



LA 22 Traffic Circulation and Corridor Analysis

CC Road to Dutch Road, Mandeville-Covington, LA

Stage 0 Feasibility Study
August 2019

RPC Task No. MC1-19 • SPN H.972314.1
BKI No. 19.011



"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 of policies of the State or Federal Highway Administration. This report does not constitute a standard, specification, or regulation."

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

Table of Contents

INTRODUCTION	1
Project Overview	1
Project Area Description	1
Purpose of the Project.....	1
Need for the Project	2
Community Participation and Coordination	3
SITE INVESTIGATION, DATA COLLECTION & ANALYSIS	5
Traffic Data Collection	5
Peak Hour Turning Movements.....	5
Crash Data Summary	7
Traffic Impacts from Developments.....	7
Traffic Analysis and Trip Generation Estimates.....	8
Conceptual Development and Evaluation.....	11
Concepts as defined by LADOTD District 62.....	11
Analysis Findings.....	11
Stage Zero Environmental Checklist and Preliminary Scope and Budget Worksheet.....	14

List of Figures and Tables

Figure 1. LA 22 Corridor, CC Road to Dutch Road	3
Figure 2. Trip Generation Sites, LA 22 Corridor	7
Table 1. Twenty-Four Hour Traffic Data	5
Table 2. Comparison of the TMC Between 2016 and 2019.....	6
Table 3. Anticipated Trip Generation, residential developments	8
Table 4. Anticipated Trip Generation, non-residential developments.....	8
Table 5. Existing & Future Level-Of-Service by Turning Movement, HCM Analysis Scenarios.....	12

Appendices

Project Management Committee Meeting Summaries.....	A
Traffic Data.....	B
HCM Analysis Results.....	C
Stage 0 Feasibility Study Checklist and DOTD/MPO Stage 0 Preliminary Scope and Budget Checklist.....	D
DOTD Analysis.....	E

This page left intentionally blank

Introduction

Project Overview

This Stage 0 Feasibility Study, undertaken by the Regional Planning Commission (RPC) and St. Tammany Parish, evaluated the relative feasibility of a series of existing intersection improvements on LA 22 between CC Road just west of the Tangipahoa Parish Line to Dutch Road near the town of Madisonville. These improvements are proposed for the following intersections on LA 22: CC Road, Guste Island Road, Perrilloux Road/Trapagnier Road, and Pine Creek Boulevard/Coquille Drive. This area is shown in Figure 1 on the following page.

Project Area Description

The project study area is a 6.2-mile corridor within the Mandeville-Covington UZA west of Madisonville.

The study area encompasses approximately 43 subdivisions with primary residential land uses, mostly accessible through the LA 22. Entrances of at least 20 subdivisions are located directly along the corridor. However, there are commercial, office, and retail uses within the area as well.

The posted speed limit on LA 22 is 55 mph. The apparent right of way varies between 75 and 90 feet wide. The pavement, configured as a two-lane section with shoulders, is approximately 23 feet wide, with two 10-foot travel lanes. There is a 14' continuous left turn lane east of Perrilloux Road at the Pine Creek Drive intersection.

Purpose of the Project

The purpose of this project is to provide findings to improve traffic circulation and safety and reduce congestion along this corridor.

The Louisiana Department of Transportation and Development (LADOTD) District 62 has undertaken a significant data collection and analysis effort along LA 22 over the past three to five years. That effort analyzed the LA 22 corridor at Perilloux Road/Trapagnier Road in Madisonville to determine if a change in traffic control at this location would benefit operations. This analysis was done to promote safety and mobility along the corridor. Additionally, according to LADOTD's report, there have been numerous complaints regarding speeds on LA 22. Lancaster Elementary School (a St. Tammany Parish School Board facility) uses both Perrilloux Road as a bus entrance and Pine Creek Drive/Coquille Creek Drive as a passenger vehicle entrance. LADOTD's report is in Appendix E of this document.

In addition, the recommendations of this analysis, completed in conjunction with a corridor study of LA 22 between Firetower Road and Pine Creek Drive/Coquille Creek Drive, include:

- 3-lane section on LA 22 between Bedico Creek and Perrilloux Road/Trapagnier Road;
- Roundabout at the LA 22 and Perrilloux Road/Trapagnier Road intersection as a standalone project or in conjunction with construction of a J-turn at the Pine Creek Drive/Coquille Drive intersection.

The role of this Stage 0 Feasibility Study is to review the outcomes of these analysis, with the benefit of a new data collection effort that updates the assumptions for daily and peak-hour traffic. These analyses assumed that both projects would occur as LADOTD recommended and documented in their study for the area. In addition, the project will examine the improvements based upon a scenario approach that documents existing patterns (2019), along with future patterns using a near-term (5-year) forecast which follows current patterns for land development approvals.

Need for the Project

The need for the project derives from concerns by state and parish officials that growth in vehicular traffic along LA 22 is quickly overwhelming its capacity. The result is a potentially negative impact on traffic operations along the corridor and increase in experienced delays in certain locations. The increase in traffic and delay is also of concern as it could create potential safety issues, and ultimately impact resident quality-of-life.

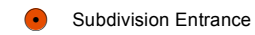
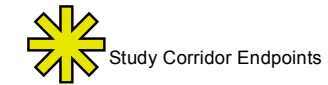
Community Participation and Coordination

A Project Management Committee (PMC) was formed and met three times during the project. The PMC consisted of representatives from the RPC, St. Tammany Parish Government, LADOTD District 62, and St. Tammany Parish Council Member District 4, Michael Lorino, Jr. Meeting Summaries and Communication Summaries are included as Appendix A.

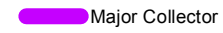


LA 22 TRAFFIC CIRCULATION AND CORRIDOR ANALYSIS

LA 22: CC Road to Dutch Rd.



Roads



1:55,000

Sources

Louisiana Department of Transportation & Development, State Highway Functional Classification available at http://www.sp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Data_Collection/Mapping/Pages/Statewide_Highway_Functional_Classification_Maps.aspx

Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Disclaimer

The content of this document reflect the views of the author(s) who is (are) responsible for the facts and the accuracy of the data presented herein. the content do not necessarily reflect the official views of policies of RPC, St Tammany Parish Government, and Louisiana Department of Transportation & Development. This content does not constitute a standard, specification, or regulation.

BKI BURK-KLEINPETER, INC.



This page left intentionally blank

SITE INVESTIGATION, DATA COLLECTION & ANALYSIS

Traffic Data Collection¹

USI collected 24 – hour approach counts with classification in May 2019 while area schools were in session at the following study intersections: CC Rd at LA 22; Guste Island Road at LA 22; Perrilloux/Trapagnier Road at LA 22; Pine Creek/Coquille Drive at LA 22.

Counts were collected using pneumatic tubes on each approach of the study intersections. Classification data is presented in the FHWA thirteen (13) category vehicle classifications which are currently used for most reporting requirements and serve as the basis for most vehicle classification counting efforts. Classification data was not collected at the Coquille Drive northbound approach as it only provides access to a gated residential community and heavy vehicles would be a rare occurrence.

The 24-hour traffic volume tabular comparisons include the annual growth rate from the existing to newly collected data. The turning movement count comparisons include volume movements for each approach with the growth rate applied to the 2019 volumes.

Peak-Hour Turning Movement Counts

The tables below show the 24-hour traffic comparisons from the existing data collected by LADOTD to the new 2019 data along with the corresponding growth rate by approach for each intersection.

The growth rates shown were applied to the previously collected peak hour turning movement counts performed by LADOTD. The comparisons of the turning movement counts for each intersection by approach for both the AM and PM peak hours are shown in the tables on the following page.

Table 1. Twenty-Four Hour Traffic Data

LA 22 @ CC Road			
Approach	2016	2019	Growth Rate
LA 22 EB	3,508	4,531	8.9%
LA 22 WB	3,980	4,626	5.1%
CC Road	1,689	1,803	2.2%

LA 22 @ Guste Island			
Approach	2016	2019	Growth Rate
LA 22 EB	4,014	4,537	4.2%
LA 22 WB	4,609	5,141	3.7%
Guste Isl.	940	1,153	7.0%

LA 22 @Perrilloux/Trapagnier			
Approach	2016	2019	Growth Rate
LA 22 EB	4,937	4,866	-0.5%
LA 22 WB	4,960	5,546	3.8%
Perrilloux	843	838	-0.2%
Trapagnier	66	33	-20.6%

LA 22 @ Pine Creek/Coquille			
Approach	2017	2019	Growth Rate
LA 22 EB	5,088	5,281	1.6%
LA 22 WB	5,140	5,628	4.6%
Pine Creek	-*	1,374	3.4%
Coquille	-*	521	16.5%

¹ Completed by Urban Systems Inc. week of May 06, 2019.

LA 22 Traffic Circulation and Corridor Analysis
 CC Road to Dutch Road, Mandeville-Covington, LA

Table 2. Comparisons of the Turning Movement Counts Between 2016 and 2019

LA 22 @ CC Road AM Peak								
Approach	2016				2019			
	Left	Thru	Right	Total	Left	Thru	Right	Total
LA 22 EB	27	221	-	248	35	285	-	320
LA 22 WB	-	196	23	219	-	227	27	254
CC Road	179	-	80	259	191	-	85	276

LA 22 @ Guste Island AM Peak								
Approach	2016				2019			
	Left	Thru	Right	Total	Left	Thru	Right	Total
LA 22 EB	-	506	12	518	-	572	14	586
LA 22 WB	37	218	-	255	41	243	-	284
CC Road	19	-	103	122	23	-	126	149

LA 22 @ Perrilloux/ Trapagnier AM Peak								
Approach	2016				2019			
	Left	Thru	Right	Total	Left	Thru	Right	Total
LA 22 EB	25	551	1	577	25	543	1	569
LA 22 WB	0	228	100	328	0	253	112	365
Perrilloux	72	0	22	94	72	0	22	94
Trapagnier	0	1	1	2	0	1	1	2

LA 22 @ Pine Creek/Coquille AM Peak								
Approach	2016				2019			
	Left	Thru	Right	Total	Left	Thru	Right	Total
LA 22 EB	146	522	4	672	153	547	4	704
LA 22 WB	11	206	110	327	13	236	126	365
Pine Creek	106	2	128	236	117	2	142	261
Coquille	6	4	14	24	9	6	24	39

LA 22 @ CC Road PM Peak								
Approach	2016				2019			
	Left	Thru	Right	Total	Left	Thru	Right	Total
LA 22 EB	72	243	-	315	93	314	-	407
LA 22 WB	-	253	107	360	-	294	124	418
CC Road	51	-	32	83	55	-	34	89

LA 22 @ Guste Island PM Peak								
Approach	2016				2019			
	Left	Thru	Right	Total	Left	Thru	Right	Total
LA 22 EB	-	239	23	262	-	270	26	296
LA 22 WB	69	404	-	473	77	450	-	527
CC Road	14	-	35	49	43	-	17	60

LA 22 Traffic Circulation and Corridor Analysis
CC Road to Dutch Road, Mandeville-Covington, LA

Table 2. (continued)

LA 22 @ Perrilloux/ Trapagnier PM Peak								
Approach	2016				2019			
	Left	Thru	Right	Total	Left	Thru	Right	Total
LA 22 EB	19	215	3	237	19	212	3	234
LA 22 WB	2	424	35	461	2	474	39	515
Perrilloux	20	1	39	60	20	1	39	60
Trapagnier	1	3	1	5	1	2	1	4
LA 22 @ Pine Creek/Coquille PM Peak								
Approach	2016				2019			
	Left	Thru	Right	Total	Left	Thru	Right	Total
LA 22 EB	48	271	14	333	50	284	15	349
LA 22 WB	26	369	54	449	29	422	62	513
Pine Creek	115	2	141	258	127	2	156	285
Coquille	7	3	8	18	11	5	13	29

Crash Data Summary

Crash data for the study area was provided by the RPC for the years 2016-2018. A summary of this data, prepared by USI in accord with the project scope, identified crash location, type, and severity. It demonstrated a concentration of crashes on LA 22 at CC Road, LA 1085 and west of LA 1085. However, this data and analysis has been withdrawn at the request of DOTD District 62. Data collected between 2017 and 2019 may not be complete; therefore, the data is not approved for use. This analysis should be revisited once the data is approved for use.

Traffic Impacts from Developments

The impact of future developments adjacent to the LA 22 on the trip generation was evaluated using ITE *Trip Generation 10th Edition*. Details to accompany this analysis are in Appendix C. The methodology included identification of the potential development spots and estimating the anticipated number of trips produced by them. These spots are under two classifications of residential parcels and non-residential parcels. Using data from the St. Tammany Parish Tax Assessor's Office database and existing aerials of subdivisions in Tangipahoa Parish, the residential vacant parcels were mapped within each subdivision (as shown on Figure 2). Additional trip generation estimates for these subdivisions are listed in the Table 3.

The procedure for estimating these trips is briefly outlined here;

- Mapping subdivisions and pinpointing the vacant lots within them
- Aggregating vacant parcels for each subdivision
- Identifying those with over twelve vacant spots to meet the minimum range defined by ITE manual
- Using the ITE Trip Generation 10th to estimate the number in-bound and out-bound trips for each subdivision. Category: "Residential: Single-family detached housing" based upon "dwelling unit" over peaks hours of both morning and evening (see attached).

LA 22 Traffic Circulation and Corridor Analysis
CC Road to Dutch Road, Mandeville-Covington, LA

Table 3: Anticipated Trip Generation, residential developments

Subdivision	Vacant Lots	AM_Entry #	AM_Exit #	PM_Entry #	PM_Exit #
Bedico Creek	246	44	135	152	89
Guste Island - the Village	47	9	29	31	18
Live Oak Hills	40	8	25	26	16
Grand Oaks	38	8	24	25	15
Three Rivers Heights	28	6	19	19	11
Autumn Creek II	18	4	14	12	8
Fleur De Lorraine	16	4	12	11	6
Belle Pointe	15	3	12	10	6
Pontchartrain Oaks Estates	12	3	10	8	5

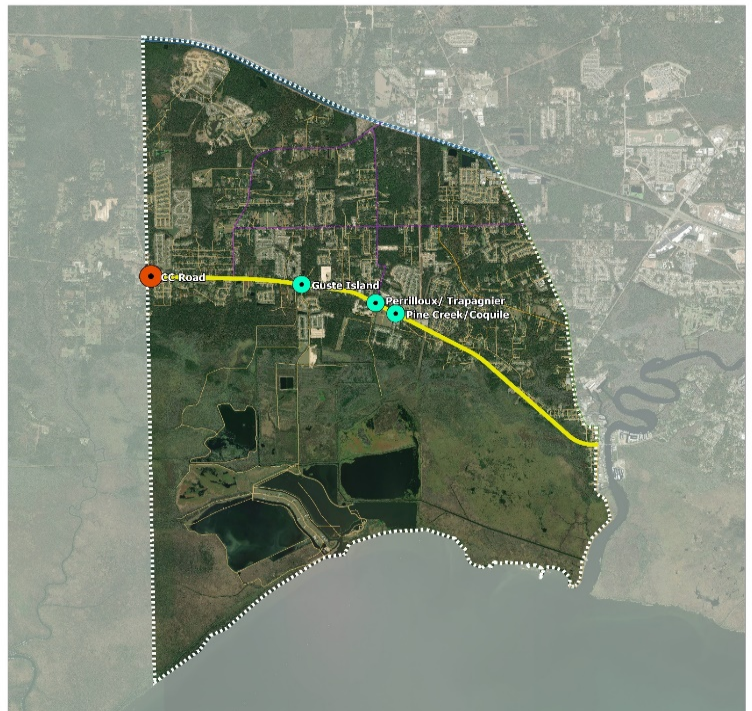
In addition to the residential parcels, two other developments are expected to occur along the corridor based upon input received during the Project Management Committee meeting on June 10: a gas station with a convenient market at the intersection of Perrilloux Road and a dental office at Pine Creek Drive. These spots are placed as “non-residential developments” on the attached map. Trip generation for the gas station is calculated with the assumption of ten vehicle fueling positions. To calculate the traffic impact of dental office, the gross floor area for the building is considered 6,000 Sq. Ft.

Table 4. Anticipated trip generation, non-residential developments

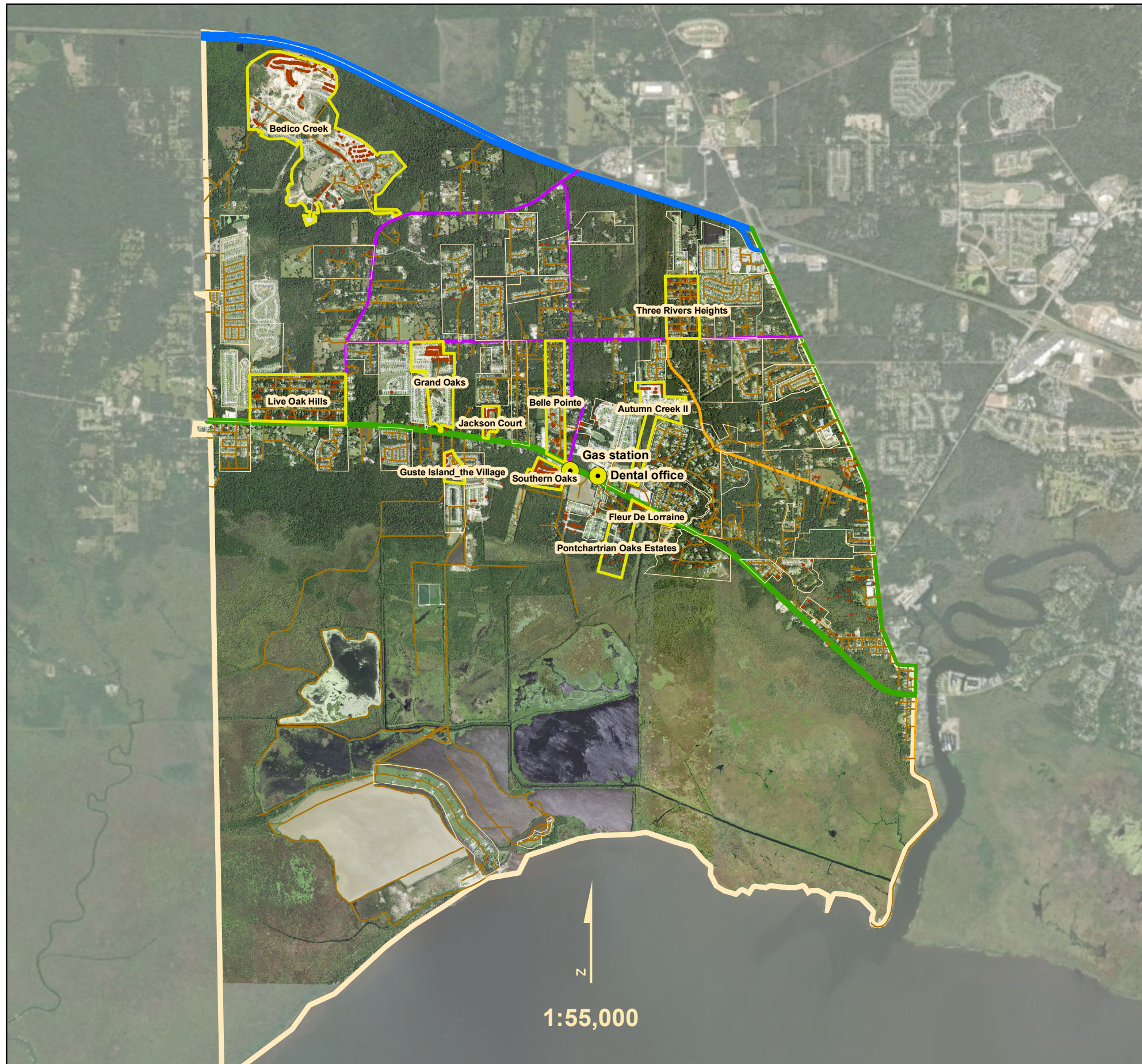
Land-use Type	AM_Entry #	AM_Exit #	PM_Entry #	PM_Exit #
Gas Station	47	46	71	69
Dentistry	14	4	6	16

Traffic Analysis and Trip Generation Estimates

DOTD provided average daily traffic data (ADT) for 2016 which include turning movement count (TMC) at four sites on LA 22. BKI collected regular hose ADT data without TMC. To calculate existing TMCs at each site, the overall growth rate between 2016 and 2019 was estimated and applied on turning movement on each intersection. Likewise, the forecasted ADT with TMC was estimated for 2024 by extrapolating 2% growth rate which was proposed by RPC. Within the study area, there are several subdivisions with substantial vacant land that will potentially be developed in near future, and thus, can increase traffic volume. This additional traffic impact was also included in ADT 2024



Traffic Analysis Locations



Trip Generation Sites LA 22 Corridor

- Road function**
- Interstate
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Local Road
- Subdivision
 - Vacant lot
 - Non-residential trip generator
 - Traffic generator subdivision

Subdivision	Vacancy	AM_Entry	AM_Exit	PM_Entry	PM_Exit
Bedco Creek	246	44	135	152	89
Southern Oaks	137	25	77	86	51
Guste Island_the Village	47	9	29	31	18
Jackson Court	46	9	28	30	18
Live Oak Hills	40	8	25	26	16
Grand Oaks	38	8	24	25	15
Three Rivers Heights	28	6	19	19	11
Autumn Creek II	18	4	14	12	8
Fleur De Lorraine	16	4	12	11	6
Belle Pointe	15	3	12	10	6
Pontchartrian Oaks Estate	12	3	10	8	5

Landuse	AM_Entry	AM_Exit	PM_Entry	PM_Exit
Gas station	47	46	71	69
Dental office	14	4	6	16

Source (Citation)
 This imagery was provided by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany and Tangipahoa Parishes (RPC) and the United States Department of Agriculture (USDA) in coordination with the United States Geological Survey (USGS). The RPC, USDA and USGS are not responsible for any errors arising from any use of alterations made to the data.

Originator: USDA-FSA-APFO Aerial Photography Field Office Publication_Date: 20171121
 Title: NAIP Digital Ortho Photo Image. Geospatial_Data_Presentation_Form: remote-sensing image
 Publication_Information: Publication_Place: Salt Lake City, Utah
 Publisher: USDA-FSA-APFO Aerial Photography Field Office

USDA

Imagery Information:
 This digital imagery serves as a base for Farm Service Center GIS applications and is used to support two main FSA strategic goals centered on agricultural production. The USDA-FSA Aerial Photography Field office asks to be credited in derived products. This data set is not designed for use as a primary regulatory tool in permitting or siting decisions, but may be used as a reference source. This information may be interpreted by organizations, agencies, units of government, or others based on needs; however, they are responsible for the appropriate application. Federal, State, or local regulatory bodies are not to reassign to the Service Center Agencies any authority for the decisions that they make. The Service Center Agencies will not perform any evaluations of these data for purposes related solely to State or local regulatory programs.

USGS

This color infrared geotiff imagery was captured in 2017 and projected to UTM NAD83; the unit of measure is meters. Specific dates are included in imagery metadata at the file level. The spatial resolution is approximately a one meter pixel. Any use of the data must be accompanied with this citation and accompanying seals and logos.

Louisiana Department of Transportation & Development, State Highway Functional Classification available at http://www.sp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Data_Collection/Mapping/Pages/Statewide_Highway_Functional_Classification_Maps.aspx



This page left intentionally blank

projection. The methodology to estimate the traffic impact of future development is explained in the previous section.

Conceptual Development and Evaluation

DOTD District 62 proposed alternatives to address the safety problem spots. These alternative scenarios include a roundabout, a J-turn, and three-lane sections. BKI examined the impact of improvements on traffic performance at each intersection.

Concepts as Identified by LADOTD District 62

- CC Road and LA 22: DOTD District 62 recommended a three-lane section for this intersection. The analysis indicates that a further step is required to help the traffic circulation more efficient.
- Guste Island Road and LA 22: A three lane section suggested for this intersection will help to maintain a good LOS for LA 22.
- Perrilloux Rd./ Trapagnier Rd. and LA 22: A roundabout is proposed for the intersection to ease traffic flow associated with development in adjacent subdivisions as well as from Perrilloux Road.
- Pine Creek/ Coquille Dr. and LA 22: A J-turn at this intersection will prevent direct turning from Pine Creek to east LA 22.

Analysis Findings

SIDRA analyses were conducted to determine whether improvements recommended by DOTD, District 62 for the selected intersections on LA 22 would promote mobility along this roadway corridor. This study confirms the appropriateness of all recommendations, except the three-lane section for the intersection of LA 22 and CC Road. *The analysis shows that a further improvement will help the ease of traffic movement at this spot.*

Based on the results of the study, installing a roundabout at the intersection of LA 22 and Perrilloux Road/ Trapagnier Road will improve traffic operations as well as slow traffic at this location. Considering the projected ADT in 2024, the roundabout helps to maintain a high level of service. This intersection was also analyzed in conjunction with the proposed J-turn configuration intersection of LA 22 and Pine Creek Drive/ Coquille Drive, located approximately 0.3 mile to the east. The result of this network analysis indicates that additional traffic loads generated by J turn configuration will not decrease the performance of the roundabout.

For two other sites, LA 22 at CC Road and LA 22 at Guste Island Road, three-lane sections have been recommended. The evaluation shows that a three-lane section will be enough for acceptable LOS for LA 22 at the intersection of Guste Island. However, the three-lane section will not be an effective strategy for LA 22 at CC Road. Thus, BKI proposed and examined adding a right-turn lane for the CC Road to provide additional capacity. The result proves that an additional right-turn lane for CC Road at the intersection of LA 22 would have a positive impact on the traffic flow and LOS.

LA 22 Traffic Circulation and Corridor Analysis
CC Road to Dutch Road, Mandeville-Covington, LA

Table 5. Existing & Future Level-Of-Service by Turning Movement, HCM Analysis Scenarios

LA 22 at CC Rd.								
Approach	Three Lane Section						Right-Turn Lane*	
	2016 DOTD Data		2019 Exist. Data		2024 Proj. Data		2024 Proj. Data	
	LOS		LOS		LOS		LOS	
	AM	PM	AM	PM	AM	PM	AM	PM
LA 22 WB								
LA 22 WB Thru	A	A	A	A	A	A	A	A
LA 22 WB Right	A	A	A	A	A	A	A	A
LA 22 EB								
LA 22 EB Thru	A	A	A	A	A	A	A	A
LA 22 EB Right	A	A	A	A	A	A	A	A
CC Road								
CC Rd Left	C	C	D	C	E	D	D	C
CC Rd Right	B	A	C	B	E	C	B	B

* A second round of analysis was conducted to find an efficient alternative.

LA 22 at Guste Island Rd.							
Three Lane Section							
Approach	2016 DOTD Data		2019 Exist. Data		2024 Proj. Data		
	LOS		LOS		LOS		
	AM	PM	AM	PM	AM	PM	
LA 22 WB							
LA 22 WB Thru	A	A	A	A	A	A	
LA 22 WB Right	A	A	A	A	A	A	
LA 22 EB							
LA 22 EB Left	A	A	A	A	A	A	
LA 22 EB Thru	A	A	A	A	A	A	
Guste Isl. Rd.							
Guste Left	C	C	C	C	D	C	
Guste Right	B	A	C	B	D	B	

LA 22 at Perrilloux/Trapagnier							
Roundabout ONLY							
Approach	2016 DOTD Data		2019 Exist. Data		2024 Proj. Data		
	LOS		LOS		LOS		
	AM	PM	AM	PM	AM	PM	
LA 22 WB							
LA 22 WB Left	A	A	A	A	A	A	
LA 22 WB Thru	A	A	A	A	A	A	
LA 22 WB Right	A	A	A	A	A	A	
LA 22 EB							
LA 22 EB Left	A	A	A	A	A	A	
LA 22 EB Thru	A	A	A	A	A	A	
LA 22 EB Right	A	A	A	A	A	A	

LA 22 Traffic Circulation and Corridor Analysis
 CC Road to Dutch Road, Mandeville-Covington, LA

Table 5. (continued)

LA 22 at Perrilloux/Trapagnier (continued)						
Roundabout ONLY						
Approach	2016 DOTD Data		2019 Exist. Data		2024 Proj. Data	
	LOS		LOS		LOS	
	AM	PM	AM	PM	AM	PM
<u>Perrilloux SB</u>						
Perrilloux SB Left	A	A	A	A	A	A
Perrilloux SB Thru	A	A	A	A	A	A
Perrilloux SB Right	A	A	A	A	A	A
<u>Trapagnier NB</u>						
Trapagnier NB Left	A	A	A	A	B	A
Trapagnier NB Thru	A	A	A	A	B	A
Trapagnier NB Right	A	A	A	A	B	A

LA 22 AT Perrilloux/Trapagnier and LA 22 at Pine Creek/Coquile AM						
Roundabout/J-Turn Network						
LA 22 at Perrilloux/Trapagnier						
Approach	2016 DOTD Data		2019 Exist. Data		2024 Proj. Data	
	AM	PM	AM	PM	AM	PM
<u>LA 22 WB</u>						
LA 22 WB Left	A	A	A	A	A	A
LA 22 WB Thru	A	A	A	A	A	A
LA 22 WB Right	A	A	A	A	A	A
<u>LA 22 EB</u>						
LA 22 EB Left	A	A	A	A	A	A
LA 22 EB Thru	A	A	A	A	A	A
LA 22 EB Right	A	A	A	A	A	A
<u>Perrilloux SB</u>						
Perrilloux SB Left	A	A	A	A	A	A
Perrilloux SB Thru	A	A	A	A	A	A
Perrilloux SB Right	A	A	A	A	A	A
<u>Trapagnier NB</u>						
Trapagnier NB Left	A	A	B	A	B	A
Trapagnier NB Thru	A	A	B	A	B	A
Trapagnier NB Right	A	A	B	A	B	A

LA 22 at Pine Creek/Coquile						
Approach	2016 DOTD Data		2019 Exist. Data		2024 Proj. Data	
	AM	PM	AM	PM	AM	PM
<u>LA 22 WB</u>						
LA 22 WB Left	A	A	A	A	A	A
LA 22 WB Thru	A	A	A	A	A	A
LA 22 WB Right	A	A	A	A	A	A

LA 22 Traffic Circulation and Corridor Analysis
CC Road to Dutch Road, Mandeville-Covington, LA

Table 5. (continued)

LA 22 at Pine Creek/Coquile (continued)						
Approach	2016 DOTD Data		2019 Exist. Data		2024 Proj. Data	
	AM	PM	AM	PM	AM	PM
LA 22 EB						
LA 22 EB Left	A	A	A	A	A	A
LA 22 EB Thru	A	A	A	A	A	A
LA 22 EB Right	A	A	A	A	A	A
Pine Creek SB						
Pine Creek SB Right	B	B	B	C	C	D
Coquile NB						
Coquile NB Right	C	B	C	B	C	B

LA 22 J-Turn AM						
Approach	2016 DOTD Data		2019 Exist. Data		2024 Proj. Data	
	AM	PM	AM	PM	AM	PM
LA 22 WB						
LA 22 WB Thru	A	A	A	A	A	A
LA 22 EB						
LA 22 EB U-Turn	A	A	A	A	A	A
LA 22 EB Thru	A	A	A	A	A	A

Stage Zero Environmental Checklist and Preliminary Scope and Budget Worksheet

The Stage Zero Environmental Checklist was completed for the original project study area (LA 22, CC Road to Dutch Road). The checklist identified one superfund site along the corridor, as well as several locations where potential wetlands appear in the National Wetlands Inventory data for the area.

The Checklist and Preliminary Scope and Budget Worksheet are included in Appendix D of this report.

Appendices

- A. Project Management Committee Meeting Summaries
- B. Traffic Data
- C. HCM Analysis Results
- D. Stage 0 Environmental Checklist and DOTD/MPO Preliminary Scope and Budget Checklist
- E. DOTD Analysis

Appendix A: Project Management Committee Meeting Summaries

This page left intentionally blank

LA 22: Traffic Circulation and Corridor Analysis

LA 22: CC Road to Dutch Road • Task MC-1.19; FY-19 UPWP • SPN H.972314.1

Kickoff Meeting

Wednesday, May 1, 2019

2:00 pm • NORPC Offices

10 Veterans Memorial Boulevard, New Orleans, LA 70124

WORKING AGENDA

I. Introductions

- Is there anyone else who should be included in the PMC?

II. Project Overview

- Draft project schedule review
- Discuss field visual inspection/review
- Project data needs (NORPC/DOTD District 62/St. Tammany Parish)

III. Conclusion

BURK-KLEINPETER, INC.

ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS
4176 CANAL STREET, NEW ORLEANS, LA 70119
(504) 486-5901 - FAX (504) 488-1714

M E E T I N G S U M M A R Y

Job No.: NO.19.011 **Date:** Wednesday, May 1, 2019

Job Title: LA 22 Traffic Circulation and Corridor Analysis

Meeting Location: RPC Offices, 10 Veterans Memorial Boulevard, New Orleans

Participants: Please see attached sign-in list

The purpose of this meeting was for RPC, BKI and USI to meet discuss the project start, data needs and upcoming activities. As discussed:

- Project consists of a review of existing plans for the improvement to LA 22 identified conceptually by DOTD (this is not a TPE&R Process study, as per Jeff Roesel) with benefit of TIA data from the surrounding area;
- Project Management Committee (Task 2) will meet for the first time in late May/early June – RPC to coordinate invitations and notifications of meeting time and place. Representatives would include Parish (Councilman Lorino, President Brister, Jay Watson, Erin Stair), RPC (Chris Laborde, Jeff Roesel) and DOTD District 62 (Christine Gowland).
- Traffic counters will be placed in the field by USI during the week of May 7;
- St. Tammany Parish (Jay Watson) and DOTD District 62 (Christine Gowland) are both aware of the project scope and should have data available to address the following items in the scope:
 - Parish: Traffic Impact Analyses in the study area (bounded by I-12 (N); Lake (S); CC Rd (W); LA 1077 (E));
 - DOTD District 62: Peak Hour traffic counts along corridor and concepts identified for improvements to intersections and corridor;
 - BKI to reach out to both Parish and DOTD to collect data for project.
- RPC has accident data on the LA 22 corridor (Clare Brown):
 - Crash Map deliverable for project needs to be returned to RPC in format compatible with ESRI, such as AutoCAD (note, the Microstation format for this map not desired by RPC);
 - RPC will provide data to BKI/USI in ESRI format.
- RPC will provide the growth rate in the travel demand model to address Task 4 analysis requirements.

Sign-In Sheet

Project Kick-off Meeting, May 1, 2019

LA 22: Traffic Circulation and Corridor Analysis

LA 22: CC Road to Dutch Road • Task MC-1.19; FY-19 UPWP (BKI NO.19.011)

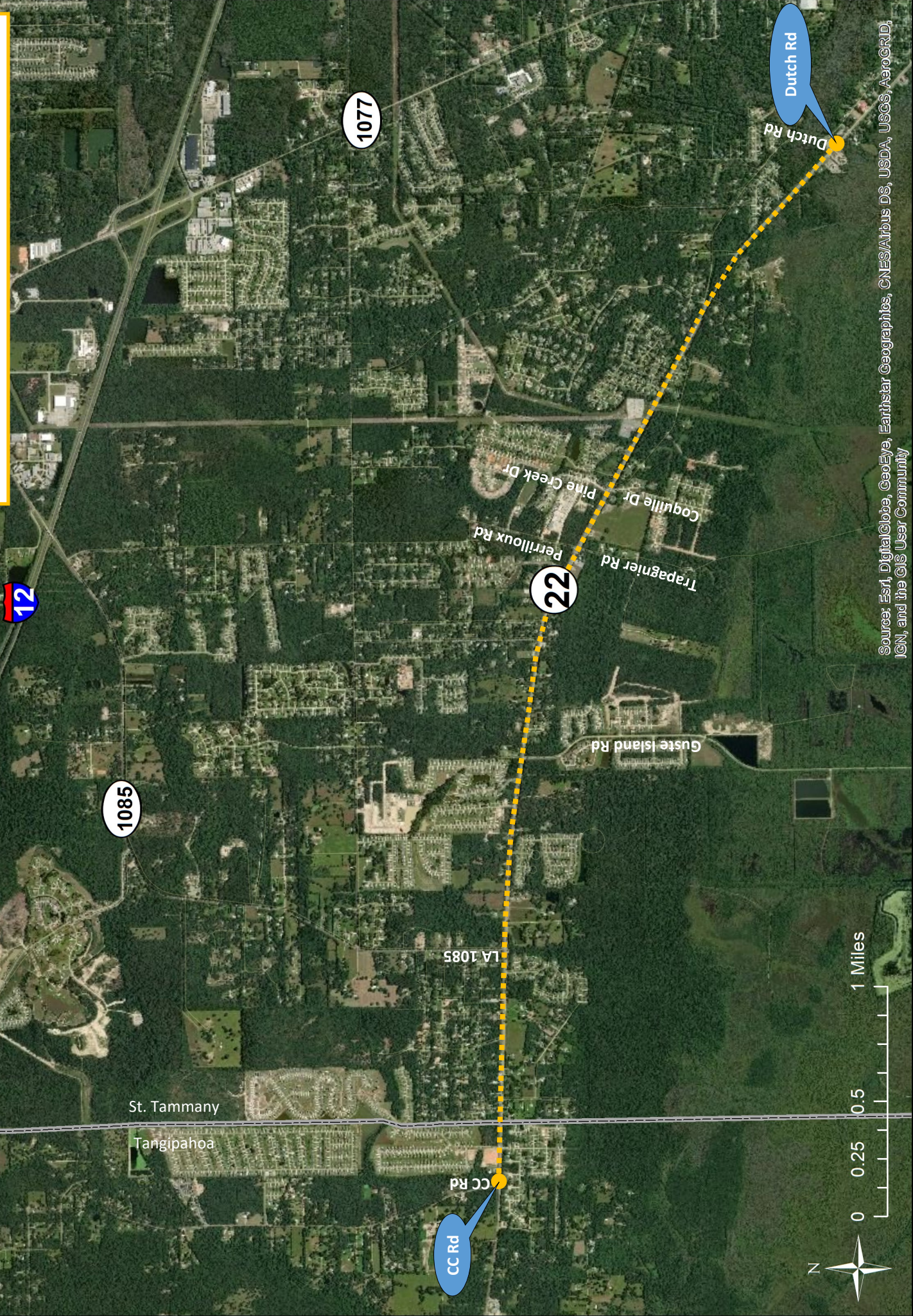
Please Print

Name	Representing	Email
Alison Michel	Urban Systems 523-5511	aamichel@urbansystems.com
Matt Morgan	Urban Systems 523-5511	mmorgan@urbansystems.com
EOELAM	BKI 483-6281	eelam@bkiusa.com
CHAS LABORE	RPC 483-8540	CLABORAE@NORPC.ORG
JEFF ROESSI	RPC 483-8528	jroess@norpc.org



Study Corridor

LA 22: Traffic Circulation and Corridor Analysis
LA 22: CC Road to Dutch Road • Task MC-1.19, FY-19 UPWP



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LA 22 Traffic Circulation and Corridor Analysis

LA 22: CC Road to Dutch Road
 RPC Contract No. MC 1-19 (H.972314.1)

Project Timeline

Task Description	2019													
	MAY	JUN	JUL	AUG	SEPT	OCT								
1 Project Timeline & Kickoff Meeting Meeting with RPC, DOTD, Parish, Other Stakeholders Meeting Summary	☒													
2 Project Management Committee Meeting #1 - Kick-off Meeting Meeting #2 - Review Inventory Findings Meeting #3 - Forecast Scenario/Initial Recommendations Meeting #4 - Final Recommendations	☒	☒		☒										
3 Site Investigation, Data Collection, Analysis Traffic Data Collection Peak Hour Turning Movement Counts (Update) Crash Data Review Traffic Impacts from Other Developments														
4 Traffic Analysis and Trip Generation Estimates Development 5 Year Forecast Scenario														
5 Conceptual Development and Evaluation Concept Development (definition with evaluation matrix) Highway Capacity Manual (HCM) Analysis														
6 Draft Review Draft Document Stage 0 Feasibility Study Checklist														
7 Final Deliverables Final Study Report (10 Copies) Bound Final Study Report (PDF and MS WORD Files) Final Data Files (CADD, SYNCHRO, COUNTS)														
Holiday (date)	27		4		2						14			
			30%	60%	90%									



In association with Urban Systems, Inc.



Meeting (Project Management Committee)



LA 22 Traffic Circulation and Corridor Analysis

LA 22: CC Road to Dutch Rd.

Mandeville-Covington UZA

Task MC-1.19; FY-19 UPWP • BKI NO.19.011

Project Management Committee Meeting

Monday, June 10, 2019

10:30 am ▪ St. Tammany Parish Development Conference Room

21454 Koop Drive, Suite 1B, Mandeville, LA 70471

WORKING AGENDA

I. Introductions

- Purpose of Project Management Committee
- Project timeline (tentative)

II. Project Overview

- Initial data review findings & remaining tasks
 - Traffic volumes
 - Crash data
- Traffic impacts from developments
- Stage 0 Checklist

III. Potential Issues/Concerns

- Initial suggestions
- Feedback

IV. Conclusion

*Please mark your calendars for our next meeting
tentatively scheduled for Monday, August 5 at 10:30 am.*

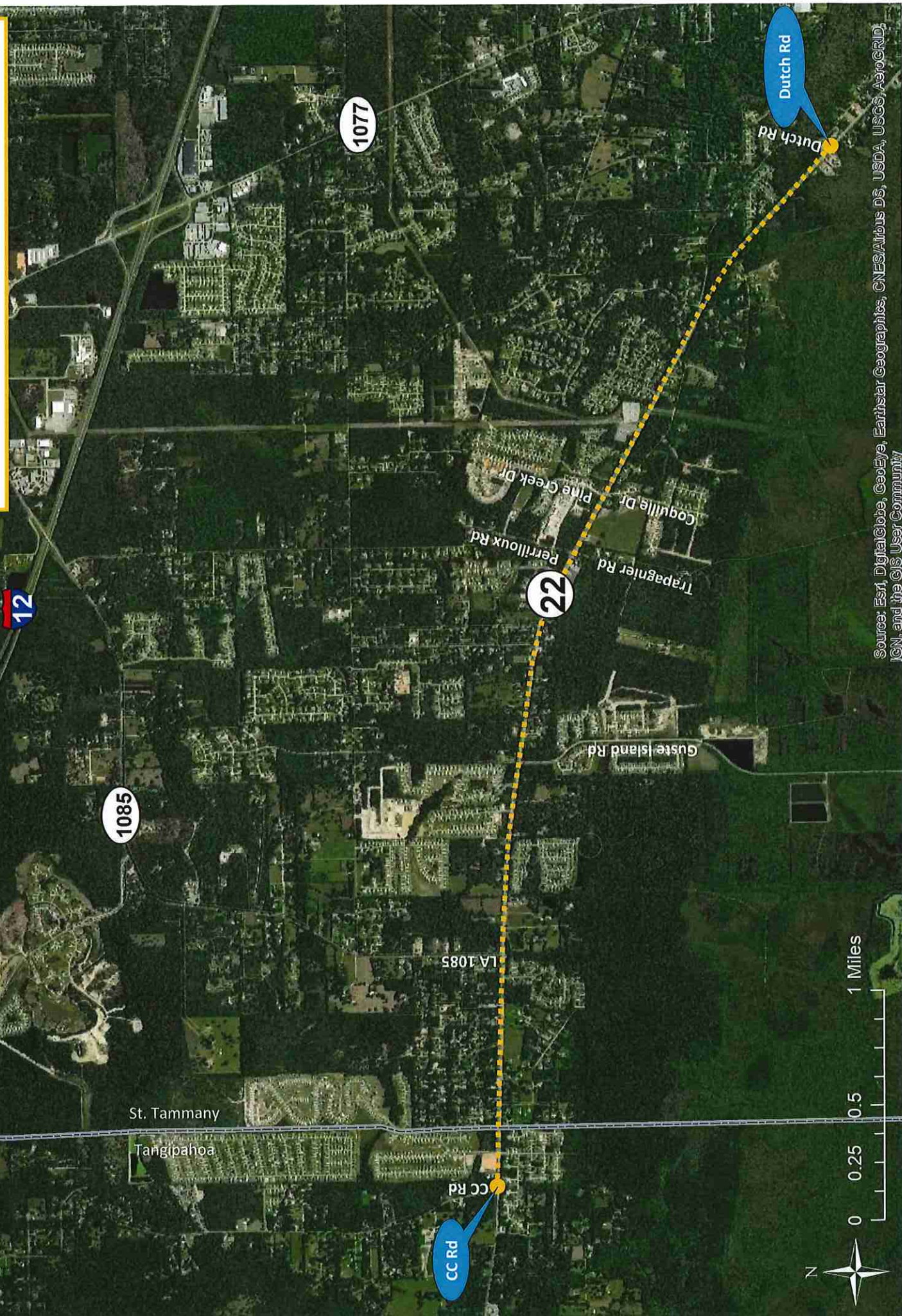


*Please do not forget to sign in to record your attendance!
Today's meeting should last no more than 60 minutes.*



Study Corridor

LA 22: Traffic Circulation and Corridor Analysis
 LA 22: CC Road to Dutch Road • Task MC-1.19; FY-19 UPWP



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LA 22 Traffic Circulation and Corridor Analysis

LA 22: CC Road to Dutch Road

RPC Contract No. MC 1-19 (H.972314.1)

Project Timeline

Task Description	2019					
	MAY	JUN	JUL	AUG	SEPT	OCT
1 Project Timeline & Kickoff Meeting Meeting with RPC, DOTD, Parish, Other Stakeholders Meeting Summary	☒ ☒					
2 Project Management Committee Meeting #1 - Kick-off Meeting Meeting #2 - Review Inventory Findings Meeting #3 - Forecast Scenario/Initial Recommendations Meeting #4 - Final Recommendations	☒	☒	☒		☒	
3 Site Investigation, Data Collection, Analysis Traffic Data Collection Peak Hour Turning Movement Counts (Update) Crash Data Review Traffic Impacts from Other Developments						
4 Traffic Analysis and Trip Generation Estimates Development 5 Year Forecast Scenario						
5 Conceptual Development and Evaluation Concept Development (definition with evaluation matrix) Highway Capacity Manual (HCM) Analysis						
6 Draft Review Draft Document Stage 0 Feasibility Study Checklist						
7 Final Deliverables Final Study Report (10 Copies) Bound Final Study Report (PDF and MS WORD Files) Final Data Files (CADD, SYNCHRO, COUNTS)						
Holiday (date)	27	4		2		14



In association with Urban Systems, Inc.



Meeting (Project Management Committee)

BURK-KLEINPETER, INC.

ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS
4176 CANAL STREET, NEW ORLEANS, LA 70119
(504) 486-5901 - FAX (504) 488-1714

M E E T I N G S U M M A R Y

Job No.: NO.19.011 **Date:** Wednesday, May 1, 2019

Job Title: LA 22 Traffic Circulation and Corridor Analysis

Meeting Location: RPC Offices, 10 Veterans Memorial Boulevard, New Orleans

Participants: Please see attached sign-in list

The purpose of this meeting was for RPC, BKI and USI to meet discuss the project start, data needs and upcoming activities. As discussed:

- Project consists of a review of existing plans for the improvement to LA 22 identified conceptually by DOTD (this is not a TPE&R Process study, as per Jeff Roesel) with benefit of TIA data from the surrounding area;
- Project Management Committee (Task 2) will meet for the first time in late May/early June – RPC to coordinate invitations and notifications of meeting time and place. Representatives would include Parish (Councilman Lorino, President Brister, Jay Watson, Erin Stair), RPC (Chris Laborde, Jeff Roesel) and DOTD District 62 (Christine Gowland).
- Traffic counters will be placed in the field by USI during the week of May 7;
- St. Tammany Parish (Jay Watson) and DOTD District 62 (Christine Gowland) are both aware of the project scope and should have data available to address the following items in the scope:
 - Parish: Traffic Impact Analyses in the study area (bounded by I-12 (N); Lake (S); CC Rd (W); LA 1077 (E));
 - DOTD District 62: Peak Hour traffic counts along corridor and concepts identified for improvements to intersections and corridor;
 - BKI to reach out to both Parish and DOTD to collect data for project.
- RPC has accident data on the LA 22 corridor (Clare Brown):
 - Crash Map deliverable for project needs to be returned to RPC in format compatible with ESRI, such as AutoCAD (note, the Microstation format for this map not desired by RPC);
 - RPC will provide data to BKI/USI in ESRI format.
- RPC will provide the growth rate in the travel demand model to address Task 4 analysis requirements.

Sign-In Sheet

Project Kick-off Meeting, May 1, 2019

LA 22: Traffic Circulation and Corridor Analysis

LA 22: CC Road to Dutch Road • Task MC-1.19; FY-19 UPWP (BKI NO.19.011)

Please Print

Name	Representing	Email
Alison Michael	Urban Systems 523-5511	amichael@urbansystems.com
Matt Morgan	Urban Systems 523-5511	mmorgan@urbansystems.com
EOLAM	BVI 483-6281	eelam@bliusa.com
CHRIS LABORDE	RPC 483-8540	CLABORDE@NORPC.ORG
JEFF ROESE	RPC 483-8523	jroese@norpc.org

Agenda Item II: Project Overview (Scope Task 3: Site Investigation)

Traffic Volume Counts

STATUS: Data collected during May, 2019 – data to be reviewed and uploaded to RPC by June 20.

Peak-Hour Turning Movements

DOTD District 62 data provided to RPC (transmitted to BKI)

Crash Data Assessment

STATUS: Initial findings attached, BKI review to be complete by June 20.

Traffic Impact from Development

17 developments identified in the LA 22 Corridor (traffic impact analysis data available for 6)

25 additional developments identified in the broad LA 22 Study Area

- Analysis of vacant land underway to determine remaining acreage available for development
- Data from Parish with approved lots forthcoming (requested during week of May 20)

DOTD Stage 0 Feasibility Study Checklist for LA 22 Corridor

STATUS: Initial survey complete, some potential wetlands found along corridor within existing National Wetlands Inventory Data (US Fish and Wildlife)

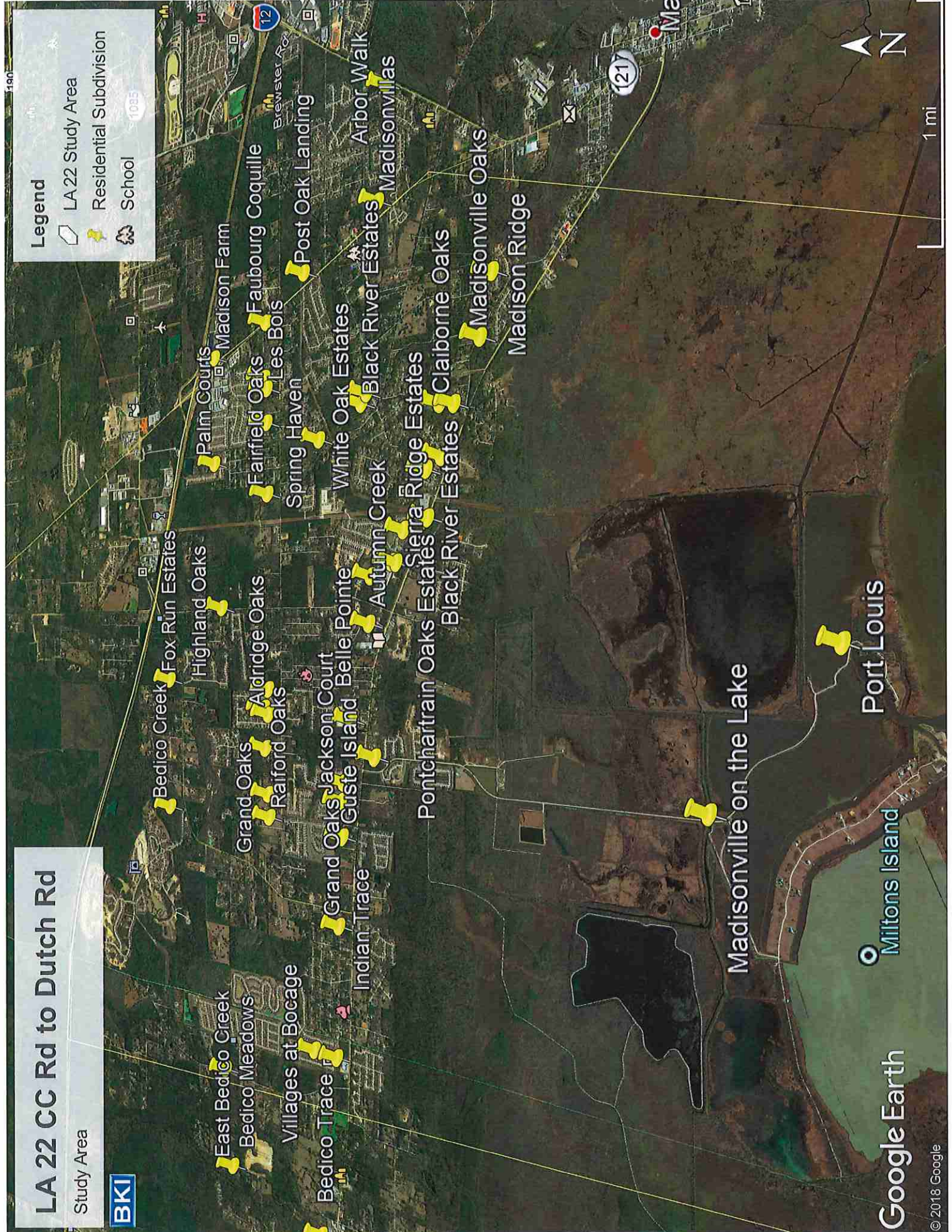
LA 22 CC Rd to Dutch Rd

Study Area



Legend

- LA 22 Study Area
- Residential Subdivision
- School



East Bedico Creek
Bedico Meadows
Villages at Bocage
Bedico Trace

Bedico Creek
Fox Run Estates
Highland Oaks

Grand Oaks
Aldridge Oaks
Raiford Oaks

Grand Oaks
Jackson Court
Guste Island
Belle Pointe

Indian Trace

Palm Courts
Madison Farm

Fairfield Oaks
Les Bois
Spring Haven

Post Oak Landing

White Oak Estates

Autumn Creek

Pontchartrain Oaks Estates
Black River Estates

Sierra Ridge Estates
Black River Estates
Claiborne Oaks

Black River Estates
Madisonvillas

Madisonville Oaks
Madison Ridge

Madisonville on the Lake

Miltons Island

Port Louis

Google Earth

© 2018 Google

STAGE 0
Environmental Checklist

DRAFT

Route LA 22 Parish: St. Tammany

C.S. _____ Begin Log mile 0.006 End Log mile 0.003

ADJACENT LAND USE: residential, commercial

Any property owned by a Native American Tribe?

(Y or or Unknown) If so, which Tribe? No

Any property enrolled into the Wetland Reserve Program?

(Y or or Unknown) If so, give the location No

Are there any other known wetlands in the area?

or N) If so, give the location Between Indian Trace & Ruffino Road; between Triple A Dr & Oak Park Rd; at Trepagnier Rd; at Autumn Creek Dr; between Koepf Rd & Twin Oaks Ln; between Ironwood Dr & Black River Rd; <https://www.fws.gov/wetlands/Data/Mapper.html>

Community Elements: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):

(Y or Cemeteries No

or N) Churches First Baptist Church, 416 LA-22, Madisonville, LA 70447

(Y or Schools No

or N) Public Facilities (i.e., fire station, library, etc.) Madisonville Fire Department, 1519 LA-22, Madisonville, LA 70447

or N) Community water well/supply Water well # 105-852, -90.247/30.437, Tangipahoa Water District; Water well # 103-10791Z, Upland Terrace Aquifer, -90.1875/30.4239, SE LA WTR & SWR

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

(Y or Public recreation areas No

(Y or Public parks No

(Y or Wildlife Refuges No

(Y or Historic Sites No

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places?

(Y or Is the project within a historic district or a national landmark district? (Y or If the answer is yes to either question, list names and locations below:
No

Do you know of any threatened or endangered species in the area? (Y or N)

If so, list species and location. _____

Does the project impact or adjacent to a stream protected by the Louisiana Scenic Rivers Act? (or N) If yes, name the stream. Tchefuncte River & its Tributaries

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or) If so, where? _____

What year was the existing bridge built? N/A

Are any waterways impacted by the project considered navigable? (or N) If unknown, state so, list the waterways: Tchefuncte River & its Tributaries

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

(Y or Leaking Underground Storage Tanks N/A

STAGE 0
Environmental Checklist

(Y or N) CERCLIS N/A
(Y or N) ERNS N/A
(Y or N) Enforcement and Compliance History N/A

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

If so, give the name and location: _____

Any chemical plants, refineries or landfills adjacent to the project? (Y or N) **Any large manufacturing facilities adjacent to the project?** (Y or N) **Dry Cleaners?** (Y or N) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (Y or N) List the type and location of wells being impacted by the project. N/A

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

Do you know of any sensitive community or cultural issues related to the project? (Y or N)
If so, explain N/A

Is the project area population minority or low income? (Y or N) 10.46% poverty rate in the project area compared to 12.95% poverty rate in the overall St. Tammany & Tangipahoa Parishes

What type of detour/closures could be used on the job? N/A

Did you notice anything of environmental concern during your site/windshield survey of the area? If so, explain below.
Unknown at this time

Colleen Stephens, Burk-Kleinpeter, Inc.

Point of Contact

504.483.6248

Phone Number

5/28/2019

Date



LA 22 Traffic Circulation and Corridor Analysis

LA 22: CC Road to Dutch Rd.

Mandeville-Covington UZA

Task MC-1.19; FY-19 UPWP • BKI NO.19.011

Project Management Committee Final Meeting

Thursday, August 29, 2019

10:00 am ▪ St. Tammany Parish Development Conference Room

21454 Koop Drive, Suite 1B, Mandeville, LA 70471

WORKING AGENDA

- I. Introductions
- II. Project Overview
 - Findings of traffic impact analysis
- III. Conclusion



*Please do not forget to sign in to record your attendance!
Today's meeting should last no more than 60 minutes.*

LA 22 Traffic Circulation and Corridor Analysis

BKI Job No. NO.19.011, RPC Task No. MC.1.19i FY-19UPWP

M E E T I N G S U M M A R Y

Date: 6/10/2019

Meeting Location:

X

St. Tammany Parish Development Conference Room;
21454 Koop Dr., Ste. 1B, Mandeville, LA 70471 (Project Kickoff Meeting)

Participants:

Jeff Roesel, Tom Haysley, Chris Laborde – RPC;

Erin Bivona, Theodore Reynolds – St. Tammany Parish Government;

Cristine Gowland– DOTD;

Ed Elam, Maryam Izadi – BKI

The purpose of this meeting for RPC, DOTD, BKI, and STPG was to discuss about the progress, data required, and next steps of the project. Summary of discussions are listed, as follows;

- Scheduled completion of the project should be targeted for early September (if possible);
- Discussion of crash analysis indicates that data for 2017 has been disallowed for use within the past week – data still needs to be cleaned/coded by location;
 - RPC needs to follow-up with DOTD (Adriane McRae) regarding the display and acknowledgement of crash data in public documents.
- Discussion of the LA 22 corridor led to identification of the following:
 - Former Creosote Facility south of Perriloux Rd (this needs to be identified in the Stage 0 Checklist);
 - Potential developments around the Perriloux Rd and LA 22 intersection including a proposed Gas Station, Dentist Office (at Pine Creek Blvd);
 - Subdivision east of Perriloux between LA 22 and Brewster Rd;
- Analysis of future roundabout (with additional development based traffic added) can be completed in Sidra;
- Trip Generation estimates for vacant/developing land should be completed using the 10th Edition Trip Generation;
- Next meeting of the Project Management Committee will focus on growth rate and future traffic volume estimates, along with estimate of performance (LOS) of improvements identified by DOTD.

LA 22 Traffic Circulation and Corridor Analysis

LA 22: CC Rd to Dutch Rd

RPC Task MC-1.19; FY 19 UPWP • BKI NO.19.011

Agenda Item II: Project Overview (Scope Task 5: Conceptual Development and Evaluation)

Concept Development and Evaluation

STATUS: Initial HCM analysis complete of DOTD District 62 identified alternatives for LA 22 corridor with future traffic estimates.

Study Area	Improvement	Time	2016 Data		2019 Data		2024 Projection		Result
			L	R	L	R	L	R	
CC Road	3-lane section	AM	C	B	D	C	E	E	×
		PM	C	A	C	B	D	C	✓

Initial Results:

- Right turn lane would improve intersection level of service.
- All other locations operate with acceptable level of service with DOTD District 62 improvement in place.

DOTD Stage 0 Feasibility Study Checklist for LA 22 Corridor

STATUS: Survey updated based upon comments received at the previous Project Steering Committee meeting (June 10).

TIA Locations



Traffic Analysis Locations

BURK-KLEINPETER, INC.

ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS
4176 CANAL STREET, NEW ORLEANS, LA 70119
(504) 486-5901 - FAX (504) 488-1714

M E E T I N G R E P O R T

Job No.: NO.19.011 **Date:** Thursday, August 29, 2019
Job Title: LA 22 Traffic Circulation & Corridor Analysis

Meeting Location: BKI St. Tammany Parish, Koop Drive

Participants: BKI Kester Hollier
Others Jeff Roesel and Chris Laborde (NORPC), Jennifer Branton (LADOTD),
Mike Lorino (St. Tammany Council), Erin Bivona, Theodore Reynolds,
and Sidney Fontenot (St. Tammany Parish Government)

The purpose of this meeting was for RPC, LADOTD, St. Tammany Parish, and BKI to discuss the results of the traffic analysis of the 4 intersections along the LA 22 corridor.

- BKI provided a brief description their corridor analysis and method to establish the traffic volumes used in the analysis. This included a review of the method used for data collection by Urban Systems and the development of a growth rate using the RPC model (as per the scope).
- From the traffic analysis, it was established that the only intersection that would have delays that would be considered unacceptable would be along the CC Road approach. It was proposed that one alternative that could alleviate the congestion along CC Road would be the addition of a right turn lane along CC Road. This intersection in in Tangipahoa Parish but it was noted that utilities may need to be relocated to facilitate the right turn lane addition.
- The discussion then turned to cost and funding of the project. It was discussed that the proposed 3-lane section by LADOTD between the CC Road and Guste Island intersection did not have a separate cost estimate, but the cost estimate for the proposed roundabout/j-turn at the intersections of Perrilloux/Trapaginer and Pine Creek/Coquile would cost about \$2 million. It was discussed by RPC and LADOTD that the total for all proposed improvements would be in the neighborhood of \$3.7 million.
- The NORPC stated that they should have money in the year 2023 for the proposed project, but that the project could be broken up into separate projects if needed. LADOTD stated that while no survey has been completed at any of the 4 intersections in this analysis, the survey was complete for the proposed roundabout at the intersection with LA 1085.
- The third topic discussed was concerning the current development moratorium in the district. Councilman Lorino would like to continue the moratorium and was looking to the existing LADOTD analysis to help keep it in place until the projects along LA 22 were completed. It was discussed that the moratorium could stay in place as long as there is progressing being made to a solution; however, St. Tammany Parish Legal would need to be consulted.
- In discussing this study's findings, another discussion began on what other projects/studies may need to be initiated along LA 22. It was concluded, based on the results of this study, that no further near term analysis/studies would be required along the LA 22 corridor until after the proposed highway improvements are begun or there are proposed changes in land use that would require additional analysis. A study may be required of LA 1077 in Madisonville (inside the town limits) to examine options for realigning the intersection of LA 21 with LA 22.
- The meeting closed with BKI asking for all committee members to review the draft report and to provide any comments by the end of the week of September 2nd. BKI requested that LADOTD inform them of any sections of their analysis which should not appear in the final LA 22 corridor study appendix. Councilman Lorino requested that BKI provide a written statement as to the previous existing analysis provided by LADOTD showing that LA 22 had operational issues as currently existing from the previous LA DOTD findings.

Written by Kester Holler
Copies to Participants

Date September 3, 2019

REGIONAL PLANNING COMMISSION

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST,
ST. TAMMANY AND TANGIPAHOA PARISHES

LA 22 Traffic Circulation & Corridor Analysis PMC Meeting, Aug 29, 2019

PLEASE PRINT

Name	Representing	Phone	E-mail
JEFF ROESGL	RPC	504-483-8528	jroesgl@norpc.org
HESTER HOLLIER	BURK-KEMPETER, INC.	(504) 486-5401	khollier@bkusa.com
MIKE HORN	DIST # 4	504-888-3073	MLORINOJR@STPGOV.ORG
Erin Bivona	STPG	985-276-6411	estair@stpgov.org
CHARIS LABORDE	RPC	504-483-8540	CLABORDE@NORPC.ORG
Theodore Reynolds	STPG	985-809-7418	treynolds@stpgov.org
Sidney Fontenot	STPG	985-698-2528	sidf@stpgov.org
JENNIFER BRANTON	LADOTD (VIA PHONE)		

Appendix B: Traffic Data

This page left intentionally blank

#1 - LA 22 EB Approach at CC Rd

Date	Time	EB	Hourly Total
5/7/2019	01:00 PM	41	241
5/7/2019	01:15 PM	65	258
5/7/2019	01:30 PM	72	260
5/7/2019	01:45 PM	63	242
5/7/2019	02:00 PM	58	235
5/7/2019	02:15 PM	67	255
5/7/2019	02:30 PM	54	263
5/7/2019	02:45 PM	56	279
5/7/2019	03:00 PM	78	302
5/7/2019	03:15 PM	75	308
5/7/2019	03:30 PM	70	344
5/7/2019	03:45 PM	79	356
5/7/2019	04:00 PM	84	379
5/7/2019	04:15 PM	111	380
5/7/2019	04:30 PM	82	382
5/7/2019	04:45 PM	102	395
5/7/2019	05:00 PM	85	397
5/7/2019	05:15 PM	113	406
5/7/2019	05:30 PM	95	382
5/7/2019	05:45 PM	104	355
5/7/2019	06:00 PM	94	300
5/7/2019	06:15 PM	89	259
5/7/2019	06:30 PM	68	229
5/7/2019	06:45 PM	49	226
5/7/2019	07:00 PM	53	212
5/7/2019	07:15 PM	59	204
5/7/2019	07:30 PM	65	191
5/7/2019	07:45 PM	35	155
5/7/2019	08:00 PM	45	152
5/7/2019	08:15 PM	46	158
5/7/2019	08:30 PM	29	168
5/7/2019	08:45 PM	32	200
5/7/2019	09:00 PM	51	229
5/7/2019	09:15 PM	56	212
5/7/2019	09:30 PM	61	167
5/7/2019	09:45 PM	61	129
5/7/2019	10:00 PM	34	80
5/7/2019	10:15 PM	11	67
5/7/2019	10:30 PM	23	62
5/7/2019	10:45 PM	12	45
5/7/2019	11:00 PM	21	43
5/7/2019	11:15 PM	6	27
5/7/2019	11:30 PM	6	30
5/7/2019	11:45 PM	10	33
5/8/2019	12:00 AM	5	26
5/8/2019	12:15 AM	9	23
5/8/2019	12:30 AM	9	14
5/8/2019	12:45 AM	3	8
5/8/2019	01:00 AM	2	8
5/8/2019	01:15 AM	0	11
5/8/2019	01:30 AM	3	11
5/8/2019	01:45 AM	3	8
5/8/2019	02:00 AM	5	5

Date	Time	EB	Hourly Total
5/8/2019	01:45 AM	3	12
5/8/2019	02:00 AM	5	12
5/8/2019	02:15 AM	2	11
5/8/2019	02:30 AM	2	11
5/8/2019	02:45 AM	3	12
5/8/2019	03:00 AM	4	12
5/8/2019	03:15 AM	2	14
5/8/2019	03:30 AM	3	19
5/8/2019	03:45 AM	3	34
5/8/2019	04:00 AM	6	46
5/8/2019	04:15 AM	7	56
5/8/2019	04:30 AM	18	70
5/8/2019	04:45 AM	15	88
5/8/2019	05:00 AM	16	124
5/8/2019	05:15 AM	21	156
5/8/2019	05:30 AM	36	202
5/8/2019	05:45 AM	51	241
5/8/2019	06:00 AM	48	259
5/8/2019	06:15 AM	67	295
5/8/2019	06:30 AM	75	289
5/8/2019	06:45 AM	69	308
5/8/2019	07:00 AM	84	334
5/8/2019	07:15 AM	61	328
5/8/2019	07:30 AM	94	337
5/8/2019	07:45 AM	95	312
5/8/2019	08:00 AM	78	283
5/8/2019	08:15 AM	70	266
5/8/2019	08:30 AM	69	253
5/8/2019	08:45 AM	66	234
5/8/2019	09:00 AM	61	220
5/8/2019	09:15 AM	57	206
5/8/2019	09:30 AM	50	188
5/8/2019	09:45 AM	52	200
5/8/2019	10:00 AM	47	192
5/8/2019	10:15 AM	39	194
5/8/2019	10:30 AM	62	209
5/8/2019	10:45 AM	44	200
5/8/2019	11:00 AM	49	208
5/8/2019	11:15 AM	54	214
5/8/2019	11:30 AM	53	217
5/8/2019	11:45 AM	52	222
5/8/2019	12:00 PM	55	237
5/8/2019	12:15 PM	57	
5/8/2019	12:30 PM	58	
5/8/2019	12:45 PM	67	

#2 - CC Rd SB Approach at LA 22

Date	Time	SB	Hourly Totals
5/7/2019	01:45 PM	28	100
5/7/2019	02:00 PM	29	97
5/7/2019	02:15 PM	19	95
5/7/2019	02:30 PM	24	96
5/7/2019	02:45 PM	25	99
5/7/2019	03:00 PM	27	101
5/7/2019	03:15 PM	20	94
5/7/2019	03:30 PM	27	109
5/7/2019	03:45 PM	27	106
5/7/2019	04:00 PM	20	100
5/7/2019	04:15 PM	35	113
5/7/2019	04:30 PM	24	116
5/7/2019	04:45 PM	21	131
5/7/2019	05:00 PM	33	135
5/7/2019	05:15 PM	38	124
5/7/2019	05:30 PM	39	102
5/7/2019	05:45 PM	25	86
5/7/2019	06:00 PM	22	88
5/7/2019	06:15 PM	16	92
5/7/2019	06:30 PM	23	93
5/7/2019	06:45 PM	27	83
5/7/2019	07:00 PM	26	75
5/7/2019	07:15 PM	17	64
5/7/2019	07:30 PM	13	64
5/7/2019	07:45 PM	19	62
5/7/2019	08:00 PM	15	53
5/7/2019	08:15 PM	17	44
5/7/2019	08:30 PM	11	34
5/7/2019	08:45 PM	10	24
5/7/2019	09:00 PM	6	17
5/7/2019	09:15 PM	7	18
5/7/2019	09:30 PM	1	13
5/7/2019	09:45 PM	3	17
5/7/2019	10:00 PM	7	16
5/7/2019	10:15 PM	2	10
5/7/2019	10:30 PM	5	9
5/7/2019	10:45 PM	2	7
5/7/2019	11:00 PM	1	6
5/7/2019	11:15 PM	1	9
5/7/2019	11:30 PM	3	8
5/7/2019	11:45 PM	1	7
5/8/2019	12:00 AM	4	7
5/8/2019	12:15 AM	0	4
5/8/2019	12:30 AM	2	4
5/8/2019	12:45 AM	1	3
5/8/2019	01:00 AM	1	2
5/8/2019	01:15 AM	0	1
5/8/2019	01:30 AM	1	1
5/8/2019	01:45 AM	0	1
5/8/2019	02:00 AM	0	3
5/8/2019	02:15 AM	0	3
5/8/2019	02:30 AM	1	3
5/8/2019	02:45 AM	2	2

Date	Time	SB	Hourly Totals
5/8/2019	03:00 AM	0	13
5/8/2019	03:15 AM	2	20
5/8/2019	03:30 AM	6	35
5/8/2019	03:45 AM	5	46
5/8/2019	04:00 AM	7	53
5/8/2019	04:15 AM	17	70
5/8/2019	04:30 AM	17	66
5/8/2019	04:45 AM	12	91
5/8/2019	05:00 AM	24	105
5/8/2019	05:15 AM	13	110
5/8/2019	05:30 AM	42	134
5/8/2019	05:45 AM	26	131
5/8/2019	06:00 AM	29	152
5/8/2019	06:15 AM	37	184
5/8/2019	06:30 AM	39	220
5/8/2019	06:45 AM	47	250
5/8/2019	07:00 AM	61	258
5/8/2019	07:15 AM	73	228
5/8/2019	07:30 AM	69	188
5/8/2019	07:45 AM	55	146
5/8/2019	08:00 AM	31	120
5/8/2019	08:15 AM	33	121
5/8/2019	08:30 AM	27	115
5/8/2019	08:45 AM	29	107
5/8/2019	09:00 AM	32	99
5/8/2019	09:15 AM	27	86
5/8/2019	09:30 AM	19	72
5/8/2019	09:45 AM	21	70
5/8/2019	10:00 AM	19	73
5/8/2019	10:15 AM	13	78
5/8/2019	10:30 AM	17	90
5/8/2019	10:45 AM	24	90
5/8/2019	11:00 AM	24	79
5/8/2019	11:15 AM	25	77
5/8/2019	11:30 AM	17	69
5/8/2019	11:45 AM	13	69
5/8/2019	12:00 PM	22	74
5/8/2019	12:15 PM	17	68
5/8/2019	12:30 PM	17	63
5/8/2019	12:45 PM	18	67
5/8/2019	01:00 PM	16	
5/8/2019	01:15 PM	12	
5/8/2019	01:30 PM	21	

#3 - LA 22 WB East of CC Rd

Date	Time	WB	Hourly Totals
5/7/2019	02:00 PM	77	240
5/7/2019	02:15 PM	68	231
5/7/2019	02:30 PM	50	230
5/7/2019	02:45 PM	45	250
5/7/2019	03:00 PM	68	288
5/7/2019	03:15 PM	67	302
5/7/2019	03:30 PM	70	344
5/7/2019	03:45 PM	83	366
5/7/2019	04:00 PM	82	366
5/7/2019	04:15 PM	109	368
5/7/2019	04:30 PM	92	375
5/7/2019	04:45 PM	83	380
5/7/2019	05:00 PM	84	397
5/7/2019	05:15 PM	116	399
5/7/2019	05:30 PM	97	353
5/7/2019	05:45 PM	100	330
5/7/2019	06:00 PM	86	285
5/7/2019	06:15 PM	70	253
5/7/2019	06:30 PM	74	235
5/7/2019	06:45 PM	55	202
5/7/2019	07:00 PM	54	179
5/7/2019	07:15 PM	52	161
5/7/2019	07:30 PM	41	147
5/7/2019	07:45 PM	32	130
5/7/2019	08:00 PM	36	120
5/7/2019	08:15 PM	38	121
5/7/2019	08:30 PM	24	130
5/7/2019	08:45 PM	22	153
5/7/2019	09:00 PM	37	191
5/7/2019	09:15 PM	47	190
5/7/2019	09:30 PM	47	155
5/7/2019	09:45 PM	60	128
5/7/2019	10:00 PM	36	76
5/7/2019	10:15 PM	12	59
5/7/2019	10:30 PM	20	52
5/7/2019	10:45 PM	8	39
5/7/2019	11:00 PM	19	37
5/7/2019	11:15 PM	5	22
5/7/2019	11:30 PM	7	25
5/7/2019	11:45 PM	6	29
5/7/2019	12:00 AM	4	25
5/8/2019	12:15 AM	8	22
5/8/2019	12:30 AM	11	15
5/8/2019	12:45 AM	2	7
5/8/2019	01:00 AM	1	7
5/8/2019	01:15 AM	1	9
5/8/2019	01:30 AM	3	9
5/8/2019	01:45 AM	2	9
5/8/2019	02:00 AM	3	11
5/8/2019	02:15 AM	1	12
5/8/2019	02:30 AM	3	11
5/8/2019	02:45 AM	4	8
5/8/2019	03:00 AM	4	4

Date	Time	WB	Hourly Totals
5/8/2019	03:15 AM	1	23
5/8/2019	03:30 AM	6	36
5/8/2019	03:45 AM	8	50
5/8/2019	04:00 AM	8	61
5/8/2019	04:15 AM	14	81
5/8/2019	04:30 AM	20	90
5/8/2019	04:45 AM	19	117
5/8/2019	05:00 AM	28	157
5/8/2019	05:15 AM	23	185
5/8/2019	05:30 AM	47	245
5/8/2019	05:45 AM	59	280
5/8/2019	06:00 AM	56	305
5/8/2019	06:15 AM	83	356
5/8/2019	06:30 AM	82	379
5/8/2019	06:45 AM	84	414
5/8/2019	07:00 AM	107	452
5/8/2019	07:15 AM	106	439
5/8/2019	07:30 AM	117	409
5/8/2019	07:45 AM	122	380
5/8/2019	08:00 AM	94	331
5/8/2019	08:15 AM	76	311
5/8/2019	08:30 AM	88	291
5/8/2019	08:45 AM	73	261
5/8/2019	09:00 AM	74	249
5/8/2019	09:15 AM	56	225
5/8/2019	09:30 AM	58	209
5/8/2019	09:45 AM	61	206
5/8/2019	10:00 AM	50	186
5/8/2019	10:15 AM	40	184
5/8/2019	10:30 AM	55	202
5/8/2019	10:45 AM	41	207
5/8/2019	11:00 AM	48	215
5/8/2019	11:15 AM	58	215
5/8/2019	11:30 AM	60	210
5/8/2019	11:45 AM	49	215
5/8/2019	12:00 PM	48	228
5/8/2019	12:15 PM	53	222
5/8/2019	12:30 PM	65	213
5/8/2019	12:45 PM	62	216
5/8/2019	01:00 PM	42	201
5/8/2019	01:15 PM	44	
5/8/2019	01:30 PM	68	
5/8/2019	1:45 PM	47	

#4 - LA 22 EB West of Guste Island Rd

Date	Time	EB	Hourly Totals
5/7/2019	01:00 PM	51	227
5/7/2019	01:15 PM	59	239
5/7/2019	01:30 PM	58	245
5/7/2019	01:45 PM	59	247
5/7/2019	02:00 PM	63	252
5/7/2019	02:15 PM	65	251
5/7/2019	02:30 PM	60	255
5/7/2019	02:45 PM	64	250
5/7/2019	03:00 PM	62	251
5/7/2019	03:15 PM	69	273
5/7/2019	03:30 PM	55	286
5/7/2019	03:45 PM	65	320
5/7/2019	04:00 PM	84	326
5/7/2019	04:15 PM	82	321
5/7/2019	04:30 PM	89	327
5/7/2019	04:45 PM	71	314
5/7/2019	05:00 PM	79	309
5/7/2019	05:15 PM	88	300
5/7/2019	05:30 PM	76	272
5/7/2019	05:45 PM	66	241
5/7/2019	06:00 PM	70	216
5/7/2019	06:15 PM	60	187
5/7/2019	06:30 PM	45	161
5/7/2019	06:45 PM	41	159
5/7/2019	07:00 PM	41	136
5/7/2019	07:15 PM	34	128
5/7/2019	07:30 PM	43	130
5/7/2019	07:45 PM	18	111
5/7/2019	08:00 PM	33	112
5/7/2019	08:15 PM	36	99
5/7/2019	08:30 PM	24	89
5/7/2019	08:45 PM	19	103
5/7/2019	09:00 PM	20	117
5/7/2019	09:15 PM	26	128
5/7/2019	09:30 PM	38	121
5/7/2019	09:45 PM	33	103
5/7/2019	10:00 PM	31	80
5/7/2019	10:15 PM	19	56
5/7/2019	10:30 PM	20	41
5/7/2019	10:45 PM	10	29
5/7/2019	11:00 PM	7	19
5/8/2019	11:15 PM	4	17
5/8/2019	11:30 PM	8	17
5/8/2019	11:45 PM	0	12
5/8/2019	12:00 AM	5	14
5/8/2019	12:15 AM	4	9
5/8/2019	12:30 AM	3	5
5/8/2019	12:45 AM	2	4
5/8/2019	01:00 AM	0	5
5/8/2019	01:15 AM	0	8
5/8/2019	01:30 AM	2	8
5/8/2019	01:45 AM	3	6
5/8/2019	02:00 AM	3	3

Date	Time	EB	Hourly Totals
5/8/2019	02:15 AM	2	12
5/8/2019	02:30 AM	3	14
5/8/2019	02:45 AM	4	18
5/8/2019	03:00 AM	3	22
5/8/2019	03:15 AM	4	31
5/8/2019	03:30 AM	7	40
5/8/2019	03:45 AM	8	53
5/8/2019	04:00 AM	12	75
5/8/2019	04:15 AM	13	88
5/8/2019	04:30 AM	20	111
5/8/2019	04:45 AM	30	138
5/8/2019	05:00 AM	25	159
5/8/2019	05:15 AM	36	195
5/8/2019	05:30 AM	47	248
5/8/2019	05:45 AM	51	298
5/8/2019	06:00 AM	61	340
5/8/2019	06:15 AM	89	395
5/8/2019	06:30 AM	97	443
5/8/2019	06:45 AM	93	479
5/8/2019	07:00 AM	116	548
5/8/2019	07:15 AM	137	556
5/8/2019	07:30 AM	133	534
5/8/2019	07:45 AM	162	496
5/8/2019	08:00 AM	124	414
5/8/2019	08:15 AM	115	363
5/8/2019	08:30 AM	95	316
5/8/2019	08:45 AM	80	267
5/8/2019	09:00 AM	73	253
5/8/2019	09:15 AM	68	236
5/8/2019	09:30 AM	46	207
5/8/2019	09:45 AM	66	203
5/8/2019	10:00 AM	56	195
5/8/2019	10:15 AM	39	187
5/8/2019	10:30 AM	42	202
5/8/2019	10:45 AM	58	229
5/8/2019	11:00 AM	48	212
5/8/2019	11:15 AM	54	217
5/8/2019	11:30 AM	69	233
5/8/2019	11:45 AM	41	223
5/8/2019	12:00 PM	53	243
5/8/2019	12:15 PM	70	
5/8/2019	12:30 PM	59	
5/8/2019	12:45 PM	61	

#5 - Guste Island Rd NB Approach at LA 22

Date	Time	NB	Hourly Totals
5/7/2019	01:00 PM	24	59
5/7/2019	01:15 PM	12	50
5/7/2019	01:30 PM	6	50
5/7/2019	01:45 PM	17	63
5/7/2019	02:00 PM	15	60
5/7/2019	02:15 PM	12	63
5/7/2019	02:30 PM	19	64
5/7/2019	02:45 PM	14	66
5/7/2019	03:00 PM	18	62
5/7/2019	03:15 PM	13	65
5/7/2019	03:30 PM	21	78
5/7/2019	03:45 PM	10	83
5/7/2019	04:00 PM	21	85
5/7/2019	04:15 PM	26	80
5/7/2019	04:30 PM	26	71
5/7/2019	04:45 PM	12	62
5/7/2019	05:00 PM	16	63
5/7/2019	05:15 PM	17	61
5/7/2019	05:30 PM	17	55
5/7/2019	05:45 PM	13	54
5/7/2019	06:00 PM	14	50
5/7/2019	06:15 PM	11	46
5/7/2019	06:30 PM	16	43
5/7/2019	06:45 PM	9	31
5/7/2019	07:00 PM	10	26
5/7/2019	07:15 PM	8	22
5/7/2019	07:30 PM	4	17
5/7/2019	07:45 PM	4	21
5/7/2019	08:00 PM	6	22
5/7/2019	08:15 PM	3	20
5/7/2019	08:30 PM	8	21
5/7/2019	08:45 PM	5	17
5/7/2019	09:00 PM	4	16
5/7/2019	09:15 PM	4	16
5/7/2019	09:30 PM	4	16
5/7/2019	09:45 PM	4	14
5/7/2019	10:00 PM	4	12
5/7/2019	10:15 PM	4	10
5/7/2019	10:30 PM	2	7
5/7/2019	10:45 PM	2	9
5/7/2019	11:00 PM	2	7
5/8/2019	11:15 PM	1	6
5/8/2019	11:30 PM	4	6
5/8/2019	11:45 PM	0	2
5/8/2019	12:00 AM	1	2
5/8/2019	12:15 AM	1	1
5/8/2019	12:30 AM	0	2
5/8/2019	12:45 AM	0	2
5/8/2019	01:00 AM	0	2
5/8/2019	01:15 AM	2	3
5/8/2019	01:30 AM	0	1
5/8/2019	01:45 AM	0	1
5/8/2019	02:00 AM	1	1

Date	Time	NB	Hourly Totals
5/8/2019	02:15 AM	1	6
5/8/2019	02:30 AM	1	6
5/8/2019	02:45 AM	0	5
5/8/2019	03:00 AM	4	6
5/8/2019	03:15 AM	1	5
5/8/2019	03:30 AM	0	5
5/8/2019	03:45 AM	1	12
5/8/2019	04:00 AM	3	17
5/8/2019	04:15 AM	1	20
5/8/2019	04:30 AM	7	24
5/8/2019	04:45 AM	6	26
5/8/2019	05:00 AM	6	36
5/8/2019	05:15 AM	5	49
5/8/2019	05:30 AM	9	77
5/8/2019	05:45 AM	16	93
5/8/2019	06:00 AM	19	119
5/8/2019	06:15 AM	33	150
5/8/2019	06:30 AM	25	163
5/8/2019	06:45 AM	42	175
5/8/2019	07:00 AM	50	187
5/8/2019	07:15 AM	46	162
5/8/2019	07:30 AM	37	147
5/8/2019	07:45 AM	54	137
5/8/2019	08:00 AM	25	97
5/8/2019	08:15 AM	31	85
5/8/2019	08:30 AM	27	68
5/8/2019	08:45 AM	14	59
5/8/2019	09:00 AM	13	61
5/8/2019	09:15 AM	14	53
5/8/2019	09:30 AM	18	51
5/8/2019	09:45 AM	16	49
5/8/2019	10:00 AM	5	44
5/8/2019	10:15 AM	12	64
5/8/2019	10:30 AM	16	65
5/8/2019	10:45 AM	11	63
5/8/2019	11:00 AM	25	58
5/8/2019	11:15 AM	13	53
5/8/2019	11:30 AM	14	51
5/8/2019	11:45 AM	6	51
5/8/2019	12:00 PM	20	59
5/8/2019	12:15 PM	11	
5/8/2019	12:30 PM	14	
5/8/2019	12:45 PM	14	

#6 - LA 22 WB East of Guste Island Rd

Date	Time	WB	Hourly Totals
5/7/2019	01:00 PM	75	270
5/7/2019	01:15 PM	73	283
5/7/2019	01:30 PM	49	289
5/7/2019	01:45 PM	73	312
5/7/2019	02:00 PM	88	331
5/7/2019	02:15 PM	79	343
5/7/2019	02:30 PM	72	391
5/7/2019	02:45 PM	92	462
5/7/2019	03:00 PM	100	480
5/7/2019	03:15 PM	127	530
5/7/2019	03:30 PM	143	547
5/7/2019	03:45 PM	110	537
5/7/2019	04:00 PM	150	570
5/7/2019	04:15 PM	144	563
5/7/2019	04:30 PM	133	566
5/7/2019	04:45 PM	143	606
5/7/2019	05:00 PM	143	611
5/7/2019	05:15 PM	147	614
5/7/2019	05:30 PM	173	616
5/7/2019	05:45 PM	148	541
5/7/2019	06:00 PM	146	517
5/7/2019	06:15 PM	149	451
5/7/2019	06:30 PM	98	396
5/7/2019	06:45 PM	124	372
5/7/2019	07:00 PM	80	319
5/7/2019	07:15 PM	94	313
5/7/2019	07:30 PM	74	273
5/7/2019	07:45 PM	71	238
5/7/2019	08:00 PM	74	220
5/7/2019	08:15 PM	54	185
5/7/2019	08:30 PM	39	162
5/7/2019	08:45 PM	53	168
5/7/2019	09:00 PM	39	147
5/7/2019	09:15 PM	31	124
5/7/2019	09:30 PM	45	117
5/7/2019	09:45 PM	32	95
5/7/2019	10:00 PM	16	72
5/7/2019	10:15 PM	24	70
5/7/2019	10:30 PM	23	55
5/7/2019	10:45 PM	9	41
5/7/2019	11:00 PM	14	42
5/8/2019	11:15 PM	9	35
5/8/2019	11:30 PM	9	30
5/8/2019	11:45 PM	10	24
5/8/2019	12:00 AM	7	18
5/8/2019	12:15 AM	4	14
5/8/2019	12:30 AM	3	11
5/8/2019	12:45 AM	4	8
5/8/2019	01:00 AM	3	5
5/8/2019	01:15 AM	1	4
5/8/2019	01:30 AM	0	3
5/8/2019	01:45 AM	1	3
5/8/2019	02:00 AM	2	2

Date	Time	WB	Hourly Totals
5/8/2019	02:15 AM	2	10
5/8/2019	02:30 AM	1	10
5/8/2019	02:45 AM	4	10
5/8/2019	03:00 AM	3	8
5/8/2019	03:15 AM	2	10
5/8/2019	03:30 AM	1	14
5/8/2019	03:45 AM	2	18
5/8/2019	04:00 AM	5	22
5/8/2019	04:15 AM	6	25
5/8/2019	04:30 AM	5	32
5/8/2019	04:45 AM	6	45
5/8/2019	05:00 AM	8	61
5/8/2019	05:15 AM	13	78
5/8/2019	05:30 AM	18	88
5/8/2019	05:45 AM	22	99
5/8/2019	06:00 AM	25	116
5/8/2019	06:15 AM	23	135
5/8/2019	06:30 AM	29	170
5/8/2019	06:45 AM	39	219
5/8/2019	07:00 AM	44	257
5/8/2019	07:15 AM	58	282
5/8/2019	07:30 AM	78	279
5/8/2019	07:45 AM	77	258
5/8/2019	08:00 AM	69	237
5/8/2019	08:15 AM	55	218
5/8/2019	08:30 AM	57	219
5/8/2019	08:45 AM	56	205
5/8/2019	09:00 AM	50	186
5/8/2019	09:15 AM	56	185
5/8/2019	09:30 AM	43	182
5/8/2019	09:45 AM	37	186
5/8/2019	10:00 AM	49	193
5/8/2019	10:15 AM	53	200
5/8/2019	10:30 AM	47	197
5/8/2019	10:45 AM	44	206
5/8/2019	11:00 AM	56	223
5/8/2019	11:15 AM	50	227
5/8/2019	11:30 AM	56	234
5/8/2019	11:45 AM	61	233
5/8/2019	12:00 PM	60	227
5/8/2019	12:15 PM	57	
5/8/2019	12:30 PM	55	
5/8/2019	12:45 PM	55	

#7 - LA 22 EB West of Perrilloux Rd

Date	Time	EB	Hourly Totals
5/9/2019	12:00 AM	5	9
5/9/2019	12:15 AM	2	6
5/9/2019	12:30 AM	1	7
5/9/2019	12:45 AM	1	7
5/9/2019	01:00 AM	2	7
5/9/2019	01:15 AM	3	8
5/9/2019	01:30 AM	1	7
5/9/2019	01:45 AM	1	11
5/9/2019	02:00 AM	3	12
5/9/2019	02:15 AM	2	12
5/9/2019	02:30 AM	5	15
5/9/2019	02:45 AM	2	12
5/9/2019	03:00 AM	3	16
5/9/2019	03:15 AM	5	25
5/9/2019	03:30 AM	2	35
5/9/2019	03:45 AM	6	58
5/9/2019	04:00 AM	12	92
5/9/2019	04:15 AM	15	113
5/9/2019	04:30 AM	25	132
5/9/2019	04:45 AM	40	167
5/9/2019	05:00 AM	33	194
5/9/2019	05:15 AM	34	255
5/9/2019	05:30 AM	60	326
5/9/2019	05:45 AM	67	396
5/9/2019	06:00 AM	94	445
5/9/2019	06:15 AM	105	488
5/9/2019	06:30 AM	130	541
5/9/2019	06:45 AM	116	576
5/9/2019	07:00 AM	137	678
5/9/2019	07:15 AM	158	677
5/9/2019	07:30 AM	165	660
5/9/2019	07:45 AM	218	616
5/9/2019	08:00 AM	136	491
5/9/2019	08:15 AM	141	461
5/9/2019	08:30 AM	121	407
5/9/2019	08:45 AM	93	372
5/9/2019	09:00 AM	106	357
5/9/2019	09:15 AM	87	318
5/9/2019	09:30 AM	86	293
5/9/2019	09:45 AM	78	279
5/9/2019	10:00 AM	67	273
5/9/2019	10:15 AM	62	277
5/9/2019	10:30 AM	72	280
5/9/2019	10:45 AM	72	264
5/9/2019	11:00 AM	71	252
5/9/2019	11:15 AM	65	233
5/9/2019	11:30 AM	56	228
5/9/2019	11:45 AM	60	226
5/9/2019	12:00 PM	52	224
5/9/2019	12:15 PM	60	226
5/9/2019	12:30 PM	54	166
5/9/2019	12:45 PM	58	112
5/9/2019	01:00 PM	54	54

Date	Time	EB	Hourly Totals
5/9/2019	01:15 PM	52	227
5/9/2019	01:30 PM	55	246
5/9/2019	01:45 PM	61	281
5/9/2019	02:00 PM	59	282
5/9/2019	02:15 PM	71	297
5/9/2019	02:30 PM	90	290
5/9/2019	02:45 PM	62	253
5/9/2019	03:00 PM	74	242
5/9/2019	03:15 PM	64	236
5/9/2019	03:30 PM	53	255
5/9/2019	03:45 PM	51	271
5/9/2019	04:00 PM	68	288
5/9/2019	04:15 PM	83	291
5/9/2019	04:30 PM	69	291
5/9/2019	04:45 PM	68	292
5/9/2019	05:00 PM	71	301
5/9/2019	05:15 PM	83	298
5/9/2019	05:30 PM	70	258
5/9/2019	05:45 PM	77	224
5/9/2019	06:00 PM	68	185
5/9/2019	06:15 PM	43	153
5/9/2019	06:30 PM	36	138
5/9/2019	06:45 PM	38	134
5/9/2019	07:00 PM	36	118
5/9/2019	07:15 PM	28	111
5/9/2019	07:30 PM	32	113
5/9/2019	07:45 PM	22	95
5/9/2019	08:00 PM	29	93
5/9/2019	08:15 PM	30	75
5/9/2019	08:30 PM	14	59
5/9/2019	08:45 PM	20	56
5/9/2019	09:00 PM	11	46
5/9/2019	09:15 PM	14	45
5/9/2019	09:30 PM	11	39
5/9/2019	09:45 PM	10	34
5/9/2019	10:00 PM	10	28
5/9/2019	10:15 PM	8	20
5/9/2019	10:30 PM	6	14
5/9/2019	10:45 PM	4	11
5/9/2019	11:00 PM	2	11
5/9/2019	11:15 PM	2	
5/9/2019	11:30 PM	3	
5/9/2019	11:45 PM	4	

#8 - Perilloux Rd SB Approach at LA 22

Date	Time	SB	Hourly Totals
5/9/2019	12:00 AM	1	5
5/9/2019	12:15 AM	1	4
5/9/2019	12:30 AM	3	3
5/9/2019	12:45 AM	0	0
5/9/2019	01:00 AM	0	0
5/9/2019	01:15 AM	0	0
5/9/2019	01:30 AM	0	1
5/9/2019	01:45 AM	0	1
5/9/2019	02:00 AM	0	1
5/9/2019	02:15 AM	1	1
5/9/2019	02:30 AM	0	0
5/9/2019	02:45 AM	0	1
5/9/2019	03:00 AM	0	2
5/9/2019	03:15 AM	0	3
5/9/2019	03:30 AM	1	7
5/9/2019	03:45 AM	1	10
5/9/2019	04:00 AM	1	11
5/9/2019	04:15 AM	4	14
5/9/2019	04:30 AM	4	11
5/9/2019	04:45 AM	2	8
5/9/2019	05:00 AM	4	12
5/9/2019	05:15 AM	1	11
5/9/2019	05:30 AM	1	20
5/9/2019	05:45 AM	6	25
5/9/2019	06:00 AM	3	32
5/9/2019	06:15 AM	10	43
5/9/2019	06:30 AM	6	56
5/9/2019	06:45 AM	13	82
5/9/2019	07:00 AM	14	115
5/9/2019	07:15 AM	23	111
5/9/2019	07:30 AM	32	104
5/9/2019	07:45 AM	46	93
5/9/2019	08:00 AM	10	69
5/9/2019	08:15 AM	16	76
5/9/2019	08:30 AM	21	74
5/9/2019	08:45 AM	22	66
5/9/2019	09:00 AM	17	57
5/9/2019	09:15 AM	14	45
5/9/2019	09:30 AM	13	34
5/9/2019	09:45 AM	13	31
5/9/2019	10:00 AM	5	27
5/9/2019	10:15 AM	3	36
5/9/2019	10:30 AM	10	39
5/9/2019	10:45 AM	9	34
5/9/2019	11:00 AM	14	36
5/9/2019	11:15 AM	6	29
5/9/2019	11:30 AM	5	29
5/9/2019	11:45 AM	11	33
5/9/2019	12:00 PM	7	28
5/9/2019	12:15 PM	6	30
5/9/2019	12:30 PM	9	24
5/9/2019	12:45 PM	6	15
5/9/2019	01:00 PM	9	9

Date	Time	SB	Hourly Totals
5/9/2019	01:15 PM	10	40
5/9/2019	01:30 PM	15	40
5/9/2019	01:45 PM	8	40
5/9/2019	02:00 PM	7	50
5/9/2019	02:15 PM	10	53
5/9/2019	02:30 PM	15	69
5/9/2019	02:45 PM	18	66
5/9/2019	03:00 PM	10	63
5/9/2019	03:15 PM	26	73
5/9/2019	03:30 PM	12	67
5/9/2019	03:45 PM	15	77
5/9/2019	04:00 PM	20	77
5/9/2019	04:15 PM	20	82
5/9/2019	04:30 PM	22	85
5/9/2019	04:45 PM	15	81
5/9/2019	05:00 PM	25	77
5/9/2019	05:15 PM	23	66
5/9/2019	05:30 PM	18	55
5/9/2019	05:45 PM	11	50
5/9/2019	06:00 PM	14	46
5/9/2019	06:15 PM	12	46
5/9/2019	06:30 PM	13	41
5/9/2019	06:45 PM	7	36
5/9/2019	07:00 PM	14	36
5/9/2019	07:15 PM	7	27
5/9/2019	07:30 PM	8	25
5/9/2019	07:45 PM	7	29
5/9/2019	08:00 PM	5	28
5/9/2019	08:15 PM	5	26
5/9/2019	08:30 PM	12	28
5/9/2019	08:45 PM	6	24
5/9/2019	09:00 PM	3	19
5/9/2019	09:15 PM	7	17
5/9/2019	09:30 PM	8	10
5/9/2019	09:45 PM	1	2
5/9/2019	10:00 PM	1	2
5/9/2019	10:15 PM	0	1
5/9/2019	10:30 PM	0	3
5/9/2019	10:45 PM	1	3
5/9/2019	11:00 PM	0	3
5/9/2019	11:15 PM	2	
5/9/2019	11:30 PM	0	
5/9/2019	11:45 PM	1	

#9 - LA 22 WB East of Perrilloux Rd

Date	Time	WB	Hourly Totals
5/9/2019	12:00 AM	5	23
5/9/2019	12:15 AM	10	26
5/9/2019	12:30 AM	3	22
5/9/2019	12:45 AM	5	20
5/9/2019	01:00 AM	8	16
5/9/2019	01:15 AM	6	8
5/9/2019	01:30 AM	1	6
5/9/2019	01:45 AM	1	7
5/9/2019	02:00 AM	0	8
5/9/2019	02:15 AM	4	10
5/9/2019	02:30 AM	2	8
5/9/2019	02:45 AM	2	7
5/9/2019	03:00 AM	2	7
5/9/2019	03:15 AM	2	9
5/9/2019	03:30 AM	1	14
5/9/2019	03:45 AM	2	18
5/9/2019	04:00 AM	4	22
5/9/2019	04:15 AM	7	22
5/9/2019	04:30 AM	5	19
5/9/2019	04:45 AM	6	24
5/9/2019	05:00 AM	4	33
5/9/2019	05:15 AM	4	49
5/9/2019	05:30 AM	10	72
5/9/2019	05:45 AM	15	82
5/9/2019	06:00 AM	20	109
5/9/2019	06:15 AM	27	139
5/9/2019	06:30 AM	20	175
5/9/2019	06:45 AM	42	276
5/9/2019	07:00 AM	50	386
5/9/2019	07:15 AM	63	438
5/9/2019	07:30 AM	121	426
5/9/2019	07:45 AM	152	359
5/9/2019	08:00 AM	102	255
5/9/2019	08:15 AM	51	213
5/9/2019	08:30 AM	54	210
5/9/2019	08:45 AM	48	240
5/9/2019	09:00 AM	60	264
5/9/2019	09:15 AM	48	260
5/9/2019	09:30 AM	84	274
5/9/2019	09:45 AM	72	241
5/9/2019	10:00 AM	56	223
5/9/2019	10:15 AM	62	228
5/9/2019	10:30 AM	51	221
5/9/2019	10:45 AM	54	239
5/9/2019	11:00 AM	61	247
5/9/2019	11:15 AM	55	253
5/9/2019	11:30 AM	69	261
5/9/2019	11:45 AM	62	246
5/9/2019	12:00 PM	67	276
5/9/2019	12:15 PM	63	284
5/9/2019	12:30 PM	54	221
5/9/2019	12:45 PM	92	167
5/9/2019	01:00 PM	75	75

Date	Time	WB	Hourly Totals
5/9/2019	01:15 PM	70	288
5/9/2019	01:30 PM	76	304
5/9/2019	01:45 PM	76	325
5/9/2019	02:00 PM	66	363
5/9/2019	02:15 PM	86	386
5/9/2019	02:30 PM	97	457
5/9/2019	02:45 PM	114	542
5/9/2019	03:00 PM	89	539
5/9/2019	03:15 PM	157	601
5/9/2019	03:30 PM	182	590
5/9/2019	03:45 PM	111	569
5/9/2019	04:00 PM	151	598
5/9/2019	04:15 PM	146	591
5/9/2019	04:30 PM	161	595
5/9/2019	04:45 PM	140	561
5/9/2019	05:00 PM	144	554
5/9/2019	05:15 PM	150	545
5/9/2019	05:30 PM	127	542
5/9/2019	05:45 PM	133	580
5/9/2019	06:00 PM	135	579
5/9/2019	06:15 PM	147	527
5/9/2019	06:30 PM	165	453
5/9/2019	06:45 PM	132	342
5/9/2019	07:00 PM	83	258
5/9/2019	07:15 PM	73	240
5/9/2019	07:30 PM	54	220
5/9/2019	07:45 PM	48	227
5/9/2019	08:00 PM	65	226
5/9/2019	08:15 PM	53	204
5/9/2019	08:30 PM	61	197
5/9/2019	08:45 PM	47	169
5/9/2019	09:00 PM	43	150
5/9/2019	09:15 PM	46	135
5/9/2019	09:30 PM	33	107
5/9/2019	09:45 PM	28	88
5/9/2019	10:00 PM	28	76
5/9/2019	10:15 PM	18	60
5/9/2019	10:30 PM	14	51
5/9/2019	10:45 PM	16	46
5/9/2019	11:00 PM	12	37
5/9/2019	11:15 PM	9	
5/9/2019	11:30 PM	9	
5/9/2019	11:45 PM	7	

#9 - LA 22 EB East of Perrilloux Rd

Date	Time	EB	Hourly Totals
5/9/2019	12:00 AM	2	10
5/9/2019	12:15 AM	3	10
5/9/2019	12:30 AM	2	9
5/9/2019	12:45 AM	3	8
5/9/2019	01:00 AM	2	6
5/9/2019	01:15 AM	2	7
5/9/2019	01:30 AM	1	8
5/9/2019	01:45 AM	1	11
5/9/2019	02:00 AM	3	11
5/9/2019	02:15 AM	3	11
5/9/2019	02:30 AM	4	13
5/9/2019	02:45 AM	1	12
5/9/2019	03:00 AM	3	18
5/9/2019	03:15 AM	5	26
5/9/2019	03:30 AM	3	37
5/9/2019	03:45 AM	7	61
5/9/2019	04:00 AM	11	95
5/9/2019	04:15 AM	16	117
5/9/2019	04:30 AM	27	136
5/9/2019	04:45 AM	41	170
5/9/2019	05:00 AM	33	197
5/9/2019	05:15 AM	35	255
5/9/2019	05:30 AM	61	333
5/9/2019	05:45 AM	68	413
5/9/2019	06:00 AM	91	475
5/9/2019	06:15 AM	113	532
5/9/2019	06:30 AM	141	603
5/9/2019	06:45 AM	130	643
5/9/2019	07:00 AM	148	773
5/9/2019	07:15 AM	184	789
5/9/2019	07:30 AM	181	758
5/9/2019	07:45 AM	260	721
5/9/2019	08:00 AM	164	571
5/9/2019	08:15 AM	153	511
5/9/2019	08:30 AM	144	448
5/9/2019	08:45 AM	110	397
5/9/2019	09:00 AM	104	373
5/9/2019	09:15 AM	90	328
5/9/2019	09:30 AM	93	297
5/9/2019	09:45 AM	86	283
5/9/2019	10:00 AM	59	275
5/9/2019	10:15 AM	59	291
5/9/2019	10:30 AM	79	289
5/9/2019	10:45 AM	78	272
5/9/2019	11:00 AM	75	259
5/9/2019	11:15 AM	57	242
5/9/2019	11:30 AM	62	251
5/9/2019	11:45 AM	65	243
5/9/2019	12:00 PM	58	232
5/9/2019	12:15 PM	66	235
5/9/2019	12:30 PM	54	169
5/9/2019	12:45 PM	54	115
5/9/2019	01:00 PM	61	61

Date	Time	EB	Hourly Totals
5/9/2019	01:15 PM	54	257
5/9/2019	01:30 PM	63	263
5/9/2019	01:45 PM	69	300
5/9/2019	02:00 PM	71	302
5/9/2019	02:15 PM	60	307
5/9/2019	02:30 PM	100	327
5/9/2019	02:45 PM	71	287
5/9/2019	03:00 PM	76	274
5/9/2019	03:15 PM	80	264
5/9/2019	03:30 PM	60	273
5/9/2019	03:45 PM	58	283
5/9/2019	04:00 PM	66	299
5/9/2019	04:15 PM	89	313
5/9/2019	04:30 PM	70	313
5/9/2019	04:45 PM	74	338
5/9/2019	05:00 PM	80	340
5/9/2019	05:15 PM	89	332
5/9/2019	05:30 PM	95	291
5/9/2019	05:45 PM	76	233
5/9/2019	06:00 PM	72	200
5/9/2019	06:15 PM	48	170
5/9/2019	06:30 PM	37	152
5/9/2019	06:45 PM	43	152
5/9/2019	07:00 PM	42	132
5/9/2019	07:15 PM	30	121
5/9/2019	07:30 PM	37	117
5/9/2019	07:45 PM	23	100
5/9/2019	08:00 PM	31	102
5/9/2019	08:15 PM	26	83
5/9/2019	08:30 PM	20	73
5/9/2019	08:45 PM	25	65
5/9/2019	09:00 PM	12	50
5/9/2019	09:15 PM	16	48
5/9/2019	09:30 PM	12	41
5/9/2019	09:45 PM	10	36
5/9/2019	10:00 PM	10	29
5/9/2019	10:15 PM	9	21
5/9/2019	10:30 PM	7	15
5/9/2019	10:45 PM	3	11
5/9/2019	11:00 PM	2	11
5/9/2019	11:15 PM	3	
5/9/2019	11:30 PM	3	
5/9/2019	11:45 PM	3	

#10 - Trapagnier Rd NB Approach at LA 22

Date	Time	NB	Hourly Totals
5/9/2019	12:00 AM	0	0
5/9/2019	12:15 AM	0	0
5/9/2019	12:30 AM	0	0
5/9/2019	12:45 AM	0	0
5/9/2019	01:00 AM	0	0
5/9/2019	01:15 AM	0	0
5/9/2019	01:30 AM	0	0
5/9/2019	01:45 AM	0	0
5/9/2019	02:00 AM	0	0
5/9/2019	02:15 AM	0	0
5/9/2019	02:30 AM	0	0
5/9/2019	02:45 AM	0	0
5/9/2019	03:00 AM	0	0
5/9/2019	03:15 AM	0	0
5/9/2019	03:30 AM	0	0
5/9/2019	03:45 AM	0	0
5/9/2019	04:00 AM	0	0
5/9/2019	04:15 AM	0	1
5/9/2019	04:30 AM	0	1
5/9/2019	04:45 AM	0	1
5/9/2019	05:00 AM	1	1
5/9/2019	05:15 AM	0	1
5/9/2019	05:30 AM	0	2
5/9/2019	05:45 AM	0	2
5/9/2019	06:00 AM	1	3
5/9/2019	06:15 AM	1	2
5/9/2019	06:30 AM	0	3
5/9/2019	06:45 AM	1	4
5/9/2019	07:00 AM	0	4
5/9/2019	07:15 AM	2	4
5/9/2019	07:30 AM	1	3
5/9/2019	07:45 AM	1	4
5/9/2019	08:00 AM	0	3
5/9/2019	08:15 AM	1	3
5/9/2019	08:30 AM	2	3
5/9/2019	08:45 AM	0	4
5/9/2019	09:00 AM	0	5
5/9/2019	09:15 AM	1	5
5/9/2019	09:30 AM	3	4
5/9/2019	09:45 AM	1	1
5/9/2019	10:00 AM	0	2
5/9/2019	10:15 AM	0	4
5/9/2019	10:30 AM	0	4
5/9/2019	10:45 AM	2	6
5/9/2019	11:00 AM	2	4
5/9/2019	11:15 AM	0	3
5/9/2019	11:30 AM	2	5
5/9/2019	11:45 AM	0	3
5/9/2019	12:00 PM	1	3
5/9/2019	12:15 PM	2	2
5/9/2019	12:30 PM	0	0
5/9/2019	12:45 PM	0	0
5/9/2019	01:00 PM	0	0

Date	Time	NB	Hourly Totals
5/9/2019	01:15 PM	0	1
5/9/2019	01:30 PM	1	1
5/9/2019	01:45 PM	0	1
5/9/2019	02:00 PM	0	1
5/9/2019	02:15 PM	0	1
5/9/2019	02:30 PM	1	1
5/9/2019	02:45 PM	0	0
5/9/2019	03:00 PM	0	0
5/9/2019	03:15 PM	0	0
5/9/2019	03:30 PM	0	3
5/9/2019	03:45 PM	0	3
5/9/2019	04:00 PM	0	3
5/9/2019	04:15 PM	3	3
5/9/2019	04:30 PM	0	0
5/9/2019	04:45 PM	0	1
5/9/2019	05:00 PM	0	1
5/9/2019	05:15 PM	0	1
5/9/2019	05:30 PM	1	1
5/9/2019	05:45 PM	0	1
5/9/2019	06:00 PM	0	1
5/9/2019	06:15 PM	0	1
5/9/2019	06:30 PM	1	1
5/9/2019	06:45 PM	0	0
5/9/2019	07:00 PM	0	0
5/9/2019	07:15 PM	0	0
5/9/2019	07:30 PM	0	0
5/9/2019	07:45 PM	0	0
5/9/2019	08:00 PM	0	1
5/9/2019	08:15 PM	0	1
5/9/2019	08:30 PM	0	1
5/9/2019	08:45 PM	1	1
5/9/2019	09:00 PM	0	0
5/9/2019	09:15 PM	0	0
5/9/2019	09:30 PM	0	0
5/9/2019	09:45 PM	0	0
5/9/2019	10:00 PM	0	0
5/9/2019	10:15 PM	0	0
5/9/2019	10:30 PM	0	0
5/9/2019	10:45 PM	0	0
5/9/2019	11:00 PM	0	0
5/9/2019	11:15 PM	0	
5/9/2019	11:30 PM	0	
5/9/2019	11:45 PM	0	

#11 - Pine Creek Rd SB Approach at LA 22

Date	Time	SB	Hourly Totals
5/9/2019	12:00 AM	0	1
5/9/2019	12:15 AM	0	1
5/9/2019	12:30 AM	0	1
5/9/2019	12:45 AM	1	1
5/9/2019	01:00 AM	0	1
5/9/2019	01:15 AM	0	1
5/9/2019	01:30 AM	0	1
5/9/2019	01:45 AM	1	1
5/9/2019	02:00 AM	0	1
5/9/2019	02:15 AM	0	1
5/9/2019	02:30 AM	0	1
5/9/2019	02:45 AM	1	1
5/9/2019	03:00 AM	0	0
5/9/2019	03:15 AM	0	1
5/9/2019	03:30 AM	0	2
5/9/2019	03:45 AM	0	9
5/9/2019	04:00 AM	1	9
5/9/2019	04:15 AM	1	10
5/9/2019	04:30 AM	7	11
5/9/2019	04:45 AM	0	4
5/9/2019	05:00 AM	2	11
5/9/2019	05:15 AM	2	17
5/9/2019	05:30 AM	0	27
5/9/2019	05:45 AM	7	35
5/9/2019	06:00 AM	8	39
5/9/2019	06:15 AM	12	47
5/9/2019	06:30 AM	8	53
5/9/2019	06:45 AM	11	122
5/9/2019	07:00 AM	16	251
5/9/2019	07:15 AM	18	325
5/9/2019	07:30 AM	77	327
5/9/2019	07:45 AM	140	273
5/9/2019	08:00 AM	90	144
5/9/2019	08:15 AM	20	65
5/9/2019	08:30 AM	23	52
5/9/2019	08:45 AM	11	142
5/9/2019	09:00 AM	11	165
5/9/2019	09:15 AM	7	171
5/9/2019	09:30 AM	113	168
5/9/2019	09:45 AM	34	62
5/9/2019	10:00 AM	17	37
5/9/2019	10:15 AM	4	24
5/9/2019	10:30 AM	7	26
5/9/2019	10:45 AM	9	30
5/9/2019	11:00 AM	4	34
5/9/2019	11:15 AM	6	38
5/9/2019	11:30 AM	11	44
5/9/2019	11:45 AM	13	39
5/9/2019	12:00 PM	8	33
5/9/2019	12:15 PM	12	32
5/9/2019	12:30 PM	6	20
5/9/2019	12:45 PM	7	14
5/9/2019	01:00 PM	7	7

Date	Time	SB	Hourly Totals
5/9/2019	01:15 PM	6	45
5/9/2019	01:30 PM	8	50
5/9/2019	01:45 PM	19	54
5/9/2019	02:00 PM	12	44
5/9/2019	02:15 PM	11	41
5/9/2019	02:30 PM	12	111
5/9/2019	02:45 PM	9	194
5/9/2019	03:00 PM	9	199
5/9/2019	03:15 PM	81	208
5/9/2019	03:30 PM	95	141
5/9/2019	03:45 PM	14	85
5/9/2019	04:00 PM	18	91
5/9/2019	04:15 PM	14	85
5/9/2019	04:30 PM	39	82
5/9/2019	04:45 PM	20	56
5/9/2019	05:00 PM	12	47
5/9/2019	05:15 PM	11	45
5/9/2019	05:30 PM	13	50
5/9/2019	05:45 PM	11	97
5/9/2019	06:00 PM	10	181
5/9/2019	06:15 PM	16	191
5/9/2019	06:30 PM	60	179
5/9/2019	06:45 PM	95	121
5/9/2019	07:00 PM	20	27
5/9/2019	07:15 PM	4	10
5/9/2019	07:30 PM	2	7
5/9/2019	07:45 PM	1	8
5/9/2019	08:00 PM	3	7
5/9/2019	08:15 PM	1	6
5/9/2019	08:30 PM	3	7
5/9/2019	08:45 PM	0	5
5/9/2019	09:00 PM	2	6
5/9/2019	09:15 PM	2	7
5/9/2019	09:30 PM	1	6
5/9/2019	09:45 PM	1	6
5/9/2019	10:00 PM	3	5
5/9/2019	10:15 PM	1	2
5/9/2019	10:30 PM	1	1
5/9/2019	10:45 PM	0	0
5/9/2019	11:00 PM	0	1
5/9/2019	11:15 PM	0	
5/9/2019	11:30 PM	0	
5/9/2019	11:45 PM	1	

#12 - LA 22 WB East of Pine Creek Rd

Date	Time	WB	Hourly Totals
5/9/2019	12:00 AM	5	23
5/9/2019	12:15 AM	10	27
5/9/2019	12:30 AM	3	23
5/9/2019	12:45 AM	5	21
5/9/2019	01:00 AM	9	16
5/9/2019	01:15 AM	6	7
5/9/2019	01:30 AM	1	6
5/9/2019	01:45 AM	0	6
5/9/2019	02:00 AM	0	8
5/9/2019	02:15 AM	5	10
5/9/2019	02:30 AM	1	7
5/9/2019	02:45 AM	2	7
5/9/2019	03:00 AM	2	8
5/9/2019	03:15 AM	2	8
5/9/2019	03:30 AM	1	12
5/9/2019	03:45 AM	3	16
5/9/2019	04:00 AM	2	20
5/9/2019	04:15 AM	6	22
5/9/2019	04:30 AM	5	20
5/9/2019	04:45 AM	7	25
5/9/2019	05:00 AM	4	31
5/9/2019	05:15 AM	4	48
5/9/2019	05:30 AM	10	71
5/9/2019	05:45 AM	13	84
5/9/2019	06:00 AM	21	116
5/9/2019	06:15 AM	27	153
5/9/2019	06:30 AM	23	223
5/9/2019	06:45 AM	45	322
5/9/2019	07:00 AM	58	369
5/9/2019	07:15 AM	97	390
5/9/2019	07:30 AM	122	342
5/9/2019	07:45 AM	92	305
5/9/2019	08:00 AM	79	298
5/9/2019	08:15 AM	49	281
5/9/2019	08:30 AM	85	232
5/9/2019	08:45 AM	85	151
5/9/2019	09:00 AM	62	130
5/9/2019	09:15 AM	0	115
5/9/2019	09:30 AM	4	175
5/9/2019	09:45 AM	64	228
5/9/2019	10:00 AM	47	230
5/9/2019	10:15 AM	60	253
5/9/2019	10:30 AM	57	252
5/9/2019	10:45 AM	66	264
5/9/2019	11:00 AM	70	269
5/9/2019	11:15 AM	59	270
5/9/2019	11:30 AM	69	278
5/9/2019	11:45 AM	71	272
5/9/2019	12:00 PM	71	295
5/9/2019	12:15 PM	67	302
5/9/2019	12:30 PM	63	235
5/9/2019	12:45 PM	94	172
5/9/2019	01:00 PM	78	78

Date	Time	WB	Hourly Totals
5/9/2019	01:15 PM	75	315
5/9/2019	01:30 PM	86	330
5/9/2019	01:45 PM	76	353
5/9/2019	02:00 PM	78	400
5/9/2019	02:15 PM	90	433
5/9/2019	02:30 PM	109	473
5/9/2019	02:45 PM	123	501
5/9/2019	03:00 PM	111	497
5/9/2019	03:15 PM	130	541
5/9/2019	03:30 PM	137	572
5/9/2019	03:45 PM	119	601
5/9/2019	04:00 PM	155	639
5/9/2019	04:15 PM	161	644
5/9/2019	04:30 PM	166	650
5/9/2019	04:45 PM	157	636
5/9/2019	05:00 PM	160	621
5/9/2019	05:15 PM	167	615
5/9/2019	05:30 PM	152	597
5/9/2019	05:45 PM	142	594
5/9/2019	06:00 PM	154	547
5/9/2019	06:15 PM	149	479
5/9/2019	06:30 PM	149	403
5/9/2019	06:45 PM	95	310
5/9/2019	07:00 PM	86	276
5/9/2019	07:15 PM	73	262
5/9/2019	07:30 PM	56	239
5/9/2019	07:45 PM	61	251
5/9/2019	08:00 PM	72	243
5/9/2019	08:15 PM	50	214
5/9/2019	08:30 PM	68	213
5/9/2019	08:45 PM	53	178
5/9/2019	09:00 PM	43	157
5/9/2019	09:15 PM	49	142
5/9/2019	09:30 PM	33	111
5/9/2019	09:45 PM	32	91
5/9/2019	10:00 PM	28	75
5/9/2019	10:15 PM	18	64
5/9/2019	10:30 PM	13	57
5/9/2019	10:45 PM	16	55
5/9/2019	11:00 PM	17	45
5/9/2019	11:15 PM	11	
5/9/2019	11:30 PM	11	
5/9/2019	11:45 PM	6	

