	0	0	0	0	0	20
14:30	0	17	4	0	0	0	0	1	0	0	0	0	0	0	22
14:45	0	11	12	0	5	0	0	1	0	0	0	0	0	0	29
	0	54	23	0	6	1	0	2	0	0	0	0	0	0	86
15:00	0	17	9	0	2	0	0	1	0	0	0	0	0	0	29
15:15	0	21	4	0	0	0	0	0	0	0	0	0	0	0	25
15:30	2	20	8	0	1	1	0	0	0	0	0	0	0	0	32
15:45	1	25	4	1	1	0	0	0	0	0	0	0	0	0	32
	3	83	25	1	4	1	0	1	0	0	0	0	0	0	118
16:00	0	14	5	0	0	1	0	1	0	0	0	0	0	0	21
16:15	0	28	12	1	2	0	0	0	0	0	0	0	0	0	43
16:30	0	23	3	0	2	0	0	1	0	0	0	0	0	0	29
16:45	1	20	10	0	3	0	0	1	0	0	0	0	0	0	35
	1	85	30	1	7	1	0	3	0	0	0	0	0	0	128
17:00	0	19	8	0	1	0	0	1	0	0	0	0	0	0	29
17:15	1	21	10	0	3	1	0	0	0	0	0	0	0	0	36
17:30	0	26	4	1	2	0	0	0	0	0	0	0	0	0	33
17:45	3	26	15	0	0	0	0	1	0	0	0	0	0	0	45
	4	92	37	1	6	1	0	2	0	0	0	0	0	0	143
18:00	0	22	11	1	2	0	0	0	0	0	0	0	0	0	36
18:15	0	23	13	0	2	0	0	2	0	0	0	0	0	0	40
18:30	0	24	8	0	3	0	0	0	0	0	0	0	0	0	35
18:45	0	25	11	0	1	0	0	0	0	0	0	0	0	0	37
	0	94	43	1	8	0	0	2	0	0	0	0	0	0	148
19:00	0	18	10	0	0	0	0	1	0	0	0	0	0	0	29
19:15	0	25	3	0	0	0	0	0	0	0	0	0	0	0	28
19:30	0	18	6	0	0	0	0	0	0	0	0	0	0	0	24
19:45	0	17	6	0	0	0	0	0	0	0	0	0	0	0	23
	0	78	25	0	0	0	0	1	0	0	0	0	0	0	104
20:00	0	21	6	0	0	0	0	1	0	0	0	0	0	0	28
20:15	0	8	3	0	1	0	0	0	0	0	0	0	0	0	12
20:30	0	13	7	0	1	0	0	0	0	0	0	0	0	0	21
20:45	1	13	3	0	1	0	0	0	0	0	0	0	0	0	18
	1	55	19	0	3	0	0	1	0	0	0	0	0	0	79
21:00	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
21:15	0	10	5	0	1	0	0	0	0	0	0	0	0	0	16
21:30	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
21:45	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13
	0	39	13	0	2	0	0	0	0	0	0	0	0	0	54
22:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
22:15	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
22:30	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
22:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
	0	30	5	0	3	0	0	0	0	0	0	0	0	0	38
23:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
23:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
23:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	0	22	8	0	0	0	0	0	0	0	0	0	0	0	30
Total	18	733	276	6	52	5	0	19	1	0	0	0	0	0	1110
Percent	1.6%	66.0%	24.9%	0.5%	4.7%	0.5%	0.0%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

EB WB Dr TJ Smith Sr. Expy  
Site Code:  
Station ID:  
EB WB Dr TJ Smith Sr. Expy

Latitude: 0' 0.0000 Undefined

EB

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
11/30/17	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
01:00	1	19	2	0	0	0	0	0	0	0	0	0	0	0	22
01:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
02:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
09:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
09:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
09:45	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
10:00	0	10	9	0	0	0	0	0	0	0	0	0	0	0	19
10:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
10:30	0	4	7	0	0	1	0	0	0	0	0	0	0	0	12
10:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
11:00	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14
11:15	0	23	13	0	1	1	0	0	0	0	0	0	0	0	38
11:30	0	15	2	0	2	0	0	0	0	0	0	0	0	0	19
11:45	0	21	4	0	0	1	0	0	0	0	0	0	0	0	26
12:00	0	16	3	0	1	0	0	0	0	0	0	0	0	0	20
12:15	1	11	7	0	0	0	0	0	0	0	0	0	0	0	19
12:30	1	63	16	0	3	1	0	0	0	0	0	0	0	0	84
12:45	0	11	4	0	1	0	0	0	0	0	0	0	0	0	16
13:00	0	17	3	0	1	0	0	0	1	0	0	0	0	0	22
13:15	0	15	2	0	0	0	1	0	0	0	0	0	0	0	18
13:30	0	13	5	1	1	0	0	0	0	0	0	0	0	0	20
13:45	0	56	14	1	3	0	1	0	1	0	0	0	0	0	76
14:00	0	8	0	0	0	2	0	0	0	0	0	0	0	0	10
14:15	0	10	10	0	2	0	0	1	0	0	0	0	0	0	23
14:30	0	12	1	0	1	1	0	0	0	0	0	0	0	0	15
14:45	0	11	5	0	1	0	0	0	1	0	0	0	0	0	18
15:00	0	41	16	0	4	3	0	1	1	0	0	0	0	0	66
15:15	0	12	2	0	2	1	0	0	0	0	0	0	0	0	17
15:30	2	11	4	0	0	1	1	0	0	0	0	0	0	0	19
15:45	0	11	5	0	0	0	0	0	0	0	0	0	0	0	16
16:00	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
16:15	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
16:30	2	41	13	0	3	2	1	0	0	0	0	0	0	0	62
16:45	4	273	91	1	14	7	2	1	2	0	0	0	0	0	395
Total	4	273	91	1	14	7	2	1	2	0	0	0	0	0	395
Percent	1.0%	69.1%	23.0%	0.3%	3.5%	1.8%	0.5%	0.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

EB WB Dr TJ Smith Sr. Expy  
Site Code:  
Station ID:  
EB WB Dr TJ Smith Sr. Expy

Latitude: 0' 0.0000 Undefined

EB

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	10	10	0	2	2	0	0	0	0	0	0	0	0	24
12:15	0	12	6	0	3	1	0	0	0	0	0	0	0	0	22
12:30	0	15	7	1	2	0	1	0	1	0	0	0	0	0	27
12:45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
	0	51	25	1	7	3	1	0	1	0	0	0	0	0	89
13:00	0	10	8	0	2	1	0	0	0	0	0	0	0	0	21
13:15	0	18	7	0	0	0	0	0	0	0	0	0	0	0	25
13:30	0	26	7	0	0	0	0	0	0	0	0	0	0	0	33
13:45	0	18	5	0	1	0	0	0	0	0	0	0	0	0	24
	0	72	27	0	3	1	0	0	0	0	0	0	0	0	103
14:00	0	19	7	0	1	0	0	0	0	0	0	0	0	0	27
14:15	0	16	2	0	0	0	0	1	0	0	0	0	0	0	19
14:30	0	16	10	0	1	0	0	0	0	0	0	0	0	0	27
14:45	1	15	6	0	2	0	0	0	0	0	0	0	0	0	24
	1	66	25	0	4	0	0	1	0	0	0	0	0	0	97
15:00	0	27	6	0	1	0	1	0	0	0	0	0	0	0	35
15:15	0	13	4	0	1	0	0	0	0	0	0	0	0	0	18
15:30	0	15	7	0	4	0	0	0	0	0	0	0	0	0	26
15:45	0	23	8	0	1	0	0	0	0	0	0	0	0	0	32
	0	78	25	0	7	0	1	0	0	0	0	0	0	0	111
16:00	0	17	6	0	1	0	0	0	0	0	0	0	0	0	24
16:15	0	28	7	1	2	0	0	0	0	0	0	0	0	0	38
16:30	0	21	5	0	2	0	0	0	0	0	0	0	0	0	28
16:45	1	24	14	0	3	0	0	0	0	0	0	0	0	0	42
	1	90	32	1	8	0	0	0	0	0	0	0	0	0	132
17:00	0	22	10	0	0	0	0	0	0	0	0	0	0	0	32
17:15	0	21	10	0	1	0	0	1	0	0	0	0	0	0	33
17:30	0	22	8	1	2	0	0	0	0	0	0	0	0	0	33
17:45	0	33	12	0	4	0	0	0	0	0	0	0	0	0	49
	0	98	40	1	7	0	0	1	0	0	0	0	0	0	147
18:00	0	24	11	1	1	0	0	0	0	0	0	0	0	0	37
18:15	0	20	7	0	0	0	0	0	0	0	0	0	0	0	27
18:30	0	27	12	0	3	0	0	0	0	0	0	0	0	0	42
18:45	0	22	14	0	2	0	0	1	0	0	0	0	0	0	39
	0	93	44	1	6	0	0	1	0	0	0	0	0	0	145
19:00	0	21	11	0	3	0	0	0	0	0	0	0	0	0	35
19:15	0	22	2	0	1	0	0	0	0	0	0	0	0	0	25
19:30	0	12	4	0	1	0	0	0	0	0	0	0	0	0	17
19:45	0	16	3	0	1	0	0	1	0	1	0	0	0	0	22
	0	71	20	0	6	0	0	1	0	1	0	0	0	0	99
20:00	0	10	7	0	0	0	0	1	0	0	0	0	0	0	18
20:15	0	16	8	0	1	0	0	0	0	0	0	0	0	0	25
20:30	0	18	7	0	2	0	0	0	0	0	0	0	0	0	27
20:45	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
	0	55	25	0	3	0	0	1	0	0	0	0	0	0	84
21:00	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18
21:15	0	9	2	0	0	0	0	1	0	0	0	0	0	0	12
21:30	0	9	3	0	0	0	0	1	0	0	0	0	0	0	13
21:45	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
	0	47	9	0	0	0	0	2	0	0	0	0	0	0	58
22:00	0	12	3	0	1	0	0	0	0	0	0	0	0	0	16
22:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
22:30	0	8	4	0	1	0	0	0	0	0	0	0	0	0	13
22:45	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
	0	40	10	0	3	0	0	0	0	0	0	0	0	0	53
23:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
23:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
	0	18	4	0	1	0	0	0	0	0	0	0	0	0	23
Total	2	779	286	4	55	4	2	7	1	1	0	0	0	0	1141
Percent	0.2%	68.3%	25.1%	0.4%	4.8%	0.4%	0.2%	0.6%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	



# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

EB WB Dr TJ Smith Sr. Expy  
Site Code:  
Station ID:  
EB WB Dr TJ Smith Sr. Expy

Latitude: 0' 0.0000 Undefined

EB

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
12/01/17	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	8	4	0	1	0	0	0	0	0	0	0	0	0	13
04:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
07:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
08:00	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7
08:15	0	10	10	0	0	0	0	0	0	0	0	0	0	0	20
08:30	0	6	6	0	0	0	0	0	0	0	0	0	0	0	12
08:45	0	8	4	0	1	0	0	0	0	0	0	0	0	0	13
09:00	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
09:15	0	10	0	0	1	0	0	0	0	0	0	0	0	0	11
09:30	0	30	14	0	2	0	0	0	0	0	0	0	0	0	46
09:45	0	18	6	0	1	0	0	0	0	0	0	0	0	0	25
10:00	0	9	5	0	0	0	0	1	0	0	0	0	0	0	15
10:15	0	18	2	1	0	0	0	0	0	0	0	0	0	0	21
10:30	0	6	6	0	0	0	0	0	0	0	0	0	0	0	12
10:45	0	51	19	1	1	0	0	1	0	0	0	0	0	0	73
11:00	0	10	5	0	0	1	0	0	0	0	0	0	0	0	16
11:15	0	11	6	0	1	0	0	0	1	0	0	0	0	0	19
11:30	0	16	7	0	1	0	0	0	0	0	0	0	0	0	24
11:45	0	6	6	1	1	0	0	0	0	0	0	0	0	0	14
12:00	0	43	24	1	3	1	0	0	1	0	0	0	0	0	73
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	184	81	2	7	2	0	3	1	0	0	0	0	0	280
Percent	0.0%	65.7%	28.9%	0.7%	2.5%	0.7%	0.0%	1.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	45	4930	1843	39	324	45	4	71	10	1	0	0	0	0	7312
Percent	0.6%	67.4%	25.2%	0.5%	4.4%	0.6%	0.1%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	



# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

EB WB Dr TJ Smith Sr. Expy  
Site Code:  
Station ID:  
EB WB Dr TJ Smith Sr. Expy

Latitude: 0' 0.0000 Undefined

WB

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	23	4	0	0	0	0	1	0	0	0	0	0	0	28
12:15	0	24	7	0	1	0	0	0	0	0	0	0	0	0	32
12:30	0	27	5	0	0	0	0	0	0	0	0	0	0	0	32
12:45	0	23	11	0	1	0	0	0	0	0	0	0	0	0	35
	0	97	27	0	2	0	0	1	0	0	0	0	0	0	127
13:00	0	33	15	0	0	0	0	0	0	0	0	0	0	0	48
13:15	0	27	9	0	1	0	0	0	0	0	0	0	0	0	37
13:30	1	27	7	0	0	0	0	0	0	0	0	0	0	0	35
13:45	0	23	12	0	1	0	0	0	0	0	0	0	0	0	36
	1	110	43	0	2	0	0	0	0	0	0	0	0	0	156
14:00	0	32	5	0	0	0	0	0	0	0	0	0	0	0	37
14:15	0	27	6	0	1	0	0	0	0	0	0	0	0	0	34
14:30	2	15	5	0	0	0	0	0	0	0	0	0	0	0	22
14:45	0	15	10	0	0	0	0	0	0	0	0	0	0	0	25
	2	89	26	0	1	0	0	0	0	0	0	0	0	0	118
15:00	1	19	6	0	1	0	0	0	0	0	0	0	0	0	27
15:15	0	29	6	0	1	0	0	0	0	0	0	0	0	0	36
15:30	0	21	5	0	0	0	0	0	0	0	0	0	0	0	26
15:45	0	17	5	0	0	0	0	0	0	0	0	0	0	0	22
	1	86	22	0	2	0	0	0	0	0	0	0	0	0	111
16:00	0	15	5	0	0	0	0	0	0	0	0	0	0	0	20
16:15	0	28	8	0	0	0	0	0	1	0	0	0	0	0	37
16:30	0	16	12	0	0	0	0	0	0	0	0	0	0	0	28
16:45	0	17	4	0	1	0	0	0	0	0	0	0	0	0	22
	0	76	29	0	1	0	0	0	1	0	0	0	0	0	107
17:00	0	13	5	0	0	0	0	0	0	0	0	0	0	0	18
17:15	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20
17:30	0	13	9	0	0	0	0	0	0	0	0	0	0	0	22
17:45	0	11	6	0	0	0	0	0	0	0	0	0	0	0	17
	0	54	23	0	0	0	0	0	0	0	0	0	0	0	77
18:00	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
18:15	0	16	7	0	0	0	0	0	0	0	0	0	0	0	23
18:30	1	23	3	0	1	0	0	0	0	0	0	0	0	0	28
18:45	0	13	7	0	0	0	0	0	0	0	0	0	0	0	20
	1	65	18	0	1	0	0	0	0	0	0	0	0	0	85
19:00	0	17	5	0	0	0	0	0	0	0	0	0	0	0	22
19:15	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
19:30	0	4	5	0	0	0	0	0	0	0	0	0	0	0	9
19:45	0	15	1	0	0	0	0	1	0	0	0	0	0	0	17
	0	47	15	0	0	0	0	1	0	0	0	0	0	0	63
20:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
20:15	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
20:30	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
20:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
	0	26	10	0	0	0	0	0	0	0	0	0	0	0	36
21:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
21:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
21:30	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
21:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
	0	26	9	0	0	0	0	0	0	0	0	0	0	0	35
22:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
22:15	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
22:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
22:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
	0	23	7	0	0	0	0	0	0	0	0	0	0	0	30
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
Total	5	712	230	0	9	0	0	2	1	0	0	0	0	0	959
Percent	0.5%	74.2%	24.0%	0.0%	0.9%	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

EB WB Dr TJ Smith Sr. Expy  
Site Code:  
Station ID:  
EB WB Dr TJ Smith Sr. Expy

Latitude: 0' 0.0000 Undefined

WB

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
11/27/17	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
06:15	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
06:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
06:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
07:15	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
07:30	0	11	7	0	0	0	0	0	0	0	0	0	0	0	18
07:45	0	10	5	0	1	0	0	0	0	0	0	0	0	0	16
08:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
08:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
08:30	0	14	8	0	1	0	0	0	0	0	0	0	0	0	23
08:45	0	37	16	0	2	0	0	0	0	0	0	0	0	0	55
09:00	0	18	10	0	2	0	0	0	0	0	0	0	0	0	30
09:15	0	17	6	0	0	1	0	0	0	0	0	0	0	0	24
09:30	0	13	5	0	0	0	0	0	1	0	0	0	0	0	19
09:45	0	16	9	0	1	0	0	0	0	0	0	0	0	0	26
10:00	0	64	30	0	3	1	0	0	1	0	0	0	0	0	99
10:15	0	23	10	0	3	0	0	1	0	0	0	0	0	0	37
10:30	0	23	3	2	1	0	0	0	0	0	0	0	0	0	29
10:45	0	21	2	0	2	0	0	0	0	0	0	0	0	0	25
11:00	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
11:15	0	82	17	2	6	0	0	1	0	0	0	0	0	0	108
11:30	0	10	1	0	1	0	0	0	0	0	0	0	0	0	12
11:45	0	21	3	1	1	0	0	0	0	0	0	0	0	0	26
Total	0	14	6	0	1	0	0	0	0	0	0	0	0	0	21
Percent	0.0%	15	8	0	0	0	0	0	0	0	0	0	0	0	23
	0	60	18	1	3	0	0	0	0	0	0	0	0	0	82
	0	12	3	0	1	0	0	1	0	0	0	0	0	0	17
	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
	0	8	6	0	0	0	0	1	0	0	0	0	0	0	15
	0	13	7	0	1	0	0	1	0	0	0	0	0	0	22
	0	47	18	0	2	0	0	3	0	0	0	0	0	0	70
Total	0	331	112	3	16	1	0	4	1	0	0	0	0	0	468
Percent	0.0%	70.7%	23.9%	0.6%	3.4%	0.2%	0.0%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

EB WB Dr TJ Smith Sr. Expy  
Site Code:  
Station ID:  
EB WB Dr TJ Smith Sr. Expy

Latitude: 0' 0.0000 Undefined

WB

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	13	8	0	0	0	0	0	0	0	0	0	0	0	21
12:15	0	15	4	0	1	0	0	1	0	0	0	0	0	0	21
12:30	0	9	2	0	0	0	0	0	1	0	0	0	0	0	12
12:45	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14
	0	48	16	0	2	0	0	1	1	0	0	0	0	0	68
13:00	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
13:15	0	15	5	0	0	2	0	0	0	0	0	0	0	0	22
13:30	0	14	6	0	1	0	0	0	0	0	0	0	0	0	21
13:45	0	17	7	0	1	1	0	0	0	0	0	0	0	0	26
	0	59	19	0	2	3	0	0	0	0	0	0	0	0	83
14:00	0	14	9	0	0	0	0	0	0	0	0	0	0	0	23
14:15	1	14	3	0	1	1	0	0	0	0	0	0	0	0	20
14:30	0	15	6	0	0	0	0	0	0	0	0	0	0	0	21
14:45	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12
	1	50	23	0	1	1	0	0	0	0	0	0	0	0	76
15:00	0	9	8	0	3	1	0	0	0	0	0	0	0	0	21
15:15	0	23	6	0	0	0	0	0	0	0	0	0	0	0	29
15:30	0	15	4	0	0	1	0	0	0	0	0	0	0	0	20
15:45	0	16	8	0	0	0	0	1	0	0	0	0	0	0	25
	0	63	26	0	3	2	0	1	0	0	0	0	0	0	95
16:00	1	14	3	0	1	1	0	0	0	0	0	0	0	0	20
16:15	0	11	6	0	1	0	0	0	0	0	0	0	0	0	18
16:30	0	11	4	0	1	1	0	0	0	0	0	0	0	0	17
16:45	0	20	4	0	1	0	0	0	0	0	0	0	0	0	25
	1	56	17	0	4	2	0	0	0	0	0	0	0	0	80
17:00	0	9	6	0	1	0	0	1	0	0	0	0	0	0	17
17:15	0	23	3	0	0	0	0	0	0	0	0	0	0	0	26
17:30	1	19	8	0	0	0	0	0	0	0	0	0	0	0	28
17:45	0	21	6	0	0	0	0	0	0	0	0	0	0	0	27
	1	72	23	0	1	0	0	1	0	0	0	0	0	0	98
18:00	0	19	9	0	1	1	0	0	0	0	0	0	0	0	30
18:15	0	27	6	0	1	0	0	0	0	0	0	0	0	0	34
18:30	0	26	5	0	1	0	0	0	0	0	0	0	0	0	32
18:45	0	20	4	0	1	0	0	0	0	0	0	0	0	0	25
	0	92	24	0	4	1	0	0	0	0	0	0	0	0	121
19:00	0	15	6	0	0	0	0	0	0	0	0	0	0	0	21
19:15	0	14	5	0	0	0	0	0	0	0	0	0	0	0	19
19:30	0	19	7	0	0	0	0	0	0	0	0	0	0	0	26
19:45	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
	0	61	22	0	0	0	0	0	0	0	0	0	0	0	83
20:00	0	8	4	0	1	0	0	0	0	0	0	0	0	0	13
20:15	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
20:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
20:45	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12
	0	28	14	0	1	0	0	0	0	0	0	0	0	0	43
21:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
21:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
21:30	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
21:45	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
	0	23	10	0	0	0	0	0	0	0	0	0	0	0	33
22:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
22:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
22:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	20	6	0	0	0	0	0	0	0	0	0	0	0	26
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
Total	3	587	203	0	18	9	0	3	1	0	0	0	0	0	824
Percent	0.4%	71.2%	24.6%	0.0%	2.2%	1.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

EB WB Dr TJ Smith Sr. Expy  
Site Code:  
Station ID:  
EB WB Dr TJ Smith Sr. Expy

Latitude: 0' 0.0000 Undefined

WB

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
11/28/17	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
04:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
06:15	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
06:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	4	3	0	0	1	0	0	0	0	0	0	0	0	8
07:15	0	13	4	0	0	1	0	0	0	0	0	0	0	0	18
07:30	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
07:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
08:00	0	4	5	0	1	0	0	0	0	0	0	0	0	0	10
08:15	0	10	10	0	0	0	2	1	0	0	0	0	0	0	23
08:30	0	29	18	0	1	0	0	2	1	0	0	0	0	0	51
08:45	0	19	8	0	0	0	0	0	0	0	0	0	0	0	27
09:00	0	10	4	0	0	2	0	3	0	0	0	0	0	0	19
09:15	0	16	6	0	1	0	0	0	0	0	0	0	0	0	23
09:30	0	15	1	0	0	0	0	1	0	0	0	0	0	0	17
09:45	0	60	19	0	1	2	0	4	0	0	0	0	0	0	86
10:00	0	16	6	0	0	0	0	0	0	0	0	0	0	0	22
10:15	0	14	4	1	2	0	0	0	0	0	0	0	0	0	21
10:30	0	20	6	1	2	0	0	0	0	0	0	0	0	0	29
10:45	0	15	6	0	0	0	0	0	0	0	0	0	0	0	21
11:00	0	65	22	2	4	0	0	0	0	0	0	0	0	0	93
11:15	0	23	7	0	2	1	0	0	0	0	0	0	0	0	33
11:30	0	8	1	0	2	0	1	0	0	0	0	0	0	0	12
11:45	0	12	5	0	2	1	0	0	0	0	0	0	0	0	20
Total	0	12	9	0	0	0	0	0	0	0	0	0	0	0	21
Percent	0.0%	68.2%	24.5%	0.4%	3.6%	1.5%	0.2%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	466





# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

EB WB Dr TJ Smith Sr. Expy  
Site Code:  
Station ID:  
EB WB Dr TJ Smith Sr. Expy

Latitude: 0' 0.0000 Undefined

WB

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
11/29/17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
06:15	0	3	4	0	1	0	0	0	1	0	0	0	0	0	9
06:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
06:45	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
07:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
07:30	0	19	1	0	1	0	0	0	0	0	0	0	0	0	21
07:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
08:00	0	4	5	0	0	0	0	0	1	0	0	0	0	0	10
08:15	1	3	5	0	1	0	0	0	0	0	0	0	0	0	10
08:30	0	16	13	0	3	0	0	1	0	0	0	0	0	0	33
08:45	1	33	25	0	4	0	0	1	1	0	0	0	0	0	65
09:00	0	20	10	0	0	1	0	1	0	0	0	0	0	0	32
09:15	1	14	3	1	0	0	0	1	0	0	0	0	0	0	20
09:30	0	8	5	0	1	0	0	0	0	0	0	0	0	0	16
09:45	0	14	6	0	0	0	0	0	0	0	0	0	0	0	20
10:00	3	56	24	1	1	1	0	2	0	0	0	0	0	0	88
10:15	0	22	12	0	1	0	0	0	0	0	0	0	0	0	35
10:30	0	17	6	1	2	0	0	1	0	0	0	0	0	0	27
10:45	0	27	6	0	2	0	0	0	0	0	0	0	0	0	35
11:00	0	15	3	0	1	0	0	0	0	0	0	0	0	0	19
11:15	0	81	27	1	6	0	0	1	0	0	0	0	0	0	116
11:30	0	14	7	0	2	0	0	0	0	0	0	0	0	0	23
11:45	0	12	6	1	0	1	0	0	0	0	0	0	0	0	20
Total	4	331	132	3	18	3	0	4	2	0	0	0	0	0	497
Percent	0.8%	66.6%	26.6%	0.6%	3.6%	0.6%	0.0%	0.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	



# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

EB WB Dr TJ Smith Sr. Expy  
Site Code:  
Station ID:  
EB WB Dr TJ Smith Sr. Expy

Latitude: 0' 0.0000 Undefined

WB

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
11/30/17	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
05:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
06:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
06:15	0	4	5	0	1	0	0	0	0	0	0	0	0	0	10
06:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
07:15	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
07:30	0	14	3	0	1	0	0	0	0	0	0	0	0	0	18
07:45	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
08:00	1	5	2	0	0	0	0	0	0	0	0	0	0	0	8
08:15	0	4	6	0	0	0	0	0	0	0	0	0	0	0	10
08:30	0	15	11	0	2	0	0	0	0	0	0	0	0	0	28
08:45	1	36	22	0	2	0	0	0	0	0	0	0	0	0	61
09:00	0	17	4	0	0	1	0	0	0	0	0	0	0	0	22
09:15	1	8	3	0	0	0	0	0	0	0	0	0	0	0	12
09:30	0	11	4	0	1	1	0	1	0	0	0	0	0	0	18
09:45	0	16	7	0	0	1	0	0	0	0	0	0	0	0	24
10:00	1	52	18	0	1	3	0	1	0	0	0	0	0	0	76
10:15	0	24	7	0	1	0	0	0	0	0	0	0	0	0	32
10:30	0	30	5	2	1	0	0	0	0	0	0	0	0	0	38
10:45	0	22	9	0	1	0	0	0	0	0	0	0	0	0	32
11:00	0	26	2	0	0	0	0	0	1	0	0	0	0	0	29
11:15	0	102	23	2	3	0	0	0	1	0	0	0	0	0	131
11:30	0	14	5	0	1	1	0	0	0	0	0	0	0	0	21
11:45	0	10	4	0	1	0	0	0	0	0	0	0	0	0	16
12:00	0	18	4	0	0	0	0	1	0	0	0	0	0	0	19
12:15	0	56	17	1	2	1	0	1	0	0	0	0	0	0	78
12:30	1	15	7	1	1	0	0	0	0	0	0	0	0	0	25
12:45	0	12	9	0	0	0	0	1	0	0	0	0	0	0	22
13:00	0	12	8	0	0	0	0	0	0	0	0	0	0	0	20
13:15	0	10	10	0	0	1	0	0	0	0	0	0	0	0	21
13:30	1	49	34	1	1	1	0	1	0	0	0	0	0	0	88
Total	3	339	126	4	11	5	0	3	1	0	0	0	0	0	492
Percent	0.6%	68.9%	25.6%	0.8%	2.2%	1.0%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	



