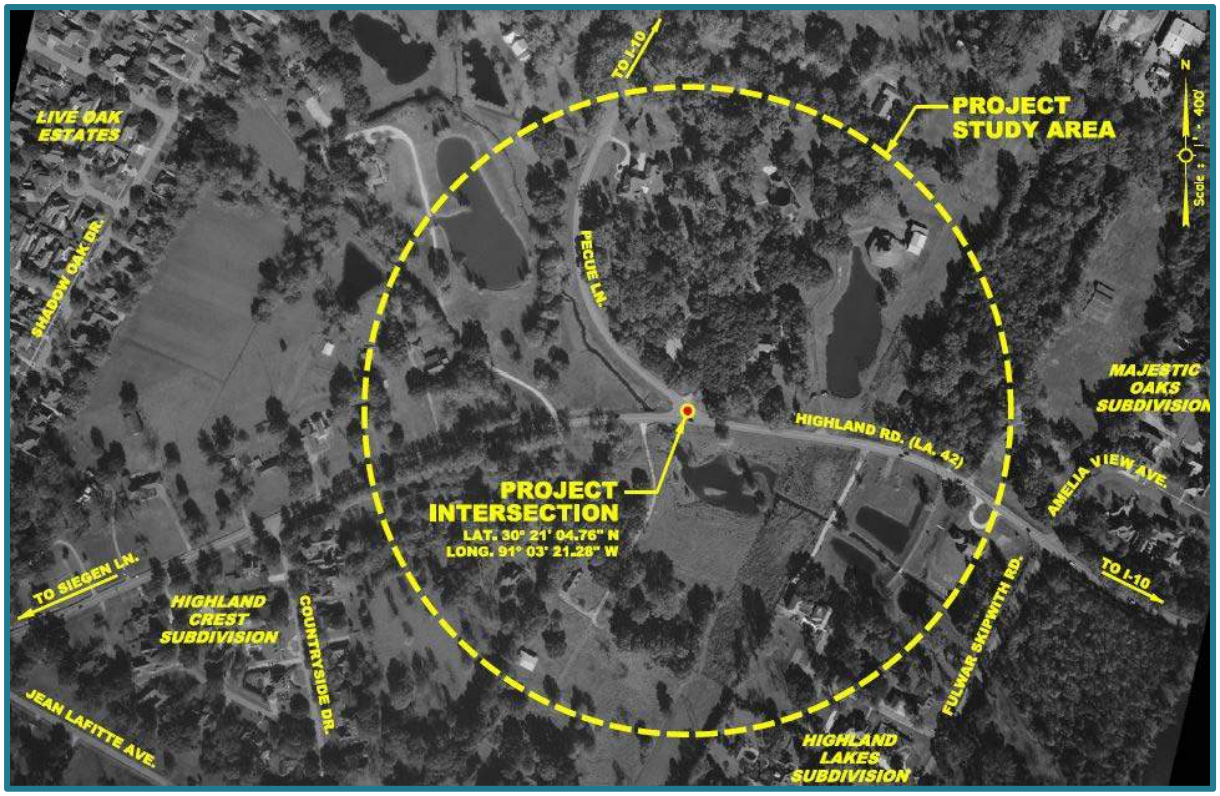
Prepared For:
State of Louisiana
Department of Transportation and Development

Stage 0 Feasibility Study

LA 42
Highland Road at Pecue Lane



East Baton Rouge Parish, LA
State Project No. H.012306.1
F.A.P. No. H012306

SUBMITTED BY:

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ENGINEERS-SURVEYORS-PLANNERS
BATON ROUGE, LOUISIANA

Final Report
May 2019

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Executive Summary

The preliminary purpose of this study is to assess and identify alternatives that will address safety concerns at the intersection of LA 42 (Highland Road) and Pecue Lane. The limits of this study are limited to the vicinity of the intersection of LA 42 (Highland Road) and Pecue Lane. Highland Road consists of two travel lanes, one east bound and one westbound, with no turn lanes. Pecue Lane consists of two travel lanes, one northbound and one southbound, with no turn lanes.

A traffic study was completed to evaluate the operation and safety at the intersection of Highland Road and Pecue Lane. The study indicates that the Highland Road eastbound approach is a noted area of congestion. Left turn movements through the intersection area experience delays due to the horizontal curvature approaching Pecue Lane. Future development is driving the population growth in the project area. In addition, a proposed interchange of Interstate 10 at Pecue Lane will greatly increase the traffic at this intersection in the future. The safety analyses for the intersection indicate that the majority of the crashes were caused by motorists not being able to see opposing traffic with the existing alignment. Based on these findings, the intersection improvement is focusing on fixing the existing alignment.

This Stage 0 Study assesses and identifies three alternative concepts that improve safety and traffic operation for the existing and future conditions. All three alternatives include realigning the existing Pecue Lane from approximate forty-degree skewed angle to an approximate less than five-degree angle, which will greatly improve safety and operation. In Alternate 1, the intersection has been modified to an unsignalized three-leg or T intersection. In Alternative 2, the intersection has been modified to a signalized three-leg or T intersection. In Alternate 3, the intersection has been reconfigured to an urban single-lane roundabout.

The analyses indicate that three alternatives will improve safety and traffic operation in the study area. Also, the results of the preliminary environmental evaluation determined there are no adverse environmental impacts identified for this project.

Chapter 1 Project Location

Highland Road is an east-west state highway traversing from the western part of East Baton Rouge Parish to the most eastern part of East Baton Rouge Parish, located primarily south of Interstate 10 (I-10). Pecue Lane is a north-south roadway starting at the intersection of Highland Road running north to US HWY 61. The project study area is the intersection of Highland Road at Pecue Lane just under a mile and a half south of I-10 and Pecue Lane.

Chapter 2 Alternatives Study

2.1 Existing Facility

The existing facility consists of the intersection of LA 42 (Highland Road) at Pecue Lane in East Baton Rouge, LA. Highland Road intersects with Pecue Lane just under a mile and a half south of I-10 and Pecue Lane. Highland Road is a two-lane undivided roadway, urban arterial with a posted speed of 45 mph. Pecue Lane is a north-south roadway traveling north from Highland Road connecting to US Hwy 61. Pecue Lane is a two-lane undivided roadway, urban arterial with a posted speed of 40 mph.

The intersection of Highland Road at Pecue Lane is an unsignalized T intersection with stop control on Pecue Lane. The alignment of Pecue Lane with Highland Road has an approximate angle of approach of 40 degrees. Highland Road enters the T intersection eastbound on a horizontal curve.

The current Average Daily Traffic (ADT) for Highland Road is approximately 8,600 vehicles per day (vpd) and 2,050 vpd on Pecue Lane. The traffic report noted Highland Road eastbound left turn is an area of congestion. Left turn movements through the intersection area experience delays and safety concerns due to the horizontal curve approaching Pecue Lane. The crash analysis report states the crashes involved either eastbound left turning vehicles from Highland Road or southbound left turning vehicles from Pecue Lane. The full traffic report can be found in **Appendix A**.

2.2 Preliminary Purpose and Need

The preliminary purpose of the project is to improve safety and traffic operation in the study area.

The existing skewed intersection has safety and operation concerns. It is difficult for drivers to see the opposing traffic and to make turns with the existing alignments. Therefore, the alignment of the intersection needs to be addressed.

2.3 Design Criteria

The purpose of design criteria is to provide a guide for concepts that adhere to standards and judgments with consistent philosophy. Guidance for application of standards and exceptions are considerations that tailor projects for the specific circumstances in the context of safety and efficiency. The application of these standards should exceed the minimum requirements and reach the desirable to the extent feasible, accounting for life costs, traffic safety benefits, and impacts to right of way, socio-economic conditions and the natural environment. The uniform practice of implementing design elements is inherent to these accounts. Any deviation from these standards requires the approval of appropriate authorities. See **Tables 2-1 and 2-2**.

Table 2-1 Design Criteria Highland Road

Design Feature (Element)	Criteria
Classification	Urban Arterial
Average Daily Traffic [1]	8,600
Design Speed (mph)	45
Number of Lanes	2
Width of Travel Lanes (ft)	12
Width of Shoulders (minimum) (ft)	No Curb
(a) Inside	N/A
(b) Outside	4
Shoulder Type	Paved
Bridge	N/A
(a) Clear Roadway Width (ft)	N/A
(b) Structural Capacity	N/A
Vertical Clearance (ft)	16.5
Lateral Offset (Structures Excluded) (ft)	12
Clear Zone (from edge of through travel lane)	28
Maximum Superelevation (%)	4
Minimum Radius (ft)	
(a) With Normal Crown	1,080
(b) With Reverse Crown	772
(c) With Full Super	711
Cross Slope (%)	2.5
Longitudinal Grade (maximum) (%)	5
Slopes	
(a) Foreslope	4:1
(b) Backslope	3:1
At Grade Median Width (ft)	N/A
Stopping Sight Distance (ft)	360

1. The Average Daily Traffic (ADT) was obtained from Urban Systems, Inc. recorded ADT's from the counts collected in 2015.
2. Minimum clear zone established using Roadside Design Guide.

*Lane Configuration for the intersection improvements will be determine by the traffic analysis.

Table 2-2 Design Criteria Pecue Lane

Design Feature (Element)	Criteria
Classification	Urban Arterial
Average Daily Traffic [1]	2,050
Design Speed (mph)	40
Width of Travel Lanes (ft)	12
Width of Shoulders (minimum) (ft)	No Curb
(a) Inside	N/A
(b) Outside	4
Shoulder Type	Paved
Bridge	N/A
(a) Width (ft)	N/A
(b) Structural Capacity	N/A
Vertical Clearance (ft)	16.5
Lateral Offset (Structures Excluded) (ft)	12
Clear Zone (from edge of through travel lane)	16
Maximum Superelevation (%)	4
Minimum Radius (ft)	
(a) With Normal Crown	791
(b) With Reverse Crown	577
(c) With Full Super	533
Cross Slope (%)	2.5
Longitudinal Grade (maximum) (%)	5
Slopes	
(a) Foreslope	4:1
(b) Backslope	3:1
At Grade Median Width (ft)	N/A
Stopping Sight Distance (ft)	305

1. The Average Daily Traffic (ADT) was obtained from Urban Systems, Inc. recorded ADT's from the counts collected in 2015.
2. Minimum clear zone established using Roadside Design Guide.

*Lane Configuration for the intersection improvements will be determine by the traffic analysis.

2.4 Alternate 1 – Unsignalized T Intersection

Similarly to the existing intersection of Highland Road at Pecue Lane, a unsignalized three-leg or T intersection is described as Alternate 1 for the intersection of Highland Road at Pecue Lane. Alternate 1 consists of a T intersection which has been modified to improve the angle of intersection from perpendicular. This modification improves sight distance. The plan view layout for Alternate 1 is shown on **Figure 2-1**.

The proposed typical roadway section for Alternate 1 for Highland Road consists of a two-lane roadway with one lane in each direction with a striped median safe area to separate opposing directions of traffic. The intersection at Highland Road in the eastbound direction includes a left turn lane onto Pecue Lane. The proposed typical section for Pecue Lane consists of a two-lane roadway with one lane in each direction with a striped median safe area to separate the opposing directions of traffic. The southbound direction includes a left turn lane onto Highland Road. The typical section is shown on **Figure 2-2** for Alternate 1.

Improvement features under Alternate 1 include:

1. Realigned intersection of Pecue Lane with Highland Road with an angle of intersection from perpendicular of less than 5 degrees.

2. Left turn lane traveling eastbound on Highland Road onto Pecue Lane.

3. Left turn lane traveling southbound on Pecue Lane onto Highland Road.

4. Left turn lane on traveling westbound on Highland Road onto Valhalla Blvd. for safety.

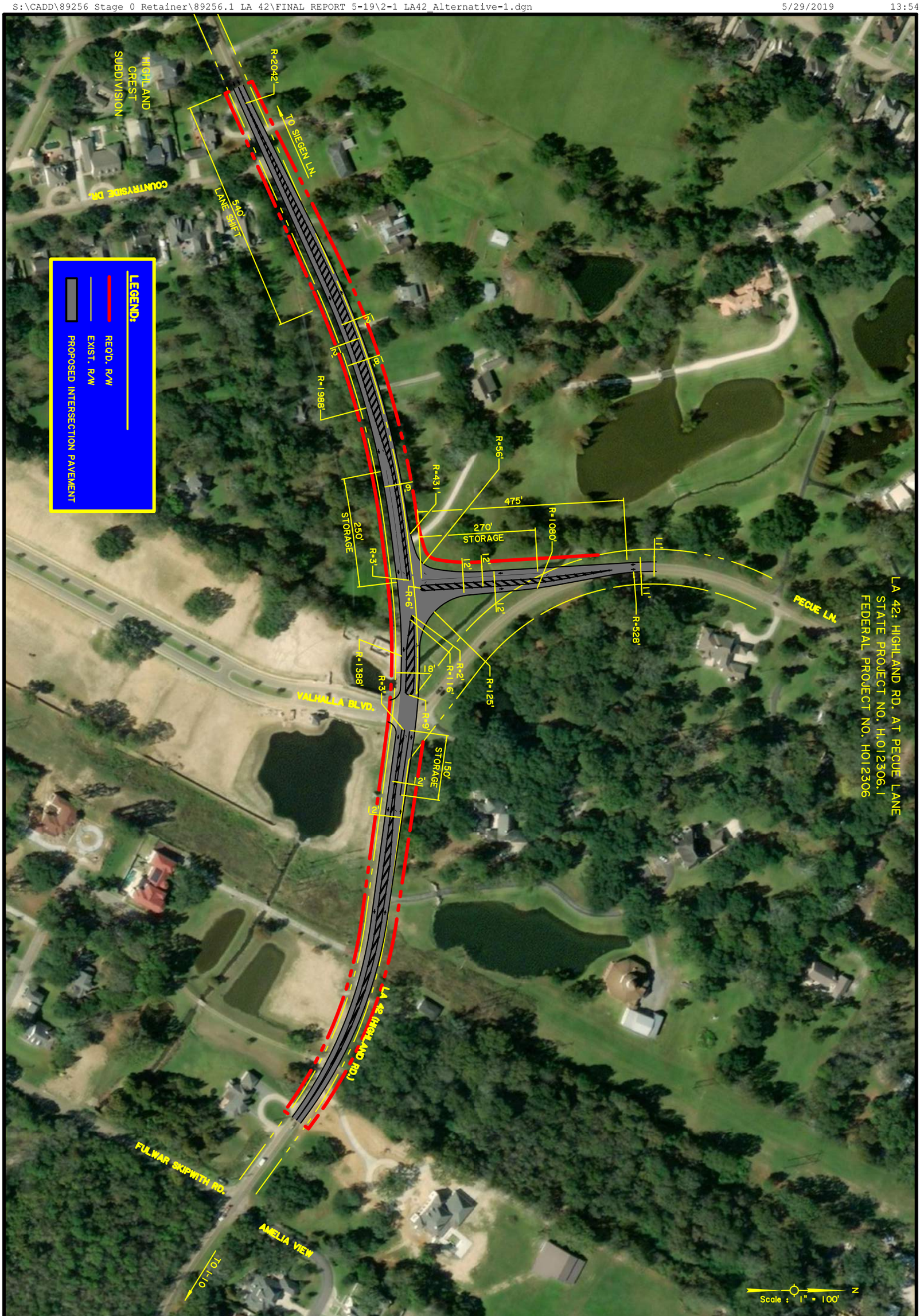

FIGURE 2-1
ALTERNATE 1
PLAN VIEW
UNSIGNALIZED T-INTERSECTION
LA 42: HIGHLAND RD. AT PECUE LANE

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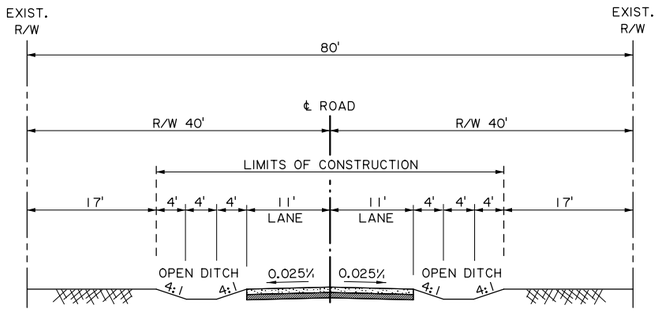
DESIGNED	R.W.M.	PARISH	EAST BATON ROUGE
CHECKED	R.W.M.		
DETAILED	J.E.P.	CONTROL SECTION	
CHECKED	N.D.G.		
SERIES NUMBER		STATE PROJECT	H.012306.1

SHEET NUMBER 6



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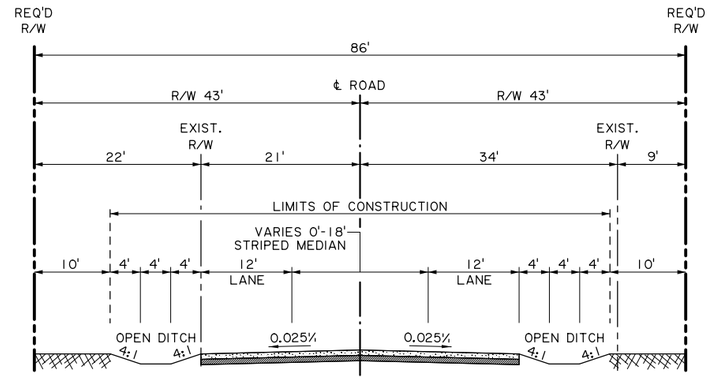
PECUE LN.



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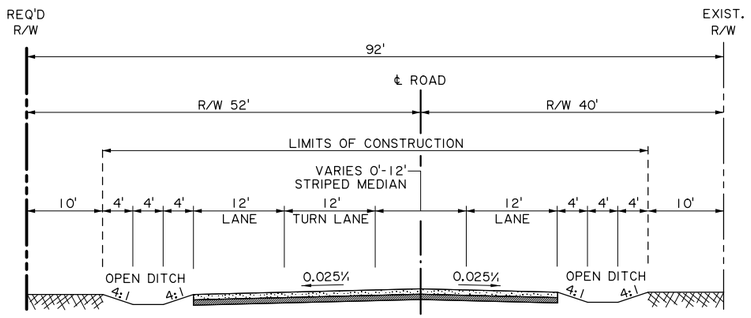
HIGHLAND RD.



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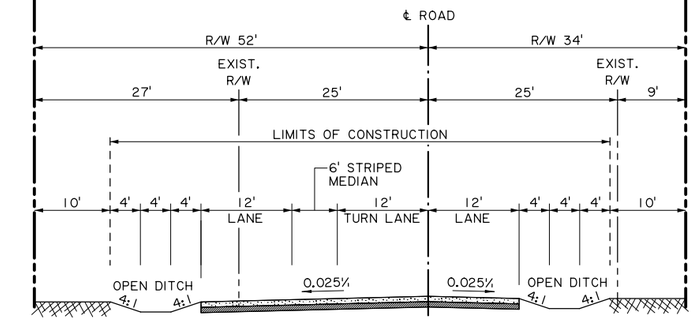
PECUE LN. @ HIGHLAND RD.



TYPICAL FINISHED SECTION (N.T.S.)
HIGHLAND RD. @ PECUE LN.

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PARISH: EAST BATON ROUGE
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STATE PROJECT: H.012306.1

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DETAILED J.E.P.
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STATE OF LOUISIANA

FIGURE 2-2
ALTERNATE I
TYPICAL SECTIONS
UNSIGNALIZED T-INTERSECTION
LA 42: HIGHLAND RD. AT PECUE LANE

SHREAD, KEYRENDALL & SCALES
ENGINEERS - SURVEYORS - PLANNERS

2.5 Alternate 2 – Signalized T Intersection

Similarly to the existing and Alternate 1 intersection of Highland Road at Pecue Lane, a signalized T intersection is described as Alternate 2 for the intersection of Highland Road at Pecue Lane. Alternate 2 consist of a T intersection which has been modified to improve the angle of intersection from perpendicular. The plan view layout for Alternate 2 is shown on **Figure 2-3**.

The proposed typical roadway section for Alternate 2 for Highland Road consists of a two-lane roadway with one lane in each direction with a striped median safe area to separate opposing directions of traffic. The intersection at Highland Road at Pecue Lane in the eastbound direction includes a left turn lane onto Pecue Lane. The proposed typical section for Pecue Lane consists of a two-lane roadway with one lane in each direction with a striped median safe area to separate the opposing directions of traffic. The southbound direction includes a left turn lane onto Highland Road. The typical roadway sections for Alternate 2 is shown in **Figure 2-4.**

Improvement features under Alternate 2 include:

1. Realigned intersection of Pecue Lane with Highland Road with an angle of intersection from perpendicular of less than 5 degrees.
2. Signalized intersection.
3. Left turn lane traveling eastbound on Highland Road onto Pecue Lane.
4. Left turn lane traveling southbound on Pecue Lane onto Highland Road.
5. Left turn lane traveling westbound on Highland Road onto Valhalla Blvd. for safety.

LA 42: HIGHLAND RD. AT PECUE LANE
STATE PROJECT NO. H.012306.1
FEDERAL PROJECT NO. H012306

PECUE LN.

N

Scale : 1" = 100'

R=528'

R=1080'

R=56'

475'

270' STORAGE

12'

R=125'

R=2'

R=116'

150' STORAGE

R=431'

R=9'

R=6'

R=3'

R=1388'

250' STORAGE

R=1988'

TO SIEGEN LN.

R=2042'

540' LANE SHIFT

VALHALLA BLVD.

LA 42 (HIGHLAND RD.)

AMELIA VIEW

FULWAR SKIPWITH RD.

TO I-10

HIGHLAND CREST SUBDIVISION

COUNTRYSIDE DR.

LEGEND:

- REQ'D. R/W
- EXIST. R/W
- PROPOSED INTERSECTION PAVEMENT

SHEET NUMBER	9
PARISH	EAST BATON ROUGE
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CHECKED	N.D.G.
SERIES NUMBER	

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FIGURE 2-3
ALTERNATE 2
PLAN VIEW
SIGNALIZED T-INTERSECTION
LA 42: HIGHLAND RD. AT PECUE LANE

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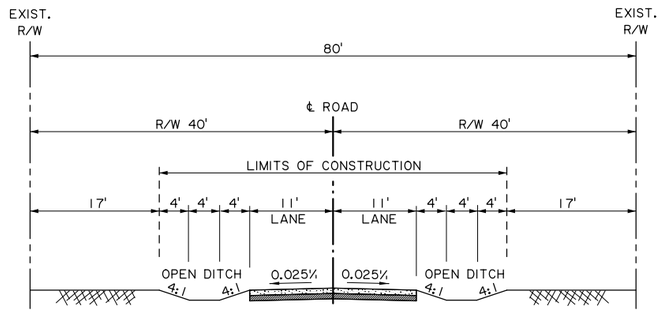
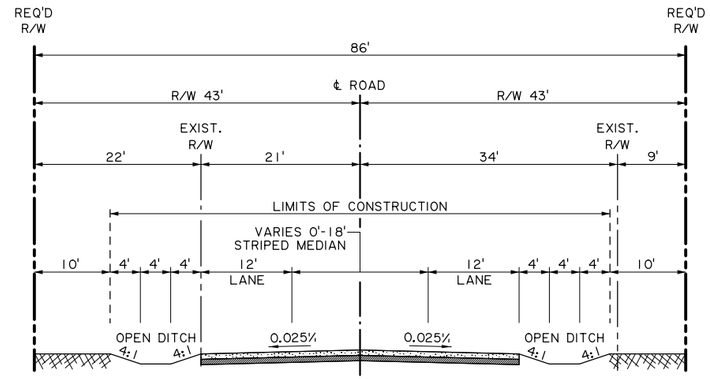


TYPICAL FINISHED SECTION (N.T.S.)
PECUE LN.



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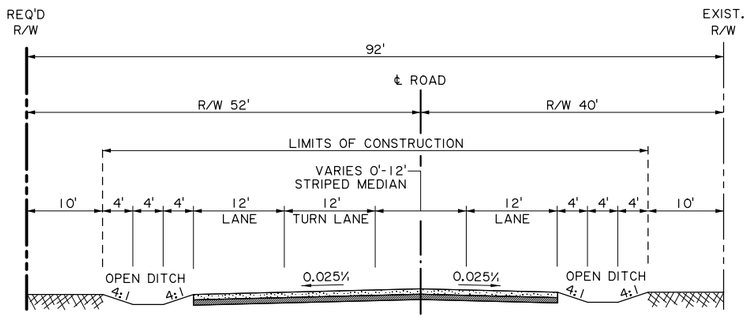
HIGHLAND RD.



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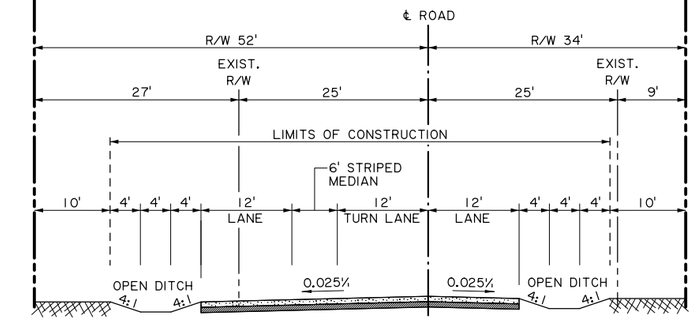
PECUE LN. @ HIGHLAND RD.



TYPICAL FINISHED SECTION (N.T.S.)
HIGHLAND RD. @ PECUE LN.

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FIGURE 2-4
ALTERNATE 2
TYPICAL SECTIONS
SIGNALIZED T-INTERSECTION
LA 42: HIGHLAND RD. AT PECUE LANE

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2.6 Alternate 3 – Single Lane Roundabout

The use of a roundabout along the route was considered to enhance safety features of the intersection. The geometric design consideration of roundabout entails an urban single-lane roundabout with additional slip lanes. The speeds at the entry, on the circulatory roadway, and at the exit are reduced thereby functioning as a traffic calming feature. The plan view layout for Alternate 3 is shown in **Figure 2-5**.

The proposed typical roadway section for Alternate 3 for Highland Road consists of a two-lane roadway with one lane in each direction. The intersection at Highland Road at Pecue Lane in the westbound direction includes a slip lane for right turn movements onto Pecue Lane. In addition, traveling westbound on Highland Road a left turn lane was included for turn movements onto Valhalla Blvd. Pecue Lane consists of a two-lane roadway with one lane in each direction. The southbound turn movement includes a designated slip lane for right turns onto Highland Road. The typical roadway sections for Alternate 3 is shown in **Figure 2-6.**

Improvement features under Alternate 3 include:

1. Realigned intersection of Pecue Lane with Highland Road with an improved angle of intersection.

2. Continuous traffic movement.

3. Slip lanes for right turn movements.

4. Left turn lane on Highland Road westbound onto Valhalla Blvd. for safety.

5. The splitter island on the roundabout has been extended with a back to back curb to prevent the left turn movement to access the right turn slip lane for safety reasons. This will prevent the conflict with existing vehicles wanting to go northbound on Pecue Lane and the westbound Highland Road traffic.

LA 42: HIGHLAND RD. AT PECUE LANE
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FEDERAL PROJECT NO. H012306

PECUE LN.

PECUE LANE
SOUTHBOUND APPROACH
ENTRY RADIUS = 120'
EXIT RADIUS = 665'

LA 42 (HIGHLAND RD.)
EASTBOUND APPROACH
ENTRY RADIUS = 120'
EXIT RADIUS = 400'

LA 42 (HIGHLAND RD.)
WESTBOUND APPROACH
ENTRY RADIUS = 120'
EXIT RADIUS = 400'

R=665'

150'
STORAGE

R=2000'

INSCRIBED CIRCLE DIAMETER = 140'
CIRCULATORY ROAD WIDTH = 18'
TRUCK APRON WIDTH = 15'

R=1000'

VALHALLA BLVD.

LA 42 (HIGHLAND RD.)

AMELIA VIEW

FULWAR SKIPWITH RD.

TO I-10

TO SIEGEN LN.

COUNTRYSIDE DR.

HIGHLAND
CREST
SUBDIVISION

N

Scale : 1" = 100'

LEGEND:

- REQ'D. R/W
- EXIST. R/W
- PROPOSED INTERSECTION PAVEMENT
- PROPOSED MEDIAN/TRUCK APRON

SHEET NUMBER 12

PARISH: EAST BATON ROUGE
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STATE PROJECT: H.012306.1

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FIGURE 2-5
ALTERNATE 3
PLAN VIEW
SINGLE LANE ROUNDABOUT
LA 42: HIGHLAND RD. AT PECUE LANE

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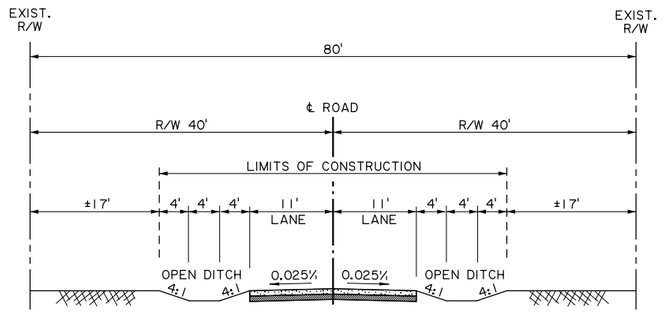

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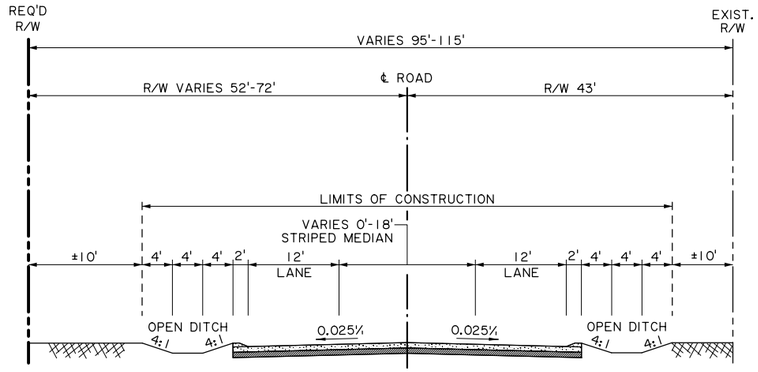
PECUE LN.



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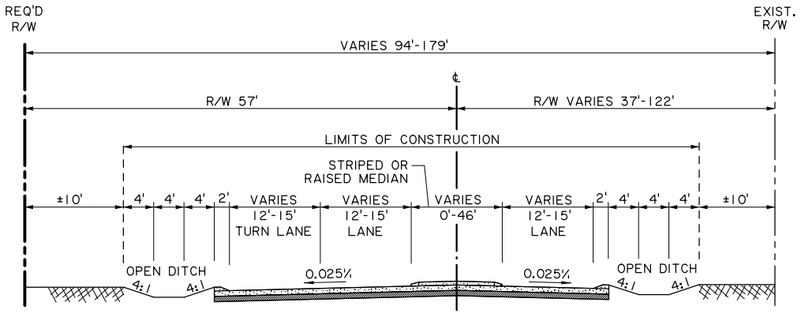
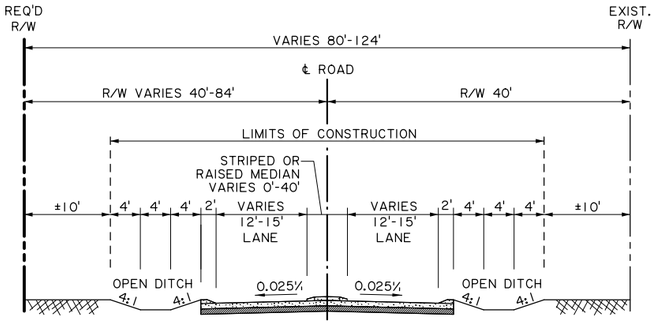
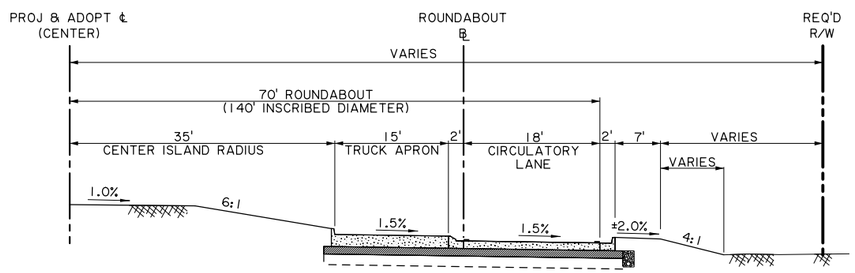
HIGHLAND RD. EAST OF ROUNDABOUT



TYPICAL FINISHED SECTION (N.T.S.)
PECUE LN. @ HIGHLAND RD.
(APPROACHING ROUNDABOUT)



TYPICAL FINISHED SECTION (N.T.S.)
HIGHLAND RD. WEST OF ROUNDABOUT



TYPICAL FINISHED HALF SECTION (N.T.S.)
ROUNDABOUT

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SHEET NUMBER 13

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STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

FIGURE 2-6
ALTERNATE 3
TYPICAL SECTIONS
SINGLE LANE ROUNDABOUT
LA 42: HIGHLAND RD. AT PECUE LANE

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ENGINEERS-SURVEYORS-PLANNERS

Chapter 3 Environmental Study

3.1 Stage 0 Study Areas

The geographic area of the Stage 0 study area is shown in **Figure 3-1.** The project study area is located entirely in the Parish of East Baton Rouge. The study area is intersection of LA 42 (Highland Road) at Pecue Lane. The intersection is located 1.32 miles south of Interstate 10 (I-10) where Pecue Lane intersects with Highland Road. The completed Stage 0 Environmental Checklist can be found in **Appendix B**. The information collected through database research and internet search engines is provided in **Appendix B**.

3.1.1 Property Owned by Native American Tribes

The recognized Tribes of East Baton Rouge Parish include Choctaw Nation of Oklahoma, Apache Tribe of Oklahoma, Muscogee (Creek) Nation, Seminole Tribe of Florida, Chitimacha Tribe of Louisiana, Coushatta Tribe of Louisiana, Jena Band of Choctaw Indians, Mississippi Band of Choctaw Indians, Alabama-Quassarte Tribal Town, and Alabama-Coushatta Tribe of Texas. Contact Information for the Tribes is provided in **Appendix B.**

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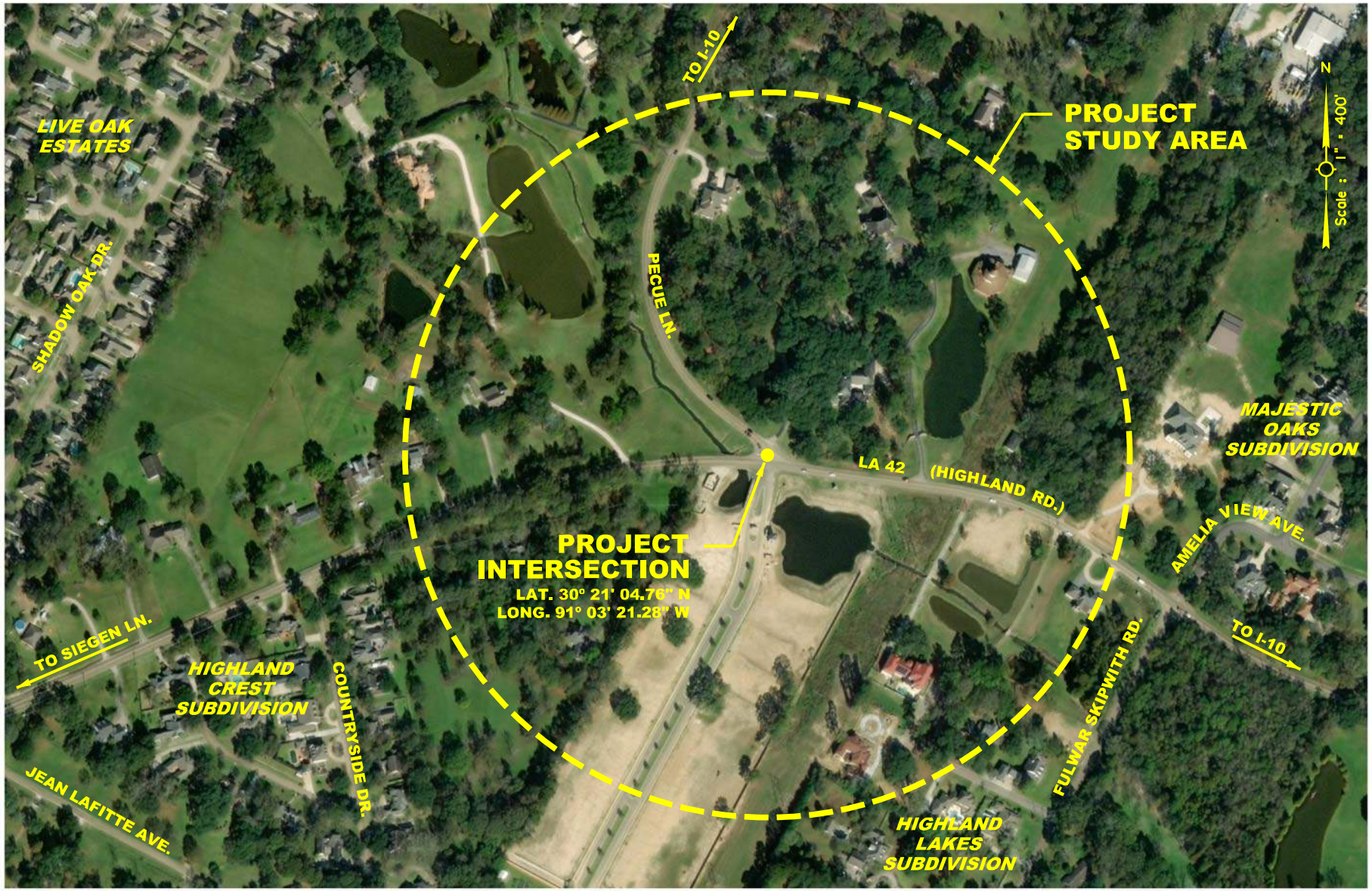

FIGURE 3-1

PROJECT LOCATION MAP

SHEET NUMBER 15

3.1.2 Property Enrolled in Wetlands Reserve Program

The Wetlands Reserve Program (WRP) was setup by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) to provide technical and financial assistance to landowners wishing to protect, restore, or enhance wetlands on their property. In the FY 2013, Louisiana had 12,001-12,130 acres enrolled in the WRP. However, as shown in **Figure 3-2,** and verified by contacting the agency, no WRP projects are located in East Baton Rouge Parish. Therefore, no WRP projects were found within or adjacent to the environment potentially impacted by the proposed project.

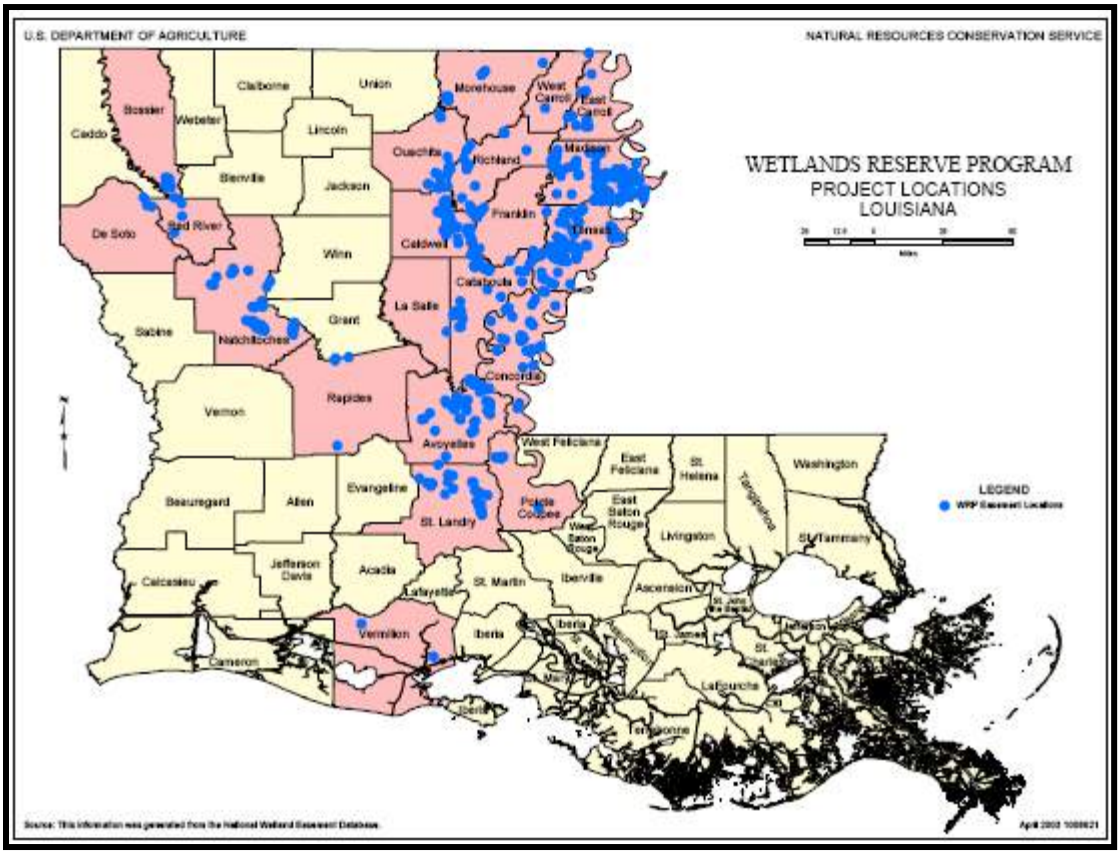

Figure 3-2
Louisiana WRP Project Location
(Source: http://www.nrcs.usda.gov/programs/wrp/State_Maps_Stats/2003_index.html)

In addition to the WRP, research on the Louisiana Department of Wildlife and Fisheries (LDWF) National Wetlands Inventory (NWI) database determined there was no indication of wetlands present in the project study area as shown in **Figure 3-3**. Therefore, wetland impacts in the proposed project area are not expected.

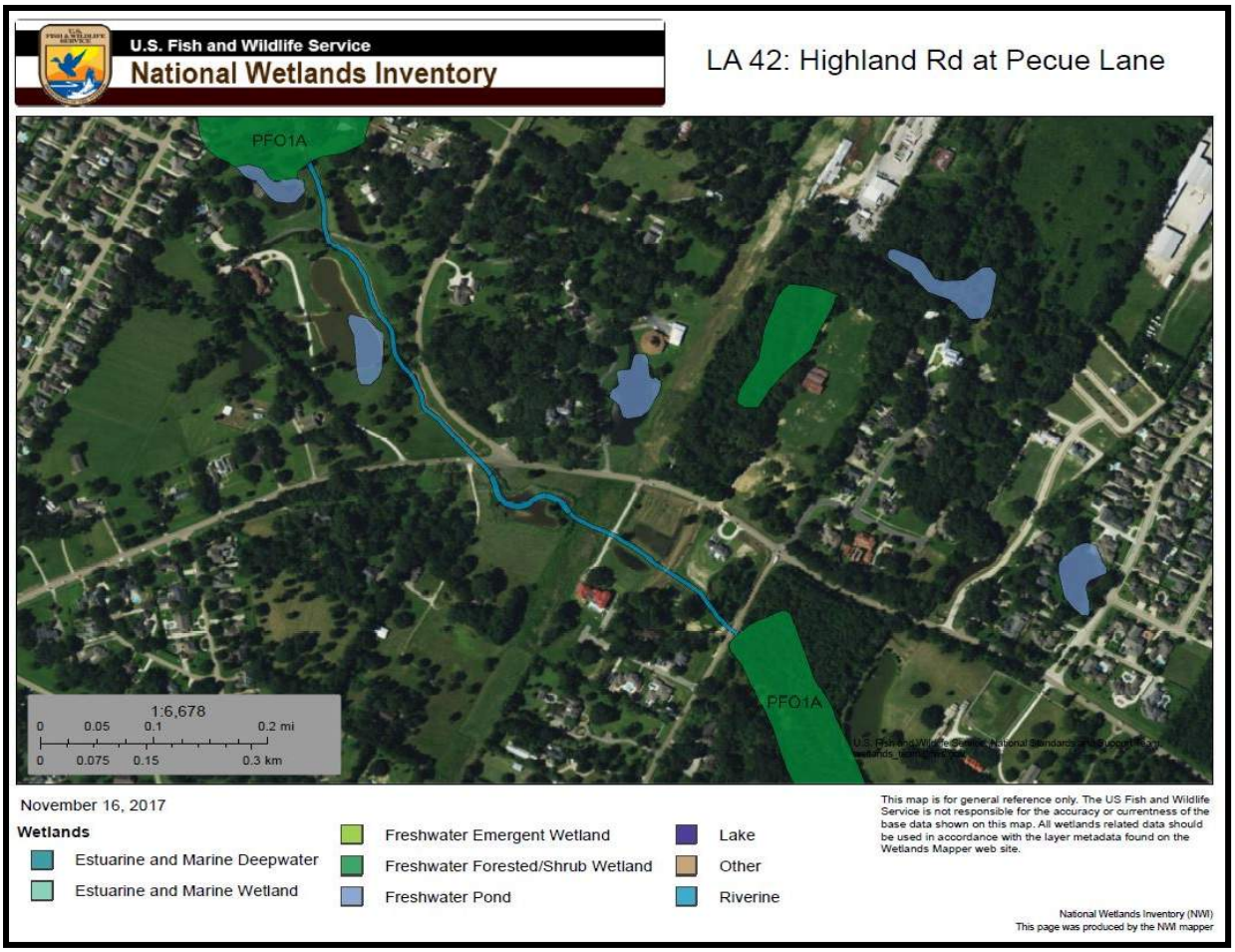

Figure 3-3
National Wetlands Inventory Map
(Source : http://www.fws.gov/wetlands/Data/Mapper.html)

3.1.3 Community Elements

Community elements including cemeteries, churches, schools, public facilities, and public water supply and wells adjacent to and within the project areas were identified through field investigation, interviews of public officials, internet search engines, and research of the websites listed in the

Stage 0 Environmental Checklist. No Cemeteries, churches, schools, and public facilities are located adjacent to or within the planning areas.

According to the Louisiana Department of Natural Resources (LDNR) there are no water wells located within or adjacent to the project areas as shown in **Figure 3-4.** The water wells identified are only those registered with the LADOTD. Additional wells may have been drilled within the area and not registered with the LADOTD. Any water wells impacted by the proposed project should be relocated or capped in a manner that would preserve groundwater quality.

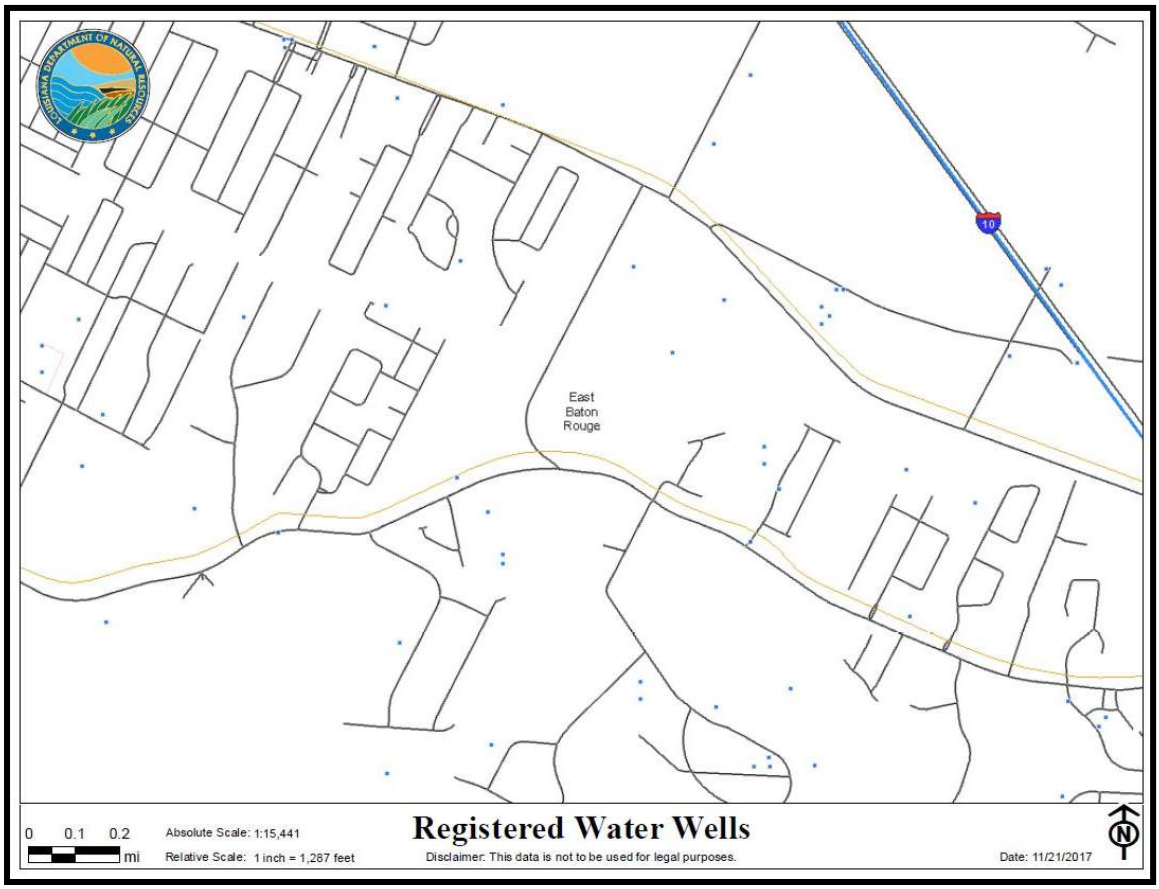

Figure 3-4
Water Wells Registered through LADOTD
(Source http://sonris-www.dnr.state.la.us//www_root/sonris_portal_1.htm)

3.1.4 Section 4(f) Issues

Community elements that could pose potential Section 4(f) issues (which are certain properties that USDOT agencies are required by law to avoid, unless a prudent or feasible alternative is not available) include public recreation, public parks, wildlife refuges, and historic sites. Through site investigation, internet search engines, and database research resulted in no section 4(f) elements.

3.1.5 National Register of Historic Places

As stated above there are not any historical sites or historical districts located within or adjacent to the project study area.

3.1.6 Threatened or Endangered Species

An endangered species is defined as one that is in danger of becoming extinct throughout all of or a significant portion of its range. A threatened species is one that could become endangered in the near future.

No endangered species have been identified within the project study area, although East Baton Rouge has many endangered species of wildlife in and around the area. A more detailed inventory and evaluation is recommended during the Stage 1, Environmental Study. **Appendix B** has detailed list and description of Threatened and Endangered Species found throughout East Baton Rouge Parish.

3.1.7 Louisiana Scenic Rivers Act

The Louisiana Scenic River Act was enacted in 1970 to preserve, protect, and enhance Louisiana's rivers, streams, and bayous for the future benefit of Louisiana's citizens. The Louisiana Scenic River Act prohibits certain activities in or near scenic water bodies. These activities include channelization, channel realignment, dredging, clearing and snagging, impoundments, and clear-cutting of timber within 100 feet of the low water mark. Activities that may pose significant ecological impact to protected waters such as the construction of piers, ramps, and bridges may require a permit from the LDWF. There is not a scenic river located within or adjacent to the project study area as shown on **Figure 3-5**.

Figure 3-5
Scenic Rivers of Louisiana
Source: http://www.wlf.louisiana.gov/louisiana-natural-and-scenic-rivers-descriptions-and-map)

3.1.8 Significant Tree Policy

The Significant Tree Policy is a directive established to govern the treatment of significant trees within the highway right-of-way, zone of construction or operational influence. A significant tree is a Live Oak, Red Oak, White Oak, Magnolia or Cypress that is considered aesthetically important, 18" or greater in diameter at breast height, and has form that separates it from surrounding vegetation or that which may be considered historic. There are a few trees that are located in the project area that have been identified as significant trees during site investigations that could be affected the

proposed alternates. A more detailed evaluation of significant trees is to be determined in the Stage 1, Environmental Study.

3.1.9 Navigable Waterways

A navigable waterway is defined by the U.S. Army Corps of Engineers (USACE) as those waters subject to the ebb and flow of the tide and/or presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce. There are not any navigable waterways located within or adjacent to project study area.

3.1.10 Hazardous Materials

The websites listed in the Stage 0 Environmental Checklist were consulted to identify any properties with a history of or potential for hazardous waste contamination onsite. Database research results for the items listed below are provided in **Appendix B**.

Leaking USTs: *No leaking underground storage tanks (USTs) were located within or adjacent to the project areas.*

USTs: *No underground storage tanks (USTs) were located within or adjacent to the project areas.*

CERCLIS: *The Superfund sites showed no qualified sites within or adjacent to the proposed project areas.*

ERNS: *The Emergency Response Notification System (ERNS) showed no qualified sites within or adjacent to the proposed project areas.*

E&C History: *No enforcement or compliance history issues were found within or adjacent to the proposed project areas.*

Industry: *No chemical plants, refineries, landfills, manufacturing facilities, or dry cleaners were located within or adjacent to the proposed project areas.*

3.1.11 Noise

Construction activities will result in moderate noise generation during the construction phase. The primary generator of noise will be during the roadway construction using equipment used for grading and excavation activities. Construction related noise may be a nuisance, but will not pose long-term adverse effects on area residents or wildlife. As part of the contractor requirements, equipment used in construction activities should be muffled and most of the construction activities should be limited to daylight hours. The contractor should be required to meet all applicable Occupational Safety and Health Administration (OSHA) standards and state and local noise regulations.

During a future study phase of this project, current and future traffic noise levels in the area should be examined and appropriate noise abatement measures should be considered in sensitive areas to limit long-term noise impacts.

3.1.12 Air Quality

As with any major construction project demolition and, construction of roadway and bridges would have a temporary impact on air quality. The areas adjacent to and including the construction site could be exposed to elevated levels of dust, hydrocarbons, carbon monoxide, and nitrogen oxide during the construction phase of the project. These elevated levels would be temporary and would subside upon completion of construction; thus, no long-term air quality impacts are expected due to construction activities. The generation of dust during the construction phase should be kept to a minimum by spraying water on disturbed surface areas, and limiting the duration that the exposed surfaces remain without vegetative or other cover.

The concentration of one or more criteria pollutants in an area is found to exceed the regulated level for one or more of the National Ambient Air Quality Standards (NAAQS), the area may be classified as a nonattainment area. If the concentrations of criteria pollutants are below the levels established by the NAAQS, the area is considered either attainment or unclassifiable areas. The project area is located in East Baton Rouge Parish in Louisiana, which is currently designated as attainment or unclassifiable for all NAAQS.

3.1.13 Floodplains

Flood Insurance Rate Maps (FIRM) of the area, available in **Appendix B**, were analyzed to determine potential impacts of the proposed improvements on the existing floodplain. The land within the proposed project area is inside the 100-year floodplain due to the watershed of the Bayou Fountain Tributary 1. Coordination with FEMA is recommended prior to commencing design within the project area.

3.1.14 Utilities and Oil and Gas Wells

Impacts to utilities, utility relocation, and identification of financially responsible parties should be assessed during future stages and the design phase of the project. Any utilities that are located within the right of way will need to be relocated. At the time of this study, a new development (Valhalla Subdivision) began construction consisting of a 20 home subdivision, as result there is a new sewer lift station located on the southeast corner of the intersection south of Highland Road for Valhalla Subdivision. The sewer lift station was considered in the realignment and layout of the intersection.

A list of the utilities identified in the project area is located in **Table 3-1**. No oil and gas wells were registered within or adjacent to the proposed project areas.

Table 3-1
Utility Companies

Utility Company Name	Type
Eatel	Telephone
Entergy	Electrical
Level 3 Communication	Telephone
Baton Rouge Water	Water main
AT&T Distribution	Telephone
EBR DPW	Sewer

3.1.15 Project Area Population

Based on 2010 Census data, the median household income for East Baton Rouge Parish is $37,224. These incomes exceed the United States Department of Health and Human Services Poverty Guidelines. None of the proposed project areas were found to impact low income or minority populations. Additional Census data can be found in **Appendix B.**

3.1.16 Detours and Closures

Road closures will be necessary for construction of these alternatives. Detour routes will be implemented during final design.

3.1.17 Potential Community Issues

3.1.17.1 Relocations

No relocations of residential or commercial are anticipated as a result of the proposed alternates. Possible realignment of driveways may be necessary to implement the realignment of the intersection.

3.2 Mitigation Issues and Cost

Direct or indirect impacts to jurisdictional wetlands require a U.S. Army Corps of Engineers permit under Section 404 of the Clean Water Act. As a part of the application process for the USACE permit, a Louisiana Water Quality Certification from the Department of Environmental Quality is also required. The evaluation of wetlands for the proposed alternates is to be determined in the Stage 1, Environmental Study.

3.3 Demographics

Census Bureau and Wikipedia provides various demographics for East Baton Rouge Parish. See **Appendix B** for additional information.

East Baton Rouge Parish

a) Land area: 455 square miles;
b) Water area: 15 square miles;
c) Population: 440,171;
d) Population density: 906 per square mile;
e) Median age: 32 years
f) Avg. household size: 2.55;
g) Median household income: $37,224;
h) Education: High School 82.2%, Bachelors Degree 33.3%;
i) Population below poverty: 17.9%;

3.4 Environmental Justice

Should transportation policies lend to an inequitable burden on the disadvantaged, the recourse is environmental justice. Though, no such condition is readily apparent in the project area.

Chapter 4 Preliminary Cost Study

4.1 Right-of-way Estimate

Based on the current real estate listings, the estimate for right-of-way acquisition was approximately $2.00 per square foot. Real Estate values were developed from current listings for typical commercial, residential, and vacant properties in the study area. **Table 4-1** summarizes the required right-of-way for each proposed alternate.

Table 4-1
Right-of-Way Costs

Alternate	Required Right-of-Way (SQFT)	Right-of-Way Cost ($)
Alternate 1	111,800	$223,600.00
Alternate 2	111,800	$223,600.00
Alternate 3	100,500	$201,000.00

4.2 Utility Relocations

Specific relocation plans for utilities will be developed in the final design phase. The possible utilities affected by construction of the proposed alternates are water and sewer lines. Any utilities needed to be relocated will be implemented in Stage 1. Consequently, a contingency was added to the estimated construction cost estimate to account for utility relocations.

4.3 Environmental Studies

Although the environmental impacts of any of the three alternates do not appear to have significant impacts, an additional environmental review will be necessary to meet NEPA requirements. The cost estimates include possible requirements for each alternative, a categorical exclusion, an environmental assessment, and an environmental impact statement.

4.4 Design Engineering

The design of the project does not appear to be of above average complexity; however, for estimating purposes, the cost for basic design services can be expressed as a percentage of the construction cost. Typically, the ASCE median compensation curve may be appropriate for fee determinations. **Table 4-2** reflects an estimate of project cost for each alternate.

