

College Dr IMR

Appendix C

No Build Network Analysis.....	C-X
MOE Comparison Table.....	C-X
2040 Build Volume Estimation Methodology.....	C-X
QA-QC Documentation.....	C-X

HCS7 Freeway Merge Report

Project Information

Analyst	AMB	Date	7/26/2019
Agency	USI	Analysis Year	2040
Jurisdiction	LADOTD	Time Period Analyzed	No Build AM
Project Description	I-10 Corridor Improvement Stage 1 EA - I-10 WB On Ramp from Essen Ln AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1020
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	4732	530
Peak Hour Factor (PHF)	0.96	0.95
Total Trucks, %	7.00	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.935	0.980
Flow Rate (vi), pc/h	5272	569
Capacity (c), pc/h	6900	2000
Volume-to-Capacity Ratio (v/c)	0.85	0.28

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	28.2
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (M _s)	0.418
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	2077
Distance to Downstream Ramp (L _{DOWN}), ft	-	On-Ramp Influence Area Speed (S _R), mi/h	52.5
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FM})	0.606	Outer Lanes Freeway Speed (S _O), mi/h	54.3
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3195	Ramp Junction Speed (S), mi/h	53.1
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	3764	Average Density (D), pc/mi/ln	36.7
Level of Service (LOS)	D		

HCS7 Freeway Merge Report

Project Information

Analyst	AMB	Date	7/26/2019
Agency	USI	Analysis Year	2040
Jurisdiction	LADOTD	Time Period Analyzed	No Build PM
Project Description	I-10 Corridor Improvement Stage 1 EA - I-10 WB On Ramp from Essen Ln PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1020
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	4240	744
Peak Hour Factor (PHF)	0.87	0.91
Total Trucks, %	6.00	3.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.943	0.971
Flow Rate (vi), pc/h	5168	842
Capacity (c), pc/h	6900	2000
Volume-to-Capacity Ratio (v/c)	0.87	0.42

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	29.8
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (M _s)	0.457
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	2036
Distance to Downstream Ramp (L _{DOWN}), ft	-	On-Ramp Influence Area Speed (S _R), mi/h	51.8
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FM})	0.606	Outer Lanes Freeway Speed (S _O), mi/h	54.5
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3132	Ramp Junction Speed (S), mi/h	52.7
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	3974	Average Density (D), pc/mi/ln	38.0
Level of Service (LOS)	D		

HCS7 Basic Freeway Report

Project Information

Analyst	AMB	Date	7/25/19
Agency	USI - 10-085-2	Analysis Year	2040
Jurisdiction	LADOTD	Time Period Analyzed	No Build AM
Project Description	I-10 Corridor Improvement Stage 1 EA - I-10 WB btw Essen on ramp and ramp to I-12 EB AM		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	55.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5262	Heavy Vehicle Adjustment Factor (fHV)	0.935
Peak Hour Factor	0.96	Flow Rate (Vp), pc/h/ln	1954
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2255
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2255
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.87
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	54.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	35.7
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	55.5		

HCS7 Basic Freeway Report

Project Information

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Agency	USI - 10-085-2	Analysis Year	2040
Jurisdiction	LADOTD	Time Period Analyzed	No Build PM
Project Description	I-10 Corridor Improvement Stage 1 EA - I-10 WB btw Essen on ramp and ramp to I-12 EB PM		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	55.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4984	Heavy Vehicle Adjustment Factor (fHV)	0.943
Peak Hour Factor	0.87	Flow Rate (Vp), pc/h/ln	2025
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2255
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2255
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.90
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	54.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	37.4
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	55.5		

HCS7 Basic Freeway Report

Project Information

Analyst	AMB	Date	7/25/19
Agency	USI - 10-085-2	Analysis Year	2040
Jurisdiction	LADOTD	Time Period Analyzed	No Build AM
Project Description	I-10 Corridor Improvement Stage 1 EA - I-10 WB btw ramp to I-12 EB and merge with I-12 WB AM		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	55.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4745	Heavy Vehicle Adjustment Factor (fHV)	0.935
Peak Hour Factor	0.96	Flow Rate (Vp), pc/h/ln	2643
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2250
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2250
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.17
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	55.0		

HCS7 Basic Freeway Report

Project Information

Analyst	AMB	Date	7/25/19
Agency	USI - 10-085-2	Analysis Year	2040
Jurisdiction	LADOTD	Time Period Analyzed	No Build PM
Project Description	I-10 Corridor Improvement Stage 1 EA - I-10 WB btw ramp to I-12 EB and merge with I-12 WB PM		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	55.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4332	Heavy Vehicle Adjustment Factor (fHV)	0.943
Peak Hour Factor	0.87	Flow Rate (Vp), pc/h/ln	2640
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2250
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2250
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.17
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	55.0		

HCS7 Basic Freeway Report

Project Information

Analyst	AMB	Date	7/25/19
Agency	US - 10-085-2	Analysis Year	2040
Jurisdiction	LADOTD	Time Period Analyzed	No Build AM
Project Description	I-10 Corridor Improvement Stage 1 EA - I-12 WB btw ramp to I-10 EB and merge with I-10 WB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	54.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3537	Heavy Vehicle Adjustment Factor (fHV)	0.943
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1316
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2242
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2242
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	54.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	24.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	54.2		

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Project Information

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Jurisdiction	LADOTD	Time Period Analyzed	No Build PM
Project Description	I-10 Corridor Improvement Stage 1 EA - I-12 WB btw ramp to I-10 EB and merge with I-10 WB PM		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	54.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2663	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	1071
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2242
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2242
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	54.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	54.2		

HCS7 Basic Freeway Report

Project Information

Analyst	AMB	Date	4/4/2018
Agency	US - 10-085-2	Analysis Year	2040
Jurisdiction	LADOTD	Time Period Analyzed	No Build AM
Project Description	I-10 Corridor Improvement Stage 1 EA - I-10 WB between merge with I-12 WB and off ramp to College Dr		

Geometric Data

Number of Lanes, In	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.17
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8282	Heavy Vehicle Adjustment Factor (fHV)	0.943
Peak Hour Factor	0.98	Flow Rate (Vp), pc/h/ln	1792
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.80
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	53.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	33.3
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	53.8		

HCS7 Basic Freeway Report

Project Information

Analyst	AMB	Date	4/4/2018
Agency	US - 10-085-2	Analysis Year	2040
Jurisdiction	LADOTD	Time Period Analyzed	No Build PM
Project Description	I-10 Corridor Improvement Stage 1 EA - I-10 WB between merge with I-12 WB and off ramp to College Dr		

Geometric Data

Number of Lanes, In	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.17
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6995	Heavy Vehicle Adjustment Factor (fHV)	0.926
Peak Hour Factor	0.89	Flow Rate (Vp), pc/h/ln	1698
Total Trucks, %	8.00	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	53.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	31.6
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	53.8		

HCS7 Basic Freeway Report

Project Information

Analyst	AMB	Date	4/4/2018
Agency	US - 10-085-2	Analysis Year	2040
Jurisdiction	LADOTD	Time Period Analyzed	No Build AM
Project Description	I-10 Corridor Improvement Stage 1 EA - I-10 WB btw College Dr on and off ramps AM		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	54.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6962	Heavy Vehicle Adjustment Factor (fHV)	0.943
Peak Hour Factor	0.98	Flow Rate (Vp), pc/h/ln	1883
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2242
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2242
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.84
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	54.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	34.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	54.2		

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Project Information

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Project Description	I-10 Corridor Improvement Stage 1 EA - I-10 WB btw College Dr on and off ramps		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	54.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity













Demand Volume veh/h	5582	Heavy Vehicle Adjustment Factor (fHV)	0.926
Peak Hour Factor	0.89	Flow Rate (Vp), pc/h/ln	1693
Total Trucks, %	8.00	Capacity (c), pc/h/ln	2242
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2242
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	54.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	31.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	54.2		

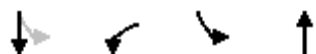
HCM 2010 Signalized Intersection Summary
2040 No Build AM

I-10 WB at College
6/10/2019

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	581	739	1111	247	241	1117		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1881	1863	1845		
Adj Flow Rate, veh/h	625	0	1195	0	259	1201		
Adj No. of Lanes	2	1	2	1	1	2		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Percent Heavy Veh, %	2	2	2	1	2	3		
Cap, veh/h	708	326	1483	670	293	1976		
Arrive On Green	0.21	0.00	0.42	0.00	0.10	0.56		
Sat Flow, veh/h	3442	1583	3632	1599	1774	3597		
Grp Volume(v), veh/h	625	0	1195	0	259	1201		
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1599	1774	1752		
Q Serve(g_s), s	21.1	0.0	35.5	0.0	9.5	27.3		
Cycle Q Clear(g_c), s	21.1	0.0	35.5	0.0	9.5	27.3		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	708	326	1483	670	293	1976		
V/C Ratio(X)	0.88	0.00	0.81	0.00	0.89	0.61		
Avail Cap(c_a), veh/h	846	389	1483	670	480	2322		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	46.2	0.0	30.6	0.0	25.0	17.4		
Incr Delay (d2), s/veh	9.8	0.0	4.8	0.0	6.5	0.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	16.5	0.0	25.2	0.0	8.8	19.3		
LnGrp Delay(d),s/veh	56.0	0.0	35.3	0.0	31.5	17.8		
LnGrp LOS	E		D		C	B		
Approach Vol, veh/h	625		1195			1460		
Approach Delay, s/veh	56.0		35.3			20.3		
Approach LOS	E		D			C		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		73.1		30.2	17.4	55.8		
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5		
Max Green Setting (Gmax), s		79.5		29.5	24.5	49.5		
Max Q Clear Time (g_c+I1), s		29.3		23.1	11.5	37.5		
Green Ext Time (p_c), s		38.3		1.6	0.3	11.1		
Intersection Summary								
HCM 2010 Ctrl Delay			32.6					
HCM 2010 LOS			C					

Timing Report, Sorted By Phase 2040 No Build AM

I-10 WB at College
6/10/2019

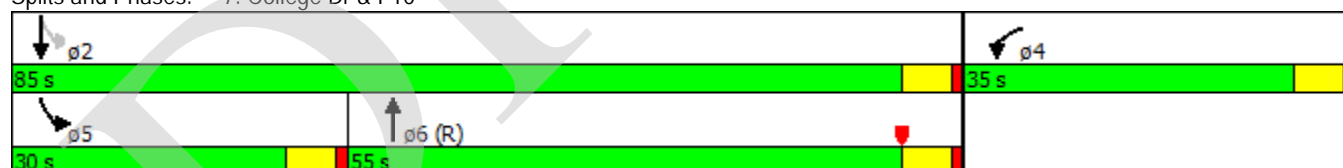


Phase Number	2	4	5	6
Movement	SBTL	WBL	SBL	NBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	Min	None	None	C-Max
Maximum Split (s)	85	35	30	55
Maximum Split (%)	70.8%	29.2%	25.0%	45.8%
Minimum Split (s)	15.5	10.5	15.5	15.5
Yellow Time (s)	4.5	4.5	4.5	4.5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	10	5	3	10
Vehicle Extension (s)	4	3.4	2	4
Minimum Gap (s)	2	3.4	2	2
Time Before Reduce (s)	20	0	0	20
Time To Reduce (s)	2	0	0	2
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	35.5	0.5	35.5	65.5
End Time (s)	0.5	35.5	65.5	0.5
Yield/Force Off (s)	115	30	60	115
Yield/Force Off 170(s)	115	30	60	115
Local Start Time (s)	40.5	5.5	40.5	70.5
Local Yield (s)	0	35	65	0
Local Yield 170(s)	0	35	65	0

Intersection Summary
















Cycle Length 120
Control Type Actuated-Coordinated
Natural Cycle 70
Offset: 115 (96%), Referenced to phase 6:NBT, Start of Yellow

Splits and Phases: 7: College Dr & I-10



HCM 2010 Signalized Intersection Summary
2040 No Build PM

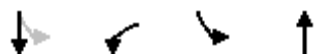
I-10 WB at College
6/10/2019

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	 		 			 		
Volume (veh/h)	628	785	1253	169	215	1388		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1881	1900	1900	1863		
Adj Flow Rate, veh/h	690	0	1377	0	236	1525		
Adj No. of Lanes	2	1	2	1	1	2		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		
Percent Heavy Veh, %	2	2	1	0	0	2		
Cap, veh/h	677	311	1933	874	279	2297		
Arrive On Green	0.20	0.00	0.54	0.00	0.07	0.65		
Sat Flow, veh/h	3442	1583	3668	1615	1810	3632		
Grp Volume(v), veh/h	690	0	1377	0	236	1525		
Grp Sat Flow(s),veh/h/ln	1721	1583	1787	1615	1810	1770		
Q Serve(g_s), s	29.5	0.0	43.2	0.0	8.4	39.9		
Cycle Q Clear(g_c), s	29.5	0.0	43.2	0.0	8.4	39.9		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	677	311	1933	874	279	2297		
V/C Ratio(X)	1.02	0.00	0.71	0.00	0.85	0.66		
Avail Cap(c_a), veh/h	677	311	1933	874	469	2584		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	60.3	0.0	25.7	0.0	27.0	16.2		
Incr Delay (d2), s/veh	39.6	0.0	2.3	0.0	3.0	0.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	31.9	0.0	29.5	0.0	9.6	26.7		
LnGrp Delay(d),s/veh	99.8	0.0	28.0	0.0	29.9	16.9		
LnGrp LOS	F		C		C	B		
Approach Vol, veh/h	690		1377			1761		
Approach Delay, s/veh	99.8		28.0			18.6		
Approach LOS	F		C			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		102.9		35.0	16.2	86.6		
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5		
Max Green Setting (Gmax), s		109.5		29.5	26.5	77.5		
Max Q Clear Time (g_c+I1), s		41.9		31.5	10.4	45.2		
Green Ext Time (p_c), s		55.5		0.0	0.3	30.1		
Intersection Summary								
HCM 2010 Ctrl Delay			36.6					
HCM 2010 LOS			D					