#13 - Coquille Dr NB Approach at LA 22

Date	Time	NB	Hourly Totals
5/9/2019	12:00 AM	0	0
5/9/2019	12:15 AM	0	0
5/9/2019	12:30 AM	0	0
5/9/2019	12:45 AM	0	0
5/9/2019	01:00 AM	0	0
5/9/2019	01:15 AM	0	0
5/9/2019	01:30 AM	0	2
5/9/2019	01:45 AM	0	2
5/9/2019	02:00 AM	0	2
5/9/2019	02:15 AM	2	2
5/9/2019	02:30 AM	0	0
5/9/2019	02:45 AM	0	2
5/9/2019	03:00 AM	0	4
5/9/2019	03:15 AM	0	6
5/9/2019	03:30 AM	2	10
5/9/2019	03:45 AM	2	8
5/9/2019	04:00 AM	2	8
5/9/2019	04:15 AM	4	8
5/9/2019	04:30 AM	0	6
5/9/2019	04:45 AM	2	12
5/9/2019	05:00 AM	2	10
5/9/2019	05:15 AM	2	12
5/9/2019	05:30 AM	6	20
5/9/2019	05:45 AM	0	20
5/9/2019	06:00 AM	4	30
5/9/2019	06:15 AM	10	48
5/9/2019	06:30 AM	6	52
5/9/2019	06:45 AM	10	57
5/9/2019	07:00 AM	22	70
5/9/2019	07:15 AM	14	54
5/9/2019	07:30 AM	11	53
5/9/2019	07:45 AM	23	58
5/9/2019	08:00 AM	6	55
5/9/2019	08:15 AM	13	55
5/9/2019	08:30 AM	16	48
5/9/2019	08:45 AM	20	40
5/9/2019	09:00 AM	6	34
5/9/2019	09:15 AM	6	38
5/9/2019	09:30 AM	8	44
5/9/2019	09:45 AM	14	46
5/9/2019	10:00 AM	10	38
5/9/2019	10:15 AM	12	38
5/9/2019	10:30 AM	10	32
5/9/2019	10:45 AM	6	29
5/9/2019	11:00 AM	10	33
5/9/2019	11:15 AM	6	35
5/9/2019	11:30 AM	7	42
5/9/2019	11:45 AM	10	41
5/9/2019	12:00 PM	12	43
5/9/2019	12:15 PM	13	37
5/9/2019	12:30 PM	6	24
5/9/2019	12:45 PM	12	18
5/9/2019	01:00 PM	6	6

Date	Time	NB	Hourly Totals
5/9/2019	01:15 PM	6	29
5/9/2019	01:30 PM	8	36
5/9/2019	01:45 PM	7	38
5/9/2019	02:00 PM	8	34
5/9/2019	02:15 PM	13	33
5/9/2019	02:30 PM	10	24
5/9/2019	02:45 PM	3	27
5/9/2019	03:00 PM	7	30
5/9/2019	03:15 PM	4	26
5/9/2019	03:30 PM	13	25
5/9/2019	03:45 PM	6	22
5/9/2019	04:00 PM	3	26
5/9/2019	04:15 PM	3	31
5/9/2019	04:30 PM	10	37
5/9/2019	04:45 PM	10	37
5/9/2019	05:00 PM	8	27
5/9/2019	05:15 PM	9	21
5/9/2019	05:30 PM	10	22
5/9/2019	05:45 PM	0	20
5/9/2019	06:00 PM	2	24
5/9/2019	06:15 PM	10	28
5/9/2019	06:30 PM	8	23
5/9/2019	06:45 PM	4	15
5/9/2019	07:00 PM	6	11
5/9/2019	07:15 PM	5	8
5/9/2019	07:30 PM	0	5
5/9/2019	07:45 PM	0	5
5/9/2019	08:00 PM	3	8
5/9/2019	08:15 PM	2	6
5/9/2019	08:30 PM	0	6
5/9/2019	08:45 PM	3	8
5/9/2019	09:00 PM	1	5
5/9/2019	09:15 PM	2	4
5/9/2019	09:30 PM	2	2
5/9/2019	09:45 PM	0	0
5/9/2019	10:00 PM	0	2
5/9/2019	10:15 PM	0	2
5/9/2019	10:30 PM	0	2
5/9/2019	10:45 PM	2	2
5/9/2019	11:00 PM	0	0
5/9/2019	11:15 PM	0	
5/9/2019	11:30 PM	0	
5/9/2019	11:45 PM	0	

#1 LA 22 EB Approach at CC Rd

Class		1	2	3	4	5	6	7	8	9	10	11	12	13
Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle Trl	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
5/7/2019	01:00 PM	1	0	19	0	17	0	0	3	0	0	0	0	0
5/7/2019	01:15 PM	0	0	31	4	21	0	0	6	0	0	0	0	0
5/7/2019	01:30 PM	0	0	31	0	37	0	0	1	0	0	0	0	0
5/7/2019	01:45 PM	0	1	25	0	35	0	0	1	0	0	0	0	0
5/7/2019	02:00 PM	0	1	23	0	33	0	0	0	0	0	0	0	0
5/7/2019	02:15 PM	0	0	27	3	32	0	0	2	0	0	0	0	0
5/7/2019	02:30 PM	0	0	26	2	22	0	0	1	0	0	0	0	0
5/7/2019	02:45 PM	0	0	24	1	22	0	0	6	0	0	0	0	0
5/7/2019	03:00 PM	1	0	35	3	30	0	0	4	0	0	0	0	0
5/7/2019	03:15 PM	0	0	40	1	30	0	0	1	0	1	0	0	0
5/7/2019	03:30 PM	0	0	34	2	32	0	0	1	0	0	0	0	0
5/7/2019	03:45 PM	0	1	33	0	42	0	0	1	0	0	0	0	0
5/7/2019	04:00 PM	0	0	44	2	33	0	0	3	0	0	0	0	0
5/7/2019	04:15 PM	0	0	62	0	40	0	0	3	0	0	0	0	0
5/7/2019	04:30 PM	0	0	48	0	34	0	0	0	0	0	0	0	0
5/7/2019	04:45 PM	0	0	57	0	40	0	0	3	0	0	0	0	0
5/7/2019	05:00 PM	0	0	47	0	34	0	0	2	0	0	0	0	0
5/7/2019	05:15 PM	0	0	69	1	38	0	0	2	0	0	0	0	0
5/7/2019	05:30 PM	0	0	48	0	42	0	0	3	0	0	0	0	0
5/7/2019	05:45 PM	0	0	57	0	43	0	0	1	0	0	0	0	0
5/7/2019	06:00 PM	0	0	52	0	36	0	0	1	0	0	0	0	0
5/7/2019	06:15 PM	1	1	49	0	31	0	0	1	0	0	0	0	0
5/7/2019	06:30 PM	0	1	33	1	33	0	0	0	0	0	0	0	0
5/7/2019	06:45 PM	0	0	24	2	21	0	0	0	0	0	0	0	0
5/7/2019	07:00 PM	0	1	28	0	24	0	0	0	0	0	0	0	0
5/7/2019	07:15 PM	0	0	39	0	17	0	0	1	0	0	0	0	0
5/7/2019	07:30 PM	0	2	44	0	15	0	0	2	0	0	0	0	0
5/7/2019	07:45 PM	0	1	17	0	15	0	0	1	0	0	0	0	0
5/7/2019	08:00 PM	0	0	26	0	17	0	0	0	0	0	0	0	0
5/7/2019	08:15 PM	0	0	33	0	12	0	0	0	0	0	0	0	0
5/7/2019	08:30 PM	0	0	17	0	12	0	0	0	0	0	0	0	0
5/7/2019	08:45 PM	0	0	17	0	15	0	0	0	0	0	0	0	0
5/7/2019	09:00 PM	0	0	30	0	17	0	0	4	0	0	0	0	0
5/7/2019	09:15 PM	0	0	41	0	14	0	0	0	0	0	0	0	0
5/7/2019	09:30 PM	0	0	40	0	19	0	0	1	0	0	0	0	0
5/7/2019	09:45 PM	0	0	39	0	22	0	0	0	0	0	0	0	0
5/7/2019	10:00 PM	0	0	25	1	8	0	0	0	0	0	0	0	0
5/7/2019	10:15 PM	0	0	8	0	3	0	0	0	0	0	0	0	0
5/7/2019	10:30 PM	0	0	9	0	14	0	0	0	0	0	0	0	0
5/7/2019	10:45 PM	0	0	9	0	3	0	0	0	0	0	0	0	0
5/7/2019	11:00 PM	0	0	9	0	12	0	0	0	0	0	0	0	0
5/7/2019	11:15 PM	0	0	3	0	3	0	0	0	0	0	0	0	0
5/7/2019	11:30 PM	0	0	3	0	2	0	0	0	0	0	0	0	0
5/7/2019	11:45 PM	0	0	5	0	3	0	0	1	0	0	0	0	0

#1 LA 22 EB Approach at CC Rd

Date	Time	Class												
		1	2	3	4	5	6	7	8	9	10	11	12	13
		Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
5/8/2019	12:00 AM	0	0	4	0	1	0	0	0	0	0	0	0	0
5/8/2019	12:15 AM	0	0	5	0	3	0	0	1	0	0	0	0	0
5/8/2019	12:30 AM	0	0	3	0	6	0	0	0	0	0	0	0	0
5/8/2019	12:45 AM	0	0	2	0	0	0	0	1	0	0	0	0	0
5/8/2019	01:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0
5/8/2019	01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/8/2019	01:30 AM	0	0	2	0	1	0	0	0	0	0	0	0	0
5/8/2019	01:45 AM	0	0	0	0	2	0	0	1	0	0	0	0	0
5/8/2019	02:00 AM	0	0	1	0	4	0	0	0	0	0	0	0	0
5/8/2019	02:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0
5/8/2019	02:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0
5/8/2019	02:45 AM	0	0	3	0	0	0	0	0	0	0	0	0	0
5/8/2019	03:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
5/8/2019	03:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0
5/8/2019	03:30 AM	0	0	1	0	2	0	0	0	0	0	0	0	0
5/8/2019	03:45 AM	0	0	2	0	1	0	0	0	0	0	0	0	0
5/8/2019	04:00 AM	0	0	5	0	1	0	0	0	0	0	0	0	0
5/8/2019	04:15 AM	0	0	3	0	4	0	0	0	0	0	0	0	0
5/8/2019	04:30 AM	0	0	7	0	11	0	0	0	0	0	0	0	0
5/8/2019	04:45 AM	0	0	4	1	10	0	0	0	0	0	0	0	0
5/8/2019	05:00 AM	0	0	8	1	7	0	0	0	0	0	0	0	0
5/8/2019	05:15 AM	0	0	14	0	7	0	0	0	0	0	0	0	0
5/8/2019	05:30 AM	0	0	13	4	16	0	0	1	0	0	0	0	0
5/8/2019	05:45 AM	0	1	21	2	21	0	0	3	0	0	0	0	0
5/8/2019	06:00 AM	0	0	21	2	21	0	0	2	0	0	0	0	0
5/8/2019	06:15 AM	0	0	30	7	25	0	0	1	0	0	0	0	0
5/8/2019	06:30 AM	0	0	37	4	23	1	1	5	0	0	0	0	0
5/8/2019	06:45 AM	0	0	31	3	28	0	0	0	1	0	0	0	0
5/8/2019	07:00 AM	0	0	46	1	32	0	0	1	0	0	0	0	0
5/8/2019	07:15 AM	0	1	30	2	18	0	0	5	0	0	0	0	0
5/8/2019	07:30 AM	0	1	47	3	32	0	0	4	0	0	0	0	0
5/8/2019	07:45 AM	0	0	51	2	36	0	0	3	0	0	0	0	0
5/8/2019	08:00 AM	0	0	52	1	20	0	0	2	0	0	0	0	0
5/8/2019	08:15 AM	0	0	38	6	21	0	0	2	0	0	0	0	0
5/8/2019	08:30 AM	0	2	30	3	26	0	0	4	0	0	0	0	0
5/8/2019	08:45 AM	0	1	32	3	25	0	0	0	0	0	0	0	0
5/8/2019	09:00 AM	1	0	20	0	31	0	0	6	0	0	0	0	0
5/8/2019	09:15 AM	0	0	27	2	16	1	0	6	0	0	0	0	0
5/8/2019	09:30 AM	0	1	19	2	23	0	0	2	0	0	0	0	0
5/8/2019	09:45 AM	0	0	30	3	19	0	0	0	0	0	0	0	0
5/8/2019	10:00 AM	0	1	25	2	18	0	0	1	0	0	0	0	0
5/8/2019	10:15 AM	0	0	13	2	21	0	0	1	0	0	0	0	0
5/8/2019	10:30 AM	0	0	32	3	20	1	1	5	0	0	0	0	0
5/8/2019	10:45 AM	0	2	18	1	20	0	0	2	0	0	0	0	0
5/8/2019	11:00 AM	0	0	15	3	28	0	0	0	0	0	0	0	0
5/8/2019	11:15 AM	0	0	26	1	25	0	0	1	0	0	0	0	0
5/8/2019	11:30 AM	1	0	21	4	25	0	0	1	0	0	0	0	0
5/8/2019	11:45 AM	2	1	14	1	24	1	0	5	0	0	0	0	0

5/8/2019	12:00 PM	2	0	23	1	21	0	0	0	0	0	0	0	0	0	0	0	0
5/8/2019	12:15 PM	3	0	26	4	16	0	0	0	0	0	0	0	0	0	0	0	0
5/8/2019	12:30 PM	2	0	23	0	23	0	0	0	0	0	0	0	0	0	0	0	0
5/8/2019	12:45 PM	0	0	34	2	24	0	0	0	3	0	0	0	0	0	0	0	0

#3 - LA 22 WB Approach at CC Rd

* Wednesday, May 08, 2019

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12	13
0	4	0	3	1	0	0	0	0	0	0	0	0	0	0
15	8	0	5	3	0	0	0	0	0	0	0	0	0	0
30	11	0	8	3	0	0	0	0	0	0	0	0	0	0
45	2	0	2	0	0	0	0	0	0	0	0	0	0	0
100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
115	1	0	1	0	0	0	0	0	0	0	0	0	0	0
130	3	0	2	1	0	0	0	0	0	0	0	0	0	0
145	2	0	0	2	0	0	0	0	0	0	0	0	0	0
200	3	0	0	3	0	0	0	0	0	0	0	0	0	0
215	1	0	1	0	0	0	0	0	0	0	0	0	0	0
230	3	0	2	1	0	0	0	0	0	0	0	0	0	0
245	4	0	3	1	0	0	0	0	0	0	0	0	0	0
300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
315	1	0	1	0	0	0	0	0	0	0	0	0	0	0
330	6	0	2	2	0	2	0	0	0	0	0	0	0	0
345	8	0	5	3	0	0	0	0	0	0	0	0	0	0
400	8	0	7	0	0	1	0	0	0	0	0	0	0	0
415	14	0	8	5	0	1	0	0	0	0	0	0	0	0
430	20	0	8	12	0	0	0	0	0	0	0	0	0	0
445	19	0	9	8	1	1	0	0	0	0	0	0	0	0
500	28	0	16	9	0	2	1	0	0	0	0	0	0	0
515	23	0	15	7	0	1	0	0	0	0	0	0	0	0
530	47	0	22	20	1	3	0	0	1	0	0	0	0	0
545	59	0	28	25	1	4	0	0	1	0	0	0	0	0
600	56	0	30	19	1	6	0	0	0	0	0	0	0	0
615	83	0	39	29	1	11	0	0	2	0	1	0	0	0
630	82	0	44	26	0	10	1	0	1	0	0	0	0	0
645	84	0	46	24	1	13	0	0	0	0	0	0	0	0
700	107	0	72	28	0	6	0	0	0	1	0	0	0	0
715	106	1	69	27	0	8	0	0	1	0	0	0	0	0
730	117	1	58	50	0	7	1	0	0	0	0	0	0	0
745	122	0	79	30	0	13	0	0	0	0	0	0	0	0
800	94	0	59	26	1	6	0	0	1	1	0	0	0	0
815	76	1	47	21	1	5	0	0	1	0	0	0	0	0
830	88	1	49	29	1	7	0	0	1	0	0	0	0	0
845	73	1	39	24	0	7	0	0	1	1	0	0	0	0
900	74	0	37	24	0	13	0	0	0	0	0	0	0	0
915	56	1	29	19	1	5	0	0	1	0	0	0	0	0
930	58	0	28	24	0	4	1	0	1	0	0	0	0	0
945	61	0	30	25	1	2	0	0	1	2	0	0	0	0
1000	50	0	26	13	2	9	0	0	0	0	0	0	0	0
1015	40	0	18	13	1	7	0	0	0	1	0	0	0	0
1030	55	0	28	18	2	4	0	0	1	2	0	0	0	0
1045	41	0	20	15	0	6	0	0	0	0	0	0	0	0
1100	48	0	24	21	0	3	0	0	0	0	0	0	0	0
1115	58	0	31	23	1	3	0	0	0	0	0	0	0	0
1130	60	0	32	17	1	7	1	0	0	2	0	0	0	0
1145	49	0	23	21	1	2	1	0	0	0	1	0	0	0
1200	48	1	22	19	0	4	0	0	0	0	2	0	0	0
1215	53	0	32	15	1	4	0	0	0	1	0	0	0	0
1230	65	0	36	21	0	8	0	0	0	0	0	0	0	0
1245	62	0	36	17	1	5	0	0	0	3	0	0	0	0
1300	42	0	22	13	0	5	1	0	0	1	0	0	0	0
1315	44	0	22	17	0	4	0	0	1	0	0	0	0	0
1330	68	0	35	26	0	3	0	0	1	1	2	0	0	0
1345	47	0	26	13	0	6	0	1	0	1	0	0	0	0

#4 LA 22 EB Approach at Guste Island Rd

* Wednesday, May 08, 2019

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12	13
0	5	0	0	3	0	2	0	0	0	0	0	0	0	0
15	4	1	0	1	1	1	0	0	0	0	0	0	0	0
30	3	0	0	3	0	0	0	0	0	0	0	0	0	0
45	2	0	0	1	0	1	0	0	0	0	0	0	0	0
100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	2	0	0	0	1	1	0	0	0	0	0	0	0	0
145	3	0	0	1	1	0	0	0	1	0	0	0	0	0
200	3	0	0	2	1	0	0	0	0	0	0	0	0	0
215	2	0	0	1	0	1	0	0	0	0	0	0	0	0
230	3	0	0	2	0	1	0	0	0	0	0	0	0	0
245	4	0	0	3	0	1	0	0	0	0	0	0	0	0
300	3	0	0	3	0	0	0	0	0	0	0	0	0	0
315	4	0	0	2	1	1	0	0	0	0	0	0	0	0
330	7	0	0	2	3	2	0	0	0	0	0	0	0	0
345	8	0	0	4	3	1	0	0	0	0	0	0	0	0
400	12	0	0	8	0	4	0	0	0	0	0	0	0	0
415	13	0	0	6	4	3	0	0	0	0	0	0	0	0
430	20	0	0	7	5	8	0	0	0	0	0	0	0	0
445	30	0	0	13	9	8	0	0	0	0	0	0	0	0
500	25	0	0	8	6	11	0	0	0	0	0	0	0	0
515	36	0	0	22	8	6	0	0	0	0	0	0	0	0
530	47	0	0	25	9	13	0	0	0	0	0	0	0	0
545	51	0	0	30	5	16	0	0	0	0	0	0	0	0
600	61	0	0	34	11	16	0	0	0	0	0	0	0	0
615	89	0	7	47	11	23	0	0	1	0	0	0	0	0
630	97	0	0	67	12	17	0	0	1	0	0	0	0	0
645	93	0	1	51	13	26	0	0	2	0	0	0	0	0
700	116	0	2	70	16	28	0	0	0	0	0	0	0	0
715	137	0	2	86	24	23	0	0	1	0	0	0	0	1
730	133	0	2	88	16	25	0	0	2	0	0	0	0	0
745	162	0	6	90	21	44	0	0	1	0	0	0	0	0
800	124	0	6	80	13	25	0	0	0	0	0	0	0	0
815	115	0	4	80	8	23	0	0	0	0	0	0	0	0
830	95	0	3	54	6	31	0	0	1	0	0	0	0	0
845	80	1	3	47	9	18	1	0	1	0	0	0	0	0
900	73	1	4	31	13	22	1	0	1	0	0	0	0	0
915	68	0	5	36	8	18	0	0	1	0	0	0	0	0
930	46	1	0	27	8	10	0	0	0	0	0	0	0	0
945	66	0	0	36	10	20	0	0	0	0	0	0	0	0
1000	56	0	0	28	12	16	0	0	0	0	0	0	0	0
1015	39	0	0	23	6	9	0	0	0	1	0	0	0	0
1030	42	0	0	25	5	11	0	0	0	1	0	0	0	0
1045	58	0	4	29	7	18	0	0	0	0	0	0	0	0
1100	48	0	2	22	7	17	0	0	0	0	0	0	0	0
1115	54	0	2	27	10	15	0	0	0	0	0	0	0	0
1130	69	1	0	34	13	20	1	0	0	0	0	0	0	0
1145	41	0	0	20	11	9	0	0	0	1	0	0	0	0
1200	53	0	2	24	11	14	0	0	1	1	0	0	0	0
1215	70	2	2	28	12	23	1	0	2	0	0	0	0	0
1230	59	0	0	36	12	10	1	0	0	0	0	0	0	0
1245	61	1	0	27	11	20	1	0	1	0	0	0	0	0

#8 Perilloux Rd SB approach at LA 22

Class		1	2	3	4	5	6	7	8	9	10	11	12	13
Date	Time	Bikes	Cars & Trailers	2-Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	6 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
5/9/2019	12:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
5/9/2019	12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/9/2019	12:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/9/2019	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/9/2019	01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/9/2019	01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/9/2019	01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/9/2019	01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/9/2019	02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/9/2019	02:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/9/2019	02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/9/2019	02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/9/2019	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/9/2019	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/9/2019	03:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
5/9/2019	03:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/9/2019	04:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
5/9/2019	04:15 AM	1	1	1	0	1	0	0	0	0	0	0	0	0
5/9/2019	04:30 AM	0	1	3	0	0	0	0	0	0	0	0	0	0
5/9/2019	04:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0
5/9/2019	05:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/9/2019	05:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
5/9/2019	05:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
5/9/2019	05:45 AM	0	1	1	1	1	0	0	0	0	0	0	0	0
5/9/2019	06:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0
5/9/2019	06:15 AM	0	1	6	0	3	0	0	0	0	0	0	0	0
5/9/2019	06:30 AM	0	2	2	0	2	0	0	0	0	0	0	0	0
5/9/2019	06:45 AM	0	6	5	1	0	0	0	0	0	0	0	0	0
5/9/2019	07:00 AM	0	8	5	0	1	0	0	0	0	0	0	0	0
5/9/2019	07:15 AM	0	12	8	0	1	0	0	0	0	0	0	0	0
5/9/2019	07:30 AM	0	15	9	4	3	0	0	0	0	0	0	0	0
5/9/2019	07:45 AM	0	18	9	0	5	0	0	0	0	0	0	0	0
5/9/2019	08:00 AM	0	4	2	0	3	0	0	1	0	0	0	0	0
5/9/2019	08:15 AM	0	4	7	1	3	0	0	1	0	0	0	0	0
5/9/2019	08:30 AM	0	10	7	0	3	0	0	1	0	0	0	0	0
5/9/2019	08:45 AM	0	8	6	0	6	0	0	0	0	0	0	0	0
5/9/2019	09:00 AM	0	8	8	0	1	0	0	0	0	0	0	0	0
5/9/2019	09:15 AM	0	6	5	0	3	0	0	0	0	0	0	0	0
5/9/2019	09:30 AM	0	5	4	0	4	0	0	0	0	0	0	0	0
5/9/2019	09:45 AM	0	8	4	0	1	0	0	0	0	0	0	0	0
5/9/2019	10:00 AM	0	1	3	0	1	0	0	0	0	0	0	0	0
5/9/2019	10:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/9/2019	10:30 AM	0	3	2	0	4	0	0	1	0	0	0	0	0
5/9/2019	10:45 AM	0	6	3	0	0	0	0	0	0	0	0	0	0
5/9/2019	11:00 AM	0	4	8	0	2	0	0	0	0	0	0	0	0
5/9/2019	11:15 AM	0	3	2	0	1	0	0	0	0	0	0	0	0
5/9/2019	11:30 AM	0	1	3	0	1	0	0	0	0	0	0	0	0
5/9/2019	11:45 AM	0	4	1	0	4	1	0	1	0	0	0	0	0

#9 LA 22 EB Approach at Pine Creek Rd

* Thursday, May 09, 2019

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12	13
0	2	0	1	1	0	0	0	0	0	0	0	0	0	0
15	3	0	3	0	0	0	0	0	0	0	0	0	0	0
30	2	0	2	0	0	0	0	0	0	0	0	0	0	0
45	3	0	2	1	0	0	0	0	0	0	0	0	0	0
100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
115	2	0	1	1	0	0	0	0	0	0	0	0	0	0
130	1	0	1	0	0	0	0	0	0	0	0	0	0	0
145	1	0	0	1	0	0	0	0	0	0	0	0	0	0
200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
215	3	0	1	1	0	0	1	0	0	0	0	0	0	0
230	4	1	2	1	0	0	0	0	0	0	0	0	0	0
245	1	0	1	0	0	0	0	0	0	0	0	0	0	0
300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
315	5	0	2	3	0	0	0	0	0	0	0	0	0	0
330	3	0	3	0	0	0	0	0	0	0	0	0	0	0
345	7	0	2	5	0	0	0	0	0	0	0	0	0	0
400	11	0	8	2	0	1	0	0	0	0	0	0	0	0
415	16	0	13	3	0	0	0	0	0	0	0	0	0	0
430	27	0	19	7	0	1	0	0	0	0	0	0	0	0
445	41	0	25	16	0	0	0	0	0	0	0	0	0	0
500	33	0	25	8	0	0	0	0	0	0	0	0	0	0
515	35	0	20	15	0	0	0	0	0	0	0	0	0	0
530	61	0	39	22	0	0	0	0	0	0	0	0	0	0
545	68	0	44	22	2	0	0	0	0	0	0	0	0	0
600	91	0	67	22	1	1	0	0	0	0	0	0	0	0
615	113	0	82	26	5	0	0	0	0	0	0	0	0	0
630	141	1	100	36	1	3	0	0	0	0	0	0	0	0
645	130	0	99	29	2	0	0	0	0	0	0	0	0	0
700	148	0	117	29	1	1	0	0	0	0	0	0	0	0
715	184	0	152	31	1	0	0	0	0	0	0	0	0	0
730	181	0	139	40	0	2	0	0	0	0	0	0	0	0
745	260	1	218	35	3	2	1	0	0	0	0	0	0	0
800	164	1	134	26	1	1	0	0	0	1	0	0	0	0
815	153	0	108	43	0	1	1	0	0	0	0	0	0	0
830	144	0	117	26	0	1	0	0	0	0	0	0	0	0
845	110	0	78	30	0	2	0	0	0	0	0	0	0	0
900	104	0	71	29	1	2	0	0	1	0	0	0	0	0
915	90	1	59	29	0	1	0	0	0	0	0	0	0	0
930	93	0	62	28	0	3	0	0	0	0	0	0	0	0
945	86	0	63	21	0	2	0	0	0	0	0	0	0	0
1000	59	0	44	14	0	0	0	0	0	0	1	0	0	0
1015	59	1	42	15	0	1	0	0	0	0	0	0	0	0
1030	79	0	57	20	1	1	0	0	0	0	0	0	0	0
1045	78	0	55	19	1	2	0	0	0	0	1	0	0	0
1100	75	0	57	18	0	0	0	0	0	0	0	0	0	0
1115	57	0	43	14	0	0	0	0	0	0	0	0	0	0
1130	62	0	46	16	0	0	0	0	0	0	0	0	0	0
1145	65	0	49	14	0	1	1	0	0	0	0	0	0	0

This page left intentionally blank

Appendix C: Stage 0 Feasibility Study Checklist and DOTD/MPO Stage 0 Preliminary Scope and Budget Checklist

This page left intentionally blank

STAGE 0
Environmental Checklist

Route LA 22 Parish(es): St. Tammany and Tangipahoa

C.S. 261-04 & 261-05 Begin Log mile 4.026 End Log mile 11.682

ADJACENT LAND USE: residential, commercial, vacant (undeveloped)

Any property owned by a Native American Tribe?

(Y or or Unknown) If so, which Tribe? No

Any property enrolled into the Wetland Reserve Program?

(Y or or Unknown) If so, give the location No

Are there any other known wetlands in the area?

(Y or N) If so, give the location Between Indian Trace & Ruffino Road; between Triple A Dr & Oak Park Rd; at Trepagnier Rd; at Autumn Creek Dr; between Koeppe Rd & Twin Oaks Ln; between Ironwood Dr & Black River Rd; <https://www.fws.gov/wetlands/Data/Mapper.html>

Community Elements: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):

(Y or Cemeteries No

(Y or N) Churches First Baptist Church, 416 LA-22, Madisonville, LA 70447

(Y or Schools No

(Y or N) Public Facilities (i.e., fire station, library, etc.) St. Tammany Fire District #2 Station/ Madisonville Fire Department, 424 LA-22 W, Madisonville, LA 70447;

(Y or N) Community water well/supply Water well # 105-852, -90.247/30.437, Tangipahoa Water District; Water Tank, Tangipahoa Water District, Bedico, LA (-90.247519/30.436925) Water well # 103-10791Z, Upland Terrace Aquifer, -90.1875/30.4239, SE LA WTR & SWR

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

(Y or Public recreation areas No

(Y or Public parks No

(Y or Wildlife Refuges No

(Y or Historic Sites No

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places?

(Y or **Is the project within a historic district or a national landmark district?** (Y or If the answer is yes to either question, list names and locations below:

No

Do you know of any threatened or endangered species in the area? (Y or

If so, list species and location. _____

Does the project impact or adjacent to a stream protected by the Louisiana Scenic Rivers Act? (or

N) If yes, name the stream. Tchefuncte River & its Tributaries

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or If so, where? _____

What year was the existing bridge built? N/A

Are any waterways impacted by the project considered navigable? (Y or If unknown, state so, list the waterways: _____

STAGE 0
Environmental Checklist

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

(Y or N) Leaking Underground Storage Tanks N/A

(Y or N) CERCLIS¹ Madisonville Creosote Works Superfund site adjacent to LA 22, 2.5 miles west of Madisonville

(Y or N) ERNS N/A

(Y or N) Enforcement and Compliance History N/A

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or N) If so, give the name and location: Bedico Supermarket, 28477 LA 22, Ponchatoula, LA; former gas station located at 1954 LA 22 W, Madisonville, LA (used as a veterinary clinic, as per photos from the St. Tammany Parish Tax Assessor Records).

Any chemical plants, refineries, or landfills adjacent to the project? (Y or N) **Any large manufacturing facilities adjacent to the project?** (Y or N) **Dry Cleaners?** (Y or N) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (Y or N) List the type and location of wells being impacted by the project. N/A

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

Do you know of any sensitive community or cultural issues related to the project? (Y or N)
If so, explain N/A

Is the project area population minority or low income? (Y or N) 10.46% poverty rate in the project area compared to 12.95% poverty rate in the overall St. Tammany & Tangipahoa Parishes

What type of detour/closures could be used on the job? During construction of improvements, driveway closures or detours may be employed. This would be identified as part of the sequence of construction plans.

Did you notice anything of environmental concern during your site/windshield survey of the area? If so, explain below.
Unknown at this time

Burk-Kleinpeter, Inc.

Point of Contact

504.486.5901

Phone Number

07/01/2019

Date

¹Superfund home page for the 29-acre Madisonville Creosote Works located at: <https://cumulis.epa.gov/supercpad/cursites/csitinfo.cfm?id=0600653>. Cleanup of site complete in 2000, site in operation and maintenance.

STAGE 0 Environmental Checklist

General Explanation:

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

The Databases:

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

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

Why is this information important?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STAGE 0 Environmental Checklist

Louisiana Governor's Office of Indian Affairs:

<http://www.indianaffairs.com/tribes.htm>

Louisiana Wetlands Reserve Program:

<http://www.nrcs.usda.gov/programs/wrp/states/la.html>

Community Water Well/Supply

<http://sonris.com/default.htm>

Louisiana Department of Wildlife and Fisheries – Wildlife Refuges

<http://www.wlf.louisiana.gov/refuges>

<http://www.fws.gov/refuges/profiles/ByState.cfm?state=LA>

<http://www.fws.gov/refuges/refugelocatomaps/Louisiana.html>

U.S. Fish & Wildlife Service – National Wetlands Inventory:

<http://www.fws.gov/wetlands/>

Louisiana State Historic Sites:

<http://www.crt.state.la.us/parks/ihistoricsiteslisting.aspx>

National Register of Historic Places (Louisiana):

<http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome>

<http://www.nationalregisterofhistoricplaces.com/la/state.html>

National Historic Landmarks Program:

<http://www.nps.gov/history/nhl/>

Threatened and Endangered Species Databases:

<http://www.wlf.louisiana.gov/wildlife/louisiana-natural-heritage-program>

Louisiana Scenic Rivers:

<http://www.wlf.louisiana.gov/wildlife/scenic-rivers>

<http://media.wlf.state.la.us/experience/scenicrivers/louisiananaturalandscenicriversdescriptions/>

<http://www.legis.state.la.us/lss/lss.asp?doc=104995>

Significant Tree Policy (EDSM I.1.1.21)

<http://notes1/ppmemos.nsf>

(Live Oak, Red Oak, White Oak, Magnolia or Cypress, aesthetically important, 18" or greater in diameter at breast height and has form that separates it from surrounding or that which may be considered historic.)

CERCLIS (Superfund Sites):

<http://www.epa.gov/superfund/sites/cursites/>

http://www.epa.gov/enviro/html/cerclis/cerclis_query.html

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

Enforcement & Compliance History (ECHO)

<http://www.epa-echo.gov/echo/>

DEQ – Underground Storage Tank Program Information:

<http://www.deq.louisiana.gov/portal/tabid/2674/Default.aspx>

Leaking Underground Storage Tanks:

<http://www.deq.state.la.us/portal/tabid/79/Default.aspx>

STAGE 0
Environmental Checklist

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

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

Demographics
<http://www.census.gov/>

FHWA’s Environmental Website
<http://www.fhwa.dot.gov/environment/index.htm>

Additional Databases Checked
Superfund Site: <https://cumulis.epa.gov/supercpad/cursites/csinfo.cfm?id=0600653>

Other Comments:

STAGE 0
Preliminary Scope and Budget Checklist
Urban Systems Program

MPO Area: _____

A. Project Background

Project Name (40 characters max.) _____

District _____ Parish _____

City/Town _____ Local Road Name _____

If project is on a state route: Route: _____ Control Section: _____

Begin Log Mile: _____ End Log Mile: _____

List study team members: _____

Who is the sponsor of the study? _____

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

Sponsor DUNS#: _____

Date Study Completed: _____

Describe the existing facility:

Functional classification: _____ Number and width of lanes: _____

Shoulder width and type: _____ Mode: _____

Access control: _____ ADT: _____ Posted Speed: _____

Describe any existing pedestrian facilities (ADA compliance should be considered for all improvements that include pedestrian facilities): _____

Describe the adjacent land use: _____

Will this project be adding miles to the state highway system (new alignment, new facility)? If yes, has a transfer of ownership been initiated with the appropriate entity? _____

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

If yes, please describe the relationship of this project to those studies/projects. _____

Provide a brief chronology of these planning study activities: _____

B. Purpose and Need

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

C. Agency Coordination

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

What transportation agencies were included in the agency coordination effort?

C. Agency Coordination (Continued)

Describe the level of participation of other agencies and how the coordination effort was implemented.

What steps will need to be taken with each agency during NEPA scoping?

D. Public Coordination

Provide a synopsis of the coordination effort with the public and stakeholders; include specific timelines, meeting details, agendas, sign-in sheets, etc. (if applicable).

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

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

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

Will design exceptions be required? _____

Follow this link to view LADOTD Minimum Design Guidelines:

http://www.dotd.louisiana.gov/highways/project_devel/design/road_design/Memoranda/English_Design_Guidelines.pdf

What impact would this project have on freight movements? _____

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

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

- Describe how the project will implement the policy or include a brief explanation of why implementing the policy would not be feasible. _____

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

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

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

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

Are there any abnormal crash locations or overrepresented crashes within the project limits? _____

What future traffic analyses are anticipated? _____

Will fiber optics be required? If so, are there existing lines to tie into? _____

Are there any future ITS/traffic considerations? _____

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

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

- What further data will need to be collected to address the content and scope of the TMP in the design stage/phase of this project? _____

Was Construction Transportation Management/Property Access taken into consideration? _____

Were alternative construction methods considered to mitigate work zone impacts? _____

Describe screening criteria used to compare alternatives and from what agency the criteria were defined.

Give an explanation for any alternative that was eliminated based on the screening criteria.

Which alternatives should be brought forward into NEPA and why? _____

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

Describe any unresolved issues with the public, stakeholders and/or agencies.

F. Planning Assumptions and Analytical Methods

What is the forecast year used in the study? _____

What method was used for forecasting traffic volumes? _____

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

What future year policy and/or data assumptions were used in the transportation planning process as they are related to land use, economic development, transportation costs and network expansion? _____

G. Potential Environmental Impacts

See the attached Stage 0 Environmental Checklist

H. Schedule Planner Worksheet

Please attach a completed schedule worksheet

I. Budget/Cost Estimate

Provide a cost estimate for each feasible alternative:

Phase	Total Estimated Cost	Funding Source (STP>200K, STP<200K, CMAQ, DEMO, DOTD Priority Program, Local)	Match Provided By (City, Parish, State, Other)	TIP Fiscal Year
Environmental (document, mitigation, etc.)				
Engineering Design				
R/W Acquisition (C of A if applicable)				
Utility Relocations				
Construction				
Construction Engineering & Inspection Services				
TOTAL COST				

ATTACH ANY ADDITIONAL DOCUMENTATION

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

This page left intentionally blank

Appendix D: HCM Analysis Results

This page left intentionally blank

MOVEMENT SUMMARY

 Site: 1 [LA 22 at CC Rd AM (2019 Prop 3 Lane)]

Three-way intersection with 3-lane major road (Stop control)
 Site Category: (None)
 Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	of Queue Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: La 22												
2	T1	247	4.3	0.135	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	55.0
12	R2	29	4.3	0.019	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	42.2
Approach		276	4.3	0.135	0.0	NA	0.0	0.0	0.00	0.00	0.00	53.2
North: CC Rd												
3	L2	208	3.6	0.629	25.7	LOS D	6.8	176.1	0.76	1.21	1.75	18.8
18	R2	92	3.6	0.629	21.8	LOS C	6.8	176.1	0.76	1.21	1.75	18.8
Approach		300	3.6	0.629	24.5	LOS C	6.8	176.1	0.76	1.21	1.75	18.8
West: LA 22												
1	L2	38	6.3	0.031	3.1	LOS A	0.1	3.2	0.34	0.19	0.34	39.3
6	T1	310	6.3	0.175	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	54.9
Approach		348	6.3	0.175	0.4	NA	0.1	3.2	0.04	0.02	0.04	52.7
All Vehicles		924	4.8	0.629	8.1	NA	6.8	176.1	0.26	0.40	0.58	33.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: 1 [LA 22 at CC Rd PM (2019 Prop 3 Lane)]

Three-way intersection with 3-lane major road (Stop control)
 Site Category: (None)
 Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: La 22												
2	T1	320	4.3	0.175	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	55.0
12	R2	135	4.3	0.087	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	42.2
Approach		454	4.3	0.175	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.4
North: CC Rd												
3	L2	60	3.6	0.258	20.5	LOS C	1.2	29.6	0.65	0.65	0.74	19.8
18	R2	37	3.6	0.258	13.8	LOS B	1.2	29.6	0.65	0.65	0.74	19.9
Approach		97	3.6	0.258	17.9	LOS C	1.2	29.6	0.65	0.65	0.74	19.8
West: LA 22												
1	L2	101	6.3	0.095	4.2	LOS A	0.4	10.1	0.45	0.34	0.45	38.6
6	T1	341	6.3	0.192	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	54.9
Approach		442	6.3	0.192	1.0	NA	0.4	10.1	0.10	0.08	0.10	50.1
All Vehicles		993	5.1	0.258	2.2	NA	1.2	29.6	0.11	0.10	0.12	43.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 1 [LA 22 at Guste Isl AM (2019 Prop 3 Lane)]**

Three-way intersection with 3-lane major road (Stop control)
 Site Category: (None)
 Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Guste Isl												
3	L2	25	4.0	0.385	23.7	LOS C	2.1	55.3	0.70	0.86	1.05	19.6
18	R2	137	4.0	0.385	17.9	LOS C	2.1	55.3	0.70	0.86	1.05	19.7
Approach		162	4.0	0.385	18.8	LOS C	2.1	55.3	0.70	0.86	1.05	19.7
East: LA 22												
1	L2	45	2.6	0.048	4.3	LOS A	0.2	4.7	0.51	0.40	0.51	39.3
6	T1	264	2.6	0.144	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	55.0
Approach		309	2.6	0.144	0.6	NA	0.2	4.7	0.07	0.06	0.07	52.0
West: La 22												
2	T1	622	2.9	0.346	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	54.6
12	R2	15	2.9	0.346	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.2
Approach		637	2.9	0.346	0.0	NA	0.0	0.0	0.00	0.00	0.00	54.5
All Vehicles		1108	3.0	0.385	2.9	NA	2.1	55.3	0.12	0.14	0.17	42.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: 1 [LA 22 at Guste Isl PM (2019 Prop 3 Lane)]

Three-way intersection with 3-lane major road (Stop control)
 Site Category: (None)
 Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Guste Isl												
3	L2	18	4.0	0.128	18.4	LOS C	0.5	12.9	0.52	0.43	0.52	20.6
18	R2	47	4.0	0.128	11.0	LOS B	0.5	12.9	0.52	0.43	0.52	20.7
Approach		65	4.0	0.128	13.1	LOS B	0.5	12.9	0.52	0.43	0.52	20.7
East: LA 22												
1	L2	84	2.6	0.068	3.5	LOS A	0.3	7.2	0.38	0.24	0.38	39.8
6	T1	489	2.6	0.266	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	54.9
Approach		573	2.6	0.266	0.5	NA	0.3	7.2	0.05	0.03	0.05	52.0
West: La 22												
2	T1	293	2.9	0.177	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	54.1
12	R2	28	2.9	0.177	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	48.7
Approach		322	2.9	0.177	0.0	NA	0.0	0.0	0.00	0.00	0.00	53.6
All Vehicles		960	2.8	0.266	1.2	NA	0.5	12.9	0.07	0.05	0.07	47.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: 101 [La 22 Pine Creek/Coquille 2019 AM RAB J Turn]

 Network: N101 [Network1]

New Site
 Site Category: (None)
 Stop (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows Total	Flows HV	Arrival Flows Total	Flows HV	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		veh/h	%	veh/h	%	v/c	sec		veh	ft			mph	
South: Coquille														
18	R2	40	0.0	40	0.0	0.102	15.1	LOS C	0.2	4.2	0.67	0.65	0.67	22.5
Approach		40	0.0	40	0.0	0.102	15.1	LOS C	0.2	4.2	0.67	0.65	0.67	22.5
East: LA 22														
1	L2	14	1.8	14	1.8	0.016	4.1	LOS A	0.0	0.6	0.51	0.37	0.51	30.3
6	T1	266	1.8	266	1.8	0.234	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.3
16	R2	143	1.8	143	1.8	0.234	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	36.1
Approach		424	1.8	424	1.8	0.234	0.1	NA	0.0	0.6	0.02	0.01	0.02	35.1
North: Pine Creek														
14	R2	193	15.5	193	15.5	0.293	12.7	LOS B	0.6	17.2	0.56	0.45	0.56	23.5
Approach		193	15.5	193	15.5	0.293	12.7	LOS B	0.6	17.2	0.56	0.45	0.56	23.5
West: LA22														
5	L2	166	1.4	166	1.4	0.145	4.4	LOS A	0.3	6.4	0.45	0.33	0.45	32.2
2	T1	682	1.4	682	1.4	0.370	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.8
12	R2	7	1.4	7	1.4	0.370	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.3
Approach		854	1.4	854	1.4	0.370	0.9	NA	0.3	6.4	0.09	0.06	0.09	36.9
All Vehicles		1512	3.3	1512	3.3	0.370	2.5	NA	0.6	17.2	0.14	0.12	0.14	33.6

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

MOVEMENT SUMMARY

 Site: 101 [LA 22 J-Turn 2019 PM RAB J Turn]

 Network: N101 [Network1]

New Site
 Site Category: (None)
 Stop (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	Aver. Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	ft				mph
East: RoadName														
6	T1	558	1.8	558	1.8	0.299	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.9
Approach		558	1.8	558	1.8	0.299	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.9
West: RoadName														
5u	U	15	1.4	15	1.4	0.025	6.2	LOS A	0.0	0.9	0.53	0.41	0.53	19.7
2	T1	417	1.4	417	1.4	0.225	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
Approach		433	1.4	433	1.4	0.225	0.2	NA	0.0	0.9	0.02	0.01	0.02	39.5
All Vehicles		990	1.6	990	1.6	0.299	0.1	NA	0.0	0.9	0.01	0.01	0.01	39.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [LA 22 Perrilloux/Trapagnier 2019 AM RAB J Turn]

Network: N101 [Network1]

New Site
 Site Category: (None)
 Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total	HV	Total	HV	v/c	sec		veh	ft			mph	
South: Trapagnier														
8	T1	1	36.4	1	36.4	0.007	10.0	LOS B	0.0	0.5	0.76	0.57	0.76	22.8
18	R2	1	36.4	1	36.4	0.007	10.0	LOS B	0.0	0.5	0.76	0.57	0.76	20.0
Approach		2	36.4	2	36.4	0.007	10.0	LOS B	0.0	0.5	0.76	0.57	0.76	21.8
East: LA 22														
1u	U	89	2.1	89	2.1	0.449	0.3	LOS A	1.6	39.6	0.24	0.09	0.24	37.9
6	T1	284	2.1	284	2.1	0.449	0.3	LOS A	1.6	39.6	0.24	0.09	0.24	42.8
16	R2	125	2.1	125	2.1	0.449	0.3	LOS A	1.6	39.6	0.24	0.09	0.24	41.6
Approach		498	2.1	498	2.1	0.449	0.3	LOS A	1.6	39.6	0.24	0.09	0.24	41.9
North: Perrilloux														
7	L2	78	15.6	78	15.6	0.155	3.5	LOS A	0.3	8.8	0.57	0.47	0.57	21.4
14	R2	24	15.6	24	15.6	0.155	3.5	LOS A	0.3	8.8	0.57	0.47	0.57	23.1
Approach		102	15.6	102	15.6	0.155	3.5	LOS A	0.3	8.8	0.57	0.47	0.57	22.0
West: La 22														
5	L2	27	2.3	27	2.3	0.657	3.0	LOS A	2.6	65.9	0.69	0.51	0.71	41.3
2	T1	590	2.3	590	2.3	0.657	3.0	LOS A	2.6	65.9	0.69	0.51	0.71	36.3
12	R2	1	2.3	1	2.3	0.657	3.0	LOS A	2.6	65.9	0.69	0.51	0.71	40.4
Approach		618	2.3	618	2.3	0.657	3.0	LOS A	2.6	65.9	0.69	0.51	0.71	36.6
All Vehicles		1221	3.4	1221	3.4	0.657	2.0	LOS A	2.6	65.9	0.50	0.33	0.51	37.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Network Data dialog (Network tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [LA 22 Perrilloux/Trapagnier 2019 PM RAB J Turn]

Network: N101 [Network1]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		veh/h	%	veh/h	%	v/c	sec		veh	ft			mph	
South: Trapagnier														
3	L2	1	36.4	1	36.4	0.008	4.1	LOS A	0.0	0.5	0.55	0.36	0.55	24.2
8	T1	2	36.4	2	36.4	0.008	4.1	LOS A	0.0	0.5	0.55	0.36	0.55	24.0
18	R2	1	36.4	1	36.4	0.008	4.1	LOS A	0.0	0.5	0.55	0.36	0.55	22.0
Approach		4	36.4	4	36.4	0.008	4.1	LOS A	0.0	0.5	0.55	0.36	0.55	23.8
East: LA 22														
1u	U	97	2.1	97	2.1	0.596	0.4	LOS A	2.5	63.5	0.27	0.09	0.27	37.8
1	L2	2	2.1	2	2.1	0.596	0.4	LOS A	2.5	63.5	0.27	0.09	0.27	42.5
6	T1	525	2.1	525	2.1	0.596	0.4	LOS A	2.5	63.5	0.27	0.09	0.27	42.7
16	R2	43	2.1	43	2.1	0.596	0.4	LOS A	2.5	63.5	0.27	0.09	0.27	41.6
Approach		667	2.1	667	2.1	0.596	0.4	LOS A	2.5	63.5	0.27	0.09	0.27	42.2
North: Perrilloux														
7	L2	22	15.6	22	15.6	0.127	6.1	LOS A	0.3	7.3	0.69	0.62	0.69	20.9
4	T1	1	15.6	1	15.6	0.127	6.1	LOS A	0.3	7.3	0.69	0.62	0.69	23.4
14	R2	42	15.6	42	15.6	0.127	6.1	LOS A	0.3	7.3	0.69	0.62	0.69	22.9
Approach		65	15.6	65	15.6	0.127	6.1	LOS A	0.3	7.3	0.69	0.62	0.69	22.5
West: La 22														
5	L2	21	2.3	21	2.3	0.255	1.1	LOS A	0.6	15.1	0.37	0.21	0.37	42.6
2	T1	230	2.3	230	2.3	0.255	1.1	LOS A	0.6	15.1	0.37	0.21	0.37	38.4
12	R2	3	2.3	3	2.3	0.255	1.1	LOS A	0.6	15.1	0.37	0.21	0.37	41.8
Approach		254	2.3	254	2.3	0.255	1.1	LOS A	0.6	15.1	0.37	0.21	0.37	39.0
All Vehicles		991	3.2	991	3.2	0.596	1.0	LOS A	2.5	63.5	0.32	0.16	0.32	39.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Network Data dialog (Network tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: 101 [LA 22 Perrilloux/Trapagnier 2019 AM Roundabout ONLY]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Trapagnier												
8	T1	1	36.4	0.006	8.4	LOS A	0.0	1.0	0.72	0.52	0.72	23.2
18	R2	1	36.4	0.006	8.4	LOS A	0.0	1.0	0.72	0.52	0.72	22.7
Approach		2	36.4	0.006	8.4	LOS A	0.0	1.0	0.72	0.52	0.72	22.9
East: LA 22												
6	T1	277	2.1	0.359	0.3	LOS A	2.6	66.7	0.20	0.07	0.20	44.1
16	R2	122	2.1	0.359	0.3	LOS A	2.6	66.7	0.20	0.07	0.20	42.9
Approach		399	2.1	0.359	0.3	LOS A	2.6	66.7	0.20	0.07	0.20	43.7
North: Perrilloux												
7	L2	78	15.6	0.140	2.5	LOS A	0.7	19.6	0.50	0.37	0.50	24.1
14	R2	24	15.6	0.140	2.5	LOS A	0.7	19.6	0.50	0.37	0.50	23.4
Approach		102	15.6	0.140	2.5	LOS A	0.7	19.6	0.50	0.37	0.50	23.9
West: La 22												
5	L2	27	2.3	0.600	1.3	LOS A	5.9	150.0	0.51	0.29	0.51	42.1
2	T1	590	2.3	0.600	1.3	LOS A	5.9	150.0	0.51	0.29	0.51	42.3
12	R2	1	2.3	0.600	1.3	LOS A	5.9	150.0	0.51	0.29	0.51	41.2
Approach		618	2.3	0.600	1.3	LOS A	5.9	150.0	0.51	0.29	0.51	42.3
All Vehicles		1122	3.5	0.600	1.1	LOS A	5.9	150.0	0.40	0.22	0.40	39.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: BURK-KLEINPETER, INC. | Processed: Thursday, July 11, 2019 1:14:35 PM

Project: P:\NO.19.XXX\NO.19.011\09 Traffic\Sidra Models\2019\LA 22 at Perrilloux Trapagnier RAB ONLY AM.sip8

MOVEMENT SUMMARY

 Site: 101 [LA 22 Perrilloux/Trapagnier 2019 PM Roundabout ONLY]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Trapagnier												
3	L2	1	36.4	0.007	3.0	LOS A	0.0	1.1	0.48	0.28	0.48	24.5
8	T1	2	36.4	0.007	3.0	LOS A	0.0	1.1	0.48	0.28	0.48	24.3
18	R2	1	36.4	0.007	3.0	LOS A	0.0	1.1	0.48	0.28	0.48	23.8
Approach		4	36.4	0.007	3.0	LOS A	0.0	1.1	0.48	0.28	0.48	24.2
East: LA 22												
1	L2	2	2.1	0.500	0.3	LOS A	4.2	105.9	0.21	0.07	0.21	43.7
6	T1	515	2.1	0.500	0.3	LOS A	4.2	105.9	0.21	0.07	0.21	43.9
16	R2	42	2.1	0.500	0.3	LOS A	4.2	105.9	0.21	0.07	0.21	42.7
Approach		560	2.1	0.500	0.3	LOS A	4.2	105.9	0.21	0.07	0.21	43.8
North: Perrilloux												
7	L2	22	15.6	0.113	4.8	LOS A	0.6	15.8	0.63	0.54	0.63	23.9
4	T1	1	15.6	0.113	4.8	LOS A	0.6	15.8	0.63	0.54	0.63	23.7
14	R2	42	15.6	0.113	4.8	LOS A	0.6	15.8	0.63	0.54	0.63	23.2
Approach		65	15.6	0.113	4.8	LOS A	0.6	15.8	0.63	0.54	0.63	23.4
West: La 22												
5	L2	21	2.3	0.229	0.2	LOS A	1.5	37.3	0.18	0.06	0.18	43.5
2	T1	230	2.3	0.229	0.2	LOS A	1.5	37.3	0.18	0.06	0.18	43.7
12	R2	3	2.3	0.229	0.2	LOS A	1.5	37.3	0.18	0.06	0.18	42.6
Approach		254	2.3	0.229	0.2	LOS A	1.5	37.3	0.18	0.06	0.18	43.7
All Vehicles		884	3.3	0.500	0.6	LOS A	4.2	105.9	0.24	0.11	0.24	41.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: 101 [La 22 Pine Creek/Coquille 2019 AM RAB J Turn]

 Network: N101 [Network1]

New Site
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows Total	Flows HV	Arrival Flows Total	Flows HV	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		veh/h	%	veh/h	%	v/c	sec		veh	ft			mph	
South: Coquille														
18	R2	40	0.0	40	0.0	0.102	15.1	LOS C	0.2	4.2	0.67	0.65	0.67	22.5
Approach		40	0.0	40	0.0	0.102	15.1	LOS C	0.2	4.2	0.67	0.65	0.67	22.5
East: LA 22														
1	L2	14	1.8	14	1.8	0.016	4.1	LOS A	0.0	0.6	0.51	0.37	0.51	30.3
6	T1	266	1.8	266	1.8	0.234	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.3
16	R2	143	1.8	143	1.8	0.234	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	36.1
Approach		424	1.8	424	1.8	0.234	0.1	NA	0.0	0.6	0.02	0.01	0.02	35.1
North: Pine Creek														
14	R2	193	15.5	193	15.5	0.293	12.7	LOS B	0.6	17.2	0.56	0.45	0.56	23.5
Approach		193	15.5	193	15.5	0.293	12.7	LOS B	0.6	17.2	0.56	0.45	0.56	23.5
West: LA22														
5	L2	166	1.4	166	1.4	0.145	4.4	LOS A	0.3	6.4	0.45	0.33	0.45	32.2
2	T1	682	1.4	682	1.4	0.370	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.8
12	R2	7	1.4	7	1.4	0.370	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.3
Approach		854	1.4	854	1.4	0.370	0.9	NA	0.3	6.4	0.09	0.06	0.09	36.9
All Vehicles		1512	3.3	1512	3.3	0.370	2.5	NA	0.6	17.2	0.14	0.12	0.14	33.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: 101 [La 22 Pine Creek/Coquille 2019 PM RAB J Turn]

 Network: N101 [Network1]

New Site
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows Total	Flows HV	Arrival Flows Total	Flows HV	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		veh/h	%	veh/h	%	v/c	sec		veh	ft			mph	
South: Coquille														
18	R2	27	0.0	27	0.0	0.045	11.3	LOS B	0.1	2.0	0.55	0.42	0.55	24.2
Approach		27	0.0	27	0.0	0.045	11.3	LOS B	0.1	2.0	0.55	0.42	0.55	24.2
East: LA 22														
1	L2	32	1.8	32	1.8	0.028	3.4	LOS A	0.0	1.1	0.41	0.27	0.41	30.8
6	T1	470	1.8	470	1.8	0.298	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.6
16	R2	72	1.8	72	1.8	0.298	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.1
Approach		573	1.8	573	1.8	0.298	0.2	NA	0.0	1.1	0.02	0.01	0.02	36.5
North: Pine Creek														
14	R2	212	15.5	212	15.5	0.441	18.3	LOS C	1.3	37.8	0.73	0.89	1.18	21.2
Approach		212	15.5	212	15.5	0.441	18.3	LOS C	1.3	37.8	0.73	0.89	1.18	21.2
West: LA22														
5	L2	54	1.4	54	1.4	0.053	4.0	LOS A	0.1	2.1	0.47	0.35	0.47	32.4
2	T1	405	1.4	405	1.4	0.230	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.6
12	R2	18	1.4	18	1.4	0.230	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.2
Approach		478	1.4	478	1.4	0.230	0.5	NA	0.1	2.1	0.05	0.04	0.05	37.8
All Vehicles		1290	3.9	1290	3.9	0.441	3.5	NA	1.3	37.8	0.16	0.18	0.24	32.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Appendix E: DOTD Analysis

This page left intentionally blank



DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
INTRADEPARTMENTAL CORRESPONDENCE

REFERRED TO

- _____ REFERRED FOR ACTION
- _____ ANSWER FOR MY SIGNATURE
- _____ FOR FILE
- _____ FOR YOUR INFORMATION
- _____ FOR SIGNATURE
- _____ PLEASE SEE ME
- _____ PLEASE TELEPHONE ME
- _____ FOR APPROVAL
- _____ PLEASE ADVISE ME

MEMORANDUM

TO: Ryan Hoyt, PE
Traffic Engineering Management Administrator

FROM: Cristine Gowland, PE
District Traffic Operations Engineer

DATE: June 21, 2018 September 21, 2018

SUBJECT: Roundabout Report for LA 22 at Perrilloux Road/Trapagnier Road in Madisonville, St. Tammany Parish

The attached roundabout report has been completed as required by EDSSM VI.1.1.5. This study was conducted to determine if installing a roundabout at the intersection of LA 22 and Perrilloux Road/Trapagnier Road in Madisonville, St. Tammany Parish, would promote mobility and safety along this roadway corridor. Additionally, there have been numerous complaints regarding the speeds on LA 22 due to the nearby elementary school, Lancaster Elementary, which uses both Perrilloux Road as a bus entrance, and Pine Creek Drive as a passenger vehicle entrance. The recommended roundabout will provide traffic calming to the area and assist in slowing the traffic down.

Based on the results of the study, the preferred alternative for this intersection is a single lane roundabout. Due to the close proximity of the school to this location, three peak hour periods were analyzed: the morning rush hour, the end-of-the-school-day rush hour, and the evening rush hour. The roundabout lasts for 20 years in the morning peak period, 32 years in the school peak period, and 40 years in the evening peak period. This intersection was analyzed in conjunction with the intersection of LA 22 and Pine Creek Drive/Coquille Drive, located approximately 1,500 feet to the east of Perrilloux Road/Trapagnier Road. Based on the results of that study, the preferred alternative for this intersection is a J-turn configuration, with a new eastbound U-turn placed approximately 700 feet from the limited access intersection (left-in, right-in/right-out) of LA 22 and Pine Creek Drive/Coquille Drive. The J-turn lasts 30 years in the morning peak period, 24 in the school peak period, and 53 in the evening peak period. The U-turn lasts 50 years in the morning peak period, 64 years in the school peak period, and 67 years in the evening peak period.

This intersection was analyzed in conjunction with a corridor study of LA 22 extending from Firetower Road to Pine Creek Drive/Coquille Creek Drive. Based on those results, a three-lane section has been recommended for the length of LA 22 from Bedico Creek (log-mile 10.92 on control-section 261-04) in Tangipahoa Parish to Perrilloux Road/Trapagnier Road (log-mile 2.57 on control-section 261-05) in St. Tammany Parish. The intersection of LA 22 at LA 1085 has also been studied, and a roundabout report is being submitted.

STATE OF LOUISIANA
CRISTINE G. GOWLAND
License No. 31753
PROFESSIONAL ENGINEER
Cristine G. Gowland
9/21/18

- Existing utilities within the project vicinity include:
- Power lines spanning Perrilloux Road, LA 22, and Trapagnier Road via two utility poles in the northeast and southwest quadrants of the LA 22 and Perrilloux Road/Trapagnier Road intersection
 - Power lines spanning Perrilloux Road and Trapagnier Road continuing parallel with LA 22 throughout the project vicinity
 - Three utility boxes/access points in the northeast quadrant of the LA 22 and Perrilloux Road/Trapagnier Road intersection
 - One utility box/access point in the southeast quadrant of the LA 22 and Perrilloux Road/Trapagnier Road intersection
 - Power lines spanning Pine Creek Drive, Coquille Drive, and LA 22 via one utility pole in each of the northeast, northwest, and southeast quadrants, and two utility poles in the southwest quadrant of the LA 22 at Pine Creek Drive/Coquille Drive intersection
 - Two utility boxes/access points in the northeast quadrant, and one utility box/access point in the northwest quadrant of the LA 22 and Pine Creek Drive/Coquille Drive intersection

Commercial impacts to the surrounding areas will be minimal as there is little commercial activity in the vicinity. There are multiple subdivisions located in this vicinity, located on both LA 22 and Perrilloux Road/Trapagnier Road, as well as within the Pine Creek Drive/Coquille Drive connections. All subdivisions will benefit from the construction of the proposed roundabout and J-Turn configuration, as both mobility and safety will improve along this corridor.

There is a significant development planned just to the west of this intersection on the south side of LA 22, whose connection is currently under construction. This development has a westbound left-turn lane which has been fully constructed.

The roundabout at the intersection of LA 22 and Perrilloux Road/Trapagnier Road can be a standalone project or may be built in conjunction with the J-Turn configuration recommended at the intersection of LA 22 and Pine Creek Drive/Coquille Drive.

Roundabout design and construction is to be prioritized based on the needs of the District and may be funded by one of the following programs: Road Transfer, Urban Systems, or Access Management.

- Original Report Submitted: October 31, 2017
- *UPDATED PER HEADQUARTERS' COMMENTS
 - Memo Body
 - Preliminary Layout

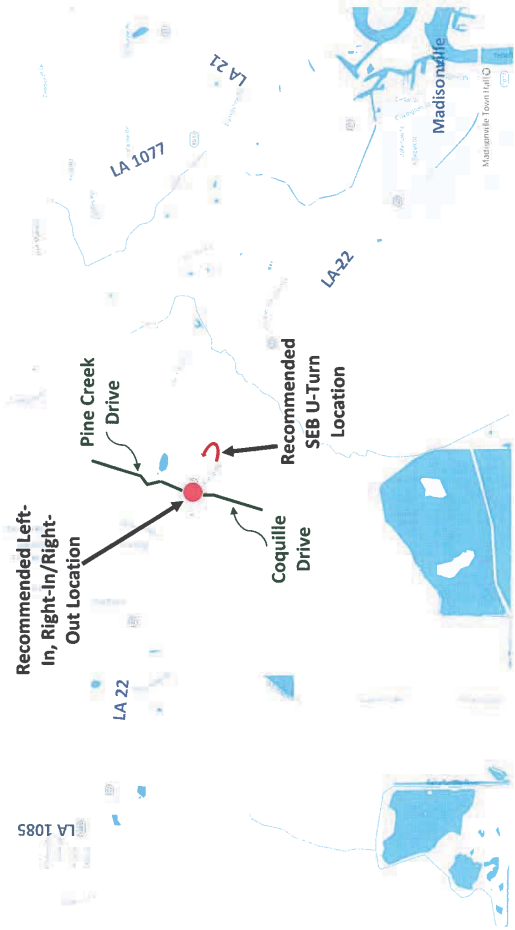
LA 22 at Perrilloux Road/Trapagnier Road
Madisonville, St. Tammany Parish

VICINITY MAP



LA 22 at Pine Creek Drive/Coquille Drive
Madisonville, St. Tammany Parish

VICINITY MAP



STATE OF LOUISIANA
 DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
 DISTRICT 62 TRAFFIC SECTION
 SPOT SPEED STUDY

Madisonville

LOCATION: LA 22 Just West of Perrilloux Rd
 RECORDER: Todd Garofalo
 DATE: 12/10/2014
 DIRECTION OF TRAVEL: EB/WB
 ROUTE: LA 22
 CONTROL SECTION: 261-05
 TIME OF STUDY: 1:00 - 1:20 PM
 WEATHER: FAIR
 ROAD CONDITIONS: GOOD
 PARISH: ST TAMMANY
 POSTED SPEED LIMIT: 55

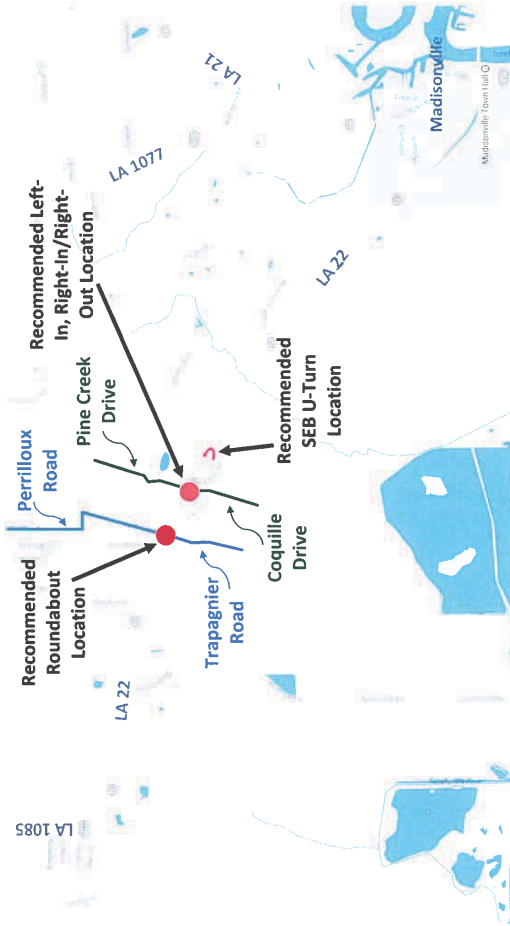
MEAN (AVERAGE): 56.8
 MODE: 56
 MEDIAN: 56
 15 TH PERCENTILE: 51
 85 TH PERCENTILE: 60
 95 TH PERCENTILE: 62
 NO. OF OBSERVATIONS: 100
 % OF VEHICLES IN PACE RANGE: 76.0%
 BOTTOM OF 10 MPH PACE SPEED: 52
 TOP OF 10 MPH PACE SPEED: 61

SPEED	FREQ.	Percent	Cumulative Percent	SPEED	FREQ.	Percent	Cumulative Percent
15				49	1	1.00	3.00%
16				50	4	4.00	7.00%
17				51	5	5.00	12.00%
18				52	7	7.00	19.00%
19				53	7	7.00	26.00%
20				54	5	5.00	31.00%
21				55	7	7.00	38.00%
22				56	11	11.00	49.00%
23				57	7	7.00	56.00%
24				58	5	5.00	61.00%
25				59	10	10.00	71.00%
26				60	11	11.00	82.00%
27				61	6	6.00	88.00%
28				62	5	5.00	93.00%
29				63	3	3.00	96.00%
30				64	2	2.00	98.00%
31				65			
32				66	2	2.00	100.00%
33				67			
34				68			
35				69			
36				70			
37				71			
38				72			
39				73			
40				74			
41				75			
42				76			
43				77			
44				78			
45				79			
46	1	1.00	1.00%	80			
47	1	1.00	2.00%				
48							

LA 22 at Perrilloux Road/Trapagnier Road & LA 22 at Pine Creek Drive/Coquille Drive

Madisonville, St. Tammany Parish

VICINITY MAP



STATE OF LOUISIANA
 DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
 DISTRICT 62 TRAFFIC SECTION
 SPOT SPEED STUDY

Madisonville

LOCATION: LA 22 just East of Perrilloux Rd
 RECORDER: Todd Garofalo
 DATE: 12/10/2014
 DIRECTION OF TRAVEL: EB/MB
 ROUTE: LA 22
 CONTROL SECTION: 261-05

TIME OF STUDY: 12:30 - 12:50 PM
 WEATHER: FAIR
 ROAD CONDITIONS: GOOD
 PARISH: ST TAMMANY
 POSTED SPEED LIMIT: 55

MEAN (AVERAGE): 55.7
 MODE: 58
 MEDIAN: 55

BOTTOM OF 10 MPH PACE SPEED: 51
 TOP OF 10 MPH PACE SPEED: 60

15 TH PERCENTILE: 50
 85 TH PERCENTILE: 59
 95 TH PERCENTILE: 62

NO. OF OBSERVATIONS: 100
 % OF VEHICLES IN PACE RANGE: 78.0%

SPEED	FREQ.	Percent	Cumulative Percent	SPEED	FREQ.	Percent	Cumulative Percent
15				49	2	2.00	6.00%
16				50	5	5.00	11.00%
17				51	6	6.00	17.00%
18				52	6	6.00	23.00%
19				53	7	7.00	30.00%
20				54	8	8.00	38.00%
21				55	9	9.00	47.00%
22				56	5	5.00	52.00%
23				57	8	8.00	60.00%
24				58	11	11.00	71.00%
25				59	11	11.00	82.00%
26				60	7	7.00	89.00%
27				61	5	5.00	94.00%
28				62	1	1.00	95.00%
29				63	1	1.00	96.00%
30				64			
31				65	1	1.00	97.00%
32				66			
33				67	1	1.00	98.00%
34				68	2	2.00	100.00%
35				69			
36				70			
37				71			
38				72			
39				73			
40				74			
41				75			
42				76			
43	1	1.00	1.00%	77			
44	1	1.00	2.00%	78			
45				79			
46				80			
47	2	2.00	4.00%				
48							

Traffic Counts

SIGNAL WARRANT'S STUDY

WARRANT NO. 22
 COMMENCEMENT DATE 12/15/00
 COMMENCEMENT TIME 12:00 PM
 WARRANT TYPE PER APPROACH
 WARRANT NO. 22
 COMMENCEMENT DATE 12/15/00
 COMMENCEMENT TIME 12:00 PM
 WARRANT TYPE PER APPROACH

Madisonville

OF CORRECTABLE ACCIDENTS IN 1 YEAR

LA 22 Perriloux / Trapanier

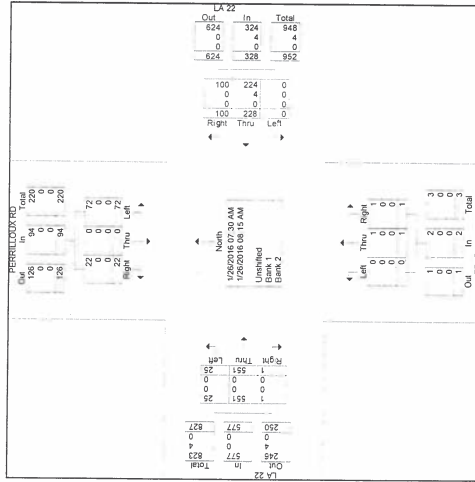
TIME	START	EB	WB	TOTAL	NS	SB	WB	TOTAL	GRAND TOTAL
12:00 AM	22	40	0	40	0	0	0	0	40
1:00 AM	2	14	1	15	1	1	1	1	15
2:00 AM	0	10	1	11	1	1	1	1	11
3:00 AM	0	10	4	14	4	4	4	4	14
4:00 AM	2	21	2	23	2	2	2	2	23
5:00 AM	1	63	6	71	6	6	6	6	71
6:00 AM	17	23	28	199	23	28	28	28	199
7:00 AM	58	107	114	712	107	114	114	114	712
8:00 AM	491	50	54	545	50	54	54	54	545
9:00 AM	482	36	39	441	36	39	39	39	441
10:00 AM	377	30	33	410	30	33	33	33	410
11:00 AM	441	34	37	478	34	37	37	37	478
12:00 PM	513	41	43	556	41	43	43	43	556
1:00 PM	578	41	43	621	41	43	43	43	621
2:00 PM	631	75	79	710	75	79	79	79	710
3:00 PM	631	70	74	1130	70	74	74	74	1130
4:00 PM	1056	87	98	1146	87	98	98	98	1146
5:00 PM	1056	83	88	1104	83	88	88	88	1104
6:00 PM	849	59	64	913	59	64	64	64	913
7:00 PM	482	30	31	523	30	31	31	31	523
8:00 PM	433	33	36	469	33	36	36	36	469
9:00 PM	281	18	19	300	18	19	19	19	300
10:00 PM	213	2	2	217	2	2	2	2	217
11:00 PM	144	2	14	158	2	14	14	14	158
TOTAL	1056	70	74	74	70	74	74	74	74

AVERAGE OF HIGHEST 5 MINUTES: 757

Your Company Name Here

This is your address
 Your City, State, Zip Code
 Your Telephone No.

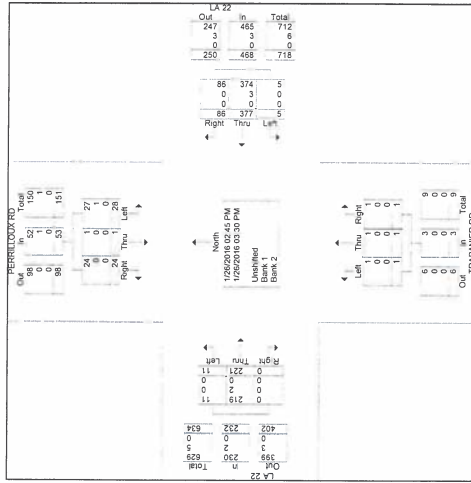
La. 22 @ Perriloux/Trapanier Rd.
 Madisonville
 St. Tammany Parish
 1-26-16 7:30 - 8:30 AM



Your Company Name Here

This is your address
Your City, State, Zip Code
Your Tagline Here

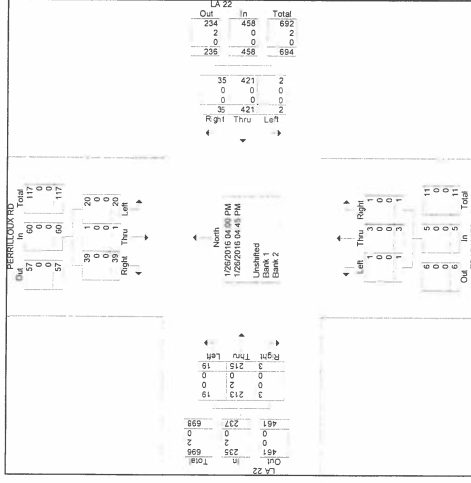
La. 22 @ Perilloux/Trapanier Rd.
Madisonville
St. Tammany Parish
1-26-16 2:45 - 3:45 PM



Your Company Name Here

This is your address
Your City, State, Zip Code
Your Tagline Here

La. 22 @ Perilloux/Trapanier Rd.
Madisonville
St. Tammany Parish
1-26-16 4:00 - 5:00 PM

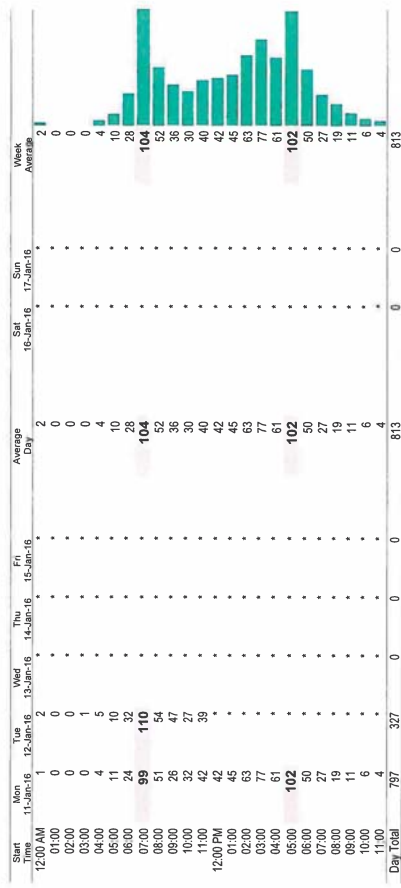


L 22 at Ferrilloux Road / Trapagnier Road
 Madisonville
 St. Tammany Parish

DOTD DISTRICT 62
 685 N. Morrison Blvd.
 Hammond, LA
 70401

Site Code: FERRILLOUX RD
 Station ID:

Latitude: 0° 0' 00.0000 South



Day Total	797	327	0	0	0	0	0	813
% Avg. W/Day	96.0%	40.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
AM Peak	07:00	07:00	-	-	-	-	-	07:00
PM Peak	17:00	17:00	-	-	-	-	-	17:00
Vol.	102	110	-	-	-	-	-	104
Vol.	102	102	-	-	-	-	-	102

Grand Total 797
 ADT 825
 843
 841
 929
 1671
 580
 462
 1542

L 22 at Ferrilloux Road / Trapagnier Road
 Madisonville
 St. Tammany Parish

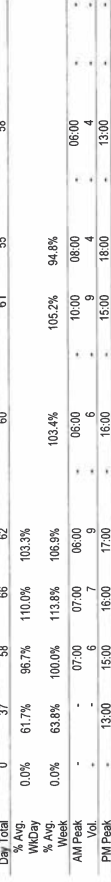
-A 22 at Ferrilloux Road / Irapagnier Road
 Madisonville
 At Tammany Parish

Site Code: TRAPPAGNER RD NB
 Station ID:

Latitude: 0 0.0000 South

DOTD DISTRICT 62
 685 N. Morrison Blvd.
 Hammond, LA
 70401

Start Time	Mon 04-Jan-16	Tue 05-Jan-16	Wed 06-Jan-16	Thu 07-Jan-16	Fri 08-Jan-16	Sat 09-Jan-16	Sun 10-Jan-16	Week Average
12:00 AM	0	0	0	0	0	1	3	1
01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
12:00 PM	7	3	3	2	0	4	3	3
01:00	8	2	2	2	0	4	2	4
02:00	4	1	4	2	0	5	4	4
03:00	5	6	6	4	3	4	2	4
04:00	2	3	3	3	4	9	0	4
05:00	2	5	5	5	10	4	3	4
06:00	2	5	5	5	3	4	2	4
07:00	2	4	4	3	3	0	0	2
08:00	2	4	4	3	3	0	0	2
09:00	0	1	0	0	2	2	0	1
10:00	0	0	0	0	0	2	3	1
11:00	0	0	0	0	0	1	1	1
Day/Total	0	37	58	66	62	61	55	58
% Avg. WkDay	0.0%	61.7%	96.7%	110.0%	103.3%	105.2%	94.8%	
% Avg. Week	0.0%	63.8%	100.0%	113.8%	106.5%	103.4%	98.0%	
AM Peak	-	07:00	07:00	06:00	06:00	10:00	08:00	06:00
PM Peak	-	13:00	15:00	16:00	17:00	15:00	18:00	13:00



Vol.	8	6	8	10	5	9	8	4
------	---	---	---	----	---	---	---	---

LA 22 at Ferrilloux Road/Trapagnier Road
Madisonville
St. Tammany Parish

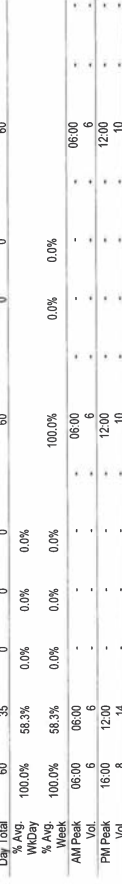
A 22 at Ferrilloux Road/Trapagnier Road
Madisonville
St. Tammany Parish

Site Code: TRAPAGNIER RD NB
Station ID:

DOTD DISTRICT 62
685 N. Morrison Blvd.
Hammond, LA
70401

Latitude: 0° 0' 00.00" South

Start Time	Mon 11-Jan-16	Tue 12-Jan-16	Wed 13-Jan-16	Thu 14-Jan-16	Fri 15-Jan-16	Sat 16-Jan-16	Sun 17-Jan-16	Week Average
12:00 AM	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
05:00	2	2	2	2	2	2	2	2
06:00	6	6	6	6	6	6	6	6
07:00	6	4	4	4	4	4	4	4
08:00	6	4	4	4	4	4	4	4
09:00	2	3	3	3	3	3	3	3
10:00	4	4	4	4	4	4	4	4
11:00	4	1	1	1	1	1	1	1
12:00 PM	7	14	14	14	14	14	14	10
01:00	5	*	*	*	*	*	*	5
02:00	2	*	*	*	*	*	*	2
03:00	6	*	*	*	*	*	*	6
04:00	8	*	*	*	*	*	*	8
05:00	2	*	*	*	*	*	*	2
06:00	1	*	*	*	*	*	*	1
07:00	2	*	*	*	*	*	*	2
08:00	2	*	*	*	*	*	*	2
09:00	0	*	*	*	*	*	*	0
10:00	0	*	*	*	*	*	*	0
11:00	0	*	*	*	*	*	*	0
Day Total	60	35	0	0	0	0	0	60
% Avg WKDay	100.0%	55.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
% Avg Week	100.0%	55.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
AM Peak	06:00	06:00	-	-	-	-	-	06:00
Vol.	6	6	-	-	-	-	-	6
PM Peak	16:00	12:00	-	-	-	-	-	12:00
Vol.	8	14	-	-	-	-	-	10



685 N. Morrison Blvd.
Hammond, LA
70401

LA 22 @ Pine Creek
Madisonville, LA
St Tammany Parish
7:30 - 8:30 AM

File Name : Not Named 8
Site Code : 00000000
Start Date : 1/26/2016
Page No : 1

1-26-2016

Groups Printed - Unshifted - HEAVY - COMBINATION

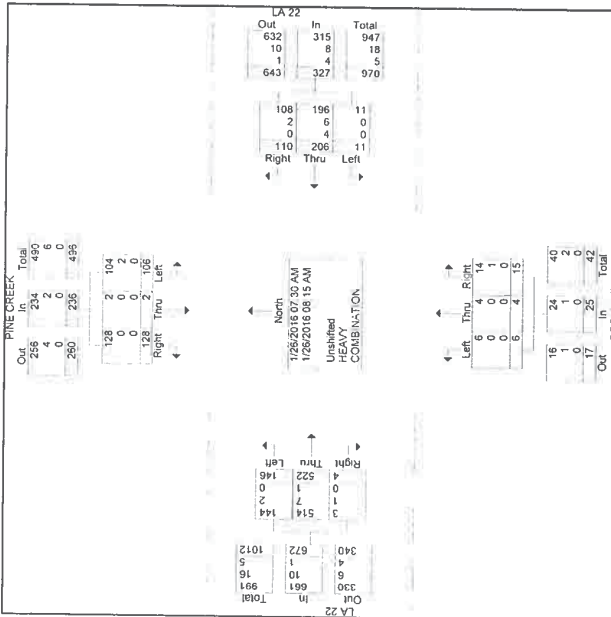
Start Time	PINE CREEK						COQUILLE						LA 22												
	From North			From East			From South			From West			From North			From East			From South			From West			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:30 AM	13	0	9	22	33	70	1	104	5	1	4	10	2	120	30	152	288	2	120	30	152	288	2	120	30
07:45 AM	53	1	37	91	41	45	5	94	5	2	1	8	2	157	66	225	415	4	157	66	225	415	4	157	66
Total	66	1	46	113	74	115	6	195	10	3	5	18	4	277	96	377	703								
08:00 AM	59	1	49	109	31	46	3	80	2	1	1	4	0	124	47	171	364								
08:15 AM	3	0	11	14	5	45	2	52	3	0	0	3	0	121	7	124	193								
Grand Total	128	2	106	236	110	206	11	327	15	4	6	25	4	532	145	672	1260								
Approch %	54.2	0.8	44.9	33.6	63	34	60	16	24	24	0.6	77.7	21.7	11.6	53.3										
Total %	10.2	0.2	8.4	18.7	8.7	16.3	0.9	26	1.2	0.3	0.5	2	0.3	41.4	11.6										
Unshifted	128	2	104	234	108	196	11	315	14	4	6	24	3	514	144	661	1234								
% HEAVY	100	100	98.1	99.2	98.2	95.1	100	96.3	93.3	100	100	96	75	98.5	98.6	98.4	97.9								
% HEAVY	0	0	2	2	2	6	0	8	1	0	0	1	1	1	7	2	10	21							
COMBINATION	0	0	1.9	0.8	1.8	2.9	0	2.4	6.7	0	0	0	4	2.5	1.3	1.4	1.5								
% COMBINATION	0	0	0	0	0	1.5	0	1.2	0	0	0	0	0	0.2	0	0.1	0.1								

Grand Total 118
ADT 61
ADT 55
ADT 120
ADT 62
ADT 66
ADT 58
ADT 72
ADT 60

ADT 61

ADT 61

LA 22 at Pemiloux/Trapagnier Road
Madisonville
St. Tammany Parish



685 N. Morrison Blvd.
Hammond, LA
70401

LA 22 @ Pine Creek
Madisonville, LA
St Tammany Parish
2:45 - 3:45 PM

1-26-2016

File Name : Not Named 8

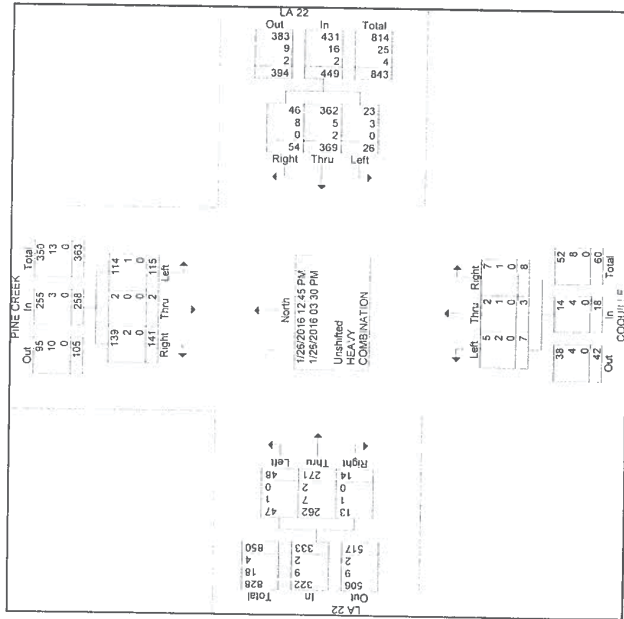
Site Code : 00000000

Start Date : 1/26/2016

Page No : 1

Groups Printed: Unshifted - HEAVY - COMBINATION

Start Time	PINE CREEK			LA 22			COQUILLE			LA 22			Int. Total					
	From North	From East	From South	From North	From East	From South	From North	From East	From South	From North	From East	From South						
02:45 PM	7	0	7	14	14	19	80	9	108	1	2	1	4	5	59	22	86	212
03:00 PM	69	1	48	118	13	102	5	120	3	0	4	7	2	85	13	100	345	
03:15 PM	57	1	48	106	17	88	5	110	1	1	0	2	2	78	9	91	309	
03:30 PM	8	0	12	20	5	99	7	111	3	0	2	5	4	48	0	55	192	
Grand Total	141	2	115	258	54	369	26	449	8	3	7	18	14	271	48	333	1056	
Approach %	54.7	0.8	44.6	12	82.2	5.8	44.4	16.7	38.9	0.3	0.7	1.7	1.3	25.6	4.5	31.5	107.2	
Total %	13.3	0.2	10.9	24.4	5.1	34.9	2.5	42.4	0.8	0.3	0.3	0.5	0.4	1.3	0.2	0.7	26.2	
Unshifted	139	2	114	255	46	362	23	431	7	2	1	14	13	262	47	322	1072	
% HEAVY	2	0	1	3	8	5	3	16	1	1	1	2	4	1	7	1	9	32
% COMBINATION	1.4	0	0.9	1.2	14.8	1.4	11.5	3.6	12.5	33.3	28.6	22.2	7.1	2.6	2.1	2.7	3	
% COMBINATION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4



685 N. Morrison Blvd.
Hammond, LA
70401

LA 22 @ Pine Creek
Madisonville, LA
St Tammany Parish
4:00 - 5:00 PM

1-26-2016

File Name : Not Named 8

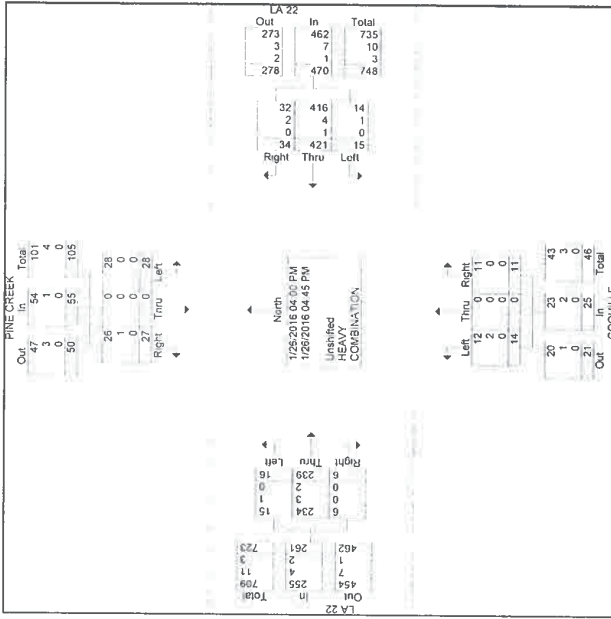
Site Code : 00000000

Start Date : 1/26/2016

Page No : 1

Groups Printed: Unshifted - HEAVY - COMBINATION

Start Time	PINE CREEK			LA 22			COQUILLE			LA 22			Int. Total				
	From North	From East	From South	From North	From East	From South	From North	From East	From South	From North	From East	From South					
04:00 PM	2	0	5	7	3	90	2	95	1	0	3	4	0	36	3	59	165
04:15 PM	3	0	5	8	15	107	6	128	6	0	3	14	0	65	2	97	207
04:30 PM	9	0	14	23	5	104	3	112	2	0	1	3	0	65	5	72	210
04:45 PM	13	0	4	17	11	120	4	135	2	0	2	4	0	65	6	72	210
Total	27	0	28	55	34	421	15	470	11	0	14	25	6	239	16	261	679
Grand Total	27	0	28	55	34	421	15	470	11	0	14	25	6	239	16	261	811
Approach %	49.1	0	50.9	7.2	89.6	3.2	44	0	56	1.4	0	1.7	3.1	23	91.6	6.1	32.2
Total %	3.3	0	3.5	6.8	4.2	51.9	1.8	58	1.4	0	1.2	2.3	0.7	29.5	2	32.2	79.4
Unshifted	26	0	28	54	32	416	14	452	11	0	12	23	6	234	15	255	794
% HEAVY	1	0	0	1	2	4	1	7	0	0	2	2	0	3	1	4	14
% COMBINATION	0	0	0	0	0	1	6.7	1.5	0	0	14.3	8	0	1.3	6.2	1.5	1.7
% COMBINATION	0	0	0	0	0	0	0.2	0	0	0	0	0	0	0.8	0	0.8	0.4



A 22 at Ferrilloux Road / Irapagnier Road
Madisonville
St. Tammany Parish

DOTD DISTRICT 62
685 N. Morrison Blvd.
Hammond, LA
70401

Site Code: LA 22.EP
Station 1.

Direction 1		Latitude: 0° 0.0000 South														
Start Time	Bikes	Cars & Trailers	2 Axl. Conv.	Buses	2 Axl. Light	2 Axl. Heavy	3 Axl. Small	4 Axl. Small	<5 Axl. Double	5 Axl. Double	>5 Axl. Double	<6 Axl. Multi	6 Axl. Multi	>6 Axl. Multi	Classed	Total
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	2	60	48	4	33	2	0	2	0	0	0	0	0	0	0	117
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	146	69	2	38	1	0	6	7	0	0	0	0	0	0	269
14:00	0	150	89	6	56	3	0	2	3	0	0	0	0	0	0	310
15:00	0	276	138	3	77	0	0	14	3	0	0	0	0	0	0	594
16:00	0	340	126	3	81	0	1	3	0	0	0	0	0	0	0	554
17:00	0	291	132	1	40	0	0	0	0	0	0	0	0	0	0	464
18:00	0	111	45	0	21	0	0	0	0	0	0	0	0	0	0	177
19:00	0	58	17	0	13	0	0	0	0	0	0	0	0	0	0	88
20:00	0	15	6	0	3	0	0	0	0	0	0	0	0	0	0	25
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	2051	959	24	529	10	1	35	27	0	0	0	0	0	0	3658
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11:00
PM Peak	15:00	15:00	15:00	15:00	15:00	15:00	17:00	17:00	17:00	12:00	12:00	15:00	15:00	15:00	16:00	15:00
Vol.	2	340	156	4	81	3	1	3	3	0	0	0	0	0	0	4

A 22 at Ferrilloux Road / Irapagnier Road
Madisonville
St. Tammany Parish

DOTD DISTRICT 62
685 N. Morrison Blvd.
Hammond, LA
70401

Site Code: LA 22.EP
Station 1.

Direction 1		Latitude: 0° 0.0000 South														
Start Time	Bikes	Cars & Trailers	2 Axl. Conv.	Buses	2 Axl. Light	2 Axl. Heavy	3 Axl. Small	4 Axl. Small	<5 Axl. Double	5 Axl. Double	>5 Axl. Double	<6 Axl. Multi	6 Axl. Multi	>6 Axl. Multi	Classed	Total
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	21	10	0	0	0	0	0	0	0	0	0	0	0	0	31
AM Peak	10:00	07:00	07:00	07:00	07:00	07:00	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	07:00
PM Peak	15:00	15:00	15:00	14:00	14:00	14:00	17:00	17:00	17:00	12:00	12:00	15:00	15:00	15:00	16:00	15:00
Vol.	2	340	156	4	81	3	1	3	3	0	0	0	0	0	0	4

A 22 at Ferrilloux Road / Irapagnier Road
Madisonville
St. Tammany Parish

A-22 at Kerniloux Road / Irapagnier Road
 Madisonville
 St. Tammany Parish

DOTD DISTRICT 62
 685 N. Morrison Blvd.
 Hammond, LA
 70401

Direction 1
 Start 01/15/16
 End 01/16/16

Time	Blkcs	Cars & Trailers	2 Axl	3 Axl	4 Axl	<5 Axl	5 Axl	>6 Axl	<6 Axl	6 Axl	>6 Axl	Net	Class	Total
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	23	152	8	86	0	3	0	0	0	0	0	0	312
08:00	0	17	152	2	66	0	2	0	0	0	0	0	0	442
09:00	0	11	136	5	65	0	5	0	0	0	0	0	0	322
10:00	0	9	130	1	97	0	5	0	0	0	0	0	0	242
11:00	0	9	130	1	97	0	5	0	0	0	0	0	0	242
12:00	0	9	137	1	85	0	6	0	0	0	0	0	0	238
13:00	0	9	137	1	85	0	6	0	0	0	0	0	0	238
14:00	1	12	214	7	99	0	2	0	0	0	0	0	0	335
15:00	2	17	389	6	124	0	4	0	0	0	0	0	0	514
16:00	0	9	329	1	121	0	6	0	0	0	0	0	0	468
17:00	0	11	365	2	105	0	5	0	0	0	0	0	0	528
18:00	0	6	153	0	42	0	3	0	0	0	0	0	0	204
19:00	0	4	84	0	37	0	1	0	0	0	0	0	0	138
20:00	0	4	84	0	37	0	1	0	0	0	0	0	0	138
21:00	0	4	84	0	37	0	1	0	0	0	0	0	0	138
22:00	0	4	84	0	37	0	1	0	0	0	0	0	0	138
23:00	0	4	84	0	37	0	1	0	0	0	0	0	0	138
Total	5	188	3259	54	1371	0	10	0	0	0	0	0	0	4860
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	09:00	09:00	09:00	09:00	0.0%	0.0%	09:00
PM Peak	15:00	15:00	15:00	15:00	15:00	15:00	15:00	12:00	12:00	12:00	12:00	0.0%	0.0%	12:00
Vol.	1	23	182	8	87	1	6	0	0	0	0	0	0	16:00
Vol.	15:00	15:00	15:00	15:00	15:00	15:00	15:00	12:00	12:00	12:00	12:00	0.0%	0.0%	12:00

A-22 at Kerniloux Road / Irapagnier Road
 Madisonville
 St. Tammany Parish

DOTD DISTRICT 62
 685 N. Morrison Blvd.
 Hammond, LA
 70401

Direction 1
 Start 01/15/16
 End 01/16/16

Time	Blkcs	Cars & Trailers	2 Axl	3 Axl	4 Axl	<5 Axl	5 Axl	>6 Axl	<6 Axl	6 Axl	>6 Axl	Net	Class	Total
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	23	152	8	86	0	3	0	0	0	0	0	0	312
08:00	0	17	152	2	66	0	2	0	0	0	0	0	0	442
09:00	0	11	136	5	65	0	5	0	0	0	0	0	0	322
10:00	0	9	130	1	97	0	5	0	0	0	0	0	0	242
11:00	0	9	130	1	97	0	5	0	0	0	0	0	0	242
12:00	0	9	137	1	85	0	6	0	0	0	0	0	0	238
13:00	0	9	137	1	85	0	6	0	0	0	0	0	0	238
14:00	1	12	214	7	99	0	2	0	0	0	0	0	0	335
15:00	2	17	389	6	124	0	4	0	0	0	0	0	0	514
16:00	0	9	329	1	121	0	6	0	0	0	0	0	0	468
17:00	0	11	365	2	105	0	5	0	0	0	0	0	0	528
18:00	0	6	153	0	42	0	3	0	0	0	0	0	0	204
19:00	0	4	84	0	37	0	1	0	0	0	0	0	0	138
20:00	0	4	84	0	37	0	1	0	0	0	0	0	0	138
21:00	0	4	84	0	37	0	1	0	0	0	0	0	0	138
22:00	0	4	84	0	37	0	1	0	0	0	0	0	0	138
23:00	0	4	84	0	37	0	1	0	0	0	0	0	0	138
Total	5	188	3259	54	1371	0	10	0	0	0	0	0	0	4860
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	09:00	09:00	09:00	09:00	0.0%	0.0%	09:00
PM Peak	15:00	15:00	15:00	15:00	15:00	15:00	15:00	12:00	12:00	12:00	12:00	0.0%	0.0%	12:00
Vol.	1	23	182	8	87	1	6	0	0	0	0	0	0	16:00
Vol.	15:00	15:00	15:00	15:00	15:00	15:00	15:00	12:00	12:00	12:00	12:00	0.0%	0.0%	12:00

Site Code: LA 22 WB
Station ID:

A 22 at Kerrilloux Road / Irapagnier Road
Madisonville
St. Tammany Parish
DOTD DISTRICT 62
685 N. Morrison Blvd.
Hammond, LA
70401

Direction 1	Start	Bliss	Cars & Trailers	2 Aile Low	Buses	2 Aile High	3 Aile Small	4 Aile Small	<5 Aile Double	5 Aile Double	>6 Aile Double	<5 Aile Single	6 Aile Single	>6 Aile Single	Net	Total
01/17/16	0	0	2	2	0	1	0	0	0	1	0	0	0	0	0	60
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	207
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	288
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	288
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	288
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	301
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3198
Total	8	0	5	99	5	818	6	1	1	46	0	0	0	0	0	3198
Percent	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
AM Peak	13:00	15:00	17:00	14:00	12:00	11:00	09:00	08:00	07:00	06:00	05:00	04:00	03:00	02:00	01:00	00:00
PM Peak	13:00	15:00	17:00	14:00	12:00	11:00	09:00	08:00	07:00	06:00	05:00	04:00	03:00	02:00	01:00	00:00
Vol.	2	14	210	1	1	1	2	2	4	4	4	1	1	1	1	150.8
Vol.	2	14	210	1	1	1	2	2	4	4	4	1	1	1	1	150.8

Site Code: LA 22 WB
Station ID:

A 22 at Kerrilloux Road / Irapagnier Road
Madisonville
St. Tammany Parish
DOTD DISTRICT 62
685 N. Morrison Blvd.
Hammond, LA
70401

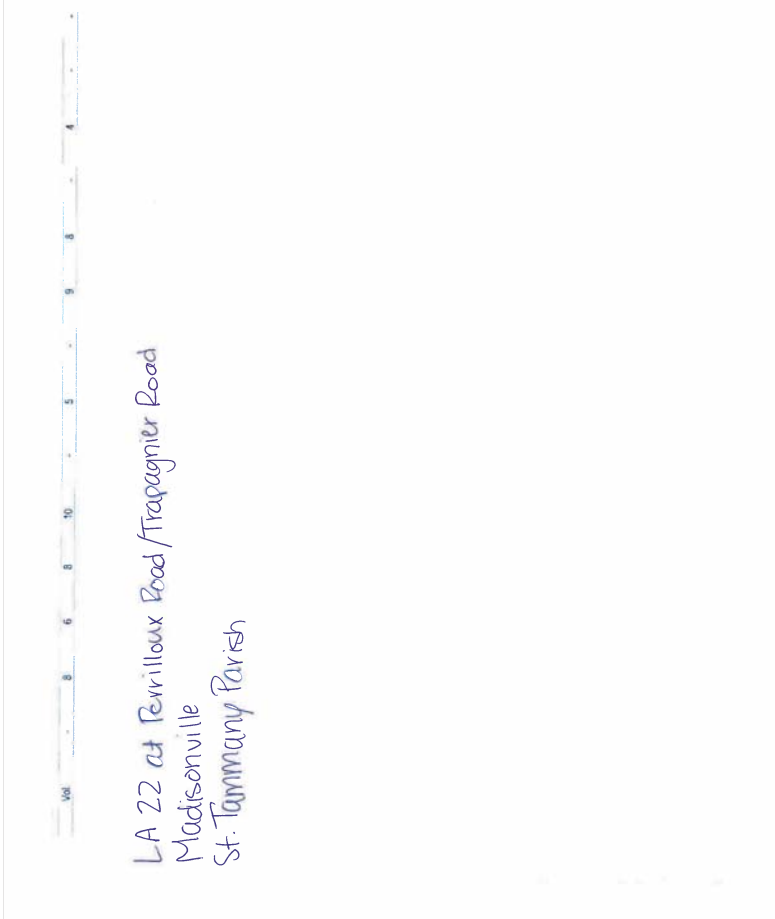
Direction 1	Start	Bliss	Cars & Trailers	2 Aile Low	Buses	2 Aile High	3 Aile Small	4 Aile Small	<5 Aile Double	5 Aile Double	>6 Aile Double	<5 Aile Single	6 Aile Single	>6 Aile Single	Net	Total
01/18/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	232
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	289
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	289
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	404
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	430
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	208
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4016
Total	8	0	5	99	5	818	6	1	1	46	0	0	0	0	0	4016
Percent	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
AM Peak	13:00	15:00	17:00	14:00	12:00	11:00	09:00	08:00	07:00	06:00	05:00	04:00	03:00	02:00	01:00	00:00
PM Peak	13:00	15:00	17:00	14:00	12:00	11:00	09:00	08:00	07:00	06:00	05:00	04:00	03:00	02:00	01:00	00:00
Vol.	2	14	210	1	1	1	2	2	4	4	4	1	1	1	1	230.0
Vol.	2	14	210	1	1	1	2	2	4	4	4	1	1	1	1	230.0

LA 22 at Terrilloux Road / Trapagnier Road
 Madisonville
 St. Tammany Parish

DOTD DISTRICT 62
 685 N. Morrison Blvd.
 Hammond, LA
 70401

Site Code: TRAPAGNIER RD NB
 Station ID:
 Latitude: 0 0.0000 South

Start	Mon	Tue	Wed	Thu	Fri	Average	Sat	Sun	Week
12:00 AM	04-Jan-16	05-Jan-16	06-Jan-16	07-Jan-16	08-Jan-16	Dn	09-Jan-16	10-Jan-16	Average
01:00	0	0	0	0	0	0	0	1	1
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
01:00	8	2	2	2	6	4	4	2	4
02:00	4	1	4	4	3	3	1	3	3
03:00	5	6	4	3	4	4	5	4	4
04:00	2	2	6	8	3	6	9	0	4
05:00	2	3	5	5	10	5	4	2	4
06:00	2	3	3	3	3	4	4	0	4
07:00	2	0	3	3	3	2	0	0	2
08:00	0	0	1	0	2	1	0	0	1
09:00	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
Dgt. Total	0	37	58	66	62	60	61	55	58
% Avg.	0.0%	61.7%	96.7%	110.0%	103.3%	103.4%	105.2%	94.5%	
% Day	0.0%	63.8%	100.0%	113.8%	106.9%	103.4%	105.2%	94.5%	
% Week	0.0%	63.8%	100.0%	113.8%	106.9%	103.4%	105.2%	94.5%	
AM Peak	-	07:00	07:00	07:00	06:00	06:00	10:00	08:00	06:00
Vol	-	13:00	15:00	16:00	17:00	16:00	15:00	18:00	13:00
PM Peak	-	13:00	15:00	16:00	17:00	16:00	15:00	18:00	13:00



-A 22 at Revilloux Road/Trapagnier Road
 Madisonville
 St. Tammany Parish

DOTD DISTRICT 62
 685 N. Morrison Blvd.
 Hammond, LA
 70401

Site Code: TRAPAGNER RD NB
 Station ID:

Latitude: 0 0 0000 South



Grand Total 60
 ADT 72
 58
 62
 120
 61
 55
 118

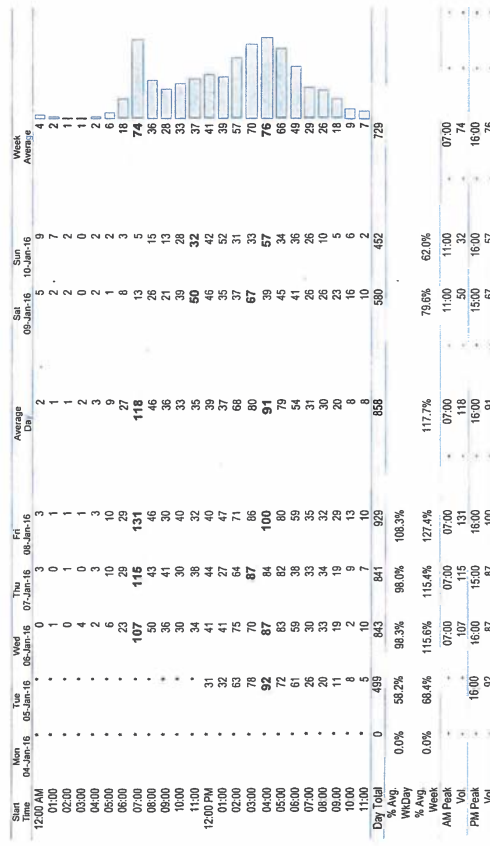
LA 22 at Revilloux Road/Trapagnier Road
 Madisonville
 St. Tammany Parish

A 22 at Ferriloux Road / Trapagnier Road
 Madisonville
 St. Tammany Parish

DOTD DISTRICT 62
 685 N. Morrison Blvd.
 Hammond, LA
 70401

Site Code: FERRILLOUX RD
 Station ID:

Latitude: 0 0 0000 South

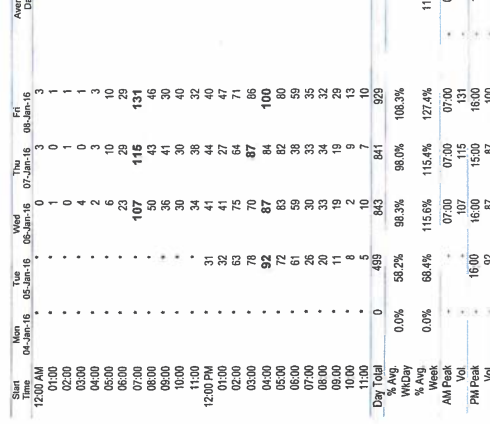


A 22 at Ferriloux Road / Trapagnier Road
 Madisonville
 St. Tammany Parish

DOTD DISTRICT 62
 685 N. Morrison Blvd.
 Hammond, LA
 70401

Site Code: FERRILLOUX RD
 Station ID:

Latitude: 0 0 0000 South



Grand Total 797 826 843 841 929 1871 580 452 1542

ADT ADT 750 ADT 750

LA 22 at Perilloux Road/Trapagnier Road
Madisonville
St. Tammany Parish

Safety Analysis

**LA 22 at Perrilloux Road/Trapagnier Road
Intersection Summary**

Collision Type	Total Crashes	Correctable?
Head On	0	Correctable
Left Turn	1	Correctable
Right Angle	0	Correctable
Right Turn	0	Non-Correctable
Rear End	1	Non-Correctable
Side Swipe	0	Non-Correctable
Non Collision	0	Non-Correctable
Other	0	Non-Correctable

2013-2015 Crash Data

**LA 22 at Pine Creek Drive/Coquille Drive
Intersection Summary**

Collision Type	Total Crashes	Correctable?
Head On	0	Correctable
Left Turn	0	Correctable
Right Angle	3*	Correctable
Right Turn	0	Non-Correctable
Rear End	0	Non-Correctable
Side Swipe	0	Non-Correctable
Non Collision	0	Non-Correctable
Other	0	Non-Correctable

2013-2015 Crash Data

*One of the three crashes classified as Right Angles wasn't available for review

LADOTD Crash List



LA 22 at Ferrilloux Road/Tapagnier Road
 Madisonville, St. Tammany Parish
 Control-Section 261-05 between logmiles 2.55 and 2.65
 2013-01-01 to 2015-12-31

Csect	Log Mile	Route Point	Mile (to jct)	Dist (to jct)	crash dist	crash dnt	crash num	crash num	year	type acc	manner coll	moof harm ext	Reat Etd	Coll wt vehdry	2013-01-01 to 2015-12-31	hourly	by day	dt leave			
261-05	2.55	0022	63.43	1	0	0	0	0	2014-09-21	MV in Trans	Coil	in Trm	1	0	0	16	0	A	EE	BQ	X
Total	2014																				
261-05	2.55	0022	63.50	1	0	0	0	0	2015-11-28	MV in Trm	Coil	in Trm	1	0	0	08	1	A	EE	BI	✓
Total	2015																				
Grand Total																					

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

report generated by ladotdom00273801 on 3/29/2017 2:31:33 PM



Map Crashes

Add a point:
 latitude, longitude:

Measure
 Distance:

Current Position:
 30.431224 -90.201204
 Last Clicked Position:
 30.431069 -90.202325

Use Ctrl-Click to
 get the LRS ID and
 logmile of a point.

Crashes Control-
 Section 261-05
 between logmiles 2.55
 and 2.65
 2013-01-01 to 2015-
 12-31



Map Crashes
 Automatic
 Lat/Long Formats: dd . mmm dd : mm . ss . s ddmms

LADOTD Crash List



LA 22 at Pine Creek Drive/Coquille Drive
Madisonville, St. Tammany Parish
LA 22 at Ferrilloux Road/Tapagnier Road Roundabout Report

Csect	Loc	Route	Mile	Point	face	ac	sect	ft	ham	ham	crash	most	maner	type	surf	crash	part	inv	
261-05	2-86	0/22	63.73	1	0	0	0	0	0	0	2013-1-1	3 MV	in Trans	RT	Angle	Coll	sv	veh	
Total	2013																		
Total	2014																		
Total	2015																		
Grand	Total																		

report unavailable

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

report generated by ladotdom\00273801 on 3/29/2017 2:33:20 PM



Map Crashes

Add a point:
latitude, longitude:

Measure
Distance:

Current Position:
30.429732, -90.189706
Last Clicked Position:
30.429017, -90.189010

Use Ctrl-Click to
get the LRS ID and
logmiles of a point.

Crashes Control-
Section 261-05
between logmiles 2.6
and 3.0
2013-01-01 to 2015-
12-31



Lat/Long Formats: dd . dddd dd : mm . mmm dd : mm . ss . s ddmms

Preliminary Layout

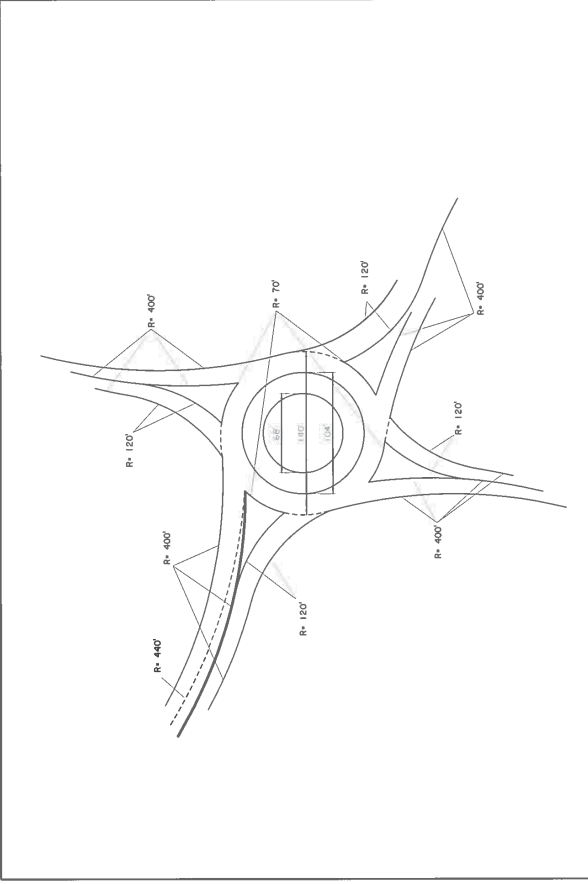
LA 22/Perrilloux Roundabout

Roundabout Conceptual Layout Notes

- The appropriate geometry is labelled on the conceptual drawing.
- There are no known existing horizontal or vertical geometry issues.
- The approximate right of way width for LA 22 at this location is 90'. Right of way widths on Perrilloux and Trapagnier are unknown since they are parish routes. Regardless, right of way will need to be acquired for this project to be feasible. The information available is too limited to show apparent right of way on the conceptual drawing.
- There is a commercial driveway about 320' to the west of the intersection. The roadway widens for a turn lane onto Pine Creek Drive which leads to Lancaster elementary. The widening begins about 480' east of the intersection and Pine Creek Drive is about 1450' east of the intersection. There is a driveway to Lancaster Elementary about 500' to the north of the intersection.
- There are overhead utilities that are likely at the edge of right of way. Phone and fiber are visible near the power poles. Underground utilities such as water and gas are likely, but unknown.
- There are no sidewalks in the area.
- The existing drainage is open ditch. No known existing drainage concerns in this area.