Table 4-2
Estimate of Project Cost

Cost	Alternate 1	Alternate 2	Alternate 3
Construction	$3,434,713.23	$3,496,350.82	$2,712,136.99
Right of Way	$223,600.00	$223,600.00	$201,000.00
Utility Relocations	$137,388.53	$139,854.03	$108,485.48
Geotechnical	$68,694.26	$69,927.02	$54,242.74
Engineering	$343,471.32	$349,635.08	$271,213.70
Environmental	$103,041.40	$104,890.52	$81,364.11
Total	**$4,311,000.00**	**$4,384,500.00**	**$3,428,500.00**

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING AND GRUBBING	LUMP	1	$10,000.00	$10,000.00	
202-01-00100	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP	1	$7,000.00	$7,000.00	
202-02-02020	REMOVAL OF ASPHALT PAVEMENT	SQYD	10650	$8.50	$90,525.00	
202-02-06040	REMOVAL OF CONCRETE BOX HEADWALL	EACH	2	$1,000.00	$2,000.00	
202-02-03000	REMOVAL OF BASE - SOIL CEMENT, ASPHALT, OR BCS	SQYD	10650	$13.00	$138,450.00	
203-01-00100	GENERAL EXCAVATION	CUYD	1000	$15.00	$15,000.00	
203-02-00100	DRAINAGE EXCAVATION	CUYD	1400	$12.00	$16,800.00	
203-03-00100	EMBANKMENT	CUYD	4310	$30.00	$129,300.00	
204-06-00100	TEMPORARY SILT FENCING	LNFT	8000	$1.65	$13,200.00	
302-01-00100	CLASS II BASE COURSE	CUYD	21300	$50.00	$1,065,000.00	
502-02-00100	ASPHALT CONCRETE	TON	4644	$85.00	$394,740.00	
732-01-01000	PLASTIC PAVEMENT STRIPING (4" WIDTH) (THERMOPLASTIC 90 MIL)	LNFT	14513	$1.70	$24,672.10	
727-01-00100	MOBILIZATION	LUMP	1	$123,500.00	$123,500.00	
740-01-00100	CONSTRUCTION LAYOUT	LUMP	1	$49,400.00	$49,400.00	
805-13-00100	REINFORCED CONCRETE BOX CULVERTS (CAST-IN-PLACE OR PRECAST) (3-7'X7')	LNFT	750	$750.00	$562,500.00	
				SUBTOTAL	**$2,642,087.10**	**$2,642,087.10**
	CONTINGENCY	LUMP SUM	30%		$792,626.13	$792,626.13
				TOTAL CONSTRUCTION COST	**$3,434,713.23**	**$3,434,713.23**
	REQUIRED RIGHT OF WAY	SQFT	111800	$2.00	$223,600.00	
				TOTAL REAL ESTATE COST	**$223,600.00**	**$223,600.00**
	RELOCATION OF UTILITIES	LUMP SUM	4%		$137,388.53	
	GEOTECHNICAL	LUMP SUM	2%		$68,694.26	
	ENGINEERING	LUMP SUM	10%		$343,471.32	
	ENVIRONMENTAL	LUMP SUM	3%		$103,041.40	
				TOTAL ENGINEERING COST	**$652,595.51**	**$652,595.51**
					T-INTERSECTION - TOTAL COST	**$4,310,908.74**
					USE	**$4,311,000.00**

Table 4-3
Estimate of Probable Cost
Alternate 1

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING AND GRUBBING	LUMP	1	$10,000.00	$10,000.00	
202-01-00100	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP	1	$7,000.00	$7,000.00	
202-02-02020	REMOVAL OF ASPHALT PAVEMENT	SQYD	10650	$8.50	$90,525.00	
202-02-06040	REMOVAL OF CONCRETE BOX HEADWALL	EACH	2	$775.00	$1,550.00	
202-02-03000	REMOVAL OF BASE - SOIL CEMENT, ASPHALT, OR BCS	SQYD	10650	$13.00	$138,450.00	
203-01-00100	GENERAL EXCAVATION	CUYD	1000	$15.00	$15,000.00	
203-02-00100	DRAINAGE EXCAVATION	CUYD	1400	$12.00	$16,800.00	
203-03-00100	EMBANKMENT	CUYD	4310	$30.00	$129,300.00	
204-06-00100	TEMPORARY SILT FENCING	LNFT	8000	$1.65	$13,200.00	
302-01-00100	CLASS II BASE COURSE	CUYD	21300	$50.00	$1,065,000.00	
502-02-00100	ASPHALT CONCRETE	TON	4644	$85.00	$394,740.00	
732-01-01000	PLASTIC PAVEMENT STRIPING (4" WIDTH) (THERMOPLASTIC 90 MIL)	LNFT	14513	$1.70	$24,672.10	
727-01-00100	MOBILIZATION	LUMP	1	$125,700.00	$125,700.00	
736-04-10250	SIGNAL POLE (SINGLE MAST ARM, 25FT)	EACH	3	9125.34	$27,376.02	
736-05-30000	SIGNAL HEADS (3 SECTION, 12 INCH LED LENS, R, Y, G)	EACH	3	$1,032.56	$3,097.68	
740-01-00100	CONSTRUCTION LAYOUT	LUMP	1	$50,300.00	$50,300.00	
805-13-00100	REINFORCED CONCRETE BOX CULVERTS (CAST-IN-PLACE OR PRECAST) (3-7'X7')	LNFT	750	$750.00	$562,500.00	
NS-736-00131	TS-2 TRAFFIC SIGNAL CABINET (POLE MOUNTED)	EACH	1	$14,289.83	$14,289.83	
				SUBTOTAL	**$2,689,500.63**	**$2,689,500.63**
	CONTINGENCY	LUMP SUM	30%		$806,850.19	$806,850.19
				TOTAL CONSTRUCTION COST	**$3,496,350.82**	**$3,496,350.82**
	REQUIRED RIGHT OF WAY	SQFT	111800	$2.00	$223,600.00	
				TOTAL REAL ESTATE COST	**$223,600.00**	**$223,600.00**
	RELOCATION OF UTILITIES	LUMP SUM	4%		$139,854.03	
	GEOTECHNICAL	LUMP SUM	2%		$69,927.02	
	ENGINEERING	LUMP SUM	10%		$349,635.08	
	ENVIRONMENTAL	LUMP SUM	3%		$104,890.52	
				TOTAL ENGINEERING COST	**$664,306.66**	**$664,306.66**
					T-INTERSECTION - TOTAL COST	**$4,384,257.47**
					USE	**$4,384,500.00**

Table 4-4
Estimate of Probable Cost
Alternate 2

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING AND GRUBBING	LUMP	1	$10,000.00	$10,000.00	
202-01-00100	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP	1	$7,000.00	$7,000.00	
202-02-02020	REMOVAL OF ASPHALT PAVEMENT	SQYD	8864	$8.50	$75,344.00	
202-02-06040	REMOVAL OF CONCRETE BOX HEADWALL	EACH	2	$775.00	$1,550.00	
202-02-03000	REMOVAL OF BASE - SOIL CEMENT, ASPHALT, OR BCS	SQYD	8864	$13.00	$115,232.00	
203-01-00100	GENERAL EXCAVATION	CUYD	1000	$15.00	$15,000.00	
203-02-00100	DRAINAGE EXCAVATION	CUYD	5600	$12.00	$67,200.00	
203-03-00100	EMBANKMENT	CUYD	7650	$30.00	$229,500.00	
204-06-00100	TEMPORARY SILT FENCING	LNFT	5600	$1.65	$9,240.00	
302-01-00100	CLASS II BASE COURSE	CUYD	17728	$25.00	$443,200.00	
502-02-00100	ASPHALT CONCRETE	TON	3900	$85.00	$331,500.00	
701-03-01002	STORM DRAIN PIPE (15" RCP/RPVCP)	LNFT	315	$84.06	$26,478.90	
702-03-00500	CATCH BASINS (CB-06)	EACH	4	$4,053.58	$16,214.32	
732-01-01000	PLASTIC PAVEMENT STRIPING (4" WIDTH) (THERMOPLASTIC 90 MIL)	LNFT	17000	$1.70	$28,900.00	
727-01-00100	MOBILIZATION	LUMP	1	$96,700.00	$96,700.00	
740-01-00100	CONSTRUCTION LAYOUT	LUMP	1	$38,700.00	$38,700.00	
805-13-00100	REINFORCED CONCRETE BOX CULVERTS (CAST-IN-PLACE OR PRECAST) (3-7'X7')	LNFT	750	$750.00	$562,500.00	
NS-702-00100	PAVED GUTTER DRAIN	EACH	4	$3,000.00	$12,000.00	
					SUBTOTAL	**$2,086,259.22**	**$2,086,259.22**
	CONTINGENCY	LUMP SUM		30%	$625,877.77	$625,877.77
					TOTAL CONSTRUCTION COST	**$2,712,136.99**	**$2,712,136.99**
	REQUIRED RIGHT OF WAY	SQFT	100500	$2.00	$201,000.00	
					TOTAL REAL ESTATE COST	**$201,000.00**	**$201,000.00**
	RELOCATION OF UTILITIES	LUMP SUM		4%	$108,485.48	
	GEOTECHNICAL	LUMP SUM		2%	$54,242.74	
	ENGINEERING	LUMP SUM		10%	$271,213.70	
	ENVIRONMENTAL	LUMP SUM		3%	$81,364.11	
					TOTAL ENGINEERING COST	**$515,306.03**	**$515,306.03**
					T-INTERSECTION - TOTAL COST	**$3,428,443.01**
					USE	**$3,428,500.00**

Table 4-5
Estimate of Probable Cost
Alternate 3

STATE PROJECT NO. H.012306.1
LA 42: HIGHLAND ROAD AT PECUE LANE

Stage 0 Feasibility Study

Appendices

Appendix A
Traffic Report

LA 42: Highland Road at Pecue Lane Stage '0' Feasibility - Traffic Study

East Baton Rouge, Louisiana

Retainer Contract No. 4400005874

Task Order No. H.012306.1

Prepared by

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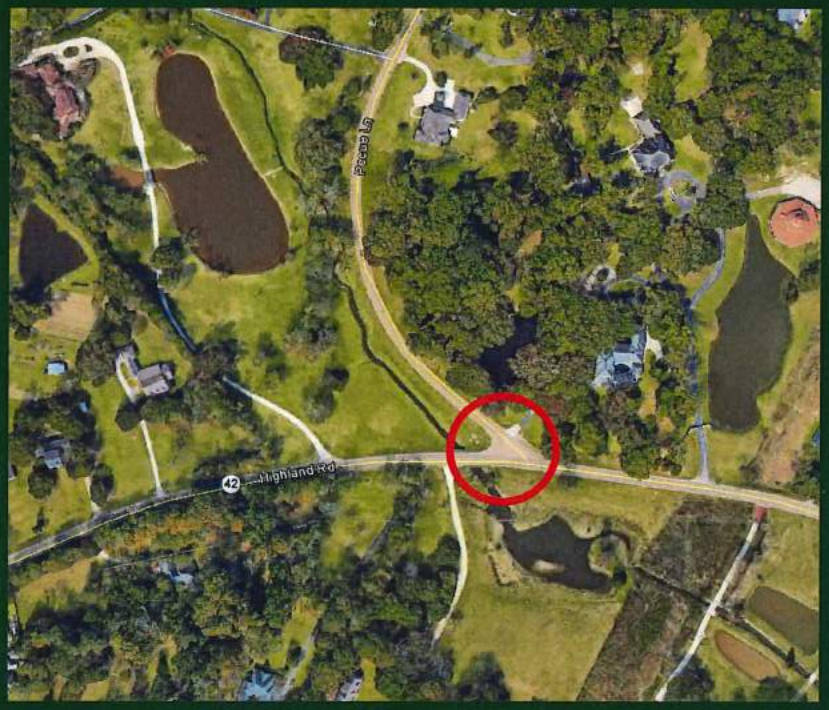

Prepared for

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

USI Project #: 16-016-1

August 2018

RETAINER CONTRACT NO. 4400005874
STAGE 0 FEASIBILITY STUDIES
STATEWIDE

Task Order No. H.012306.1
LA 42: Highland Road at Pecue Lane
East Baton Rouge Parish

INTRODUCTION

This report summarizes the methodology and findings of a traffic study to assess the feasibility of geometric improvements at the intersection of Pecue Lane at Highland Road (LA 42) in Baton Rouge, Louisiana. Figure 1 presents a vicinity map with the location of the subject intersection.

Figure 1. Vicinity Map
Source: GoogleEarth

METHODOLOGY

The objective of this traffic study was to evaluate the operation and safety at the intersection of Highland Road and Pecue Lane and to develop potential improvements. Traffic conditions were analyzed for both the base year and the design year. Turning movement count data collected in 2015 for a prior study was used for the base year analysis for this study. Daily volume counts were also collected in 2017.

Design year (2037) traffic volumes were developed for both the AM and PM peak periods using the growth rate and projected future volume data from the Pecue Lane/I-10 Interchange Study (H.004104), and projected trips for the adjacent Valhalla Sub-division.

Available crash data was collected for a three (3) year period and reviewed. Crash trends were identified, and each trend was compared to the statewide averages where applicable. Potential improvements were then identified to improve safety.

Speed data was collected on both approaches of Highland Road. The speed data was evaluated to determine if speeding is an issue in the vicinity of the subject intersection.

Levels of Service/Capacity analyses based on the peak hour volumes were conducted for the subject intersection for each of the project scenarios. The base year and 2037 No Build analyses were based on current geometry and existing traffic control as well as field observations. Potential improvements for the 2037 Build conditions were developed based on projected traffic volumes, capacity analysis results, crash trends, and DOTD requirements. Three (3) alternatives were developed and analyzed. The resulting delays and queue lengths expected for each alternative were compared.

STUDY AREA

Highland Road is a two-lane undivided roadway oriented in an east-west direction. It is classified as a minor arterial with a speed limit of 45 mph within the study area. Highland Road intersects with I-10 at a traditional diamond interchange approximately 1.5 miles east of the subject intersection.

Pecue Lane is a two-lane undivided roadway oriented in a north-south direction. It is classified as a minor arterial with a speed limit of 40 mph.

The intersection of Highland Road and Pecue Lane is an unsignalized T-intersection with stop control on Pecue Lane. Pecue Lane currently terminates at Highland Road at an approximate 45-degree skew.

PLANNED PROJECTS / PREVIOUS STUDIES

Highland Road at Pecue Lane Crash Data Study

This study was conducted in 2015 by Urban Systems and involved a crash data evaluation for the intersection of Highland Road at Pecue Lane. Crash data for the years 2012-2014 was utilized in the analysis for this project. Findings indicated the intersection crash rate was higher than the LADOTD statewide crash rate for an urban two-lane intersection.

The Pecue Lane/I-10 Interchange (H.004104)

A Stage “1” Environmental Assessment (EA) Traffic Study was completed in 2016 by Urban Systems. The objective of the traffic study was to identify feasible configurations for a new interchange on Interstate 10 at Pecue Lane.

An updated Interchange Justification Report (IJR) was also prepared. As a part of the IJR requirements, traffic volumes were developed for the surrounding road network including the Highland Road and Siegen Lane interchanges. The surrounding network as analyzed to determine the expected effect of the new interchange.

Based on the results of the studies, a Diverging Diamond Interchange was determined to be the preferred alternative. The project which includes the widening of Pecue Lane between Perkins Road and US 61 is currently in the preliminary design stage.

Valhalla Sub-Division

The Valhalla Sub-division is currently under construction and includes 20 single-family homes. The sub-division is located on the south side of Highland Road. The driveway for the sub-division is expected to tie into the intersection of Highland Road and Pecue Lane becoming the south leg of the intersection.

DATA COLLECTION

Turning movement count data collected as part of the 2015 Crash Study was used as the base conditions for this study. The peak hours were determined to be 7:00am to 8:00am and 5:00pm to 6:00pm.

Seven day 24-hour volume counts were collected on both approaches of Highland Road and 48-hour volume counts were collected on Pecue Lane in September 2017. The Annual Average Daily Traffic (AADT) were estimated to be approximately:

- Highland Rd Eastbound – 8,600 vpd
- Highland Rd Westbound – 7,300 vpd
- Pecue Lane Southbound – 2, 050 vpd

Figure 2 presents the base conditions traffic volumes. Turning movement and 24-hour counts are provided in the Appendix.

LEGEND:

X	AM Peak Hour (7:00 AM-8:00 AM)
(X)	PM Peak Hour (5:00 PM-6:00 PM)
◯	Subject Intersection

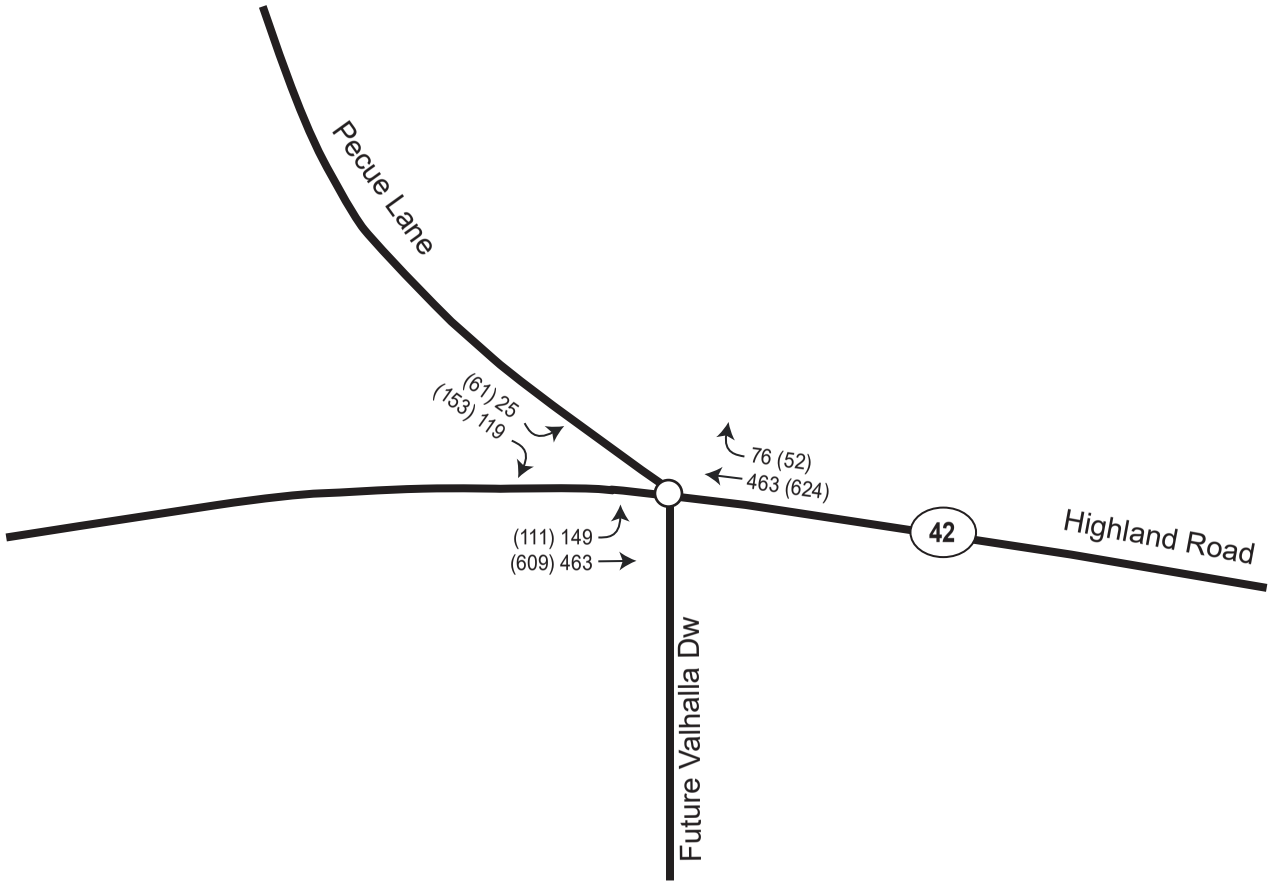

Figure 2

2015 Base Conditions

Highland Road at Pecue Lane
Baton Rouge, LA

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TRAFFIC FORECASTING AND ASSIGNMENT

The 2% per year growth rate used for the Pecue Lane/I-10 Interchange Study (H.004104) was utilized to grow the base conditions volumes over the 22-year period (2015-2037) to account for background traffic growth.

Additionally, the construction of the Pecue Interchange is expected to result in an increase in the amount of traffic on Pecue Lane north of the subject intersection as traffic that now use the Highland Road and Siegen Road Interchanges to travel to/from Highland Road are expected to reroute to the new Pecue Interchange.

The additional traffic at the subject intersection was estimated based on the projected traffic volumes at the Pecue Lane and Perkins Road intersection from the updated Pecue IJR. The no build and build traffic volumes on Pecue Lane south of Perkins Road were utilized to determine the expected increase in volumes for both directions of travel during the AM and PM peaks with the addition of the Pecue Interchange. The expected increases in volume south of Perkins Road are presented in Figure 3.

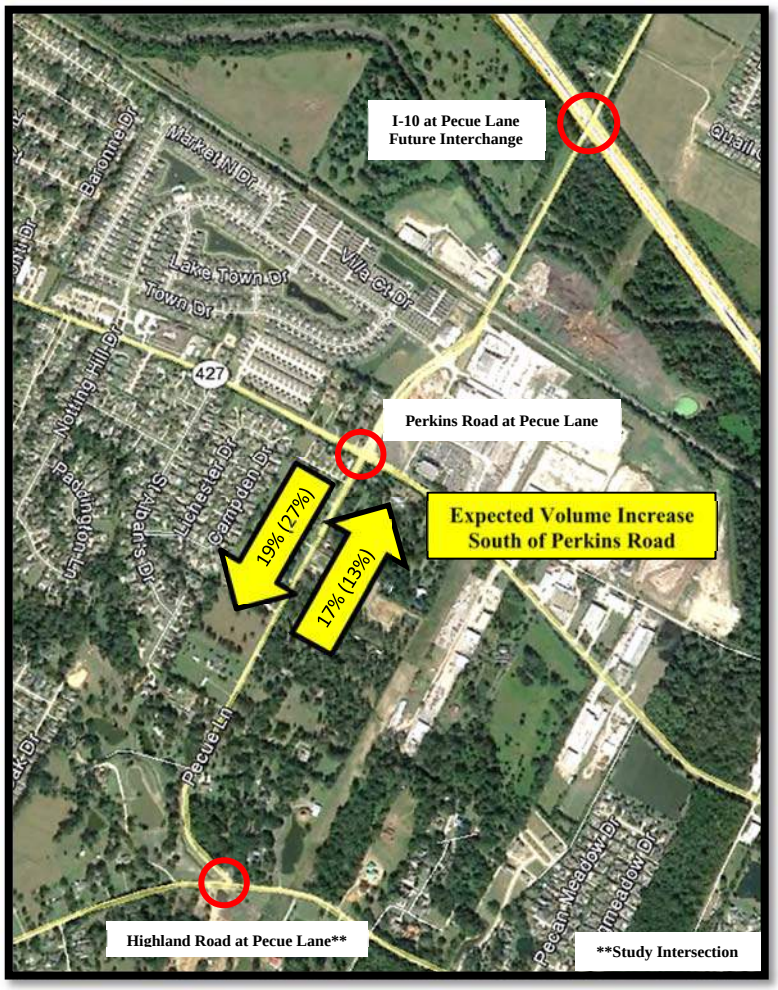

Figure 3.
Expected Volume Increase South of Perkins Road

As a portion of this traffic is expected to turn on to or off of Pecue Lane to/from the various residential homes and commercial developments between Perkins Road and Highland Road, it is anticipated that approximately 90% of the expected increase in traffic south of Perkins Road will make it to/from Highland Road. A summary of the 2037 Design Year volumes for the AM and PM peak hours is shown in Tables 1-2.

Table 1
2037 Projected Volume
AM Peak Hour

	Pecue Lane			**Highland Road**			**Highland Road**		
	Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2015 Base Volume	**25**	**0**	**119**	**149**	**463**	**0**	**0**	**463**	**76**
Background Growth Rate	2%	2%	2%	2%	2%	2%	2%	2%	2%
2037 Projected Volume with Background Growth	39	0	184	230	716	0	0	716	117
Additional Volume Projected from the Pecue Interchange	6	0	31	36	0	0	0	0	18
2037 Projected Volume	**45**	**0**	**215**	**266**	**716**	**0**	**0**	**716**	**135**

Table 2
2037 Projected Volume
PM Peak Hour

	Pecue Lane			**Highland Road**			**Highland Road**		
	Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2015 Base Volume	**61**	**0**	**153**	**111**	**609**	**0**	**0**	**624**	**52**
Background Growth Rate	2%	2%	2%	2%	2%	2%	2%	2%	2%
2037 Projected Volume with Background Growth	94	0	237	172	942	0	0	965	80
Additional Volume Projected from the Pecue Interchange	23	0	57	20	0	0	0	0	10
2037 Projected Volume	**117**	**0**	**294**	**192**	**942**	**0**	**0**	**965**	**90**

In 2037, the Valhalla Sub-division is expected to be completed and the driveway will become the south leg of the intersection. The new trips that are expected to be generated by the subdivision were estimated using the 9th Edition of the *ITE Trip Generation Manual* and were added to the traffic volumes based on existing traffic patterns and engineering judgement. The trip generation estimates are included in the Appendix. Figure 4 presents the projected 2037 Design Year conditions traffic volumes.

LEGEND:

X	AM Peak Hour (7:00 AM-8:00 AM)
(X)	PM Peak Hour (5:00 PM-6:00 PM)
◯	Unsignalized Intersection

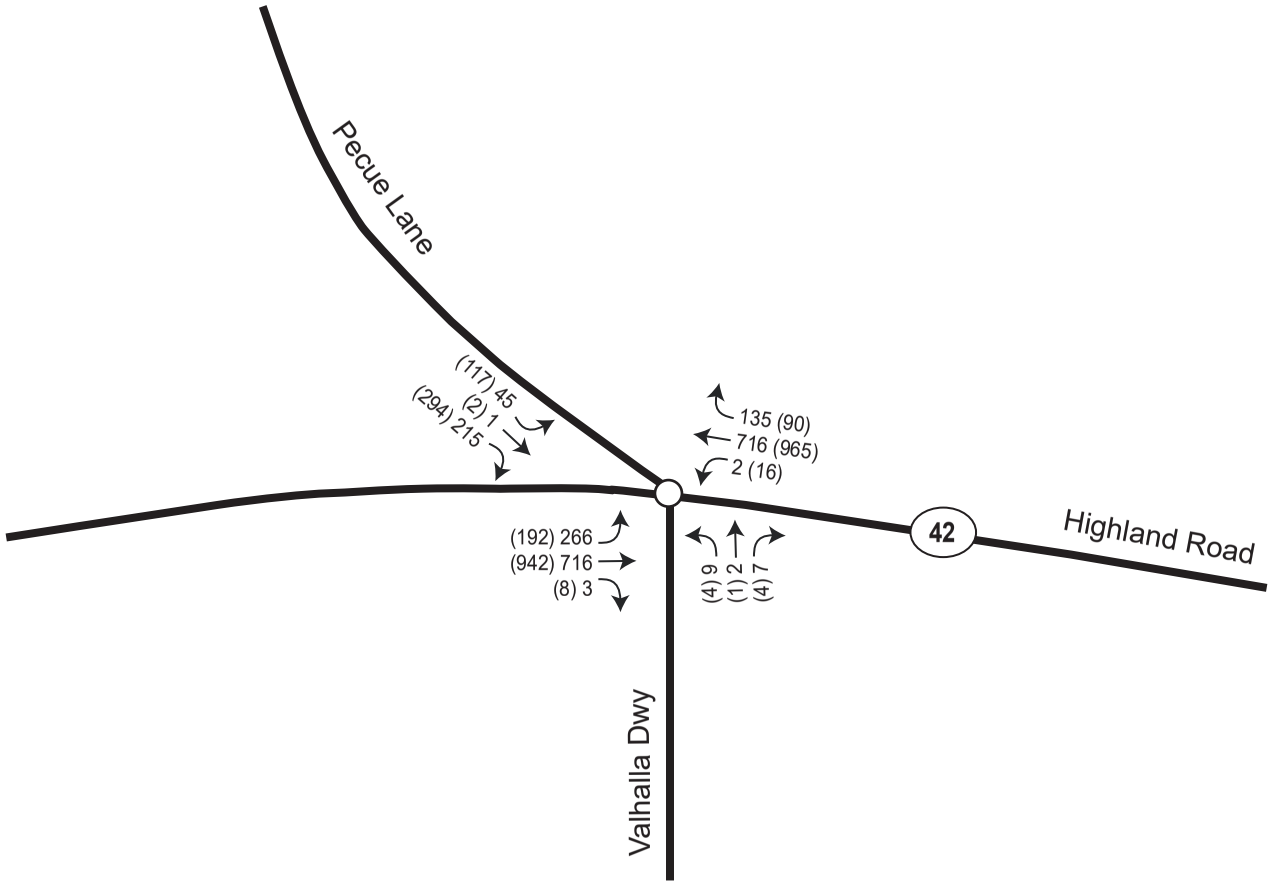

Figure 4

2037 Projected Conditions

Highland Road at Pecue Lane
Baton Rouge, LA

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CAPACITY ANALYSIS CRITERIA

Capacity analyses were performed to determine the expected delay and 95th percentile queues in the 2015 base year and 2037 design year for both the No Build and each Build condition. Procedures detailed in the Highway Capacity Manual (HCM) were used in the analysis. The HCM is the industry standard for traffic studies and the methods included are the widely accepted practice of evaluating traffic operations.

The HCM procedures have been adapted to computer-based analysis packages, which include modules for each roadway condition. SIDRA Intersection version 6.1 was used to analyze the intersection as a roundabout, a stop-controlled intersection, and a signalized intersection for comparison purposes.

BASE AND NO BUILD CAPACITY ANALYSIS RESULTS

Base Conditions Analysis

Existing geometry, traffic control, and volumes were analyzed using Sidra software to evaluate the expected queue lengths and delay. Highland Road at Pecue Lane is currently a t-intersection that has stop control for the southbound approach. Table 3 presents a summary of the capacity analysis for this intersection. The 2015 Base delays and 95th percentile queues are reported with queues rounded up to the nearest 5 feet.

Table 3.
Level of Service Results – Sidra
Base Conditions

Approach/Movement	2015 Base			
	AM Peak		PM Peak	
	Queues[1] (ft)	Delay (sec/veh)	Queues[1] (ft)	Delay (sec/veh)
Highland Road Eastbound	125	4.8	160	6.5
Highland Road Westbound	0	0.00	0	0.00
Pecue Lane Southbound	175	54.7	1865	1,538.7
Overall	--	*8.2*	--	*202.2*

[1] 95th Percentile Queue

The results of Table 3 indicate heavy delay is expected on the southbound approach on Pecue Lane during the PM peak which matches conditions observed in the field. In addition to analysis results, during field observations, queuing was present on the eastbound approach. Queuing on the eastbound approach was attributed to left turning vehicles blocking the through lane while waiting for gaps in oncoming traffic.

2037 No Build Conditions Analysis

The projected 2037 traffic volumes along with the existing geometry and intersection control was analyzed using Sidra to determine the expected queue lengths and delay. Table 4 presents a summary of the capacity analysis at the subject intersection. The analysis results reports are included in the Appendix.

Table 4.
Level of Service Results – Sidra
2037 No Build Conditions

Approach/Movement	2037 No Build			
	AM Peak		PM Peak	
	Queues[1] (ft)	Delay (sec/veh)	Queues[1] (ft)	Delay (sec/veh)
Highland Road Eastbound	3,340	209.5	6,720	552.7
Highland Road Westbound	10	0.3	410	5.2
Pecue Lane Southbound	3,005	4,934.7	5,635	14,469.3
Valhalla Northbound	255	1,526.4	140	1,208.0
Overall	--	*706.8*	--	*2,455.7*

[1] 95th Percentile Queue

The results in Table 4 indicate that the volume exceeds the capacity of the intersection and improvements will be needed well before the year 2037.

CRASH ANALYSIS

Crash data was obtained from the LADOTD website for the year 2013-2015 for the intersection of Highland Road at Pecue Lane. Each crash report was read in detail to determine any issues that currently existing at the intersection. As part of the review, a crash reports error log was developed and is provided in the appendix.

The crash data was graphed based on crash type, injury severity, time of day, pavement conditions, lighting conditions and driver conditions. Crash trends were compared to the statewide averages presented in LADOTD's *Guidelines for Conducting a Crash Data Analysis using the Number-rate Method and Overrepresentation Determination* dated January 2016 (guidelines), for all crashes where applicable.

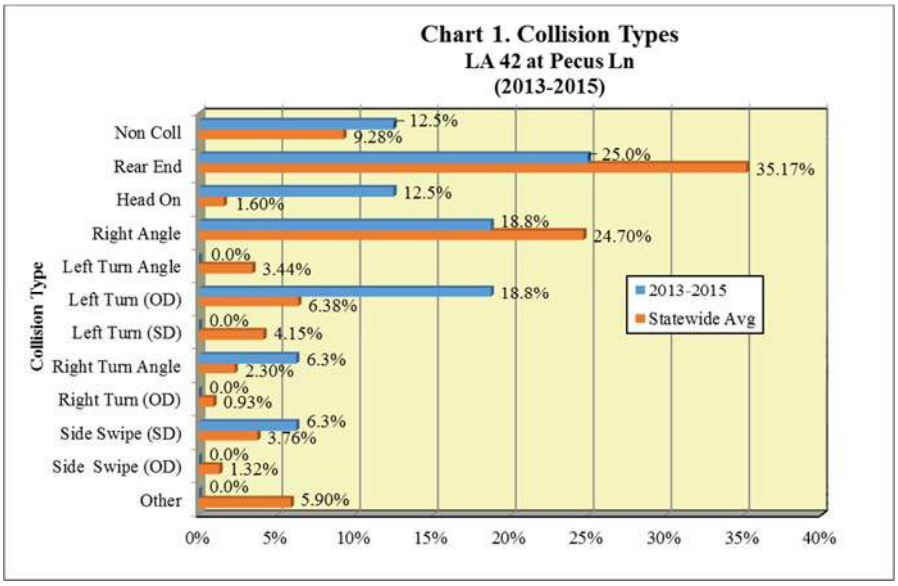
Based on the LADOTD state highway functional classification map, Highland Road and Pecue Road are classified as urban minor arterials; therefore, statewide averages for an urban two-lane unsignalized intersection were utilized in this report. Table 5 displays a summary of the type of crashes observed by year for the study intersection.

Table 5.
Crash Type by Year

Crash Type	Number of Crashes		
	2013	2014	2015
A: Non-collision w/ Motor Vehicle	0	1	1
B: Rear-end	2	2	0
C: Head-on	0	1	1
D: Right angle	1	1	1
E: Left Turn Angle	0	0	0
F: Left Turn Opp Dir	1	1	1
G: Left Turn Same Dir	0	0	0
H: Right Same Dir	1	0	0
I: Right turn Opp Dir	0	0	0
J: Side Swipe Same Dir	0	1	0
K: Side Swipe Opp Dir	0	0	0
Z: Other	0	0	0
Total	*5*	*7*	*4*

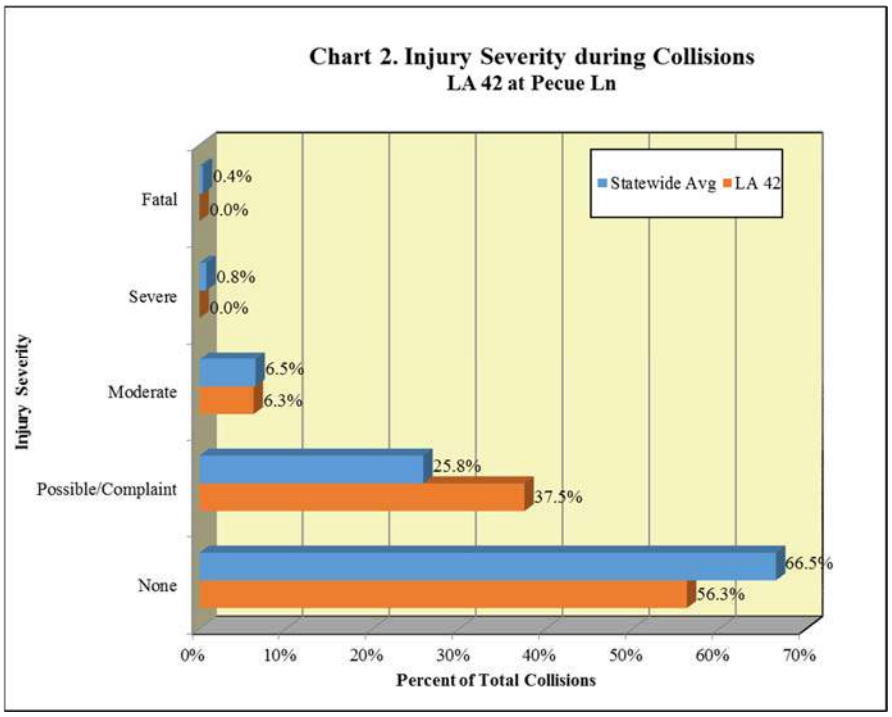
The majority of the reported crashes involved either eastbound left turning vehicles from Highland Road or southbound left turning vehicles from Pecue Lane. While 6 of the 16 (37.5%) crashes were types susceptible to correction by a traffic signal they did not occur during the same 12-month period; therefore, the crash history does not meet the requirements of Signal Warrant 7(B).

Chart 1 presents the collisions by crash type and compared to the statewide average.



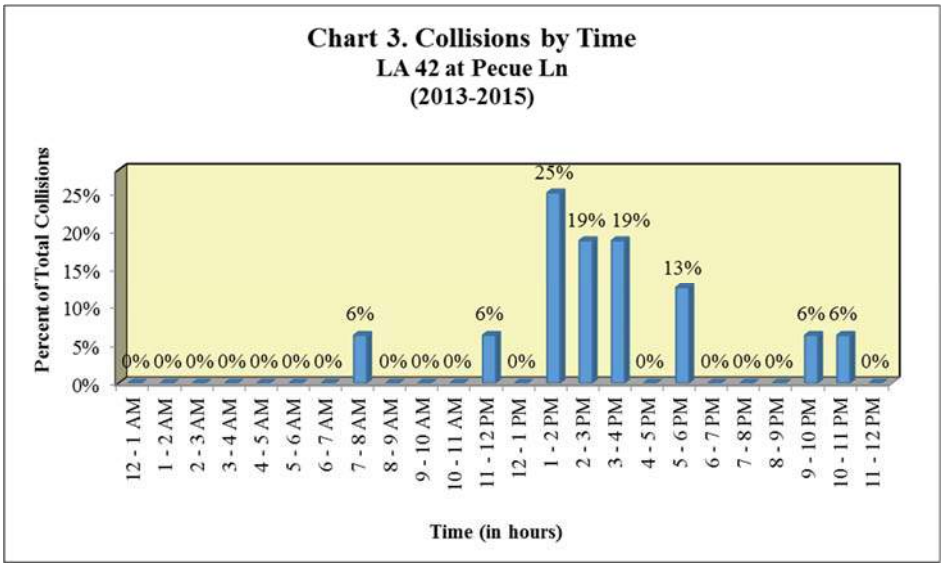
A review of Chart 1 indicated non-collision, head-on, left turn (opposite direction), right turn angle, and side swipe (same direction) crashes were higher than the statewide averages. All left-turn (opposite direction) and one (1) of the non-collision crashes involved eastbound left turning vehicles from LA 42. Both head-on and the other non-collision crashes involved southbound left turning vehicles from Pecue Lane. The crash reports indicated that the left turners did not see opposing traffic while executing the left turn.

Chart 2 presents the collisions by injury severity compared to the statewide average.



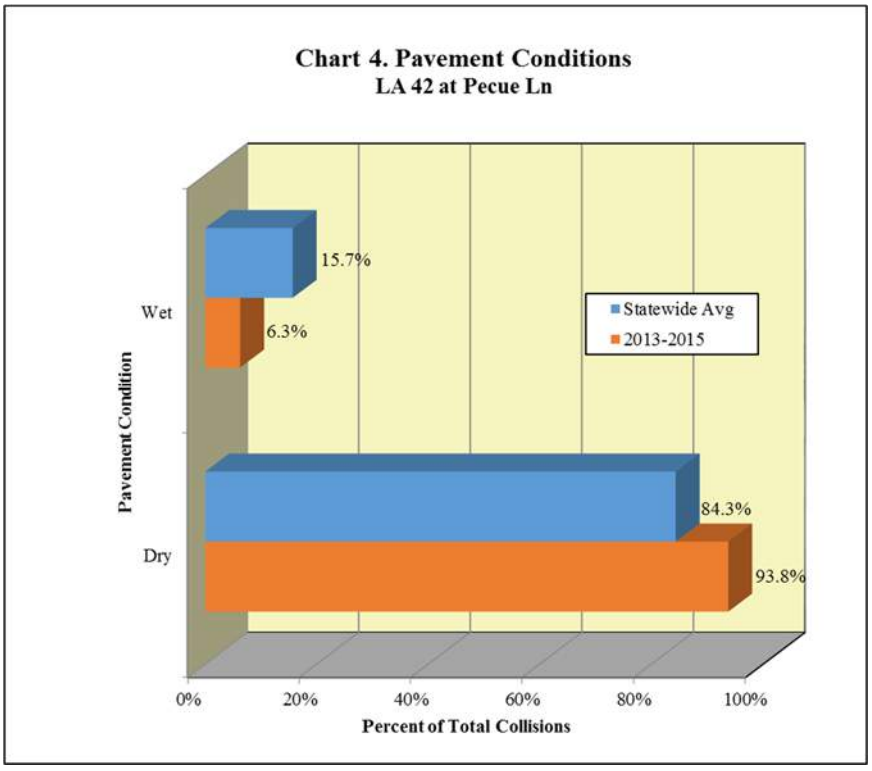
A review of Chart 2 indicated the majority of crashes had no injuries. None of the other injury severity categories reported were higher than the statewide average.

Chart 3 presents the collisions by time of day.



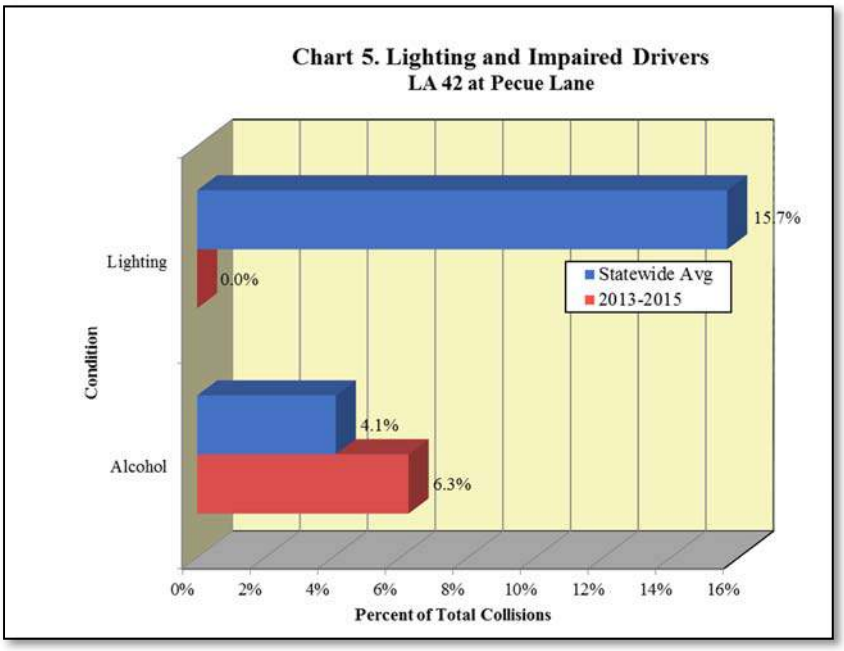
A review of Chart 3 indicated the majority of crashes occurred between the hours of 1:00-4:00 PM. There were also a high percentage of crashes that occurred from 5:00-6:00 PM which is typically considered the PM peak.

Chart 4 presents the percentage of collisions occurring during wet pavement conditions compared to the statewide average.



A review of Chart 4 indicated the number of crashes that occurred under dry pavement conditions was slightly higher than the statewide average indicating that the pavement condition has not been a major role in collisions.

Chart 5 presents the collisions involving impaired drivers and by lighting conditions compared to the statewide average.



A review of Chart 5 indicated there were more crashes involving alcohol during the study period than the statewide average.

Crash data was evaluated at Highland Road at Pecue Lane to determine potential improvements that may improve safety. A high percentage of the crashes involved southbound and eastbound left turns. Multiple crashes were attributed to motorists not being able to see opposing traffic while executing the left turn due to the current alignment of the intersection. Potential improvements that could help mitigate the number/severity of the left turn and right-angle crashes include:

- Realigning the Pecue Lane approach to a 90-degree angle.
- Add an eastbound left turn lane on Highland Road. This would provide a refuge for left turners on Highland Road and could allow for left turners from Pecue Lane to make a two-phased movement.
- Convert the intersection to signalized control. This is expected to reduce the number of left turn and right-angle crashes but could increase rear ends.
- Convert the intersection to a roundabout. Roundabouts have been shown to virtually eliminate left turn and right-angle crashes.

Other potential improvements that could enhance safety in the vicinity of the intersection include adding shoulders and/or rumble strips on Highland Road.

SPEED STUDY

Speed data was collected on both approaches of Highland Road in accordance with the methods described for spot speed studies in EDSM VI.1.1.1 and LADOTD's Traffic Engineering Manual. Using radar units, spot speed data was collected outside of typical peak hours for 100 vehicles in the vicinity of the study intersection. Speed data was recorded outside of peak hour traffic times during clear weather conditions on September 25, 2017.

The collected data was entered into DOTD's Spot Speed Study spreadsheets, which provide percentile speed calculations and cumulative frequency curves. The results worksheets including cumulative frequency curves for both directions of travel are included in the Appendix.

Table 6 provides a summary of the 95th, 85th and 15th percentile speeds and the 10 mile per hour pace speed range obtained from the spreadsheets, and the roadway characteristics at the time of recording. Figure 5 provides a graphical depiction of the speed study results following the format specified in LADOTD's Traffic Engineering Manual.

Table 6.
Spot Speed Study Summary

Direction	Posted Speed	95th Percentile Speed	85th Percentile Speed	15th Percentile Speed	10 MPH Pace Speed
Eastbound	45 MPH	46 MPH	42 MPH	30 MPH	34-43 MPH
Westbound	45 MPH	48 MPH	45 MPH	34 MPH	39-48 MPH

Figure 5.
Results of Spot Speed Study

The results reflected in Table 8 indicate that speeding is not an issue for either direction of travel on Highland Road. Based on an evaluation of the 10-mph pace, the majority of vehicles travel near or below the speed limit.

ALTERNATIVE DEVELOPMENT

Potential improvements were developed based on the results of the crash history evaluation and the capacity analysis results.

Based on the crash evaluation, it is proposed that Pecue Lane be realigned to tie into Highland Road at 90 degrees to help improve sight distance. The proposed new alignment will make the Highland Road at Pecue Lane intersection offset west of the planned subdivision driveway so the intersection would remain a T-intersection. Figure 6 illustrates the projected design year traffic volumes with Pecue Lane realigned.

Based on the capacity analysis, a southbound left-turn lane is proposed. The required widening of Highland Road for the eastbound left turn lane would also provide a refuge for the Pecue lane southbound left turners so they are able to make a two-phased left turn movement.

The realignment of Pecue Lane with the additional turn lanes was considered as unsignalized and signalized control.

Single-lane and multi-lane roundabouts were also considered. A roundabout is expected to improve safety as it is expected to virtually eliminate left turn and right-angle crashes.

The following three (3) alternatives were developed in an effort to improve the operations and/or safety of the Highland Road at Pecue Lane intersection:

- Alternative 1 – Realign Pecue Lane and remain unsignalized, add eastbound left-turn lane and southbound left-turn lane
- Alternative 2 – Realign Pecue Lane and convert to signalized control, add eastbound left-turn lane and southbound left-turn lane
- Alternative 3 – Realign Pecue Lane and convert to roundabout

For each alternative it is proposed that Highland Road be widened to provide a three-lane section between Pecue lane and the Valhalla Driveway. This would provide a refuge for left turners into and out of the driveway.

LEGEND:

- X AM Peak Hour (7:00 AM-8:00 AM)
- (X) PM Peak Hour (5:00 PM-6:00 PM)
- ◯ Unsignalized Intersection

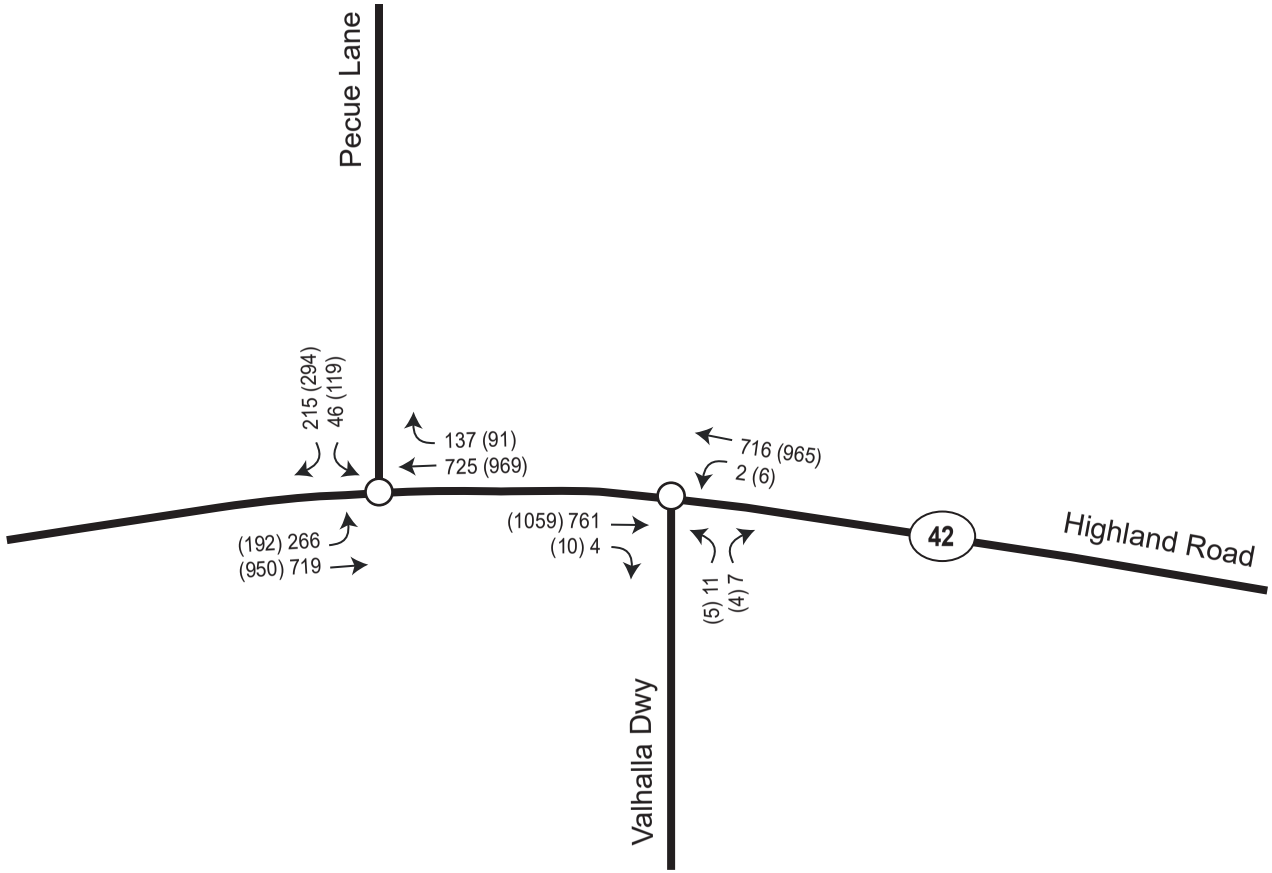


Figure 6

2037 Projected Volumes w/ Realignment

Highland Road at Pecue Lane
Baton Rouge, LA

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2037 BUILD CONDITIONS ANALYSIS

The three alternatives were analyzed to determine the expected LOS and delay for the 2037 Design Year.

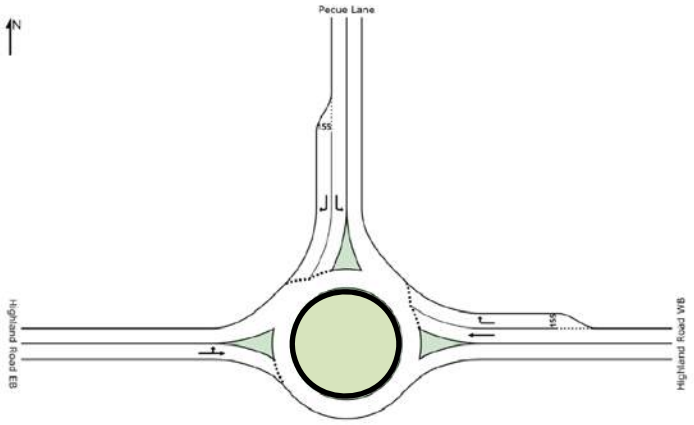
Alternatives 1 and 2

The unsignalized and signalized alternatives were analyzed using Sidra software. The proposed lane configurations and volumes were input to determine the expected operation. The signal phasing and timings were determined using Vistro software then input into Sidra.

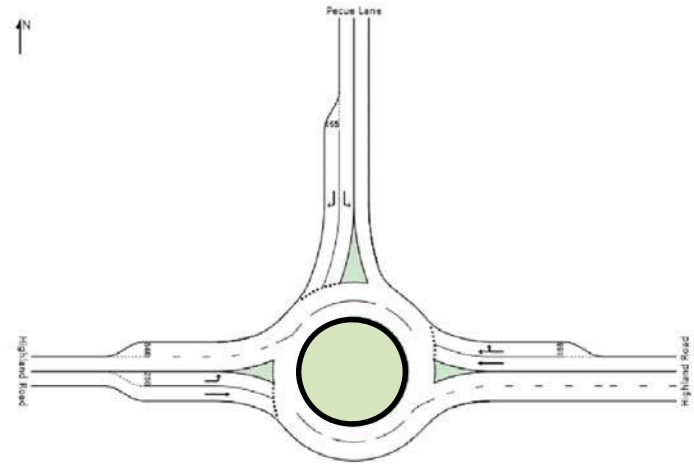
Alternative 3

The roundabout alternatives were analyzed using Sidra Intersection 6.1 software. The projected traffic volumes, lane geometry and parameters detailed in the LADOTD Roundabout Analysis Reference Guide were input to determine the expected operation. A single-lane roundabout and a multi-lane roundabout was analyzed and compared. Figure 7 displays the lane geometry for each roundabout option that was input into Sidra analyses.

Figure 7.
Roundabout Geometry



Single-lane Roundabout



Multi-lane Roundabout

The results of the analysis for each alternative were compared to the 2037 No Build analysis. Table 7 presents a summary of the delays and 95th percentile queues for 2037 Build Alternatives. The queues were rounded to the nearest 5 feet. Detailed reports are provided in the Appendix.

Table 7.
Level of Service Results – Sidra
2037 Build Alternatives
Highland Road at Pecue Lane

Approach/ Movement	2037 No Build		2037 Build Alternative 1 (unsignalized)		2037 Build Alternative 2 (signalized)		2037 Build Alternative 3 (single-lane)		2037 Build Alternative 3 (multi-lane)	
	Queue[1] (ft)	Delay (sec/veh)	Queue[1] (ft)	Delay (sec/veh)	Queue[1] (ft)	Delay (sec/veh)	Queue[1] (ft)	Delay (sec/veh)	Queue[1] (ft)	Delay (sec/veh)
AM PEAK										
Highland Rd EB Left	3340	209.5	310	55.8	335	48.6	1415	6.6	50	0.4
Highland Rd EB Through			245	3.5	4,900	305.4			155	0.4
Highland Rd WB	10	0.3	0	0.1	1,480	41.0	360	6.1	90	2.1
Pecue Ln SB Left	3,005	4,934.7	945	4,379.0	60	43.8	30	8.9	15	4.6
Pecue Ln SB Right			1,005	345.8	230	28.9	120	9.2	40	2.7
Valhalla DW NB	255	1,526.04								
Overall	--	*706.8*	--	*135.7*	--	*129.7*	--	*6.7*	--	*1.4*
PM Peak										
Highland Rd EB Left	6,720	552.7	120	33.3	240	50.1	2255	73.6	35	1.1
Highland Rd EB Through			0	0.1	1,390	39.6			250	1.4
Highland Rd WB	410	5.2	0	0.1	1,425	31.3	390	3.8	90	1.4
Pecue Ln SB Left	5,633.1	14,469.3	2,295	10,194.6	140	40.3	95	15.8	30	4.2
Pecue Ln SB Right			2,245	1,313.5	330	34.2	285	31.8	60	3.6
Valhalla DW NB	140	1,208.0								
Overall	--	*2,455.7*	--	*628.4*	--	*36.4*	--	*38.1*	--	*1.7*

[1] 95th Percentile Queue

Results of Table 7 indicate the while both Alternatives 1 and 2 are expected to improve operation of the intersection, the roundabouts are expected to operate significantly better than the unsignalized and signalized conditions.

Valhalla Subdivision

Capacity analysis was also performed for the Highland Road at Valhalla subdivision driveway using Sidra software. This location is planned to be a stop-controlled T-intersection under each alternative; therefore, the results for both alternatives are identical. It is anticipated that Highland Road will be widened to a three-lane section from Pecue Lane to just east of the Valhalla Driveway which would act as a left turn lane for the development. The results of the analysis are presented in Table 8. Detailed reports are provided in the Appendix.

Table 8.
Level of Service Results – Sidra
2037 Build Conditions
Highland Road at Valhalla Driveway

Approach/ Movement	2037 Build (WB Left-turn lane added)			
	AM Peak		PM Peak	
	Queue[1] (ft)	Delay (sec/veh)	Queue[1] (ft)	Delay (sec/veh)
Highland Rd EB	0	0.1	0	0.1
Highland Rd WB Through	0	0.1	0	0.1
Highland Rd WB Left	5	4.9	5	6.1
Valhalla Dwy NB	15	44.9	15	69.3
Overall	--	*0.6*	--	*0.5*

[1] 95th Percentile Queue

Results of Table 8 indicate the Valhalla Driveway intersection is expected operate with minimal queuing.

CONCLUSIONS

This report summarized the findings of the traffic study conducted to evaluate and compare potential safety and operational improvements at Highland Road and Pecue Lane in Baton Rouge, Louisiana.

A review of the crash data indicated that the majority of the crashes involved eastbound and southbound left turns.

The speed data indicated that speeding was not an issue and the majority of traffic travels at or below the speed limit.

The results of the capacity analyses indicated that the operation of the subject intersection is expected to deteriorate significantly, and improvements will be required by the year 2037.

Based on the results of the crash evaluation and the capacity analysis, three (3) alternatives were developed to help improve the safety and operation of this intersection.

- Alternative 1 – Realign Pecue Lane and remain unsignalized, add eastbound left-turn lane and southbound left-turn lane
- Alternative 2 – Realign Pecue Lane and convert to signalized control, add eastbound left-turn lane and southbound left-turn lane
- Alternative 3 – Realign Pecue Lane convert to roundabout

The realignment of Pecue Lane and the additional of the eastbound left turn lane are expected to improve safety by providing additional sight distance and providing refuge for left turners.

Conversion of the intersection to signalized control is expected to reduce the number of left turn and right-angle crashes but could increase the number of rear ends.

Conversion of the intersection to a roundabout is expected to virtually eliminate left turn and right-angle crashes but could increase less severe crashes such as side swipes.

Based on the analysis results, the signal-lane roundabout alternative is expected to provide the optimal balance of safety and operation. While the analysis indicates the multi-lane roundabout is expected to provide better operation, the main factors in determining future demand is the growth rate and traffic increase from the new Pecue Interchange which are only estimates. Actual increases in traffic demand could vary and should be monitored. If the traffic demand approaches the single-lane roundabout's capacity, additional lanes could be constructed to mitigate congestion.

It is recommended that with each alternative that Highland Road be widened past the Valhalla Subdivision driveway to provide a three-lane section to provide a refuge for left turners into and out of the subdivision.

Additional factors will need to be considered such as right-of-way impact, construction cost and environmental impact to determine the preferred alternative.

APPENDIX

URBAN SYSTEMS inc.
400 N Peters Street, Suite 206
New Orleans, LA 70130
504-523-5511

Study Name Highland at Pecue Safety Study
Start Date 05/06/2015
Start Time 12:00 AM
Site Code 15-025

	Pecue Lane				Highland Road								
	Southbound Approach				Westbound Approach				Eastbound Approach				Intersection
Start Time	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
12:00 AM	1	1	0	2	1	14	0	15	7	0	0	7	24
12:15 AM	0	0	0	0	0	7	0	7	13	1	0	14	21
12:30 AM	0	0	0	0	0	9	0	9	9	1	0	10	19
12:45 AM	1	0	0	1	0	4	0	4	12	0	0	12	17
1:00 AM	0	1	0	1	1	7	0	8	8	0	0	8	17
1:15 AM	0	0	0	0	0	5	0	5	3	0	0	3	8
1:30 AM	0	0	0	0	0	2	0	2	7	1	0	8	10
1:45 AM	0	0	0	0	0	4	0	4	10	1	0	11	15
2:00 AM	0	0	0	0	0	4	0	4	3	1	0	4	8
2:15 AM	0	0	0	0	0	2	0	2	4	0	0	4	6
2:30 AM	0	0	0	0	0	2	0	2	8	0	0	8	10
2:45 AM	0	0	0	0	0	3	0	3	4	0	0	4	7
3:00 AM	0	0	0	0	0	5	0	5	5	0	0	5	10
3:15 AM	0	0	0	0	0	0	0	0	8	0	0	8	8
3:30 AM	0	0	0	0	0	2	0	2	7	0	0	7	9
3:45 AM	0	0	0	0	0	5	0	5	8	0	0	8	13
4:00 AM	0	1	2	3	2	2	0	4	8	2	0	10	17
4:15 AM	0	0	0	0	0	1	0	1	12	1	0	13	14
4:30 AM	1	1	0	2	0	3	0	3	19	0	0	19	24
4:45 AM	1	0	0	1	1	7	0	8	17	0	0	17	26
5:00 AM	3	0	0	3	2	8	0	10	20	0	0	20	33
5:15 AM	2	0	0	2	1	19	0	20	30	3	0	33	55
5:30 AM	1	0	0	1	1	18	0	19	36	3	0	39	59
5:45 AM	3	1	0	4	2	23	0	25	55	9	0	64	93
6:00 AM	4	3	0	7	3	51	0	54	51	5	0	56	117
6:15 AM	3	0	1	4	7	67	0	74	66	12	0	78	156
6:30 AM	14	10	0	24	16	96	0	112	112	14	0	126	262
6:45 AM	24	3	0	27	20	113	0	133	98	27	0	125	285
7:00 AM	23	3	0	26	21	148	0	169	107	24	0	131	326
7:15 AM	39	4	0	43	28	110	0	138	101	43	0	144	325
7:30 AM	30	4	0	34	16	109	0	125	122	31	0	153	312
7:45 AM	27	14	0	41	11	96	0	107	133	51	0	184	332
8:00 AM	26	8	0	34	15	105	0	120	108	31	0	139	293
8:15 AM	20	15	0	35	8	111	0	119	77	28	0	105	259
8:30 AM	20	13	0	33	15	124	0	139	100	25	0	125	297
8:45 AM	19	14	0	33	16	123	0	139	64	14	0	78	250
9:00 AM	15	6	0	21	12	92	0	104	98	15	0	113	238
9:15 AM	17	9	0	26	15	92	0	107	95	15	0	110	243
9:30 AM	14	9	1	24	10	105	0	115	110	14	0	124	263
9:45 AM	17	11	0	28	16	89	0	105	76	13	0	89	222
10:00 AM	10	10	0	20	13	75	0	88	69	11	0	80	188
10:15 AM	8	11	0	19	6	57	0	63	83	7	0	90	172
10:30 AM	10	12	0	22	13	103	0	116	80	10	0	90	228
10:45 AM	19	8	0	27	16	88	0	104	77	26	0	103	234
11:00 AM	14	6	0	20	13	97	0	110	86	12	0	98	228
11:15 AM	23	14	0	37	20	83	0	103	105	10	0	115	255
11:30 AM	23	10	0	33	20	96	0	116	73	18	0	91	240
11:45 AM	20	14	1	35	15	105	0	120	91	23	0	114	269
12:00 PM	10	10	0	20	10	115	0	125	95	18	0	113	258
12:15 PM	15	10	0	25	12	88	0	100	110	18	0	128	253
12:30 PM	15	13	0	28	20	100	0	120	94	23	0	117	265
12:45 PM	16	11	0	27	16	74	0	90	101	23	0	124	241
1:00 PM	16	14	0	30	15	74	0	89	103	27	0	130	249
1:15 PM	14	8	2	24	15	72	1	88	104	12	0	116	228

URBAN SYSTEMS inc.