# ITS Regional, LLC.

4744 Kawanee Avenue  
Metairie, LA 70006

EB WB Dr TJ Smith Sr. Expy  
Site Code:  
Station ID:  
EB WB Dr TJ Smith Sr. Expy

Latitude: 0' 0.0000 Undefined

WB

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
12/01/17	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
06:15	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
06:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
07:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
07:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
07:30	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
07:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
08:00	1	9	4	0	0	0	0	1	0	0	0	0	0	0	15
08:15	0	11	10	0	2	0	0	1	0	0	0	0	0	0	24
08:30	1	28	21	0	2	0	0	2	0	0	0	0	0	0	54
08:45	0	21	8	0	1	1	0	0	0	0	0	0	0	0	31
09:00	0	15	5	0	0	0	0	1	0	0	0	0	0	0	21
09:15	0	13	4	0	1	0	1	0	0	0	0	0	0	0	19
09:30	0	13	6	0	1	1	0	1	1	0	0	0	0	0	23
09:45	0	62	23	0	3	2	1	2	1	0	0	0	0	0	94
10:00	0	23	7	0	1	0	0	0	0	0	0	0	0	0	31
10:15	0	18	7	1	1	0	0	1	0	0	0	0	0	0	28
10:30	0	20	9	0	1	0	0	0	0	0	0	0	0	0	30
10:45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
11:00	0	75	25	1	3	0	0	1	0	0	0	0	0	0	105
11:15	0	14	8	0	2	0	0	0	0	0	0	0	0	0	24
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	1	238	91	1	10	2	1	5	1	0	0	0	0	0	350
	0.3%	68.0%	26.0%	0.3%	2.9%	0.6%	0.3%	1.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	36	4827	1663	13	144	40	2	34	8	0	0	0	0	0	6767
Percent	0.5%	71.3%	24.6%	0.2%	2.1%	0.6%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	



# **Turning Movement Counts (TMC'S)**

# Turning Movement Counts

**INTERSECTION 1**

**LA 36 AT LA 434**

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : LA 434 at LA 36  
Site Code : 00000000  
Start Date : 10/17/2017  
Page No : 1

Groups Printed- Unshifted

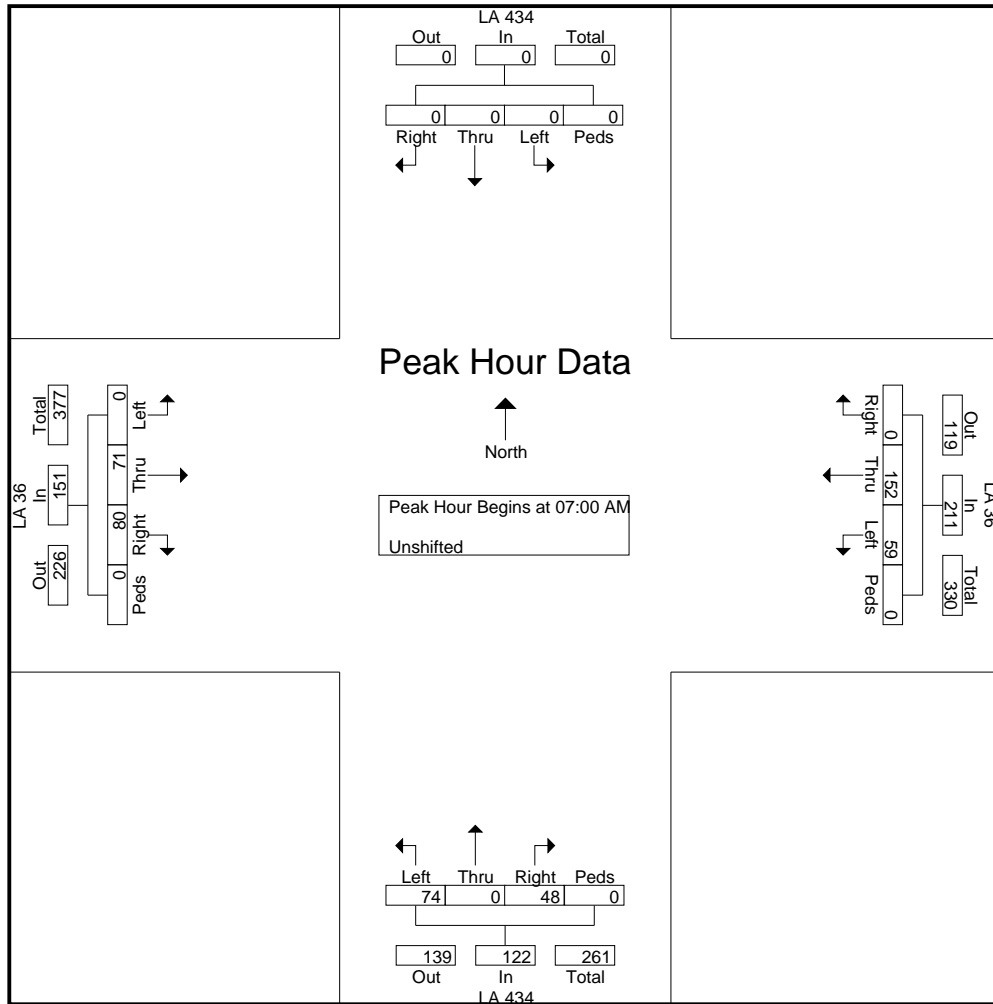
Start Time	LA 434 From North					LA 36 From East					LA 434 From South					LA 36 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	0	0	0	0	0	24	16	0	40	16	0	15	0	31	12	21	0	0	33	104
06:45 AM	0	0	0	0	0	0	31	17	0	48	18	0	11	0	29	15	17	0	0	32	109
<b>Total</b>	0	0	0	0	0	0	55	33	0	88	34	0	26	0	60	27	38	0	0	65	213
07:00 AM	0	0	0	0	0	0	35	15	0	50	11	0	17	0	28	17	18	0	0	35	113
07:15 AM	0	0	0	0	0	0	41	21	0	62	10	0	16	0	26	16	20	0	0	36	124
07:30 AM	0	0	0	0	0	0	34	12	0	46	16	0	21	0	37	21	16	0	0	37	120
07:45 AM	0	0	0	0	0	0	42	11	0	53	11	0	20	0	31	26	17	0	0	43	127
<b>Total</b>	0	0	0	0	0	0	152	59	0	211	48	0	74	0	122	80	71	0	0	151	484
08:00 AM	0	0	0	0	0	0	26	10	0	36	15	0	16	0	31	19	19	0	0	38	105
08:15 AM	0	0	0	0	0	0	31	15	0	46	14	0	9	0	23	20	18	0	0	38	107
*** BREAK ***																					
<b>Total</b>	0	0	0	0	0	0	57	25	0	82	29	0	25	0	54	39	37	0	0	76	212
*** BREAK ***																					
03:30 PM	0	0	0	0	0	0	15	10	0	25	15	0	11	0	26	11	30	0	0	41	92
03:45 PM	0	0	0	0	0	0	21	7	0	28	17	0	15	0	32	18	29	0	0	47	107
<b>Total</b>	0	0	0	0	0	0	36	17	0	53	32	0	26	0	58	29	59	0	0	88	199
04:00 PM	0	0	0	0	0	0	25	11	0	36	18	0	19	0	37	21	24	0	0	45	118
04:15 PM	0	0	0	0	0	0	19	15	0	34	19	0	14	0	33	20	20	0	0	40	107
04:30 PM	0	0	0	0	0	0	31	11	0	42	21	0	17	0	38	16	31	0	0	47	127
04:45 PM	0	0	0	0	0	0	19	10	0	29	20	0	21	0	41	31	37	0	0	68	138
<b>Total</b>	0	0	0	0	0	0	94	47	0	141	78	0	71	0	149	88	112	0	0	200	490
05:00 PM	0	0	0	0	0	0	22	14	0	36	26	0	16	0	42	22	41	0	0	63	141
05:15 PM	0	0	0	0	0	0	24	16	0	40	20	0	11	0	31	26	35	0	0	61	132
05:30 PM	0	0	0	0	0	0	25	17	0	42	17	0	14	0	31	18	36	0	0	54	127
<b>Grand Total</b>	0	0	0	0	0	0	465	228	0	693	284	0	263	0	547	329	429	0	0	758	1998
Approch %	0	0	0	0	0	0	67.1	32.9	0		51.9	0	48.1	0		43.4	56.6	0	0		
<b>Total %</b>	0	0	0	0	0	0	23.3	11.4	0	34.7	14.2	0	13.2	0	27.4	16.5	21.5	0	0	37.9	

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : LA 434 at LA 36  
Site Code : 00000000  
Start Date : 10/17/2017  
Page No : 2

Start Time	LA 434 From North					LA 36 From East					LA 434 From South					LA 36 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	35	15	0	50	11	0	17	0	28	17	18	0	0	35	113
07:15 AM	0	0	0	0	0	0	41	21	0	62	10	0	16	0	26	16	20	0	0	36	124
07:30 AM	0	0	0	0	0	0	34	12	0	46	16	0	21	0	37	21	16	0	0	37	120
07:45 AM	0	0	0	0	0	0	42	11	0	53	11	0	20	0	31	26	17	0	0	43	127
Total Volume	0	0	0	0	0	0	152	59	0	211	48	0	74	0	122	80	71	0	0	151	484
% App. Total	0	0	0	0	0	0	72	28	0	39.3	0	60.7	0	0	53	47	0	0	0	87.8	95.3
PHF	.000	.000	.000	.000	.000	.000	.905	.702	.000	.851	.750	.000	.881	.000	.824	.769	.888	.000	.000	.878	.953

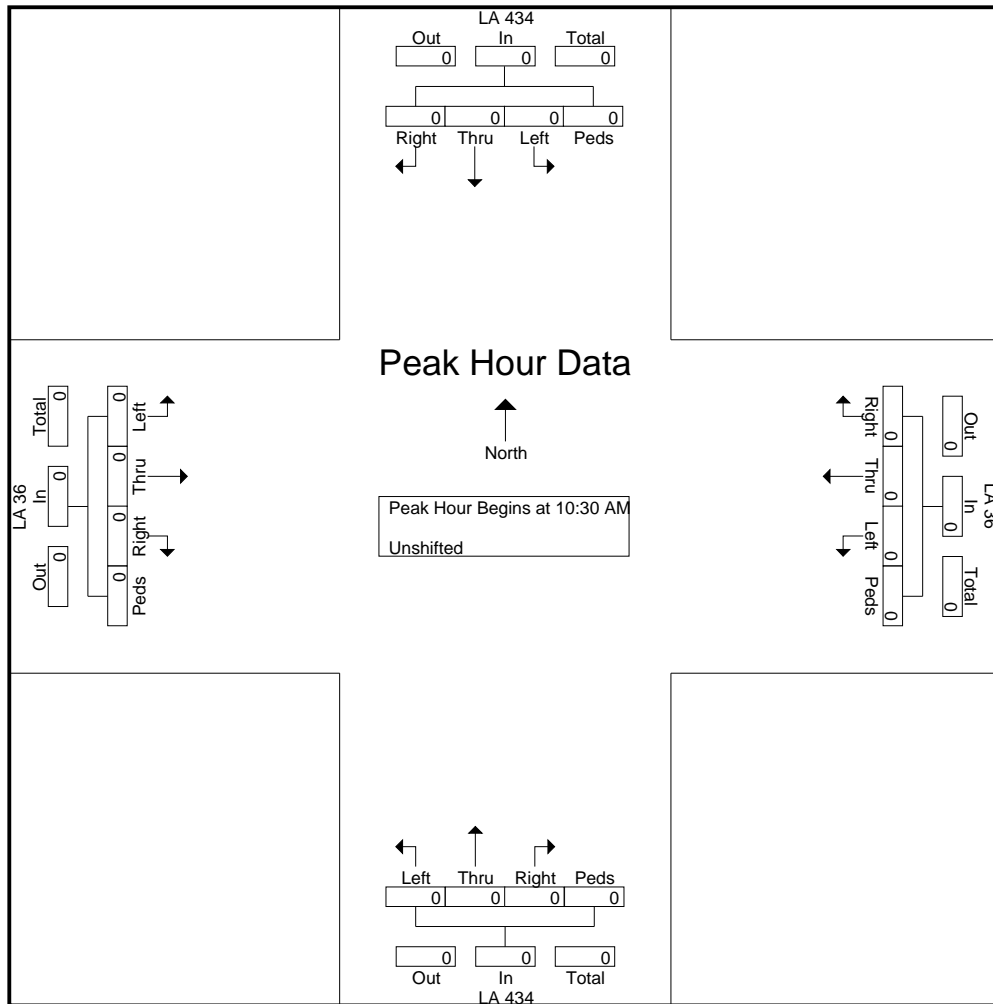


# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : LA 434 at LA 36  
Site Code : 00000000  
Start Date : 10/17/2017  
Page No : 3

Start Time	LA 434 From North					LA 36 From East					LA 434 From South					LA 36 From West					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 10:30 AM																						
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

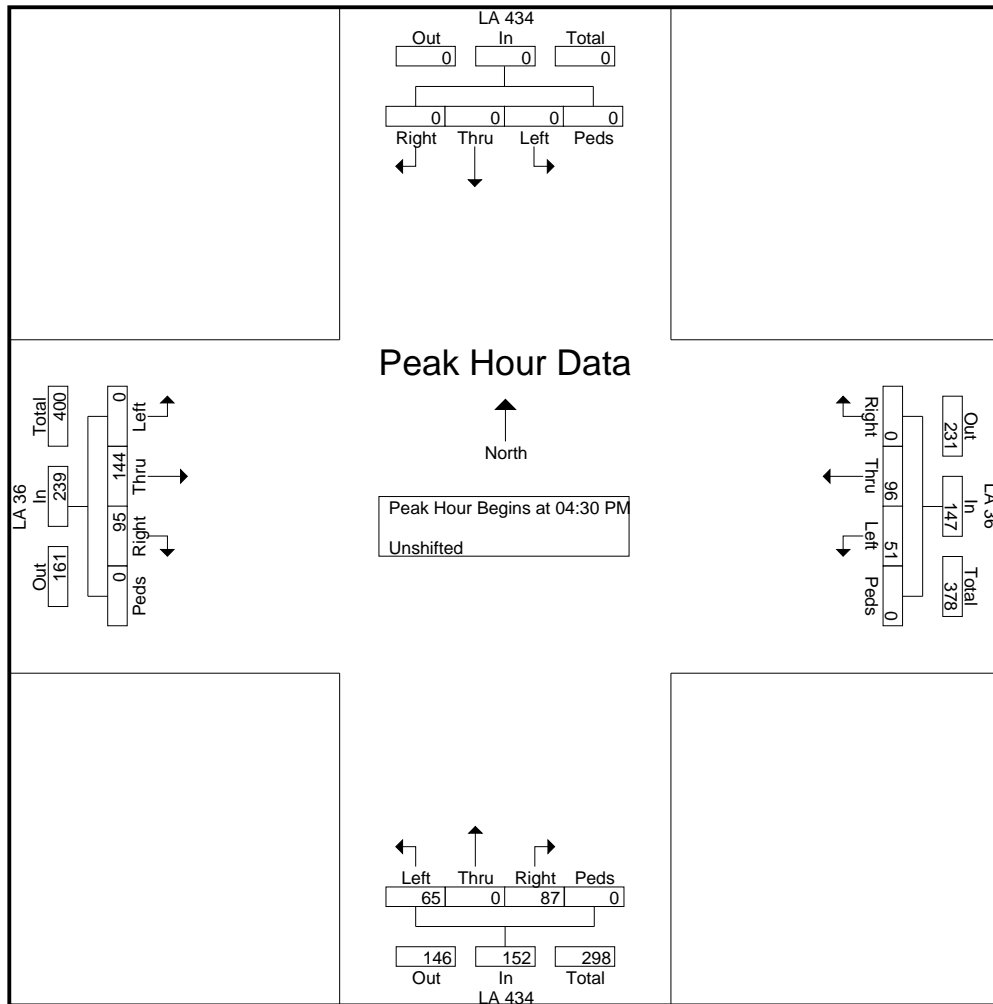


# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : LA 434 at LA 36  
Site Code : 00000000  
Start Date : 10/17/2017  
Page No : 4

Start Time	LA 434 From North					LA 36 From East					LA 434 From South					LA 36 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	31	11	0	42	21	0	17	0	38	16	31	0	0	47	127
04:45 PM	0	0	0	0	0	0	19	10	0	29	20	0	21	0	41	31	37	0	0	68	138
05:00 PM	0	0	0	0	0	0	22	14	0	36	26	0	16	0	42	22	41	0	0	63	141
05:15 PM	0	0	0	0	0	0	24	16	0	40	20	0	11	0	31	26	35	0	0	61	132
Total Volume	0	0	0	0	0	0	96	51	0	147	87	0	65	0	152	95	144	0	0	239	538
% App. Total	0	0	0	0	0	0	65.3	34.7	0		57.2	0	42.8	0		39.7	60.3	0	0		
PHF	.000	.000	.000	.000	.000	.000	.774	.797	.000	.875	.837	.000	.774	.000	.905	.766	.878	.000	.000	.879	.954





**Turning Movement Counts**  
**INTERSECTION 2**  
**LA 434 AT Horseshoe Island Rd.**  
**Airport Rd. at I-12 Westbound Off-Ramp**

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : LA 434 at Horseshoe Island Rd  
Site Code : 00000000  
Start Date : 11/30/2017  
Page No : 1

Groups Printed- Unshifted

Start Time	LA 434 From North					HORSESHOE ISLAND From East					LA 434 From South					HORSESHOE ISLAND From West					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	6	0	0	6	0	0	0	2	2	1	4	0	0	5	0	0	0	0	0	0	13
07:15 AM	0	29	0	0	29	0	0	4	0	4	3	11	0	0	14	0	0	0	0	0	0	47
07:30 AM	0	40	1	0	41	0	0	5	0	5	1	20	0	0	21	0	0	0	0	0	0	67
07:45 AM	0	39	1	0	40	1	0	3	0	4	0	14	0	0	14	0	0	0	0	0	0	58
<b>Total</b>	<b>0</b>	<b>114</b>	<b>2</b>	<b>0</b>	<b>116</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>15</b>	<b>5</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>185</b>
08:00 AM	0	46	0	0	46	3	0	4	0	7	0	9	0	0	9	0	0	0	0	0	0	62
08:15 AM	0	31	1	0	32	0	0	4	0	4	3	5	0	0	8	0	0	0	0	0	0	44
08:30 AM	0	21	0	0	21	0	0	4	0	4	0	12	0	0	12	0	0	0	0	0	0	37
08:45 AM	0	16	0	0	16	0	0	1	0	1	3	13	0	0	16	0	0	0	0	0	0	33
<b>Total</b>	<b>0</b>	<b>114</b>	<b>1</b>	<b>0</b>	<b>115</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>16</b>	<b>6</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>176</b>
*** BREAK ***																						
03:30 PM	0	18	0	0	18	0	0	1	0	1	2	15	0	0	17	0	0	0	0	0	0	36
03:45 PM	0	19	0	0	19	0	0	2	0	2	5	22	0	0	27	0	0	1	0	1	1	49
<b>Total</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>85</b>
04:00 PM	1	16	0	0	17	0	0	3	0	3	4	34	0	0	38	0	0	0	0	0	0	58
04:15 PM	0	25	0	0	25	0	0	3	0	3	7	39	0	0	46	0	0	0	0	0	0	74
04:30 PM	1	15	1	0	17	0	0	1	0	1	3	34	0	0	37	0	0	0	0	0	0	55
04:45 PM	0	28	1	0	29	2	0	0	0	2	11	20	0	0	31	0	0	0	0	0	0	62
<b>Total</b>	<b>2</b>	<b>84</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>25</b>	<b>127</b>	<b>0</b>	<b>0</b>	<b>152</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>249</b>
05:00 PM	0	18	0	0	18	0	0	2	0	2	8	30	0	0	38	0	0	0	0	0	0	58
05:15 PM	0	20	2	0	22	0	0	0	0	0	4	15	0	0	19	0	0	0	0	0	0	41
05:30 PM	0	28	0	0	28	0	0	1	0	1	4	25	0	0	29	0	0	0	0	0	0	58
05:45 PM	0	24	2	0	26	0	0	1	0	1	2	19	0	0	21	0	0	0	0	0	0	48
<b>Total</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>18</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>107</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>205</b>
<b>Grand Total</b>	<b>2</b>	<b>439</b>	<b>9</b>	<b>0</b>	<b>450</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>2</b>	<b>47</b>	<b>61</b>	<b>341</b>	<b>0</b>	<b>0</b>	<b>402</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>900</b>
<b>Apprch %</b>	<b>0.4</b>	<b>97.6</b>	<b>2</b>	<b>0</b>		<b>12.8</b>	<b>0</b>	<b>83</b>	<b>4.3</b>		<b>15.2</b>	<b>84.8</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>			
<b>Total %</b>	<b>0.2</b>	<b>48.8</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0.7</b>	<b>0</b>	<b>4.3</b>	<b>0.2</b>	<b>5.2</b>	<b>6.8</b>	<b>37.9</b>	<b>0</b>	<b>0</b>	<b>44.7</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0</b>	<b>0.1</b>		

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

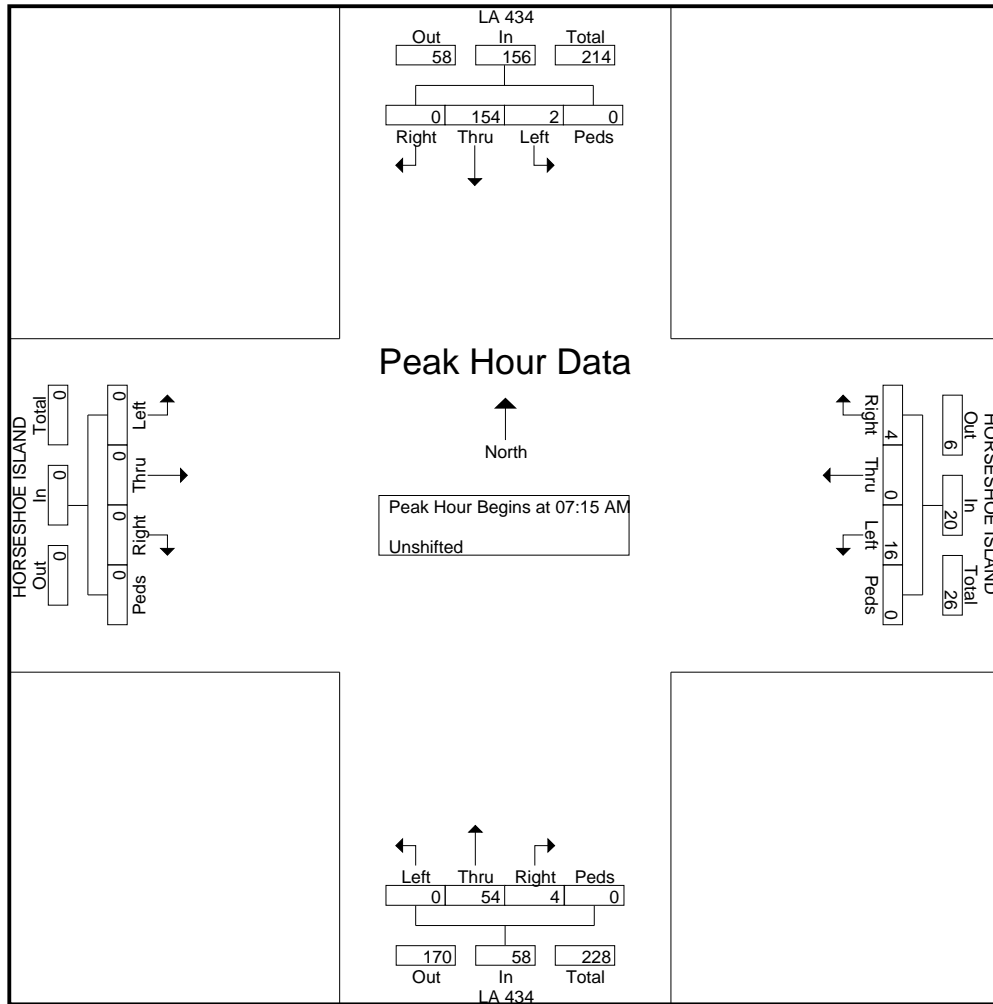
File Name : LA 434 at Horseshoe Island Rd

Site Code : 00000000

Start Date : 11/30/2017

Page No : 2

Start Time	LA 434 From North					HORSESHOE ISLAND From East					LA 434 From South					HORSESHOE ISLAND From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	29	0	0	29	0	0	4	0	4	3	11	0	0	14	0	0	0	0	0	47
07:30 AM	0	40	1	0	41	0	0	5	0	5	1	20	0	0	21	0	0	0	0	0	67
07:45 AM	0	39	1	0	40	1	0	3	0	4	0	14	0	0	14	0	0	0	0	0	58
08:00 AM	0	46	0	0	46	3	0	4	0	7	0	9	0	0	9	0	0	0	0	0	62
Total Volume	0	154	2	0	156	4	0	16	0	20	4	54	0	0	58	0	0	0	0	0	234
% App. Total	0	98.7	1.3	0		20	0	80	0		6.9	93.1	0	0		0	0	0	0		
PHF	.000	.837	.500	.000	.848	.333	.000	.800	.000	.714	.333	.675	.000	.000	.690	.000	.000	.000	.000	.000	.873



# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

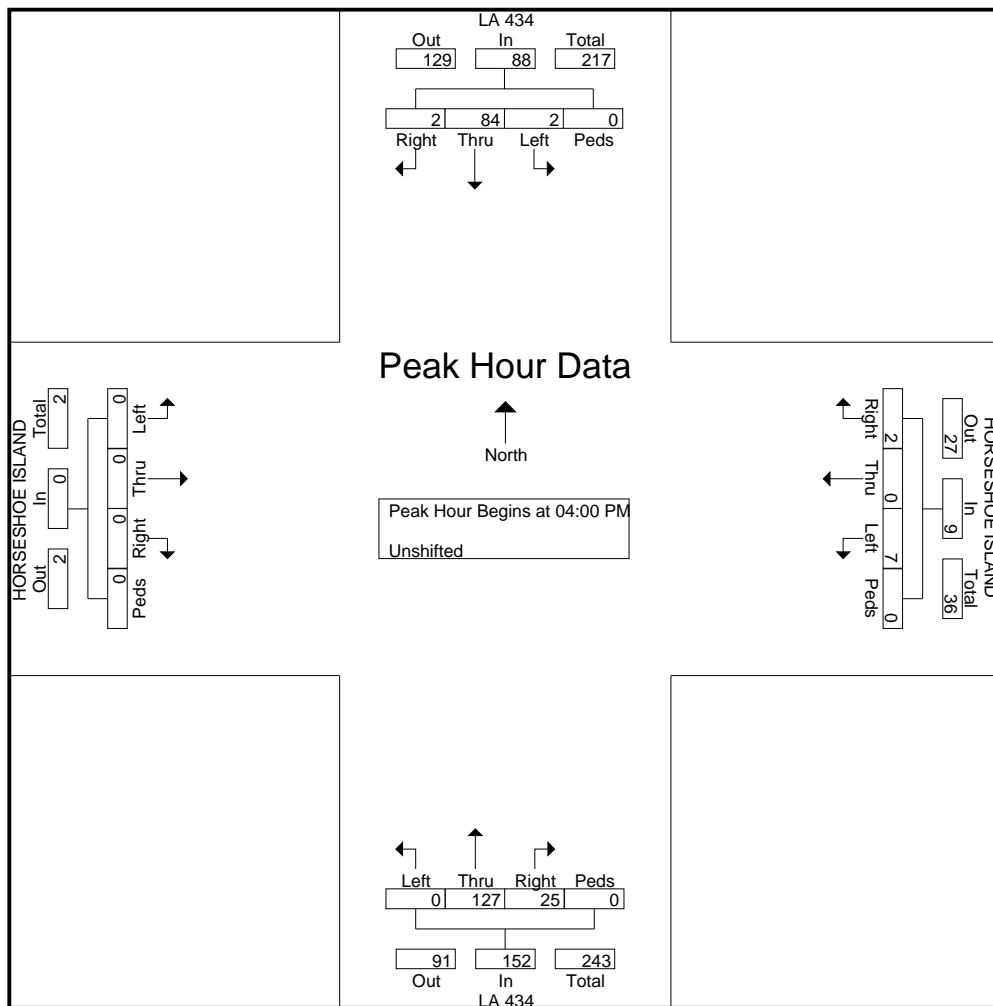
File Name : LA 434 at Horseshoe Island Rd