RVT/Office and TSMAC/Conceptual Roundabout LA 22 @ Perrebois, PO'Single Lens Roundabout Logo

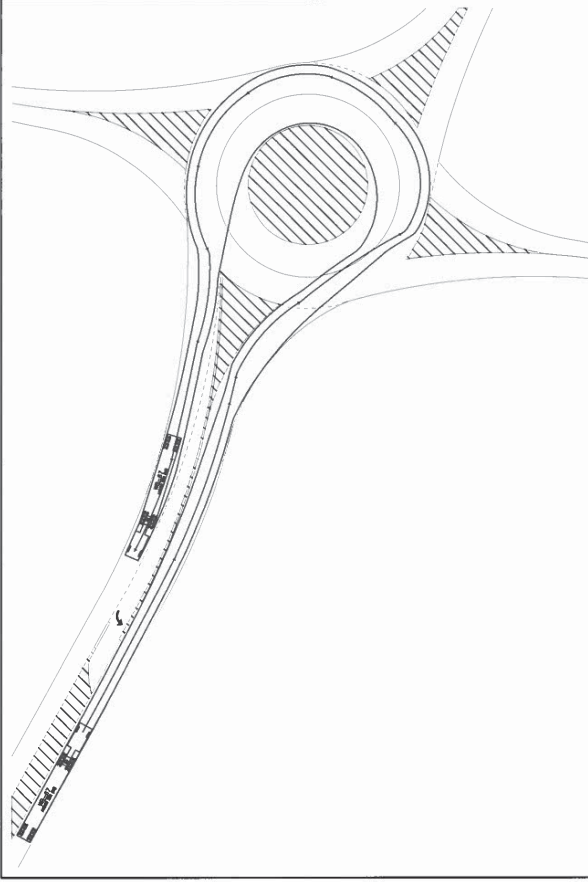
08.AUG.2018. 11119



DOTD DISTRICT 6 DESIGN				DISTRICT 6 DESIGN DISTRICT 6 DESIGN	
PROJECT	ST. TAMMANY	DATE	08/15/18	SCALE	AS SHOWN
LOCATION	LA 22 @ PERREBOIS	PROJECT NO.	281-05	DATE	08/15/18
DESIGNER	DOTD	APPROVED		DATE	
CHECKED		DESIGNED		DATE	
DATE		DATE		DATE	

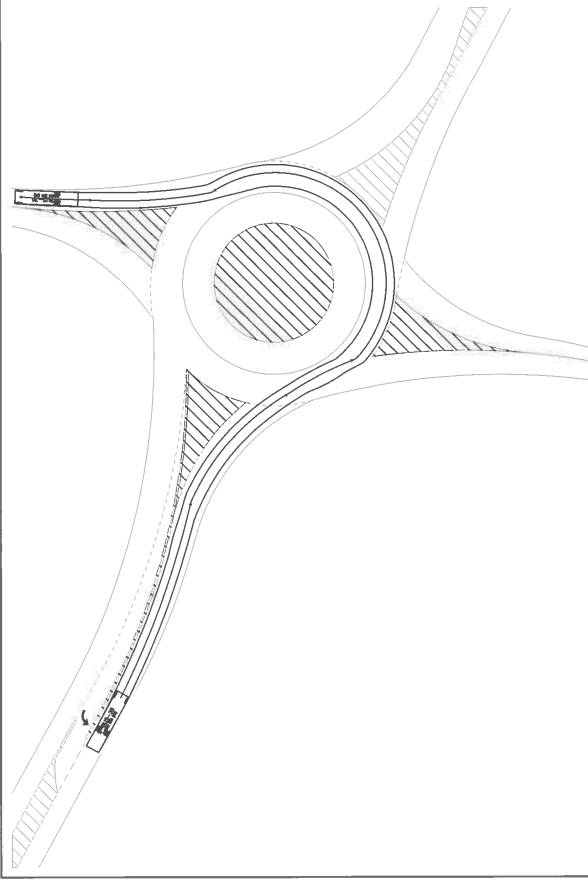
RVT/Office and TSMAC/Conceptual Roundabout LA 22 @ Perrebois, PO'Single Lens Roundabout Logo

08.AUG.2018. 11119



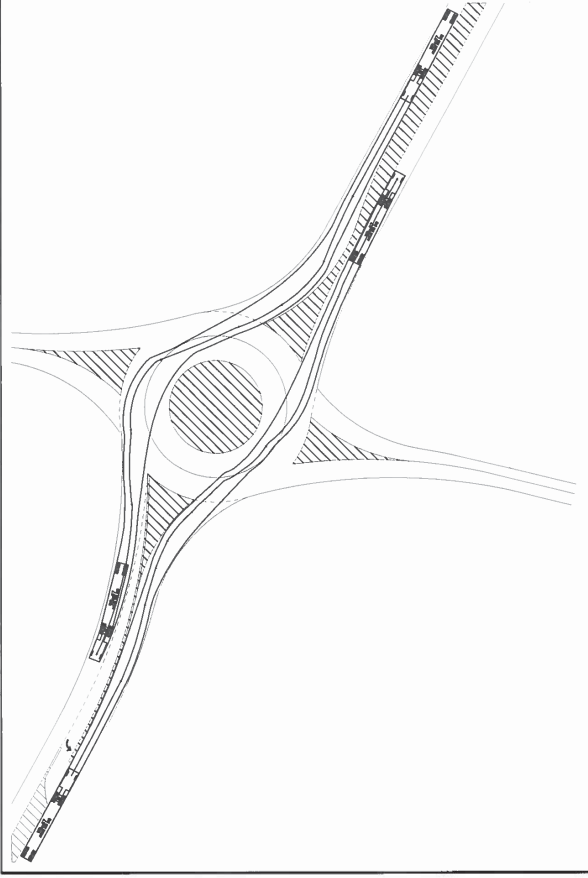
DOTD DISTRICT 6 DESIGN				DISTRICT 6 DESIGN DISTRICT 6 DESIGN	
PROJECT	ST. TAMMANY	DATE	08/15/18	SCALE	AS SHOWN
LOCATION	LA 22 @ PERREBOIS	PROJECT NO.	281-05	DATE	08/15/18
DESIGNER	DOTD	APPROVED		DATE	
CHECKED		DESIGNED		DATE	
DATE		DATE		DATE	

08 AUG 2018 1119
 R:\Traffic and ISMA\Conceptual Roundabout LA 22 @ Ferrisoux, Ro\Sample Lens Roundabout.dwg



				SHEET 281-05	
DISTRICT OF DESIGN		DATE: 08/08/18		PROJECT: ST. TAMMANY	
PROJECT NO.		DRAWING NO.		DATE: 08/08/18	
PROJECT NAME		DRAWING TITLE		DATE: 08/08/18	
PROJECT LOCATION		DRAWING SCALE		DATE: 08/08/18	
PROJECT DESCRIPTION		DRAWING REVISIONS		DATE: 08/08/18	

08 AUG 2018 1119
 R:\Traffic and ISMA\Conceptual Roundabout LA 22 @ Ferrisoux, Ro\Sample Lens Roundabout.dwg



				SHEET 281-05	
DISTRICT OF DESIGN		DATE: 08/08/18		PROJECT: ST. TAMMANY	
PROJECT NO.		DRAWING NO.		DATE: 08/08/18	
PROJECT NAME		DRAWING TITLE		DATE: 08/08/18	
PROJECT LOCATION		DRAWING SCALE		DATE: 08/08/18	
PROJECT DESCRIPTION		DRAWING REVISIONS		DATE: 08/08/18	

Route 22 and 250 Conventional Roadway L&T 22 @ Paradox Ridge/Lake Road Section, L&T

04/13/2017 16:24



 STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION	SINGLE LANE ROADWAY TWO LANE SECTION ALTERNATIVE CONSIDERING SECTION 103 (L)		COUNTY: ST. TAMMANY DISTRICT: RT-03		SHEET NO.: 162
	DESIGNER: DATE:	CHECKED: DATE:	DRAWN: DATE:	PROJECT NO.:	SECTION:
PROJECT DESCRIPTION:					DATE:

DESIGNER: DATE:	CHECKED: DATE:	DRAWN: DATE:	PROJECT NO.:	SECTION:
PROJECT DESCRIPTION:				

Sidra Analysis

Sidra Analysis Tables for LA 22 Roundabout ONLY Analysis (SL RAB at Perrilloux/Trapagnier)

- Recommended Roundabout Site Layout
- Two-Way Stop Alternative Site Layout
- All-Way Stop Alternative Site Layout

Sidra Analysis Tables for LA 22 Roundabout + J-Turn COMBO Analysis (J-Turn Configuration at Pine Creek/Coquille in conjunction with RAB at Perrilloux/Trapagnier & EB U-Turn east of Pine Creek/Coquille)

- Recommended J-Turn Configuration Site Layouts
 - o Recommended Restricted Two-Way Stop at Pine Creek/Coquille
 - o Recommended Roundabout at Perrilloux/Trapagnier
 - o Recommended Stop Controlled EB U-Turn east of Pine Creek
- No Build Alternative at Pine Creek/Coquille Site Layout
- All-Way Stop Alternative at Pine Creek/Coquille Site Layout

LA 22 Roundabout ONLY Analysis

LA 22 Roundabout ONLY Analysis - BUILD YEAR						
PEAK	Alternative	v/c Ratio	Delay (s)	LOS	Queue (ft)	Build Year
AM	Two-Way Stop	0.382	6.7	NA	43.6	3
	All-Way Stop	0.828	25.0	D	202.3	3
	Roundabout	0.642	1.2	A	182.9	3
SP	Two-Way Stop	0.304	4.8	NA	10.2	3
	All-Way Stop	0.606	13.6	B	84.2	3
	Roundabout	0.474	0.5	A	105.5	3
PM	Two-Way Stop	0.291	4.8	NA	7.9	3
	All-Way Stop	0.540	12.4	B	65.7	3
	Roundabout	0.470	0.6	A	101.7	3

LA 22 Roundabout ONLY Analysis - DESIGN YEAR						
PEAK	Alternative	v/c Ratio	Delay (s)	LOS	Queue (ft)	Design Year
AM	Two-Way Stop	1.229	23.5	NA	347.9	23
	All-Way Stop	1.231	95.3	F	1241.0	23
	Roundabout	0.910	4.6	A	601.0	23
SP	Two-Way Stop	0.452	6.6	NA	27.3	23
	All-Way Stop	0.900	25.9	D	291.1	23
	Roundabout	0.650	0.7	A	205.8	23
PM	Two-Way Stop	0.433	6.5	NA	19.3	23
	All-Way Stop	0.802	19.3	C	182.2	23
	Roundabout	0.648	1.0	A	195.1	23

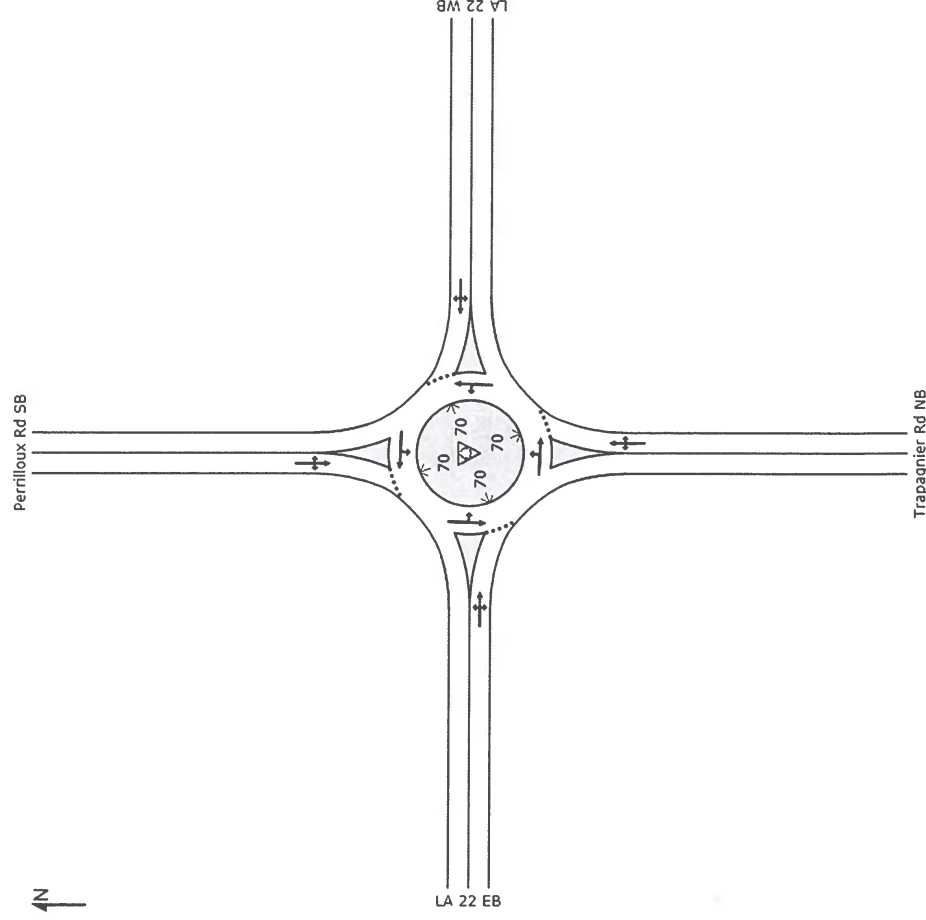
LA 22 Roundabout ONLY Analysis - CAPACITY						
PEAK	Alternative	v/c Ratio	Delay (s)	LOS	Queue (ft)	Capacity
AM	Two-Way Stop	0.947	15.4	NA	174.8	19
	All-Way Stop	0.990	41.8	E	451.5	12
	Roundabout	0.997	12.9	B	1148.0	27
SP	Two-Way Stop	0.930	14.7	NA	130.6	42
	All-Way Stop	0.994	37.2	E	483.0	28
	Roundabout	0.980	5.2	A	1871.0	43
PM	Two-Way Stop	0.981	16.0	NA	130.2	46
	All-Way Stop	0.998	37.5	E	513.8	34
	Roundabout	0.987	7.2	A	1412.8	43

Two-Way Stop Geometry: Best Case (SB Turn Lanes)
 All-Way Stop Geometry: Best Case (No Improvements)
 Roundabout Geometry: Single-Lane

LA 22 Roundabout ONLY Analysis

LA 22 at Perrilloux Road/Trapagnier Road Recommended Roundabout

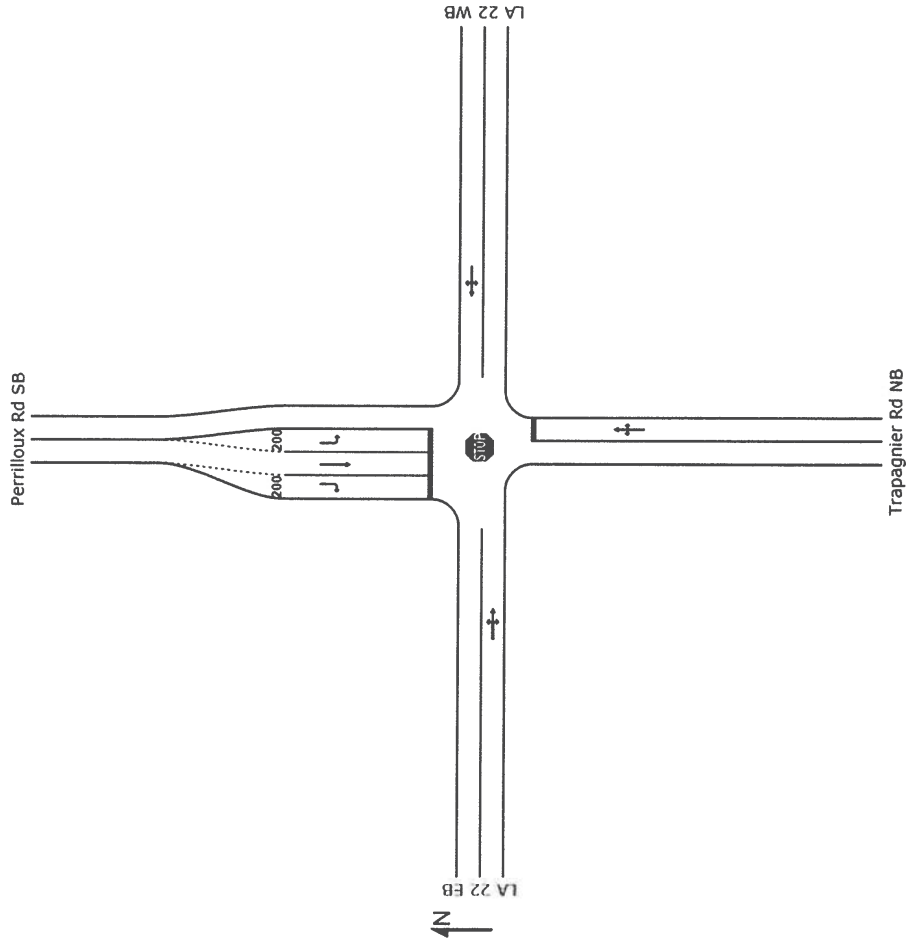
(Single-Lane)



LA 22 Roundabout ONLY Analysis

LA 22 at Perrilloux Road/Trapagnier Road Two-Way Stop Alternative

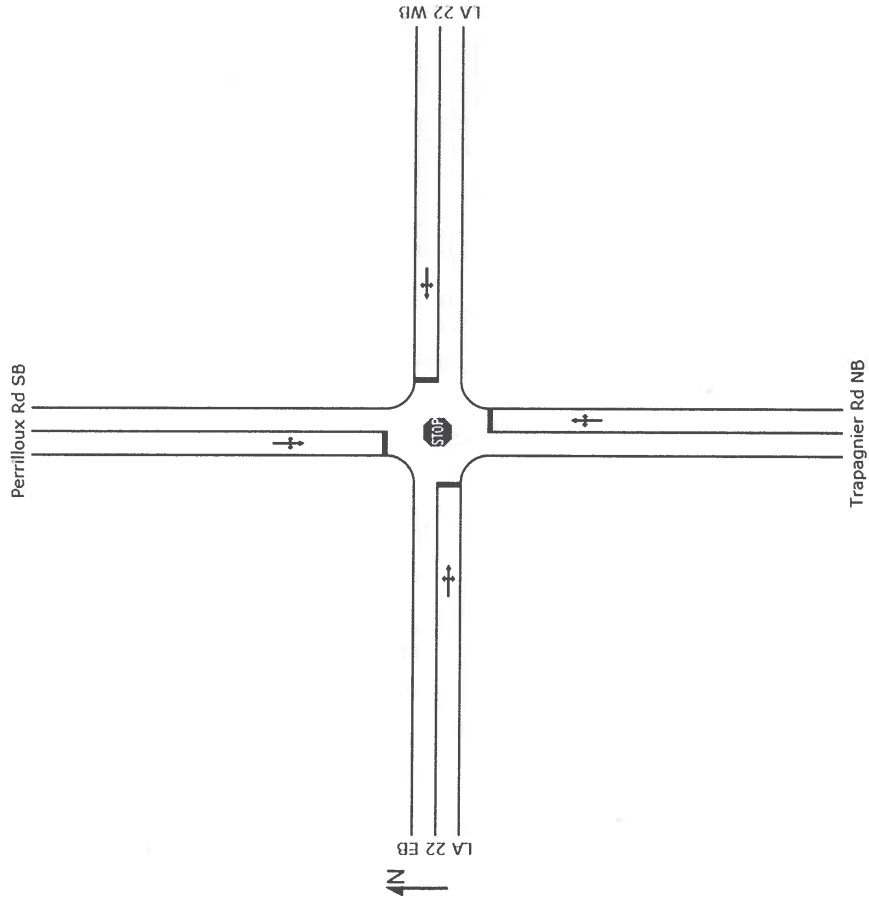
(Best Case: SB Turn Lanes)



LA 22 Roundabout ONLY Analysis

LA 22 at Perrilloux Road/Trapagnier Road All-Way Stop Alternative

(Best Case: No Geometric Changes)



LA 22 Roundabout & J-Turn COMBO Analysis

LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO) - Build Year							
PEAK	Alternative	Geometry (Location)	v/c Ratio	Delay (s)	LOS	Queue (ft)	Build Year
AM	No Build	Existing Two-Way Stop (LA 22 at Pine Creek/Coquille)	0.779	9.4	NA	128.1	3
	All-Way Stop	Best Case (LA 22 at Pine Creek/Coquille)	1.172	61.7	F	736.5	3
	J-Turn	Restricted Two-Way Stop (LA 22 at Pine Creek/Coquille)	0.397	3.0	NA	59.9	3
		Roundabout (LA 22 at Perrilloux/Trapagnier)	0.732	3.3	A	242.2	3
SP	No Build	LA 22 EB U-Turn (LA 22 east of Pine Creek/Coquille)	0.402	0.1	NA	1.5	3
		Existing Two-Way Stop (LA 22 at Pine Creek/Coquille)	0.563	8.0	NA	84.5	3
	All-Way Stop	Best Case (LA 22 at Pine Creek/Coquille)	1.048	49.7	E	433.4	3
	J-Turn	Restricted Two-Way Stop (LA 22 at Pine Creek/Coquille)	0.532	4.5	NA	116.2	3
Roundabout (LA 22 at Perrilloux/Trapagnier)		0.593	0.9	A	173.3	3	
LA 22 EB U-Turn (LA 22 east of Pine Creek/Coquille)		0.281	0.1	NA	1.7	3	
PM	No Build	Existing Two-Way Stop (LA 22 at Pine Creek/Coquille)	0.277	4.0	NA	13.1	3
	All-Way Stop	Best Case (LA 22 at Pine Creek/Coquille)	1.009	44.1	E	398.5	3
		Restricted Two-Way Stop (LA 22 at Pine Creek/Coquille)	0.272	1.3	NA	14.1	3
	J-Turn	Roundabout (LA 22 at Perrilloux/Trapagnier)	0.500	0.7	A	115.2	3
LA 22 EB U-Turn (LA 22 east of Pine Creek/Coquille)		0.294	0.1	NA	2.5	3	

No Build Geometry: Existing Two-Way Stop (WB LTL, SB RTL, EB RTL, & NB RTL)
 All-Way Stop Geometry: Best Case (No Geometric Changes)
 J-Turn Geometry:
 Pine Creek/Coquille: Restricted Two-Way Stop (Left-In, Right-In/Right-Out Access)
 Perrilloux/Trapagnier: Roundabout (Single-Lane)
 LA 22 east of Pine Creek/Coquille: Stop Controlled EB U-Turn

LA 22 Roundabout & J-Turn COMBO Analysis

LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO) - Design Year							
PEAK	Alternative	Geometry (Location)	v/c Ratio	Delay (s)	LOS	Queue (ft)	Design Year
AM	No Build	Existing Two-Way Stop (LA 22 at Pine Creek/Coquille)	2.396	90.5	NA	1241.1	23
	All-Way Stop	Best Case (LA 22 at Pine Creek/Coquille)	1.742	175.2	F	2232.8	23
	J-Turn	Restricted Two-Way Stop (LA 22 at Pine Creek/Coquille)	0.651	4.8	NA	198.0	23
		Roundabout (LA 22 at Perrilloux/Trapagnier)	1.076	29.4	C	1338.7	23
SP	No Build	LA 22 EB U-Turn (LA 22 east of Pine Creek/Coquille)	0.597	0.2	NA	2.7	23
		Existing Two-Way Stop (LA 22 at Pine Creek/Coquille)	1.719	52.7	NA	877.2	23
	All-Way Stop	Best Case (LA 22 at Pine Creek/Coquille)	1.558	159.6	F	1480.5	23
	J-Turn	Restricted Two-Way Stop (LA 22 at Pine Creek/Coquille)	1.091	23.1	NA	744.2	23
Roundabout (LA 22 at Perrilloux/Trapagnier)		0.814	1.5	A	459.7	23	
LA 22 EB U-Turn (LA 22 east of Pine Creek/Coquille)		0.417	0.2	NA	3.3	23	
PM	No Build	Existing Two-Way Stop (LA 22 at Pine Creek/Coquille)	0.415	6.2	NA	39.8	23
	All-Way Stop	Best Case (LA 22 at Pine Creek/Coquille)	1.499	151.2	F	1519.3	23
		Restricted Two-Way Stop (LA 22 at Pine Creek/Coquille)	0.404	1.8	NA	32.0	23
	J-Turn	Roundabout (LA 22 at Perrilloux/Trapagnier)	0.689	1.2	A	232.6	23
LA 22 EB U-Turn (LA 22 east of Pine Creek/Coquille)		0.437	0.2	NA	4.9	23	

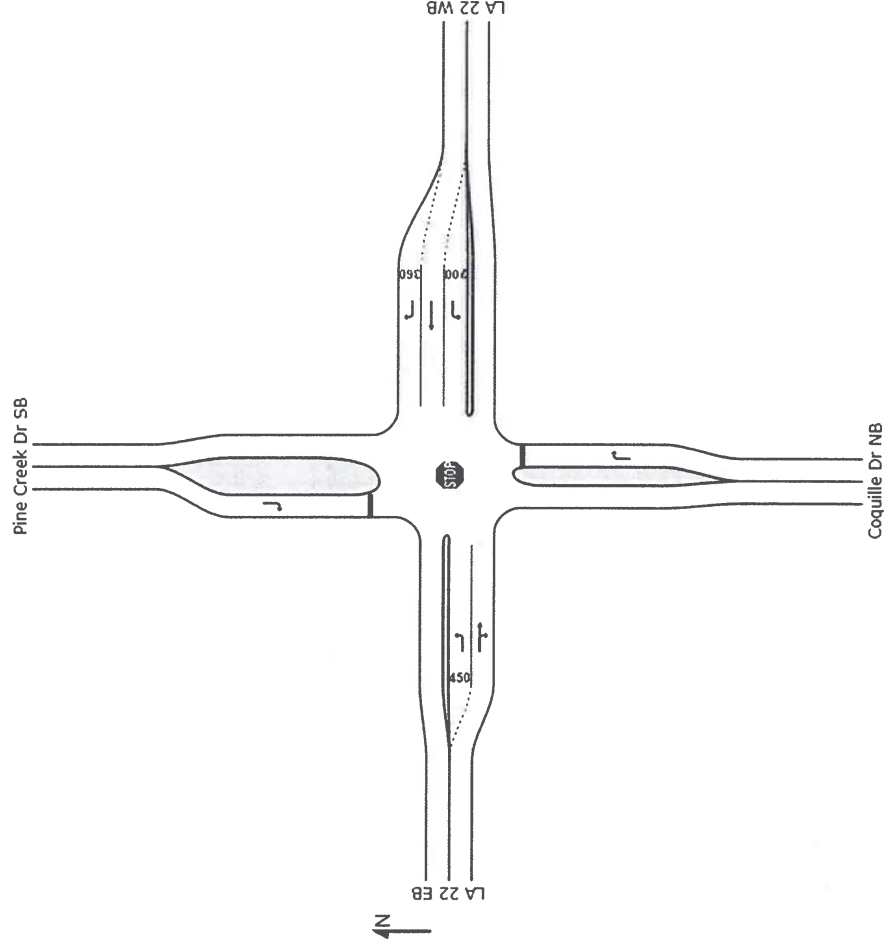
No Build Geometry: Existing Two-Way Stop (WB LTL, SB RTL, EB RTL, & NB RTL)
 All-Way Stop Geometry: Best Case (No Geometric Changes)
 J-Turn Geometry:
 Pine Creek/Coquille: Restricted Two-Way Stop (Left-In, Right-In/Right-Out Access)
 Perrilloux/Trapagnier: Roundabout (Single-Lane)
 LA 22 east of Pine Creek/Coquille: Stop Controlled EB U-Turn

LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO) - Capacity						
PEAK	Alternative	Geometry (Location)	v/c Ratio	Delay (s)	LOS	Queue (ft) Capacity (yrs)
AM	No Build	Existing Two-Way Stop (LA 22 at Pine Creek/Coquille)	0.986	14.4	NA	224.9 7
	All-Way Stop	Best Case (LA 22 at Pine Creek/Coquille)	1.105	50.9	F	586.9 0
		Restricted Two-Way Stop (LA 22 at Pine Creek/Coquille)	0.989	13.1	NA	666.6 36
	J-Turn	Roundabout (LA 22 at Perrilloux/Trapagnier)	0.996	16.5	B	924.9 20
LA 22 EB U-Turn (LA 22 east of Pine Creek/Coquille)		1.000	3.0	NA	6.7 49	
SP	No Build	Existing Two-Way Stop (LA 22 at Pine Creek/Coquille)	0.948	16.6	NA	230.6 13
	All-Way Stop	Best Case (LA 22 at Pine Creek/Coquille)	0.998	41.7	E	346.1 0
		Restricted Two-Way Stop (LA 22 at Pine Creek/Coquille)	0.971	15.3	NA	495.0 20
	J-Turn	Roundabout (LA 22 at Perrilloux/Trapagnier)	0.980	5.9	A	2165.4 32
		LA 22 EB U-Turn (LA 22 east of Pine Creek/Coquille)	0.997	2.9	NA	27.8 67
	PM	No Build	Existing Two-Way Stop (LA 22 at Pine Creek/Coquille)	0.934	13.5	NA
All-Way Stop		Best Case (LA 22 at Pine Creek/Coquille)	0.989	41.2	E	367.8 2
		Restricted Two-Way Stop (LA 22 at Pine Creek/Coquille)	0.993	9.1	NA	243.1 49
J-Turn		Roundabout (LA 22 at Perrilloux/Trapagnier)	0.985	7.0	A	1436.0 40
	LA 22 EB U-Turn (LA 22 east of Pine Creek/Coquille)	0.984	2.7	NA	37.4 64	

No Build Geometry: Existing Two-Way Stop (WB LTL, SB RTL, EB RTL, & NB RTL)
 All-Way Stop Geometry: Best Case (No Geometric Changes)
 J-Turn Geometry:
 Pine Creek/Coquille: Restricted Two-Way Stop (Left-In, Right-In/Right-Out Access)
 Perrilloux/Trapagnier: Roundabout (Single-Lane)
 LA 22 east of Pine Creek/Coquille: Stop Controlled EB U-Turn

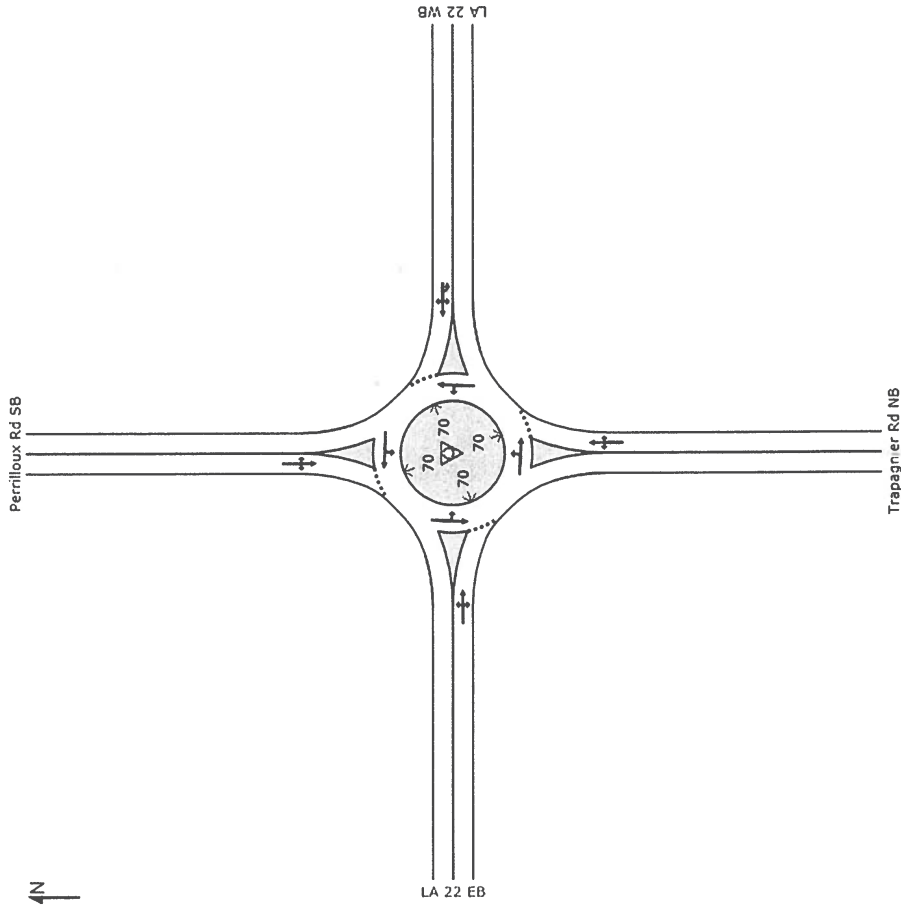
LA 22 at Pine Creek Drive/Coquille Drive Recommended Restricted Two-Way Stop Recommended J-Turn Configuration

in conjunction with
 (Left-In, Right-In/Right-Out Access)



LA 22 at Perrilloux Road/Trapagnier Road Recommended Roundabout

In conjunction with
Recommended J-Turn Configuration
(Single-Lane with WB U-Turn Movement)



LA 22 East of Pine Creek/Coquille Recommended Stop Controlled EB U-Turn Recommended J-Turn Configuration

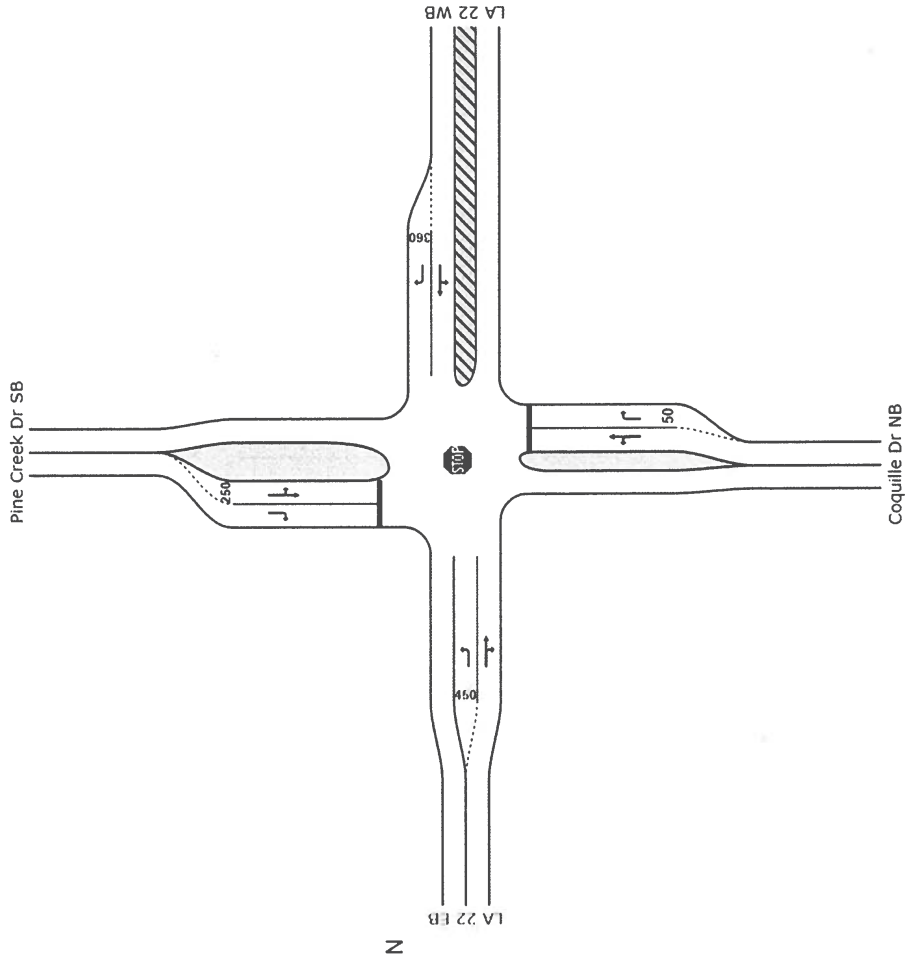
in conjunction with



* Note: There is currently no existing control at this point on LA 22

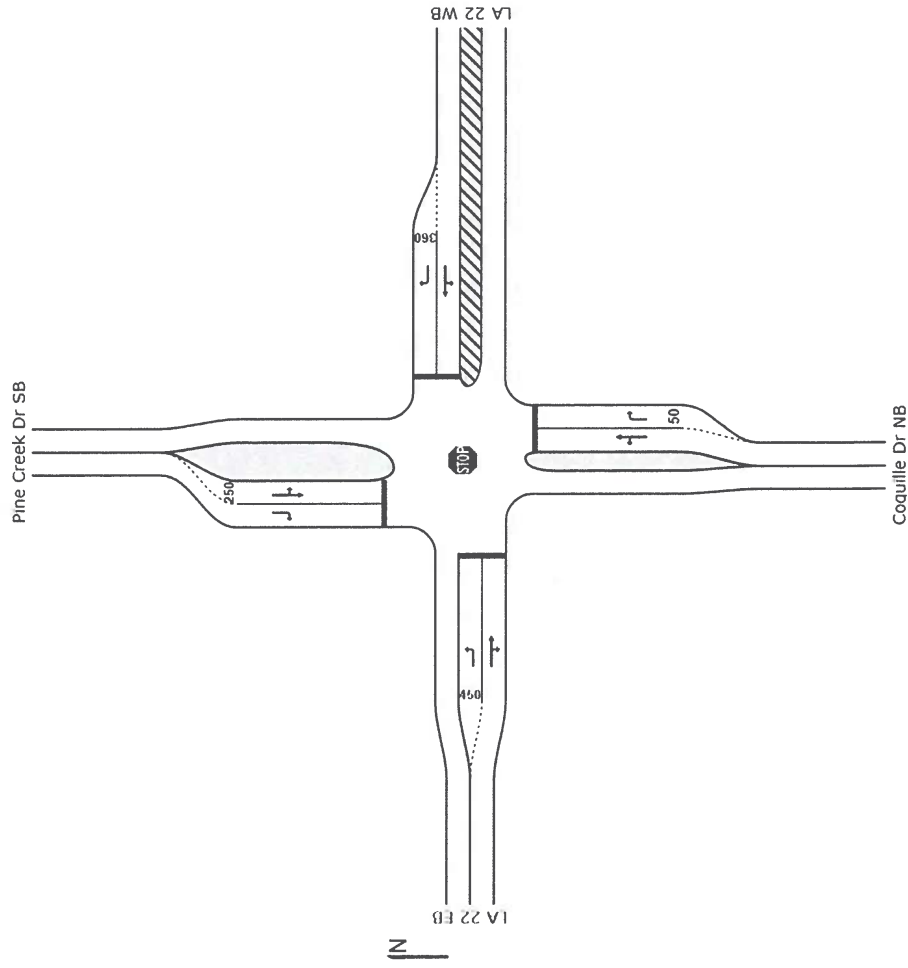
LA 22 at Pine Creek Drive/Coquille Drive No Build Alternative

(Existing Two-Way Stop)



LA 22 at Pine Creek Drive/Coquille Drive All-Way Stop Alternative

(Best Case: No Geometric Changes)



Movement Summaries:

LA 22 Roundabout ONLY Analysis

MOVEMENT SUMMARY

Site: Two-Way Stop - AM - Build Year
 LA 22 at Perrilloux Road/Trapagnier Road
 Two-Way Stop Alternative: Best Case (SB Turn Lanes)
 LA 22 Roundabout ONLY Analysis
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles												
Mov ID	OD	Dem	Total	HV	Dep	Average	Level of	95% Back of	Queue	Pop.	Effective	Average
		and	veh/h	%	Satn	Delay	Service	Vehicles	Distance	Queued	Stop Rate	Speed
		Flow			v/c	sec		veh	ft		per veh	mph
South: Trapagnier Rd NB												
3	L2	1	3.0	0.013	0.013	24.5	LOS C	0.0	1.1	0.71	0.62	26.6
8	T1	1	3.0	0.013	0.013	21.7	LOS C	0.0	1.1	0.71	0.62	26.7
18	R2	1	3.0	0.013	0.013	9.1	LOS A	0.0	1.1	0.71	0.62	26.8
	Approach	3	3.0	0.013	0.013	18.4	LOS C	0.0	1.1	0.71	0.62	26.7
East: LA 22 WB												
1	L2	1	3.0	0.218	0.218	273.7	LOS F	0.0	0.6	0.01	0.00	34.7
6	T1	263	3.0	0.218	2.5	20.1	LOS A	0.0	0.6	0.01	0.00	36.4
16	R2	115	3.0	0.218	3.9	3.9	LOS A	0.0	0.6	0.01	0.00	35.0
	Approach	379	3.0	0.218	3.7	3.7	NA	0.0	0.6	0.01	0.00	35.9
North: Perrilloux Rd SB												
7	L2	83	3.0	0.382	0.382	31.4	LOS D	1.7	43.6	0.85	0.92	23.1
4	T1	1	3.0	0.005	2.1	20.1	LOS C	0.0	0.4	0.73	0.62	26.2
14	R2	25	3.0	0.033	9.9	9.9	LOS A	0.1	3.4	0.41	0.26	29.6
	Approach	110	3.0	0.382	26.3	26.3	LOS D	1.7	43.6	0.75	0.76	24.4
West: LA 22 EB												
5	L2	29	3.0	0.371	0.371	36.5	LOS E	0.4	10.7	0.07	0.00	35.3
2	T1	636	3.0	0.371	3.6	3.6	LOS A	0.4	10.7	0.07	0.00	36.5
12	R2	1	3.0	0.371	35.7	35.7	LOS E	0.4	10.7	0.07	0.00	35.2
	Approach	666	3.0	0.371	5.0	5.0	NA	0.4	10.7	0.07	0.00	36.5
	All Vehicles	1158	3.0	0.382	6.7	6.7	NA	1.7	43.6	0.11	0.08	34.6

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1, irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional MT.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:02 PM
 Project: T:\621Traffic\Clara\Projects\Internal\Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout\Report\Sidra Analysis\LA 22 RAB ONLY Analysis.spr

MOVEMENT SUMMARY

Site: All-Way Stop - AM - Build Year
 LA 22 at Perriloux Road/Trapagnier Road
 All-Way Stop Alternative: Best Case (No Improvements)
 LA 22 Roundabout ONLY Analysis
 Stop (All-Way)
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Total Demand Flows veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per/veh	Average Speed mph		
South: Trapagnier Rd NB													
3	L2	1	3.0	0.268	364.4	LOSF	1.0	25.2	1.00	1.25	5.2		
8	T1	1	3.0	0.268	364.4	LOSF	1.0	25.2	1.00	1.25	5.2		
18	R2	1	3.0	0.268	364.4	LOSF	1.0	25.2	1.00	1.25	5.2		
Approach													
		3	3.0	0.268	364.4	LOSF	1.0	25.2	1.00	1.25	5.2		
East: LA 22 WB													
1	L2	1	3.0	0.576	15.6	LOSC	3.0	78.0	0.88	1.40	27.7		
6	T1	263	3.0	0.576	15.6	LOSC	3.0	78.0	0.88	1.40	27.8		
16	R2	115	3.0	0.576	15.6	LOSC	3.0	78.0	0.88	1.40	27.9		
Approach													
		379	3.0	0.576	15.6	LOSC	3.0	78.0	0.88	1.40	27.8		
North: Perriloux Rd SB													
7	L2	83	3.0	0.587	46.6	LOSE	3.1	80.3	1.00	1.48	20.0		
4	T1	1	3.0	0.587	46.6	LOSE	3.1	80.3	1.00	1.48	20.0		
14	R2	25	3.0	0.587	46.6	LOSE	3.1	80.3	1.00	1.48	20.1		
Approach													
		110	3.0	0.587	46.6	LOSE	3.1	80.3	1.00	1.48	20.0		
West: LA 22 EB													
5	L2	29	3.0	0.828	25.1	LOSD	7.9	202.3	0.97	2.03	24.9		
2	T1	636	3.0	0.828	25.1	LOSD	7.9	202.3	0.97	2.03	24.9		
12	R2	1	3.0	0.828	25.1	LOSD	7.9	202.3	0.97	2.03	25.0		
Approach													
		666	3.0	0.828	25.1	LOSD	7.9	202.3	0.97	2.03	24.9		
All Vehicles													
		1158	3.0	0.828	25.0	LOSD	7.9	202.3	0.94	1.77	24.9		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:03 PM
 Project: T:\627TrafficClear\Projects\Internal\Reports\LA22 at Perriloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sip6

MOVEMENT SUMMARY

Site: Roundabout - AM - Build Year
 LA 22 at Perriloux Road/Trapagnier Road
 Roundabout Alternative: Single-Lane
 LA 22 Roundabout ONLY Analysis
 Roundabout
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Total Demand Flows veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per/veh	Average Speed mph		
South: Trapagnier Rd NB													
3	L2	1	3.0	0.007	6.0	LOSA	0.0	1.0	0.75	0.50	33.0		
8	T1	1	3.0	0.007	6.0	LOSA	0.0	1.0	0.75	0.50	33.1		
18	R2	1	3.0	0.007	6.0	LOSA	0.0	1.0	0.75	0.50	32.3		
Approach													
		3	3.0	0.007	6.0	LOSA	0.0	1.0	0.75	0.50	32.8		
East: LA 22 WB													
1	L2	1	3.0	0.341	0.3	LOSA	2.6	66.5	0.22	0.08	36.4		
6	T1	263	3.0	0.341	0.3	LOSA	2.6	66.5	0.22	0.08	36.5		
16	R2	115	3.0	0.341	0.3	LOSA	2.6	66.5	0.22	0.08	35.6		
Approach													
		379	3.0	0.341	0.3	LOSA	2.6	66.5	0.22	0.08	36.2		
North: Perriloux Rd SB													
7	L2	83	3.0	0.127	2.1	LOSA	0.7	17.4	0.49	0.34	33.9		
4	T1	1	3.0	0.127	2.1	LOSA	0.7	17.4	0.49	0.34	34.1		
14	R2	25	3.0	0.127	2.1	LOSA	0.7	17.4	0.49	0.34	33.3		
Approach													
		110	3.0	0.127	2.1	LOSA	0.7	17.4	0.49	0.34	33.8		
West: LA 22 EB													
5	L2	29	3.0	0.642	1.5	LOSA	7.1	182.9	0.56	0.32	35.1		
2	T1	636	3.0	0.642	1.5	LOSA	7.1	182.9	0.56	0.32	35.2		
12	R2	1	3.0	0.642	1.5	LOSA	7.1	182.9	0.56	0.32	34.4		
Approach													
		666	3.0	0.642	1.5	LOSA	7.1	182.9	0.56	0.32	35.2		
All Vehicles													
		1158	3.0	0.642	1.2	LOSA	7.1	182.9	0.45	0.24	35.4		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:05 PM
 Project: T:\627TrafficClear\Projects\Internal\Reports\LA22 at Perriloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sip6

MOVEMENT SUMMARY

500+ Site: Two-Way Stop - SP - Build Year
 LA 22 at Perrilloux Road/Trapagnier Road
 Two-Way Stop Alternative: Best Case (SB Turn Lanes)
 LA 22 Roundabout ONLY Analysis
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed	
		veh/h	%	v/c	sec		veh	ft		per/veh	mph	
South: Trapagnier Rd NB												
3	L2	1	3.0	0.009	20.7	LOS C	0.0	0.8	0.54	0.40	27.9	
8	T1	1	3.0	0.009	18.4	LOS C	0.0	0.8	0.54	0.40	28.0	
18	R2	1	3.0	0.009	3.8	LOS A	0.0	0.8	0.54	0.40	28.1	
	Approach	3	3.0	0.009	14.3	LOS B	0.0	0.8	0.54	0.40	28.0	
East: LA 22 WB												
1	L2	6	3.0	0.304	104.5	LOS F	0.1	2.1	0.02	0.00	34.7	
6	T1	435	3.0	0.304	2.7	LOS A	0.1	2.1	0.02	0.00	36.3	
16	R2	99	3.0	0.304	6.1	LOS A	0.1	2.1	0.02	0.00	35.0	
	Approach	540	3.0	0.304	4.4	NA	0.1	2.1	0.02	0.00	36.1	
North: Perrilloux Rd SB												
7	L2	32	3.0	0.103	17.8	LOS C	0.4	10.2	0.71	0.71	26.8	
4	T1	1	3.0	0.004	16.1	LOS C	0.0	0.3	0.63	0.48	27.5	
14	R2	28	3.0	0.046	11.2	LOS B	0.2	4.5	0.51	0.40	29.1	
	Approach	61	3.0	0.103	14.8	LOS B	0.4	10.2	0.62	0.57	27.8	
West: LA 22 EB												
5	L2	13	3.0	0.152	22.4	LOS C	0.1	3.8	0.07	0.00	36.4	
2	T1	255	3.0	0.152	2.1	LOS A	0.1	3.8	0.07	0.00	37.7	
12	R2	1	3.0	0.152	21.4	LOS C	0.1	3.8	0.07	0.00	36.2	
	Approach	269	3.0	0.152	3.2	NA	0.1	3.8	0.07	0.00	37.6	
All Vehicles		873	3.0	0.304	4.8	NA	0.4	10.2	0.08	0.04	35.7	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

500+ Site: All-Way Stop - SP - Build Year
 LA 22 at Perrilloux Road/Trapagnier Road
 All-Way Stop Alternative: Best Case (No Improvements)
 LA 22 Roundabout ONLY Analysis
 Stop (All-Way)
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed	
		veh/h	%	v/c	sec		veh	ft		per/veh	mph	
South: Trapagnier Rd NB												
3	L2	1	3.0	0.030	35.4	LOS E	0.1	2.7	1.00	1.23	22.2	
8	T1	1	3.0	0.030	35.4	LOS E	0.1	2.7	1.00	1.23	22.3	
18	R2	1	3.0	0.030	35.4	LOS E	0.1	2.7	1.00	1.23	22.4	
	Approach	3	3.0	0.030	35.4	LOS E	0.1	2.7	1.00	1.23	22.3	
East: LA 22 WB												
1	L2	6	3.0	0.606	13.0	LOS B	3.3	84.2	0.79	1.35	28.6	
6	T1	435	3.0	0.606	13.0	LOS B	3.3	84.2	0.79	1.35	28.7	
16	R2	99	3.0	0.606	13.0	LOS B	3.3	84.2	0.79	1.35	28.8	
	Approach	540	3.0	0.606	13.0	LOS B	3.3	84.2	0.79	1.35	28.7	
North: Perrilloux Rd SB												
7	L2	32	3.0	0.363	36.1	LOS E	1.5	39.5	1.00	1.34	22.1	
4	T1	1	3.0	0.363	36.1	LOS E	1.5	39.5	1.00	1.34	22.1	
14	R2	28	3.0	0.363	36.1	LOS E	1.5	39.5	1.00	1.34	22.2	
	Approach	61	3.0	0.363	36.1	LOS E	1.5	39.5	1.00	1.34	22.1	
West: LA 22 EB												
5	L2	13	3.0	0.318	9.2	LOS A	1.1	29.2	0.69	1.01	30.0	
2	T1	255	3.0	0.318	9.2	LOS A	1.1	29.2	0.69	1.01	30.1	
12	R2	1	3.0	0.318	9.2	LOS A	1.1	29.2	0.69	1.01	30.2	
	Approach	269	3.0	0.318	9.2	LOS A	1.1	29.2	0.69	1.01	30.1	
All Vehicles		873	3.0	0.606	13.6	LOS B	3.3	84.2	0.78	1.24	28.5	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: Roundabout - SP - Build Year

LA 22 at Perrilloux Road/Trapagnier Road
Roundabout Alternative: Single-Lane
LA 22 Roundabout ONLY Analysis

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

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Deg Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Pop. Queued	Effective Stop Rate	Average Speed		
		veh/h	%	v/c	sec		veh	ft		per veh	mph		
South: Trapagnier Rd NB													
3	L2	1	3.0	0.004	2.0	LOSA	0.0	0.5	0.47	0.24	34.9		
8	T1	1	3.0	0.004	2.0	LOSA	0.0	0.5	0.47	0.24	35.0		
18	R2	1	3.0	0.004	2.0	LOSA	0.0	0.5	0.47	0.24	34.2		
Approach		3	3.0	0.004	2.0	LOSA	0.0	0.5	0.47	0.24	34.7		
East: LA 22 WB													
1	L2	6	3.0	0.474	0.2	LOSA	4.1	105.5	0.16	0.05	36.5		
6	T1	435	3.0	0.474	0.2	LOSA	4.1	105.5	0.16	0.05	36.6		
16	R2	99	3.0	0.474	0.2	LOSA	4.1	105.5	0.16	0.05	35.7		
Approach		540	3.0	0.474	0.2	LOSA	4.1	105.5	0.16	0.05	36.5		
North: Perrilloux Rd SB													
7	L2	32	3.0	0.084	3.4	LOSA	0.4	11.1	0.58	0.44	33.8		
4	T1	1	3.0	0.084	3.4	LOSA	0.4	11.1	0.58	0.44	33.9		
14	R2	28	3.0	0.084	3.4	LOSA	0.4	11.1	0.58	0.44	33.1		
Approach		61	3.0	0.084	3.4	LOSA	0.4	11.1	0.58	0.44	33.5		
West: LA 22 EB													
5	L2	13	3.0	0.244	0.4	LOSA	1.6	41.9	0.22	0.08	36.2		
2	T1	255	3.0	0.244	0.4	LOSA	1.6	41.9	0.22	0.08	36.3		
12	R2	1	3.0	0.244	0.4	LOSA	1.6	41.9	0.22	0.08	35.4		
Approach		269	3.0	0.244	0.4	LOSA	1.6	41.9	0.22	0.08	36.3		
All Vehicles		873	3.0	0.474	0.5	LOSA	4.1	105.5	0.21	0.09	36.2		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS values are based on Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Atgkpl M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:09 PM
Project: T:\B2Traffic\Cleara\Projects\Internal\Reports\LA22 at Perrilloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sp6

MOVEMENT SUMMARY

Site: Two-Way Stop - PM - Build Year

LA 22 at Perrilloux Road/Trapagnier Road
Two-Way Stop Alternative: Best Case (SB Turn Lanes)
LA 22 Roundabout ONLY Analysis

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

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Deg Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Pop. Queued	Effective Stop Rate	Average Speed		
		veh/h	%	v/c	sec		veh	ft		per veh	mph		
South: Trapagnier Rd NB													
3	L2	1	3.0	0.017	22.7	LOSC	0.1	1.4	0.58	0.49	27.5		
8	T1	3	3.0	0.017	17.2	LOSC	0.1	1.4	0.58	0.49	27.6		
18	R2	1	3.0	0.017	3.6	LOSA	0.1	1.4	0.58	0.49	27.7		
Approach		6	3.0	0.017	15.6	LOSC	0.1	1.4	0.58	0.49	27.6		
East: LA 22 WB													
1	L2	2	3.0	0.291	246.5	LOSF	0.0	0.8	0.01	0.00	35.2		
6	T1	486	3.0	0.291	2.4	LOSA	0.0	0.8	0.01	0.00	36.9		
16	R2	40	3.0	0.291	12.2	LOSB	0.0	0.8	0.01	0.00	35.5		
Approach		528	3.0	0.291	4.2	NA	0.0	0.8	0.01	0.00	36.7		
North: Perrilloux Rd SB													
7	L2	23	3.0	0.076	17.9	LOSC	0.3	7.4	0.72	0.72	26.8		
4	T1	1	3.0	0.004	16.4	LOSC	0.0	0.3	0.64	0.50	27.4		
14	R2	45	3.0	0.079	11.9	LOSB	0.3	7.9	0.55	0.47	28.9		
Approach		69	3.0	0.079	14.0	LOSB	0.3	7.9	0.61	0.55	28.1		
West: LA 22 EB													
5	L2	22	3.0	0.159	13.8	LOSB	0.3	6.6	0.11	0.01	36.2		
2	T1	248	3.0	0.159	2.2	LOSA	0.3	6.6	0.11	0.01	37.4		
12	R2	3	3.0	0.159	12.8	LOSB	0.3	6.6	0.11	0.01	36.0		
Approach		273	3.0	0.159	3.3	NA	0.3	6.6	0.11	0.01	37.3		
All Vehicles		877	3.0	0.291	4.8	NA	0.3	7.9	0.09	0.05	36.0		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional IM1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:10 PM
Project: T:\B2Traffic\Cleara\Projects\Internal\Reports\LA22 at Perrilloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sp6

MOVEMENT SUMMARY

Site: All-Way Stop - PM - Build Year
 LA 22 at Perrilloux Road/Trapagnier Road
 All-Way Stop Alternative: Best Case (No Improvements)
 LA 22 Roundabout ONLY Analysis
 Stop (All-Way)
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Total Demand Flows veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per/veh	Average Speed mph		
South: Trapagnier Rd NB													
3	L2	1	3.0	0.029	21.8	LOS C	0.1	2.5	0.98	1.21	25.8		
8	T1	3	3.0	0.029	21.8	LOS C	0.1	2.5	0.98	1.21	25.9		
18	R2	1	3.0	0.029	21.8	LOS C	0.1	2.5	0.98	1.21	26.0		
Approach		6	3.0	0.029	21.8	LOS C	0.1	2.5	0.98	1.21	25.9		
East: LA 22 WB													
1	L2	2	3.0	0.540	10.9	LOS B	2.6	65.7	0.71	1.19	29.4		
6	T1	486	3.0	0.540	10.9	LOS B	2.6	65.7	0.71	1.19	29.4		
16	R2	40	3.0	0.540	10.9	LOS B	2.6	65.7	0.71	1.19	29.6		
Approach		528	3.0	0.540	10.9	LOS B	2.6	65.7	0.71	1.19	29.4		
North: Perrilloux Rd SB													
7	L2	23	3.0	0.409	38.2	LOS E	1.8	46.2	1.00	1.36	21.6		
4	T1	1	3.0	0.409	38.2	LOS E	1.8	46.2	1.00	1.36	21.6		
14	R2	45	3.0	0.409	38.2	LOS E	1.8	46.2	1.00	1.36	21.7		
Approach		69	3.0	0.409	38.2	LOS E	1.8	46.2	1.00	1.36	21.7		
West: LA 22 EB													
5	L2	22	3.0	0.295	8.5	LOS A	1.0	25.8	0.63	0.95	30.3		
2	T1	248	3.0	0.295	8.5	LOS A	1.0	25.8	0.63	0.95	30.3		
12	R2	3	3.0	0.295	8.5	LOS A	1.0	25.8	0.63	0.95	30.5		
Approach		273	3.0	0.295	8.5	LOS A	1.0	25.8	0.63	0.95	30.3		
All Vehicles		877	3.0	0.540	12.4	LOS B	2.6	65.7	0.71	1.13	28.9		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:12 PM
 Project: T:\622TrafficClear\Projects\Internal\Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sip6

MOVEMENT SUMMARY

Site: Roundabout - PM - Build Year
 LA 22 at Perrilloux Road/Trapagnier Road
 Roundabout Alternative: Single-Lane
 LA 22 Roundabout ONLY Analysis
 Roundabout
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Total Demand Flows veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per/veh	Average Speed mph		
South: Trapagnier Rd NB													
3	L2	1	3.0	0.007	1.9	LOS A	0.0	0.9	0.47	0.25	35.1		
8	T1	3	3.0	0.007	1.9	LOS A	0.0	0.9	0.47	0.25	35.3		
18	R2	1	3.0	0.007	1.9	LOS A	0.0	0.9	0.47	0.25	34.4		
Approach		6	3.0	0.007	1.9	LOS A	0.0	0.9	0.47	0.25	35.1		
East: LA 22 WB													
1	L2	2	3.0	0.470	0.4	LOS A	4.0	101.7	0.22	0.08	36.3		
6	T1	486	3.0	0.470	0.4	LOS A	4.0	101.7	0.22	0.08	36.4		
16	R2	40	3.0	0.470	0.4	LOS A	4.0	101.7	0.22	0.08	35.5		
Approach		528	3.0	0.470	0.4	LOS A	4.0	101.7	0.22	0.08	36.4		
North: Perrilloux Rd SB													
7	L2	23	3.0	0.100	3.8	LOS A	0.5	13.5	0.62	0.49	34.1		
4	T1	1	3.0	0.100	3.8	LOS A	0.5	13.5	0.62	0.49	34.2		
14	R2	45	3.0	0.100	3.8	LOS A	0.5	13.5	0.62	0.49	33.4		
Approach		69	3.0	0.100	3.8	LOS A	0.5	13.5	0.62	0.49	33.6		
West: LA 22 EB													
5	L2	22	3.0	0.244	0.2	LOS A	1.7	42.9	0.18	0.06	36.2		
2	T1	248	3.0	0.244	0.2	LOS A	1.7	42.9	0.18	0.06	36.4		
12	R2	3	3.0	0.244	0.2	LOS A	1.7	42.9	0.18	0.06	35.5		
Approach		273	3.0	0.244	0.2	LOS A	1.7	42.9	0.18	0.06	36.3		
All Vehicles		877	3.0	0.470	0.6	LOS A	4.0	101.7	0.24	0.11	36.1		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:13 PM
 Project: T:\622TrafficClear\Projects\Internal\Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sip6

MOVEMENT SUMMARY

Site: Two-Way Stop - AM - Design Year
 LA 22 at Perrilloux Road/Trapagnier Road
 Two-Way Stop Alternative: Best Case (SB Turn Lanes)
 LA 22 Roundabout ONLY Analysis
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles												
MOV ID	OD Mov	Total Demand Flows veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance ft	Prop. Queued	Effective Stop Rate per/veh	Average Speed mph	
South: Trapagnier Rd NB												
3	L2	2	3.0	0.037	43.8	LOSE	0.1	2.9	0.86	0.85	22.9	
8	T1	2	3.0	0.037	38.6	LOSE	0.1	2.9	0.86	0.85	23.0	
18	R2	2	3.0	0.037	13.7	LOS B	0.1	2.9	0.86	0.85	23.1	
Approach		5	3.0	0.037	32.0	LOS D	0.1	2.9	0.86	0.85	23.0	
East: LA 22 WB												
1	L2	2	3.0	0.324	276.9	LOS F	0.1	1.7	0.01	0.00	34.2	
6	T1	391	3.0	0.324	3.3	LOS A	0.1	1.7	0.01	0.00	35.8	
16	R2	171	3.0	0.324	5.1	LOS A	0.1	1.7	0.01	0.00	34.5	
Approach		564	3.0	0.324	4.7	NA	0.1	1.7	0.01	0.00	35.4	
North: Perrilloux Rd SB												
7	L2	123	3.0	1.229	242.5	LOS F	13.6	347.9	1.00	1.71	7.2	
4	T1	2	3.0	0.014	34.9	LOS D	0.0	1.0	0.86	0.86	22.4	
14	R2	38	3.0	0.059	10.9	LOS B	0.2	5.9	0.50	0.38	29.2	
Approach		163	3.0	1.229	186.7	LOS F	13.6	347.9	0.88	1.39	8.8	
West: LA 22 EB												
5	L2	43	3.0	0.557	44.2	LOSE	1.3	34.6	0.12	0.01	34.1	
2	T1	944	3.0	0.557	5.6	LOS A	1.3	34.6	0.12	0.01	35.2	
12	R2	2	3.0	0.557	43.4	LOSE	1.3	34.6	0.12	0.01	33.9	
Approach		989	3.0	0.557	7.3	NA	1.3	34.6	0.12	0.01	35.1	
All Vehicles		1721	3.0	1.229	23.5	NA	13.6	347.9	0.16	0.14	27.4	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional IM1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:15 PM
 Project: T:\827Traffic\Projects\Internal\Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sip6

MOVEMENT SUMMARY

Site: All-Way Stop - AM - Design Year
 LA 22 at Perrilloux Road/Trapagnier Road
 All-Way Stop Alternative: Best Case (No Improvements)
 LA 22 Roundabout ONLY Analysis
 Stop (All-Way)
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles												
MOV ID	OD Mov	Total Demand Flows veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance ft	Prop. Queued	Effective Stop Rate per/veh	Average Speed mph	
South: Trapagnier Rd NB												
3	L2	2	3.0	0.399	408.7	LOS F	1.5	38.1	1.00	1.26	4.7	
8	T1	2	3.0	0.399	408.7	LOS F	1.5	38.1	1.00	1.26	4.7	
18	R2	2	3.0	0.399	408.7	LOS F	1.5	38.1	1.00	1.26	4.7	
Approach		5	3.0	0.399	408.7	LOS F	1.5	38.1	1.00	1.26	4.7	
East: LA 22 WB												
1	L2	2	3.0	0.857	32.3	LOS D	8.7	223.9	1.00	2.15	23.0	
6	T1	391	3.0	0.857	32.3	LOS D	8.7	223.9	1.00	2.15	23.0	
16	R2	171	3.0	0.857	32.3	LOS D	8.7	223.9	1.00	2.15	23.1	
Approach		564	3.0	0.857	32.3	LOS D	8.7	223.9	1.00	2.15	23.1	
North: Perrilloux Rd SB												
7	L2	123	3.0	0.873	85.4	LOS F	7.0	180.3	1.00	1.84	14.8	
4	T1	2	3.0	0.873	85.4	LOS F	7.0	180.3	1.00	1.84	14.8	
14	R2	38	3.0	0.873	85.4	LOS F	7.0	180.3	1.00	1.84	14.8	
Approach		163	3.0	0.873	85.4	LOS F	7.0	180.3	1.00	1.84	14.8	
West: LA 22 EB												
5	L2	43	3.0	1.231	131.3	LOS F	48.5	1241.0	1.00	6.06	11.3	
2	T1	944	3.0	1.231	131.3	LOS F	48.5	1241.0	1.00	6.06	11.3	
12	R2	2	3.0	1.231	131.3	LOS F	48.5	1241.0	1.00	6.06	11.4	
Approach		989	3.0	1.231	131.3	LOS F	48.5	1241.0	1.00	6.06	11.3	
All Vehicles		1721	3.0	1.231	95.3	LOS F	48.5	1241.0	1.00	4.36	13.9	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional IM1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:16 PM
 Project: T:\827Traffic\Projects\Internal\Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sip6

MOVEMENT SUMMARY

Site: Roundabout - AM - Design Year

LA 22 at Perrilloux Road/Trapagnier Road
Roundabout Alternative: Single-Lane
LA 22 Roundabout ONLY Analysis
Roundabout

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

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Trapagnier Rd NB												
3	L2	2	3.0	0.018	12.0	LOS B	0.1	3.2	0.96	0.73	30.3	
8	T1	2	3.0	0.018	12.0	LOS B	0.1	3.2	0.96	0.73	30.4	
18	R2	2	3.0	0.018	12.0	LOS B	0.1	3.2	0.96	0.73	29.8	
Approach												
		5	3.0	0.018	12.0	LOS B	0.1	3.2	0.96	0.73	30.2	
East: LA 22 WB												
1	L2	2	3.0	0.475	0.5	LOS A	4.7	120.6	0.34	0.14	36.0	
6	T1	391	3.0	0.475	0.5	LOS A	4.7	120.6	0.34	0.14	36.1	
16	R2	171	3.0	0.475	0.5	LOS A	4.7	120.6	0.34	0.14	35.2	
Approach												
		564	3.0	0.475	0.5	LOS A	4.7	120.6	0.34	0.14	35.9	
North: Perrilloux Rd SB												
7	L2	123	3.0	0.192	2.8	LOS A	1.1	28.6	0.60	0.47	33.6	
4	T1	2	3.0	0.192	2.8	LOS A	1.1	28.6	0.60	0.47	33.7	
14	R2	38	3.0	0.192	2.8	LOS A	1.1	28.6	0.60	0.47	32.9	
Approach												
		163	3.0	0.192	2.8	LOS A	1.1	28.6	0.60	0.47	33.4	
West: LA 22 EB												
5	L2	43	3.0	0.910	7.1	LOS A	23.5	601.0	1.00	0.72	33.1	
2	T1	944	3.0	0.910	7.1	LOS A	23.5	601.0	1.00	0.72	33.2	
12	R2	2	3.0	0.910	7.1	LOS A	23.5	601.0	1.00	0.72	32.4	
Approach												
		989	3.0	0.910	7.1	LOS A	23.5	601.0	1.00	0.72	33.2	
All Vehicles												
		1721	3.0	0.910	4.6	LOS A	23.5	601.0	0.75	0.51	34.0	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Arqelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:18 PM
Project: T:\621Traffic\Cleara\Projects\Internal\Reports\LA 22 at Perrilloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sp6

MOVEMENT SUMMARY

Site: Two-Way Stop - SP - Design Year

LA 22 at Perrilloux Road/Trapagnier Road
Two-Way Stop Alternative: Best Case (SB Turn Lanes)
LA 22 Roundabout ONLY Analysis
Stop (Two-Way)

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

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Trapagnier Rd NB												
3	L2	2	3.0	0.022	30.1	LOS D	0.1	1.8	0.70	0.63	26.0	
8	T1	2	3.0	0.022	26.7	LOS D	0.1	1.8	0.70	0.63	26.1	
18	R2	2	3.0	0.022	4.6	LOS A	0.1	1.8	0.70	0.63	26.1	
Approach												
		5	3.0	0.022	20.5	LOS C	0.1	1.8	0.70	0.63	26.1	
East: LA 22 WB												
1	L2	9	3.0	0.452	121.0	LOS F	0.2	5.6	0.03	0.00	33.9	
6	T1	646	3.0	0.452	3.9	LOS A	0.2	5.6	0.03	0.00	35.5	
16	R2	147	3.0	0.452	8.2	LOS A	0.2	5.6	0.03	0.00	34.2	
Approach												
		802	3.0	0.452	6.0	NA	0.2	5.6	0.03	0.00	35.2	
North: Perrilloux Rd SB												
7	L2	48	3.0	0.276	33.4	LOS D	1.1	27.3	0.87	0.90	22.6	
4	T1	2	3.0	0.009	23.5	LOS C	0.0	0.7	0.78	0.72	25.3	
14	R2	41	3.0	0.090	13.6	LOS B	0.3	8.7	0.61	0.58	28.3	
Approach												
		91	3.0	0.276	24.3	LOS C	1.1	27.3	0.75	0.75	24.9	
West: LA 22 EB												
5	L2	19	3.0	0.230	24.1	LOS C	0.3	8.2	0.09	0.00	36.0	
2	T1	379	3.0	0.230	2.7	LOS A	0.3	8.2	0.09	0.00	37.2	
12	R2	2	3.0	0.230	23.2	LOS C	0.3	8.2	0.09	0.00	35.8	
Approach												
		399	3.0	0.230	3.8	NA	0.3	8.2	0.09	0.00	37.2	
All Vehicles												
		1298	3.0	0.452	6.6	NA	1.1	27.3	0.10	0.06	34.7	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional MI.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:19 PM
Project: T:\621Traffic\Cleara\Projects\Internal\Reports\LA 22 at Perrilloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sp6

MOVEMENT SUMMARY

Site: All-Way Stop - SP - Design Year
 LA 22 at Perrilloux Road/Trapagnier Road
 All-Way Stop Alternative: Best Case (No Improvements)
 LA 22 Roundabout ONLY Analysis
 Stop (All-Way)
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Average Speed		
		veh/h	%	v/c	sec		veh	ft		per veh	mph		
South: Trapagnier Rd NB													
3	L2	2	3.0	0.045	35.9	LOSE	0.2	4.0	1.00	1.24	22.1		
8	T1	2	3.0	0.045	35.9	LOSE	0.2	4.0	1.00	1.24	22.2		
18	R2	2	3.0	0.045	35.9	LOSE	0.2	4.0	1.00	1.24	22.2		
Approach		5	3.0	0.045	35.9	LOSE	0.2	4.0	1.00	1.24	22.2		
East: LA 22 WB													
1	L2	9	3.0	0.900	30.9	LOSD	11.4	291.1	1.00	2.48	23.4		
6	T1	646	3.0	0.900	30.9	LOSD	11.4	291.1	1.00	2.48	23.4		
16	R2	147	3.0	0.900	30.9	LOSD	11.4	291.1	1.00	2.48	23.5		
Approach		802	3.0	0.900	30.9	LOSD	11.4	291.1	1.00	2.48	23.4		
North: Perrilloux Rd SB													
7	L2	48	3.0	0.540	47.0	LOSE	2.7	69.5	1.00	1.44	19.9		
4	T1	2	3.0	0.540	47.0	LOSE	2.7	69.5	1.00	1.44	19.9		
14	R2	41	3.0	0.540	47.0	LOSE	2.7	69.5	1.00	1.44	20.0		
Approach		91	3.0	0.540	47.0	LOSE	2.7	69.5	1.00	1.44	19.9		
West: LA 22 EB													
5	L2	19	3.0	0.473	11.0	LOSB	2.1	52.9	0.75	1.17	29.4		
2	T1	379	3.0	0.473	11.0	LOSB	2.1	52.9	0.75	1.17	29.4		
12	R2	2	3.0	0.473	11.0	LOSB	2.1	52.9	0.75	1.17	29.6		
Approach		399	3.0	0.473	11.0	LOSB	2.1	52.9	0.75	1.17	29.4		
All Vehicles		1298	3.0	0.900	25.9	LOSD	11.4	291.1	0.92	2.00	24.7		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:21 PM
 Project: T:\627Traffic\Clear\Projects\Internal\Reports\LA22 at Perrilloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sip6

MOVEMENT SUMMARY

Site: Roundabout - SP - Design Year
 LA 22 at Perrilloux Road/Trapagnier Road
 Roundabout Alternative: Single-Lane
 LA 22 Roundabout ONLY Analysis
 Roundabout
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Average Speed		
		veh/h	%	v/c	sec		veh	ft		per veh	mph		
South: Trapagnier Rd NB													
3	L2	2	3.0	0.006	2.6	LOSA	0.0	0.8	0.56	0.32	34.6		
8	T1	2	3.0	0.006	2.6	LOSA	0.0	0.8	0.56	0.32	34.7		
18	R2	2	3.0	0.006	2.6	LOSA	0.0	0.8	0.56	0.32	33.9		
Approach		5	3.0	0.006	2.6	LOSA	0.0	0.8	0.56	0.32	34.4		
East: LA 22 WB													
1	L2	9	3.0	0.650	0.4	LOSA	8.0	205.8	0.28	0.09	36.2		
6	T1	646	3.0	0.650	0.4	LOSA	8.0	205.8	0.28	0.09	36.3		
16	R2	147	3.0	0.650	0.4	LOSA	8.0	205.8	0.28	0.09	35.4		
Approach		802	3.0	0.650	0.4	LOSA	8.0	205.8	0.28	0.09	36.1		
North: Perrilloux Rd SB													
7	L2	48	3.0	0.135	4.9	LOSA	0.8	20.0	0.71	0.80	33.1		
4	T1	2	3.0	0.135	4.9	LOSA	0.8	20.0	0.71	0.80	33.2		
14	R2	41	3.0	0.135	4.9	LOSA	0.8	20.0	0.71	0.80	32.4		
Approach		91	3.0	0.135	4.9	LOSA	0.8	20.0	0.71	0.80	32.8		
West: LA 22 EB													
5	L2	19	3.0	0.340	0.5	LOSA	2.6	66.3	0.30	0.13	35.9		
2	T1	379	3.0	0.340	0.5	LOSA	2.6	66.3	0.30	0.13	36.1		
12	R2	2	3.0	0.340	0.5	LOSA	2.6	66.3	0.30	0.13	35.2		
Approach		399	3.0	0.340	0.5	LOSA	2.6	66.3	0.30	0.13	36.0		
All Vehicles		1298	3.0	0.650	0.7	LOSA	8.0	205.8	0.31	0.14	35.8		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:23 PM
 Project: T:\627Traffic\Clear\Projects\Internal\Reports\LA22 at Perrilloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sip6

MOVEMENT SUMMARY

Site: Two-Way Stop - PM - Design Year
 LA 22 at Perrilloux Road/Trapagnier Road
 Two-Way Stop Alternative: Best Case (SB Turn Lanes)
 LA 22 Roundabout ONLY Analysis
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed		
		veh/h	%	v/c	sec		veh	ft		per veh	mph		
South: Trapagnier Rd NB													
3	L2	2	3.0	0.042	35.2	LOSE	0.1	3.4	0.75	0.71	25.2		
8	T1	5	3.0	0.042	25.7	LOSD	0.1	3.4	0.75	0.71	25.2		
18	R2	2	3.0	0.042	4.7	LOSA	0.1	3.4	0.75	0.71	25.3		
Approach		9	3.0	0.042	23.4	LOSC	0.1	3.4	0.75	0.71	25.2		
East: LA 22 WB													
1	L2	3	3.0	0.433	283.8	LOSF	0.1	2.1	0.01	0.00	34.4		
6	T1	722	3.0	0.433	3.5	LOSA	0.1	2.1	0.01	0.00	36.0		
16	R2	60	3.0	0.433	15.7	LOSC	0.1	2.1	0.01	0.00	34.7		
Approach		785	3.0	0.433	5.6	NA	0.1	2.1	0.01	0.00	35.9		
North: Perrilloux Rd SB													
7	L2	34	3.0	0.208	32.5	LOSD	0.8	19.3	0.87	0.88	22.8		
4	T1	2	3.0	0.009	24.3	LOSC	0.0	0.7	0.79	0.74	25.0		
14	R2	67	3.0	0.161	15.3	LOSC	0.6	15.8	0.65	0.85	27.7		
Approach		103	3.0	0.208	21.2	LOSC	0.8	19.3	0.73	0.73	25.8		
West: LA 22 EB													
5	L2	33	3.0	0.244	15.2	LOSC	0.6	14.3	0.16	0.01	35.7		
2	T1	369	3.0	0.244	2.9	LOSA	0.6	14.3	0.16	0.01	36.9		
12	R2	5	3.0	0.244	14.3	LOSB	0.6	14.3	0.16	0.01	35.6		
Approach		406	3.0	0.244	4.1	NA	0.6	14.3	0.16	0.01	36.8		
All Vehicles		1303	3.0	0.433	6.5	NA	0.8	19.3	0.12	0.07	35.0		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:26 PM
 Project: T162TrafficClearanceInternalProjects\Reports\LA22 at Perrilloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sip6

MOVEMENT SUMMARY

Site: All-Way Stop - PM - Design Year
 LA 22 at Perrilloux Road/Trapagnier Road
 All-Way Stop Alternative: Best Case (No Improvements)
 LA 22 Roundabout ONLY Analysis
 Stop (All-Way)
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed		
		veh/h	%	v/c	sec		veh	ft		per veh	mph		
South: Trapagnier Rd NB													
3	L2	2	3.0	0.043	22.1	LOSC	0.1	3.8	0.98	1.22	25.7		
8	T1	5	3.0	0.043	22.1	LOSC	0.1	3.8	0.98	1.22	25.8		
18	R2	2	3.0	0.043	22.1	LOSC	0.1	3.8	0.98	1.22	25.9		
Approach		9	3.0	0.043	22.1	LOSC	0.1	3.8	0.98	1.22	25.8		
East: LA 22 WB													
1	L2	3	3.0	0.802	19.7	LOSC	7.1	182.2	0.89	1.88	26.4		
6	T1	722	3.0	0.802	19.7	LOSC	7.1	182.2	0.89	1.88	26.5		
16	R2	60	3.0	0.802	19.7	LOSC	7.1	182.2	0.89	1.88	26.6		
Approach		785	3.0	0.802	19.7	LOSC	7.1	182.2	0.89	1.88	26.5		
North: Perrilloux Rd SB													
7	L2	34	3.0	0.607	52.6	LOSF	3.3	84.5	1.00	1.49	18.9		
4	T1	2	3.0	0.607	52.6	LOSF	3.3	84.5	1.00	1.49	19.0		
14	R2	67	3.0	0.607	52.6	LOSF	3.3	84.5	1.00	1.49	19.0		
Approach		103	3.0	0.607	52.6	LOSF	3.3	84.5	1.00	1.49	19.0		
West: LA 22 EB													
5	L2	33	3.0	0.438	9.9	LOSA	1.8	45.9	0.69	1.09	29.8		
2	T1	369	3.0	0.438	9.9	LOSA	1.8	45.9	0.69	1.09	29.8		
12	R2	5	3.0	0.438	9.9	LOSA	1.8	45.9	0.69	1.09	30.0		
Approach		406	3.0	0.438	9.9	LOSA	1.8	45.9	0.69	1.09	29.8		
All Vehicles		1303	3.0	0.802	19.3	LOSC	7.1	182.2	0.84	1.60	26.6		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:24 PM
 Project: T162TrafficClearanceInternalProjects\Reports\LA22 at Perrilloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sip6

MOVEMENT SUMMARY

Site: Roundabout - PM - Design Year

LA 22 at Perrilloux Road/Trapagnier Road
Roundabout Alternative: Single-Lane
LA 22 Roundabout ONLY Analysis

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

Movement Performance - Vehicles												
Mov ID	OD Mov	Total Demand Flows veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Trapagnier Rd NB												
3	L2	2	3.0	0.010	2.6	LOSA	0.1	1.4	0.55	0.33	34.8	
8	T1	5	3.0	0.010	2.6	LOSA	0.1	1.4	0.55	0.33	35.0	
18	R2	2	3.0	0.010	2.6	LOSA	0.1	1.4	0.55	0.33	34.1	
Approach												
		9	3.0	0.010	2.6	LOSA	0.1	1.4	0.55	0.33	34.8	
East: LA 22 WB												
1	L2	3	3.0	0.648	0.6	LOSA	7.6	195.1	0.37	0.15	35.8	
6	T1	722	3.0	0.648	0.6	LOSA	7.6	195.1	0.37	0.15	36.0	
16	R2	60	3.0	0.648	0.6	LOSA	7.6	195.1	0.37	0.15	35.1	
Approach												
		785	3.0	0.648	0.6	LOSA	7.6	195.1	0.37	0.15	35.9	
North: Perrilloux Rd SB												
7	L2	34	3.0	0.168	5.7	LOSA	1.0	25.9	0.76	0.68	33.1	
4	T1	2	3.0	0.168	5.7	LOSA	1.0	25.9	0.76	0.68	33.2	
14	R2	67	3.0	0.168	5.7	LOSA	1.0	25.9	0.76	0.68	32.4	
Approach												
		103	3.0	0.168	5.7	LOSA	1.0	25.9	0.76	0.68	32.7	
West: LA 22 EB												
5	L2	33	3.0	0.338	0.3	LOSA	2.7	68.3	0.25	0.09	36.0	
2	T1	369	3.0	0.338	0.3	LOSA	2.7	68.3	0.25	0.09	36.1	
12	R2	5	3.0	0.338	0.3	LOSA	2.7	68.3	0.25	0.09	35.2	
Approach												
		406	3.0	0.338	0.3	LOSA	2.7	68.3	0.25	0.09	36.1	
All Vehicles												
		1303	3.0	0.648	1.0	LOSA	7.6	195.1	0.36	0.17	35.7	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard

SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik, M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:28 PM

Project: T:\B2Traffic\Clara\Projects\Internal\Reports\LA 22 at Perrilloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sipg

MOVEMENT SUMMARY

Site: Two-Way Stop - AM - Capacity

LA 22 at Perrilloux Road/Trapagnier Road
Two-Way Stop Alternative: Best Case (SB Turn Lanes)
LA 22 Roundabout ONLY Analysis

Design Life Analysis (Capacity): Results for 19 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Total Demand Flows veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Trapagnier Rd NB												
3	L2	2	3.0	0.029	37.9	LOSE	0.1	2.3	0.83	0.81	24.0	
8	T1	2	3.0	0.029	33.4	LOS B	0.1	2.3	0.83	0.81	24.0	
18	R2	2	3.0	0.029	12.3	LOS B	0.1	2.3	0.83	0.81	24.1	
Approach												
		5	3.0	0.029	27.8	LOS D	0.1	2.3	0.83	0.81	24.0	
East: LA 22 WB												
1	L2	2	3.0	0.299	277.1	LOS F	0.1	1.3	0.01	0.00	34.4	
6	T1	361	3.0	0.299	3.1	LOSA	0.1	1.3	0.01	0.00	35.9	
16	R2	158	3.0	0.299	4.8	LOSA	0.1	1.3	0.01	0.00	34.6	
Approach												
		521	3.0	0.299	4.4	NA	0.1	1.3	0.01	0.00	35.5	
North: Perrilloux Rd SB												
7	L2	114	3.0	0.947	136.5	LOS F	6.8	174.8	0.99	1.39	11.0	
4	T1	2	3.0	0.011	30.4	LOS D	0.0	0.8	0.84	0.86	23.4	
14	R2	35	3.0	0.052	10.7	LOS B	0.2	5.3	0.48	0.36	28.3	
Approach												
		150	3.0	0.947	106.2	LOS F	6.8	174.8	0.87	1.15	13.0	
West: LA 22 EB												
5	L2	40	3.0	0.513	42.4	LOSE	1.1	27.1	0.10	0.00	34.4	
2	T1	873	3.0	0.513	5.0	LOSA	1.1	27.1	0.10	0.00	35.5	
12	R2	2	3.0	0.513	41.6	LOSE	1.1	27.1	0.10	0.00	34.3	
Approach												
		914	3.0	0.513	6.7	NA	1.1	27.1	0.10	0.00	35.5	
All Vehicles												
		1590	3.0	0.947	15.4	NA	6.8	174.8	0.15	0.11	30.5	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional IM1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:31 PM

Project: T:\B2Traffic\Clara\Projects\Internal\Reports\LA 22 at Perrilloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sipg

MOVEMENT SUMMARY

Site: All-Way Stop - AM - Capacity

LA 22 at Perriloux Road/Trapagnier Road
 All-Way Stop Alternative: Best Case (No Improvements)
 LA 22 Roundabout ONLY Analysis
 Stop (All-Way)
 Design Life Analysis (Capacity): Results for 12 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph		
South: Trapagnier Rd NB													
3	L2	1	3.0	0.321	381.9	LOS F	1.2	30.3	1.00	1.25	5.0		
8	T1	1	3.0	0.321	381.9	LOS F	1.2	30.3	1.00	1.25	5.0		
18	R2	1	3.0	0.321	381.9	LOS F	1.2	30.3	1.00	1.25	5.0		
Approach													
		4	3.0	0.321	381.9	LOS F	1.2	30.3	1.00	1.25	5.0		
East: LA 22 WB													
1	L2	1	3.0	0.689	19.7	LOS C	4.5	115.3	0.93	1.60	26.4		
6	T1	314	3.0	0.689	19.7	LOS C	4.5	115.3	0.93	1.60	26.5		
16	R2	138	3.0	0.689	19.7	LOS C	4.5	115.3	0.93	1.60	26.6		
Approach													
		454	3.0	0.689	19.7	LOS C	4.5	115.3	0.93	1.60	26.5		
North: Perriloux Rd SB													
7	L2	99	3.0	0.702	58.2	LOS F	4.4	111.5	1.00	1.60	18.1		
4	T1	1	3.0	0.702	58.2	LOS F	4.4	111.5	1.00	1.60	18.1		
14	R2	30	3.0	0.702	58.2	LOS F	4.4	111.5	1.00	1.60	18.2		
Approach													
		131	3.0	0.702	58.2	LOS F	4.4	111.5	1.00	1.60	18.1		
West: LA 22 EB													
5	L2	34	3.0	0.990	49.9	LOS E	17.6	451.5	1.00	3.15	19.4		
2	T1	760	3.0	0.990	49.9	LOS E	17.6	451.5	1.00	3.15	19.5		
12	R2	1	3.0	0.990	49.9	LOS E	17.6	451.5	1.00	3.15	19.5		
Approach													
		795	3.0	0.990	49.9	LOS E	17.6	451.5	1.00	3.15	19.5		
All Vehicles													
		1384	3.0	0.990	41.8	LOS E	17.6	451.5	0.98	2.49	21.0		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:29 PM
 Project: T:\62Traffic\Clear\Projects\Internal\Projects\Reports\LA 22 at Perriloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sip6

MOVEMENT SUMMARY

Site: Roundabout - AM - Capacity

LA 22 at Perriloux Road/Trapagnier Road
 Roundabout Alternative: Single-Lane
 LA 22 Roundabout ONLY Analysis
 Roundabout
 Design Life Analysis (Capacity): Results for 27 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph		
South: Trapagnier Rd NB													
3	L2	2	3.0	0.024	15.0	LOS B	0.2	4.2	0.99	0.78	28.1		
8	T1	2	3.0	0.024	15.0	LOS B	0.2	4.2	0.99	0.78	28.2		
18	R2	2	3.0	0.024	15.0	LOS B	0.2	4.2	0.99	0.78	28.6		
Approach													
		6	3.0	0.024	15.0	LOS B	0.2	4.2	0.99	0.78	29.0		
East: LA 22 WB													
1	L2	2	3.0	0.517	0.6	LOS A	5.4	139.1	0.38	0.16	35.9		
6	T1	423	3.0	0.517	0.6	LOS A	5.4	139.1	0.38	0.16	36.0		
16	R2	186	3.0	0.517	0.6	LOS A	5.4	139.1	0.38	0.16	35.1		
Approach													
		610	3.0	0.517	0.6	LOS A	5.4	139.1	0.38	0.16	35.7		
North: Perriloux Rd SB													
7	L2	134	3.0	0.215	3.1	LOS A	1.3	32.7	0.63	0.51	33.4		
4	T1	2	3.0	0.215	3.1	LOS A	1.3	32.7	0.63	0.51	33.5		
14	R2	41	3.0	0.215	3.1	LOS A	1.3	32.7	0.63	0.51	32.8		
Approach													
		176	3.0	0.215	3.1	LOS A	1.3	32.7	0.63	0.51	33.3		
West: LA 22 EB													
5	L2	46	3.0	0.997	21.6	LOS C	44.8	1148.0	1.00	0.98	27.3		
2	T1	1022	3.0	0.997	21.6	LOS C	44.8	1148.0	1.00	0.98	27.4		
12	R2	2	3.0	0.997	21.6	LOS C	44.8	1148.0	1.00	0.98	26.9		
Approach													
		1071	3.0	0.997	21.6	LOS C	44.8	1148.0	1.00	0.98	27.4		
All Vehicles													
		1863	3.0	0.997	12.9	LOS B	44.8	1148.0	0.76	0.87	30.2		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:33 PM
 Project: T:\62Traffic\Clear\Projects\Internal\Projects\Reports\LA 22 at Perriloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sip6

MOVEMENT SUMMARY

Site: Two-Way Stop - SP - Capacity
 LA 22 at Perrilloux Road/Trapagnier Road
 Two-Way Stop Alternative: Best Case (SB Turn Lanes)
 LA 22 Roundabout ONLY Analysis
 Stop (Two-Way)
 Design Life Analysis (Capacity): Results for 42 years

Movement Performance - Vehicles												
Mov ID	OD	Demand	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Average Speed	
		Total	HV %	v/c	sec		Vehicles	ft		per veh	mph	
South: Trapagnier Rd NB												
3	L2	2	3.0	0.066	57.9	LOS F	0.2	5.0	0.86	0.83	21.4	
8	T1	2	3.0	0.066	51.3	LOS F	0.2	5.0	0.86	0.83	21.5	
18	R2	2	3.0	0.066	7.8	LOS A	0.2	5.0	0.86	0.83	21.5	
Approach												
		7	3.0	0.066	39.0	LOS E	0.2	5.0	0.86	0.83	21.5	
East: LA 22 WB												
1	L2	12	3.0	0.660	141.8	LOS F	0.8	19.3	0.05	0.00	32.3	
6	T1	941	3.0	0.660	6.7	LOS A	0.8	19.3	0.05	0.00	33.7	
16	R2	215	3.0	0.660	12.3	LOS B	0.8	19.3	0.05	0.00	32.6	
Approach												
		1169	3.0	0.660	9.2	NA	0.8	19.3	0.05	0.00	33.5	
North: Perrilloux Rd SB												
7	L2	70	3.0	0.930	179.5	LOS F	5.1	130.6	0.99	1.26	9.1	
4	T1	2	3.0	0.026	43.9	LOS E	0.1	1.8	0.90	0.90	20.5	
14	R2	60	3.0	0.194	19.4	LOS C	0.7	18.3	0.75	0.76	26.4	
Approach												
		132	3.0	0.930	104.4	LOS F	5.1	130.6	0.88	1.03	13.1	
West: LA 22 EB												
5	L2	27	3.0	0.348	26.0	LOS D	0.9	24.2	0.15	0.01	35.3	
2	T1	552	3.0	0.348	3.9	LOS A	0.9	24.2	0.15	0.01	36.5	
12	R2	2	3.0	0.348	25.4	LOS D	0.9	24.2	0.15	0.01	35.1	
Approach												
		582	3.0	0.348	5.0	NA	0.9	24.2	0.15	0.01	36.4	
All Vehicles												
		1890	3.0	0.930	14.7	NA	5.1	130.6	0.14	0.08	30.8	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional IM1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:35 PM
 Project: T:\62Traffic\Cleara\Projects\Internal\Reports\LA22 at Perrilloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sip6

MOVEMENT SUMMARY

Site: All-Way Stop - SP - Capacity
 LA 22 at Perrilloux Road/Trapagnier Road
 All-Way Stop Alternative: Best Case (No Improvements)
 LA 22 Roundabout ONLY Analysis
 Stop (All-Way)
 Design Life Analysis (Capacity): Results for 28 years

Movement Performance - Vehicles												
Mov ID	OD	Demand	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Average Speed	
		Total	HV %	v/c	sec		Vehicles	ft		per veh	mph	
South: Trapagnier Rd NB												
3	L2	2	3.0	0.050	36.1	LOS E	0.2	4.4	1.00	1.24	22.1	
8	T1	2	3.0	0.050	36.1	LOS E	0.2	4.4	1.00	1.24	22.1	
18	R2	2	3.0	0.050	36.1	LOS E	0.2	4.4	1.00	1.24	22.2	
Approach												
		6	3.0	0.050	36.1	LOS E	0.2	4.4	1.00	1.24	22.1	
East: LA 22 WB												
1	L2	9	3.0	0.994	48.2	LOS E	18.9	483.0	1.00	3.31	19.7	
6	T1	713	3.0	0.994	48.2	LOS E	18.9	483.0	1.00	3.31	19.8	
16	R2	163	3.0	0.994	48.2	LOS E	18.9	483.0	1.00	3.31	19.8	
Approach												
		886	3.0	0.994	48.2	LOS E	18.9	483.0	1.00	3.31	19.8	
North: Perrilloux Rd SB												
7	L2	53	3.0	0.596	51.8	LOS F	3.2	81.8	1.00	1.48	19.1	
4	T1	2	3.0	0.596	51.8	LOS F	3.2	81.8	1.00	1.48	19.1	
14	R2	45	3.0	0.596	51.8	LOS F	3.2	81.8	1.00	1.48	19.2	
Approach												
		100	3.0	0.596	51.8	LOS F	3.2	81.8	1.00	1.48	19.1	
West: LA 22 EB												
5	L2	21	3.0	0.522	11.8	LOS B	2.5	63.0	0.77	1.23	29.1	
2	T1	418	3.0	0.522	11.8	LOS B	2.5	63.0	0.77	1.23	29.2	
12	R2	2	3.0	0.522	11.8	LOS B	2.5	63.0	0.77	1.23	29.3	
Approach												
		441	3.0	0.522	11.8	LOS B	2.5	63.0	0.77	1.23	29.2	
All Vehicles												
		1433	3.0	0.994	37.2	LOS E	18.9	483.0	0.93	2.54	21.9	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional IM1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:37 PM
 Project: T:\62Traffic\Cleara\Projects\Internal\Reports\LA22 at Perrilloux (Madisonville) Roundabout Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sip6

MOVEMENT SUMMARY

Site: Roundabout - SP - Capacity

LA 22 at Perrilloux Road/Trapagnier Road
Roundabout Alternative: Single-Lane
LA 22 Roundabout ONLY Analysis
Roundabout

Design Life Analysis (Capacity): Results for 43 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Trapagnier Rd NB												
3	L2	3	3.0	0.012	4.4	LOSA	0.1	1.7	0.69	0.46	33.8	
8	T1	3	3.0	0.012	4.4	LOSA	0.1	1.7	0.69	0.46	33.9	
18	R2	3	3.0	0.012	4.4	LOSA	0.1	1.7	0.69	0.46	33.1	
	Approach	8	3.0	0.012	4.4	LOSA	0.1	1.7	0.69	0.46	33.6	
East: LA 22 WB												
1	L2	13	3.0	0.980	6.6	LOSA	73.1	1871.0	1.00	0.41	33.4	
6	T1	980	3.0	0.980	6.6	LOSA	73.1	1871.0	1.00	0.41	33.5	
16	R2	219	3.0	0.980	6.6	LOSA	73.1	1871.0	1.00	0.41	32.7	
	Approach	1192	3.0	0.980	6.6	LOSA	73.1	1871.0	1.00	0.41	33.4	
North: Perrilloux Rd SB												
7	L2	71	3.0	0.404	12.0	LOS B	3.1	79.7	1.00	1.03	29.9	
4	T1	3	3.0	0.404	12.0	LOS B	3.1	79.7	1.00	1.03	30.0	
14	R2	61	3.0	0.404	12.0	LOS B	3.1	79.7	1.00	1.03	29.4	
	Approach	135	3.0	0.404	12.0	LOS B	3.1	79.7	1.00	1.03	29.7	
West: LA 22 EB												
5	L2	28	3.0	0.525	1.0	LOSA	5.2	133.8	0.48	0.26	35.3	
2	T1	563	3.0	0.525	1.0	LOSA	5.2	133.8	0.48	0.26	35.5	
12	R2	3	3.0	0.525	1.0	LOSA	5.2	133.8	0.48	0.26	34.6	
	Approach	593	3.0	0.525	1.0	LOSA	5.2	133.8	0.48	0.26	35.5	
	All Vehicles	1928	3.0	0.980	5.2	LOSA	73.1	1871.0	0.84	0.41	33.7	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Arqelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:05:39 PM
Project: T162Traffic/Cleara/Projects/Internal/Reports/LA 22 at Perrilloux (Madisonville) Roundabout Report/Sidra Analysis/LA 22 RAB ONLY Analysis.sip6

MOVEMENT SUMMARY

Site: Two-Way Stop - PM - Capacity

LA 22 at Perrilloux Road/Trapagnier Road
Two-Way Stop Alternative: Best Case (SB Turn Lanes)
LA 22 Roundabout ONLY Analysis
Stop (Two-Way)

Design Life Analysis (Capacity): Results for 46 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Trapagnier Rd NB												
3	L2	3	3.0	0.178	96.0	LOS F	0.5	13.0	0.92	0.92	17.5	
8	T1	8	3.0	0.178	67.0	LOS F	0.5	13.0	0.92	0.92	17.5	
18	R2	3	3.0	0.178	15.8	LOS C	0.5	13.0	0.92	0.92	17.5	
	Approach	14	3.0	0.178	62.6	LOS F	0.5	13.0	0.92	0.92	17.5	
East: LA 22 WB												
1	L2	5	3.0	0.683	339.7	LOS F	0.4	9.5	0.02	0.00	32.5	
6	T1	1138	3.0	0.683	6.8	LOSA	0.4	9.5	0.02	0.00	33.9	
16	R2	95	3.0	0.683	23.8	LOS C	0.4	9.5	0.02	0.00	32.7	
	Approach	1238	3.0	0.683	9.6	NA	0.4	9.5	0.02	0.00	33.8	
North: Perrilloux Rd SB												
7	L2	54	3.0	0.981	235.7	LOS F	5.1	130.2	1.00	1.25	7.4	
4	T1	3	3.0	0.037	96.7	LOS F	0.1	2.6	0.92	0.92	18.4	
14	R2	105	3.0	0.446	31.9	LOS D	2.0	50.4	0.86	0.95	23.1	
	Approach	162	3.0	0.981	100.3	LOS F	5.1	130.2	0.91	1.05	13.5	
West: LA 22 EB												
5	L2	51	3.0	0.415	18.0	LOS C	2.1	53.9	0.27	0.02	34.6	
2	T1	581	3.0	0.415	4.8	LOSA	2.1	53.9	0.27	0.02	35.8	
12	R2	8	3.0	0.415	17.3	LOS C	2.1	53.9	0.27	0.02	34.5	
	Approach	641	3.0	0.415	6.0	NA	2.1	53.9	0.27	0.02	35.6	
	All Vehicles	2054	3.0	0.981	16.0	NA	5.1	130.2	0.18	0.10	30.5	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:05:41 PM
Project: T162Traffic/Cleara/Projects/Internal/Reports/LA 22 at Perrilloux (Madisonville) Roundabout Report/Sidra Analysis/LA 22 RAB ONLY Analysis.sip6

MOVEMENT SUMMARY

Site: All-Way Stop - PM - Capacity

LA 22 at Perrilloux Road/Trapagnier Road
 All-Way Stop Alternative: Best Case (No Improvements)
 LA 22 Roundabout ONLY Analysis
 Stop (All-Way)
 Design Life Analysis (Capacity): Results for 34 years

Movement Performance - Vehicles												
Mov	OD	Demand	Total	HV	Deg	Average	Level of	95% Back of	Prop.	Effective	Average	
ID	Mov	Total	veh/h	%	Sat	Delay	Service	Vehicles	Queued	Stop Rate	Speed	
			veh/h		v/c	sec		veh	ft	per.veh.	mph	
South: Trapagnier Rd NB												
3	L2	2	3.0	0.054	0.998	22.3	LOSE	0.2	4.7	1.22	25.7	
8	T1	6	3.0	0.054	0.998	22.3	LOSE	0.2	4.7	1.22	25.7	
18	R2	2	3.0	0.054	0.998	22.3	LOSE	0.2	4.7	1.22	25.8	
Approach												
		11	3.0	0.054	0.998	22.3	LOSE	0.2	4.7	1.22	25.7	
East: LA 22 WB												
1	L2	4	3.0	0.998	0.998	46.8	LOSE	20.1	513.8	1.00	3.46	20.0
6	T1	897	3.0	0.998	0.998	46.8	LOSE	20.1	513.8	1.00	3.46	20.0
16	R2	75	3.0	0.998	0.998	46.8	LOSE	20.1	513.8	1.00	3.46	20.0
Approach												
		976	3.0	0.998	0.998	46.8	LOSE	20.1	513.8	1.00	3.46	20.0
North: Perrilloux Rd SB												
7	L2	43	3.0	0.755	0.998	70.4	LOSF	5.0	127.6	1.00	1.65	16.4
4	T1	2	3.0	0.755	0.998	70.4	LOSF	5.0	127.6	1.00	1.65	16.5
14	R2	83	3.0	0.755	0.998	70.4	LOSF	5.0	127.6	1.00	1.65	16.5
Approach												
		128	3.0	0.755	0.998	70.4	LOSF	5.0	127.6	1.00	1.65	16.5
West: LA 22 EB												
5	L2	40	3.0	0.545	0.998	11.4	LOSB	2.6	67.4	0.74	1.23	29.3
2	T1	458	3.0	0.545	0.998	11.4	LOSB	2.6	67.4	0.74	1.23	29.3
12	R2	6	3.0	0.545	0.998	11.4	LOSB	2.6	67.4	0.74	1.23	29.4
Approach												
		505	3.0	0.545	0.998	11.4	LOSB	2.6	67.4	0.74	1.23	29.3
All Vehicles												
		1620	3.0	0.998	0.998	37.5	LOSE	20.1	513.8	0.92	2.61	21.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:43 PM
 Project: T:\62Traffic\Cleara\Projects\Internal\Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout\Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sip6

MOVEMENT SUMMARY

Site: Roundabout - PM - Capacity

LA 22 at Perrilloux Road/Trapagnier Road
 Roundabout Alternative: Single-Lane
 LA 22 Roundabout ONLY Analysis
 Roundabout
 Design Life Analysis (Capacity): Results for 43 years

Movement Performance - Vehicles												
Mov	OD	Demand	Total	HV	Deg	Average	Level of	95% Back of	Prop.	Effective	Average	
ID	Mov	Total	veh/h	%	Sat	Delay	Service	Vehicles	Queued	Stop Rate	Speed	
			veh/h		v/c	sec		veh	ft	per.veh.	mph	
South: Trapagnier Rd NB												
3	L2	3	3.0	0.019	0.997	4.3	LOSA	0.1	2.7	0.68	34.1	
8	T1	8	3.0	0.019	0.997	4.3	LOSA	0.1	2.7	0.68	34.2	
18	R2	3	3.0	0.019	0.997	4.3	LOSA	0.1	2.7	0.68	33.4	
Approach												
		13	3.0	0.019	0.997	4.3	LOSA	0.1	2.7	0.68	34.1	
East: LA 22 WB												
1	L2	5	3.0	0.987	0.997	8.7	LOSA	55.2	1412.8	1.00	0.53	32.4
6	T1	1072	3.0	0.987	0.997	8.7	LOSA	55.2	1412.8	1.00	0.53	32.5
16	R2	89	3.0	0.987	0.997	8.7	LOSA	55.2	1412.8	1.00	0.53	31.8
Approach												
		1167	3.0	0.987	0.997	8.7	LOSA	55.2	1412.8	1.00	0.53	32.5
North: Perrilloux Rd SB												
7	L2	51	3.0	0.556	0.997	22.5	LOSC	4.8	124.0	1.00	1.10	26.5
4	T1	3	3.0	0.556	0.997	22.5	LOSC	4.8	124.0	1.00	1.10	26.6
14	R2	99	3.0	0.556	0.997	22.5	LOSC	4.8	124.0	1.00	1.10	26.1
Approach												
		153	3.0	0.556	0.997	22.5	LOSC	4.8	124.0	1.00	1.10	26.3
West: LA 22 EB												
5	L2	48	3.0	0.517	0.997	0.7	LOSA	5.3	136.8	0.41	0.19	35.5
2	T1	548	3.0	0.517	0.997	0.7	LOSA	5.3	136.8	0.41	0.19	35.7
12	R2	8	3.0	0.517	0.997	0.7	LOSA	5.3	136.8	0.41	0.19	34.8
Approach												
		604	3.0	0.517	0.997	0.7	LOSA	5.3	136.8	0.41	0.19	35.6
All Vehicles												
		1936	3.0	0.987	0.997	7.2	LOSA	55.2	1412.8	0.81	0.47	32.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 06, 2017 2:06:45 PM
 Project: T:\62Traffic\Cleara\Projects\Internal\Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout\Report\Sidra Analysis\LA 22 RAB ONLY Analysis.sip6

Movement Summaries:

LA 22 RAB + J-Turn COMBO Analysis

MOVEMENT SUMMARY

Site: Pine Creek/Coquille No Build - AM - Build Year

LA 22 at Pine Creek Drive/Coquille Drive
 No Build Alternative: Two-Way Stop Existing Configuration (EB LTL, SB RTL, WB RTL, & NB RTL)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Coquille Dr NB											
3	L2	7	3.0	0.073	34.9	LOS D	0.2	6.2	0.85	0.85	18.0
8	T1	5	3.0	0.073	21.5	LOS C	0.2	6.2	0.85	0.85	18.0
18	R2	17	3.0	0.040	13.7	LOS B	0.2	4.2	0.63	0.54	20.6
Approach		29	3.0	0.073	20.0	LOS C	0.2	6.2	0.72	0.66	19.5
East: LA 22 WB											
1	L2	13	3.0	0.142	20.9	LOS C	0.2	4.0	0.08	0.00	45.8
6	T1	238	3.0	0.142	2.2	LOS A	0.2	4.0	0.08	0.00	50.6
16	R2	127	3.0	0.081	0.0	LOS A	0.0	0.0	0.00	0.00	42.5
Approach		377	3.0	0.142	2.1	NA	0.2	4.0	0.05	0.00	47.4
North: Pine Creek Dr SB											
7	L2	122	3.0	0.779	79.9	LOS F	5.0	128.1	0.96	1.36	12.8
4	T1	2	3.0	0.779	69.0	LOS F	5.0	128.1	0.96	1.36	12.8
14	R2	148	3.0	0.196	11.0	LOS B	1.0	25.8	0.49	0.36	21.1
Approach		272	3.0	0.779	42.4	LOS E	5.0	128.1	0.71	0.82	16.3
West: LA 22 EB											
5	L2	168	3.0	0.143	4.3	LOS A	0.6	15.9	0.42	0.30	39.2
2	T1	602	3.0	0.329	0.0	LOS A	0.0	0.0	0.00	0.00	54.8
12	R2	5	3.0	0.329	0.0	LOS A	0.0	0.0	0.00	0.00	49.3
Approach		775	3.0	0.329	1.0	NA	0.6	15.9	0.09	0.07	50.4
All Vehicles		1453	3.0	0.779	9.4	NA	5.0	128.1	0.21	0.20	35.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: Pine Creek/Coquille All-Way Stop - AM - Build Year
 LA 22 at Pine Creek Drive/Coquille Drive
 All-Way Stop Alternative: Best Case (No Geometric Changes)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Stop (All-Way)
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Average Speed		
		veh/h	HV	v/c	sec		veh	ft		per veh	mph		
South: Coquille Dr NB													
3	L2	7	3.0	0.081	16.9	LOS C	0.3	7.3	1.00	1.36	20.2		
8	T1	5	3.0	0.081	16.9	LOS C	0.3	7.3	1.00	1.36	20.1		
18	R2	17	3.0	0.104	17.1	LOS C	0.4	9.4	1.00	1.36	20.1		
Approach													
East: LA 22 WB													
1	L2	13	3.0	0.593	19.2	LOS C	3.3	83.5	0.98	1.38	31.4		
6	T1	238	3.0	0.593	19.2	LOS C	3.3	83.5	0.98	1.38	31.3		
16	R2	127	3.0	0.338	12.3	LOS B	1.4	35.1	0.94	1.20	34.5		
Approach													
North: Pine Creek Dr SB													
7	L2	122	3.0	0.616	36.3	LOS E	3.4	87.7	1.00	1.75	17.1		
4	T1	2	3.0	0.616	36.3	LOS E	3.4	87.7	1.00	1.75	17.1		
14	R2	148	3.0	0.641	35.6	LOS E	3.7	95.2	1.00	1.80	17.2		
Approach													
West LA 22 EB													
5	L2	168	3.0	0.350	10.6	LOS B	1.4	36.0	0.89	1.16	35.4		
2	T1	602	3.0	1.172	117.3	LOS F	28.8	736.5	1.00	3.38	13.1		
12	R2	5	3.0	1.172	117.3	LOS F	28.8	736.5	1.00	3.38	13.1		
Approach													
All Vehicles													
		1453	3.0	1.172	61.7	LOS F	28.8	736.5	0.98	2.25	18.2		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degrees of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:26:19 PM
 Project: T:\621Traffic\Clear\Projects\Internal\Projects\Reports\LA 22 at Pine Creek J-Turn Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sfp

MOVEMENT SUMMARY

Site: Pine Creek/Coquille Restricted Two-Way Stop - AM - Build Year
 LA 22 at Pine Creek Drive/Coquille Drive
 Restricted Two-Way Stop Alternative: J-Turn Configuration (Left-In, Right-In/Right-Out Access)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO Analysis)
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Average Speed		
		veh/h	HV	v/c	sec		veh	ft		per veh	mph		
South: Coquille Dr NB													
18	R2	29	3.0	0.080	15.9	LOS C	0.3	8.2	0.68	0.67	20.2		
Approach													
East: LA 22 WB													
1	L2	13	3.0	0.015	4.3	LOS A	0.1	1.4	0.52	0.38	39.2		
6	T1	245	3.0	0.133	0.0	LOS A	0.0	0.0	0.00	0.00	55.0		
16	R2	131	3.0	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	42.5		
Approach													
North: Pine Creek Dr SB													
14	R2	272	3.0	0.366	12.6	LOS B	2.3	59.9	0.58	0.48	20.8		
Approach													
West LA 22 EB													
5	L2	168	3.0	0.144	4.3	LOS A	0.6	16.0	0.43	0.31	39.2		
2	T1	724	3.0	0.397	0.1	LOS A	0.0	0.0	0.00	0.00	54.8		
12	R2	7	3.0	0.397	0.1	LOS A	0.0	0.0	0.00	0.00	49.3		
Approach													
All Vehicles													
		1590	3.0	0.397	3.0	NA	2.3	59.9	0.16	0.13	39.7		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degrees of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:26:41 PM
 Project: T:\621Traffic\Clear\Projects\Internal\Projects\Reports\LA 22 at Pine Creek J-Turn Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sfp

MOVEMENT SUMMARY

Site: Perrilloux/Trapagnier Roundabout - AM - Build Year

LA 22 at Perrilloux Road/Trapagnier Road
 Roundabout Recommendation: Single-Lane (including WB U-Turn Movement)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Roundabout
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Trapagnier Rd NB												
3	L2	1	3.0	0.009	7.7	LOSA	0.1	1.3	0.82	0.58	32.2	
8	T1	1	3.0	0.009	7.7	LOSA	0.1	1.3	0.82	0.58	32.2	
18	R2	1	3.0	0.009	7.7	LOSA	0.1	1.3	0.82	0.58	31.5	
Approach												
East: LA 22 WB												
1u	U	125	3.0	0.455	0.4	LOSA	4.3	109.3	0.27	0.10	36.0	
1	L2	1	3.0	0.455	0.4	LOSA	4.3	109.3	0.27	0.10	35.4	
6	T1	263	3.0	0.455	0.4	LOSA	4.3	109.3	0.27	0.10	35.5	
16	R2	115	3.0	0.455	0.4	LOSA	4.3	109.3	0.27	0.10	34.6	
Approach												
North: Perrilloux Rd SB												
7	L2	83	3.0	0.145	3.1	LOSA	0.8	20.1	0.58	0.46	33.4	
4	T1	1	3.0	0.145	3.1	LOSA	0.8	20.1	0.58	0.46	33.5	
14	R2	25	3.0	0.145	3.1	LOSA	0.8	20.1	0.58	0.46	32.8	
Approach												
West: LA 22 EB												
5	L2	29	3.0	0.732	5.6	LOSA	9.5	242.2	0.83	0.70	33.8	
2	T1	636	3.0	0.732	5.6	LOSA	9.5	242.2	0.83	0.70	34.0	
12	R2	1	3.0	0.732	5.6	LOSA	9.5	242.2	0.83	0.70	33.2	
Approach												
All Vehicles												
		1283	3.0	0.732	3.3	LOSA	9.5	242.2	0.59	0.44	34.5	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:28:07 PM
 Project: T162TrafficClearProjects\Internal Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sfp

MOVEMENT SUMMARY

Site: LA 22 EB U-Turn - AM - Build Year

LA 22 EB U-Turn - East of Pine Creek, near Aunturnm Creek
 J-Turn Configuration Alternative: Stop Controlled EB U-Turn
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO Analysis)
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	377	3.0	0.204	0.0	LOSA	0.0	0.0	0.00	0.00	40.0	
Approach												
West: LA 22 EB												
5u	U	12	3.0	0.016	5.0	LOSA	0.1	1.5	0.44	0.29	31.5	
2	T1	742	3.0	0.402	0.1	LOSA	0.0	0.0	0.00	0.00	39.9	
Approach												
		753	3.0	0.402	0.1	NA	0.1	1.5	0.01	0.00	39.8	
		1130	3.0	0.402	0.1	NA	0.1	1.5	0.00	0.00	39.8	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:27:31 PM
 Project: T162TrafficClearProjects\Internal Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sfp

MOVEMENT SUMMARY

Site: Pine Creek/Coquille No Build - SP - Build Year

LA 22 at Pine Creek Drive/Coquille Drive
 No Build Alternative: Two-Way Stop Existing Configuration (EB LTL, SB RTL, WB RTL, & NB RTL)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph		
South: Coquille Dr NB													
3	L2	8	3.0	0.055	26.7	LOS D	0.2	5.0	0.79	0.79	25.3		
8	T1	3	3.0	0.055	14.6	LOS B	0.2	5.0	0.79	0.79	25.3		
18	R2	9	3.0	0.014	10.4	LOS B	0.1	1.5	0.49	0.30	29.4		
	Approach	21	3.0	0.055	17.5	LOS C	0.2	5.0	0.66	0.58	27.0		
East: LA 22 WB													
1	L2	30	3.0	0.256	21.4	LOS C	0.3	8.0	0.08	0.00	35.6		
6	T1	426	3.0	0.256	2.8	LOS A	0.3	8.0	0.08	0.00	37.1		
16	R2	62	3.0	0.040	0.0	LOS A	0.0	0.0	0.00	0.00	34.8		
	Approach	518	3.0	0.256	3.5	NA	0.3	8.0	0.07	0.00	36.7		
North: Pine Creek Dr SB													
7	L2	133	3.0	0.563	37.9	LOS E	3.3	84.5	0.88	1.03	21.7		
4	T1	2	3.0	0.563	30.9	LOS D	3.3	84.5	0.88	1.03	21.7		
14	R2	163	3.0	0.287	13.9	LOS B	1.5	38.6	0.65	0.82	28.2		
	Approach	298	3.0	0.563	24.7	LOS C	3.3	84.5	0.75	0.81	24.9		
West: LA 22 EB													
5	L2	55	3.0	0.052	3.9	LOS A	0.2	5.3	0.45	0.33	32.8		
2	T1	313	3.0	0.180	0.0	LOS A	0.0	0.0	0.00	0.00	39.8		
12	R2	16	3.0	0.180	0.0	LOS A	0.0	0.0	0.00	0.00	38.2		
	Approach	384	3.0	0.180	0.6	NA	0.2	5.3	0.07	0.05	38.5		
All Vehicles		1220	3.0	0.563	8.0	NA	3.3	84.5	0.24	0.22	33.1		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: Pine Creek/Coquille All-Way Stop - SP - Build Year

LA 22 at Pine Creek Drive/Coquille Drive
 All-Way Stop Alternative: Best Case (No Geometric Changes)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Stop (All-Way)
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph		
South: Coquille Dr NB													
3	L2	8	3.0	0.060	14.2	LOS B	0.2	5.2	0.99	1.23	28.4		
8	T1	3	3.0	0.060	14.2	LOS B	0.2	5.2	0.99	1.23	28.3		
18	R2	9	3.0	0.056	14.4	LOS B	0.2	4.9	1.00	1.24	28.3		
	Approach	21	3.0	0.060	14.3	LOS B	0.2	5.2	0.99	1.23	28.3		
East: LA 22 WB													
1	L2	30	3.0	1.048	81.6	LOS F	16.9	433.4	1.00	2.93	15.2		
6	T1	426	3.0	1.048	81.6	LOS F	16.9	433.4	1.00	2.93	15.2		
16	R2	62	3.0	0.157	9.0	LOS A	0.5	13.9	0.89	1.15	30.3		
	Approach	518	3.0	1.048	72.9	LOS F	16.9	433.4	0.99	2.71	16.2		
North: Pine Creek Dr SB													
7	L2	133	3.0	0.681	43.2	LOS E	4.1	105.6	1.00	1.58	20.7		
4	T1	2	3.0	0.681	43.2	LOS E	4.1	105.6	1.00	1.58	20.6		
14	R2	163	3.0	0.727	45.2	LOS E	4.8	122.5	1.00	1.65	20.3		
	Approach	298	3.0	0.727	44.3	LOS E	4.8	122.5	1.00	1.62	20.5		
West: LA 22 EB													
5	L2	55	3.0	0.139	8.7	LOS A	0.5	12.2	0.88	1.15	30.4		
2	T1	313	3.0	0.742	27.3	LOS D	5.4	137.4	1.00	1.75	24.3		
12	R2	16	3.0	0.742	27.3	LOS D	5.4	137.4	1.00	1.75	24.4		
	Approach	384	3.0	0.742	24.6	LOS C	5.4	137.4	0.98	1.66	25.1		
All Vehicles		1220	3.0	1.048	49.7	LOS E	16.9	433.4	0.99	2.09	19.5		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection LOS and Major Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:26:25 PM

Project: LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO) | Project Location: LA 22 at Pine Creek (Madisonville) Roundabout Report/Analysis/LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).spp

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:25:59 PM

Project: LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO) | Project Location: LA 22 at Pine Creek (Madisonville) Roundabout Report/Analysis/LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).spp

MOVEMENT SUMMARY

Site: Pine Creek/Coquille Restricted Two-Way Stop - SP - Build Year
 LA 22 at Pine Creek Drive/Coquille Drive
 Restricted Two-Way Stop Alternative: J-Turn Configuration (Left-In, Right-In/Right-Out Access)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO Analysis)
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total	Flows HV	%	Deg Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	veh/h	%	v/c	sec		veh	ft		per veh	mch
South: Coquille Dr NB												
18	R2	21	3.0	0.038	11.8	11.8	LOS B	0.2	4.1	0.57	0.44	28.9
Approach												
East: LA 22 WB												
1	L2	30	3.0	0.028	3.6	3.6	LOS A	0.1	2.8	0.43	0.29	32.7
6	T1	434	3.0	0.235	0.0	0.0	LOS A	0.0	0.0	0.00	0.00	40.0
16	R2	66	3.0	0.042	0.0	0.0	LOS A	0.0	0.0	0.00	0.00	34.8
Approach												
North: Pine Creek Dr SB												
14	R2	298	3.0	0.532	18.5	18.5	LOS C	4.5	116.2	0.77	0.92	26.7
Approach												
West: LA 22 EB												
5	L2	55	3.0	0.053	3.9	3.9	LOS A	0.2	5.4	0.46	0.33	32.6
2	T1	445	3.0	0.253	0.0	0.0	LOS A	0.0	0.0	0.00	0.00	39.8
12	R2	18	3.0	0.253	0.0	0.0	LOS A	0.0	0.0	0.00	0.00	38.2
Approach												
All Vehicles												
		1367	3.0	0.532	4.5	4.5	NA	4.5	116.2	0.20	0.23	35.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good HCM measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Project: T:\2017\LA 22 at Pine Creek\Coquille J-Turn Analysis (RAB + J-Turn COMBO) Internal Projects\Reports\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).snp
 Processed: Friday, October 13, 2017 12:28:49 PM

MOVEMENT SUMMARY

Site: Perrilloux/Trapagnier Roundabout - SP - Build Year
 LA 22 at Perrilloux Road/Trapagnier Road
 Roundabout Recommendation: Single-Lane (including WB U-Turn Movement)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Roundabout
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total	Flows HV	%	Deg Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	veh/h	%	v/c	sec		veh	ft		per veh	mch
South: Trapagnier Rd NB												
3	L2	1	3.0	0.005	3.0	3.0	LOS A	0.0	0.6	0.56	0.32	34.5
8	T1	1	3.0	0.005	3.0	3.0	LOS A	0.0	0.6	0.56	0.32	34.6
18	R2	1	3.0	0.005	3.0	3.0	LOS A	0.0	0.6	0.56	0.32	33.7
Approach												
East: LA 22 WB												
1u	U	135	3.0	0.593	0.3	0.3	LOS A	6.8	173.3	0.21	0.06	36.3
1	L2	6	3.0	0.593	0.3	0.3	LOS A	6.8	173.3	0.21	0.06	35.7
6	T1	435	3.0	0.593	0.3	0.3	LOS A	6.8	173.3	0.21	0.06	35.8
16	R2	99	3.0	0.593	0.3	0.3	LOS A	6.8	173.3	0.21	0.06	34.9
Approach												
North: Perrilloux Rd SB												
7	L2	32	3.0	0.096	4.7	4.7	LOS A	0.5	13.1	0.66	0.54	33.2
4	T1	1	3.0	0.096	4.7	4.7	LOS A	0.5	13.1	0.66	0.54	33.3
14	R2	28	3.0	0.096	4.7	4.7	LOS A	0.5	13.1	0.66	0.54	32.5
Approach												
West: LA 22 EB												
5	L2	13	3.0	0.284	1.6	1.6	LOS A	1.7	44.5	0.46	0.30	35.4
2	T1	255	3.0	0.284	1.6	1.6	LOS A	1.7	44.5	0.46	0.30	35.5
12	R2	1	3.0	0.284	1.6	1.6	LOS A	1.7	44.5	0.46	0.30	34.7
Approach												
All Vehicles												
		1008	3.0	0.593	0.9	0.9	LOS A	6.8	173.3	0.31	0.15	35.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Project: T:\2017\LA 22 at Pine Creek\Coquille J-Turn Analysis (RAB + J-Turn COMBO) Internal Projects\Reports\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).snp
 Processed: Friday, October 13, 2017 12:28:18 PM

MOVEMENT SUMMARY

Site: LA 22 EB U-Turn - SP - Build Year
 LA 22 EB U-Turn - East of Pine Creek, near Auntumn Creek
 J-Turn Configuration Alternative: Stop Controlled EB U-Turn
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO Analysis)
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles														
Mov ID	OD Mov	Demand Total	Flows HV	%	Deg Satn	v/c	Average Delay	sec	Level of Service	95% Back of Queue Vehicles	Distance ft	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	veh/h	%	v/c		sec			veh			per veh	mph
East: LA 22 WB														
6	T1	518	3.0	0.281	0.0	LOS A	0.0	0.0	0.0	0.0	0.0	0.00	0.00	40.0
Approach														
		518	3.0	0.281	0.0	NA	0.0	0.0	0.00	0.0	0.0	0.00	0.00	40.0
West: LA 22 EB														
5	U	12	3.0	0.018	6.0	LOS A	0.1	1.7	0.51	0.38	31.1	0.38	31.1	
2	T1	385	3.0	0.209	0.0	LOS A	0.0	0.0	0.00	0.00	40.0	0.00	0.00	40.0
Approach														
		397	3.0	0.209	0.2	NA	0.1	1.7	0.01	0.01	39.6	0.01	0.01	39.6
All Vehicles														
		915	3.0	0.281	0.1	NA	0.1	1.7	0.01	0.01	39.8	0.01	0.00	39.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Excluded Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:27:39 PM
 Project: T:\B2TrafficClear\Projects\Internal\Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout\ReportAnalysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).spp

MOVEMENT SUMMARY

Site: Pine Creek/Coquille No Build - PM - Build Year
 LA 22 at Pine Creek Drive/Coquille Drive
 No Build Alternative: Two-Way Stop Existing Configuration (EB LTL, SB RTL, WB RTL, & NB RTL)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles														
Mov ID	OD Mov	Demand Total	Flows HV	%	Deg Satn	v/c	Average Delay	sec	Level of Service	95% Back of Queue Vehicles	Distance ft	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	veh/h	%	v/c		sec			veh			per veh	mph
South: Coquille Dr NB														
3	L2	16	3.0	0.068	20.5	LOS C	0.3	6.6	0.76	0.76	26.2	0.76	0.76	26.2
8	T1	1	3.0	0.068	14.0	LOS B	0.3	6.6	0.76	0.76	26.2	0.76	0.76	26.2
18	R2	13	3.0	0.018	10.2	LOS B	0.1	2.0	0.46	0.46	28.5	0.46	0.46	28.5
Approach														
		30	3.0	0.068	15.9	LOS C	0.3	6.6	0.63	0.56	27.5	0.63	0.56	27.5
East: LA 22 WB														
1	L2	17	3.0	0.277	41.2	LOS E	0.2	4.6	0.04	0.04	35.6	0.04	0.00	35.6
6	T1	486	3.0	0.277	2.8	LOS A	0.2	4.6	0.04	0.04	37.1	0.04	0.00	37.1
16	R2	39	3.0	0.025	0.0	LOS A	0.0	0.0	0.00	0.00	34.8	0.00	0.00	34.8
Approach														
		542	3.0	0.277	3.8	NA	0.2	4.6	0.04	0.04	36.9	0.04	0.00	36.9
North: Pine Creek Dr SB														
7	L2	32	3.0	0.131	21.4	LOS C	0.5	13.1	0.77	0.77	25.9	0.77	0.77	25.9
4	T1	1	3.0	0.131	14.6	LOS B	0.5	13.1	0.77	0.77	25.9	0.77	0.77	25.9
14	R2	31	3.0	0.080	12.4	LOS B	0.3	6.6	0.60	0.60	28.7	0.60	0.50	28.7
Approach														
		65	3.0	0.131	17.0	LOS C	0.5	13.1	0.69	0.64	27.2	0.69	0.64	27.2
West: LA 22 EB														
5	L2	18	3.0	0.018	3.7	LOS A	0.1	1.8	0.46	0.46	32.9	0.46	0.30	32.9
2	T1	276	3.0	0.154	0.0	LOS A	0.0	0.0	0.00	0.00	39.9	0.00	0.00	39.9
12	R2	7	3.0	0.154	0.0	LOS A	0.0	0.0	0.00	0.00	38.3	0.00	0.00	38.3
Approach														
		301	3.0	0.154	0.2	NA	0.1	1.8	0.03	0.02	39.3	0.03	0.02	39.3
All Vehicles														
		938	3.0	0.277	4.0	NA	0.5	13.1	0.10	0.10	36.3	0.10	0.07	36.3