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

Study Name Highland at Pecue Safety Study
Start Date 05/06/2015
Start Time 12:00 AM
Site Code 15-025

	Pecue Lane				Highland Road								
	Southbound Approach				Westbound Approach				Eastbound Approach				Intersection
Start Time	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
1:30 PM	19	8	0	27	11	103	0	114	98	15	0	113	254
1:45 PM	10	11	0	21	13	85	0	98	92	18	0	110	229
2:00 PM	17	8	0	25	16	87	0	103	117	21	0	138	266
2:15 PM	16	9	0	25	14	107	0	121	92	17	0	109	255
2:30 PM	19	11	0	30	16	114	0	130	94	14	0	108	268
2:45 PM	21	7	0	28	16	77	0	93	94	20	0	114	235
3:00 PM	24	10	0	34	16	91	0	107	142	19	0	161	302
3:15 PM	23	16	0	39	19	88	0	107	138	19	0	157	303
3:30 PM	22	13	0	35	11	93	0	104	152	24	0	176	315
3:45 PM	21	22	0	43	24	120	0	144	151	17	0	168	355
4:00 PM	34	16	0	50	12	111	0	123	152	27	0	179	352
4:15 PM	14	17	0	31	8	97	0	105	150	20	0	170	306
4:30 PM	30	13	0	43	18	115	0	133	157	26	0	183	359
4:45 PM	31	12	0	43	12	139	0	151	151	24	0	175	369
5:00 PM	39	16	0	55	15	152	0	167	150	28	1	179	401
5:15 PM	38	11	0	49	19	165	0	184	166	32	0	198	431
5:30 PM	42	18	0	60	7	162	0	169	154	24	0	178	407
5:45 PM	34	16	0	50	11	145	0	156	139	27	0	166	372
6:00 PM	29	9	0	38	10	139	0	149	129	26	0	155	342
6:15 PM	13	9	0	22	8	103	0	111	117	22	0	139	272
6:30 PM	16	7	0	23	14	101	0	115	115	13	0	128	266
6:45 PM	16	10	0	26	13	86	0	99	128	18	0	146	271
7:00 PM	20	11	0	31	8	74	0	82	104	16	3	123	236
7:15 PM	13	10	1	24	9	73	0	82	94	12	0	106	212
7:30 PM	17	8	0	25	3	73	0	76	75	7	0	82	183
7:45 PM	17	16	0	33	7	62	0	69	70	11	0	81	183
8:00 PM	14	10	0	24	3	66	0	69	70	11	0	81	174
8:15 PM	8	5	0	13	7	65	0	72	69	9	0	78	163
8:30 PM	2	6	0	8	2	65	0	67	58	5	0	63	138
8:45 PM	4	11	1	16	3	56	0	59	61	12	0	73	148
9:00 PM	8	4	0	12	4	62	0	66	54	6	0	60	138
9:15 PM	5	10	0	15	3	32	0	35	44	3	0	47	97
9:30 PM	5	4	0	9	4	48	0	52	47	4	0	51	112
9:45 PM	7	3	0	10	0	39	0	39	40	5	0	45	94
10:00 PM	3	1	0	4	0	33	0	33	28	3	0	31	68
10:15 PM	1	0	0	1	1	32	0	33	31	4	0	35	69
10:30 PM	2	1	0	3	4	33	0	37	44	3	0	47	87
10:45 PM	1	2	0	3	1	17	0	18	22	2	0	24	45
11:00 PM	3	1	0	4	1	17	0	18	13	0	0	13	35
11:15 PM	3	0	0	3	0	19	0	19	12	1	0	13	35
11:30 PM	2	1	0	3	0	8	0	8	17	2	0	19	30
11:45 PM	2	1	0	3	1	6	0	7	13	0	0	13	23
TOTAL		**1868**				**7183**				**8160**			**17211**

Jamar Volume Count
Highland EB Approach
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
EB

Latitude: 30' 21.0860 North

Direction (Eastbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
09/25/17	*	*	*	*	*	*
00:15	*	*	*	*	*	*
00:30	*	*	*	*	*	*
00:45	*	*	*	*	*	*
	0	0	0	0	0	0
01:00	*	*	*	*	*	*
01:15	*	*	*	*	*	*
01:30	*	*	*	*	*	*
01:45	*	*	*	*	*	*
	0	0	0	0	0	0
02:00	*	*	*	*	*	*
02:15	*	*	*	*	*	*
02:30	*	*	*	*	*	*
02:45	*	*	*	*	*	*
	0	0	0	0	0	0
03:00	*	*	*	*	*	*
03:15	*	*	*	*	*	*
03:30	*	*	*	*	*	*
03:45	*	*	*	*	*	*
	0	0	0	0	0	0
04:00	*	*	*	*	*	*
04:15	*	*	*	*	*	*
04:30	*	*	*	*	*	*
04:45	*	*	*	*	*	*
	0	0	0	0	0	0
05:00	*	*	*	*	*	*
05:15	*	*	*	*	*	*
05:30	*	*	*	*	*	*
05:45	*	*	*	*	*	*
	0	0	0	0	0	0
06:00	*	*	*	*	*	*
06:15	*	*	*	*	*	*
06:30	*	*	*	*	*	*
06:45	*	*	*	*	*	*
	0	0	0	0	0	0
07:00	*	*	*	*	*	*
07:15	*	*	*	*	*	*
07:30	*	*	*	*	*	*
07:45	*	*	*	*	*	*
	0	0	0	0	0	0
08:00	*	*	*	*	*	*
08:15	*	*	*	*	*	*
08:30	*	*	*	*	*	*
08:45	*	*	*	*	*	*
	0	0	0	0	0	0
09:00	*	*	*	*	*	*
09:15	*	*	*	*	*	*
09:30	*	*	*	*	*	*
09:45	0	58	27	0	5	1
	0	58	27	0	5	1
10:00	0	43	27	0	2	0
10:15	0	58	33	0	1	2
10:30	0	64	20	0	2	0
10:45	2	62	30	0	4	0
	2	227	110	0	9	2
11:00	0	75	20	0	1	0
11:15	0	52	30	0	3	0
11:30	0	70	32	0	2	1
11:45	0	95	37	0	1	0
	0	292	119	0	7	1
Total	2	577	256	0	21	4
Percent	0.2%	67.1%	29.8%	0.0%	2.4%	0.5%

Jamar Volume Count
Highland EB Approach
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
EB

Latitude: 30' 21.0860 North

Direction (Eastbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
12 PM	0	63	27	0	5	0
12:15	0	72	34	0	3	0
12:30	0	85	36	0	1	0
12:45	0	98	27	0	4	0
	0	318	124	0	13	0
13:00	0	61	19	0	2	0
13:15	0	85	37	0	6	0
13:30	0	80	33	1	1	0
13:45	0	93	37	1	1	1
	0	319	126	2	10	1
14:00	1	79	34	0	2	0
14:15	0	65	30	0	0	0
14:30	0	66	37	0	2	0
14:45	0	89	32	0	3	0
	1	299	133	0	7	0
15:00	1	115	51	2	1	0
15:15	0	115	40	1	1	0
15:30	0	111	42	1	2	0
15:45	0	151	48	1	4	0
	1	492	181	5	8	0
16:00	0	132	41	0	0	0
16:15	0	171	39	0	4	0
16:30	0	168	37	0	0	0
16:45	1	143	48	0	1	0
	1	614	165	0	5	0
17:00	0	165	49	0	2	0
17:15	0	145	36	0	3	0
17:30	0	123	45	0	0	0
17:45	0	95	40	0	1	0
	0	528	170	0	6	0
18:00	0	123	38	0	1	0
18:15	0	116	22	0	0	0
18:30	0	114	33	0	0	1
18:45	0	83	19	0	1	0
	0	436	112	0	2	1
19:00	0	81	23	0	0	0
19:15	0	75	2	0	1	0
19:30	0	65	3	0	0	0
19:45	0	52	0	0	0	0
	0	273	28	0	1	0
20:00	0	83	0	0	0	0
20:15	0	44	1	0	0	0
20:30	0	58	1	0	0	0
20:45	0	57	0	0	0	0
	0	242	2	0	0	0
21:00	0	49	0	0	0	0
21:15	0	42	0	0	0	0
21:30	0	36	0	0	0	0
21:45	0	26	1	0	0	0
	0	153	1	0	0	0
22:00	0	33	2	0	0	1
22:15	0	24	1	0	1	0
22:30	0	26	0	0	0	0
22:45	0	15	1	0	0	0
	0	98	4	0	1	1
23:00	0	19	1	0	0	0
23:15	0	12	0	0	0	0
23:30	0	10	0	0	0	0
23:45	0	14	0	0	0	0
	0	55	1	0	0	0
Total	3	3827	1047	7	53	3
Percent	0.1%	77.5%	21.2%	0.1%	1.1%	0.1%

Jamar Volume Count
Highland EB Approach
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS INC
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
EB

Latitude: 30' 21.0860 North

Direction (Eastbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
09/26/17	0	11	0	0	0	0
00:15	0	14	0	0	0	0
00:30	0	12	0	0	0	0
00:45	0	6	0	0	1	0
	0	43	0	0	1	0
01:00	0	11	0	0	0	0
01:15	0	5	0	0	0	0
01:30	0	2	0	0	0	0
01:45	0	8	0	0	0	0
	0	26	0	0	0	0
02:00	0	6	0	0	0	0
02:15	0	8	0	0	0	0
02:30	0	5	0	0	0	0
02:45	0	5	0	0	0	0
	0	24	0	0	0	0
03:00	0	7	0	0	0	0
03:15	0	6	0	0	0	0
03:30	0	9	0	0	0	0
03:45	0	9	0	0	0	0
	0	31	0	0	0	0
04:00	0	11	0	0	0	0
04:15	0	13	0	0	0	0
04:30	0	20	0	0	0	0
04:45	0	23	1	0	1	0
	0	67	1	0	1	0
05:00	0	32	2	0	0	0
05:15	0	42	3	0	0	0
05:30	0	55	5	0	1	2
05:45	0	65	1	0	0	0
	0	194	11	0	1	2
06:00	0	80	4	0	0	0
06:15	0	114	25	0	0	0
06:30	1	111	45	0	0	0
06:45	1	90	45	1	0	0
	2	395	119	1	0	0
07:00	0	95	37	0	4	0
07:15	0	120	50	1	1	0
07:30	0	143	42	0	0	0
07:45	0	122	42	0	1	1
	0	480	171	1	6	1
08:00	0	100	30	0	2	0
08:15	0	98	23	0	0	1
08:30	0	103	15	0	0	1
08:45	0	85	29	0	3	1
	0	386	97	0	5	3
09:00	1	82	37	0	1	0
09:15	0	68	22	0	0	0
09:30	0	82	27	0	1	0
09:45	0	79	20	0	2	0
	1	311	106	0	4	0
10:00	0	63	34	0	4	0
10:15	0	68	30	0	6	1
10:30	0	67	22	1	3	1
10:45	0	67	25	0	2	1
	0	265	111	1	15	3
11:00	0	59	28	0	4	0
11:15	0	50	33	0	1	0
11:30	1	67	31	0	5	0
11:45	2	71	28	0	4	0
	3	247	120	0	14	0
Total	6	2469	736	3	47	9
Percent	0.2%	75.5%	22.5%	0.1%	1.4%	0.3%

Jamar Volume Count
Highland EB Approach
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
EB

Latitude: 30' 21.0860 North

Direction (Eastbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
12 PM	0	86	25	0	5	2
12:15	0	128	19	1	5	0
12:30	0	119	0	0	0	0
12:45	0	72	36	0	5	2
	0	405	80	1	15	4
13:00	1	81	33	0	5	0
13:15	1	90	35	1	6	0
13:30	0	73	41	0	2	1
13:45	0	108	36	0	2	0
	2	352	145	1	15	1
14:00	0	90	31	0	4	0
14:15	0	86	30	0	1	0
14:30	0	87	51	0	3	1
14:45	0	98	37	0	3	0
	0	361	149	0	11	1
15:00	0	118	46	1	3	1
15:15	1	118	43	2	3	0
15:30	0	126	38	1	0	0
15:45	0	125	40	1	1	0
	1	487	167	5	7	1
16:00	0	171	64	0	4	0
16:15	0	151	46	0	1	0
16:30	0	123	45	0	0	0
16:45	0	151	38	0	1	0
	0	596	193	0	6	0
17:00	1	150	46	0	4	0
17:15	0	145	50	0	1	0
17:30	0	117	22	0	0	0
17:45	0	135	32	0	0	0
	1	547	150	0	5	0
18:00	0	128	33	0	0	1
18:15	1	107	23	1	1	0
18:30	0	157	53	0	0	0
18:45	0	86	38	0	0	0
	1	478	147	1	1	1
19:00	0	79	31	0	0	0
19:15	0	92	13	0	0	0
19:30	0	81	1	0	0	0
19:45	0	89	3	0	0	0
	0	341	48	0	0	0
20:00	0	138	2	0	0	0
20:15	0	70	1	0	0	0
20:30	0	41	2	0	0	0
20:45	0	39	0	0	0	0
	0	288	5	0	0	0
21:00	0	47	0	0	0	0
21:15	0	63	0	0	0	0
21:30	0	45	0	0	0	0
21:45	0	20	0	0	0	0
	0	175	0	0	0	0
22:00	0	38	0	0	0	0
22:15	0	18	0	0	0	0
22:30	0	26	0	0	1	0
22:45	0	18	1	0	0	0
	0	100	1	0	1	0
23:00	0	20	0	0	0	0
23:15	0	15	0	0	0	0
23:30	0	12	0	0	0	0
23:45	0	10	2	0	0	0
	0	57	2	0	0	0
Total	5	4187	1087	8	61	8
Percent	0.1%	78.2%	20.3%	0.1%	1.1%	0.1%

Jamar Volume Count
Highland EB Approach
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
EB

Latitude: 30' 21.0860 North

Direction (Eastbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
09/27/17	0	13	2	0	0	0
00:15	0	11	1	0	0	0
00:30	0	7	1	0	0	0
00:45	0	9	0	0	0	0
	0	40	4	0	0	0
01:00	0	10	0	0	0	0
01:15	0	7	0	0	0	0
01:30	0	6	0	0	0	0
01:45	0	1	0	0	0	1
	0	24	0	0	0	1
02:00	0	5	0	0	0	0
02:15	0	6	0	0	0	0
02:30	0	4	0	0	1	0
02:45	0	7	1	0	0	0
	0	22	1	0	1	0
03:00	0	7	0	0	0	1
03:15	0	10	0	0	0	0
03:30	0	12	0	0	0	0
03:45	0	5	0	0	0	1
	0	34	0	0	0	2
04:00	0	11	1	0	0	0
04:15	0	9	4	0	0	0
04:30	0	13	1	0	0	0
04:45	0	26	0	0	0	0
	0	59	6	0	0	0
05:00	0	34	1	0	0	0
05:15	0	54	0	0	1	1
05:30	0	60	2	0	1	0
05:45	0	59	2	0	0	0
	0	207	5	0	2	1
06:00	0	95	6	0	1	0
06:15	0	104	12	0	0	0
06:30	1	117	45	0	0	0
06:45	0	99	45	1	0	0
	1	415	108	1	1	0
07:00	0	87	56	0	2	0
07:15	0	120	49	2	0	0
07:30	1	136	44	0	5	0
07:45	0	122	51	0	2	1
	1	465	200	2	9	1
08:00	0	93	38	0	0	0
08:15	0	80	36	0	1	0
08:30	0	88	23	0	2	0
08:45	1	98	35	0	2	0
	1	359	132	0	5	0
09:00	0	74	29	0	0	0
09:15	1	62	26	0	3	1
09:30	0	75	32	0	1	1
09:45	0	62	13	0	5	0
	1	273	100	0	9	2
10:00	0	62	24	0	4	0
10:15	0	62	25	0	5	0
10:30	0	63	26	0	3	0
10:45	0	65	38	0	1	0
	0	252	113	0	13	0
11:00	0	79	32	0	0	0
11:15	0	81	26	0	1	0
11:30	0	89	30	0	2	0
11:45	0	72	55	0	7	1
	0	321	143	0	10	1
Total	4	2471	812	3	50	8
Percent	0.1%	73.8%	24.3%	0.1%	1.5%	0.2%

Jamar Volume Count
Highland EB Approach
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS INC
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
EB

Latitude: 30' 21.0860 North

Direction (Eastbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
12 PM	1	62	21	0	4	0
12:15	0	92	29	0	5	0
12:30	0	98	25	0	3	0
12:45	0	116	35	0	0	0
	1	368	110	0	12	0
13:00	0	66	31	0	1	0
13:15	0	89	30	0	2	3
13:30	0	97	34	1	0	1
13:45	0	90	32	1	1	0
	0	342	127	2	4	4
14:00	0	100	40	0	2	1
14:15	0	94	40	0	1	0
14:30	0	111	41	0	2	1
14:45	0	104	44	0	3	0
	0	409	165	0	8	2
15:00	0	119	38	2	4	0
15:15	0	143	37	1	2	0
15:30	0	144	44	1	3	1
15:45	0	134	38	2	1	1
	0	540	157	6	10	2
16:00	0	144	43	0	1	1
16:15	0	161	59	0	1	0
16:30	1	149	52	0	2	0
16:45	0	147	45	0	1	0
	1	601	199	0	5	1
17:00	0	158	38	0	0	0
17:15	0	153	29	0	2	0
17:30	0	150	20	0	0	0
17:45	0	102	34	0	1	0
	0	563	121	0	3	0
18:00	0	157	24	0	1	0
18:15	1	129	29	0	0	0
18:30	1	120	37	0	2	0
18:45	1	97	18	0	0	0
	3	503	108	0	3	0
19:00	0	66	12	0	0	0
19:15	0	70	4	0	0	0
19:30	0	92	1	0	0	0
19:45	0	98	0	0	0	0
	0	326	17	0	0	0
20:00	0	125	0	0	0	0
20:15	0	67	0	0	0	0
20:30	0	57	0	0	0	0
20:45	0	50	4	0	0	0
	0	299	4	0	0	0
21:00	0	48	5	0	0	0
21:15	0	37	2	0	0	0
21:30	0	33	2	0	0	0
21:45	0	49	1	0	0	0
	0	167	10	0	0	0
22:00	1	28	0	0	0	0
22:15	0	38	0	0	0	0
22:30	0	30	2	0	0	0
22:45	0	21	0	0	0	0
	1	117	2	0	0	0
23:00	0	21	0	0	0	0
23:15	0	19	0	0	0	0
23:30	0	14	0	0	0	0
23:45	0	18	0	0	0	0
	0	72	0	0	0	0
Total	6	4307	1020	8	45	9
Percent	0.1%	79.8%	18.9%	0.1%	0.8%	0.2%

Jamar Volume Count
Highland EB Approach
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS INC
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
EB

Latitude: 30' 21.0860 North

Direction (Eastbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
09/28/17	0	18	0	0	0	0
00:15	0	11	0	0	0	0
00:30	0	9	0	0	0	0
00:45	0	7	0	0	0	0
	0	45	0	0	0	0
01:00	0	14	0	0	0	0
01:15	0	7	0	0	0	0
01:30	0	5	0	0	0	0
01:45	0	2	0	0	0	0
	0	28	0	0	0	0
02:00	0	4	1	0	0	0
02:15	0	6	0	0	0	0
02:30	0	8	0	0	0	0
02:45	0	7	0	0	0	0
	0	25	1	0	0	0
03:00	0	6	0	0	0	0
03:15	0	10	0	0	0	0
03:30	0	14	0	0	0	0
03:45	0	12	0	0	0	0
	0	42	0	0	0	0
04:00	0	17	0	0	0	0
04:15	0	13	0	0	0	1
04:30	0	21	1	0	0	0
04:45	0	26	0	0	0	0
	0	77	1	0	0	1
05:00	1	34	0	0	0	0
05:15	0	40	1	0	0	1
05:30	0	58	0	0	0	0
05:45	0	60	0	0	0	0
	1	192	1	0	0	1
06:00	0	84	0	0	0	0
06:15	0	93	20	0	2	1
06:30	0	131	45	1	0	0
06:45	0	87	38	1	0	1
	0	395	103	2	2	2
07:00	1	91	45	0	2	0
07:15	0	134	50	2	0	0
07:30	0	128	47	0	2	0
07:45	0	126	40	0	0	0
	1	479	182	2	4	0
08:00	0	116	45	0	0	0
08:15	0	100	36	0	2	0
08:30	0	100	33	0	1	0
08:45	0	93	19	0	3	1
	0	409	133	0	6	1
09:00	0	75	30	0	0	1
09:15	0	88	46	0	5	0
09:30	0	63	23	1	2	0
09:45	0	68	25	0	4	0
	0	294	124	1	11	1
10:00	0	57	26	0	3	0
10:15	0	68	31	0	4	0
10:30	0	61	32	0	3	0
10:45	0	67	33	0	5	0
	0	253	122	0	15	0
11:00	1	70	26	0	6	0
11:15	0	84	27	0	3	0
11:30	0	91	39	0	1	0
11:45	0	83	39	0	3	1
	1	328	131	0	13	1
Total	3	2567	798	5	51	7
Percent	0.1%	74.8%	23.3%	0.1%	1.5%	0.2%

Jamar Volume Count
Highland EB Approach
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
EB

Latitude: 30' 21.0860 North

Direction (Eastbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
12 PM	1	97	38	0	5	1
12:15	0	81	34	0	2	1
12:30	0	74	36	0	5	0
12:45	0	92	35	0	3	0
	1	344	143	0	15	2
13:00	0	90	36	0	4	0
13:15	0	88	44	0	1	0
13:30	0	108	42	1	3	0
13:45	0	92	27	0	1	0
	0	378	149	1	9	0
14:00	0	94	40	0	3	0
14:15	0	82	33	0	3	0
14:30	0	91	28	0	10	0
14:45	0	106	47	0	1	0
	0	373	148	0	17	0
15:00	0	121	36	1	1	0
15:15	0	127	46	1	7	1
15:30	1	142	46	1	4	0
15:45	0	130	49	1	7	0
	1	520	177	4	19	1
16:00	1	161	48	0	5	0
16:15	0	178	52	0	1	0
16:30	0	156	60	0	0	0
16:45	0	138	42	0	5	0
	1	633	202	0	11	0
17:00	0	148	47	0	0	0
17:15	0	168	43	0	1	0
17:30	0	136	36	0	0	1
17:45	0	122	27	0	0	0
	0	574	153	0	1	1
18:00	0	122	24	0	1	0
18:15	0	120	40	0	0	0
18:30	0	168	34	0	0	1
18:45	0	114	38	0	1	0
	0	524	136	0	2	1
19:00	0	102	22	0	0	0
19:15	0	107	16	0	0	0
19:30	0	105	12	0	0	0
19:45	0	71	9	0	0	0
	0	385	59	0	0	0
20:00	0	124	17	0	0	0
20:15	0	93	1	1	0	0
20:30	0	66	1	0	0	0
20:45	0	57	0	0	0	0
	0	340	19	1	0	0
21:00	0	60	0	0	0	0
21:15	0	53	0	0	0	0
21:30	0	45	1	0	0	0
21:45	0	40	5	0	0	0
	0	198	6	0	0	0
22:00	0	47	3	0	0	0
22:15	0	37	0	0	0	0
22:30	0	32	0	0	0	0
22:45	0	16	0	0	0	0
	0	132	3	0	0	0
23:00	0	38	0	0	0	0
23:15	0	22	0	0	0	0
23:30	0	17	0	0	0	0
23:45	0	15	0	0	0	0
	0	92	0	0	0	0
Total	3	4493	1195	6	74	5
Percent	0.1%	77.8%	20.7%	0.1%	1.3%	0.1%

Jamar Volume Count
Highland EB Approach
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
EB

Latitude: 30' 21.0860 North

Direction (Eastbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
09/29/17	0	11	0	0	0	0
00:15	0	17	0	0	0	0
00:30	0	14	0	0	0	0
00:45	0	9	0	0	0	0
	0	51	0	0	0	0
01:00	0	11	0	0	0	0
01:15	0	13	0	0	0	0
01:30	0	16	0	0	0	0
01:45	0	5	0	0	0	0
	0	45	0	0	0	0
02:00	0	8	0	0	0	0
02:15	0	12	0	0	0	0
02:30	0	7	0	0	0	0
02:45	0	8	0	0	0	0
	0	35	0	0	0	0
03:00	0	11	0	0	0	0
03:15	0	14	0	0	0	0
03:30	0	16	0	0	0	0
03:45	0	6	0	0	0	0
	0	47	0	0	0	0
04:00	0	9	0	0	0	0
04:15	0	23	1	0	0	0
04:30	0	13	1	0	0	0
04:45	0	26	2	0	0	0
	0	71	4	0	0	0
05:00	0	27	8	0	0	0
05:15	0	28	5	0	0	0
05:30	0	53	0	0	0	0
05:45	0	55	0	0	0	0
	0	163	13	0	0	0
06:00	0	90	0	0	0	0
06:15	0	113	2	0	0	0
06:30	1	95	39	0	1	0
06:45	1	93	51	1	3	0
	2	391	92	1	4	0
07:00	1	88	52	0	2	0
07:15	1	104	43	1	1	0
07:30	1	145	63	1	9	0
07:45	0	110	42	0	0	0
	3	447	200	2	12	0
08:00	0	88	31	0	2	0
08:15	0	116	31	0	5	2
08:30	0	80	36	0	2	1
08:45	0	83	44	0	3	0
	0	367	142	0	12	3
09:00	0	67	41	0	6	0
09:15	1	62	32	0	8	0
09:30	0	90	33	0	5	2
09:45	1	73	33	0	5	1
	2	292	139	0	24	3
10:00	0	85	37	0	4	0
10:15	0	76	19	1	6	1
10:30	0	83	41	0	3	0
10:45	0	73	38	0	2	0
	0	317	135	1	15	1
11:00	0	84	29	0	3	0
11:15	0	85	30	0	4	0
11:30	2	91	54	0	1	0
11:45	0	90	37	0	0	1
	2	350	150	0	8	1
Total	9	2576	875	4	75	8
Percent	0.3%	72.6%	24.7%	0.1%	2.1%	0.2%

Jamar Volume Count
Highland EB Approach
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS INC
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
EB

Latitude: 30' 21.0860 North

Direction (Eastbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
12 PM	0	90	57	0	6	3
12:15	1	98	45	0	3	0
12:30	0	128	50	0	4	1
12:45	0	104	44	0	2	0
	1	420	196	0	15	4
13:00	0	99	37	0	1	0
13:15	0	97	47	1	1	0
13:30	0	113	41	0	4	0
13:45	0	89	41	1	6	0
	0	398	166	2	12	0
14:00	0	114	38	0	1	1
14:15	0	121	26	1	5	0
14:30	1	126	41	0	1	0
14:45	0	140	43	0	1	0
	1	501	148	1	8	1
15:00	0	152	48	1	3	0
15:15	0	156	38	2	3	0
15:30	0	153	52	0	1	1
15:45	1	162	40	0	3	0
	1	623	178	3	10	1
16:00	0	146	43	0	3	0
16:15	0	144	46	0	2	0
16:30	1	128	28	1	3	0
16:45	0	98	37	1	1	1
	1	516	154	2	9	1
17:00	0	151	29	1	1	0
17:15	1	135	28	0	0	1
17:30	0	126	40	0	2	0
17:45	1	131	46	0	1	0
	2	543	143	1	4	1
18:00	0	111	44	0	1	0
18:15	0	96	32	0	1	1
18:30	0	109	29	0	2	0
18:45	0	89	23	0	1	0
	0	405	128	0	5	1
19:00	2	93	10	0	1	0
19:15	0	110	1	0	1	0
19:30	0	97	0	0	0	0
19:45	0	83	0	0	0	1
	2	383	11	0	2	1
20:00	0	77	0	0	0	0
20:15	0	73	0	0	0	0
20:30	0	66	1	0	0	0
20:45	0	79	0	0	1	0
	0	295	1	0	1	0
21:00	0	68	0	0	1	0
21:15	0	73	0	0	1	0
21:30	0	78	5	0	1	0
21:45	1	79	0	0	1	0
	1	298	5	0	4	0
22:00	0	72	1	0	0	0
22:15	0	45	1	0	0	0
22:30	0	59	2	0	0	0
22:45	0	37	1	0	0	0
	0	213	5	0	0	0
23:00	0	46	2	0	0	0
23:15	0	41	0	0	0	0
23:30	0	34	0	0	0	0
23:45	0	31	0	0	0	0
	0	152	2	0	0	0
Total	9	4747	1137	9	70	10
Percent	0.2%	79.4%	19.0%	0.2%	1.2%	0.2%

Jamar Volume Count
Highland EB Approach
Baton Rouge, LA
East Baton Rouge Parish

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2000 Tulane Avenue, Suite 200
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504-523-5511

Site Code: 16-016-1
Station ID:
EB

Latitude: 30' 21.0860 North

Direction (Eastbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
09/30/17	0	28	0	0	0	0
00:15	0	35	0	0	0	0
00:30	0	22	0	0	0	0
00:45	0	27	0	0	0	0
	0	112	0	0	0	0
01:00	0	23	0	0	0	0
01:15	0	24	0	0	0	0
01:30	0	18	2	0	0	0
01:45	0	22	0	0	0	0
	0	87	2	0	0	0
02:00	0	13	1	0	0	0
02:15	0	24	5	0	0	0
02:30	0	19	0	0	0	0
02:45	0	15	0	0	0	0
	0	71	6	0	0	0
03:00	0	13	0	0	1	0
03:15	0	14	0	0	1	0
03:30	0	13	0	0	0	0
03:45	0	7	0	0	0	0
	0	47	0	0	2	0
04:00	0	18	0	0	0	0
04:15	0	16	0	0	0	0
04:30	0	7	1	0	0	0
04:45	0	13	3	0	0	0
	0	54	4	0	0	0
05:00	0	17	1	0	0	0
05:15	0	7	1	0	0	1
05:30	0	23	0	0	0	0
05:45	0	22	0	0	1	0
	0	69	2	0	1	1
06:00	0	30	0	0	1	0
06:15	0	28	4	0	0	0
06:30	0	38	19	0	0	0
06:45	0	37	20	0	0	0
	0	133	43	0	1	0
07:00	0	34	16	0	0	1
07:15	0	49	16	1	0	0
07:30	0	56	20	0	1	0
07:45	2	64	26	0	0	0
	2	203	78	1	1	1
08:00	0	66	25	0	0	0
08:15	0	67	15	0	0	2
08:30	0	58	18	0	0	0
08:45	0	71	17	0	1	1
	0	262	75	0	1	3
09:00	0	70	22	0	0	0
09:15	0	82	25	0	0	0
09:30	0	94	29	1	0	0
09:45	0	117	30	0	2	0
	0	363	106	1	2	0
10:00	0	102	34	1	2	0
10:15	2	127	31	0	1	0
10:30	0	137	48	1	0	0
10:45	0	139	38	0	3	0
	2	505	151	2	6	0
11:00	0	157	36	0	0	0
11:15	0	170	30	3	2	0
11:30	2	136	19	0	1	0
11:45	1	140	28	2	1	0
	3	603	113	5	4	0
Total	7	2509	580	9	18	5
Percent	0.2%	80.2%	18.5%	0.3%	0.6%	0.2%

Jamar Volume Count
Highland EB Approach
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
EB

Latitude: 30' 21.0860 North

Direction (Eastbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
12 PM	0	143	30	2	1	0
12:15	4	130	31	0	1	0
12:30	0	143	26	0	0	0
12:45	2	127	22	0	0	0
	6	543	109	2	2	0
13:00	1	95	22	0	1	0
13:15	0	79	15	0	1	0
13:30	1	95	19	0	2	0
13:45	0	87	20	0	0	0
	2	356	76	0	4	0
14:00	1	106	24	0	0	0
14:15	0	104	28	0	0	0
14:30	0	83	21	0	0	2
14:45	1	69	21	0	0	0
	2	362	94	0	0	2
15:00	0	73	26	0	0	0
15:15	0	84	23	0	0	0
15:30	0	82	14	0	2	0
15:45	1	87	18	0	0	0
	1	326	81	0	2	0
16:00	0	102	19	0	0	0
16:15	1	76	22	0	0	0
16:30	1	103	25	0	0	0
16:45	0	129	27	0	0	0
	2	410	93	0	0	0
17:00	0	83	30	0	0	1
17:15	0	100	27	0	1	0
17:30	2	124	24	0	0	0
17:45	0	91	27	0	0	0
	2	398	108	0	1	1
18:00	0	83	14	0	1	0
18:15	1	89	27	0	0	0
18:30	1	67	22	0	1	0
18:45	0	79	13	0	0	0
	2	318	76	0	2	0
19:00	0	76	19	0	0	0
19:15	0	83	4	0	1	0
19:30	0	80	0	0	0	0
19:45	0	91	0	0	0	0
	0	330	23	0	1	0
20:00	0	115	6	0	0	0
20:15	0	104	2	0	0	0
20:30	1	113	1	0	0	0
20:45	0	122	1	0	0	0
	1	454	10	0	0	0
21:00	0	170	1	0	0	0
21:15	0	154	0	1	1	0
21:30	0	128	9	0	0	0
21:45	0	126	16	0	0	0
	0	578	26	1	1	0
22:00	0	139	28	0	1	0
22:15	1	133	19	0	2	0
22:30	0	127	5	1	2	1
22:45	0	93	11	0	3	1
	1	492	63	1	8	2
23:00	0	64	5	0	0	0
23:15	0	61	3	0	0	0
23:30	0	52	1	0	1	0
23:45	0	40	0	0	0	0
	0	217	9	0	1	0
Total	19	4784	768	4	22	5
Percent	0.3%	85.4%	13.7%	0.1%	0.4%	0.1%

Jamar Volume Count
Highland EB Approach
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS INC
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
EB

Latitude: 30' 21.0860 North

Direction (Eastbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
10/01/17	0	37	0	0	0	0
00:15	0	38	0	0	0	0
00:30	0	45	0	0	0	0
00:45	0	21	0	0	0	0
	0	141	0	0	0	0
01:00	0	24	1	0	0	0
01:15	0	27	2	0	1	0
01:30	0	25	0	0	1	0
01:45	0	23	0	0	0	0
	0	99	3	0	2	0
02:00	0	26	0	0	0	0
02:15	0	25	0	0	0	0
02:30	0	25	0	0	0	0
02:45	0	14	0	0	0	0
	0	90	0	0	0	0
03:00	0	22	0	0	0	0
03:15	0	17	0	0	0	0
03:30	0	12	0	0	0	0
03:45	0	15	0	0	0	0
	0	66	0	0	0	0
04:00	0	9	0	0	0	0
04:15	0	8	0	0	0	0
04:30	0	7	0	0	1	0
04:45	0	16	0	0	0	0
	0	40	0	0	1	0
05:00	0	13	0	0	1	0
05:15	0	13	0	0	0	0
05:30	0	19	0	0	0	0
05:45	0	9	0	0	0	0
	0	54	0	0	1	0
06:00	0	18	0	0	0	0
06:15	0	20	0	0	0	0
06:30	0	14	8	0	0	0
06:45	0	16	8	0	0	0
	0	68	16	0	0	0
07:00	0	20	13	0	0	0
07:15	0	27	5	0	1	0
07:30	0	28	10	0	0	0
07:45	0	35	10	1	0	0
	0	110	38	1	1	0
08:00	0	36	10	0	0	0
08:15	0	58	16	1	0	0
08:30	0	87	13	1	0	0
08:45	0	90	11	0	1	0
	0	271	50	2	1	0
09:00	1	65	20	0	0	0
09:15	0	50	23	2	0	0
09:30	0	57	21	0	2	0
09:45	0	83	23	0	0	0
	1	255	87	2	2	0
10:00	2	69	28	0	2	0
10:15	0	89	22	0	2	0
10:30	0	102	28	0	2	0
10:45	0	111	34	0	2	0
	2	371	112	0	8	0
11:00	0	128	27	0	1	0
11:15	1	88	20	0	0	0
11:30	0	89	20	0	0	0
11:45	1	88	22	0	0	0
	2	393	89	0	1	0
Total	5	1958	395	5	17	0
Percent	0.2%	82.3%	16.6%	0.2%	0.7%	0.0%

Jamar Volume Count
Highland EB Approach
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS INC
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
EB

Latitude: 30' 21.0860 North

Direction (Eastbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
12 PM	0	89	25	0	1	0
12:15	0	0	0	0	0	0
12:30	0	0	0	0	0	0
12:45	*	*	*	*	*	*
	0	0	0	0	0	0
13:00	*	*	*	*	*	*
13:15	*	*	*	*	*	*
13:30	*	*	*	*	*	*
13:45	*	*	*	*	*	*
	0	0	0	0	0	0
14:00	*	*	*	*	*	*
14:15	*	*	*	*	*	*
14:30	*	*	*	*	*	*
14:45	*	*	*	*	*	*
	0	0	0	0	0	0
15:00	*	*	*	*	*	*
15:15	*	*	*	*	*	*
15:30	*	*	*	*	*	*
15:45	*	*	*	*	*	*
	0	0	0	0	0	0
16:00	*	*	*	*	*	*
16:15	*	*	*	*	*	*
16:30	*	*	*	*	*	*
16:45	*	*	*	*	*	*
	0	0	0	0	0	0
17:00	*	*	*	*	*	*
17:15	*	*	*	*	*	*
17:30	*	*	*	*	*	*
17:45	*	*	*	*	*	*
	0	0	0	0	0	0
18:00	*	*	*	*	*	*
18:15	*	*	*	*	*	*
18:30	*	*	*	*	*	*
18:45	*	*	*	*	*	*
	0	0	0	0	0	0
19:00	*	*	*	*	*	*
19:15	*	*	*	*	*	*
19:30	*	*	*	*	*	*
19:45	*	*	*	*	*	*
	0	0	0	0	0	0
20:00	*	*	*	*	*	*
20:15	*	*	*	*	*	*
20:30	*	*	*	*	*	*
20:45	*	*	*	*	*	*
	0	0	0	0	0	0
21:00	*	*	*	*	*	*
21:15	*	*	*	*	*	*
21:30	*	*	*	*	*	*
21:45	*	*	*	*	*	*
	0	0	0	0	0	0
22:00	*	*	*	*	*	*
22:15	*	*	*	*	*	*
22:30	*	*	*	*	*	*
22:45	*	*	*	*	*	*
	0	0	0	0	0	0
23:00	*	*	*	*	*	*
23:15	*	*	*	*	*	*
23:30	*	*	*	*	*	*
23:45	*	*	*	*	*	*
	0	0	0	0	0	0
Total	0	89	25	0	1	0
Percent	0.0%	77.4%	21.7%	0.0%	0.9%	0.0%
Grand Total	81	41561	10731	71	605	81
Percent	0.2%	78.2%	20.2%	0.1%	1.1%	0.2%

Jamar Volume Count
Highland WB Appraoch
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
WB

Latitude: 30' 21.0656 North

Direction (Westbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
09/25/17	*	*	*	*	*	*
00:15	*	*	*	*	*	*
00:30	*	*	*	*	*	*
00:45	*	*	*	*	*	*
	0	0	0	0	0	0
01:00	*	*	*	*	*	*
01:15	*	*	*	*	*	*
01:30	*	*	*	*	*	*
01:45	*	*	*	*	*	*
	0	0	0	0	0	0
02:00	*	*	*	*	*	*
02:15	*	*	*	*	*	*
02:30	*	*	*	*	*	*
02:45	*	*	*	*	*	*
	0	0	0	0	0	0
03:00	*	*	*	*	*	*
03:15	*	*	*	*	*	*
03:30	*	*	*	*	*	*
03:45	*	*	*	*	*	*
	0	0	0	0	0	0
04:00	*	*	*	*	*	*
04:15	*	*	*	*	*	*
04:30	*	*	*	*	*	*
04:45	*	*	*	*	*	*
	0	0	0	0	0	0
05:00	*	*	*	*	*	*
05:15	*	*	*	*	*	*
05:30	*	*	*	*	*	*
05:45	*	*	*	*	*	*
	0	0	0	0	0	0
06:00	*	*	*	*	*	*
06:15	*	*	*	*	*	*
06:30	*	*	*	*	*	*
06:45	*	*	*	*	*	*
	0	0	0	0	0	0
07:00	*	*	*	*	*	*
07:15	*	*	*	*	*	*
07:30	*	*	*	*	*	*
07:45	*	*	*	*	*	*
	0	0	0	0	0	0
08:00	*	*	*	*	*	*
08:15	*	*	*	*	*	*
08:30	*	*	*	*	*	*
08:45	*	*	*	*	*	*
	0	0	0	0	0	0
09:00	*	*	*	*	*	*
09:15	*	*	*	*	*	*
09:30	*	*	*	*	*	*
09:45	*	*	*	*	*	*
	0	0	0	0	0	0
10:00	0	51	32	0	7	0
10:15	0	66	17	0	1	1
10:30	0	64	29	0	2	0
10:45	0	61	36	0	3	1
	0	242	114	0	13	2
11:00	0	79	33	0	1	0
11:15	0	79	37	0	3	2
11:30	0	82	34	0	2	1
11:45	1	67	36	0	2	1
	1	307	140	0	8	4
Total	1	549	254	0	21	6
Percent	0.1%	66.1%	30.6%	0.0%	2.5%	0.7%

Jamar Volume Count
Highland WB Appraoch
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
WB

Latitude: 30' 21.0656 North

Direction (Westbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
12 PM	0	80	34	0	2	4
12:15	0	95	37	0	8	2
12:30	0	79	42	0	4	2
12:45	1	81	42	0	2	3
	1	335	155	0	16	11
13:00	0	95	24	0	3	1
13:15	0	101	31	0	3	0
13:30	0	67	34	0	6	0
13:45	1	58	36	0	5	1
	1	321	125	0	17	2
14:00	0	92	30	1	1	2
14:15	0	66	31	1	1	0
14:30	0	78	24	0	5	1
14:45	0	82	35	0	1	0
	0	318	120	2	8	3
15:00	0	81	26	0	2	0
15:15	1	70	29	1	3	1
15:30	0	79	30	0	0	0
15:45	1	71	27	0	2	0
	2	301	112	1	7	1
16:00	0	96	28	0	0	1
16:15	2	91	33	0	2	1
16:30	0	103	54	0	0	0
16:45	0	130	27	0	1	2
	2	420	142	0	3	4
17:00	1	120	52	0	0	0
17:15	0	112	28	0	0	0
17:30	0	117	40	0	0	0
17:45	0	101	43	0	1	0
	1	450	163	0	1	0
18:00	0	106	33	0	0	0
18:15	0	84	25	0	0	0
18:30	0	72	20	0	0	0
18:45	0	71	23	0	0	0
	0	333	101	0	0	0
19:00	0	59	25	0	0	0
19:15	0	65	12	0	0	0
19:30	0	55	9	0	0	0
19:45	0	62	6	0	0	0
	0	241	52	0	0	0
20:00	0	57	7	0	0	0
20:15	2	47	3	0	0	0
20:30	0	49	2	0	0	0
20:45	0	30	2	0	0	0
	2	183	14	0	0	0
21:00	0	34	0	0	1	0
21:15	0	29	0	0	0	0
21:30	0	52	0	0	0	0
21:45	0	29	0	0	0	0
	0	144	0	0	1	0
22:00	0	29	0	0	0	0
22:15	0	29	1	0	0	0
22:30	0	17	1	0	0	0
22:45	0	20	0	0	0	0
	0	95	2	0	0	0
23:00	0	18	0	0	0	0
23:15	0	9	0	0	0	0
23:30	0	9	0	0	0	0
23:45	0	10	0	0	0	0
	0	46	0	0	0	0
Total	9	3187	986	3	53	21
Percent	0.2%	74.8%	23.2%	0.1%	1.2%	0.5%

Jamar Volume Count
Highland WB Appraoch
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
WB

Latitude: 30' 21.0656 North

Direction (Westbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
09/26/17	0	8	0	0	0	0
00:15	0	4	0	0	1	0
00:30	0	7	0	0	0	0
00:45	0	3	0	0	0	0
	0	22	0	0	1	0
01:00	0	6	0	0	0	0
01:15	0	6	0	0	0	0
01:30	0	3	0	0	0	0
01:45	0	5	0	0	0	0
	0	20	0	0	0	0
02:00	0	2	0	0	0	0
02:15	0	1	0	0	0	0
02:30	0	3	0	0	0	0
02:45	0	5	0	0	0	0
	0	11	0	0	0	0
03:00	0	2	0	0	0	0
03:15	0	2	1	0	0	0
03:30	0	0	0	0	0	0
03:45	0	2	0	0	0	0
	0	6	1	0	0	0
04:00	0	3	0	0	0	0
04:15	0	7	0	0	0	0
04:30	0	4	0	0	1	0
04:45	0	9	0	0	0	0
	0	23	0	0	1	0
05:00	0	15	2	0	1	1
05:15	0	19	1	0	2	0
05:30	0	26	0	0	0	0
05:45	0	33	5	0	0	0
	0	93	8	0	3	1
06:00	0	52	14	1	0	0
06:15	0	61	30	0	0	0
06:30	0	87	42	1	2	0
06:45	0	103	33	0	3	1
	0	303	119	2	5	1
07:00	0	120	41	1	2	0
07:15	1	140	42	1	2	0
07:30	0	109	31	0	1	0
07:45	0	102	34	0	1	0
	1	471	148	2	6	0
08:00	0	106	39	0	0	0
08:15	0	76	33	0	1	0
08:30	0	74	33	0	2	0
08:45	0	74	34	0	4	0
	0	330	139	0	7	0
09:00	0	91	29	0	4	0
09:15	0	64	29	0	2	0
09:30	0	71	19	0	3	1
09:45	0	53	30	0	1	0
	0	279	107	0	10	1
10:00	0	72	27	0	2	0
10:15	0	42	32	0	4	0
10:30	0	62	43	0	2	1
10:45	1	53	33	0	2	0
	1	229	135	0	10	1
11:00	0	70	29	0	2	0
11:15	0	68	28	0	4	2
11:30	1	53	34	0	1	1
11:45	0	69	34	0	3	0
	1	260	125	0	10	3
Total	3	2047	782	4	53	7
Percent	0.1%	70.7%	27.0%	0.1%	1.8%	0.2%

Jamar Volume Count
Highland WB Appraoch
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
WB

Latitude: 30' 21.0656 North

Direction (Westbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
12 PM	0	59	33	0	0	0
12:15	0	60	29	0	4	0
12:30	0	58	27	0	7	1
12:45	0	74	31	0	1	0
	0	251	120	0	12	1
13:00	0	45	27	0	1	0
13:15	0	65	41	0	1	0
13:30	1	68	30	0	0	0
13:45	0	63	34	1	3	0
	1	241	132	1	5	0
14:00	0	84	29	0	1	0
14:15	0	74	33	0	2	1
14:30	0	74	27	0	3	0
14:45	0	97	27	0	0	0
	0	329	116	0	6	1
15:00	0	82	27	0	2	0
15:15	0	62	22	0	0	1
15:30	0	84	28	1	2	0
15:45	0	89	34	0	2	0
	0	317	111	1	6	1
16:00	1	104	32	0	0	1
16:15	0	96	28	0	0	1
16:30	0	121	47	0	0	0
16:45	0	110	45	1	2	0
	1	431	152	1	2	2
17:00	0	129	52	0	2	0
17:15	0	124	34	0	1	0
17:30	0	123	54	0	2	0
17:45	0	111	34	0	0	0
	0	487	174	0	5	0
18:00	0	131	28	0	1	0
18:15	0	98	30	0	1	0
18:30	0	65	26	0	0	0
18:45	0	60	24	0	0	0
	0	354	108	0	2	0
19:00	0	75	16	0	0	0
19:15	1	72	6	0	0	0
19:30	0	74	1	0	0	0
19:45	0	72	4	0	0	0
	1	293	27	0	0	0
20:00	0	70	7	0	0	0
20:15	0	59	4	0	1	0
20:30	0	56	5	0	1	0
20:45	0	40	3	0	0	0
	0	225	19	0	2	0
21:00	0	54	0	0	0	0
21:15	0	44	2	0	0	0
21:30	0	27	2	0	0	0
21:45	0	38	1	0	0	0
	0	163	5	0	0	0
22:00	1	37	1	0	0	0
22:15	0	22	0	0	0	0
22:30	0	16	0	0	0	0
22:45	0	14	0	0	0	0
	1	89	1	0	0	0
23:00	0	11	1	0	0	0
23:15	0	8	3	0	0	0
23:30	0	8	0	0	1	1
23:45	0	5	1	0	0	0
	0	32	5	0	1	1
Total	4	3212	970	3	41	6
Percent	0.1%	75.8%	22.9%	0.1%	1.0%	0.1%

Jamar Volume Count
Highland WB Appraoch
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
WB

Latitude: 30' 21.0656 North

Direction (Westbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
09/27/17	0	11	0	0	0	0
00:15	0	12	1	0	0	0
00:30	0	8	1	0	0	0
00:45	0	3	0	0	0	0
	0	34	2	0	0	0
01:00	0	5	1	0	0	0
01:15	0	5	1	0	0	0
01:30	0	1	1	0	0	0
01:45	0	2	0	0	0	0
	0	13	3	0	0	0
02:00	0	5	0	0	0	0
02:15	0	3	0	0	0	0
02:30	0	2	0	0	0	0
02:45	0	4	0	0	0	0
	0	14	0	0	0	0
03:00	0	3	1	0	0	0
03:15	0	2	0	0	0	0
03:30	0	1	0	0	0	0
03:45	0	1	0	0	0	0
	0	7	1	0	0	0
04:00	0	2	0	0	0	0
04:15	0	5	0	0	0	0
04:30	0	5	0	0	0	0
04:45	0	5	0	0	0	0
	0	17	0	0	0	0
05:00	0	11	2	0	0	0
05:15	0	18	1	0	0	0
05:30	0	30	1	1	0	0
05:45	0	27	2	0	1	0
	0	86	6	1	1	0
06:00	0	50	11	1	0	0
06:15	1	55	28	0	0	0
06:30	0	90	36	1	1	1
06:45	0	92	43	0	2	0
	1	287	118	2	3	1
07:00	0	116	29	1	1	1
07:15	0	126	30	1	2	0
07:30	0	115	36	0	0	0
07:45	0	90	26	0	1	0
	0	447	121	2	4	1
08:00	0	99	32	0	2	0
08:15	0	91	31	0	1	0
08:30	0	112	43	0	2	0
08:45	0	55	20	0	1	0
	0	357	126	0	6	0
09:00	0	79	30	0	2	1
09:15	0	64	28	0	4	0
09:30	0	71	26	0	1	1
09:45	0	59	40	0	1	0
	0	273	124	0	8	2
10:00	0	56	17	0	2	1
10:15	0	52	30	1	0	0
10:30	0	67	23	0	3	0
10:45	0	61	26	0	0	0
	0	236	96	1	5	1
11:00	1	57	22	0	1	1
11:15	0	70	22	0	2	0
11:30	0	66	33	0	1	0
11:45	0	64	31	0	1	0
	1	257	108	0	5	1
Total	2	2028	705	6	32	6
Percent	0.1%	73.0%	25.4%	0.2%	1.2%	0.2%

Jamar Volume Count
Highland WB Appraoch
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
WB

Latitude: 30' 21.0656 North

Direction (Westbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
12 PM	0	60	36	0	2	0
12:15	0	60	31	0	0	0
12:30	0	67	25	0	3	1
12:45	0	73	27	0	1	0
	0	260	119	0	6	1
13:00	0	53	31	0	5	0
13:15	0	61	28	0	1	0
13:30	0	66	23	0	2	1
13:45	0	56	28	0	1	1
	0	236	110	0	9	2
14:00	0	65	31	0	1	0
14:15	0	67	30	0	3	0
14:30	0	80	28	1	1	0
14:45	0	60	30	0	0	0
	0	272	119	1	5	0
15:00	0	79	22	0	1	1
15:15	1	61	25	0	1	1
15:30	1	77	32	1	1	0
15:45	0	69	26	0	2	0
	2	286	105	1	5	2
16:00	0	106	40	0	1	0
16:15	0	94	34	0	2	0
16:30	1	121	41	0	0	0
16:45	0	106	45	0	1	0
	1	427	160	0	4	0
17:00	2	129	46	0	1	0
17:15	0	131	37	0	1	0
17:30	0	114	40	0	0	0
17:45	1	109	26	0	0	0
	3	483	149	0	2	0
18:00	0	119	29	0	0	0
18:15	0	99	32	0	0	0
18:30	0	89	33	0	0	0
18:45	0	81	20	0	1	0
	0	388	114	0	1	0
19:00	0	76	19	0	0	0
19:15	0	73	11	0	0	0
19:30	1	79	4	0	0	0
19:45	0	69	3	0	0	0
	1	297	37	0	0	0
20:00	0	62	6	0	0	0
20:15	0	66	2	0	0	0
20:30	0	51	5	0	0	0
20:45	0	43	1	0	0	0
	0	222	14	0	0	0
21:00	1	49	3	0	0	0
21:15	0	43	3	0	0	0
21:30	0	36	2	0	0	0
21:45	0	34	2	0	0	0
	1	162	10	0	0	0
22:00	0	33	1	0	0	1
22:15	0	34	1	0	0	0
22:30	0	27	3	0	0	0
22:45	0	18	0	0	0	0
	0	112	5	0	0	1
23:00	0	19	0	0	0	0
23:15	0	8	0	0	0	0
23:30	0	15	0	0	0	0
23:45	0	7	0	0	0	0
	0	49	0	0	0	0
Total	8	3194	942	2	32	6
Percent	0.2%	76.3%	22.5%	0.0%	0.8%	0.1%

Jamar Volume Count
Highland WB Appraoch
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
WB

Latitude: 30' 21.0656 North

Direction (Westbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
09/28/17	0	9	0	0	0	0
00:15	0	13	0	0	0	0
00:30	0	8	0	0	0	0
00:45	0	2	0	0	0	0
	0	32	0	0	0	0
01:00	0	6	0	0	0	0
01:15	0	5	0	0	0	0
01:30	0	3	0	0	0	0
01:45	0	7	1	0	0	0
	0	21	1	0	0	0
02:00	0	3	0	0	0	0
02:15	0	5	0	0	0	0
02:30	0	7	0	0	0	0
02:45	0	2	0	0	0	0
	0	17	0	0	0	0
03:00	0	3	0	0	1	0
03:15	0	3	0	0	0	0
03:30	0	2	0	0	0	0
03:45	0	3	0	0	0	0
	0	11	0	0	1	0
04:00	0	3	1	0	0	0
04:15	0	10	0	0	0	0
04:30	0	4	0	0	1	0
04:45	0	4	1	0	0	0
	0	21	2	0	1	0
05:00	0	19	2	0	0	0
05:15	0	22	1	0	3	0
05:30	0	25	2	0	0	1
05:45	0	35	4	0	0	0
	0	101	9	0	3	1
06:00	0	48	16	1	0	0
06:15	0	51	26	0	2	0
06:30	1	95	32	1	2	0
06:45	0	102	38	0	3	0
	1	296	112	2	7	0
07:00	0	122	44	1	4	0
07:15	0	127	40	1	0	0
07:30	0	110	29	0	1	1
07:45	0	70	25	0	4	2
	0	429	138	2	9	3
08:00	0	90	35	0	1	2
08:15	0	63	36	0	2	0
08:30	1	88	38	0	1	0
08:45	0	72	27	0	1	1
	1	313	136	0	5	3
09:00	0	71	31	0	0	1
09:15	0	68	33	0	2	1
09:30	0	61	36	0	4	1
09:45	0	57	37	0	1	1
	0	257	137	0	7	4
10:00	0	51	33	0	2	1
10:15	0	62	24	0	1	0
10:30	0	65	22	0	0	0
10:45	0	63	25	0	0	1
	0	241	104	0	3	2
11:00	0	79	34	0	4	0
11:15	0	62	34	0	4	0
11:30	0	62	30	0	3	0
11:45	1	83	40	0	5	1
	1	286	138	0	16	1
Total	3	2025	777	4	52	14
Percent	0.1%	70.4%	27.0%	0.1%	1.8%	0.5%

Jamar Volume Count
Highland WB Appraoch
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
WB

Latitude: 30' 21.0656 North

Direction (Westbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
12 PM	0	72	30	0	5	1
12:15	0	74	18	0	1	0
12:30	1	77	21	0	3	0
12:45	0	68	23	0	6	0
	1	291	92	0	15	1
13:00	0	53	35	0	4	1
13:15	0	66	23	0	6	0
13:30	0	63	22	0	1	1
13:45	0	59	33	0	7	1
	0	241	113	0	18	3
14:00	0	91	23	0	3	0
14:15	0	78	27	0	1	0
14:30	0	62	36	1	3	0
14:45	0	61	28	0	2	0
	0	292	114	1	9	0
15:00	0	82	28	0	4	0
15:15	0	91	26	0	2	0
15:30	0	98	36	0	2	0
15:45	0	102	37	1	0	0
	0	373	127	1	8	0
16:00	0	98	42	0	1	0
16:15	1	136	39	0	0	0
16:30	0	122	47	1	0	1
16:45	0	128	50	1	1	0
	1	484	178	2	2	1
17:00	0	141	56	0	1	0
17:15	0	139	51	0	1	0
17:30	0	113	20	0	1	0
17:45	1	124	40	0	0	0
	1	517	167	0	3	0
18:00	0	130	58	0	0	0
18:15	0	98	28	0	0	0
18:30	0	91	34	0	0	0
18:45	0	76	28	0	1	0
	0	395	148	0	1	0
19:00	0	80	17	0	0	0
19:15	1	82	11	0	2	0
19:30	0	83	13	0	0	0
19:45	0	67	8	0	1	0
	1	312	49	0	3	0
20:00	0	72	13	0	0	1
20:15	1	67	11	0	0	0
20:30	0	55	3	0	0	0
20:45	1	56	5	0	0	0
	2	250	32	0	0	1
21:00	0	73	6	0	0	0
21:15	0	56	4	0	0	0
21:30	0	47	3	0	0	0
21:45	0	30	4	0	0	0
	0	206	17	0	0	0
22:00	0	35	3	0	1	0
22:15	0	29	0	0	0	0
22:30	1	29	0	0	0	0
22:45	0	31	0	0	0	0
	1	124	3	0	1	0
23:00	0	18	0	0	0	0
23:15	0	21	0	0	0	0
23:30	0	9	0	0	0	0
23:45	0	7	1	0	0	0
	0	55	1	0	0	0
Total	7	3540	1041	4	60	6
Percent	0.2%	76.0%	22.3%	0.1%	1.3%	0.1%

Jamar Volume Count
Highland WB Appraoch
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
WB