Timing Report, Sorted By Phase

2040 No Build PM

I-10 WB at College
6/10/2019

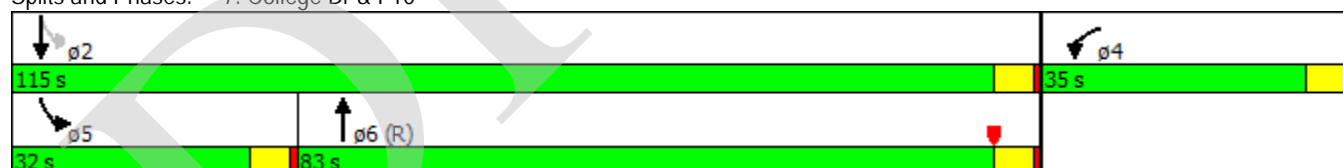


Phase Number	2	4	5	6
Movement	SBTL	WBL	SBL	NBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	Min	None	None	C-Max
Maximum Split (s)	115	35	32	83
Maximum Split (%)	76.7%	23.3%	21.3%	55.3%
Minimum Split (s)	15.5	10.5	9.5	15.5
Yellow Time (s)	4.5	4.5	4.5	4.5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	10	5	3	10
Vehicle Extension (s)	4	3.4	2	4
Minimum Gap (s)	2	3.4	2	2
Time Before Reduce (s)	20	0	0	20
Time To Reduce (s)	2	0	0	2
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	82.5	47.5	82.5	114.5
End Time (s)	47.5	82.5	114.5	47.5
Yield/Force Off (s)	42	77	109	42
Yield/Force Off 170(s)	42	77	109	42
Local Start Time (s)	40.5	5.5	40.5	72.5
Local Yield (s)	0	35	67	0
Local Yield 170(s)	0	35	67	0

Intersection Summary

Cycle Length 150
Control Type Actuated-Coordinated
Natural Cycle 70
Offset: 42 (28%), Referenced to phase 6:NBT, Start of Yellow

Splits and Phases: 7: College Dr & I-10



**Intersection Analysis Comparison
Existing and No Build Conditions**

Location	AM						PM					
	Existing			No Build			Existing			No Build		
	Delay (sec)	V/C Ratio	95 th % Queues (ft)	Delay (sec)	V/C Ratio	95 th % Queues (ft)	Delay (sec)	V/C Ratio	95 th % Queues (ft)	Delay (sec)	V/C Ratio	95 th % Queues (ft)
College Dr at I-10 WB Ramps	31.7			32.6			33.7			36.6		
<i>I-10 ramp Westbound</i>	55.3	0.87	385	56.0	0.88	413	83.2	0.95	548	99.8	1.02	798
<i>College Dr Northbound</i>	34.1	0.76	583	35.3	0.81	630	28.1	0.68	690	28.0	0.71	738
<i>College Dr Southbound</i>	19.5	0.81	450	20.3	0.89	483	18.6	0.77	630	18.6	0.85	668

**Freeway and Merge Analysis Comparison
Existing and No Build Conditions**

Location	AM		PM	
	Existing	No Build	Existing	No Build
	Density (pc/mi/ln)	Density (pc/mi/ln)	Density (pc/mi/ln)	Density (pc/mi/ln)
I-10 WB On Ramp from Essen Ln Merge	27.6	36.7	28.7	38.0
I-10 WB between On Ramp from Essen Ln and Off Ramp to I-12 EB	27.4	35.7	28.6	37.4
I-10 WB between Off Ramp to I-12 EB and merge with I-12 WB	37.5	--	37.5	--
I-12 WB between Off Ramp to I-10 EB and merge with I-10 WB	22.5	24.3	18.3	19.8
I-10 WB between merge with I-12 WB and off ramp to College Dr	27.8	33.3	26.0	31.6
I-10 WB between College Dr on and off ramps	28.3	34.8	24.9	31.2

-- When v/c is greater than 1 the HCS software does not report density.

College Drive 2040 Build Volume Estimation Methodology

2040 Build Traffic Volumes

Volumes for the design year were developed for use in Build conditions analysis to compare to the No Build analysis results. The objective is to assess the operational impact of the proposed interchange modifications with an additional lane on I-10. The proposed modifications include directional ramps from I-10 and from I-12 to College Drive and two options for the tie in of the directional ramp to College Drive:

- Option 1 includes a single lane exit ramp to Trust Drive, a new designated right turn only lane at the signalized intersection of College Drive at the I-10 WB ramp and the removal of the WB right turn slip lane.
- Option 2 includes a right turn slip lane for vehicles exiting at College Drive destined for Corporate Boulevard and a new designated right turn only lane at the signalized intersection of College Drive at the I-10 WB ramp.

Separate IMRs are being prepared for proposed modifications to the Acadian Throughway /Perkins Road interchanges and Washington/Dalrymple interchanges.

TransCAD Data

TransCAD volume output from the Capitol Region Planning Commission's (CRPC) regional transportation models was reviewed to assist with estimating projected Build volumes. The model volume output is not intended to be used as absolute, especially at the micro level such as peak periods at intersections. Model output is a useful tool as it predicts changes to traffic patterns with proposed interchange modifications and also takes into account other projects that are included in the financially constrained long range transportation plan.

Models were provided for the following scenarios:

- 2037 No Build condition with the existing configuration
- 2037 Build conditions with the following proposed improvements:
 - An additional lane on I-10
 - College Drive Directional Ramps from I-10 and I-12
 - Perkins Ramp Removal
 - Washington Street/Dalrymple Drive combined interchange.

The model output was reviewed to confirm the links and number of lanes matched the existing and proposed conditions within the study area. These are presented in **Appendix C**.

The intersection flow diagrams were reviewed for the AM and PM peak periods. The intersection flow diagrams are presented in **Appendix C**. The ADTs were also reviewed and are presented in **Appendix C**. The 2040 No Build volumes presented in **Figure 2.5** were multiplied by the percent change calculated from the TransCAD models to estimate traffic volumes that exist in both the No Build and Build conditions on I-10 and at the ramp terminal. The percent change between the

TransCAD No Build and TransCAD Build output was calculated for the AM peak period, PM peak period, and ADTs. The results are presented in **Table C-1**.

DRAFT

**Table C-1
TransCAD Data Comparison**

No Build Node	Build Node	Location	Approach	Movement	AM					PM					ADT		
					No Build	Build	% Change	No Build VPH*	Proposed Build Volumes	No Build	Build	% Change	No Build VPH*	Proposed Build Volumes	No Build	Build	% Change
5025		I-10 WB	I-10 WB	Mainline between Essen On and Off Ramp	11580	11325	98%	4745	4650	10786	10507	97%	4332	4202	57836	56652	98%
5722		I-12 WB	I-12 WB	Mainline between Essen On and Off Ramp	10855	10919	101%	3537	3572	8142	8178	100%	2663	2663	51772	51923	100%
6347	I-10 WB Off Ramp @ College Dr	I-10 WB off Ramp		Westbound Left	2494	1727	69%	581	401	2118	1405	66%	628	415	21545	12658	59%
				Westbound Right	2766	1470	53%	739	392	2553	1296	51%	785	400			
		College Dr NB		Northbound Thru	3489	4068	117%	1111	1300	4157	4741	114%	1253	1428	19200	22305	116%
				Northbound Right	158	259	164%	247	405	445	521	117%	169	198			
		College Dr SB		Southbound Left	417	643	154%	241	371	722	1086	150%	215	323	24836	26482	107%
				Southbound Thru	4306	4261	99%	1117	1106	5453	5550	102%	1388	1416			
6406		I-10 WB Off Ramp to I-12 EB (using I-12 EB)	I-10 WB Off Ramp to I-12 EB	Off Ramp	6770	7277	107%	517	553	11183	12096	108%	652	704	53845	55799	104%
5025		I-10 WB On Ramp from Essen Ln	I-10 WB On Ramp from Essen Ln	On Ramp	1383	1493	108%	530	572	3366	2611	78%	744	580	9234	8995	97%

* Presented in Figure 2.5

Directional Ramp tie in to College Drive Volumes

Options 1 and 2 for the I-10 WB ramp terminal at College Drive was not included in the CRPC model. Traffic volumes for the two (2) options were estimated based on the number of vehicles which would access Corporate Boulevard from the College Drive I-10 WB off ramp using a traffic count provided by LADOTD. The count documented the number of right turns from the I-10 WB off ramp going straight to College Drive NB and the number making a right onto Corporate Boulevard. It was assumed that the percentage of vehicles which would use the Trust Drive ramp in Option 1 and the right turn slip lane in Option 2 were the same. The count is presented in **Appendix C** and the AM and PM percentages were 35% and 34%, respectively.

Build Volumes

Volumes exiting from I-10 WB and I-12 WB to the College Drive Off Ramp were calculated based on a percent breakdown from the 2037 Build TransCAD Node 8625 output. The percent breakdown is presented on **Figures C-1** and **C-2** and on TransCAD output sheets in **Appendix C**.

Volumes using the Trust Drive connection in Option 1 to access Corporate Boulevard were calculated based on the percentage from the count provided by LADOTD and the TransCAD adjusted volumes. The percentages are shown in blue on **Figures C-1** and **C-2**.

Volumes using the right turn slip lane in Option 2 to access Corporate Boulevard were calculated based on the percentage from the count provided by LADOTD and the TransCAD adjusted volumes. The percentages are shown in blue on **Figures C-1** and **C-2**.

The remaining movements were calculated from the upstream/downstream locations and are shown in orange on the volume figures. The resulting Build volumes are presented in black on **Figure C-1** for the AM and **Figure C-2** for the PM.

LEGEND:

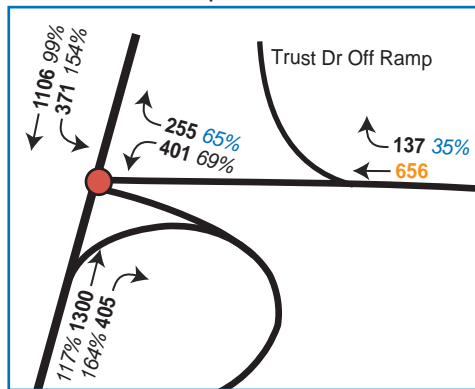
- X** 2040 Build AM Volumes
- X%** TransCAD Percent of NB AM Volume
- X** Calculated AM Volume
- X%** Corporate/College NB Percent of AM TransCAD Volume
- Signalized Intersection



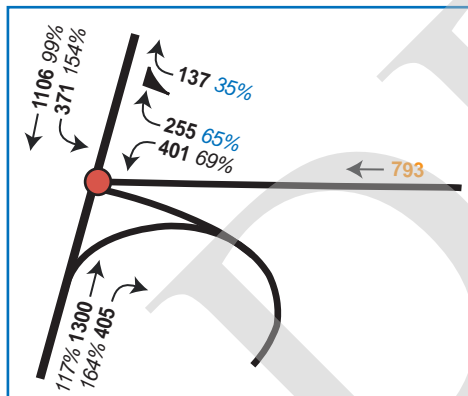
TransCAD Node 8625

- ← 56% From I-10
- ← 44% From I-12

Option 1



Option 2



← 7429

EXIT 159

← 349
← 3223

← 3572 101%

← 444
← 4206

← 553 107%
← 4650 98%

← 5203

← 572 108% On Ramp
← 4631

Figure C-1

AM 2040 Build Volumes

IMR Data Collection
Directional Ramp from I-10 WB to College Drive
East Baton Rouge Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.