Site Code : 00000000

Start Date : 11/30/2017

Page No : 3

Start Time	LA 434 From North					HORSESHOE ISLAND From East					LA 434 From South					HORSESHOE ISLAND From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	1	16	0	0	17	0	0	3	0	3	4	34	0	0	38	0	0	0	0	0	58
04:15 PM	0	25	0	0	25	0	0	3	0	3	7	39	0	0	46	0	0	0	0	0	74
04:30 PM	1	15	1	0	17	0	0	1	0	1	3	34	0	0	37	0	0	0	0	0	55
04:45 PM	0	28	1	0	29	2	0	0	0	2	11	20	0	0	31	0	0	0	0	0	62
Total Volume	2	84	2	0	88	2	0	7	0	9	25	127	0	0	152	0	0	0	0	0	249
% App. Total	2.3	95.5	2.3	0		22.2	0	77.8	0		16.4	83.6	0	0		0	0	0	0		
PHF	.500	.750	.500	.000	.759	.250	.000	.583	.000	.750	.568	.814	.000	.000	.826	.000	.000	.000	.000	.000	.841



**Turning Movement Counts**  
**INTERSECTION 3**  
**LA 434 AT Krentel RD.**

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : LA 434 at Krentel Rd  
Site Code : 00000000  
Start Date : 11/28/2017  
Page No : 1

Groups Printed- Unshifted

Start Time	LA 434 From North					KRENTEL RD From East					LA 434 From South					KRENTEL RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	35	0	0	35	0	0	0	0	0	0	33	12	0	45	8	0	1	0	9	89
07:15 AM	0	21	0	0	21	0	0	0	0	0	0	37	6	0	43	8	0	2	0	10	74
07:30 AM	0	39	0	0	39	0	0	0	0	0	0	47	3	0	50	18	0	0	0	18	107
07:45 AM	5	40	0	0	45	0	0	0	0	0	0	75	10	0	85	12	0	2	0	14	144
<b>Total</b>	<b>5</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>140</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>192</b>	<b>31</b>	<b>0</b>	<b>223</b>	<b>46</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>51</b>	<b>414</b>
08:00 AM	4	36	0	0	40	0	0	0	0	0	0	61	10	0	71	12	0	5	0	17	128
08:15 AM	1	16	0	0	17	0	0	0	0	0	0	37	7	0	44	5	0	1	0	6	67
08:30 AM	1	39	0	0	40	0	0	0	0	0	0	44	10	0	54	6	0	0	0	6	100
08:45 AM	0	27	0	0	27	0	0	0	0	0	0	47	8	0	55	12	0	0	0	12	94
<b>Total</b>	<b>6</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>189</b>	<b>35</b>	<b>0</b>	<b>224</b>	<b>35</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>41</b>	<b>389</b>
*** BREAK ***																					
03:30 PM	1	41	0	0	42	0	0	0	0	0	0	62	8	0	70	12	0	2	0	14	126
03:45 PM	0	41	0	0	41	0	0	0	0	0	1	58	13	0	72	10	0	2	0	12	125
<b>Total</b>	<b>1</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>120</b>	<b>21</b>	<b>0</b>	<b>142</b>	<b>22</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>251</b>
04:00 PM	0	40	0	0	40	0	0	0	0	0	0	41	5	0	46	8	0	1	0	9	95
04:15 PM	2	37	0	0	39	0	0	0	0	0	0	36	1	0	37	9	0	0	0	9	85
04:30 PM	0	37	0	0	37	0	0	0	0	0	0	45	2	0	47	11	0	0	0	11	95
04:45 PM	0	43	0	0	43	0	0	0	0	0	0	50	6	0	56	18	0	1	0	19	118
<b>Total</b>	<b>2</b>	<b>157</b>	<b>0</b>	<b>0</b>	<b>159</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>172</b>	<b>14</b>	<b>0</b>	<b>186</b>	<b>46</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>393</b>
05:00 PM	1	85	0	0	86	0	0	0	0	0	0	82	5	0	87	15	0	4	0	19	192
05:15 PM	0	85	0	0	85	0	0	0	0	0	0	79	5	0	84	18	0	1	0	19	188
05:30 PM	0	115	0	0	115	0	0	0	0	0	0	101	0	0	101	20	0	0	0	20	236
05:45 PM	0	166	0	0	166	0	0	0	0	0	0	150	0	0	150	3	0	0	0	3	319
<b>Total</b>	<b>1</b>	<b>451</b>	<b>0</b>	<b>0</b>	<b>452</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>412</b>	<b>10</b>	<b>0</b>	<b>422</b>	<b>56</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>61</b>	<b>935</b>
Grand Total	15	943	0	0	958	0	0	0	0	0	1	1085	111	0	1197	205	0	22	0	227	2382
Apprch %	1.6	98.4	0	0		0	0	0	0		0.1	90.6	9.3	0		90.3	0	9.7	0		
Total %	0.6	39.6	0	0	40.2	0	0	0	0	0	0	45.5	4.7	0	50.3	8.6	0	0.9	0	9.5	

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

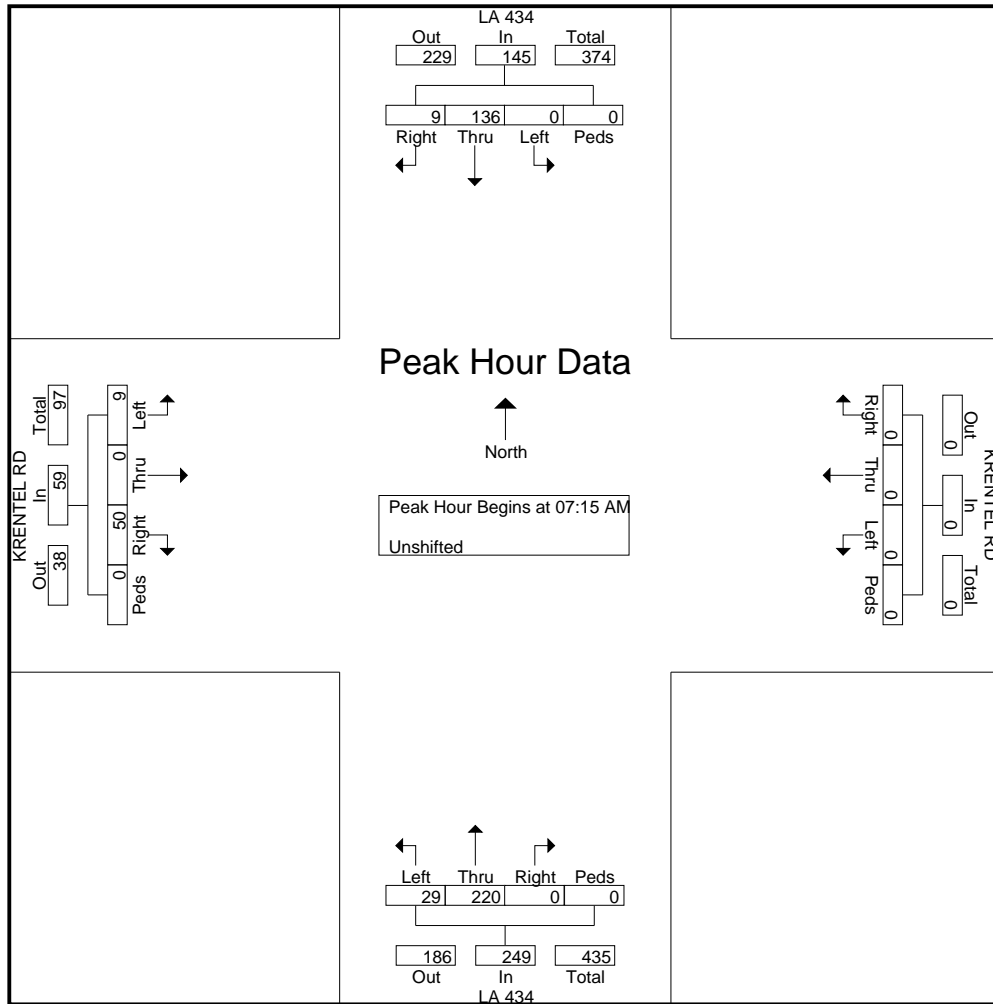
File Name : LA 434 at Krentel Rd

Site Code : 00000000

Start Date : 11/28/2017

Page No : 2

Start Time	LA 434 From North					KRENTEL RD From East					LA 434 From South					KRENTEL RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	21	0	0	21	0	0	0	0	0	0	37	6	0	43	8	0	2	0	10	74
07:30 AM	0	39	0	0	39	0	0	0	0	0	0	47	3	0	50	18	0	0	0	18	107
07:45 AM	5	40	0	0	45	0	0	0	0	0	0	75	10	0	85	12	0	2	0	14	144
08:00 AM	4	36	0	0	40	0	0	0	0	0	0	61	10	0	71	12	0	5	0	17	128
Total Volume	9	136	0	0	145	0	0	0	0	0	0	220	29	0	249	50	0	9	0	59	453
% App. Total	6.2	93.8	0	0		0	0	0	0		0	88.4	11.6	0		84.7	0	15.3	0		
PHF	.450	.850	.000	.000	.806	.000	.000	.000	.000	.000	.000	.733	.725	.000	.732	.694	.000	.450	.000	.819	.786





# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

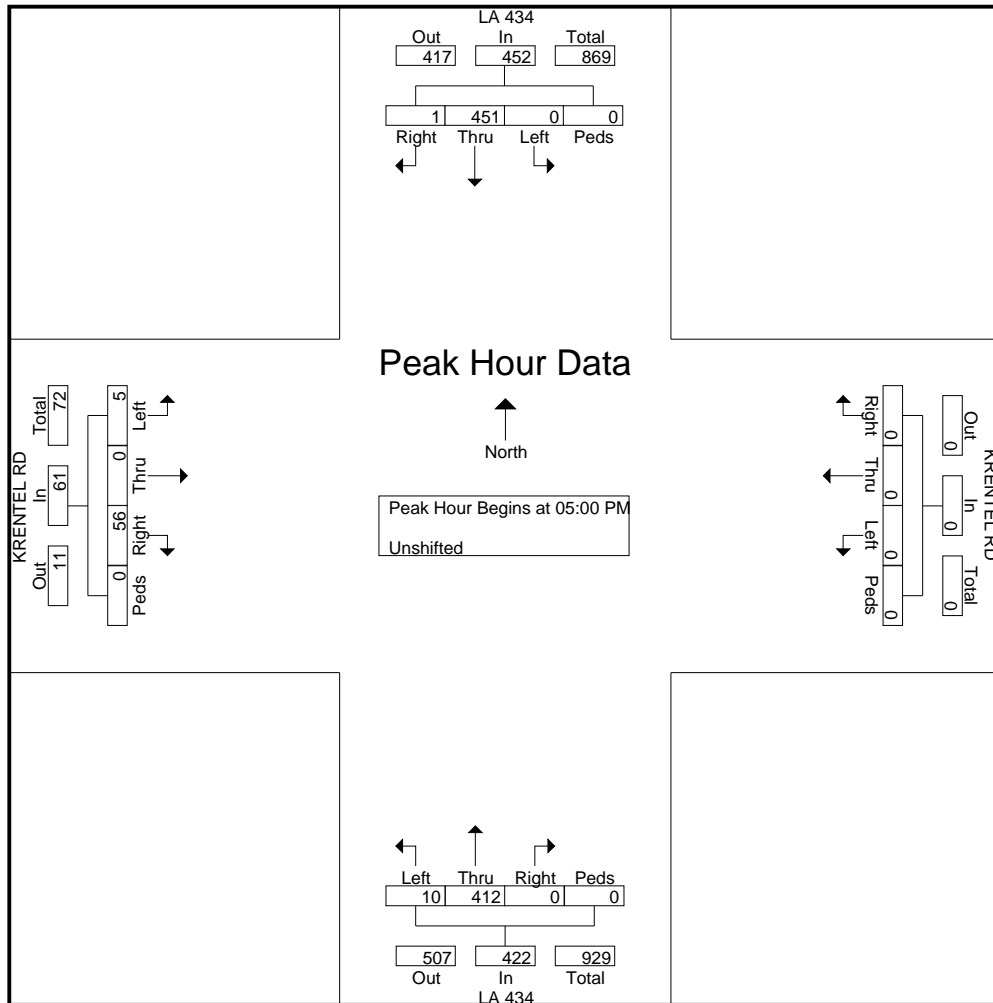
File Name : LA 434 at Krentel Rd

Site Code : 00000000

Start Date : 11/28/2017

Page No : 3

Start Time	LA 434 From North					KRENTEL RD From East					LA 434 From South					KRENTEL RD From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	85	0	0	86	0	0	0	0	0	0	82	5	0	87	15	0	4	0	19	192
05:15 PM	0	85	0	0	85	0	0	0	0	0	0	79	5	0	84	18	0	1	0	19	188
05:30 PM	0	115	0	0	115	0	0	0	0	0	0	101	0	0	101	20	0	0	0	20	236
05:45 PM	0	166	0	0	166	0	0	0	0	0	0	150	0	0	150	3	0	0	0	3	319
Total Volume	1	451	0	0	452	0	0	0	0	0	0	412	10	0	422	56	0	5	0	61	935
% App. Total	0.2	99.8	0	0		0	0	0	0	0	0	97.6	2.4	0		91.8	0	8.2	0		
PHF	.250	.679	.000	.000	.681	.000	.000	.000	.000	.000	.000	.687	.500	.000	.703	.700	.000	.313	.000	.763	.733



**Turning Movement Counts**  
**INTERSECTION 4**  
**LA 434 AT C C 14 Rd.**

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : LA 434 at CC 14 Rd  
Site Code : 00000000  
Start Date : 11/28/2017  
Page No : 1

### Groups Printed- Unshifted

Start Time	LA 434 From North					CC 14 From East					LA 434 From South					CC 14 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	45	0	0	45	0	0	2	0	2	1	48	0	0	49	0	0	0	0	0	0
07:15 AM	0	48	2	0	50	5	0	1	0	6	2	40	0	0	42	0	0	0	0	0	0
07:30 AM	0	85	1	0	86	0	0	4	0	4	7	85	0	0	92	0	0	0	0	0	0
07:45 AM	0	67	2	0	69	1	0	4	0	5	7	103	0	0	110	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>245</b>	<b>5</b>	<b>0</b>	<b>250</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>276</b>	<b>0</b>	<b>0</b>	<b>293</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00 AM	0	41	0	0	41	0	0	1	0	1	6	71	0	0	77	1	0	0	0	1	1
08:15 AM	0	48	1	0	49	0	0	1	0	1	8	62	0	0	70	0	0	0	0	0	0
08:30 AM	0	63	4	0	67	0	1	3	0	4	5	56	0	0	61	0	0	0	0	0	0
08:45 AM	0	41	1	0	42	0	0	3	0	3	12	57	0	0	69	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>193</b>	<b>6</b>	<b>0</b>	<b>199</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>31</b>	<b>246</b>	<b>0</b>	<b>0</b>	<b>277</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>486</b>
*** BREAK ***																					
03:30 PM	0	67	1	0	68	1	0	6	0	7	5	77	0	0	82	0	0	0	0	0	0
03:45 PM	0	65	0	0	65	2	0	3	0	5	2	72	0	0	74	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>132</b>	<b>1</b>	<b>0</b>	<b>133</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>12</b>	<b>7</b>	<b>149</b>	<b>0</b>	<b>0</b>	<b>156</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
04:00 PM	0	73	0	0	73	1	0	1	0	2	3	57	0	0	60	0	0	0	0	0	0
04:15 PM	0	96	0	0	96	0	0	4	0	4	2	56	0	0	58	0	0	0	0	0	0
04:30 PM	0	62	0	0	62	2	0	12	0	14	3	57	0	0	60	0	0	0	0	0	0
04:45 PM	0	85	0	0	85	1	0	3	0	4	6	84	0	0	90	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>316</b>	<b>0</b>	<b>0</b>	<b>316</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>24</b>	<b>14</b>	<b>254</b>	<b>0</b>	<b>0</b>	<b>268</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>608</b>
05:00 PM	0	85	0	0	85	5	0	20	0	25	2	56	0	0	58	0	0	0	0	0	0
05:15 PM	0	78	0	0	78	0	0	0	0	0	0	53	3	0	56	1	0	0	0	1	1
05:30 PM	0	76	1	0	77	1	0	3	0	4	1	42	1	0	44	0	0	0	0	0	0
05:45 PM	0	41	0	0	41	0	0	2	0	2	3	50	0	0	53	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>280</b>	<b>1</b>	<b>0</b>	<b>281</b>	<b>6</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>31</b>	<b>6</b>	<b>201</b>	<b>4</b>	<b>0</b>	<b>211</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>524</b>
Grand Total	0	1166	13	0	1179	19	1	73	0	93	75	1126	4	0	1205	2	0	0	0	2	2479
Apprch %	0	98.9	1.1	0		20.4	1.1	78.5	0		6.2	93.4	0.3	0		100	0	0	0		
Total %	0	47	0.5	0	47.6	0.8	0	2.9	0	3.8	3	45.4	0.2	0	48.6	0.1	0	0	0	0.1	

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

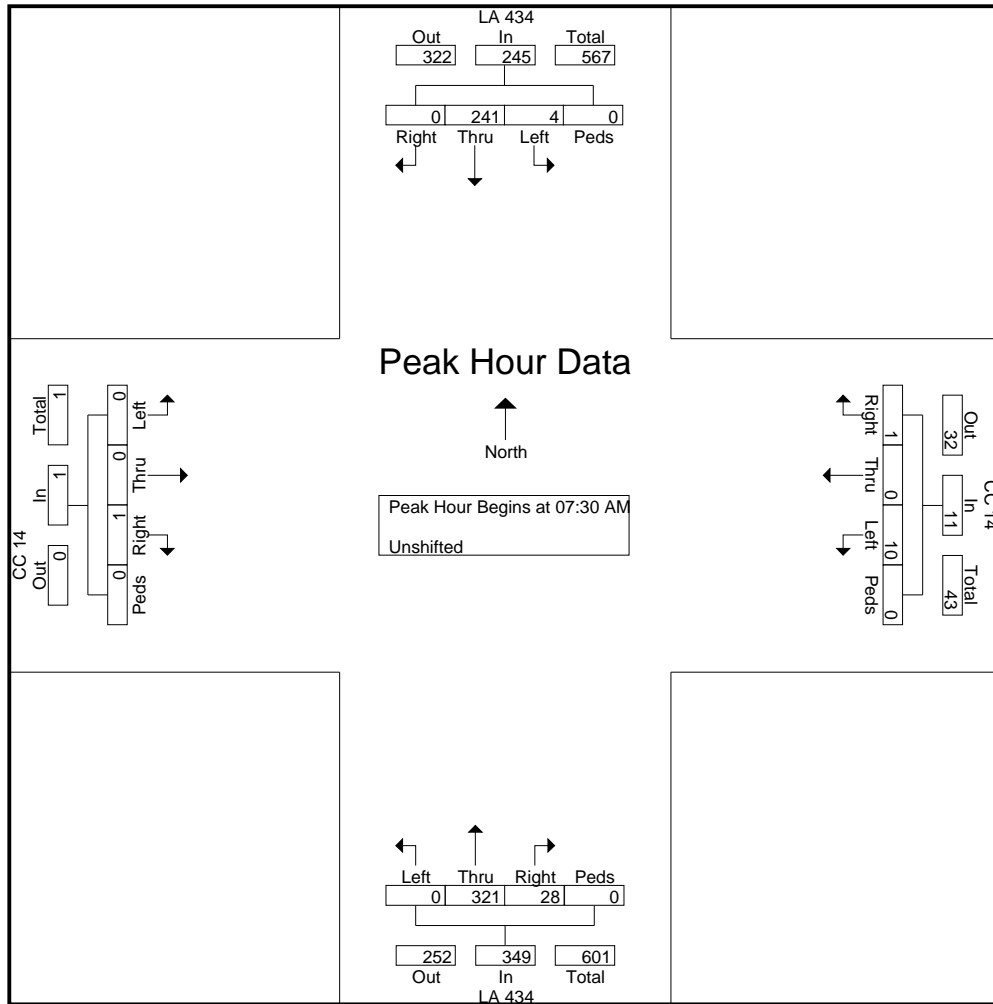
File Name : LA 434 at CC 14 Rd

Site Code : 00000000

Start Date : 11/28/2017

Page No : 2

Start Time	LA 434 From North					CC 14 From East					LA 434 From South					CC 14 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	85	1	0	86	0	0	4	0	4	7	85	0	0	92	0	0	0	0	0	182
07:45 AM	0	67	2	0	69	1	0	4	0	5	7	103	0	0	110	0	0	0	0	0	184
08:00 AM	0	41	0	0	41	0	0	1	0	1	6	71	0	0	77	1	0	0	0	0	120
08:15 AM	0	48	1	0	49	0	0	1	0	1	8	62	0	0	70	0	0	0	0	0	120
Total Volume	0	241	4	0	245	1	0	10	0	11	28	321	0	0	349	1	0	0	0	1	606
% App. Total	0	98.4	1.6	0		9.1	0	90.9	0		8	92	0	0		100	0	0	0		
PHF	.000	.709	.500	.000	.712	.250	.000	.625	.000	.550	.875	.779	.000	.000	.793	.250	.000	.000	.000	.250	.823



# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

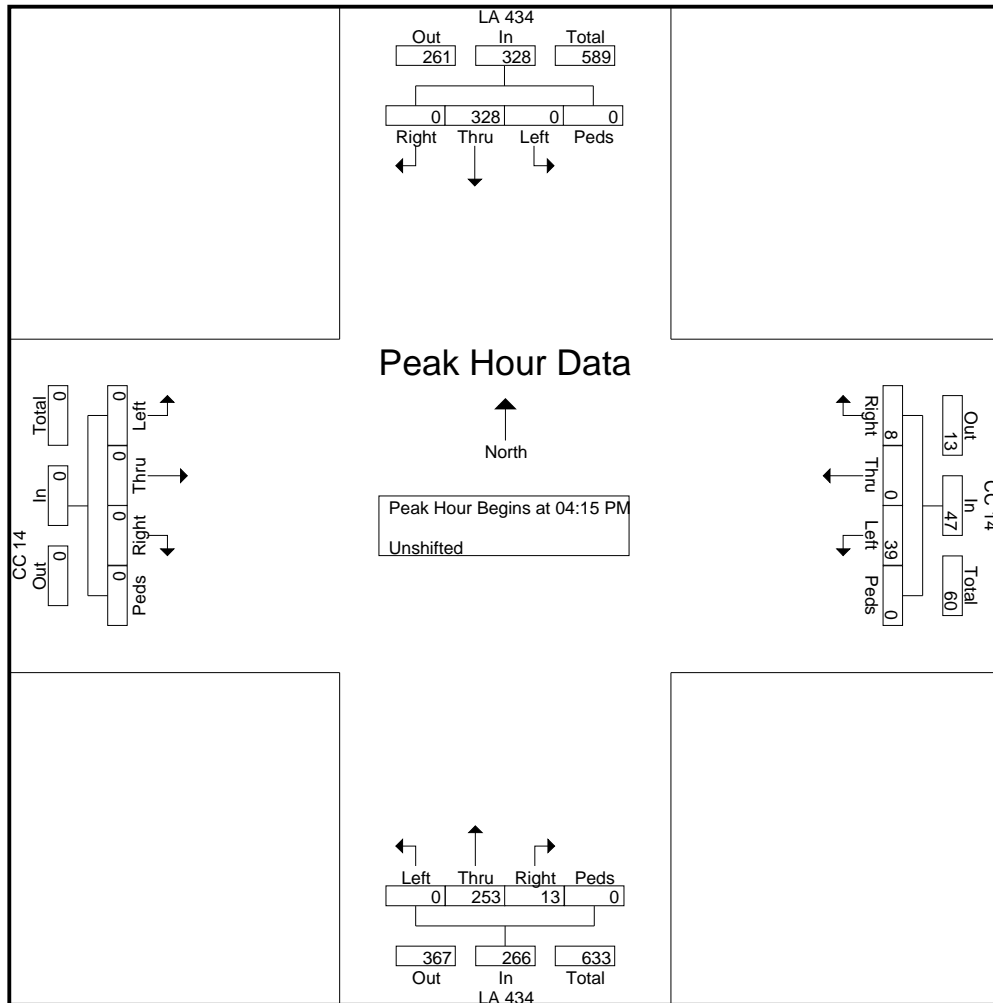
File Name : LA 434 at CC 14 Rd

Site Code : 00000000

Start Date : 11/28/2017

Page No : 3

Start Time	LA 434 From North					CC 14 From East					LA 434 From South					CC 14 From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	<b>96</b>	0	0	<b>96</b>	0	0	4	0	4	2	56	0	0	58	0	0	0	0	0	158
04:30 PM	0	62	0	0	62	2	0	12	0	14	3	57	0	0	60	0	0	0	0	0	136
04:45 PM	0	85	0	0	85	1	0	3	0	4	<b>6</b>	<b>84</b>	0	0	<b>90</b>	0	0	0	0	0	<b>179</b>
05:00 PM	0	85	0	0	85	<b>5</b>	0	<b>20</b>	0	<b>25</b>	2	56	0	0	58	0	0	0	0	0	168
Total Volume	0	328	0	0	328	8	0	39	0	47	13	253	0	0	266	0	0	0	0	0	641
% App. Total	0	100	0	0		17	0	83	0		4.9	95.1	0	0		0	0	0	0		
PHF	.000	.854	.000	.000	.854	.400	.000	.488	.000	.470	.542	.753	.000	.000	.739	.000	.000	.000	.000	.000	.895