Latitude: 30' 21.0656 North

Direction (Westbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
09/29/17	1	9	0	0	0	0
00:15	0	8	0	0	0	0
00:30	0	4	2	0	0	0
00:45	0	6	0	0	0	0
	1	27	2	0	0	0
01:00	0	8	0	0	0	0
01:15	0	7	1	0	0	0
01:30	0	4	0	0	0	0
01:45	0	3	0	0	0	1
	0	22	1	0	0	1
02:00	0	6	0	0	1	0
02:15	0	4	0	0	0	0
02:30	0	6	0	0	0	0
02:45	0	5	0	0	1	0
	0	21	0	0	2	0
03:00	0	4	0	0	0	0
03:15	0	2	0	0	1	0
03:30	0	1	0	0	0	0
03:45	0	4	0	0	0	0
	0	11	0	0	1	0
04:00	0	2	0	0	0	0
04:15	0	7	0	0	0	0
04:30	0	10	0	0	0	0
04:45	0	7	1	0	0	0
	0	26	1	0	0	0
05:00	0	15	0	0	0	0
05:15	0	20	0	0	1	1
05:30	0	27	1	0	0	0
05:45	0	40	1	0	1	0
	0	102	2	0	2	1
06:00	0	36	5	0	0	1
06:15	0	67	21	0	0	0
06:30	0	80	31	0	0	0
06:45	0	97	42	1	0	1
	0	280	99	1	0	2
07:00	0	114	34	1	5	0
07:15	0	111	36	2	3	1
07:30	0	101	37	0	2	0
07:45	0	70	29	0	9	1
	0	396	136	3	19	2
08:00	0	79	31	0	1	0
08:15	0	78	27	0	1	0
08:30	0	98	32	0	2	0
08:45	0	72	22	0	5	0
	0	327	112	0	9	0
09:00	0	69	36	0	4	2
09:15	0	63	35	0	3	1
09:30	1	65	32	0	5	0
09:45	1	67	36	0	3	0
	2	264	139	0	15	3
10:00	0	70	30	0	2	0
10:15	0	76	32	0	4	0
10:30	0	62	33	0	3	0
10:45	1	69	32	0	1	0
	1	277	127	0	10	0
11:00	0	71	34	0	4	0
11:15	0	71	34	0	3	0
11:30	0	83	34	0	1	0
11:45	0	50	35	0	3	0
	0	275	137	0	11	0
Total	4	2028	756	4	69	9
Percent	0.1%	70.7%	26.3%	0.1%	2.4%	0.3%

Jamar Volume Count
Highland WB Appraoch
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
WB

Latitude: 30' 21.0656 North

Direction (Westbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
12 PM	0	69	34	0	2	0
12:15	0	69	29	0	1	0
12:30	0	77	33	0	4	0
12:45	0	76	39	0	3	0
	0	291	135	0	10	0
13:00	1	78	29	0	2	0
13:15	0	63	38	0	2	1
13:30	0	81	25	0	4	0
13:45	0	81	35	0	0	1
	1	303	127	0	8	2
14:00	1	96	29	0	1	0
14:15	0	97	23	0	0	0
14:30	0	82	20	0	0	0
14:45	0	80	38	0	1	0
	1	355	110	0	2	0
15:00	1	109	39	0	0	0
15:15	1	105	37	0	0	0
15:30	0	98	36	0	1	0
15:45	0	127	36	2	0	0
	2	439	148	2	1	0
16:00	0	116	32	1	1	1
16:15	0	112	41	0	4	0
16:30	1	116	34	0	0	0
16:45	0	144	32	0	2	0
	1	488	139	1	7	1
17:00	0	125	24	1	1	0
17:15	1	119	22	0	3	0
17:30	0	94	25	0	2	0
17:45	0	100	36	0	0	0
	1	438	107	1	6	0
18:00	0	97	29	0	3	0
18:15	1	105	26	0	1	0
18:30	0	112	33	0	0	0
18:45	0	84	30	0	1	0
	1	398	118	0	5	0
19:00	0	80	21	0	1	0
19:15	0	81	12	0	1	0
19:30	0	94	1	0	0	0
19:45	0	86	2	0	0	0
	0	341	36	0	2	0
20:00	0	86	2	0	0	0
20:15	0	70	0	0	1	0
20:30	0	57	10	0	0	0
20:45	0	53	10	0	0	1
	0	266	22	0	1	1
21:00	0	59	3	0	1	0
21:15	0	66	4	0	0	0
21:30	0	73	2	0	1	0
21:45	0	47	1	0	0	0
	0	245	10	0	2	0
22:00	0	59	0	0	1	0
22:15	1	59	2	0	0	0
22:30	0	68	1	0	0	0
22:45	0	52	1	0	1	0
	1	238	4	0	2	0
23:00	0	53	0	0	0	0
23:15	0	24	0	0	0	1
23:30	0	24	2	0	0	0
23:45	0	20	2	0	0	0
	0	121	4	0	0	1
Total	8	3923	960	4	46	5
Percent	0.2%	79.3%	19.4%	0.1%	0.9%	0.1%

Jamar Volume Count
Highland WB Appraoch
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
WB

Latitude: 30' 21.0656 North

Direction (Westbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
09/30/17	0	34	1	0	0	0
00:15	0	16	1	0	0	0
00:30	0	18	1	0	0	0
00:45	0	9	2	0	0	0
	0	77	5	0	0	0
01:00	0	25	3	0	0	0
01:15	0	10	0	0	0	0
01:30	0	8	1	0	0	0
01:45	0	18	0	0	0	0
	0	61	4	0	0	0
02:00	0	15	0	0	0	0
02:15	0	10	0	0	0	0
02:30	0	15	0	0	0	0
02:45	0	7	0	0	0	0
	0	47	0	0	0	0
03:00	0	7	1	0	0	0
03:15	0	6	0	0	0	0
03:30	0	2	0	0	0	0
03:45	0	4	0	0	0	0
	0	19	1	0	0	0
04:00	0	3	0	0	0	0
04:15	0	6	0	0	0	0
04:30	0	8	0	0	0	0
04:45	0	3	0	0	0	2
	0	20	0	0	0	2
05:00	0	7	0	0	0	0
05:15	0	6	2	0	0	0
05:30	0	12	1	0	0	0
05:45	0	12	1	0	0	0
	0	37	4	0	0	0
06:00	0	16	1	0	1	0
06:15	0	20	5	0	1	0
06:30	0	31	17	0	0	0
06:45	0	48	15	1	0	0
	0	115	38	1	2	0
07:00	0	57	30	3	0	0
07:15	0	81	29	3	1	0
07:30	0	98	35	1	1	0
07:45	0	111	32	3	0	0
	0	347	126	10	2	0
08:00	1	114	37	0	1	0
08:15	0	95	30	0	1	0
08:30	0	85	33	0	1	0
08:45	1	88	34	0	0	0
	2	382	134	0	3	0
09:00	0	92	17	0	0	0
09:15	1	124	25	0	1	0
09:30	0	116	28	0	0	1
09:45	0	101	31	0	2	0
	1	433	101	0	3	1
10:00	0	98	40	0	0	0
10:15	0	95	23	0	3	0
10:30	0	114	33	0	1	0
10:45	1	94	33	0	0	0
	1	401	129	0	4	0
11:00	0	118	24	0	0	0
11:15	0	101	30	0	1	0
11:30	1	99	32	0	1	0
11:45	0	100	42	0	0	0
	1	418	128	0	2	0
Total	5	2357	670	11	16	3
Percent	0.2%	77.0%	21.9%	0.4%	0.5%	0.1%

Jamar Volume Count
Highland WB Appraoch
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
WB

Latitude: 30' 21.0656 North

Direction (Westbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
12 PM	0	121	39	0	3	0
12:15	0	98	27	0	1	0
12:30	0	122	37	0	3	0
12:45	0	146	33	0	0	0
	0	487	136	0	7	0
13:00	0	136	17	0	0	0
13:15	0	105	30	0	1	0
13:30	2	165	34	0	2	0
13:45	0	113	31	0	1	0
	2	519	112	0	4	0
14:00	0	121	34	0	0	0
14:15	0	119	32	0	0	0
14:30	0	119	34	0	0	0
14:45	1	133	38	1	0	0
	1	492	138	1	0	0
15:00	0	120	42	0	0	0
15:15	0	122	46	0	1	0
15:30	0	128	44	0	0	0
15:45	0	115	37	0	1	1
	0	485	169	0	2	1
16:00	0	100	29	0	0	0
16:15	0	121	30	0	0	0
16:30	2	103	20	0	0	0
16:45	1	78	28	0	1	0
	3	402	107	0	1	0
17:00	0	91	17	0	0	0
17:15	0	93	17	0	0	0
17:30	1	96	13	0	0	0
17:45	0	78	17	0	0	0
	1	358	64	0	0	0
18:00	0	54	15	0	0	0
18:15	1	84	18	0	0	0
18:30	1	55	20	0	0	0
18:45	3	60	11	0	0	0
	5	253	64	0	0	0
19:00	0	53	9	0	0	0
19:15	0	64	5	0	0	0
19:30	0	54	2	0	0	1
19:45	0	64	2	0	0	0
	0	235	18	0	0	1
20:00	0	44	1	0	0	0
20:15	0	59	3	0	0	0
20:30	0	46	0	0	0	0
20:45	0	59	0	0	0	0
	0	208	4	0	0	0
21:00	0	54	0	0	0	0
21:15	0	53	2	0	0	0
21:30	0	64	2	0	0	0
21:45	0	47	0	0	0	0
	0	218	4	0	0	0
22:00	0	41	1	0	0	0
22:15	0	50	1	0	0	0
22:30	0	48	0	0	1	0
22:45	0	44	0	0	0	0
	0	183	2	0	1	0
23:00	0	34	0	0	0	0
23:15	0	46	0	0	0	0
23:30	0	23	0	0	0	0
23:45	0	29	0	0	0	0
	0	132	0	0	0	0
Total	12	3972	818	1	15	2
Percent	0.2%	82.4%	17.0%	0.0%	0.3%	0.0%

Jamar Volume Count
Highland WB Appraoch
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
WB

Latitude: 30' 21.0656 North

Direction (Westbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
10/01/17	0	17	1	0	0	0
00:15	0	16	0	0	0	0
00:30	0	22	0	0	0	0
00:45	0	14	0	0	0	0
	0	69	1	0	0	0
01:00	0	11	0	0	0	0
01:15	0	13	1	0	0	0
01:30	0	8	0	0	0	0
01:45	0	9	0	0	0	0
	0	41	1	0	0	0
02:00	0	18	0	0	0	0
02:15	0	11	0	0	0	0
02:30	0	8	0	0	1	0
02:45	0	10	0	0	0	0
	0	47	0	0	1	0
03:00	0	6	0	0	0	0
03:15	0	5	0	0	0	0
03:30	0	3	0	0	0	0
03:45	0	7	0	0	0	0
	0	21	0	0	0	0
04:00	0	2	0	0	0	0
04:15	0	7	0	0	0	0
04:30	0	2	0	0	0	0
04:45	0	1	0	0	0	0
	0	12	0	0	0	0
05:00	0	4	0	0	0	0
05:15	0	5	0	0	0	0
05:30	0	9	1	0	0	0
05:45	0	11	0	0	0	0
	0	29	1	0	0	0
06:00	0	19	0	0	0	0
06:15	0	16	5	0	0	0
06:30	0	17	1	0	0	0
06:45	0	23	1	0	0	0
	0	75	7	0	0	0
07:00	0	24	1	0	0	0
07:15	0	21	3	0	0	0
07:30	0	26	5	0	0	0
07:45	0	36	8	0	0	1
	0	107	17	0	0	1
08:00	2	29	5	0	1	0
08:15	0	41	9	0	0	0
08:30	0	44	11	0	0	0
08:45	0	49	14	0	0	0
	2	163	39	0	1	0
09:00	0	40	16	0	0	0
09:15	0	40	20	0	0	0
09:30	0	66	14	0	0	0
09:45	0	66	17	0	0	0
	0	212	67	0	0	0
10:00	0	63	20	0	0	0
10:15	0	88	21	1	0	0
10:30	0	98	15	0	0	0
10:45	0	75	10	0	0	0
	0	324	66	1	0	0
11:00	0	86	9	0	0	0
11:15	0	67	9	0	0	0
11:30	1	83	15	0	0	0
11:45	0	88	24	0	0	0
	1	324	57	0	0	0
Total	3	1424	256	1	2	1
Percent	0.2%	84.4%	15.2%	0.1%	0.1%	0.1%

Jamar Volume Count
Highland WB Appraoch
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS INC
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
WB

Latitude: 30' 21.0656 North

Direction (Westbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
12 PM	1	74	19	0	1	0
12:15	0	94	25	0	0	0
12:30	0	97	26	0	0	0
12:45	0	97	24	0	1	0
	1	362	94	0	2	0
13:00	2	72	15	0	0	0
13:15	0	80	28	0	0	0
13:30	0	95	23	0	0	0
13:45	0	97	21	0	0	0
	2	344	87	0	0	0
14:00	1	99	32	0	0	0
14:15	1	87	26	0	0	0
14:30	0	124	22	0	0	0
14:45	0	77	34	0	2	0
	2	387	114	0	2	0
15:00	0	108	27	0	0	0
15:15	1	61	21	0	0	0
15:30	0	93	24	0	0	0
15:45	1	75	22	0	0	0
	2	337	94	0	0	0
16:00	0	98	20	0	0	0
16:15	0	95	25	0	0	0
16:30	0	83	23	0	0	0
16:45	1	90	23	0	0	0
	1	366	91	0	0	0
17:00	0	91	12	0	0	0
17:15	2	92	14	0	1	0
17:30	0	84	22	0	0	0
17:45	0	95	13	0	0	0
	2	362	61	0	1	0
18:00	0	72	10	0	0	0
18:15	0	87	13	0	1	0
18:30	0	90	13	0	0	0
18:45	0	79	14	0	0	0
	0	328	50	0	1	0
19:00	0	80	13	0	0	0
19:15	0	80	1	0	0	0
19:30	0	82	4	0	0	0
19:45	0	85	1	0	0	0
	0	327	19	0	0	0
20:00	0	83	2	0	0	0
20:15	0	68	1	0	1	0
20:30	0	64	0	0	0	0
20:45	0	42	0	0	0	0
	0	257	3	0	1	0
21:00	0	43	1	0	0	0
21:15	0	35	1	0	0	0
21:30	0	49	4	0	0	0
21:45	0	45	5	0	0	0
	0	172	11	0	0	0
22:00	0	21	2	0	0	0
22:15	0	32	0	0	0	0
22:30	0	25	0	0	0	0
22:45	0	19	0	0	0	0
	0	97	2	0	0	0
23:00	0	14	1	0	0	0
23:15	0	21	0	0	0	0
23:30	0	11	0	0	0	0
23:45	0	13	0	0	0	0
	0	59	1	0	0	0
Total	10	3398	627	0	7	0
Percent	0.2%	84.1%	15.5%	0.0%	0.2%	0.0%

Jamar Volume Count
Highland WB Appraoch
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS INC
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
WB

Latitude: 30' 21.0656 North

Direction (Westbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
10/02/17	0	7	0	0	0	0
00:15	0	7	0	0	0	0
00:30	0	9	0	0	0	0
00:45	0	4	0	0	0	0
	0	27	0	0	0	0
01:00	0	11	0	0	0	0
01:15	0	5	0	0	0	0
01:30	0	3	0	0	0	0
01:45	0	3	0	0	0	0
	0	22	0	0	0	0
02:00	0	4	0	0	0	0
02:15	0	3	0	0	0	0
02:30	0	2	0	0	0	0
02:45	0	4	0	0	0	0
	0	13	0	0	0	0
03:00	0	3	0	0	0	0
03:15	0	2	0	0	0	0
03:30	0	2	0	0	0	0
03:45	0	3	0	0	0	0
	0	10	0	0	0	0
04:00	0	6	1	0	0	0
04:15	0	5	0	0	0	0
04:30	0	6	0	0	0	0
04:45	0	7	1	0	0	0
	0	24	2	0	0	0
05:00	0	11	1	0	0	1
05:15	0	13	3	0	1	0
05:30	0	33	0	0	2	1
05:45	0	38	1	0	1	0
	0	95	5	0	4	2
06:00	0	49	1	0	0	0
06:15	0	94	13	0	2	0
06:30	0	89	32	1	2	0
06:45	0	92	30	0	2	2
	0	324	76	1	6	2
07:00	0	132	30	1	0	0
07:15	0	102	33	0	1	0
07:30	0	123	20	1	3	0
07:45	0	102	19	0	2	0
	0	459	102	2	6	0
08:00	0	116	28	1	5	1
08:15	0	100	23	0	3	0
08:30	0	106	30	0	1	0
08:45	0	71	29	1	6	0
	0	393	110	2	15	1
09:00	0	65	24	0	2	1
09:15	0	85	17	0	4	1
09:30	0	81	22	0	0	0
09:45	1	53	22	0	3	0
	1	284	85	0	9	2
10:00	0	0	0	0	0	0
10:15	*	*	*	*	*	*
10:30	*	*	*	*	*	*
10:45	*	*	*	*	*	*
	0	0	0	0	0	0
11:00	*	*	*	*	*	*
11:15	*	*	*	*	*	*
11:30	*	*	*	*	*	*
11:45	*	*	*	*	*	*
	0	0	0	0	0	0
Total	1	1651	380	5	40	7
Percent	0.0%	79.2%	18.2%	0.2%	1.9%	0.3%
Grand Total	80	38535	10924	52	539	99
Percent	0.2%	76.7%	21.7%	0.1%	1.1%	0.2%

Jamar Volume Count
Pecue SB
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
SB

Latitude: 30' 21.0883 North

Direction (Southbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
09/25/17	*	*	*	*	*	*
00:15	*	*	*	*	*	*
00:30	*	*	*	*	*	*
00:45	*	*	*	*	*	*
	0	0	0	0	0	0
01:00	*	*	*	*	*	*
01:15	*	*	*	*	*	*
01:30	*	*	*	*	*	*
01:45	*	*	*	*	*	*
	0	0	0	0	0	0
02:00	*	*	*	*	*	*
02:15	*	*	*	*	*	*
02:30	*	*	*	*	*	*
02:45	*	*	*	*	*	*
	0	0	0	0	0	0
03:00	*	*	*	*	*	*
03:15	*	*	*	*	*	*
03:30	*	*	*	*	*	*
03:45	*	*	*	*	*	*
	0	0	0	0	0	0
04:00	*	*	*	*	*	*
04:15	*	*	*	*	*	*
04:30	*	*	*	*	*	*
04:45	*	*	*	*	*	*
	0	0	0	0	0	0
05:00	*	*	*	*	*	*
05:15	*	*	*	*	*	*
05:30	*	*	*	*	*	*
05:45	*	*	*	*	*	*
	0	0	0	0	0	0
06:00	*	*	*	*	*	*
06:15	*	*	*	*	*	*
06:30	*	*	*	*	*	*
06:45	*	*	*	*	*	*
	0	0	0	0	0	0
07:00	*	*	*	*	*	*
07:15	*	*	*	*	*	*
07:30	*	*	*	*	*	*
07:45	*	*	*	*	*	*
	0	0	0	0	0	0
08:00	*	*	*	*	*	*
08:15	*	*	*	*	*	*
08:30	*	*	*	*	*	*
08:45	*	*	*	*	*	*
	0	0	0	0	0	0
09:00	*	*	*	*	*	*
09:15	*	*	*	*	*	*
09:30	*	*	*	*	*	*
09:45	*	*	*	*	*	*
	0	0	0	0	0	0
10:00	*	*	*	*	*	*
10:15	0	20	7	0	0	0
10:30	1	14	11	0	0	0
10:45	0	24	5	0	0	0
	1	58	23	0	0	0
11:00	0	17	9	0	1	0
11:15	0	13	11	0	1	0
11:30	1	30	13	0	0	0
11:45	0	30	14	0	0	0
	1	90	47	0	2	0
Total	2	148	70	0	2	0
Percent	0.9%	66.7%	31.5%	0.0%	0.9%	0.0%

Jamar Volume Count
Pecue SB
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
SB

Latitude: 30' 21.0883 North

Direction (Southbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
12 PM	0	19	14	0	0	0
12:15	0	16	12	0	1	0
12:30	0	18	12	0	1	0
12:45	1	23	11	0	0	0
	1	76	49	0	2	0
13:00	0	26	9	0	1	0
13:15	0	28	15	0	0	0
13:30	0	14	12	0	1	0
13:45	0	22	8	0	0	0
	0	90	44	0	2	0
14:00	0	15	5	0	1	0
14:15	0	19	7	0	0	0
14:30	0	33	8	0	2	0
14:45	0	29	9	2	2	0
	0	96	29	2	5	0
15:00	0	26	7	2	0	0
15:15	0	46	8	0	0	0
15:30	0	45	10	1	1	0
15:45	0	45	12	1	1	0
	0	162	37	4	2	0
16:00	0	40	15	0	0	0
16:15	0	29	8	0	0	0
16:30	0	35	13	0	0	0
16:45	0	35	19	0	1	0
	0	139	55	0	1	0
17:00	0	56	23	0	0	0
17:15	0	52	12	0	0	0
17:30	0	52	11	0	0	0
17:45	0	38	13	0	0	0
	0	198	59	0	0	0
18:00	0	34	7	0	0	0
18:15	0	22	10	0	0	0
18:30	0	26	8	0	0	0
18:45	0	29	10	0	0	0
	0	111	35	0	0	0
19:00	0	19	9	0	0	0
19:15	0	20	4	0	0	0
19:30	0	17	3	0	0	0
19:45	0	29	1	0	0	0
	0	85	17	0	0	0
20:00	0	11	7	0	0	0
20:15	0	18	2	0	0	0
20:30	0	16	2	0	0	0
20:45	0	13	2	0	0	0
	0	58	13	0	0	0
21:00	0	15	1	0	0	0
21:15	0	9	0	0	0	0
21:30	0	15	1	0	0	0
21:45	0	8	0	0	0	0
	0	47	2	0	0	0
22:00	0	4	1	0	0	0
22:15	0	4	1	0	0	0
22:30	0	2	0	0	0	0
22:45	0	0	0	0	0	0
	0	10	2	0	0	0
23:00	0	3	2	0	0	0
23:15	0	1	1	0	0	0
23:30	0	2	0	0	0	0
23:45	0	4	0	0	0	0
	0	10	3	0	0	0
Total	1	1082	345	6	12	0
Percent	0.1%	74.8%	23.9%	0.4%	0.8%	0.0%

Jamar Volume Count
Pecue SB
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS **INC**
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
SB

Latitude: 30' 21.0883 North

Direction (Southbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
09/26/17	0	1	0	0	0	0
00:15	0	0	0	0	0	0
00:30	0	1	0	0	0	0
00:45	0	1	0	0	0	0
	0	3	0	0	0	0
01:00	0	0	0	0	0	0
01:15	0	0	0	0	0	0
01:30	0	2	1	0	0	0
01:45	0	1	0	0	0	0
	0	3	1	0	0	0
02:00	0	1	0	0	0	0
02:15	0	1	0	0	0	0
02:30	0	0	0	0	0	0
02:45	0	0	0	0	0	0
	0	2	0	0	0	0
03:00	0	0	0	0	0	0
03:15	0	0	0	0	0	0
03:30	0	0	0	0	0	0
03:45	0	0	1	0	0	0
	0	0	1	0	0	0
04:00	0	1	0	0	0	0
04:15	0	0	0	0	0	0
04:30	0	1	2	0	0	0
04:45	0	0	0	0	0	0
	0	2	2	0	0	0
05:00	0	2	0	0	0	0
05:15	0	1	1	0	0	0
05:30	0	5	5	0	0	0
05:45	0	6	2	0	0	0
	0	14	8	0	0	0
06:00	0	1	2	0	0	0
06:15	0	9	2	0	1	0
06:30	0	18	7	0	0	0
06:45	0	22	7	0	3	3
	0	50	18	0	4	3
07:00	0	34	15	1	0	1
07:15	0	32	8	1	0	0
07:30	0	47	13	0	0	0
07:45	1	46	9	0	0	0
	1	159	45	2	0	1
08:00	0	32	13	0	0	1
08:15	0	21	14	0	0	0
08:30	0	23	15	0	0	0
08:45	0	22	17	0	0	0
	0	98	59	0	0	1
09:00	0	22	8	0	0	0
09:15	0	19	11	0	0	0
09:30	0	17	6	0	2	0
09:45	0	26	6	0	1	0
	0	84	31	0	3	0
10:00	0	15	14	0	2	0
10:15	0	8	8	0	0	0
10:30	0	12	5	0	0	0
10:45	0	18	5	0	0	0
	0	53	32	0	2	0
11:00	0	17	9	0	1	0
11:15	0	30	12	0	1	1
11:30	0	20	11	0	0	0
11:45	2	17	6	0	2	0
	2	84	38	0	4	1
Total	3	552	235	2	13	6
Percent	0.4%	68.1%	29.0%	0.2%	1.6%	0.7%

Jamar Volume Count
Pecue SB
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS INC
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
SB

Latitude: 30' 21.0883 North

Direction (Southbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
12 PM	0	17	9	0	0	0
12:15	0	17	9	0	0	0
12:30	0	14	8	0	1	0
12:45	0	17	6	0	0	0
	0	65	32	0	1	0
13:00	0	20	8	0	0	0
13:15	0	16	4	0	0	0
13:30	0	18	7	0	0	0
13:45	0	23	17	0	1	0
	0	77	36	0	1	0
14:00	0	12	6	0	0	1
14:15	0	27	11	0	2	0
14:30	0	23	8	0	0	0
14:45	1	22	6	2	0	0
	1	84	31	2	2	1
15:00	0	30	5	1	0	0
15:15	0	34	5	0	0	0
15:30	0	23	14	0	0	0
15:45	0	30	15	0	0	0
	0	117	39	1	0	0
16:00	0	39	15	0	0	0
16:15	0	41	12	0	0	0
16:30	0	55	13	0	0	0
16:45	0	36	12	0	1	0
	0	171	52	0	1	0
17:00	0	50	17	0	0	0
17:15	0	49	11	0	1	0
17:30	0	45	16	0	0	0
17:45	0	42	13	0	0	0
	0	186	57	0	1	0
18:00	0	48	17	0	0	0
18:15	0	31	8	0	0	0
18:30	0	36	5	0	0	0
18:45	0	27	11	0	0	0
	0	142	41	0	0	0
19:00	0	17	7	0	0	0
19:15	0	13	8	0	0	0
19:30	0	18	6	0	0	0
19:45	0	17	2	0	0	0
	0	65	23	0	0	0
20:00	0	15	2	0	0	0
20:15	0	12	1	0	0	0
20:30	0	11	6	0	0	0
20:45	0	11	1	0	0	0
	0	49	10	0	0	0
21:00	0	12	1	0	0	0
21:15	0	6	2	0	0	0
21:30	0	15	2	0	0	0
21:45	0	7	1	0	0	0
	0	40	6	0	0	0
22:00	0	9	0	0	0	0
22:15	0	7	1	0	0	0
22:30	0	1	0	0	0	0
22:45	0	6	1	0	0	0
	0	23	2	0	0	0
23:00	0	3	0	0	0	0
23:15	0	3	0	0	0	0
23:30	0	2	0	0	0	0
23:45	0	0	0	0	0	0
	0	8	0	0	0	0
Total	1	1027	329	3	6	1
Percent	0.1%	75.1%	24.1%	0.2%	0.4%	0.1%

Jamar Volume Count
Pecue SB
Baton Rouge, LA
East Baton Rouge Parish

urban SYSTEMS INC
2000 Tulane Avenue, Suite 200
New Orleans LA, 70112
504-523-5511

Site Code: 16-016-1
Station ID:
SB

Latitude: 30' 21.0883 North

Direction (Southbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks
09/27/17	0	2	0	0	0	0
00:15	0	0	0	0	0	0
00:30	0	1	0	0	0	0
00:45	0	1	0	0	0	0
	0	4	0	0	0	0
01:00	0	3	1	0	0	0
01:15	0	0	0	0	0	0
01:30	0	0	0	0	0	0
01:45	0	0	0	0	0	0
	0	3	1	0	0	0
02:00	0	2	0	0	0	0
02:15	0	1	0	0	0	0
02:30	0	0	0	0	0	0
02:45	0	0	0	0	0	0
	0	3	0	0	0	0
03:00	1	0	0	0	0	0
03:15	0	3	0	0	0	0
03:30	0	0	0	0	0	0
03:45	0	0	0	0	0	0
	1	3	0	0	0	0
04:00	0	0	1	0	0	0
04:15	0	0	0	0	0	0
04:30	0	2	1	0	0	0
04:45	0	0	1	0	0	0
	0	2	3	0	0	0
05:00	0	1	0	0	0	0
05:15	1	2	1	0	0	0
05:30	0	2	6	0	1	0
05:45	0	5	0	0	0	0
	1	10	7	0	1	0
06:00	0	2	1	0	0	0
06:15	0	9	4	0	1	0
06:30	0	14	9	0	0	0
06:45	0	30	10	0	0	0
	0	55	24	0	1	0
07:00	0	30	10	2	0	0
07:15	0	32	14	0	0	0
07:30	0	38	10	0	0	0
07:45	0	52	12	0	1	0
	0	152	46	2	1	0
08:00	0	35	19	0	1	0
08:15	0	21	11	0	2	0
08:30	0	30	8	0	0	0
08:45	0	13	9	0	1	0
	0	99	47	0	4	0
09:00	0	20	11	0	0	0
09:15	0	25	7	0	1	0
09:30	0	7	9	0	0	0
09:45	0	23	5	0	2	0
	0	75	32	0	3	0
10:00	0	16	5	0	0	0
10:15	*	*	*	*	*	*
10:30	*	*	*	*	*	*
10:45	*	*	*	*	*	*
	0	0	0	0	0	0
11:00	*	*	*	*	*	*
11:15	*	*	*	*	*	*
11:30	*	*	*	*	*	*
11:45	*	*	*	*	*	*
	0	0	0	0	0	0
Total	2	422	165	2	10	0
Percent	0.3%	70.2%	27.5%	0.3%	1.7%	0.0%
Grand Total	9	3231	1144	13	43	7
Percent	0.2%	72.7%	25.7%	0.3%	1.0%	0.2%

2016 LOUISIANA DOTD TRAFFIC COUNT ADJUSTMENT FACTORS

Seasonal (Monthly) Factors (2016 Calendar)

Functional System	January	February	March	April	May	June	July	August	September	October	November	December
	Month											
1R	1.088	1.031	1.019	1.022	0.983	0.984	0.986	1.030	0.999	0.961	0.954	0.961
1U	1.077	1.032	1.016	1.013	1.000	0.975	0.981	1.015	0.991	0.968	0.970	0.975
2U	1.042	1.013	1.003	0.993	0.985	0.991	1.009	1.012	0.985	0.975	0.987	1.006
3R	1.037	0.994	0.979	0.993	0.984	1.007	1.022	1.018	0.983	0.971	0.997	1.020
3U	1.034	0.989	1.002	0.965	0.971	0..998	1.045	0.996	0.979	0.981	1.014	1.035
4R	1.025	0.989	0.986	0.987	0.985	0.995	1.013	1.013	0.993	0.993	1.005	1.018
4U	1.014	0.988	0.996	0.986	0.991	1.006	1.022	1.008	1.002	0.976	1.003	1.010
5R	1.051	1.011	1.006	0.975	0.976	0.990	1.037	1.012	0.970	0.957	0.998	1.025
5U	1.014	1.009	0.993	0.993	0.985	0.992	1.113	1.005	0.921	0.934	1.007	1.010
6R	1.025	0.988	1.026	1.145	0.988	0.995	1.133	0.990	0.880	0.900	0.994	0.993

Axle Factors (2015 Calendar Year)

Functional System	Axles per Vehicle	Axle Factor
3	2.25825	0.44282
4	2.28387	0.43785
5	2.18835	0.45697
6	2.12134	0.47140
7	2.13832	0.46766
8	2.42210	0.41287
10	2.09870	0.47649
11	2.05979	0.48549
12	2.24836	0.44477
14	2.02667	0.49342

Highway Functional System: 4U (Minor Arterial, Urban)

AADT = DF * MF * Volume

	Daily Factor	Seasonal Factor	Volume Highland WB	Volume Highland EB	Volume Pecue SB	AADT Highland WB	AADT Highland EB
Tues	0.936	1.002	7131	8626		6688	8090
Weds	0.910	1.002	6963	8743		6349	7972
Thurs	0.910	1.002	7533	9207		6869	8395
Fri	0.882	1.002	7816	9529		6907	8421
Sat	1.164	1.002	7882	8730		9193	10182
Sun	1.403	1.002	5729	NA		8054	NA
Mon	0.972	1.002	7174	NA		6987	NA
					AADT AVERAGE	7292	8612

Highway Functional System	Daily Factors (2015 Calendar Year) (1) Monday	(2) Tuesday	(3) Wednesday	(4) Thursday	(5) Friday	(6) Saturday	(7) Sunday	24 Hour Monitoring Factors (a) Monday	(b) Tuesday	(d) Wednesday	{e} Thursday	48 Hour Monitoring Factors (f) Monday	(g) Tuesday	(h) Wednesday
IR	1.012	1.022	0.993	0.966	0.896	1.041	1.094	1.017	1.008	0.980	0.931	1.012	0.994	0.955
1U	1.008	1.001	0.979	0.955	0.899	1.040	1.155	1.005	0.99	0.967	0.927	0.997	0.979	0.947
2U	1.008	0.995	0.971	0.949	0.872	0.884	1.362	1.002	0.983	0.960	0.911	0.992	0.972	0.935
3R	1.008	0.983	0.962	0.942	0.850	1.088	1.259	0.996	0.973	0.952	0.896	0.984	0.962	0.924
3U	0.968	0.933	0.902	0.879	0.865	1.200	1.517	0.951	0.918	0.891	0.872	0.934	0.904	0.881
4R	0.994	0.958	0.933	0.950	0.902	1.058	1.298	0.976	0.946	0.942	0.926	0.721	0.710	0.696
4U	0.972	0.936	0.910	0.910	0.882	1.164	1.403	0.954	0.923	0.910	0.896	0.939	0.917	0.903
5R	0.998	0.958	0.949	0.931	0.882	1.100	1.276	0.978	0.954	0.940	0.907	0.966	0.947	0.923
5U	0.926	0.921	0.911	0.941	0.862	0.986	1.213	0.924	0.916	0.926	0.902	0.920	0.921	0.914
6R	1.032	0.923	0.925	0.921	0.908	1.124	1.268	0.978	0.924	0.923	0.915	0.951	0.924	0.919

Factor Calculation .939*(55/192) .917*(96/192) .903*(41/192)

0.268984375 0.4585 0.19282813 0.9203125 Daily Factor

1.002 Monthly Factor

	Pecue Volume	Pecue AADT
Tues	2178	2008
mon+wed	2269	2092

[a] = [1]/2 + [2]/2
[b] = [2]/2 + [3]/2
[d] = [3]/2 + [4]/2
[e] = [4]/2 + [5]/2

[f] = [1]/4 + [2]/2 +[3]/4
[g] = [2]/4 + [3]/2 + [4]/4
[h] = [3]/4 + [4]/2 + [5]/4

AADT = Volume * SF * DF (George Chike LADOTD)

Land Use: 210
Single-Family Detached Housing

Description

Single-family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision.

Additional Data

The number of vehicles and residents had a high correlation with average weekday vehicle trip ends. The use of these variables was limited, however, because the number of vehicles and residents was often difficult to obtain or predict. The number of dwelling units was generally used as the independent variable of choice because it was usually readily available, easy to project and had a high correlation with average weekday vehicle trip ends.

This land use included data from a wide variety of units with different sizes, price ranges, locations and ages. Consequently, there was a wide variation in trips generated within this category. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Single-family detached units had the highest trip generation rate per dwelling unit of all residential uses because they were the largest units in size and had more residents and more vehicles per unit than other residential land uses; they were generally located farther away from shopping centers, employment areas and other trip attractors than other residential land uses; and they generally had fewer alternative modes of transportation available because they were typically not as concentrated as other residential land uses.

The peak hour of the generator typically coincided with the peak hour of the adjacent street traffic.

The sites were surveyed between the late 1960s and the 2000s throughout the United States and Canada.

Source Numbers

1, 4, 5, 6, 7, 8, 11, 12, 13, 14, 16, 19, 20, 21, 26, 34, 35, 36, 38, 40, 71, 72, 84, 91, 98, 100, 105, 108, 110, 114, 117, 119, 157, 167, 177, 187, 192, 207, 211, 246, 275, 283, 293, 300, 319, 320, 357, 384, 435, 550, 552, 579, 598, 601, 603, 611, 614, 637, 711, 735

Single-Family Detached Housing
(210)

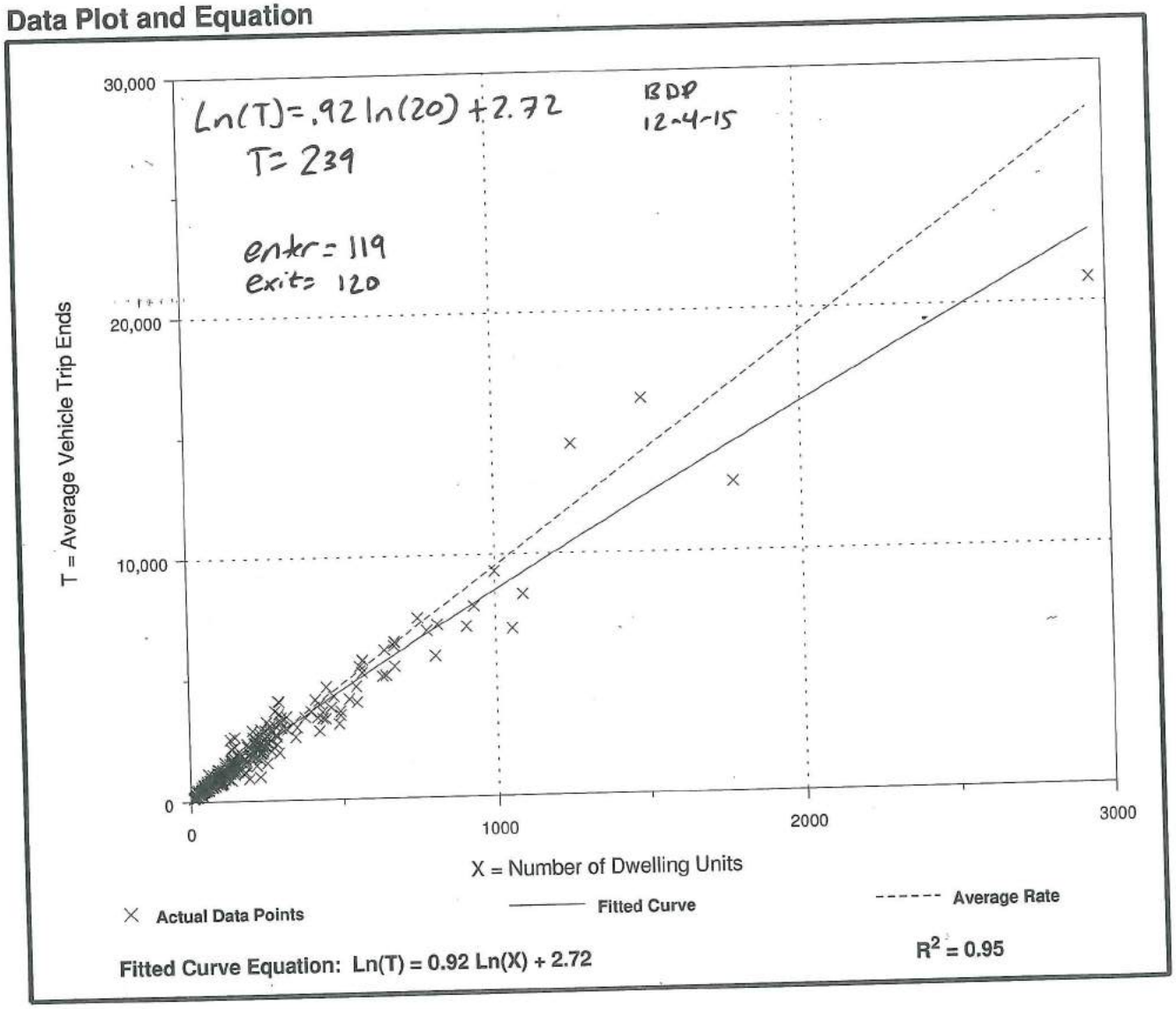
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Number of Studies: 355
Avg. Number of Dwelling Units: 198
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.52	4.31 - 21.85	3.70

Data Plot and Equation



AIC✓

Single-Family Detached Housing
(210)

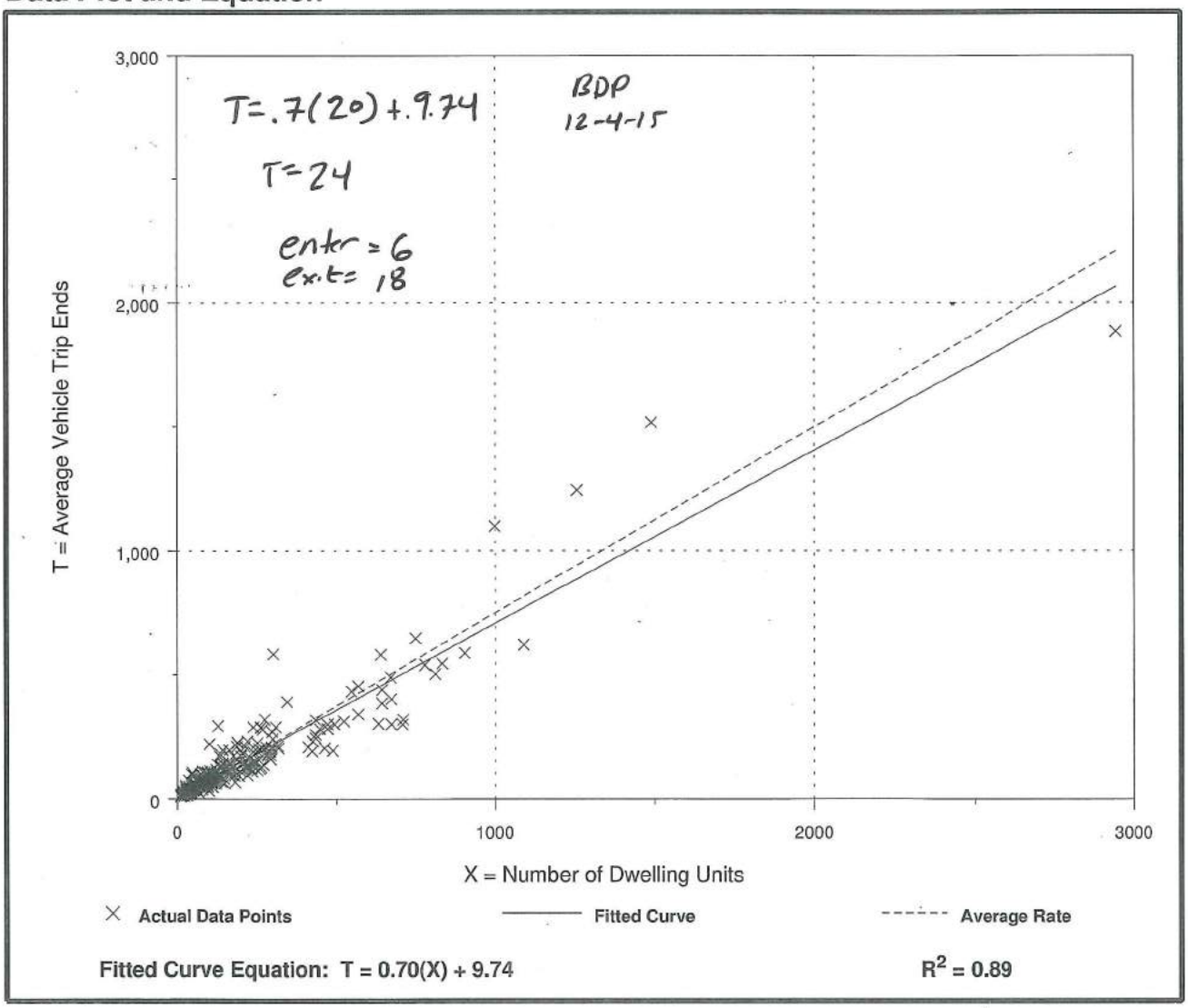
Average Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 292
Avg. Number of Dwelling Units: 194
Directional Distribution: 25% entering, 75% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.75	0.33 - 2.27	0.90

Data Plot and Equation



Fitted Curve Equation: T = 0.70(X) + 9.74

R^2 = 0.89

APC

Single-Family Detached Housing
(210)

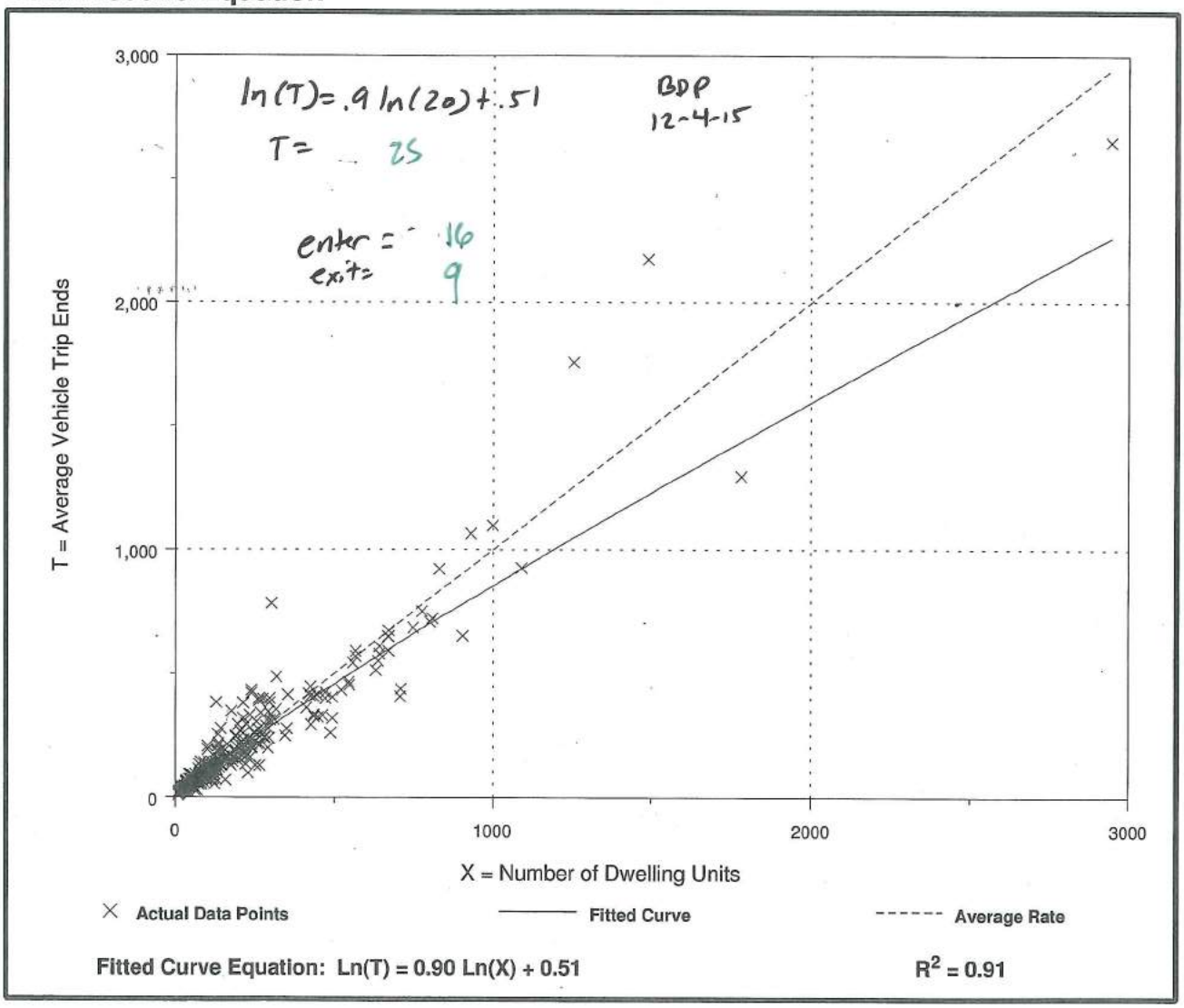
Average Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 321
Avg. Number of Dwelling Units: 207
Directional Distribution: 63% entering, 37% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.00	0.42 - 2.98	1.05

Data Plot and Equation



AHC

Highland at Pecue Crash Summary

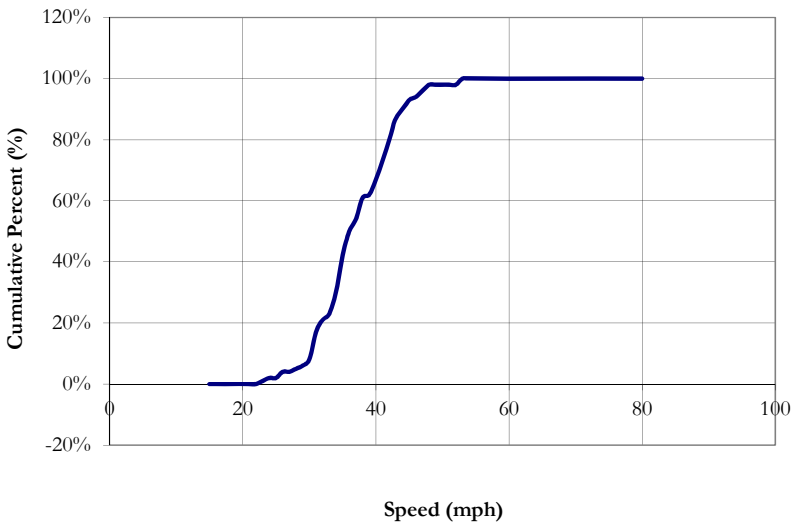
Route	Mile Point	Csect	Log Mile	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	type acc	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Severity
42	9.34	258-31	1.62	1	0	0	1	0	1	1/14/2013	MV in Trans	Rear End	Coll wt veh	wet	20130001738	17	14	1	A	EEE	BQI	D-Complaint
42	9.34	258-31	1.62	1	1	0	0	0	0	2/19/2013	MV in Trans	Rear End	Coll wt veh	dry	20130009958	17	14	1	A	EE	BA	E-None
42	9.34	258-31	1.62	1	0	0	1	0	1	5/24/2013	MV in Trans	Left Turn-f	Coll wt veh	dry	20130023179	17	13	1	A	EWE	IBB	D-Complaint
42	9.34	258-31	1.62	1	1	0	0	0	0	7/12/2013	MV in Trans	Rt Angle	Coll wt veh	dry	20130027617	17	22	0	A	SW	IB	E-None
42	9.34	258-31	1.62	1	1	0	0	0	0	8/18/2013	MV in Trans	Right Turn-h	Coll wt veh	dry	20130029867	17	13	1	A	SW	JB	E-None
Total	2013			5	3	0	2	0	2													
42	9.34	258-31	1.62	1	0	0	1	0	1	1/13/2014	MV in Trans	Rear End	Coll wt veh	dry	20140004477	17	21	0	A	EE	BM	D-Complaint
42	9.34	258-31	1.62	1	1	0	0	0	0	5/23/2014	MV in Trans	Rear End	Coll wt veh	dry	20140026520	17	17	0	A	NN	BA	E-None
42	9.34	258-31	1.62	1	1	0	0	0	0	6/12/2014	Oth Non Coll	Non Coll	Non Col on Rd	dry	20140030331	17	14	1	A	SS	IB	E-None
42	9.33	258-31	1.63	1	1	0	0	0	0	7/2/2014	MV in Trans	Rt Angle	Coll wt veh	dry	20140028329	17	15	0	A	ES	IB	E-None
42	9.36	258-31	1.6	1	0	0	1	0	2	7/21/2014	MV in Trans	Head on	Coll wt veh	dry	20140034957	17	15	0	A	SW	IB	C-Moderate
42	9.34	258-31	1.62	1	1	0	0	0	0	9/27/2014	MV in Trans	S Swipe(sd)	Coll wt veh	dry	20140040799	17	15	0	A	EE	FI	E-None
42	9.32	258-31	1.64	1	0	0	1	0	3	10/6/2014	MV in Trans	Left Turn-f	Coll wt veh	dry	20140042437	17	13	1	A	NS	IB	D-Complaint
Total	2014			7	4	0	3	0	6													
42	9.33	258-31	1.64	1	1	0	0	0	0	5/21/2015	MV in Trans	Rt Angle	Coll wt veh	dry	20150024067	17	7	1	A	SS	JB	E-None
42	9.35	258-31	1.62	1	0	0	1	0	2	9/7/2015	MV in Trans	Head on	Coll wt veh	dry	20150038017	17	17	1	A	SW	IB	D-Complaint
42	9.35	258-31	1.62	1	1	0	0	0	0	9/28/2015	Tree	Non Coll	Run off rd	dry	20150007956	17	11	0	A	E	G	E-None
42	9.35	258-31	1.62	1	0	0	1	0	1	12/14/2015	MV in Trans	Left Turn-f	Coll wt veh	dry	20150049223	17	13	1	A	EW	IB	D-Complaint
Total	2015			4	2	0	2	0	3													
Grand	Total			16	9	0	7	0	11													

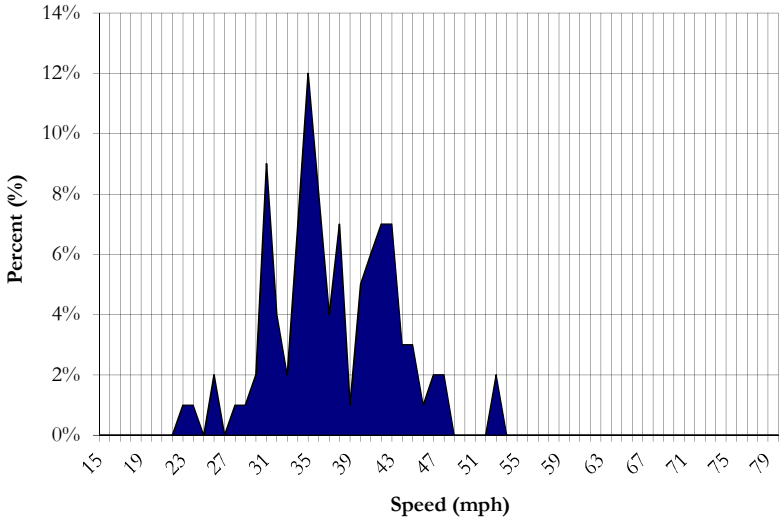
Louisiana Department of Transportation and Development
Section 77 - Headquarters, Baton Rouge, LA

Study Location:	LA 42: Highland Road at Pecue
Control Section:	258-31
Direction(s):	Eastbound
Study Date:	43003
Time Frame:	10:00 AM - 12:00 PM
Posted Speed:	45

50th Percentile Speed			36	mph
85th Percentile Speed			43	mph
10 mph Pace Speed	34	through	43	mph
Percent in Pace Speed				64.0%
Percent Under Pace Speed				23.0%
Percent Above Pace Speed				13.0%
Range of Speeds	23	through	53	mph
Vehicles Observed			100	veh
Average Speed			37.4	mph

Speed (mph)	Frequency	Percent (%)	Cumulative Percent (%)
15			
16			
17			
18			
19			
20			
21			
22			
23	1	1%	1%
24	1	1%	2%
25			2%
26	2	2%	4%
27			4%
28	1	1%	5%
29	1	1%	6%
30	2	2%	8%
31	9	9%	17%
32	4	4%	21%
33	2	2%	23%
34	7	7%	30%
35	12	12%	42%
36	8	8%	50%
37	4	4%	54%
38	7	7%	61%
39	1	1%	62%
40	5	5%	67%
41	6	6%	73%
42	7	7%	80%
43	7	7%	87%
44	3	3%	90%
45	3	3%	93%
46	1	1%	94%
47	2	2%	96%
48	2	2%	98%
49			98%
50			98%
51			98%
52			98%
53	2	2%	100%
54			100%
55			100%
56			100%
57			100%
58			100%
59			100%
60			100%
61			100%
62			100%
63			100%
64			100%
65			100%
66			100%
67			100%
68			100%
69			100%
70			100%
71			100%
72			100%
73			100%
74			100%
75			100%
76			100%
77			100%
78			100%
79			100%
80			100%
Total	100		





STATE OF LOUISIANA

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SECTION 77, TRAFFIC ENGINEERING MANAGEMENT
SPOT SPEED STUDY

LOCATION :	**LA 42: Highland Road at Pecue Lane**		
RECORDER:	**USI**	*TIME OF STUDY:*	**10:00 AM**
DATE:	**9/25/2017**	*WEATHER:*	**Clear**
DIRECTION OF TRAVEL :	**Eastbound**	*ROAD CONDITIONS:*	**Dry**
ROUTE:	**LA 42**	*PARISH:*	**East Baton Rouge**
CONTROL SECTION:	**258-31**	*POSTED SPEED LIMIT:*	**45**

MEAN (AVERAGE):	**37.5**	*15 TH PERCENTILE:*	**30**
MODE:	**35**	*85 TH PERCENTILE:*	**42**
MEDIAN:	**36**	*95 TH PERCENTILE:*	**46**
BOTTOM OF10 MPH PACE SPEED:	**34**	*NO. OF OBSERVATIONS:*	**100**
TOP OF 10 MPH PACE SPEED:	**43**	*% OF VEHICLES IN PACE RANGE:*	**64.0%**

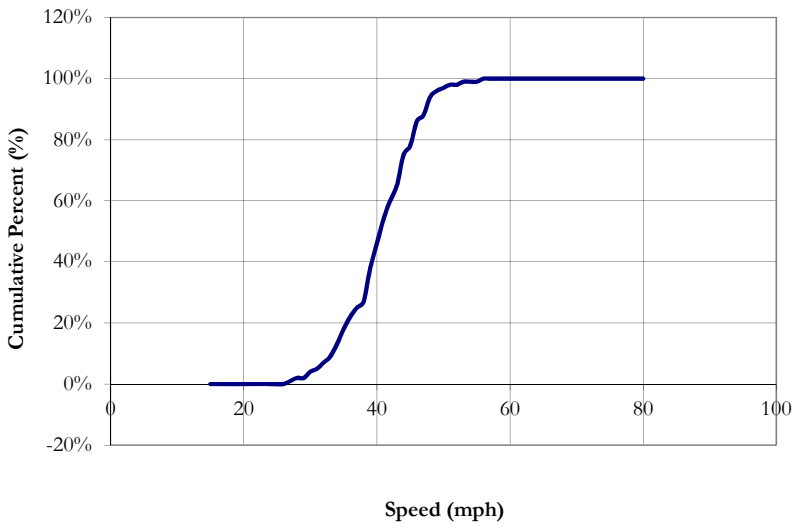
SPEED	*FREQ.*	*Percent*	Cumlative *Percent*	*SPEED*	*FREQ.*	*Percent*	Cumlative Percent
15				49			
16				50			
17				51			
18				52			
19				53	**2**	**2.00**	**100.00%**
20				54			
21				55			
22				56			
23	**1**	**1.00**	**1.00%**	57			
24	**1**	**1.00**	**2.00%**	58			
25				59			
26	**2**	**2.00**	**4.00%**	60			
27				61			
28	**1**	**1.00**	**5.00%**	62			
29	**1**	**1.00**	**6.00%**	63			
30	**2**	**2.00**	**8.00%**	64			
31	**9**	**9.00**	**17.00%**	65			
32	**4**	**4.00**	**21.00%**	66			
33	**2**	**2.00**	**23.00%**	67			
34	**7**	**7.00**	**30.00%**	68			
35	**12**	**12.00**	**42.00%**	69			
36	**8**	**8.00**	**50.00%**	70			
37	**4**	**4.00**	**54.00%**	71			
38	**7**	**7.00**	**61.00%**	72			
39	**1**	**1.00**	**62.00%**	73			
40	**5**	**5.00**	**67.00%**	74			
41	**6**	**6.00**	**73.00%**	75			
42	**7**	**7.00**	**80.00%**	76			
43	**7**	**7.00**	**87.00%**	77			
44	**3**	**3.00**	**90.00%**	78			
45	**3**	**3.00**	**93.00%**	79			
46	**1**	**1.00**	**94.00%**	80			
47	**2**	**2.00**	**96.00%**				
48	**2**	**2.00**	**98.00%**				

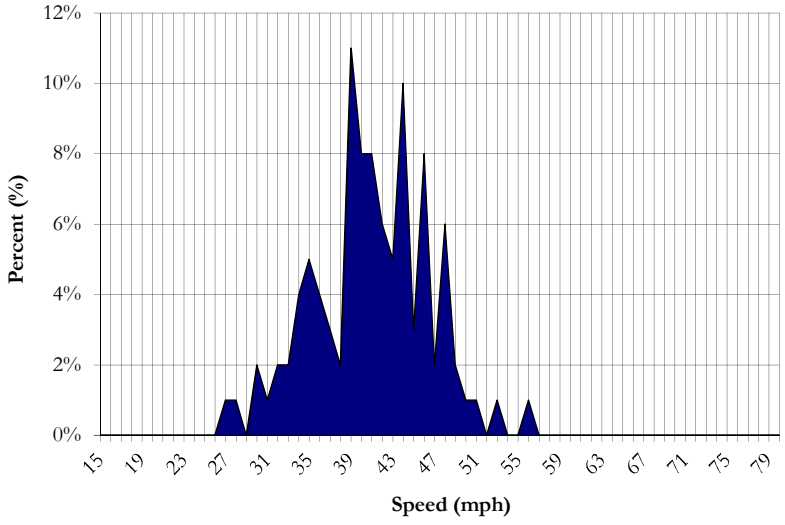
Louisiana Department of Transportation and Development
Section 77 - Headquarters, Baton Rouge, LA