LEGEND:

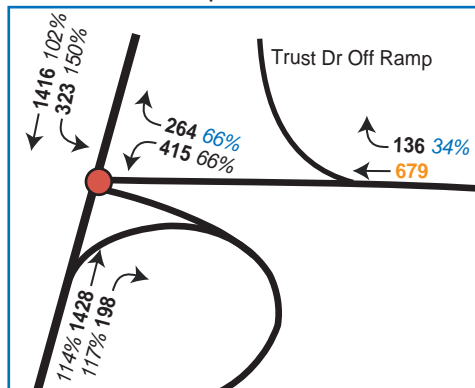
- X** 2040 Build PM Volumes
- X%** TransCAD Percent of NB PM Volume
- X** Calculated PM Volume
- X%** Corporate/College NB Percent of PM TransCAD Volume
- Signalized Intersection



TransCAD Node 8625

- ← 55% From I-10
- ← 45% From I-12

Option 1



Option 2

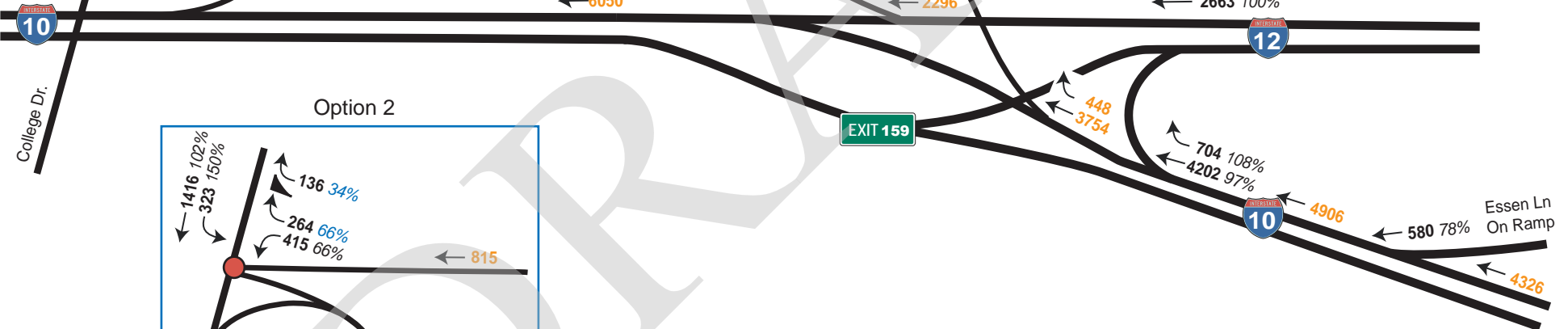
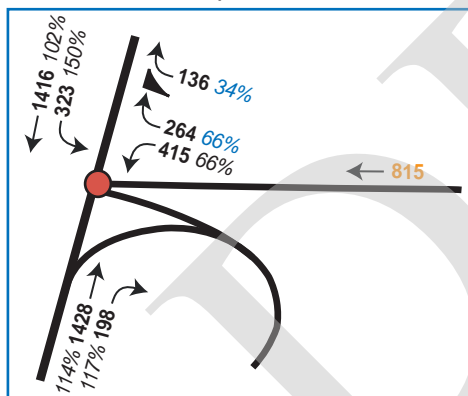


Figure C-2

PM 2040 Build Volumes

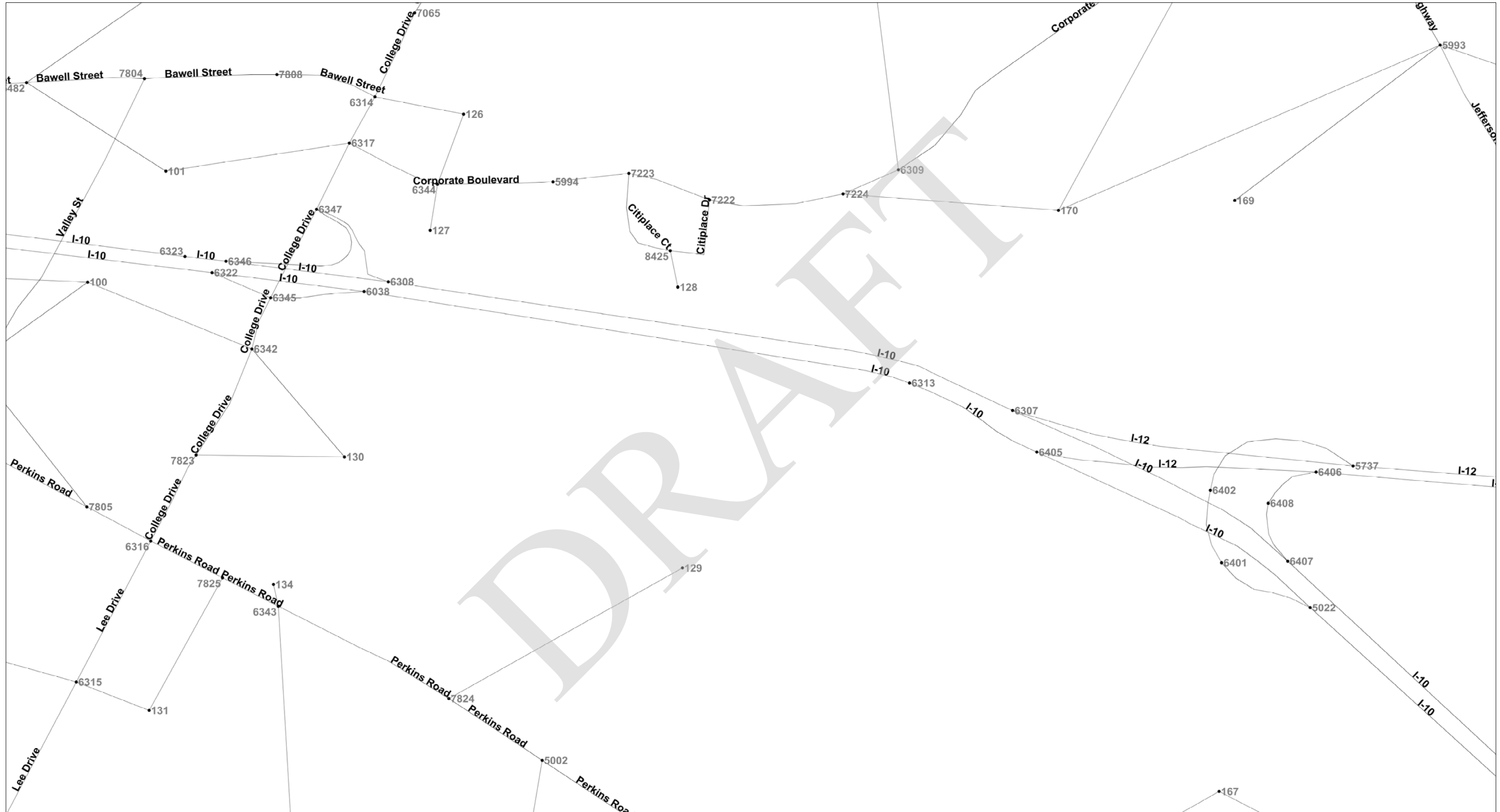
IMR Data Collection
Directional Ramp from I-10 WB to College Drive
East Baton Rouge Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.



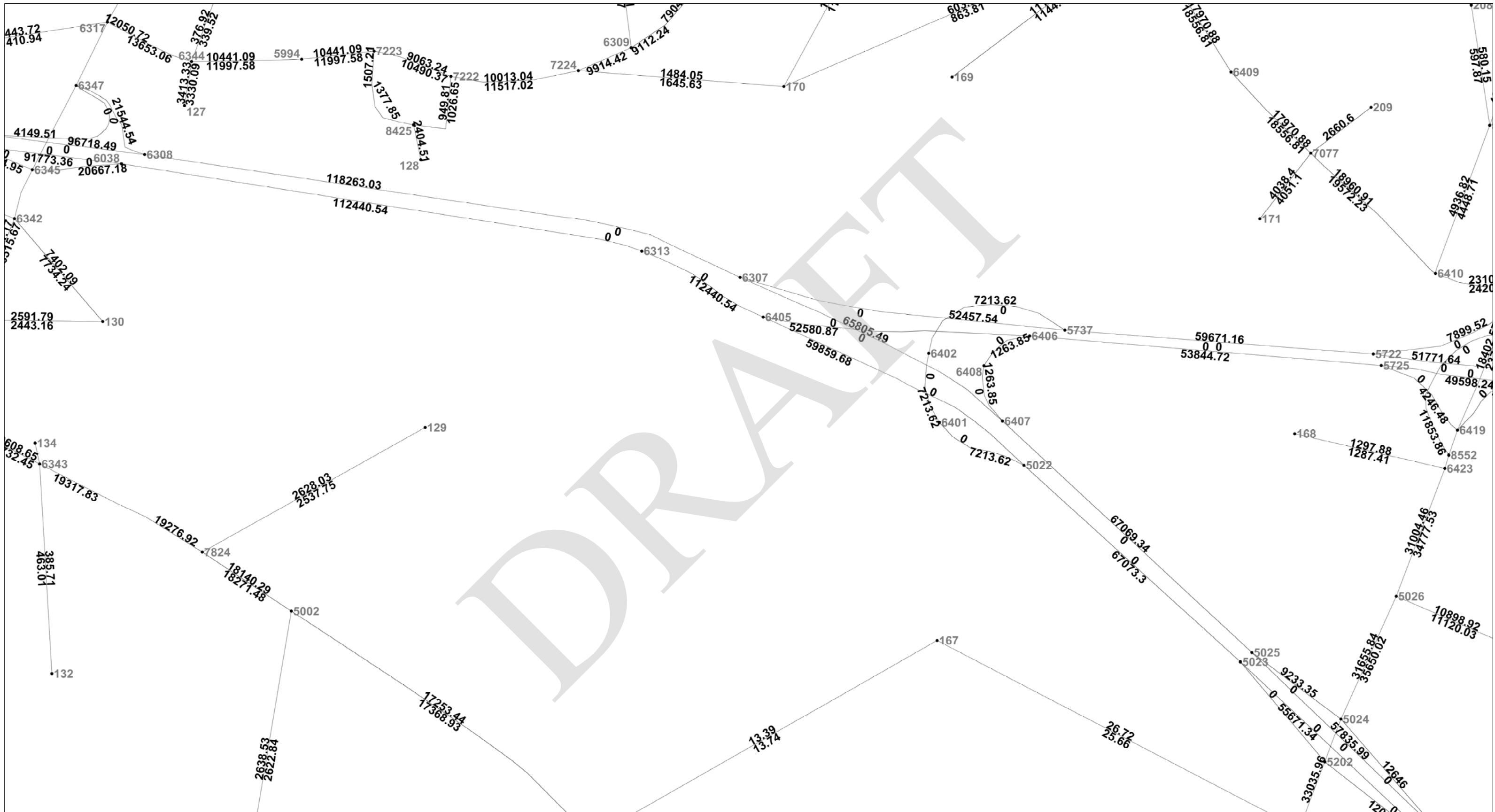
2037 No Build- Names and Nodes



[illegible]

