APPENDIX C

TRAFFIC STUDY

Pecue Lane/I-10 Interchange Stage "I" Environmental Assessment

Traffic Study

East Baton Rouge, Louisiana

State Proj. H.004104

Fed Aid No IM-1709 (507)

City-Parish Proj. No 09-CS-US-0041

Prepared by

URBAN SYSTEMS inc.

400 N Peters Street, Suite 206
New Orleans, Louisiana 70130
504.523.5511 504.523.5522 f

STATE OF LOUISIANA
ALBEN P. COOPER, III
License No. 36291
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
2/12/16

Prepared for

THE GREEN LIGHT PLAN

Green Light Plan
6767 Perkins Road, Suite 200
Baton Rouge, LA 70808

and

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

USI Project #: 10-029
February 2016

Pecue Lane / I-10 Interchange
S.P. No. H.004104
Federal AID No. IM-1709(507)
City Parish Project No. 09-CS-US-0041
USI Project No. 10-029

INTRODUCTION

This report summarizes the methodology and findings of the traffic study portion of the *Stage "1" Environmental Assessment* for a new interchange on Interstate 10 (I-10) at Pecue Lane in East Baton Rouge Parish, Louisiana. The project would replace the current two-lane roadway and overpass bridge with a multi-lane divided roadway between US 61 (Airline Highway) and Perkins Road with entrance/ex it ramps at I-10. The project also includes replacing the Pecue Lane at Wards Creek Bridge and an extension of Rieger Road to a new intersection with Pecue Lane.

Previous studies have been performed which identified the need for the Pecue Interchange. A FHWA approved Interchange Justification Study (IJS) was performed in 2008 by ABMB Engineers, Inc.

The original objective of the traffic study was to determine the preferred configuration (lanes, storage lengths, etc) of a diamond interchange on I-10 at Pecue Lane based on operations. The final objectives, based on stakeholder input, were to identify other feasible interchange configurations and to provide a comparison based on operations to aid in the selection of a preferred alternative.

A summary of the methodology and tasks associated with the initial efforts is included in Appendix A. The following summarizes the methodology and tasks associated with the final objectives.

METHODOLOGY

The objective was to determine and compare feasible alternatives for a proposed I-10 interchange at Pecue Lane.

For the purpose of this study, the "Build" condition was defined as widening Pecue Lane to a mutli-lane boulevard section and providing access to I-10. The following interchange options were considered:

- Diamond Interchange
- Diamond Interchange with Roundabouts
- Semi Cloverleaf Interchange
- Single Point Urban Interchange (SPUI)
- Diverging Diamond Interchange (DDI)

Each option is described in a later section of this report.

Traffic volumes for the "Build" conditions were developed based on the original IJS. Analysis was performed based on the projected peak hour volumes for both the AM and PM peak periods for each of the alternatives. Traffic signal parameters were developed for the 2038 analyses to accommodate the traffic volumes.

Preliminary analysis was performed to determine the feasibility of each alternative. Based on the preliminary analysis results, three alternatives were chosen to be evaluated utilizing CORSIM modeling for comparison.

DESCRIPTION OF ALTERNATIVES

The following potential interchange configurations were considered:

Diamond Interchange

This alternative consisted of two (2) four-leg signalized intersections on the north and south sides of the interstate. The signals would have three phases and both intersection would be operated from a single controller cabinet to ensure coordination.

Single Point Urban Interchange (SPUI)

This alternative combines the two (2) tradition diamond intersections into one signalized intersection that allows opposing left turns to and from the interstate ramps to proceed through the intersection simultaneously. The advantage of this design is that only three (3) signal phases are needed to service traffic; a through phase for Pecue Lane, a left turn phase for the I-10 ramps, and a left turn phase for Pecue Lane. Right turn movements are accommodated in channelized turn lanes with I-10 ramps yielding to Pecue Lane.

Diverging Diamond Interchange (DDI)

This alternative is similar to the traditional Diamond Interchange except that traffic diverges or “crosses over” into the opposite sides of traffic allowing left turning traffic to enter and exit the interstate without crossing oncoming traffic. This configuration utilizes two signalized intersections on the north and south sides of the interstate that operate with two (2) phases and shorter cycle lengths.

Semi Cloverleaf

This alternative consists of a semi-cloverleaf in the northeast quadrant of the proposed interchange. The four (4) leg signalized intersection to the south of I-10 would remain.

Diamond Interchange with Roundabouts

This alternative is similar to the traditional Diamond Interchange except that the signals would be replaced by roundabouts.

TRAFFIC PROJECTION AND FORECASTING

As directed by FHWA, DOTD and GLP, Design Year (2038) traffic volumes were developed based on the 2031 IJS traffic volumes and a 2% per year growth rate utilizing the following equation:

$$Y = X\,(1+(R/100))^{n}$$

Y = Projected Volume
X = Base Volume
R = Percent Growth (2)
n = Number of Years (7)

Design Year "Build" condition traffic volumes at the Pecue Interchange and Rieger Road for each Alternative are presented in Figures 1 through 5 as follows:

Figure 1 - 2038 Alternative 1 (Diamond)
Figure 2 - 2038 Alternative 2 (SPUI)
Figure 3 - 2038 Alternative 3 (DDI)
Figure 4 - 2038 Alternative 4 (Semi-Cloverleaf)
Figure 5 - 2038 Alternative 5 (Diamond with Roundabouts)

Figures only illustrate the volumes at the Pecue Interchange and Rieger Road.

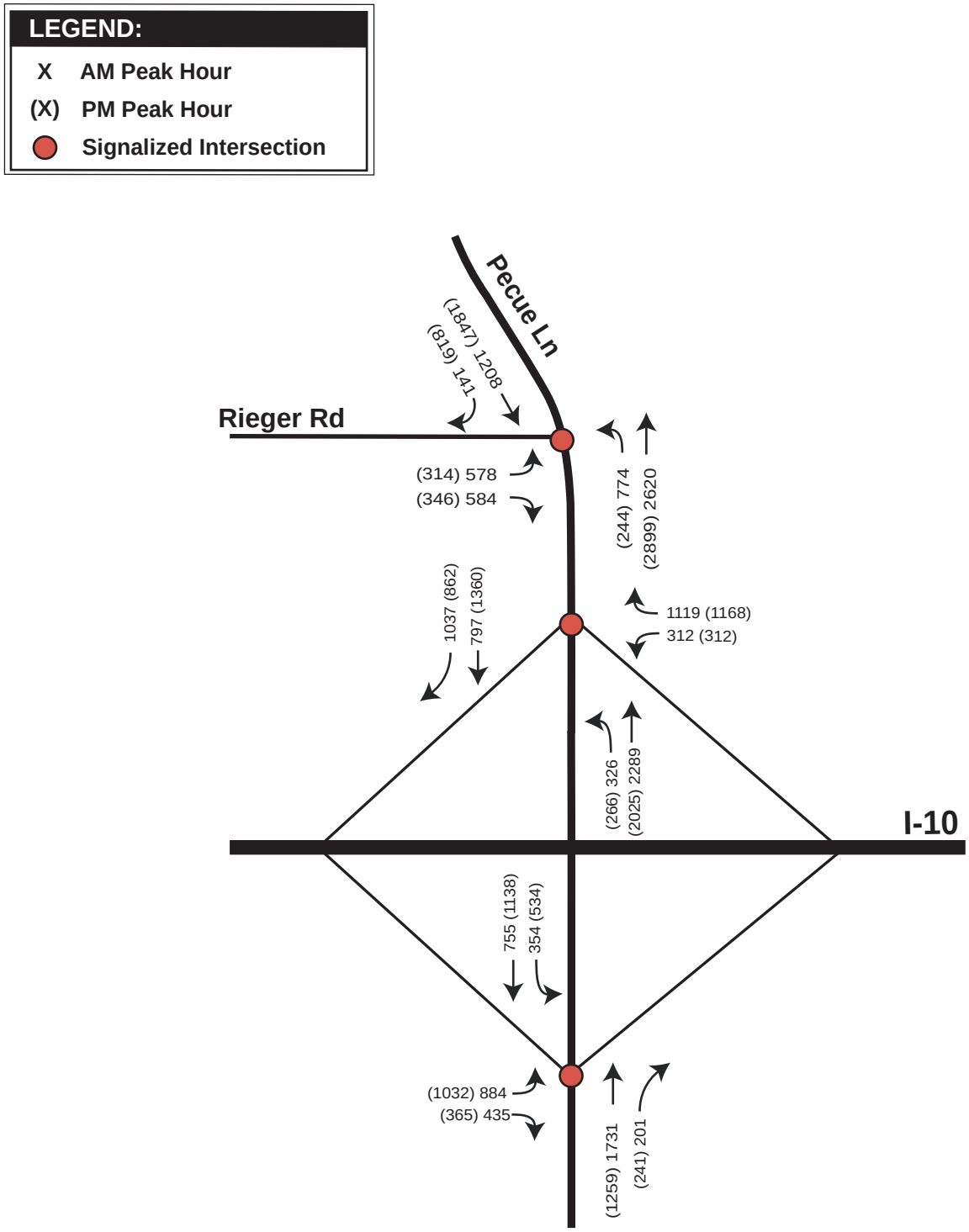


Figure 1

2038 Projected Volumes
Diamond Interchange

Pecue Lane/I-10 Study

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

Project # 10-029

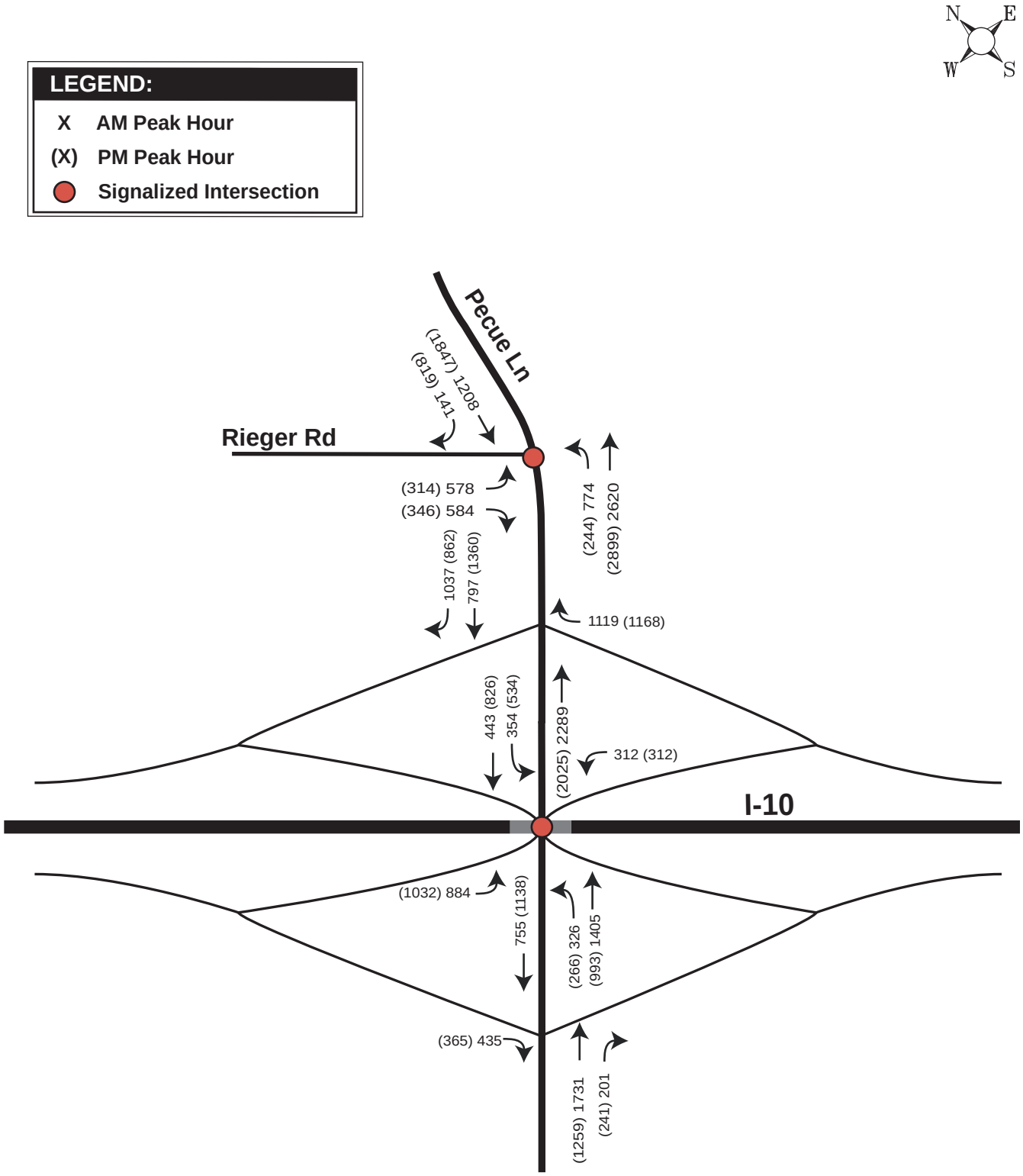


Figure 2

2038 Projected Volumes
Single Point Urban Interchange (SPUI)

URBAN SYSTEMS inc.

Pecue Lane/I-10 Study

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

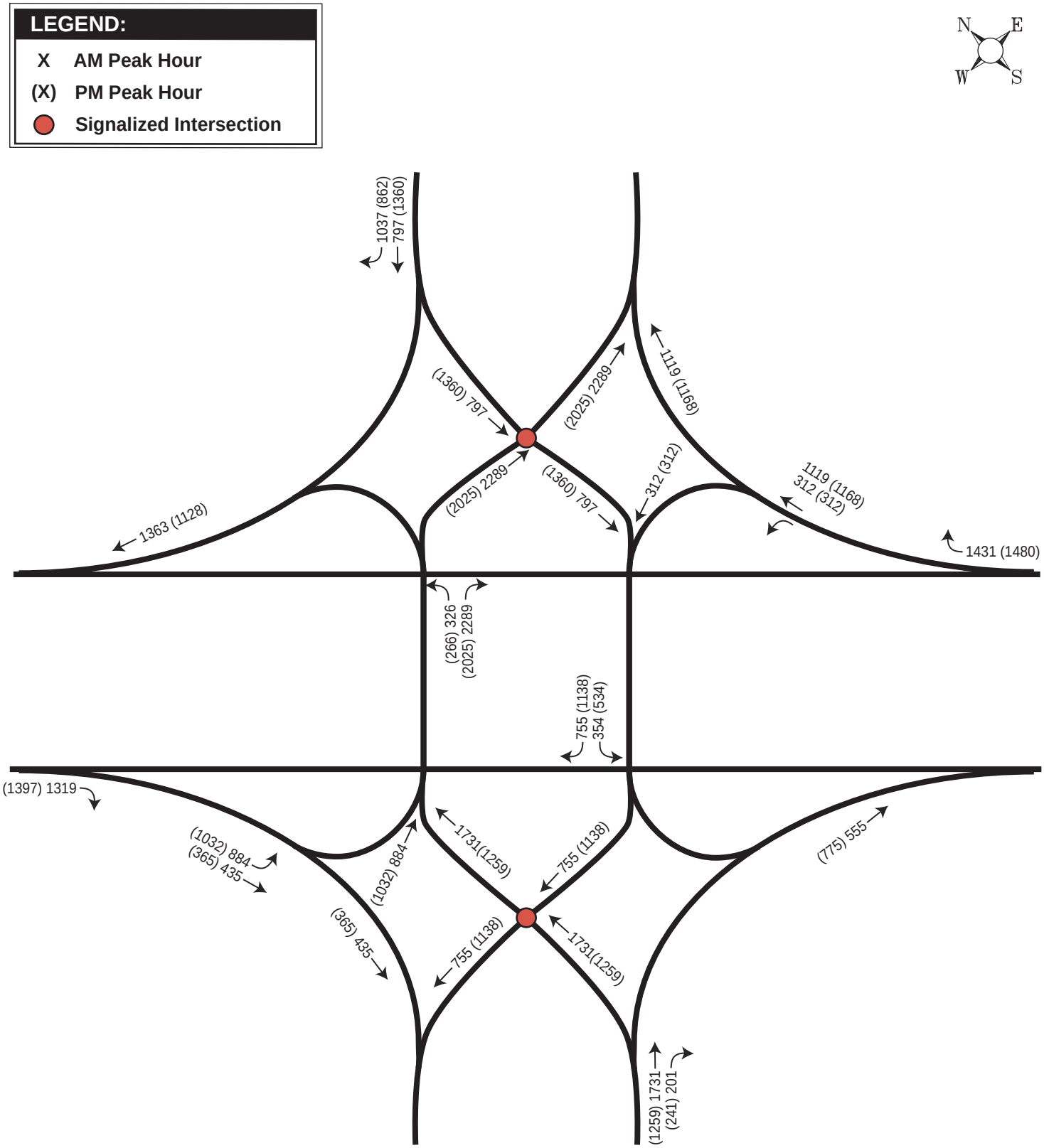


Figure 3

2038 Projected Volumes
Diverging Diamond (DDI)

URBAN SYSTEMS inc.

Pecue Lane / I-10 Study

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

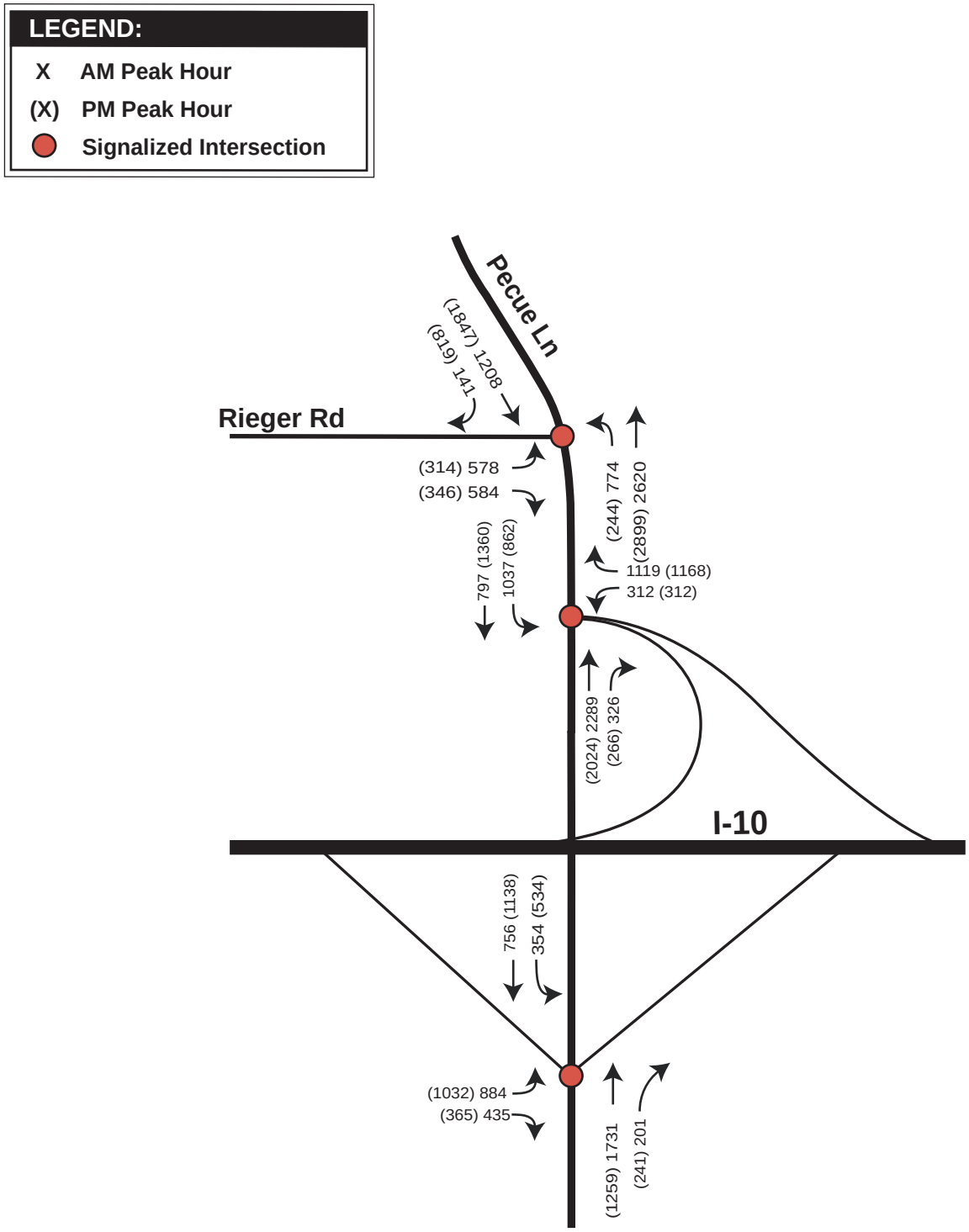


Figure 4

2038 Projected Volumes
Semi-Cloverleaf Interchange

Pecue Lane/I-10 Study

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

Project # 10-029

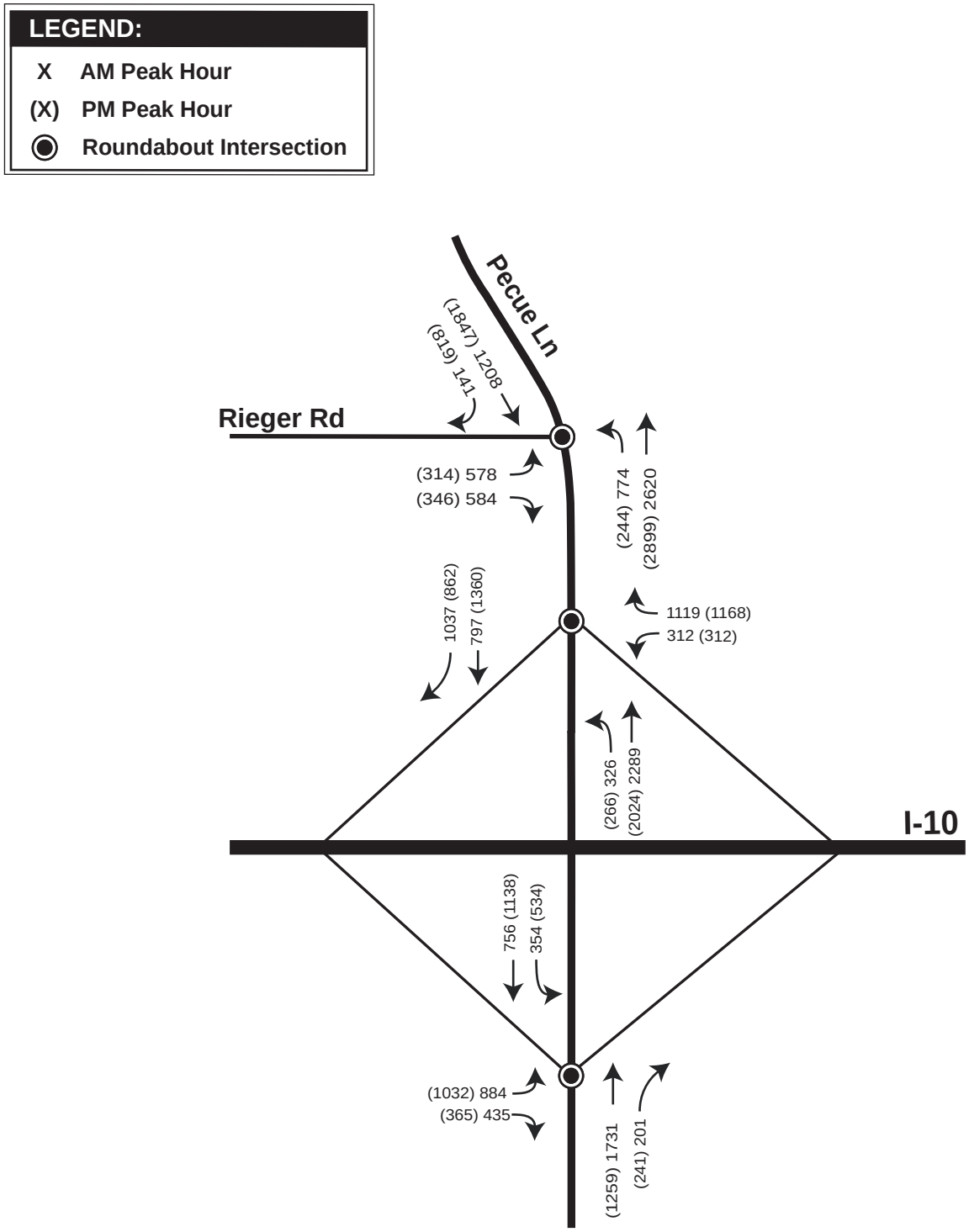


Figure 5

2038 Projected Volumes
Diamond Interchange with Roundabouts

URBAN SYSTEMS inc.

Pecue Lane/I-10 Study

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

Project # 10-029

PRELIMINARY ANALYSIS RESULTS

Each alternative was evaluated to determine the overall expected operation. The alternatives were categorized as high capacity, moderate capacity and low capacity. Alternatives determined to be high or moderate capacity were considered feasible and were analyzed using CORSIM software. Table 2 presents the results of the preliminary analysis.

Table 2. Pecue Interchange Alternatives
Preliminary Analysis Results

Alternative	Capacity
Standard Diamond	Moderate
SPUI	High
DDI	High
Semi-Cloverleaf	Low
Diamond with Roundabout	Low

Based on the initial evaluation of the potential interchange options the following three (3) Alternatives were selected for full analysis:

Alternative 1 – Standard Diamond with signalized intersections
Alternative 2 - Single Point Urban Interchange (SPUI)
Alternative 3 - Diverging Diamond Interchange (DDI)

CORSIM models were developed to compare the expected operation of the alternatives.

TRAFFIC SIMULATION MODELING RESULTS

Alternative Comparison

CORSIM simulation models were developed for each Pecue Interchange Alternative to compare travel times along Pecue Lane, to compare turn delay at the I-10 exit ramps and to evaluate the storage lengths. The Rieger Road connection to Pecue Lane was also included in each model due to the close proximity to I-10. Traffic volumes, lane configurations and storage lengths were input into CORSIM. The submittal letter which outlines assumptions/methods used when coding the models is provided in Appendix B.

The simulation was observed for each alternative during both peak periods to identify deficiencies such as, but not limited to, excessive queuing, spillback from turn lanes, improper lane usage and improper traffic signal operation. Adjustments to turn lane lengths and coordination parameters were tested until desired operations were observed in the simulations.

Five (5) runs were performed for each CORSIM model for both the AM and PM peaks, and the output was averaged together for comparison. The average travel times along both directions of

Pecue Lane and the average left/right turn delay at each of the ramp terminal intersections are presented in Tables 3 and 4, respectively.

Table 3.
Pecue Lane Travel Times (sec/veh)

Direction	AM Peak			PM Peak		
	Diamond	SPUI	DDI	Diamond	SPUI	DDI
Northbound	180.92	127.68	130.14	172.34	131.30	133.02
Southbound	190.22	140.68	157.72	177.55	130.22	133.50

Table 4.
Turn Movement Delays (sec/veh)

Approach	Movement	AM Peak			PM Peak		
		Diamond	SPUI	DDI	Diamond	SPUI	DDI
I-10 WB Off-ramp	Left	39.50	30.88	11.74	38.00	26.66	19.32
	Right	2.64	2.26	3.24	2.68	2.24	3.48
I-10 EB Off-ramp	Left	60.22	56.18	21.28	40.34	42.68	14.36
	Right	6.72	10.16	8.94	7.38	8.88	8.1
Pecue NB	Left	49.44	50.78	3.48	48	50.56	4.12
Pecue SB	Left	75.24	58.1	4.36	87.92	55.62	4.56

Table 3 indicates that the average travel time along Pecue Lane for the SPUI and DDI are expected to be close to a minute less than the standard diamond. Table 4 indicates that the DDI configuration is expected to drastically decrease the delay for each left turn movement at the ramp terminals.

Observations of the model simulation confirms that the DDI Alternative is expected to provide the most efficient operation.

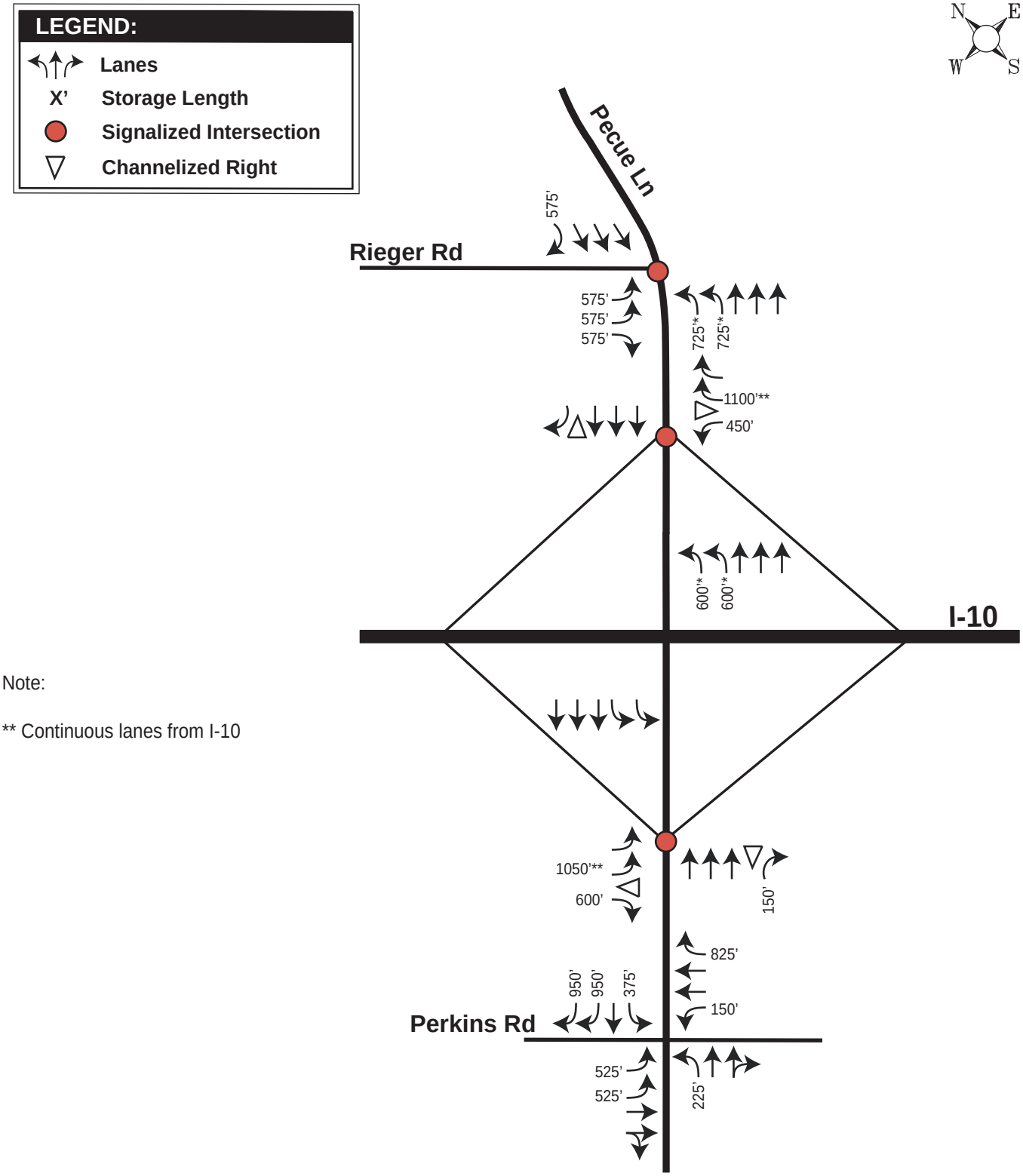
Railroad Evaluation

An additional model was developed for the DDI Alternative to evaluate the effect a train blocking the traffic on Pecue Lane south of the interstate would have on the proposed interchange. The model was used to determine what railroad closure duration would be expected to result in a queue extending to the I-10 eastbound ramp terminal during the design year. A draft technical memorandum summarizing the model details and findings is included in Appendix C.

Model observations indicated a railroad closure duration between 200 and 230 seconds is expected to result in southbound queues up to the I-10 eastbound ramp terminal. Prior to finalization of the technical memorandum, DOTD confirmed with the railroad company that queues resulting from the blockage of Pecue Lane at the railroad crossing are not expected be an issue.

LANE CONFIGURATION RECOMMENDATIONS

Recommended lane configurations and storage lengths were developed using the preliminary analysis and CORSIM simulation modeling results. Storage lengths were developed for the Pecue Interchange intersections, including the Rieger Road intersection. CORSIM traffic simulation was used to verify and determine the recommended storage lengths and intersection spacing. Figures 6-8 illustrate the recommended lane configurations and storage lengths for each alternative.



Note:

** Continuous lanes from I-10

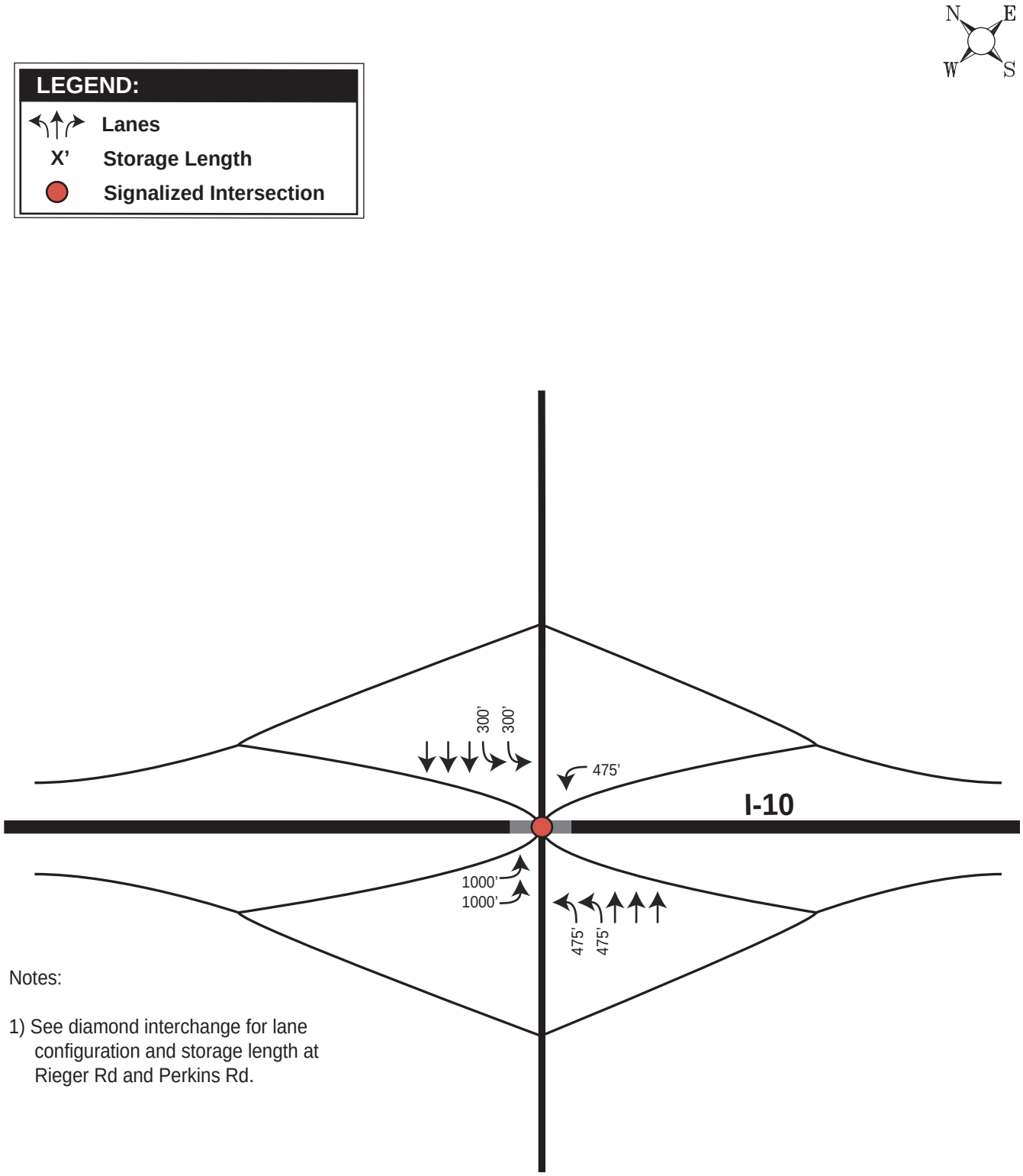
Figure 6

2038 Lane Configuration
Diamond Interchange

URBAN SYSTEMS inc.

Pecue Lane/I-10 Study

NOT TO SCALE
FOR PLANNING PURPOSES ONLY



Notes:

1) See diamond interchange for lane configuration and storage length at Rieger Rd and Perkins Rd.

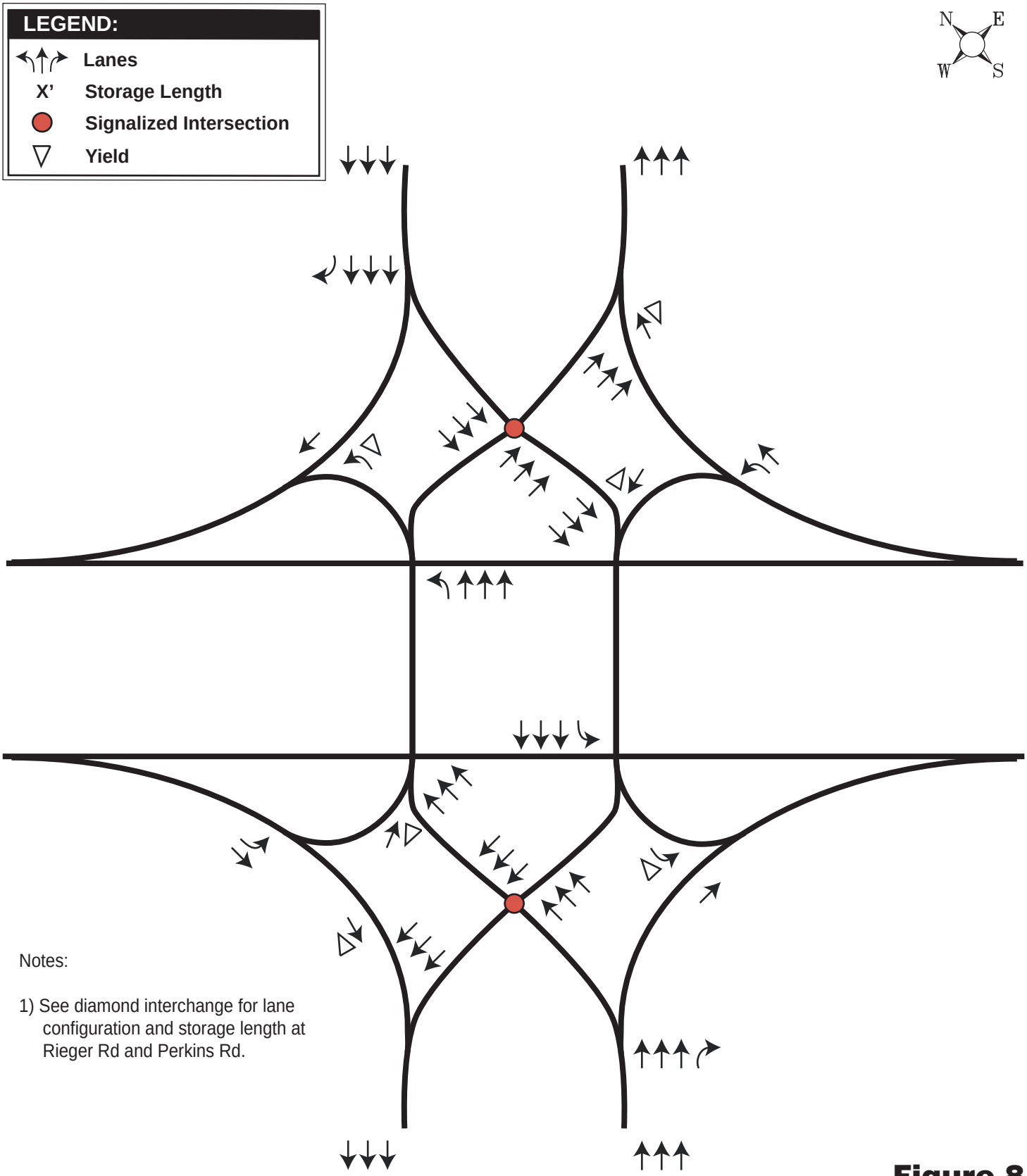
Figure 7

2038 Lane Configuration
SPUI Interchange

URBAN SYSTEMS inc.

Pecue Lane/I-10 Study

NOT TO SCALE
FOR PLANNING PURPOSES ONLY



Notes:

1) See diamond interchange for lane configuration and storage length at Rieger Rd and Perkins Rd.

Figure 8

2038 Lane Configuration
DDI Interchange

URBAN SYSTEMS inc.

Pecue Lane / I-10 Study

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

CONCLUSIONS

This report summarizes the methodology and findings of a traffic study to assess the feasibility of multiple interchange alternatives on Pecue Lane at Interstate-10. Preliminary analysis and conceptual geometry were used to evaluate multiple interchange options. The following three (3) alternatives were selected for additional analysis:

Alternative 1 - Diamond Interchange.
Alternative 2 - Single Point Urban Interchange (SPUI).
Alternative 3 - Diverging Diamond Interchange (DDI).

The projected 2038 design year traffic volumes were developed by growing the 2031 IJS projected traffic volumes by 2% per year for 7 years.

CORSIM modeling was used to compare the operation of each of the Pecue Interchange Alternatives and to develop recommended lane configurations and storage lengths.

Based on the results, each of the alternatives are expected to operate acceptably. The standard diamond and SPUI are expected to operate similarly, while the DDI is expected to operate with the least delay of the three alternatives.

APPENDIX A
Pecue Lane / I-10 Interchange

INTRODUCTION

This report summarizes the methodology and findings of the traffic study portion of the *Stage "1" Environmental Assessment* for a new interchange on Interstate-10 at Pecue Lane in East Baton Rouge Parish, Louisiana. The project would replace the current two-lane roadway and overpass bridge with a multi-lane divided roadway between US 61 (Airline Highway) and Perkins Road. The project also includes replacing the Pecue Lane at Wards Creek Bridge and an extension of Rieger Road to a new intersection with Pecue Lane.

Previous studies have been performed which indentified the need for the Pecue Interchange. A FHWA approved Interchange Justification Study (IJS) was performed in 2008 by ABMB Engineering.

METHODOLOGY

The objective of this study was to determine the preferred configuration of a diamond interchange at Pecue Lane and to determine the expected effect the new interchange will have on the surrounding roadway network. Traffic conditions for the 2010 Base Year and 2038 Design Year "No Build" and "Build" were analyzed.

For the purpose of this study, the “No Build” condition was defined as the existing two-lanes on Pecue Lane without access to I-10. The "Build" condition was defined as widening Pecue Lane to a mutli-lane boulevard section and providing access to I-10.

Traffic volume data was collected to determine the base year traffic conditions. Traffic volumes for the "No Build" and "Build" conditions were developed by growing the original Interchange Justification Study (IJS) traffic volumes by 2% per year to the 2038 design year.

Level of Service / Capacity Analysis was performed based on the projected peak hour volumes for intersection locations and arterial segments within the project study area. The analyses were conducted for both the AM and PM peak periods for each of the alternatives.

Capacity analysis for the signalized intersections in the 2010 base conditions was conducted based on existing traffic, signal phasing and timing as presented in the Louisiana Department of Transportation and Development’s Traffic Signal Inventories. Adjustments to the cycle lengths and timing splits were included in the 2038 analyses to accommodate the increased traffic volumes. Signal phasing and timing parameters were adjusted as needed to accommodate lane configuration changes.

STUDY AREA

The study area was defined as Interstate-10 mainline between Siegen Lane to the west and Highland Road to the east; and Pecue Lane between Airline Highway to the north and Perkins Rd to the south. Rieger Road which runs parallel to Interstate-10 as a service road was included from Exchequer Drive to the west and Siegen Lane to the east.

The following existing interchanges and intersections were included in the study area:

- I-10 at Siegen Lane
- I-10 at Highland Road
- Siegen Lane at Rieger Road
- Pecue Lane at Perkins Road
- Pecue Lane at Airline Highway
- Rieger Road at Exchequer Drive

Figure 1 presents a vicinity map of the project.

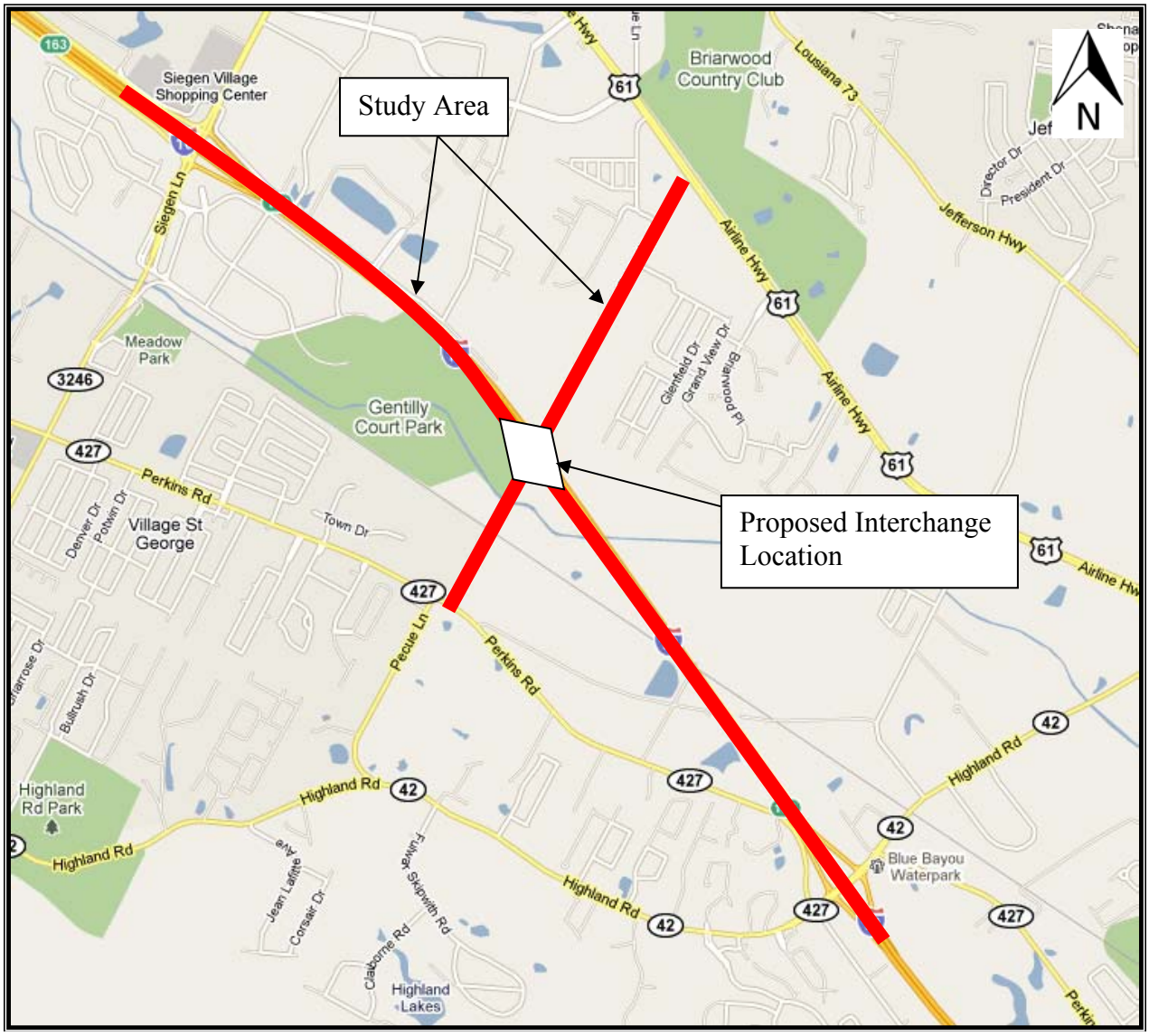


Figure 1: Vicinity Map of the Study Area

EXISTING CONDITIONS

Descriptions of the individual roadways included in the study area are presented below.

Pecue Lane

Pecue Lane currently intersects with Perkins Road with a conventional signalized four-legged approach. Both approaches of Pecue Lane consist of a two-lane undivided collector roadway. On the south side of Perkins, Pecue Lane services residential land uses and connects with Highland Road. On the north side of Perkins, Pecue Lane services commercial and industrial land uses and connects with US 61. North of US 61 Pecue Lane becomes Stumberg Lane which provides access to Women's Hospital.

Interstate 10

Interstate 10 in the study area is a fully controlled access, divided freeway that has a general northeast-southwest orientation. During the course of this study I-10 was widened from four lanes to six. It is the major east-west interstate through the southern portion of the United States and is utilized by both local and out-of-state traffic. It services a large amount of commercial and freight vehicles. I-10 is mainly at grade throughout the study area, has a fairly wide grassy median, shoulders and open ditches on both sides of the roadway.

Siegen Lane

Siegen Lane in the vicinity of I-10 is a seven-lane undivided corridor oriented in a general north-south direction. The interchange is surrounded by heavy commercial and retail developments in three of the four quadrants. Both intersections with the I-10 on/off ramps are signalized.

Highland Road

Highland Road is a four-lane divided roadway in the vicinity of I-10 that is oriented in a general north-south direction. The interchange is surrounded by retail and commercial developments, including Home Depot and Blue Bayou Water Park. Both intersections with the I-10 on/off ramps are signalized. Highland Road reduces to a two-lane undivided roadway on both sides of the interchange.

Perkins Road

Perkins Road in the study area is a two-lane undivided roadway oriented in a general northwest-southeast orientation. Perkins Road primarily services residential and light commercial uses. Several industrial uses are located on the southern end of the corridor. Because of its connectivity to the core area of Baton Rouge and its parallel orientation to I-10, it is utilized by commuter traffic when delays on I-10 become excessive. Perkins Road is an at grade roadway with no shoulders, and has open ditches on both sides of the roadway.

US Hwy 61 (Airline Hwy)

Airline Hwy in the study area is a four-lane divided highway oriented in a general northwest-southeast direction. Airline Hwy is primarily surrounded by commercial developments. It is a principal arterial which parallels I-10 and provides connectivity between New Orleans and Baton Rouge.

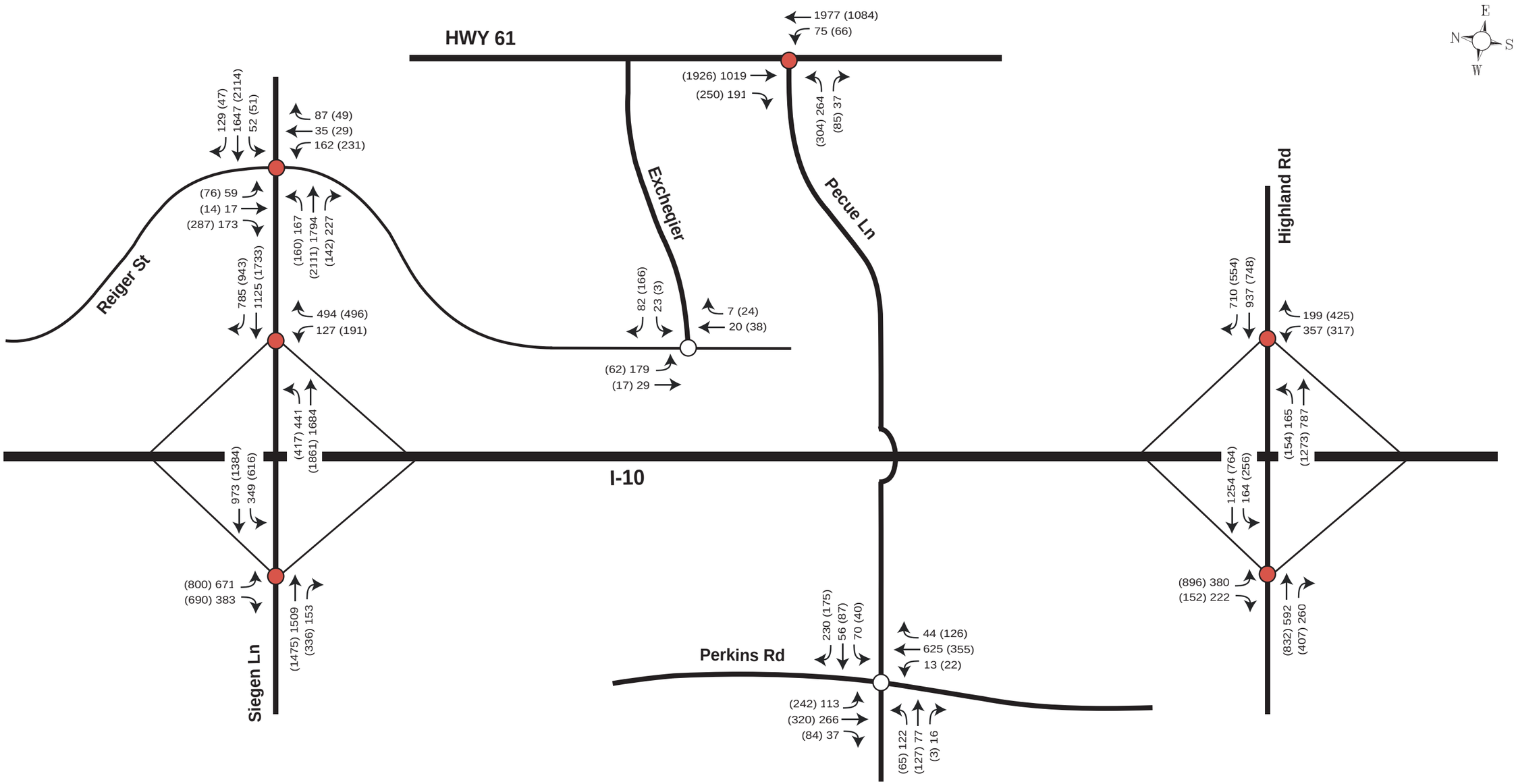
DATA COLLECTION

Existing traffic volume data was collected within the project study area during November of 2010. Twenty-four hour traffic counts, including volume, speed and classification, were collected on I-10, Airline Highway, Pecue Lane and Perkins Road.

Intersection turning movement counts were collected during the AM (6:30-8:30 am) and PM (4-6 pm) peak periods during the month of November 2010. The peak hours were determined to be 7:15-8:15 am and 4:30-5:30 pm. Peak period turning movement counts were collected at the following intersections:

- Siegen Lane at I-10 Westbound Ramps
- Siegen Lane at I-10 Eastbound Ramps
- Highland Road at I-10 Westbound Ramps
- Highland Road at I-10 Eastbound Ramps
- Perkins Road at Pecue Lane
- Siegen Lane at Rieger St
- Rieger St at Exchequer
- Airline Hwy at Pecue Lane

Figure 2 illustrates the peak hour intersection turning movement counts throughout the study area.



LEGEND:

X	AM Peak Hour
(X)	PM Peak Hour
●	Signalized Intersection
○	Unsignalized Intersection
⇒	24-Hour Count

URBAN SYSTEMS inc.

Existing Traffic Volumes

Figure 2

Base Conditions Traffic Volumes

Pecue Lane/I-10 Study

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

Project # 10-029

CAPACITY ANALYSIS CRITERIA

Capacity analyses were performed for the roadway segments and subject intersections within the project study area for each of the project scenarios. The various types of analyses performed for this study included two-lane highway, multi-lane highway, unsignalized and signalized intersection. Capacity analysis was performed using Highway Capacity Software (HCS+) v 5.4.

Levels of Service (LOS) represent a qualitative and quantitative evaluation of the traffic operation of a road segment and/or intersection using procedures developed by the Transportation Research Board and contained in the Highway Capacity Manual, Special Report 209. The Highway Capacity Manual (HCM) procedures have been adapted to computer based analysis packages.

Two-Lane Section Capacity Analysis

For two-lane highways that facilitate shorter trips and multiple trip purposes, the Highway Capacity Manual measures LOS quality by percent-time-spent-following. LOS A describes the highest quality of traffic service, when motorists are able to travel at their desired speed. LOS B characterizes a slightly higher impedance of traffic flow. LOS C describes further increases in flow, resulting in noticeable increases in platoon formation, platoon size, and frequency of passing impediments. LOS D describes unstable traffic flow. The two opposing traffic streams begin to operate separately at higher volume levels, as passing becomes extremely difficult. At LOS E, traffic flow conditions have a "percent time-spent-following" greater than 80 percent. Passing is virtually impossible and platooning becomes intense, as slower vehicles or other interruptions are encountered. LOS F represents heavily congested flow with traffic demand exceeding capacity. Volumes are lower than capacity and speeds are highly variable. Table 1 presents Level of Service criteria for two-lane highways.

Table 1
Level of Service Criteria for Two-Lane Highways

Level of Service (Class II Highways)	Percent Time Spent Following
A	≤40
B	>40 and ≤55
C	>55 and ≤70
D	>70 and ≤85
E	>85

Multi-Lane Section Capacity Analysis

According to the Highway Capacity Manual, level of service on a multi-lane highway is characterized by three performance measures:

- Density, in terms of passenger cars per mile per lane (the primary performance measure);
- Speed, in terms of mean passenger car speed; and
- Volume to capacity ratio.

LOS A describes completely free-flow conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway and by driver preferences. LOS B also indicates free-flow, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver. In LOS C, the influence of traffic density on operations becomes evident. The ability to maneuver within the traffic stream is clearly effected by other vehicles. At LOS D, the ability to maneuver is severely restricted due to traffic congestion. Travel speed is reduced by the increasing volume. LOS E represents operations at or near capacity, an unstable level. LOS F represents forced or breakdown flow. Table 2 presents Level of Service criteria for multi-lane highways.

Table 2
Level of Service Criteria for Multi-Lane Highways

Level of Service	Maximum Density (Passenger cars per mile per lane)
A	≤11
B	>11 and ≤18
C	>18 and ≤26
D	>26 and ≤35
E	>35 and ≤45
F	>45

Ramp Junction Analysis

Highway Capacity Software (HCS+) version 5.4 was used to analyze the ramp junctions. For ramp junctions the HCM bases LOS quality on density (in terms of passenger cars per mile per lane) and is presented in Table 3.

Table 3
Level of Service Criteria for Merge and Diverge Areas (Ramp Junctions)

Level of Service	Maximum Density (Passenger cars per mile per lane)
A	≤10
B	>10 and ≤20
C	>20 and ≤28
D	>28 and ≤35
E	>35
F	Demand Exceeds Capacity

Intersection Capacity Analysis

Levels of Service range from LOS A, a condition of little or no delay to LOS F, a condition of capacity breakdown represented by heavy delay and congestion. Level of Service B is characterized as stable flow. Level of Service C is considered to have a stable traffic flow, but is becoming susceptible to congestion with general levels of comfort and convenience declining noticeably. Level of Service D approaches unstable flow as speed and freedom to maneuver are severely restricted, and LOS E represents unstable flow at or near capacity levels with poor levels of comfort and convenience. Table 4 and Table 5 present Level of Service criteria for unsignalized and signalized intersections, respectively.

Table 4
Level of Service Criteria for Un-signalized Intersections

Level of Service	Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	>15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Table 5
Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay (Sec/Veh)
A	≤10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

The analysis methods used are considered appropriate for this type of study and are the widely accepted practice of evaluating impacts on traffic operations.

BASE CONDITIONS CAPACITY ANALYSIS RESULTS

The existing traffic volumes, length of segment, speed and lane widths for base year conditions were entered into HCS+ software for I-10 between Highland Road and Siegen Lane. The results are presented in Table 6.

Table 6. Interstate Segments
Base Year Capacity Analysis Results

Freeway Segment	AM		PM	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
I-10 between Highland Rd and Siegen Ln				
I-10 Westbound	F	*	D	27.9
I-10 Eastbound	D	26.4	F	*

The existing traffic volumes, geometry, speed, ramp length, and upstream/downstream ramp data for each analysis year were entered into HCS+ software for each ramp junction. The results are presented in Table 7.

Table 7. Interstate Ramps (Merge and Diverge)
Base Year Capacity Analysis Results

Ramp	AM		PM	
	LOS	Delay (pc/mi/ln)	LOS	Delay (pc/mi/ln)
I-10 at Highland Rd				
Eastbound On-Ramp	C	24.5	E	35.4
Westbound On-Ramp	F	38.4	C	27.9
Eastbound Off-Ramp	D	32.2	F	48.2
Westbound Off-Ramp	E	40.2	D	33.2
I-10 at Siegen Ln				
Eastbound On-Ramp	D	29.0	F	43.1
Westbound On-Ramp	F	45.3	D	33.9
Eastbound Off-Ramp	E	38.6	F	52.2
Westbound Off-Ramp	F	44.6	D	32.7

The existing traffic volumes, geometry and intersection control for each analysis year were entered into HCS+ software to determine the existing and expected capacity and Levels of Service for each subject intersection. The signalized intersection analysis was based on current timing and phasing information obtained from the Traffic Signal Inventory and field observations. The results are presented in Table 8.

Table 8. Study Intersections
Base Year Capacity Analysis Results

Intersection Approach	AM		PM	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
Airline Dr at Pecue Ln				
OVERALL	**C**	**26.2**	**E**	**72.3**
Airline Dr Eastbound	B	11.9	B	19.4
Airline Dr Westbound	B	19.6	A	8.5
Pecue Ln Northbound	F	127.7	F	554.1
I-10 EB at Highland Rd				
OVERALL	**C**	**22.5**	**E**	**55.1**
I-10 Eastbound	E	55.0+	F	80.6
Highland Rd Northbound	B	14.4	D	45.6
Highland Rd Southbound	B	12.0	D	36.9
I-10 WB at Highland Rd				
OVERALL	*	*	*	*
I-10 Westbound	D	45.7	F	146.2
Highland Rd Northbound	D	50.2	F	330.5
Highland Rd Southbound	F	147.1	B	15.5
I-10 EB at Siegen Ln				
OVERALL	**E**	**69.8**	**F**	**127.1**
I-10 Eastbound	D	53.1	F	108.2
Siegen Ln Northbound	E	61.9	F	109.2
Siegen Ln Southbound	F	96.3	F	160.3
I-10 WB at Siegen Ln				
OVERALL	**F**	**156.8**	**F**	**97.7**
I-10 Westbound	F	811.9	F	451.2
Siegen Ln Northbound	B	12.9	C	22.8
Siegen Ln Southbound	F	133.3	E	78.1
Perkins Rd at Pecue Ln				
OVERALL	**C**	**26.6**	**C**	**20.2**
Perkins Rd Eastbound	B	16.6	B	17.7
Perkins Rd Westbound	C	32.4	B	17.2
Pecue Ln Northbound	C	27.9	C	29.3
Pecue Ln Southbound	C	26.4	C	24.4
Siegen Ln at Rieger Rd				
OVERALL	*	*	*	*
Rieger Rd Eastbound	A	9.3	B	11.3
Rieger Rd Westbound	B	13.9	C	24.6

Siegen Ln Northbound	F	208.2	F	11.8
Siegen Ln Southbound	D	38.2	D	36.2
Rieger Rd at Exchequer Dr				
OVERALL	*	*	*	*
Rieger Rd Eastbound	A	7.6	A	7.5
Exchequer Dr Southbound	A	9.7	A	9.4

The results of Tables 6-8 indicate that the interchanges at Highland Road and Siegen Lane are currently over capacity and are experiencing significant delays during the peak traffic periods.

TRAFFIC PROJECTION AND FORECASTING

As directed by FHWA, DOTD and GLP, Design Year (2038) traffic volumes were developed based on the 2031 IJS traffic volumes and a 2% per year growth rate utilizing the following equation:

$$Y = X\,(1+(R/100))^{n}$$

Y = Projected Volume
X = Base Volume
R = Percent Growth (2)
n = Number of Years (7)

Design Year "No Build" traffic volumes and "Build" condition traffic volumes for each Alternative are presented in Figures 3 and 4.

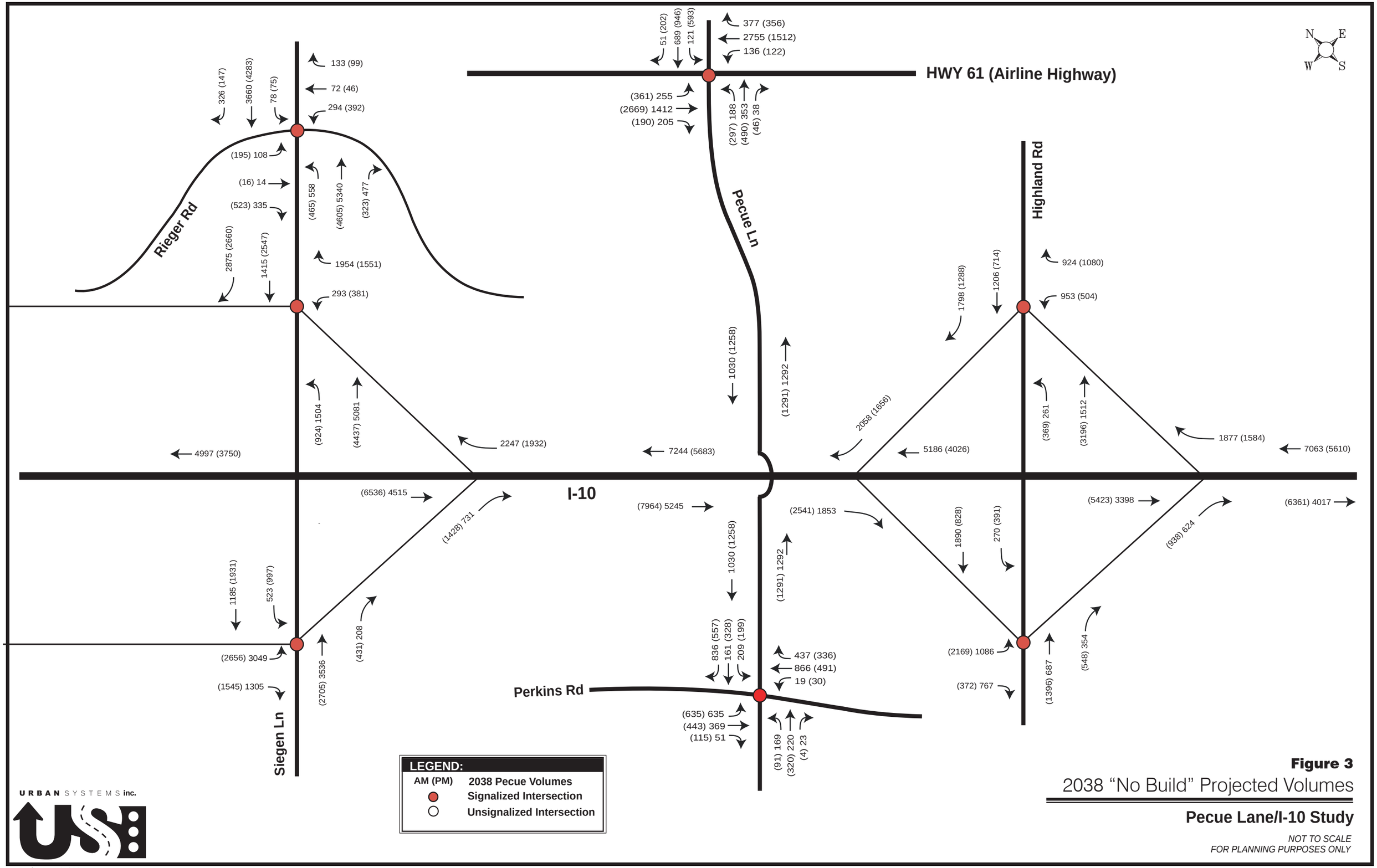


Figure 3

2038 "No Build" Projected Volumes

Pecue Lane/I-10 Study

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

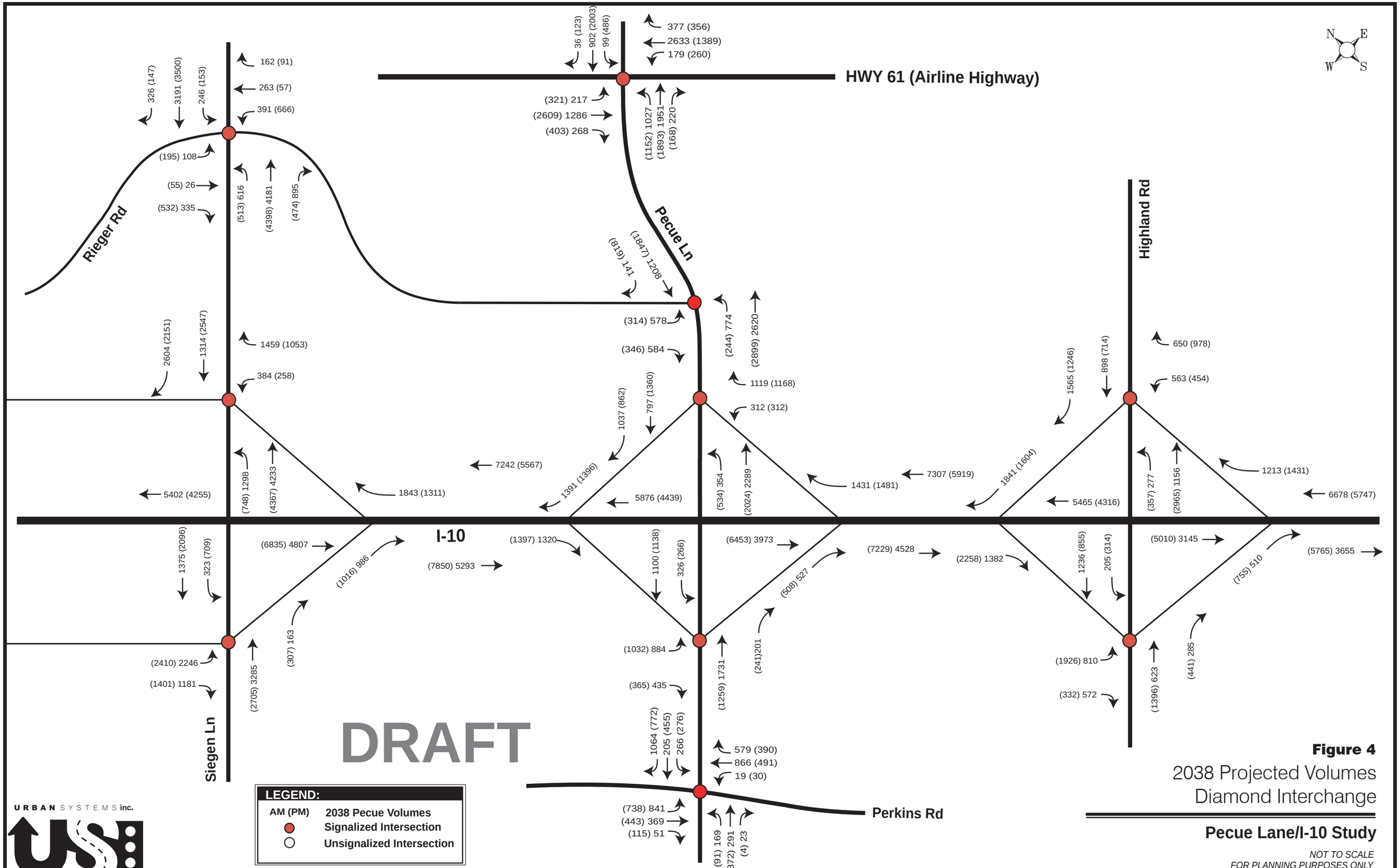


Figure 4
2038 Projected Volumes
Diamond Interchange

Pecue Lane/I-10 Study

Project # 10-029

Last revised September 2015

DESIGN YEAR CAPACITY ANALYSIS

The 2038 "No Build" traffic volumes were entered into HCS+ software with the existing geometry and intersection control to determine the expected LOS and capacity if the Pecue Lane interchange is not built.

"Build" conditions capacity analyses were conducted to determine the expected conditions with the addition of the Pecue Lane interchange. For the surrounding roadway network, the projected traffic volumes were input into HCS+ software with the existing geometry and intersection control to determine the expected LOS and delay. The 2038 "No Build" and "Build" conditions capacity analysis results are presented in Tables 9-12.

Table 9. Interstate Segments
2038 Design Year Capacity Analysis Results

Freeway Segment	AM Peak				PM Peak			
	2038 No-Build		2038 Build		2038 No-Build		2038 Build	
	LOS	Delay (pc/mi/ln)	LOS	Delay (pc/mi/ln)	LOS	Delay (pc/mi/ln)	LOS	Delay (pc/mi/ln)
I-10 between Highland Rd and Siegen Ln								
I-10 Westbound	F	*	N/A		E	37.7	N/A	
I-10 Eastbound	D	31.8			F	*		
I-10 between Highland Rd and Pecue Ln								
I-10 Westbound	N/A		F	*	N/A		E	41.8
I-10 Eastbound			C	25.1			F	*
I-10 between Pecue Ln and Siegen Ln								
I-10 Westbound	N/A		F	*	N/A		E	35.9
I-10 Eastbound			D	32.4			F	*

*Delay exceeded HCS+ software maximum.

Table 10. Interstate Ramps (Merge and Diverge)
2038 Design Year Capacity Analysis Results

Ramp	AM Peak				PM Peak			
	2038 No-Build		2038 Build		2038 No-Build		2038 Build	
	LOS	Delay (pc/mi/ln)	LOS	Delay (pc/mi/ln)	LOS	Delay (pc/mi/ln)	LOS	Delay (pc/mi/ln)
I-10 at Highland Rd								
Eastbound On-Ramp	E	35.8	D	32.5	F	57.1	F	51.8
Westbound On-Ramp	F	45.6	F	45.3	E	35.8	E	37.0
Eastbound Off-Ramp	D	28.9	C	26.1	F	40.5	F	37.7
Westbound Off-Ramp	F	54.8	F	57.6	E	43.0	F	45.9
I-10 at Pecue Ln								
Eastbound On-Ramp	N/A		C	27.8	N/A		F	44.4
Westbound On-Ramp			F	49.5			E	39.2
Eastbound Off-Ramp			D	30.5			F	44.3
Westbound Off-Ramp			E	38.3			D	32.2
I-10 at Siegen Ln								
Eastbound On-Ramp	D	32.5	D	33.8	F	52.8	F	52.1
Westbound Off-Ramp	F	37.1	E	44.0	F	30.3	D	31.0

Note: Two analyses were conducted at locations where upstream and downstream ramps were within 6000'. The worst case scenario was reported in this Table.

Table 11. Study Intersections
2038 Design Year Capacity Analysis Results

Intersection Approach	AM Peak				PM Peak			
	2038 No-Build		2038 Build		2038 No-Build		2038 Build	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
Airline Dr at Pecue Ln								
OVERALL	**F**	**333.9**	**F**	**503.0**	**F**	**479.3**	**F**	**652.5**
Airline Dr Eastbound	**C**	31.8	F	90.6	F	222.6	F	354.7
Airline Dr Westbound	**F**	211.5	F	280.0	C	23.4	F	227.3
Pecue Ln Northbound	**F**	112.0	F	838.8	F	300.9	F	1047.0
Pecue Ln Southbound	**F**	1590.0	F	845.7	F	1547.0	F	868.4
I-10 EB at Highland Rd								
OVERALL	**F**	**146.6**	**E**	**77.0**	**F**	**232.9**	**F**	**185.6**
I-10 Eastbound	F	383.4	F	194.2	F	401.1	F	316.2
Highland Rd Northbound	B	14.8	B	14.4	F	121.8	F	123.0
Highland Rd Southbound	B	19.4	B	11.7	F	59.5	C	34.1
I-10 WB at Highland Rd								
OVERALL	**F**	**158.4**	**E**	**72.6**	**F**	**258.1**	**F**	**208.6**
I-10 Westbound	F	313.5	F	83.2	F	731.1	F	625.3
Highland Rd Northbound	D	39.3	C	30.4	F	194.8	F	152.7
Highland Rd Southbound	F	139.1	F	95.3	B	16.0	B	15.6
I-10 EB at Siegen Ln								
OVERALL	**F**	**552.2**	**F**	**339.1**	**F**	**448.8**	**F**	**358.6**
I-10 Eastbound	F	971.7	F	616.2	F	771.4	F	663.7
Siegen Ln Northbound	F	274.8	F	229.2	F	216.1	F	221.0
Siegen Ln Southbound	F	148.0	D	39.4	F	262.5	F	119.3
I-10 WB at Siegen Ln								
OVERALL	**F**	**949.0**	**F**	**699.6**	**F**	**504.5**	**F**	**311.9**
I-10 Westbound	F	3514.0	F	2432.0	F	1686.0	F	1031.0
Siegen Ln Northbound	F	213.0	F	112.0	F	194.6	F	160.8
Siegen Ln Southbound	F	990.0	F	864.7	F	450.3	F	307.5
Perkins Rd at Pecue Ln								
OVERALL	**F**	**226.1**	**D**	**38.3**	**F**	**127.9**	**D**	**47.2**
Perkins Rd Eastbound	F	215.5	C	28.5	F	232.3	D	52.3
Perkins Rd Westbound	F	546.8	D	43.2	E	63.8	D	50.3
Pecue Ln Northbound	D	37.3	D	35.2	E	62.2	D	37.4
Pecue Ln Southbound	D	52.5	D	43.1	E	65.8	D	43.6
Siegen Ln at Rieger Rd								
OVERALL	**F**	**359.0**	**F**	**316.3**	**F**	**320.2**	**F**	**336.1**

Rieger Rd Eastbound	F	133.0	F	306.4	F	280.0	F	336.9
Rieger Rd Westbound	F	290.5	F	511.2	F	431.9	F	1021.0
Siegen Ln Northbound	F	531.3	F	451.4	F	371.5	F	373.0
Siegen Ln Southbound	F	120.6	E	70.8	F	251.5	F	136.9
Pecue Ln at Rieger Rd								
OVERALL	**N/A**		**C**	**28.6**	**N/A**		**C**	**27.9**
Rieger Rd Eastbound			D	37.8			C	30.7
Pecue Ln Northbound			C	24.1			C	27.9
Pecue Ln Southbound			C	33.0			C	27.3

A review of Tables 9-11 indicate that the addition of the Pecue Interchange is expected to have insignificant effect on the operation of I-10 mainline and the entrance/exit ramps at Highland Road and Siegen Lane. The additional interchange; however, is expected to significantly decrease the delay at the Highland Road and Siegen Lane ramp terminal intersections.

The capacity analysis results for the Pecue Diamond Interchange is presented in Table 12.

Table 12. Pecue Interchange Interchange Alternatives
2038 Design Year Capacity Analysis Results

Intersection Approach	AM Peak		PM Peak	
	2038 Build			
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
Diamond				
I-10 WB at Pecue Ln				
OVERALL	**D**	**37.2**	**D**	**44.2**
I-10 Westbound	D	53.8	E	63.0
Pecue Ln Norhtbound	D	37.7	C	28.0
Pecue Ln Southbound	C	24.0	D	51.0
I-10 EB at Pecue Ln				
OVERALL	**D**	**44.0**	**D**	**42.1**
I-10 Eastbound	E	55.0	E	58.5
Pecue Ln Norhtbound	D	47.6	D	39.9
Pecue Ln Southbound	C	25.6	C	30.9

A review of Table 12 indicates that the Pecue Interchange ramp terminal intersections are expected to operate acceptably with the proposed lane configuration.

CONCLUSIONS

This report summarizes the methodology and findings of a traffic study to assess the effects of building an interchange on Pecue Lane at Interstate-10.