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Excluded Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:26:08 PM
 Project: T:\B2TrafficClear\Projects\Internal\Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout\ReportAnalysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).spp

MOVEMENT SUMMARY

Site: Pine Creek/Coquille All-Way Stop - PM - Build Year
 LA 22 at Pine Creek Drive/Coquille Drive
 All-Way Stop Alternative: Best Case (No Geometric Changes)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Stop (All-Way)
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per-veh	Average Speed mph		
South: Coquille Dr NB													
3	L2	16	3.0	0.141	23.5	LOS C	0.5	13.1	1.00	1.26	25.3		
8	T1	1	3.0	0.141	23.5	LOS C	0.5	13.1	1.00	1.26	25.3		
18	R2	13	3.0	0.121	23.4	LOS C	0.4	11.2	1.00	1.25	25.4		
Approach													
		30	3.0	0.141	23.5	LOS C	0.5	13.1	1.00	1.26	25.4		
East: LA 22 WB													
1	L2	17	3.0	1.009	65.9	LOS F	15.6	398.5	1.00	2.83	17.1		
6	T1	486	3.0	1.009	65.9	LOS F	15.6	398.5	1.00	2.83	17.1		
16	R2	39	3.0	0.084	7.4	LOS A	0.3	6.9	0.83	1.08	30.9		
Approach													
		542	3.0	1.009	61.7	LOS F	15.6	398.5	0.99	2.70	17.6		
North: Pine Creek Dr SB													
7	L2	32	3.0	0.288	31.7	LOS D	1.2	29.6	1.00	1.30	23.2		
4	T1	1	3.0	0.288	31.7	LOS D	1.2	29.6	1.00	1.30	23.1		
14	R2	31	3.0	0.312	35.2	LOS E	1.3	32.6	1.00	1.31	22.4		
Approach													
		65	3.0	0.312	33.4	LOS D	1.3	32.6	1.00	1.31	22.8		
West: LA 22 EB													
5	L2	18	3.0	0.043	7.3	LOS A	0.1	3.5	0.85	1.08	30.9		
2	T1	276	3.0	0.591	17.3	LOS C	3.2	82.8	0.96	1.48	27.3		
12	R2	7	3.0	0.591	17.3	LOS C	3.2	82.8	0.96	1.48	27.4		
Approach													
		301	3.0	0.591	16.7	LOS C	3.2	82.8	0.95	1.46	27.5		
All Vehicles													
		938	3.0	1.009	44.1	LOS E	15.6	398.5	0.98	2.16	20.5		

Level of Service (LOS) Method: Delay & v/c (HCM 2010)
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection)
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010)
 HCM Delay Formula option is used: Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Arcellix and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:26:32 PM
 Project: TR82TrafficClearProjects\Internal Projects\Reports\LA 22 at Pine Creek J-Turn Analysis
 (RAB + J-Turn COMBO) sig6

MOVEMENT SUMMARY

Site: Pine Creek/Coquille Restricted Two-Way Stop - PM - Build Year
 LA 22 at Pine Creek Drive/Coquille Drive
 Restricted Two-Way Stop Alternative: J-Turn Configuration (Left-In, Right-In/Right-Out Access)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO Analysis)
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per-veh	Average Speed mph		
South: Coquille Dr NB													
18	R2	29	3.0	0.043	10.6	LOS B	0.2	4.9	0.49	0.34	29.4		
Approach													
		29	3.0	0.043	10.6	LOS B	0.2	4.9	0.49	0.34	29.4		
East: LA 22 WB													
1	L2	17	3.0	0.014	3.0	LOS A	0.1	1.4	0.36	0.19	33.0		
6	T1	502	3.0	0.272	0.0	LOS A	0.0	0.0	0.00	0.00	40.0		
16	R2	39	3.0	0.025	0.0	LOS A	0.0	0.0	0.00	0.00	34.8		
Approach													
		558	3.0	0.272	0.1	NA	0.1	1.4	0.01	0.01	39.3		
North: Pine Creek Dr SB													
14	R2	63	3.0	0.126	13.2	LOS B	0.6	14.1	0.62	0.57	28.5		
Approach													
		63	3.0	0.126	13.2	LOS B	0.6	14.1	0.62	0.57	28.5		
West: LA 22 EB													
5	L2	18	3.0	0.018	3.7	LOS A	0.1	1.8	0.46	0.31	32.7		
2	T1	308	3.0	0.171	0.0	LOS A	0.0	0.0	0.00	0.00	39.9		
12	R2	7	3.0	0.171	0.0	LOS A	0.0	0.0	0.00	0.00	38.3		
Approach													
		333	3.0	0.171	0.2	NA	0.1	1.8	0.03	0.02	39.4		
All Vehicles													
		984	3.0	0.272	1.3	NA	0.6	14.1	0.07	0.06	38.0		

Level of Service (LOS) Method: Delay & v/c (HCM 2010)
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection)
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010)
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good HCM measure due to zero delays associated with major road movements
 HCM Delay Formula option is used: Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Arcellix and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:26:55 PM
 Project: TR82TrafficClearProjects\Internal Projects\Reports\LA 22 at Pine Creek J-Turn Analysis
 (RAB + J-Turn COMBO) sig6

MOVEMENT SUMMARY

Site: Perrilloux/Trapagnier Roundabout - PM - Build Year
 LA 22 at Perrilloux Road/Trapagnier Road
 Roundabout Recommendation: Single-Lane (including WB U-Turn Movement)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Roundabout
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV %	Deg Satn	Average Delay v/c	Level of Service	95% Back of Queue Vehicles	Distance ft	Prop. Queued	Effective Stop Rate per/veh	Average Speed mph		
South: Trapagnier Rd NB													
3	L2	1	3.0	0.007	2.2	LOSA	0.0	0.9	0.49	0.27	35.0		
8	T1	3	3.0	0.007	2.2	LOSA	0.0	0.9	0.49	0.27	35.2		
18	R2	1	3.0	0.007	2.2	LOSA	0.0	0.9	0.49	0.27	34.3		
Approach													
East: LA 22 WB													
1u	U	32	3.0	0.500	0.4	LOSA	4.5	115.2	0.24	0.08	36.7		
1	L2	2	3.0	0.500	0.4	LOSA	4.5	115.2	0.24	0.08	36.1		
6	T1	486	3.0	0.500	0.4	LOSA	4.5	115.2	0.24	0.08	36.2		
16	R2	40	3.0	0.500	0.4	LOSA	4.5	115.2	0.24	0.08	35.3		
Approach													
North: Perrilloux Rd SB													
7	L2	23	3.0	0.103	4.2	LOSA	0.6	14.1	0.64	0.52	33.9		
4	T1	1	3.0	0.103	4.2	LOSA	0.6	14.1	0.64	0.52	34.0		
14	R2	45	3.0	0.103	4.2	LOSA	0.6	14.1	0.64	0.52	33.2		
Approach													
West: LA 22 EB													
5	L2	22	3.0	0.254	0.5	LOSA	1.6	41.3	0.27	0.12	36.0		
2	T1	248	3.0	0.254	0.5	LOSA	1.6	41.3	0.27	0.12	36.1		
12	R2	3	3.0	0.254	0.5	LOSA	1.6	41.3	0.27	0.12	35.2		
Approach													
All Vehicles													
		909	3.0	0.500	0.7	LOSA	4.5	115.2	0.28	0.13	35.9		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Akcelik, 193D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:28:30 PM
 Project: T:\02TrafficClearProjects\Internal\Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sfp

MOVEMENT SUMMARY

Site: LA 22 EB U-Turn - PM - Build Year
 LA 22 EB U-Turn - East of Pine Creek, near Aunturnn Creek
 J-Turn Configuration Alternative: Stop Controlled EB U-Turn
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO Analysis)
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 3 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV %	Deg Satn	Average Delay v/c	Level of Service	95% Back of Queue Vehicles	Distance ft	Prop. Queued	Effective Stop Rate per/veh	Average Speed mph		
East: LA 22 WB													
6	T1	542	3.0	0.294	0.0	LOSA	0.0	0.0	0.00	0.00	39.9		
Approach													
West: LA 22 EB													
5u	U	16	3.0	0.027	6.2	LOSA	0.1	2.5	0.52	0.41	31.0		
2	T1	321	3.0	0.174	0.0	LOSA	0.0	0.0	0.00	0.00	40.0		
Approach													
		879	3.0	0.294	0.1	NA	0.1	2.5	0.01	0.01	39.7		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good HCM measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional IM1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:27:47 PM
 Project: T:\02TrafficClearProjects\Internal\Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sfp

MOVEMENT SUMMARY

Site: Pine Creek/Coquille No Build - AM - Capacity

LA 22 at Pine Creek Drive/Coquille Drive
 No Build Alternative: Two-Way Stop Existing Configuration (EB LTL, SB RTL, WB RTL, & NB RTL)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Stop (Two-Way)
 Design Life Analysis (Capacity): Results for 7 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Coquille Dr NB												
3	L2	7	3.0	0.092	40.6	LOSE	0.3	7.7	0.87	0.87	17.4	
8	T1	5	3.0	0.092	24.8	LOSC	0.3	7.7	0.87	0.87	17.4	
18	R2	19	3.0	0.047	14.4	LOSB	0.2	4.8	0.65	0.68	20.5	
Approach		31	3.0	0.092	22.4	LOSC	0.3	7.7	0.74	0.70	19.1	
East: LA 22 WB												
1	L2	14	3.0	0.155	21.1	LOSC	0.2	4.6	0.08	0.00	45.7	
6	T1	257	3.0	0.155	2.3	LOSA	0.2	4.6	0.08	0.00	50.5	
16	R2	137	3.0	0.088	0.0	LOSA	0.0	0.0	0.00	0.00	42.5	
Approach		408	3.0	0.155	2.1	NA	0.2	4.6	0.05	0.00	47.3	
North: Pine Creek Dr SB												
7	L2	132	3.0	0.986	136.7	LOSF	8.8	224.9	1.00	1.73	9.7	
4	T1	2	3.0	0.986	123.9	LOSF	8.8	224.9	1.00	1.73	9.7	
14	R2	160	3.0	0.219	11.3	LOSB	1.1	29.0	0.52	0.40	21.0	
Approach		295	3.0	0.986	68.6	LOSF	8.8	224.9	0.74	1.01	13.7	
West: LA 22 EB												
5	L2	182	3.0	0.159	4.5	LOSA	0.7	17.7	0.44	0.33	39.1	
2	T1	652	3.0	0.357	0.0	LOSA	0.0	0.0	0.00	0.00	54.8	
12	R2	5	3.0	0.357	0.0	LOSA	0.0	0.0	0.00	0.00	49.3	
Approach		839	3.0	0.357	1.0	NA	0.7	17.7	0.10	0.07	50.4	
All Vehicles		1573	3.0	0.986	14.4	NA	8.8	224.9	0.22	0.24	32.4	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional MI.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Thursday, October 12, 2017 10:04:03 AM
 Project: T:\627Traffic/Clear/Projects/Internal/Reports/LA22 at Perriloux (Madisonville) Roundabout/Report/Analysis/LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sig6

MOVEMENT SUMMARY

Site: Pine Creek/Coquille All-Way Stop - AM - Capacity

LA 22 at Pine Creek Drive/Coquille Drive
 All-Way Stop Alternative: Best Case (No Geometric Changes)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Stop (All-Way)
 Design Life Analysis (Capacity): Results for 0 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Coquille Dr NB												
3	L2	7	3.0	0.076	16.7	LOSC	0.3	6.9	1.00	1.35	20.2	
8	T1	4	3.0	0.076	16.7	LOSC	0.3	6.9	1.00	1.35	20.1	
18	R2	16	3.0	0.098	17.0	LOSC	0.3	8.8	1.00	1.36	20.2	
Approach		27	3.0	0.098	16.9	LOSC	0.3	8.8	1.00	1.36	20.2	
East: LA 22 WB												
1	L2	12	3.0	0.559	17.8	LOSC	2.9	74.7	0.97	1.35	32.0	
6	T1	224	3.0	0.559	17.8	LOSC	2.9	74.7	0.97	1.35	31.9	
16	R2	120	3.0	0.319	11.9	LOSB	1.3	32.5	0.93	1.19	34.7	
Approach		355	3.0	0.559	15.8	LOSC	2.9	74.7	0.96	1.29	32.8	
North: Pine Creek Dr SB												
7	L2	115	3.0	0.581	33.4	LOSD	3.1	79.0	1.00	1.70	17.5	
4	T1	2	3.0	0.581	33.4	LOSD	3.1	79.0	1.00	1.70	17.5	
14	R2	139	3.0	0.604	32.7	LOSD	3.3	85.3	1.00	1.74	17.6	
Approach		257	3.0	0.604	33.0	LOSD	3.3	85.3	1.00	1.72	17.6	
West: LA 22 EB												
5	L2	159	3.0	0.330	10.2	LOSB	1.3	33.3	0.88	1.14	35.6	
2	T1	567	3.0	1.105	93.5	LOSF	22.9	586.9	1.00	2.99	15.2	
12	R2	4	3.0	1.105	93.5	LOSF	22.9	586.9	1.00	2.99	15.3	
Approach		730	3.0	1.105	75.4	LOSF	22.9	586.9	0.97	2.59	17.4	
All Vehicles		1370	3.0	1.105	50.9	LOSF	22.9	586.9	0.98	2.06	19.9	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional MI.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Thursday, October 12, 2017 10:04:17 AM
 Project: T:\627Traffic/Clear/Projects/Internal/Reports/LA22 at Perriloux (Madisonville) Roundabout/Report/Analysis/LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sig6

MOVEMENT SUMMARY

Site: Pine Creek/Coquille Restricted Two-Way Stop - AM - Capacity

LA 22 at Pine Creek Drive/Coquille Drive
 Restricted Two-Way Stop Alternative: J-Turn Configuration (Left-In, Right-In/Right-Out Access)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO Analysis)
 Stop: (Two-Way)
 Design Life Analysis (Capacity): Results for 36 years

Movement Performance - Vehicles												
Mo	OD	Demand	Flows	Deg	Average	Level of	95% Back of Queue	Prop.	Effective	Average		
ID	Mov	Total	HV	Satn	Delay	Service	Vehicles	Queued	Stop Rate	Speed		
		veh/h	%	v/c	sec		veh	ft	per veh	mph		
South: Coquille Dr NB												
18	R2	55	3.0	0.438	54.0	LOS F	1.8	45.1	0.93	1.03	15.1	
Approach												
East: LA 22 WB												
1	L2	24	3.0	0.052	8.3	LOS A	0.2	4.6	0.72	0.72	36.6	
6	T1	470	3.0	0.255	54.9	LOS A	0.0	0.0	0.00	0.00	54.9	
16	R2	253	3.0	0.162	0.0	LOS A	0.0	0.0	0.00	0.00	42.5	
Approach												
North: Pine Creek Dr SB												
14	R2	523	3.0	0.989	64.5	LOS F	26.0	666.6	1.00	2.52	14.1	
Approach												
West: LA 22 EB												
5	L2	324	3.0	0.375	8.5	LOS A	2.1	53.8	0.65	0.69	36.4	
2	T1	1392	3.0	0.763	0.3	LOS A	0.0	0.0	0.00	0.00	54.2	
12	R2	13	3.0	0.763	0.3	LOS A	0.0	0.0	0.00	0.00	48.8	
Approach												
All Vehicles												
		3055	3.0	0.989	13.1	NA	26.0	666.6	0.26	0.53	33.6	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Thursday, October 12, 2017 10:03:56 AM
 Project: T:\621Traffic\Clearing\Projects\Internal\Projects\Reports\LA22 at Pine Creek (Madisonville) Roundabout Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO) sfp

MOVEMENT SUMMARY

Site: Perrilloux/Trapagnier Roundabout - AM - Capacity

LA 22 at Perrilloux Road/Trapagnier Road
 Roundabout Recommendation: Single-Lane (including WB U-Turn Movement)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Roundabout
 Design Life Analysis (Capacity): Results for 20 years

Movement Performance - Vehicles												
Mo	OD	Demand	Flows	Deg	Average	Level of	95% Back of Queue	Prop.	Effective	Average		
ID	Mov	Total	HV	Satn	Delay	Service	Vehicles	Queued	Stop Rate	Speed		
		veh/h	%	v/c	sec		veh	ft	per veh	mph		
South: Trapagnier Rd NB												
3	L2	2	3.0	0.019	14.9	LOS B	0.1	3.4	0.98	0.76	29.2	
8	T1	2	3.0	0.019	14.9	LOS B	0.1	3.4	0.98	0.76	29.2	
18	R2	2	3.0	0.019	14.9	LOS B	0.1	3.4	0.98	0.76	28.7	
Approach												
East: LA 22 WB												
1u	U	174	3.0	0.592	0.6	LOS A	7.2	184.0	0.40	0.17	35.7	
1	L2	2	3.0	0.592	0.6	LOS A	7.2	184.0	0.40	0.17	35.1	
6	T1	368	3.0	0.592	0.6	LOS A	7.2	184.0	0.40	0.17	35.2	
16	R2	162	3.0	0.592	0.6	LOS A	7.2	184.0	0.40	0.17	34.3	
Approach												
North: Perrilloux Rd SB												
7	L2	116	3.0	0.210	4.1	LOS A	1.3	32.4	0.69	0.59	33.0	
4	T1	2	3.0	0.210	4.1	LOS A	1.3	32.4	0.69	0.59	33.1	
14	R2	36	3.0	0.210	4.1	LOS A	1.3	32.4	0.69	0.59	32.3	
Approach												
West: LA 22 EB												
5	L2	40	3.0	0.996	30.5	LOS C	36.1	924.9	1.00	1.45	24.6	
2	T1	890	3.0	0.996	30.5	LOS C	36.1	924.9	1.00	1.45	24.7	
12	R2	2	3.0	0.996	30.5	LOS C	36.1	924.9	1.00	1.45	24.3	
Approach												
All Vehicles												
		1796	3.0	0.996	16.5	LOS B	36.1	924.9	0.74	0.87	28.7	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Thursday, October 12, 2017 10:03:56 AM
 Project: T:\621Traffic\Clearing\Projects\Internal\Projects\Reports\LA22 at Perrilloux (Madisonville) Roundabout Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO) sfp

MOVEMENT SUMMARY

Site: LA 22 EB U-Turn - AM - Capacity
 LA 22 EB U-Turn - East of Pine Creek, near Antiumm Creek
 J-Turn Configuration Alternative: Stop Controlled EB U-Turn
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO Analysis)
 Stop (Two-Way)
 Design Life Analysis (Capacity): Results for 49 years

Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prob. Queued	Effective Stop Rate per/veh	Average Speed mph
East: LA 22 WB											
6	T1	938	3.0	0.508	0.1	LOS A	0.0	0.0	0.00	0.00	39.9
Approach											
		938	3.0	0.508	0.1	NA	0.0	0.0	0.00	0.00	39.9
West: LA 22 EB											
2	T1	29	3.0	0.076	10.7	LOS B	0.3	6.7	0.68	0.68	29.2
Approach											
		1844	3.0	1.000	4.3	LOS A	0.0	0.0	0.00	0.00	34.6
		1873	3.0	1.000	4.4	NA	0.3	6.7	0.01	0.01	34.5
All Vehicles											
		2811	3.0	1.000	3.0	NA	0.3	6.7	0.01	0.01	36.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Thursday, October 12, 2017 10:04:12 AM
 Project: T:\627Traffic\Clear\Projects\Internal\Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout\Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO) .slp6

MOVEMENT SUMMARY

Site: Pine Creek/Coquille No Build - SP - Capacity
 LA 22 at Pine Creek Drive/Coquille Drive
 No Build Alternative: Two-Way Stop Existing Configuration (EB LTL, SB RTL, WB RTL, & NB RTL)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Stop (Two-Way)
 Design Life Analysis (Capacity): Results for 13 years

Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prob. Queued	Effective Stop Rate per/veh	Average Speed mph
South: Coquille Dr NB											
3	L2	10	3.0	0.095	37.0	LOS E	0.3	8.2	0.86	0.86	23.1
Approach											
		4	3.0	0.095	19.7	LOS C	0.3	8.2	0.86	0.86	23.1
		11	3.0	0.019	11.1	LOS B	0.1	2.0	0.53	0.37	29.2
East: LA 22 WB											
1	L2	37	3.0	0.314	23.1	LOS C	0.4	11.3	0.09	0.00	35.3
Approach											
		519	3.0	0.314	3.2	LOS A	0.4	11.3	0.09	0.00	36.7
		76	3.0	0.049	0.0	LOS A	0.0	0.0	0.00	0.00	34.8
North: Pine Creek Dr SB											
7	L2	162	3.0	0.948	108.9	LOS F	9.0	230.6	0.99	1.51	12.8
Approach											
		3	3.0	0.948	99.5	LOS F	9.0	230.6	0.99	1.51	12.8
		198	3.0	0.404	17.2	LOS C	2.5	65.2	0.73	0.81	27.1
West: LA 22 EB											
5	L2	67	3.0	0.070	4.4	LOS A	0.3	7.1	0.50	0.40	32.5
Approach											
		381	3.0	0.219	0.0	LOS A	0.0	0.0	0.00	0.00	39.8
		20	3.0	0.219	0.0	LOS A	0.0	0.0	0.00	0.00	36.2
All Vehicles											
		1488	3.0	0.948	16.6	NA	9.0	230.6	0.28	0.30	29.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Thursday, October 12, 2017 10:04:05 AM
 Project: T:\627Traffic\Clear\Projects\Internal\Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout\Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO) .slp6

MOVEMENT SUMMARY

Site: Pine Creek/Coquille All-Way Stop - SP - Capacity

LA 22 at Pine Creek Drive/Coquille Drive
 All-Way Stop Alternative: Best Case (No Geometric Changes)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Stop (All-Way)

Design Life Analysis (Capacity): Results for 0 years

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per/veh	Average Speed mph
South: Coquille Dr NB											
3	L2	8	3.0	0.056	14.2	LOS B	0.2	4.9	0.99	1.23	28.4
8	T1	3	3.0	0.056	14.2	LOS B	0.2	4.9	0.99	1.23	28.3
18	R2	9	3.0	0.053	14.3	LOS B	0.2	4.7	1.00	1.24	28.4
Approach											
		20	3.0	0.056	14.2	LOS B	0.2	4.9	0.99	1.23	28.4
East: LA 22 WB											
1	L2	28	3.0	0.988	65.3	LOS F	13.5	346.1	1.00	2.60	17.2
6	T1	401	3.0	0.988	65.3	LOS F	13.5	346.1	1.00	2.60	17.1
16	R2	59	3.0	0.148	8.9	LOS A	0.5	13.0	0.89	1.15	30.4
Approach											
		488	3.0	0.988	58.5	LOS F	13.5	346.1	0.99	2.42	18.1
North: Pine Creek Dr SB											
7	L2	125	3.0	0.641	39.3	LOS E	3.7	94.3	1.00	1.54	21.5
4	T1	2	3.0	0.641	39.3	LOS E	3.7	94.3	1.00	1.54	21.4
14	R2	153	3.0	0.685	40.6	LOS E	4.2	108.2	1.00	1.59	21.2
Approach											
		280	3.0	0.685	40.0	LOS E	4.2	108.2	1.00	1.57	21.3
West: LA 22 EB											
5	L2	52	3.0	0.131	8.6	LOS A	0.4	11.4	0.88	1.14	30.4
2	T1	295	3.0	0.699	24.1	LOS C	4.6	118.6	1.00	1.67	25.2
12	R2	15	3.0	0.699	24.1	LOS C	4.6	118.6	1.00	1.67	25.3
Approach											
		362	3.0	0.699	21.9	LOS C	4.6	118.6	0.98	1.59	25.9
All Vehicles											
		1150	3.0	0.988	41.7	LOS E	13.5	346.1	0.99	1.93	21.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Thursday, October 12, 2017 10:04:19 AM
 Project: T:\B2Trafic\Clear\Projects\Internal\Reports\LA22 at Perrilloux (Madisonville) Roundabout\Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sfp

MOVEMENT SUMMARY

Site: Pine Creek/Coquille Restricted Two-Way Stop - SP - Capacity

LA 22 at Pine Creek Drive/Coquille Drive
 Restricted Two-Way Stop Alternative: J-Turn Configuration (Left-In, Right-In/Right-Out Access)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO Analysis)
 Stop (Two-Way)

Design Life Analysis (Capacity): Results for 20 years

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per/veh	Average Speed mph
South: Coquille Dr NB											
18	R2	29	3.0	0.069	14.2	LOS B	0.3	7.3	0.65	0.59	28.1
Approach											
		29	3.0	0.069	14.2	LOS B	0.3	7.3	0.65	0.59	28.1
East: LA 22 WB											
1	L2	42	3.0	0.046	4.3	LOS A	0.2	4.5	0.51	0.40	32.4
6	T1	607	3.0	0.329	0.0	LOS A	0.0	0.0	0.00	0.00	39.9
16	R2	92	3.0	0.059	0.0	LOS A	0.0	0.0	0.00	0.00	34.8
Approach											
		741	3.0	0.329	0.3	NA	0.2	4.5	0.03	0.02	38.7
North: Pine Creek Dr SB											
14	R2	417	3.0	0.971	67.8	LOS F	19.3	495.0	1.00	1.92	16.8
Approach											
		417	3.0	0.971	67.8	LOS F	19.3	495.0	1.00	1.92	16.8
West: LA 22 EB											
5	L2	78	3.0	0.088	4.9	LOS A	0.3	8.8	0.54	0.46	32.1
2	T1	623	3.0	0.355	0.0	LOS A	0.0	0.0	0.00	0.00	39.8
12	R2	26	3.0	0.355	0.0	LOS A	0.0	0.0	0.00	0.00	38.2
Approach											
		727	3.0	0.355	0.6	NA	0.3	8.8	0.06	0.05	38.7
All Vehicles											
		1914	3.0	0.971	15.3	NA	19.3	495.0	0.26	0.45	30.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Intersection LOS and Major Road Approach LOS values are NA. Applicable for two-way stop control since the average delay is not a good measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Thursday, October 12, 2017 10:04:08 AM
 Project: T:\B2Trafic\Clear\Projects\Internal\Reports\LA22 at Perrilloux (Madisonville) Roundabout\Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sfp

MOVEMENT SUMMARY

Site: Perrilloux/Trapagnier Roundabout - SP - Capacity
 LA 22 at Perrilloux Road/Trapagnier Road
 Roundabout Recommendation: Single-Lane (including WB U-Turn Movement)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Roundabout
 Design Life Analysis (Capacity): Results for 32 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop Queued	Effective Stop Rate per veh	Average Speed mph	
South: Trapagnier Rd NB												
3	L2	2	3.0	0.011	5.5	LOSA	0.1	1.6	0.75	0.51	33.2	
8	T1	2	3.0	0.011	5.5	LOSA	0.1	1.6	0.75	0.51	33.3	
18	R2	2	3.0	0.011	5.5	LOSA	0.1	1.6	0.75	0.51	32.6	
Approach												
		6	3.0	0.011	5.5	LOSA	0.1	1.6	0.75	0.51	33.0	
East: LA 22 WB												
1u	U	240	3.0	0.980	6.3	LOSA	84.6	2165.4	1.00	0.38	33.5	
1	L2	10	3.0	0.980	6.3	LOSA	84.6	2165.4	1.00	0.38	32.9	
6	T1	772	3.0	0.980	6.3	LOSA	84.6	2165.4	1.00	0.38	33.0	
16	R2	176	3.0	0.980	6.3	LOSA	84.6	2165.4	1.00	0.38	32.3	
Approach												
		1198	3.0	0.980	6.3	LOSA	84.6	2165.4	1.00	0.38	33.0	
North: Perrilloux Rd SB												
7	L2	57	3.0	0.356	12.0	LOSB	2.6	67.5	1.00	1.01	29.9	
4	T1	2	3.0	0.356	12.0	LOSB	2.6	67.5	1.00	1.01	30.0	
14	R2	49	3.0	0.356	12.0	LOSB	2.6	67.5	1.00	1.01	29.4	
Approach												
		109	3.0	0.356	12.0	LOSB	2.6	67.5	1.00	1.01	29.7	
West: LA 22 EB												
5	L2	23	3.0	0.540	3.4	LOSA	4.7	119.6	0.76	0.63	34.5	
2	T1	453	3.0	0.540	3.4	LOSA	4.7	119.6	0.76	0.63	34.6	
12	R2	2	3.0	0.540	3.4	LOSA	4.7	119.6	0.76	0.63	33.8	
Approach												
		477	3.0	0.540	3.4	LOSA	4.7	119.6	0.76	0.63	34.6	
All Vehicles												
		1790	3.0	0.980	5.9	LOSA	84.6	2165.4	0.94	0.48	33.2	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Arceelik, M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2006-2016 Arceelik and Associates Pty Ltd | sidrasolutions.com
 Onsite: Perrilloux Road/Trapagnier Road Roundabout Recommendation: Single-Lane (including WB U-Turn Movement)
 Project: TR27TrafficClearProjectsInternal Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sig6

MOVEMENT SUMMARY

Site: LA 22 EB U-Turn - SP - Capacity
 LA 22 EB U-Turn - East of Pine Creek near Aumtumn Creek
 J-Turn Configuration Alternative: Sign Controlled EB U-Turn
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO Analysis)
 Stop (Two-Way)
 Design Life Analysis (Capacity): Results for 67 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	1839	3.0	0.997	4.0	LOSA	0.0	0.0	0.00	0.00	34.9	
Approach												
		1839	3.0	0.997	4.0	NA	0.0	0.0	0.00	0.00	34.9	
West: LA 22 EB												
5u	U	41	3.0	0.328	44.0	LOSE	1.1	27.8	0.92	0.96	20.3	
2	T1	1368	3.0	0.742	0.2	LOSA	0.0	0.0	0.00	0.00	39.7	
Approach												
		1409	3.0	0.742	1.5	NA	1.1	27.8	0.03	0.03	38.6	
All Vehicles												
		3249	3.0	0.997	2.9	NA	1.1	27.8	0.01	0.01	36.4	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good HCM measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2006-2016 Arceelik and Associates Pty Ltd | sidrasolutions.com
 Onsite: Perrilloux Road/Trapagnier Road Roundabout Recommendation: Single-Lane (including WB U-Turn Movement)
 Project: TR27TrafficClearProjectsInternal Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sig6

MOVEMENT SUMMARY

Site: Pine Creek/Coquille No Build - PM - Capacity

LA 22 at Pine Creek Drive/Coquille Drive
 No Build Alternative: Two-Way Stop Existing Configuration (EB LTL, SB RTL, WB RTL, & NB RTL)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Stop (Two-Way)
 Design Life Analysis (Capacity): Results for 36 years

Design Life Analysis (Capacity): Results for 36 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Sat	Avg Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop Queued	Effective Stop Rate per veh	Average Speed mph	
South: Coquille Dr NB												
3	L2	31	3.0	0.482	100.1	LOS F	1.8	44.9	0.96	1.02	13.6	
8	T1	2	3.0	0.482	75.4	LOS F	1.8	44.9	0.96	1.02	13.6	
18	R2	24	3.0	0.051	12.9	LOS B	0.2	5.4	0.61	0.52	28.6	
Approach		58	3.0	0.482	62.3	LOS F	1.8	44.9	0.81	0.81	17.5	
East: LA 22 WB												
1	L2	33	3.0	0.540	54.5	LOS F	1.0	25.0	0.09	0.00	34.0	
6	T1	933	3.0	0.540	5.4	LOS A	1.0	25.0	0.09	0.00	35.4	
16	R2	75	3.0	0.048	0.0	LOS A	0.0	0.0	0.00	0.00	34.8	
Approach		1042	3.0	0.540	6.5	NA	1.0	25.0	0.08	0.00	35.3	
North: Pine Creek Dr SB												
7	L2	62	3.0	0.934	192.3	LOS F	5.2	132.2	0.99	1.26	8.7	
4	T1	2	3.0	0.934	166.6	LOS F	5.2	132.2	0.99	1.26	8.7	
14	R2	60	3.0	0.231	23.0	LOS C	0.9	24.1	0.80	0.82	25.4	
Approach		124	3.0	0.934	110.2	LOS F	5.2	132.2	0.90	1.05	12.7	
West: LA 22 EB												
5	L2	35	3.0	0.053	5.9	LOS A	0.2	5.0	0.60	0.55	31.8	
2	T1	530	3.0	0.296	0.0	LOS A	0.0	0.0	0.00	0.00	39.8	
12	R2	13	3.0	0.296	0.0	LOS A	0.0	0.0	0.00	0.00	38.2	
Approach		579	3.0	0.296	0.4	NA	0.2	5.0	0.04	0.03	39.2	
All Vehicles		1803	3.0	0.934	13.5	NA	5.2	132.2	0.15	0.11	31.4	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional MT.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Thursday, October 12, 2017 10:04:07 AM
 Project: T:\62Traffic\Clear\Projects\Internal\Projects\Reports\LA 22 at Perriloux (Madisonville) Roundabout\Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).spp

MOVEMENT SUMMARY

Site: Pine Creek/Coquille All-Way Stop - PM - Capacity

LA 22 at Pine Creek Drive/Coquille Drive
 All-Way Stop Alternative: Best Case (No Geometric Changes)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Stop (All-Way)
 Design Life Analysis (Capacity): Results for 2 years

Design Life Analysis (Capacity): Results for 2 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Sat	Avg Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop Queued	Effective Stop Rate per veh	Average Speed mph	
South: Coquille Dr NB												
3	L2	16	3.0	0.138	23.4	LOS C	0.5	12.9	1.00	1.26	25.4	
8	T1	1	3.0	0.138	23.4	LOS C	0.5	12.9	1.00	1.26	25.3	
18	R2	12	3.0	0.118	23.3	LOS C	0.4	11.0	1.00	1.25	25.4	
Approach		29	3.0	0.138	23.4	LOS C	0.5	12.9	1.00	1.26	25.4	
East: LA 22 WB												
1	L2	17	3.0	0.989	60.9	LOS F	14.4	367.8	1.00	2.71	17.8	
6	T1	476	3.0	0.989	60.9	LOS F	14.4	367.8	1.00	2.71	17.7	
16	R2	38	3.0	0.082	7.4	LOS A	0.3	6.8	0.83	1.08	30.9	
Approach		532	3.0	0.989	57.1	LOS F	14.4	367.8	0.99	2.59	19.3	
North: Pine Creek Dr SB												
7	L2	32	3.0	0.282	31.4	LOS D	1.1	28.9	1.00	1.30	23.2	
4	T1	1	3.0	0.282	31.4	LOS D	1.1	28.9	1.00	1.30	23.2	
14	R2	31	3.0	0.306	34.8	LOS D	1.2	31.8	1.00	1.31	22.5	
Approach		63	3.0	0.306	33.0	LOS D	1.2	31.8	1.00	1.31	22.9	
West: LA 22 EB												
5	L2	18	3.0	0.042	7.3	LOS A	0.1	3.4	0.85	1.08	30.9	
2	T1	270	3.0	0.579	16.8	LOS C	3.1	79.7	0.95	1.46	27.5	
12	R2	7	3.0	0.579	16.8	LOS C	3.1	79.7	0.95	1.46	27.6	
Approach		295	3.0	0.579	16.2	LOS C	3.1	79.7	0.95	1.44	27.7	
All Vehicles		919	3.0	0.989	41.2	LOSE	14.4	367.8	0.98	2.09	21.1	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional MT.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Thursday, October 12, 2017 10:04:20 AM
 Project: T:\62Traffic\Clear\Projects\Internal\Projects\Reports\LA 22 at Perriloux (Madisonville) Roundabout\Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).spp

MOVEMENT SUMMARY

Site: Pine Creek/Coquille Restricted Two-Way Stop - PM - Capacity
 LA 22 at Pine Creek Drive/Coquille Drive
 Restricted Two-Way Stop Alternative: J-Turn Configuration (Left-in, Right-In/Right-Out Access)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO Analysis)
 Stop (Two-Way)
 Design Life Analysis (Capacity): Results for 49 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph		
South: Coquille Dr NB												
18	R2	72	3.0	0.213	LOS C	0.9	22.9	0.73	0.74	26.7		
Approach												
East: LA 22 WB												
1	L2	43	3.0	0.053	LOS A	0.2	5.1	0.55	0.46	32.1		
6	T1	1248	3.0	0.676	LOS A	0.0	0.0	0.00	0.00	39.7		
16	R2	98	3.0	0.062	LOS A	0.0	0.0	0.00	0.00	34.8		
Approach												
North: Pine Creek Dr SB												
14	R2	158	3.0	0.993	LOS F	9.5	243.1	1.00	1.56	11.6		
Approach												
West: LA 22 EB												
5	L2	46	3.0	0.092	LOS A	0.3	8.4	0.71	0.71	30.6		
2	T1	766	3.0	0.426	LOS A	0.0	0.0	0.00	0.00	39.8		
12	R2	17	3.0	0.426	LOS A	0.0	0.0	0.00	0.00	38.2		
Approach												
All Vehicles												
		2447	3.0	0.993	9.1	NA	243.1	0.11	0.14	33.5		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional MT.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Thursday, October 12, 2017 10:04:10 AM
 Project: T:\62Traffic\Clear\Projects\Internal\Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sfp

MOVEMENT SUMMARY

Site: Perrilloux/Trapagnier Roundabout - PM - Capacity
 LA 22 at Perrilloux Road/Trapagnier Road
 Roundabout Recommendation: Single-Lane (Including WB U-Turn Movement)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Roundabout
 Design Life Analysis (Capacity): Results for 40 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph		
South: Trapagnier Rd NB												
3	L2	2	3.0	0.019	LOS A	0.1	2.8	0.71	0.50	34.0		
8	T1	7	3.0	0.019	LOS A	0.1	2.8	0.71	0.50	34.1		
18	R2	2	3.0	0.019	LOS A	0.1	2.8	0.71	0.50	33.3		
Approach												
East: LA 22 WB												
1u	U	67	3.0	0.985	LOS A	56.1	1436.0	1.00	0.52	33.1		
1	L2	5	3.0	0.985	LOS A	56.1	1436.0	1.00	0.52	32.5		
6	T1	1010	3.0	0.985	LOS A	56.1	1436.0	1.00	0.52	32.6		
16	R2	84	3.0	0.985	LOS A	56.1	1436.0	1.00	0.52	31.9		
Approach												
North: Perrilloux Rd SB												
7	L2	48	3.0	0.529	LOS C	4.5	115.3	1.00	1.09	26.9		
4	T1	2	3.0	0.529	LOS C	4.5	115.3	1.00	1.09	27.0		
14	R2	94	3.0	0.529	LOS C	4.5	115.3	1.00	1.09	26.4		
Approach												
West: LA 22 EB												
5	L2	46	3.0	0.521	LOS A	4.7	120.3	0.53	0.32	35.2		
2	T1	516	3.0	0.521	LOS A	4.7	120.3	0.53	0.32	35.3		
12	R2	7	3.0	0.521	LOS A	4.7	120.3	0.53	0.32	34.4		
Approach												
All Vehicles												
		1891	3.0	0.985	7.0	LOS A	56.1	1436.0	0.86	0.50		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Thursday, October 12, 2017 10:04:02 AM
 Project: T:\62Traffic\Clear\Projects\Internal\Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sfp

MOVEMENT SUMMARY

Site: LA 22 EB U-Turn - PM - Capacity
 LA 22 EB U-Turn - East of Pine Creek, near Antiumm Creek
 J-Turn Configuration Alternative: Stop Controlled EB U-Turn
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO Analysis)
 Stop (Two-Way)
 Design Life Analysis (Capacity): Results for 64 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	1814	3.0	0.984	2.9	LOS A	0.0	0.0	0.00	0.00	36.3	
Approach												
		1814	3.0	0.984	2.9	NA	0.0	0.0	0.00	0.00	36.3	
West: LA 22 EB												
5	U	54	3.0	0.420	48.9	LOS E	1.5	37.4	0.93	0.98	19.4	
2	T1	1073	3.0	0.582	0.1	LOS A	0.0	0.0	0.00	0.00	39.8	
Approach												
		1127	3.0	0.582	2.5	NA	1.5	37.4	0.04	0.05	37.9	
All Vehicles												
		2942	3.0	0.984	2.7	NA	1.5	37.4	0.02	0.02	36.9	

Level of Service (LOS) Method: Delay & v/c (HCM 2010)
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection)
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organized by LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Thursday, October 12, 2017 10:04:15 AM
 Project: T182TraficClearProjects\Internal\Projects\Reports\LA22 at Perrilloux Roundabout Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sfp

MOVEMENT SUMMARY

Site: Pine Creek/Coquille No Build - AM - Design Year
 LA 22 at Pine Creek Drive/Coquille Drive
 No Build Alternative: Two-Way Stop Existing Configuration (EB LTL, SB RTL, WB RTL, & NB RTL)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Coquille Dr NB												
3	L2	10	3.0	0.275	98.1	LOS F	0.9	22.0	0.95	0.98	12.5	
8	T1	7	3.0	0.275	61.2	LOS F	0.9	22.0	0.95	0.98	12.6	
18	R2	26	3.0	0.093	19.4	LOS C	0.4	9.1	0.76	0.76	19.6	
Approach												
		43	3.0	0.275	45.0	LOS E	0.9	22.0	0.84	0.85	16.0	
East: LA 22 WB												
1	L2	19	3.0	0.217	22.1	LOS C	0.3	8.8	0.11	0.01	45.2	
6	T1	353	3.0	0.217	2.8	LOS A	0.3	8.8	0.11	0.01	49.9	
16	R2	189	3.0	0.121	0.0	LOS A	0.0	0.0	0.00	0.00	42.5	
Approach												
		560	3.0	0.217	2.5	NA	0.3	8.8	0.07	0.00	46.9	
North: Pine Creek Dr SB												
7	L2	182	3.0	2.936	1013.2	LOS F	48.5	1241.1	1.00	2.69	2.0	
4	T1	3	3.0	2.936	984.5	LOS F	48.5	1241.1	1.00	2.69	2.0	
14	R2	219	3.0	0.347	13.7	LOS B	2.1	54.6	0.64	0.62	20.6	
Approach												
		405	3.0	2.936	470.9	LOS F	48.5	1241.1	0.80	1.57	3.9	
West: LA 22 EB												
5	L2	250	3.0	0.248	6.0	LOS A	1.1	28.5	0.54	0.47	38.1	
2	T1	895	3.0	0.489	0.1	LOS A	0.0	0.0	0.00	0.00	54.7	
12	R2	7	3.0	0.489	0.1	LOS A	0.0	0.0	0.00	0.00	49.2	
Approach												
		1152	3.0	0.489	1.4	NA	1.1	28.5	0.12	0.10	49.9	
All Vehicles												
		2160	3.0	2.936	90.5	NA	48.5	1241.1	0.25	0.37	15.3	

Level of Service (LOS) Method: Delay & v/c (HCM 2010)
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection)
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organized by LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:33:37 PM
 Project: T182TraficClearProjects\Internal\Projects\Reports\LA22 at Perrilloux Roundabout Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sfp

MOVEMENT SUMMARY

Site: Pine Creek/Coquille All-Way Stop - AM - Design Year
 LA 22 at Pine Creek Drive/Coquille Drive
 All-Way Stop Alternative: Best Case (No Geometric Changes)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Stop (All-Way)
 Design Life Analysis (Final Year): Results for 23 years

Mov ID	OD Mov	Demand Flows - Vehicles			Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
		Total veh/h	HV %	%								
South: Coquille Dr NB												
3	L2	10	3.0	0.121	18.1	LOS C	0.4	11.1	1.00	1.37	19.9	
8	T1	7	3.0	0.121	18.1	LOS C	0.4	11.1	1.00	1.37	19.9	
18	R2	26	3.0	0.154	18.5	LOS C	0.6	14.4	1.00	1.38	19.9	
Approach												
East: LA 22 WB												
1	L2	19	3.0	0.881	44.8	LOS E	8.9	227.1	1.00	1.87	23.0	
6	T1	353	3.0	0.881	44.8	LOS E	8.9	227.1	1.00	1.87	23.0	
16	R2	189	3.0	0.502	16.8	LOS C	2.4	62.4	0.97	1.31	32.3	
Approach												
North: Pine Creek Dr SB												
7	L2	182	3.0	0.916	80.1	LOS F	8.1	207.9	1.00	2.39	12.8	
4	T1	3	3.0	0.916	80.1	LOS F	8.1	207.9	1.00	2.39	12.8	
14	R2	219	3.0	0.953	83.3	LOS F	9.4	241.6	1.00	2.69	12.6	
Approach												
West: LA 22 EB												
5	L2	250	3.0	0.520	14.4	LOS B	2.6	65.6	0.94	1.29	33.4	
2	T1	895	3.0	1.742	356.1	LOS F	87.2	2232.8	1.00	6.07	5.4	
12	R2	7	3.0	1.742	356.1	LOS F	87.2	2232.8	1.00	6.07	5.4	
Approach												
All Vehicles												
		2160	3.0	1.742	175.2	LOS F	87.2	2232.8	0.99	3.61	9.4	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
 Some input data are outside the applicable data ranges for the AWSC capacity model. See the Diagnostics section in the Detailed Output report.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Attekitt and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:33:56 PM
 Project: T:\027Traffic\Clear\Projects\Internal Projects\Reports\LA 22 at Perimoux (Madisonville) Roundabout\ReportAnalysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sfp

MOVEMENT SUMMARY

Site: Pine Creek/Coquille Restricted Two-Way Stop - AM - Design Year
 LA 22 at Pine Creek Drive/Coquille Drive
 Restricted Two-Way Stop Alternative: J-Turn Configuration (Left-In, Right-In/Right-Out Access)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO Analysis)
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 23 years

Mov ID	OD Mov	Demand Flows - Vehicles			Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
		Total veh/h	HV %	%								
South: Coquille Dr NB												
18	R2	43	3.0	0.206	26.8	LOS D	0.8	20.1	0.84	0.85	18.5	
Approach												
East: LA 22 WB												
1	L2	19	3.0	0.030	6.1	LOS A	0.1	2.8	0.62	0.55	38.0	
6	T1	363	3.0	0.197	0.0	LOS A	0.0	0.0	0.00	0.00	54.9	
16	R2	195	3.0	0.125	0.0	LOS A	0.0	0.0	0.00	0.00	42.5	
Approach												
North: Pine Creek Dr SB												
14	R2	405	3.0	0.651	20.9	LOS C	7.7	198.0	0.83	1.15	19.4	
Approach												
West: LA 22 EB												
5	L2	250	3.0	0.251	6.1	LOS A	1.1	28.9	0.55	0.49	38.0	
2	T1	1076	3.0	0.590	0.1	LOS A	0.0	0.0	0.00	0.00	54.6	
12	R2	10	3.0	0.590	0.1	LOS A	0.0	0.0	0.00	0.00	49.1	
Approach												
All Vehicles												
		2362	3.0	0.651	4.8	NA	7.7	198.0	0.22	0.27	36.4	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Attekitt and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:34:14 PM
 Project: T:\027Traffic\Clear\Projects\Internal Projects\Reports\LA 22 at Perimoux (Madisonville) Roundabout\ReportAnalysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sfp

MOVEMENT SUMMARY

Site: Perrilloux/Trapagnier Roundabout - AM - Design Year
 LA 22 at Perrilloux Road/Trapagnier Road
 Roundabout Recommendation: Single-Lane (including WB U-Turn Movement)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Roundabout
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles vch	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Trapagnier Rd NB												
3	L2	2	3.0	0.021	15.1	LOS B	0.1	3.6	0.98	0.76	29.1	
8	T1	2	3.0	0.021	15.1	LOS B	0.1	3.6	0.98	0.76	29.2	
18	R2	2	3.0	0.021	15.1	LOS B	0.1	3.6	0.98	0.76	28.6	
Approach												
East: LA 22 WB												
1u	U	185	3.0	0.628	0.6	LOS A	8.2	209.4	0.43	0.18	35.6	
1	L2	2	3.0	0.628	0.6	LOS A	8.2	209.4	0.43	0.18	35.0	
6	T1	391	3.0	0.628	0.6	LOS A	8.2	209.4	0.43	0.18	35.1	
16	R2	171	3.0	0.628	0.6	LOS A	8.2	209.4	0.43	0.18	34.3	
Approach												
North: Perrilloux Rd SB												
7	L2	123	3.0	0.232	4.4	LOS A	1.4	36.4	0.72	0.63	32.8	
4	T1	2	3.0	0.232	4.4	LOS A	1.4	36.4	0.72	0.63	32.9	
14	R2	38	3.0	0.232	4.4	LOS A	1.4	36.4	0.72	0.63	32.1	
Approach												
West: LA 22 EB												
5	L2	43	3.0	1.076	55.4	LOS F	52.3	1338.7	1.00	1.93	19.4	
2	T1	944	3.0	1.076	55.4	LOS F	52.3	1338.7	1.00	1.93	19.4	
12	R2	2	3.0	1.076	55.4	LOS F	52.3	1338.7	1.00	1.93	19.1	
Approach												
All Vehicles												
		1906	3.0	1.076	29.4	LOS C	52.3	1338.7	0.75	1.13	24.6	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Akcelik WSD).
 HV (%) values are calculated for All Movement Classes or All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:34:47 PM
 Project: T162TrafficClearProjectsInternalProjectsReportsLA22 at Perrilloux (Madisonville) Roundabout ReportAnalysisLA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sigp

MOVEMENT SUMMARY

Site: LA 22 EB U-Turn - AM - Design Year
 LA 22 EB U-Turn - East of Pine Creek, near Auntumn Creek
 J-Turn Configuration Alternative: Stop Controlled EB U-Turn
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO Analysis)
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles vch	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	560	3.0	0.304	0.0	LOS A	0.0	0.0	0.00	0.00	39.9	
Approach												
West: LA 22 EB												
5u	U	17	3.0	0.029	6.4	LOS A	0.1	2.7	0.53	0.42	30.9	
2	T1	1102	3.0	0.597	0.1	LOS A	0.0	0.0	0.00	0.00	38.8	
Approach												
All Vehicles												
		1680	3.0	0.597	0.2	NA	0.1	2.7	0.01	0.01	39.6	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional MI.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Akcelik WSD).
 HV (%) values are calculated for All Movement Classes or All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:35:23 PM
 Project: T162TrafficClearProjectsInternalProjectsReportsLA 22 at Perrilloux (Madisonville) Roundabout ReportAnalysisLA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sigp

MOVEMENT SUMMARY

Site: Pine Creek/Coquille No Build - SP - Design Year

LA 22 at Pine Creek Drive/Coquille Drive
 No Build Alternative: Two-Way Stop Existing Configuration (EB LTL, SB RTL, WB RTL, & NB RTL)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)

Stop: (Two-Way)
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Coquille Dr NB												
3	L2	12	3.0	0.179	56.7	LOS F	0.6	14.8	0.92	0.92	19.3	
8	T1	5	3.0	0.179	31.4	LOS D	0.6	14.8	0.92	0.92	19.3	
18	R2	14	3.0	0.026	11.9	LOS B	0.1	2.8	0.58	0.44	28.9	
Approach												
		31	3.0	0.179	33.4	LOS D	0.6	14.8	0.77	0.71	22.7	
East: LA 22 WB												
1	L2	45	3.0	0.386	25.1	LOS D	0.8	19.8	0.12	0.01	34.9	
6	T1	632	3.0	0.386	3.9	LOS A	0.8	19.8	0.12	0.01	36.3	
16	R2	93	3.0	0.059	0.0	LOS A	0.0	0.0	0.00	0.00	34.8	
Approach												
		770	3.0	0.386	4.6	NA	0.8	19.8	0.10	0.01	36.0	
North: Pine Creek Dr SB												
7	L2	197	3.0	1.719	421.4	LOS F	34.3	877.2	1.00	2.34	4.6	
4	T1	3	3.0	1.719	407.3	LOS F	34.3	877.2	1.00	2.34	4.6	
14	R2	242	3.0	0.585	25.3	LOS D	4.5	114.7	0.81	1.01	24.7	
Approach												
		442	3.0	1.719	204.8	LOS F	34.3	877.2	0.90	1.61	6.2	
West: LA 22 EB												
5	L2	82	3.0	0.095	5.1	LOS A	0.4	9.6	0.55	0.48	32.2	
2	T1	464	3.0	0.267	0.0	LOS A	0.0	0.0	0.00	0.00	39.7	
12	R2	24	3.0	0.267	0.0	LOS A	0.0	0.0	0.00	0.00	38.2	
Approach												
		571	3.0	0.267	0.8	NA	0.4	9.6	0.08	0.07	38.4	
All Vehicles												
		1813	3.0	1.719	52.7	NA	34.3	877.2	0.30	0.43	19.9	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:33:45 PM
 Project: T:\62Traffic\Cleara\Projects\Internal Projects\Reports\LA 22 at Perriloux (Madisonville) Roundabout Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sif6

MOVEMENT SUMMARY

Site: Pine Creek/Coquille All-Way Stop - SP - Design Year

LA 22 at Pine Creek Drive/Coquille Drive
 All-Way Stop Alternative: Best Case (No Geometric Changes)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)

Stop: (All-Way)
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Coquille Dr NB												
3	L2	12	3.0	0.089	14.9	LOS B	0.3	7.9	0.99	1.24	28.2	
8	T1	5	3.0	0.089	14.9	LOS B	0.3	7.9	0.99	1.24	28.1	
18	R2	14	3.0	0.083	15.0	LOS C	0.3	7.5	1.00	1.24	28.1	
Approach												
		31	3.0	0.089	14.9	LOS B	0.3	7.9	1.00	1.24	28.1	
East: LA 22 WB												
1	L2	45	3.0	1.558	279.6	LOS F	57.8	1480.5	1.00	5.75	6.4	
6	T1	632	3.0	1.558	279.6	LOS F	57.8	1480.5	1.00	5.75	6.4	
16	R2	93	3.0	0.233	10.1	LOS B	0.9	21.9	0.90	1.20	29.9	
Approach												
		770	3.0	1.558	247.2	LOS F	57.8	1480.5	0.99	5.21	7.1	
North: Pine Creek Dr SB												
7	L2	197	3.0	1.011	105.1	LOS F	10.5	266.1	1.00	2.15	13.1	
4	T1	3	3.0	1.011	105.1	LOS F	10.5	266.1	1.00	2.15	13.1	
14	R2	242	3.0	1.081	120.0	LOS F	13.3	339.3	1.00	2.40	12.1	
Approach												
		442	3.0	1.081	113.2	LOS F	13.3	339.3	1.00	2.29	12.5	
West: LA 22 EB												
5	L2	82	3.0	0.207	9.6	LOS A	0.7	19.1	0.90	1.18	30.0	
2	T1	464	3.0	1.103	98.1	LOS F	20.7	529.9	1.00	3.28	13.7	
12	R2	24	3.0	1.103	98.1	LOS F	20.7	529.9	1.00	3.28	13.7	
Approach												
		571	3.0	1.103	85.3	LOS F	20.7	529.9	0.99	2.98	14.8	
All Vehicles												
		1813	3.0	1.558	159.6	LOS F	57.8	1480.5	0.99	3.73	9.9	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:34:02 PM
 Project: T:\62Traffic\Cleara\Projects\Internal Projects\Reports\LA 22 at Perriloux (Madisonville) Roundabout Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sif6

MOVEMENT SUMMARY

Site: Pine Creek/Coquille Restricted Two-Way Stop - SP - Design Year
 LA 22 at Pine Creek Drive/Coquille Drive
 Restricted Two-Way Stop Alternative: J-Turn Configuration (Left-In, Right-In/Right-Out Access)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO Analysis)
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles																		
Mov ID	OD Mov	Demand Total	Flows HV	%	Deg. Satn	v/c	Average Delay	sec	Level of Service	95% Back of Queue	Vehicles	Distance	ft	Prop. Queued	Effective Stop Rate	per veh	Average Speed	mph
South: Coquille Dr NB																		
18	R2	31	3.0	0.078	14.9	LOS B	0.3	8.1	0.66	0.62	27.9							
Approach																		
		31	3.0	0.078	14.9	LOS B	0.3	8.1	0.66	0.62	27.9							
East: LA 22 WB																		
1	L2	45	3.0	0.050	4.5	LOS A	0.2	4.9	0.52	0.42	32.3							
6	T1	644	3.0	0.349	0.0	LOS A	0.0	0.0	0.00	0.00	39.9							
16	R2	98	3.0	0.062	34.8	LOS A	0.0	0.0	0.00	0.00	34.8							
Approach																		
		787	3.0	0.349	0.3	NA	0.2	4.9	0.03	0.02	38.7							
North: Pine Creek Dr SB																		
14	R2	442	3.0	1.091	103.4	LOS F	29.1	744.2	1.00	2.35	13.3							
Approach																		
		442	3.0	1.091	103.4	LOS F	29.1	744.2	1.00	2.35	13.3							
West: LA 22 EB																		
5	L2	82	3.0	0.097	5.2	LOS A	0.4	9.7	0.55	0.49	32.0							
2	T1	662	3.0	0.376	0.1	LOS A	0.0	0.0	0.00	0.00	39.8							
12	R2	27	3.0	0.376	0.1	LOS A	0.0	0.0	0.00	0.00	38.2							
Approach																		
		771	3.0	0.376	0.6	NA	0.4	9.7	0.06	0.05	38.7							
All Vehicles																		
		2031	3.0	1.091	23.1	NA	29.1	744.2	0.26	0.55	27.2							

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 LOS measure due to zero delays associated with major road movements.
 HCM Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional MT.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:34:29 PM
 Project: T:\22Traffic\Clear\Projects\Internal\Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).spp

MOVEMENT SUMMARY

Site: Perrilloux/Trapagnier Roundabout - SP - Design Year
 LA 22 at Perrilloux Road/Trapagnier Road
 Roundabout Recommendation: Single-Lane (including WB U-Turn Movement)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Roundabout
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles																		
Mov ID	OD Mov	Demand Total	Flows HV	%	Deg. Satn	v/c	Average Delay	sec	Level of Service	95% Back of Queue	Vehicles	Distance	ft	Prop. Queued	Effective Stop Rate	per veh	Average Speed	mph
South: Trapagnier Rd NB																		
3	L2	2	3.0	0.008	4.2	LOS A	0.0	1.1	0.68	0.43	33.9							
8	T1	2	3.0	0.008	4.2	LOS A	0.0	1.1	0.68	0.43	34.0							
18	R2	2	3.0	0.008	4.2	LOS A	0.0	1.1	0.68	0.43	33.2							
Approach																		
		5	3.0	0.008	4.2	LOS A	0.0	1.1	0.68	0.43	33.7							
East: LA 22 WB																		
1	U	201	3.0	0.814	0.7	LOS A	18.0	459.7	0.49	0.16	35.6							
1	L2	9	3.0	0.814	0.7	LOS A	18.0	459.7	0.49	0.16	35.0							
6	T1	646	3.0	0.814	0.7	LOS A	18.0	459.7	0.49	0.16	35.1							
16	R2	147	3.0	0.814	0.7	LOS A	18.0	459.7	0.49	0.16	34.2							
Approach																		
		1003	3.0	0.814	0.7	LOS A	18.0	459.7	0.49	0.16	35.0							
North: Perrilloux Rd SB																		
7	L2	48	3.0	0.179	7.4	LOS A	1.1	29.1	0.84	0.77	31.9							
4	T1	2	3.0	0.179	7.4	LOS A	1.1	29.1	0.84	0.77	32.0							
14	R2	41	3.0	0.179	7.4	LOS A	1.1	29.1	0.84	0.77	31.3							
Approach																		
		91	3.0	0.179	7.4	LOS A	1.1	29.1	0.84	0.77	31.6							
West: LA 22 EB																		
5	L2	19	3.0	0.416	2.3	LOS A	3.0	75.9	0.61	0.45	35.0							
2	T1	379	3.0	0.416	2.3	LOS A	3.0	75.9	0.61	0.45	35.1							
12	R2	2	3.0	0.416	2.3	LOS A	3.0	75.9	0.61	0.45	34.2							
Approach																		
		399	3.0	0.416	2.3	LOS A	3.0	75.9	0.61	0.45	35.1							
All Vehicles																		
		1498	3.0	0.814	1.5	LOS A	18.0	459.7	0.54	0.28	34.8							

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:35:00 PM
 Project: T:\22Traffic\Clear\Projects\Internal\Projects\Reports\LA 22 at Perrilloux (Madisonville) Roundabout Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).spp

MOVEMENT SUMMARY

Site: LA 22 EB U-Turn - SP - Design Year
 LA 22 EB U-Turn - East of Pine Creek, near Aumont Creek
 J-Turn Configuration/Alternative: Stop Controlled EB U-Turn
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO Analysis)
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	%	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Average Speed	mph
East: LA 22 WB													
6	T1	770	3.0	0.417	0.1	LOS A	0.0	0.0	0.0	0.00	0.00	39.9	
Approach													
West: LA 22 EB													
5a	U	17	3.0	0.037	8.2	LOS A	0.1	3.3	0.60	0.54	0.54	30.1	
2	T1	572	3.0	0.310	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.9	
Approach													
All Vehicles													
		1359	3.0	0.417	0.2	NA	0.1	3.3	0.01	0.01	0.01	39.8	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Atcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:35:28 PM
 Project: T:\027raffic\Carat\Projects\Internal\Projects\Reports\LA22 at Pemboux (Madisonville) Roundabout\ReportAnalysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sfp

MOVEMENT SUMMARY

Site: Pine Creek/Coquille No Build - PM - Design Year
 LA 22 at Pine Creek Drive/Coquille Drive
 No Build Alternative: Two-Way Stop Existing Configuration (EB LTL, SB RTL, WB RTL, & NB RTL)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	%	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Average Speed	mph
South: Coquille Dr NB													
3	L2	24	3.0	0.199	40.6	LOS E	0.7	18.1	0.89	0.89	0.90	21.3	
8	T1	2	3.0	0.199	27.8	LOS D	0.7	18.1	0.89	0.89	0.80	21.3	
18	R2	19	3.0	0.033	11.4	LOS B	0.1	3.6	0.55	0.41	0.41	29.1	
Approach													
East: LA 22 WB													
1	L2	26	3.0	0.415	48.3	LOS E	0.5	11.7	0.06	0.00	0.00	34.9	
6	T1	722	3.0	0.415	4.0	LOS A	0.5	11.7	0.06	0.00	0.00	36.3	
16	R2	58	3.0	0.037	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.8	
Approach													
North: Pine Creek Dr SB													
7	L2	48	3.0	0.386	49.9	LOS E	1.6	39.8	0.92	0.87	0.87	19.5	
4	T1	2	3.0	0.386	36.6	LOS E	1.6	39.8	0.92	0.92	0.97	19.5	
14	R2	46	3.0	0.128	16.5	LOS C	0.5	13.4	0.69	0.69	0.69	27.4	
Approach													
West: LA 22 EB													
5	L2	27	3.0	0.033	4.7	LOS A	0.1	3.2	0.54	0.44	0.44	32.4	
2	T1	410	3.0	0.229	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.9	
12	R2	10	3.0	0.229	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.3	
Approach													
		447	3.0	0.229	0.3	NA	0.1	3.2	0.03	0.03	0.03	39.3	
		1393	3.0	0.415	6.2	NA	1.6	39.8	0.12	0.09	0.09	35.0	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Atcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:33:50 PM
 Project: T:\027raffic\Carat\Projects\Internal\Projects\Reports\LA22 at Pemboux (Madisonville) Roundabout\ReportAnalysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).sfp

MOVEMENT SUMMARY

Site: Pine Creek/Coquille All-Way Stop - PM - Design Year
 LA 22 at Pine Creek Drive/Coquille Drive
 All-Way Stop Alternative: Best Case (No Geometric Changes)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Stop (All-Way)
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Coquille Dr NB												
3	L2	24	3.0	0.209	26.3	LOS D	0.8	20.4	1.00	1.28	24.5	
8	T1	2	3.0	0.209	26.3	LOS D	0.8	20.4	1.00	1.28	24.5	
18	R2	19	3.0	0.179	26.1	LOS D	0.7	17.2	1.00	1.27	24.6	
Approach												
East: LA 22 WB												
1	L2	26	3.0	1.499	251.1	LOS F	59.3	1519.3	1.00	6.09	7.0	
6	T1	722	3.0	1.499	251.1	LOS F	59.3	1519.3	1.00	6.09	7.0	
16	R2	58	3.0	0.125	7.8	LOS A	0.4	10.6	0.84	1.10	30.8	
Approach												
North: Pine Creek Dr SB												
7	L2	48	3.0	0.428	41.1	LOS E	1.9	48.9	1.00	1.36	21.1	
4	T1	2	3.0	0.428	41.1	LOS E	1.9	48.9	1.00	1.36	21.1	
14	R2	46	3.0	0.463	47.5	LOS E	2.1	54.2	1.00	1.38	19.9	
Approach												
West: LA 22 EB												
5	L2	27	3.0	0.064	7.5	LOS A	0.2	5.2	0.85	1.09	30.9	
2	T1	410	3.0	0.878	40.6	LOS E	9.0	230.7	1.00	2.15	21.2	
12	R2	10	3.0	0.878	40.6	LOS E	9.0	230.7	1.00	2.15	21.3	
Approach												
All Vehicles												
		1393	3.0	1.499	151.2	LOS F	59.3	1519.3	0.99	4.11	10.3	

Level of Service (LOS) Method: Delay & v/c (HCM 2010)
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection)
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:34:08 PM
 Project: T:\82TrafficClear\Projects\Internal\Projects\Reports\LA22 at Pine Creek\J-Turn Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO) sif6

MOVEMENT SUMMARY

Site: Pine Creek/Coquille Restricted Two-Way Stop - PM - Design Year
 LA 22 at Pine Creek Drive/Coquille Drive
 Restricted Two-Way Stop Alternative: J-Turn Configuration (Left-In, Right-In/Right-Out Access)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO Analysis)
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Coquille Dr NB												
18	R2	43	3.0	0.079	12.3	LOS B	0.3	8.8	0.59	0.50	28.8	
Approach												
East: LA 22 WB												
1	L2	26	3.0	0.024	3.5	LOS A	0.1	2.4	0.44	0.29	32.8	
6	T1	746	3.0	0.404	0.1	LOS A	0.0	0.0	0.00	0.00	39.9	
16	R2	58	3.0	0.037	0.0	LOS A	0.0	0.0	0.00	0.00	34.8	
Approach												
North: Pine Creek Dr SB												
14	R2	94	3.0	0.272	19.2	LOS C	1.2	32.0	0.74	0.77	26.5	
Approach												
West: LA 22 EB												
5	L2	27	3.0	0.034	4.8	LOS A	0.1	3.3	0.55	0.45	32.2	
2	T1	458	3.0	0.255	0.0	LOS A	0.0	0.0	0.00	0.00	39.9	
12	R2	10	3.0	0.255	0.0	LOS A	0.0	0.0	0.00	0.00	38.3	
Approach												
All Vehicles												
		1462	3.0	0.404	1.8	LOS C	1.2	32.0	0.08	0.08	37.7	

Level of Service (LOS) Method: Delay & v/c (HCM 2010)
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection)
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way stop since the average delay is not a good measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:34:04 PM
 Project: T:\82TrafficClear\Projects\Internal\Projects\Reports\LA22 at Pine Creek\J-Turn Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO) sif6

MOVEMENT SUMMARY

Site: Perrilloux/Trapagnier Roundabout - PM - Design Year
 LA 22 at Perrilloux Road/Trapagnier Road
 Roundabout Recommendation: Single-Lane (including WB U-Turn Movement)
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO)
 Roundabout
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Trapagnier Rd NB												
3	L2	2	3.0	0.011	2.9	LOSA	0.1	1.5	0.58	0.36	34.7	
8	T1	5	3.0	0.011	2.9	LOSA	0.1	1.5	0.58	0.36	34.8	
18	R2	2	3.0	0.011	2.9	LOSA	0.1	1.5	0.58	0.36	34.0	
Approach												
East: LA 22 WB												
1	U	48	3.0	0.689	0.7	LOSA	9.1	232.6	0.41	0.17	36.2	
1	L2	3	3.0	0.689	0.7	LOSA	9.1	232.6	0.41	0.17	35.5	
6	T1	722	3.0	0.689	0.7	LOSA	9.1	232.6	0.41	0.17	35.6	
16	R2	60	3.0	0.689	0.7	LOSA	9.1	232.6	0.41	0.17	34.8	
Approach												
North: Perrilloux Rd SB												
7	L2	34	3.0	0.179	6.3	LOSA	1.1	28.3	0.79	0.72	32.8	
4	T1	2	3.0	0.179	6.3	LOSA	1.1	28.3	0.79	0.72	32.9	
14	R2	67	3.0	0.179	6.3	LOSA	1.1	28.3	0.79	0.72	32.2	
Approach												
West: LA 22 EB												
5	L2	33	3.0	0.355	0.8	LOSA	2.5	65.1	0.35	0.18	35.7	
2	T1	369	3.0	0.355	0.8	LOSA	2.5	65.1	0.35	0.18	35.8	
12	R2	5	3.0	0.355	0.8	LOSA	2.5	65.1	0.35	0.18	34.9	
Approach												
All Vehicles												
		1351	3.0	0.689	1.2	LOSA	9.1	232.6	0.42	0.21	35.4	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:35:16 PM
 Project: T:\0221TrafficClear\Projects\Internal\Projects\Reports\LA22 at Perrilloux (Madisonville) Roundabout Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).snp

MOVEMENT SUMMARY

Site: LA 22 EB U-Turn - PM - Design Year
 LA 22 EB U-Turn - East of Pine Creek, near Auntumn Creek
 U-Turn Configuration Alternative: Stop Controlled EB U-Turn
 LA 22 at Pine Creek/Coquille J-Turn Analysis (RAB + J-Turn COMBO Analysis)
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	806	3.0	0.437	0.1	LOSA	0.0	0.0	0.00	0.00	39.9	
Approach												
West: LA 22 EB												
5	U	24	3.0	0.054	8.8	LOSA	0.2	4.9	0.62	0.59	29.9	
2	T1	476	3.0	0.258	0.0	LOSA	0.0	0.0	0.00	0.00	40.0	
Approach												
All Vehicles												
		1306	3.0	0.437	0.2	NA	0.2	4.9	0.01	0.01	39.7	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional MI.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Friday, October 13, 2017 12:35:34 PM
 Project: T:\0221TrafficClear\Projects\Internal\Projects\Reports\LA22 at Perrilloux (Madisonville) Roundabout Report\Analysis\LA 22 at Pine Creek J-Turn Analysis (RAB + J-Turn COMBO).snp



DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
INTRADPARTMENTAL CORRESPONDENCE

REFERRED TO

REFERRED FOR ACTION
ANSWER FOR MY SIGNATURE
FOR FILE
FOR YOUR INFORMATION
FOR SIGNATURE
RETURN TO ME
PLEASE SEE ME
PLEASE TELEPHONE ME
FOR APPROVAL
PLEASE ADVISE ME

MEMORANDUM

TO: Jennifer Branton, PE
Assistant District Administrator of Engineering

FROM: Cristine Gowland, PE
District Traffic Operations Engineer

DATE: June 14, 2017

SUBJECT: LA 22 Three-Lane Section from Bedico Creek to Perrilloux Road/Trapagnier Road
Tangipahoa Parish
St. Tammany Parish

This study was completed as a justifiable need to determine if constructing a three-lane section on 22 from Bedico Creek to Perrilloux Road/Trapagnier Road would promote mobility and safety along the corridor.

To determine if a three-lane section was warranted on this stretch of LA 22, 24-hour machine counts and manual peak hour turning movement counts were conducted at major intersections along the corridor. Those intersections include: Firetower Road, Traino Road/Byers Road, CC Road, Kathman Drive, LA 1085, Timberwood Court, Fayedaye Drive, Grand Oaks Drive, Guste Island Road, Perrilloux Road/Trapagnier Road and Pine Creek Drive/Coquille Drive. The crash history of the corridor was also analyzed. The corresponding turn lane warrants and safety analysis are attached with this memo. Based on the results of the study, it is recommended that a three-lane section consisting of two phases of implementation be constructed on LA 22 between Bedico and Madisonville.

- Phase 1: Bedico Creek (Tangipahoa Parish) to LA 1085 (St. Tammany Parish)
- Phase 2: LA 1085 to Perrilloux Road/Trapagnier Road (St. Tammany Parish)

The recommended control section and log-mile limits for each project are included on the attached maps.

Cristine Gowland
RECOMMENDED FOR APPROVAL
DATE: 6/14/17

RECOMMENDED FOR APPROVAL
DATE

RECOMMENDED FOR APPROVAL
DATE

APPROVED
DATE

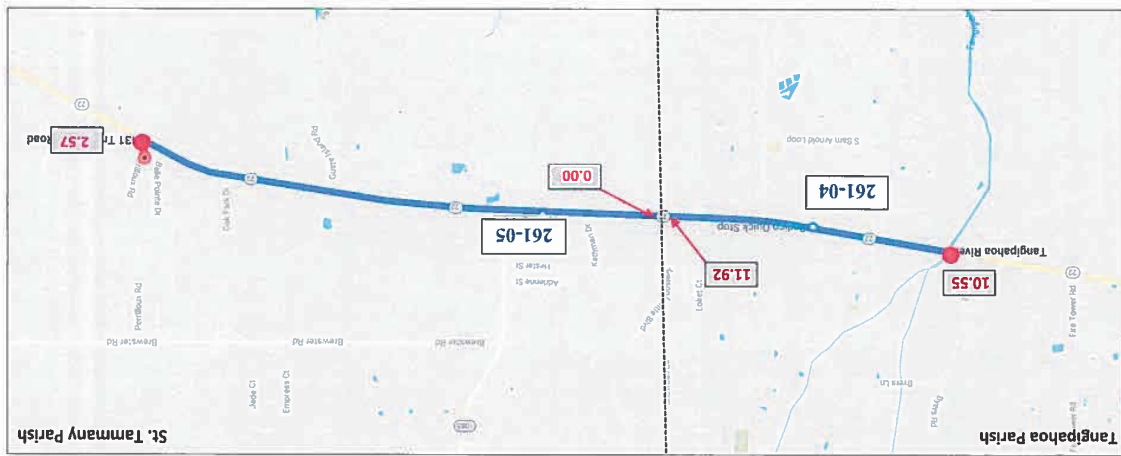
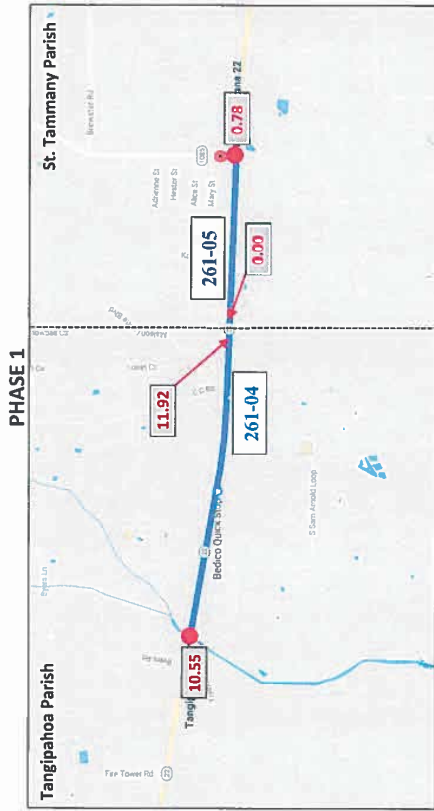
Firetower Road and Traino Road/Byers Road were studied in conjunction with the other intersections along the corridor, but were found to operate adequately with no improvements for at least 23 years. Therefore, these two intersections are not included in the recommended three-lane section detailed in this report. Pine Creek Drive/Coquille Creek Drive was also analyzed in conjunction with the other intersections along the corridor, and was found to benefit from the recommended J-turn configuration, as detailed in the LA 22 at Perrilloux Road/Trapagnier Road Roundabout Report submitted in conjunction with this report, and was therefore not included within the limits of the three-lane section being recommended.

Many of the intersections within this corridor study do not appear to have any significant existing issues when analyzed and reviewed as a whole, but once the individual approaches (and specific movements within those approaches) are reviewed, it becomes apparent that there are excessive delays on certain main-line approaches. This can be seen on the following intersections: Kathman Drive, Timberwood Court, Fayedaye Drive, Grand Oaks Drive, and Perrilloux Road/Trapagnier Road. The installation of a three-lane section greatly reduces the delay experienced on the main-line for the approaches at these intersections. This is shown in the Movement Delays by Approach table, as well as the Sidra Analysis Movement Summaries, both of which are attached with this memo.

TSM funds or a road transfer may be used to fund the design and construction of these improvements. There are ongoing roundabout studies for two of the intersections listed above, LA 22 at LA 1085 and LA 22 at Perrilloux Road/Trapagnier Road for Phases 1 and 2, respectively. Therefore, additional spot improvements at these intersections may be recommended. The traffic section will ensure that any recommendations work with the proposed three-lane section.



LA 22 Three-Lane Section
 PHASE 1 & PHASE 2
 Bedico to Madisonville
 Tangipahoa Parish/St. Tammany Parish



LA 22 Three-Lane Section
 OVERVIEW
 Bedico to Madisonville
 Tangipahoa Parish/St. Tammany Parish

**Summary of Results by Intersection
LA 22 Three-Lane Section PHASE 1
CC Road – LA 1085**



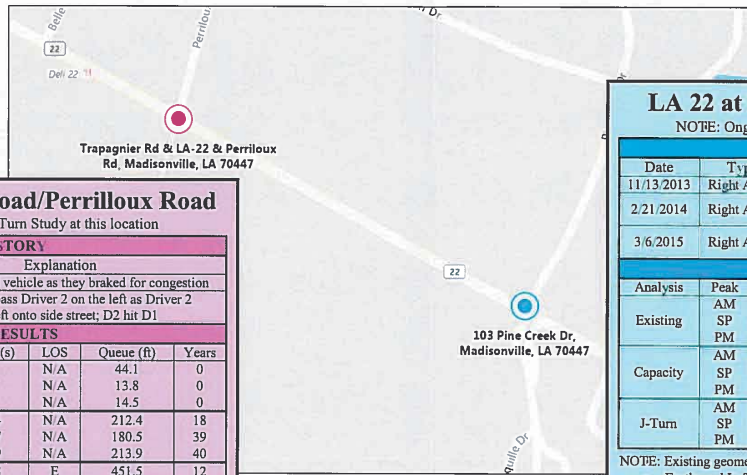
LA 22 at Kathman Drive						
TURNING LANE WARRANTS						
WB Right Turn Lane			NO			
EB Left Turn Lane			NO			
CRASH HISTORY						
Date	Type	Explanation				
N/A						
ANALYSIS RESULTS						
Analysis	Peak	V/C	Delay (s)	LOS	Queue (ft)	Years
Existing	AM	0.354	3.7	N/A	4.6	0
	PM	0.291	1.7	N/A	5.4	0
Capacity	AM	0.971	22.1	N/A	121.0	49
	PM	0.953	9.2	N/A	390.0	57

LA 22 at CC Road						
TURNING LANE WARRANTS						
WB Right Turn Lane			YES (PM)			
EB Left Turn Lane			YES (PM)			
CRASH HISTORY						
Date	Type	Explanation				
11/27/2013	Right Angle	Driver 1 thought Driver 2 was turning right onto CC so I pulled in front of 2 onto 22 from CC				
2/10/2014	Non-Collision	Drunk driver ran stop sign on CC; ran off road				
6/15/2014	Right Angle	Driver 1 tried to pass car slowing to go right on 22; hit Driver 2 who was turning left onto 22 from CC				
10/2/2014	Non-Collision	Driver made right turn too quickly onto CC; ran off road				
6/13/2015	Rear End	Driver stopped to turn left onto CC, hit by vehicle behind it				
10/17/2015	Right Angle	Driver 1 (stopped at CO) misjudged speed of Driver 2 (going W on 22) and pulled out in front of them				
10/31/2015	Rear End	Drunk driver rear-ended vehicle at stop sign on CC				
11/26/2015	Rear End	Driver stopped to turn left onto CC; hit by vehicle behind it				
ANALYSIS RESULTS						
Analysis	Peak	V/C	Delay (s)	LOS	Queue (ft)	Years
Existing	AM	0.480	7.0	N/A	85.4	0
	PM	0.223	3.2	N/A	18.8	0
Capacity	AM	0.988	26.9	N/A	489.9	21
	PM	0.981	15.3	N/A	252.3	38
w LTL	AM	0.984	25.6	N/A	488.4	20
	PM	0.992	13.2	N/A	264.1	37
w RTL	AM	0.984	26.8	N/A	488.4	20
	PM	0.992	15.7	N/A	264.1	37
w L&RTL	AM	0.991	26.5	N/A	512.6	19
	PM	0.962	12.4	N/A	243.8	35

LA 22 at LA 1085						
NOTE: Ongoing RAB Study at this location						
TURNING LANE WARRANTS						
WB Right Turn Lane			YES (BOTH)			
EB Left Turn Lane			YES (BOTH)			
CRASH HISTORY						
Date	Type	Explanation				
2/12/2013	Non-Collision	Driver made right turn too quickly on 1085; ran off road				
3/31/2013	Rear End	Driver 3 (stopped on 22 to turn left onto 1085) was rear-ended by D2, who was rear-ended by D1				
6/4/2013	Rear End	WRONG LOCATION REPORTED				
9/7/2013	Right Angle	Drunk driver ran stop sign on 1085; hit by vehicle going EB on 22				
4/22/2014	Side Swipe	Driver 1 tried to pass D2 on shoulder; hit by D2 when they tried to pull on to shoulder				
5/8/2014	Rear End	Driver 1 rear-ended Driver 2 as they slowed to turn right onto 1085				
8/25/2015	Non-Collision	Drunk driver ran stop sign on 1085; ran off road and into ditch				
10/26/2015	Non-Collision	Driver 1 (at stop sign on 1085) pulled out in front of D2; D2 ran off road & into ditch to avoid them				
12/1/2015	Rear End	Driver 1 rear-ended Driver 2 as they slowed to turn left onto 1085				
ANALYSIS RESULTS						
Analysis	Peak	V/C	Delay (s)	LOS	Queue (ft)	Years
Existing	AM	0.428	6.0	N/A	73.7	0
	PM	0.478	5.8	N/A	85.0	0
Capacity	AM	0.953	20.0	N/A	354.4	24
	PM	0.972	20.2	N/A	453.3	20
Signal Alt 1	AM	0.997	32.7	C	1252.4	16
	PM	0.980	35.5	D	728.2	21
Signal Alt 2	AM	0.996	32.4	C	582.7	26
	PM	0.968	29.5	C	653.6	27
Roundabout Single Lane	AM	0.978	9.5	A	1013.5	25
	PM	0.983	15.6	B	597.2	33

Summary Tables and Maps

Summary of Results by Intersection
LA 22 Three-Lane Section PHASE 2
Perrilloux Road/Trapagnier Road – Pine Creek Drive/Coquille Drive



LA 22 at Pine Creek Drive/Coquille Drive
 NOTE: Ongoing RAB Study & J-Turn Study at this location

CRASH HISTORY		
Date	Type	Explanation
11/13/2013	Right Angle	Report can't be found
2/21/2014	Right Angle	18 wheeler backed up onto 22 from Coquille; hit vehicle going EB on 22
3/6/2015	Right Angle	Driver 1 stopped at stop signs on Pine Creek; couldn't see car going WB on 22 due to signs, hit car when turning left

ANALYSIS RESULTS						
Analysis	Peak	V/C	Delay (s)	LOS	Queue (ft)	Years
Existing	AM	0.659	7.4	N/A	96.5	0
	SP	0.488	7.1	N/A	69.7	0
	PM	0.261	3.8	N/A	11.5	0
Capacity	AM	0.986	14.4	N/A	224.9	7
	SP	0.948	16.6	N/A	230.6	13
	PM	0.934	13.8	N/A	132.2	36
J-Turn	AM	0.989	13.1	N/A	666.6	36
	SP	0.971	15.3	N/A	495.0	20
	PM	0.993	9.1	N/A	243.1	49

NOTE: Existing geometry at this location includes

- Eastbound Left Turn Lane
- Westbound Right Turn Lane

LA 22 at Trapagnier Road/Perrilloux Road
 NOTE: Ongoing RAB Study & J-Turn Study at this location

CRASH HISTORY		
Date	Type	Explanation
9/21/2014	Rear End	Driver rear-ended vehicle as they braked for congestion
11/28/2015	Left Turn	Driver 1 tried to pass Driver 2 on the left as Driver 2 began to turned left onto side street; D2 hit D1

ANALYSIS RESULTS						
Analysis	Peak	V/C	Delay (s)	LOS	Queue (ft)	Years
Existing	AM	0.363	6.3	N/A	44.1	0
	SP	0.286	4.7	N/A	13.8	0
	PM	0.274	4.7	N/A	14.5	0
Capacity	AM	0.950	16.4	N/A	212.4	18
	SP	0.941	15.7	N/A	180.5	39
	PM	0.978	16.9	N/A	213.9	40
All Way Stop	AM	0.990	41.8	E	451.5	12
	SP	0.994	37.2	E	483.0	28
	PM	0.998	37.5	E	513.8	34
Roundabout	AM	0.997	12.9	B	1148.0	27
	SP	0.980	5.2	A	1871.0	43
	PM	0.987	7.2	A	1412.8	43
Roundabout w WB U-Turn	AM	0.996	16.5	B	924.9	20
	SP	0.980	5.9	A	2165.4	32
	PM	0.985	7.0	A	1436.0	40

Summary of Results by Intersection
LA 22 Three-Lane Section PHASE 2
Timberwood Court – Guste Island Road



LA 22 at Fayedaye Drive

TURNING LANE WARRANTS	
WB Right Turn Lane	YES (PM)
EB Left Turn Lane	NO

CRASH HISTORY		
Date	Type	Explanation
N/A		

ANALYSIS RESULTS						
Analysis	Peak	V/C	Delay (s)	LOS	Queue (ft)	Years
Existing	AM	0.295	3.4	N/A	11.4	0
	PM	0.260	1.9	N/A	6.8	0
Capacity	AM	0.942	12.8	N/A	157.6	39
	PM	0.935	9.1	N/A	130.2	48
w RTL	AM	0.965	13.2	N/A	169.4	38
	PM	0.957	9.4	N/A	138.8	47

LA 22 at Grand Oaks Drive

TURNING LANE WARRANTS	
WB Right Turn Lane	NO
EB Left Turn Lane	NO

CRASH HISTORY		
Date	Type	Explanation
N/A		

ANALYSIS RESULTS						
Analysis	Peak	V/C	Delay (s)	LOS	Queue (ft)	Years
Existing	AM	0.212	3.1	N/A	7.3	0
	PM	0.245	1.7	N/A	3.5	0
Capacity	AM	0.973	15.2	N/A	208.1	58
	PM	0.852	7.3	N/A	89.4	100

LA 22 at Timberwood Court

TURNING LANE WARRANTS	
EB Right Turn Lane	NO
WB Left Turn Lane	YES (PM)

CRASH HISTORY		
Date	Type	Explanation
2/22/2013	Side Swipe	Driver 1 was towing a trailer with no brake lights; stopped to turn left onto Timberwood; rear-ended by driver behind it
4/6/2013	Left Turn	Driver 1 turned left onto Timberwood from 22, into path of Driver 2; Driver 1 was hit by Driver 2
11/1/2013	Rear End	Driver 2 stopped to left car in front of them turn left onto Timberwood; rear-ended by Driver 1 behind them
12/27/2013	Rear End	Driver 1 rear-ended Driver 2 while trying to avoid hitting them (ran off road & into ditch; was having chest pains)
11/2/2014	Non-Collision	Driver ran off 22 for unknown reasons; crossed Timberwood Cts Blvd.; was abandoned upon police arrival

ANALYSIS RESULTS						
Analysis	Peak	V/C	Delay (s)	LOS	Queue (ft)	Years
Existing	AM	0.271	2.5	N/A	11.1	0
	PM	0.281	2.9	N/A	10.5	0
Capacity	AM	0.993	12.0	N/A	131.1	45
	PM	0.938	12.9	N/A	213.2	49
w LTL	AM	0.949	8.8	N/A	119.3	43
	PM	0.974	5.7	N/A	110.3	48

LA 22 at Guste Island Road

TURNING LANE WARRANTS	
EB Right Turn Lane	NO
WB Left Turn Lane	YES (BOTH)

CRASH HISTORY		
Date	Type	Explanation
3/9/2014	Rear End	Driver 1 rear-ended Driver 2 when they slowed to turn right onto Guste Island from 22
4/28/2014	Rear End	Driver 1 rear-ended Driver 2 when they slowed to turn left onto Guste Island from 22
5/30/2014	Rear End	Driver 1 rear-ended Driver 2 when they stopped so the car in front of them could turn left onto Guste Island from 22

ANALYSIS RESULTS						
Analysis	Peak	V/C	Delay (s)	LOS	Queue (ft)	Years
Existing	AM	0.307	3.0	N/A	22.7	0
	PM	0.299	3.4	N/A	19.3	0
Capacity	AM	0.994	15.2	N/A	290.8	37
	PM	0.931	21.1	N/A	705.4	52
w LTL	AM	0.994	14.0	N/A	290.8	37
	PM	0.960	6.2	N/A	106.7	51

LA 22 Corridor Study - Movement Delays by Approach

PEAK	Approach	Movement	Existing			Three-Lane Section (using Existing Volumes)				
			v/c Ratio	Delay (s)	LOS	Queue (ft)	v/c Ratio	Delay (s)	LOS	Queue (ft)
AM	LA 22 EB	Left Turn	0.354	459.0	F	0.6	0.002	2.8	A	0.2
		Thru	0.354	3.3	A	0.6	0.352	0.0	A	0.0
		Overall	0.354	4.8	N/A	0.6	0.352	0.1	N/A	0.2
PM	LA 22 EB	Left Turn	0.207	25.4	D	5.4	0.017	3.7	A	1.7
		Thru	0.207	2.5	A	5.4	0.189	0.0	A	0.0
		Overall	0.207	3.6	N/A	5.4	0.189	0.2	N/A	1.7

PEAK	Approach	Movement	Existing			Three-Lane Section (using Existing Volumes)				
			v/c Ratio	Delay (s)	LOS	Queue (ft)	v/c Ratio	Delay (s)	LOS	Queue (ft)
AM	LA 22 WB	Left Turn	0.185	27.2	D	4.1	0.013	3.5	A	1.3
		Thru	0.185	2.3	A	4.1	0.171	0.0	A	0.0
		Overall	0.185	3.4	N/A	4.1	0.171	0.2	N/A	1.3
PM	LA 22 WB	Left Turn	0.281	19.3	C	10.5	0.032	3.3	A	3.2
		Thru	0.281	3.0	A	10.5	0.248	0.0	A	0.0
		Overall	0.281	4.2	N/A	10.5	0.248	0.3	N/A	3.2

PEAK	Approach	Movement	Existing			Three-Lane Section (using Existing Volumes)				
			v/c Ratio	Delay (s)	LOS	Queue (ft)	v/c Ratio	Delay (s)	LOS	Queue (ft)
AM	LA 22 EB	Left Turn	0.295	99.7	F	2.2	0.006	3.0	A	0.6
		Thru	0.295	2.9	A	2.2	0.289	0.0	A	0.0
		Overall	0.295	4.3	N/A	2.2	0.289	0.1	N/A	0.6
PM	LA 22 EB	Left Turn	0.185	21.4	C	4.9	0.016	3.5	A	1.6
		Thru	0.185	2.4	A	4.9	0.169	0.0	A	0.0
		Overall	0.185	3.4	N/A	4.9	0.169	0.2	N/A	1.6

PEAK	Approach	Movement	Existing			Three-Lane Section (using Existing Volumes)				
			v/c Ratio	Delay (s)	LOS	Queue (ft)	v/c Ratio	Delay (s)	LOS	Queue (ft)
AM	LA 22 EB	Left Turn	0.212	91.2	F	1.2	0.004	2.6	A	0.4
		Thru	0.212	2.3	A	1.2	0.207	0.0	A	0.0
		Overall	0.212	3.5	N/A	1.2	0.207	0.1	N/A	0.4
PM	LA 22 EB	Left Turn	0.182	43.4	E	2.4	0.008	3.4	A	0.8
		Thru	0.182	2.3	A	2.4	0.174	0.0	A	0.0
		Overall	0.182	3.3	N/A	2.4	0.174	0.1	N/A	0.8

PEAK	Approach	Movement	Existing			Three-Lane Section (using Existing Volumes)				
			v/c Ratio	Delay (s)	LOS	Queue (ft)	v/c Ratio	Delay (s)	LOS	Queue (ft)
AM	LA 22 WB	Left Turn	0.205	272.7	F	0.5	0.001	3.8	A	0.1
		Thru	0.205	2.4	A	0.5	0.204	0.0	A	0.0
		Right Turn	0.205	3.7	A	0.5	0.204	0.0	A	0.0
AM	LA 22 EB	Overall	0.205	3.6	N/A	0.5	0.204	0.0	N/A	0.1
		Left Turn	0.349	35.6	E	8.9	0.023	3.2	A	2.3
		Thru	0.349	3.4	A	8.9	0.325	0.0	A	0.0
AM	LA 22 EB	Right Turn	0.349	34.8	D	8.9	0.325	0.0	A	0.0
		Overall	0.349	4.8	N/A	8.9	0.325	0.2	N/A	2.3
		Left Turn	0.286	102.4	F	1.9	0.004	2.8	A	0.4
SP	LA 22 WB	Thru	0.286	2.6	A	1.9	0.282	0.0	A	0.0
		Right Turn	0.286	5.9	A	1.9	0.282	0.0	A	0.0
		Overall	0.286	4.3	N/A	1.9	0.282	0.1	N/A	0.4
SP	LA 22 EB	Left Turn	0.143	22.2	C	3.5	0.011	3.5	A	1.1
		Thru	0.143	2.0	A	3.5	0.131	0.0	A	0.0
		Right Turn	0.143	21.2	C	3.5	0.131	0.0	A	0.0
SP	LA 22 EB	Overall	0.143	3.1	N/A	3.5	0.131	0.2	N/A	1.1
		Left Turn	0.274	241.8	F	0.7	0.002	2.8	A	0.2
		Thru	0.274	2.3	A	0.7	0.272	0.0	A	0.0
PM	LA 22 WB	Right Turn	0.274	11.8	B	0.7	0.272	0.0	A	0.0
		Overall	0.274	4.1	N/A	0.7	0.272	0.0	N/A	0.2
		Left Turn	0.149	13.6	B	6.0	0.020	3.6	A	1.9
PM	LA 22 EB	Thru	0.149	2.1	A	6.0	0.129	0.0	A	0.0
		Right Turn	0.149	12.6	B	6.0	0.129	0.0	A	0.0
		Overall	0.149	3.2	N/A	6.0	0.129	0.3	N/A	1.9

LADOTD Crash List



LA 22 at CC Road
 Ponchatoula, St. Tammany Parish
 LA 22 Corridor Study

Control-Section 261-04 between logmiles 11.67 and 11.75
 2013-01-01 to 2015-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	type acc	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior
261-04	11.68	0022	60.63	1	0	0	1	0	2	2013-11-27	MV in Trans	Rt Angle	Coll wt veh	dry	20130040755	53	15	1	A	SW	JB
Total	2013			1	0	0	1	0	2												
261-04	11.68	0022	60.63	1	0	0	1	0	1	2014-02-10	Embankment	Non Coll	Run off rd	wet	20140001272	53	23	1	A	S	G
261-04	11.68	0022	60.63	1	1	0	0	0	0	2014-06-15	MV in Trans	Rt Angle	Coll wt veh	dry	20140029261	53	11	1	A	WE	BI
261-04	11.68	0022	60.63	1	1	0	0	0	0	2014-10-02	Ditch	Non Coll	Run off rd	dry	20140040929	53	01	0	A	W	J
Total	2014			3	2	0	1	0	1												
261-04	11.68	0022	60.69	1	0	0	1	0	2	2015-06-13	MV in Trans	Rear End	Coll wt veh	dry	20150026743	53	08	0	A	EE	BO
261-04	11.68	0022	60.69	1	0	0	1	0	1	2015-10-17	MV in Trans	Rt Angle	Coll wt veh	dry	20150041976	53	21	1	A	SW	IB
261-04	11.68	0022	60.69	1	0	0	1	0	2	2015-10-31	MV in Trans	Rear End	Coll wt veh	wet	151104192053884	53	22	0	C	SS	BM
261-04	11.68	0022	60.69	1	0	0	1	0	2	2015-11-26	MV in Trans	Rear End	Coll wt veh	dry	20150044043	53	15	0	A	EE	BM
Total	2015			4	0	0	4	0	7												
Grand Total				8	2	0	6	0	10												

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

report generated by ladotdom\00273801 on 2/22/2017 9:50:04 AM

Safety Analysis

LADOTD Crash List



LA 22 at Kathman Drive
Madisonville, St. Tammany Parish
LA 22 Corridor Study

Control-Section 261-05 between logmiles .35 and .45
2013-01-01 to 2015-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj num	inj num	crash date	most harm evt	manner coll	type acc	surf cond	crash num	par ish	hour	int agy	iv trav	dir move prior
Total	0			0	0	0	0	0											
Grand Total				0	0	0	0	0											

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

report generated by ladotdom00273801 on 2/22/2017 10:00:06 AM



Map Crashes

Add a point:
latitude,longitude:

Measure
Distance:

Current Position:
30.436891,-90.248501
Last Clicked Position:

Use Ctrl-Click to
get the LRS ID and
logmile of a point.

Crashes Control-
Section 261-04
between logmiles
11.67 and 11.75
2013-01-01 to 2015-
12-31



bigger Lat/Long Formats: dd . ddddd dd : mm . mmm dd : mm : ss . s ddmms

LADOTD Crash List



LA 22 at LA 1085
Madisonville, St. Tammany Parish
LA 22 Corridor Study

Control-Section 261-05 between logmiles .77 and .85
2013-01-01 to 2015-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	type acc	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior
261-05	0.78	0022	61.65	1	1	0	0	0	0	2013-02-12	Embankment	Non Coll	Run off rd	wet	20130008095	52	08	1	A	W	J
261-05	0.77	0022	61.64	1	1	0	0	0	0	2013-03-31	MV in Trans	Rear End	Coll wt veh	wet	20130015036	52	16	1	A	EEE	BAM
261-05	0.79	0022	61.66	1	1	0	0	0	0	2013-06-04	MV in Trans	Rear End	Coll wt veh	dry	20130024027	52	13	0	A	EEE	BQO
261-05	0.78	0022	61.65	1	1	0	0	0	0	2013-09-07	MV in Trans	Rt Angle	Coll wt veh	dry	20130031119	52	22	1	A	SE	BB
Total	2013			4	4	0	0	0	0												
261-05	0.80	0022	61.67	1	1	0	0	0	0	2014-04-22	MV in Trans	S Swipe(sd)	Run off rd	dry	20140016819	52	05	0	A	EE	GG
261-05	0.79	0022	61.66	1	0	0	1	0	1	2014-05-08	MV in Trans	Rear End	Coll wt veh	dry	20140022856	52	12	1	A	WW	BP
261-05	0.79	0022	61.66	1	1	0	0	0	0	2014-08-25	Tree	Non Coll	Run off rd	dry	20140031896	52	23	1	A	S	G
Total	2014			3	2	0	1	0	1												
261-05	0.77	0022	61.70	1	1	0	0	0	0	2015-10-26	Oth Non Coll	Non Coll	Non Col on Rd	wet	20150042383	52	12	1	A	SE	IG
261-05	0.78	0022	61.71	1	1	0	0	0	0	2015-12-01	MV in Trans	Rear End	Coll wt veh	wet	20150031178	52	15	0	A	EE	QQ
Total	2015			2	2	0	0	0	0												
Grand Total				9	8	0	1	0	1												

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

report generated by ladotdom00273801 on 2/22/2017 10:04:36 AM



Map Crashes

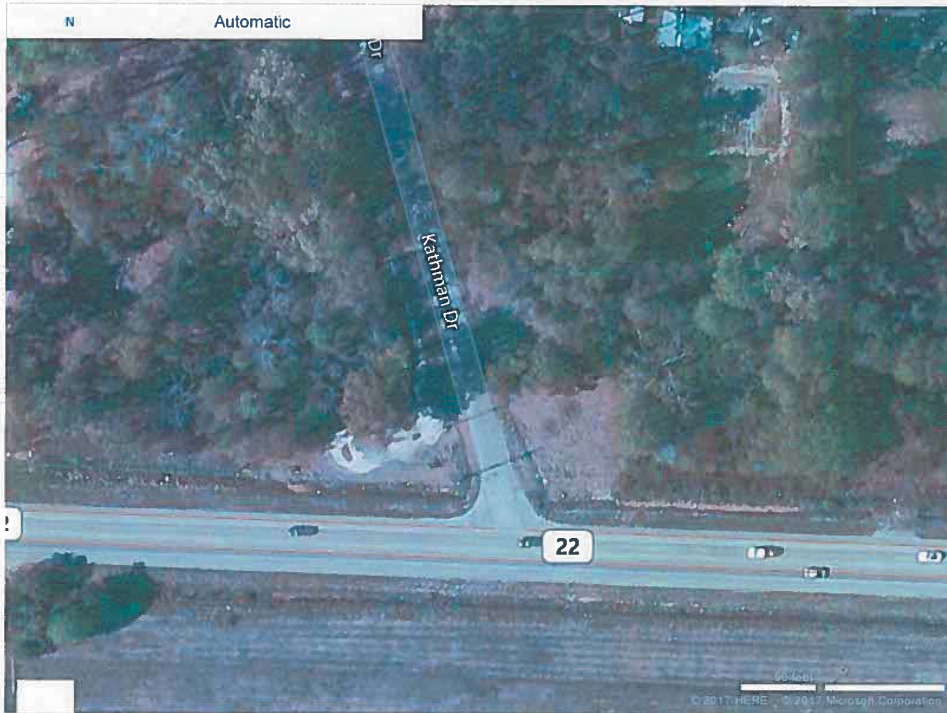
Add a point:
latitude,longitude:

Measure
Distance:

Current Position:
30.436176,-90.237056
Last Clicked Position:
30.436019,-90.237949

Use Ctrl-Click to
get the LRS ID and
logmile of a point.

Crashes Control-
Section 261-05
between logmiles .35
and .45
2013-01-01 to 2015-
12-31



bigger Lat/Long Formats: dd . ddddd dd : mm . mmm dd : mm : ss . s ddmms

LADOTD Crash List



LA 22 at Timberwood Court
Madisonville, St. Tammany Parish
LA 22 Corridor Study

Control-Section 261-05 between logmiles 1.18 and 1.24
2013-01-01 to 2015-12-31

Cssect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	type acc	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior
261-05	1.21	0022	62.08	1	1	0	0	0	0	2013-02-22	MV in Trans	S Swipe(sd)	Coll wt veh	dry	20130012105	52	10	1	A	WW	MB
261-05	1.21	0022	62.08	1	0	0	1	0	2	2013-04-06	MV in Trans	Left Turn-f	Coll wt veh	dry	20130015695	52	15	1	A	WE	IB
261-05	1.22	0022	62.09	1	1	0	0	0	0	2013-11-01	MV in Trans	Rear End	Coll wt veh	dry	20130037935	52	20	0	A	WW	BB
261-05	1.21	0022	62.08	1	1	0	0	0	0	2013-12-27	Ran off Road-R	Rear End	Coll wt veh	dry	20130049191	52	12	0	A	WW	BA
Total	2013			4	3	0	1	0	2												
261-05	1.20	0022	62.07	1	1	0	0	0	0	2014-11-02	Tree	Non Coll	Run off rd	dry	20140046954	52	00	0	A	E	G
Total	2014			1	1	0	0	0	0												
Grand Total				5	4	0	1	0	2												

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

report generated by ladotdom\00273801 on 2/22/2017 10:08:46 AM



Map Crashes

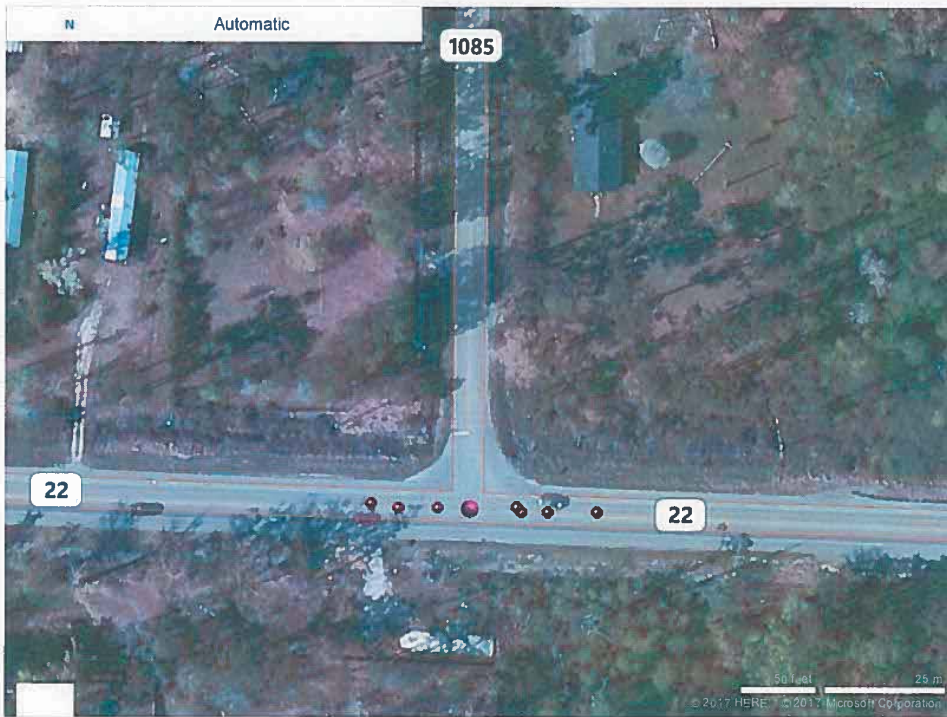
Add a point:
latitude,longitude:

Measure
Distance:

Current Position:
30.436766,-90.231478
Last Clicked Position:
30.435950,-90.231500

Use Ctrl-Click to
get the LRS ID and
logmile of a point.

Crashes Control-
Section 261-05
between logmiles .77
and .85
2013-01-01 to 2015-
12-31



bigger Lat/Long Formats: dd . ddddd dd : mm . mmm dd : mm : ss . s ddmms

LADOTD Crash List



LA 22 at Fayedaye Drive
Madisonville, St. Tammany Parish
LA 22 Corridor Study

Control-Section 261-05 between logmiles 1.35 and 1.45
2013-01-01 to 2015-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	type acc	surf cond	crash num	par ish	hour	int	iv lagy	dir trav	move prior
Total	0			0	0	0	0	0	0												
Grand Total				0	0	0	0	0	0												

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

report generated by ladotdom00273801 on 2/22/2017 10:10:41 AM



Map Crashes

Add a point
latitude,longitude:

Measure
Distance:

Current Position:
30.436118,-90.224315
Last Clicked Position:
30.435464,-90.224367

Use Ctrl-Click to
get the LRS ID and
logmile of a point.

Crashes Control-
Section 261-05
between logmiles 1.18
and 1.24
2013-01-01 to 2015-
12-31



bigger Lat/Long Formats: dd . ddddd dd : mm . mmm dd : mm : ss . s ddmms

LADOTD Crash List



LA 22 at Grand Oaks Drive
Madisonville, St. Tammany Parish
LA 22 Corridor Study

Control-Section 261-05 between logmiles 1.45 and 1.55
2013-01-01 to 2015-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	type acc	surf cond	crash num	par ish	hour	int agy	iv trav	dir prior	move	
Total	0			0	0	0	0	0	0													
Grand Total				0	0	0	0	0	0													

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

report generated by ladotdom\00273801 on 2/22/2017 10:12:31 AM



Map Crashes

Add a point:
latitude,longitude:

Measure
Distance:

Current Position:
30.435916,-90.220882
Last Clicked Position:
30.435090,-90.221086

Use Ctrl-Click to
get the LRS ID and
logmile of a point.

Crashes Control-
Section 261-05
between logmiles 1.38
and 1.43
2013-01-01 to 2015-
12-31



bigger Lat/Long Formats: dd . dddd dd : mm . mmm dd : mm : ss . s ddmms

LADOTD Crash List



LA 22 at Guste Island Road
Madisonville, St. Tammany Parish
LA 22 Corridor Study

Control-Section 261-05 between logmiles 1.58 and 1.65
2013-01-01 to 2015-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	type acc	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior
261-05	1.63	0022	62.50	1	1	0	0	0	0	2014-03-09	MV in Trans	Rear End	Coll wt veh	dry	20140018691	52	12	1	A	EE	BJ
261-05	1.62	0022	62.49	1	1	0	0	0	0	2014-04-28	MV in Trans	Rear End	Coll wt veh	wet	20140021347	52	21	0	A	WW	BA
261-05	1.63	0022	62.50	1	1	0	0	0	0	2014-05-30	MV in Trans	Rear End	Coll wt veh	wet	20140028713	52	19	0	A	WW	BA
Total	2014			3	3	0	0	0	0												
Grand Total				3	3	0	0	0	0												

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

report generated by ladotdom\00273801 on 2/22/2017 10:14:58 AM



Map Crashes

Add a point:
latitude,longitude:

Measure
Distance:

Current Position:
30.435647,-90.218166
Last Clicked Position:
30.434884,-90.219217

Use Ctrl-Click to
get the LRS ID and
logmile of a point.

Crashes Control-
Section 261-05
between logmiles 1.45
and 1.55
2013-01-01 to 2015-
12-31



bigger Lat/Long Formats: dd . dddd dd : mm . mmm dd : mm : ss . s ddmms

LADOTD Crash List



LA 22 at Perrilloux Road/Trapagnier Road
Madisonville, LA
St. Tammany Parish

Control-Section 261-05 between logmiles 2.55 and 2.65
2013-01-01 to 2015-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj num	fat num	inj num	crash date	most harm evt	manner coll	type acc	surf cond	crash num	par ish	hour	int agy	iv trav	move prior		
261-05	2.56	0022	63.43	1	1	0	0	0	0	2014-09-21	MV in Trans	Rear End	Coll wt veh	dry	20140040523	52	16	0	A	EE	BQ	
Total	2014			1	1	0	0	0	0													
261-05	2.57	0022	63.50	1	1	0	0	0	0	2015-11-28	MV in Trans	Left Turn-e	Coll wt veh	dry	20150047372	52	08	1	A	EE	BI	
Total	2015			1	1	0	0	0	0													
Grand Total				2	2	0	0	0	0													

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

report generated by ladotdom00273801 on 2/15/2017 1:56:58 PM



Map Crashes

Add a point:
latitude,longitude:

Measure
Distance:

Current Position:
30.435287,-90.217630
Last Clicked Position:

Use Ctrl-Click to
get the LRS ID and
logmile of a point.

Crashes Control-
Section 261-05
between logmiles 1.58
and 1.65
2013-01-01 to 2015-
12-31



bigger Lat/Long Formats: dd . dddd dd : mm . mmm dd : mm : ss . s ddmms

LADOTD Crash List



LA 22 at Pine Creek/Coquille Drive
Madisonville, LA
St. Tammany Parish

Control-Section 261-05 between logmiles 2.6 and 3.0
2013-01-01 to 2015-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj num	fat num	inj num	crash date	most harm evt	manner coll	type acc	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior		
261-05	2.86	0022	63.73	1	1	0	0	0	0	2013-11-13	MV in Trans	Rt Angle	Coll wt veh	dry	20130041208	52	15	0	A	EW	IB		
Total	2013			1	1	0	0	0	0														
261-05	2.86	0022	63.73	1	0	0	1	0	1	2014-02-21	MV in Trans	Rt Angle	Coll wt veh	dry	20140001068	52	11	1	A	NE	DQ		
Total	2014			1	0	0	1	0	1														
261-05	2.85	0022	63.79	1	1	0	0	0	0	2015-03-06	MV in Trans	Rt Angle	Coll wt veh	dry	20150004960	52	15	1	A	SW	IB		
Total	2015			1	1	0	0	0	0														
Grand Total				3	2	0	1	0	1														

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

report generated by ladotdom\00273801 on 2/15/2017 2:09:18 PM



Map Crashes

Add a point:
latitude,longitude:

Measure
Distance:

Current Position:
30.431400,-90.201395
Last Clicked Position:

Use Ctrl-Click to
get the LRS ID and
logmile of a point.

Crashes Control-
Section 261-05
between logmiles 2.55
and 2.65
2013-01-01 to 2015-
12-31



bigger Lat/Long Formats: dd . dddd dd : mm . mmm dd : mm : ss . s ddmms

Turn Lane Warrants

2/15/2017

Map Crashes



Map Crashes

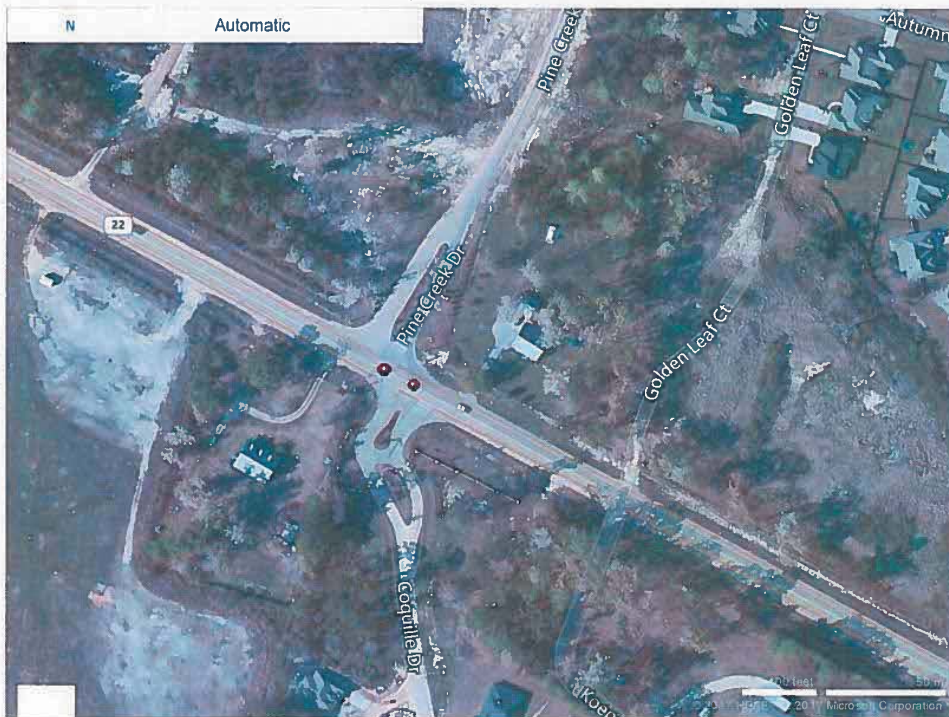
Add a point:
latitude,longitude:

Measure
Distance:

Current Position:
30.430357,-90.195604
Last Clicked Position:
30.428655,-90.197707

Use Ctrl-Click to
get the LRS ID and
logmile of a point.

Crashes Control-
Section 261-05
between logmiles 2.6
and 3.0
2013-01-01 to 2015-
12-31



bigger Lat/Long Formats: dd . dddd dd : mm . mmm dd : mm : ss . s ddmms

LA 22 at CC Road - Right Turn Lane - AM

Phase 1

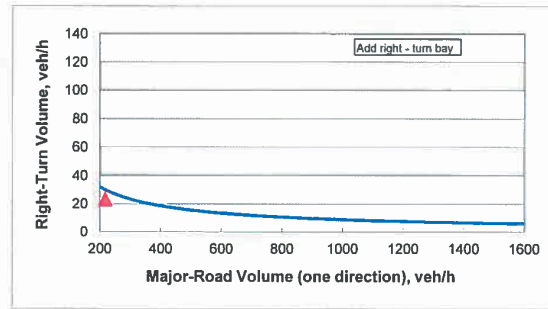
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:		2-lane roadway
Variable	Value	
Major-road speed, mph:	55	
Major-road volume (one direction), veh/h:	279	
Right-turn volume, veh/h:	23	

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	30
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	Do NOT add right-turn bay.



LA 22 at CC Road - Left Turn Lane - AM

Phase 1

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

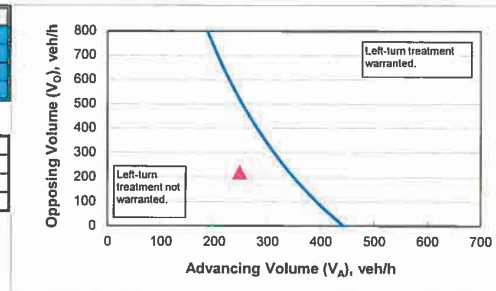
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	11%
Advancing volume (V_A), veh/h:	4
Opposing volume (V_O), veh/h:	239

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	341
Guidance for determining the need for a major-road left-turn bay:	Left-turn treatment NOT warranted.