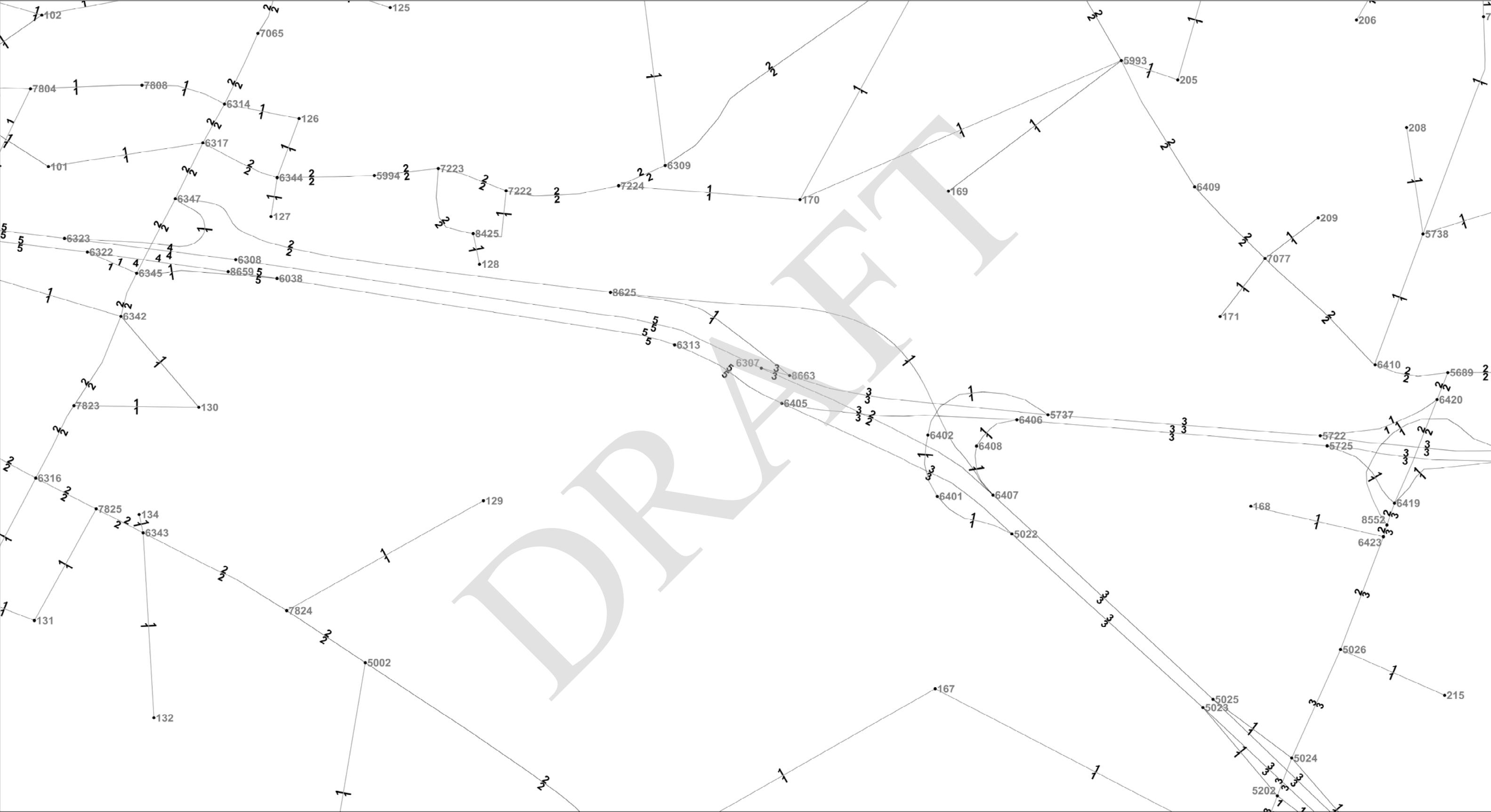
2037 No Build- ADTs and Nodes

2037 No Build- ADTs and Nodes

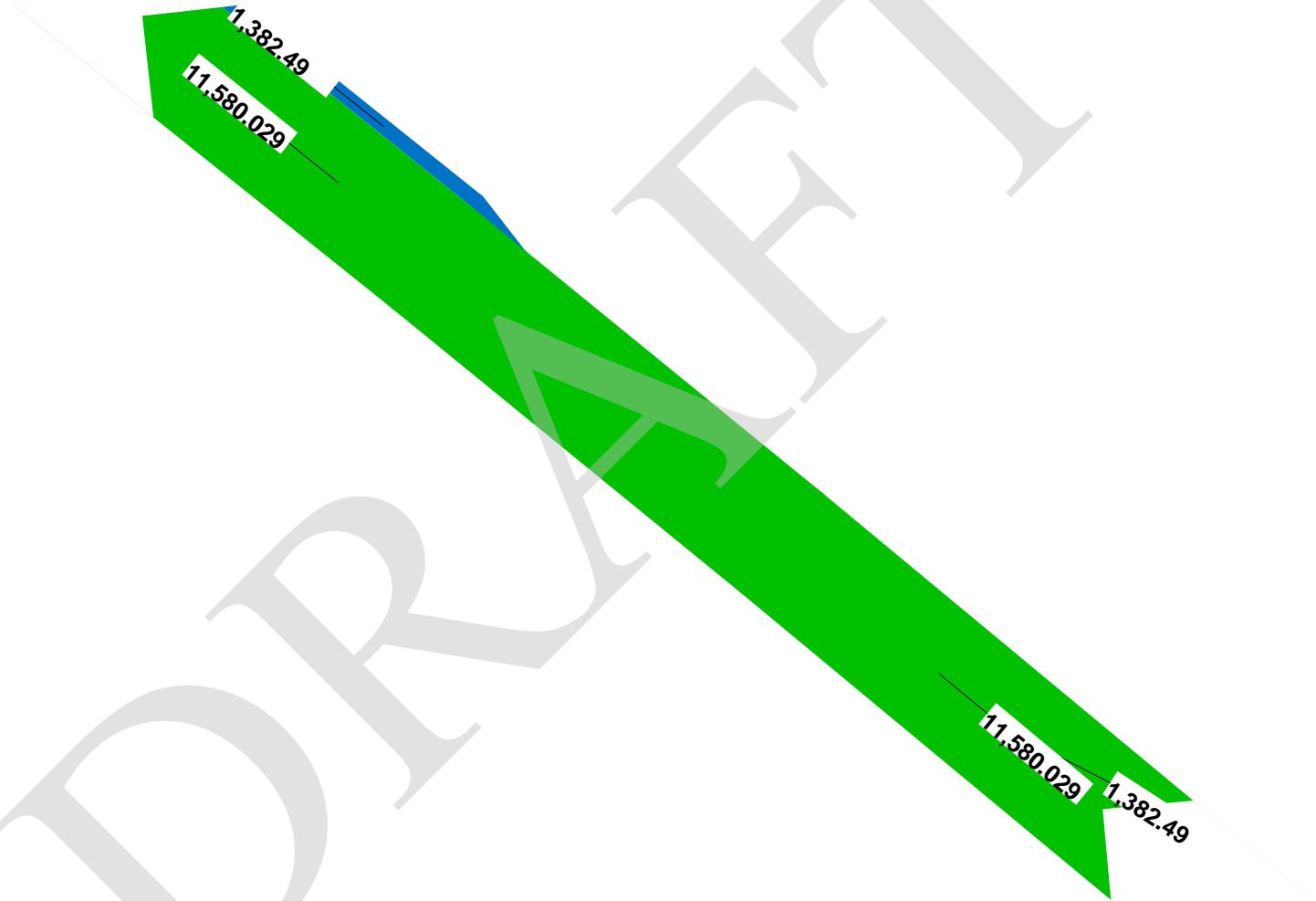


[illegible]