The following existing interchanges and intersections were included in the study area:

- I-10 at Siegen Lane
- I-10 at Highland Road
- Siegen Lane at Rieger Road
- Pecue Lane at Perkins Road
- Pecue Lane at Airline Highway
- Rieger Road at Exchequer Drive

The projected 2038 design year traffic volumes were developed by growing the 2031 IJS projected traffic volumes by 2% per year for 7 years.

Capacity analyses indicated that the addition of the Pecue Interchange is not expected to significantly impact the operation of the I-10 mainline or the entrance/exit ramps through the study area. It is; however, expected to significantly reduce the delay at the Highland Road and Siegen Lane interchange intersections as a portion of the traffic using the adjacent interchanges is expected to now use the Pecue Interchange.

Southern Traffic Services, Inc.
Class

I-10 between Siegen Lane and Highland Rd EB Fast Lane

Datasets:

Site:	**[1ebfast] !!C7008**
Direction:	2 - East bound, A hit first., **Lane:** 0
Survey Duration:	9:22 Monday, November 01, 2010 => 18:05 Thursday, November 04, 2010
File:	C:\DATA\Private Sector\10112\1ebfastb.eco (Plus)
Identifier:	U61087X7 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	**0:00 Tuesday, November 02, 2010 => 0:00 Thursday, November 04, 2010**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time]	24-hour time (0000 - 2359)
1 [Total]	Number in time step
2 [Cls]	Class totals
3 [Mean]	Average speed
4 [Vpp]	Percentile speed

Tuesday, November 02, 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	22	0	6	11	0	5	0	0	0	0	0	0	0	0	83.8	91.7
0015	23	0	10	12	0	1	0	0	0	0	0	0	0	0	82.8	89.5
0030	19	0	11	5	0	2	0	0	0	1	0	0	0	0	72.5	79.6
0045	10	0	4	5	0	0	0	0	0	1	0	0	0	0	80.5	-
0100	11	0	3	6	0	1	0	0	0	1	0	0	0	0	81.1	83.4
0115	7	0	2	5	0	0	0	0	0	0	0	0	0	0	76.8	-
0130	8	0	3	5	0	0	0	0	0	0	0	0	0	0	81.9	-
0145	8	0	4	3	0	0	0	0	0	1	0	0	0	0	73.4	-
0200	10	0	3	6	0	0	0	0	0	1	0	0	0	0	80.9	-
0215	7	0	2	3	0	1	0	0	0	1	0	0	0	0	77.8	-
0230	6	0	1	3	0	1	0	0	0	1	0	0	0	0	82.7	-
0245	13	0	6	5	0	2	0	0	0	0	0	0	0	0	81.8	85.9
0300	11	0	2	6	0	3	0	0	0	0	0	0	0	0	82.9	87.0
0315	11	0	3	3	1	3	0	0	1	0	0	0	0	0	82.1	86.8
0330	20	0	4	11	0	5	0	0	0	0	0	0	0	0	81.5	87.2
0345	21	0	2	5	0	9	0	0	0	5	0	0	0	0	80.5	85.2
0400	33	0	7	18	0	6	0	0	0	1	1	0	0	0	84.0	89.3
0415	56	0	8	29	0	15	0	0	0	4	0	0	0	0	84.9	92.6
0430	77	0	20	36	0	20	0	1	0	0	0	0	0	0	84.6	90.4
0445	112	0	20	48	1	40	0	0	1	1	1	0	0	0	84.2	91.3
0500	179	1	19	84	0	71	0	0	0	1	2	0	0	1	86.2	92.2
0515	223	0	32	94	4	92	0	0	0	0	0	0	0	1	84.5	90.8
0530	239	0	34	113	1	89	0	0	1	1	0	0	0	0	83.4	88.1
0545	270	1	41	130	0	90	2	0	2	3	1	0	0	0	84.0	89.3
0600	258	2	42	125	3	82	1	0	0	1	1	0	0	1	82.9	88.8
0615	290	1	49	135	2	92	5	0	3	3	0	0	0	0	81.9	87.5
0630	305	0	52	148	1	95	1	0	3	5	0	0	0	0	81.2	86.6
0645	238	0	42	132	2	55	2	0	1	4	0	0	0	0	81.8	86.6
0700	213	0	35	106	0	64	1	0	3	3	1	0	0	0	82.5	88.6
0715	258	0	33	149	1	60	1	0	4	10	0	0	0	0	81.5	86.8
0730	239	1	44	140	3	43	3	0	3	2	0	0	0	0	82.2	87.0
0745	217	2	38	127	2	41	0	0	1	6	0	0	0	0	81.6	87.0
0800	217	0	43	116	1	47	0	0	0	9	1	0	0	0	81.6	87.7
0815	218	0	28	123	2	57	2	0	2	3	0	0	0	1	82.2	87.7
0830	192	0	30	100	1	53	1	0	2	4	1	0	0	0	82.1	88.4

0845	186	0	31	105	2	38	3	1	1	2	1	0	0	2	82.8	87.7
0900	157	0	34	82	2	34	0	0	1	4	0	0	0	0	82.5	88.6
0915	195	0	31	118	2	37	1	0	1	4	1	0	0	0	83.0	88.6
0930	175	1	24	87	3	54	0	0	3	2	1	0	0	0	81.6	87.0
0945	188	0	34	108	0	39	2	0	2	3	0	0	0	0	81.2	87.0
1000	190	1	45	91	2	40	1	0	4	5	1	0	0	0	82.0	86.3
1015	230	0	45	126	1	39	1	0	5	12	1	0	0	0	80.3	85.5
1030	193	0	36	104	1	42	0	0	2	6	2	0	0	0	80.8	86.1
1045	217	0	73	97	1	39	1	0	0	3	3	0	0	0	78.6	84.3
1100	211	0	80	96	2	24	3	0	1	3	2	0	0	0	77.8	82.5
1115	175	0	62	87	0	20	0	0	3	3	0	0	0	0	77.5	83.0
1130	205	0	81	88	0	24	2	0	3	4	1	1	0	1	77.0	82.1
1145	237	2	88	87	2	41	3	0	7	6	1	0	0	0	76.2	80.8
1200	237	1	97	98	2	31	0	0	2	6	0	0	0	0	76.0	81.6
1215	247	1	81	100	0	48	2	0	2	12	1	0	0	0	75.8	81.0
1230	228	0	92	101	2	22	1	0	3	6	1	0	0	0	75.8	80.1
1245	219	0	80	99	0	28	2	0	4	5	0	0	0	1	77.1	82.8
1300	237	1	87	108	4	30	0	0	1	6	0	0	0	0	77.1	83.4
1315	211	0	79	101	1	25	1	0	2	2	0	0	0	0	76.0	83.0
1330	186	0	77	80	0	27	0	0	1	1	0	0	0	0	78.0	83.4
1345	229	0	95	97	1	29	1	2	0	3	1	0	0	0	79.1	84.1
1400	269	1	100	133	0	24	1	0	2	5	2	1	0	0	78.3	83.9
1415	282	4	109	123	0	36	0	0	2	7	1	0	0	0	77.7	82.8
1430	324	0	123	134	2	55	2	0	3	4	1	0	0	0	76.4	81.6
1445	350	0	154	144	2	41	1	0	1	6	1	0	0	0	76.3	81.6
1500	412	0	165	186	0	52	0	1	1	7	0	0	0	0	75.9	81.0
1515	435	1	179	190	1	56	1	0	3	4	0	0	0	0	68.9	74.3
1530	411	3	155	177	4	60	2	0	3	7	0	0	0	0	68.0	72.7
1545	410	0	175	168	2	54	4	0	2	5	0	0	0	0	62.8	68.5
1600	465	0	218	186	3	52	1	0	2	3	0	0	0	0	60.9	67.6
1615	458	0	244	164	1	37	2	0	2	8	0	0	0	0	51.4	69.8
1630	503	0	198	226	2	69	2	0	2	3	1	0	0	0	72.1	76.7
1645	538	0	231	237	1	63	3	0	1	2	0	0	0	0	69.9	74.3
1700	502	0	196	227	1	76	0	0	0	2	0	0	0	0	70.9	76.1
1715	483	2	220	186	2	63	2	0	1	7	0	0	0	0	66.2	73.6
1730	407	0	249	133	2	15	0	0	3	5	0	0	0	0	35.8	45.9
1745	452	0	262	144	1	35	1	0	2	7	0	0	0	0	38.8	49.2
1800	445	0	194	193	2	47	0	0	2	7	0	0	0	0	65.0	69.1
1815	373	0	172	156	1	42	0	0	0	2	0	0	0	0	67.8	74.0
1830	265	0	112	110	0	33	2	0	1	7	0	0	0	0	73.0	77.4
1845	206	0	89	79	0	34	0	0	0	4	0	0	0	0	69.7	74.7
1900	230	0	109	82	1	33	0	0	0	3	0	2	0	0	64.9	72.3
1915	213	0	90	88	0	30	1	0	0	4	0	0	0	0	67.1	71.4
1930	163	0	73	68	0	19	1	0	0	2	0	0	0	0	69.3	73.8
1945	132	0	51	58	0	14	4	0	0	4	0	0	1	0	67.9	73.8
2000	123	0	55	44	1	19	0	0	0	4	0	0	0	0	71.6	77.0
2015	83	0	38	35	0	7	0	0	0	3	0	0	0	0	74.2	80.1
2030	111	0	41	53	0	15	0	0	0	2	0	0	0	0	73.1	77.4
2045	99	0	37	42	0	15	0	0	0	4	1	0	0	0	73.1	78.3
2100	94	0	44	37	0	10	0	0	0	3	0	0	0	0	72.9	77.6
2115	84	0	45	26	0	9	0	0	2	2	0	0	0	0	72.3	77.4
2130	65	1	30	24	1	4	0	0	2	1	0	1	1	0	75.7	83.0
2145	53	0	27	20	0	5	0	0	0	1	0	0	0	0	74.6	79.4
2200	52	0	24	22	0	6	0	0	0	0	0	0	0	0	76.0	80.1
2215	31	0	12	16	0	2	0	0	0	0	1	0	0	0	77.3	83.7
2230	37	0	11	18	0	5	0	0	0	1	1	1	0	0	75.6	83.7
2245	20	0	11	8	0	0	0	0	0	1	0	0	0	0	72.6	77.8
2300	42	0	24	11	0	5	0	0	0	2	0	0	0	0	74.5	79.4
2315	27	0	13	9	0	4	0	0	0	0	1	0	0	0	79.4	83.7
2330	16	0	12	3	0	1	0	0	0	0	0	0	0	0	76.2	79.4
2345	15	0	8	7	0	0	0	0	0	0	0	0	0	0	73.0	76.3
07-19	**13896**	**21**	**5147**	**6217**	**65**	**2020**	**56**	**4**	**96**	**237**	**26**	**2**	**0**	**5**	**71.4**	**82.3**
06-22	**16438**	**25**	**5973**	**7334**	**76**	**2524**	**71**	**4**	**107**	**283**	**28**	**5**	**2**	**6**	**72.0**	**82.8**
06-00	**16678**	**25**	**6088**	**7428**	**76**	**2547**	**71**	**4**	**107**	**287**	**31**	**6**	**2**	**6**	**72.0**	**82.8**
00-00	**18074**	**27**	**6335**	**8074**	**83**	**3003**	**73**	**5**	**112**	**310**	**36**	**6**	**2**	**8**	**73.0**	**83.7**

*** Wednesday, November 03, 2010**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	17	0	9	8	0	0	0	0	0	0	0	0	0	0	77.3	82.8
0015	9	0	3	5	0	1	0	0	0	0	0	0	0	0	75.4	-
0030	5	0	5	0	0	0	0	0	0	0	0	0	0	0	69.3	-
0045	12	0	6	4	0	2	0	0	0	0	0	0	0	0	72.8	78.7
0100	8	0	4	4	0	0	0	0	0	0	0	0	0	0	74.4	-
0115	4	0	1	1	0	0	0	0	1	1	0	0	0	0	70.0	-
0130	6	0	2	3	0	1	0	0	0	0	0	0	0	0	77.5	-
0145	11	0	1	5	1	3	0	0	0	1	0	0	0	0	75.0	81.9
0200	4	0	2	1	0	1	0	0	0	0	0	0	0	0	74.4	-
0215	8	0	3	2	0	2	0	0	0	1	0	0	0	0	76.8	-
0230	7	0	4	1	0	1	0	0	0	1	0	0	0	0	79.4	-
0245	14	0	0	9	0	2	1	0	0	2	0	0	0	0	73.4	82.5
0300	13	0	6	3	0	2	1	0	0	1	0	0	0	0	76.3	79.6
0315	9	0	3	3	0	1	0	0	0	2	0	0	0	0	75.8	-
0330	20	0	4	7	0	6	0	0	0	3	0	0	0	0	79.7	87.5
0345	24	0	3	15	0	3	0	0	0	2	0	1	0	0	79.7	84.1
0400	29	0	12	7	0	8	0	0	0	2	0	0	0	0	80.8	86.6
0415	31	0	15	10	0	5	1	0	0	0	0	0	0	0	77.3	82.3
0430	50	0	13	22	1	12	0	1	0	1	0	0	0	0	74.7	80.5
0445	117	0	39	46	0	25	1	0	0	5	1	0	0	0	75.3	79.6
0500	151	0	41	51	0	48	1	0	1	8	1	0	0	0	75.9	81.0
0515	236	0	94	90	0	41	2	0	0	8	1	0	0	0	74.8	80.1
0530	212	0	63	82	1	55	0	0	1	8	0	1	1	0	72.0	78.3
0545	252	0	99	89	3	52	1	0	0	7	0	0	0	1	71.2	76.7
0600	250	0	89	92	0	58	1	0	0	8	0	0	1	1	69.7	75.6
0615	246	1	99	84	1	52	2	0	1	6	0	0	0	0	71.0	76.1
0630	253	0	104	92	1	46	1	0	3	6	0	0	0	0	68.7	72.9
0645	237	0	87	97	1	32	1	0	2	15	1	0	0	1	67.0	72.3
0700	202	0	90	68	2	31	3	0	1	4	3	0	0	0	69.1	73.4
0715	238	0	85	93	0	45	5	0	1	5	3	0	0	1	70.1	74.7
0730	261	0	116	107	1	28	2	0	1	3	3	0	0	0	70.3	75.6
0745	198	0	86	78	0	23	3	0	0	6	2	0	0	0	70.6	75.6
0800	205	1	81	76	2	29	1	0	1	10	2	1	0	1	71.3	77.0
0815	242	0	89	102	4	32	0	0	3	10	1	1	0	0	70.4	75.4
0830	202	0	72	80	1	36	3	0	1	7	1	0	0	1	69.2	74.9
0845	185	0	72	70	2	23	3	0	3	11	1	0	0	0	69.2	75.4
0900	202	0	74	76	2	36	2	0	1	8	3	0	0	0	70.7	75.2
0915	182	0	63	74	2	27	2	1	1	6	4	0	0	2	70.1	76.5
0930	185	0	70	68	0	29	5	0	1	11	0	0	0	1	71.0	75.8
0945	179	0	59	78	0	27	4	0	0	8	3	0	0	0	72.7	77.8
1000	184	0	66	77	2	25	2	0	1	9	0	1	0	1	69.8	74.9
1015	173	0	57	65	2	35	0	0	2	7	4	0	0	1	71.0	76.3
1030	222	0	83	85	5	28	5	0	0	10	3	0	0	3	68.6	74.5
1045	190	0	72	67	3	26	3	0	1	14	2	1	0	1	68.0	74.3
1100	191	1	55	76	0	31	3	0	3	16	2	0	0	4	70.1	74.9
1115	215	0	72	91	1	37	1	0	0	11	1	1	0	0	68.9	74.0
1130	202	0	82	75	1	37	2	0	1	4	0	0	0	0	71.9	77.6
1145	226	0	78	88	0	44	1	0	1	12	2	0	0	0	71.0	75.2
1200	191	1	66	73	1	39	0	0	2	7	2	0	0	0	73.0	78.1
1215	210	0	84	79	4	37	0	0	1	5	0	0	0	0	71.7	76.3
1230	231	0	83	103	1	30	0	0	2	11	1	0	0	0	74.0	79.0
1245	230	1	84	87	0	52	1	0	0	3	1	0	0	1	75.2	79.9
1300	226	0	88	98	2	30	2	0	1	5	0	0	0	0	75.0	80.1
1315	239	0	101	98	5	30	1	0	2	1	1	0	0	0	76.3	81.4
1330	235	0	89	89	4	42	0	0	2	7	0	1	0	1	75.4	80.8
1345	242	0	87	100	3	37	0	0	4	8	1	0	0	2	75.9	80.1
1400	287	0	121	101	8	42	1	0	4	7	1	2	0	0	74.0	78.5
1415	285	0	120	120	1	41	0	0	0	3	0	0	0	0	75.5	80.3
1430	287	2	120	115	4	40	1	0	0	5	0	0	0	0	73.9	79.0
1445	289	0	102	129	0	52	0	0	1	4	1	0	0	0	74.4	79.9
1500	392	0	172	158	0	54	4	0	0	4	0	0	0	0	76.0	80.8
1515	423	1	172	190	3	47	1	0	2	5	1	0	0	1	77.1	81.9
1530	445	0	166	203	1	71	0	0	0	4	0	0	0	0	75.5	80.5
1545	510	0	190	243	2	67	1	0	3	4	0	0	0	0	75.1	79.6
1600	502	0	185	230	0	74	3	0	0	9	1	0	0	0	75.2	79.6
1615	548	0	220	242	1	75	2	0	2	5	1	0	0	0	76.4	80.5
1630	532	0	202	249	0	74	0	0	3	3	1	0	0	0	75.0	79.9
1645	573	0	225	278	0	66	0	0	0	4	0	0	0	0	74.1	79.0
1700	550	0	239	253	0	56	0	0	0	2	0	0	0	0	73.2	77.6
1715	562	0	240	245	1	70	0	0	0	6	0	0	0	0	74.9	80.1
1730	525	0	221	212	0	82	2	0	2	5	0	0	0	1	73.2	77.6
1745	365	1	146	168	1	43	0	0	4	2	0	0	0	0	78.3	83.0

1800	296	0	115	147	0	33	0	0	0	1	0	0	0	0	78.5	83.7
1815	315	0	130	143	1	40	0	0	0	1	0	0	0	0	78.0	83.2
1830	265	0	107	125	0	31	0	0	1	0	0	0	1	0	76.9	83.0
1845	218	0	74	114	0	30	0	0	0	0	0	0	0	0	79.0	83.2
1900	250	0	97	111	1	38	0	0	0	2	0	0	1	0	77.5	83.0
1915	228	0	80	108	1	34	0	0	1	4	0	0	0	0	78.7	83.7
1930	160	0	63	67	1	26	0	0	2	1	0	0	0	0	77.3	83.0
1945	136	0	60	58	0	14	1	0	0	3	0	0	0	0	77.9	82.8
2000	174	0	71	81	1	18	0	0	1	2	0	0	0	0	77.2	83.0
2015	150	0	57	68	2	19	1	0	0	3	0	0	0	0	78.6	83.9
2030	122	0	45	64	0	11	1	0	0	1	0	0	0	0	77.7	83.9
2045	101	0	41	55	0	3	0	0	0	1	0	0	0	1	80.3	87.5
2100	111	0	44	50	0	15	0	0	0	1	0	1	0	0	79.3	85.2
2115	124	0	44	62	0	15	0	0	1	1	0	0	1	0	81.3	85.5
2130	92	0	33	44	0	13	0	0	0	1	0	1	0	0	80.8	86.3
2145	58	0	23	28	0	6	0	0	0	1	0	0	0	0	80.8	86.8
2200	61	1	24	24	1	9	0	0	1	0	0	1	0	0	79.3	85.7
2215	55	0	29	20	0	4	0	0	1	1	0	0	0	0	78.3	84.8
2230	42	0	20	17	0	5	0	0	0	0	0	0	0	0	78.3	86.6
2245	49	0	22	22	0	3	0	0	1	1	0	0	0	0	77.6	81.2
2300	38	0	15	20	0	0	0	0	1	2	0	0	0	0	78.4	83.7
2315	27	0	10	14	1	1	0	0	0	1	0	0	0	0	79.0	87.2
2330	22	0	13	8	0	1	0	0	0	0	0	0	0	0	80.9	91.5
2345	19	0	10	8	0	1	0	0	0	0	0	0	0	0	75.8	82.1
07-19	**14057**	**8**	**5471**	**5986**	**73**	**2014**	**69**	**1**	**59**	**293**	**52**	**8**	**1**	**22**	**73.8**	**79.6**
06-22	**16749**	**9**	**6508**	**7147**	**82**	**2414**	**77**	**1**	**70**	**349**	**53**	**10**	**4**	**25**	**74.0**	**80.1**
06-00	**17062**	**10**	**6651**	**7280**	**84**	**2438**	**77**	**1**	**74**	**354**	**53**	**11**	**4**	**25**	**74.1**	**80.1**
00-00	**18311**	**10**	**7083**	**7748**	**90**	**2709**	**85**	**2**	**77**	**407**	**56**	**13**	**5**	**26**	**74.1**	**80.1**

Southern Traffic Services, Inc.
Class Speed Matrix

I-10 between Siegen Lane and Highland Rd **EB Fast Lane**

Datasets:

Site: **[1ebfast] !!C7008**
Direction: 2 - East bound, A hit first., **Lane:** 0
Survey Duration: 9:22 Monday, November 01, 2010 => 18:05 Thursday, November 04, 2010
File: C:\DATA\Private Sector\10112\1ebfastb.eco (Plus)
Identifier: U61087X7 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: **0:00 Tuesday, November 02, 2010 => 0:00 Thursday, November 04, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)

Speed (mph)	Class 1	2	3	4	5	6	7	8	9	10	11	12	13	Speed Totals	
0 - 5	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
5 - 10	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
10 - 15	.	4	1	.	.	.	.	.	.	.	.	.	.	5	0.0%
15 - 20	.	12	6	.	2	.	.	.	.	.	.	.	.	20	0.1%
20 - 25	.	30	11	.	3	.	.	.	.	.	.	.	.	44	0.1%
25 - 30	.	74	47	.	5	.	.	.	1	.	.	.	.	127	0.3%
30 - 35	1	153	88	.	11	.	.	2	4	.	.	.	.	259	0.7%
35 - 40	.	161	89	2	15	2	.	.	6	.	.	.	.	275	0.8%
40 - 45	.	82	42	1	15	.	.	3	3	.	.	.	.	146	0.4%
45 - 50	.	136	81	1	22	1	.	.	3	.	.	.	.	244	0.7%
50 - 55	.	125	82	.	26	3	.	3	7	.	.	1	.	247	0.7%
55 - 60	.	327	259	4	78	3	.	4	30	.	1	.	.	706	1.9%
60 - 65	1	973	825	15	256	10	.	6	67	7	2	.	5	2167	6.0%
65 - 70	7	2409	2223	34	770	42	2	34	204	27	4	4	7	5767	15.8%
70 - 75	6	3689	3820	54	1366	52	1	58	254	32	11	1	12	9356	25.7%
75 - 80	11	3163	4096	42	1453	27	2	44	112	21	1	1	8	8981	24.7%
80 - 85	5	1506	2612	15	1031	12	2	29	21	5	.	.	1	5239	14.4%
85 - 90	4	442	1098	4	477	5	.	4	5	.	.	.	1	2040	5.6%
90 - 95	2	109	366	1	148	1	.	1	.	.	.	.	.	628	1.7%
95 - 100	.	23	76	.	34	.	.	1	.	.	.	.	.	134	0.4%
Class Totals	37	13418	15822	173	5712	158	7	189	717	92	19	7	34	36385	
	0.1%	36.9%	43.5%	0.5%	15.7%	0.4%	0.0%	0.5%	2.0%	0.3%	0.1%	0.0%	0.1%		

Southern Traffic Services, Inc.
Vehicle Counts

I-10 between Siegen Lane and Highland Rd EB Fast Lane

Datasets:

Site:	**[1ebfast] !!C7008**
Direction:	2 - East bound, A hit first., **Lane:** 0
Survey Duration:	9:22 Monday, November 01, 2010 => 18:05 Thursday, November 04, 2010
File:	C:\DATA\Private Sector\10112\1ebfastb.eco (Plus)
Identifier:	U61087X7 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	**0:00 Tuesday, November 02, 2010 => 0:00 Thursday, November 04, 2010**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 36385

Tuesday, November 02, 2010 - Total=18074, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
74	**34**	**36**	**63**	**278**	**911**	**1091**	**927**	**812**	**716**	**830**	**828**	**931**	**862**	**1225**	**1669**	**1963**	**1844**	**1289**	**739**	**416**	**296**	**140**	**100**	
22	11	10	11	33	179	**257**	213	217	158	190	211	236	237	270	413	465	**502**	446	231	123	93	52	42	17
22	7	7	11	56	222	**290**	257	217	195	230	175	247	211	282	434	457	**484**	373	212	83	84	31	27	9
20	8	6	20	77	240	**306**	240	193	175	193	205	229	186	323	412	**503**	407	264	164	111	66	37	16	5
10	8	13	21	112	**270**	238	217	185	188	217	237	219	228	350	410	**538**	451	206	132	99	53	20	15	12

AM Peak 0545 - 0645 (1123), AM PHF=0.92 PM Peak 1630 - 1730 (2027), PM PHF=0.94

Wednesday, November 03, 2010 - Total=18311, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
43	**29**	**33**	**66**	**227**	**851**	**986**	**898**	**835**	**748**	**769**	**834**	**862**	**942**	**1148**	**1769**	**2156**	**2001**	**1095**	**773**	**548**	**385**	**207**	**106**	
17	8	4	13	29	151	**250**	202	205	202	184	191	191	226	287	392	502	**549**	297	250	174	111	61	38	19
9	4	8	9	31	236	**245**	238	243	182	173	215	210	239	284	423	549	**563**	314	228	151	124	55	27	9
5	6	7	20	50	212	**254**	260	201	185	221	202	230	235	287	445	**532**	524	264	160	122	92	42	22	17
12	11	14	24	117	**252**	237	198	186	179	191	226	231	242	290	509	**573**	365	220	135	101	58	49	19	9

AM Peak 0545 - 0645 (1001), AM PHF=0.99 PM Peak 1630 - 1730 (2217), PM PHF=0.97

Southern Traffic Services, Inc.
Class Speed Matrix

I-10 between Siegen Lane and Highland Rd EB

Datasets:
Site: **[1ebslow] !!MCSurvey field repair setup**
Site: **[1ebfast] !!C7008**

Profile:
Filter time: **0:00 Tuesday, November 02, 2010 => 0:00 Thursday, November 04, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)

Speed (mph)	Class 1	2	3	4	5	6	7	8	9	10	11	12	13	Speed Totals	
0 - 5	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
5 - 10	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
10 - 15	.	4	1	.	.	.	.	.	.	.	.	.	.	5	0.0%
15 - 20	.	26	9	.	4	.	.	.	1	.	.	.	.	40	0.1%
20 - 25	1	76	26	.	3	.	.	.	.	.	.	.	.	106	0.1%
25 - 30	.	197	84	.	9	4	.	.	9	1	.	.	.	304	0.4%
30 - 35	1	289	154	2	16	.	.	6	5	.	.	.	.	473	0.6%
35 - 40	.	321	154	2	25	2	.	1	9	1	.	.	.	515	0.7%
40 - 45	.	233	103	2	19	1	.	6	4	.	.	.	.	368	0.5%
45 - 50	.	303	203	5	45	6	1	5	13	1	.	.	.	582	0.8%
50 - 55	3	631	463	18	123	8	.	24	66	3	1	1	4	1345	1.8%
55 - 60	8	2082	1568	49	409	20	3	81	259	21	6	1	5	4512	5.9%
60 - 65	9	4606	3790	160	1050	56	8	137	728	41	15	4	11	10615	13.8%
65 - 70	20	6965	6478	213	2010	114	7	204	1091	85	20	17	11	17235	22.5%
70 - 75	19	6878	7150	139	2466	95	10	162	667	67	17	7	16	17693	23.1%
75 - 80	19	4543	5768	61	2041	39	6	71	194	25	2	2	9	12780	16.7%
80 - 85	7	1995	3286	21	1317	13	2	42	29	7	.	.	1	6720	8.8%
85 - 90	6	597	1295	4	562	5	.	4	5	1	.	.	1	2480	3.2%
90 - 95	2	147	421	1	176	1	.	2	.	.	.	.	.	750	1.0%
95 - 100	.	31	89	.	39	.	.	1	.	.	.	.	.	160	0.2%
Class Totals	95	29924	31042	677	10314	364	37	746	3080	253	61	32	58	76683	
	0.1%	39.0%	40.5%	0.9%	13.5%	0.5%	0.0%	1.0%	4.0%	0.3%	0.1%	0.0%	0.1%		

Southern Traffic Services, Inc.
Class

I-10 between Siegen Lane and Highland Rd EB Slow Lane

Datasets:

Site: **[1ebslow] !!MCSurvey field repair setup**
Direction: 2 - East bound, A hit first., **Lane:** 0
Survey Duration: 9:23 Monday, November 01, 2010 => 18:09 Thursday, November 04, 2010
File: C:\DATA\Private Sector\10112\1ebslowb.eco (Plus)
Identifier: Q889XNMT MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: **0:00 Tuesday, November 02, 2010 => 0:00 Thursday, November 04, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals
3 [Mean] Average speed
4 [Vpp] Percentile speed

Tuesday, November 02, 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	76	0	33	32	0	5	0	0	1	5	0	0	0	0	72.6	79.0
0015	66	0	34	22	0	5	1	0	0	3	0	0	0	1	75.0	82.5
0030	63	0	32	21	0	6	0	0	0	4	0	0	0	0	68.6	76.1
0045	40	0	13	20	0	2	0	0	0	5	0	0	0	0	72.1	83.2
0100	52	1	30	12	1	5	0	0	0	3	0	0	0	0	71.9	77.8
0115	35	0	19	13	1	1	0	0	0	1	0	0	0	0	70.4	76.7
0130	38	0	11	19	0	5	0	0	1	2	0	0	0	0	71.2	76.3
0145	33	0	9	11	0	5	0	0	1	6	1	0	0	0	70.0	75.2
0200	38	0	15	10	1	5	0	0	0	7	0	0	0	0	73.0	79.0
0215	33	0	12	11	1	3	0	0	0	4	2	0	0	0	69.6	76.7
0230	25	0	6	6	0	3	1	0	0	9	0	0	0	0	73.8	82.1
0245	39	1	10	12	1	4	0	0	0	11	0	0	0	0	72.5	77.8
0300	35	1	7	11	0	7	1	0	0	6	1	0	1	0	72.0	78.3
0315	51	1	11	14	1	10	2	0	1	11	0	0	0	0	73.2	81.6
0330	56	0	12	18	2	11	1	0	1	11	0	0	0	0	71.9	77.6
0345	88	2	25	32	1	13	1	1	1	11	1	0	0	0	73.7	80.3
0400	69	0	10	25	0	18	3	0	1	10	2	0	0	0	76.6	83.9
0415	87	0	25	22	0	23	2	0	1	13	1	0	0	0	74.8	83.2
0430	124	1	30	43	1	28	0	0	3	16	2	0	0	0	74.6	82.3
0445	144	1	36	44	2	39	2	0	4	15	0	0	1	0	75.2	81.9
0500	182	1	44	65	2	42	4	0	3	19	0	0	0	2	75.5	82.5
0515	214	0	55	79	6	51	1	0	3	17	2	0	0	0	77.2	84.3
0530	225	1	46	80	8	58	0	1	5	24	1	0	0	1	73.9	80.5
0545	252	0	63	100	8	61	0	0	4	14	2	0	0	0	74.0	80.8
0600	231	2	44	95	4	51	3	0	6	23	2	0	1	0	73.5	81.0
0615	255	0	72	86	4	61	1	0	9	20	2	0	0	0	73.7	79.2
0630	273	0	88	92	6	59	2	0	7	16	3	0	0	0	72.4	79.0
0645	262	0	79	88	7	54	3	0	6	24	0	1	0	0	72.6	79.4
0700	249	2	72	98	2	53	2	0	3	15	1	1	0	0	73.5	79.2
0715	262	1	74	105	6	47	1	0	7	19	2	0	0	0	72.3	78.7
0730	251	0	67	113	6	36	2	0	3	23	1	0	0	0	72.5	78.5
0745	246	1	71	97	4	46	3	0	7	14	2	0	0	1	72.5	78.7
0800	254	1	68	97	7	43	5	0	7	26	0	0	0	0	71.7	78.5
0815	272	0	89	105	3	38	2	0	6	27	2	0	0	0	72.4	76.7
0830	235	0	52	107	8	41	1	2	5	17	2	0	0	0	72.9	79.0

0845	245	1	59	99	4	53	1	2	3	17	6	0	0	0	72.2	78.7
0900	231	0	77	81	5	37	3	0	3	20	3	0	0	2	71.8	78.1
0915	272	0	62	111	7	67	3	0	7	13	1	0	0	1	72.1	77.6
0930	271	0	73	105	7	44	5	2	9	23	2	0	0	1	71.0	75.8
0945	262	0	73	117	4	44	4	0	5	13	2	0	0	0	70.7	76.3
1000	264	1	77	105	4	51	3	0	5	16	2	0	0	0	72.6	78.7
1015	295	0	78	119	6	48	4	0	12	21	6	1	0	0	70.1	75.8
1030	267	0	72	111	9	38	1	2	8	23	3	0	0	0	71.3	76.7
1045	265	0	84	116	2	35	2	2	3	21	0	0	0	0	70.3	76.3
1100	262	0	102	93	3	30	0	0	12	22	0	0	0	0	70.1	75.2
1115	238	0	97	98	3	20	1	0	3	13	3	0	0	0	69.6	75.4
1130	283	0	114	110	5	33	2	1	4	13	0	1	0	0	68.2	73.8
1145	260	2	95	95	10	28	5	0	5	19	1	0	0	0	68.9	74.3
1200	292	0	101	110	7	36	2	0	6	28	1	0	0	1	69.3	75.8
1215	271	1	113	91	3	36	1	0	6	17	3	0	0	0	68.9	75.2
1230	262	0	113	88	1	30	0	0	6	21	2	1	0	0	69.7	75.2
1245	276	0	97	110	2	36	2	4	3	19	2	1	0	0	68.8	74.9
1300	294	0	120	114	9	23	1	0	6	19	1	0	0	1	68.4	75.6
1315	284	0	124	106	4	35	0	0	3	11	1	0	0	0	68.6	75.4
1330	268	0	110	112	7	26	1	1	1	9	0	1	0	0	70.5	76.3
1345	269	0	114	103	0	23	2	1	7	16	3	0	0	0	72.2	78.3
1400	293	1	115	116	4	31	4	1	7	13	1	0	0	0	70.9	76.5
1415	297	0	121	120	4	28	5	0	6	11	2	0	0	0	68.9	74.5
1430	324	5	137	125	9	32	3	0	4	9	0	0	0	0	69.4	73.8
1445	301	0	118	112	4	39	1	3	6	18	0	0	0	0	68.9	75.6
1500	366	1	140	148	3	49	2	3	6	13	0	0	0	1	69.3	75.4
1515	335	1	148	136	3	20	2	0	4	20	1	0	0	0	62.2	67.6
1530	354	0	167	142	4	30	0	0	5	4	1	0	0	1	62.1	67.3
1545	353	0	142	160	2	36	0	1	5	7	0	0	0	0	56.3	61.7
1600	356	0	175	135	7	25	3	0	3	7	1	0	0	0	55.6	61.5
1615	371	0	225	117	1	18	1	0	3	5	1	0	0	0	47.3	64.2
1630	418	0	189	167	4	39	4	0	7	7	1	0	0	0	65.2	70.5
1645	393	0	194	165	3	23	0	0	4	3	0	0	0	1	64.2	68.2
1700	385	0	184	139	1	47	0	0	2	11	1	0	0	0	65.1	70.0
1715	348	0	195	118	1	22	0	0	2	7	3	0	0	0	61.2	67.1
1730	375	1	263	95	0	7	2	0	1	5	1	0	0	0	34.9	42.7
1745	384	0	254	103	2	12	0	0	5	8	0	0	0	0	34.6	43.6
1800	386	0	201	142	1	31	1	0	4	6	0	0	0	0	59.1	63.3
1815	329	0	185	115	1	23	0	0	2	3	0	0	0	0	60.7	65.5
1830	286	1	126	117	1	21	1	0	2	16	0	1	0	0	65.5	70.2
1845	251	0	125	96	1	22	0	0	3	3	0	0	1	0	62.1	67.3
1900	267	0	131	93	3	21	0	0	7	11	0	1	0	0	59.0	64.9
1915	246	1	139	72	3	20	0	0	0	11	0	0	0	0	60.8	66.0
1930	214	0	109	77	2	18	0	0	3	5	0	0	0	0	62.1	67.8
1945	194	0	86	75	1	23	0	0	0	8	0	0	1	0	62.0	70.2
2000	190	0	107	62	2	12	0	0	1	5	0	1	0	0	64.0	69.6
2015	177	0	80	68	2	15	1	0	3	8	0	0	0	0	67.1	72.7
2030	164	0	82	58	0	17	0	0	3	4	0	0	0	0	66.2	71.8
2045	176	0	92	56	1	12	0	0	1	14	0	0	0	0	66.0	71.6
2100	143	0	72	46	0	11	0	0	0	12	1	1	0	0	66.4	72.0
2115	166	1	96	45	1	7	1	0	4	9	1	0	1	0	66.2	72.3
2130	133	0	80	36	1	10	0	0	2	2	0	1	1	0	68.4	73.6
2145	119	0	71	33	0	7	0	0	0	6	1	1	0	0	67.5	71.8
2200	104	1	66	20	1	9	0	0	1	5	0	1	0	0	68.9	76.3
2215	100	0	54	29	0	6	0	0	1	8	1	1	0	0	68.2	74.0
2230	96	1	50	35	0	6	0	0	1	2	1	0	0	0	69.7	76.1
2245	78	0	38	24	1	9	0	0	0	4	1	1	0	0	69.7	75.4
2300	85	0	35	33	0	6	0	0	2	7	1	0	1	0	68.4	76.3
2315	70	0	34	24	0	3	0	0	1	6	0	2	0	0	69.8	77.0
2330	66	0	33	15	2	5	0	0	0	11	0	0	0	0	70.7	75.8
2345	65	0	25	19	1	3	2	0	2	12	1	0	0	0	69.1	75.4
07-19	**14304**	**20**	**5852**	**5483**	**194**	**1632**	**88**	**25**	**236**	**691**	**65**	**7**	**1**	**10**	**65.4**	**74.5**
06-22	**17515**	**24**	**7280**	**6566**	**231**	**2030**	**99**	**25**	**288**	**869**	**75**	**13**	**5**	**10**	**65.7**	**74.7**
06-00	**18179**	**26**	**7615**	**6765**	**236**	**2077**	**101**	**25**	**296**	**924**	**80**	**18**	**6**	**10**	**65.8**	**74.7**
00-00	**20244**	**36**	**8203**	**7487**	**272**	**2487**	**120**	**27**	**326**	**1151**	**95**	**18**	**8**	**14**	**66.7**	**75.8**

*** Wednesday, November 03, 2010**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	65	1	24	24	0	3	1	0	2	10	0	0	0	0	69.3	74.7
0015	48	0	21	18	1	3	0	0	0	4	0	0	1	0	70.9	77.6
0030	41	0	13	14	0	4	0	0	0	10	0	0	0	0	70.3	76.5
0045	44	0	13	17	2	2	0	0	1	8	1	0	0	0	69.0	73.8
0100	41	0	5	16	2	2	0	0	4	12	0	0	0	0	69.2	74.5
0115	34	0	8	13	1	4	0	0	1	5	1	0	1	0	69.8	73.8
0130	33	0	6	11	2	3	1	0	1	9	0	0	0	0	69.3	72.9
0145	39	0	7	13	2	4	2	0	4	7	0	0	0	0	69.5	76.1
0200	35	0	12	10	1	4	0	0	0	7	1	0	0	0	73.2	79.4
0215	48	0	14	11	0	6	0	0	3	13	0	0	1	0	71.1	76.5
0230	33	0	9	11	1	4	0	0	0	7	0	0	1	0	69.3	74.5
0245	51	0	17	11	1	6	0	0	1	13	2	0	0	0	69.0	74.7
0300	42	0	14	9	0	5	1	0	0	13	0	0	0	0	70.0	75.8
0315	44	0	11	8	1	5	3	0	0	12	3	0	1	0	70.0	74.0
0330	55	0	13	18	2	8	2	0	2	9	1	0	0	0	70.0	75.8
0345	73	0	24	23	2	8	0	0	0	15	1	0	0	0	71.4	77.2
0400	75	0	21	26	0	10	1	0	1	13	2	1	0	0	72.2	77.8
0415	86	0	27	32	1	9	4	0	1	10	2	0	0	0	70.1	75.8
0430	119	1	30	47	2	25	0	1	0	9	3	0	1	0	70.7	76.1
0445	140	1	39	55	3	17	1	0	5	18	0	0	0	1	68.5	74.5
0500	177	0	62	62	1	25	1	0	5	19	1	1	0	0	69.8	75.6
0515	195	1	60	63	7	28	0	0	1	28	3	4	0	0	68.2	73.4
0530	189	1	55	67	7	34	1	0	1	21	1	0	1	0	66.0	72.3
0545	203	0	72	61	3	34	0	0	4	24	4	1	0	0	65.1	71.4
0600	219	0	80	80	3	25	2	0	7	19	2	1	0	0	63.0	69.8
0615	209	0	87	75	4	20	2	0	3	16	0	1	1	0	63.5	68.7
0630	235	0	94	78	3	31	1	0	2	25	1	0	0	0	61.7	67.1
0645	248	1	90	94	6	30	1	0	2	22	1	1	0	0	61.0	65.8
0700	241	1	94	91	3	30	1	0	3	16	1	1	0	0	62.4	67.6
0715	242	0	100	84	6	30	2	0	2	14	4	0	0	0	63.6	68.9
0730	247	0	106	95	5	23	2	0	2	14	0	0	0	0	63.4	69.1
0745	207	1	78	84	2	20	1	0	1	19	1	0	0	0	64.0	69.3
0800	237	1	109	83	5	24	1	0	2	11	0	1	0	0	63.8	71.1
0815	239	0	86	94	5	28	2	0	7	15	1	1	0	0	62.5	67.8
0830	232	0	95	88	4	28	0	0	2	13	0	1	0	1	62.3	68.9
0845	218	0	87	71	1	31	2	0	5	18	2	0	0	1	62.5	68.2
0900	236	0	88	71	9	33	3	1	10	20	1	0	0	0	63.6	69.8
0915	234	0	71	99	1	39	1	0	2	19	1	0	0	1	63.7	70.7
0930	225	2	75	88	3	32	2	0	8	15	0	0	0	0	64.2	70.2
0945	201	0	66	76	2	32	1	0	2	21	1	0	0	0	64.3	70.0
1000	247	0	78	112	6	33	1	0	4	12	1	0	0	0	63.3	68.9
1015	228	0	84	86	2	35	0	0	5	14	1	0	0	1	63.8	69.8
1030	242	0	82	91	7	33	3	0	2	21	3	0	0	0	63.1	69.8
1045	238	0	81	99	3	34	1	0	2	18	0	0	0	0	61.8	67.3
1100	240	0	85	89	4	36	1	0	3	20	2	0	0	0	62.8	68.0
1115	255	0	87	104	2	31	1	0	6	23	1	0	0	0	62.6	67.6
1130	256	0	80	109	3	28	1	0	6	27	1	0	1	0	63.8	69.3
1145	270	0	101	106	0	30	1	0	5	26	0	1	0	0	63.3	68.9
1200	264	0	91	110	4	37	3	0	2	17	0	0	0	0	65.7	70.9
1215	260	1	105	102	1	33	3	0	1	14	0	0	0	0	64.5	69.3
1230	286	1	111	123	2	29	1	0	5	13	0	1	0	0	66.5	71.6
1245	260	0	124	86	5	21	1	0	5	18	0	0	0	0	67.9	73.1
1300	273	0	125	92	2	23	1	0	5	21	4	0	0	0	66.7	71.8
1315	285	0	126	100	5	30	1	0	1	22	0	0	0	0	68.8	74.5
1330	288	1	107	112	8	29	1	0	4	26	0	0	0	0	68.1	73.1
1345	312	2	109	131	3	40	0	0	3	22	1	0	0	1	69.2	75.4
1400	286	1	128	98	7	28	3	1	7	12	1	0	0	0	66.5	70.9
1415	312	0	139	118	4	33	2	0	4	12	0	0	0	0	66.6	71.4
1430	284	0	122	115	8	20	0	0	3	14	0	0	0	2	66.6	71.6
1445	309	0	160	110	3	28	0	0	3	4	1	0	0	0	67.5	73.8
1500	334	0	154	132	2	27	6	0	4	9	0	0	0	0	68.1	73.6
1515	366	0	152	157	2	34	1	0	4	16	0	0	0	0	69.4	74.3
1530	386	0	176	156	2	32	0	0	4	16	0	0	0	0	67.7	73.4
1545	428	0	188	183	2	40	3	0	3	9	0	0	0	0	67.5	71.6
1600	398	0	159	168	9	51	1	0	1	9	0	0	0	0	68.8	72.9
1615	427	1	207	169	3	42	0	0	3	2	0	0	0	0	69.4	73.4
1630	417	1	176	189	2	37	0	0	3	7	2	0	0	0	68.7	73.8
1645	432	0	223	159	2	42	0	0	0	6	0	0	0	0	67.0	71.8
1700	414	0	213	161	3	31	0	0	2	4	0	0	0	0	67.1	71.4
1715	406	0	204	168	1	31	0	0	1	1	0	0	0	0	68.2	72.9
1730	419	1	199	162	2	36	2	0	6	10	1	0	0	0	65.8	70.5
1745	334	0	161	139	0	28	0	0	1	3	1	0	1	0	70.2	75.6

1800	294	0	126	131	0	25	0	0	3	8	1	0	0	0	71.8	76.5
1815	308	0	144	125	4	26	0	0	1	8	0	0	0	0	71.1	75.6
1830	268	0	130	101	0	25	1	0	2	7	0	1	0	1	70.0	77.2
1845	291	0	126	130	3	25	1	0	1	5	0	0	0	0	70.5	76.7
1900	262	0	121	103	3	24	0	0	1	9	0	1	0	0	70.5	76.1
1915	268	0	123	113	1	18	1	0	1	11	0	0	0	0	71.2	76.5
1930	219	0	102	84	0	17	1	0	1	13	0	0	1	0	69.9	75.4
1945	197	0	79	85	1	17	0	0	3	10	1	0	1	0	72.2	78.1
2000	215	1	99	86	0	17	1	0	2	9	0	0	0	0	69.8	76.7
2015	222	0	95	94	0	25	0	0	0	7	0	0	1	0	71.8	76.7
2030	190	0	92	76	1	11	0	0	1	9	0	0	0	0	71.2	78.5
2045	182	0	80	66	1	22	0	0	0	13	0	0	0	0	73.6	80.8
2100	177	0	80	71	0	15	0	0	2	8	0	0	0	1	73.5	79.4
2115	194	0	98	71	1	16	1	0	1	3	0	2	1	0	73.6	80.8
2130	156	1	80	52	1	14	0	0	1	6	0	1	0	0	71.5	79.4
2145	128	0	65	49	1	8	0	0	0	5	0	0	0	0	72.7	79.9
2200	120	0	55	37	0	17	0	0	0	10	1	0	0	0	73.8	79.6
2215	122	0	55	49	0	11	0	0	3	3	0	0	1	0	72.3	79.6
2230	98	0	43	35	0	9	0	0	0	9	0	2	0	0	71.0	77.8
2245	100	0	54	34	0	2	0	0	0	9	0	1	0	0	72.2	79.2
2300	78	0	33	26	1	9	0	0	2	7	0	0	0	0	71.5	77.6
2315	86	0	42	33	0	3	0	0	0	7	0	0	1	0	72.6	77.6
2330	78	0	37	27	1	4	0	0	0	8	1	0	0	0	72.2	78.7
2345	65	0	24	28	0	4	0	0	1	7	0	0	1	0	69.1	73.8
07-19	**14076**	**14**	**5918**	**5547**	**162**	**1493**	**58**	**2**	**161**	**671**	**33**	**7**	**2**	**8**	**66.4**	**72.3**
06-22	**17397**	**17**	**7383**	**6824**	**188**	**1803**	**68**	**2**	**188**	**856**	**38**	**14**	**7**	**9**	**67.0**	**73.1**
06-00	**18144**	**17**	**7726**	**7093**	**190**	**1862**	**68**	**2**	**194**	**916**	**40**	**17**	**10**	**9**	**67.2**	**73.6**
00-00	**20054**	**22**	**8303**	**7733**	**232**	**2115**	**86**	**3**	**231**	**1212**	**66**	**24**	**17**	**10**	**67.3**	**73.8**

Southern Traffic Services, Inc.
Class Speed Matrix

I-10 between Siegen Lane and Highland Rd **EB Slow Lane**

Datasets:

Site: **[1ebslow] !!MCSurvey field repair setup**
Direction: 2 - East bound, A hit first., **Lane:** 0
Survey Duration: 9:23 Monday, November 01, 2010 => 18:09 Thursday, November 04, 2010
File: C:\DATA\Private Sector\10112\1ebslowb.eco (Plus)
Identifier: Q889XNMT MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: **0:00 Tuesday, November 02, 2010 => 0:00 Thursday, November 04, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)

Speed (mph)	Class 1	2	3	4	5	6	7	8	9	10	11	12	13	Speed Totals	
0 - 5	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
5 - 10	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
10 - 15	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
15 - 20	.	14	3	.	2	.	.	.	1	.	.	.	.	20	0.0%
20 - 25	1	46	15	.	.	.	.	.	.	.	.	.	.	62	0.2%
25 - 30	.	123	37	.	4	4	.	.	8	1	.	.	.	177	0.4%
30 - 35	.	136	66	2	5	.	.	4	1	.	.	.	.	214	0.5%
35 - 40	.	160	65	.	10	.	.	1	3	1	.	.	.	240	0.6%
40 - 45	.	151	61	1	4	1	.	3	1	.	.	.	.	222	0.6%
45 - 50	.	167	122	4	23	5	1	5	10	1	.	.	.	338	0.8%
50 - 55	3	506	381	18	97	5	.	21	59	3	1	.	4	1098	2.7%
55 - 60	8	1755	1309	45	331	17	3	77	229	21	5	1	5	3806	9.4%
60 - 65	8	3633	2965	145	794	46	8	131	661	34	13	4	6	8448	21.0%
65 - 70	13	4556	4255	179	1240	72	5	170	887	58	16	13	4	11468	28.5%
70 - 75	13	3189	3330	85	1100	43	9	104	413	35	6	6	4	8337	20.7%
75 - 80	8	1380	1672	19	588	12	4	27	82	4	1	1	1	3799	9.4%
80 - 85	2	489	674	6	286	1	.	13	8	2	.	.	.	1481	3.7%
85 - 90	2	155	197	.	85	.	.	.	.	1	.	.	.	440	1.1%
90 - 95	.	38	55	.	28	.	.	1	.	.	.	.	.	122	0.3%
95 - 100	.	8	13	.	5	.	.	.	.	.	.	.	.	26	0.1%
Class Totals	58	16506	15220	504	4602	206	30	557	2363	161	42	25	24	40298	
	0.1%	41.0%	37.8%	1.3%	11.4%	0.5%	0.1%	1.4%	5.9%	0.4%	0.1%	0.1%	0.1%		

Southern Traffic Services, Inc.
Vehicle Counts

I-10 between Siegen Lane and Highland Rd EB Slow Lane

Datasets:

Site:	**[1ebslow] !!MCSurvey field repair setup**
Direction:	2 - East bound, A hit first., **Lane:** 0
Survey Duration:	9:23 Monday, November 01, 2010 => 18:09 Thursday, November 04, 2010
File:	C:\DATA\Private Sector\10112\1ebslowb.eco (Plus)
Identifier:	Q889XNMT MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	**0:00 Tuesday, November 02, 2010 => :00 Thursday, November 04, 2010**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 40298

Tuesday, November 02, 2010 - Total=20244, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
245	**158**	**135**	**229**	**425**	**873**	**1021**	**1007**	**1007**	**1036**	**1091**	**1043**	**1101**	**1115**	**1214**	**1409**	**1538**	**1491**	**1252**	**922**	**706**	**562**	**378**	**286**	
76	52	38	35	70	181	231	248	254	231	263	262	**292**	294	293	366	356	**385**	387	268	190	144	104	85	65
66	35	33	51	87	215	254	263	273	272	296	238	**270**	284	297	335	**370**	347	329	245	177	165	100	70	48
63	38	25	56	123	224	273	251	234	271	267	**283**	263	268	323	354	**418**	376	285	215	164	134	96	66	41
40	33	39	87	145	253	263	245	246	262	265	**260**	276	269	301	354	**394**	383	251	194	175	119	78	65	44

AM Peak 1130 - 1230 (1105), AM PHF=0.95 PM Peak 1615 - 1715 (1567), PM PHF=0.94

Wednesday, November 03, 2010 - Total=20054, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
198	**147**	**167**	**214**	**420**	**764**	**910**	**937**	**927**	**896**	**955**	**1021**	**1070**	**1157**	**1192**	**1513**	**1675**	**1572**	**1161**	**946**	**809**	**656**	**440**	**307**	
65	41	35	42	75	177	219	242	238	236	247	240	**264**	273	286	334	398	**414**	294	263	216	178	120	77	61
48	34	48	44	86	195	209	242	239	233	228	254	**260**	285	313	366	**428**	405	309	268	222	194	122	87	57
41	33	33	55	119	189	235	246	232	226	242	257	**286**	288	284	386	**417**	420	267	219	189	155	98	77	56
44	39	51	73	140	203	247	207	218	201	238	**270**	260	311	309	427	**432**	333	291	196	182	129	100	66	42

AM Peak 1145 - 1245 (1080), AM PHF=0.94 PM Peak 1615 - 1715 (1691), PM PHF=0.98

Southern Traffic Services, Inc.
Vehicle Counts

I-10 between Siegen Lane and Highland Rd EB

Datasets:

Site: **[1ebslow] !!MCSurvey field repair setup**
Direction: 2 - East bound, A hit first., **Lane:** 0
Survey Duration: 9:23 Monday, November 01, 2010 => 18:09 Thursday, November 04, 2010
File: C:\DATA\Private Sector\10112\1ebslowb.eco (Plus)
Identifier: Q889XNMT MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Site: **[1ebfast] !!C7008**
Direction: 2 - East bound, A hit first., **Lane:** 0
Survey Duration: 9:22 Monday, November 01, 2010 => 18:05 Thursday, November 04, 2010
File: C:\DATA\Private Sector\10112\1ebfastb.eco (Plus)
Identifier: U61087X7 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: **0:00 Tuesday, November 02, 2010 => 0:00 Thursday, November 04, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 76683

Tuesday, November 02, 2010 - Total=38318, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
319	**192**	**171**	**292**	**703**	**1784**	**2112**	**1934**	**1819**	**1752**	**1921**	**1871**	**2032**	**1977**	**2439**	**3078**	**3501**	**3335**	**2541**	**1661**	**1122**	**858**	**518**	**386**	
98	63	48	46	103	360	**488**	461	471	389	453	473	528	531	563	779	821	**887**	833	499	313	237	156	127	82
88	42	40	62	143	437	**544**	520	490	467	526	413	517	495	579	769	827	**831**	702	457	260	249	131	97	57
83	46	31	76	200	464	**579**	491	427	446	460	488	492	454	646	766	**921**	783	549	379	275	200	133	82	46
50	41	52	108	257	**523**	501	462	431	450	482	497	495	497	651	764	**932**	834	457	326	274	172	98	80	56

AM Peak 0545 - 0645 (2134), AM PHF=0.92 PM Peak 1630 - 1730 (3571), PM PHF=0.96

Wednesday, November 03, 2010 - Total=38365, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
241	**176**	**200**	**280**	**647**	**1615**	**1896**	**1835**	**1762**	**1644**	**1724**	**1855**	**1932**	**2099**	**2340**	**3282**	**3831**	**3573**	**2256**	**1719**	**1357**	**1041**	**647**	**413**	
82	49	39	55	104	328	469	444	443	438	431	431	**455**	499	573	726	900	**963**	591	513	390	289	181	115	80
57	38	56	53	117	431	454	480	482	415	401	469	**470**	524	597	789	**977**	968	623	496	373	318	177	114	66
46	39	40	75	169	401	489	506	433	411	463	459	**516**	523	571	831	**949**	944	531	379	311	247	140	99	73
56	50	65	97	257	455	484	405	404	380	429	**496**	491	553	599	936	**1005**	698	511	331	283	187	149	85	51

AM Peak 1145 - 1245 (1937), AM PHF=0.94 PM Peak 1615 - 1715 (3894), PM PHF=0.97

Southern Traffic Services, Inc.
Class

I-10 between Siegen Lane and Highland Rd WB Fast Lane

Datasets:

Site: **[2wbfast] !MCSurvey field repair setup**
Direction: 4 - West bound, A hit first., **Lane:** 0
Survey Duration: 9:23 Sunday, October 31, 2010 => 18:09 Wednesday, November 03, 2010
File: C:\DATA\Private Sector\10112\2wbfast.eco (Plus)
Identifier: Q889XNMT MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: **0:00 Tuesday, November 02, 2010 => 0:00 Wednesday, November 03, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals
3 [Mean] Average speed
4 [Vpp] Percentile speed

Tuesday, November 02, 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	65	1	24	24	0	3	1	0	2	10	0	0	0	0	69.3	74.7
0015	48	0	21	18	1	3	0	0	0	4	0	0	1	0	70.9	77.6
0030	41	0	13	14	0	4	0	0	0	10	0	0	0	0	70.3	76.5
0045	44	0	13	17	2	2	0	0	1	8	1	0	0	0	69.0	73.8
0100	41	0	5	16	2	2	0	0	4	12	0	0	0	0	69.2	74.5
0115	34	0	8	13	1	4	0	0	1	5	1	0	1	0	69.8	73.8
0130	33	0	6	11	2	3	1	0	1	9	0	0	0	0	69.3	72.9
0145	39	0	7	13	2	4	2	0	4	7	0	0	0	0	69.5	76.1
0200	35	0	12	10	1	4	0	0	0	7	1	0	0	0	73.2	79.4
0215	48	0	14	11	0	6	0	0	3	13	0	0	1	0	71.1	76.5
0230	33	0	9	11	1	4	0	0	0	7	0	0	1	0	69.3	74.5
0245	51	0	17	11	1	6	0	0	1	13	2	0	0	0	69.0	74.7
0300	42	0	14	9	0	5	1	0	0	13	0	0	0	0	70.0	75.8
0315	44	0	11	8	1	5	3	0	0	12	3	0	1	0	70.0	74.0
0330	55	0	13	18	2	8	2	0	2	9	1	0	0	0	70.0	75.8
0345	73	0	24	23	2	8	0	0	0	15	1	0	0	0	71.4	77.2
0400	75	0	21	26	0	10	1	0	1	13	2	1	0	0	72.2	77.8
0415	86	0	27	32	1	9	4	0	1	10	2	0	0	0	70.1	75.8
0430	119	1	30	47	2	25	0	1	0	9	3	0	1	0	70.7	76.1
0445	140	1	39	55	3	17	1	0	5	18	0	0	0	1	68.5	74.5
0500	177	0	62	62	1	25	1	0	5	19	1	1	0	0	69.8	75.6
0515	195	1	60	63	7	28	0	0	1	28	3	4	0	0	68.2	73.4
0530	189	1	55	67	7	34	1	0	1	21	1	0	1	0	66.0	72.3
0545	203	0	72	61	3	34	0	0	4	24	4	1	0	0	65.1	71.4
0600	219	0	80	80	3	25	2	0	7	19	2	1	0	0	63.0	69.8
0615	209	0	87	75	4	20	2	0	3	16	0	1	1	0	63.5	68.7
0630	235	0	94	78	3	31	1	0	2	25	1	0	0	0	61.7	67.1
0645	248	1	90	94	6	30	1	0	2	22	1	1	0	0	61.0	65.8
0700	241	1	94	91	3	30	1	0	3	16	1	1	0	0	62.4	67.6
0715	242	0	100	84	6	30	2	0	2	14	4	0	0	0	63.6	68.9
0730	247	0	106	95	5	23	2	0	2	14	0	0	0	0	63.4	69.1
0745	207	1	78	84	2	20	1	0	1	19	1	0	0	0	64.0	69.3
0800	237	1	109	83	5	24	1	0	2	11	0	1	0	0	63.8	71.1
0815	239	0	86	94	5	28	2	0	7	15	1	1	0	0	62.5	67.8
0830	232	0	95	88	4	28	0	0	2	13	0	1	0	1	62.3	68.9

0845	218	0	87	71	1	31	2	0	5	18	2	0	0	1	62.5	68.2
0900	236	0	88	71	9	33	3	1	10	20	1	0	0	0	63.6	69.8
0915	234	0	71	99	1	39	1	0	2	19	1	0	0	1	63.7	70.7
0930	225	2	75	88	3	32	2	0	8	15	0	0	0	0	64.2	70.2
0945	201	0	66	76	2	32	1	0	2	21	1	0	0	0	64.3	70.0
1000	247	0	78	112	6	33	1	0	4	12	1	0	0	0	63.3	68.9
1015	228	0	84	86	2	35	0	0	5	14	1	0	0	1	63.8	69.8
1030	242	0	82	91	7	33	3	0	2	21	3	0	0	0	63.1	69.8
1045	238	0	81	99	3	34	1	0	2	18	0	0	0	0	61.8	67.3
1100	240	0	85	89	4	36	1	0	3	20	2	0	0	0	62.8	68.0
1115	255	0	87	104	2	31	1	0	6	23	1	0	0	0	62.6	67.6
1130	256	0	80	109	3	28	1	0	6	27	1	0	1	0	63.8	69.3
1145	270	0	101	106	0	30	1	0	5	26	0	1	0	0	63.3	68.9
1200	264	0	91	110	4	37	3	0	2	17	0	0	0	0	65.7	70.9
1215	260	1	105	102	1	33	3	0	1	14	0	0	0	0	64.5	69.3
1230	286	1	111	123	2	29	1	0	5	13	0	1	0	0	66.5	71.6
1245	260	0	124	86	5	21	1	0	5	18	0	0	0	0	67.9	73.1
1300	273	0	125	92	2	23	1	0	5	21	4	0	0	0	66.7	71.8
1315	285	0	126	100	5	30	1	0	1	22	0	0	0	0	68.8	74.5
1330	288	1	107	112	8	29	1	0	4	26	0	0	0	0	68.1	73.1
1345	312	2	109	131	3	40	0	0	3	22	1	0	0	1	69.2	75.4
1400	286	1	128	98	7	28	3	1	7	12	1	0	0	0	66.5	70.9
1415	312	0	139	118	4	33	2	0	4	12	0	0	0	0	66.6	71.4
1430	284	0	122	115	8	20	0	0	3	14	0	0	0	2	66.6	71.6
1445	309	0	160	110	3	28	0	0	3	4	1	0	0	0	67.5	73.8
1500	334	0	154	132	2	27	6	0	4	9	0	0	0	0	68.1	73.6
1515	366	0	152	157	2	34	1	0	4	16	0	0	0	0	69.4	74.3
1530	386	0	176	156	2	32	0	0	4	16	0	0	0	0	67.7	73.4
1545	428	0	188	183	2	40	3	0	3	9	0	0	0	0	67.5	71.6
1600	398	0	159	168	9	51	1	0	1	9	0	0	0	0	68.8	72.9
1615	427	1	207	169	3	42	0	0	3	2	0	0	0	0	69.4	73.4
1630	417	1	176	189	2	37	0	0	3	7	2	0	0	0	68.7	73.8
1645	432	0	223	159	2	42	0	0	0	6	0	0	0	0	67.0	71.8
1700	414	0	213	161	3	31	0	0	2	4	0	0	0	0	67.1	71.4
1715	406	0	204	168	1	31	0	0	1	1	0	0	0	0	68.2	72.9
1730	419	1	199	162	2	36	2	0	6	10	1	0	0	0	65.8	70.5
1745	334	0	161	139	0	28	0	0	1	3	1	0	1	0	70.2	75.6
1800	294	0	126	131	0	25	0	0	3	8	1	0	0	0	71.8	76.5
1815	308	0	144	125	4	26	0	0	1	8	0	0	0	0	71.1	75.6
1830	268	0	130	101	0	25	1	0	2	7	0	1	0	1	70.0	77.2
1845	291	0	126	130	3	25	1	0	1	5	0	0	0	0	70.5	76.7
1900	262	0	121	103	3	24	0	0	1	9	0	1	0	0	70.5	76.1
1915	268	0	123	113	1	18	1	0	1	11	0	0	0	0	71.2	76.5
1930	219	0	102	84	0	17	1	0	1	13	0	0	1	0	69.9	75.4
1945	197	0	79	85	1	17	0	0	3	10	1	0	1	0	72.2	78.1
2000	215	1	99	86	0	17	1	0	2	9	0	0	0	0	69.8	76.7
2015	222	0	95	94	0	25	0	0	0	7	0	0	1	0	71.8	76.7
2030	190	0	92	76	1	11	0	0	1	9	0	0	0	0	71.2	78.5
2045	182	0	80	66	1	22	0	0	0	13	0	0	0	0	73.6	80.8
2100	177	0	80	71	0	15	0	0	2	8	0	0	0	1	73.5	79.4
2115	194	0	98	71	1	16	1	0	1	3	0	2	1	0	73.6	80.8
2130	156	1	80	52	1	14	0	0	1	6	0	1	0	0	71.5	79.4
2145	128	0	65	49	1	8	0	0	0	5	0	0	0	0	72.7	79.9
2200	120	0	55	37	0	17	0	0	0	10	1	0	0	0	73.8	79.6
2215	122	0	55	49	0	11	0	0	3	3	0	0	1	0	72.3	79.6
2230	98	0	43	35	0	9	0	0	0	9	0	2	0	0	71.0	77.8
2245	100	0	54	34	0	2	0	0	0	9	0	1	0	0	72.2	79.2
2300	78	0	33	26	1	9	0	0	2	7	0	0	0	0	71.5	77.6
2315	86	0	42	33	0	3	0	0	0	7	0	0	1	0	72.6	77.6
2330	78	0	37	27	1	4	0	0	0	8	1	0	0	0	72.2	78.7
2345	65	0	24	28	0	4	0	0	1	7	0	0	1	0	69.1	73.8
07-19	**14076**	**14**	**5918**	**5547**	**162**	**1493**	**58**	**2**	**161**	**671**	**33**	**7**	**2**	**8**	**66.4**	**72.3**
06-22	**17397**	**17**	**7383**	**6824**	**188**	**1803**	**68**	**2**	**188**	**856**	**38**	**14**	**7**	**9**	**67.0**	**73.1**
06-00	**18144**	**17**	**7726**	**7093**	**190**	**1862**	**68**	**2**	**194**	**916**	**40**	**17**	**10**	**9**	**67.2**	**73.6**
00-00	**20054**	**22**	**8303**	**7733**	**232**	**2115**	**86**	**3**	**231**	**1212**	**66**	**24**	**17**	**10**	**67.3**	**73.8**

Southern Traffic Services, Inc.
Class Speed Matrix

I-10 between Siegen Lane and Highland Rd **WB Fast Lane**

Datasets:

Site: **[2wbfast] !MCSurvey field repair setup**
Direction: 4 - West bound, A hit first., **Lane:** 0
Survey Duration: 9:23 Sunday, October 31, 2010 => 18:09 Wednesday, November 03, 2010
File: C:\DATA\Private Sector\10112\2wbfast.eco (Plus)
Identifier: Q889XNMT MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: **0:00 Tuesday, November 02, 2010 => 0:00 Wednesday, November 03, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)

Speed (mph)	Class 1	2	3	4	5	6	7	8	9	10	11	12	13	Speed Totals	
0 - 5	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
5 - 10	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
10 - 15	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
15 - 20	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
20 - 25	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
25 - 30	.	1	.	.	.	1	.	.	.	.	.	.	.	2	0.0%
30 - 35	.	.	.	.	1	.	.	.	.	.	.	.	.	1	0.0%
35 - 40	.	.	.	.	.	.	.	.	1	.	.	.	.	1	0.0%
40 - 45	.	6	1	.	.	.	.	.	.	.	.	.	.	7	0.0%
45 - 50	.	27	34	2	6	1	.	3	4	1	.	.	.	78	0.4%
50 - 55	2	182	154	5	47	4	.	9	34	3	1	.	1	442	2.2%
55 - 60	5	822	693	23	202	11	.	43	166	9	5	.	4	1983	9.9%
60 - 65	5	2019	1700	95	458	27	1	70	395	16	5	3	2	4796	23.9%
65 - 70	4	2612	2361	76	614	28	.	73	443	24	9	10	3	6257	31.2%
70 - 75	4	1709	1734	25	485	12	2	25	150	13	4	3	.	4166	20.8%
75 - 80	2	654	704	5	208	2	.	5	18	.	.	1	.	1599	8.0%
80 - 85	.	201	254	1	65	.	.	3	1	.	.	.	.	525	2.6%
85 - 90	.	53	75	.	23	.	.	.	.	.	.	.	.	151	0.8%
90 - 95	.	15	17	.	5	.	.	.	.	.	.	.	.	37	0.2%
95 - 100	.	2	6	.	1	.	.	.	.	.	.	.	.	9	0.0%
Class Totals	22	8303	7733	232	2115	86	3	231	1212	66	24	17	10	20054	
	0.1%	41.4%	38.6%	1.2%	10.5%	0.4%	0.0%	1.2%	6.0%	0.3%	0.1%	0.1%	0.0%		

Southern Traffic Services, Inc.
Vehicle Counts

I-10 between Siegen Lane and Highland Rd WB Fast Lane

Datasets:

Site:	**[2wbfast] !MCSurvey field repair setup**
Direction:	4 - West bound, A hit first., **Lane:** 0
Survey Duration:	9:23 Sunday, October 31, 2010 => 18:09 Wednesday, November 03, 2010
File:	C:\DATA\Private Sector\10112\2wbfast.eco (Plus)
Identifier:	Q889XNMT MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	**0:00 Tuesday, November 02, 2010 => 0:00 Wednesday, November 03, 2010**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 20054

Tuesday, November 02, 2010 - Total=20054, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
198	**147**	**167**	**214**	**420**	**764**	**910**	**937**	**927**	**896**	**955**	**1021**	**1070**	**1157**	**1192**	**1513**	**1675**	**1572**	**1161**	**946**	**809**	**656**	**440**	**307**	
65	41	35	42	75	177	219	242	238	236	247	240	**264**	273	286	334	398	**414**	294	263	216	178	120	77	61
48	34	48	44	86	195	209	242	239	233	228	254	**260**	285	313	366	**428**	405	309	268	222	194	122	87	57
41	33	33	55	119	189	235	246	232	226	242	257	**286**	288	284	386	**417**	420	267	219	189	155	98	77	56
44	39	51	73	140	203	247	207	218	201	238	**270**	260	311	309	427	**432**	333	291	196	182	129	100	66	42

AM Peak 1145 - 1245 (1080), AM PHF=0.94 PM Peak 1615 - 1715 (1691), PM PHF=0.98

Southern Traffic Services, Inc.
Class Speed Matrix

I-10 between Siegen Lane and Highland Rd WB

Datasets:
Site: **[2wbslow] !!!MCSurvey field repair setup**
Site: **[2wbfast] !MCSurvey field repair setup**

Profile:
Filter time: **0:00 Tuesday, November 02, 2010 => 0:00 Wednesday, November 03, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)

Speed (mph)	Class 1	2	3	4	5	6	7	8	9	10	11	12	13	Speed Totals	
0 - 5	1	1	2	1	.	.	.	.	.	.	.	.	.	5	0.0%
5 - 10	2	12	5	2	.	1	.	.	1	.	.	.	.	23	0.1%
10 - 15	.	13	6	.	4	2	.	1	.	.	.	.	.	26	0.1%
15 - 20	.	8	9	.	.	.	.	.	1	.	.	.	.	18	0.0%
20 - 25	.	20	8	.	3	.	.	.	3	.	.	.	.	34	0.1%
25 - 30	.	20	13	.	5	1	.	.	1	.	.	.	.	40	0.1%
30 - 35	1	30	8	.	4	1	.	.	2	.	.	.	.	46	0.1%
35 - 40	1	89	53	2	11	4	1	.	6	.	.	.	.	167	0.4%
40 - 45	.	223	135	8	30	6	.	4	20	.	1	.	.	427	1.1%
45 - 50	.	681	499	24	104	8	.	7	43	3	1	1	.	1371	3.5%
50 - 55	3	1135	874	26	220	10	.	29	114	6	2	.	1	2420	6.2%
55 - 60	6	1838	1537	54	399	31	.	68	296	13	5	1	4	4252	11.0%
60 - 65	6	3285	2802	146	763	41	1	125	625	24	14	10	3	7845	20.2%
65 - 70	8	4051	3649	119	1046	49	1	123	721	32	29	20	4	9852	25.4%
70 - 75	14	2860	2941	65	882	26	2	53	311	15	8	6	.	7183	18.5%
75 - 80	5	1240	1464	16	469	4	.	18	53	4	.	1	.	3274	8.4%
80 - 85	.	453	610	3	178	.	.	8	8	.	.	.	.	1260	3.3%
85 - 90	1	123	220	.	66	.	.	2	1	.	.	.	.	413	1.1%
90 - 95	.	33	43	.	11	.	.	.	.	.	.	.	.	87	0.2%
95 - 100	.	5	16	.	5	.	.	.	.	.	.	.	.	26	0.1%
Class Totals	48	16120	14894	466	4200	184	5	438	2206	97	60	39	12	38769	
	0.1%	41.6%	38.4%	1.2%	10.8%	0.5%	0.0%	1.1%	5.7%	0.3%	0.2%	0.1%	0.0%		

Southern Traffic Services, Inc.
Class

I-10 between Siegen Lane and Highland Rd WB Slow Lane

Datasets:

Site: **[2wbslow] !!!MCSurvey field repair setup**
Direction: 4 - West bound, A hit first., **Lane:** 0
Survey Duration: 9:24 Sunday, October 31, 2010 => 18:02 Wednesday, November 03, 2010
File: C:\DATA\Private Sector\10112\2wbcslow.eco (Plus)
Identifier: Q307YJ2P MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: **0:00 Tuesday, November 02, 2010 => 0:00 Wednesday, November 03, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals
3 [Mean] Average speed
4 [Vpp] Percentile speed

Tuesday, November 02, 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	32	0	14	9	2	4	0	0	1	2	0	0	0	0	72.3	77.4
0015	33	0	15	7	1	2	0	0	1	4	0	3	0	0	68.6	72.9
0030	33	0	14	14	0	1	0	0	0	1	0	2	1	0	70.0	75.4
0045	40	0	21	7	0	2	2	0	3	5	0	0	0	0	68.3	76.3
0100	23	0	10	2	0	3	0	0	1	4	0	3	0	0	68.7	73.6
0115	24	0	11	9	0	1	0	0	1	1	0	0	1	0	69.7	74.9
0130	28	0	11	4	0	3	0	0	3	4	0	0	3	0	71.2	75.6
0145	22	0	8	7	0	2	0	0	2	3	0	0	0	0	70.6	77.8
0200	18	0	4	2	0	4	0	0	1	6	0	0	1	0	73.2	79.9
0215	26	0	10	3	2	2	0	0	1	7	0	1	0	0	68.6	72.3
0230	22	0	8	8	0	0	0	0	0	4	0	2	0	0	71.1	74.9
0245	23	0	4	10	0	2	0	0	0	6	0	0	1	0	66.0	70.5
0300	29	0	9	10	1	3	0	0	3	3	0	0	0	0	68.2	71.6
0315	26	0	10	3	1	3	1	0	0	6	1	1	0	0	68.0	72.3
0330	24	0	7	5	0	2	2	0	1	5	0	2	0	0	70.8	74.9
0345	42	0	15	11	1	4	1	0	2	7	0	1	0	0	71.2	77.0
0400	59	0	15	26	2	3	0	0	3	10	0	0	0	0	66.6	72.9
0415	60	1	20	16	2	8	2	0	2	9	0	0	0	0	68.1	73.4
0430	77	0	19	29	1	15	0	0	1	11	0	1	0	0	69.1	75.8
0445	96	0	40	35	0	15	1	0	1	3	0	1	0	0	67.1	72.7
0500	126	0	39	43	4	22	0	0	0	18	0	0	0	0	71.1	77.2
0515	160	1	56	60	4	26	2	0	0	9	1	1	0	0	67.0	74.7
0530	188	0	77	72	2	25	1	0	2	8	0	0	1	0	64.8	71.8
0545	228	1	99	81	5	24	1	0	4	11	2	0	0	0	62.7	67.6
0600	236	1	101	79	2	31	0	0	4	16	1	1	0	0	63.2	69.6
0615	282	0	105	115	2	39	2	0	4	15	0	0	0	0	62.4	67.6
0630	338	0	165	133	0	29	0	0	2	9	0	0	0	0	56.0	61.5
0645	390	0	188	160	4	30	0	0	1	6	1	0	0	0	53.0	56.8
0700	400	0	229	130	9	26	1	0	1	4	0	0	0	0	49.0	54.8
0715	395	0	217	141	2	26	0	0	0	9	0	0	0	0	49.9	53.7
0730	385	0	215	131	3	22	6	0	1	5	1	1	0	0	44.3	52.6
0745	395	1	216	141	2	24	1	0	0	10	0	0	0	0	50.0	53.0
0800	379	0	186	143	2	38	0	0	3	6	0	1	0	0	51.1	56.4
0815	366	0	197	117	8	33	0	0	3	5	3	0	0	0	51.5	54.8
0830	338	0	140	147	4	30	1	0	5	11	0	0	0	0	55.0	60.2