Study Location:	LA 42: Highland Road at Pecue
Control Section:	258-31
Direction(s):	Westbound
Study Date:	43003
Time Frame:	10:00 AM - 12:00 PM
Posted Speed:	45

50th Percentile Speed			41	mph
85th Percentile Speed			46	mph
10 mph Pace Speed	39	through	48	mph
Percent in Pace Speed				67.0%
Percent Under Pace Speed				27.0%
Percent Above Pace Speed				6.0%
Range of Speeds	27	through	56	mph
Vehicles Observed			100	veh
Average Speed			41.0	mph

Speed (mph)	Frequency	Percent (%)	Cumulative Percent (%)
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27	1	1%	1%
28	1	1%	2%
29			2%
30	2	2%	4%
31	1	1%	5%
32	2	2%	7%
33	2	2%	9%
34	4	4%	13%
35	5	5%	18%
36	4	4%	22%
37	3	3%	25%
38	2	2%	27%
39	11	11%	38%
40	8	8%	46%
41	8	8%	54%
42	6	6%	60%
43	5	5%	65%
44	10	10%	75%
45	3	3%	78%
46	8	8%	86%
47	2	2%	88%
48	6	6%	94%
49	2	2%	96%
50	1	1%	97%
51	1	1%	98%
52			98%
53	1	1%	99%
54			99%
55			99%
56	1	1%	100%
57			100%
58			100%
59			100%
60			100%
61			100%
62			100%
63			100%
64			100%
65			100%
66			100%
67			100%
68			100%
69			100%
70			100%
71			100%
72			100%
73			100%
74			100%
75			100%
76			100%
77			100%
78			100%
79			100%
80			100%
Total	100		





STATE OF LOUISIANA

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SECTION 77, TRAFFIC ENGINEERING MANAGEMENT
SPOT SPEED STUDY

LOCATION :	**LA 42: Highland Road at Pecue Lane**		
RECORDER:	**USI**	*TIME OF STUDY:*	**10:00 AM**
DATE:	**9/25/2017**	*WEATHER:*	**Clear**
DIRECTION OF TRAVEL :	**Westbound**	*ROAD CONDITIONS:*	**Dry**
ROUTE:	**LA 42**	*PARISH:*	**East Baton Rouge**
CONTROL SECTION:	**258-31**	*POSTED SPEED LIMIT:*	**45**

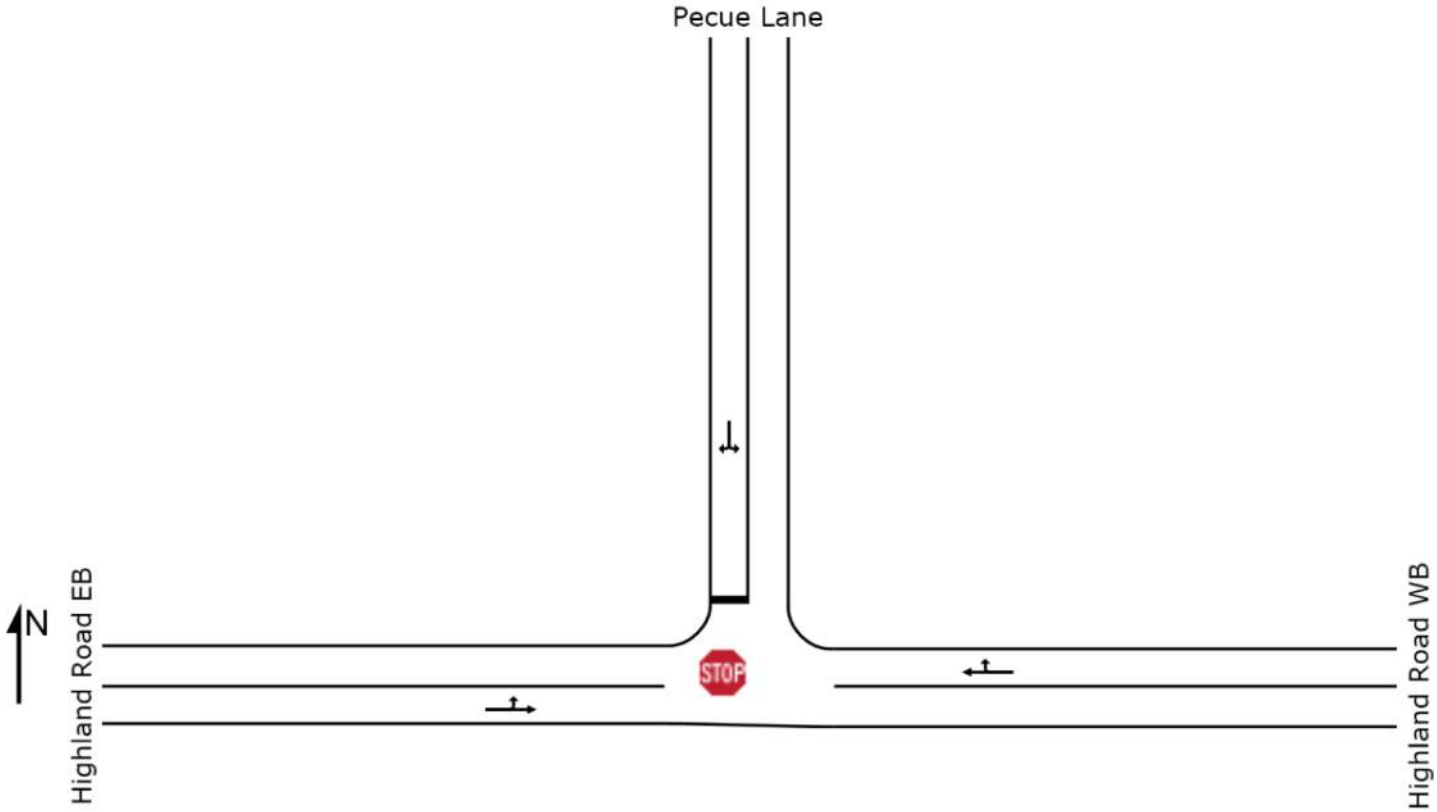
MEAN (AVERAGE):	**40.9**	*15 TH PERCENTILE:*	**34**
MODE:	**39**	*85 TH PERCENTILE:*	**45**
MEDIAN:	**40**	*95 TH PERCENTILE:*	**48**
BOTTOM OF10 MPH PACE SPEED:	**39**	*NO. OF OBSERVATIONS:*	**100**
TOP OF 10 MPH PACE SPEED:	**48**	*% OF VEHICLES IN PACE RANGE:*	**67.0%**

SPEED	*FREQ.*	*Percent*	Cumlative *Percent*	*SPEED*	*FREQ.*	*Percent*	Cumlative Percent
15				49	**2**	**2.00**	**96.00%**
16				50	**1**	**1.00**	**97.00%**
17				51	**1**	**1.00**	**98.00%**
18				52			
19				53	**1**	**1.00**	**99.00%**
20				54			
21				55			
22				56	**1**	**1.00**	**100.00%**
23				57			
24				58			
25				59			
26				60			
27	**1**	**1.00**	**1.00%**	61			
28	**1**	**1.00**	**2.00%**	62			
29				63			
30	**2**	**2.00**	**4.00%**	64			
31	**1**	**1.00**	**5.00%**	65			
32	**2**	**2.00**	**7.00%**	66			
33	**2**	**2.00**	**9.00%**	67			
34	**4**	**4.00**	**13.00%**	68			
35	**5**	**5.00**	**18.00%**	69			
36	**4**	**4.00**	**22.00%**	70			
37	**3**	**3.00**	**25.00%**	71			
38	**2**	**2.00**	**27.00%**	72			
39	**11**	**11.00**	**38.00%**	73			
40	**8**	**8.00**	**46.00%**	74			
41	**8**	**8.00**	**54.00%**	75			
42	**6**	**6.00**	**60.00%**	76			
43	**5**	**5.00**	**65.00%**	77			
44	**10**	**10.00**	**75.00%**	78			
45	**3**	**3.00**	**78.00%**	79			
46	**8**	**8.00**	**86.00%**	80			
47	**2**	**2.00**	**88.00%**				
48	**6**	**6.00**	**94.00%**				

SITE LAYOUT

Site: AM Existing - Highland Road at Pecue Lane

Highland Road at Pecue Lane
Stop (Two-Way)



Organisation: URBAN SYSTEMS ASSOCIATES, INC | Created: Thursday, April 12, 2018 3:03:42 PM
Project: U:\Projects\ENGPROJ\2016Proj\16-016-1 Highland-Pecue\A\Sidra\Ex & NB analysis.sip6

INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: AM Existing - Highland Road at Pecue Lane

Highland Road at Pecue Lane
Stop (Two-Way)

Volume Display Method: Total and %

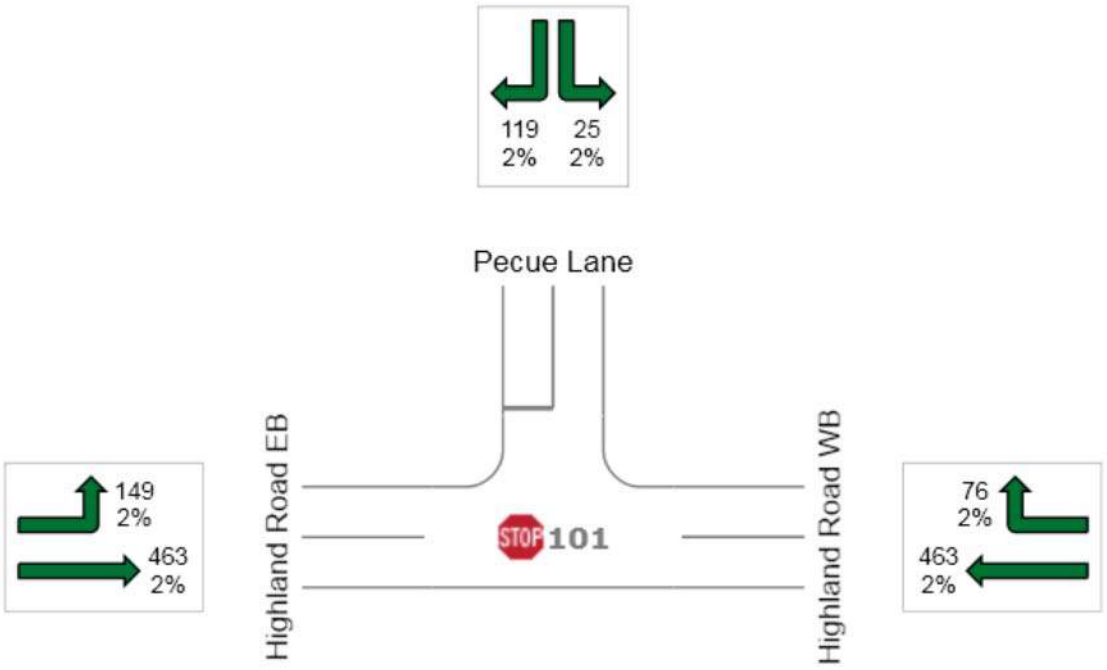
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 1295

Light Vehicles (LV): 1269

Heavy Vehicles (HV): 26



MOVEMENT SUMMARY

Site: AM Existing - Highland Road at Pecue Lane

Highland Road at Pecue Lane
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: Highland Road WB											
6	T1	579	2.0	0.371	0.1	LOS A	0.0	0.0	0.00	0.00	39.3
16	R2	95	2.0	0.371	0.1	LOS A	0.0	0.0	0.00	0.00	37.8
Approach		674	2.0	0.371	0.1	NA	0.0	0.0	0.00	0.00	39.1
North: Pecue Lane											
7	L2	30	2.0	0.867	110.2	LOS F	6.8	171.9	0.91	1.38	18.6
14	R2	142	2.0	0.867	43.1	LOS E	6.8	171.9	0.91	1.38	18.7
Approach		171	2.0	0.867	54.7	LOS F	6.8	171.9	0.91	1.38	18.7
West: Highland Road EB											
5	L2	180	2.0	0.549	7.4	LOS A	4.8	121.5	0.57	0.16	34.4
2	T1	558	2.0	0.549	4.0	LOS A	4.8	121.5	0.57	0.16	35.9
Approach		737	2.0	0.549	4.8	NA	4.8	121.5	0.57	0.16	35.6
All Vehicles		1583	2.0	0.867	8.2	NA	6.8	171.9	0.36	0.23	33.6

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: PM Existing - Highland Road at Pecue Lane

Highland Road at Pecue Lane
Stop (Two-Way)

Volume Display Method: Total and %

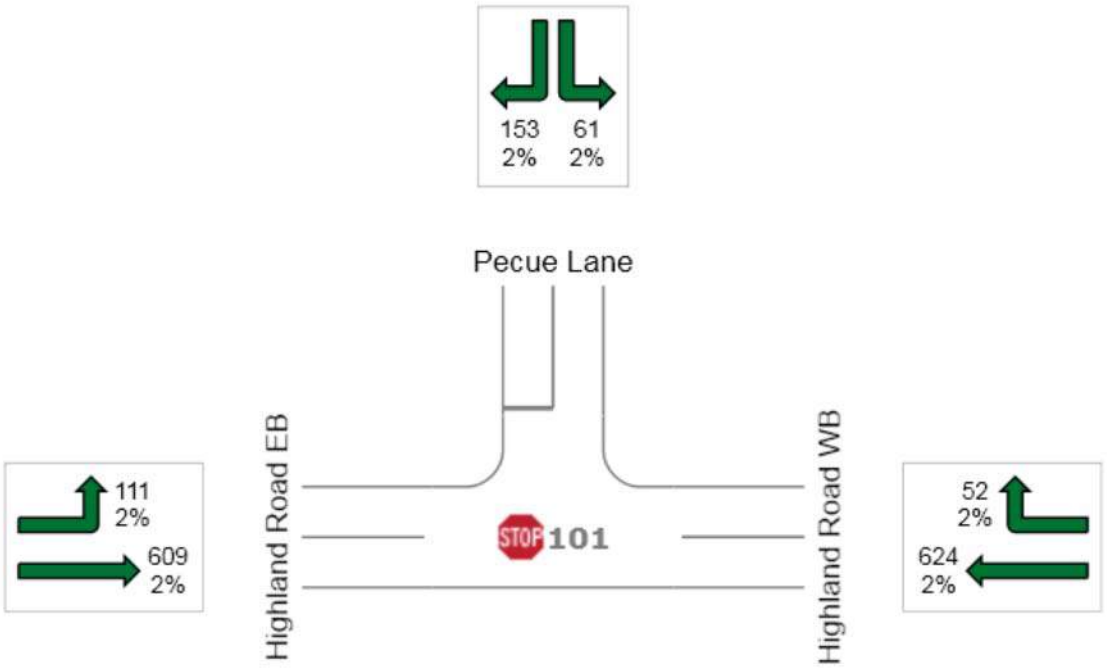
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 1610

Light Vehicles (LV): 1578

Heavy Vehicles (HV): 32



MOVEMENT SUMMARY

Site: PM Existing - Highland Road at Pecue Lane

Highland Road at Pecue Lane
Stop (Two-Way)

Movement Performance - Vehicles

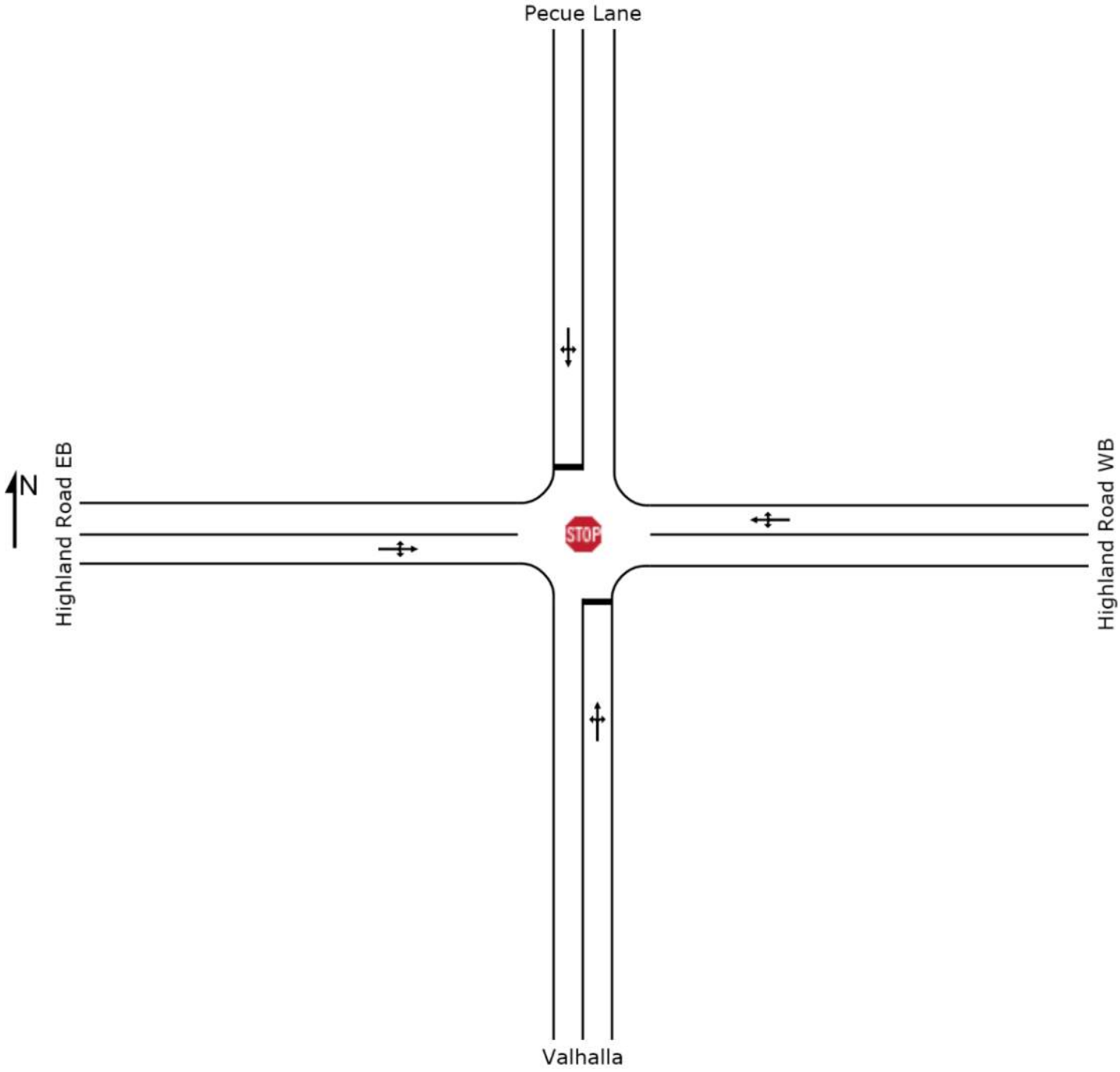
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: Highland Road WB											
6	T1	780	2.0	0.460	0.1	LOS A	0.0	0.0	0.00	0.00	39.6
16	R2	65	2.0	0.460	0.1	LOS A	0.0	0.0	0.00	0.00	38.0
Approach		845	2.0	0.460	0.1	NA	0.0	0.0	0.00	0.00	39.4
North: Pecue Lane											
7	L2	73	2.0	4.197	1680.7	LOS F	73.4	1864.6	1.00	2.50	1.4
14	R2	182	2.0	4.197	1482.0	LOS F	73.4	1864.6	1.00	2.50	1.4
Approach		255	2.0	4.197	1538.7	LOS F	73.4	1864.6	1.00	2.50	1.4
West: Highland Road EB											
5	L2	134	2.0	0.645	12.8	LOS B	6.2	158.5	0.59	0.11	33.8
2	T1	734	2.0	0.645	5.4	LOS A	6.2	158.5	0.59	0.11	35.2
Approach		867	2.0	0.645	6.5	NA	6.2	158.5	0.59	0.11	35.0
All Vehicles		1967	2.0	4.197	202.2	NA	73.4	1864.6	0.39	0.37	8.5

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: AM 2037 NB- Highland Road at Pecue Lane

Highland Road at Pecue Lane
Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: AM 2037 NB- Highland Road at Pecue Lane

Highland Road at Pecue Lane
Stop (Two-Way)

Volume Display Method: Total and %

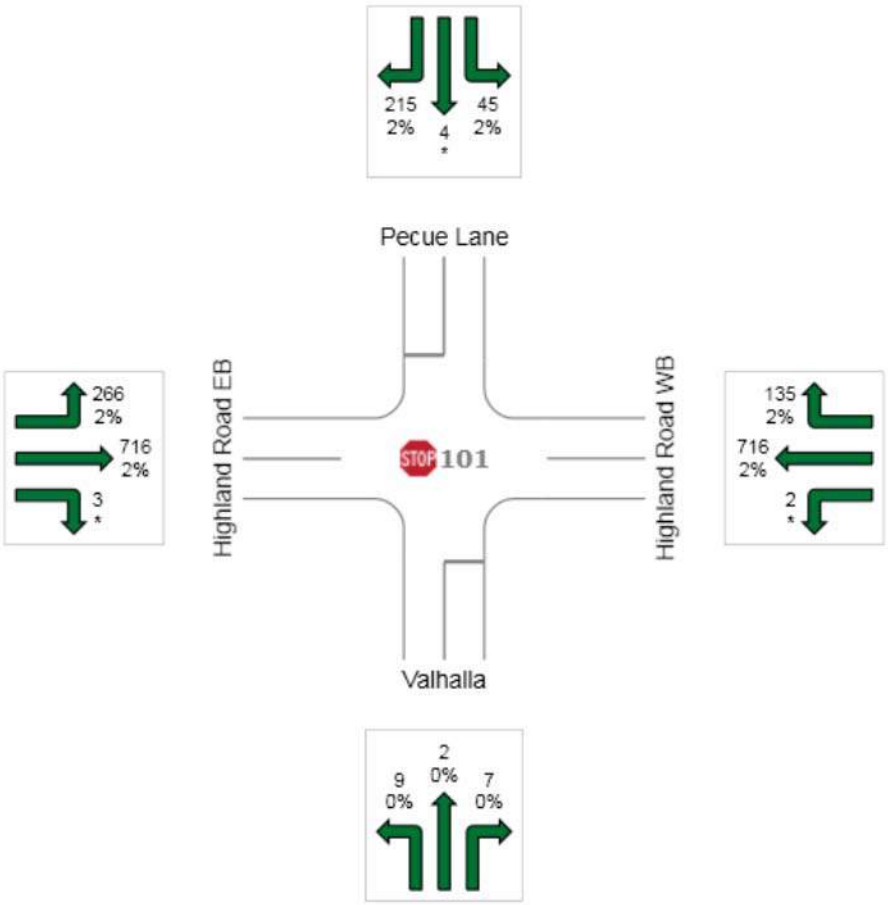
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 2120

Light Vehicles (LV): 2078

Heavy Vehicles (HV): 42



"* Movement Class is not included in this OD Movement.

MOVEMENT SUMMARY

Site: AM 2037 NB- Highland Road at Pecue Lane

Highland Road at Pecue Lane
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Valhalla											
3	L2	10	0.0	2.708	1649.5	LOS F	10.1	253.7	1.00	1.32	1.3
8	T1	2	0.0	2.708	2574.4	LOS F	10.1	253.7	1.00	1.32	1.3
18	R2	8	0.0	2.708	1068.9	LOS F	10.1	253.7	1.00	1.32	1.3
Approach		20	0.0	2.708	1526.4	LOS F	10.1	253.7	1.00	1.32	1.3
East: Highland Road WB											
1	L2	3	0.0	0.594	14.9	LOS B	0.3	7.3	0.03	0.00	37.4
6	T1	895	2.0	0.594	0.2	LOS A	0.3	7.3	0.03	0.00	39.1
16	R2	169	2.0	0.594	0.5	LOS A	0.3	7.3	0.03	0.00	37.6
Approach		1067	2.0	0.594	0.3	NA	0.3	7.3	0.03	0.00	38.9
North: Pecue Lane											
7	L2	54	2.0	11.533	5495.0	LOS F	118.2	3001.6	1.00	1.91	0.4
4	T1	4	0.0	11.533	5683.7	LOS F	118.2	3001.6	1.00	1.91	0.4
14	R2	256	2.0	11.533	4804.4	LOS F	118.2	3001.6	1.00	1.91	0.4
Approach		314	2.0	11.533	4934.7	LOS F	118.2	3001.6	1.00	1.91	0.4
West: Highland Road EB											
5	L2	320	2.0	1.443	211.1	LOS F	131.4	3336.3	1.00	0.98	8.2
2	T1	863	2.0	1.443	209.0	LOS F	131.4	3336.3	1.00	0.98	8.3
12	R2	3	0.0	1.443	211.1	LOS F	131.4	3336.3	1.00	0.98	8.2
Approach		1186	2.0	1.443	209.5	NA	131.4	3336.3	1.00	0.98	8.3
All Vehicles		2588	2.0	11.533	706.8	NA	131.4	3336.3	0.60	0.69	2.9

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: PM 2037 NB- Highland Road at Pecue Lane

Highland Road at Pecue Lane
Stop (Two-Way)

Volume Display Method: Total and %

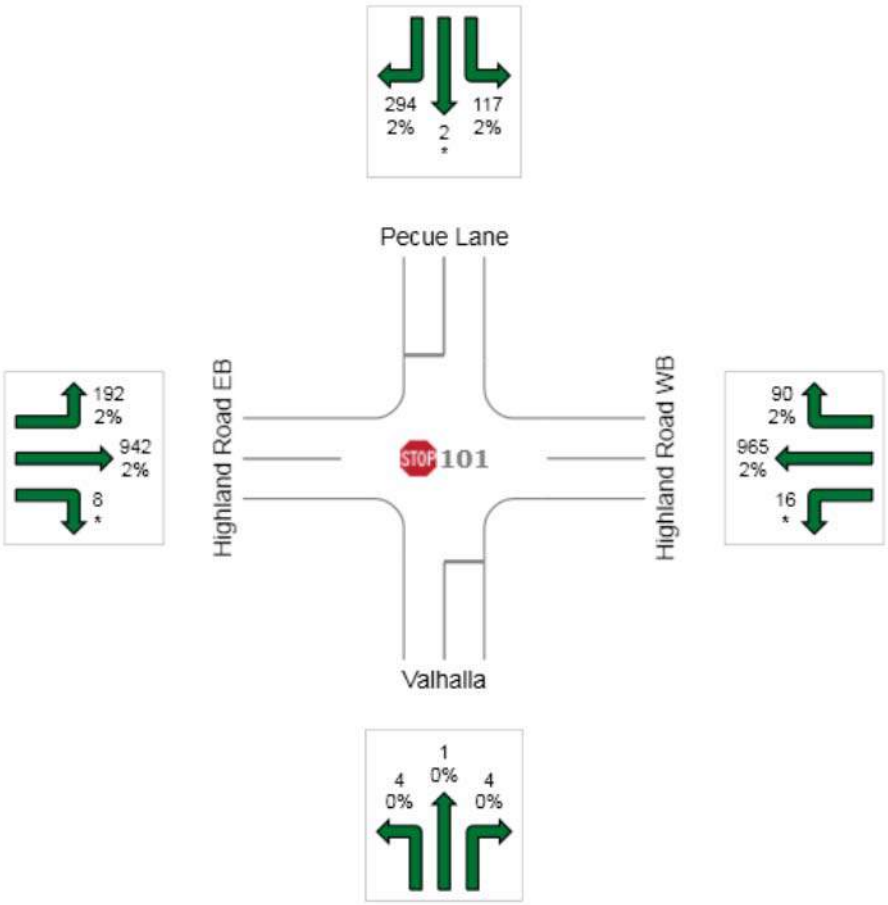
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 2635

Light Vehicles (LV): 2583

Heavy Vehicles (HV): 52



"* Movement Class is not included in this OD Movement.

MOVEMENT SUMMARY

Site: PM 2037 NB- Highland Road at Pecue Lane

Highland Road at Pecue Lane
Stop (Two-Way)

Movement Performance - Vehicles

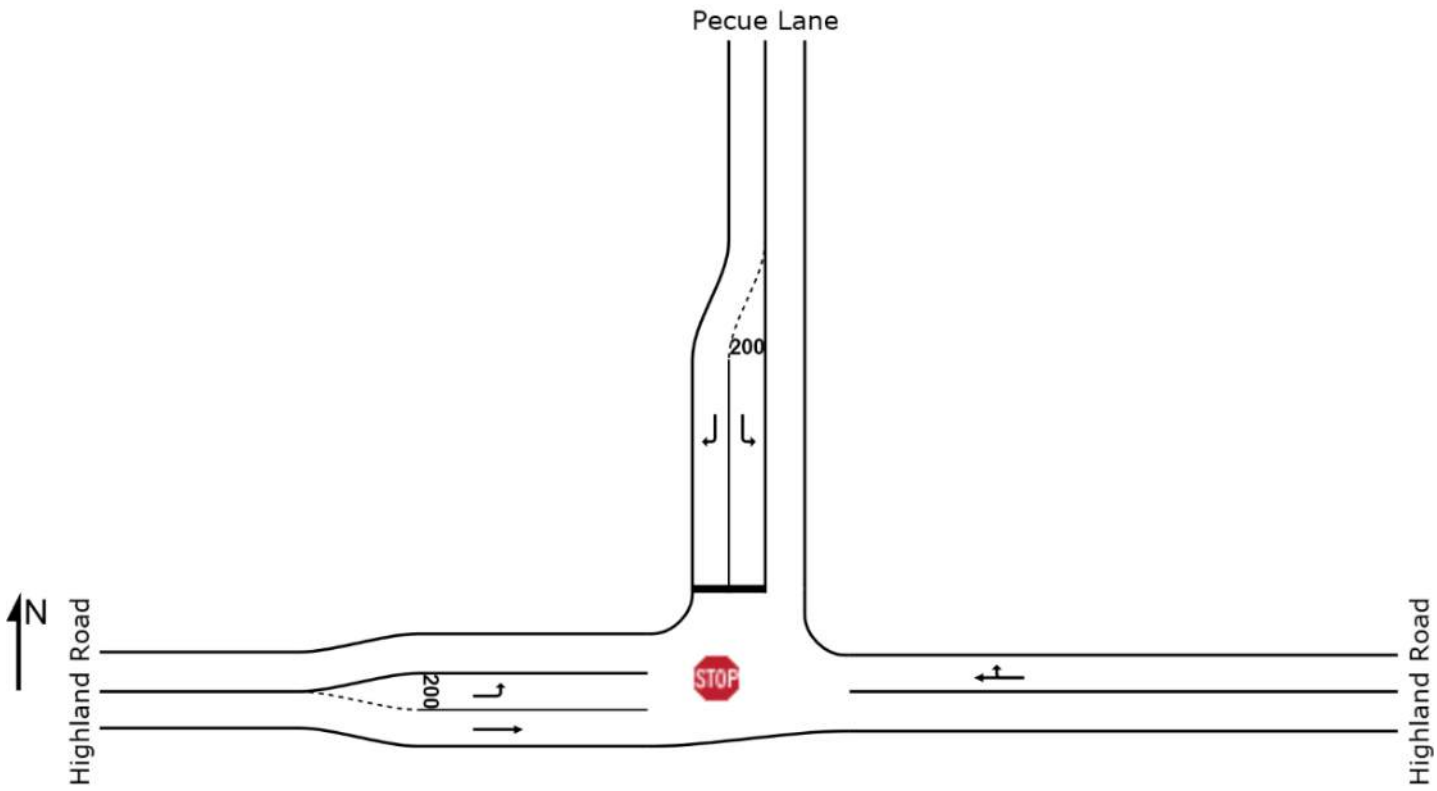
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Valhalla											
3	L2	4	0.0	1.667	1260.2	LOS F	5.6	139.7	1.00	1.16	1.7
8	T1	1	0.0	1.667	2875.2	LOS F	5.6	139.7	1.00	1.16	1.7
18	R2	4	0.0	1.667	739.0	LOS F	5.6	139.7	1.00	1.16	1.7
Approach		10	0.0	1.667	1208.0	LOS F	5.6	139.7	1.00	1.16	1.7
East: Highland Road WB											
1	L2	18	0.0	0.782	50.5	LOS F	16.1	408.6	1.00	0.01	34.8
6	T1	1206	2.0	0.782	3.3	LOS A	16.1	408.6	1.00	0.01	36.2
16	R2	113	2.0	0.782	18.1	LOS C	16.1	408.6	1.00	0.01	34.9
Approach		1337	2.0	0.782	5.2	NA	16.1	408.6	1.00	0.01	36.1
North: Pecue Lane											
7	L2	139	2.0	32.589	14774.1	LOS F	221.8	5633.1	1.00	1.51	0.2
4	T1	2	0.0	32.589	15594.9	LOS F	221.8	5633.1	1.00	1.51	0.2
14	R2	350	2.0	32.589	14340.9	LOS F	221.8	5633.1	1.00	1.51	0.2
Approach		492	2.0	32.589	14469.3	LOS F	221.8	5633.1	1.00	1.51	0.2
West: Highland Road EB											
5	L2	231	2.0	2.205	555.0	LOS F	264.5	6716.6	1.00	0.55	3.6
2	T1	1135	2.0	2.205	552.2	LOS F	264.5	6716.6	1.00	0.55	3.6
12	R2	9	0.0	2.205	555.0	LOS F	264.5	6716.6	1.00	0.55	3.6
Approach		1375	2.0	2.205	552.7	NA	264.5	6716.6	1.00	0.55	3.6
All Vehicles		3213	2.0	32.589	2455.7	NA	264.5	6716.6	1.00	0.47	0.9

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: AM 2037- Highland Road at Pecue Lane

Highland Road at Pecue Lane
Stop (Two-Way)



Organisation: URBAN SYSTEMS ASSOCIATES, INC | Created: Wednesday, January 10, 2018 9:58:11 AM
Project: U:\Projects\ENGPROJ\2016Proj\16-016-1 Highland-Pecue\A\Sidra\Build 2037 analysis.sip6

INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: AM 2037- Highland Road at Pecue Lane

Highland Road at Pecue Lane
Stop (Two-Way)

Volume Display Method: Total and %

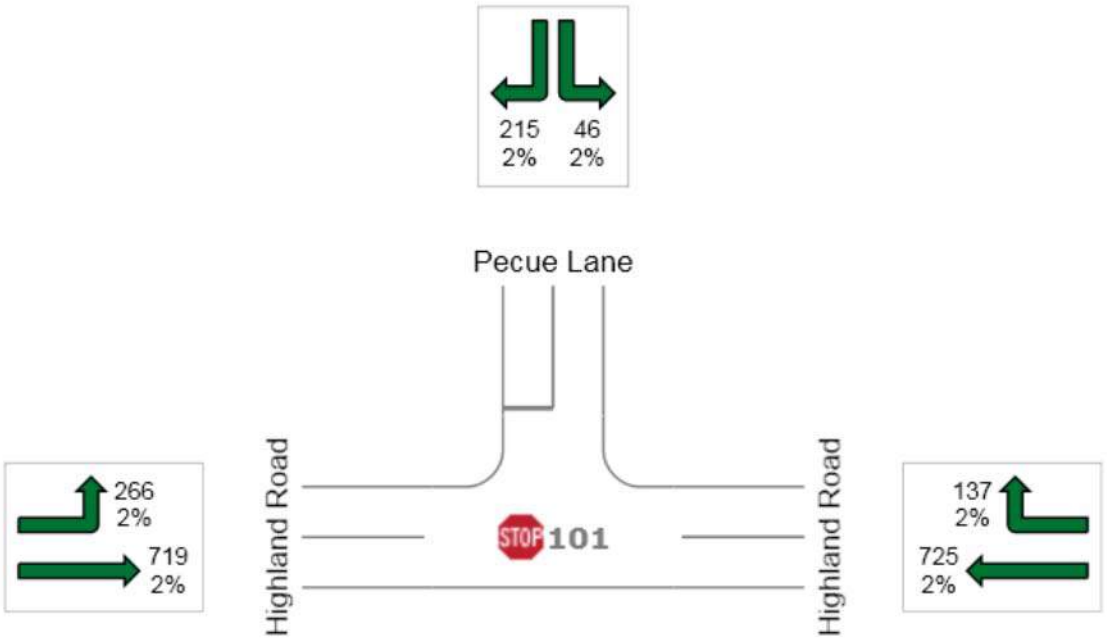
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 2108

Light Vehicles (LV): 2066

Heavy Vehicles (HV): 42



LANE SUMMARY

Site: AM 2037- Highland Road at Pecue Lane

Highland Road at Pecue Lane
Stop (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
East: Highland Road													
Lane 1	1078	2.0	1811	0.595	100	0.1	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	1078	2.0		0.595		0.1	NA	0.0	0.0				
North: Pecue Lane													
Lane 1	55	2.0	6	9.127	100	4379.0	LOS F	37.1	942.0	Short	200	0.0	NA
Lane 2	256	2.0	154	1.667	100	345.8	LOS F	39.5	1002.8	Full	1600	0.0	0.0
Approach	311	2.0		9.127		1056.6	LOS F	39.5	1002.8				
West: Highland Road													
Lane 1	320	2.0	318	1.008	100	55.8	LOS F	12.1	306.3	Short	200	0.0	NA
Lane 2	866	2.0	929	0.933	100	3.5	LOS A	9.6	242.7	Full	1600	0.0	0.0
Approach	1187	2.0		1.008		17.6	NA	12.1	306.3				
Intersection	2575	2.0		9.127		135.7	NA	39.5	1002.8				

Level of Service (LOS) Method: Delay (HCM 2000).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: PM 2037- Highland Road at Pecue Lane

Highland Road at Pecue Lane
Stop (Two-Way)

Volume Display Method: Total and %

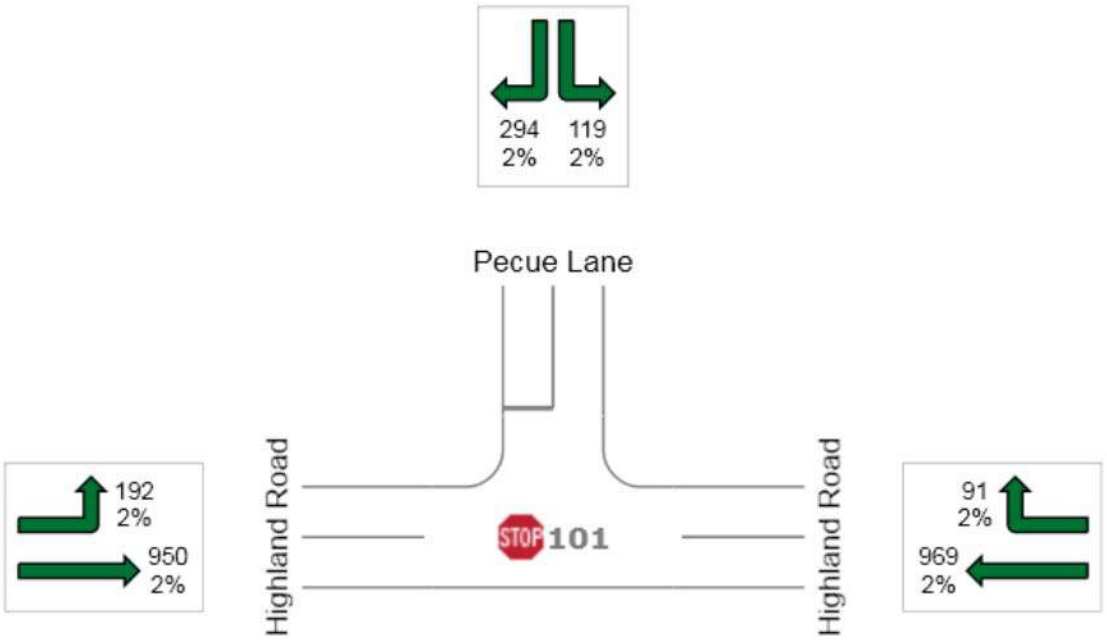
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 2615

Light Vehicles (LV): 2563

Heavy Vehicles (HV): 52



LANE SUMMARY

Site: PM 2037- Highland Road at Pecue Lane

Highland Road at Pecue Lane
Stop (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
East: Highland Road													
Lane 1	1152	2.0	1834	0.628	100	0.1	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	1152	2.0		0.628		0.1	NA	0.0	0.0				
North: Pecue Lane													
Lane 1	134	2.0	6	22.285	100	10194.6	LOS F	90.3	2294.0	Short	200	0.0	NA
Lane 2	330	2.0	87	3.786	100	1313.5	LOS F	88.3	2243.8	Full	1600	0.0	16.9[8]
Approach	464	2.0		22.285		3872.5	LOS F	90.3	2294.0				
West: Highland Road													
Lane 1	211	2.0	258	0.818	100	33.3	LOS D	4.7	118.5	Short	200	0.0	NA
Lane 2	1044	2.0	1863	0.560	100	0.1	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	1255	2.0		0.818		5.7	NA	4.7	118.5				
Intersection	2871	2.0		22.285		628.4	NA	90.3	2294.0				

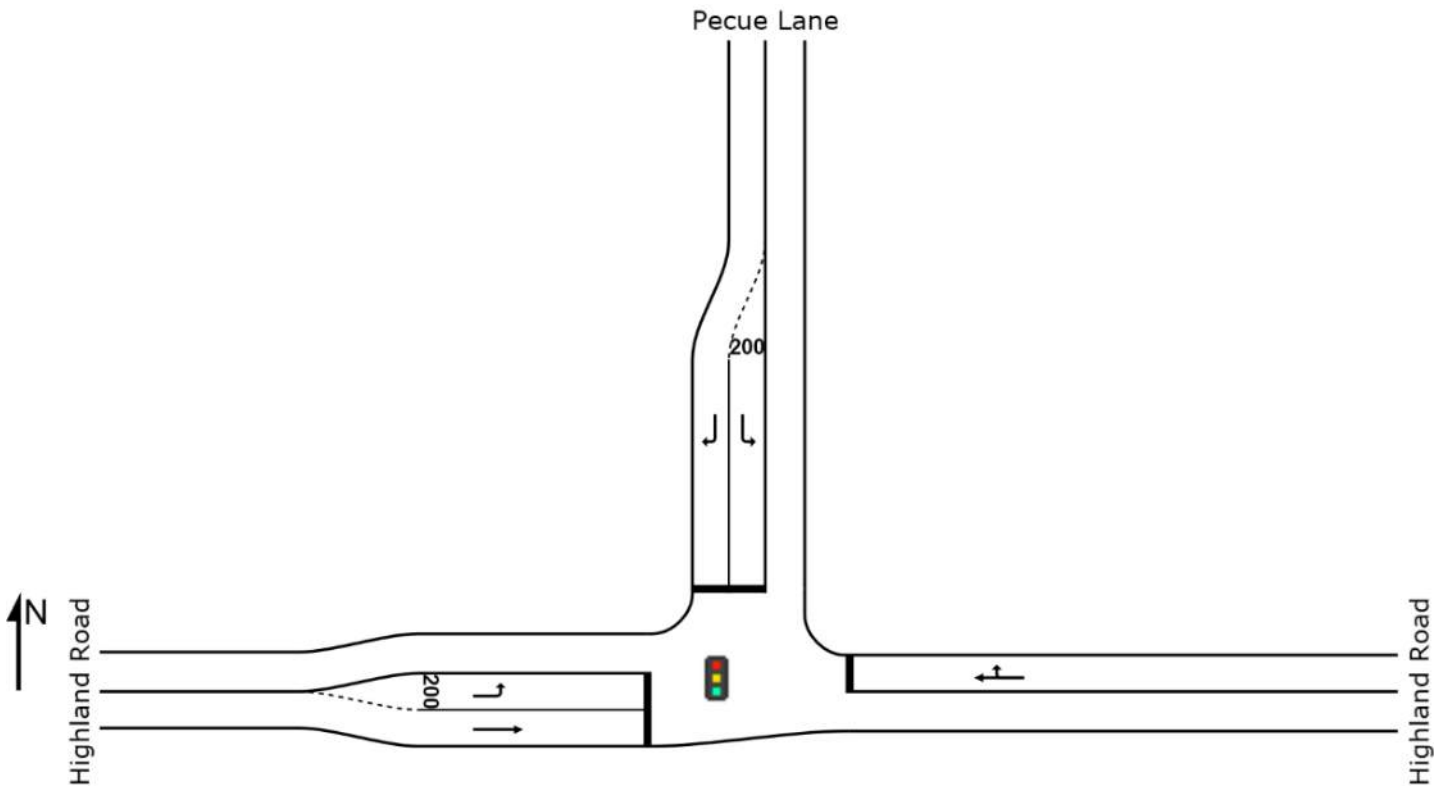
Level of Service (LOS) Method: Delay (HCM 2000).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

8 Probability of Blockage has been set on the basis of a queue that overflows from an adjacent short lane.

SITE LAYOUT

Site: AM 2037- Highland Road at Pecue Lane

Highland Road at Pecue Lane
Signals - Actuated Isolated



Organisation: URBAN SYSTEMS ASSOCIATES, INC | Created: Wednesday, January 10, 2018 9:59:10 AM
Project: U:\Projects\ENGPROJ\2016Proj\16-016-1 Highland-Pecue\A\Sidra\Build 2037 analysis.sip6

INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: AM 2037- Highland Road at Pecue Lane

Highland Road at Pecue Lane
Signals - Actuated Isolated

Volume Display Method: Total and %

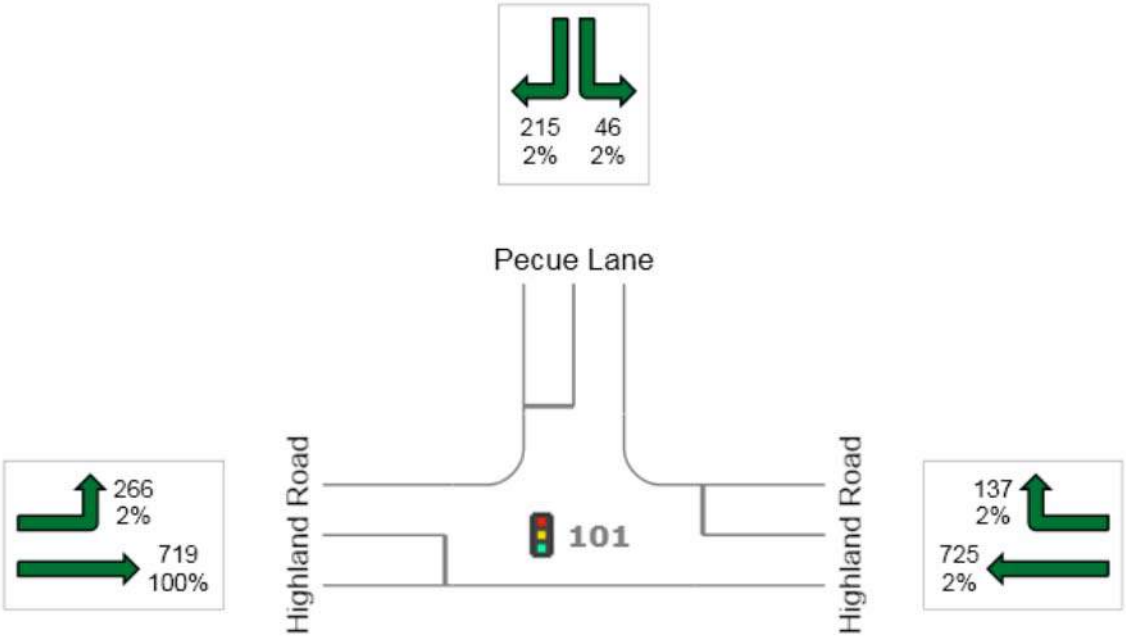
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 2108

Light Vehicles (LV): 1361

Heavy Vehicles (HV): 747



PHASING SUMMARY

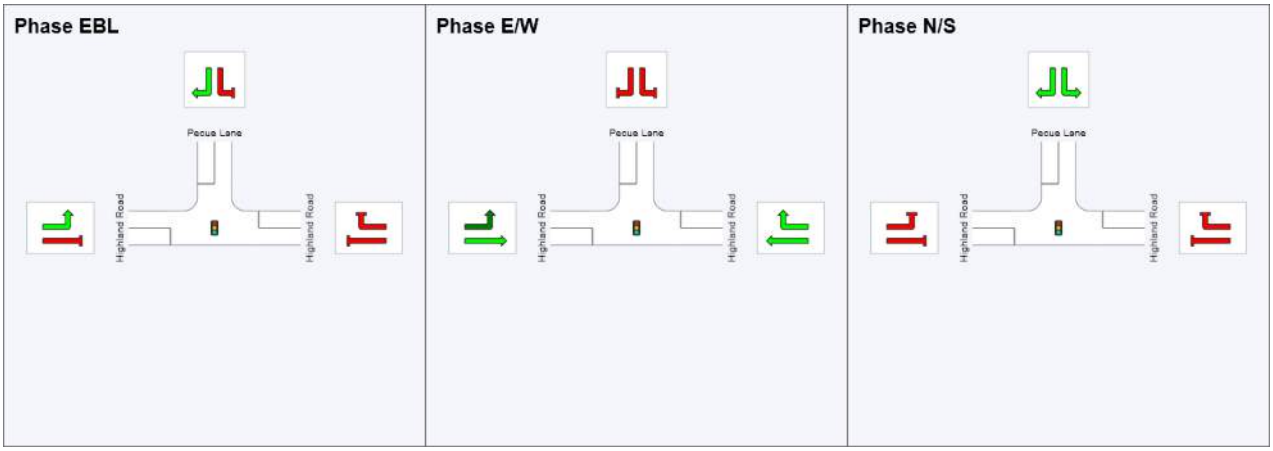
Site: AM 2037- Highland Road at Pecue Lane

Highland Road at Pecue Lane
Signals - Actuated Isolated Cycle Time = 80 seconds (User-Given Phase Times)

Phase times specified by the user
Sequence: Opposed Turns
Movement Class: All Movement Classes
Input Sequence: EBL, E/W, N/S
Output Sequence: EBL, E/W, N/S

Phase Timing Results

Phase	EBL	E/W	N/S
Reference Phase	No	Yes	No
Phase Change Time (sec)	63	0	53
Green Time (sec)	12	48	5
Yellow Time (sec)	4	4	4
All-Red Time (sec)	1	1	1
Phase Time (sec)	17	53	10
Phase Split	21 %	66 %	13 %



Normal Movement
Permitted/Opposed
Slip/Bypass-Lane Movement
Opposed Slip/Bypass-Lane
Stopped Movement
Turn On Red
Other Movement Class Running
Other Movement Class Stopped
Mixed Running & Stopped Movement Classes
Undetected Movement
Phase Transition Applied

LANE SUMMARY

Site: AM 2037- Highland Road at Pecue Lane

Highland Road at Pecue Lane
Signals - Actuated Isolated Cycle Time = 80 seconds (User-Given Phase Times)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
East: Highland Road													
Lane 1	1078	2.0	1087	0.992	100	41.0	LOS D	58.2	1478.2	Full	1600	0.0	0.0
Approach	1078	2.0		0.992		41.0	LOS D	58.2	1478.2				
North: Pecue Lane													
Lane 1	55	2.0	111	0.494	100	43.8	LOS D	2.3	57.6	Short	200	0.0	NA
Lane 2	256	2.0	434	0.590	100	28.9	LOS C	8.9	225.9	Full	1600	0.0	0.0
Approach	311	2.0		0.590		31.5	LOS C	8.9	225.9				
West: Highland Road													
Lane 1	320	2.0	326	0.985	100	48.6	LOS D	13.0	330.9	Short	200	0.0	NA
Lane 2	866	100.0	544[1]	1.592	100	305.4	LOS F	108.9	4899.8	Full	1600	0.0	100.0
Approach	1187	73.5		1.592		236.0	LOS F	108.9	4899.8				
Intersection	2575	35.0		1.592		129.7	LOS F	108.9	4899.8				

Level of Service (LOS) Method: Delay (HCM 2000).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the adjacent full-length lanes. Some upstream delays at entry to short lanes are not included.

INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: PM 2037- Highland Road at Pecue Lane

Highland Road at Pecue Lane
Signals - Actuated Isolated

Volume Display Method: Total and %

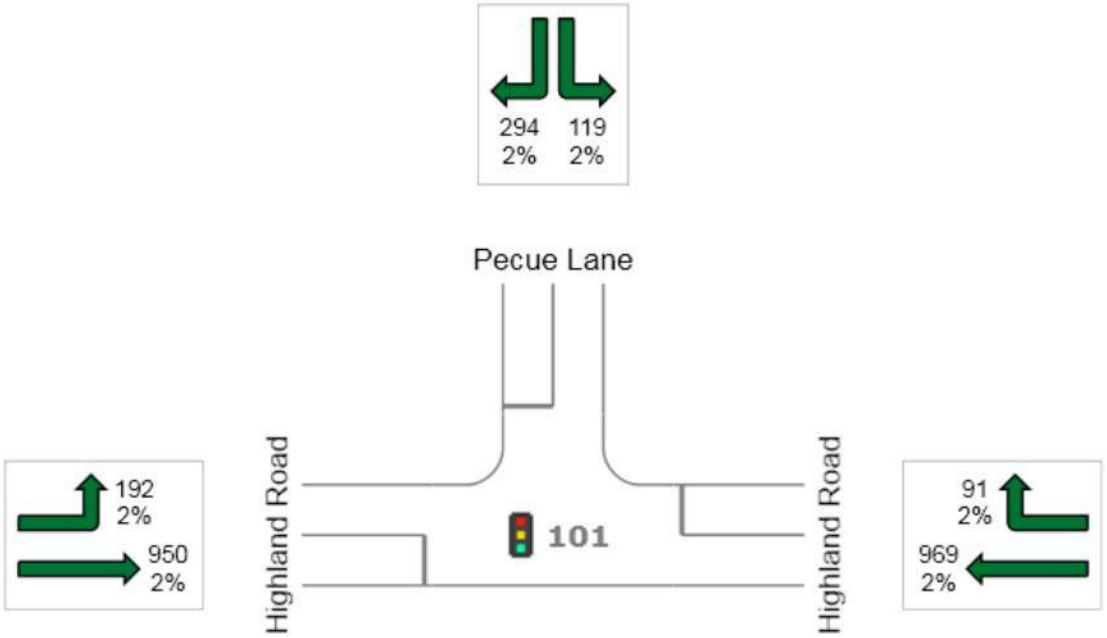
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 2615

Light Vehicles (LV): 2563

Heavy Vehicles (HV): 52



PHASING SUMMARY

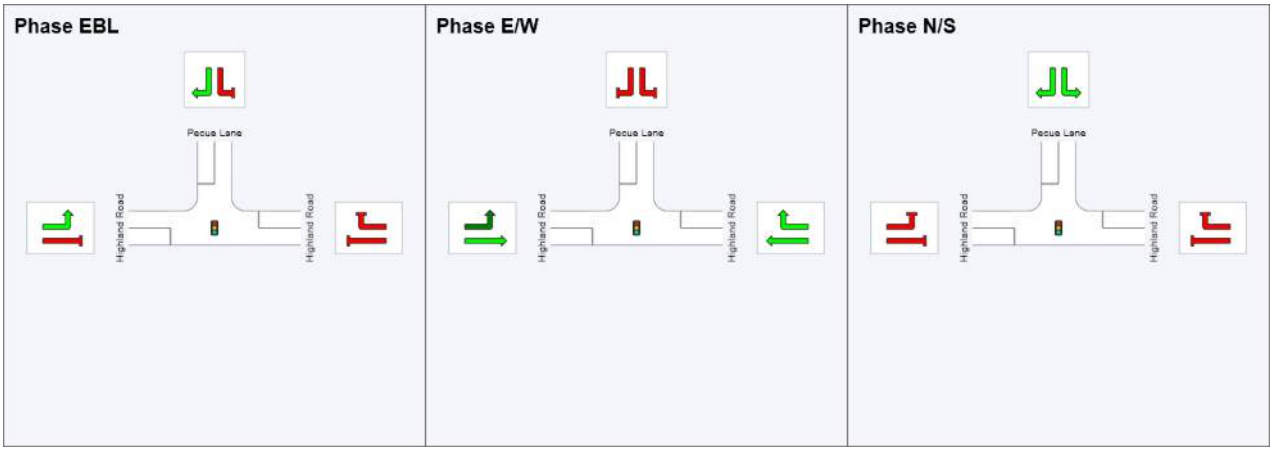
Site: PM 2037- Highland Road at Pecue Lane

Highland Road at Pecue Lane
Signals - Actuated Isolated Cycle Time = 80 seconds (User-Given Phase Times)

Phase times specified by the user
Sequence: Opposed Turns
Movement Class: All Movement Classes
Input Sequence: EBL, E/W, N/S
Output Sequence: EBL, E/W, N/S

Phase Timing Results

Phase	EBL	E/W	N/S
Reference Phase	No	Yes	No
Phase Change Time (sec)	70	0	56
Green Time (sec)	5	51	9
Yellow Time (sec)	4	4	4
All-Red Time (sec)	1	1	1
Phase Time (sec)	10	56	14
Phase Split	13 %	70 %	18 %



LANE SUMMARY

Site: PM 2037- Highland Road at Pecue Lane

Highland Road at Pecue Lane
Signals - Actuated Isolated Cycle Time = 80 seconds (User-Given Phase Times)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
East: Highland Road													
Lane 1	1152	2.0	1169	0.985	100	31.3	LOS C	56.1	1424.5	Full	1600	0.0	0.0
Approach	1152	2.0		0.985		31.3	LOS C	56.1	1424.5				
North: Pecue Lane													
Lane 1	134	2.0	200	0.670	100	40.3	LOS D	5.3	135.6	Short	200	0.0	NA
Lane 2	330	2.0	375	0.881	100	34.2	LOS C	12.9	328.2	Full	1600	0.0	0.0
Approach	464	2.0		0.881		36.0	LOS D	12.9	328.2				
West: Highland Road													
Lane 1	211	2.0	200	1.055	100	50.1	LOS D	9.3	235.8	Short	200	0.0	NA
Lane 2	1044	2.0	1042[1]	1.002	100	39.6	LOS D	54.6	1388.1	Full	1600	0.0	0.0
Approach	1255	2.0		1.055		41.4	LOS D	54.6	1388.1				
Intersection	2871	2.0		1.055		36.4	LOS D	56.1	1424.5				

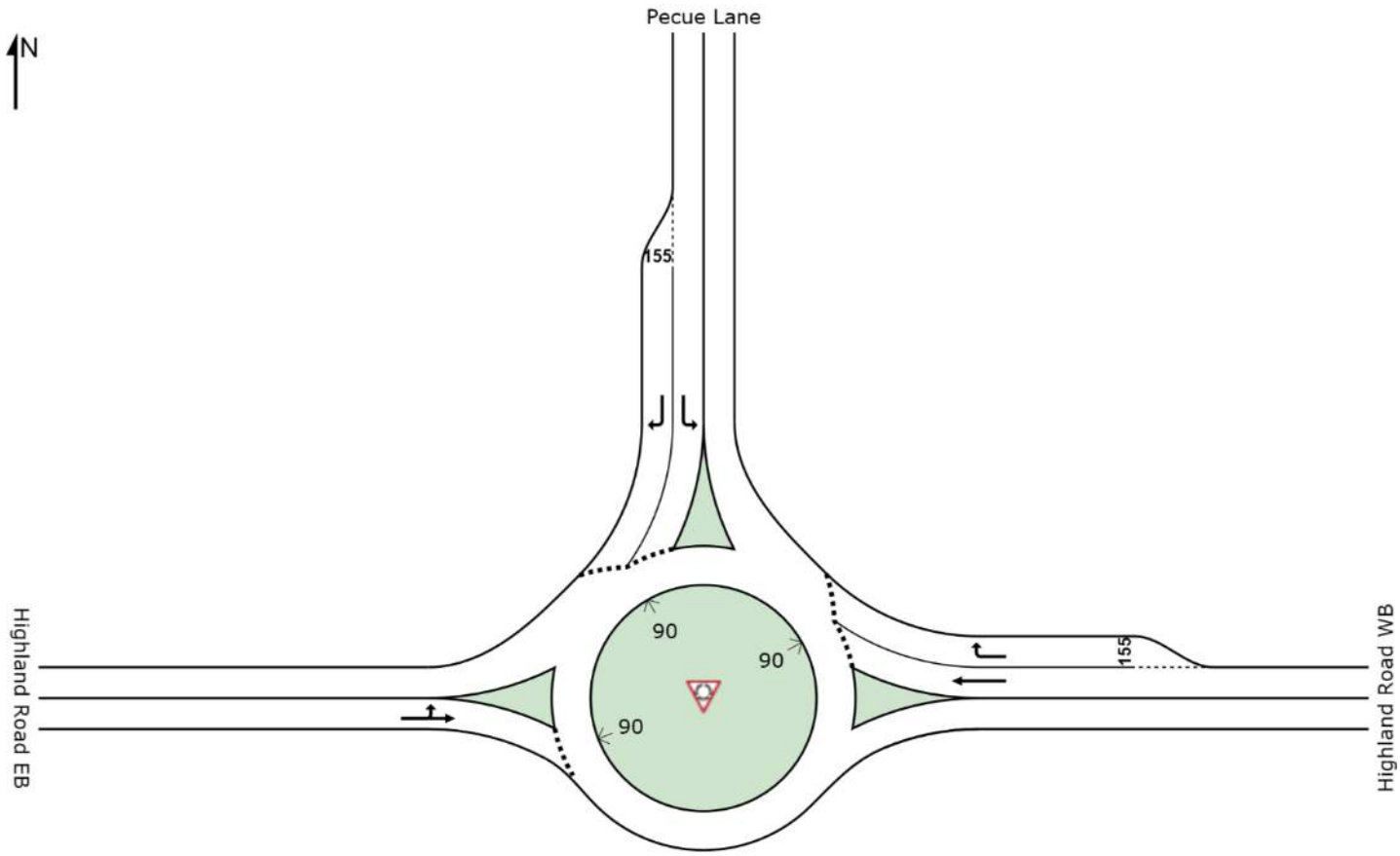
Level of Service (LOS) Method: Delay (HCM 2000).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the adjacent full-length lanes. Some upstream delays at entry to short lanes are not included.