**Turning Movement Counts**  
**INTERSECTION 5**  
**LA 434 at I-12 WB Ramps**

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : South of I-12 at LA 434

Site Code : 00000000

Start Date : 10/24/2017

Page No : 1

### Groups Printed- Unshifted

Start Time	LA 434 From North					I-12 From East					LA 434 From South					I-12 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	24	19	0	43	0	0	0	0	0	35	22	0	0	57	15	1	11	0	27	127
06:45 AM	0	31	24	0	55	0	0	0	0	0	31	28	0	0	59	17	2	15	0	34	148
Total	0	55	43	0	98	0	0	0	0	0	66	50	0	0	116	32	3	26	0	61	275
07:00 AM	0	37	37	0	74	0	0	0	0	0	30	36	0	0	66	32	2	34	0	68	208
07:15 AM	0	48	35	0	83	0	0	0	0	0	37	57	0	0	94	40	0	25	0	65	242
07:30 AM	0	41	39	0	80	0	0	0	0	0	49	55	0	0	104	45	1	36	0	82	266
07:45 AM	0	46	44	0	90	0	0	0	0	0	45	64	0	0	109	49	2	29	0	80	279
Total	0	172	155	0	327	0	0	0	0	0	161	212	0	0	373	166	5	124	0	295	995
08:00 AM	0	35	38	0	73	0	0	0	0	0	44	60	0	0	104	47	3	21	0	71	248
08:15 AM	0	49	46	0	95	0	0	0	0	0	32	56	0	0	88	41	0	19	0	60	243
*** BREAK ***																					
Total	0	84	84	0	168	0	0	0	0	0	76	116	0	0	192	88	3	40	0	131	491
*** BREAK ***																					
03:30 PM	0	59	37	0	96	0	0	0	0	0	23	62	0	0	85	39	2	36	0	77	258
03:45 PM	0	61	44	0	105	0	0	0	0	0	30	49	0	0	79	40	1	42	0	83	267
Total	0	120	81	0	201	0	0	0	0	0	53	111	0	0	164	79	3	78	0	160	525
04:00 PM	0	57	36	0	93	0	0	0	0	0	27	58	0	0	85	37	1	31	0	69	247
04:15 PM	0	54	31	0	85	0	0	0	0	0	36	54	0	0	90	33	2	25	0	60	235
04:30 PM	0	50	51	0	101	0	0	0	0	0	25	61	0	0	86	41	1	24	0	66	253
04:45 PM	0	66	44	0	110	0	0	0	0	0	32	55	0	0	87	39	0	20	0	59	256
Total	0	227	162	0	389	0	0	0	0	0	120	228	0	0	348	150	4	100	0	254	991
05:00 PM	0	55	46	0	101	0	0	0	0	0	22	66	0	0	88	25	1	19	0	45	234
05:15 PM	0	57	39	0	96	0	0	0	0	0	24	51	0	0	75	24	0	23	0	47	218
Grand Total	0	770	610	0	1380	0	0	0	0	0	522	834	0	0	1356	564	19	410	0	993	3729
Apprch %	0	55.8	44.2	0		0	0	0	0	0	38.5	61.5	0	0		56.8	1.9	41.3	0		
Total %	0	20.6	16.4	0	37	0	0	0	0	0	14	22.4	0	0	36.4	15.1	0.5	11	0	26.6	



# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

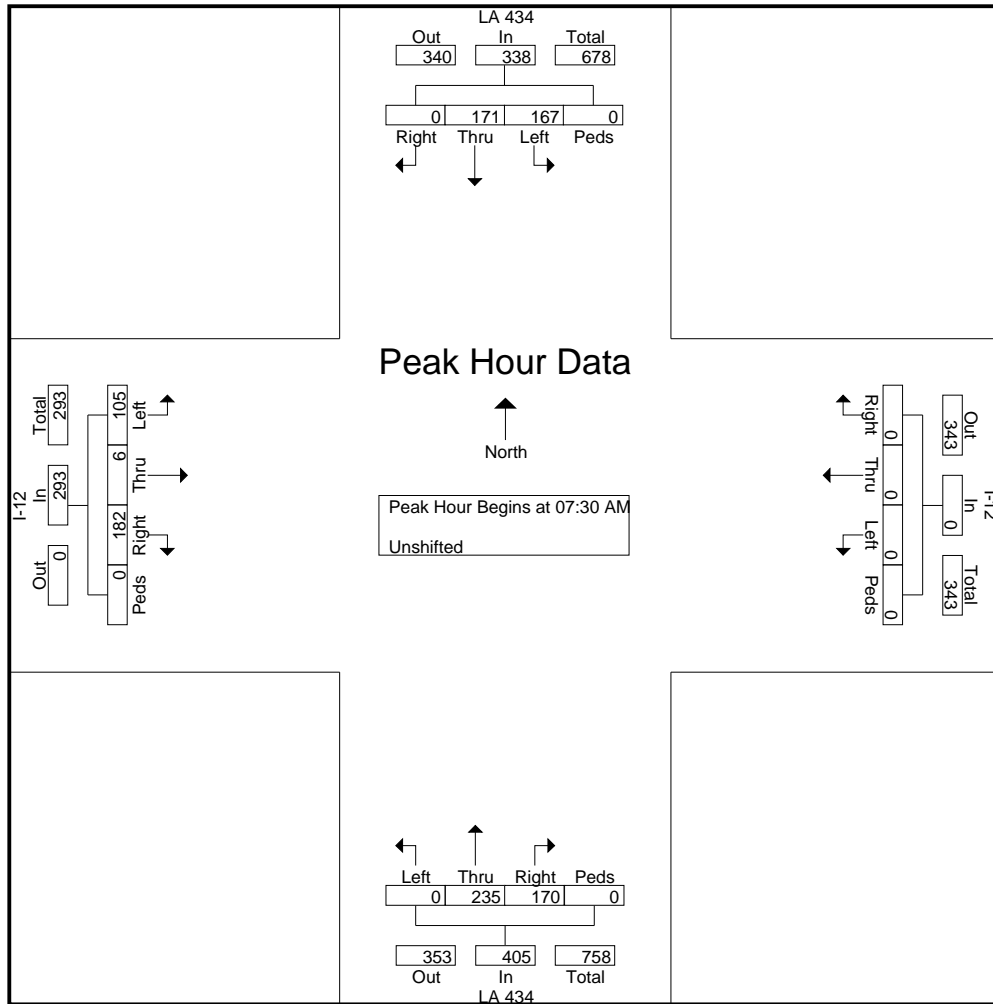
File Name : South of I-12 at LA 434

Site Code : 00000000

Start Date : 10/24/2017

Page No : 2

Start Time	LA 434 From North					I-12 From East					LA 434 From South					I-12 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	41	39	0	80	0	0	0	0	0	49	55	0	0	104	45	1	36	0	82	266
07:45 AM	0	46	44	0	90	0	0	0	0	0	45	64	0	0	109	49	2	29	0	80	279
08:00 AM	0	35	38	0	73	0	0	0	0	0	44	60	0	0	104	47	3	21	0	71	248
08:15 AM	0	49	46	0	95	0	0	0	0	0	32	56	0	0	88	41	0	19	0	60	243
Total Volume	0	171	167	0	338	0	0	0	0	0	170	235	0	0	405	182	6	105	0	293	1036
% App. Total	0	50.6	49.4	0		0	0	0	0		42	58	0	0		62.1	2	35.8	0		
PHF	.000	.872	.908	.000	.889	.000	.000	.000	.000	.000	.867	.918	.000	.000	.929	.929	.500	.729	.000	.893	.928



# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

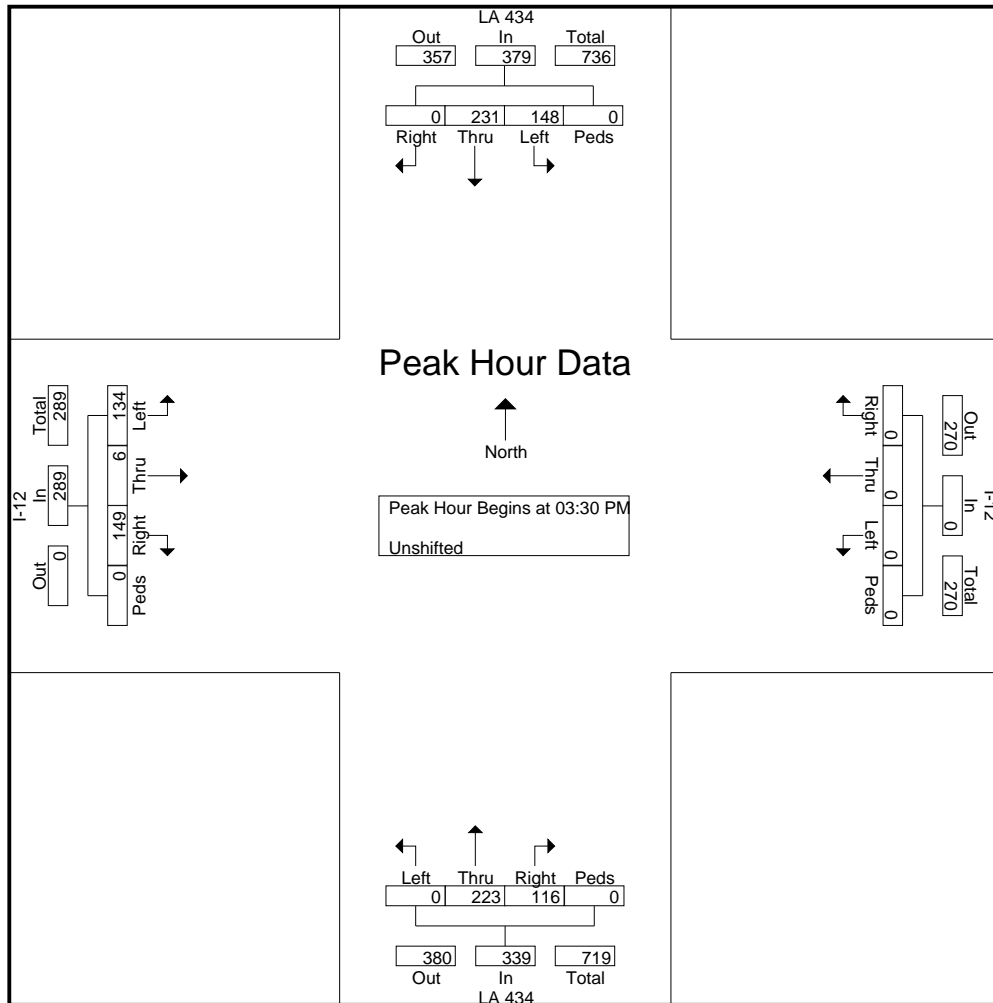
File Name : South of I-12 at LA 434

Site Code : 00000000

Start Date : 10/24/2017

Page No : 3

Start Time	LA 434 From North					I-12 From East					LA 434 From South					I-12 From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	59	37	0	96	0	0	0	0	0	23	<b>62</b>	0	0	85	39	<b>2</b>	36	0	77	258
03:45 PM	0	<b>61</b>	<b>44</b>	0	<b>105</b>	0	0	0	0	0	30	49	0	0	79	<b>40</b>	1	<b>42</b>	0	<b>83</b>	<b>267</b>
04:00 PM	0	57	36	0	93	0	0	0	0	0	27	58	0	0	85	37	1	31	0	69	247
04:15 PM	0	54	31	0	85	0	0	0	0	0	<b>36</b>	54	0	0	<b>90</b>	33	2	25	0	60	235
Total Volume	0	231	148	0	379	0	0	0	0	0	116	223	0	0	339	149	6	134	0	289	1007
% App. Total	0	60.9	39.1	0		0	0	0	0	0	34.2	65.8	0	0		51.6	2.1	46.4	0		
PHF	.000	.947	.841	.000	.902	.000	.000	.000	.000	.000	.806	.899	.000	.000	.942	.931	.750	.798	.000	.870	.943



**Turning Movement Counts**  
**INTERSECTION 6**  
**LA 434 at I-12 EB Ramps**

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : South of I-12 at Airport Rd  
Site Code : 00000000  
Start Date : 10/19/2017  
Page No : 1

Groups Printed- Unshifted

Start Time	AIRPORT From North					I-12 From East					AIRPORT From South					I-12 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	1	63	64	0	128	0	0	0	0	0	101	88	0	0	189	22	0	11	1	34	351
06:45 AM	0	106	85	0	191	0	0	0	0	0	119	97	0	0	216	22	1	11	0	34	441
<b>Total</b>	<b>1</b>	<b>169</b>	<b>149</b>	<b>0</b>	<b>319</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>220</b>	<b>185</b>	<b>0</b>	<b>0</b>	<b>405</b>	<b>44</b>	<b>1</b>	<b>22</b>	<b>1</b>	<b>68</b>	<b>792</b>
07:00 AM	0	99	93	0	192	0	0	0	0	0	112	96	0	0	208	20	0	16	0	36	436
07:15 AM	0	114	90	0	204	0	0	0	0	0	98	91	0	0	189	34	1	15	0	50	443
07:30 AM	0	164	117	0	281	0	0	0	0	0	129	131	0	0	260	51	0	13	0	64	605
07:45 AM	0	185	102	0	287	0	0	0	0	0	147	120	0	0	267	62	1	21	0	84	638
<b>Total</b>	<b>0</b>	<b>562</b>	<b>402</b>	<b>0</b>	<b>964</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>486</b>	<b>438</b>	<b>0</b>	<b>0</b>	<b>924</b>	<b>167</b>	<b>2</b>	<b>65</b>	<b>0</b>	<b>234</b>	<b>2122</b>
08:00 AM	1	200	113	0	314	0	0	0	0	0	139	102	0	0	241	39	0	12	0	51	606
08:15 AM	0	187	118	0	305	0	0	0	0	0	125	129	0	0	254	58	0	11	1	70	629
*** BREAK ***																					
<b>Total</b>	<b>1</b>	<b>387</b>	<b>231</b>	<b>0</b>	<b>619</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>264</b>	<b>231</b>	<b>0</b>	<b>0</b>	<b>495</b>	<b>97</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>121</b>	<b>1235</b>
*** BREAK ***																					
03:30 PM	0	240	91	0	331	0	0	0	0	0	133	114	0	0	247	68	0	25	0	93	671
03:45 PM	0	213	74	0	287	0	0	0	0	0	106	108	0	0	214	64	1	30	0	95	596
<b>Total</b>	<b>0</b>	<b>453</b>	<b>165</b>	<b>0</b>	<b>618</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>239</b>	<b>222</b>	<b>0</b>	<b>0</b>	<b>461</b>	<b>132</b>	<b>1</b>	<b>55</b>	<b>0</b>	<b>188</b>	<b>1267</b>
04:00 PM	0	246	55	0	301	0	0	0	0	0	132	146	0	0	278	84	0	24	0	108	687
04:15 PM	0	230	57	0	287	0	0	0	0	0	102	178	0	0	280	72	1	37	1	111	678
04:30 PM	0	239	68	0	307	0	0	0	0	0	148	144	0	0	292	79	0	43	0	122	721
04:45 PM	0	226	69	0	295	0	0	0	0	0	134	138	0	0	272	88	0	24	0	112	679
<b>Total</b>	<b>0</b>	<b>941</b>	<b>249</b>	<b>0</b>	<b>1190</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>516</b>	<b>606</b>	<b>0</b>	<b>0</b>	<b>1122</b>	<b>323</b>	<b>1</b>	<b>128</b>	<b>1</b>	<b>453</b>	<b>2765</b>
05:00 PM	0	212	91	0	303	0	0	0	0	0	148	148	0	0	296	68	1	31	0	100	699
05:15 PM	0	259	87	0	346	0	0	0	0	0	141	174	0	0	315	78	1	33	0	112	773
<b>Grand Total</b>	<b>2</b>	<b>2983</b>	<b>1374</b>	<b>0</b>	<b>4359</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2014</b>	<b>2004</b>	<b>0</b>	<b>0</b>	<b>4018</b>	<b>909</b>	<b>7</b>	<b>357</b>	<b>3</b>	<b>1276</b>	<b>9653</b>
Apprch %	0	68.4	31.5	0		0	0	0	0	0	50.1	49.9	0	0		71.2	0.5	28	0.2		
Total %	0	30.9	14.2	0	45.2	0	0	0	0	0	20.9	20.8	0	0	41.6	9.4	0.1	3.7	0	13.2	

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

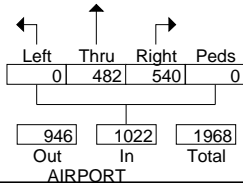
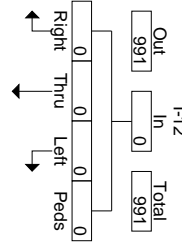
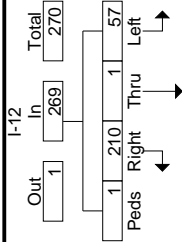
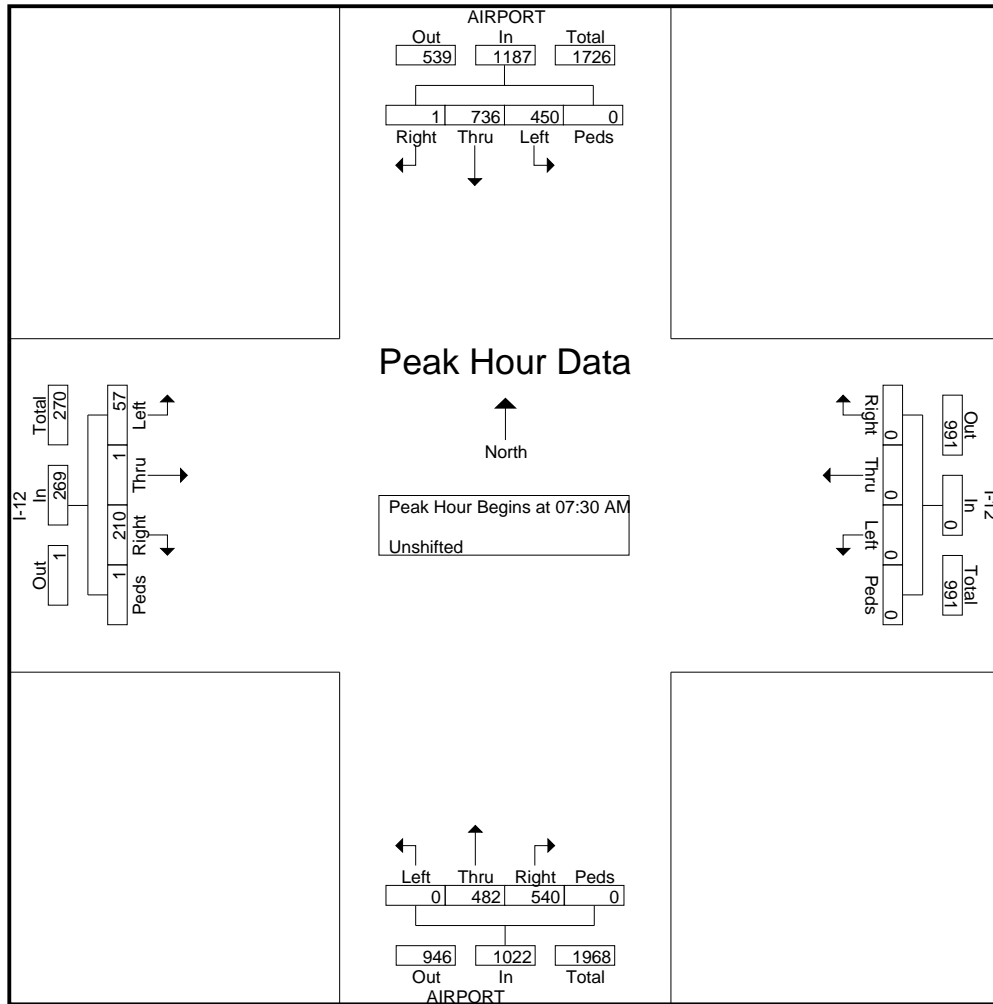
File Name : South of I-12 at Airport Rd

Site Code : 00000000

Start Date : 10/19/2017

Page No : 2

Start Time	AIRPORT From North					I-12 From East					AIRPORT From South					I-12 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	164	117	0	281	0	0	0	0	0	129	131	0	0	260	51	0	13	0	64	605
07:45 AM	0	185	102	0	287	0	0	0	0	0	147	120	0	0	267	62	1	21	0	84	638
08:00 AM	1	200	113	0	314	0	0	0	0	0	139	102	0	0	241	39	0	12	0	51	606
08:15 AM	0	187	118	0	305	0	0	0	0	0	125	129	0	0	254	58	0	11	1	70	629
Total Volume	1	736	450	0	1187	0	0	0	0	0	540	482	0	0	1022	210	1	57	1	269	2478
% App. Total	0.1	62	37.9	0		0	0	0	0		52.8	47.2	0	0		78.1	0.4	21.2	0.4		
PHF	.250	.920	.953	.000	.945	.000	.000	.000	.000	.000	.918	.920	.000	.000	.957	.847	.250	.679	.250	.801	.971



# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

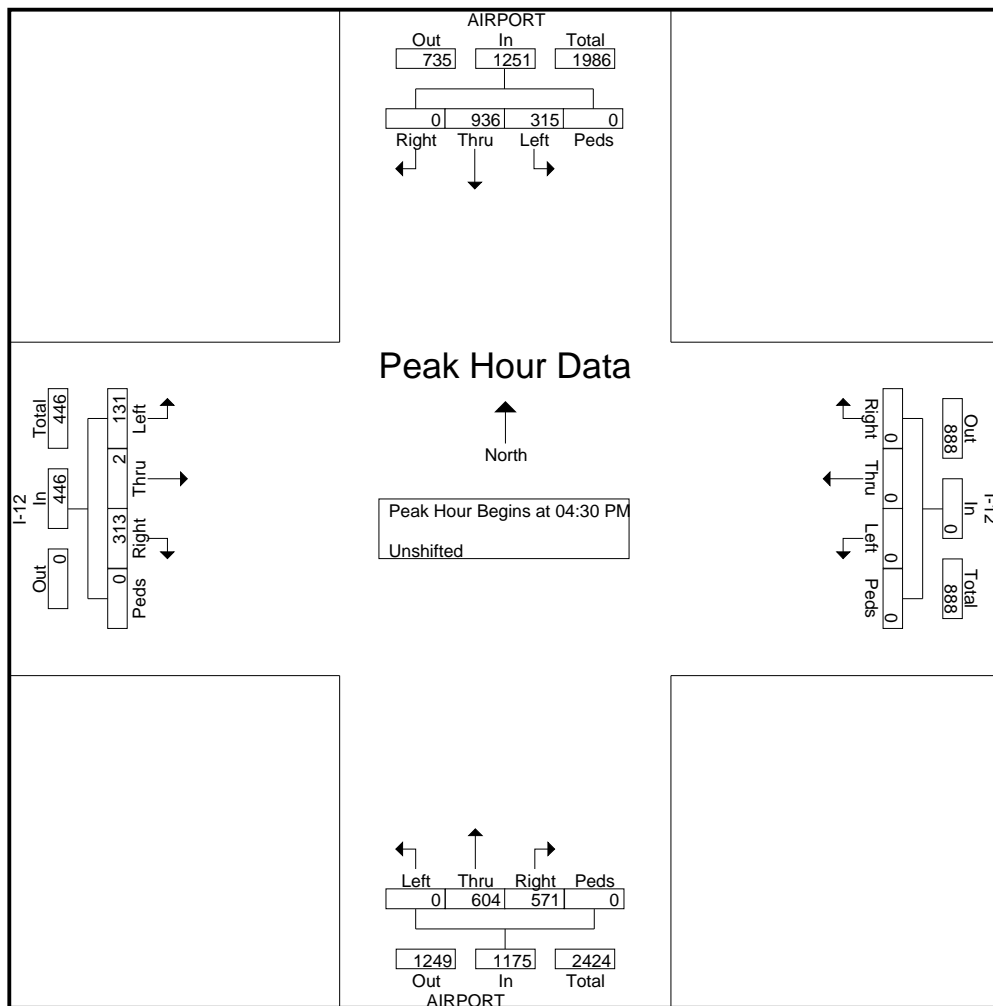
File Name : South of I-12 at Airport Rd

Site Code : 00000000

Start Date : 10/19/2017

Page No : 3

Start Time	AIRPORT From North					I-12 From East					AIRPORT From South					I-12 From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	239	68	0	307	0	0	0	0	0	148	144	0	0	292	79	0	43	0	122	721
04:45 PM	0	226	69	0	295	0	0	0	0	0	134	138	0	0	272	88	0	24	0	112	679
05:00 PM	0	212	91	0	303	0	0	0	0	0	148	148	0	0	296	68	1	31	0	100	699
05:15 PM	0	259	87	0	346	0	0	0	0	0	141	174	0	0	315	78	1	33	0	112	773
Total Volume	0	936	315	0	1251	0	0	0	0	0	571	604	0	0	1175	313	2	131	0	446	2872
% App. Total	0	74.8	25.2	0		0	0	0	0	0	48.6	51.4	0	0		70.2	0.4	29.4	0		
PHF	.000	.903	.865	.000	.904	.000	.000	.000	.000	.000	.965	.868	.000	.000	.933	.889	.500	.762	.000	.914	.929



**Turning Movement Counts**  
**INTERSECTION 7**  
**US 190 at LA 434**



# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : US 190 at LA 434  
Site Code : 00000000  
Start Date : 11/29/2017  
Page No : 1

Groups Printed- Unshifted

Start Time	LA 434 From North					US 190 From East					LA 434 From South					US 190 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	34	9	0	0	43	28	39	0	0	67	0	0	0	0	0	50	44	0	0	94	204
07:15 AM	52	11	0	0	63	16	73	0	0	89	0	0	0	0	0	60	39	0	0	99	251
07:30 AM	35	17	0	0	52	31	76	0	0	107	0	0	0	0	0	40	39	0	0	79	238
07:45 AM	37	16	0	0	53	20	62	1	0	83	0	0	0	0	0	64	31	0	0	95	231
<b>Total</b>	<b>158</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>211</b>	<b>95</b>	<b>250</b>	<b>1</b>	<b>0</b>	<b>346</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>214</b>	<b>153</b>	<b>0</b>	<b>0</b>	<b>367</b>	<b>924</b>
08:00 AM	49	11	0	1	61	26	55	0	1	82	0	0	0	0	0	94	76	0	0	170	313
08:15 AM	32	2	0	3	37	30	53	0	2	85	0	0	0	0	0	69	52	0	0	121	243
08:30 AM	34	20	0	0	54	26	62	0	0	88	0	0	0	0	0	57	26	0	0	83	225
08:45 AM	27	6	0	0	33	19	46	0	0	65	0	0	0	0	0	31	29	0	0	60	158
<b>Total</b>	<b>142</b>	<b>39</b>	<b>0</b>	<b>4</b>	<b>185</b>	<b>101</b>	<b>216</b>	<b>0</b>	<b>3</b>	<b>320</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>251</b>	<b>183</b>	<b>0</b>	<b>0</b>	<b>434</b>	<b>939</b>
*** BREAK ***																					
03:30 PM	45	17	0	0	62	16	82	0	0	98	0	0	0	0	0	110	45	0	0	155	315
03:45 PM	36	28	0	0	64	16	55	0	0	71	0	0	0	0	0	133	39	0	0	172	307
<b>Total</b>	<b>81</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>126</b>	<b>32</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>169</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>243</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>327</b>	<b>622</b>
04:00 PM	43	21	0	0	64	10	78	0	0	88	0	0	0	0	0	161	45	0	0	206	358
04:15 PM	41	13	0	0	54	12	61	0	0	73	0	0	0	0	0	100	37	0	0	137	264
04:30 PM	29	28	0	0	57	14	56	0	0	70	0	0	0	0	0	110	33	0	0	143	270
04:45 PM	53	32	0	0	85	15	63	0	0	78	0	0	0	0	0	135	37	0	0	172	335
<b>Total</b>	<b>166</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>260</b>	<b>51</b>	<b>258</b>	<b>0</b>	<b>0</b>	<b>309</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>506</b>	<b>152</b>	<b>0</b>	<b>0</b>	<b>658</b>	<b>1227</b>
05:00 PM	55	63	0	0	118	9	69	0	0	78	0	0	0	0	0	137	34	0	0	171	367
05:15 PM	80	112	1	1	194	16	90	0	0	106	0	0	0	0	0	111	40	0	3	154	454
05:30 PM	62	132	2	0	196	12	72	0	0	84	0	0	0	0	0	119	77	0	1	197	477
05:45 PM	67	44	0	0	111	19	73	0	0	92	0	0	0	0	0	174	210	0	0	384	587
<b>Total</b>	<b>264</b>	<b>351</b>	<b>3</b>	<b>1</b>	<b>619</b>	<b>56</b>	<b>304</b>	<b>0</b>	<b>0</b>	<b>360</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>541</b>	<b>361</b>	<b>0</b>	<b>4</b>	<b>906</b>	<b>1885</b>
<b>Grand Total</b>	<b>811</b>	<b>582</b>	<b>3</b>	<b>5</b>	<b>1401</b>	<b>335</b>	<b>1165</b>	<b>1</b>	<b>3</b>	<b>1504</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1755</b>	<b>933</b>	<b>0</b>	<b>4</b>	<b>2692</b>	<b>5597</b>
<b>Apprch %</b>	<b>57.9</b>	<b>41.5</b>	<b>0.2</b>	<b>0.4</b>		<b>22.3</b>	<b>77.5</b>	<b>0.1</b>	<b>0.2</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65.2</b>	<b>34.7</b>	<b>0</b>	<b>0.1</b>		
<b>Total %</b>	<b>14.5</b>	<b>10.4</b>	<b>0.1</b>	<b>0.1</b>	<b>25</b>	<b>6</b>	<b>20.8</b>	<b>0</b>	<b>0.1</b>	<b>26.9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.4</b>	<b>16.7</b>	<b>0</b>	<b>0.1</b>	<b>48.1</b>	