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	6.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.0

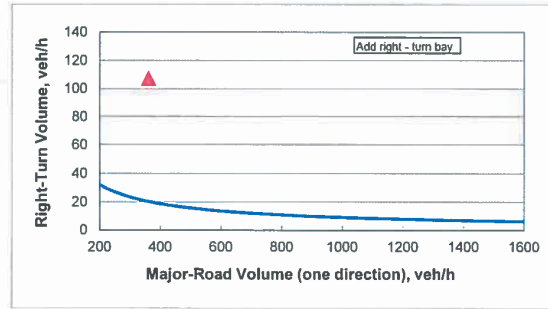
LA 22 at CC Road - Right Turn Lane - PM

Phase 1

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	360
Right-turn volume, veh/h:	197

OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	20
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



LA 22 at CC Road - Left Turn Lane - PM

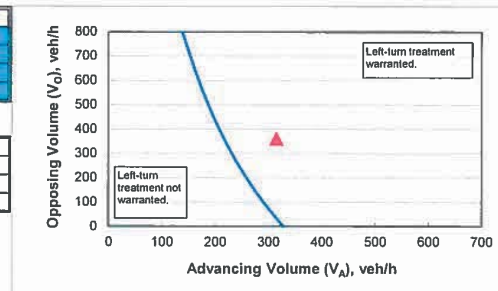
Phase 1

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	
Variable	Value
85 th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_L), %:	23
Advancing volume (V_A), veh/h:	315
Opposing volume (V_O), veh/h:	370

OUTPUT	
Variable	Value
Limiting advancing volume (V_A), veh/h:	217
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS	
Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.0

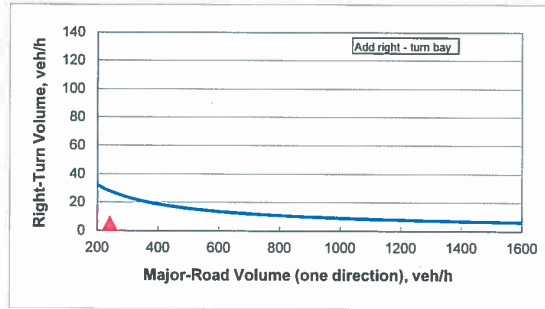
LA 22 at Kathman Drive - Right Turn Lane - AM

Phase 1

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	241
Right-turn volume, veh/h:	5

OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	28
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



LA 22 at Kathman Drive - Left Turn Lane - AM

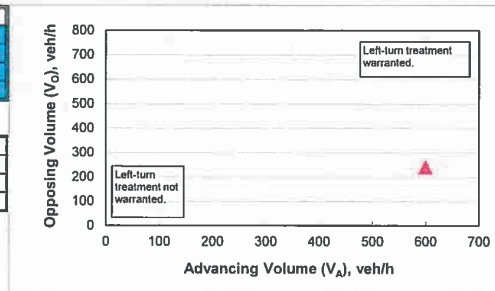
Phase 1

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	
Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_L), %:	6%
Advancing volume (V_A), veh/h:	500
Opposing volume (V_O), veh/h:	241

OUTPUT	
Variable	Value
Limiting advancing volume (V_A), veh/h:	1895
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	6.0
Average time for left-turn vehicle to clear the advancing lane, s:	9

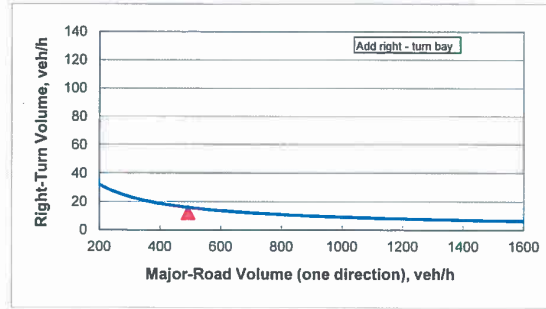
LA 22 at Kathman Drive - Right Turn Lane - PM

Phase 1

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	492
Right-turn volume, veh/h:	12

OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	16
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



LA 22 at Kathman Drive - Left Turn Lane - PM

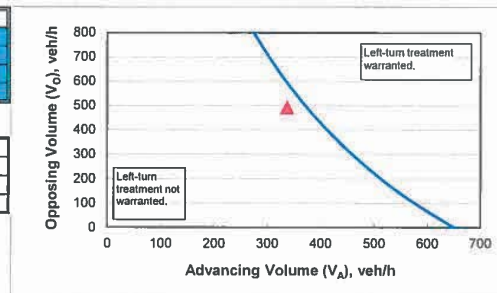
Phase 1

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	
Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	3.2
Advancing volume (V_A), veh/h:	337
Opposing volume (V_O), veh/h:	492

OUTPUT	
Variable	Value
Limiting advancing volume (V_A), veh/h:	374
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

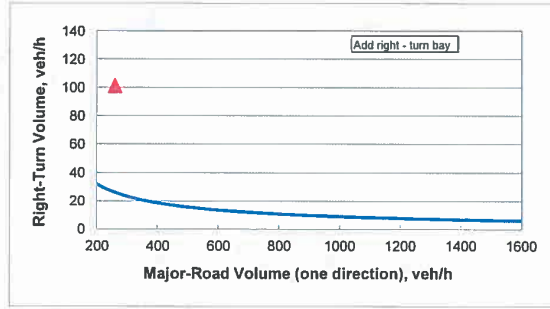
LA 22 at LA 1085 - Right Turn Lane - AM

Phase 1

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	281
Right-turn volume, veh/h:	191

OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	26
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



LA 22 at LA 1085 - Left Turn Lane - AM

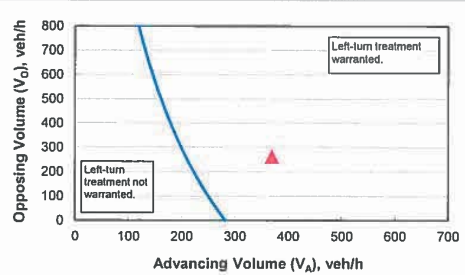
Phase 1

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	
Variable	Value
85 th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	39
Advancing volume (V_A), veh/h:	322
Opposing volume (V_O), veh/h:	281

OUTPUT	
Variable	Value
Limiting advancing volume (V_A), veh/h:	207
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	3.0

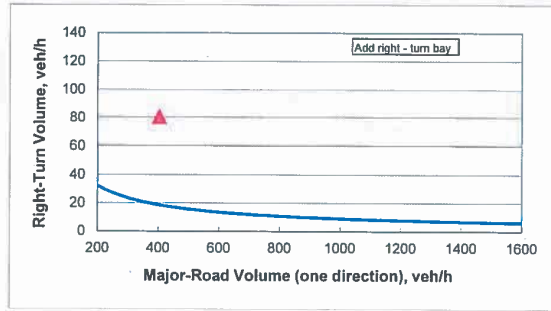
LA 22 at LA 1085 - Right Turn Lane - PM

Phase 1

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	404
Right-turn volume, veh/h:	80

OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	19
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



LA 22 at LA 1085 - Left Turn Lane - PM

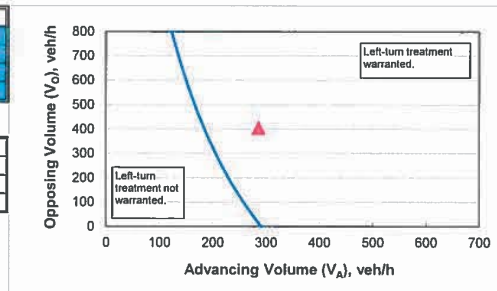
Phase 1

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	
Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	24
Advancing volume (V_A), veh/h:	279
Opposing volume (V_O), veh/h:	404

OUTPUT	
Variable	Value
Limiting advancing volume (V_A), veh/h:	184
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS	
Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.8

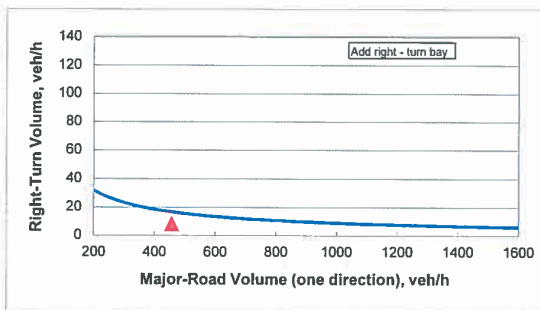
LA 22 at Timberwood Court - Right Turn Lane - AM

Phase 2

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	8
Right-turn volume, veh/h:	8

OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	17
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



LA 22 at Timberwood Court - Left Turn Lane - AM

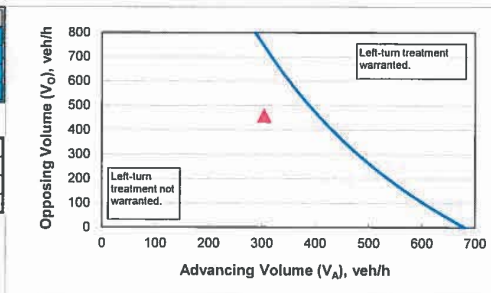
Phase 2

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	
Variable	Value
85 th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	4%
Advancing volume (V_A), veh/h:	324
Opposing volume (V_O), veh/h:	335

OUTPUT	
Variable	Value
Limiting advancing volume (V_A), veh/h:	406
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS	
Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	6.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

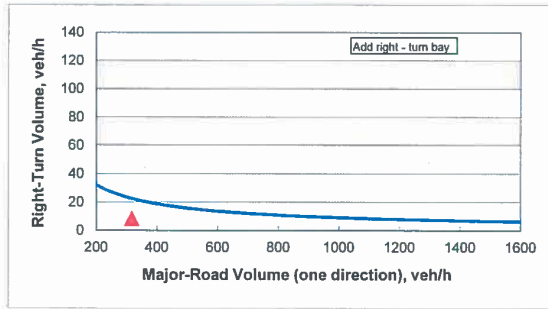
LA 22 at Timberwood Court - Right Turn Lane - PM

Phase 2

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	317
Right-turn volume, veh/h:	6

OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	22
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



LA 22 at Timberwood Court - Left Turn Lane - PM

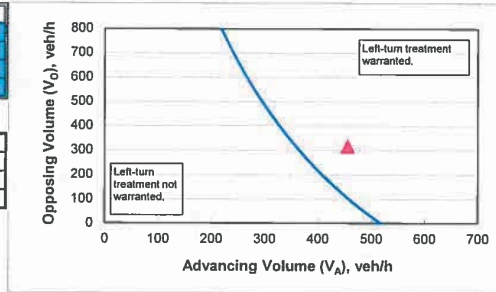
Phase 2

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	
Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	5
Advancing volume (V_A), veh/h:	158
Opposing volume (V_O), veh/h:	317

OUTPUT	
Variable	Value
Limiting advancing volume (V_A), veh/h:	358
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS	
Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	3.0

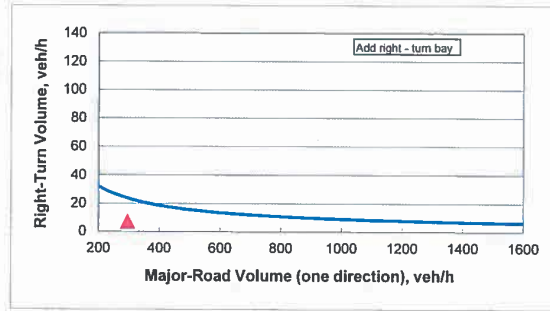
LA 22 at Fayedaye Drive - Right Turn Lane - AM

Phase 2

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	208
Right-turn volume, veh/h:	7

OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	24
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



LA 22 at Fayedaye Drive - Left Turn Lane - AM

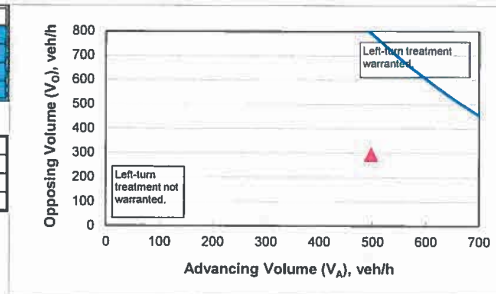
Phase 2

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	
Variable	Value
85 th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	497
Opposing volume (V_O), veh/h:	293

OUTPUT	
Variable	Value
Limiting advancing volume (V_A), veh/h:	831
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS	
Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	6.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

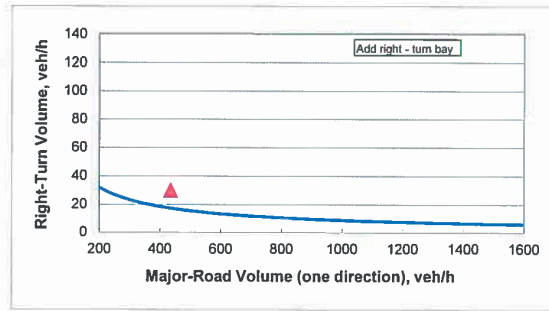
LA 22 at Fayedaye Drive - Right Turn Lane - PM

Phase 2

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	435
Right-turn volume, veh/h:	30

OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	18
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



LA 22 at Fayedaye Drive - Left Turn Lane - PM

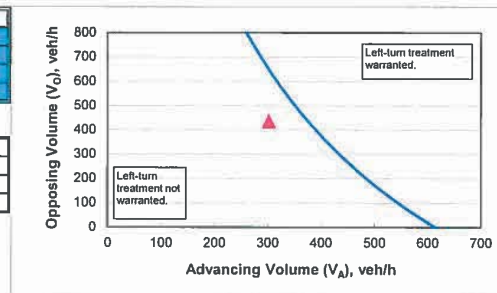
Phase 2

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	
Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	5%
Advancing volume (V_A), veh/h:	307
Opposing volume (V_O), veh/h:	435

OUTPUT	
Variable	Value
Limiting advancing volume (V_A), veh/h:	376
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

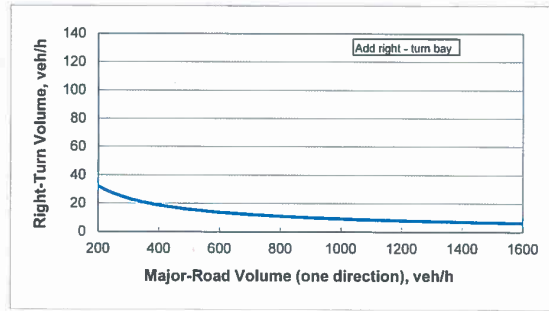
LA 22 at Grand Oaks Drive - Right Turn Lane - AM

Phase 2

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	188
Right-turn volume, veh/h:	10

OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	37
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



LA 22 at Grand Oaks Drive - Left Turn Lane - AM

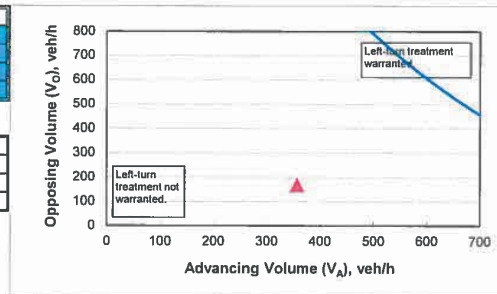
Phase 2

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	
Variable	Value
85 th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	397
Opposing volume (V_O), veh/h:	188

OUTPUT	
Variable	Value
Limiting advancing volume (V_A), veh/h:	958
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	7.0

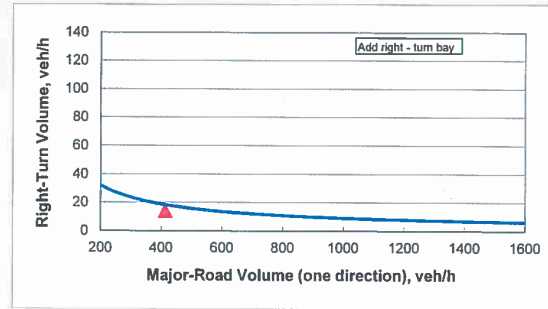
LA 22 at Grand Oaks Drive - Right Turn Lane - PM

Phase 2

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	413
Right-turn volume, veh/h:	4

OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	18
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



LA 22 at Grand Oaks Drive - Left Turn Lane - PM

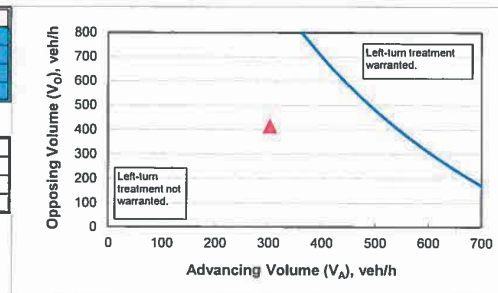
Phase 2

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	
Variable	Value
85 th percentile speed, mph:	50
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	283
Opposing volume (V_O), veh/h:	413

OUTPUT	
Variable	Value
Limiting advancing volume (V_A), veh/h:	537
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.8

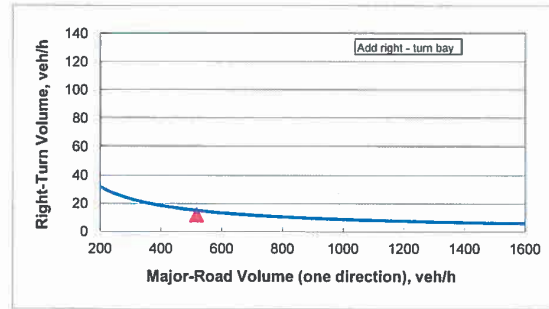
LA 22 at Guste Island Road - Right Turn Lane - AM

Phase 2

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	518
Right-turn volume, veh/h:	12

OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	15
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



LA 22 at Guste Island Road - Left Turn Lane - AM

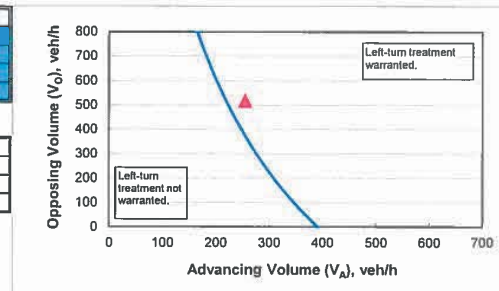
Phase 2

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	
Variable	Value
85 th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	15%
Advancing volume (V_A), veh/h:	275
Opposing volume (V_O), veh/h:	578

OUTPUT	
Variable	Value
Limiting advancing volume (V_A), veh/h:	219
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	3.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

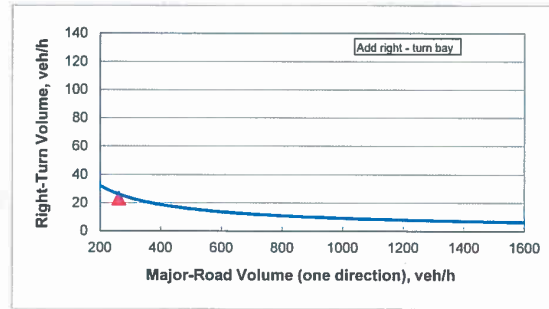
LA 22 at Guste Island Road - Right Turn Lane - PM

Phase 2

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	362
Right-turn volume, veh/h:	23

OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	26
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



LA 22 at Guste Island Road - Left Turn Lane - PM

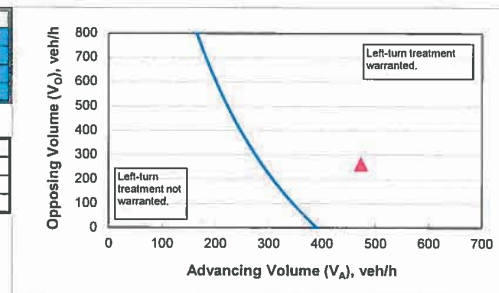
Phase 2

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	
Variable	Value
85 th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_L), %:	15%
Advancing volume (V_A), veh/h:	473
Opposing volume (V_O), veh/h:	282

OUTPUT	
Variable	Value
Limiting advancing volume (V_A), veh/h:	287
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS	
Variable	Value
Average time for making left-turn, s:	2.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Sidra Analysis

- Existing Intersections Analyses
- Capacity of Existing Intersections Analyses
- Three-Lane Section Analyses
- Individual Intersection Alternatives Capacity Analyses

MOVEMENT SUMMARY

Site: LA 22 at CC - AM (Existing)

LA 22 at CC Road
LA 22 Corridor Study
Stop (Two-Way)

Move ID	OD Mov	Demand Flows Total veh/h	HV %	Disp. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	213	3.0	0.131	0.0	LOS A	0.0	0.0	0.00	0.00	53.9
16	R2	25	3.0	0.131	0.0	LOS A	0.0	0.0	0.00	0.00	48.6
Approach		238	3.0	0.131	0.0	NA	0.0	0.0	0.00	0.00	53.3
North: CC Rd SB											
7	L2	195	3.0	0.480	19.5	LOS C	3.3	85.4	0.63	0.67	27.1
14	R2	87	3.0	0.480	10.3	LOS B	3.3	85.4	0.63	0.67	27.3
Approach		282	3.0	0.480	16.7	LOS C	3.3	85.4	0.63	0.67	27.2
West: LA 22 EB											
5	L2	29	3.0	0.153	11.5	LOS B	0.2	6.1	0.09	0.01	45.0
2	T1	240	3.0	0.153	2.2	LOS A	0.2	6.1	0.09	0.01	50.1
Approach		270	3.0	0.153	3.2	NA	0.2	6.1	0.09	0.01	49.5
All Vehicles		789	3.0	0.480	7.0	NA	3.3	85.4	0.25	0.24	38.9

Level of Service (LOS) Method: Delay & v/c (HCM 2010)

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2005-2016 Arcelik and Associates Pty Ltd | sidrasolutions.com
 Operator: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processor: Monday, March 06, 2017 8:50:08 AM
 Project: T:\621\Traffic\Clear\Projects\Studies\LA 22 Corridor Study (Baton Rouge\Newville)\Sidra Analysis\LA 22 Corridor - Existing Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at CC - PM (Existing)

LA 22 at CC Road
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	275	3.0	0.223	0.0	LOS A	0.0	0.0	0.00	0.00	52.1
16	R2	116	3.0	0.223	0.0	LOS A	0.0	0.0	0.00	0.00	47.1
Approach											
		391	3.0	0.223	0.0	NA	0.0	0.0	0.00	0.00	50.5
North: CC Rd SB											
7	L2	55	3.0	0.182	18.5	LOS C	0.7	18.5	0.56	0.51	28.0
14	R2	35	3.0	0.182	6.6	LOS A	0.7	18.5	0.56	0.51	28.2
Approach											
		90	3.0	0.182	13.9	LOS B	0.7	18.5	0.56	0.51	28.1
West: LA 22 EB											
5	L2	78	3.0	0.213	7.0	LOS A	0.7	18.8	0.25	0.04	43.7
2	T1	264	3.0	0.213	3.0	LOS A	0.7	18.8	0.25	0.04	48.4
Approach											
		342	3.0	0.213	3.9	NA	0.7	18.8	0.25	0.04	47.2
All Vehicles											
		824	3.0	0.223	3.2	NA	0.7	18.8	0.17	0.07	45.2

Level of Service (LOS) Method: Delay & v/c (HCM 2010)

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2005-2015 Arcelik and Associates Pty Ltd | sidrasolutions.com
Original User: DEPT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 8:50:09 AM
Project: T:\62 TrafficClearProjects\Studies\LA 22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA 22 Corridor - Existing Analysis.sipg

MOVEMENT SUMMARY

Site: LA 22 at Kathman - AM (Existing)

LA 22 at Kathman Drive
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	287	3.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.00	54.8
16	R2	5	3.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.00	49.2
Approach											
		282	3.0	0.143	0.0	NA	0.0	0.0	0.00	0.00	54.6
North: Kathman Dr SB											
7	L2	12	3.0	0.050	21.6	LOS C	0.2	4.6	0.55	0.48	27.7
14	R2	8	3.0	0.050	4.1	LOS A	0.2	4.6	0.55	0.48	27.9
Approach											
		20	3.0	0.050	14.8	LOS B	0.2	4.6	0.55	0.48	27.8
West: LA 22 EB											
5	L2	2	3.0	0.354	459.0	LOS F	0.0	0.6	0.00	0.00	44.3
2	T1	650	3.0	0.354	3.3	LOS A	0.0	0.6	0.00	0.00	49.1
Approach											
		652	3.0	0.354	4.8	NA	0.0	0.6	0.00	0.00	49.1
All Vehicles											
		934	3.0	0.354	3.7	NA	0.2	4.6	0.01	0.01	49.7

Level of Service (LOS) Method: Delay & v/c (HCM 2010)

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2005-2015 Arcelik and Associates Pty Ltd | sidrasolutions.com
Original User: DEPT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 8:50:09 AM
Project: T:\62 TrafficClearProjects\Studies\LA 22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA 22 Corridor - Existing Analysis.sipg

MOVEMENT SUMMARY

Site: LA 22 at Kathman - PM (Existing)
 LA 22 at Kathman Drive
 LA 22 Corridor Study
 Stop (Two-Way)

Mov ID	OD Mov	Demand Flows Total veh/h	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB										
6	T1	522	3.0	0.291	0.0	0.0	0.0	0.00	0.00	54.7
16	R2	13	3.0	0.291	0.0	0.0	0.0	0.00	0.00	49.2
Approach										
		535	3.0	0.291	0.0	0.0	0.0	0.00	0.00	54.5
North: Kathman Dr SB										
7	L2	4	3.0	0.034	22.7	LOS C	0.1	3.2	0.58	0.50
14	R2	11	3.0	0.034	9.7	LOS A	0.1	3.2	0.59	0.50
Approach										
		15	3.0	0.034	13.4	LOS B	0.1	3.2	0.58	0.50
West: LA 22 EB										
5	L2	17	3.0	0.207	25.4	LOS D	0.2	5.4	0.07	45.1
2	T1	349	3.0	0.207	2.5	LOS A	0.2	5.4	0.07	50.1
Approach										
		366	3.0	0.207	3.6	NA	0.2	5.4	0.07	49.8
All Vehicles										
		916	3.0	0.291	1.7	NA	0.2	5.4	0.04	51.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: LA 22 at LA 1085 - AM (Existing)
 LA 22 at LA 1085
 LA 22 Corridor Study
 Stop (Two-Way)

Mov ID	OD Mov	Demand Flows Total veh/h	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB										
6	T1	174	3.0	0.165	0.0	0.0	0.0	0.00	0.00	51.3
16	R2	110	3.0	0.165	0.0	0.0	0.0	0.00	0.00	46.5
Approach										
		284	3.0	0.165	0.0	0.0	0.0	0.00	0.00	49.3
North: LA 1085 SB										
7	L2	65	3.0	0.329	29.7	LOS D	1.6	41.1	0.49	0.42
14	R2	98	3.0	0.329	6.5	LOS A	1.6	41.1	0.49	0.42
Approach										
		163	3.0	0.329	15.8	LOS C	1.6	41.1	0.49	0.42
West: LA 22 EB										
5	L2	261	3.0	0.428	7.6	LOS A	2.9	73.7	0.41	0.12
2	T1	401	3.0	0.428	5.3	LOS A	2.9	73.7	0.41	0.12
Approach										
		662	3.0	0.428	6.2	NA	2.9	73.7	0.41	0.12
All Vehicles										
		1109	3.0	0.428	6.0	NA	2.9	73.7	0.32	0.14

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: LA 22 at LA 1085 - PM (Existing)

LA 22 at LA 1085
LA 22 Corridor Study
Stop (Two-Way)

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	352	3.0	0.247	0.0	LOS A	0.0	0.0	0.00	0.00	53.0
16	R2	87	3.0	0.247	0.0	LOS A	0.0	0.0	0.00	0.00	47.8
Approach											
		439	3.0	0.247	0.0	NA	0.0	0.0	0.00	0.00	51.9
North: LA 1085 SB											
7	L2	60	3.0	0.478	27.6	LOS D	3.3	85.0	0.66	0.70	31.9
14	R2	221	3.0	0.478	13.7	LOS B	3.3	85.0	0.66	0.70	32.1
Approach											
		280	3.0	0.478	16.6	LOS C	3.3	85.0	0.66	0.70	32.0
West: LA 22 EB											
5	L2	105	3.0	0.209	5.5	LOS A	0.9	23.9	0.36	0.10	42.9
2	T1	205	3.0	0.209	3.4	LOS A	0.9	23.9	0.36	0.10	47.3
Approach											
		311	3.0	0.209	4.1	NA	0.9	23.9	0.36	0.10	45.7
All Vehicles											
		1030	3.0	0.478	5.8	NA	3.3	85.0	0.29	0.22	42.9

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2006-2015 Arcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 8:50:10 AM
Project: T182.TrafficControlProjectsStudiesLA22 Corridor Study (Bentico-Hudsonville) | Sidra Analysis LA 22 Corridor - Existing Analysis s1p6

MOVEMENT SUMMARY

Site: LA 22 at Timberwood - AM (Existing)

LA 22 at Timberwood Court
LA 22 Corridor Study
Stop (Two-Way)

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Timberwood CT NB											
3	L2	25	3.0	0.075	16.7	LOS C	0.3	6.8	0.69	0.69	22.8
18	R2	62	3.0	0.109	12.1	LOS B	0.4	11.1	0.66	0.50	23.9
Approach											
		87	3.0	0.109	13.5	LOS B	0.4	11.1	0.59	0.55	23.6
East: LA 22 WB											
1	L2	14	3.0	0.185	27.2	LOS D	0.2	4.1	0.06	0.00	45.8
6	T1	316	3.0	0.185	2.3	LOS A	0.2	4.1	0.06	0.00	50.4
Approach											
		330	3.0	0.185	3.4	NA	0.2	4.1	0.06	0.00	50.1
West: LA 22 EB											
2	T1	489	3.0	0.271	0.0	LOS A	0.0	0.0	0.00	0.00	54.7
12	R2	9	3.0	0.271	0.0	LOS A	0.0	0.0	0.00	0.00	49.3
Approach											
		498	3.0	0.271	0.0	NA	0.0	0.0	0.00	0.00	54.6
All Vehicles											
		915	3.0	0.271	2.5	NA	0.4	11.1	0.08	0.05	47.2

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2006-2015 Arcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 8:50:10 AM
Project: T182.TrafficControlProjectsStudiesLA22 Corridor Study (Bentico-Hudsonville) | Sidra Analysis LA 22 Corridor - Existing Analysis s1p6

MOVEMENT SUMMARY

Site: LA 22 at Timberwood - PM (Existing)

LA 22 at Timberwood Court
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	MOV	Demand Flows Total veh/h	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Slip Rate per veh	Average Speed mph		
South: Timberwood Ct NB												
3	L2	16	3.0	0.050	LOS C	0.2	4.4	0.69	0.68	22.9		
18	R2	11	3.0	0.016	LOS B	0.1	1.6	0.45	0.29	24.3		
Approach		27	3.0	0.050	LOS B	0.2	4.4	0.59	0.52	23.4		
East: LA 22 WB												
1	L2	38	3.0	0.281	LOS C	0.4	10.5	0.09	0.01	40.2		
6	T1	458	3.0	0.281	LOS A	0.4	10.5	0.09	0.01	48.7		
Approach		496	3.0	0.281	NA	0.4	10.5	0.09	0.01	47.9		
West: LA 22 EB												
2	T1	336	3.0	0.188	LOS A	0.0	0.0	0.00	0.00	54.3		
12	R2	9	3.0	0.188	LOS A	0.0	0.0	0.00	0.00	49.0		
Approach		345	3.0	0.188	NA	0.0	0.0	0.00	0.00	54.2		
All Vehicles		867	3.0	0.281	NA	0.4	10.5	0.07	0.02	48.6		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SDRA INTERSECTION 5.1 | Copyright © 2006-2015 Atcelik and Associates Pty Ltd | sidrasolutions.com
Organizing: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 8:50:11 AM
Project: T162TrafficClearProjectsStudiesLA22 Corridor Study (Bedco-Madisonville) | Slora Analysis LA 22 Corridor - Existing Analysis s16p

MOVEMENT SUMMARY

Site: LA 22 at Fayedaye - AM (Existing)

LA 22 at Fayedaye Drive
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	MOV	Demand Flows Total veh/h	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Slip Rate per veh	Average Speed mph		
East: LA 22 WB												
6	T1	311	3.0	0.173	LOS A	0.0	0.0	0.00	0.00	54.7		
16	R2	8	3.0	0.173	LOS A	0.0	0.0	0.00	0.00	49.2		
Approach		318	3.0	0.173	NA	0.0	0.0	0.00	0.00	54.6		
North: Fayedaye Dr SB												
7	L2	30	3.0	0.121	LOS C	0.4	11.4	0.59	0.53	23.0		
14	R2	18	3.0	0.121	LOS A	0.4	11.4	0.59	0.53	23.2		
Approach		49	3.0	0.121	LOS C	0.4	11.4	0.59	0.53	23.1		
West: LA 22 EB												
5	L2	8	3.0	0.295	LOS F	0.1	2.2	0.02	0.00	44.9		
2	T1	533	3.0	0.295	LOS A	0.1	2.2	0.02	0.00	49.6		
Approach		540	3.0	0.295	NA	0.1	2.2	0.02	0.00	49.5		
All Vehicles		908	3.0	0.295	NA	0.4	11.4	0.04	0.03	48.1		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SDRA INTERSECTION 5.1 | Copyright © 2006-2015 Atcelik and Associates Pty Ltd | sidrasolutions.com
Organizing: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 8:50:11 AM
Project: T162TrafficClearProjectsStudiesLA22 Corridor Study (Bedco-Madisonville) | Slora Analysis LA 22 Corridor - Existing Analysis s16p

MOVEMENT SUMMARY

Site: LA 22 at Fayedaye - PM (Existing)

LA 22 at Fayedaye Drive
LA 22 Corridor Study
Stop (Two-Way)

Mov ID	Q/D Mov	Demand Flows Total veh/h	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB										
6	T1	440	3.0	0.260	LOS A	0.0	0.0	0.00	0.00	54.2
16	R2	33	3.0	0.260	LOS A	0.0	0.0	0.00	0.00	48.8
Approach										
		473	3.0	0.260	NA	0.0	0.0	0.00	0.00	53.8
North: Fayedaye Dr SB										
7	L2	18	3.0	0.072	LOS C	0.3	6.8	0.59	0.55	23.3
14	R2	12	3.0	0.072	LOS A	0.3	6.8	0.59	0.55	23.4
Approach										
		30	3.0	0.072	LOS B	0.3	6.8	0.59	0.55	23.3
West: LA 22 EB										
5	L2	17	3.0	0.185	LOS C	0.2	4.9	0.07	0.00	45.4
2	T1	311	3.0	0.185	LOS A	0.2	4.9	0.07	0.00	50.3
Approach										
		328	3.0	0.185	NA	0.2	4.9	0.07	0.00	50.0
All Vehicles										
		852	3.0	0.260	NA	0.3	6.8	0.05	0.02	49.9

Level of Service (LOS) Method: Delay & v/c (HCM 2010)

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity, Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2006-2015 Alcatel and Associates Pty Ltd | sidrasolutions.com
 Object: LOS ANALYSIS DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 8:50:12 AM
 Project: T:\62 TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedco-Medisonville)\Sara Analysis\LA 22 Corridor - Existing Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Grand Oaks - AM (Existing)

LA 22 at Grand Oaks Drive
LA 22 Corridor Study
Stop (Two-Way)

Mov ID	Q/D Mov	Demand Flows Total veh/h	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB										
6	T1	172	3.0	0.100	LOS A	0.0	0.0	0.00	0.00	54.4
16	R2	11	3.0	0.100	LOS A	0.0	0.0	0.00	0.00	49.0
Approach										
		183	3.0	0.100	NA	0.0	0.0	0.00	0.00	54.0
North: Grand Oaks Dr SB										
7	L2	23	3.0	0.073	LOS C	0.3	7.3	0.42	0.32	23.9
14	R2	22	3.0	0.073	LOS A	0.3	7.3	0.42	0.32	24.0
Approach										
		45	3.0	0.073	LOS B	0.3	7.3	0.42	0.32	24.0
West: LA 22 EB										
5	L2	5	3.0	0.212	LOS F	0.0	1.2	0.01	0.00	45.6
2	T1	383	3.0	0.212	LOS A	0.0	1.2	0.01	0.00	50.4
Approach										
		388	3.0	0.212	NA	0.0	1.2	0.01	0.00	50.4
All Vehicles										
		615	3.0	0.212	NA	0.3	7.3	0.04	0.02	47.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010)

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity, Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2006-2015 Alcatel and Associates Pty Ltd | sidrasolutions.com
 Object: LOS ANALYSIS DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 8:50:12 AM
 Project: T:\62 TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedco-Medisonville)\Sara Analysis\LA 22 Corridor - Existing Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Grand Oaks - PM (Existing)

LA 22 at Grand Oaks Drive
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	434	3.0	0.245	0.0	LOS A	0.0	0.0	0.00	0.00	54.6	
16	R2	15	3.0	0.245	0.0	LOS A	0.0	0.245	0.00	0.00	49.1	
Approach												
		449	3.0	0.245	0.0	NA	0.0	0.0	0.00	0.00	54.4	
North: Grand Oaks Dr SB												
7	L2	10	3.0	0.038	17.8	LOS C	0.1	3.5	0.58	0.51	23.4	
14	R2	7	3.0	0.038	7.6	LOS A	0.1	3.5	0.58	0.51	23.5	
Approach												
		16	3.0	0.038	13.7	LOS B	0.1	3.5	0.58	0.51	23.5	
West: LA 22 EB												
5	L2	9	3.0	0.182	43.4	LOS E	0.1	2.4	0.03	0.00	45.7	
2	T1	321	3.0	0.182	2.3	LOS A	0.1	2.4	0.03	0.00	50.6	
Approach												
		329	3.0	0.182	3.3	NA	0.1	2.4	0.03	0.00	50.4	
All Vehicles												
		795	3.0	0.245	1.7	NA	0.1	3.5	0.03	0.01	51.3	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity, Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2006-2015 Arcelik and Associates Pty Ltd | sidrasolutions.com
 Program: LOS/AVM/DEPARTMENT OF TRANSPORTATION AND DEVELOP | Processed: Monday, March 06, 2017 8:50:12 AM
 Project: T:\62 Traffic\Clear\Projects\Studies\LA22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA22 Corridor - Existing Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Guste Island - AM (Existing)

LA 22 at Guste Island Road
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Guste Island Rd NB												
3	L2	21	3.0	0.063	16.7	LOS C	0.2	5.6	0.69	0.69	22.8	
18	R2	112	3.0	0.214	13.8	LOS B	0.9	22.7	0.61	0.61	23.5	
Approach												
		133	3.0	0.214	14.2	LOS B	0.9	22.7	0.63	0.62	23.4	
East: LA 22 WB												
1	L2	40	3.0	0.170	9.0	LOS A	0.5	11.5	0.20	0.02	44.9	
6	T1	237	3.0	0.170	2.6	LOS A	0.5	11.5	0.20	0.02	49.4	
Approach												
		277	3.0	0.170	3.5	NA	0.5	11.5	0.20	0.02	48.7	
West: LA 22 EB												
2	T1	550	3.0	0.307	0.0	LOS A	0.0	0.0	0.00	0.00	54.7	
12	R2	13	3.0	0.307	0.0	LOS A	0.0	0.0	0.00	0.00	49.2	
Approach												
		563	3.0	0.307	0.0	NA	0.0	0.0	0.00	0.00	54.5	
All Vehicles												
		973	3.0	0.307	3.0	NA	0.9	22.7	0.14	0.09	44.9	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity, Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2006-2015 Arcelik and Associates Pty Ltd | sidrasolutions.com
 Program: LOS/AVM/DEPARTMENT OF TRANSPORTATION AND DEVELOP | Processed: Monday, March 06, 2017 8:50:13 AM
 Project: T:\62 Traffic\Clear\Projects\Studies\LA22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA22 Corridor - Existing Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Guste Island - PM (Existing)
 LA 22 at Guste Island Road
 LA 22 Corridor Study
 Stop (Two-Way)

Mov ID	OD Mov	Demand Flows Total veh/h	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Guste Island Rd NB										
3	L2	15	3.0	0.043	LOS C	0.2	3.9	0.66	0.63	23.0
8	T1	38	3.0	0.050	LOS A	0.2	5.2	0.41	0.27	24.4
18	R2	53	3.0	0.050	LOS B	0.2	5.2	0.48	0.38	24.0
Approach										
East: LA 22 WB										
1	L2	75	3.0	0.299	LOS B	0.8	19.3	0.16	0.02	44.0
6	T1	439	3.0	0.299	LOS A	0.8	19.3	0.16	0.02	48.3
16	R2	514	3.0	0.299	NA	0.8	19.3	0.16	0.02	47.6
Approach										
West: LA 22 EB										
2	T1	260	3.0	0.157	LOS A	0.0	0.0	0.00	0.00	54.1
12	R2	25	3.0	0.157	LOS A	0.0	0.0	0.00	0.00	48.7
Approach										
All Vehicles										
		852	3.0	0.239	NA	0.8	19.3	0.13	0.03	46.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010)
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2006-2015 Arcelik and Associates Pty Ltd | sidrasolutions.com
 Original file: C:\Users\jordan\Documents\LA 22 Corridor Study\LA 22 Corridor - Existing Analysis.sip6
 Project: T:\62\TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Existing Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Perrilloux - AM (Existing)
 LA 22 at Perrilloux Road/Trapagnier Road
 LA 22 Corridor Study
 Stop (Two-Way)

Mov ID	OD Mov	Demand Flows Total veh/h	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Trapagnier Rd NB										
3	L2	1	3.0	0.011	LOS C	0.0	1.0	0.69	0.58	27.0
8	T1	1	3.0	0.011	LOS C	0.0	1.0	0.69	0.58	27.0
18	R2	1	3.0	0.011	LOS A	0.0	1.0	0.69	0.58	27.1
Approach										
East: LA 22 WB										
1	L2	1	3.0	0.205	LOS F	0.0	0.5	0.01	0.00	34.8
6	T1	248	3.0	0.205	LOS A	0.0	0.5	0.01	0.00	36.4
16	R2	109	3.0	0.205	LOS A	0.0	0.5	0.01	0.00	35.1
Approach										
North: Perrilloux Rd SB										
7	L2	78	3.0	0.363	LOS D	1.7	44.1	0.73	0.76	24.7
4	T1	1	3.0	0.363	LOS C	1.7	44.1	0.73	0.76	24.8
14	R2	24	3.0	0.363	LOS A	1.7	44.1	0.73	0.76	24.9
Approach										
West: LA 22 EB										
5	L2	27	3.0	0.349	LOS E	0.3	8.9	0.06	0.00	35.0
2	T1	599	3.0	0.349	LOS A	0.3	8.9	0.06	0.00	36.6
12	R2	1	3.0	0.349	LOS D	0.3	8.9	0.06	0.00	35.3
Approach										
All Vehicles										
		1091	3.0	0.363	NA	1.7	44.1	0.11	0.07	34.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010)
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2006-2015 Arcelik and Associates Pty Ltd | sidrasolutions.com
 Original file: C:\Users\jordan\Documents\LA 22 Corridor Study\LA 22 Corridor - Existing Analysis.sip6
 Project: T:\62\TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Existing Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Perrilloux - SP (Existing)

LA 22 at Perrilloux Road/Trapagnier Road
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Deg Satm %	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph		
South: Trapagnier Rd NB													
3	L2	1	3.0	0.008	19.9	LOS C	0.0	0.7	0.53	0.38	28.1		
8	T1	1	3.0	0.008	17.7	LOS C	0.0	0.7	0.53	0.38	28.2		
18	R2	1	3.0	0.008	3.7	LOS A	0.0	0.7	0.53	0.38	28.3		
Approach													
		3	3.0	0.008	13.8	LOS B	0.0	0.7	0.53	0.38	28.2		
East: LA 22 WB													
1	L2	5	3.0	0.286	102.4	LOS F	0.1	1.9	0.01	0.00	34.8		
6	T1	410	3.0	0.286	2.6	LOS A	0.1	1.9	0.01	0.00	36.4		
16	R2	83	3.0	0.286	5.9	LOS A	0.1	1.9	0.01	0.00	35.1		
Approach													
		509	3.0	0.286	4.3	NA	0.1	1.9	0.01	0.00	36.2		
North: Perrilloux Rd SB													
7	L2	30	3.0	0.136	20.8	LOS C	0.5	13.8	0.62	0.58	27.8		
4	T1	1	3.0	0.136	16.3	LOS C	0.5	13.8	0.62	0.58	27.8		
14	R2	26	3.0	0.136	7.8	LOS A	0.5	13.8	0.62	0.58	27.9		
Approach													
		58	3.0	0.136	14.8	LOS B	0.5	13.8	0.62	0.58	27.8		
West: LA 22 EB													
5	L2	12	3.0	0.143	22.2	LOS C	0.1	3.5	0.06	0.00	35.9		
2	T1	240	3.0	0.143	2.0	LOS A	0.1	3.5	0.06	0.00	37.7		
12	R2	1	3.0	0.143	21.2	LOS C	0.1	3.5	0.06	0.00	36.2		
Approach													
		253	3.0	0.143	3.1	NA	0.1	3.5	0.06	0.00	37.6		
All Vehicles													
		823	3.0	0.286	4.7	NA	0.5	13.8	0.07	0.04	35.8		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Excluded Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:43:37 AM
Project: T162TrafficClearProjectsStudies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Existing Analysis.sipb

MOVEMENT SUMMARY

Site: LA 22 at Perrilloux - PM (Existing)

LA 22 at Perrilloux Road/Trapagnier Road
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Deg Satm %	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph		
South: Trapagnier Rd NB													
3	L2	1	3.0	0.015	21.6	LOS C	0.0	1.3	0.56	0.45	27.7		
8	T1	3	3.0	0.015	16.5	LOS C	0.0	1.3	0.56	0.45	27.8		
18	R2	1	3.0	0.015	3.5	LOS A	0.0	1.3	0.56	0.45	27.9		
Approach													
		5	3.0	0.015	14.9	LOS B	0.0	1.3	0.56	0.45	27.8		
East: LA 22 WB													
1	L2	2	3.0	0.274	241.8	LOS F	0.0	0.7	0.01	0.00	35.3		
6	T1	458	3.0	0.274	2.3	LOS A	0.0	0.7	0.01	0.00	36.9		
16	R2	38	3.0	0.274	11.8	LOS B	0.0	0.7	0.01	0.00	35.5		
Approach													
		498	3.0	0.274	4.1	NA	0.0	0.7	0.01	0.00	36.8		
North: Perrilloux Rd SB													
7	L2	22	3.0	0.142	23.4	LOS C	0.6	14.5	0.61	0.57	28.0		
4	T1	1	3.0	0.142	18.3	LOS C	0.6	14.5	0.61	0.57	28.0		
14	R2	42	3.0	0.142	9.3	LOS A	0.6	14.5	0.61	0.57	28.1		
Approach													
		65	3.0	0.142	14.1	LOS B	0.6	14.5	0.61	0.57	28.1		
West: LA 22 EB													
5	L2	21	3.0	0.149	13.6	LOS B	0.2	6.0	0.11	0.01	35.7		
2	T1	234	3.0	0.149	2.1	LOS A	0.2	6.0	0.11	0.01	37.5		
12	R2	3	3.0	0.149	12.6	LOS B	0.2	6.0	0.11	0.01	36.0		
Approach													
		258	3.0	0.149	3.2	NA	0.2	6.0	0.11	0.01	37.3		
All Vehicles													
		826	3.0	0.274	4.7	NA	0.6	14.5	0.09	0.05	36.0		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Excluded Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:43:38 AM
Project: T162TrafficClearProjectsStudies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Existing Analysis.sipb

MOVEMENT SUMMARY

Site: LA 22 at CC - AM (Capacity)

LA 22 at CC Road
LA 22 Corridor Study
Stop (Two-Way)
Design Life Analysis (Capacity): Results for 21 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satm v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East LA 22 WB												
6	T1	323	3.0	0.199	0.0	LOS A	0.0	0.0	0.00	0.00	53.9	
16	R2	38	3.0	0.199	0.0	LOS A	0.0	0.0	0.00	0.00	48.6	
Approach												
		361	3.0	0.199	0.0	NA	0.0	0.0	0.00	0.00	53.3	
North: CC Rd SB												
7	L2	295	3.0	0.988	75.3	LOS F	19.1	489.9	0.94	1.84	16.3	
14	R2	132	3.0	0.988	63.5	LOS F	19.1	489.9	0.94	1.84	16.3	
Approach												
		427	3.0	0.988	71.6	LOS F	19.1	489.9	0.94	1.84	16.3	
West LA 22 EB												
5	L2	44	3.0	0.236	13.1	LOS B	0.5	11.6	0.13	0.01	44.4	
2	T1	364	3.0	0.236	2.8	LOS A	0.5	11.6	0.13	0.01	49.3	
Approach												
		409	3.0	0.236	3.9	NA	0.5	11.6	0.13	0.01	48.7	
All Vehicles												
		1196	3.0	0.988	26.9	NA	19.1	489.9	0.38	0.66	28.9	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional MT.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2006-2015 Alcatel and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 9:44:12 AM
Project: T:\62TrafficClearProjectsStudies\LA 22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.sips

MOVEMENT SUMMARY

Site: LA 22 at CC - PM (Capacity)

LA 22 at CC Road
LA 22 Corridor Study
Stop (Two-Way)
Design Life Analysis (Capacity): Results for 38 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satm v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East LA 22 WB												
6	T1	584	3.0	0.474	0.1	LOS A	0.0	0.0	0.00	0.00	52.0	
16	R2	247	3.0	0.474	0.1	LOS A	0.0	0.0	0.00	0.00	47.0	
Approach												
		830	3.0	0.474	0.1	NA	0.0	0.0	0.00	0.00	50.4	
North: CC Rd SB												
7	L2	118	3.0	0.981	120.0	LOS F	9.9	252.3	0.95	1.61	12.7	
14	R2	74	3.0	0.981	92.9	LOS F	9.9	252.3	0.95	1.61	12.8	
Approach												
		191	3.0	0.981	109.5	LOS F	9.9	252.3	0.95	1.61	12.7	
West LA 22 EB												
5	L2	166	3.0	0.519	11.8	LOS B	4.5	115.6	0.53	0.14	40.5	
2	T1	561	3.0	0.519	6.7	LOS A	4.5	115.6	0.53	0.14	44.5	
Approach												
		727	3.0	0.519	7.9	NA	4.5	115.6	0.53	0.14	43.5	
All Vehicles												
		1749	3.0	0.981	15.3	NA	9.9	252.3	0.32	0.23	36.2	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional MT.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2006-2015 Alcatel and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 9:44:13 AM
Project: T:\62TrafficClearProjectsStudies\LA 22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.sips

MOVEMENT SUMMARY

Site: LA 22 at Kathman - AM (Capacity)

LA 22 at Kathman Drive
LA 22 Corridor Study
Stop (Two-Way)

Design Life Analysis (Capacity): Results for 49 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph		
East: LA 22 WB													
6	T1	677	3.0	0.376	0.1	LOS A	0.0	0.0	0.00	0.00	54.7		
16	R2	14	3.0	0.376	0.1	LOS A	0.0	0.0	0.00	0.00	49.2		
Approach													
		691	3.0	0.376	0.1	NA	0.0	0.0	0.00	0.00	54.5		
North: Kathman Dr SB													
7	L2	32	3.0	0.971	280.0	LOS F	4.7	121.0	0.98	1.26	7.3		
14	R2	20	3.0	0.971	172.4	LOS F	4.7	121.0	0.98	1.26	7.3		
Approach													
		52	3.0	0.971	238.1	LOS F	4.7	121.0	0.98	1.26	7.3		
West: LA 22 EB													
5	L2	6	3.0	0.936	729.4	LOS F	1.7	43.1	0.07	0.00	31.7		
2	T1	1715	3.0	0.936	22.1	LOS C	1.7	43.1	0.07	0.00	34.2		
Approach													
		1721	3.0	0.936	24.4	NA	1.7	43.1	0.07	0.00	34.1		
All Vehicles													
		2464	3.0	0.971	22.1	NA	4.7	121.0	0.07	0.03	35.1		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 9:44:14 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Kathman - PM (Capacity)

LA 22 at Kathman Drive
LA 22 Corridor Study
Stop (Two-Way)

Design Life Analysis (Capacity): Results for 57 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph		
East: LA 22 WB													
6	T1	1613	3.0	0.900	0.7	LOS A	0.0	0.0	0.00	0.00	52.8		
16	R2	40	3.0	0.900	0.7	LOS A	0.0	0.0	0.00	0.00	47.8		
Approach													
		1653	3.0	0.900	0.7	NA	0.0	0.0	0.00	0.00	52.7		
North: Kathman Dr SB													
7	L2	13	3.0	0.953	357.3	LOS F	4.2	108.5	0.99	1.22	7.2		
14	R2	34	3.0	0.953	199.3	LOS F	4.2	108.5	0.99	1.22	7.2		
Approach													
		47	3.0	0.953	244.4	LOS F	4.2	108.5	0.99	1.22	7.2		
West: LA 22 EB													
5	L2	54	3.0	0.728	37.5	LOS E	15.2	390.0	1.00	0.05	38.5		
2	T1	1079	3.0	0.728	10.6	LOS B	15.2	390.0	1.00	0.05	42.2		
Approach													
		1133	3.0	0.728	11.9	NA	15.2	390.0	1.00	0.05	42.0		
All Vehicles													
		2833	3.0	0.953	9.2	NA	15.2	390.0	0.42	0.04	43.6		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 9:44:15 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at LA 1085 - AM (Capacity)

LA 22 at LA 1085
LA 22 Corridor Study
Stop (Two-Way)
Design Life Analysis (Capacity): Results for 24 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	280	3.0	0.265	0.0	LOS A	0.0	0.0	0.00	0.00	51.3	
16	R2	177	3.0	0.265	0.0	LOS A	0.0	0.0	0.00	0.00	46.4	
Approach												
		456	3.0	0.265	0.0	NA	0.0	0.0	0.00	0.00	49.3	
North: LA 1085 SB												
7	L2	105	3.0	0.953	105.4	LOS F	12.7	324.3	0.78	1.31	16.3	
14	R2	157	3.0	0.953	68.3	LOS F	12.7	324.3	0.78	1.31	16.4	
Approach												
		282	3.0	0.953	83.1	LOS F	12.7	324.3	0.78	1.31	16.4	
West: LA 22 EB												
5	L2	420	3.0	0.742	14.8	LOS B	13.8	354.4	0.86	0.39	36.3	
2	T1	645	3.0	0.742	11.9	LOS B	13.8	354.4	0.86	0.39	39.4	
Approach												
		1065	3.0	0.742	13.1	NA	13.8	354.4	0.86	0.39	38.1	
All Vehicles												
		1783	3.0	0.953	20.0	NA	13.8	354.4	0.63	0.43	33.5	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Atcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 05, 2017 9:44:16 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.slp6

MOVEMENT SUMMARY

Site: LA 22 at LA 1085 - PM (Capacity)

LA 22 at LA 1085
LA 22 Corridor Study
Stop (Two-Way)
Design Life Analysis (Capacity): Results for 20 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	523	3.0	0.366	0.1	LOS A	0.0	0.0	0.00	0.00	52.9	
16	R2	129	3.0	0.366	0.1	LOS A	0.0	0.0	0.00	0.00	47.8	
Approach												
		653	3.0	0.366	0.1	NA	0.0	0.0	0.00	0.00	51.8	
North: LA 1085 SB												
7	L2	89	3.0	0.972	83.3	LOS F	17.7	453.3	0.95	1.66	18.4	
14	R2	328	3.0	0.972	63.8	LOS F	17.7	453.3	0.95	1.66	18.5	
Approach												
		417	3.0	0.972	67.9	LOS F	17.7	453.3	0.95	1.66	18.5	
West: LA 22 EB												
5	L2	157	3.0	0.339	7.3	LOS A	2.2	55.5	0.50	0.17	41.6	
2	T1	305	3.0	0.339	4.9	LOS A	2.2	55.5	0.50	0.17	45.8	
Approach												
		462	3.0	0.339	5.7	NA	2.2	55.5	0.50	0.17	44.3	
All Vehicles												
		1531	3.0	0.972	20.2	NA	17.7	453.3	0.41	0.50	33.6	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Atcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 05, 2017 9:44:17 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.slp6

MOVEMENT SUMMARY

Site: LA 22 at Timberwood - AM (Capacity)

LA 22 at Timberwood Court
LA 22 Corridor Study
Stop (Two-Way)

Design Life Analysis (Capacity): Results for 45 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total	Flows HV	%	Deg. Satm	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	veh/h	%	v/c	sec		veh	ft		per veh	mph
South: Timberwood Ct NB												
3	L2	61	3.0	3.0	0.983	223.9	LOS F	5.1	131.1	1.00	1.34	7.3
18	R2	151	3.0	3.0	0.688	51.2	LOS F	3.8	97.2	0.92	1.18	16.9
Approach		212	3.0	3.0	0.983	100.9	LOS F	5.1	131.1	0.95	1.23	12.3
East: LA 22 WB												
1	L2	34	3.0	3.0	0.480	34.1	LOS D	1.6	42.1	0.16	0.01	43.0
6	T1	771	3.0	3.0	0.480	5.3	LOS A	1.6	42.1	0.16	0.01	47.0
Approach		806	3.0	3.0	0.480	6.5	NA	1.6	42.1	0.16	0.01	46.8
West: LA 22 EB												
2	T1	1192	3.0	3.0	0.660	0.2	LOS A	0.0	0.0	0.00	0.00	54.4
12	R2	21	3.0	3.0	0.660	0.2	LOS A	0.0	0.0	0.00	0.00	49.0
Approach		1214	3.0	3.0	0.660	0.2	NA	0.0	0.0	0.00	0.00	54.3
All Vehicles		2231	3.0	3.0	0.993	12.0	NA	5.1	131.1	0.15	0.12	39.3

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1. Irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 9:44:18 AM
Project: T:\62TrafficClearProjects\Studies\LA 22 Corridor Study (Bellico-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.sipb

MOVEMENT SUMMARY

Site: LA 22 at Timberwood - PM (Capacity)

LA 22 at Timberwood Court
LA 22 Corridor Study
Stop (Two-Way)

Design Life Analysis (Capacity): Results for 49 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total	Flows HV	%	Deg. Satm	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	veh/h	%	v/c	sec		veh	ft		per veh	mph
South: Timberwood Ct NB												
3	L2	43	3.0	3.0	0.938	251.9	LOS F	3.9	100.9	1.00	1.23	6.7
18	R2	29	3.0	3.0	0.086	16.8	LOS C	0.3	7.9	0.71	0.71	22.8
Approach		72	3.0	3.0	0.938	157.9	LOS F	3.9	100.9	0.88	1.02	9.3
East: LA 22 WB												
1	L2	100	3.0	3.0	0.794	35.6	LOS E	8.3	213.2	0.45	0.04	34.2
6	T1	1208	3.0	3.0	0.794	12.1	LOS B	8.3	213.2	0.45	0.04	40.2
Approach		1308	3.0	3.0	0.794	13.9	NA	8.3	213.2	0.45	0.04	39.6
West: LA 22 EB												
2	T1	886	3.0	3.0	0.495	0.1	LOS A	0.0	0.0	0.00	0.00	54.2
12	R2	23	3.0	3.0	0.495	0.1	LOS A	0.0	0.0	0.00	0.00	48.8
Approach		909	3.0	3.0	0.495	0.1	NA	0.0	0.0	0.00	0.00	54.0
All Vehicles		2289	3.0	3.0	0.938	12.9	NA	8.3	213.2	0.28	0.06	39.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1. Irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 9:44:19 AM
Project: T:\62TrafficClearProjects\Studies\LA 22 Corridor Study (Bellico-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.sipb

MOVEMENT SUMMARY

Site: LA 22 at Fayedaye - AM (Capacity)

LA 22 at Fayedaye Drive
LA 22 Corridor Study
Slop (Two-Way)
Design Life Analysis (Capacity): Results for 39 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per/veh	Average Speed mph	
East: LA 22 WB												
6	T1	673	3.0	0.375	0.1	LOS A	0.0	0.0	0.00	0.00	54.6	
16	R2	16	3.0	0.375	0.1	LOS A	0.0	0.0	0.00	0.00	49.2	
Approach												
		689	3.0	0.375	0.1	NA	0.0	0.0	0.00	0.00	54.5	
North: Fayedays Dr SB												
7	L2	66	3.0	0.942	159.3	LOS F	6.2	157.6	0.96	1.48	10.0	
14	R2	40	3.0	0.942	111.5	LOS F	6.2	157.6	0.96	1.48	10.0	
Approach												
		106	3.0	0.942	141.2	LOS F	6.2	157.6	0.96	1.48	10.0	
West: LA 22 EB												
5	L2	16	3.0	0.644	136.3	LOS F	0.8	19.9	0.05	0.00	41.2	
2	T1	1153	3.0	0.644	6.9	LOS A	0.8	19.9	0.05	0.00	45.1	
Approach												
		1169	3.0	0.644	8.7	NA	0.8	19.9	0.05	0.00	45.1	
All Vehicles												
		1965	3.0	0.942	12.8	NA	6.2	157.6	0.08	0.08	39.9	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 9:44:19 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Fayedaye - PM (Capacity)

LA 22 at Fayedaye Drive
LA 22 Corridor Study
Slop (Two-Way)
Design Life Analysis (Capacity): Results for 48 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per/veh	Average Speed mph	
East: LA 22 WB												
6	T1	1139	3.0	0.671	0.2	LOS A	0.0	0.0	0.00	0.00	53.9	
16	R2	84	3.0	0.671	0.2	LOS A	0.0	0.0	0.00	0.00	48.6	
Approach												
		1223	3.0	0.671	0.2	NA	0.0	0.0	0.00	0.00	53.5	
North: Fayedays Dr SB												
7	L2	48	3.0	0.935	188.4	LOS F	5.1	130.2	0.98	1.37	8.9	
14	R2	31	3.0	0.935	136.6	LOS F	5.1	130.2	0.98	1.37	8.9	
Approach												
		79	3.0	0.935	168.0	LOS F	5.1	130.2	0.98	1.37	8.9	
West: LA 22 EB												
5	L2	45	3.0	0.518	29.8	LOS D	2.3	58.9	0.21	0.01	42.2	
2	T1	804	3.0	0.518	5.9	LOS A	2.3	58.9	0.21	0.01	46.3	
Approach												
		849	3.0	0.518	7.1	NA	2.3	58.9	0.21	0.01	46.1	
All Vehicles												
		2151	3.0	0.935	9.1	NA	5.1	130.2	0.12	0.06	42.9	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 9:44:21 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Grand Oaks - AM (Capacity)

LA 22 at Grand Oaks Drive
LA 22 Corridor Study
Sloped (Two-Way)

Design Life Analysis (Capacity): Results for 58 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	542	3.0	0.316	0.0	LOS A	0.0	0.0	0.00	0.00	54.3	
16	R2	34	3.0	0.316	0.0	LOS A	0.0	0.0	0.00	0.00	48.9	
Approach												
		576	3.0	0.316	0.0	NA	0.0	0.0	0.00	0.00	53.9	
North: Grand Oaks Dr SB												
7	L2	72	3.0	0.973	151.4	LOS F	8.1	208.1	0.93	1.66	10.6	
14	R2	69	3.0	0.973	104.2	LOS F	8.1	208.1	0.93	1.66	10.6	
Approach												
		141	3.0	0.973	128.3	LOS F	8.1	208.1	0.93	1.66	10.6	
West: LA 22 EB												
5	L2	17	3.0	0.672	146.3	LOS F	0.8	20.6	0.05	0.00	40.8	
2	T1	1207	3.0	0.672	7.3	LOS A	0.8	20.6	0.05	0.00	44.6	
Approach												
		1224	3.0	0.672	9.3	NA	0.8	20.6	0.05	0.00	44.5	
All Vehicles												
		1940	3.0	0.973	15.2	NA	8.1	208.1	0.10	0.12	37.8	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 05, 2017 9:44:46 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Grand Oaks - PM (Capacity)

LA 22 at Grand Oaks Drive
LA 22 Corridor Study
Sloped (Two-Way)

Design Life Analysis (Capacity): Results for 100 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	1301	3.0	0.735	0.2	LOS A	0.0	0.0	0.00	0.00	54.0	
16	R2	46	3.0	0.735	0.2	LOS A	0.0	0.0	0.00	0.00	48.7	
Approach												
		1347	3.0	0.735	0.2	NA	0.0	0.0	0.00	0.00	53.8	
North: Grand Oaks Dr SB												
7	L2	29	3.0	0.852	224.7	LOS F	3.5	89.4	0.98	1.21	8.1	
14	R2	20	3.0	0.852	145.9	LOS F	3.5	89.4	0.98	1.21	8.1	
Approach												
		49	3.0	0.852	193.2	LOS F	3.5	89.4	0.98	1.21	8.1	
West: LA 22 EB												
5	L2	26	3.0	0.575	55.7	LOS F	1.9	47.6	0.14	0.00	41.9	
2	T1	962	3.0	0.575	6.5	LOS A	1.9	47.6	0.14	0.00	45.9	
Approach												
		988	3.0	0.575	7.8	NA	1.9	47.6	0.14	0.00	45.8	
All Vehicles												
		2384	3.0	0.852	7.3	NA	3.5	89.4	0.08	0.03	45.3	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 05, 2017 9:45:19 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Guste Island - AM (Capacity)

LA 22 at Guste Island Road

LA 22 Corridor Study

Stop (Two-Way)

Design Life Analysis (Capacity): Results for 37 years

Movement Performance - Vehicles													
Mov ID	OD	Demand Flows Total veh/h	HV %	Deg. Satn w/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph		
South: Guste Island Rd NB													
3	L2	43	3.0	0.469	75.1	LOS F	1.6	41.3	0.95	1.02	14.3		
18	R2	233	3.0	0.994	101.8	LOS F	11.4	290.8	1.00	1.88	12.2		
Approach		276	3.0	0.994	97.6	LOS F	11.4	290.8	0.99	1.75	12.5		
East: LA 22 WB													
1	L2	84	3.0	0.413	12.6	LOS B	2.7	70.4	0.40	0.06	42.3		
6	T1	493	3.0	0.413	5.4	LOS A	2.7	70.4	0.40	0.06	45.4		
Approach		577	3.0	0.413	6.4	NA	2.7	70.4	0.40	0.06	45.7		
West: LA 22 EB													
2	T1	1144	3.0	0.638	0.2	LOS A	0.0	0.0	0.00	0.00	54.4		
12	R2	27	3.0	0.638	0.2	LOS A	0.0	0.0	0.00	0.00	49.0		
Approach		1172	3.0	0.638	0.2	NA	0.0	0.0	0.00	0.00	54.2		
All Vehicles		2024	3.0	0.994	15.2	NA	11.4	290.8	0.25	0.25	35.0		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional MTI.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2006-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 9:44:23 AM
 Project: T1627TrafficClearanceStudiesLA 22 Corridor Study (Bedico-Madisonville)Sidra AnalysisLA 22 Corridor - Capacity Analysis sfp6

MOVEMENT SUMMARY

Site: LA 22 at Guste Island - PM (Capacity)

LA 22 at Guste Island Road

LA 22 Corridor Study

Stop (Two-Way)

Design Life Analysis (Capacity): Results for 52 years

Movement Performance - Vehicles													
Mov ID	OD	Demand Flows Total veh/h	HV %	Deg. Satn w/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph		
South: Guste Island Rd NB													
3	L2	43	3.0	0.924	246.9	LOS F	3.8	97.8	1.00	1.22	6.8		
18	R2	107	3.0	0.258	16.7	LOS C	1.1	28.1	0.68	0.71	22.8		
Approach		149	3.0	0.924	82.5	LOS F	3.8	97.8	0.77	0.86	13.6		
East: LA 22 WB													
1	L2	210	3.0	0.931	37.5	LOS E	27.6	705.4	1.00	0.21	30.7		
6	T1	1230	3.0	0.931	24.5	LOS C	27.6	705.4	1.00	0.21	32.7		
Approach		1440	3.0	0.931	26.4	NA	27.6	705.4	1.00	0.21	32.4		
West: LA 22 EB													
2	T1	727	3.0	0.439	0.1	LOS A	0.0	0.0	0.00	0.00	54.0		
12	R2	70	3.0	0.439	0.1	LOS A	0.0	0.0	0.00	0.00	48.6		
Approach		797	3.0	0.439	0.1	NA	0.0	0.0	0.00	0.00	53.4		
All Vehicles		2386	3.0	0.931	21.1	NA	27.6	705.4	0.65	0.18	33.9		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional MTI.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2006-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 9:44:24 AM
 Project: T1627TrafficClearanceStudiesLA 22 Corridor Study (Bedico-Madisonville)Sidra AnalysisLA 22 Corridor - Capacity Analysis sfp6

MOVEMENT SUMMARY

Site: LA 22 at Perrilloux - AM (Capacity)

LA 22 at Perrilloux Road/Trapagnier Road

LA 22 Corridor Study

Stop (Two-Way)

Design Life Analysis (Capacity): Results for 18 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total	Flows HV	Deg Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed	
		veh/h	%	v/c	sec		veh	ft		per veh	mph	
South: Trapagnier Rd NB												
3	L2	2	3.0	0.028	36.6	LOSE	0.1	2.2	0.82	0.80	24.2	
8	T1	2	3.0	0.028	32.3	LOSD	0.1	2.2	0.82	0.80	24.3	
18	R2	2	3.0	0.028	12.0	LOSB	0.1	2.2	0.82	0.80	24.3	
Approach												
		5	3.0	0.028	27.0	LOSD	0.1	2.2	0.82	0.80	24.3	
East: LA 22 WB												
1	L2	2	3.0	0.293	276.9	LOSF	0.0	1.3	0.01	0.00	34.4	
6	T1	364	3.0	0.293	3.1	LOSA	0.0	1.3	0.01	0.00	36.0	
16	R2	155	3.0	0.293	4.7	LOSA	0.0	1.3	0.01	0.00	34.6	
Approach												
		511	3.0	0.293	4.4	NA	0.0	1.3	0.01	0.00	35.5	
North: Perrilloux Rd SB												
7	L2	112	3.0	0.950	124.9	LOSF	8.3	212.4	0.94	1.46	12.2	
4	T1	2	3.0	0.950	115.0	LOSF	8.3	212.4	0.94	1.46	12.2	
14	R2	34	3.0	0.950	92.2	LOSF	8.3	212.4	0.94	1.46	12.2	
Approach												
		147	3.0	0.950	117.2	LOSF	8.3	212.4	0.94	1.46	12.2	
West: LA 22 EB												
5	L2	39	3.0	0.503	42.0	LOSE	1.0	25.5	0.10	0.00	34.0	
2	T1	855	3.0	0.503	4.9	LOSA	1.0	25.5	0.10	0.00	35.6	
12	R2	2	3.0	0.503	41.2	LOSE	1.0	25.5	0.10	0.00	34.3	
Approach												
		896	3.0	0.503	6.6	NA	1.0	25.5	0.10	0.00	35.5	
All Vehicles												
		1559	3.0	0.950	16.4	NA	8.3	212.4	0.15	0.14	30.0	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:53:21 AM
 Project: "I:\02 Traffic\Clear\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.spp

MOVEMENT SUMMARY

Site: LA 22 at Perrilloux - SP (Capacity)

LA 22 at Perrilloux Road/Trapagnier Road

LA 22 Corridor Study

Stop (Two-Way)

Design Life Analysis (Capacity): Results for 39 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total	Flows HV	Deg Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed	
		veh/h	%	v/c	sec		veh	ft		per veh	mph	
South: Trapagnier Rd NB												
3	L2	2	3.0	0.054	50.8	LOSF	0.2	4.2	0.84	0.79	22.4	
8	T1	2	3.0	0.054	45.0	LOSE	0.2	4.2	0.84	0.79	22.5	
18	R2	2	3.0	0.054	6.8	LOSA	0.2	4.2	0.84	0.79	22.6	
Approach												
		7	3.0	0.054	34.2	LOSD	0.2	4.2	0.84	0.79	22.5	
East: LA 22 WB												
1	L2	12	3.0	0.622	138.1	LOSF	0.6	15.5	0.04	0.00	32.7	
6	T1	887	3.0	0.622	6.0	LOSA	0.6	15.5	0.04	0.00	34.1	
16	R2	202	3.0	0.622	11.3	LOSB	0.6	15.5	0.04	0.00	32.9	
Approach												
		1101	3.0	0.622	8.4	NA	0.6	15.5	0.04	0.00	33.8	
North: Perrilloux Rd SB												
7	L2	66	3.0	0.941	145.2	LOSF	7.1	180.5	0.97	1.42	11.6	
4	T1	2	3.0	0.941	130.3	LOSF	7.1	180.5	0.97	1.42	11.6	
14	R2	56	3.0	0.941	105.7	LOSF	7.1	180.5	0.97	1.42	11.6	
Approach												
		125	3.0	0.941	127.1	LOSF	7.1	180.5	0.97	1.42	11.6	
West: LA 22 EB												
5	L2	26	3.0	0.325	25.7	LOSD	0.8	20.2	0.13	0.01	35.0	
2	T1	520	3.0	0.325	3.7	LOSA	0.8	20.2	0.13	0.01	36.6	
12	R2	2	3.0	0.325	25.0	LOSC	0.8	20.2	0.13	0.01	35.3	
Approach												
		548	3.0	0.325	4.8	NA	0.8	20.2	0.13	0.01	36.5	
All Vehicles												
		1781	3.0	0.941	15.7	NA	7.1	180.5	0.14	0.11	30.4	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:53:22 AM
 Project: "I:\02 Traffic\Clear\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.spp

MOVEMENT SUMMARY

Site: LA 22 at Perrilloux - PM (Capacity)

LA 22 at Perrilloux Road/Trapagnier Road
LA 22 Corridor Study
Stop (Two-Way)

Design Life Analysis (Capacity): Results for 40 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Trapagnier Rd NB												
3	L2	2	3.0	0.116	68.2	LOS F	0.3	8.6	0.88	0.87	20.4	
8	T1	7	3.0	0.116	48.0	LOS E	0.3	8.6	0.88	0.87	20.4	
18	R2	2	3.0	0.116	9.6	LOS A	0.3	8.6	0.88	0.87	20.5	
Approach												
		12	3.0	0.116	44.4	LOS E	0.3	8.6	0.88	0.87	20.4	
East: LA 22 WB												
1	L2	5	3.0	0.606	323.8	LOS F	0.2	6.1	0.02	0.00	33.2	
6	T1	1010	3.0	0.606	5.5	LOS A	0.2	6.1	0.02	0.00	34.7	
16	R2	84	3.0	0.606	20.9	LOS C	0.2	6.1	0.02	0.00	33.4	
Approach												
		1099	3.0	0.606	8.0	NA	0.2	6.1	0.02	0.00	34.6	
North: Perrilloux Rd SB												
7	L2	48	3.0	0.978	157.9	LOS F	8.4	213.9	0.98	1.51	11.5	
4	T1	2	3.0	0.978	140.0	LOS F	8.4	213.9	0.98	1.51	11.5	
14	R2	94	3.0	0.978	112.8	LOS F	8.4	213.9	0.98	1.51	11.5	
Approach												
		144	3.0	0.978	128.3	LOS F	8.4	213.9	0.98	1.51	11.5	
West: LA 22 EB												
5	L2	46	3.0	0.359	17.1	LOS C	1.5	37.2	0.23	0.02	34.5	
2	T1	516	3.0	0.359	4.1	LOS A	1.5	37.2	0.23	0.02	36.2	
12	R2	7	3.0	0.359	16.3	LOS C	1.5	37.2	0.23	0.02	34.8	
Approach												
		569	3.0	0.359	5.3	NA	1.5	37.2	0.23	0.02	36.0	
All Vehicles												
		1824	3.0	0.578	16.9	NA	8.4	213.9	0.17	0.13	30.0	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SDRA INTERSECTION 6.1 | Copyright © 2000-2015 Atcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:53:24 AM
Project: T162TrafficClearProjects\Studies\LA 22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.sipb

MOVEMENT SUMMARY

Site: LA 22 at CC - AM (w 3 Lane Section)

LA 22 at CC Road
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	213	3.0	0.131	0.0	LOS A	0.0	0.0	0.00	0.00	53.9	
16	R2	25	3.0	0.131	0.0	LOS A	0.0	0.0	0.00	0.00	48.6	
Approach												
		238	3.0	0.131	0.0	NA	0.0	0.0	0.00	0.00	53.3	
North: CC Rd SB												
7	L2	195	3.0	0.491	20.2	LOS C	3.5	90.8	0.64	0.70	27.0	
14	R2	87	3.0	0.491	10.4	LOS B	3.5	90.8	0.64	0.70	27.2	
Approach												
		282	3.0	0.491	17.2	LOS C	3.5	90.8	0.64	0.70	27.0	
West: LA 22 EB												
5	L2	29	3.0	0.022	2.9	LOS A	0.1	2.3	0.31	0.16	40.2	
2	T1	240	3.0	0.130	0.0	LOS A	0.0	0.0	0.00	0.00	55.0	
Approach												
		270	3.0	0.130	0.3	NA	0.1	2.3	0.03	0.02	52.8	
All Vehicles												
		789	3.0	0.491	6.2	NA	3.5	90.8	0.24	0.25	39.5	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SDRA INTERSECTION 6.1 | Copyright © 2000-2015 Atcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 13, 2017 7:42:40 AM
Project: T162TrafficClearProjects\Reports\LA 22 (Bedco-Madisonville) 3 Lane Section Report\Sidra Analysis\LA 22 Corridor - Existing v. TWLTL Analysis.sipb

MOVEMENT SUMMARY

Site: LA 22 at CC - PM (w 3 Lane Section)

LA 22 at CC Road
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	275	3.0	0.223	0.0	LOS A	0.0	0.0	0.00	0.00	52.1	
16	R2	116	3.0	0.223	0.0	LOS A	0.0	0.0	0.00	0.00	47.1	
Approach												
		391	3.0	0.223	0.0	NA	0.0	0.0	0.00	0.00	50.5	
North: CC Rd SB												
7	L2	55	3.0	0.188	19.1	LOS C	0.8	19.3	0.57	0.52	27.9	
14	R2	35	3.0	0.188	6.4	LOS A	0.8	19.3	0.57	0.52	28.1	
Approach												
		90	3.0	0.188	14.2	LOS B	0.8	19.3	0.57	0.52	28.0	
West: LA 22 EB												
5	L2	78	3.0	0.068	3.7	LOS A	0.3	7.1	0.41	0.28	39.6	
2	T1	264	3.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.00	55.0	
Approach												
		342	3.0	0.143	0.9	NA	0.3	7.1	0.09	0.06	50.5	
All Vehicles												
		824	3.0	0.223	1.9	NA	0.8	19.3	0.10	0.08	46.4	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Atcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 13, 2017 7:42:41 AM

Project: T:\62TrafficClear\Projects\Reports\LA 22 (Bedico-Madisonville) 3 Lane Section Report\Sidra Analysis\LA 22 Corridor - Existing v. TWLTL Analysis.spp

MOVEMENT SUMMARY

Site: LA 22 at Kathman - AM (w 3 Lane Section)

LA 22 at Kathman Drive
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	257	3.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.00	54.8	
16	R2	5	3.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.00	49.2	
Approach												
		262	3.0	0.143	0.0	NA	0.0	0.0	0.00	0.00	54.6	
North: Kathman Dr SB												
7	L2	12	3.0	0.053	22.4	LOS C	0.2	4.8	0.57	0.49	27.5	
14	R2	8	3.0	0.053	4.0	LOS A	0.2	4.8	0.57	0.49	27.8	
Approach												
		20	3.0	0.053	15.2	LOS C	0.2	4.8	0.57	0.49	27.6	
West: LA 22 EB												
5	L2	2	3.0	0.002	2.8	LOS A	0.0	0.2	0.32	0.13	40.2	
2	T1	650	3.0	0.352	0.0	LOS A	0.0	0.0	0.00	0.00	54.9	
Approach												
		652	3.0	0.352	0.1	NA	0.0	0.2	0.00	0.00	54.8	
All Vehicles												
		934	3.0	0.352	0.4	NA	0.2	4.8	0.01	0.01	53.6	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Atcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 13, 2017 7:42:42 AM

Project: T:\62TrafficClear\Projects\Reports\LA 22 (Bedico-Madisonville) 3 Lane Section Report\Sidra Analysis\LA 22 Corridor - Existing v. TWLTL Analysis.spp

MOVEMENT SUMMARY

Site: LA 22 at Kathman - PM (w 3 Lane Section)

LA 22 at Kathman Drive
LA 22 Corridor Study
Stop (Two-Way)

Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Dep. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	522	3.0	0.291	0.0	LOS A	0.0	0.0	0.00	0.00	54.7
16	R2	13	3.0	0.291	0.0	LOS A	0.0	0.0	0.00	0.00	49.2
	Approach	535	3.0	0.291	0.0	NA	0.0	0.0	0.00	0.00	54.5
North: Kathman Dr. SB											
7	L2	4	3.0	0.035	24.1	LOS C	0.1	3.3	0.59	0.51	28.1
14	R2	11	3.0	0.035	9.5	LOS A	0.1	3.3	0.59	0.51	28.3
	Approach	15	3.0	0.035	13.6	LOS B	0.1	3.3	0.59	0.51	28.2
West: LA 22 EB											
5	L2	17	3.0	0.017	3.7	LOS A	0.1	1.7	0.46	0.31	39.6
2	T1	349	3.0	0.189	0.0	LOS A	0.0	0.0	0.00	0.00	54.9
	Approach	366	3.0	0.189	0.2	NA	0.1	1.7	0.02	0.01	54.0
All Vehicles		916	3.0	0.291	0.3	NA	0.1	3.3	0.02	0.01	53.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010)

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1. Inoperative of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2005-2016 Arcebitik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processing Date: Tuesday, June 13, 2017 7:42:43 AM
Project: T182TrafficClearProjectsReposLA 22 (Bedico-Madisonville) 3 Lane Section ReportSidra AnalysisLA 22 Corridor - Existing v. TWMTL Analysis.sipg

MOVEMENT SUMMARY

Site: LA 22 at LA 1085 - AM (w 3 Lane Section)

LA 22 at LA 1085
LA 22 Corridor Study
Stop (Two-Way)

Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Dep. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	174	3.0	0.165	0.0	LOS A	0.0	0.0	0.00	0.00	51.3
16	R2	110	3.0	0.165	0.0	LOS A	0.0	0.0	0.00	0.00	46.5
	Approach	284	3.0	0.165	0.0	NA	0.0	0.0	0.00	0.00	49.3
North: LA 1085 SB											
7	L2	65	3.0	0.341	30.9	LOS D	1.7	44.0	0.51	0.44	31.9
14	R2	98	3.0	0.341	6.7	LOS A	1.7	44.0	0.51	0.44	32.1
	Approach	163	3.0	0.341	16.4	LOS C	1.7	44.0	0.51	0.44	32.0
West: LA 22 EB											
5	L2	261	3.0	0.207	4.6	LOS A	1.0	24.7	0.40	0.27	39.0
2	T1	401	3.0	0.217	0.0	LOS A	0.0	0.0	0.00	0.00	54.9
	Approach	662	3.0	0.217	1.8	NA	1.0	24.7	0.16	0.11	47.3
All Vehicles		1109	3.0	0.341	3.5	NA	1.7	44.0	0.17	0.13	44.6

Level of Service (LOS) Method: Delay & v/c (HCM 2010)

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1. Inoperative of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2005-2016 Arcebitik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processing Date: Tuesday, June 13, 2017 7:42:44 AM
Project: T182TrafficClearProjectsReposLA 22 (Bedico-Madisonville) 3 Lane Section ReportSidra AnalysisLA 22 Corridor - Existing v. TWMTL Analysis.sipg

MOVEMENT SUMMARY

Site: LA 22 at LA 1085 - PM (w 3 Lane Section)

LA 22 at LA 1085
LA 22 Corridor Study
Stop (Two-Way)

Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Desp. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	352	3.0	0.247	0.0	LOS A	0.0	0.0	0.00	0.00	53.0
16	R2	87	3.0	0.247	0.0	LOS A	0.0	0.0	0.00	0.00	47.8
Approach											
		439	3.0	0.247	0.0	NA	0.0	0.0	0.00	0.00	51.9
North: LA 1085 SB											
7	L2	60	3.0	0.485	29.0	LOS D	3.4	87.7	0.67	0.71	31.8
14	R2	221	3.0	0.485	13.6	LOS B	3.4	87.7	0.67	0.71	31.9
Approach											
		280	3.0	0.485	16.9	LOS C	3.4	87.7	0.67	0.71	31.9
West: LA 22 EB											
5	L2	105	3.0	0.096	4.1	LOS A	0.4	10.1	0.44	0.33	39.3
2	T1	205	3.0	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	55.0
Approach											
		311	3.0	0.111	1.4	NA	0.4	10.1	0.15	0.11	48.4
All Vehicles											
		1030	3.0	0.485	5.0	NA	3.4	87.7	0.23	0.23	43.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good

LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity, Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2005-2016 Arcelik and Associates Pty Ltd | sidrasolutions.com
Organization: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 13, 2017 7:42:45 AM
Project: T:\827\TrafficClear\Projects\Reports\LA 22 (Bardo-Madisonville) 3 Lane Section Report\Sidra Analysis\LA 22 Corridor - Existing v. TWMTL Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Timberwood - AM (w 3 Lane Section)

LA 22 at Timberwood Court
LA 22 Corridor Study
Stop (Two-Way)

Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Desp. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Timberwood Ct NB											
3	L2	25	3.0	0.079	17.3	LOS C	0.3	7.2	0.70	0.70	22.7
18	R2	62	3.0	0.109	12.1	LOS B	0.4	11.1	0.56	0.50	23.9
Approach											
		87	3.0	0.109	13.6	LOS B	0.4	11.1	0.60	0.56	23.5
East: LA 22 WB											
1	L2	14	3.0	0.013	3.5	LOS A	0.1	1.3	0.44	0.28	39.8
6	T1	316	3.0	0.171	0.0	LOS A	0.0	0.0	0.00	0.00	55.0
Approach											
		330	3.0	0.171	0.2	NA	0.1	1.3	0.02	0.01	54.1
West: LA 22 EB											
2	T1	489	3.0	0.271	0.0	LOS A	0.0	0.0	0.00	0.00	54.7
12	R2	9	3.0	0.271	0.0	LOS A	0.0	0.0	0.00	0.00	49.3
Approach											
		498	3.0	0.271	0.0	NA	0.0	0.0	0.00	0.00	54.6
All Vehicles											
		915	3.0	0.271	1.4	NA	0.4	11.1	0.06	0.06	48.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good

LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity, Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2005-2016 Arcelik and Associates Pty Ltd | sidrasolutions.com
Organization: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 13, 2017 7:42:46 AM
Project: T:\827\TrafficClear\Projects\Reports\LA 22 (Bardo-Madisonville) 3 Lane Section Report\Sidra Analysis\LA 22 Corridor - Existing v. TWMTL Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Timberwood - PM (w 3 Lane Section)

LA 22 at Timberwood Court
LA 22 Corridor Study
Stop (Two-Way)

Mov ID	DD	Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Timberwood Ct NB												
3	L2	16	3.0	0.052	17.2	LOS C	0.2	4.7	0.70	0.70	0.70	22.7
18	R2	11	3.0	0.016	10.3	LOS B	0.1	1.6	0.45	0.29	0.29	24.3
Approach												
		27	3.0	0.052	14.4	LOS B	0.2	4.7	0.60	0.53	0.53	23.3
East: LA 22 WB												
1	L2	38	3.0	0.032	3.3	LOS A	0.1	3.2	0.38	0.23	0.23	33.2
6	T1	488	3.0	0.248	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	54.9
Approach												
		496	3.0	0.248	0.3	NA	0.1	3.2	0.03	0.02	0.02	52.3
West: LA 22 EB												
2	T1	336	3.0	0.188	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	54.3
12	R2	9	3.0	0.188	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.0
Approach												
		345	3.0	0.188	0.0	NA	0.0	0.0	0.00	0.00	0.00	54.2
All Vehicles		867	3.0	0.248	0.6	NA	0.2	4.7	0.04	0.03	0.03	51.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2006-2015 Arcelik and Associates Pty Ltd | aidrasolutions.com
Object: LA 22 at Timberwood Court - PM (w 3 Lane Section) Report: Sidra Analysis LA 22 Corridor - Existing v. TWMTL Analysis.sip6
Project: T:\62 TrafficClearP\Projects\Reports\LA22 (Bedco-Haddonville) 3 Lane Section Report\Sidra Analysis\LA 22 Corridor - Existing v. TWMTL Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Fayedaye - AM (w 3 Lane Section)

LA 22 at Fayedaye Drive
LA 22 Corridor Study
Stop (Two-Way)

Mov ID	DD	Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB												
6	T1	311	3.0	0.173	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	54.7
16	R2	8	3.0	0.173	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.2
Approach												
		318	3.0	0.173	0.0	NA	0.0	0.0	0.00	0.00	0.00	54.6
North: Fayedaye Dr SB												
7	L2	30	3.0	0.126	21.6	LOS C	0.5	12.0	0.60	0.55	0.55	22.9
14	R2	18	3.0	0.126	5.7	LOS A	0.5	12.0	0.60	0.55	0.55	23.1
Approach												
		49	3.0	0.126	15.6	LOS C	0.5	12.0	0.60	0.55	0.55	23.0
West: LA 22 EB												
5	L2	8	3.0	0.006	3.0	LOS A	0.0	0.6	0.36	0.18	0.18	40.1
2	T1	533	3.0	0.289	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	54.9
Approach												
		540	3.0	0.289	0.1	NA	0.0	0.6	0.01	0.00	0.00	54.6
All Vehicles		908	3.0	0.289	0.9	NA	0.5	12.0	0.04	0.03	0.03	50.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2006-2015 Arcelik and Associates Pty Ltd | aidrasolutions.com
Object: LA 22 at Fayedaye Drive - AM (w 3 Lane Section) Report: Sidra Analysis LA 22 Corridor - Existing v. TWMTL Analysis.sip6
Project: T:\62 TrafficClearP\Projects\Reports\LA22 (Bedco-Haddonville) 3 Lane Section Report\Sidra Analysis\LA 22 Corridor - Existing v. TWMTL Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Fayedave - PM (w 3 Lane Section)

LA 22 at Fayedave Drive
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	440	3.0	0.260	0.0	LOS A	0.0	0.0	0.00	0.00	54.2	
16	R2	33	3.0	0.260	0.0	LOS A	0.0	0.0	0.00	0.00	48.8	
Approach												53.8
North: Fayedave Dr SB												
7	L2	18	3.0	0.075	19.0	LOS C	0.3	7.1	0.61	0.57	23.2	
14	R2	12	3.0	0.075	7.7	LOS A	0.3	7.1	0.61	0.57	23.3	
Approach												23.2
West: LA 22 EB												
5	L2	17	3.0	0.016	3.5	LOS A	0.1	1.6	0.43	0.28	39.8	
2	T1	311	3.0	0.169	0.0	LOS A	0.0	0.0	0.00	0.00	55.0	
Approach												53.9
All Vehicles												51.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Excluded Geometric Delay option applies.

Gap-Acceptance Capacity, Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed Tuesday, June 13, 2017 7:42:48 AM
Project: 1162 Traffic/Signal/Projects/Reports/LA 22 (Becico-Madisonville) 3 Lane Section Report/Sidra Analysis/LA 22 Corridor - Existing v. TWMTL Analysis.sipb

MOVEMENT SUMMARY

Site: LA 22 at Grand Oaks - AM (w 3 Lane Section)

LA 22 at Grand Oaks Drive
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	172	3.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	54.4	
16	R2	11	3.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	49.0	
Approach												54.0
North: Grand Oaks Dr SB												
7	L2	23	3.0	0.075	18.5	LOS C	0.3	7.6	0.43	0.33	23.9	
14	R2	22	3.0	0.075	4.2	LOS A	0.3	7.6	0.43	0.33	24.0	
Approach												23.9
West: LA 22 EB												
5	L2	5	3.0	0.004	2.6	LOS A	0.0	0.4	0.26	0.10*	40.4	
2	T1	383	3.0	0.207	0.0	LOS A	0.0	0.0	0.00	0.00	54.9	
Approach												54.7
All Vehicles												49.9

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Excluded Geometric Delay option applies.

Gap-Acceptance Capacity, Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed Tuesday, June 13, 2017 7:42:50 AM
Project: 1162 Traffic/Signal/Projects/Reports/LA 22 (Becico-Madisonville) 3 Lane Section Report/Sidra Analysis/LA 22 Corridor - Existing v. TWMTL Analysis.sipb

MOVEMENT SUMMARY

Site: LA 22 at Grand Oaks - PM (w 3 Lane Section)

LA 22 at Grand Oaks Drive
LA 22 Corridor Study
Stop (Two-Way)

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	434	3.0	0.245	0.0	LOS A	0.0	0.0	0.00	0.00	54.6
16	R2	15	3.0	0.245	0.0	LOS A	0.0	0.245	0.00	0.00	49.1
Approach		449	3.0	0.245	0.0	NA	0.0	0.0	0.00	0.00	54.4
North: Grand Oaks Dr SB											
7	L2	10	3.0	0.039	18.5	LOS C	0.1	3.7	0.59	0.52	23.4
14	R2	7	3.0	0.039	7.3	LOS A	0.1	3.7	0.59	0.52	23.4
Approach		16	3.0	0.039	14.0	LOS B	0.1	3.7	0.59	0.52	23.4
West: LA 22 EB											
5	L2	9	3.0	0.008	3.4	LOS A	0.0	0.8	0.42	0.24	39.9
2	T1	321	3.0	0.174	0.0	LOS A	0.0	0.0	0.00	0.00	55.0
Approach		329	3.0	0.174	0.1	NA	0.0	0.8	0.01	0.01	54.4
All Vehicles		795	3.0	0.245	0.3	NA	0.1	3.7	0.02	0.01	53.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2016 Arceik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 13, 2017 7:42:51 AM
Project: T:\82 Traffic\Clearing\Projects\Reports\LA 22 (Belco-Madisonville) 3 Lane Section Report\Sidra Analysis\LA 22 Corridor - Existing v. TWLTL Analysis.sipb

MOVEMENT SUMMARY

Site: LA 22 at Guste Island - AM (w 3 Lane Section)

LA 22 at Guste Island Road
LA 22 Corridor Study
Stop (Two-Way)

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Guste Island Rd NB											
3	L2	21	3.0	0.066	17.3	LOS C	0.2	6.0	0.70	0.70	22.6
18	R2	112	3.0	0.214	13.8	LOS B	0.9	22.7	0.61	0.61	23.5
Approach		133	3.0	0.214	14.3	LOS B	0.9	22.7	0.63	0.62	23.4
East: LA 22 WB											
1	L2	40	3.0	0.041	4.0	LOS A	0.2	4.0	0.48	0.35	39.5
6	T1	237	3.0	0.128	0.0	LOS A	0.0	0.0	0.00	0.00	55.0
Approach		277	3.0	0.128	0.6	NA	0.2	4.0	0.07	0.05	52.0
West: LA 22 EB											
2	T1	550	3.0	0.307	0.0	LOS A	0.0	0.0	0.00	0.00	54.7
12	R2	13	3.0	0.307	0.0	LOS A	0.0	0.0	0.00	0.00	49.2
Approach		563	3.0	0.307	0.0	NA	0.0	0.0	0.00	0.00	54.5
All Vehicles		973	3.0	0.307	2.1	NA	0.9	22.7	0.11	0.10	45.6

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2016 Arceik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 13, 2017 7:42:52 AM
Project: T:\82 Traffic\Clearing\Projects\Reports\LA 22 (Belco-Madisonville) 3 Lane Section Report\Sidra Analysis\LA 22 Corridor - Existing v. TWLTL Analysis.sipb

MOVEMENT SUMMARY

Site: LA 22 at Guste Island - PM (w 3 Lane Section)

LA 22 at Guste Island Road
LA 22 Corridor Study
Stop (Two-Way)

Mov ID	OD Mov	Demand Flows Total Veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Guste Island Rd NB											
3	L2	15	3.0	0.045	16.3	LOS C	0.2	4.2	0.68	0.65	22.9
18	R2	38	3.0	0.050	10.0	LOS A	0.2	5.2	0.41	0.27	24.4
Approach											
		53	3.0	0.050	11.8	LOS B	0.2	5.2	0.49	0.38	23.9
East: LA 22 WB											
1	L2	75	3.0	0.059	3.3	LOS A	0.2	6.3	0.35	0.21	39.9
6	T1	439	3.0	0.238	0.0	LOS A	0.0	0.0	0.00	0.00	54.9
Approach											
		514	3.0	0.238	0.5	NA	0.2	6.3	0.05	0.03	52.1
West: LA 22 EB											
2	T1	260	3.0	0.157	0.0	LOS A	0.0	0.0	0.00	0.00	54.1
12	R2	25	3.0	0.157	0.0	LOS A	0.0	0.0	0.00	0.00	48.7
Approach											
		285	3.0	0.157	0.0	NA	0.0	0.0	0.00	0.00	53.6
All Vehicles											
		852	3.0	0.238	1.0	NA	0.2	6.3	0.06	0.04	48.9

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good

LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity, Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2006-2015 Attekilt and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 13, 2017 7:42:53 AM
Project: T182TrafficClearProjectsReportsLA22 (Bedico-Madisonville) 3 Lane Section ReportSidra AnalysisLA 22 Corridor - Existing v. TWMTL Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Perrilloux - AM (w 3 Lane Section)

LA 22 at Perrilloux Road/Trapagnier Road
LA 22 Corridor Study
Stop (Two-Way)

Mov ID	OD Mov	Demand Flows Total Veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Trapagnier Rd NB											
3	L2	1	3.0	0.012	25.1	LOS D	0.0	1.1	0.71	0.61	26.8
8	T1	1	3.0	0.012	19.0	LOS C	0.0	1.1	0.71	0.61	26.8
18	R2	1	3.0	0.012	10.6	LOS B	0.0	1.1	0.71	0.61	26.8
Approach											
		3	3.0	0.012	18.2	LOS C	0.0	1.1	0.71	0.61	26.8
East: LA 22 WB											
1	L2	1	3.0	0.001	3.8	LOS A	0.0	0.1	0.48	0.25	32.7
6	T1	248	3.0	0.204	0.0	LOS A	0.0	0.0	0.00	0.00	38.7
16	R2	109	3.0	0.204	0.0	LOS A	0.0	0.0	0.00	0.00	37.2
Approach											
		358	3.0	0.204	0.0	NA	0.0	0.1	0.00	0.00	38.2
North: Perrilloux Rd SB											
7	L2	78	3.0	0.401	33.0	LOS D	2.0	52.2	0.76	0.81	23.9
4	T1	1	3.0	0.401	24.5	LOS C	2.0	52.2	0.76	0.81	24.0
14	R2	24	3.0	0.401	12.1	LOS B	2.0	52.2	0.76	0.81	24.0
Approach											
		103	3.0	0.401	28.1	LOS D	2.0	52.2	0.76	0.81	24.0
West: LA 22 EB											
5	L2	27	3.0	0.023	3.2	LOS A	0.1	2.3	0.38	0.23	32.9
2	T1	599	3.0	0.325	0.0	LOS A	0.0	0.0	0.00	0.00	39.9
12	R2	1	3.0	0.325	0.0	LOS A	0.0	0.0	0.00	0.00	38.3
Approach											
		627	3.0	0.325	0.2	NA	0.1	2.3	0.02	0.01	39.6
All Vehicles											
		1091	3.0	0.401	2.8	NA	2.0	52.2	0.08	0.08	36.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good

LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity, Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2006-2015 Attekilt and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 13, 2017 7:42:53 AM
Project: T182TrafficClearProjectsReportsLA22 (Bedico-Madisonville) 3 Lane Section ReportSidra AnalysisLA 22 Corridor - Existing v. TWMTL Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Perrilloux - SP (w 3 Lane Section)

LA 22 at Perrilloux Road/Trapagnier Road
LA 22 Corridor Study
Stop (Two-Way)

MOV ID	OD Mov	Demand Flows Total Veh/ hr	HV %	Deg. Satm v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate Per Veh	Average Speed mph
South: Trapagnier Rd NB											
3	L2	1	3.0	0.008	21.5	LOS C	0.0	0.8	0.55	0.40	28.1
8	T1	1	3.0	0.008	16.5	LOS C	0.0	0.8	0.55	0.40	28.1
18	R2	1	3.0	0.008	4.4	LOS A	0.0	0.8	0.55	0.40	28.1
Approach											
		3	3.0	0.008	14.1	LOS B	0.0	0.8	0.55	0.40	28.1
East: LA 22 WB											
1	L2	5	3.0	0.004	2.8	LOS A	0.0	0.4	0.31	0.13	33.1
6	T1	410	3.0	0.282	0.0	LOS A	0.0	0.0	0.00	0.00	39.2
16	R2	93	3.0	0.282	0.0	LOS A	0.0	0.0	0.00	0.00	37.6
Approach											
		509	3.0	0.282	0.1	NA	0.0	0.4	0.00	0.00	38.8
North: Perrilloux Rd SB											
7	L2	30	3.0	0.147	21.6	LOS C	0.6	15.9	0.66	0.62	27.6
4	T1	1	3.0	0.147	14.9	LOS B	0.6	15.9	0.66	0.62	27.6
14	R2	26	3.0	0.147	8.9	LOS A	0.6	15.9	0.66	0.62	27.6
Approach											
		58	3.0	0.147	15.7	LOS C	0.6	15.9	0.66	0.62	27.6
West: LA 22 EB											
5	L2	12	3.0	0.011	3.5	LOS A	0.0	1.1	0.45	0.28	32.8
2	T1	240	3.0	0.131	0.0	LOS A	0.0	0.0	0.00	0.00	40.0
12	R2	1	3.0	0.131	0.0	LOS A	0.0	0.0	0.00	0.00	38.3
Approach											
		253	3.0	0.131	0.2	NA	0.0	1.1	0.02	0.01	39.5
All Vehicles											
		823	3.0	0.282	1.3	NA	0.6	15.9	0.06	0.05	37.9

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity, Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2009-2015 Arcecatik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed on: 13/03/2017 7:49:54 AM
Project: T182TrafficClearProjectsReponsLA 22 (Bedico-Madisonville) 3 Lane Section ReportSidra AnalysisLA 22 Corridor - Existing v. TWLTL Analysis.sips

MOVEMENT SUMMARY

Site: LA 22 at Perrilloux - PM (w 3 Lane Section)

LA 22 at Perrilloux Road/Trapagnier Road
LA 22 Corridor Study
Stop (Two-Way)

MOV ID	OD Mov	Demand Flows Total Veh/ hr	HV %	Deg. Satm v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate Per Veh	Average Speed mph
South: Trapagnier Rd NB											
3	L2	1	3.0	0.015	24.1	LOS C	0.1	1.3	0.57	0.47	27.7
8	T1	3	3.0	0.015	15.9	LOS C	0.1	1.3	0.57	0.47	27.7
18	R2	1	3.0	0.015	4.2	LOS A	0.1	1.3	0.57	0.47	27.7
Approach											
		5	3.0	0.015	15.2	LOS C	0.1	1.3	0.57	0.47	27.7
East: LA 22 WB											
1	L2	2	3.0	0.002	2.8	LOS A	0.0	0.2	0.30	0.12	33.1
6	T1	488	3.0	0.272	0.0	LOS A	0.0	0.0	0.00	0.00	39.6
16	R2	38	3.0	0.272	0.0	LOS A	0.0	0.0	0.00	0.00	38.0
Approach											
		488	3.0	0.272	0.0	NA	0.0	0.2	0.00	0.00	39.5
North: Perrilloux Rd SB											
7	L2	22	3.0	0.155	23.9	LOS C	0.7	17.0	0.65	0.61	27.8
4	T1	1	3.0	0.155	16.3	LOS C	0.7	17.0	0.65	0.61	27.8
14	R2	42	3.0	0.155	10.6	LOS B	0.7	17.0	0.65	0.61	27.8
Approach											
		65	3.0	0.155	15.1	LOS C	0.7	17.0	0.65	0.61	27.8
West: LA 22 EB											
5	L2	21	3.0	0.020	3.6	LOS A	0.1	1.9	0.45	0.29	32.7
2	T1	234	3.0	0.129	0.0	LOS A	0.0	0.0	0.00	0.00	39.9
12	R2	3	3.0	0.129	0.0	LOS A	0.0	0.0	0.00	0.00	38.3
Approach											
		258	3.0	0.129	0.3	NA	0.1	1.9	0.04	0.02	39.2
All Vehicles											
		826	3.0	0.272	1.4	NA	0.7	17.0	0.07	0.06	38.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity, Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2009-2015 Arcecatik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed on: 13/03/2017 7:49:55 AM
Project: T182TrafficClearProjectsReponsLA 22 (Bedico-Madisonville) 3 Lane Section ReportSidra AnalysisLA 22 Corridor - Existing v. TWLTL Analysis.sips

MOVEMENT SUMMARY

Site: LA 22 at CC - LTL - AM (Capacity)

LA 22 at CC Road
Left Turn Lane Alternative
LA 22 Corridor Study

Stop (Two-Way)
Design Life Analysis (Capacity): Results for 20 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	317	3.0	0.195	0.0	LOS A	0.0	0.0	0.00	0.00	53.9
16	R2	37	3.0	0.195	0.0	LOS A	0.0	0.0	0.00	0.00	48.6
Approach											
		354	3.0	0.195	0.0	NA	0.0	0.0	0.00	0.00	53.3
North: CC Rd SB											
7	L2	289	3.0	0.984	75.1	LOS F	19.1	488.4	0.94	1.83	16.3
14	R2	129	3.0	0.984	62.7	LOS F	19.1	488.4	0.94	1.83	16.4
Approach											
		418	3.0	0.984	71.3	LOS F	19.1	488.4	0.94	1.83	16.3
West: LA 22 EB											
5	L2	44	3.0	0.037	3.3	LOS A	0.1	3.8	0.38	0.24	39.9
2	T1	357	3.0	0.194	0.0	LOS A	0.0	0.0	0.00	0.00	54.9
Approach											
		401	3.0	0.194	0.4	NA	0.1	3.8	0.04	0.03	52.8
All Vehicles											
		1173	3.0	0.984	25.6	NA	19.1	488.4	0.35	0.66	29.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity, Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SDRA INTERSECTION 6.1 | Copyright © 2000-2015 Arcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOS/ANALYSIS DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 9:59:43 AM
Project: T162 TrafficClearanceStudiesLA22 Corridor Study (Bedco/Madisonville) Site Analysis LA 22 Corridor - Intersection Alternatives Analysis sfp6

MOVEMENT SUMMARY

Site: LA 22 at CC - LTL - PM (Capacity)

LA 22 at CC Road
Left Turn Lane Alternative
LA 22 Corridor Study

Stop (Two-Way)
Design Life Analysis (Capacity): Results for 37 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	572	3.0	0.465	0.1	LOS A	0.0	0.0	0.00	0.00	52.0
16	R2	242	3.0	0.465	0.1	LOS A	0.0	0.0	0.00	0.00	47.0
Approach											
		814	3.0	0.465	0.1	NA	0.0	0.0	0.00	0.00	50.4
North: CC Rd SB											
7	L2	115	3.0	0.992	125.6	LOS F	10.3	264.1	0.95	1.63	12.4
14	R2	72	3.0	0.992	97.0	LOS F	10.3	264.1	0.95	1.63	12.4
Approach											
		188	3.0	0.992	114.5	LOS F	10.3	264.1	0.95	1.63	12.4
West: LA 22 EB											
5	L2	163	3.0	0.204	6.7	LOS A	0.8	21.4	0.60	0.59	37.6
2	T1	550	3.0	0.298	0.0	LOS A	0.0	0.0	0.00	0.00	54.9
Approach											
		712	3.0	0.298	1.6	NA	0.8	21.4	0.14	0.14	49.7
All Vehicles											
		1714	3.0	0.992	13.2	NA	10.3	264.1	0.16	0.23	37.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity, Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SDRA INTERSECTION 6.1 | Copyright © 2000-2015 Arcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOS/ANALYSIS DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 9:59:43 AM
Project: T162 TrafficClearanceStudiesLA22 Corridor Study (Bedco/Madisonville) Site Analysis LA 22 Corridor - Intersection Alternatives Analysis sfp6

MOVEMENT SUMMARY

Site: LA 22 at CC - RTL - AM (Capacity)

LA 22 at CC Road
Right Turn Lane Alternative
LA 22 Corridor Study
Stop (Two-Way)

Design Life Analysis (Capacity): Results for 20 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Sain v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	317	3.0	0.172	0.0	LOS A	0.0	0.0	0.00	0.00	55.0	
16	R2	37	3.0	0.024	0.0	LOS A	0.0	0.0	0.00	0.00	42.5	
Approach												
		354	3.0	0.172	0.0	NA	0.0	0.0	0.00	0.00	53.3	
North: CC Rd SB												
7	L2	288	3.0	0.984	75.1	LOS F	19.1	488.4	0.94	1.85	16.4	
14	R2	129	3.0	0.984	62.7	LOS F	19.1	488.4	0.94	1.85	16.4	
Approach												
		418	3.0	0.984	71.3	LOS F	19.1	488.4	0.94	1.85	16.4	
West: LA 22 EB												
5	L2	44	3.0	0.231	13.1	LOS B	0.4	11.2	0.12	0.01	44.4	
2	T1	357	3.0	0.231	2.7	LOS A	0.4	11.2	0.12	0.01	49.3	
Approach												
		401	3.0	0.231	3.9	NA	0.4	11.2	0.12	0.01	48.7	
All Vehicles		1173	3.0	0.984	26.6	NA	19.1	488.4	0.38	0.66	29.0	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity, Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 9:59:47 AM
Project: 1162.TrafficImpactStudies\LA22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Intersection Alternatives Analysis.sp6

MOVEMENT SUMMARY

Site: LA 22 at CC - RTL - PM (Capacity)

LA 22 at CC Road
Right Turn Lane Alternative
LA 22 Corridor Study
Stop (Two-Way)

Design Life Analysis (Capacity): Results for 37 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Sain v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	572	3.0	0.310	0.0	LOS A	0.0	0.0	0.00	0.00	54.9	
16	R2	242	3.0	0.155	0.0	LOS A	0.0	0.0	0.00	0.00	42.5	
Approach												
		814	3.0	0.310	0.0	NA	0.0	0.0	0.00	0.00	50.5	
North: CC Rd SB												
7	L2	115	3.0	0.992	125.6	LOS F	10.3	264.1	0.95	1.63	12.4	
14	R2	72	3.0	0.992	97.0	LOS F	10.3	264.1	0.95	1.63	12.4	
Approach												
		188	3.0	0.992	114.5	LOS F	10.3	264.1	0.95	1.63	12.4	
West: LA 22 EB												
5	L2	163	3.0	0.506	11.6	LOS B	4.3	108.9	0.51	0.13	40.6	
2	T1	550	3.0	0.506	6.5	LOS A	4.3	108.9	0.51	0.13	44.7	
Approach												
		712	3.0	0.506	7.7	NA	4.3	108.9	0.51	0.13	43.7	
All Vehicles		1714	3.0	0.992	15.7	NA	10.3	264.1	0.32	0.23	35.0	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity, Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 9:59:49 AM
Project: 1162.TrafficImpactStudies\LA22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Intersection Alternatives Analysis.sp6

MOVEMENT SUMMARY

Site: LA 22 at CC - LTL & RTL - AM (Capacity)

LA 22 at CC Road
Left & Right Turn Lanes Alternative
LA 22 Corridor Study
Stop (Two-Way)

Design Life Analysis (Capacity): Results for 19 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satm v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East LA 22 WB												
6	T1	310	3.0	0.168	0.0	LOS A	0.0	0.0	0.00	0.00	55.0	
16	R2	36	3.0	0.023	0.0	LOS A	0.0	0.0	0.00	0.00	42.5	
Approach												
		347	3.0	0.168	0.0	NA	0.0	0.0	0.00	0.00	53.3	
North CC Rd SB												
7	L2	283	3.0	0.991	77.5	LOS F	20.0	512.6	0.96	1.88	16.0	
14	R2	127	3.0	0.991	66.0	LOS F	20.0	512.6	0.96	1.88	16.1	
Approach												
		410	3.0	0.991	73.9	LOS F	20.0	512.6	0.96	1.88	16.1	
West LA 22 EB												
5	L2	43	3.0	0.036	3.3	LOS A	0.1	3.7	0.38	0.23	39.9	
2	T1	350	3.0	0.190	0.0	LOS A	0.0	0.0	0.00	0.00	54.9	
Approach												
		393	3.0	0.190	0.4	NA	0.1	3.7	0.04	0.03	52.8	
All Vehicles		1150	3.0	0.991	26.5	NA	20.0	512.6	0.36	0.68	29.1	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Alcatel and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 9:59:51 AM
Project: T162TrafficCharaProjectsStudiesLA 22 Corridor Study (Bedico-Madisonville)Sidra AnalysisLA 22 Corridor - Intersection Alternatives Analysis sfp6

MOVEMENT SUMMARY

Site: LA 22 at CC - LTL & RTL - PM (Capacity)

LA 22 at CC Road
Left & Right Turn Lanes Alternative
LA 22 Corridor Study
Stop (Two-Way)

Design Life Analysis (Capacity): Results for 35 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satm v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East LA 22 WB												
6	T1	550	3.0	0.298	0.0	LOS A	0.0	0.0	0.00	0.00	54.9	
16	R2	233	3.0	0.149	0.0	LOS A	0.0	0.0	0.00	0.00	42.5	
Approach												
		783	3.0	0.298	0.0	NA	0.0	0.0	0.00	0.00	50.5	
North CC Rd SB												
7	L2	111	3.0	0.962	117.4	LOS F	9.5	243.8	0.95	1.56	12.9	
14	R2	70	3.0	0.962	90.6	LOS F	9.5	243.8	0.95	1.56	13.0	
Approach												
		180	3.0	0.962	107.1	LOS F	9.5	243.8	0.95	1.56	12.9	
West LA 22 EB												
5	L2	157	3.0	0.191	6.4	LOS A	0.8	20.0	0.59	0.57	37.8	
2	T1	528	3.0	0.286	0.0	LOS A	0.0	0.0	0.00	0.00	54.9	
Approach												
		685	3.0	0.286	1.5	NA	0.8	20.0	0.14	0.13	49.7	
All Vehicles		1648	3.0	0.962	12.4	NA	9.5	243.8	0.16	0.22	38.1	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Alcatel and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 9:59:54 AM
Project: T162TrafficCharaProjectsStudiesLA 22 Corridor Study (Bedico-Madisonville)Sidra AnalysisLA 22 Corridor - Intersection Alternatives Analysis sfp6

MOVEMENT SUMMARY

Site: LA 22 at LA 1085 - Signal Alt 1 - AM (Capacity)

LA 22 at LA 1085
Signal Alternative 1: Existing Configuration w Signal
LA 22 Corridor Study
Signals - Actuated Isolated Cycle Time = 80 seconds (User-Given Phase Times)
Design Life Analysis (Capacity): Results for 16 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	239	3.0	0.327	4.8	LOS A	5.5	140.3	0.42	0.37	46.2	
16	R2	151	3.0	0.327	4.8	LOS A	5.5	140.3	0.42	0.37	42.2	
Approach		389	3.0	0.327	4.8	LOS A	5.5	140.3	0.42	0.37	44.6	
North: LA 1085 SB												
7	L2	90	3.0	0.633	31.3	LOS C	7.7	197.4	0.92	0.76	26.5	
14	R2	134	3.0	0.633	31.3	LOS C	7.7	197.4	0.92	0.76	26.6	
Approach		224	3.0	0.633	31.3	LOS C	7.7	197.4	0.92	0.76	26.5	
West: LA 22 EB												
5	L2	358	3.0	0.997	45.0	LOS D	48.9	1252.4	1.00	1.13	23.8	
2	T1	551	3.0	0.997	45.0	LOS D	48.9	1252.4	1.00	1.13	25.1	
Approach		909	3.0	0.997	45.0	LOS D	48.9	1252.4	1.00	1.13	24.6	
All Vehicles		1522	3.0	0.997	32.7	LOS C	48.9	1252.4	0.84	0.88	28.1	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection)

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010). HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 9:59:55 AM
Project: I-102 Traffic/Corridor Studies/LA 22 Corridor Study (Bdico-Madisonville)/Sidra Analysis/LA 22 Corridor - Intersection Alternatives Analysis sips

MOVEMENT SUMMARY

Site: LA 22 at LA 1085 - Signal Alt 1 - PM (Capacity)

LA 22 at LA 1085
Signal Alternative 1: Existing Configuration w Signal
LA 22 Corridor Study
Signals - Actuated Isolated Cycle Time = 90 seconds (User-Given Phase Times)
Design Life Analysis (Capacity): Results for 21 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	534	3.0	0.666	18.6	LOS B	22.2	567.2	0.74	0.68	36.7	
16	R2	132	3.0	0.666	18.6	LOS B	22.2	567.2	0.74	0.68	34.1	
Approach		666	3.0	0.666	18.6	LOS B	22.2	567.2	0.74	0.68	36.2	
North: LA 1085 SB												
7	L2	91	3.0	0.685	23.8	LOS C	12.2	312.0	0.88	0.81	29.1	
14	R2	334	3.0	0.685	23.8	LOS C	12.2	312.0	0.88	0.81	29.2	
Approach		425	3.0	0.685	23.8	LOS C	12.2	312.0	0.88	0.81	29.2	
West: LA 22 EB												
5	L2	160	3.0	0.980	70.1	LOS E	28.4	728.2	1.00	1.01	18.8	
2	T1	311	3.0	0.980	70.1	LOS E	28.4	728.2	1.00	1.01	19.6	
Approach		471	3.0	0.980	70.1	LOS E	28.4	728.2	1.00	1.01	19.3	
All Vehicles		1562	3.0	0.980	35.5	LOS D	28.4	728.2	0.86	0.81	27.2	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection)

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010). HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 9:59:59 AM
Project: I-102 Traffic/Corridor Studies/LA 22 Corridor Study (Bdico-Madisonville)/Sidra Analysis/LA 22 Corridor - Intersection Alternatives Analysis sips

MOVEMENT SUMMARY

Site: LA 22 at LA 1085 - Signal Alt 2 - AM (Capacity)

LA 22 at LA 1085
Signal Alternative 2: Additional EB LTL
LA 22 Corridor Study
Signals - Actuated Isolated Cycle Time = 70 seconds (User-Given Phase Times)
Design Life Analysis (Capacity): Results for 26 years

Movement Performance - Vehicles												
Mov ID	OD	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	291	3.0	0.466	9.1	LOS A	8.9	228.8	0.59	0.53	42.4	
16	R2	184	3.0	0.466	9.1	LOS A	8.9	228.8	0.59	0.53	39.0	
Approach												
		475	3.0	0.466	9.1	LOS A	8.9	228.8	0.59	0.53	41.0	
North: LA 1085 SB												
7	L2	109	3.0	0.549	18.1	LOS B	6.6	168.1	0.86	0.72	31.4	
14	R2	164	3.0	0.549	18.1	LOS B	6.6	168.1	0.86	0.72	31.6	
Approach												
		273	3.0	0.549	18.1	LOS B	6.6	168.1	0.86	0.72	31.5	
West: LA 22 EB												
5	L2	437	3.0	0.996	63.5	LOS E	21.7	556.6	1.00	0.99	19.1	
2	T1	671	3.0	0.948	34.6	LOS C	22.8	582.7	0.71	0.74	29.5	
Approach												
		1108	3.0	0.996	46.0	LOS D	22.8	582.7	0.82	0.84	24.3	
All Vehicles												
		1855	3.0	0.996	32.4	LOS C	22.8	582.7	0.77	0.74	28.2	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 10:00:01 AM
Project: T:\62Traffic\char\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Intersection Alternatives Analysis.sjb

MOVEMENT SUMMARY

Site: LA 22 at LA 1085 - Signal Alt 2 - PM (Capacity)

LA 22 at LA 1085
Signal Alternative 2: Additional EB LTL
LA 22 Corridor Study
Signals - Actuated Isolated Cycle Time = 70 seconds (User-Given Phase Times)
Design Life Analysis (Capacity): Results for 27 years

Movement Performance - Vehicles												
Mov ID	OD	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	601	3.0	0.830	25.0	LOS C	25.5	653.6	0.90	0.82	33.1	
16	R2	148	3.0	0.830	25.0	LOS C	25.5	653.6	0.90	0.82	31.0	
Approach												
		750	3.0	0.830	25.0	LOS C	25.5	653.6	0.90	0.82	32.7	
North: LA 1085 SB												
7	L2	102	3.0	0.735	24.1	LOS C	11.8	302.4	0.89	0.84	29.0	
14	R2	377	3.0	0.735	24.1	LOS C	11.8	302.4	0.89	0.84	29.1	
Approach												
		479	3.0	0.735	24.1	LOS C	11.8	302.4	0.89	0.84	29.1	
West: LA 22 EB												
5	L2	180	3.0	0.968	93.7	LOS F	9.7	248.6	1.00	0.90	15.2	
2	T1	351	3.0	0.380	13.3	LOS B	8.0	204.3	0.64	0.55	41.3	
Approach												
		531	3.0	0.968	40.6	LOS D	9.7	248.6	0.76	0.67	26.0	
All Vehicles												
		1759	3.0	0.968	29.5	LOS C	25.5	653.6	0.86	0.78	29.4	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 10:00:03 AM
Project: T:\62Traffic\char\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Intersection Alternatives Analysis.sjb

MOVEMENT SUMMARY

Site: LA 22 at LA 1085 - RAB Alt 1 - AM (Capacity)

LA 22 at LA 1085
Roundabout Alternative 1: Single Lane
LA 22 Corridor Study
Roundabout
Design Life Analysis (Capacity): Results for 25 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph		
East: LA 22 WB													
6	T1	285	3.0	0.613	6.3	LOS A	6.3	160.5	0.89	0.85	39.9		
16	R2	180	3.0	0.613	6.3	LOS A	6.3	160.5	0.89	0.85	38.9		
Approach													
		485	3.0	0.613	6.3	LOS A	6.3	160.5	0.89	0.85	39.5		
North: LA 1085 SB													
7	L2	107	3.0	0.297	2.2	LOS A	2.0	52.5	0.61	0.46	41.3		
14	R2	160	3.0	0.297	2.2	LOS A	2.0	52.5	0.61	0.46	40.5		
Approach													
		267	3.0	0.297	2.2	LOS A	2.0	52.5	0.61	0.46	40.9		
West: LA 22 EB													
5	L2	428	3.0	0.978	12.7	LOS B	39.6	1013.5	1.00	0.71	34.7		
2	T1	658	3.0	0.978	12.7	LOS B	39.6	1013.5	1.00	0.71	34.8		
Approach													
		1086	3.0	0.978	12.7	LOS B	39.6	1013.5	1.00	0.71	34.8		
All Vehicles													
		1819	3.0	0.978	9.5	LOS A	39.6	1013.5	0.92	0.71	36.7		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik MSD).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 10:00:06 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA 22 Corridor - Intersection Alternatives Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at LA 1085 - RAB Alt 1 - PM (Capacity)

LA 22 at LA 1085
Roundabout Alternative 1: Single Lane
LA 22 Corridor Study
Roundabout
Design Life Analysis (Capacity): Results for 33 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph		
East: LA 22 WB													
6	T1	677	3.0	0.842	7.7	LOS A	16.1	411.9	1.00	0.84	38.9		
16	R2	167	3.0	0.842	7.7	LOS A	16.1	411.9	1.00	0.84	38.0		
Approach													
		844	3.0	0.842	7.7	LOS A	16.1	411.9	1.00	0.84	38.7		
North: LA 1085 SB													
7	L2	115	3.0	0.983	43.7	LOS D	23.3	597.2	1.00	1.51	23.6		
14	R2	424	3.0	0.983	43.7	LOS D	23.3	597.2	1.00	1.51	23.4		
Approach													
		539	3.0	0.983	43.7	LOS D	23.3	597.2	1.00	1.51	23.4		
West: LA 22 EB													
5	L2	203	3.0	0.550	1.3	LOS A	5.6	143.3	0.58	0.34	41.1		
2	T1	395	3.0	0.550	1.3	LOS A	5.6	143.3	0.58	0.34	41.3		
Approach													
		598	3.0	0.550	1.3	LOS A	5.6	143.3	0.58	0.34	41.2		
All Vehicles													
		1981	3.0	0.983	15.6	LOS B	23.3	597.2	0.87	0.87	33.4		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik MSD).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 10:00:09 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA 22 Corridor - Intersection Alternatives Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at LA 1085 - RAB Alt 2 - AM (Capacity)

LA 22 at LA 1085
Roundabout Alternative 2: Multi-lane w EB LTL
LA 22 Corridor Study
Roundabout
Design Life Analysis (Capacity): Results for 47 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	441	3.0	0.982	38.6	LOS D	27.9	713.6	1.00	1.57	26.0
16	R2	278	3.0	0.982	38.6	LOS D	27.9	713.6	1.00	1.57	25.5
Approach											
North: LA 1085 SB											
7	L2	165	3.0	0.473	3.3	LOS A	3.9	99.5	0.81	0.69	41.4
14	R2	248	3.0	0.473	3.3	LOS A	3.9	99.5	0.81	0.69	40.2
Approach											
West: LA 22 EB											
5	L2	662	3.0	0.557	1.5	LOS A	5.4	138.4	0.62	0.39	39.2
2	T1	1017	3.0	0.708	1.5	LOS A	8.9	228.3	0.71	0.44	42.3
Approach											
All Vehicles											
		2812	3.0	0.982	11.2	LOS B	27.9	713.6	0.78	0.76	35.7

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akcelik MSD).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 10:00:12 AM
Project: T:\62TrafficClearProjects\Studies\LA 22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA 22 Corridor - Intersection Alternatives Analysis s1p6