College Drive IMR
2037 Build- Lanes and Nodes

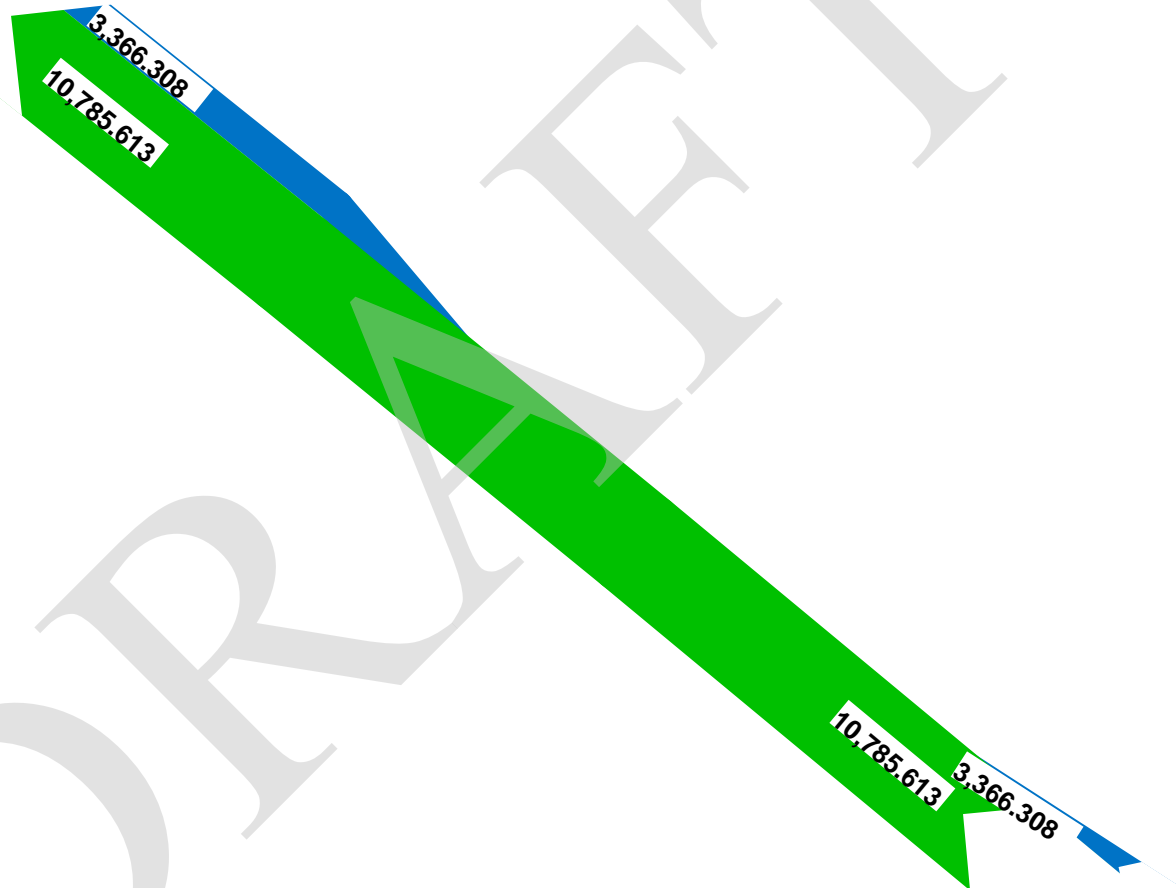


I-10 WB On Ramp from Essen



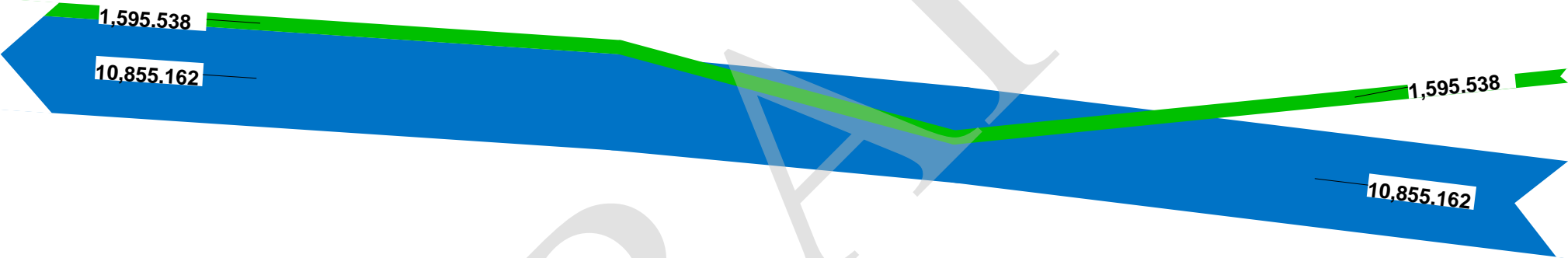
No Build AM Node 5025

I-10 WB On Ramp from Essen



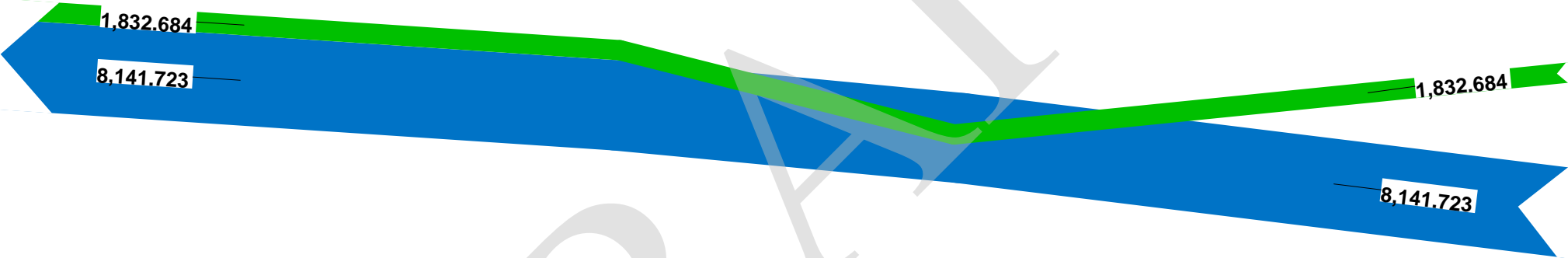
No Build PM Node 5025

I-12 WB On Ramp from Essen



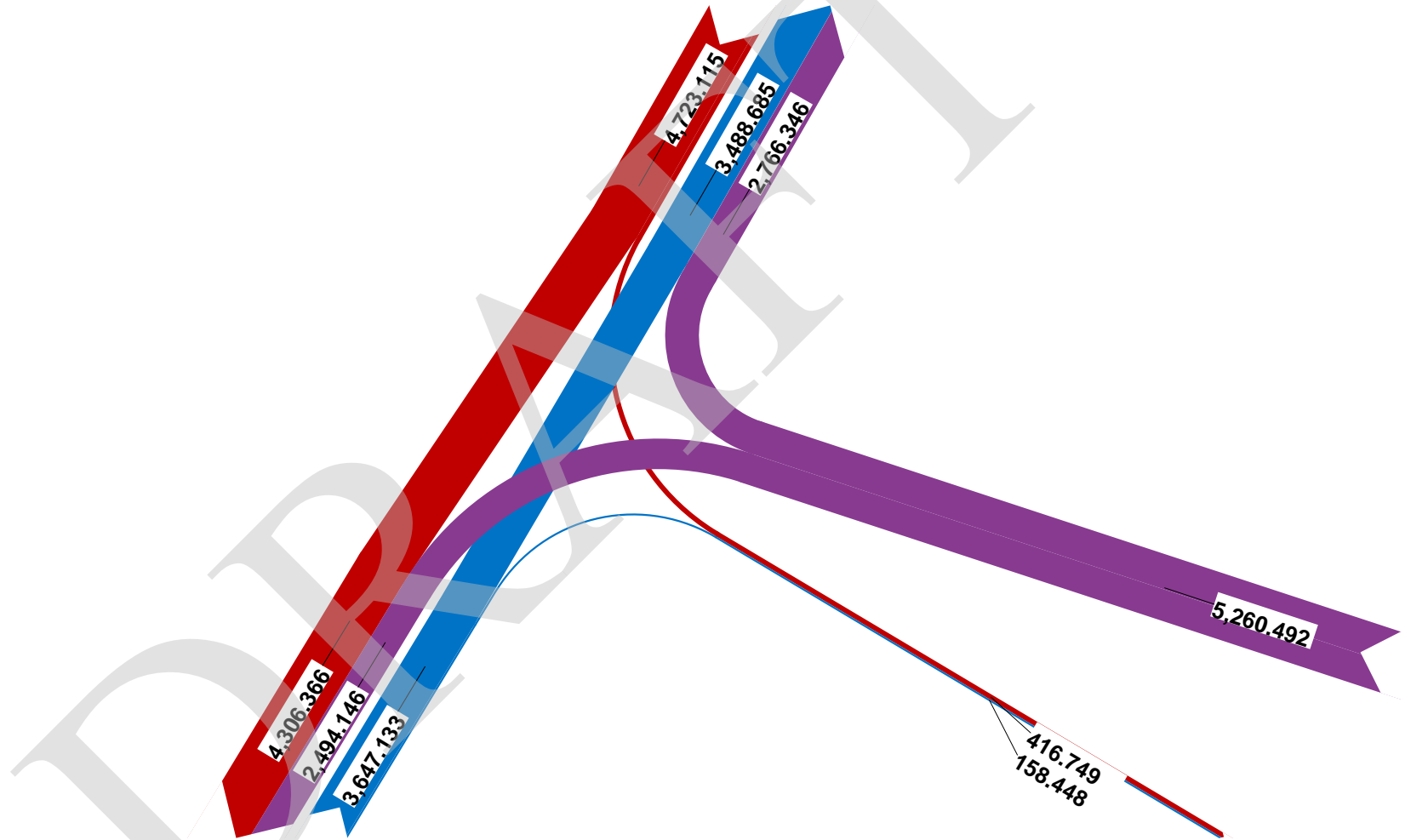
No Build AM Node 5722

I-12 WB On Ramp from Essen



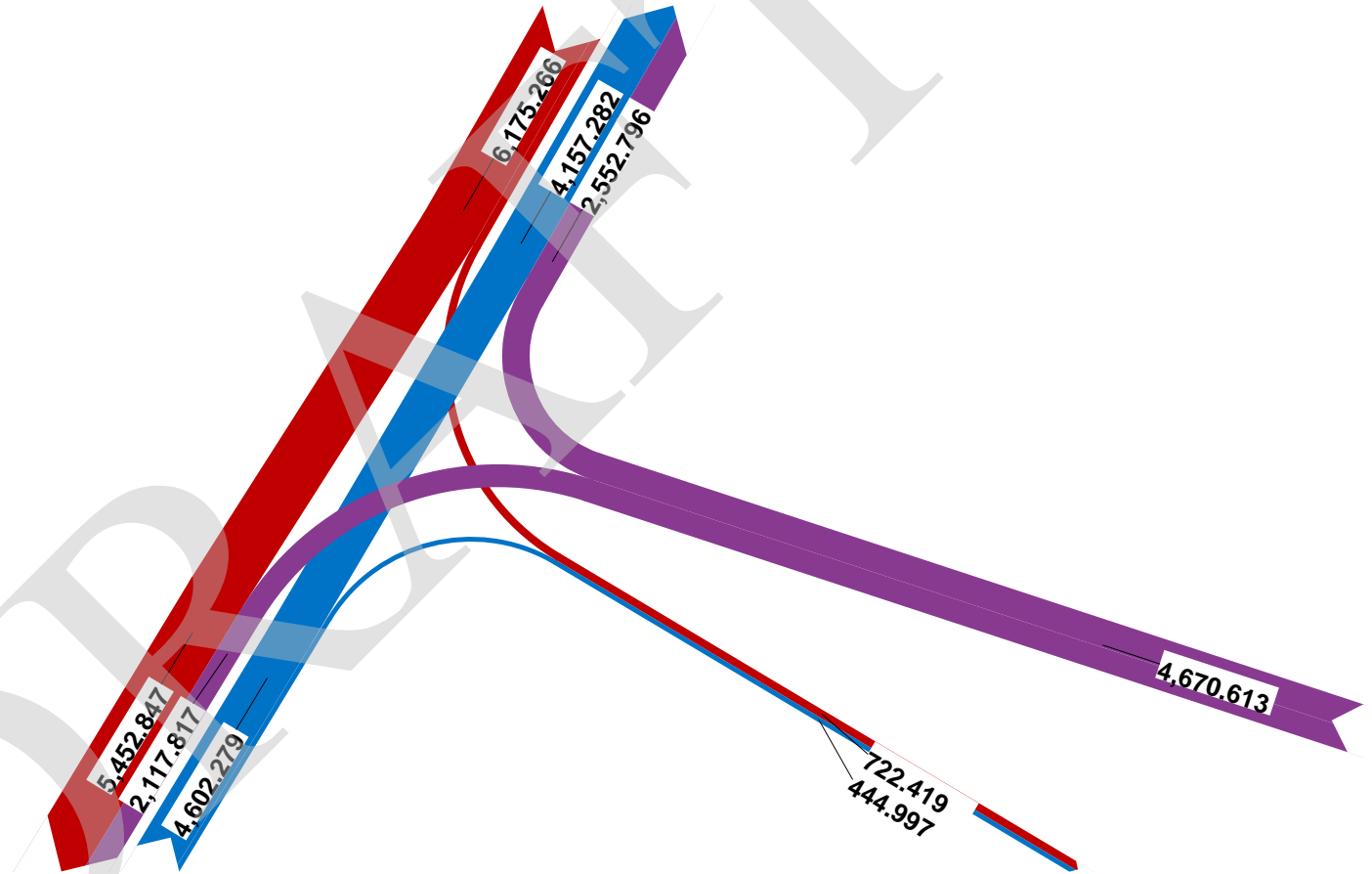
No Build PM Node 5722

I-10 WB Off Ramp at College Dr



No Build AM Node 6347

I-10 WB Off Ramp at College Dr



No Build PM Node 6347

I-12 EB on ramp from I-10 WB



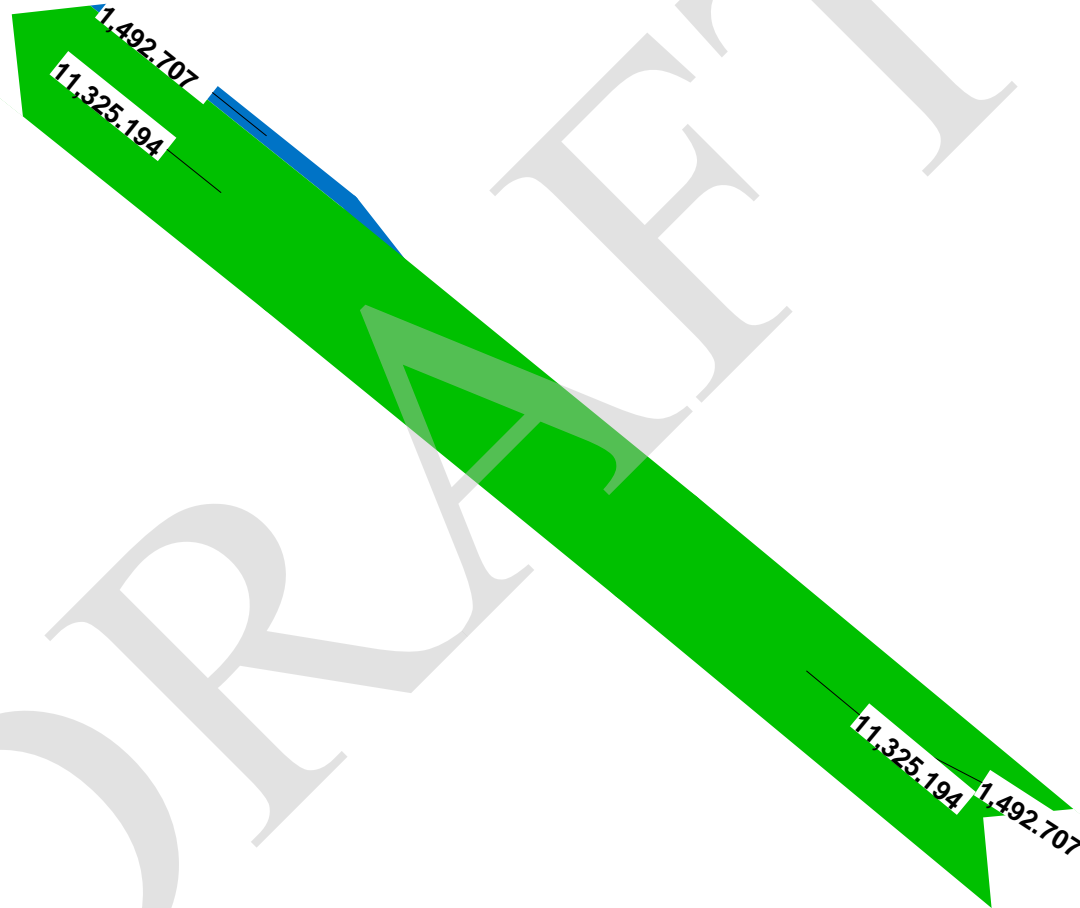
Node 6406 2037 No Build AM

I-12 EB on ramp from I-10 WB



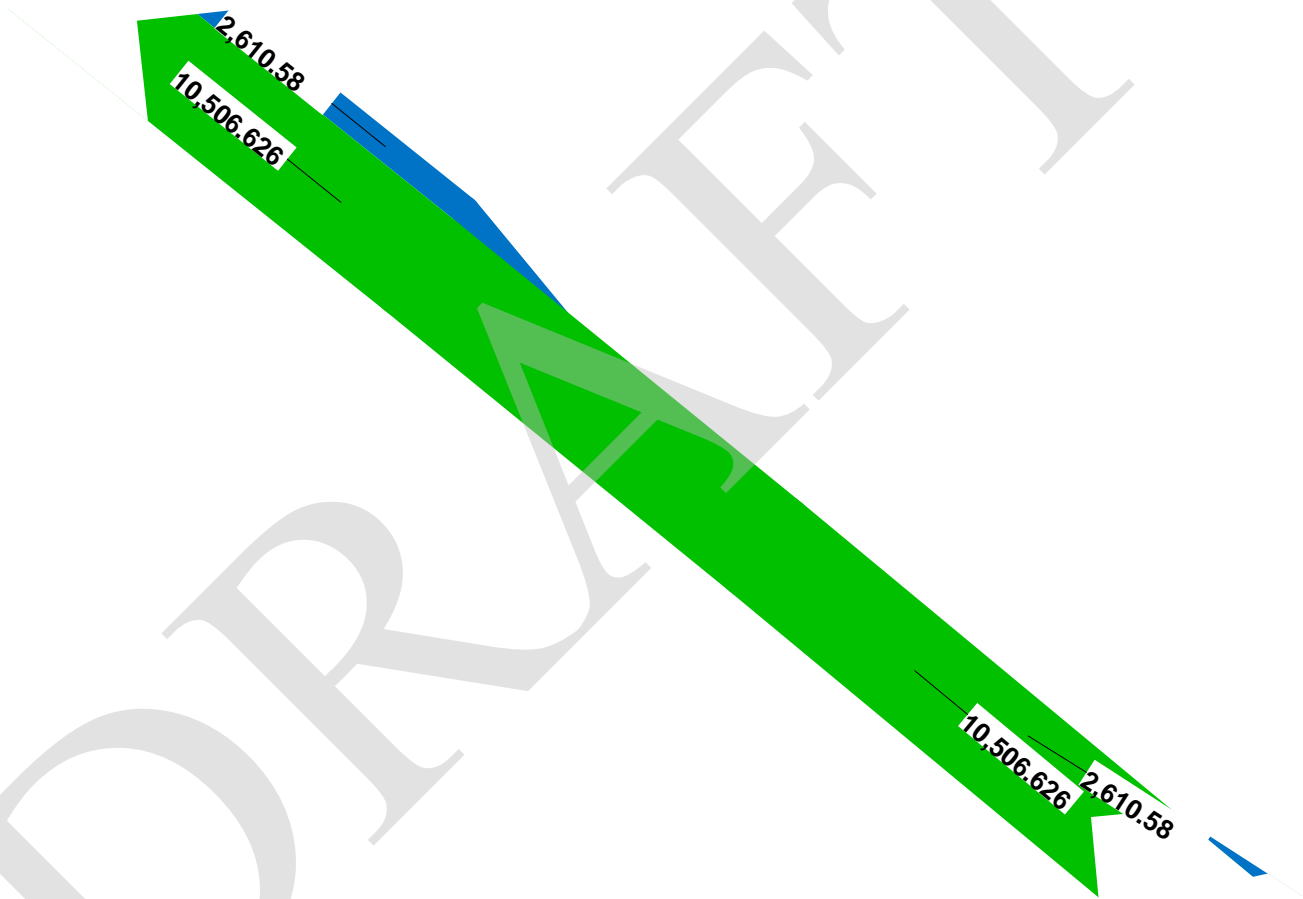
Node 6406 2037 No Build PM

I-10 WB On Ramp from Essen



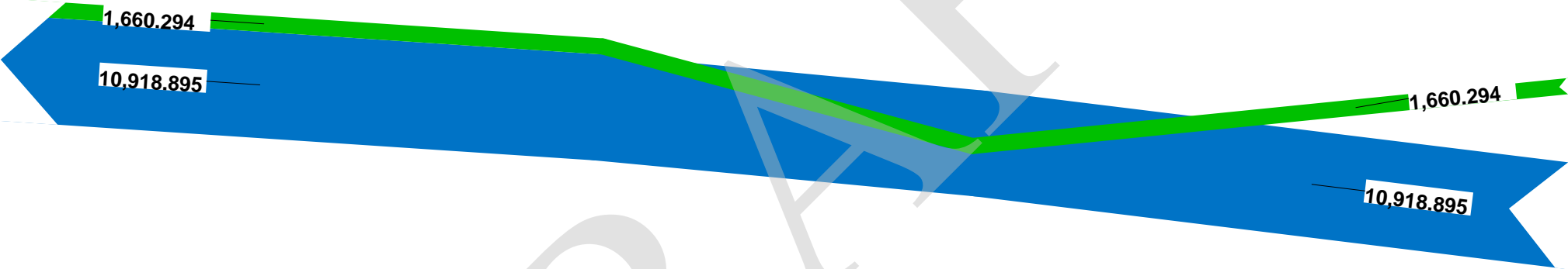
Build AM Node 5025

I-10 WB On Ramp from Essen