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

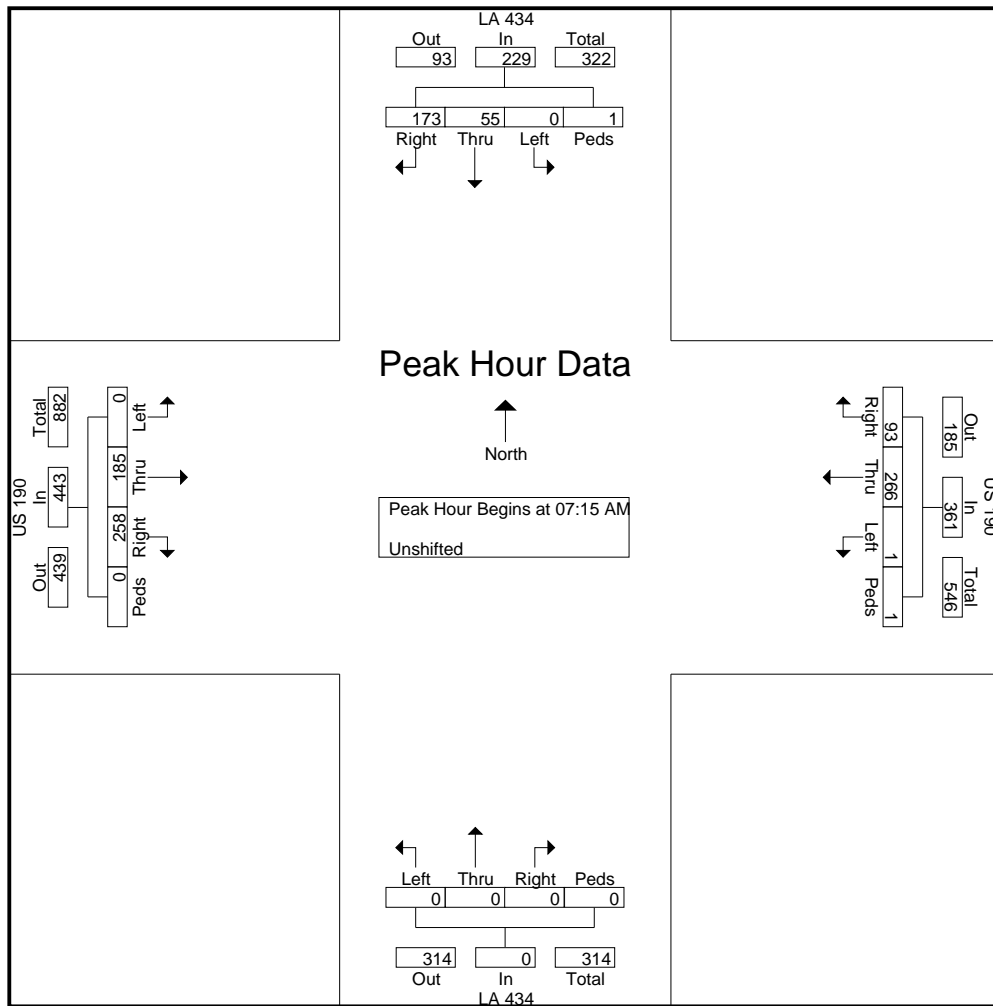
File Name : US 190 at LA 434

Site Code : 00000000

Start Date : 11/29/2017

Page No : 2

Start Time	LA 434 From North					US 190 From East					LA 434 From South					US 190 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	52	11	0	0	63	16	73	0	0	89	0	0	0	0	0	60	39	0	0	99	251
07:30 AM	35	17	0	0	52	31	76	0	0	107	0	0	0	0	0	40	39	0	0	79	238
07:45 AM	37	16	0	0	53	20	62	1	0	83	0	0	0	0	0	64	31	0	0	95	231
08:00 AM	49	11	0	1	61	26	55	0	1	82	0	0	0	0	0	94	76	0	0	170	313
Total Volume	173	55	0	1	229	93	266	1	1	361	0	0	0	0	0	258	185	0	0	443	1033
% App. Total	75.5	24	0	0.4		25.8	73.7	0.3	0.3		0	0	0	0		58.2	41.8	0	0		
PHF	.832	.809	.000	.250	.909	.750	.875	.250	.250	.843	.000	.000	.000	.000	.000	.686	.609	.000	.000	.651	.825



# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : US 190 at LA 434

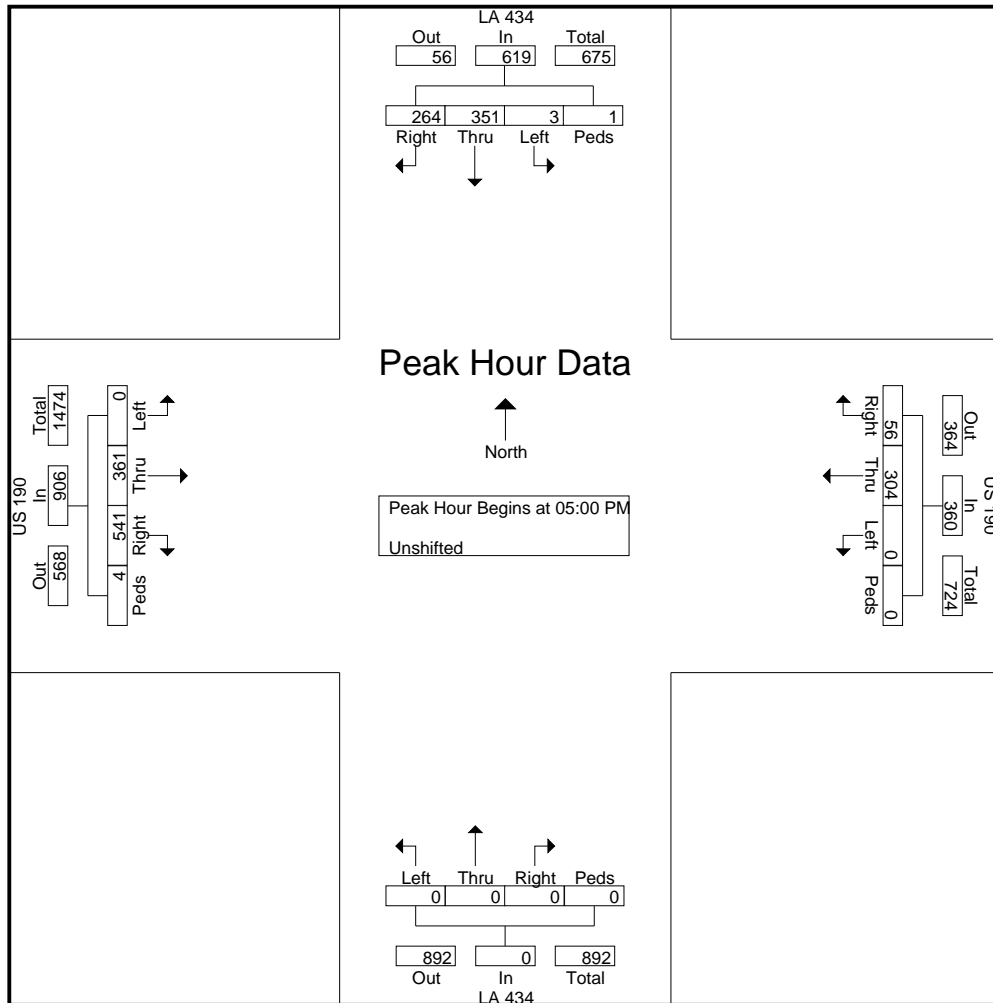
Site Code : 00000000

Start Date : 11/29/2017

Page No : 3

Start Time	LA 434 From North					US 190 From East					LA 434 From South					US 190 From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Peds	App. Total	Rig ht	Thr u	Left	Peds	App. Total	
05:00 PM	55	63	0	0	118	9	69	0	0	78	0	0	0	0	0	137	34	0	0	171	367
05:15 PM	80	112	1	1	194	16	90	0	0	106	0	0	0	0	0	111	40	0	3	154	454
05:30 PM	62	132	2	0	196	12	72	0	0	84	0	0	0	0	0	119	77	0	1	197	477
05:45 PM	67	44	0	0	111	19	73	0	0	92	0	0	0	0	0	174	210	0	0	384	587
Total Volume	264	351	3	1	619	56	304	0	0	360	0	0	0	0	0	541	361	0	4	906	1885
% App. Total	42.6	56.7	0.5	0.2		15.6	84.4	0	0		0	0	0	0	0	59.7	39.8	0	0.4		
PHF	.825	.665	.375	.250	.790	.737	.844	.000	.000	.849	.000	.000	.000	.000	.000	.777	.430	.000	.333	.590	.803

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 05:00 PM



**Turning Movement Counts**  
**INTERSECTION 8**  
**US 190 at Tranquility Rd.**

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : US 190 at Tranquility Rd  
Site Code : 00000000  
Start Date : 11/30/2017  
Page No : 1

Groups Printed- Unshifted

Start Time	TRANQUILITY RD From North					US 190 From East					TRANQUILITY RD From South					US 190 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	3	1	0	0	4	0	73	1	0	74	6	1	3	0	10	2	43	1	0	46	134
07:15 AM	1	1	6	0	8	4	88	1	0	93	6	1	9	0	16	1	64	0	0	65	182
07:30 AM	2	1	3	0	6	1	95	1	0	97	6	1	8	0	15	3	70	1	0	74	192
07:45 AM	4	0	7	0	11	1	93	2	0	96	5	0	6	0	11	4	67	2	0	73	191
<b>Total</b>	<b>10</b>	<b>3</b>	<b>16</b>	<b>0</b>	<b>29</b>	<b>6</b>	<b>349</b>	<b>5</b>	<b>0</b>	<b>360</b>	<b>23</b>	<b>3</b>	<b>26</b>	<b>0</b>	<b>52</b>	<b>10</b>	<b>244</b>	<b>4</b>	<b>0</b>	<b>258</b>	<b>699</b>
08:00 AM	2	0	3	0	5	1	103	4	0	108	5	0	6	0	11	1	55	4	0	60	184
08:15 AM	2	0	2	0	4	1	89	4	0	94	7	0	10	0	17	4	69	1	0	74	189
08:30 AM	3	0	1	0	4	4	97	1	0	102	2	0	5	0	7	3	46	3	0	52	165
08:45 AM	6	0	3	0	9	1	76	4	0	81	7	0	7	0	14	3	59	1	0	63	167
<b>Total</b>	<b>13</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>22</b>	<b>7</b>	<b>365</b>	<b>13</b>	<b>0</b>	<b>385</b>	<b>21</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>49</b>	<b>11</b>	<b>229</b>	<b>9</b>	<b>0</b>	<b>249</b>	<b>705</b>
*** BREAK ***																					
03:30 PM	2	0	6	0	8	5	93	7	0	105	8	1	5	0	14	13	81	3	1	98	225
03:45 PM	1	2	0	0	3	6	81	8	0	95	7	0	3	0	10	12	83	13	0	108	216
<b>Total</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>174</b>	<b>15</b>	<b>0</b>	<b>200</b>	<b>15</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>164</b>	<b>16</b>	<b>1</b>	<b>206</b>	<b>441</b>
04:00 PM	5	0	1	0	6	4	82	3	0	89	7	0	11	0	18	13	107	6	0	126	239
04:15 PM	3	1	1	0	5	3	82	6	0	91	3	0	5	0	8	8	128	5	0	141	245
04:30 PM	2	1	3	0	6	3	91	4	0	98	3	2	8	0	13	16	102	4	0	122	239
04:45 PM	1	0	2	0	3	10	98	4	0	112	2	1	10	0	13	6	109	3	0	118	246
<b>Total</b>	<b>11</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>353</b>	<b>17</b>	<b>0</b>	<b>390</b>	<b>15</b>	<b>3</b>	<b>34</b>	<b>0</b>	<b>52</b>	<b>43</b>	<b>446</b>	<b>18</b>	<b>0</b>	<b>507</b>	<b>969</b>
05:00 PM	3	0	3	0	6	6	107	5	0	118	4	2	8	0	14	14	108	1	0	123	261
05:15 PM	4	1	3	0	8	2	97	1	0	100	5	2	7	0	14	12	113	3	0	128	250
05:30 PM	2	1	3	0	6	5	86	14	0	105	6	1	6	0	13	7	88	3	0	98	222
05:45 PM	1	1	3	0	5	10	86	9	0	105	8	1	4	0	13	15	78	4	0	97	220
<b>Total</b>	<b>10</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>25</b>	<b>23</b>	<b>376</b>	<b>29</b>	<b>0</b>	<b>428</b>	<b>23</b>	<b>6</b>	<b>25</b>	<b>0</b>	<b>54</b>	<b>48</b>	<b>387</b>	<b>11</b>	<b>0</b>	<b>446</b>	<b>953</b>
<b>Grand Total</b>	<b>47</b>	<b>10</b>	<b>50</b>	<b>0</b>	<b>107</b>	<b>67</b>	<b>1617</b>	<b>79</b>	<b>0</b>	<b>1763</b>	<b>97</b>	<b>13</b>	<b>121</b>	<b>0</b>	<b>231</b>	<b>137</b>	<b>1470</b>	<b>58</b>	<b>1</b>	<b>1666</b>	<b>3767</b>
<b>Apprch %</b>	<b>43.9</b>	<b>9.3</b>	<b>46.7</b>	<b>0</b>		<b>3.8</b>	<b>91.7</b>	<b>4.5</b>	<b>0</b>		<b>42</b>	<b>5.6</b>	<b>52.4</b>	<b>0</b>		<b>8.2</b>	<b>88.2</b>	<b>3.5</b>	<b>0.1</b>		
<b>Total %</b>	<b>1.2</b>	<b>0.3</b>	<b>1.3</b>	<b>0</b>	<b>2.8</b>	<b>1.8</b>	<b>42.9</b>	<b>2.1</b>	<b>0</b>	<b>46.8</b>	<b>2.6</b>	<b>0.3</b>	<b>3.2</b>	<b>0</b>	<b>6.1</b>	<b>3.6</b>	<b>39</b>	<b>1.5</b>	<b>0</b>	<b>44.2</b>	

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

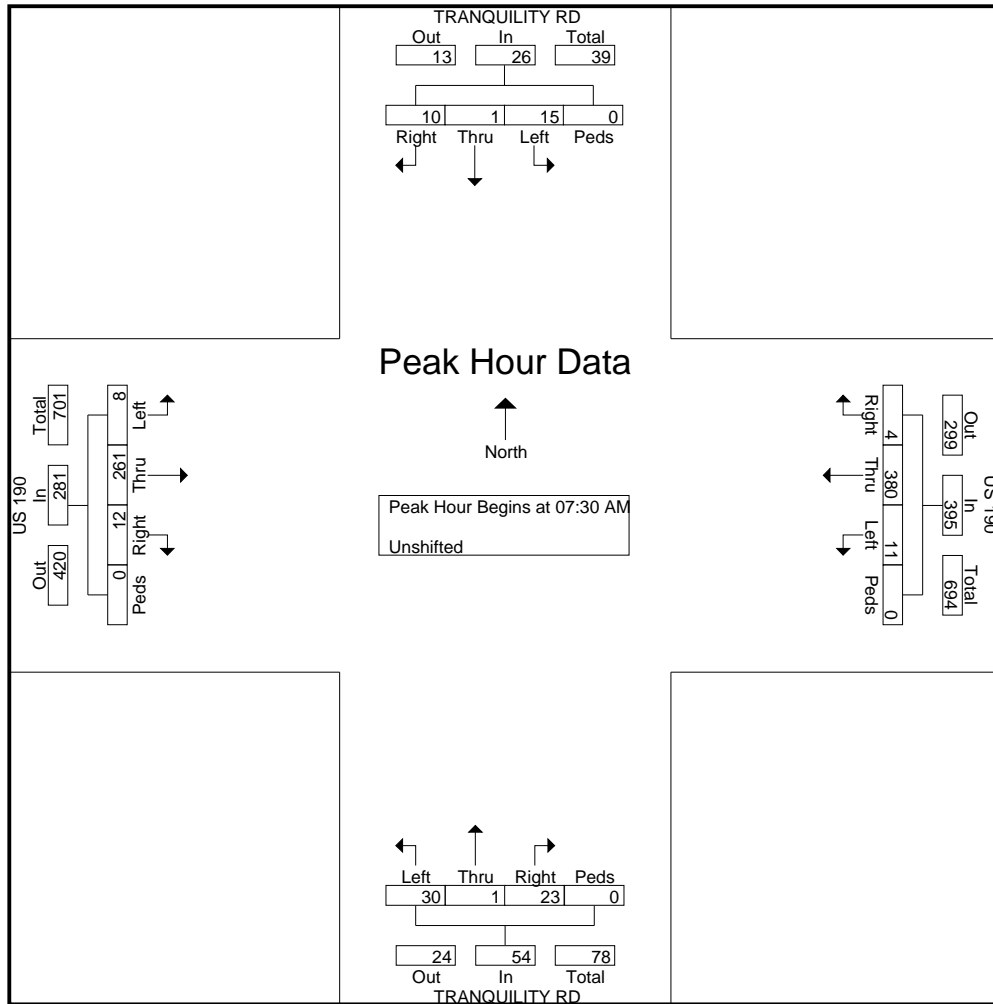
File Name : US 190 at Tranquility Rd

Site Code : 00000000

Start Date : 11/30/2017

Page No : 2

Start Time	TRANQUILITY RD From North					US 190 From East					TRANQUILITY RD From South					US 190 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	1	3	0	6	1	95	1	0	97	6	1	8	0	15	3	70	1	0	74	192
07:45 AM	4	0	7	0	11	1	93	2	0	96	5	0	6	0	11	4	67	2	0	73	191
08:00 AM	2	0	3	0	5	1	103	4	0	108	5	0	6	0	11	1	55	4	0	60	184
08:15 AM	2	0	2	0	4	1	89	4	0	94	7	0	10	0	17	4	69	1	0	74	189
Total Volume	10	1	15	0	26	4	380	11	0	395	23	1	30	0	54	12	261	8	0	281	756
% App. Total	38.5	3.8	57.7	0		1	96.2	2.8	0		42.6	1.9	55.6	0		4.3	92.9	2.8	0		
PHF	.625	.250	.536	.000	.591	1.00	.922	.688	.000	.914	.821	.250	.750	.000	.794	.750	.932	.500	.000	.949	.984



# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

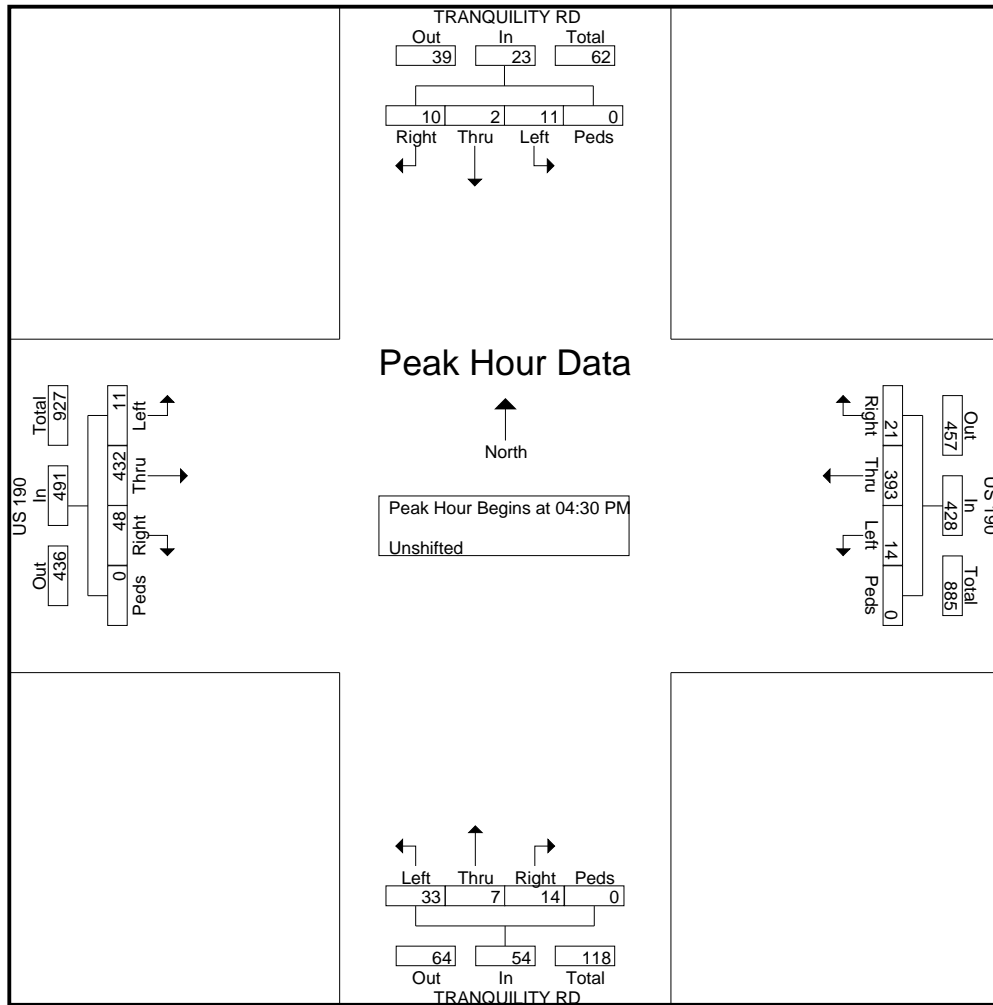
File Name : US 190 at Tranquility Rd

Site Code : 00000000

Start Date : 11/30/2017

Page No : 3

Start Time	TRANQUILITY RD From North					US 190 From East					TRANQUILITY RD From South					US 190 From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	2	1	3	0	6	3	91	4	0	98	3	2	8	0	13	16	102	4	0	122	239
04:45 PM	1	0	2	0	3	10	98	4	0	112	2	1	10	0	13	6	109	3	0	118	246
05:00 PM	3	0	3	0	6	6	107	5	0	118	4	2	8	0	14	14	108	1	0	123	261
05:15 PM	4	1	3	0	8	2	97	1	0	100	5	2	7	0	14	12	113	3	0	128	250
Total Volume	10	2	11	0	23	21	393	14	0	428	14	7	33	0	54	48	432	11	0	491	996
% App. Total	43.5	8.7	47.8	0		4.9	91.8	3.3	0		25.9	13	61.1	0		9.8	88	2.2	0		
PHF	.625	.500	.917	.000	.719	.525	.918	.700	.000	.907	.700	.875	.825	.000	.964	.750	.956	.688	.000	.959	.954





**Turning Movement Counts**  
**INTERSECTION 9**  
**US 190 at Dixie Ranch Rd.**

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : US 190 at Dixie Ranch  
Site Code : 00000000  
Start Date : 11/21/2017  
Page No : 1

Groups Printed- Unshifted

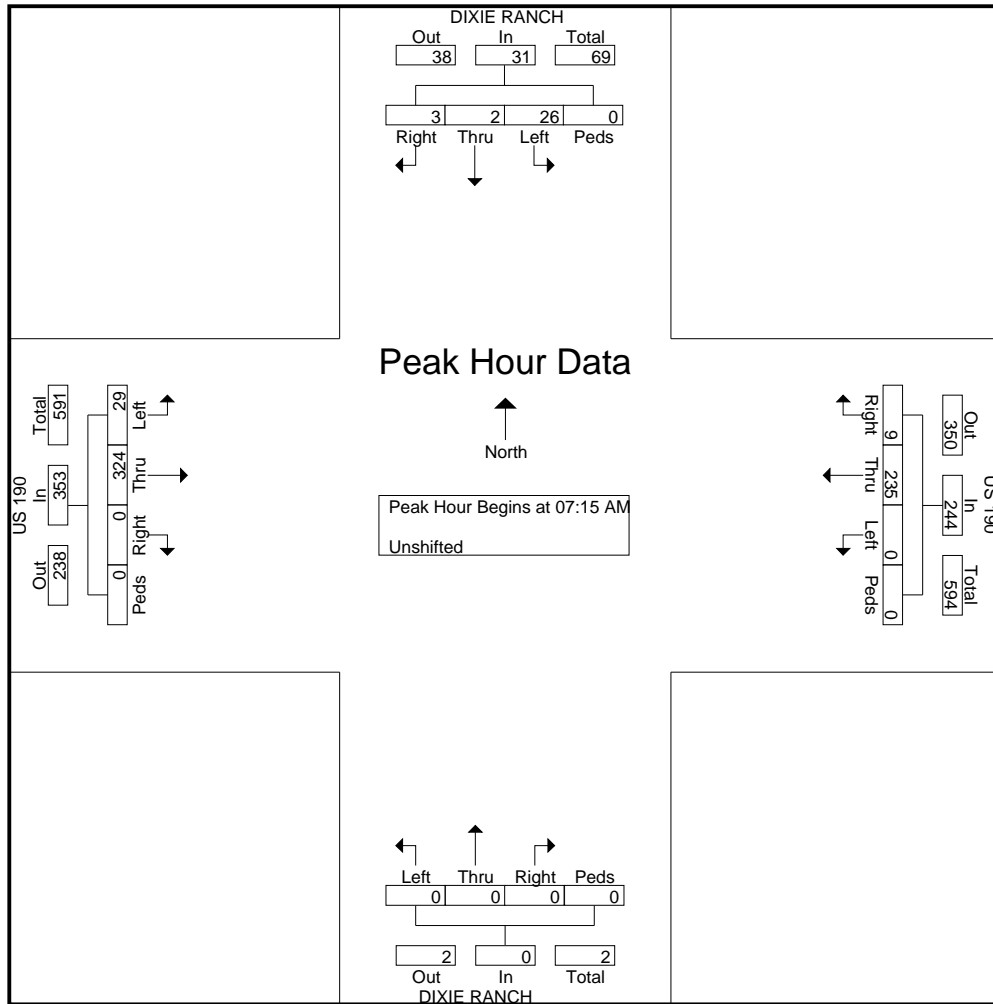
Start Time	DIXIE RANCH From North					US 190 From East					DIXIE RANCH From South					US 190 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	0	4	0	5	0	33	1	0	34	0	0	0	0	0	0	61	6	0	67	106
07:15 AM	2	0	7	0	9	1	50	0	0	51	0	0	0	0	0	0	74	8	0	82	142
07:30 AM	0	0	5	0	5	3	68	0	0	71	0	0	0	0	0	0	77	8	0	85	161
07:45 AM	1	2	4	0	7	2	69	0	0	71	0	0	0	0	0	0	93	3	0	96	174
<b>Total</b>	<b>4</b>	<b>2</b>	<b>20</b>	<b>0</b>	<b>26</b>	<b>6</b>	<b>220</b>	<b>1</b>	<b>0</b>	<b>227</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>305</b>	<b>25</b>	<b>0</b>	<b>330</b>	<b>583</b>
08:00 AM	0	0	10	0	10	3	48	0	0	51	0	0	0	0	0	0	80	10	0	90	151
08:15 AM	0	0	7	0	7	1	45	0	0	46	0	0	0	0	0	0	76	11	0	87	140
08:30 AM	2	0	7	0	9	0	44	0	0	44	0	0	0	0	0	0	85	8	0	93	146
08:45 AM	0	1	3	0	4	0	54	0	0	54	0	0	0	0	0	0	85	15	0	100	158
<b>Total</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>0</b>	<b>30</b>	<b>4</b>	<b>191</b>	<b>0</b>	<b>0</b>	<b>195</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>326</b>	<b>44</b>	<b>0</b>	<b>370</b>	<b>595</b>
*** BREAK ***																					
03:30 PM	0	0	4	0	4	6	119	0	0	125	0	0	0	0	0	0	96	23	0	119	248
03:45 PM	0	0	4	0	4	5	91	0	0	96	0	0	0	0	0	0	84	16	0	100	200
<b>Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>11</b>	<b>210</b>	<b>0</b>	<b>0</b>	<b>221</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>180</b>	<b>39</b>	<b>0</b>	<b>219</b>	<b>448</b>
04:00 PM	2	0	7	0	9	6	98	0	0	104	0	0	0	0	0	0	83	15	0	98	211
04:15 PM	0	0	3	0	3	4	125	0	0	129	0	0	0	0	0	0	97	14	0	111	243
04:30 PM	0	0	9	0	9	10	111	0	0	121	0	0	0	0	0	0	91	17	0	108	238
04:45 PM	0	0	10	0	10	13	115	0	0	128	0	0	0	0	0	0	82	16	0	98	236
<b>Total</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>31</b>	<b>33</b>	<b>449</b>	<b>0</b>	<b>0</b>	<b>482</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>353</b>	<b>62</b>	<b>0</b>	<b>415</b>	<b>928</b>
05:00 PM	0	0	10	0	10	9	129	0	0	138	0	0	0	0	0	0	95	26	0	121	269
05:15 PM	0	0	6	0	6	4	116	0	0	120	0	0	0	0	0	0	101	24	0	125	251
05:30 PM	0	0	2	0	2	2	121	0	0	123	0	0	0	0	0	0	126	30	0	156	281
05:45 PM	0	0	8	0	8	19	248	0	0	267	0	0	0	0	0	0	205	60	0	265	540
<b>Total</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>26</b>	<b>34</b>	<b>614</b>	<b>0</b>	<b>0</b>	<b>648</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>527</b>	<b>140</b>	<b>0</b>	<b>667</b>	<b>1341</b>
<b>Grand Total</b>	<b>8</b>	<b>3</b>	<b>110</b>	<b>0</b>	<b>121</b>	<b>88</b>	<b>1684</b>	<b>1</b>	<b>0</b>	<b>1773</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1691</b>	<b>310</b>	<b>0</b>	<b>2001</b>	<b>3895</b>
Apprch %	6.6	2.5	90.9	0		5	95	0.1	0		0	0	0	0		0	84.5	15.5	0		
Total %	0.2	0.1	2.8	0	3.1	2.3	43.2	0	0	45.5	0	0	0	0	0	0	43.4	8	0	51.4	