MOVEMENT SUMMARY

Site: LA 22 at LA 1085 - RAB Alt 2 - PM (Capacity)

LA 22 at LA 1085
Roundabout Alternative 2: Multi-lane w EB LTL
LA 22 Corridor Study
Roundabout
Design Life Analysis (Capacity): Results for 38 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	747	3.0	0.821	6.1	LOS A	14.3	366.6	0.84	0.76	41.2
16	R2	485	3.0	0.821	6.1	LOS A	14.3	366.6	0.84	0.76	39.9
Approach											
North: LA 1085 SB											
7	L2	127	3.0	0.991	45.5	LOS D	26.0	666.0	1.00	1.56	23.7
14	R2	468	3.0	0.991	45.5	LOS D	26.0	666.0	1.00	1.56	23.3
Approach											
West: LA 22 EB											
5	L2	224	3.0	0.189	0.8	LOS A	1.3	33.5	0.40	0.21	40.0
2	T1	436	3.0	0.296	0.6	LOS A	2.4	61.2	0.41	0.21	44.0
Approach											
All Vehicles											
		2187	3.0	0.991	15.2	LOS B	26.0	666.0	0.79	0.81	34.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akcelik MSD).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 10:00:14 AM
Project: T:\62TrafficClearProjects\Studies\LA 22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA 22 Corridor - Intersection Alternatives Analysis s1p6

MOVEMENT SUMMARY

Site: LA 22 at Timberwood - LTL - AM (Capacity)

LA 22 at Timberwood Court
Left Turn Lane Alternative
LA 22 Corridor Study
Stop (Two-Way)
Design Life Analysis (Capacity): Results for 43 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satm v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop Queued	Effective Stop Rate per veh	Average Speed mph		
South: Timberwood Ct NB													
3	L2	59	3.0	0.949	210.3	LOS F	4.7	119.3	1.00	1.30	7.6		
18	R2	145	3.0	0.621	42.7	LOS E	3.2	83.0	0.90	1.11	18.1		
Approach		204	3.0	0.949	90.9	LOS F	4.7	119.3	0.93	1.17	13.0		
East: LA 22 WB													
1	L2	33	3.0	0.057	6.8	LOS A	0.2	5.2	0.65	0.63	37.6		
6	T1	741	3.0	0.402	0.1	LOS A	0.0	0.0	0.00	0.00	54.8		
Approach		774	3.0	0.402	0.3	NA	0.2	5.2	0.03	0.03	53.8		
West: LA 22 EB													
2	T1	1146	3.0	0.634	0.1	LOS A	0.0	0.0	0.00	0.00	54.4		
12	R2	20	3.0	0.634	0.1	LOS A	0.0	0.0	0.00	0.00	49.0		
Approach		1167	3.0	0.634	0.1	NA	0.0	0.0	0.00	0.00	54.3		
All Vehicles		2145	3.0	0.949	8.8	NA	4.7	119.3	0.10	0.12	41.6		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional MT.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 10:00:16 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Intersection Alternatives Analysis.spp6

MOVEMENT SUMMARY

Site: LA 22 at Timberwood - LTL - PM (Capacity)

LA 22 at Timberwood Court
Left Turn Lane Alternative
LA 22 Corridor Study
Stop (Two-Way)
Design Life Analysis (Capacity): Results for 48 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satm v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop Queued	Effective Stop Rate per veh	Average Speed mph		
South: Timberwood Ct NB													
3	L2	42	3.0	0.974	273.4	LOS F	4.3	110.3	1.00	1.25	6.3		
18	R2	28	3.0	0.082	16.5	LOS C	0.3	7.6	0.70	0.70	22.9		
Approach		70	3.0	0.974	170.7	LOS F	4.3	110.3	0.88	1.03	8.8		
East: LA 22 WB													
1	L2	98	3.0	0.132	6.2	LOS A	0.5	13.2	0.60	0.58	31.8		
6	T1	1184	3.0	0.642	0.2	LOS A	0.0	0.0	0.00	0.00	54.6		
Approach		1282	3.0	0.642	0.6	NA	0.5	13.2	0.05	0.04	51.7		
West: LA 22 EB													
2	T1	869	3.0	0.485	0.1	LOS A	0.0	0.0	0.00	0.00	54.2		
12	R2	22	3.0	0.485	0.1	LOS A	0.0	0.0	0.00	0.00	48.8		
Approach		891	3.0	0.485	0.1	NA	0.0	0.0	0.00	0.00	54.0		
All Vehicles		2244	3.0	0.974	5.7	NA	4.3	110.3	0.05	0.06	45.6		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional MT.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 10:00:19 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Intersection Alternatives Analysis.spp6

MOVEMENT SUMMARY

Site: LA 22 at Fayedaye - RTL - AM - (Capacity)

LA 22 at Fayedaye Drive
Right Turn Lane Alternative
LA 22 Corridor Study
Stop (Two-Way)
Design Life Analysis (Capacity): Results for 38 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satm v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph		
East: LA 22 WB													
6	T1	660	3.0	0.358	0.0	LOS A	0.0	0.0	0.00	0.00	54.9		
16	R2	16	3.0	0.010	0.0	LOS A	0.0	0.0	0.00	0.00	42.5		
Approach													
		676	3.0	0.358	0.0	NA	0.0	0.0	0.00	0.00	54.5		
North: Fayedaye Dr SB													
7	L2	65	3.0	0.965	170.4	LOS F	6.6	169.4	0.97	1.52	9.6		
14	R2	39	3.0	0.965	119.7	LOS F	6.6	169.4	0.97	1.52	9.6		
Approach													
		104	3.0	0.965	151.2	LOS F	6.6	169.4	0.97	1.52	9.6		
West: LA 22 EB													
5	L2	16	3.0	0.631	135.1	LOS F	0.7	18.5	0.05	0.00	41.4		
2	T1	1130	3.0	0.631	6.7	LOS A	0.7	18.5	0.05	0.00	45.3		
Approach													
		1147	3.0	0.631	8.5	NA	0.7	18.5	0.05	0.00	45.3		
All Vehicles													
		1926	3.0	0.965	13.2	NA	6.6	169.4	0.08	0.08	39.7		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 10:00:23 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA 22 Corridor - Intersection Alternatives Analysis.sipg

MOVEMENT SUMMARY

Site: LA 22 at Fayedaye - RTL - PM - (Capacity)

LA 22 at Fayedaye Drive
Right Turn Lane Alternative
LA 22 Corridor Study
Stop (Two-Way)
Design Life Analysis (Capacity): Results for 47 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satm v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph		
East: LA 22 WB													
6	T1	1117	3.0	0.605	0.1	LOS A	0.0	0.0	0.00	0.00	54.6		
16	R2	83	3.0	0.063	0.0	LOS A	0.0	0.0	0.00	0.00	42.5		
Approach													
		1199	3.0	0.605	0.1	NA	0.0	0.0	0.00	0.00	53.6		
North: Fayedaye Dr SB													
7	L2	47	3.0	0.957	200.9	LOS F	5.4	138.8	0.99	1.39	8.6		
14	R2	30	3.0	0.957	144.6	LOS F	5.4	138.8	0.99	1.39	8.6		
Approach													
		77	3.0	0.957	178.8	LOS F	5.4	138.8	0.99	1.39	8.6		
West: LA 22 EB													
5	L2	44	3.0	0.506	29.5	LOS D	2.1	55.0	0.21	0.01	42.4		
2	T1	788	3.0	0.506	5.7	LOS A	2.1	55.0	0.21	0.01	46.5		
Approach													
		833	3.0	0.506	6.9	NA	2.1	55.0	0.21	0.01	46.3		
All Vehicles													
		2109	3.0	0.957	9.4	NA	5.4	138.8	0.12	0.05	42.7		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 10:00:21 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA 22 Corridor - Intersection Alternatives Analysis.sipg

MOVEMENT SUMMARY

Site: LA 22 at Guste Island - LTL - AM (Capacity)

LA 22 at Guste Island Road
Left Turn Lane Alternative
LA 22 Corridor Study
Stop (Two-Way)
Design Life Analysis (Capacity): Results for 37 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Guste Island Rd NB												
3	L2	43	3.0	0.518	87.8	LOS F	1.8	46.7	0.96	1.04	13.2	
18	R2	233	3.0	0.994	101.8	LOS F	11.4	290.8	1.00	1.88	12.2	
Approach												
		276	3.0	0.994	99.6	LOS F	11.4	290.8	0.99	1.75	12.4	
East: LA 22 WB												
1	L2	84	3.0	0.144	7.9	LOS A	0.5	13.7	0.67	0.67	36.9	
6	T1	493	3.0	0.267	0.0	LOS A	0.0	0.0	0.00	0.00	54.9	
Approach												
		577	3.0	0.267	1.2	NA	0.5	13.7	0.10	0.10	51.3	
West: LA 22 EB												
2	T1	1144	3.0	0.638	0.2	LOS A	0.0	0.0	0.00	0.00	54.4	
12	R2	27	3.0	0.638	0.2	LOS A	0.0	0.0	0.00	0.00	49.0	
Approach												
		1172	3.0	0.638	0.2	NA	0.0	0.0	0.00	0.00	54.2	
All Vehicles												
		2024	3.0	0.994	14.0	NA	11.4	290.8	0.16	0.27	36.7	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good HCM measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 10:00:26 AM
Project: T:\62TrafficClearProjectsStudies\LA 22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA 22 Corridor - Intersection Alternatives Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Guste Island - LTL - PM (Capacity)

LA 22 at Guste Island Road
Left Turn Lane Alternative
LA 22 Corridor Study
Stop (Two-Way)
Design Life Analysis (Capacity): Results for 51 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Guste Island Rd NB												
3	L2	42	3.0	0.960	288.0	LOS F	4.2	106.7	1.00	1.24	6.4	
18	R2	104	3.0	0.249	16.4	LOS C	1.0	26.8	0.77	0.69	22.9	
Approach												
		146	3.0	0.960	89.3	LOS F	4.2	106.7	0.77	0.85	13.1	
East: LA 22 WB												
1	L2	206	3.0	0.251	7.1	LOS A	1.1	28.0	0.61	0.61	37.4	
6	T1	1206	3.0	0.654	0.2	LOS A	0.0	0.0	0.00	0.00	54.6	
Approach												
		1412	3.0	0.654	1.2	NA	1.1	28.0	0.09	0.09	51.1	
West: LA 22 EB												
2	T1	713	3.0	0.431	0.1	LOS A	0.0	0.0	0.00	0.00	54.0	
12	R2	69	3.0	0.431	0.1	LOS A	0.0	0.0	0.00	0.00	48.6	
Approach												
		782	3.0	0.431	0.1	NA	0.0	0.0	0.00	0.00	53.4	
All Vehicles												
		2340	3.0	0.960	6.2	NA	4.2	106.7	0.10	0.11	43.9	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good HCM measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 10:00:28 AM
Project: T:\62TrafficClearProjectsStudies\LA 22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA 22 Corridor - Intersection Alternatives Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Perrilloux - AWS - AM (Capacity)

LA 22 at Perrilloux Road/Trapagnier Road
All-Way-Stop Alternative
LA 22 Corridor Study
Stop (All-Way)
Design Life Analysis (Capacity): Results for 12 years

Mov ID	OD Mov	Demand Flows veh/h	HV %	Dep. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South, Trapagnier Rd NB											
3	L2	1	3.0	0.321	381.9	LOS F	1.2	30.3	1.00	1.25	5.0
8	T1	1	3.0	0.321	381.9	LOS F	1.2	30.3	1.00	1.25	5.0
18	R2	1	3.0	0.321	381.9	LOS F	1.2	30.3	1.00	1.25	5.0
Approach											
		4	3.0	0.321	381.9	LOS F	1.2	30.3	1.00	1.25	5.0
East: LA 22 WB											
1	L2	1	3.0	0.689	19.7	LOS C	4.5	115.3	0.93	1.60	26.4
6	T1	314	3.0	0.689	19.7	LOS C	4.5	115.3	0.93	1.60	26.5
16	R2	138	3.0	0.689	19.7	LOS C	4.5	115.3	0.93	1.60	26.6
Approach											
		454	3.0	0.689	19.7	LOS C	4.5	115.3	0.93	1.60	26.5
North, Perrilloux Rd SB											
7	L2	99	3.0	0.702	58.2	LOS F	4.4	111.5	1.00	1.60	18.1
4	T1	1	3.0	0.702	58.2	LOS F	4.4	111.5	1.00	1.60	18.1
14	R2	30	3.0	0.702	58.2	LOS F	4.4	111.5	1.00	1.60	18.2
Approach											
		131	3.0	0.702	58.2	LOS F	4.4	111.5	1.00	1.60	18.1
West: LA 22 EB											
5	L2	34	3.0	0.990	49.9	LOS E	17.6	451.5	1.00	3.15	19.4
2	T1	760	3.0	0.990	49.9	LOS E	17.6	451.5	1.00	3.15	19.5
12	R2	1	3.0	0.990	49.9	LOS E	17.6	451.5	1.00	3.15	19.5
Approach											
		795	3.0	0.990	49.9	LOS E	17.6	451.5	1.00	3.15	19.5
All Vehicles											
		1384	3.0	0.990	41.8	LOS E	17.6	451.5	0.98	2.49	21.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:31:56 AM
Project: T162TrafficClearProjectsStudiesLA 22 Corridor Study (Bedico-Madisonville)SIDRA AnalysisLA 22 Corridor - Intersection Alternatives Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Perrilloux - AWS - SP (Capacity)

LA 22 at Perrilloux Road/Trapagnier Road
All-Way-Stop Alternative
LA 22 Corridor Study
Stop (All-Way)
Design Life Analysis (Capacity): Results for 28 years

Mov ID	OD Mov	Demand Flows veh/h	HV %	Dep. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South, Trapagnier Rd NB											
3	L2	2	3.0	0.050	36.1	LOS E	0.2	4.4	1.00	1.24	22.1
8	T1	2	3.0	0.050	36.1	LOS E	0.2	4.4	1.00	1.24	22.1
18	R2	2	3.0	0.050	36.1	LOS E	0.2	4.4	1.00	1.24	22.2
Approach											
		6	3.0	0.050	36.1	LOS E	0.2	4.4	1.00	1.24	22.1
East: LA 22 WB											
1	L2	9	3.0	0.994	48.2	LOS E	18.9	483.0	1.00	3.31	19.7
6	T1	713	3.0	0.994	48.2	LOS E	18.9	483.0	1.00	3.31	19.8
16	R2	163	3.0	0.994	48.2	LOS E	18.9	483.0	1.00	3.31	19.8
Approach											
		886	3.0	0.994	48.2	LOS E	18.9	483.0	1.00	3.31	19.8
North, Perrilloux Rd SB											
7	L2	53	3.0	0.596	51.8	LOS F	3.2	81.8	1.00	1.48	19.1
4	T1	2	3.0	0.596	51.8	LOS F	3.2	81.8	1.00	1.48	19.1
14	R2	45	3.0	0.596	51.8	LOS F	3.2	81.8	1.00	1.48	19.2
Approach											
		100	3.0	0.596	51.8	LOS F	3.2	81.8	1.00	1.48	19.1
West: LA 22 EB											
5	L2	21	3.0	0.522	11.8	LOS B	2.5	63.0	0.77	1.23	29.1
2	T1	418	3.0	0.522	11.8	LOS B	2.5	63.0	0.77	1.23	29.2
12	R2	2	3.0	0.522	11.8	LOS B	2.5	63.0	0.77	1.23	29.3
Approach											
		441	3.0	0.522	11.8	LOS B	2.5	63.0	0.77	1.23	29.2
All Vehicles											
		1433	3.0	0.994	37.2	LOS E	18.9	483.0	0.93	2.54	21.9

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:31:57 AM
Project: T162TrafficClearProjectsStudiesLA 22 Corridor Study (Bedico-Madisonville)SIDRA AnalysisLA 22 Corridor - Intersection Alternatives Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Perrilloux - AWS - PM (Capacity)

LA 22 at Perrilloux Road/Trapagnier Road
 All-Way-Stop Alternative
 LA 22 Corridor Study
 Stop (All-Way)
 Design Life Analysis (Capacity): Results for 34 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop Queued	Effective Stop Rate per veh	Average Speed mph
South: Trapagnier Rd NB											
3	L2	2	3.0	0.054	22.3	LOS C	0.2	4.7	0.99	1.22	25.7
8	T1	6	3.0	0.054	22.3	LOS C	0.2	4.7	0.99	1.22	25.7
18	R2	2	3.0	0.054	22.3	LOS C	0.2	4.7	0.99	1.22	25.8
Approach											
		11	3.0	0.054	22.3	LOS C	0.2	4.7	0.99	1.22	25.7
East: LA 22 WB											
1	L2	4	3.0	0.998	46.8	LOS E	20.1	513.8	1.00	3.46	20.0
6	T1	897	3.0	0.998	46.8	LOS E	20.1	513.8	1.00	3.46	20.0
16	R2	75	3.0	0.998	46.8	LOS E	20.1	513.8	1.00	3.46	20.1
Approach											
		976	3.0	0.998	46.8	LOS E	20.1	513.8	1.00	3.46	20.0
North: Perrilloux Rd SB											
7	L2	43	3.0	0.755	70.4	LOS F	5.0	127.6	1.00	1.65	16.4
4	T1	2	3.0	0.755	70.4	LOS F	5.0	127.6	1.00	1.65	16.5
14	R2	83	3.0	0.755	70.4	LOS F	5.0	127.6	1.00	1.65	16.5
Approach											
		128	3.0	0.755	70.4	LOS F	5.0	127.6	1.00	1.65	16.5
West: LA 22 EB											
5	L2	40	3.0	0.545	11.4	LOS B	2.6	67.4	0.74	1.23	29.2
2	T1	458	3.0	0.545	11.4	LOS B	2.6	67.4	0.74	1.23	29.3
12	R2	6	3.0	0.545	11.4	LOS B	2.6	67.4	0.74	1.23	29.4
Approach											
		505	3.0	0.545	11.4	LOS B	2.6	67.4	0.74	1.23	29.3
All Vehicles											
		1620	3.0	0.998	37.5	LOS E	20.1	513.8	0.92	2.61	21.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:31:58 AM
 Project: T162TrafficClearProjectsStudiesLA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysts\LA 22 Corridor - Intersection Alternatives Analysis sfp6

MOVEMENT SUMMARY

Site: LA 22 at Perrilloux - RAB Alt 1a - AM (Capacity)

LA 22 at Perrilloux Road/Trapagnier Road
 Roundabout Alternative 1a: Single Lane
 LA 22 Corridor Study
 Roundabout
 Design Life Analysis (Capacity): Results for 27 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Trapagnier Rd NB											
3	L2	2	3.0	0.024	15.0	LOS B	0.2	4.2	0.99	0.78	29.1
8	T1	2	3.0	0.024	15.0	LOS B	0.2	4.2	0.99	0.78	29.2
18	R2	2	3.0	0.024	15.0	LOS B	0.2	4.2	0.99	0.78	28.6
Approach											
		6	3.0	0.024	15.0	LOS B	0.2	4.2	0.99	0.78	29.0
East: LA 22 WB											
1	L2	2	3.0	0.517	0.6	LOS A	5.4	139.1	0.38	0.16	35.9
6	T1	423	3.0	0.517	0.6	LOS A	5.4	139.1	0.38	0.16	36.0
16	R2	186	3.0	0.517	0.6	LOS A	5.4	139.1	0.38	0.16	35.1
Approach											
		610	3.0	0.517	0.6	LOS A	5.4	139.1	0.38	0.16	35.7
North: Perrilloux Rd SB											
7	L2	134	3.0	0.215	3.1	LOS A	1.3	32.7	0.63	0.51	33.4
4	T1	2	3.0	0.215	3.1	LOS A	1.3	32.7	0.63	0.51	33.5
14	R2	41	3.0	0.215	3.1	LOS A	1.3	32.7	0.63	0.51	32.8
Approach											
		176	3.0	0.215	3.1	LOS A	1.3	32.7	0.63	0.51	33.3
West: LA 22 EB											
5	L2	46	3.0	0.997	21.6	LOS C	44.8	1148.0	1.00	0.98	27.3
2	T1	1022	3.0	0.997	21.6	LOS C	44.8	1148.0	1.00	0.98	27.4
12	R2	2	3.0	0.997	21.6	LOS C	44.8	1148.0	1.00	0.98	26.9
Approach											
		1071	3.0	0.997	21.6	LOS C	44.8	1148.0	1.00	0.98	27.4
All Vehicles											
		1863	3.0	0.997	12.9	LOS B	44.8	1148.0	0.76	0.67	30.2

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:32:01 AM
 Project: T162TrafficClearProjectsStudiesLA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysts\LA 22 Corridor - Intersection Alternatives Analysis sfp6

MOVEMENT SUMMARY

Site: LA 22 at Perrilloux - RAB Alt 1a - SP (Capacity)

LA 22 at Perrilloux Road/Trapagnier Road
Roundabout Alternative 1a: Single Lane
LA 22 Corridor Study
Roundabout
Design Life Analysis (Capacity): Results for 43 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Trapagnier Rd NB											
3	L2	3	3.0	0.012	4.4	LOS A	0.1	1.7	0.69	0.46	33.8
8	T1	3	3.0	0.012	4.4	LOS A	0.1	1.7	0.69	0.46	33.8
18	R2	3	3.0	0.012	4.4	LOS A	0.1	1.7	0.69	0.46	33.1
Approach											
		8	3.0	0.012	4.4	LOS A	0.1	1.7	0.69	0.46	33.6
East: LA 22 WB											
1	L2	13	3.0	0.980	6.6	LOS A	73.1	1871.0	1.00	0.41	33.4
6	T1	960	3.0	0.980	6.6	LOS A	73.1	1871.0	1.00	0.41	33.5
16	R2	219	3.0	0.980	6.6	LOS A	73.1	1871.0	1.00	0.41	32.7
Approach											
		1192	3.0	0.980	6.6	LOS A	73.1	1871.0	1.00	0.41	33.4
North: Perrilloux Rd SB											
7	L2	71	3.0	0.404	12.0	LOS B	3.1	79.7	1.00	1.03	29.9
4	T1	3	3.0	0.404	12.0	LOS B	3.1	79.7	1.00	1.03	30.0
14	R2	61	3.0	0.404	12.0	LOS B	3.1	79.7	1.00	1.03	29.4
Approach											
		135	3.0	0.404	12.0	LOS B	3.1	79.7	1.00	1.03	29.7
West: LA 22 EB											
5	L2	28	3.0	0.525	1.0	LOS A	5.2	133.8	0.48	0.26	35.3
2	T1	563	3.0	0.525	1.0	LOS A	5.2	133.8	0.48	0.26	35.5
12	R2	3	3.0	0.525	1.0	LOS A	5.2	133.8	0.48	0.26	34.6
Approach											
		593	3.0	0.525	1.0	LOS A	5.2	133.8	0.48	0.26	35.5
All Vehicles											
		1928	3.0	0.980	5.2	LOS A	73.1	1871.0	0.84	0.41	33.7

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard

SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2008-2015 Akçelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, 06: 06: 2017 11: 32: 03 AM
Project: T162TrafficClearProjectsStudiesLA 22 Corridor Study (Bedico-Madisonville)Sidra AnalysisLA 22 Corridor - Intersection Alternatives Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Perrilloux - RAB Alt 1a - PM (Capacity)

LA 22 at Perrilloux Road/Trapagnier Road
Roundabout Alternative 1a: Single Lane
LA 22 Corridor Study
Roundabout
Design Life Analysis (Capacity): Results for 43 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Trapagnier Rd NB											
3	L2	3	3.0	0.019	4.3	LOS A	0.1	2.7	0.68	0.48	34.1
8	T1	8	3.0	0.019	4.3	LOS A	0.1	2.7	0.68	0.48	34.2
18	R2	3	3.0	0.019	4.3	LOS A	0.1	2.7	0.68	0.48	33.4
Approach											
		13	3.0	0.019	4.3	LOS A	0.1	2.7	0.68	0.48	34.1
East: LA 22 WB											
1	L2	5	3.0	0.987	8.7	LOS A	55.2	1412.8	1.00	0.53	32.4
6	T1	1072	3.0	0.987	8.7	LOS A	55.2	1412.8	1.00	0.53	32.5
16	R2	89	3.0	0.987	8.7	LOS A	55.2	1412.8	1.00	0.53	31.8
Approach											
		1167	3.0	0.987	8.7	LOS A	55.2	1412.8	1.00	0.53	32.5
North: Perrilloux Rd SB											
7	L2	51	3.0	0.556	22.5	LOS C	4.8	124.0	1.00	1.10	26.5
4	T1	3	3.0	0.556	22.5	LOS C	4.8	124.0	1.00	1.10	26.6
14	R2	99	3.0	0.556	22.5	LOS C	4.8	124.0	1.00	1.10	26.1
Approach											
		153	3.0	0.556	22.5	LOS C	4.8	124.0	1.00	1.10	26.3
West: LA 22 EB											
5	L2	48	3.0	0.517	0.7	LOS A	5.3	136.8	0.41	0.19	35.5
2	T1	548	3.0	0.517	0.7	LOS A	5.3	136.8	0.41	0.19	35.7
12	R2	8	3.0	0.517	0.7	LOS A	5.3	136.8	0.41	0.19	34.8
Approach											
		604	3.0	0.517	0.7	LOS A	5.3	136.8	0.41	0.19	35.6
All Vehicles											
		1936	3.0	0.987	7.2	LOS A	55.2	1412.8	0.81	0.47	32.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard

SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2008-2015 Akçelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, 06: 06: 2017 11: 32: 05 AM
Project: T162TrafficClearProjectsStudiesLA 22 Corridor Study (Bedico-Madisonville)Sidra AnalysisLA 22 Corridor - Intersection Alternatives Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Perrilloux - RAB Alt 1b - AM (Capacity)

LA 22 at Perrilloux Road/Trapagnier Road
 Roundabout Alternative 1b: Single Lane w WB U-Turn Movement
 LA 22 Corridor Study
 Roundabout

Design Life Analysis (Capacity): Results for 20 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Dep Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh.	Queue Distance ft	Prop. Queued	Effective Stop Rate per/veh	Average Speed mph
South: Trapagnier Rd NB											
3	L2	2	3.0	0.019	14.9	LOS B	0.1	3.4	0.98	0.76	29.2
8	T1	2	3.0	0.019	14.9	LOS B	0.1	3.4	0.98	0.76	29.2
18	R2	2	3.0	0.019	14.9	LOS B	0.1	3.4	0.98	0.76	28.7
Approach											
East: LA 22 WB											
1u	U	174	3.0	0.592	0.6	LOS A	7.2	184.0	0.40	0.17	35.7
1	L2	2	3.0	0.592	0.6	LOS A	7.2	184.0	0.40	0.17	35.1
6	T1	368	3.0	0.592	0.6	LOS A	7.2	184.0	0.40	0.17	35.2
16	R2	162	3.0	0.592	0.6	LOS A	7.2	184.0	0.40	0.17	34.3
Approach											
North: Perrilloux Rd SB											
7	L2	116	3.0	0.210	4.1	LOS A	1.3	32.4	0.69	0.59	33.0
4	T1	2	3.0	0.210	4.1	LOS A	1.3	32.4	0.69	0.59	33.1
14	R2	36	3.0	0.210	4.1	LOS A	1.3	32.4	0.69	0.59	32.3
Approach											
West: LA 22 EB											
5	L2	40	3.0	0.995	30.5	LOS C	36.1	924.9	1.00	1.45	24.6
2	T1	890	3.0	0.995	30.5	LOS C	36.1	924.9	1.00	1.45	24.7
12	R2	2	3.0	0.995	30.5	LOS C	36.1	924.9	1.00	1.45	24.3
Approach											
All Vehicles											
		1796	3.0	0.996	16.5	LOS B	36.1	924.9	0.74	0.87	28.7

Level of Service (LOS) Method: Delay & v/c (HCM 2010)
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Alcènik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Alceinik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:32:07 AM
 Project: T162TrafficCharProjectsStudiesLA 22 Corridor Study (Bouco-Madisonville)|Sidra Analysis|LA 22 Corridor - Intersection Alternatives Analysis.sip

MOVEMENT SUMMARY

Site: LA 22 at Perrilloux - RAB Alt 1b - SP (Capacity)

LA 22 at Perrilloux Road/Trapagnier Road
 Roundabout Alternative 1b: Single Lane w WB U-Turn Movement
 LA 22 Corridor Study
 Roundabout

Design Life Analysis (Capacity): Results for 32 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Dep Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh.	Queue Distance ft	Prop. Queued	Effective Stop Rate per/veh	Average Speed mph
South: Trapagnier Rd NB											
3	L2	2	3.0	0.011	5.5	LOS A	0.1	1.6	0.75	0.51	33.2
8	T1	2	3.0	0.011	5.5	LOS A	0.1	1.6	0.75	0.51	33.3
18	R2	2	3.0	0.011	5.5	LOS A	0.1	1.6	0.75	0.51	32.6
Approach											
East: LA 22 WB											
1u	U	240	3.0	0.980	6.3	LOS A	84.6	2165.4	1.00	0.38	33.5
1	L2	10	3.0	0.980	6.3	LOS A	84.6	2165.4	1.00	0.38	32.9
6	T1	772	3.0	0.980	6.3	LOS A	84.6	2165.4	1.00	0.38	33.0
16	R2	176	3.0	0.980	6.3	LOS A	84.6	2165.4	1.00	0.38	32.3
Approach											
North: Perrilloux Rd SB											
7	L2	57	3.0	0.356	12.0	LOS B	2.6	67.5	1.00	1.01	29.9
4	T1	2	3.0	0.356	12.0	LOS B	2.6	67.5	1.00	1.01	30.0
14	R2	49	3.0	0.356	12.0	LOS B	2.6	67.5	1.00	1.01	29.4
Approach											
West: LA 22 EB											
5	L2	23	3.0	0.540	3.4	LOS A	4.7	119.6	0.76	0.63	34.5
2	T1	453	3.0	0.540	3.4	LOS A	4.7	119.6	0.76	0.63	34.6
12	R2	2	3.0	0.540	3.4	LOS A	4.7	119.6	0.76	0.63	33.8
Approach											
All Vehicles											
		1790	3.0	0.980	5.9	LOS A	84.6	2165.4	0.94	0.48	33.2

Level of Service (LOS) Method: Delay & v/c (HCM 2010)
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Alcènik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Alceinik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:32:09 AM
 Project: T162TrafficCharProjectsStudiesLA 22 Corridor Study (Bouco-Madisonville)|Sidra Analysis|LA 22 Corridor - Intersection Alternatives Analysis.sip

MOVEMENT SUMMARY

Site: LA 22 at Perrilloux - RAB Alt 1b - PM (Capacity)

LA 22 at Perrilloux Road/Trapagnier Road
 Roundabout Alternative 1b: Single Lane w WB U-Turn Movement
 LA 22 Corridor Study
 Roundabout

Design Life Analysis (Capacity): Results for 40 years

Movement Performance - Vehicles											
Mov ID	QD Mov	Demand Flows veh/h	HV %	Dep Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per/veh	Average Speed mph
South: Trapagnier Rd NB											
3	L2	2	3.0	0.019	4.6	LOS A	0.1	2.8	0.71	0.50	34.0
8	T1	7	3.0	0.019	4.6	LOS A	0.1	2.8	0.71	0.50	34.1
18	R2	2	3.0	0.019	4.6	LOS A	0.1	2.8	0.71	0.50	33.3
Approach											
		12	3.0	0.019	4.6	LOS A	0.1	2.8	0.71	0.50	33.9
East: LA 22 WB											
1u	U	67	3.0	0.985	8.0	LOS A	56.1	1436.0	1.00	0.52	33.1
1	L2	5	3.0	0.985	8.0	LOS A	56.1	1436.0	1.00	0.52	32.5
6	T1	1010	3.0	0.985	8.0	LOS A	56.1	1436.0	1.00	0.52	32.6
16	R2	84	3.0	0.985	8.0	LOS A	56.1	1436.0	1.00	0.52	31.9
Approach											
		1166	3.0	0.985	8.0	LOS A	56.1	1436.0	1.00	0.52	32.6
North: Perrilloux Rd SB											
7	L2	48	3.0	0.529	21.4	LOS C	4.5	115.3	1.00	1.09	26.9
4	T1	2	3.0	0.529	21.4	LOS C	4.5	115.3	1.00	1.09	27.0
14	R2	94	3.0	0.529	21.4	LOS C	4.5	115.3	1.00	1.09	26.4
Approach											
		144	3.0	0.529	21.4	LOS C	4.5	115.3	1.00	1.09	26.6
West: LA 22 EB											
5	L2	46	3.0	0.521	1.3	LOS A	4.7	120.3	0.53	0.32	35.2
2	T1	516	3.0	0.521	1.3	LOS A	4.7	120.3	0.53	0.32	35.3
12	R2	7	3.0	0.521	1.3	LOS A	4.7	120.3	0.53	0.32	34.4
Approach											
		569	3.0	0.521	1.3	LOS A	4.7	120.3	0.53	0.32	35.3
All Vehicles											
		1891	3.0	0.985	7.0	LOS A	56.1	1436.0	0.86	0.50	32.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010)

Roundabout LOS Method: Same as Signalised Intersections

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection)

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010)

Roundabout Capacity Model: SIDRA Standard

SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.

Gap-Acceptance Capacity: SIDRA Standard (Atçelik MSD).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Synchro Analysis

Signal Alternative 1: Existing Configuration w Signal - AM
LA 22 at LA 1085 Alternatives

Signal Alternative 1: Existing Configuration w Signal - AM
LA 22 at LA 1085 Alternatives

Signal Alternative 1: Existing Configuration w Signal - AM
LA 22 at LA 1085 Alternatives

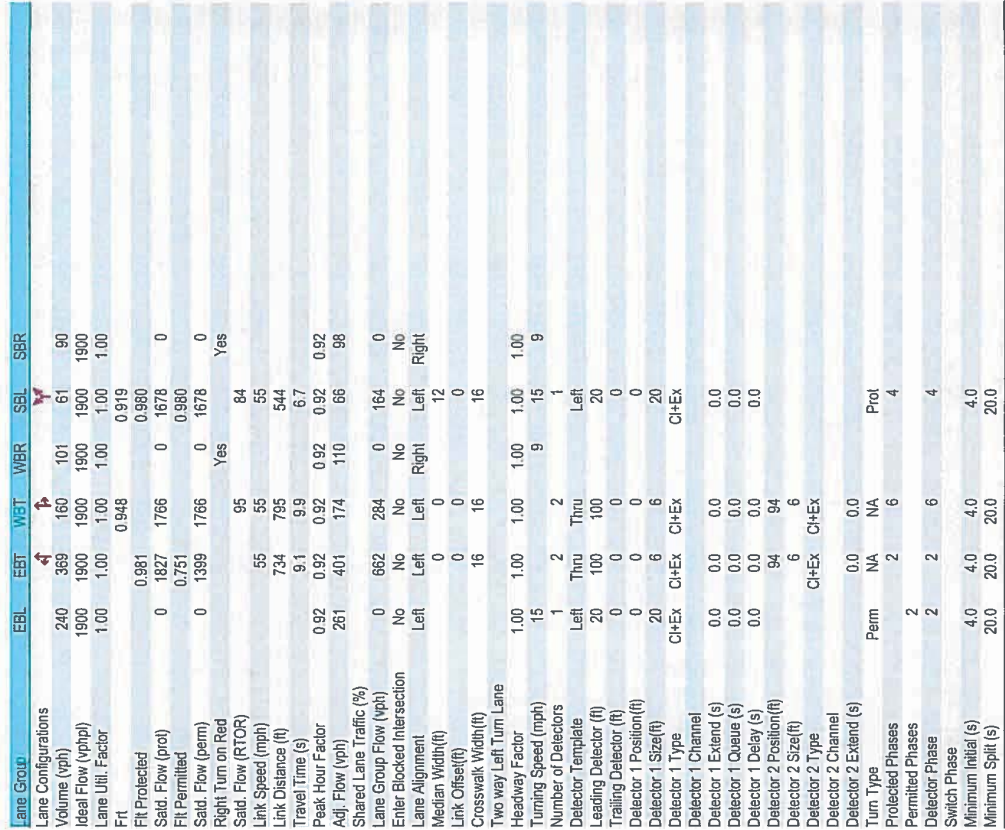
Signal Alternative 1: Existing Configuration w Signal - AM
LA 22 at LA 1085 Alternatives

Lane Group	EBL	EST	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	240	369	160	101	61	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.948			0.919	
Flt Protected	0	0.981			0.980	
Satd. Flow (prot)	0	1827	1766	0	1678	0
Flt Permitted	0	0.751			0.980	
Satd. Flow (perm)	0	1399	1766	0	1678	0
Right Turn on Red				Yes	Yes	
Satd. Flow (RTOR)			95		84	
Link Speed (mph)		55	55		55	
Link Distance (ft)		734	795		544	
Travel Time (s)		9.1	9.9		6.7	
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)		261	401	174	110	88
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	662	284	0	164	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)	0	0	0	0	12	0
Link Offset(ft)	0	0	0	0	0	0
Crosswalk Width(ft)	16	16	16	16	16	16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	15	15	15	15
Number of Detectors	1	2	2	9	1	9
Detector Template	Left	Thru	Thru	Left	Left	Left
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	6	20	20
Detector 1 Type	ChEx	ChEx	ChEx	ChEx	ChEx	ChEx
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6
Detector 2 Type	ChEx	ChEx	ChEx	ChEx	ChEx	ChEx
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	NA	NA	Prot	4
Protected Phases	2	2	6	6	4	4
Permitted Phases	2	2	6	6	4	4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0

Madisonville, St. Tammany Parish
3/8/2017
Synchro 8 Report
Page 1

Lane Group	EBL	EST	WBT	WBR	SBL	SBR
Total Split (s)	60.0	60.0	60.0	60.0	20.0	20.0
Total Split (%)	75.0%	75.0%	75.0%	75.0%	25.0%	25.0%
Maximum Green (s)	56.0	56.0	56.0	56.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Extension (s)	Max	Max	None	None	None	None
Recall Mode	5.0	5.0	5.0	5.0	5.0	5.0
Walk Time (s)	11.0	11.0	11.0	11.0	11.0	11.0
Flash Dont Walk (s)	0	0	0	0	0	0
Pedestrian Calls (#/hr)	62.9	62.9	62.9	62.9	9.6	9.6
Act Effct Green (s)	0.78	0.78	0.78	0.78	0.12	0.12
Actualized g/C Ratio	0.61	0.20	0.20	0.20	0.60	0.60
v/c Ratio	7.3	2.2	2.2	2.2	25.5	25.5
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	7.3	2.2	2.2	2.2	25.5	25.5
Total Delay	7.3	2.2	2.2	2.2	25.5	25.5
LOS	A	A	A	A	C	C
Approach Delay	7.3	2.2	2.2	2.2	25.5	25.5
Approach LOS	A	A	A	A	C	C
Queue Length 50th (ft)	99	17	17	17	37	37
Queue Length 95th (ft)	250	46	46	46	88	88
Internal Link Dist (ft)	654	715	715	715	484	484
Turn Bay Length (ft)	1092	1400	1400	1400	401	401
Base Capacity (vph)	0	0	0	0	0	0
Starvation Cap Reducin	0	0	0	0	0	0
Spillback Cap Reducin	0	0	0	0	0	0
Storage Cap Reducin	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.20	0.20	0.20	0.41	0.41

Madisonville, St. Tammany Parish
3/8/2017
Synchro 8 Report
Page 2



Madisonville, St. Tammany Parish
3/8/2017
Synchro 8 Report
Page 2

Signal Alternative 1: Existing Configuration w Signal - PM
LA 22 at LA 1085 Alternatives

Signal Alternative 1: Existing Configuration w Signal - PM
LA 22 at LA 1085 Alternatives

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	97	189	324	80	55	203
Volume (vph)	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor			0.973		0.894	
Flt Protected	0	0.983			0.989	
Satd. Flow (prot)	0	1831	1812	0	1647	0
Flt Permitted	0	0.769			0.969	
Satd. Flow (perm)	0	1432	1812	0	1647	0
Right Turn on Red				Yes	Yes	
Satd. Flow (RTOR)			23		221	
Link Speed (mph)		55	55		55	
Link Distance (ft)		734	795		544	
Travel Time (s)		9.1	9.9		6.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	105	205	352	87	60	221
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	310	439	0	281	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width (ft)		0	0		12	
Link Offset (ft)		0	0		0	
Crosswalk Width (ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru	Left	Left	
Leading Detector (ft)	20	100	100	20	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position (ft)	0	0	0	0	0	
Detector 1 Size (ft)	20	6	6	20	20	
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position (ft)	94	94	94			
Detector 2 Size (ft)	6	6	6			
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	Prot		
Protected Phases	Perm	NA	NA	4		
Permitted Phases	2	2	6	4		
Detector Phase	2	2	6	4		
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	20.0	20.0	20.0		20.0	

Madisonville, St. Tammany Parish
3/8/2017
Synchro 8 Report
Page 1

Signal Alternative 1: Existing Configuration w Signal - PM
LA 22 at LA 1085 Alternatives

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (s)	56.0	56.0	56.0		34.0	
Total Split (%)	62.2%	62.2%	62.2%		37.8%	
Maximum Green (s)	52.0	52.0	52.0		30.0	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	0.5	0.5	0.5		0.5	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		4.0	
Lead-Lag						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	Max	None	None		None	
Walk Time (s)	5.0	5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act. Effct Green (s)	54.0	54.0	54.0		9.1	
Actuated g/C Ratio	0.76	0.76	0.76		0.13	
v/c Ratio	0.29	0.32	0.70		17.4	
Control Delay	4.0	3.8	17.4			
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	4.0	3.8	17.4		17.4	
LOS	A	A	A		B	
Approach Delay	4.0	3.8	17.4		17.4	
Approach LOS	A	A	B		B	
Queue Length 50th (ft)	28	39	23		23	
Queue Length 95th (ft)	82	105	91		91	
Internal Link Dist (ft)	654	715	464		464	
Turn Bay Length (ft)						
Base Capacity (vph)	1087	1382	823		823	
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.29	0.32	0.34		0.34	

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 71.1
Natural Cycle: 40
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 7.6
Intersection Capacity Utilization: 62.8%
Analysis Period (min): 15
Intersection LOS: A
ICU Level of Service: B



Madisonville, St. Tammany Parish
3/8/2017
Synchro 8 Report
Page 2

Signal Alternative 2: Additional EB LTL - AM
LA 22 at LA 1085 Alternatives

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	240	369	160	101	61	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	0	0	0	0
Storage Lanes	1	0	0	1	0	0
Taper Length (ft)	25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt	0.950	0.948			0.919	
Flt Protected					0.980	
Satd. Flow (prot)	1770	1863	1766	0	1678	0
Flt Permitted	0.586				0.980	
Satd. Flow (perm)	1092	1863	1766	0	1678	0
Right Turn on Red				Yes	Yes	Yes
Satd. Flow (RTOR)		81		81	98	
Link Speed (mph)	55	55		55	55	
Link Distance (ft)	734	795		544	544	
Travel Time (s)	9.1	9.9		6.7	6.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	261	401	174	110	66	98
Shared Lane Traffic (%)						
Lane Group Flow (vph)	261	401	284	0	164	0
Entire Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Right	Right
Median Width (ft)	12	12	12	12	12	12
Link Offset (ft)	0	0	0	0	0	0
Crosswalk Width (ft)	16	16			16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Left	Left	Left
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position (ft)	0	0	0	0	0	0
Detector 1 Size (ft)	20	6	6	20	20	20
Detector 1 Type	CH+EX	CH+EX	CH+EX	CH+EX	CH+EX	CH+EX
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94	94	94			
Detector 2 Size (ft)	6	6	6			
Detector 2 Type	CH+EX	CH+EX	CH+EX			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Perm	NA	NA	Prot		
Protected Phases	2	2	6	4		
Permitted Phases	2	2	6	4		
Detector Phase	2	2	6	4		

Signal Alternative 2: Additional EB LTL - AM
LA 22 at LA 1085 Alternatives

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Spill (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Spill (s)	46.0	46.0	46.0	46.0	24.0	24.0
Total Spill (%)	65.7%	65.7%	65.7%	65.7%	34.3%	34.3%
Maximum Green (s)	42.0	42.0	42.0	42.0	20.0	20.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effect Green (s)	49.0	49.0	49.0	49.0	8.5	8.5
Actuated g/C Ratio	0.75	0.75	0.75	0.75	0.13	0.13
v/c Ratio	0.32	0.29	0.21	0.21	0.54	0.54
Control Delay	4.6	3.7	2.5	2.5	18.0	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.6	3.7	2.5	2.5	18.0	18.0
LOS	A	A	A	A	B	B
Approach Delay	4.0	2.5	2.5	2.5	18.0	18.0
Approach LOS	A	A	A	A	B	B
Queue Length 50th (ft)	24	36	16	16	24	24
Queue Length 95th (ft)	68	86	46	46	67	67
Internal Link Dist (ft)	200	654	715	715	464	464
Turn Bay Length (ft)	816	1393	1341	1341	581	581
Base Capacity (vph)	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.29	0.21	0.21	0.28	0.28
Intersection Summary						
Area Type:	Other					
Cycle Length	70					
Actuated Cycle Length	65.5					
Natural Cycle	40					
Control Type	Semi-Act-Uncoordinated					
Maximum v/c Ratio	0.54					
Intersection Signal Delay	5.7					
Intersection Capacity Utilization	46.8%					
Analysis Period (min)	15					
Spills and Phases:	4: LA 22 EBLA 22 WB & LA 1085 SB					

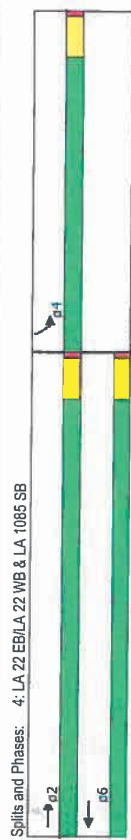


Signal Alternative 2: Additional EB LTL - PM
LA 22 at LA 1085 Alternatives

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	97	189	324	80	55	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	0	0	0	0
Storage Lanes	1	0	1	0	1	0
Taper Length (ft)	25	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	0.973	0.894	0.989	0.989
Flt Protected	0.950	1.770	1.612	0	1.647	0
Satd. Flow (prot)	0.491	1863	1812	0	1647	0
Flt Permitted	0.915	1863	1812	0	1647	0
Satd. Flow (perm)				Yes	Yes	Yes
Right Turn on Red						
Satd. Flow (RTOR)		27	221			
Link Speed (mph)	55	55	55	55	55	55
Link Distance (ft)	734	795	544			
Travel Time (s)	9.1	9.9	6.7			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	105	205	352	87	60	221
Shared Lane Traffic (%)						
Lane Group Flow (vph)	105	205	439	0	281	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Right	Right
Median Width (ft)	12	12	12	12	12	12
Link Offset (ft)	0	0	0	0	0	0
Crosswalk Width (ft)	16	16	16	16	16	16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	15	15	15	9
Number of Detectors	1	2	2	9	15	9
Detector Template	Left	Thru	Thru	Left	Left	Left
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position (ft)	0	0	0	0	0	0
Detector 1 Size (ft)	20	6	6	20	20	20
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94	94	94			
Detector 2 Size (ft)	6	6	6			
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Perm	NA	NA	Prot	Prot	Prot
Protected Phases	2	2	6	4	4	4
Permitted Phases	2	2	6	4	4	4

Signal Alternative 2: Additional EB LTL - PM
LA 22 at LA 1085 Alternatives

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	41.0	41.0	41.0	29.0	29.0	29.0
Total Split (%)	58.6%	58.6%	58.6%	41.4%	41.4%	41.4%
Maximum Green (s)	37.0	37.0	37.0	25.0	25.0	25.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	None	None	None
Recall Mode	Max	Max	Max	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	39.5	39.5	39.5	8.4	8.4	8.4
Act Effct g/C Ratio	0.71	0.71	0.71	0.15	0.15	0.15
v/c Ratio	0.16	0.16	0.34	0.65	0.65	0.65
Control Delay	4.3	3.7	4.4	13.3	13.3	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.3	3.7	4.4	13.3	13.3	13.3
LOS	A	A	A	B	B	B
Approach Delay						
Approach LOS	A	A	A	B	B	B
Queue Length 50th (ft)	8	15	35	17	17	17
Queue Length 85th (ft)	31	47	102	71	71	71
Internal Link Dist (ft)	654	715	464			
Turn Bay Length (ft)	200					
Base Capacity (vph)	645	1314	1287	860	860	860
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.16	0.34	0.33	0.33	0.33



Intersection Summary
Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 55.9
Natural Cycle: 40
Control Type: Semi Act-Uncoordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 6.7
Intersection Capacity Utilization: 52.8%
Analysis Period (min): 15
Intersection LOS: A
ICU Level of Service A
Spills and Phases: 4: LA 22 EB/LA 22 WB & LA 1085 SB

Summary of Results by Intersection
LA 22 Three-Lane Section SUPPLEMENTAL INFORMATION
Firetower Road & Traino Road/Byers Road



LA 22 at Firetower Road						
TURNING LANE WARRANTS						
WB Right Turn Lane			YES (PM)			
EB Left Turn Lane			NO			
CRASH HISTORY						
Date	Type	Explanation				
7/9/2013	Non-Collision	Driver ran stop sign; ran off road				
6/8/2015	Non-Collision	Driver ran stop sign; ran off road				
11/20/2015	Non-Collision	Deer ran onto LA 22; hit vehicle				
ANALYSIS RESULTS						
Analysis	Peak	V/C	Delay (s)	LOS	Queue (ft)	Years
Existing	AM	0.138	2.0	N/A	5.5	0
	PM	0.198	2.8	N/A	10.6	0
Capacity	AM	0.939	11.7	N/A	177.5	68
	PM	0.954	13.6	N/A	200.6	49

LA 22 at Traino Road/Byers Road						
TURNING LANE WARRANTS						
WB Right Turn Lane		NO	EB Right Turn Lane		NO	
WB Left Turn Lane		NO	EB Left Turn Lane		NO	
CRASH HISTORY						
Date	Type	Explanation				
7/25/2015	Left Turn	Impaired driver hit car on Traino				
10/18/2015	Right Angle	Driver ran stop sign; hit vehicle on 22				
ANALYSIS RESULTS						
Analysis	Peak	V/C	Delay (s)	LOS	Queue (ft)	Years
Existing	AM	0.234	3.9	N/A	4.9	0
	PM	0.173	3.8	N/A	6.0	0
Capacity	AM	0.932	5.9	N/A	37.9	55
	PM	0.979	14.2	N/A	131.7	56

Supplemental Information

- Summary Tables & Maps
 - Firetower Road
 - Traino Road/Byers Road
- Safety Analysis
 - Firetower Road
 - Traino Road/Byers Road
 - Pine Creek Drive/Coquille Drive
- Turn Lane Warrants
 - Firetower Road
 - Traino Road/Byers Road
- Sidra Analysis: Movement Summaries
 - Existing Analysis
 - Firetower Road
 - Traino Road/Byers Road
 - Pine Creek Drive/Coquille Drive
 - Capacity Analysis
 - Firetower Road
 - Traino Road/Byers Road
 - Pine Creek Drive/Coquille Drive



Map Crashes

Add a point:
latitude,longitude:

Measure
Distance:

Current Position:
30.440447,-90.277247
Last Clicked Position:
30.440283,-90.277616

Use Ctrl-Click to
get the LRS ID and
logmile of a point.

Crashes Control-
Section 261-04
between logmiles 9.9
and 9.94
2013-01-01 to 2015-
12-31



Lat/Long Formats: dd . dddd dd : mm . mmm dd : mm : ss . s ddmms

LADOTD Crash List



LA 22 at Firetower Road
Ponchatoula, St. Tammany Parish
LA 22 Corridor Study

Control-Section 261-04 between logmiles 9.9 and 9.94
2013-01-01 to 2015-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	type acc	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior
261-04	9.92	0022	58.87	1	0	1	0	1	0	2013-07-09	Ditch	Non Coll	Run off rd	dry	20130027966	53	04	1	A	S	B
Total	2013			1	0	1	0	1	0												
261-04	9.92	0022	58.93	1	0	0	1	0	2	2015-06-18	Ditch	Non Coll	Run off rd	dry	150619214156504	53	20	1	C	S	G
261-04	9.90	0022	58.91	1	1	0	0	0	0	2015-11-20	Animal	Non Coll	Coll wt animal	dry	20150044365	53	05	0	A	E	B
Total	2015			2	1	0	1	0	2												
Grand Total				3	1	1	1	1	2												

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

report generated by ladotdom00273801 on 2/22/2017 9:37:17 AM



Map Crashes

Add a point:
latitude,longitude:

Measure
Distance:

Current Position:
30.438980,-90.269088
Last Clicked Position:
30.439079,-90.269444

Use Ctrl-Click to
get the LRS ID and
logmile of a point.

Crashes Control-
Section 261-04
between logmiles
10.38 and 10.5
2013-01-01 to 2015-
12-31



bigger Lat/Long Formats: dd . ddddd dd : mm . mmm dd : mm : ss . s ddmms

LADOTD Crash List



LA 22 at Traino Road/Byers Road
Ponchatoula, St. Tammany Parish
LA 22 Corridor Study

Control-Section 261-04 between logmiles 10.38 and 10.5
2013-01-01 to 2015-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	type acc	surf cond	crash num	par ish	hour	int agy	iv trav	dir prior	move
261-04	10.41	0022	59.42	1	0	0	1	0	1	2015-07-25	MV in Trans	Left Turn-g	Coll wt veh	dry	20150032063	53	11	0	A	WS	IA
261-04	10.41	0022	59.42	1	1	0	0	0	0	2015-10-18	MV in Trans	Rt Angle	Coll wt veh	dry	20150043033	53	21	0	A	SW	BB
Total	2015			2	1	0	1	0	1												
Grand Total				2	1	0	1	0	1												

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

report generated by ladotdoml00273801 on 2/22/2017 9:47:39 AM

LA 22 at Firetower Road - Right Turn Lane - AM

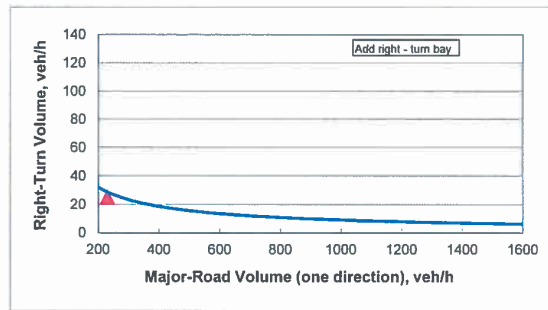
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:		2-lane roadway
Variable	Value	
Major-road speed, mph:	35	
Major-road volume (one direction), veh/h:	230	
Right-turn volume, veh/h:	25	

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	29
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



LA 22 at Firetower Road - Left Turn Lane - AM

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

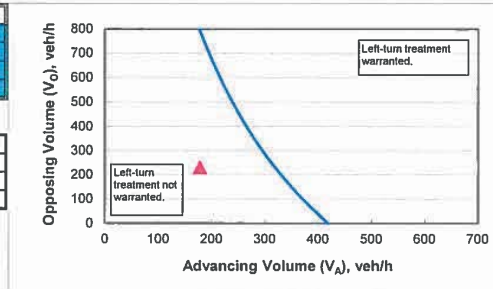
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	12
Advancing volume (V_A), veh/h:	276
Opposing volume (V_O), veh/h:	200

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	319
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

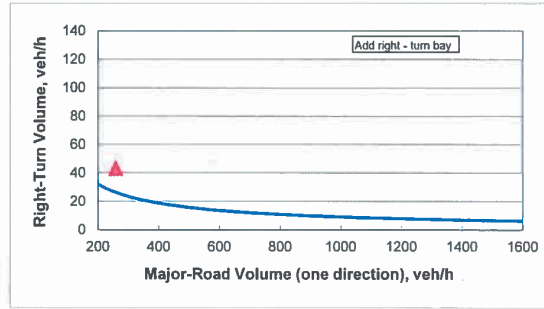
Variable	Value
Average time for making left-turn, s:	2.0
Critical headway, s:	3.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.5

LA 22 at Firetower Road - Right Turn Lane - PM

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	260
Right-turn volume, veh/h:	43

OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	26
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



LA 22 at Firetower Road - Left Turn Lane - PM

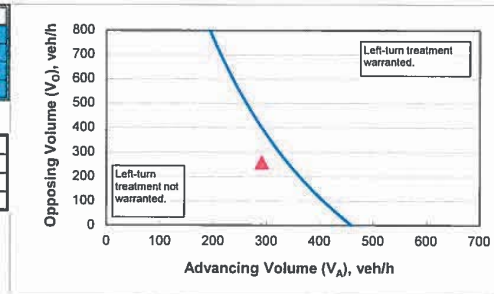
Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	
Variable	Value
85 th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	10%
Advancing volume (V_A), veh/h:	221
Opposing volume (V_O), veh/h:	259

OUTPUT	
Variable	Value
Limiting advancing volume (V_A), veh/h:	339
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

CALIBRATION CONSTANTS	
Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	4.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

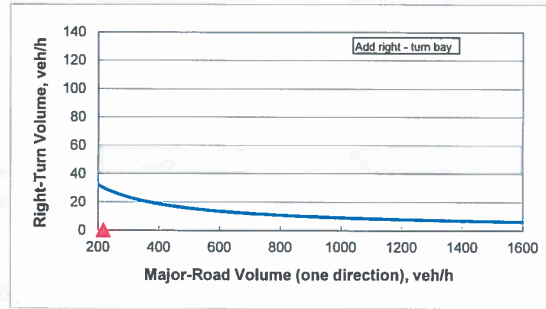


LA 22 at Traino Road/Byers Road - EB Right Turn Lane - AM

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	217
Right-turn volume, veh/h:	0

OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	30
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



LA 22 at Traino Road/Byers Road - EB Left Turn Lane - AM

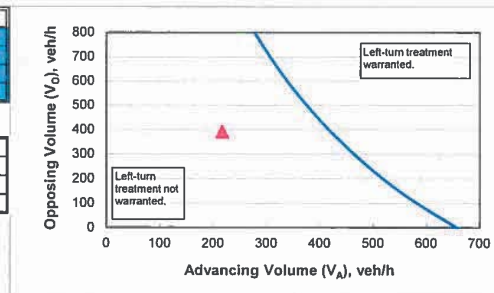
Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	
Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	30
Advancing volume (V_A), veh/h:	217
Opposing volume (V_O), veh/h:	322

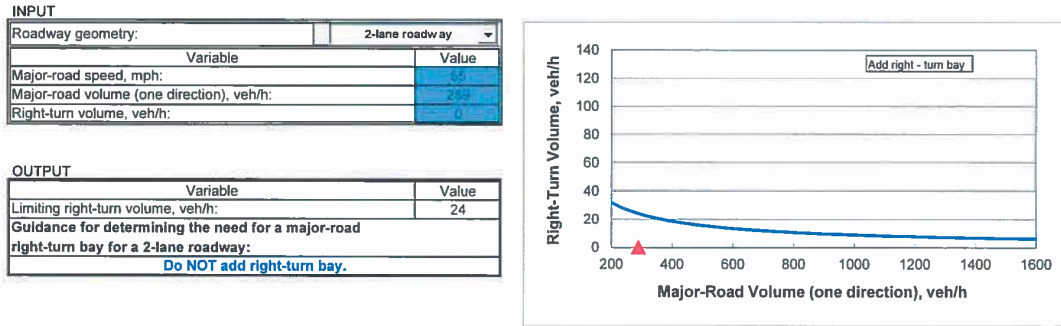
OUTPUT	
Variable	Value
Limiting advancing volume (V_A), veh/h:	420
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

CALIBRATION CONSTANTS	
Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	3.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.8



LA 22 at Traino Road/Byers Road - EB Right Turn Lane - PM

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.



LA 22 at Traino Road/Byers Road - EB Left Turn Lane - PM

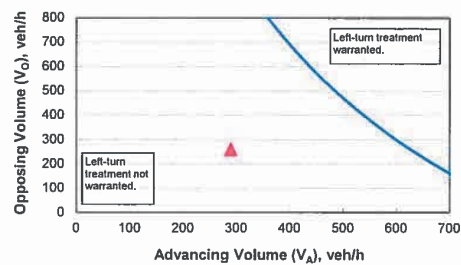
Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	
Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	289
Opposing volume (V_O), veh/h:	289

OUTPUT	
Variable	Value
Limiting advancing volume (V_A), veh/h:	627
Guidance for determining the need for a major-road left-turn bay: Left-turn treatment NOT warranted.	

CALIBRATION CONSTANTS	
Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	6.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.8

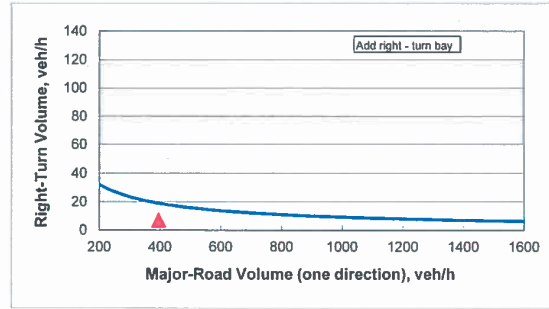


LA 22 at Traino Road/Byers Road - WB Right Turn Lane - AM

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	385
Right-turn volume, veh/h:	7

OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	19
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



LA 22 at Traino Road/Byers Road - WB Left Turn Lane - AM

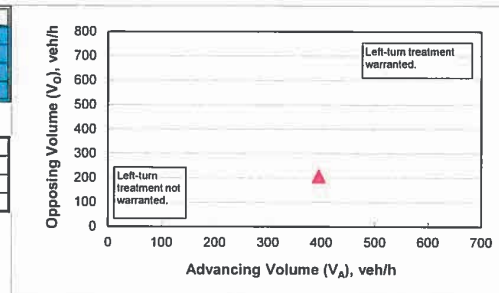
Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	
Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	392
Opposing volume (V_O), veh/h:	207

OUTPUT	
Variable	Value
Limiting advancing volume (V_A), veh/h:	1292
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

CALIBRATION CONSTANTS	
Variable	Value
Average time for making left-turn, s:	3.5
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.5

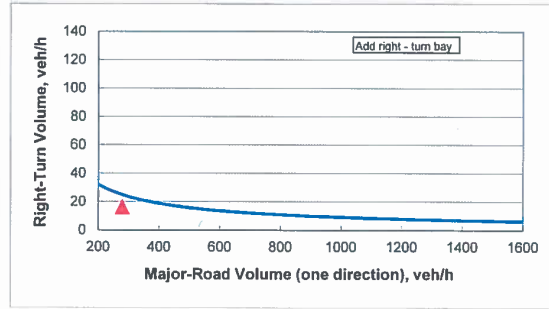


LA 22 at Traino Road/Byers Road - WB Right Turn Lane - PM

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT	
Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	770
Right-turn volume, veh/h:	18

OUTPUT	
Variable	Value
Limiting right-turn volume, veh/h:	25
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



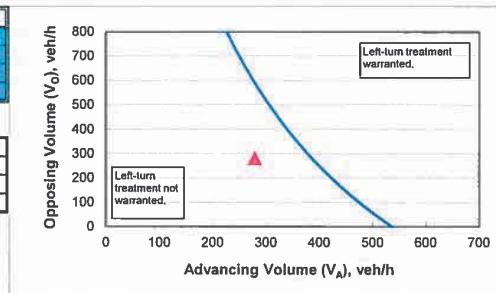
LA 22 at Traino Road/Byers Road - WB Left Turn Lane - PM

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	
Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	7%
Advancing volume (V_A), veh/h:	279
Opposing volume (V_O), veh/h:	281

OUTPUT	
Variable	Value
Limiting advancing volume (V_A), veh/h:	386
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS	
Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.5

MOVEMENT SUMMARY

Site: LA 22 at Firetower - AM (Existing)

LA 22 at Firetower Road
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	223	3.0	0.138	0.0	LOS A	0.0	0.0	0.00	0.00	53.9	
16	R2	27	3.0	0.138	0.0	LOS A	0.0	0.0	0.00	0.00	48.5	
Approach												53.2
North: Firetower Rd SB												
7	L2	21	3.0	0.055	14.2	LOS B	0.2	5.5	0.44	0.33	29.0	
14	R2	15	3.0	0.055	6.3	LOS A	0.2	5.5	0.44	0.33	29.3	
Approach												29.1
West: LA 22 EB												
5	L2	24	3.0	0.111	9.4	LOS A	0.2	4.8	0.10	0.01	45.2	
2	T1	170	3.0	0.111	2.0	LOS A	0.2	4.8	0.10	0.01	50.3	
Approach												49.6
All Vehicles												48.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Arcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 8:50:06 AM
Project: T:\622\Traffic\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Existing Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Firetower - PM (Existing)

LA 22 at Firetower Road
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	235	3.0	0.157	0.0	LOS A	0.0	0.0	0.00	0.00	53.3	
16	R2	47	3.0	0.157	0.0	LOS A	0.0	0.0	0.00	0.00	48.1	
Approach												52.4
North: Firetower Rd SB												
7	L2	35	3.0	0.107	17.0	LOS C	0.4	10.6	0.50	0.43	28.5	
14	R2	23	3.0	0.107	5.4	LOS A	0.4	10.6	0.50	0.43	28.7	
Approach												28.6
West: LA 22 EB												
5	L2	33	3.0	0.198	14.2	LOS B	0.3	7.6	0.09	0.01	44.8	
2	T1	316	3.0	0.198	2.4	LOS A	0.3	7.6	0.09	0.01	49.8	
Approach												49.3
All Vehicles												47.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Arcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 8:50:07 AM
Project: T:\622\Traffic\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Existing Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Traino/Byers - AM (Existing)

LA 22 at Traino Road/Byers Road
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Traino Rd NB												
3	L2	1	3.0	0.022	36.7	LOS E	0.1	2.2	0.40	0.25	29.1	
8	T1	1	3.0	0.022	28.2	LOS D	0.1	2.2	0.40	0.25	29.3	
18	R2	13	3.0	0.022	6.7	LOS A	0.1	2.2	0.40	0.25	29.4	
Approach												
		15	3.0	0.022	10.4	LOS B	0.1	2.2	0.40	0.25	29.3	
East: LA 22 WB												
1	L2	3	3.0	0.234	136.3	LOS F	0.0	1.0	0.01	0.00	45.1	
6	T1	418	3.0	0.234	2.1	LOS A	0.0	1.0	0.01	0.00	50.1	
16	R2	8	3.0	0.234	37.8	LOS E	0.0	1.0	0.01	0.00	45.4	
Approach												
		429	3.0	0.234	3.7	NA	0.0	1.0	0.01	0.00	50.0	
North: Byers Rd SB												
7	L2	10	3.0	0.050	19.9	LOS C	0.2	4.9	0.58	0.50	28.2	
4	T1	1	3.0	0.050	15.1	LOS C	0.2	4.9	0.58	0.50	28.4	
14	R2	12	3.0	0.050	7.6	LOS A	0.2	4.9	0.58	0.50	28.5	
Approach												
		23	3.0	0.050	13.2	LOS B	0.2	4.9	0.58	0.50	28.4	
West: LA 22 EB												
5	L2	11	3.0	0.133	22.7	LOS C	0.1	2.9	0.06	0.00	45.6	
2	T1	225	3.0	0.133	1.9	LOS A	0.1	2.9	0.06	0.00	50.8	
12	R2	1	3.0	0.133	21.5	LOS C	0.1	2.9	0.06	0.00	46.0	
Approach												
		237	3.0	0.133	3.0	NA	0.1	2.9	0.06	0.00	50.5	
All Vehicles												
		704	3.0	0.234	3.9	NA	0.2	4.9	0.05	0.02	48.2	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good

LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity, Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Alcatel and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 8:50:07 AM
 Project: T182 TrafficClearProjectsStudiesLA 22 Corridor Study (Bedou-Madisonville)Sidra AnalysisLA 22 Corridor - Existing Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Traino/Byers - PM (Existing)

LA 22 at Traino Road/Byers Road
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Traino Rd NB												
3	L2	1	3.0	0.024	27.5	LOS D	0.1	2.3	0.45	0.31	29.0	
8	T1	1	3.0	0.024	22.3	LOS C	0.1	2.3	0.45	0.31	29.2	
18	R2	13	3.0	0.024	8.3	LOS A	0.1	2.3	0.45	0.31	29.3	
Approach												
		15	3.0	0.024	10.7	LOS B	0.1	2.3	0.45	0.31	29.3	
East: LA 22 WB												
1	L2	22	3.0	0.172	14.6	LOS B	0.2	6.0	0.09	0.00	44.8	
6	T1	264	3.0	0.172	2.0	LOS A	0.2	6.0	0.09	0.00	49.7	
16	R2	17	3.0	0.172	9.0	LOS A	0.2	6.0	0.09	0.00	45.1	
Approach												
		303	3.0	0.172	3.3	NA	0.2	6.0	0.09	0.00	49.0	
North: Byers Rd SB												
7	L2	15	3.0	0.045	15.7	LOS C	0.2	4.5	0.60	0.52	28.0	
4	T1	1	3.0	0.045	12.0	LOS B	0.2	4.5	0.60	0.52	28.1	
14	R2	2	3.0	0.045	4.1	LOS A	0.2	4.5	0.60	0.52	28.2	
Approach												
		18	3.0	0.045	14.1	LOS B	0.2	4.5	0.60	0.52	28.0	
West: LA 22 EB												
5	L2	9	3.0	0.173	41.0	LOS E	0.1	2.1	0.03	0.00	45.5	
2	T1	305	3.0	0.173	2.1	LOS A	0.1	2.1	0.03	0.00	50.6	
12	R2	1	3.0	0.173	37.9	LOS E	0.1	2.1	0.03	0.00	45.9	
Approach												
		315	3.0	0.173	3.3	NA	0.1	2.1	0.03	0.00	50.4	
All Vehicles												
		652	3.0	0.173	3.8	NA	0.2	6.0	0.08	0.02	47.9	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good

LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity, Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Alcatel and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 8:50:08 AM
 Project: T182 TrafficClearProjectsStudiesLA 22 Corridor Study (Bedou-Madisonville)Sidra AnalysisLA 22 Corridor - Existing Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Pine Creek - AM (Existing)

LA 22 at Pine Creek Drive/Coquille Drive
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	%	Deg Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed	
		veh/h	veh/h		v/c	sec		veh	ft		per veh	mph	
South: Coquille Dr NB													
3	L2	7	3.0	0.097	0.97	37.7	LOSE	0.4	9.2	0.71	0.68	19.6	
8	T1	4	3.0	0.097	0.97	23.3	LOSC	0.4	9.2	0.71	0.68	19.6	
18	R2	16	3.0	0.097	0.97	10.9	LOSB	0.4	9.2	0.71	0.68	19.6	
Approach													
		27	3.0	0.097	0.97	19.3	LOSC	0.4	9.2	0.71	0.68	19.6	
East: LA 22 WB													
1	L2	12	3.0	0.134	0.134	20.7	LOSC	0.1	3.6	0.07	0.00	45.7	
6	T1	224	3.0	0.134	0.134	2.1	LOSA	0.1	3.6	0.07	0.00	50.7	
16	R2	120	3.0	0.076	0.076	0.0	LOSA	0.0	0.0	0.00	0.00	42.5	
Approach													
		355	3.0	0.134	0.134	2.0	NA	0.1	3.6	0.05	0.00	47.4	
North: Pine Creek Dr SB													
7	L2	115	3.0	0.659	0.659	57.6	LOSF	3.8	96.5	0.93	1.21	14.7	
4	T1	2	3.0	0.659	0.659	47.8	LOSE	3.8	96.5	0.93	1.21	14.7	
14	R2	139	3.0	0.181	0.181	10.7	LOSB	0.9	23.7	0.48	0.34	21.1	
Approach													
		257	3.0	0.659	0.659	32.1	LOSD	3.8	96.5	0.68	0.74	17.6	
West: LA 22 EB													
5	L2	159	3.0	0.132	0.132	4.1	LOSA	0.6	14.6	0.41	0.28	39.4	
2	T1	567	3.0	0.310	0.310	0.0	LOSA	0.0	0.0	0.00	0.00	54.8	
12	R2	4	3.0	0.310	0.310	0.0	LOSA	0.0	0.0	0.00	0.00	49.3	
Approach													
		730	3.0	0.310	0.310	0.9	NA	0.6	14.6	0.09	0.06	50.5	
All Vehicles													
		1370	3.0	0.659	0.659	7.4	NA	3.8	96.5	0.20	0.16	36.1	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:43:39 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA 22 Corridor - Existing Analysis.sips

MOVEMENT SUMMARY

Site: LA 22 at Pine Creek - SP (Existing)

LA 22 at Pine Creek Drive/Coquille Drive
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	%	Deg Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed	
		veh/h	veh/h		v/c	sec		veh	ft		per veh	mph	
South: Coquille Dr NB													
3	L2	8	3.0	0.060	0.60	30.0	LOSD	0.2	5.8	0.62	0.54	27.2	
8	T1	3	3.0	0.060	0.60	16.4	LOSC	0.2	5.8	0.62	0.54	27.2	
18	R2	9	3.0	0.060	0.60	5.2	LOSA	0.2	5.8	0.62	0.54	27.3	
Approach													
		20	3.0	0.060	0.60	16.7	LOSC	0.2	5.8	0.62	0.54	27.2	
East: LA 22 WB													
1	L2	28	3.0	0.241	0.241	21.0	LOSC	0.3	7.2	0.07	0.00	35.5	
6	T1	401	3.0	0.241	0.241	2.7	LOSA	0.3	7.2	0.07	0.00	37.1	
16	R2	59	3.0	0.038	0.038	0.0	LOSA	0.0	0.0	0.00	0.00	34.8	
Approach													
		488	3.0	0.241	0.241	3.4	NA	0.3	7.2	0.06	0.00	36.7	
North: Pine Creek Dr SB													
7	L2	125	3.0	0.488	0.488	31.4	LOSD	2.7	69.7	0.85	0.97	23.2	
4	T1	2	3.0	0.488	0.488	24.9	LOSC	2.7	69.7	0.85	0.97	23.2	
14	R2	153	3.0	0.251	0.251	13.3	LOSB	1.3	33.0	0.63	0.57	28.4	
Approach													
		280	3.0	0.488	0.488	21.4	LOSC	2.7	69.7	0.73	0.75	25.8	
West: LA 22 EB													
5	L2	52	3.0	0.048	0.048	3.7	LOSA	0.2	4.9	0.44	0.31	32.8	
2	T1	295	3.0	0.169	0.169	0.0	LOSA	0.0	0.0	0.00	0.00	39.8	
12	R2	15	3.0	0.169	0.169	0.0	LOSA	0.0	0.0	0.00	0.00	38.2	
Approach													
		362	3.0	0.169	0.169	0.6	NA	0.2	4.9	0.06	0.04	38.5	
All Vehicles													
		1150	3.0	0.488	0.488	7.1	NA	2.7	69.7	0.23	0.21	33.6	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:43:40 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA 22 Corridor - Existing Analysis.sips

MOVEMENT SUMMARY

Site: LA 22 at Pine Creek - PM (Existing)

LA 22 at Pine Creek Drive/Coquille Drive
LA 22 Corridor Study
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Coquille Dr NB												
3	L2	15	3.0	0.075	23.5	LOS C	0.3	7.8	0.61	0.53	27.6	
6	T1	1	3.0	0.075	16.0	LOS C	0.3	7.8	0.61	0.53	27.7	
18	R2	12	3.0	0.075	4.9	LOS A	0.3	7.8	0.61	0.53	27.7	
Approach												
		28	3.0	0.075	15.4	LOS C	0.3	7.8	0.61	0.53	27.7	
East: LA 22 WB												
1	L2	16	3.0	0.261	40.3	LOS E	0.2	4.2	0.04	0.00	35.5	
6	T1	468	3.0	0.261	2.7	LOS A	0.2	4.2	0.04	0.00	37.2	
16	R2	37	3.0	0.024	0.0	LOS A	0.0	0.0	0.00	0.00	34.8	
Approach												
		511	3.0	0.261	3.7	NA	0.2	4.2	0.03	0.00	36.9	
North: Pine Creek Dr SB												
7	L2	30	3.0	0.114	19.9	LOS C	0.4	11.5	0.75	0.75	26.3	
4	T1	1	3.0	0.114	13.5	LOS B	0.4	11.5	0.75	0.75	26.4	
14	R2	29	3.0	0.054	12.1	LOS B	0.2	6.0	0.58	0.47	28.9	
Approach												
		61	3.0	0.114	16.0	LOS C	0.4	11.5	0.67	0.61	27.5	
West: LA 22 EB												
5	L2	17	3.0	0.017	3.6	LOS A	0.1	1.6	0.44	0.29	32.9	
2	T1	260	3.0	0.145	0.0	LOS A	0.0	0.0	0.00	0.00	39.9	
12	R2	7	3.0	0.145	0.0	LOS A	0.0	0.0	0.00	0.00	38.3	
Approach												
		284	3.0	0.145	0.2	NA	0.1	1.6	0.03	0.02	39.3	
All Vehicles												
		884	3.0	0.261	3.8	NA	0.4	11.5	0.09	0.07	36.4	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:43:41 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA 22 Corridor - Existing Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Firetower - AM (Capacity)

LA 22 at Firetower Road
LA 22 Corridor Study
Stop (Two-Way)

Design Life Analysis (Capacity): Results for 68 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	857	3.0	0.531	0.1	LOS A	0.0	0.0	0.00	0.00	53.7	
16	R2	104	3.0	0.531	0.1	LOS A	0.0	0.0	0.00	0.00	48.4	
Approach												
		961	3.0	0.531	0.1	NA	0.0	0.0	0.00	0.00	53.0	
North: Firetower Rd SB												
7	L2	79	3.0	0.939	132.1	LOS F	6.9	177.5	0.87	1.43	12.1	
14	R2	58	3.0	0.939	99.9	LOS F	6.9	177.5	0.87	1.43	12.1	
Approach												
		138	3.0	0.939	118.4	LOS F	6.9	177.5	0.87	1.43	12.1	
West: LA 22 EB												
5	L2	92	3.0	0.487	15.9	LOS C	3.0	77.4	0.34	0.05	41.7	
2	T1	652	3.0	0.487	5.7	LOS A	3.0	77.4	0.34	0.05	46.0	
Approach												
		744	3.0	0.487	7.0	NA	3.0	77.4	0.34	0.05	45.4	
All Vehicles												
		1843	3.0	0.939	11.7	NA	6.9	177.5	0.21	0.13	40.1	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 05, 2017 9:44:08 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedco-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.sip6

MOVEMENT SUMMARY

Site: LA 22 at Firetower - PM (Capacity)

LA 22 at Firetower Road
LA 22 Corridor Study
Stop (Two-Way)
Design Life Analysis (Capacity): Results for 49 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Prop. Queued	Effective Stop Rate	Average Speed			
		veh/h	%	v/c	sec		veh	ft	per veh	mph			
East: LA 22 WB													
6	T1	620	3.0	0.415	0.1	LOS A	0.0	0.0	0.00	53.2			
16	R2	123	3.0	0.415	0.1	LOS A	0.0	0.0	0.00	48.0			
Approach		743	3.0	0.415	0.1	NA	0.0	0.0	0.00	52.3			
North: Firetower Rd SB													
7	L2	92	3.0	0.954	129.8	LOS F	7.8	200.6	0.95	1.48			
14	R2	60	3.0	0.954	95.6	LOS F	7.8	200.6	0.95	1.48			
Approach		152	3.0	0.954	116.3	LOS F	7.8	200.6	0.95	1.48			
West: LA 22 EB													
5	L2	86	3.0	0.556	22.3	LOS C	2.9	74.4	0.27	0.03			
2	T1	835	3.0	0.556	6.1	LOS A	2.9	74.4	0.27	0.03			
Approach		921	3.0	0.556	7.6	NA	2.9	74.4	0.27	0.03			
All Vehicles		1816	3.0	0.954	13.6	NA	7.8	200.6	0.22	0.14			

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 9:44:03 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.sipb

MOVEMENT SUMMARY

Site: LA 22 at Traino/Byers - AM (Capacity)

LA 22 at Traino Road/Byers Road
LA 22 Corridor Study
Stop (Two-Way)
Design Life Analysis (Capacity): Results for 55 years

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Prop. Queued	Effective Stop Rate	Average Speed			
		veh/h	%	v/c	sec		veh	ft	per veh	mph			
South: Traino Rd NB													
3	L2	3	3.0	0.219	131.6	LOS F	0.7	18.7	0.77	0.78			
8	T1	3	3.0	0.219	87.4	LOS F	0.7	18.7	0.77	0.78			
18	R2	39	3.0	0.219	13.5	LOS B	0.7	18.7	0.77	0.78			
Approach		45	3.0	0.219	27.2	LOS D	0.7	18.7	0.77	0.78			
East: LA 22 WB													
1	L2	10	3.0	0.700	205.2	LOS F	0.7	18.3	0.04	0.00			
6	T1	1244	3.0	0.700	7.2	LOS A	0.7	18.3	0.04	0.00			
16	R2	23	3.0	0.700	75.4	LOS F	0.7	18.3	0.04	0.00			
Approach		1276	3.0	0.700	9.9	NA	0.7	18.3	0.04	0.00			
North: Byers Rd SB													
7	L2	29	3.0	0.932	227.3	LOS F	5.0	127.1	0.99	1.27			
4	T1	3	3.0	0.932	191.0	LOS F	5.0	127.1	0.99	1.27			
14	R2	36	3.0	0.932	147.9	LOS F	5.0	127.1	0.99	1.27			
Approach		68	3.0	0.932	184.0	LOS F	5.0	127.1	0.99	1.27			
West: LA 22 EB													
5	L2	32	3.0	0.426	28.7	LOS D	1.5	37.9	0.17	0.01			
2	T1	669	3.0	0.426	4.7	LOS A	1.5	37.9	0.17	0.01			
12	R2	3	3.0	0.426	27.9	LOS D	1.5	37.9	0.17	0.01			
Approach		704	3.0	0.426	5.9	NA	1.5	37.9	0.17	0.01			
All Vehicles		2093	3.0	0.932	14.6	NA	5.0	127.1	0.13	0.06			

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 9:44:10 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.sipb

MOVEMENT SUMMARY

Site: LA 22 at Traino/Byers - PM (Capacity)

LA 22 at Traino Road/Byers Road
LA 22 Corridor Study
Stop (Two-Way)
Design Life Analysis (Capacity): Results for 56 years

Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per.veh	Average Speed mph
South: Traino Rd NB											
3	L2	3	3.0	0.233	98.4	LOS F	0.8	20.7	0.82	0.84	23.7
8	T1	3	3.0	0.233	72.9	LOS F	0.8	20.7	0.82	0.84	23.8
18	R2	40	3.0	0.233	19.1	LOS C	0.8	20.7	0.82	0.84	23.9
Approach											
		46	3.0	0.233	28.6	LOS D	0.8	20.7	0.82	0.84	23.9
East: LA 22 WB											
1	L2	66	3.0	0.560	22.9	LOS C	3.2	83.0	0.29	0.02	41.1
6	T1	801	3.0	0.560	5.9	LOS A	3.2	83.0	0.29	0.02	45.2
16	R2	53	3.0	0.560	17.4	LOS C	3.2	83.0	0.29	0.02	41.4
Approach											
		919	3.0	0.560	7.8	NA	3.2	83.0	0.29	0.02	44.7
North: Byers Rd SB											
7	L2	46	3.0	0.979	239.8	LOS F	5.1	131.7	0.99	1.26	7.5
4	T1	3	3.0	0.979	211.6	LOS F	5.1	131.7	0.99	1.26	7.5
14	R2	7	3.0	0.979	170.3	LOS F	5.1	131.7	0.99	1.26	7.5
Approach											
		56	3.0	0.979	229.9	LOS F	5.1	131.7	0.99	1.26	7.5
West: LA 22 EB											
5	L2	26	3.0	0.539	58.7	LOS F	1.1	27.8	0.10	0.00	42.2
2	T1	926	3.0	0.539	5.4	LOS A	1.1	27.8	0.10	0.00	46.5
12	R2	3	3.0	0.539	55.9	LOS F	1.1	27.8	0.10	0.00	42.5
Approach											
		955	3.0	0.539	7.1	NA	1.1	27.8	0.10	0.00	46.4
All Vehicles											
		1977	3.0	0.979	14.2	NA	5.1	131.7	0.23	0.07	39.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, March 06, 2017 9:44:11 AM
Project: T162TrafficClearProjectsStudiesLA22 Corridor Study (Bedico-Madisonville) | Sidra Analysis LA 22 Corridor - Capacity Analysis sfp

MOVEMENT SUMMARY

Site: LA 22 at Pine Creek - AM (Capacity)

LA 22 at Pine Creek Drive/Coquille Drive
LA 22 Corridor Study
Stop (Two-Way)
Design Life Analysis (Capacity): Results for 7 years

Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per.veh	Average Speed mph
South: Coquille Dr NB											
3	L2	7	3.0	0.139	46.8	LOS E	0.5	12.7	0.78	0.77	18.9
8	T1	5	3.0	0.139	28.4	LOS D	0.5	12.7	0.78	0.77	18.9
18	R2	19	3.0	0.139	13.0	LOS B	0.5	12.7	0.78	0.77	18.9
Approach											
		31	3.0	0.139	23.6	LOS C	0.5	12.7	0.78	0.77	18.9
East: LA 22 WB											
1	L2	14	3.0	0.155	21.1	LOS C	0.2	4.6	0.08	0.00	45.5
6	T1	257	3.0	0.155	2.3	LOS A	0.2	4.6	0.08	0.00	50.5
16	R2	137	3.0	0.088	0.0	LOS A	0.0	0.0	0.00	0.00	42.5
Approach											
		408	3.0	0.155	2.1	NA	0.2	4.6	0.05	0.00	47.3
North: Pine Creek Dr SB											
7	L2	132	3.0	0.986	136.7	LOS F	8.8	224.9	1.00	1.73	9.7
4	T1	2	3.0	0.986	123.9	LOS F	8.8	224.9	1.00	1.73	9.7
14	R2	160	3.0	0.219	11.3	LOS B	1.1	29.0	0.52	0.40	21.0
Approach											
		295	3.0	0.986	68.6	LOS F	8.8	224.9	0.74	1.01	13.7
West: LA 22 EB											
5	L2	182	3.0	0.159	4.5	LOS A	0.7	17.7	0.44	0.33	39.1
2	T1	652	3.0	0.357	0.0	LOS A	0.0	0.0	0.00	0.00	54.8
12	R2	5	3.0	0.357	0.0	LOS A	0.0	0.0	0.00	0.00	49.3
Approach											
		839	3.0	0.357	1.0	NA	0.7	17.7	0.10	0.07	50.4
All Vehicles											
		1573	3.0	0.986	14.4	NA	8.8	224.9	0.22	0.24	32.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:53:26 AM
Project: T162TrafficClearProjectsStudiesLA22 Corridor Study (Bedico-Madisonville) | Sidra Analysis LA 22 Corridor - Capacity Analysis sfp

MOVEMENT SUMMARY

Site: LA 22 at Pine Creek - SP (Capacity)

LA 22 at Pine Creek Drive/Coquille Drive
LA 22 Corridor Study
Stop (Two-Way)

Design Life Analysis (Capacity): Results for 13 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prp. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Coquille Dr NB												
3	L2	10	3.0	0.113	42.1	LOSE	0.4	10.4	0.73	0.67	25.3	
8	T1	4	3.0	0.113	22.0	LOSC	0.4	10.4	0.73	0.67	25.3	
18	R2	11	3.0	0.113	7.1	LOSA	0.4	10.4	0.73	0.67	25.3	
Approach												
		25	3.0	0.113	23.2	LOSC	0.4	10.4	0.73	0.67	25.3	
East: LA 22 WB												
1	L2	37	3.0	0.314	23.1	LOSC	0.4	11.3	0.09	0.00	35.1	
6	T1	519	3.0	0.314	3.2	LOSA	0.4	11.3	0.09	0.00	36.7	
16	R2	76	3.0	0.049	0.0	LOSA	0.0	0.0	0.00	0.00	34.8	
Approach												
		631	3.0	0.314	4.0	NA	0.4	11.3	0.08	0.00	36.4	
North: Pine Creek Dr SB												
7	L2	162	3.0	0.948	108.9	LOSF	9.0	230.6	0.99	1.51	12.8	
4	T1	3	3.0	0.948	99.5	LOSF	9.0	230.6	0.99	1.51	12.8	
14	R2	198	3.0	0.404	17.2	LOSC	2.5	65.2	0.73	0.81	27.1	
Approach												
		363	3.0	0.948	58.7	LOSF	9.0	230.6	0.84	1.12	18.0	
West: LA 22 EB												
5	L2	67	3.0	0.070	4.4	LOSA	0.3	7.1	0.50	0.40	32.5	
2	T1	381	3.0	0.219	0.0	LOSA	0.0	0.0	0.00	0.00	39.8	
12	R2	20	3.0	0.219	0.0	LOSA	0.0	0.0	0.00	0.00	38.2	
Approach												
		468	3.0	0.219	0.6	NA	0.3	7.1	0.07	0.06	38.5	
All Vehicles												
		1488	3.0	0.948	16.6	NA	9.0	230.6	0.28	0.31	29.4	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional MT.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:53:27 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.spb

MOVEMENT SUMMARY

Site: LA 22 at Pine Creek - PM (Capacity)

LA 22 at Pine Creek Drive/Coquille Drive
LA 22 Corridor Study
Stop (Two-Way)

Design Life Analysis (Capacity): Results for 36 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prp. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Coquille Dr NB												
3	L2	31	3.0	0.533	96.3	LOSF	2.3	57.9	0.91	1.02	16.4	
8	T1	2	3.0	0.533	69.6	LOSF	2.3	57.9	0.91	1.02	16.4	
18	R2	24	3.0	0.533	39.1	LOSE	2.3	57.9	0.91	1.02	16.4	
Approach												
		58	3.0	0.533	71.1	LOSF	2.3	57.9	0.91	1.02	16.4	
East: LA 22 WB												
1	L2	33	3.0	0.540	54.5	LOSF	1.0	25.0	0.09	0.00	33.8	
6	T1	933	3.0	0.540	5.4	LOSA	1.0	25.0	0.09	0.00	35.4	
16	R2	75	3.0	0.048	0.0	LOSA	0.0	0.0	0.00	0.00	34.8	
Approach												
		1042	3.0	0.540	6.5	NA	1.0	25.0	0.08	0.00	35.3	
North: Pine Creek Dr SB												
7	L2	62	3.0	0.934	192.3	LOSF	5.2	132.2	0.99	1.26	8.7	
4	T1	2	3.0	0.934	166.6	LOSF	5.2	132.2	0.99	1.26	8.7	
14	R2	60	3.0	0.231	23.0	LOSC	0.9	24.1	0.80	0.82	25.4	
Approach												
		124	3.0	0.934	110.2	LOSF	5.2	132.2	0.90	1.05	12.7	
West: LA 22 EB												
5	L2	35	3.0	0.053	5.9	LOSA	0.2	5.0	0.60	0.55	31.8	
2	T1	530	3.0	0.296	0.0	LOSA	0.0	0.0	0.00	0.00	39.8	
12	R2	13	3.0	0.296	0.0	LOSA	0.0	0.0	0.00	0.00	38.2	
Approach												
		579	3.0	0.296	0.4	NA	0.2	5.0	0.04	0.03	39.2	
All Vehicles												
		1803	3.0	0.934	13.8	NA	5.2	132.2	0.15	0.12	31.3	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional MT.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:53:29 AM
Project: T:\62TrafficClear\Projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sidra Analysis\LA 22 Corridor - Capacity Analysis.spb

MOVEMENT SUMMARY

Site: LA 22 at Pine Creek - J-Turn - AM (Capacity)

LA 22 at Pine Creek Drive/Coquille Drive
J-Turn Alternative
LA 22 Corridor Study
Stop (Two-Way)
Design Life Analysis (Capacity): Results for 36 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Coquille Drive NB												
18	R2	55	3.0	0.438	54.0	LOS F	1.8	45.1	0.93	1.00	18.8	
Approach												
East: LA 22 WB												
1	L2	24	3.0	0.052	8.3	LOS A	0.2	4.6	0.72	0.72	30.6	
6	T1	470	3.0	0.255	0.0	LOS A	0.0	0.0	0.00	0.00	40.0	
16	R2	253	3.0	0.162	0.0	LOS A	0.0	0.0	0.00	0.00	34.8	
Approach												
North: Pine Creek Drive SB												
14	R2	523	3.0	0.989	64.5	LOS F	26.0	666.6	1.00	2.04	17.3	
Approach												
West: LA 22 EB												
5	L2	324	3.0	0.375	8.5	LOS A	2.1	53.8	0.65	0.70	30.5	
2	T1	1392	3.0	0.763	0.3	LOS A	0.0	0.0	0.00	0.00	39.6	
12	R2	13	3.0	0.763	0.3	LOS A	0.0	0.0	0.00	0.00	38.0	
Approach												
All Vehicles												
		3055	3.0	0.989	13.1	NA	26.0	666.6	0.26	0.45	30.8	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sdrasolutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:44:30 AM
Project: T:162.TrafficClearn-projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sdra Analysis\LA 22 Corridor - Intersection Alternatives Analysis sfp6

MOVEMENT SUMMARY

Site: LA 22 at Pine Creek - J-Turn - SP (Capacity)

LA 22 at Pine Creek Drive/Coquille Drive
J-Turn Alternative
LA 22 Corridor Study
Stop (Two-Way)
Design Life Analysis (Capacity): Results for 20 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Coquille Drive NB												
18	R2	29	3.0	0.069	14.2	LOS B	0.3	7.3	0.65	0.59	28.1	
Approach												
East: LA 22 WB												
1	L2	42	3.0	0.046	4.3	LOS A	0.2	4.5	0.51	0.40	32.4	
6	T1	607	3.0	0.329	0.0	LOS A	0.0	0.0	0.00	0.00	39.9	
16	R2	92	3.0	0.059	0.0	LOS A	0.0	0.0	0.00	0.00	34.8	
Approach												
North: Pine Creek Drive SB												
14	R2	417	3.0	0.971	67.8	LOS F	19.3	495.0	1.00	1.92	16.8	
Approach												
West: LA 22 EB												
5	L2	78	3.0	0.088	4.9	LOS A	0.3	8.8	0.54	0.46	32.1	
2	T1	623	3.0	0.355	0.0	LOS A	0.0	0.0	0.00	0.00	39.8	
12	R2	26	3.0	0.355	0.0	LOS A	0.0	0.0	0.00	0.00	38.2	
Approach												
All Vehicles												
		1914	3.0	0.971	15.3	NA	19.3	495.0	0.26	0.45	30.0	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.

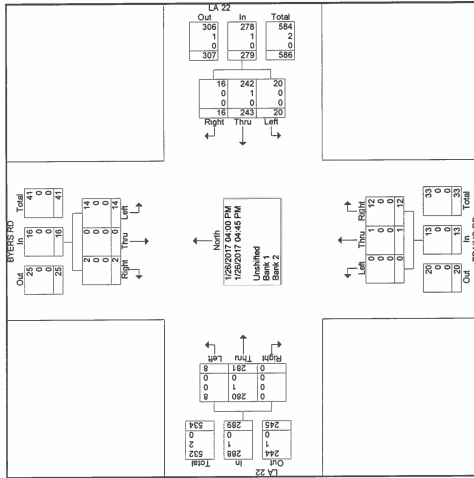
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sdrasolutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Tuesday, June 06, 2017 11:44:45 AM
Project: T:162.TrafficClearn-projects\Studies\LA 22 Corridor Study (Bedico-Madisonville)\Sdra Analysis\LA 22 Corridor - Intersection Alternatives Analysis sfp6

Your Company Name Here
 This is your address
 Your City, State, Zip Code
 Your Tagline Here

La 22 @ Traino Rd/ Byers Rd
 Bedico
 Tangipahoa Parish
 1-26-17 4:00-5:00 PM



SIGNAL WARRANTS STUDY
 MAJOR RD: LA 22
 MINOR RD: CC Road
 DIRECTN: E/W
 DIRECTN: S
 # OF LNS: 1
 # OF LNS: 1
 # OF LNS: 1
 # OF APS: 2
 # OF APS: 2
 # OF APS: 2
 # OF APPROACH: 1
 # OF APPROACH: 1
 # OF APPROACH: 1
 CT. DATE: November 15, 2016
 DAY: Tuesday
 WEATHER: PLY CLOUDY
 COUNT BY: T. FULS

OF CORRECTABLE ACCIDENTS IN 1 YEAR

Madisonville

LA 22

CC Road

TIME	START	EB	WB	TOTAL	NB	SB	SK VOL	TOTAL	GRAND TOTAL
12:00 AM	12:00 AM	22	45	67	0	11	11	11	78
1:00 AM	1:00 AM	12	19	31	0	5	5	5	36
2:00 AM	2:00 AM	1	9	10	0	2	2	2	12
3:00 AM	3:00 AM	4	11	15	0	3	3	3	18
4:00 AM	4:00 AM	11	8	19	0	16	16	16	35
5:00 AM	5:00 AM	31	29	60	0	39	39	39	99
6:00 AM	6:00 AM	95	99	194	0	103	103	103	297
7:00 AM	7:00 AM	180	197	377	0	189	189	189	566
8:00 AM	8:00 AM	287	276	563	0	279	279	279	842
9:00 AM	9:00 AM	201	237	438	0	140	140	140	578
10:00 AM	10:00 AM	179	165	344	0	90	90	90	434
11:00 AM	11:00 AM	152	190	342	0	77	77	77	419
12:00 PM	12:00 PM	165	167	332	0	62	62	62	394
1:00 PM	1:00 PM	170	196	366	0	61	61	61	427
2:00 PM	2:00 PM	194	201	395	0	70	70	70	465
3:00 PM	3:00 PM	227	265	492	0	82	82	82	574
4:00 PM	4:00 PM	265	302	567	0	80	80	80	647
5:00 PM	5:00 PM	311	410	721	0	95	95	95	816
6:00 PM	6:00 PM	414	387	801	0	92	92	92	893
7:00 PM	7:00 PM	232	319	551	0	69	69	69	620
8:00 PM	8:00 PM	146	157	303	0	48	48	48	351
9:00 PM	9:00 PM	109	141	250	0	35	35	35	285
10:00 PM	10:00 PM	59	91	150	0	25	25	25	175
11:00 PM	11:00 PM	41	59	100	0	16	16	16	116
TOTAL		3708	3880	7488	0	2809	2809	2809	9277
PEAK HOUR		414	387	801	0	92	92	92	1
APP. LNS.		1	1	2	0	1	1	1	3
AVERAGE OF HIGHEST 8 HOURS		566	566	1134					

Your Company Name Here

This is our address
Your City, State, Zip Code
Your Tagline Here

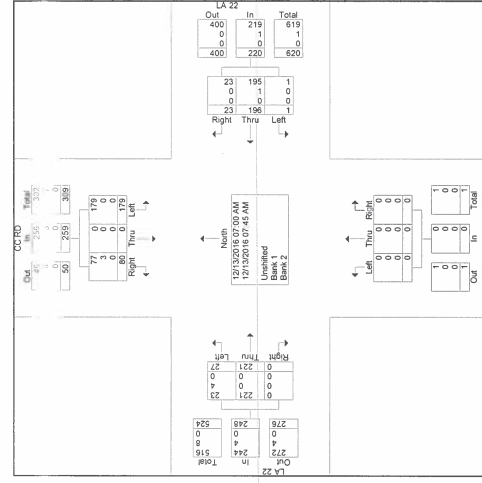
La 22 @ CC Road
Madisonville
St. Tammany Parish
12-13-16 7:00 - 8:00 AM

	CC RD				LA 22				LA 22				LA 22			
	From	Thru	Right	Left	From	Thru	Right	Left	From	Thru	Right	Left	From	Thru	Right	Left
Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	80	179	259	23	196	1	220	0	0	0	0	0	221	27	248	727
Approach	30.9	69.1	105.6	10.5	89.1	0.5	30.3	0	0	0	0	0	89.1	10.9	24.1	34.1
Unshifted	77	179	256	23	195	0	219	0	0	0	0	0	221	23	244	719
% Unshifted	96.2	100	96.5	100	99.5	0	0	0	0	0	0	0	100	85.2	98.4	96.9
% Bank 1	3	0	0	0	0	0	0	0	0	0	0	0	0	14.4	1.4	1.8
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Your Company Name Here

This is our address
Your City, State, Zip Code
Your Tagline Here

La 22 @ CC Road
Madisonville
St. Tammany Parish
12-13-16 7:00 - 8:00 AM



Your Company Name Here

This is your address
Your City, State, Zip Code
Your Tagline Here

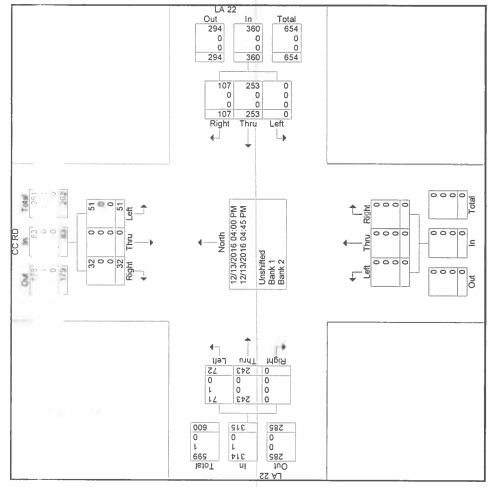
La 22 @ CC Road
Madisonville
St Tammany Parish
12-13-16 4:00 - 5:00 PM

Start Time	CC RD			LA 22			From East			From South			From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:15 PM	9	0	11	20	23	64	0	87	0	0	0	0	75	21	96	203
04:30 PM	9	0	14	23	31	80	0	111	0	0	0	0	45	22	67	201
04:45 PM	0	0	15	24	30	60	0	90	0	0	0	0	63	20	83	197
Total	32	0	51	83	107	253	0	369	0	0	0	0	243	72	315	758
Grand Total	32	0	51	83	107	253	0	360	0	0	0	0	243	72	315	758
Approach	38.9	0	61.7	10.9	29.7	70.3	0	47.5	0	0	0	0	77.1	22.9	41.6	
% Unshiftable	32	0	51	83	107	253	0	360	0	0	0	0	243	71	314	757
% Unshiftable	100	0	100	100	100	100	0	100	0	0	0	0	100	98.6	99.7	99.9
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4	0.3	0.1
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Your Company Name Here

This is your address
Your City, State, Zip Code
Your Tagline Here

La 22 @ CC Road
Madisonville
St Tammany Parish
12-13-16 4:00 - 5:00 PM



Your Company Name Here

This is your address
Your City, State, Zip Code
Your Tagline Here

La. 22 @ Kathman Dr.
Madisonville
St. Tammany Parish
12-8-16 7:00-8:00 AM

File Name : Not Named 8
Site Code : 00000000
Start Date : 12/8/2016
Page No : 1

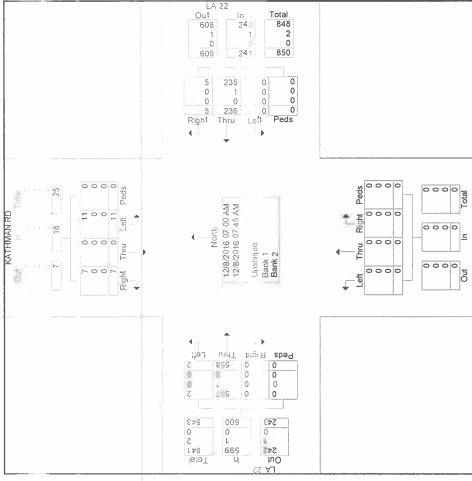
Your Company Name Here

This is your address
Your City, State, Zip Code
Your Tagline Here

File Name : Not Named 8
Site Code : 00000000
Start Date : 12/8/2016
Page No : 2

KATHMAN RD

Start Time	Right	Left	Press	in	Thru	Right	Left	Press	in	Thru	Right	Left	Press	in	Thru	Right	Left	Press	in	Thru	Right	Left	Press	in	Total
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136
07:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139
07:30 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142
07:45 AM	1	0	3	0	4	1	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	206
Total	7	0	11	0	18	5	236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600
Grand Total	38.9	0	61.1	0	18	5	236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	859
Apptch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unshiftd %	100	0	100	0	100	100	99.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99.8
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Your Company Name Here

This is your address
Your City, State, Zip Code
Your Tagline Here

File Name : Not Named 8
Site Code : 00000000
Start Date : 12/8/2016
Page No : 1

L.A. 22 @ Kathman Dr.
Madisonville
St. Tammany Parish
12-8-16 4:00-5:00 PM

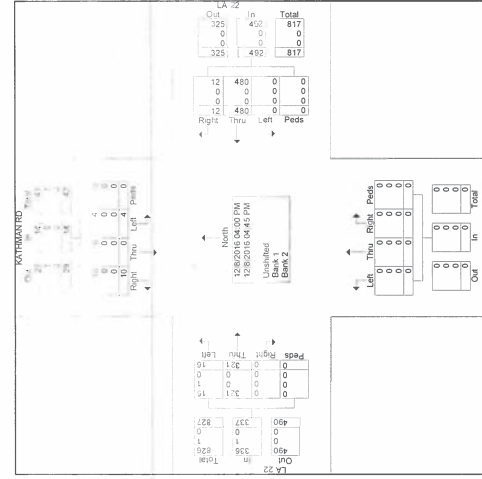
Start Time	KATHMAN RD				LA 22				Groups Primed-Unshilled - Bank 1 - Bank 2				LA 22									
	Right	Thru	Left	Peds	From North	From East	From South	From West	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Total	
04:00 PM	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	10	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approch %	71.4	0	28.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unshilled	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Your Company Name Here

This is your address
Your City, State, Zip Code
Your Tagline Here

File Name : Not Named 8
Site Code : 00000000
Start Date : 12/8/2016
Page No : 2

L.A. 22 @ Kathman Dr.
Madisonville
St. Tammany Parish
12-8-16 4:00-5:00 PM



SIGNAL WARRANTS STUDY

MAJOR RD: La. 22 DIRECTN: E/W # OF LNS: 1 PER APPROACH
 MINOR RD: La. 1085 DIRECTN: S # OF LNS: 1 PER APPROACH
 CT. DATE: November 15, 2016 DAY: Tuesday
 CGMT BY: T. FULLS WEATHER: PLY CLOUDY

OF CORRECTABLE ACCIDENTS IN 1 YEAR

Madisonville

LA-1085

LA-22

TIME	EB	WB	TOTAL	NB	SB	MX VOL	TOTAL	GRAND TOTAL
12:00 AM	9	15	24	0	6	6	6	30
1:00 AM	3	12	15	0	8	8	8	23
2:00 AM	6	7	13	0	7	7	7	20
3:00 AM	15	8	23	0	11	11	11	34
4:00 AM	63	13	76	0	21	21	21	97
5:00 AM	190	50	240	0	51	51	51	291
6:00 AM	501	118	619	0	117	117	117	736
7:00 AM	675	267	942	0	151	151	151	1093
8:00 AM	406	186	592	0	148	148	148	740
9:00 AM	292	165	447	0	128	128	128	575
10:00 AM	218	158	376	0	123	123	123	499
11:00 AM	237	176	413	0	118	118	118	531
12:00 PM	214	196	410	0	130	130	130	540
1:00 PM	248	228	476	0	115	115	115	591
2:00 PM	260	240	500	0	161	161	161	661
3:00 PM	295	337	632	0	195	195	195	827
4:00 PM	341	419	760	0	327	327	327	1087
5:00 PM	397	407	804	0	273	273	273	1077
6:00 PM	217	377	594	0	184	184	184	778
7:00 PM	112	178	290	0	135	135	135	425
8:00 PM	97	175	272	0	68	68	68	340
9:00 PM	52	86	138	0	68	68	68	206
10:00 PM	31	45	76	0	40	40	40	116
11:00 PM	17	33	50	0	24	24	24	74
TOTAL	4636	5836	10472	0	2603	2603	2603	11471
PEAK HOUR	544	429	973	0	293	293	293	1197
APP. LNS.	1	1	2	0	1	1	1	3
AVERAGE OF HIGHEST 8 HOURS:	680							

197

Your Company Name Here
 This is your address
 Your City, State, Zip Code
 Your Mailing Here

File Name : Not Named 7
 Site Code : 00000000
 Start Date : 12/7/2016
 Page No : 1

La. 22 @ La. 1085
 Madisonville
 St. Tammany Parish
 12-7-16 7:00-8:00 AM

Start Time	LA 1085 From North			LA 22 From East			LA 22 From South			LA 22 From West		
	Peak	Thru	Adj. Total	Left	Peaks	Adj. Total	Right	Thru	Adj. Total	Left	Peaks	Adj. Total
07:15 AM	13	0	13	0	24	17	0	1	51	0	0	0
07:30 AM	35	0	35	0	55	27	0	0	72	0	0	0
07:45 AM	50	0	50	0	82	32	0	0	101	0	0	0
1:00 PM	30	0	30	0	131	101	0	1	282	0	0	0
Grand Total	90	0	90	0	181	101	0	1	282	0	0	0
Adj. Total	90	0	90	0	181	101	0	1	282	0	0	0
% Unshifted	100	0	100	0	99.4	93.1	0	0	416	0	0	0
% Bank 1	0	0	0	0	0.7	6.8	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0

DOTD DISTRICT 62
685 N. Morrison Blvd.
Hammond, LA
70401

LA 22 @ Timber Lane
Madisonville, LA
St Tammany Parish
7:00-8:00AM 12-7-16

File Name : Not Named 5
Site Code : 00000000
Start Date : 12/7/2016
Page No : 1

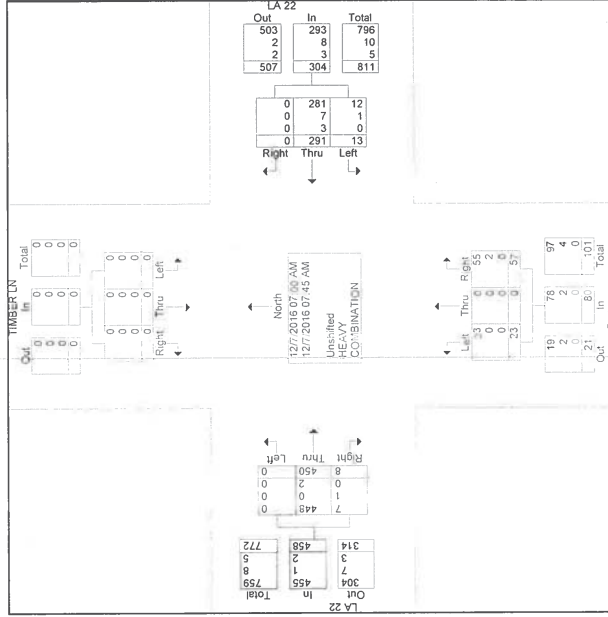
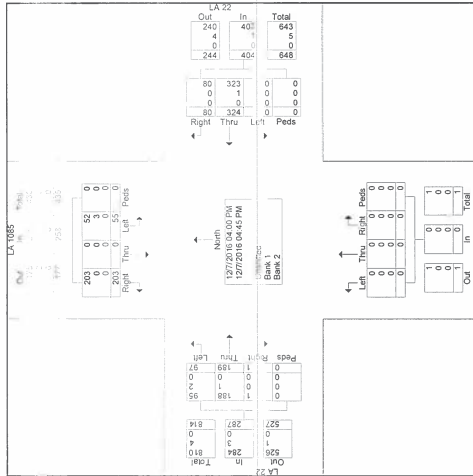
Groups Printed- Unshifted - HEAVY - COMBINATION

Start Time	TIMBER LN From North			TIMBER LN From South			LA 22 From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0
Unshifted	0	0	0	0	0	0	0	0	0	0
% HEAVY	0	0	0	0	0	0	0	0	0	0
% COMBINATION	0	0	0	0	0	0	0	0	0	0

Your Company Name Here
This is your address
Your City, State, Zip Code
Your Phone Here

File Name : La. 22 @ La. 1085
Site Code : 00000000
Start Date : 12/7/2016
Page No : 2

La. 22 @ La. 1085
Madisonville
St. Tammany Parish
12-7-16 4:00-5:00 PM



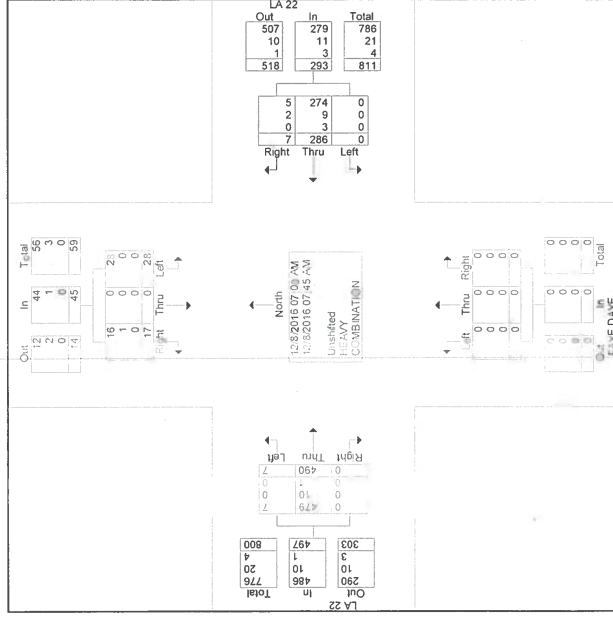
DOTD DISTRICT 62
685 N. Morrison Blvd.
Hammond, LA
70401

LA 22 @ Faye Daye
Madisonville, LA
St Tammany Parish
7:00-8:00AM
12-8-16

File Name : Not Named 6
Site Code : 00000000
Start Date : 12/8/2016
Page No : 1

Groups Printed- Unshifted - HEAVY - COMBINATION

Start Time	From North				From East				From South				From West			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
	Int. Total															
07:00 AM	8	0	5	13	2	47	0	49	0	0	0	0	0	99	0	99
07:15 AM	4	0	9	13	3	60	0	63	0	0	0	0	0	100	2	102
07:30 AM	3	0	9	12	1	67	0	68	0	0	0	0	0	140	1	141
07:45 AM	2	0	5	7	1	112	0	113	0	0	0	0	0	151	4	155
Total	17	0	28	45	7	286	0	293	0	0	0	0	0	490	7	497
Grand Total	17	0	28	45	7	286	0	293	0	0	0	0	0	490	7	497
Apprch %	37.2	0	62.2	5.4	2.4	67.2	0	35.1	0	0	0	0	0	58.7	0.8	59.5
% Unshifted	16	0	28	44	5	224	0	229	0	0	0	0	0	479	7	486
% Unshifted	94.1	0	100	97.8	71.4	95.8	0	95.2	0	0	0	0	0	97.8	100	97.8
% HEAVY	1	0	0	1	2	9	0	11	0	0	0	0	0	10	0	10
% HEAVY	5.9	0	0	2.2	28.6	3.1	0	3.8	0	0	0	0	0	2	0	2
% COMBINATION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



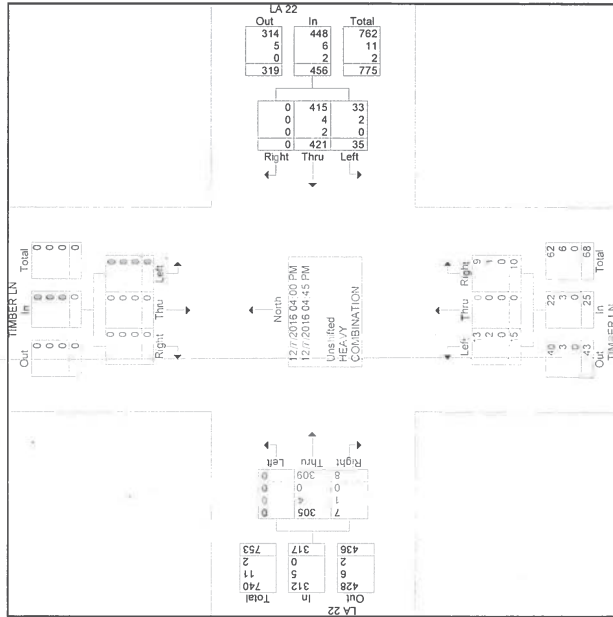
DOTD DISTRICT 62
685 N. Morrison Blvd.
Hammond, LA
70401

LA 22 @ Timber Lane
Madisonville, LA
St Tammany Parish
4:00-5:00PM
12-7-16

File Name : Not Named 5
Site Code : 00000000
Start Date : 12/7/2016
Page No : 1

Groups Printed- Unshifted - HEAVY - COMBINATION

Start Time	From North				From East				From South				From West			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
	Int. Total															
04:00 PM	0	0	0	0	0	85	7	92	3	0	4	7	4	0	74	173
04:15 PM	0	0	0	0	0	118	10	128	3	0	2	5	3	83	86	219
04:30 PM	0	0	0	0	0	111	9	120	3	0	6	9	1	72	73	202
04:45 PM	0	0	0	0	0	107	9	116	1	0	3	4	0	84	84	204
Total	0	0	0	0	0	421	35	456	10	0	15	25	8	309	317	798
Grand Total	0	0	0	0	0	421	35	456	10	0	15	25	8	309	317	798
Apprch %	0	0	0	0	0	52.8	4.7	57.1	4.0	0	1.9	3.1	2.5	38.5	0	38.7
% Unshifted	0	0	0	0	0	415	33	448	9	0	13	22	7	305	312	782
% Unshifted	0	0	0	0	0	98.6	94.3	98.2	90	0	86.7	88	87.5	98.7	98.4	98
% HEAVY	0	0	0	0	0	4	2	6	1	0	2	3	1	4	5	14
% HEAVY	0	0	0	0	0	1	5.7	1.3	1.0	0	13.3	12	12.5	1.3	1.6	1.8
% COMBINATION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



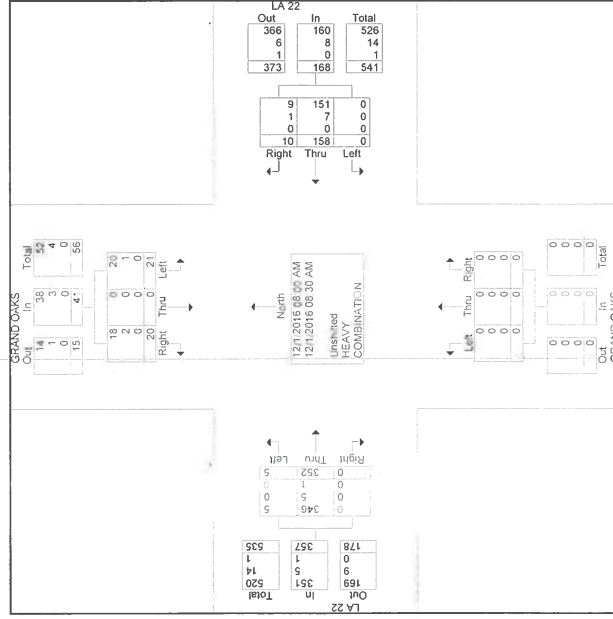
DOTD DISTRICT 62
685 N. Morrison Blvd,
Hammond, LA
70401

LA 22 @ Grand Oaks
Madisonville, LA
St Tammany Parish
7:00-8:00AM 12-1-16

File Name : Not Named 3
Site Code : 00000000
Start Date : 12/1/2016
Page No : 1

Groups Printed-Unshifted - HEAVY - COMBINATION

Start Time	GRAND OAKS From North						GRAND OAKS From South						LA 22 From West					
	Right		Thru		Left		Right		Thru		Left		Right		Thru		Left	
	App	Total	App	Total	App	Total	App	Total	App	Total	App	Total	App	Total	App	Total	App	Total
08:00 AM	2	0	6	3	0	38	0	38	0	0	0	0	0	0	101	0	101	147
08:15 AM	8	0	5	13	7	53	0	60	0	0	0	0	0	107	3	110	183	
08:30 AM	10	0	10	20	3	67	0	70	0	0	0	0	0	144	2	146	236	
Grand Total	20	0	21	41	10	158	0	168	0	0	0	0	0	352	5	357	566	
Approach %	46.8	0	51.2	72	1.6	27.9	0	29.7	0	0	0	0	0	69.5	1.4	70.9	63.1	
Total %	38	0	20	58	0	27.9	0	27.9	0	0	0	0	0	34.6	0.3	34.9	54.9	
% Unshifted	90	0	95.2	92.7	90	95.6	0	95.2	0	0	0	0	0	98.3	100	98.3	97	
% HEAVY	2	0	1	3	1	7	0	4.8	0	0	0	0	0	0.5	0	0.5	1.4	
% COMBINATION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



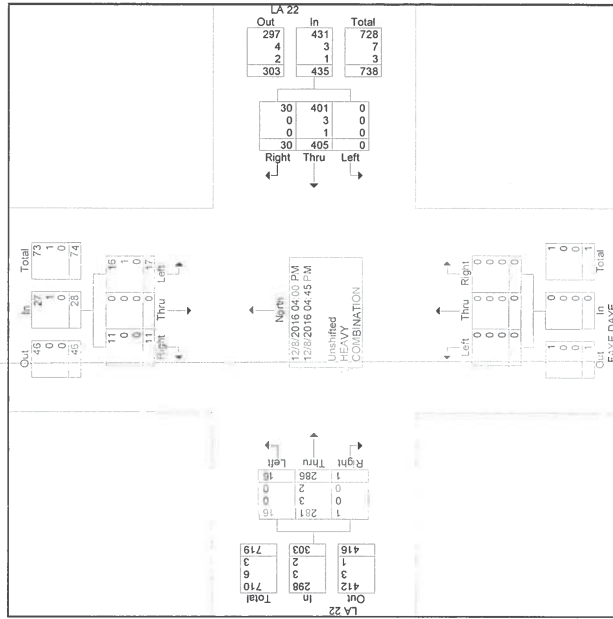
DOTD DISTRICT 62
685 N. Morrison Blvd,
Hammond, LA
70401