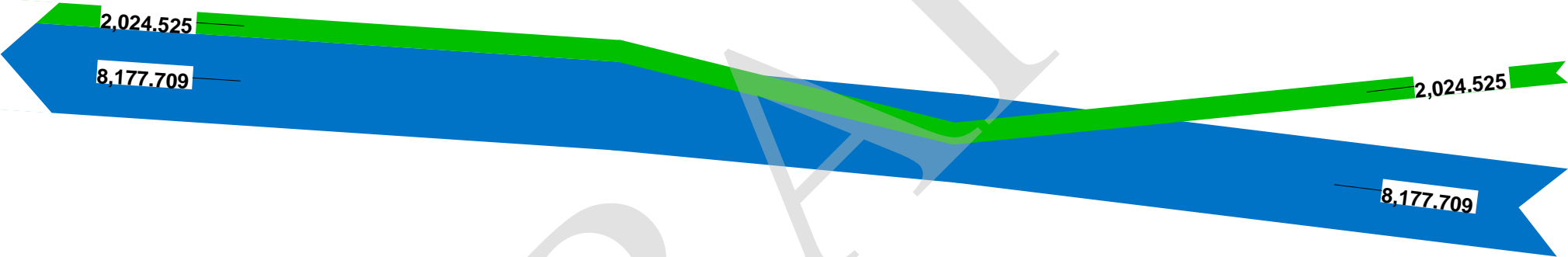
Build PM Node 5025

I-12 WB On Ramp from Essen



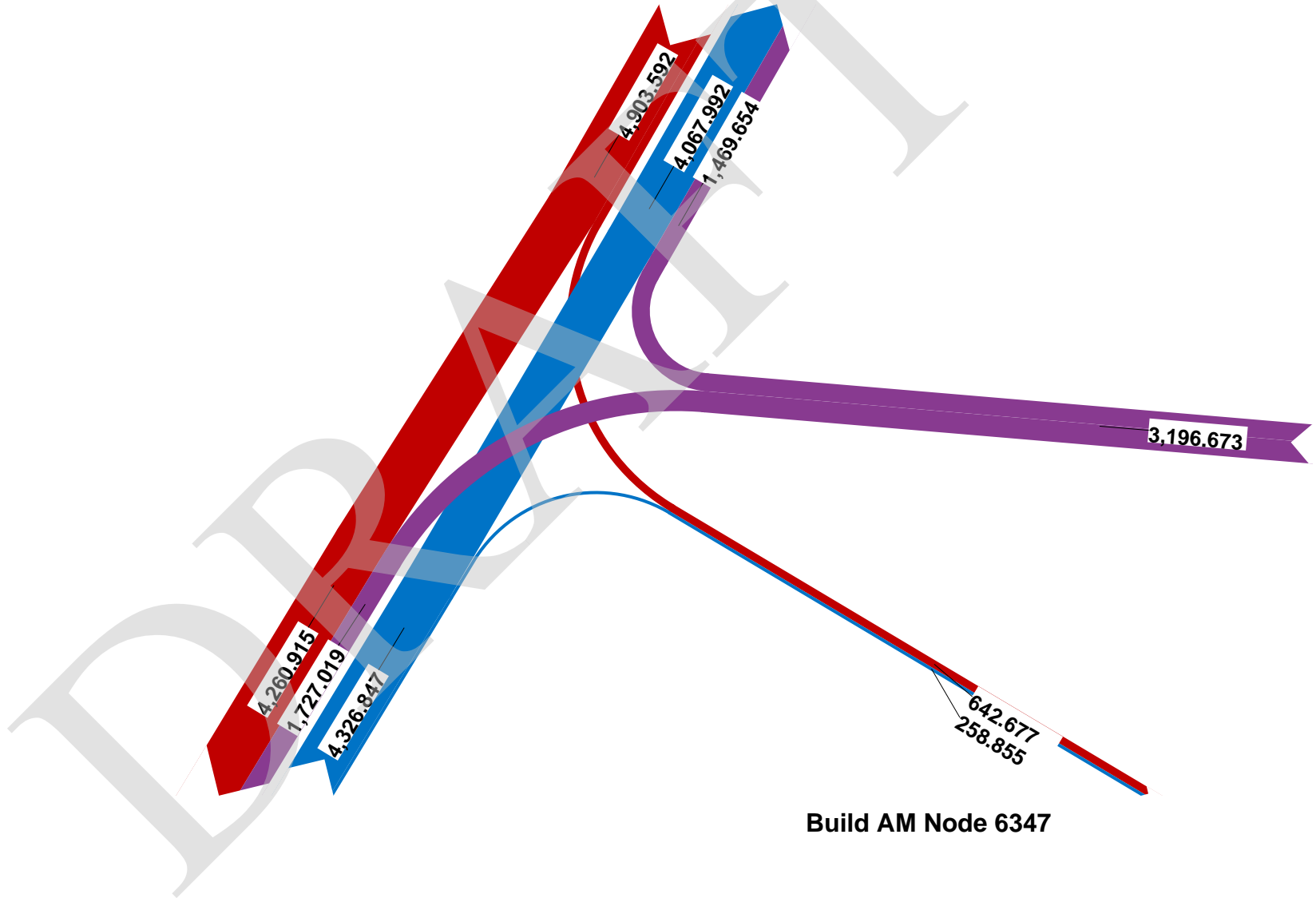
Build AM Node 5722

I-12 WB On Ramp from Essen



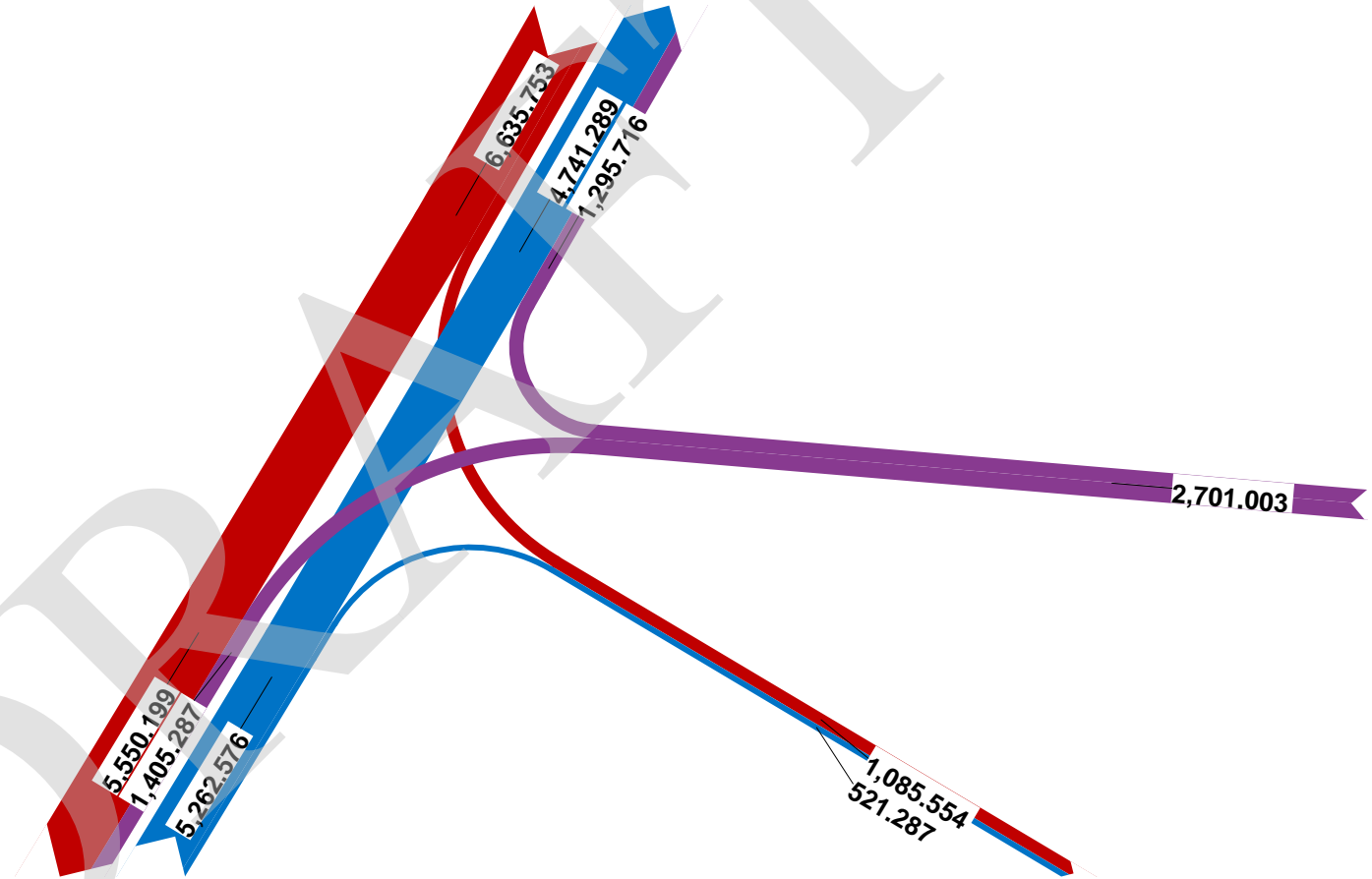
Build PM Node 5722

I-10 WB Off Ramp at College Dr



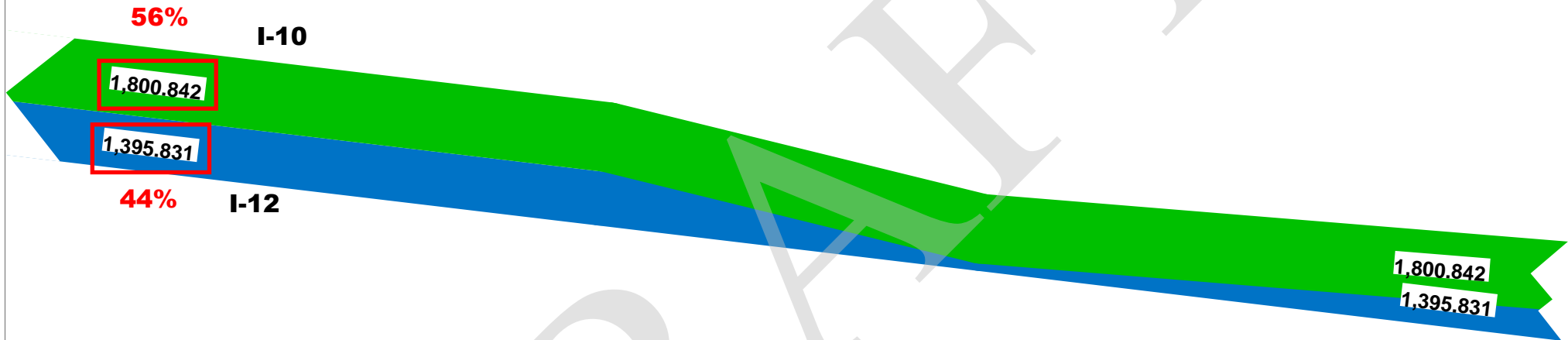
Build AM Node 6347

I-10 WB Off Ramp at College Dr



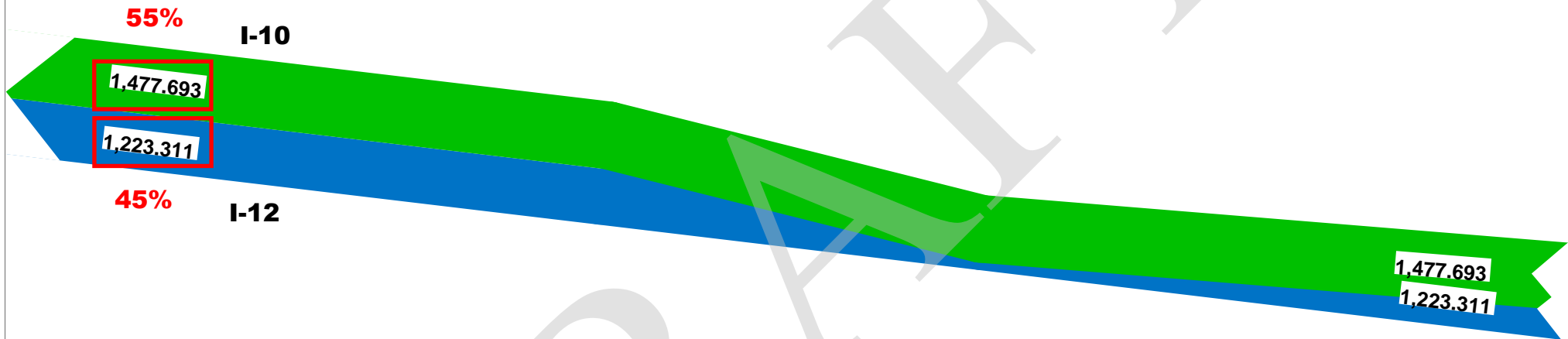
Build PM Node 6347

College Off Ramp from I-10/I-12



Build AM Node 8625

College Off Ramp from I-10/I-12



Build PM Node 8625

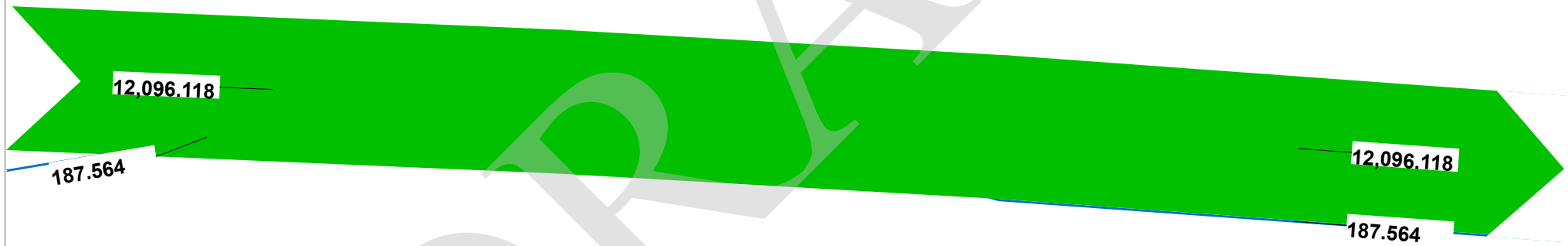
I-12 EB On Ramp From I-12 WB

7,276.644

7,276.644

Node 6406 2037 Build AM

I-12 EB On Ramp From I-12 WB



Node 6406 2037 Build PM

DOTD HQ
1201 Capitol Access Rd
Baton Rouge, LA 70802

I-10 WB Off Ramp
Only Captured Thrus and Rights
Lat: N 30.424434
Long: W -91.138286

File Name : I-10 WB Off Ramp
Site Code : 00000000
Start Date : 11/15/2018
Page No : 1