0845	293	0	124	114	5	27	2	0	3	18	0	0	0	0	59.3	65.8
0900	289	0	135	108	2	22	0	0	4	17	0	0	1	0	54.6	62.4
0915	267	0	114	98	8	24	2	0	3	17	1	0	0	0	56.1	64.0
0930	265	0	124	91	5	28	1	0	2	14	0	0	0	0	54.3	60.6
0945	273	1	118	97	4	28	5	0	4	15	1	0	0	0	56.2	64.2
1000	273	0	101	105	4	32	1	0	6	23	0	1	0	0	58.6	65.1
1015	270	0	132	92	3	28	2	0	2	11	0	0	0	0	59.4	64.9
1030	190	5	80	61	7	16	4	0	2	15	0	0	0	0	39.4	61.1
1045	298	0	130	111	2	25	4	1	0	25	0	0	0	0	44.4	54.6
1100	243	0	94	92	3	35	1	0	3	14	0	0	1	0	62.2	69.1
1115	257	0	97	102	2	29	0	0	4	20	2	1	0	0	61.5	68.5
1130	273	0	99	111	1	41	0	0	3	17	0	0	0	1	62.9	67.8
1145	251	0	104	100	4	25	1	0	1	16	0	0	0	0	62.8	69.6
1200	255	0	87	105	5	39	4	0	4	10	1	0	0	0	65.3	72.3
1215	262	1	103	101	4	27	2	0	4	19	1	0	0	0	63.4	68.7
1230	298	1	120	105	1	37	3	0	7	23	1	0	0	0	63.9	69.1
1245	274	0	120	96	4	32	0	0	4	18	0	0	0	0	65.3	72.3
1300	272	0	104	106	0	26	1	0	8	22	5	0	0	0	65.1	71.8
1315	271	0	107	103	7	24	4	0	6	20	0	0	0	0	68.7	75.2
1330	281	0	100	122	2	35	3	0	4	13	2	0	0	0	68.4	74.7
1345	276	0	104	101	1	49	1	0	4	16	0	0	0	0	69.2	74.9
1400	279	1	109	117	3	28	3	0	2	16	0	0	0	0	65.2	71.1
1415	261	0	102	97	5	32	1	0	7	16	1	0	0	0	68.1	74.7
1430	273	0	114	101	6	25	0	0	3	23	1	0	0	0	65.8	70.9
1445	305	0	137	118	5	24	0	0	2	19	0	0	0	0	65.3	70.7
1500	271	0	102	126	2	24	2	0	2	13	0	0	0	0	70.0	76.5
1515	298	1	88	131	4	53	2	0	0	17	1	0	0	1	71.8	80.3
1530	300	0	103	125	7	43	1	0	3	18	0	0	0	0	71.0	76.1
1545	278	0	83	110	5	61	1	0	5	12	1	0	0	0	74.9	80.5
1600	281	2	102	120	2	37	1	0	3	13	1	0	0	0	72.7	77.8
1615	289	0	84	147	3	36	1	0	3	15	0	0	0	0	72.6	79.0
1630	277	0	99	110	7	44	0	0	5	12	0	0	0	0	73.1	80.1
1645	292	0	119	123	4	38	0	0	0	8	0	0	0	0	70.8	76.5
1700	287	0	103	116	4	46	1	0	4	13	0	0	0	0	72.5	79.9
1715	275	2	89	131	5	35	0	0	1	12	0	0	0	0	74.7	81.4
1730	278	0	107	123	3	25	1	0	4	15	0	0	0	0	73.2	79.9
1745	276	1	121	100	3	37	2	1	2	9	0	0	0	0	72.7	79.4
1800	251	1	76	109	4	42	1	0	1	16	1	0	0	0	74.3	80.3
1815	261	0	101	104	4	40	1	0	2	8	0	1	0	0	71.7	79.0
1830	236	1	98	87	1	35	1	0	2	11	0	0	0	0	71.2	77.2
1845	227	0	73	106	2	33	0	0	0	13	0	0	0	0	71.8	78.7
1900	207	1	72	94	0	23	2	0	1	14	0	0	0	0	73.4	79.4
1915	190	1	79	76	2	21	2	0	1	8	0	0	0	0	72.6	79.2
1930	158	1	59	67	0	20	1	0	1	8	0	1	0	0	73.7	80.3
1945	162	0	64	63	0	28	1	0	1	5	0	0	0	0	72.9	81.2
2000	153	0	79	56	0	13	1	0	1	2	0	0	1	0	71.5	78.3
2015	153	0	66	58	4	17	2	0	0	6	0	0	0	0	72.6	80.1
2030	114	0	52	40	1	10	1	0	3	6	0	1	0	0	73.5	80.3
2045	128	0	62	44	1	14	0	0	1	6	0	0	0	0	72.2	78.5
2100	136	0	65	51	1	12	0	0	1	6	0	0	0	0	72.1	78.5
2115	121	0	64	47	0	4	0	0	0	4	0	0	2	0	72.0	77.2
2130	97	1	54	27	3	8	1	0	0	2	0	0	1	0	73.4	79.9
2145	100	0	59	27	1	7	0	0	4	1	0	0	1	0	73.2	80.3
2200	105	0	45	35	1	12	1	0	1	9	1	0	0	0	73.1	79.9
2215	76	0	32	28	1	5	1	0	1	7	0	1	0	0	71.9	80.5
2230	82	0	39	27	0	5	0	0	2	5	0	3	1	0	74.2	80.1
2245	62	0	30	25	0	3	0	0	1	2	0	1	0	0	74.5	82.3
2300	52	0	26	19	0	1	0	0	0	3	0	1	2	0	71.3	79.4
2315	62	0	23	18	0	5	1	0	1	10	0	2	2	0	73.1	79.6
2330	40	0	20	13	0	3	0	0	1	1	0	1	1	0	74.9	80.1
2345	48	0	25	14	0	3	0	0	0	4	0	1	1	0	72.3	79.0
07-19	**13784**	**18**	**5706**	**5373**	**183**	**1566**	**69**	**2**	**142**	**692**	**24**	**5**	**2**	**2**	**62.6**	**74.0**
06-22	**16749**	**23**	**7041**	**6509**	**204**	**1872**	**82**	**2**	**167**	**806**	**26**	**8**	**7**	**2**	**63.3**	**74.5**
06-00	**17276**	**23**	**7281**	**6688**	**206**	**1909**	**85**	**2**	**174**	**847**	**27**	**18**	**14**	**2**	**63.6**	**74.7**
00-00	**18715**	**26**	**7817**	**7161**	**234**	**2085**	**98**	**2**	**207**	**994**	**31**	**36**	**22**	**2**	**63.9**	**74.7**

Southern Traffic Services, Inc.
Class Speed Matrix

I-10 between Siegen Lane and Highland Rd **WB Slow Lane**

Datasets:

Site: **[2wbslow] !!!MCSurvey field repair setup**
Direction: 4 - West bound, A hit first., **Lane:** 0
Survey Duration: 9:24 Sunday, October 31, 2010 => 18:02 Wednesday, November 03, 2010
File: C:\DATA\Private Sector\10112\2wbcslow.eco (Plus)
Identifier: Q307YJ2P MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: **0:00 Tuesday, November 02, 2010 => 0:00 Wednesday, November 03, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)

Speed (mph)	Class 1	2	3	4	5	6	7	8	9	10	11	12	13	Speed Totals	
0 - 5	1	1	2	1	.	.	.	.	.	.	.	.	.	5	0.0%
5 - 10	2	12	5	2	.	1	.	.	1	.	.	.	.	23	0.1%
10 - 15	.	13	6	.	4	2	.	1	.	.	.	.	.	26	0.1%
15 - 20	.	8	9	.	.	.	.	.	1	.	.	.	.	18	0.1%
20 - 25	.	20	8	.	3	.	.	.	3	.	.	.	.	34	0.2%
25 - 30	.	19	13	.	5	.	.	.	1	.	.	.	.	38	0.2%
30 - 35	1	30	8	.	3	1	.	.	2	.	.	.	.	45	0.2%
35 - 40	1	89	53	2	11	4	1	.	5	.	.	.	.	166	0.9%
40 - 45	.	217	134	8	30	6	.	4	20	.	1	.	.	420	2.2%
45 - 50	.	654	465	22	98	7	.	4	39	2	1	1	.	1293	6.9%
50 - 55	1	953	720	21	173	6	.	20	80	3	1	.	.	1978	10.6%
55 - 60	1	1016	844	31	197	20	.	25	130	4	.	1	.	2269	12.1%
60 - 65	1	1266	1102	51	305	14	.	55	230	8	9	7	1	3049	16.3%
65 - 70	4	1439	1288	43	432	21	1	50	278	8	20	10	1	3595	19.2%
70 - 75	10	1151	1207	40	397	14	.	28	161	2	4	3	.	3017	16.1%
75 - 80	3	586	760	11	261	2	.	13	35	4	.	.	.	1675	9.0%
80 - 85	.	252	356	2	113	.	.	5	7	.	.	.	.	735	3.9%
85 - 90	1	70	145	.	43	.	.	2	1	.	.	.	.	262	1.4%
90 - 95	.	18	26	.	6	.	.	.	.	.	.	.	.	50	0.3%
95 - 100	.	3	10	.	4	.	.	.	.	.	.	.	.	17	0.1%
Class Totals	26	7817	7161	234	2085	98	2	207	994	31	36	22	2	18715	
	0.1%	41.8%	38.3%	1.3%	11.1%	0.5%	0.0%	1.1%	5.3%	0.2%	0.2%	0.1%	0.0%		

Southern Traffic Services, Inc.
Vehicle Counts

I-10 between Siegen Lane and Highland Rd WB Slow Lane

Datasets:

Site:	**[2wbslow] !MCSurvey field repair setup**
Direction:	4 - West bound, A hit first., **Lane:** 0
Survey Duration:	9:24 Sunday, October 31, 2010 => 18:02 Wednesday, November 03, 2010
File:	C:\DATA\Private Sector\10112\2wbslow.eco (Plus)
Identifier:	Q307YJ2P MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	**0:00 Tuesday, November 02, 2010 => 0:00 Wednesday, November 03, 2010**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 18621

Tuesday, November 02, 2010 - Total=18621, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
138	**88**	**86**	**118**	**289**	**697**	**1242**	**1575**	**1372**	**1092**	**1025**	**1019**	**1086**	**1094**	**1109**	**1145**	**1137**	**1113**	**972**	**716**	**546**	**450**	**317**	**195**	
32	19	17	29	58	124	236	**401**	377	288	270	240	255	271	279	**270**	280	286	251	207	153	137	105	52	47
33	23	25	26	60	157	281	**395**	366	267	270	254	260	268	258	**296**	289	272	260	191	153	119	73	58	43
32	25	21	21	76	188	338	**385**	338	264	189	273	297	279	272	**300**	277	280	235	157	113	96	77	38	34
41	21	23	42	95	228	387	**394**	291	273	296	252	274	276	**300**	279	291	275	226	161	127	98	62	47	19

AM Peak 0700 - 0800 (1575), AM PHF=0.98 PM Peak 1445 - 1545 (1166), PM PHF=0.97

Southern Traffic Services, Inc.
Vehicle Counts

I-10 between Siegen Lane and Highland Rd WB

Datasets:

Site: **[2wbfast] !MCSurvey field repair setup**
Direction: 4 - West bound, A hit first., **Lane:** 0
Survey Duration: 9:23 Sunday, October 31, 2010 => 18:09 Wednesday, November 03, 2010
File: C:\DATA\Private Sector\10112\2wbfast.eco (Plus)
Identifier: Q889XNMT MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Site: **[2wbslow] !MCSurvey field repair setup**
Direction: 4 - West bound, A hit first., **Lane:** 0
Survey Duration: 9:24 Sunday, October 31, 2010 => 18:02 Wednesday, November 03, 2010
File: C:\DATA\Private Sector\10112\2wbslow.eco (Plus)
Identifier: Q307YJ2P MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: **0:00 Tuesday, November 02, 2010 => 0:00 Wednesday, November 03, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 38675

Tuesday, November 02, 2010 - Total=38675, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
336	**235**	**253**	**332**	**709**	**1461**	**2152**	**2512**	**2299**	**1988**	**1980**	**2040**	**2156**	**2251**	**2301**	**2658**	**2812**	**2685**	**2133**	**1662**	**1355**	**1106**	**757**	**502**	
97	60	52	71	133	301	455	**643**	615	524	517	480	519	544	565	604	678	**700**	545	470	369	315	225	129	108
81	57	73	70	146	352	490	**637**	605	500	498	508	520	553	571	662	**717**	677	569	459	375	313	195	145	100
73	58	54	76	195	377	573	**631**	570	490	431	530	583	567	556	686	**694**	700	502	376	302	251	175	115	90
85	60	74	115	235	431	**634**	601	509	474	534	522	534	587	609	706	**723**	608	517	357	309	227	162	113	61

AM Peak 0645 - 0745 (2545), AM PHF=0.99 PM Peak 1615 - 1715 (2834), PM PHF=0.98

MetroCount Traffic Executive
Vehicle Counts

Datasets:
Site: **Airline Hwy South of Pecue Ln**
Direction: Northbound

Profile:
Filter time: **15:00 Monday, November 08, 2010 => 15:00 Friday, November 12, 2010**

* Monday, November 08, 2010 - Total=3952 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**0**	**508**	**1060**	**754**	**567**	**404**	**403**	**163**	**93**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	303	229	173	102	159	69	36	11
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	16	269	219	139	114	101	42	23	10
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	254	259	155	125	101	93	24	21	18
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	238	229	151	130	87	50	28	13	11

* Tuesday, November 09, 2010 - Total=17586, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
50	**33**	**20**	**40**	**96**	**392**	**1442**	**1755**	**1621**	**1180**	**1070**	**1113**	**1062**	**1082**	**1117**	**953**	**1041**	**1065**	**782**	**508**	**548**	**362**	**156**	**98**	
11	7	3	10	15	55	231	**480**	447	304	270	275	266	276	**270**	246	272	300	223	138	150	125	53	30	24
10	9	6	9	17	64	337	**442**	429	304	282	280	290	286	**276**	225	249	276	181	117	131	104	43	24	12
18	5	5	9	20	101	402	**427**	387	293	271	276	223	241	**267**	240	265	250	195	144	132	74	38	21	17
11	12	6	12	44	172	**472**	406	358	279	247	282	283	279	**304**	242	255	239	183	109	135	59	22	23	10

AM Peak 0645 - 0745 (1821), AM PHF=0.95 PM Peak 1400 - 1500 (1117), PM PHF=0.92

* Wednesday, November 10, 2010 - Total=18187, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
63	**30**	**29**	**50**	**106**	**413**	**1415**	**1802**	**1732**	**1436**	**1175**	**1175**	**1034**	**1075**	**1048**	**1029**	**1039**	**938**	**767**	**531**	**572**	**466**	**180**	**82**	
24	6	7	9	18	51	202	**494**	491	385	335	305	254	**278**	267	259	265	282	220	142	130	167	58	19	18
12	7	9	12	20	79	345	**433**	414	370	275	276	269	**273**	251	237	238	244	212	149	124	110	54	21	23
17	9	6	12	26	108	410	**414**	410	334	297	276	251	**244**	256	262	278	203	163	126	146	129	40	23	11
10	8	7	17	42	175	458	**461**	417	347	268	318	260	**280**	274	271	258	209	172	114	172	60	28	19	18

AM Peak 0700 - 0800 (1802), AM PHF=0.91 PM Peak 1300 - 1400 (1075), PM PHF=0.96

* Thursday, November 11, 2010 - Total=17935, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
70	**44**	**34**	**49**	**100**	**384**	**1354**	**1797**	**1421**	**1151**	**1179**	**1262**	**1120**	**1057**	**1124**	**1054**	**1048**	**1088**	**796**	**596**	**461**	**447**	**202**	**97**	
18	16	13	11	18	51	229	**478**	411	300	314	294	268	268	276	**280**	290	297	245	152	125	147	68	23	23
23	9	6	6	20	66	303	**432**	351	279	295	347	273	249	**292**	269	274	272	209	146	112	118	47	32	13
11	9	8	13	19	115	370	**409**	335	300	289	316	297	276	**268**	252	226	275	174	149	99	103	50	21	16
18	10	7	19	43	152	452	**478**	324	272	281	305	282	264	**288**	253	258	244	168	149	125	79	37	21	11

AM Peak 0700 - 0800 (1797), AM PHF=0.94 PM Peak 1415 - 1515 (1128), PM PHF=0.97

* Friday, November 12, 2010 - Total=12142 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
63	**47**	**49**	**45**	**84**	**377**	**1157**	**1761**	**1582**	**1181**	**1154**	**1197**	**1175**	**1141**	**1129**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
23	11	13	11	18	53	222	**454**	425	281	298	308	303	283	286	-	-	-	-	-	-	-	-	-	-
13	16	10	7	17	60	245	**448**	456	331	277	306	263	302	253	-	-	-	-	-	-	-	-	-	-
16	11	14	13	18	110	310	**481**	370	289	295	267	323	277	314	-	-	-	-	-	-	-	-	-	-
11	9	12	14	31	154	**380**	378	331	280	284	316	286	279	276	-	-	-	-	-	-	-	-	-	-

AM Peak 0645 - 0745 (1763), AM PHF=0.92

Urban System Inc.
Daily Classes

Datasets:
Site: **Airine Hwy South of Pecue Ln**
Direction: Northbound

Daily Classes

Filter time: **18:00 Monday, November 08, 2010 => 16:00 Friday, November 12, 2010**

Monday, November 08, 2010

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	4	1379	1491	2	365	5	10	36	9	0	0	1	1	3303
(%)	0.1	41.7	45.1	0.1	11.1	0.2	0.3	1.1	0.3	0.0	0.0	0.0	0.0	
Tue	64	7505	6852	112	1877	97	167	308	79	23	7	3	58	17152
(%)	0.4	43.8	39.9	0.7	10.9	0.6	1.0	1.8	0.5	0.1	0.0	0.0	0.3	
Wed	57	8189	6855	104	1849	90	152	338	83	16	4	0	53	17790
(%)	0.3	46.0	38.5	0.6	10.4	0.5	0.9	1.9	0.5	0.1	0.0	0.0	0.3	
Thu	49	7465	7234	86	1938	95	132	319	93	17	6	2	48	17484
(%)	0.3	42.7	41.4	0.5	11.1	0.5	0.8	1.8	0.5	0.1	0.0	0.0	0.3	
Fri*	40	4720	5144	74	1441	48	72	219	65	13	4	1	25	11866
(%)	0.3	39.8	43.4	0.6	12.1	0.4	0.6	1.8	0.5	0.1	0.0	0.0	0.2	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week														
	56	7719	6980	100	1888	94	150	321	85	18	5	1	53	17475
(%)	0.3	44.2	39.9	0.6	10.8	0.5	0.9	1.8	0.5	0.1	0.0	0.0	0.3	
Weekdays														
	56	7719	6980	100	1888	94	150	321	85	18	5	1	53	17475
(%)	0.3	44.2	39.9	0.6	10.8	0.5	0.9	1.8	0.5	0.1	0.0	0.0	0.3	

Weekend No complete days.

*** - Incomplete**

Urban System Inc.
Speed Statistics

Datasets:
Site: **Airline Hwy South of Pecue Ln**
Direction: Northbound
Profile:
Filter time: **18:00 Monday, November 08, 2010 => 16:00 Friday, November 12, 2010**

Speed Statistics

Vehicles = 67595
Posted speed limit = 65 mph, Exceeding = 17186 (25.42%), Mean Exceeding = 71.21 mph
Maximum = 100.0 mph, **Minimum** = 5.0 mph, **Mean** = 55.2 mph
85% Speed = 68.5 mph, **95% Speed** = 74.9 mph, **Median** = 58.6 mph
10 mph Pace = 55 - 65, **Number in Pace** = 26234 (38.81%)
Variance = 263.66, **Standard Deviation** = 16.24 mph

Speed Bins (Partial days)

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - 5	0	0.0%	0	0.0%	67595	100.0%	0.00	0.00	0.00
5 - 10	682	1.0%	682	1.0%	66913	99.0%	0.00	0.00	0.00
10 - 15	1502	2.2%	2184	3.2%	65411	96.8%	0.00	0.00	0.00
15 - 20	2179	3.2%	4363	6.5%	63232	93.5%	0.00	0.00	0.00
20 - 25	2142	3.2%	6505	9.6%	61090	90.4%	0.00	0.00	0.00
25 - 30	1427	2.1%	7932	11.7%	59663	88.3%	0.00	0.00	0.00
30 - 35	781	1.2%	8713	12.9%	58882	87.1%	0.00	0.00	0.00
35 - 40	1017	1.5%	9730	14.4%	57865	85.6%	0.00	0.00	0.00
40 - 45	1924	2.8%	11654	17.2%	55941	82.8%	0.00	0.00	0.00
45 - 50	4293	6.4%	15947	23.6%	51648	76.4%	0.00	0.00	0.00
50 - 55	8371	12.4%	24318	36.0%	43277	64.0%	0.00	0.00	0.00
55 - 60	12997	19.2%	37315	55.2%	30280	44.8%	0.00	0.00	0.00
60 - 65	13094	19.4%	50409	74.6%	17186	25.4%	0.00	0.00	0.00
65 - 70	9071	13.4%	59480	88.0%	8115	12.0%	0.00	0.00	0.00
70 - 75	4713	7.0%	64193	95.0%	3402	5.0%	0.00	0.00	0.00
75 - 80	2064	3.1%	66257	98.0%	1338	2.0%	0.00	0.00	0.00
80 - 85	797	1.2%	67054	99.2%	541	0.8%	0.00	0.00	0.00
85 - 90	304	0.4%	67358	99.6%	237	0.4%	0.00	0.00	0.00
90 - 95	171	0.3%	67529	99.9%	66	0.1%	0.00	0.00	0.00
95 - 100	66	0.1%	67595	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below		Above	
0	65 (PSL)	50409	74.6%	17186	25.4%

MetroCount Traffic Executive
Vehicle Counts

Datasets:
Site: **Airline Hwy South of Pecue Ln**
Direction: Southbound

Profile:
Filter time: **15:00 Monday, November 08, 2010 => 23:00 Friday, November 12, 2010**

* Monday, November 08, 2010 - Total=6450 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**284**	**1653**	**1696**	**1089**	**662**	**451**	**338**	**169**	**108**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	385	449	345	173	134	101	56	43	24
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	396	414	282	189	125	90	47	21	22
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	437	429	261	156	103	80	35	23	22
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	284	435	404	201	144	89	67	31	21	16

* Tuesday, November 09, 2010 - Total=17482, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
84	**42**	**37**	**57**	**99**	**266**	**712**	**956**	**879**	**968**	**935**	**1050**	**1103**	**1101**	**1104**	**1410**	**1663**	**1818**	**1282**	**680**	**531**	**379**	**207**	**119**	
24	10	6	11	15	45	123	211	220	283	243	277	**276**	294	292	343	401	**481**	430	174	161	118	74	36	20
22	11	5	11	21	40	155	226	218	238	229	249	**266**	282	271	321	429	**464**	375	198	134	109	41	32	20
22	9	11	17	27	65	209	255	233	236	219	257	**275**	273	261	382	431	**442**	278	156	114	82	49	32	17
16	12	15	18	36	116	225	264	208	211	244	**267**	286	252	280	364	402	**431**	199	152	122	70	43	19	14

AM Peak 1145 - 1245 (1084), AM PHF=0.98 PM Peak 1700 - 1800 (1818), PM PHF=0.94

* Wednesday, November 10, 2010 - Total=17307, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
71	**44**	**36**	**61**	**87**	**271**	**694**	**937**	**968**	**916**	**916**	**1072**	**1138**	**1080**	**1178**	**1440**	**1612**	**1692**	**1152**	**646**	**592**	**413**	**187**	**104**	
20	13	5	12	12	41	114	188	236	249	240	262	**295**	293	290	298	358	**437**	362	172	163	128	55	37	21
20	10	9	8	14	51	145	214	243	205	228	274	**263**	290	306	347	408	**437**	312	183	154	119	48	31	11
17	11	8	18	27	72	208	260	232	238	209	275	**287**	239	274	411	**424**	417	256	138	137	82	40	18	15
14	10	14	23	34	107	227	275	257	224	239	**261**	293	258	308	384	**422**	401	222	153	138	84	44	18	25

AM Peak 1145 - 1245 (1106), AM PHF=0.94 PM Peak 1630 - 1730 (1720), PM PHF=0.98

* Thursday, November 11, 2010 - Total=17791, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
72	**49**	**43**	**64**	**107**	**252**	**710**	**993**	**975**	**890**	**1001**	**1141**	**1165**	**1232**	**1259**	**1402**	**1631**	**1697**	**1053**	**657**	**603**	**412**	**232**	**151**	
21	19	9	17	15	36	128	193	251	226	221	297	**277**	294	335	319	390	**440**	351	165	166	106	65	49	26
11	17	9	13	18	50	151	251	230	223	253	271	**302**	301	280	392	397	**403**	273	173	148	118	56	47	23
15	8	9	20	36	69	227	272	272	212	251	275	**291**	312	309	386	437	**439**	214	164	137	94	60	27	23
25	5	16	14	38	97	204	277	222	229	276	**298**	295	325	335	305	407	**415**	215	155	152	94	51	28	13

AM Peak 1145 - 1245 (1168), AM PHF=0.97 PM Peak 1700 - 1800 (1697), PM PHF=0.96

* Friday, November 12, 2010 - Total=9438 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
85	**40**	**53**	**61**	**101**	**231**	**623**	**857**	**944**	**926**	**945**	**1105**	**1270**	**1228**	**969**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	
26	13	8	12	17	41	107	190	233	221	229	257	**324**	320	348	0	0	0	0	0	0	0	0	-	-
23	8	22	15	20	39	154	230	239	213	224	288	**320**	282	348	0	0	0	0	0	0	0	0	-	-
23	11	13	19	26	64	164	210	220	252	237	274	**293**	336	273	0	0	0	0	0	0	0	0	-	-
13	8	10	15	38	87	198	227	252	240	255	**286**	333	290	0	0	0	0	0	0	0	0	0	-	-

AM Peak 1145 - 1245 (1223), AM PHF=0.94

MetroCount Traffic Executive
Vehicle Counts

Datasets:

Site: **Pecue North of Perkins**

Direction: Northbound

Profile:

Filter time: **15:00 Monday, November 08, 2010 => 15:00 Friday, November 12, 2010**

* Monday, November 08, 2010 - Total=1513 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**210**	**417**	**461**	**197**	**127**	**70**	**20**	**7**	**4**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	95	136	60	49	22	13	1	3	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	84	112	63	24	20	4	4	1	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	122	121	46	19	16	3	2	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75	116	92	28	35	12	0	0	0	1

* Tuesday, November 09, 2010 - Total=2988, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**1**	**2**	**19**	**161**	**228**	**184**	**152**	**131**	**168**	**157**	**137**	**178**	**251**	**391**	**525**	**193**	**47**	**37**	**23**	**2**	**0**	
0	0	0	0	0	0	16	**50**	46	30	31	36	43	47	32	67	105	**141**	90	14	5	12	0	0	0
0	0	0	1	0	1	25	**58**	52	37	31	39	46	29	35	65	75	**136**	59	13	13	3	2	0	0
0	0	0	0	0	5	57	**62**	42	42	38	41	30	31	51	57	111	**128**	19	10	10	4	0	0	0
1	0	0	0	2	13	**63**	58	44	43	31	52	38	30	60	62	100	**120**	25	10	9	4	0	0	0

AM Peak 0645 - 0745 (233), AM PHF=0.92 PM Peak 1700 - 1800 (525), PM PHF=0.93

* Wednesday, November 10, 2010 - Total=2803, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**1**	**0**	**1**	**1**	**5**	**107**	**231**	**125**	**100**	**115**	**176**	**182**	**150**	**205**	**272**	**390**	**430**	**163**	**66**	**48**	**20**	**10**	**5**	
0	0	0	0	0	0	5	**52**	37	26	35	30	35	40	45	61	97	**145**	50	19	23	9	3	2	0
0	0	0	1	0	0	21	**58**	28	22	22	39	45	38	43	77	95	**112**	51	20	7	6	3	3	0
0	0	0	0	0	1	42	**50**	29	31	41	47	51	34	59	64	93	**103**	38	14	8	4	2	0	0
0	1	0	0	1	4	39	**71**	31	21	17	60	51	38	58	70	**105**	70	24	13	10	1	2	0	0

AM Peak 0700 - 0800 (231), AM PHF=0.81 PM Peak 1645 - 1745 (465), PM PHF=0.80

* Thursday, November 11, 2010 - Total=3185, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**3**	**0**	**0**	**2**	**8**	**134**	**210**	**149**	**109**	**139**	**178**	**152**	**156**	**227**	**304**	**439**	**459**	**207**	**105**	**84**	**59**	**40**	**21**	
0	0	0	0	1	1	16	**50**	37	33	30	45	41	43	52	80	98	**112**	70	25	27	15	11	9	2
0	3	0	0	0	2	17	**58**	39	26	31	34	36	36	50	72	94	**137**	54	38	15	17	17	7	2
0	0	0	0	0	3	51	**38**	39	28	45	49	43	42	64	65	118	**121**	43	15	18	12	5	2	0
0	0	0	0	1	2	50	**64**	34	22	33	50	32	35	61	87	**129**	89	40	27	24	15	7	3	0

AM Peak 0700 - 0800 (210), AM PHF=0.82 PM Peak 1645 - 1745 (499), PM PHF=0.91

* Friday, November 12, 2010 - Total=1678 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**3**	**8**	**11**	**8**	**24**	**173**	**223**	**196**	**155**	**156**	**183**	**218**	**229**	**87**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
2	0	0	6	1	1	23	**50**	43	50	37	50	59	48	53	-	-	-	-	-	-	-	-	-	-
2	1	2	2	1	5	27	**58**	56	32	32	31	49	54	34	-	-	-	-	-	-	-	-	-	-
0	1	3	1	1	10	**69**	45	44	39	35	42	54	66	0	-	-	-	-	-	-	-	-	-	-
0	1	3	2	5	8	**54**	70	53	34	52	60	56	61	0	-	-	-	-	-	-	-	-	-	-

AM Peak 0630 - 0730 (231), AM PHF=0.84

MetroCount Traffic Executive
Vehicle Counts

Datasets:
Site: **Pecue North of Perkins**
Direction: Southbound

Profile:
Filter time: **15:00 Monday, November 08, 2010 => 15:00 Friday, November 12, 2010**

* Monday, November 08, 2010 - Total=1183 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**187**	**276**	**300**	**167**	**98**	**73**	**42**	**19**	**21**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	72	77	44	26	26	15	6	5	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	57	71	54	27	18	10	6	8	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	81	92	44	16	18	11	4	4	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	66	60	25	29	11	6	3	4	2

* Tuesday, November 09, 2010 - Total=3519, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**1**	**2**	**15**	**21**	**96**	**207**	**402**	**303**	**197**	**174**	**199**	**219**	**203**	**193**	**288**	**268**	**287**	**188**	**89**	**71**	**49**	**23**	**11**	
3	0	0	1	4	14	31	**108**	81	60	51	42	63	27	39	59	**77**	88	61	24	16	13	7	0	1
5	1	0	2	0	16	39	**124**	76	51	39	44	57	69	42	**75**	62	68	57	28	25	21	7	4	4
3	0	0	1	7	31	50	**95**	82	43	42	57	48	49	52	**79**	63	71	40	18	10	6	3	3	3
2	0	2	11	10	35	**87**	75	64	43	42	56	51	58	60	**75**	66	60	30	19	20	9	6	4	2

AM Peak 0645 - 0745 (414), AM PHF=0.83 PM Peak 1515 - 1615 (306), PM PHF=0.97

* Wednesday, November 10, 2010 - Total=3608, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	**7**	**3**	**12**	**19**	**80**	**199**	**410**	**346**	**176**	**182**	**210**	**234**	**208**	**210**	**248**	**306**	**278**	**195**	**114**	**81**	**47**	**25**	**8**	
1	1	0	1	4	9	23	**110**	103	66	55	38	59	54	46	44	**76**	74	67	28	29	18	6	3	1
4	0	0	1	1	14	52	**93**	76	45	40	52	56	42	52	52	**74**	75	50	34	15	8	7	1	3
3	6	1	4	5	23	58	**119**	88	25	41	54	67	49	67	78	**74**	71	42	30	15	16	8	1	2
2	0	2	6	9	34	66	**88**	79	40	46	66	52	63	45	74	**82**	58	36	22	22	5	4	3	2

AM Peak 0700 - 0800 (410), AM PHF=0.86 PM Peak 1600 - 1700 (306), PM PHF=0.93

* Thursday, November 11, 2010 - Total=3664, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**4**	**1**	**11**	**19**	**80**	**207**	**390**	**341**	**171**	**160**	**194**	**235**	**210**	**199**	**311**	**292**	**328**	**199**	**120**	**78**	**46**	**36**	**24**	
1	1	0	1	2	9	33	**100**	99	38	37	56	60	60	46	76	66	**96**	67	38	23	13	14	8	4
3	2	0	1	1	13	40	**108**	95	59	51	45	56	49	48	64	67	**106**	53	24	16	13	12	4	0
2	0	0	2	7	26	56	**91**	79	28	37	47	61	55	43	81	**72**	65	55	33	30	12	6	7	2
2	1	1	7	9	32	78	**91**	68	46	35	46	58	46	62	90	**87**	61	24	25	9	8	4	5	0

AM Peak 0700 - 0800 (390), AM PHF=0.90 PM Peak 1630 - 1730 (361), PM PHF=0.85

* Friday, November 12, 2010 - Total=2226 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**3**	**10**	**19**	**26**	**79**	**226**	**381**	**329**	**177**	**192**	**226**	**252**	**219**	**81**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
4	1	3	2	6	10	45	75	**90**	59	43	53	71	48	52	-	-	-	-	-	-	-	-	-	-
0	1	3	1	1	17	45	**93**	86	59	45	64	50	56	29	-	-	-	-	-	-	-	-	-	-
2	0	2	8	12	23	57	**106**	72	37	48	58	74	62	0	-	-	-	-	-	-	-	-	-	-
0	1	2	8	7	29	79	**107**	81	22	56	51	57	53	0	-	-	-	-	-	-	-	-	-	-

AM Peak 0715 - 0815 (396), AM PHF=0.93

Urban System Inc.
Daily Classes

Datasets:
Site: **Perkin Rd West of Pecue Ln**
Direction: Eastbound

Profile:
Filter time: **16:00 Monday, November 08, 2010 => 13:00 Friday, November 12, 2010**

Daily Classes

Monday, November 08, 2010

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	5	2368	409	2	15	6	3	5	4	2	0	0	0	2819
(%)	0.2	84.0	14.5	0.1	0.5	0.2	0.1	0.2	0.1	0.1	0.0	0.0	0.0	
Tue	10	5518	1107	7	71	21	6	20	20	4	0	0	1	6785
(%)	0.1	81.3	16.3	0.1	1.0	0.3	0.1	0.3	0.3	0.1	0.0	0.0	0.0	
Wed	14	5247	1094	6	78	31	0	21	22	9	0	0	1	6523
(%)	0.2	80.4	16.8	0.1	1.2	0.5	0.0	0.3	0.3	0.1	0.0	0.0	0.0	
Thu	7	5410	1081	11	69	39	1	23	10	12	0	0	2	6665
(%)	0.1	81.2	16.2	0.2	1.0	0.6	0.0	0.3	0.2	0.2	0.0	0.0	0.0	
Fri*	6	1827	483	3	45	17	1	15	9	13	0	0	2	2421
(%)	0.2	75.5	20.0	0.1	1.9	0.7	0.0	0.6	0.4	0.5	0.0	0.0	0.1	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week														
	10	5391	1094	8	72	30	2	21	17	8	0	0	1	6657
(%)	0.2	81.0	16.4	0.1	1.1	0.5	0.0	0.3	0.3	0.1	0.0	0.0	0.0	
Weekdays														
	10	5391	1094	8	72	30	2	21	17	8	0	0	1	6657
(%)	0.2	81.0	16.4	0.1	1.1	0.5	0.0	0.3	0.3	0.1	0.0	0.0	0.0	

Weekend No complete days.

*** - Incomplete**

Urban System Inc.
Speed Statistics

Datasets:
Site: **Perkin Rd West of Pecue Ln**
Direction: Eastbound

Profile:
Filter time: **16:00 Monday, November 08, 2010 => 13:00 Friday, November 12, 2010**

Speed Statistics

Vehicles = 25213
Posted speed limit = 45 mph, Exceeding = 6290 (24.95%), Mean Exceeding = 48.22 mph
Maximum = 89.3 mph, **Minimum** = 17.3 mph, **Mean** = 41.8 mph
85% Speed = 46.8 mph, **95% Speed** = 49.9 mph, **Median** = 41.6 mph
10 mph Pace = 36 - 46, **Number in Pace** = 17703 (70.21%)
Variance = 25.76, **Standard Deviation** = 5.08 mph

Speed Bins (Partial days)

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - 5	0	0.0%	0	0.0%	25213	100.0%	0.00	0.00	0.00
5 - 10	0	0.0%	0	0.0%	25213	100.0%	0.00	0.00	0.00
10 - 15	0	0.0%	0	0.0%	25213	100.0%	0.00	0.00	0.00
15 - 20	1	0.0%	1	0.0%	25212	100.0%	0.00	0.00	0.00
20 - 25	29	0.1%	30	0.1%	25183	99.9%	0.00	0.00	0.00
25 - 30	256	1.0%	286	1.1%	24927	98.9%	0.00	0.00	0.00
30 - 35	1820	7.2%	2106	8.4%	23107	91.6%	0.00	0.00	0.00
35 - 40	6737	26.7%	8843	35.1%	16370	64.9%	0.00	0.00	0.00
40 - 45	10080	40.0%	18923	75.1%	6290	24.9%	0.00	0.00	0.00
45 - 50	5021	19.9%	23944	95.0%	1269	5.0%	0.00	0.00	0.00
50 - 55	1036	4.1%	24980	99.1%	233	0.9%	0.00	0.00	0.00
55 - 60	190	0.8%	25170	99.8%	43	0.2%	0.00	0.00	0.00
60 - 65	33	0.1%	25203	100.0%	10	0.0%	0.00	0.00	0.00
65 - 70	6	0.0%	25209	100.0%	4	0.0%	0.00	0.00	0.00
70 - 75	1	0.0%	25210	100.0%	3	0.0%	0.00	0.00	0.00
75 - 80	2	0.0%	25212	100.0%	1	0.0%	0.00	0.00	0.00
80 - 85	0	0.0%	25212	100.0%	1	0.0%	0.00	0.00	0.00
85 - 90	1	0.0%	25213	100.0%	0	0.0%	0.00	0.00	0.00
90 - 95	0	0.0%	25213	100.0%	0	0.0%	0.00	0.00	0.00
95 - 100	0	0.0%	25213	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below		Above	
0	45 (PSL)	18923	75.1%	6290	24.9%

MetroCount Traffic Executive
Vehicle Counts

Datasets:
Site: **Perkins Rd West of Pecue Ln**
Direction: Eastbound

Profile:
Filter time: **16:00 Monday, November 08, 2010 => 12:00 Friday, November 12, 2010**

* Monday, November 08, 2010 - Total=2312 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**629**	**637**	**432**	**246**	**195**	**97**	**45**	**31**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	155	150	119	75	59	39	13	9	2
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	155	175	131	55	46	19	13	6	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	160	155	99	56	44	23	9	12	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	159	157	83	60	46	16	10	4	2

* Tuesday, November 09, 2010 - Total=6787, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**14**	**3**	**21**	**33**	**119**	**291**	**351**	**318**	**334**	**361**	**399**	**528**	**457**	**462**	**583**	**624**	**672**	**477**	**276**	**230**	**141**	**58**	**28**	
2	6	0	2	7	22	55	55	85	85	88	114	**131**	113	115	129	170	**164**	159	83	64	47	18	12	4
3	3	1	6	6	22	60	85	93	82	78	77	**136**	128	111	137	163	**164**	121	63	64	44	12	4	6
0	2	2	5	9	35	105	103	74	94	85	102	**123**	105	121	162	137	**178**	94	64	55	25	16	11	3
2	3	0	8	11	40	71	108	66	73	110	**106**	138	111	115	155	154	**166**	103	66	47	25	12	1	1

AM Peak 1145 - 1245 (496), AM PHF=0.91 PM Peak 1700 - 1800 (672), PM PHF=0.94

* Wednesday, November 10, 2010 - Total=6526, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**12**	**10**	**19**	**35**	**122**	**301**	**313**	**300**	**328**	**380**	**429**	**508**	**407**	**415**	**590**	**605**	**582**	**460**	**273**	**203**	**127**	**64**	**29**	
4	3	2	1	7	23	56	59	87	80	108	93	**140**	91	98	117	**156**	182	132	89	55	40	22	10	3
6	1	3	2	3	22	75	77	85	95	79	102	**129**	110	109	161	**164**	143	121	72	44	38	15	6	3
3	2	3	7	11	31	96	75	65	67	99	**113**	110	112	104	**142**	142	135	121	73	56	23	12	5	4
1	6	2	9	14	46	74	102	63	86	94	**121**	129	94	104	**170**	143	122	86	39	48	26	15	8	6

AM Peak 1130 - 1230 (503), AM PHF=0.90 PM Peak 1530 - 1630 (632), PM PHF=0.93

* Thursday, November 11, 2010 - Total=6675, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	**17**	**13**	**26**	**35**	**103**	**294**	**366**	**335**	**325**	**350**	**412**	**493**	**464**	**496**	**603**	**562**	**620**	**426**	**286**	**199**	**128**	**71**	**35**	
3	9	3	5	4	16	50	62	102	84	77	84	**135**	117	135	142	138	132	**134**	76	70	35	17	14	3
3	7	1	5	5	21	60	85	76	70	85	96	**130**	113	124	140	128	**159**	101	72	42	28	23	8	5
4	0	6	4	10	33	107	87	78	79	101	**130**	115	100	129	157	148	**177**	102	65	52	30	18	4	1
6	1	3	12	16	33	77	132	79	92	87	**102**	113	134	108	164	148	**152**	89	73	35	35	13	9	3

AM Peak 1130 - 1230 (497), AM PHF=0.92 PM Peak 1715 - 1815 (622), PM PHF=0.88

* Friday, November 12, 2010 - Total=2390 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**10**	**25**	**22**	**33**	**86**	**297**	**360**	**335**	**355**	**400**	**455**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
3	0	6	1	5	16	47	64	70	79	91	94	-	-	-	-	-	-	-	-	-	-	-	-	-
5	2	8	1	4	21	74	96	100	104	101	110	-	-	-	-	-	-	-	-	-	-	-	-	-
1	4	9	6	8	16	98	91	83	93	95	120	-	-	-	-	-	-	-	-	-	-	-	-	-
3	4	2	14	16	33	78	109	82	79	113	131	-	-	-	-	-	-	-	-	-	-	-	-	-

Urban System Inc.
Daily Classes

Datasets:
Site: **Perkin Rd West of Pecue Ln**
Direction: Westbound

Profile:
Filter time: **16:00 Monday, November 08, 2010 => 13:00 Friday, November 12, 2010**

Daily Classes

Monday, November 08, 2010

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	2	1635	484	11	34	4	0	8	9	0	0	0	1	2188
(%)	0.1	74.7	22.1	0.5	1.6	0.2	0.0	0.4	0.4	0.0	0.0	0.0	0.0	
Tue	14	5384	1474	36	144	33	5	45	34	3	0	0	0	7172
(%)	0.2	75.1	20.6	0.5	2.0	0.5	0.1	0.6	0.5	0.0	0.0	0.0	0.0	
Wed	11	5471	1578	38	140	29	1	39	24	1	0	1	2	7335
(%)	0.1	74.6	21.5	0.5	1.9	0.4	0.0	0.5	0.3	0.0	0.0	0.0	0.0	
Thu	20	5196	1538	26	118	30	5	28	24	3	1	0	0	6989
(%)	0.3	74.3	22.0	0.4	1.7	0.4	0.1	0.4	0.3	0.0	0.0	0.0	0.0	
Fri*	6	2540	709	19	59	12	2	24	21	2	0	0	1	3395
(%)	0.2	74.8	20.9	0.6	1.7	0.4	0.1	0.7	0.6	0.1	0.0	0.0	0.0	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week														
	15	5350	1530	33	134	30	3	37	27	2	0	0	0	7165
(%)	0.2	74.7	21.4	0.5	1.9	0.4	0.0	0.5	0.4	0.0	0.0	0.0	0.0	
Weekdays														
	15	5350	1530	33	134	30	3	37	27	2	0	0	0	7165
(%)	0.2	74.7	21.4	0.5	1.9	0.4	0.0	0.5	0.4	0.0	0.0	0.0	0.0	

Weekend No complete days.

*** - Incomplete**

Urban System Inc.
Speed Statistics

Datasets:
Site: **Perkin Rd West of Pecue Ln**
Direction: Westbound

Profile:
Filter time: **16:00 Monday, November 08, 2010 => 13:00 Friday, November 12, 2010**

Speed Statistics

Vehicles = 27079
Posted speed limit = 45 mph, Exceeding = 9278 (34.26%), Mean Exceeding = 48.49 mph
Maximum = 76.5 mph, **Minimum** = 5.1 mph, **Mean** = 42.1 mph
85% Speed = 48.1 mph, **95% Speed** = 51.2 mph, **Median** = 42.9 mph
10 mph Pace = 38 - 48, **Number in Pace** = 17746 (65.53%)
Variance = 55.47, **Standard Deviation** = 7.45 mph

Speed Bins (Partial days)

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - 5	0	0.0%	0	0.0%	27079	100.0%	0.00	0.00	0.00
5 - 10	175	0.6%	175	0.6%	26904	99.4%	0.00	0.00	0.00
10 - 15	319	1.2%	494	1.8%	26585	98.2%	0.00	0.00	0.00
15 - 20	257	0.9%	751	2.8%	26328	97.2%	0.00	0.00	0.00
20 - 25	184	0.7%	935	3.5%	26144	96.5%	0.00	0.00	0.00
25 - 30	357	1.3%	1292	4.8%	25787	95.2%	0.00	0.00	0.00
30 - 35	1549	5.7%	2841	10.5%	24238	89.5%	0.00	0.00	0.00
35 - 40	5110	18.9%	7951	29.4%	19128	70.6%	0.00	0.00	0.00
40 - 45	9850	36.4%	17801	65.7%	9278	34.3%	0.00	0.00	0.00
45 - 50	7048	26.0%	24849	91.8%	2230	8.2%	0.00	0.00	0.00
50 - 55	1871	6.9%	26720	98.7%	359	1.3%	0.00	0.00	0.00
55 - 60	286	1.1%	27006	99.7%	73	0.3%	0.00	0.00	0.00
60 - 65	57	0.2%	27063	99.9%	16	0.1%	0.00	0.00	0.00
65 - 70	10	0.0%	27073	100.0%	6	0.0%	0.00	0.00	0.00
70 - 75	4	0.0%	27077	100.0%	2	0.0%	0.00	0.00	0.00
75 - 80	2	0.0%	27079	100.0%	0	0.0%	0.00	0.00	0.00
80 - 85	0	0.0%	27079	100.0%	0	0.0%	0.00	0.00	0.00
85 - 90	0	0.0%	27079	100.0%	0	0.0%	0.00	0.00	0.00
90 - 95	0	0.0%	27079	100.0%	0	0.0%	0.00	0.00	0.00
95 - 100	0	0.0%	27079	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below		Above	
0	45 (PSL)	17801	65.7%	9278	34.3%

MetroCount Traffic Executive
Vehicle Counts

Datasets:
Site: **Perkins Rd West of Pecue Ln**
Direction: Westbound

Profile:
Filter time: **16:00 Monday, November 08, 2010 => 12:00 Friday, November 12, 2010**

* Monday, November 08, 2010 - Total=1764 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**488**	**521**	**304**	**186**	**115**	**75**	**43**	**32**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	135	158	99	51	35	22	11	10	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	102	135	78	47	24	24	12	8	8
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	139	122	73	41	29	17	12	12	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	112	106	54	47	27	12	8	2	4

* Tuesday, November 09, 2010 - Total=7154, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
18	**7**	**4**	**10**	**20**	**88**	**333**	**877**	**767**	**450**	**405**	**450**	**386**	**460**	**434**	**477**	**535**	**614**	**361**	**173**	**119**	**98**	**48**	**20**	
3	1	0	2	1	18	44	210	**265**	159	97	90	102	130	104	133	118	**161**	128	43	31	25	22	5	4
8	2	0	2	4	13	54	**234**	200	112	110	126	88	120	94	123	143	**191**	96	53	43	33	6	5	3
3	2	2	2	4	17	94	**210**	144	100	94	129	94	121	111	127	**128**	126	82	46	18	20	5	5	5
4	2	2	4	11	40	141	**223**	158	79	104	105	102	89	125	94	**146**	136	55	31	27	20	15	5	7

AM Peak 0715 - 0815 (932), AM PHF=0.88 PM Peak 1630 - 1730 (626), PM PHF=0.82

* Wednesday, November 10, 2010 - Total=7350, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**12**	**8**	**13**	**34**	**75**	**352**	**924**	**757**	**514**	**393**	**458**	**460**	**419**	**462**	**449**	**545**	**600**	**344**	**176**	**164**	**90**	**60**	**22**	
4	2	3	3	8	11	38	**244**	241	155	88	107	116	98	105	112	141	**149**	97	47	43	23	15	5	4
3	2	2	6	3	12	53	**241**	179	110	112	108	109	103	103	122	122	**152**	82	52	48	25	13	4	7
5	5	1	2	6	19	97	**224**	187	125	94	116	124	95	141	127	137	**158**	87	41	33	24	20	9	2
7	3	2	2	17	33	164	**215**	150	124	99	127	111	123	113	88	**145**	141	78	36	40	18	12	4	3

AM Peak 0700 - 0800 (924), AM PHF=0.95 PM Peak 1645 - 1745 (604), PM PHF=0.96

* Thursday, November 11, 2010 - Total=7008, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	**11**	**4**	**12**	**24**	**86**	**303**	**840**	**617**	**423**	**379**	**507**	**427**	**384**	**484**	**511**	**546**	**547**	**333**	**194**	**139**	**107**	**76**	**38**	
4	3	1	5	3	20	30	**225**	178	124	84	124	110	104	111	117	112	**160**	114	71	32	27	26	10	6
7	6	0	2	3	12	59	**226**	169	112	126	118	109	108	100	134	137	**160**	95	52	43	23	30	6	4
2	0	1	3	6	20	76	**205**	145	78	89	158	109	81	119	127	**129**	122	75	35	38	31	8	16	3
3	2	2	2	12	34	138	**184**	125	109	80	107	99	91	154	133	**168**	105	49	36	26	26	12	6	3

AM Peak 0700 - 0800 (840), AM PHF=0.93 PM Peak 1630 - 1730 (617), PM PHF=0.92

* Friday, November 12, 2010 - Total=3359 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	**6**	**7**	**10**	**33**	**86**	**297**	**844**	**675**	**423**	**421**	**541**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
6	1	2	2	1	12	41	188	201	118	93	141	-	-	-	-	-	-	-	-	-	-	-	-	-
4	4	1	3	8	15	60	224	190	118	111	135	-	-	-	-	-	-	-	-	-	-	-	-	-
3	0	2	2	13	15	68	210	133	94	125	135	-	-	-	-	-	-	-	-	-	-	-	-	-
3	1	2	3	11	44	128	222	151	93	92	130	-	-	-	-	-	-	-	-	-	-	-	-	-

Urban Systems, Inc.
400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Airline Hwy North of Pecue Ln
Channel 1 = Northbound

Site Code: 10-029
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	Mon 08-Nov-10	Tue 09-Nov-10	Wed 10-Nov-10	Thu 11-Nov-10	Fri 12-Nov-10	Average Day	Sat 13-Nov-10	Sun 14-Nov-10	Week Average
12:00 AM	*	59	70	69	61	65	*	*	65
01:00	*	40	32	48	51	43	*	*	43
02:00	*	26	31	40	65	40	*	*	40
03:00	*	44	59	55	60	54	*	*	54
04:00	*	111	127	121	107	116	*	*	116
05:00	*	443	464	426	416	437	*	*	437
06:00	*	1603	1570	1489	1327	1497	*	*	1497
07:00	*	**2071**	**2067**	**1981**	**1875**	**1998**	*	*	**1998**
08:00	*	1898	1873	1555	1623	1737	*	*	1737
09:00	*	1358	1518	1219	1251	1336	*	*	1336
10:00	*	1228	1245	1217	1128	1204	*	*	1204
11:00	*	1212	1266	1290	1112	1220	*	*	1220
12:00 PM	*	1192	1126	1154	**1080**	1138	*	*	1138
01:00	*	1183	1132	1106	1063	1121	*	*	1121
02:00	*	1265	1151	1222	1059	1174	*	*	1174
03:00	*	1164	1222	1204	883	1118	*	*	1118
04:00	*	**1345**	**1303**	1289	*	**1312**	*	*	**1312**
05:00	*	1319	1203	**1324**	*	1282	*	*	1282
06:00	**890**	969	869	947	*	919	*	*	919
07:00	664	563	588	660	*	619	*	*	619
08:00	442	595	607	500	*	536	*	*	536
09:00	428	390	487	467	*	443	*	*	443
10:00	182	172	199	223	*	194	*	*	194
11:00	108	109	92	104	*	103	*	*	103
Day Total	2714	20359	20301	19710	13161	19706	0	0	19706
% Avg. WkDay	13.8%	103.3%	103.0%	100.0%	66.8%				
% Avg. Week	13.8%	103.3%	103.0%	100.0%	66.8%	100.0%	0.0%	0.0%	
AM Peak		07:00	07:00	07:00	07:00	07:00			07:00
Vol.		2071	2067	1981	1875	1998			1998
PM Peak	18:00	16:00	16:00	17:00	12:00	16:00			16:00
Vol.	890	1345	1303	1324	1080	1312			1312
Grand Total	2714	20359	20301	19710	13161	19706	0	0	19706

ADT ADT 20,123 AADT 20,123

Urban Systems, Inc.
400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Airline Hwy North of Pecue Ln
Channel 1 = Southbound

Site Code: 10-029
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	Mon 08-Nov-10	Tue 09-Nov-10	Wed 10-Nov-10	Thu 11-Nov-10	Fri 12-Nov-10	Average Day	Sat 13-Nov-10	Sun 14-Nov-10	Week Average
12:00 AM	*	100	84	80	85	87	*	*	87
01:00	*	46	53	56	49	51	*	*	51
02:00	*	47	47	50	65	52	*	*	52
03:00	*	79	81	78	84	80	*	*	80
04:00	*	122	119	131	137	127	*	*	127
05:00	*	382	366	361	314	356	*	*	356
06:00	*	934	928	923	824	902	*	*	902
07:00	*	1223	1236	1270	1153	1220	*	*	1220
08:00	*	1137	1239	1212	1163	1188	*	*	1188
09:00	*	1174	1120	1077	1117	1122	*	*	1122
10:00	*	1136	1103	1219	1193	1163	*	*	1163
11:00	*	**1314**	**1324**	**1386**	**1364**	**1347**	*	*	**1347**
12:00 PM	*	1374	1453	1466	1578	1468	*	*	1468
01:00	*	1416	1321	1517	1546	1450	*	*	1450
02:00	*	1334	1430	1530	**1632**	1482	*	*	1482
03:00	*	1873	1797	1804	*	1825	*	*	1825
04:00	*	2045	2023	2020	*	2029	*	*	2029
05:00	*	**2130**	**2056**	**2062**	*	**2083**	*	*	**2083**
06:00	**1278**	1511	1382	1264	*	1359	*	*	1359
07:00	832	826	846	818	*	830	*	*	830
08:00	543	630	709	705	*	647	*	*	647
09:00	403	454	482	485	*	456	*	*	456
10:00	196	234	206	280	*	229	*	*	229
11:00	128	133	122	184	*	142	*	*	142
Day Total	3380	21654	21527	21978	12304	21695	0	0	21695
% Avg. WkDay	15.6%	99.8%	99.2%	101.3%	56.7%				
% Avg. Week	15.6%	99.8%	99.2%	101.3%	56.7%	100.0%	0.0%	0.0%	
AM Peak		11:00	11:00	11:00	11:00	11:00			11:00
Vol.		1314	1324	1386	1364	1347			1347
PM Peak	18:00	17:00	17:00	17:00	14:00	17:00			17:00
Vol.	1278	2130	2056	2062	1632	2083			2083
Grand Total	3380	21654	21527	21978	12304	21695	0	0	21695

ADT ADT 21,720 AADT 21,720

Urban Systems, Inc.
400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Pecue Ln West of Airline Hwy
Channel 1 = Northbound
Channel 2 = Southbound

Site Code: 10-029
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	09-Nov-10 Tue	Tube A Northbo	Tube B Southbo	Combined Total
12:00 AM		9	24	33
01:00		6	6	12
02:00		6	4	10
03:00		4	14	18
04:00		12	20	32
05:00		51	105	156
06:00		234	222	456
07:00		303	300	603
08:00		254	273	527
09:00		223	200	423
10:00		181	191	372
11:00		232	226	458
12:00 PM		240	247	487
01:00		210	248	458
02:00		260	215	475
03:00		294	345	639
04:00		385	327	712
05:00		439	318	757
06:00		239	246	485
07:00		78	122	200
08:00		75	113	188
09:00		49	87	136
10:00		24	34	58
11:00		13	18	31
Total		3821	3905	7726
Percent		49.5%	50.5%	

Urban Systems, Inc.
400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Pecue Ln West of Airline Hwy
Channel 1 = Northbound
Channel 2 = Southbound

Site Code: 10-029
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	10-Nov-10 Wed	Tube A Northbo	Tube B Southbo	Combined Total
12:00 AM		8	13	21
01:00		4	10	14
02:00		2	5	7
03:00		8	17	25
04:00		11	14	25
05:00		60	84	144
06:00		234	246	480
07:00		276	319	595
08:00		226	306	532
09:00		201	194	395
10:00		185	173	358
11:00		247	238	485
12:00 PM		220	259	479
01:00		220	225	445
02:00		263	234	497
03:00		320	293	613
04:00		354	334	688
05:00		361	312	673
06:00		192	245	437
07:00		97	160	257
08:00		83	108	191
09:00		44	69	113
10:00		30	30	60
11:00		10	18	28
Total		3656	3906	7562
Percent		48.3%	51.7%	

Urban Systems, Inc.
400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Pecue Ln West of Airline Hwy
Channel 1 = Northbound
Channel 2 = Southbound

Site Code: 10-029
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	11-Nov-10 Thu	Tube A Northbo	Tube B Southbo	Combined Total
12:00 AM		4	12	16
01:00		5	6	11
02:00		10	9	19
03:00		5	10	15
04:00		14	13	27
05:00		48	86	134
06:00		229	238	467
07:00		305	284	589
08:00		247	307	554
09:00		179	179	358
10:00		224	181	405
11:00		244	208	452
12:00 PM		208	268	476
01:00		230	272	502
02:00		264	207	471
03:00		297	319	616
04:00		363	301	664
05:00		384	297	681
06:00		194	221	415
07:00		101	150	251
08:00		72	103	175
09:00		48	80	128
10:00		32	51	83
11:00		15	27	42
Total		3722	3829	7551
Percent		49.3%	50.7%	

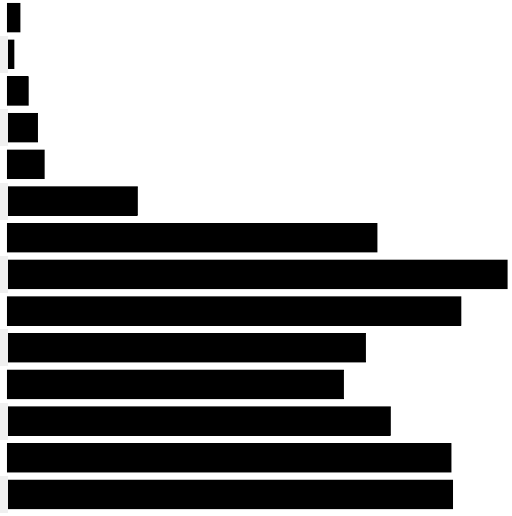
Urban Systems, Inc.
400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Pecue Ln West of Airline Hwy
Channel 1 = Northbound
Channel 2 = Southbound

Site Code: 10-029
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	12-Nov-10 Fri	Tube A Northbo	Tube B Southbo	Combined Total
12:00 AM		5	10	15
01:00		2	6	8
02:00		14	11	25
03:00		14	22	36
04:00		22	22	44
05:00		66	89	155
06:00		224	217	441
07:00		296	300	596
08:00		245	296	541
09:00		240	187	427
10:00		178	223	401
11:00		229	228	457
12:00 PM		263	266	529
01:00		258	273	531
02:00		*	*	*
03:00		*	*	*
04:00		*	*	*
05:00		*	*	*
06:00		*	*	*
07:00		*	*	*
08:00		*	*	*
09:00		*	*	*
10:00		*	*	*
11:00		*	*	*
Total		2056	2150	4206
Percent		48.9%	51.1%	
Grand Total		13255	13790	
Percentage		49.0%	51.0%	



ADT ADT 7,613 AADT 7,613

Urban Systems, Inc.
400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Perkins Rd East of Pecue Ln
Channel 1 = Westbound
Channel 2 = Eastbound

Site Code: 10-029
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	08-Nov-10 Mon	Tube A Westbo	Tube B Eastbou	Combined Total
12:00 AM		*	*	*
01:00		*	*	*
02:00		*	*	*
03:00		*	*	*
04:00		*	*	*
05:00		*	*	*
06:00		*	*	*
07:00		*	*	*
08:00		*	*	*
09:00		*	*	*
10:00		*	*	*
11:00		*	*	*
12:00 PM		*	*	*
01:00		*	*	*
02:00		*	*	*
03:00		341	404	745
04:00		389	413	802
05:00		366	335	701
06:00		208	271	479
07:00		106	152	258
08:00		66	119	185
09:00		48	68	116
10:00		38	31	69
11:00		16	25	41
Total		1578	1818	3396
Percent		46.5%	53.5%	

Urban Systems, Inc.
400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Perkins Rd East of Pecue Ln
Channel 1 = Westbound
Channel 2 = Eastbound

Site Code: 10-029
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	09-Nov-10 Tue	Tube A Westbo	Tube B Eastbou	Combined Total
12:00 AM		13	6	19
01:00		6	7	13
02:00		6	6	12
03:00		9	31	40
04:00		20	35	55
05:00		72	127	199
06:00		268	199	467
07:00		663	313	976
08:00		553	266	819
09:00		354	280	634
10:00		327	323	650
11:00		356	339	695
12:00 PM		312	391	703
01:00		352	309	661
02:00		360	305	665
03:00		350	417	767
04:00		455	395	850
05:00		506	347	853
06:00		261	307	568
07:00		111	163	274
08:00		81	128	209
09:00		74	81	155
10:00		38	46	84
11:00		21	24	45
Total		5568	4845	10413
Percent		53.5%	46.5%	

Urban Systems, Inc.
400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Perkins Rd East of Pecue Ln
Channel 1 = Westbound
Channel 2 = Eastbound

Site Code: 10-029
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	10-Nov-10 Wed	Tube A Westbo	Tube B Eastbou	Combined Total
12:00 AM		11	9	20
01:00		11	9	20
02:00		11	14	25
03:00		18	28	46
04:00		36	42	78
05:00		81	136	217
06:00		316	200	516
07:00		717	309	1026
08:00		518	306	824
09:00		364	269	633
10:00		303	302	605
11:00		351	327	678
12:00 PM		316	326	642
01:00		328	308	636
02:00		369	324	693
03:00		344	396	740
04:00		402	397	799
05:00		437	327	764
06:00		222	290	512
07:00		124	172	296
08:00		106	123	229
09:00		62	71	133
10:00		43	40	83
11:00		20	28	48
Total		5510	4753	10263
Percent		53.7%	46.3%	

Urban Systems, Inc.
400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Perkins Rd East of Pecue Ln
Channel 1 = Westbound
Channel 2 = Eastbound

Site Code: 10-029
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	11-Nov-10 Thu	Tube A Westbo	Tube B Eastbou	Combined Total
12:00 AM		11	10	21
01:00		2	12	14
02:00		3	9	12
03:00		16	35	51
04:00		26	45	71
05:00		73	113	186
06:00		265	204	469
07:00		630	271	901
08:00		426	291	717
09:00		323	275	598
10:00		327	264	591
11:00		405	287	692
12:00 PM		359	324	683
01:00		359	292	651
02:00		426	283	709
03:00		519	273	792
04:00		628	186	814
05:00		632	110	742
06:00		400	85	485
07:00		210	104	314
08:00		150	63	213
09:00		111	44	155
10:00		59	29	88
11:00		33	12	45
Total		6393	3621	10014
Percent		63.8%	36.2%	

Urban Systems, Inc.
400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Perkins Rd East of Pecue Ln
Channel 1 = Westbound
Channel 2 = Eastbound

Site Code: 10-029
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	12-Nov-10 Fri	Tube A Westbo	Tube B Eastbou	Combined Total
12:00 AM		15	8	23
01:00		6	5	11
02:00		13	11	24
03:00		22	25	47
04:00		41	29	70
05:00		114	67	181
06:00		372	98	470
07:00		827	63	890
08:00		665	90	755
09:00		483	80	563
10:00		603	87	690
11:00		709	83	792
12:00 PM		672	84	756
01:00		652	86	738
02:00		*	*	*
03:00		*	*	*
04:00		*	*	*
05:00		*	*	*
06:00		*	*	*
07:00		*	*	*
08:00		*	*	*
09:00		*	*	*
10:00		*	*	*
11:00		*	*	*
Total		5194	816	6010
Percent		86.4%	13.6%	
Grand Total		24243	15853	
Percentage		60.5%	39.5%	

ADT ADT 10,230 AADT 10,230

Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Perkins Rd East of Pecue Ln
Channel 1 = Westbound
Channel 2 = Eastbound

Site Code: 000000000000
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	08-Nov-10 Mon	Tube A Westboun A.M.	Tube A Westboun P.M.	Tube B Eastboun A.M.	Tube B Eastboun P.M.	Combined A.M.	Combined P.M.	09-Nov- Tue	Tube A Westboun A.M.	Tube A Westboun P.M.	Tube B Eastboun A.M.	Tube B Eastboun P.M.	Combined A.M.	Combined P.M.
12:00		*	*	*	*	*	*		4	79	2	103	6	182
12:15		*	*	*	*	*	*		2	69	3	83	5	152
12:30		*	*	*	*	*	*		4	83	0	94	4	177
12:45		*	*	*	*	*	*		3	81	1	111	4	192
01:00		*	*	*	*	*	*		2	104	3	79	5	183
01:15		*	*	*	*	*	*		1	76	2	93	3	169
01:30		*	*	*	*	*	*		2	91	0	68	2	159
01:45		*	*	*	*	*	*		1	81	2	69	3	150
02:00		*	*	*	*	*	*		1	93	0	77	1	170
02:15		*	*	*	*	*	*		3	86	1	76	4	162
02:30		*	*	*	*	*	*		2	94	5	68	7	162
02:45		*	88	*	102	*	190		0	87	0	84	0	171
03:00		*	81	*	103	*	184		2	106	2	102	4	208
03:15		*	98	*	87	*	185		1	74	7	***108***	8	182
03:30		*	77	*	***114***	*	191		3	95	5	***110***	8	205
03:45		*	85	*	***100***	*	185		3	75	17	***97***	20	172
04:00		*	96	*	***123***	*	***219***		3	92	3	***110***	6	202
04:15		*	89	*	***101***	*	***190***		2	115	8	104	10	219
04:30		*	***109***	*	92	*	***201***		4	***137***	13	92	17	***229***
04:45		*	***95***	*	97	*	***192***		11	***111***	11	89	22	***200***
05:00		*	***117***	*	75	*	192		7	***176***	19	85	26	***261***
05:15		*	***99***	*	91	*	190		10	***139***	22	85	32	***224***
05:30		*	80	*	94	*	174		16	95	47	94	63	189
05:45		*	70	*	75	*	145		39	96	39	83	78	179
06:00		*	71	*	74	*	145		31	98	41	99	72	197
06:15		*	57	*	84	*	141		45	82	52	80	97	162
06:30		*	45	*	60	*	105		93	46	50	58	143	104
06:45		*	35	*	53	*	88		99	35	56	70	155	105
07:00		*	34	*	41	*	75		160	35	57	53	217	88
07:15		*	25	*	39	*	64		***167***	30	73	39	***240***	69
07:30		*	28	*	37	*	65		***163***	30	88	38	***251***	68
07:45		*	19	*	35	*	54		***173***	16	95	33	***268***	49
08:00		*	22	*	45	*	67		***184***	21	69	33	***253***	54
08:15		*	16	*	19	*	35		146	27	77	35	223	62
08:30		*	13	*	32	*	45		120	18	62	30	182	48
08:45		*	15	*	23	*	38		103	15	58	30	161	45
09:00		*	10	*	25	*	35		108	17	71	27	179	44
09:15		*	15	*	11	*	26		94	23	73	26	167	49
09:30		*	15	*	17	*	32		88	20	78	10	166	30
09:45		*	8	*	15	*	23		64	14	58	18	122	32
10:00		*	7	*	14	*	21		76	17	84	16	160	33
10:15		*	5	*	4	*	9		83	4	84	11	167	15
10:30		*	12	*	6	*	18		95	5	67	15	162	20
10:45		*	14	*	7	*	21		73	12	***88***	4	161	16
11:00		*	5	*	4	*	9		91	6	***95***	6	186	12
11:15		*	3	*	5	*	8		95	8	***80***	4	175	12
11:30		*	7	*	12	*	19		89	3	***83***	11	172	14
11:45		*	1	*	4	*	5		81	4	81	3	162	7
Total		0	1666	0	1920	0	3586		2647	2921	1932	2913	4579	5834
Day Total		1666		1920		3586			5568		4845		10413	
% Total		0.0%	46.5%	0.0%	53.5%				25.4%	28.1%	18.6%	28.0%		
Peak			04:30		03:30		04:00		07:15	04:30	10:45	03:15	07:15	04:30
Vol.			420		438		802		687	563	346	425	1012	914
P.H.F.			0.897		0.890		0.916		0.933	0.800	0.911	0.966	0.944	0.875

Urban Systems, Inc.
400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Perkins Rd East of Pecue Ln
Channel 1 = Westbound
Channel 2 = Eastbound

Site Code: 000000000000
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	10-Nov-10 Wed	Tube A Westboun A.M.	Tube A Westboun P.M.	Tube B Eastboun A.M.	Tube B Eastboun P.M.	Combined A.M.	Combined P.M.	11-Nov- Thu	Tube A Westboun A.M.	Tube A Westboun P.M.	Tube B Eastboun A.M.	Tube B Eastboun P.M.	Combined A.M.	Combined P.M.
12:00		1	73	2	85	3	158		7	104	3	***97***	10	201
12:15		4	73	6	83	10	156		1	78	1	***67***	2	145
12:30		5	96	1	76	6	172		2	86	3	***83***	5	169
12:45		1	74	0	82	1	156		1	91	3	***77***	4	168
01:00		2	85	5	74	7	159		1	94	7	84	8	178
01:15		1	76	0	75	1	151		0	97	4	73	4	170
01:30		5	86	2	86	7	172		1	80	0	58	1	138
01:45		3	81	2	73	5	154		0	88	1	77	1	165
02:00		2	85	3	68	5	153		1	82	1	66	2	148
02:15		1	89	4	90	5	179		0	104	1	67	1	171
02:30		7	108	5	79	12	187		2	122	6	84	8	206
02:45		1	87	2	87	3	174		0	118	1	66	1	184
03:00		8	80	0	79	8	159		5	127	3	75	8	202
03:15		4	93	7	***113***	11	206		3	121	6	66	9	187
03:30		1	87	7	***98***	8	185		5	146	4	73	9	219
03:45		5	84	14	***106***	19	190		3	125	22	59	25	184
04:00		6	98	10	***118***	16	216		4	142	7	57	11	199
04:15		3	76	4	98	7	174		6	128	6	56	12	184
04:30		7	***127***	13	101	20	***228***		4	***187***	14	38	18	***225***
04:45		20	***101***	15	80	35	***181***		12	***171***	18	35	30	***206***
05:00		9	***137***	20	104	29	***241***		16	***174***	13	24	29	***198***
05:15		12	***114***	27	75	39	***189***		12	***189***	16	27	28	***216***
05:30		22	92	40	70	62	162		17	140	36	28	53	168
05:45		38	94	49	78	87	172		28	129	48	31	76	160
06:00		29	66	42	86	71	152		29	114	39	19	68	133
06:15		43	55	57	76	100	131		39	114	51	18	90	132
06:30		99	60	50	67	149	127		61	89	55	32	116	121
06:45		145	41	51	61	196	102		***136***	83	59	16	195	99
07:00		***188***	33	63	62	***251***	95		***187***	70	50	31	***237***	101
07:15		***199***	30	63	45	***262***	75		***158***	62	63	24	***221***	86
07:30		***163***	33	***97***	40	***260***	73		***154***	35	***76***	28	***230***	63
07:45		***167***	28	***86***	25	***253***	53		131	43	***82***	21	***213***	64
08:00		140	26	***86***	30	226	56		111	42	***81***	19	192	61
08:15		148	33	***87***	26	235	59		88	48	***70***	15	158	63
08:30		114	23	62	36	176	59		126	28	74	20	200	48
08:45		116	24	71	31	187	55		101	32	66	9	167	41
09:00		80	16	70	21	150	37		86	29	59	11	145	40
09:15		95	13	72	15	167	28		87	20	62	10	149	30
09:30		100	20	61	17	161	37		67	27	73	15	140	42
09:45		89	13	66	18	155	31		83	35	81	8	164	43
10:00		75	10	71	17	146	27		80	19	54	10	134	29
10:15		79	10	72	10	151	20		103	24	60	5	163	29
10:30		74	15	72	5	146	20		76	11	82	7	158	18
10:45		75	8	87	8	162	16		68	5	68	7	136	12
11:00		85	2	76	7	161	9		90	6	60	5	150	11
11:15		94	11	84	4	178	15		113	14	75	1	188	15
11:30		88	4	82	6	170	10		117	7	83	1	200	8
11:45		84	3	85	11	169	14		85	6	69	5	154	11
Total		2737	2773	1951	2802	4688	5575		2507	3886	1816	1805	4323	5691
Day Total		5510		4753		10263			6393		3621		10014	
% Total		26.7%	27.0%	19.0%	27.3%				25.0%	38.8%	18.1%	18.0%		
Peak		07:00	04:30	07:30	03:15	07:00	04:30		06:45	04:30	07:30	12:00	07:00	04:30
Vol.		717	479	356	435	1026	839		635	721	309	324	901	845
P.H.F.		0.901	0.874	0.918	0.922	0.979	0.870		0.849	0.954	0.942	0.835	0.950	0.939

Urban Systems, Inc.
400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Perkins Rd East of Pecue Ln
Channel 1 = Westbound
Channel 2 = Eastbound

Site Code: 000000000000
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	12-Nov-10 Fri	Tube A Westboun A.M.	Tube A Westboun P.M.	Tube B Eastboun A.M.	Tube B Eastboun P.M.	Combined A.M.	Combined P.M.	13-Nov- Sat	Tube A Westboun A.M.	Tube A Westboun P.M.	Tube B Eastboun A.M.	Tube B Eastboun P.M.	Combined A.M.	Combined P.M.
12:00		4	168	2	28	6	196		*	*	*	*	*	*
12:15		5	***163***	2	26	7	189		*	*	*	*	*	*
12:30		4	***162***	1	15	5	177		*	*	*	*	*	*
12:45		2	***179***	3	15	5	***194***		*	*	*	*	*	*
01:00		1	***178***	0	***23***	1	***201***		*	*	*	*	*	*
01:15		1	158	3	***23***	4	***181***		*	*	*	*	*	*
01:30		1	167	2	***19***	3	***186***		*	*	*	*	*	*
01:45		3	149	0	***21***	3	170		*	*	*	*	*	*
02:00		1	*	3	*	4	*		*	*	*	*	*	*
02:15		4	*	2	*	6	*		*	*	*	*	*	*
02:30		4	*	5	*	9	*		*	*	*	*	*	*
02:45		4	*	1	*	5	*		*	*	*	*	*	*
03:00		1	*	3	*	4	*		*	*	*	*	*	*
03:15		2	*	0	*	2	*		*	*	*	*	*	*
03:30		7	*	6	*	13	*		*	*	*	*	*	*
03:45		12	*	16	*	28	*		*	*	*	*	*	*
04:00		5	*	7	*	12	*		*	*	*	*	*	*
04:15		11	*	3	*	14	*		*	*	*	*	*	*
04:30		12	*	10	*	22	*		*	*	*	*	*	*
04:45		13	*	9	*	22	*		*	*	*	*	*	*
05:00		18	*	9	*	27	*		*	*	*	*	*	*
05:15		19	*	18	*	37	*		*	*	*	*	*	*
05:30		28	*	15	*	43	*		*	*	*	*	*	*
05:45		49	*	***25***	*	74	*		*	*	*	*	*	*
06:00		44	*	***27***	*	71	*		*	*	*	*	*	*
06:15		70	*	***27***	*	97	*		*	*	*	*	*	*
06:30		102	*	***27***	*	129	*		*	*	*	*	*	*
06:45		156	*	17	*	173	*		*	*	*	*	*	*
07:00		***188***	*	11	*	199	*		*	*	*	*	*	*
07:15		***223***	*	13	*	***236***	*		*	*	*	*	*	*
07:30		***186***	*	19	*	***205***	*		*	*	*	*	*	*
07:45		***230***	*	20	*	***250***	*		*	*	*	*	*	*
08:00		181	*	27	*	***208***	*		*	*	*	*	*	*
08:15		175	*	20	*	195	*		*	*	*	*	*	*
08:30		150	*	24	*	174	*		*	*	*	*	*	*
08:45		159	*	19	*	178	*		*	*	*	*	*	*
09:00		128	*	16	*	144	*		*	*	*	*	*	*
09:15		133	*	24	*	157	*		*	*	*	*	*	*
09:30		120	*	17	*	137	*		*	*	*	*	*	*
09:45		102	*	23	*	125	*		*	*	*	*	*	*
10:00		149	*	17	*	166	*		*	*	*	*	*	*
10:15		141	*	24	*	165	*		*	*	*	*	*	*
10:30		146	*	28	*	174	*		*	*	*	*	*	*
10:45		167	*	18	*	185	*		*	*	*	*	*	*
11:00		188	*	19	*	207	*		*	*	*	*	*	*
11:15		167	*	20	*	187	*		*	*	*	*	*	*
11:30		183	*	17	*	200	*		*	*	*	*	*	*
11:45		171	*	27	*	198	*		*	*	*	*	*	*
Total		3870	1324	646	170	4516	1494		0	0	0	0	0	0
Day Total		5194		816		6010			0		0		0	
% Total		64.4%	22.0%	10.7%	2.8%				0.0%	0.0%	0.0%	0.0%		
Peak		07:00	00:15	05:45	01:00	07:15	00:45							
Vol.		827	682	106	86	899	762							
P.H.F.		0.899	0.953	0.981	0.827	0.899	0.948							

ADT	ADT 10,230	AADT 10,230

Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Airline Hwy at Pecue Ln
AM Peak

File Name : AirlineHwy@Pecue_AM
Site Code : 10-029
Start Date : 11/17/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