LA 22 @ Faye Daye
Madisonville, LA
St Tammany Parish
4:00-5:00PM 12-8-16

File Name : Not Named 6
Site Code : 00000000
Start Date : 12/8/2016
Page No : 1

Groups Printed-Unshifted - HEAVY - COMBINATION

Start Time	GRAND OAKS From North						GRAND OAKS From South						LA 22 From West					
	Right		Thru		Left		Right		Thru		Left		Right		Thru		Left	
	App	Total	App	Total	App	Total	App	Total	App	Total	App	Total	App	Total	App	Total	App	Total
04:00 PM	2	0	6	8	8	64	0	72	0	0	0	0	0	1	64	2	67	147
04:15 PM	3	0	6	9	8	106	0	114	0	0	0	0	0	79	6	85	208	
04:30 PM	1	0	4	5	7	124	0	131	0	0	0	0	0	72	4	76	212	
04:45 PM	5	0	1	6	7	111	0	118	0	0	0	0	0	71	4	75	199	
Total	11	0	17	28	30	405	0	435	0	0	0	0	0	286	16	303	766	
Grand Total	11	0	17	28	30	405	0	435	0	0	0	0	0	286	16	303	766	
Approach %	99.3	0	60.7	69.3	9.9	52.1	0	56.8	0	0	0	0	0	0.3	94.4	5.3	39.6	
Total %	11	0	16	27	30	405	0	435	0	0	0	0	0	0.1	28.3	2.1	28.6	
% Unshifted	100	0	94.1	96.4	100	99.1	0	99.1	0	0	0	0	0	100	98.3	100	98.3	
% HEAVY	0	0	1	3	0	3	0	0.7	0	0	0	0	0	0	0	0	1	
% COMBINATION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



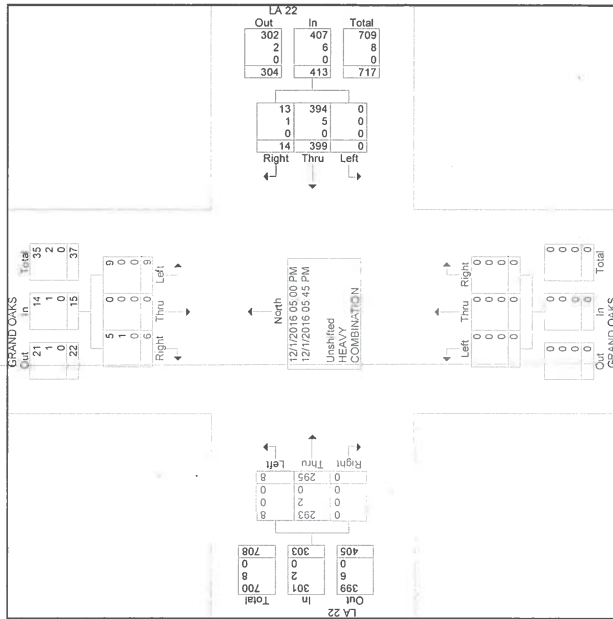
DOYD DISTRICT 62
685 N. Morrison Blvd.
Hammond, LA
70401

LA 22 @ Grand Oaks
Madisonville, LA
St Tammany Parish
4:00-5:00PM 12-1-16

File Name : Not Named 3
Site Code : 00000000
Start Date : 12/1/2016
Page No : 1

Group's Printed-Unshifted - HEAVY - COMBINATION

Start Time	From North			From East			From South			From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
05:00 PM	0	2	0	3	99	0	0	0	0	0	0	1	70
05:15 PM	3	0	5	4	83	0	0	0	0	0	0	69	4
05:30 PM	2	0	2	4	101	0	0	0	0	0	0	54	1
05:45 PM	1	0	0	3	116	0	0	0	0	0	0	103	2
Total	6	0	9	15	399	0	0	0	0	0	0	295	8
Grand Total	6	0	9	15	399	0	0	0	0	0	0	295	8
App. %	40	0	60	34	96.6	0	0	0	0	0	0	47.4	2.0
Total %	0.8	0	1.2	2.1	50.6	0	0	0	0	0	0	11.1	41.5
Unshifted	5	0	9	14	384	0	0	0	0	0	0	293	8
% Unshifted	83.3	0	100	93.3	98.7	0	0	0	0	0	0	99.3	100
% HEAVY	16.7	0	0	7.1	1.3	0	0	0	0	0	0	0.7	0
% COMBINATION	0	0	0	0	0	0	0	0	0	0	0	0	0



SIGNAL WARRANT'S STUDY
MAJOR RD: La. 22 DIRECTWAY: E/W # OF LANS: 1 PER APPROACH
MINOR RD: Guste Island DIRECTWAY: N # OF LANS: 1 PER APPROACH
CT. DATE: November 15, 2016 DAY: Tuesday WEATHER: PITY CLOUDY
COUNT BY: T. PULS

OF CORRECTABLE ACCIDENTS IN 1 YEAR

Madisonville

LA 22 Guste Island

TIME	EB	WB	TOTAL	NB	SB	MX	TOTAL	GRAND TOTAL
12:00 AM	10	20	30	0	0	0	0	30
1:00 AM	2	11	13	1	0	0	1	14
2:00 AM	6	5	11	4	0	4	4	15
3:00 AM	18	9	27	5	0	5	5	32
4:00 AM	52	11	63	13	0	13	13	76
5:00 AM	160	40	200	26	0	26	26	226
6:00 AM	385	102	487	107	0	107	107	594
7:00 AM	536	257	793	124	0	124	124	917
8:00 AM	361	205	566	80	0	80	80	646
9:00 AM	223	175	398	60	0	60	60	458
10:00 AM	186	164	352	40	0	40	40	392
11:00 AM	204	194	398	49	0	49	49	447
12:00 PM	188	207	395	53	0	53	53	448
1:00 PM	203	263	466	46	0	46	46	512
2:00 PM	231	294	525	59	0	59	59	584
3:00 PM	257	406	665	61	0	61	61	726
4:00 PM	276	532	808	72	0	72	72	880
5:00 PM	285	531	816	57	0	57	57	873
6:00 PM	176	465	641	32	0	32	32	673
7:00 PM	101	265	366	17	0	17	17	383
8:00 PM	73	229	302	14	0	14	14	316
9:00 PM	41	123	164	11	0	11	11	175
10:00 PM	29	59	88	7	0	7	7	95
11:00 PM	9	40	49	2	0	2	2	51
TOTAL	4014	8639	12653	940	2708	293	317	15533
PEAK HOUR	544	429	973	24	293	293	1	3
APP. LANS.	1	1	2	1	0	0	1	3
AVERAGE OF HIGHEST 8 HOURS	663	663	663	78	78	78	78	78

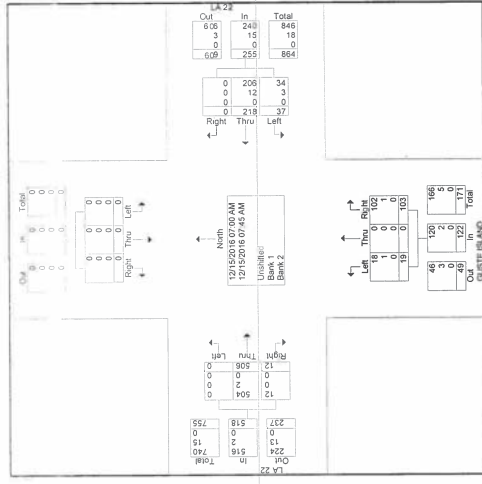
Your Company Name Here

This is your address
Your City, State, Zip Code
Your Telephone Here

File Name : La. 22 @ Guste Island
Site Code : 00000000
Start Date : 12/15/2016
Page No : 1

La. 22 @ Guste Island
Madisonville
St Tammany Parish
12-15-16 7:00 - 8:00 AM

Start Time	From North			From East			From South			From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approx %	0	0	0	0	0	0	0	0	0	0	0	0	0
Unshifted	0	0	0	0	0	0	0	0	0	0	0	0	0
% Unshifted	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0



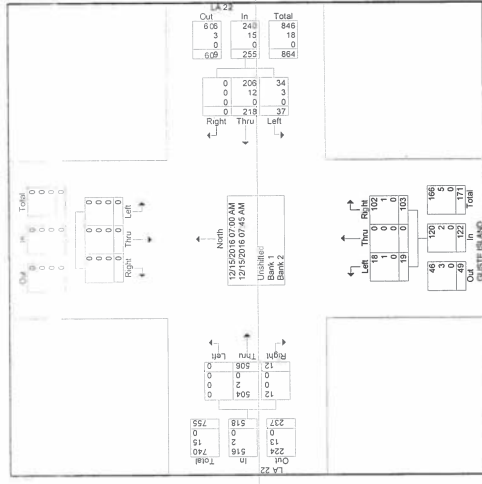
Your Company Name Here

This is your address
Your City, State, Zip Code
Your Telephone Here

File Name : La. 22 @ Guste Island
Site Code : 00000000
Start Date : 12/15/2016
Page No : 2

La. 22 @ Guste Island
Madisonville
St Tammany Parish
12-15-16 7:00 - 8:00 AM

Start Time	From North			From East			From South			From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approx %	0	0	0	0	0	0	0	0	0	0	0	0	0
Unshifted	0	0	0	0	0	0	0	0	0	0	0	0	0
% Unshifted	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0

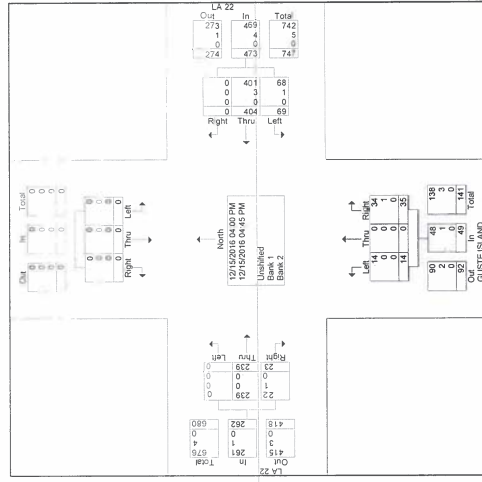


Your Company Name Here
 This is your address
 Your City, State, Zip Code
 Your Tagline Here

File Name : La. 22 @ Guste Island
 Site Code : 00000000
 Start Date : 12/15/2016
 Page No : 1

La. 22 @ Guste Island
 Madisonville
 St. Tammany Parish
 12-15-16 4:00 - 5:00 PM

Start Time	From North			From East			From South			From West			Int. Total
	Thru	Left	App. Total	Thru	Left	App. Total	Thru	Left	App. Total	Thru	Left	App. Total	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	111	16	127	8	0	4	12	5	79	0
04:45 PM	0	0	0	89	3	92	0	0	0	0	0	0	0
1008	0	0	0	404	69	473	35	0	14	49	23	239	0
Grand Total	0	0	0	854	146	1000	744	0	286	62	29	305	0
Approach %	0	0	0	401	68	469	34	0	14	48	22	239	0
Unshifted	0	0	0	99.3	98.6	99.2	97.1	0	100	99	95.7	100	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0

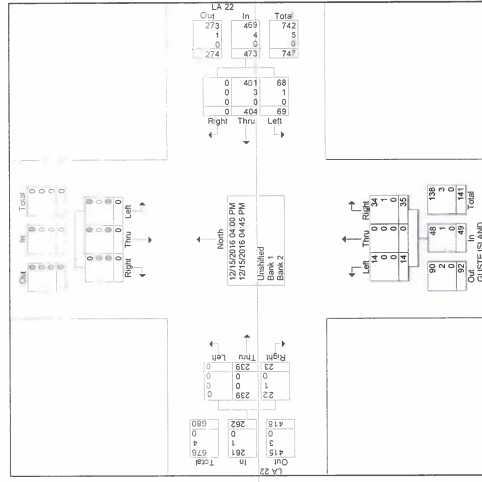


Your Company Name Here
 This is your address
 Your City, State, Zip Code
 Your Tagline Here

File Name : La. 22 @ Guste Island
 Site Code : 00000000
 Start Date : 12/15/2016
 Page No : 2

La. 22 @ Guste Island
 Madisonville
 St. Tammany Parish
 12-15-16 4:00 - 5:00 PM

Start Time	From North			From East			From South			From West			Int. Total
	Thru	Left	App. Total	Thru	Left	App. Total	Thru	Left	App. Total	Thru	Left	App. Total	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	111	16	127	8	0	4	12	5	79	0
04:45 PM	0	0	0	89	3	92	0	0	0	0	0	0	0
1008	0	0	0	404	69	473	35	0	14	49	23	239	0
Grand Total	0	0	0	854	146	1000	744	0	286	62	29	305	0
Approach %	0	0	0	401	68	469	34	0	14	48	22	239	0
Unshifted	0	0	0	99.3	98.6	99.2	97.1	0	100	99	95.7	100	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0



Direction 1		Latitude: 0° 0.0000 South													
Start Time	End Time	Cars & Trailers	2 Axle Long	2 Axle	Buses	2 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	>6 Axle Multi	Not Classified	Total
01:00	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	1
03:00	04:00	0	3	3	0	0	0	0	0	0	0	0	0	0	3
05:00	06:00	0	108	77	2	11	0	0	3	1	0	0	0	0	201
07:00	08:00	4	424	137	1	28	0	0	4	1	0	0	0	0	488
09:00	10:00	0	270	104	3	11	0	0	16	0	0	0	0	0	384
11:00	12:00	1	157	85	0	11	0	0	1	0	0	0	0	0	254
13:00	14:00	1	132	77	1	14	2	0	0	0	0	0	0	0	220
15:00	16:00	1	151	65	3	14	2	0	0	0	0	0	0	0	230
17:00	18:00	6	185	98	2	22	2	0	0	0	0	0	0	0	228
19:00	20:00	3	190	106	1	17	0	0	3	0	0	0	0	0	248
21:00	22:00	0	117	105	0	14	0	0	0	0	0	0	0	0	235
23:00	01:00	0	53	26	0	10	0	0	1	0	0	0	0	0	102
02:00	03:00	0	21	11	0	2	0	0	0	0	0	0	0	0	33
04:00	05:00	0	11	4	1	1	0	0	0	0	0	0	0	0	19
06:00	07:00	0	3002	1399	23	276	13	1	55	9	0	0	0	0	4839
Percent		0.7%	61.3%	29.0%	0.3%	6.3%	0.5%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	1.0%	
AM Peak		11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
PM Peak		15:00	17:00	16:00	14:00	15:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	15:00	
Vol.		5	254	113	2	22	5	1	5	1	1	5	5	7	

Direction 1		Latitude: 0° 0.0000 South													
Start Time	End Time	Cars & Trailers	2 Axle Long	2 Axle	Buses	2 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	>6 Axle Multi	Not Classified	Total
01:00	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	1
03:00	04:00	0	3	3	0	0	0	0	0	0	0	0	0	0	3
05:00	06:00	0	108	77	2	11	0	0	3	1	0	0	0	0	168
07:00	08:00	4	424	137	1	28	0	0	4	1	0	0	0	0	488
09:00	10:00	0	270	104	3	11	0	0	16	0	0	0	0	0	384
11:00	12:00	1	157	85	0	11	0	0	1	0	0	0	0	0	254
13:00	14:00	1	132	77	1	14	2	0	0	0	0	0	0	0	220
15:00	16:00	1	151	65	3	14	2	0	0	0	0	0	0	0	230
17:00	18:00	6	185	98	2	22	2	0	0	0	0	0	0	0	228
19:00	20:00	3	190	106	1	17	0	0	3	0	0	0	0	0	248
21:00	22:00	0	117	105	0	14	0	0	0	0	0	0	0	0	235
23:00	01:00	0	53	26	0	10	0	0	1	0	0	0	0	0	102
02:00	03:00	0	21	11	0	2	0	0	0	0	0	0	0	0	33
04:00	05:00	0	11	4	1	1	0	0	0	0	0	0	0	0	19
06:00	07:00	0	3002	1399	23	276	13	1	55	9	0	0	0	0	4839
Percent		0.7%	61.3%	29.0%	0.3%	6.3%	0.5%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	1.0%	
AM Peak		11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
PM Peak		15:00	17:00	16:00	14:00	15:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	15:00	
Vol.		5	254	113	2	22	5	1	5	1	1	5	5	7	

LA 22 at LA 1085
Madisonville, St. Tammany Parish

Your Company Name

Street Address

Location, Zip or Postal Code

Change These in File > Preferences > Titles

Site Code: LA22 EB AT LA1085
Station ID:

Latitude: 0° 0' 0.000" South

Direction 1	Start Time	End Time	2 Axle Long	2 Axle	Buses	6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	>5 Axl Double	6 Axle Multi	>6 Axl Multi	Not Classed	Total
	01:00	02:00	0	10	0	0	0	0	0	0	0	0	0	17
	02:00	03:00	0	7	0	0	0	0	0	0	0	0	0	12
	03:00	04:00	0	5	0	0	0	0	0	0	0	0	0	14
	04:00	05:00	0	98	0	0	0	0	0	0	0	0	0	75
	05:00	06:00	0	91	0	0	0	0	0	0	0	0	0	148
	06:00	07:00	0	157	0	0	0	0	0	0	0	0	0	258
	07:00	08:00	0	234	0	0	0	0	0	0	0	0	0	373
	08:00	09:00	0	252	0	0	0	0	0	0	0	0	0	363
	09:00	10:00	0	245	0	0	0	0	0	0	0	0	0	359
	10:00	11:00	0	226	0	0	0	0	0	0	0	0	0	325
	11:00	12:00	0	211	0	0	0	0	0	0	0	0	0	307
	12:00	13:00	0	185	0	0	0	0	0	0	0	0	0	282
	13:00	14:00	0	213	0	0	0	0	0	0	0	0	0	307
	14:00	15:00	0	215	0	0	0	0	0	0	0	0	0	328
	15:00	16:00	0	161	0	0	0	0	0	0	0	0	0	228
	16:00	17:00	0	174	0	0	0	0	0	0	0	0	0	109
	17:00	18:00	0	53	0	0	0	0	0	0	0	0	0	79
	18:00	19:00	0	32	0	0	0	0	0	0	0	0	0	43
	19:00	20:00	0	32	0	0	0	0	0	0	0	0	0	43
	20:00	21:00	0	3009	12	214	1	0	32	2	0	0	0	4618
	21:00	22:00	0	279	0	0	0	0	0	0	0	0	0	22
	22:00	23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.8%	65.2%	11.0%	5.2%	0.3%	4.6%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.5%	13.00
Percent	11.0%	11.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
ADMT	11.0%	11.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Vol	14.00	12.00	15.00	15.00	15.00	15.00	15.00	15.00	13.00	18.00	18.00	13.00	13.00	2
PMF Peak	6	284	123	22	3	5	1	1	8	1	8	1	10	10
Vol	6	284	123	22	3	5	1	1	8	1	8	1	10	10

LA 22 at LA 1085
Madisonville, St. Tammany Parish

Your Company Name

Street Address

Location, Zip or Postal Code

Change These in File > Preferences > Titles

Site Code: LA22 EB AT LA1085
Station ID:

Latitude: 0° 0' 0.000" South

Direction 1	Start Time	End Time	2 Axle Long	2 Axle	Buses	6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	>5 Axl Double	6 Axle Multi	>6 Axl Multi	Not Classed	Total
	01:00	02:00	2	2	0	0	0	0	0	0	0	0	0	4
	02:00	03:00	3	7	0	0	0	0	0	0	0	0	0	10
	03:00	04:00	0	2	0	0	0	0	0	0	0	0	0	2
	04:00	05:00	1	79	0	0	0	0	0	0	0	0	0	80
	05:00	06:00	1	280	0	0	0	0	0	0	0	0	0	281
	06:00	07:00	2	271	0	0	0	0	0	0	0	0	0	273
	07:00	08:00	4	168	0	0	0	0	0	0	0	0	0	172
	08:00	09:00	2	158	0	0	0	0	0	0	0	0	0	160
	09:00	10:00	0	158	0	0	0	0	0	0	0	0	0	158
	10:00	11:00	0	173	0	0	0	0	0	0	0	0	0	173
	11:00	12:00	0	127	0	0	0	0	0	0	0	0	0	127
	12:00	13:00	0	66	0	0	0	0	0	0	0	0	0	66
	13:00	14:00	2	155	0	0	0	0	0	0	0	0	0	157
	14:00	15:00	2	111	0	0	0	0	0	0	0	0	0	113
	15:00	16:00	2	284	0	0	0	0	0	0	0	0	0	286
	16:00	17:00	2	215	0	0	0	0	0	0	0	0	0	217
	17:00	18:00	1	155	0	0	0	0	0	0	0	0	0	156
	18:00	19:00	0	55	0	0	0	0	0	0	0	0	0	55
	19:00	20:00	0	31	0	0	0	0	0	0	0	0	0	31
	20:00	21:00	1	56	0	0	0	0	0	0	0	0	0	57
	21:00	22:00	0	31	0	0	0	0	0	0	0	0	0	31
	22:00	23:00	0	31	0	0	0	0	0	0	0	0	0	31
Total	29	3237	1519	22	295	0	3	80	6	0	0	0	38	5259
Percent	0.6%	61.6%	28.9%	0.4%	5.6%	0.0%	0.1%	1.5%	0.1%	0.0%	0.0%	0.0%	0.7%	13.00
ADMT	0.6%	61.6%	28.9%	0.4%	5.6%	0.0%	0.1%	1.5%	0.1%	0.0%	0.0%	0.0%	0.7%	13.00
Vol	13.00	17.00	17.00	12.00	15.00	14.00	12.00	14.00	12.00	12.00	12.00	13.00	13.00	5
PMF Peak	6	284	123	22	3	5	1	1	8	1	8	1	10	10
Vol	6	284	123	22	3	5	1	1	8	1	8	1	10	10

Direction 1
Start Time
11/17/16

	Bikes	Cars & Trailers	2 Axle Long	2 Axle	Buses	6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	>6 Axl Double	<6 Axl Multi	>6 Axl Multi	Not Classed	Total
11/17/16	0	16	5	0	0	0	0	0	0	0	0	0	0	21
02:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	19	12	0	0	0	0	0	0	0	0	0	0	31
05:00	0	53	24	0	0	0	0	0	0	0	0	0	0	77
06:00	0	179	58	0	0	0	0	0	0	0	0	0	0	237
07:00	0	190	59	0	0	0	0	0	0	0	0	0	0	249
08:00	0	190	59	0	0	0	0	0	0	0	0	0	0	249
09:00	0	218	82	0	0	0	0	0	0	0	0	0	0	300
10:00	0	218	82	0	0	0	0	0	0	0	0	0	0	300
11:00	0	205	62	0	0	0	0	0	0	0	0	0	0	267
12:00	0	171	63	0	0	0	0	0	0	0	0	0	0	234
13:00	0	148	69	0	0	0	0	0	0	0	0	0	0	217
14:00	0	186	89	0	0	0	0	0	0	0	0	0	0	275
15:00	0	186	89	0	0	0	0	0	0	0	0	0	0	275
16:00	0	104	45	0	0	0	0	0	0	0	0	0	0	149
17:00	0	168	68	0	0	0	0	0	0	0	0	0	0	236
18:00	0	104	45	0	0	0	0	0	0	0	0	0	0	149
19:00	0	36	18	0	0	0	0	0	0	0	0	0	0	54
20:00	0	29	19	0	0	0	0	0	0	0	0	0	0	48
21:00	0	19	9	0	0	0	0	0	0	0	0	0	0	28
22:00	0	19	9	0	0	0	0	0	0	0	0	0	0	28
Total	24	2260	938	4	142	0	0	0	0	0	0	0	0	3407
Percent	0.7%	65.3%	27.5%	0.1%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
AM Peak	09:00	218	82	0	0	0	0	0	0	0	0	0	0	300
PM Peak	13:00	1200	1500	1200	1300	1300	1300	1300	1300	1300	1300	1300	1300	13000
Vol.	6	206	95	2	11	3	3	3	4	1	0	0	0	306

Latitude: 0° 0' 0.0000 South

Direction 1
Start Time
11/17/16

	Bikes	Cars & Trailers	2 Axle Long	2 Axle	Buses	6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	>6 Axl Double	<6 Axl Multi	>6 Axl Multi	Not Classed	Total
11/17/16	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
04:00	0	30	15	0	0	0	0	0	0	0	0	0	0	45
05:00	2	90	45	1	15	0	0	0	0	0	0	0	0	179
06:00	1	285	143	1	23	0	0	0	0	0	0	0	0	552
07:00	1	439	219	1	33	0	0	0	0	0	0	0	0	892
08:00	1	466	233	1	33	0	0	0	0	0	0	0	0	934
09:00	1	466	233	1	33	0	0	0	0	0	0	0	0	934
10:00	0	134	65	1	21	0	0	0	0	0	0	0	0	220
11:00	0	140	65	1	21	0	0	0	0	0	0	0	0	227
12:00	0	140	65	1	21	0	0	0	0	0	0	0	0	227
13:00	0	140	65	1	21	0	0	0	0	0	0	0	0	227
14:00	0	140	65	1	21	0	0	0	0	0	0	0	0	227
15:00	0	163	78	0	22	0	0	0	0	0	0	0	0	263
16:00	0	163	78	0	22	0	0	0	0	0	0	0	0	263
17:00	0	214	112	0	22	0	0	0	0	0	0	0	0	358
18:00	0	159	76	0	12	0	0	0	0	0	0	0	0	247
19:00	0	61	23	0	4	0	0	0	0	0	0	0	0	98
20:00	0	33	17	0	5	0	0	0	0	0	0	0	0	55
21:00	0	17	9	0	2	0	0	0	0	0	0	0	0	28
22:00	0	17	9	0	2	0	0	0	0	0	0	0	0	28
Total	21	2891	1363	16	295	11	3	46	11	0	0	0	0	4684
Percent	0.4%	61.7%	29.1%	0.3%	6.3%	0.2%	0.1%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%
AM Peak	09:00	218	82	0	0	0	0	0	0	0	0	0	0	300
PM Peak	14:00	1200	1500	1200	1300	1300	1300	1300	1300	1300	1300	1300	1300	13000
Vol.	2	214	112	3	22	2	1	4	2	0	0	0	0	348

Latitude: 0° 0' 0.0000 South

LA 22 at LA 1085
Madisonville, St. Tammany Parish

Your Company Name
Street Address
Location, Zip or Postal Code
Change These in File > Preferences > Titles

Page 7

Site Code: LA22 EP AT LA1085
Station ID:

Direction 1																	Latitude 0' 0.000 South			
Start Time	End Time	Bikes	Cars & Trailers	2 Axle Long	2 Axle Buses	6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total				
11/15/16		25	3016	1358	14	309	19	0	69	10	0	0	0	0	36	4886				
		0.5%	62.3%	27.8%	0.3%	6.3%	0.4%	0.0%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.7%					
		07:00	07:00	07:00	08:00	07:00	08:00	07:00	08:00	07:00	08:00	07:00	08:00	07:00	08:00	06:00				
		AM/PM																		
		19:00	17:00	17:00	13:00	16:00	12:00	14:00	14:00	14:00	14:00	16:00	16:00	16:00	16:00					
		PM/PM																		
		Vol.	6	248	127	2	25	6	7	3	0	0	0	0	7					

Grand Total
Percent

LA 22 at LA 1085
Madisonville, St. Tammany Parish

Your Company Name
Street Address
Location, Zip or Postal Code
Change These in File > Preferences > Titles

Page 8

Site Code: LA22 EP AT LA1085
Station ID:

Direction 1																	Latitude 0' 0.000 South			
Start Time	End Time	Bikes	Cars & Trailers	2 Axle Long	2 Axle Buses	6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total				
11/15/16		17	1738	774	13	170	8	0	48	10	0	0	0	0	21	2789				
		0.6%	62.1%	27.7%	0.5%	6.1%	0.3%	0.0%	1.7%	0.4%	0.0%	0.0%	0.0%	0.0%	0.8%					
		07:00	07:00	08:00	07:00	08:00	07:00	08:00	07:00	08:00	07:00	08:00	07:00	08:00	06:00					
		AM/PM																		
		11:00	10:00	10:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00					
		PM/PM																		
		Vol.	1	117	72	1	25	5	5	3	0	0	0	1						

Grand Total
Percent

Direction	Start Time	Bikes	Cars & Trailers	2 Axle Long	2 Axle	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	<6 Axle Multi	>6 Axle Multi	Not Classed	Total
11/09/16	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Percent	0.5%	67.6%	25.4%	0.5%	0.7%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	2744
	AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	14.00
	PM Peak	16:00	17:00	16:00	15:00	16:00	16:00	12:00	12:00	15:00	12:00	16:00	12:00	14.00	1
	Vol.	3	286	103	9	20	1	1	1	6	3	3	3	1	1

Direction	Start Time	Bikes	Cars & Trailers	2 Axle Long	2 Axle	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	<6 Axle Multi	>6 Axle Multi	Not Classed	Total
11/09/16	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Percent	0.4%	66.5%	25.2%	1.1%	4.7%	0.2%	0.1%	1.0%	0.8%	0.0%	0.0%	0.0%	0.0%	3981
	AM Peak	07:00	08:00	07:00	07:00	11:00	11:00	09:00	07:00	07:00	09:00	07:00	07:00	07:00	12.00
	PM Peak	13:00	17:00	16:00	15:00	14:00	15:00	13:00	13:00	15:00	13:00	15:00	13:00	12.00	1
	Vol.	5	309	108	7	23	2	8	1	8	7	7	7	1	1

Direction 1	Start Time	Bikes	Cars & Trailers	2 Ave Long	2 Ave	Buses	2 Tire	3 Ave Single	4 Ave Single	<5 Ave Double	5 Ave Double	>6 Ave Double	<6 Ave Multi	6 Ave Multi	>6 Ave Multi	Not Classed	Total
11/17/16	07:00	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	19
08:00	07:00	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	11
09:00	08:00	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	6
10:00	09:00	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	22
11:00	10:00	0	73	31	4	0	0	0	0	0	0	0	0	0	0	0	37
12:00	11:00	1	147	57	13	0	0	0	0	0	0	0	0	0	0	0	118
01:00	12:00	2	40	36	11	0	0	0	0	0	0	0	0	0	0	0	236
02:00	13:00	2	83	59	2	0	0	0	0	0	0	0	0	0	0	0	155
03:00	14:00	0	117	58	2	0	0	0	0	0	0	0	0	0	0	0	163
04:00	15:00	0	160	62	1	0	0	0	0	0	0	0	0	0	0	0	218
05:00	16:00	1	160	62	1	0	0	0	0	0	0	0	0	0	0	0	244
06:00	17:00	0	184	75	4	0	0	0	0	0	0	0	0	0	0	0	283
07:00	18:00	2	232	88	6	0	0	0	0	0	0	0	0	0	0	0	394
08:00	19:00	0	268	96	1	0	0	0	0	0	0	0	0	0	0	0	465
09:00	20:00	0	195	61	0	0	0	0	0	0	0	0	0	0	0	0	253
10:00	21:00	1	129	30	0	0	0	0	0	0	0	0	0	0	0	0	156
11:00	22:00	0	75	20	0	0	0	0	0	0	0	0	0	0	0	0	100
12:00	23:00	0	62	17	0	0	0	0	0	0	0	0	0	0	0	0	79
Total		19	2595	955	35	195	12	2	42	36	0	0	0	0	0	0	3935
Percent		0.5%	65.5%	25.3%	0.9%	5.0%	0.3%	0.1%	1.1%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
AM Peak		09:00	07:00	10:00	07:00	05:00	08:00	07:00	08:00	09:00	07:00	08:00	07:00	08:00	07:00	08:00	07:00
PM Peak		18:00	16:00	15:00	15:00	12:00	12:00	14:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
Vol.		2	272	97	6	21	3	1	1	10	5	1	1	1	1	1	1

Direction 1	Start Time	Bikes	Cars & Trailers	2 Ave Long	2 Ave	Buses	2 Tire	3 Ave Single	4 Ave Single	<5 Ave Double	5 Ave Double	>6 Ave Double	<6 Ave Multi	6 Ave Multi	>6 Ave Multi	Not Classed	Total
11/17/16	07:00	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
08:00	07:00	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	11
09:00	08:00	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	6
10:00	09:00	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	22
11:00	10:00	0	73	31	4	0	0	0	0	0	0	0	0	0	0	0	37
12:00	11:00	1	147	57	13	0	0	0	0	0	0	0	0	0	0	0	118
01:00	12:00	2	40	36	11	0	0	0	0	0	0	0	0	0	0	0	236
02:00	13:00	2	83	59	2	0	0	0	0	0	0	0	0	0	0	0	155
03:00	14:00	0	117	58	2	0	0	0	0	0	0	0	0	0	0	0	163
04:00	15:00	0	160	62	1	0	0	0	0	0	0	0	0	0	0	0	218
05:00	16:00	1	160	62	1	0	0	0	0	0	0	0	0	0	0	0	244
06:00	17:00	0	184	75	4	0	0	0	0	0	0	0	0	0	0	0	283
07:00	18:00	2	232	88	6	0	0	0	0	0	0	0	0	0	0	0	394
08:00	19:00	0	268	96	1	0	0	0	0	0	0	0	0	0	0	0	465
09:00	20:00	0	195	61	0	0	0	0	0	0	0	0	0	0	0	0	253
10:00	21:00	1	129	30	0	0	0	0	0	0	0	0	0	0	0	0	156
11:00	22:00	0	75	20	0	0	0	0	0	0	0	0	0	0	0	0	100
12:00	23:00	0	62	17	0	0	0	0	0	0	0	0	0	0	0	0	79
Total		19	2595	955	35	195	12	2	42	36	0	0	0	0	0	0	3935
Percent		0.5%	65.5%	25.3%	0.9%	5.0%	0.3%	0.1%	1.1%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
AM Peak		09:00	07:00	10:00	07:00	05:00	08:00	07:00	08:00	09:00	07:00	08:00	07:00	08:00	07:00	08:00	07:00
PM Peak		18:00	16:00	15:00	15:00	12:00	12:00	14:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
Vol.		2	272	97	6	21	3	1	1	10	5	1	1	1	1	1	1

LA 22 at LA 1085
Madisonville, St. Tammany Parish

Your Company Name
Street Address

Location, Zip or Postal Code

Change These in File > Preferences > Titles

Site Code: LA22.WB AT LA1085
Station ID:

Page 5

Direction: 1
Latitude: 0° 0' 0.000" South

Start Time	Bikes	Cars & Trailers	2 Ave Long	2 Ave	Buses	6 Tire	3 Ave Single	4 Ave Single	<5 Ave Double	5 Ave Double	>6 Ave Double	<6 Ave Multi	6 Ave Multi	>6 Ave Multi	Not Classed	Total
11/13/16	0	31	10	0	0	0	0	0	0	0	0	0	0	0	0	41
02:00	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19
04:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	14	8	0	0	0	0	0	0	0	0	0	0	0	0	22
07:00	1	42	17	0	0	0	0	0	0	0	0	0	0	0	0	60
08:00	1	57	24	0	0	0	0	0	0	0	0	0	0	0	0	82
09:00	1	57	24	0	0	0	0	0	0	0	0	0	0	0	0	82
10:00	2	119	46	0	0	0	0	0	0	0	0	0	0	0	0	167
11:00	0	109	53	2	0	0	0	0	0	0	0	0	0	0	0	164
12:00	0	117	53	0	0	0	0	0	0	0	0	0	0	0	0	170
13:00	3	168	45	0	0	0	0	0	0	0	0	0	0	0	0	216
14:00	3	133	50	0	0	0	0	0	0	0	0	0	0	0	0	136
15:00	1	154	56	0	0	0	0	0	0	0	0	0	0	0	0	155
16:00	1	176	63	0	0	0	0	0	0	0	0	0	0	0	0	177
17:00	1	180	43	2	0	0	0	0	0	0	0	0	0	0	0	183
18:00	0	130	43	2	0	0	0	0	0	0	0	0	0	0	0	132
19:00	0	196	19	0	0	0	0	0	0	0	0	0	0	0	0	215
20:00	0	99	19	0	0	0	0	0	0	0	0	0	0	0	0	118
21:00	0	49	14	0	0	0	0	0	0	0	0	0	0	0	0	63
22:00	0	25	10	0	0	0	0	0	0	0	0	0	0	0	0	35
Total	17	1828	637	7	58	0	0	0	0	25	0	0	0	0	0	2875
Percent	0.6%	72.1%	23.8%	0.3%	2.2%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%
AM Peak	10:00	10:00	11:00	0:00	11:00	0:00	10:00	0:00	0:00	10:00	0:00	0:00	0:00	0:00	0:00	13:00
PM Peak	13:00	17:00	17:00	18:00	17:00	18:00	13:00	13:00	12:00	13:00	12:00	12:00	12:00	12:00	12:00	15:00
Vol.	4	176	63	2	10	2	2	2	2	5	2	2	2	2	2	287

LA 22 at LA 1085
Madisonville, St. Tammany Parish

Your Company Name
Street Address

Location, Zip or Postal Code

Change These in File > Preferences > Titles

Site Code: LA22.WB AT LA1085
Station ID:

Page 6

Direction: 1
Latitude: 0° 0' 0.000" South

Start Time	Bikes	Cars & Trailers	2 Ave Long	2 Ave	Buses	6 Tire	3 Ave Single	4 Ave Single	<5 Ave Double	5 Ave Double	>6 Ave Double	<6 Ave Multi	6 Ave Multi	>6 Ave Multi	Not Classed	Total
11/14/16	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
06:00	0	8	15	0	0	0	0	0	0	0	0	0	0	0	0	23
07:00	0	25	37	4	0	0	0	0	0	0	0	0	0	0	0	66
08:00	3	174	53	13	13	1	1	1	2	2	0	0	0	0	0	203
09:00	2	132	35	17	17	1	1	1	2	2	0	0	0	0	0	141
10:00	1	102	36	2	12	2	0	0	1	2	0	0	0	0	0	128
11:00	1	109	53	2	19	0	0	0	1	4	0	0	0	0	0	138
12:00	0	141	66	0	15	2	0	0	5	5	0	0	0	0	0	174
13:00	0	141	66	0	15	2	0	0	5	5	0	0	0	0	0	174
14:00	0	159	77	4	20	0	0	1	3	2	0	0	0	0	0	201
15:00	0	202	80	1	25	0	0	1	3	4	0	0	0	0	0	217
16:00	0	307	80	0	31	0	0	1	3	4	0	0	0	0	0	329
17:00	0	180	80	1	10	0	0	0	0	0	0	0	0	0	0	261
18:00	2	252	80	1	10	0	0	0	0	0	0	0	0	0	0	345
19:00	0	196	22	2	9	0	0	0	0	0	0	0	0	0	0	229
20:00	0	96	22	2	2	0	0	0	0	0	0	0	0	0	0	122
21:00	1	58	14	1	0	0	0	0	0	0	0	0	0	0	0	74
22:00	0	34	12	0	0	0	0	0	0	0	0	0	0	0	0	46
Total	16	2534	914	43	197	6	6	6	40	32	0	0	0	0	0	3790
Percent	0.4%	65.9%	24.1%	1.1%	5.2%	0.2%	0.2%	0.2%	1.1%	0.8%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%
AM Peak	09:00	07:00	08:00	0:00	07:00	0:00	10:00	0:00	0:00	09:00	0:00	0:00	0:00	0:00	0:00	13:00
PM Peak	18:00	17:00	16:00	15:00	15:00	16:00	13:00	12:00	12:00	13:00	12:00	12:00	12:00	12:00	12:00	15:00
Vol.	2	307	100	9	23	2	2	1	6	5	2	2	2	2	2	390

Direction: 1 Latitude: 0° 0.0000 South

Start Time	Bikes	Cars & Trailers	2 Ave Long	Buses	2 Ave 6 Tire	3 Ave Single	4 Ave Single	<5 Ave Double	5 Ave Double	>6 Ave Double	<6 Ave Multi	6 Ave Multi	>6 Ave Multi	Not Classed	Total
11/15/16	0	13	2	0	0	0	0	0	0	0	0	0	0	0	12
02:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	17
03:00	0	3	5	0	0	0	0	0	0	0	0	0	0	0	8
04:00	0	7	15	0	1	0	0	0	0	0	0	0	0	0	23
05:00	1	79	28	3	2	5	0	0	0	0	0	0	0	1	118
06:00	0	171	56	5	20	3	0	0	0	0	0	0	0	0	257
07:00	0	182	57	7	21	11	0	0	0	0	0	0	0	0	277
08:00	0	84	48	1	18	1	0	0	0	0	0	0	0	0	165
09:00	0	135	50	0	20	1	0	0	0	0	0	0	0	0	206
10:00	1	147	53	2	16	1	0	0	0	0	0	0	0	0	196
11:00	1	137	70	5	18	1	0	0	0	0	0	0	0	0	228
12:00	1	212	88	5	23	1	0	0	0	0	0	0	0	0	249
13:00	0	287	96	0	18	0	0	0	0	0	0	0	0	0	311
14:00	0	279	84	0	13	0	0	0	0	0	0	0	0	0	377
15:00	0	136	31	0	16	0	0	0	0	0	0	0	0	0	175
16:00	0	168	15	0	2	0	0	0	0	0	0	0	0	0	185
17:00	0	32	11	0	2	0	0	0	0	0	0	0	0	0	45
18:00	0	257	939	33	248	13	2	45	26	0	0	0	0	0	3895
19:00	0.3%	66.0%	24.1%	0.8%	6.4%	0.3%	0.1%	1.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.2%	8
AM Peak	07:00	07:00	07:00	09:00	09:00	07:00	07:00	11:00	09:00	0.0%	0.0%	0.0%	0.0%	0.0%	09:00
PM Peak	17:00	17:00	16:00	15:00	15:00	12:00	12:00	12:00	14:00	12:00	12:00	12:00	13:00	18:00	19:00
Vol.	2	287	104	6	23	1	2	6	3	1	1	1	1	1	1

Direction: 1 Latitude: 0° 0.0000 South

Start Time	Bikes	Cars & Trailers	2 Ave Long	Buses	2 Ave 6 Tire	3 Ave Single	4 Ave Single	<5 Ave Double	5 Ave Double	>6 Ave Double	<6 Ave Multi	6 Ave Multi	>6 Ave Multi	Not Classed	Total
11/15/16	0	19	3	0	0	0	0	0	0	0	0	0	0	0	22
02:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
04:00	0	9	16	0	3	0	0	0	0	0	0	0	0	0	28
05:00	0	37	37	4	2	2	0	1	2	0	0	0	0	0	82
06:00	0	167	53	11	17	1	0	1	2	0	0	0	0	0	252
07:00	0	103	52	11	18	1	0	0	0	0	0	0	0	0	185
08:00	0	118	42	0	15	2	0	0	0	0	0	0	0	0	173
09:00	0	113	40	1	11	0	0	3	2	0	0	0	0	0	142
10:00	0	189	48	1	10	0	0	0	0	0	0	0	0	0	169
11:00	0	130	48	1	10	0	0	0	0	0	0	0	0	0	164
12:00	0	221	0	0	0	0	0	0	0	0	0	0	0	0	221
13:00	0	845	356	17	89	7	0	19	6	0	0	0	0	0	1343
14:00	0.2%	62.9%	26.5%	1.3%	6.6%	0.5%	0.0%	1.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.1%	1
AM Peak	08:00	07:00	07:00	07:00	09:00	06:00	06:00	08:00	07:00	0.0%	0.0%	0.0%	0.0%	0.0%	06:00
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	1
Vol.	1	103	48	1	10	3	1	3	1	0	0	0	0	0	1
Grand Total	121	1732	6387	200	1245	52	13	249	151	0	0	0	0	1	26
Percent	0.5%	67.3%	24.7%	0.8%	4.8%	0.2%	0.1%	1.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.1%	25837

Your Company Name
 Street Address

Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Direction 1
 Start Time
 11/09/16

Start Time	Bikes	Cars & Trailers	2 Ave Long	2 Ave 6 Tire	3 Ave Single	4 Ave Single	<5 Ave Double	5 Ave Double	>6 Ave Double	<6 Ave Multi	6 Ave Multi	>6 Ave Multi	Not Classed	Total
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
PM Peak	17:00	17:00	16:00	15:00	14:00	14:00	16:00	14:00	14:00	16:00	14:00	14:00	12:00	12:00
Vol.	5	195	80	7	16	2	2	4	4	2	2	2	4	4

Your Company Name
 Street Address

Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Direction 1
 Start Time
 11/09/16

Start Time	Bikes	Cars & Trailers	2 Ave Long	2 Ave 6 Tire	3 Ave Single	4 Ave Single	<5 Ave Double	5 Ave Double	>6 Ave Double	<6 Ave Multi	6 Ave Multi	>6 Ave Multi	Not Classed	Total
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
PM Peak	17:00	17:00	16:00	15:00	14:00	14:00	16:00	14:00	14:00	16:00	14:00	14:00	12:00	12:00
Vol.	5	195	80	7	16	2	2	4	4	2	2	2	4	4

Location, Zip or Postal Code
Change These in File > Preferences > Titles

Site Code: LA1085 SB
Station ID:

Direction 1 Start Time	Bikes	Cars & Trailers	2 Axle Long	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
11/17/16	0	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	9
06:00	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	12
08:00	0	4	16	0	0	0	0	0	0	0	0	0	0	0	0	20
10:00	0	55	18	3	5	0	0	0	0	0	0	0	0	0	0	78
12:00	0	52	37	3	2	0	0	0	0	0	0	0	0	0	0	94
02:00	0	55	36	2	7	0	0	0	0	0	0	0	0	0	0	100
04:00	0	55	36	2	7	0	0	0	0	0	0	0	0	0	0	100
06:00	0	70	33	0	12	8	1	2	3	0	0	0	0	0	0	124
08:00	0	83	41	3	9	4	1	2	2	0	0	0	0	0	0	144
10:00	0	111	46	0	6	2	1	2	4	0	0	0	0	0	0	174
12:00	0	112	49	1	7	0	2	1	2	0	0	0	0	0	0	174
02:00	0	153	59	5	10	0	0	0	0	0	0	0	0	0	0	227
04:00	0	184	52	2	15	0	0	0	0	0	0	0	0	0	0	258
06:00	0	147	56	0	8	0	0	0	0	0	0	0	0	0	0	212
08:00	0	182	38	0	2	0	0	0	0	0	0	0	0	0	0	222
10:00	0	82	36	0	2	0	0	0	0	0	0	0	0	0	0	120
12:00	0	86	21	0	2	0	0	0	0	0	0	0	0	0	0	109
02:00	0	59	14	0	3	0	0	0	0	0	0	0	0	0	0	76
04:00	0	59	14	0	3	0	0	0	0	0	0	0	0	0	0	76
06:00	0	59	14	0	3	0	0	0	0	0	0	0	0	0	0	76
08:00	0	59	14	0	3	0	0	0	0	0	0	0	0	0	0	76
10:00	0	59	14	0	3	0	0	0	0	0	0	0	0	0	0	76
12:00	0	59	14	0	3	0	0	0	0	0	0	0	0	0	0	76
Percent	0.5%	63.9%	26.8%	0.9%	4.5%	0.2%	0.2%	0.2%	0.7%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	2883
AM Peak	07:00	07:00	08:00	08:00	10:00	08:00	10:00	08:00	08:00	08:00	07:00	07:00	07:00	07:00	07:00	09:00
PM Peak	13:00	16:00	16:00	15:00	17:00	12:00	14:00	15:00	14:00	15:00	12:00	14:00	15:00	12:00	13:00	13
Vol.	3	197	75	6	15	5	2	3	4	4	4	2	2	2	1	13

Location, Zip or Postal Code
Change These in File > Preferences > Titles

Site Code: LA1085 SB
Station ID:

Direction 1 Start Time	Bikes	Cars & Trailers	2 Axle Long	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
11/17/16	0	15	7	0	0	0	0	0	0	0	0	0	0	0	0	22
02:00	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22
04:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
06:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
08:00	0	19	12	0	5	0	0	0	0	0	0	0	0	0	0	36
10:00	0	38	25	0	3	0	0	0	0	0	0	0	0	0	0	67
12:00	0	62	42	1	6	0	0	0	0	0	0	0	0	0	0	110
02:00	0	94	31	0	5	0	0	0	0	0	0	0	0	0	0	132
04:00	0	132	50	1	7	0	0	0	0	0	0	0	0	0	0	192
06:00	0	117	46	0	5	0	0	0	0	0	0	0	0	0	0	178
08:00	0	116	47	1	4	0	0	0	0	0	0	0	0	0	0	178
10:00	0	153	48	0	7	0	0	0	0	0	0	0	0	0	0	208
12:00	0	150	55	0	8	0	0	0	0	0	0	0	0	0	0	203
02:00	0	118	33	0	7	0	0	0	0	0	0	0	0	0	0	158
04:00	0	188	38	0	11	0	0	0	0	0	0	0	0	0	0	237
06:00	0	86	28	0	4	0	0	0	0	0	0	0	0	0	0	118
08:00	0	71	19	0	1	0	0	0	0	0	0	0	0	0	0	91
10:00	0	42	13	0	0	0	0	0	0	0	0	0	0	0	0	55
12:00	0	42	13	0	0	0	0	0	0	0	0	0	0	0	0	55
Percent	0.2%	67.6%	27.5%	0.2%	3.4%	0.0%	0.2%	0.2%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	2469
AM Peak	09:00	11:00	11:00	08:00	11:00	08:00	10:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	02:00
PM Peak	14:00	15:00	12:00	12:00	17:00	17:00	13:00	15:00	15:00	20:00	20:00	13:00	15:00	15:00	13:00	1
Vol.	3	153	68	1	8	1	1	3	3	3	1	1	1	1	1	1

Location, Zip or Postal Code
Change These in File > Preferences > Titles

Site Code: LA1085 SB
Station ID:

Direction 1		Latitude: 0° 0' 0.000" South																
Start Time	End Time	Bikes	Cars & Trailers	2 Axle Long	2 Axle Long	Buses	6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total	
11/17/16	11/17/16	0	30	6	0	0	0	1	0	0	0	0	0	0	0	0	0	36
02:00	03:00	0	7	3	0	0	0	1	0	0	0	0	0	0	0	0	0	11
03:00	04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	06:00	0	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00	08:00	0	19	16	0	0	0	3	0	0	0	0	0	0	0	0	0	22
08:00	09:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
09:00	10:00	0	62	41	0	0	0	0	0	0	0	0	0	0	0	0	0	82
10:00	11:00	0	87	24	0	0	0	6	0	0	0	0	0	0	0	0	0	118
11:00	12:00	0	100	48	1	0	0	6	0	0	0	0	0	0	0	0	0	152
13:00	14:00	3	105	39	0	0	2	0	0	0	0	0	0	0	0	0	0	151
15:00	16:00	1	119	32	0	0	0	5	0	0	0	0	0	0	0	0	0	157
17:00	18:00	1	137	45	0	0	7	0	0	0	0	0	0	0	0	0	0	185
18:00	19:00	0	95	28	0	0	8	0	0	0	0	0	0	0	0	0	0	132
20:00	21:00	0	46	29	0	0	3	0	0	0	0	0	0	0	0	0	0	78
22:00	23:00	0	24	9	0	0	0	0	0	0	0	0	0	0	0	0	0	33
																		277
Total		8	1395	483	1	63	0	0	0	0	0	0	0	0	0	0	1	1961
Percent		0.4%	71.2%	24.6%	0.1%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%
AM Peak		11:00	11:00	11:00	11:00	11:00	11:00	10:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	10:00
PM Peak		13:00	17:00	16:00	18:00	18:00	18:00	15:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	17:00
Vol.		3	138	47	1	8	0	0	0	0	0	0	0	0	0	0	0	189

Location, Zip or Postal Code
Change These in File > Preferences > Titles

Site Code: LA1085 SB
Station ID:

Direction 1		Latitude: 0° 0' 0.000" South																
Start Time	End Time	Bikes	Cars & Trailers	2 Axle Long	2 Axle Long	Buses	6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total	
11/14/16	11/14/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	04:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	05:00	0	5	14	0	0	0	0	0	0	0	0	0	0	0	0	0	17
05:00	06:00	4	29	23	3	3	9	2	1	1	2	0	0	0	0	0	0	38
07:00	08:00	2	92	58	0	0	9	1	1	2	0	0	0	0	0	0	0	104
08:00	09:00	1	62	41	0	0	1	0	0	0	0	0	0	0	0	0	0	113
09:00	10:00	0	59	26	3	5	3	0	3	2	0	0	0	0	0	0	0	105
11:00	12:00	0	68	35	0	12	0	0	1	3	0	0	0	0	0	0	0	120
13:00	14:00	1	73	32	1	9	1	1	1	4	0	0	0	0	0	0	0	122
15:00	16:00	3	136	57	5	19	0	1	0	0	0	0	0	0	0	0	0	161
17:00	18:00	0	156	69	0	9	0	0	0	0	0	0	0	0	0	0	0	195
18:00	19:00	0	139	55	0	9	0	0	0	0	0	0	0	0	0	0	0	193
20:00	21:00	0	189	17	1	2	0	0	0	0	0	0	0	0	0	0	0	189
22:00	23:00	0	19	10	0	1	0	0	0	0	0	0	0	0	0	0	0	30
Total		19	1610	693	19	148	18	7	22	22	22	0	0	0	0	0	10	2568
Percent		0.7%	62.7%	27.0%	0.7%	5.8%	0.7%	0.3%	0.9%	0.9%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	100.0%
AM Peak		06:00	07:00	08:00	06:00	11:00	10:00	06:00	10:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	10:00
PM Peak		15:00	17:00	16:00	15:00	15:00	15:00	12:00	13:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	16:00
Vol.		3	196	93	5	19	3	1	4	4	4	0	0	0	0	0	0	6

Location, Zip or Postal Code
Change These in File > Preferences > Titles

Site Code: LA1085 BS
Station ID:

Direction 1	Start Time	End Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Trlr	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
	11/15/16		0	4	2	0	0	0	0	0	0	0	0	0	0	0	8
	02:00		0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
	03:00		0	4	5	0	0	0	0	0	0	0	0	0	0	0	9
	04:00		0	3	12	0	0	0	0	0	0	0	0	0	0	0	15
	05:00		0	73	26	3	6	3	1	1	4	0	0	0	0	0	117
	06:00		0	95	35	1	8	6	1	2	6	0	0	0	0	0	158
	07:00		0	73	33	0	12	4	0	2	2	0	0	0	0	0	128
	08:00		0	63	37	0	12	4	0	2	2	0	0	0	0	0	123
	09:00		0	75	30	0	9	0	0	1	3	0	0	0	0	0	130
	10:00		0	73	29	2	7	2	0	1	2	0	0	0	0	0	115
	11:00		0	102	43	2	8	1	0	1	1	0	0	0	0	0	161
	12:00		0	125	48	2	12	0	0	2	1	0	0	0	0	0	182
	13:00		0	179	65	0	18	0	0	1	0	0	0	0	0	0	254
	14:00		0	137	42	0	5	0	0	0	0	0	0	0	0	0	184
	15:00		0	47	16	1	2	0	0	0	0	0	0	0	0	0	66
	16:00		0	46	20	1	2	0	0	0	0	0	0	0	0	0	69
	17:00		0	31	6	1	2	0	0	0	0	0	0	0	0	0	40
	18:00		0	31	6	1	2	0	0	0	0	0	0	0	0	0	40
	19:00		0	31	6	1	2	0	0	0	0	0	0	0	0	0	40
	20:00		0	31	6	1	2	0	0	0	0	0	0	0	0	0	40
	21:00		0	31	6	1	2	0	0	0	0	0	0	0	0	0	40
	22:00		0	31	6	1	2	0	0	0	0	0	0	0	0	0	40
	Total		10	1647	678	18	138	27	5	23	23	0	1	0	0	40	2609
	Percent		0.4%	63.1%	26.0%	0.7%	5.2%	1.0%	0.2%	0.9%	0.9%	0.0%	0.0%	0.0%	0.0%	1.5%	
	AM Peak		05:00	07:00	08:00	06:00	08:00	07:00	06:00	08:00	08:00	06:00	06:00	06:00	06:00	04:00	
	PM Peak		13:00	16:00	15:00	15:00	16:00	12:00	13:00	15:00	13:00	12:00	12:00	12:00	12:00	17:00	
	Vol.		13,000	16,000	15,000	15,000	16,000	12,000	13,000	15,000	13,000	12,000	12,000	12,000	12,000	17,000	

Latitude: 0° 0' 0.000" South

Location, Zip or Postal Code
Change These in File > Preferences > Titles

Site Code: LA1085 BS
Station ID:

Direction 1	Start Time	End Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Trlr	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
	11/15/16		0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00		0	3	5	0	0	0	0	0	0	0	0	0	0	0	8
	03:00		0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	04:00		0	19	15	0	0	0	0	0	0	0	0	0	0	0	34
	05:00		0	62	28	3	9	0	2	1	0	0	0	0	0	0	105
	06:00		0	91	48	2	16	2	0	1	0	0	0	0	0	0	159
	07:00		0	72	41	1	13	2	0	1	0	0	0	0	0	0	134
	08:00		0	100	35	0	7	8	1	1	1	0	0	0	0	0	124
	09:00		0	67	35	0	3	3	0	2	1	0	0	0	0	0	82
	10:00		0	75	38	0	3	3	0	2	1	0	0	0	0	0	92
	11:00		0	61	35	0	3	3	0	2	1	0	0	0	0	0	85
	12:00		0	140	43	0	7	2	0	1	0	0	0	0	0	0	193
	13:00		0	179	65	0	18	0	0	1	0	0	0	0	0	0	262
	14:00		0	137	42	0	5	0	0	0	0	0	0	0	0	0	184
	15:00		0	47	16	1	2	0	0	0	0	0	0	0	0	0	66
	16:00		0	46	20	1	2	0	0	0	0	0	0	0	0	0	69
	17:00		0	31	6	1	2	0	0	0	0	0	0	0	0	0	40
	18:00		0	31	6	1	2	0	0	0	0	0	0	0	0	0	40
	19:00		0	31	6	1	2	0	0	0	0	0	0	0	0	0	40
	20:00		0	31	6	1	2	0	0	0	0	0	0	0	0	0	40
	21:00		0	31	6	1	2	0	0	0	0	0	0	0	0	0	40
	22:00		0	31	6	1	2	0	0	0	0	0	0	0	0	0	40
	Total		10	1647	678	18	138	27	5	23	23	0	1	0	0	40	2609
	Percent		0.4%	63.1%	26.0%	0.7%	5.2%	1.0%	0.2%	0.9%	0.9%	0.0%	0.0%	0.0%	0.0%	1.5%	
	AM Peak		05:00	07:00	08:00	06:00	08:00	07:00	06:00	08:00	08:00	06:00	06:00	06:00	06:00	04:00	
	PM Peak		13:00	16:00	15:00	15:00	16:00	12:00	13:00	15:00	13:00	12:00	12:00	12:00	12:00	17:00	
	Vol.		13,000	16,000	15,000	15,000	16,000	12,000	13,000	15,000	13,000	12,000	12,000	12,000	12,000	17,000	

Latitude: 0° 0' 0.000" South

Latitude: 0° 0' 0.000" South

LA 22 at Guste Island Drive
Madisonville, St. Tammany Parish

Your Company Name

Street Address

Location, Zip or Postal Code

Change These in File > Preferences > Titles

Site Code: LA22.WB.AT.GUSTE ISL
Station ID:

Direction 1		Latitude: 0° 0' 0.000" South															
Start Time	End Time	Bikes	Cars & Trailers	2 Axle Long	2 Axle Long	Buses	6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total
11/11/16	11/12/16	0	0	3	12	0	0	0	0	0	0	0	0	0	0	0	11
02:00	03:00	0	6	1	6	0	4	0	0	0	0	0	0	0	0	0	16
03:00	04:00	0	4	1	11	0	4	0	0	0	0	0	0	0	0	0	19
04:00	05:00	0	2	1	11	0	11	0	0	0	0	0	0	0	0	0	25
05:00	06:00	0	14	46	5	23	1	0	0	0	0	0	0	0	0	0	86
06:00	07:00	0	49	116	15	66	0	1	4	2	0	0	0	0	0	0	196
07:00	08:00	0	1	18	0	4	0	0	0	0	0	0	0	0	0	0	23
08:00	09:00	3	36	88	0	42	0	0	2	0	0	0	0	0	0	0	175
09:00	10:00	2	40	83	3	55	1	0	5	4	0	0	0	0	0	0	193
10:00	11:00	0	45	113	3	55	1	0	10	4	0	0	0	0	0	0	200
11:00	12:00	0	70	135	2	69	2	0	19	2	0	0	0	0	0	0	290
12:00	13:00	1	70	135	2	69	2	0	19	2	0	0	0	0	0	0	290
13:00	14:00	0	88	181	6	94	1	0	9	2	0	0	0	0	0	0	382
14:00	15:00	2	133	252	5	87	1	0	17	1	0	0	0	0	0	0	487
15:00	16:00	2	106	221	2	99	1	0	8	0	0	0	0	0	0	0	488
16:00	17:00	2	103	192	0	59	0	0	1	0	0	0	0	0	0	0	357
17:00	18:00	0	55	105	0	34	0	0	0	0	0	0	0	0	0	0	198
18:00	19:00	0	29	77	0	24	0	0	0	0	0	0	0	0	0	0	132
19:00	20:00	0	30	62	0	19	0	0	0	0	0	0	0	0	0	0	115
20:00	21:00	0	30	62	0	19	0	0	0	0	0	0	0	0	0	0	115
21:00	22:00	0	30	62	0	19	0	0	0	0	0	0	0	0	0	0	115
22:00	23:00	0	30	62	0	19	0	0	0	0	0	0	0	0	0	0	115
Total		14	1195	2973	56	1038	10	84	31	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	4815
Percent		0.3%	24.5%	49.3%	1.2%	21.6%	0.2%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%
AM Peak		09:00	10:00	08:00	07:00	08:00	07:00	08:00	07:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00
PM Peak		16:00	17:00	15:00	15:00	16:00	15:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00
Vol.		2	165	259	7	97	2	2	6	12	6	6	6	6	6	6	4

LA 22 at Guste Island Drive
Madisonville, St. Tammany Parish

Your Company Name

Street Address

Location, Zip or Postal Code

Change These in File > Preferences > Titles

Site Code: LA22.WB.AT.GUSTE ISL
Station ID:

Direction 1		Latitude: 0° 0' 0.000" South															
Start Time	End Time	Bikes	Cars & Trailers	2 Axle Long	2 Axle Long	Buses	6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total
11/12/16	11/13/16	0	0	28	12	0	0	0	0	0	0	0	0	0	0	0	26
02:00	03:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
03:00	04:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
04:00	05:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
05:00	06:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
06:00	07:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
07:00	08:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
08:00	09:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
09:00	10:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
10:00	11:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
11:00	12:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
12:00	13:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
13:00	14:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
14:00	15:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
15:00	16:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
16:00	17:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
17:00	18:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
18:00	19:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
19:00	20:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
20:00	21:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
21:00	22:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
22:00	23:00	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	21
Total		0	16	53	24	10	855	1	0	43	7	0	0	0	0	0	4149
Percent		0.5%	23.0%	54.1%	20.6%	0.2%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
AM Peak		10:00	11:00	11:00	07:00	08:00	10:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	07:00
PM Peak		13:00	14:00	14:00	12:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00
Vol.		3	118	200	1	69	1	1	1	9	1	1	1	1	1	1	3

LA 22 at Guste Island Drive
Madisonville, St. Tammany Parish

Your Company Name
Street Address

Location, Zip or Postal Code

Change These in File > Preferences > Titles

Site Code: LA22.EB AT GUSTE ISL
Station ID:

Direction 1
Start Time 11/10/16

Start Time	Bikes	Cars & Trailers	2 Axle Long	2 Axle	Buses	6 Trlr	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Double	6 Axle Multi	>6 Ax Multi	Not Classed	Total
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	1238	457	18	63	7	0	14	11	0	0	0	0	1823
Percent	0.8%	67.2%	25.1%	1.0%	3.5%	0.4%	0.0%	0.8%	0.6%	0.0%	0.0%	0.0%	0.1%	
AM Peak	09:00	07:00	07:00	07:00	06:00	05:00	10:00	09:00	07:00	08:00	08:00	08:00	08:00	15:00
PM Peak	13:00	16:00	17:00	15:00	17:00	15:00	13:00	13:00	14:00	13:00	13:00	13:00	15:00	18:00
Vol.	4	188	68	10	10	10	3	5	4	4	4	4	1	

LA 22 at Guste Island Drive
Madisonville, St. Tammany Parish

Your Company Name
Street Address

Location, Zip or Postal Code

Change These in File > Preferences > Titles

Site Code: LA22.EB AT GUSTE ISL
Station ID:

Direction 1
Start Time 11/10/16

Start Time	Bikes	Cars & Trailers	2 Axle Long	2 Axle	Buses	6 Trlr	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Double	6 Axle Multi	>6 Ax Multi	Not Classed	Total
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2602	1034	42	162	6	11	30	17	0	0	0	0	4124
Percent	0.4%	67.9%	25.1%	1.0%	3.9%	0.1%	0.3%	0.7%	0.4%	0.0%	0.0%	0.0%	0.1%	
AM Peak	09:00	07:00	07:00	07:00	06:00	05:00	10:00	09:00	07:00	08:00	08:00	08:00	08:00	15:00
PM Peak	13:00	16:00	17:00	15:00	17:00	15:00	13:00	13:00	14:00	13:00	13:00	13:00	15:00	1
Vol.	3	189	74	9	13	1	1	2	3	4	4	4	1	

LA 22 at Guste Island Drive
Madisonville, St. Tammany Parish

Your Company Name

Street Address

Location, Zip or Postal Code

Change These in File > Preferences > Titles

Site Code: GUSTE ISLE NB
Station ID:

Page 5

Direction 1

Start Time	2 Axl Long	2 Axl Multi	Cars & Trailers	Bikes	2 Axl Long	2 Axl Multi	3 Axl Single	3 Axl Multi	4 Axl Single	4 Axl Multi	5 Axl Double	5 Axl Multi	6 Axl Multi	>6 Axl Multi	Total	Not Classed
11/13/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak	11:00	11:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PM Peak	17:00	17:00	15.00	15.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00
Vol.	1	1	14	45	1	1	1	1	1	1	1	1	1	1	14	2

Latitude: 0° 0' 0.000" South

LA 22 at Guste Island Drive
Madisonville, St. Tammany Parish

Your Company Name

Street Address

Location, Zip or Postal Code

Change These in File > Preferences > Titles

Site Code: GUSTE ISLE NB
Station ID:

Page 6

Direction 1

Start Time	2 Axl Long	2 Axl Multi	Cars & Trailers	Bikes	2 Axl Long	2 Axl Multi	3 Axl Single	3 Axl Multi	4 Axl Single	4 Axl Multi	5 Axl Double	5 Axl Multi	6 Axl Multi	>6 Axl Multi	Total	Not Classed
11/13/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak	09:00	09:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PM Peak	15:00	15:00	15.00	15.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00
Vol.	1	1	14	45	1	1	1	1	1	1	1	1	1	1	14	2

Latitude: 0° 0' 0.000" South



DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
INTRADPARTMENTAL CORRESPONDENCE

REFERRED TO

REFERRED FOR ACTION
ANSWER FOR MY SIGNATURE
FOR FILE
FOR YOUR INFORMATION
FOR SIGNATURE
RETURN TO ME
PLEASE SEE ME
PLEASE TELEPHONE ME
FOR APPROVAL
PLEASE ADVISE ME

MEMORANDUM

TO: Ryan Hoyt, PE
 Traffic Engineering Management Administrator

FROM: Cristine Gowland, PE
 District Traffic Operations Engineer

DATE: ~~May-07-2018~~ August 10, 2018

SUBJECT: Roundabout Report for LA 22 at LA 1085 in Madisonville, St. Tammany Parish

The attached roundabout report has been completed as required by EDMS VI.1.1.5. This study was conducted to determine if installing a roundabout at the intersection of LA 22 and LA 1085 in Madisonville, St. Tammany Parish, would promote mobility and safety along this roadway corridor.

Based on the results of the study, the preferred alternative for this intersection is a single lane roundabout. The roundabout lasts for 25 years during the morning peak period and for 33 years during the evening peak period. The results presented in the Sidra Analysis Tables have the potential to be misleading, so the results have been broken down by their respective approaches and movements in order to accurately compare alternatives for the Design Year Analysis.

This intersection was analyzed in conjunction with a corridor study of LA 22 extending from Firetower Road to Pine Creek Drive/Coquille Creek Drive. Based on those results, a three-lane section has been recommended for the length of LA 22 from Bedico Creek (log-mile 10.92 on control-section 261-04) in Tangipahoa Parish to Perrilloux Road/Trapagnier Road (log-mile 2.57 on control-section 261-05) in St. Tammany Parish. The intersection of LA 22 at Perrilloux Road/Trapagnier Road and LA 22 at Pine Creek Drive/Coquille Creek Drive has also been studied, and a roundabout/U-turn report is being submitted.

- Existing utilities in the project area include:
- Power lines spanning across LA 1085 and LA 22 via one utility pole in each of the northeast, northwest, and southern quadrants of the intersection
 - A single free-standing utility pole on the southern portion of the intersection.
 - An existing gravel connection onto LA 22, which appears to provide utility service to the rear side of the existing subdivision, located just south of the intersection.

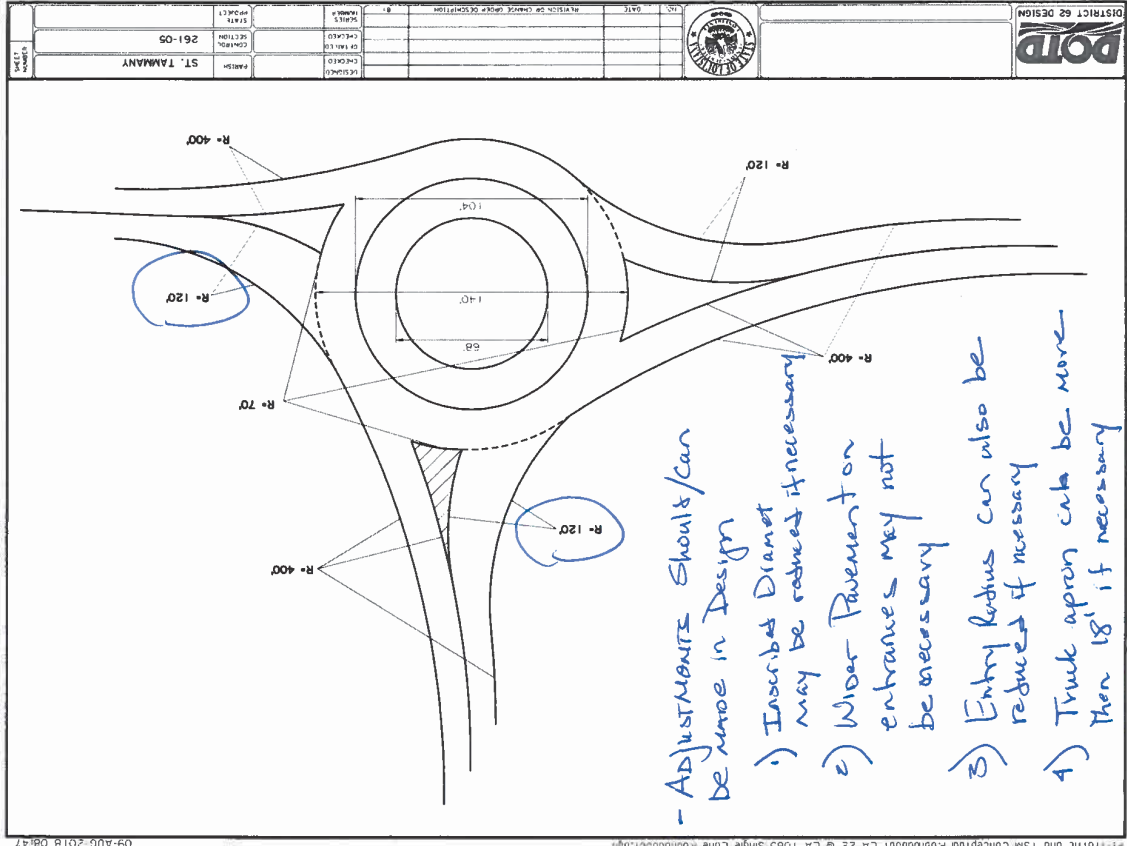
Commercial impacts to the surrounding areas will be minimal as there is little commercial activity in the vicinity. There are two subdivisions located in this vicinity, one on LA 22 and one on LA 1085. Both subdivisions will benefit from the construction of the proposed roundabout, as both mobility and safety will improve along this corridor.

Roundabout design and construction is to be prioritized based on the needs of the District and may be funded by one of the following programs: Road Transfer, Urban Systems, or Access Management.

Original Report Submitted: October 11, 2017

***UPDATES PER HEADQUARTER'S COMMENTS**

- Memo Body
- Sidra Analysis
- Preliminary Layout



PROJECT NO.	LA 1085 Single Lane Roundabout
DATE	
PROJECT LOCATION	LA 22 @ LA 1085 Single Lane Roundabout
SCALE	
STATUS	
DESIGNED BY	
CHECKED BY	
DATE	
STATE	261-05
PROJECT	ST. TAMMANY



Project Location

LA 22 at LA 1085
Madisonville, St. Tammany Parish



**LA 22 at LA 1085
Madisonville, St. Tammany Parish**



Speed Study

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DISTRICT 62 TRAFFIC SECTION
SPOT SPEED STUDY

LOCATION : La. 1085 near Jct. La. 22
 RECORDER: Travis P
 DATE: 3/11/2017
 DIRECTION OF TRAVEL: North/South
 ROUTE: LA 1085
 CONTROL SECTION: 852-02

TIME OF STUDY: 10:05AM - 10:45AM
 WEATHER: FAIR
 ROAD CONDITIONS: GOOD
 PARISH: St. Tammany
 POSTED SPEED LIMIT: 55

MEAN (AVERAGE): 53.3
 MODE: 54
 MEDIAN: 53
 BOTTOM OF 10 MPH PACE SPEED: 49
 TOP OF 10 MPH PACE SPEED: 58
 % OF VEHICLES IN PACE RANGE: 90.0%

15 TH PERCENTILE: 49
 85 TH PERCENTILE: 57
 95 TH PERCENTILE: 65
 NO. OF OBSERVATIONS: 100
 % OF VEHICLES IN PACE RANGE: 90.0%

SPEED	FREQ.	Percent	Cumulative Percent	SPEED	FREQ.	Percent	Cumulative Percent
15				49	3	3.00	8.00%
16				50	8	8.00	16.00%
17				51	6	6.00	22.00%
18				52	7	7.00	29.00%
19				53	15	15.00	44.00%
20				54	20	20.00	64.00%
21				55	15	15.00	79.00%
22				56	7	7.00	86.00%
23				57	5	5.00	91.00%
24				58	4	4.00	95.00%
25				59	2	2.00	97.00%
26				60	1	1.00	98.00%
27				61	1	1.00	99.00%
28				62			
29				63			
30				64	1	1.00	100.00%
31				65			
32				66			
33				67			
34				68			
35				69			
36				70			
37				71			
38				72			
39	1	1.00	1.00%	73			
40				74			
41				75			
42				76			
43				77			
44				78			
45				79			
46	1	1.00	2.00%	80			
47	1	1.00	3.00%				
48	2	2.00	5.00%				

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DISTRICT 62 TRAFFIC SECTION
SPOT SPEED STUDY

LOCATION : La. 22 near Jct. La. 1085
 RECORDER: Travis P
 DATE: 3/11/2017
 DIRECTION OF TRAVEL: East/West
 ROUTE: LA 22
 CONTROL SECTION: 261-05

TIME OF STUDY: 9:15AM - 10:00AM
 WEATHER: FAIR
 ROAD CONDITIONS: GOOD
 PARISH: St. Tammany
 POSTED SPEED LIMIT: 55

MEAN (AVERAGE): 57.0
 MODE: 55
 MEDIAN: 55
 BOTTOM OF 10 MPH PACE SPEED: 52
 TOP OF 10 MPH PACE SPEED: 61
 % OF VEHICLES IN PACE RANGE: 87.0%

15 TH PERCENTILE: 53
 85 TH PERCENTILE: 60
 95 TH PERCENTILE: 62
 NO. OF OBSERVATIONS: 100
 % OF VEHICLES IN PACE RANGE: 87.0%

SPEED	FREQ.	Percent	Cumulative Percent	SPEED	FREQ.	Percent	Cumulative Percent
15				49	1	1.00	2.00%
16				50			
17				51	1	1.00	3.00%
18				52	5	5.00	8.00%
19				53	3	3.00	11.00%
20				54	10	10.00	21.00%
21				55	15	15.00	36.00%
22				56	15	15.00	51.00%
23				57	10	10.00	61.00%
24				58	7	7.00	68.00%
25				59	9	9.00	77.00%
26				60	7	7.00	84.00%
27				61	6	6.00	90.00%
28				62	4	4.00	94.00%
29				63	3	3.00	97.00%
30				64	1	1.00	98.00%
31				65			
32				66	1	1.00	99.00%
33				67			
34				68			
35				69			
36				70			
37				71			
38				72			
39				73	1	1.00	100.00%
40				74			
41				75			
42				76			
43	1	1.00	1.00%	77			
44				78			
45				79			
46				80			
47							
48							

your Company Name Here

This is your address
Your City, State, Zip Code
Your Tagline Here

La. 22 @ La. 1085
Madisonville
St. Tammany Parish
12-7-16 7:00-8:00 AM

File Name : Not Named 7
Site Code : 00000000
Start Date : 12/7/2016
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

Start Time	LA 1085 From North					LA 22 From East					LA 22 From South					LA 22 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	22	0	10	0	32	25	40	0	0	65	0	0	0	0	0	0	77	70	0	147	211
07:15 AM	13	0	11	0	24	17	33	0	1	51	0	0	0	0	0	0	78	69	0	147	222
07:30 AM	35	0	20	0	55	27	45	0	0	72	0	0	0	0	0	0	110	52	0	162	289
07:45 AM	20	0	20	0	40	32	42	0	0	74	0	0	0	0	0	0	104	49	0	153	267
Total	90	0	61	0	151	101	160	0	1	262	0	0	0	0	0	0	369	240	0	609	1022
Grand Total	90	0	61	0	151	101	160	0	1	262	0	0	0	0	0	0	369	240	0	609	1022
Approch %	59.6	0	40.4	0		38.5	61.1	0	0.4		0	0	0	0	0	0	60.6	39.4	0		
Total %	8.8	0	6	0	14.8	9.9	15.7	0	0.1	25.6	0	0	0	0	0	0	36.1	23.5	0	59.6	
Unshifted	90	0	60	0	150	94	155	0	1	250	0	0	0	0	0	0	368	237	0	605	1005
% Unshifted	100	0	98.4	0	99.3	93.1	96.9	0	100	95.4	0	0	0	0	0	0	99.7	98.8	0	99.3	98.3
Bank 1	0	0	1	0	1	7	5	0	0	12	0	0	0	0	0	0	1	3	0	4	17
% Bank 1	0	0	1.6	0	0.7	6.9	3.1	0	0	4.6	0	0	0	0	0	0	0.3	1.2	0	0.7	1.7
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Counts

Your Company Name Here

This is your address
Your City, State, Zip Code
Your Tagline Here

La. 22 @ La. 1085
Madisonville
St. Tammany Parish
12-7-16 4:00-5:00 PM

File Name : La. 22 @ La. 1085
Site Code : 00000000
Start Date : 12/7/2016
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

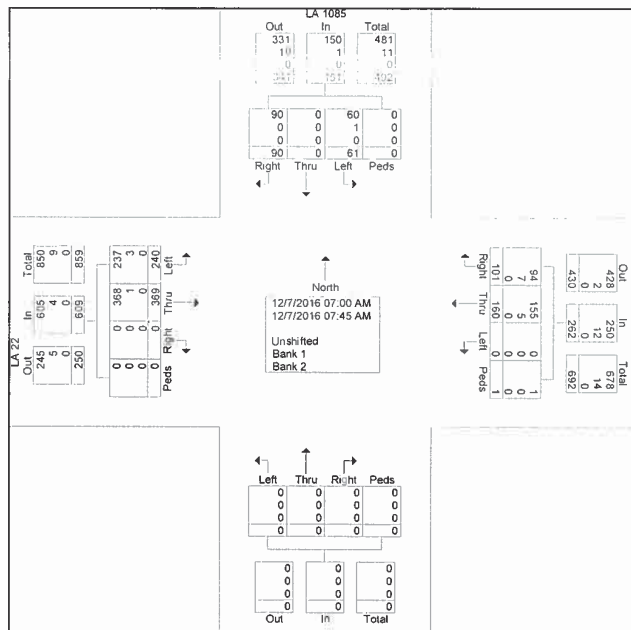
Start Time	LA 1085 From North					LA 22 From East					LA 22 From South					LA 22 From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	30	0	16	0	46	19	79	0	0	98	0	0	0	0	0	1	49	26	0	76	270
04:15 PM	52	0	8	0	60	19	86	0	0	105	0	0	0	0	0	0	50	21	0	71	236
04:30 PM	66	0	13	0	79	20	83	0	0	103	0	0	0	0	0	0	42	25	0	67	249
04:45 PM	55	0	18	0	73	22	76	0	0	98	0	0	0	0	0	0	48	25	0	73	244
Total	203	0	55	0	258	80	324	0	0	404	0	0	0	0	0	1	189	97	0	287	949
Grand Total	203	0	55	0	258	80	324	0	0	404	0	0	0	0	0	1	189	97	0	287	949
Approch %	78.7	0	21.3	0		19.8	80.2	0	0		0	0	0	0		0.3	65.9	33.8	0		
Total %	21.4	0	5.8	0	27.2	8.4	34.1	0	0	42.6	0	0	0	0	0	0.1	19.9	10.2	0	30.2	
Unshifted	203	0	52	0	255	80	323	0	0	403	0	0	0	0	0	1	185	95	0	284	942
% Unshifted	100	0	94.5	0	98.8	100	99.7	0	0	99.8	0	0	0	0	0	100	99.5	97.9	0	99	99.3
Bank 1	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	7
% Bank 1	0	0	5.5	0	1.2	0	0.3	0	0	0.2	0	0	0	0	0	0	0.5	2.1	0	1	0.7
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Your Company Name Here

This is your address
Your City, State, Zip Code
Your Tagline Here

La. 22 @ La. 1085
Madisonville
St. Tammany Parish
12-7-16 7:00-8:00 AM

File Name : Not Named 7
Site Code : 00000000
Start Date : 12/7/2016
Page No : 2



LA 22 @ LA 1085
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA22 EB AT LA1085
 Station ID.

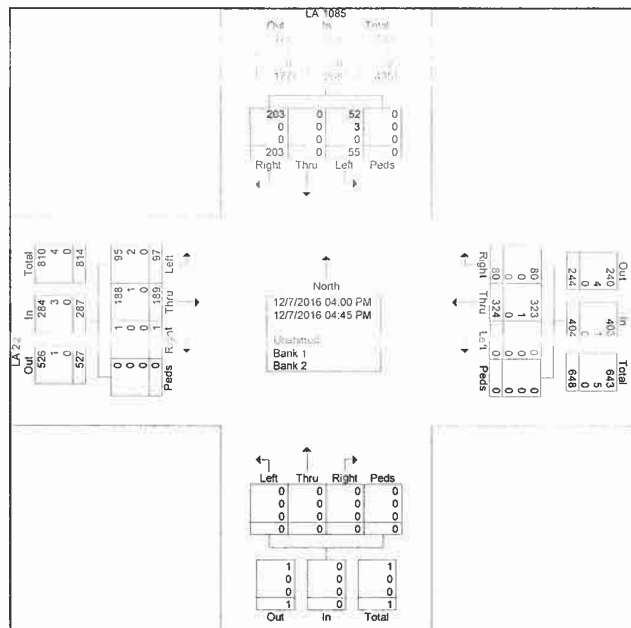
Latitude: 0' 0.0000 South

Direction 1	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
	11/09/16															
	01:00															
	02:00															
	03:00															
	04:00															
	05:00															
	06:00															
	07:00															
	08:00															
	09:00															
	10:00															
	11:00	0	126	79	0	22	1	0	5	1	0	0	0	0	1	235
	12 PM	2	133	76	0	22	5	1	4	0	0	0	0	0	0	243
	13:00	4	148	66	1	10	5	0	5	0	0	0	0	0	5	244
	14:00	1	136	64	2	15	0	0	1	0	0	0	0	0	3	222
	15:00	5	180	81	2	21	1	0	4	0	0	0	0	0	7	301
	16:00	2	212	113	1	21	1	0	2	0	0	0	0	0	4	356
	17:00	1	254	108	1	15	0	0	0	0	0	0	0	0	0	379
	18:00	0	158	61	0	13	0	0	1	0	0	0	0	0	2	235
	19:00	1	78	35	0	5	0	0	1	0	0	0	0	0	1	121
	20:00	1	62	21	0	8	0	0	0	1	0	0	0	0	1	94
	21:00	1	27	16	0	4	0	0	0	0	0	0	0	0	1	49
	22:00	0	18	8	0	1	0	0	0	0	0	0	0	0	0	27
	23:00	0	15	3	0	1	0	0	0	0	0	0	0	0	0	19
	Total	18	1547	731	7	158	13	1	23	2	0	0	0	0	25	2525
	Percent	0.7%	61.3%	29.0%	0.3%	6.3%	0.5%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	1.0%	
	AM Peak		11:00	11:00		11:00	11:00		11:00	11:00					11:00	
	Vol.		126	79		22	1		5	1					1	
	PM Peak	15:00	17:00	16:00	14:00	12:00	12:00	12:00	13:00	20:00					15:00	
	Vol.		5	254		113	2		22	5					7	

Your Company Name Here
 This is your address
 Your City, State, Zip Code
 Your Tagline Here

La. 22 @ La. 1085
 Madisonville
 St. Tammany Parish
 12-7-16 4:00-5:00 PM

File Name : La. 22 @ La. 1085
 Site Code : 00000000
 Start Date : 12/7/2016
 Page No : 2



LA 22 at LA 100
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA22 EB AT LA1085
 Station ID:

Latitude: 0' 0.0000 South

Direction 1															Not	Total
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed		
11/11/16	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11	
01:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5	
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	6	
03:00	0	3	7	0	2	0	0	0	0	0	0	0	0	0	12	
04:00	1	29	21	0	0	0	0	1	0	0	0	0	0	0	52	
05:00	1	79	65	0	7	0	0	3	0	0	0	0	0	0	155	
06:00	1	280	124	1	29	2	0	5	0	0	0	0	0	5	447	
07:00	2	401	180	1	31	3	0	9	1	0	0	0	0	5	536	
08:00	4	277	112	4	27	4	1	8	0	0	0	0	0	3	440	
09:00	2	103	93	5	12	3	0	6	1	0	0	0	0	0	202	
10:00	0	158	79	0	18	3	1	6	2	0	0	0	0	1	268	
11:00	1	142	81	0	17	4	0	8	1	0	0	0	0	1	255	
12 PM	0	173	88	3	17	4	1	7	1	0	0	0	0	0	294	
13:00	6	127	66	1	19	2	0	3	1	0	0	0	0	1	226	
14:00	2	155	88	3	17	5	0	8	0	0	0	0	0	3	281	
15:00	3	193	86	3	22	0	0	2	0	0	0	0	0	10	319	
16:00	1	221	111	1	20	0	0	6	0	0	0	0	0	3	363	
17:00	2	284	123	0	16	0	0	1	0	0	0	0	0	2	428	
18:00	1	215	93	0	18	0	0	3	0	0	0	0	0	1	331	
19:00	1	120	51	0	12	0	0	0	0	0	0	0	0	0	184	
20:00	0	55	32	0	2	0	0	2	0	0	0	0	0	0	91	
21:00	1	56	19	0	2	0	0	0	0	0	0	0	0	2	80	
22:00	0	54	20	0	4	0	0	0	0	0	0	0	0	0	78	
23:00	0	33	7	0	3	0	0	0	0	0	0	0	0	0	43	
Total	29	3237	1519	22	295	30	3	80	6	0	0	0	0	38	5259	
Percent	0.6%	61.6%	28.9%	0.4%	5.6%	0.6%	0.1%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.7%		
AM Peak	08:00	07:00	07:00	05:00	07:00	08:00	08:00	07:00	10:00	0.0%	0.0%	0.0%	0.0%	05:00		
Vol.	4	401	146	5	31	4	1	9	2					5		
PM Peak	13:00	17:00	17:00	12:00	15:00	14:00	12:00	14:00	12:00					15:00		
Vol.	6	284	123	3	22	5	1	8	1					10		

LA 22 at LA 100
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA22 EB AT LA1085
 Station ID:

Latitude: 0' 0.0000 South

Direction 1															Not	Total
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed		
11/10/16	0	11	5	0	0	0	0	0	0	0	0	0	0	0	17	
01:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4	
02:00	0	3	4	0	1	0	0	0	0	0	0	0	0	0	8	
03:00	1	5	8	0	2	0	0	0	0	0	0	0	0	0	16	
04:00	0	31	19	0	2	0	0	1	0	0	0	0	0	0	53	
05:00	0	108	77	2	11	0	0	3	0	0	0	0	0	0	201	
06:00	4	320	137	1	28	0	0	4	1	0	0	0	0	3	498	
07:00	1	424	138	2	33	3	1	13	3	0	0	0	0	9	624	
08:00	0	270	104	3	11	0	0	6	0	0	0	0	0	1	395	
09:00	1	157	86	0	18	1	0	1	0	0	0	0	0	2	266	
10:00	1	128	67	1	14	3	0	5	0	0	0	0	0	1	220	
11:00	1	132	73	1	17	2	0	2	2	0	0	0	0	0	230	
12 PM	1	151	65	3	14	1	0	7	2	0	0	0	0	1	245	
13:00	1	124	76	1	20	2	0	2	1	0	0	0	0	1	228	
14:00	1	158	61	5	16	0	0	3	0	0	0	0	0	4	248	
15:00	6	186	96	2	22	2	0	3	2	0	0	0	0	6	325	
16:00	3	190	106	1	17	0	0	3	0	0	0	0	0	3	323	
17:00	0	217	105	0	14	0	0	0	0	0	0	0	0	3	339	
18:00	1	160	74	0	17	0	0	1	0	0	0	0	0	2	255	
19:00	1	93	26	0	10	0	0	0	1	0	0	0	0	0	131	
20:00	0	66	33	0	3	0	0	0	0	0	0	0	0	0	102	
21:00	0	31	21	0	2	0	0	0	0	0	0	0	0	0	55	
22:00	0	24	13	0	2	0	0	0	0	0	0	0	0	0	39	
23:00	0	11	4	1	1	0	0	0	0	0	0	0	0	0	17	
Total	23	3002	1399	23	276	13	1	55	9	0	0	0	0	38	4839	
Percent	0.5%	62.0%	28.9%	0.5%	5.7%	0.3%	0.0%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.8%		
AM Peak	06:00	07:00	07:00	08:00	07:00	10:00	07:00	07:00	11:00	0.0%	0.0%	0.0%	0.0%	07:00		
Vol.	4	424	138	3	33	3	1	13	2					9		
PM Peak	13:00	17:00	16:00	14:00	15:00	13:00	12:00	12:00	12:00					15:00		
Vol.	6	217	106	5	22	2	1	7	2					6		

LA 22 WB LA 100 -
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA22 EB AT LA1085
 Station ID:

Latitude: 0' 0.0000 South

Direction 1	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11/13/16	0	0	18	5	0	2	0	0	0	0	0	0	0	0	0	25
01:00	0	0	16	6	0	1	0	0	0	0	0	0	0	0	0	23
02:00	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	0	3	3	0	1	0	0	1	0	0	0	0	0	0	8
04:00	0	0	14	10	0	2	0	0	1	0	0	0	0	0	0	27
05:00	0	0	19	12	0	2	0	0	0	0	0	0	0	0	0	33
06:00	0	0	53	24	0	2	0	0	0	0	0	0	0	0	0	79
07:00	0	0	70	35	0	0	0	0	0	0	0	0	0	0	0	105
08:00	1	0	140	56	0	13	0	0	1	1	0	0	0	0	0	212
09:00	3	0	100	60	0	15	0	0	0	0	0	0	0	0	0	279
10:00	2	0	218	82	0	12	0	0	2	0	0	0	0	0	0	319
11:00	2	0	186	62	0	15	0	0	2	0	0	0	0	0	0	269
12 PM	4	0	206	68	0	8	0	0	0	0	0	0	0	0	0	289
13:00	6	0	171	63	0	11	0	0	4	0	0	0	0	0	0	258
14:00	1	0	148	69	0	9	0	0	2	0	0	0	0	0	0	220
15:00	1	0	180	95	0	10	0	0	2	0	0	0	0	0	0	290
16:00	1	0	186	89	0	7	0	0	1	0	0	0	0	0	0	287
17:00	1	0	168	68	1	11	0	0	0	0	0	0	0	0	0	249
18:00	1	0	104	45	0	8	0	0	0	0	0	0	0	0	0	158
19:00	0	0	68	30	1	3	0	0	0	0	0	0	0	0	0	100
20:00	0	0	36	18	0	1	0	0	0	0	0	0	0	0	0	55
21:00	0	0	29	9	0	2	0	0	0	0	0	0	0	0	0	40
22:00	0	0	17	4	0	0	0	0	1	0	0	0	0	0	0	32
23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	11
Total	24	0	2260	938	4	142	0	0	21	1	0	0	0	0	0	3407
Percent	0.7%	0	66.3%	27.5%	0.1%	4.2%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%
AM Peak	09:00	0	10:00	10:00	0	09:00	0	0	07:00	09:00	0	0	0	0	0	3
Vol.	4	0	218	82	0	15	0	0	4	1	0	0	0	0	0	3
PM Peak	13:00	0	12:00	15:00	12:00	13:00	0	0	13:00	0	0	0	0	0	0	13:00
Vol.	6	0	206	95	2	11	0	0	4	0	0	0	0	0	0	3

LA 22 WB LA 100 -
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA22 EB AT LA1085
 Station ID:

Latitude: 0' 0.0000 South

Direction 1	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11/12/16	0	0	7	9	0	1	0	0	0	0	0	0	0	0	0	17
01:00	0	0	10	2	0	4	0	0	1	0	0	0	0	0	0	17
02:00	0	0	7	4	0	0	0	0	0	0	0	0	0	0	0	12
03:00	0	0	5	7	0	0	0	0	2	0	0	0	0	0	0	14
04:00	0	0	8	17	0	1	0	0	2	0	0	0	0	0	0	28
05:00	1	0	38	28	0	4	0	0	2	0	0	0	0	0	0	75
06:00	0	0	91	47	0	6	0	0	3	0	0	0	0	0	0	148
07:00	4	0	157	77	1	16	0	0	2	0	0	0	0	0	0	256
08:00	1	0	168	89	0	16	0	0	4	0	0	0	0	0	0	299
09:00	1	0	224	113	0	21	1	0	1	0	0	0	0	0	0	373
10:00	1	0	252	86	1	18	0	0	3	1	0	0	0	0	0	363
11:00	5	0	223	102	0	14	0	0	0	0	0	0	0	0	0	346
12 PM	2	0	245	86	0	24	0	0	1	0	0	0	0	0	0	359
13:00	6	0	211	88	2	14	0	0	2	0	0	0	0	0	0	325
14:00	7	0	195	81	1	15	0	0	2	0	0	0	0	0	0	303
15:00	5	0	237	98	4	19	0	0	1	0	0	0	0	0	0	366
16:00	2	0	215	74	1	11	0	0	1	0	0	0	0	0	0	307
17:00	2	0	215	95	2	11	0	0	2	0	0	0	0	0	0	328
18:00	2	0	161	64	0	8	0	0	1	1	0	0	0	0	0	238
19:00	0	0	109	32	0	5	0	0	1	0	0	0	0	0	0	147
20:00	0	0	74	29	0	6	0	0	0	0	0	0	0	0	0	109
21:00	0	0	53	23	0	3	0	0	0	0	0	0	0	0	0	79
22:00	0	0	44	19	0	0	0	0	0	0	0	0	0	0	0	63
23:00	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	11
Total	39	0	3009	1287	12	214	1	0	32	2	0	0	0	0	0	4618
Percent	0.8%	0	65.2%	27.9%	0.3%	4.6%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%
AM Peak	11:00	0	10:00	09:00	07:00	09:00	09:00	0	08:00	10:00	0	0	0	0	0	05:00
Vol.	5	0	252	113	1	21	1	0	4	1	0	0	0	0	0	2
PM Peak	14:00	0	12:00	15:00	15:00	12:00	0	0	13:00	18:00	0	0	0	0	0	13:00
Vol.	7	0	245	98	4	24	0	0	2	1	0	0	0	0	0	2

LA 22 EB AT LA1085
 Madisonville
 St. Tammany Parish

Latitude: 0° 0.0000 South

Direction 1															Total
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11/15/16	0	4	5	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	1	6
03:00	0	8	7	0	0	0	0	0	0	0	0	0	0	0	15
04:00	0	35	23	0	3	0	0	2	0	0	0	0	0	0	63
05:00	0	98	71	0	18	0	0	3	0	0	0	0	0	0	190
06:00	1	315	150	1	28	3	0	0	1	0	0	0	0	2	501
07:00	7	457	154	1	30	3	0	9	0	0	0	0	0	5	675
08:00	0	269	103	2	20	2	0	9	1	0	0	0	0	0	406
09:00	1	158	79	2	27	1	0	10	1	0	0	0	0	3	282
10:00	1	145	51	1	14	0	0	4	1	0	0	0	0	1	218
11:00	4	148	57	1	20	1	0	4	1	0	0	0	0	1	237
12 PM	0	130	53	0	20	6	0	4	0	0	0	0	0	1	214
13:00	0	149	70	2	18	1	0	5	2	0	0	0	0	1	248
14:00	0	152	76	0	17	2	0	7	3	0	0	0	0	3	260
15:00	5	174	91	2	17	0	0	1	0	0	0	0	0	5	295
16:00	6	200	97	1	25	0	0	5	0	0	0	0	0	7	341
17:00	0	248	127	0	19	0	0	3	0	0	0	0	0	0	397
18:00	0	137	66	0	12	0	0	1	0	0	0	0	0	1	217
19:00	0	72	32	1	5	0	0	1	0	0	0	0	0	1	112
20:00	0	65	27	0	3	0	0	1	0	0	0	0	0	1	97
21:00	0	41	7	0	3	0	0	0	0	0	0	0	0	1	52
22:00	0	23	6	0	1	0	0	0	0	0	0	0	0	1	21
Total	25	3046	1358	14	309	19	0	69	10	0	0	0	0	36	4886
Percent	0.5%	62.3%	27.8%	0.3%	6.3%	0.4%	0.0%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.7%	
AM Peak	07:00	07:00	07:00	08:00	07:00	08:00	0.0%	08:00	08:00	0.0%	0.0%	0.0%	0.0%	07:00	
Vol.	7	457	154	2	39	3		10	1					5	
PM Peak	16:00	17:00	17:00	13:00	16:00	12:00		14:00	14:00					16:00	
Vol.	6	248	127	2	25	6		7	3					7	

LA 22 EB AT LA1085
 Madisonville
 St. Tammany Parish

Latitude: 0° 0.0000 South

Direction 1															Total
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11/14/16	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	10	5	0	1	0	0	0	0	0	0	0	0	0	16
04:00	0	33	25	0	3	0	0	2	0	0	0	0	0	0	63
05:00	2	90	69	1	15	0	0	2	0	0	0	0	0	0	179
06:00	1	285	143	1	23	1	1	1	0	0	0	0	0	1	457
07:00	1	459	155	1	23	1	1	1	1	0	0	0	0	1	646
08:00	1	269	88	1	28	1	0	3	1	0	0	0	0	1	384
09:00	3	148	78	1	16	3	0	2	1	0	0	0	0	0	260
10:00	0	134	65	1	21	1	0	2	0	0	0	0	0	0	226
11:00	3	130	66	3	12	1	0	6	2	0	0	0	0	2	225
12 PM	1	140	87	2	21	2	0	3	1	0	0	0	0	1	258
13:00	1	140	70	0	22	0	1	3	2	0	0	0	0	2	241
14:00	2	163	78	0	17	0	1	4	1	0	0	0	0	2	267
15:00	2	161	78	3	16	1	0	2	1	0	0	0	0	6	269
16:00	1	183	75	1	20	0	0	2	0	0	0	0	0	1	284
17:00	0	214	112	0	22	0	0	4	0	0	0	0	0	2	354
18:00	0	159	76	0	12	0	0	1	0	0	0	0	0	1	249
19:00	0	71	31	0	2	0	0	1	0	0	0	0	0	0	105
20:00	1	61	23	0	4	1	0	0	0	0	0	0	0	0	90
21:00	2	33	17	0	5	0	0	0	0	0	0	0	0	1	58
22:00	0	17	9	0	2	0	0	0	0	0	0	0	0	0	28
Total	21	2891	1363	16	295	11	3	46	11	0	0	0	0	27	4684
Percent	0.4%	61.7%	29.1%	0.3%	6.3%	0.2%	0.1%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.6%	
AM Peak	07:00	07:00	07:00	11:00	07:00	08:00	08:00	08:00	08:00	0.0%	0.0%	0.0%	0.0%	07:00	
Vol.	3	439	158	3	33	3	1	8	2					4	
PM Peak	14:00	17:00	17:00	13:00	16:00	12:00	13:00	14:00	13:00					15:00	
Vol.	2	214	112	3	22	2	1	4	2					6	

LA 22 WB
 Madisonville
 St. Tammany Parish

Latitude: 0' 0.0000 South

Direction 1	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11/09/16	01:00															
	02:00															
	03:00															
	04:00															
	05:00															
	06:00															
	07:00															
	08:00															
	09:00															
	10:00															
	11:00	1	103	55	1	16	0	1	1	2	0	0	0	0	0	180
	12 PM	2	106	52	0	11	1	0	4	3	0	0	0	0	0	179
	13:00	2	134	64	1	12	0	0	0	0	0	0	0	0	0	213
	14:00	1	133	65	1	14	0	0	2	3	0	0	0	0	1	220
	15:00	2	217	89	9	18	1	0	6	1	0	0	0	0	1	344
	16:00	3	274	103	2	20	1	0	3	2	0	0	0	0	0	407
	17:00	1	286	88	0	10	1	0	3	0	0	0	0	0	0	388
	18:00	1	251	92	1	13	0	0	0	0	0	0	0	0	0	368
	19:00	1	124	35	0	5	0	0	0	0	0	0	0	0	0	165
	20:00	0	103	22	0	1	0	0	0	0	0	0	0	0	0	126
	21:00	0	69	14	0	5	0	0	0	0	0	0	0	0	0	88
	22:00	0	33	11	0	2	0	0	0	0	0	0	0	0	0	46
	23:00	0	13	7	0	0	0	0	0	0	0	0	0	0	0	20
	Total	13	1856	697	15	127	3	1	19	11	0	0	0	0	0	2744
	Percent	0.5%	67.6%	25.4%	0.5%	4.6%	0.1%	0.0%	0.7%	0.4%	0.0%	0.0%	0.0%	0.0%	0.1%	
	AM Peak	11:00	11:00	11:00	11:00	11:00		11:00	11:00	11:00	0.0%	0.0%	0.0%	0.0%	0.1%	
	Vol.	1	103	55	1	16		1	1	2						
	PM Peak	16:00	17:00	16:00	15:00	15:00	12:00		15:00	12:00					14:00	
	Vol.	3	286	103	9	20	1		6	3					1	

LA 22 EB
 Madisonville
 St. Tammany Parish

Latitude: 0' 0.0000 South

Direction 1	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11/16/16	01:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
	03:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	9	6	0	0	0	0	0	0	0	0	0	0	0	15
	05:00	2	24	20	0	3	0	0	3	0	0	0	0	0	1	53
	06:00	0	99	69	1	23	0	0	0	0	0	0	0	0	0	192
	07:00	2	285	149	1	26	0	0	3	0	0	0	0	0	3	469
	08:00	4	454	148	0	55	1	0	10	5	0	0	0	0	3	653
	09:00	0	275	95	1	16	1	0	7	1	0	0	0	0	5	401
	10:00	1	173	74	0	23	4	0	3	1	0	0	0	0	5	284
	11:00	0	153	69	0	9	1	0	0	1	0	0	0	0	1	245
	12 PM	7	136	63	1	8	1	0	8	0	0	0	0	0	2	226
	13:00	1	117	72	1	25	0	0	6	3	0	0	0	0	1	225
	14:00															
	15:00															
	16:00															
	17:00															
	18:00															
	19:00															
	20:00															
	21:00															
	22:00															
	Total	17	1738	774	13	170	8	0	48	10	0	0	0	0	21	2799
	Percent	0.6%	62.1%	27.7%	0.5%	6.1%	0.3%	0.0%	1.7%	0.4%	0.0%	0.0%	0.0%	0.0%	0.8%	
	AM Peak	11:00	07:00	08:00	07:00	07:00	09:00		07:00	07:00	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Vol.	7	454	149	6	36	4		10	4					5	
	PM Peak	12:00	12:00	12:00	12:00	12:00			12:00	12:00					12:00	
	Vol.	1	117	72	1	25			5	3					1	
	Grand Total	196	20730	9369	111	1859	95	8	374	51	0	0	0	0	224	33017
	Percent	0.6%	62.8%	28.4%	0.3%	5.6%	0.3%	0.0%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.7%	

LA 22 WB
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA22 WB AT LA1085
 Station ID:

Latitude: 0' 0.0000 South

Direction 1	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
11/11/16	0	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
01:00	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
03:00	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20
05:00	0	0	16	17	0	4	0	0	0	0	0	0	0	0	0	37
06:00	0	0	73	31	4	6	1	0	2	1	0	0	0	0	0	118
07:00	1	147	57	9	13	0	0	1	2	5	0	0	0	0	1	225
08:00	2	140	57	3	11	2	0	2	4	0	0	0	0	0	0	221
09:00	6	92	35	0	10	0	0	3	3	0	0	0	0	0	0	155
10:00	1	83	59	2	13	0	0	1	4	0	0	0	0	0	0	163
11:00	0	117	58	2	11	1	0	3	5	0	0	0	0	0	1	198
12 PM	1	117	60	0	21	3	0	10	5	0	0	0	0	0	1	218
13:00	1	160	62	1	10	2	0	5	3	0	0	0	0	0	0	244
14:00	0	184	75	4	13	1	1	3	2	0	0	0	0	0	0	283
15:00	1	232	88	6	17	0	0	4	2	0	0	0	0	0	0	350
16:00	2	272	97	1	18	0	0	2	2	0	0	0	0	0	0	394
17:00	0	268	96	1	18	2	0	3	0	0	0	0	0	0	0	388
18:00	2	135	61	0	5	0	0	0	0	0	0	0	0	0	0	263
19:00	1	149	40	2	7	0	0	0	0	0	0	0	0	0	0	199
20:00	0	120	32	0	4	0	0	0	0	0	0	0	0	0	0	156
21:00	1	75	20	0	3	0	0	0	0	0	0	0	0	0	0	100
22:00	0	62	17	0	3	0	0	0	0	0	0	0	0	0	0	87
23:00	0	54	15	0	3	0	0	0	0	0	0	0	0	0	0	71
Total	19	2595	995	35	196	12	2	42	36	0	0	0	0	0	3	3935
Percent	0.5%	65.9%	25.3%	0.9%	5.0%	0.3%	0.1%	1.1%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	
AM Peak	09:00	07:00	07:00	07:00	09:00	08:00	07:00	09:00	07:00	0.0%	0.0%	0.0%	0.0%	0.1%	07:00	
Vol	6	147	59	9	16	2	1	3	5						1	
PM Peak	16:00	16:00	16:00	15:00	12:00	12:00	14:00	12:00	12:00						12:00	
Vol	2	272	97	6	21	3	1	10	5						1	

LA 22 WB
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA22 WB AT LA1085
 Station ID:

Latitude: 0' 0.0000 South

Direction 1	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
11/10/16	0	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
01:00	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	0	11	6	0	1	0	0	1	0	0	0	0	0	0	19
05:00	0	0	36	16	0	4	0	0	0	0	0	0	0	0	0	56
06:00	0	0	110	42	4	6	0	0	0	0	0	0	0	0	0	162
07:00	2	176	50	9	13	1	0	2	2	0	0	0	0	0	0	261
08:00	2	178	55	8	13	0	0	0	0	0	0	0	0	0	0	258
09:00	0	76	43	0	11	2	0	2	4	0	0	0	0	0	0	138
10:00	1	103	48	1	8	1	0	2	2	0	0	0	0	0	0	150
11:00	0	112	58	4	14	1	0	2	4	0	0	0	0	0	0	196
12 PM	0	103	61	2	12	0	0	3	4	0	0	0	0	0	1	186
13:00	5	131	55	0	8	1	1	2	7	0	0	0	0	1	0	211
14:00	1	145	68	3	23	0	0	4	4	0	0	0	0	0	0	248
15:00	0	224	85	7	17	2	1	8	4	0	0	0	0	0	0	348
16:00	0	292	108	2	17	0	0	5	0	0	0	0	0	0	0	424
17:00	2	309	99	0	10	0	0	4	0	0	0	0	0	0	0	424
18:00	0	235	81	0	12	1	0	2	0	0	0	0	0	0	0	331
19:00	1	138	37	1	6	0	0	0	0	0	0	0	0	0	0	185
20:00	1	112	36	0	9	0	0	0	0	0	0	0	0	0	0	158
21:00	1	82	20	0	1	0	0	1	0	0	0	0	0	0	0	105
22:00	0	39	10	0	1	0	0	1	0	0	0	0	0	0	0	51
23:00	0	30	7	0	4	0	0	0	0	0	0	0	0	0	0	43
Total	16	2694	1004	43	187	9	2	41	33	0	0	0	0	1	1	3991
Percent	0.4%	66.5%	25.2%	1.1%	4.7%	0.2%	0.1%	1.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	07:00	07:00	11:00	09:00	07:00	07:00	09:00	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Vol	2	178	59	9	14	2	1	2	4							
PM Peak	13:00	17:00	16:00	15:00	14:00	15:00	13:00	15:00	13:00					13:00	12:00	
Vol	5	309	108	7	23	2	1	8	7					1	1	

LA 22 WB AT LA1085
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA22 WB AT LA1085
 Station ID:

Latitude: 0' 0.0000 South

Direction 1																
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total	
11/13/16	0	31	10	0	0	0	0	0	0	0	0	0	0	0	41	
01:00	0	17	5	0	4	0	0	0	0	0	0	0	0	0	26	
02:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15	
03:00	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9	
04:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7	
05:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9	
06:00	0	14	8	0	0	0	0	0	0	0	0	0	0	0	22	
07:00	1	25	12	0	0	0	0	0	0	0	0	0	0	0	38	
08:00	0	25	24	1	4	0	0	0	0	0	0	0	0	0	107	
09:00	0	97	29	0	1	0	0	0	0	0	0	0	0	2	131	
10:00	2	119	46	0	2	0	0	5	0	0	0	0	0	0	174	
11:00	0	106	53	2	2	0	0	4	0	0	0	0	0	1	168	
12 PM	3	167	51	0	5	0	0	1	0	0	0	0	0	0	227	
13:00	4	168	45	0	1	0	0	1	0	0	0	0	0	0	219	
14:00	3	133	50	0	7	0	0	2	0	0	0	0	0	0	195	
15:00	1	171	56	1	3	0	0	5	0	0	0	0	0	0	237	
16:00	1	165	51	0	5	0	0	1	0	0	0	0	0	0	223	
17:00	1	176	63	0	10	0	0	1	0	0	0	0	0	0	251	
18:00	0	130	43	2	5	0	0	1	0	0	0	0	0	0	181	
19:00	0	106	31	1	5	0	0	0	0	0	0	0	0	0	143	
20:00	0	91	19	0	0	0	0	0	0	0	0	0	0	0	110	
21:00	0	49	14	0	1	0	0	0	0	0	0	0	0	0	64	
22:00	0	25	10	0	2	0	0	0	0	0	0	0	0	0	37	
Total	17	1928	637	7	58	0	0	25	0	0	0	0	0	3	2675	
Percent	0.5%	72.1%	23.8%	0.3%	2.2%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%		
AM Peak	10:00	10:00	11:00	11:00	01:00			10:00						03:00		
Vol.	2	119	53	2	4			5						2		
PM Peak	13:00	17:00	17:00	18:00	17:00			15:00								
Vol.	4	176	63	2	10			5								

LA 22 WB AT LA1085
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA22 WB AT LA1085
 Station ID:

Latitude: 0' 0.0000 South

Direction 1																
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total	
11/12/16	0	30	6	0	0	0	0	0	0	0	0	0	0	0	36	
01:00	0	16	3	0	1	0	0	0	0	0	0	0	0	0	20	
02:00	0	10	7	0	0	0	0	1	0	0	0	0	0	0	18	
03:00	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7	
04:00	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9	
05:00	0	11	7	0	2	0	0	0	0	0	0	0	0	1	21	
06:00	1	30	17	0	5	0	0	0	1	0	0	0	0	1	50	
07:00	1	97	24	0	2	0	0	1	0	0	0	0	0	0	101	
08:00	1	73	43	1	14	0	0	0	2	0	0	0	0	1	135	
09:00	0	105	50	0	14	0	0	2	0	0	0	0	0	0	213	
10:00	4	115	61	1	10	1	0	1	2	0	0	0	0	1	194	
11:00	2	144	58	0	13	0	0	1	1	0	0	0	0	0	219	
12 PM	2	176	57	0	17	1	0	1	0	0	0	0	0	2	256	
13:00	6	158	63	1	13	0	0	5	1	0	0	0	0	0	247	
14:00	1	195	77	0	9	0	0	0	1	0	0	0	0	0	283	
15:00	1	188	58	0	10	0	0	0	0	0	0	0	0	0	257	
16:00	4	189	65	1	8	0	0	2	0	0	0	0	0	0	269	
17:00	3	207	75	1	7	0	0	1	0	0	0	0	0	0	294	
18:00	0	156	42	0	5	0	0	0	0	0	0	0	0	0	203	
19:00	0	125	30	0	2	0	0	0	0	0	0	0	0	0	157	
20:00	0	114	28	1	1	0	0	1	0	0	0	0	0	0	145	
21:00	0	125	33	0	6	0	0	0	0	0	0	0	0	0	164	
22:00	0	73	17	0	2	0	0	0	0	0	0	0	0	0	92	
Total	26	2409	845	7	143	2	0	18	7	0	0	0	0	6	3463	
Percent	0.8%	69.6%	24.4%	0.2%	4.1%	0.1%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%		
AM Peak	10:00	11:00	10:00	07:00	08:00	10:00		09:00	08:00					03:00		
Vol.	4	144	61	1	14	1		3	2					1		
PM Peak	13:00	17:00	14:00	13:00	12:00	12:00		13:00	13:00					12:00		
Vol.	6	207	77	1	17	1		5	1					2		

LA 22 WB AT LA 1085
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA22 WB AT LA1085
 Station ID:

Latitude: 0' 0.0000 South

Direction 1																Total	
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total		
11/15/16	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15		
01:00	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12		
02:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7		
03:00	0	3	5	0	0	0	0	0	0	0	0	0	0	0	8		
04:00	0	7	5	0	1	0	0	0	0	0	0	0	0	0	13		
05:00	0	29	17	1	2	0	0	0	0	0	0	0	0	1	50		
06:00	1	79	28	3	5	0	0	0	0	0	0	0	0	1	118		
07:00	0	121	55	0	3	0	0	0	0	0	0	0	0	0	189		
08:00	0	110	47	0	11	0	0	0	0	0	0	0	0	0	165		
09:00	0	103	50	0	23	1	0	0	0	0	0	0	0	0	158		
10:00	0	84	48	1	18	1	0	2	3	0	0	0	0	1	176		
11:00	1	95	50	0	20	1	0	5	3	0	0	0	0	0	196		
12 PM	1	137	36	2	14	1	2	1	2	0	0	0	0	0	228		
13:00	1	147	53	2	16	1	0	6	2	0	0	0	0	0	240		
14:00	1	137	70	5	18	1	0	5	3	0	0	0	0	0	337		
15:00	1	212	88	6	23	1	0	5	1	0	0	0	0	0	419		
16:00	1	284	104	2	21	1	0	4	2	0	0	0	0	0	407		
17:00	2	287	95	0	18	0	0	4	0	0	0	0	0	0	377		
18:00	0	219	84	0	13	0	0	1	0	0	0	0	0	0	178		
19:00	0	132	31	0	13	0	0	1	0	0	0	0	0	0	175		
20:00	0	136	32	0	6	0	0	1	0	0	0	0	0	0	86		
21:00	0	68	15	0	2	0	0	1	0	0	0	0	0	0	45		
22:00	0	32	11	0	2	0	0	0	0	0	0	0	0	0			
Total	11	2571	939	33	248	13	2	45	26	0	0	0	0	8	3896		
Percent	0.3%	66.0%	24.1%	0.8%	6.4%	0.3%	0.1%	1.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.2%			
AM Peak	07:00	07:00	07:00	07:00	09:00	07:00	0.1%	11.00	09:00	0.0%	0.0%	0.0%	0.0%	09:00			
Vol.	2	171	56	9	22	3		5	5					2			
PM Peak	17:00	17:00	16:00	15:00	15:00	12:00	12:00	13:00	14:00					19:00			
Vol.	2	287	104	6	23	1	2	6	3					1			

LA 22 WB AT LA 1085
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA22 WB AT LA1085
 Station ID:

Latitude: 0' 0.0000 South

Direction 1																Total	
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total		
11/14/16	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8		
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4		
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4		
03:00	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12		
04:00	0	8	5	0	1	0	0	0	1	0	0	0	0	0	15		
05:00	0	28	18	0	4	0	0	1	0	0	0	0	0	0	51		
06:00	0	85	37	4	4	0	0	1	1	0	0	0	0	0	132		
07:00	2	175	55	10	10	1	0	0	0	0	0	0	0	0	258		
08:00	2	132	58	2	17	0	0	0	3	0	0	0	0	0	211		
09:00	1	82	31	1	16	0	0	7	5	0	0	0	0	0	141		
10:00	1	102	36	2	12	2	0	1	2	0	0	0	0	0	158		
11:00	1	108	53	2	9	0	1	4	4	0	0	0	0	1	183		
12 PM	1	123	54	1	15	0	1	6	3	0	0	0	0	0	204		
13:00	0	141	66	0	15	2	0	5	5	0	0	0	0	0	234		
14:00	0	159	77	4	20	0	1	3	2	0	0	0	0	0	266		
15:00	0	191	65	9	11	0	1	1	4	0	0	0	0	0	282		
16:00	0	282	100	4	23	1	1	5	0	0	0	0	0	0	416		
17:00	1	307	80	0	17	0	0	3	0	0	0	0	0	0	408		
18:00	2	252	80	1	10	0	0	0	0	0	0	0	0	0	345		
19:00	0	132	42	0	8	0	0	0	1	0	0	0	0	0	183		
20:00	0	95	22	2	2	0	0	0	0	0	0	0	0	0	121		
21:00	1	58	14	1	0	0	0	0	0	0	0	0	0	0	74		
22:00	0	34	12	0	0	0	0	0	0	0	0	0	0	0	46		
Total	16	2534	914	43	197	6	6	40	32	0	0	0	0	2	3790		
Percent	0.4%	66.9%	24.1%	1.1%	5.2%	0.2%	0.2%	1.1%	0.8%	0.0%	0.0%	0.0%	0.0%	0.1%			
AM Peak	09:00	07:00	06:00	07:00	07:00	10:00	07:00	03:00	09:00	0.0%	0.0%	0.0%	0.0%	07:00			
Vol.	4	174	55	10	18	2	1	7	5					1			
PM Peak	18:00	17:00	16:00	15:00	15:00	13:00	12:00	12:00	13:00								
Vol.	2	307	100	9	23	2	1	6	5								

LA 1005 WB LA 22
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA1085 SB
 Station ID:

Latitude: 0' 0.0000 South

Direction 1	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11/09/16	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00	0	57	31	0	8	2	0	2	1	0	0	0	0	2	103
	12 PM	1	82	29	0	3	0	0	1	2	0	0	0	0	4	122
	13:00	0	72	34	0	7	0	0	0	0	0	0	0	0	0	113
	14:00	2	85	50	2	10	2	0	1	4	0	0	0	0	0	156
	15:00	5	133	50	7	16	0	0	0	2	0	0	0	0	1	214
	16:00	2	191	80	2	12	1	0	2	1	0	0	0	0	2	293
	17:00	0	196	70	0	7	0	0	1	0	0	0	0	0	0	274
	18:00	0	139	52	0	0	0	0	2	0	0	0	0	0	2	201
	19:00	0	128	40	0	2	0	0	0	0	0	0	0	0	0	171
	20:00	0	89	27	1	1	0	0	0	0	0	0	0	0	0	118
	21:00	0	53	10	0	0	0	0	0	0	0	0	0	0	0	63
	22:00	0	18	10	0	1	0	0	0	0	0	0	0	0	0	29
	23:00	0	16	12	0	3	0	0	0	0	0	0	0	0	0	29
	Total	11	1261	487	12	76	5	0	9	10	0	0	0	0	11	1882
	Percent	0.6%	67.0%	25.9%	0.6%	4.0%	0.3%	0.0%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.6%	
	AM Peak	1	11:00	11:00		11:00	11:00		11:00	11:00					11:00	
	Vol.		57	31		8	2		2	1					2	
	PM Peak	15:00	17:00	16:00	15:00	15:00	14:00		16:00	14:00					12:00	
	Vol.	5	196	80	7	16	2		2	4					4	

LA 22 WB LA 1005
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA22 WB AT LA1085
 Station ID:

Latitude: 0' 0.0000 South

Direction 1	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11/16/16	01:00	0	19	3	0	0	0	0	0	0	0	0	0	0	0	22
	02:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	4	5	0	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	9	6	0	3	0	0	1	0	0	0	0	0	0	19
	06:00	0	30	19	0	3	0	0	0	0	0	0	0	0	0	52
	07:00	0	67	27	4	2	2	0	1	0	0	0	0	0	1	134
	08:00	0	167	53	11	17	1	0	1	2	0	0	0	0	0	262
	09:00	0	106	51	0	10	0	0	4	1	0	0	0	0	0	182
	10:00	0	111	50	0	10	0	0	0	0	0	0	0	0	0	173
	11:00	0	84	42	0	11	0	0	3	2	0	0	0	0	0	142
	12 PM	1	113	40	1	9	1	0	4	0	0	0	0	0	0	169
	13:00	1	103	48	1	10	0	0	3	1	0	0	0	0	0	167
	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	3	845	356	17	89	7	0	19	6	0	0	0	0	1	1343
	Percent	0.2%	62.9%	26.5%	1.3%	6.6%	0.5%	0.0%	1.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.1%	
	AM Peak	08:00	07:00	07:00	07:00	09:00	08:00		08:00	07:00					08:00	
	Vol.	1	167	53	11	18	2		4	2					1	
	PM Peak	12:00	12:00	12:00	12:00	12:00			12:00	12:00						
	Vol.	1	103	48	1	10			3	1						
	Grand Total	121	17392	6387	200	1245	52	13	249	151	0	0	0	1	26	25837
	Percent	0.5%	67.3%	24.7%	0.8%	4.8%	0.2%	0.1%	1.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.1%	

LA 1005 W L1122
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA1085 SB
 Station ID:

Latitude: 0° 0.0000 South

Direction 1	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11/11/16	01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	14
02:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	5	8	0	1	0	0	0	1	0	0	0	0	0	9
05:00	0	0	16	16	0	1	0	0	0	0	0	0	0	0	0	15
06:00	0	0	56	16	3	5	0	0	1	3	0	0	0	0	0	33
07:00	0	0	92	37	3	0	0	0	1	1	1	0	0	0	0	85
08:00	0	0	78	35	2	7	0	0	1	1	1	0	0	0	0	152
09:00	0	0	96	51	1	7	0	0	1	1	0	0	0	0	0	137
10:00	1	70	33	0	12	8	1	2	3	0	0	0	0	0	0	130
11:00	1	83	41	3	9	4	1	2	2	0	0	0	0	0	0	146
12 PM	0	102	51	0	9	5	1	1	4	0	0	0	0	0	0	174
13:00	3	111	46	0	6	2	1	2	2	0	0	0	0	0	0	173
14:00	0	112	49	1	7	0	2	1	2	0	0	0	0	0	0	174
15:00	0	153	69	6	11	0	0	3	1	0	0	0	0	0	2	245
16:00	2	197	75	3	9	0	0	0	1	0	0	0	0	0	7	294
17:00	2	184	62	7	15	0	0	1	1	0	0	0	0	0	13	280
18:00	1	147	56	0	8	0	0	0	0	0	0	0	0	0	0	212
19:00	1	100	38	0	3	0	0	0	1	0	0	0	0	0	2	145
20:00	0	62	36	0	2	0	0	0	0	0	0	0	0	0	0	100
21:00	0	86	21	0	2	0	0	0	0	0	0	0	0	0	0	109
22:00	0	59	14	0	3	0	0	0	0	0	0	0	0	0	0	76
Total		14	1816	773	25	131	40	6	20	26	2	0	0	0	30	2883
Percent		0.5%	63.0%	26.8%	0.9%	4.5%	1.4%	0.2%	0.7%	0.9%	0.1%	0.0%	0.0%	0.0%	1.0%	
AM Peak		07:00	07:00	09:00	08:00	10:00	08:00	10:00	09:00	05:00	07:00					05:00
Vol		2	92	51	3	12	8	1	4	3	1					2
PM Peak		13:00	16:00	16:00	15:00	17:00	12:00	14:00	15:00	12:00						17:00
Vol		3	197	75	6	15	5	2	3	4						13

LA 1005 W L1122
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA1085 SB
 Station ID:

Latitude: 0° 0.0000 South

Direction 1	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11/10/16	01:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	14
02:00	0	0	3	1	0	1	0	0	0	0	0	0	0	0	1	6
03:00	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	0	6	12	0	2	0	1	0	0	0	0	0	0	0	5
05:00	1	28	14	0	1	1	0	1	1	0	0	0	0	0	0	21
06:00	1	65	28	3	6	6	0	0	0	1	0	0	0	0	0	47
07:00	3	89	47	1	10	3	1	1	1	1	0	0	0	0	0	110
08:00	2	86	47	0	9	2	2	2	3	0	0	0	0	0	0	156
09:00	0	66	35	0	0	3	2	0	0	2	0	0	0	0	0	111
10:00	2	54	24	1	6	2	0	1	3	0	0	0	0	0	2	95
11:00	0	61	28	2	9	0	1	1	2	0	0	0	0	0	0	104
12 PM	0	74	45	1	8	0	1	3	3	0	0	0	0	0	0	135
13:00	0	77	37	2	11	2	2	0	4	0	0	0	0	0	0	135
14:00	0	94	50	4	16	0	0	1	3	0	0	0	0	0	0	168
15:00	1	109	35	6	9	3	2	1	0	0	0	0	0	0	0	166
16:00	2	183	79	2	16	1	0	3	0	0	0	0	0	0	4	290
17:00	0	184	65	0	14	0	0	1	0	0	0	0	0	0	1	265
18:00	0	131	50	0	3	0	0	0	0	0	0	0	0	0	0	189
19:00	0	117	38	0	3	0	0	0	0	0	0	0	0	0	0	159
20:00	0	99	39	0	0	0	0	0	0	0	0	0	0	0	0	138
21:00	0	52	18	0	3	0	0	2	0	0	0	0	0	0	0	75
22:00	0	27	12	0	2	0	0	0	0	0	0	0	0	0	0	41
Total		12	1642	717	22	142	24	10	17	23	0	0	0	0	9	2618
Percent		0.5%	62.7%	27.4%	0.8%	5.4%	0.9%	0.4%	0.5%	0.9%	0.0%	0.0%	0.0%	0.0%	0.3%	
AM Peak		07:00	07:00	09:00	08:00	07:00	09:00	09:00	08:00	05:00						10:00
Vol		3	89	47	3	10	6	2	2	3						2
PM Peak		16:00	17:00	16:00	15:00	14:00	15:00	13:00	12:00	13:00						16:00
Vol		2	184	79	6	16	3	2	3	4						4

LA 1005 W LA 22
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA1085 SB
 Station ID:

Latitude: 0' 0.0000 South

Direction 1															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11/13/16	0	30	6	0	1	0	0	0	0	0	0	0	0	0	37
01:00	0	8	7	0	0	0	0	0	0	0	0	0	0	0	15
02:00	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
03:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	13	9	0	0	0	0	0	0	0	0	0	0	0	22
07:00	0	16	16	0	1	0	0	0	0	0	0	0	0	0	37
08:00	0	34	23	0	3	0	0	0	0	0	0	0	0	0	72
09:00	0	36	19	0	3	0	0	0	0	0	0	0	0	0	62
10:00	0	87	24	0	6	0	0	0	0	0	0	0	0	1	118
11:00	0	100	48	1	6	0	0	0	0	0	0	0	0	0	155
12 PM	0	121	43	0	7	0	0	1	0	0	0	0	0	0	172
13:00	3	106	39	0	2	0	0	1	0	0	0	0	0	0	151
14:00	1	119	32	0	5	0	0	0	0	0	0	0	0	0	157
15:00	1	117	38	0	2	0	0	1	0	0	0	0	0	0	159
16:00	1	131	47	0	7	0	0	0	0	0	0	0	0	0	186
17:00	1	130	46	0	4	0	0	3	0	0	0	0	0	0	192
18:00	0	99	28	0	8	0	0	0	0	0	0	0	0	0	132
19:00	1	82	30	0	5	0	0	0	0	0	0	0	0	0	118
20:00	0	46	7	0	1	0	0	0	0	0	0	0	0	0	54
21:00	0	24	9	0	0	0	0	0	0	0	0	0	0	0	33
22:00	0	23	4	0	0	0	0	0	0	0	0	0	0	0	27
Total	8	1396	483	1	63	0	0	9	0	0	0	0	0	1	1961
Percent	0.4%	71.2%	24.6%	0.1%	3.2%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	
AM Peak		11:00	11:00	11:00	10:00			08:00						10:00	
Vol.		100	48	1	6			2							
PM Peak	13:00	17:00	16:00		18:00			17:00							
Vol.	3	138	47		8			3							

LA 1005 W LA 22
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA1085 SB
 Station ID:

Latitude: 0' 0.0000 South

Direction 1															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11/12/16	0	15	7	0	0	0	0	0	0	0	0	0	0	0	22
01:00	0	15	6	0	1	0	0	0	0	0	0	0	0	0	22
02:00	0	8	4	0	1	0	0	0	0	0	0	0	0	1	14
03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
04:00	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	7	9	0	0	0	0	0	0	0	0	0	0	0	16
06:00	0	19	12	0	3	0	0	0	1	0	0	0	0	0	38
07:00	0	26	25	0	3	0	0	0	0	0	0	0	0	0	67
08:00	0	67	31	1	0	0	0	1	0	0	0	0	0	0	101
09:00	1	39	42	0	3	0	0	1	0	0	0	0	0	0	116
10:00	0	94	31	0	5	0	0	2	0	0	0	0	0	0	132
11:00	0	132	50	1	7	0	1	1	0	0	0	0	0	1	193
12 PM	2	121	68	1	7	0	0	2	0	0	0	0	0	0	201
13:00	0	123	41	0	5	0	1	1	0	0	0	0	0	0	171
14:00	3	116	47	1	4	0	0	2	0	0	0	0	0	0	173
15:00	0	153	48	0	7	0	0	3	0	0	0	0	0	0	211
16:00	0	120	64	0	5	0	0	0	0	0	0	0	0	0	189
17:00	0	160	55	0	8	0	0	0	0	0	0	0	0	0	213
18:00	0	118	33	0	7	0	0	1	0	0	0	0	0	0	159
19:00	0	92	29	0	4	0	0	1	0	0	0	0	0	0	126
20:00	0	66	28	0	2	0	0	0	1	0	0	0	0	0	97
21:00	0	71	19	0	1	0	0	0	0	0	0	0	0	0	91
22:00	0	42	13	0	0	0	0	0	0	0	0	0	0	0	55
Total	6	1670	680	4	85	0	5	15	2	0	0	0	0	2	2469
Percent	0.2%	67.6%	27.5%	0.2%	3.4%	0.0%	0.2%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	
AM Peak	09:00	11:00	11:00	08:00	11:00		06:00	10:00	06:00					02:00	
Vol.	1	132	50	1	7		1	2	1					1	
PM Peak	14:00	15:00	12:00	12:00	17:00		13:00	15:00	20:00						
Vol.	3	153	68	1	8		1	3	1						

LA 1005 W LA 22
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA1085 SB
 Station ID:

Latitude: 0' 0.0000 South

Direction 1	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11/15/16	01:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	3	4	0	1	0	0	0	0	0	0	0	0	0	8
	03:00	0	4	5	0	1	0	0	0	0	0	0	0	0	0	7
	04:00	0	8	12	0	0	0	0	0	1	0	0	0	0	1	11
	05:00	2	32	15	0	2	0	0	0	0	0	0	0	0	0	51
	06:00	0	73	26	3	6	3	1	4	4	0	0	0	0	0	117
	07:00	1	83	42	1	5	3	2	5	5	0	0	0	0	1	151
	08:00	1	83	42	1	5	3	2	5	5	0	0	0	0	1	148
	09:00	0	10	35	0	12	4	0	2	2	0	0	0	0	0	126
	10:00	2	63	37	0	12	4	0	2	2	0	0	0	1	0	123
	11:00	0	75	30	0	9	0	0	1	3	0	0	0	0	0	118
	12 PM	0	88	29	1	6	2	0	3	8	0	1	0	0	0	130
	13:00	1	73	24	2	7	2	2	1	2	0	0	0	0	1	115
	14:00	0	102	43	2	8	1	0	1	1	0	0	0	0	3	161
	15:00	1	125	48	4	12	0	0	4	1	0	0	0	0	0	195
	16:00	1	197	92	2	16	0	0	2	1	0	0	0	0	16	327
	17:00	1	179	65	0	10	0	0	1	0	0	0	0	0	17	273
	18:00	0	137	42	0	5	0	0	0	0	0	0	0	0	0	184
	19:00	0	87	42	0	4	0	0	2	0	0	0	0	0	0	135
	20:00	0	47	18	1	2	0	0	0	0	0	0	0	0	0	68
	21:00	0	46	20	0	2	0	0	0	0	0	0	0	0	0	68
	22:00	0	31	6	1	2	0	0	0	0	0	0	0	0	0	40
	Total	10	1647	678	18	136	27	5	23	23	0	1	0	1	40	2609
	Percent	0.4%	63.1%	26.0%	0.7%	5.2%	1.0%	0.2%	0.9%	0.9%	0.0%	0.0%	0.0%	0.0%	1.5%	
	AM Peak	05:00	07:00	08:00	06:00	09:00	07:00	06:00	08:00	06:00	0.0%	0.0%	0.0%	10:00	04:00	
	Vol.	2	95	43	3	12	6	1	2	4					1	
	PM Peak	13:00	16:00	16:00	15:00	16:00	12:00	13:00	15:00	13:00		12:00			17:00	
	Vol.	1	197	92	4	16	2	2	4	2		1			17	

LA 1005 W LA 22
 Madisonville
 St. Tammany Parish

Your Company Name
 Street Address
 Location, Zip or Postal Code
 Change These in File > Preferences > Titles

Site Code: LA1085 SB
 Station ID:

Latitude: 0' 0.0000 South

Direction 1	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11/14/16	01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	5	10	0	0	0	0	0	0	0	0	0	0	0	15
	05:00	1	21	14	0	1	0	0	0	1	0	0	0	0	0	38
	06:00	4	59	23	3	9	2	1	1	2	0	0	0	0	0	104
	07:00	2	67	35	0	11	1	1	2	3	0	0	0	0	0	130
	08:00	1	76	41	0	11	0	0	1	2	0	0	0	0	0	137
	09:00	0	65	39	0	10	0	0	1	3	0	0	0	0	0	120
	10:00	0	59	26	3	5	3	0	3	2	0	0	0	0	4	105
	11:00	1	66	35	0	12	0	1	1	3	0	0	0	0	0	119
	12 PM	1	66	31	1	13	3	0	1	4	0	0	0	0	0	120
	13:00	1	73	32	1	9	1	1	4	0	0	0	0	0	0	122
	14:00	1	105	35	3	9	1	1	2	4	0	0	0	0	0	161
	15:00	3	136	57	5	19	3	1	0	1	0	0	0	0	0	225
	16:00	2	187	93	0	15	0	0	4	0	0	0	0	0	6	309
	17:00	0	195	68	0	9	0	0	0	0	0	0	0	0	0	275
	18:00	0	139	55	0	9	0	0	1	0	0	0	0	0	0	204
	19:00	1	112	36	0	1	0	0	0	0	0	0	0	0	0	151
	20:00	0	69	17	1	2	0	0	0	0	0	0	0	0	0	89
	21:00	0	42	26	0	2	0	0	0	0	0	0	0	0	0	70
	22:00	0	19	10	0	1	0	0	0	0	0	0	0	0	0	30
	Total	19	1610	693	19	148	18	7	22	22	0	0	0	0	10	2568
	Percent	0.7%	62.7%	27.0%	0.7%	5.8%	0.7%	0.3%	0.9%	0.9%	0.0%	0.0%	0.0%	0.0%	0.4%	
	AM Peak	05:00	07:00	06:00	06:00	11:00	10:00	06:00	10:00	09:00	0.0%	0.0%	0.0%	0.0%	10:00	
	Vol.	4	92	41	3	12	3	1	3	3					4	
	PM Peak	15:00	17:00	16:00	15:00	15:00	12:00	13:00	15:00	12:00					16:00	
	Vol.	3	196	93	5	19	3	1	4	4					6	

Safety Analysis

* Note 2016 data was not approved when the original study was completed in Oct. 2017. No correctable crashes occurred in 2016, so tables were not updated for the last year. New data is attached behind existing information.