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : US 190 at Dixie Ranch  
Site Code : 00000000  
Start Date : 11/21/2017  
Page No : 2

Start Time	DIXIE RANCH From North					US 190 From East					DIXIE RANCH From South					US 190 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	2	0	7	0	9	1	50	0	0	51	0	0	0	0	0	0	74	8	0	82	142
07:30 AM	0	0	5	0	5	3	68	0	0	71	0	0	0	0	0	0	77	8	0	85	161
07:45 AM	1	2	4	0	7	2	69	0	0	71	0	0	0	0	0	0	93	3	0	96	174
08:00 AM	0	0	10	0	10	3	48	0	0	51	0	0	0	0	0	0	80	10	0	90	151
Total Volume	3	2	26	0	31	9	235	0	0	244	0	0	0	0	0	0	324	29	0	353	628
% App. Total	9.7	6.5	83.9	0		3.7	96.3	0	0		0	0	0	0		0	91.8	8.2	0		
PHF	.375	.250	.650	.000	.775	.750	.851	.000	.000	.859	.000	.000	.000	.000	.000	.000	.871	.725	.000	.919	.902



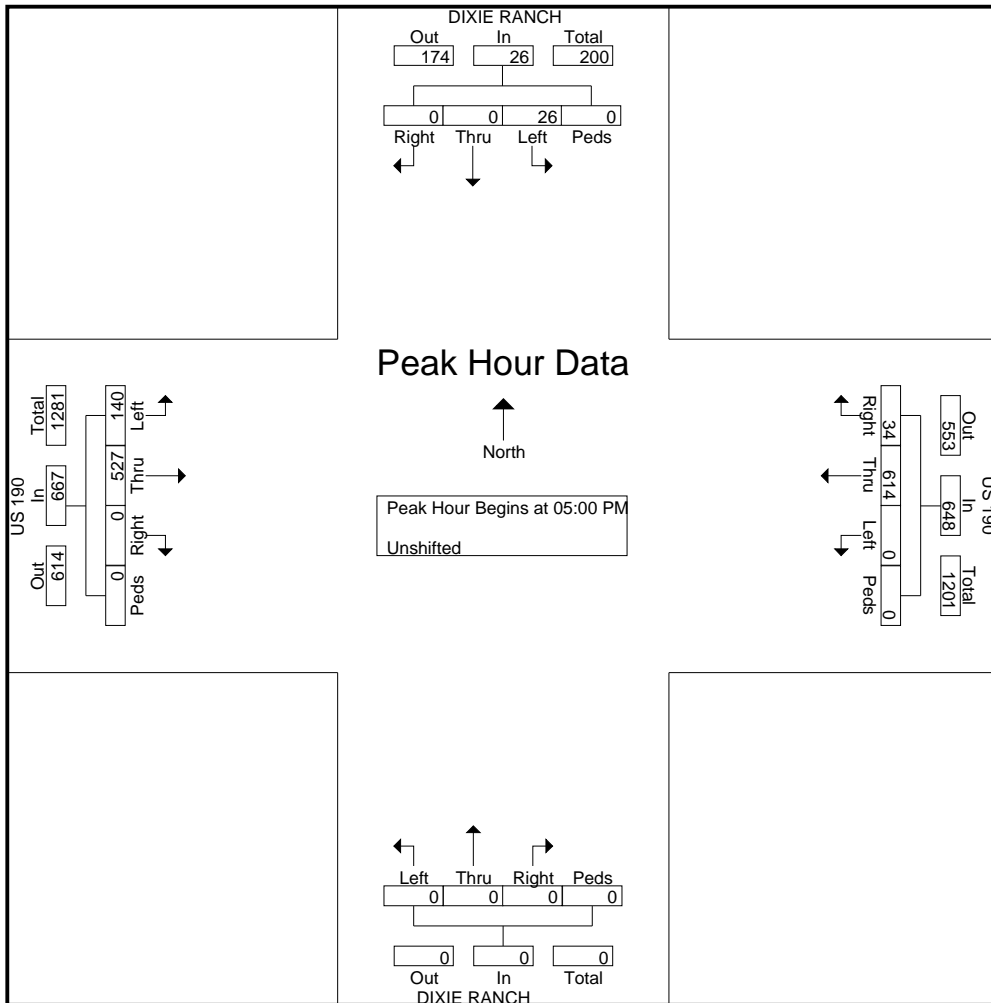
# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : US 190 at Dixie Ranch  
Site Code : 00000000  
Start Date : 11/21/2017  
Page No : 3

Start Time	DIXIE RANCH From North					US 190 From East					DIXIE RANCH From South					US 190 From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
05:00 PM	0	0	10	0	10	9	129	0	0	138	0	0	0	0	0	0	95	26	0	121	269
05:15 PM	0	0	6	0	6	4	116	0	0	120	0	0	0	0	0	0	101	24	0	125	251
05:30 PM	0	0	2	0	2	2	121	0	0	123	0	0	0	0	0	0	126	30	0	156	281
05:45 PM	0	0	8	0	8	19	248	0	0	267	0	0	0	0	0	0	205	60	0	265	540
Total Volume	0	0	26	0	26	34	614	0	0	648	0	0	0	0	0	0	527	140	0	667	1341
% App. Total	0	0	100	0		5.2	94.8	0	0		0	0	0	0	0	0	79	21	0		
PHF	.000	.000	.650	.000	.650	.447	.619	.000	.000	.607	.000	.000	.000	.000	.000	.000	.643	.583	.000	.629	.621

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 05:00 PM



**Turning Movement Counts**  
**INTERSECTION 10**  
**US 190 at LA 433**

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : US 190 at LA 433

Site Code : 00000000

Start Date : 11/21/2017

Page No : 1

### Groups Printed- Unshifted

Start Time	LA 433 From North					US 190 From East					LA 433 From South					US 190 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	42	19	0	61	58	0	6	0	64	6	72	0	0	78	203
07:15 AM	0	0	0	0	0	0	42	12	0	54	68	0	11	0	79	11	84	0	0	95	228
07:30 AM	0	0	0	0	0	0	58	21	0	79	95	0	11	0	106	7	104	0	0	111	296
07:45 AM	0	0	0	0	0	0	85	31	0	116	69	0	5	0	74	3	114	0	0	117	307
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>227</b>	<b>83</b>	<b>0</b>	<b>310</b>	<b>290</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>323</b>	<b>27</b>	<b>374</b>	<b>0</b>	<b>0</b>	<b>401</b>	<b>1034</b>
08:00 AM	0	0	0	0	0	0	55	25	0	80	68	0	23	0	91	18	95	0	0	113	284
08:15 AM	0	0	0	0	0	0	48	24	0	72	75	0	8	0	83	11	90	0	0	101	256
08:30 AM	0	0	0	0	0	0	52	35	0	87	81	0	10	0	91	8	102	0	0	110	288
08:45 AM	0	0	0	0	0	0	57	40	0	97	62	0	11	0	73	12	106	0	0	118	288
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>212</b>	<b>124</b>	<b>0</b>	<b>336</b>	<b>286</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>338</b>	<b>49</b>	<b>393</b>	<b>0</b>	<b>0</b>	<b>442</b>	<b>1116</b>
*** BREAK ***																					
03:30 PM	0	0	0	0	0	0	130	86	0	216	57	0	21	0	78	20	97	0	0	117	411
03:45 PM	0	0	0	0	0	0	118	70	0	188	58	0	17	0	75	18	101	0	0	119	382
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>248</b>	<b>156</b>	<b>0</b>	<b>404</b>	<b>115</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>153</b>	<b>38</b>	<b>198</b>	<b>0</b>	<b>0</b>	<b>236</b>	<b>793</b>
04:00 PM	0	0	0	0	0	0	108	77	0	185	48	0	17	0	65	11	108	0	0	119	369
04:15 PM	0	0	0	0	0	0	125	87	0	212	61	0	15	0	76	13	92	0	0	105	393
04:30 PM	0	0	0	0	0	0	122	107	0	229	69	0	21	0	90	18	108	0	0	126	445
04:45 PM	0	0	0	0	0	0	147	91	0	238	52	0	16	0	68	24	108	0	0	132	438
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>502</b>	<b>362</b>	<b>0</b>	<b>864</b>	<b>230</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>299</b>	<b>66</b>	<b>416</b>	<b>0</b>	<b>0</b>	<b>482</b>	<b>1645</b>
05:00 PM	0	0	0	0	0	0	103	90	0	193	40	0	22	0	62	24	68	0	0	92	347
05:15 PM	0	0	0	0	0	0	143	100	0	243	54	0	22	0	76	27	103	0	0	130	449
05:30 PM	0	0	0	0	0	0	137	114	0	251	58	0	13	0	71	28	145	0	0	173	495
05:45 PM	0	0	0	0	0	0	126	108	0	234	72	0	14	0	86	25	101	0	0	126	446
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>509</b>	<b>412</b>	<b>0</b>	<b>921</b>	<b>224</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>295</b>	<b>104</b>	<b>417</b>	<b>0</b>	<b>0</b>	<b>521</b>	<b>1737</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1698</b>	<b>1137</b>	<b>0</b>	<b>2835</b>	<b>1145</b>	<b>0</b>	<b>263</b>	<b>0</b>	<b>1408</b>	<b>284</b>	<b>1798</b>	<b>0</b>	<b>0</b>	<b>2082</b>	<b>6325</b>
<b>Apprch %</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59.9</b>	<b>40.1</b>	<b>0</b>	<b>81.3</b>	<b>81.3</b>	<b>0</b>	<b>18.7</b>	<b>0</b>	<b>13.6</b>	<b>13.6</b>	<b>86.4</b>	<b>0</b>	<b>0</b>	<b>32.9</b>	
<b>Total %</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26.8</b>	<b>18</b>	<b>0</b>	<b>44.8</b>	<b>18.1</b>	<b>0</b>	<b>4.2</b>	<b>0</b>	<b>22.3</b>	<b>4.5</b>	<b>28.4</b>	<b>0</b>	<b>0</b>	<b>32.9</b>	

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

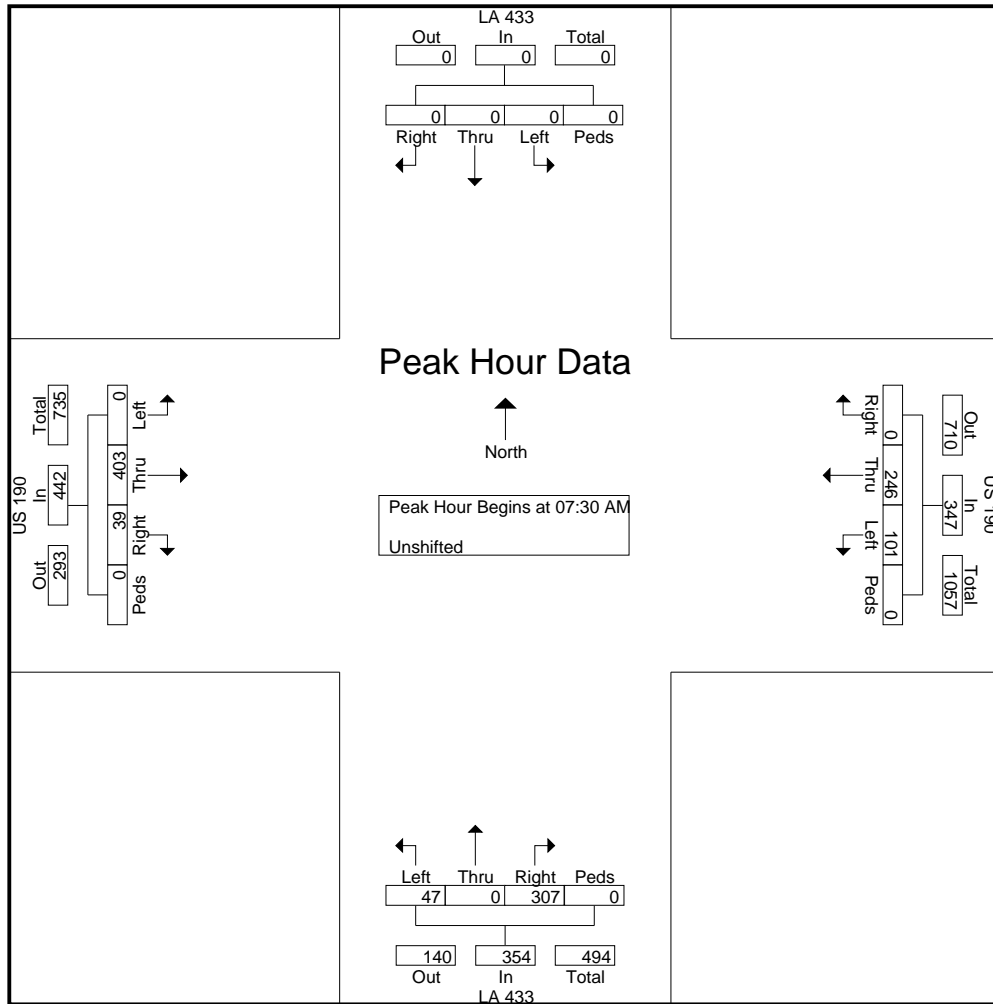
File Name : US 190 at LA 433

Site Code : 00000000

Start Date : 11/21/2017

Page No : 2

Start Time	LA 433 From North					US 190 From East					LA 433 From South					US 190 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	58	21	0	79	95	0	11	0	106	7	104	0	0	111	296
07:45 AM	0	0	0	0	0	0	85	31	0	116	69	0	5	0	74	3	114	0	0	117	307
08:00 AM	0	0	0	0	0	0	55	25	0	80	68	0	23	0	91	18	95	0	0	113	284
08:15 AM	0	0	0	0	0	0	48	24	0	72	75	0	8	0	83	11	90	0	0	101	256
Total Volume	0	0	0	0	0	0	246	101	0	347	307	0	47	0	354	39	403	0	0	442	1143
% App. Total	0	0	0	0	0	0	70.9	29.1	0		86.7	0	13.3	0		8.8	91.2	0	0		
PHF	.000	.000	.000	.000	.000	.000	.724	.815	.000	.748	.808	.000	.511	.000	.835	.542	.884	.000	.000	.944	.931





# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : US 190 at LA 433

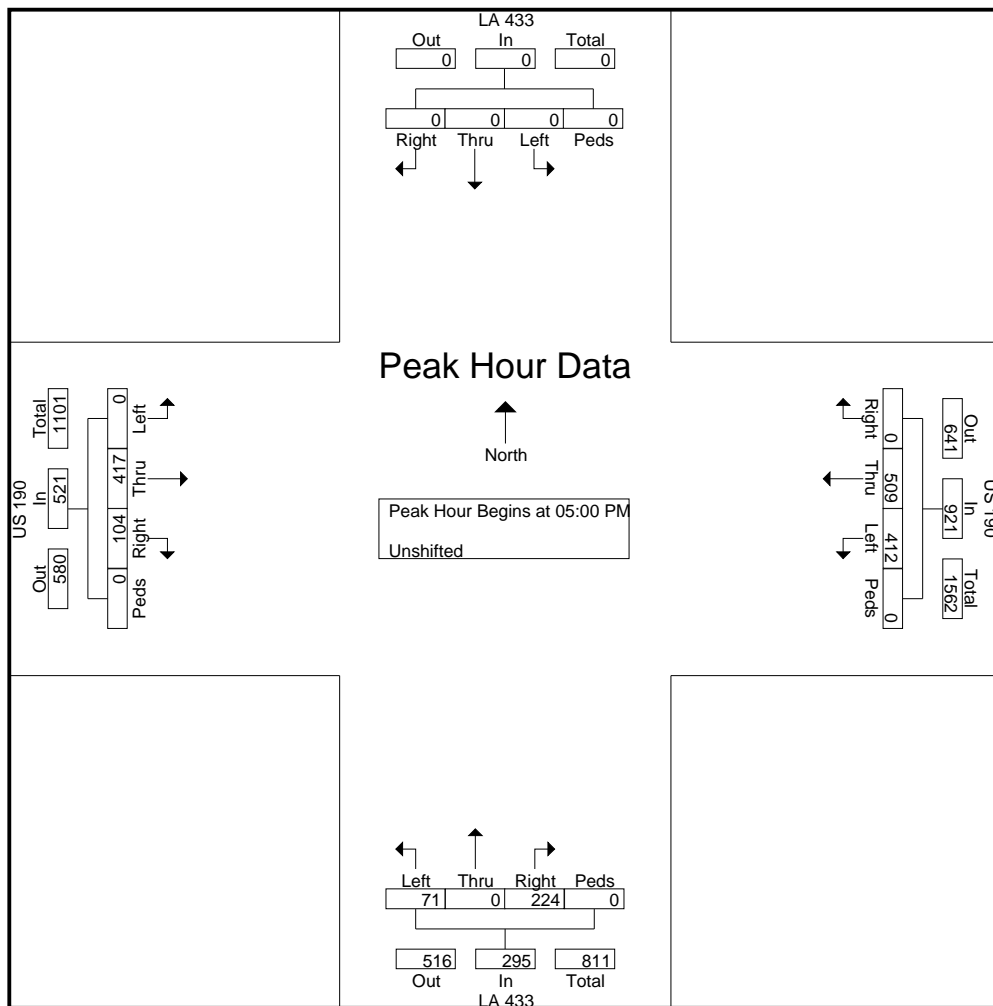
Site Code : 00000000

Start Date : 11/21/2017

Page No : 3

Start Time	LA 433 From North					US 190 From East					LA 433 From South					US 190 From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
05:00 PM	0	0	0	0	0	0	103	90	0	193	40	0	22	0	62	24	68	0	0	92	347
05:15 PM	0	0	0	0	0	0	143	100	0	243	54	0	22	0	76	27	103	0	0	130	449
05:30 PM	0	0	0	0	0	0	137	114	0	251	58	0	13	0	71	28	145	0	0	173	495
05:45 PM	0	0	0	0	0	0	126	108	0	234	72	0	14	0	86	25	101	0	0	126	446
Total Volume	0	0	0	0	0	0	509	412	0	921	224	0	71	0	295	104	417	0	0	521	1737
% App. Total	0	0	0	0	0	0	55.3	44.7	0		75.9	0	24.1	0		20	80	0	0		
PHF	.000	.000	.000	.000	.000	.000	.890	.904	.000	.917	.778	.000	.807	.000	.858	.929	.719	.000	.000	.753	.877

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 05:00 PM



**Turning Movement Counts**  
**INTERSECTION 11**  
**US 190 at Northshore Blvd.**

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : Airport Rd at US 190  
Site Code : 00000000  
Start Date : 10/17/2017  
Page No : 1

Groups Printed- Unshifted

Start Time	AIRPORT From North					US 190 From East					AIRPORT From South					US 190 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	28	0	51	0	79	50	38	0	0	88	0	0	0	0	0	0	65	119	0	184	351
06:45 AM	36	0	57	0	93	56	42	0	0	98	0	0	0	0	0	0	69	155	0	224	415
Total	64	0	108	0	172	106	80	0	0	186	0	0	0	0	0	0	134	274	0	408	766
07:00 AM	32	0	50	0	82	67	39	0	0	106	0	0	0	0	0	0	62	109	0	171	359
07:15 AM	56	0	57	0	113	81	54	0	0	135	0	0	0	0	0	0	69	122	0	191	439
07:30 AM	59	0	101	0	160	79	54	0	0	133	0	0	0	0	0	0	108	127	0	235	528
07:45 AM	134	0	100	0	234	74	76	0	0	150	0	0	0	0	0	8	118	168	1	295	679
Total	281	0	308	0	589	301	223	0	0	524	0	0	0	0	0	8	357	526	1	892	2005
08:00 AM	101	0	88	0	189	72	73	0	0	145	0	0	0	0	0	0	101	155	0	256	590
08:15 AM	60	0	66	0	126	70	89	0	0	159	0	0	0	0	0	0	90	147	0	237	522
*** BREAK ***																					
Total	161	0	154	0	315	142	162	0	0	304	0	0	0	0	0	0	191	302	0	493	1112
*** BREAK ***																					
03:30 PM	107	0	133	0	240	74	100	0	0	174	0	0	0	0	0	0	81	80	0	161	575
03:45 PM	88	0	132	0	220	114	116	0	0	230	0	0	0	0	0	0	64	69	0	133	583
Total	195	0	265	0	460	188	216	0	0	404	0	0	0	0	0	0	145	149	0	294	1158
04:00 PM	122	0	143	0	265	120	123	0	0	243	0	0	0	0	0	0	101	66	0	167	675
04:15 PM	147	0	156	0	303	79	138	0	0	217	0	0	0	0	0	0	80	107	0	187	707
04:30 PM	135	0	110	0	245	99	90	0	0	189	0	0	0	0	0	0	114	92	0	206	640
04:45 PM	111	0	119	0	230	88	122	0	0	210	0	0	0	0	0	0	86	85	0	171	611
Total	515	0	528	0	1043	386	473	0	0	859	0	0	0	0	0	0	381	350	0	731	2633
05:00 PM	104	0	111	0	215	78	103	0	0	181	0	0	0	0	0	0	75	82	0	157	553
05:15 PM	102	0	127	0	229	71	115	0	0	186	0	0	0	0	0	0	104	82	0	186	601
Grand Total	1422	0	1601	0	3023	1272	1372	0	0	2644	0	0	0	0	0	8	1387	1765	1	3161	8828
Apprch %	47	0	53	0		48.1	51.9	0	0		0	0	0	0	0	0.3	43.9	55.8	0		
Total %	16.1	0	18.1	0	34.2	14.4	15.5	0	0	30	0	0	0	0	0	0.1	15.7	20	0	35.8	

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

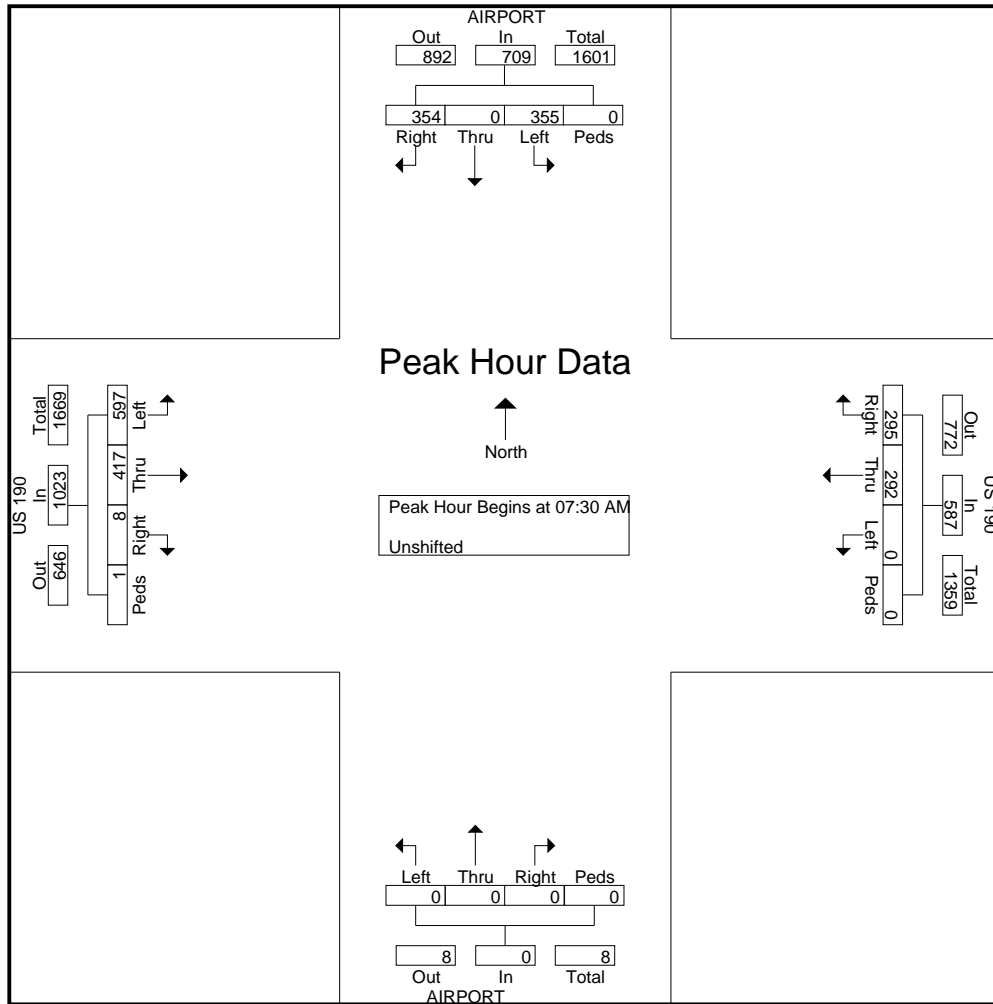
File Name : Airport Rd at US 190

Site Code : 00000000

Start Date : 10/17/2017

Page No : 2

Start Time	AIRPORT From North					US 190 From East					AIRPORT From South					US 190 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	59	0	101	0	160	79	54	0	0	133	0	0	0	0	0	0	108	127	0	235	528
07:45 AM	134	0	100	0	234	74	76	0	0	150	0	0	0	0	0	8	118	168	1	295	679
08:00 AM	101	0	88	0	189	72	73	0	0	145	0	0	0	0	0	0	101	155	0	256	590
08:15 AM	60	0	66	0	126	70	89	0	0	159	0	0	0	0	0	0	90	147	0	237	522
Total Volume	354	0	355	0	709	295	292	0	0	587	0	0	0	0	0	8	417	597	1	1023	2319
% App. Total	49.9	0	50.1	0		50.3	49.7	0	0		0	0	0	0		0.8	40.8	58.4	0.1		
PHF	.660	.000	.879	.000	.757	.934	.820	.000	.000	.923	.000	.000	.000	.000	.000	.250	.883	.888	.250	.867	.854



# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : Airport Rd at US 190

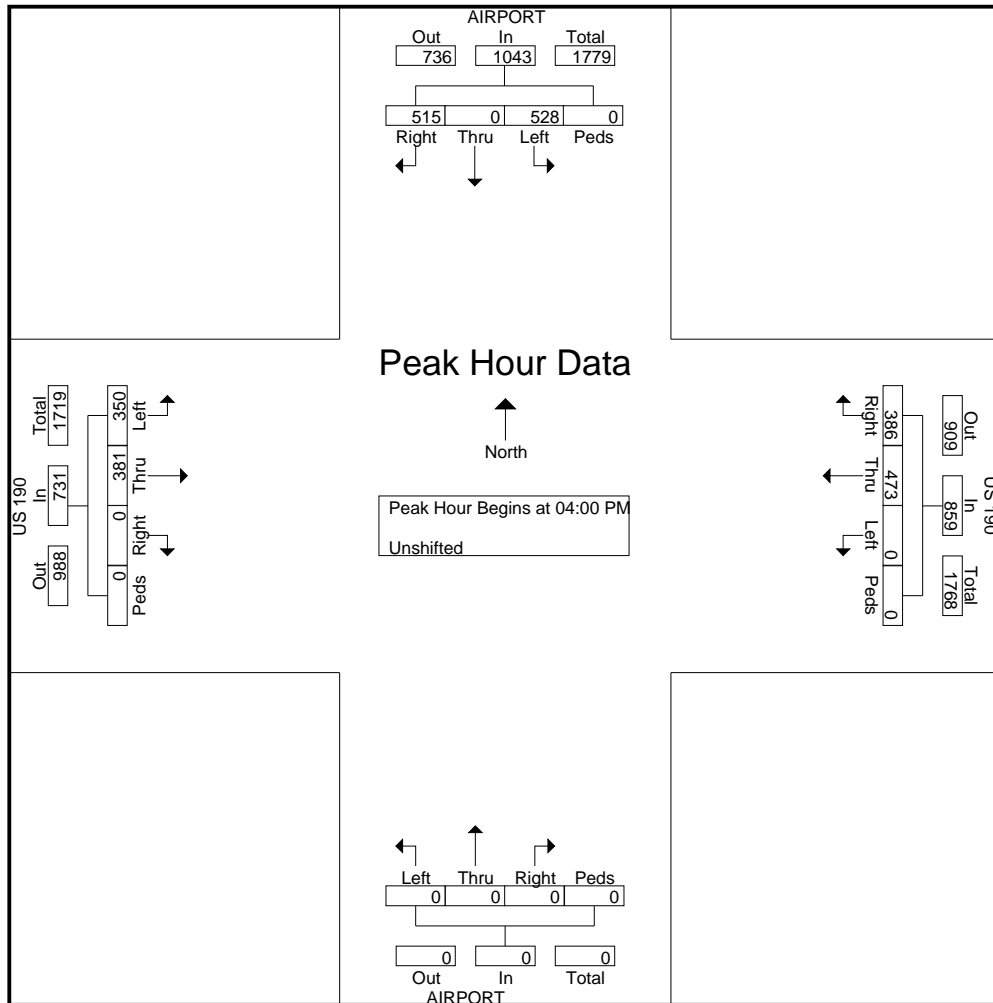
Site Code : 00000000

Start Date : 10/17/2017

Page No : 3

Start Time	AIRPORT From North					US 190 From East					AIRPORT From South					US 190 From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
04:00 PM	122	0	143	0	265	120	123	0	0	243	0	0	0	0	0	0	101	66	0	167	675
04:15 PM	147	0	156	0	303	79	138	0	0	217	0	0	0	0	0	0	80	107	0	187	707
04:30 PM	135	0	110	0	245	99	90	0	0	189	0	0	0	0	0	0	114	92	0	206	640
04:45 PM	111	0	119	0	230	88	122	0	0	210	0	0	0	0	0	0	86	85	0	171	611
Total Volume	515	0	528	0	1043	386	473	0	0	859	0	0	0	0	0	0	381	350	0	731	2633
% App. Total	49.4	0	50.6	0		44.9	55.1	0	0		0	0	0	0	0	0	52.1	47.9	0		
PHF	.876	.000	.846	.000	.861	.804	.857	.000	.000	.884	.000	.000	.000	.000	.000	.000	.836	.818	.000	.887	.931

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 04:00 PM



**Turning Movement Counts**  
**INTERSECTION 12**  
**Airport Rd. at I-12 WB Ramps**

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : North of I-12 at Airport Rd  
Site Code : 00000000  
Start Date : 10/17/2017  
Page No : 1

Groups Printed- Unshifted

Start Time	AIRPORT From North					I-12 From East					AIRPORT From South					I-12 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	39	108	0	0	147	26	3	45	0	74	0	43	54	0	97	0	0	0	0	0	318
06:45 AM	19	136	0	0	155	37	1	60	0	98	0	42	54	0	96	0	0	0	0	0	349
<b>Total</b>	<b>58</b>	<b>244</b>	<b>0</b>	<b>0</b>	<b>302</b>	<b>63</b>	<b>4</b>	<b>105</b>	<b>0</b>	<b>172</b>	<b>0</b>	<b>85</b>	<b>108</b>	<b>0</b>	<b>193</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>667</b>
07:00 AM	39	115	0	0	154	30	0	43	0	73	0	51	44	0	95	0	0	0	0	0	322
07:15 AM	31	159	0	0	190	50	0	56	0	106	0	47	87	0	134	0	0	0	0	0	430
07:30 AM	41	164	0	0	205	55	1	70	0	126	0	59	90	0	149	0	0	0	0	0	480
07:45 AM	33	205	0	0	238	63	0	105	7	175	0	86	64	0	150	0	0	0	0	0	563
<b>Total</b>	<b>144</b>	<b>643</b>	<b>0</b>	<b>0</b>	<b>787</b>	<b>198</b>	<b>1</b>	<b>274</b>	<b>7</b>	<b>480</b>	<b>0</b>	<b>243</b>	<b>285</b>	<b>0</b>	<b>528</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1795</b>
08:00 AM	51	188	0	0	239	76	0	128	0	204	0	62	41	0	103	0	0	0	0	0	546
08:15 AM	39	233	0	0	272	66	2	130	2	200	0	71	56	0	127	0	0	0	0	0	599
*** BREAK ***																					
<b>Total</b>	<b>90</b>	<b>421</b>	<b>0</b>	<b>0</b>	<b>511</b>	<b>142</b>	<b>2</b>	<b>258</b>	<b>2</b>	<b>404</b>	<b>0</b>	<b>133</b>	<b>97</b>	<b>0</b>	<b>230</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1145</b>
*** BREAK ***																					
03:30 PM	28	180	0	0	208	75	0	138	0	213	0	144	30	0	174	0	0	0	0	0	595
03:45 PM	20	161	0	0	181	91	1	185	1	278	0	124	27	0	151	0	0	0	0	0	610
<b>Total</b>	<b>48</b>	<b>341</b>	<b>0</b>	<b>0</b>	<b>389</b>	<b>166</b>	<b>1</b>	<b>323</b>	<b>1</b>	<b>491</b>	<b>0</b>	<b>268</b>	<b>57</b>	<b>0</b>	<b>325</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1205</b>
04:00 PM	27	137	0	0	164	112	0	151	0	263	0	171	37	0	208	0	0	0	0	0	635
04:15 PM	24	173	0	0	197	142	0	194	0	336	0	186	53	0	239	0	0	0	0	0	772
04:30 PM	26	165	0	0	191	116	1	175	1	293	0	155	37	0	192	0	1	0	0	1	677
04:45 PM	20	170	0	0	190	140	0	174	0	314	0	154	34	0	188	0	1	0	0	1	693
<b>Total</b>	<b>97</b>	<b>645</b>	<b>0</b>	<b>0</b>	<b>742</b>	<b>510</b>	<b>1</b>	<b>694</b>	<b>1</b>	<b>1206</b>	<b>0</b>	<b>666</b>	<b>161</b>	<b>0</b>	<b>827</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2777</b>
05:00 PM	25	170	0	0	195	148	1	182	0	331	0	183	46	0	229	0	0	0	0	0	755
05:15 PM	14	135	0	0	149	124	0	161	0	285	0	177	48	0	225	0	0	0	0	0	659
<b>Grand Total</b>	<b>476</b>	<b>2599</b>	<b>0</b>	<b>0</b>	<b>3075</b>	<b>1351</b>	<b>10</b>	<b>1997</b>	<b>11</b>	<b>3369</b>	<b>0</b>	<b>1755</b>	<b>802</b>	<b>0</b>	<b>2557</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>9003</b>
Apprch %	15.5	84.5	0	0		40.1	0.3	59.3	0.3		0	68.6	31.4	0		0	100	0	0		
Total %	5.3	28.9	0	0	34.2	15	0.1	22.2	0.1	37.4	0	19.5	8.9	0	28.4	0	0	0	0	0	



# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

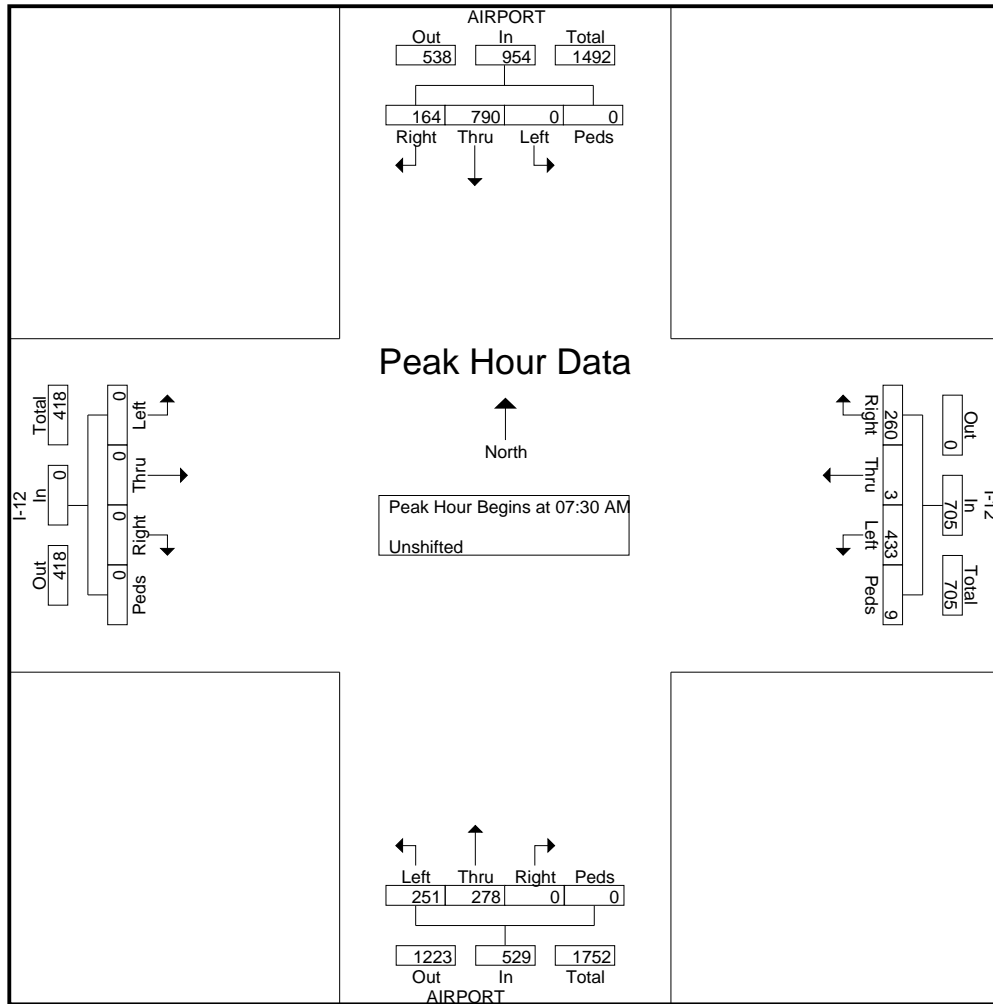
File Name : North of I-12 at Airport Rd

Site Code : 00000000

Start Date : 10/17/2017

Page No : 2

Start Time	AIRPORT From North					I-12 From East					AIRPORT From South					I-12 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	41	164	0	0	205	55	1	70	0	126	0	59	<b>90</b>	0	149	0	0	0	0	0	480
07:45 AM	33	205	0	0	238	63	0	105	7	175	0	<b>86</b>	64	0	<b>150</b>	0	0	0	0	0	563
08:00 AM	<b>51</b>	188	0	0	239	<b>76</b>	0	128	0	<b>204</b>	0	62	41	0	103	0	0	0	0	0	546
08:15 AM	39	<b>233</b>	0	0	<b>272</b>	66	<b>2</b>	<b>130</b>	2	200	0	71	56	0	127	0	0	0	0	0	<b>599</b>
Total Volume	164	790	0	0	954	260	3	433	9	705	0	278	251	0	529	0	0	0	0	0	2188
% App. Total	17.2	82.8	0	0		36.9	0.4	61.4	1.3		0	52.6	47.4	0		0	0	0	0	0	
PHF	.804	.848	.000	.000	.877	.855	.375	.833	.321	.864	.000	.808	.697	.000	.882	.000	.000	.000	.000	.000	.913



# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

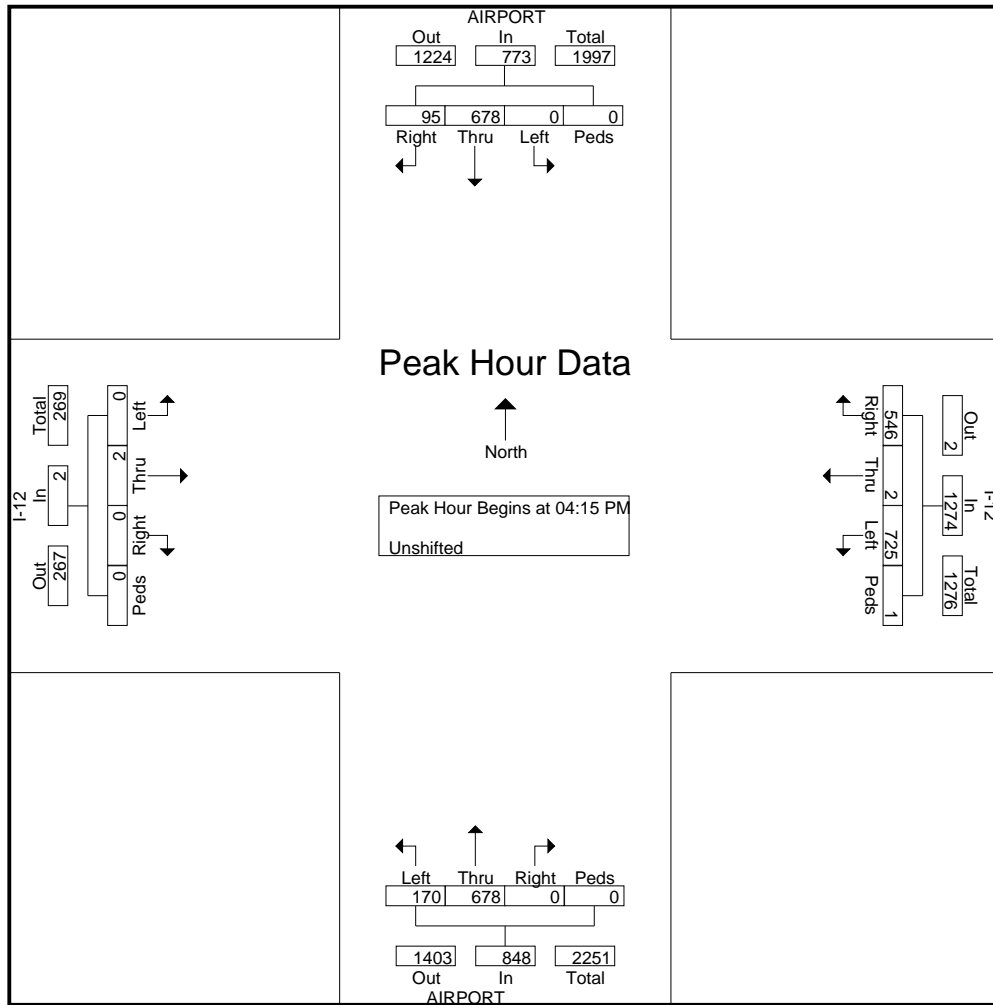
File Name : North of I-12 at Airport Rd

Site Code : 00000000

Start Date : 10/17/2017

Page No : 3

Start Time	AIRPORT From North					I-12 From East					AIRPORT From South					I-12 From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	24	173	0	0	197	142	0	194	0	336	0	186	53	0	239	0	0	0	0	0	772
04:30 PM	26	165	0	0	191	116	1	175	1	293	0	155	37	0	192	0	1	0	0	1	677
04:45 PM	20	170	0	0	190	140	0	174	0	314	0	154	34	0	188	0	1	0	0	1	693
05:00 PM	25	170	0	0	195	148	1	182	0	331	0	183	46	0	229	0	0	0	0	0	755
Total Volume	95	678	0	0	773	546	2	725	1	1274	0	678	170	0	848	0	2	0	0	2	2897
% App. Total	12.3	87.7	0	0		42.9	0.2	56.9	0.1		0	80	20	0		0	100	0	0		
PHF	.913	.980	.000	.000	.981	.922	.500	.934	.250	.948	.000	.911	.802	.000	.887	.000	.500	.000	.000	.500	.938



**Turning Movement Counts**  
**INTERSECTION 13**  
**Airport Rd. at I-12 WB Ramps**

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : South of I-12 at Airport Rd

Site Code : 00000000

Start Date : 10/19/2017

Page No : 1

Groups Printed- Unshifted

Start Time	AIRPORT From North					I-12 From East					AIRPORT From South					I-12 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	1	63	64	0	128	0	0	0	0	0	101	88	0	0	189	22	0	11	1	34	351
06:45 AM	0	106	85	0	191	0	0	0	0	0	119	97	0	0	216	22	1	11	0	34	441
Total	1	169	149	0	319	0	0	0	0	0	220	185	0	0	405	44	1	22	1	68	792
07:00 AM	0	99	93	0	192	0	0	0	0	0	112	96	0	0	208	20	0	16	0	36	436
07:15 AM	0	114	90	0	204	0	0	0	0	0	98	91	0	0	189	34	1	15	0	50	443
07:30 AM	0	164	117	0	281	0	0	0	0	0	129	131	0	0	260	51	0	13	0	64	605
07:45 AM	0	185	102	0	287	0	0	0	0	0	147	120	0	0	267	62	1	21	0	84	638
Total	0	562	402	0	964	0	0	0	0	0	486	438	0	0	924	167	2	65	0	234	2122
08:00 AM	1	200	113	0	314	0	0	0	0	0	139	102	0	0	241	39	0	12	0	51	606
08:15 AM	0	187	118	0	305	0	0	0	0	0	125	129	0	0	254	58	0	11	1	70	629
*** BREAK ***																					
Total	1	387	231	0	619	0	0	0	0	0	264	231	0	0	495	97	0	23	1	121	1235
*** BREAK ***																					
03:30 PM	0	240	91	0	331	0	0	0	0	0	133	114	0	0	247	68	0	25	0	93	671
03:45 PM	0	213	74	0	287	0	0	0	0	0	106	108	0	0	214	64	1	30	0	95	596
Total	0	453	165	0	618	0	0	0	0	0	239	222	0	0	461	132	1	55	0	188	1267
04:00 PM	0	246	55	0	301	0	0	0	0	0	132	146	0	0	278	84	0	24	0	108	687
04:15 PM	0	230	57	0	287	0	0	0	0	0	102	178	0	0	280	72	1	37	1	111	678
04:30 PM	0	239	68	0	307	0	0	0	0	0	148	144	0	0	292	79	0	43	0	122	721
04:45 PM	0	226	69	0	295	0	0	0	0	0	134	138	0	0	272	88	0	24	0	112	679
Total	0	941	249	0	1190	0	0	0	0	0	516	606	0	0	1122	323	1	128	1	453	2765
05:00 PM	0	212	91	0	303	0	0	0	0	0	148	148	0	0	296	68	1	31	0	100	699
05:15 PM	0	259	87	0	346	0	0	0	0	0	141	174	0	0	315	78	1	33	0	112	773
Grand Total	2	2983	1374	0	4359	0	0	0	0	0	2014	2004	0	0	4018	909	7	357	3	1276	9653
Apprch %	0	68.4	31.5	0		0	0	0	0	0	50.1	49.9	0	0		71.2	0.5	28	0.2		
Total %	0	30.9	14.2	0	45.2	0	0	0	0	0	20.9	20.8	0	0	41.6	9.4	0.1	3.7	0	13.2	

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

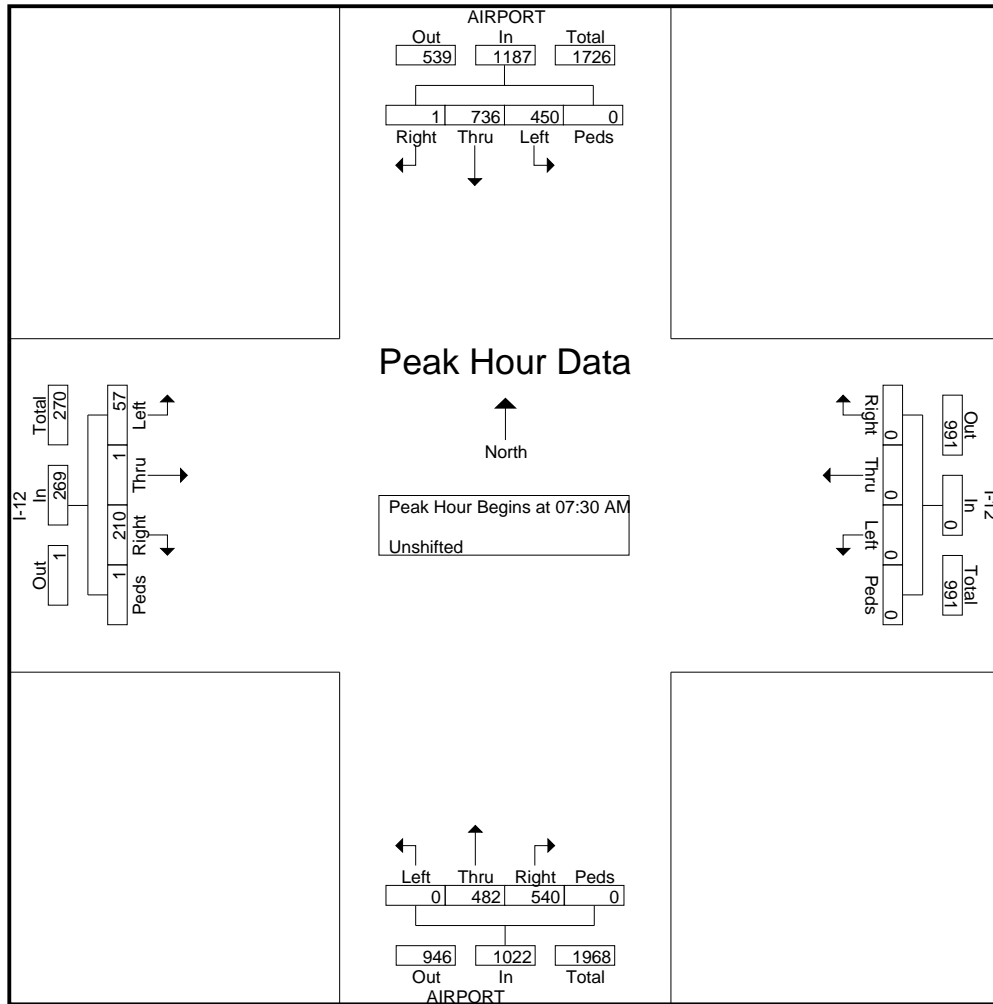
File Name : South of I-12 at Airport Rd

Site Code : 00000000

Start Date : 10/19/2017

Page No : 2

Start Time	AIRPORT From North					I-12 From East					AIRPORT From South					I-12 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	164	117	0	281	0	0	0	0	0	129	131	0	0	260	51	0	13	0	64	605
07:45 AM	0	185	102	0	287	0	0	0	0	0	147	120	0	0	267	62	1	21	0	84	638
08:00 AM	1	200	113	0	314	0	0	0	0	0	139	102	0	0	241	39	0	12	0	51	606
08:15 AM	0	187	118	0	305	0	0	0	0	0	125	129	0	0	254	58	0	11	1	70	629
Total Volume	1	736	450	0	1187	0	0	0	0	0	540	482	0	0	1022	210	1	57	1	269	2478
% App. Total	0.1	62	37.9	0		0	0	0	0		52.8	47.2	0	0		78.1	0.4	21.2	0.4		
PHF	.250	.920	.953	.000	.945	.000	.000	.000	.000	.000	.918	.920	.000	.000	.957	.847	.250	.679	.250	.801	.971



# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

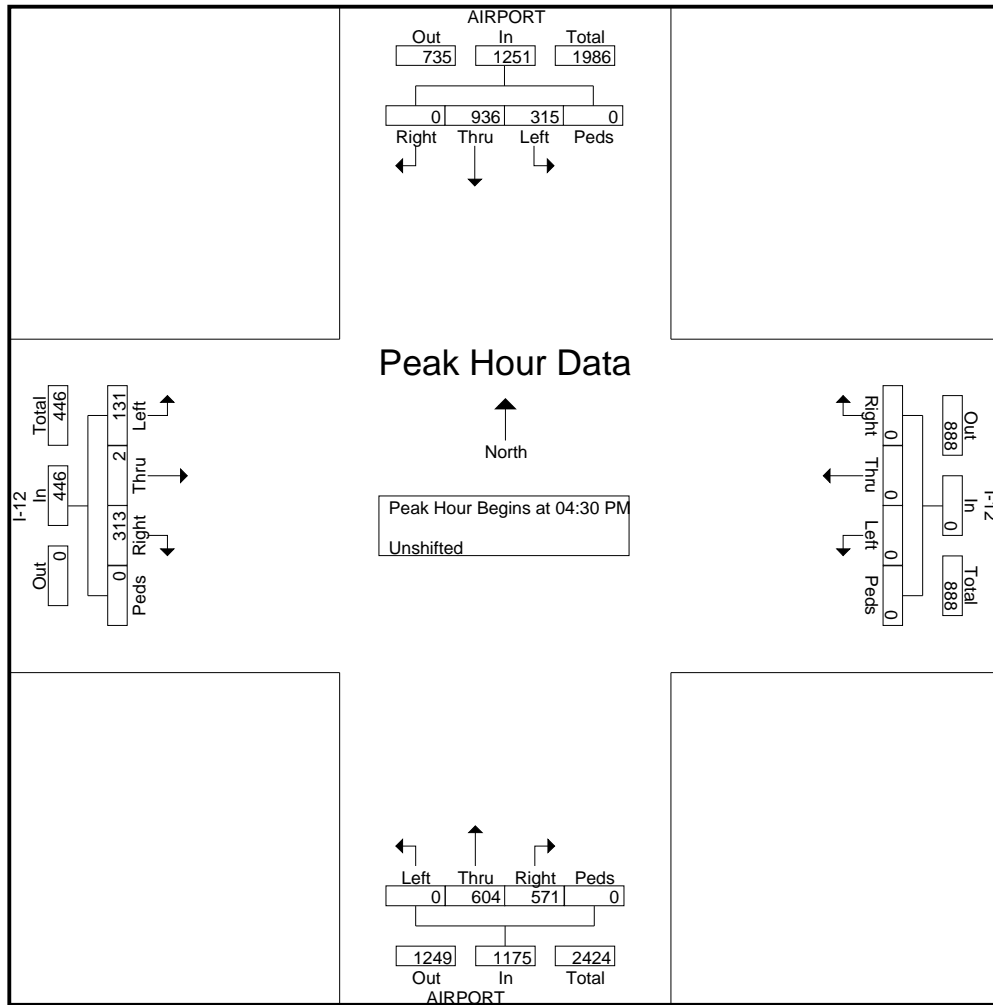
File Name : South of I-12 at Airport Rd

Site Code : 00000000

Start Date : 10/19/2017

Page No : 3

Start Time	AIRPORT From North					I-12 From East					AIRPORT From South					I-12 From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	239	68	0	307	0	0	0	0	0	148	144	0	0	292	79	0	43	0	122	721
04:45 PM	0	226	69	0	295	0	0	0	0	0	134	138	0	0	272	88	0	24	0	112	679
05:00 PM	0	212	91	0	303	0	0	0	0	0	148	148	0	0	296	68	1	31	0	100	699
05:15 PM	0	259	87	0	346	0	0	0	0	0	141	174	0	0	315	78	1	33	0	112	773
Total Volume	0	936	315	0	1251	0	0	0	0	0	571	604	0	0	1175	313	2	131	0	446	2872
% App. Total	0	74.8	25.2	0		0	0	0	0	0	48.6	51.4	0	0		70.2	0.4	29.4	0		
PHF	.000	.903	.865	.000	.904	.000	.000	.000	.000	.000	.965	.868	.000	.000	.933	.889	.500	.762	.000	.914	.929