SITE LAYOUT

Site: AM 2037- Highland Road at Pecue Lane (1 lane)

Highland Road at Pecue Lane
Roundabout



Organisation: URBAN SYSTEMS ASSOCIATES, INC | Created: Thursday, August 09, 2018 3:17:55 PM
Project: U:\Projects\ENGPROJ\2016Proj\16-016-1 Highland-Pecue\A\Sidra\Build 2037 analysis.sip6

INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: AM 2037- Highland Road at Pecue Lane (1 lane)

Highland Road at Pecue Lane
Roundabout

Volume Display Method: Total and %

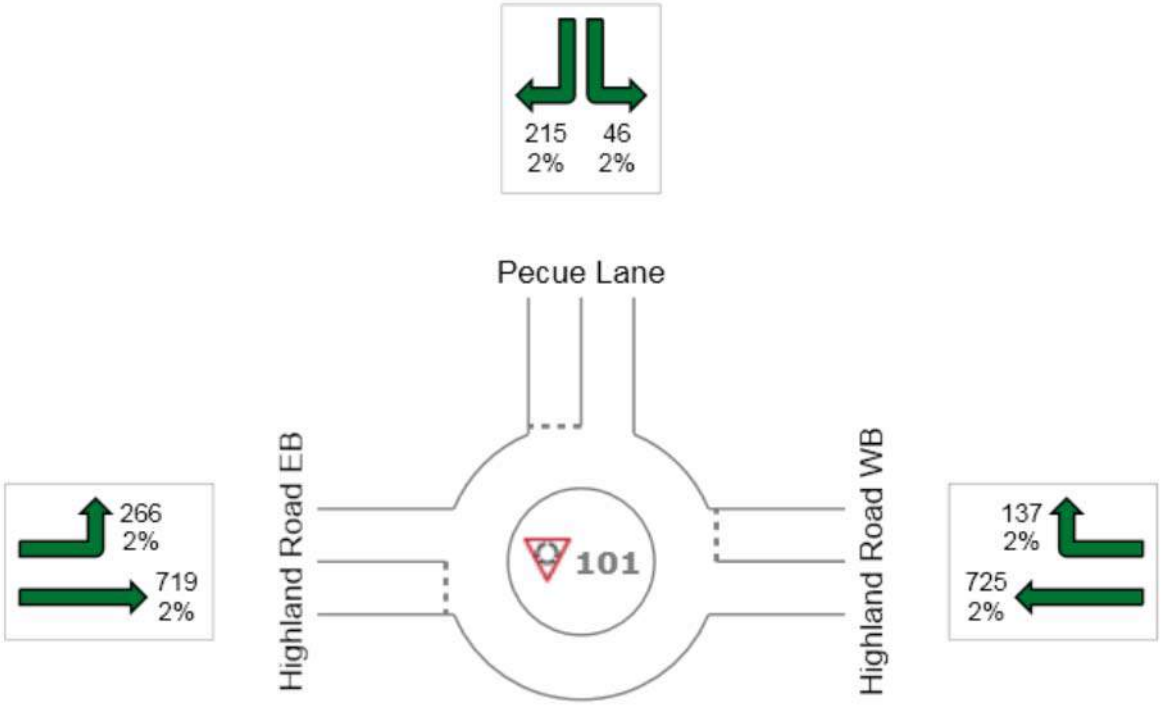
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 2108

Light Vehicles (LV): 2066

Heavy Vehicles (HV): 42



MOVEMENT SUMMARY

Site: AM 2037- Highland Road at Pecue Lane (1 lane)

Highland Road at Pecue Lane
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: Highland Road WB											
6	T1	906	2.0	0.816	6.7	LOS A	14.0	355.7	1.00	0.92	34.1
16	R2	171	2.0	0.247	3.0	LOS A	1.5	38.1	0.63	0.51	34.8
Approach		1078	2.0	0.816	6.1	LOS A	14.0	355.7	0.94	0.86	34.2
North: Pecue Lane											
7	L2	55	2.0	0.167	8.9	LOS A	1.1	27.2	0.91	0.87	30.7
14	R2	256	2.0	0.487	9.2	LOS A	4.6	116.4	1.00	1.01	31.7
Approach		311	2.0	0.487	9.2	LOS A	4.6	116.4	0.98	0.98	31.5
West: Highland Road EB											
5	L2	320	2.0	0.983	6.6	LOS A	55.5	1410.9	1.00	0.51	33.4
2	T1	866	2.0	0.983	6.6	LOS A	55.5	1410.9	1.00	0.51	33.4
Approach		1187	2.0	0.983	6.6	LOS A	55.5	1410.9	1.00	0.51	33.4
All Vehicles		2575	2.0	0.983	6.7	LOS A	55.5	1410.9	0.97	0.71	33.5

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: PM 2037- Highland Road at Pecue Lane (1 lane)

Highland Road at Pecue Lane
Roundabout

Volume Display Method: Total and %

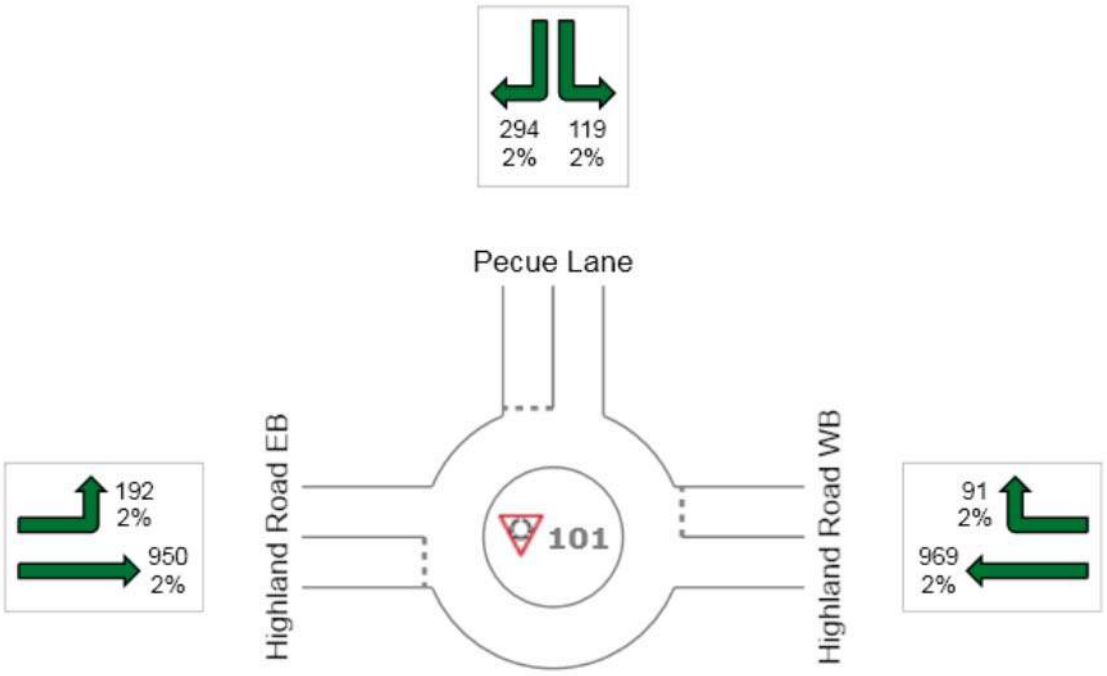
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 2615

Light Vehicles (LV): 2563

Heavy Vehicles (HV): 52



MOVEMENT SUMMARY

Site: PM 2037- Highland Road at Pecue Lane (1 lane)

Highland Road at Pecue Lane
Roundabout

Movement Performance - Vehicles

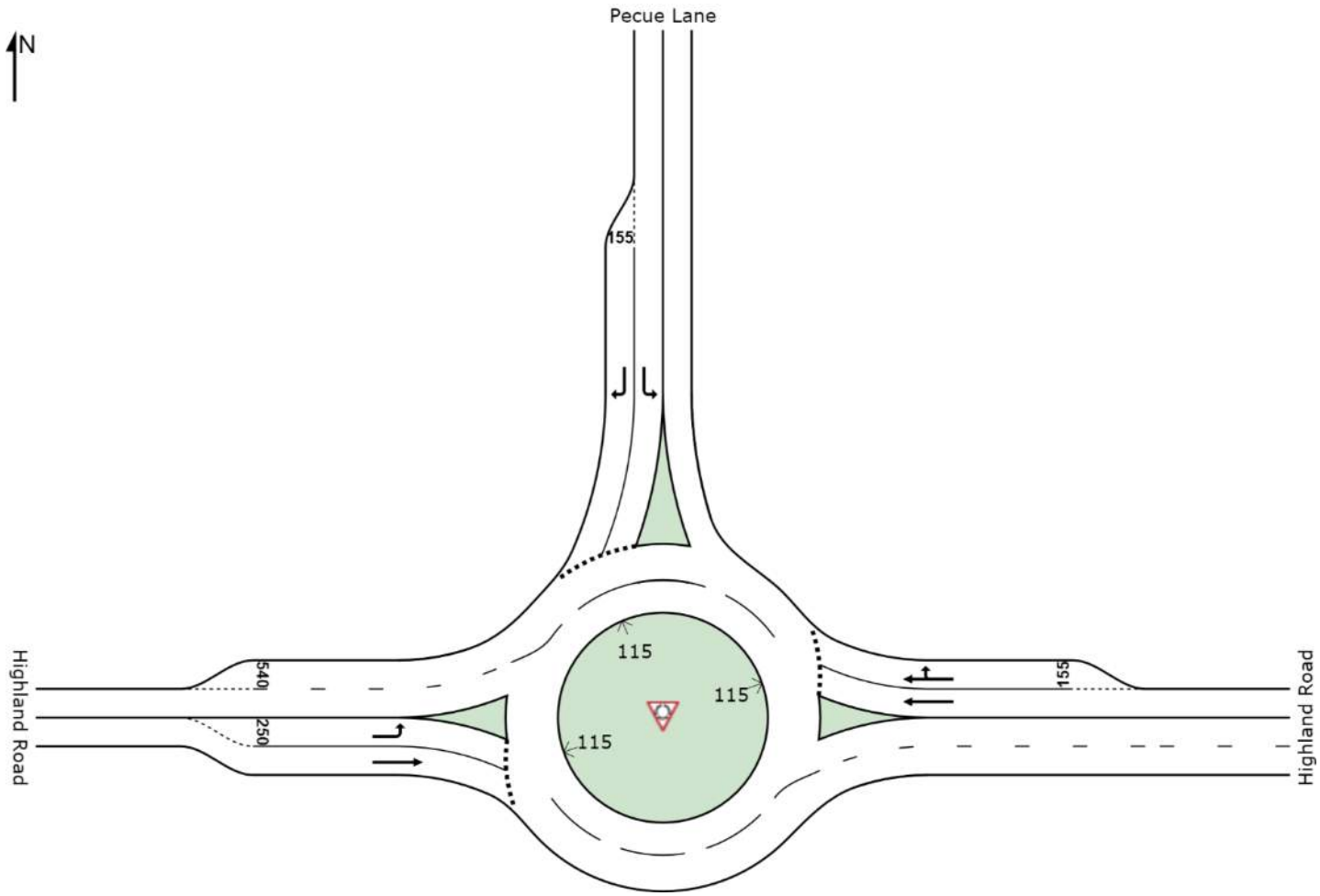
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: Highland Road WB											
6	T1	1053	2.0	0.838	4.0	LOS A	15.3	389.0	0.96	0.70	34.5
16	R2	99	2.0	0.123	1.6	LOS A	0.7	17.8	0.46	0.30	35.4
Approach		1152	2.0	0.838	3.8	LOS A	15.3	389.0	0.92	0.67	34.6
North: Pecue Lane											
7	L2	134	2.0	0.454	15.8	LOS B	3.6	90.5	1.00	1.06	28.1
14	R2	330	2.0	0.793	31.8	LOS C	11.1	283.0	1.00	1.30	24.0
Approach		464	2.0	0.793	27.2	LOS C	11.1	283.0	1.00	1.23	25.1
West: Highland Road EB											
5	L2	211	2.0	1.143	73.6	LOS E	88.8	2254.9	1.00	1.73	16.9
2	T1	1044	2.0	1.143	73.6	LOS E	88.8	2254.9	1.00	1.73	16.9
Approach		1255	2.0	1.143	73.6	LOS E	88.8	2254.9	1.00	1.73	16.9
All Vehicles		2871	2.0	1.143	38.1	LOS D	88.8	2254.9	0.97	1.22	22.8

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: AM 2037- Highland Road at Pecue Lane (Multi-Lane)

Highland Road at Pecue Lane
Roundabout



Organisation: URBAN SYSTEMS ASSOCIATES, INC | Created: Thursday, August 09, 2018 3:13:41 PM
Project: U:\Projects\ENGPROJ\2016Proj\16-016-1 Highland-Pecue\A\Sidra\Build 2037 analysis.sip6

INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: AM 2037- Highland Road at Pecue Lane (Multi-Lane)

Highland Road at Pecue Lane
Roundabout

Volume Display Method: Total and %

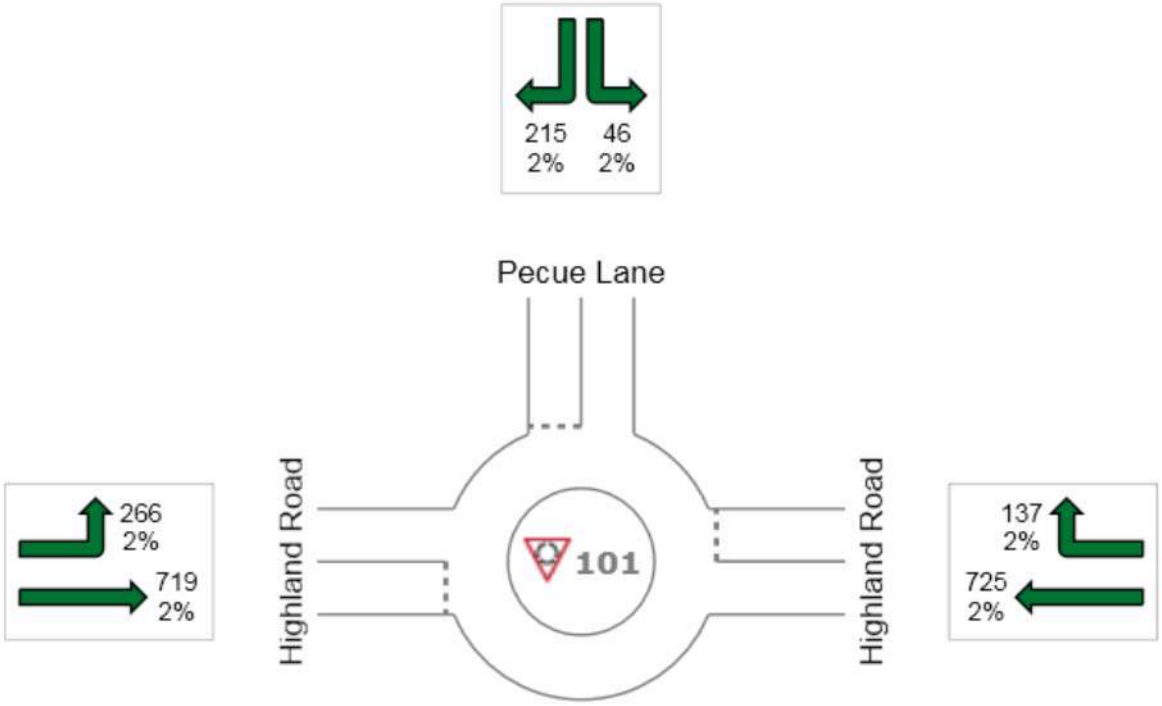
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 2108

Light Vehicles (LV): 2066

Heavy Vehicles (HV): 42



MOVEMENT SUMMARY

Site: AM 2037- Highland Road at Pecue Lane (Multi-Lane)

Highland Road at Pecue Lane
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: Highland Road											
6	T1	906	2.0	0.463	2.1	LOS A	3.4	86.6	0.61	0.43	36.3
16	R2	171	2.0	0.463	1.9	LOS A	3.4	86.6	0.60	0.41	35.1
Approach		1078	2.0	0.463	2.1	LOS A	3.4	86.6	0.61	0.42	36.1
North: Pecue Lane											
7	L2	55	2.0	0.117	4.6	LOS A	0.5	11.5	0.64	0.64	33.1
14	R2	256	2.0	0.313	2.7	LOS A	1.5	38.8	0.68	0.61	35.2
Approach		311	2.0	0.313	3.0	LOS A	1.5	38.8	0.67	0.62	34.8
West: Highland Road											
5	L2	320	2.0	0.278	0.4	LOS A	1.9	48.0	0.26	0.11	34.6
2	T1	866	2.0	0.574	0.4	LOS A	6.1	154.5	0.35	0.14	37.3
Approach		1187	2.0	0.574	0.4	LOS A	6.1	154.5	0.33	0.14	36.5
All Vehicles		2575	2.0	0.574	1.4	LOS A	6.1	154.5	0.49	0.31	36.1

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: PM 2037- Highland Road at Pecue Lane (Multi-lane)

Highland Road at Pecue Lane
Roundabout

Volume Display Method: Total and %

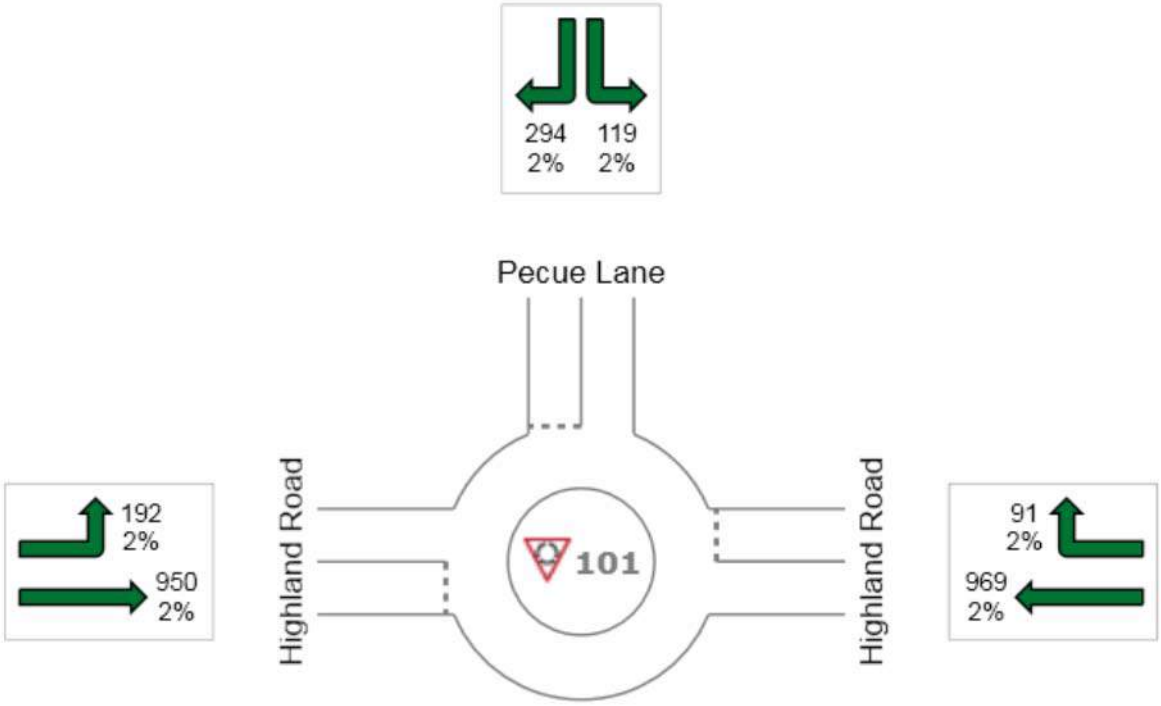
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 2615

Light Vehicles (LV): 2563

Heavy Vehicles (HV): 52



MOVEMENT SUMMARY

Site: PM 2037- Highland Road at Pecue Lane (Multi-lane)

Highland Road at Pecue Lane
Roundabout

Movement Performance - Vehicles

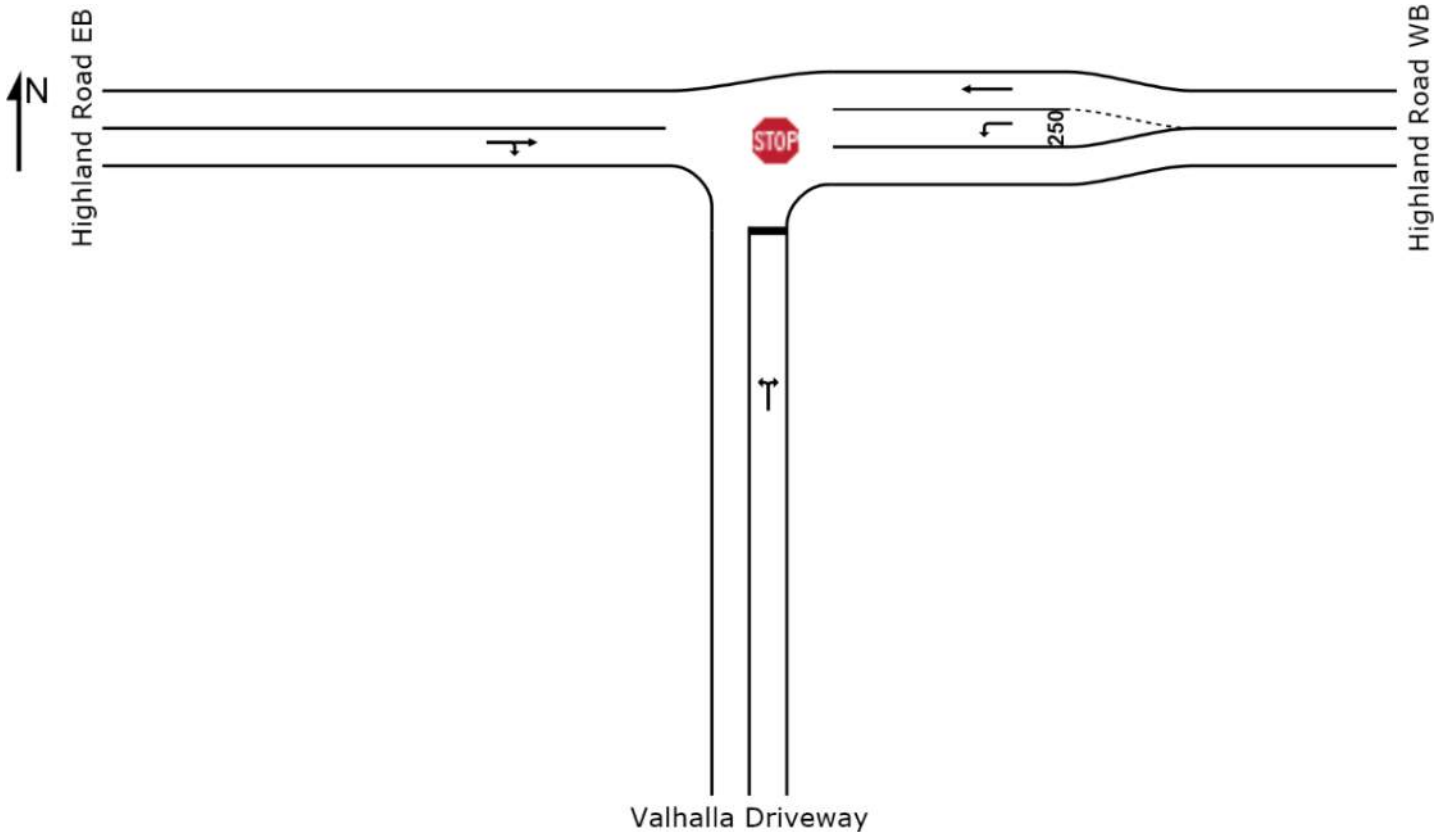
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: Highland Road											
6	T1	1053	2.0	0.459	1.4	LOS A	3.5	89.6	0.53	0.32	36.6
16	R2	99	2.0	0.459	1.2	LOS A	3.5	89.6	0.52	0.31	35.3
Approach		1152	2.0	0.459	1.4	LOS A	3.5	89.6	0.53	0.32	36.4
North: Pecue Lane											
7	L2	134	2.0	0.244	4.2	LOS A	1.0	25.9	0.68	0.68	33.2
14	R2	330	2.0	0.421	3.6	LOS A	2.3	57.2	0.73	0.76	35.0
Approach		464	2.0	0.421	3.8	LOS A	2.3	57.2	0.71	0.73	34.5
West: Highland Road											
5	L2	211	2.0	0.226	1.1	LOS A	1.4	34.8	0.41	0.24	34.2
2	T1	1044	2.0	0.742	1.4	LOS A	9.7	245.6	0.69	0.38	36.0
Approach		1255	2.0	0.742	1.3	LOS A	9.7	245.6	0.64	0.35	35.7
All Vehicles		2871	2.0	0.742	1.7	LOS A	9.7	245.6	0.61	0.40	35.8

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: AM 2037 - Highland Road at Vahalla DW

Highland Road at Valhalla Dw
Stop (Two-Way)



Organisation: URBAN SYSTEMS ASSOCIATES, INC | Created: Thursday, April 12, 2018 2:25:59 PM
Project: U:\Projects\ENGPROJ\2016Proj\16-016-1 Highland-Pecue\A\Sidra\Build 2037 analysis.sip6

INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: AM 2037 - Highland Road at Vahalla DW

Highland Road at Valhalla Dw
Stop (Two-Way)

Volume Display Method: Total and %

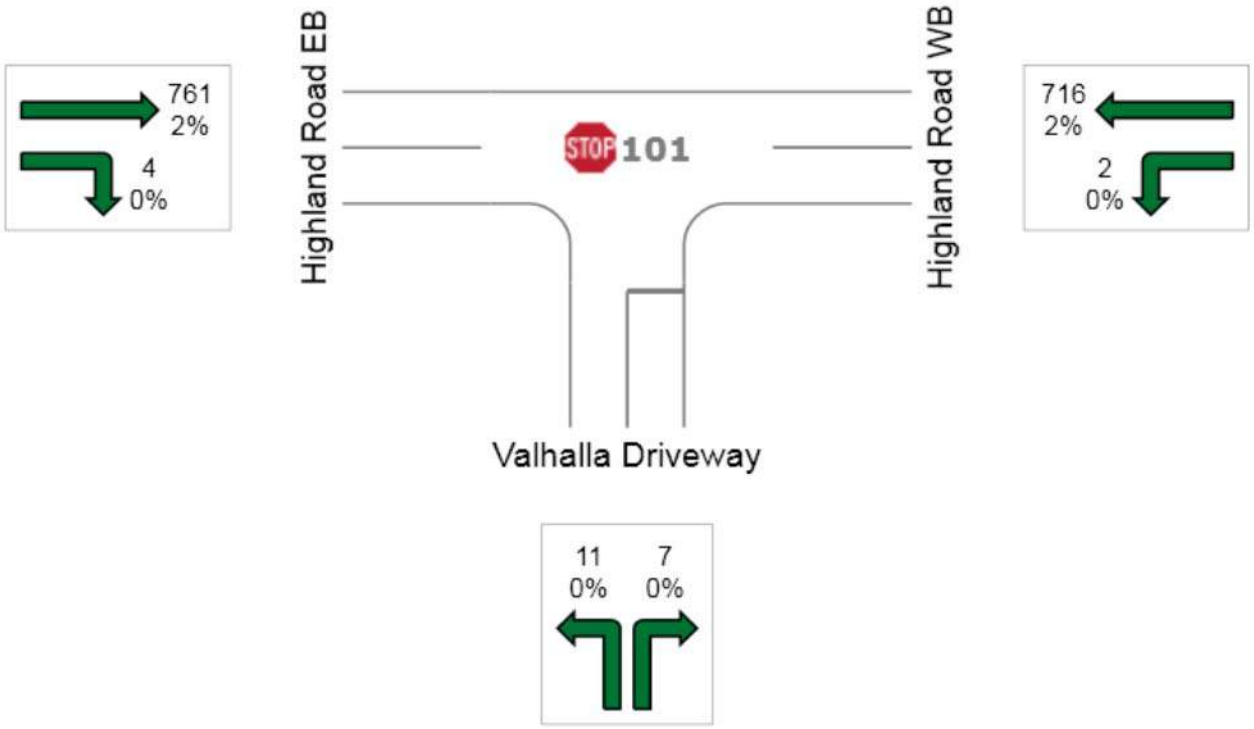
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 1501

Light Vehicles (LV): 1471

Heavy Vehicles (HV): 30



MOVEMENT SUMMARY

Site: AM 2037 - Highland Road at Vahalla DW

Highland Road at Valhalla Dw
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Valhalla Driveway											
3	L2	12	0.0	0.182	61.9	LOS F	0.6	14.1	0.90	0.90	20.3
18	R2	8	0.0	0.182	18.2	LOS C	0.6	14.1	0.90	0.90	20.4
Approach		20	0.0	0.182	44.9	LOS E	0.6	14.1	0.90	0.90	20.3
East: Highland Road WB											
1	L2	2	0.0	0.003	4.9	LOS A	0.0	0.3	0.57	0.38	32.2
6	T1	895	2.0	0.480	0.1	LOS A	0.0	0.0	0.00	0.00	39.9
Approach		897	2.0	0.480	0.1	NA	0.0	0.3	0.00	0.00	39.9
West: Highland Road EB											
2	T1	917	2.0	0.495	0.1	LOS A	0.0	0.0	0.00	0.00	39.9
12	R2	4	0.0	0.495	0.1	LOS A	0.0	0.0	0.00	0.00	38.4
Approach		921	2.0	0.495	0.1	NA	0.0	0.0	0.00	0.00	39.9
All Vehicles		1839	2.0	0.495	0.6	NA	0.6	14.1	0.01	0.01	39.4

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

INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: PM 2037 - Highland Road at Vahalla DW

Highland Road at Valhalla Dw
Stop (Two-Way)

Volume Display Method: Total and %

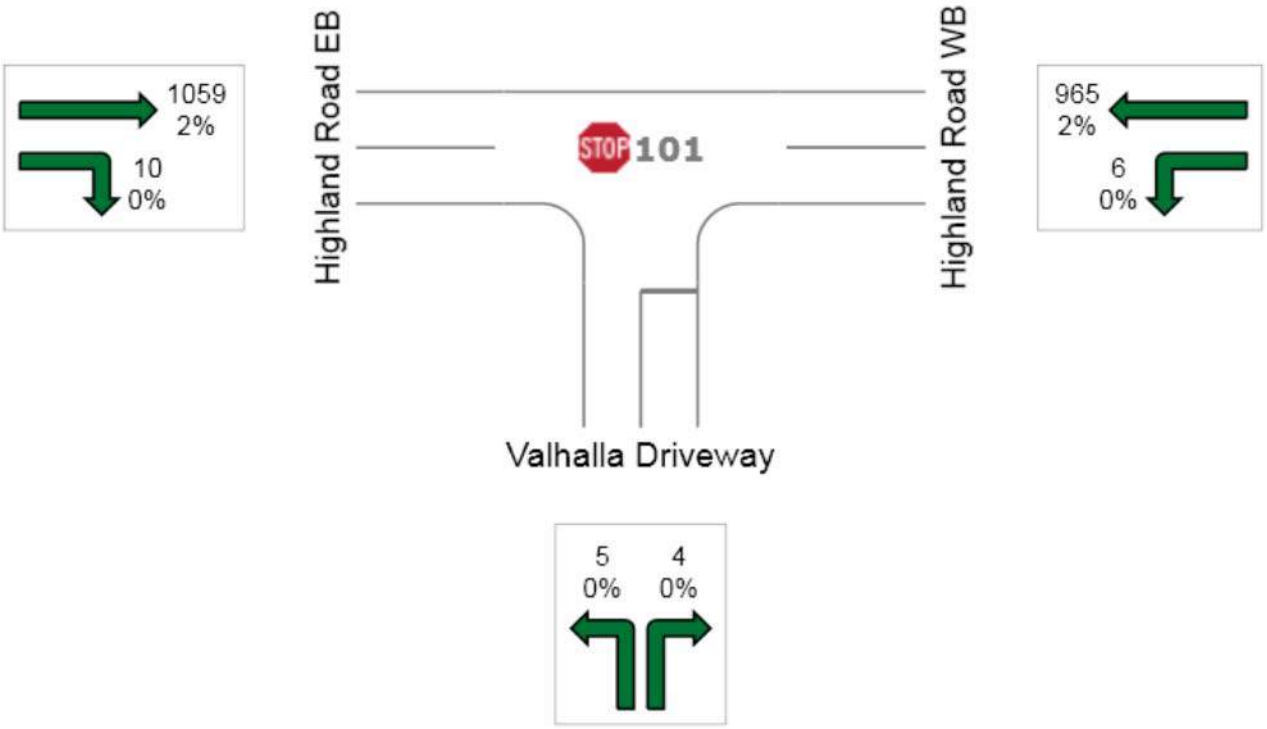
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 2049

Light Vehicles (LV): 2009

Heavy Vehicles (HV): 40



MOVEMENT SUMMARY

Site: PM 2037 - Highland Road at Vahalla DW

Highland Road at Valhalla Dw
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Valhalla Driveway											
3	L2	6	0.0	0.152	104.4	LOS F	0.4	10.8	0.94	0.94	16.6
18	R2	4	0.0	0.152	25.4	LOS D	0.4	10.8	0.94	0.94	16.7
Approach		10	0.0	0.152	69.3	LOS F	0.4	10.8	0.94	0.94	16.6
East: Highland Road WB											
1	L2	7	0.0	0.011	6.1	LOS A	0.0	1.0	0.64	0.52	31.6
6	T1	1049	2.0	0.563	0.1	LOS A	0.0	0.0	0.00	0.00	39.8
Approach		1056	2.0	0.563	0.1	NA	0.0	1.0	0.00	0.00	39.8
West: Highland Road EB											
2	T1	1164	2.0	0.632	0.1	LOS A	0.0	0.0	0.00	0.00	39.8
12	R2	11	0.0	0.632	0.1	LOS A	0.0	0.0	0.00	0.00	38.3
Approach		1175	2.0	0.632	0.1	NA	0.0	0.0	0.00	0.00	39.7
All Vehicles		2240	2.0	0.632	0.5	NA	0.4	10.8	0.01	0.01	39.5

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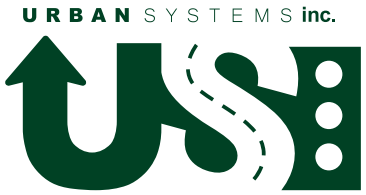
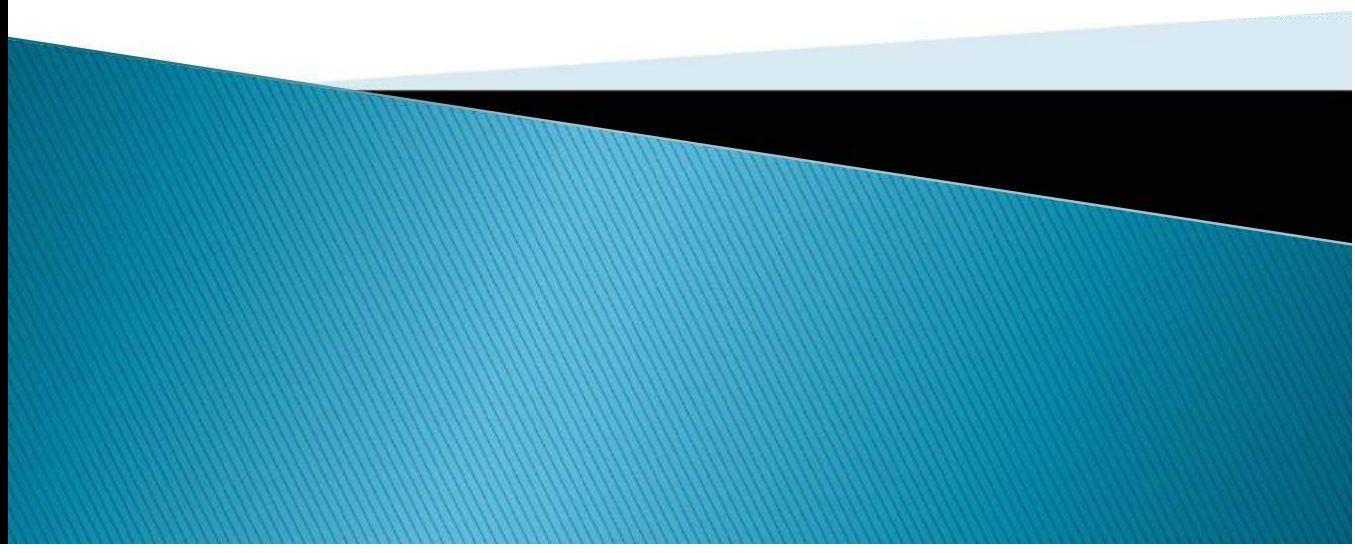
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



2000 Tulane Avenue, Suite 200 New Orleans, Louisiana 70112 504.523.5511 504.523.5522 f

Appendix B Environmental Documentation



STAGE 0
Preliminary Scope and Budget Checklist

A. Project Background

District 61 Parish East Baton Rouge

Route LA 42 Control Section 258-31

Begin Log Mile 1.5 End Log Mile 1.7

Project Category (Safety, Capacity, etc.): Safety

Date Study Completed: January 2019

Describe the existing facility: The existing LA 42, Highland Road at Pecue Lane intersection includes Highland Road a two-lane urban arterial roadway, Pecue Lane intersects Highland Road as a T intersection with Pecue Lane as a two-lane urban arterial with a stop condition.

Functional classification: Urban Arterial Number and width of lanes: 2-12ft.

Shoulder width and type: None Mode: Vehicular

Access control: None ADT: H-8,600 vpd / P-2,050 vpd Posted Speed: H-45 mph/ P-40mph

Describe any existing pedestrian facilities (ADA compliance should be considered for all improvements that include pedestrian facilities): None

Describe the adjacent land use: Urban Residential

Who is the sponsor of the study? LADOTD

List study team members: Shread-Kuyrkendall & Associates, Inc.

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

Are there recent, current or near future planning studies or projects in the vicinity? N/A

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

Provide a brief chronology of these planning study activities: N/A

B. Purpose and Need

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

The purpose of this study is to assess and identity the alternative project concepts that will address safety concerns at the intersection of LA 42, Highland Road at Pecue Lane by correcting intersection geometry and the geometry on Pecue Lane.

C. Agency Coordination

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

Due to this being a Stage 0, no agencies were contacted directly. Direct coordination with agencies regarding environmental concerns will be complete in Stage 1 through Solicitation of Views.

What transportation agencies were included in the agency coordination effort?

LADOTD and City-Parish

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

Initiation Meetings with LADOTD and City-Parish personnel.

C. Agency Coordination (Continued)

What steps will need to be taken with each agency during NEPA scoping?
Solicitation of Views letters will be sent to the required agencies and stakeholders to obtain input and identify any concerns in the project study area.

D. Public Coordination

Provide a synopsis of the coordination effort with the public and stakeholders; include specific timelines, meeting details, agendas, sign-in sheets, etc. (if applicable).
None

E. Range of Alternatives – Evaluation and Screening

Give a description of the project concept for each alternative studied.

What are the major design features of the proposed facility (attach aerial photo with concept layout, if applicable).
The project concept is to propose an improved intersection for safety concerns.

Alternate 1 – Non-Signalized T Intersection

Alternate 2 – Signalized T Intersection

Alternate 3 – Single Lane Roundabout

Will design exceptions be required? No

What impact would this project have on freight movements? None

Does this project cross or is it near a railroad crossing? No

DOTD's "Complete Streets" policy should be taken into consideration. Per the policy, any exception for not accommodating bicyclists, pedestrians and transit users will require the approval of the DOTD chief engineer. For exceptions on Federal-aid highway projects, concurrence from FHWA must also be obtained. In addition any exception in an urbanized area, concurrence from the MPO must also be obtained.

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

How are Context Sensitive Solutions being incorporated into the project? Minimizing required right-of-way

Was the DOTD's "Access Management" policy taken into consideration? If so, describe how. No

Were any safety analyses performed? If so describe results. Crash Analysis shows the majority of the reported crashes involved either the eastbound left turning vehicles from Highland Road or southbound left turning vehicles from Pecue Lane. A detailed report can be found in Appendix A.

Are there any abnormal crash locations or overrepresented crashes within the project limits? See above.

E. Range of Alternatives – Evaluation and Screening (Continued)

What future traffic analyses are anticipated? None

Will fiber optics be required? If so, are there existing lines to tie into? Further investigation will be required in Stage 1.

Are there any future ITS/traffic considerations? No

What is the required Transportation Management Plan (TMP) level as defined by EDSM No. VI.1.1.8? _____
Please attach documentation required for Stage 0 for this level TMP.

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

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

Describe screening criteria used to compare alternatives and from what agency the criteria were defined.
Construction Costs, Relocations, Required Right-of-Way, Environmental Impacts.

Give an explanation for any alternative that was eliminated based on the screening criteria.
None

Which alternatives should be brought forward into NEPA and why? Alternate 3, a roundabout along the route will enhance safety features of the intersection.

Did the public, stakeholders and agencies have an opportunity to comment during the alternative screening process? No

Describe any unresolved issues with the public, stakeholders and/or agencies.
None

F. Planning Assumptions and Analytical Methods

What is the forecast year used in the study? 2037

What method was used for forecasting traffic volumes? 2% Growth Rate

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

What future year policy and/or data assumptions were used in the transportation planning process as they are related to land use, economic development, transportation costs and network expansion? Improving the safety of the intersection prior to LADOTD road transfer to City-Parish.

G. Potential Environmental Impacts

See the attached Stage 0 Environmental Checklist

H. Cost Estimate

Provide a cost estimate for each feasible alternative:

Alternate 1

• Engineering Design:	$343,471.32
• Additional Traffic Analyses:	N/A
• Environmental Processing:	$103,041.40
• Mitigation:	N/A
• R/W Acquisition: (C of A if applicable)	$223,600.00
• Utility Relocations:	$137,388.53
• Construction (including const. traffic management):	$3,434,713.23
• Geotechnical	$68,694.26
TOTAL PROJECT COST	**$4,311,000.00**

Alternate 2

• Engineering Design:	$349,635.08
• Additional Traffic Analyses:	N/A
• Environmental Processing:	$104,890.52
• Mitigation:	N/A
• R/W Acquisition: (C of A if applicable)	$223,600.00
• Utility Relocations:	$139,854.03
• Construction (including const. traffic management):	$3,496,350.82
• Geotechnical	$69,927.02
TOTAL PROJECT COST	**$4,384,500.00**

Alternate 3

• Engineering Design:	$271,213.70
• Additional Traffic Analyses:	N/A
• Environmental Processing:	$81,364.11
• Mitigation:	N/A
• R/W Acquisition: (C of A if applicable)	$201,000.00
• Utility Relocations:	$108,485.48
• Construction (including const. traffic management):	$2,712,136.99
• Geotechnical	$54,242.74
TOTAL PROJECT COST	**$3,428,500.00**

I. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.) LADOTD

ATTACH ANY ADDITIONAL DOCUMENTATION

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

STAGE 0
Environmental Checklist

Route LA 42 Parish: East Baton Rouge

C.S. 258-31 Begin Log mile 1.5 End Log mile 1.7

ADJACENT LAND USE: Urban, Residential

Any property owned by a Native American Tribe?
(Y or N or Unknown) If so, which Tribe? N

Any property enrolled into the Wetland Reserve Program?
(Y or N or Unknown) If so, give the location N

Are there any other known wetlands in the area?
(Y or N) If so, give the location N

Community Elements: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):
(Y or N) Cemeteries N
(Y or N) Churches N
(Y or N) Schools N
(Y or N) Public Facilities (i.e., fire station, library, etc.) N
(Y or N) Community water well/supply N

Section 4(f) issue: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):
(Y or N) Public recreation areas N
(Y or N) Public parks N
(Y or N) Wildlife Refuges N
(Y or N) Historic Sites N

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or N) **Is the project within a historic district or a national landmark district?** (Y or N) If the answer is yes to either question, list names and locations below:
N

Do <u>you know</u> of any threatened or endangered species in the area? (Y or N)
If so, list species and location. N

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

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

What year was the existing bridge built? N/A

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

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems? (If the answer is yes, list names and locations.)
(Y or N) Leaking Underground Storage Tanks N
(Y or N) CERCLIS N
(Y or N) ERNS N
(Y or N) Enforcement and Compliance History N

STAGE 0
Environmental Checklist

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or N) N
If so, give the name and location:

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

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

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

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

Is the project area population minority or low income? (Y or N) N

What type of detour/closures could be used on the job? Y, to be determined in final design.

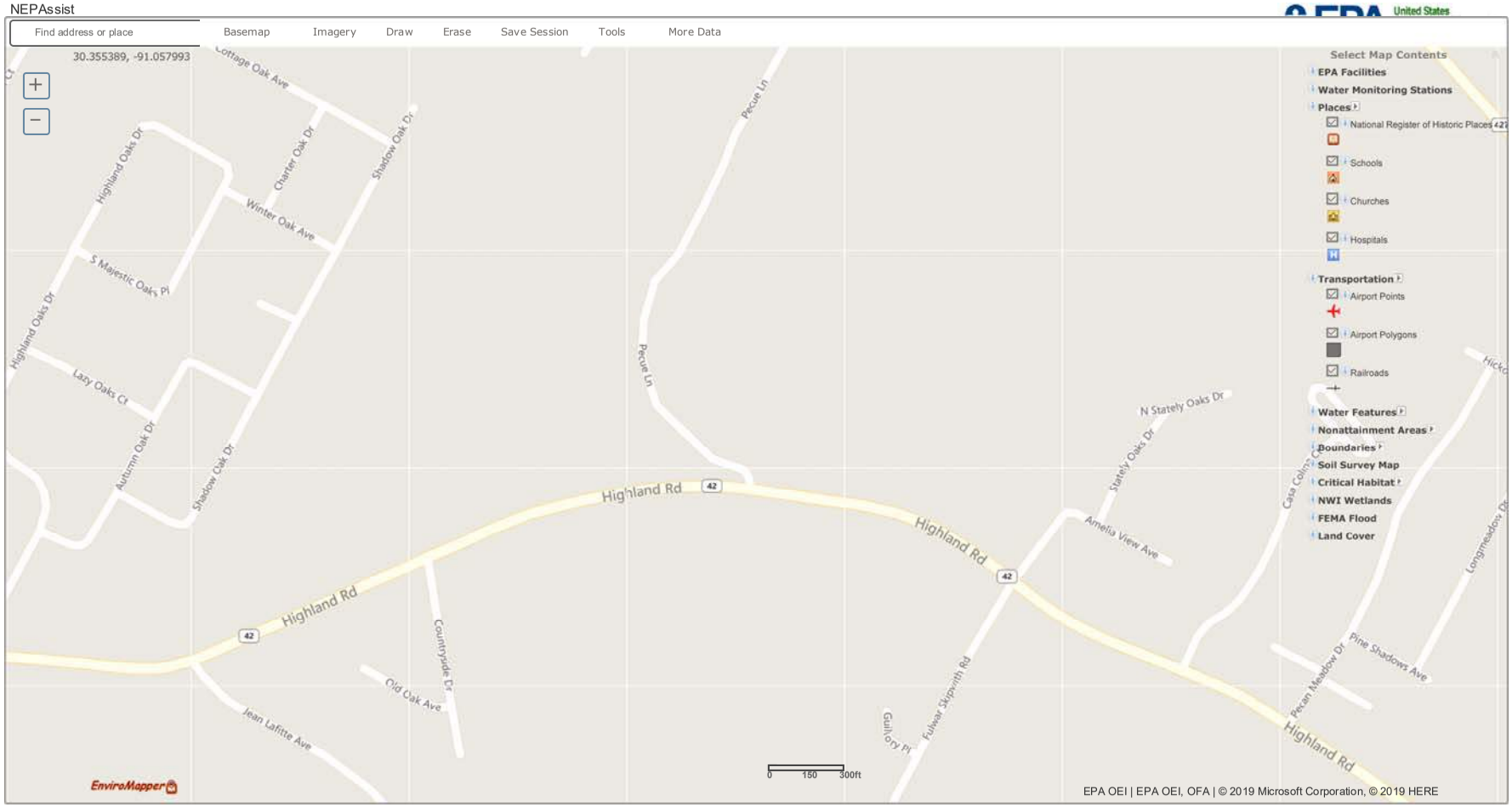
Did you notice anything of environmental concern during your site/windshield survey of the area? If so, explain below.
Y. New sewer lift station

Nicci D. Gill. P.E.
Point of Contact

225-296-1335
Phone Number

January 2019
Date

NEPAssist


Find address or place
Basemap
Imagery
Draw
Erase
Save Session
Tools
More Data
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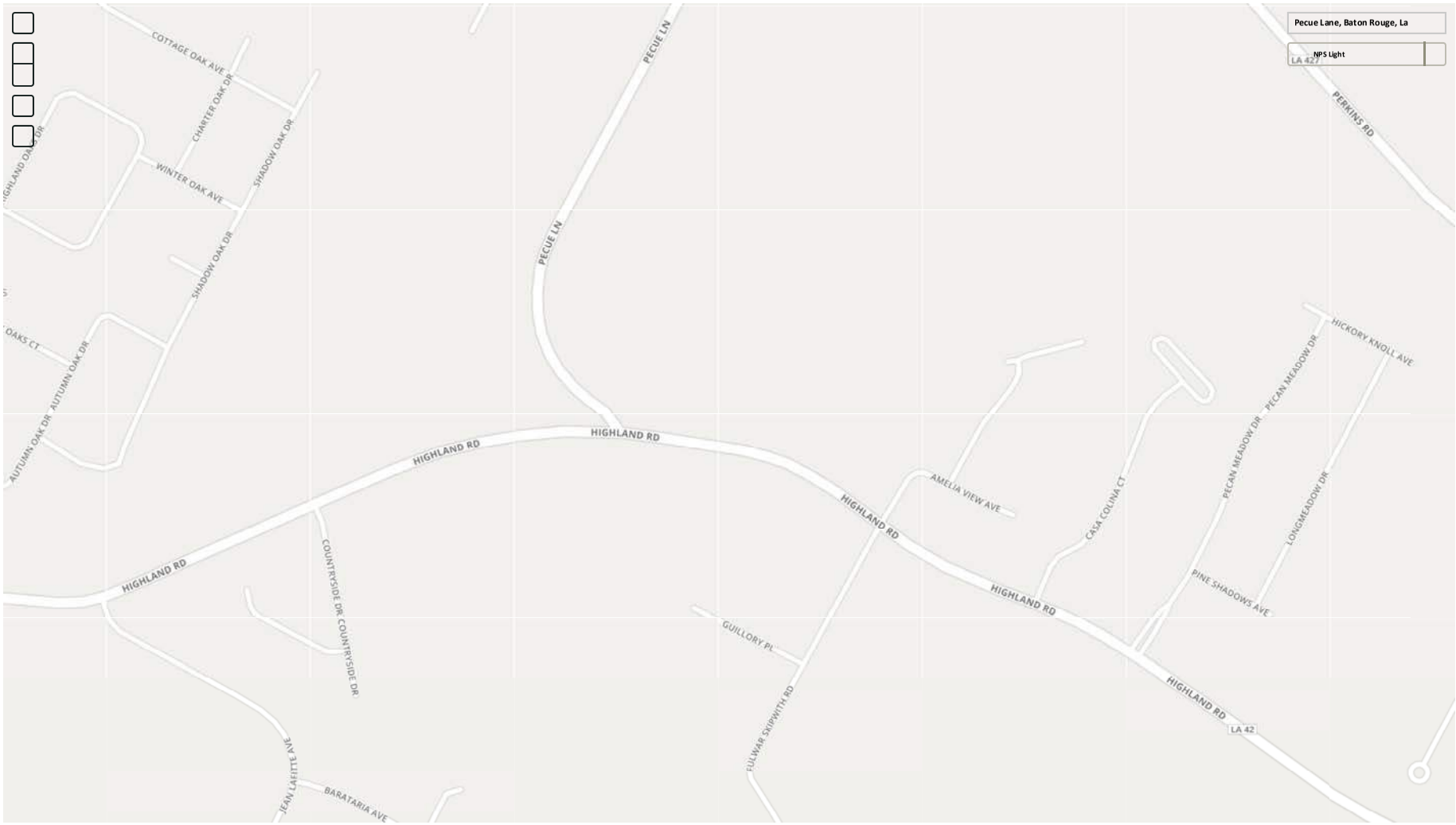
Select Map Contents
EPA Facilities
Water Monitoring Stations
Places
National Register of Historic Places
Schools
Churches
Hospitals
Transportation
Airport Points
Airport Polygons
Railroads
Water Features
Nonattainment Areas
Boundaries
Soil Survey Map
Critical Habitat
NWI Wetlands
FEMA Flood
Land Cover
Highland Rd
42
Highland Oaks Dr
Charter Oak Dr
Shadow Oak Dr
Winter Oak Ave
S Majestic Oaks Pl
Lazy Oaks Ct
Autumn Oak Dr
Pecue Ln
N Stately Oaks Dr
Stately Oaks Dr
Amelia View Ave
Countryside Dr
Old Oak Ave
Jean Lafitte Ave
Fulwar Skipwith Rd
Pecan Meadow Dr
Pine Shadows Ave
Longmeadow Dr
0 150 300ft
EnviroMapper
EPA OEI | EPA OEI, OFA | © 2019 Microsoft Corporation, © 2019 HERE

National Register of Historic Places

Public, non-restricted data depicting National Register spatial data processed by the Cultural Resources GIS facility. Data last updated in April, 2014.

National Park Service
U.S. Department of the Interior



300 ft

Species By County Report

The following report contains Species that are known to or are believed to occur in this county. Species with range unrefined past the state level are now excluded from this report. If you are looking for the Section 7 range (for Section 7 Consultations), please visit the IPaC application.

County: East Baton Rouge, Louisiana

CSV

Need to contact a FWS field office about a species? Follow this link to find your local FWS Office.