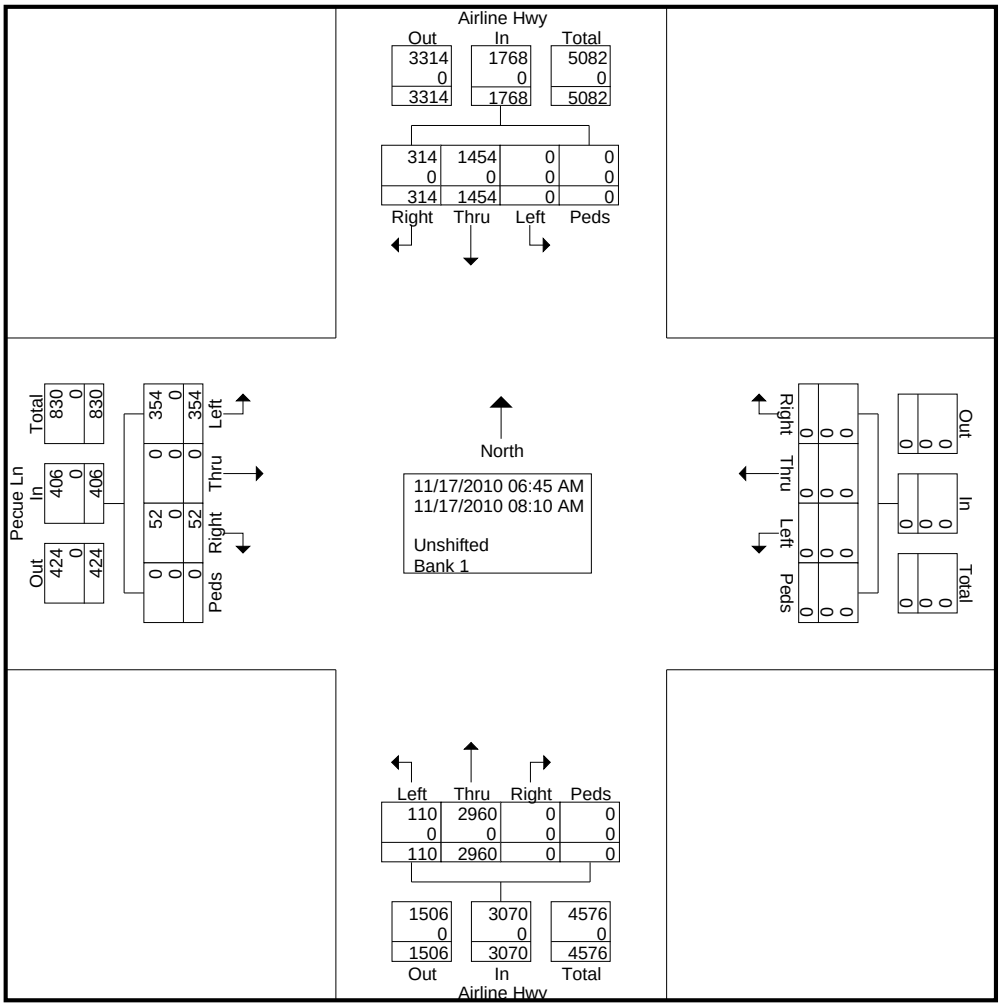
	Airline Hwy Southbound					Westbound					Airline Hwy Northbound					Pecue Ln Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:45 AM	0	82	17	0	99	0	0	0	0	0	9	129	0	0	138	18	0	1	0	19	256
06:50 AM	0	61	28	0	89	0	0	0	0	0	6	178	0	0	184	22	0	2	0	24	297
06:55 AM	0	69	18	0	87	0	0	0	0	0	8	181	0	0	189	17	0	5	0	22	298
Total	0	212	63	0	275	0	0	0	0	0	23	488	0	0	511	57	0	8	0	65	851
07:00 AM	0	75	22	0	97	0	0	0	0	0	6	156	0	0	162	20	0	3	0	23	282
07:05 AM	0	56	19	0	75	0	0	0	0	0	7	189	0	0	196	16	0	3	0	19	290
07:10 AM	0	92	19	0	111	0	0	0	0	0	4	170	0	0	174	17	0	1	0	18	303
07:15 AM	0	75	11	0	86	0	0	0	0	0	5	159	0	0	164	19	0	2	0	21	271
07:20 AM	0	92	16	0	108	0	0	0	0	0	5	160	0	0	165	23	0	1	0	24	297
07:25 AM	0	70	16	0	86	0	0	0	0	0	1	162	0	0	163	23	0	4	0	27	276
07:30 AM	0	100	13	0	113	0	0	0	0	0	7	161	0	0	168	18	0	5	0	23	304
07:35 AM	0	88	18	0	106	0	0	0	0	0	6	166	0	0	172	22	0	6	0	28	306
07:40 AM	0	105	14	0	119	0	0	0	0	0	9	172	0	0	181	20	0	2	0	22	322
07:45 AM	0	95	21	0	116	0	0	0	0	0	6	172	0	0	178	22	0	3	0	25	319
07:50 AM	0	77	14	0	91	0	0	0	0	0	7	159	0	0	166	21	0	3	0	24	281
07:55 AM	0	88	21	0	109	0	0	0	0	0	5	158	0	0	163	22	0	2	0	24	296
Total	0	1013	204	0	1217	0	0	0	0	0	68	1984	0	0	2052	243	0	35	0	278	3547
08:00 AM	0	85	16	0	101	0	0	0	0	0	7	164	0	0	171	21	0	6	0	27	299
08:05 AM	0	74	12	0	86	0	0	0	0	0	6	160	0	0	166	19	0	2	0	21	273
08:10 AM	0	70	19	0	89	0	0	0	0	0	6	164	0	0	170	14	0	1	0	15	274
Grand Total	0	1454	314	0	1768	0	0	0	0	0	110	2960	0	0	3070	354	0	52	0	406	5244
Apprch %	0	82.2	17.8	0		0	0	0	0		3.6	96.4	0	0		87.2	0	12.8	0		
Total %	0	27.7	6	0	33.7	0	0	0	0	0	2.1	56.4	0	0	58.5	6.8	0	1	0	7.7	
Unshifted	0	1454	314	0	1768	0	0	0	0	0	110	2960	0	0	3070	354	0	52	0	406	5244
% Unshifted	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100	100	0	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Airline Hwy at Pecue Ln
AM Peak

File Name : AirlineHwy@Pecue_AM
Site Code : 10-029
Start Date : 11/17/2010
Page No : 2



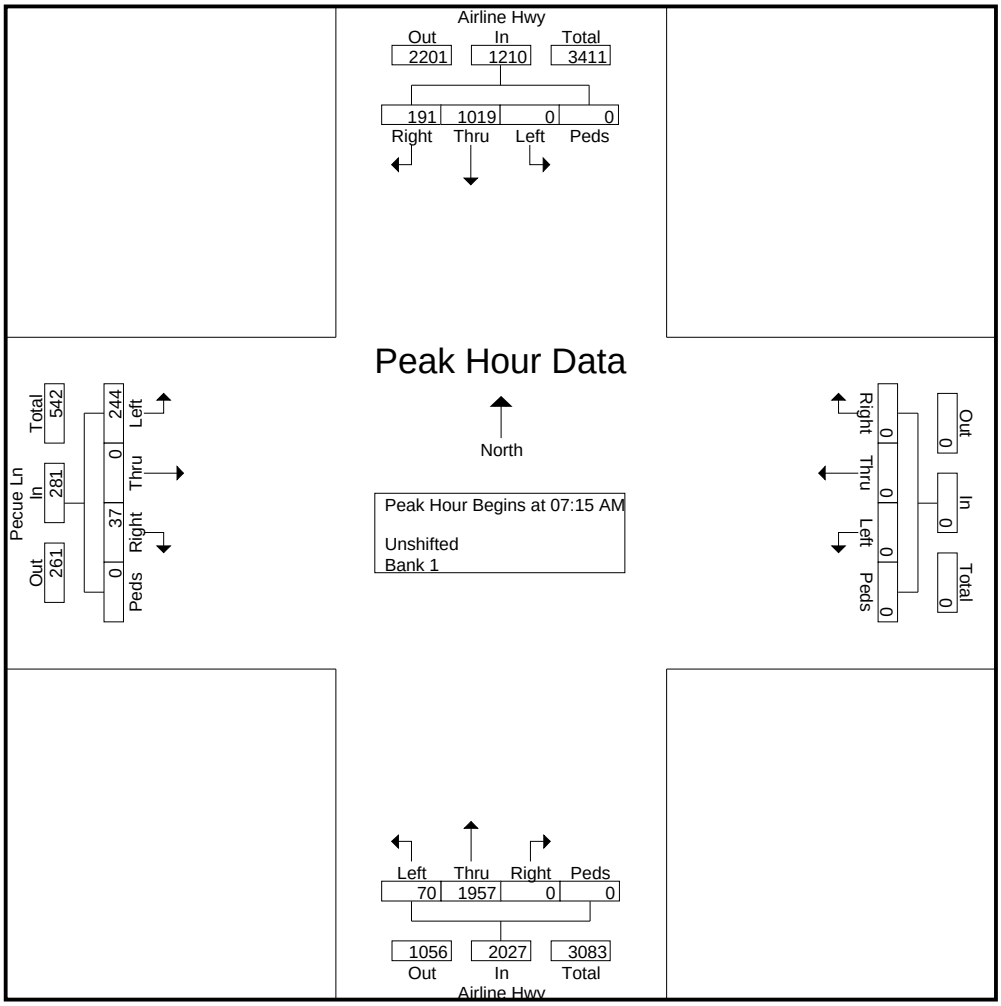
Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Airline Hwy at Pecue Ln
AM Peak

File Name : AirlineHwy@Pecue_AM
Site Code : 10-029
Start Date : 11/17/2010
Page No : 3

	Airline Hwy Southbound					Westbound					Airline Hwy Northbound					Pecue Ln Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:10 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	75	11	0	86	0	0	0	0	0	5	159	0	0	164	19	0	2	0	21	271
07:20 AM	0	92	16	0	108	0	0	0	0	0	5	160	0	0	165	**23**	0	1	0	24	297
07:25 AM	0	70	16	0	86	0	0	0	0	0	1	162	0	0	163	23	0	4	0	27	276
07:30 AM	0	100	13	0	113	0	0	0	0	0	7	161	0	0	168	18	0	5	0	23	304
07:35 AM	0	88	18	0	106	0	0	0	0	0	6	166	0	0	172	22	0	**6**	0	**28**	306
07:40 AM	0	**105**	14	0	**119**	0	0	0	0	0	**9**	**172**	0	0	**181**	20	0	2	0	22	**322**
07:45 AM	0	95	**21**	0	116	0	0	0	0	0	6	172	0	0	178	22	0	3	0	25	319
07:50 AM	0	77	14	0	91	0	0	0	0	0	7	159	0	0	166	21	0	3	0	24	281
07:55 AM	0	88	21	0	109	0	0	0	0	0	5	158	0	0	163	22	0	2	0	24	296
08:00 AM	0	85	16	0	101	0	0	0	0	0	7	164	0	0	171	21	0	6	0	27	299
08:05 AM	0	74	12	0	86	0	0	0	0	0	6	160	0	0	166	19	0	2	0	21	273
08:10 AM	0	70	19	0	89	0	0	0	0	0	6	164	0	0	170	14	0	1	0	15	274
Total Volume	0	1019	191	0	1210	0	0	0	0	0	70	1957	0	0	2027	244	0	37	0	281	3518
% App. Total	0	84.2	15.8	0		0	0	0	0		3.5	96.5	0	0		86.8	0	13.2	0		
PHF	.000	.809	.758	.000	.847	.000	.000	.000	.000	.000	.648	.948	.000	.000	.933	.884	.000	.514	.000	.836	.910



Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Airline Hwy at Pecue Ln
PM Peak

File Name : AirlineHwy@Pecue_PM
Site Code : 10-029
Start Date : 11/17/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

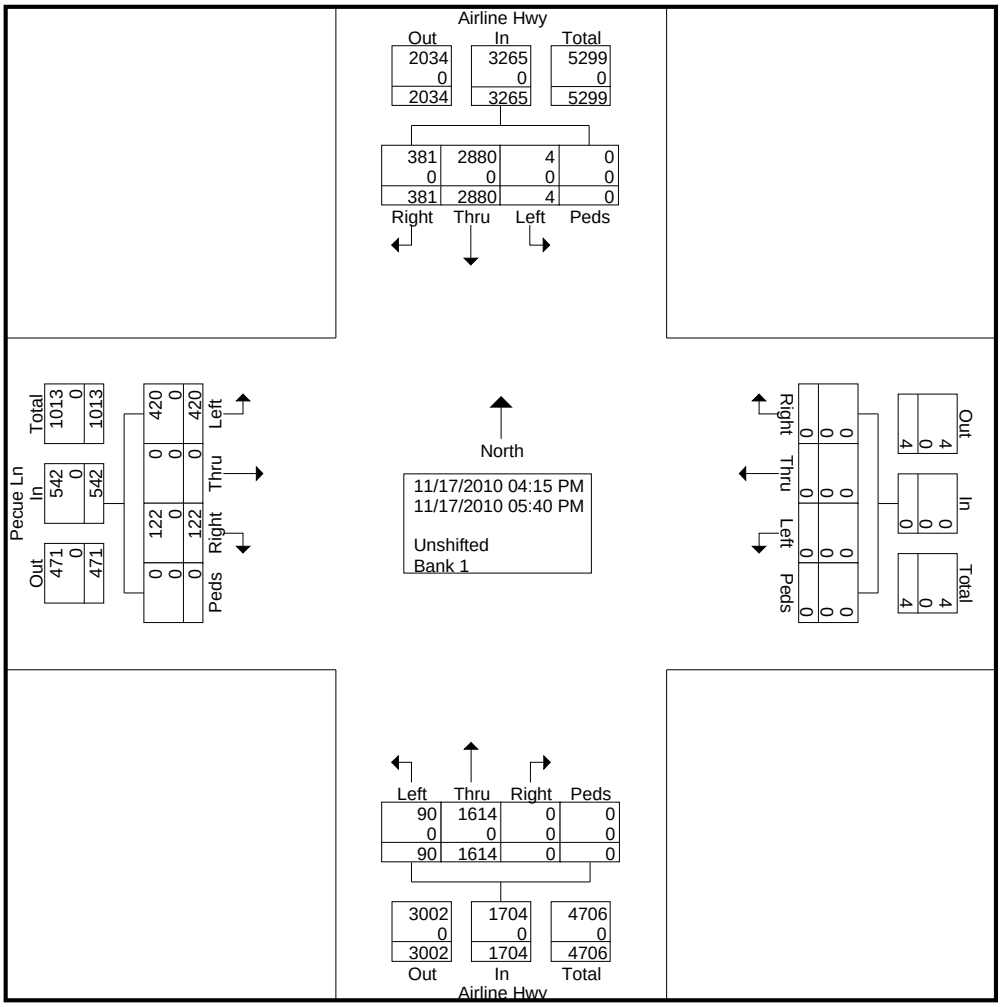
	Airline Hwy Southbound					Westbound					Airline Hwy Northbound					Pecue Ln Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:15 PM	0	176	16	0	192	0	0	0	0	0	5	125	0	0	130	26	0	7	0	33	355
04:20 PM	0	152	16	0	168	0	0	0	0	0	6	63	0	0	69	19	0	6	0	25	262
04:25 PM	0	145	25	0	170	0	0	0	0	0	5	79	0	0	84	15	0	6	0	21	275
04:30 PM	0	162	18	0	180	0	0	0	0	0	5	82	0	0	87	24	0	4	0	28	295
04:35 PM	0	157	16	0	173	0	0	0	0	0	2	105	0	0	107	22	0	7	0	29	309
04:40 PM	2	159	19	0	180	0	0	0	0	0	2	84	0	0	86	25	0	5	0	30	296
04:45 PM	0	168	22	0	190	0	0	0	0	0	3	98	0	0	101	13	0	8	0	21	312
04:50 PM	1	156	16	0	173	0	0	0	0	0	5	74	0	0	79	20	0	4	0	24	276
04:55 PM	0	142	20	0	162	0	0	0	0	0	6	74	0	0	80	15	0	6	0	21	263
Total	3	1417	168	0	1588	0	0	0	0	0	39	784	0	0	823	179	0	53	0	232	2643
05:00 PM	0	158	21	0	179	0	0	0	0	0	6	85	0	0	91	28	0	8	0	36	306
05:05 PM	0	163	25	0	188	0	0	0	0	0	5	103	0	0	108	25	0	9	0	34	330
05:10 PM	0	161	25	0	186	0	0	0	0	0	8	79	0	0	87	31	0	7	0	38	311
05:15 PM	1	174	14	0	189	0	0	0	0	0	6	107	0	0	113	29	0	7	0	36	338
05:20 PM	0	158	28	0	186	0	0	0	0	0	7	85	0	0	92	24	0	16	0	40	318
05:25 PM	0	168	26	0	194	0	0	0	0	0	6	96	0	0	102	28	0	4	0	32	328
05:30 PM	0	139	28	0	167	0	0	0	0	0	8	66	0	0	74	27	0	7	0	34	275
05:35 PM	0	165	22	0	187	0	0	0	0	0	0	97	0	0	97	18	0	5	0	23	307
05:40 PM	0	177	24	0	201	0	0	0	0	0	5	112	0	0	117	31	0	6	0	37	355
Grand Total	4	2880	381	0	3265	0	0	0	0	0	90	1614	0	0	1704	420	0	122	0	542	5511
Apprch %	0.1	88.2	11.7	0		0	0	0	0		5.3	94.7	0	0		77.5	0	22.5	0		
Total %	0.1	52.3	6.9	0	59.2	0	0	0	0	0	1.6	29.3	0	0	30.9	7.6	0	2.2	0	9.8	
Unshifted	4	2880	381	0	3265	0	0	0	0	0	90	1614	0	0	1704	420	0	122	0	542	5511
% Unshifted	100	100	100	0	100	0	0	0	0	0	100	100	0	0	100	100	0	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Airline Hwy at Pecue Ln
PM Peak

File Name : AirlineHwy@Pecue_PM
Site Code : 10-029
Start Date : 11/17/2010
Page No : 2



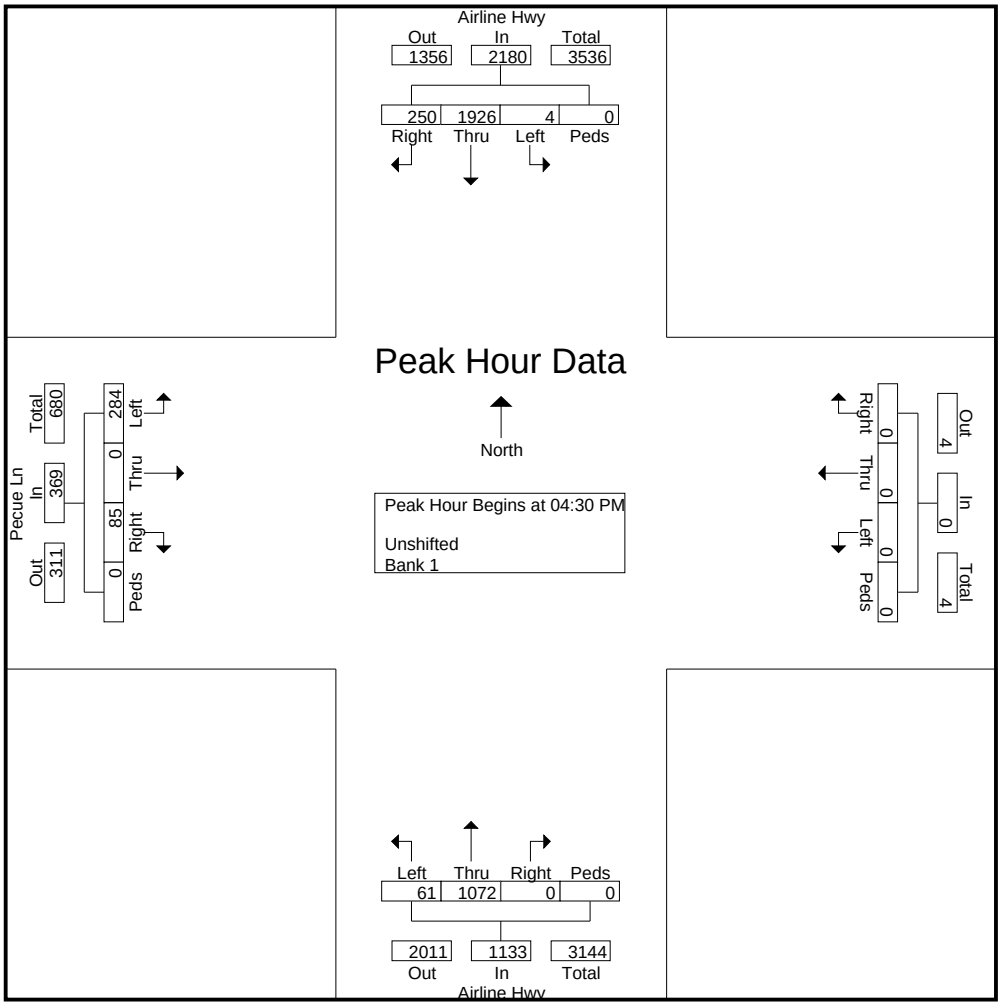
Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Airline Hwy at Pecue Ln
PM Peak

File Name : AirlineHwy@Pecue_PM
Site Code : 10-029
Start Date : 11/17/2010
Page No : 3

	Airline Hwy Southbound					Westbound					Airline Hwy Northbound					Pecue Ln Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:25 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	162	18	0	180	0	0	0	0	0	5	82	0	0	87	24	0	4	0	28	295
04:35 PM	0	157	16	0	173	0	0	0	0	0	2	105	0	0	107	22	0	7	0	29	309
04:40 PM	**2**	159	19	0	180	0	0	0	0	0	2	84	0	0	86	25	0	5	0	30	296
04:45 PM	0	168	22	0	190	0	0	0	0	0	3	98	0	0	101	13	0	8	0	21	312
04:50 PM	1	156	16	0	173	0	0	0	0	0	5	74	0	0	79	20	0	4	0	24	276
04:55 PM	0	142	20	0	162	0	0	0	0	0	6	74	0	0	80	15	0	6	0	21	263
05:00 PM	0	158	21	0	179	0	0	0	0	0	6	85	0	0	91	28	0	8	0	36	306
05:05 PM	0	163	25	0	188	0	0	0	0	0	5	103	0	0	108	25	0	9	0	34	330
05:10 PM	0	161	25	0	186	0	0	0	0	0	**8**	79	0	0	87	**31**	0	7	0	38	311
05:15 PM	1	**174**	14	0	189	0	0	0	0	0	6	**107**	0	0	**113**	29	0	7	0	36	**338**
05:20 PM	0	158	**28**	0	186	0	0	0	0	0	7	85	0	0	92	24	0	**16**	0	**40**	318
05:25 PM	0	168	26	0	**194**	0	0	0	0	0	6	96	0	0	102	28	0	4	0	32	328
Total Volume	4	1926	250	0	2180	0	0	0	0	0	61	1072	0	0	1133	284	0	85	0	369	3682
% App. Total	0.2	88.3	11.5	0		0	0	0	0		5.4	94.6	0	0		77	0	23	0		
PHF	.167	.922	.744	.000	.936	.000	.000	.000	.000	.000	.635	.835	.000	.000	.836	.763	.000	.443	.000	.769	.908



Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10 (EBExit) at Highland Rd
AM Peak

File Name : I10(EBExit)@Highland_AM
Site Code : 10-029
Start Date : 11/18/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

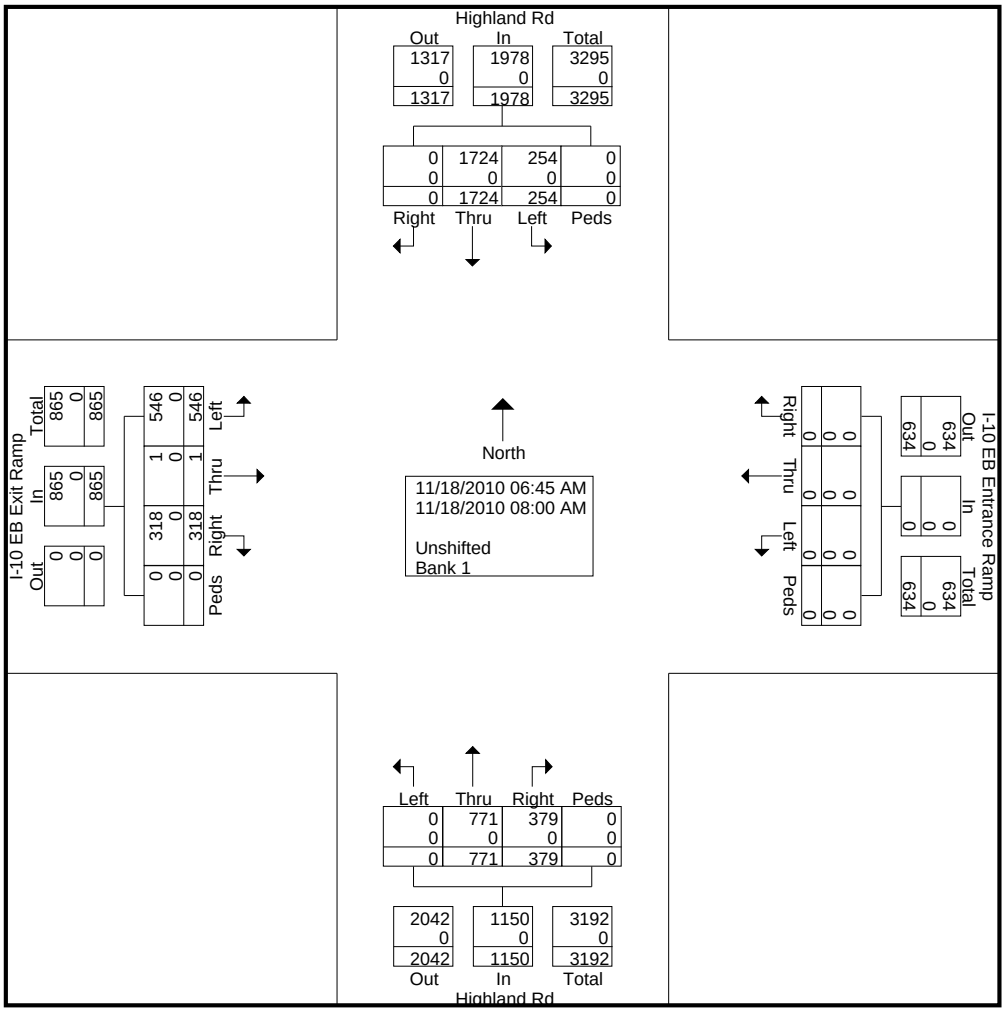
	Highland Rd Southbound					I-10 EB Entrance Ramp Westbound					Highland Rd Northbound					I-10 EB Exit Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:45 AM	0	226	45	0	271	0	0	0	0	0	57	109	0	0	166	44	0	82	0	126	563
Total	0	226	45	0	271	0	0	0	0	0	57	109	0	0	166	44	0	82	0	126	563
07:00 AM	0	284	45	0	329	0	0	0	0	0	62	101	0	0	163	52	1	84	0	137	629
07:15 AM	0	294	40	0	334	0	0	0	0	0	68	129	0	0	197	38	0	92	0	130	661
07:30 AM	0	301	42	0	343	0	0	0	0	0	69	120	0	0	189	64	0	104	0	168	700
07:45 AM	0	274	37	0	311	0	0	0	0	0	80	191	0	0	271	53	0	95	0	148	730
Total	0	1153	164	0	1317	0	0	0	0	0	279	541	0	0	820	207	1	375	0	583	2720
08:00 AM	0	345	45	0	390	0	0	0	0	0	43	121	0	0	164	67	0	89	0	156	710
Grand Total	0	1724	254	0	1978	0	0	0	0	0	379	771	0	0	1150	318	1	546	0	865	3993
Apprch %	0	87.2	12.8	0		0	0	0	0		33	67	0	0		36.8	0.1	63.1	0		
Total %	0	43.2	6.4	0	49.5	0	0	0	0	0	9.5	19.3	0	0	28.8	8	0	13.7	0	21.7	
Unshifted	0	1724	254	0	1978	0	0	0	0	0	379	771	0	0	1150	318	1	546	0	865	3993
% Unshifted	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10 (EBExit) at Highland Rd
AM Peak

File Name : I10(EBExit)@Highland_AM
Site Code : 10-029
Start Date : 11/18/2010
Page No : 2



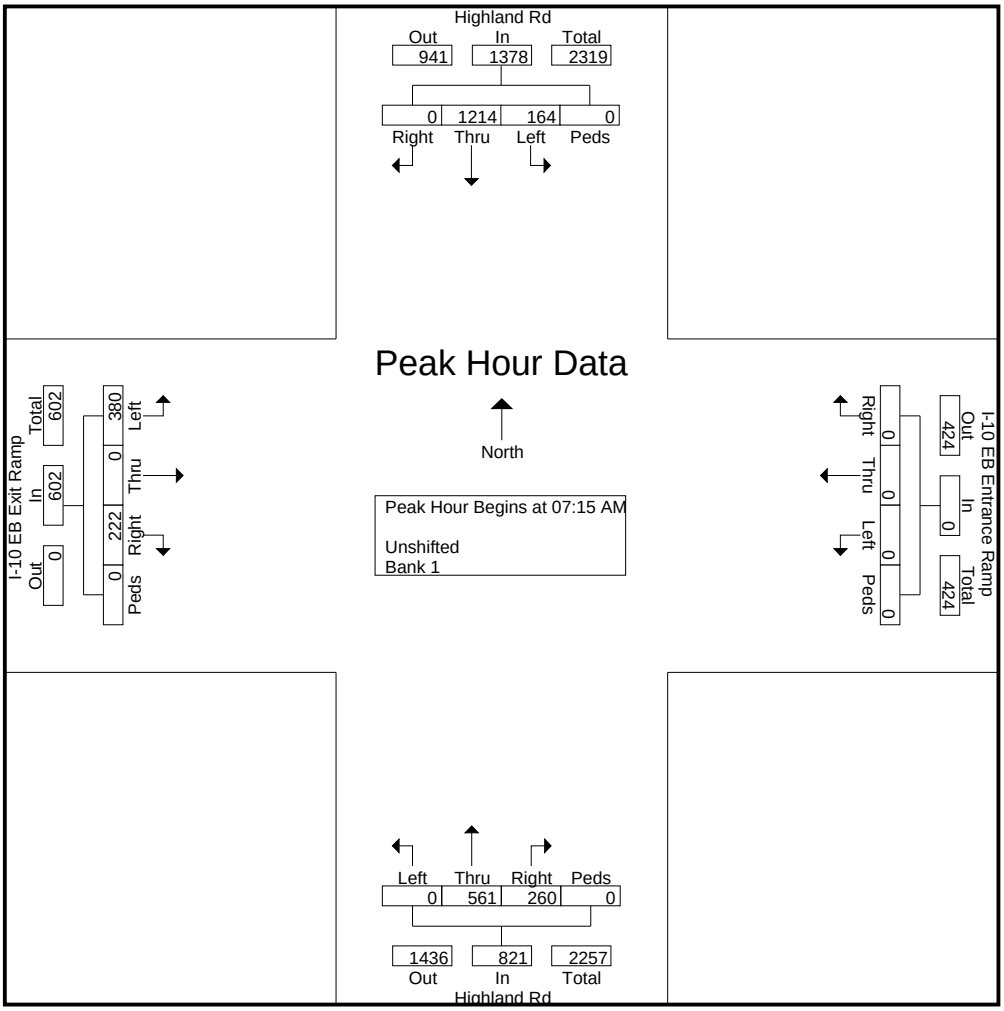
Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10 (EBExit) at Highland Rd
AM Peak

File Name : I10(EBExit)@Highland_AM
Site Code : 10-029
Start Date : 11/18/2010
Page No : 3

	Highland Rd Southbound					I-10 EB Entrance Ramp Westbound					Highland Rd Northbound					I-10 EB Exit Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 6:45:00 AM to 8:00:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:15:00 AM																					
7:15:00 AM	0	294	40	0	334	0	0	0	0	0	68	129	0	0	197	38	0	92	0	130	661
7:30:00 AM	0	301	42	0	343	0	0	0	0	0	69	120	0	0	189	64	0	**104**	0	**168**	700
7:45:00 AM	0	274	37	0	311	0	0	0	0	0	**80**	**191**	0	0	**271**	53	0	95	0	148	**730**
8:00:00 AM	0	**345**	**45**	0	**390**	0	0	0	0	0	43	121	0	0	164	**67**	0	89	0	156	710
Total Volume	0	1214	164	0	1378	0	0	0	0	0	260	561	0	0	821	222	0	380	0	602	2801
% App. Total	0	88.1	11.9	0		0	0	0	0		31.7	68.3	0	0		36.9	0	63.1	0		
PHF	.000	.880	.911	.000	.883	.000	.000	.000	.000	.000	.813	.734	.000	.000	.757	.828	.000	.913	.000	.896	.959



Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10 (EBExit) at Highland Rd
PM Peak

File Name : I10(EBExit)@Highland_PM
Site Code : 10-029
Start Date : 11/18/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

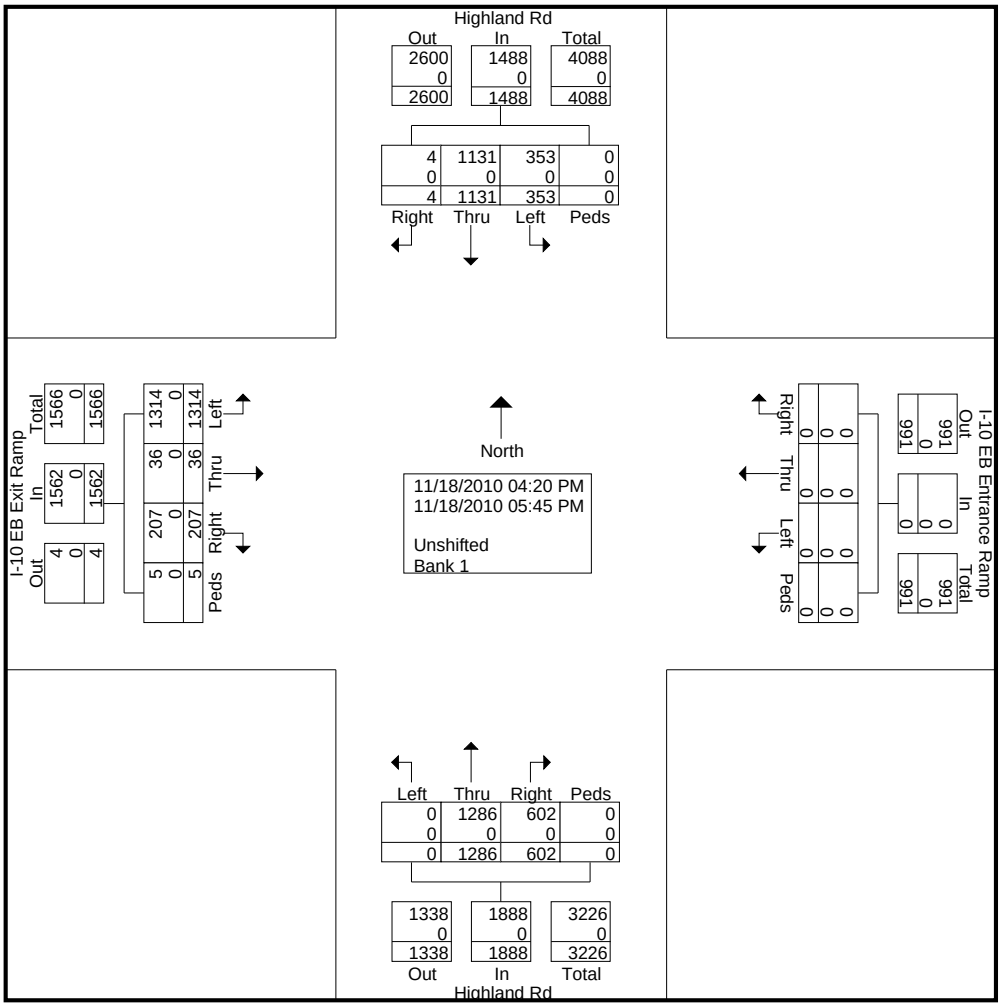
	Highland Rd Southbound					I-10 EB Entrance Ramp Westbound					Highland Rd Northbound					I-10 EB Exit Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:20 PM	29	53	0	0	82	0	0	0	0	0	0	68	33	0	101	112	6	14	0	132	315
04:25 PM	11	62	0	0	73	0	0	0	0	0	0	69	36	0	105	74	0	12	0	86	264
04:30 PM	19	39	0	0	58	0	0	0	0	0	0	64	39	0	103	72	0	12	0	84	245
04:35 PM	32	67	0	0	99	0	0	0	0	0	0	93	36	0	129	70	0	15	0	85	313
04:40 PM	15	51	0	0	66	0	0	0	0	0	0	75	44	0	119	86	0	12	0	98	283
04:45 PM	25	75	0	0	100	0	0	0	0	0	0	46	27	0	73	56	0	13	0	69	242
04:50 PM	17	46	0	0	63	0	0	0	0	0	0	61	38	0	99	96	0	10	0	106	268
04:55 PM	18	59	0	0	77	0	0	0	0	0	0	69	27	0	96	70	0	12	0	82	255
Total	166	452	0	0	618	0	0	0	0	0	0	545	280	0	825	636	6	100	0	742	2185
05:00 PM	19	44	4	0	67	0	0	0	0	0	0	72	30	0	102	73	0	12	0	85	254
05:05 PM	27	76	0	0	103	0	0	0	0	0	0	86	29	0	115	56	0	8	0	64	282
05:10 PM	24	55	0	0	79	0	0	0	0	0	0	69	37	0	106	81	0	13	0	94	279
05:15 PM	19	86	0	0	105	0	0	0	0	0	0	67	45	0	112	66	0	20	0	86	303
05:20 PM	23	65	0	0	88	0	0	0	0	0	0	52	32	0	84	96	0	14	0	110	282
05:25 PM	18	81	0	0	99	0	0	0	0	0	0	59	23	0	82	54	0	11	0	65	246
05:30 PM	21	59	0	0	80	0	0	0	0	0	0	73	39	0	112	77	0	8	0	85	277
05:35 PM	14	70	0	0	84	0	0	0	0	0	0	86	21	0	107	58	4	4	0	66	257
05:40 PM	9	58	0	0	67	0	0	0	0	0	0	80	35	0	115	67	0	7	0	74	256
05:45 PM	13	85	0	0	98	0	0	0	0	0	0	97	31	0	128	50	26	10	5	91	317
Grand Total	353	1131	4	0	1488	0	0	0	0	0	0	1286	602	0	1888	1314	36	207	5	1562	4938
Apprch %	23.7	76	0.3	0		0	0	0	0		0	68.1	31.9	0		84.1	2.3	13.3	0.3		
Total %	7.1	22.9	0.1	0	30.1	0	0	0	0	0	0	26	12.2	0	38.2	26.6	0.7	4.2	0.1	31.6	
Unshifted	353	1131	4	0	1488	0	0	0	0	0	0	1286	602	0	1888	1314	36	207	5	1562	4938
% Unshifted	100	100	100	0	100	0	0	0	0	0	0	100	100	0	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10 (EBExit) at Highland Rd
PM Peak

File Name : I10(EBExit)@Highland_PM
Site Code : 10-029
Start Date : 11/18/2010
Page No : 2



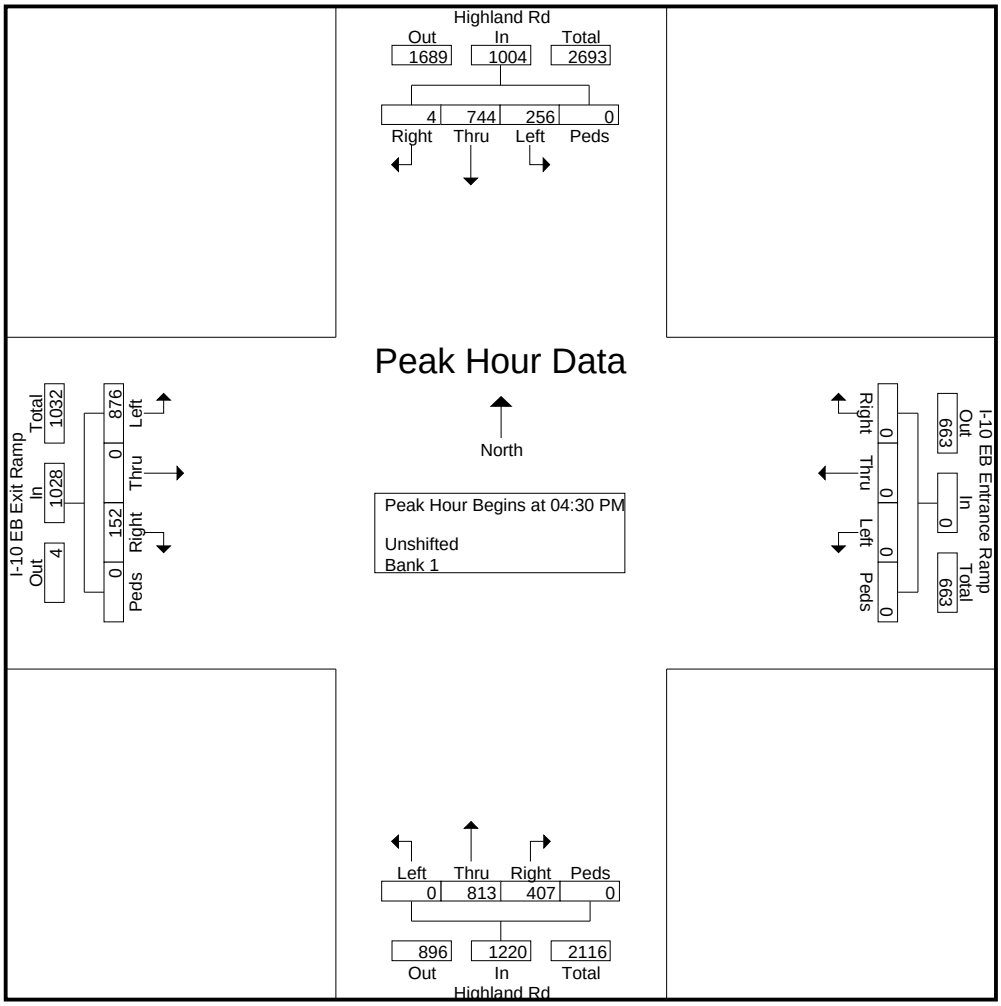
Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10 (EBExit) at Highland Rd
PM Peak

File Name : I10(EBExit)@Highland_PM
Site Code : 10-029
Start Date : 11/18/2010
Page No : 3

	Highland Rd Southbound					I-10 EB Entrance Ramp Westbound					Highland Rd Northbound					I-10 EB Exit Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:25 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	19	39	0	0	58	0	0	0	0	0	0	64	39	0	103	72	0	12	0	84	245
04:35 PM	**32**	67	0	0	99	0	0	0	0	0	0	**93**	36	0	**129**	70	0	15	0	85	**313**
04:40 PM	15	51	0	0	66	0	0	0	0	0	0	75	44	0	119	86	0	12	0	98	283
04:45 PM	25	75	0	0	100	0	0	0	0	0	0	46	27	0	73	56	0	13	0	69	242
04:50 PM	17	46	0	0	63	0	0	0	0	0	0	61	38	0	99	**96**	0	10	0	106	268
04:55 PM	18	59	0	0	77	0	0	0	0	0	0	69	27	0	96	70	0	12	0	82	255
05:00 PM	19	44	**4**	0	67	0	0	0	0	0	0	72	30	0	102	73	0	12	0	85	254
05:05 PM	27	76	0	0	103	0	0	0	0	0	0	86	29	0	115	56	0	8	0	64	282
05:10 PM	24	55	0	0	79	0	0	0	0	0	0	69	37	0	106	81	0	13	0	94	279
05:15 PM	19	**86**	0	0	**105**	0	0	0	0	0	0	67	**45**	0	112	66	0	**20**	0	86	303
05:20 PM	23	65	0	0	88	0	0	0	0	0	0	52	32	0	84	96	0	14	0	**110**	282
05:25 PM	18	81	0	0	99	0	0	0	0	0	0	59	23	0	82	54	0	11	0	65	246
Total Volume	256	744	4	0	1004	0	0	0	0	0	0	813	407	0	1220	876	0	152	0	1028	3252
% App. Total	25.5	74.1	0.4	0		0	0	0	0		0	66.6	33.4	0		85.2	0	14.8	0		
PHF	.667	.721	.083	.000	.797	.000	.000	.000	.000	.000	.000	.728	.754	.000	.788	.760	.000	.633	.000	.779	.866



Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10 (EB Exit) at Siegen Ln
AM Peak

File Name : I10(EBExit)@Siegen_AM
Site Code : 10-029
Start Date : 11/10/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

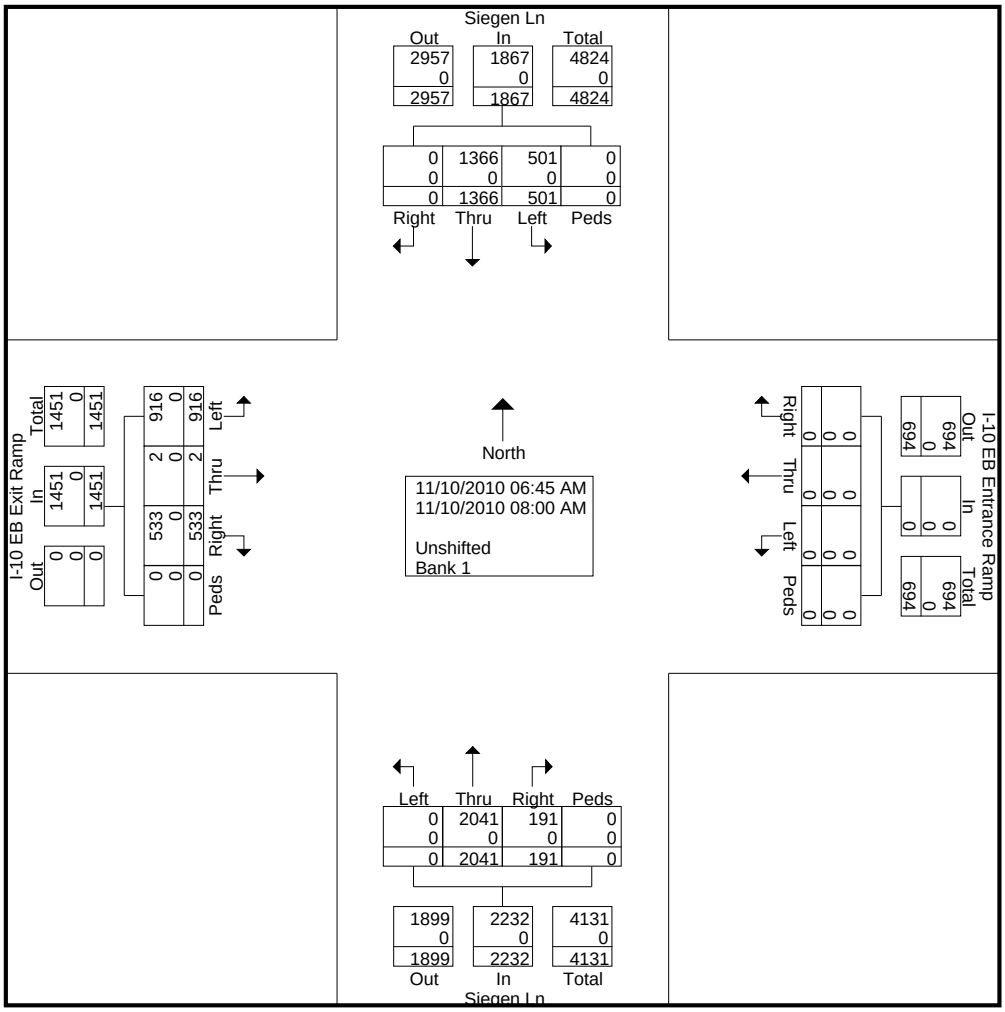
	Siegen Ln Southbound					I-10 EB Entrance Ramp Westbound					Siegen Ln Northbound					I-10 EB Exit Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:45 AM	0	222	65	0	287	0	0	0	0	0	18	269	0	0	287	83	0	129	0	212	786
Total	0	222	65	0	287	0	0	0	0	0	18	269	0	0	287	83	0	129	0	212	786
07:00 AM	0	191	87	0	278	0	0	0	0	0	20	283	0	0	303	67	0	131	0	198	779
07:15 AM	0	216	90	0	306	0	0	0	0	0	31	334	0	0	365	102	0	152	0	254	925
07:30 AM	0	222	73	0	295	0	0	0	0	0	32	391	0	0	423	86	0	147	0	233	951
07:45 AM	0	258	97	0	355	0	0	0	0	0	40	378	0	0	418	95	0	192	0	287	1060
Total	0	887	347	0	1234	0	0	0	0	0	123	1386	0	0	1509	350	0	622	0	972	3715
08:00 AM	0	257	89	0	346	0	0	0	0	0	50	386	0	0	436	100	2	165	0	267	1049
Grand Total	0	1366	501	0	1867	0	0	0	0	0	191	2041	0	0	2232	533	2	916	0	1451	5550
Apprch %	0	73.2	26.8	0		0	0	0	0		8.6	91.4	0	0		36.7	0.1	63.1	0		
Total %	0	24.6	9	0	33.6	0	0	0	0	0	3.4	36.8	0	0	40.2	9.6	0	16.5	0	26.1	
Unshifted	0	1366	501	0	1867	0	0	0	0	0	191	2041	0	0	2232	533	2	916	0	1451	5550
% Unshifted	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10 (EB Exit) at Siegen Ln
AM Peak

File Name : I10(EBExit)@Siegen_AM
Site Code : 10-029
Start Date : 11/10/2010
Page No : 2



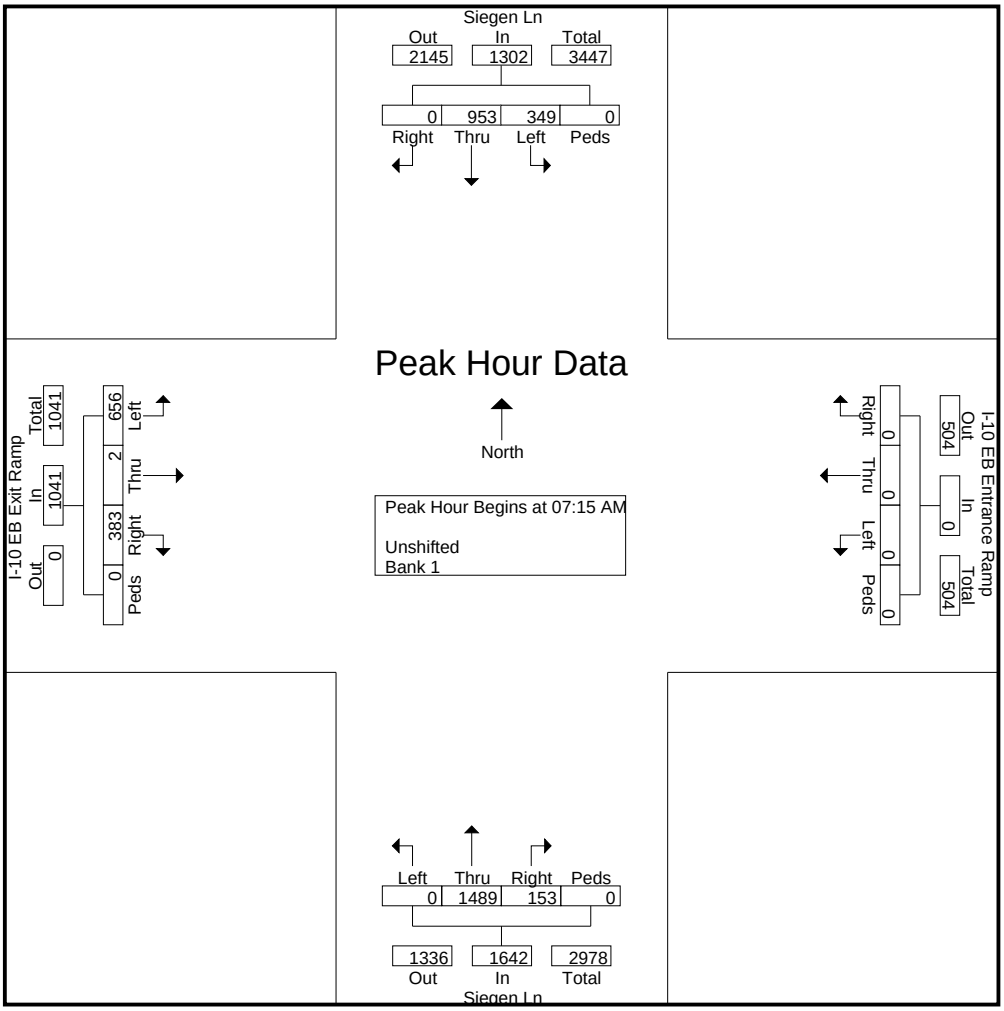
Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10 (EB Exit) at Siegen Ln
AM Peak

File Name : I10(EBExit)@Siegen_AM
Site Code : 10-029
Start Date : 11/10/2010
Page No : 3

	Siegen Ln Southbound					I-10 EB Entrance Ramp Westbound					Siegen Ln Northbound					I-10 EB Exit Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 6:45:00 AM to 8:00:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:15:00 AM																					
7:15:00 AM	0	216	90	0	306	0	0	0	0	0	31	334	0	0	365	**102**	0	152	0	254	925
7:30:00 AM	0	222	73	0	295	0	0	0	0	0	32	**391**	0	0	423	86	0	147	0	233	951
7:45:00 AM	0	**258**	**97**	0	**355**	0	0	0	0	0	40	378	0	0	418	95	0	**192**	0	**287**	**1060**
8:00:00 AM	0	257	89	0	346	0	0	0	0	0	**50**	386	0	0	**436**	100	**2**	165	0	267	1049
Total Volume	0	953	349	0	1302	0	0	0	0	0	153	1489	0	0	1642	383	2	656	0	1041	3985
% App. Total	0	73.2	26.8	0		0	0	0	0		9.3	90.7	0	0		36.8	0.2	63	0		
PHF	.000	.923	.899	.000	.917	.000	.000	.000	.000	.000	.765	.952	.000	.000	.942	.939	.250	.854	.000	.907	.940



Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10(EBExit) at Siegen Ln
PM Peak

File Name : I10(EBExit)@Siegen_PM
Site Code : 10-029
Start Date : 11/10/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

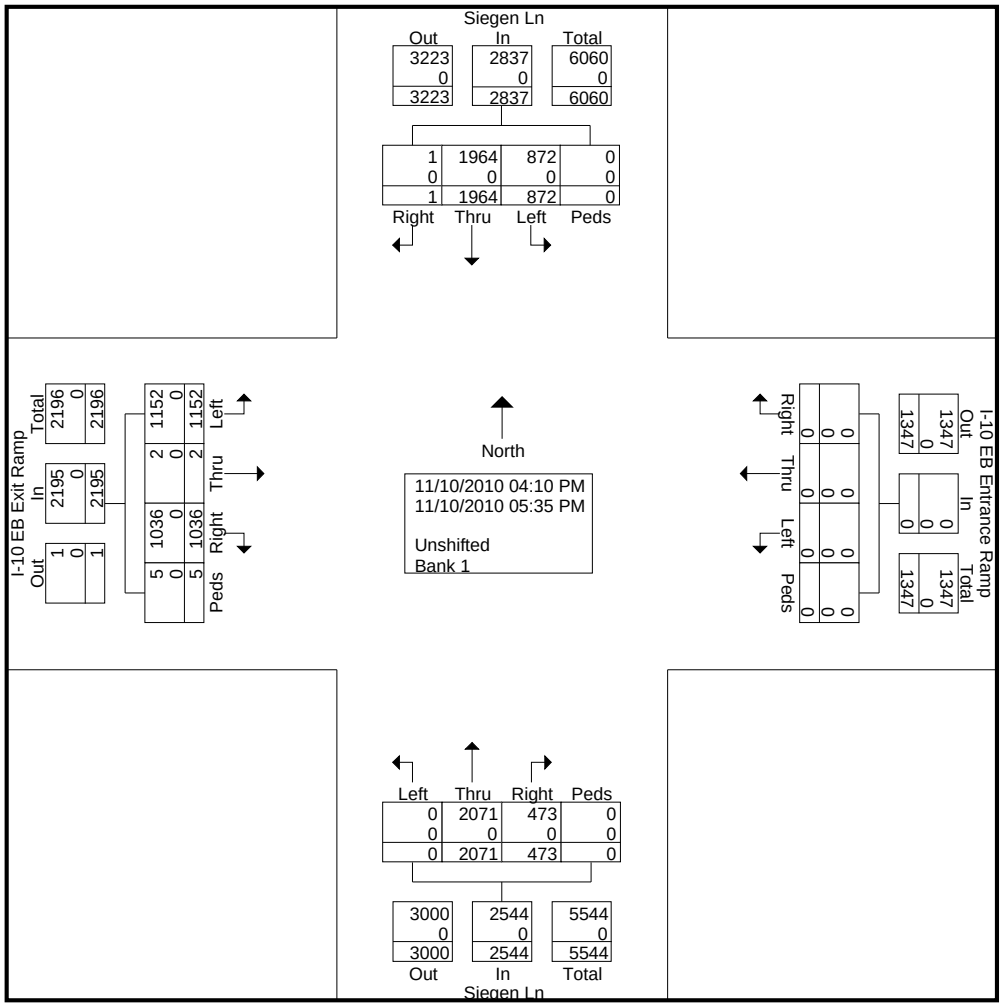
	Siegen Ln Southbound					I-10 EB Entrance Ramp Westbound					Siegen Ln Northbound					I-10 EB Exit Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:10 PM	33	108	0	0	141	0	0	0	0	0	0	0	0	0	0	40	1	60	0	101	242
04:15 PM	38	75	0	0	113	0	0	0	0	0	0	112	21	0	133	84	0	48	0	132	378
04:20 PM	43	96	0	0	139	0	0	0	0	0	0	168	25	0	193	62	1	48	0	111	443
04:25 PM	34	113	0	0	147	0	0	0	0	0	0	109	29	0	138	39	0	72	0	111	396
04:30 PM	38	89	0	0	127	0	0	0	0	0	0	97	15	0	112	66	0	60	5	131	370
04:35 PM	55	105	0	0	160	0	0	0	0	0	0	122	21	0	143	90	0	65	0	155	458
04:40 PM	41	135	0	0	176	0	0	0	0	0	0	102	21	0	123	52	0	55	0	107	406
04:45 PM	33	123	0	0	156	0	0	0	0	0	0	132	34	0	166	71	0	72	0	143	465
04:50 PM	63	93	0	0	156	0	0	0	0	0	0	151	41	0	192	70	0	48	0	118	466
04:55 PM	46	135	1	0	182	0	0	0	0	0	0	117	26	0	143	58	0	52	0	110	435
Total	424	1072	1	0	1497	0	0	0	0	0	0	1110	233	0	1343	632	2	580	5	1219	4059
05:00 PM	34	103	0	0	137	0	0	0	0	0	0	119	43	0	162	74	0	62	0	136	435
05:05 PM	58	107	0	0	165	0	0	0	0	0	0	144	19	0	163	69	0	59	0	128	456
05:10 PM	55	134	0	0	189	0	0	0	0	0	0	103	27	0	130	51	0	65	0	116	435
05:15 PM	35	108	0	0	143	0	0	0	0	0	0	92	26	0	118	81	0	53	0	134	395
05:20 PM	109	119	0	0	228	0	0	0	0	0	0	155	37	0	192	46	0	61	0	107	527
05:25 PM	49	118	0	0	167	0	0	0	0	0	0	101	26	0	127	34	0	38	0	72	366
05:30 PM	42	89	0	0	131	0	0	0	0	0	0	105	35	0	140	94	0	66	0	160	431
05:35 PM	66	114	0	0	180	0	0	0	0	0	0	142	27	0	169	71	0	52	0	123	472
Grand Total	872	1964	1	0	2837	0	0	0	0	0	0	2071	473	0	2544	1152	2	1036	5	2195	7576
Apprch %	30.7	69.2	0	0		0	0	0	0		0	81.4	18.6	0		52.5	0.1	47.2	0.2		
Total %	11.5	25.9	0	0	37.4	0	0	0	0	0	0	27.3	6.2	0	33.6	15.2	0	13.7	0.1	29	
Unshifted	872	1964	1	0	2837	0	0	0	0	0	0	2071	473	0	2544	1152	2	1036	5	2195	7576
% Unshifted	100	100	100	0	100	0	0	0	0	0	0	100	100	0	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10(EBExit) at Siegen Ln
PM Peak

File Name : I10(EBExit)@Siegen_PM
Site Code : 10-029
Start Date : 11/10/2010
Page No : 2



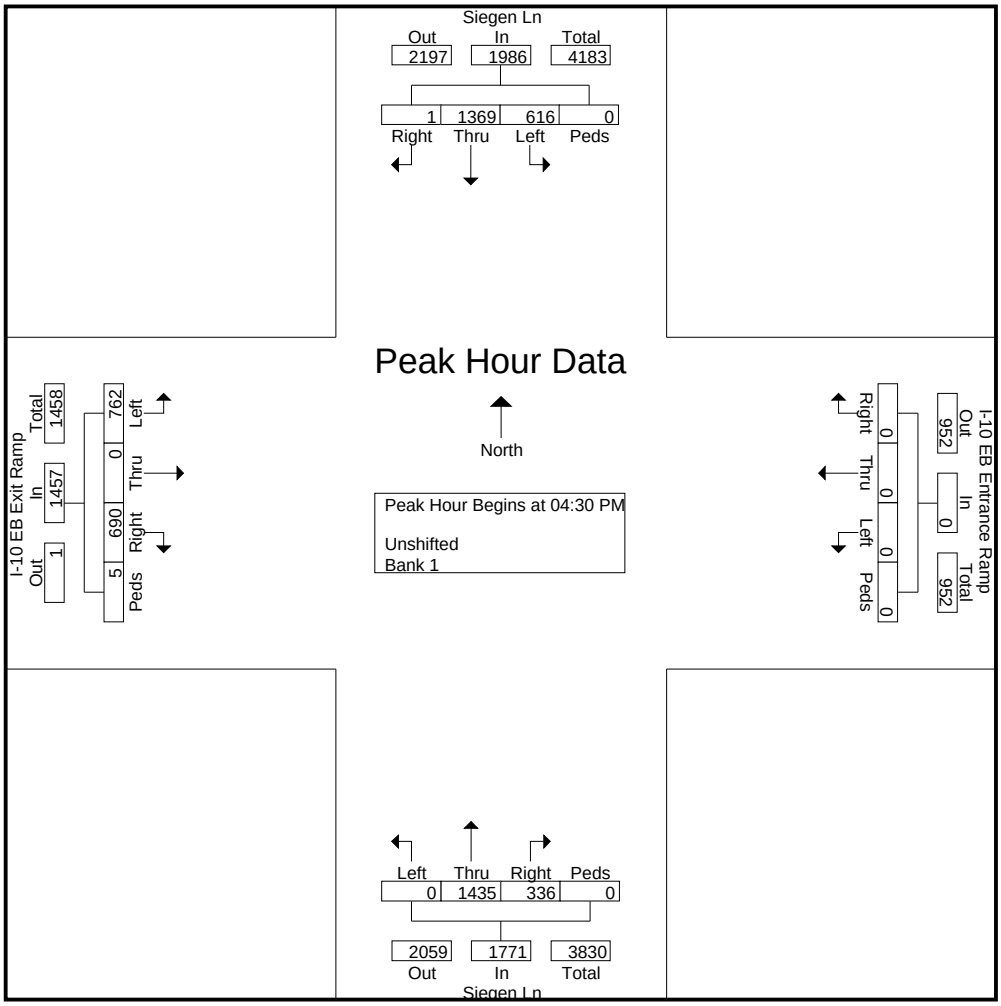
Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10(EBExit) at Siegen Ln
PM Peak

File Name : I10(EBExit)@Siegen_PM
Site Code : 10-029
Start Date : 11/10/2010
Page No : 3

	Siegen Ln Southbound					I-10 EB Entrance Ramp Westbound					Siegen Ln Northbound					I-10 EB Exit Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:25 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	38	89	0	0	127	0	0	0	0	0	0	97	15	0	112	66	0	60	**5**	131	370
04:35 PM	55	105	0	0	160	0	0	0	0	0	0	122	21	0	143	**90**	0	65	0	**155**	458
04:40 PM	41	**135**	0	0	176	0	0	0	0	0	0	102	21	0	123	52	0	55	0	107	406
04:45 PM	33	123	0	0	156	0	0	0	0	0	0	132	34	0	166	71	0	**72**	0	143	465
04:50 PM	63	93	0	0	156	0	0	0	0	0	0	151	41	0	**192**	70	0	48	0	118	466
04:55 PM	46	135	**1**	0	182	0	0	0	0	0	0	117	26	0	143	58	0	52	0	110	435
05:00 PM	34	103	0	0	137	0	0	0	0	0	0	119	**43**	0	162	74	0	62	0	136	435
05:05 PM	58	107	0	0	165	0	0	0	0	0	0	144	19	0	163	69	0	59	0	128	456
05:10 PM	55	134	0	0	189	0	0	0	0	0	0	103	27	0	130	51	0	65	0	116	435
05:15 PM	35	108	0	0	143	0	0	0	0	0	0	92	26	0	118	81	0	53	0	134	395
05:20 PM	**109**	119	0	0	**228**	0	0	0	0	0	0	**155**	37	0	192	46	0	61	0	107	**527**
05:25 PM	49	118	0	0	167	0	0	0	0	0	0	101	26	0	127	34	0	38	0	72	366
Total Volume	616	1369	1	0	1986	0	0	0	0	0	0	1435	336	0	1771	762	0	690	5	1457	5214
% App. Total	31	68.9	0.1	0		0	0	0	0		0	81	19	0		52.3	0	47.4	0.3		
PHF	.471	.845	.083	.000	.726	.000	.000	.000	.000	.000	.000	.772	.651	.000	.769	.706	.000	.799	.083	.783	.824



Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10 (WBExit) at Highland Rd
AM Peak

File Name : I10(WBExit)@Highland_AM
Site Code : 10-029
Start Date : 11/11/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

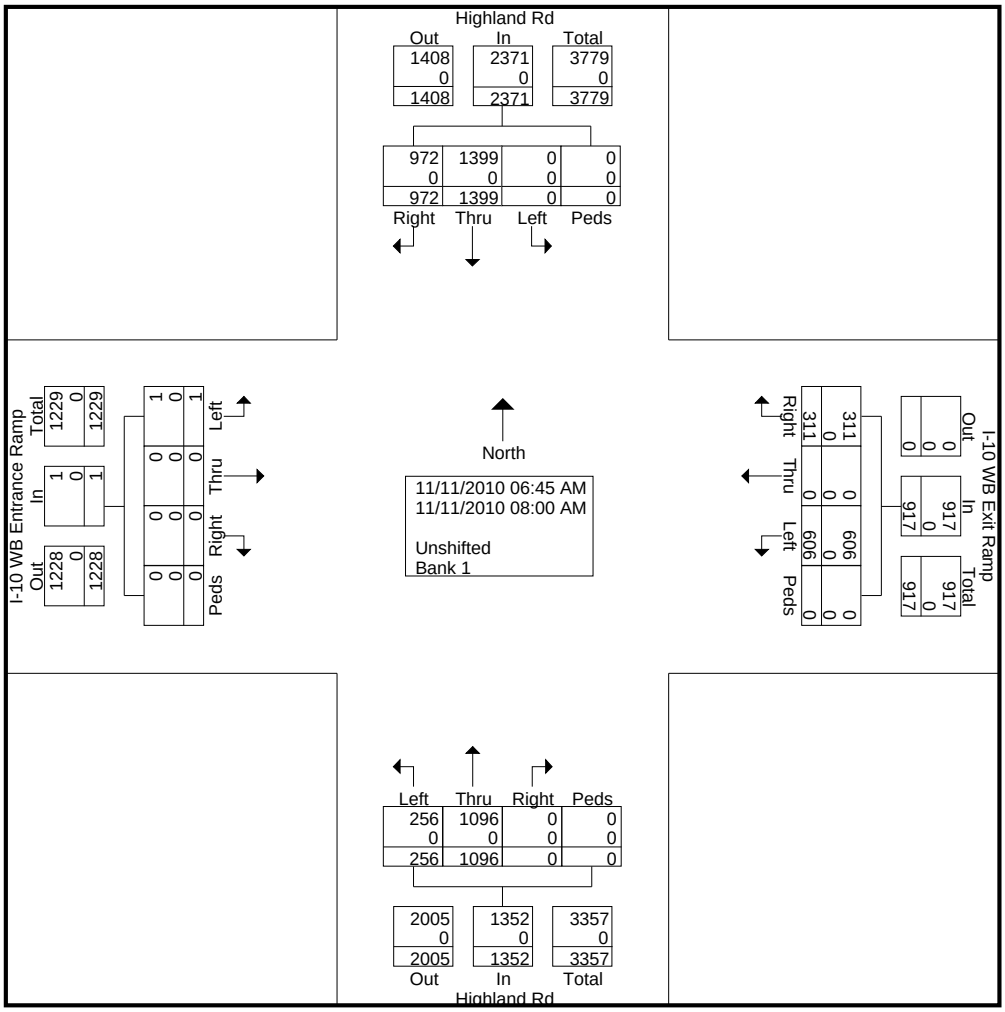
	Highland Rd Southbound					I-10 WB Exit Ramp Westbound					Highland Rd Northbound					I-10 WB Entrance Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:45 AM	164	219	0	0	383	61	0	107	0	168	0	180	52	0	232	0	0	0	0	0	783
Total	164	219	0	0	383	61	0	107	0	168	0	180	52	0	232	0	0	0	0	0	783
07:00 AM	98	253	0	0	351	51	0	152	0	203	0	139	39	0	178	0	0	0	0	0	732
07:15 AM	122	237	0	0	359	48	0	102	0	150	0	178	49	0	227	0	0	0	0	0	736
07:30 AM	173	221	0	0	394	78	0	109	0	187	0	197	35	0	232	0	0	1	0	1	814
07:45 AM	226	250	0	0	476	39	0	74	0	113	0	200	46	0	246	0	0	0	0	0	835
Total	619	961	0	0	1580	216	0	437	0	653	0	714	169	0	883	0	0	1	0	1	3117
08:00 AM	189	219	0	0	408	34	0	62	0	96	0	202	35	0	237	0	0	0	0	0	741
Grand Total	972	1399	0	0	2371	311	0	606	0	917	0	1096	256	0	1352	0	0	1	0	1	4641
Apprch %	41	59	0	0		33.9	0	66.1	0		0	81.1	18.9	0		0	0	100	0		
Total %	20.9	30.1	0	0	51.1	6.7	0	13.1	0	19.8	0	23.6	5.5	0	29.1	0	0	0	0	0	
Unshifted	972	1399	0	0	2371	311	0	606	0	917	0	1096	256	0	1352	0	0	1	0	1	4641
% Unshifted	100	100	0	0	100	100	0	100	0	100	0	100	100	0	100	0	0	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10 (WBExit) at Highland Rd
AM Peak

File Name : I10(WBExit)@Highland_AM
Site Code : 10-029
Start Date : 11/11/2010
Page No : 2



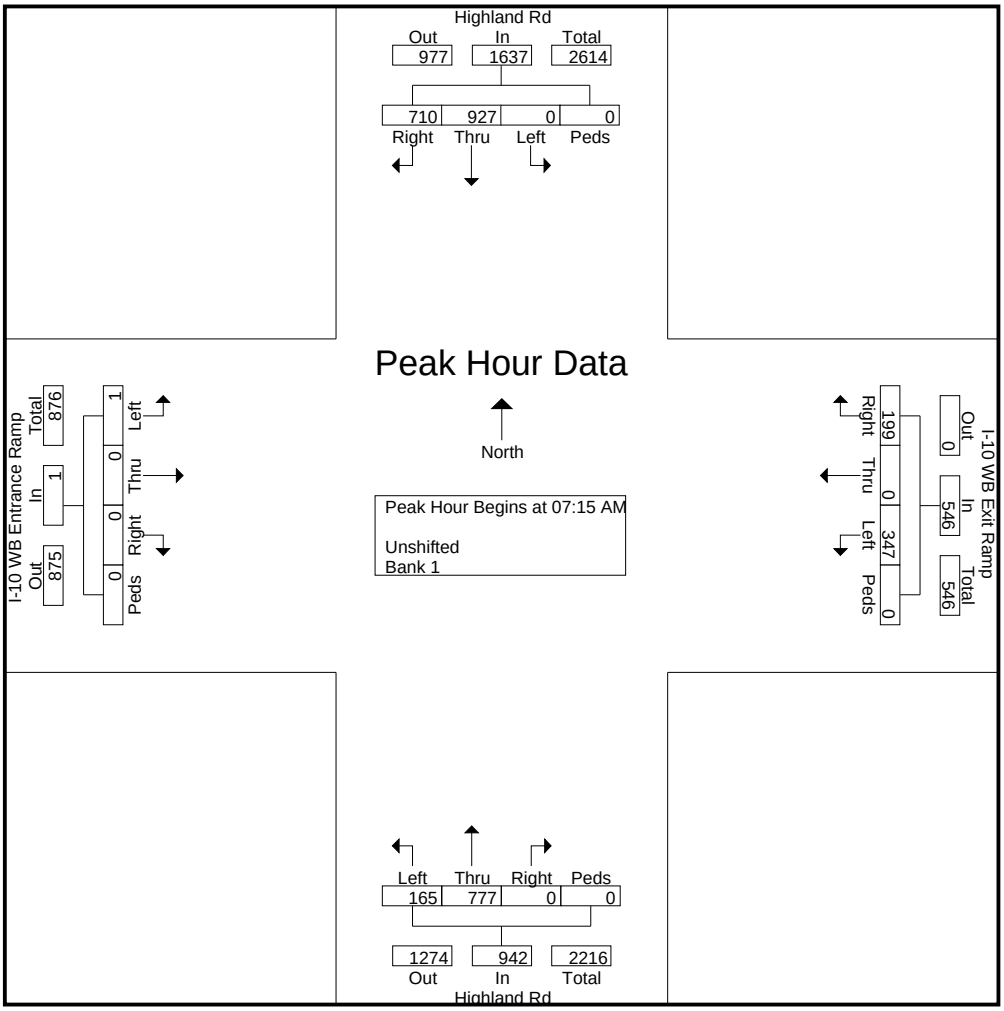
Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10 (WBExit) at Highland Rd
AM Peak

File Name : I10(WBExit)@Highland_AM
Site Code : 10-029
Start Date : 11/11/2010
Page No : 3

	Highland Rd Southbound					I-10 WB Exit Ramp Westbound					Highland Rd Northbound					I-10 WB Entrance Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 6:45:00 AM to 8:00:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:15:00 AM																					
7:15:00 AM	122	237	0	0	359	48	0	102	0	150	0	178	**49**	0	227	0	0	0	0	0	736
7:30:00 AM	173	221	0	0	394	**78**	0	**109**	0	**187**	0	197	35	0	232	0	0	**1**	0	**1**	814
7:45:00 AM	**226**	**250**	0	0	**476**	39	0	74	0	113	0	200	46	0	**246**	0	0	0	0	0	**835**
8:00:00 AM	189	219	0	0	408	34	0	62	0	96	0	**202**	35	0	237	0	0	0	0	0	741
Total Volume	710	927	0	0	1637	199	0	347	0	546	0	777	165	0	942	0	0	1	0	1	3126
% App. Total	43.4	56.6	0	0		36.4	0	63.6	0		0	82.5	17.5	0		0	0	100	0		
PHF	.785	.927	.000	.000	.860	.638	.000	.796	.000	.730	.000	.962	.842	.000	.957	.000	.000	.250	.000	.250	.936



Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10 (WBExit) at Highland Rd
PM Peak

File Name : I10(WBExit)@Highland_PM
Site Code : 10-029
Start Date : 11/11/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

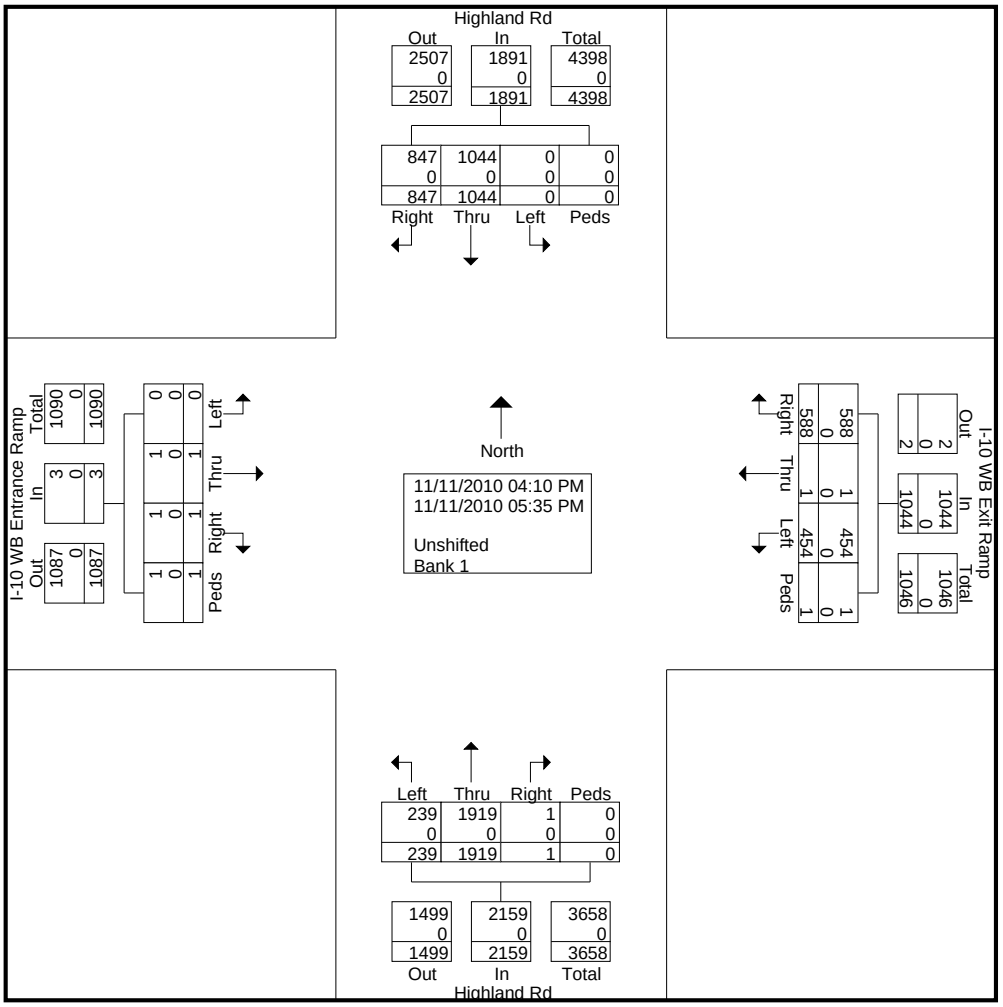
	Highland Rd Southbound					I-10 WB Exit Ramp Westbound					Highland Rd Northbound					I-10 WB Entrance Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:10 PM	0	48	48	0	96	37	0	26	0	63	14	119	1	0	134	0	0	0	0	0	293
04:15 PM	0	46	34	0	80	20	0	18	0	38	17	115	0	0	132	0	0	0	0	0	250
04:20 PM	0	62	57	0	119	25	0	33	0	58	11	88	0	0	99	0	0	0	0	0	276
04:25 PM	0	49	62	0	111	20	0	34	1	55	19	119	0	0	138	0	0	0	0	0	304
04:30 PM	0	70	43	0	113	30	0	34	0	64	17	121	0	0	138	0	0	1	1	2	317
04:35 PM	0	56	47	0	103	25	0	22	0	47	22	135	0	0	157	0	0	0	0	0	307
04:40 PM	0	54	45	0	99	39	0	43	0	82	11	88	0	0	99	0	1	0	0	1	281
04:45 PM	0	53	42	0	95	22	0	35	0	57	12	120	0	0	132	0	0	0	0	0	284
04:50 PM	0	65	36	0	101	16	0	44	0	60	13	123	0	0	136	0	0	0	0	0	297
04:55 PM	0	52	34	0	86	20	0	36	0	56	11	133	0	0	144	0	0	0	0	0	286
Total	0	555	448	0	1003	254	0	325	1	580	147	1161	1	0	1309	0	1	1	1	3	2895
05:00 PM	0	82	50	0	132	28	0	36	0	64	5	82	0	0	87	0	0	0	0	0	283
05:05 PM	0	58	55	0	113	25	0	33	0	58	16	61	0	0	77	0	0	0	0	0	248
05:10 PM	0	67	60	0	127	38	0	43	0	81	13	67	0	0	80	0	0	0	0	0	288
05:15 PM	0	63	51	0	114	27	0	35	0	62	8	112	0	0	120	0	0	0	0	0	296
05:20 PM	0	62	58	0	120	19	0	37	0	56	16	110	0	0	126	0	0	0	0	0	302
05:25 PM	0	51	33	0	84	18	1	27	0	46	10	101	0	0	111	0	0	0	0	0	241
05:30 PM	0	55	51	0	106	22	0	23	0	45	12	103	0	0	115	0	0	0	0	0	266
05:35 PM	0	51	41	0	92	23	0	29	0	52	12	122	0	0	134	0	0	0	0	0	278
Grand Total	0	1044	847	0	1891	454	1	588	1	1044	239	1919	1	0	2159	0	1	1	1	3	5097
Apprch %	0	55.2	44.8	0		43.5	0.1	56.3	0.1		11.1	88.9	0	0		0	33.3	33.3	33.3		
Total %	0	20.5	16.6	0	37.1	8.9	0	11.5	0	20.5	4.7	37.6	0	0	42.4	0	0	0	0	0.1	
Unshifted	0	1044	847	0	1891	454	1	588	1	1044	239	1919	1	0	2159	0	1	1	1	3	5097
% Unshifted	0	100	100	0	100	100	100	100	100	100	100	100	100	0	100	0	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10 (WBExit) at Highland Rd
PM Peak