CB
8/10/18

LA 1005 W 1122
Madisonville
St. Tammany Parish

Your Company Name

Page 8

Street Address
Location, Zip or Postal Code
Change These in File > Preferences > Titles

Site Code: LA1085 SB
Station ID:

Latitude: 0° 0.0000 South

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total
11/16/16	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
02:00	0	3	5	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	8	13	0	0	0	0	0	1	0	0	0	0	0	22
05:00	0	19	15	0	0	0	0	1	0	0	0	0	0	0	35
06:00	0	52	28	0	9	0	2	1	0	0	0	0	0	0	105
07:00	0	91	45	0	16	8	2	5	3	1	0	0	0	0	156
08:00	0	78	36	0	9	2	1	1	1	0	0	0	0	0	130
09:00	0	67	35	0	7	8	1	1	1	0	0	0	0	0	103
10:00	1	57	35	0	3	6	2	2	1	0	0	0	0	0	121
11:00	0	75	29	0	9	3	2	2	1	0	0	0	0	1	117
12 PM	3	88	36	0	0	0	0	0	0	0	0	0	0	0	147
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	7	576	278	9	63	27	6	16	11	1	0	0	0	3	997
Percent	0.7%	57.8%	27.9%	0.9%	6.3%	2.7%	0.6%	1.6%	1.1%	0.1%	0.0%	0.0%	0.0%	0.3%	
AM Peak	00:00	07:00	07:00	06:00	07:00	10:00	06:00	08:00	08:00	07:00	0.0%	0.0%	0.0%	07:00	
Vol.	2	91	45	3	16	8	2	5	3	1				1	
PM Peak	12:00	12:00	12:00		12:00	12:00	12:00	12:00	12:00						
Vol.	3	88	36		9	6	2	2	1						
Grand Total	87	11618	4789	110	844	141	39	131	117	3	1	0	1	106	17987
Percent	0.5%	64.6%	26.6%	0.6%	4.7%	0.8%	0.2%	0.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.6%	

LADOTD Crash List



LA 22 at LA 1085
Madisonville, St. Tammany Parish
LA 22 at LA 1085 Roundabout Report

Control-Section 261-05 between logmiles .77 and .85
2013-01-01 to 2015-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	type acc	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	
261-05	0.78	0022	61.65	1	1	0	0	0	0	2013-02-12	Embankment	Non Coll	Run off rd	wet	20130008095	52	08	1	A	W	J	X
261-05	0.77	0022	61.64	1	1	0	0	0	0	2013-03-31	MV in Trans	Rear End	Coll wt veh	wet	20130015036	52	16	1	A	EEE	BAM	X
261-05	0.79	0022	61.66	1	1	0	0	0	0	2013-06-04	MV in Trans	Rear End	Coll wt veh	dry	20130024027	52	13	0	A	EEE	BQO	X
261-05	0.78	0022	61.65	1	1	0	0	0	0	2013-09-07	MV in Trans	Rt Angle	Coll wt veh	dry	20130031119	52	22	1	A	SE	BB	✓
Total	2013			4	4	0	0	0	0													
261-05	0.80	0022	61.67	1	1	0	0	0	0	2014-04-22	MV in Trans	S Swipe(sd)	Run off rd	dry	20140016819	52	05	0	A	EE	GG	X
261-05	0.79	0022	61.66	1	0	0	1	0	1	2014-05-08	MV in Trans	Rear End	Coll wt veh	dry	20140022856	52	12	1	A	WW	BP	X
261-05	0.79	0022	61.66	1	1	0	0	0	0	2014-08-25	Tree	Non Coll	Run off rd	dry	20140031896	52	23	1	A	S	G	X
Total	2014			3	2	0	1	0	1													
261-05	0.77	0022	61.70	1	1	0	0	0	0	2015-10-26	Oth Non Coll	Non Coll	Non Col on Rd	wet	20150042383	52	12	1	A	SE	IG	X
261-05	0.78	0022	61.71	1	1	0	0	0	0	2015-12-01	MV in Trans	Rear End	Coll wt veh	wet	20150031178	52	15	0	A	EE	QQ	X
Total	2015			2	2	0	0	0	0													
Grand Total				9	8	0	1	0	1													

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

report generated by ladotdom00273801 on 3/29/2017 2:05:51 PM

LA 22 at LA 1085 Intersection Summary		
Collision Type	Total Crashes	Correctable?
Head On	0	Correctable
Left Turn	0	Correctable
Right Angle	1	Correctable
Right Turn	0	Non-Correctable
Rear End	4	Non-Correctable
Side Swipe	1	Non-Correctable
Non Collision	3	Non-Correctable
Other	0	Non-Correctable

2013-2015 Crash Data

LADOTD Crash List



LA 1085 at LA 22
 Madisonville, St. Tammany Parish
 LA 22 at LA 1085 Roundabout Report

Control-Section 852-02 between logmiles 0.00 and 0.025
 2013-01-01 to 2015-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	type acc	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior
852-02	0.01	1085	0.01	1	1	0	0	0	0	2014-06-10	MV in Trans	Rear End	Coll wt veh	wet	20140022116	52	16	0	A	WW	BA
852-02	0.02	1085	0.02	1	1	0	0	0	0	2014-07-28	MV in Trans	Rear End	Coll wt veh	dry	20140030948	52	17	0	A	NN	BA
852-02	0.02	1085	0.02	1	1	0	0	0	0	2014-10-27	MV in Trans	Rear End	Coll wt veh	dry	20140041989	52	15	1	A	SS	IA
852-02	0.00	1085	0.00	1	1	0	0	0	0	2014-12-24	MV in Trans	S Swipe(sd)	Run off rd	dry	20140052599	52	19	0	A	SS	FA
Total	2014			4	4	0	0	0	0												
852-02	0.00	1085	0.00	1	0	0	1	0	1	2015-02-09	Traff Sign Supp	Non Coll	Run off rd	dry	20150008489	52	20	1	A	S	B
852-02	0.01	1085	0.01	1	1	0	0	0	0	2015-07-26	MV in Trans	Rear End	Coll wt veh	dry	20150030893	52	20	1	A	NN	BB
852-02	0.00	1085	0.00	1	1	0	0	0	0	2015-08-06	MV in Trans	Rear End	Coll wt veh	dry	20150031896	52	17	0	A	SS	BA
852-02	0.02	1085	0.02	1	1	0	0	0	0	2015-11-07	MV in Trans	Right Turn-i	Coll wt veh	wet	20150042264	52	14	0	A	NS	JA
Total	2015			4	3	0	1	0	1												
Grand Total				8	7	0	1	0	1												

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

report generated by ladotdom\00273801 on 3/29/2017 2:09:41 PM



Map Crashes

Add a point:
 latitude,longitude:

Measure
 Distance:

Current Position:
 30.436766,-90.231478
 Last Clicked Position:
 30.435950,-90.231500

Use Ctrl-Click to
 get the LRS ID and
 logmile of a point.

Crashes Control-
 Section 261-05
 between logmiles .77
 and .85
 2013-01-01 to 2015-
 12-31



bigger Lat/Long Formats: dd . ddddd dd : mm . mmm dd : mm : ss . s ddmms

LADOTD Crash List



LA 1085 at LA 22
Madisonville, St. Tammany Parish

Control-Section 852-02 between logmiles 0.00 and 0.065
2014-01-01 to 2018-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior
852-02	0.01	1085	0.01	1	1	0	0	0	0	2014-06-10	MV in Trans	Rear End	2 vehicles	wet	20140022116	52	16	0	A	WW	BA
852-02	0.02	1085	0.02	1	1	0	0	0	0	2014-07-28	MV in Trans	Rear End	2 vehicles	dry	20140030948	52	17	0	A	NN	BA
852-02	0.02	1085	0.02	1	1	0	0	0	0	2014-10-27	MV in Trans	Rear End	2 vehicles	dry	20140041989	52	15	1	A	SS	IA
852-02	0.00	1085	0.00	1	1	0	0	0	0	2014-12-24	MV in Trans	S Swipe(sd)	2 vehicles	dry	20140052599	52	19	0	A	SS	FA
Total	2014			4	4	0	0	0	0												
852-02	0.00	1085	0.00	1	0	0	1	0	1	2015-02-09	Traff Sign Supp	Non Coll	Vertical fixed	dry	20150008489	52	20	1	A	S	B
852-02	0.03	1085	0.03	1	1	0	0	0	0	2015-05-15	MV in Trans	Rt Angle	2 vehicles	wet	150515162400273	52	16	1	C	SW	BB
852-02	0.01	1085	0.01	1	1	0	0	0	0	2015-07-26	MV in Trans	Rear End	2 vehicles	dry	20150030893	52	20	1	A	NN	BB
852-02	0.00	1085	0.00	1	1	0	0	0	0	2015-08-06	MV in Trans	Rear End	2 vehicles	dry	20150031896	52	17	0	A	SS	BA
852-02	0.02	1085	0.02	1	1	0	0	0	0	2015-11-07	MV in Trans	Right Turn-i	2 vehicles	wet	20150042264	52	14	0	A	NS	JA
Total	2015			5	4	0	1	0	1												
852-02	0.00	1085	0.00	1	1	0	0	0	0	2016-01-08	Animal	Non Coll	Animal	dry	20160004235	52	19	0	A	S	B
852-02	0.00	1085	0.00	1	1	0	0	0	0	2016-08-02	MV in Trans	Rear End	2 vehicles	dry	20160032529	52	16	1	A	SS	BA
852-02	0.00	1085	0.00	1	1	0	0	0	0	2016-09-02	MV in Trans	Rear End	2 vehicles	dry	20160037062	52	11	0	A	SS	BA
852-02	0.00	1085	0.00	1	1	0	0	0	0	2016-11-28	MV in Trans	Rear End	2 vehicles	dry	20160047633	52	14	1	A	SS	BA
Total	2016			4	4	0	0	0	0												
852-02	0.00	1085	0.00	1	1	0	0	0	0	2017-10-30	MV in Trans	Rear End	2 vehicles	dry	20170044485	52	17	1	A	SS	BA
Total	2017			1	1	0	0	0	0												
852-02	0.04	1085	0.04	1	1	0	0	0	0	2018-07-20	MV in Trans	S Swipe(sd)	Farm	dry	20180030887	52	08	1	A	EE	FI

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

3/29/2017

Map Crashes



Map Crashes

Add a point:
latitude,longitude:

Measure
Distance:

Current Position:
30.436454,-90.232556

Last Clicked Position:

Use Ctrl-Click to
get the LRS ID and
logmile of a point.

Crashes Control-
Section 852-02
between logmiles 0.00
and 0.025
2013-01-01 to 2015-
12-31



bigger Lat/Long Formats: dd . ddddd dd : mm . mmm dd : mm : ss . s ddmms

updated crash data



Map Crashes

Add a point:
latitude,longitude:

Measure

Distance:

Current Position:
30.437670,-90.232918
Last Clicked Position:

Use Ctrl-Click to
get the LRS ID and
logmile of a point.

Crashes Control-
Section 852-02
between logmiles 0.00
and 0.065
2014-01-01 to 2018-
12-31



bigger Lat/Long Formats: * dd . dddd dd : mm . mmm dd : mm : ss . s ddmms

updated crash data

LADOTD Crash List



LA 1085 at LA 22
Madisonville, St. Tammany Parish

Control-Section 852-02 between logmiles 0.00 and 0.065
2014-01-01 to 2018-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	
Total	2018			1	1	0	0	0	0													
Grand Total				15	14	0	1	0	1													

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

report generated by ladotdom00273801 on 8/6/2018 7:11:45 AM

updated crash data

LADOTD Crash List



LA 22 at LA 1085
Madisonville, St. Tammany Parish

Control-Section 261-05 between logmiles 0.75 and 0.85
2014-01-01 to 2018-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior
261-05	0.79	0022	61.70	1	0	0	1	0	1	2017-12-02	MV in Trans	Left Turn-f	2 vehicles	dry	20170047901	52	19	1	A	EW	IB
Total	2017			5	3	0	2	0	2												
261-05	0.79	0022	61.72	1	0	1	0	1	1	2018-01-10	MV in Trans	Rt Angle	2 vehicles	dry	20180005122	52	06	1	A	SW	IB
261-05	0.78	0022	61.71	1	0	0	1	0	2	2018-05-21	MV in Trans	Rear End	2 vehicles	dry	20180024272	52	15	1	A	EE	BA
261-05	0.78	0022	61.72	1	1	0	0	0	0	2018-07-17	MV in Trans	Rear End	2 vehicles	dry	180717062959782	52	16	1	C	SS	BA
Total	2018			3	1	1	1	1	3												
Grand Total				19	13	1	5	1	7												

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

report generated by ladotdom\00273801 on 8/6/2018 7:09:18 AM

updated crash data

LADOTD Crash List



LA 22 at LA 1085
Madisonville, St. Tammany Parish

Control-Section 261-05 between logmiles 0.75 and 0.85
2014-01-01 to 2018-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior
261-05	0.80	0022	61.67	1	1	0	0	0	0	2014-04-22	MV in Trans	S Swipe(sd)	2 vehicles	dry	20140016819	52	05	0	A	EE	GG
261-05	0.79	0022	61.66	1	0	0	1	0	1	2014-05-08	MV in Trans	Rear End	2 vehicles	dry	20140022856	52	12	1	A	WW	BP
261-05	0.79	0022	61.66	1	1	0	0	0	0	2014-08-25	Tree	Non Coll	Vertical fixed	dry	20140031896	52	23	1	A	S	G
Total	2014			3	2	0	1	0	1												
261-05	0.76	0022	61.69	1	0	0	1	0	1	2015-09-25	MV in Trans	Rear End	2 vehicles	dry	20150038837	52	07	0	A	EE	BA
261-05	0.77	0022	61.70	1	1	0	0	0	0	2015-10-26	Oth Non Coll	Non Coll	2 vehicles	wet	20150042383	52	12	1	A	SE	IG
261-05	0.78	0022	61.71	1	1	0	0	0	0	2015-12-01	MV in Trans	Rear End	2 vehicles	wet	20150031178	52	15	0	A	EE	QQ
Total	2015			3	2	0	1	0	1												
261-05	0.79	0022	61.72	1	1	0	0	0	0	2016-02-18	MV in Trans	Rear End	2 vehicles	dry	20160013412	52	13	1	A	EE	BM
261-05	0.81	0022	61.74	1	1	0	0	0	0	2016-03-27	Ditch	Non Coll	Other fixed	wet	20160014339	52	03	0	A	W	G
261-05	0.81	0022	61.75	1	1	0	0	0	0	2016-09-24	Oth Obj	Non Coll	Not fixed	dry	20160034060	52	05	0	A	W	G
261-05	0.78	0022	61.71	1	1	0	0	0	0	2016-11-11	MV in Trans	Rear End	2 vehicles	dry	20160045626	52	21	1	A	EE	QQ
261-05	0.78	0022	61.72	1	1	0	0	0	0	2016-11-25	MV in Trans	Rear End	Commercial	dry	20160046709	52	09	0	A	EE	BA
Total	2016			5	5	0	0	0	0												
261-05	0.79	0022	61.69	1	1	0	0	0	0	2017-01-28	MV in Trans	Rear End	2 vehicles	dry	20170009931	52	13	1	A	EE	BA
261-05	0.81	0022	61.72	1	0	0	1	0	1	2017-04-09	MV in Trans	Left Turn-f	2 vehicles	dry	20170017230	52	11	1	A	EW	IB
261-05	0.78	0022	61.69	1	1	0	0	0	0	2017-06-14	Ditch	Non Coll	Other fixed	wet	20170023367	52	11	1	A	E	I
261-05	0.79	0022	61.70	1	1	0	0	0	0	2017-06-15	MV in Trans	Rt Angle	2 vehicles	dry	20170028572	52	07	1	A	SW	IB

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

Crash happened @ Madison LaFitt + Beebe Trace

Preliminary Layout

8/6/2018

Map Crashes

Updated crash data



Map Crashes

Add a point:
latitude,longitude:

Measure
Distance:

Current Position:
30.437570,-90.229864
Last Clicked Position:

Use Ctrl-Click to
get the LRS ID and
logmile of a point.

Crashes Control-
Section 261-05
between logmiles 0.75
and 0.85
2014-01-01 to 2018-
12-31

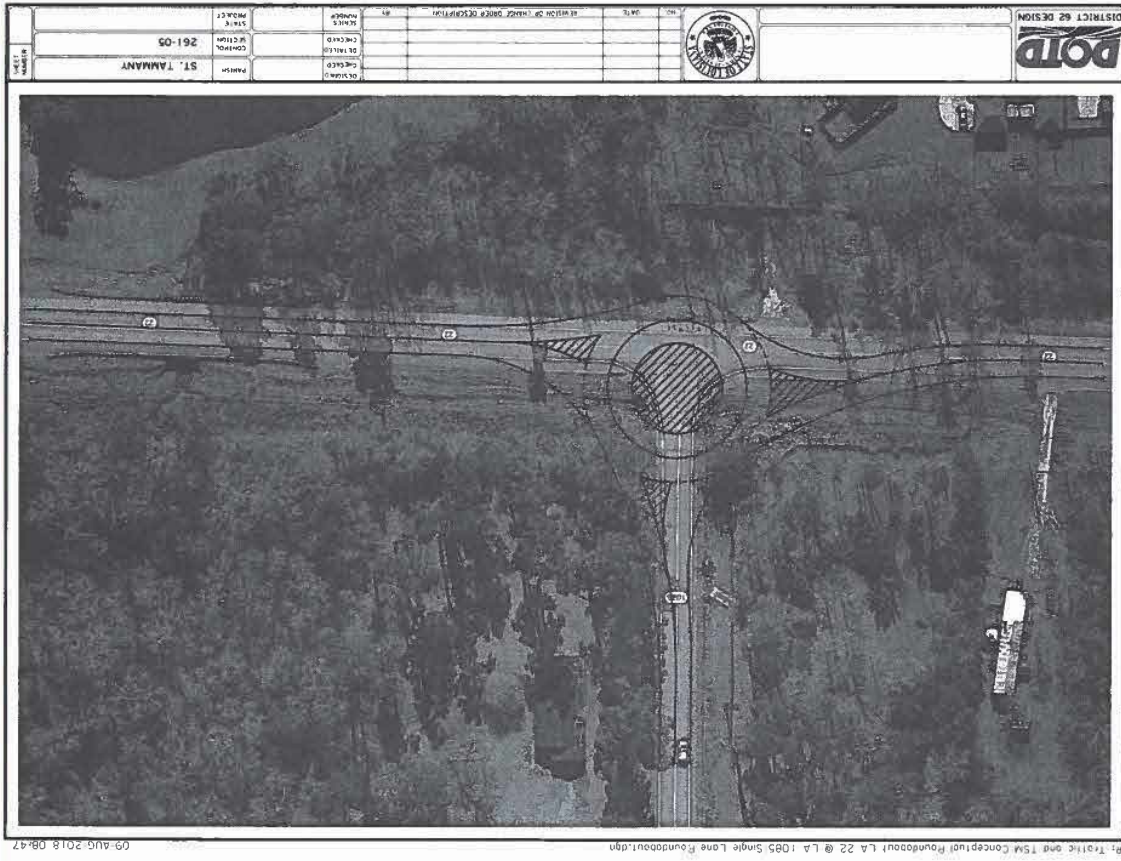


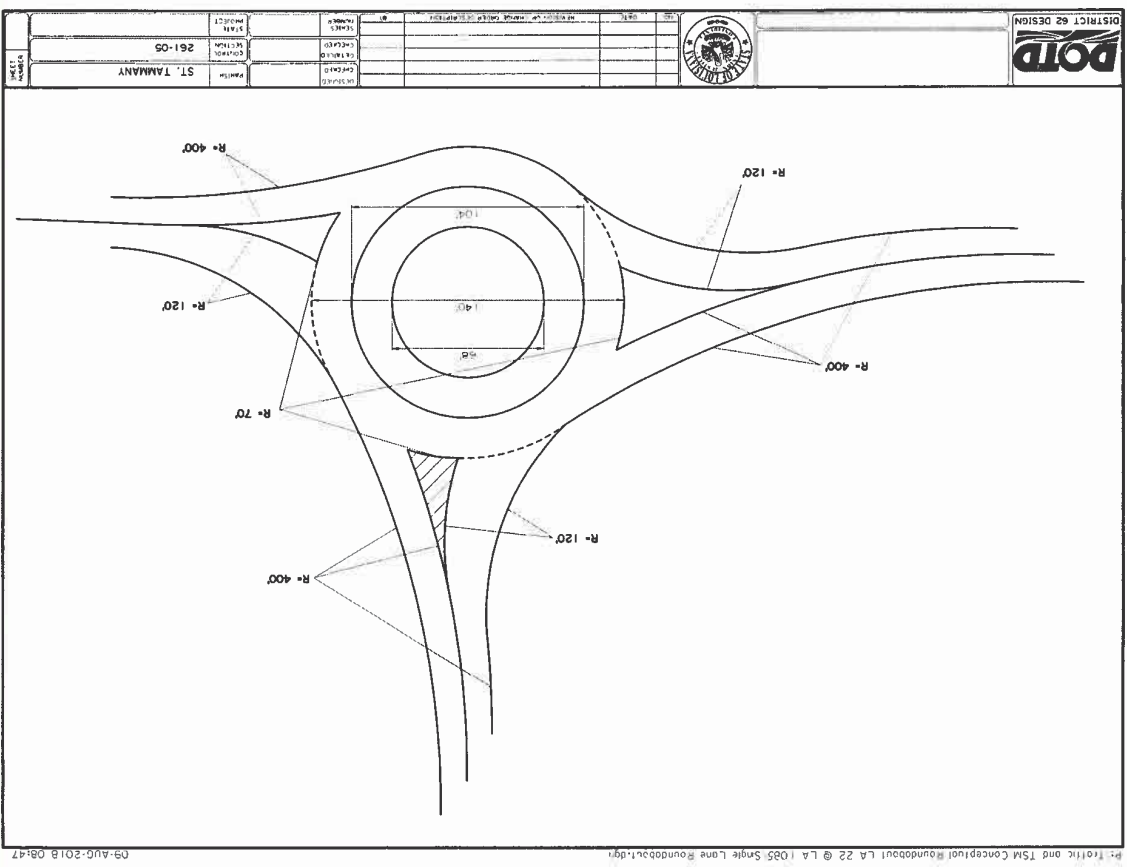
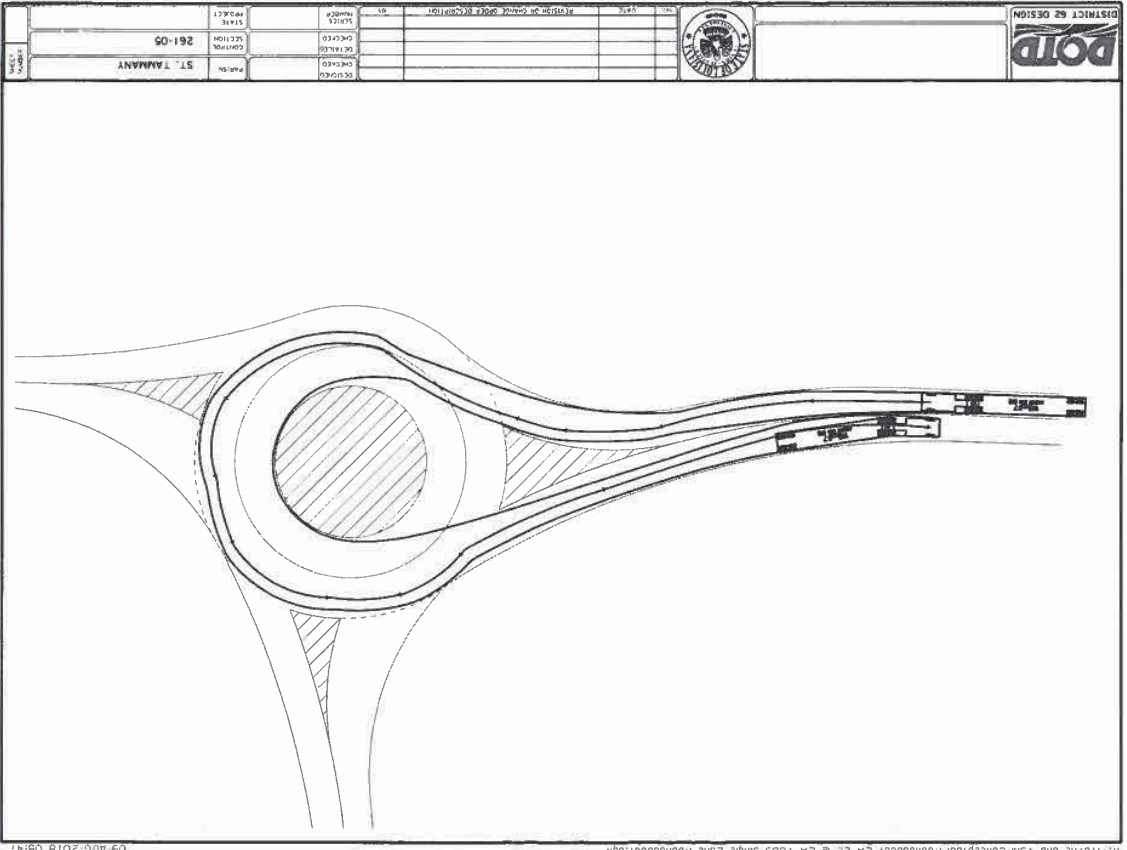
[bigger](#) Lat/Long Formats: * dd . dddd dd : mm . mmm dd : mm : ss . s ddmms

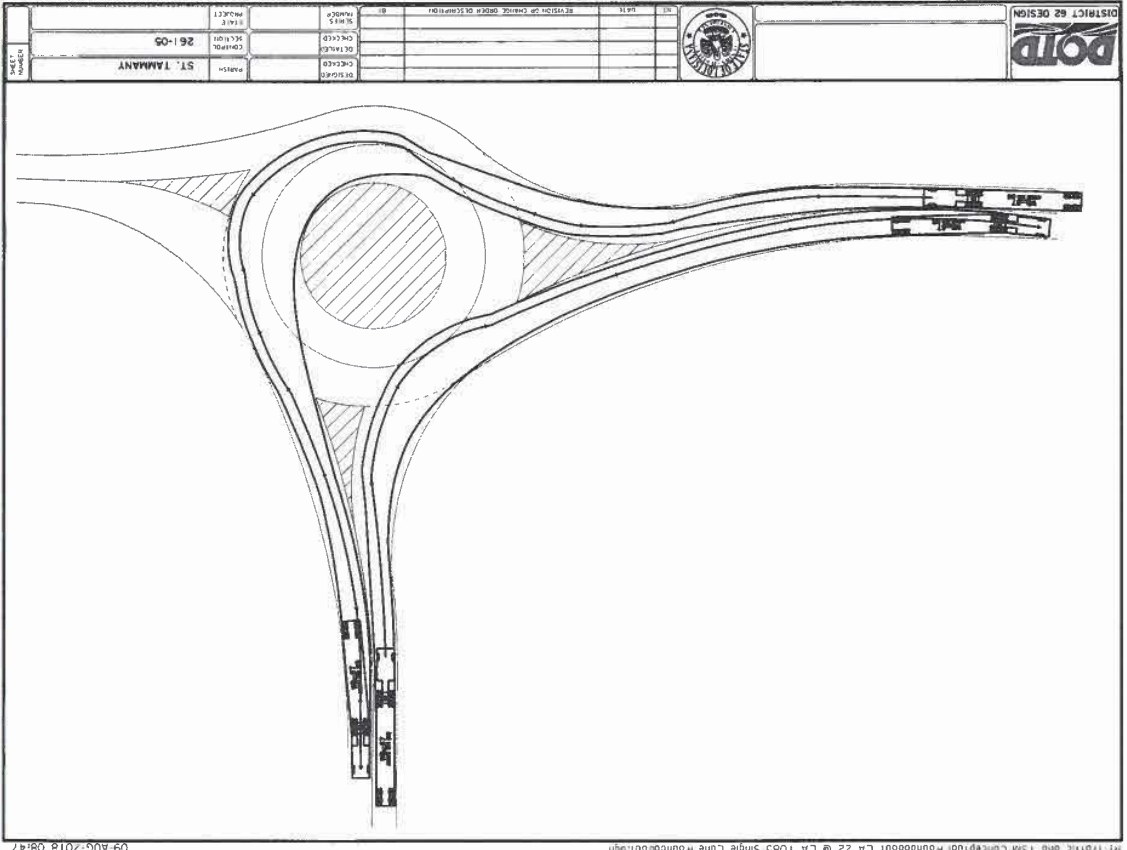
LA 22/LA 1085 Roundabout

Roundabout Conceptual Layout Notes

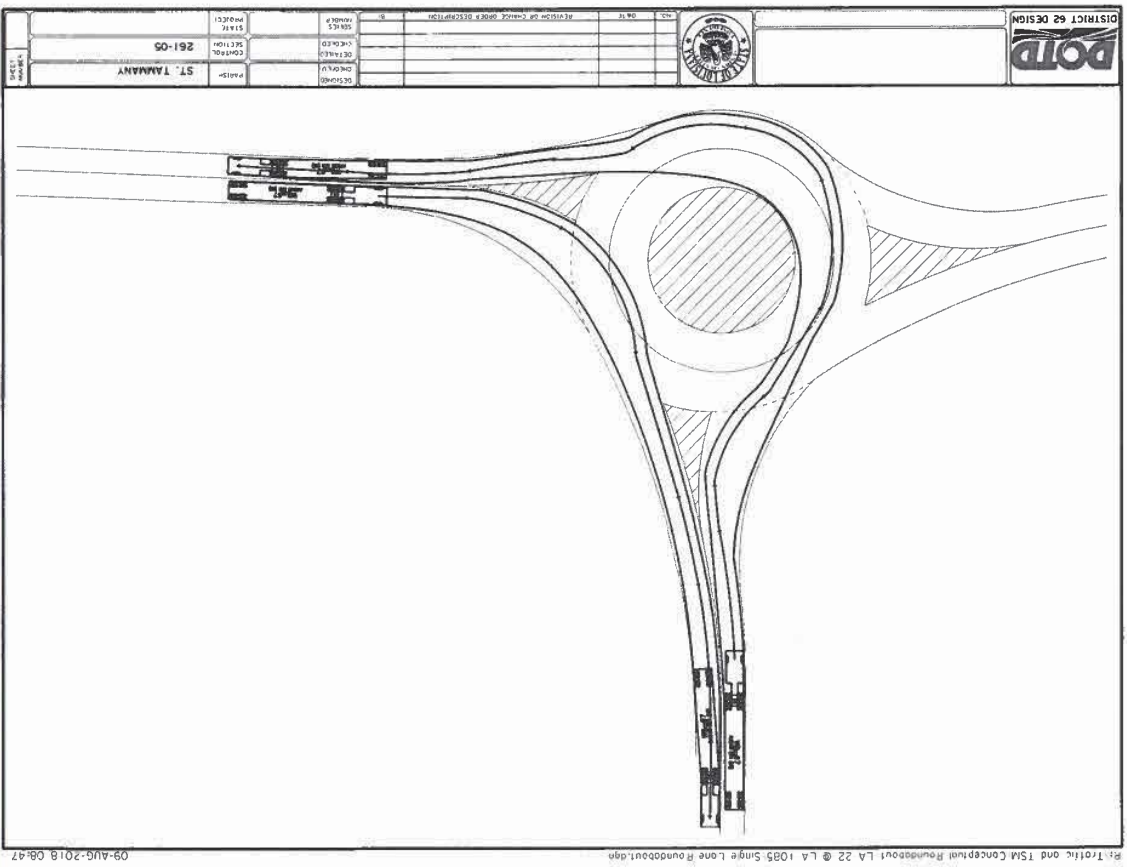
- The appropriate geometry is labelled on the conceptual drawing.
- There are no known existing horizontal or vertical geometry issues.
- The approximate right of way width for LA 22 at this location is 90'. The approximate right of way width for LA 1085 at this location is 80'. Right of way will need to be acquired for this project to be feasible. The information available is too limited to show apparent right of way on the conceptual drawing.
- There are three private drives and one subdivision entrance in the vicinity of the existing intersection.
- There are overhead utilities that are likely at the edge of right of way, but nothing else is visually apparent. Underground utilities are likely, but unknown.
- There are no sidewalks in the area.
- The existing drainage is open ditch. No known existing drainage concerns in this area.







P1: Traffic and TSM Conceptual Roundabout LA 22 @ LA 1085 Single Lane Roundabout.dgn 09-AUG-2018 09:47



P1: Traffic and TSM Conceptual Roundabout LA 22 @ LA 1085 Single Lane Roundabout.dgn 09-AUG-2018 09:47

DISTRICT 62 DESIGN				NO. 10 DATE 11/11/18 REVISION OR CHANGE ORDER DESCRIPTION		NO. 10 DATE 11/11/18 REVISION OR CHANGE ORDER DESCRIPTION		NO. 10 DATE 11/11/18 REVISION OR CHANGE ORDER DESCRIPTION	
PROJECT	261-05	DATE	11/11/18	NO.	10	DATE	11/11/18	NO.	10
CLIENT	ST. TAMMANY	NO.	10	DATE	11/11/18	NO.	10	DATE	11/11/18
DESIGNER		NO.	10	DATE	11/11/18	NO.	10	DATE	11/11/18
CHECKER		NO.	10	DATE	11/11/18	NO.	10	DATE	11/11/18
APPROVER		NO.	10	DATE	11/11/18	NO.	10	DATE	11/11/18

DISTRICT 62 DESIGN				NO. 10 DATE 11/11/18 REVISION OR CHANGE ORDER DESCRIPTION		NO. 10 DATE 11/11/18 REVISION OR CHANGE ORDER DESCRIPTION		NO. 10 DATE 11/11/18 REVISION OR CHANGE ORDER DESCRIPTION	
PROJECT	261-05	DATE	11/11/18	NO.	10	DATE	11/11/18	NO.	10
CLIENT	ST. TAMMANY	NO.	10	DATE	11/11/18	NO.	10	DATE	11/11/18
DESIGNER		NO.	10	DATE	11/11/18	NO.	10	DATE	11/11/18
CHECKER		NO.	10	DATE	11/11/18	NO.	10	DATE	11/11/18
APPROVER		NO.	10	DATE	11/11/18	NO.	10	DATE	11/11/18

Sidra Analysis

Sidra Analysis Tables

LA 22 at LA 1085 Roundabout Report: Build Year						
PEAK	Alternative	v/c Ratio	Delay (s)	LOS	Queue (ft)	Build Year
AM	No Build	0.458	6.5	NA	89.5	3
	Two-Way Stop	0.274	3.5	NA	28.4	3
	Full-Access Signal Roundabout	0.431	10.4	B	244.9	3
PM	No Build	0.664	1.7	A	203.3	3
	Two-Way Stop	0.527	6.3	NA	100.6	3
	Full-Access Signal Roundabout	0.383	4.6	NA	64.8	3
PM	No Build	0.386	11.0	B	238.3	3
	Two-Way Stop	0.462	1.8	A	93.6	3
	Full-Access Signal Roundabout					

LA 22 at LA 1085 Roundabout Report: Design Year						
PEAK	Alternative	v/c Ratio	Delay (s)	LOS	Queue (ft)	Design Year
AM	No Build	0.904	17.9	NA	327.6	23
	Two-Way Stop	0.819	8.8	NA	115.6	23
	Full-Access Signal Roundabout	0.788	16.5	B	475.8	23
PM	No Build	0.935	5.3	A	690.7	23
	Two-Way Stop	1.096	30.5	NA	719.7	23
	Full-Access Signal Roundabout	0.749	9.9	NA	219.3	23
PM	No Build	0.586	14.9	B	413.4	23
	Two-Way Stop	0.661	3.7	A	174.2	23
	Full-Access Signal Roundabout					

LA 22 at LA 1085 Roundabout Report: Capacity						
PEAK	Alternative	v/c Ratio	Delay (s)	LOS	Queue (ft)	Capacity
AM	No Build	0.953	20.0	NA	354.4	24
	Two-Way Stop	0.993	12.1	NA	185.3	26
	Full-Access Signal Roundabout	0.972	29.4	C	662.3	26
PM	No Build	0.978	9.5	A	1013.5	25
	Two-Way Stop	0.972	20.2	NA	453.3	20
	Full-Access Signal Roundabout	0.976	20.1	NA	483.0	30
PM	No Build	0.972	25.7	C	637.2	35
	Two-Way Stop	0.983	15.6	B	597.2	33
	Full-Access Signal Roundabout					

No Build Geometry: Existing Configuration (Single-Lane Approaches)
 Two-Way Stop Geometry: EB Left-Turn Lane, SB Right-Turn Lane, & WB Right-Turn Lane
 Signal Geometry: EB Left Turn Lane; SB Right-Turn Lane, & WB Right-Turn Lane; 80s AM cycle & 80s PM cycle
 Roundabout Geometry: Single-Lane

LA 22 at LA 1085 Roundabout Report - DESIGN YEAR ANALYSIS

AM PEAK PERIOD			
Intersection LOS	Intersection Delay (s)	Analysis Year	Analysis Year
No Build	NA	17.9	23
Two-Way Stop	NA	8.8	23
Full-Access Signal	B	16.5	23
Roundabout	A	5.3	23

	Approach LOS				Approach v/c Ratio			
	LA 22 WB	LA 1085 SB	LA 22 EB	LA 1085 WB	LA 1085 SB	LA 22 EB	LA 1085 WB	LA 22 EB
No Build	NA	F	NA	0.259	0.904	0.725	0.375	0.788
Two-Way Stop	NA	E	NA	0.149	0.819	0.375	0.788	0.935
Full-Access Signal	A	B	C	0.253	0.223	0.788	0.935	0.935
Roundabout	A	A	A	0.578	0.282	0.935	0.935	0.935

	95th Percentile Queue Length (ft)											
	LA 22 WB				LA 1085 SB				LA 22 EB			
	Thru	Right	Overall	Left	Right	Overall	Left	Thru	Overall	Left	Thru	Overall
No Build	0.0	0.0	0.0	92.7	56.6	71.1	14.1	11.3	12.4	11.3	11.3	12.4
Two-Way Stop	0.0	0.0	0.0	103.5	11.5	48.3	7.1	0.0	2.8	7.1	0.0	2.8
Full-Access Signal	9.4	0.8	6.1	27.3	1.7	11.9	26.4	19.3	22.1	26.4	19.3	22.1
Roundabout	5.4	5.4	5.4	2.1	2.1	2.1	6.1	6.1	6.1	6.1	6.1	6.1

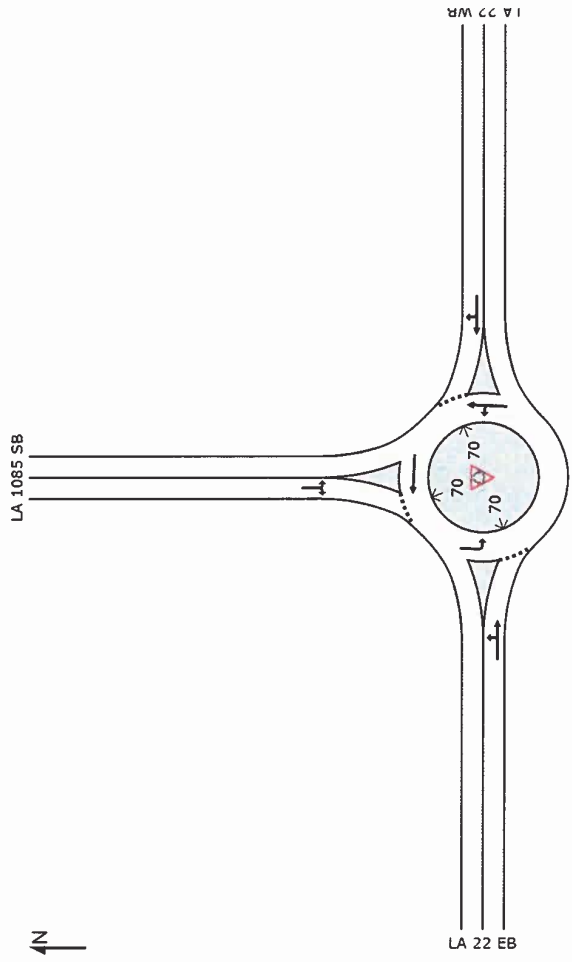
	PM PEAK PERIOD											
	LA 22 WB				LA 1085 SB				LA 22 EB			
	Thru	Right	Overall	Left	Right	Overall	Left	Thru	Overall	Left	Thru	Overall
No Build	0.0	0.0	0.0	274.5	274.5	274.5	327.6	327.6	327.6	327.6	327.6	327.6
Two-Way Stop	0.0	0.0	0.0	115.6	28.4	115.6	57.2	0.0	57.2	57.2	0.0	57.2
Full-Access Signal	141.2	19.9	141.2	86.7	30.7	86.7	384.1	475.8	475.8	384.1	475.8	475.8
Roundabout	142.0	142.0	142.0	49.0	49.0	49.0	690.7	690.7	690.7	690.7	690.7	690.7

	Intersection LOS				Intersection Delay (s)				Analysis Year			
	LA 22 WB	LA 1085 SB	LA 22 EB	LA 1085 WB	LA 22 WB	LA 1085 SB	LA 22 EB	LA 1085 WB	LA 22 WB	LA 1085 SB	LA 22 EB	LA 1085 WB
No Build	NA	F	NA	0.389	1.096	0.366	0.188	0.749	30.5	100.7	30.5	23
Two-Way Stop	NA	D	NA	0.301	0.749	0.188	0.188	0.188	9.9	32.4	9.9	23
Full-Access Signal	B	B	B	0.586	0.441	0.541	0.541	0.541	14.9	8.2	14.9	23
Roundabout	A	A	A	0.661	0.643	0.439	0.439	0.439	3.7	9.2	3.7	23

	95th Percentile Queue Length (ft)											
	LA 22 WB				LA 1085 SB				LA 22 EB			
Thru	Right	Overall	Left	Right	Overall	Left	Thru	Overall	Left	Thru	Overall	
No Build	0.1	0.1	0.1	121.6	100.7	105.1	7.7	5.2	6.1	7.7	5.2	6.1
Two-Way Stop	0.0	0.0	0.0	39.4	32.4	33.9	5.9	0.0	2.0	5.9	0.0	2.0
Full-Access Signal	17.1	0.7	13.9	22.2	8.2	11.2	32.6	13.1	19.7	32.6	13.1	19.7
Roundabout	2.2	2.2	2.2	9.2	9.2	9.2	0.9	0.9	0.9	9.2	0.9	0.9

	95th Percentile Queue Length (ft)											
	LA 22 WB				LA 1085 SB				LA 22 EB			
Thru	Right	Overall	Left	Right	Overall	Left	Thru	Overall	Left	Thru	Overall	
No Build	0.0	0.0	0.0	719.7	719.7	719.7	65.0	65.0	65.0	65.0	65.0	65.0
Two-Way Stop	0.0	0.0	0.0	55.5	219.3	219.3	20.0	0.0	20.0	20.0	0.0	20.0
Full-Access Signal	413.4	15.3	413.4	71.4	188.8	188.8	157.9	199.0	199.0	157.9	199.0	199.0
Roundabout	174.2	174.2	174.2	173.2	173.2	173.2	100.0	100.0	100.0	100.0	100.0	100.0

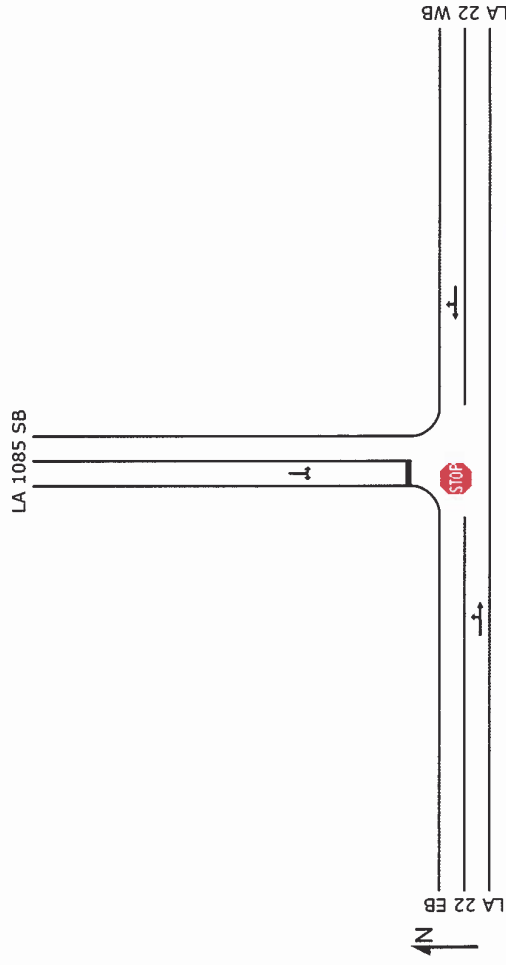
LA 22 at LA 1085 Roundabout Recommendation (Single-Lane)



LA 22 at LA 1085

No Build Alternative (Two-Way Stop)

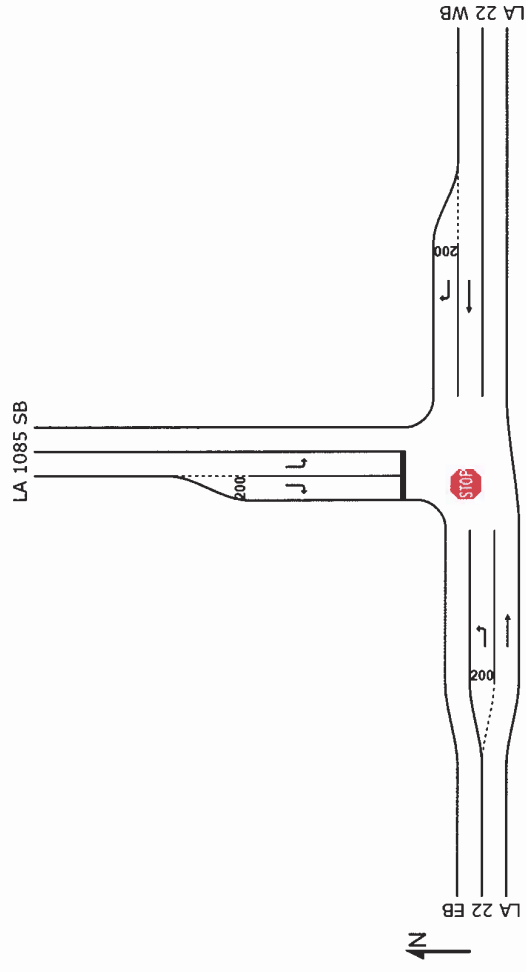
existing configuration (single-lane approaches)



LA 22 at LA 1085

Two-Way Stop Alternative

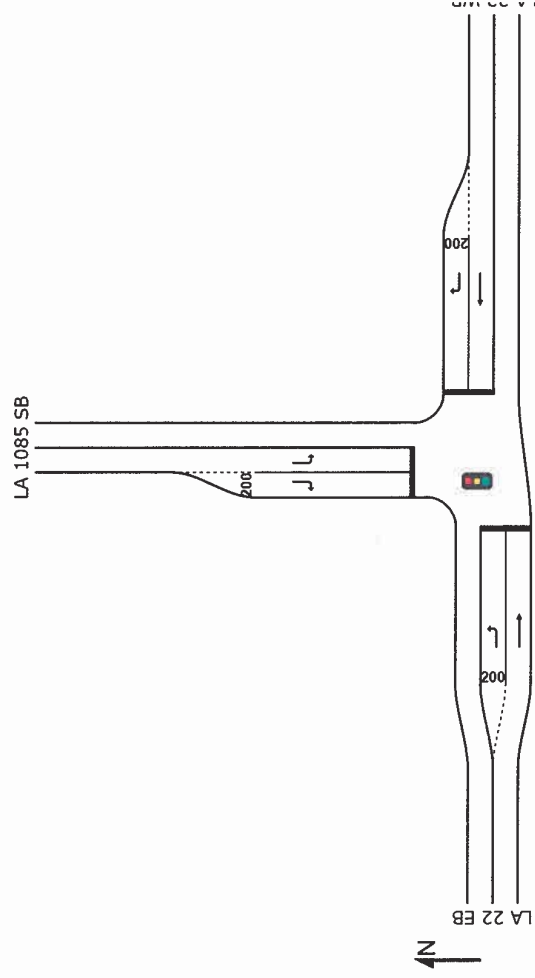
(EB Left-Turn Lane, SB Right-Turn Lane, & WB Right-Turn Lane)



LA 22 at LA 1085

Full-Access Signal Alternative

(EB Left-Turn Lane, SB Right-Turn Lane, & WB Right-Turn Lane)



Movement Summaries

MOVEMENT SUMMARY

Site: No Build - AM (Build Year)

LA 22 at LA 1085
 No Build Alternative: Two-Way Stop (Single Lane Approaches)
 LA 22 at LA 1085 Roundabout Report
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 3 years

Mov ID	OD Mov	Demand Flows			Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance ft	Prop Queued	Effective Stop Rate per veh	Average Speed mph
		Total veh/h	HV %	%								
East: LA 22 WB												
6	T1	185	3.0	0.175	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	51.3
16	R2	117	3.0	0.175	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	46.5
Approach		301	3.0	0.175	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.3
North: LA 1085 SB												
7	L2	69	3.0	0.369	31.6	LOS D	1.9	49.3	0.52	0.47	0.47	31.6
14	R2	104	3.0	0.369	7.4	LOS A	1.9	49.3	0.52	0.47	0.47	31.7
Approach		173	3.0	0.369	17.1	LOS C	1.9	49.3	0.52	0.47	0.47	31.7
West: LA 22 EB												
5	L2	277	3.0	0.458	8.0	LOS A	3.5	89.5	0.44	0.14	0.14	40.6
2	T1	426	3.0	0.458	5.7	LOS A	3.5	89.5	0.44	0.14	0.14	44.6
Approach		702	3.0	0.458	6.6	NA	3.5	89.5	0.44	0.14	0.14	42.9
All Vehicles		1177	3.0	0.458	6.5	NA	3.5	89.5	0.34	0.15	0.15	42.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010)

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional MT1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Atcalk and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Wednesday, October 11, 2017 2:30:38 PM
 Project: T162TrafficClearProjects\Internal Projects\Reports\LA 22 at LA 1085 (Bedico) Roundabout Report\Sidra Analysis\LA 22 at LA 1085 RAB Report - Sidra Analysis.spr

MOVEMENT SUMMARY

Site: Two-Way Stop - AM (Build Year)

LA 22 at LA 1085
 Two-Way Stop Alternative: Cadillac Design (EB LTL, SB RTL, & WB RTL)
 LA 22 at LA 1085 Roundabout Report
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 3 years

Mov ID	OD Mov	Demand Flows			Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance ft	Prop Queued	Effective Stop Rate per veh	Average Speed mph
		Total veh/h	HV %	%								
East: LA 22 WB												
6	T1	185	3.0	0.100	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	55.0
16	R2	117	3.0	0.075	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	42.5
Approach		301	3.0	0.100	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.3
North: LA 1085 SB												
7	L2	69	3.0	0.274	24.5	LOS C	1.1	28.4	0.80	0.83	0.83	28.9
14	R2	104	3.0	0.128	10.1	LOS B	0.6	16.2	0.42	0.27	0.27	35.1
Approach		173	3.0	0.274	15.9	LOS C	1.1	28.4	0.57	0.49	0.49	32.3
West: LA 22 EB												
5	L2	277	3.0	0.223	4.8	LOS A	1.0	26.9	0.41	0.29	0.29	38.9
2	T1	426	3.0	0.231	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	54.9
Approach		702	3.0	0.231	1.9	NA	1.0	26.9	0.16	0.11	0.11	47.2
All Vehicles		1177	3.0	0.274	3.5	NA	1.1	28.4	0.18	0.14	0.14	44.7

Level of Service (LOS) Method: Delay & v/c (HCM 2010)

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional MT1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Atcalk and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, October 02, 2017 5:30:56 AM
 Project: T162TrafficClearProjects\Internal Projects\Reports\LA 22 at LA 1085 (Bedico) Roundabout Report\Sidra Analysis\LA 22 at LA 1085 RAB Report - Sidra Analysis.spr

MOVEMENT SUMMARY

Site: Full-Access Signal - AM (Build Year)

LA 22 at LA 1085
 Full-Access Signal Alternative: Cadillac Design (EB LTL, SB RTL, & WB RTL)
 LA 22 at LA 1085 Roundabout Report
 Signals - Actuated Isolated Cycle Time = 80 seconds (User-Given Phase Times)
 Design Life Analysis (Final Year): Results for 3 years

Mov ID	CD	Level of Service	Average Delay	Deg Satn	95% Back of Queue	Prop Queued	Effective Stop Rate	Average Speed
			sec	v/c	Distance	ft	per veh	mph
East: LA 22 WB								
6	T1	LOS A	8.7	0.170	3.5	89.4	0.47	45.2
16	R2	LOS A	0.7	0.089	0.5	12.8	0.17	41.9
Approach								
		LOS A	5.6	0.170	3.5	89.4	0.35	43.9
North: LA 1085 SB								
7	L2	LOS C	26.2	0.150	2.2	56.8	0.78	28.2
14	R2	LOS A	1.1	0.104	0.6	16.2	0.21	41.6
Approach								
		LOS B	11.2	0.150	2.2	56.8	0.44	35.0
West: LA 22 EB								
5	L2	LOS B	14.2	0.431	7.1	181.0	0.62	33.4
2	T1	LOS B	10.9	0.393	9.6	244.9	0.56	43.3
Approach								
		LOS B	12.2	0.431	9.6	244.9	0.58	38.7
All Vehicles								
		LOS B	10.4	0.431	9.6	244.9	0.50	39.3

Level of Service (LOS) Method: Delay & v/c (HCM 2010)

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional IM1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, October 02, 2017 8:30:58 AM
 Project: T1627 TrafficClear/Projects/Internal/Projects/Reports/LA 22 at LA 1085 (Bedco) Roundabout Report/Sidra Analysis/LA 22 at LA 1085 RAB Report - Sidra Analysis.sigs

MOVEMENT SUMMARY

Site: Roundabout - AM (Build Year)

LA 22 at LA 1085
 Roundabout Alternative: Single Lane
 LA 22 at LA 1085 Roundabout Report
 Roundabout
 Design Life Analysis (Final Year): Results for 3 years

Mov ID	CD	Level of Service	Average Delay	Deg Satn	95% Back of Queue	Prop Queued	Effective Stop Rate	Average Speed
			sec	v/c	Distance	ft	per veh	mph
East: LA 22 WB								
6	T1	LOS A	2.7	0.362	2.4	62.3	0.62	42.2
16	R2	LOS A	2.7	0.362	2.4	62.3	0.62	41.1
Approach								
		LOS A	2.7	0.362	2.4	62.3	0.62	41.8
North: LA 1085 SB								
7	L2	LOS A	1.5	0.189	1.1	29.3	0.46	41.8
14	R2	LOS A	1.5	0.189	1.1	29.3	0.46	41.0
Approach								
		LOS A	1.5	0.189	1.1	29.3	0.46	41.3
West: LA 22 EB								
5	L2	LOS A	1.3	0.664	7.9	203.3	0.54	41.1
2	T1	LOS A	1.3	0.664	7.9	203.3	0.54	41.3
Approach								
		LOS A	1.3	0.664	7.9	203.3	0.54	41.2
All Vehicles								
		LOS A	1.7	0.664	7.9	203.3	0.55	41.3

Level of Service (LOS) Method: Delay & v/c (HCM 2010)

Roundabout LOS Method: Same as Signalised Intersections
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D)
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, October 02, 2017 8:31:00 AM
 Project: T1627 TrafficClear/Projects/Internal/Projects/Reports/LA 22 at LA 1085 (Bedco) Roundabout Report/Sidra Analysis/LA 22 at LA 1085 RAB Report - Sidra Analysis.sigs

MOVEMENT SUMMARY

Site: No Build - PM (Build Year)

LA 22 at LA 1085
 No Build Alternative: Two-Way Stop (Single Lane Approaches)
 LA 22 at LA 1085 Roundabout Report
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 3 years

Mov ID	OD Mov	Demand Flows - Vehicles			Deg Sat	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
		Total veh/h	HV %	%									
East: LA 22 WB													
6	T1	374	3.0	0.262	0.0	0.0	LOS A	0.0	0.0	0.00	0.00	53.0	
16	R2	92	3.0	0.262	0.0	0.0	LOS A	0.0	0.0	0.00	0.00	47.8	
Approach													
		466	3.0	0.262	0.0	0.0	NA	0.0	0.0	0.00	0.00	51.9	
North: LA 1085 SB													
7	L2	63	3.0	0.527	29.7	100.6	LOS D	3.9	100.6	0.69	0.77	31.2	
14	R2	234	3.0	0.527	15.2	100.6	LOS C	3.9	100.6	0.69	0.77	31.4	
Approach													
		298	3.0	0.527	18.3	100.6	LOS C	3.9	100.6	0.69	0.77	31.3	
West: LA 22 EB													
5	L2	112	3.0	0.224	5.7	26.4	LOS A	1.0	26.4	0.37	0.10	42.7	
2	T1	218	3.0	0.224	3.5	26.4	LOS A	1.0	26.4	0.37	0.10	47.2	
Approach													
		330	3.0	0.224	4.3	26.4	NA	1.0	26.4	0.37	0.10	45.6	
All Vehicles		1094	3.0	0.527	6.3	NA	NA	3.9	100.6	0.30	0.24	42.5	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Wednesday, October 11, 2017 2:30:39 PM
 Project: T162TrafficClearProjectsInternalProjectsReportsLA22 at LA 1085 (Bedico) Roundabout ReportSidra AnalysisLA 22 at LA 1085 RAB Report - Sidra Analysis.spp

MOVEMENT SUMMARY

Site: Two-Way Stop - PM (Build Year)

LA 22 at LA 1085
 Two-Way Stop Alternative: Cadillac Design (EB LTL, SB RTL, & WB RTL)
 LA 22 at LA 1085 Roundabout Report
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 3 years

Mov ID	OD Mov	Demand Flows - Vehicles			Deg Sat	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
		Total veh/h	HV %	%									
East: LA 22 WB													
6	T1	374	3.0	0.203	0.0	0.0	LOS A	0.0	0.0	0.00	0.00	54.9	
16	R2	92	3.0	0.059	0.0	0.0	LOS A	0.0	0.0	0.00	0.00	42.5	
Approach													
		466	3.0	0.203	0.0	0.0	NA	0.0	0.0	0.00	0.00	51.9	
North: LA 1085 SB													
7	L2	63	3.0	0.187	18.1	18.6	LOS C	0.7	18.6	0.71	0.71	31.4	
14	R2	234	3.0	0.383	14.5	64.8	LOS B	2.5	64.8	0.67	0.66	33.1	
Approach													
		298	3.0	0.383	15.2	64.8	LOS C	2.5	64.8	0.68	0.67	32.7	
West: LA 22 EB													
5	L2	112	3.0	0.104	4.2	11.0	LOS A	0.4	11.0	0.46	0.35	39.3	
2	T1	218	3.0	0.118	0.0	0.0	LOS A	0.0	0.0	0.00	0.00	55.0	
Approach													
		330	3.0	0.118	1.4	11.0	NA	0.4	11.0	0.16	0.12	48.4	
All Vehicles		1094	3.0	0.383	4.6	NA	NA	2.5	64.8	0.23	0.22	43.9	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, October 02, 2017 8:30:57 AM
 Project: T162TrafficClearProjectsInternalProjectsReportsLA22 at LA 1085 (Bedico) Roundabout ReportSidra AnalysisLA 22 at LA 1085 RAB Report - Sidra Analysis.spp

MOVEMENT SUMMARY

Site: Full-Access Signal - PM (Build Year)

LA 22 at LA 1085
 Full-Access Signal Alternative: Cadillac Design (EB LTL, SB RTL, & WB RTL)
 LA 22 at LA 1085 Roundabout Report
 Signals - Actuated Isolated Cycle Time = 80 seconds (User-Given Phase Times)
 Design Life Analysis (Final Year): Results for 3 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	374	3.0	0.386	13.8	LOS B	9.3	238.3	0.62	0.54	41.0
16	R2	92	3.0	0.072	0.6	LOS A	0.4	9.9	0.16	0.13	41.9
Approach		466	3.0	0.386	11.2	LOS B	9.3	238.3	0.53	0.46	41.2
North: LA 1085 SB											
7	L2	63	3.0	0.111	21.5	LOS C	1.8	47.0	0.71	0.55	30.1
14	R2	234	3.0	0.262	3.2	LOS A	2.7	69.6	0.35	0.30	40.0
Approach		298	3.0	0.262	7.1	LOS A	2.7	69.6	0.43	0.36	37.4
West: LA 22 EB											
5	L2	112	3.0	0.256	19.1	LOS B	3.2	80.8	0.68	0.56	31.1
2	T1	218	3.0	0.225	11.9	LOS B	4.9	124.3	0.56	0.47	42.5
Approach		330	3.0	0.256	14.3	LOS B	4.9	124.3	0.60	0.50	37.8
All Vehicles		1094	3.0	0.386	11.0	LOS B	9.3	238.3	0.52	0.44	39.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, October 02, 2017 6:30:59 AM

Project: T162 Traffic/Clear/Projects/Internal/Projects/Reports/LA 22 at LA 1085 (Bedico) Roundabout Report/Sidra Analysis/LA 22 at LA 1085 RAB Report - Sidra Analysis.sjpb

MOVEMENT SUMMARY

Site: Roundabout - PM (Build Year)

LA 22 at LA 1085
 Roundabout Alternative: Single-Lane
 LA 22 at LA 1085 Roundabout Report
 Roundabout
 Design Life Analysis (Final Year): Results for 3 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	374	3.0	0.462	1.3	LOS A	3.7	93.6	0.47	0.28	42.7
16	R2	92	3.0	0.462	1.3	LOS A	3.7	93.6	0.47	0.28	41.6
Approach		466	3.0	0.462	1.3	LOS A	3.7	93.6	0.47	0.28	42.4
North: LA 1085 SB											
7	L2	63	3.0	0.394	3.7	LOS A	2.6	67.0	0.69	0.59	41.0
14	R2	234	3.0	0.394	3.7	LOS A	2.6	67.0	0.69	0.59	40.2
Approach		298	3.0	0.394	3.7	LOS A	2.6	67.0	0.69	0.59	40.4
West: LA 22 EB											
5	L2	112	3.0	0.311	0.6	LOS A	2.3	58.7	0.32	0.15	42.0
2	T1	218	3.0	0.311	0.6	LOS A	2.3	58.7	0.32	0.15	42.2
Approach		330	3.0	0.311	0.6	LOS A	2.3	58.7	0.32	0.15	42.1
All Vehicles		1094	3.0	0.462	1.8	LOS A	3.7	93.6	0.49	0.33	41.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik, M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, October 02, 2017 8:33:12 AM

Project: T162 Traffic/Clear/Projects/Internal/Projects/Reports/LA 22 at LA 1085 (Bedico) Roundabout Report/Sidra Analysis/LA 22 at LA 1085 RAB Report - Sidra Analysis.sjpb

MOVEMENT SUMMARY

Site: No Build - AM (Design Year)

LA 22 at LA 1085
 No Build Alternative: Two-Way Stop (Single Lane Approaches)
 LA 22 at LA 1085 Roundabout Report
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	274	3.0	0.259	0.0	LOS A	0.0	0.0	0.00	0.00	51.3	
16	R2	173	3.0	0.259	0.0	LOS A	0.0	0.0	0.00	0.00	46.4	
Approach												49.3
North: LA 1085 SB												
7	L2	103	3.0	0.904	92.7	LOS F	10.7	274.5	0.77	1.20	17.9	
14	R2	154	3.0	0.904	56.6	LOS F	10.7	274.5	0.77	1.20	18.0	
Approach												18.0
West: LA 22 EB												
5	L2	411	3.0	0.725	14.1	LOS B	12.8	327.6	0.83	0.37	36.7	
2	T1	632	3.0	0.725	11.3	LOS B	12.8	327.6	0.83	0.37	39.9	
Approach												38.6
All Vehicles												34.6

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional MT.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Atceilk and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Wednesday, October 11, 2017 2:29:26 PM
 Project: T:\62TrafficClear\Projects\Internal\Projects\Reports\LA 22 at LA 1085 (Redico) Roundabout Report\Sidra Analysis\LA 22 at LA 1085 RAB Report - Sidra Analysis.sfp6

MOVEMENT SUMMARY

Site: Two-Way Stop - AM (Design Year)

LA 22 at LA 1085
 Two-Way Stop Alternative: Cadillac Design (EB LTL, SB RTL, & WB RTL)
 LA 22 at LA 1085 Roundabout Report
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 23 years

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
East: LA 22 WB												
6	T1	274	3.0	0.149	0.0	LOS A	0.0	0.0	0.00	0.00	55.0	
16	R2	173	3.0	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	42.5	
Approach												49.3
North: LA 1085 SB												
7	L2	103	3.0	0.819	103.5	LOS F	4.5	115.6	0.97	1.17	14.3	
14	R2	154	3.0	0.217	11.5	LOS B	1.1	28.4	0.53	0.42	34.5	
Approach												22.0
West: LA 22 EB												
5	L2	411	3.0	0.375	7.1	LOS A	2.2	57.2	0.56	0.50	37.4	
2	T1	632	3.0	0.343	0.0	LOS A	0.0	0.0	0.00	0.00	54.9	
Approach												46.3
All Vehicles												40.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional MT.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Atceilk and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, October 02, 2017 8:33:22 AM
 Project: T:\62TrafficClear\Projects\Internal\Projects\Reports\LA 22 at LA 1085 (Redico) Roundabout Report\Sidra Analysis\LA 22 at LA 1085 RAB Report - Sidra Analysis.sfp6

MOVEMENT SUMMARY

Site: Full-Access Signal - AM (Design Year)

LA 22 at LA 1085
 Full-Access Signal Alternative: Cadillac Design (EB LTL, SB RTL, & WB RTL)
 LA 22 at LA 1085 Roundabout Report
 Signals - Actuated Isolated Cycle Time = 80 seconds (User-Given Phase Times)
 Design Life Analysis (Final Year): Results for 23 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	274	3.0	0.253	9.4	LOS A	5.5	141.2	0.50	0.43	44.6
16	R2	173	3.0	0.132	0.8	LOS A	0.8	19.9	0.17	0.15	41.9
Approach											
		447	3.0	0.253	6.1	LOS A	5.5	141.2	0.38	0.32	43.5
North: LA 1085 SB											
7	L2	103	3.0	0.223	27.3	LOS C	3.4	86.7	0.80	0.64	27.9
14	R2	154	3.0	0.166	1.7	LOS A	1.2	30.7	0.25	0.21	41.1
Approach											
		257	3.0	0.223	11.9	LOS B	3.4	86.7	0.47	0.38	34.6
West: LA 22 EB											
5	L2	411	3.0	0.753	26.4	LOS C	15.0	384.1	0.83	0.74	28.2
2	T1	632	3.0	0.788	19.3	LOS B	18.6	475.8	0.66	0.59	37.2
Approach											
		1044	3.0	0.788	22.1	LOS C	18.6	475.8	0.73	0.65	33.0
All Vehicles											
		1748	3.0	0.788	16.5	LOS B	18.6	475.8	0.60	0.53	35.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010)

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2009-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, October 02, 2017 8:33:25 AM

Project: T1621 Traffic/Clear/Projects/Internal/Projects/Reports/LA 22 at LA 1085 (Bedco) Roundabout Report/Sidra Analysis/LA 22 at LA 1085 RAB Report - Sidra Analysis.spp

MOVEMENT SUMMARY

Site: Roundabout - AM (Design Year)

LA 22 at LA 1085
 Roundabout Alternative: Single Lane
 LA 22 at LA 1085 Roundabout Report
 Roundabout
 Design Life Analysis (Final Year): Results for 23 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	274	3.0	0.578	5.4	LOS A	5.5	142.0	0.86	0.80	40.5
16	R2	173	3.0	0.578	5.4	LOS A	5.5	142.0	0.86	0.80	39.5
Approach											
		447	3.0	0.578	5.4	LOS A	5.5	142.0	0.86	0.80	40.1
North: LA 1085 SB											
7	L2	103	3.0	0.282	2.1	LOS A	1.9	49.0	0.60	0.44	41.4
14	R2	154	3.0	0.282	2.1	LOS A	1.9	49.0	0.60	0.44	40.6
Approach											
		257	3.0	0.282	2.1	LOS A	1.9	49.0	0.60	0.44	40.9
West: LA 22 EB											
5	L2	411	3.0	0.935	6.1	LOS A	27.0	690.7	1.00	0.63	38.6
2	T1	632	3.0	0.935	6.1	LOS A	27.0	690.7	1.00	0.63	38.8
Approach											
		1044	3.0	0.935	6.1	LOS A	27.0	690.7	1.00	0.63	38.7
All Vehicles											
		1748	3.0	0.935	5.3	LOS A	27.0	690.7	0.91	0.65	39.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010)

Roundabout LOS Method: Same as Signalised Intersections

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard

SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2009-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, October 02, 2017 8:33:27 AM

Project: T1621 Traffic/Clear/Projects/Internal/Projects/Reports/LA 22 at LA 1085 (Bedco) Roundabout Report/Sidra Analysis/LA 22 at LA 1085 RAB Report - Sidra Analysis.spp

MOVEMENT SUMMARY

Site: No Build - PM (Design Year)

LA 22 at LA 1085
 No Build Alternative: Two-Way Stop (Single Lane Approaches)
 LA 22 at LA 1085 Roundabout Report
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 23 years

Mov ID	OD Mov	Demand Flows - Vehicles			Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
		Total veh/h	HV %	%								
East: LA 22 WB												
6	T1	555	3.0	0.389	0.1	LOS A	0.0	0.0	0.0	0.00	0.00	52.9
16	R2	137	3.0	0.389	0.1	LOS A	0.0	0.0	0.0	0.00	0.00	47.8
Approach												
		692	3.0	0.389	0.1	NA	0.0	0.0	0.0	0.00	0.00	51.8
North: LA 1085 SB												
7	L2	94	3.0	1.096	121.6	LOS F	28.1	719.7	1.00	2.09	2.09	14.1
14	R2	348	3.0	1.096	100.7	LOS F	28.1	719.7	1.00	2.09	2.09	14.1
Approach												
		442	3.0	1.096	105.1	LOS F	28.1	719.7	1.00	2.09	2.09	14.1
West: LA 22 EB												
5	L2	166	3.0	0.366	7.7	LOS A	2.5	65.0	0.52	0.19	0.19	41.3
2	T1	324	3.0	0.366	5.2	LOS A	2.5	65.0	0.52	0.19	0.19	45.4
Approach												
		490	3.0	0.366	6.1	NA	2.5	65.0	0.52	0.19	0.19	43.9
All Vehicles												
		1625	3.0	1.096	30.5	NA	28.1	719.7	0.43	0.62	0.62	29.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional IM1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Wednesday, October 11, 2017 2:29:32 PM

Project: T162 Traffic/Clearing/Projects/Internal Projects/Reports/LA 22 at LA 1085 (Bedico) Roundabout Report/Sidra Analysis/LA 22 at LA 1085 RAB Report - Sidra Analysis.spp

MOVEMENT SUMMARY

Site: Two-Way Stop - PM (Design Year)

LA 22 at LA 1085
 Two-Way Stop Alternative: Cadillac Design (EB LTL, SB RTL, & WB RTL)
 LA 22 at LA 1085 Roundabout Report
 Stop (Two-Way)
 Design Life Analysis (Final Year): Results for 23 years

Mov ID	OD Mov	Demand Flows - Vehicles			Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
		Total veh/h	HV %	%								
East: LA 22 WB												
6	T1	555	3.0	0.301	0.0	LOS A	0.0	0.0	0.00	0.00	54.9	
16	R2	137	3.0	0.088	0.0	LOS A	0.0	0.0	0.00	0.00	42.5	
Approach												
		692	3.0	0.301	0.0	NA	0.0	0.0	0.00	0.00	51.9	
North: LA 1085 SB												
7	L2	94	3.0	0.482	39.4	LOS E	2.2	55.5	0.89	0.96	24.2	
14	R2	348	3.0	0.749	32.4	LOS D	8.6	219.3	0.89	1.19	26.2	
Approach												
		442	3.0	0.749	33.9	LOS D	8.6	219.3	0.89	1.14	25.8	
West: LA 22 EB												
5	L2	166	3.0	0.188	5.9	LOS A	0.8	20.0	0.57	0.52	38.1	
2	T1	324	3.0	0.176	0.0	LOS A	0.0	0.0	0.00	0.00	55.0	
Approach												
		490	3.0	0.188	2.0	NA	0.8	20.0	0.19	0.18	47.8	
All Vehicles												
		1625	3.0	0.749	9.9	NA	8.6	219.3	0.30	0.36	39.9	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional IM1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, October 02, 2017 8:32:24 AM

Project: T162 Traffic/Clearing/Projects/Internal Projects/Reports/LA 22 at LA 1085 (Bedico) Roundabout Report/Sidra Analysis/LA 22 at LA 1085 RAB Report - Sidra Analysis.spp

MOVEMENT SUMMARY

Site: Full-Access Signal - PM (Design Year)

LA 22 at LA 1085
 Full-Access Signal Alternative: Cadillac Design (EB LTL, SB RTL, & WB RTL)
 LA 22 at LA 1085 Roundabout Report
 Signals - Actuated Isolated Cycle Time = 80 seconds (User-Given Phase Times)
 Design Life Analysis (Final Year): Results for 23 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	555	3.0	0.566	17.1	LOS B	16.1	413.4	0.72	0.64	38.6
16	R2	137	3.0	0.107	0.7	LOS A	0.6	15.3	0.17	0.14	41.9
Approach		692	3.0	0.566	13.9	LOS B	16.1	413.4	0.61	0.54	39.2
North: LA 1085 SB											
7	L2	94	3.0	0.165	22.2	LOS C	2.8	71.4	0.73	0.58	29.8
14	R2	348	3.0	0.441	8.2	LOS A	7.4	188.8	0.59	0.52	36.7
Approach		442	3.0	0.441	11.2	LOS B	7.4	188.8	0.62	0.53	35.0
West: LA 22 EB											
5	L2	166	3.0	0.541	32.6	LOS C	6.2	157.9	0.85	0.71	26.1
2	T1	324	3.0	0.335	13.1	LOS B	7.8	199.0	0.60	0.52	41.5
Approach		490	3.0	0.541	19.7	LOS B	7.8	199.0	0.68	0.58	34.6
All Vehicles		1625	3.0	0.586	14.9	LOS B	16.1	413.4	0.63	0.55	36.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, October 02, 2017 8:32:26 AM
 Project: TW62TrafficClearanceProjectInternal\Projects\Reports\LA 22 at LA 1085 (Bedico) Roundabout Report\Sidra Analysis\LA 22 at LA 1085 RAB Report - Sidra Analysis.spp

MOVEMENT SUMMARY

Site: Roundabout - PM (Design Year)

LA 22 at LA 1085
 Roundabout Alternative: Single-Lane
 LA 22 at LA 1085 Roundabout Report
 Roundabout
 Design Life Analysis (Final Year): Results for 23 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	555	3.0	0.661	2.2	LOS A	6.8	174.2	0.70	0.48	41.6
16	R2	137	3.0	0.661	2.2	LOS A	6.8	174.2	0.70	0.48	40.6
Approach		692	3.0	0.661	2.2	LOS A	6.8	174.2	0.70	0.48	41.4
North: LA 1085 SB											
7	L2	94	3.0	0.643	9.2	LOS A	6.8	173.2	0.93	0.98	37.3
14	R2	348	3.0	0.643	9.2	LOS A	6.8	173.2	0.93	0.98	36.6
Approach		442	3.0	0.643	9.2	LOS A	6.8	173.2	0.93	0.98	36.7
West: LA 22 EB											
5	L2	166	3.0	0.439	0.9	LOS A	3.9	100.0	0.45	0.24	41.5
2	T1	324	3.0	0.439	0.9	LOS A	3.9	100.0	0.45	0.24	41.7
Approach		490	3.0	0.439	0.9	LOS A	3.9	100.0	0.45	0.24	41.6
All Vehicles		1625	3.0	0.661	3.7	LOS A	6.8	174.2	0.89	0.55	40.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, October 02, 2017 8:32:29 AM
 Project: TW62TrafficClearanceProjectInternal\Projects\Reports\LA 22 at LA 1085 (Bedico) Roundabout Report\Sidra Analysis\LA 22 at LA 1085 RAB Report - Sidra Analysis.spp

MOVEMENT SUMMARY

Site: No Build - AM (Capacity)

LA 22 at LA 1085
 No Build Alternative: Two-Way Stop (Single Lane Approaches)
 LA 22 at LA 1085 Roundabout Report
 Stop (Two-Way)
 Design Life Analysis (Capacity): Results for 24 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	280	3.0	0.265	0.0	LOS A	0.0	0.0	0.00	0.00	51.3
16	R2	177	3.0	0.265	0.0	LOS A	0.0	0.0	0.00	0.00	46.4
Approach											
		456	3.0	0.265	0.0	NA	0.0	0.0	0.00	0.00	49.3
North: LA 1085 SB											
7	L2	105	3.0	0.953	105.4	LOS F	12.7	324.3	0.78	1.31	16.3
14	R2	157	3.0	0.953	68.3	LOS F	12.7	324.3	0.78	1.31	16.4
Approach											
		262	3.0	0.953	83.1	LOS F	12.7	324.3	0.78	1.31	16.4
West: LA 22 EB											
5	L2	420	3.0	0.742	14.8	LOS B	13.8	354.4	0.86	0.39	36.3
2	T1	645	3.0	0.742	11.9	LOS B	13.8	354.4	0.86	0.39	39.4
Approach											
		1065	3.0	0.742	13.1	NA	13.8	354.4	0.86	0.39	38.1
All Vehicles											
		1783	3.0	0.953	20.0	NA	13.8	354.4	0.63	0.43	33.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Wednesday, October 11, 2017 2:30:23 PM
 Project: T1627Traffic/Projects/Internal/Projects/Reports/LA 22 at LA 1085 (Bedco) Roundabout Report/Sidra Analysis/LA 22 at LA 1085 RAB Report - Sidra Analysis.spp

MOVEMENT SUMMARY

Site: Two-Way Stop - AM (Capacity)

LA 22 at LA 1085
 Two-Way Stop Alternative: Cadillac Design (EB LTL, SB RTL, & WB RTL)
 LA 22 at LA 1085 Roundabout Report
 Stop (Two-Way)
 Design Life Analysis (Capacity): Results for 26 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	291	3.0	0.158	0.0	LOS A	0.0	0.0	0.00	0.00	55.0
16	R2	184	3.0	0.118	0.0	LOS A	0.0	0.0	0.00	0.00	42.5
Approach											
		475	3.0	0.158	0.0	NA	0.0	0.0	0.00	0.00	49.3
North: LA 1085 SB											
7	L2	109	3.0	0.993	157.0	LOS F	7.2	185.3	1.00	1.33	10.6
14	R2	164	3.0	0.236	11.8	LOS B	1.2	31.1	0.55	0.45	34.3
Approach											
		273	3.0	0.993	69.9	LOS F	7.2	185.3	0.73	0.80	18.1
West: LA 22 EB											
5	L2	437	3.0	0.408	7.7	LOS A	2.6	67.2	0.59	0.55	37.0
2	T1	671	3.0	0.364	0.0	LOS A	0.0	0.0	0.00	0.00	54.9
Approach											
		1108	3.0	0.408	3.1	NA	2.6	67.2	0.23	0.22	46.1
All Vehicles											
		1855	3.0	0.993	12.1	NA	7.2	185.3	0.25	0.25	38.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, October 02, 2017 6:38:43 AM
 Project: T1627Traffic/Projects/Internal/Projects/Reports/LA 22 at LA 1085 (Bedco) Roundabout Report/Sidra Analysis/LA 22 at LA 1085 RAB Report - Sidra Analysis.spp

MOVEMENT SUMMARY

Site: Full-Access Signal - AM (Capacity)

LA 22 at LA 1085
 Full-Access Signal Alternative: Cadillac Design (EB LTL, SB RTL, & WB RTL)
 LA 22 at LA 1085 Roundabout Report
 Signals - Actuated Isolated Cycle Time = 80 seconds (User-Given Phase Times)
 Design Life Analysis (Capacity): Results for 26 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	291	3.0	0.269	9.6	LOSA	5.9	151.6	0.51	0.44	44.4
16	R2	184	3.0	0.140	0.8	LOSA	0.8	21.4	0.18	0.15	41.8
Approach		475	3.0	0.269	6.2	LOSA	5.9	151.6	0.38	0.32	43.4
North: LA 1085 SB											
7	L2	109	3.0	0.237	27.5	LOSC	3.6	92.4	0.80	0.64	27.8
14	R2	164	3.0	0.179	2.0	LOSA	1.4	35.6	0.27	0.23	40.9
Approach		273	3.0	0.237	12.2	LOSB	3.6	92.4	0.49	0.39	34.4
West: LA 22 EB											
5	L2	437	3.0	0.944	49.0	LOSD	20.3	518.5	0.89	0.85	21.9
2	T1	671	3.0	0.972	40.0	LOSD	25.9	662.3	0.69	0.76	27.6
Approach		1108	3.0	0.972	43.5	LOSD	25.9	662.3	0.77	0.80	25.0
All Vehicles		1855	3.0	0.972	29.4	LOSC	25.9	662.3	0.63	0.62	29.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional MT.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, October 02, 2017 8:38:47 AM
 Project: T:\62Traffic\Projects\Internal Projects\Reports\LA 22 at LA 1085 (Beitico) Roundabout Report\Sidra Analysis\LA 22 at LA 1085 RAB Report - Sidra Analysis.spp

MOVEMENT SUMMARY

Site: Roundabout - AM (Capacity)

LA 22 at LA 1085
 Roundabout Alternative: Single Lane
 LA 22 at LA 1085 Roundabout Report
 Roundabout
 Design Life Analysis (Capacity): Results for 25 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	285	3.0	0.613	6.3	LOSA	6.3	160.5	0.89	0.85	39.9
16	R2	180	3.0	0.613	6.3	LOSA	6.3	160.5	0.89	0.85	38.9
Approach		465	3.0	0.613	6.3	LOSA	6.3	160.5	0.89	0.85	39.5
North: LA 1085 SB											
7	L2	107	3.0	0.297	2.2	LOSA	2.0	52.5	0.61	0.46	41.3
14	R2	160	3.0	0.297	2.2	LOSA	2.0	52.5	0.61	0.46	40.5
Approach		267	3.0	0.297	2.2	LOSA	2.0	52.5	0.61	0.46	40.9
West: LA 22 EB											
5	L2	428	3.0	0.978	12.7	LOSB	39.6	1013.5	1.00	0.71	34.7
2	T1	658	3.0	0.978	12.7	LOSB	39.6	1013.5	1.00	0.71	34.8
Approach		1086	3.0	0.978	12.7	LOSB	39.6	1013.5	1.00	0.71	34.8
All Vehicles		1819	3.0	0.978	9.5	LOSA	39.6	1013.5	0.92	0.71	36.7

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
 Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, October 02, 2017 8:38:51 AM
 Project: T:\62Traffic\Projects\Internal Projects\Reports\LA 22 at LA 1085 (Beitico) Roundabout Report\Sidra Analysis\LA 22 at LA 1085 RAB Report - Sidra Analysis.spp

MOVEMENT SUMMARY

Site: No Build - PM (Capacity)

LA 22 at LA 1085
 No Build Alternative: Two-Way Stop (Single Lane Approaches)
 LA 22 at LA 1085 Roundabout Report
 Stop (Two-Way)
 Design Life Analysis (Capacity): Results for 20 years

Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	523	3.0	0.366	0.1	LOS A	0.0	0.0	0.00	0.00	52.9
16	R2	129	3.0	0.366	0.1	LOS A	0.0	0.0	0.00	0.00	47.8
Approach											
		653	3.0	0.366	0.1	NA	0.0	0.0	0.00	0.00	51.8
North: LA 1085 SB											
7	L2	89	3.0	0.972	83.3	LOS F	17.7	453.3	0.95	1.66	18.4
14	R2	328	3.0	0.972	63.8	LOS F	17.7	453.3	0.95	1.66	18.5
Approach											
		417	3.0	0.972	67.9	LOS F	17.7	453.3	0.95	1.66	18.5
West: LA 22 EB											
5	L2	157	3.0	0.339	7.3	LOS A	2.2	55.5	0.50	0.17	41.6
2	T1	305	3.0	0.339	4.9	LOS A	2.2	55.5	0.50	0.17	45.8
Approach											
		462	3.0	0.339	5.7	NA	2.2	55.5	0.50	0.17	44.3
All Vehicles											
		1531	3.0	0.972	20.2	NA	17.7	453.3	0.41	0.50	33.6

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap/Acceptance Capacity: Traditional IM1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Alcekk and Associates Pty Ltd | sidra@solutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Wednesday, October 11, 2017 2:30:33 PM

Project: T162 Traffic/Signal/Projects/Internal Projects/Reports/LA 22 at LA 1085 (Bedico) Roundabout Report/Sidra Analysis/LA 22 at LA 1085 RAB Report - Sidra Analysis.spp

MOVEMENT SUMMARY

Site: Two-Way Stop - PM (Capacity)

LA 22 at LA 1085
 Two-Way Stop Alternative: Cadillac Design (EB LTL, SB RTL, & WB RTL)
 LA 22 at LA 1085 Roundabout Report
 Stop (Two-Way)
 Design Life Analysis (Capacity): Results for 30 years

Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	638	3.0	0.346	0.0	LOS A	0.0	0.0	0.00	0.00	54.9
16	R2	158	3.0	0.101	0.0	LOS A	0.0	0.0	0.00	0.00	42.5
Approach											
		795	3.0	0.346	0.0	NA	0.0	0.0	0.00	0.00	51.9
North: LA 1085 SB											
7	L2	108	3.0	0.712	72.4	LOS F	3.7	93.8	0.95	1.10	17.8
14	R2	400	3.0	0.976	70.7	LOS F	18.9	483.0	1.00	1.72	18.1
Approach											
		508	3.0	0.976	71.1	LOS F	18.9	483.0	0.99	1.58	18.0
West: LA 22 EB											
5	L2	191	3.0	0.236	7.0	LOS A	1.0	25.4	0.61	0.60	37.4
2	T1	372	3.0	0.202	0.0	LOS A	0.0	0.0	0.00	0.00	54.9
Approach											
		563	3.0	0.236	2.4	NA	1.0	25.4	0.21	0.20	47.4
All Vehicles											
		1866	3.0	0.976	20.1	NA	18.9	483.0	0.33	0.49	33.7

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap/Acceptance Capacity: Traditional IM1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Alcekk and Associates Pty Ltd | sidra@solutions.com

Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Wednesday, October 02, 2017 8:38:45 AM

Project: T162 Traffic/Signal/Projects/Internal Projects/Reports/LA 22 at LA 1085 (Bedico) Roundabout Report/Sidra Analysis/LA 22 at LA 1085 RAB Report - Sidra Analysis.spp

MOVEMENT SUMMARY

Site: Full-Access Signal - PM (Capacity)

LA 22 at LA 1085
 Full-Access Signal Alternative: Cadillac Design (EB LTL, SB RTL, & WB RTL)
 LA 22 at LA 1085 Roundabout Report
 Signals - Actuated Isolated Cycle Time = 80 seconds (User-Given Phase Times)
 Design Life Analysis (Capacity): Results for 35 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	85% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	704	3.0	0.811	24.5	LOS C	24.9	637.2	0.81	0.73	34.2
16	R2	174	3.0	0.135	0.8	LOS A	0.8	20.1	0.18	0.15	41.8
Approach											
		878	3.0	0.811	19.8	LOS B	24.9	637.2	0.69	0.62	35.5
North: LA 1085 SB											
7	L2	120	3.0	0.209	22.8	LOS C	3.6	92.4	0.74	0.60	29.5
14	R2	441	3.0	0.616	17.9	LOS B	12.6	322.9	0.80	0.74	31.6
Approach											
		561	3.0	0.616	19.0	LOS B	12.6	322.9	0.78	0.71	31.2
West: LA 22 EB											
5	L2	211	3.0	0.972	90.4	LOS F	12.4	318.4	1.00	0.93	15.5
2	T1	411	3.0	0.424	14.3	LOS B	10.5	269.7	0.64	0.56	40.6
Approach											
		622	3.0	0.972	40.2	LOS D	12.4	318.4	0.76	0.68	26.2
All Vehicles											
		2061	3.0	0.972	25.7	LOS C	24.9	637.2	0.74	0.66	31.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection)
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
 Gap-Acceptance Capacity: Traditional MT.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2016 Atcull, and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, October 02, 2017 8:38:49 AM
 Project: T:\627\Traffic\Cleara\Projects\Internal\Projects\Reports\LA 22 at LA 1085 (Bedico) Roundabout Report\Sidra Analysis\LA 22 at LA 1085 RAB Report - Sidra Analysis.sip6

MOVEMENT SUMMARY

Site: Roundabout - PM (Capacity)

LA 22 at LA 1085
 Roundabout Alternative: Single-Lane
 LA 22 at LA 1085 Roundabout Report
 Roundabout
 Design Life Analysis (Capacity): Results for 33 years

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: LA 22 WB											
6	T1	677	3.0	0.842	7.7	LOS A	16.1	411.9	1.00	0.84	38.9
16	R2	167	3.0	0.842	7.7	LOS A	16.1	411.9	1.00	0.84	38.0
Approach											
		844	3.0	0.842	7.7	LOS A	16.1	411.9	1.00	0.84	38.7
North: LA 1085 SB											
7	L2	115	3.0	0.983	43.7	LOS D	23.3	597.2	1.00	1.51	23.6
14	R2	424	3.0	0.983	43.7	LOS D	23.3	597.2	1.00	1.51	23.4
Approach											
		539	3.0	0.983	43.7	LOS D	23.3	597.2	1.00	1.51	23.4
West: LA 22 EB											
5	L2	203	3.0	0.550	1.3	LOS A	5.6	143.3	0.58	0.34	41.1
2	T1	395	3.0	0.550	1.3	LOS A	5.6	143.3	0.58	0.34	41.3
Approach											
		598	3.0	0.550	1.3	LOS A	5.6	143.3	0.58	0.34	41.2
All Vehicles											
		1981	3.0	0.983	15.6	LOS B	23.3	597.2	0.87	0.87	33.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
 Roundabout LOS Method: Same as Signalised Intersections.
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection)
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected
 Gap-Acceptance Capacity: SIDRA Standard (Akpelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2016 Atcull, and Associates Pty Ltd | sidrasolutions.com
 Organisation: LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | Processed: Monday, October 02, 2017 8:38:53 AM
 Project: T:\627\Traffic\Cleara\Projects\Internal\Projects\Reports\LA 22 at LA 1085 (Bedico) Roundabout Report\Sidra Analysis\LA 22 at LA 1085 RAB Report - Sidra Analysis.sip6

Synchro Timings

Signal Alternative - AM
 EB Left-Turn Lane, SB Right-Turn Lane, & WB Right-Turn Lane HCM 2010 Signalized Intersection Summary

LA 22 at LA 1085 Roundabout Report

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	←	←	←	←	←	←
Volume (veh/h)	240	369	160	101	61	90
Number	5	2	6	16	7	14
Initial Q (Ob), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	261	401	174	110	66	98
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap. veh/h	713	886	886	753	183	163
Arrive On Green	0.48	0.48	0.48	0.48	0.10	0.10
Sat Flow, veh/h	1091	1863	1863	1583	1774	1583
Grp Volume(V), veh/h	261	401	174	110	66	98
Grp Sat Flow(s), veh/h/ln	1091	1863	1863	1583	1774	1583
Q Serve(g_s), s	5.2	4.1	1.5	1.1	1.0	1.7
Cycle Q Clear(g_c), s	6.7	4.1	1.5	1.1	1.0	1.7
Prop In Lane	1.00	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	713	886	886	753	183	163
V/C Ratio(X)	0.37	0.45	0.20	0.15	0.36	0.60
Avail Cap(c_a), veh/h	2070	3204	3204	2724	1183	1056
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(f)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.3	5.0	4.3	4.2	11.9	12.2
Incr Delay (d2), s/veh	0.3	0.4	0.1	0.1	1.2	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfC(50%), veh/ln	1.6	2.1	0.8	0.5	0.5	0.9
LnGrp Delay(d), s/veh	6.6	5.4	4.4	4.3	13.1	15.7
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h	662	284			164	
Approach Delay, s/veh	5.8	4.4			14.7	
Approach LOS	A	A			B	
Timer	1	2	3	4	5	6
Assigned Phs	2			4		8
Phs Duration (G+Y+Rc), s	19.5			8.9		19.5
Change Period (Y+Rc), s	6.0			6.0		6.0
Max Green Setting (Gmax), s	49.0			19.0		49.0
Max Q Clear Time (g_c+H1), s	8.7			3.7		3.5
Green Ext Time (p_c), s	4.8			0.4		4.9
Intersection Summary						
HCM 2010 Ctrl Delay	6.8					
HCM 2010 LOS	A					

Signal Alternative - AM
 EB Left-Turn Lane, SB Right-Turn Lane, & WB Right-Turn Lane

Signal Alternative - AM
 EB Left-Turn Lane, SB Right-Turn Lane, & WB Right-Turn Lane

LA 22 at LA 1085 Roundabout Report
 Lanes, Volumes, Timings

LA 22 at LA 1085 Roundabout Report
 Lanes, Volumes, Timings

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	240	369	160	101	61	90
Volume (vph)	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	200	200	200	200	200	0
Storage Length (ft)	1	1	1	1	1	1
Storage Lanes	25	25	25	25	25	25
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.950	0.950	0.950	0.950	0.950	0.850
Fit Protected	1770	1863	1863	1583	1770	1583
Satd. Flow (prot)	0.647	0.950	0.950	0.950	0.950	0.950
Fit Permitted	1205	1863	1863	1583	1770	1583
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	110	110	110	110	110	98
Satd. Flow (RTOR)	55	55	55	55	55	55
Link Speed (mph)	734	795	795	544	544	544
Link Distance (ft)	9.1	9.9	9.9	6.7	6.7	6.7
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	261	401	174	110	66	98
Adj. Flow (vph)	261	401	174	110	66	98
Shared Lane Traffic (%)	261	401	174	110	66	98
Lane Group Flow (vph)	No	No	No	No	No	No
Enter Blocked Intersection	Left	Left	Right	Right	Left	Right
Lane Alignment	Left	Left	Right	Right	Left	Right
Median Width(ft)	0	0	0	0	0	0
Link Offset(ft)	16	16	16	16	16	16
Crosswalk Width(ft)	1.00	1.00	1.00	1.00	1.00	1.00
Two way Left Turn Lane	15	2	2	1	1	1
Headway Factor	1	2	2	1	1	1
Turning Speed (mph)	Left	Thru	Thru	Right	Left	Right
Number of Detectors	20	100	100	20	20	20
Detector Template	0	0	0	0	0	0
Leading Detector (ft)	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	20	6	6	20	20	20
Detector 1 Size(ft)	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	94	94	94	94	94	94
Detector 2 Position(ft)	6	6	6	6	6	6
Detector 2 Size(ft)	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Type	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	Perm	NA	NA	Perm	Prot	Perm
Turn Type	2	6	6	6	4	4
Protected Phases	2	2	2	2	2	2
Permitted Phases	2	2	2	2	2	2
Detector Phase	2	2	2	2	2	2

Madisonville, St. Tammany Parish
 10/2/2017
 Synchro 8 Report
 Page 1

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	22.0	22.0	22.0	22.0	22.0	22.0
Minimum Split (s)	55.0	55.0	55.0	55.0	25.0	25.0
Total Split (s)	68.8%	68.8%	68.8%	68.8%	31.3%	31.3%
Total Spilt (%)	49.0	49.0	49.0	49.0	19.0	19.0
Maximum Green (s)	5.0	5.0	5.0	5.0	5.0	5.0
Yellow Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	6.0	6.0	6.0	6.0	6.0	6.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead-Lag	Min	Min	Min	Min	None	None
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	11.0	11.0	11.0	11.0	11.0	11.0
Flash Dont Walk (s)	0	0	0	0	0	0
Pedestrian Calls (#/hr)	21.8	21.8	21.8	21.8	7.0	7.0
Act Effct Green (s)	0.60	0.60	0.60	0.60	0.19	0.19
Actuated g/C Ratio	0.36	0.36	0.16	0.11	0.19	0.26
vic Ratio	8.2	7.3	6.0	2.0	14.3	5.9
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	8.2	7.3	6.0	2.0	14.3	5.9
Total Delay	A	A	A	A	B	A
LOS	7.6	4.5	9.3	9.3	9.3	9.3
Approach Delay	A	A	A	A	A	A
Approach LOS	30	46	17	0	11	0
Queue Length 50th (ft)	76	100	43	15	35	25
Queue Length 95th (ft)	654	715	1863	1583	941	888
Internal Link Dist (ft)	0	0	0	0	0	0
Turn Bay Length (ft)	1205	1863	1863	1583	941	888
Base Capacity (vph)	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0
Spillover Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0.22	0.22	0.09	0.07	0.07	0.11
Reduced vic Ratio	Intersection Summary					
Area Type:	Other					
Cycle Length:	80					
Actuated Cycle Length:	36.5					
Natural Cycle:	45					
Control Type:	Actuated-Uncoordinated					
Maximum vic Ratio:	0.36					
Intersection Signal Delay:	7.1					
Intersection Capacity Utilization:	40.1%					
Analysis Period (min):	15					
ICU Level of Service A	Intersection LOS: A					



Signal Alternative - PM
 EB Left-Turn Lane, SB Right-Turn Lane, & WB Right-Turn Lane HCM 2010 Signalized Intersection Summary

LA 22 at LA 1085 Roundabout Report

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Volume (veh/h)	97	189	324	80	55	203
Number	5	2	6	16	7	14
Initial Q (Ob), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	105	205	352	87	60	221
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	494	771	771	656	354	316
Arrive On Green	0.41	0.41	0.41	0.41	0.20	0.20
Sat Flow, veh/h	946	1863	1863	1583	1774	1583
Grp Volume(V), veh/h	105	205	352	87	60	221
Grp Sat Flow(s), veh/h/ln	946	1863	1863	1583	1774	1583
Q Serve(g_s), s	2.8	2.3	4.2	1.1	0.9	4.0
Cycle Q Clear(g_c), s	7.0	2.3	4.2	1.1	0.9	4.0
Prop In Lane	1.00	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	494	771	771	656	354	316
V/C Ratio(X)	0.21	0.27	0.46	0.13	0.17	0.70
Avail Cap(c_a), veh/h	1381	2517	2517	2140	1484	1324
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.1	6.0	6.6	5.6	10.3	11.6
Incr Delay (d2), s/veh	0.2	0.2	0.4	0.1	0.2	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back(Q/50%), veh/ln	0.8	1.2	2.2	0.5	0.4	2.0
LnGrp Delay(d), s/veh	9.3	6.2	7.0	5.7	10.5	14.4
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h	310	439			281	
Approach Delay, s/veh	7.2	6.7			13.5	
Approach LOS	A	A			B	
Timer	1	2	3	4	5	6
Assigned Phs	2			4		6
Phs Duration (G+Y+Rc), s	18.9			12.2		18.9
Change Period (Y+Rc), s	6.0			6.0		6.0
Max Green Setting (Gmax), s	42.0			26.0		42.0
Max Q Clear Time (g_c+1), s	9.0			6.0		6.2
Green Ext Time (p_c), s	3.8			0.8		3.9
Intersection Summary						
HCM 2010 Ctrl Delay	8.8					
HCM 2010 LOS	A					

Signal Alternative - PM
 EB Left-Turn Lane, SB Right-Turn Lane, & WB Right-Turn Lane

Signal Alternative - PM
 EB Left-Turn Lane, SB Right-Turn Lane, & WB Right-Turn Lane

LA 22 at LA 1085 Roundabout Report
 Lanes, Volumes, Timings

LA 22 at LA 1085 Roundabout Report
 Lanes, Volumes, Timings

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	97	189	324	80	55	203
Volume (vph)	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	200	200	200	200	0	0
Storage Length (ft)	1	1	1	1	1	1
Storage Lanes	25	25	25	25	25	25
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.950	0.950	0.950	0.850	0.850	0.850
Flt Protected	1770	1863	1863	1583	1770	1583
Satd. Flow (prot)	0.550	0.550	0.550	0.390	0.550	0.390
Flt Permitted	1025	1863	1863	1583	1770	1583
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	87	87	87	87	87	87
Satd. Flow (RTOR)	55	55	55	55	55	55
Link Speed (mph)	734	795	795	544	544	544
Link Distance (ft)	9.1	9.9	9.9	6.7	6.7	6.7
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	105	205	352	87	60	221
Adj. Flow (vph)	105	205	352	87	60	221
Shared Lane Traffic (%)	No	No	No	No	No	No
Lane Group Flow (vph)	Left	Left	Left	Right	Left	Right
Enter Blocked Intersection	12	12	12	12	12	12
Lane Alignment	0	0	0	0	0	0
Median Width (ft)	16	16	16	16	16	16
Link Offset (ft)	1.00	1.00	1.00	1.00	1.00	1.00
Crosswalk Width (ft)	15	2	2	9	15	9
Two way Left Turn Lane	Left	Thru	Right	Left	Right	Right
Headway Factor	20	100	100	20	20	20
Turning Speed (mph)	0	0	0	0	0	0
Number of Detectors	20	6	6	20	20	20
Detector Template	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Leading Detector (ft)	0.0	0.0	0.0	0.0	0.0	0.0
Trailing Detector (ft)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position (ft)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size (ft)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94	94	94	94	94	94
Detector 2 Size (ft)	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Type	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Channel	Perm	NA	NA	Perm	Prot	Perm
Detector 2 Extend (s)	2	6	6	6	4	4
Turn Type	2	6	6	6	4	4
Protected Phases	2	2	2	6	6	4
Permitted Phases	2	2	2	6	6	4

Madisonville, St. Tammany Parish
 10/2/2017

Synchro 8 Report
 Page 1

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	22.0	22.0	22.0	22.0	22.0	22.0
Minimum Split (s)	48.0	48.0	48.0	48.0	32.0	32.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%
Maximum Green (s)	42.0	42.0	42.0	42.0	26.0	26.0
Yellow Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	6.0	6.0	6.0	6.0	6.0	6.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead-Lag	Min	Min	Min	Min	None	None
Lead-Lag Optimize?	11.0	11.0	11.0	11.0	11.0	11.0
Vehicle Extension (s)	0	0	0	0	0	0
Recall Mode	14.3	14.3	14.3	14.3	7.0	7.0
Walk Time (s)	0.43	0.43	0.43	0.43	0.21	0.21
Flash Dont Walk (s)	0.24	0.26	0.44	0.12	0.16	0.44
Pedestrian Calls (#/hr)	8.4	7.6	9.3	2.5	11.5	5.4
Act Effcl Green (s)	0.0	0.0	0.0	0.0	0.0	0.0
Actuated g/C Ratio	8.4	7.6	9.3	2.5	11.5	5.4
vic Ratio	A	A	A	A	B	A
Control Delay	7.9	7.9	7.9	6.7	6.7	6.7
Queue Delay	A	A	A	A	A	A
Total Delay	10	20	38	0	7	0
Approach LOS	33	51	89	14	28	33
Queue Length 50th (ft)	654	715	715	200	464	200
Queue Length 95th (ft)	200	200	200	200	200	200
Internal Link Dist (ft)	1025	1863	1863	1583	1399	1298
Turn Bay Length (ft)	0	0	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0.10	0.11	0.19	0.05	0.04	0.17
Reduced vic Ratio	Intersection Summary					
Area Type:	Other					
Cycle Length:	80					
Actuated Cycle Length:	33.5					
Natural Cycle:	45					
Control Type:	Actuated-Uncoordinated					
Maximum vic Ratio:	0.44					
Intersection Signal Delay:	7.6					
Intersection Capacity Utilization:	40.8%					
Analysis Period (min):	15					

Spits and Phases: 4: LA 22 EB/LA 22 WB & LA 1085 SB

Intersection LOS: A
 ICU Level of Service A



This page left intentionally blank



BURK-KLEINPETER, INC.
4176 Canal Street
New Orleans, LA 70119
<http://www.bkiusa.com/>

with Urban Systems, Inc.
2000 Tulane Avenue, Suite 200, New Orleans, LA 70112