Group	Name	Population	Status	Lead Office	Recovery Plan	Recovery Plan Action Status	Recovery Plan Stage
Birds	Whooping crane (*Grus americana*)	U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY)	Experimental Population, Non-Essential	Office of the Regional Director			
Clams	Tan riffleshell (*Epioblasma florentina walkeri (=E. walkeri)*)	Wherever found	Endangered	Asheville Ecological Services Field Office	Tan Riffleshell Mussel	Implementation Progress	Final
Clams	Inflated heelsplitter (*Potamilus inflatus*)	Wherever found	Threatened	Alabama Ecological Services Field Office	Inflated Heelsplitter	Implementation Progress	Final

Group	Name	Population	Status	Lead Office	Recovery Plan	Recovery Plan Action Status	Recovery Plan Stage
Fishes	Atlantic sturgeon (Gulf subspecies) (*Acipenser oxyrinchus (=oxyrhynchus) desotoi*)	Wherever found	Threatened	Panama City Ecological Services Field Office	Gulf Sturgeon	Implementation Progress	Final
Fishes	Pallid sturgeon (*Scaphirhynchus albus*)	Wherever found	Endangered	Missouri River Coordinator Office	Final Revised Recovery Plan for the Pallid Sturgeon (Scaphirhynchus albus)	Implementation Progress	Final Revision 1
Mammals	West Indian Manatee (*Trichechus manatus*)	Wherever found	Threatened	North Florida Ecological Services Field Office	Recovery Plan Puerto Rican Population of the West Indian (Antillean) Manatee	Implementation Progress	Final
Mammals	West Indian Manatee (*Trichechus manatus*)	Wherever found	Threatened	North Florida Ecological Services Field Office	Florida Manatee Recovery Plan, Third Revision	Implementation Progress	Final Revision 3
Mammals	Louisiana black bear (*Ursus americanus luteolus*)	Wherever found	Recovery	Louisiana Ecological Services Field Office	Louisiana Black Bear	Implementation Progress	Final

Leaking Underground Storage Tank Facility List
as of 3/24/2016

Program	AI Number	AI Name	Address	City	Zip Code	Parish
UST	305	BFI - Chemical Services	5757 Siegen Ln	Baton Rouge	70815	East Baton Rouge
UST	1884	Stephen's Garage Lofts	848 Carondelet St	New Orleans	70130	Orleans
UST	1894	Eddie's Exxon	212 Main St	Pineville	71360	Rapides
UST	2008	Ryder Trans	6100 Chef Menteur Hwy	New Orleans	701260000	Orleans
UST	2092	LSU Shreveport	One University Pl	Shreveport	711150000	Caddo
UST	2867	Sears Roebuck & Co #6276/1077	3601 Southern Ave	Shreveport	71104	Caddo
UST	2996	Louisiana State University - Alexandria	8100 Hwy 71 S	Alexandria	71302	Rapides
UST	3234	Lafayette Travel Center	1701 N University Ave	Lafayette	70507	Lafayette
UST	4635	Shell #137470	2900 Gentilly Blvd	New Orleans	70122	Orleans
UST	4636	Motiva Enterprises LLC	500 N Rampart St	New Orleans	701120000	Orleans
UST	4682	Shell Store No 137450	4309 Main St	Laplace	70068	St. John the Baptist
UST	4784	SEI #37309	2436 Williams Blvd	Kenner	70062	Jefferson
UST	5445	LA DOTD - District #58	6217 Hwy 15 S	Chase	71324	Franklin
UST	5666	Hunts Bark Hauling Service Inc	726 Delta St	Bogalusa	704270000	Washington
UST	5962	Hammond Stopping Center	2100 SW Railroad Ave	Hammond	70401	Tangipahoa
UST	6590	Jeff Cobb Auto Wks	1316 S Acadian Thwy	Baton Rouge	708060000	East Baton Rouge
UST	6856	Simmons Texaco	733 Ave G	Kentwood	70444	Tangipahoa
Abandoned UST	7658	JC's Auto Sales	111 W Chestnut St	Amite	70422	Tangipahoa
UST	8268	US Naval Air Station - Joint Reserve Base (NASJRB)	400 Russell Ave Bldg 552	Belle Chasse	70037	Plaquemines
UST	9036	Bossier City of - Fire Department	620 Benton Rd	Bossier City	71111	Bossier
UST	9617	Pinnacle Agriculture Distribution Inc.	5 Ellis Ln	Rayville	71269	Richland
UST	9933	IronGate Tubular Service LLC	251 Rousseau Rd	Youngsville	70592	Lafayette
UST	9963	Bossier Parish Resource Center	3228 Barksdale Blvd	Bossier City	71112	Bossier
UST	10038	Ryder Truck Rental Inc	1900 Ruffin Dr	Monroe	71203	Ouachita
UST	10039	Ryder Truck Rental Inc	2510 Lakeshore Dr	Shreveport	71103	Caddo
UST	10174	Martin Chevrolet	1315 Rees St	Breaux Bridge	70517	St. Martin
UST	11360	Westmoreland Shell	3575 Government St	Baton Rouge	70806	East Baton Rouge
UST	12595	Century Ready Mix Corp	3250 Armand St	Monroe	71203	Ouachita
UST	13318	Prien Lake Service Center	1109 E Prien Lake Rd	Lake Charles	70601	Calcasieu
UST	13350	Now Save #9 LLC	1501 Sterlington Rd	Monroe	71201	Ouachita
UST	13359	Delta Food Mart #3	604 N Adams	Welsh	70591	Jefferson Davis
UST	13407	M G N Inc - Exxon On The Run	202 N Ambassador Caffery Pkwy	Scott	70583	Lafayette
UST	13435	M&M Shop #6	101 S College Dr	Lafayette	70503	Lafayette
UST	13632	Circle K #9720	2205 S Sherwood Forest Blvd	Baton Rouge	70816	East Baton Rouge
UST	14830	Bunkie Shell Service	603 SW Main	Bunkie	71322	Avoyelles
Abandoned UST	14832	Burt's Chevron Service Center LLC	1110 Cooktown Rd	Ruston	71270	Lincoln
UST	14923	Brothers Food Mart #126	6600 Veterans Memorial Blvd	Metairie	70003	Jefferson

Leaking Underground Storage Tank Facility List
as of 3/24/2016

Program	AI Number	AI Name	Address	City	Zip Code	Parish
UST	15133	Madere's Garage Inc	15042 River Rd	Hahnville	70057	St. Charles
UST	15149	Egan Stopping Center	114 Jasmine Rd	Egan	70527	Acadia
UST	15201	Interstate Tire Center	745 N Market St	Shreveport	71107	Caddo
UST	15268	Sam's East Inc - Sam's Club #8237	5400 I-20 Frontage Rd	Monroe	71202	Ouachita
UST	15394	Vidrine's Mobil Station	451 W Laurel Ave	Eunice	70535	St. Landry
UST	15402	Winmill Specialties Inc	800 Main St E	New Iberia	70560	Iberia
UST	15468	West End Exxon	901 W Laurel St	Eunice	70535	St. Landry
UST	15597	Lake Street Texaco Inc	2700 Lake St	Lake Charles	70607	Calcasieu
UST	15605	Gerald Arceneaux Property	4005 Moss St	Lafayette	70507	Lafayette
UST	15620	Circle K #7671	3140 Veterans Blvd	Metairie	70002	Jefferson
UST	15694	Blacks Exxon Servicenter	200 N First E St	Haynesville	71038	Claiborne
UST	15805	Day & Night Discount #2	10422 Chef Menteur Hwy	New Orleans	70127	Orleans
UST	15842	Pro Drive Outboard LLC	2702 Lake Dauterive Rd	Loreauville	70552	Iberia
UST	15876	Diaz Market Clearview	4400 Clearview Pkwy	Metairie	70006	Jefferson
UST	15915	Unlimited Auto Service Center	1776 Jackson St	Alexandria	71301	Rapides
UST	15930	Fuel Express	6500 Morrison & I-10 Hwy	New Orleans	70126	Orleans
UST	15935	Stamey's Service Center	219 N Cedar St	Tallulah	71282	Madison
UST	15973	Brothers Food Mart #130	2000 Carol Sue Ave	Gretna	70056	Jefferson
UST	16074	Kwik Stop	200 Louisiana Ave	Lafayette	70501	Lafayette
UST	16192	Cousin's Food Mart	6288 Airline Hwy	Baton Rouge	70805	East Baton Rouge
UST	20517	Rice City Chevron	530 N Eastern Dr	Crowley	70526	Acadia
UST	20534	Gator Stop #15	4805 Hwy 308	Napoleonville	70390	Assumption
UST	20575	Shreveport Stopping Center	6910 W Bert Kouns Industrial Loop	Shreveport	71129	Caddo
UST	20585	Texaco - Airport	5203 Monkhouse Rd	Shreveport	71109	Caddo
UST	20641	Mudiea Car Care Texaco	4149 Florida St	Baton Rouge	70806	East Baton Rouge
UST	20716	Avis Rent-A-Car	Chaplin Dr	Lafayette	705010000	Lafayette
UST	20743	Fournet's Winnwood Chevron	2932 Johnston St	Lafayette	70503	Lafayette
UST	20769	Closed Location	501 Bayou Dr	Tallulah	71282	Madison
UST	20795	Danny's Service Station	2378 Prentiss Ave	New Orleans	70122	Orleans
UST	20862	Dragna's Shell Service Inc	720 Brashear Ave	Morgan City	70380	St. Mary
UST	20868	Mid South Tire LLC	601 California St	Berwick	70342	St. Mary
UST	20884	Auto Spa LLC	101 N Van Ave	Houma	70363	Terrebonne
UST	20900	Louisiana Army National Guard - Mates 71	K Ave Bldg 8521	Fort Polk	71459	Vernon
UST	20906	Minden Light & Water Plant	205 Sibley Rd	Minden	71055	Webster
UST	22073	E-Z Shop	3630 Kirkman St	Lake Charles	70607	Calcasieu
UST	22084	B-Kwik #7	800 Carter St	Vidalia	71373	Concordia
UST	22126	Rideau Grocery	6889 Hwy 71	Palmetto	71358	St. Landry

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Program	AI Number	AI Name	Address	City	Zip Code	Parish
UST	22920	Tobacco Plus #25	4311 Johnson St	Lafayette	70501	Lafayette
UST	22938	Circle K Stores Inc #2723770	4006 Barksdale Blvd	Bossier City	71112	Bossier
UST	22946	Circle K #2723774	7950 Youree Dr	Shreveport	71105	Caddo
UST	22953	B & B Petroleum	1705 Gause Blvd	Slidell	704580000	St. Tammany
UST	23372	Crescent Crown Distributing LLC	215 N Pierce St	Lafayette	70501	Lafayette
UST	25020	S&A Repairs	800 S Adams Ave	Rayne	705780000	Acadia
UST	25198	LADOTD - Mansfield Maintenance Unit	4692 Hwy 84	Mansfield	71052	DeSoto
UST	25199	LADOTD - Minden Maintenance Unit	405 Sheppard St	Minden	71055	Webster
UST	25418	Sam Essmeier	702 W First St	De Ridder	70634	Beauregard
UST	25557	Southside Texaco	1617 S Second St	Monroe	71202	Ouachita
UST	25835	Cheneyville Grocery	807 Front St	Cheneyville	71325	Rapides
UST	25900	Bayou Food Stores Inc - Welsh Bulk Fuel Terminal	512 E Russell St	Jeff Davis	705910000	Jefferson Davis
UST	26265	Patin's Conoco Station Inc	601 W Main St	New Iberia	70560	Iberia
UST	26704	Quick Draw Travel Center	1745 Hwy 531	Minden	71055	Webster
UST	28113	Bee Bayou Truck Stop	2599 Hwy 583 & I-20	Rayville	71269	Richland
UST	30240	J&B Car Care	9424 Airline Hwy	Sorrento	70778	Ascension
UST	31374	Cracker Barrel Stores Inc #37	1303 N University	Lafayette	70506	Lafayette
UST	31674	Total Petroleum Inc - Former Road Runner Station 80	3000 Barksdale Blvd	Bossier City	71172	Bossier
UST	31776	RelaDyne - Pumpelly Oil Acquisition LLC	1890 Swisco Rd	Sulphur	70665	Calcasieu
UST	34021	Buddies Seafood	619 Third St	Kentwood	70444	Tangipahoa
UST	37043	Willis Knighton Pierre Ave Clinic	1327 Pierre Ave	Shreveport	71103	Caddo
UST	37096	Shop Rite #35	800 The Bvld	Rayne	705780000	Acadia
UST	37446	Medical Center of LA at New Orleans	1532 Tulane Ave	New Orleans	70112	Orleans
UST	38052	Magnolia Discount	3411-17 S Carrollton	New Orleans	70118	Orleans
UST	38140	Circle K #2843	3432 Monroe Hwy	Pineville	71360	Rapides
UST	38179	Pilot Travel Center #079	2601 S Range Ave	Denham Springs	70726	Livingston
UST	39641	Yousef Quick Stop	5691 Hwy 75	Carville	70721	Iberville
UST	40406	7 Eleven Inc	1815 Airline Dr	Bossier City	71111	Bossier
UST	40772	Get Houma (formerly Danny & Clyde's Food Store #23)	5505 Hwy 311	Houma	70360	Terrebonne
UST	41034	Circle K #881	11730 Mansfield Rd	Keithville	71047	Caddo
UST	41462	West Marine Inc	8350 Florida Blvd	Baton Rouge	70806	East Baton Rouge
UST	41523	Wally's Truck Stop	224 Goodwill Rd	Minden	71055	Webster
UST	41802	Ardillo's Grocery	11128 Hwy 16	Amite	70422	Tangipahoa
UST	41819	One Stop	3216 Gerstner Memorial Dr	Lake Charles	70601	Calcasieu
UST	42474	Metlins Rentals	200 Alexandria Hwy	Leesville	71446	Vernon
UST	42542	Fultz Service Center LLC	101 Southfield Rd	Shreveport	71105	Caddo
UST	42543	Former Mobil Station #12LB9	1898 Airline Dr	Bossier City	71112	Bossier

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UST	42687	Oak Harbor Express	2000 Oak Harbor Blvd	Slidell	70461	St. Tammany
UST	43036	Super Sunshine	717 E First St	De Ridder	70634	Beauregard
UST	43039	Restructure Petroleum Market Services Inc - RPMS Faci	202 E Fourth St	De Ridder	70634	Beauregard
UST	43819	Smoker's Express	3501 Gerstner Memorial Hwy	Lake Charles	70602	Calcasieu
UST	43820	Super Saver #2	5508 Hwy 14	Lake Charles	706077516	Calcasieu
UST	52338	Sexton's Fish Market	15580 Hwy 411	Rosedale	70772	Iberville
UST	66396	Circle K #2709733	650 S Alexander Ave	Port Allen	70767	West Baton Rouge
UST	66683	Matthews Oil Co Inc	423 Railroad	Minden	71055	Webster
UST	66747	Keli Mart	2511 Charity St	Abbeville	70510	Vermilion
UST	66797	The Store	Morris Rd & Vineyard Rd	Hammond	70401	Tangipahoa
UST	66999	7-Eleven 2707-17408	408 Texas St	Natchitoches	714574537	Natchitoches
UST	67183	Canada Inc	6200 Lapalco Blvd	Marrero	70072	Jefferson
UST	67607	Moeling Street Exxon	1000 Hwy 171	Lake Charles	70602	Calcasieu
Abandoned UST	67608	Wizard Fas Stop #12	101 W Prien Lake Rd	Lake Charles	70601	Calcasieu
UST	67872	Alamo First Stop	2812 Kirkman St	Lake Charles	70601	Calcasieu
UST	68556	M&M Pit Stop LLC	1897 Veterans Memorial Dr	Abbeville	70510	Vermilion
UST	68564	Cannon's Grocery #2	3430 Hwy 80	Rayville	71269	Richland
UST	68602	Shamsan Inc	5587 W Main St	Houma	70360	Terrebonne
UST - LUST Post Hurricane	68627	Claiborne Spur	2727 S Claiborne Ave	New Orleans	70117	Orleans
UST	68712	Wilmore's Food Mart	14 Macarthur Dr	Alexandria	71303	Rapides
UST	68721	Texas / Masonic Mobil Inc	3223 Masonic Dr	Alexandria	71301	Rapides
UST	68740	Topsy Fast Stop Inc	5286 Topsy Bel Rd	Lake Charles	70611	Calcasieu
UST	68818	South End Mobil	728 Jeane Chapel Rd	Leesville	71446	Vernon
UST	68845	Baker Tire Shop	1006 Main St	Baker	70714	East Baton Rouge
UST	68858	Tangipahoa Parish Sheriff's Office	110 N Bay St	Amite	70422	Tangipahoa
UST	68859	Tangipahoa Parish Sheriff Office Sub-Station	2116 S Morrison Blvd	Hammond	70401	Tangipahoa
UST	68870	M&D Quick Stop #2	27736 Hwy 16	Denham Springs	70726	Livingston
UST	68877	Corner Drive Inn Inc	2105 Hwy 20 W	Vacherie	70090	St. James
UST	68952	Kwik Trip	5145 Hwy 1	Armistead	71019	Red River
UST	68953	Kwik Trip	Hwy 171 - Mexican St	Zwolle	71486	Sabine
UST	69018	Catahoula Cash Grocery	4453 Catahoula Hwy	Catahoula	70582	St. Martin
UST	69027	Tony #3	300 Indest St	New Iberia	70563	Iberia
UST	69060	Guillory's Grocery	Hwy 13 & Ash St	Pine Prairie	70576	Evangeline
UST	69120	Brother's Food Mart #136	3622 General Degaulle	New Orleans	70114	Orleans
UST	69121	E Z Serve #7760	2701 Tulane	New Orleans	70119	Orleans
UST	69125	Laplace Discount LLC	820 W Airline Hwy	Laplace	70068	St. John the Baptist

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Program	AI Number	AI Name	Address	City	Zip Code	Parish
UST	69126	E Z Serve #7021	119 Louisiana Ave	Bogalusa	70427	Washington
UST	69128	Five Star Auto Spa LLC	1820 S Claiborne Ave	New Orleans	70125	Orleans
UST	69132	Big Easy	2201 Canal St	New Orleans	70119	Orleans
UST	69141	EZ Serve #7765	1905 Roosevelt Blvd	Kenner	70062	Jefferson
UST	69229	Shamrock Line Construction	Dautreuil Rd	St. Martinville	70582	St. Martin
UST	69269	Sunnyhill Grocery	LA Hwy 440 & 450	Franklinton	77043	Washington
UST	69288	Bro's Food Mart	920 N Alexander	Port Allen	70767	West Baton Rouge
UST	69348	Jerry's One Stop	400 Pershing Hwy	Jonesboro	71251	Jackson
UST	69388	Saline Quik Stop	31309 Hwy 9 W	Saline	71070	Bienville
UST	69554	Tiger Mart	4500 Lake St	Lake Charles	70601	Calcasieu
UST	69562	Business Park Auto Service Facility	8855 Quimper Pl	Shreveport	71105	Caddo
UST	69569	Southwest Foods	103 Ile Des Cannes Rd	Lafayette	70506	Lafayette
UST	69602	English Eagle Fuel	507 W Veterans Memorial Rd	Kaplan	70548	Vermilion
UST	69603	Quick Pantry	420 Pershing Hwy	Jonesboro	71251	Jackson
UST	69615	Sibley Road Mobil Station	1335 Sibley Rd	Minden	71055	Webster
UST	69752	Spearman's Exxon	2136 Martin Luther King Jr Dr	Shreveport	71107	Caddo
UST	69768	SPARC Station - Arc of North Webster	25084 Hwy 371	Sarepta	71071	Webster
UST	69771	Fred B & Ruth B Zigler Foundation - In & Out #1	1822 Elton Rd	Jennings	70546	Jefferson Davis
UST	69775	In & Out Mini-Mart #5	706 Sampson St	Westlake	70669	Calcasieu
UST	69801	White's Service Station	1401 Milam St	Shreveport	711032718	Caddo
UST	69836	Day & Night #88	3820 Hearne	Shreveport	71103	Caddo
UST	69863	Emerson Oil Co - Emerson Food-N-Fuel #3	801 Homer Rd	Minden	71055	Webster
UST	69907	Bergeron's Shop & Stop	301 South St	Mamou	70554	Evangeline
UST	70006	Cracker Barrel Stores Inc #104	6435 Winbourne Ave	Baton Rouge	70805	East Baton Rouge
UST	70117	The Family Store LLC	11007 Hwy 15	Downsville	71234	Union
UST	70136	B&M #5	3512 Lee St	Alexandria	71301	Rapides
UST	70157	Hugh's One Stop	1233 N Washington St	Bastrop	71220	Morehouse
UST	70183	The Front	18340 Hwy 190	Reeves	70658	Allen
UST	70236	Hit-n-Run Food Stores #06	2444 W Congress St	Lafayette	70506	Lafayette
UST	70238	The Tobacco Plant #4	215 W Mills Ave	Breaux Bridge	70517	St. Martin
UST	70277	Wade J Leleux	321 St Mary	New Iberia	70560	Iberia
UST	70280	Trak Food Store	Old Hwy 15 at Gaiter St	Gilbert	71336	Franklin
UST	70286	Four Forks Grocery	3396 Hwy 135	Rayville	71259	Richland
UST	70337	Al's U Pak	Macarthur Dr	Alexandria	71301	Rapides
UST	70394	Expressway	504 Ave G	Kentwood	70444	Tangipahoa
UST	70413	Sundowner C Store	3790 Industrial Dr	Bossier City	71112	Bossier
UST	70428	Jeffery Duplechin	150 W Maple	Eunice	70535	St. Landry

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Program	AI Number	AI Name	Address	City	Zip Code	Parish
UST	70435	Checkout #40 Inc	412 Main St	Logansport	71049	DeSoto
UST	70469	Young's Texaco	5856 Fairfield Ave	Shreveport	71106	Caddo
UST	70475	Richard Texaco	951 W Laurel St	Eunice	70535	St. Landry
UST	70482	Old Union Station (QRT)	601 W Port St	Abbeville	70510	Vermilion
UST	70594	Winters Exxon Station	4707 Burg Jones Ln	Monroe	71202	Ouachita
UST	70597	E-Z Mini Mart #2	506 Harrison St	Rayville	71269	Richland
UST	70602	Monroe 66 Service Station	3501 Jackson St	Monroe	71202	Ouachita
UST	70611	Mr Alkies	1783 Louisiana St	Olla	71465	LaSalle
UST	70617	Circle K #7770	3480 Front St	Winnsboro	71295	Franklin
Abandoned UST	70771	Dub #I	120 S Pine St	Vivian	71082	Caddo
UST	70778	First Stop Food Store	Hwy 442	Tickfaw	70466	Tangipahoa
UST	70785	Super Saver #1	727 Broad St	Lake Charles	70601	Calcasieu
UST	70786	Super Saver #6	1631 Sampson St	Westlake	70669	Calcasieu
UST	70803	Cameron Express	3247 Hwy 14 E	Lake Charles	70607	Calcasieu
UST	70922	Time Saver 0089	3606 Pontchartrain Dr	Slidell	70458	St. Tammany
UST	70935	Russell's Quick Stop LLC - Russell's Quick Stop	28165 Hwy 190	Lacombe	70445	St. Tammany
UST	70978	SH Management LLC	10717 Jefferson Hwy	River Ridge	70123	Jefferson
UST	70985	8000 Discount Zone LLC	8000 W Metairie Ave	Metairie	70003	Jefferson
UST	70990	Brothers Food Mart #111	2698 Barataria Blvd	Marrero	70072	Jefferson
UST	71038	Belle River Grocery	4413 LA Hwy 70	Pierre Part	70339	Assumption
UST	71069	Duckroost Seafood & Deli LLC	13277 Hwy 431	St. Amant	70774	Ascension
UST	71157	Kwik Mart	1710 Hwy 182 E	Morgan City	70380	St. Mary
UST	71169	Hit-n-Run Food Stores #12	20191 Plank Rd	Zachary	70791	East Baton Rouge
UST	71311	Porter's Curve Grocery	34901 Hwy 38	Mount Hermon	70450	Washington
UST	71326	Anderson Grocery	9025 Collinston Rd	Bastrop	71220	Morehouse
UST	71345	Hollywood Mini-Mart	3655 Hollywood Ave	Shreveport	71109	Caddo
UST	71371	Nathan Soileau	3072 Hwy 167 N	Ville Platte	70586	Evangeline
UST	71404	Snuffy's	3040 Hwy 151 N	Downsville	71234	Union
UST	71407	Epp's Country Corner Store	939 Hwy 17 S	Epps	71237	West Carroll
UST	71438	Sligo Country Store	1898 Sligo Rd	Bossier City	71112	Bossier
UST	71451	Phillips Energy Co - Former Sklar & Phillips Oil Site	2925 Mansfield Rd	Shreveport	71103	Caddo
UST	71456	Birdie's Food & Fuel #4	483 Belle Terre	Laplace	70068	St. John the Baptist
UST	71491	Shop & Gas LLC - Shop & Gas Convenient Store	3958 Hwy 308	Raceland	70394	Lafourche
UST	71492	Wingfield Truck & Equipment	21421 Hwy 371	Cotton Valley	71018	Webster
UST	71532	SEI #37312	501 N Causeway Approach Rd	Mandeville	70448	St. Tammany
UST	71543	SEI #37305	3101 S Carrollton Ave	New Orleans	70118	Orleans
UST	71557	SEI #37307	3501 Williams Blvd	Kenner	70065	Jefferson

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UST	71594	Main Street Market & Deli of Clinton	12425 St Helena St	Clinton	70722	East Feliciana
UST	71595	Z&A Group LLC	1818 W Main St	Jeanerette	70544	Iberia
UST	71657	Jimmy's	16269 Hwy 1 N	Simmesport	71369	Avoyelles
UST	71691	Cecilia Mini Mart	1016 Anse Broussard Hwy	Breaux Bridge	70517	St. Martin
UST	71733	Broadway's Mobile	34914 Hwy 16	Watson	70786	Livingston
UST	71780	Danville Grocery Exxon	17657 Hwy 4	Danville	71251	Bienville
UST	71846	JJ's Fastop	104 Fisher Rd	Many	71449	Sabine
UST	71866	Gaskard-24	500 W Laurel Ave	Eunice	70535	St. Landry
UST	71933	The Quik Stop	3734 Hwy 29 S	Bunkie	71322	Avoyelles
UST	71937	RW #964 Vidalia	511 Carter Rd & US 84	Vidalia	71373	Concordia
UST	71944	RaceTrac #380	1720 Gause Blvd E	Slidell	70461	St. Tammany
UST	71948	Race Way Store No. 6729	2125 Old Minden Rd	Bossier City	71111	Bossier
UST	71956	Harde Mart #227	200 Main St	Junction City	71749	Claiborne
UST	71966	Crump Oil Co Inc - Dixie Mart #14	202 N Beech	Arcadia	71001	Bienville
UST	71992	Webbers Grocery	LA Hwy 76	Maringouin	70757	Iberville
UST	72007	Cajun Oasis	509 Sixth St	Mamou	70554	Evangeline
UST	72038	Downtown Express	900 Broad St	Lake Charles	70601	Calcasieu
UST	72040	Sporty's #110	2309 Opelousas St	Lake Charles	706012646	Calcasieu
UST	72125	Super Sak #3	3740 Third St	Alexandria	71303	Rapides
UST	72131	Liquor Shop & Grocery	7902 Line Ave	Shreveport	71106	Caddo
UST	72145	Pel State Oil Co #36	3102 Jewella Ave	Shreveport	71109	Caddo
UST	72152	Pel State Oil Co - Pel State #7	326 E Stoner Ave	Shreveport	71101	Caddo
UST	72157	King Food Inc	2403 Martin Luther King Dr	Shreveport	71107	Caddo
UST	72200	Todd's # 1	Washington St	Natchitoches	71457	Natchitoches
UST	72253	Gras Inc	2926 Opelousas Rd	Ville Platte	70586	Evangeline
UST	72260	Washington Citgo	311 N Main St	Washington	70589	St. Landry
UST	72302	O&M Quick Stop	12521 Lake Charles Hwy	Leesville	71446	Vernon
UST	72359	Tobacco Stop #5	1500 Bailey St	West Monroe	71292	Ouachita
UST	72373	Delta Mini Mart 2	3500 Cypress St	West Monroe	71291	Ouachita
UST	72423	Brothers Food Mart #115	123 Terry Pkwy	Gretna	70056	Jefferson
UST	72452	Geno's Exxon	331 Hwy 1S	Morganza	70759	Pointe Coupee
UST	72457	Jewella Street Service Center	2129 Jewella Ave	Shreveport	71109	Caddo
UST	72486	66 Mart	313 N Cedar	Tallulah	71282	Madison
UST	72535	Louisiana Army National Guard - FMS #9	1806 Surrey St	Lafayette	70501	Lafayette
UST	72589	Cormie's Grocery #60	4907 Big Lake Rd	Lake Charles	70605	Calcasieu
UST	72644	King's Gas & Groceries LLC	9310 Hwy 174	Pleasant Hill	71065	Sabine
UST	72653	Bossier Bulk Plant	3410 Industrial Dr	Bossier City	71112	Bossier

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Program	AI Number	AI Name	Address	City	Zip Code	Parish
UST	72663	Martin's Texaco Station	429 E Main St	Jeanerette	70544	Iberia
Abandoned UST	72666	Matlack Inc	643 Keystone Rd	Sterlington	71280	Ouachita
UST	72707	Kelone's Grocery	2176 Leglise St	Mansura	71350	Avoyelles
UST	72745	The Main Stop	739 W Main St	New Iberia	70560	Iberia
UST	73048	Cash Saver #5	1400 Center St	New Iberia	70560	Iberia
UST	73095	Otto's #8	4040 Blanchard Rd	Shreveport	71107	Caddo
UST	73098	Benny's Get-N-Geaux #82	4461 Pines Rd	Shreveport	71119	Caddo
UST	73113	Pure Oil Co	616 13th St	Kentwood	70444	Tangipahoa
UST	73115	Coast # 9022	1100 Julia St	Rayville	71269	Richland
UST	73128	Bolivar Grocery & Hardware	20022 Hwy 440	Kentwood	70444	Tangipahoa
UST	73199	Circle K #7764	600 N Fourth St	Ferriday	71334	Concordia
UST	73336	Elon Food Mart #11	632 Pine Hill Rd	Blanchard	71009	Caddo
UST	73338	ELON Oil Co LLC - ELON Food Mart #15	700 Homer Rd	Minden	71055	Webster
UST	73370	Shop-A-Mint	15 1/2 Crothers Dr	Richmond	71282	Madison
UST	73410	Jackson Texaco	5203 Jackson St	Alexandria	71303	Rapides
UST	73420	Woodworth Corner Store Inc	9385 Hwy 165 S	Woodworth	71485	Rapides
UST	73455	SZ & S LLC	4901 Downman Rd	New Orleans	70126	Orleans
UST	73471	Amite Signs & Designs LLC	15059 Hwy 16	Amite	70422	Tangipahoa
UST	73529	Theriot's Conoco	720 S Main St	Breaux Bridge	70517	St. Martin
UST	73656	Bayou Marina	1535 Miller Ave	Westlake	70669	Calcasieu
UST	73792	Drew's Conoco	649 N Main St	Jennings	70546	Jefferson Davis
UST	73813	Now Save #18	1420 Martin Luther King Dr	Monroe	71202	Ouachita
UST	73828	CEFCO dba Food Fast #1091	9365 Mansfield Rd	Shreveport	71118	Caddo
UST	73855	Olivier Exxon Service Station	1007 Neblet St & Hwy 31	Arnaudville	70512	St. Landry
UST	73948	Food Junction LLC	1433 Hazel St	Arcadia	71001	Bienville
UST	74009	Getgo Hammond	3151 Hwy 190 W	Hammond	70401	Tangipahoa
UST	74012	Jubilee #8627	1734 N University Ave	Lafayette	70507	Lafayette
UST	74028	Bossier Quick Mart	1300 Barksdale Blvd	Bossier City	71111	Bossier
UST	74052	Econo Inc - Econo Mart #9	300 W Branche	Rayne	70578	Acadia
UST	74089	Former Energy Express Livingston	29132 Frost Rd	Livingston	70754	Livingston
UST	74111	Leger's Cash & Carry - #100394	1451 E Laurel St	Eunice	70535	St. Landry
UST	74167	Guillot's Pack N Shop 100389	3140 Macarthur Dr	Alexandria	71301	Rapides
UST	74169	Sam's PDQ - #100396	1904 Lee St	Alexandria	71301	Rapides
UST	74225	E Z Stop Grill & Gas	Hwy 167	Quitman	71268	Jackson
UST	74233	McCartney Oil Co - Bentley Hardware	19069 Hwy 167	Bentley	71407	Grant
UST	74257	Henry's Exxon	3111 Hwy 190 W	De Ridder	70634	Beauregard
UST	74276	Fast Stop	598 Hwy 112	De Ridder	70634	Beauregard

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UST	74277	Frederick D Young	7653 Hwy 26	De Ridder	70634	Beauregard
UST	74302	Tobacco Plus	502 Tunica Dr E	Marksville	71351	Avoyelles
UST	74325	Handy Mart	509 W Port St	Abbeville	70511	Vermilion
UST	74331	Former Jay Guidry Service Station	100 N St Charles St	Abbeville	70510	Vermilion
UST	74347	Three Way Grocery	22083 Hwy 157	Springhill	71075	Webster
UST	74358	Williana Country Store	3687 Hwy 167	Dry Prong	71423	Grant
UST	74381	E-Z Mart #117	26545 Hwy 371 N	Sarepta	71071	Webster
UST	74385	Handy Foods 2	8262 Quitman Hwy	Quitman	71268	Jackson
UST	74390	E-Z Mart #334	1806 W California Ave	Ruston	71270	Lincoln
UST	74406	Tiger Mart #12	1410 Gum Cove Rd	Vinton	70668	Calcasieu
UST	74419	Amite Quick Stop	912 W Oak St	Amite	70422	Tangipahoa
UST	74454	Lena's Quick Stop	3529 Hwy 70	Pierre Part	70339	Assumption
UST	74456	General Sheet Metal Co (SP# 024-04-0115)	4018 Hwy 171 S	De Ridder	70634	Beauregard
UST	74457	C&H Service Station	811 W First	De Ridder	70634	Beauregard
UST	74508	VRST LLC	1808 W Pinhook Rd	Lafayette	70508	Lafayette
UST	74572	LADOTD - Franklinton Maintenance Unit	23168 E Fairgrounds Rd	Franklinton	70438	Washington
UST	74582	LADOTD - Abbeville Maintenance Unit	1814 W Port St	Abbeville	70510	Vermilion
UST	74669	LADOTD Engineering Office	1473 Hwy 115W	Bunkie	71322	Avoyelles
UST	74704	Borne's Mobil	1205 Main St	Franklin	70538	St. Mary
UST	74747	Village Grocery	50069 Hwy 51	Tickfaw	70466	Tangipahoa
UST	74752	Dauphins All In One Corp	207 S Louisiana St	Plain Dealing	71064	Bossier
UST	74792	Ann Thibodeaux	PO Box 183	Mire	70578	Acadia
UST	74796	D&R Supply	1021 W Laurel Ave	Eunice	70535	St. Landry
UST	74838	J W Patton Co	816 Lincoln St	Shreveport	71107	Caddo
UST	74848	Pennzmart North Market	3090 N Market St	Shreveport	71107	Caddo
UST	74905	North American Financial Group LLC - Cracker Barrel St	790 Cockerham Rd	Denham Springs	70726	Livingston
UST	74924	Country Mart	3601 Moss St	Lafayette	70507	Lafayette
UST	75012	The Corner Store	301 E Jones St	Winnfield	71483	Winn
UST	75014	Club Grocery & General Mdse	3035 Hwy 18	Edgard	70049	St. John the Baptist
UST	75188	Circle K #4533	3806 Ambassador Caffery Pkwy	Lafayette	70503	Lafayette
UST - LUST Post Hurricane	75191	Brothers Food Mart #118	4408 S I-10 Service Rd W	Metairie	70001	Jefferson
UST	75197	Circle K #467	330 Veterans Blvd	Metairie	70005	Jefferson
UST	75296	Circle K #8344	107 S Jefferson	Lake Charles	70605	Calcasieu
UST	75305	Circle K #8190	9009 Youree Dr	Shreveport	71115	Caddo
UST	75312	Circle K #8170	1920 Centenary Blvd	Shreveport	71101	Caddo
UST	75331	Circle K #8194	2001 Old Minden Rd	Bossier City	71111	Bossier

Leaking Underground Storage Tank Facility List
as of 3/24/2016

Program	AI Number	AI Name	Address	City	Zip Code	Parish
UST	75393	Circle K #812	617 Shreveport Rd	Minden	71055	Webster
UST	75394	Otto's #4	600 Homer Rd	Minden	71058	Webster
UST	75405	Circle K #2824	1102 S Fifth St	Leesville	71446	Vernon
UST	75410	Circle K #711	535 E Pine St	Ponchatoula	70454	Tangipahoa
UST	75422	Circle K #611	3595 Holloway Prairie Rd	Pineville	71360	Rapides
UST	75447	Broussard Discount Tobacco & Beer LLC	4604 Hwy 90 E	Broussard	70518	Lafayette
UST	75457	JJ's Fastop #619	106 S Washington Ave	Mansfield	71052	DeSoto
UST	75503	Super Saver #5	1201 Winnsboro Rd	Monroe	71202	Ouachita
UST	75504	Natural Nails	701 Cypress St	West Monroe	712912921	Ouachita
UST	75505	LDOTD Station #30+00	971 Ole Hwy 15	West Monroe	71291	Ouachita
UST	75515	Sterlington Road Texaco	2501 Sterlington Rd	Monroe	71203	Ouachita
UST	75523	Mulhern Car Wash	1406 Louisville Ave	Monroe	71201	Ouachita
UST	75525	Duck In	1014 N Fourth St	Monroe	71201	Ouachita
UST	75531	Former Gas House	305 Thomas Rd	West Monroe	71291	Ouachita
UST	75562	St Romain Oil Co Inc - Retail	724 Choupique Rd	Cottonport	71327	Avoyelles
UST	75564	Cooyons LLC	5656 Hwy 107 S	Dupont	71329	Avoyelles
UST	75605	Kaplan Quick Stop	501 E Veterans Memorial Dr	Kaplan	70548	Vermilion
UST	75612	Champagnes Grocery	241 Rees St	Breaux Bridge	70517	St. Martin
UST	75620	Fontenot's Grocery	4042 Hwy 104	Prairie Ronde	70570	St. Landry
UST	75644	Thibs Corner Store	801 S Richfield	Duson	70505	Lafayette
UST	75665	Bayou Food Mart	2631 Kirkman St	Lake Charles	70601	Calcasieu
UST	75668	Step In #5	2245 Hwy 14	Lake Charles	70601	Calcasieu
UST - LUST Post Hurricane	75689	Cam Mart Food Store	490 Marshall St & Davis Rd	Cameron	70631	Cameron
UST	75723	King's Korner	756 Hwy 80 E	Haughton	71037	Bossier
UST	75731	Huddleston Texaco	604 Grand Caillou Rd	Houma	70360	Terrebonne
UST	75914	Booth's Grocery	5657 Grand Chenier Hwy	Grand Chenier	70643	Cameron
UST	75948	Blazer Construction LLC	160 Blazer Dr	Sibley	71073	Webster
UST	75987	Brothers Discount	8500 Lake Forest Blvd	New Orleans	70127	Orleans
UST	75996	Rayville Travel Center	2175 Louisa St	Rayville	71269	Richland
UST	76011	God's Hands Inc	1000 Jackson St	Monroe	71203	Ouachita
UST	76012	The Water Store	5516 Desiard St	Monroe	71203	Ouachita
UST	76020	Sissy's U-Pak-It	1630 E Madison	Bastrop	71220	Morehouse
UST	76027	Danny's Kwik Stop LLC	6122 Hwy 4	Winnsboro	71295	Franklin
UST	76159	Sammy's Exxon	606 W Port St	Abbeville	70510	Vermilion
UST	76177	S Mart	7998 Cypress St	West Monroe	712918283	Ouachita
UST	76183	Mid City Exxon	600 Louisville Ave	Monroe	71201	Ouachita

Leaking Underground Storage Tank Facility List
as of 3/24/2016

Program	AI Number	AI Name	Address	City	Zip Code	Parish
UST	76219	Springfield Quick Stop	31619 Hwy 22	Springfield	70462	Livingston
UST	76227	Augustine Family Market	908 Center St	Vinton	70668	Calcasieu
UST	76339	Chester's Package Store	32 Hwy 3229	Zwolle	71486	Sabine
UST	76431	Cougar Stop Convenience Store - Restaurant - Pinehigh	21449 Hwy 167	Dry Prong	71423	Grant
UST	76440	Meraux Tackle Box LLC	3124 E Judge Perez Dr	Meraux	70075	St. Bernard
UST	76453	Circle K Stores Inc - Circle K Store #7783	503 Thomas Rd	West Monroe	71292	Ouachita
UST	76633	Romero's Grocery	1335 Hwy 93 N	Scott	70583	Lafayette
UST	76662	Senan Inc - Chevron #1	5912 W Main St	Houma	70360	Terrebonne
UST	76686	Neighborhood Tires One Stop	110 N Alexander Ave	Port Allen	70767	West Baton Rouge
UST	76742	Tire/Truck Repair	Hwy 415	Port Allen	70767	West Baton Rouge
UST	76770	Kleiser's Chevron	104 E Gloria Switch Rd	Lafayette	70507	Lafayette
UST	76774	Cash Magic Lake Charles	108 Hwy 397	Lake Charles	70615	Calcasieu
UST - LUST Post Hurricane	76841	Canik Oil Co	Hwy 82 Trosclair Rd	Creole	70632	Cameron
Abandoned UST	76999	Pleasant Hill Baptist Church	Hwy 143	Rocky Branch	71421	Union
UST	77015	Webster Parish Police Jury - Sarepta Barn - Unit II	6137 Hwy 2 E	Sarepta	71071	Webster
UST	77059	Shiloh Complex	1111 Roper Rd	Scott	70583	Lafayette
UST	77163	Mary's Texaco	1316 N Pine St	De Ridder	70634	Beauregard
UST	77172	Bud's Mini Mart	2013 Julia St	Rayville	71269	Richland
UST	77191	Brothers Food Mart #108	8692 River Rd	Waggaman	77094	Jefferson
Abandoned UST	77222	Former Citgo Site	724 Hwy 16 E	Amite	70456	Tangipahoa
UST	77229	Fire Station #18	3430 N Causeway Blvd	Metairie	70002	Jefferson
UST	77305	Anthony's Body Shop	Hwy 51 & Wilson St	Independence	70443	Tangipahoa
UST	77340	Big River Food & Fuel #16	13470 River Rd	Destrehan	70047	St. Charles
Abandoned UST	77457	Euroteck Europeon Car Repair	930 Shreveport Barksdale Hwy	Shreveport	71105	Caddo
UST	77516	Stop 4 U Inc	1920 W Madison	Bastrop	71220	Morehouse
UST	77559	I-49 Golden Palace Truck Stop	2815 Hwy 167 N	Lafayette	70507	Lafayette
UST	77658	McCartney Tire Center	903 Hwy 165	Olla	71465	LaSalle
UST	77733	Adell Williams	508 W Green St	Tallulah	71282	Madison
UST	77965	Kollins Service	5023 Magazine St	New Orleans	70115	Orleans
UST	78250	Amite Citgo	706 W Oak St	Roseland	70456	Tangipahoa
UST	78257	Chris's Liquor	502 Winnsboro Rd	Monroe	71202	Ouachita
UST	78333	Spencer Station	1190 Shady Grove Ln	Bossier City	71112	Bossier
UST	78379	Max's Quick Stop	29689 Hwy 441	Holden	70744	Livingston
UST	78383	Smoker's Express	518 Lincoln Rd	Monroe	71203	Ouachita
UST	78403	Hwy 10 Chevron	63227 Hwy 10 E	Bogalusa	70427	Washington
UST	78434	A's Pelican Grocery LLC	21044 Hwy 175	Pelican	71063	DeSoto

Leaking Underground Storage Tank Facility List
as of 3/24/2016

Program	AI Number	AI Name	Address	City	Zip Code	Parish
Abandoned UST	78483	TB Coastal	316 S Jackson Ave	Morse	70559	Acadia
UST	78502	Crossroads Grocery	20190 Plank Rd	Zachary	70791	East Baton Rouge
UST	78545	Mom & Pop's Food Stop	22869 Hwy 9	Bryceland	71008	Bienville
UST	78600	Franklin Vidrine Sr	730 S Chataignier Rd & Hickory	Ville Platte	70586	Evangeline
UST	78615	Loupe LLC dba Trudy's	3966 Hwy 307	Kraemer	70371	Lafourche
UST	78621	Rocky's Fuel Express	903 SW Main St	Bunkie	71322	Avoyelles
UST	78720	Full of Grace Inc	200 S First St	Amite	70422	Tangipahoa
UST	78775	Jeansonne Garage	3124 Main St	Hessmer	71341	Avoyelles
UST	78845	Shop-A-Lott #12	I-49 Air Base Rd	Alexandria	71301	Rapides
UST	78985	T&A Automotive Service	530 Pete Harris Dr	Shreveport	71101	Caddo
UST	79040	Five Star Mart #120	620 East Blvd	Morgan City	70380	St. Mary
UST	79116	BJ Express Mart LLC	7965 Old Mooringsport Rd	Shreveport	71107	Caddo
UST	79184	CVS Pharmacy #10220	101 David Dr	Metairie	70003	Jefferson
UST	79269	Frontier Auto Sales	7269 Airline Hwy	Baton Rouge	70805	East Baton Rouge
UST	79273	Murphy Oil USA #5361	2805 W Thomas St	Hammond	70401	Tangipahoa
UST	79513	Mission Fuel	2700 Ruth St	Sulphur	70664	Calcasieu
Abandoned UST	79527	ABC Daycare	31636 Hwy 16 N	Denham Springs	70727	Livingston
UST	79539	Circle K #7778	730 Macarthur Dr	Alexandria	71303	Rapides
UST - LUST Post Hurricane	79630	Bayou Convenience Store Inc	6328 Gulf Beach Hwy	Cameron	70631	Cameron
UST	79710	First Stop Inc	1048 Louisiana Ave	Shreveport	71103	Caddo
UST	79878	Ralph Spaulding	6006 Hwy 1	Coushatta	71019	Red River
Abandoned UST	79906	C-V Davis	7047 Hwy 531	Heflin	71039	Webster
UST	79943	Transcontinental Discount Zone	4309 Transcontinental Dr	Metairie	70006	Jefferson
UST	79948	IAC 113	203 Fairbanks St	Jonesville	71343	Catahoula
UST	79956	LA State Retirement Systems Building	8401 United Plaza Blvd	Baton Rouge	70809	East Baton Rouge
Abandoned UST	80046	El Guapo Restaurant	9414 Greenwood Rd	Greenwood	71033	Caddo
UST	80108	Border Town Travel Plaza	2470 Toomey Rd	Vinton	70668	Calcasieu
Abandoned UST	83492	U P Lachney Property	Hwy 15 & Oak St	Gilbert	71336	Franklin
UST	84106	Pilot Travel Center #1051	1119 Lowe Grout Rd	Iowa	70647	Calcasieu
UST	84137	Crowder Center	5769 Crowder Blvd	New Orleans	70127	Orleans
UST	85321	Former Evangeline Refining Co	Eunice City Lake Rd & Hwy 190	Eunice	70535	St. Landry
UST	86640	Brookshire Grocery #56	4070 Sterlington Rd	Monroe	71203	Ouachita
UST	86733	Expressions Interior Decoration	610 Adams St	Rayne	70578	Acadia
UST	86924	Former Indian Inn Cafe	7979 Hwy 165 (at Patterson [Hwy 366])	Pollock	71467	Grant
UST	89025	Corner Express	2760 Country Club Rd	Lake Charles	70605	Calcasieu
UST	90742	Cajun Magic Truck Stop	10618 E Main St	Houma	70363	Terrebonne

Leaking Underground Storage Tank Facility List
as of 3/24/2016

Program	AI Number	AI Name	Address	City	Zip Code	Parish
UST	90763	D&D Carwash	620 N Burnside	Gonzales	70737	Ascension
UST	91849	Visco Resources LLC - X-Stop	4900 Hwy 311	Houma	70360	Terrebonne
UST	92617	Bulk Storage Facility	2208 Julia St	Rayville	71269	Richland
UST	93252	Kemps Service Station	131 Airport Dr	Shreveport	71107	Caddo
UST	94240	Patterson Truck Stop & Casino	1902 Hwy 90 W	Patterson	70392	St. Mary
UST	96391	Hit-n-Run Food Stores #10	2999 Grand Point Hwy	Henderson	70517	St. Martin
UST	98930	Perkins Village of - Gasoline Release	Hwy 27 @ Holbrook Park Rd	Dequincy	70652	Calcasieu
UST	99984	Friend's Convenience Store #5	1015 Main St	Franklin	70538	St. Mary
UST	103104	Gas Lane #17	1123 Carter St	Vidalia	71373	Concordia
UST	106183	Former Canal Service Station	6625 Church Point Hwy	Branch	70516	Acadia
UST	106750	Grand Point Grand Casino	3415 Hwy 3125	Paulina	70763	St. James
UST	114445	Premier Bank - Closed Propery	2726 NE Evangeline Thruway	Lafayette	705076106	Lafayette
UST	115458	LADOTD - Tallulah Yard	1140 Johnson St	Tallulah	71282	Madison
UST	115462	LADOTD - Roadside	113.5 N Cherry St	Bernice	71222	Union
UST	119363	Lewing's Grocery	1629 Nolan Trace	Florien	71429	Sabine
UST	124145	Madison Auto/Truck Plaza & Lucky Dollar Casino	433 Hwy 577 S	Delhi	71232	Madison
UST	125050	Quick Stuff 343	2484 S Cities Service Hwy	Sulphur	70665	Calcasieu
UST	126009	Cash Magic Berwick LLC dba Hollywood Truck Stop & C	2051 Hwy 90	Berwick	70342	St. Mary
UST	126044	James Crooks Property	1001 Hwy 167	Dry Prong	71423	Grant
Abandoned UST	126087	LADOTD - Former Gas Station (#828+35C)	Hwy 167	Lillie		Union
UST	126206	Breaux & Duplantis Enterprise LLC - Jester's Court II Tr	5375 Hwy 308	Mathews	70375	Lafourche
UST	128763	Shop Rite Food Stores - Tobacco Plus #22	210 E Vine St	Opelousas	70570	St. Landry
UST	136150	AAFES Car Care Center	7433 Alabama Ave Bldg 1725	Fort Polk	71459	Vernon
UST	138274	Rollins G Fontenot	1933 Belaire Cove Rd	Ville Platte	70586	Evangeline
UST	138919	Vacant Lot - Abandoned UST Site	NW Corner of Lawrence St & Enterprise Blvd	Lake Charles	70601	Calcasieu
UST	141391	Mary Prejean Property	546 St Clair Rd	Breaux Bridge	70517	St. Martin
UST	146137	Y Not Stop	7301 Veterans Memorial Hwy	Ville Platte	70586	Evangeline
UST	146906	East Side Stop & Save	565 Martin Luther King Jr Dr	Monroe	71203	Ouachita
UST	147925	Bud's Grocery	7213 Hwy 465	Simpson	71474	Vernon
UST	148935	Love's Travel Stop #362	2024 A West St	Vinton	70668	Calcasieu
UST	155778	Chase Bank - Lakefront Branch	1530 Robert E Lee Blvd	New Orleans	70122	Orleans
UST	156092	Former Gas Station	1041 St Maurice St	New Orleans		Orleans
UST	162683	CVS Pharmacy #8957	1326 W Pinhook Rd	Lafayette	70503	Lafayette
UST	174589	Former CM Hutchinson & Sons Store	12416 Hart's Island Rd	Shreveport	71115	Caddo
UST	186325	Shan Pannu Enterprises LLC - Best Stop #28	9414 Arnold Rd	Denham Springs	70726	Livingston
UST	193203	Proposed CVS Store #10558 / Former Filling Station	1814 S 5th St	Leesville	71446	Vernon
UST	193401	Bailey's Grocery	3640 Lake Palourde Rd	Amelia	70340	St. Mary

Leaking Underground Storage Tank Facility List
as of 3/24/2016

Program	AI Number	AI Name	Address	City	Zip Code	Parish
UST	198899	Holiday Inn Annex	327 S Rampart St	New Orleans	70112	Orleans

Search for Superfund Sites Where You Live

On this page:

National Priorities List and Superfund Alternative Approach Sites

Search for sites proposed to, currently on, and deleted from Superfund's National Priorities List (NPL) as well as sites being addressed under the Superfund Alternative Approach (SAA).

Select a State
After selecting a state, click Go to display sites in that state.

Louisiana **Go**

State of Louisiana Selected

Show All States

Show 10 entries Search: Baton Rouge

Region	City	County	State	Zip Code	Site Name
+ 06	SCOTLANDVILLE	EAST BATON ROUGE	Louisiana	70813	DEVIL'S SWAMP LAKE
+ 06	SCOTLANDVILLE	EAST BATON ROUGE	Louisiana	70807	PETRO-PROCESSORS OF LOUISIANA, INC.
Region	**City**	**County**	**State**	**Zip Code**	**Site Name**

Showing 1 to 2 of 2 entries (filtered from 1,863 total entries) Previous 1 Next

Due to lapse in funding, ECHO was last updated on 12/22/18. ECHO will be updated again by January 30.

EPA United States Environmental Protection Agency

ECHO Gov Login | Contact Us

Facility Search Results

Missouri, North Carolina, Vermont, Washington, and West Virginia are working with EPA to fix problems with their Clean Water Act violation data. Read More...

Hide Map | Hide Table | Hide Summary | Report Violation | Help

Map Legend | Basemap Options | Zoom To: Baton Rouge, LA | Sync Map and Table

Customize Columns | Download Data | Quick CSV Download | Results Guide | Reports Legend

Facility Name	Mapped	Street Address	City	State	FRS ID	Reports	Significant Violations	Quarters with Noncompliance (3 years)	Inspections (5 years)	Formal Enforcement Actions (5 years)
LAIDLAW ENVIRONMENTAL SVCS (FS) INC		16016 PERKINS RD	BATON ROUGE	LA	110003316652		No	0	0	0
NEW LAND HOLDINGS LLC		16251 PERKINS RD	BATON ROUGE	LA	110056977650		No	0	0	0

▾ Facility Summary

Select a facility row from the search results table.

▾ Current Search

2 Facilities Found

Selected Criteria

Search Type: All Data
Active/Operating: Yes
City, State, and/or ZIP Code: Baton Rouge, LA

Explore Enforcement and Compliance Criteria

0 Facilities with Current Violations
0 Facilities with Significant Violations
0 Facilities with Violations (3 years)
0 Facilities with Formal Enforcement Actions (5 years)
0 Facilities with Informal Enforcement Actions (5 years)

Modify Search

▾ Filter Facilities

Not Filtering on 2 Facilities
Only Show Matches

Facility Characteristics

Facility Type

0 Major **2** Minor

Facility Permit/ID

1 Has Water Permit (ICIS-NPDES)
0 Has Air ID **1** Has RCRA ID
0 Has TRI Releases

Enforcement and Compliance Characteristics

0 Facilities with Violations (1 or more quarters within the past 3 years)

1 2 3 4 5 6 7 8 9 10 11 12

Facilities with Formal Enforcement Actions (5 yrs)

0 Yes **2** No

1 2 3 4 5

Facilities with Informal Enforcement Actions (5 yrs)

0 Yes **2** No

1 2 3 4 5

Facilities Inspected within Date Range

0 Yes **2** No

mm/dd/yyyy mm/dd/yyyy

Demographic Characteristics

2 EJ Indexes Above 80th Percentile

Any 1 or More 4 or More 7 or More 10 or More

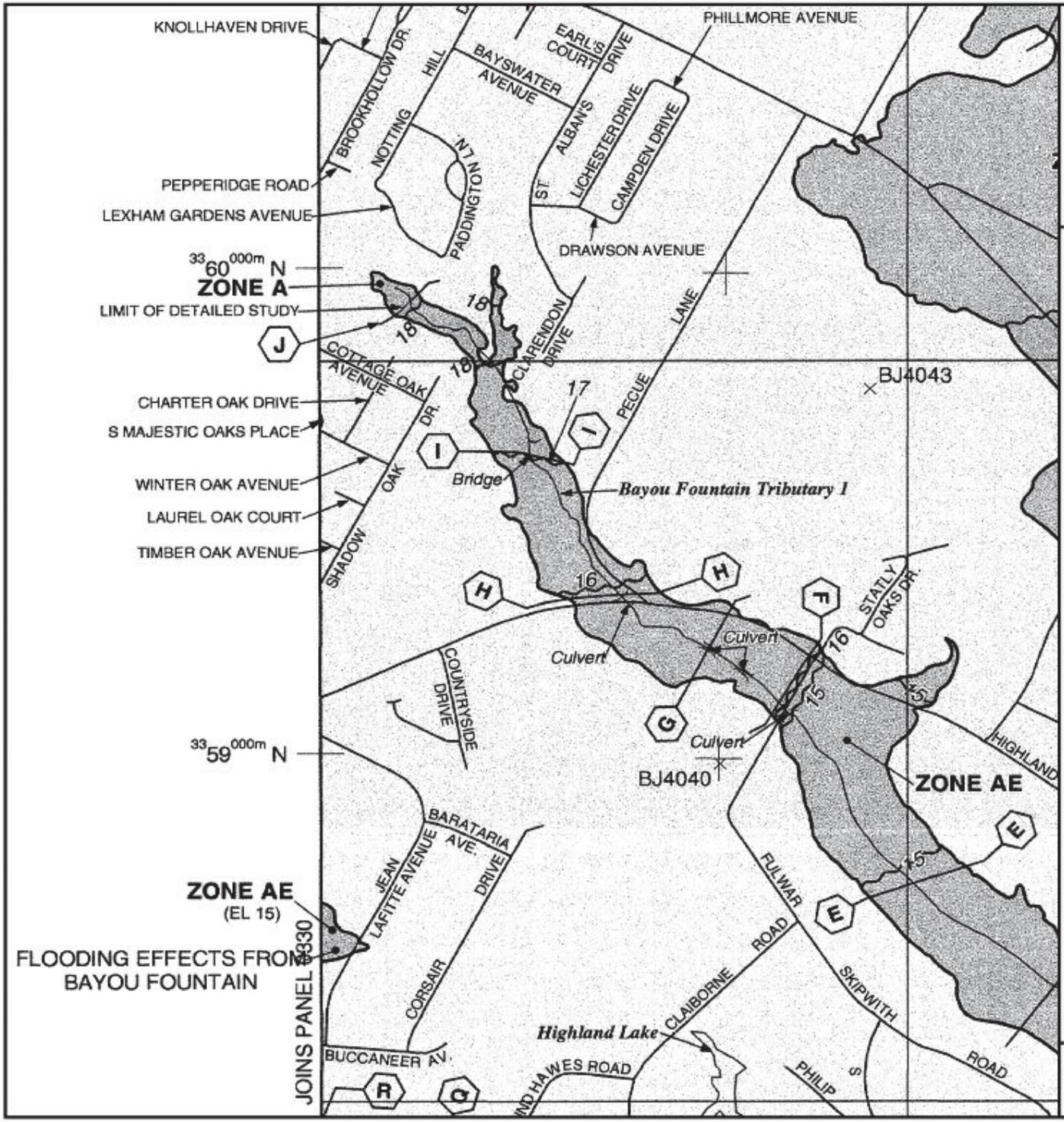
▾ Layers

Each map layer requires a specific map scale for display. Layers are only available for selection if the map is zoomed in to a sufficient scale. Zoom in further to enable selection of additional layers.

Do not show again

Current Zoom: 83%

Air Maps



MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

FIRM

FLOOD INSURANCE RATE MAP

EAST BATON ROUGE PARISH,

LOUISIANA

AND INCORPORATED AREAS

PANEL 335 OF 360

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
EAST BATON ROUGE PARISH	220058	0335	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
22033C0335E

EFFECTIVE DATE
MAY 2, 2008

Federal Emergency Management Agency

Coordinates: 30.54°N 91.09°W

East Baton Rouge Parish, Louisiana

East Baton Rouge Parish (French: *Paroisse de Bâton-Rouge Est*, Spanish: *Parroquia de East Baton Rouge*) is the most populous parish in the U.S. state of Louisiana. As of the 2010 census, the population was 440,171.[1] The parish seat is Baton Rouge, Louisiana's state capital.[2]

East Baton Rouge Parish is part of the Baton Rouge, LA Metropolitan Statistical Area.

East Baton Rouge Parish, Louisiana	
Parish	
Parish of East Baton Rouge	
Seal	
	
Country	United States
State	Louisiana
Region	Florida Parishes
Metro	Baton Rouge
Founded year	1812
Parish seat	Baton Rouge
Largest city	Baton Rouge (population & area)
Population (2015)	
• **Total**	446,753
• **Rank**	LA: 1st
Time zone	UTC-6 (CST)
• **Summer (DST)**	UTC-5 (CDT)
Districts	2nd, 6th
Website	Parish of East Baton Rouge (https://www.brgov.com/)

Contents

Geography

According to the U.S. Census Bureau, the parish has a total area of 470 square miles (1,200 km²), of which 455 square miles (1,180 km²) is land and 15 square miles (39 km²) (3.2%) is water.[3]

Bodies of water

- Amite River
- Bayou Manchac
- Mississippi River
- Thompson Creek

Comite River

Major highways

- Interstate 10
- Interstate 12
- Interstate 110
- U.S. Highway 61
- U.S. Highway 190
- Louisiana Highway 19
- Louisiana Highway 30
- Louisiana Highway 37
- Louisiana Highway 42
- Louisiana Highway 64
- Louisiana Highway 67
- Louisiana Highway 73
- Louisiana Highway 327
- Louisiana Highway 408
- Louisiana Highway 409
- Louisiana Highway 410
- Louisiana Highway 423
- Louisiana Highway 426
- Louisiana Highway 427
- Louisiana Highway 946
- Louisiana Highway 948
- Louisiana Highway 958
- Louisiana Highway 964
- Louisiana Highway 1068
- Louisiana Highway 1209
- Louisiana Highway 1248
- Louisiana Highway 3006
- Louisiana Highway 3034
- Louisiana Highway 3064
- Louisiana Highway 3113
- Louisiana Highway 3164
- Louisiana Highway 3245
- Louisiana Highway 3246

Adjacent parishes

- East Feliciana Parish (north)
- West Feliciana Parish (northwest)
- West Baton Rouge Parish (west)
- Iberville Parish (south)
- Ascension Parish (southeast)
- Livingston Parish (east)
- St. Helena Parish (northeast)

Government

The City of Baton Rouge and the Parish of East Baton Rouge have been run by a consolidated government since 1947, which combined the City of Baton Rouge government with the rural areas of the parish. The city and parish are served by the Metropolitan Council and the Mayor-President. BRgov.com is the official government website for the City of Baton Rouge and the Parish of East Baton Rouge.

The parish courthouse in Baton Rouge is one of twenty-six public buildings constructed by the contractor George A. Caldwell[4] In the 1930s.

In 2010, the 19th Judicial District Court moved into the new courthouse on North Blvd.[5]

The Jetson Center for Youth, a former juvenile prison operated by the Louisiana Office of Juvenile Justice, is located near Baker in an unincorporated area.[6]

Baton Rouge Governmental Building & former Courthouse (St. Louis Street)

Demographics

As of the 2010 census,[12] there were over 440,000 residents in East Baton Rouge, making it the largest parish in Louisiana.[13] There are 156,365 households and 102,575 families residing in the parish. The population density was 906 people per square mile (350/km²). There were 169,073 housing units at an average density of 371 per square mile (143/km²). The racial makeup of the parish was 49.5% White, 45.9% Black or African American, 0.3% Native American, 3.0% Asian, 0.12% Pacific Islander, 1.02% from other races, and 1.2% from two or more races. 3.8% of the population were Hispanic or Latino of any race.

There were 156,365 households, of which 32.80% include children under the age of 18. 44.70% were married couples living together, 16.80% had a female householder with no husband present, and 34.40% were non-families. 26.90% of all households were made up of individuals and 7.20% had someone living alone who was 65 years of age or older. The average household size was 2.55 and the average family size was 3.14.

Historical population

Census	Pop.	%±

In the parish the population was spread out with 26.20% under the age of 18, 14.40% aged 18 to 24, 28.70% from 25 to 44, 20.80% from 45 to 64, and 9.90% who were 65 years of age or older. The median age was 32 years old. For every 100 females, there were 91.90 males. For every 100 females age 18 and over, there were 87.50 males.

The median income for a parish household was $37,224, and the median income for a family was $47,480. Males had a median income of $38,334 versus $25,073 for females. The per capita income for the parish was $19,790. About 13.20% of families and 17.90% of the population were below the poverty line, including 22.70% of those under age 18 and 11.50% of those age 65 or over.