File Name : I10(WBExit)@Highland_PM
Site Code : 10-029
Start Date : 11/11/2010
Page No : 2



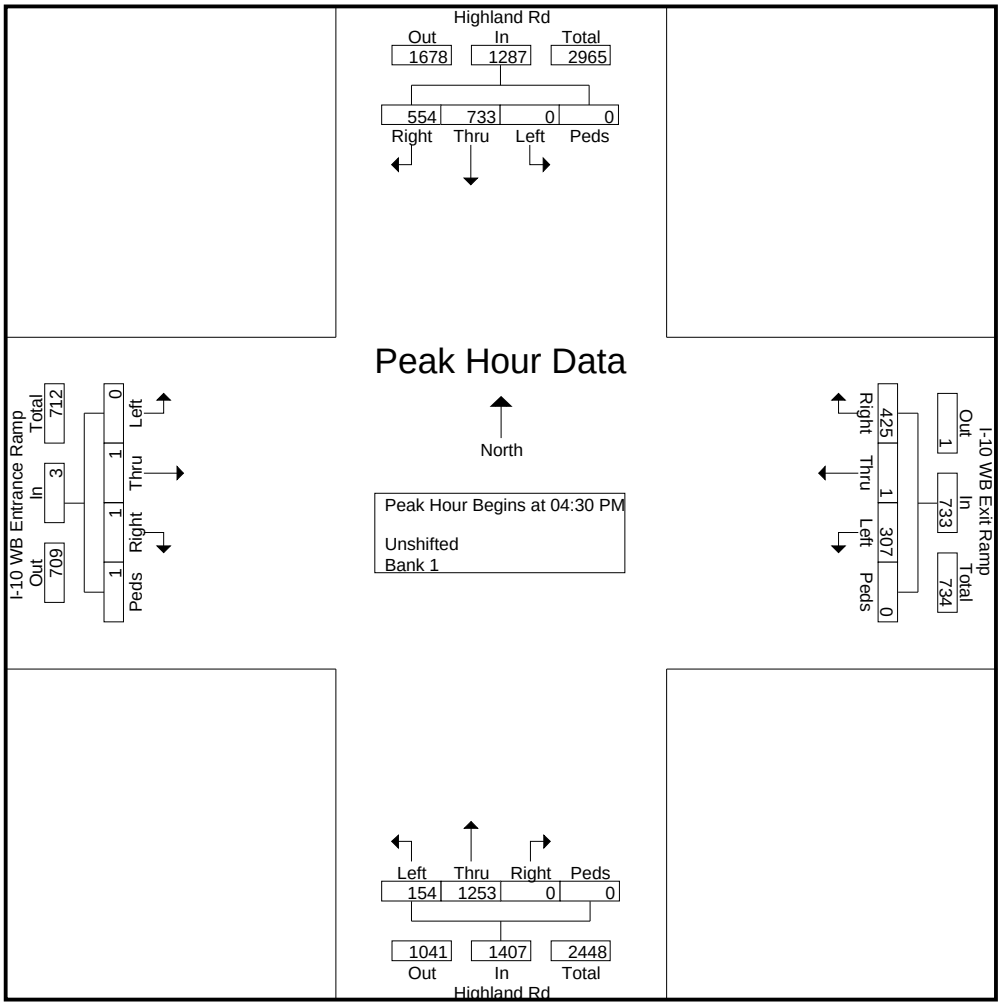
Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10 (WBExit) at Highland Rd
PM Peak

File Name : I10(WBExit)@Highland_PM
Site Code : 10-029
Start Date : 11/11/2010
Page No : 3

	Highland Rd Southbound					I-10 WB Exit Ramp Westbound					Highland Rd Northbound					I-10 WB Entrance Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:25 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	70	43	0	113	30	0	34	0	64	17	121	0	0	138	0	0	**1**	**1**	**2**	**317**
04:35 PM	0	56	47	0	103	25	0	22	0	47	**22**	**135**	0	0	**157**	0	0	0	0	0	307
04:40 PM	0	54	45	0	99	**39**	0	43	0	**82**	11	88	0	0	99	0	**1**	0	0	1	281
04:45 PM	0	53	42	0	95	22	0	35	0	57	12	120	0	0	132	0	0	0	0	0	284
04:50 PM	0	65	36	0	101	16	0	**44**	0	60	13	123	0	0	136	0	0	0	0	0	297
04:55 PM	0	52	34	0	86	20	0	36	0	56	11	133	0	0	144	0	0	0	0	0	286
05:00 PM	0	**82**	50	0	**132**	28	0	36	0	64	5	82	0	0	87	0	0	0	0	0	283
05:05 PM	0	58	55	0	113	25	0	33	0	58	16	61	0	0	77	0	0	0	0	0	248
05:10 PM	0	67	**60**	0	127	38	0	43	0	81	13	67	0	0	80	0	0	0	0	0	288
05:15 PM	0	63	51	0	114	27	0	35	0	62	8	112	0	0	120	0	0	0	0	0	296
05:20 PM	0	62	58	0	120	19	0	37	0	56	16	110	0	0	126	0	0	0	0	0	302
05:25 PM	0	51	33	0	84	18	**1**	27	0	46	10	101	0	0	111	0	0	0	0	0	241
Total Volume	0	733	554	0	1287	307	1	425	0	733	154	1253	0	0	1407	0	1	1	1	3	3430
% App. Total	0	57	43	0		41.9	0.1	58	0		10.9	89.1	0	0		0	33.3	33.3	33.3		
PHF	.000	.745	.769	.000	.813	.656	.083	.805	.000	.745	.583	.773	.000	.000	.747	.000	.083	.083	.083	.125	.902



Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10(WBExit) at Siegen Ln
AM Peak

File Name : I10(WBExit)@Siegen_AM
Site Code : 10-029
Start Date : 11/9/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

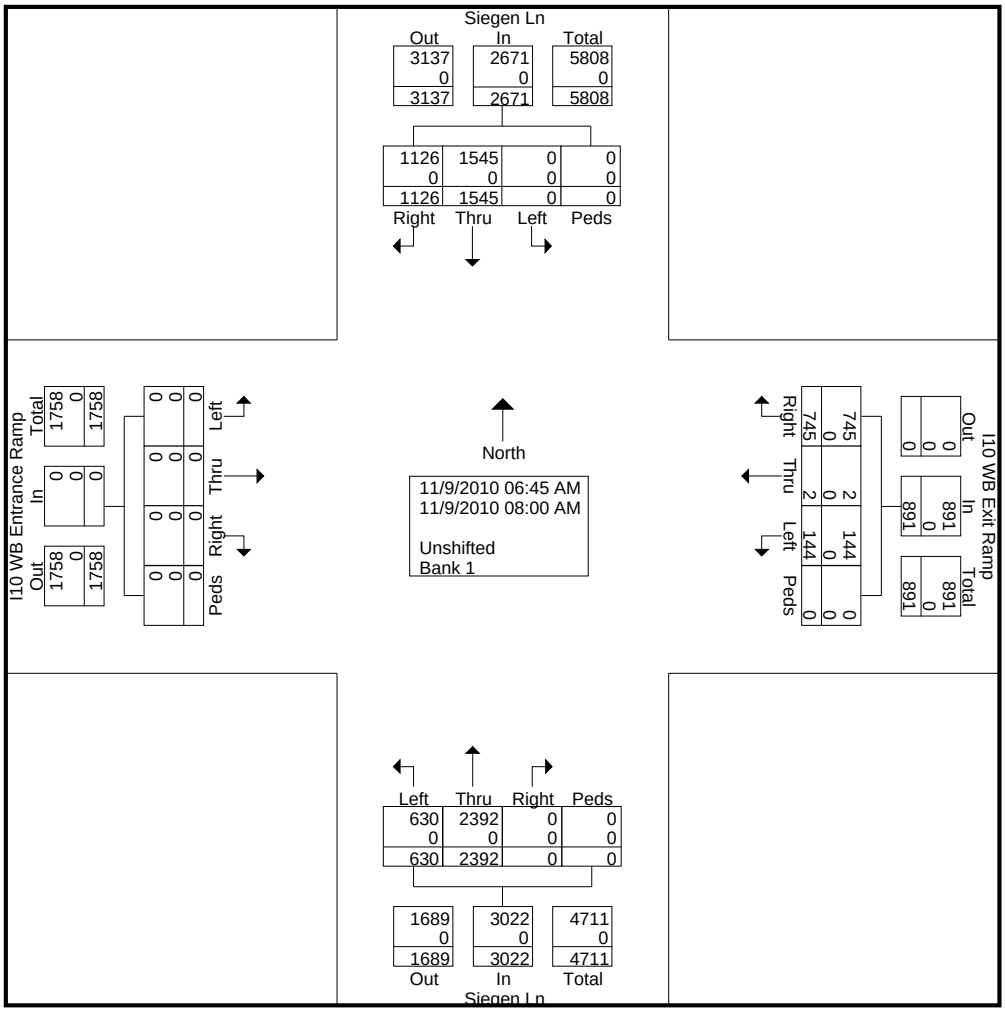
	Siegen Ln Southbound					I10 WB Exit Ramp Westbound					Siegen Ln Northbound					I10 WB Entrance Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:45 AM	166	219	0	0	385	127	1	18	0	146	0	337	121	0	458	0	0	0	0	0	989
Total	166	219	0	0	385	127	1	18	0	146	0	337	121	0	458	0	0	0	0	0	989
07:00 AM	175	229	0	0	404	124	0	17	0	141	0	371	88	0	459	0	0	0	0	0	1004
07:15 AM	202	272	0	0	474	143	0	9	0	152	0	416	115	0	531	0	0	0	0	0	1157
07:30 AM	253	282	0	0	535	107	0	31	0	138	0	383	93	0	476	0	0	0	0	0	1149
07:45 AM	210	335	0	0	545	109	1	23	0	133	0	478	107	0	585	0	0	0	0	0	1263
Total	840	1118	0	0	1958	483	1	80	0	564	0	1648	403	0	2051	0	0	0	0	0	4573
08:00 AM	120	208	0	0	328	135	0	46	0	181	0	407	106	0	513	0	0	0	0	0	1022
Grand Total	1126	1545	0	0	2671	745	2	144	0	891	0	2392	630	0	3022	0	0	0	0	0	6584
Apprch %	42.2	57.8	0	0		83.6	0.2	16.2	0		0	79.2	20.8	0		0	0	0	0		
Total %	17.1	23.5	0	0	40.6	11.3	0	2.2	0	13.5	0	36.3	9.6	0	45.9	0	0	0	0	0	
Unshifted	1126	1545	0	0	2671	745	2	144	0	891	0	2392	630	0	3022	0	0	0	0	0	6584
% Unshifted	100	100	0	0	100	100	100	100	0	100	0	100	100	0	100	0	0	0	0	0	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10(WBExit) at Siegen Ln
AM Peak

File Name : I10(WBExit)@Siegen_AM
Site Code : 10-029
Start Date : 11/9/2010
Page No : 2



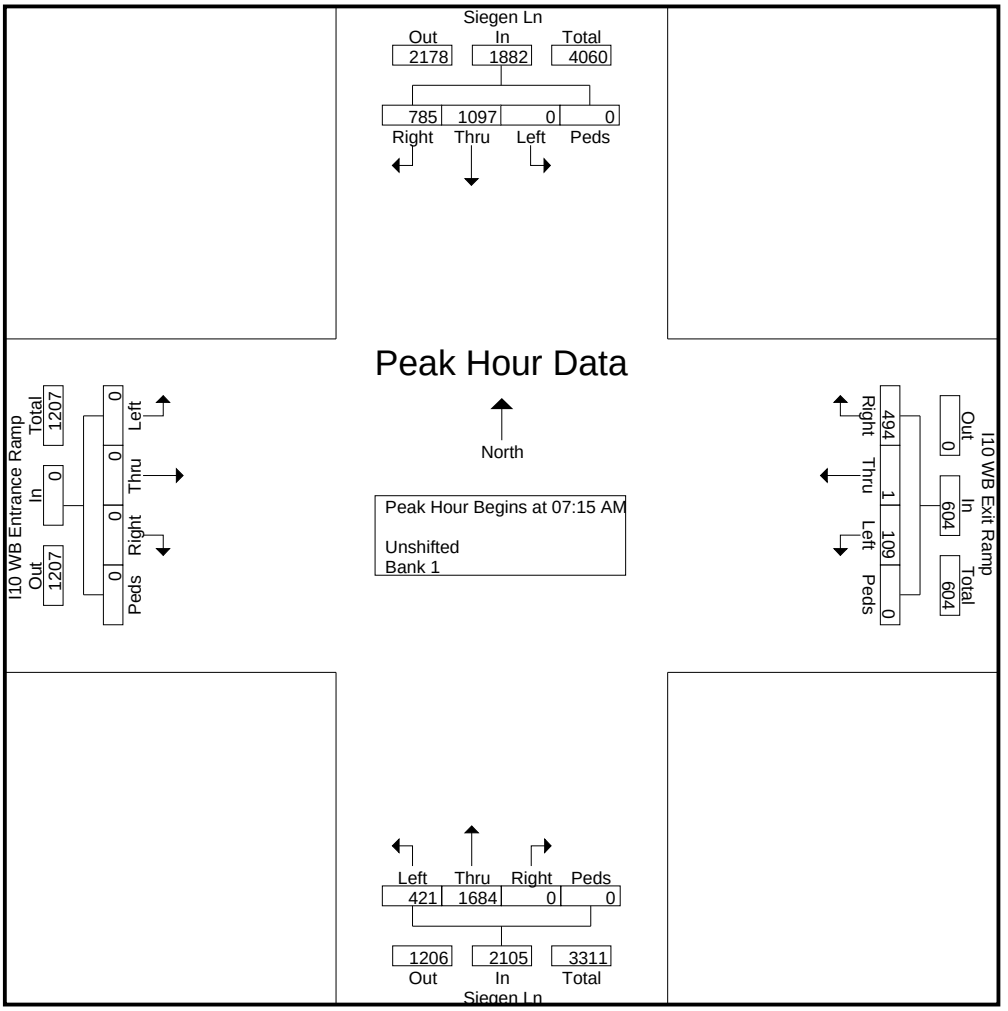
Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10(WBExit) at Siegen Ln
AM Peak

File Name : I10(WBExit)@Siegen_AM
Site Code : 10-029
Start Date : 11/9/2010
Page No : 3

	Siegen Ln Southbound					I10 WB Exit Ramp Westbound					Siegen Ln Northbound					I10 WB Entrance Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 6:45:00 AM to 8:00:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:15:00 AM																					
7:15:00 AM	202	272	0	0	474	**143**	0	9	0	152	0	416	**115**	0	531	0	0	0	0	0	1157
7:30:00 AM	**253**	282	0	0	535	107	0	31	0	138	0	383	93	0	476	0	0	0	0	0	1149
7:45:00 AM	210	**335**	0	0	**545**	109	**1**	23	0	133	0	**478**	107	0	**585**	0	0	0	0	0	**1263**
8:00:00 AM	120	208	0	0	328	135	0	**46**	0	**181**	0	407	106	0	513	0	0	0	0	0	1022
Total Volume	785	1097	0	0	1882	494	1	109	0	604	0	1684	421	0	2105	0	0	0	0	0	4591
% App. Total	41.7	58.3	0	0		81.8	0.2	18	0		0	80	20	0		0	0	0	0		
PHF	.776	.819	.000	.000	.863	.864	.250	.592	.000	.834	.000	.881	.915	.000	.900	.000	.000	.000	.000	.000	.909



Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10 (WBExit) at Siegen Ln
PM Peak

File Name : I10(WBExit)@Siegen_PM
Site Code : 10-029
Start Date : 11/4/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

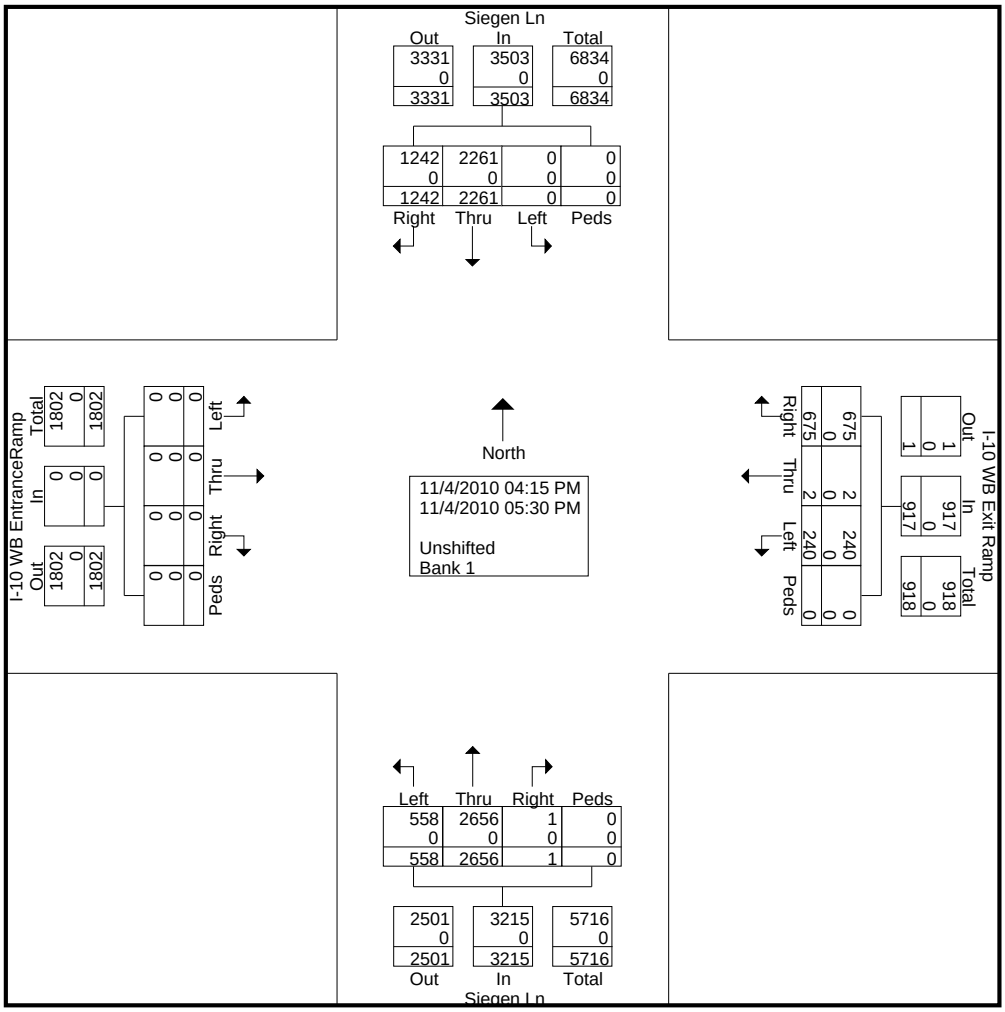
	Siegen Ln Southbound					I-10 WB Exit Ramp Westbound					Siegen Ln Northbound					I-10 WB EntranceRamp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:15 PM	183	321	0	0	504	105	1	30	0	136	1	449	104	0	554	0	0	0	0	0	1194
04:30 PM	227	367	0	0	594	131	1	46	0	178	0	469	108	0	577	0	0	0	0	0	1349
04:45 PM	205	450	0	0	655	130	0	37	0	167	0	468	84	0	552	0	0	0	0	0	1374
Total	615	1138	0	0	1753	366	2	113	0	481	1	1386	296	0	1683	0	0	0	0	0	3917
05:00 PM	271	438	0	0	709	97	0	49	0	146	0	482	99	0	581	0	0	0	0	0	1436
05:15 PM	240	425	0	0	665	138	0	45	0	183	0	442	89	0	531	0	0	0	0	0	1379
05:30 PM	116	260	0	0	376	74	0	33	0	107	0	346	74	0	420	0	0	0	0	0	903
Grand Total	1242	2261	0	0	3503	675	2	240	0	917	1	2656	558	0	3215	0	0	0	0	0	7635
Apprch %	35.5	64.5	0	0		73.6	0.2	26.2	0		0	82.6	17.4	0		0	0	0	0		
Total %	16.3	29.6	0	0	45.9	8.8	0	3.1	0	12	0	34.8	7.3	0	42.1	0	0	0	0	0	
Unshifted	1242	2261	0	0	3503	675	2	240	0	917	1	2656	558	0	3215	0	0	0	0	0	7635
% Unshifted	100	100	0	0	100	100	100	100	0	100	100	100	100	0	100	0	0	0	0	0	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10 (WBExit) at Siegen Ln
PM Peak

File Name : I10(WBExit)@Siegen_PM
Site Code : 10-029
Start Date : 11/4/2010
Page No : 2



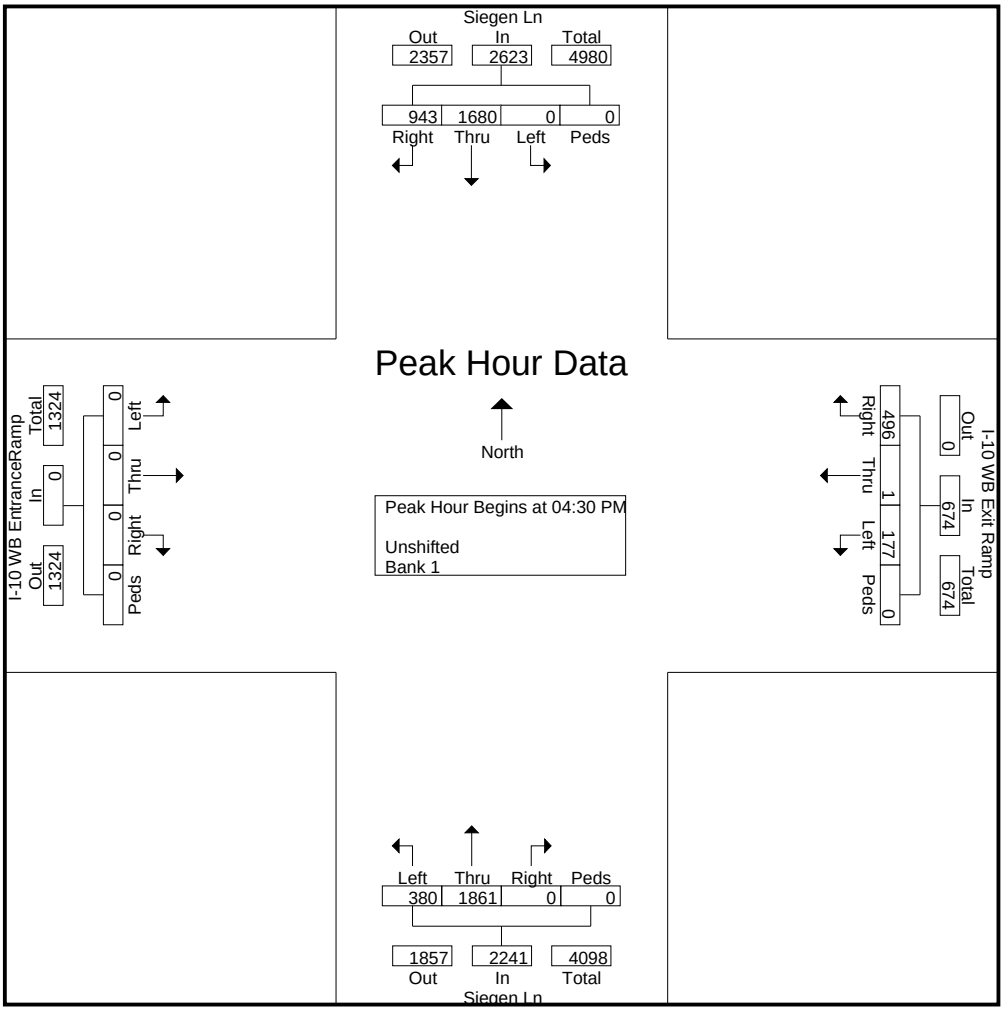
Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
I-10 (WBExit) at Siegen Ln
PM Peak

File Name : I10(WBExit)@Siegen_PM
Site Code : 10-029
Start Date : 11/4/2010
Page No : 3

	Siegen Ln Southbound					I-10 WB Exit Ramp Westbound					Siegen Ln Northbound					I-10 WB EntranceRamp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 4:15:00 PM to 5:30:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:30:00 PM																					
4:30:00 PM	227	367	0	0	594	131	**1**	46	0	178	0	469	**108**	0	577	0	0	0	0	0	1349
4:45:00 PM	205	**450**	0	0	655	130	0	37	0	167	0	468	84	0	552	0	0	0	0	0	1374
5:00:00 PM	**271**	438	0	0	**709**	97	0	**49**	0	146	0	**482**	99	0	**581**	0	0	0	0	0	**1436**
5:15:00 PM	240	425	0	0	665	**138**	0	45	0	**183**	0	442	89	0	531	0	0	0	0	0	1379
Total Volume	943	1680	0	0	2623	496	1	177	0	674	0	1861	380	0	2241	0	0	0	0	0	5538
% App. Total	36	64	0	0		73.6	0.1	26.3	0		0	83	17	0		0	0	0	0		
PHF	.870	.933	.000	.000	.925	.899	.250	.903	.000	.921	.000	.965	.880	.000	.964	.000	.000	.000	.000	.000	.964



Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Perkins Rd at Pecue LN
AM Peak

File Name : Perkins@Pecue_AM
Site Code : 10-029
Start Date : 11/11/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

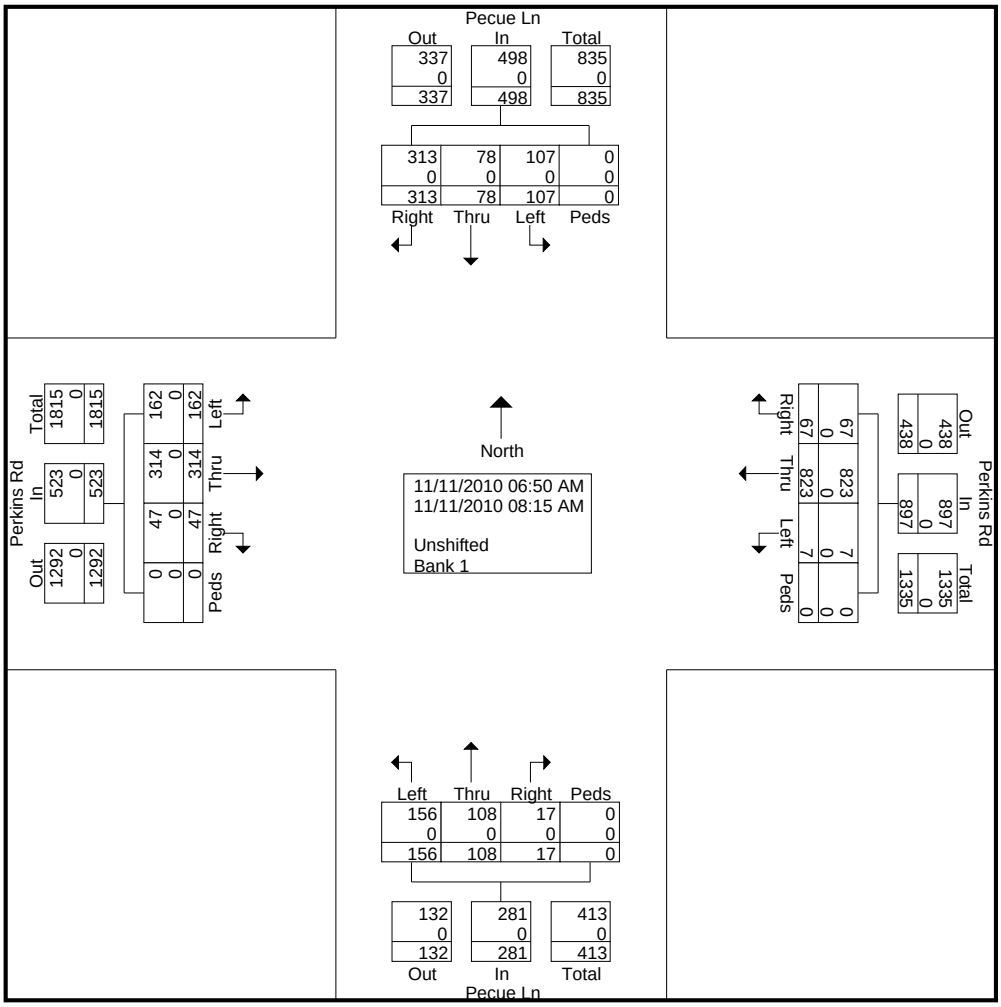
	Pecue Ln Southbound					Perkins Rd Westbound					Pecue Ln Northbound					Perkins Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:50 AM	9	4	12	0	25	0	26	7	0	33	6	7	1	0	14	14	10	3	0	27	99
06:55 AM	4	6	11	0	21	0	26	4	0	30	5	6	2	0	13	9	14	1	0	24	88
Total	13	10	23	0	46	0	52	11	0	63	11	13	3	0	27	23	24	4	0	51	187
07:00 AM	7	5	8	0	20	0	26	2	0	28	8	9	2	0	19	1	12	2	0	15	82
07:05 AM	5	3	28	0	36	0	44	3	0	47	5	6	0	0	11	6	14	0	0	20	114
07:10 AM	6	10	8	0	24	0	35	5	0	40	10	4	0	0	14	7	8	2	0	17	95
07:15 AM	6	3	17	0	26	0	59	9	0	68	6	12	2	0	20	8	16	2	0	26	140
07:20 AM	7	9	32	0	48	0	50	7	0	57	14	4	0	0	18	6	18	4	0	28	151
07:25 AM	3	3	27	0	33	1	44	4	0	49	13	10	0	0	23	3	16	3	0	22	127
07:30 AM	9	6	15	0	30	0	49	3	0	52	7	9	2	0	18	7	13	3	0	23	123
07:35 AM	7	5	22	0	34	2	49	4	0	55	4	2	2	0	8	8	18	2	0	28	125
07:40 AM	6	3	23	0	32	1	31	3	0	35	10	6	0	0	16	8	28	3	0	39	122
07:45 AM	7	3	15	0	25	0	52	2	0	54	11	2	0	0	13	16	19	3	0	38	130
07:50 AM	6	8	14	0	28	1	48	2	0	51	9	6	0	0	15	13	24	7	0	44	138
07:55 AM	6	2	14	0	22	0	42	3	0	45	8	6	2	0	16	15	16	1	0	32	115
Total	75	60	223	0	358	5	529	47	0	581	105	76	10	0	191	98	202	32	0	332	1462
08:00 AM	4	0	13	0	17	1	63	4	0	68	13	7	0	0	20	12	25	3	0	40	145
08:05 AM	3	3	10	0	16	1	75	1	0	77	12	5	0	0	17	11	28	5	0	44	154
08:10 AM	6	3	18	0	27	0	55	2	0	57	8	3	0	0	11	6	17	1	0	24	119
08:15 AM	6	2	26	0	34	0	49	2	0	51	7	4	4	0	15	12	18	2	0	32	132
Grand Total	107	78	313	0	498	7	823	67	0	897	156	108	17	0	281	162	314	47	0	523	2199
Apprch %	21.5	15.7	62.9	0		0.8	91.8	7.5	0		55.5	38.4	6	0		31	60	9	0		
Total %	4.9	3.5	14.2	0	22.6	0.3	37.4	3	0	40.8	7.1	4.9	0.8	0	12.8	7.4	14.3	2.1	0	23.8	
Unshifted	107	78	313	0	498	7	823	67	0	897	156	108	17	0	281	162	314	47	0	523	2199
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Perkins Rd at Pecue LN
AM Peak

File Name : Perkins@Pecue_AM
Site Code : 10-029
Start Date : 11/11/2010
Page No : 2



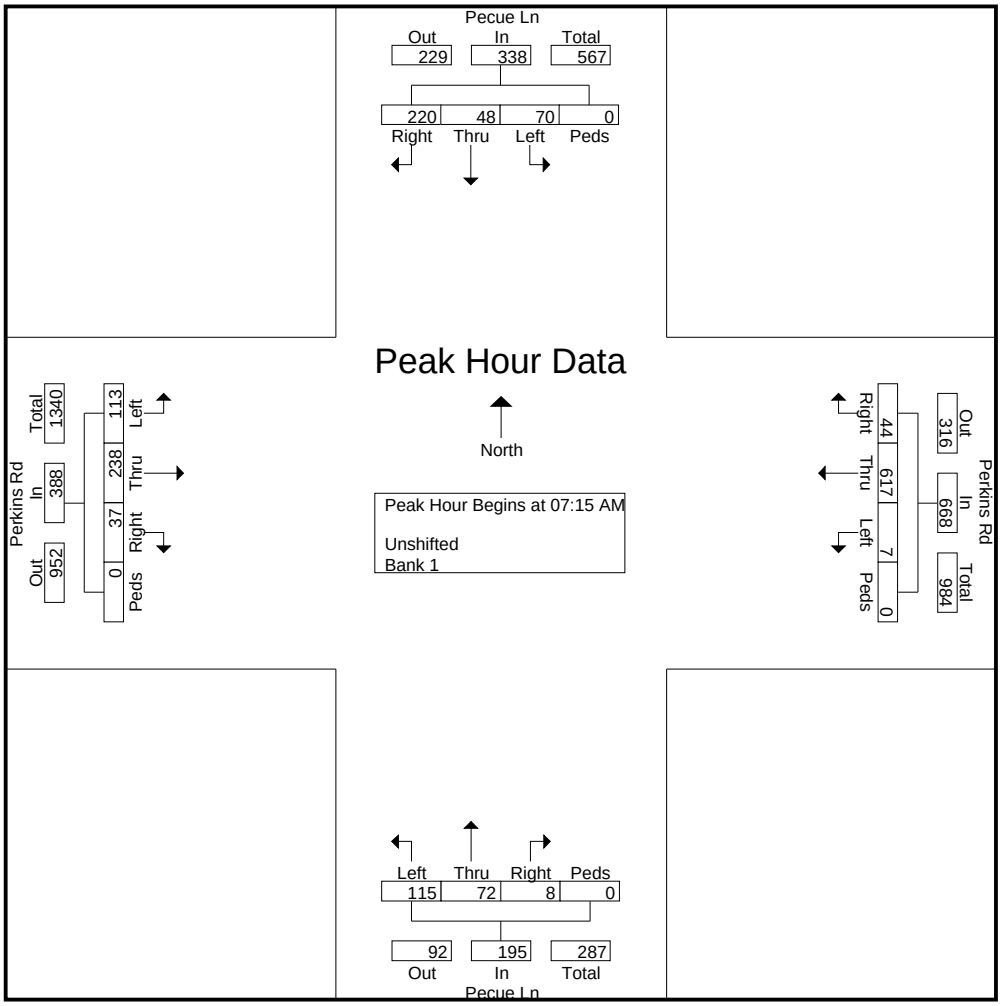
Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Perkins Rd at Pecue LN
AM Peak

File Name : Perkins@Pecue_AM
Site Code : 10-029
Start Date : 11/11/2010
Page No : 3

	Pecue Ln Southbound					Perkins Rd Westbound					Pecue Ln Northbound					Perkins Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:10 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	6	3	17	0	26	0	59	**9**	0	68	6	**12**	**2**	0	20	8	16	2	0	26	140
07:20 AM	7	**9**	**32**	0	**48**	0	50	7	0	57	**14**	4	0	0	18	6	18	4	0	28	151
07:25 AM	3	3	27	0	33	1	44	4	0	49	13	10	0	0	**23**	3	16	3	0	22	127
07:30 AM	**9**	6	15	0	30	0	49	3	0	52	7	9	2	0	18	7	13	3	0	23	123
07:35 AM	7	5	22	0	34	**2**	49	4	0	55	4	2	2	0	8	8	18	2	0	28	125
07:40 AM	6	3	23	0	32	1	31	3	0	35	10	6	0	0	16	8	**28**	3	0	39	122
07:45 AM	7	3	15	0	25	0	52	2	0	54	11	2	0	0	13	**16**	19	3	0	38	130
07:50 AM	6	8	14	0	28	1	48	2	0	51	9	6	0	0	15	13	24	**7**	0	**44**	138
07:55 AM	6	2	14	0	22	0	42	3	0	45	8	6	2	0	16	15	16	1	0	32	115
08:00 AM	4	0	13	0	17	1	63	4	0	68	13	7	0	0	20	12	25	3	0	40	145
08:05 AM	3	3	10	0	16	1	**75**	1	0	**77**	12	5	0	0	17	11	28	5	0	44	**154**
08:10 AM	6	3	18	0	27	0	55	2	0	57	8	3	0	0	11	6	17	1	0	24	119
Total Volume	70	48	220	0	338	7	617	44	0	668	115	72	8	0	195	113	238	37	0	388	1589
% App. Total	20.7	14.2	65.1	0		1	92.4	6.6	0		59	36.9	4.1	0		29.1	61.3	9.5	0		
PHF	.648	.444	.573	.000	.587	.292	.686	.407	.000	.723	.685	.500	.333	.000	.707	.589	.708	.440	.000	.735	.860



Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Perkins Rd at Pecue Ln
PM Peak

File Name : Perkins@Pecue_PM
Site Code : 10-029
Start Date : 11/16/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

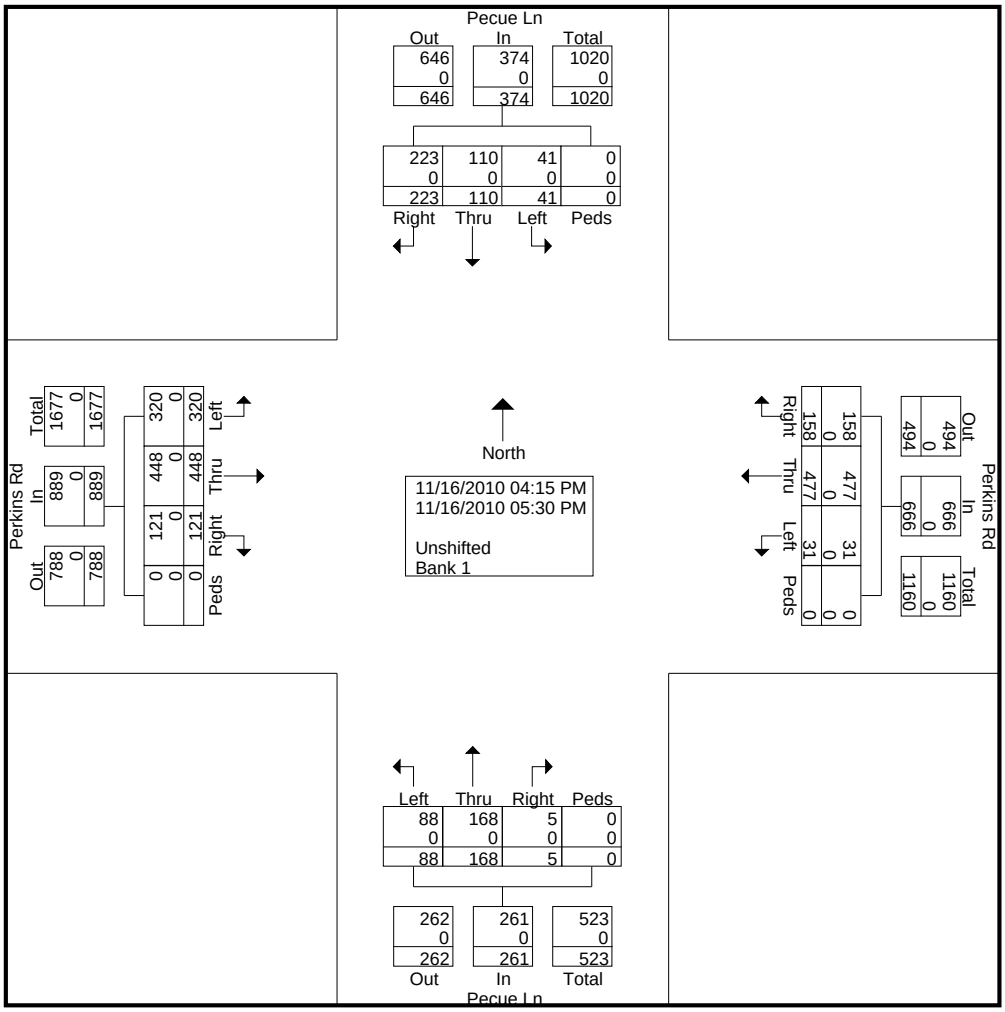
	Pecue Ln Southbound					Perkins Rd Westbound					Pecue Ln Northbound					Perkins Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:15 PM	25	15	4	0	44	17	65	4	0	86	1	20	11	0	32	21	87	51	0	159	321
04:30 PM	36	13	13	0	62	31	83	10	0	124	1	26	8	0	35	17	77	46	0	140	361
04:45 PM	34	13	5	0	52	21	90	4	0	115	1	28	14	0	43	24	74	60	0	158	368
Total	95	41	22	0	158	69	238	18	0	325	3	74	33	0	110	62	238	157	0	457	1050
05:00 PM	61	29	6	0	96	48	95	3	0	146	0	27	15	0	42	21	77	59	0	157	441
05:15 PM	42	28	8	0	78	26	79	5	0	110	1	38	28	0	67	20	84	70	0	174	429
05:30 PM	25	12	5	0	42	15	65	5	0	85	1	29	12	0	42	18	49	34	0	101	270
Grand Total	223	110	41	0	374	158	477	31	0	666	5	168	88	0	261	121	448	320	0	889	2190
Apprch %	59.6	29.4	11	0		23.7	71.6	4.7	0		1.9	64.4	33.7	0		13.6	50.4	36	0		
Total %	10.2	5	1.9	0	17.1	7.2	21.8	1.4	0	30.4	0.2	7.7	4	0	11.9	5.5	20.5	14.6	0	40.6	
Unshifted	223	110	41	0	374	158	477	31	0	666	5	168	88	0	261	121	448	320	0	889	2190
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Perkins Rd at Pecue Ln
PM Peak

File Name : Perkins@Pecue_PM
Site Code : 10-029
Start Date : 11/16/2010
Page No : 2



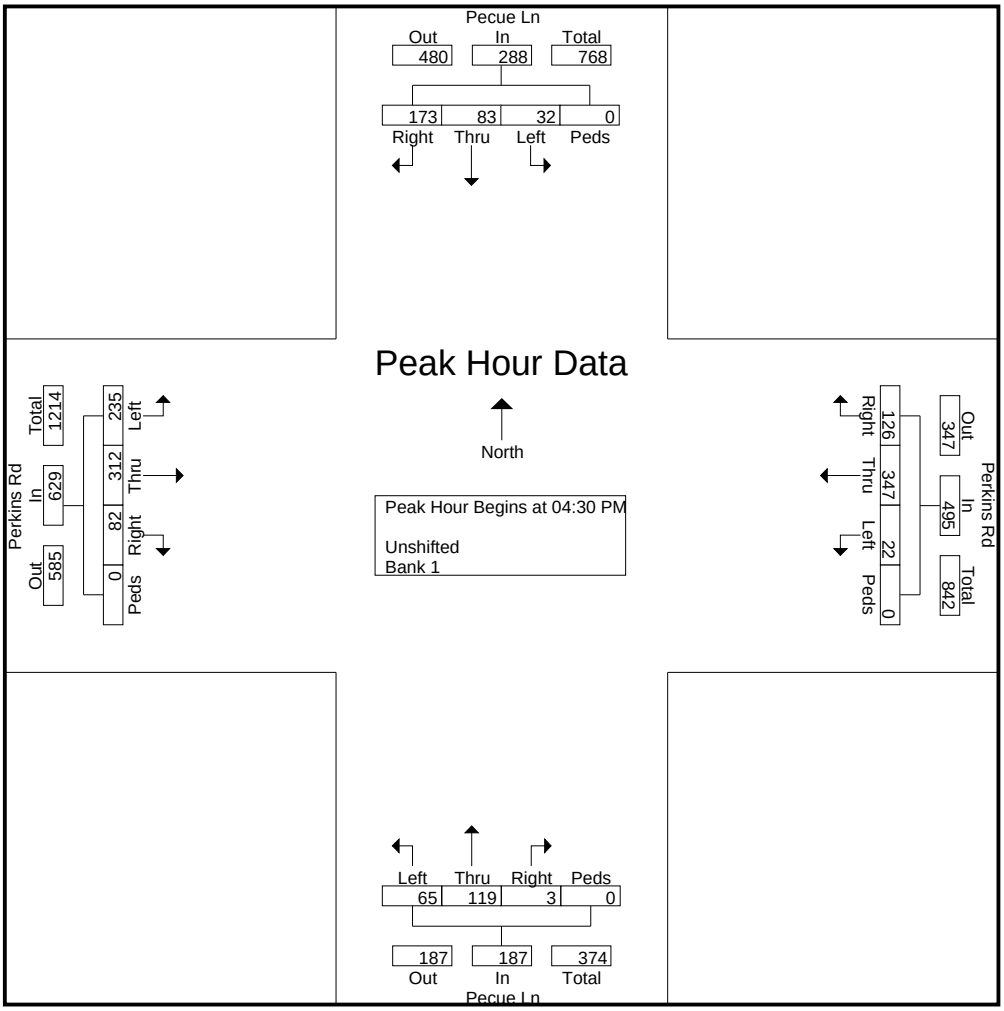
Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Perkins Rd at Pecue Ln
PM Peak

File Name : Perkins@Pecue_PM
Site Code : 10-029
Start Date : 11/16/2010
Page No : 3

	Pecue Ln Southbound					Perkins Rd Westbound					Pecue Ln Northbound					Perkins Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 4:15:00 PM to 5:30:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:30:00 PM																					
4:30:00 PM	36	13	**13**	0	62	31	83	**10**	0	124	**1**	26	8	0	35	17	77	46	0	140	361
4:45:00 PM	34	13	5	0	52	21	90	4	0	115	1	28	14	0	43	**24**	74	60	0	158	368
5:00:00 PM	**61**	**29**	6	0	**96**	**48**	**95**	3	0	**146**	0	27	15	0	42	21	77	59	0	157	**441**
5:15:00 PM	42	28	8	0	78	26	79	5	0	110	1	**38**	**28**	0	**67**	20	**84**	**70**	0	**174**	429
Total Volume	173	83	32	0	288	126	347	22	0	495	3	119	65	0	187	82	312	235	0	629	1599
% App. Total	60.1	28.8	11.1	0		25.5	70.1	4.4	0		1.6	63.6	34.8	0		13	49.6	37.4	0		
PHF	.709	.716	.615	.000	.750	.656	.913	.550	.000	.848	.750	.783	.580	.000	.698	.854	.929	.839	.000	.904	.906



Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Reiger Rd at Exchequer Dr
AM Peak

File Name : reigerrd@exchequerdr_am
Site Code : 10-029
Start Date : 11/10/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

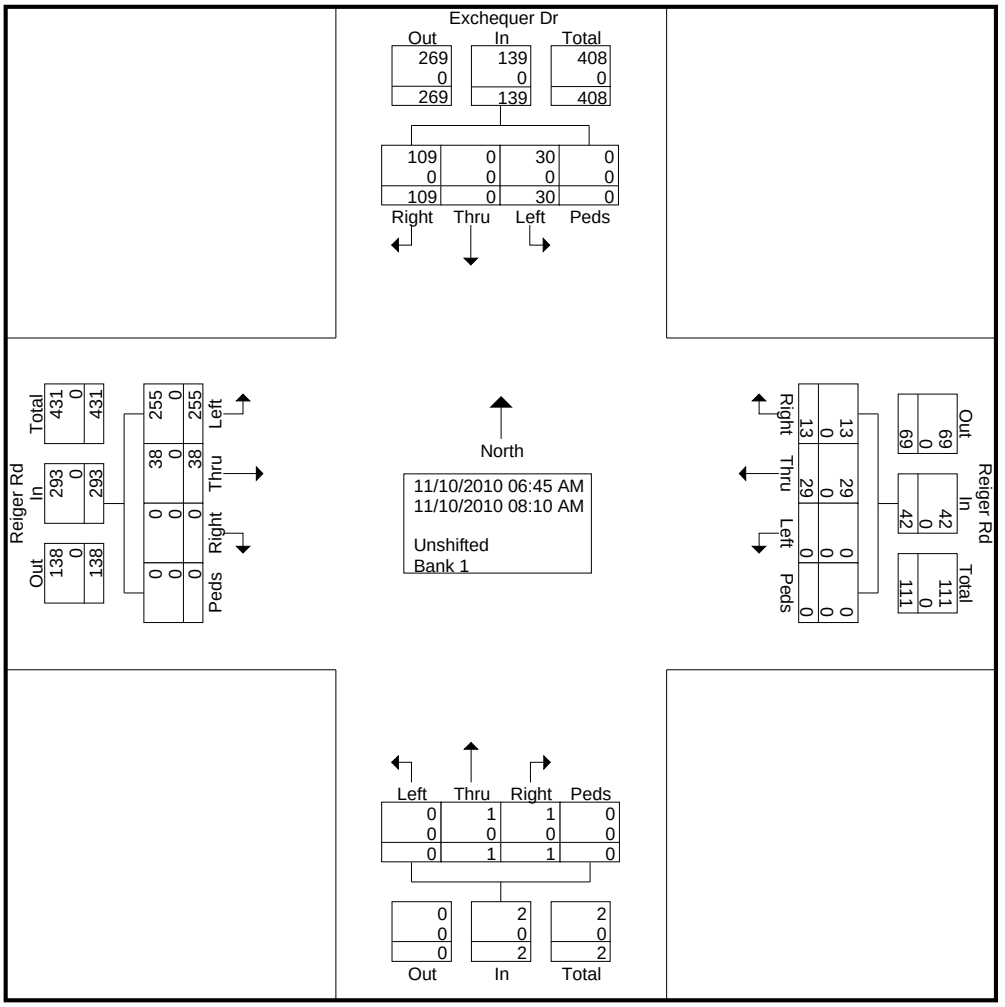
	Exchequer Dr Southbound					Reiger Rd Westbound					Northbound					Reiger Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:45 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	6	3	0	0	9	12
06:50 AM	3	0	0	0	3	0	3	1	0	4	0	0	0	0	0	10	0	0	0	10	17
06:55 AM	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	20	1	0	0	21	28
Total	3	0	9	0	12	0	4	1	0	5	0	0	0	0	0	36	4	0	0	40	57
07:00 AM	3	0	4	0	7	0	0	0	0	0	0	0	0	0	0	7	3	0	0	10	17
07:05 AM	1	0	5	0	6	0	2	2	0	4	0	0	0	0	0	16	1	0	0	17	27
07:10 AM	0	0	9	0	9	0	3	3	0	6	0	0	0	0	0	17	1	0	0	18	33
07:15 AM	2	0	3	0	5	0	3	1	0	4	0	0	0	0	0	9	0	0	0	9	18
07:20 AM	2	0	3	0	5	0	1	0	0	1	0	0	0	0	0	16	2	0	0	18	24
07:25 AM	4	0	5	0	9	0	0	2	0	2	0	0	0	0	0	10	3	0	0	13	24
07:30 AM	2	0	10	0	12	0	3	1	0	4	0	0	0	0	0	15	1	0	0	16	32
07:35 AM	1	0	9	0	10	0	0	1	0	1	0	0	0	0	0	14	1	0	0	15	26
07:40 AM	2	0	6	0	8	0	5	1	0	6	0	0	0	0	0	14	1	0	0	15	29
07:45 AM	3	0	7	0	10	0	0	0	0	0	0	0	0	0	0	17	5	0	0	22	32
07:50 AM	3	0	10	0	13	0	0	0	0	0	0	0	0	0	0	28	2	0	0	30	43
07:55 AM	0	0	10	0	10	0	2	0	0	2	0	1	1	0	2	21	6	0	0	27	41
Total	23	0	81	0	104	0	19	11	0	30	0	1	1	0	2	184	26	0	0	210	346
08:00 AM	0	0	8	0	8	0	1	0	0	1	0	0	0	0	0	12	3	0	0	15	24
08:05 AM	1	0	6	0	7	0	3	0	0	3	0	0	0	0	0	10	4	0	0	14	24
08:10 AM	3	0	5	0	8	0	2	1	0	3	0	0	0	0	0	13	1	0	0	14	25
Grand Total	30	0	109	0	139	0	29	13	0	42	0	1	1	0	2	255	38	0	0	293	476
Apprch %	21.6	0	78.4	0		0	69	31	0		0	50	50	0		87	13	0	0		
Total %	6.3	0	22.9	0	29.2	0	6.1	2.7	0	8.8	0	0.2	0.2	0	0.4	53.6	8	0	0	61.6	
Unshifted	30	0	109	0	139	0	29	13	0	42	0	1	1	0	2	255	38	0	0	293	476
% Unshifted	100	0	100	0	100	0	100	100	0	100	0	100	100	0	100	100	100	0	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Reiger Rd at Exchequer Dr
AM Peak

File Name : reigerrd@exchequerdr_am
Site Code : 10-029
Start Date : 11/10/2010
Page No : 2



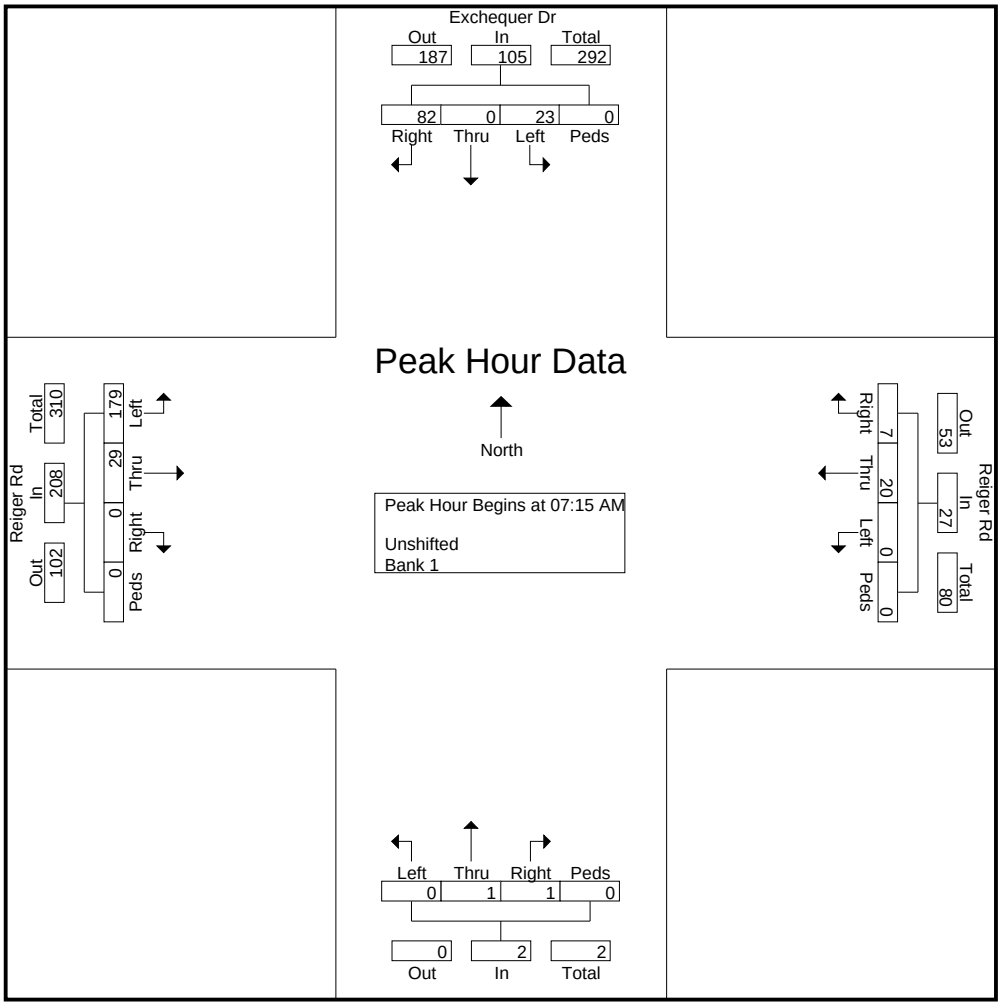
Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Reiger Rd at Exchequer Dr
AM Peak

File Name : reigerrd@exchequerdr_am
Site Code : 10-029
Start Date : 11/10/2010
Page No : 3

	Exchequer Dr Southbound					Reiger Rd Westbound					Northbound					Reiger Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:10 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	2	0	3	0	5	0	3	1	0	4	0	0	0	0	0	9	0	0	0	9	18
07:20 AM	2	0	3	0	5	0	1	0	0	1	0	0	0	0	0	16	2	0	0	18	24
07:25 AM	**4**	0	5	0	9	0	0	**2**	0	2	0	0	0	0	0	10	3	0	0	13	24
07:30 AM	2	0	**10**	0	12	0	3	1	0	4	0	0	0	0	0	15	1	0	0	16	32
07:35 AM	1	0	9	0	10	0	0	1	0	1	0	0	0	0	0	14	1	0	0	15	26
07:40 AM	2	0	6	0	8	0	**5**	1	0	**6**	0	0	0	0	0	14	1	0	0	15	29
07:45 AM	3	0	7	0	10	0	0	0	0	0	0	0	0	0	0	17	5	0	0	22	32
07:50 AM	3	0	10	0	**13**	0	0	0	0	0	0	0	0	0	0	**28**	2	0	0	**30**	**43**
07:55 AM	0	0	10	0	10	0	2	0	0	2	0	**1**	**1**	0	**2**	21	**6**	0	0	27	41
08:00 AM	0	0	8	0	8	0	1	0	0	1	0	0	0	0	0	12	3	0	0	15	24
08:05 AM	1	0	6	0	7	0	3	0	0	3	0	0	0	0	0	10	4	0	0	14	24
08:10 AM	3	0	5	0	8	0	2	1	0	3	0	0	0	0	0	13	1	0	0	14	25
Total Volume	23	0	82	0	105	0	20	7	0	27	0	1	1	0	2	179	29	0	0	208	342
% App. Total	21.9	0	78.1	0		0	74.1	25.9	0		0	50	50	0		86.1	13.9	0	0		
PHF	.479	.000	.683	.000	.673	.000	.333	.292	.000	.375	.000	.083	.083	.000	.083	.533	.403	.000	.000	.578	.663



Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Reiger Rd at Exchequer Dr
PM Peak

File Name : ReigerRD@ExchequerDr_PM
Site Code : 10-029
Start Date : 11/10/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

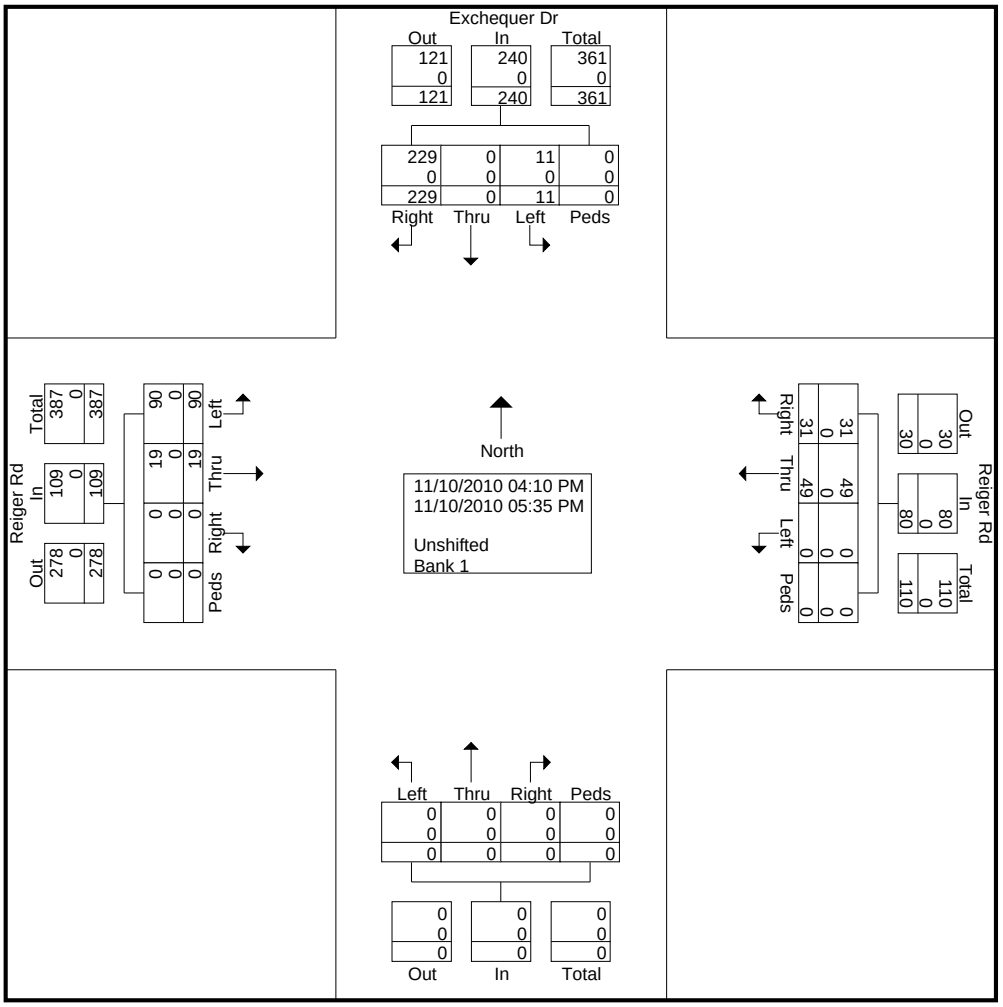
	Exchequer Dr Southbound					Reiger Rd Westbound					Northbound					Reiger Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:10 PM	0	0	11	0	11	0	2	0	0	2	0	0	0	0	0	4	2	0	0	6	19
04:15 PM	2	0	7	0	9	0	4	2	0	6	0	0	0	0	0	3	0	0	0	3	18
04:20 PM	1	0	13	0	14	0	2	1	0	3	0	0	0	0	0	7	0	0	0	7	24
04:25 PM	3	0	15	0	18	0	1	2	0	3	0	0	0	0	0	6	0	0	0	6	27
04:30 PM	0	0	17	0	17	0	1	1	0	2	0	0	0	0	0	2	2	0	0	4	23
04:35 PM	1	0	16	0	17	0	3	4	0	7	0	0	0	0	0	2	1	0	0	3	27
04:40 PM	0	0	6	0	6	0	2	1	0	3	0	0	0	0	0	9	0	0	0	9	18
04:45 PM	0	0	6	0	6	0	6	3	0	9	0	0	0	0	0	6	2	0	0	8	23
04:50 PM	1	0	8	0	9	0	4	3	0	7	0	0	0	0	0	7	1	0	0	8	24
04:55 PM	0	0	15	0	15	0	2	2	0	4	0	0	0	0	0	3	1	0	0	4	23
Total	8	0	114	0	122	0	27	19	0	46	0	0	0	0	0	49	9	0	0	58	226
05:00 PM	0	0	29	0	29	0	5	4	0	9	0	0	0	0	0	7	2	0	0	9	47
05:05 PM	1	0	20	0	21	0	4	2	0	6	0	0	0	0	0	3	1	0	0	4	31
05:10 PM	0	0	10	0	10	0	4	2	0	6	0	0	0	0	0	8	1	0	0	9	25
05:15 PM	0	0	5	0	5	0	5	1	0	6	0	0	0	0	0	7	2	0	0	9	20
05:20 PM	0	0	18	0	18	0	1	1	0	2	0	0	0	0	0	3	2	0	0	5	25
05:25 PM	0	0	16	0	16	0	1	0	0	1	0	0	0	0	0	5	2	0	0	7	24
05:30 PM	1	0	12	0	13	0	2	1	0	3	0	0	0	0	0	4	0	0	0	4	20
05:35 PM	1	0	5	0	6	0	0	1	0	1	0	0	0	0	0	4	0	0	0	4	11
Grand Total	11	0	229	0	240	0	49	31	0	80	0	0	0	0	0	90	19	0	0	109	429
Apprch %	4.6	0	95.4	0		0	61.2	38.8	0		0	0	0	0		82.6	17.4	0	0		
Total %	2.6	0	53.4	0	55.9	0	11.4	7.2	0	18.6	0	0	0	0	0	21	4.4	0	0	25.4	
Unshifted	11	0	229	0	240	0	49	31	0	80	0	0	0	0	0	90	19	0	0	109	429
% Unshifted	100	0	100	0	100	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Reiger Rd at Exchequer Dr
PM Peak

File Name : ReigerRD@ExchequerDr_PM
Site Code : 10-029
Start Date : 11/10/2010
Page No : 2



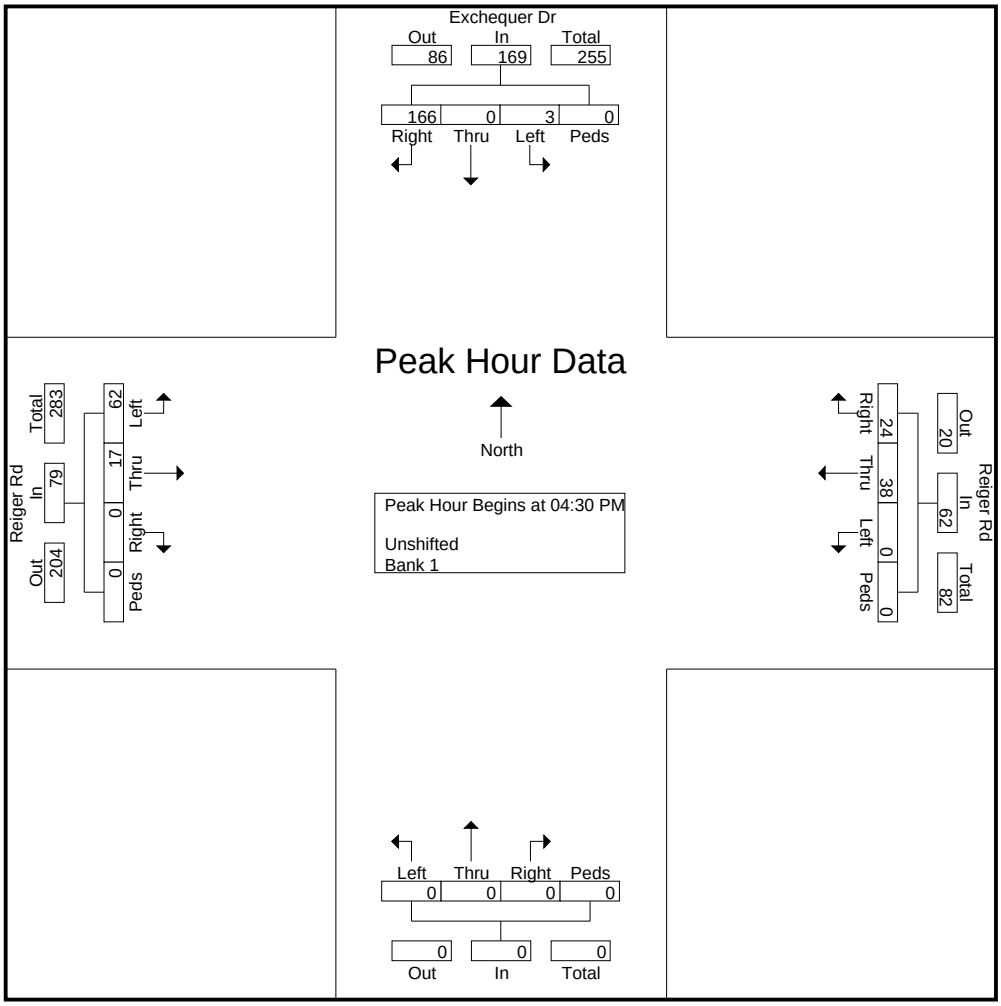
Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Reiger Rd at Exchequer Dr
PM Peak

File Name : ReigerRD@ExchequerDr_PM
Site Code : 10-029
Start Date : 11/10/2010
Page No : 3

	Exchequer Dr Southbound					Reiger Rd Westbound					Northbound					Reiger Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:25 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	17	0	17	0	1	1	0	2	0	0	0	0	0	2	**2**	0	0	4	23
04:35 PM	**1**	0	16	0	17	0	3	**4**	0	7	0	0	0	0	0	2	1	0	0	3	27
04:40 PM	0	0	6	0	6	0	2	1	0	3	0	0	0	0	0	**9**	0	0	0	**9**	18
04:45 PM	0	0	6	0	6	0	**6**	3	0	**9**	0	0	0	0	0	6	2	0	0	8	23
04:50 PM	1	0	8	0	9	0	4	3	0	7	0	0	0	0	0	7	1	0	0	8	24
04:55 PM	0	0	15	0	15	0	2	2	0	4	0	0	0	0	0	3	1	0	0	4	23
05:00 PM	0	0	**29**	0	**29**	0	5	4	0	9	0	0	0	0	0	7	2	0	0	9	**47**
05:05 PM	1	0	20	0	21	0	4	2	0	6	0	0	0	0	0	3	1	0	0	4	31
05:10 PM	0	0	10	0	10	0	4	2	0	6	0	0	0	0	0	8	1	0	0	9	25
05:15 PM	0	0	5	0	5	0	5	1	0	6	0	0	0	0	0	7	2	0	0	9	20
05:20 PM	0	0	18	0	18	0	1	1	0	2	0	0	0	0	0	3	2	0	0	5	25
05:25 PM	0	0	16	0	16	0	1	0	0	1	0	0	0	0	0	5	2	0	0	7	24
Total Volume	3	0	166	0	169	0	38	24	0	62	0	0	0	0	0	62	17	0	0	79	310
% App. Total	1.8	0	98.2	0		0	61.3	38.7	0		0	0	0	0		78.5	21.5	0	0		
PHF	.250	.000	.477	.000	.486	.000	.528	.500	.000	.574	.000	.000	.000	.000	.000	.574	.708	.000	.000	.731	.550



Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Siegen Ln at Reiger Rd
AM Peak

File Name : Siegen@Rieger_AM
Site Code : 10-029
Start Date : 11/4/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

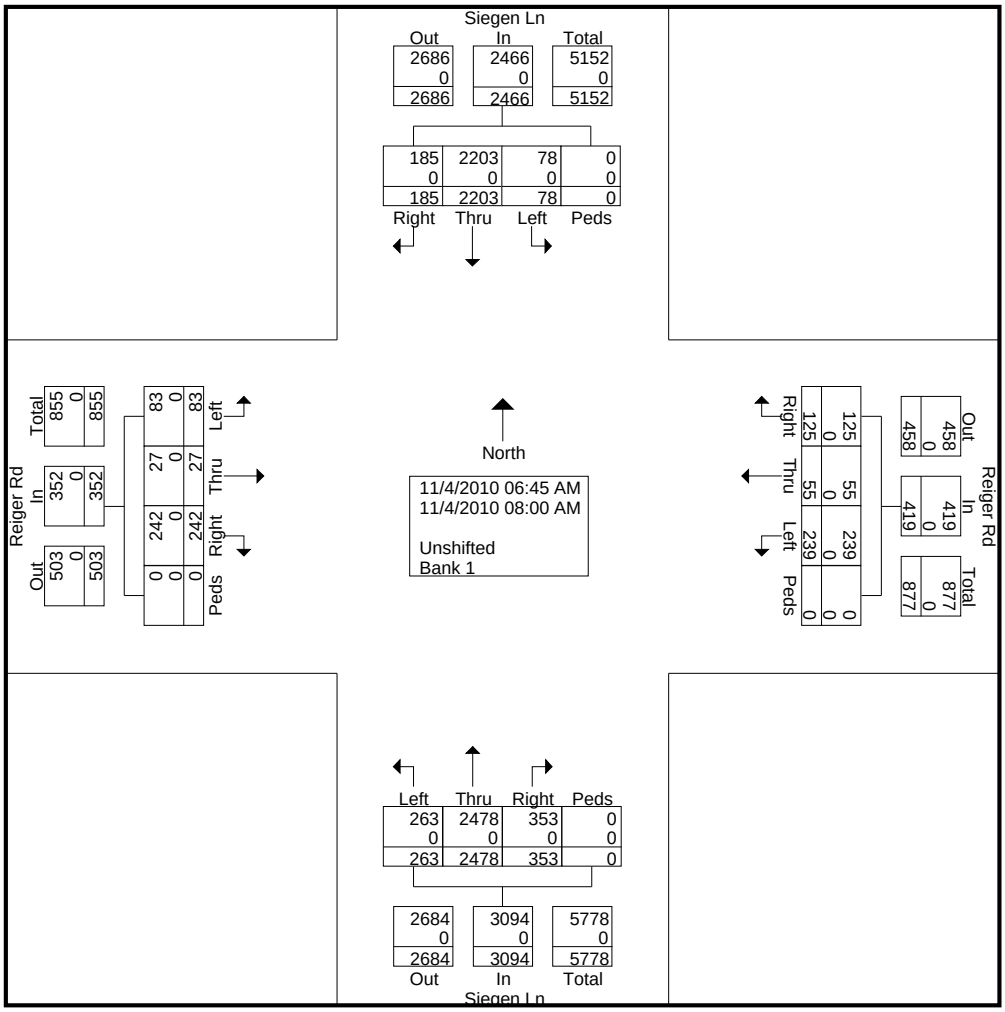
	Siegen Ln Southbound					Reiger Rd Westbound					Siegen Ln Northbound					Reiger Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:45 AM	27	315	11	0	353	17	9	37	0	63	62	347	48	0	457	35	6	10	0	51	924
Total	27	315	11	0	353	17	9	37	0	63	62	347	48	0	457	35	6	10	0	51	924
07:00 AM	29	281	15	0	325	21	11	40	0	72	64	337	48	0	449	34	4	14	0	52	898
07:15 AM	28	360	18	0	406	24	10	41	0	75	42	469	41	0	552	40	7	12	0	59	1092
07:30 AM	35	406	17	0	458	20	11	39	0	70	67	451	34	0	552	42	2	10	0	54	1134
07:45 AM	35	414	9	0	458	21	6	45	0	72	57	426	52	0	535	43	5	17	0	65	1130
Total	127	1461	59	0	1647	86	38	165	0	289	230	1683	175	0	2088	159	18	53	0	230	4254
08:00 AM	31	427	8	0	466	22	8	37	0	67	61	448	40	0	549	48	3	20	0	71	1153
Grand Total	185	2203	78	0	2466	125	55	239	0	419	353	2478	263	0	3094	242	27	83	0	352	6331
Apprch %	7.5	89.3	3.2	0		29.8	13.1	57	0		11.4	80.1	8.5	0		68.8	7.7	23.6	0		
Total %	2.9	34.8	1.2	0	39	2	0.9	3.8	0	6.6	5.6	39.1	4.2	0	48.9	3.8	0.4	1.3	0	5.6	
Unshifted	185	2203	78	0	2466	125	55	239	0	419	353	2478	263	0	3094	242	27	83	0	352	6331
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Siegen Ln at Reiger Rd
AM Peak

File Name : Siegen@Rieger_AM
Site Code : 10-029
Start Date : 11/4/2010
Page No : 2



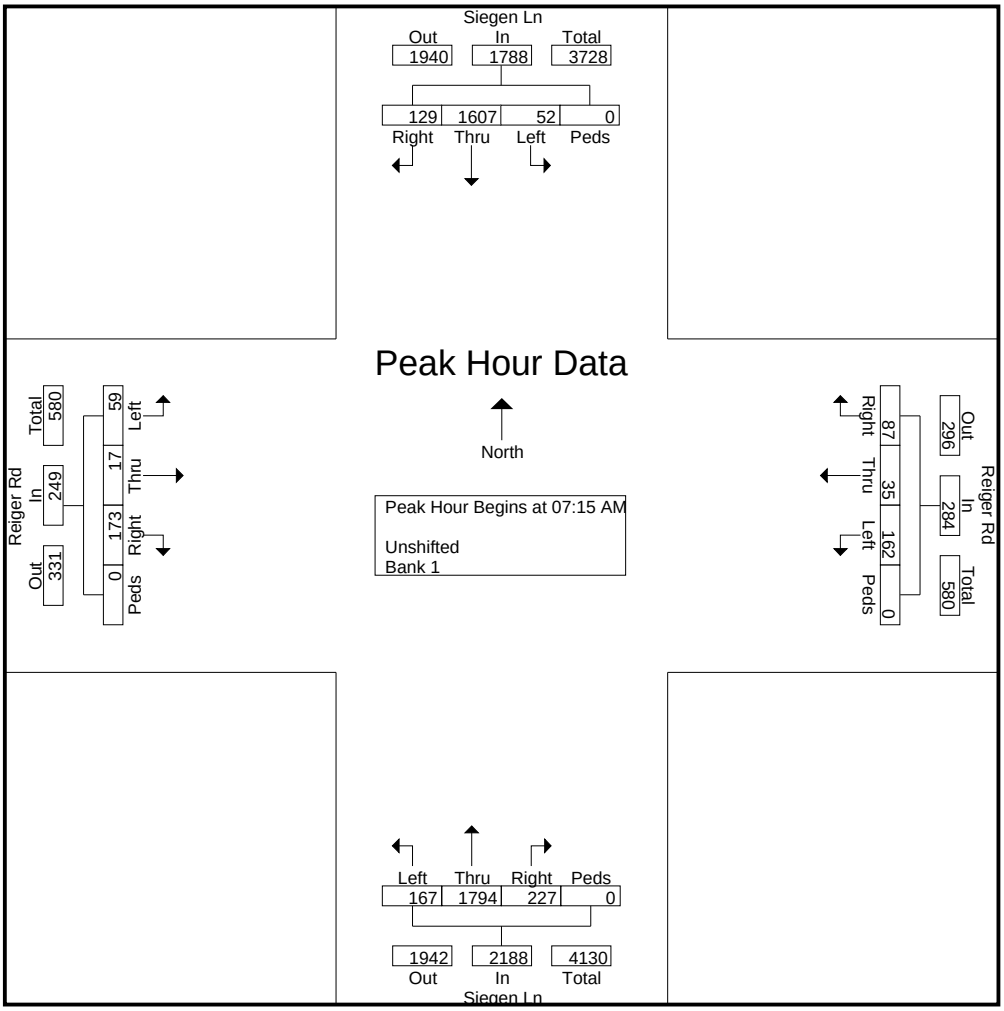
Urban Systems Associates, Inc.