Groups Printed- Unshifted - Semi Trucks

Start Time	College Dr From North				Corporate Blvd From East				Westbound Off Ramp From I-10 WB				Corporate Blvd From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00	0	0	0	0	0	0	0	0	46	89	0	135	0	0	0	0	135
07:15	0	0	0	0	0	0	0	0	54	95	0	149	0	0	0	0	149
07:30	0	0	0	0	0	0	0	0	53	106	0	159	0	0	0	0	159
07:45	0	0	0	0	0	0	0	0	49	90	0	139	0	0	0	0	139
Total	0	0	0	0	0	0	0	0	202	380	0	582	0	0	0	0	582

*** BREAK ***

17:00	0	0	0	0	0	0	0	0	51	111	0	162	0	0	0	0	162
17:15	0	0	0	0	0	0	0	0	56	135	0	191	0	0	0	0	191
17:30	0	0	0	0	0	0	0	0	63	108	0	171	0	0	0	0	171
17:45	0	0	0	0	0	0	0	0	65	96	0	161	0	0	0	0	161
Total	0	0	0	0	0	0	0	0	235	450	0	685	0	0	0	0	685
Grand Total	0	0	0	0	0	0	0	0	437	830	0	1267	0	0	0	0	1267
Apprch %	0	0	0	0	0	0	0	0	34.5	65.5	0		0	0	0	0	
Total %	0	0	0	0	0	0	0	0	34.5	65.5	0	100	0	0	0	0	
Unshifted	0	0	0	0	0	0	0	0	437	824	0	1261	0	0	0	0	1261
% Unshifted	0	0	0	0	0	0	0	0	100	99.3	0	99.5	0	0	0	0	99.5
Semi Trucks	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	6
% Semi Trucks	0	0	0	0	0	0	0	0	0	0.7	0	0.5	0	0	0	0	0.5

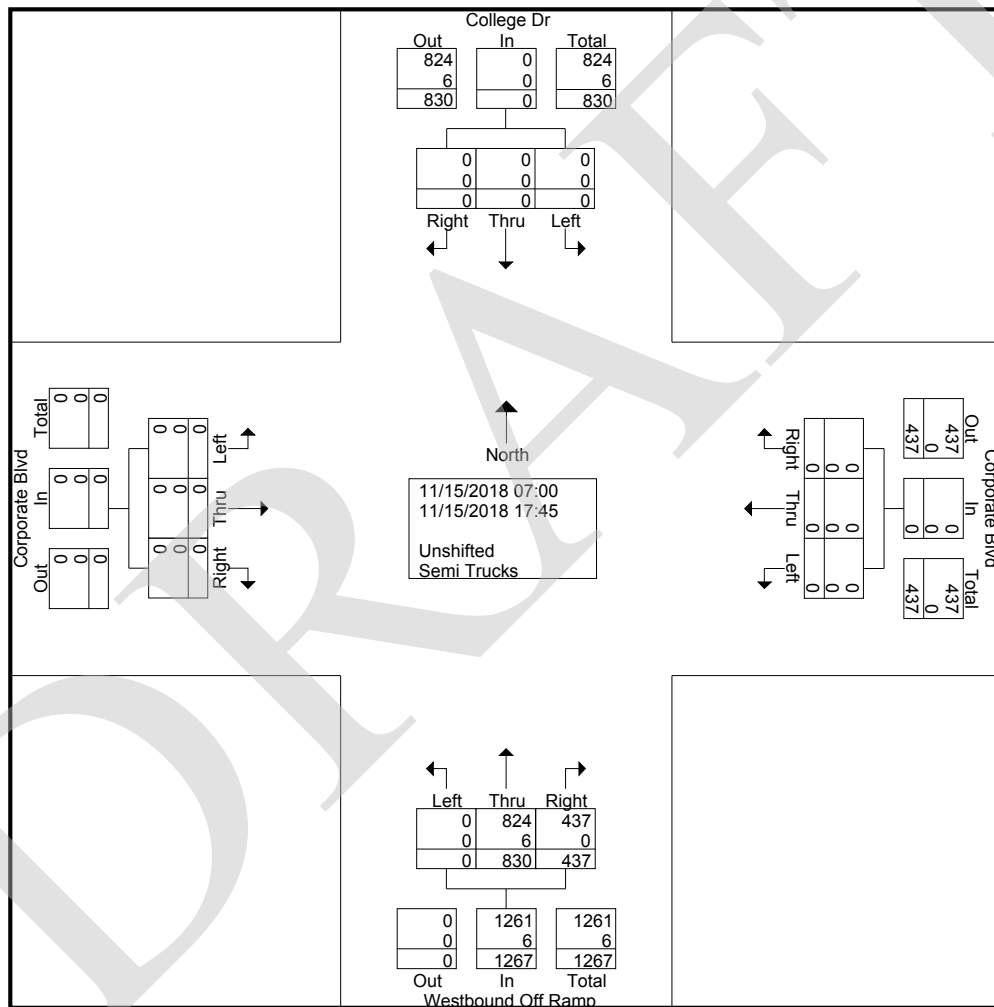
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1201 Capitol Access Rd
Baton Rouge, LA 70802

File Name : I-10 WB Off Ramp

Site Code : 00000000

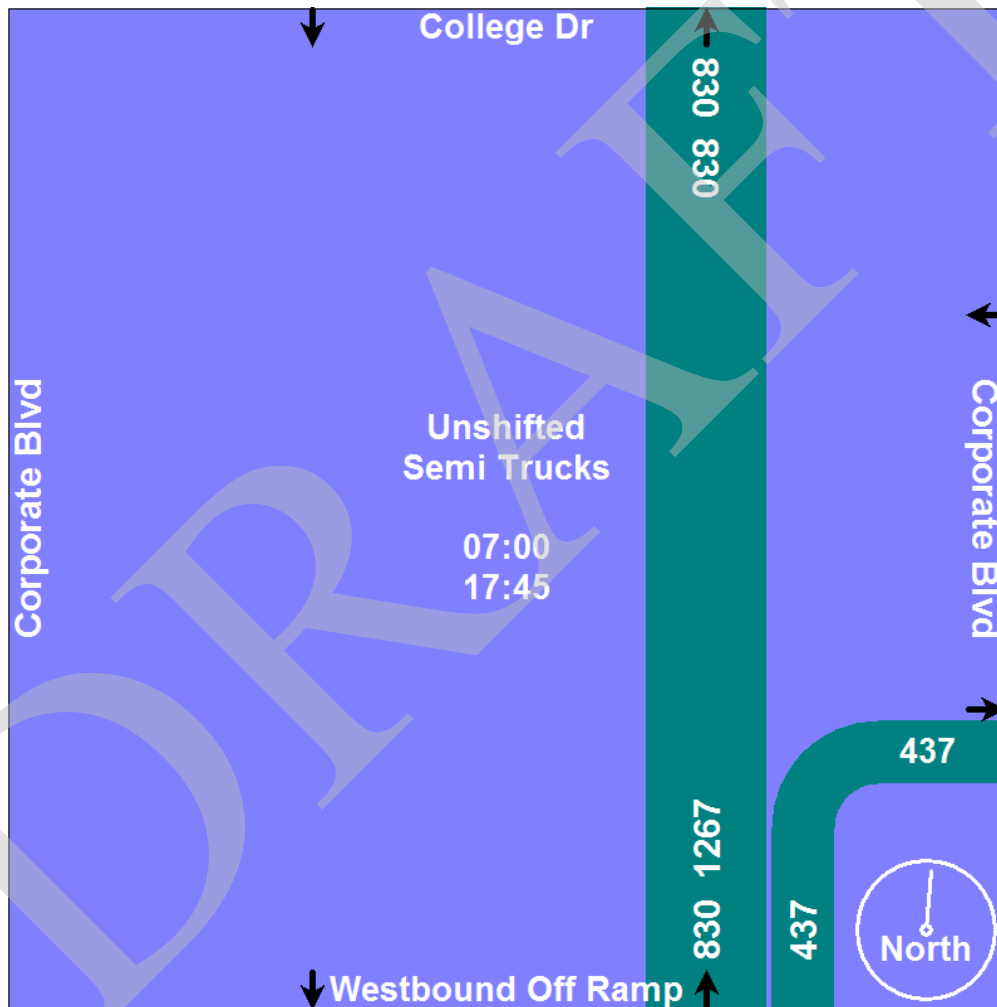
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Page No : 2



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File Name : I-10 WB Off Ramp
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Start Date : 11/15/2018
Page No : 3



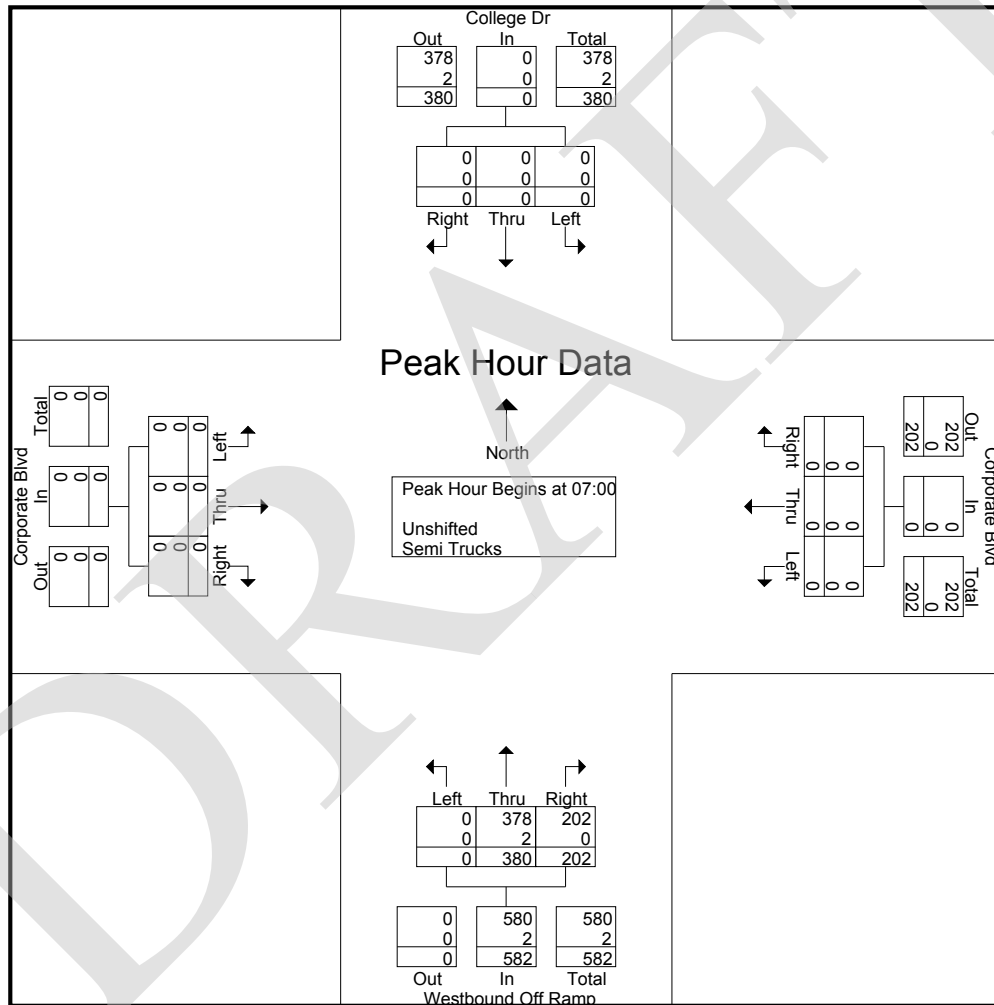
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Baton Rouge, LA 70802

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 Site Code : 00000000
 Start Date : 11/15/2018
 Page No : 4

	College Dr From North				Corporate Blvd From East				Westbound Off Ramp From I-10 WB				Corporate Blvd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	0	0	0	0	0	0	0	46	89	0	135	0	0	0	0	135
07:15	0	0	0	0	0	0	0	0	54	95	0	149	0	0	0	0	149
07:30	0	0	0	0	0	0	0	0	53	106	0	159	0	0	0	0	159
07:45	0	0	0	0	0	0	0	0	49	90	0	139	0	0	0	0	139
Total Volume	0	0	0	0	0	0	0	0	202	380	0	582	0	0	0	0	582
% App. Total	0	0	0	0	0	0	0	0	34.7	65.3	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.935	.896	.000	.915	.000	.000	.000	.000	.915
Unshifted	0	0	0	0	0	0	0	0	202	378	0	580	0	0	0	0	580
% Unshifted	0	0	0	0	0	0	0	0	100	99.5	0	99.7	0	0	0	0	99.7
Semi Trucks	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% Semi Trucks	0	0	0	0	0	0	0	0	0	0.5	0	0.3	0	0	0	0	0.3