**Turning Movement Counts**  
**INTERSECTION 14**  
**Airport Rd. at Grantham College Dr.**



# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : Airport Rd at Grantham College Dr  
Site Code : 00000000  
Start Date : 11/21/2017  
Page No : 1

Groups Printed- Unshifted

Start Time	AIRPORT RD From North					GRANTHAM COLLEGE DR From East					AIRPORT RD From South					GRANTHAM COLLEGE DR From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	2	110	1	0	113	0	0	11	0	11	12	25	7	0	44	1	0	1	0	2	170
07:15 AM	0	106	0	0	106	1	0	8	0	9	13	24	4	0	41	2	0	0	0	2	158
07:30 AM	3	132	2	0	137	0	0	8	0	8	11	38	14	0	63	9	0	0	0	9	217
07:45 AM	0	128	2	0	130	0	0	13	0	13	19	52	8	0	79	5	0	0	0	5	227
Total	5	476	5	0	486	1	0	40	0	41	55	139	33	0	227	17	0	1	0	18	772
08:00 AM	4	131	2	0	137	0	0	20	0	20	29	62	20	0	111	8	0	1	0	9	277
08:15 AM	2	126	0	0	128	1	3	15	0	19	13	54	10	0	77	11	0	3	0	14	238
08:30 AM	1	94	1	0	96	0	0	11	0	11	2	41	7	0	50	5	0	2	0	7	164
08:45 AM	3	115	2	0	120	2	1	15	0	18	18	77	16	0	111	15	0	2	0	17	266
Total	10	466	5	0	481	3	4	61	0	68	62	234	53	0	349	39	0	8	0	47	945
*** BREAK ***																					
03:30 PM	10	99	3	0	112	3	3	21	0	27	4	144	46	0	194	51	2	6	0	59	392
03:45 PM	8	124	2	0	134	4	1	20	0	25	2	150	56	0	208	48	2	7	0	57	424
Total	18	223	5	0	246	7	4	41	0	52	6	294	102	0	402	99	4	13	0	116	816
04:00 PM	16	169	4	0	189	7	2	24	0	33	0	183	43	0	226	61	1	7	0	69	517
04:15 PM	3	111	1	0	115	1	1	18	0	20	3	168	45	0	216	44	0	10	0	54	405
04:30 PM	3	112	5	0	120	1	1	14	0	16	9	207	70	0	286	54	0	10	0	64	486
04:45 PM	2	103	3	0	108	0	0	18	0	18	6	174	66	0	246	61	0	10	0	71	443
Total	24	495	13	0	532	9	4	74	0	87	18	732	224	0	974	220	1	37	0	258	1851
05:00 PM	4	129	13	0	146	3	1	26	0	30	8	191	56	0	255	41	2	4	0	47	478
05:15 PM	5	121	10	0	136	1	0	18	0	19	5	189	50	0	244	45	3	9	0	57	456
05:30 PM	4	114	9	0	127	2	1	19	0	22	7	175	51	0	233	48	0	11	0	59	441
05:45 PM	7	109	9	0	125	2	1	24	0	27	3	176	48	0	227	39	1	10	0	50	429
Total	20	473	41	0	534	8	3	87	0	98	23	731	205	0	959	173	6	34	0	213	1804
Grand Total	77	2133	69	0	2279	28	15	303	0	346	164	2130	617	0	2911	548	11	93	0	652	6188
Apprch %	3.4	93.6	3	0		8.1	4.3	87.6	0		5.6	73.2	21.2	0		84	1.7	14.3	0		
Total %	1.2	34.5	1.1	0	36.8	0.5	0.2	4.9	0	5.6	2.7	34.4	10	0	47	8.9	0.2	1.5	0	10.5	

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

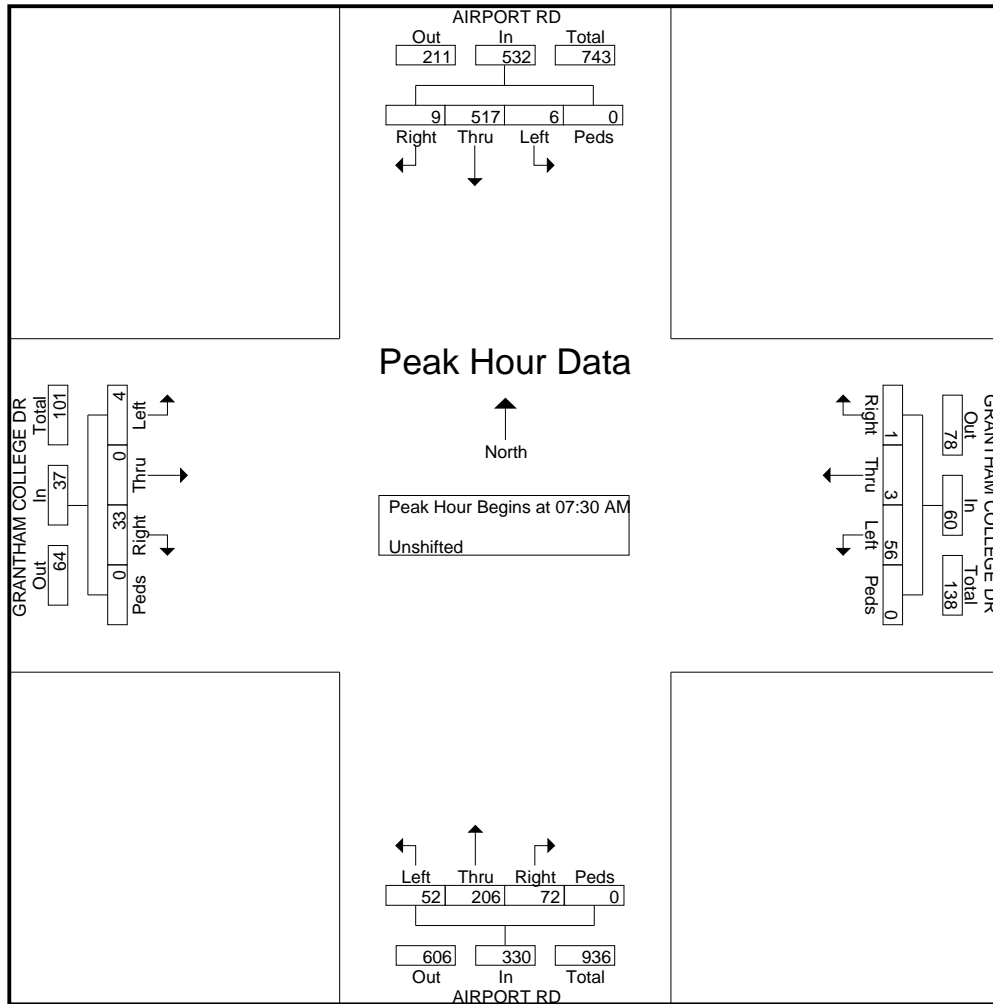
File Name : Airport Rd at Grantham College Dr

Site Code : 00000000

Start Date : 11/21/2017

Page No : 2

Start Time	AIRPORT RD From North					GRANTHAM COLLEGE DR From East					AIRPORT RD From South					GRANTHAM COLLEGE DR From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	132	2	0	137	0	0	8	0	8	11	38	14	0	63	9	0	0	0	9	217
07:45 AM	0	128	2	0	130	0	0	13	0	13	19	52	8	0	79	5	0	0	0	5	227
08:00 AM	4	131	2	0	137	0	0	20	0	20	29	62	20	0	111	8	0	1	0	9	277
08:15 AM	2	126	0	0	128	1	3	15	0	19	13	54	10	0	77	11	0	3	0	14	238
Total Volume	9	517	6	0	532	1	3	56	0	60	72	206	52	0	330	33	0	4	0	37	959
% App. Total	1.7	97.2	1.1	0		1.7	5	93.3	0		21.8	62.4	15.8	0		89.2	0	10.8	0		
PHF	.563	.979	.750	.000	.971	.250	.250	.700	.000	.750	.621	.831	.650	.000	.743	.750	.000	.333	.000	.661	.866



# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

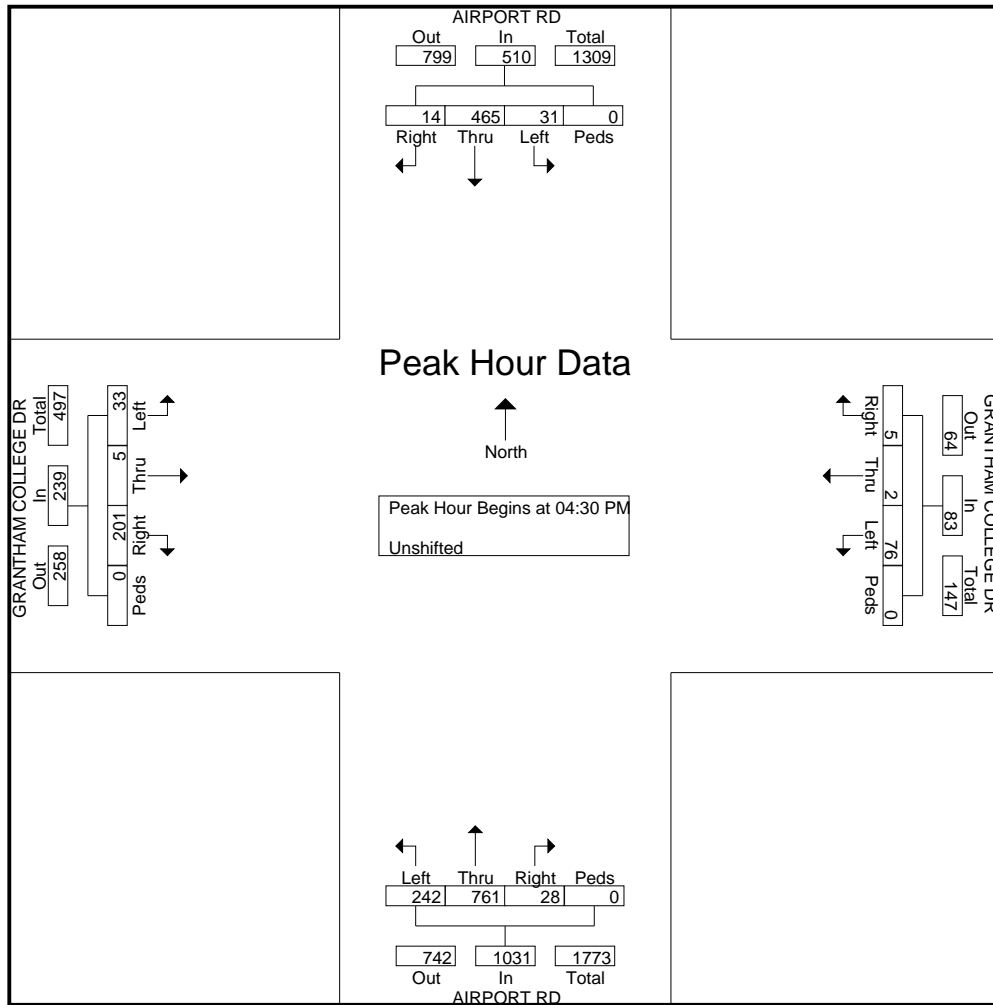
File Name : Airport Rd at Grantham College Dr

Site Code : 00000000

Start Date : 11/21/2017

Page No : 3

Start Time	AIRPORT RD From North					GRANTHAM COLLEGE DR From East					AIRPORT RD From South					GRANTHAM COLLEGE DR From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	3	112	5	0	120	1	1	14	0	16	9	207	70	0	286	54	0	10	0	64	486
04:45 PM	2	103	3	0	108	0	0	18	0	18	6	174	66	0	246	61	0	10	0	71	443
05:00 PM	4	129	13	0	146	3	1	26	0	30	8	191	56	0	255	41	2	4	0	47	478
05:15 PM	5	121	10	0	136	1	0	18	0	19	5	189	50	0	244	45	3	9	0	57	456
Total Volume	14	465	31	0	510	5	2	76	0	83	28	761	242	0	1031	201	5	33	0	239	1863
% App. Total	2.7	91.2	6.1	0		6	2.4	91.6	0		2.7	73.8	23.5	0		84.1	2.1	13.8	0		
PHF	.700	.901	.596	.000	.873	.417	.500	.731	.000	.692	.778	.919	.864	.000	.901	.824	.417	.825	.000	.842	.958



**Turning Movement Counts**  
**INTERSECTION 15**  
**Airport Rd.**  
**at**  
**Dr. T. J. Smith Sr. Expwy**

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : Airport Rd at Dr TJ Smith  
Site Code : 00000000  
Start Date : 11/29/2017  
Page No : 1

Groups Printed- Unshifted

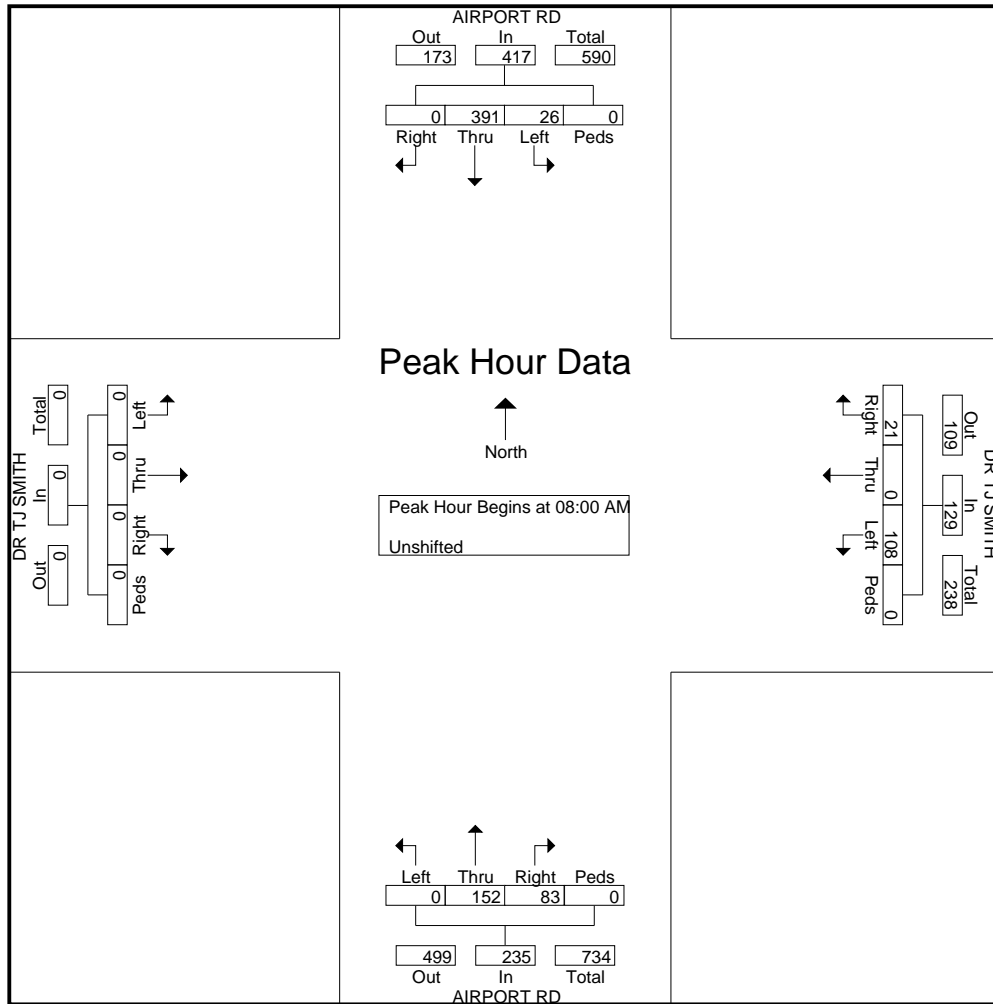
Start Time	AIRPORT RD From North					DR TJ SMITH From East					AIRPORT RD From South					DR TJ SMITH From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	101	6	0	107	3	0	21	0	24	12	35	0	0	47	0	0	0	0	0	178
07:15 AM	0	110	5	0	115	1	0	20	0	21	11	39	0	0	50	0	0	0	0	0	186
07:30 AM	0	115	8	0	123	2	0	16	0	18	16	44	0	0	60	0	0	0	0	0	201
07:45 AM	0	110	9	0	119	2	0	23	0	25	7	19	0	0	26	0	0	0	0	0	170
<b>Total</b>	<b>0</b>	<b>436</b>	<b>28</b>	<b>0</b>	<b>464</b>	<b>8</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>88</b>	<b>46</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>183</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>735</b>
08:00 AM	0	89	7	0	96	3	0	28	0	31	20	35	0	0	55	0	0	0	0	0	182
08:15 AM	0	81	9	0	90	4	0	21	0	25	12	29	0	0	41	0	0	0	0	0	156
08:30 AM	0	107	3	0	110	4	0	36	0	40	16	36	0	0	52	0	0	0	0	0	202
08:45 AM	0	114	7	0	121	10	0	23	0	33	35	52	0	0	87	0	0	0	0	0	241
<b>Total</b>	<b>0</b>	<b>391</b>	<b>26</b>	<b>0</b>	<b>417</b>	<b>21</b>	<b>0</b>	<b>108</b>	<b>0</b>	<b>129</b>	<b>83</b>	<b>152</b>	<b>0</b>	<b>0</b>	<b>235</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>781</b>
*** BREAK ***																					
03:30 PM	0	55	12	0	67	2	0	0	0	2	27	81	0	0	108	0	0	0	0	0	177
03:45 PM	0	69	14	0	83	6	0	29	0	35	26	76	0	0	102	0	0	0	0	0	220
<b>Total</b>	<b>0</b>	<b>124</b>	<b>26</b>	<b>0</b>	<b>150</b>	<b>8</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>37</b>	<b>53</b>	<b>157</b>	<b>0</b>	<b>0</b>	<b>210</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>397</b>
04:00 PM	0	46	7	0	53	3	0	29	0	32	26	72	0	0	98	0	0	0	0	0	183
04:15 PM	0	41	6	0	47	5	0	27	0	32	29	80	0	0	109	0	0	0	0	0	188
04:30 PM	0	39	5	0	44	7	0	20	0	27	33	149	0	0	182	0	0	0	0	0	253
04:45 PM	1	77	4	0	82	10	0	24	0	34	47	120	0	0	167	0	0	0	0	0	283
<b>Total</b>	<b>1</b>	<b>203</b>	<b>22</b>	<b>0</b>	<b>226</b>	<b>25</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>125</b>	<b>135</b>	<b>421</b>	<b>0</b>	<b>0</b>	<b>556</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>907</b>
05:00 PM	0	60	8	0	68	8	0	19	0	27	29	105	3	0	137	0	0	0	0	0	232
05:15 PM	0	58	10	0	68	13	0	20	0	33	30	114	0	0	144	0	0	0	0	0	245
05:30 PM	0	62	7	0	69	9	0	16	0	25	35	111	0	0	146	0	0	0	0	0	240
05:45 PM	0	63	11	0	74	6	0	17	0	23	31	102	0	0	133	0	0	0	0	0	230
<b>Total</b>	<b>0</b>	<b>243</b>	<b>36</b>	<b>0</b>	<b>279</b>	<b>36</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>108</b>	<b>125</b>	<b>432</b>	<b>3</b>	<b>0</b>	<b>560</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>947</b>
<b>Grand Total</b>	<b>1</b>	<b>1397</b>	<b>138</b>	<b>0</b>	<b>1536</b>	<b>98</b>	<b>0</b>	<b>389</b>	<b>0</b>	<b>487</b>	<b>442</b>	<b>1299</b>	<b>3</b>	<b>0</b>	<b>1744</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3767</b>
<b>Apprch %</b>	<b>0.1</b>	<b>91</b>	<b>9</b>	<b>0</b>		<b>20.1</b>	<b>0</b>	<b>79.9</b>	<b>0</b>		<b>25.3</b>	<b>74.5</b>	<b>0.2</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>Total %</b>	<b>0</b>	<b>37.1</b>	<b>3.7</b>	<b>0</b>	<b>40.8</b>	<b>2.6</b>	<b>0</b>	<b>10.3</b>	<b>0</b>	<b>12.9</b>	<b>11.7</b>	<b>34.5</b>	<b>0.1</b>	<b>0</b>	<b>46.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : Airport Rd at Dr TJ Smith  
Site Code : 00000000  
Start Date : 11/29/2017  
Page No : 2

Start Time	AIRPORT RD From North					DR TJ SMITH From East					AIRPORT RD From South					DR TJ SMITH From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	89	7	0	96	3	0	28	0	31	20	35	0	0	55	0	0	0	0	0	182
08:15 AM	0	81	9	0	90	4	0	21	0	25	12	29	0	0	41	0	0	0	0	0	156
08:30 AM	0	107	3	0	110	4	0	36	0	40	16	36	0	0	52	0	0	0	0	0	202
08:45 AM	0	114	7	0	121	10	0	23	0	33	35	52	0	0	87	0	0	0	0	0	241
Total Volume	0	391	26	0	417	21	0	108	0	129	83	152	0	0	235	0	0	0	0	0	781
% App. Total	0	93.8	6.2	0		16.3	0	83.7	0		35.3	64.7	0	0		0	0	0	0		
PHF	.000	.857	.722	.000	.862	.525	.000	.750	.000	.806	.593	.731	.000	.000	.675	.000	.000	.000	.000	.000	.810

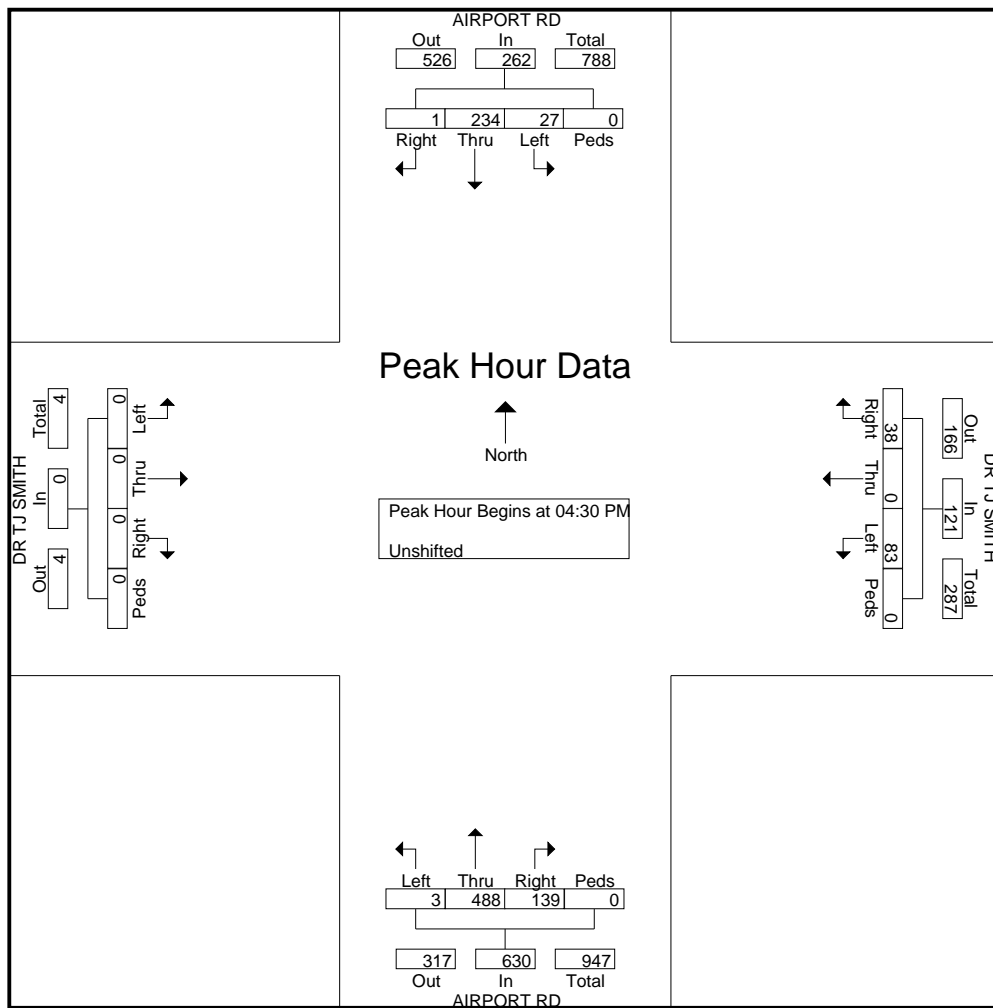


# ITS REGIONAL, LLC.

4744 KAWANEE AVENUE  
METAIRIE, LA 7006

File Name : Airport Rd at Dr TJ Smith  
Site Code : 00000000  
Start Date : 11/29/2017  
Page No : 3

Start Time	AIRPORT RD From North					DR TJ SMITH From East					AIRPORT RD From South					DR TJ SMITH From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	39	5	0	44	7	0	20	0	27	33	149	0	0	182	0	0	0	0	0	253
04:45 PM	1	77	4	0	82	10	0	24	0	34	47	120	0	0	167	0	0	0	0	0	283
05:00 PM	0	60	8	0	68	8	0	19	0	27	29	105	3	0	137	0	0	0	0	0	232
05:15 PM	0	58	10	0	68	13	0	20	0	33	30	114	0	0	144	0	0	0	0	0	245
Total Volume	1	234	27	0	262	38	0	83	0	121	139	488	3	0	630	0	0	0	0	0	1013
% App. Total	0.4	89.3	10.3	0		31.4	0	68.6	0		22.1	77.5	0.5	0		0	0	0	0	0	
PHF	.250	.760	.675	.000	.799	.731	.000	.865	.000	.890	.739	.819	.250	.000	.865	.000	.000	.000	.000	.000	.895





Arcadis U.S., Inc.

10352 Plaza Americana Drive

Baton Rouge, Louisiana 70816

Tel 225 292 1004

Fax 225 218 9677

[www.arcadis.com](http://www.arcadis.com)

A decorative graphic consisting of three thin orange lines. One line is horizontal, extending across the width of the page. Two other lines are diagonal, starting from the bottom left and extending towards the top right, intersecting the horizontal line.