400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Siegen Ln at Reiger Rd
AM Peak

File Name : Siegen@Rieger_AM
Site Code : 10-029
Start Date : 11/4/2010
Page No : 3

	Siegen Ln Southbound					Reiger Rd Westbound					Siegen Ln Northbound					Reiger Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 6:45:00 AM to 8:00:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:15:00 AM																					
7:15:00 AM	28	360	**18**	0	406	**24**	10	41	0	**75**	42	**469**	41	0	**552**	40	**7**	12	0	59	1092
7:30:00 AM	**35**	406	17	0	458	20	**11**	39	0	70	**67**	451	34	0	552	42	2	10	0	54	1134
7:45:00 AM	35	414	9	0	458	21	6	**45**	0	72	57	426	**52**	0	535	43	5	17	0	65	1130
8:00:00 AM	31	**427**	8	0	**466**	22	8	37	0	67	61	448	40	0	549	**48**	3	**20**	0	**71**	**1153**
Total Volume	129	1607	52	0	1788	87	35	162	0	284	227	1794	167	0	2188	173	17	59	0	249	4509
% App. Total	7.2	89.9	2.9	0		30.6	12.3	57	0		10.4	82	7.6	0		69.5	6.8	23.7	0		
PHF	.921	.941	.722	.000	.959	.906	.795	.900	.000	.947	.847	.956	.803	.000	.991	.901	.607	.738	.000	.877	.978



Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Siegen Ln at Reiger Rd
PM Peak

File Name : Siegen@Reiger_PM
Site Code : 10-029
Start Date : 11/2/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

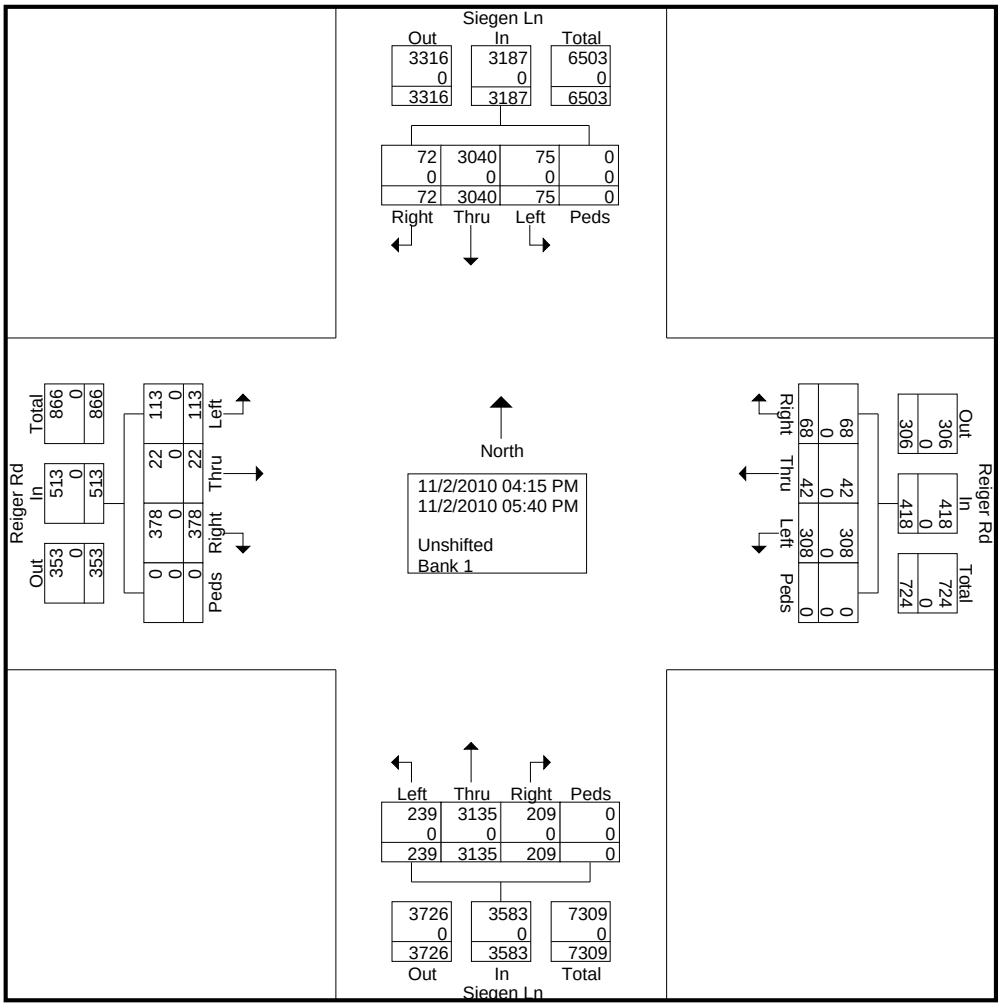
	Siegen Ln Southbound					Reiger Rd Westbound					Siegen Ln Northbound					Reiger Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:15 PM	3	149	5	0	157	15	2	2	0	19	4	157	15	0	176	7	1	15	0	23	375
04:20 PM	3	167	7	0	177	6	3	2	0	11	15	195	11	0	221	7	1	11	0	19	428
04:25 PM	6	143	1	0	150	17	2	1	0	20	19	142	9	0	170	8	2	19	0	29	369
04:30 PM	4	153	5	0	162	17	1	3	0	21	7	175	11	0	193	4	2	23	0	29	405
04:35 PM	0	192	3	0	195	12	0	4	0	16	20	195	13	0	228	10	1	19	0	30	469
04:40 PM	0	116	2	0	118	31	4	9	0	44	14	143	13	0	170	7	1	29	0	37	369
04:45 PM	7	192	2	0	201	13	0	7	0	20	7	183	10	0	200	5	1	15	0	21	442
04:50 PM	5	202	4	0	211	16	1	2	0	19	15	215	17	0	247	6	0	38	0	44	521
04:55 PM	4	160	1	0	165	16	1	3	0	20	19	149	6	0	174	4	1	24	0	29	388
Total	32	1474	30	0	1536	143	14	33	0	190	120	1554	105	0	1779	58	10	193	0	261	3766
05:00 PM	5	179	5	0	189	20	3	4	0	27	12	143	9	0	164	8	0	25	0	33	413
05:05 PM	4	208	5	0	217	24	3	2	0	29	14	215	11	0	240	10	1	41	0	52	538
05:10 PM	5	141	4	0	150	32	3	5	0	40	19	148	11	0	178	6	3	24	0	33	401
05:15 PM	6	197	4	0	207	21	5	4	0	30	3	181	10	0	194	0	0	11	0	11	442
05:20 PM	5	201	6	0	212	14	5	4	0	23	15	201	20	0	236	5	2	20	0	27	498
05:25 PM	6	133	6	0	145	15	3	2	0	20	15	163	11	0	189	11	2	18	0	31	385
05:30 PM	2	169	5	0	176	18	1	3	0	22	9	163	15	0	187	5	2	13	0	20	405
05:35 PM	7	183	3	0	193	8	2	7	0	17	18	211	12	0	241	7	1	18	0	26	477
05:40 PM	3	155	4	0	162	13	3	4	0	20	14	156	5	0	175	3	1	15	0	19	376
Grand Total	75	3040	72	0	3187	308	42	68	0	418	239	3135	209	0	3583	113	22	378	0	513	7701
Apprch %	2.4	95.4	2.3	0		73.7	10	16.3	0		6.7	87.5	5.8	0		22	4.3	73.7	0		
Total %	1	39.5	0.9	0	41.4	4	0.5	0.9	0	5.4	3.1	40.7	2.7	0	46.5	1.5	0.3	4.9	0	6.7	
Unshifted	75	3040	72	0	3187	308	42	68	0	418	239	3135	209	0	3583	113	22	378	0	513	7701
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Siegen Ln at Reiger Rd
PM Peak

File Name : Siegen@Reiger_PM
Site Code : 10-029
Start Date : 11/2/2010
Page No : 2



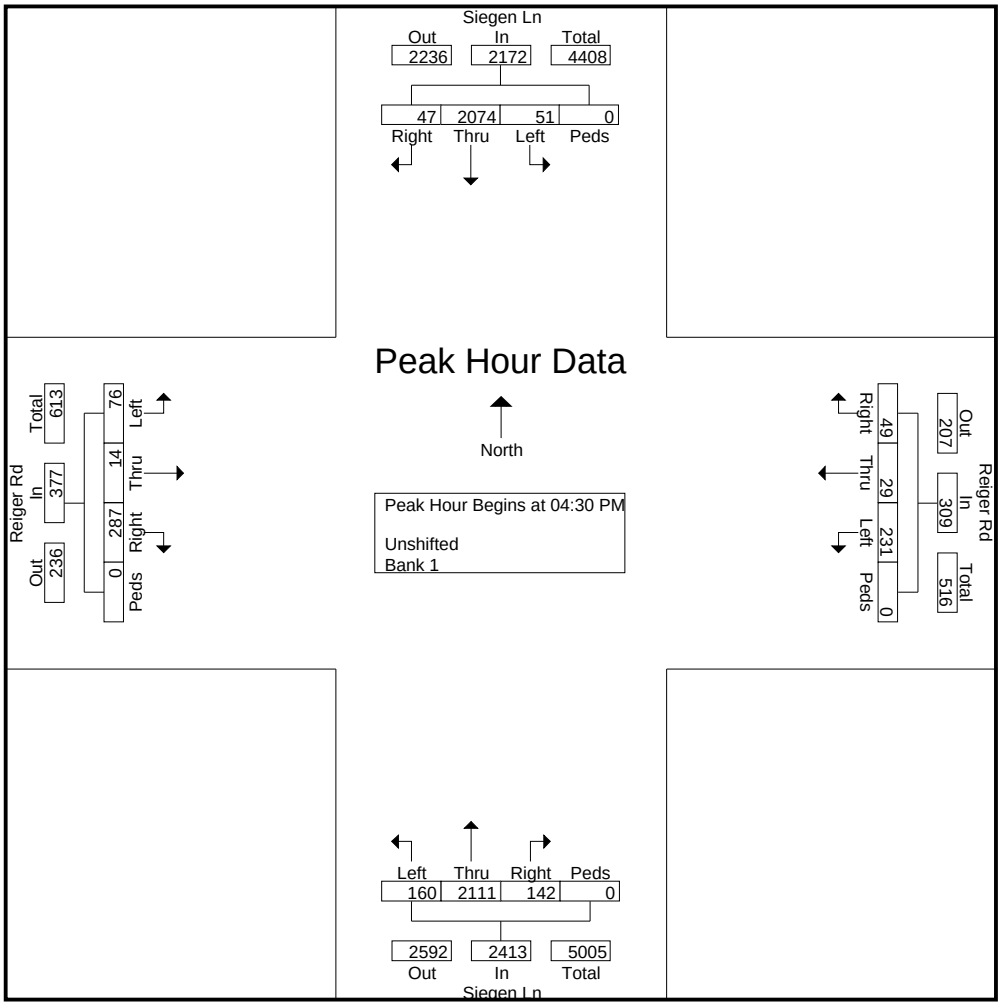
Urban Systems, Inc.

400 N. Peters, Suite 206
New Orleans, LA 70130
504-523-5511

East Baton Rouge Parish
Siegen Ln at Reiger Rd
PM Peak

File Name : Siegen@Reiger_PM
Site Code : 10-029
Start Date : 11/2/2010
Page No : 3

	Siegen Ln Southbound					Reiger Rd Westbound					Siegen Ln Northbound					Reiger Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:25 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	4	153	5	0	162	17	1	3	0	21	7	175	11	0	193	4	2	23	0	29	405
04:35 PM	0	192	3	0	195	12	0	4	0	16	**20**	195	13	0	228	10	1	19	0	30	469
04:40 PM	0	116	2	0	118	31	4	**9**	0	**44**	14	143	13	0	170	7	1	29	0	37	369
04:45 PM	**7**	192	2	0	201	13	0	7	0	20	7	183	10	0	200	5	1	15	0	21	442
04:50 PM	5	202	4	0	211	16	1	2	0	19	15	**215**	17	0	**247**	6	0	38	0	44	521
04:55 PM	4	160	1	0	165	16	1	3	0	20	19	149	6	0	174	4	1	24	0	29	388
05:00 PM	5	179	5	0	189	20	3	4	0	27	12	143	9	0	164	8	0	25	0	33	413
05:05 PM	4	**208**	5	0	**217**	24	3	2	0	29	14	215	11	0	240	10	1	**41**	0	**52**	**538**
05:10 PM	5	141	4	0	150	**32**	3	5	0	40	19	148	11	0	178	6	**3**	24	0	33	401
05:15 PM	6	197	4	0	207	21	**5**	4	0	30	3	181	10	0	194	0	0	11	0	11	442
05:20 PM	5	201	**6**	0	212	14	5	4	0	23	15	201	**20**	0	236	5	2	20	0	27	498
05:25 PM	6	133	6	0	145	15	3	2	0	20	15	163	11	0	189	**11**	2	18	0	31	385
Total Volume	51	2074	47	0	2172	231	29	49	0	309	160	2111	142	0	2413	76	14	287	0	377	5271
% App. Total	2.3	95.5	2.2	0		74.8	9.4	15.9	0		6.6	87.5	5.9	0		20.2	3.7	76.1	0		
PHF	.607	.831	.653	.000	.834	.602	.483	.454	.000	.585	.667	.818	.592	.000	.814	.576	.389	.583	.000	.604	.816



TRAFFIC SIGNAL INVENTORY

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION

TSI NO. 337

SHEET: 1 OF 5

INTERSECTION: US 61 (Airline Hwy.) @ Pecue Lane (south intersection)

CITY: Baton Rouge | **PARISH:** East Baton Rouge | **INSTALLATION DATE:** 07/12/00

TYPE SIGNAL: Interconnected - Semi-Actuated | **LAST REVISION DATE:** 06/12/06

PHASES	Φ2 & Φ6			Φ8			Φ1 & Φ6												FL
INTERVALS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
SIGNAL FACES 1	/G	/Y	R				<G/G	<Y/G	/G										Y
2	G	Y	R				G	G	G										Y
3	G	Y	R				G	G	G										Y
4	G	Y	R																Y
5	/G	/Y	R	R/G>	R/Y>	R													Y
6				<G/G	Y	R													R
7				G	Y	R													R
8																			
9																			
10																			
11																			
12																			
13																			
14																			
15																			
16																			

Emergenc

HOURS OF FLASHING

Free Operation: Sun-Sat
00:00 - 06:00 and 22:00 - 24:00

Not all intervals are shown

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
TIME	SEC	77.0	**5.0**	**2.0**	18.0	**4.0**	**2.0**	5.0	**5.0**	**2.0**										Offset =
	%																			**19**
FORCE	SEC	**0**			**25**			**36**												sec
OFF	%	**6**			**119**			**5**												

PLAN = 1 CYCLE LENGTH = **120** TIMES OF OPERATION = 09:00 - 15:00 Sun - Sat

TIME	SEC	98.0	5.0	2.0	28.0	4.0	2.0	4.0	5.0	2.0										Offset =
	%																			**8**
FORCE	SEC	**0**			**35**			**45**												sec
OFF	%	**6**			**149**			**5**												

PLAN = 2 CYCLE LENGTH = **150** TIMES OF OPERATION = 06:00 - 09:00 Sun-Sat

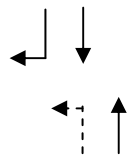
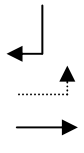
TIME	SEC	107.0	5.0	2.0	19.0	4.0	2.0	4.0	5.0	2.0										Offset =
	%																			**18**
FORCE	SEC	**0**			**26**			**36**												sec
OFF	%	**6**			**149**			**5**												

PLAN = 3 CYCLE LENGTH = **150** TIMES OF OPERATION = 15:00 - 22:00 Sun-Sat

TIME	SEC	60.0	5.0	2.0	15.0	4.0	2.0	5.0	5.0	2.0										Offset =
	%																			**20**
FORCE	SEC	**0**			**22**			**33**												sec
OFF	%	**6**			**99**			**5**												

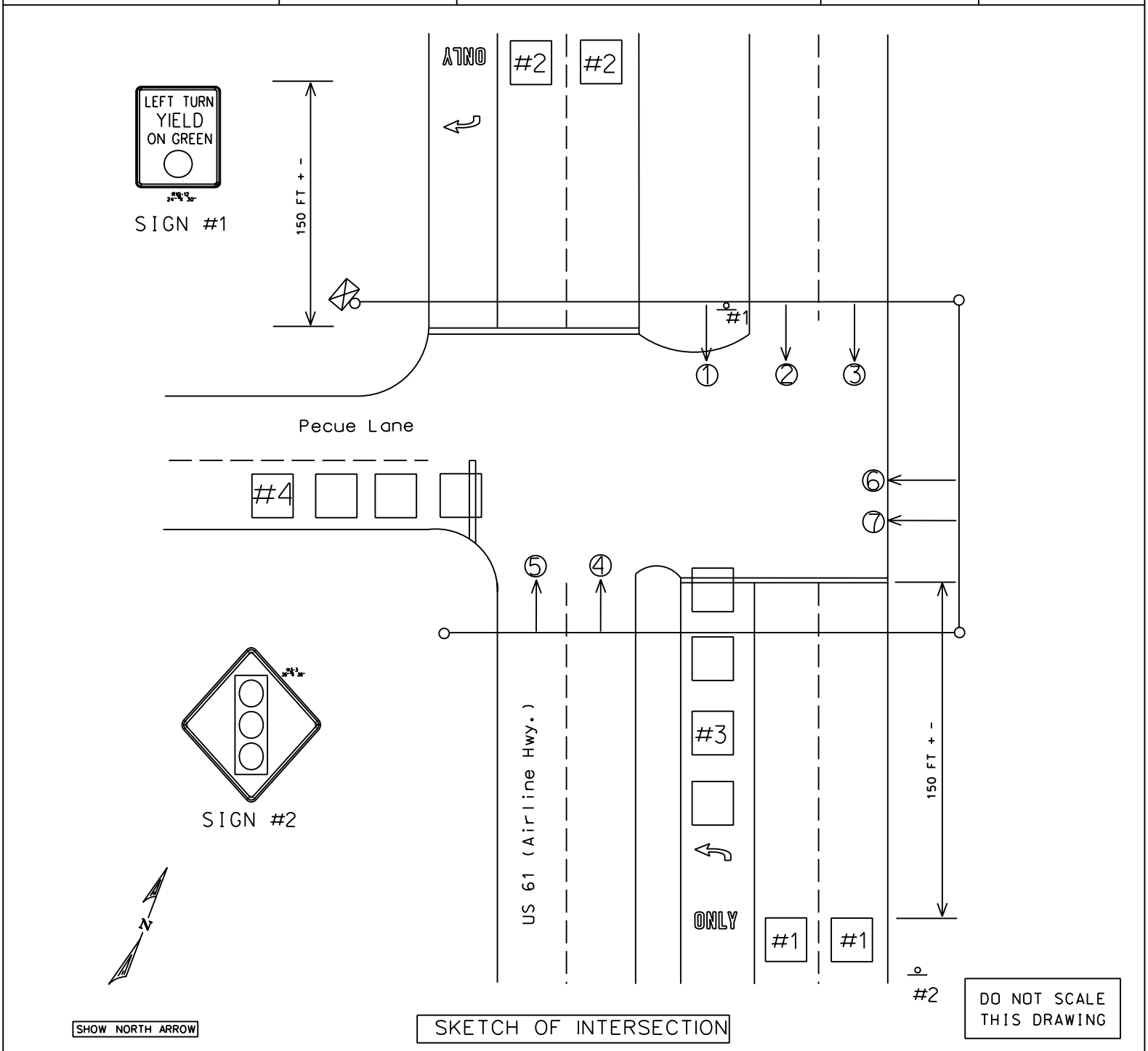
PLAN = 4 CYCLE LENGTH = **100** TIMES OF OPERATION = 22:00 - 06:00 Sun-Sat

PHASING

Φ2 & Φ6	Φ8	Φ1 & Φ6			
					

SIGNAL WARRANTS: 1,2,9,11	MAINTAINED BY: 1	CONTROLLER MANUF: Naztec	SYSTEM #:
MASTER/ SLAVE: 337	MASTER AT TSI #: 251	COORDINATED WITH TSI #'S: 251	

CONTROL SECTION 007 - 08	HIGHWAY US 61	PARISH EAST BATON ROUGE	TSI NO. 337	SHEET 2 OF 5



- WOOD POLE
- METAL POLE
- SPAN WIRE
- CONTROLLER
- STOP LINE
- PED CROSS WALK
- 2 SPAN WIRE SIGN & NO.
- 3 GROUND MOUNT SIGN & NO.
- 3 OVERHEAD SIGN & NO.
- #4 LOOP DETECTOR & NO.
- 2 PEDESTAL MOUNT SIGNAL & NO.
- 2 SIGNAL FACE & NO.
- 2 PEDESTRIAN SIGNAL & NO.
- PED BUTTON & SIGN
- PARALLEL PARKING

EXISTING SPEED LIMITS

US 61 - 65 MPH

Pecue Lane - 45 MPH

SIGNAL FACES	2, 3, 4, 7				6	1	5			
TOTALS	4				1	1	1			
R • RED Y • YELLOW G • GREEN G • GREEN ARROW Y • YELLOW ARROW BK • DARK 8" • 8" DIA. LENS 12" • 12" DIA. LENS WA • WALK DW • DON'T WALK FDW • FLASHING DON'T WALK	R Y G				R Y G G	R Y Y G G	R Y Y G G			PED

TRAFFIC SIGNAL INVENTORY

TSI NO. 337

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION

SHEET: 3 OF 4

CONTROL SECTION: 007-08 **HIGHWAY:** US 61 @ Pecue Lane (south int.) **PARISH:** EBR

Phase Timing Parameters

Phase Designation		1	2				6		8
Movement Description		↰	↓				↑		→
PARAMETER	RANGE								
MIN GREEN (MIN I)	0 - 99	4.0	10.0				10.0		4.0
EXTENSION GAP	0 - 9.9	2.0	8.0				8.0		2.0
MAX GREEN I (MAX I)	0 - 125	10.0	125.0				125.0		30.0
MAX GREEN II (MAX II)	0 - 125	10.0	125.0				125.0		30.0
YELLOW CLEARANCE (YEL)	3 - 9.9	5.0	5.0				5.0		4.0
RED CLEARANCE (RED)	0 - 9.9	2.0	2.0				2.0		2.0
WALK (WALK)	0 - 99.0								
PED CLEARANCE (P CLR)	0 - 99.0								
ADDED INITIAL GREEN	0 - 9.9								
TIME TO REDUCE	0 - 99.0								
TIME BEFORE REDUCTION	0 - 99.0								
MIN GAP	0 - 9.9								
MAX INITIAL GREEN	0 - 99								
WALK 2	0 - 99.0								
PED CLEARANCE 2	0 - 99.0								
MAX 3	0 - 99.0								
MAX EXTENSION	0 - 99.0								
RECALL	CODES	MOF	MAX				MAX		MOF
DELAY (loop #, delay)	0 - 99.0								
EXTEND (loop #, extension)	0 - 9.9								

RECALL FUNCTIONS

Phase	FO	YP	FO	YP	FO	YP	FO	YP
1	36	5	45	5	36	5	33	5
2	0	6	0	6	0	6	0	6
6	0	5	0	5	0	5	0	5
8	25	119	35	149	26	149	22	99

MON MEMORY ON
MOF MEMORY OFF
MIN MINIMUM
MAX MAXIMUM
PMN PEDESTRIAN AND MINIMUM
PMX PEDESTRIAN AND MAXIMUM

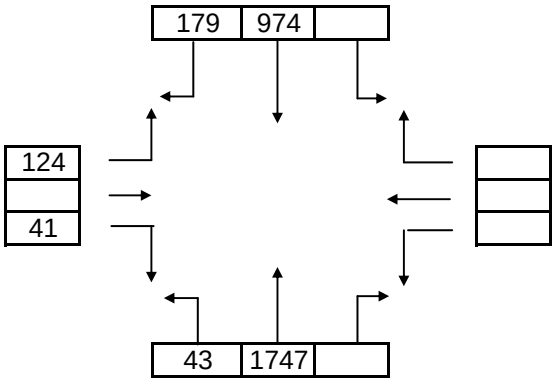
Note 1:

Note 2:

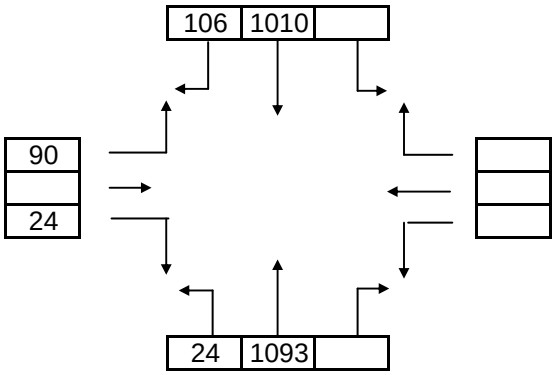
Note 3:

TRAFFIC SIGNAL INVENTORY	TSI NO. 337
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION	SHEET: 4 OF 5

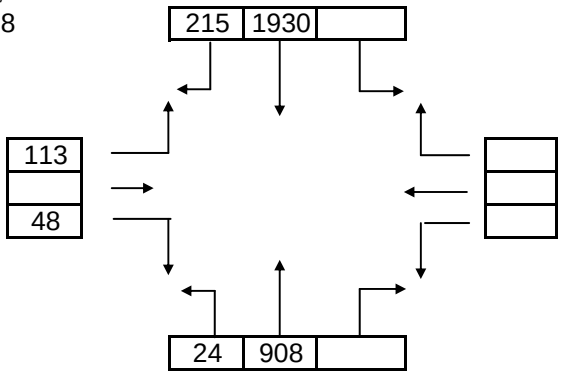
CONTROL SECTION: 007-08	HIGHWAY: US 61 @ Pecue Lane (south int.)	PARISH: EBR



AM PEAK HOUR: 7:00 to 8:00 AM
October 21,1999
PHF = 0.938



MIDDAY PEAK HOUR: 11:45 to12:45 PM
October 21,1999
PHF = 0.918



/\
|
SHOW NORTH ARROW

TRAFFIC VOLUMES - VPH

PM PEAK HOUR: 4:30 to 5:30 PM
October 21,1999
PHF = 0.914

LOOP #	COUNT & SIZE	PHASE #	MOVEMENT DESCRIPTION
1	2- 6x6	6	US 61 NB thru
2	2- 6x6	2	US 61 SB thru
3	4- 6x6	1	US 61 NB left
4	4- 6x6	8	Pecue Lane EB left & right

TRAFFIC SIGNAL INVENTORY

TSI NO. 337

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION

SHEET: 5 OF 5

CONTROL SECTION: 007-08 **HIGHWAY:** US 61 @ Pecue Lane (south int.) **PARISH:** EBR

Modification & Inspection Record

DATE	DESCRIPTION
07/12/00	Recommended signal installation
07/12/00	Install poles, heads, controller, loops, and pavement markings
01/12/04	Adjusted phase timing parameters and yield points.
03/01/05	Adjusted split times, clearance times, and phase timing parameters
09/12/05	Temporarily removed signal due to post hurricane Katrina traffic
04/04/06	New timing plan based on hurricane Katrina traffic and reinstallation of signal.
06/12/06	Changed to semi-actuated, added plan 4 to run 22:00-0600 Sun-Sat, adjusted max times and offsets
08/25/06	Installed new cameras and reprogrammed both cameras, both detector are working properly.
07/18/09	Signal working properly
07/27/09	Reset controller. Checked timing and controller
09/04/09	Power failure

TRAFFIC SIGNAL INVENTORY

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION

TSI NO. 278

SHEET: 1 OF 4

INTERSECTION: I-10 On & Off Ramps @ LA42/LA427 (Highland Rd.)

CITY: Baton Rouge | **PARISH:** East Baton Rouge | **INSTALLATION DATE:** 07/08/87

TYPE SIGNAL: Volume Density - Diamond Controller | **LAST REVISION DATE:** 04/06/06

PHASES →	Φ2			Φ1			Φ4			Φ6			Φ5			Φ8			FL
INTERVALS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
SIGNAL FACES 1										/G	/G	/G	<G/G	<Y/Y	R				Y
2										G	G	G	G	Y	R				Y
3										G	G	G	G	Y	R				Y
4										G	Y	R							Y
5										G	Y	R							Y
6																G	Y	R	R
7																G	Y	R	R
8																G	Y	R	R
9	/G	/G	/G	<G/G	<Y/Y	R													Y
10	G	G	G	G	Y	R													Y
11	G	G	G	G	Y	R													Y
12	G	Y	R																Y
13	G	Y	R																Y
14							G	Y	R										R
15							G	Y	R										R
16							G	Y	R										R

Emergenc

HOURS OF FLASHING

FREE OPERATION :
Sun-Sat: 0000-0600, 2100-0000

TIME	SEC	51.0	**4.0**	**2.0**	8.0	**4.0**	**2.0**	13.0	**4.0**	**2.0**	41.0	**4.0**	**2.0**	8.0	**4.0**	**2.0**	23.0	**4.0**	**2.0**	Offset =
	%																			11
FO	SEC	**0.0**			**14.0**			**33.0**			**0.0**			**14.0**			**43.0**			sec
YP		**16.0**			**89.0**			**5.0**			**16.0**			**89.0**			**5.0**			

PLAN = 1 **OP** CYCLE LENGTH = 90 TIMES OF OPERATION = M-F: 09:00-15:00, 18:30-21:00; Sat-Sun: 06:00-21:00

TIME	SEC	58.0	4.0	2.0	14.0	4.0	2.0	50.0	4.0	2.0	83.0	4.0	2.0	8.0	4.0	2.0	31.0	4.0	2.0	Offset =
	%																			130
FO	SEC	**0.0**			**20.0**			**76.0**			**0.0**			**14.0**			**51.0**			sec
YP		**22.0**			**139.0**			**5.0**			**16.0**			**139.0**			**5.0**			

PLAN = 2 **AM** CYCLE LENGTH = 140 TIMES OF OPERATION = M-F: 06:00-09:00

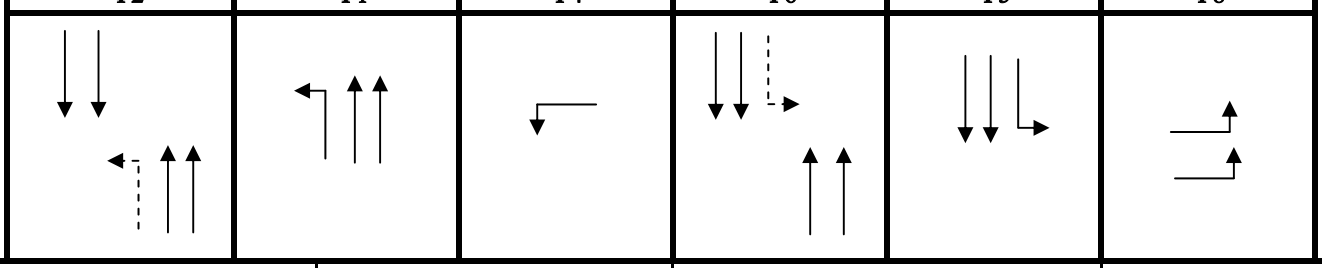
TIME	SEC	71.0	4.0	2.0	7.0	4.0	2.0	24.0	4.0	2.0	43.0	4.0	2.0	15.0	4.0	2.0	44.0	4.0	2.0	Offset =
	%																			110
FO	SEC	**0.0**			**13.0**			**43.0**			**0.0**			**21.0**			**71.0**			sec
YP		**15.0**			**119.0**			**5.0**			**23.0**			**119.0**			**5.0**			

PLAN = 3 **PM** CYCLE LENGTH = 120 TIMES OF OPERATION = M-F: 15:00-18:30

TIME	SEC																			Offset =
	%																			
FO	SEC																			sec
YP	%																			

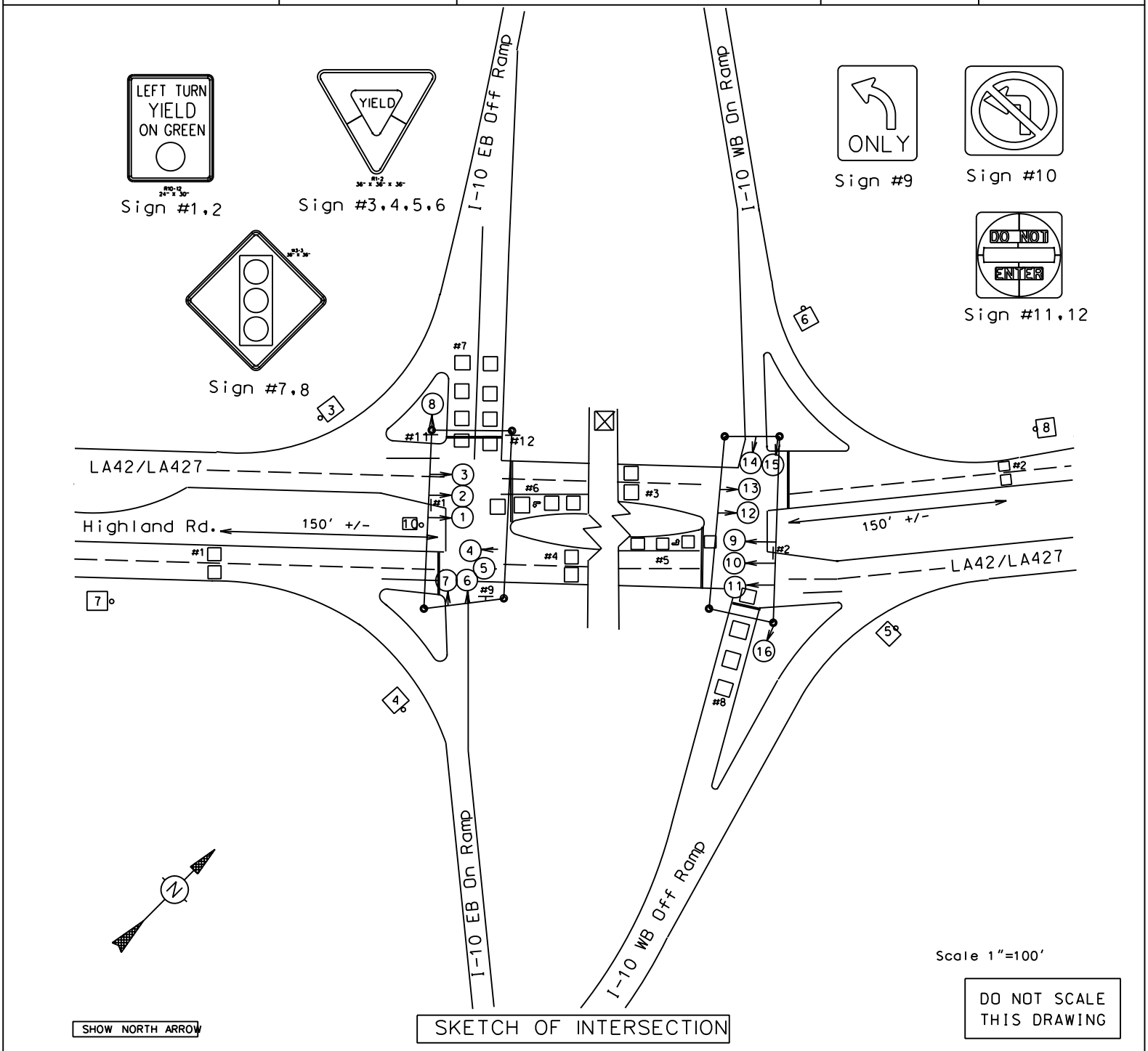
PLAN = CYCLE LENGTH = TIMES OF OPERATION =

PHASING



SIGNAL WARRANTS:	Traffic	MAINTAINED BY:	Department	CONTROLLER MANUF:	Naztec	SYSTEM #:	38
MASTER/ SLAVE:	SLAVE	MASTER AT TSI #:	307	COORDINATED WITH TSI #'S:	278, 307, 324		

CONTROL SECTION 45010	HIGHWAY 10	PARISH East Baton Rouge	TSI NO. 278	SHEET 2 OF 5



- ● WOOD POLE
- ○ METAL POLE
- SPAN WIRE
- CONTROLLER
- STOP LINE
- PED CROSS WALK
- 2 SPAN WIRE SIGN & NO.
- 3 GROUND MOUNT SIGN & NO.
- 3 OVERHEAD SIGN & NO.
- #4 LOOP DETECTOR & NO.
- 2 PEDESTAL MOUNT SIGNAL & NO.
- 2 SIGNAL FACE & NO.
- 2 PEDESTRIAN SIGNAL & NO.
- PED BUTTON & SIGN
- PARALLEL PARKING

EXISTING SPEED LIMITS

LA42/LA427 - 45mph

Ramps - 50 Advisory

SIGNAL FACES	2-8 10-16					1,9				
TOTALS	14					2				
R • RED Y • YELLOW G • GREEN G • GREEN ARROW Y • YELLOW ARROW DK • DARK 8" • 8" DIA. LENS 12" • 12" DIA. LENS WA • WALK DW • DON'T WALK FDW • FLASHING DON'T WALK	R Y G All 12"					R Y Y G G All 12"				PED

...\Official TSI\Ebr\ebr278.dgn 6/16/2009 2:32:55 PM

TRAFFIC SIGNAL INVENTORY	TSI NO. 278

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION — SHEET: 3 OF 4

CONTROL SECTION: 450-10 **HIGHWAY:** I-10 Ramps @ LA43/LA427 (Highland Rd **PARISH:** EBR

Phase Timing Parameters

Phase Designation		1	2		4	5	6		8
Movement Description									
PARAMETER	RANGE								
MIN GREEN (MIN I)	0 - 99.0	4.0	10.0		6.0	4.0	10.0		7.0
EXTENSION GAP	0 - 9.9	3.0	7.0		4.0	3.0	7.0		4.0
MAX GREEN I (MAX I)	0 - 99.0	20.0	85.0		55.0	20.0	85.0		50.0
MAX GREEN II (MAX II)	0 - 99.0	20.0	85.0		55.0	20.0	85.0		50.0
YELLOW CLEARANCE (YEL)	3 - 9.9	4.0	4.0		4.0	4.0	4.0		4.0
RED CLEARANCE (RED)	0 - 9.9	2.0	2.0		2.0	2.0	2.0		2.0
WALK (WALK)	0 - 99.0								
PED CLEARANCE (P CLR)	0 - 99.0								
ADDED INITIAL GREEN	0 - 9.9		1.5				1.5		
TIME TO REDUCE	0 - 99.0		15.0				15.0		
TIME BEFORE REDUCTION	0 - 99.0		15.0				15.0		
MIN GAP	0 - 9.9		4.0				4.0		
MAX INITIAL GREEN	0 - 99		20.0				20.0		
WALK 2	0 - 99.0								
PED CLEARANCE 2	0 - 99.0								
MAX 3	0 - 99.0								
MAX EXTENSION	0 - 99.0								
RECALL	CODES	MOF	MIN		MOF	MOF	MIN		MOF

RECALL FUNCTIONS

MON	MEMORY ON
MOF	MEMORY OFF
MIN	MINIMUM
MAX	MAXIMUM
PMN	PEDESTRIAN AND MINIMUM
PMX	PEDESTRIAN AND MAXIMUM

Note 1:

Note 2:

Note 3:

TRAFFIC SIGNAL INVENTORY

TSI NO. 278

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION

SHEET: 6 OF 6

CONTROL SECTION: 450-10 **HIGHWAY:** I-10 On & Off Ramps @ LA42/LA427 (Highland Rd.) **PARISH:** EBR

Modification & Inspection Record

DATE	DESCRIPTION
07/08/87	Install Diamond Interchange controller with 3&4 phase option; install all loops, signs & pavement markings
	(stop bars, arrows & onlys); emergency flashing operation - red to ramps & yellow to LA42/LA427
01/29/90	Inspected
07/23/91	Inspected
11/30/93	Inspected
03/02/94	Install new controller & interconnect to traffic signal at LA42 with LA427; interconnected operation (2x4 with
	leading left turns); free operation 10PM to 6AM (3 phase diamond operation with lagging left turns)
11/17/94	Offset calculated from end of southbound through Φ6 inspection
08/26/96	New dials + offsets, TBC
09/09/05	Hurricane aftermath timing changes. Plan 3: 160 s (from 120), start at 1430 (from 1500), 2 & 6: Max = 100s
11/29/05	Timing parameter changes (min, max, gap, plan times)
12/05/05	Proposed timing plan changes
04/06/06	Timing plan changes implemented
06/23/08	Inspected
06/16/09	TSI updated to current field configuration
07/02/09	Upgrade controller to Naztec TS-2 and GPS interconnect with ebr307 and ebr324
07/29/09	Signal working properly. Traffic volume is high.
06/14/10	Note: Sunday times have been revised to run Plan 3 from (10 AM to 1:30 PM) as of June 13, 2010 to
	accommodate construction and will return to Plan 1 (6 AM to 9 PM) when construction is completed.

TRAFFIC SIGNAL INVENTORY

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION

TSI NO. 257

SHEET: 1 OF 5

INTERSECTION: LA 3246 (Siegen Lane) @ I-10

CITY: Baton Rouge | **PARISH:** East Baton Rouge | **INSTALLATION DATE:** 07/28/86

TYPE SIGNAL: Volume Density - Interconnected Diamond | **LAST REVISION DATE:** 06/16/06

		WB RAMP									EB RAMP										
PHASES		Φ 2			Φ 4			Φ 1			Φ 6			Φ 8			Φ 5			FL	
INTERVALS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		
SIGNAL FACES	1,2							<G	<Y	R										<Y	HOURS OF FLASHING EMERGENCY
	3,4,5	G	Y	R				G	G	G										Y	
	6,7,8	G	Y	R																Y	
	9				<G	<Y	R													R	
	10				<G	<Y	R													R	
	11				<G	<Y	R													R	
	12													<G	<Y	R				R	
	13													<G	<Y	R				R	
	14													<G	<Y	R				R	
	15																<G	<Y	R	<Y	
	16										G	Y	R				G	G	G	Y	
	17		Free Operation: Sun-Sat: 23:00-6:00								G	Y	R				G	G	G	Y	
	18										G	Y	R				G	G	G	Y	
	19										G	Y	R							Y	
	20										G	Y	R							Y	
	21										G	Y	R							Y	
TIME	SEC	47.0	**5.0**	**2.0**	20.0	**5.0**	**2.0**	32.0	**5.0**	**2.0**	40.0	**5.0**	**2.0**	33.0	**5.0**	**2.0**	26.0	**5.0**	**2.0**	Offset =	
	%	**54.0**			**27.0**			**39.0**			**47.0**			**40.0**			**33.0**			**29**	
FORCE OFF	SEC	0			27			66			0			40			73			sec	
	%																				

PLAN = 1 CYCLE LENGTH = **120** TIMES OF OPERATION = **M-F: 09:30-15:00, 18:30-22:30; Sat-Sun: 07:00-22:30**

TIME	SEC	44.0	5.0	2.0	13.0	5.0	2.0	42.0	5.0	2.0	45.0	5.0	2.0	33.0	5.0	2.0	21.0	5.0	2.0	Offset =
	%	**51.0**			**20.0**			**49.0**			**52.0**			**40.0**			**28.0**			**84**
FORCE OFF	SEC	0			20			69			0			40			68			sec
	%																			

PLAN = 2 CYCLE LENGTH = **120** TIMES OF OPERATION = **M-F: 06:00-09:30**

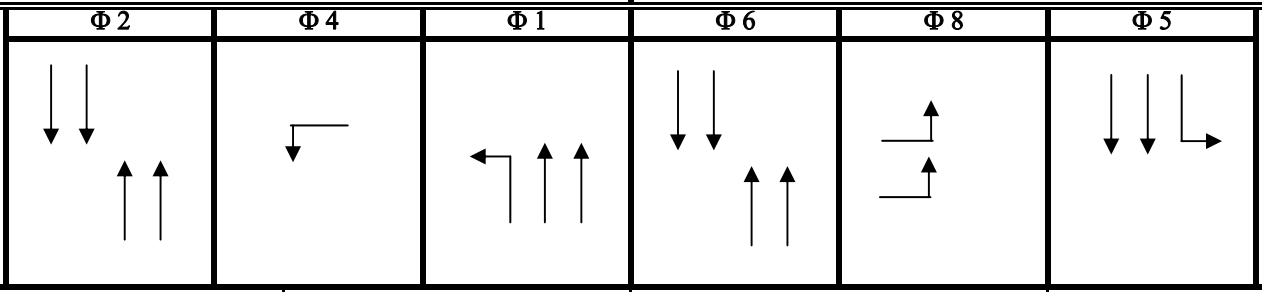
TIME	SEC	72.0	5.0	2.0	22.0	5.0	2.0	25.0	5.0	2.0	44.0	5.0	2.0	40.0	5.0	2.0	35.0	5.0	2.0	Offset =
	%	**79.0**			**29.0**			**32.0**			**51.0**			**47.0**			**42.0**			**42**
FORCE OFF	SEC	0			29			61			0			47			89			sec
	%																			

PLAN = 3 CYCLE LENGTH = **140** TIMES OF OPERATION = **M-F: 15:00-18:30**

TIME	SEC																			Offset =
	%																			
FORCE OFF	SEC																			sec
	%																			

PLAN = WB RAMP | EB RAMP

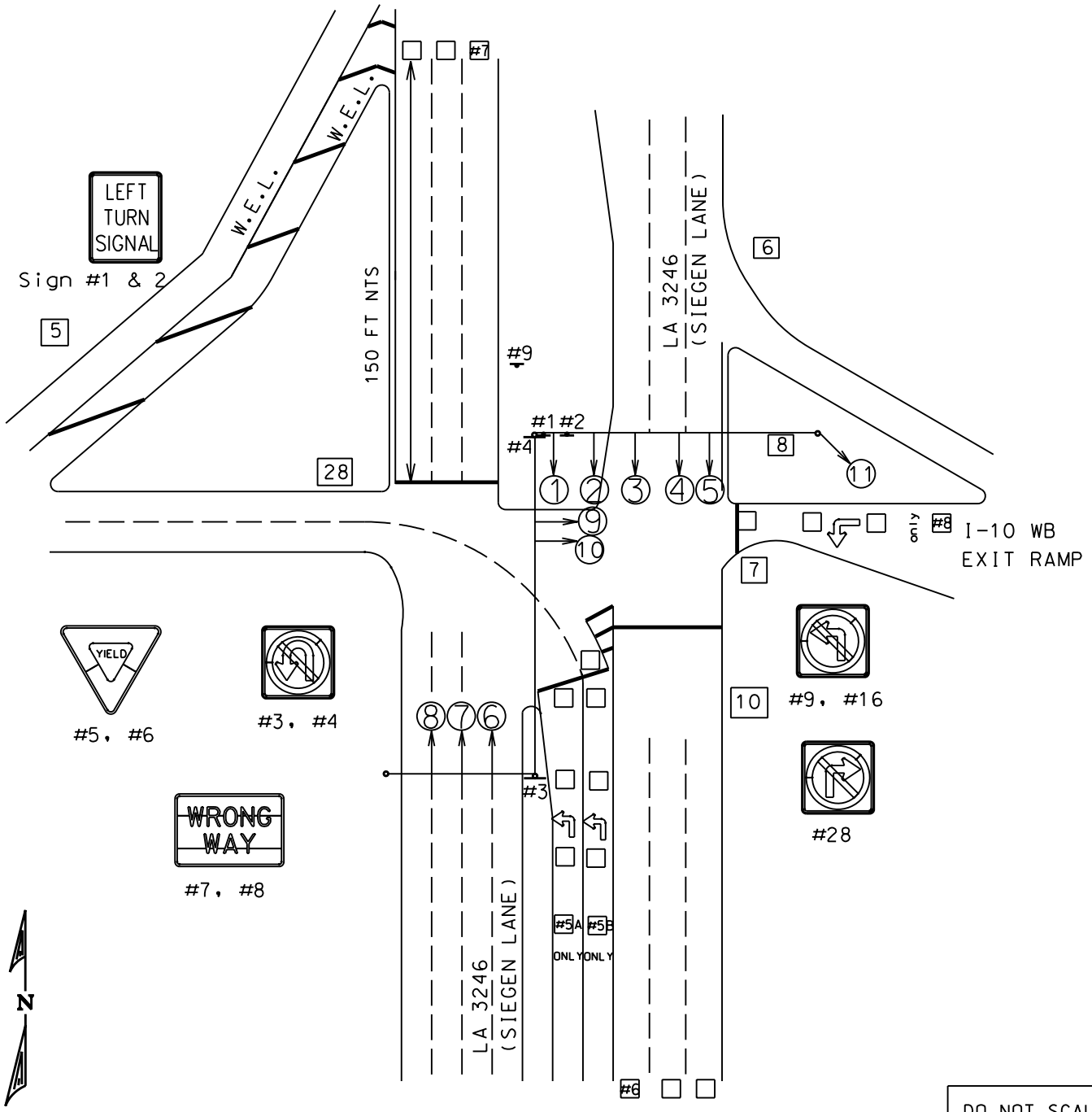
PHASING



SIGNAL WARRANTS: | MAINTAINED BY: | CONTROLLER MANUF: NAZTEC | SYSTEM #: 37

MASTER/ SLAVE: | MASTER AT TSI #: 291 | COORDINATED WITH TSI #'S: 280, 281, 286, 291

CONTROL SECTION 450-10	HIGHWAY LA 3246	PARISH EAST BATON ROUGE	TSI NO. 257	SHEET 2 OF 5



SHOW NORTH ARROW

SKETCH OF INTERSECTION

DO NOT SCALE THIS DRAWING

- ● WOOD POLE
- ○ METAL POLE
- SPAN WIRE
- CONTROLLER
- STOP LINE
- PED CROSS WALK
- 2 SPAN WIRE SIGN & NO.
- 3 GROUND MOUNT SIGN & NO.
- 3 OVERHEAD SIGN & NO.
- •4 LOOP DETECTOR & NO.
- 2 PEDESTAL MOUNT SIGNAL & NO.
- 2 SIGNAL FACE & NO.
- 2 PEDESTRIAN SIGNAL & NO.
- PED BUTTON & SIGN
- PARALLEL PARKING

EXISTING SPEED LIMITS

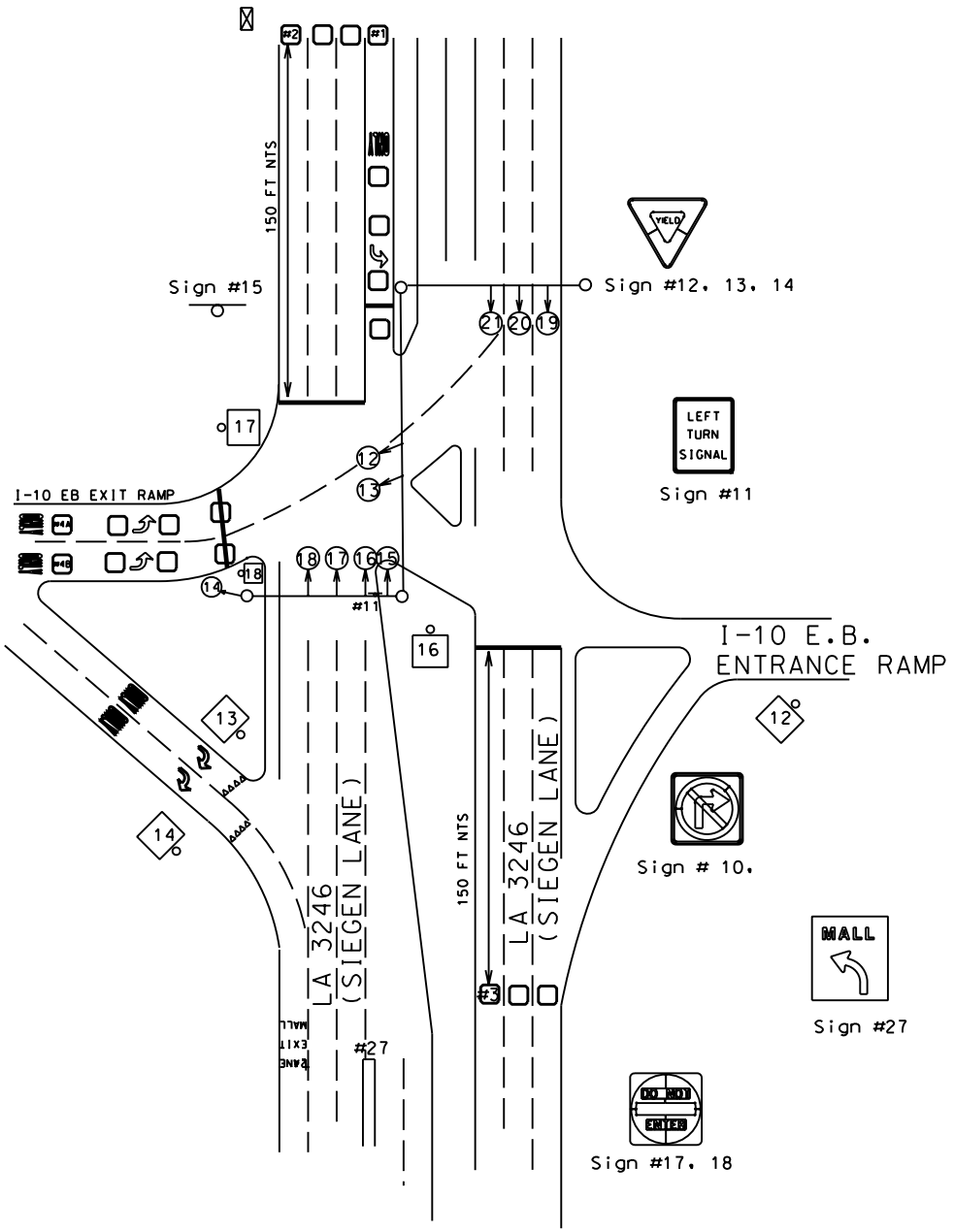
LA 3246- 45 MPH

RAMPS-NOT POSTED

SIGNAL FACES	3,4,5 6,7,8	1,2,9 10, 11								
TOTALS	6	5								
R • RED Y • YELLOW G • GREEN G • GREEN ARROW Y • YELLOW ARROW BK • DARK 8" • 8" DIA. LENS 12" • 12" DIA. LENS WA • WALK DW • DON'T WALK FDW • FLASHING DON'T WALK	R 12 Y 12 G 12	R 12 Y 12 G 12	R 12 Y 12 G 12	R 12 Y 12 G 12	R 12 Y 12 G 12	R 12 Y 12 G 12				PED

...\TCDD project\ebr257.dgn 12/16/2009 10:57:47 AM

CONTROL SECTION 450-10	HIGHWAY LA 3246	PARISH EAST BATON ROUGE	TSI NO. 257	SHEET 3 OF 5



N

SHOW NORTH ARROW

SKETCH OF INTERSECTION

DO NOT SCALE THIS DRAWING

- ● WOOD POLE
- ○ METAL POLE
- SPAN WIRE
- CONTROLLER
- STOP LINE
- PED CROSS WALK
- 2 SPAN WIRE SIGN & NO.
- 3 GROUND MOUNT SIGN & NO.
- 3 OVERHEAD SIGN & NO.
- *4 LOOP DETECTOR & NO.
- 2 PEDESTAL MOUNT SIGNAL & NO.
- 2 SIGNAL FACE & NO.
- 2 PEDESTRIAN SIGNAL & NO.
- PED BUTTON & SIGN
- PARALLEL PARKING

EXISTING SPEED LIMITS

LA 3246-45 MPH

RAMPS-NOT POSTED

SIGNAL FACES	16, 17, 18 19, 20, 21	12, 13, 14 15								
TOTALS	6	4								
R - RED Y - YELLOW G - GREEN G - GREEN ARROW Y - YELLOW ARROW BK - DARK 8" - 8" DIA. LENS 12" - 12" DIA. LENS WA - WALK DW - DON'T WALK FDW - FLASHING DON'T WALK	R 12 Y 12 G 12	R 12 Y 12 G 12	R 12 Y 12 G 12	R 12 Y 12 G 12						PED

...\TCDD project\ebr257.dgn 12/16/2009 10:58:29 AM

TRAFFIC SIGNAL INVENTORY	TSI NO. 257

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION — SHEET: 4 OF 5

CONTROL SECTION: 450 - 10 **HIGHWAY:** LA 3246 (Siegen Ln) @ I-10 **PARISH:** EBR

Phase Timing Parameters

Phase Designation		1	2	3	4	5	6	7	8
Movement Description		↰	↓		↙	↳	↑		↱
PARAMETER	RANGE								
MIN GREEN (MIN I)	0 - 99.0	5.0	12.0		5.0	5.0	12.0		5.0
EXTENSION GAP	0 - 9.9	3.0	5.0		2.0	3.0	5.0		5.0
MAX GREEN I (MAX I)	0 - 99.0	30.0	40.0		15.0	25.0	40.0		40.0
MAX GREEN II (MAX II)	0 - 99.0	45.0	60.0		45.0	45.0	60.0		45.0
YELLOW CLEARANCE (YEL)	3 - 9.9	5.0	5.0		5.0	5.0	5.0		5.0
RED CLEARANCE (RED)	0 - 9.9	2.0	2.0		2.0	2.0	2.0		2.0
WALK (WALK)	0 - 99.0								
PED CLEARANCE (P CLR)	0 - 99.0								
ADDED INITIAL GREEN	0 - 9.9		3.0				3.0		
TIME TO REDUCE	0 - 99.0		10.0				10.0		
TIME BEFORE REDUCTION	0 - 99.0		10.0				10.0		
MIN GAP	0 - 9.9		2.0				2.0		
MAX INITIAL GREEN	0 - 99								
WALK 2	0 - 99.0								
PED CLEARANCE 2	0 - 99.0								
MAX 3	0 - 99.0								
MAX EXTENSION	0 - 99.0								
RECALL	CODES	MOF	MIN		MOF	MOF	MIN		MOF

RECALL FUNCTIONS

MON	MEMORY ON
MOF	MEMORY OFF
MIN	MINIMUM
MAX	MAXIMUM
PMN	PEDESTRIAN AND MINIMUM
PMX	PEDESTRIAN AND MAXIMUM

Note 1:

Note 2:

Note 3:

TRAFFIC SIGNAL INVENTORY

TSI NO. 257

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION

SHEET: 5 OF 5

CONTROL SECTION: 450-10 **HIGHWAY:** LA 3246 (Siegen Lane) @ I-10 **PARISH:** EBR

Modification & Inspection Record

DATE	DESCRIPTION
04/221/04	Proposed to change to NAZTEC controller and connect to operate in sync with interconnect system
10/23/05	Naztec TS-2 controller installed
10/28/05	Offsets and plan times changed
11/28/2005	Timing plan changes made to the EB Ramp due to construction.
12/15/05	Increased gap time on Phase 8 from 2 sec to 8 sec due to construction on EB offramp
02/20/06	Timing plan changes undone that were made on 11/28 to EB side due to opening of EB offramp (undid changes made on 11/28). Timing plan changes made to WB side due to closure of one NB left turn lane.
06/16/06	Timing changes undone that were made on 2/20 to WB side due to opening of NB left turn lane. Gap time on Phase 8 decreased from 8 sec to 5 sec due to full opening of EB off ramp.
05/20/08	Offsets updated with changes to TSIs 257, 280, 281, 286, and 291
07/14/09	Checked signal
10/05/09	Changed 4 load switches. Reset controller
10/12/09	Repair hole in the top of cabinet, dry out elect. sockets and back board, and replace load switches

TRAFFIC SIGNAL INVENTORY

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION — District 61

TSI NO.

SHEET: 1 OF 5

INTERSECTION: LA 427 (Perkins Road) at Pecue Lane

CITY: Baton Rouge | **PARISH:** EBR | **INSTALLATION DATE:**

TYPE SIGNAL: Volume Density | **LAST REVISION DATE:**

PHASES	Φ1 + Φ5, OL/A			Φ2 +Φ6			Φ3 + Φ7			Φ4 + Φ8									FL
INTERVALS	1	2	3	4	5	6	7	8	9	10	11	12							
SIGNAL FACES 1	R/<G	R/<Y	R	G	Y	R													Y
2				G	Y	R													Y
3				G	Y	R													Y
4	R/<G	R/<Y	R	G	Y	R													Y
5				G	Y	R													Y
6				G	Y	R													Y
7							R/<G	R/<Y	R	G	Y	R							R
8										G	Y	R							R
9										G	Y	R							R
10	R/G>	R/Y>	R							G	Y	R							R
11							R/<G	R/<Y	R	G	Y	R							R
12										G	Y	R							R
13										G	Y	R							
14																			
15																			
16																		check	

Hours of Flashing Operation: Emergency

TIME	SEC																		0.0	Offset = sec
FO	SEC																			
Split	SEC																		0.0	

FREE OPERATION AT ALL TIMES

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME	SEC																		0.0	Offset = sec
FO	SEC																			
Split	SEC																		0.0	

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME	SEC																		0.0	Offset = sec
FO	SEC																			
Split	SEC																		0.0	

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

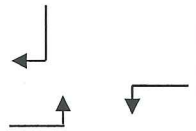
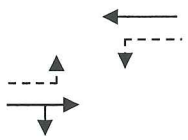
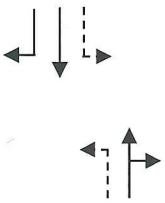
TIME	SEC																			Offset = sec
FO	SEC																			
YP	SEC																			

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME	SEC																			Offset = sec
FO	SEC																			
YP	SEC																			

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

PHASING

Φ1 + Φ5, OL/A	Φ2 +Φ6	Φ3 + Φ7	Φ4 + Φ8		
					

SIGNAL WARRANTS:	MAINTAINED BY:	CONTROLLER MANUF:	SYSTEM #:
MASTER/ SLAVE:	MASTER AT TSI #:	COORDINATED WITH TSI #'S:	

TRAFFIC SIGNAL INVENTORY

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION — District 61

TSI NO.

SHEET: 1A OF 5

INTERSECTION: LA 427 (Perkins Road) at Pecue Lane

CITY: Baton Rouge | **PARISH:** EBR | **INSTALLATION DATE:**

TYPE SIGNAL: Volume Density | **LAST REVISION DATE:**

PHASES → / INTERVALS	1	2	3	4	5	6	7	8	9	10	11	12							FL
SIGNAL FACES 1																			
2																			
3																			
4																			
5																			
6																			
7																			
8																			
9																			
10																			
11																			
12																			
13																			
14																			
15																			
16																		check	

Hours of Flashing Operation: Emergency

TIME	SEC																		0.0	Offset = sec
FO	SEC																			
Split	SEC																		0.0	

OTHER PHASING POSSIBILITIES

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME	SEC																		0.0	Offset = sec
FO	SEC																			
Split	SEC																		0.0	

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME	SEC																		0.0	Offset = sec
FO	SEC																			
Split	SEC																		0.0	

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

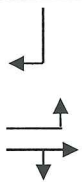
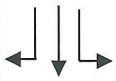
TIME	SEC																			Offset = sec
FO	SEC																			
YP	SEC																			

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME	SEC																			Offset = sec
FO	SEC																			
YP	SEC																			

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

PHASING

Φ2 + Φ5, OL/A	Φ1 +Φ6	Φ3 + Φ8	Φ4 + Φ7		
					

SIGNAL WARRANTS:	MAINTAINED BY:	CONTROLLER MANUF:	SYSTEM #:
MASTER/ SLAVE:	MASTER AT TSI #:	COORDINATED WITH TSI #'S:	

TRAFFIC SIGNAL INVENTORY	TSI NO.
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION	SHEET: 3 OF 5

CONTROL SECTION:	HIGHWAY: LA 427 (Perkins Road) at Pecue Lane	PARISH: EBR

Phase Timing Parameters

Phase Designation		1	2	3	4	5	6	7	8
Movement Description		↓↰	→	↳	↑	↱	←	↰	↓
PARAMETER	RANGE								
MIN GREEN (MIN I)	0 - 99.0	4.0	15.0	4.0	8.0	4.0	15.0	4.0	8.0
PASSAGE TIME	0 - 9.9	2.5	4.3	2.5	2.5	2.5	4.3	2.5	2.5
MAX GREEN I (MAX I)	0 - 99.0	10.0	30.0	10.0	15.0	10.0	30.0	10.0	15.0
MAX GREEN II (MAX II)	0 - 99.0	15.0	40.0	15.0	25.0	15.0	40.0	15.0	25.0
YELLOW CLEARANCE (YEL)	3 - 9.9	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0
RED CLEARANCE (RED)	0 - 9.9	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
WALK (WALK)	0 - 99.0								
PED CLEARANCE (P CLR)	0 - 99.0								
ADDED INITIAL GREEN	0 - 9.9		2.3				2.3		
TIME TO REDUCE	0 - 99.0		15.0				15.0		
TIME BEFORE REDUCTION	0 - 99.0		15.0				15.0		
MIN GAP	0 - 9.9		2.5				2.5		
MAX INITIAL GREEN	0 - 99		32.4				32.4		
WALK 2	0 - 99.0								
PED CLEARANCE 2	0 - 99.0								
MAX 3	0 - 99.0								
MAX EXTENSION	0 - 99.0								
RECALL	CODES	MOF	MIN	MOF	MOF	MOF	MIN	MOF	MOF
LOOP # - DELAY (in sec.)	0 - 99.0								
LOOP # - EXTEND (in sec.)	0 - 9.9								

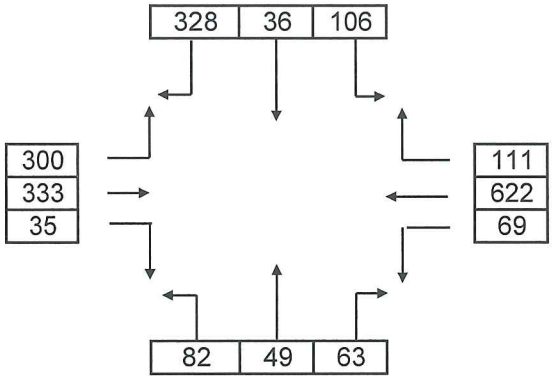
RECALL FUNCTIONS	
MON	MEMORY ON
MOF	MEMORY OFF
MIN	MINIMUM
MAX	MAXIMUM
PMN	PEDESTRIAN AND MINIMUM
PMX	PEDESTRIAN AND MAXIMUM

Note 1:

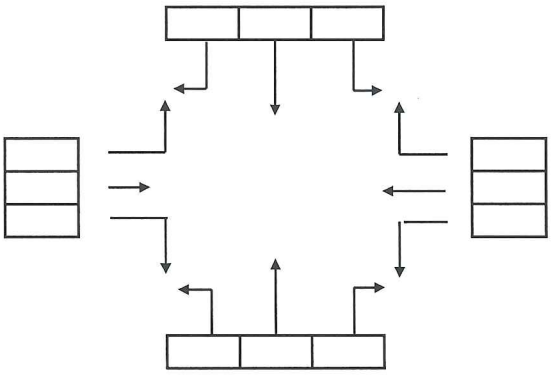
Note 2:

Note 3:

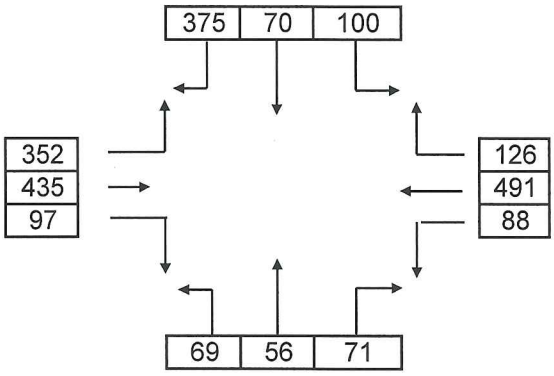
TRAFFIC SIGNAL INVENTORY		TSI NO.
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION		SHEET: 4 OF 5
CONTROL SECTION:	**HIGHWAY:** LA 427 (Perkins Road) at Pecue Lane	**PARISH:** EBR



AM PEAK HOUR: 2030 Projections



MIDDAY PEAK HOUR:



/\
|
SHOW NORTH ARROW

PM PEAK HOUR: 2030 Projections

TRAFFIC VOLUMES - VPH

Peak Hour Factor ( )

LOOP #	COUNT & SIZE	PHASE #	MOVEMENT DESCRIPTION
2	1 - 6' x 6'	2	EB THRU
6	1 - 6' x 6'	6	WB THRU

TRAFFIC SIGNAL INVENTORY

TSI NO.

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION | SHEET: 5 OF 5

CONTROL SECTION: | **HIGHWAY:** LA 427 (Perkins Road) at Pecue Lane | **PARISH:** EBR

Modification & Inspection Record

DATE	DESCRIPTION
TBD	New Signal Installed

TRAFFIC SIGNAL INVENTORY

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION

TSI NO. 291

SHEET: 1 OF 4

INTERSECTION: LA 3246 (Siegen Lane) @ Rieger Rd.

CITY: Baton Rouge | **PARISH:** East Baton Rouge | **INSTALLATION DATE:** 10/12/92

TYPE SIGNAL: Volume Density - Interconnected | **LAST REVISION DATE:**

PHASES	Φ2 + Φ6			Φ2 + Φ5			Φ3 + Φ7			Φ4 + Φ8			Φ1 + Φ6						FL
INTERVALS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
SIGNAL FACES 1	/G	/Y	R										<G/G	<Y/G	/G				Y
2	G	Y	R										G	G	G				Y
3	G	Y	R										G	G	G				Y
4	G	Y	R										G	G	G				Y
5	/G	/G	R	<G/G	<Y/Y	R													Y
6	G	Y	R	G	Y	R													Y
7	G	Y	R	G	Y	R													Y
8	G	Y	R	G	Y	R													Y
9							<G/R	<Y/R	/R	/G	/Y	R							R
10										G	Y	R							R
11										G/	Y/	R	R/G>	R/Y>	R				R
12										G	Y	R							R
13							<G/R	<Y/R	/R	/G	/Y	R							R
14										G	Y	R							R
15																			
16																			

Change numbers below in bold font only - plain font numbers are formulas!