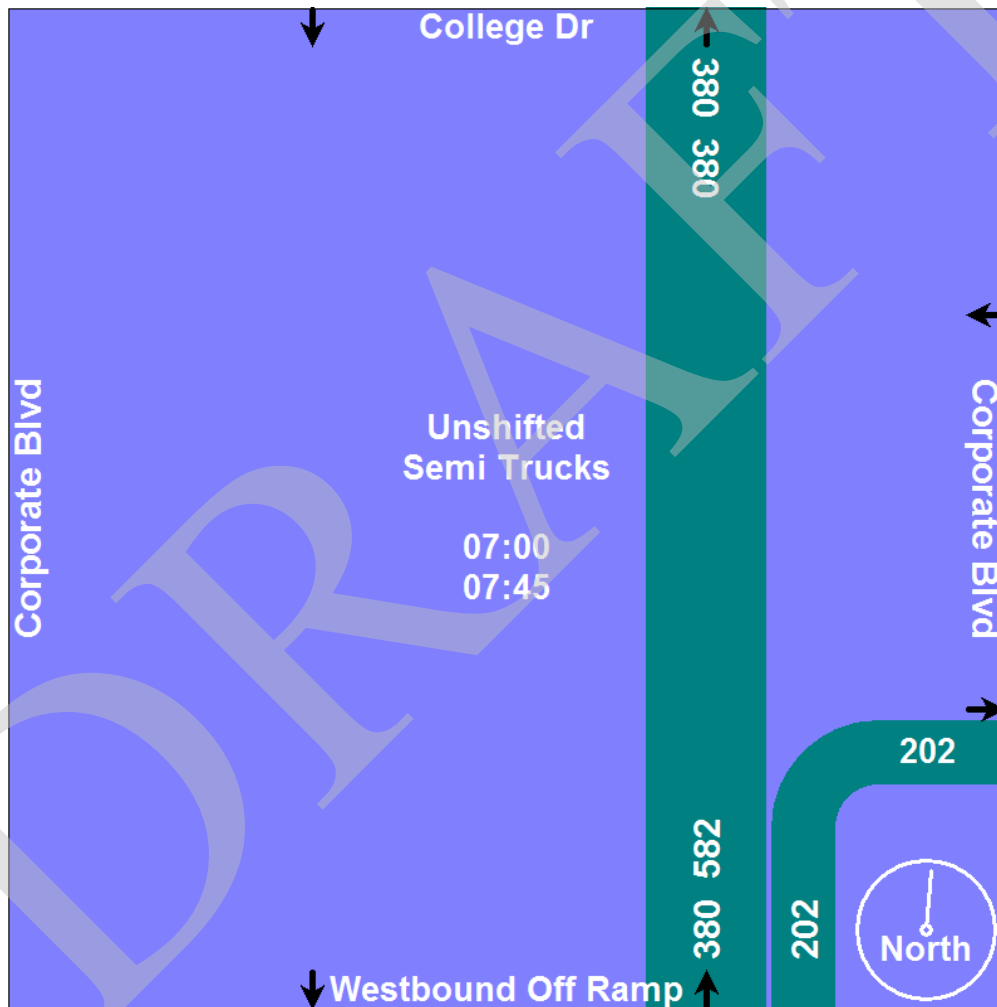
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 Site Code : 00000000
 Start Date : 11/15/2018
 Page No : 5



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Site Code : 00000000
Start Date : 11/15/2018
Page No : 6



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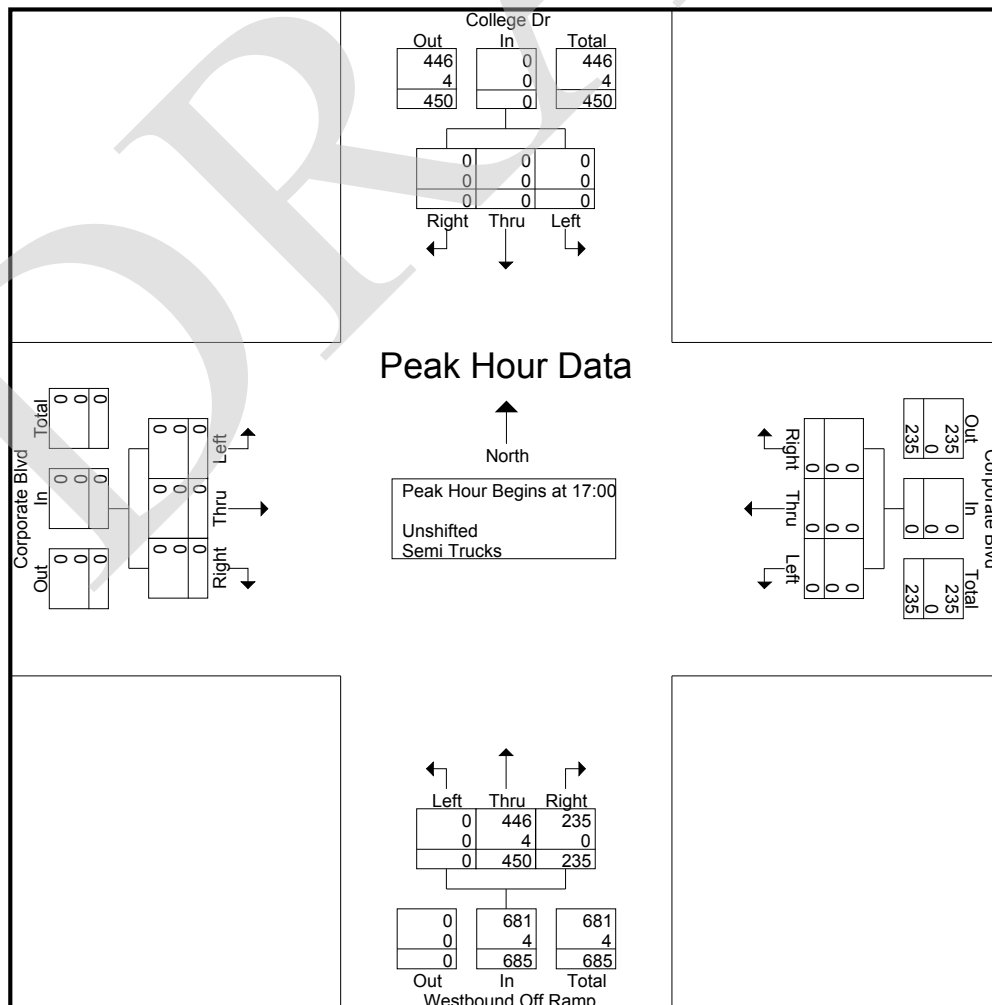
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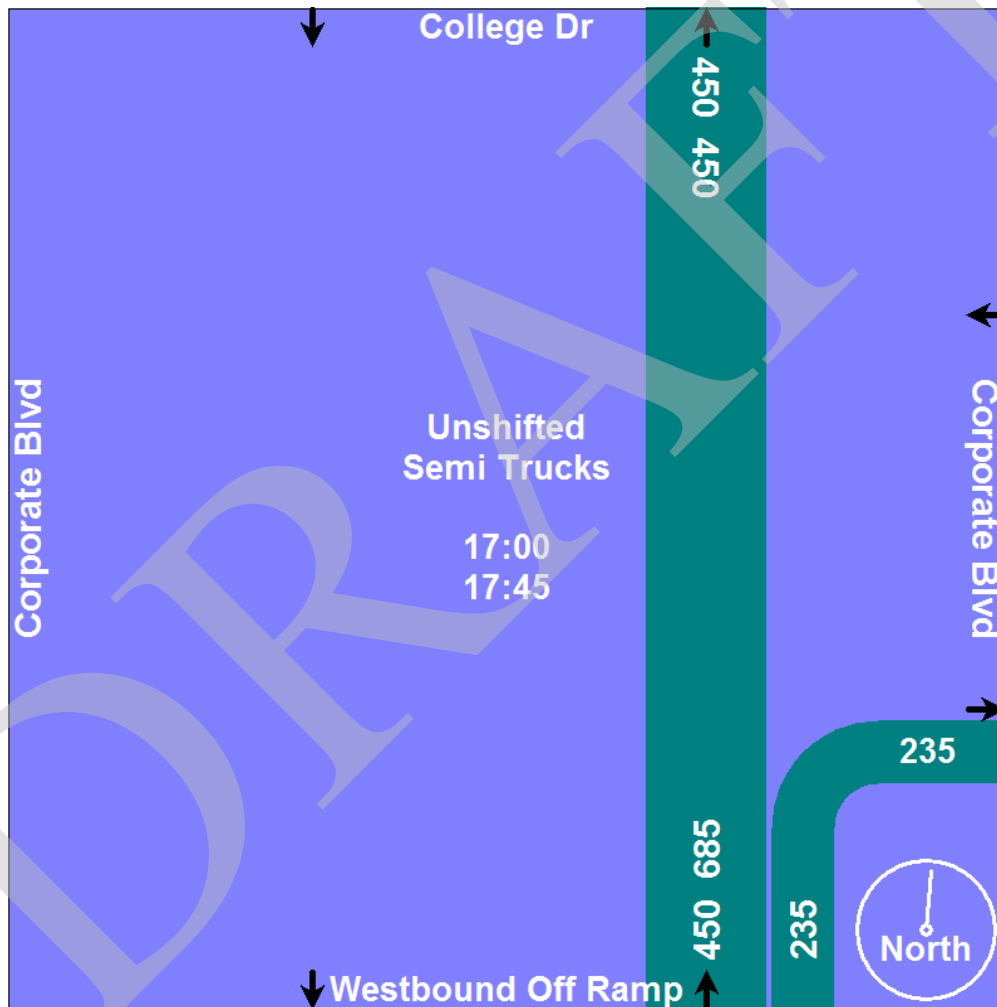
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	College Dr From North				Corporate Blvd From East				Westbound Off Ramp From I-10 WB				Corporate Blvd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	0	0	0	0	51	111	0	162	0	0	0	0	162
17:15	0	0	0	0	0	0	0	0	56	135	0	191	0	0	0	0	191
17:30	0	0	0	0	0	0	0	0	63	108	0	171	0	0	0	0	171
17:45	0	0	0	0	0	0	0	0	65	96	0	161	0	0	0	0	161
Total Volume	0	0	0	0	0	0	0	0	235	450	0	685	0	0	0	0	685
% App. Total	0	0	0	0	0	0	0	0	34.3	65.7	0	99.4	0	0	0	0	99.4
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.904	.833	.000	.897	.000	.000	.000	.000	.897
Unshifted	0	0	0	0	0	0	0	0	235	446	0	681	0	0	0	0	681
% Unshifted	0	0	0	0	0	0	0	0	100	99.1	0	99.4	0	0	0	0	99.4
Semi Trucks	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
% Semi Trucks	0	0	0	0	0	0	0	0	0	0.9	0	0.6	0	0	0	0	0.6



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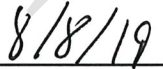
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Start Date : 11/15/2018
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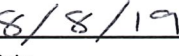
Chapter 2 and Appendices B and C QA/QC

Task	Chapter/Appendix	Done by and Date	Checked by and Date
Archive Appendix B pdf with "submittal" and the submittal date (April 2018) in the title	App B	AMB 6/10/19	N/A
Do new existing HCS analysis (freeways and merge)	App B	AMB 7/26/19	BDP 7/27/19
Update HCS results table to include new existing analysis	App B	AMB 7/26/19	MHM 7/29/19
Re-pdf reports in Existing AM and PM Synchro using HCM 10 report	App B	AMB 6/10/19	BDP 7/26/19
Replace new HCM 10 Synchro reports in Appendix	App B	AMB 7/27/19	BDP 7/26/19
Add new HCS Analysis files and replace old ones (bc ramp density missing)	App B	AMB 7/27/19	BDP 7/26/19
Table 2.1 Existing MOE's updated to match HCM 10 reports	App B	AMB 6/10/19	MHM 7/29/19
Add Input Parameters sheet for merge analysis	App B	AMB 8/1/19	BDP 8/8/19
Check Appendix to make sure nothing else should be updated	App B	AMB 8/2/19	BDP 8/5/19
create a pdf and print	App B	AMB 8/8/19	N/A
check the print copy	App B	AMB 8/7/19	BDP 8/8/19
Archive Appendix C pdf with "submittal" and the submittal date in the title	App C	AMB 6/10/19	N/A
Update Build Volume figures to include options 1 and 2	App C	AMB 7/9/19	BDP 7/23/19
Do no build additional analysis to address comment on ch 3 (Freeways and merge, about direct	App C	AMB 7/26/19	BDP 7/27/19
Re-pdf reports in No Build AM and PM Synchro using HCM 10 report	App C	AMB 6/10/19	BDP 7/26/19
Replace new HCM 10 Synchro report pdf's in Appendix	App C	AMB 7/27/19	BDP 7/26/19
Create Existing vs No Build Intersection Comparison Table Update	App C	AMB 7/27/19	MHM 7/29/19
Create Existing vs No Build Freeway and Merge Comparison Table Update	App C	AMB 7/27/19	MHM 7/29/19
Check Appendix to make sure nothing else should be updated	App C	AMB 8/2/19	BDP 8/5/19
create a pdf and print	App C	AMB 8/8/19	N/A
check the print copy	App C	AMB 8/7/19	BDP 8/8/19
Archive Ch 2 pdf and word with "submittal" and the submittal date in the title	Ch 2	AMB 6/10/19	N/A
Update Tables 2.3 and 2.5 to include new HCS analysis	Ch 2	AMB 7/27/19	MHM 7/29/19
Update Table 2.4 and 2.6 with HCM 10 report MOE's for Existing and No Build	Ch 2	AMB 7/27/19	MHM 7/29/19
Delete footnote about 95th queue on Tables 2.4 and 2.6	Ch 2	AMB 7/27/19	BDP 8/5/19
Read Ch 2 to make sure nothing else should be updated	Ch 2	AMB 8/1/19	BDP 8/5/19
Added statement about presenting highest movement moe	Ch 2	AMB 7/8/19	BDP 8/5/19
create a pdf and print	Ch 2	AMB 8/8/19	N/A
check the print copy	Ch 2	AMB 8/7/19	BDP 8/8/19

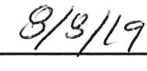

Matt Morgan, E.I.


Date



Alyssa Bienes, E.I.


Date


Brandon Perilloux, P.E., PTOE, RSP


Date


Nicole Stewart, P.E., PTOE (Verified)


Date