East Baton Rouge Parish has both the highest high school graduation rate, at 82.2%, and the highest percentage of residents holding at least a bachelor's degree, 33.3%, in the state of Louisiana.[14]

Politics

Since 1980, East Baton Rouge Parish has been a bellwether in presidential elections, voting for the winner of the presidency in all but two elections (it voted for George H.W. Bush in 1992 and Hillary Clinton in 2016), but not necessarily the winner of Louisiana. In the 2008 presidential election, the parish voted for Democrat Barack Obama, who won 51% of the vote and 99,652 votes. Republican John McCain won 48% of the votes and 95,390 votes. In the 2008 Senate election, Democrat Mary Landrieu, who kept her seat as a U.S Senator, won 57% of the vote and 110,694 votes in East Baton Rouge Parish. Republican John Neely Kennedy won 41% of the vote and 80,222 votes. In the 2004 presidential election, East Baton Rouge Parish cast the majority of its votes for Republican George W. Bush, who won 54% of the votes and 99,943 votes. Democrat John F. Kerry won 45% of the votes and 82,298 votes.[15]

In 2016, John Kennedy lost East Baton Rouge Parish in his otherwise highly successful U.S. Senate race against the Democratic Louisiana Public Service Commissioner Foster Campbell, who prevailed 52-48 percent. By a nearly identical margin, Democrat Sharon Weston Broome defeated the Republican Bodi White to claim the Baton Rouge Mayor-President position to succeed Democrat Kip Holden.[16]

Presidential elections results

Education

Sections of the parish not in Baker, Zachary, or the City of Central are zoned to schools in East Baton Rouge Parish School System.[18]

Baker residents attend the City of Baker School System.[19]

Zachary residents attend the Zachary Community School Board.[20]

Presidential elections results[17]

Year	Republican	Democratic	Third parties
2016	43.1% *84,660*	**52.3%***102,828*	4.6% *9,003*
2012	46.6% *92,292*	**51.8%***102,656*	1.6% *3,223*
2008	48.3% *95,390*	**50.5%***99,652*	1.2% *2,307*
2004	**54.4%***99,943*	44.8% *82,298*	0.8% *1,401*
2000	**52.7%***89,128*	45.3% *76,516*	2.0% *3,345*
1996	45.6% *77,811*	**48.9%***83,493*	5.5% *9,343*
1992	**48.6%***81,072*	41.2% *68,622*	10.2% *16,997*
1988	**58.8%***86,791*	40.2% *59,270*	1.0% *1,523*
1984	**62.4%***95,704*	37.0% *56,673*	0.6% *891*
1980	**53.4%***71,063*	43.1% *57,442*	3.5% *4,663*
1976	**49.8%***51,655*	48.1% *49,956*	2.1% *2,196*
1972	**65.4%***52,648*	29.3% *23,617*	5.3% *4,277*
1968	27.5% *21,661*	27.7% *21,770*	**44.8%***35,250*
1964	**58.6%***36,964*	41.4% *26,152*	
1960	31.5% *17,749*	**46.7%***26,326*	21.9% *12,360*
1956	**56.7%***24,018*	40.3% *17,072*	2.9% *1,241*
1952	46.0% *19,693*	**54.0%***23,105*	
1948	21.4% *4,585*	**39.9%***8,560*	38.8% *8,319*
1944	17.0% *3,025*	**83.0%***14,757*	
1940	11.7% *1,762*	**88.3%***13,303*	
1936	9.7% *1,069*	**90.3%***9,911*	
1932	14.0% *1,045*	**85.5%***6,363*	0.4% *33*
1928	39.6% *2,995*	**60.4%***4,575*	
1924	18.0% *611*	**81.4%***2,764*	0.6% *19*
1920	15.9% *442*	**84.1%***2,336*	
1916	7.9% *130*	**90.0%***1,482*	2.1% *35*
1912	3.6% *45*	**85.4%***1,067*	11.0% *137*

1810	1,468	—
1820	5,220	255.6%
1830	6,698	28.3%
1840	8,133	21.4%
1850	11,977	47.3%
1860	16,046	34.0%
1870	17,816	11.0%
1880	19,966	12.1%
1890	25,922	29.8%
1900	31,153	20.2%
1910	34,580	11.0%
1920	44,513	28.7%
1930	68,208	53.2%
1940	88,415	29.6%
1950	158,236	79.0%
1960	230,058	45.4%
1970	285,167	24.0%
1980	366,191	28.4%
1990	380,105	3.8%
2000	412,852	8.6%
2010	440,171	6.6%
Est. 2016	447,037[7]	1.6%

U.S. Decennial Census[8]
1790-1960[9] 1900-1990[10]
1990-2000[11] 2010-2013[1]

Central residents attend the Central Community School System[21] schools.

Law enforcement

- East Baton Rouge Parish Sheriff's Office
- Baton Rouge Police Department
- Baton Rouge City Constable (Ward 1)
- Baton Rouge Metropolitan Airport Police Department
- Baker Police Department
- Baker City Marshall
- Zachary Police Department
- City of Central Police Department
- Louisiana State University Police Department
- Baton Rouge Community College Police Department
- Southern University Police Department
- East Baton Rouge Parish Constable - Ward 2, District 1
- East Baton Rouge Parish Constable - Ward 2, District 2
- East Baton Rouge Parish Constable - Ward 2, District 3
- East Baton Rouge Parish Constable - Ward 3, District 1
- East Baton Rouge Parish Constable - Ward 3, District 2
- East Baton Rouge Parish Constable - Ward 3, District 3

National Guard

The 769th Engineer Battalion (Combat) a unit of the 225th Engineer Brigade is located in East Baton Rouge Parish. Two companies of this battalion deployed to Iraq in 2007-2008. Another company sized unit, the 927TH Sapper Company deployed to Afghanistan in 2008-2009. As of 2011 yet another company, the 926TH MAC (Mobility Augmentation Company) located in Baker, Louisiana has been alerted for overseas deployment. The 769th Engineers has two other companies, the 922nd Horizontal Engineer Company located in Gonzales, Louisiana and the 928th Sapper Company located in Napoleonville, Louisiana.

Communities

Cities

- Baton Rouge
- Baker
- Zachary
- Central City

Census-designated places

- Brownfields
- Gardere
- Inniswold
- Merrydale
- Monticello
- Oak Hills Place
- Old Jefferson
- Shenandoah
- Village St. George
- Westminster

Unincorporated communities

- Baywood
- Greenwell Springs
- Port Hudson
- Pride

See also

- East Baton Rouge Parish Sheriff's Office
- National Register of Historic Places listings in East Baton Rouge Parish, Louisiana

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External links

- Baton Rouge City and Parish government's website (http://ci.baton-rouge.la.us/)
- Visit Baton Rouge (http://www.visitbatonrouge.com/)
- Explore the History and Culture of Southeastern Louisiana, a National Park Service *Discover Our Shared Heritage* Travel Itinerary (http://www.nps.gov/history/nr/travel/louisiana/)

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DP-1

Profile of General Population and Housing Characteristics: 2010

2010 Demographic Profile Data

NOTE: For more information on confidentiality protection, nonsampling error, and definitions, see http://www.census.gov/prod/cen2010/doc/dpsf.pdf.

Geography: East Baton Rouge Parish, Louisiana

Subject	Number	Percent
SEX AND AGE		
Total population	440,171	100.0
Under 5 years	29,507	6.7
5 to 9 years	28,254	6.4
10 to 14 years	28,208	6.4
15 to 19 years	34,402	7.8
20 to 24 years	45,628	10.4
25 to 29 years	37,917	8.6
30 to 34 years	29,236	6.6
35 to 39 years	25,523	5.8
40 to 44 years	25,409	5.8
45 to 49 years	28,600	6.5
50 to 54 years	29,626	6.7
55 to 59 years	27,286	6.2
60 to 64 years	22,545	5.1
65 to 69 years	15,484	3.5
70 to 74 years	11,001	2.5
75 to 79 years	8,446	1.9
80 to 84 years	6,773	1.5
85 years and over	6,326	1.4
Median age (years)	32.6	(X)
16 years and over	348,440	79.2
18 years and over	336,506	76.4
21 years and over	310,118	70.5
62 years and over	60,738	13.8
65 years and over	48,030	10.9
Male population	211,488	48.0
Under 5 years	15,060	3.4
5 to 9 years	14,232	3.2
10 to 14 years	14,400	3.3
15 to 19 years	17,178	3.9
20 to 24 years	22,715	5.2
25 to 29 years	18,948	4.3
30 to 34 years	14,383	3.3
35 to 39 years	12,361	2.8
40 to 44 years	12,047	2.7
45 to 49 years	13,494	3.1
50 to 54 years	13,819	3.1
55 to 59 years	12,673	2.9
60 to 64 years	10,442	2.4

Subject	Number	Percent
65 to 69 years	7,074	1.6
70 to 74 years	4,788	1.1
75 to 79 years	3,389	0.8
80 to 84 years	2,514	0.6
85 years and over	1,971	0.4
Median age (years)	30.9	(X)
16 years and over	164,850	37.5
18 years and over	158,838	36.1
21 years and over	145,894	33.1
62 years and over	25,678	5.8
65 years and over	19,736	4.5
Female population	228,683	52.0
Under 5 years	14,447	3.3
5 to 9 years	14,022	3.2
10 to 14 years	13,808	3.1
15 to 19 years	17,224	3.9
20 to 24 years	22,913	5.2
25 to 29 years	18,969	4.3
30 to 34 years	14,853	3.4
35 to 39 years	13,162	3.0
40 to 44 years	13,362	3.0
45 to 49 years	15,106	3.4
50 to 54 years	15,807	3.6
55 to 59 years	14,613	3.3
60 to 64 years	12,103	2.7
65 to 69 years	8,410	1.9
70 to 74 years	6,213	1.4
75 to 79 years	5,057	1.1
80 to 84 years	4,259	1.0
85 years and over	4,355	1.0
Median age (years)	34.3	(X)
16 years and over	183,590	41.7
18 years and over	177,668	40.4
21 years and over	164,224	37.3
62 years and over	35,060	8.0
65 years and over	28,294	6.4
RACE		
Total population	440,171	100.0
One Race	434,333	98.7
White	214,927	48.8
Black or African American	199,505	45.3
American Indian and Alaska Native	1,097	0.2
Asian	12,367	2.8
Asian Indian	2,452	0.6
Chinese	2,480	0.6
Filipino	768	0.2
Japanese	223	0.1
Korean	634	0.1
Vietnamese	4,517	1.0
Other Asian [1]	1,293	0.3
Native Hawaiian and Other Pacific Islander	135	0.0
Native Hawaiian	29	0.0
Guamanian or Chamorro	61	0.0
Samoan	15	0.0

Subject	Number	Percent
Other Pacific Islander [2]	30	0.0
Some Other Race	6,302	1.4
Two or More Races	5,838	1.3
White; American Indian and Alaska Native [3]	755	0.2
White; Asian [3]	999	0.2
White; Black or African American [3]	1,588	0.4
White; Some Other Race [3]	714	0.2
Race alone or in combination with one or more other races: [4]		
White	219,502	49.9
Black or African American	202,534	46.0
American Indian and Alaska Native	2,722	0.6
Asian	13,894	3.2
Native Hawaiian and Other Pacific Islander	326	0.1
Some Other Race	7,582	1.7
HISPANIC OR LATINO		
Total population	440,171	100.0
Hispanic or Latino (of any race)	16,274	3.7
Mexican	6,453	1.5
Puerto Rican	876	0.2
Cuban	1,092	0.2
Other Hispanic or Latino [5]	7,853	1.8
Not Hispanic or Latino	423,897	96.3
HISPANIC OR LATINO AND RACE		
Total population	440,171	100.0
Hispanic or Latino	16,274	3.7
White alone	8,263	1.9
Black or African American alone	915	0.2
American Indian and Alaska Native alone	174	0.0
Asian alone	77	0.0
Native Hawaiian and Other Pacific Islander alone	49	0.0
Some Other Race alone	5,686	1.3
Two or More Races	1,110	0.3
Not Hispanic or Latino	423,897	96.3
White alone	206,664	47.0
Black or African American alone	198,590	45.1
American Indian and Alaska Native alone	923	0.2
Asian alone	12,290	2.8
Native Hawaiian and Other Pacific Islander alone	86	0.0
Some Other Race alone	616	0.1
Two or More Races	4,728	1.1
RELATIONSHIP		
Total population	440,171	100.0
In households	429,066	97.5
Householder	172,057	39.1
Spouse [6]	66,359	15.1
Child	124,502	28.3
Own child under 18 years	86,259	19.6
Other relatives	34,915	7.9
Under 18 years	15,576	3.5
65 years and over	3,298	0.7
Nonrelatives	31,233	7.1
Under 18 years	1,358	0.3
65 years and over	751	0.2
Unmarried partner	10,957	2.5
In group quarters	11,105	2.5

Subject	Number	Percent
Institutionalized population	4,861	1.1
Male	3,262	0.7
Female	1,599	0.4
Noninstitutionalized population	6,244	1.4
Male	2,937	0.7
Female	3,307	0.8
HOUSEHOLDS BY TYPE		
Total households	172,057	100.0
Family households (families) [7]	107,124	62.3
With own children under 18 years	46,622	27.1
Husband-wife family	66,359	38.6
With own children under 18 years	25,759	15.0
Male householder, no wife present	9,102	5.3
With own children under 18 years	3,983	2.3
Female householder, no husband present	31,663	18.4
With own children under 18 years	16,880	9.8
Nonfamily households [7]	64,933	37.7
Householder living alone	49,404	28.7
Male	22,223	12.9
65 years and over	3,549	2.1
Female	27,181	15.8
65 years and over	9,379	5.5
Households with individuals under 18 years	54,845	31.9
Households with individuals 65 years and over	35,367	20.6
Average household size	2.49	(X)
Average family size [7]	3.11	(X)
HOUSING OCCUPANCY		
Total housing units	187,353	100.0
Occupied housing units	172,057	91.8
Vacant housing units	15,296	8.2
For rent	7,146	3.8
Rented, not occupied	275	0.1
For sale only	1,783	1.0
Sold, not occupied	405	0.2
For seasonal, recreational, or occasional use	1,223	0.7
All other vacants	4,464	2.4
Homeowner vacancy rate (percent) [8]	1.7	(X)
Rental vacancy rate (percent) [9]	9.3	(X)
HOUSING TENURE		
Occupied housing units	172,057	100.0
Owner-occupied housing units	102,341	59.5
Population in owner-occupied housing units	263,159	(X)
Average household size of owner-occupied units	2.57	(X)
Renter-occupied housing units	69,716	40.5
Population in renter-occupied housing units	165,907	(X)
Average household size of renter-occupied units	2.38	(X)

X Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] One of the four most commonly reported multiple-race combinations nationwide in Census 2000.

[4] In combination with one or more of the other races listed. The six numbers may add to more than the total population, and the six

percentages may add to more than 100 percent because individuals may report more than one race.

[5] This category is composed of people whose origins are from the Dominican Republic, Spain, and Spanish-speaking Central or South American countries. It also includes general origin responses such as "Latino" or "Hispanic."
[6] "Spouse" represents spouse of the householder. It does not reflect all spouses in a household. Responses of "same-sex spouse" were edited during processing to "unmarried partner."
[7] "Family households" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. They do not include same-sex married couples even if the marriage was performed in a state issuing marriage certificates for same-sex couples. Same-sex couple households are included in the family households category if there is at least one additional person related to the householder by birth or adoption. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. "Nonfamily households" consist of people living alone and households which do not have any members related to the householder.

[8] The homeowner vacancy rate is the proportion of the homeowner inventory that is vacant "for sale." It is computed by dividing the total number of vacant units "for sale only" by the sum of owner-occupied units, vacant units that are "for sale only," and vacant units that have been sold but not yet occupied; and then multiplying by 100.
[9] The rental vacancy rate is the proportion of the rental inventory that is vacant "for rent." It is computed by dividing the total number of vacant units "for rent" by the sum of the renter-occupied units, vacant units that are "for rent," and vacant units that have been rented but not yet occupied; and then multiplying by 100.
Source: U.S. Census Bureau, 2010 Census.

DP04

SELECTED HOUSING CHARACTERISTICS

2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

A processing error was found in the Year Structure Built estimates since data year 2008. For more information, please see the errata note #110.

Subject	East Baton Rouge Parish, Louisiana			
	Estimate	Margin of Error	Percent	Percent Margin of Error
HOUSING OCCUPANCY				
Total housing units	192,159	+/-241	192,159	(X)
Occupied housing units	167,188	+/-1,340	87.0%	+/-0.7
Vacant housing units	24,971	+/-1,332	13.0%	+/-0.7
Homeowner vacancy rate	1.9	+/-0.4	(X)	(X)
Rental vacancy rate	8.6	+/-0.9	(X)	(X)
UNITS IN STRUCTURE				
Total housing units	192,159	+/-241	192,159	(X)
1-unit, detached	121,609	+/-1,326	63.3%	+/-0.7
1-unit, attached	4,733	+/-475	2.5%	+/-0.2
2 units	4,545	+/-556	2.4%	+/-0.3
3 or 4 units	11,966	+/-943	6.2%	+/-0.5
5 to 9 units	10,177	+/-849	5.3%	+/-0.4
10 to 19 units	14,274	+/-925	7.4%	+/-0.5
20 or more units	18,700	+/-962	9.7%	+/-0.5
Mobile home	6,110	+/-605	3.2%	+/-0.3
Boat, RV, van, etc.	45	+/-44	0.0%	+/-0.1
YEAR STRUCTURE BUILT				
Total housing units	192,159	+/-241	192,159	(X)
Built 2014 or later	2,832	+/-379	1.5%	+/-0.2
Built 2010 to 2013	6,752	+/-721	3.5%	+/-0.4
Built 2000 to 2009	31,215	+/-1,200	16.2%	+/-0.6
Built 1990 to 1999	24,492	+/-1,025	12.7%	+/-0.5
Built 1980 to 1989	31,470	+/-1,331	16.4%	+/-0.7
Built 1970 to 1979	39,918	+/-1,496	20.8%	+/-0.8
Built 1960 to 1969	25,256	+/-1,006	13.1%	+/-0.5
Built 1950 to 1959	16,828	+/-800	8.8%	+/-0.4
Built 1940 to 1949	6,899	+/-538	3.6%	+/-0.3

Subject	East Baton Rouge Parish, Louisiana			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Built 1939 or earlier	6,497	+/-459	3.4%	+/-0.2
ROOMS				
Total housing units	192,159	+/-241	192,159	(X)
1 room	2,831	+/-504	1.5%	+/-0.3
2 rooms	4,097	+/-466	2.1%	+/-0.2
3 rooms	22,424	+/-1,183	11.7%	+/-0.6
4 rooms	35,095	+/-1,347	18.3%	+/-0.7
5 rooms	42,594	+/-1,293	22.2%	+/-0.7
6 rooms	35,157	+/-1,260	18.3%	+/-0.7
7 rooms	20,774	+/-865	10.8%	+/-0.4
8 rooms	13,545	+/-771	7.0%	+/-0.4
9 rooms or more	15,642	+/-734	8.1%	+/-0.4
Median rooms	5.2	+/-0.2	(X)	(X)
BEDROOMS				
Total housing units	192,159	+/-241	192,159	(X)
No bedroom	3,077	+/-521	1.6%	+/-0.3
1 bedroom	24,222	+/-1,077	12.6%	+/-0.6
2 bedrooms	45,555	+/-1,326	23.7%	+/-0.7
3 bedrooms	83,370	+/-1,561	43.4%	+/-0.8
4 bedrooms	31,624	+/-1,141	16.5%	+/-0.6
5 or more bedrooms	4,311	+/-457	2.2%	+/-0.2
HOUSING TENURE				
Occupied housing units	167,188	+/-1,340	167,188	(X)
Owner-occupied	98,239	+/-1,365	58.8%	+/-0.8
Renter-occupied	68,949	+/-1,681	41.2%	+/-0.8
Average household size of owner-occupied unit	2.70	+/-0.03	(X)	(X)
Average household size of renter-occupied unit	2.48	+/-0.04	(X)	(X)
YEAR HOUSEHOLDER MOVED INTO UNIT				
Occupied housing units	167,188	+/-1,340	167,188	(X)
Moved in 2015 or later	19,759	+/-1,066	11.8%	+/-0.6
Moved in 2010 to 2014	57,901	+/-1,438	34.6%	+/-0.8
Moved in 2000 to 2009	44,614	+/-1,165	26.7%	+/-0.7
Moved in 1990 to 1999	21,768	+/-869	13.0%	+/-0.5
Moved in 1980 to 1989	9,533	+/-583	5.7%	+/-0.3
Moved in 1979 and earlier	13,613	+/-706	8.1%	+/-0.4
VEHICLES AVAILABLE				
Occupied housing units	167,188	+/-1,340	167,188	(X)
No vehicles available	11,973	+/-753	7.2%	+/-0.4
1 vehicle available	65,488	+/-1,548	39.2%	+/-0.9
2 vehicles available	62,183	+/-1,343	37.2%	+/-0.8
3 or more vehicles available	27,544	+/-1,032	16.5%	+/-0.6
HOUSE HEATING FUEL				
Occupied housing units	167,188	+/-1,340	167,188	(X)
Utility gas	58,139	+/-1,371	34.8%	+/-0.8
Bottled, tank, or LP gas	873	+/-213	0.5%	+/-0.1
Electricity	107,321	+/-1,587	64.2%	+/-0.8
Fuel oil, kerosene, etc.	7	+/-11	0.0%	+/-0.1
Coal or coke	18	+/-29	0.0%	+/-0.1
Wood	136	+/-70	0.1%	+/-0.1
Solar energy	70	+/-76	0.0%	+/-0.1
Other fuel	55	+/-53	0.0%	+/-0.1
No fuel used	569	+/-153	0.3%	+/-0.1

Subject	East Baton Rouge Parish, Louisiana			
	Estimate	Margin of Error	Percent	Percent Margin of Error
SELECTED CHARACTERISTICS				
Occupied housing units	167,188	+/-1,340	167,188	(X)
Lacking complete plumbing facilities	433	+/-158	0.3%	+/-0.1
Lacking complete kitchen facilities	992	+/-238	0.6%	+/-0.1
No telephone service available	4,029	+/-448	2.4%	+/-0.3
OCCUPANTS PER ROOM				
Occupied housing units	167,188	+/-1,340	167,188	(X)
1.00 or less	163,248	+/-1,421	97.6%	+/-0.3
1.01 to 1.50	3,089	+/-385	1.8%	+/-0.2
1.51 or more	851	+/-249	0.5%	+/-0.1
VALUE				
Owner-occupied units	98,239	+/-1,365	98,239	(X)
Less than $50,000	5,794	+/-526	5.9%	+/-0.5
$50,000 to $99,999	12,497	+/-656	12.7%	+/-0.6
$100,000 to $149,999	18,120	+/-827	18.4%	+/-0.8
$150,000 to $199,999	19,999	+/-949	20.4%	+/-0.9
$200,000 to $299,999	21,555	+/-847	21.9%	+/-0.8
$300,000 to $499,999	14,037	+/-694	14.3%	+/-0.7
$500,000 to $999,999	4,808	+/-368	4.9%	+/-0.4
$1,000,000 or more	1,429	+/-231	1.5%	+/-0.2
Median (dollars)	177,800	+/-2,773	(X)	(X)
MORTGAGE STATUS				
Owner-occupied units	98,239	+/-1,365	98,239	(X)
Housing units with a mortgage	61,632	+/-1,528	62.7%	+/-1.1
Housing units without a mortgage	36,607	+/-1,012	37.3%	+/-1.1
SELECTED MONTHLY OWNER COSTS (SMOC)				
Housing units with a mortgage	61,632	+/-1,528	61,632	(X)
Less than $500	841	+/-200	1.4%	+/-0.3
$500 to $999	15,536	+/-827	25.2%	+/-1.1
$1,000 to $1,499	21,442	+/-1,042	34.8%	+/-1.3
$1,500 to $1,999	12,098	+/-668	19.6%	+/-1.0
$2,000 to $2,499	5,733	+/-539	9.3%	+/-0.8
$2,500 to $2,999	2,801	+/-386	4.5%	+/-0.6
$3,000 or more	3,181	+/-340	5.2%	+/-0.6
Median (dollars)	1,312	+/-21	(X)	(X)
Housing units without a mortgage	36,607	+/-1,012	36,607	(X)
Less than $250	6,734	+/-558	18.4%	+/-1.4
$250 to $399	13,119	+/-725	35.8%	+/-1.6
$400 to $599	10,395	+/-524	28.4%	+/-1.3
$600 to $799	3,882	+/-405	10.6%	+/-1.1
$800 to $999	1,305	+/-251	3.6%	+/-0.7
$1,000 or more	1,172	+/-224	3.2%	+/-0.6
Median (dollars)	383	+/-6	(X)	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)				
Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)	61,198	+/-1,521	61,198	(X)
Less than 20.0 percent	31,142	+/-1,189	50.9%	+/-1.6
20.0 to 24.9 percent	8,654	+/-683	14.1%	+/-1.1
25.0 to 29.9 percent	6,042	+/-566	9.9%	+/-0.9
30.0 to 34.9 percent	3,545	+/-445	5.8%	+/-0.7
35.0 percent or more	11,815	+/-783	19.3%	+/-1.1

Subject	East Baton Rouge Parish, Louisiana			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Not computed	434	+/-203	(X)	(X)
Housing unit without a mortgage (excluding units where SMOCAPI cannot be computed)	36,068	+/-991	36,068	(X)
Less than 10.0 percent	20,183	+/-845	56.0%	+/-1.6
10.0 to 14.9 percent	5,522	+/-472	15.3%	+/-1.3
15.0 to 19.9 percent	3,568	+/-395	9.9%	+/-1.1
20.0 to 24.9 percent	2,099	+/-290	5.8%	+/-0.8
25.0 to 29.9 percent	1,078	+/-214	3.0%	+/-0.6
30.0 to 34.9 percent	824	+/-205	2.3%	+/-0.6
35.0 percent or more	2,794	+/-308	7.7%	+/-0.9
Not computed	539	+/-169	(X)	(X)
GROSS RENT				
Occupied units paying rent	65,798	+/-1,610	65,798	(X)
Less than $500	5,411	+/-558	8.2%	+/-0.8
$500 to $999	36,560	+/-1,333	55.6%	+/-1.6
$1,000 to $1,499	17,092	+/-1,071	26.0%	+/-1.4
$1,500 to $1,999	4,494	+/-486	6.8%	+/-0.7
$2,000 to $2,499	1,664	+/-315	2.5%	+/-0.5
$2,500 to $2,999	349	+/-188	0.5%	+/-0.3
$3,000 or more	228	+/-122	0.3%	+/-0.2
Median (dollars)	882	+/-13	(X)	(X)
No rent paid	3,151	+/-445	(X)	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)				
Occupied units paying rent (excluding units where GRAPI cannot be computed)	63,315	+/-1,619	63,315	(X)
Less than 15.0 percent	8,572	+/-801	13.5%	+/-1.2
15.0 to 19.9 percent	7,469	+/-717	11.8%	+/-1.1
20.0 to 24.9 percent	7,027	+/-604	11.1%	+/-0.9
25.0 to 29.9 percent	6,938	+/-660	11.0%	+/-1.0
30.0 to 34.9 percent	5,227	+/-587	8.3%	+/-0.9
35.0 percent or more	28,082	+/-1,435	44.4%	+/-1.8
Not computed	5,634	+/-570	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Households not paying cash rent are excluded from the calculation of median gross rent.

Telephone service data are not available for certain geographic areas due to problems with data collection of this question that occurred in 2015 and 2016. Both ACS 1-year and ACS 5-year files were affected. It may take several years in the ACS 5-year files until the estimates are available for the geographic areas affected.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '******' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

S1501

EDUCATIONAL ATTAINMENT

2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Subject	East Baton Rouge Parish, Louisiana				
	Total		Percent		Male
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Population 18 to 24 years	64,477	+/-92	(X)	(X)	31,536
Less than high school graduate	7,662	+/-773	11.9%	+/-1.2	4,280
High school graduate (includes equivalency)	15,689	+/-1,106	24.3%	+/-1.7	8,656
Some college or associate's degree	34,452	+/-1,379	53.4%	+/-2.1	15,731
Bachelor's degree or higher	6,674	+/-698	10.4%	+/-1.1	2,869
Population 25 years and over	279,844	+/-92	(X)	(X)	130,766
Less than 9th grade	8,005	+/-795	2.9%	+/-0.3	4,285
9th to 12th grade, no diploma	19,403	+/-1,113	6.9%	+/-0.4	9,972
High school graduate (includes equivalency)	75,985	+/-1,807	27.2%	+/-0.6	36,111
Some college, no degree	64,563	+/-1,670	23.1%	+/-0.6	29,201
Associate's degree	15,398	+/-1,088	5.5%	+/-0.4	6,288
Bachelor's degree	60,801	+/-1,688	21.7%	+/-0.6	28,270
Graduate or professional degree	35,689	+/-1,317	12.8%	+/-0.5	16,639
Percent high school graduate or higher	(X)	(X)	90.2%	+/-0.5	(X)
Percent bachelor's degree or higher	(X)	(X)	34.5%	+/-0.8	(X)
Population 25 to 34 years	66,534	+/-129	(X)	(X)	33,348
High school graduate or higher	60,971	+/-660	91.6%	+/-0.9	30,369
Bachelor's degree or higher	25,197	+/-1,203	37.9%	+/-1.8	11,275
Population 35 to 44 years	51,502	+/-102	(X)	(X)	24,668
High school graduate or higher	46,989	+/-596	91.2%	+/-1.2	22,174
Bachelor's degree or higher	19,337	+/-882	37.5%	+/-1.7	8,678
Population 45 to 64 years	104,599	+/-116	(X)	(X)	48,579
High school graduate or higher	94,858	+/-835	90.7%	+/-0.8	42,957
Bachelor's degree or higher	33,856	+/-1,212	32.4%	+/-1.2	15,796
Population 65 years and over	57,209	+/-68	(X)	(X)	24,171
High school graduate or higher	49,618	+/-544	86.7%	+/-0.9	21,009
Bachelor's degree or higher	18,100	+/-816	31.6%	+/-1.4	9,160

Subject	East Baton Rouge Parish, Louisiana				
	Total		Percent		Male
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
RACE AND HISPANIC OR LATINO ORIGIN BY EDUCATIONAL ATTAINMENT					
White alone	145,647	+/-557	(X)	(X)	70,665
High school graduate or higher	138,380	+/-852	95.0%	+/-0.5	66,815
Bachelor's degree or higher	66,260	+/-1,616	45.5%	+/-1.1	33,155
White alone, not Hispanic or Latino	139,281	+/-164	(X)	(X)	67,196
High school graduate or higher	133,334	+/-640	95.7%	+/-0.4	64,189
Bachelor's degree or higher	64,485	+/-1,586	46.3%	+/-1.2	32,261
Black alone	118,163	+/-437	(X)	(X)	51,831
High school graduate or higher	100,634	+/-1,112	85.2%	+/-0.9	42,790
Bachelor's degree or higher	23,512	+/-1,147	19.9%	+/-1.0	8,236
American Indian or Alaska Native alone	676	+/-232	(X)	(X)	435
High school graduate or higher	509	+/-153	75.3%	+/-20.0	321
Bachelor's degree or higher	100	+/-73	14.8%	+/-10.5	58
Asian alone	9,394	+/-123	(X)	(X)	4,658
High school graduate or higher	7,934	+/-310	84.5%	+/-3.1	4,022
Bachelor's degree or higher	5,005	+/-377	53.3%	+/-4.0	2,822
Native Hawaiian and Other Pacific Islander alone	76	+/-63	(X)	(X)	47
High school graduate or higher	67	+/-62	88.2%	+/-21.6	47
Bachelor's degree or higher	0	+/-29	0.0%	+/-34.9	0
Some other race alone	3,170	+/-577	(X)	(X)	1,939
High school graduate or higher	2,356	+/-508	74.3%	+/-7.5	1,401
Bachelor's degree or higher	512	+/-251	16.2%	+/-7.1	214
Two or more races	2,718	+/-399	(X)	(X)	1,191
High school graduate or higher	2,556	+/-391	94.0%	+/-3.1	1,113
Bachelor's degree or higher	1,101	+/-252	40.5%	+/-7.4	424
Hispanic or Latino Origin	9,846	*****	(X)	(X)	5,563
High school graduate or higher	7,549	+/-446	76.7%	+/-4.5	4,093
Bachelor's degree or higher	2,222	+/-391	22.6%	+/-4.0	1,081
POVERTY RATE FOR THE POPULATION 25 YEARS AND OVER FOR WHOM POVERTY STATUS IS DETERMINED BY EDUCATIONAL ATTAINMENT					
Less than high school graduate	(X)	(X)	33.2%	+/-2.8	(X)
High school graduate (includes equivalency)	(X)	(X)	15.8%	+/-1.2	(X)
Some college or associate's degree	(X)	(X)	11.6%	+/-1.1	(X)
Bachelor's degree or higher	(X)	(X)	4.8%	+/-0.6	(X)
MEDIAN EARNINGS IN THE PAST 12 MONTHS (IN 2017 INFLATION-ADJUSTED DOLLARS)					
Population 25 years and over with earnings	38,364	+/-1,384	(X)	(X)	48,375
Less than high school graduate	20,572	+/-1,525	(X)	(X)	26,030
High school graduate (includes equivalency)	27,262	+/-1,067	(X)	(X)	34,739
Some college or associate's degree	32,401	+/-891	(X)	(X)	44,211
Bachelor's degree	51,060	+/-980	(X)	(X)	69,600
Graduate or professional degree	63,323	+/-2,177	(X)	(X)	83,523

Subject	East Baton Rouge Parish, Louisiana				
	Male	Percent Male		Female	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population 18 to 24 years	+/-70	(X)	(X)	32,941	+/-57
Less than high school graduate	+/-593	13.6%	+/-1.9	3,382	+/-474
High school graduate (includes equivalency)	+/-827	27.4%	+/-2.6	7,033	+/-739
Some college or associate's degree	+/-1,031	49.9%	+/-3.3	18,721	+/-981
Bachelor's degree or higher	+/-509	9.1%	+/-1.6	3,805	+/-534
Population 25 years and over	+/-98	(X)	(X)	149,078	+/-96
Less than 9th grade	+/-527	3.3%	+/-0.4	3,720	+/-435
9th to 12th grade, no diploma	+/-780	7.6%	+/-0.6	9,431	+/-739
High school graduate (includes equivalency)	+/-1,063	27.6%	+/-0.8	39,874	+/-1,362
Some college, no degree	+/-1,129	22.3%	+/-0.9	35,362	+/-1,392
Associate's degree	+/-659	4.8%	+/-0.5	9,110	+/-725
Bachelor's degree	+/-1,058	21.6%	+/-0.8	32,531	+/-1,311
Graduate or professional degree	+/-843	12.7%	+/-0.6	19,050	+/-911
Percent high school graduate or higher	(X)	89.1%	+/-0.7	(X)	(X)
Percent bachelor's degree or higher	(X)	34.3%	+/-0.9	(X)	(X)
Population 25 to 34 years	+/-114	(X)	(X)	33,186	+/-57
High school graduate or higher	+/-412	91.1%	+/-1.2	30,602	+/-428
Bachelor's degree or higher	+/-721	33.8%	+/-2.1	13,922	+/-871
Population 35 to 44 years	+/-75	(X)	(X)	26,834	+/-61
High school graduate or higher	+/-478	89.9%	+/-2.0	24,815	+/-325
Bachelor's degree or higher	+/-500	35.2%	+/-2.0	10,659	+/-635
Population 45 to 64 years	+/-88	(X)	(X)	56,020	+/-82
High school graduate or higher	+/-613	88.4%	+/-1.3	51,901	+/-539
Bachelor's degree or higher	+/-675	32.5%	+/-1.4	18,060	+/-810
Population 65 years and over	+/-67	(X)	(X)	33,038	+/-37
High school graduate or higher	+/-315	86.9%	+/-1.3	28,609	+/-419
Bachelor's degree or higher	+/-441	37.9%	+/-1.8	8,940	+/-589
RACE AND HISPANIC OR LATINO ORIGIN BY EDUCATIONAL ATTAINMENT					
White alone	+/-414	(X)	(X)	74,982	+/-283
High school graduate or higher	+/-600	94.6%	+/-0.7	71,565	+/-502
Bachelor's degree or higher	+/-1,029	46.9%	+/-1.5	33,105	+/-1,085
White alone, not Hispanic or Latino	+/-98	(X)	(X)	72,085	+/-86
High school graduate or higher	+/-428	95.5%	+/-0.6	69,145	+/-419
Bachelor's degree or higher	+/-1,001	48.0%	+/-1.5	32,224	+/-1,077
Black alone	+/-297	(X)	(X)	66,332	+/-259
High school graduate or higher	+/-786	82.6%	+/-1.5	57,844	+/-730
Bachelor's degree or higher	+/-672	15.9%	+/-1.3	15,276	+/-950
American Indian or Alaska Native alone	+/-163	(X)	(X)	241	+/-116
High school graduate or higher	+/-135	73.8%	+/-18.9	188	+/-84
Bachelor's degree or higher	+/-54	13.3%	+/-12.8	42	+/-54
Asian alone	+/-87	(X)	(X)	4,736	+/-72
High school graduate or higher	+/-192	86.3%	+/-3.6	3,912	+/-200
Bachelor's degree or higher	+/-258	60.6%	+/-5.2	2,183	+/-237
Native Hawaiian and Other Pacific Islander alone	+/-57	(X)	(X)	29	+/-28
High school graduate or higher	+/-57	100.0%	+/-44.9	20	+/-24
Bachelor's degree or higher	+/-29	0.0%	+/-44.9	0	+/-29

Subject	East Baton Rouge Parish, Louisiana				
	Male	Percent Male		Female	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Some other race alone	+/-406	(X)	(X)	1,231	+/-278
High school graduate or higher	+/-329	72.3%	+/-8.4	955	+/-272
Bachelor's degree or higher	+/-128	11.0%	+/-6.3	298	+/-157
Two or more races	+/-283	(X)	(X)	1,527	+/-238
High school graduate or higher	+/-271	93.5%	+/-4.5	1,443	+/-233
Bachelor's degree or higher	+/-200	35.6%	+/-14.4	677	+/-176
Hispanic or Latino Origin	*****	(X)	(X)	4,283	*****
High school graduate or higher	+/-305	73.6%	+/-5.5	3,456	+/-231
Bachelor's degree or higher	+/-285	19.4%	+/-5.1	1,141	+/-270
POVERTY RATE FOR THE POPULATION 25 YEARS AND OVER FOR WHOM POVERTY STATUS IS DETERMINED BY EDUCATIONAL ATTAINMENT					
Less than high school graduate	(X)	28.4%	+/-3.7	(X)	(X)
High school graduate (includes equivalency)	(X)	11.8%	+/-1.3	(X)	(X)
Some college or associate's degree	(X)	7.2%	+/-0.9	(X)	(X)
Bachelor's degree or higher	(X)	3.8%	+/-0.6	(X)	(X)
MEDIAN EARNINGS IN THE PAST 12 MONTHS (IN 2017 INFLATION-ADJUSTED DOLLARS)					
Population 25 years and over with earnings	+/-1,500	(X)	(X)	31,068	+/-661
Less than high school graduate	+/-3,331	(X)	(X)	13,697	+/-2,091
High school graduate (includes equivalency)	+/-1,844	(X)	(X)	22,349	+/-1,351
Some college or associate's degree	+/-2,086	(X)	(X)	26,908	+/-979
Bachelor's degree	+/-4,256	(X)	(X)	42,775	+/-1,195
Graduate or professional degree	+/-3,995	(X)	(X)	53,604	+/-2,350

Subject	East Baton Rouge Parish, Louisiana	
	Percent Female	
	Estimate	Margin of Error
Population 18 to 24 years	(X)	(X)
Less than high school graduate	10.3%	+/-1.4
High school graduate (includes equivalency)	21.4%	+/-2.2
Some college or associate's degree	56.8%	+/-3.0
Bachelor's degree or higher	11.6%	+/-1.6
Population 25 years and over	(X)	(X)
Less than 9th grade	2.5%	+/-0.3
9th to 12th grade, no diploma	6.3%	+/-0.5
High school graduate (includes equivalency)	26.7%	+/-0.9
Some college, no degree	23.7%	+/-0.9
Associate's degree	6.1%	+/-0.5
Bachelor's degree	21.8%	+/-0.9
Graduate or professional degree	12.8%	+/-0.6
Percent high school graduate or higher	91.2%	+/-0.6
Percent bachelor's degree or higher	34.6%	+/-1.0
Population 25 to 34 years	(X)	(X)
High school graduate or higher	92.2%	+/-1.3
Bachelor's degree or higher	42.0%	+/-2.6
Population 35 to 44 years	(X)	(X)
High school graduate or higher	92.5%	+/-1.2
Bachelor's degree or higher	39.7%	+/-2.4
Population 45 to 64 years	(X)	(X)
High school graduate or higher	92.6%	+/-0.9
Bachelor's degree or higher	32.2%	+/-1.4
Population 65 years and over	(X)	(X)
High school graduate or higher	86.6%	+/-1.3
Bachelor's degree or higher	27.1%	+/-1.8
RACE AND HISPANIC OR LATINO ORIGIN BY EDUCATIONAL ATTAINMENT		
White alone	(X)	(X)
High school graduate or higher	95.4%	+/-0.6
Bachelor's degree or higher	44.2%	+/-1.5
White alone, not Hispanic or Latino	(X)	(X)
High school graduate or higher	95.9%	+/-0.6
Bachelor's degree or higher	44.7%	+/-1.5
Black alone	(X)	(X)
High school graduate or higher	87.2%	+/-1.0
Bachelor's degree or higher	23.0%	+/-1.4
American Indian or Alaska Native alone	(X)	(X)
High school graduate or higher	78.0%	+/-28.7
Bachelor's degree or higher	17.4%	+/-19.8
Asian alone	(X)	(X)
High school graduate or higher	82.6%	+/-4.0
Bachelor's degree or higher	46.1%	+/-5.1
Native Hawaiian and Other Pacific Islander alone	(X)	(X)
High school graduate or higher	69.0%	+/-47.9

Subject	East Baton Rouge Parish, Louisiana	
	Percent Female	
	Estimate	Margin of Error
Bachelor's degree or higher	0.0%	+/-57.1
Some other race alone	(X)	(X)
High school graduate or higher	77.6%	+/-9.7
Bachelor's degree or higher	24.2%	+/-11.0
Two or more races	(X)	(X)
High school graduate or higher	94.5%	+/-4.3
Bachelor's degree or higher	44.3%	+/-9.4
Hispanic or Latino Origin	(X)	(X)
High school graduate or higher	80.7%	+/-5.4
Bachelor's degree or higher	26.6%	+/-6.3
POVERTY RATE FOR THE POPULATION 25 YEARS AND OVER FOR WHOM POVERTY STATUS IS DETERMINED BY EDUCATIONAL ATTAINMENT		
Less than high school graduate	38.4%	+/-3.8
High school graduate (includes equivalency)	19.5%	+/-1.8
Some college or associate's degree	15.1%	+/-1.7
Bachelor's degree or higher	5.7%	+/-0.8
MEDIAN EARNINGS IN THE PAST 12 MONTHS (IN 2017 INFLATION-ADJUSTED DOLLARS)		
Population 25 years and over with earnings	(X)	(X)
Less than high school graduate	(X)	(X)
High school graduate (includes equivalency)	(X)	(X)
Some college or associate's degree	(X)	(X)
Bachelor's degree	(X)	(X)
Graduate or professional degree	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

8. An '(X)' means that the estimate is not applicable or not available.

DP03

SELECTED ECONOMIC CHARACTERISTICS

2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Subject	East Baton Rouge Parish, Louisiana			
	Estimate	Margin of Error	Percent	Percent Margin of Error
EMPLOYMENT STATUS				
Population 16 years and over	356,149	+/-466	356,149	(X)
In labor force	232,599	+/-1,993	65.3%	+/-0.5
Civilian labor force	232,341	+/-2,012	65.2%	+/-0.6
Employed	216,397	+/-2,276	60.8%	+/-0.6
Unemployed	15,944	+/-1,085	4.5%	+/-0.3
Armed Forces	258	+/-157	0.1%	+/-0.1
Not in labor force	123,550	+/-1,952	34.7%	+/-0.5
Civilian labor force	232,341	+/-2,012	232,341	(X)
Unemployment Rate	(X)	(X)	6.9%	+/-0.5
Females 16 years and over	187,735	+/-373	187,735	(X)
In labor force	114,625	+/-1,467	61.1%	+/-0.8
Civilian labor force	114,610	+/-1,467	61.0%	+/-0.8
Employed	106,527	+/-1,434	56.7%	+/-0.8
Own children of the householder under 6 years	33,446	+/-763	33,446	(X)
All parents in family in labor force	23,715	+/-1,012	70.9%	+/-2.8
Own children of the householder 6 to 17 years	62,352	+/-965	62,352	(X)
All parents in family in labor force	46,647	+/-1,641	74.8%	+/-2.2
COMMUTING TO WORK				
Workers 16 years and over	212,556	+/-2,333	212,556	(X)
Car, truck, or van -- drove alone	176,216	+/-2,433	82.9%	+/-0.8
Car, truck, or van -- carpooled	20,775	+/-1,573	9.8%	+/-0.7
Public transportation (excluding taxicab)	3,358	+/-656	1.6%	+/-0.3
Walked	3,757	+/-563	1.8%	+/-0.3
Other means	2,524	+/-468	1.2%	+/-0.2
Worked at home	5,926	+/-583	2.8%	+/-0.3
Mean travel time to work (minutes)	23.6	+/-0.3	(X)	(X)

Subject	East Baton Rouge Parish, Louisiana			
	Estimate	Margin of Error	Percent	Percent Margin of Error
OCCUPATION				
Civilian employed population 16 years and over	216,397	+/-2,276	216,397	(X)
Management, business, science, and arts occupations	82,371	+/-2,076	38.1%	+/-0.9
Service occupations	40,476	+/-1,781	18.7%	+/-0.8
Sales and office occupations	52,750	+/-1,711	24.4%	+/-0.8
Natural resources, construction, and maintenance occupations	18,175	+/-1,092	8.4%	+/-0.5
Production, transportation, and material moving occupations	22,625	+/-1,300	10.5%	+/-0.6
INDUSTRY				
Civilian employed population 16 years and over	216,397	+/-2,276	216,397	(X)
Agriculture, forestry, fishing and hunting, and mining	2,317	+/-380	1.1%	+/-0.2
Construction	16,034	+/-1,079	7.4%	+/-0.5
Manufacturing	16,237	+/-1,059	7.5%	+/-0.5
Wholesale trade	4,644	+/-507	2.1%	+/-0.2
Retail trade	26,463	+/-1,358	12.2%	+/-0.6
Transportation and warehousing, and utilities	10,178	+/-946	4.7%	+/-0.4
Information	4,271	+/-557	2.0%	+/-0.3
Finance and insurance, and real estate and rental and leasing	12,827	+/-782	5.9%	+/-0.4
Professional, scientific, and management, and administrative and waste management services	23,102	+/-1,084	10.7%	+/-0.5
Educational services, and health care and social assistance	53,905	+/-1,685	24.9%	+/-0.7
Arts, entertainment, and recreation, and accommodation and food services	22,679	+/-1,273	10.5%	+/-0.6
Other services, except public administration	11,636	+/-862	5.4%	+/-0.4
Public administration	12,104	+/-701	5.6%	+/-0.3
CLASS OF WORKER				
Civilian employed population 16 years and over	216,397	+/-2,276	216,397	(X)
Private wage and salary workers	170,128	+/-2,560	78.6%	+/-0.8
Government workers	36,217	+/-1,563	16.7%	+/-0.7
Self-employed in own not incorporated business workers	9,811	+/-819	4.5%	+/-0.4
Unpaid family workers	241	+/-103	0.1%	+/-0.1
INCOME AND BENEFITS (IN 2017 INFLATION-ADJUSTED DOLLARS)				
Total households	167,188	+/-1,340	167,188	(X)
Less than $10,000	14,990	+/-811	9.0%	+/-0.5
$10,000 to $14,999	9,282	+/-742	5.6%	+/-0.4
$15,000 to $24,999	18,083	+/-1,187	10.8%	+/-0.7
$25,000 to $34,999	16,936	+/-873	10.1%	+/-0.5
$35,000 to $49,999	22,133	+/-1,130	13.2%	+/-0.7
$50,000 to $74,999	26,828	+/-1,007	16.0%	+/-0.6
$75,000 to $99,999	18,159	+/-969	10.9%	+/-0.6
$100,000 to $149,999	22,842	+/-1,085	13.7%	+/-0.6
$150,000 to $199,999	8,652	+/-547	5.2%	+/-0.3
$200,000 or more	9,283	+/-598	5.6%	+/-0.4
Median household income (dollars)	51,436	+/-946	(X)	(X)
Mean household income (dollars)	75,994	+/-1,453	(X)	(X)
With earnings	132,582	+/-1,435	79.3%	+/-0.5
Mean earnings (dollars)	77,230	+/-1,566	(X)	(X)
With Social Security	42,767	+/-857	25.6%	+/-0.5
Mean Social Security income (dollars)	17,319	+/-294	(X)	(X)
With retirement income	29,893	+/-991	17.9%	+/-0.6
Mean retirement income (dollars)	27,018	+/-1,659	(X)	(X)
With Supplemental Security Income	8,882	+/-598	5.3%	+/-0.4

Subject	East Baton Rouge Parish, Louisiana			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Mean Supplemental Security Income (dollars)	9,314	+/-412	(X)	(X)
With cash public assistance income	1,678	+/-267	1.0%	+/-0.2
Mean cash public assistance income (dollars)	2,355	+/-465	(X)	(X)
With Food Stamp/SNAP benefits in the past 12 months	25,684	+/-1,084	15.4%	+/-0.6
Families	100,463	+/-1,563	100,463	(X)
Less than $10,000	5,408	+/-536	5.4%	+/-0.5
$10,000 to $14,999	3,535	+/-461	3.5%	+/-0.5
$15,000 to $24,999	8,096	+/-738	8.1%	+/-0.7
$25,000 to $34,999	8,161	+/-627	8.1%	+/-0.6
$35,000 to $49,999	11,952	+/-789	11.9%	+/-0.8
$50,000 to $74,999	16,959	+/-857	16.9%	+/-0.8
$75,000 to $99,999	12,851	+/-682	12.8%	+/-0.7
$100,000 to $149,999	17,941	+/-1,001	17.9%	+/-0.9
$150,000 to $199,999	7,364	+/-522	7.3%	+/-0.5
$200,000 or more	8,196	+/-586	8.2%	+/-0.6
Median family income (dollars)	68,774	+/-1,894	(X)	(X)
Mean family income (dollars)	94,016	+/-2,342	(X)	(X)
Per capita income (dollars)	30,162	+/-560	(X)	(X)
Nonfamily households	66,725	+/-1,489	66,725	(X)
Median nonfamily income (dollars)	32,577	+/-1,020	(X)	(X)
Mean nonfamily income (dollars)	46,492	+/-1,569	(X)	(X)
Median earnings for workers (dollars)	30,449	+/-472	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	53,199	+/-1,517	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	36,769	+/-847	(X)	(X)
HEALTH INSURANCE COVERAGE				
Civilian noninstitutionalized population	443,233	+/-381	443,233	(X)
With health insurance coverage	395,789	+/-2,209	89.3%	+/-0.5
With private health insurance	297,416	+/-3,377	67.1%	+/-0.8
With public coverage	141,033	+/-3,190	31.8%	+/-0.7
No health insurance coverage	47,444	+/-2,196	10.7%	+/-0.5
Civilian noninstitutionalized population under 19 years	108,800	+/-539	108,800	(X)
No health insurance coverage	3,080	+/-661	2.8%	+/-0.6
Civilian noninstitutionalized population 19 to 64 years	278,550	+/-629	278,550	(X)
In labor force:	215,482	+/-2,111	215,482	(X)
Employed:	201,148	+/-2,301	201,148	(X)
With health insurance coverage	173,368	+/-2,072	86.2%	+/-0.8
With private health insurance	163,749	+/-2,163	81.4%	+/-0.8
With public coverage	13,758	+/-922	6.8%	+/-0.5
No health insurance coverage	27,780	+/-1,698	13.8%	+/-0.8
Unemployed:	14,334	+/-1,067	14,334	(X)
With health insurance coverage	8,704	+/-761	60.7%	+/-3.4
With private health insurance	5,406	+/-627	37.7%	+/-3.5
With public coverage	3,689	+/-514	25.7%	+/-3.2
No health insurance coverage	5,630	+/-671	39.3%	+/-3.4
Not in labor force:	63,068	+/-2,004	63,068	(X)
With health insurance coverage	52,448	+/-1,863	83.2%	+/-1.5
With private health insurance	34,591	+/-1,588	54.8%	+/-1.7
With public coverage	21,494	+/-1,140	34.1%	+/-1.6
No health insurance coverage	10,620	+/-1,008	16.8%	+/-1.5

Subject	East Baton Rouge Parish, Louisiana			
	Estimate	Margin of Error	Percent	Percent Margin of Error
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL				
All families	(X)	(X)	12.8%	+/-0.8
With related children of the householder under 18 years	(X)	(X)	21.1%	+/-1.6
With related children of the householder under 5 years only	(X)	(X)	22.7%	+/-3.5
Married couple families	(X)	(X)	4.1%	+/-0.7
With related children of the householder under 18 years	(X)	(X)	5.8%	+/-1.3
With related children of the householder under 5 years only	(X)	(X)	5.1%	+/-2.9
Families with female householder, no husband present	(X)	(X)	32.8%	+/-2.5
With related children of the householder under 18 years	(X)	(X)	43.5%	+/-3.2
With related children of the householder under 5 years only	(X)	(X)	49.7%	+/-6.5
All people	(X)	(X)	19.1%	+/-0.9
Under 18 years	(X)	(X)	25.8%	+/-2.0
Related children of the householder under 18 years	(X)	(X)	25.6%	+/-2.0
Related children of the householder under 5 years	(X)	(X)	29.4%	+/-2.8
Related children of the householder 5 to 17 years	(X)	(X)	24.1%	+/-2.3
18 years and over	(X)	(X)	17.1%	+/-0.7
18 to 64 years	(X)	(X)	18.7%	+/-0.9
65 years and over	(X)	(X)	9.3%	+/-1.0
People in families	(X)	(X)	15.0%	+/-1.0
Unrelated individuals 15 years and over	(X)	(X)	33.1%	+/-1.5

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Employment and unemployment estimates may vary from the official labor force data released by the Bureau of Labor Statistics because of differences in survey design and data collection. For guidance on differences in employment and unemployment estimates from different sources go to Labor Force Guidance.

Workers include members of the Armed Forces and civilians who were at work last week.

Industry codes are 4-digit codes and are based on the North American Industry Classification System 2012. The Industry categories adhere to the guidelines issued in Clarification Memorandum No. 2, "NAICS Alternate Aggregation Structure for Use By U.S. Statistical Agencies," issued by the Office of Management and Budget.

Occupation codes are 4-digit codes and are based on Standard Occupational Classification 2010.

Logical coverage edits applying a rules-based assignment of Medicaid, Medicare and military health coverage were added as of 2009 -- please see https://www.census.gov/library/working-papers/2010/demo/coverage_edits_final.html for more details. The 2008 data table in American FactFinder does not incorporate these edits. Therefore, the estimates that appear in these tables are not comparable to the estimates in the 2009 and later tables. Select geographies of 2008 data comparable to the 2009 and later tables are available at https://www.census.gov/data/tables/time-series/acs/1-year-re-run-health-insurance.html. The health insurance coverage category names were modified in 2010. See https://www.census.gov/topics/health/health-insurance/about/glossary.html#par_textimage_18 for a list of the insurance type definitions.

Beginning in 2017, selected variable categories were updated, including age-categories, income-to-poverty ratio (IPR) categories, and the age universe for certain employment and education variables. See user note entitled "Health Insurance Table Updates" for further details.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
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7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

S1701

POVERTY STATUS IN THE PAST 12 MONTHS
2013-2017 American Community Survey 5-Year Estimates

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

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Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

1 - 61 of 61

Subject	East Baton Rouge Parish, Louisiana					
	Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population for whom poverty status is determined	436,841	+/-602	83,483	+/-4,046	19.1%	+/-0.9
AGE						
Under 18 years	100,786	+/-259	26,021	+/-2,020	25.8%	+/-2.0
Under 5 years	29,231	+/-117	8,586	+/-816	29.4%	+/-2.8
5 to 17 years	71,555	+/-224	17,435	+/-1,632	24.4%	+/-2.3
Related children of householder under 18 years	100,555	+/-317	25,790	+/-2,008	25.6%	+/-2.0
18 to 64 years	280,172	+/-456	52,266	+/-2,436	18.7%	+/-0.9
18 to 34 years	124,847	+/-413	33,798	+/-1,687	27.1%	+/-1.4
35 to 64 years	155,325	+/-228	18,468	+/-1,293	11.9%	+/-0.8
60 years and over	79,576	+/-956	8,163	+/-737	10.3%	+/-0.9
65 years and over	55,883	+/-277	5,196	+/-540	9.3%	+/-1.0
SEX						
Male	210,330	+/-444	37,265	+/-1,974	17.7%	+/-0.9
Female	226,511	+/-497	46,218	+/-2,599	20.4%	+/-1.2
RACE AND HISPANIC OR LATINO ORIGIN						
White alone	207,968	+/-1,208	24,655	+/-1,822	11.9%	+/-0.9
Black or African American alone	200,105	+/-1,156	53,743	+/-3,095	26.9%	+/-1.5
American Indian and Alaska Native alone	944	+/-315	112	+/-143	11.9%	+/-13.1
Asian alone	15,031	+/-397	2,534	+/-828	16.9%	+/-5.4
Native Hawaiian and Other Pacific Islander alone	123	+/-100	29	+/-34	23.6%	+/-30.3
Some other race alone	5,795	+/-1,061	944	+/-377	16.3%	+/-6.7
Two or more races	6,875	+/-1,130	1,466	+/-599	21.3%	+/-6.8
	17,460	+/-129	4,273	+/-778	24.5%	+/-4.4

Versions of this table are available for the following years:

2017
2016
2015
2014
2013
2012

Subject	East Baton Rouge Parish, Louisiana					
	Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Hispanic or Latino origin (of any race)						
White alone, not Hispanic or Latino	197,124	+/-508	21,801	+/-1,583	11.1%	+/-0.8
EDUCATIONAL ATTAINMENT						
Population 25 years and over	277,382	+/-367	34,554	+/-1,804	12.5%	+/-0.7
Less than high school graduate	26,801	+/-1,329	8,890	+/-730	33.2%	+/-2.8
High school graduate (includes equivalency)	74,930	+/-1,822	11,868	+/-982	15.8%	+/-1.2
Some college, associate's degree	79,477	+/-1,824	9,182	+/-874	11.6%	+/-1.1
Bachelor's degree or higher	96,174	+/-2,101	4,614	+/-561	4.8%	+/-0.6
EMPLOYMENT STATUS						
Civilian labor force 16 years and over	229,681	+/-2,002	28,980	+/-1,641	12.6%	+/-0.7
Employed	214,503	+/-2,280	22,459	+/-1,361	10.5%	+/-0.6
Male	109,243	+/-1,679	9,028	+/-1,001	8.3%	+/-0.9
Female	105,260	+/-1,433	13,431	+/-928	12.8%	+/-0.9
Unemployed	15,178	+/-1,079	6,521	+/-839	43.0%	+/-4.5
Male	7,604	+/-924	2,830	+/-573	37.2%	+/-5.8
Female	7,574	+/-728	3,691	+/-572	48.7%	+/-5.8
WORK EXPERIENCE						
Population 16 years and over	347,616	+/-695	59,744	+/-2,706	17.2%	+/-0.8
Worked full-time, year-round in the past 12 months	151,247	+/-1,963	5,854	+/-797	3.9%	+/-0.5
Worked part-time or part-year in the past 12 months	83,020	+/-2,108	21,498	+/-1,307	25.9%	+/-1.5
Did not work	113,349	+/-2,169	32,392	+/-2,368	28.6%	+/-1.8
ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS						
50 percent of poverty level	42,555	+/-3,007	(X)	(X)	(X)	(X)
125 percent of poverty level	102,785	+/-4,319	(X)	(X)	(X)	(X)
150 percent of poverty level	120,575	+/-4,704	(X)	(X)	(X)	(X)
185 percent of poverty level	147,794	+/-4,618	(X)	(X)	(X)	(X)

Subject	East Baton Rouge Parish, Louisiana					
	Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
200 percent of poverty level	158,694	+/-4,439	(X)	(X)	(X)	(X)
300 percent of poverty level	225,775	+/-4,148	(X)	(X)	(X)	(X)
400 percent of poverty level	278,874	+/-4,173	(X)	(X)	(X)	(X)
500 percent of poverty level	320,177	+/-3,314	(X)	(X)	(X)	(X)
UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED	99,210	+/-2,402	32,827	+/-1,668	33.1%	+/-1.5
Male	49,849	+/-1,499	15,487	+/-1,235	31.1%	+/-2.2
Female	49,361	+/-1,627	17,340	+/-1,107	35.1%	+/-1.8
15 years	16	+/-19	16	+/-19	100.0%	+/-76.9
16 to 17 years	209	+/-137	209	+/-137	100.0%	+/-15.4
18 to 24 years	23,098	+/-1,274	15,156	+/-1,314	65.6%	+/-4.0
25 to 34 years	21,900	+/-1,199	5,201	+/-595	23.7%	+/-2.3
35 to 44 years	11,369	+/-768	2,258	+/-385	19.9%	+/-3.0
45 to 54 years	12,011	+/-895	3,186	+/-444	26.5%	+/-3.2
55 to 64 years	13,146	+/-894	3,530	+/-441	26.9%	+/-2.9
65 to 74 years	9,037	+/-567	1,950	+/-323	21.6%	+/-3.3
75 years and over	8,424	+/-583	1,321	+/-216	15.7%	+/-2.3
Mean income deficit for unrelated individuals (dollars)	7,317	+/-240	(X)	(X)	(X)	(X)
Worked full-time, year-round in the past 12 months	42,870	+/-1,729	2,280	+/-487	5.3%	+/-1.1
Worked less than full-time, year-round in the past 12 months	25,550	+/-1,459	13,560	+/-1,029	53.1%	+/-2.9
Did not work	30,790	+/-1,516	16,987	+/-1,461	55.2%	+/-2.7

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:
An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

An '(X)' means that the estimate is not applicable or not available.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.