HOURS OF FLASHING EMERGENCY

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
TIME	SEC	48.0	**5.0**	1.0	5.0	**5.0**	**1.0**	10.0	**5.0**	**1.0**	7.0	**5.0**	**1.0**	20.0	**5.0**	**1.0**				Offset = 52 sec
	%																			
FORCE OFF	SEC	**0.0**			**11.0**			**27.0**			**40.0**			**66.0**						
	%																			

PLAN = CYCLE LENGTH = **120** TIMES OF OPERATION = M-F: 9AM to 3PM, 7PM to 11PM; S-S: all day

TIME	SEC	55.0	**5.0**	**1.0**	5.0	**5.0**	**1.0**	7.0	**5.0**	**1.0**	10.0	**5.0**	**1.0**	13.0	**5.0**	**1.0**				Offset = 49 sec
	%																			
FORCE OFF	SEC	**0.0**			**11.0**			**24.0**			**40.0**			**59.0**						
	%																			

PLAN = CYCLE LENGTH = **120** TIMES OF OPERATION = M-F: 6AM to 9AM

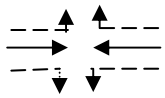
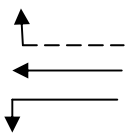
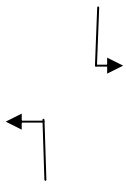
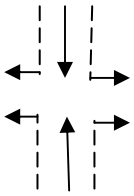
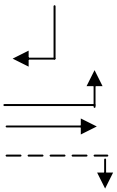
TIME	SEC	58.0	**5.0**	**1.0**	5.0	**5.0**	**1.0**	12.0	**5.0**	**1.0**	13.0	**5.0**	**1.0**	22.0	**5.0**	**1.0**				Offset = 0 sec
	%																			
FORCE OFF	SEC	**0.0**			**11.0**			**29.0**			**48.0**			**76.0**						
	%																			

PLAN = CYCLE LENGTH = **140** TIMES OF OPERATION = M-F: 3PM to 7PM

TIME	SEC																			Offset =
	%																			
FORCE OFF	SEC																			sec
	%																			

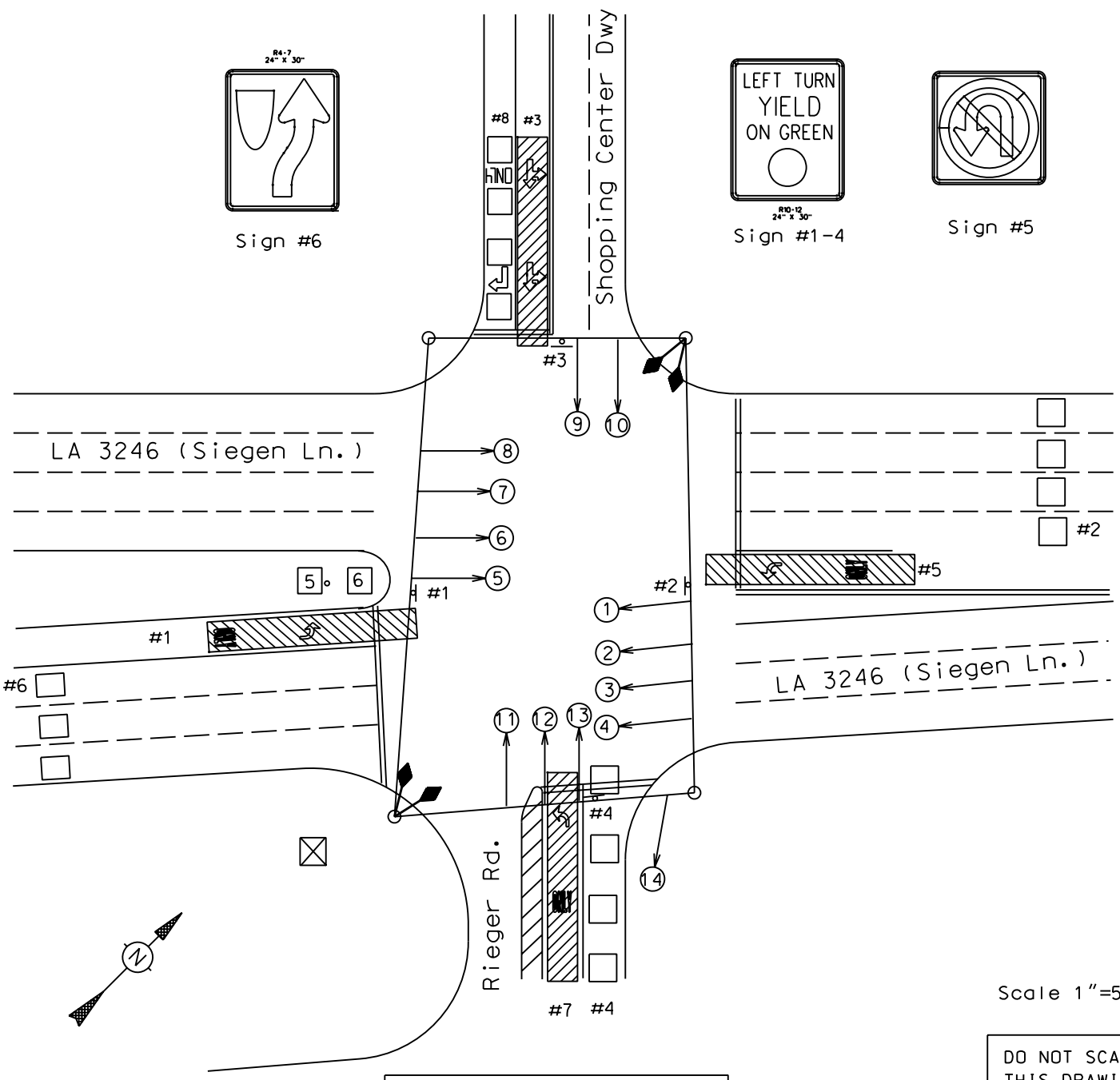
PLAN = CYCLE LENGTH = TIMES OF OPERATION =

PHASING

Φ2 + Φ6	Φ2 + Φ5	Φ3 + Φ7	Φ4 + Φ8	Φ1 + Φ6	
					

SIGNAL WARRANTS: #2,8,9,11	MAINTAINED BY: Department	CONTROLLER MANUF: NAZTEC	SYSTEM #: 37
MASTER/ SLAVE: Master	MASTER AT TSI #: 291	COORDINATED WITH TSI #'S: 257, 280, 281, 286	

CONTROL SECTION 81740	HIGHWAY 3246	PARISH East Baton Rouge	TSI NO. 291	SHEET 2 OF 4



- ● WOOD POLE
- ○ METAL POLE
- SPAN WIRE
- CONTROLLER
- STOP LINE
- PED CROSS WALK
- 2 SPAN WIRE SIGN & NO.
- 3 GROUND MOUNT SIGN & NO.
- 3 OVERHEAD SIGN & NO.
- #4 LOOP DETECTOR & NO.
- 2 PEDESTAL MOUNT SIGNAL & NO.
- 2 SIGNAL FACE & NO.
- 2 PEDESTRIAN SIGNAL & NO.
- PED BUTTON & SIGN
- PARALLEL PARKING

EXISTING SPEED LIMITS

LA3246 - 45mph

SIGNAL FACES	2-4,6-8	10,12,14				1,5,9,13	11			
TOTALS	6	3				4	1			
R • RED Y • YELLOW G • GREEN G • GREEN ARROW Y • YELLOW ARROW DK • DARK 8" • 8" DIA. LENS 12" • 12" DIA. LENS WA • WALK DW • DON'T WALK FDW • FLASHING DON'T WALK	R Y G	R Y G	○ ○ ○	○ ○ ○ ○	○ ○ ○ ○	R Y Y G G	R Y Y G G	○ ○	○ ○	PED ▭ ▭

TRAFFIC SIGNAL INVENTORY	TSI NO. 291
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION	SHEET: 3 OF 4

CONTROL SECTION: 817-40 **HIGHWAY:** La 3246 (Siegen Lane) **PARISH:**

Phase Timing Parameters

Phase Designation		1	2	3	4	5	6	7	8
Movement Description									
PARAMETER	RANGE								
MIN GREEN (MIN I)	0 - 99.0	3.0	20.0	5.0	5.0	3.0	20.0	5.0	5.0
EXTENSION GAP	0 - 9.9	2.0	5.0	2.0	2.0	2.0	5.0	2.0	2.0
MAX GREEN I (MAX I) (FREE - OP)	0 - 99.0	20.0	60.0	15.0	30.0	20.0	60.0	15.0	30.0
MAX GREEN II (MAX II) (COORD)	0 - 99.0	25.0	99.0	20.0	20.0	25.0	99.0	20.0	20.0
YELLOW CLEARANCE (YEL)	3 - 9.9	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
RED CLEARANCE (RED)	0 - 9.9	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
WALK (WALK)	0 - 99.0								
PED CLEARANCE (P CLR)	0 - 99.0								
ADDED INITIAL GREEN	0 - 9.9		3.0				3.0		
TIME TO REDUCE	0 - 99.0		10.0				10.0		
TIME BEFORE REDUCTION	0 - 99.0		10.0				10.0		
MIN GAP	0 - 9.9		2.0				2.0		
MAX INITIAL GREEN	0 - 99								
WALK 2	0 - 99.0								
PED CLEARANCE 2	0 - 99.0								
MAX 3	0 - 99.0								
MAX EXTENSION	0 - 99.0								
RECALL	CODES	mof	min	mof	mof	mof	min	mof	mof
DELAY (loop #, delay)	0 - 99.0			5 sec				5 sec	
EXTEND (loop #, extension)	0 - 9.9								

RECALL FUNCTIONS

MON	MEMORY ON
MOF	**MEMORY OFF**
MIN	**MINIMUM**
MAX	MAXIMUM
PMN	PEDESTRIAN AND MINIMUM
PMX	PEDESTRIAN AND MAXIMUM

Note 1:

Note 2:

Note 3:

TRAFFIC SIGNAL INVENTORY

TSI NO. 291

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION

SHEET: 4 OF 4

CONTROL SECTION: 81740 **HIGHWAY:** LA 3246 (Siegen Lane) @ Rieger Road **PARISH:** EBR

Modification & Inspection Record

DATE	DESCRIPTION
	Improve radius on southeast corner, relocate pole and junction box
10/31/89	Install volume density traffic signal & interconnect to LA3246 (Siegen Lane) system; Install loops, signs, &
	pavement markings; Designed
12/14/93	Inspected
03/08/94	Inspected
07/14/94	Revise offsets after 7 lane construction complete to US61
07/02/99	Changed offset on dial 1 from1 to 71.
/02	Changed cycle lengths and offsets
01/05/04	Revised TSI to reflect new geometry by developer
04/21/04	Proposed to change to NAZTEC controller and connect to operate in sync with interconnect system
10/23/05	Naztec TS-2 controller installed
10/28/05	Offsets and plan times changed
05/20/08	Offsets updated with changes to TSIs 257, 280, 281, 286, and 291
09/28/09	Replaced 1 LED and removed water from signal head

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 10/7/13
Period: AM Peak
Project ID: Pecue Lane Interchange
E/W St: I-10 EB Ramps

Inter.: I-10 EB at Pecue Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 IJS Diamond

N/S St: Pecue Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	0	0	0	0	3	1	2	3	0
LGConfig	L		R					T	R	L	T	
Volume	884		435					1731	201	354	755	
Lane Width	12.0		12.0					12.0	12.0	12.0	12.0	
RTOR Vol			87						20			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left				
Thru						Thru		A		
Right	A					Right		A		
Peds						Peds				
WB Left					SB	Left	A			
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
NB Right	A				EB	Right				
SB Right					WB	Right				
Green	35.0	0.0					17.0	45.0		
Yellow	5.0						5.0	5.0		
All Red	1.0						1.0	1.0		

Cycle Length: 115.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	1026	3370	0.96	0.30	57.9	E		
							55.0+	E
R	473	1553	0.82	0.30	47.9	D		
Westbound								
Northbound								
T	1948	4977	0.99	0.39	52.1	D	47.6	D
R	1161	1553	0.17	0.75	4.3	A		
Southbound								
L	498	3370	0.79	0.15	55.6	E		
T	2943	4977	0.29	0.59	11.6	B	25.6	C

Intersection Delay = 44.0 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 10/7/13
Period: PM Peak
Project ID: Pecue Lane Interchange
E/W St: I-10 EB Ramps

Inter.: I-10 EB at Pecue Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 IJS Diamond

N/S St: Pecue Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	0	0	0	0	3	1	2	3	0
LGConfig	L		R					T	R	L	T	
Volume	1032		365					1259	241	534	1138	
Lane Width	12.0		12.0					12.0	12.0	12.0	12.0	
RTOR Vol			73						49			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left				
Thru						Thru		A		
Right	A					Right		A		
Peds						Peds				
WB Left					SB	Left	A			
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
NB Right	A				EB	Right				
SB Right					WB	Right				
Green	39.0						22.0	36.0		
Yellow	5.0						5.0	5.0		
All Red	1.0						1.0	1.0		

Cycle Length: 115.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	1143	3370	1.00	0.34	65.5	E		
							58.5	E
R	527	1553	0.61	0.34	33.9	C		
Westbound								
Northbound								
T	1558	4977	0.90	0.31	45.1	D	39.9	D
R	1094	1553	0.19	0.70	5.9	A		
Southbound								
L	645	3370	0.92	0.19	64.1	E		
T	2770	4977	0.46	0.56	15.3	B	30.9	C

Intersection Delay = 42.1 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 10/7/13
Period: AM Peak
Project ID: Pecue Lane Interchange
E/W St: I-10 WB Ramps

Inter.: I-10 WB at Pecue Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2036 Build - Diamond

N/S St: Pecue Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	2	2	3	0	0	3	1
LGConfig				L		R	L	T			T	R
Volume				312		1119	326	2289			797	1037
Lane Width				12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol						224						208

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	A			
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
WB Left	A				SB	Left				
Thru						Thru		A		
Right	A					Right		A		
Peds						Peds				
NB Right					EB	Right				
SB Right	A				WB	Right				
Green	42.0						19.0	36.0		
Yellow	5.0						5.0	5.0		
All Red	1.0						1.0	1.0		

Cycle Length: 115.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	634	1736	0.55	0.37	30.0	C		
							53.8	D
R	1004	2749	0.99	0.37	62.2	E		
Northbound								
L	557	3370	0.65	0.17	47.6	D		
T	2640	4977	0.96	0.53	36.3	D	37.7	D
Southbound								
T	1558	4977	0.57	0.31	33.5	C	24.0	C
R	1134	1553	0.81	0.73	14.9	B		

Intersection Delay = 37.2 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 10/7/13
Period: PM Peak
Project ID: Pecue Lane Interchange
E/W St: I-10 WB Ramps

Inter.: I-10 WB at Pecue Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 IJS Diamond

N/S St: Pecue Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	2	2	3	0	0	3	1
LGConfig				L		R	L	T			T	R
Volume				312		1168	266	2025			1360	862
Lane Width				12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol						234						172

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	A			
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
WB Left	A				SB	Left				
Thru						Thru		A		
Right	A					Right		A		
Peds						Peds				
NB Right					EB	Right				
SB Right	A				WB	Right				
Green	42.0						21.0	34.0		
Yellow	5.0						5.0	5.0		
All Red	1.0						1.0	1.0		

Cycle Length: 115.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	634	1736	0.55	0.37	30.0	C		
							63.0	E
R	1004	2749	1.03	0.37	74.0	E		
Northbound								
L	615	3370	0.48	0.18	42.7	D		
T	2640	4977	0.85	0.53	26.0	C	28.0	C
Southbound								
T	1471	4977	1.03	0.30	71.2	E	51.0	D
R	1107	1553	0.69	0.71	11.2	B		

Intersection Delay = 44.2 (sec/veh) Intersection LOS = D

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Highland
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 2500 ft
V_D = 510 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3146	0.90	Level	13	1	0.937	1.00	3730
Ramp	1382	0.90	Level	2	1	0.988	1.00	1554
UpStream								
DownStream	510	0.90	Level	2	1	0.988	1.00	573

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.595 using Equation (Exhibit 25-12)
V_{12} = 2849 pc/h
V_3 or V_{av34} 881 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3730	Exhibit 25-14	7200	No
$V_{FO} = V_F - V_R$	2176	Exhibit 25-14	7200	No
V_R	1554	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2849	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 26.1 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Speed Determination

D_s = 0.373 (Exhibit 25-19)
S_R= 59.6 mph (Exhibit 25-19)
S_0= 76.8 mph (Exhibit 25-19)
S = 62.9 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Highland
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 2500 ft
V_D = 755 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4971	0.90	Level	13	1	0.937	1.00	5893
Ramp	2258	0.90	Level	2	1	0.988	1.00	2539
UpStream								
DownStream	755	0.90	Level	2	1	0.988	1.00	849

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.496 using Equation (Exhibit 25-12)
V_{12} = 4202 pc/h
V_3 or V_{av34} 1691 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5893	Exhibit 25-14	7200	No
$V_{FO} = V_F - V_R$	3354	Exhibit 25-14	7200	No
V_R	2539	Exhibit 25-3	2100	Yes

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4202	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 37.7 (pc/mi/ln)
LOS = F (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Speed Determination

D_s = 0.462 (Exhibit 25-19)
S_R= 57.1 mph (Exhibit 25-19)
S_0= 74.1 mph (Exhibit 25-19)
S = 61.1 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Highland
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
- ☐ Yes ☐ On
- ☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
- ☑ Yes ☑ On
- ☐ No ☐ Off

L_{down} = 2500 ft

V_D = 1841 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5465	0.90	Level	13	1	0.937	1.00	6479
Ramp	1213	0.90	Level	2	1	0.988	1.00	1364
UpStream								
DownStream	1841	0.90	Level	2	1	0.988	1.00	2070

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = using Equation (Exhibit 25-5)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = 1.000 using Equation (Exhibit 25-12)

V_{12} = 6479 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6479	Exhibit 25-14	4800	Yes
$V_{FO} = V_F - V_R$	5115	Exhibit 25-14	4800	Yes
V_R	1364	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	6479	Exhibit 25-14	4400:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 57.6 (pc/mi/ln)

LOS = F (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Speed Determination

D_s = 0.356 (Exhibit 25-19)

S_R= 60.0 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 60.0 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/17/2015 4:34 PM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Highland
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 2500 ft
V_D = 1604 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4316	0.90	Level	13	1	0.937	1.00	5117
Ramp	1431	0.90	Level	2	1	0.988	1.00	1609
UpStream								
DownStream	1604	0.90	Level	2	1	0.988	1.00	1804

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 1.000 using Equation (Exhibit 25-12)
V_{12} = 5117 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5117	Exhibit 25-14	4800	Yes
$V_{FO} = V_F - V_R$	3508	Exhibit 25-14	4800	No
V_R	1609	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	5117	Exhibit 25-14	4400:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 45.9 (pc/mi/ln)
LOS = F (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Speed Determination

D_s = 0.378 (Exhibit 25-19)
S_R= 59.4 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 59.4 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved
HCS+™ Version 5.4 Generated: 6/17/2015 4:37 PM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Pecue
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
- ☐ Yes ☐ On
- ☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
- ☑ Yes ☑ On
- ☐ No ☐ Off

L_{down} = 3000 ft

V_D = 527 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3973	0.90	Level	13	1	0.937	1.00	4710
Ramp	1320	0.90	Level	2	1	0.988	1.00	1484
UpStream								
DownStream	527	0.90	Level	2	1	0.988	1.00	593

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = using Equation (Exhibit 25-5)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = 0.574 using Equation (Exhibit 25-12)

V_{12} = 3336 pc/h

V_3 or V_{av34} 1374 pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Capacity Checks

	Actual	Capacity		LOS F?
V_F	4710	Exhibit 25-14	7200	No
$V_{FO} = V_F - V_R$	3226	Exhibit 25-14	7200	No
V_R	1484	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3336	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 29.6 (pc/mi/ln)

LOS = D (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Speed Determination

D_s = 0.367 (Exhibit 25-19)

S_R= 59.7 mph (Exhibit 25-19)

S_0= 75.3 mph (Exhibit 25-19)

S = 63.6 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/17/2015 4:38 PM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Pecue
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp

☑ Yes ☑ On

☐ No ☐ Off

L_{up} = 4500 ft

V_u = 486 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3973	0.90	Level	13	1	0.937	1.00	4710
Ramp	1320	0.90	Level	2	1	0.988	1.00	1484
UpStream	486	0.90	Level	2	1	0.988	1.00	546
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = using Equation (Exhibit 25-5)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = 8204.85 (Equation 25-8 or 25-9)

P_{FD} = 0.607 using Equation (Exhibit 25-12)

V_{12} = 3441 pc/h

V_3 or V_{av34} 1269 pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	4710	Exhibit 25-14	7200	No
$V_{FO} = V_F - V_R$	3226	Exhibit 25-14	7200	No
V_R	1484	Exhibit 25-3	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3441	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 30.5 (pc/mi/ln)

LOS = D (Exhibit 25-4)

Speed Determination

D_s = 0.367 (Exhibit 25-19)

S_R= 59.7 mph (Exhibit 25-19)

S_0= 75.7 mph (Exhibit 25-19)

S = 63.3 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/17/2015 4:39 PM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Pecue
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
- ☐ Yes ☐ On
- ☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
- ☑ Yes ☑ On
- ☐ No ☐ Off

L_{down} = 3000 ft

V_D = 508 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	6453	0.90	Level	13	1	0.937	1.00	7650
Ramp	1397	0.90	Level	2	1	0.988	1.00	1571
UpStream								
DownStream	508	0.90	Level	2	1	0.988	1.00	571

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = using Equation (Exhibit 25-5)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = 0.496 using Equation (Exhibit 25-12)

V_{12} = 4589 pc/h

V_3 or V_{av34} 3061 pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = 4950 pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Capacity Checks

	Actual	Capacity		LOS F?
V_F	7650	Exhibit 25-14	7200	Yes
$V_{FO} = V_F - V_R$	6079	Exhibit 25-14	7200	No
V_R	1571	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4589	Exhibit 25-14	4400:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 43.5 (pc/mi/ln)

LOS = F (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Speed Determination

D_s = 0.374 (Exhibit 25-19)

S_R= 59.5 mph (Exhibit 25-19)

S_0= 70.2 mph (Exhibit 25-19)

S = 62.9 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Pecue
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp

☑ Yes ☑ On

☐ No ☐ Off

L_{up} = 4500 ft

V_u = 1016 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	6453	0.90	Level	13	1	0.937	1.00	7650
Ramp	1397	0.90	Level	2	1	0.988	1.00	1571
UpStream	1016	0.90	Level	2	1	0.988	1.00	1142
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = using Equation (Exhibit 25-5)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = 8953.07 (Equation 25-8 or 25-9)

P_{FD} = 0.572 using Equation (Exhibit 25-12)

V_{12} = 5048 pc/h

V_3 or V_{av34} 2602 pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	7650	Exhibit 25-14	7200	Yes
$V_{FO} = V_F - V_R$	6079	Exhibit 25-14	7200	No
V_R	1571	Exhibit 25-3	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	5048	Exhibit 25-14	4400:All	Yes

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 44.3 (pc/mi/ln)

LOS = F (Exhibit 25-4)

Speed Determination

D_s = 0.374 (Exhibit 25-19)

S_R= 59.5 mph (Exhibit 25-19)

S_0= 70.5 mph (Exhibit 25-19)

S = 62.9 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/17/2015 4:40 PM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Pecue
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 3000 ft
V_D = 1391 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5876	0.90	Level	13	1	0.937	1.00	6966
Ramp	1431	0.90	Level	2	1	0.988	1.00	1609
UpStream								
DownStream	1391	0.90	Level	2	1	0.988	1.00	1564

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.512 using Equation (Exhibit 25-12)
V_{12} = 4351 pc/h
V_3 or V_{av34} 2615 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6966	Exhibit 25-14	7200	No
$V_{FO} = V_F - V_R$	5357	Exhibit 25-14	7200	No
V_R	1609	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4351	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 38.3 (pc/mi/ln)
LOS = E (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Speed Determination

D_s = 0.378 (Exhibit 25-19)
S_R= 59.4 mph (Exhibit 25-19)
S_0= 70.5 mph (Exhibit 25-19)
S = 63.1 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved
HCS+™ Version 5.4 Generated: 6/17/2015 4:41 PM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Pecue
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
- ☐ Yes ☐ On
- ☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
- ☑ Yes ☑ On
- ☐ No ☐ Off

L_{down} = 3000 ft

V_D = 1396 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4439	0.90	Level	13	1	0.937	1.00	5263
Ramp	1481	0.90	Level	2	1	0.988	1.00	1665
UpStream								
DownStream	1396	0.90	Level	2	1	0.988	1.00	1570

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = using Equation (Exhibit 25-5)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = 0.552 using Equation (Exhibit 25-12)

V_{12} = 3651 pc/h

V_3 or V_{av34} 1612 pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5263	Exhibit 25-14	7200	No
$V_{FO} = V_F - V_R$	3598	Exhibit 25-14	7200	No
V_R	1665	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3651	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 32.3 (pc/mi/ln)

LOS = D (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Speed Determination

D_s = 0.383 (Exhibit 25-19)

S_R= 59.3 mph (Exhibit 25-19)

S_0= 74.4 mph (Exhibit 25-19)

S = 63.2 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/17/2015 4:49 PM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Seigen
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp

☑ Yes ☑ On

☐ No ☐ Off

L_{up} = 4500 ft

V_u = 1391 veh/h

Terrain: Level

S_{FF} = 65.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5399	0.90	Level	13	1	0.937	1.00	6401
Ramp	1843	0.90	Level	2	1	0.988	1.00	2072
UpStream	1391	0.90	Level	2	1	0.988	1.00	1564
DownStream								

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = using Equation (Exhibit 25-5)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = 25744.43 (Equation 25-8 or 25-9)

P_{FD} = 0.677 using Equation (Exhibit 25-12)

V_{12} = 5004 pc/h

V_3 or V_{av34} 1397 pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6401	Exhibit 25-14	7050	No
$V_{FO} = V_F - V_R$	4329	Exhibit 25-14	7050	No
V_R	2072	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	5004	Exhibit 25-14	4400:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 44.0 (pc/mi/ln)

LOS = E (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Speed Determination

D_s = 0.419 (Exhibit 25-19)

S_R= 55.4 mph (Exhibit 25-19)

S_0= 69.8 mph (Exhibit 25-19)

S = 58.0 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/17/2015 4:50 PM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Seigen
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
- ☐ Yes ☐ On
- ☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 65.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
- ☑ Yes ☐ On
- ☐ No ☑ Off

L_{down} = 4500 ft

V_D = 1320 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4256	0.90	Level	13	1	0.937	1.00	5046
Ramp	1311	0.90	Level	2	1	0.988	1.00	1474
UpStream								
DownStream	1320	0.90	Level	2	1	0.988	1.00	1484

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = using Equation (Exhibit 25-5)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = 3341.84 (Equation 25-8 or 25-9)

P_{FD} = 0.566 using Equation (Exhibit 25-12)

V_{12} = 3496 pc/h

V_3 or V_{av34} 1550 pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5046	Exhibit 25-14	7050	No
$V_{FO} = V_F - V_R$	3572	Exhibit 25-14	7050	No
V_R	1474	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3496	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 31.0 (pc/mi/ln)

LOS = D (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Speed Determination

D_s = 0.366 (Exhibit 25-19)

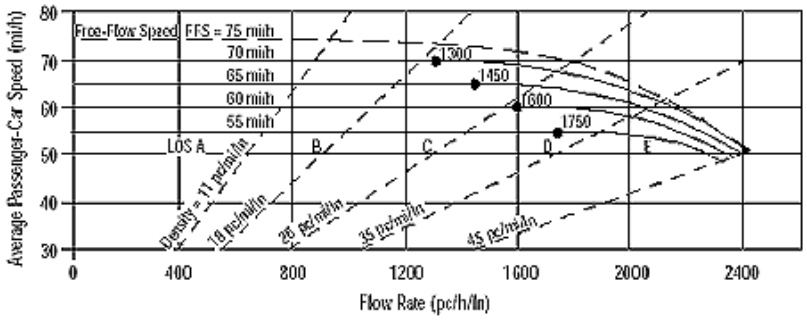
S_R= 56.6 mph (Exhibit 25-19)

S_0= 69.2 mph (Exhibit 25-19)

S = 59.9 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*JMG*	Highway/Direction of Travel	*I-10 WB*
Agency or Company	*USI*	From/To	*Highland to Pecue*
Date Performed	*4/30/14*	Jurisdiction	*East Baton Rouge*
Analysis Time Period	*AM Peak (IJS)*	Analysis Year	*2038 Design Year Build*

Project Description 10-029 Pecue Lane Interchange

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7307*	veh/h	Peak-Hour Factor, PHF	*0.90*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*1*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.937*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*75.0*	mi/h	FFS	*75.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

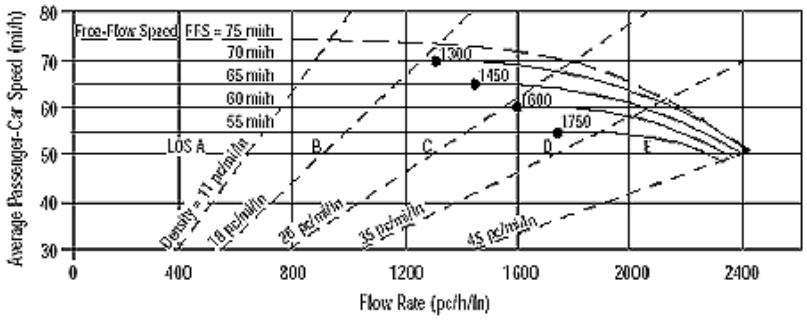
LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2888*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h	S		mi/h
D = v_p / S		pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*F*		Required Number of Lanes, N		

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

Copyright © 2008 University of Florida, All Rights Reserved *HCS+*™ Version 5.4 Generated: 6/19/2015 9:24 AM

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*JMG*	Highway/Direction of Travel	*I-10 WB*
Agency or Company	*USI*	From/To	*Highland to Pecue*
Date Performed	*4/30/14*	Jurisdiction	*East Baton Rouge*
Analysis Time Period	*PM Peak (IJS)*	Analysis Year	*2038 Design Year Build*

Project Description 10-029 Pecue Lane Interchange

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5919*	veh/h	Peak-Hour Factor, PHF	*0.90*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*1*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.937*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*75.0*	mi/h	FFS	*75.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

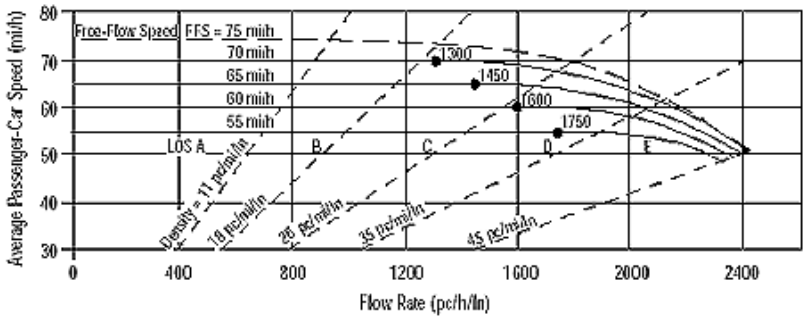
LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2339*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*56.0*	mi/h	S	mi/h
D = v_p / S	*41.8*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*E*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

Copyright © 2008 University of Florida, All Rights Reserved *HCS+*™ Version 5.4 Generated: 6/19/2015 9:25 AM

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*JMG*	Highway/Direction of Travel	*I-10 EB*
Agency or Company	*USI*	From/To	*Pecue to Highland*
Date Performed	*4/30/14*	Jurisdiction	*East Baton Rouge*
Analysis Time Period	*AM Peak (IJS)*	Analysis Year	*2038 Design Year Build*

Project Description 10-029 Pecue Lane Interchange

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4528*	veh/h	Peak-Hour Factor, PHF	*0.90*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*1*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.937*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*75.0*	mi/h	FFS	*75.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

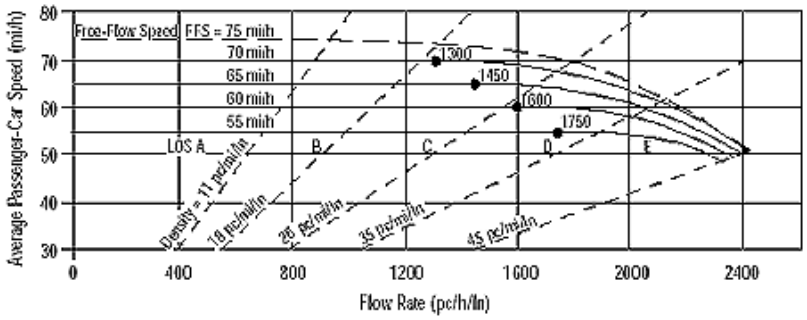
LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1789*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*71.2*	mi/h	S	mi/h
D = v_p / S	*25.1*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

Copyright © 2008 University of Florida, All Rights Reserved *HCS+*™ Version 5.4 Generated: 6/19/2015 9:26 AM

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*JMG*	Highway/Direction of Travel	*I-10 EB*
Agency or Company	*USI*	From/To	*Pecue to Highland*
Date Performed	*4/30/14*	Jurisdiction	*East Baton Rouge*
Analysis Time Period	*PM Peak (IJS)*	Analysis Year	*2038 Design Year Build*

Project Description 10-029 Pecue Lane Interchange

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7229*	veh/h	Peak-Hour Factor, PHF	*0.90*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*1*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.937*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*75.0*	mi/h	FFS	*75.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

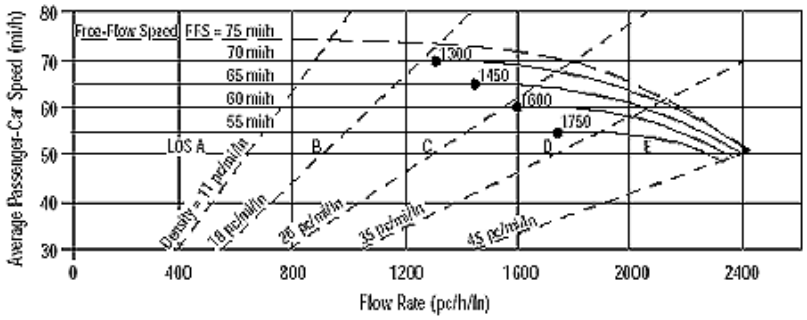
LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2857*	pc/h/ln	Design LOS		
S		mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S		pc/mi/ln	S		mi/h
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

Copyright © 2008 University of Florida, All Rights Reserved *HCS+*™ Version 5.4 Generated: 6/19/2015 9:26 AM

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*JMG*	Highway/Direction of Travel	*I-10 WB*
Agency or Company	*USI*	From/To	*Pecue to Siegen*
Date Performed	*4/30/14*	Jurisdiction	*East Baton Rouge*
Analysis Time Period	*AM Peak (IJS)*	Analysis Year	*2038 Design Year Build*

Project Description 10-029 Pecue Lane Interchange

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7242*	veh/h	Peak-Hour Factor, PHF	*0.90*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*1*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.937*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*75.0*	mi/h	FFS	*75.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2862*	pc/h/ln	Design LOS		
S		mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S		pc/mi/ln	S		mi/h
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

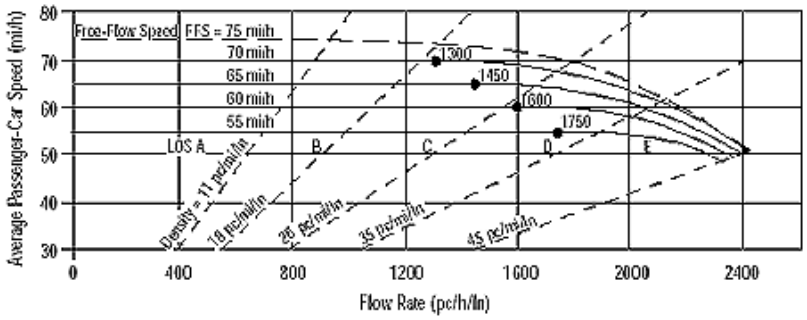
Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/19/2015 9:27 AM

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*JMG*	Highway/Direction of Travel	*I-10 WB*
Agency or Company	*USI*	From/To	*Pecue to Siegen*
Date Performed	*4/30/14*	Jurisdiction	*East Baton Rouge*
Analysis Time Period	*PM Peak (IJS)*	Analysis Year	*2038 Design Year Build*

Project Description 10-029 Pecue Lane Interchange

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5567*	veh/h	Peak-Hour Factor, PHF	*0.90*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*1*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.937*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*75.0*	mi/h	FFS	*75.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

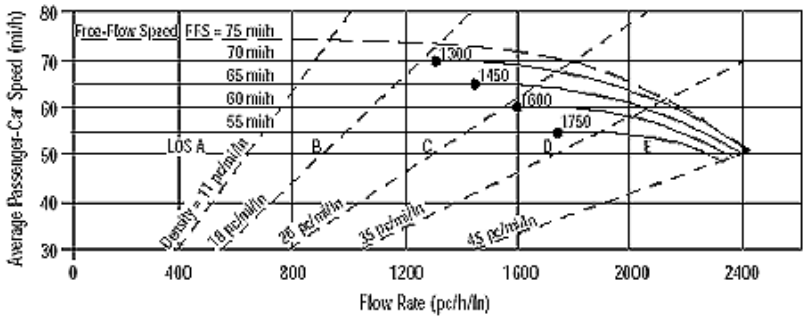
LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2200*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*61.2*	mi/h	S		mi/h
D = v_p / S	*35.9*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*E*		Required Number of Lanes, N		

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

Copyright © 2008 University of Florida, All Rights Reserved *HCS+*™ Version 5.4 Generated: 6/19/2015 9:27 AM

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*JMG*	Highway/Direction of Travel	*I-10 EB*
Agency or Company	*USI*	From/To	*Siegen to Pecue*
Date Performed	*4/30/14*	Jurisdiction	*East Baton Rouge*
Analysis Time Period	*AM Peak (IJS)*	Analysis Year	*2038 Design Year Build*

Project Description 10-029 Pecue Lane Interchange

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5293*	veh/h	Peak-Hour Factor, PHF	*0.90*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*1*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.937*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*75.0*	mi/h	FFS	*75.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

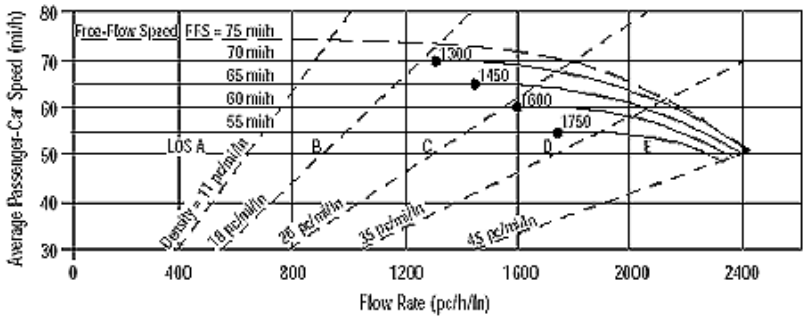
LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2092*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*64.6*	mi/h	S	mi/h
D = v_p / S	*32.4*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*D*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

Copyright © 2008 University of Florida, All Rights Reserved *HCS+*™ Version 5.4 Generated: 6/19/2015 9:28 AM

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*JMG*	Highway/Direction of Travel	*I-10 EB*
Agency or Company	*USI*	From/To	*Siegen to Pecue*
Date Performed	*4/30/14*	Jurisdiction	*East Baton Rouge*
Analysis Time Period	*PM Peak (IJS)*	Analysis Year	*2038 Design Year Build*

Project Description 10-029 Pecue Lane Interchange

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7850*	veh/h	Peak-Hour Factor, PHF	*0.90*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*1*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.937*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*75.0*	mi/h	FFS	*75.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*3102*	pc/h/ln	Design LOS	
S		mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
D = v_p / S		pc/mi/ln	S	mi/h
LOS	*F*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

Copyright © 2008 University of Florida, All Rights Reserved *HCS+*™ Version 5.4 Generated: 6/19/2015 9:28 AM

HCS+: Signalized Intersections Release 5.4

Analyst: ATL
Agency: USI
Date: 5/6/14
Period: AM Peak
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: Airline Highway

Inter.: Airline Hwy at Pecue Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year Build
N/S St: Pecue Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	2	2	1	2	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	217	1286	268	179	2633	377	1027	1957	220	99	902	36
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			27			38			22			4

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left		A		
	Thru	A	A				Thru		A		
	Right	A	A				Right		A		
	Peds						Peds				
WB	Left			A		SB	Left	A			
	Thru		A	A			Thru	A			
	Right		A	A			Right	A			
	Peds						Peds				
NB	Right			A		EB	Right		A		
SB	Right	A				WB	Right	A			
Green		6.3	51.3	17.3				14.3	27.3		
Yellow		4.7	4.7	4.7				4.7	4.7		
All Red		2.0	2.0	2.0				2.0	2.0		

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	144	3437	1.67	0.04	403.4	F		
T	1520	3547	0.94	0.43	52.7	D	90.6	F
R	1037	1583	0.26	0.66	10.9	B		
Westbound								
L	396	3437	0.50	0.12	63.3	E		
T	1781	3547	1.64	0.50	329.2	F	280.0	F
R	1016	1583	0.37	0.64	12.8	B		
Northbound								
L	626	3437	1.82	0.18	437.8	F		
T	646	3547	3.37	0.18	1130	F	838.8	F
R	471	1583	0.47	0.30	43.7	D		
Southbound								
L	328	3437	0.34	0.10	64.0	E		
T	338	3547	2.96	0.10	959.8	F	845.7	F
R	217	1583	0.17	0.14	57.5	E		

Intersection Delay = 503.0 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: ATL
Agency: USI
Date: 5/6/14
Period: PM Peak
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: Airline Highway

Inter.: Airline Hwy at Pecue Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year Build
N/S St: Pecue Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	2	2	1	2	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	321	2609	403	260	1389	356	1152	1893	168	486	2003	123
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			27			38			22			4

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left		A		
	Thru	A	A				Thru		A		
	Right	A	A				Right		A		
	Peds						Peds				
WB	Left			A		SB	Left	A			
	Thru		A	A			Thru	A			
	Right		A	A			Right	A			
	Peds						Peds				
NB	Right			A		EB	Right		A		
SB	Right	A				WB	Right	A			
Green		23.3	35.3	6.3				28.3	23.3		
Yellow		4.7	4.7	4.7				4.7	4.7		
All Red		2.0	2.0	2.0				2.0	2.0		

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	534	3437	0.67	0.16	62.9	E		
T	1544	3547	1.88	0.44	439.7	F	354.7	F
R	1006	1583	0.42	0.64	13.8	B		
Westbound								
L	144	3437	2.01	0.04	548.7	F		
T	1142	3547	1.35	0.32	214.7	F	227.3	F
R	879	1583	0.40	0.56	19.4	B		
Northbound								
L	534	3437	2.40	0.16	697.7	F		
T	551	3547	3.82	0.16	1335	F	1047	F
R	312	1583	0.52	0.20	55.4	E		
Southbound								
L	648	3437	0.83	0.19	67.7	E		
T	669	3547	3.33	0.19	1112	F	868.4	F
R	545	1583	0.24	0.34	35.4	D		

Intersection Delay = 652.5 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: AM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 EB

Inter.: I-10 EB at Highland Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year Build
N/S St: Highland Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	0	0	0	0	2	1	1	2	0
LGConfig	L		R					T	R	L	T	
Volume	810		572					623	285	225	1236	
Lane Width	12.0		12.0					12.0	12.0	12.0	12.0	
RTOR Vol			114						57			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left				
Thru						Thru	A			
Right	A					Right	A			
Peds						Peds				
WB Left					SB	Left	A	A		
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	31.0						83.0	8.0		
Yellow	4.0						4.0	4.0		
All Red	2.0						2.0	2.0		

Cycle Length: 140.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	761	3437	1.18	0.22	149.9	F		
							194.2	F
R	351	1583	1.45	0.22	272.4	F		
Westbound								
Northbound								
T	2103	3547	0.33	0.59	14.5	B	14.4	B
R	938	1583	0.27	0.59	14.0	B		
Southbound								
L	563	1770	0.44	0.69	15.0	B		
T	2458	3547	0.56	0.69	11.1	B	11.7	B

Intersection Delay = 77.0 (sec/veh) Intersection LOS = E

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: PM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 EB

Inter.: I-10 EB at Highland Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year Build
N/S St: Highland Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	0	0	0	0	2	1	1	2	0
LGConfig	L		R					T	R	L	T	
Volume	1926		332					1396	441	314	855	
Lane Width	12.0		12.0					12.0	12.0	12.0	12.0	
RTOR Vol			66						88			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	A				NB Left				
Thru					Thru	A			
Right	A				Right	A			
Peds					Peds				
WB Left					SB Left	A	A		
Thru					Thru	A	A		
Right					Right				
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	44.0					43.0	15.0		
Yellow	4.0					4.0	4.0		
All Red	2.0					2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	1260	3437	1.70	0.37	355.7	F		
							316.2	F
R	580	1583	0.51	0.37	30.4	C		
Westbound								
Northbound								
T	1271	3547	1.22	0.36	144.9	F	123.0	F
R	567	1583	0.69	0.36	36.4	D		
Southbound								
L	372	1770	0.94	0.53	77.9	E		
T	1892	3547	0.50	0.53	18.1	B	34.1	C

Intersection Delay = 185.6 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: AM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 EB

Inter.: I-10 EB at Siegen Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year Build
N/S St: Siegen Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	2	0	0	0	0	4	1	1	3	0
LGConfig	L		R					T	R	L	T	
Volume	2246		1181					3285	163	323	1375	
Lane Width	12.0		12.0					12.0	12.0	12.0	12.0	
RTOR Vol			236						33			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left				
Thru						Thru		A		
Right	A					Right		A		
Peds						Peds				
WB Left					SB	Left	A			
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	33.0						21.0	45.0		
Yellow	5.0						5.0	5.0		
All Red	2.0						2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	945	3437	2.64	0.28	785.1	F		
							616.2	F
R	771	2803	1.36	0.28	214.7	F		
Westbound								
Northbound								
T	2537	6765	1.44	0.38	237.2	F	229.2	F
R	594	1583	0.24	0.38	26.0	C		
Southbound								
L	310	1770	1.16	0.17	150.6	F		
T	3087	5074	0.49	0.61	13.3	B	39.4	D

Intersection Delay = 339.1 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: PM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 EB

Inter.: I-10 EB at Siegen Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year Build
N/S St: Siegen Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	2	0	0	0	0	4	1	1	3	0
LGConfig	L		R					T	R	L	T	
Volume	2410		1401					2706	307	709	2096	
Lane Width	12.0		12.0					12.0	12.0	12.0	12.0	
RTOR Vol			280						61			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left				
Thru						Thru		A		
Right	A					Right		A		
Peds						Peds				
WB Left					SB	Left	A			
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	40.0						35.0	44.0		
Yellow	5.0						5.0	5.0		
All Red	2.0						2.0	2.0		

Cycle Length: 140.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	982	3437	2.73	0.29	830.1	F		
							663.7	F
R	801	2803	1.56	0.29	306.1	F		
Westbound								
Northbound								
T	2126	6765	1.41	0.31	237.3	F	221.0	F
R	498	1583	0.55	0.31	41.1	D		
Southbound								
L	443	1770	1.78	0.25	412.0	F		
T	3117	5074	0.75	0.61	20.3	C	119.3	F

Intersection Delay = 358.6 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: AM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 WB

Inter.: I-10 WB at Highland Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year Build
N/S St: Highland Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	1	2	0	0	2	2
LGConfig				L		R	L	T			T	R
Volume				563		650	277	1156			898	1565
Lane Width				12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol						130						313

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	A	A		
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
WB Left	A				SB	Left				
Thru						Thru	A			
Right	A					Right	A			
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	50.0						58.0	14.0		
Yellow	4.0						4.0	4.0		
All Red	2.0						2.0	2.0		

Cycle Length: 140.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	632	1770	0.99	0.36	78.1	E		
							83.2	F
R	565	1583	1.02	0.36	88.8	F		
Northbound								
L	369	1770	0.83	0.56	64.3	E		
T	1976	3547	0.65	0.56	22.3	C	30.4	C
Southbound								
T	1469	3547	0.68	0.41	34.7	C	95.3	F
R	1161	2803	1.20	0.41	138.7	F		

Intersection Delay = 72.6 (sec/veh) Intersection LOS = E

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: PM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 WB

Inter.: I-10 WB at Highland Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year Build
N/S St: Highland Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	1	2	0	0	2	2
LGConfig				L		R	L	T			T	R
Volume				454		978	357	2965			714	1240
Lane Width				12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol						196						249

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	A	A		
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
WB Left		A			SB	Left				
Thru						Thru	A			
Right		A				Right	A			
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green		24.0					71.0	7.0		
Yellow		4.0					4.0	4.0		
All Red		2.0					2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	354	1770	1.42	0.20	254.5	F		
							625.3	F
R	317	1583	2.74	0.20	840.4	F		
Northbound								
L	532	1770	0.75	0.70	26.8	C		
T	2483	3547	1.33	0.70	167.9	F	152.7	F
Southbound								
T	2099	3547	0.38	0.59	13.0	B	15.6	B
R	1658	2803	0.66	0.59	17.5	B		

Intersection Delay = 208.6 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: AM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 WB

Inter.: I-10 WB at Siegen Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year Build
N/S St: Siegen Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	2	3	0	0	3	1
LGConfig				L		R	L	T			T	R
Volume				384		1459	1298	4233			1314	2604
Lane Width				12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol						292						521

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	A			
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
WB Left	A				SB	Left				
Thru						Thru		A		
Right	A					Right		A		
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	13.0						42.0	44.0		
Yellow	5.0						5.0	5.0		
All Red	2.0						2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	192	1770	2.22	0.11	620.8	F		
							2432	F
R	171	1583	7.58	0.11	3029	F		
Northbound								
L	1203	3437	1.20	0.35	136.7	F		
T	3932	5074	1.20	0.77	104.4	F	112.0	F
Southbound								
T	1860	5074	0.78	0.37	36.1	D	864.7	F
R	580	1583	3.99	0.37	1387	F		

Intersection Delay = 699.6 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: PM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 WB

Inter.: I-10 WB at Siegen Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year Build
N/S St: Siegen Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	2	3	0	0	3	1
LGConfig				L		R	L	T			T	R
Volume				258		1053	748	4367			2547	2151
Lane Width				12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol						211						430

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	A			
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
WB Left	A				SB	Left				
Thru						Thru		A		
Right	A					Right		A		
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	22.0						25.0	72.0		
Yellow	5.0						5.0	5.0		
All Red	2.0						2.0	2.0		

Cycle Length: 140.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	278	1770	1.03	0.16	121.6	F		
							1031	F
R	249	1583	3.76	0.16	1310	F		
Northbound								
L	614	3437	1.35	0.18	227.1	F		
T	3769	5074	1.29	0.74	149.4	F	160.8	F
Southbound								
T	2609	5074	1.08	0.51	79.5	E	307.5	F
R	814	1583	2.35	0.51	644.8	F		

Intersection Delay = 311.9 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 10/7/13
Period: AM Peak
Project ID: Pecue Lane Interchange
E/W St: Rieger Rd

Inter.: Pecue Ln at Rieger Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Build - Dia, Loop & SPUI

N/S St: Pecue Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	0	0	0	2	3	0	0	3	1
LGConfig	L		R				L	T			T	R
Volume	578		584				774	2620			1208	141
Lane Width	12.0		12.0				12.0	12.0			12.0	12.0
RTOR Vol			117									28

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left	A			
Thru						Thru	A	A		
Right	A					Right				
Peds						Peds				
WB Left					SB	Left				
Thru						Thru		A		
Right						Right		A		
Peds						Peds				
NB Right					EB	Right	A			
SB Right	A				WB	Right				
Green	25.0						32.0	40.0		
Yellow	5.0						5.0	5.0		
All Red	1.0						1.0	1.0		

Cycle Length: 115.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	747	3437	0.86	0.22	53.2	D		
							37.8	D
R	867	1583	0.60	0.55	18.6	B		
Westbound								
Northbound								
L	956	3437	0.90	0.28	51.3	D		
T	3441	5074	0.85	0.68	16.1	B	24.1	C
Southbound								
T	1765	5074	0.76	0.35	35.2	D	33.0	C
R	977	1583	0.13	0.62	9.2	A		

Intersection Delay = 28.6 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 10/7/13
Period: PM Peak
Project ID: Pecue Lane Interchange
E/W St: Rieger Rd

Inter.: Pecue Ln at Rieger Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 IJS Dia, Loop, SPUI

N/S St: Pecue Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	0	0	0	2	3	0	0	3	1
LGConfig	L		R				L	T			T	R
Volume	314		346				244	2899			1847	819
Lane Width	12.0		12.0				12.0	12.0			12.0	12.0
RTOR Vol			70									164

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left	A			
Thru						Thru	A	A		
Right	A					Right				
Peds						Peds				
WB Left					SB	Left				
Thru						Thru		A		
Right						Right		A		
Peds						Peds				
NB Right					EB	Right	A			
SB Right	A				WB	Right				
Green	27.0						18.0	52.0		
Yellow	5.0						5.0	5.0		
All Red	1.0						1.0	1.0		

Cycle Length: 115.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	807	3437	0.43	0.23	37.8	D		
							30.7	C
R	702	1583	0.44	0.44	22.5	C		
Westbound								
Northbound								
L	538	3437	0.50	0.16	45.2	D		
T	3353	5074	0.96	0.66	26.5	C	27.9	C
Southbound								
T	2294	5074	0.89	0.45	34.0	C	27.3	C
R	1170	1583	0.62	0.74	8.3	A		

Intersection Delay = 27.9 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: AM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: Perkins Road

Inter.: Perkins Rd at Pecue Lane
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year Build
N/S St: Pecue Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	0	1	2	1	1	2	0	1	1	2
LGConfig	L	TR		L	T	R	L	TR		L	T	R
Volume	841	369	51	19	866	579	169	291	23	266	205	1064
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			0			0			0			106

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A	A			NB	Left	A	A		
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
WB	Left	A	A			SB	Left	A	A		
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	A				WB	Right	A			
Green		18.0	32.0					16.0	21.0		
Yellow		4.5	4.5					4.0	4.0		
All Red		1.5	1.5					1.5	1.5		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	1078	3437	0.87	0.51	26.6	C		
TR	1013	3482	0.46	0.29	32.3	C	28.5	C
Westbound								
L	501	1770	0.04	0.51	14.2	B		
T	1032	3547	0.93	0.29	52.5	D	43.2	D
R	777	1583	0.81	0.49	30.1	C		
Northbound								
L	399	1770	0.47	0.39	25.0	C		
TR	670	3507	0.52	0.19	40.7	D	35.2	D
Southbound								
L	408	1770	0.73	0.39	31.9	C		
T	356	1863	0.64	0.19	44.9	D	43.1	D
R	1134	2803	0.94	0.40	45.8	D		

Intersection Delay = 38.3 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: PM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: Perkins Road

Inter.: Perkins Rd at Pecue Lane
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year Build
N/S St: Pecue Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	0	1	2	1	1	2	0	1	1	2
LGConfig	L	TR		L	T	R	L	TR		L	T	R
Volume	738	443	115	30	491	390	91	372	4	276	455	772
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			0			0			0			81

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A	A			NB	Left	A	A		
Thru		A				Thru		A		
Right		A				Right		A		
Peds						Peds				
WB Left	A	A			SB	Left	A	A		
Thru		A				Thru		A		
Right		A				Right		A		
Peds						Peds				
NB Right					EB	Right				
SB Right	A				WB	Right	A			
Green	30.0	24.0					18.0	35.0		
Yellow	4.5	4.5					4.0	4.0		
All Red	1.5	1.5					1.5	1.5		

Cycle Length: 130.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	1096	3437	0.75	0.46	29.6	C		
TR	635	3437	0.98	0.18	82.4	F	52.3	D
Westbound								
L	465	1770	0.07	0.46	21.4	C		
T	655	3547	0.83	0.18	60.2	E	50.3	D
R	584	1583	0.73	0.37	39.8	D		
Northbound								
L	302	1770	0.33	0.45	28.0	C		
TR	954	3542	0.44	0.27	39.7	D	37.4	D
Southbound								
L	444	1770	0.69	0.45	29.3	C		
T	502	1863	1.01	0.27	89.7	F	43.6	D
R	1520	2803	0.51	0.54	19.0	B		

Intersection Delay = 47.2 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: AM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: Reiger Rd

Inter.: Siegen Ln at Reiger Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year Build
N/S St: Siegen Ln

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	3	0	1	4	0
LGConfig		LT	R	L	TR		L	TR		L	TR	
Volume	108	26	335	391	263	162	616	4181	895	246	3191	326
Lane Width		12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			36			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left		A			NB	Left	A	A		
Thru		A				Thru	A	A		
Right		A				Right	A	A		
Peds						Peds				
WB Left	A	A			SB	Left		A	A	
Thru	A	A				Thru		A	A	
Right	A	A				Right		A	A	
Peds						Peds				
NB Right					EB	Right	A			
SB Right					WB	Right				
Green	7.0	10.0					13.0	55.0	5.0	
Yellow	5.0	5.0					5.0	5.0	5.0	
All Red	1.0	1.0					1.0	1.0	1.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	56	673	2.66	0.08	850.7	F	306.4	F
R	383	1583	0.87	0.24	62.2	E		
Westbound								
L	165	1770	2.63	0.19	799.9	F		
TR	337	1756	1.40	0.19	245.8	F	511.2	F
Northbound								
L	254	1770	2.69	0.62	813.1	F		
TR	3046	4940	1.85	0.62	407.5	F	451.4	F
Southbound								
L	224	1770	1.22	0.55	184.3	F		
TR	3669	6671	1.07	0.55	62.9	E	70.8	E

Intersection Delay = 316.3 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: PM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: Reiger Rd

Inter.: Siegen Ln at Reiger Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year Build
N/S St: Siegen Ln

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	3	0	1	4	0
LGConfig		LT	R	L	TR		L	TR		L	TR	
Volume	195	55	532	666	57	91	513	4398	474	153	3500	147
Lane Width		12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			53			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left		A			NB	Left	A	A		
Thru		A				Thru	A	A		
Right		A				Right	A	A		
Peds						Peds				
WB Left	A	A			SB	Left		A	A	
Thru	A	A				Thru		A	A	
Right	A	A				Right		A	A	
Peds						Peds				
NB Right					EB	Right	A			
SB Right					WB	Right				
Green	12.0	13.0					22.0	58.0	5.0	
Yellow	5.0	5.0					5.0	5.0	5.0	
All Red	1.0	1.0					1.0	1.0	1.0	

Cycle Length: 140.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	116	1245	2.40	0.09	717.5	F	336.9	F
R	464	1583	1.15	0.29	138.1	F		
Westbound								
L	205	1770	3.61	0.22	1237	F		
TR	374	1691	0.44	0.22	47.8	D	1021	F
Northbound								
L	331	1770	1.72	0.61	385.7	F		
TR	3071	5000	1.76	0.61	371.7	F	373.0	F
Southbound								
L	192	1770	0.89	0.49	96.9	F		
TR	3314	6725	1.22	0.49	138.6	F	136.9	F

Intersection Delay = 336.1 (sec/veh) Intersection LOS = F

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Highland
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 2500 ft

V_u = 1382 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3145	0.90	Level	13	1	0.937	1.00	3729
Ramp	510	0.90	Level	2	1	0.988	1.00	573
UpStream	1382	0.90	Level	2	1	0.988	1.00	1554
DownStream								

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 1.000 using Equation (Exhibit 25-5)

V_{12} = 3729 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	4302	Exhibit 25-7		No

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4302	Exhibit 25-7	4600:All	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 32.5 (pc/mi/ln)

LOS = D (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = 0.509 (Exibit 25-19)

S_R= 55.7 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 55.7 mph (Exhibit 25-14)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/18/2015 10:58 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Highland
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 2500 ft

V_u = 2258 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5010	0.90	Level	13	1	0.937	1.00	5940
Ramp	755	0.90	Level	2	1	0.988	1.00	849
UpStream	2258	0.90	Level	2	1	0.988	1.00	2539
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 1.000 using Equation (Exhibit 25-5)

V_{12} = 5940 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6789	Exhibit 25-7		Yes

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	6789	Exhibit 25-7	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 51.8 (pc/mi/ln)

LOS = F (Exhibit 25-4)

Speed Determination

M_S = 3.684 (Exibit 25-19)

S_R= -33.2 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = -33.2 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/18/2015 10:58 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Highland
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 2500 ft

V_u = 1213 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5465	0.90	Level	13	1	0.937	1.00	6479
Ramp	1841	0.90	Level	2	1	0.988	1.00	2070
UpStream	1213	0.90	Level	2	1	0.988	1.00	1364
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2455.41 (Equation 25-2 or 25-3)

P_{FM} = 0.604 using Equation (Exhibit 25-5)

V_{12} = 3910 pc/h

V_3 or V_{av34} 2569 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	8549	Exhibit 25-7		Yes

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	5980	Exhibit 25-7	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 45.3 (pc/mi/ln)

LOS = F (Exhibit 25-4)

Speed Determination

M_S = 1.770 (Exibit 25-19)

S_R= 20.4 mph (Exhibit 25-19)

S_0= 61.9 mph (Exhibit 25-19)

S = 25.6 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/18/2015 10:59 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Highland
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 2500 ft

V_u = 1431 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4316	0.90	Level	13	1	0.937	1.00	5117
Ramp	1604	0.90	Level	2	1	0.988	1.00	1804
UpStream	1431	0.90	Level	2	1	0.988	1.00	1609
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2107.01 (Equation 25-2 or 25-3)

P_{FM} = 0.604 using Equation (Exhibit 25-5)

V_{12} = 3088 pc/h

V_3 or V_{av34} 2029 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6921	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4892	Exhibit 25-7	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 37.0 (pc/mi/ln)

LOS = E (Exhibit 25-4)

Speed Determination

M_S = 0.748 (Exibit 25-19)

S_R= 49.1 mph (Exhibit 25-19)

S_0= 64.5 mph (Exhibit 25-19)

S = 52.8 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/18/2015 10:59 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Pecue
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 3000 ft

V_u = 1320 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3973	0.90	Level	13	1	0.937	1.00	4710
Ramp	527	0.90	Level	2	1	0.988	1.00	593
UpStream	1320	0.90	Level	2	1	0.988	1.00	1484
DownStream								

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1623.12 (Equation 25-2 or 25-3)

P_{FM} = 0.595 using Equation (Exhibit 25-5)

V_{12} = 2802 pc/h

V_3 or V_{av34} 1908 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5303	Exhibit 25-7		No

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3395	Exhibit 25-7	4600:All	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 27.8 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = 0.375 (Exibit 25-19)

S_R= 59.5 mph (Exhibit 25-19)

S_0= 64.9 mph (Exhibit 25-19)

S = 61.3 mph (Exhibit 25-14)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/18/2015 10:59 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Pecue
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 3000 ft

V_u = 1397 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6453	0.90	Level	13	1	0.937	1.00	7650
Ramp	508	0.90	Level	2	1	0.988	1.00	571
UpStream	1397	0.90	Level	2	1	0.988	1.00	1571
DownStream								

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2247.57 (Equation 25-2 or 25-3)

P_{FM} = 0.595 using Equation (Exhibit 25-5)

V_{12} = 4551 pc/h

V_3 or V_{av34} 3099 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = 4950 pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	8221	Exhibit 25-7		Yes

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	5521	Exhibit 25-7	4600:All	Yes

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 44.4 (pc/mi/ln)

LOS = F (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = 1.234 (Exibit 25-19)

S_R= 35.5 mph (Exhibit 25-19)

S_0= 61.1 mph (Exhibit 25-19)

S = 41.1 mph (Exhibit 25-14)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/18/2015 11:00 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Pecue
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{down} = 4500 ft

V_D = 1843 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5876	0.90	Level	13	1	0.937	1.00	6966
Ramp	1391	0.90	Level	2	1	0.988	1.00	1564
UpStream								
DownStream	1843	0.90	Level	2	1	0.988	1.00	2072

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = 11776.74 (Equation 25-2 or 25-3)

P_{FM} = 0.670 using Equation (Exhibit 25-5)

V_{12} = 4665 pc/h

V_3 or V_{av34} 2301 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	8530	Exhibit 25-7		Yes

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	6229	Exhibit 25-7	4600:All	Yes

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 49.5 (pc/mi/ln)

LOS = F (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = 2.237 (Exibit 25-19)

S_R= 7.4 mph (Exhibit 25-19)

S_0= 63.5 mph (Exhibit 25-19)

S = 9.7 mph (Exhibit 25-14)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Pecue
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 3000 ft

V_u = 1431 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5876	0.90	Level	13	1	0.937	1.00	6966
Ramp	1391	0.90	Level	2	1	0.988	1.00	1564
UpStream	1431	0.90	Level	2	1	0.988	1.00	1609
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2313.70 (Equation 25-2 or 25-3)

P_{FM} = 0.595 using Equation (Exhibit 25-5)

V_{12} = 4144 pc/h

V_3 or V_{av34} 2822 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = 4266 pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	8530	Exhibit 25-7		Yes

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	5830	Exhibit 25-7	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 46.3 (pc/mi/ln)

LOS = F (Exhibit 25-4)

Speed Determination

M_S = 1.586 (Exibit 25-19)

S_R= 25.6 mph (Exhibit 25-19)

S_0= 61.1 mph (Exhibit 25-19)

S = 31.3 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Pecue
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☐ On
☐ No ☑ Off
L_{down} = 4500 ft
V_D = 1311 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4439	0.90	Level	13	1	0.937	1.00	5263
Ramp	1396	0.90	Level	2	1	0.988	1.00	1570
UpStream								
DownStream	1311	0.90	Level	2	1	0.988	1.00	1474

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = 8377.86 (Equation 25-2 or 25-3)
P_{FM} = 0.635 using Equation (Exhibit 25-5)
V_{12} = 3341 pc/h
V_3 or V_{av34} 1922 pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = using Equation (Exhibit 25-12)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6833	Exhibit 25-7		No

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4911	Exhibit 25-7	4600:All	Yes

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 39.2 (pc/mi/ln)
LOS = E (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = 0.789 (Exibit 25-19)
S_R= 47.9 mph (Exhibit 25-19)
S_0= 64.9 mph (Exhibit 25-19)
S = 51.7 mph (Exhibit 25-14)

Speed Determination

D_s = (Exhibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Pecue
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 3000 ft

V_u = 1481 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4439	0.90	Level	13	1	0.937	1.00	5263
Ramp	1396	0.90	Level	2	1	0.988	1.00	1570
UpStream	1481	0.90	Level	2	1	0.988	1.00	1665
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1950.54 (Equation 25-2 or 25-3)

P_{FM} = 0.595 using Equation (Exhibit 25-5)

V_{12} = 3131 pc/h

V_3 or V_{av34} 2132 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6833	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4701	Exhibit 25-7	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 37.5 (pc/mi/ln)

LOS = E (Exhibit 25-4)

Speed Determination

M_S = 0.688 (Exibit 25-19)

S_R= 50.7 mph (Exhibit 25-19)

S_0= 64.1 mph (Exhibit 25-19)

S = 54.3 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/18/2015 11:01 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Seigen
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☐ On
☐ No ☑ Off
L_{down} = 4500 ft
V_D = 1320 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4807	0.90	Level	13	1	0.937	1.00	5699
Ramp	486	0.90	Level	2	1	0.988	1.00	546
UpStream								
DownStream	1320	0.90	Level	2	1	0.988	1.00	1484

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = 8434.69 (Equation 25-2 or 25-3)
P_{FM} = 0.635 using Equation (Exhibit 25-5)
V_{12} = 3621 pc/h
V_3 or V_{av34} 2078 pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = using Equation (Exhibit 25-12)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6245	Exhibit 25-7		No

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4167	Exhibit 25-7	4600:All	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 33.8 (pc/mi/ln)
LOS = D (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = 0.511 (Exibit 25-19)
S_R= 55.7 mph (Exhibit 25-19)
S_0= 64.3 mph (Exhibit 25-19)
S = 58.3 mph (Exhibit 25-14)

Speed Determination

D_s = (Exhibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Seigen
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{down} = 4500 ft

V_D = 1397 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	6835	0.90	Level	13	1	0.937	1.00	8103
Ramp	1016	0.90	Level	2	1	0.988	1.00	1142
UpStream								
DownStream	1397	0.90	Level	2	1	0.988	1.00	1571

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = 8929.18 (Equation 25-2 or 25-3)

P_{FM} = 0.640 using Equation (Exhibit 25-5)

V_{12} = 5190 pc/h

V_3 or V_{av34} 2913 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = 5403 pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	9245	Exhibit 25-7		Yes

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	6545	Exhibit 25-7	4600:All	Yes

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 52.1 (pc/mi/ln)

LOS = F (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = 2.972 (Exibit 25-19)

S_R= -13.2 mph (Exhibit 25-19)

S_0= 61.1 mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/18/2015 11:02 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BDP	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Highland
Date Performed	8/2/2011	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak	Analysis Year	2012 Base Year

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3129	0.90	Level	5	0	0.976	1.00	3564
Ramp	770	0.90	Level	2	0	0.990	1.00	864
UpStream								
DownStream								

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 1.000 using Equation (Exhibit 25-12)
V_{12} = 3564 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3564	Exhibit 25-14	4800	No
$V_{FO} = V_F - V_R$	2700	Exhibit 25-14	4800	No
V_R	864	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3564	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 32.2 (pc/mi/ln)
LOS = D (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Speed Determination

D_s = 0.311 (Exhibit 25-19)
S_R= 61.3 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 61.3 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved
HCS+™ Version 5.4 Generated: 6/18/2015 10:45 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BDP	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Highland
Date Performed	8/2/2011	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak	Analysis Year	2012 Base Year

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4758	0.90	Level	5	0	0.976	1.00	5419
Ramp	1438	0.90	Level	2	0	0.990	1.00	1614
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 1.000 using Equation (Exhibit 25-12)
V_{12} = 5419 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5419	Exhibit 25-14	4800	Yes
$V_{FO} = V_F - V_R$	3805	Exhibit 25-14	4800	No
V_R	1614	Exhibit 25-3	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	5419	Exhibit 25-14	4400:All	Yes

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 48.2 (pc/mi/ln)
LOS = F (Exhibit 25-4)

Speed Determination

D_s = 0.378 (Exhibit 25-19)
S_R= 59.4 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 59.4 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BDP	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Highland
Date Performed	8/2/2011	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak	Analysis Year	2012 Base Year

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3906	0.90	Level	5	0	0.976	1.00	4449
Ramp	753	0.90	Level	2	0	0.990	1.00	845
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 1.000 using Equation (Exhibit 25-12)
V_{12} = 4449 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	4449	Exhibit 25-14	4800	No
$V_{FO} = V_F - V_R$	3604	Exhibit 25-14	4800	No
V_R	845	Exhibit 25-3	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4449	Exhibit 25-14	4400:All	Yes

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 40.2 (pc/mi/ln)
LOS = E (Exhibit 25-4)

Speed Determination

D_s = 0.309 (Exhibit 25-19)
S_R= 61.3 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 61.3 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved
HCS+™ Version 5.4 Generated: 6/18/2015 10:46 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BDP	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Highland
Date Performed	8/2/2011	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak	Analysis Year	2012 Base Year

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level
S_{FF} = 70.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3197	0.90	Level	5	0	0.976	1.00	3641
Ramp	864	0.90	Level	2	0	0.990	1.00	970
UpStream								
DownStream								

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 1.000 using Equation (Exhibit 25-12)
V_{12} = 3641 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3641	Exhibit 25-14	4800	No
$V_{FO} = V_F - V_R$	2671	Exhibit 25-14	4800	No
V_R	970	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3641	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 33.2 (pc/mi/ln)
LOS = D (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Speed Determination

D_s = 0.320 (Exhibit 25-19)
S_R= 61.0 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 61.0 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved
HCS+™ Version 5.4 Generated: 6/18/2015 10:46 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BDP	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Seigen
Date Performed	8/2/2011	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak	Analysis Year	2012 Base Year

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 65.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3791	0.90	Level	5	0	0.976	1.00	4318
Ramp	1250	0.90	Level	2	0	0.990	1.00	1403
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 1.000 using Equation (Exhibit 25-12)
V_{12} = 4318 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	4318	Exhibit 25-14	4700	No
$V_{FO} = V_F - V_R$	2915	Exhibit 25-14	4700	No
V_R	1403	Exhibit 25-3	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4318	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 38.6 (pc/mi/ln)
LOS = E (Exhibit 25-4)

Speed Determination

D_s = 0.359 (Exhibit 25-19)
S_R= 56.7 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 56.7 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BDP	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Seigen
Date Performed	8/2/2011	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak	Analysis Year	2012 Base Year

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 65.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5487	0.90	Level	5	0	0.976	1.00	6249
Ramp	1839	0.90	Level	2	0	0.990	1.00	2064
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 1.000 using Equation (Exhibit 25-12)
V_{12} = 6249 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6249	Exhibit 25-14	4700	Yes
$V_{FO} = V_F - V_R$	4185	Exhibit 25-14	4700	No
V_R	2064	Exhibit 25-3	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	6249	Exhibit 25-14	4400:All	Yes

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 55.2 (pc/mi/ln)
LOS = F (Exhibit 25-4)

Speed Determination

D_s = 0.419 (Exhibit 25-19)
S_R= 55.4 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 55.4 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/18/2015 10:47 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BDP	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Seigen
Date Performed	8/2/2011	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak	Analysis Year	2012 Base Year

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 65.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4457	0.90	Level	5	0	0.976	1.00	5076
Ramp	753	0.90	Level	2	0	0.990	1.00	845
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 1.000 using Equation (Exhibit 25-12)
V_{12} = 5076 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5076	Exhibit 25-14	4700	Yes
$V_{FO} = V_F - V_R$	4231	Exhibit 25-14	4700	No
V_R	845	Exhibit 25-3	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	5076	Exhibit 25-14	4400:All	Yes

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 44.6 (pc/mi/ln)
LOS = F (Exhibit 25-4)

Speed Determination

D_s = 0.309 (Exhibit 25-19)
S_R= 57.9 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 57.9 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved
HCS+™ Version 5.4 Generated: 6/18/2015 10:48 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BDP	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Seigen
Date Performed	8/2/2011	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak	Analysis Year	2012 Base Year

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 65.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3244	0.90	Level	5	0	0.976	1.00	3695
Ramp	842	0.90	Level	2	0	0.990	1.00	945
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 1.000 using Equation (Exhibit 25-12)
V_{12} = 3695 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3695	Exhibit 25-14	4700	No
$V_{FO} = V_F - V_R$	2750	Exhibit 25-14	4700	No
V_R	945	Exhibit 25-3	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3695	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

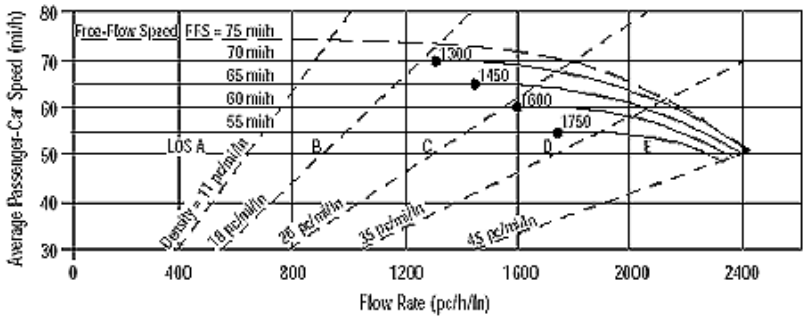
D_R = 32.7 (pc/mi/ln)
LOS = D (Exhibit 25-4)

Speed Determination

D_s = 0.318 (Exhibit 25-19)
S_R= 57.7 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 57.7 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*BDP*	Highway/Direction of Travel	*I-10 WB*
Agency or Company	*USI*	From/To	*Highland to Seigen*
Date Performed	*8/2/2011*	Jurisdiction	*East Baton Rouge*
Analysis Time Period	*AM Peak*	Analysis Year	*2012 Base Year*

Project Description 10-029 Pecue Lane Interchange

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4457*	veh/h	Peak-Hour Factor, PHF	*0.90*	
AADT		veh/day	%Trucks and Buses, P_T	*13*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*75.0*	mi/h	FFS	*75.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2637*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S		mi/h	S	mi/h
D = v_p / S		pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*F*		Required Number of Lanes, N	

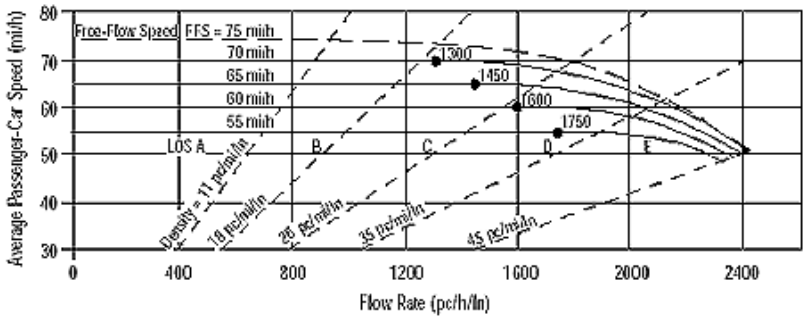
Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

Copyright © 2008 University of Florida, All Rights Reserved *HCS+*™ Version 5.4 Generated: 6/18/2015 9:53 AM

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*BDP*	Highway/Direction of Travel	*I-10 WB*
Agency or Company	*USI*	From/To	*Highland to Seigen*
Date Performed	*8/2/2011*	Jurisdiction	*East Baton Rouge*
Analysis Time Period	*PM Peak*	Analysis Year	*2012 Base Year*

Project Description 10-029 Pecue Lane/ I-10 Interchange

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3244*	veh/h	Peak-Hour Factor, PHF	*0.90*	
AADT		veh/day	%Trucks and Buses, P_T	*13*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*75.0*	mi/h	FFS	*75.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

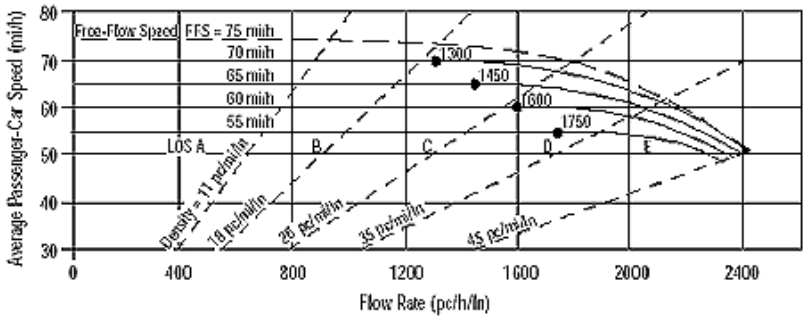
LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1919*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*68.9*	mi/h	S	mi/h
D = v_p / S	*27.9*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*D*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

Copyright © 2008 University of Florida, All Rights Reserved *HCS+*™ Version 5.4 Generated: 6/18/2015 9:58 AM

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*BDP*	Highway/Direction of Travel	*I-10 EB*
Agency or Company	*USI*	From/To	*Seigen to Highland*
Date Performed	*8/2/2011*	Jurisdiction	*Ascension*
Analysis Time Period	*AM Peak*	Analysis Year	*2012 Base Year*

Project Description 10-029 Pecue Lane Interchange

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3129*	veh/h	Peak-Hour Factor, PHF	*0.90*	
AADT		veh/day	%Trucks and Buses, P_T	*13*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*75.0*	mi/h	FFS	*75.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

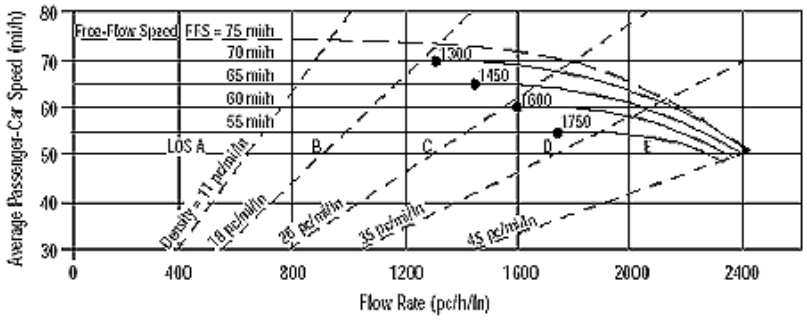
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1851*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.2*	mi/h	S	mi/h
D = v_p / S	*26.4*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*D*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

Copyright © 2008 University of Florida, All Rights Reserved *HCS+*™ Version 5.4 Generated: 6/18/2015 10:02 AM

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*BDP*	Highway/Direction of Travel	*I-10 EB*
Agency or Company	*USI*	From/To	*Seigen to Highland*
Date Performed	*8/2/2011*	Jurisdiction	*Ascension*
Analysis Time Period	*PM Peak*	Analysis Year	*2012 Base Year*

Project Description 10-029 Pecue Lane/ I-10 Interchange

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4758*	veh/h	Peak-Hour Factor, PHF	*0.90*	
AADT		veh/day	%Trucks and Buses, P_T	*13*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*75.0*	mi/h	FFS	*75.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2815*	pc/h/ln	Design LOS		
S		mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S		pc/mi/ln	S		mi/h
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

Copyright © 2008 University of Florida, All Rights Reserved *HCS+*™ Version 5.4 Generated: 6/18/2015 10:05 AM

HCS+: Signalized Intersections Release 5.4

Analyst: BDP
Agency: USI
Date: 8/2/2011
Period: AM Peak
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: Pecue Lane

Inter.: Airline Hwy at Pecue Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2012 Base Year
N/S St: Airline Highway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	0	0	0	0	0	0
LGConfig		T	R	L	T			LR				
Volume		1060	199	78	2057		275		38			
Lane Width		12.0	12.0	12.0	12.0			12.0				
RTOR Vol			20						0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	A			
Thru		A				Thru				
Right		A				Right	A			
Peds						Peds				
WB Left	A	A			SB	Left				
Thru	A	A				Thru				
Right						Right				
Peds						Peds				
NB Right					EB	Right	A			
SB Right					WB	Right				
Green	4.0	98.0					28.0			
Yellow	5.0	5.0					4.0			
All Red	2.0	2.0					2.0			

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	2317	3547	0.51	0.65	13.7	B	11.9	B
R	1404	1583	0.14	0.89	1.1	A		
Westbound								
L	279	1770	0.31	0.73	9.6	A		
T	2577	3547	0.89	0.73	19.9	B	19.6	B
Northbound								
LR	328	1755	1.06	0.19	127.7	F	127.7	F
Southbound								

Intersection Delay = 26.2 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.4

Analyst: BDP
Agency: USI
Date: 8/2/2011
Period: PM Peak
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: Pecue Lane

Inter.: Airline Hwy at Pecue Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2012 Base Year
N/S St: Airline Highway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	0	0	0	0	0	0
LGConfig		T	R	L	T			LR				
Volume		2004	260	69	1128		316		88			
Lane Width		12.0	12.0	12.0	12.0			12.0				
RTOR Vol			26						0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	A			
Thru		A				Thru				
Right		A				Right	A			
Peds						Peds				
WB Left	A	A			SB	Left				
Thru	A	A				Thru				
Right						Right				
Peds						Peds				
NB Right					EB	Right	A			
SB Right					WB	Right				
Green	5.0	107.0					19.0			
Yellow	5.0	5.0					4.0			
All Red	2.0	2.0					2.0			

Cycle Length: 151.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	2513	3547	0.89	0.71	21.5	C	19.4	B
R	1394	1583	0.19	0.88	1.3	A		
Westbound								
L	108	1770	0.71	0.79	60.1	E		
T	2795	3547	0.45	0.79	5.4	A	8.5	A
Northbound								
LR	219	1740	2.05	0.13	554.1	F	554.1	F
Southbound								

Intersection Delay = 72.3 (sec/veh) Intersection LOS = E

HCS+: Signalized Intersections Release 5.4

Analyst: BDP
Agency: USI
Date: 8/2/2011
Period: AM Peak
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 EB

Inter.: I-10 EB at Highland Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2012 Base Year
N/S St: Highland Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	0	0	0	0	2	1	1	2	0
LGConfig	L		R					T	R	L	T	
Volume	473		297					616	303	219	1303	
Lane Width	12.0		12.0					12.0	12.0	12.0	12.0	
RTOR Vol			60						60			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	A				NB Left				
Thru					Thru	A			
Right	A				Right	A			
Peds					Peds				
WB Left					SB Left	A	A		
Thru					Thru	A	A		
Right					Right				
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	31.0					83.0	8.0		
Yellow	4.0					4.0	4.0		
All Red	2.0					2.0	2.0		

Cycle Length: 140.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	761	3437	0.69	0.22	52.8	D		
							55.0+	E
R	351	1583	0.75	0.22	59.5	E		
Westbound								
Northbound								
T	2103	3547	0.33	0.59	14.5	B	14.4	B
R	938	1583	0.29	0.59	14.2	B		
Southbound								
L	567	1770	0.43	0.69	14.6	B		
T	2458	3547	0.59	0.69	11.5	B	12.0	B

Intersection Delay = 22.5 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.4

Analyst: BDP
Agency: USI
Date: 8/2/2011
Period: PM Peak
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 EB

Inter.: I-10 EB at Highland Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2012 Base Year
N/S St: Highland Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	0	0	0	0	2	1	1	2	0
LGConfig	L		R					T	R	L	T	
Volume	1225		213					1050	489	327	872	
Lane Width	12.0		12.0					12.0	12.0	12.0	12.0	
RTOR Vol			42						98			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	A				NB Left				
Thru					Thru	A			
Right	A				Right	A			
Peds					Peds				
WB Left					SB Left	A	A		
Thru					Thru	A	A		
Right					Right				
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	44.0					43.0	15.0		
Yellow	4.0					4.0	4.0		
All Red	2.0					2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	1260	3437	1.08	0.37	88.0	F		
							80.6	F
R	580	1583	0.33	0.37	27.7	C		
Westbound								
Northbound								
T	1271	3547	0.92	0.36	47.6	D	45.6	D
R	567	1583	0.77	0.36	40.2	D		
Southbound								
L	372	1770	0.98	0.53	86.8	F		
T	1892	3547	0.51	0.53	18.2	B	36.9	D

Intersection Delay = 55.1 (sec/veh) Intersection LOS = E

HCS+: Signalized Intersections Release 5.4

Analyst: BDP
Agency: USI
Date: 8/2/2011
Period: AM Peak
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 EB

Inter.: I-10 EB at Siegen Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2012 Base Year
N/S St: Siegen Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	2	0	0	0	0	3	1	1	3	0
LGConfig	L		R					T	R	L	T	
Volume	804		446					1756	178	410	880	
Lane Width	12.0		12.0					12.0	12.0	12.0	12.0	
RTOR Vol			90						36			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left				
Thru						Thru		A		
Right	A					Right		A		
Peds						Peds				
WB Left					SB	Left	A			
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	33.0						21.0	45.0		
Yellow	5.0						5.0	5.0		
All Red	2.0						2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	945	3437	0.94	0.28	60.1	E		
							53.1	D
R	771	2803	0.51	0.28	37.3	D		
Westbound								
Northbound								
T	1903	5074	1.03	0.38	64.8	E	61.9	E
R	594	1583	0.27	0.38	26.3	C		
Southbound								
L	310	1770	1.47	0.17	278.2	F		
T	3087	5074	0.32	0.61	11.5	B	96.3	F

Intersection Delay = 69.8 (sec/veh) Intersection LOS = E

HCS+: Signalized Intersections Release 5.4

Analyst: BDP
Agency: USI
Date: 8/2/2011
Period: PM Peak
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 EB

Inter.: I-10 EB at Siegen Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2012 Base Year
N/S St: Siegen Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	2	0	0	0	0	3	1	1	3	0
LGConfig	L		R					T	R	L	T	
Volume	1035		804					1643	392	718	1290	
Lane Width	12.0		12.0					12.0	12.0	12.0	12.0	
RTOR Vol			160						78			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left				
Thru						Thru		A		
Right	A					Right		A		
Peds						Peds				
WB Left					SB	Left	A			
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	40.0						35.0	44.0		
Yellow	5.0						5.0	5.0		
All Red	2.0						2.0	2.0		

Cycle Length: 140.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	982	3437	1.17	0.29	138.0	F		
							108.2	F
R	801	2803	0.89	0.29	60.5	E		
Westbound								
Northbound								
T	1595	5074	1.14	0.31	121.1	F	109.2	F
R	498	1583	0.70	0.31	46.6	D		
Southbound								
L	443	1770	1.80	0.25	422.0	F		
T	3117	5074	0.46	0.61	14.6	B	160.3	F

Intersection Delay = 127.1 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: BDP
Agency: USI
Date: 8/2/2011
Period: AM Peak
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 WB

Inter.: I-10 WB at Highland Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2012 Base Year
N/S St: Highland Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	1	1	0	0	2	1
LGConfig				L		R	L	T			T	R
Volume				438		315	192	897			1084	1112
Lane Width				12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol						64						222

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	A	A		
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
WB Left		A			SB	Left				
Thru						Thru	A			
Right						Right	A			
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green		50.0					58.0	14.0		
Yellow		4.0					4.0	4.0		
All Red		2.0					2.0	2.0		

Cycle Length: 140.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	632	1770	0.77	0.36	45.7	D		
R	0	1583		0.00				
Northbound								
L	314	1770	0.68	0.56	57.5	E		
T	1038	1863	0.96	0.56	48.6	D	50.2	D
Southbound								
T	1469	3547	0.82	0.41	40.2	D	147.1	F
R	656	1583	1.51	0.41	277.3	F		

Intersection Delay = (sec/veh) Intersection LOS =

HCS+: Signalized Intersections Release 5.4

Analyst: BDP
Agency: USI
Date: 8/2/2011
Period: PM Peak
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 WB

Inter.: I-10 WB at Highland Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2012 Base Year
N/S St: Highland Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	1	1	0	0	2	1
LGConfig				L		R	L	T			T	R
Volume				369		495	211	2064			830	700
Lane Width				12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol						100						140

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	A	A		
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
WB Left		A			SB	Left				
Thru						Thru	A			
Right						Right	A			
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green		24.0					71.0	7.0		
Yellow		4.0					4.0	4.0		
All Red		2.0					2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	354	1770	1.16	0.20	146.2	F		
R	0	1583		0.00				
Northbound								
L	476	1770	0.49	0.70	17.0	B		
T	1304	1863	1.76	0.70	362.5	F	330.5	F
Southbound								
T	2099	3547	0.44	0.59	13.7	B	15.5	B
R	937	1583	0.66	0.59	18.3	B		

Intersection Delay = (sec/veh) Intersection LOS =

HCS+: Signalized Intersections Release 5.4

Analyst: BDP
Agency: USI
Date: 8/2/2011
Period: AM Peak
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 WB

Inter.: I-10 WB at Siegen Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2012 Base Year
N/S St: Siegen Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	2	3	0	0	3	1
LGConfig				L		R	L	T			T	R
Volume				148		605	689	1871			1142	988
Lane Width				12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol						121						198

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	A			
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
WB Left		A			SB	Left				
Thru						Thru		A		
Right		A				Right		A		
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green		13.0					42.0	44.0		
Yellow		5.0					5.0	5.0		
All Red		2.0					2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	192	1770	0.85	0.11	81.9	F		
							811.9	F
R	171	1583	3.15	0.11	1034	F		
Northbound								
L	1203	3437	0.64	0.35	33.7	C		
T	3932	5074	0.53	0.77	5.3	A	12.9	B
Southbound								
T	1860	5074	0.68	0.37	33.1	C	133.3	F
R	580	1583	1.51	0.37	278.0	F		

Intersection Delay = 156.8 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: BDP
Agency: USI
Date: 8/2/2011
Period: PM Peak
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 WB

Inter.: I-10 WB at Siegen Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2012 Base Year
N/S St: Siegen Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	2	3	0	0	3	1
LGConfig				L		R	L	T			T	R
Volume				223		619	520	2158			1785	1178
Lane Width				12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol						124						236

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	A			
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
WB Left		A			SB	Left				
Thru						Thru		A		
Right		A				Right		A		
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green		22.0					25.0	72.0		
Yellow		5.0					5.0	5.0		
All Red		2.0					2.0	2.0		

Cycle Length: 140.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	278	1770	0.89	0.16	86.0	F		
							451.2	F
R	249	1583	2.21	0.16	615.9	F		
Northbound								
L	614	3437	0.94	0.18	79.7	E		
T	3769	5074	0.64	0.74	9.1	A	22.8	C
Southbound								
T	2609	5074	0.76	0.51	28.5	C	78.1	E
R	814	1583	1.29	0.51	172.1	F		

Intersection Delay = 97.7 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: BDP
Agency: USI
Date: 8/2/2011
Period: AM Peak
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: Perkins Road

Inter.: Perkins Rd at Pecue Lane
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2012 Base Year
N/S St: Pecue Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	1	1	1	0	1	1	1
LGConfig	L	TR		L	T	R	L	TR		L	T	R
Volume	118	277	38	14	650	46	127	80	17	73	58	239
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			0			5			0			24

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	A	A			NB Left	A	A		
Thru		A			Thru		A		
Right		A			Right		A		
Peds					Peds				
WB Left	A	A			SB Left	A	A		
Thru		A			Thru		A		
Right		A			Right		A		
Peds					Peds				
NB Right					EB Right				
SB Right	A				WB Right				
Green	6.5	34.5				6.5	10.5		
Yellow	4.5	4.5				4.0	4.0		
All Red	1.5	1.5				1.0	1.0		

Cycle Length: 80.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	237	1770	0.55	0.59	17.2	B		
TR	789	1829	0.44	0.43	16.4	B	16.6	B
Westbound								
L	523	1770	0.03	0.59	7.7	A		
T	803	1863	0.90	0.43	34.2	C	32.4	C
R	683	1583	0.07	0.43	13.4	B		
Northbound								
L	359	1770	0.39	0.27	23.6	C		
TR	238	1814	0.45	0.13	33.5	C	27.9	C
Southbound								
L	321	1770	0.25	0.27	22.6	C		
T	245	1863	0.26	0.13	31.8	C	26.4	C
R	435	1583	0.55	0.28	26.3	C		

Intersection Delay = 26.6 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.4

Analyst: BDP
Agency: USI
Date: 8/2/2011
Period: PM Peak
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: Perkins Road

Inter.: Perkins Rd at Pecue Lane
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2012 Base Year
N/S St: Pecue Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	1	1	1	0	1	1	1
LGConfig	L	TR		L	T	R	L	TR		L	T	R
Volume	252	333	87	23	369	131	68	132	3	42	91	182
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			0			13			0			18

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A	A			NB	Left	A	A		
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
WB	Left	A	A			SB	Left	A	A		
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	A				WB	Right				
Green		6.5	30.2					6.5	10.5		
Yellow		4.5	4.5					4.0	4.0		
All Red		1.5	1.5					1.0	1.0		

Cycle Length: 75.7 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	444	1770	0.63	0.56	13.1	B		
TR	720	1805	0.65	0.40	20.5	C	17.7	B
Westbound								
L	399	1770	0.07	0.56	9.1	A		
T	743	1863	0.55	0.40	18.4	B	17.2	B
R	632	1583	0.21	0.40	15.1	B		
Northbound								
L	350	1770	0.22	0.29	20.3	C		
TR	258	1857	0.58	0.14	33.8	C	29.3	C
Southbound								
L	308	1770	0.15	0.29	20.0+	C		
T	258	1863	0.39	0.14	30.7	C	24.4	C
R	460	1583	0.40	0.29	22.1	C		

Intersection Delay = 20.2 (sec/veh) Intersection LOS = C

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*BDP*
Agency/Co.	*USI*
Date Performed	*8/2/2011*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Reiger Rd at Exchequer Dr*
Jurisdiction	*East Baton Rouge*
Analysis Year	*2012 Base Year*

Project Description *10-029 Pecue Lane/ I-10 Interchange*

East/West Street: *Reiger Road* | North/South Street: *Exchequer Dr*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*186*	*30*			*21*	*7*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*1.00*	*1.00*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*206*	*33*	*0*	*0*	*23*	*7*
Percent Heavy Vehicles	*2*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*24*		*85*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.90*	*1.00*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*26*	*0*	*94*
Percent Heavy Vehicles	*0*	*0*	*0*	*2*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*206*					*26*		*94*
C (m) (veh/h)	*1583*					*479*		*1050*
v/c	*0.13*					*0.05*		*0.09*
95% queue length	*0.45*					*0.17*		*0.29*
Control Delay (s/veh)	*7.6*					*12.9*		*8.8*
LOS	*A*					*B*		*A*
Approach Delay (s/veh)	--	--				*9.7*		
Approach LOS	--	--				*A*		

Copyright © 2008 University of Florida, All Rights Reserved *HCS+*™ Version 5.4 Generated: 6/18/2015 12:21 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*BDP*	Intersection	*Reiger Rd at Exchequer Dr*
Agency/Co.	*USI*	Jurisdiction	*East Baton Rouge*
Date Performed	*8/2/2011*	Analysis Year	*2012 Base Year*
Analysis Time Period	*PM Peak*		

Project Description	*10-029 Pecue Lane/ I-10 Interchange*
East/West Street: *Reiger Road*	North/South Street: *Exchequer Dr*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*65*	*18*			*40*	*25*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*1.00*	*1.00*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*72*	*20*	*0*	*0*	*44*	*27*
Percent Heavy Vehicles	*2*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*3*		*173*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.90*	*1.00*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*3*	*0*	*192*
Percent Heavy Vehicles	*0*	*0*	*0*	*2*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*72*					*3*		*192*
C (m) (veh/h)	*1529*					*730*		*1008*
v/c	*0.05*					*0.00*		*0.19*
95% queue length	*0.15*					*0.01*		*0.70*
Control Delay (s/veh)	*7.5*					*10.0*		*9.4*
LOS	*A*					*A*		*A*
Approach Delay (s/veh)	--	--				*9.4*		
Approach LOS	--	--				*A*		

Copyright © 2008 University of Florida, All Rights Reserved *HCS+*™ Version 5.4 Generated: 6/18/2015 12:22 PM

HCS+: Signalized Intersections Release 5.4

Analyst: BDP
Agency: USI
Date: 8/2/2011
Period: AM Peak
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: Pecue Lane

Inter.: Siegen Ln at Reiger Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2012 Base Year
N/S St: Airline Highway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	4	0	1	1	0	0	1	1
LGConfig	L	TR		L	TR		L	TR			LT	R
Volume	61	18	186	174	36	91	189	2030	257	54	1770	134
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0			12.0	12.0
RTOR Vol			0			0			0			13

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A	A			NB	Left	A	A		
Thru	A	A				Thru		A		
Right	A	A				Right		A		
Peds						Peds				
WB Left		A	A		SB	Left	A	A		
Thru		A	A			Thru		A		
Right		A	A			Right		A		
Peds						Peds				
NB Right					EB	Right				
SB Right	A				WB	Right				
Green	13.0	55.0	5.0				7.0	10.0		
Yellow	5.0	5.0	5.0				5.0	5.0		
All Red	1.0	1.0	1.0				1.0	1.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	804	1770	0.08	0.62	9.2	A		
TR	2701	4380	0.08	0.62	9.3	A	9.3	A
Westbound								
L	678	1770	0.28	0.55	14.9	B		
TR	3321	6039	0.04	0.55	12.4	B	13.9	B
Northbound								
L	165	1770	1.27	0.19	208.2	F		
TR	153	1831		0.08				
Southbound								
LT		1860						
R	383	1583	0.35	0.24	38.2	D		

Intersection Delay = (sec/veh) Intersection LOS =

HCS+: Signalized Intersections Release 5.4

Analyst: BDP
Agency: USI
Date: 8/2/2011
Period: PM Peak
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: Pecue Lane

Inter.: Siegen Ln at Reiger Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2012 Base Year
N/S St: Airline Highway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	4	0	1	1	0	0	1	1
LGConfig	L	TR		L	TR		L	TR			LT	R
Volume	79	4	324	260	30	51	184	2420	173	53	2379	49
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0			12.0	12.0
RTOR Vol			0			0			0			5

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A	A			NB	Left	A	A		
Thru	A	A				Thru		A		
Right	A	A				Right		A		
Peds						Peds				
WB Left		A	A		SB	Left	A	A		
Thru		A	A			Thru		A		
Right		A	A			Right		A		
Peds						Peds				
NB Right					EB	Right				
SB Right	A				WB	Right				
Green	22.0	58.0	5.0				12.0	13.0		
Yellow	5.0	5.0	5.0				5.0	5.0		
All Red	1.0	1.0	1.0				1.0	1.0		

Cycle Length: 140.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	859	1770	0.10	0.61	11.0	B		
TR	2654	4321	0.14	0.61	11.4	B	11.3	B
Westbound								
L	545	1770	0.53	0.49	26.5	C		
TR	3018	6123	0.03	0.49	18.3	B	24.6	C
Northbound								
L	205	1770	1.00	0.22	111.8	F		
TR	171	1844		0.09				
Southbound								
LT		1861						
R	464	1583	0.11	0.29	36.2	D		

Intersection Delay = (sec/veh) Intersection LOS =

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BKS	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Highland
Date Performed	11/10/2010	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak	Analysis Year	2012 Base Year

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	2359	0.90	Level	5	0	0.976	1.00	2687
Ramp	522	0.90	Level	2	0	0.990	1.00	586
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = 1.000 using Equation (Exhibit 25-5)
V_{12} = 2687 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3273	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3273	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 24.5 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.324 (Exibit 25-19)
S_R= 60.9 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 60.9 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = using Equation (Exhibit 25-12)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BKS	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Highland
Date Performed	11/10/2010	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak	Analysis Year	2012 Base Year

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3320	0.90	Level	5	0	0.976	1.00	3781
Ramp	816	0.90	Level	2	0	0.990	1.00	916
UpStream								
DownStream								

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = 1.000 using Equation (Exhibit 25-5)
V_{12} = 3781 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = using Equation (Exhibit 25-12)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	4697	Exhibit 25-7		No

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4697	Exhibit 25-7	4600:All	Yes

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 35.4 (pc/mi/ln)
LOS = E (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = 0.649 (Exibit 25-19)
S_R= 51.8 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 51.8 mph (Exhibit 25-14)

Speed Determination

D_s = (Exhibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BKS	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Highland
Date Performed	11/10/2010	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak	Analysis Year	2012 Base Year

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3153	0.90	Level	5	0	0.976	1.00	3591
Ramp	1304	0.90	Level	2	0	0.990	1.00	1463
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = 1.000 using Equation (Exhibit 25-5)
V_{12} = 3591 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5054	Exhibit 25-7		Yes

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	5054	Exhibit 25-7	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 38.4 (pc/mi/ln)
LOS = F (Exhibit 25-4)

Speed Determination

M_S = 0.839 (Exibit 25-19)
S_R= 46.5 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 46.5 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = using Equation (Exhibit 25-12)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

D_S = (Exhibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BKS	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Highland
Date Performed	11/10/2010	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak	Analysis Year	2012 Base Year

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2333	0.90	Level	5	0	0.976	1.00	2657
Ramp	911	0.90	Level	2	0	0.990	1.00	1022
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = 1.000 using Equation (Exhibit 25-5)
V_{12} = 2657 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3679	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3679	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 27.9 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.382 (Exibit 25-19)
S_R= 59.3 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 59.3 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = using Equation (Exhibit 25-12)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BKS	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Seigen
Date Performed	11/10/2010	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak	Analysis Year	2012 Base Year

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 65.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	2541	0.90	Level	5	0	0.976	1.00	2894
Ramp	588	0.90	Level	2	0	0.990	1.00	660
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = 1.000 using Equation (Exhibit 25-5)
V_{12} = 2894 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3554	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3554	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 29.0 (pc/mi/ln)
LOS = D (Exhibit 25-4)

Speed Determination

M_S = 0.395 (Exibit 25-19)
S_R= 55.9 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 55.9 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = using Equation (Exhibit 25-12)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BKS	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Seigen
Date Performed	11/10/2010	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak	Analysis Year	2012 Base Year

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 65.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3648	0.90	Level	5	0	0.976	1.00	4155
Ramp	1110	0.90	Level	2	0	0.990	1.00	1246
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = 1.000 using Equation (Exhibit 25-5)
V_{12} = 4155 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5401	Exhibit 25-7		Yes

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	5401	Exhibit 25-7	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 43.1 (pc/mi/ln)
LOS = F (Exhibit 25-4)

Speed Determination

M_S = 1.123 (Exibit 25-19)
S_R= 39.2 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 39.2 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = using Equation (Exhibit 25-12)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

D_S = (Exhibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BKS	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Seigen
Date Performed	11/10/2010	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak	Analysis Year	2012 Base Year

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 65.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3704	0.90	Level	5	0	0.976	1.00	4218
Ramp	1677	0.90	Level	2	0	0.990	1.00	1882
UpStream								
DownStream								

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = 1.000 using Equation (Exhibit 25-5)
V_{12} = 4218 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = using Equation (Exhibit 25-12)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6100	Exhibit 25-7		Yes

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	6100	Exhibit 25-7	4600:All	Yes

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 45.3 (pc/mi/ln)
LOS = F (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = 1.950 (Exibit 25-19)
S_R= 20.2 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 20.2 mph (Exhibit 25-14)

Speed Determination

D_s = (Exhibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BKS	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Seigen
Date Performed	11/10/2010	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak	Analysis Year	2012 Base Year

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 65.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	2402	0.90	Level	5	0	0.976	1.00	2736
Ramp	1698	0.90	Level	2	0	0.990	1.00	1906
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = 1.000 using Equation (Exhibit 25-5)
V_{12} = 2736 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	4642	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4642	Exhibit 25-7	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 33.9 (pc/mi/ln)
LOS = D (Exhibit 25-4)

Speed Determination

M_S = 0.616 (Exibit 25-19)
S_R= 50.8 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 50.8 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = using Equation (Exhibit 25-12)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Highland
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak (IJS)	Analysis Year	2038 Design Year No Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 2500 ft
V_D = 624 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3392	0.90	Level	13	1	0.937	1.00	4021
Ramp	1853	0.90	Level	2	1	0.988	1.00	2084
UpStream								
DownStream	624	0.90	Level	2	1	0.988	1.00	702

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.564 using Equation (Exhibit 25-12)
V_{12} = 3176 pc/h
V_3 or V_{av34} 845 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Capacity Checks

	Actual	Capacity		LOS F?
V_F	4021	Exhibit 25-14	7200	No
$V_{FO} = V_F - V_R$	1937	Exhibit 25-14	7200	No
V_R	2084	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3176	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 28.9 (pc/mi/ln)
LOS = D (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Speed Determination

D_s = 0.421 (Exhibit 25-19)
S_R= 58.2 mph (Exhibit 25-19)
S_0= 76.8 mph (Exhibit 25-19)
S = 61.3 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Highland
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak (IJS)	Analysis Year	2038 Design Year No Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 2500 ft
V_D = 938 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5423	0.90	Level	13	1	0.937	1.00	6429
Ramp	2541	0.90	Level	2	1	0.988	1.00	2857
UpStream								
DownStream	938	0.90	Level	2	1	0.988	1.00	1055

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.468 using Equation (Exhibit 25-12)
V_{12} = 4528 pc/h
V_3 or V_{av34} 1901 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6429	Exhibit 25-14	7200	No
$V_{FO} = V_F - V_R$	3572	Exhibit 25-14	7200	No
V_R	2857	Exhibit 25-3	2100	Yes

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4528	Exhibit 25-14	4400:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 40.5 (pc/mi/ln)
LOS = F (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Speed Determination

D_s = 0.490 (Exhibit 25-19)
S_R= 56.3 mph (Exhibit 25-19)
S_0= 73.3 mph (Exhibit 25-19)
S = 60.4 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved
HCS+™ Version 5.4 Generated: 6/18/2015 11:51 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Highland
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak (IJS)	Analysis Year	2038 Design Year No Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
- ☐ Yes ☐ On
- ☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
- ☑ Yes ☑ On
- ☐ No ☐ Off

L_{down} = 2500 ft

V_D = 1877 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5186	0.90	Level	13	1	0.937	1.00	6148
Ramp	2058	0.90	Level	2	1	0.988	1.00	2314
UpStream								
DownStream	1877	0.90	Level	2	1	0.988	1.00	2111

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = using Equation (Exhibit 25-5)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = 1.000 using Equation (Exhibit 25-12)

V_{12} = 6148 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6148	Exhibit 25-14	4800	Yes
$V_{FO} = V_F - V_R$	3834	Exhibit 25-14	4800	No
V_R	2314	Exhibit 25-3	2100	Yes

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	6148	Exhibit 25-14	4400:All	Yes

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 54.8 (pc/mi/ln)

LOS = F (Exhibit 25-4)

Speed Determination

D_s = 0.441 (Exhibit 25-19)

S_R= 57.6 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 57.6 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/18/2015 11:51 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Highland
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak (IJS)	Analysis Year	2038 Design Year No Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 2500 ft
V_D = 1584 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4026	0.90	Level	13	1	0.937	1.00	4773
Ramp	1656	0.90	Level	2	1	0.988	1.00	1862
UpStream								
DownStream	1584	0.90	Level	2	1	0.988	1.00	1781

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 1.000 using Equation (Exhibit 25-12)
V_{12} = 4773 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	4773	Exhibit 25-14	4800	No
$V_{FO} = V_F - V_R$	2911	Exhibit 25-14	4800	No
V_R	1862	Exhibit 25-3	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4773	Exhibit 25-14	4400:All	Yes

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 43.0 (pc/mi/ln)
LOS = E (Exhibit 25-4)

Speed Determination

D_s = 0.401 (Exhibit 25-19)
S_R= 58.8 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 58.8 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved
HCS+™ Version 5.4 Generated: 6/18/2015 11:51 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Seigen
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak (IJS)	Analysis Year	2038 Design Year No Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 65.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4997	0.90	Level	13	1	0.937	1.00	5924
Ramp	2247	0.90	Level	2	1	0.988	1.00	2527
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.496 using Equation (Exhibit 25-12)
V_{12} = 4211 pc/h
V_3 or V_{av34} 1713 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5924	Exhibit 25-14	7050	No
$V_{FO} = V_F - V_R$	3397	Exhibit 25-14	7050	No
V_R	2527	Exhibit 25-3	2100	Yes

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4211	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 37.1 (pc/mi/ln)
LOS = F (Exhibit 25-4)

Speed Determination

D_s = 0.460 (Exhibit 25-19)
S_R= 54.4 mph (Exhibit 25-19)
S_0= 68.5 mph (Exhibit 25-19)
S = 57.9 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved
HCS+™ Version 5.4 Generated: 6/18/2015 11:52 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Seigen
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak (IJS)	Analysis Year	2038 Design Year No Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 65.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3750	0.90	Level	13	1	0.937	1.00	4446
Ramp	1932	0.90	Level	2	1	0.988	1.00	2172
UpStream								
DownStream								

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.549 using Equation (Exhibit 25-12)
V_{12} = 3420 pc/h
V_3 or V_{av34} 1026 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Capacity Checks

	Actual	Capacity		LOS F?
V_F	4446	Exhibit 25-14	7050	No
$V_{FO} = V_F - V_R$	2274	Exhibit 25-14	7050	No
V_R	2172	Exhibit 25-3	2100	Yes

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3420	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 30.3 (pc/mi/ln)
LOS = F (Exhibit 25-4)

Speed Determination

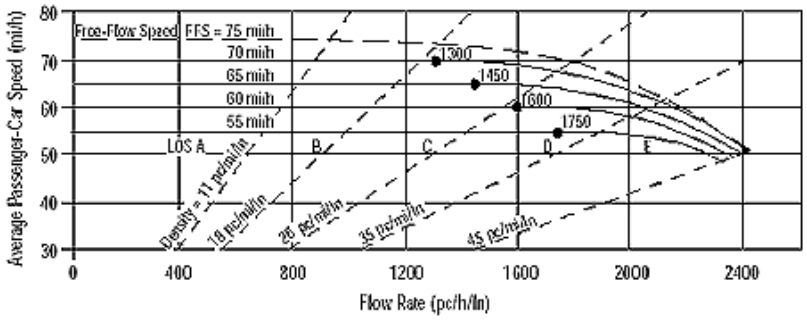
M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Speed Determination

D_s = 0.428 (Exhibit 25-19)
S_R= 55.1 mph (Exhibit 25-19)
S_0= 71.2 mph (Exhibit 25-19)
S = 58.2 mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved
HCS+™ Version 5.4 Generated: 6/18/2015 11:52 AM

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*JMG*	Highway/Direction of Travel	*I-10 WB*
Agency or Company	*USI*	From/To	*Highland to Seigen*
Date Performed	*4/30/14*	Jurisdiction	*East Baton Rouge*
Analysis Time Period	*AM Peak (IJS)*	Analysis Year	*2038 Design Year No Build*

Project Description 10-029 Pecue Lane Interchange

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7244*	veh/h	Peak-Hour Factor, PHF	*0.90*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*1*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.937*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*75.0*	mi/h	FFS	*75.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

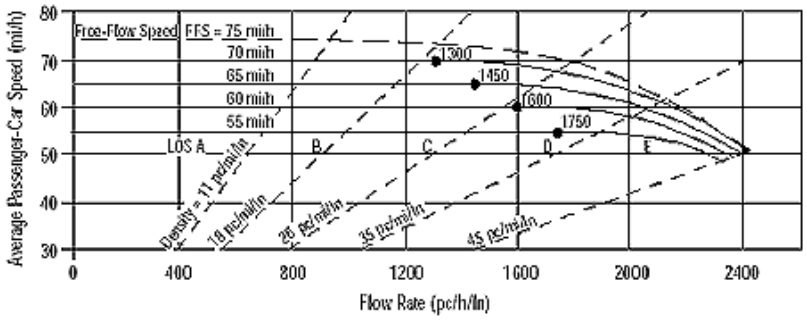
LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2863*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h	S		mi/h
D = v_p / S		pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*F*		Required Number of Lanes, N		

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

Copyright © 2008 University of Florida, All Rights Reserved *HCS+*™ Version 5.4 Generated: 6/18/2015 11:32 AM

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*JMG*	Highway/Direction of Travel	*I-10 WB*
Agency or Company	*USI*	From/To	*Highland to Seigen*
Date Performed	*4/30/14*	Jurisdiction	*East Baton Rouge*
Analysis Time Period	*PM Peak (IJS)*	Analysis Year	*2038 Design Year No Build*

Project Description 10-029 Pecue Lane Interchange

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5683*	veh/h	Peak-Hour Factor, PHF	*0.90*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*1*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.937*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*75.0*	mi/h	FFS	*75.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

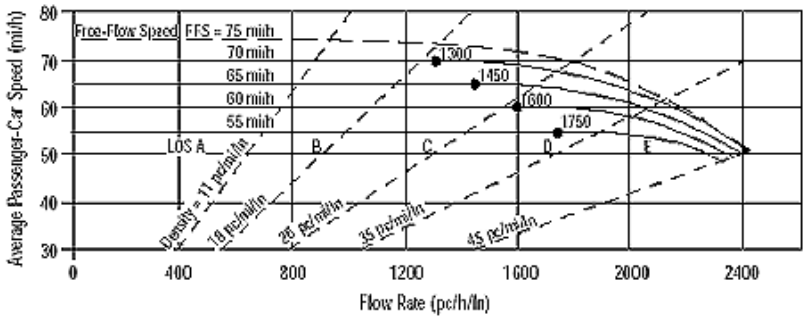
LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2246*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*59.6*	mi/h	S	mi/h
D = v_p / S	*37.7*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*E*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

Copyright © 2008 University of Florida, All Rights Reserved *HCS+*™ Version 5.4 Generated: 6/18/2015 11:32 AM

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*JMG*	Highway/Direction of Travel	*I-10 EB*
Agency or Company	*USI*	From/To	*Seigen to Highland*
Date Performed	*4/30/14*	Jurisdiction	*Ascension*
Analysis Time Period	*AM Peak (IJS)*	Analysis Year	*2038 Design Year No Build*

Project Description 10-029 Pecue Lane Interchange

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5245*	veh/h	Peak-Hour Factor, PHF	*0.90*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*1*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.937*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*75.0*	mi/h	FFS	*75.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2073*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*65.2*	mi/h	S	mi/h
D = v_p / S	*31.8*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*D*		Required Number of Lanes, N	

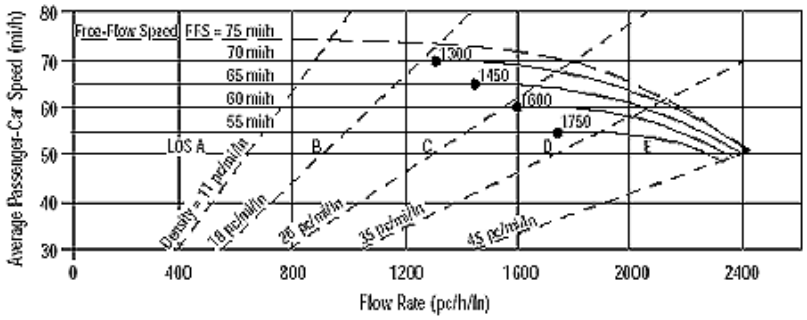
Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

Copyright © 2008 University of Florida, All Rights Reserved *HCS+*™ Version 5.4 Generated: 6/18/2015 11:33 AM

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*JMG*	Highway/Direction of Travel	*I-10 EB*
Agency or Company	*USI*	From/To	*Seigen to Highland*
Date Performed	*4/30/14*	Jurisdiction	*Ascension*
Analysis Time Period	*PM Peak (IJS)*	Analysis Year	*2038 Design Year No Build*

Project Description 10-029 Pecue Lane Interchange

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7964*	veh/h	Peak-Hour Factor, PHF	*0.90*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*1*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.937*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*75.0*	mi/h	FFS	*75.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*3147*	pc/h/ln	Design LOS	
S		mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
D = v_p / S		pc/mi/ln	S	mi/h
LOS	*F*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

Copyright © 2008 University of Florida, All Rights Reserved *HCS+*™ Version 5.4 Generated: 6/18/2015 11:33 AM

HCS+: Signalized Intersections Release 5.4

Analyst: ATL
Agency: USI
Date: 5/6/14
Period: AM Peak
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: Airline Highway

Inter.: Airline Hwy at Pecue Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year No Build
N/S St: Pecue Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	2	2	1	2	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	255	1412	205	136	2755	377	188	353	38	121	689	51
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			27			38			22			4

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left		A		
	Thru	A	A				Thru		A		
	Right	A	A				Right		A		
	Peds						Peds				
WB	Left			A		SB	Left	A			
	Thru		A	A			Thru	A			
	Right		A	A			Right	A			
	Peds						Peds				
NB	Right			A		EB	Right		A		
SB	Right	A				WB	Right	A			
Green		13.3	70.3	11.3				6.3	15.3		
Yellow		4.7	4.7	4.7				4.7	4.7		
All Red		2.0	2.0	2.0				2.0	2.0		

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	305	3437	0.93	0.09	101.1	F		
T	2135	3547	0.73	0.60	22.7	C	31.8	C
R	1185	1583	0.17	0.75	5.5	A		
Westbound								
L	259	3437	0.58	0.08	70.4	E		
T	2088	3547	1.47	0.59	243.2	F	211.5	F
R	1069	1583	0.35	0.68	10.6	B		
Northbound								
L	351	3437	0.60	0.10	67.1	E		
T	362	3547	1.08	0.10	138.6	F	112.0	F
R	281	1583	0.06	0.18	51.4	D		
Southbound								
L	144	3437	0.93	0.04	126.1	F		
T	149	3547	5.14	0.04	1950	F	1590	F
R	207	1583	0.25	0.13	59.2	E		

Intersection Delay = 333.9 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: ATL
Agency: USI
Date: 5/6/14
Period: PM Peak
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: Airline Highway

Inter.: Airline Hwy at Pecue Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year No Build
N/S St: Pecue Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	2	2	1	2	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	361	2669	190	122	1512	356	297	490	46	593	946	202
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			27			38			22			4

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	A				NB Left		A		
Thru	A	A			Thru		A		
Right	A	A			Right		A		
Peds					Peds				
WB Left			A		SB Left	A			
Thru		A	A		Thru	A			
Right		A	A		Right	A			
Peds					Peds				
NB Right			A		EB Right		A		
SB Right	A				WB Right	A			
Green	8.3	78.3	8.3			8.3	13.3		
Yellow	4.7	4.7	4.7			4.7	4.7		
All Red	2.0	2.0	2.0			2.0	2.0		

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	190	3437	2.11	0.06	588.0	F		
T	2206	3547	1.34	0.62	186.5	F	222.6	F
R	1196	1583	0.15	0.76	5.1	A		
Westbound								
L	190	3437	0.72	0.06	81.8	F		
T	2206	3547	0.76	0.62	22.0	C	23.4	C
R	1143	1583	0.31	0.72	7.6	A		
Northbound								
L	305	3437	1.08	0.09	143.5	F		
T	315	3547	1.73	0.09	408.5	F	300.9	F
R	228	1583	0.12	0.14	56.1	E		
Southbound								
L	190	3437	3.47	0.06	1195	F		
T	196	3547	5.36	0.06	2045	F	1547	F
R	175	1583	1.26	0.11	220.3	F		

Intersection Delay = 479.3 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: AM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 EB

Inter.: I-10 EB at Highland Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year No Build
N/S St: Highland Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	0	0	0	0	2	1	1	2	0
LGConfig	L		R					T	R	L	T	
Volume	1086		767					687	354	270	1890	
Lane Width	12.0		12.0					12.0	12.0	12.0	12.0	
RTOR Vol			154						71			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	A				NB Left				
Thru					Thru	A			
Right	A				Right	A			
Peds					Peds				
WB Left					SB Left	A	A		
Thru					Thru	A	A		
Right					Right				
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	31.0					83.0	8.0		
Yellow	4.0					4.0	4.0		
All Red	2.0					2.0	2.0		

Cycle Length: 140.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	761	3437	1.59	0.22	324.5	F		
							383.4	F
R	351	1583	1.94	0.22	487.9	F		
Westbound								
Northbound								
T	2103	3547	0.36	0.59	14.9	B	14.8	B
R	938	1583	0.33	0.59	14.7	B		
Southbound								
L	528	1770	0.57	0.69	19.7	B		
T	2458	3547	0.85	0.69	19.3	B	19.4	B

Intersection Delay = 146.6 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: PM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 EB

Inter.: I-10 EB at Highland Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year No Build
N/S St: Highland Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	0	0	0	0	2	1	1	2	0
LGConfig	L		R					T	R	L	T	
Volume	2169		372					1396	548	391	828	
Lane Width	12.0		12.0					12.0	12.0	12.0	12.0	
RTOR Vol			75						110			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left				
Thru						Thru	A			
Right	A					Right	A			
Peds						Peds				
WB Left					SB	Left	A	A		
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	44.0						43.0	15.0		
Yellow	4.0						4.0	4.0		
All Red	2.0						2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	1260	3437	1.91	0.37	451.7	F		
							401.1	F
R	580	1583	0.57	0.37	31.7	C		
Westbound								
Northbound								
T	1271	3547	1.22	0.36	144.9	F	121.8	F
R	567	1583	0.86	0.36	48.3	D		
Southbound								
L	372	1770	1.17	0.53	147.7	F		
T	1892	3547	0.49	0.53	17.8	B	59.5	E

Intersection Delay = 232.9 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: AM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 EB

Inter.: I-10 EB at Siegen Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year No Build
N/S St: Siegen Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	2	0	0	0	0	4	1	1	3	0
LGConfig	L		R					T	R	L	T	
Volume	3049		1305					3536	208	523	1185	
Lane Width	12.0		12.0					12.0	12.0	12.0	12.0	
RTOR Vol			261						42			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left				
Thru						Thru		A		
Right	A					Right		A		
Peds						Peds				
WB Left					SB	Left	A			
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	33.0						21.0	45.0		
Yellow	5.0						5.0	5.0		
All Red	2.0						2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	945	3437	3.59	0.28	1209	F		
							971.7	F
R	771	2803	1.50	0.28	277.3	F		
Westbound								
Northbound								
T	2537	6765	1.55	0.38	286.4	F	274.8	F
R	594	1583	0.31	0.38	26.8	C		
Southbound								
L	310	1770	1.87	0.17	455.0	F		
T	3087	5074	0.43	0.61	12.5	B	148.0	F

Intersection Delay = 552.2 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: PM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 EB

Inter.: I-10 EB at Siegen Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year No Build
N/S St: Siegen Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	2	0	0	0	0	4	1	1	3	0
LGConfig	L		R					T	R	L	T	
Volume	2656		1545					2705	431	997	1931	
Lane Width	12.0		12.0					12.0	12.0	12.0	12.0	
RTOR Vol			309						87			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left				
Thru						Thru		A		
Right	A					Right		A		
Peds						Peds				
WB Left					SB	Left	A			
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	40.0						35.0	44.0		
Yellow	5.0						5.0	5.0		
All Red	2.0						2.0	2.0		

Cycle Length: 140.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	982	3437	3.01	0.29	955.0	F		
							771.4	F
R	801	2803	1.71	0.29	376.7	F		
Westbound								
Northbound								
T	2126	6765	1.41	0.31	237.1	F	216.1	F
R	498	1583	0.77	0.31	50.5	D		
Southbound								
L	443	1770	2.50	0.25	734.7	F		
T	3117	5074	0.69	0.61	18.7	B	262.5	F

Intersection Delay = 448.8 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: AM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 WB

Inter.: I-10 WB at Highland Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year No Build
N/S St: Highland Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	1	2	0	0	2	2
LGConfig				L		R	L	T			T	R
Volume				953		924	261	1512			1206	1798
Lane Width				12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol						185						360

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	A	A		
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
WB Left	A				SB	Left				
Thru						Thru	A			
Right	A					Right	A			
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	50.0						58.0	14.0		
Yellow	4.0						4.0	4.0		
All Red	2.0						2.0	2.0		

Cycle Length: 140.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	632	1770	1.68	0.36	355.9	F		
							313.5	F
R	565	1583	1.45	0.36	258.6	F		
Northbound								
L	306	1770	0.95	0.56	94.3	F		
T	1976	3547	0.85	0.56	29.8	C	39.3	D
Southbound								
T	1469	3547	0.91	0.41	47.6	D	139.1	F
R	1161	2803	1.38	0.41	215.9	F		

Intersection Delay = 158.4 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: PM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 WB

Inter.: I-10 WB at Highland Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year No Build
N/S St: Highland Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	1	2	0	0	2	2
LGConfig				L		R	L	T			T	R
Volume				504		1080	369	3196			714	1288
Lane Width				12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol						216						260

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	A	A		
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
WB Left		A			SB	Left				
Thru						Thru	A			
Right		A				Right	A			
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green		24.0					71.0	7.0		
Yellow		4.0					4.0	4.0		
All Red		2.0					2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	354	1770	1.58	0.20	323.0	F		
							731.1	F
R	317	1583	3.03	0.20	969.2	F		
Northbound								
L	532	1770	0.77	0.70	28.8	C		
T	2483	3547	1.43	0.70	213.9	F	194.8	F
Southbound								
T	2099	3547	0.38	0.59	13.0	B	16.0	B
R	1658	2803	0.69	0.59	18.1	B		

Intersection Delay = 258.1 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: AM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 WB

Inter.: I-10 WB at Siegen Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year No Build
N/S St: Siegen Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	2	3	0	0	3	1
LGConfig				L		R	L	T			T	R
Volume				293		1954	1504	5081			1415	2875
Lane Width				12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol						417						575

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	A			
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
WB Left	A				SB	Left				
Thru						Thru		A		
Right	A					Right		A		
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	13.0						42.0	44.0		
Yellow	5.0						5.0	5.0		
All Red	2.0						2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	192	1770	1.70	0.11	388.9	F		
							3514	F
R	171	1583	9.99	0.11	4110	F		
Northbound								
L	1203	3437	1.39	0.35	219.3	F		
T	3932	5074	1.44	0.77	211.2	F	213.0	F
Southbound								
T	1860	5074	0.85	0.37	38.7	D	990.0	F
R	580	1583	4.41	0.37	1575	F		

Intersection Delay = 949.0 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: PM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: I-10 WB

Inter.: I-10 WB at Siegen Ln
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year No Build
N/S St: Siegen Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	2	3	0	0	3	1
LGConfig				L		R	L	T			T	R
Volume				381		1551	924	4437			2547	2660
Lane Width				12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol						311						532

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	A			
Thru						Thru	A	A		
Right						Right				
Peds						Peds				
WB Left		A			SB	Left				
Thru						Thru		A		
Right		A				Right		A		
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green		22.0					25.0	72.0		
Yellow		5.0					5.0	5.0		
All Red		2.0					2.0	2.0		

Cycle Length: 140.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	278	1770	1.52	0.16	311.3	F		
							1686	F
R	249	1583	5.53	0.16	2108	F		
Northbound								
L	614	3437	1.67	0.18	367.3	F		
T	3769	5074	1.31	0.74	158.6	F	194.6	F
Southbound								
T	2609	5074	1.08	0.51	79.5	E	450.3	F
R	814	1583	2.90	0.51	894.2	F		

Intersection Delay = 504.5 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: AM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: Perkins Road

Inter.: Perkins Rd at Pecue Lane
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year No Build
N/S St: Pecue Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	1	0	1	1	1
LGConfig	L	TR		L	T		L	TR		L	T	R
Volume	635	369	51	19	866		169	220	23	209	161	836
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vol			0						0			84

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	A	A			NB Left	A	A		
Thru		A			Thru		A		
Right		A			Right		A		
Peds					Peds				
WB Left	A	A			SB Left	A	A		
Thru		A			Thru		A		
Right		A			Right		A		
Peds					Peds				
NB Right					EB Right				
SB Right	A				WB Right				
Green	30.0	32.0				12.0	34.0		
Yellow	4.5	4.5				4.0	4.0		
All Red	1.5	1.5				1.5	1.5		

Cycle Length: 131.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	462	1770	1.53	0.52	289.1	F		
TR	447	1829	1.04	0.24	104.2	F	215.5	F
Westbound								
L	462	1770	0.05	0.52	20.7	C		
T	455	1863	2.11	0.24	558.3	F	546.8	F
Northbound								
L	426	1770	0.44	0.39	28.2	C		
TR	477	1836	0.57	0.26	43.7	D	37.3	D
Southbound								
L	351	1770	0.66	0.39	33.8	C		
T	484	1863	0.37	0.26	40.2	D	52.5	D
R	840	1583	1.00	0.53	60.4	E		

Intersection Delay = 226.1 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: PM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: Perkins Road

Inter.: Perkins Rd at Pecue Lane
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year No Build
N/S St: Pecue Lane

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	1	0	1	1	1
LGConfig	L	TR		L	T		L	TR		L	T	R
Volume	635	443	115	30	491		91	320	4	199	328	557
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vol			0						0			56

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A	A			NB	Left	A	A		
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
WB	Left	A	A			SB	Left	A	A		
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	A				WB	Right				
Green		20.0	30.0					6.5	20.5		
Yellow		4.5	4.5					4.0	4.0		
All Red		1.5	1.5					1.5	1.5		

Cycle Length: 100.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	429	1770	1.65	0.56	331.0	F		
TR	542	1805	1.14	0.30	119.9	F	232.3	F
Westbound								
L	429	1770	0.08	0.56	15.2	B		
T	559	1863	0.98	0.30	66.7	E	63.8	E
Northbound								
L	190	1770	0.53	0.32	29.2	C		
TR	381	1860	0.94	0.20	71.4	E	62.2	E
Southbound								
L	190	1770	1.16	0.32	150.6	F		
T	382	1863	0.95	0.20	73.2	E	65.8	E
R	728	1583	0.77	0.46	27.4	C		

Intersection Delay = 127.9 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: AM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: Reiger Rd

Inter.: Siegen Ln at Reiger Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year No Build
N/S St: Siegen Ln

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	3	0	1	4	0
LGConfig		LT	R	L	TR		L	TR		L	TR	
Volume	108	14	335	294	72	133	558	5340	477	78	3660	326
Lane Width		12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			36			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left		A			NB	Left	A	A		
Thru		A				Thru	A	A		
Right		A				Right	A	A		
Peds						Peds				
WB Left	A	A			SB	Left		A	A	
Thru	A	A				Thru		A	A	
Right	A	A				Right		A	A	
Peds						Peds				
NB Right					EB	Right	A			
SB Right					WB	Right				
Green	7.0	10.0					13.0	55.0	5.0	
Yellow	5.0	5.0					5.0	5.0	5.0	
All Red	1.0	1.0					1.0	1.0	1.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	94	1122	1.45	0.08	305.8	F	133.0	F
R	383	1583	0.87	0.24	62.2	E		
Westbound								
L	176	1770	1.86	0.19	456.5	F		
TR	322	1681	0.71	0.19	52.4	D	290.5	F
Northbound								
L	254	1770	2.44	0.62	700.4	F		
TR	3091	5012	2.09	0.62	515.0	F	531.3	F
Southbound								
L	224	1770	0.39	0.55	49.3	D		
TR	3676	6683	1.20	0.55	122.0	F	120.6	F

Intersection Delay = 359.0 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.4

Analyst: JMG
Agency: USI
Date: 4/30/14
Period: PM Peak (IJS)
Project ID: 10-029 Pecue Lane/ I-10 Interchange
E/W St: Reiger Rd

Inter.: Siegen Ln at Reiger Rd
Area Type: All other areas
Jurisd: East Baton Rouge
Year : 2038 Design Year No Build
N/S St: Siegen Ln

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	3	0	1	4	0
LGConfig		LT	R	L	TR		L	TR		L	TR	
Volume	195	16	523	392	46	99	465	4605	323	75	4283	147
Lane Width		12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			53			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left		A			NB	Left	A	A		
Thru		A				Thru	A	A		
Right		A				Right	A	A		
Peds						Peds				
WB Left	A	A			SB	Left		A	A	
Thru	A	A				Thru		A	A	
Right	A	A				Right		A	A	
Peds						Peds				
NB Right					EB	Right	A			
SB Right					WB	Right				
Green	12.0	13.0					22.0	58.0	5.0	
Yellow	5.0	5.0					5.0	5.0	5.0	
All Red	1.0	1.0					1.0	1.0	1.0	

Cycle Length: 140.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	109	1177	2.16	0.09	612.8	F	280.0	F
R	464	1583	1.13	0.29	130.1	F		
Westbound								
L	205	1770	2.13	0.22	573.7	F		
TR	370	1672	0.44	0.22	47.8	D	431.9	F
Northbound								
L	331	1770	1.56	0.61	315.4	F		
TR	3086	5024	1.77	0.61	376.8	F	371.5	F
Southbound								
L	192	1770	0.43	0.49	60.0	E		
TR	3318	6732	1.48	0.49	254.7	F	251.5	F

Intersection Delay = 320.2 (sec/veh) Intersection LOS = F

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Highland
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak (IJS)	Analysis Year	2038 Design Year No Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 2500 ft

V_u = 1853 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3398	0.90	Level	13	1	0.937	1.00	4029
Ramp	624	0.90	Level	2	1	0.988	1.00	702
UpStream	1853	0.90	Level	2	1	0.988	1.00	2084
DownStream								

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 1.000 using Equation (Exhibit 25-5)

V_{12} = 4029 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	4731	Exhibit 25-7		No

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4731	Exhibit 25-7	4600:All	Yes

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 35.8 (pc/mi/ln)

LOS = E (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = 0.663 (Exibit 25-19)

S_R= 51.4 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 51.4 mph (Exhibit 25-14)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/18/2015 11:52 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Highland
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak (IJS)	Analysis Year	2038 Design Year No Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 2500 ft

V_u = 2541 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5423	0.90	Level	13	1	0.937	1.00	6429
Ramp	938	0.90	Level	2	1	0.988	1.00	1055
UpStream	2541	0.90	Level	2	1	0.988	1.00	2857
DownStream								

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 1.000 using Equation (Exhibit 25-5)

V_{12} = 6429 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7484	Exhibit 25-7		Yes

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	7484	Exhibit 25-7	4600:All	Yes

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 57.1 (pc/mi/ln)

LOS = F (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = 7.160 (Exibit 25-19)

S_R= -130.5 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = -130.5 mph (Exhibit 25-14)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/18/2015 11:53 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Highland
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak (IJS)	Analysis Year	2038 Design Year No Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 2500 ft

V_u = 1877 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5186	0.90	Level	13	1	0.937	1.00	6148
Ramp	2058	0.90	Level	2	1	0.988	1.00	2314
UpStream	1877	0.90	Level	2	1	0.988	1.00	2111
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2436.79 (Equation 25-2 or 25-3)

P_{FM} = 0.604 using Equation (Exhibit 25-5)

V_{12} = 3711 pc/h

V_3 or V_{av34} 2437 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	8462	Exhibit 25-7		Yes

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	6025	Exhibit 25-7	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 45.6 (pc/mi/ln)

LOS = F (Exhibit 25-4)

Speed Determination

M_S = 1.841 (Exibit 25-19)

S_R= 18.4 mph (Exhibit 25-19)

S_0= 62.6 mph (Exhibit 25-19)

S = 23.2 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/18/2015 11:53 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 WB
Agency or Company	USI	Junction	Highland
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak (IJS)	Analysis Year	2038 Design Year No Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 2500 ft

V_u = 1584 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4026	0.90	Level	13	1	0.937	1.00	4773
Ramp	1656	0.90	Level	2	1	0.988	1.00	1862
UpStream	1584	0.90	Level	2	1	0.988	1.00	1781
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2045.81 (Equation 25-2 or 25-3)

P_{FM} = 0.604 using Equation (Exhibit 25-5)

V_{12} = 2881 pc/h

V_3 or V_{av34} 1892 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6635	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4743	Exhibit 25-7	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 35.8 (pc/mi/ln)

LOS = E (Exhibit 25-4)

Speed Determination

M_S = 0.676 (Exibit 25-19)

S_R= 51.1 mph (Exhibit 25-19)

S_0= 65.0 mph (Exhibit 25-19)

S = 54.4 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/18/2015 11:53 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Seigen
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	AM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4515	0.90	Level	13	1	0.937	1.00	5353
Ramp	731	0.90	Level	2	1	0.988	1.00	822
UpStream								
DownStream								

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 0.595 using Equation (Exhibit 25-5)

V_{12} = 3184 pc/h

V_3 or V_{av34} 2169 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6175	Exhibit 25-7		No

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4006	Exhibit 25-7	4600:All	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 32.5 (pc/mi/ln)

LOS = D (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = 0.473 (Exibit 25-19)

S_R= 56.8 mph (Exhibit 25-19)

S_0= 64.0 mph (Exhibit 25-19)

S = 59.1 mph (Exhibit 25-14)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

HCS+™ Version 5.4 Generated: 6/18/2015 11:54 AM

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	JMG	Freeway/Dir of Travel	I-10 EB
Agency or Company	USI	Junction	Seigen
Date Performed	4/30/14	Jurisdiction	East Baton Rouge
Analysis Time Period	PM Peak (IJS)	Analysis Year	2038 Design Year Build

Project Description 10-029 Pecue Lane/ I-10 Interchange

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 50.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6536	0.90	Level	13	1	0.937	1.00	7749
Ramp	1428	0.90	Level	2	1	0.988	1.00	1606
UpStream								
DownStream								

Estimation of v_{12} — Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = 0.595 using Equation (Exhibit 25-5)
V_{12} = 4610 pc/h
V_3 or V_{av34} 3139 pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = 5049 pc/h (Equation 25-8)

Estimation of v_{12} — Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = using Equation (Exhibit 25-12)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	9355	Exhibit 25-7		Yes

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	6655	Exhibit 25-7	4600:All	Yes

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 52.8 (pc/mi/ln)
LOS = F (Exhibit 25-4)

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = 3.288 (Exibit 25-19)
S_R= -22.1 mph (Exhibit 25-19)
S_0= 61.1 mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Speed Determination

D_s = (Exhibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-15)

Copyright © 2008 University of Florida, All Rights Reserved

APPENDIX C
Pecue Lane / I-10 Interchange

August 13, 2014

Mr. Jonathan Charbonnet
CSRS, Inc.
6767 Perkins Road, Suite 200
Baton Rouge, Louisiana 70808
(225) 769-0546

Email:Charbonnet@csrsonline.com

Re: 2038 Design Year CORSIM Models
Pecue Lane/I-10 Interchange
S.P. No. 700-17-0221
Fed Aid No. IM-1709(507)
USI Proj No. 10-029

Dear Mr. Charbonnet:

Please find the attached 2038 Design Year CORSIM Model files for your review and submittal to LADOTD and FHWA. TSIS Version 6.3 was used to create these files. Network (.tno) files, which can be used to view the network, run simulation and view output reports, are provided for both the AM and PM peaks for the following alternatives.

- Diamond Interchange
- Single Point Urban Interchange (SPUI)
- Diverging Diamond Interchange (DDI)

Traffic volumes, lane configurations and storage lengths were input into CORSIM based on the results of the HCS+ capacity analysis. Based on the results of the initial models and input from the City of Baton Rouge DPW the models include the following modifications:

- Increased capacity of the I-10 westbound exit ramp right turn by adding an acceleration lane that merges onto Pecue Lane northbound.
- Increased capacity of the Pecue southbound right onto I-10 westbound by adding an acceleration lane the merges onto the ramp.

The following assumptions/methods were used when coding the models:

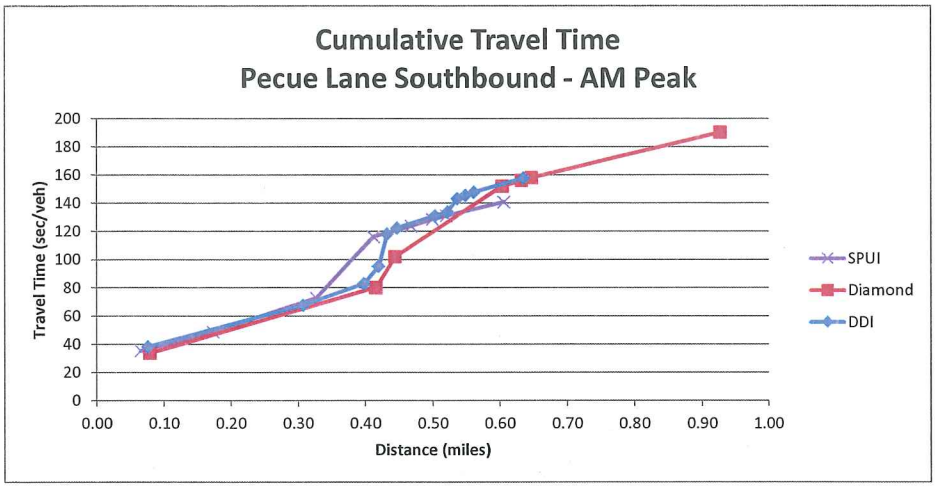
- The traffic volumes and turning movement percentages input into CORSIM were the 2038 Design Year balanced volumes approved by DPW. Random number seeds provide variation in data results to reflect daily variations experienced in real time traffic conditions. The model output was verified and calibrated to within +/-5%.
- The free flow speeds were set to 45mph on the Interstate ramps and 35mph on Pecue Lane.
- Conditional turn movements were input for the links between the interstate ramps to ensure that traffic exiting the interstate will continue on Pecue Lane and not turn left onto the downstream ramp resulting in u-turn back onto the interstate.

The simulation was observed for each alternative during both peak periods to identify deficiencies such as, but not limited to, excessive queuing, spillback from turn lanes, improper lane usage and improper traffic signal operation. Adjustments to turn lane lengths, phasing, timing and coordination parameters were tested until expected operations were observed in the simulations.

Please call if you have any questions or require additional information.

Sincerely,

Alben P. Cooper III, P.E., PTOE
Associate/Transportation Engineer



DDI

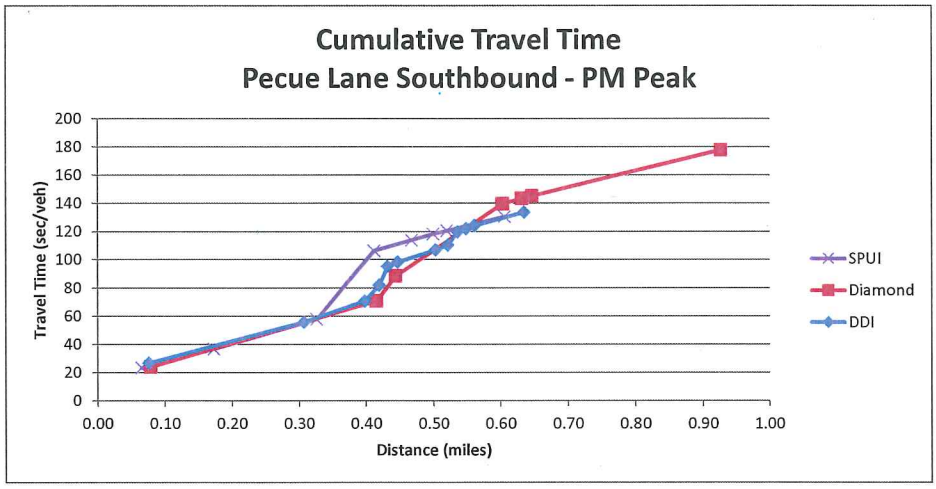
Distance (miles)	Travel Time (sec/veh)
0.08	38.1
0.31	67.58
0.40	82.96
0.42	95.2
0.43	118.2
0.45	122.28
0.50	130.94
0.52	133.7
0.54	143.04
0.55	145.5
0.56	147.72
0.63	157.72

Diamond

Distance (miles)	Travel Time (sec/veh)
0.08	33.66
0.42	79.98
0.44	101.9
0.60	151.86
0.63	156
0.65	157.88
0.93	190.22

SPUI

Distance (miles)	Travel Time (sec/veh)
0.07	35.22
0.17	48.62
0.33	72.78
0.41	116.1
0.47	123.7
0.50	128.42
0.52	130.94
0.61	140.68



DDI

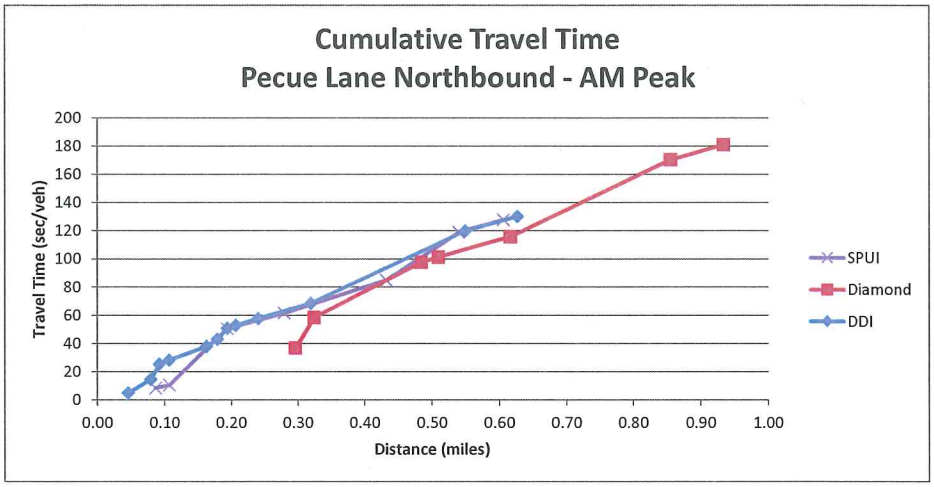
Distance (miles)	Travel Time (sec/veh)
0.08	26.6
0.31	55.48
0.40	70.5
0.42	81.8
0.43	95.14
0.45	98.14
0.50	106.8
0.52	110.16
0.54	119.52
0.55	121.74
0.56	123.92
0.63	133.5

Diamond

Distance (miles)	Travel Time (sec/veh)
0.08	23.94
0.42	70.66
0.44	88.38
0.60	139.46
0.63	143.24
0.65	145.14
0.93	177.66

SPUI

Distance (miles)	Travel Time (sec/veh)
0.07	23.22
0.17	36.5
0.33	57.72
0.41	106.12
0.47	113.62
0.50	117.94
0.52	120.38
0.61	130.22



DDI

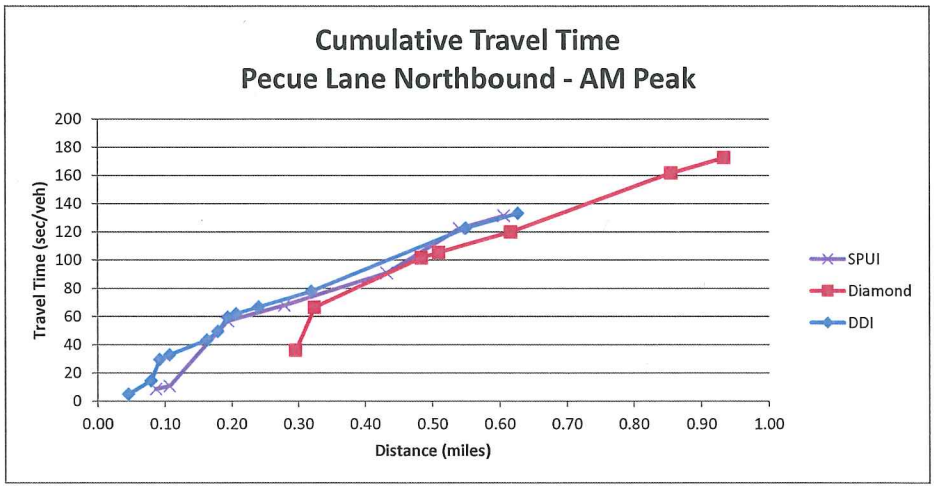
Distance (miles)	Travel Time (sec/veh)
0.05	4.9
0.08	14.5
0.09	25.38
0.11	28.26
0.16	38
0.18	43.12
0.19	50.92
0.21	53.02
0.24	57.58
0.32	68.58
0.55	119.96
0.63	130.14

Diamond

Distance (miles)	Travel Time (sec/veh)
0.30	36.98
0.32	58.42
0.48	97.52
0.51	101.24
0.62	115.66
0.86	170.18
0.93	180.92

SPUI

Distance (miles)	Travel Time (sec/veh)
0.09	8.46
0.11	10.56
0.19	50.52
0.28	61.58
0.43	84.88
0.54	118.8
0.61	127.68



DDI

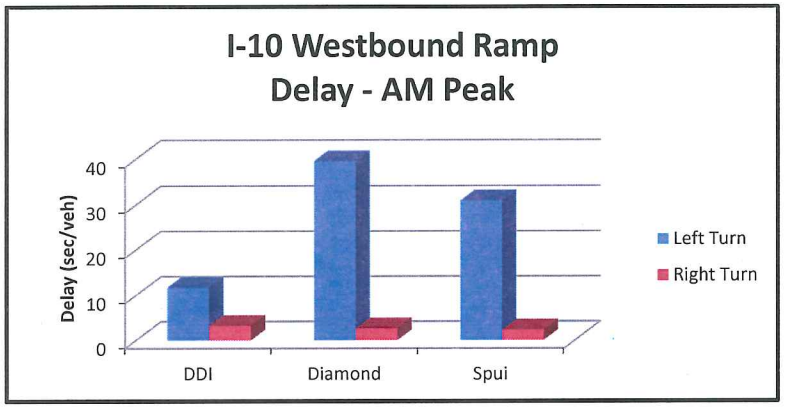
Distance (miles)	Travel Time (sec/veh)
0.05	5
0.08	14.38
0.09	29.48
0.11	32.78
0.16	43.3
0.18	49.38
0.19	59.52
0.21	61.86
0.24	66.68
0.32	77.7
0.55	122.54
0.63	133.02

Diamond

Distance (miles)	Travel Time (sec/veh)
0.30	36.12
0.32	66.48
0.48	101.52
0.51	105.34
0.62	119.74
0.86	161.6
0.93	172.34

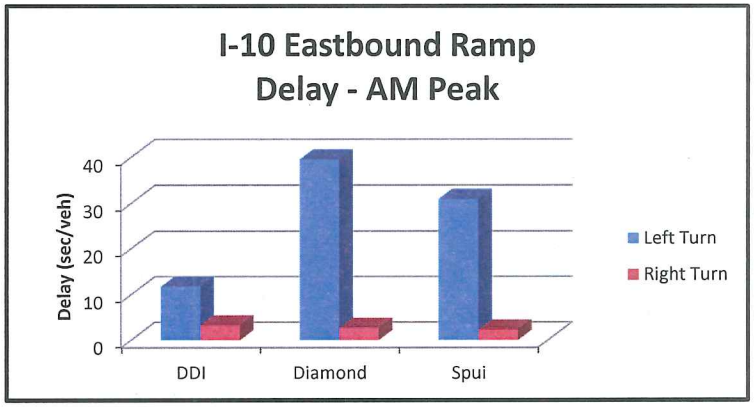
SPUI

Distance (miles)	Travel Time (sec/veh)
0.09	8.56
0.11	10.58
0.19	56.7
0.28	67.82
0.43	90.76
0.54	122.18
0.61	131.3



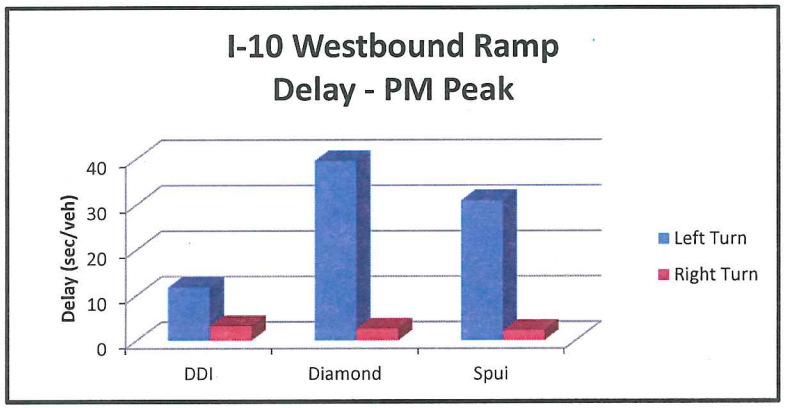
I-10 Westbound Ramp Delay - AM Peak

Alternative	Left Turn Delay Time (sec/veh)	Right Turn Delay Time (sec/veh)
DDI	11.74	3.24
Diamond	39.5	2.64
Spui	30.88	2.26



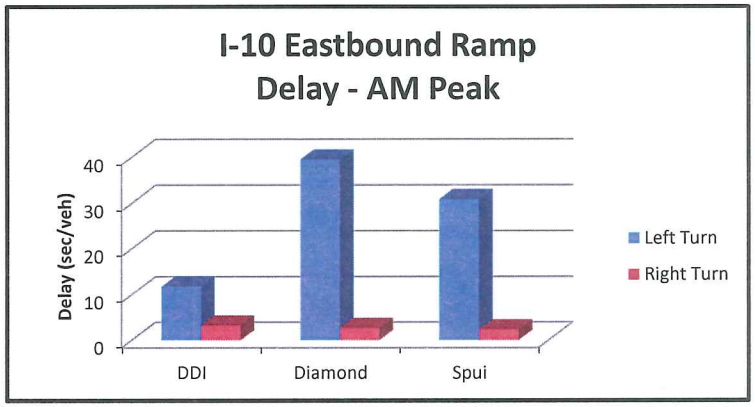
I-10 Eastbound Ramp Delay - AM Peak

Alternative	Left Turn Delay Time (sec/veh)	Right Turn Delay Time (sec/veh)
DDI	21.28	8.94
Diamond	60.22	6.72
Spui	56.18	10.16



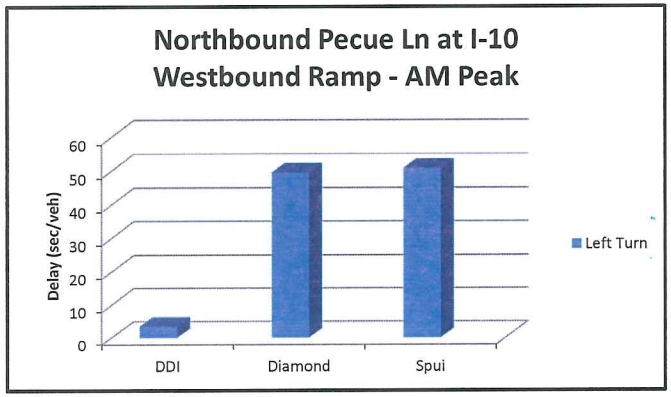
I-10 Westbound Ramp Delay - PM Peak

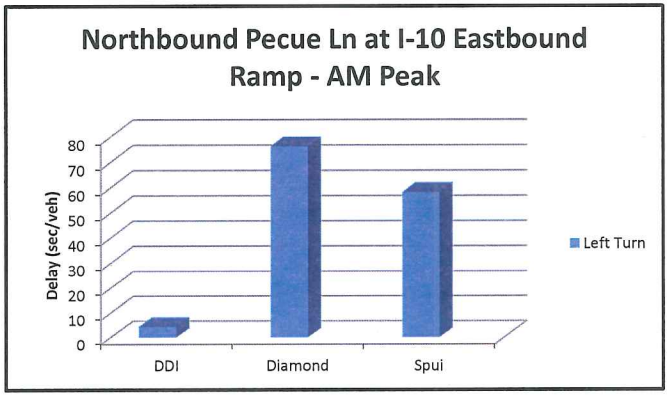
Alternative	Left Turn Delay Time (sec/veh)	Right Turn Delay Time (sec/veh)
DDI	19.32	3.48
Diamond	38	2.68
Spui	26.66	2.24



I-10 Eastbound Ramp Delay - AM Peak

Alternative	Left Turn Delay Time (sec/veh)	Right Turn Delay Time (sec/veh)
DDI	14.36	8.1
Diamond	40.34	7.38
Spui	42.68	8.88



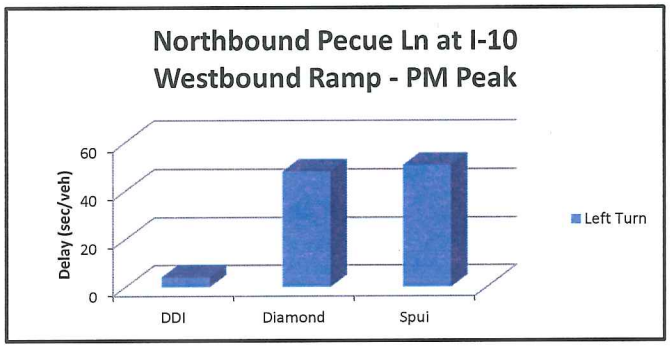


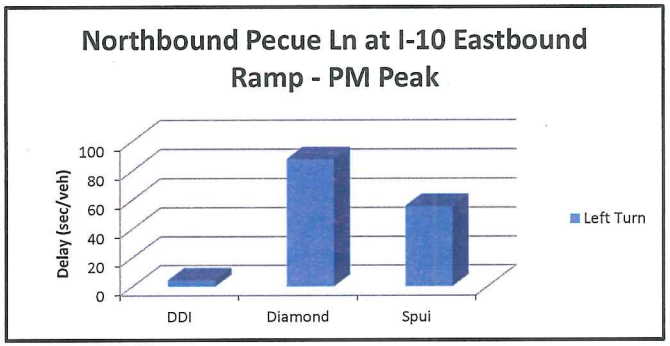
NB Pecue at WB I-10 Ramp

	Left Delay (sec/veh)
DDI	3.48
Diamond	49.44
Spui	50.78

SB Pecue at EB I-10 Ramp

	Left Delay (sec/veh)
DDI	4.36
Diamond	76.24
Spui	58.1





NB Pecue at WB I-10 Ramp

	Left Delay (sec/veh)
DDI	4.12
Diamond	48
Spui	50.56

SB Pecue at EB I-10 Ramp

	Left Delay (sec/veh)
DDI	4.56
Diamond	87.92
Spui	55.62

TECHNICAL MEMORANDUM

USI Project #: 10-029 **Date:** April 14, 2015

Project Title: Pecue Lane Interchange
Railroad Preemption Evaluation
East Baton Rouge, Louisiana

To: Brad Ponder
CSRS, Inc.

From: Alben P. Cooper P.E., PTOE
Urban Systems, Inc.

Introduction

This technical memorandum summarizes the results of an evaluation to determine the effects of a train blocking traffic on Pecue Lane south of Interstate 10 would have on the proposed Pecue Lane Interchange. The objective of this evaluation was to determine what railroad closure duration on Pecue Lane would be expected to result in a queue extending to the intersection of Pecue Lane at I-10 eastbound ramps during the 2032 Design Year.

Project History

This project includes an Environmental Assessment and Preliminary Design for a new I-10 interchange at Pecue Lane between Highland Road and Siegen Blvd in Baton Rouge, Louisiana. Based on preliminary analysis, three (3) alternatives have been selected for consideration: Single Point Urban Interchange (SPUI), Standard Diamond Interchange, and Diverging Diamond Interchange (DDI). A preferred Alternative needs to be selected for environmental assessment and design.

A comparison of the alternatives, including but not limited to, operations, safety, relocations and construction cost has been performed to determine a preferred alternative. Based on the comparison, the DDI was determined to be the leading candidate; however, concern has been expressed regarding the close proximity of the I-10 EB ramp terminals to the railroad tracks.

For the diamond and DDI alternatives, the I-10 westbound ramp terminal must be located close to I-10 to avoid costly relocation of the Cox Communications facility. As requested by DOTD, the ramp terminals were spaced 600'-700' feet apart. This results in the I-10 eastbound ramp terminal being approximately 990' north of the railroad tracks. No alternative routes are provided between the I-10 eastbound ramps and the railroad tracks; therefore, traffic traveling southbound on Pecue Lane would queue for the duration of the train and potentially disrupt traffic flow at the I-10 ramp terminals. The location of the railroad in relation to the DDI geometry is presented in Figure 1.

DRAFT

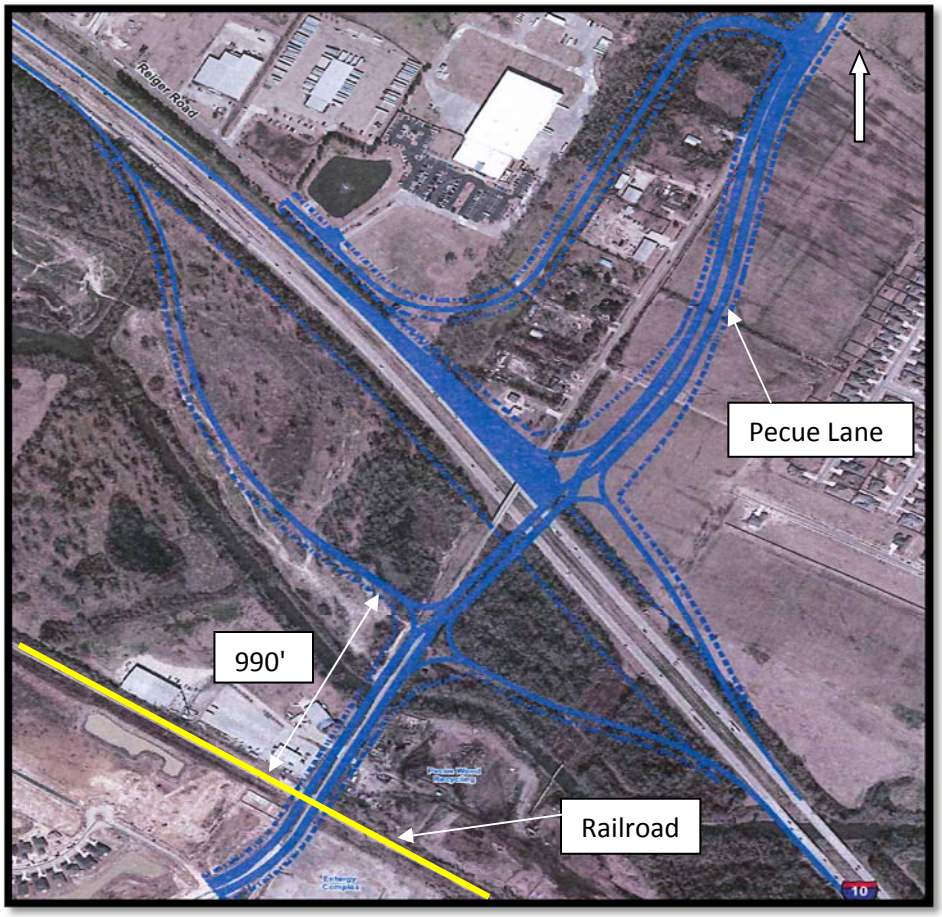


Figure 1. Vicinity Map

CORSIM Modeling

DOTD requested that CORSIM Modeling utilized the determine the expected duration of closure on Pecue Lane at the railroad crossing that would result in queues on Pecue Lane extending to the I-10 eastbound ramp terminal.

Methodology

The previously submitted CORSIM Model for the DDI alternative was utilized to evaluate the queues during the AM and PM peaks for the 2032 Design Year. Per DOTD direction, the model does not include modifications to the interchange (i.e. intersection spacing) or calibration per the recommendations identified in the Arcadis report dated October 2014.

The railroad was modeled using an actuated signal. The signal was programmed as a two-phased signal with each phase set to max recall. The closure duration was modeled as the "red time" on Pecue Lane for the signal. It represents all time that vehicles were stopped including the time for the gates to close, passing of the train and the gates re-opening. The signal timing for the Pecue Lane approach was set so that multiple train closures occurred during the peak hour. Adequate time was provided so that the

corridor could return to normal operation between train closures. To determine the effect different train blockage durations the max green time for the railroad phase was increased.

The signal node was located approximately 990' south of the Pecue Lane at I-10 EB Ramps intersection to match the proposed geometry. Figure 2 presents a screenshot from TRAFVU, the simulation portion of CORSIM, that illustrates the proximity of the railroad to the I-10 eastbound ramps.

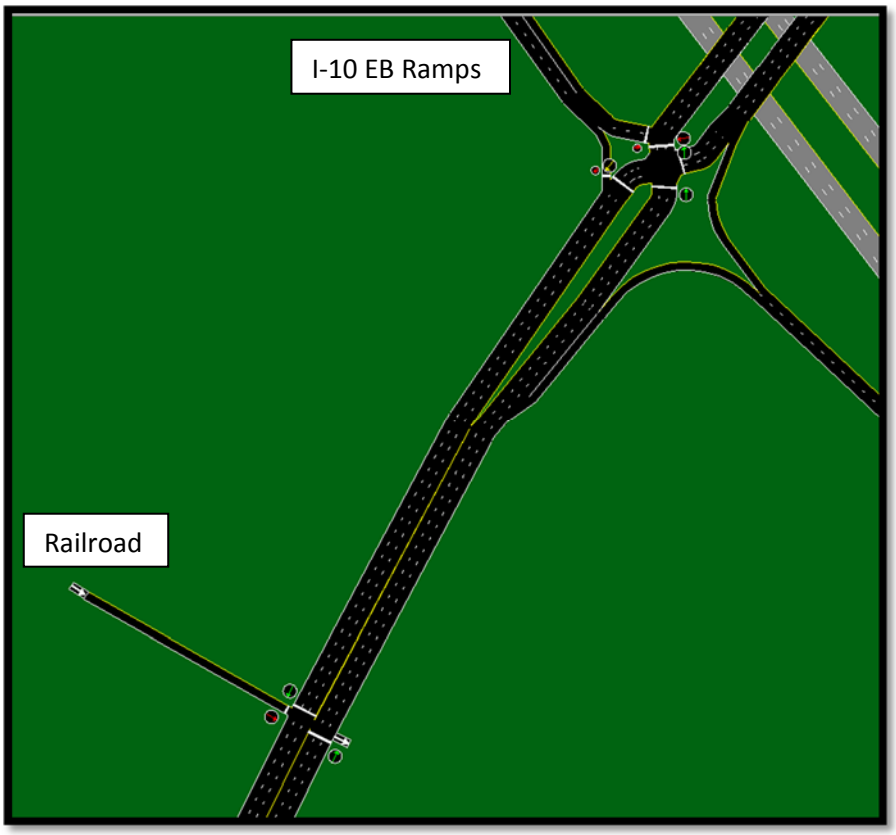


Figure 2.
TRAFVU Screenshot

Visual observations of the model simulation and a review of the CORSIM queue reports were performed to determine the duration at which the Pecue southbound approach is expected to queue to the I-10 eastbound ramp terminal intersection.

Findings

The observed queues were determined by watching the simulation for multiple runs and estimating the distance based on the maximum number of vehicles observed in the queue. The queue lengths reported from the CORSIM output were determined based on multiplying the average length of a vehicle (25') with the number of vehicles recorded on the links leading up to the railroad: (54, 5), (54, 53) and (52, 53). The raw queue reports for each model run are attached. The queue results are presented in Table 1.

Table 1.
CORSIM Model Queue Results

Duration of Closure	AM Peak				PM Peak			
	Visual Observation		Queue Report		Visual Observation		Queue Report	
	Vehicles	Length (feet)*	Vehicles	Length (feet)*	Vehicles	Length (feet)*	Vehicles	Length (feet)*
120 sec	17	425	20	500	20	500	22	550
180 sec	27	675	28	700	31	775	39	975
240 sec	39	975	42	1050	46	1150	52	1300

*CORSIM reports queue by number of vehicles. Length was calculated assuming 25' per vehicle.

The results of Table 1 indicate that the queues reported by CORSIM output are slightly longer than the observed queues and that the PM peak is the critical peak. Screenshots from TRAFVU illustrating the approximate maximum queue observed during simulation are attached for each of the PM peak model runs. Observations indicated that durations resulting in queues extending to the I-10 eastbound ramps ranged between 200 and 230 seconds.